1/20/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

STATE JOB NO. 35353(04)

MAYES COUNTY

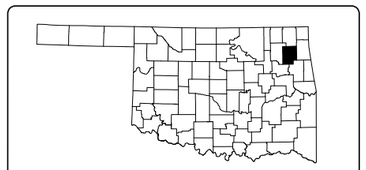
GRADE, DRAIN, & SURFACE
STATE HIGHWAY 412B

CONTROL SECTION NO. 412B-49-48

CONTROL SURVEY DATA:

SEE SURVEY DATA SHEETS

INDEX OF SHEETS



LOCATION MAP

SH-412B DESIGN DATA		
ADT 2022	=	416
ADT 2042	=	651
DESIGN SPEED	=	45 MPH
K	=	61%
D	=	70%
T(AADT)	=	XX%
T(DHV)	=	XX%
T3	=	25%
FLEX ESALS	=	0.XX M

SCALES 1"

PLAN 1" = 50'

PROFILE HOR. 1" = 50'

VER. 1" = 10'

LAYOUT MAP 1" = 2,000'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- TUG — TELEPHONE UNDERGROUND
- SS — SANITARY SEWER
- G — GAS LINE
- W — WATER LINE
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES.R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- RIGHT-OF-WAY MARKERS - IN PLACE
- RIGHT-OF-WAY MARKERS - REMOVE & REPLACE
- RIGHT-OF-WAY MARKERS - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE

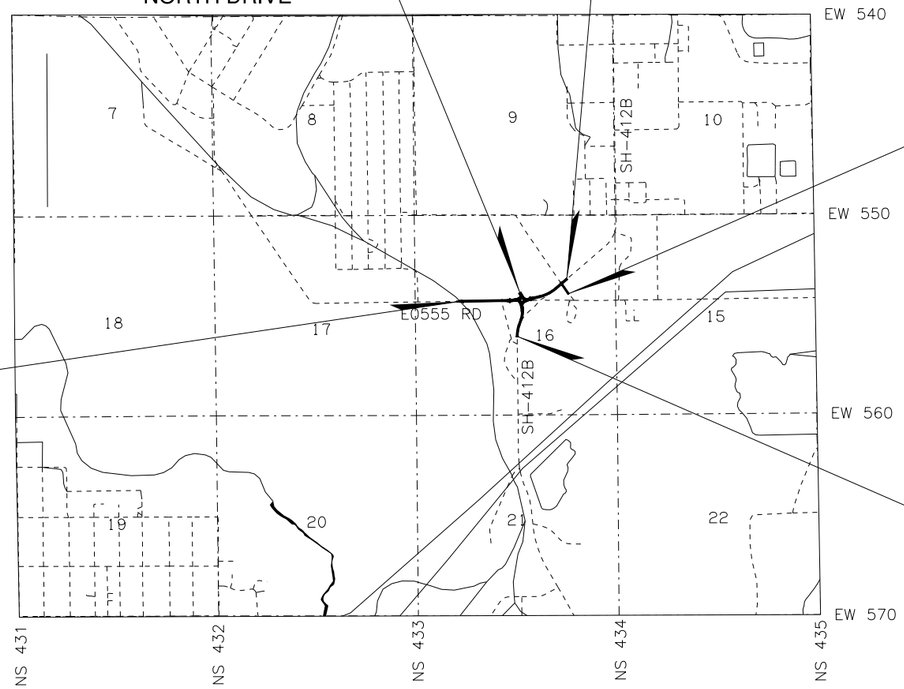
STA. 355+26.99
END CONSTRUCTION
STATE HIGHWAY 412B

STA. 212+00.00
END CONSTRUCTION
NORTH DRIVE

STA. 113+25.00
END CONSTRUCTION
PATROL ROAD EAST

STA. 11+00.00
BEGIN CONSTRUCTION
PATROL ROAD WEST

STA. 232+00.00
BEGIN CONSTRUCTION
STATE HIGHWAY 412B



ROADWAY LENGTH	4574.47 FT.	0.866 MI.
BRIDGE LENGTH	00.00 FT.	0.0000 MI.
PROJECT LENGTH		0.866 MI.

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18 2019.

olsson

1717 S. BOULDER, SUITE 600
TULSA, OKLAHOMA 74119

C.A. 2483
EXP. 06-30-2023

PREPARED BY:
OLSSON, INC.

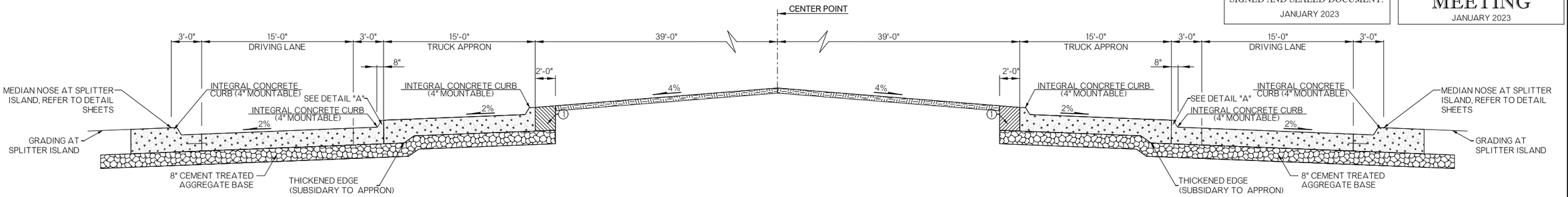
RUSSELL L. BEATY, P.E.
OKLA. REG. NO. 20685

DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR

S.W.O. XXXX Project No. 35353(04) Sheet No. 0001

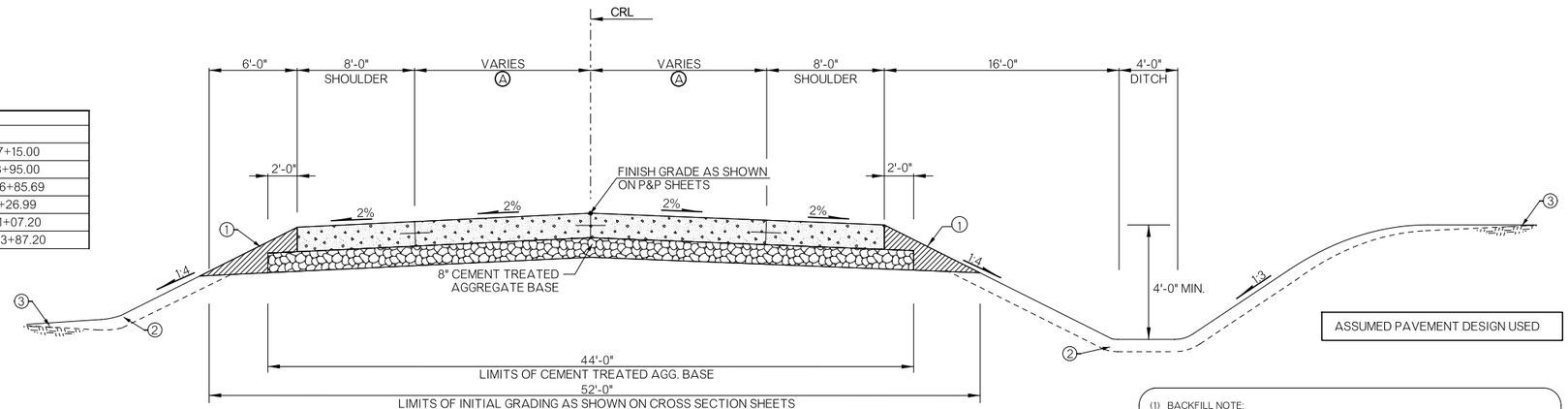
F:\2020\1001-1500\020-1030-GA0-Design\Microstation\ODOT\DGN\WP1_Roundabout\C\35353(04)-TITLE.dgn 2:49:8 PM



TYPICAL NO. 1
SH-412B ROUNDABOUT

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	15'-0" DRIVING LANES	15'-0" TRUCK APPRON
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE PAVEMENT	10" DOWEL JOINTED P.C. CONCRETE PAVEMENT
BASE COURSE	8" CEMENT TREATED AGG. BASE	8" CEMENT TREATED AGG. BASE

VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
2	A	12'	CRL SH-412B SOUTH STA. 232+00.00 TO STA. 237+15.00
2	A	12' TO 16'	CRL SH-412B SOUTH STA. 237+15.00 TO STA. 238+95.00
2	A	16' TO 12'	CRL SH-412B NORTH STA. 344+85.69 TO STA. 346+85.69
2	A	12'	CRL SH-412B NORTH STA. 34+85.69 TO STA. 355+26.99
2	A	12'	CRL PATROL ROAD WEST STA. 11+00.00 TO STA. 21+07.20
2	A	12' TO 16'	CRL PATROL ROAD WEST STA. 21+07.20 TO STA. 23+87.20



ASSUMED PAVEMENT DESIGN USED

TYPICAL NO. 2
SH-412B SOUTH STA. 232+00.00 TO STA. 238+95.00
SH-412B NORTH STA. 344+85.69 TO STA. 355+26.99
PATROL ROAD WEST STA. 11+00.00 TO 23+87.20

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. PAVEMENT	10" DOWEL JOINTED P.C. PAVEMENT
BASE COURSE	8" CEMENT TREATED AGG. BASE	8" CEMENT TREATED AGG. BASE

(1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

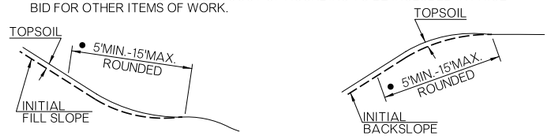
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) ROUNDING DETAIL THIS SHEET

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

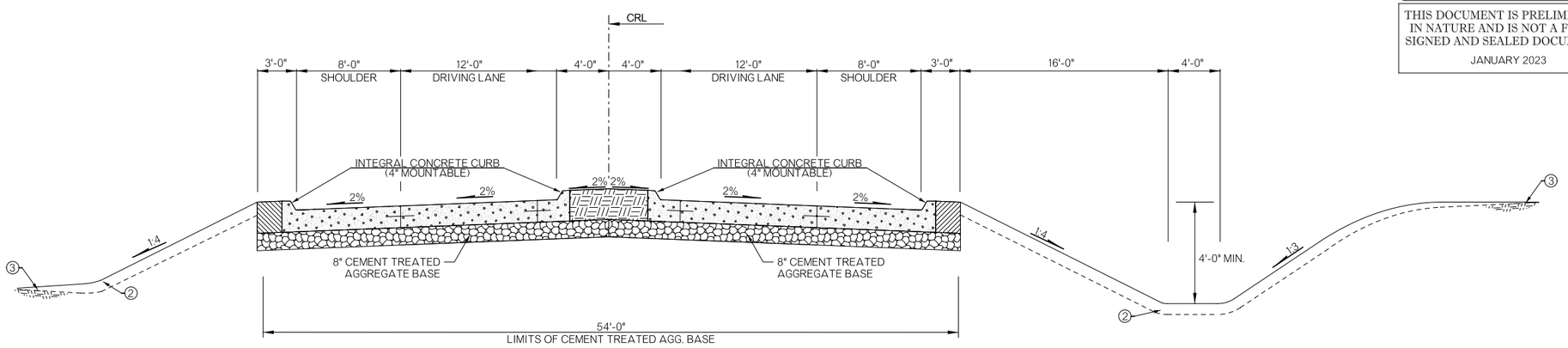
ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DESIGN			TYPICAL SECTIONS (SHEET 1 OF 3)
DRAWN			
CHECKED			
APPROVED			
SQUAD			

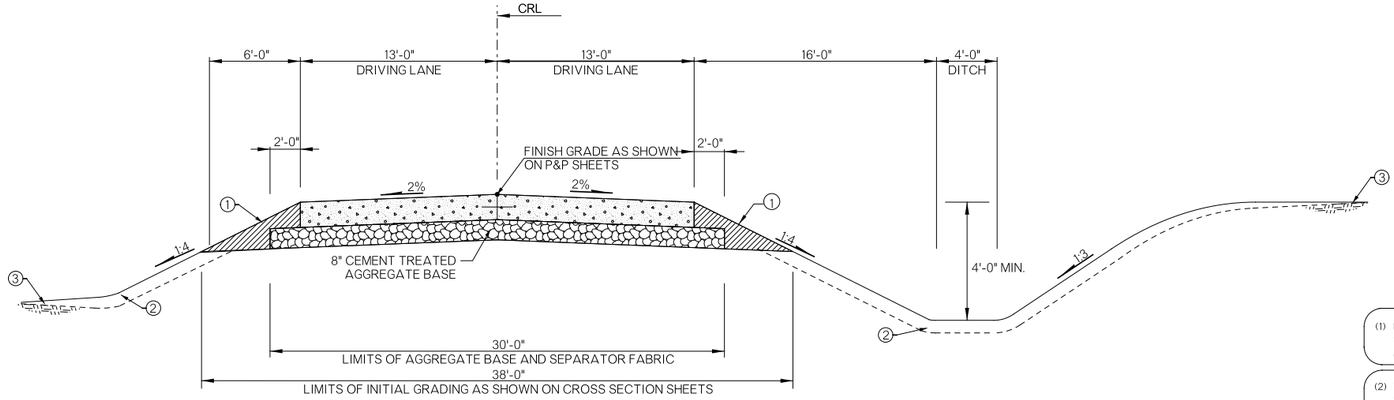
COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. 0002



TYPICAL NO. 3

SH-412B SOUTH STA. 238+95.00 TO STA. 241+11.89
SH-412B NORTH STA. 342+59.82 TO STA. 344+85.69
NORTH DRIVE STA. 210+73.99 TO STA. 212+00.00
PATROL ROAD WEST STA. 23+87.20 TO STA. 26+79.83

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	10'-6" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. PAVEMENT	10" DOWEL JOINTED P.C. PAVEMENT
BASE COURSE	8" CEMENT TREATED AGG. BASE	8" CEMENT TREATED AGG. BASE



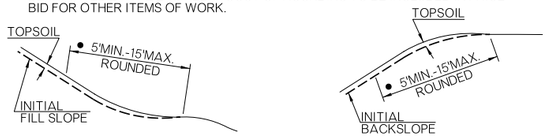
TYPICAL NO. 4

PATROL ROAD EAST STA. 110+20.00 TO 113+25.00

PAVEMENT REQUIREMENT	
10" PAVT. STRUCTURE	13'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. PAVEMENT
BASE COURSE	8" CEMENT TREATED AGG. BASE

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



ASSUMED PAVEMENT DESIGN USED

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(3) ROUNDING DETAIL THIS SHEET

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		TYPICAL SECTIONS (SHEET 2 OF 3)
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. 0003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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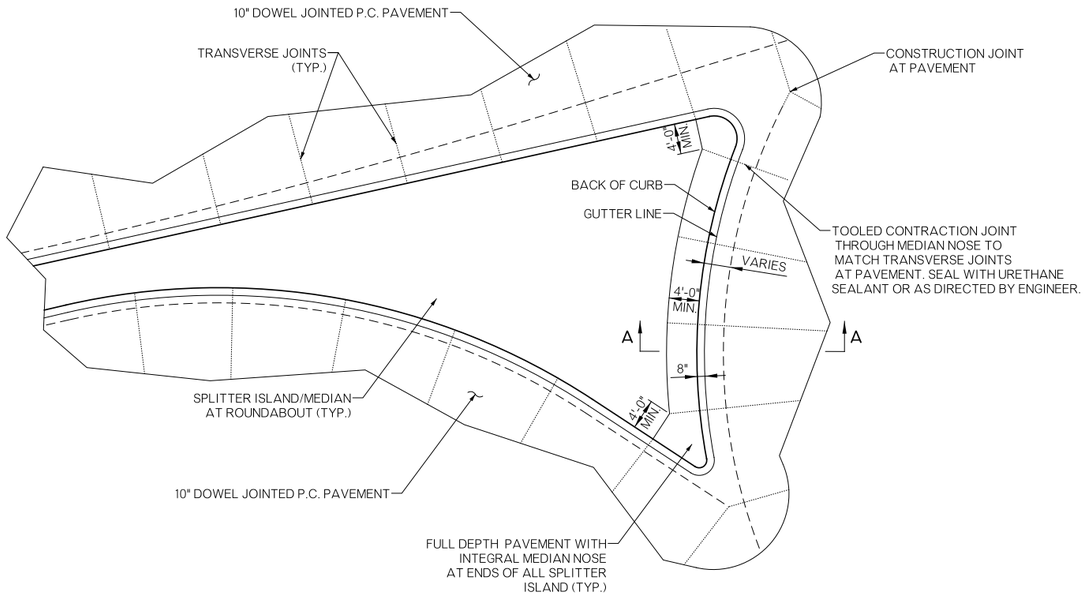
JANUARY 2023

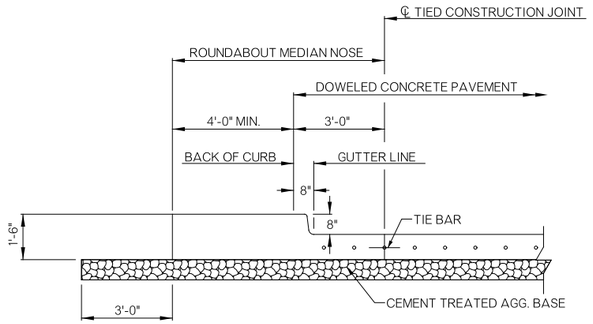
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

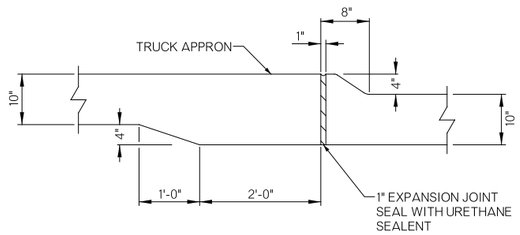
JANUARY 2023



SPLITTER ISLAND DETAIL



SECTION A-A



DETAIL "A"
4" HIGH INTERGAL CURB

ROUNDING DETAIL

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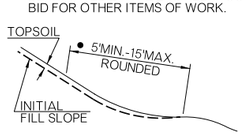
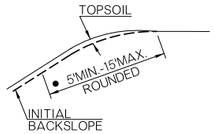


TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

ASSUMED PAVEMENT DESIGN USED

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(3) ROUNDING DETAIL THIS SHEET

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		TYPICAL SECTIONS (SHEET 3 OF 3)
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. 0004

1/20/2023

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

0 50 100

15+00

20+00

215+00

25+00

DA 1 = 5.79 AC

DA 2 = 3.81 AC

DA 3 = 11.70 AC

345+00

350+00

355+00

110+00

DA 4 = 8.07 AC

DA 5 = 2.30 AC

240+00

235+00

EX DA = 10.81 AC

01

02

03

04

05

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			DRAINAGE MAP
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R001

DRAINAGE STRUCTURE DESIGN RECORD

STRUCTURE NO.	CENTER LINE STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	"C" RUNOFF COEFFECIENT WEIGHTED	LENGTH OF OVERLAND FLOW	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	"Tc" TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL					DESIGN YEAR DISCHARGE					TW. DESIGN TAILWATER	FLOW LINE GRATE	FLOW LINE LEFT	FLOW LINE RIGHT	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY V50	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL	REMARKS
											5	10	25	50	100	5	10	25	50	100										
			AC		FT/FT		FT	FT	FT/FT	MIN	IN/HR	IN/HR	IN/HR	IN/HR	IN/HR	CFS	CFS	CFS	CFS	CFS	FT	ELEV.	ELEV.	ELEV.	FT/FT	ELEV.	FT/S	ELEV.		
1	STA. 11+50.00 PATROL ROAD WEST	CONSTRUCT 30" CGSP	9.61	INDUSTRIAL, CULTIVATED	0.045	0.70	521	160	0.056	10.10	5.28	5.98	7.00	7.86	8.69	35.20	39.80	51.30	62.90	72.40	0.93		650.99	647.68	0.0331	650.41	5.3		INLET	
2	STA. 11+50.00 PATROL ROAD WEST	CONSTRUCT 28" X 18" RCPA W/CET 50' LT AND 58' RT	3.81	PASTURE, AGRICULTURAL	0.010	0.60	1000	105	0.010	35.50	2.76	3.20	3.84	4.41	4.98	6.30	7.30	9.70	12.10	14.20	0.36		653.02	650.98	0.0221	654.93	9.96		INLET	
3	STA. 212+30.00 NORTH DRIVE	CONSTRUCT 36" RCP W/ CET 45' LT AND 50' RT FUTURE	11.70	INDUSTRIAL, CULTIVATED	0.027	0.80	1040	156	0.032	14.00	2.95	3.44	4.15	4.50	5.02	6.70	7.90	10.40	12.30	14.40	0.98		644.00	643.00	0.0050	645.62	6.26		INLET	
4	STA. 353+00.00 SH-412B NORTH	CONSTRUCT 43" x 26" RCPA W/ CET PIPE 40' LT AND 46' RT	8.07	INDUSTRIAL	0.020	0.80	887	354	0.016	15.20	4.76	5.52	6.66	7.11	7.90	30.80	35.60	47.30	55.10	63.80	0.80		664.38	662.76	0.0175	665.50	7.39		INLET	
5	STA. 110+80.00 PATROL ROAD EAST	CONSTRUCT 24" RCP W/ CET 30' LT AND 28' RT	2.30	COMMERCIAL	0.033	0.80	519	0	0.000	10.00	5.48	6.32	7.63	8.09	8.96	10.10	11.60	15.40	17.90	20.60	0.12		661.75	662.18	0.0070	664.81	15.22		INLET	ADD RIPRAP

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			DRAINAGE STRUCTURE DESIGN RECORD
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R002

STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROPOSED R/W
$$$$DATE$$$

SITE DESCRIPTION

PROJECT LIMITS: MAYES COUNTY, US-412B FROM 1/3MILE NORTH OF EW SECTION 560 NORTH 0.86 MILES.

PROJECT DESCRIPTION: PAVEMENT REHABILITATION OF SH-412B INCLUDING A ROUNDABOUT AT PATROL ROAD

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES: REHABILITATION OF EXISTING ROAD WITH NEW ROUNDABOUT WITH DISTURBED VEGETATED AREAS

SOIL TYPE:

TOTAL AREA OF THE CONSTRUCTION SITE: 00.00 AC

ESTIMATED AREA TO BE DISTURBED: 00.00 AC

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 00.00 AC

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 00.00 AC

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE:

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 36°12'51.69"N, 95°17'09.81"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: NEOSHO RIVER

SENSITIVE WATERS OR WATERSHEDS:	YES [X]	NO [ ]
303(d) IMPAIRED WATERS:	YES [ ]	NO [X]
IF YES, LIST IMPAIRMENT:		
LOCATED IN A TMDL:	YES [ ]	NO [ ]
LAKE THUNDERBIRD TMDL:	[ ]	NO [X]
MS4 ENTITY	YES [ ]	NO [ ]
IF YES, LOCATION: ?		

NOTE:
THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE MAP THAT ILLUSTRATES THE DRAINAGE PATTERNS/PATHWAYS AND RECEIVING WATERS FOR THIS PROJECT. THIS SHEET SHOULD ALSO BE USED WITH THE EROSION CONTROL SUMMARIES, PAY ITEMS, & NOTES.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- [ ] TEMPORARY SEEDING
- [X] PERMANENT SODDING, SPRIGGING OR SEEDING
- [X] VEGETATIVE MULCHING
- [ ] SOIL RETENTION BLANKET
- [X] PRESERVATION OF EXISTING VEGETATION

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 14 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- [ ] STABILIZED CONSTRUCTION EXIT
- [ ] TEMPORARY SILT FENCE
- [ ] TEMPORARY SILT DIKES
- [ ] TEMPORARY FIBER LOG
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- [ ] ROCK FILTER DAMS
- [ ] TEMPORARY SLOPE DRAIN
- [ ] PAVED DITCH W/ DITCH LINER PROTECTION
- [ ] TEMPORARY DIVERSION CHANNELS
- [ ] TEMPORARY SEDIMENT BASINS
- [ ] TEMPORARY SEDIMENT TRAPS
- [ ] TEMPORARY SEDIMENT FILTERS
- [ ] TEMPORARY SEDIMENT REMOVAL
- [ ] RIP RAP
- [ ] INLET SEDIMENT FILTER
- [ ] TEMPORARY BRUSH SEDIMENT BARRIERS
- [ ] SANDBAG BERMS
- [ ] TEMPORARY STREAM CROSSINGS

OFFSITE VEHICLE TRACKING:

- [X] HAUL ROADS DAMPENED FOR DUST CONTROL
- [X] LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- [X] EXCESS DIRT ON ROAD REMOVED DAILY

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER FROM THE BEGINNING OF CONSTRUCTION UNTIL AN ACCEPTABLE VEGETATIVE COVER IS ESTABLISHED. INSPECTION BY THE CONTRACTOR AND ANY NECESSARY REPAIRS SHALL BE PERFORMED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCH AS RECORDED BY A NON-FREEZING RAIN GAUGE TO BE LOCATED ON SITE. POTENTIALLY ERODIBLE AREAS, DRAINAGEWAYS, MATERIAL STORAGE, STRUCTURAL DEVICES, CONSTRUCTION ENTRANCES AND EXITS ALONG WITH EROSION AND SEDIMENT CONTROL LOCATIONS ARE EXAMPLES OF SITES THAT NEED TO BE INSPECTED.

WASTE MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF CONSTRUCTION WASTE MATERIAL IS REQUIRED BY THE CONTRACTOR. MATERIALS INCLUDE STOCKPILES, SURPLUS, DEBRIS AND ALL OTHER BY-PRODUCTS FROM THE CONSTRUCTION PROCESS. PRACTICES INCLUDE DISPOSAL, PROPER MATERIALS HANDLING, SPILL PREVENTION AND CLEANUP MEASURES. CONTROLS AND PRACTICES SHALL MEET THE REQUIREMENTS OF ALL FEDERAL, STATE AND LOCAL AGENCIES.

HAZARDOUS MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTE MATERIALS IS REQUIRED. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING MANUFACTURER'S RECOMMENDATIONS, STATE AND FEDERAL REGULATIONS TO ENSURE CORRECT HANDLING, DISPOSAL, SPILL PREVENTION AND CLEANUP MEASURES. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: PAINTS, ACIDS, CLEANING SOLVENTS, CHEMICAL ADDITIVES, CONCRETE CURING COMPOUNDS AND CONTAMINATED SOILS.

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT MUST BE DOCUMENTED IN THE SWPPP, I.E., BORROW PITS, WORK ROADS, DISPOSAL SITES, ASPHALT/CONCRETE PLANTS, ETC. THE BASIC GOAL OF STORM WATER MANAGEMENT IS TO IMPROVE WATER QUALITY BY REDUCING POLLUTANTS IN STORM WATER DISCHARGES. RUNOFF FROM CONSTRUCTION SITES HAS A POTENTIAL FOR POLLUTION DUE TO EXPOSED SOILS AND THE PRESENCE OF HAZARDOUS MATERIALS USED IN THE CONSTRUCTION PROCESS. THE PREVENTION OF SOIL EROSION, CONTAINMENT OF HAZARDOUS MATERIALS AND/OR THE INTERCEPTION OF THESE POLLUTANTS BEFORE LEAVING THE CONSTRUCTION SITE ARE THE BEST PRACTICES FOR CONTROLLING STORM WATER POLLUTION.

THE FOLLOWING SECTIONS OF THE 2019 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

103.05	BONDING REQUIREMENTS
104.10	FINAL CLEANING UP
104.12	CONTRACTOR'S RESPONSIBILITY FOR WORK
104.13	ENVIRONMENTAL PROTECTION
106.08	STORAGE AND HANDLING OF MATERIAL
107.01	LAWS, RULES AND REGULATIONS TO BE OBSERVED
107.20	STORM WATER MANAGEMENT
220	MANAGEMENT OF EROSION, SEDIMENTATION AND STORM WATER POLLUTION PREVENTION AND CONTROL
221	TEMPORARY SEDIMENT CONTROL

IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, OCTOBER 18, 2022.

ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		STORM WATER MANAGEMENT PLAN
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

PATROL ROAD WEST

(1) P.O.B. STA. 10+00.00 - CRL W. PATROL ROAD
N = 453087.39, E = 2766820.08

(2) P.I. STA. 22+11.97 - CRL W. PATROL ROAD
N = 453127.30, E = 2768031.39
P.C. STA. 23+57.63 - CRL W. PATROL ROAD
N = 453128.40, E = 2768177.05

(3) P.I. STA. 24+63.87 - CRL W. PATROL ROAD
N = 453129.21, E = 2768283.28
Δ = 12°07'44.00" LT.
R = 1000.00'
T = 106.24'
L = 211.69'
D = 05°43'46.00"
P.C. STA. 23+57.63 - CRL W. PATROL ROAD
N = 453128.40, E = 2768177.05
P.R.C. STA. 25+69.32 - CRL W. PATROL ROAD
N = 453152.32, E = 2768386.98

(4) P.I. STA. 26+02.92- CRL W. PATROL ROAD
N = 453159.63, E = 2768419.78
Δ = 19°04'24.00" RT.
R = 200.00'
T = 33.60'
L = 66.58'
D = 28°38'52.00"
P.R.C. STA. 25+69.32 - CRL W. PATROL ROAD
N = 453152.32, E = 2768386.98
P.T. STA. 26+35.89 - CRL W. PATROL ROAD
N = 453155.83, E = 2768453.16

(5) P.O.E. STA. 26+35.89 - CRL W. PATROL ROAD
N = 453144.45, E = 2768552.87

NORTH DRIVE

(6) P.O.B. STA. 210+00.00 - CRL NORTH DRIVE
N = 453144.45, E = 2768552.87

(7) P.I. STA. 211+14.00 - CRL NORTH DRIVE
N = 453257.91, E = 2768541.75
Δ = 24°20'50" LT.
R = 200.00'
T = 43.15'
L = 84.99'
D = 28°38'52.00"
P.C. STA. 210+70.86 - CRL NORTH DRIVE
N = 453214.97, E = 2768545.96
P.T. STA. 211+55.85 - CRL NORTH DRIVE
N = 453295.30, E = 2768520.22

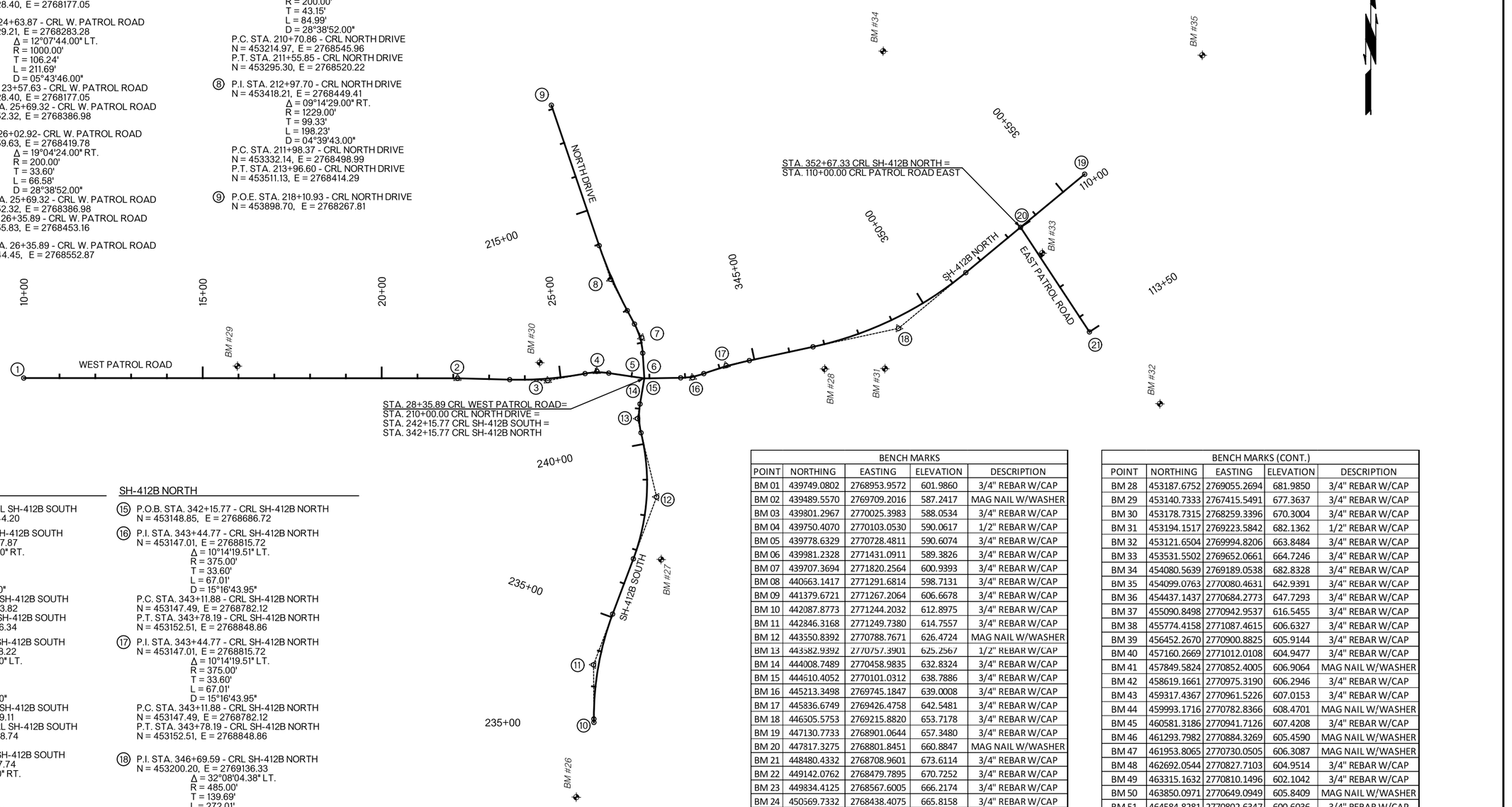
(8) P.I. STA. 212+97.70 - CRL NORTH DRIVE
N = 453418.21, E = 2768449.41
Δ = 09°14'29.00" RT.
R = 1229.00'
T = 99.33'
L = 198.23'
D = 04°39'43.00"
P.C. STA. 211+98.37 - CRL NORTH DRIVE
N = 453332.14, E = 2768498.99
P.T. STA. 213+96.60 - CRL NORTH DRIVE
N = 453511.13, E = 2768414.29

(9) P.O.E. STA. 218+10.93 - CRL NORTH DRIVE
N = 453898.70, E = 2768267.81

PATROL ROAD EAST

(20) P.O.B. STA. 110+00.00 - CRL EAST PATROL ROAD
N = 453601.58, E = 2769589.14

(21) P.O.E. STA. 113+50.00 - CRL EAST PATROL ROAD
N = 453315.82 , E = 2769791.23



SH-412B SOUTH

(10) P.O.B. STA. 232+00.00 - CRL SH-412B SOUTH
N = 452178.79, E = 2768444.20

(11) P.I. STA. 233+61.07 - CRL SH-412B SOUTH
N = 452339.73, E = 2768437.87
Δ = 20°55'24.00" RT.
R = 820.00'
T = 151.41'
L = 299.45'
D = 06°59'14.00"
P.C. STA. 232+09.66 - CRL SH-412B SOUTH
N = 452188.44, E = 2768443.82
P.T. STA. 235+09.10 - CRL SH-412B SOUTH
N = 452483.18, E = 2768486.34

(12) P.I. STA. 238+58.64 - CRL SH-412B SOUTH
N = 452814.32, E = 2768598.22
Δ = 34°12'46.00" LT.
R = 600.00'
T = 184.66'
L = 358.28'
D = 09°32'57.00"
P.C. STA. 236+73.98 - CRL SH-412B SOUTH
N = 452639.38, E = 2768539.11
P.R.C. STA. 240+32.26 - CRL SH-412B SOUTH
N = 452992.22, E = 2768548.74

(13) P.I. STA. 240+73.29 - CRL SH-412B SOUTH
N = 453031.76, E = 2768537.74
Δ = 23°11'26.00" RT.
R = 200.00'
T = 41.04'
L = 80.95'
D = 28°38'52.00"
P.C. STA. 240+32.26 - CRL SH-412B SOUTH
N = 452992.22, E = 2768548.74
P.T. STA. 241+13.21 - CRL SH-412B SOUTH
N = 453072.43, E = 2768543.21

(14) P.O.E. STA. 241+85.87 - CRL SH-412B SOUTH
N = 453144.45, E = 2768552.87

SH-412B NORTH

(15) P.O.B. STA. 342+15.77 - CRL SH-412B NORTH
N = 453148.85, E = 2768686.72

(16) P.I. STA. 343+44.77 - CRL SH-412B NORTH
N = 453147.01, E = 2768815.72
Δ = 10°14'19.51" LT.
R = 375.00'
T = 33.60'
L = 67.01'
D = 15°16'43.95"
P.C. STA. 343+11.88 - CRL SH-412B NORTH
N = 453147.49, E = 2768782.12
P.T. STA. 343+78.19 - CRL SH-412B NORTH
N = 453152.51, E = 2768848.86

(17) P.I. STA. 343+44.77 - CRL SH-412B NORTH
N = 453147.01, E = 2768815.72
Δ = 10°14'19.51" LT.
R = 375.00'
T = 33.60'
L = 67.01'
D = 15°16'43.95"
P.C. STA. 343+11.88 - CRL SH-412B NORTH
N = 453147.49, E = 2768782.12
P.T. STA. 343+78.19 - CRL SH-412B NORTH
N = 453152.51, E = 2768848.86

(18) P.I. STA. 346+69.59 - CRL SH-412B NORTH
N = 453200.20, E = 2769136.33
Δ = 32°08'04.38" LT.
R = 485.00'
T = 139.69'
L = 272.01'
D = 11°48'48.83"
P.C. STA. 345+29.90 - CRL SH-412B NORTH
N = 453177.34, E = 2768998.53
P.T. STA. 348+01.92 - CRL SH-412B NORTH
N = 453292.86, E = 2769240.86

(19) P.O.E. STA. 355+00.00- CRL SH-412B SOUTH
N = 453755.92, E = 2769763.26

BENCH MARKS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM 01	439749.0802	2768953.9572	601.9860	3/4" REBAR W/CAP
BM 02	439489.5570	2769709.2016	587.2417	MAG NAIL W/WASHER
BM 03	439801.2967	2770025.3983	588.0534	3/4" REBAR W/CAP
BM 04	439750.4070	2770103.0530	590.0617	1/2" REBAR W/CAP
BM 05	439778.6329	2770728.4811	590.6074	3/4" REBAR W/CAP
BM 06	439981.2328	2771431.0911	589.3826	3/4" REBAR W/CAP
BM 07	439707.3694	2771820.2564	600.9393	3/4" REBAR W/CAP
BM 08	440563.1417	2771291.6814	598.7131	3/4" REBAR W/CAP
BM 09	441379.6721	2771267.2064	606.6678	3/4" REBAR W/CAP
BM 10	442087.8773	2771244.2032	612.8975	3/4" REBAR W/CAP
BM 11	442846.3168	2771249.7380	614.7557	3/4" REBAR W/CAP
BM 12	443550.8392	2770788.7671	626.4724	MAG NAIL W/WASHER
BM 13	443582.9392	2770757.3901	625.2567	1/2" REBAR W/CAP
BM 14	444008.7489	2770458.9835	632.8324	3/4" REBAR W/CAP
BM 15	444610.4052	2770101.0312	638.7886	3/4" REBAR W/CAP
BM 16	445213.3498	2769745.1847	639.0008	3/4" REBAR W/CAP
BM 17	445836.6749	2769426.4758	642.5481	3/4" REBAR W/CAP
BM 18	446505.5753	2769215.8820	653.7178	3/4" REBAR W/CAP
BM 19	447130.7733	2768901.0644	657.3480	3/4" REBAR W/CAP
BM 20	447817.3275	2768801.8451	660.8847	MAG NAIL W/WASHER
BM 21	448480.4332	2768708.9601	673.6114	3/4" REBAR W/CAP
BM 22	449142.0762	2768479.7895	670.7252	3/4" REBAR W/CAP
BM 23	449834.4125	2768567.6005	666.2174	3/4" REBAR W/CAP
BM 24	450369.7332	2768438.4075	665.8158	3/4" REBAR W/CAP
BM 25	451269.0020	2768420.6690	669.1513	3/4" REBAR W/CAP
BM 26	451968.3770	2768401.8610	648.4091	3/4" REBAR W/CAP
BM 27	452640.1373	2768616.6503	665.1233	3/4" REBAR W/CAP

BENCH MARKS (CONT.)				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM 28	453187.6752	2769055.2694	681.9850	3/4" REBAR W/CAP
BM 29	453140.7333	2767415.5491	677.3637	3/4" REBAR W/CAP
BM 30	453178.7315	2768259.3396	670.3004	3/4" REBAR W/CAP
BM 31	453194.1517	2769223.5842	682.1362	1/2" REBAR W/CAP
BM 32	453121.6504	2769994.8206	663.8484	3/4" REBAR W/CAP
BM 33	453531.5502	2769652.0661	664.7246	3/4" REBAR W/CAP
BM 34	454080.5639	2769189.0538	682.8328	3/4" REBAR W/CAP
BM 35	454099.0763	2770080.4631	642.9391	3/4" REBAR W/CAP
BM 36	454437.1437	2770684.2773	647.7293	3/4" REBAR W/CAP
BM 37	455090.8498	2770942.9537	616.5455	3/4" REBAR W/CAP
BM 38	455774.4158	2771087.4615	606.6327	3/4" REBAR W/CAP
BM 39	456452.2670	2770900.8825	605.9144	3/4" REBAR W/CAP
BM 40	457160.2669	2771012.0108	604.9477	3/4" REBAR W/CAP
BM 41	457849.5824	2770852.4005	606.9064	MAG NAIL W/WASHER
BM 42	458619.1661	2770975.3190	606.2946	3/4" REBAR W/CAP
BM 43	459317.4367	2770961.5226	607.0153	3/4" REBAR W/CAP
BM 44	459993.1716	2770782.8366	608.4701	MAG NAIL W/WASHER
BM 45	460581.3186	2770941.7126	607.4208	3/4" REBAR W/CAP
BM 46	461293.7982	2770884.3269	605.4590	MAG NAIL W/WASHER
BM 47	461953.8065	2770730.0505	606.3087	MAG NAIL W/WASHER
BM 48	462692.0544	2770827.7103	604.9514	3/4" REBAR W/CAP
BM 49	463315.1632	2770810.1496	602.1042	3/4" REBAR W/CAP
BM 50	463850.0971	2770649.0949	605.8409	MAG NAIL W/WASHER
BM 51	464584.8281	2770802.6347	600.6036	3/4" REBAR W/CAP
BM 52	465291.5115	2770656.1324	605.9848	CUT "X" IN STRUCTURE
BM 53	466065.5046	2770874.6791	599.4776	MAG NAIL W/WASHER
BM 54	465675.1481	2768375.7283	658.1883	1/2" REBAR W/CAP

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		GEOMETRIC DATA (SHEET 1 OF 7)
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R004

NORTHWEST RETURN

① P.I. STA. 30+87.32 - CRL NW RETURN
N = 453185.78, E = 2768427.19
Δ = 05°40'49.70" LT.
R = 976.00'
T = 48.42'
L = 96.76'
D = 05°52'13.68"
P.C. STA. 30+00.00 - CRL NW RETURN
N = 453185.78, E = 2768379.91
P.C.C. STA. 31+96.76 - CRL NW RETURN
N = 453200.85, E = 2768473.21

② P.I. STA. 31+31.60 - CRL NW RETURN
N = 453211.69, E = 2768506.3243
Δ = 68°40'33.62" LT.
R = 51.00'
T = 34.84'
L = 61.13'
D = 112°20'40.79"
P.C.C. STA. 30+96.76 - CRL NW RETURN
N = 453200.85, E = 2768473.21
P.C.C. STA. 31+57.89 - CRL NW RETURN
N = 453246.48, E = 2768508.26

③ P.I. STA. 31+90.32 - CRL NW RETURN
N = 453278.86, E = 2768510.06
Δ = 33°08'03.47" LT.
R = 109.00'
T = 32.43'
L = 63.03'
D = 52°33'53.76"
P.C.C. STA. 31+57.89 - CRL NW RETURN
N = 453246.48, E = 2768508.26
P.T. STA. 32+20.93 - CRL NW RETURN
N = 453306.95, E = 2768493.88

NORTH EAST RETURN

⑧ P.I. STA. 50+35.79 - CRL NE RETURN
N = 453313.11, E = 2768537.65
Δ = 03°24'09.57" LT.
R = 1205.00'
T = 35.79'
L = 71.56'
D = 04°45'17.41"
P.C. STA. 50+00.00 - CRL NE RETURN
N = 45334.12, E = 2768519.78
P.T. STA. 51+71.56 - CRL NE RETURN
N = 453283.21, E = 2768557.32

⑨ P.I. STA. 51+54.38 - CRL NE RETURN
N = 453214.02, E = 2768602.85
Δ = 16°44'36.84" LT.
R = 101.00'
T = 14.86'
L = 29.42'
D = 56°43'42.58"
P.C. STA. 51+39.52 - CRL NE RETURN
N = 453226.44, E = 2768594.68
P.T. STA. 51+69.03 - CRL NE RETURN
N = 453204.49, E = 2768614.25

⑩ P.I. STA. 52+38.91 - CRL NE RETURN
N = 453159.66, E = 2768667.85
Δ = 67°32'57.45" LT.
R = 73.00'
T = 48.82'
L = 86.06'
D = 78°29'14.52"
P.C. STA. 51+90.09 - CRL NE RETURN
N = 453190.98, E = 2768667.85
P.T. STA. 52+76.15 - CRL NE RETURN
N = 453182.31, E = 2768711.10

⑪ P.O.E. STA. 53+06.79 - CRL NE RETURN
N = 453196.52, E = 2768738.24

TRUCK APPRON

⑯ P.I. STA. 70+00.00 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22
Δ = 360°00'00.00" RT.
R = 55.00'
L = 172.79'
D = 104°10'26.92"
P.O.B. STA. 70+00.00 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22
P.O.E. STA. 73+45.58 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22

SOUTHWEST RETURN

④ P.O.B. STA. 40+00.00 - CRL SW RETURN
N = 453123.83, E = 2768368.10

⑤ P.I. STA. 40+81.56 - CRL SW RETURN
N = 453152.38, E = 2768444.50
Δ = 78°27'22.34" RT.
R = 73.00'
T = 59.60'
L = 99.96'
D = 78°29'14.52"
P.C. STA. 40+21.97 - CRL SW RETURN
N = 453131.52, E = 2768388.68
P.T. STA. 41+21.93 - CRL SW RETURN
N = 453101.86, E = 2768476.12

⑥ P.I. STA. 41+51.83 - CRL SW RETURN
N = 453076.52, E = 2768491.98
Δ = 07°31'02.02" RT.
R = 101.00'
T = 6.64'
L = 13.25'
D = 56°43'42.58"
P.C. STA. 41+45.19 - CRL SW RETURN
N = 453082.14, E = 2768488.46
P.C.C. STA. 41+58.44 - CRL SW RETURN
N = 453070.48, E = 2768494.73

⑦ P.I. STA. 42+03.66 - CRL SW RETURN
N = 453029.34, E = 2768513.50
Δ = 8°58'35.29" RT.
R = 576.00'
T = 45.21'
L = 90.24'
D = 09°56'49.86"
P.C.C. STA. 41+58.44 - CRL SW RETURN
N = 453082.14, E = 2768494.73
P.T. STA. 42+48.68 - CRL SW RETURN
N = 452985.79, E = 2768525.61

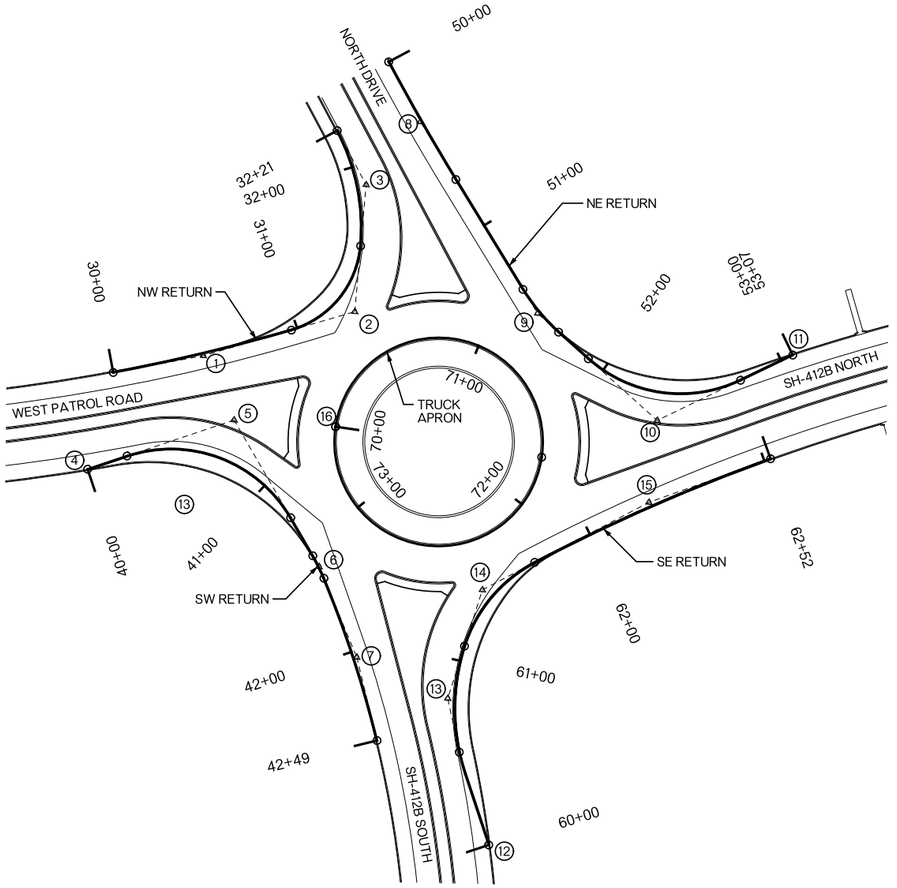
SOUTHEAST RETURN

⑫ P.O.B. STA. 60+00.00 - CRL SE RETURN
N = 452932.65, E = 2768586.43

⑬ P.I. STA. 60+75.04 - CRL SE RETURN
N = 453003.06, E = 2768560.48
Δ = 35°59'58.16" RT.
R = 109.00'
T = 35.42'
L = 68.49'
D = 52°33'53.76"
P.C. STA. 60+39.63 - CRL SE RETURN
N = 452969.83, E = 2768572.73
P.C.C. STA. 61+08.11 - CRL SE RETURN
N = 453037.15, E = 2768570.10

⑭ P.I. STA. 61+39.29 - CRL SE RETURN
N = 453067.15, E = 2768578.57
Δ = 44°36'48.23" RT.
R = 76.00'
T = 31.18'
L = 59.18'
D = 75°23'21.06"
P.C.C. STA. 61+08.11 - CRL SE RETURN
N = 453037.15, E = 2768570.10
P.C.C. STA. 61+67.29 - CRL SE RETURN
N = 453082.57, E = 2768605.67

⑮ P.I. STA. 62+35.48 - CRL SE RETURN
N = 453116.28, E = 2768664.95
Δ = 07°59'37.42" RT.
R = 976.00'
T = 68.19'
L = 136.17'
D = 05°52'13.68"
P.C.C. STA. 61+67.29 - CRL SE RETURN
N = 453082.57, E = 2768605.67
P.T. STA. 63+03.46 - CRL SE RETURN
N = 453141.42, E = 2768728.34



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC DATA (SHEET 2 OF 7)
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R005

NORTHWEST OVERTURN

① P.I. STA. 130+19.71 - CRL NW OVERTURN
N = 453205.21, E = 2768474.55
Δ = 22°05'24.57" LT.
R = 101.00'
T = 19.71'
L = 38.94'
D = 56°43'42.58"
P.C. STA. 130+00.00 - CRL NW OVERTURN
N = 453196.80, E = 2768456.72
P.C.C. STA. 130+38.94 - CRL NW OVERTURN
N = 453219.71, E = 2768487.91

② P.I. STA. 130+59.85 - CRL NW OVERTURN
N = 453235.08, E = 2768502.08
Δ = 44°34'44.22" LT.
R = 51.00'
T = 20.91'
L = 39.68'
D = 112°20'40.80"
P.C.C. STA. 130+38.94 - CRL NW OVERTURN
N = 453219.71, E = 2768487.91
P.C.C. STA. 130+78.62 - CRL NW OVERTURN
N = 453255.98, E = 2768501.37

③ P.I. STA. 131+04.07 - CRL NW OVERTURN
N = 453281.41, E = 2768500.52
Δ = 28°01'08.59" LT.
R = 102.00'
T = 25.45'
L = 49.88'
D = 56°10'20.40"
P.C.C. STA. 130+78.62 - CRL NW OVERTURN
N = 453255.98, E = 2768501.37
P.T. STA. 131+28.50 - CRL NW OVERTURN
N = 453303.46, E = 2768487.81

④ P.O.E. STA. 131+47.77 - CRL NW OVERTURN
N = 453320.16, E = 2768478.19

NORTHEAST OVERTURN

⑨ P.I. STA. 150+25.92 - CRL NE OVERTURN
N = 453182.43, E = 2768647.90
Δ = 28°47'07.62" LT.
R = 101.00'
T = 25.92'
L = 50.74'
D = 56°43'42.58"
P.C. STA. 150+00.00 - CRL NE OVERTURN
N = 453196.09, E = 2768625.87
P.C.C. STA. 150+50.74 - CRL NE OVERTURN
N = 453181.07, E = 2768673.78

⑩ P.I. STA. 150+51.22 - CRL NE OVERTURN
N = 453181.05, E = 2768674.25
Δ = 00°49'27.67" LT.
R = 66.00'
T = 0.47'
L = 0.95'
D = 86°48'42.43"
P.C.C. STA. 150+50.74 - CRL NE OVERTURN
N = 453181.07, E = 2768673.78
P.C.C. STA. 150+51.69 - CRL NE OVERTURN
N = 453181.03, E = 2768674.73

⑪ P.I. STA. 150+72.73 - CRL NE OVERTURN
N = 453180.23, E = 2768695.75
Δ = 23°31'54.75" LT.
R = 101.00'
T = 21.04'
L = 41.48'
D = 56°43'42.58"
P.C.C. STA. 150+51.69 - CRL NE OVERTURN
N = 453181.03, E = 2768674.73
P.R.C. STA. 150+93.17 - CRL NE OVERTURN
N = 453187.89, E = 2768715.34

⑫ P.I. STA. 151+01.55 - CRL NE OVERTURN
N = 453190.94, E = 2768723.15
Δ = 00°56'16.12" RT.
R = 1024.00'
T = 8.38'
L = 16.76'
D = 05°35'43.05"
P.R.C. STA. 150+93.17 - CRL NE OVRTURN
N = 453190.98, E = 2768667.85
P.T. STA. 151+09.93 - CRL NE OVERTURN
N = 453193.86, E = 2768731.00

SOUTHWEST OVERTURN

⑤ P.I. STA. 140+04.47 - CRL SW OVERTURN
N = 453125.97, E = 2768378.67
Δ = 00°30'01.83" LT.
R = 1024.00'
T = 4.47'
L = 8.95'
D = 05°35'43.05"
P.C. STA. 140+00.00 - CRL SW OVERTURN
N = 453125.08, E = 2768374.29
P.R.C. STA. 140+08.95 - CRL SW OVERTURN
N = 453126.90, E = 2768383.04

⑥ P.I. STA. 140+36.08 - CRL SW OVERTURN
N = 453132.56, E = 2768409.58
Δ = 30°04'26.24" RT.
R = 101.00'
T = 27.13'
L = 53.01'
D = 56°43'42.58"
P.R.C. STA. 140+08.95 - CRL SW OVERTURN
N = 453126.90, E = 2768383.04
P.C.C. STA. 140+61.96 - CRL SW OVERTURN
N = 453124.16, E = 2768435.38

⑦ P.I. STA. 140+63.62 - CRL SW OVERTURN
N = 453123.65, E = 2768436.96
Δ = 02°39'01.98" RT.
R = 72.00'
T = 1.67'
L = 3.33'
D = 79°34'38.90"
P.C.C. STA. 140+61.96 - CRL SW OVERTURN
N = 453124.16, E = 2768435.38
P.T. STA. 140+65.29 - CRL SW OVERTURN
N = 453123.06, E = 2768438.52

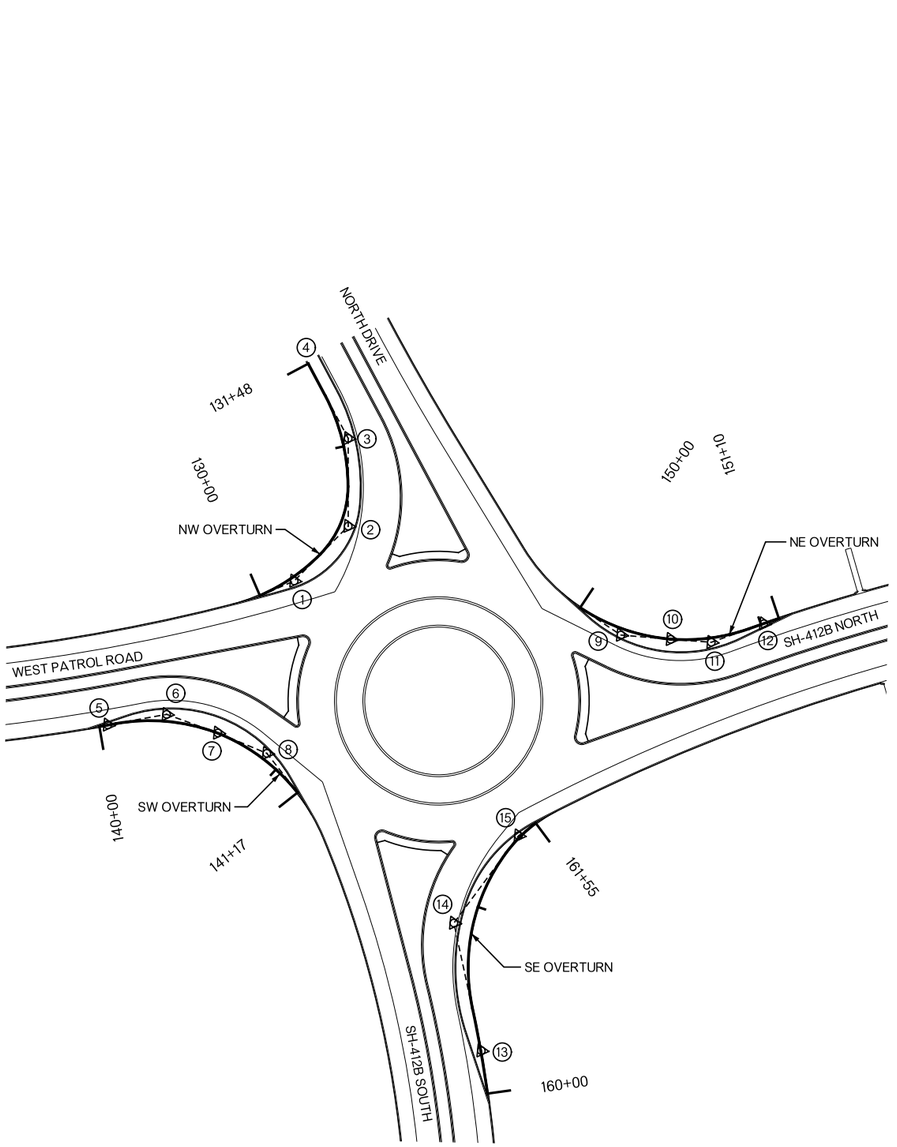
⑧ P.I. STA. 140+91.61 - CRL SW OVERTURN
N = 453113.76, E = 2768463.14
Δ = 29°12'33.50" RT.
R = 101.00'
T = 26.32'
L = 51.49'
D = 56°43'42.58"
P.C.C. STA. 140+65.29 - CRL SW OVERTURN
N = 453123.06, E = 2768438.52
P.T. STA. 141+16.78- CRL SW OVERTURN
N = 453093.63, E = 2768480.10

SOUTHEAST OVERTURN

⑬ P.I. STA. 160+22.87 - CRL SE OVERTURN
N = 452960.62, E = 2768581.60
Δ = 04°11'51.330" LT.
R = 624.00'
T = 22.87'
L = 45.72'
D = 09°10'55.26"
P.C. STA. 160+00.00 - CRL SE OVERTURN
N = 452938.08, E = 2768585.50
P.R.C. STA. 160+45.72 - CRL SE OVERTURN
N = 452982.80, E = 2768576.05

⑭ P.I. STA. 160+91.81 - CRL SE OVERTURN
N = 453027.52, E = 2768564.87
Δ = 48°38'16.68" RT.
R = 102.00'
T = 46.10'
L = 86.59'
D = 56°10'20.40"
P.C.C. STA. 160+45.72 - CRL SE OVERTURN
N = 452982.80, E = 2768576.05
P.C.C. STA. 161+32.30 - CRL SE OVERTURN
N = 453065.46, E = 2768591.04

⑮ P.I. STA. 161+43.55- CRL SE OVERTURN
N = 453074.72, E = 2768597.43
Δ = 16°50'34.56" RT.
R = 76.00'
T = 11.25'
L = 22.34'
D = 75°23'21.06"
P.C.C. STA. 161+32.30 - CRL SE OVERTURN
N = 453065.46, E = 2768591.04
P.T. STA. 161+54.64 - CRL SE OVERTURN
N = 453081.74, E = 2768606.23



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC DATA (SHEET 3 OF 7)
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R006

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

SH-412B SOUTH - ROADWAY

① 2.00' R.P. STA. 239+00.00,
P.R.C. STA. 238+99.84, 1.00' RT.
P.R.C. STA. 239+00.00, 3.00' LT.

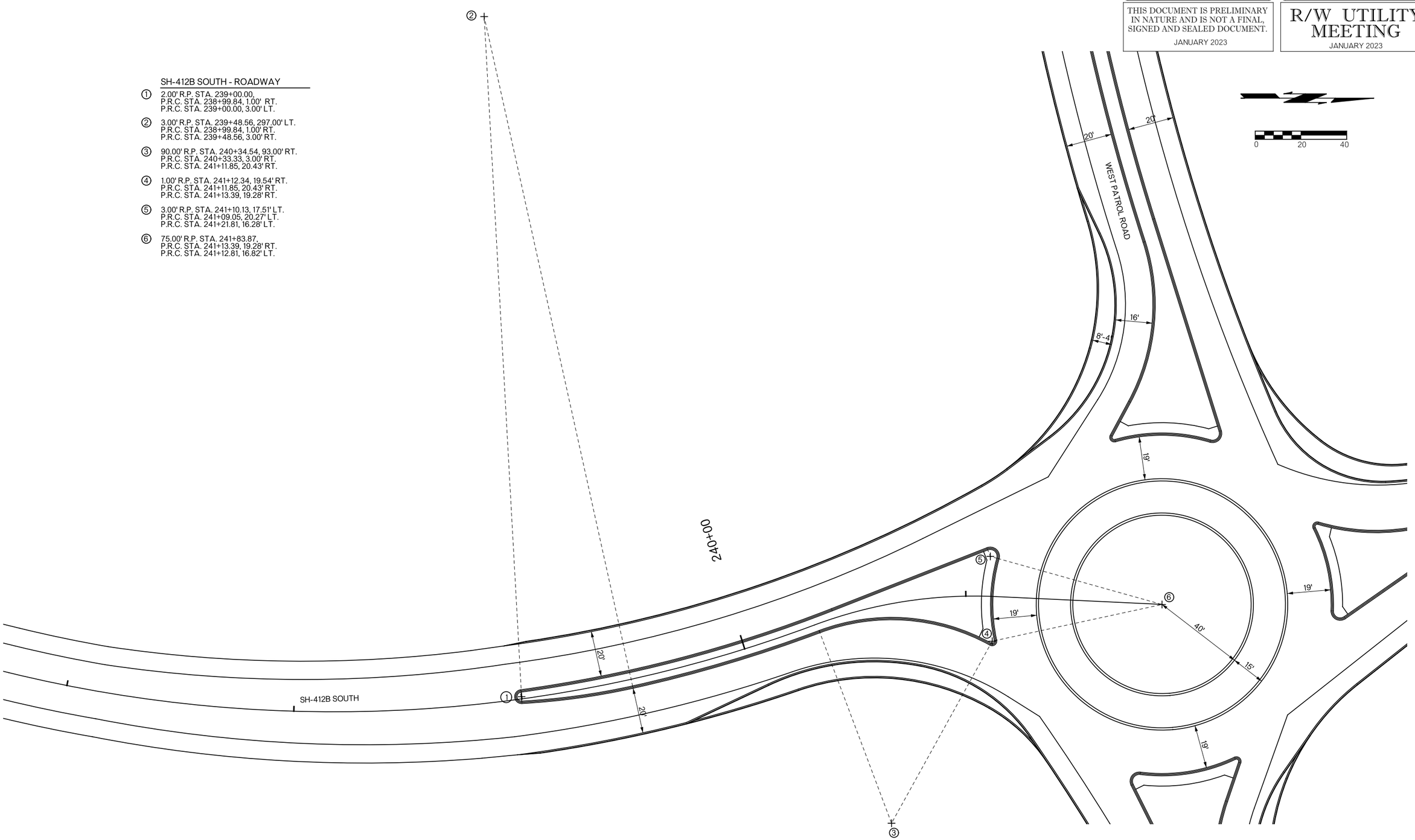
② 3.00' R.P. STA. 239+48.56, 297.00' LT.
P.R.C. STA. 238+99.84, 1.00' RT.
P.R.C. STA. 239+48.56, 3.00' RT.

③ 90.00' R.P. STA. 240+34.54, 93.00' RT.
P.R.C. STA. 240+33.33, 3.00' RT.
P.R.C. STA. 241+11.85, 20.43' RT.

④ 1.00' R.P. STA. 241+12.34, 19.54' RT.
P.R.C. STA. 241+11.85, 20.43' RT.
P.R.C. STA. 241+13.39, 19.28' RT.

⑤ 3.00' R.P. STA. 241+10.13, 17.51' LT.
P.R.C. STA. 241+09.05, 20.27' LT.
P.R.C. STA. 241+21.81, 16.28' LT.

⑥ 75.00' R.P. STA. 241+83.87,
P.R.C. STA. 241+13.39, 19.28' RT.
P.R.C. STA. 241+12.81, 16.82' LT.



NOTE: ALL DIMENSIONS ARE MEASURED FROM EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC DETAIL (SHEET 4 OF 7) SH-412B SOUTH
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R007

1/20/2023

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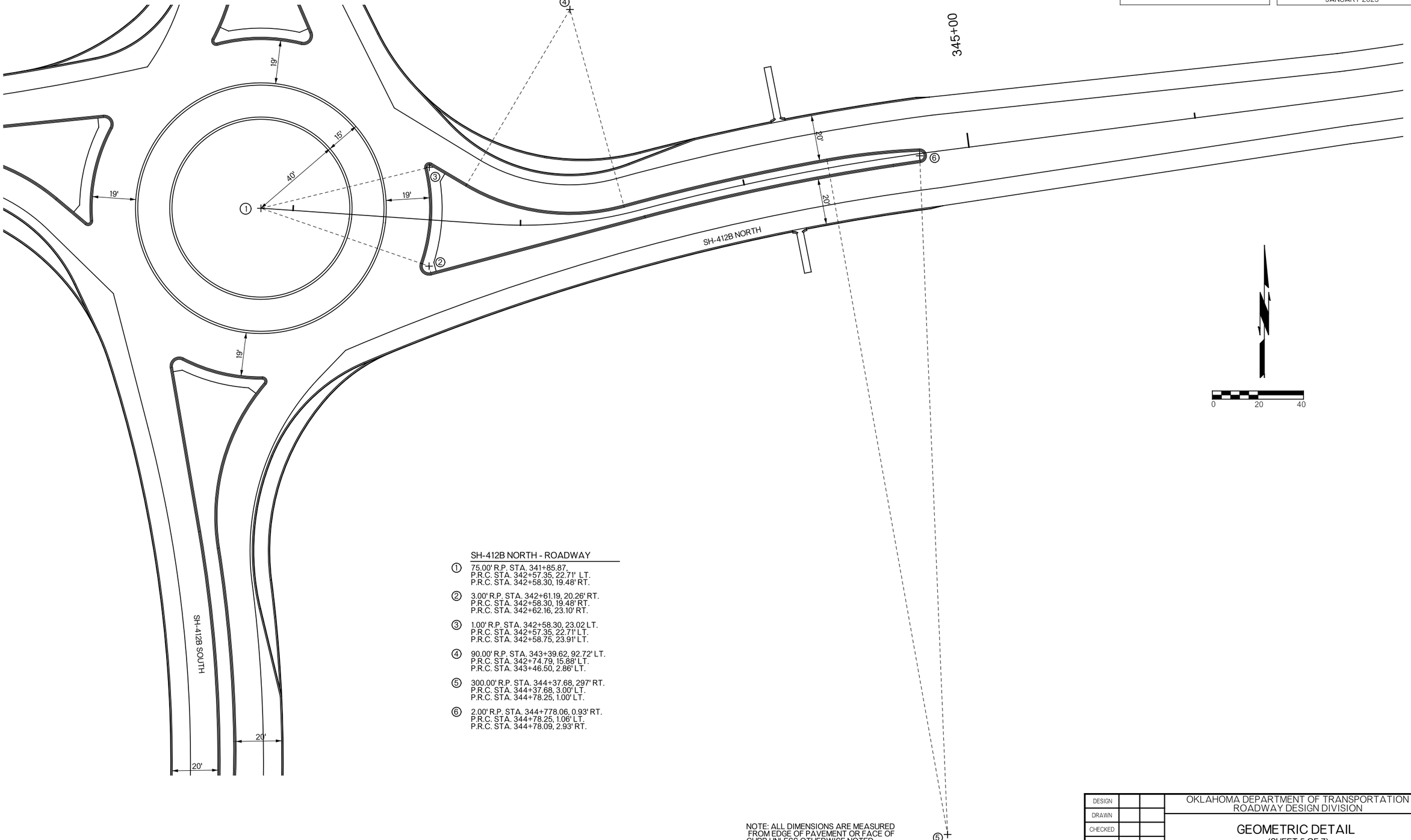
JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



SH-412B NORTH - ROADWAY

① 75.00' R.P. STA. 341+85.87,
P.R.C. STA. 342+57.35, 22.71' LT.
P.R.C. STA. 342+58.30, 19.48' RT.

② 3.00' R.P. STA. 342+61.19, 20.26' RT.
P.R.C. STA. 342+58.30, 19.48' RT.
P.R.C. STA. 342+62.16, 23.10' RT.

③ 1.00' R.P. STA. 342+58.30, 23.02 LT.
P.R.C. STA. 342+57.35, 22.71' LT.
P.R.C. STA. 342+58.75, 23.91' LT.

④ 90.00' R.P. STA. 343+39.62, 92.72' LT.
P.R.C. STA. 342+74.79, 15.88' LT.
P.R.C. STA. 343+46.50, 2.86' LT.

⑤ 300.00' R.P. STA. 344+37.68, 297' RT.
P.R.C. STA. 344+37.68, 3.00' LT.
P.R.C. STA. 344+78.25, 1.00' LT.

⑥ 2.00' R.P. STA. 344+778.06, 0.93' RT.
P.R.C. STA. 344+78.25, 1.06' LT.
P.R.C. STA. 344+78.09, 2.93' RT.

NOTE: ALL DIMENSIONS ARE MEASURED FROM EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC DETAIL (SHEET 5 OF 7) SH-412B NORTH
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R008

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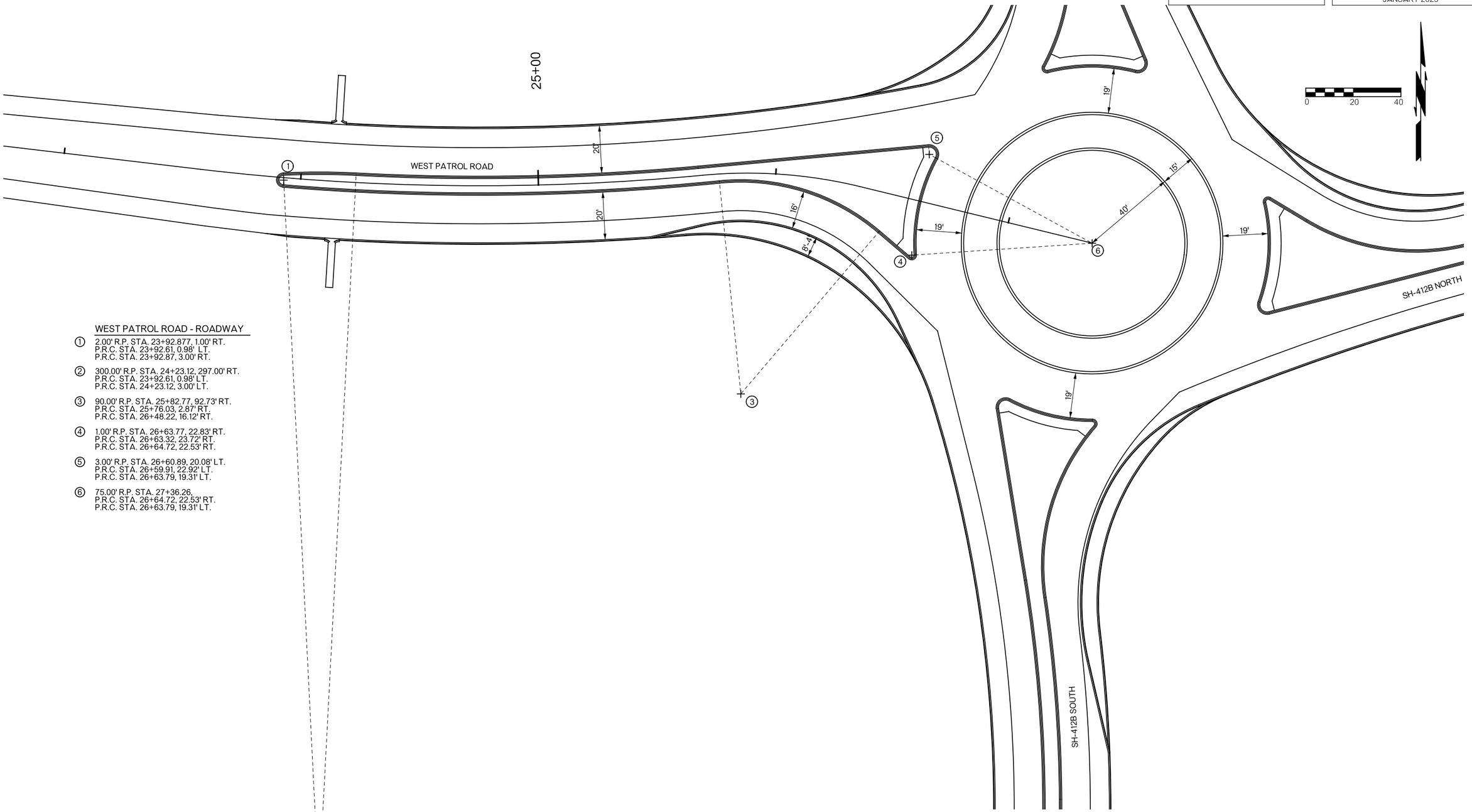
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



WEST PATROL ROAD - ROADWAY

① 2.00' R.P. STA. 23+92.87, 1.00' RT.
P.R.C. STA. 23+92.61, 0.98' LT.
P.R.C. STA. 23+92.87, 3.00' RT.

② 300.00' R.P. STA. 24+23.12, 297.00' RT.
P.R.C. STA. 23+92.61, 0.98' LT.
P.R.C. STA. 24+23.12, 3.00' LT.

③ 90.00' R.P. STA. 25+82.77, 92.73' RT.
P.R.C. STA. 25+76.03, 2.87' RT.
P.R.C. STA. 26+48.22, 16.12' RT.

④ 1.00' R.P. STA. 26+63.77, 22.83' RT.
P.R.C. STA. 26+63.32, 23.72' RT.
P.R.C. STA. 26+64.72, 22.53' RT.

⑤ 3.00' R.P. STA. 26+60.89, 20.08' LT.
P.R.C. STA. 26+59.91, 22.92' LT.
P.R.C. STA. 26+63.79, 19.31' LT.

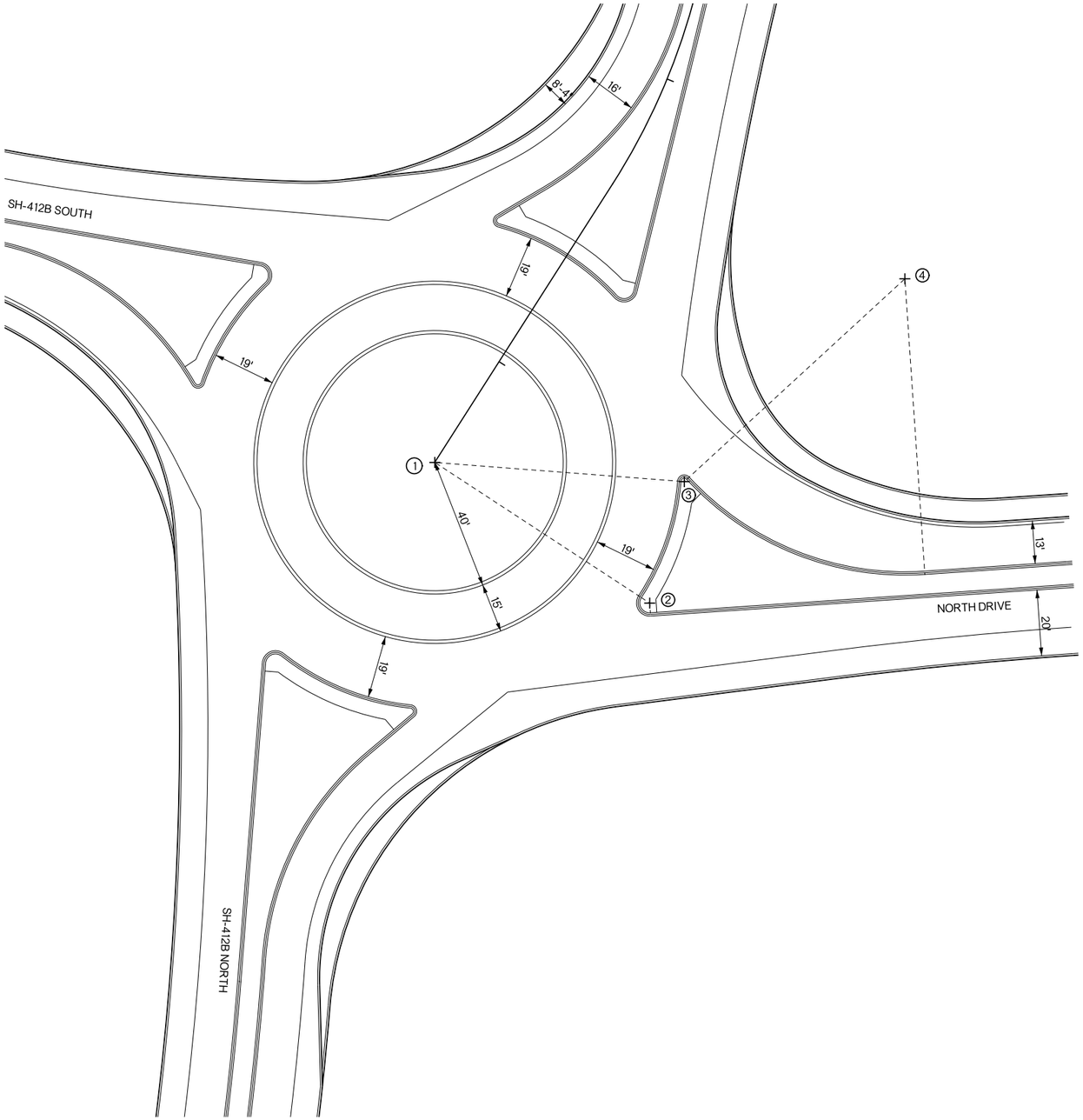
⑥ 75.00' R.P. STA. 27+36.26,
P.R.C. STA. 26+64.72, 22.53' RT.
P.R.C. STA. 26+63.79, 19.31' LT.

NOTE: ALL DIMENSIONS ARE MEASURED FROM EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC DETAIL (SHEET 6 OF 7) WEST PATROL ROAD
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R009

OKLAHOMA DEPARTMENT OF TRANSPORTATION
R/W UTILITY MEETING
JANUARY 2023



NORTH DRIVE - ROADWAY

① 75.00' R.P. STA. 210+00.00,
P.R.C. STA. 210+73.00, 16.51' RT.
P.R.C. STA. 210+72.20, 20.79' LT.

② 3.00' R.P. STA. 210+775.68, 17.22' RT.
P.R.C. STA. 210+76.74, 19.98' RT.
P.R.C. STA. 210+73.00, 16.51' RT.

③ 90.00' R.P. STA. 25+82.77, 92.73' RT.
P.R.C. STA. 25+76.03, 2.87' RT.
P.R.C. STA. 26+48.22, 16.12' RT.

④ 1.00' R.P. STA. 26+63.77, 22.83' RT.
P.R.C. STA. 26+63.32, 23.72' RT.
P.R.C. STA. 26+64.72, 22.53' RT.

0 20 40

NOTE: ALL DIMENSIONS ARE MEASURED FROM EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

GEOMETRIC DETAIL
(SHEET 7 OF 7)
NORTH DRIVE

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R010

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

1/20/2023

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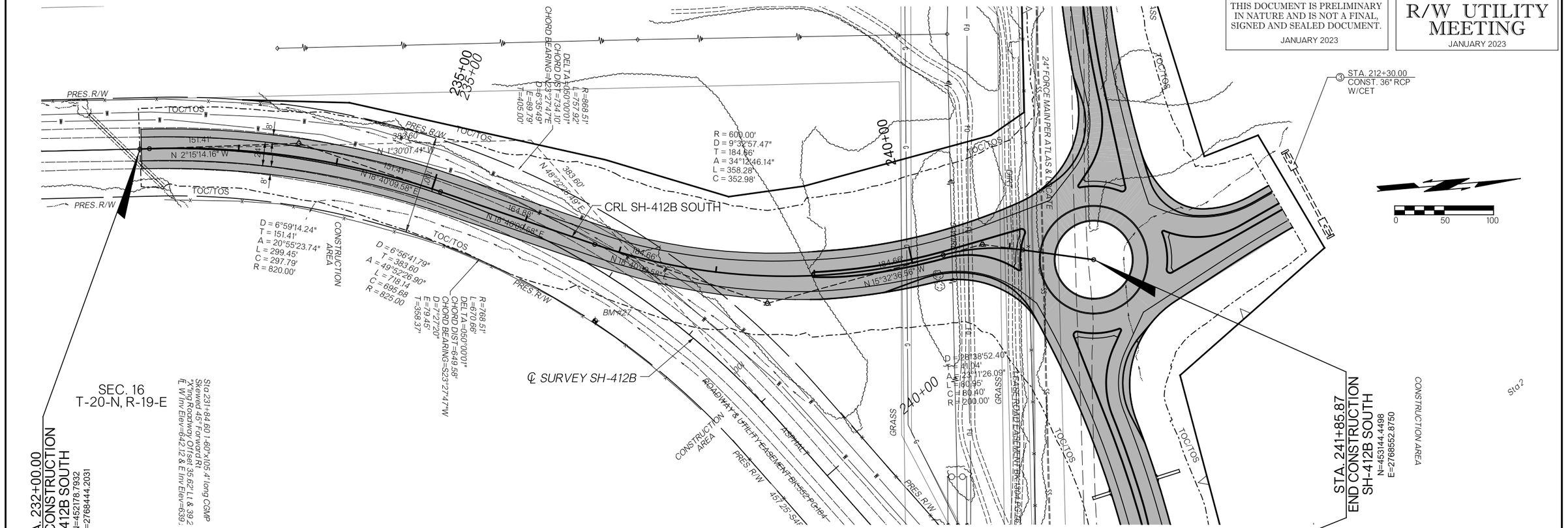

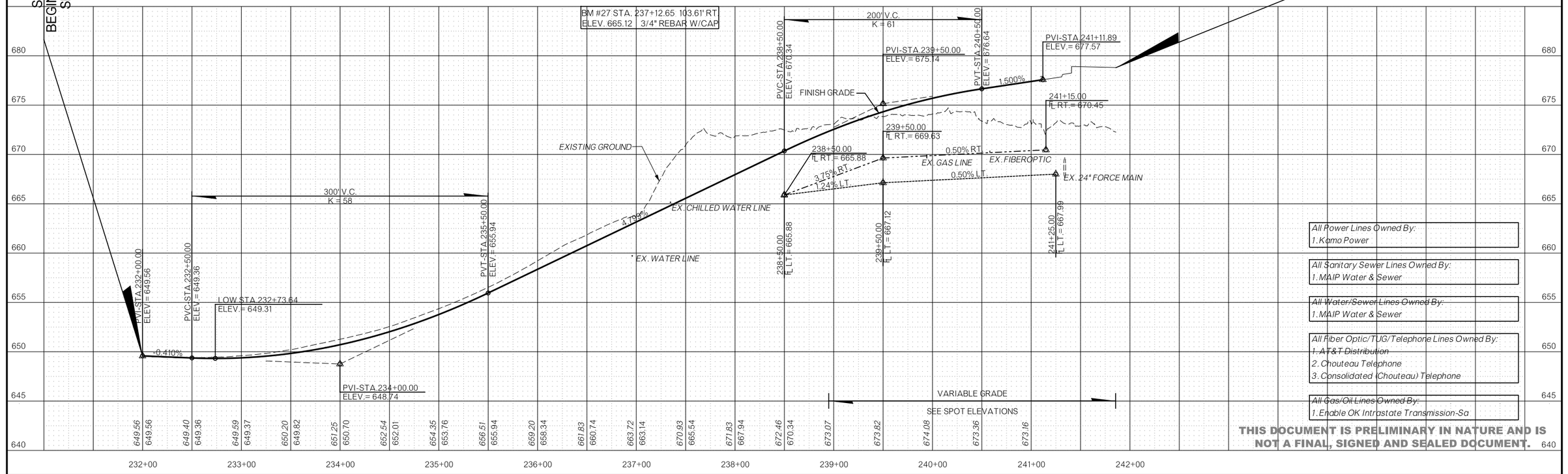

All Power Lines Owned By:
1. Kamo Power

All Sanitary Sewer Lines Owned By:
1. MAIP Water & Sewer

All Water/Sewer Lines Owned By:
1. MAIP Water & Sewer

All Fiber Optic/TUG/Telephone Lines Owned By:
1. AT&T Distribution
2. Chouteau Telephone
3. Consolidated (Chouteau) Telephone

All Gas/Oil Lines Owned By:
1. Enable OK Intrastate Transmission-Sa

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COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R011

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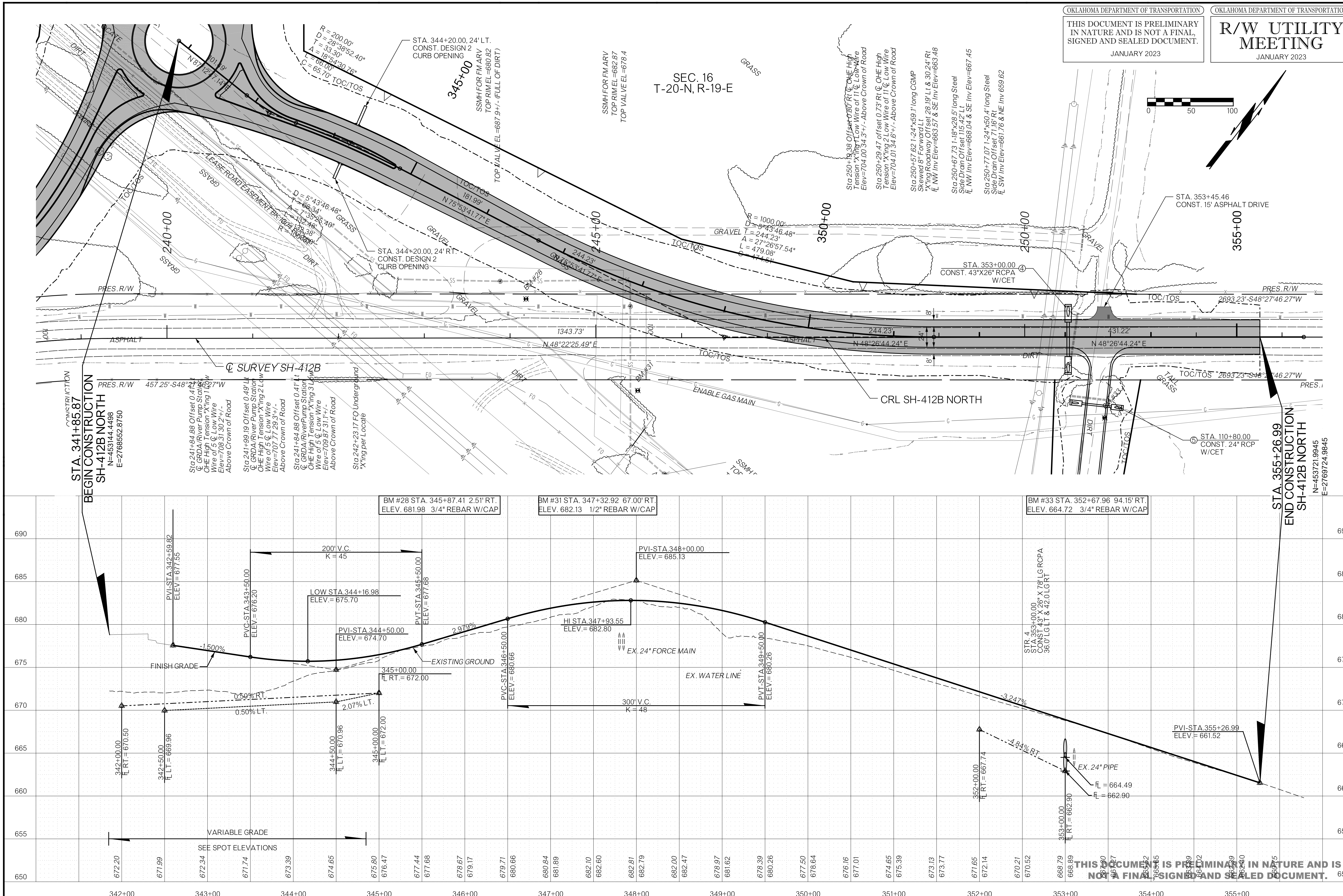
JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



SEC. 16
T-20-N, R-19-E
STA. 344+20.00, 24' LT.
CONST. DESIGN 2
CURB OPENING
STA. 344+20.00, 24' RT.
CONST. DESIGN 2
CURB OPENING
SSMH FOR FM ARV
TOP RIM EL=680.82
TOP VALVE EL=687.9+/- (FULL OF DIRT)
SSMH FOR FM ARV
TOP RIM EL=682.87
TOP VALVE EL=678.4
STA. 353+45.46
CONST. 15' ASPHALT DRIVE
STA. 353+00.00
CONST. 43"X26" RCPA
W/CET
STA. 110+80.00
CONST. 24" RCP
W/CET
PRES. R/W
℄ SURVEY SH-412B
CRL SH-412B NORTH
ENABLE GAS MAIN
LEASE ROAD EASEMENT
STA. 341+85.87
BEGIN CONSTRUCTION
SH-412B NORTH
N=453144.4498
E=2768552.8750
STA. 355+26.99
END CONSTRUCTION
SH-412B NORTH
N=453721.9945
E=2769724.9845
BM #28 STA. 345+87.41 2.51' RT.
ELEV. 681.98 3/4" REBAR W/CAP
BM #31 STA. 347+32.92 67.00' RT.
ELEV. 682.13 1/2" REBAR W/CAP
BM #33 STA. 352+67.96 94.15' RT.
ELEV. 664.72 3/4" REBAR W/CAP
PVI-STA.342+59.82
ELEV.= 677.55
PVC-STA.343+50.00
ELEV.= 676.20
200' V.C.
K = 45
LOW STA.344+16.98
ELEV.= 675.70
PVI-STA.344+50.00
ELEV.= 674.70
PVT-STA.345+50.00
ELEV.= 677.68
PVI-STA.348+00.00
ELEV.= 685.13
HI STA.347+93.55
ELEV.= 682.80
PVC-STA.346+50.00
ELEV.= 680.66
300' V.C.
K = 48
PVT-STA.349+50.00
ELEV.= 680.26
PVI-STA.355+26.99
ELEV.= 661.52
-1.500%
2.979%
-3.247%
FINISH GRADE
EXISTING GROUND
EX. 24" FORCE MAIN
EX. WATER LINE
EX. 24" PIPE
VARIABLE GRADE
SEE SPOT ELEVATIONS
STR. 4
STA. 353+00.00
CONST 43" X 26" X 78' LG RCPA
36.0' LG LT & 42.0' LG RT
342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00

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COUNTY	HIGHWAY	STATE JOB NO.	SHEET NO.
MAYES	SH-412B	35353(04)	R012

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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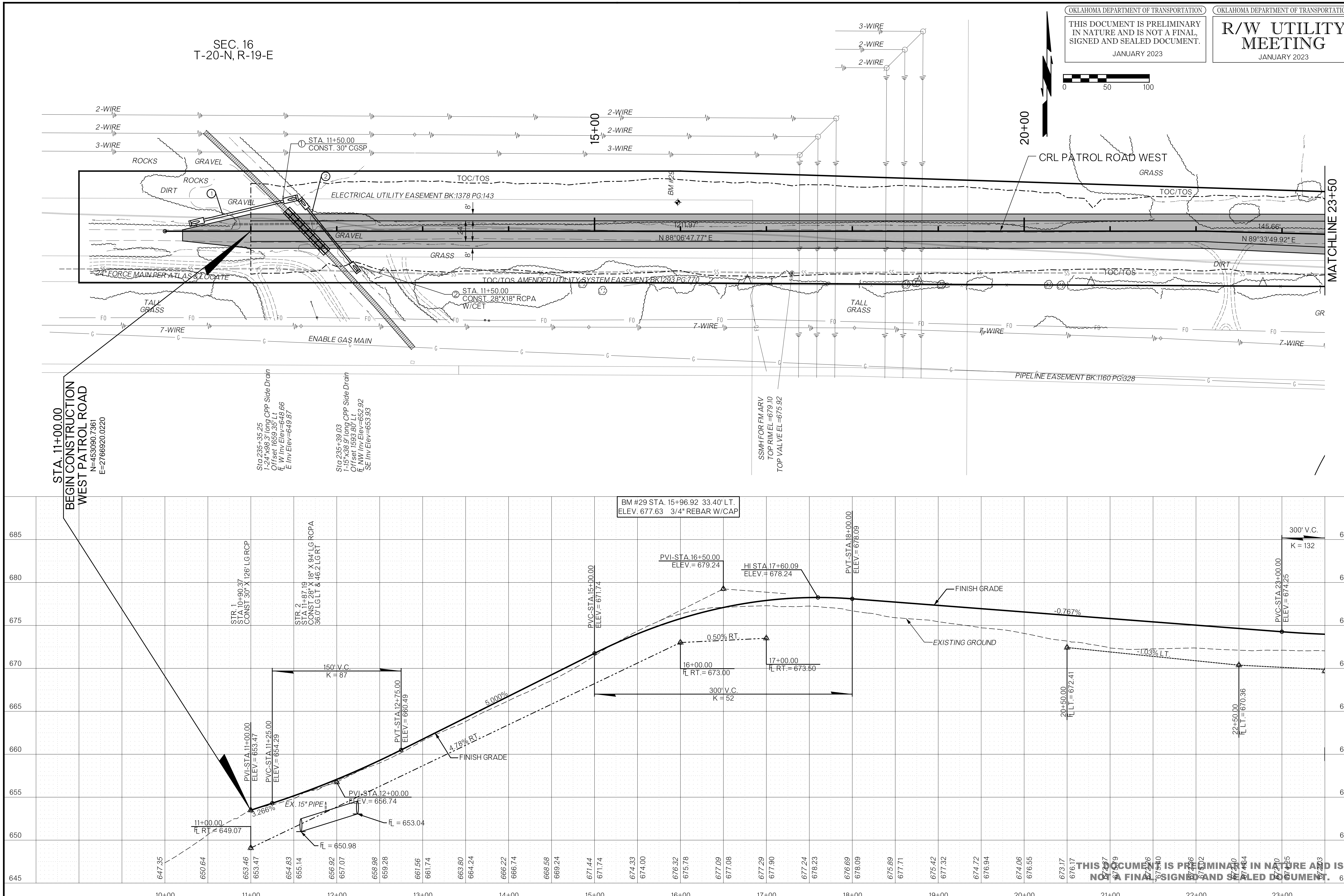
JANUARY 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
R/W UTILITY MEETING
JANUARY 2023


SEC. 16
T-20-N, R-19-E
2-WIRE
3-WIRE
ROCKS
GRAVEL
DIRT
GRASS
TALL GRASS
STA. 11+50.00
CONST. 30" CGSP
STA. 11+50.00
CONST. 28"X18" RCPA
W/CET
ELECTRICAL UTILITY EASEMENT BK:1378 PG:143
TOC/TOS
TOC/TOS AMENDED UTILITY SYSTEM EASEMENT BK1293 PG770
24" FORCE MAIN PER ATLAS & LOCATE
N 88°06'47.77" E
N 89°33'49.92" E
7-WIRE
ENABLE GAS MAIN
PIPELINE EASEMENT BK:1160 PG:328
15+00
20+00
CRL PATROL ROAD WEST
MATCHLINE 23+50
STA. 11+00.00
BEGIN CONSTRUCTION
WEST PATROL ROAD
N=453090.7361
E=2766920.0220
Sta 235+35.25
1-24"x98.3' long CPP Side Drain
Offset 1659.35' Lt
℄ W Inv Elev=648.66
E Inv Elev=649.87
Sta 235+39.03
1-15"x38.9' long CPP Side Drain
Offset 1593.80' Lt
℄ NW Inv Elev=652.92
SE Inv Elev=653.93
SSMH FOR FM ARV
TOP RIM EL=679.10
TOP VALVE EL=675.92
BM #29 STA. 15+96.92 33.40' LT.
ELEV. 677.63 3/4" REBAR W/CAP
STR. 1
STA 10+90.37
CONST 30" X 126' LG RCP
STR. 2
STA 11+87.19
CONST 28" X 18" X 94' LG RCPA
36.0' LG LT & 46.2 LG RT
PVI-STA.11+00.00
ELEV.= 653.47
PVC-STA.11+25.00
ELEV.= 654.29
PVT-STA.12+75.00
ELEV.= 660.49
150' V.C.
K = 87
PVI-STA.12+00.00
ELEV.= 656.74
3.266%
5.000%
4.78% RT
FINISH GRADE
EX. 15" PIPE
11+00.00
℄ RT.= 649.07
℄ = 653.04
℄ = 650.98
PVC-STA.15+00.00
ELEV.= 671.74
PVI-STA.16+50.00
ELEV.= 679.24
HI STA.17+60.09
ELEV.= 678.24
PVT-STA.18+00.00
ELEV.= 678.09
300' V.C.
K = 52
0.50% RT.
16+00.00
℄ RT.= 673.00
17+00.00
℄ RT.= 673.50
-0.767%
EXISTING GROUND
-1.03% LT.
20+50.00
℄ LT.= 672.41
22+50.00
℄ LT.= 670.36
PVC-STA.23+00.00
ELEV.= 674.25
300' V.C.
K = 132
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
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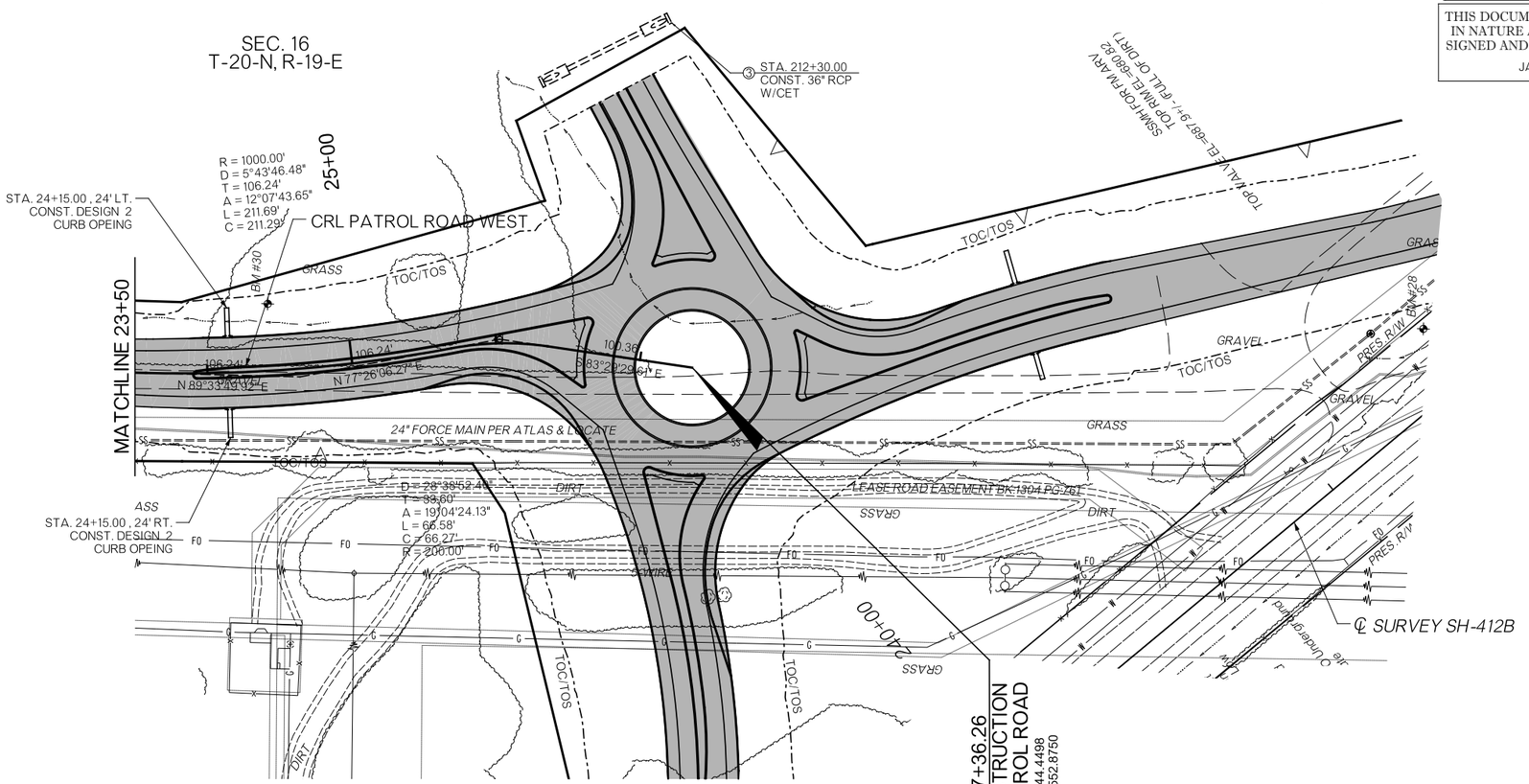
JANUARY 2023

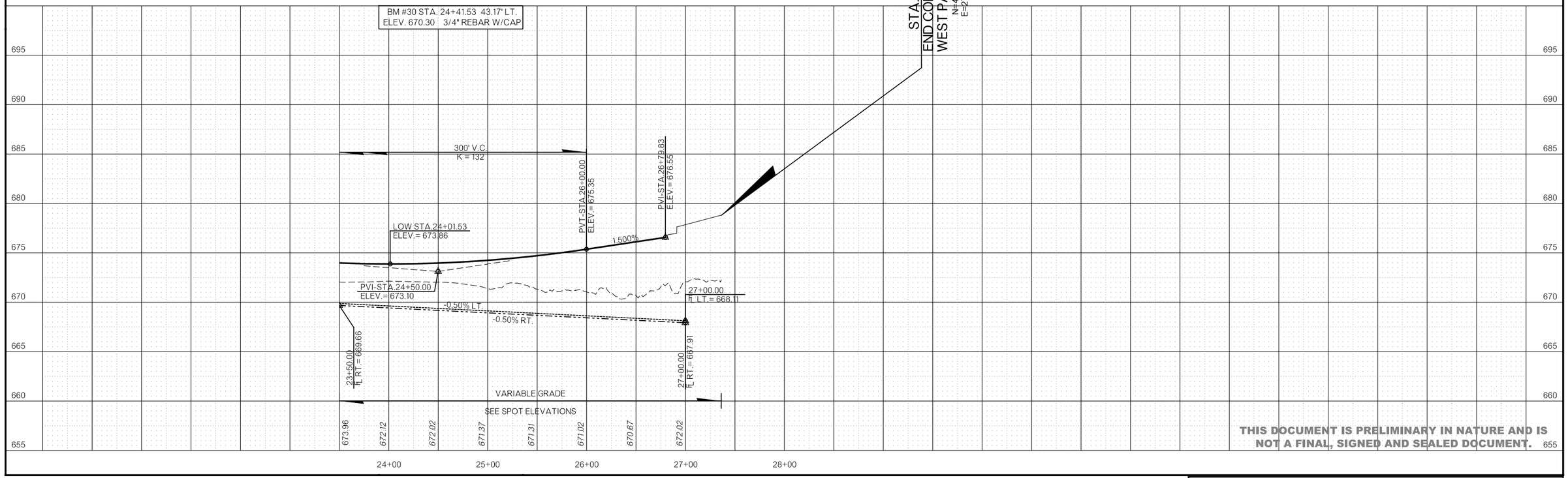
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

SEC. 16
T-20-N, R-19-E





COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R014

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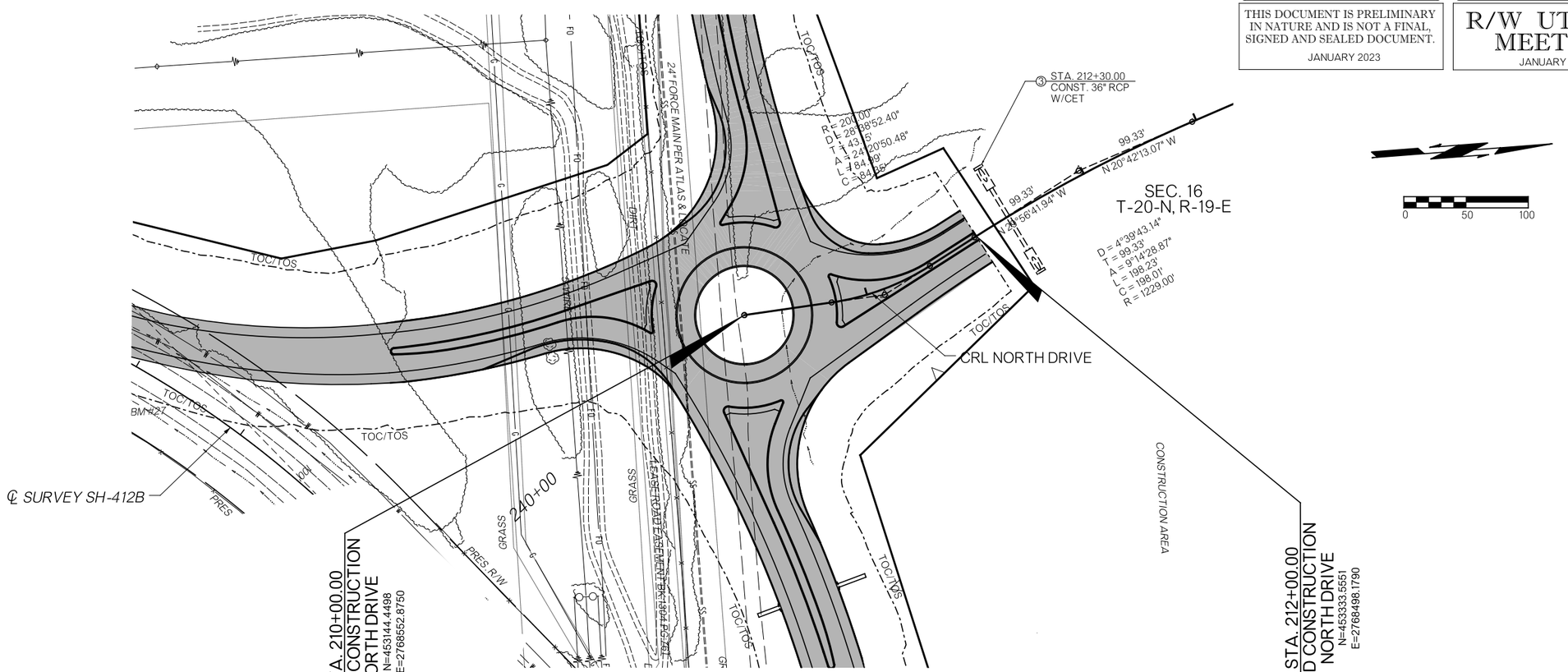
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO R015

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

SEC. 16
T-20-N, R-19-E

℄ SURVEY SH-412B

PRES R/W

S48°27'46.27"W 2693.23'

SOLTOOL

110+00

113+50

STA. 110+80.00
CONST. 24" RCP
W/CET

CRL PATROL ROAD EAST

TOC/TOS

GRASS

GRAVEL

DIRT

ROCKS

TALL GRASS

N41°26'44.24"E 431.22'

20'

11-WIRE

4-WIRE

7-WIRE

UTILITY EASEMENT BK:552 PG:181

RIGHT OF WAY EASEMENT BK:567 PG:905

STA. 253+00.00
CONST. 43"X61"RCPA
W/CET

110+00

FO

0 50 100

STA. 110+20.00
BEGIN CONSTRUCTION
EAST PATROL ROAD
N=453591.7230
E=2769996.1112

STA. 113+25.00
END CONSTRUCTION
EAST PATROL ROAD
N=453336.2285
E=2769776.7967

BM #33 STA. 110+94.15 0.65' LT.
ELEV. 664.74 3/4" REBAR W/CAP

BM #32 STA. 115+98.12 84.48' RT.
ELEV. 663.84 3/4" REBAR W/CAP

STR. 5
STA.110+80.00
CONST 24" X 60' LG RCP
31.0' LG LT & 29.0 LG RT

PVI-STA.110+20.12
ELEV= 667.09

PVI-STA.113+25.00
ELEV= 664.32

EXISTING GROUND

FINISH GRADE

-0.909%

-0.30% RT.

1.82% RT.

2.29% RT.

EX. 24" PIPE

EX. GAS LINE

℄ = 662.25

℄ = 661.75

110+40.24
℄ RT = 663.16

110+80.00
℄ RT = 662.25

111+50.00
℄ RT = 663.53

113+25.00
℄ RT = 663.00

667.44 665.94 666.82 665.44 666.36 665.43 665.91 665.31 665.46 664.87 665.00 664.47 664.55 664.19

110+00 111+00 112+00 113+00

690 685 680 675 670 665 660 655 650 645

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COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R016

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

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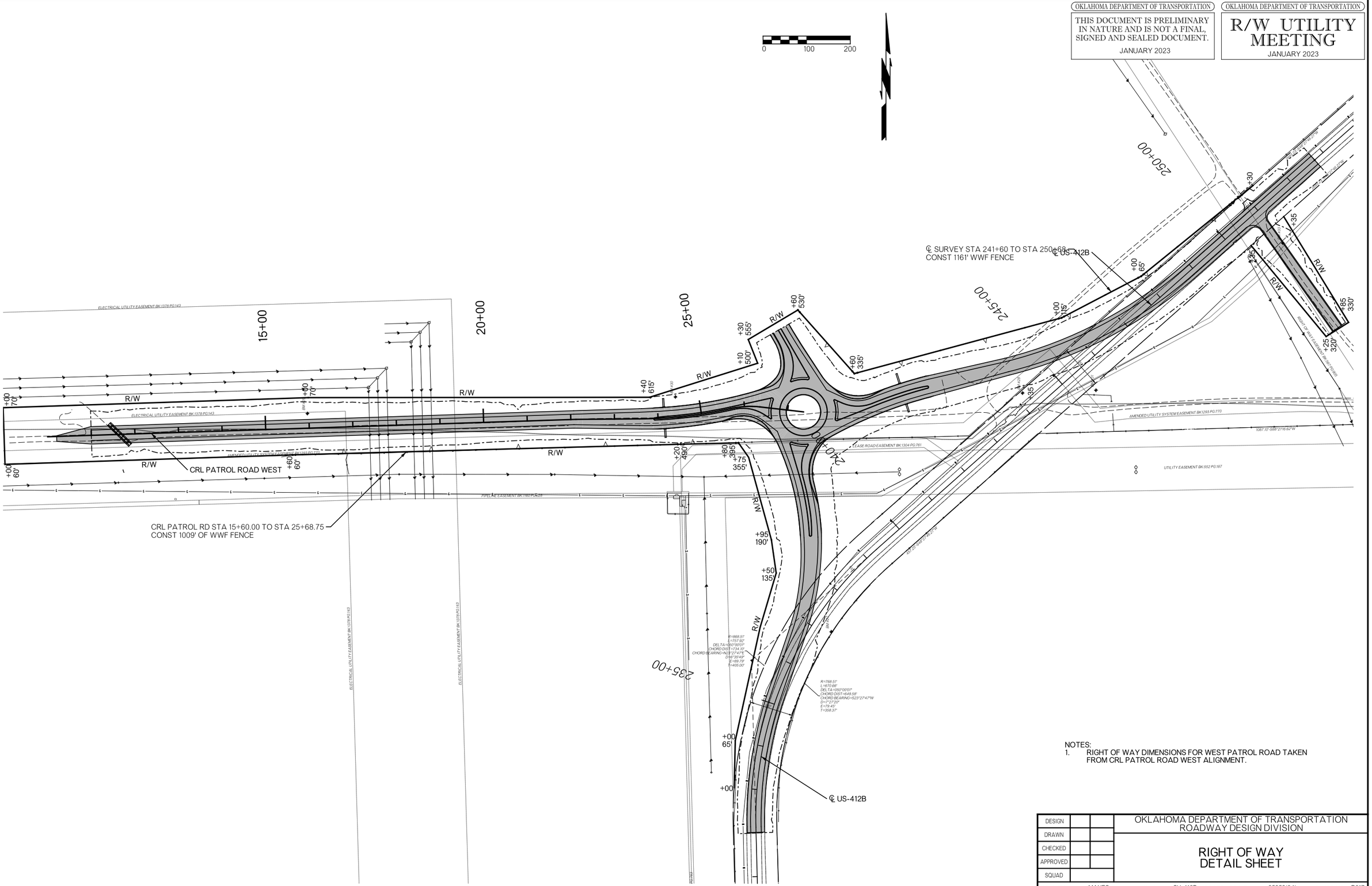

NOTES:

1. RIGHT OF WAY DIMENSIONS FOR WEST PATROL ROAD TAKEN FROM CRL PATROL ROAD WEST ALIGNMENT.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DESIGN			RIGHT OF WAY DETAIL SHEET
DRAWN			
CHECKED			
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R017

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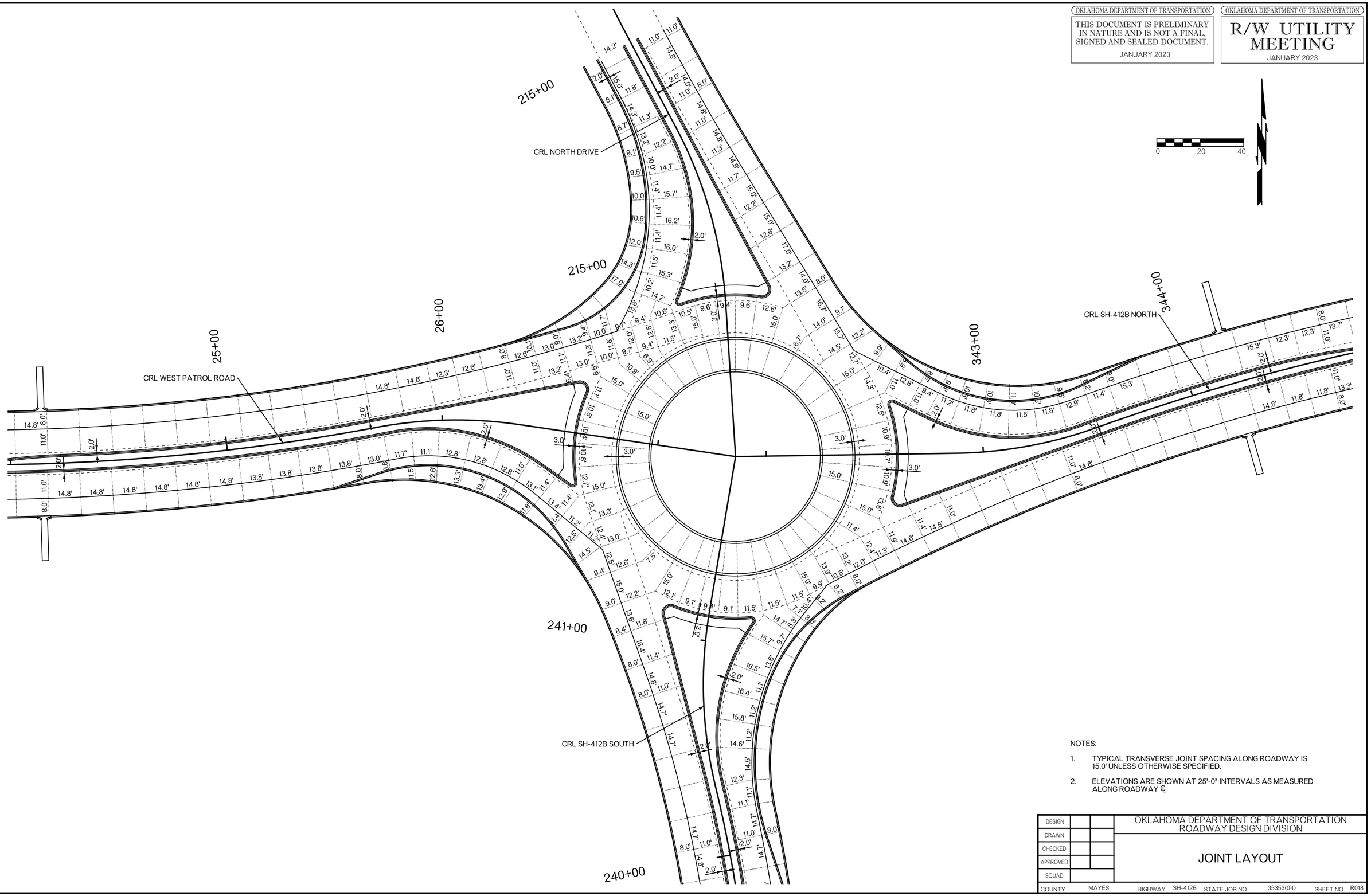
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			JOINT LAYOUT
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R018

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023

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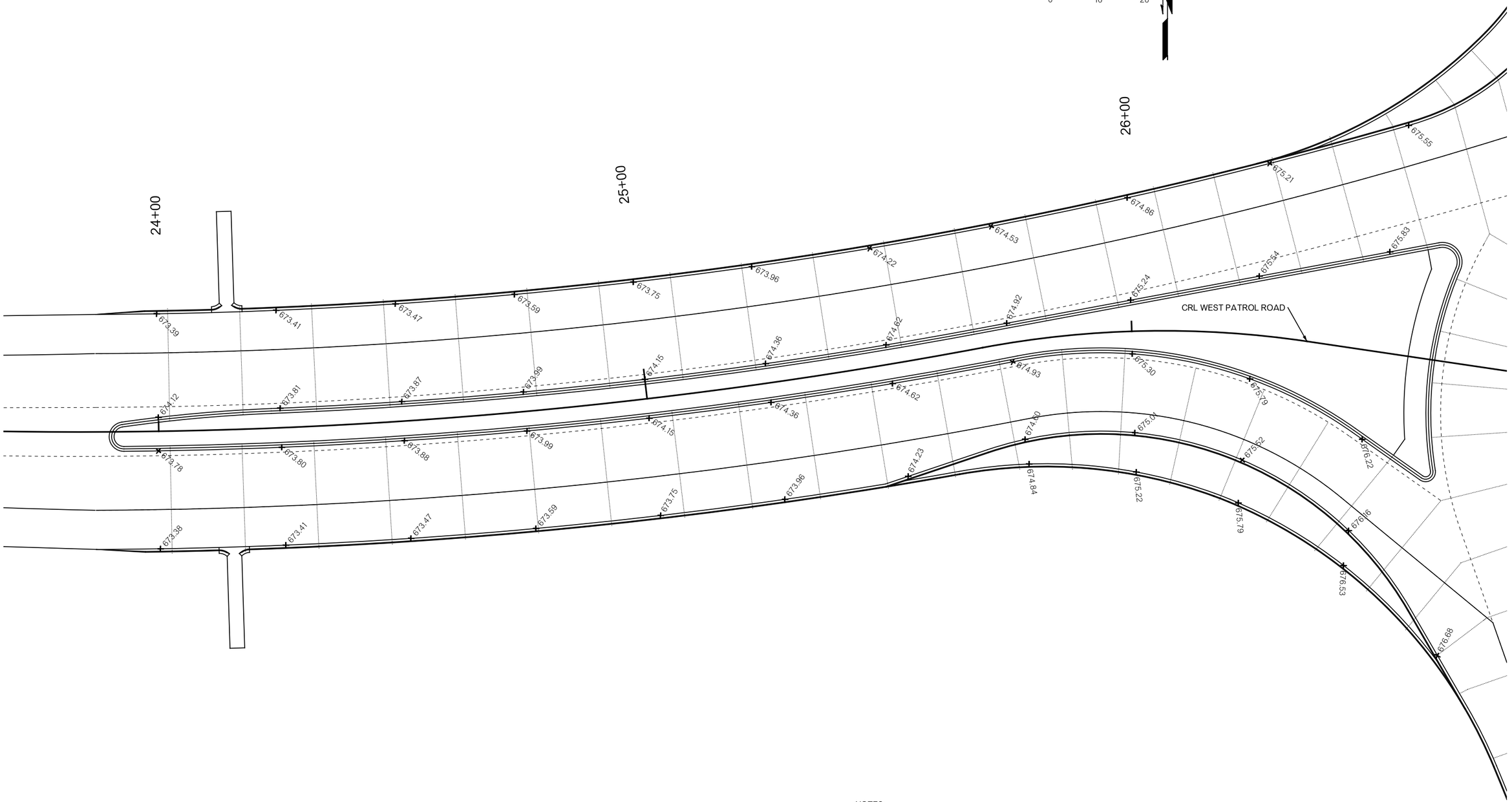

NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		SPOT ELEVATIONS WEST PATROL ROAD (SHEET 1 OF 5)
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R019

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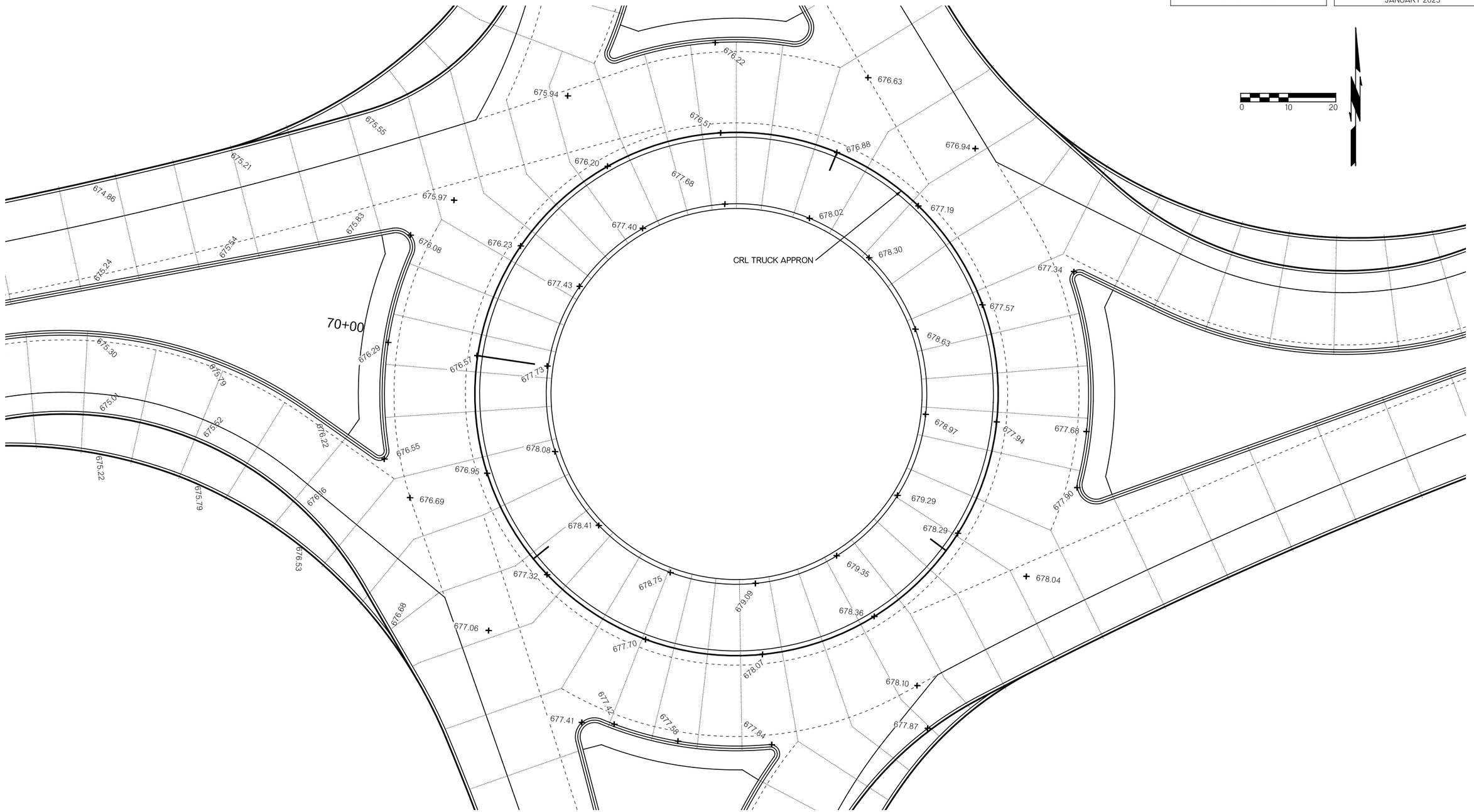
R/W UTILITY MEETING

JANUARY 2023



NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SPOT ELEVATIONS CENTER APPRON (SHEET 2 OF 5)
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R020

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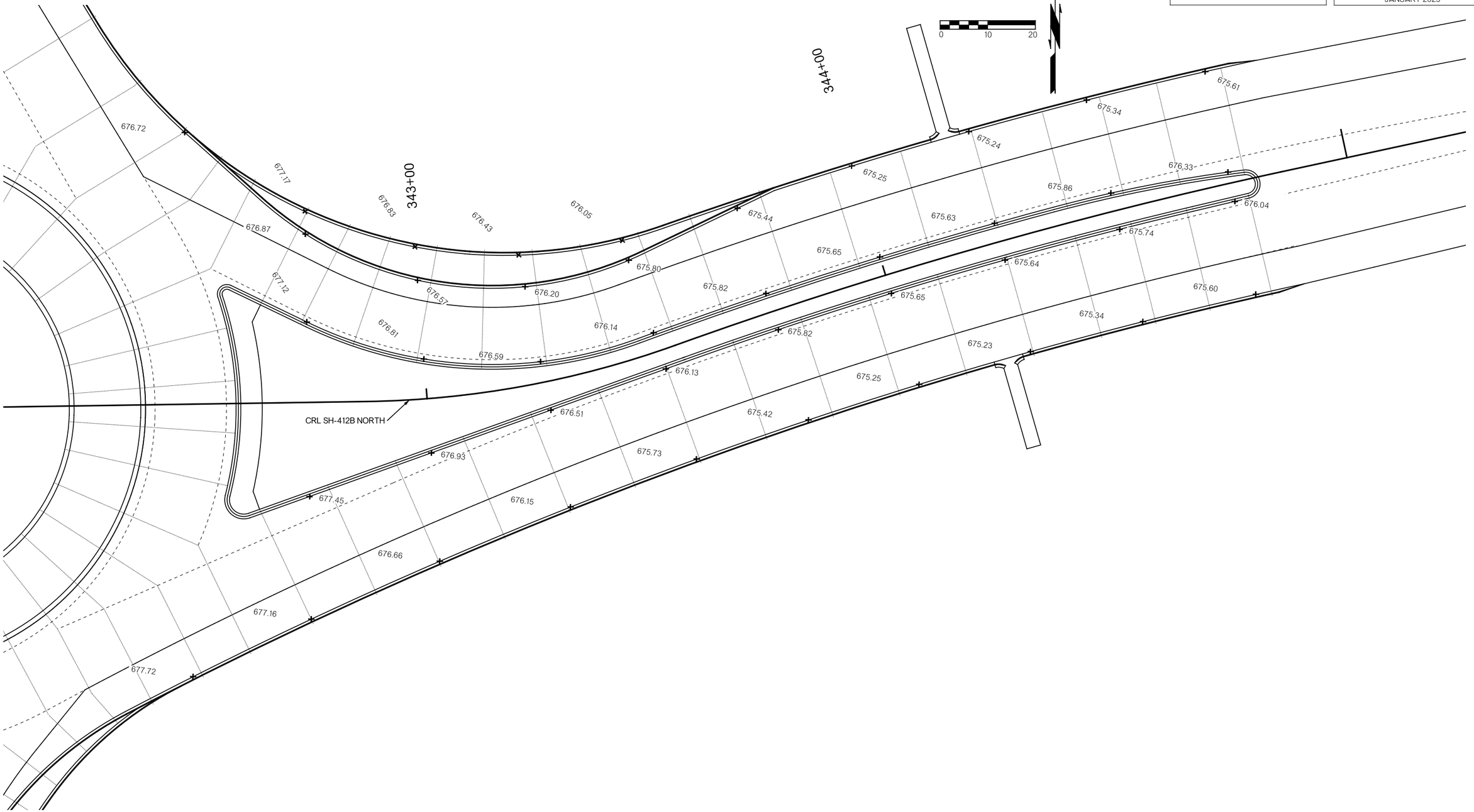
R/W UTILITY MEETING

JANUARY 2023



NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SPOT ELEVATIONS SH-412B NORTH (SHEET 3 OF 5)
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R021

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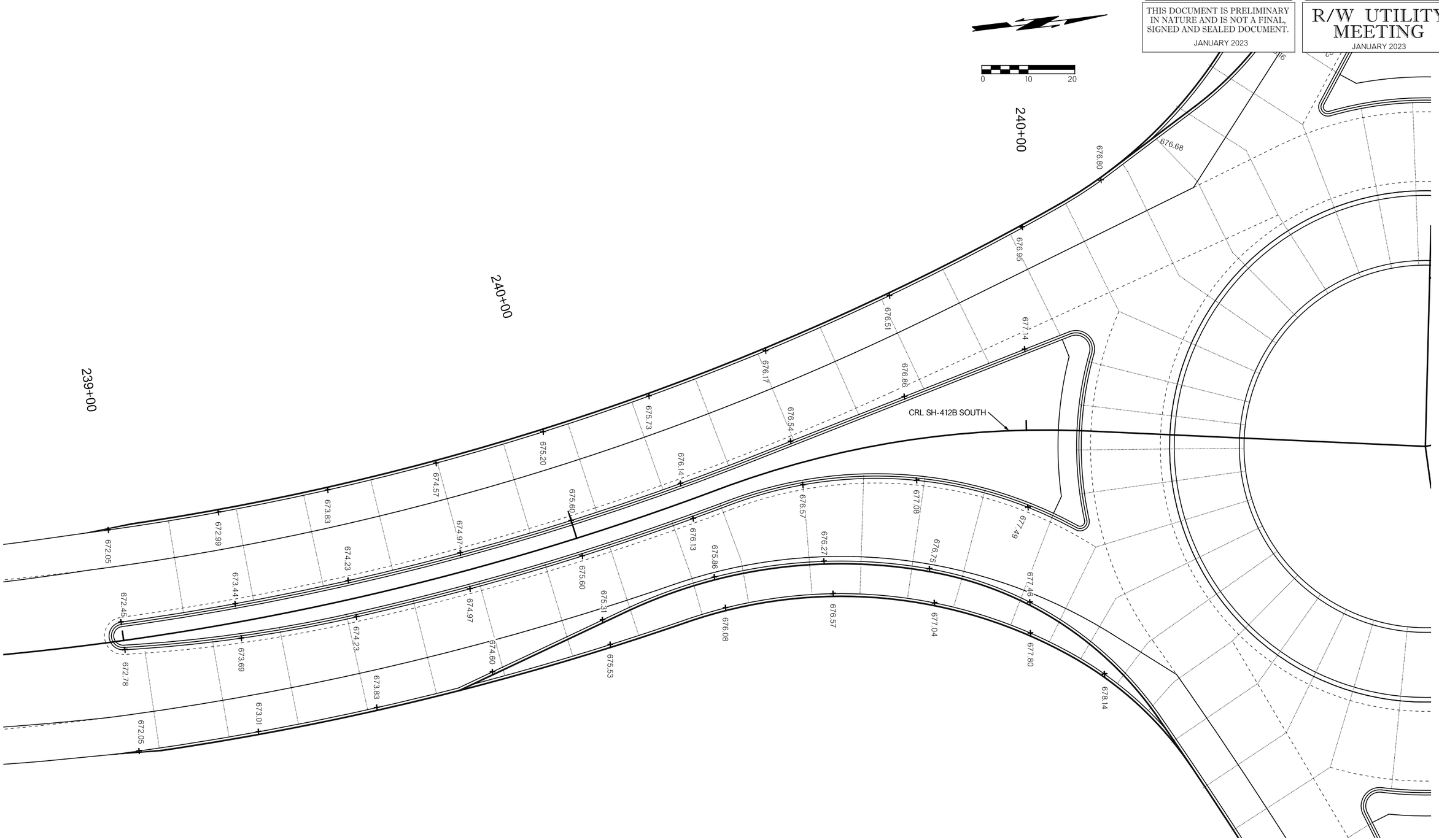
R/W UTILITY MEETING

JANUARY 2023



NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SPOT ELEVATIONS SH-412B SOUTH (SHEET 4 OF 5)
APPROVED			
SQUAD			

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R022

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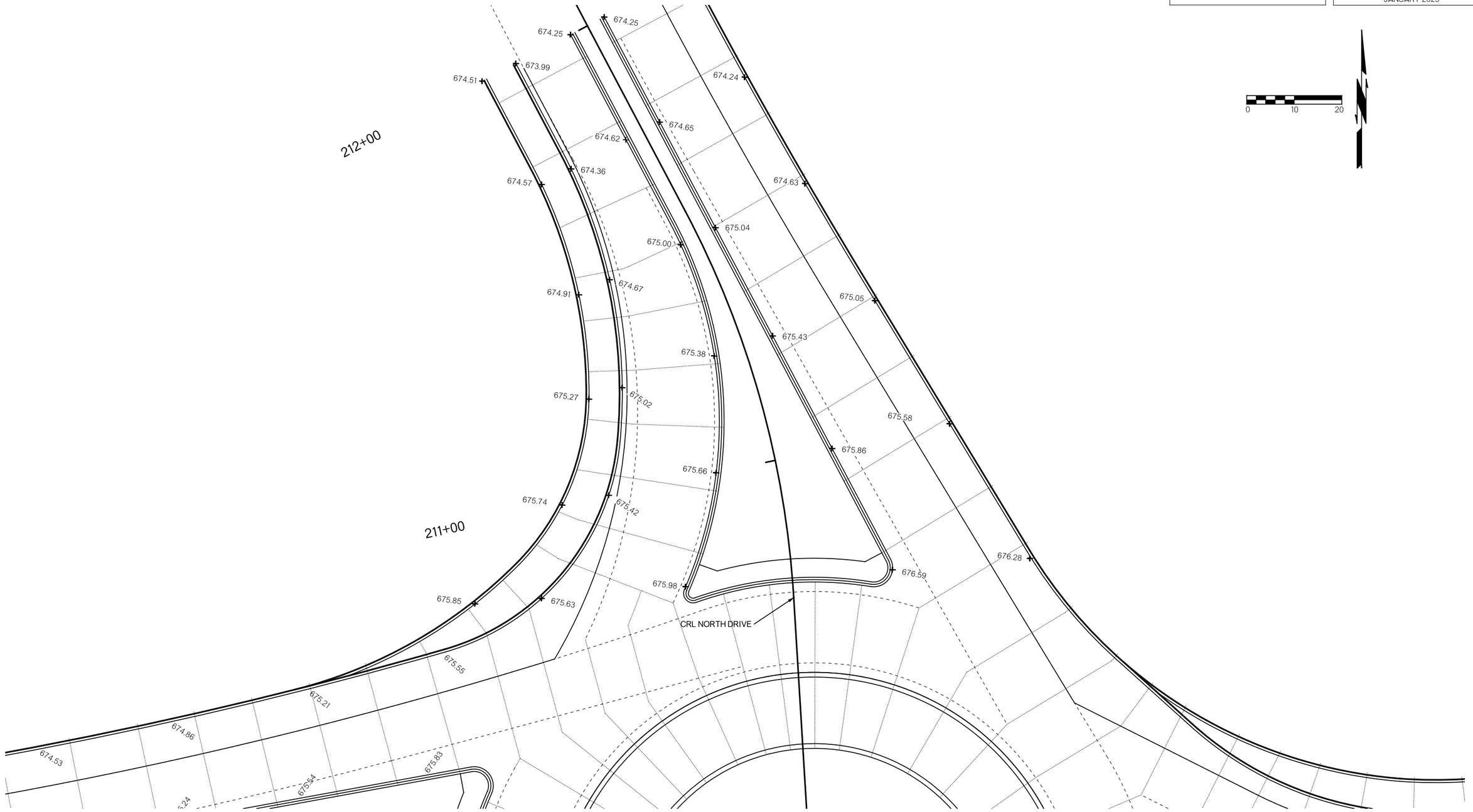
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2023



NOTES:

1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ℄

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		SPOT ELEVATIONS NORTH DRIVE (SHEET 5 OF 5)
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R023

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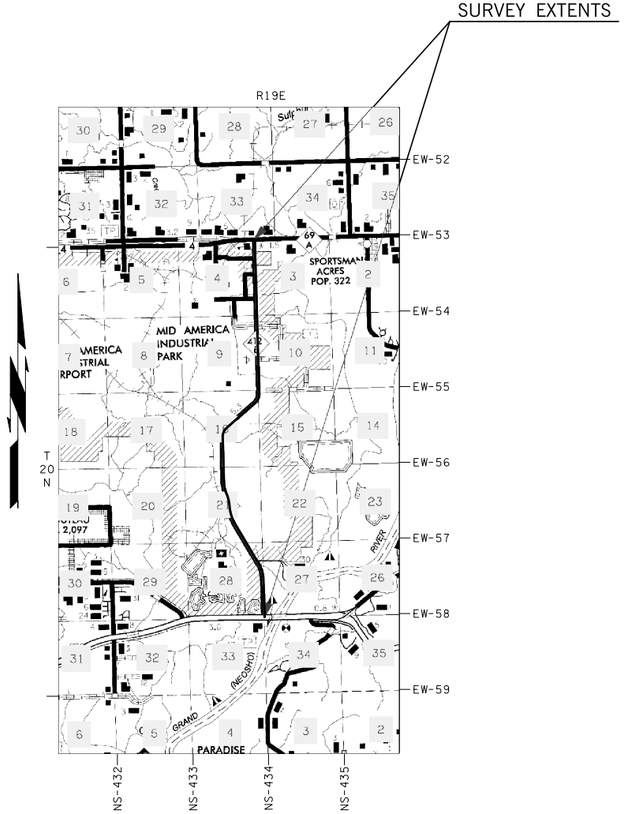
SURVEY DATA SHEETS

MAYES COUNTY
SH-412B

MAIP

SH-412B; BEGINNG 0.5 MILE WEST OF THE INTERSECTION OF HIGHWAY 412 AND 412B, EXTENDING NORTH ALONG SH-412B 5.3 MILES TO HIGHWAY 69A



PROJECT LENGTH 28106.42 Ft. 5.32 MI.

BEGINNING STATION : 99+95.87

ENDING STATION : 381+02.29

SURVEY CONTROL DATA

1. POSITIONAL CONTROL:

   A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2011), LAMBERT PROJECTION (SOUTH ZONE).

   B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
      1. NETWORK ACCURACY: 0.10 FOOT
      2. LOCAL ACCURACY: 0.05 FOOT

2. BEARINGS:

   THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

3. VERTICAL CONTROLS:

   A. LEVEL DATUM IS NAVD 88 FROM STATIC GPS.

   B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
      1. NETWORK ACCURACY (FROM GPS OR LEVELING): 0.10 FOOT
      2. LOCAL ACCURACY (CONFIRMED BY LEVELING): 0.02 FOOT

UTILITIES CONTACTED

UTILITY	CONTACT	PHONE
Electric Tran's Lines:		
GRDA/River Pump Station	Cameron Philpott	(918) 610-6752 (918) 931-1911 ©
Kamo Power	Phillip Fanslet	(918) 256-5551
Pipelines		
Enable OK Intrastate Transmission-Sa	Jerod Ramsey or John Akingbola	(918) 509-0243 (918) 293-6454 (405) 412-6723 ©
Kansas Gas	Stephen Johns	(918) 955-1808
MAIP Water & Sewer	Keith Harris	(918) 373-2065
Mayes County RWD #7	John Sikes	(918)-693-5320 © (918) 386-2692 (H)
ONG/Gas Transmission line	Don Mason	(918) 260-6946
USIC/ONG/EAST OK	Kyle or Logan Irwin	(918) 261-0130 (918) 831-8385 (918) 671-5471©
Tel & Tel Lines		
AT&T Distribution	Brad Williams	
Chouteau Telephone	Jason Goodnight	(918) 230-7474 (918) 476-9219
Consolidated (Chouteau) Telephone	Stephen Johns	(918) 955-1808
MBO Video/Mannford 2	Steve Fowler	(918) 636-1561

SCALES — 1''

SURVEY DATA SHEETS 1'' =50' TOWN

SURVEY DATA SHEETS 1'' =100'

GEOMETRIC DATA SHEETS 1'' =500'

THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, SEPTEMBER 14, 2018.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MONTH, 2017 GOVERN.

BEFORE YOU DIG CALL OKIE

Keystone

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S001

CHECK LEVELS MAIP 412B							BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 1 of 6
Control No. 103						628.035	2.5" Aluminum Cap "PRY CONTROL POINT"	
to	-26.049	-26.049	-26.0490	-26.0490				
BM 1					601.9860		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+26.25 Offset 2420.09' Lt	
to	-14.746	-14.744	-14.7450	-14.7443				
BM 2					587.2417		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 99+35.73 Offset 1676.22' Lt	
to	0.809	0.813	0.8110	0.8117				
BM 3					588.0534		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+34.13 Offset 1347.41' Lt	
to	2.008	2.007	2.0075	2.0082				
BM 4					590.0617		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+80.07 Offset 1271.92' Lt	
to	0.545	0.545	0.5450	0.5457				
BM 5					590.6074		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+82.41 Offset 645.86' Lt	
to	-1.224	-1.227	-1.2255	-1.2248				
BM 6					589.3826		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 103+55.79 Offset 64.52' Rt	
to	11.556	11.556	11.5560	11.5567				
BM 7					600.9393		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 100+66.08 Offset 442.04' Rt	
to	-2.227	-2.227	-2.2270	-2.2263				
BM 8					598.7131		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 110+42.47 Offset 49.91' Lt	
to	7.954	7.954	7.9540	7.9547				
BM 9					606.6678		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 117+59.36 Offset 51.84' Lt	
to	6.229	6.229	6.2290	6.2297				
BM 10					612.8975		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 124+67.84 Offset 53.52' Lt	

CHECK LEVELS MAIP 412B							BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 2 of 6
to	1.858	1.857	1.8575	1.8582				
BM 11					614.7557		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 132+16.76 Offset 61.05' Rt	
to	11.715	11.717	11.7160	11.7167				
BM 12					626.4724		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 140+48.31 Offset 31.92' Lt	
to	-1.216	-1.217	-1.2165	-1.2158				
BM 13					625.2567		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 140+91.95 Offset 42.53' Lt	
to	7.575	7.575	7.5750	7.5757				
BM 14					632.8324		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 146+10.36 Offset 82.18' Lt	
to	5.956	5.955	5.9555	5.9562				
BM 15					638.7886		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 153+10.45 Offset 83.42' Lt	
to	0.212	0.211	0.2115	0.2122				
BM 16					639.0008		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 160+10.62 Offset 82.27' Lt	
to	3.547	3.546	3.5465	3.5472				
BM 17					642.5481		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 167+09.29 Offset 38.61' Lt	
to	11.167	11.171	11.1690	11.1697				
BM 18					653.7178		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 174+06.93 Offset 92.05' Rt	
to	3.628	3.631	3.6295	3.6302				
BM 19					657.3480		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 181+00.28 Offset 47.20' Lt	
to	3.536	3.536	3.5360	3.5367				
BM 20					660.8847		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 187+99.15 Offset 48.90' Lt	
to	12.724	12.728	12.7260	12.7267				

CHECK LEVELS MAIP 412B							BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 3 of 6
BM 21					673.6114		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 194+83.67 Offset 89.15' Rt	
to	-2.887	-2.887	-2.8870	-2.8863				
BM 22					670.7252		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 201+63.64 Offset 47.42' Lt	
to	-4.509	-4.508	-4.5085	-4.5078				
BM 23					666.2174		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 208+53.19 Offset 61.97' Rt	
to	-0.402	-0.403	-0.4025	-0.4018				
BM 24					665.8156		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 215+91.64 Offset 47.92' Lt	
to	3.334	3.336	3.3350	3.3357				
BM 25					669.1513		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 222+91.20 Offset 47.35' Lt	
to	-20.745	-20.741	-20.7430	-20.7423				
BM 26					648.4091		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 229+90.76 Offset 47.84' Lt	
to	16.713	16.714	16.7135	16.7142				
BM 27					665.1233		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 237+12.71 Offset 45.43' Rt	
to	16.861	16.861	16.8610	16.8617				
BM 28					681.9850		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 244+18.64 Offset 45.47' Lt	
to	-4.621	-4.623	-4.6220	-4.6213				
BM 29					677.3637		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 236+16.98 Offset 1247.43' Lt	
to	-7.064	-7.064	-7.0640	-7.0633				
BM 30					670.3004		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 238+63.84 Offset 572.04' Lt	
to	11.835	11.835	11.8350	11.8357				
BM 31					682.1362		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 245+48.76 Offset 61.40' Rt	

CHECK LEVELS MAIP 412B							BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 4 of 6
to	-18.289	-18.288	-18.2885	-18.2878				
BM 32					663.8484		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+77.09 Offset 628.00' Rt	
to	0.875	0.876	0.8755	0.8762				
BM 33					664.7246		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+93.17 Offset 93.92' Rt	
to	18.107	18.108	18.1075	18.1082				
BM 34					682.8328		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 251+11.76 Offset 624.03' Lt	
to	-39.894	-39.895	-39.8945	-39.8938				
BM 35					642.9391		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 257+90.27 Offset 47.03' Lt	
to	4.791	4.788	4.7895	4.7902				
BM 36					647.7293		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 264+66.56 Offset 99.66' Rt	
to	-31.186	-31.183	-31.1845	-31.1838				
BM 37					616.5455		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 271+66.25 Offset 48.61' Lt	
to	-9.914	-9.913	-9.9135	-9.9128				
BM 38					606.6327		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 278+55.16 Offset 103.44' Rt	
to	-0.719	-0.719	-0.7190	-0.7183				
BM 39					605.9144		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 285+38.52 Offset 61.82' Lt	
to	-0.968	-0.967	-0.9675	-0.9668				
BM 40					604.9477		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 292+42.69 Offset 71.42' Rt	
to	1.958	1.958	1.9580	1.9587				
BM 41					606.9064		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 299+36.67 Offset 66.53' Lt	
to	-0.614	-0.611	-0.6125	-0.6118				

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S002

CHECK LEVELS			MAIP 412B				BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 5 of 6
BM 42					606.2946		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 307+02.13 Offset 79.74' Rt	
to	0.719	0.721	0.7200	0.7207				
BM 43					607.0153		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 314+00.50 Offset 86.91' Rt	
to	1.454	1.454	1.4540	1.4547				
BM 44					608.4701		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 320+81.18 Offset 72.35' Lt	
to	-1.052	-1.048	-1.0500	-1.0493				
BM 45					607.4208		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 326+65.25 Offset 99.78' Rt	
to	-1.963	-1.962	-1.9625	-1.9618				
BM 46					605.4590		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 333+78.44 Offset 61.37' Rt	
to	0.849	0.849	0.8490	0.8497				
BM 47					606.3087		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 340+42.61 Offset 73.60' Lt	
to	-1.358	-1.358	-1.3580	-1.3573				
BM 48					604.9514		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 347+77.57 Offset 47.03' Rt	
to	-2.848	-2.848	-2.8480	-2.8473				
BM 49					602.1042		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 354+00.93 Offset 49.07' Rt	
to	3.735	3.737	3.7360	3.7367				
BM 50					605.8409		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 359+40.57 Offset 95.54' Lt	
to	-5.238	-5.238	-5.2380	-5.2373				
BM 51					600.6036		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 366+70.01 Offset 82.10' Rt	
to	5.379	5.382	5.3805	5.3812				
BM 52					605.9848		Cut "X" in structure Sta. 373+81.33 Offset 39.14' Lt	

CHECK LEVELS			MAIP 412B				BENCHMARKS LIST	NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 6 of 6
to	-6.508	-6.508	-6.5080	-6.5073				
BM 53					599.4776		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 381+47.06 Offset 206.77' Rt	
to	58.710	58.710	58.7100	58.7107				
BM 54					658.1883		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 378+45.64 Offset 2304.46' Lt	
to	-30.154	-30.154	-30.1540	-30.1533				
Control No. 103					628.0350	**628.035**	2.5" Aluminum Cap "PRY CONTROL POINT"	

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S003

P.O.T./P.O.B. Sta. 99+95.87

A002 N89^21' 44.00"E

100+00

342

BM #5

378.18'-N89°10' 21.18"E

129.45'-S88°20' 07.59"E

EASEMENT BK:225 PG:621

PC 2374+45.74

2375+00

105+00

PI 106+54.17

110+00

USA
BK:450
PG:320

PI 113+08.33

115+00

PI 119+62.49

120+00

125+00

PC 126+13.81

128+00

C2

300

A001 N02^22' 09.71".W

301

A001 N01^52' 37.54".W

302

A001 N01^45' 29.97".W

303

A001 N01^42' 41.14".W

304

SH-412B

BM #8

BM #9

BM #10

C1

345

BM #6

PI 2379+57.28

2380+00

A002 N88^20' 21.00"E

US-412

RIGHT OF WAY EASEMENT BK:225 PG:621

BM #7

344

RIGHT OF WAY EASEMENT BK:630 PG:166

PT 2384+68.79

2385+00

CURVE 1 DATA
P.I. Sta. 2379+57.28
X=2771381.50168
Y=439618.94734
Φ=01°01'23.00"
D=00°06'00.00"
T=511.541'
L=1023.056'
R=57295.780'
E=2.284'

USA
BK:450
PG:320

CURVE 2 DATA
P.I. Sta. 131+68.60
X=2771276.76601
Y=442789.91508
Φ=28°56'17.57"
D=02°39'53.71"
T=554.791'
L=1085.894'
R=2150.000'
E=70.426'

SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S004

OOWA
BK:450
PG:320

130+00

PI 131+68.60

135+00

PT 136+99.70

140+00

145+00

150+00

155+00

128+00

A001 N01^42' 41.14"W

C2

335

BM #11

A001 N30^38' 58.71"W

306

BM #12

BM #13

BM #14

SH-412B

SH-412B A001 N30^38' 58.71"W

BM #15

156+00

UTILITY (WATER) EASEMENT BK:630 PG:236

CURVE 2 DATA
P.I. Sta. 131+68.60
X=2771276.76601
Y=442789.91508
Φ=28°56'17.57"
D=02°39'53.71"
T=554.791'
L=1085.894'
R=2150.000'
E=70.426'

USA
BK:450
PG:320

OOWA
BK:450
PG:320

0 100 200 300 400 500 Feet
SCALE

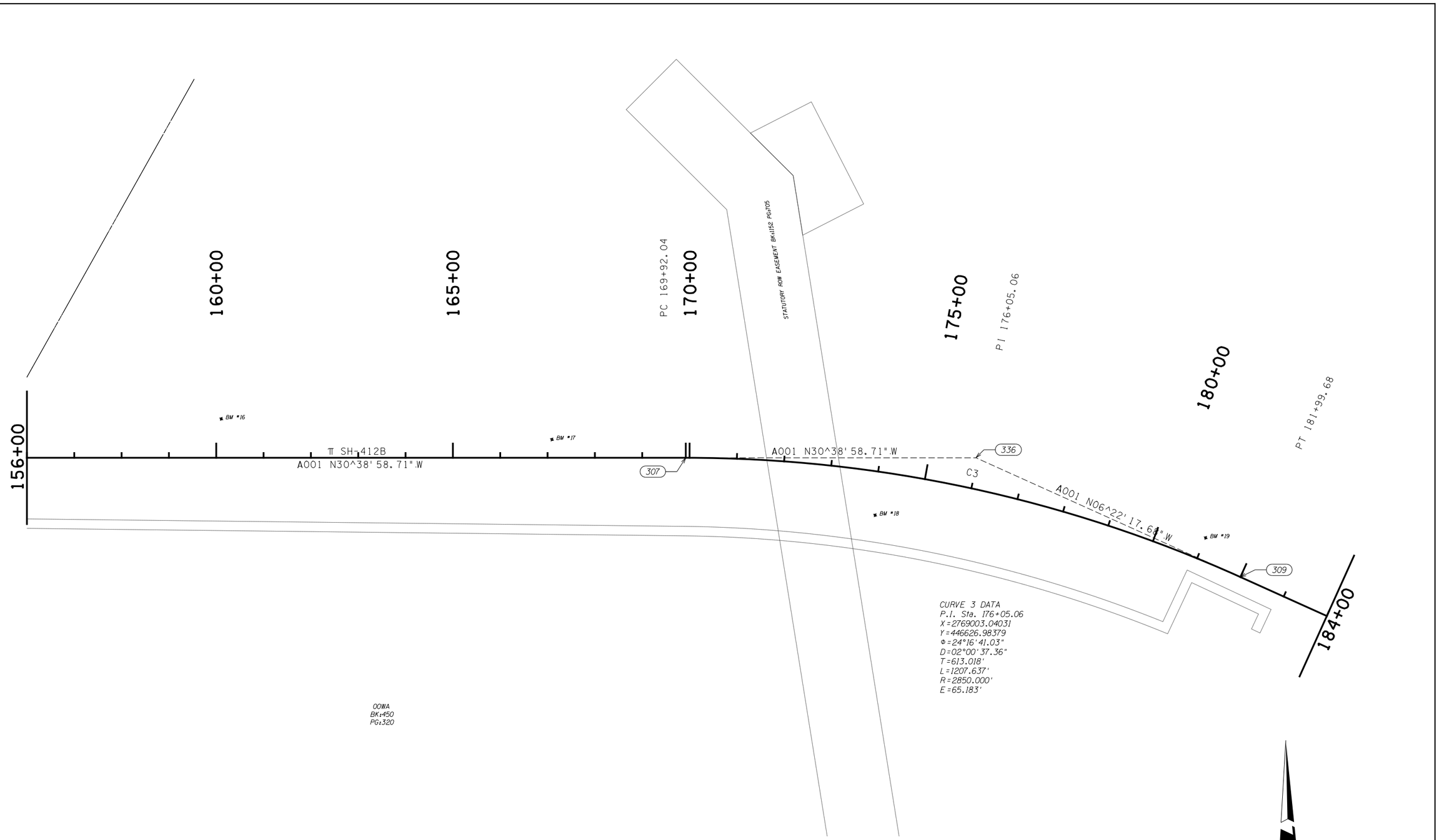
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S005



CURVE 3 DATA
P.I. Sta. 176+05.06
X=2769003.04031
Y=446626.98379
Φ=24°16'41.03"
D=02°00'37.36"
T=613.018'
L=1207.637'
R=2850.000'
E=65.183'

SCALE 0 100 200 300 400 500 Feet

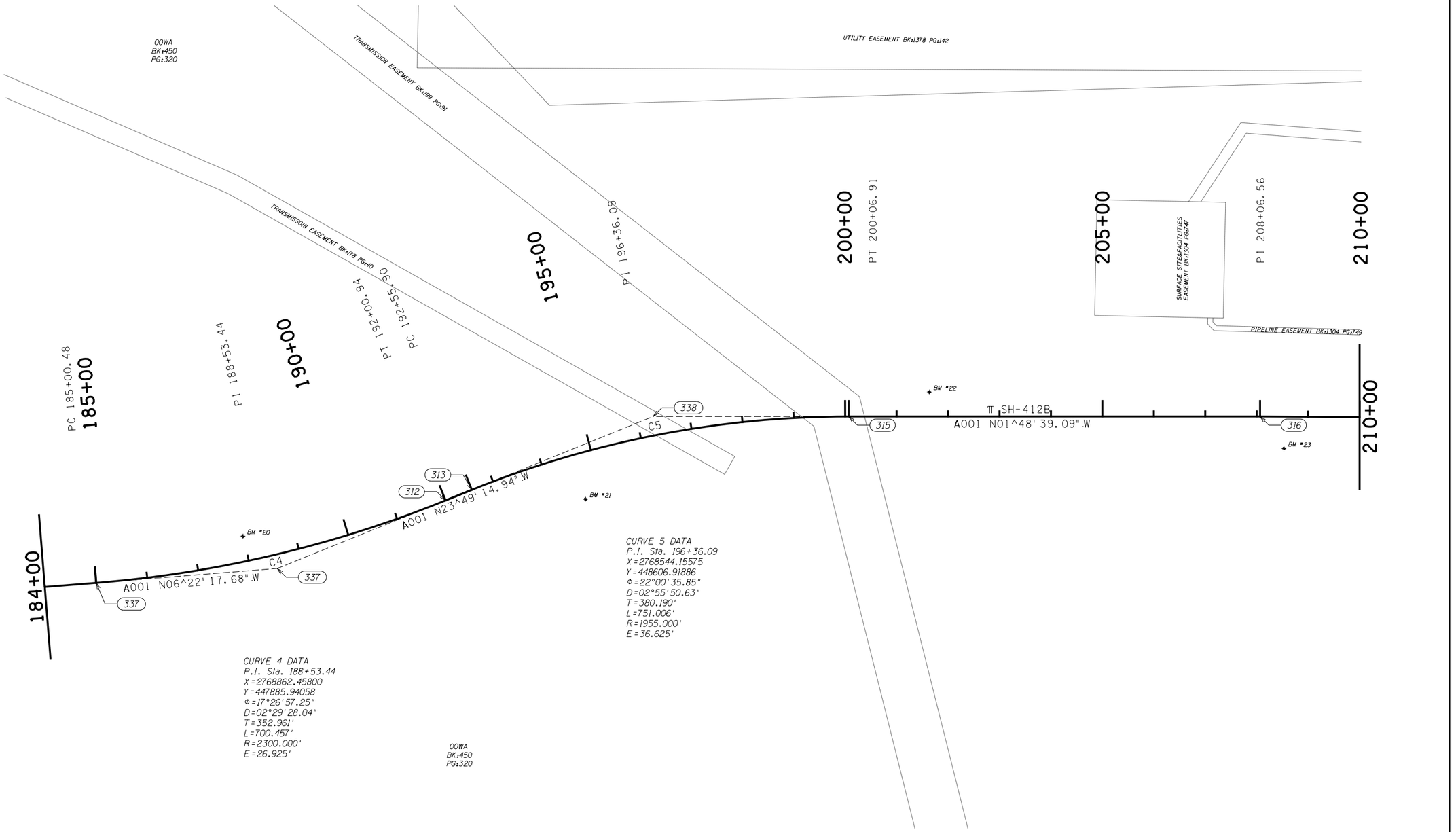
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S006



CURVE 4 DATA
P.I. Sta. 188+53.44
X=2768862.45800
Y=447885.94058
Φ=17°26'57.25"
D=02°29'28.04"
T=352.961'
L=700.457'
R=2300.000'
E=26.925'

CURVE 5 DATA
P.I. Sta. 196+36.09
X=2768544.15575
Y=448606.91886
Φ=22°00'35.85"
D=02°55'50.63"
T=380.190'
L=751.006'
R=1955.000'
E=36.625'

SCALE 0 100 200 300 400 500 Feet

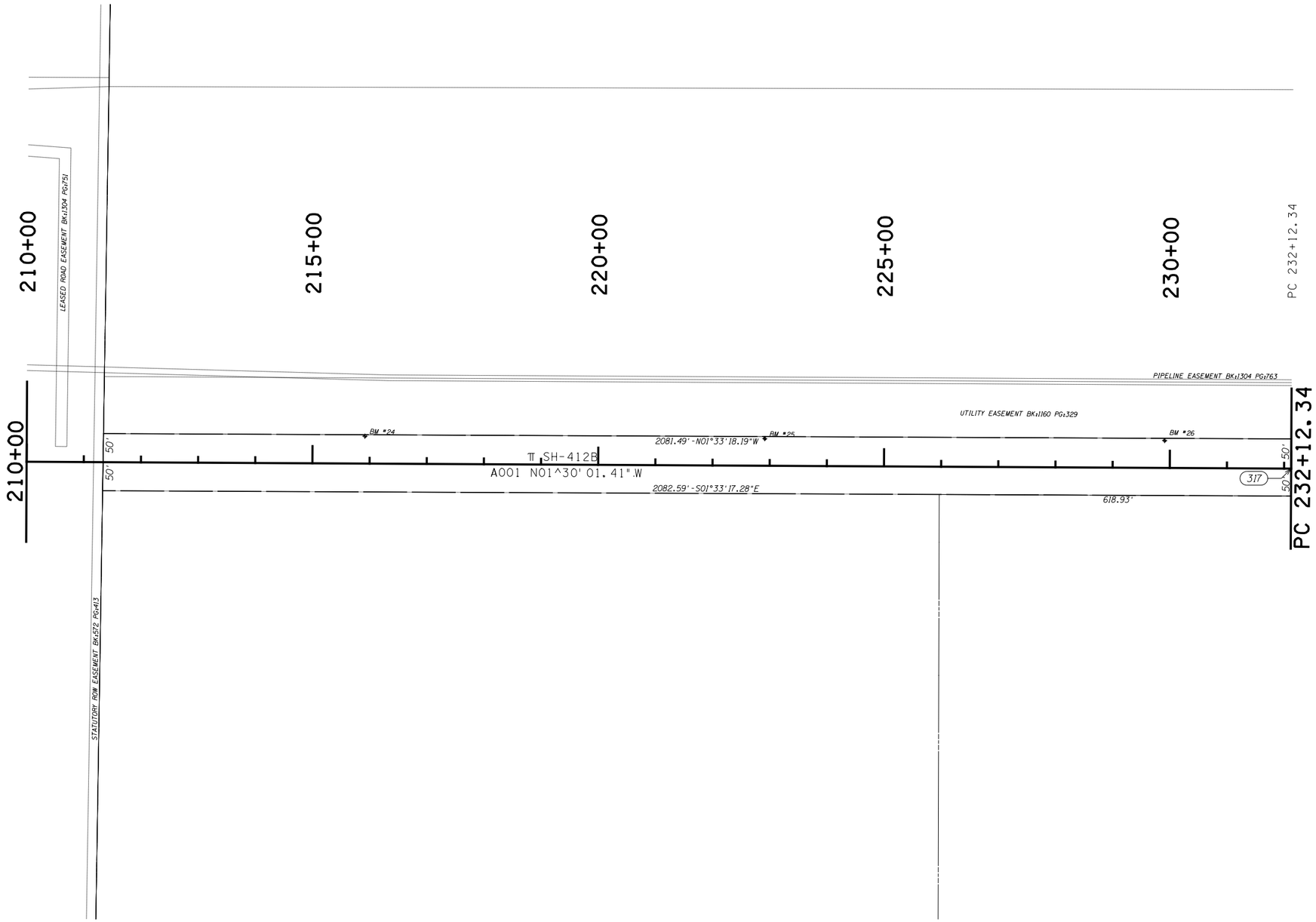
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S007



SCALE 0 100 200 300 400 500 Feet

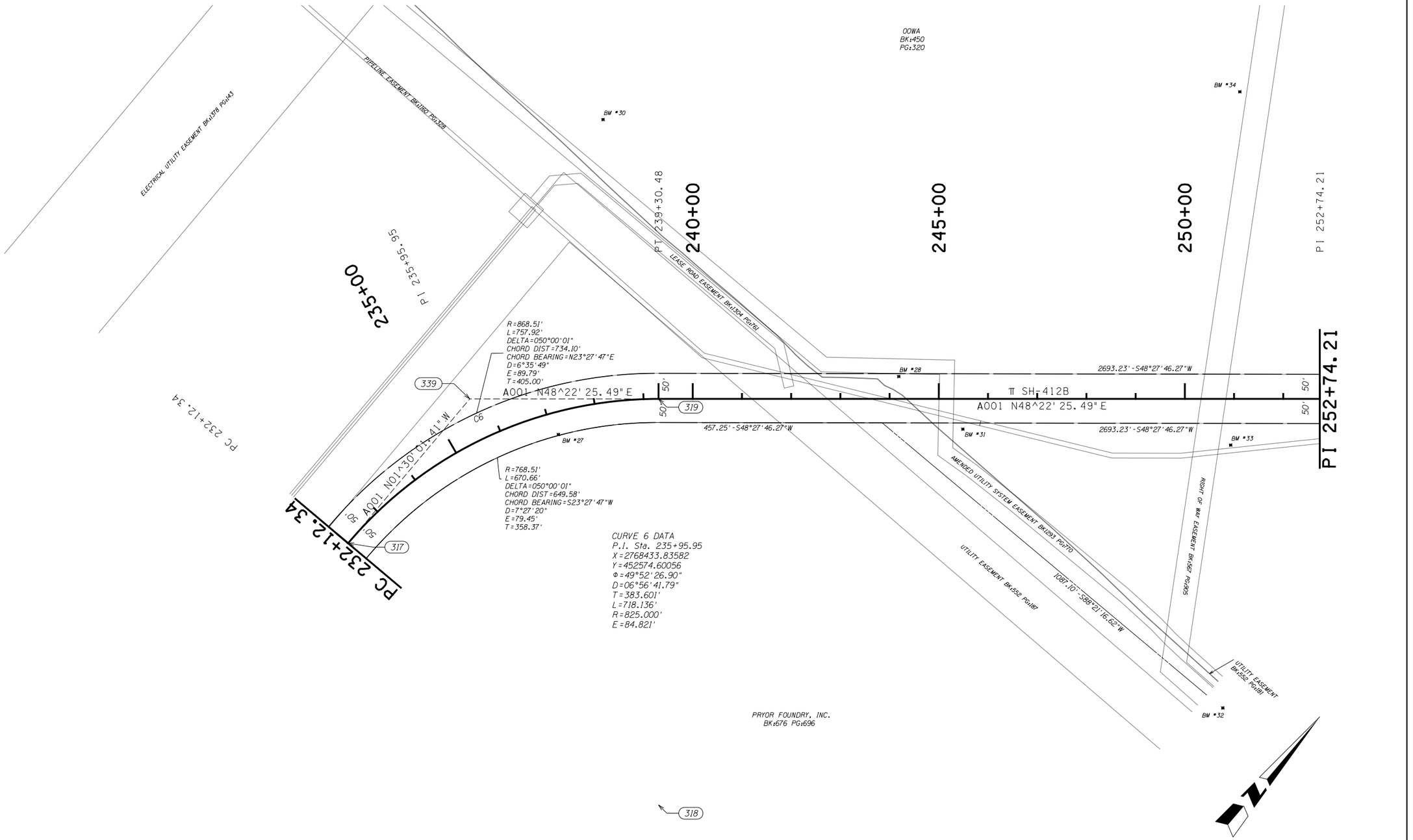
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO _____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S008



SCALE 0 100 200 300 400 500 Feet

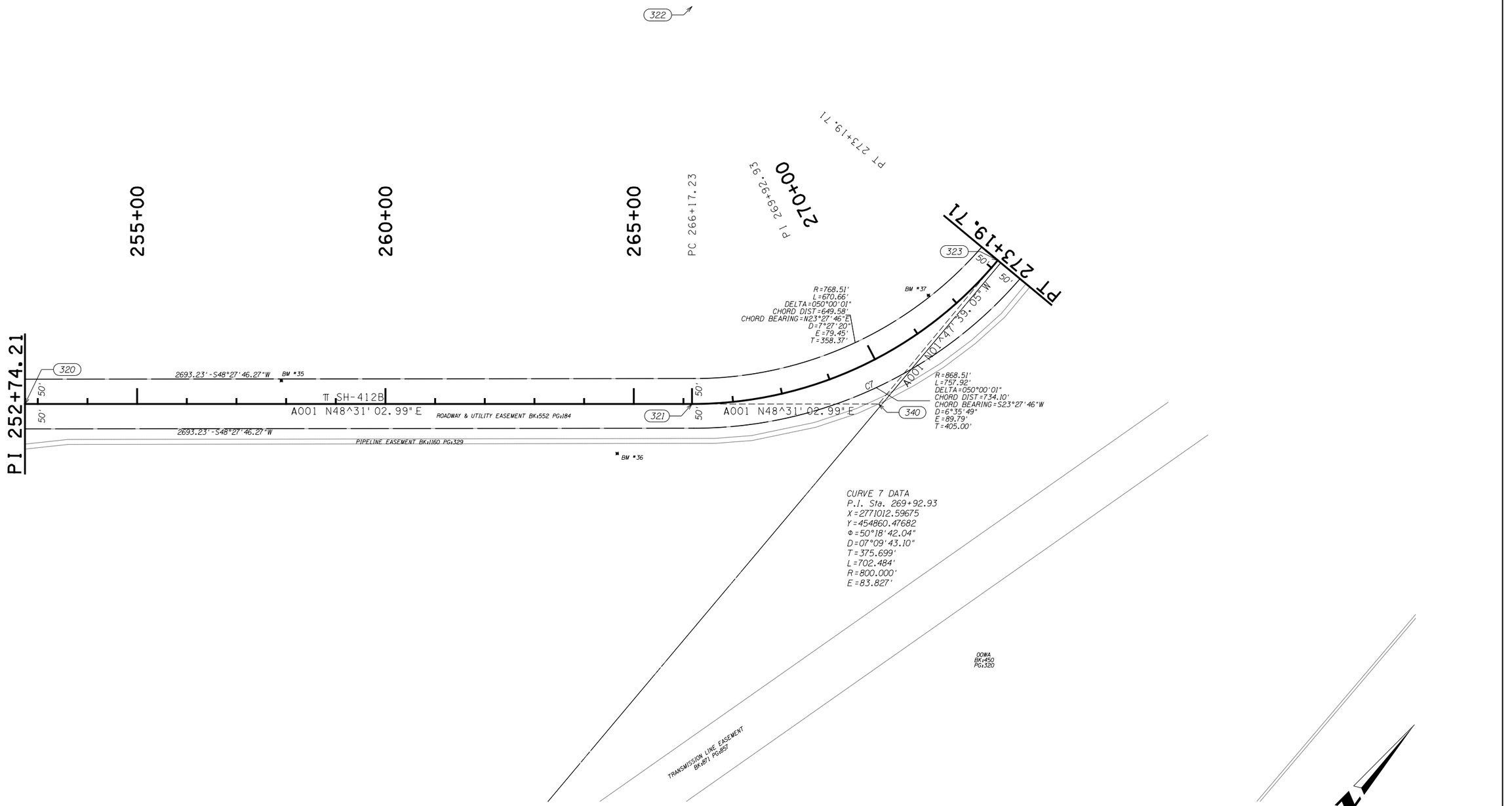
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S009



SCALE 0 100 200 300 400 500 Feet

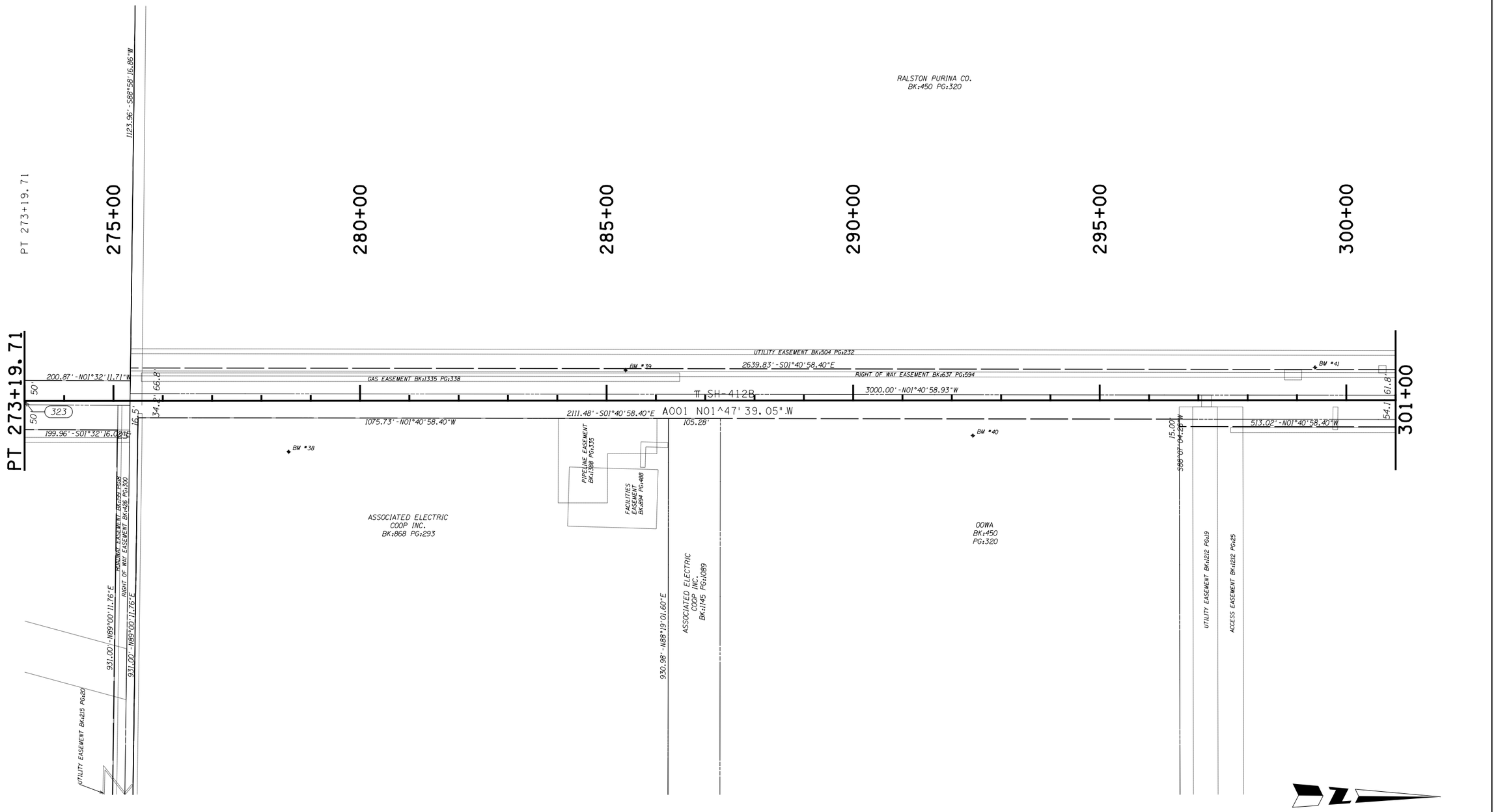
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S010



SCALE 0 100 200 300 400 500 Feet

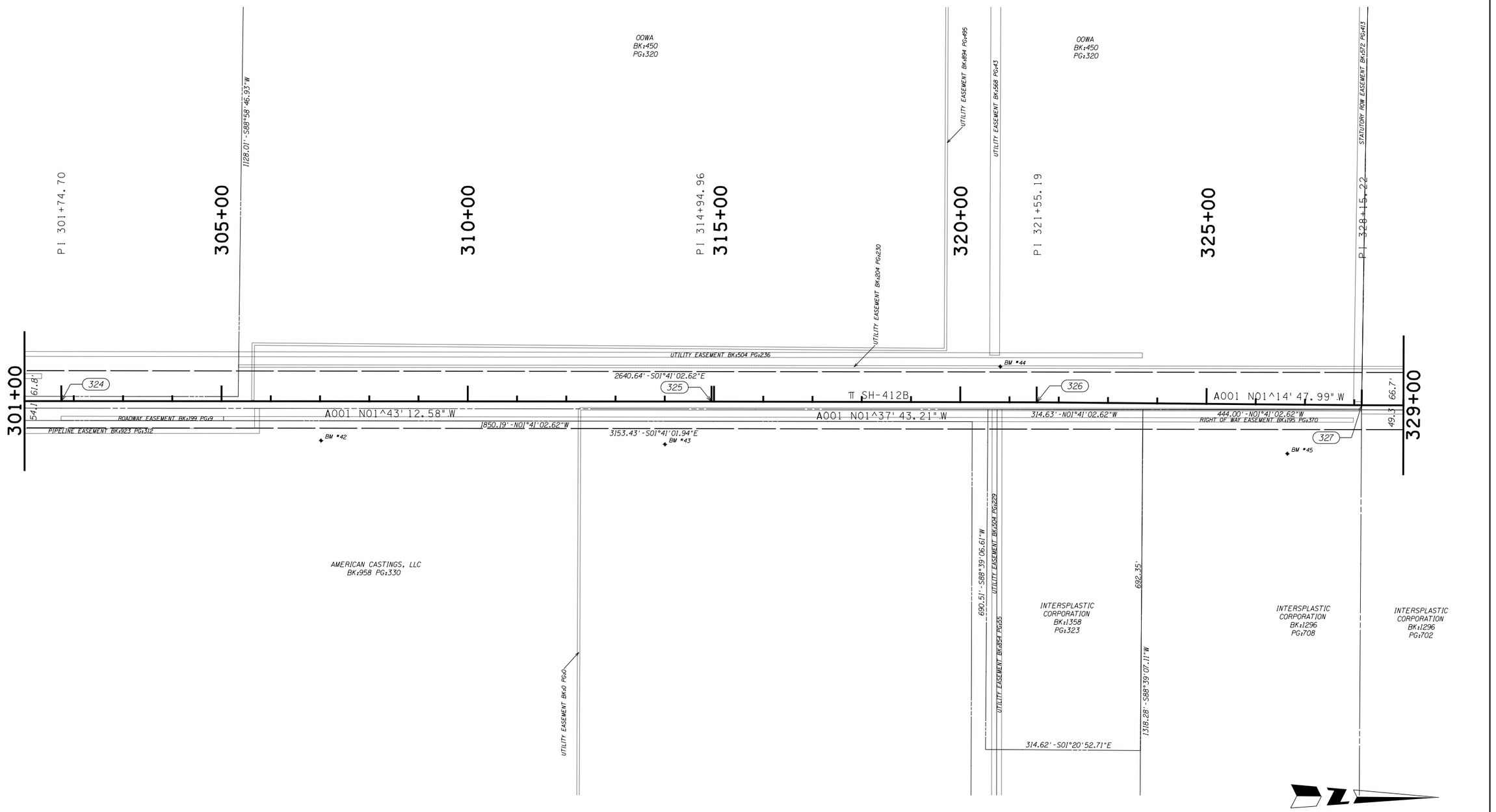
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S011



SCALE 0 100 200 300 400 500 Feet

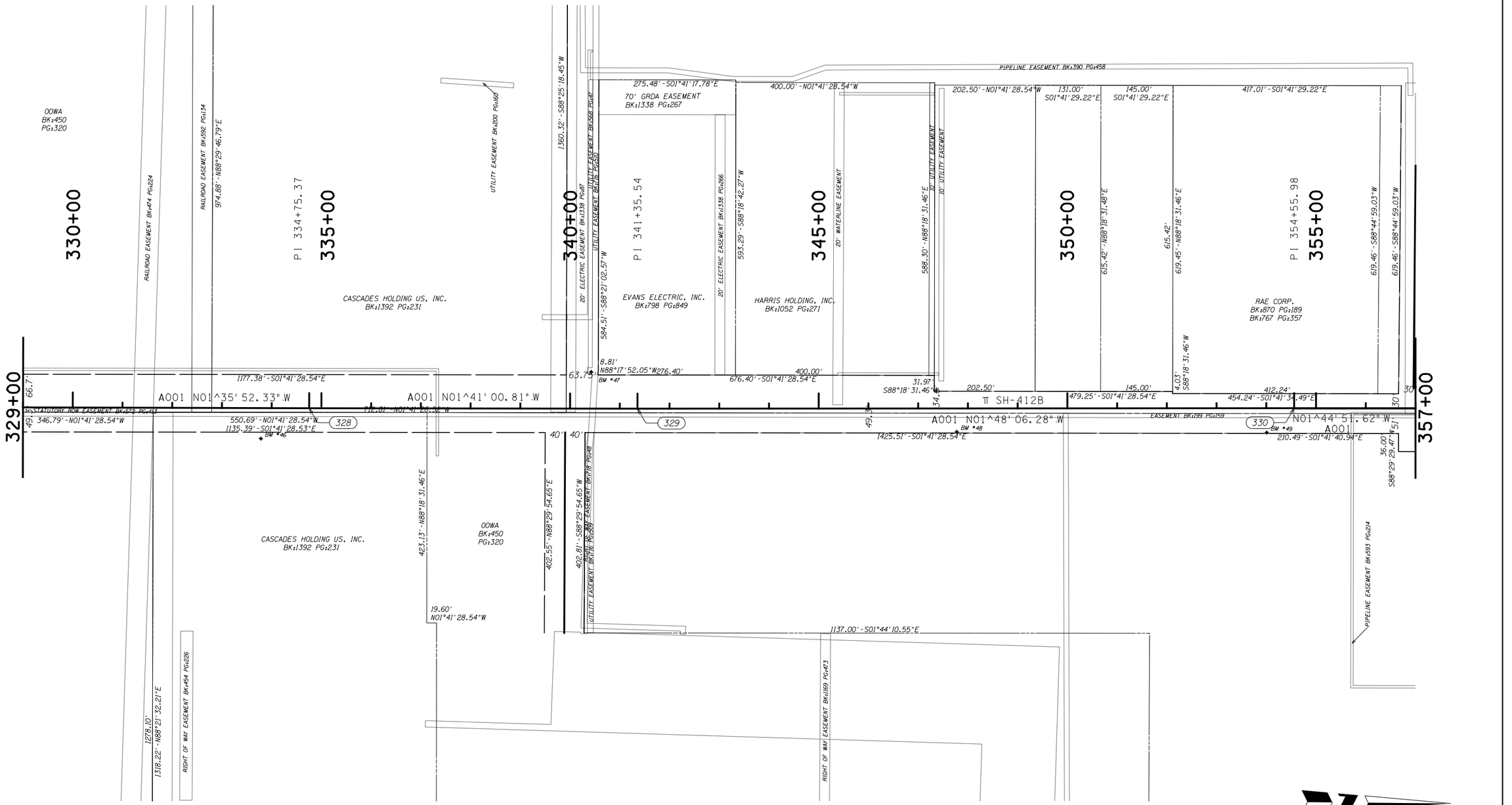
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO _____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S012



SCALE 0 100 200 300 400 500 Feet

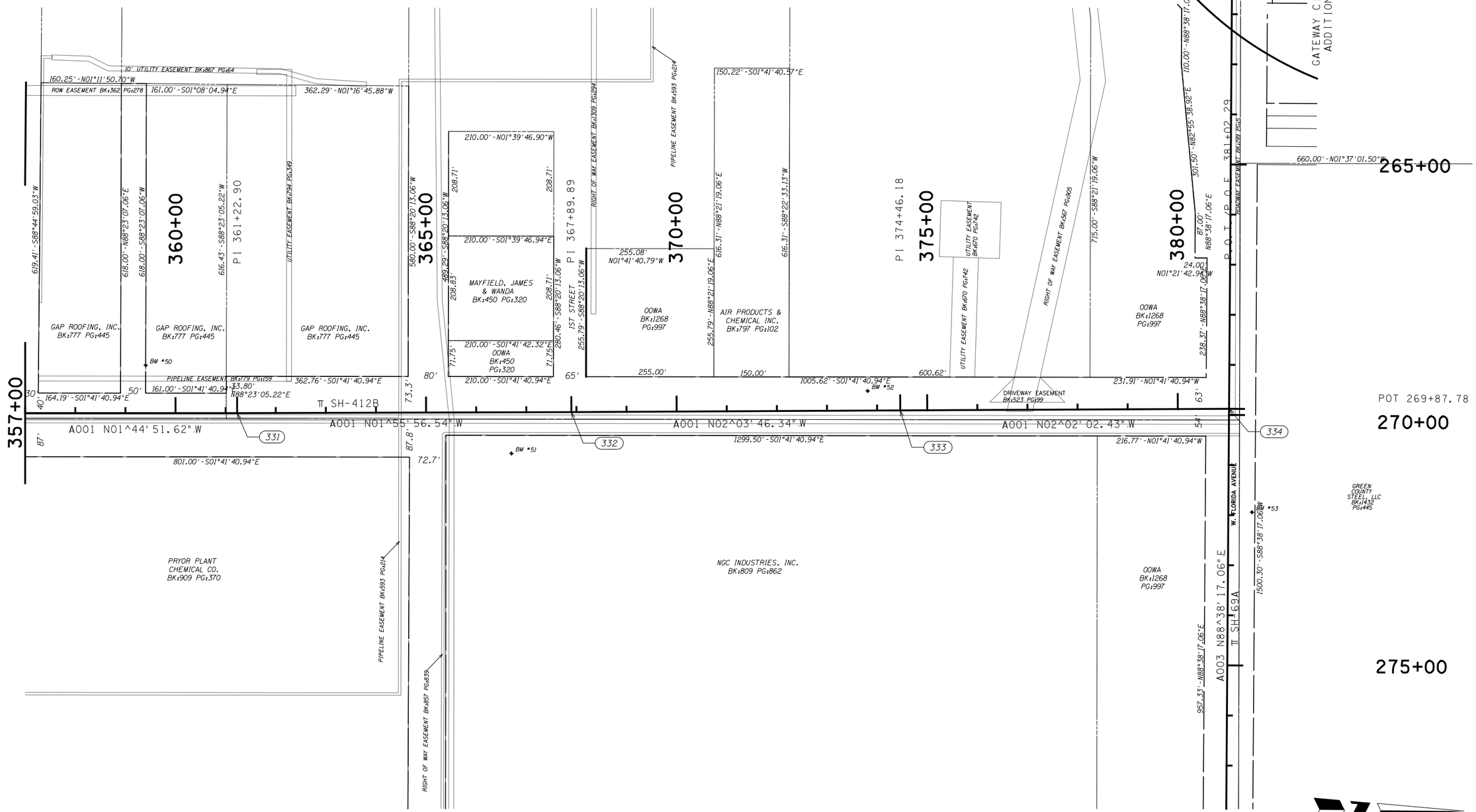
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO._____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S013



SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

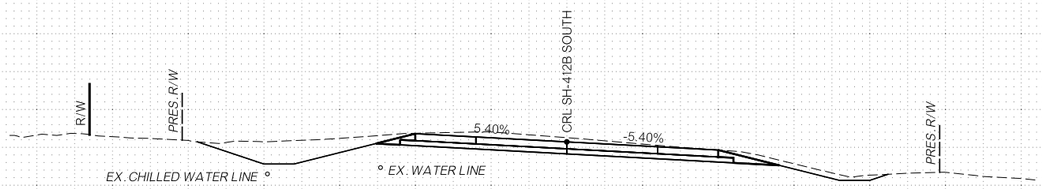
SURVEY DATA SHEET

SWO_____

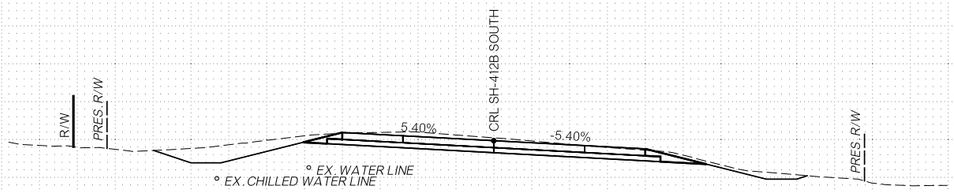
COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S014

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
JANUARY 2022



234+00.00
F.G.= 650.70



233+50.00
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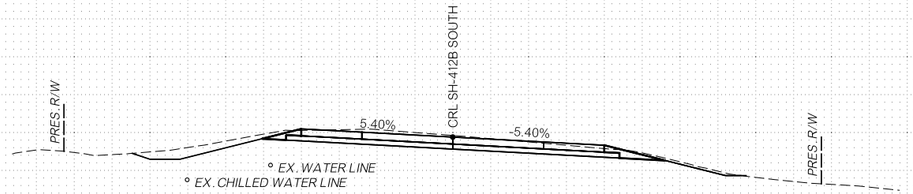

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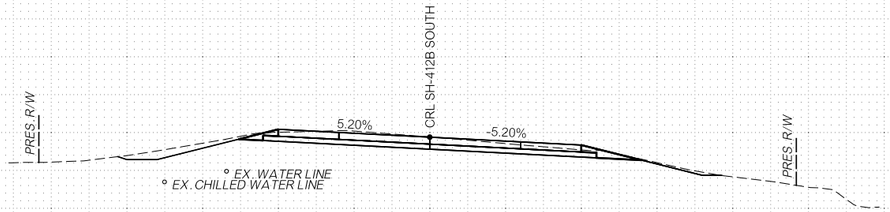

232+50.00
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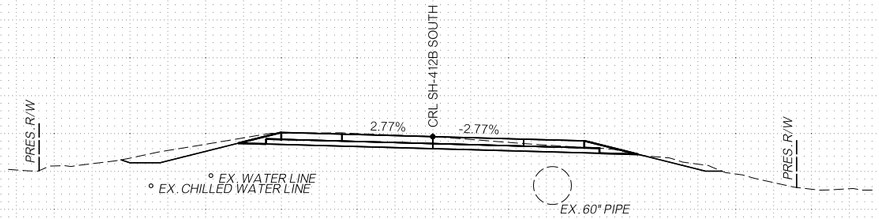
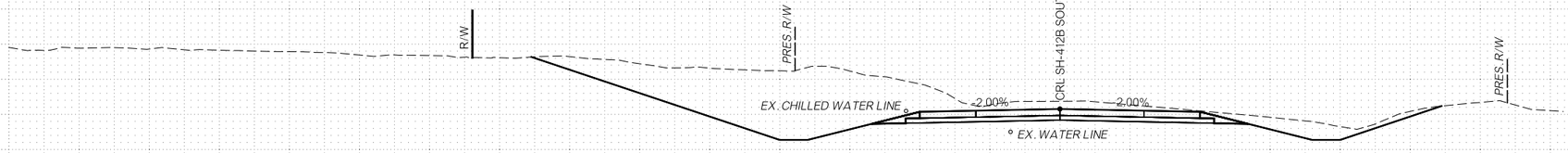


BEGIN CONST. SH-412B SOUTH
232+00.00
F.G.= 649.56

SH-412B - PHASE 1	M.A.I.P.
STATE JOB NO. 35353(04)	SHEET NO. XS001

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
JANUARY 2022



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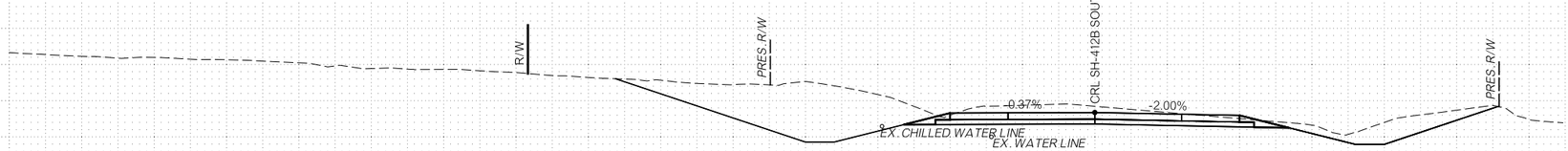

236+00.00
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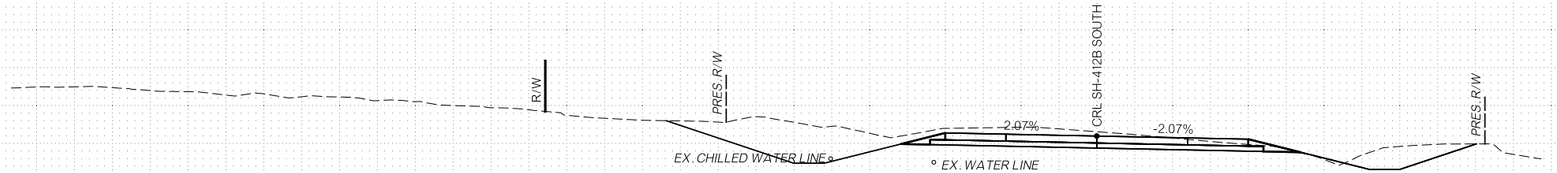

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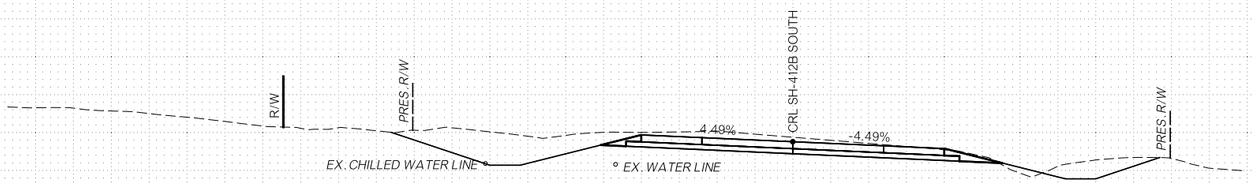

235+00.00
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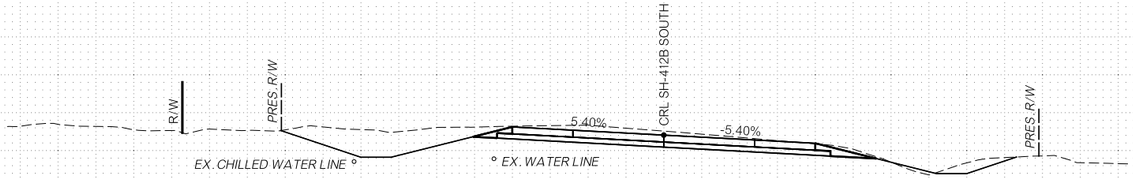


234+50.00
F.G.= 652.01

SH-412B - PHASE 1	M.A.I.P.
STATE JOB NO. 35353(04)	SHEET NO. XS002

680 675 670 665 660 655 650 645 640 635

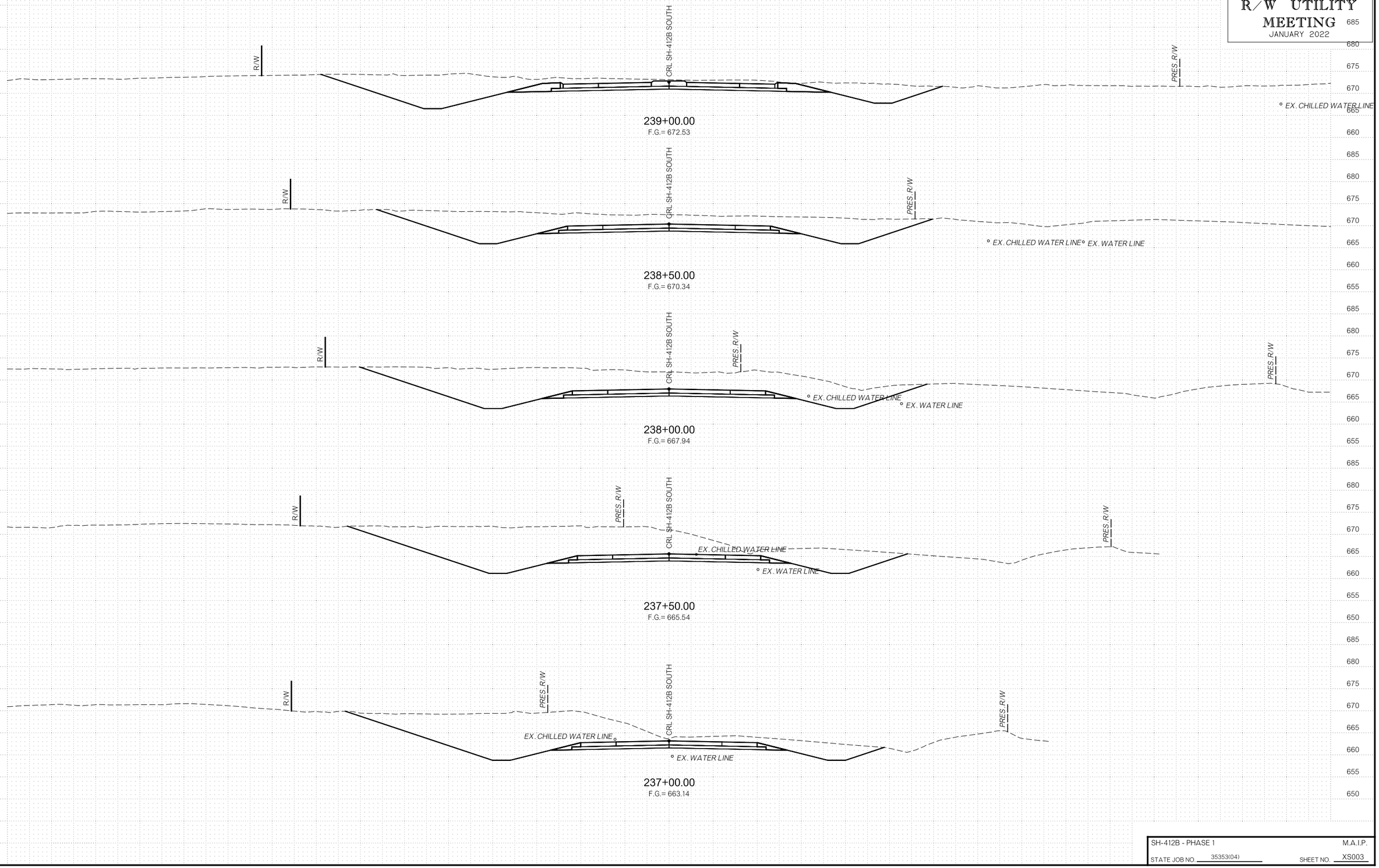
150 100 50 0 50 100 150

F:\2020\001-1500\020-1030-G\40-Design\Microstation\000T\DGN\WPI_Roundabout\C\35353(04)-XS002.dgn 2:15:32 PM 1/20/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS003

1/20/2023

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1/20/2023

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
JANUARY 2022

CRL SH-412B SOUTH

END CONST. SH-412B SOUTH
241+85.87

241+50.00

EX. 24" FORCE MAIN

241+00.00
F.G.= 677.39

R/W

240+50.00
F.G.= 676.64

* EX. FIBEROPTIC

240+00.00
F.G.= 675.68

* EX. GAS LINE

239+50.00
F.G.= 674.31

690 685 680 675 670 665 660

150 100 50 0 50 100 150

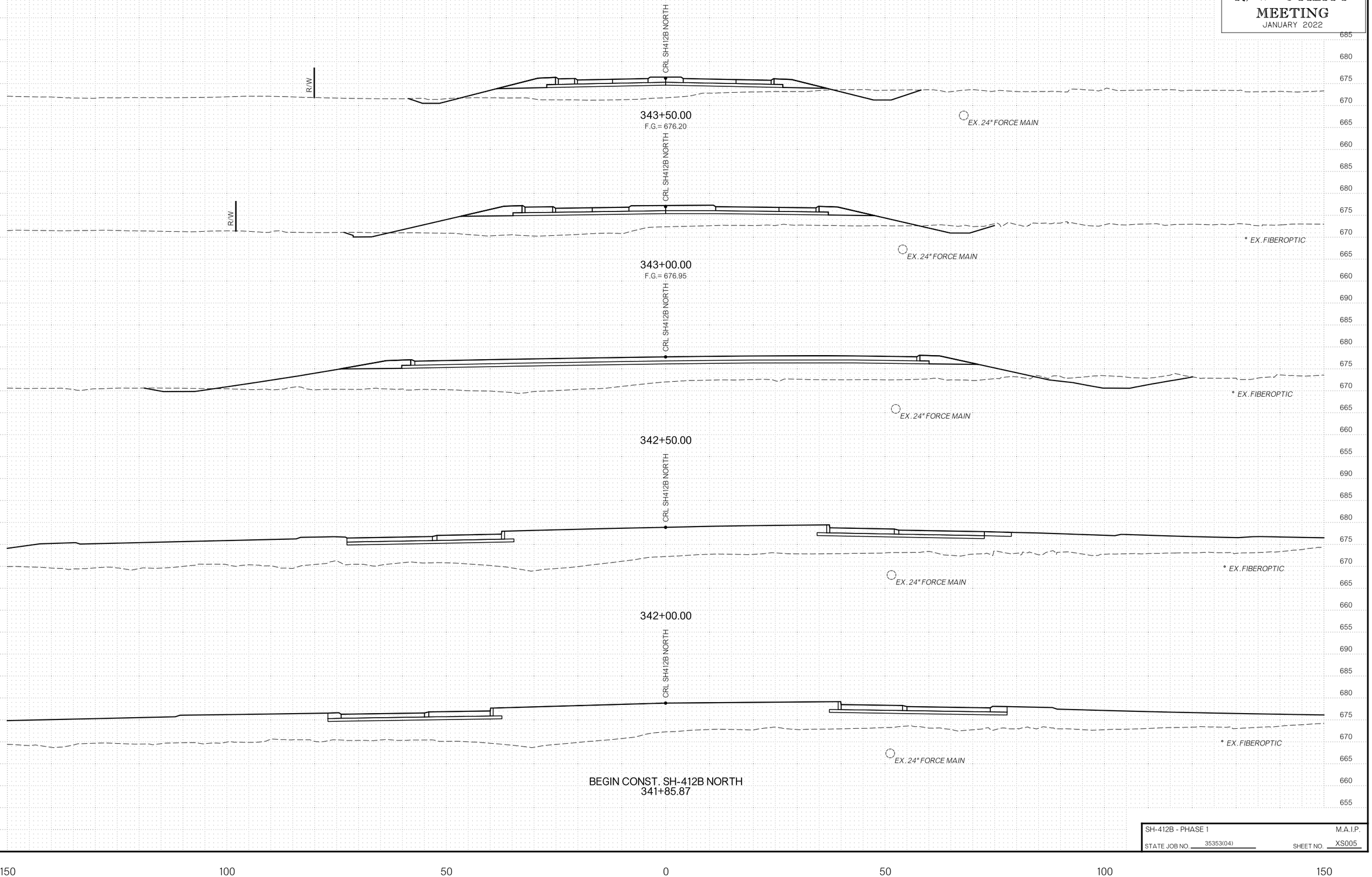
SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS004

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



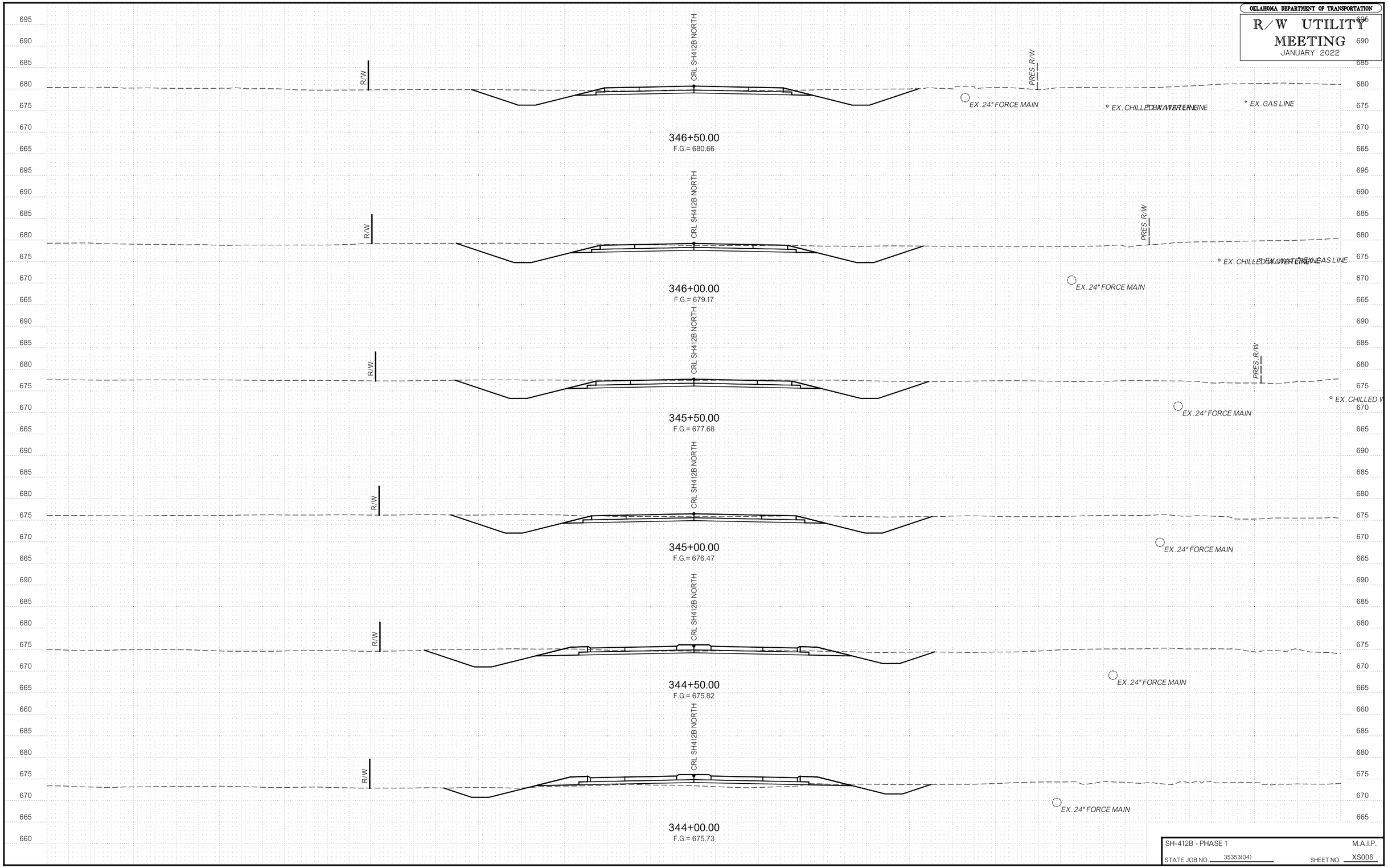
SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS005

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1	M.A.I.P.
STATE JOB NO. 35353(04)	SHEET NO. XS006

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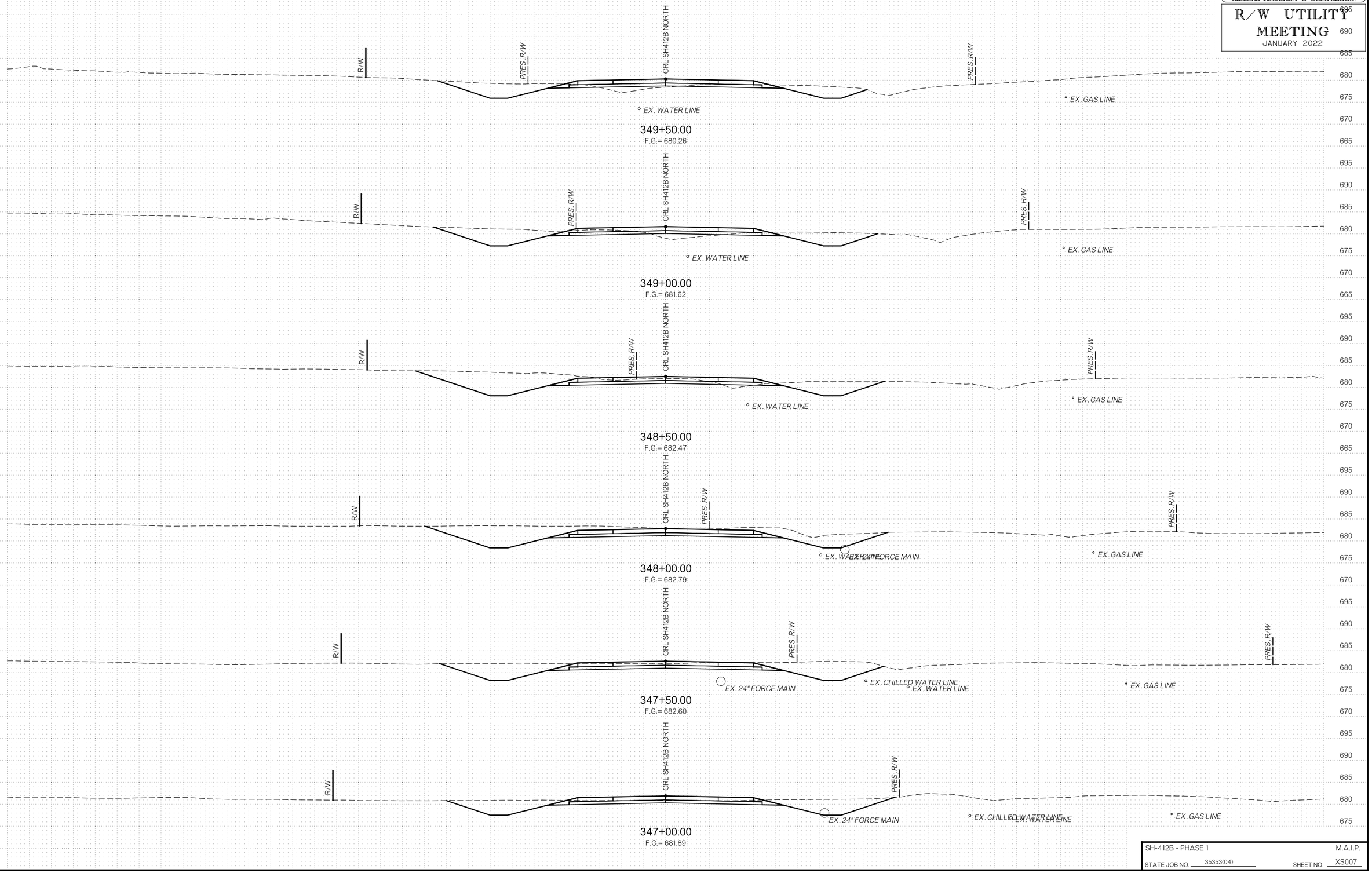
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS007

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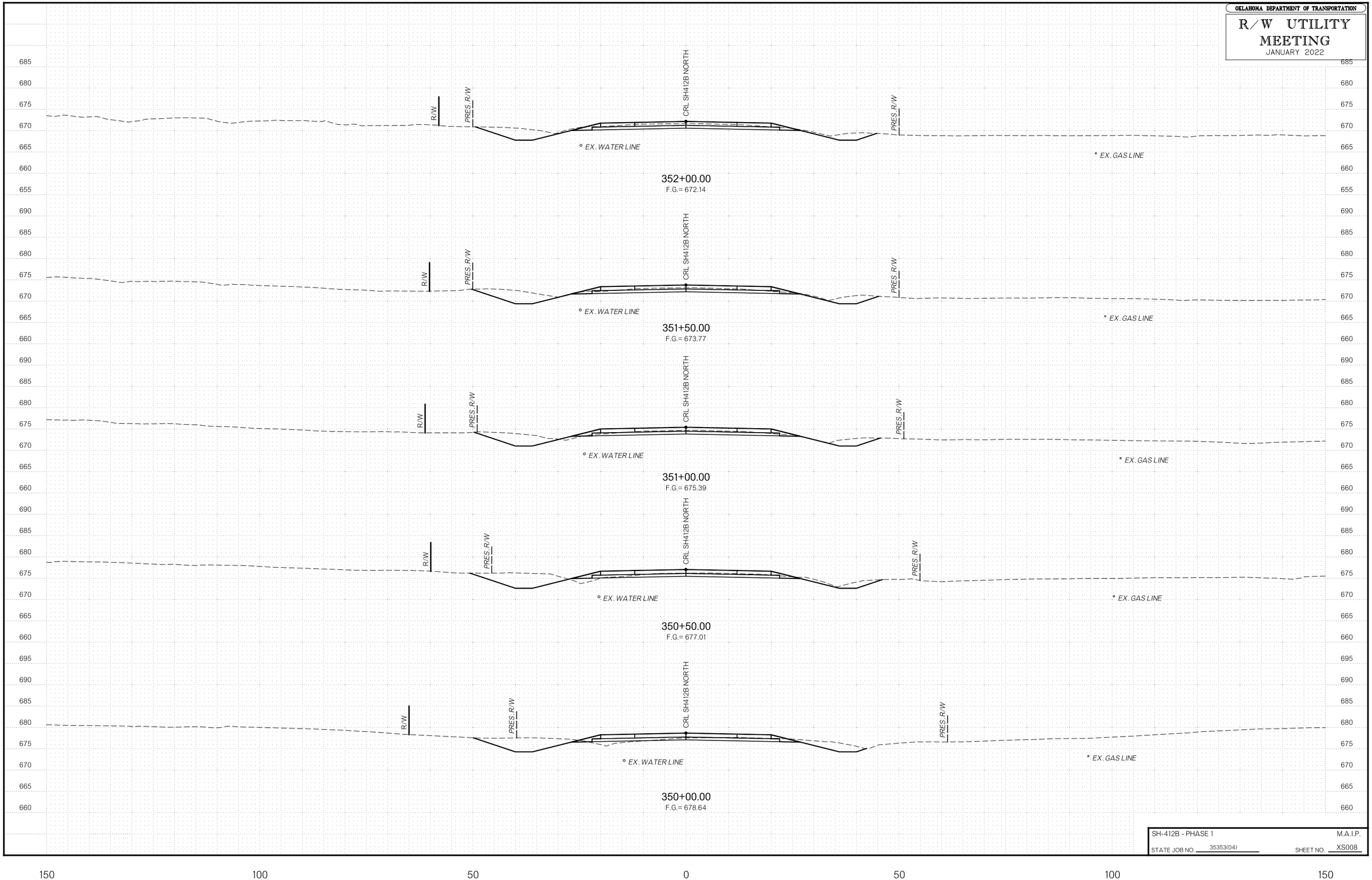
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS008

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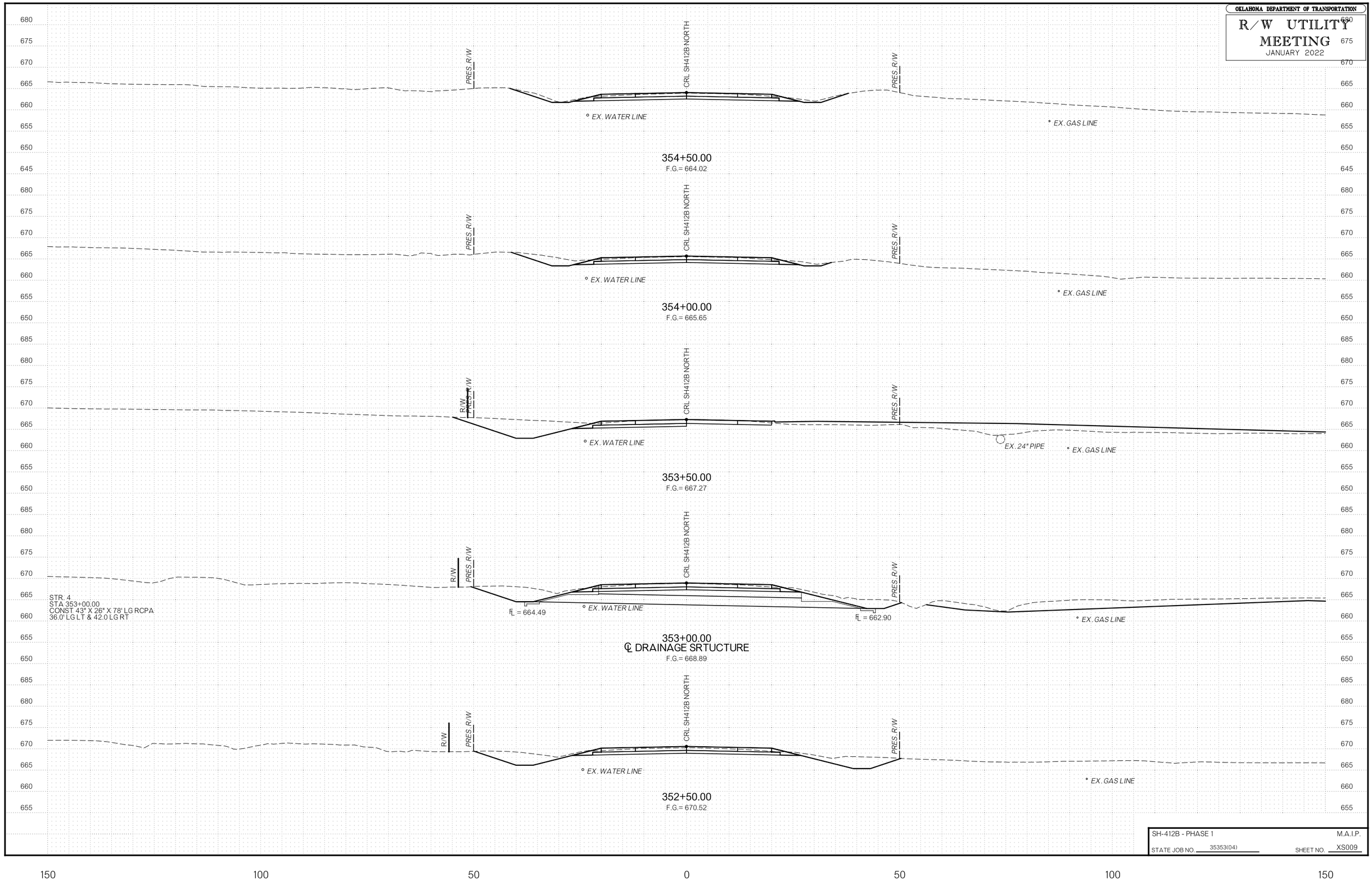
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS009

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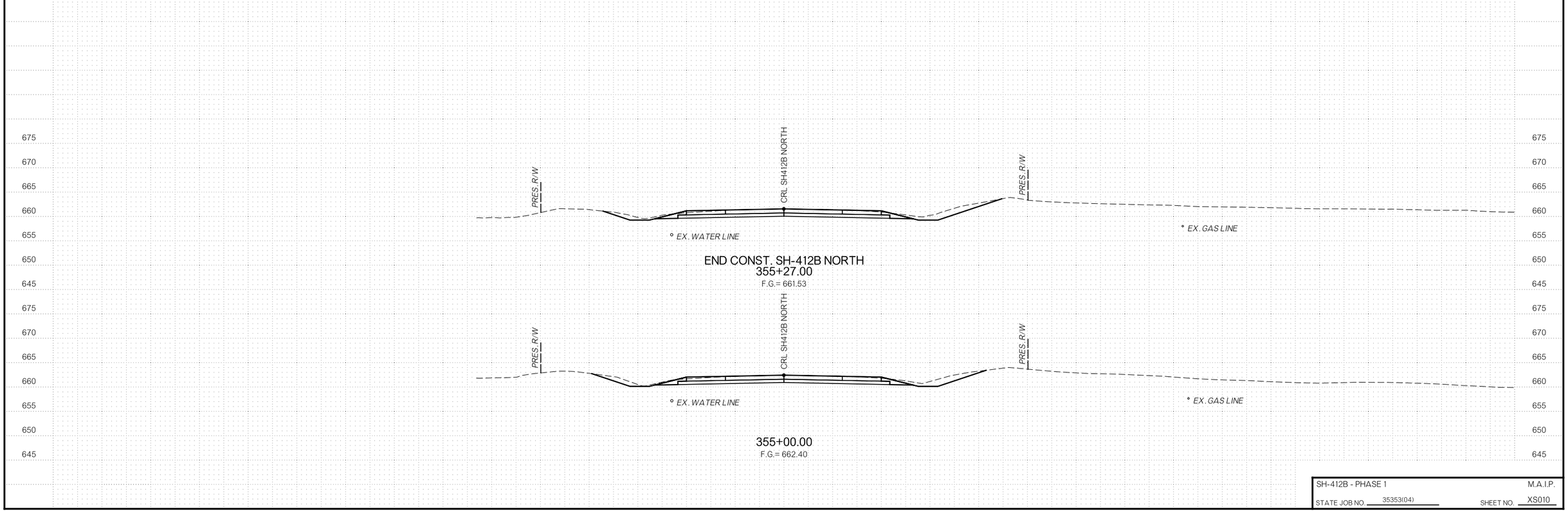
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022

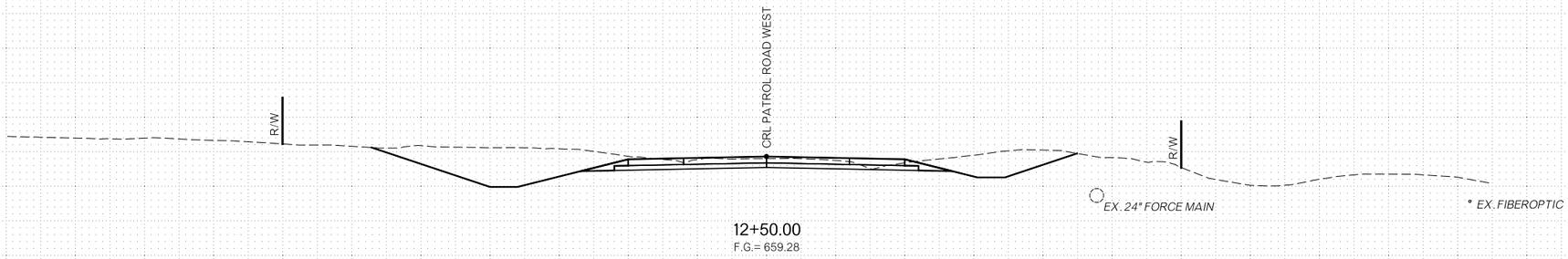


SH-412B - PHASE 1 M.A.I.P.

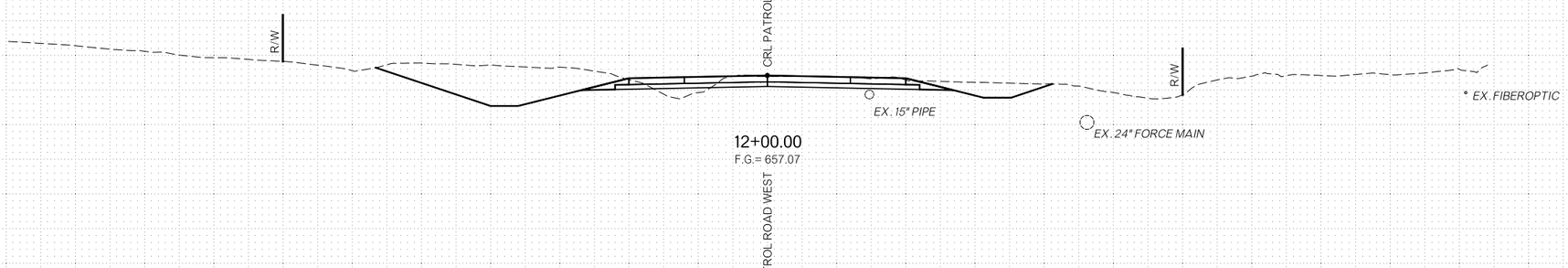
STATE JOB NO. 35353(04) SHEET NO. XS010

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
JANUARY 2022

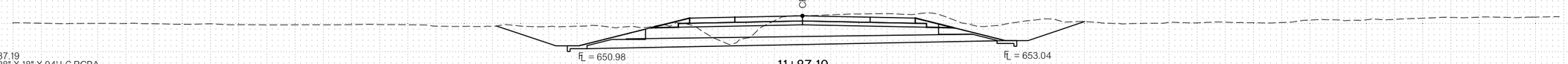


12+50.00
F.G.= 659.28

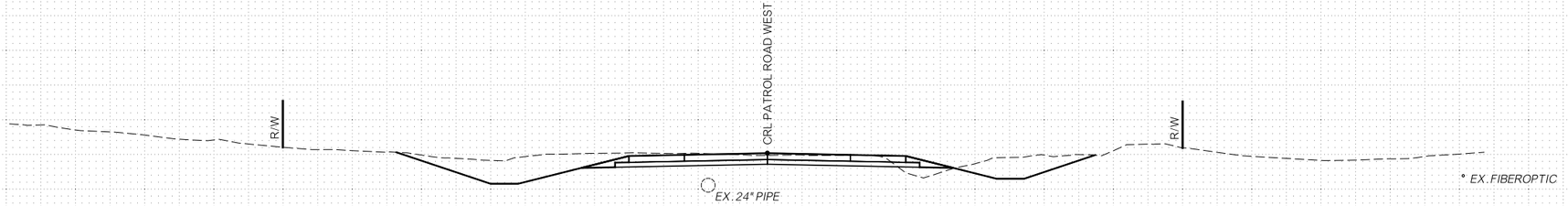


12+00.00
F.G.= 657.07

STR. 2
STA 11+87.19
CONST 28" X 18" X 94' LG RCPA
36.0' LG LT & 46.2 LG RT

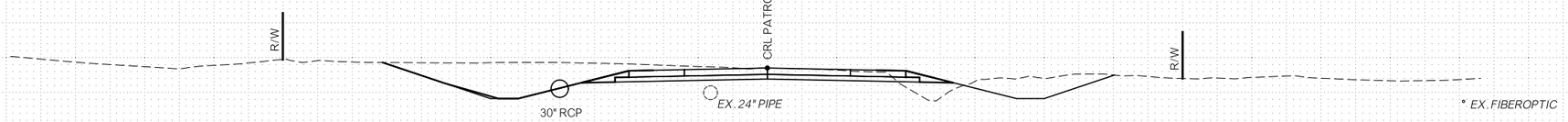


11+87.19
SKEWED 38°40'59.69" RT. FWD. ℄ DRAINAGE STRUCTURE
F.G.= 656.32



11+50.00
F.G.= 655.14

STR. 1
STA 10+90.37
CONST 30" X 126' LG RCP



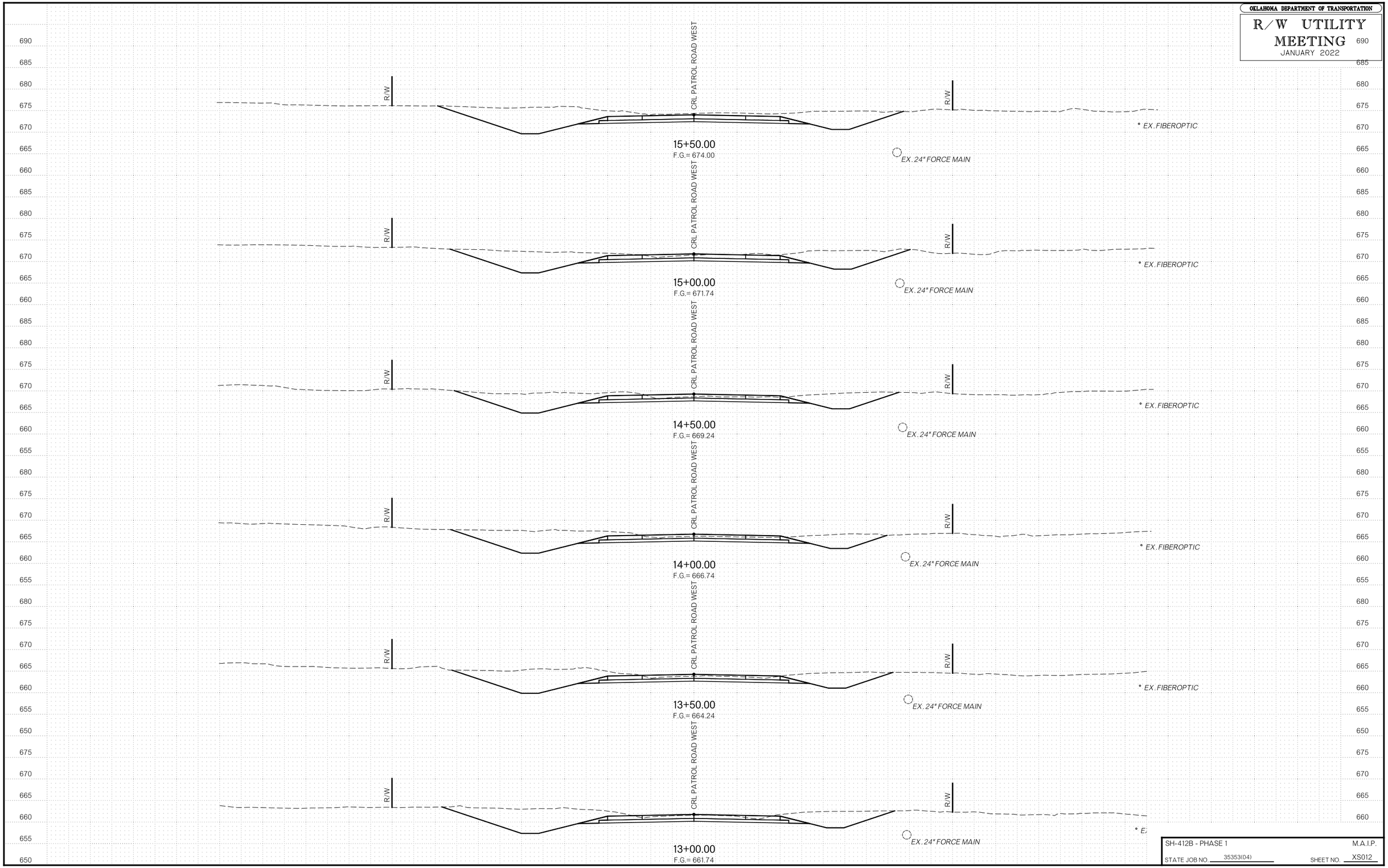
BEGIN CONST. PATROL ROAD WEST
11+00.00
F.G.= 653.47

SH-412B - PHASE 1	M.A.I.P.
STATE JOB NO. 35353(04)	SHEET NO. XS011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS012

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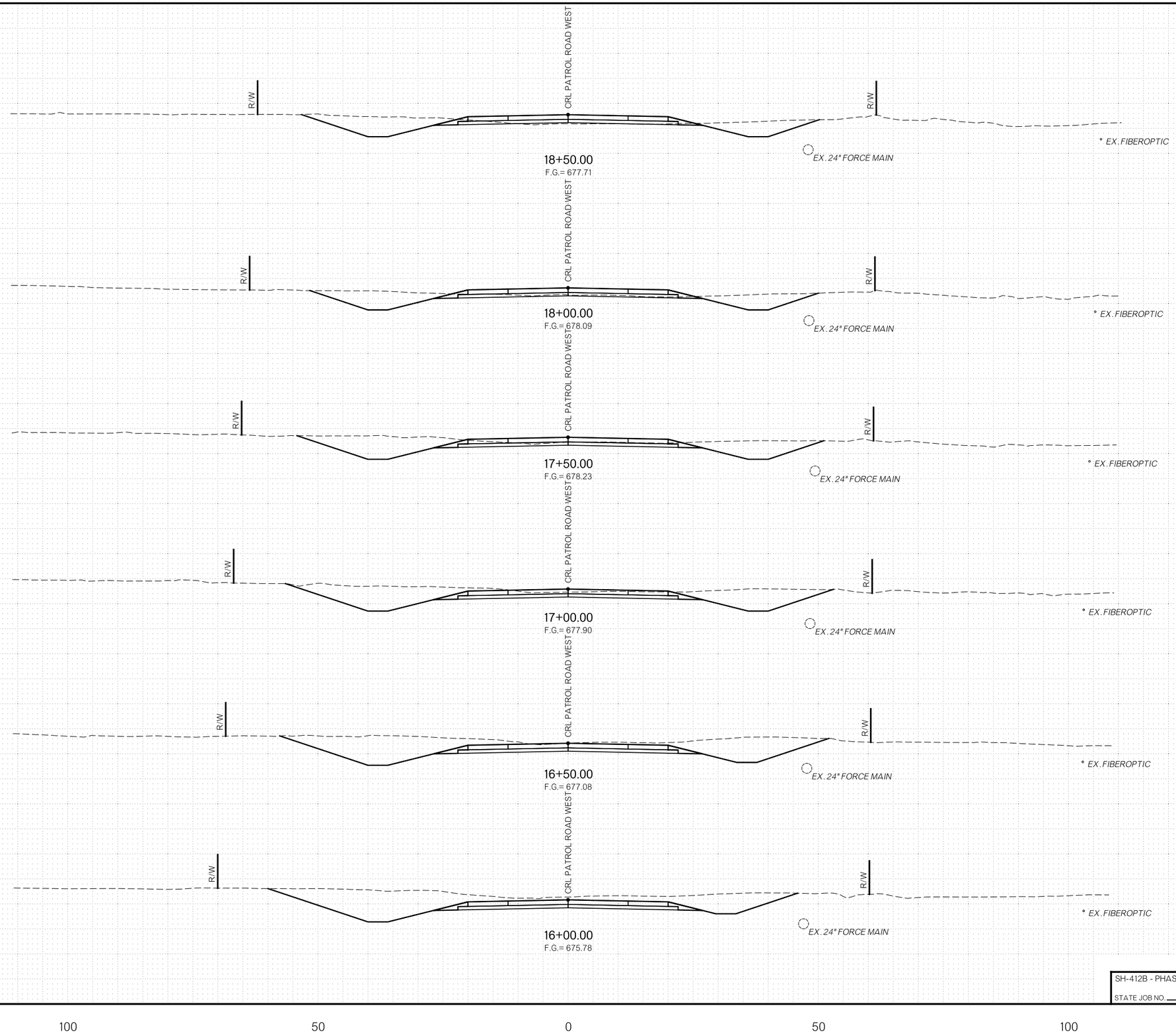
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



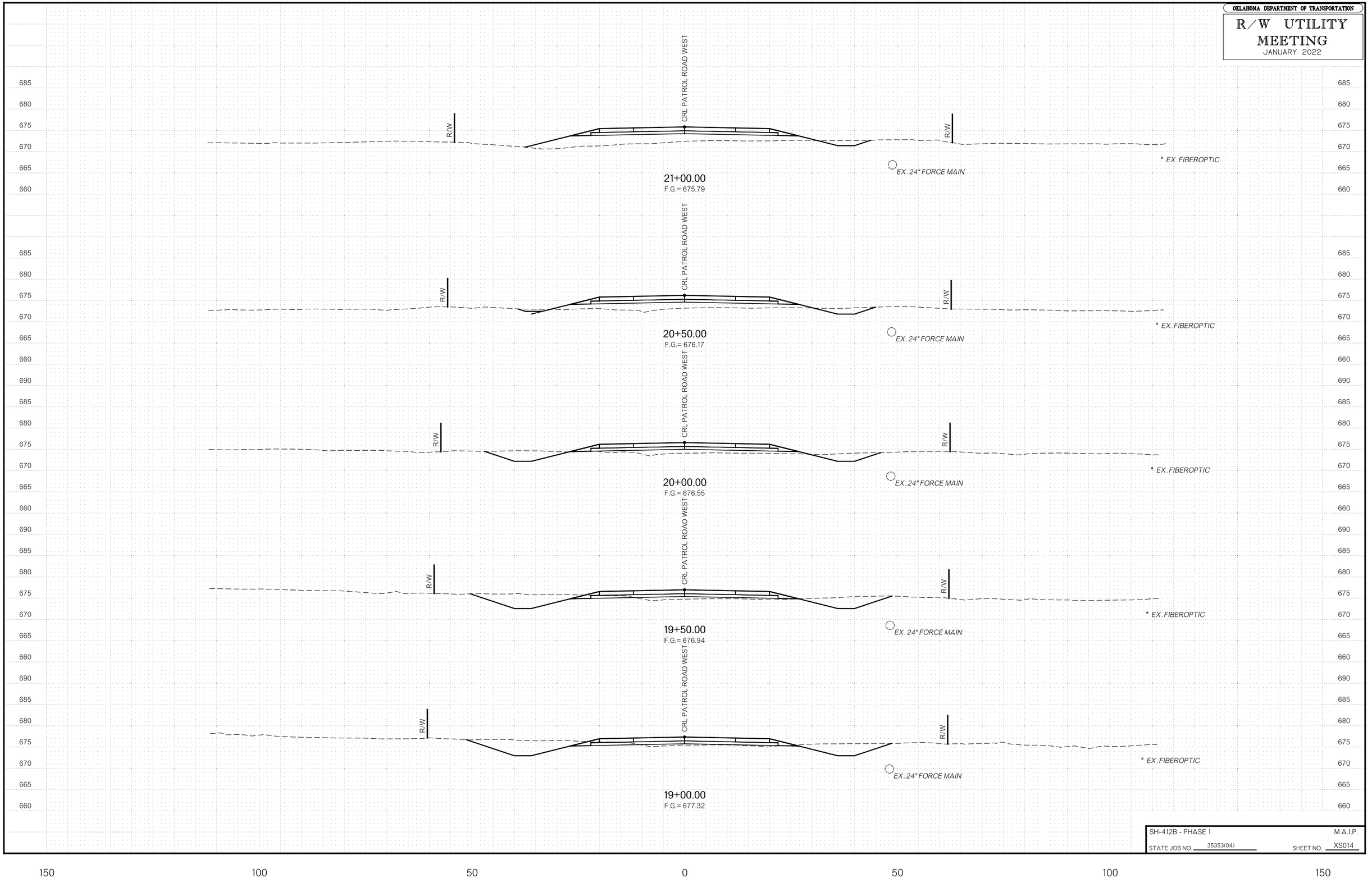
SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS013

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



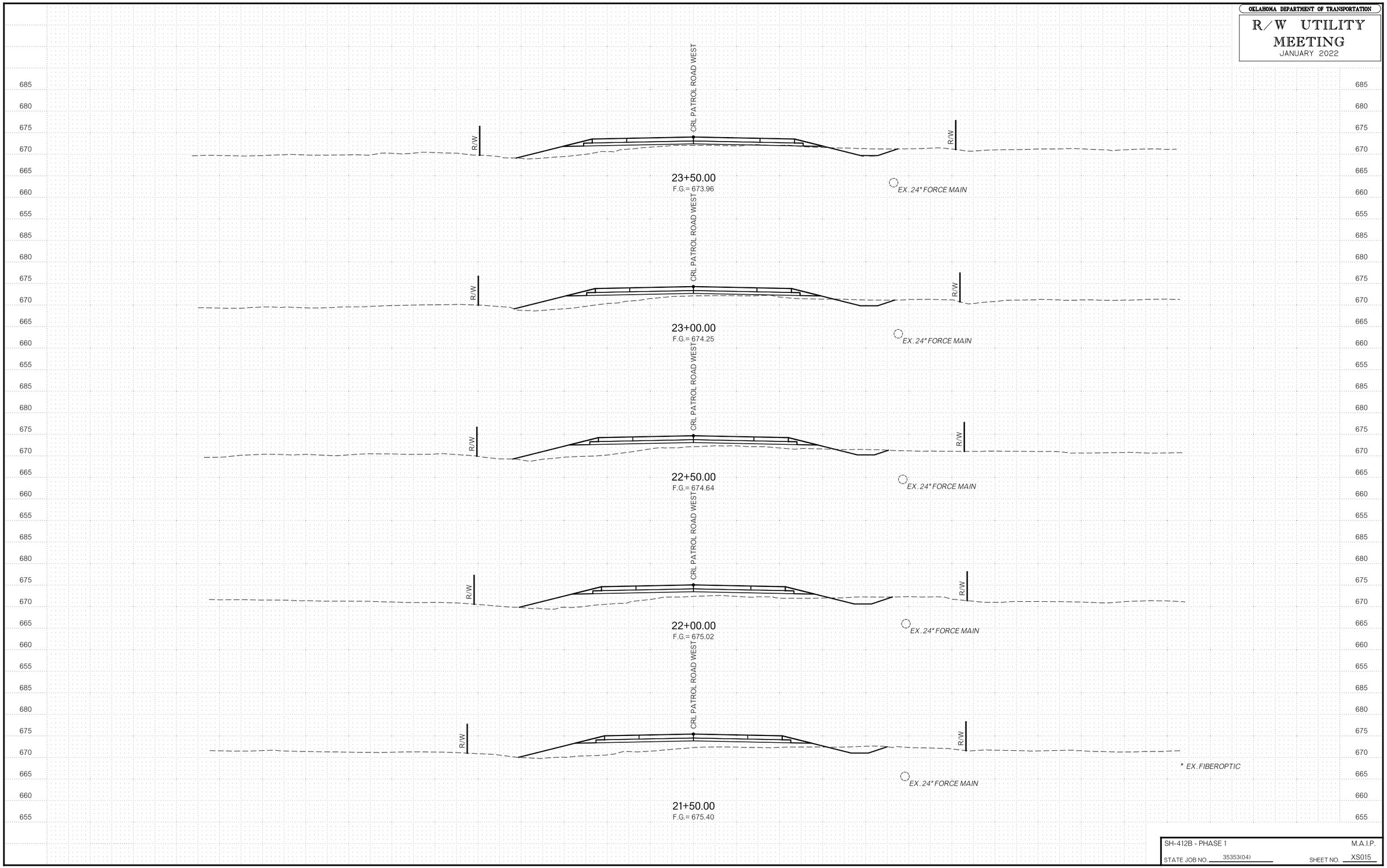
SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS014

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1	M.A.I.P.
STATE JOB NO. 35353(04)	SHEET NO. XS015

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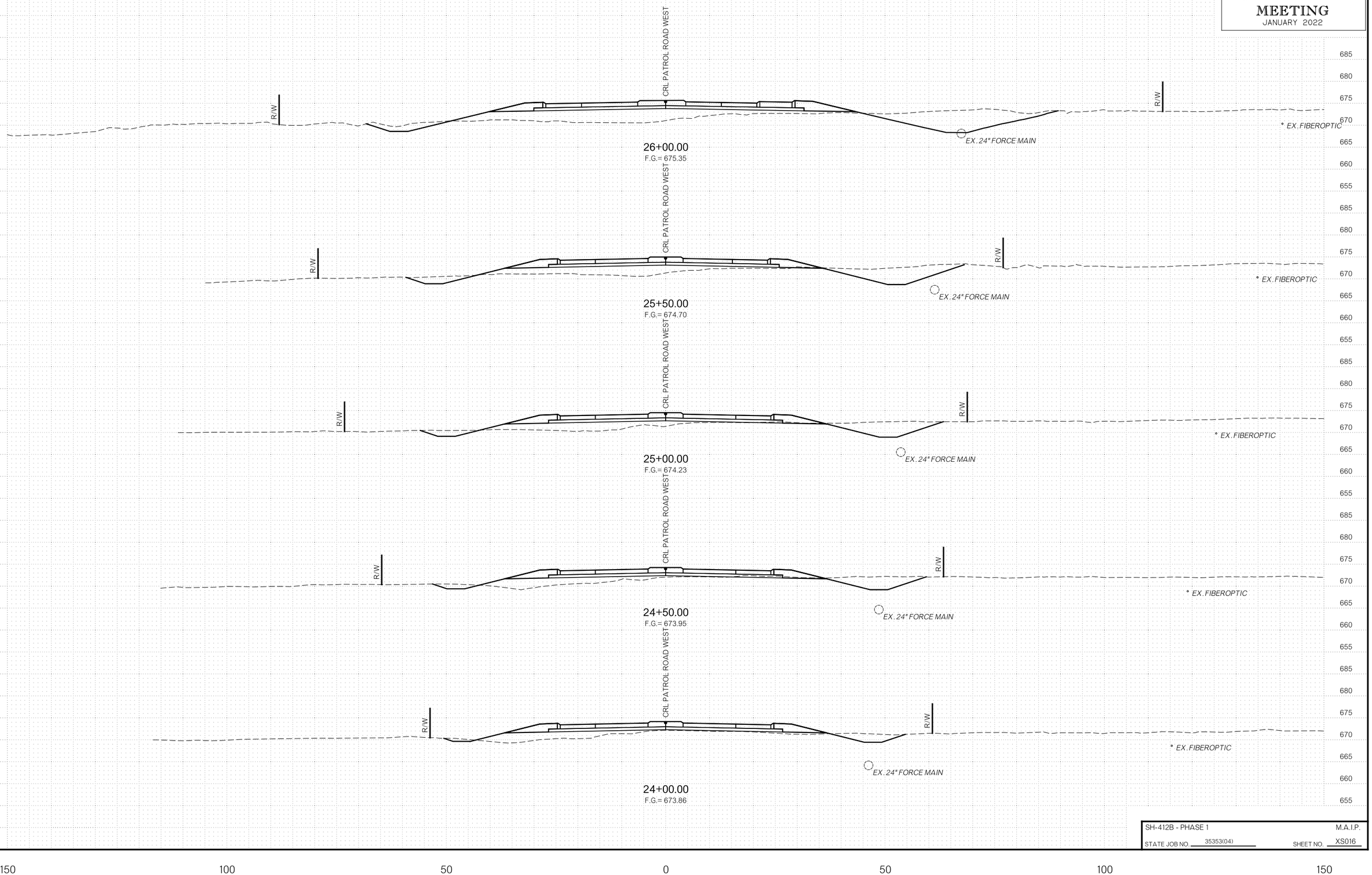
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS016

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2:16:07 PM

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

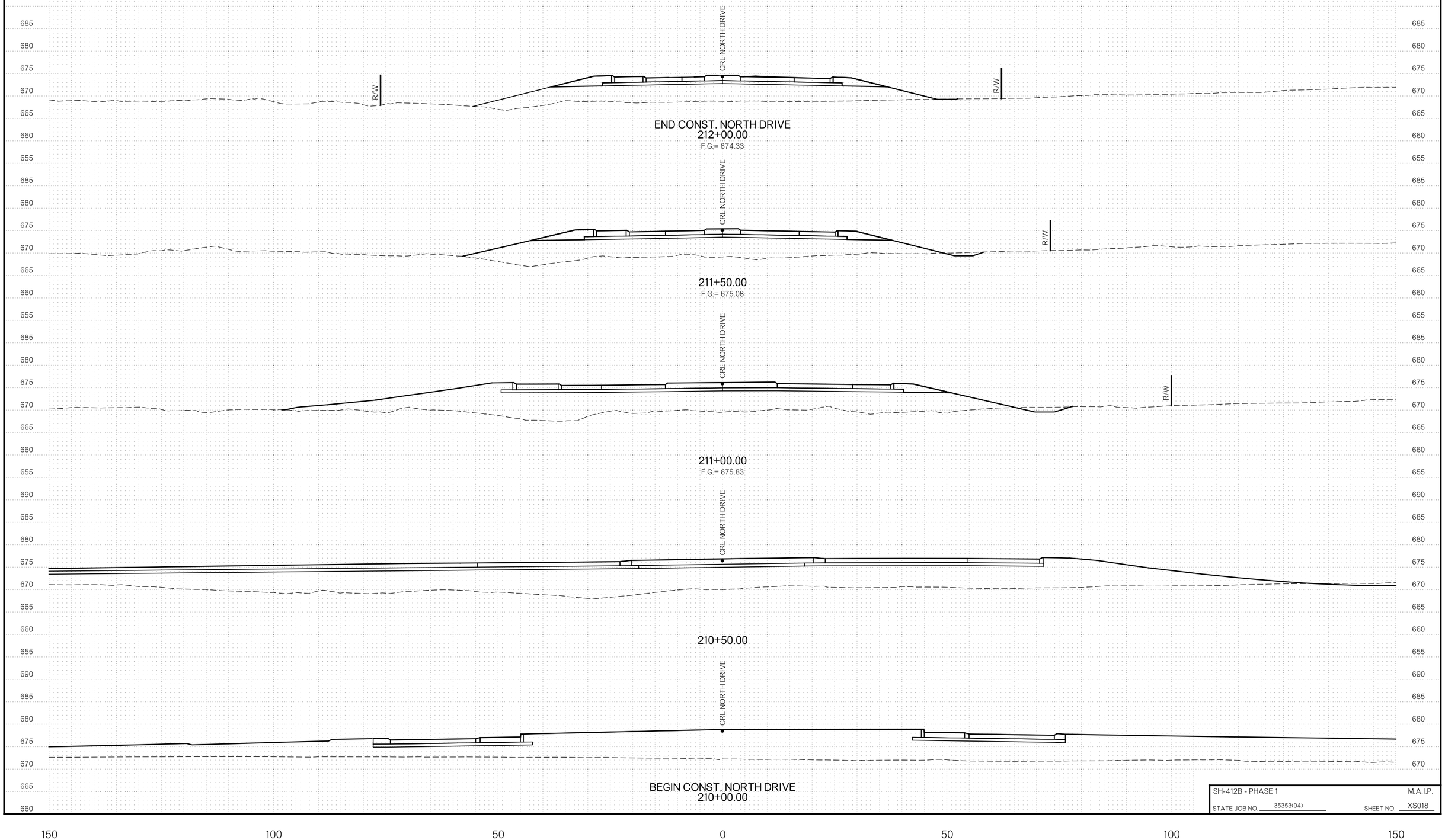
R/W UTILITY
MEETING
JANUARY 2022

SH-412B - PHASE 1
M.A.I.P.
STATE JOB NO. 35353(04)
SHEET NO. XS017

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS018

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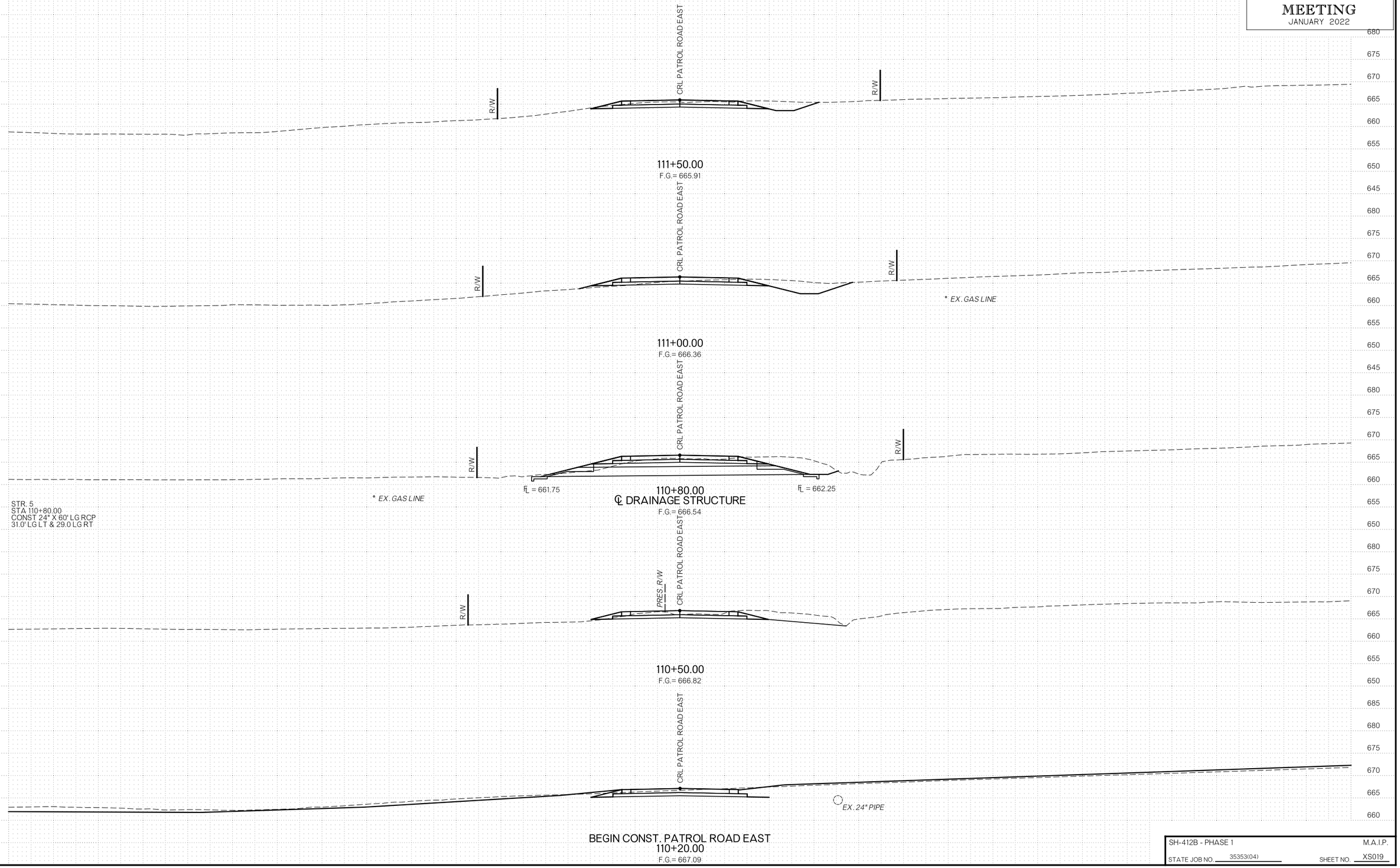
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS019

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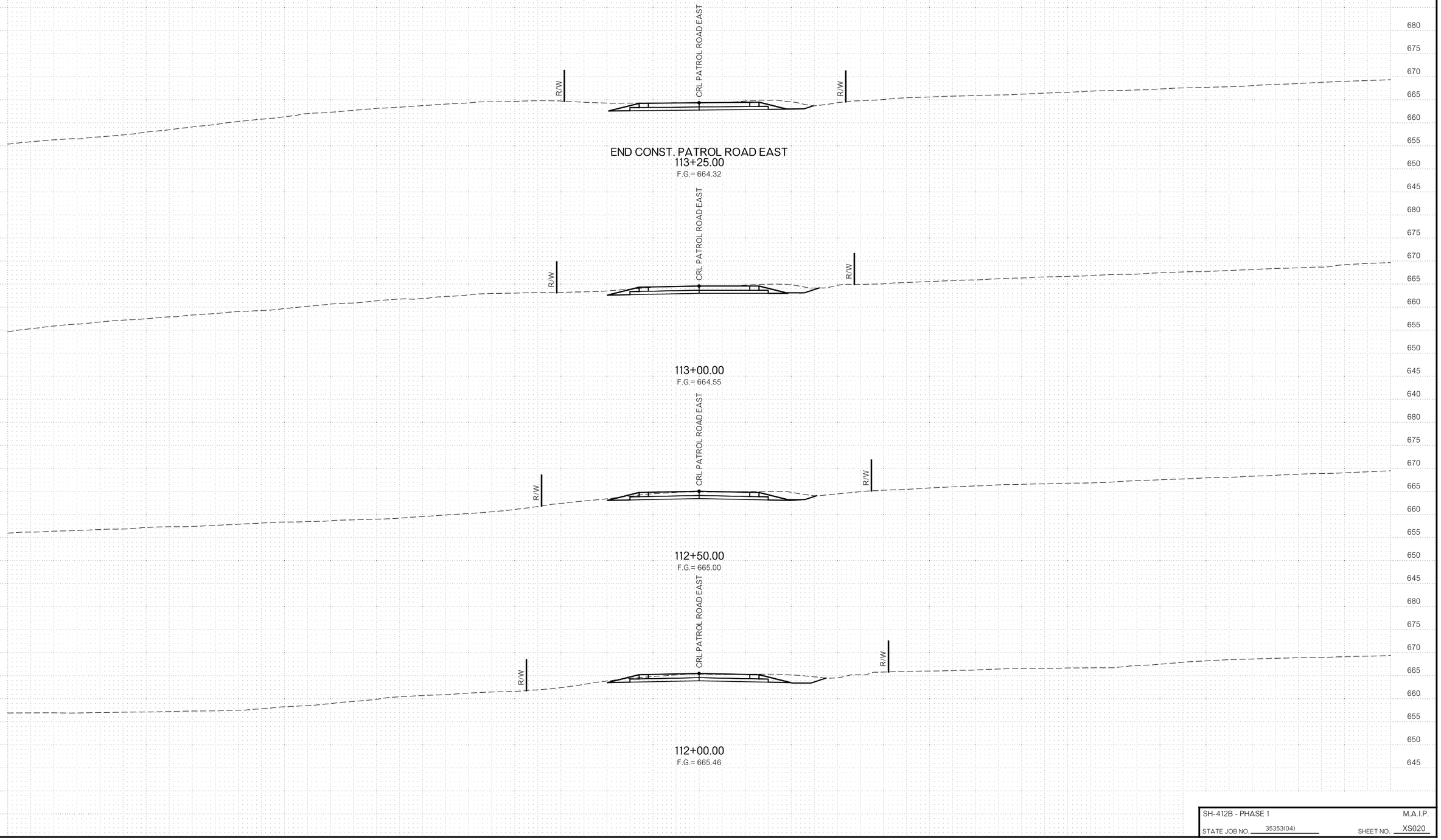
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING

JANUARY 2022



SH-412B - PHASE 1 M.A.I.P.

STATE JOB NO. 35353(04) SHEET NO. XS020