

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
**STATE HIGHWAY**  
FEDERAL AID PROJECT NO. J2-4356(007)  
GRADE, DRAIN, & SURFACE  
SH-66

**OKLAHOMA COUNTY**

CONTROL SECTION NO. 66-55-10  
STATE JOB NO. 24356(07)  
BRIDGE "A" LOCATION NO. 5510-0650X (EXCEPTION)  
EXISTING NBI NO. 26455

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
THIS DOCUMENT IS PRELIMINARY  
IN NATURE AND IS NOT A FINAL,  
SIGNED AND SEALED DOCUMENT.  
12/8/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**FINAL FIELD  
MEETING**  
12/8/2023

BEGIN STA. 489+63.80  
LENGTH = 145.01' BRIDGE "A"  
END STA. 491+08.81

INDEX OF SHEETS

0001	TITLE SHEET
0002-0005	TYPICAL SECTIONS
AE01	ENVIRONMENTAL NOTES
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R002	STORM WATER MANAGEMENT PLAN
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R008	DRIVEWAY DETAIL SHEET 452+60.78 LT
R009	DRIVEWAY DETAIL SHEET 453+73.50 RT
R010	DRIVEWAY DETAIL SHEET 455+33.51 LT
R011	DRIVEWAY DETAIL SHEET 456+77.00 LT
R012	DRIVEWAY DETAIL SHEET A 475+92.00 RT
R013	DRIVEWAY DETAIL SHEET A 476+89.00 LT
R014-R018	MASS HAUL SHEETS
R019-R020	END AREA VOLUME REPORTS
R021-R024	PLAN AND PROFILE SHEETS
R025	CURB INLET JUNCTION BOX DETAIL
S001-S011	SURVEY DATA SHEETS
T001-T017	TRAFFIC CONTROL DETAIL SHEETS
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X001-X032	CROSS SECTION SHEETS

TRAFFIC DESIGN

PROJECT ENGINEER: RYAN CAMPBELL, PE  
SQUAD SUPERVISOR: R. SOLIZ

ROADWAY DESIGN

SQUAD SUPERVISOR: DORIAN WILLIAMS  
SQUAD MEMBERS: X. BUI

ENGINEERING MANAGER: BENJAMIN MOORE, PE  
ENGINEER: BENJAMIN MOORE

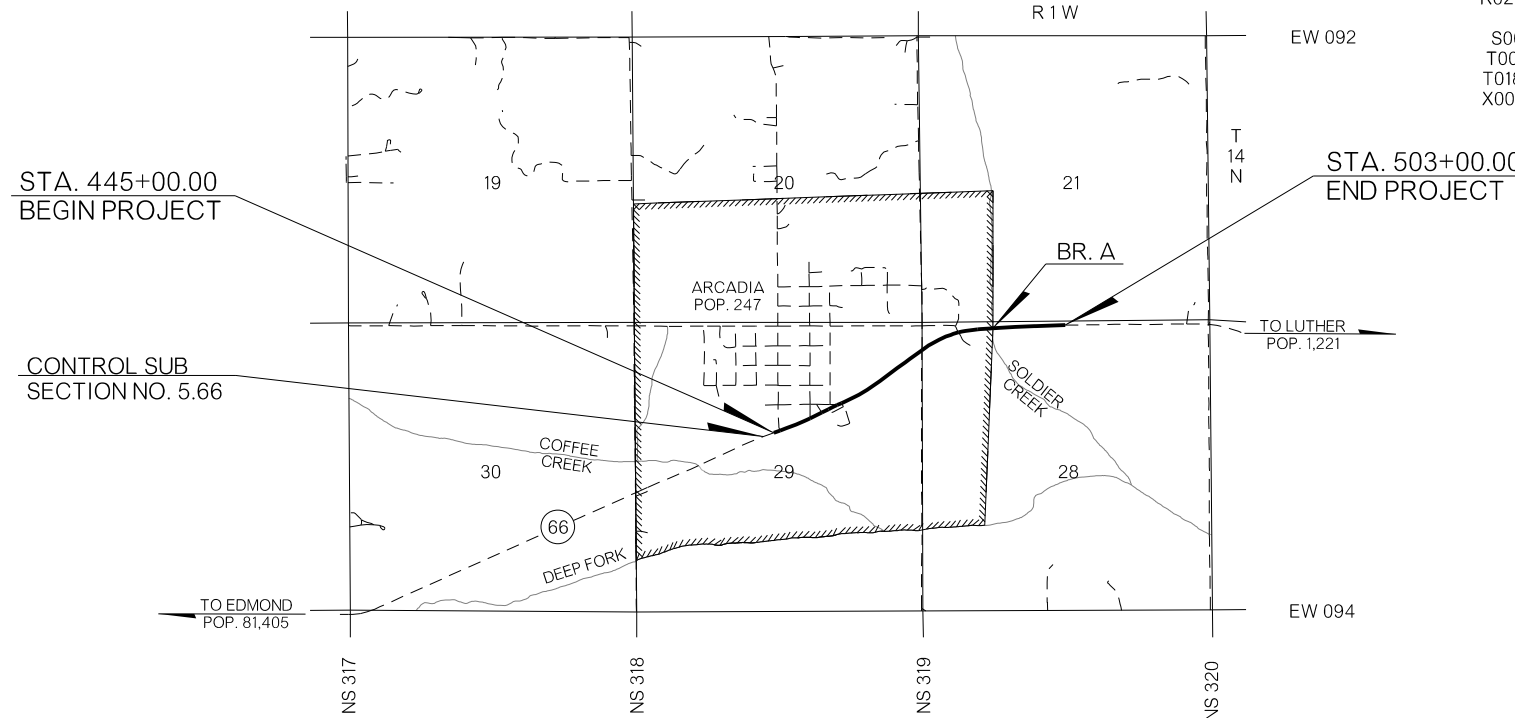
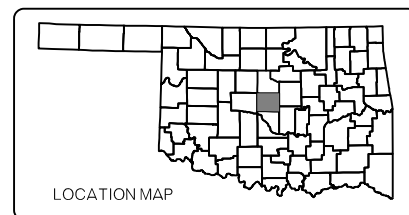
DESIGN DATA

ADT 2020	= 5,600
ADT 2046	= 7,300
DHV (2-WAY)	= 730
K (DHV/ADT)	= 10%
D	= 56%
T (% DHV)	= 5%
T (% ADT)	= 7%
T <sup>2</sup> (% ADT)	= 3%
V	= 35 MPH
20 YR FLEXALS	= 3.38M

SCALES 1" = 100'  
PLAN 1" = 100'  
PROFILE HOR. 1" = 100'  
VER. 1" = 10'  
LAYOUT MAP 1" = 1,760'

CONVENTIONAL SYMBOLS

	PROPOSED ROAD
	RAILROADS
	RANGE & TOWNSHIP
	SECTION LINES
	QUARTER SECTION LINES
	EXISTING FENCE
	PROPOSED FENCE
	GROUND LINE
	EXISTING ROADS
	BASE LINE
	GRADE LINES
	TELEPHONE & TELEGRAPH
	POWER LINES
	BUILDINGS
	OIL WELL
	DRAINAGE STRUCTURES - IN PLACE
	DRAINAGE STRUCTURES - NEW
	RIGHT-OF-WAY LINES - EXISTING
	RIGHT-OF-WAY LINES - NEW
	CONTROLLED ACCESS
	RIGHT-OF-WAY FENCE



THE FOLLOWING STANDARD  
DRAWINGS WILL BE NEEDED:

ROADWAY	BRIDGE	TRAFFIC
BMPR-0	RCB-C2-8(2-12)-01E	
TESCA-0	RCB-CW2-D4-0-01E	
IPD-0		
RSF-0		
TSD-0		
SSS-2-1		
ASCD-6-1		
CSCD-6-2		
PED-4-1		
PSE-2-1		
SMD-4-2		
CET4S-4-2		
CET6S-4-2		
SSCD-4-1		
CI-2-2		
SSIF-5-1		
CIG-4-1		
MJB-4-2		
SPI-5-2		
PBB-1-2		
FHTCP-4-1		
SBI-5-2		
PUD-4-1		
RDI-4-1		
DC-4-1		
PDT-2-2		
SUEL3-4-1		

ROADWAY LENGTH ----- 5,656.76 FT. 1.071 MI.

PROJECT LENGTH ----- 1.071 MI.

EQUATION : P.T. STA. 457+53.54 C.R.L. BK. = 457+51.77 @ SURVEY AHD. (1.77')

OKLAHOMA  
Transportation

PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
DESIGN DIVISION

DATE APPROVED \_\_\_\_\_

BY \_\_\_\_\_

CHIEF ENGINEER

DATE APPROVED \_\_\_\_\_

BY \_\_\_\_\_

DIVISION ADMINISTRATOR

SWO 516(1)

PROJECT NO. J2-4356(007)

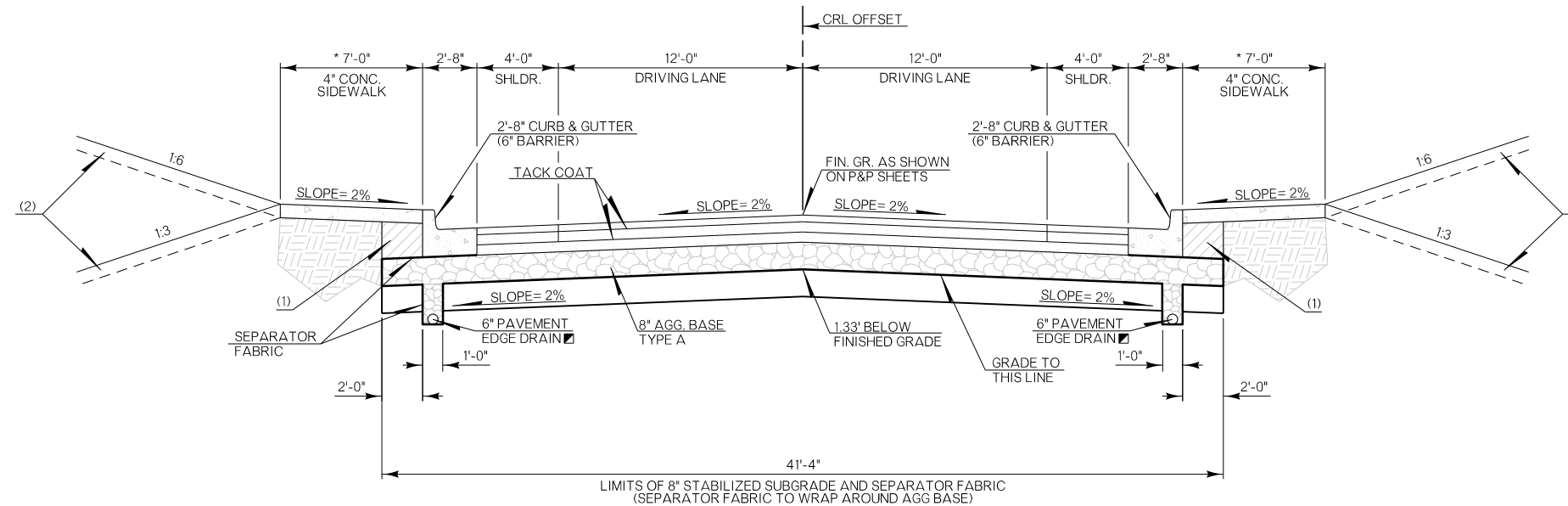
COUNTY OKLAHOMA

HIGHWAY SH-66

SHEET NO. 0001

P.E. NO. : 24356(01)

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



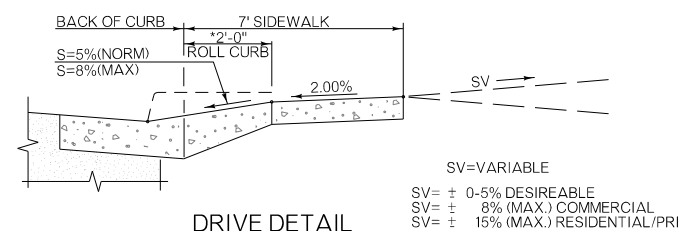
TYPICAL NO. 1

STA 445+00.00 TO STA 459+25.00

- \* NO SIDEWALK RIGHT SIDE STA 445+00.00 TO STA 449+99.00
- \* NO SIDEWALK LEFT SIDE STA 445+00.00 TO STA 446+54.60 & STA 456+13.47 TO STA A 459+25.00

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

SEE STANDARD PED-4



DRIVE DETAIL

FOR ADDITIONAL DETAILS SEE POLICY ON DRIVEWAY REGULATIONS FOR OKLA. HIGHWAYS

\*SUPERCEDES STANDARD ASCD-4

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCL. BORROW. ESTIMATED AT 0.19 TONS/LF.

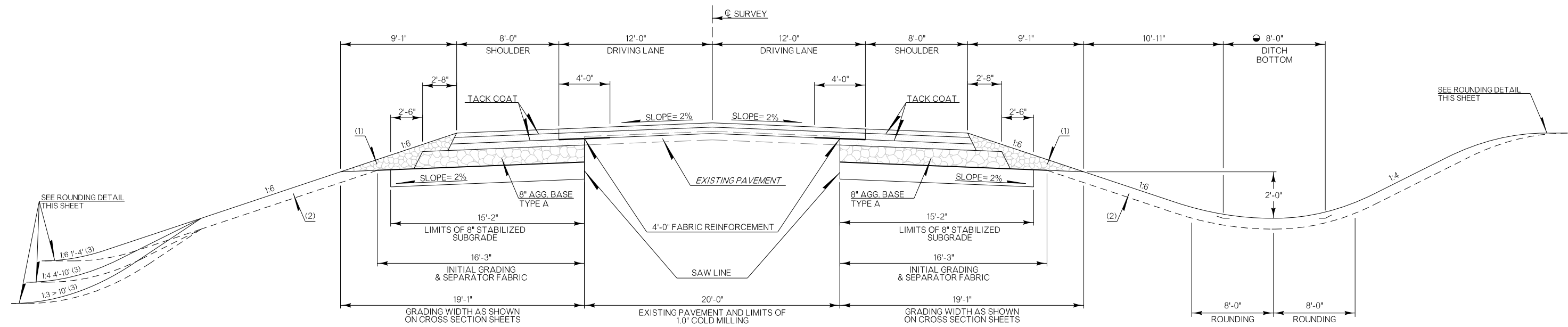
(2) TOPSOIL NOTE:  
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED 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.

DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		<h1>TYPICAL SECTION</h1>				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0002



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**TYPICAL NO 2**  
 STA 459+25.00 TO STA A 471+40.00  
 STA A 481+90.00 TO STA A 482+00.00

● 4' DITCH BOTTOM LT AND RT -- STA. A 459+25.00 TO A 471+40.00

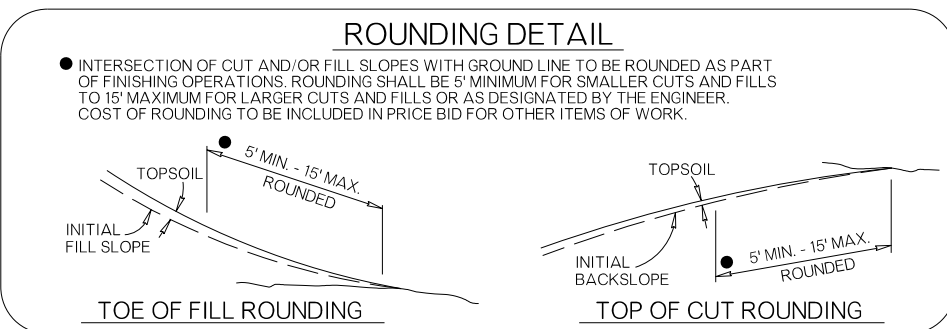
	PAVEMENT REQUIREMENT	
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" TO 8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.  
 QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

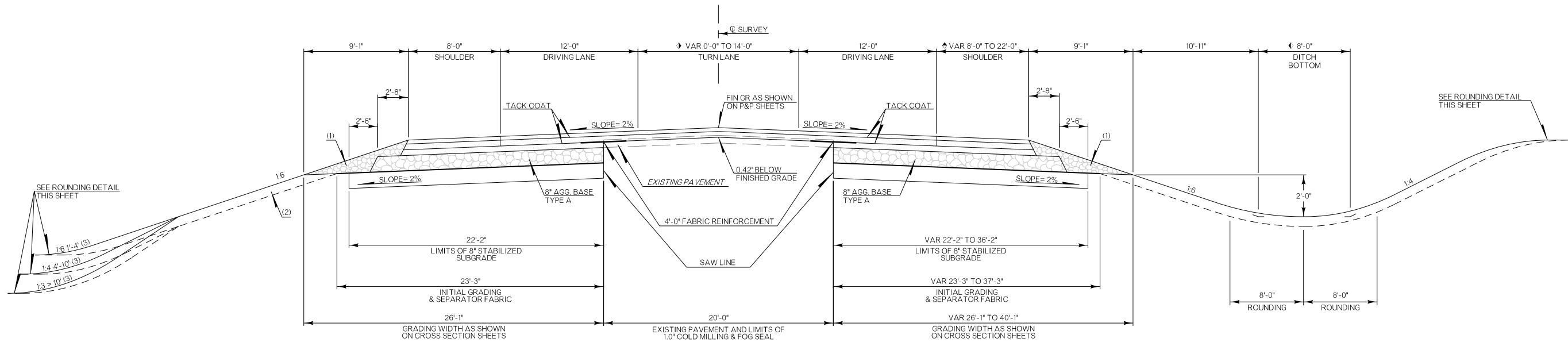
(2) TOPSOIL NOTE:  
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,  
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE  
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE  
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON 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) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		<b>TYPICAL SECTION</b>				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH066	STATE JOB NO.	24356(07)	SHEET NO.	0003



**TYPICAL NO 3**

STA A471+40.00 TO STA A481+90.00

- ▶ STA A471+40.00 TO STA A475+40.00 TRANSITION CENTER TURN LANE 0'-0" TO 14'-0"
- ▶ STA A475+40.00 TO STA A477+90.00 MAINTAIN CENTER TURN LANE 14'-0"
- ▶ STA A477+90.00 TO STA A481+90.00 TRANSITION CENTER TURN LANE 14'-0" TO 0'-0"
- ▶ STA A474+18.23 TO STA A474+55.23 TRANSITION RIGHT SHOULDER 8'-0" TO 22'-0"
- ▶ STA A474+55.23 TO STA A476+13.62 MAINTAIN RIGHT SHOULDER 22'-0"
- ◀ 4' DITCH BOTTOM LT AND RT -- STA A471+40.00 TO STA A472+75.00

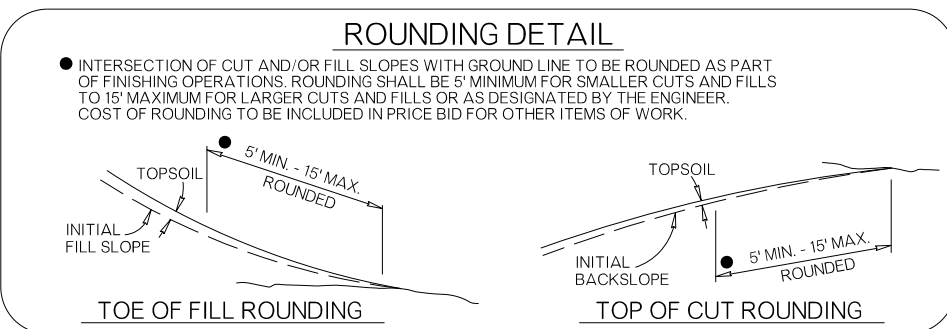
PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

(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.

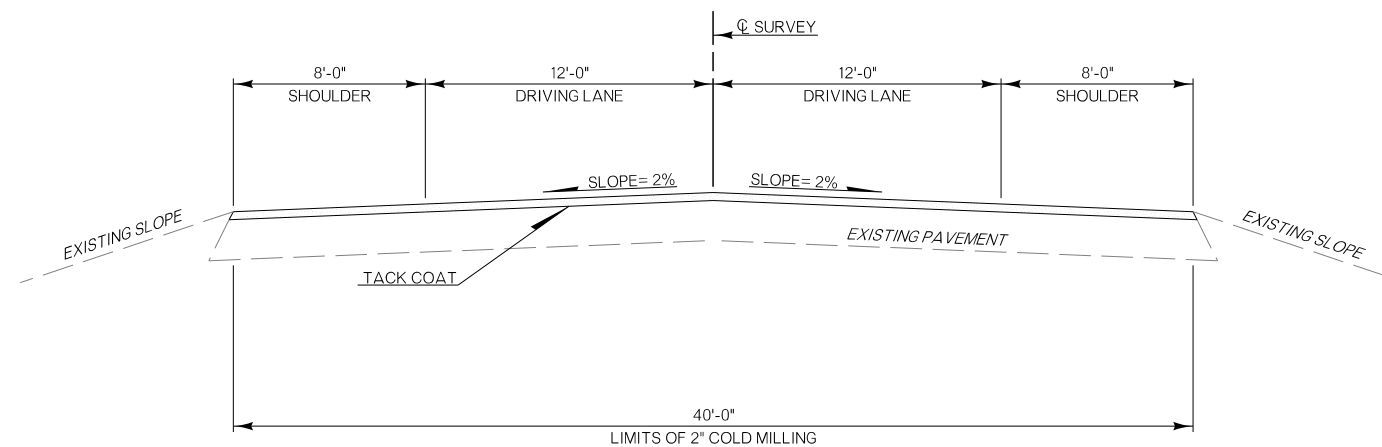
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		<b>TYPICAL SECTION</b>				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0004

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**TYPICAL NO. 4**  
STA. 482+00.00 TO STA. 489+45.78  
STA. 491+26.78 TO STA. 503+00.00

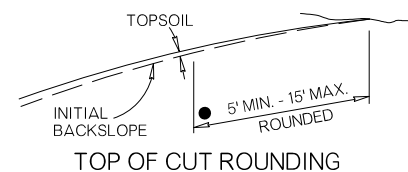
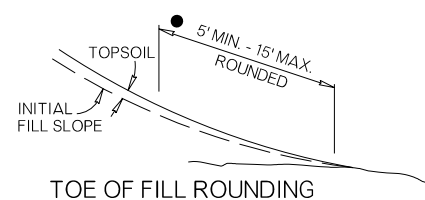
PAVEMENT REQUIREMENT		
2" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)

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10/3/2023

**ROUNDING DETAIL**

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	XB		
CHECKED			
APPROVED			
SQUAD	WILLIAMS		
COUNTY	OKLAHOMA	HIGHWAY SH066 STATE JOB NO. 24356(07) SHEET NO. 0005	

**TYPICAL SECTION**

GENERAL CONSTRUCTION NOTES

IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION. OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-6543 OR 811.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING SECTION LINE ROADS TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-2 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 1 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

ALL TREES, BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITH THE FLOW OF WATER SHALL BE CLEANED OUT TO THE RIGHT-OF-WAY LINE, AT EACH STRUCTURE AND BRIDGE, IN A MANNER APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

ALL FLOWLINES THAT ARE TO BE FILLED SHALL BE THOROUGHLY TAMPED BEFORE CONSTRUCTION OR EXTENSION OF DRAINAGE STRUCTURES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

IN ORDER TO ALLEVIATE DUST CONDITIONS DURING GRADING OPERATIONS AND BEFORE PAVEMENT WORK IS COMPLETED, THE CONTRACTOR SHALL SPRINKLE GRADING AT INTERVALS APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS AND BACKFILLS ARE COMPLETED. EXCESS UNCLASSIFIED EXCAVATION MATERIAL DETERMINED BY THE ENGINEER TO BE SUITABLE FOR BACKFILL SHALL BE USED TO REDUCE ANY UNCLASSIFIED BORROW NEEDED. COST OF SECOND HANDLING SHALL BE INCLUDED IN OTHER ITEMS OF WORK. ANY REMAINING EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL KEEP THE OPEN TRENCH DRAINED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

TEMPORARY SEEDING MIX SHALL BE AS FOLLOWS:  
 KINDS OF SEED TO BE FURNISHED                      QUANTITY PER ACRE  
 PERENNIAL RYE GRASS (LODIUM PERENNE)            20 LBS. OF SEED  
 CRIMSON CLOVER (TRIFOLIUM INCARNATUM)         12 LBS. OF SEED

VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "ADHESIVE SPRAY METHOD", AS SPECIFIED IN 233.04B(1) OF THE STANDARD SPECIFICATIONS.

THE PLANTING OF TEMPORARY SEEDS SHALL BE RESTRICTED TO THE PERIOD FROM SEPTEMBER 1ST TO NOVEMBER 15TH.

AREAS ON WHICH SALVAGED TOPSOIL IS TO BE REPLACED SHALL HAVE 18-46-0 FERTILIZER APPLIED, AT THE RATE OF 150 POUNDS PER ACRE, JUST PRIOR TO THE REPLACEMENT OF SALVAGED TOPSOIL.

AT THE BEGINNING OF TURFING OPERATIONS, ANY AREAS INCLUDED IN PLANNED QUANTITIES THAT HAVE GROWN A SATISFACTORY VOLUNTEER TURF OF PERENNIAL GRASS, AS DETERMINED BY THE ENGINEER, SHALL BE FERTILIZED AND WATERED AS CALLED FOR ON THE PLANS, BUT SHALL NOT BE SEEDED, SODDED, OR SPRIGGED.

PIPE UNDERDRAIN QUANTITIES ESTIMATED ONLY. LOCATION, IF AND WHERE REQUIRED, TO BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL REMOVE AND RESET MAILBOXES AS NECESSARY. MAILBOXES ARE TO BE MAINTAINED IN AN UPRIGHT POSITION AND ACCESSIBLE TO MAIL CARRIER'S CAR DURING CONSTRUCTION. ANY DAMAGE TO BOXES OR SUPPORTS SHALL BE REPAIRED BY THE CONTRACTOR. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

SURFACING OF RETURNS, UNLESS OTHERWISE SHOWN ON THE PLANS, SHALL BE OF THE SAME MATERIAL (BASE AND SURFACE) AS THAT OF THE ABUTTING SHOULDER OF THE MAINLINE. BASE AND SURFACE THICKNESS SHALL BE THE THICKNESS SHOWN ON PLANS.

T.B.S.C. SURFACES SHALL BE SPRINKLED WITH WATER AND ROLLED WITH A PNEUMATIC ROLLER IN A MANNER APPROVED BY THE ENGINEER.

PRIOR TO FINAL ACCEPTANCE, ALL EXPOSED CURB SURFACES SHALL BE CLEANED OF ALL DISCOLORATION SUCH AS ASPHALT STAIN, TIRE MARKS, OR OTHER DISFIGUREMENT.

EXCESS ASPHALT AT JOINTS AND CRACKS IN EXISTING PAVEMENT SHALL BE REMOVED FLUSH TO TOP OF PAVING IN A MANNER APPROVED BY THE ENGINEER.

THE CROSS SLOPE FOR PATHS, SIDEWALKS, AND RAMPS WITHIN THE LIMITS OF AN ACCESSIBLE ROUTE WILL NOT EXCEED 1:50 OR 2%.

THE CONTINUOUS PATH'S CROSS SLOPE WILL NOT EXCEED 2% THROUGH DRIVEWAYS. SEE DRIVEWAY DETAIL ON ODOT ROADWAY DESIGN STANDARD DRAWING WCR-4 AND SPECIAL DRIVEWAY DETAILS.

SIDEWALK AND RAMP LOCATIONS HAVE BEEN DEPICTED WITHOUT KNOWLEDGE OF ULTIMATE UTILITY STRUCTURE LOCATIONS. LOCATIONS WILL BE ADJUSTED TO AVOID ABOVE GRADE UTILITY STRUCTURES SUCH AS UTILITY POLES, RISERS, GUY ANCHORS, AND OTHER ABOVE GRADE APPURTENANCES. NO SUCH STRUCTURES WILL BE ALLOWED WITHIN THE "PEDESTRIAN ACCESS ROUTE" AS DEFINED BY PROWAG.

GENERAL CONSTRUCTION NOTES

(R-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.

(R-3) INCLUDES 200 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.

(R-4) AN ESTIMATED QUANTITY OF 73,076 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5' ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.

(R-6) FOR TYPE A SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE OF AREA ON WHICH TOPSOIL IS TO BE REPLACED. FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER ESTIMATED AT 200 POUNDS PER 1,000 SQ. YD.

(R-7) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 80 GALLONS PER SQ. YD. FOR SEEDING METHOD B PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQ. YD.

(R-8) PRICE BID TO INCLUDE COST OF ALL NECESSARY MAINTENANCE, MAINTAINING DEVICE IN PROPER UPRIGHT POSITION, REMOVAL OF DEVICE, AND REMOVAL OF SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE DEVICE.

(R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 7.29 ACRES.

(R-15) QUANTITY BASED ON TWO APPLICATIONS.

(R-16) PAYMENT FOR THIS ITEM WILL BE THE THEORETICAL CROSS SECTION MULTIPLIED BY THE INSTALLED LENGTH.

(R-19) PRICE BID TO INCLUDE THE CHEMICAL ADDITIVE(S) TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CLASSIFY THE SOIL AND DETERMINE THE APPROPRIATE ADDITIVE(S). ESTIMATED AT 150 LBS. PER CU. FT.

(R-25) ESTIMATED AT 0.075 GALLONS PER SQUARE YARD OF ORIGINAL EMULSION OF TACK COAT (BEFORE DILUTION FOR APPLICATION) IN ACCORDANCE WITH SECTION 407 OF THE STANDARD SPECIFICATIONS.

(R-26) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.

(R-29) PRICE BID TO INCLUDE COST OF FOG SEAL, MEETING THE REQUIREMENTS OF SECTION 407 OF THE STANDARD SPECIFICATIONS.

(R-30) MILLINGS SHALL BE BECOME THE PROPERTY OF ODOT, TO BE HAULED AND STOCKPILED WITHIN TEN MILES OF THE PROJECT. MILLINGS SHALL BE FREE FROM SOIL OR FOREIGN MATERIAL AND SHALL CONTAIN NO PIECES GREATER THAN 4" DIAMETER. CARE SHOULD BE TAKEN WHEN STOCKPILING TO NOT INCORPORATE UNDERLYING MATERIAL INTO THE STOCKPILE.

(R-34) PRICE BID TO INCLUDE COST OF 17 - 6" BARRIER CURB HOODS.

(R-35) THE PRECAST CONCRETE OPTION MAY BE USED INSTEAD, PER DIRECTION OF THE ENGINEER.

(R-38) PRICE BID TO INCLUDE COST OF 156 CU. YD. OF TRENCH EXCAVATION. PRICE BID TO INCLUDE THE COST OF STANDARD BEDDING MATERIAL.

(R-39) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.

(R-40) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

(R-41) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.

(R-43) INCLUDES 2% FOR GROUND MEASUREMENT.

(1) INCLUDES 37 CY FOR MISCELLANEOUS EARTHWORK. TO BE USED AT THE DISCRETION OF THE ENGINEER.

(2) PRICE BID TO INCLUDE REMOVAL OF THE ITEMS LISTED BELOW. STATIONS ARE APPROX.

PARCEL #	LOCATION (STATION)	DESCRIPTION OF ITEMS TO BE REMOVED
3	STA 450+50 RT 60' C/L	DOUBLE SIDED DOUBLE STACKED V STYLE COMMERCIAL BILLBOARD W/ ELECTRIC LINCENSE # NOT FOUND
5	STA 452+59.17 RT TO 453+24 RT 30' C/L	20 RAIL ROAD TIES
5	STA 454+10 RT 30'C/L	MONITORING WELL
5	STA 454+12 RT 30'C/L	6'X4' METAL SIGN ON 1 STEEL POLE "BIKER SHAK"
5	STA 454+80 RT 30'C/L	MONITORING WELL
6	STA 456+21 RT 50' C/L	PRIVATE UTILITY POLE - NO LIGHT
6	STA 456+41 RT 55' C/L	PRIVATE UTILITY POLE LAYING ON GROUND
9	STA 460+40 RT TO 462+72 RT 60' C/L	28 RAIL ROAD TIE PARKING STOPS
9	STA 458+97.55 RT TO 462+72 RT 50' C/L	375 LF OF PIPE & CABLE R/W FENCE
10	STA 462+72 RT TO 473+45 RT 50' C/L	1,075 LF OF PIPE & CABLE R/W FENCE
10	STA 464+00 RT TO 473+45 RT 55' C/L	945 LF OF 8' GAME FENCE 5' BEHIND PIPE & CABLE R/W FENCE
10	STA 474+97 RT 55' C/L	ROUTE 66 HISTORICAL MARKER
10	STA 476+45 RT TO 477+80 RT 60' C/L	135 LF OF PIPE & CABLE R/W FENCE

NOTE TO CONTRACTOR: ITEMS TO BE REMOVED MAY OR MAY NOT BE PRESENT IN ANY SPECIFIED CONDITION. THE ESTIMATED COST OF REMOVAL IS \$36,000.00.

ROADWAY 0100		PAY QUANTITIES	
ITEM	DESCRIPTION	UNITS	QUANTITY
201(A) 1200	CLEARING AND GRUBBING	LSUM	1.00
202(A) 2200	UNCLASSIFIED EXCAVATION	(R-1) CY	9,749.00
202(D) 2500	UNCLASSIFIED BORROW	(1) CY	250.00
205(A) 6200	TYPE A-SALVAGED TOPSOIL	(R-4)(R-6) LSUM	1.00
221(B) 2300	TEMPORARY SILT FENCE	(R-8) LF	7,455.00
221(C) 2400	TEMPORARY SEDIMENT FILTER	(R-8) EA	1.00
221(E) 2600	TEMPORARY SILT DIKE	(R-8) LF	322.00
229 6200	DITCH LINER PROTECTION	LF	3,194.00
230(A) 7200	SOLID SLAB SODDING	(R-6)(R-7)(R-43) SY	21,258.00
232(B) 9300	SEEDING METHOD B	(R-7) AC	7.29
233(A) 0200	VEGETATIVE MULCHING	(R-11) AC	7.29
241 3100	MOWING	(R-15) AC	14.58
303(A) 1200	AGGREGATE BASE TYPE A	(R-16) CY	3,204.00
307(K) 4200	STABILIZED SUBGRADE	(R-19) SY	15,519.00
325 0100	SEPARATOR FABRIC	SY	18,439.00
402(E) 2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-20) TON	1,413.00
407(B) 7300	TACK COAT	(R-25) GAL	2,805.00
409(A) 9200	FABRIC REINFORCEMENT	SY	2,024.00
409(B) 9300	BITUMINOUS BINDER	GAL	405.00
411(B) 1320	SUPERPAVE, TYPE S3(PG 70-28 OK)	(R-26) TON	2,042.00
411(B) 1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-26) TON	3,281.00
411(C) 1420	SUPERPAVE, TYPE S4(PG 70-28 OK)	(R-26) TON	2,321.00
411(C) 1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-26) TON	721.00
412 3100	COLD MILLING PAVEMENT	(R-29)(R-30) SY	13,589.00
501(A) 1200	STRUCTURAL EXCAVATION UNCLASSIFIED	CY	60.00
509(A) 0200	CLASS AA CONCRETE	CY	141.00
509(D) 0500	CLASS C CONCRETE	CY	420.00
511(A) 2200	REINFORCING STEEL	LBS	18,220.00
609(B) 4360	2'-8" COMB. CRB. & GUT.(6" BARRIER)	LF	2,850.00
610(A) 5200	4" CONCRETE SIDEWALK	SY	986.00
610(B) 5310	6" CONCRETE DRIVEWAY	SY	283.00
611(A) 7210	MANHOLE (4' DIA.)	(R-35) EA	1.00
611(G) 0224	INLET W/SMALL JCT. BOX, CI. DES. 1 (A)	(R-34)(R-35) EA	2.00
611(G) 0228	INLET W/SMALL JCT. BOX, CI. DES. 1 (B)	(R-34)(R-35) EA	1.00
611(G) 0268	INLET W/SMALL JCT. BOX, CI. DES. 2 (B)	(R-34)(R-35) EA	1.00
611(G) 0276	INLET W/SMALL JCT. BOX, CI. DES. 2 (D)	(R-34)(R-35) EA	3.00
611(G) 0304	INLET W/SMALL JCT. BOX, CI. DES. 3	(R-34)(R-35) EA	1.00
611(G) 9004	INLET CDI RCP DES. 2	(R-35) EA	1.00
611(H) 0880	ADD'L DEPTH IN INLET W/SJB, CI. DES. 1	(R-35) VF	1.43
611(H) 0920	ADD'L DEPTH IN INLET W/SJB, CI. DES. 2	(R-35) VF	1.14
611(L) 1600	JUNCTION BOXES	CF	75.00
613(A) 5200	12" R.C. PIPE CLASS III	LF	26.00
613(A) 5208	18" R.C. PIPE CLASS III	LF	690.00
613(A) 5216	24" R.C. PIPE CLASS III	LF	188.00
613(A) 5358	28" X 18" R.C. PIPE CLASS A-III	LF	48.00
613(A) 5366	36" X 22" R.C. PIPE CLASS A-III	LF	403.00
613(J) 6400	EDGE DRAIN CONDUIT-PERFORATED	(R-38) LF	3,065.00
613(K) 6500	EDGE DRAIN OUTLET LATERAL-NONPERFORATED	(R-38) LF	88.00
613(M) 6964	TYPE B4 CULVERT END TREATMENT	EA	3.00
613(M) 7008	TYPE B6 CULVERT END TREATMENT	EA	3.00
613(Q) 7500	OUTLET LATERAL HEADWALL	EA	2.00
619(A) 6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS(R-39)(R-40)(2)	LSUM	1.00
619(B) 6364	REMOVAL OF ASPHALT PAVEMENT	(R-40)(R-41) SY	5,383.00
619(C) 6600	SAWING PAVEMENT	LF	4,897.00

STAKING 0600		PAY QUANTITIES	
ITEM	DESCRIPTION	UNITS	QUANTITY
642(A) 3200	CONSTRUCTION STAKING LEVEL I	LSUM	1.00

CONSTRUCTION 0640		PAY QUANTITIES	
ITEM	DESCRIPTION	UNITS	QUANTITY
220 1100	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641 2110	MOBILIZATION	LSUM	1.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION <b>SUMMARY OF PAY QUANTITIES (ROADWAY)</b>
DRAWN	DW		
CHECKED			
APPROVED			
SQUAD	WILLIAMS		
COUNTY	OKLAHOMA	HIGHWAY SH-66 STATE JOB NO 24356(07) SHEET NO AR01	

### SUMMARY OF SURFACING

STATION TO STATION (BASED ON CRL)	UNCLASSIFIED BORROW 202(D)	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SEPARATOR FABRIC 325	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	FOG SEAL 407(A)	TACK COAT 407(B)	FABRIC REINFORCEMENT 409(A)	BITUMINOUS BINDER 409(B)	SUPERPAVE TYPE S3 (PG 70-28 OK) 411(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 70-28 OK) 411(C)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	COLD MILLING PAVEMENT 412	2'-8" COMB. CRB. & GUT. (6" BARRIER) 609(B)	4" CONCRETE SIDEWALK 610(A)	EDGE DRAIN CONDUIT - PERFORATED 613(J)	REMOVAL OF ASPHALT PAVEMENT 619(B)	SAWING PAVEMENT 619(C)
	CY	CY	SY	SY	TON	GAL.	GAL.	SY	GAL.	TON	TON	TON	TON	SY	LF	SY	LF	SY	SY
TYPICAL 1 445+00.00 TO 459+25.00	212.64	1,454.33	6,549.15	8,233.37			760.00			851.24	851.24	567.49			2,850.00	1,018.29	2,850.00	5,382.43	
TYPICAL 2 459+25.00 TO A471+39.93 A481+90.00 TO A482+00.00		781.54 6.42	4,100.97 33.70	4,393.89 36.11	754.82 6.20	45.07 0.37	823.25 6.77	1,081.57 8.89	216.32 1.78	545.14 4.48	856.34 7.04	363.42 2.99	244.86 2.01	2,703.93 22.22					2,776.46 20.00
TYPICAL 3 A471+39.93 TO A481+90.00		961.61	4,834.20	5,775.11	651.37	38.89	903.53	933.33	186.67	640.35	984.77	426.90	242.15	2,333.33					2,100.00
TYPICAL 4 A482+00.00 to A503+00.00						142.18						959.34		8,528.89					
TOTALS=	212.64	3,203.90	15,518.02	18,438.48	1,412.39	226.51	2,493.55	2,023.79	404.77	2,041.21	2,699.39	2,320.14	489.02	13,588.37	2,850.00	1,018.29	2,850.00	5,382.43	4,896.46

■ FOR INFORMATIONAL PURPOSES ONLY

### SUMMARY OF EROSION CONTROL

LOCATION			SOLID SLAB SODDING 230(A)		SEEDING METHOD B 232(B)	
STATION TO STATION (BASED ON CRL)	LT	RT	WORK AREA	SY	WORK AREA	WITH VEGETATIVE MULCH PROTECTION
						AC
445+00.00 TO A459+25.00		X	1	1,675.00	2	1.10
445+00.00 TO A459+25.00	X		1	1,123.00	2	0.56
A459+25.00 TO A482+00.00		X	1	8,727.00	2	2.26
A459+25.00 TO A482+00.00	X		1	9,733.00	2	3.37
TOTALS=				21,258.00		7.29

### SUMMARY OF DITCH TREATMENT

LOCATION			LENGTH	CONCRETE LINER				DITCH LINER PROTECTION 229
CRL STATION TO CRL STATION	LT	RT		BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE 509(D)	DESIGN NO.	
			LF	FT	EA	CY		LF
A459+25.00 TO A476+25.00	X		1,691	4	18	218.66	2A	1,691.00
A459+25.00 TO A474+19.76		X	1,503	◆ VAR	17	201.22	2A	1,503.00
TOTALS=						419.88		3,194.00

◆ WIDTH VARIES: 4' CRL STA. A459+25.00 TO CRL STA. A472+75.00  
 6' (AVG) CRL STA. A472+75.00 TO CRL STA. A473+00.00  
 8' CRL STA. A473+00.00 TO CRL STA. A474+19.76



### PERMANENT EROSION CONTROL TYPICAL SECTION

- 1 - SOLID SLAB SODDING
- 2 - SEEDING METHOD B

TEMPORARY SEEDING AND VEGETATIVE MULCH SHALL BE USED FOR TEMPORARY EROSION CONTROL  
 VEGETATIVE MULCH WILL ALSO BE USED AS PROTECTION OVER THE PERMANENT SEEDING.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	<b>SUMMARY SECTION</b>
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY	OKLAHOMA	HIGHWAY SH-66 STATE JOB NO. 24356(07) SHEET NO. AR02

SUMMARY OF DRIVEWAYS											
LOCATION			TYPE	LENGTH	WIDTH	RADII		TACK COAT 407(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	6" CONC. DRIVEWAY 610(B)
CRL STATION	LT	RT				LT	RT				
446+37.35	X		ASPH. STREET RETURN	20	24	25	25	11.59	21.64	8.66	
446+40.00		X	ASPHALT	18.16	24	15	15	8.87	16.56	6.62	
447+00.00		X	ASPHALT	40.25	24	15	15	18.16	34.22	13.33	
447+38.71	X		ASPHALT	18	22	15	15	8.12	15.16	6.07	
449+09.93		X	ASPHALT	28	20	25	25	13.99	26.10	10.44	
449+89.80		X	ASPHALT	28	20	25	25	13.99	26.10	10.44	
452+60.78	X		ASPH. STREET RETURN	23.65	24	25	25	13.02	24.30	9.72	
453+73.50		X	ASPHALT	24	20	15	15	9.70	18.11	7.24	
454+95.40		X	ASPHALT	13.5	24	15	15	7.01	13.09	5.24	
455+33.51	X		ASPHALT	18.85	160	15	15	51.84	96.77	38.71	
456+30.00		X	ASPHALT	35.57	24	15	15	15.84	29.56	11.82	
456+77.00	X		ASPH. STREET RETURN	30.5	20	35	27	20.39	38.06	15.22	
A458+40.41		X	ASPHALT	52	20	15	15	19.50	36.80	14.27	
A458+87.59		X	ASPHALT	52	24	15	15	22.97	43.28	16.86	
A475+92.00		X	ASPHALT & RETURN	86.5	24	60	30	49.49	92.39	36.95	
A476+89.00	X		ASPHALT & RETURN	39	24	30	20	26.02	48.57	19.43	
A478+59.62	X		6" CONCRETE DRIVE	94.75	24	25	25				282.47
TOTALS=								310.50	580.71	231.02	282.47

SUMMARY OF TEMPORARY SEDIMENT CONTROLS						
LOCATION				TEMPORARY SILT FENCE 221(B)	TEMPORARY SEDIMENT FILTER 221(D)	TEMPORARY SILT DIKE 221(E)
STATION TO STATION (BASED ON CRL)	LT	RT	DESCRIPTION			
445+00.00 TO A459+24.99	X		ALONG TOE OF SLOPE	1,458.00		
445+00.00 TO A459+24.99		X	ALONG TOE OF SLOPE	1,433.00		
452+00.00	X		AROUND CURB INLET			28.00
454+30.00	X		AROUND CURB INLET			28.00
454+60.00		X	AROUND CURB INLET			21.00
455+00.00	X		AROUND DROP INLET			14.00
456+33.00	X		AROUND CURB INLET			21.00
456+80.00		X	AROUND CURB INLET			14.00
457+21.88	X		AROUND CURB INLET			21.00
A458+13.50		X	AROUND CURB INLET			14.00
A458+63.44		X	AROUND MEDIAN DRAIN		1.00	
A459+25.00 TO A482+00.00		X	ALONG BOTTOM OF FORESLOPE	2,284.00		
A459+25.00 TO A482+00.00	X		ALONG BOTTOM OF FORESLOPE	2,280.00		
A474+25.00		X	ACROSS DITCH BOTTOM			14.00
A474+50.00		X	ACROSS DITCH BOTTOM			14.00
A475+85.00		X	ACROSS DITCH BOTTOM			14.00
A476+28.00	X		ACROSS DITCH BOTTOM			7.00
A476+40.00	X		ACROSS DITCH BOTTOM			7.00
A476+50.00		X	ACROSS DITCH BOTTOM			14.00
A476+52.00	X		ACROSS DITCH BOTTOM			7.00
A476+85.00	X		ACROSS DITCH BOTTOM			7.00
A477+55.00	X		ACROSS DITCH BOTTOM			7.00
A477+85.00		X	ACROSS DITCH BOTTOM			14.00
A478+75.00	X		ACROSS DITCH BOTTOM			7.00
A478+80.00		X	ACROSS DITCH BOTTOM			14.00
A480+00.00		X	ACROSS DITCH BOTTOM			14.00
A480+45.00	X		ACROSS DITCH BOTTOM			7.00
A481+00.00		X	ACROSS DITCH BOTTOM			14.00
TOTALS=				7,455.00	1.00	322.00

SUMMARY OF EARTHWORK					
STATION TO STATION (CRL)	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT +15%	EXCESS EXCAVATION	UNCLASSIFIED BORROW 202(D)	WASTE
	CY	CY	CY	CY	CY
PHASE 1					
TEMPORARY WIDENING					
STA 457+02.13 TO STA A460+00.00	49.00	16.00	◆ -		33.00
PHASE 2					
MAINLINE					
STA 445+00.00 TO STA A459+25.00	974.00	441.00	◆ -		533.00
STA A459+25.00 TO STA A482+00.00	3,511.00	1,020.00	◆ -		2,491.00
PHASE 3					
MAINLINE					
STA 445+00.00 TO STA A459+25.00	761.00	271.00	◆ -		490.00
STA A459+25.00 TO STA A482+00.00	4,393.00	1,775.00	◆ -		2,618.00
TOTALS=					
	9,688.00	3,523.00			6,165.00

◆ EXCESS EXCAVATION TO BECOME WASTE

SUMMARY OF SIDEWALK			
STATION TO STATION (CRL)	LEFT	RIGHT	4" CONCRETE SIDEWALK 610(A)
			SY
STA 446+54.61 TO STA 447+27.13	X		51.49
STA 447+50.29 TO STA 449+46.70	X		150.43
STA 449+51.81 TO STA 452+40.47	X		220.76
STA 450+05.66 TO STA 453+63.32		X	274.94
STA 452+72.55 TO STA 454+52.13	X		135.64
STA 453+85.23 TO STA 454+82.44		X	71.71
STA 455+08.40 TO STA 456+16.57		X	80.26
TOTALS=			958.23

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	DW	ROADWAY DESIGN DIVISION
CHECKED		<b>SUMMARY SECTION</b>
APPROVED		
SQUAD	WILLIAMS	
COUNTY	OKLAHOMA	





REVISIONS		
REV. NO.	DESCRIPTION	DATE

**TRAFFIC GENERAL CONSTRUCTION NOTES**

THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 24 HOUR CALL AS NEEDED AS DETERMINED BY THE ENGINEER. THIS PERSON SHALL HOLD A CURRENT CERTIFICATION FROM THE AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA) OR THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OTEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES." CHANNELIZING DEVICES SHALL HAVE A MINIMUM HEIGHT OF 36 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES, AND SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY DEVICE DURING CONSTRUCTION.

**TRAFFIC CONSTRUCTION PAY QUANTITY NOTES**

(TC-1) THE CONTRACTOR SHALL FURNISH AND INSTALL SUCH LIGHTS, SIGNS, BARRICADES, AND PROVIDE FLAGGERS NECESSARY FOR THE CONTROL, SAFETY, AND MAINTENANCE OF TRAFFIC WHEN INSTALLING, RELOCATING OR DELIVERING PORTABLE LONGITUDINAL BARRIER.

(TC-19) THIS ITEM INCLUDES AN ESTIMATED 6,096.00 L.F. (4" WIDE) WHITE AND 18,400.00 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.

(TC-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE, AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.

(TC-26) ALL CONSTRUCTION TRAFFIC CONTROL WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS, AND INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLETION OF THE PROJECT. ALL SIGNS AND BARRICADES WHICH ARE SHOWN WITH TYPE 'A' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.

(TC-28) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 0.00 S.F. AND 6.25 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-29) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 6.26 S.F. AND 15.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-30) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 16.0 S.F. AND 32.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956 (LATEST REVISION) THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-52) ANY USED TRUCK MOUNTED ATTENUATOR OR CHANGEABLE MESSAGE SIGN OR CONSTRUCTION ZONE IMPACT ATTENUATOR TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.

(TC-75) TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE THE SAME DAY THAT EXISTING PAVEMENT MARKINGS ARE REMOVED FROM ANY ROADWAY OPEN TO TRAFFIC. ALSO, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF FINAL STRIPING.

(TC-76) ANY TRUCK MOUNTED ATTENUATOR USED ON THIS PROJECT SHALL HAVE PASSED ALL MANDATORY AND OPTIONAL TESTS LISTED IN NCHRP 350, TL-3 CRITERIA. THIS ITEM IS TO BE USED WHERE SHOWN IN THE STANDARD DRAWINGS OR AT THE DISCRETION OF THE ENGINEER ON SHADOW VEHICLES PROTECTING THE WORK AREAS AND TEMPORARY ROADSIDE HAZARDS.

(TC-77) TRUCK MOUNTED ATTENUATORS ARE TO BE INSTALLED ON NON-STATE OWNED TRUCKS HAVING A MINIMUM GROSS WEIGHT RATING OF 15,000 POUNDS. EACH OF THESE TRUCKS SHALL ALSO BE EQUIPPED WITH AN ARROW DISPLAY (TYPE B).

(TC-78) REPLACEMENT MODULES FOR TRUCK MOUNTED ATTENUATORS SHALL CORRESPOND TO THE BRAND AND MODEL OF THE UNIT PURCHASED FOR USE ON THIS PROJECT. UPON COMPLETION OF THE PROJECT, THESE REPLACEMENT MODULES SHALL BECOME THE PROPERTY OF THE STATE AND BE DELIVERED TO A STORAGE LOCATION DESIGNATED BY THE ENGINEER.

(TC-80) INCLUDED IN THIS ITEM SHALL BE ONE (1) ADDITIONAL UNIT TO BE USED AS A STAND-BY OR REPLACEMENT. THIS STAND-BY UNIT SHALL BE IMMEDIATELY ACCESSIBLE TO REPLACE A DAMAGED, STOLEN OR MALFUNCTIONING UNIT. THE AMOUNT OF TIME BETWEEN THE REMOVAL OF THE DAMAGED UNIT AND THE INSTALLATION OF THE STAND-BY UNIT SHALL BE NO MORE THAN TWENTY-FOUR (24) HOURS.

**SPECIAL NOTES**

(SP-1) REMOVABLE PAVEMENT MARKING TAPE SHALL BE INSTALLED ONLY ON CLEAN AND DRY SURFACES. THE CONTRACTOR MUST CLEAN ROAD SURFACE BEFORE APPLICATION OF REMOVABLE PAVEMENT MARKING TAPE. BRUSHING OR PRESSURE WASHING MAY BE USED. IF PRESSURE WASHING IS USED THE SURFACE MUST BE GIVEN A MINIMUM OF 24 HOURS TO DRY BEFORE APPLYING TAPE. NEW CONCRETE SURFACES MUST HAVE ANY CURING COMPOUND REMOVED BEFORE PLACING TAPE. ANY AMBIENT/SURFACE TEMPERATURE REQUIREMENTS RECOMMENDED BY THE MANUFACTURER SHALL BE ADHERED TO.

(SP-2) PRIMER/SURFACE ADHESIVE MAY BE REQUIRED IF CRACKING IS ENCOUNTERED ON THE SURFACE. TYPE AND APPLICATION METHOD SHALL BE DETERMINED BY THE MANUFACTURER OF THE REMOVABLE PAVEMENT MARKING TAPE.

(SP-3) MAXIMUM DISTANCE BETWEEN BUTT SPLICES ON REMOVABLE PAVEMENT MARKING TAPE SHALL BE NINETY (90) FEET. DISTANCE BETWEEN BUTT SPLICES MAY BE SHORTENED IF DEEMED NECESSARY BY THE CONTRACTOR TO FIT THE GEOMETRY OF THE ROADWAY.

(SP-4) TAMP WITH A MINIMUM TWO HUNDRED (200) POUND LOAD AND SIX (6) PASSES OF THE TAMPER MUST BE PERFORMED. TAMPING WHEEL SHALL BE 2" WIDER THAN THE STRIPE BEING APPLIED. TAMPING DEVICE SHALL NOT BE TWISTED DURING TAMPING. IF THE MANUFACTURE RECOMMENDS STRICTER TAMPING CRITERIA THEN THE MANUFACTURER'S TAMPING CRITERIA MUST BE USED.

(SP-5) THE CONTRACTOR SHALL NOT INSTALL ANY TRAFFIC CONTROL DEVICES ON THE PROJECT THAT DO NOT COMPLY WITH THE STANDARDS LAID OUT IN "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES". ANY DEVICES THAT HAVE ALREADY BEEN INSTALLED THAT DO NOT MEET THESE CRITERIA, EITHER BY INSTILLATION ERROR OR WEAR, SHALL BE REMOVED AND REPLACED WITHIN 24 HOURS. "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES" CAN BE FOUND HERE: [https://www.odot.org/traffic/pdfs/trf\\_std\\_temp-traffic-control-devices.pdf](https://www.odot.org/traffic/pdfs/trf_std_temp-traffic-control-devices.pdf)

**SPECIAL NOTES (CONT.)**

(SP-6) PAVEMENT MARKER CLASS A TYPE 2-D (AMBER/AMBER) SHALL BE PLACED ON EACH RUN OF TRAFFIC STRIPE 6" REMOVABLE TAPE (YELLOW) THAT FORMS THE TEMPORARY DOUBLE YELLOW CENTERLINE. THEY SHALL BE PLACED AT 40' C-C IN THE TANGENT SECTION OF THE SHOOLLY.

(SP-7) PORTABLE CHANGEABLE MESSAGE SIGNS TO BE PLACED WHERE DEEMED NECESSARY BY THE ENGINEER.

(SP-8) PORTABLE CHANGEABLE MESSAGE SIGN(S) SHALL BE IN PLACE 14 DAYS PRIOR TO CONSTRUCTION.

(SP-9) ALL PERSONNEL ASSIGNED FLAGGING DUTIES SHALL HOLD CURRENT FLAGGER CERTIFICATION FROM EITHER THE AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OTEA), OR ANY OSHA APPROVED FLAGGER CERTIFICATION COURSE AND SHALL HAVE THEIR CERTIFICATION CARD ON THEIR PERSON ANYTIME THEY ARE PERFORMING FLAGGING DUTIES. THE CONTRACTOR SHALL SUBMIT FLAGGER PERSONNEL AND THEIR QUALIFICATIONS TO THE ENGINEER FOR REVIEW AND APPROVAL BEFORE ANY FLAGGING OPERATIONS ARE PERFORMED. THE CONTRACTOR SHALL HAVE NO CLAIM AGAINST THE DEPARTMENT FOR ADDITIONAL COSTS OR DELAYS RESULTING FROM FAILURE TO ADHERE TO THESE REQUIREMENTS. ALL COST ASSOCIATED WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE FLAGGER PAY ITEM.

(SP-10) INCLUDED IN THIS PAY ITEM SHALL BE ONE (1) PORTABLE TRAFFIC SIGNAL SYSTEM CONSISTING OF 2 (2) SIGNAL UNITS CAPABLE OF DUAL INDICATION. THE SIGNAL UNITS SHALL ALSO USE EITHER VIDEO OR RADAR DETECTION. INCLUDED IN THE COST OF THE ITEM SHALL BE ONE (1) ADDITIONAL UNIT TO BE USED AS A STAND-BY OR REPLACEMENT. THIS STAND-BY UNIT SHALL BE IMMEDIATELY ACCESSIBLE TO REPLACE A DAMAGED, STOLEN, OR MALFUNCTIONING UNIT. THE AMOUNT OF TIME BETWEEN THE REMOVAL OF THE DAMAGED UNIT AND THE INSTALLATION OF THE STAND-BY UNIT SHALL BE NO MORE THAN TWO (2) HOURS.

(SP-11) INCLUDED IN THE COST OF THIS ITEM SHALL BE 4 DRIVEWAY ASSISTNACE DEVICES (D.A.D) TO BE USED IN PHASES 1 & 2 OF THE PROJECT. EACH D.A.D. SHALL CONFORM WITH THE DETAIL SHOWN ON THE TRAFFIC CONTROL DETAILS.

(SP-12) THE QUANTITY OF THESE ITEMS WERE CALCULATED ON A PER PHASE BASIS. THE TOTAL CONSTRUCTION CALENDAR DAYS USED FOR THIS PROJECT WAS XX CALENDAR DAYS. A SUMMARY OF HOW THESE ITEMS WERE CALCULATED CAN BE FOUND IN THE TABLE "TRAFFIC CONTROL ITEMS PER PHASE" ON THIS SHEET.

JP 24356(07)


**PAY QUANTITY SCHEDULE**

**0300 TRAFFIC CONTROL**

PAY ITEM	CODE NO.	DESCRIPTION	UNIT	QUANTITY
823	6100	(SP)PORTABLE TRAFFIC SIGNAL SYSTEM (SP-10,11,12)(TC-26)	SD	165.00
857(C)	9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE) (SP-1,2,3,4)(TC-19,26,75)	LF	26,946.00
857(F)	9700	PAVEMENT MARKING REMOVAL(TRAFFIC STRIPE) (TC-26,75)	LF	6,600.00
858(A)	0228	PAVEMENT MARKERS CLASS A TYPE 2-D (SP-6)(TC-21,26,75)	EA	506.00
871(B)	2300	CONST.ZONE IMPACT ATTEN. (SP-12)(TC-26,52,80)	SD	1,122.00
876(A)	3210	(PL)TRUCK MOUNTED ATTENUATOR (SP-12)(TC-26,52,76,77,78,80)	SD	198.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER (TC-1,26)	LF	1,568.00
877(C)	4400	RELOCATION OF PORTABLE LONGITUDINAL BARRIER (TC-1,26)	LF	2,173.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF (SP-5,12)(TC-21,26,28,33)	SD	1,584.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF (SP-5,12)(TC-21,26,29,33)	SD	1,782.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF (SP-5,12)(TC-21,26,30,33)	SD	6,732.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III) (SP-5,12)(TC-21,26)	SD	4,752.00
880(D)	6500	VERTICAL PANNELS (SP-5,12)(TC-21,26)	SD	1,716.00
880(E)	6607	WARNING LIGHTS(TYPE B) (SP-5,12)(TC-21,26)	SD	10,560.00
880(E)	6610	WARNING LIGHTS(TYPE C) (SP-5,12)(TC-21,26)	SD	4,059.00
880(F)	6700	DRUMS (SP-5,12)(TC-21,26)	SD	4,059.00
880(G)	6805	CHANNELIZER CONES (SP-5,12)(TC-21,26)	SD	10,296.00
880(I)	7000	FLAGGER (SP-9,12)	SD	99.00
882(A)	8210	PORT.CHANGEABLE MESSAGE SIGN (SP-7,8,12)(TC-52,85)	SD	1,056.00

**TRAFFIC CONTROL ITEMS PER PHASE**

PAY ITEM	CODE NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	PHASE 3RCBL	PHASE 3 L	PHASE 3RCBR	PHASE 3 R
				60 CD	60 CD	15 CD	45 CD	15 CD	45 CD
823	6100	(SP)PORTABLE TRAFFIC SIGNAL SYSTEM	UNIT/SD	1.00	1.00	1.00		1.00	
857(C)	9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE)(WHITE)	LF	3,000.00	3,000.00	48.00		48.00	9,200.00
857(C)	9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE)(YELLOW)	LF				9,200.00		9,200.00
857(F)	9700	PAVEMENT MARKING REMOVAL(TRAFFIC STRIPE)	LF	6,000.00					
858(A)	0228	PAVEMENT MARKERS CLASS A TYPE 2-D	EA				230.00		230.00
871(B)	2300	CONST.ZONE IMPACT ATTEN.	UNIT/SD	8.00	8.00	2.00		2.00	
876(A)	3210	(PL)TRUCK MOUNTED ATTENUATOR	UNIT/SD				2.00		2.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	LF	1,425.00					
877(C)	4400	RELOCATION OF PORTABLE LONGITUDINAL BARRIER	LF		1,425.00		275.00		275.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	UNIT/SD	2.00	2.00	10.00	10.00	10.00	10.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	UNIT/SD	7.00	7.00	8.00	6.00	8.00	6.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	UNIT/SD	18.00	18.00	36.00	32.00	36.00	32.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	UNIT/SD	24.00	24.00	12.00	12.00	12.00	12.00
880(D)	6500	VERTICAL PANNELS	UNIT/SD	13.00	13.00				
880(E)	6607	WARNING LIGHTS(TYPE B)	UNIT/SD	24.00	24.00	62.00	54.00	62.00	54.00
880(E)	6610	WARNING LIGHTS(TYPE C)	UNIT/SD	15.00	15.00	33.00	10.00	33.00	10.00
880(F)	6700	DRUMS	UNIT/SD	15.00	15.00	33.00	10.00	33.00	10.00
880(G)	6805	CHANNELIZER CONES	UNIT/SD			6.00	102.00	6.00	102.00
880(I)	7000	FLAGGER	UNIT/SD				1.00		1.00
882(A)	8210	PORT.CHANGEABLE MESSAGE SIGN	UNIT/SD	4.00	4.00	4.00	4.00	4.00	4.00



PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING DIVISION

OKLAHOMA  
Transportation

RYAN C. CAMPBELL, P.E.  
OKLA. REG. NO. 31159  
DATE \_\_\_\_\_

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	12/23
<b>SUMMARY OF PAY ITEMS &amp; NOTES (TEMPORARY TRAFFIC CONTROL)</b>		CHECK:		
		ENGINEER:	RC	12/23
		GROUP:	CAMPBELL	
<b>STATE OF OKLAHOMA</b>		<b>DEPARTMENT OF TRANSPORTATION</b>		
JOB/PIECE NO. 24356(07)		SHEET NO. AT01		



REVISIONS		
REV. NO.	DESCRIPTION	DATE

**TRAFFIC GENERAL CONSTRUCTION NOTES**

THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 24 HOUR CALL AS NEEDED AS DETERMINED BY THE ENGINEER. THIS PERSON SHALL HOLD A CURRENT CERTIFICATION FROM THE AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA) OR THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OTEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES." CHANNELIZING DEVICES SHALL HAVE A MINIMUM HEIGHT OF 36 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES, AND SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY DEVICE DURING CONSTRUCTION.

**SPECIAL NOTES**

(SP-1) QUANTITY SHOWN INCLUDES 12,980.00 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 11,805.00 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(SP-2) THIS PAY ITEM SHALL INCLUDE ALL SIGNS, POSTS, AND HARDWARE REQUIRED TO INSTALL THE RAPID FLASHING BEACONS (RFB). RFB SHALL BE ACTUATED BY PUSH BUTTONS LOCATED AT THE CROSSWALK ACCROSS SH-66 AND SHALL BE PLACED IN ACCORDANCE WITH AMERICANS WITH DISSABILITIES ACT (ADA) REQUIREMENTS. ACTUATION OF EITHER BUTTON SHALL ACTIVATE ALL RFB'S.

JP 24356(07)

**PAY QUANTITY SCHEDULE**

0301 SIGNING AND STRIPING

PAY ITEM	CODE NO.	DESCRIPTION	UNIT	QUANTITY
804(A)	2200	STRUCTURAL CONCRETE	CY	10.00
804(B)	2300	REINFORCING STEEL	LB	1,109.00
805(A)	3252	(PL)REMOVAL OF EXISTING SIGNS	EA	21.00
805(D)	3528	(PL)REMOVE & RESET EXISTING SIGNS	EA	1.00
850(A)	1200	SHEET ALUMINUM SIGNS	SF	460.00
851(B)	2305	2"@3.65 GALV.STL.PIPE POST	LF	61.00
851(B)	2310	2 1/2"@5.79 GALV.STL.PIPE POST	LF	332.00
851(C)	2430	2 1/2" SQUARE TUBE POST	LF	104.00
856(A)	8204	TRAFFIC STRIPE(MULTI-POLY.)X6" WIDE (SP-1)	LF	24,785.00
856(A)	8212	TRAFFIC STRIPE(MULTI-POLY)(12" WIDE)	LF	264.00
856(A)	8216	TRAFFIC STRIPE(MULTI-POLY.)X24" WIDE)	LF	273.00
856(B)	8304	TRAFFIC STRIPE(MULTI-POLY.)XARROWS)	EA	4.00
890	1110	(PL)TRAFFIC ITEMS (SP-2)	EA	4.00

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	12/23
SUMMARY OF PAY ITEMS & NOTES (SIGNING & STRIPING)		CHECK:	
		ENGINEER: RC	12/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB/PIECE NO. 24356(07)		SHEET NO. AT02	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUMMARY OF SIGN QUANTITIES FOR URBAN AREA FOR REGULATORY SIGNS																				
SIGN NO.	APPROXIMATE LOCATION	SIGN DESIGNATION	POST KIND	SQUARE TUBE POST				ROUND POST				POST SPACING FT.	FOOTING DESIGN NO.	STRUCTURAL CONCRETE 804	REINFORCING STEEL 804	SIGN AREA	TRAFFIC ITEM	REMOVAL OF EXISTING SIGNS 805(A) 8724	REMOVE & RESET EXIST. SIGNS 805(D) 8756	REMARKS
				2"		2.5"		2"		2.5"										
				A	B	A	B	A	B	A	B					S.F.				
1	444+00 RT	W1-4(R)E W/ W13-1PE(20)	2 1/2" PIPE							18.00			A-3	0.40	48.00	20.00			NEW	
2	445+00 RT	W11-2E W/ W16-2PE(400)														1.00			NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.	
3	446+09 LT	EXIST. R1-1															1.00		REMOVE	
4	446+17 LT	R1-1E W/ 3XD3-1	2 1/2" PIPE							18.00			A-3	0.40	48.00	16.75			NEW	
5	446+61 LT	EXIST. 4XD3-1															1.00		REMOVE	
6	447+40 RT	W1-6E	2" PIPE					14.50	14.50			3.00	A-2	0.06		12.50			NEW	
7	448+38 RT	EXIST. 211-2																1.00	REMOVE	
8	448+81 RT																	1.00	ROUND BARN SIGN, REMOVE & RESET	
9	449+00 LT	W1-6E	2" PIPE					14.50	14.50			3.00	A-2	0.06		12.50				
10	449+44 RT	W11-2E W/ W16-7PE															1.00		NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.	
11	449+58 LT	W11-2E W/ W16-7PE															1.00		NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.	
12	450+31 LT	EXIST. W11-2																1.00	REMOVE	
13	450+80 LT	EXIST. R2-1(45)																1.00	REMOVE	
14	451+00 LT	R2-1	2 1/2" PIPE							15.50			A-3	0.40	48.00	5.00			NEW	
15	452+32 LT	EXIST. R1-1																1.00	REMOVE	
16	452+36 LT	R1-1E W/ 3XD3-1	2 1/2" PIPE							18.00			A-3	0.40	48.00	16.75			NEW	
17	452+94 LT	EXIST. 3XD3-1																1.00	REMOVE	
18	453+00 LT	W1-4(R)E W/ W13-1PE(20)	2 1/2" PIPE							18.00			A-3	0.40	48.00	20.00			NEW	
19	453+76 LT	EXIST. W11-2																1.00	REMOVE	
20	454+00 LT	W11-2E W/ W16-2PE(400)															1.00		NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.	
21	456+44 LT	EXIST. R1-1 W/ 2XD3-1																1.00	REMOVE	
22	456+46 LT	R1-1E W/ 3XD3-1	2 1/2" PIPE							18.00			A-3	0.40	48.00	16.75			NEW	
23	457+20 RT	EXIST. W1-2																1.00	REMOVE	
24	458+14 LT	EXIST. W1-2																1.00	REMOVE	
25	459+27 RT	EXIST. R2-1																1.00	REMOVE	
26	460+00 RT	R2-1(45)	2 1/2" SQ TUBE					15.50								5.00			NEW	
27	461+00 RT	W1-2(L) W/ W13-1P	2 1/2" SQ TUBE					16.00								8.50			NEW	
28	462+00 LT	R2-1	2 1/2" SQ TUBE					15.50								5.00		1.00	REMOVE & REPLACE	
29	462+55 RT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
30	463+61 RT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
31	464+67 RT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
32	466+00 LT	W1-2(L) W/ W13-1P	2 1/2" SQ TUBE					16.00					A-3	0.40	48.00	8.50			NEW	
33	473+31 LT	EXIST. W1-2																1.00	REMOVE	
34	474+00 RT	EXIST. W1-2																1.00	REMOVE	
35	475+52 LT	EXIST. R2-1																1.00	REMOVE	
36	476+38 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
37	476+58 LT	R1-1E W/ 4XD3-1 W/ W4-4E	2 1/2" SQ TUBE					18.00								25.25			NEW	
38	476+61 LT	EXIST. R1-1 W/ 4XD3-1																1.00	REMOVE	
39	476+62 RT	R1-1E W/ 4XD3-1 W/ W4-4E	2 1/2" SQ TUBE					18.00								25.25		1.00	REMOVE & REPLACE	
40	477+57 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
41	478+26 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
42	478+97 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
43	479+94 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
44	481+12 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
45	482+32 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
46	483+50 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
47	483+65 LT	EXIST. R1-1																1.00	REMOVE	
48	484+00 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
49	487+07 LT	EXIST. R2-1																1.00	REMOVE	
50	487+07 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
51	488+27 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
52	489+27 LT	2X W1-8	2 1/2" PIPE							14.00			A-3	0.40	48.00	16.00			NEW	
53	498+00 LT	EXIST. R2-5C W/ R21-2P																1.00	REMOVE	
								99.00	59.00	315.50				8.92	1056.00	437.75	4.00	21.00	1.00	

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	12/23
SIGN SUMMARY		CHECK:		
		ENGINEER:	RC	12/23
		GROUP:	CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. AT03	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SIGN DETAIL  
1:15



SIGN NUMBER	D3-1a_2012
WIDTH x HGHT.	4'-0" x 1'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Overhead
SIGN AREA	4.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGENDBORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT
M1_62	3	1	10	10

Panel Style: guide\_con\_street name\_route shield\_2012.ssi  
M.U.T.C.D.: 2009 Edition

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIESSIZE	
S	H	-	6	6								D 2000
17.5	22.6	27.6	30.5	35.7							22.3	

SIGN DETAIL  
1:15



SIGN NUMBER	6in Bottom
WIDTH x HGHT.	3'-0" x 0'-9"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	2.3 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGENDBORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT

Panel Style: Street Name 6-3in.ssi  
M.U.T.C.D.: 2009 Edition

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIESSIZE	
N												C 2000
4.5											1.7	
O	D	O	R									C 2000
8.5	13.2	17.6	22.4								17.3	
S	T											C 2000
28.1	30										3.5	

SIGN DETAIL  
1:15



SIGN NUMBER	6in Bottom
WIDTH x HGHT.	4'-6" x 0'-9"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	3.4 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGENDBORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT

Panel Style: Street Name 6-3in.ssi  
M.U.T.C.D.: 2009 Edition

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIESSIZE	
N												C 2000
4.7											1.7	
A	N	D	E	R	S	O	N					C 2000
8.7	13.4	18	22.6	26.7	30.8	35	39.8				34.4	
R	D											C 2000
45.4	47.6										3.9	

SIGN DETAIL  
1:15



SIGN NUMBER	6in Bottom
WIDTH x HGHT.	3'-6" x 0'-9"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	2.6 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGENDBORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT

Panel Style: Street Name 6-3in.ssi  
M.U.T.C.D.: 2009 Edition

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIESSIZE	
D	I	V	I	S	I	O	N					C 2000
4.5	9.1	10.8	15.3	17.2	21.6	23.6	28.3				27.2	
S	T											C 2000
36	38										3.5	

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	12/23
SIGN SUMMARY (SHEET 1 OF 2)		CHECK: RC	12/23
		GROUP: EM	CAMPBELL
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. AT04

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SIGN DETAIL  
1:15



Panel Style: Street Name 6-3in.ssi  
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	6in Bottom
WIDTH x HGHT.	3'-0" x 0'-9"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	2.3 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

LETTER POSITIONS (X)													LENGTH	SERIESSIZE				
N													4.5	C 2000				
M	A	I	N										9.6	14.4	19.1	21.2	15	C 2000
S	T												28.1	30			3.5	C 2000

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	12/23
SIGN SUMMARY (SHEET 2 OF 2)		CHECK:		
		ENGINEER:	RC	12/23
		GROUP: EM:	CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. AT05	



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IN NATURE AND IS NOT A FINAL,  
SIGNED AND SEALED DOCUMENT.  
9/27/2023

**FINAL FIELD  
MEETING**  
9/27/2023

**DRAINAGE DESIGN RECORD**

STRUCTURE NO.	DESIGN YEAR	CL STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	LENGTH OF DRAINAGE AREA				SLOPE OF DRAINAGE AREA	ANTICIPATED FUTURE LAND USE	SLOPE OF WATERSHED	C* RUNOFF COEFFICIENT	T <sub>c</sub> TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL AND CHECK YEAR RAINFALL						DESIGN YEAR DISCHARGE AND CHECK YEAR DISCHARGE					FL INLET	FL OUTLET	LENGTH	ALLOW. HEADWATER	TW DEPTH	STRUCT. SLOPE	OUTLET VELOCITY	TYPE OF HYDRAULIC CONTROL	ADDITIONAL DETAILS										
					OVERLAND		CHANNEL							OVERLAND		CHANNEL		INCHES PER HOUR						CUBIC FEET PER SEC.																			
					ACRE	LF	LF	LF						%	%	%	%	MIN	I5	I10	I25	I50	I100	Q5										Q10	Q25	Q50	Q100	ELEVATION	FT.	FT.	FT.	FT./FT.	FT./SEC.
14	25	A473+73.30	EXTEND EXIST 2-7' X 3.5' X 26.6' RDY RCB 35.28' LG LT & 37.26' LGRT	250.00	840	5000	3	0.5	PAVED, RESIDENTIAL	2.0	0.525	56.36	2.27	2.63	3.19	3.57	4.04	298.40	345.02	461.06	562.46	662.64	946.90	946.71	93.79	952.53	2.78	0.010	10.98	INLET													



9/27/2023 PW://OKTRANSPORTATION-PW-BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/1P24356-07/ROADWAY/PLAN SHEETS/SHEETS/R001-2435607-DRAINAGE DESIGN RECORD.DGN

DESIGN	JO
DRAWN	
CHECKED	BM
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

**DRAINAGE DESIGN  
RECORD**



# STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

## SITE DESCRIPTION

PROJECT LIMITS: SH-66: RESURFACE FROM 5.56 MI. EAST OF I-35 APROX. 0.58 MILES THROUGH ARCADIA

PROJECT DESCRIPTION: GRADE, DRAIN, & SURFACE

**SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:** PRIOR TO INITIATING SOIL DISTURBING ACTIVITIES, THE CONTRACTOR WILL INSTALL ALL PERIMETER TEMPORARY SEDIMENT CONTROLS SPECIFIED. STRIP, STOCKPILE AND STABILIZE TOPSOIL. CLEAR AND GRUB ONLY IN NECESSARY AREAS, PRESERVING AS MUCH NATIVE VEGETATION AS POSSIBLE. INSTALL, MAINTAIN AND/OR MOVE TEMPORARY SEDIMENT ITEMS WITH CONSTRUCTION OPERATIONS AS PRACTICAL. IF DIRECTED BY THE ENGINEER, PLANT TEMPORARY SEEDING. REPLACE SALVAGED TOPSOIL AND DEVICES WHEN AN ACCEPTABLE VEGETATIVE COVER (AT LEAST 70%) HAS BEEN ATTAINED. AS SITE CONDITIONS WARRANT, THE CONTRACTOR MAY CHOOSE TO MODIFY THE TYPE OR ARRANGEMENT OF SPECIFIED PRACTICES TO IMPROVE THEIR EFFECTIVENESS AS APPROVED BY THE ENGINEER. THE CONTRACTOR WILL MAINTAIN A LOG OF THE DATES OF MAJOR SOIL DISTURBANCE ACTIVITIES, AND ALSO THE DATES OF INSTALLATION OF EROSION CONTROL MEASURES. OF MAJOR SOIL DISTURBANCE ACTIVITIES, AND ALSO THE DATES OF INSTALLATION OF EROSION CONTROL MEASURES.

SOIL TYPE: CL, ML, SC, SM

TOTAL AREA OF THE CONSTRUCTION SITE: 19.55 ACRES

ESTIMATED AREA TO BE DISTURBED: 3.62 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 5.16 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 6.03 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.49

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°39'55.67"N 97°19'7.73"W

### PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: REPLACE WITH RECEIVING WATERS

SENSITIVE WATERS OR WATERSHEDS: YES  NO

303(d) IMPAIRED WATERS: YES  NO

IF YES, LIST IMPAIRMENT:

LOCATED IN A TMDL: YES  NO

LAKE THUNDERBIRD TMDL: YES  NO

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
- PERMANENT SODDING, SPRIGGING OR SEEDING
- VEGETATIVE MULCHING
- SOIL RETENTION BLANKET
- PRESERVATION OF EXISTING VEGETATION
- HYDROMULCH / HYDROSEED

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 PROTECTION
- TEMPORARY BRUSH SEDIMENT BARRIERS
- SANDBAG BERMS
- TEMPORARY STREAM CROSSINGS
- FLEXAMAT / ARTICULATED CONCRETE BLOCK
- COMPOST FILTER SOCKS
- EROSION CONTROL MATS AND BLANKETS

### OFFSITE VEHICLE TRACKING:

- HAUL ROADS DAMPENED FOR DUST CONTROL
- LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
- EXCESS DIRT ON ROAD REMOVED DAILY

### NOTES:

REPLACE WITH ANY 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
  - 221 TEMPORARY SEDIMENT CONTROL

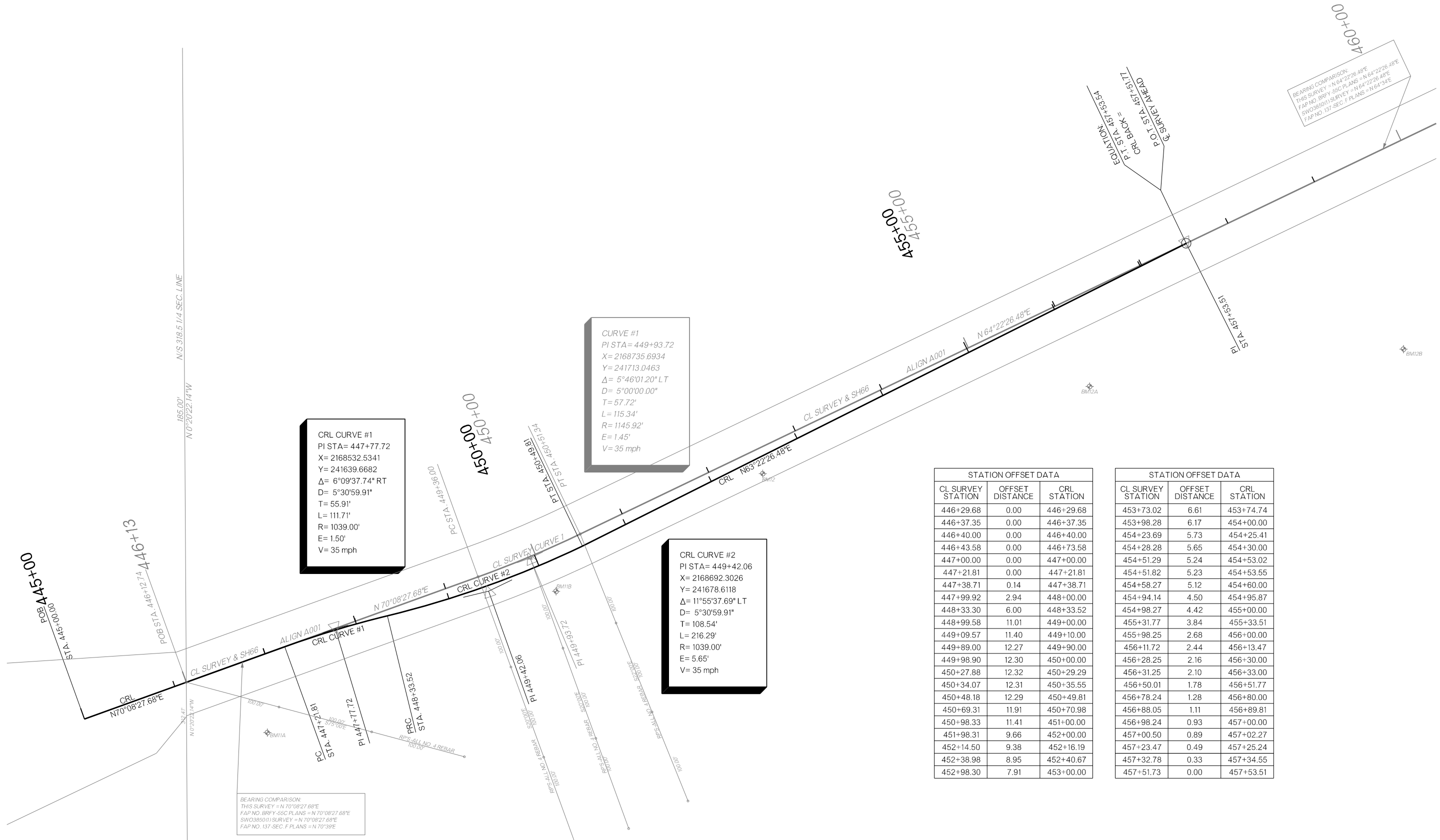
### IN ADDITION:

\*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 AND/OR MUNICIPALITY FOR USE OF SURFACE, GROUND OR CITY WATER SOURCES FOR ACTIVITIES SUCH AS WATERING.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION  <b>STORM WATER MANAGEMENT PLAN</b>
DRAWN			
CHECKED			
APPROVED			
SQUAD	XXXXX		
COUNTY	OKLAHOMA	HIGHWAY	SH-66
STATE JOB NO.	JP24356(07)	SHEET NO.	R002

pw:/oktransportation-pw-bentley.com:oktransportation-pw-01/Documents/Projects/Division 4/UP24356-07/Roadway/Plan Sheets/Sheets/R003-2435607-Geometric Detail Sheet.dgn



**CRL CURVE #1**  
 PI STA= 447+77.72  
 X= 2168532.5341  
 Y= 241639.6682  
 Δ= 6°09'37.74" RT  
 D= 5°30'59.91"  
 T= 55.91'  
 L= 111.71'  
 R= 1039.00'  
 E= 1.50'  
 V= 35 mph

**CURVE #1**  
 PI STA= 449+93.72  
 X= 2168735.6934  
 Y= 241713.0463  
 Δ= 5°46'01.20" LT  
 D= 5°00'00.00"  
 T= 57.72'  
 L= 115.34'  
 R= 1145.92'  
 E= 1.45'  
 V= 35 mph

**CRL CURVE #2**  
 PI STA= 449+42.06  
 X= 2168692.3026  
 Y= 241678.6118  
 Δ= 11°55'37.69" LT  
 D= 5°30'59.91"  
 T= 108.54'  
 L= 216.29'  
 R= 1039.00'  
 E= 5.65'  
 V= 35 mph

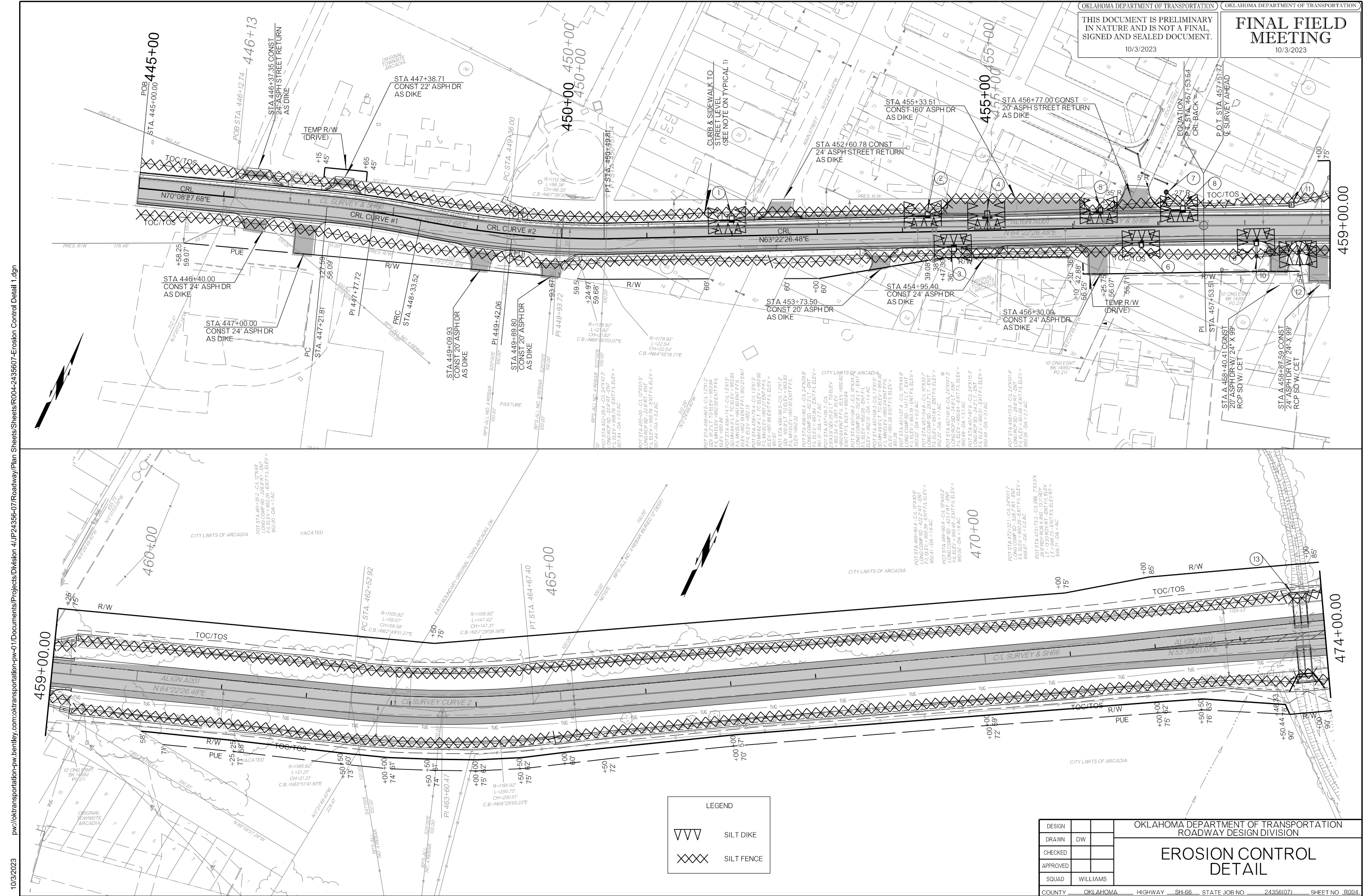
BEARING COMPARISON:  
 THIS SURVEY = N 70°08'27.68"E  
 FAP NO. BRFY-55C PLANS = N 70°08'27.68"E  
 SWO3850(1) SURVEY = N 70°08'27.68"E  
 FAP NO. 137-SEC. F PLANS = N 70°39'E

STATION OFFSET DATA		
CL SURVEY STATION	OFFSET DISTANCE	CRL STATION
446+29.68	0.00	446+29.68
446+37.35	0.00	446+37.35
446+40.00	0.00	446+40.00
446+43.58	0.00	446+73.58
447+00.00	0.00	447+00.00
447+21.81	0.00	447+21.81
447+38.71	0.14	447+38.71
447+99.92	2.94	448+00.00
448+33.30	6.00	448+33.52
448+99.58	11.01	449+00.00
449+09.57	11.40	449+10.00
449+89.00	12.27	449+90.00
449+98.90	12.30	450+00.00
450+27.88	12.32	450+29.29
450+34.07	12.31	450+35.55
450+48.18	12.29	450+49.81
450+69.31	11.91	450+70.98
450+98.33	11.41	451+00.00
451+98.31	9.66	452+00.00
452+14.50	9.38	452+16.19
452+38.98	8.95	452+40.67
452+98.30	7.91	453+00.00

STATION OFFSET DATA		
CL SURVEY STATION	OFFSET DISTANCE	CRL STATION
453+73.02	6.61	453+74.74
453+98.28	6.17	454+00.00
454+23.69	5.73	454+25.41
454+28.28	5.65	454+30.00
454+51.29	5.24	454+53.02
454+51.82	5.23	454+53.55
454+58.27	5.12	454+60.00
454+94.14	4.50	454+95.87
454+98.27	4.42	455+00.00
455+31.77	3.84	455+33.51
455+98.25	2.68	456+00.00
456+11.72	2.44	456+13.47
456+28.25	2.16	456+30.00
456+31.25	2.10	456+33.00
456+50.01	1.78	456+51.77
456+78.24	1.28	456+80.00
456+88.05	1.11	456+89.81
456+98.24	0.93	457+00.00
457+00.50	0.89	457+02.27
457+23.47	0.49	457+25.24
457+32.78	0.33	457+34.55
457+51.73	0.00	457+53.51

DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB						
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R003

GEOMETRIC DETAIL



10/3/2023 pw://oktransportation-pw.bentley.com:oktransportation-pw-01/Documents/Projects/Division 4/UP24356-07/Roadway/Plan Sheets/Sheets/R004-2435607-Erosion Control Detail 1.dgn

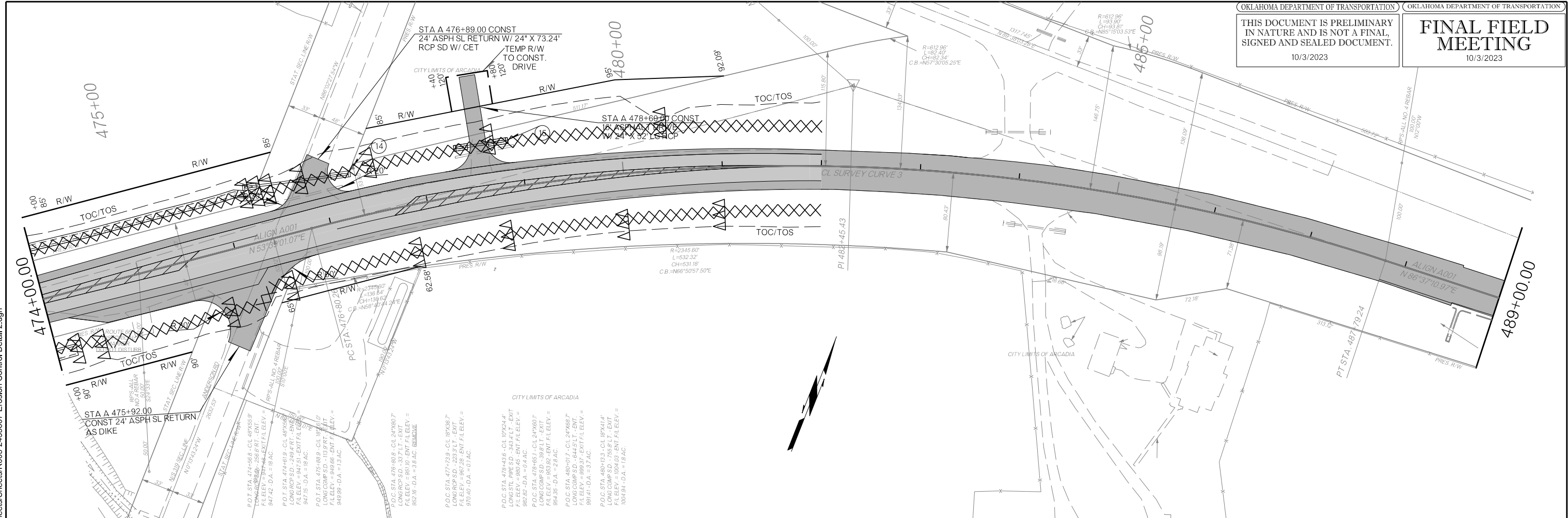
**LEGEND**  
 VVV SILT DIKE  
 XXXX SILT FENCE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN	DW	<b>EROSION CONTROL DETAIL</b>					
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R004



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10/3/2023

**FINAL FIELD  
MEETING**  
10/3/2023



**LEGEND**

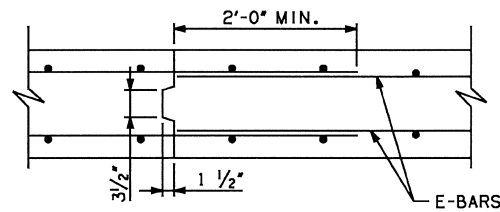
	SILT DIKE
	SILT FENCE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN	DW	<b>EROSION CONTROL DETAIL</b>					
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	B005

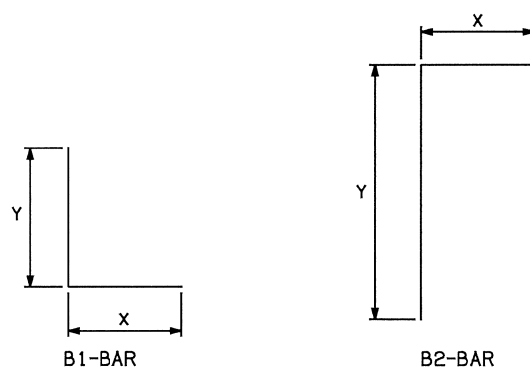
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9/27/2023 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R006-2435607-BARREL DETAIL STR 14.DGN

SECTION DIMENSIONS		REINFORCING STEEL																								SECTION DIMENSIONS																			
		A-1 BARS				A-2 BARS				A-3 BARS				B-1 BARS				B-2 BARS				C-1 BARS						C-2 BARS				E1-BARS AT 12" MAX			E2-BARS AT 12" MAX										
S	H	T	U	W	Z	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	"X"	"Y"	LENGTH	WEIGHT PER FT.	SIZE	SPA	"X"	"Y"	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	NO.	SIZE	WEIGHT PER FT.	NO.	SIZE	WEIGHT PER FT.	S	H				
7'	4'	11"	12"	10"	10"	#5	6"	16'-2"	67.5	#5	6"	5'-3"	21.9	#4	12"	16'-2"	21.6	#4	6"	1'-8"	2'-1"	3'-9"	10.0	#4	6"	1'-8"	4'-9"	6'-5"	17.1	#4	12"	2'-1"	5.6	#4	12"	4'-9"	12.7	80	#4	53.5	24	#4	16.0	7'	4'



TRANSV. CONSTR. JOINT



BAR BEND DIAGRAMS

NOTE: ALL \*X\* DIMENSIONS ARE HORIZONTAL IN BARREL SECTION.  
ALL \*Y\* DIMENSIONS ARE VERTICAL IN BARREL SECTION.

SECTION DIMENSIONS		QUANTITIES	
		PER FOOT OF BARREL	
S	H	CONC. (C.Y.)	REINF. (LB.)
7'	4'	1.54	225.9

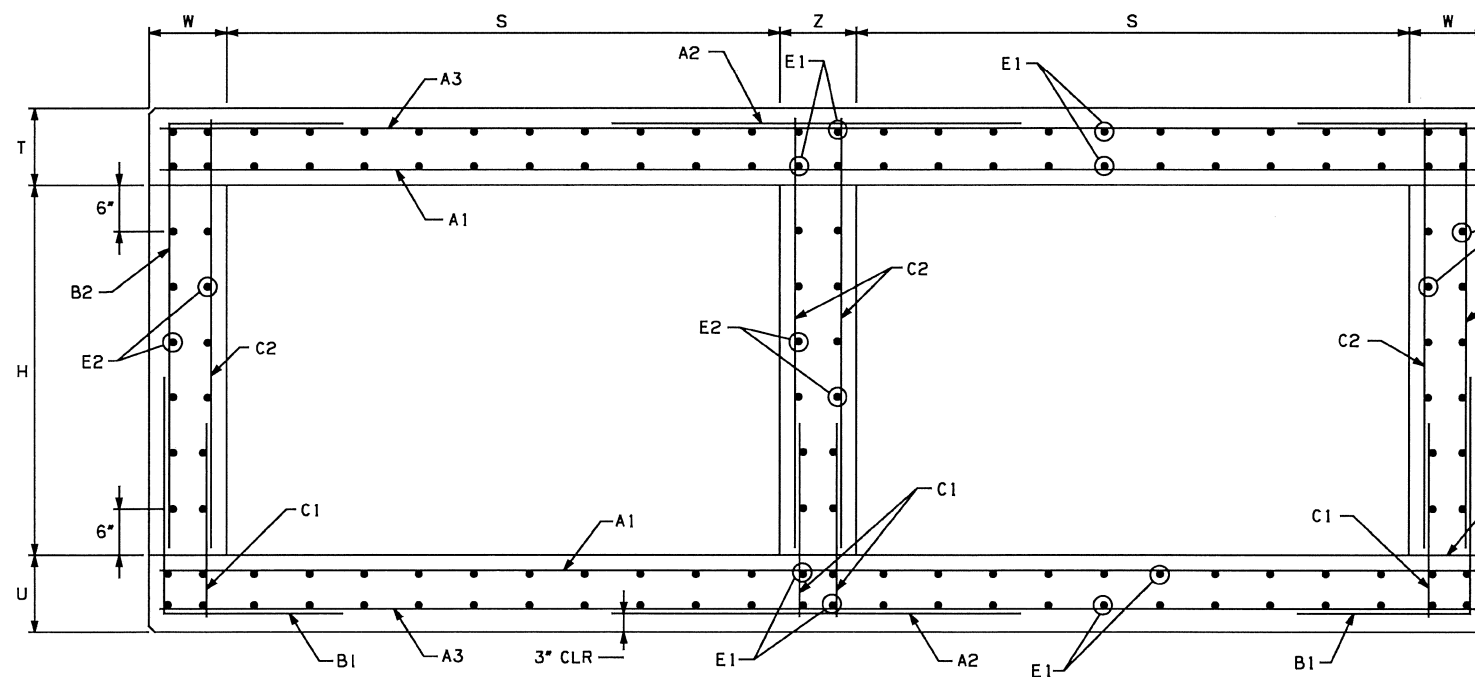
DESIGN DATA:

- DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIM SPECIFICATIONS FROM 2008.
- DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
- MATERIALS:  
CONCRETE (CLASS AA)  $f'_c = 4$  KSI  
REINFORCING STEEL  $f_y = 60$  KSI

GENERAL NOTES:

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL CONCRETE EDGES SHALL HAVE A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.
- ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.
- THE QUANTITY FOR REINFORCING STEEL DOES NOT INCLUDE LAP SPLICES OF E1-BARS OR E2-BARS IN THE LENGTH OF THE BARREL OR AT TRANSVERSE CONSTRUCTION JOINTS. THE SPLICE LENGTH FOR E-BARS SHALL BE 24" MINIMUM. THE NUMBER OF SPLICES USED IS TO BE APPROVED BY THE ENGINEER. REINFORCING STEEL FOR SPLICES SHALL NOT BE MEASURED FOR PAYMENT, AND ALL COSTS WILL BE INCLUDED IN THE UNIT BID PRICE FOR REINFORCING STEEL.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE PLACED IN ALL CULVERTS 100 FT. OR MORE IN LENGTH. JOINTS SHALL BE SPACED AT 60 FT. MAX.
- REINFORCING STEEL SHALL BE CONTINUOUS THROUGH THE TRANSVERSE CONSTRUCTION JOINT AND EXTEND A MIN. OF 24" INTO ADJACENT SECTION.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
509.06 (A)	CLASS AA CONCRETE	C.Y.
511.06 (A)	REINFORCING STEEL	LB.



BARREL SECTION

NOTE: NUMBER AND SPACING OF E-BARS SHOWN MAY NOT BE REPRESENTATIVE OF ACTUAL CULVERT SECTIONS, SEE SCHEDULE ABOVE FOR NUMBER AND SPACING OF E-BARS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.  
9/27/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**FINAL FIELD MEETING**  
9/27/2023

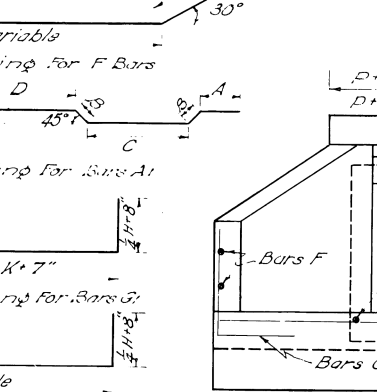
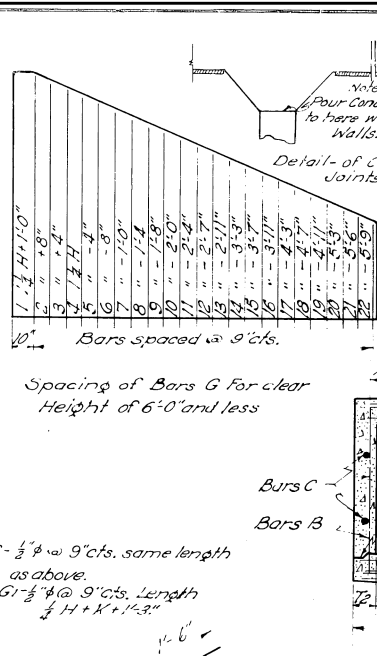
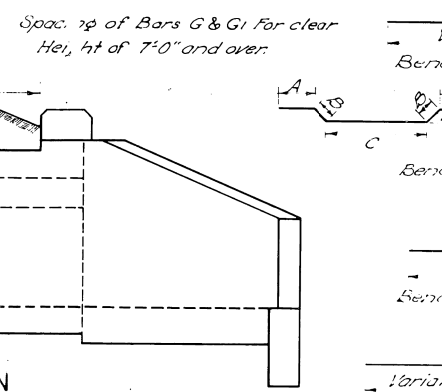
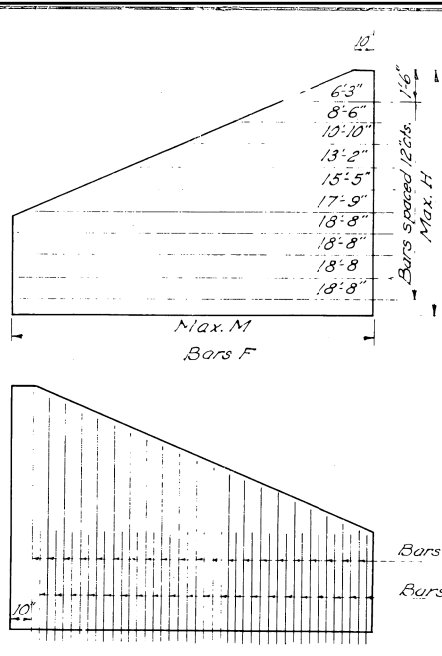
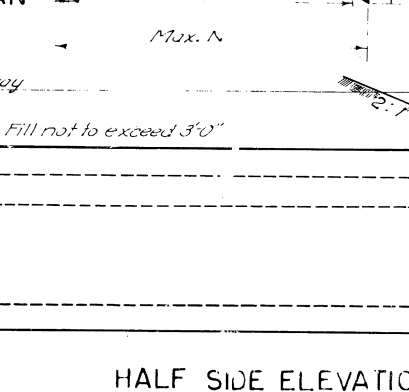
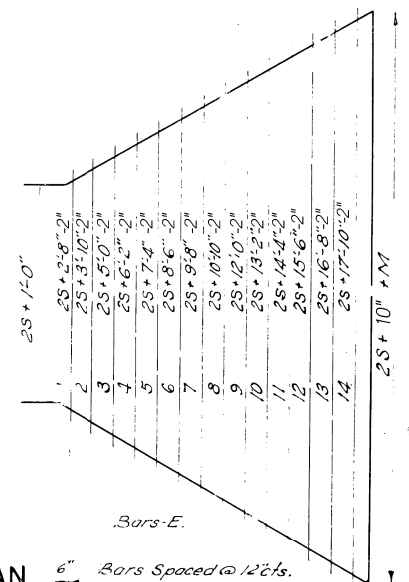
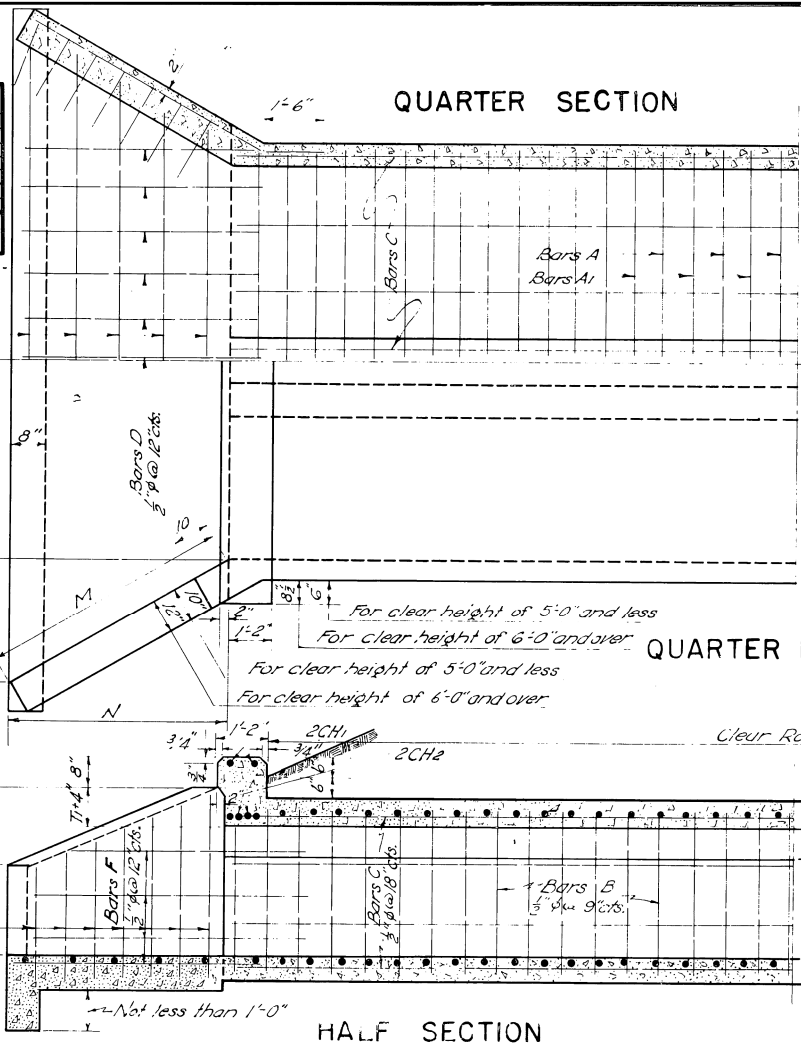
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	BM	<b>RCB BARREL DETAIL STR 14</b>
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY	OKLAHOMA	

9/27/2023 PW://OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R007-2435607-END SECTION & HEADWALL DETAIL STR 14.DGN

Span	Clear Area	Additional Steel/ft
4	16	0
5	18	5.22
6	24	24.840
8	36	55.671
10	48	50.982

Use above in Interstate System  
 Revisions for H-20-56-53 & PPM 20-4 loading  
 Bars E 5/8" @ 12" cts.

Bars G 5/8" @ 9" cts. for clear height of 5'-0" and less, for 7'-0" and over see diagram for spacing.



NO	DESCRIPTION	BY	DATE
1	Revision of Detail	W.S.	10/15/11
2	Rev. Top H-20 S15-53	PHD	5/2/13
3	Change Clear Height	W.S.	12/1/13
4	Note for Flight Wts.	A.D.C.	5/2/15
5	Rev. Rem. 2:1 Slopes	L.G.C.	5-7-15

**NOTE**  
 Reinforcing Steel wts shown on this std are for estimated purposes only. Final pay wts for reinforcing steel will be calculated using the approved AASHTO or CEST wts for reinforcing steel.

**END SECTION AND HEADWALL DETAILS STR 14**

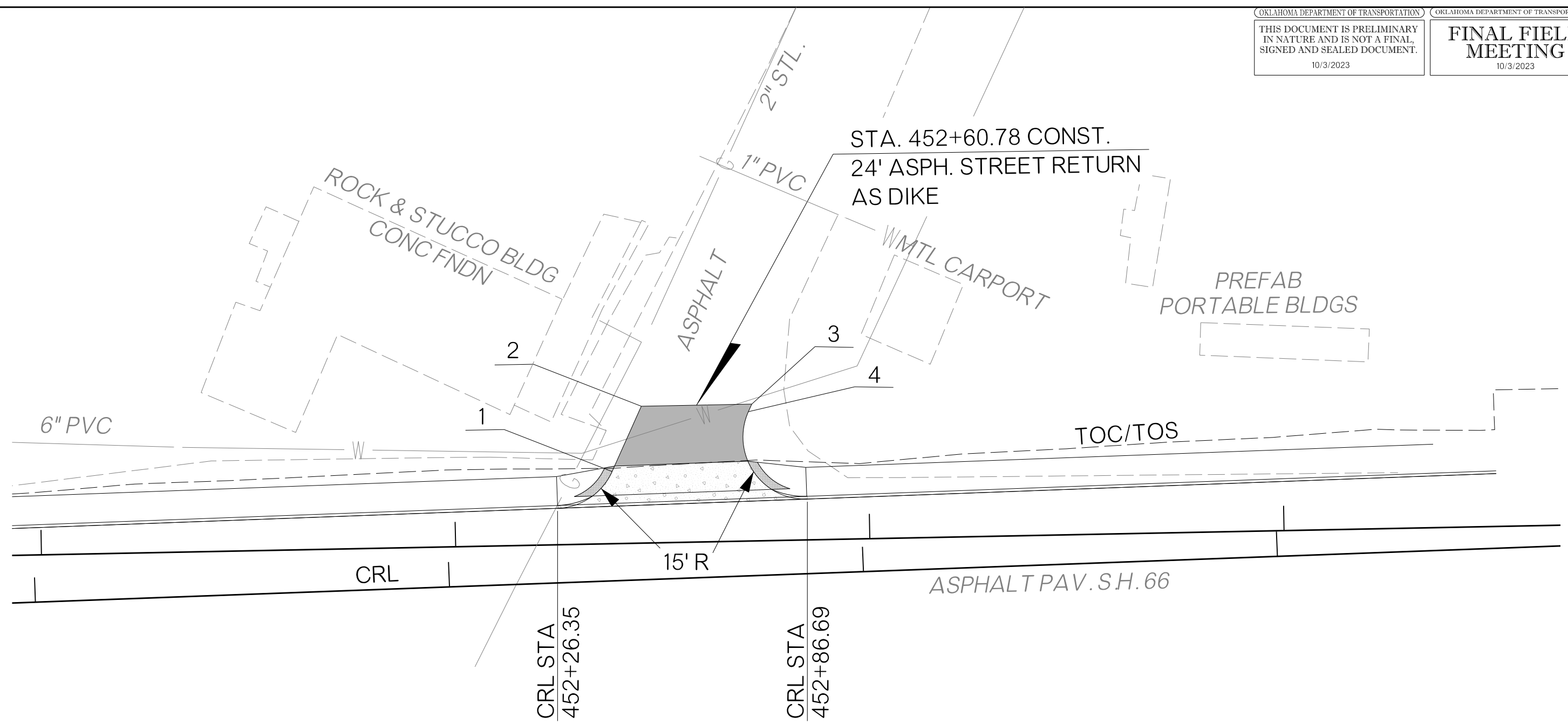
Design No.	Clear Span Ft.	Clear Area Sq. Ft.	Dimensions				Reinforcing Steel					Quantities		Conc. in Two Curbs cu yds.	Conc. in one Curbs Per Ft. of depth		
			H	K	M	N	Bars D	Bars E	Bars F	Bars G	Bars G1	Steel	C.I. Conc.				
1	2'-0"	16	2'-11"	1'-5"	4'-3"	3'-8"	11	4'-2"	4	4	6'-5"	10	108	1.94	0.89	0.383	
2	2'-6"	20	3'-5"	1'-7"	5'-0"	4'-1"	11	4'-8"	4	2	6'-3"	12	124	2.43	0.89	0.382	
3	3'-0"	24	3'-11"	1'-9"	5'-8"	4'-10"	11	5'-3"	5	2	6'-3"	14	162	2.97	0.89	0.320	
4	4'-0"	32	4'-11"	2'-1"	7'-2"	5'-2"	11	6'-3"	6	4	Var.	18	222	4.09	0.91	0.235	
5	2'-0"	20	2'-11"	1'-5"	4'-3"	3'-8"	11	4'-2"	4	4	Var.	18	125	2.20	1.05	0.471	
6	2'-6"	25	3'-5"	1'-7"	5'-0"	4'-1"	11	4'-8"	4	2	6'-3"	14	142	2.73	1.05	0.131	
7	3'-0"	30	3'-11"	1'-9"	5'-8"	4'-10"	11	5'-3"	5	2	6'-3"	16	183	3.31	1.05	0.152	
8	4'-0"	40	4'-11"	2'-1"	7'-2"	5'-2"	11	6'-3"	6	4	Var.	18	240	4.50	1.07	0.187	
9	5'-0"	50	5'-11"	2'-3"	8'-6"	5'-6"	11	7'-7"	7	4	Var.	22	327	5.93	1.10	0.224	
10	7'-0"	70	7'-11"	3'-3"	11'-8"	10'-4"	11	10'-10"	10	8	Var.	30	624	12.24	1.13	0.602	
11	2'-0"	24	3'-0"	1'-6"	4'-3"	3'-10"	11	4'-3"	4	2	6'-3"	12	138	2.43	1.22	0.236	
12	2'-6"	30	3'-6"	1'-8"	5'-0"	4'-5"	11	4'-3"	4	2	6'-3"	14	162	3.06	1.22	0.284	
13	3'-0"	36	4'-0"	1'-10"	5'-11"	5'-1"	11	5'-7"	5	2	6'-3"	16	189	3.64	1.25	0.303	
14	4'-0"	48	5'-0"	2'-2"	7'-5"	6'-5"	11	6'-10"	6	4	Var.	18	366	5.00	1.25	0.540	
15	5'-0"	60	6'-0"	2'-7"	8'-10"	7'-7"	11	8'-1"	8	4	Var.	24	360	6.46	1.27	0.575	
16	6'-0"	72	7'-0"	3'-1"	10'-4"	8'-11"	11	9'-5"	9	6	Var.	28	447	8.93	1.30	0.619	
17	2'-6"	40	3'-8"	1'-8"	5'-1"	4'-7"	11	5'-7"	5	3	6'-3"	14	310	3.68	1.37	0.387	
18	3'-0"	48	4'-2"	1'-11"	6'-1"	5'-3"	11	6'-3"	6	2	6'-3"	16	331	4.38	1.37	0.605	
19	4'-0"	64	5'-2"	2'-3"	7'-7"	6'-6"	11	7'-0"	7	4	Var.	20	325	5.90	1.37	0.642	
20	5'-0"	80	6'-2"	2'-7"	9'-0"	7'-8"	11	8'-3"	8	6	Var.	24	409	7.51	1.59	0.677	
21	6'-0"	96	7'-2"	3'-0"	10'-6"	9'-1"	11	9'-6"	9	8	Var.	28	502	10.17	1.62	0.722	
22	7'-0"	112	8'-2"	3'-4"	12'-0"	10'-4"	11	10'-10"	10	8	Var.	32	30	6'-8"	13.45	1.62	0.759
23	8'-0"	128	9'-2"	3'-8"	13'-5"	11'-7"	11	12'-1"	12	10	Var.	36	34	7'-3"	14.82	1.63	0.794
24	2'-6"	50	3'-0"	1'-9"	5'-6"	4'-8"	11	5'-2"	5	2	6'-3"	14	340	4.38	1.90	0.690	
25	3'-0"	60	4'-3"	1'-11"	6'-3"	5'-3"	11	5'-10"	5	2	6'-3"	16	364	5.13	1.90	0.708	
26	4'-0"	80	5'-3"	2'-3"	7'-8"	6'-7"	11	7'-1"	7	4	Var.	20	365	6.74	1.90	0.743	
27	5'-0"	100	6'-3"	2'-8"	9'-2"	7'-11"	11	8'-4"	8	6	Var.	24	455	8.59	1.93	0.780	
28	6'-0"	120	7'-3"	3'-0"	10'-7"	8'-2"	11	9'-7"	9	8	Var.	28	556	11.32	1.96	0.823	
29	7'-0"	140	8'-3"	3'-4"	12'-1"	10'-3"	11	10'-11"	11	8	Var.	32	30	6'-8"	13.74	1.96	0.860
30	8'-0"	160	9'-3"	3'-8"	13'-5"	11'-9"	11	12'-1"	12	10	Var.	36	34	7'-4"	15.37	1.97	0.897
31	9'-0"	180	10'-3"	4'-1"	15'-0"	13'-0"	11	14'-1"	14	10	Var.	40	38	7'-11"	17.07	1.98	0.932
32	10'-0"	200	11'-3"	4'-6"	16'-6"	14'-3"	11	15'-1"	14	12	Var.	44	42	8'-7"	18.74	1.38	0.969
33	7'-0"	56	5'-2"	2'-3"	7'-7"	6'-6"	11	7'-0"	7	4	Var.	20	306	5.54	1.41	0.593	

\* Note: The weight of the CH1 & CH2 Bars is included in the weight of the Total Quantities for 30 and 36 Rd.

**END SECTION AND HEADWALL DETAILS STR 14**

**END SECTION AND HEADWALL DETAILS STR 14**

DESIGN	DRAWN	CHECKED	APPROVED	SQUAD
	BM			WILLIAMS

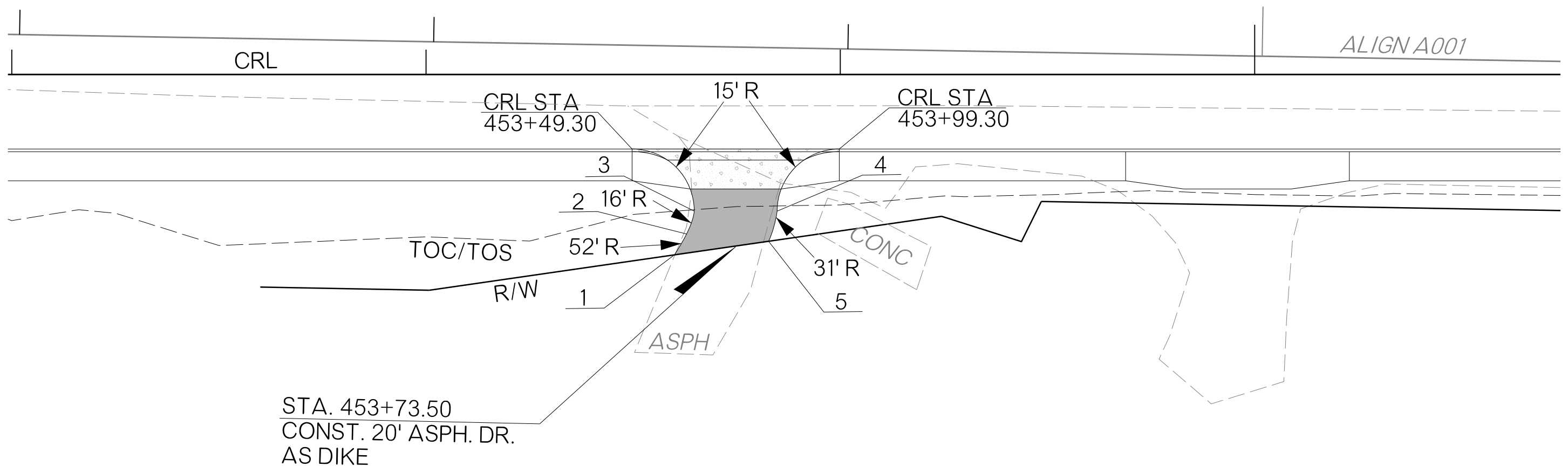


POINT	☉ SURVEY STATION	DESCRIPTION	OFFSET
1	452+39.81	BACK OF RETURN	26.37'
2	452+47.44	BACK OF DRIVE	41.88'
3	452+74.12	BACK OF DRIVE	41.42'
4	452+73.24	BACK OF RETURN	39.63'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY OKLAHOMA HIGHWAY SH-66 STATE JOB NO 24356(07) SHEET NO R008		DRIVEWAY DETAIL SHEET 452+60.78 LT

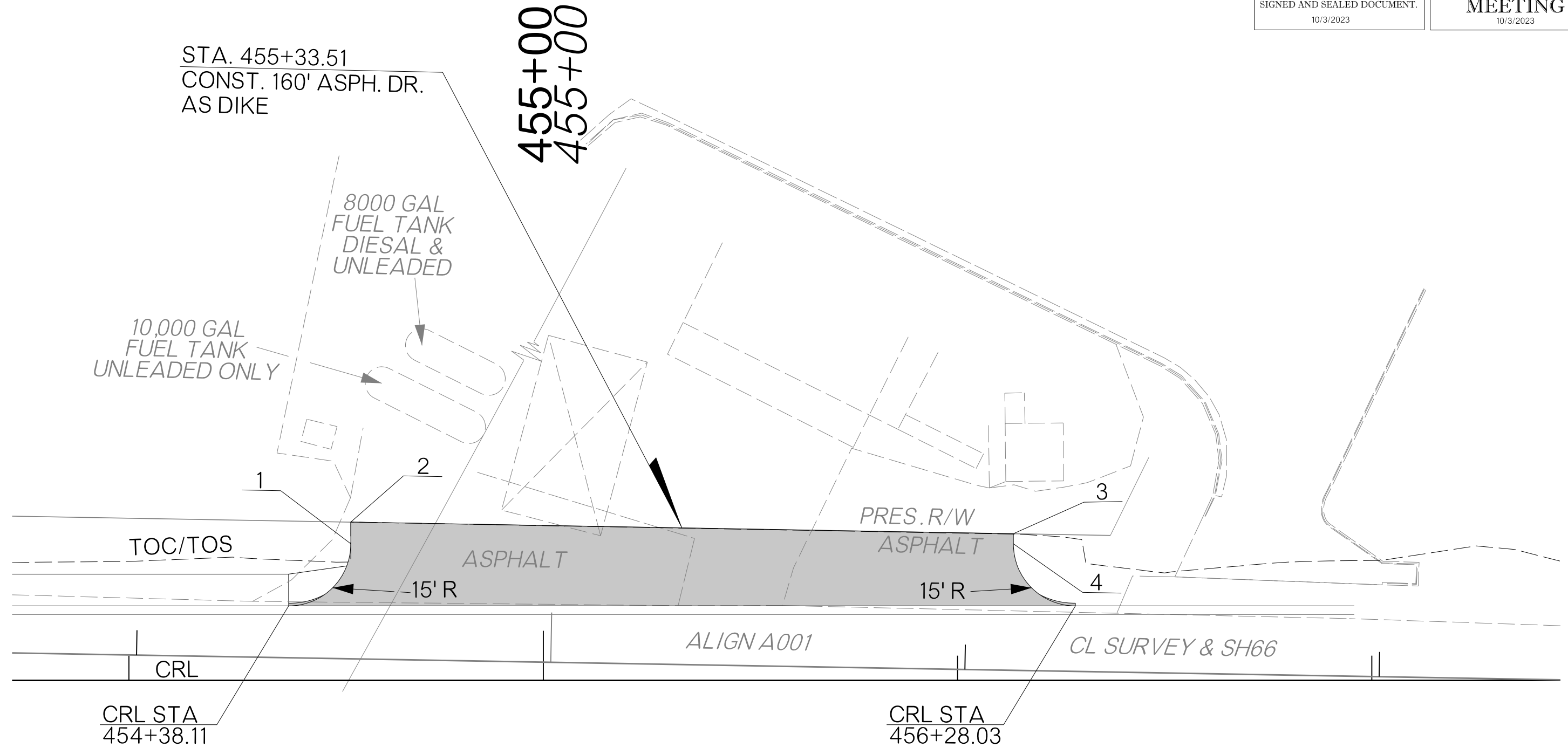
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 10/3/2023

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POINT	☉ SURVEY STATION	DESCRIPTION	OFFSET
1	453+59.48	BACK OF DRIVE	43.57'
2	453+62.43	CHANGE IN RADII	38.52'
3	453+64.30	BACK OF RETURN	33.00'
4	453+84.30	BACK OF RETURN	33.00'
5	453+82.24	BACK OF DRIVE	40.29'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY OKLAHOMA HIGHWAY SH-66 STATE JOB NO 24356(07) SHEET NO R009		DRIVEWAY DETAIL SHEET 453+73.50 RT



STA. 455+33.51  
 CONST. 160' ASPH. DR.  
 AS DIKE

455+00  
 455+00

8000 GAL  
 FUEL TANK  
 DIESEL &  
 UNLEADED

10,000 GAL  
 FUEL TANK  
 UNLEADED ONLY

TOC/TOS

ASPHALT

PRES. R/W  
 ASPHALT

15' R

15' R

ALIGN A001

CL SURVEY & SH66

CRL

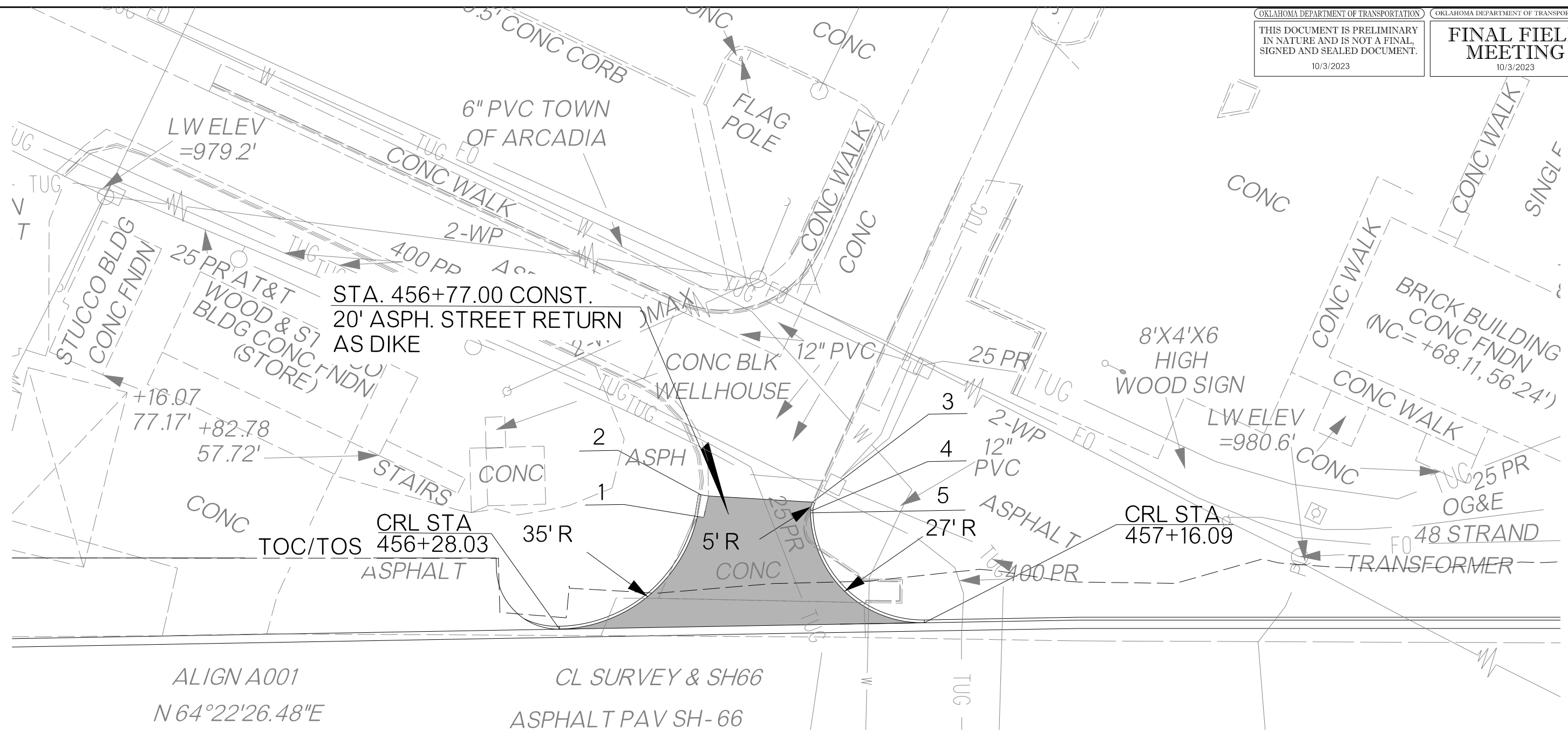
CRL STA  
 454+38.11

CRL STA  
 456+28.03

POINT	☉ SURVEY STATION	DESCRIPTION	OFFSET
1	454+53.11	BACK OF RETURN	33.00'
2	454+53.11	BACK OF DRIVE	38.24'
3	456+13.03	BACK OF DRIVE	35.45'
4	456+13.03	BACK OF RETURN	33.00'

PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/ROADWAY/PLAN SHEETS/SHEETS/R010-2435607-DRIVEWAY DETAIL SHEET 455+33.51 LT.DGN  
 10/3/2023

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION <b>DRIVEWAY DETAIL SHEET</b> 455+33.51 LT
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY		OKLAHOMA
HIGHWAY		SH-66
STATE JOB NO.		24356(07)
SHEET NO.		R010



ALIGN A001  
 N 64°22'26.48"E

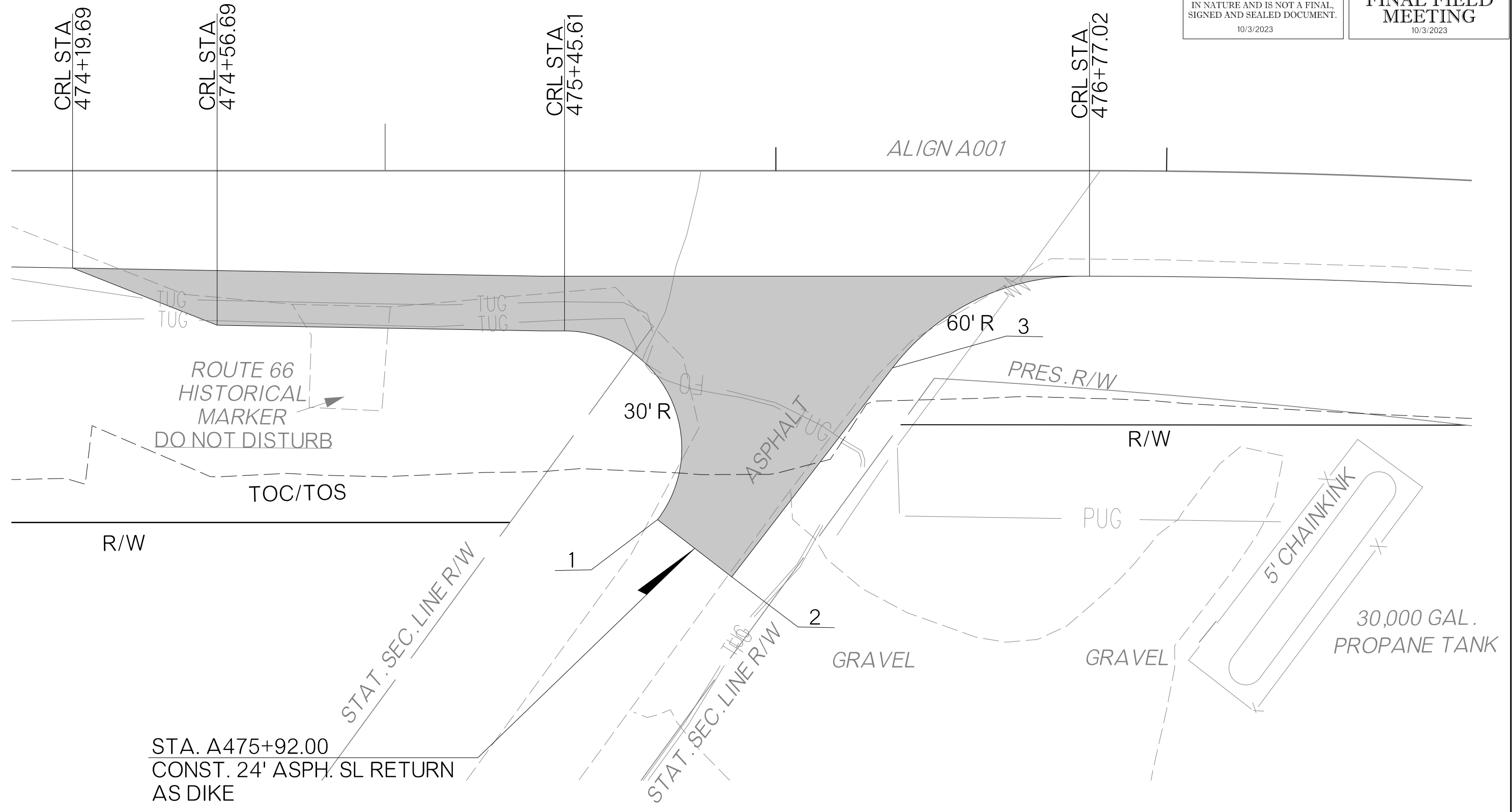
CL SURVEY & SH66  
 ASPHALT PAV SH-66

POINT	Q SURVEY STATION	DESCRIPTION	OFFSET
1	456+59.69	BACK OF RETURN	42.95'
2	456+60.58	BACK OF DRIVE	48.19'
3	456+87.43	BACK OF DRIVE	46.43'
4	456+86.98	BEGIN 5' RADIUS	44.26'
5	456+86.98	BACK OF RETURN	43.88'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION  <b>DRIVEWAY DETAIL SHEET</b> 456+77.00 LT
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY	OKLAHOMA	HIGHWAY SH-66 STATE JOB NO. 24356(07) SHEET NO. R011

PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R011-2435607-DRIVEWAY DETAIL SHEET 456+77.00 LT.DGN  
 10/3/2023

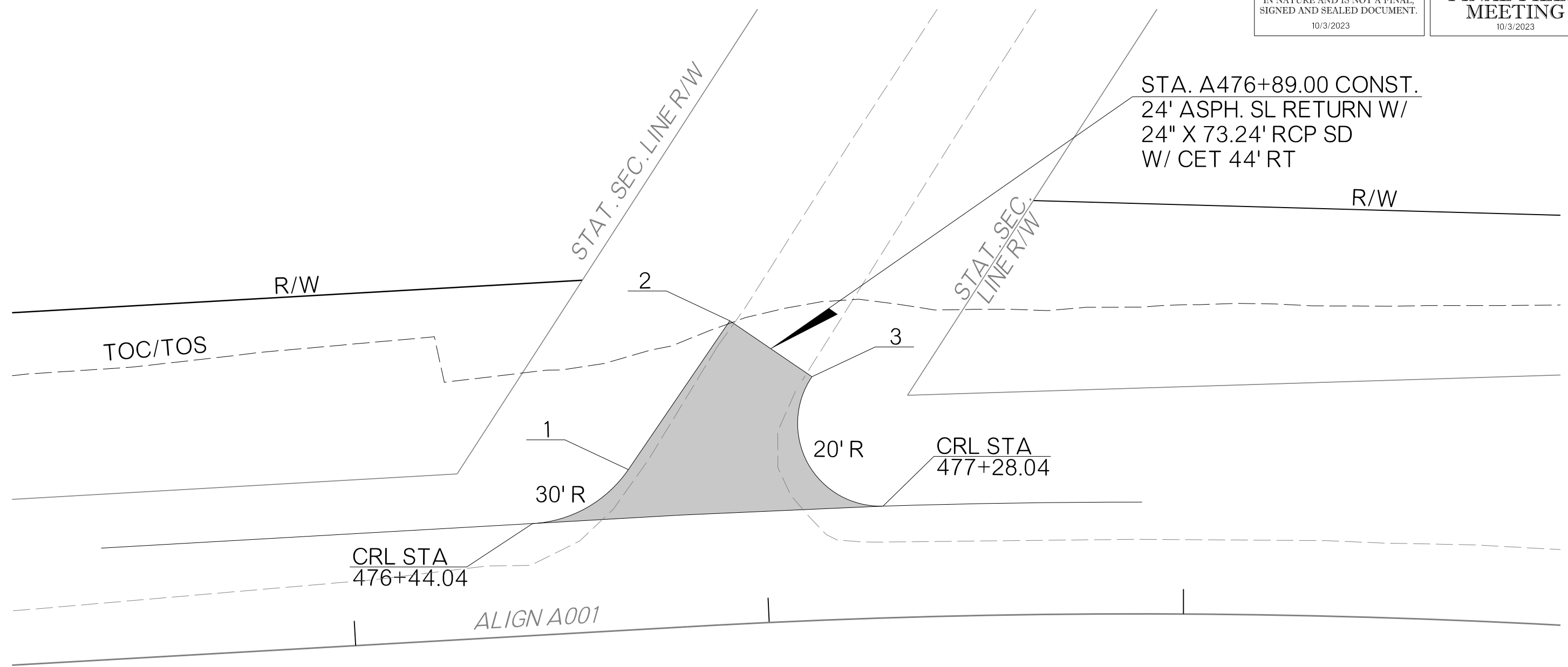
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POINT	☉ SURVEY STATION	DESCRIPTION	OFFSET
1	A 475+69.39	BACK OF RETURN/DRIVE	89.29'
2	A 475+88.41	BACK OF DRIVE	103.92'
3	A 476+29.55	BACK OF RETURN	50.43'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY OKLAHOMA HIGHWAY SH-66 STATE JOB NO 24356(07) SHEET NO R012		DRIVEWAY DETAIL SHEET A475+92.00 RT





POINT	☉ SURVEY STATION	DESCRIPTION	OFFSET
1	A 476+67.82	BACK OF RETURN	38.71'
2	A 476+93.81	BACK OF DRIVE	73.25'
3	A 477+12.37	BACK OF RETURN/DRIVE	58.86'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY OKLAHOMA HIGHWAY SH-66 STATE JOB NO 24356(07) SHEET NO R013		DRIVEWAY DETAIL SHEET A476+89.00 LT

10/3/2023 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R013-2435607-DRIVEWAY DETAIL SHEET A476+89.00 LT.DGN

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

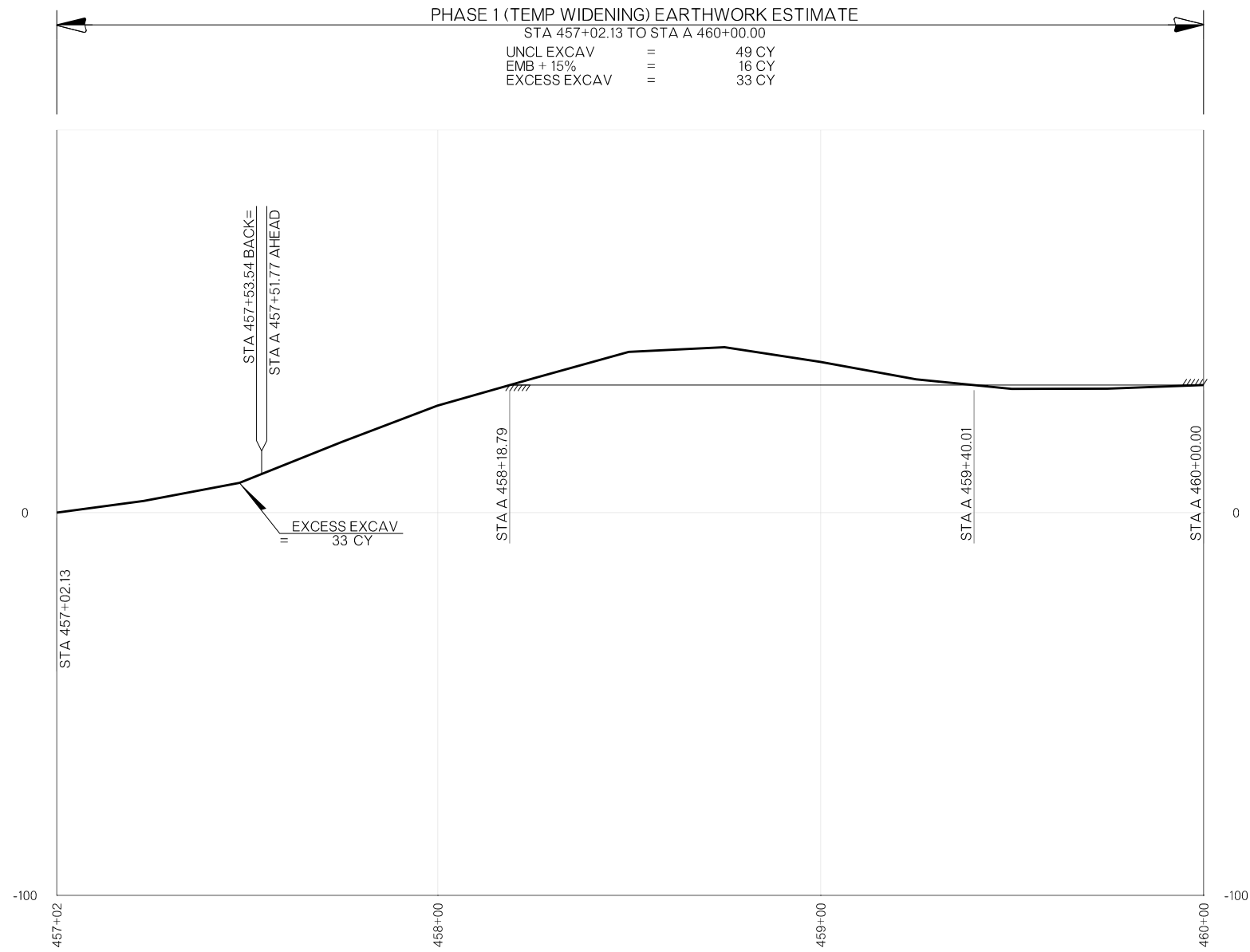
10/3/2023

**FINAL FIELD  
MEETING**

10/3/2023

PHASE 1 (TEMP WIDENING) EARTHWORK ESTIMATE

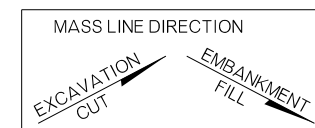
STA 457+02.13 TO STA A 460+00.00			
UNCL EXCAV	=		49 CY
EMB + 15%	=		16 CY
EXCESS EXCAV	=		33 CY



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10/3/2023

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.



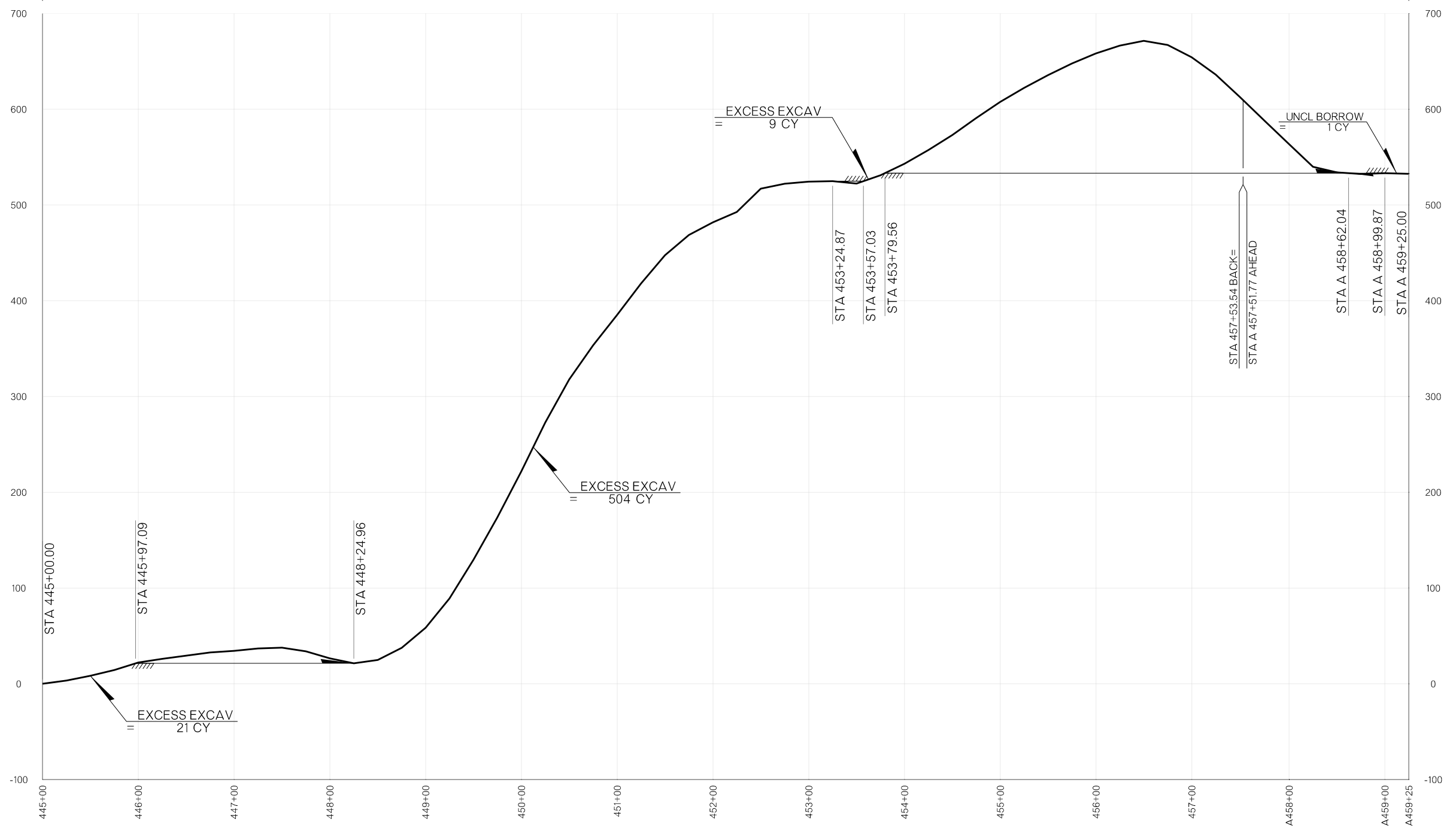
DESIGN	
DRAWN	DW
CHECKED	
APPROVED	
SQUAD	WILLIAMS

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

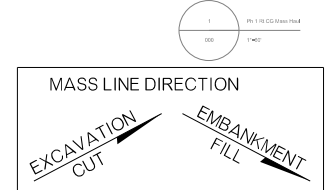
**MASS DIAGRAM**

**PHASE 2 (MAINLINE-RT CURB & GUTTER) EARTHWORK ESTIMATE**

STA 445+00.00 TO STA A 459+25.00  
 UNCL EXCAV = 974 CY  
 EMB + 15% = 441 CY  
 EXCESS EXCAV = 533 CY



MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.



DESIGN	
DRAWN	DW
CHECKED	
APPROVED	
SQUAD	WILLIAMS

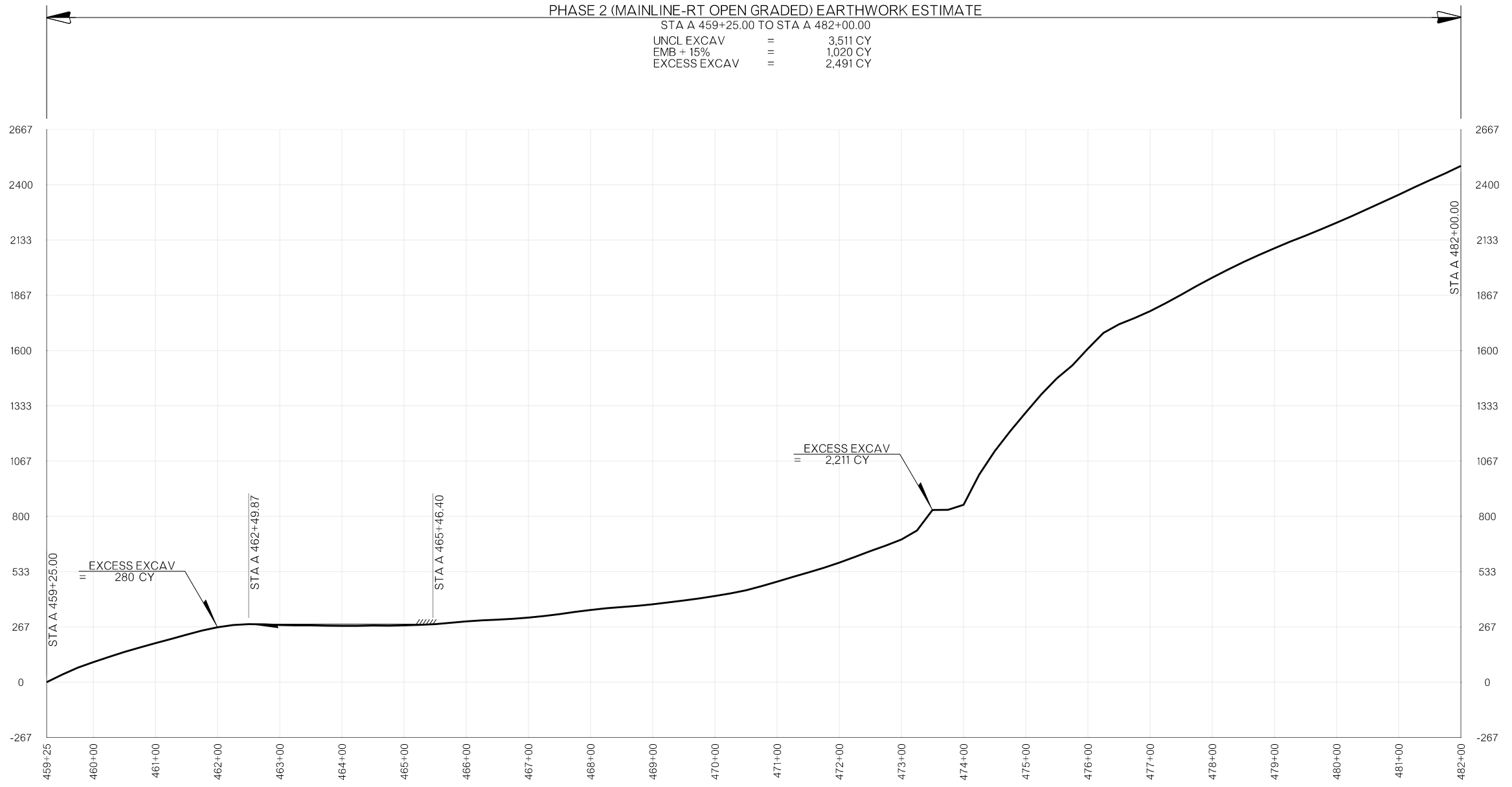
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION

**MASS DIAGRAM**

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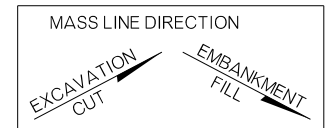
PHASE 2 (MAINLINE-RT OPEN GRADED) EARTHWORK ESTIMATE

STA A 459+25.00 TO STA A 482+00.00  
 UNCL EXCAV = 3,511 CY  
 EMB + 15% = 1,020 CY  
 EXCESS EXCAV = 2,491 CY



10/3/2023 pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R016-2435607-Mass Haul - Phase 2 Rt Open Graded.dgn

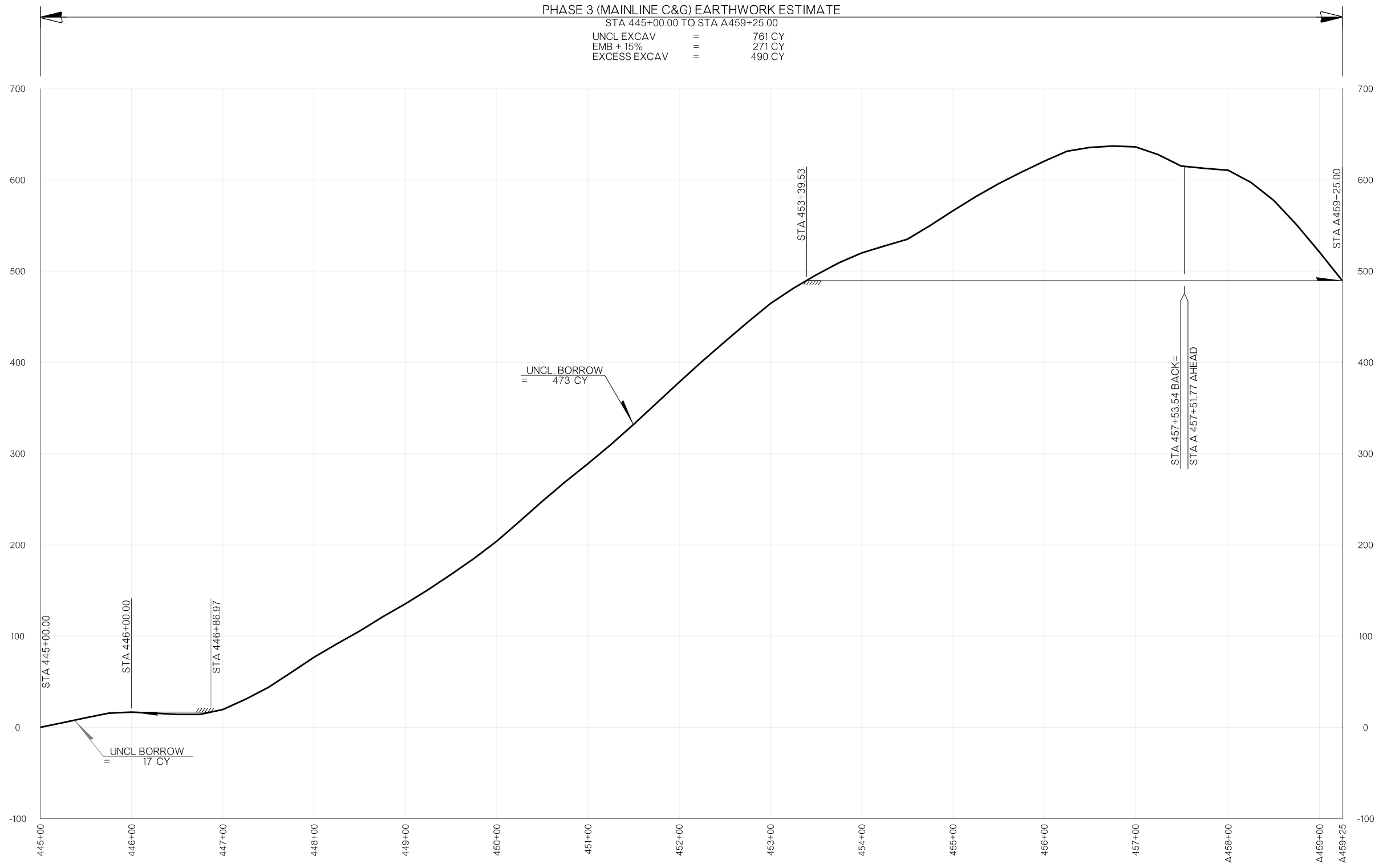
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	DW		<b>MASS DIAGRAM</b>				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R016

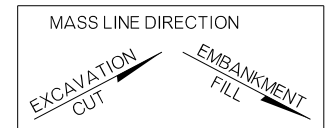
**PHASE 3 (MAINLINE C&G) EARTHWORK ESTIMATE**  
 STA 445+00.00 TO STA A459+25.00

UNCL EXCAV	=	761 CY
EMB + 15%	=	271 CY
EXCESS EXCAV	=	490 CY



10/3/2023 pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R017-2435607-Mass Haul - Phase 3 Lt. Curb & Gutter

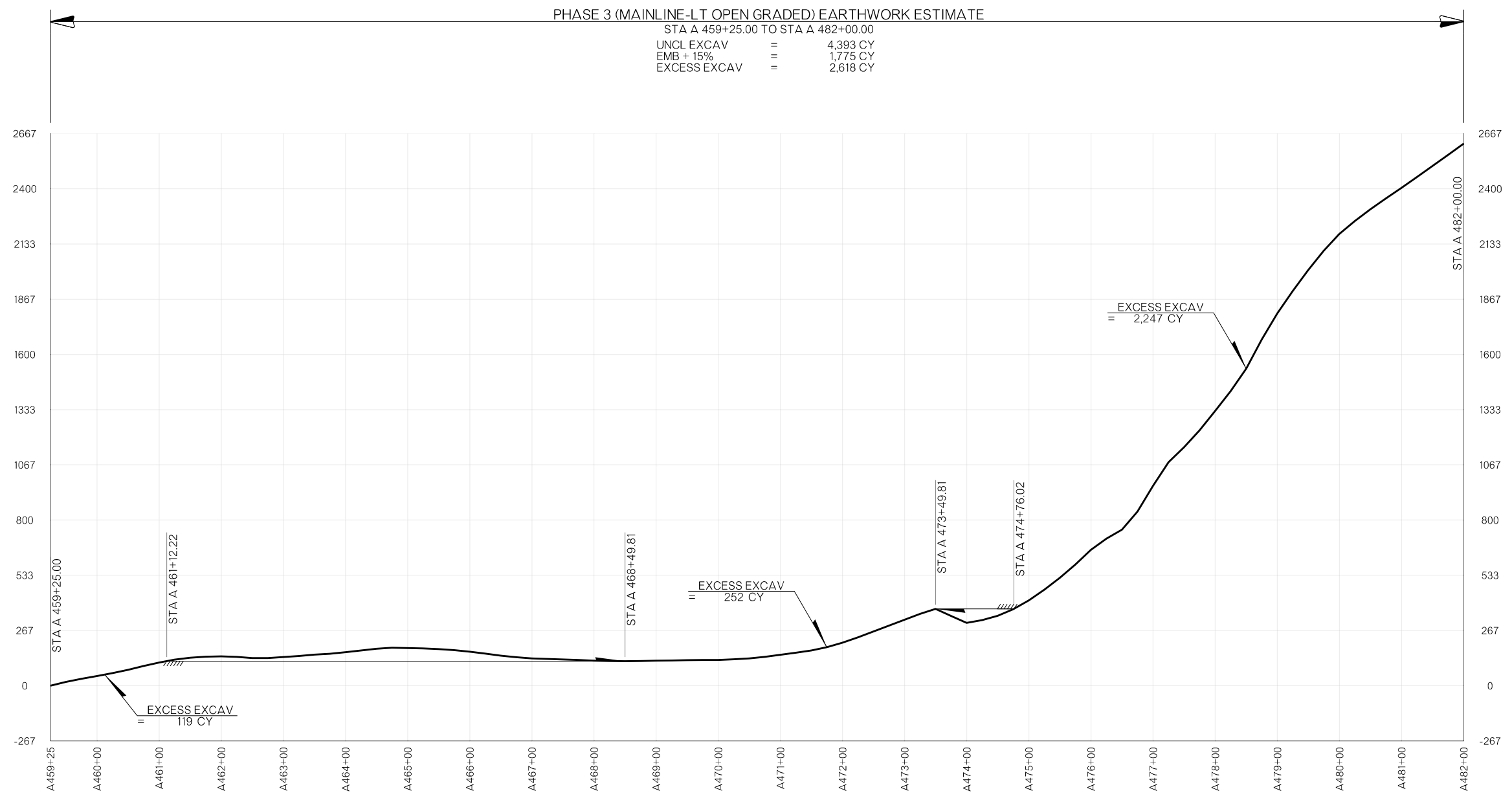
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.



DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION						
DRAWN				<b>MASS DIAGRAM</b>						
CHECKED										
APPROVED										
SQUAD										
COUNTY				OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R017

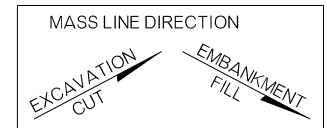
PHASE 3 (MAINLINE-LT OPEN GRADED) EARTHWORK ESTIMATE

STA A 459+25.00 TO STA A 482+00.00  
 UNCL EXCAV = 4,393 CY  
 EMB + 15% = 1,775 CY  
 EXCESS EXCAV = 2,618 CY



10/3/2023 p:\oktransportation-pw-bentley.com\oktransportation-pw-01\Documents\Projects\Division 4\JP24356-07\Roadway\Plan Sheets\Sheets\R018-2435607-Mass Haul - Phase 3 Lt Open Graded

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	DW		<b>MASS DIAGRAM</b>				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO	24356(07)	SHEET NO	R018

**PH 1 TEMP WIDEN LT EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
457+02.130	0.0000	0.0000
457+24.873	3.0715	0.0000
457+49.873	4.7248	0.0097
A 457+74.873	10.647	0.0010
A 457+99.873	9.4975	0.0000
A 458+24.873	7.1644	0.0284
A 458+49.873	6.9424	0.0070
A 458+74.873	2.6398	1.4462
A 458+99.873	1.2431	5.0628
A 459+24.873	0.8116	5.3339
A 459+49.873	0.8808	3.3940
A 459+74.873	0.8862	0.8536
A 459+99.873	0.9803	0.0267
A 460+00.000	0.0055	0.0000
	49.4949	16.1631

**PH 2 RT CURB & GUTTER EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
445+00.000	10.2097	6.7679
445+25.000	10.7213	5.8056
445+50.000	10.9525	4.9015
445+75.000	10.7573	2.8760
446+00.000	9.6027	5.7731
446+25.000	9.1140	5.8277
446+50.000	9.2314	5.9619
446+75.000	9.7145	8.0158
447+00.000	11.3765	8.7782
447+25.000	12.4904	11.6492
447+49.999	11.3365	15.2724
447+74.994	9.8282	17.2096
447+99.982	10.0770	15.2003
448+24.960	15.2279	11.6296
448+49.957	20.2927	7.7161
448+74.954	24.8606	3.7876
448+99.946	31.3653	0.9045
449+24.927	40.4252	0.0005
449+49.912	44.2337	0.0000
449+74.902	48.0265	0.0065
449+99.893	51.0051	0.0000
450+24.883	45.1195	0.0000
450+49.873	35.7029	0.0333
450+74.873	31.6106	0.0406
450+99.873	32.8918	0.0745
451+24.873	30.1775	0.5477
451+49.873	22.9590	1.8319
451+74.873	16.6872	3.4917
451+99.873	17.1288	6.2395
452+24.873	27.8847	3.6855
452+49.873	18.9488	13.7782
452+74.873	16.8741	14.5961
452+99.873	12.7485	12.3378
453+24.873	8.5427	11.0333
453+49.873	15.2165	6.5135
453+74.873	16.5274	4.5421
453+99.873	17.1218	2.7471
454+24.873	17.5986	1.9350
454+49.873	18.6745	1.0986
454+74.873	18.3114	1.4276
454+99.873	16.9261	2.1356
455+24.873	15.6236	2.2902
455+49.873	14.6330	2.5467
455+74.873	13.4541	2.9692
455+99.873	12.0831	3.8847
456+24.873	10.6315	5.6946
456+49.873	7.1197	11.4493
456+74.873	4.8642	17.6913
456+99.873	4.1784	22.1174
457+24.873	3.5051	26.7276
457+49.873	3.7966	29.3893
A 457+74.873	4.0287	28.0068
A 457+99.873	3.5168	27.0458
A 458+24.873	4.9056	10.7284
A 458+49.873	6.3010	8.0030
A 458+74.873	8.1890	7.3151
A 458+99.873	8.2571	9.0833
A 459+24.873	0.0354	0.0680
A 459+25.000		
	973.6243	441.1837

**PH 2 RT OPEN GRADED EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 459+25.000	0.0000	0.0000
A 459+49.873	40.8144	3.9673
A 459+74.873	37.7245	4.8109
A 459+99.873	33.7845	6.9329
A 460+24.873	33.1823	8.1092
A 460+49.873	33.0211	9.2139
A 460+74.873	32.5615	10.3965
A 460+99.873	31.7143	11.2751
A 461+24.873	31.3660	10.8874
A 461+49.873	30.9108	10.0586
A 461+74.873	29.6091	9.7260
A 461+99.873	27.1621	11.2570
A 462+24.873	25.6911	15.1049
A 462+49.873	24.0984	19.9227
A 462+74.873	24.4593	25.6149
A 462+99.870	24.8130	27.7755
A 463+24.861	25.6985	27.0470
A 463+49.844	26.2152	26.7506
A 463+74.835	26.8032	27.8325
A 463+99.827	26.8831	28.4960
A 464+24.819	28.9602	28.3554
A 464+49.811	29.5173	28.1956
A 464+74.805	27.4298	27.9022
A 464+99.805	26.3351	25.2256
A 465+24.805	26.2711	23.2261
A 465+49.805	25.0285	21.5138
A 465+74.805	25.6205	19.2548
A 465+99.805	26.0431	19.5393
A 466+24.805	25.3464	20.3228
A 466+49.805	24.2385	20.7309
A 466+74.805	24.0068	19.8786
A 466+99.805	23.8671	17.8973
A 467+24.805	22.9692	15.4001
A 467+49.805	22.5054	13.2935
A 467+74.805	22.9726	12.8099
A 467+99.805	23.2725	13.5467
A 468+24.805	23.4400	15.0863
A 468+49.805	22.8579	16.8819
A 468+74.805	22.9800	17.2542
A 468+99.805	24.3120	16.9429
A 469+24.805	25.0223	16.3813
A 469+49.805	25.1218	15.7094
A 469+74.805	25.7847	15.5169
A 469+99.805	27.1094	15.5041
A 470+24.805	28.2855	15.4589
A 470+49.805	29.1677	14.2739
A 470+74.805	31.0877	11.5970
A 470+99.805	32.1735	10.4454
A 471+24.805	32.7587	10.0791
A 471+49.805	31.8180	10.1228
A 471+74.805	33.2138	10.4329
A 471+99.805	35.2617	10.2751
A 472+24.805	36.5753	9.6355
A 472+49.805	37.1829	8.9538
A 472+74.805	36.0828	9.2386
A 472+99.805	39.0417	9.4278
A 473+24.805	53.2039	10.0046
A 473+49.805	112.4734	13.7657
A 473+74.805	67.1383	66.0096
A 473+99.805	67.9775	43.5154
A 474+24.805	144.3566	0.01670
A 474+49.805	113.7324	0.0058
A 474+74.805	96.8450	0.0360
A 474+99.805	89.8964	0.0426
A 475+24.805	87.0970	0.0134
A 475+49.805	77.7890	0.0028
A 475+74.805	63.2117	0.7643
A 475+99.805	80.8634	0.0007
A 476+24.805	75.5990	0.0148
A 476+49.805	41.7778	0.0070
A 476+74.805	30.2573	0.1561
A 476+99.805	33.9267	0.0723
A 477+24.804	38.3721	0.0000
A 477+49.801	40.5042	0.0018
A 477+74.796	42.3032	0.0333
(SUB-TOTAL 1)	2,927.4988	1,015.9522

**PH 2 RT OPEN GRADED EAV REPORT (CONT')**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 477+99.792	40.2027	0.0620
A 478+24.789	38.5792	0.1323
A 478+49.786	36.7118	0.1830
A 478+74.783	34.6472	0.1423
A 478+99.780	32.6141	0.1133
A 479+24.777	31.0952	0.0518
A 479+49.774	29.8172	0.0214
A 479+74.772	30.8490	0.0000
A 479+99.769	31.1384	0.0005
A 480+24.766	32.4119	0.0000
A 480+49.763	34.0986	0.0241
A 480+74.760	34.6742	0.2475
A 480+99.757	34.8464	0.2126
A 481+24.754	35.3860	0.1605
A 481+49.752	34.6298	0.4336
A 481+74.749	35.3050	1.3763
A 481+99.746	36.3826	1.0133
A 482+00.000	0.3696	0.0064
(SUB-TOTAL 2)	583.7589	4.1809
(SUB-TOTAL 1)	2,927.4988	1,015.9522
TOTAL	3,511.2577	1,020.1331

10/3/2023 pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R019-2435607-End Area Volume Reports - Ph 1 & 2

**PH 3 LT CURB & GUTTER EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
445+00.000	0.0000	0.0000
445+25.000	11.8672	6.5910
445+50.000	11.8384	6.5724
445+75.000	10.6202	5.6159
446+00.000	7.9376	6.7602
446+25.000	7.1408	8.3497
446+50.000	6.4730	7.7094
446+75.000	6.9524	7.0540
447+00.000	10.5317	5.2115
447+25.000	14.0239	2.6603
447+49.999	17.0754	3.9716
447+74.994	18.7111	2.4891
447+99.982	17.3055	0.5348
448+24.960	15.3339	0.7571
448+49.957	14.3774	0.3460
448+74.954	15.6400	0.1739
448+99.946	15.0754	0.6423
449+24.927	15.7612	0.2670
449+49.912	16.5562	0.0015
449+74.902	17.3616	0.0422
449+99.893	19.1164	0.0024
450+24.883	21.6782	0.0000
450+49.873	22.0845	0.0218
450+74.873	21.1924	0.0142
450+99.873	20.0215	0.0141
451+24.873	20.8412	0.0023
451+49.873	22.2496	0.0086
451+74.873	23.1117	0.0017
451+99.873	23.2069	0.0536
452+24.873	22.6812	0.0042
452+49.873	21.6617	0.0338
452+74.873	21.3847	0.0047
452+99.873	20.5045	0.0017
453+24.873	16.8619	0.2194
453+49.873	14.8725	0.2283
453+74.873	13.6340	0.3226
453+99.873	11.8161	0.9944
454+24.873	10.1703	2.3622
454+49.873	9.6813	2.4129
454+74.873	15.2291	0.2642
454+99.873	16.2617	0.0000
455+24.873	15.3614	0.0018
455+49.873	14.2553	0.0000
455+74.873	12.5999	0.0000
455+99.873	12.0809	0.0002
456+24.873	11.0849	0.1035
456+49.873	7.7851	3.5850
456+74.873	6.5728	5.0554
456+99.873	5.2712	6.1775
457+24.873	1.6800	10.1288
457+49.873	3.3820	15.9554
A 457+74.873	5.8554	8.4680
A 457+99.873	7.6870	9.6858
A 458+24.873	6.4083	19.7421
A 458+49.873	4.6278	24.2811
A 458+74.873	3.2456	29.8701
A 458+99.873	2.2143	32.1974
A 459+24.873	1.9511	33.1648
A 459+25.000	0.0084	0.1510
	<u>760.9157</u>	<u>271.2849</u>

**PH 3 LT OPEN GRADED EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 459+25.000	0.0000	0.0000
A 459+49.873	35.8357	17.3904
A 459+74.873	34.9688	19.9807
A 459+99.873	34.6466	21.4219
A 460+24.873	35.5052	21.4554
A 460+49.873	37.0062	20.9011
A 460+74.873	40.3340	22.1411
A 460+99.873	40.1503	23.5673
A 461+24.873	38.8678	24.9464
A 461+49.873	35.5934	26.3592
A 461+74.873	33.3041	28.0619
A 461+99.873	32.0217	29.8959
A 462+24.873	28.6721	31.6609
A 462+49.873	25.6282	31.5860
A 462+74.873	24.1078	23.6746
A 462+99.870	23.2796	18.7371
A 463+24.861	22.2156	16.5496
A 463+49.844	21.1109	15.1845
A 463+74.835	20.3442	15.5983
A 463+99.827	22.1564	15.2090
A 464+24.819	22.7305	14.4432
A 464+49.811	23.2983	14.7907
A 464+74.805	24.3088	19.2095
A 464+99.805	24.9433	26.6381
A 465+24.805	26.0415	27.8959
A 465+49.805	25.9277	28.8532
A 465+74.805	25.1687	30.2070
A 465+99.805	24.3241	31.8067
A 466+24.805	23.1679	32.8060
A 466+49.805	22.2482	32.1875
A 466+74.805	23.9414	31.3345
A 466+99.805	24.6942	30.5592
A 467+24.805	27.4791	29.8604
A 467+49.805	28.0283	30.0535
A 467+74.805	27.1589	30.4058
A 467+99.805	27.5977	30.2928
A 468+24.805	28.0274	30.1172
A 468+49.805	29.3003	29.8877
A 468+74.805	30.4847	29.4198
A 468+99.805	30.4238	29.4271
A 469+24.805	31.1567	29.7899
A 469+49.805	31.4858	30.0999
A 469+74.805	31.3722	30.5634
A 469+99.805	31.5224	30.9899
A 470+24.805	33.2427	30.6028
A 470+49.805	35.0173	30.5598
A 470+74.805	38.3458	30.6613
A 470+99.805	40.4150	30.9076
A 471+24.805	41.1610	30.9266
A 471+49.805	41.0263	30.1459
A 471+74.805	44.9360	28.7017
A 471+99.805	48.4931	26.8908
A 472+24.805	50.7423	24.8348
A 472+49.805	51.6160	23.3404
A 472+74.805	52.1245	23.9957
A 472+99.805	53.8768	25.3365
A 473+24.805	55.0682	27.2134
A 473+49.805	55.5515	30.7505
A 473+74.805	34.8183	69.1028
A 473+99.805	34.2340	68.1715
A 474+24.805	43.9182	30.2311
A 474+49.805	45.0745	24.5920
A 474+74.805	48.3083	16.3076
A 474+99.805	53.3554	11.0788
(SUB-TOTAL 1)	<u>2,131.9057</u>	<u>1,720.3118</u>

**PH 3 LT OPEN GRADED EAV REPORT**

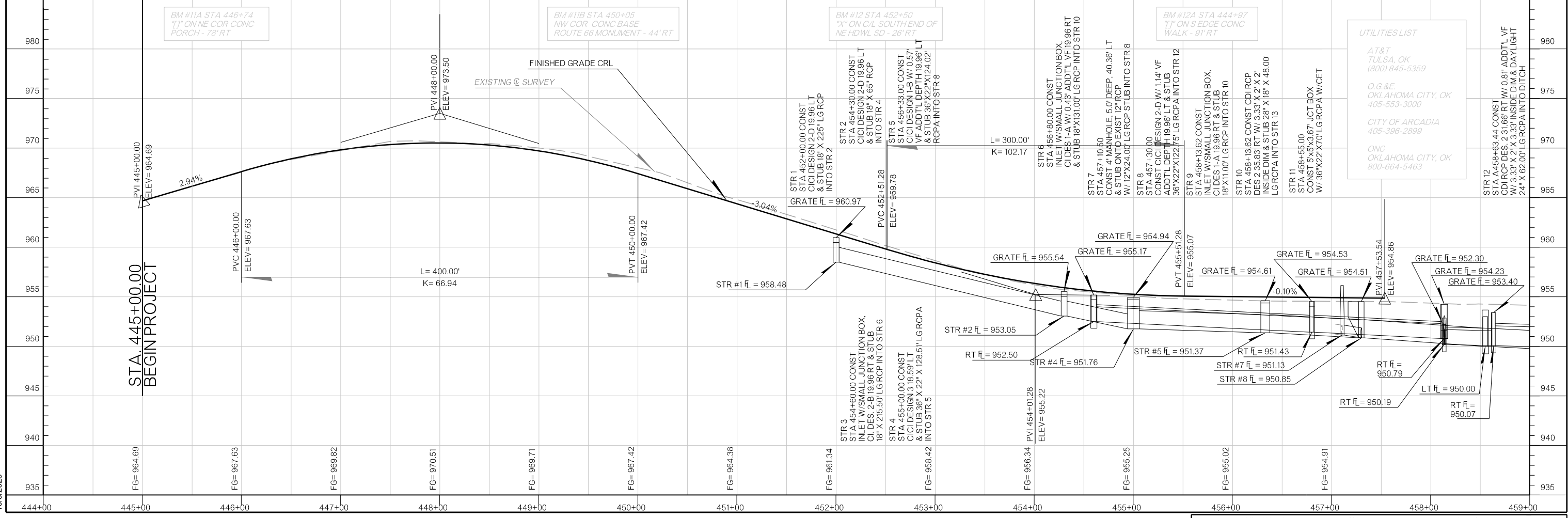
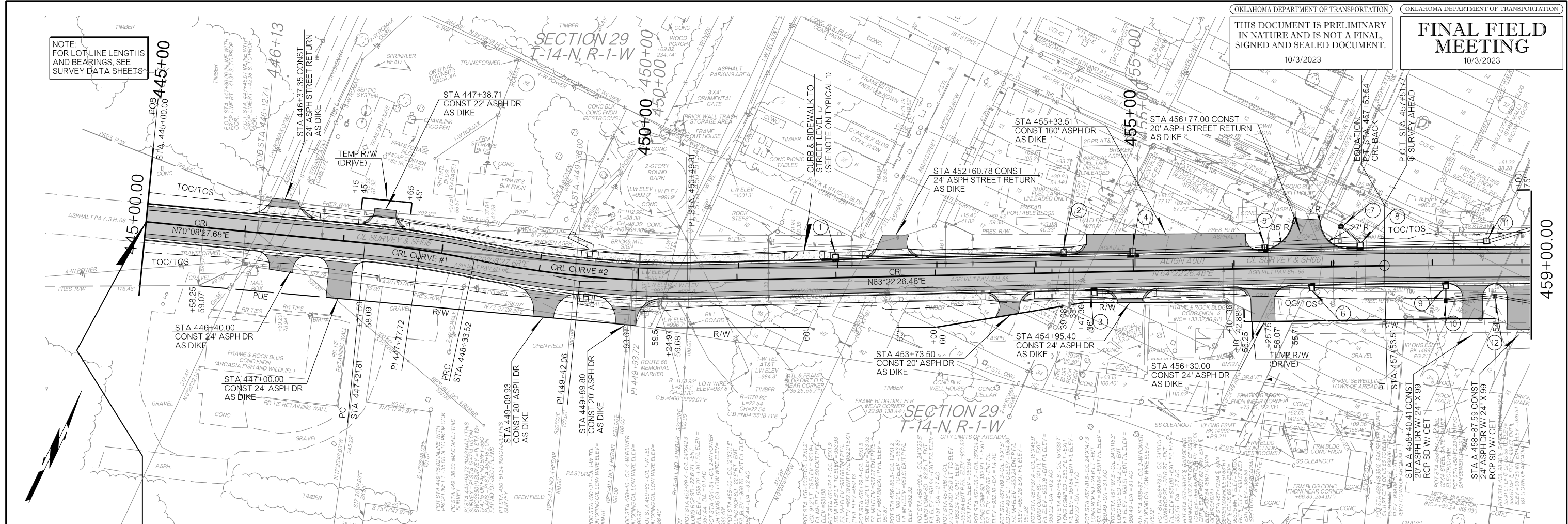
STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 475+24.805	60.2708	8.2712
A 475+49.805	63.7798	6.1633
A 475+74.805	68.0924	4.2160
A 475+99.805	73.6354	2.9414
A 476+24.805	59.4498	4.5843
A 476+49.805	47.5888	4.8179
A 476+74.805	87.5042	0.0551
A 476+99.805	124.0696	0.0047
A 477+24.804	116.2664	1.8941
A 477+49.801	81.1435	8.0385
A 477+74.796	87.5818	6.0366
A 477+99.792	97.0920	4.1637
A 478+24.789	97.8028	2.0733
A 478+49.786	109.1849	0.2650
A 478+74.783	140.6282	0.0009
A 478+99.780	125.6455	0.0118
A 479+24.777	107.7839	0.0536
A 479+49.774	101.8513	0.0000
A 479+74.772	93.1918	0.0000
A 479+99.769	80.7396	0.0000
A 480+24.766	63.4573	0.5571
A 480+49.763	56.5338	0.2174
A 480+74.760	52.8433	0.0304
A 480+99.757	50.9189	0.0087
A 481+24.754	52.5733	0.0003
A 481+49.752	52.9281	0.0058
A 481+74.749	53.2110	0.0000
A 481+99.746	54.3745	0.0002
A 482+00.000	0.6021	0.0000
(SUB-TOTAL 2)	<u>2,260.7448</u>	<u>54.4113</u>
(SUB-TOTAL 1)	<u>2,131.9057</u>	<u>1,720.3118</u>
TOTAL	<u>4,392.6505</u>	<u>1,774.7231</u>

pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/J24356-07/Roadway/Plan Sheets/Sheets/R020-2435607-End Area Volume Reports - Ph 3

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	<b>END AREA VOLUME REPORTS - PHASE 3</b>
CHECKED		
APPROVED		
SQUAD	WILLIAMS	
COUNTY	OKLAHOMA	HIGHWAY SH-66 STATE JOB NO. 24356(07) SHEET NO. R020



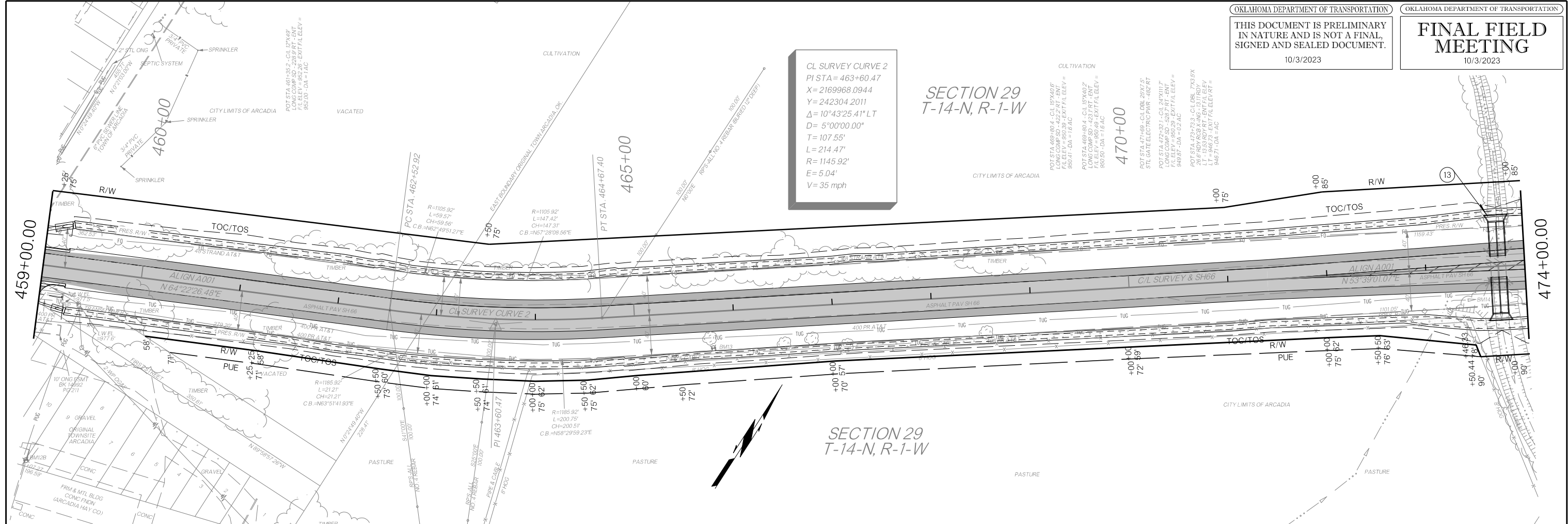
NOTE:  
 FOR LOT LINE LENGTHS  
 AND BEARINGS, SEE  
 SURVEY DATA SHEETS



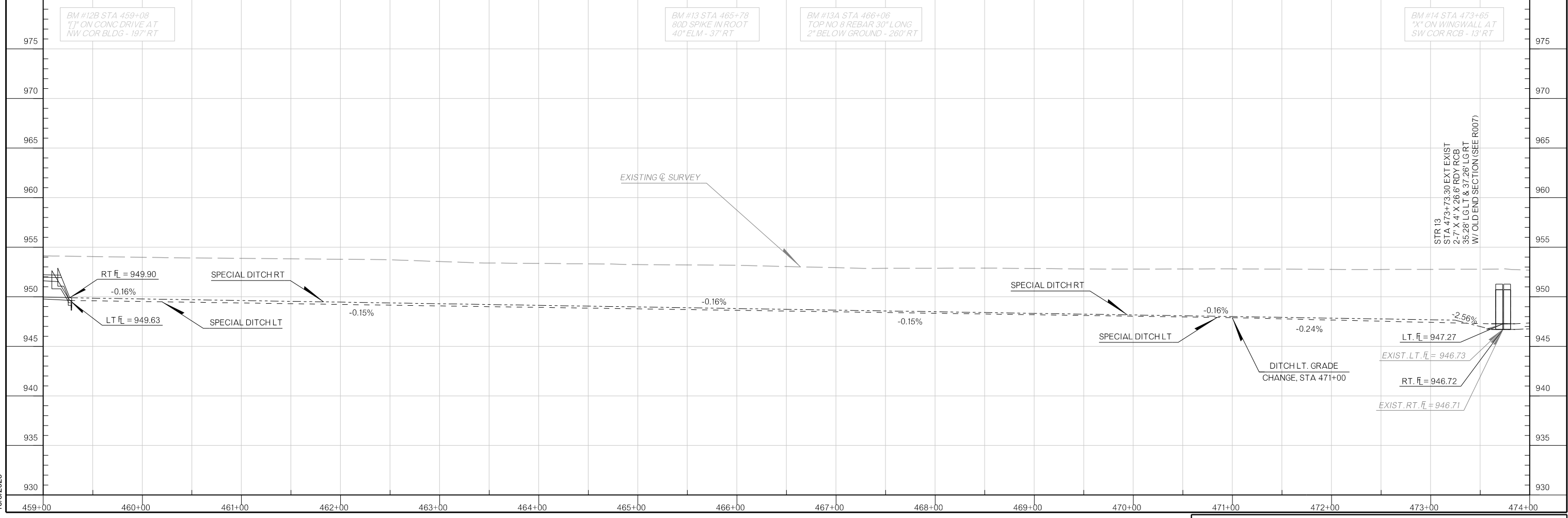
10/3/2023

CL SURVEY CURVE 2  
 PI STA = 463+60.47  
 X = 2169968.0944  
 Y = 242304.2011  
 $\Delta = 10^{\circ}43'25.41''$  LT  
 D =  $5^{\circ}00'00.00''$   
 T = 107.55'  
 L = 214.47'  
 R = 1145.92'  
 E = 5.04'  
 V = 35 mph

SECTION 29  
 T-14-N, R-1-W



SECTION 29  
 T-14-N, R-1-W



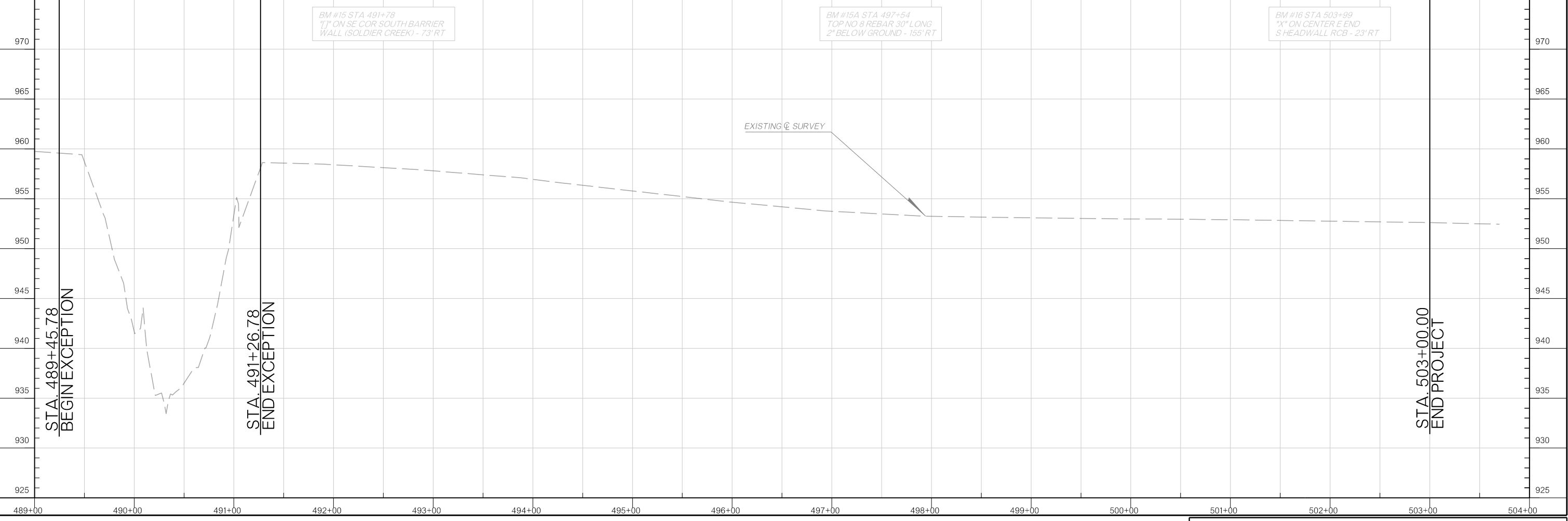
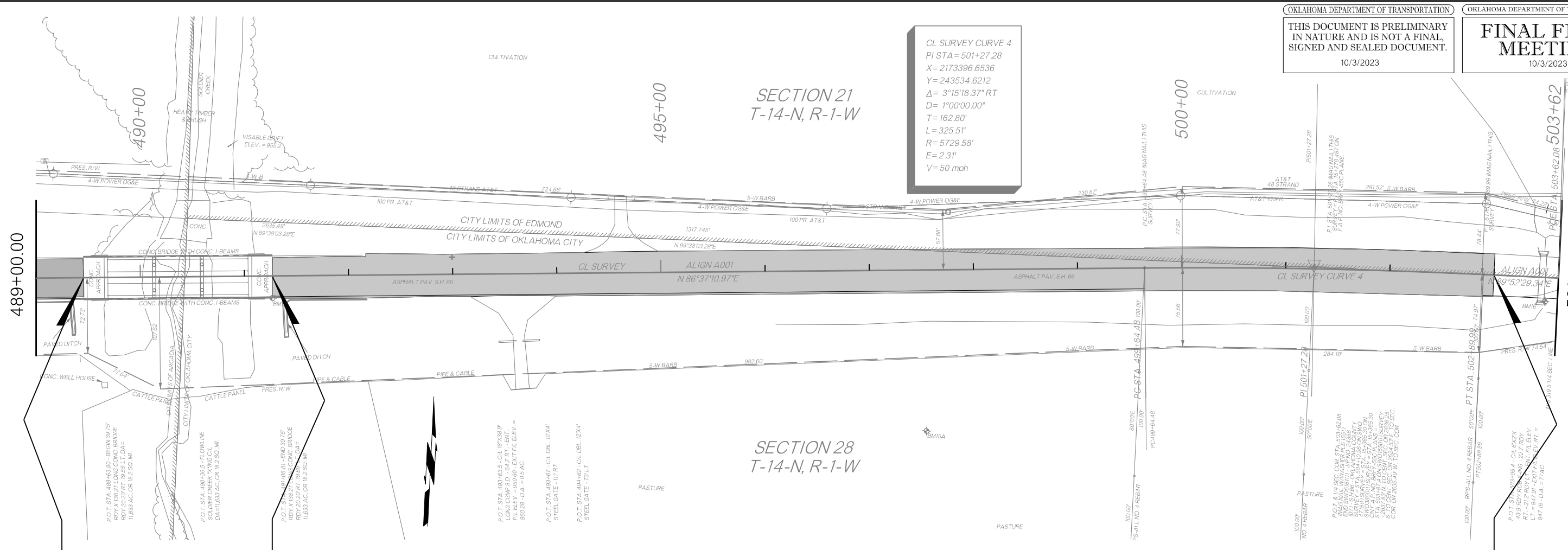
10/3/2023



CL SURVEY CURVE 4  
 PI STA = 501+27.28  
 X = 2173396.6536  
 Y = 243534.6212  
 $\Delta = 3^{\circ}15'18.37''$  RT  
 D = 1^{\circ}00'00.00"  
 T = 162.80'  
 L = 325.51'  
 R = 5729.58'  
 E = 2.31'  
 V = 50 mph

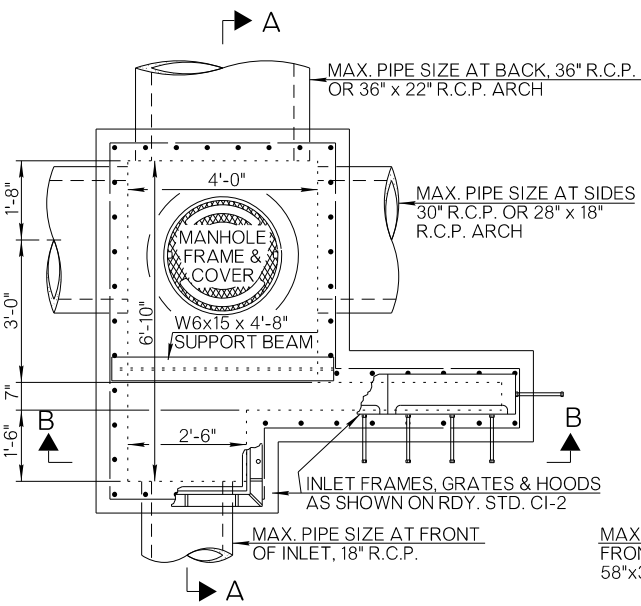
SECTION 21  
 T-14-N, R-1-W

SECTION 28  
 T-14-N, R-1-W

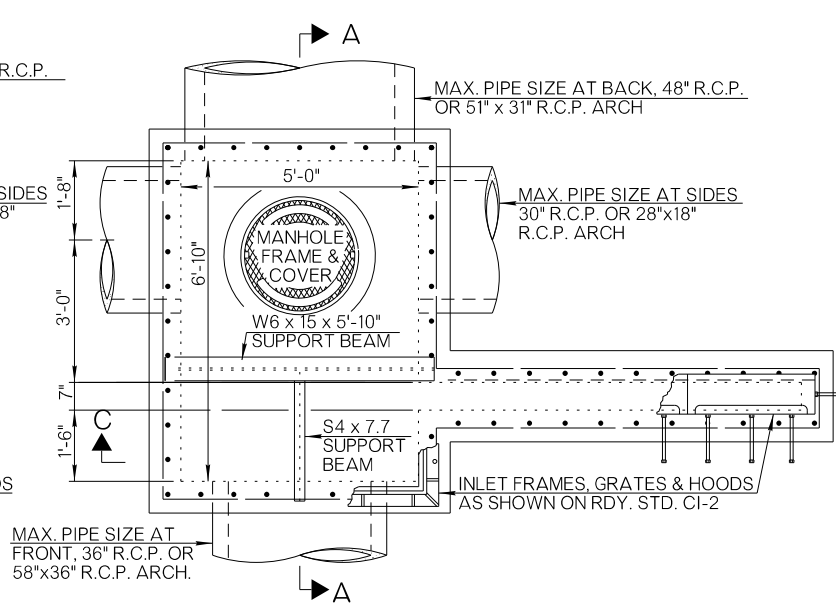


10/3/2023

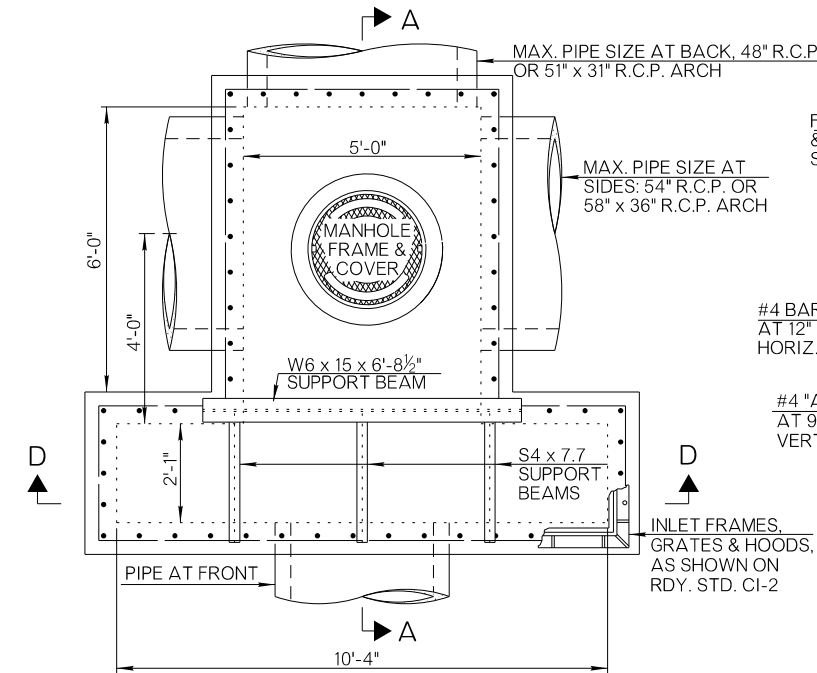
PW: // OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R025-2435607-CURB INLET JUNCTION BOX DETAIL.DGN



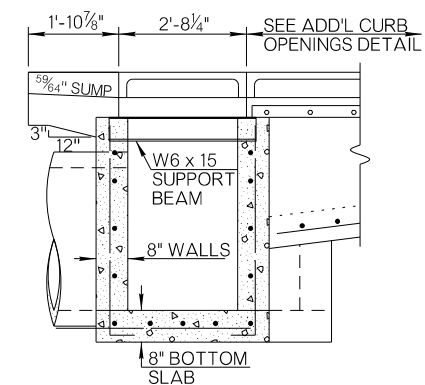
PLAN - DESIGN 1B W/SMALL JCT. BOX



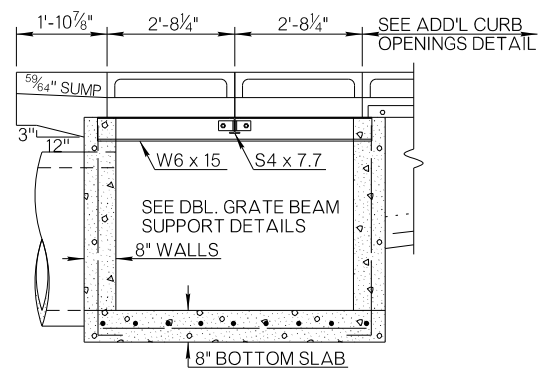
PLAN - DESIGN 2C W/SMALL JCT. BOX



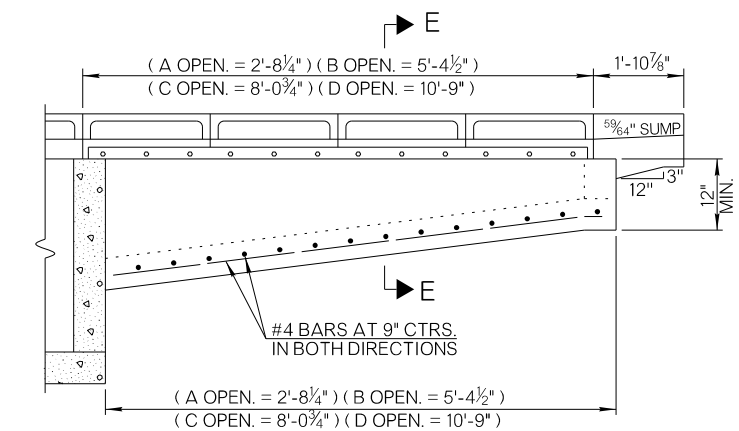
PLAN - DESIGN 3(STD.) W/LARGE JCT. BOX (MULTIPLE DOUBLE GRATING)



SECTION B - B

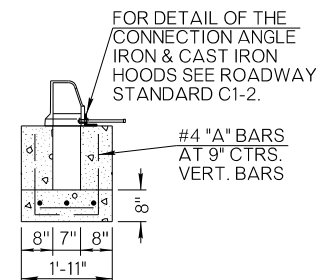


SECTION C - C

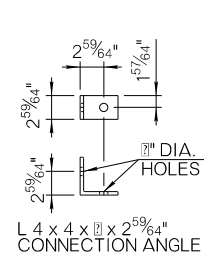


ADDITIONAL CURB OPENINGS

STANDARD INLET DEPTH	
INLET W/ SMALL JUNCTION BOX	2'-8" FOR 18" R.C.P. & 28" x 18" REINF. CONC. ARCH PIPE 3'-2" FOR 24" R.C.P. & 36" x 22" REINF. CONC. ARCH PIPE 3'-8" FOR 30" R.C.P. & 43" x 26" REINF. CONC. ARCH PIPE 4'-2" FOR 36" R.C.P. & 58" x 36" REINF. CONC. ARCH PIPE
W/LARGE JUNCTION BOX	4'-8" FOR 42" R.C.P. 5'-2" FOR 48" R.C.P.

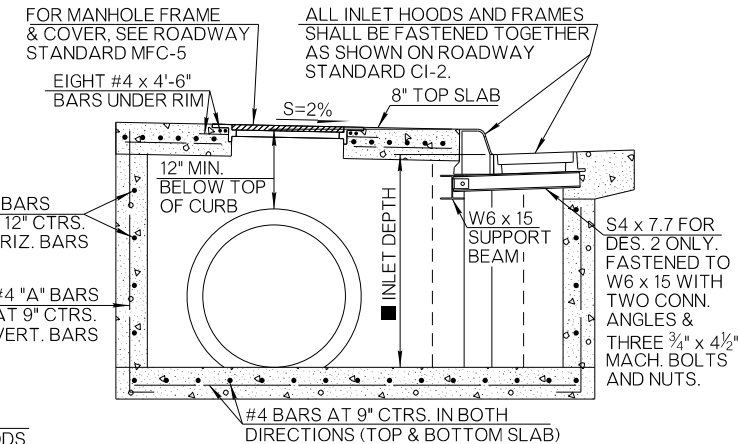


SECTION E - E



DOUBLE GRATE SUPPORT BEAM DETAILS

NOTE: S 4 x 7.7 SUPPORT BEAM(S) SHALL BE CONNECTED TO DOUBLE GRATE SUPPORT BEAMS USING CONNECTION ANGLES & 3/4" x 2" MACHINE BOLTS & NUTS AS REQUIRED.



SECTION A - A

#4 "A" BAR (VERTICAL BARS)

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
- WHEN THE INLET IS BUILT IN NEW CONCRETE PAVEMENT, THE APRON AROUND THE INLET MAY BE BUILT INTEGRAL WITH PAVEMENT, OR SEPARATELY. THE THICKNESS SHALL BE THE SAME AS THE CONCRETE PAVEMENT OR CURB AND GUTTER. IF CONSTRUCTED IN ANY OTHER AREA OR IN EXISTING PAVEMENT, THE APRON AROUND THE INLET SHALL BE BUILT OF P.C. CONCRETE TO A MINIMUM 8 INCH THICKNESS.
- THERE WILL BE NO DEDUCTION OF PAYMENT FOR CONCRETE CURB AND GUTTER OR P.C. CONCRETE THRU THE EXTENTS OF THE CAST IRON CURB HOODS. DEDUCTION WILL BE MADE FOR PAYMENT ON INTEGRAL CURB THRU THE EXTENTS OF THE CAST IRON CURB HOODS.
- VARIOUS DETAILS NOT SHOWN ON THIS SHEET, SHALL BE CONSTRUCTED AS SHOWN ON ROADWAY STANDARD CI-2, INCLUDING THE SUMP IN THE ROADWAY PAVING APRON, THE CONNECTION OF CAST IRON HOODS TO ANGLE IRON, AND THE CONNECTION OF CAST IRON HOODS TO THE INLET FRAMES.
- PRICE BID FOR INLET W/JUNCTION BOX, SHALL INCLUDE ALL COST OF MATERIALS AND LABOR ASSOCIATED WITH UNCLASSIFIED EXCAVATION, STRUCTURAL EXCAVATION, CLASS A CONCRETE, REINFORCING STEEL, MANHOLE FRAME & COVER, INLET FRAMES & GRATES, CURB HOODS, CONNECTION ANGLES, CONNECTION BOLTS AND SUPPORT BEAMS.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
611 (G)	INLET W/SMALL JUNCTION BOX, CI, DES. █	EA.
611 (G)	INLET W/LARGE JUNCTION BOX, CI, DES. █	EA.
611 (H)	ADD'L DEPTH IN INLET W/SJB, CI, DES. █	V.F.
611 (H)	ADD'L DEPTH IN INLET W/LJB, CI, DES. █	V.F.

- █ INLET DESIGN AND CURB DESIGNATION SHALL BE SPECIFIED, I.E. DESIGN 1(B) OR 2(STD.)
- █ THE INLET DESIGN NO. SHALL BE SPECIFIED, I.E. DESIGN 1, 2 OR 3.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		<b>DETAIL OF CURB INLET W/ JUNCTION BOX</b>	
CHECKED			
APPROVED			
SQUAD			
COUNTY	OKLAHOMA	HIGHWAY	SH-66
		STATE JOB NO.	24356(07)
			SHEET NO. R025

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

- A. HORIZONTAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (1993), LAMBERT PROJECTION (NORTH ZONE) USED CONTROLS SET UNDER SW03850(1) SURVEY.
- B. ACCURACY - THE PRIMARY CONTROL NETWORK, THE SECONDARY CONTROL NETWORK AND SECTION BOUNDARIES FOR THIS SURVEY ARE IN GENERAL COMPLIANCE WITH THE NGS SECOND ORDER, CLASS II STANDARDS FOR HORIZONTAL CONTROL (1:20,000).

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.
- B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY IS WITHIN THE CLOSURE REQUIREMENT OF NOAA/NGS "CLASSIFICATION, STANDARDS OF ACCURACY, AND GENERAL SPECIFICATIONS OF GEODETIC CONTROL SURVEYS" (FEB. 1974, REPRINTED FEB. 1977) THIRD ORDER STANDARDS AS A MINIMUM.

SURVEY BEGAN: April 20, 2015.  
 SURVEY COMPLETED: June 4, 2015.

Derrick E. Anderson, Professional Land Surveyor Level II  
 Charles W. Pauley, Transportation Specialist Level V  
 Brandon C. Burnett, Transportation Specialist Level IV  
 Jimmie R. Wallace, Jr., Transportation Specialist Level IV  
 Lloyd R. Teeter, Transportation Specialist IV

EQUIPMENT:

- Leica TCRA1203 Total Station W/Allegro Data Collector
- Leica Viva GPS Sensors With Data Collector
- Leica GPS1200 GPS Sensor
- Wild NA-2 Automatic Level
- Leica DNA-10 Electronic Level



SURVEY DATA SHEETS 1" = 50'  
 GEOMETRIC DATA SHEETS 1" = 500'

CONVENTIONAL SYMBOLS

	RAILROADS
	RANGE & TOWNSHIP
	SECTION LINES
	QUARTER SECTION LINES
	FENCES
	EXISTING ROADS
	BASE LINE
	TELEPHONE & TELEGRAPH
	POWER LINES
	BUILDINGS
	OIL WELL
	DRAINAGE STRUCTURES - IN PLACE

Utility Companies:  
 A.T.&T. - Tulsa, Ok. - 800-845-5359 - B.J. USIC Locator - 405-250-7628  
 Q.G.&E. - Oklahoma City, Ok. - 405-553-3000 - B.J. USIC Locator - 405-250-7628  
 City of Arcadia - 405-396-2899  
 ONG - Oklahoma City, Ok. - 800-664-5463 - B.J. USIC Locator - 405-250-7628

"CALL BEFORE YOU DIG"  
 THE NEW NATIONAL LOCATE NUMBER  
 \*\*811\*\*

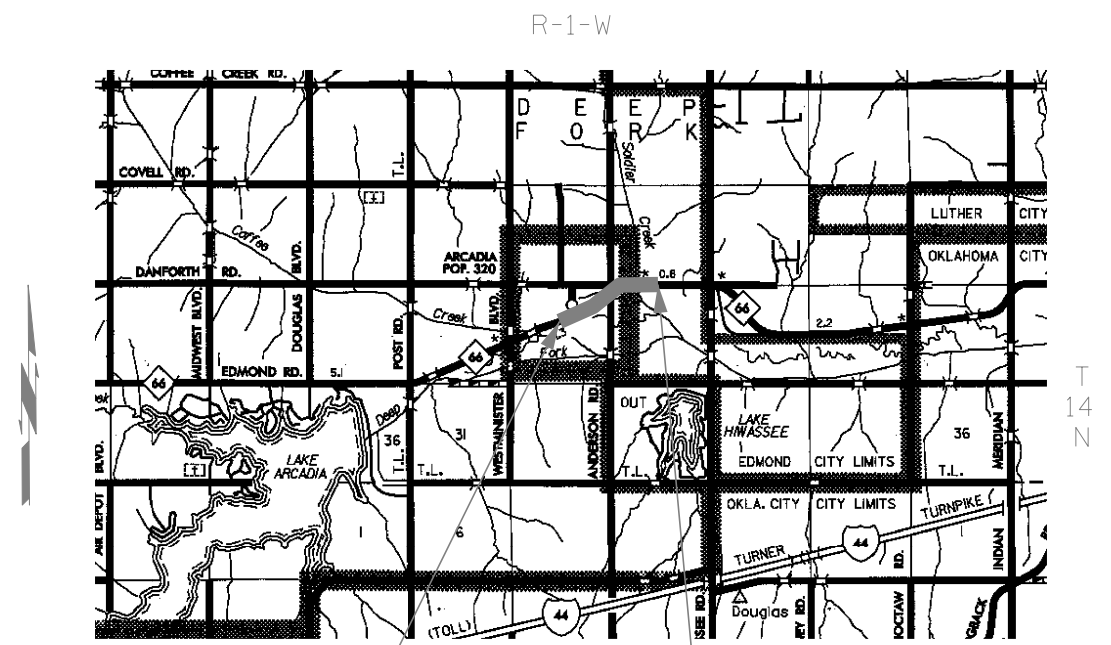
# SURVEY DATA SHEETS

## OKLAHOMA COUNTY S.H. 66 SWO 5161(1) STATE JOB NO. 24356(07)

INDEX OF SURVEY SHEETS

- 1. TITLE SHEET & SURVEYORS CERTIFICATION
- 2. HISTORICAL LETTER & WRITTEN REPORT
- 3-5. BENCHMARK LIST, COGO POINT LIST, ALIGNMENT REPORT
- 6-11. SURVEY DATA SHEET

PROJECT LOCATION



SURVEY EXTENTS

Electronic File Transfer Disclaimer:  
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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, JUNE 11, 2001.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED SEPTEMBER 11, 2001 GOVERN.  
 SDS   1   OF   11  

STATE OF OKLAHOMA  
 DEPARTMENT OF TRANSPORTATION

SWO 5161(1) Job/Piece 24356 (07) Engr. Contract No. \_\_\_\_\_

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established or re-established in substantial conformity with:

- applicable instructions contained in the U.S. Government Bureau of Land Management publication "Manual of Surveying Instructions";
- its supplement, "Restoration of Lost or Obliterated Corners and Subdivision of Sections";
- "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Registration for Professional Engineers and Land Surveyors; and
- sound land surveying practices;

Including a thorough search, study, analysis and consideration of all existing records and field evidence.

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision and that it is true, accurate and correct to the best of my knowledge and belief.

Dated this   4   day of   June   20  15  

Land Surveyor \_\_\_\_\_  
 Signature  
 Derrick E. Anderson  
 Printed Name

Oklahoma Registered Land Surveyor No.   1551    
 Certificate of Authorization No. \_\_\_\_\_ Exp. Date \_\_\_\_\_



PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
		SWO 5161 (1) STATE JOB NO. 24356(07) SHEET NO. 5001

### SURVEY DATA SHEET

Date: June 4, 2015

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION		REVISIONS		DATE	

To Mr. William L. Tockett, Chief of Surveys  
 From Derrick E. Anderson, Professional Land Surveyor  
 Subject SW05161(1) - J/P No.24356(07) - S.H. 66 - Oklahoma County,  
 From N-S 318.5 Section Line, east 1.1 miles to the N-S 319.5 Section Line.

HISTORICAL LETTER AND WRITTEN REPORT

GENERAL:  
 Survey Began: April 20, 2015  
 Survey Completed: June 4, 2015

Personnel on this survey:

Derrick E. Anderson Professional Land Surveyor Lv.II  
 Charles W. Pauley Transportation Specialist Lv.V  
 Brandon C. Burnett Transportation Specialist Lv.IV  
 Jimmie R. Wallace Transportation Specialist Lv.IV  
 Lloyd R. Teeter Transportation Specialist Lv.IV

Previous Surveys & Projects relevant to this project:

SW01550(1) - U.S. 66 survey - This survey was from west of Arcadia, east to the Lincoln County line.  
 By: William W. Vaughn, Chief of Party, dated July 9, 1949.

SW03850(1) - U.S. 66 survey - This survey was for the replacement of Coffee & Soldier Creek on the west & east edge of Arcadia.  
 By: Monte King, PLS, ODOT, dated July 10, 1997.

FASP No. 137 - Sec. F - U.S. 66 Plans - U.S. 66 plans beginning approximately 2.5 miles west of Arcadia, thence easterly approximately 4.8 miles.  
 Department of Highways, dated 1928.

FAP No. BRFY-55C - U.S. 66 (Metric) Plans - U.S. 66 plans at Coffee Creek at the west edge of Arcadia and Soldier Creek at the east edge of Arcadia.  
 ODOT, dated May, 2001.

SW04589(1) - U.S. 66 survey - This survey began at Post Rd., thence easterly to the west edge of Arcadia.  
 By: Derrick E. Anderson, PLS, ODOT, dated August, 2011.

SW04718(1) - U.S. 66 survey - This survey was from the N-S 319.5 Section Line just east of Arcadia, thence easterly to Luther.  
 By: Derrick E. Anderson, PLS, ODOT, dated May, 2012.

ASSIGNMENT:  
 Authorization for this survey came verbally from Mr. Larry G. Williams, Assistant Chief of Surveys, on April 13, 2015.

PURPOSE: The purpose of this project is to obtain and provide adequate data to design construction plans to widen and resurface S.H. 66.

SURVEY LIMITS:  
 This survey begins at the N-S 318.5 Section Line at the west edge of Arcadia, thence easterly along present S.H. 66, 1.1 miles to the N-S 319.5 Section Line, just east of Arcadia.

Work on this project was done by the Tecumseh Survey Crew, under the direct supervision of Charles W. Pauley, Transportation Specialist Lv. V.

SURVEY METHOD:  
 This survey was performed using a combination of conventional field methods and Lidar.

ALIGNMENT:  
 The centerline of this survey is along and identical to the centerline as depicted on FAP No. BRFY-55C S.H. 66 (Metric) plans. Centerline PI's on the new alignment at Soldier Creek were established from coordinates shown on FAP No. BRFY-55C Plans.

STATIONING:  
 Stationing on this survey was derived by assigning a station value of 446+12.74 to the beginning of this survey and carried the station forward or easterly to ending station 503+62.08, without any equations.

HORIZONTAL CONTROL:  
 Horizontal Control for this survey is NGS NAD83(1993) as established during SW03850(1) survey.  
 ODOT Control Monument 0-55-1404 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1405 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1406 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1407 (established under SW03850(1) survey).  
 (See submitted SD Form #20 for complete control information).

COORDINATES:  
 Coordinates shown on this survey are the National Geodetic Survey (NGS) Oklahoma State Plane Coordinate System of 1983(1993), North Zone, established during SW03850(1) survey by Monte King, PLS, ODOT, Ada Survey Office .

VERTICAL CONTROL:  
 Vertical control datum for this survey is NGS NAVD88 datum. Bench Marks used this survey were established under SW04589(1) survey. Bench Marks established or used this survey are within the requirements of NGS 3rd order standards as a minimum.

MEASUREMENT UNITS:  
 The distances, coordinates, and elevations shown on this survey are in U.S. Survey Feet. All angles and bearings shown are in degrees, minutes, and seconds.

TOPOGRAPHY:  
 The following topography information was obtained during the course of this survey:  
 - Drainage Structure  
 - Flow lines of drain crossing were located 1000' upstream and 2000' downstream.  
 - Utilities  
 All other DTM and topography data will be obtained by using Lidar at a later date.

POTENTIAL ENVIRONMENTAL CONCERNS:  
 Septic System - 126' Lt. Sta. 447+09  
 10,000 Gallon Unleaded Gasoline Tank - 62' Lt. Sta. 454+69  
 8,000 Gallon Diesel/Gasoline Tank - 73' Lt. Sta. 454+74  
 Monitoring Well - 96.8' Rt. Sta. 450+92.2  
 Monitoring Well - 59.0' Lt. Sta. 454+56.2  
 Monitoring Well - 80.1' Lt. Sta. 454+73.2  
 Monitoring Well - 50.8' Lt. Sta. 454+78.4  
 Monitoring Well - 61.0' Lt. Sta. 455+01.9  
 Monitoring Well - 80.8' Rt. Sta. 455+04.2  
 Monitoring Well - 34.8' Rt. Sta. 455+08.4  
 Monitoring Well - 43.3' Lt. Sta. 455+16.8  
 Monitoring Well - 107.1' Rt. Sta. 455+51.4  
 Monitoring Well - 31.4' Lt. Sta. 455+67.0  
 Monitoring Well - 97.4' Rt. Sta. 455+67.7  
 Monitoring Well - 172.0' Rt. Sta. 455+72.5  
 Monitoring Well - 99.7' Lt. Sta. 455+73.4  
 Monitoring Well - 128.5' Rt. Sta. 455+83.1  
 Monitoring Well - 22.1' Lt. Sta. 456+06.7  
 Monitoring Well - 130.3' Rt. Sta. 456+07.7  
 Monitoring Well - 36.7' Rt. Sta. 456+37.7  
 Monitoring Well - 153.2' Rt. Sta. 456+93.2

UTILITIES:  
 All utility companies that have services within the limits of this project was contacted during the course of this survey. Utilities depicted on the Microstation Design file is shown in the locations which the locator from each utility company marked their lines in the field. No Depth information on utilities was given by any of the owning utility companies.

RIGHT OF WAY:  
 Right of Way shown on this survey was taken from deeds provided by ODOT Right of Way Division and FAP No. 137-Sec. F - U.S. 66 Plans.

PROPERTY OWNERS:  
 All information on property lines and corners shown were computed using information obtained from the Oklahoma County Courthouse without actual field ties to all existing evidence. The original town of Arcadia was established this survey by locating all existing old buildings, block and lot corners in place.

LAND TIES:  
 Land ties for this survey consisted of the establishment of the corners of the following sections: Section 20, T-14-N, R-1-W, I.M., Also, Sections 21, 28 & 29, T-16-N, R-1-W, I.M., were setup and used under SW04589(1) and SW04718(1) surveys by this crew. For detailed information about each of the corners established on this survey see Survey Data Sheets 10 thru 11 on the main design file.

Derrick E. Anderson, PLS  
 ODOT Survey Division  
 Tecumseh Survey Office

Scale:  
 1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION  SURVEY DATA SHEET
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SW0 5161 1 ( ) PROJECT NO. 24356(07) SHEET NO. 5002			



Check Levels				SW05161(1)		Bench Mark List		Page 1 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM UE 9 A					1059.47	BM UE 9 A	U.S.G.S. UE 9 A, 1.1 mile south along rd. from BM, near the cor. of secs. 11, 12, 13 and 14, T-14-N, R-2-W, 42' N., 26' W. and 0.5' lower than center of crossroads, on the N.E. wingwall of a conc. bridge, a chiseled square painted "UE 9 A 1059.1"	
to	+13.89	+13.88	+13.885	+13.88				
TBM1					1073.35	TBM1	TBM	
to	+0.74	+0.73	+0.735	+0.74				
TBM2					1074.09	TBM2	TBM	
to	-22.07	-22.07	-22.07	-22.07				
TBM3					1052.02	TBM3	TBM	
to	-69.37	-69.36	-69.365	-69.37				
TBM4					982.65	TBM4	TBM	
to	+72.44	+72.43	+72.435	+72.44				
TBM5					1055.09	TBM5	TBM	
to	+22.04	+22.04	+22.04	+22.04				
TBM6					1077.13	TBM6	TBM	
to	-66.37	-66.37	-66.37	-66.37				
TBM7					1010.76	TBM7	TBM	
to	-44.12	-44.12	-44.12	-44.12				
BM1					966.64	BM1	"I" on S. end conc. footing - 60' Lt. Sta. 347+38	
to	-2.12	-2.11	-2.115	-2.11				
BM2					964.53	BM2	"I" on wingwall at S.E. cor. RCB - 44' Rt. Sta. 354+38	
to	+0.17	+0.16	+0.165	+0.16				
BM3					964.69	BM3	80d spike in E. side 5' Elm - 337' Rt. Sta. 359+69	
to	+5.82	+5.82	+5.82	+5.82				
BM4					970.51	BM4	80d spike in W. side 15' Elm - 138' Rt. Sta. 366+02	
to	-9.13	-9.13	-9.13	-9.13				
BM5					961.38	BM5	80d spike in W. side 12' Elm - 83' Rt. Sta. 375+60	
to	+1.73	+1.73	+1.73	+1.73				
BM6					963.11	BM6	80d spike in root W. side 14' Elm - 112' Rt. Sta. 381+89	

Check Levels				SW05161(1)		Bench Mark List		Page 2 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM6					963.11	BM6	80d spike in root W. side 14' Elm - 112' Rt. Sta. 381+89	
to	-0.82	-0.82	-0.82	-0.82				
BM7					962.29	BM7	80d spike in N. side 6' Elm - 145' Rt. Sta. 388+19	
to	-2.39	-2.38	-2.385	-2.39				
TBM8					959.90	TBM8	Mag Nail on S. edge SH66	
to	+1.90	+1.90	+1.90	+1.90				
BM8					961.80	BM8	80d spike in root N. side 48' Post Oak - 282' Rt. Sta. 405+37	
to	-1.60	-1.62	-1.61	-1.61				
BM9					960.19	BM9	"I" on S. end conc. gutter W. drive - 197' Rt. Sta. 416+82	
to	+3.78	+3.78	+3.78	+3.78				
BM10					963.97	BM10	"X" on W. end S. bridge railing - 41' Rt. Sta. 428+69	
to	-7.13	-7.13	-7.13	-7.13				
BM11					956.84	BM11	"I" on wingwall at N.W. cor. RCB - 40' Lt. Sta. 442+95	
to	+3.17	+3.17	+3.17	+3.17				
BM12					960.01	BM12	"X" on C/L south end of N.E. hdwl. S.D. - 26' Rt. Sta. 452+50	
to	-8.30	-8.30	-8.30	-8.30				
BM13					951.71	BM13	80d spike in root 40' Elm - 37' Rt. Sta. 465+78	
to	+1.53	+1.52	+1.525	+1.53				
BM14					953.24	BM14	"X" on wingwall at S.W. cor. RCB - 13' Rt. Sta. 473+65	
to	+7.73	+7.73	+7.73	+7.74				
BM15					960.98	BM15	"I" on S.E. cor. south barrier wall (Soldier Creek) - 73' Rt. Sta. 491+78	
to	-10.00	-10.01	-10.005	-10.00				
BM16					950.98	BM16	"X" on center E. end S. hdwl. RCB - 23' Rt. Sta. 503+99	
to	+2.41	+2.41	+2.41	+2.40				
BM17					953.38	BM17	"X" on N.E. wingwall - 16' Lt. Sta. 515+80	
to	+14.70	+14.67	+14.685	+14.68				
BM18					968.06	BM18	"I" on S.W. cor. conc. Tel. Ped. base - Lt. of C/L SH66 No Stationing not within limits of survey.	

Check Levels				SW05161(1)		Bench Mark List		Page 3 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM18					968.06	BM18	"I" on S.W. cor. conc. Tel. Ped. base - Lt. of C/L SH66 No Stationing not within limits of survey.	
to	+32.27	+32.26	+32.265	+32.27				
BM19					1000.33	BM19	80d spike in east side 10' BlackJack - Lt. of C/L SH66 No stationing not within limits of survey.	
to	+24.15	+24.13	+24.14	+24.13				
BM20					1024.46	BM20	80d spike in S.W. side 20' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-18.00	-18.00	-18.00	-18.00				
BM21					1006.46	BM21	"I" on S.E. wingwall RCB - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-29.34	-29.34	-29.34	-29.34				
BM22					977.12	BM22	80d spike in south side 18' BlackJack - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-33.88	-33.91	-33.895	-33.90				
BM23					943.22	BM23	80d spike in N.E. side 15' Elm - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+2.19	+2.18	+2.185	+2.18				
BM24					945.40	BM24	"I" on S.W. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-3.42	-3.42	-3.42	-3.42				
BM25					941.98	BM25	"I" on N.W. cor. conc. footing for high voltage tower - Rt. of C/L SH66 - No Stationing not within limits of survey.	
to	+8.34	+8.33	+8.335	+8.33				
BM26					950.31	BM26	80d spike in E. side 20' Post Oak - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-8.55	-8.52	-8.535	-8.54				
BM27					941.77	BM27	"I" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+9.53	+9.53	+9.53	+9.53				
BM28					951.30	BM28	80d spike in S.E. side 24' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-19.76	-19.77	-19.765	-19.77				
BM29					931.53	BM29	80d spike in N.E. side 10' Ash - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+1.86	+1.86	+1.86	+1.86				
BM30					933.39	BM30	"I" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-2.36	-2.36	-2.36	-2.36				
BM31					931.03	BM31	80d spike in N.W. side 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.	

Scale:  
1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SURVEY DATA SHEET			
SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5003			



Check Levels				SW05161(1)		Bench Mark List		Page 4 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM31					931.03	BM31 80d spike in N.W. side 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+1.94	+1.95	+1.945	+1.94				
BM32					932.97	BM32 80d spike in root N. side twin 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-1.38	-1.38	-1.38	-1.38				
BM33					931.59	BM33 80d spike in N.W. side 20' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+0.49	+0.49	+0.49	+0.48				
BM34					932.07	BM34 80d spike in root E. side 15' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-2.86	-2.86	-2.86	-2.86				
BM35					929.21	BM35 80d spike in root N. side 18' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-1.19	-1.20	-1.195	-1.20				
BM36					928.01	BM36 "[I]" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+3.52	+3.53	+3.525	+3.53				
BM37					931.54	BM37 80d spike in root E. side 10' Hackberry - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+21.43	+21.43	+21.43	+21.42				
BM38					952.96	BM38 1" iron pin 34" long set in conc. - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-16.79	-16.79	-16.79	-16.79				
BM39					936.17	BM39 "[I]" on N.W. cor. N. headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-3.15	-3.17	-3.16	-3.16				
BM40					933.01	BM40 80d spike in S.E. side twin 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-0.49	-0.49	-0.49	-0.50				
BM41					932.51	BM41 80d spike in W. side 8' Elm - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-8.48	-8.50	-8.49	-8.49				
BM42					924.02	BM42 "[I]" on N.W. cor. wingwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+16.36	+16.35	+16.355	+16.35				
BM43					940.37	BM43 80d spike in S.E. side 24' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-11.04	-11.04	-11.04	-11.04				
BM44					929.33	BM44 R.R. spike in N. side 16' Post Oak - 185' Rt. of C/L SH66 No stationing not within limits of survey = BM2 on SW03342(2) survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 5 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM44					929.33	BM44 R.R. spike in N. side 16' Post Oak - 185' Rt. of C/L SH66 No stationing not within limits of survey = BM2 on SW03342(2) survey.		
to	-12.07	-12.08	-12.075	-12.08				
BM45					917.25	BM45 "[I]" on S.E. cor. conc. slab - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-5.25	-5.25	-5.25	-5.25				
BM46					912.00	BM46 R.R. spike in N. side 18' Post Oak - 117' Rt. of C/L SH66 No stationing not within limits of survey = BM4 on SW03342(2) survey.		
to	+1.99	+1.99	+1.99	+1.99				
BM47					913.99	BM47 "[I]" on S.E. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-0.88	-0.88	-0.88	-0.88				
BM48					913.11	BM48 "X" on S.E. cor. of E. headwall - 54' Lt. of C/L SH66 No stationing not within limits of survey = BM5 on SW03342(1) survey.		
to	-2.51	-2.51	-2.51	-2.52				
BM49					910.59	BM49 80d spike in W. side 18' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+17.54	+17.53	+17.535	+17.54				
BM50					928.13	BM50 "[I]" on N.W. cor. of south barrier wall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-3.26	-3.25	-3.255	-3.26				
BM51					924.87	BM51 80d spike in W. side 18' Post Oak - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+16.95	+16.96	+16.955	+16.95				
BM52					941.82	BM52 "X" on S.W. cor. second step of church - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-22.73	-22.73	-22.73	-22.73				
BM53					919.09	BM53 "[I]" on N.E. cor. headwall - 19' Lt. of C/L SH66 No stationing not within limits of survey = BM12 on SW03342(2) survey.		
to	+5.63	+5.62	+5.625	+5.62				
BM54					924.71	BM54 80d spike in N. side Power Pole - 47' Lt. of C/L SH66 No stationing not within limits of survey = BM13 on SW03342(2) survey.		
to	-12.00	-12.00	-12.00	-12.00				
BM55					912.71	BM55 80d spike in S. side 6' Elm - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-7.19	-7.21	-7.20	-7.21				
BM56					905.50	BM56 "[I]" on S.E. cor. of south headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+5.44	+5.44	+5.44	+5.44				
BM57					910.94	BM57 "[I]" on S.W. cor. curb E. end of Deep Fork River bridge - Rt. of C/L SH66 - No stationing not within limits of survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 6 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM57					910.94	BM57 "[I]" on S.W. cor. curb E. end of Deep Fork River bridge - Rt. of C/L SH66 - No stationing not within limits of survey.		
to	-14.58	-14.58	-14.58	-14.58				
BM58					896.36	BM58 "[I]" on N.E. cor. of north headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+1.88	+1.88	+1.88	+1.88				
BM59					898.24	BM59 "X" on W. end of south headwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+32.66	+32.66	+32.66	+32.65				
BM60					930.89	BM60 ODOT Monument Number 0-55-1684 set under SW04579(1) survey - ODOT 2" Brass Cap - 24' Rt. of C/L SH66 No stationing not within limits of survey.		
to	-31.42	-31.42	-31.42	-31.42				
BM61					899.47	BM61 "[I]" on S.E. cor. south conc. hdwl. at Wildhorse Creek - 40' Rt. of C/L SH66 - No stationing not within limits of survey = BM1-A on SW04579(1) survey.		
to	+3.52	+3.52	+3.52	+3.52				
BM62					902.99	BM62 "[I]" on N.W. cor. retaining wall 150' Lt. of C/L SH66 - No stationing not within limits of survey = BM1 on SW04579(1) survey = BM20 on SW03342(1) survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 7 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM11					956.84	BM11 "[I]" on wingwall at N.W. cor. RCB - 40' Lt. Sta. 442+95 Level Source:		
to	+11.86	+11.86	+11.86	+11.86				
BM11A					968.70	BM11A "[I]" on N.E. cor. conc. porch - 78' Rt. Sta. 446+74		
to	-0.07	-0.07	-0.07	-0.07				
BM11B					968.63	BM11B N.W. cor. conc. base Route 66 Monument - 44' Rt. Sta. 450+05		
to	-8.62	-8.62	-8.62	-8.62				
BM12					960.01	BM12 "X" on C/L south end of N.E. hdwl. S.D. - 26' Rt. Sta. 452+50 Level Source:		
to	-5.48	-5.48	-5.48	-5.47				
BM12A					954.54	BM12A "[I]" on S. edge conc. walk - 91' Rt. Sta. 444+97		
to	+0.09	+0.09	+0.09	+0.09				
BM12B					954.63	BM12B "[I]" on conc. drive at N.W. cor. bldg. - 197' Rt. Sta. 459+08		
to	-2.94	-2.92	-2.93	-2.92				
BM13					951.71	BM13 80d spike in root 40' Elm - 37' Rt. Sta. 465+78 Level Source:		
to	+2.30	+2.30	+2.30	+2.30				
BM13A					954.01	BM13A Top No. 8 rebar 30" long 2" below ground - 260' Rt. Sta. 466+06		
to								
BM14					953.24	BM14 "X" on wingwall at S.W. cor. RCB - 13' Rt. Sta. 473+65 Level Source:		
to	-2.37	-2.37	-2.37	-2.37				
BM14A					950.87	BM14A 80d spike in N. side 15' Elm - 150' Rt. Sta. 474+04		
to	+5.58	+5.58	+5.58	+5.58				
BM14B					956.45	BM14B 80d spike in W. side 40' Post Oak - 110' Rt. Sta. 483+34		
to								
BM15					960.98	BM15 "[I]" on S.E. cor. south barrier wall (Soldier Creek) - 73' Rt. Sta. 491+78 Level Source:		
to	-10.61	-10.59	-10.60	-10.60				
BM15A					950.38	BM15A Top No. 8 rebar 30" long 2" below ground - 155' Rt. Sta. 497+54		

Scale:  
1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		

SURVEY DATA SHEET

SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5004

*PT. NO.	X-COORD.	Y-COORD.	ELEVATION
11	2168064.93205	241513.30630	956.84
11A	2168461.91650	241531.03460	968.70 <sup>1/4</sup>
11B	2168762.64260	241578.28850	968.63 <sup>1/4</sup>
12	2168978.04926	241800.87955	960.01
12A	2169318.63830	241891.78660	954.54 <sup>1/4</sup>
12B	2169645.70820	241930.61230	954.63 <sup>1/4</sup>
13	2170165.72723	242403.70176	951.71
13A	2170320.77070	242241.09430	954.01 <sup>1/4</sup>
14	2170785.36359	242889.49573	953.24
14A	2170897.82710	242802.65480	950.87 <sup>1/4</sup>
14B	2171644.89450	243271.82920	956.45 <sup>1/4</sup>
15	2172399.04481	243454.38053	960.98
15A	2173032.86750	243358.25030	950.38 <sup>1/4</sup>
16	2173619.70602	243512.06239	950.98 <sup>1/4</sup>
17	2174009.92040	243559.02670	953.38 <sup>1/4</sup>
30	2170886.68890	242979.98180	
500	2168377.36806	241583.62447	
501	2169907.13951	242275.74814	
502	2169907.14516	242274.96518	
503	2170997.92980	243062.06676	
7700	2168377.16063	241618.63609	
7701	2168670.19679	241724.47646	
7702	2168761.13073	241761.94083	
7703	2168773.46239	241767.76338	
7704	2168781.06288	241771.40916	
7705	2168920.59327	241839.33993	
7706	216960.44624	241857.46529	
7707	2169000.30921	241876.57666	
7708	2169139.82960	241943.50142	
7709	2169159.76109	241953.06210	
7710	2169299.28148	242019.98687	
7711	2169329.17870	242034.32789	
7712	2169405.50047	242070.93771	
7713	2169468.00288	242100.91870	
7714	2169498.59632	242115.59368	
7715	2169507.71126	242119.96591	
7716	2169529.98373	242130.64951	
7717	2169529.98373	242136.96097	
7718	2169986.81312	242320.94864	
7719	2170031.00934	242400.16473	
7720	2170964.82854	243087.37110	
7721	2170963.24050	243485.25940	
7722	2170663.24086	243484.79352	
7723	2170662.60286	243550.79261	
7724	2170962.60250	243551.25849	
7725	2170954.21512	244101.19453	
7726	2171020.21883	244101.45465	
7727	2171028.60621	243551.51861	
7728	2171715.96742	243555.90554	
7729	2171809.45102	243570.67282	
7730	2173037.81480	243571.40215	
7731	2173266.24820	243604.85916	
7732	2173557.64002	243613.41104	
7733	2173630.41312	243598.83302	
7734	2171045.52877	243162.64281	
7735	2171044.23971	243485.61706	
7736	2171450.00073	243444.41240	
7737	2171519.44476	243488.65065	
7738	2168377.57553	241548.61286	
7739	2168692.61740	241662.40138	
7740	2168761.69148	241689.82359	
7741	2169781.58791	241698.69985	
7742	2168802.00704	241708.25537	
7743	2168921.11002	241765.38637	
7744	2168960.97299	241784.50773	
7745	2169000.83596	241803.62910	
7746	2169140.35635	241870.55386	
7747	2169160.28783	241880.11455	
7748	2169299.80823	241947.03931	
7749	2169329.70545	241961.38033	
7750	2169359.60268	241975.72136	
7751	2169496.15043	242040.94376	
7752	2169496.15043	242040.94376	
7753	2169519.13618	242040.90314	
7754	2169558.52838	242071.14150	
7755	2169561.55584	242064.83005	
7756	2169574.18174	242070.88640	
7757	2169636.68415	242100.86739	
7758	2169907.46289	242230.96418	
7759	2170078.42631	242335.73158	
7760	2170965.22382	242988.33424	
7761	2170968.91905	242062.48766	
7762	2171034.91852	242062.75107	
7763	2171031.09588	242020.52037	
7764	2171636.21350	243300.37503	
7765	2171850.40788	243332.99668	
7766	2171912.47323	243369.85460	
7767	2172224.77242	243392.54651	
7768	2172296.06363	243361.80815	
7769	2173274.55230	243451.60397	
7770	2173558.60509	243460.00407	
7771	2173631.82239	243473.99504	
7772	2168661.42154	241721.30697	
7773	2168173.15072	241602.28508	
7774	2168367.17514	241615.02948	
7775	2168346.17980	241599.55992	
7776	2168186.94662	241433.61527	
7777	2169888.42189	242221.62028	
7778	2169853.82232	242293.75120	
8000	2168374.65858	242041.25127	
8001	2168759.11469	242041.13433	
8002	2168779.11526	242041.12825	
8003	2168919.11922	242041.08566	
8004	2168999.12148	242041.06132	
8005	2169139.12544	242041.01874	
8006	2169159.12600	242041.01265	
8007	2169271.29986	242040.97007	
8008	2169374.47882	242071.25133	
8009	2169568.90372	242071.07356	
8010	2169328.91418	242070.96101	
8011	2168998.68822	242101.06146	
8012	2169138.69218	242101.01887	
8013	2169158.69275	242101.01279	
8014	2169298.69670	242100.97020	
8015	2169358.69840	242100.95195	
8016	2168996.52194	242401.01954	
8017	2169136.52590	242401.01346	
8018	2169156.52646	242401.01346	
8019	2169296.53042	242400.97887	
8020	2169356.53212	242400.95262	

*PT. NO.	X-COORD.	Y-COORD.	ELEVATION
8021	2169496.53608	242400.91004	
8022	2169504.92089	242575.66499	
8023	2169792.92075	242575.95541	
8024	2168956.30418	242431.07437	
8025	2169326.31464	242430.96182	
8026	2169505.80729	242430.90772	
8027	2169356.09866	242460.95276	
8028	2169496.10282	242460.91017	
8029	2169786.23031	243516.43161	
8030	2170578.68935	243517.66225	
8031	2169353.93258	242760.95343	
8032	2169493.93654	242760.91084	
8033	2170579.52234	243308.95392	
8034	2170996.94184	243309.60214	
8035	2168377.58105	241547.67849	
8036	2168761.85376	241661.81055	
8037	2168781.81148	241667.73815	
8038	2168921.51551	241709.23136	
8039	2168943.03095	241721.08656	
8040	2169001.34639	241732.94176	
8041	2169141.05042	241774.43497	
8042	2169161.00813	241780.36257	
8043	2169300.71217	241821.85578	
8044	2169330.64874	241830.74718	
8045	2169360.58532	241839.63859	
8046	2169500.28935	241881.13180	
8047	2169500.28935	241881.13180	
8048	2169909.11221	242002.55544	
8049	2169908.83616	242040.79461	
8050	2169908.61963	242070.78467	
8051	2169908.40290	242100.78474	
8052	2170086.87723	242055.35306	
8053	2170129.58455	241911.56125	
8054	2171001.48812	242170.52355	
8055	2168760.45053	241856.13915	
8056	2168514.46127	241588.33301	
8057	2168379.43208	241235.27582	
8058	2170172.29186	241767.76944	
8059	2170158.05609	241815.70004	
8060	2171001.90398	242066.32258	
8061	217231.82622	243526.72244	
8062	2172270.29205	246165.33140	
8063	2170998.57289	242900.93948	
8064	2171148.56811	242901.54378	
8065	2171147.80979	243091.54227	
8066	2168375.48605	241901.25373	
8067	2168525.48605	241901.20875	
8068	2168525.75267	241856.20954	
8069	2168375.75268	241856.25452	
8070	2168660.44771	241856.16914	
8071	2168549.60935	241476.38084	
8072	2168612.89411	241495.35320	
8073	2168643.09070	241398.98122	
8074	2168592.80590	241383.89186	
8075	2168600.87851	241358.17930	
8076	2168573.55607	241350.30658	
8077	2168500.08830	241584.04293	
8078	2168188.45730	241178.55429	
8079	2170974.44104	243311.15977	
8080	2170963.93123	243313.46658	
8081	2170953.15769	243315.83127	
8082	2170847.44442	243325.56018	
8083	2170788.01166	243338.09380	
8084	2170677.00387	243495.21036	
8085	2170627.06055	243423.15562	
8086	2170586.32182	243443.93033	
8087	2170578.99215	243443.26286	
8088	2169898.17937	243516.60546	
8089	216963.68592	241408.80386	
8090	2172325.09020	240892.35530	
9000	2165777.21129	238230.99139	
9001	2165749.51361	240871.48922	
9002	2165722.79210	243510.50659	
9003	2168397.16693	238242.13714	
9004	2168381.54733	240878.28211	
9005	2168365.92222	243514.22597	
9006	217017.12287	238253.28288	
9007	2171006.61571	240885.79668	
9008	2170996.10885	243518.31048	
9009	2170955.84780	246158.10940	
9010	2170915.20790	248797.87380	
9011	2173655.58510	238262.82080	
9012	2173643.56460	240898.91400	
9013	2173631.54360	243535.13440	
9014	2173584.73630	246172.55340	
9015	2173537.96470	248807.95830	
9016	2176294.04760	238272.35870	
9017	2176275.03400	240912.00400	
9018	2176256.02050	243551.64930	
9019	2176208.36110	246186.96840	
9020	2176160.70180	248822.28750	
9206	2165685.29940	246148.50520	
9207	2165647.76150	248786.22270	
9208	2168281.22001	248790.96472	
9209	2168345.64401	246152.35302	
9995	2171634.82570	243302.49145	
9996	2171848.81423	243334.37225	
9997	2171910.98874	243370.87777	
9998	2171967.44269	243374.65715	
9999	2172223.81429	243492.48996	
10000	2172295.15433	243362.04336	
10001	2173077.78520	243434.30526	
10002	2173275.70547	243452.48436	
10003	2		

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Angle Of Variance  
 At P.O.T. Sta. 446+12.74  
 X = 2168377.3681  
 Y = 241583.6245  
 Lat. = 35°39'42.32027"  
 Long. = 97°19'37.75751"  
 θ = -0°23'49.48"

**CURVE DATA**  
 P.I. Sta. 449+93.72  
 X = 2168735.6934  
 Y = 241713.0463  
 Δ = 5°46'01.20" L.I.  
 T = 57.719'  
 L = 115.340'  
 R = 1145.916'  
 E = 1.453'

**Bearing Comparison:**  
 This Survey = N 70°08'27.68"E  
 FAP No. BRFY-55C Plans = N 70°08'27.68"E  
 SW03850(1) Survey = N 70°08'27.68"E  
 FAP No. 137-Sec. F Plans = N 70°39"E

**SECTION 29**  
**T-14-N, R-1-W**

Original  
 Townsite  
 Arcadia

Original  
 Townsite  
 Arcadia

Original  
 Townsite  
 Arcadia



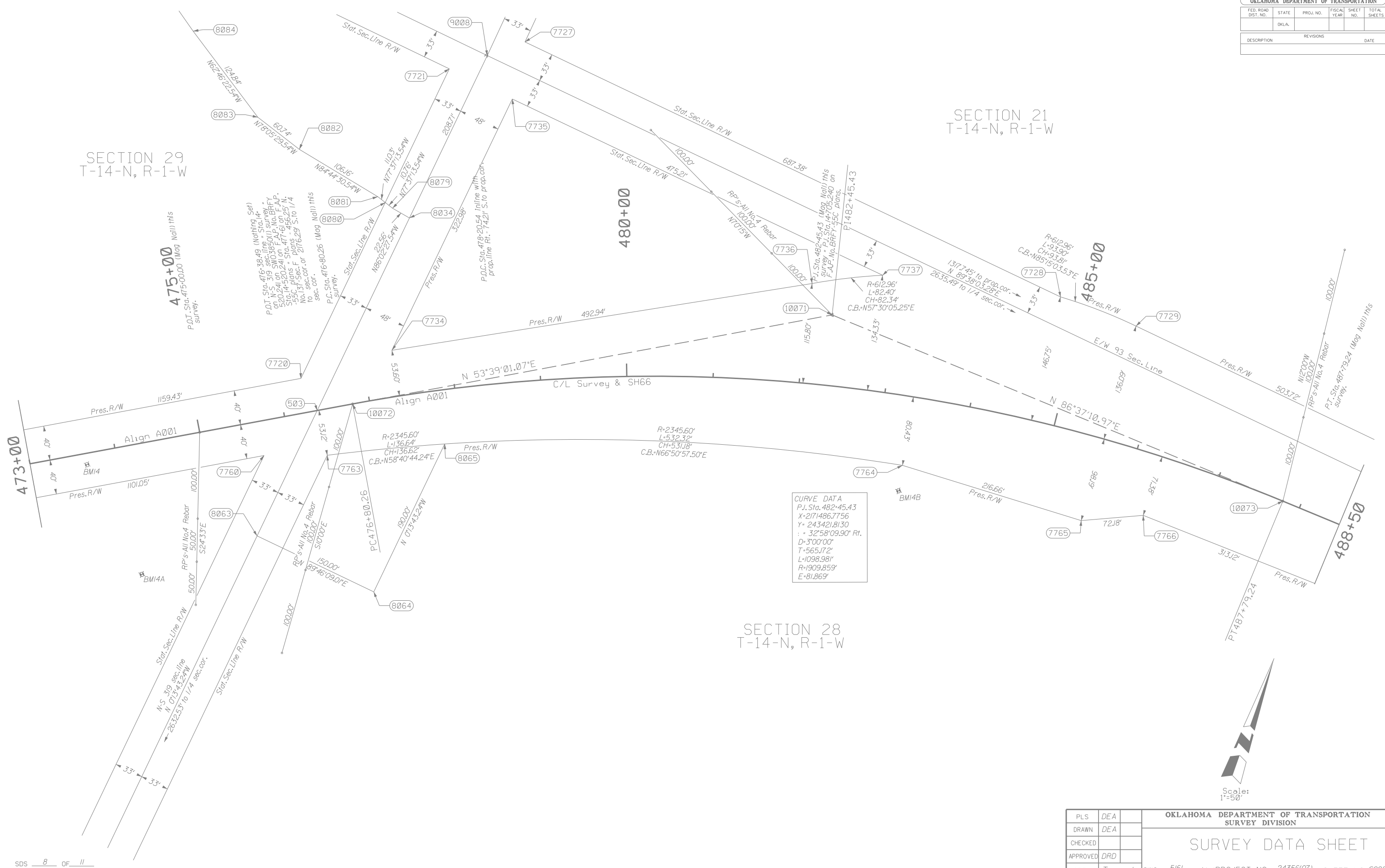
OKLAHOMA DEPARTMENT OF TRANSPORTATION			
SURVEY DIVISION			
PLS	DEA		
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh	SWO 5161	( ) PROJECT NO. 24356(07) SHEET NO. 5006



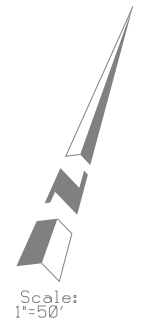
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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

SECTION 29  
T-14-N, R-1-W

SECTION 21  
T-14-N, R-1-W



CURVE DATA  
P.J. Sta. 482+45.43  
X=2171486.7756  
Y=243421.8130  
Δ=32°58'09.90" Rt.  
D=300'00"  
T=565.172'  
L=1098.981'  
R=1909.859'  
E=81.869'



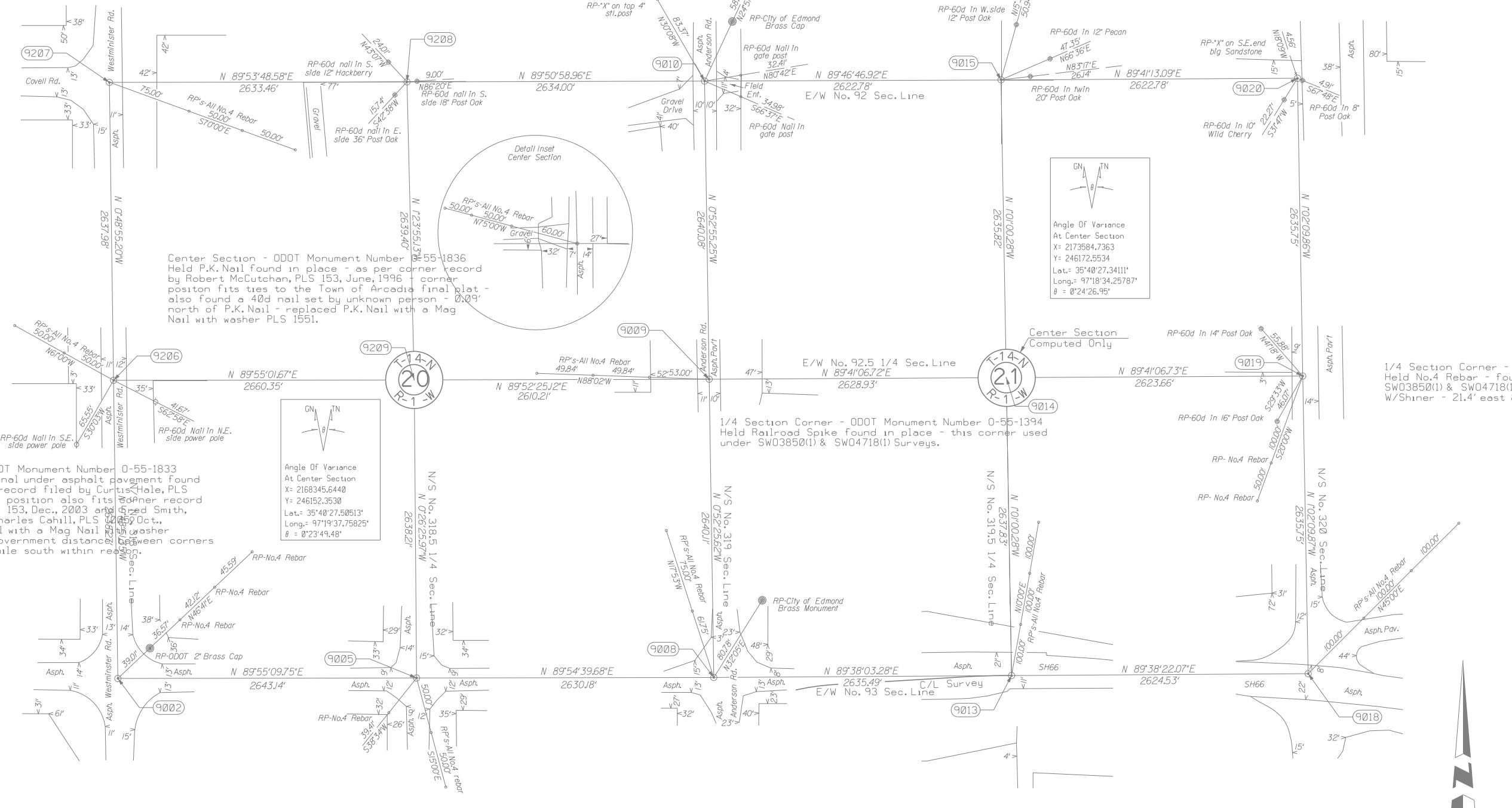
PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SWO 5161 / ( ) PROJECT NO. 24356(07) SHEET NO. 5008			SURVEY DATA SHEET



OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
	OKLA.					
DESCRIPTION					REVISIONS	DATE

Note: Reference's shown are not to scale.

Section Corner - ODOT Monument Number 0-55-1834 1/4 Section Corner - ODOT Monument Number 0-55-1394 1/4 Section Corner - ODOT Monument Number 0-55-1394 1/4 Section Corner - ODOT Monument Number 0-55-1403  
 Held No. 3 Rebar found in place - as per corner record filed by Robert McCutchan, PLS 153, March, 1998 and replaced with a Mag Nail with washer PLS 1551 under SW03850(1) & SW04718(1) Surveys. Held No. 4 Rebar found in place - corner used during SW03850(1) & SW04718(1) Surveys. Held No. 4 Rebar W/Cap found in place - corner used during SW03850(1) & SW04718(1) Surveys - also found a Mag Nail - 17.7' east & 8.2' north - also found a No.5 Rebar 45.6' east & 14.3' north.  
 Smith, PLS 917, Oct., 1986 & Charles Cahill, PLS 1005, Oct., 1980. west.



1/4 Section Corner - ODOT Monument Number 0-55-1833  
 Mag Nail over strong signal under asphalt pavement found in place as per corner record filed by Curtis Hale, PLS 1084, April, 2015 - corner position also fits corner record by Robert McCutchan, PLS 153, Dec., 2003 and Charles Smith, PLS 917, Oct., 1986 and Charles Cahill, PLS 1005, Oct., 1980 - replaced Mag Nail with a Mag Nail with washer PLS 1551 - corner fits government distance between corners 0.5 mile north and 0.5 mile south within rebar.

1/4 Section Corner - ODOT Monument Number 0-55-1394  
 Held Railroad Spike found in place - this corner used under SW03850(1) & SW04718(1) Surveys.

1/4 Section Corner - ODOT Monument Number 0-55-1402  
 Held No. 4 Rebar - found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a P.K. Nail W/Shiner - 21.4' east & 2.2' north.

OKLAHOMA DEPARTMENT OF TRANSPORTATION	
SURVEY DIVISION	
PLS	DEA
DRAWN	DEA
CHECKED	
APPROVED	DRD
CREW	Tecumseh

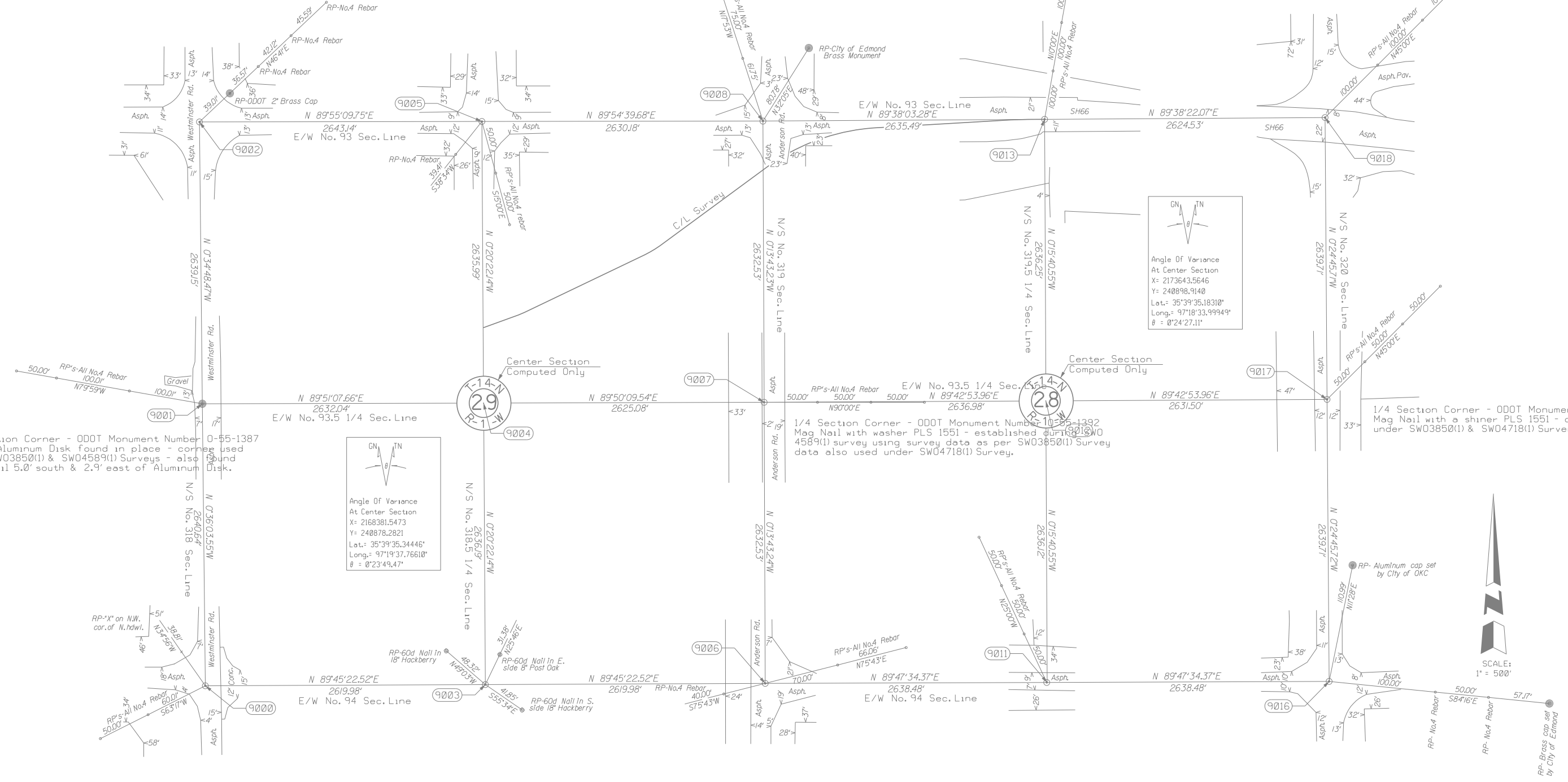
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SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5010

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

Note: Reference's shown are not to scale.

Section Corner - ODOT Monument Number 0-55-1388  
 Set Mag Nail with washer PLS 1551 under SW04589(1) and replaced P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1) & SW04589(1) Surveys - also found a 60d nail 0.4' west & 0.1' north of corner established.  
 Section Corner - ODOT Monument Number 0-55-1389  
 Held No. 4 rebar with plastic cap PLS 1271 found in place - corner position also fits corner record filed by Robert McCutchan, PLS 153.  
 Section Corner - ODOT Monument Number 0-55-1390  
 Held No. 3 with cap MAPCO PLS 153 - corner used under SW03850(1), SW04589(1) & SW04718(1) Surveys - corner also filed by James Yager, PLS 1006 - also found a No. 3 rebar with cap 0.6' north & 0.3' west of corner held.  
 1/4 Section Corner - ODOT Monument Number 0-55-1391  
 Held No. 4 Rebar - found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a pin used under SW03850(1) & SW04718(1) Surveys.  
 Section Corner - ODOT Monument Number 0-55-1401  
 Held & replaced old P.K. Nail with a Mag Nail w/shiner pipe found in place - corner used under SW03850(1), SW04718(1) & SW01550(1) Surveys - also found a Mag Nail w/shiner pipe 1276 - 5.6' west.  
 Section Corner - ODOT Monument Number 0-55-1402  
 Mag Nail with a shiner PLS 1551 - corner position under SW03850(1) & SW04718(1) Surveys.



Angle Of Variance  
 At Center Section  
 X = 2173643.5646  
 Y = 240898.9140  
 Lat. = 35°39'35.18310"  
 Long. = 97°18'33.99949"  
 θ = 0°24'27.11"

Angle Of Variance  
 At Center Section  
 X = 2168381.5473  
 Y = 240878.2821  
 Lat. = 35°39'35.34446"  
 Long. = 97°19'37.76610"  
 θ = 0°23'49.47"

1/4 Section Corner - ODOT Monument Number 0-55-1387  
 Held a Aluminum Disk found in place - corner used under SW03850(1) & SW04589(1) Surveys - also found a P.K. Nail 5.0' south & 2.9' east of Aluminum Disk.

1/4 Section Corner - ODOT Monument Number 0-55-1392  
 Mag Nail with a shiner PLS 1551 - established during SW04589(1) survey using survey data as per SW03850(1) Survey data also used under SW04718(1) Survey.

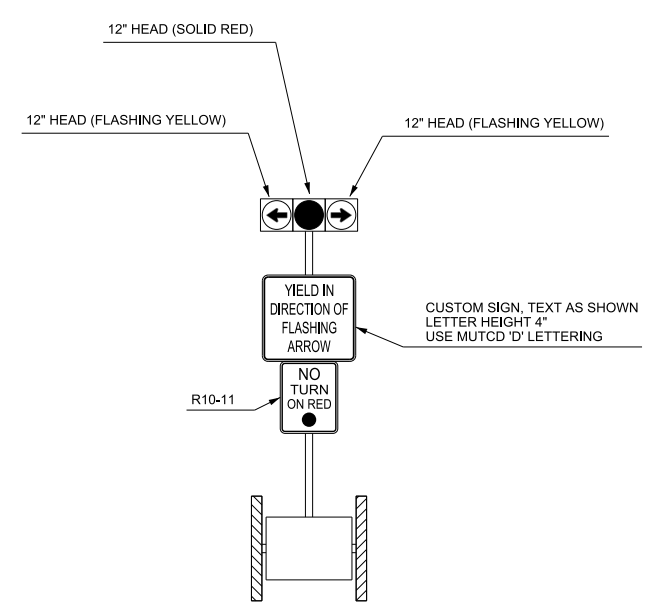
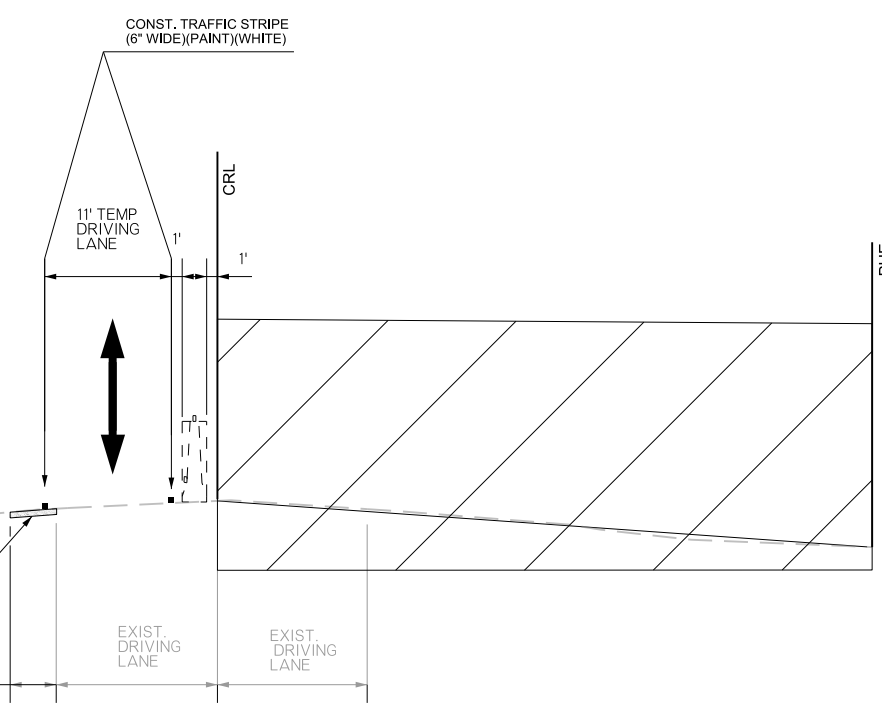
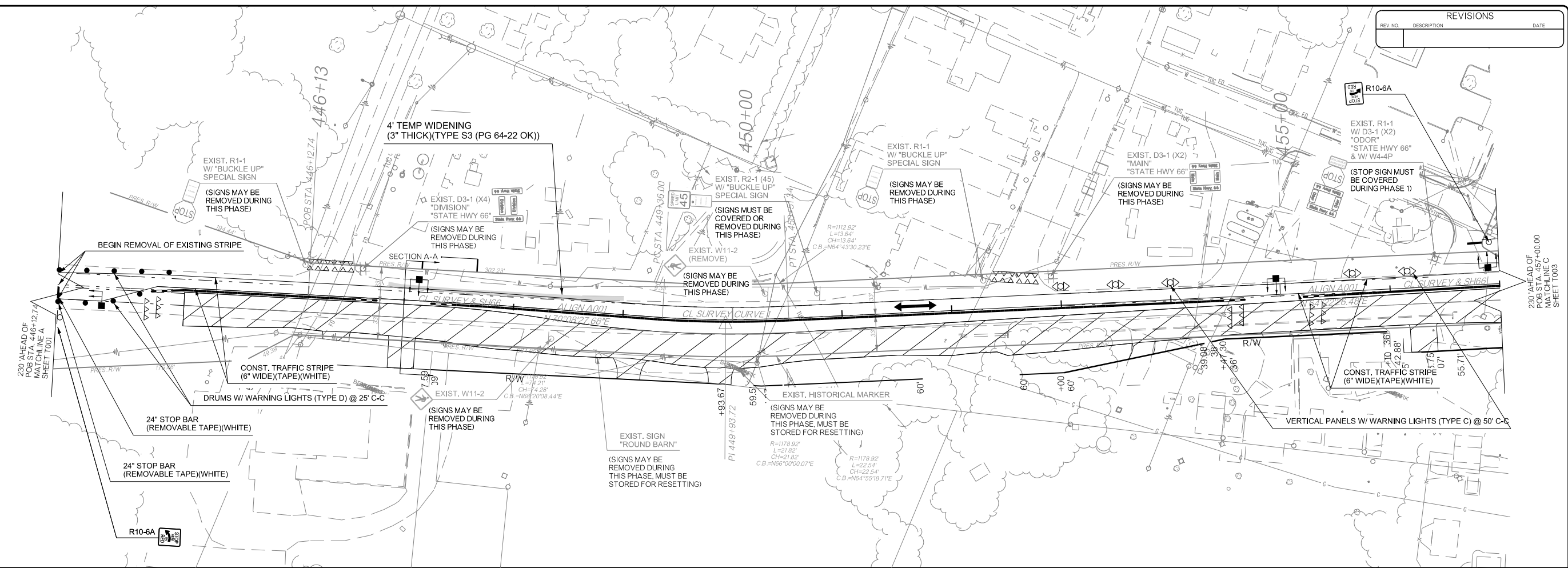
Section Corner - ODOT Monument Number 0-55-1386  
 Mag Nail with washer PLS 1551 - corner position used under SW03850(1) & SW04589(1) Surveys - this corner position also fits corner record filed by Robert McCutchan, PLS 153.  
 Section Corner - ODOT Monument Number 0-55-1387  
 Held No. 4 rebar with plastic cap PLS 1271 found in place - corner position also fits corner record filed by Robert McCutchan, PLS 153.  
 Section Corner - ODOT Monument Number 0-55-1388  
 Held No. 3 with cap MAPCO PLS 153 - corner used under SW03850(1), SW04589(1) & SW04718(1) Surveys - corner also filed by James Yager, PLS 1006 - also found a No. 3 rebar with cap 0.6' north & 0.3' west of corner held.  
 1/4 Section Corner - ODOT Monument Number 0-55-1391  
 Held No. 4 Rebar - found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a pin used under SW03850(1) & SW04718(1) Surveys.  
 Section Corner - ODOT Monument Number 0-55-1399  
 Held No. 3 Rebar w/cap - found in place - corner used under SW03850(1) & SW04718(1) Surveys.

OKLAHOMA DEPARTMENT OF TRANSPORTATION		SURVEY DIVISION	
PLS	DEA		
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh	SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5011	





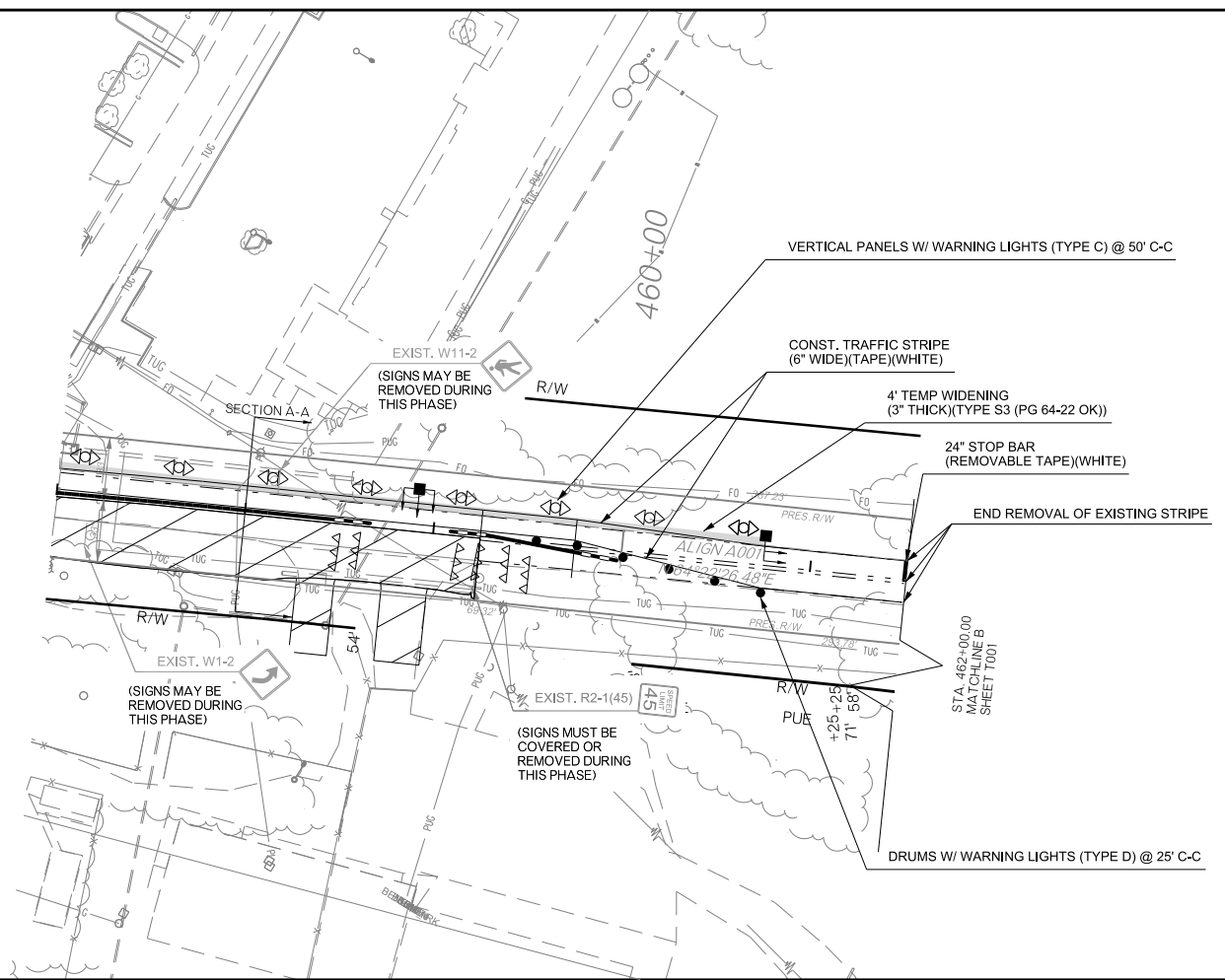
REVISIONS		
REV. NO.	DESCRIPTION	DATE



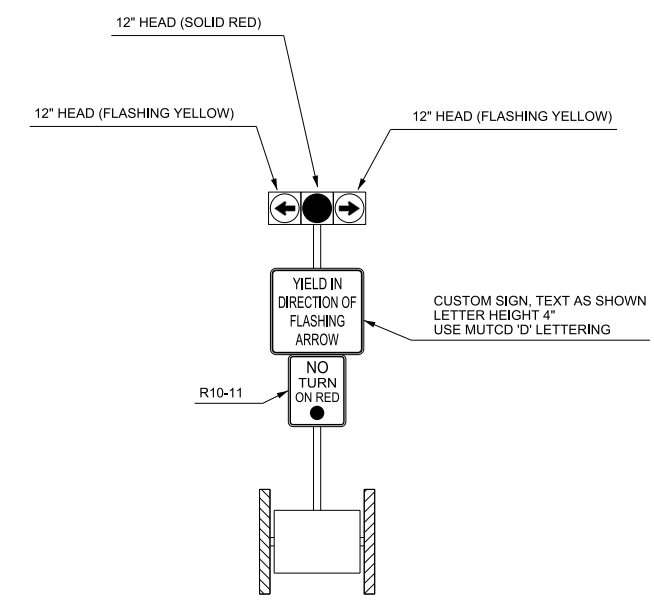
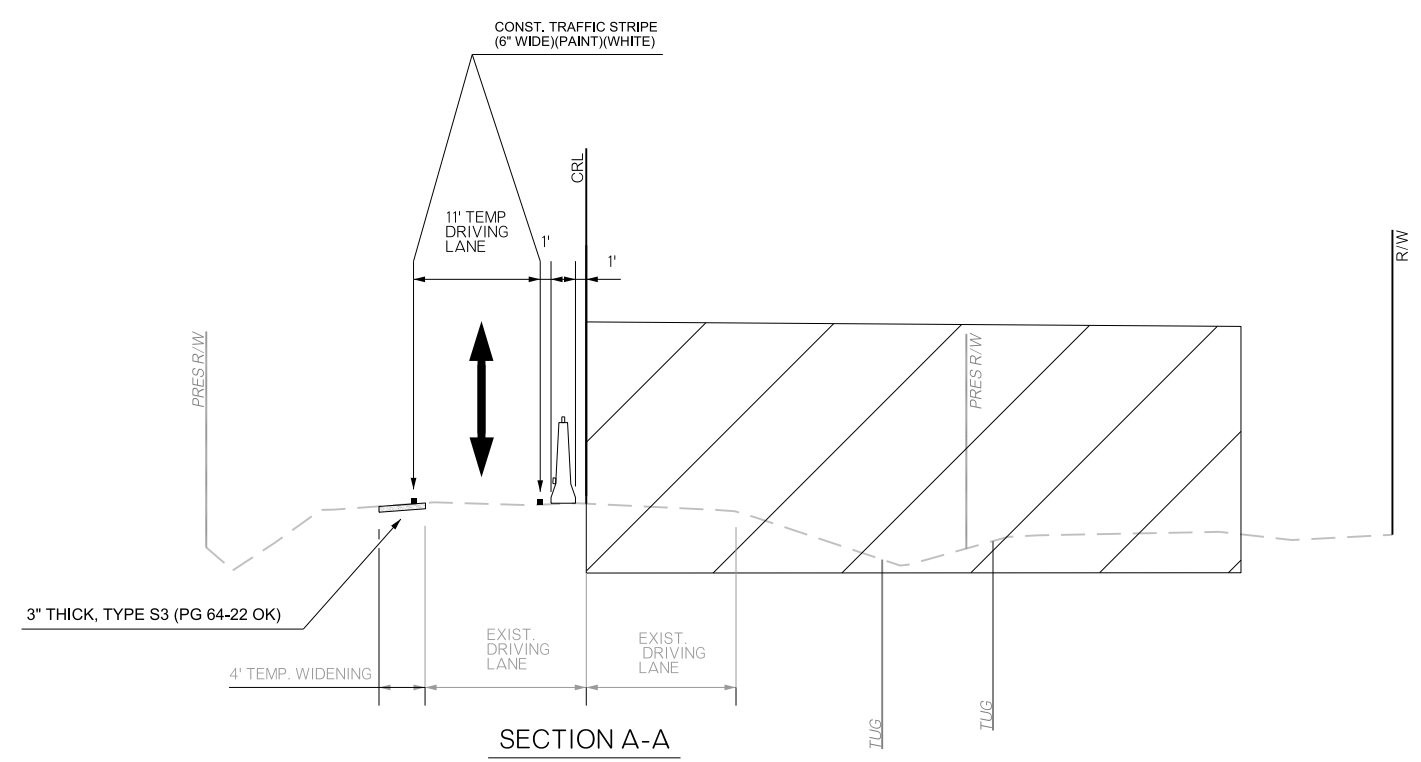
KEY	
	DRIVEWAY ASSISTANCE DEVICE
	CONSTRUCTION ZONE IMPACT ATTENUATOR
	DRUM
	PORTABLE LONGITUDINAL BARRIER
	PORTABLE TRAFFIC SIGNAL
	SIGN
	TRAFFIC FLOW
	TYPE III BARRICADE
	WORK AREA

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL PHASE 1 (SHEET 1 OF 2)		CHECK: RC	11/23
		GROUP: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T002

REVISIONS		
REV. NO.	DESCRIPTION	DATE

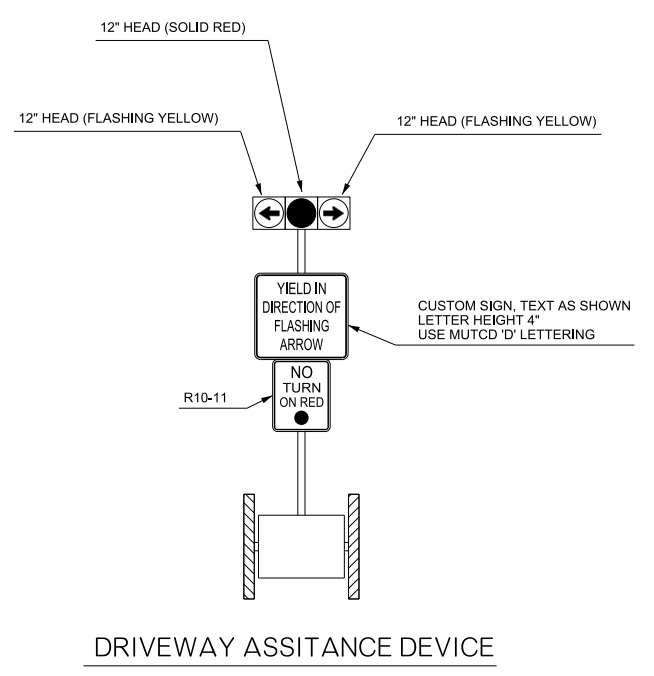
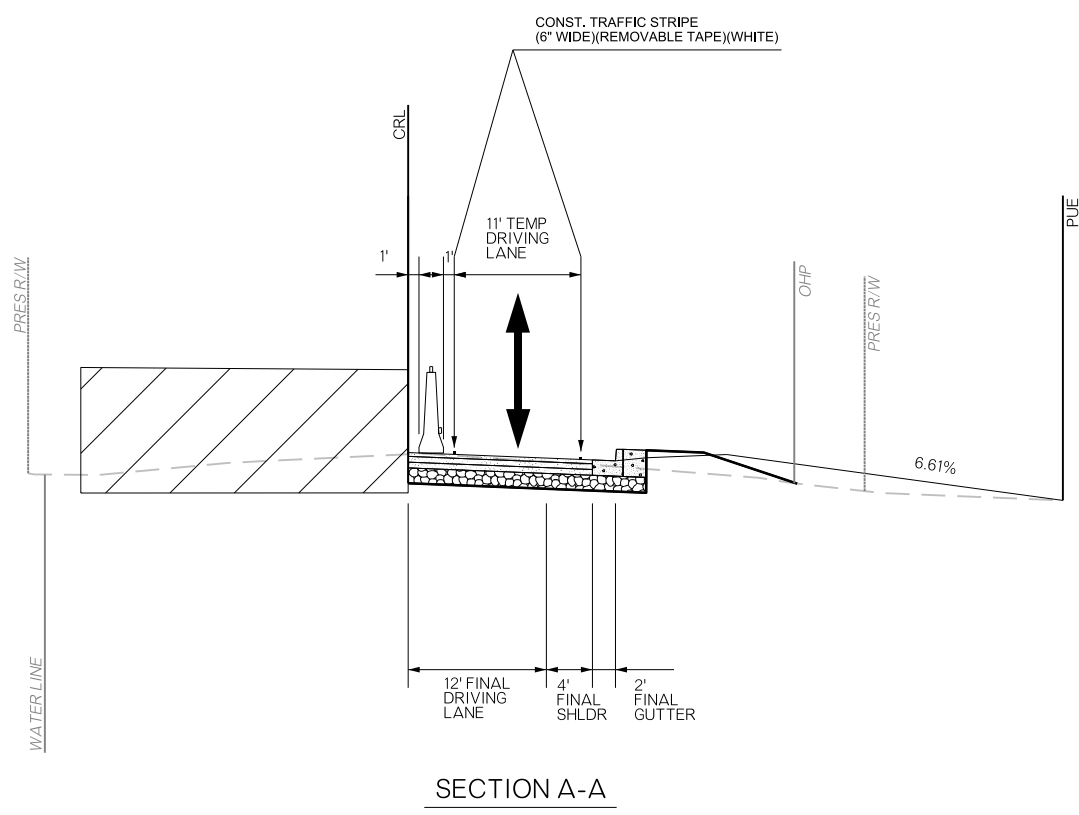
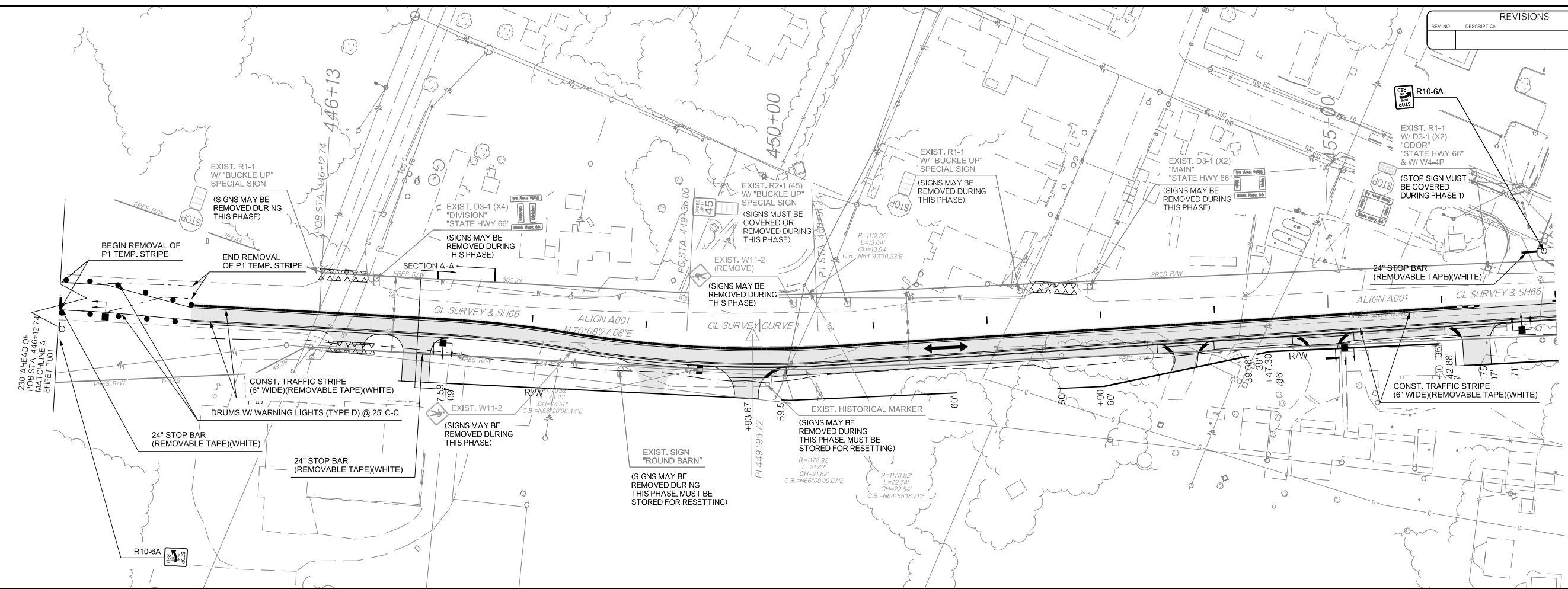


KEY	
	DRIVEWAY ASSISTANCE DEVICE
	CONSTRUCTION ZONE IMPACT ATTENUATOR
	DRUM
	PORTABLE LONGITUDINAL BARRIER
	PORTABLE TRAFFIC SIGNAL
	SIGN
	TRAFFIC FLOW
	TYPE III BARRICADE
	WORK AREA
	VERTICAL PANEL



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL PHASE 1 (SHEET 2 OF 2)		CHECK: RC	11/23
		GROUP: EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T003

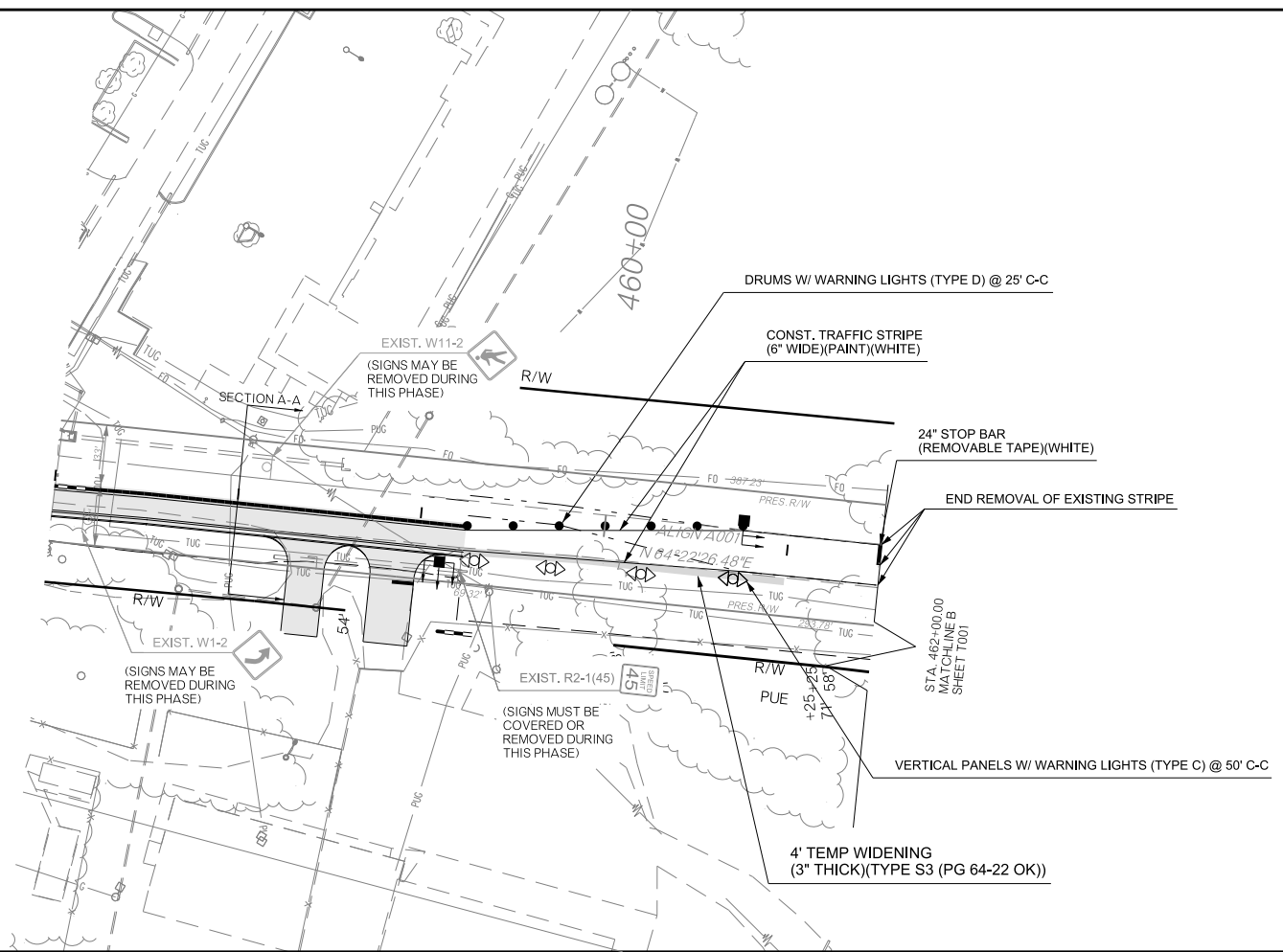
REVISIONS		
REV. NO.	DESCRIPTION	DATE



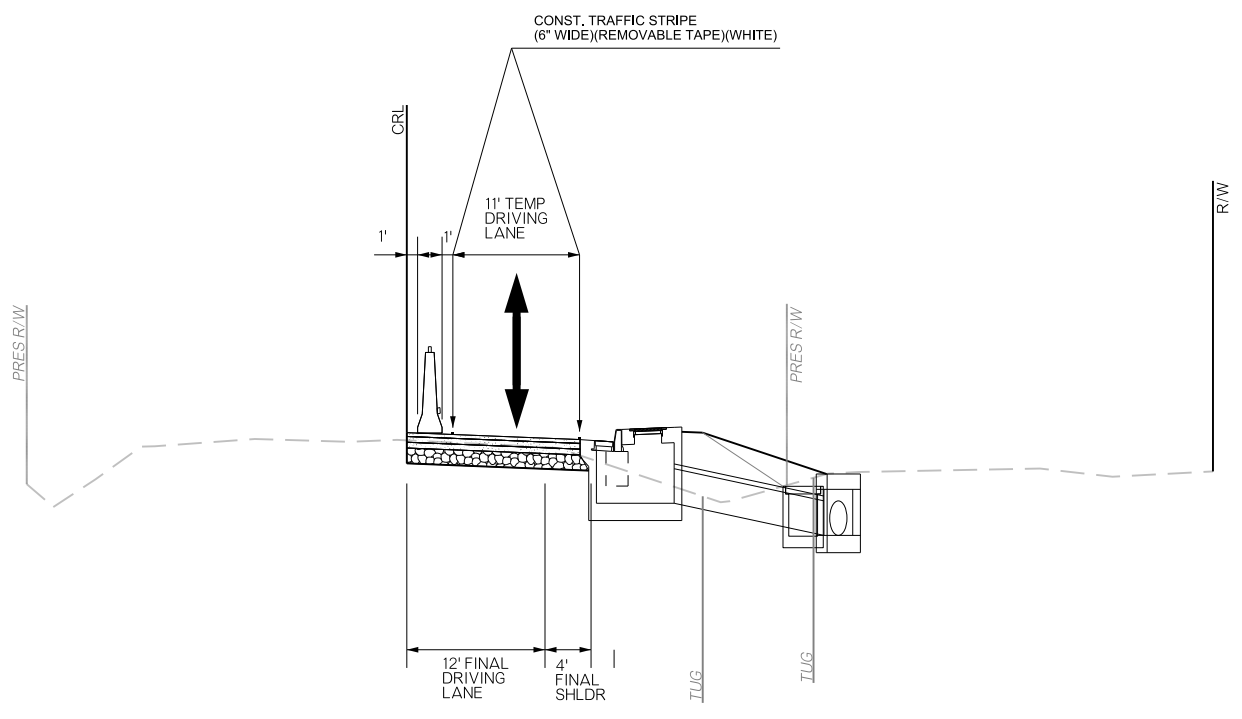
KEY	
	DRIVEWAY ASSISTANCE DEVICE
	CONSTRUCTION ZONE IMPACT ATTENUATOR
	DRUM
	PORTABLE LONGITUDINAL BARRIER
	PORTABLE TRAFFIC SIGNAL
	SIGN
	TRAFFIC FLOW
	TYPE III BARRICADE
	WORK AREA
	VERTICAL PANEL

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL PHASE 2 (SHEET 1 OF 2)		CHECK:	
		ENGINEER: RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	GROUP: EM CAMPBELL
JOB/PIECE NO. 24356(07)		SHEET NO. T004	

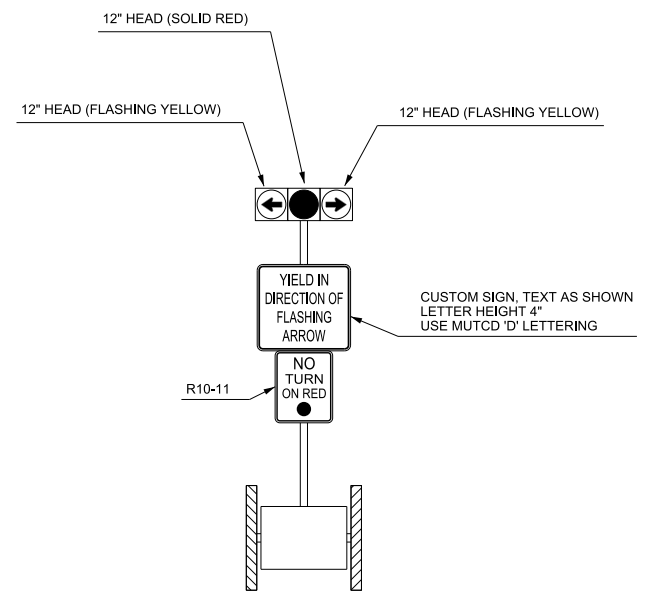
REVISIONS		
REV. NO.	DESCRIPTION	DATE



KEY	
	DRIVEWAY ASSISTANCE DEVICE
	CONSTRUCTION ZONE IMPACT ATTENUATOR
	DRUM
	PORTABLE LONGITUDINAL BARRIER
	PORTABLE TRAFFIC SIGNAL
	SIGN
	TRAFFIC FLOW
	TYPE III BARRICADE
	WORK AREA
	VERTICAL PANEL



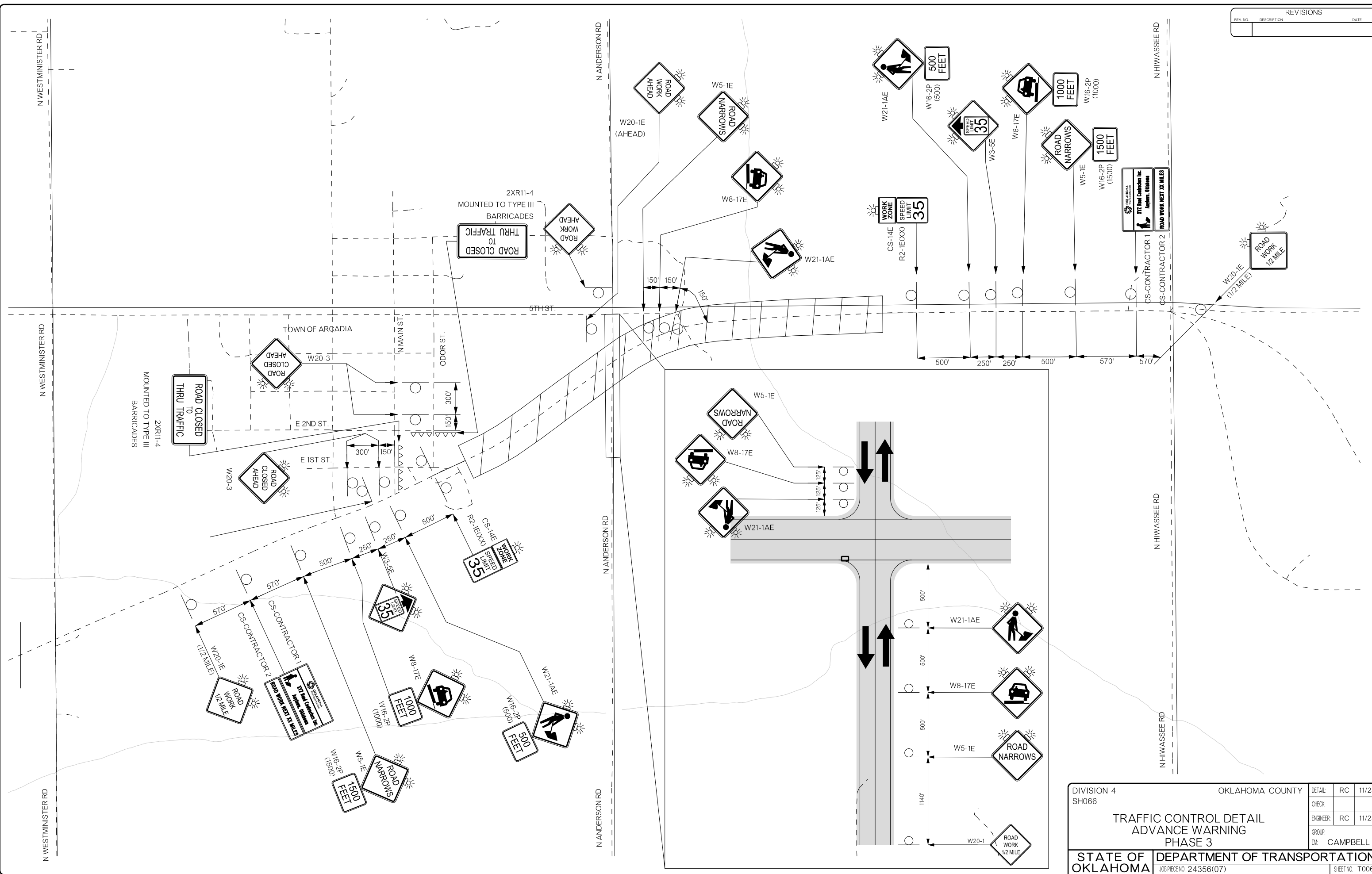
SECTION A-A



DRIVEWAY ASSISTANCE DEVICE

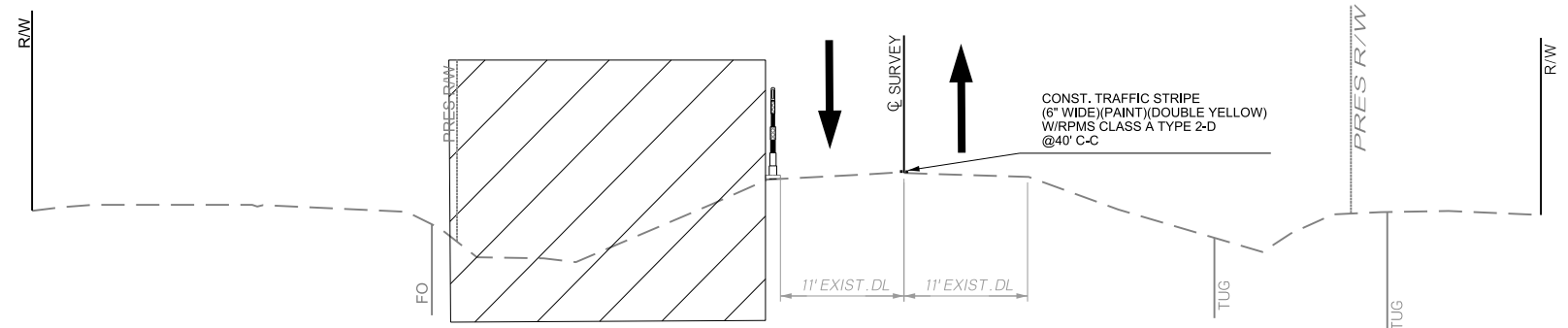
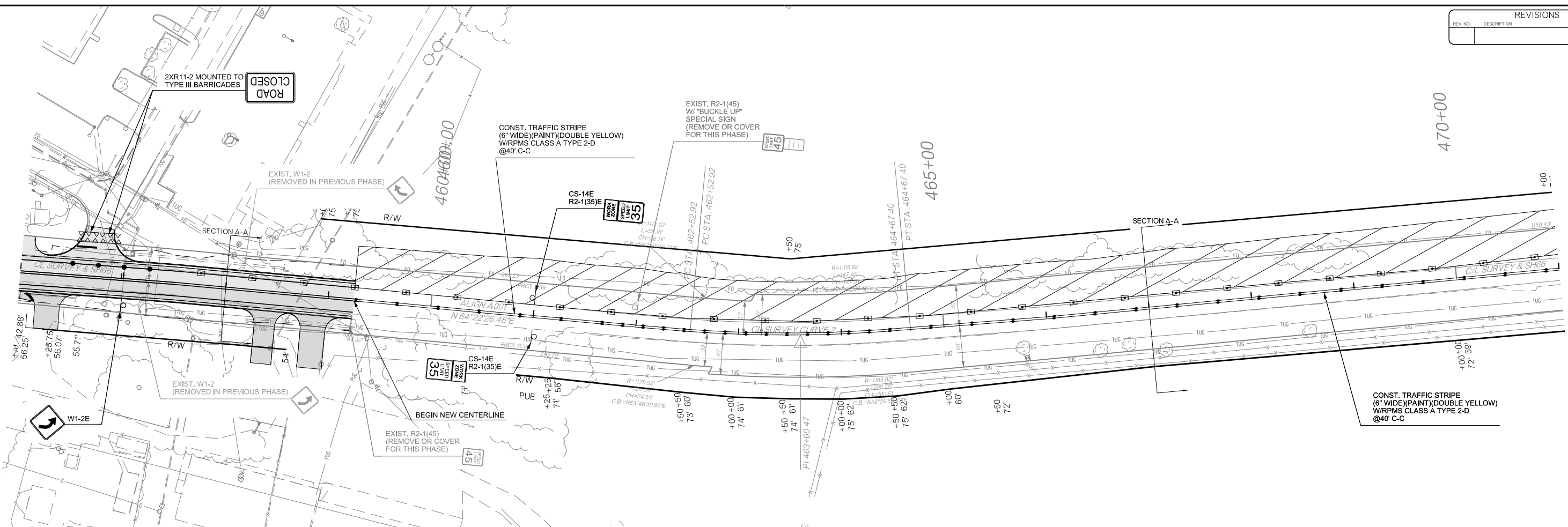
DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
TRAFFIC CONTROL DETAIL PHASE 2 (SHEET 2 OF 2)		CHECK:		
		ENGINEER:	RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
JOB/PIECE NO. 24356(07)		GROUP:		EM: CAMPBELL
		SHEET NO.		T005

REVISIONS		
REV. NO.	DESCRIPTION	DATE



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL ADVANCE WARNING PHASE 3		CHECK: RC	11/23
		GROUP: EM	CAMPBELL
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	
			SHEET NO. T006

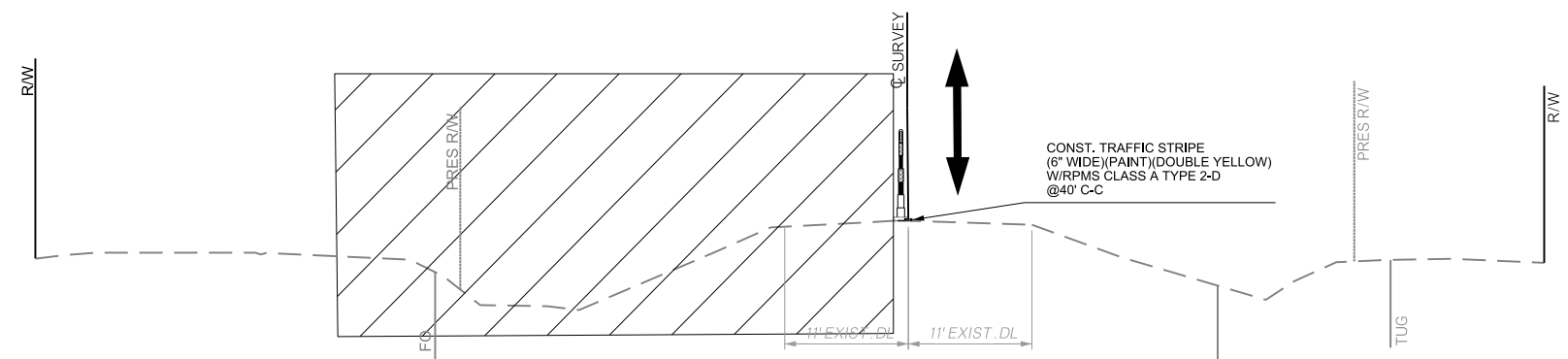
REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION A-A (WHEN ROAD IS OPEN TO 2 LANES OF TRAFFIC AT ONE TIME)

NOTE: FOR DETAILS OF FLAGGING OPERATIONS SEE SHEET TOXX

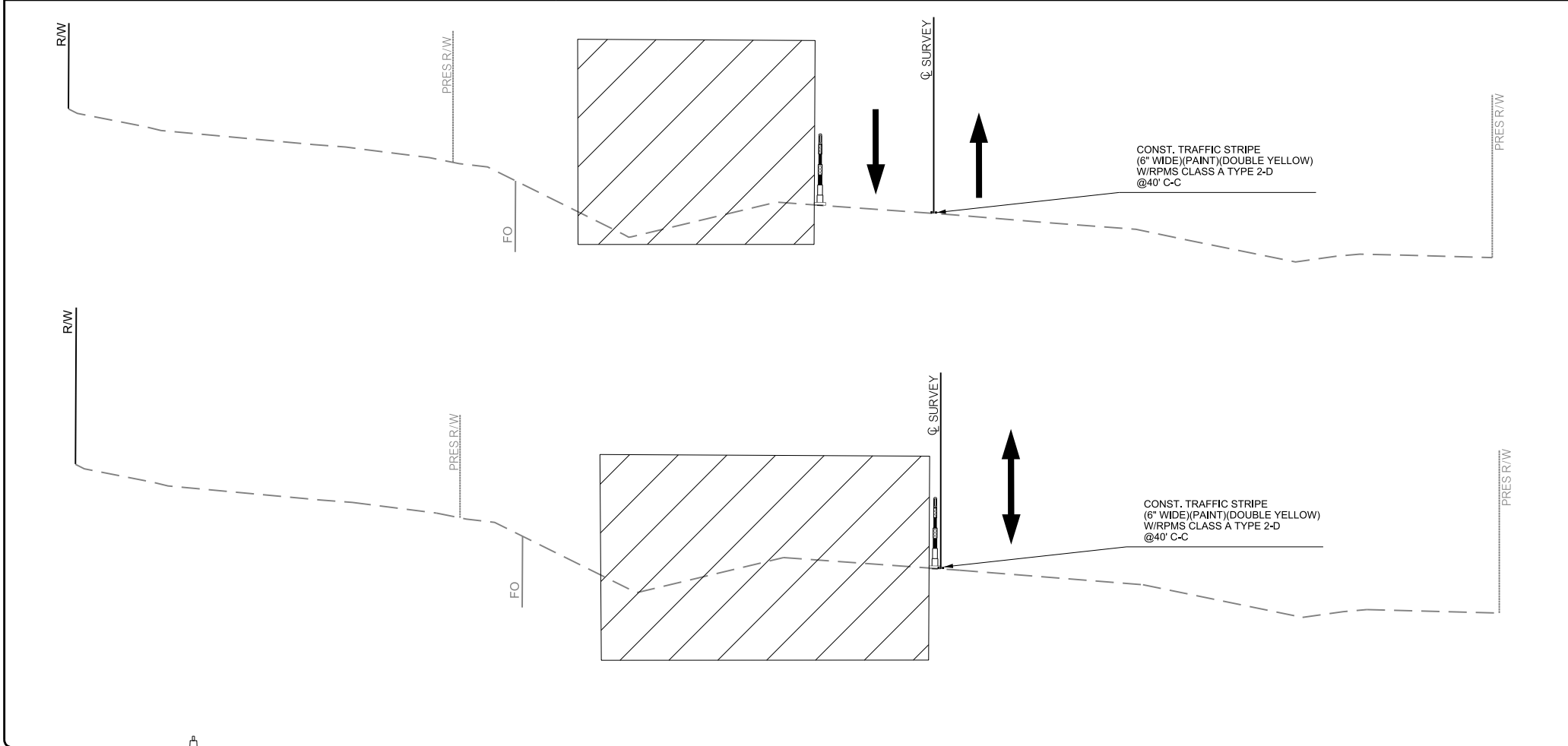
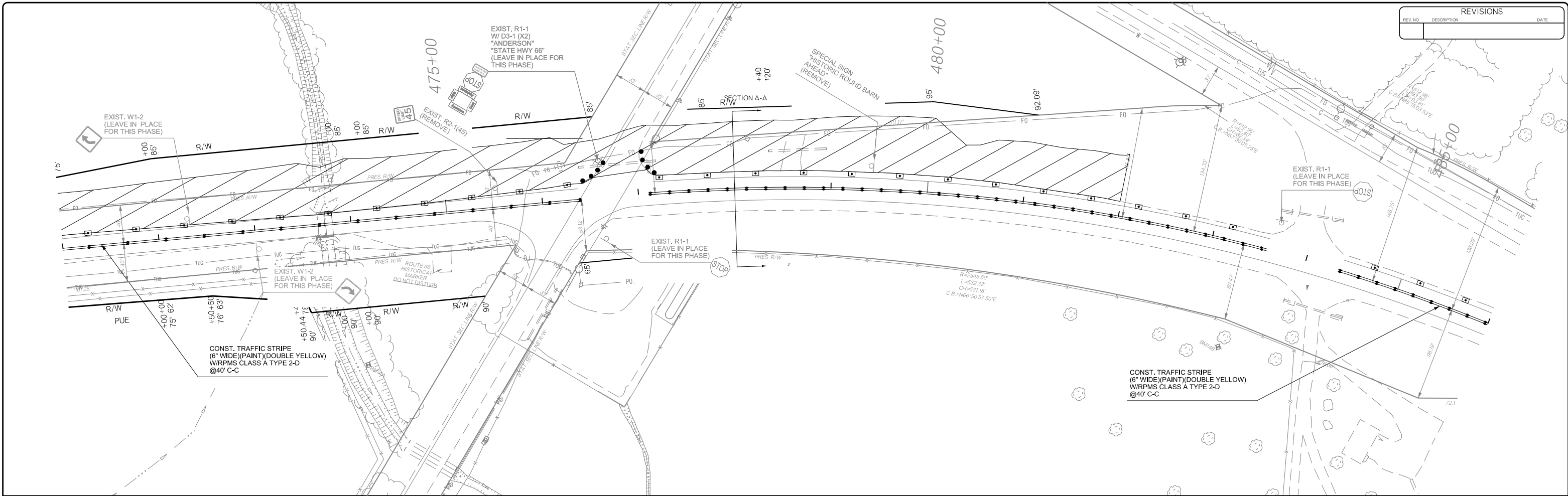
NOTE: ANY TIME THAT IT IS REQUIRED THAT WORKERS, EQUIPMENT, OR MATERIALS ENCROACH ON ANY LANE THE ROADWAY SHALL BE NARROWED TO ONE LANE AT A TIME.



SECTION A-A (WHEN ROAD IS NARROWED TO 1 LANE AT A TIME)

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
<b>TRAFFIC CONTROL DETAIL</b> <b>PHASE 3 LEFT</b> <b>(SHEET 1 OF 4)</b>		CHECK:		
		ENGINEER:	RC	11/23
		GROUP:	EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)		SHEET NO. T007

REVISIONS		
REV. NO.	DESCRIPTION	DATE



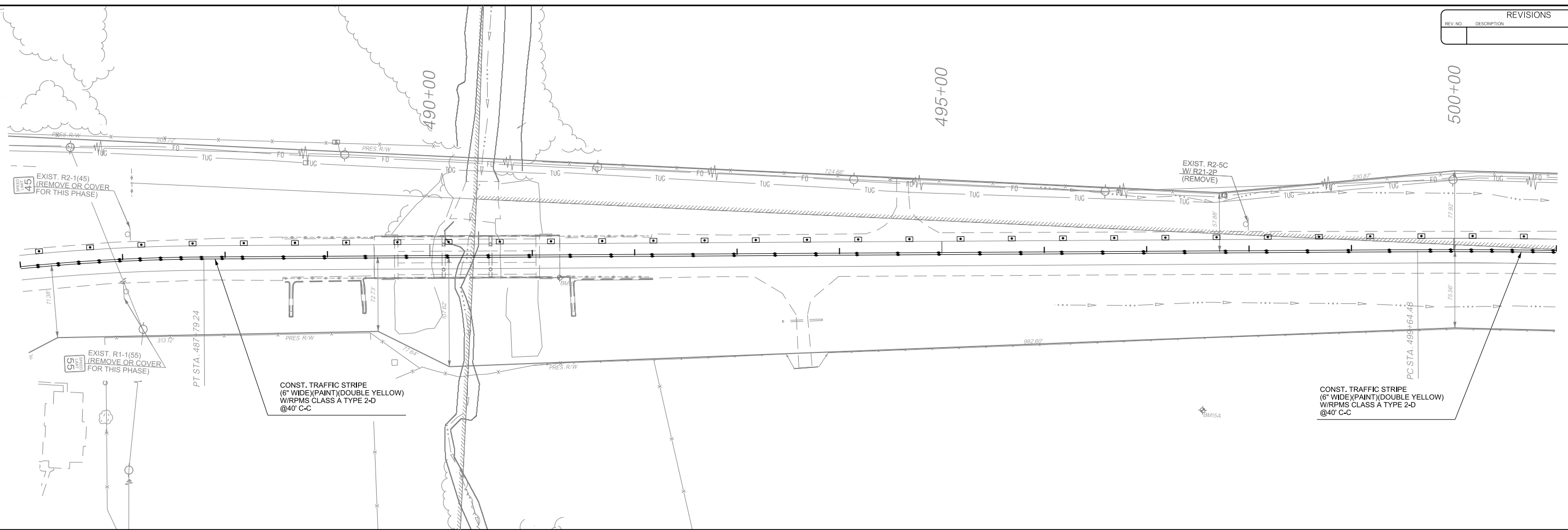
NOTE: FOR DETAILS OF FLAGGING OPERATIONS SEE SHEET TOXX

NOTE: ANY TIME THAT IT IS REQUIRED THAT WORKERS, EQUIPMENT, OR MATERIALS ENCROACH ON ANY LANE THE ROADWAY SHALL BE NARROWED TO ONE LANE AT A TIME.

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 LEFT (SHEET 2 OF 4)		CHECK: RC	11/23
		GROUP: EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 24356(07)	SHEET NO. T008

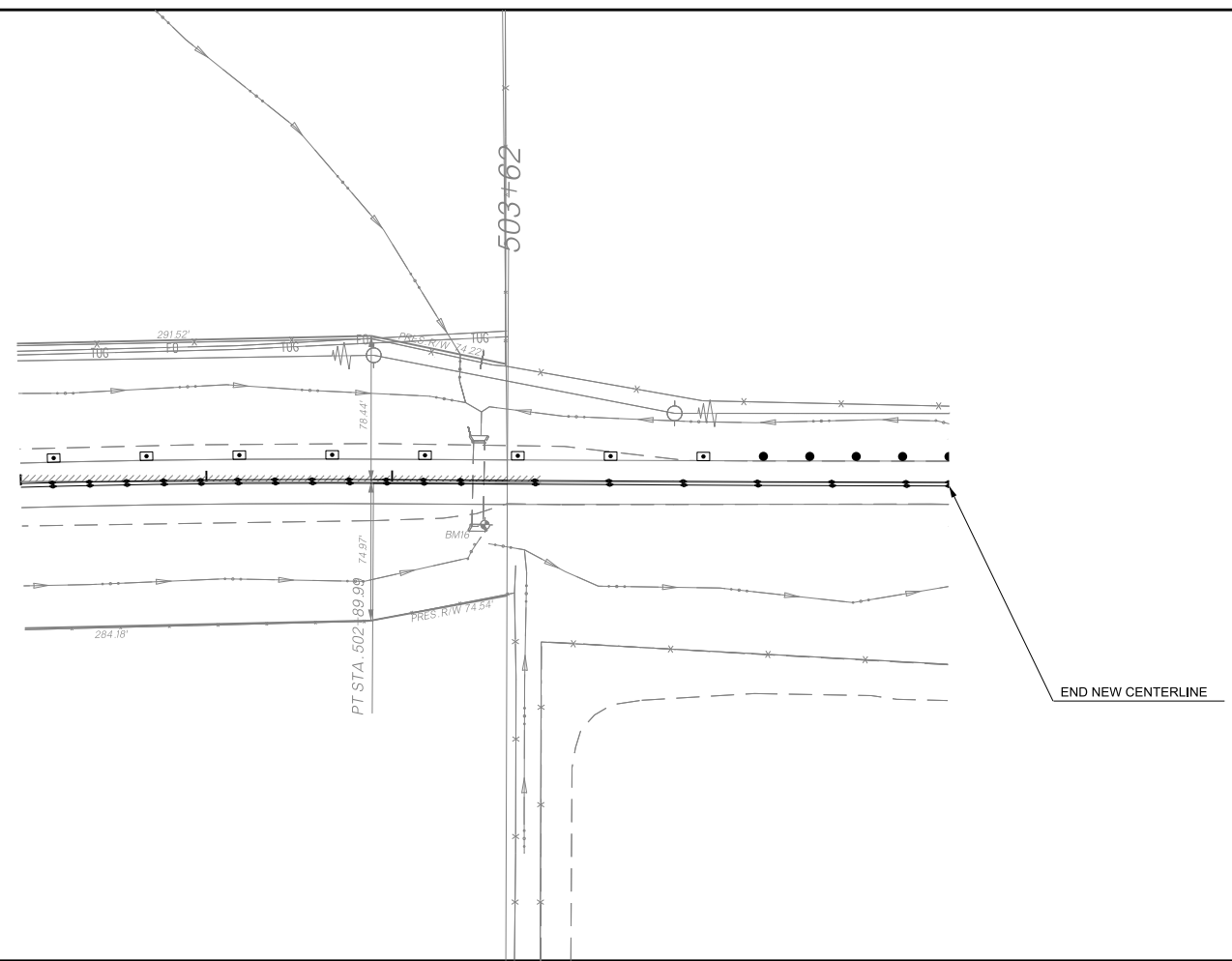


REVISIONS		
REV. NO.	DESCRIPTION	DATE



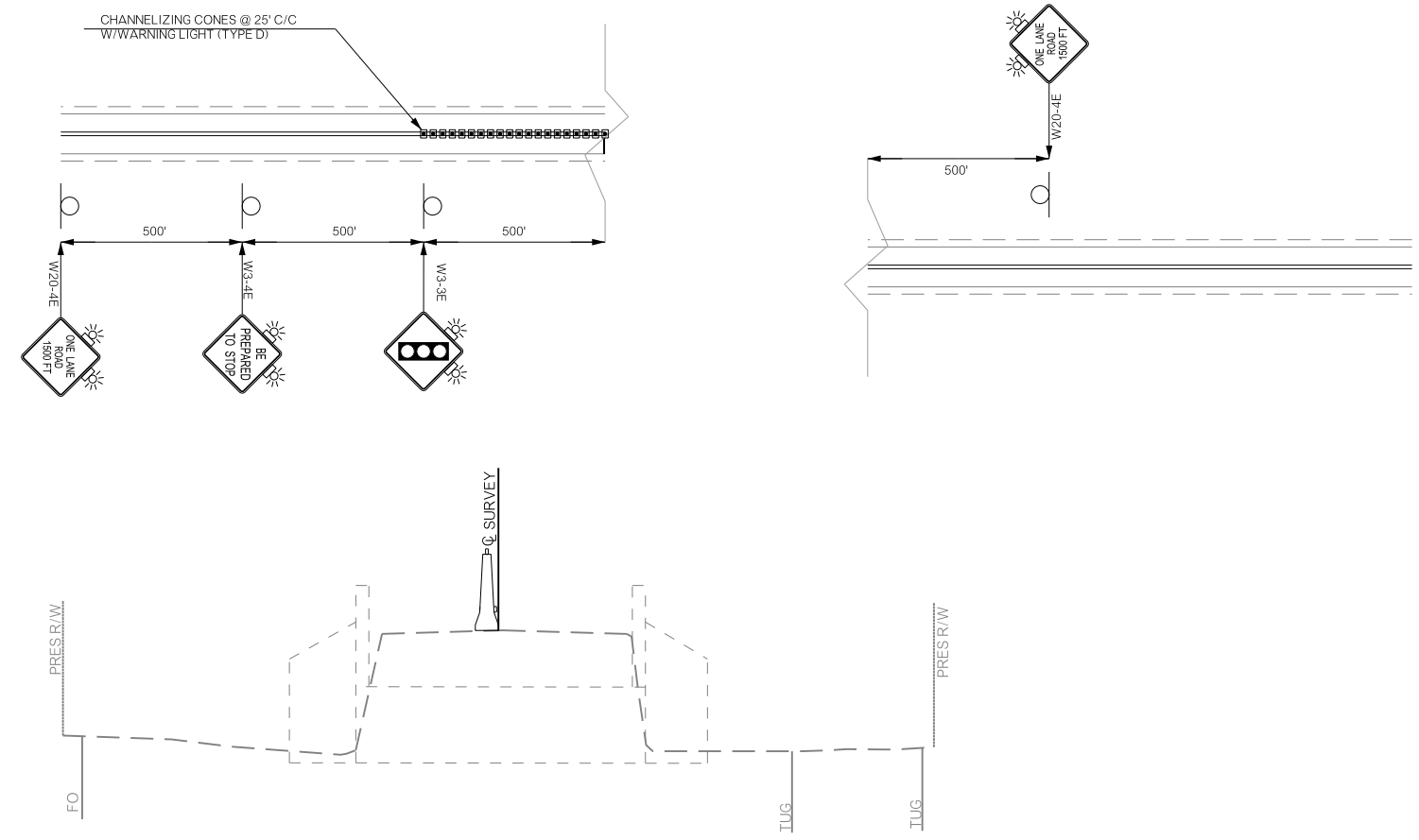
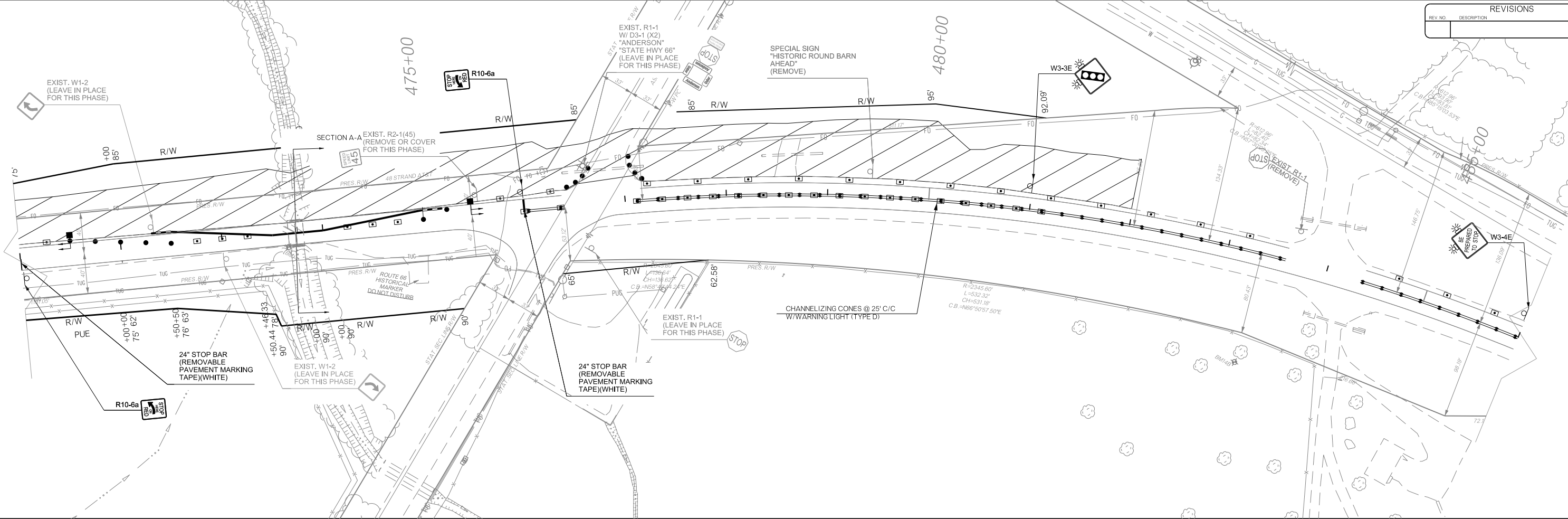
DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 LEFT (SHEET 3 OF 4)		CHECK:		
		ENGINEER:	RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	GROUP:	CAMPBELL
JOB PIECE NO. 24356(07)		SHEET NO.		T009

REVISIONS		
REV. NO.	DESCRIPTION	DATE



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 LEFT (SHEET 4 OF 4)		CHECK:		
		ENGINEER:	RC	11/23
		GROUP:	EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T010	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

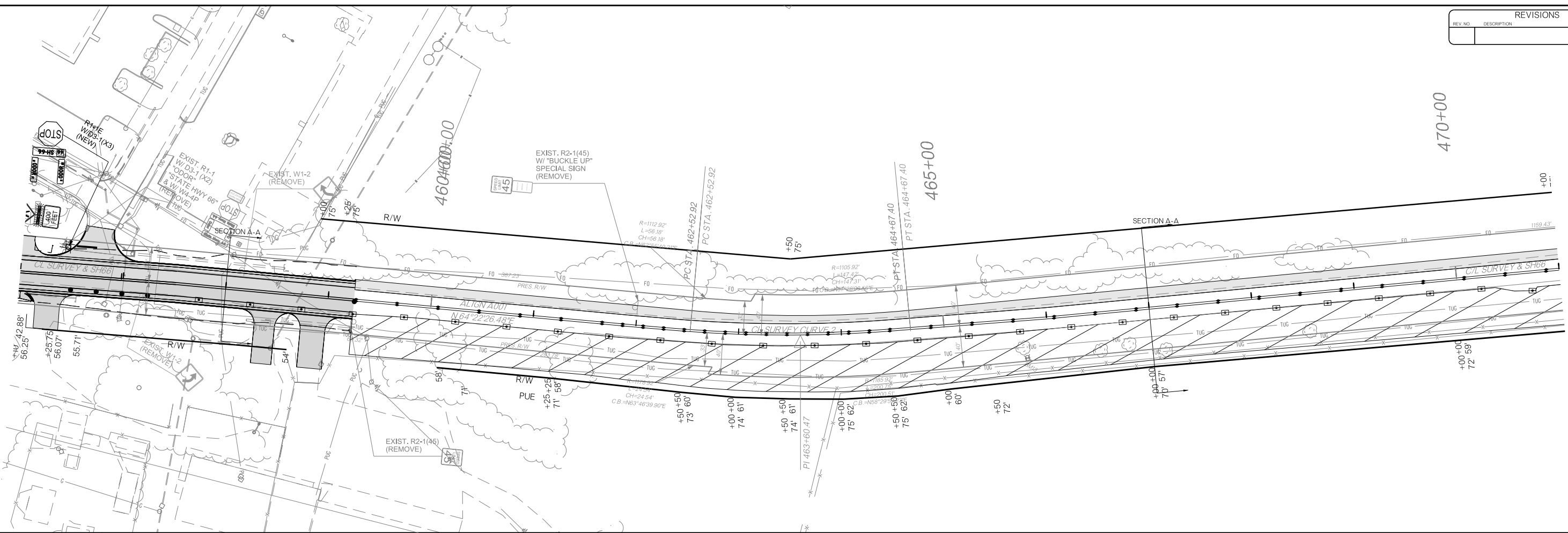


NOTE: FOR DETAILS OF FLAGGING OPERATIONS SEE SHEET T0XX

NOTE: ANY TIME THAT IT IS REQUIRED THAT WORKERS, EQUIPMENT, OR MATERIALS ENCROACH ON ANY LANE THE ROADWAY SHALL BE NARROWED TO ONE LANE AT A TIME.

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
<b>TRAFFIC CONTROL DETAIL PHASE 3 LEFT RCB CONST.</b>		CHECK:		
		ENGINEER:	RC	11/23
		GROUP:	EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 24356(07)	SHEET NO. T011	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

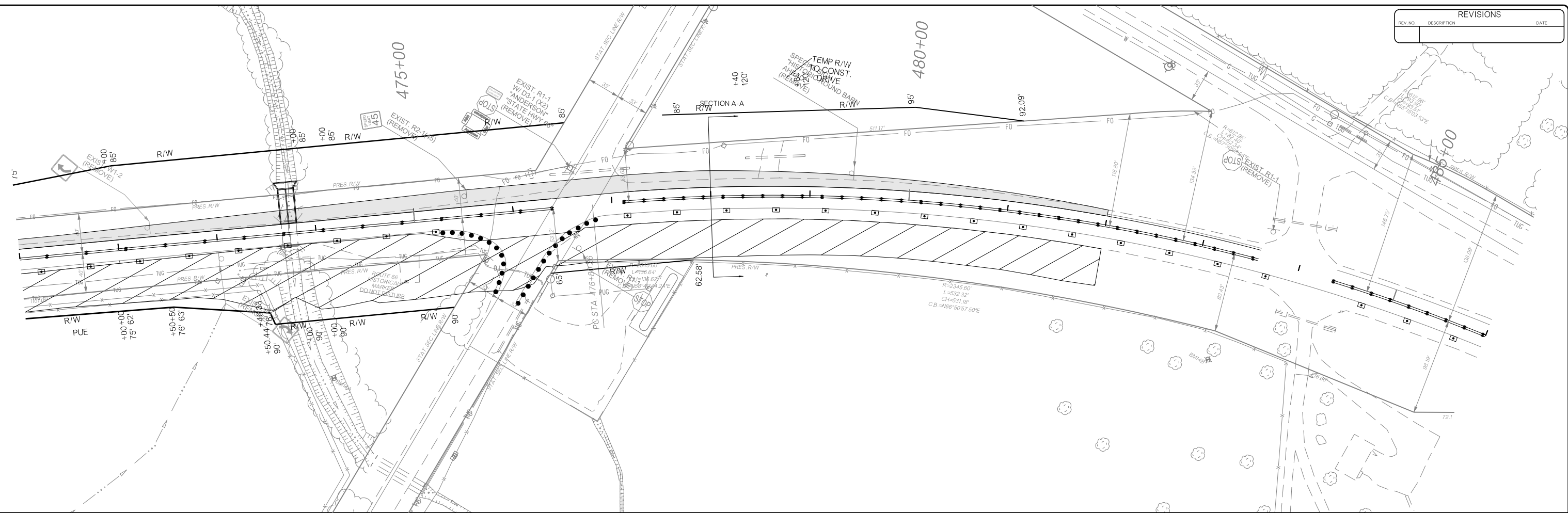


NOTE: FOR DETAILS OF FLAGGING OPERATIONS SEE SHEET TOXX

NOTE: ANY TIME THAT IT IS REQUIRED THAT WORKERS, EQUIPMENT, OR MATERIALS ENCROACH ON ANY LANE THE ROADWAY SHALL BE NARROWED TO ONE LANE AT A TIME.

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
<b>TRAFFIC CONTROL DETAIL PHASE 3 RIGHT (SHEET 1 OF 4)</b>		CHECK:		
		ENGINEER:	RC	11/23
		GROUP:	EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T012	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

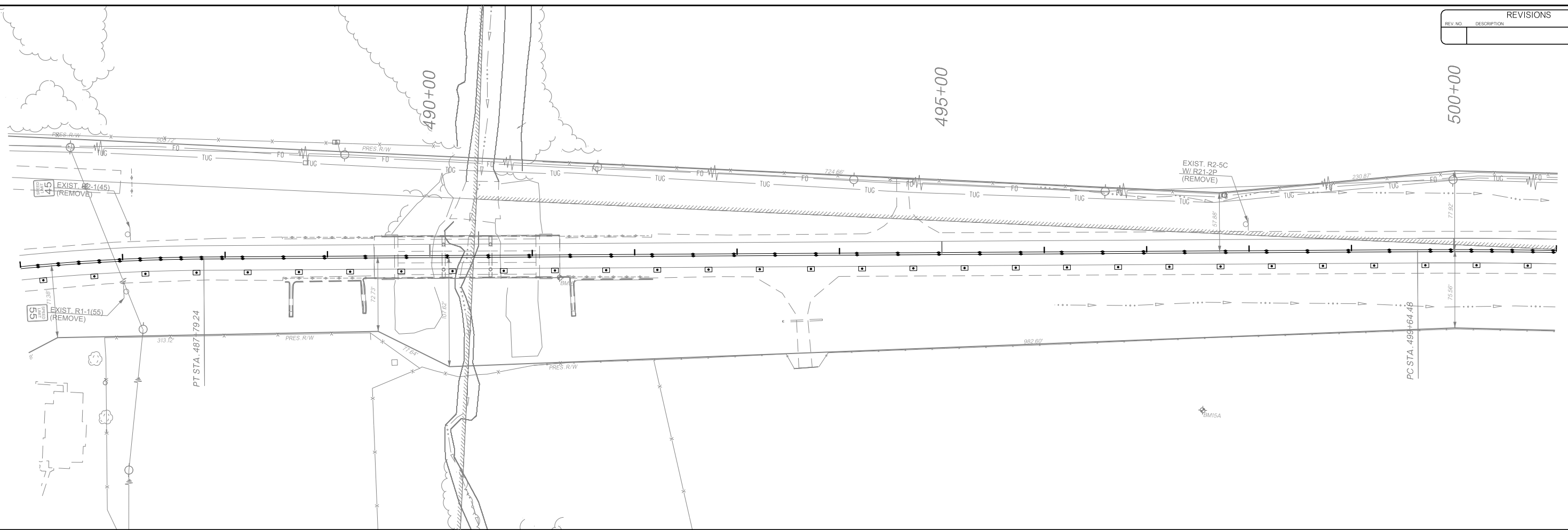


NOTE: FOR DETAILS OF FLAGGING OPERATIONS SEE SHEET TOXX

NOTE: ANY TIME THAT IT IS REQUIRED THAT WORKERS, EQUIPMENT, OR MATERIALS ENCROACH ON ANY LANE THE ROADWAY SHALL BE NARROWED TO ONE LANE AT A TIME.

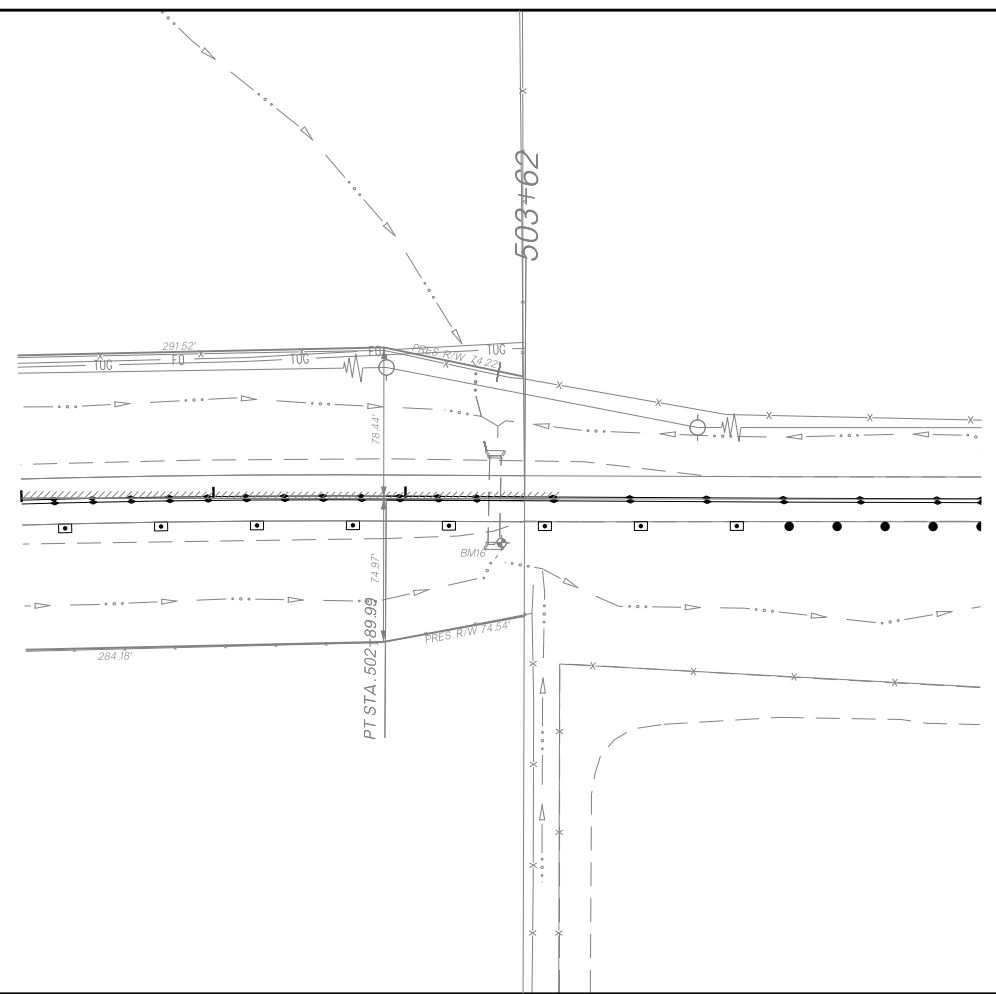
DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 RIGHT (SHEET 2 OF 4)		CHECK:		
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STATE OF OKLAHOMA		GROUP:	EM: CAMPBELL	
DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 24356(07)	SHEET NO. T013	

REVISIONS		
REV. NO.	DESCRIPTION	DATE



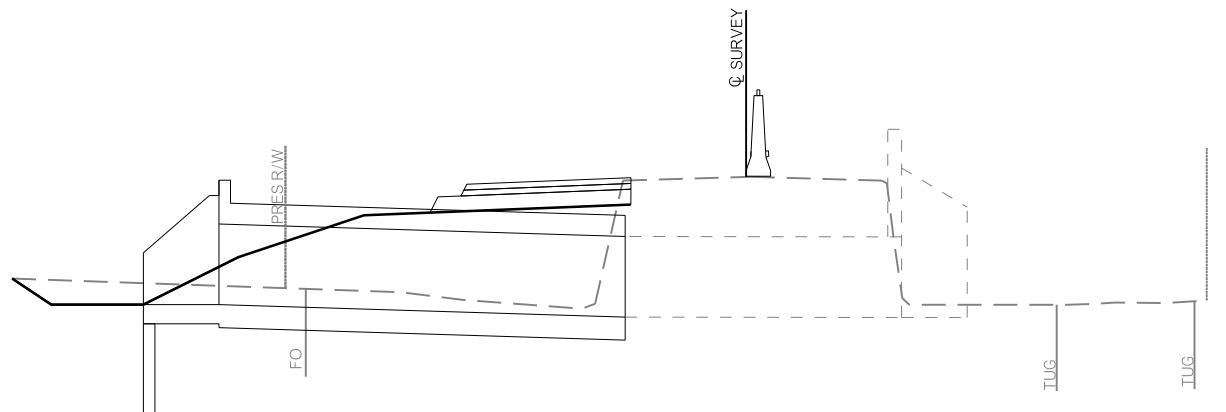
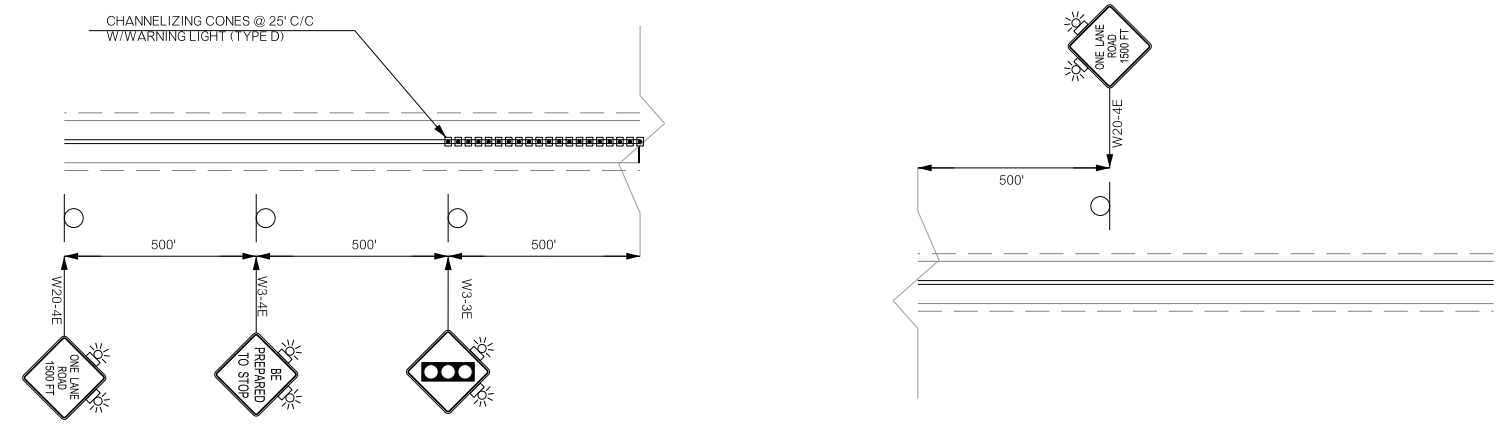
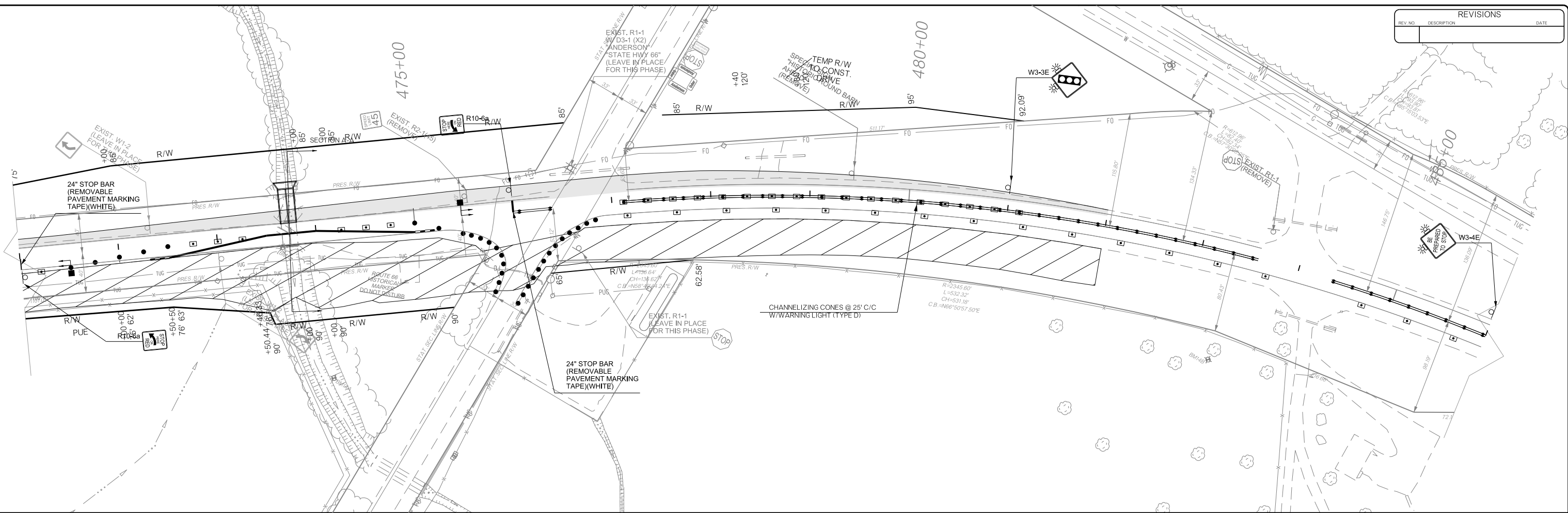
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TRAFFIC CONTROL DETAIL PHASE 3 RIGHT (SHEET 3 OF 4)		CHECK:		
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		GROUP:	EM: CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T014	

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REV. NO.	DESCRIPTION	DATE



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 RIGHT (SHEET 4 OF 4)		CHECK:		
		ENGINEER:	RC	11/23
		GROUP:	EM: CAMPBELL	
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REV. NO.	DESCRIPTION	DATE

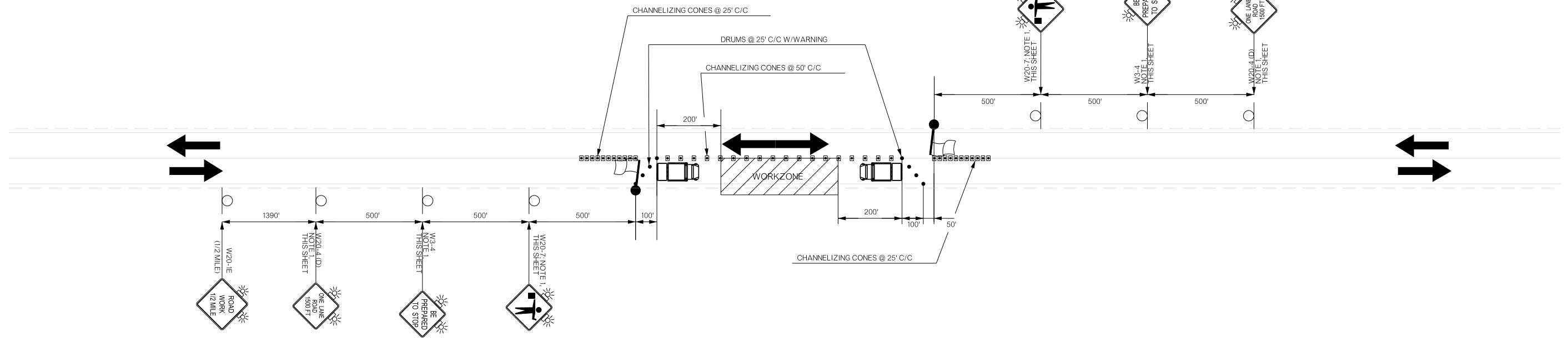


DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
TRAFFIC CONTROL DETAIL PHASE 3 RIGHT RCB CONST.		CHECK: RC	11/23
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STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T016



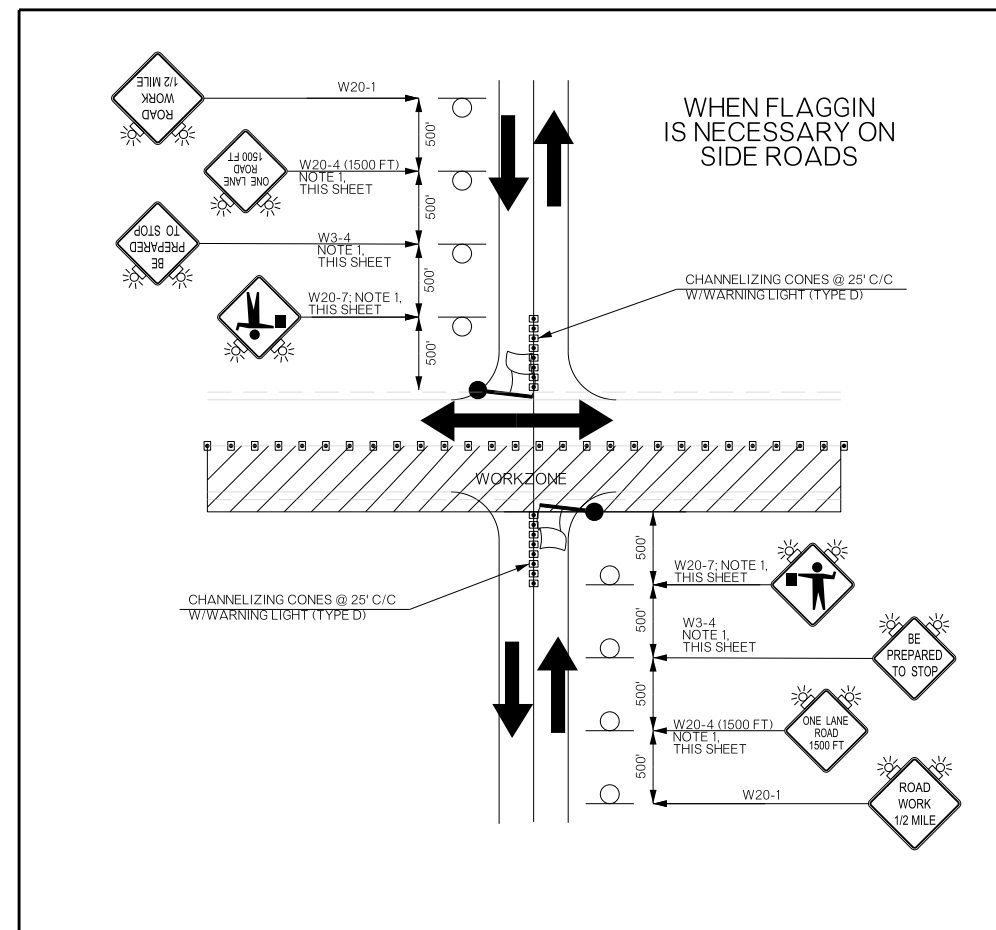
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REV. NO.	DESCRIPTION	DATE

ROADWAY WHEN WORKERS ARE PRESENT



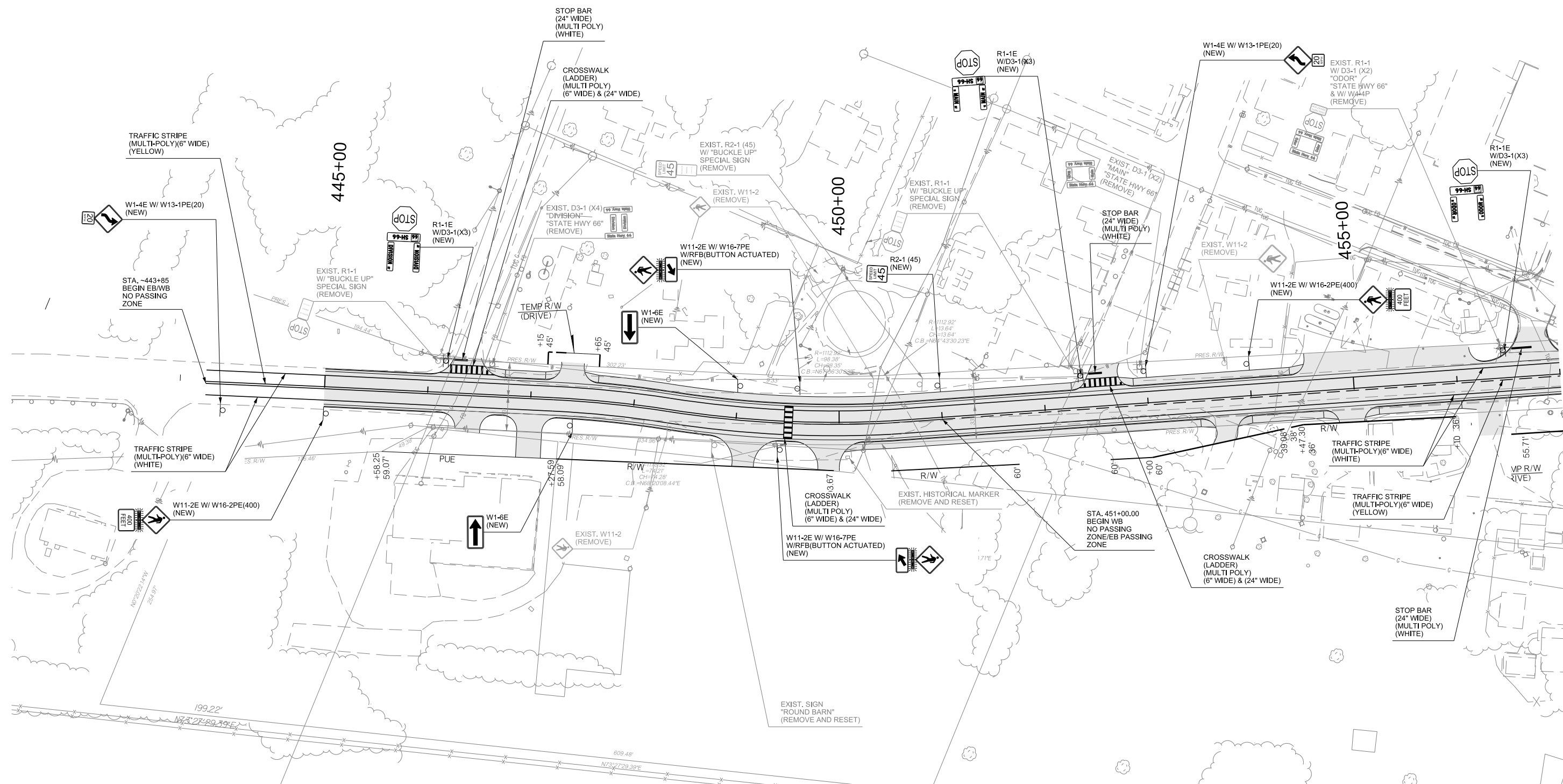
**NOTE 1**  
 THESE SIGNS SHALL BE COVERED OR TAKEN DOWN WHEN THE ROADWAY IS OPENED UP TO BOTH DIRECTIONS OF TRAFFIC.

**NOTE 2**  
 THE ROADWAY SHALL BE CLOSED TO ONE LANE OF TRAFFIC AT A TIME ANY TIME THAT WORKERS OR HEAVY EQUIPMENT ARE REQUIRED TO BE IMPEDING THE DRIVING LANE.



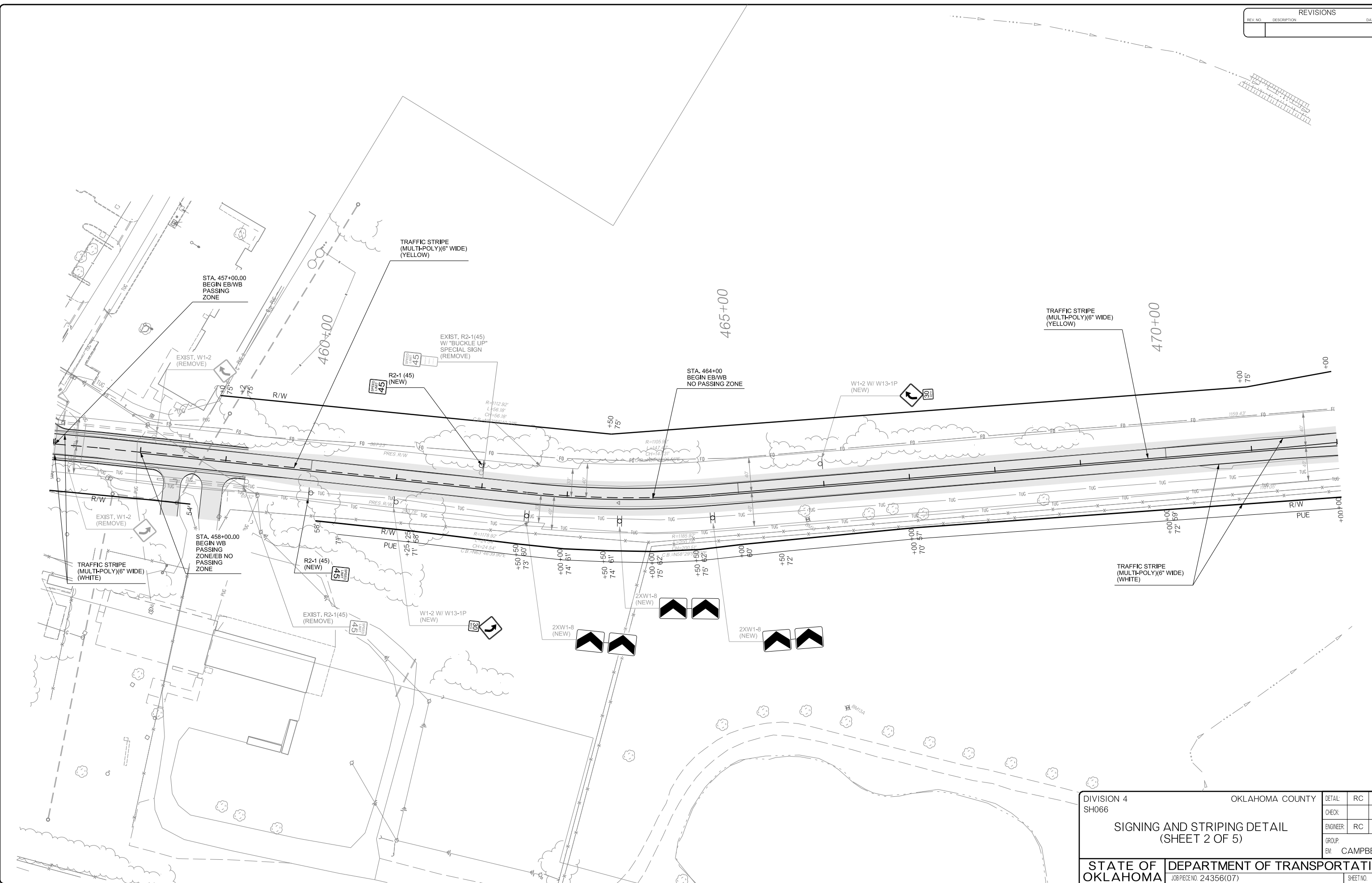
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TRAFFIC CONTROL DETAIL FLAGGING OPERATIONS		CHECK: RC	11/23
		GROUP: EM	CAMPBELL
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T017

REVISIONS		
REV. NO.	DESCRIPTION	DATE



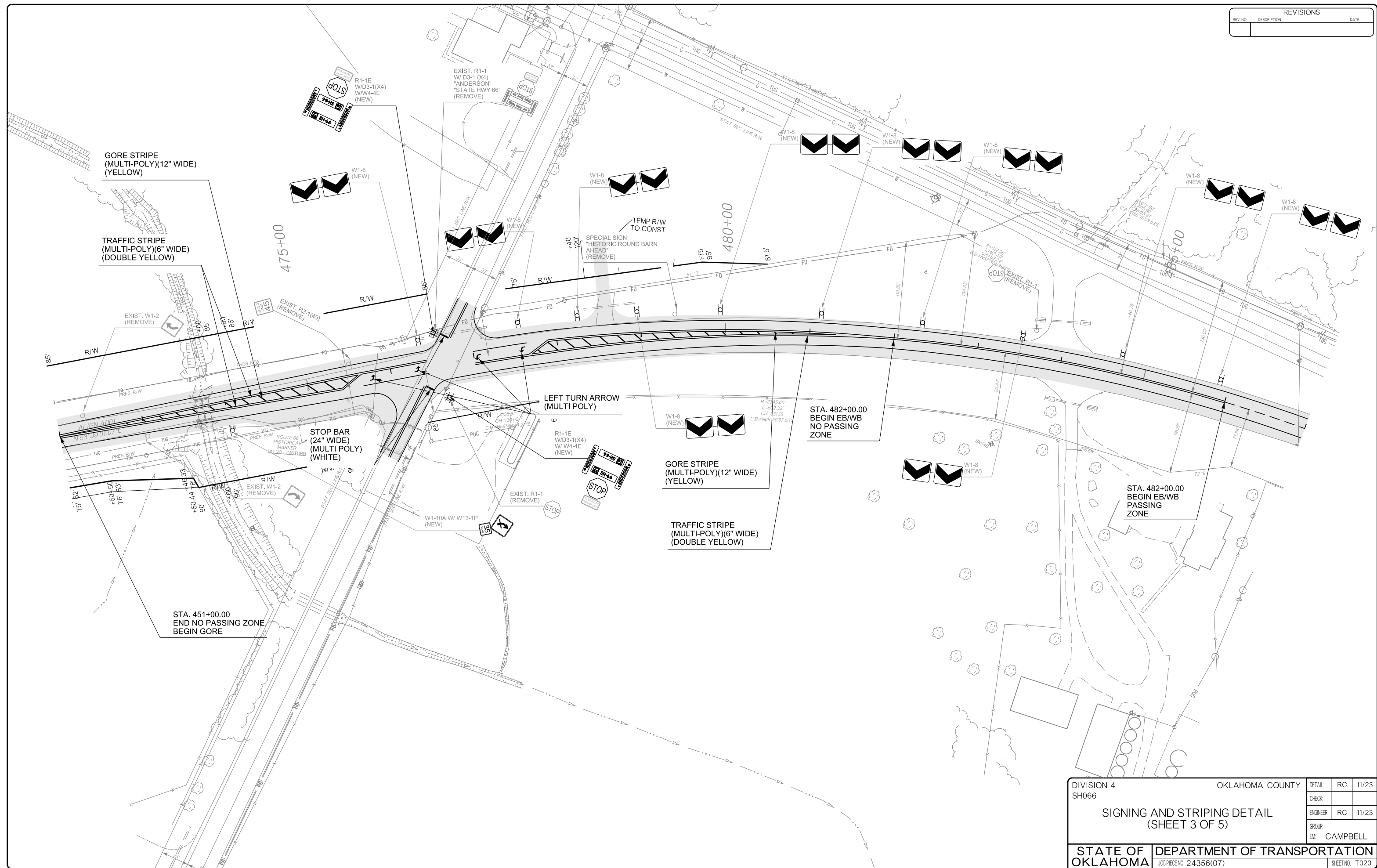
DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
SIGNING AND STRIPING DETAIL (SHEET 1 OF 5)		CHECK:		
		ENGINEER:	RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	EM:	CAMPBELL
JOB/PIECE NO. 24356(07)				SHEET NO. T018

REVISIONS		
REV. NO.	DESCRIPTION	DATE



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
SIGNING AND STRIPING DETAIL (SHEET 2 OF 5)		CHECK:		
		ENGINEER:	RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	SHEET NO. T019	
JOB PIECE NO. 24356(07)		EM: CAMPBELL		

REVISIONS		
REV. NO.	DESCRIPTION	DATE



DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL: RC	11/23
SIGNING AND STRIPING DETAIL (SHEET 3 OF 5)		CHECK: RC	11/23
		GROUP: EM	CAMPBELL
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. T020

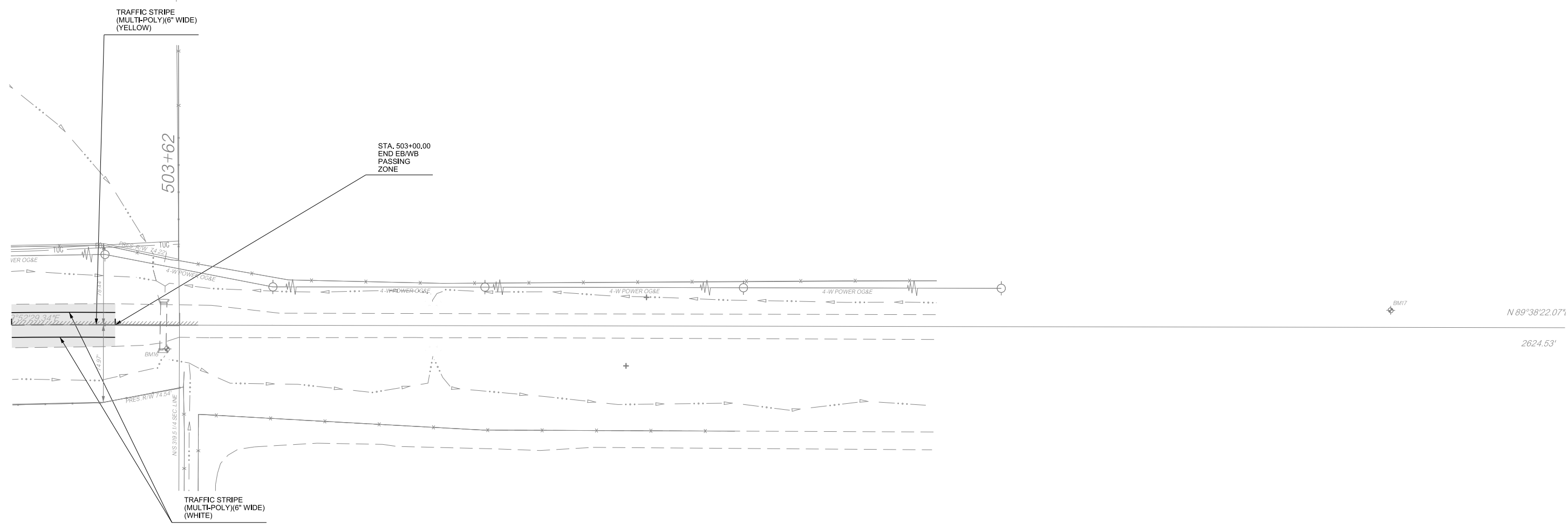
REVISIONS		
REV. NO.	DESCRIPTION	DATE



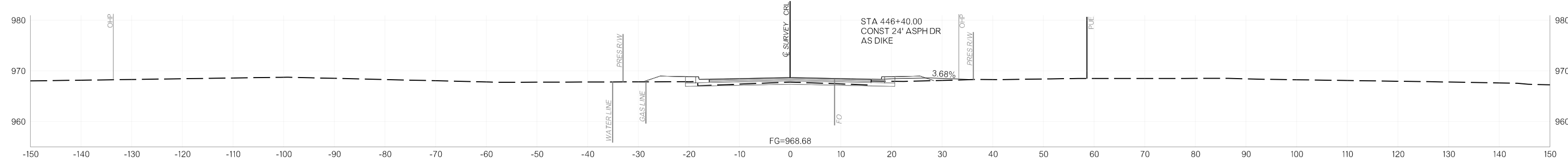
STA. 451+00.00  
BEGIN WB  
NO PASSING  
ZONE/EB PASSING  
ZONE

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
SIGNING AND STRIPING DETAIL (SHEET 4 OF 5)		CHECK:		
		ENGINEER:	RC	11/23
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	JOBPIECE NO. 24356(07)	
			SHEET NO. T021	

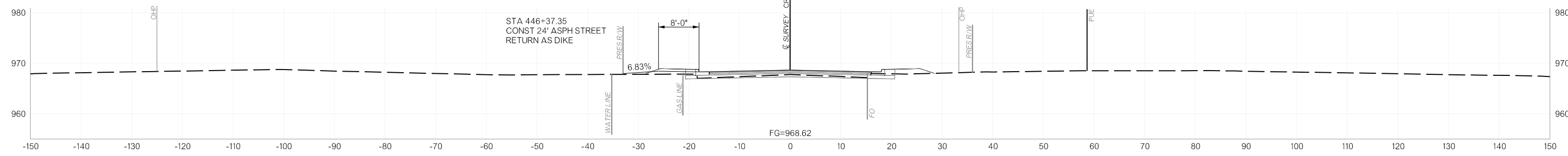
REVISIONS		
REV. NO.	DESCRIPTION	DATE



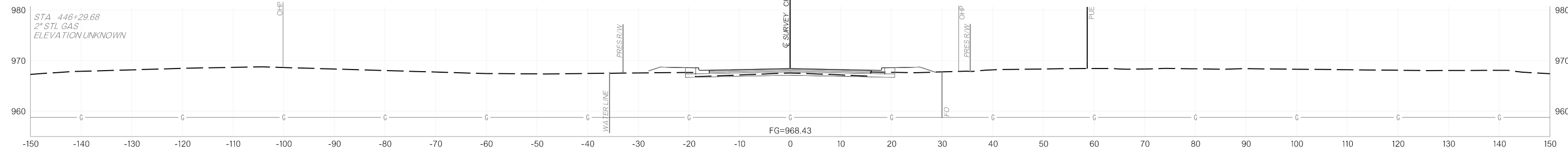
DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	11/23
SIGNING AND STRIPING DETAIL (SHEET 5 OF 5)		CHECK:		
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STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	
			SHEET NO. T022	



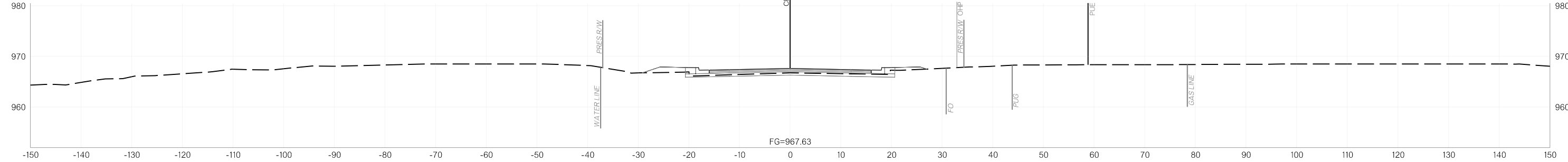
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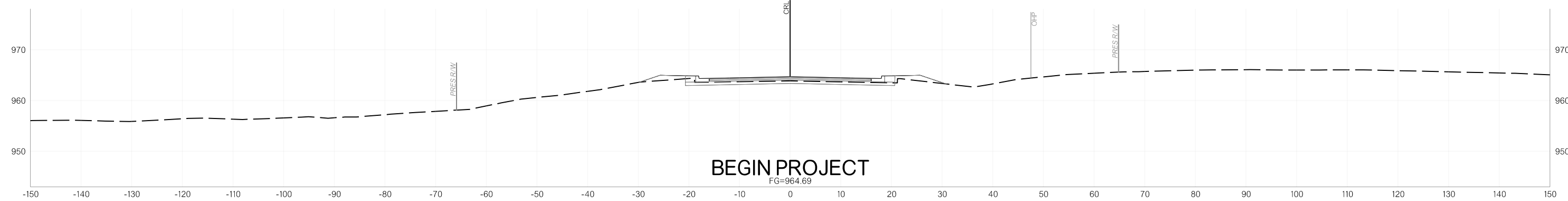
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**446+29.68**



**446+00.00**



**BEGIN PROJECT**

**445+00.00**

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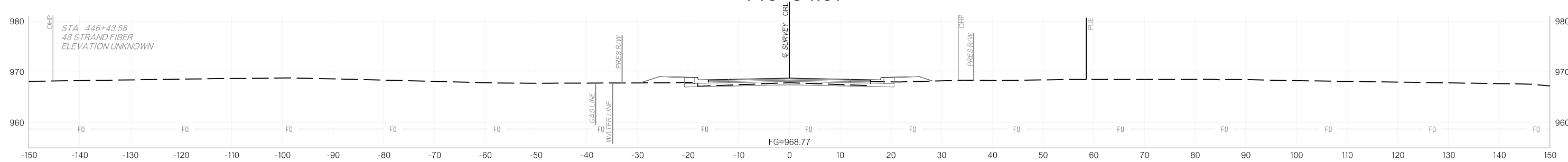
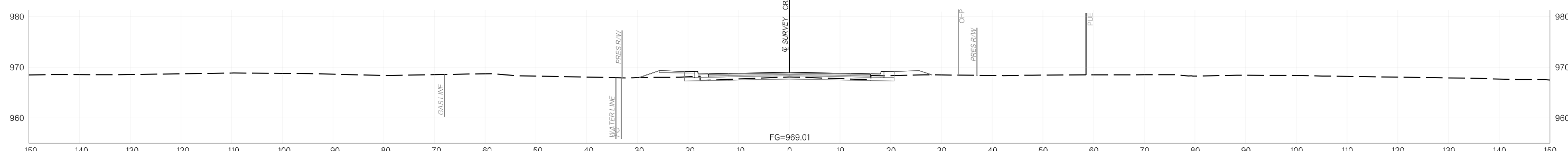
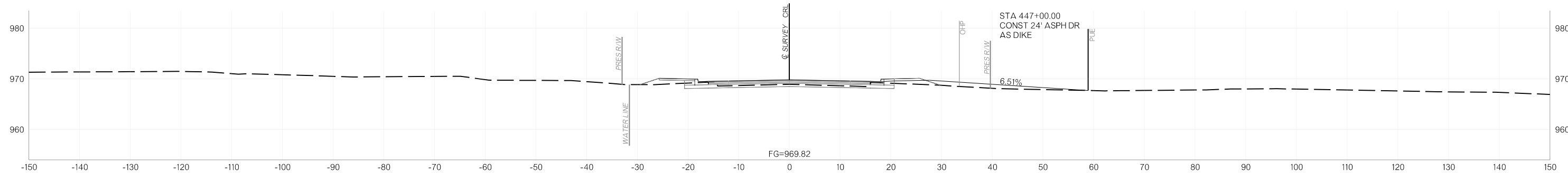
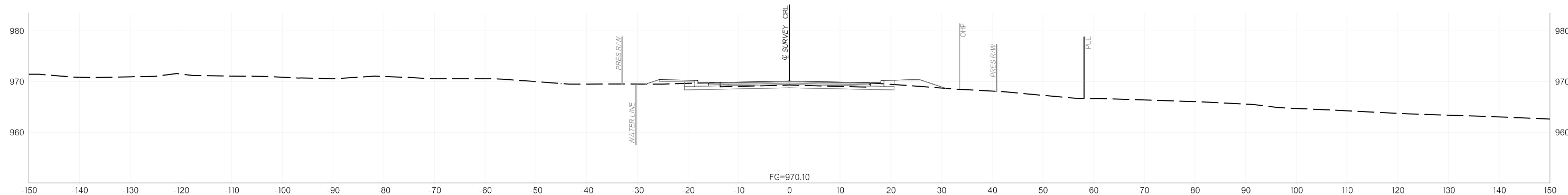
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MEETING**

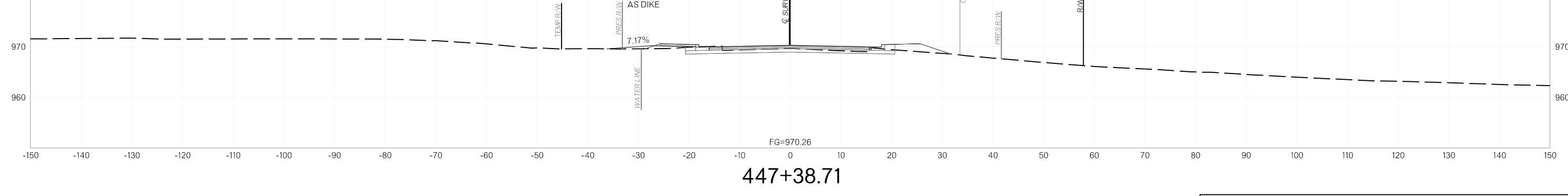
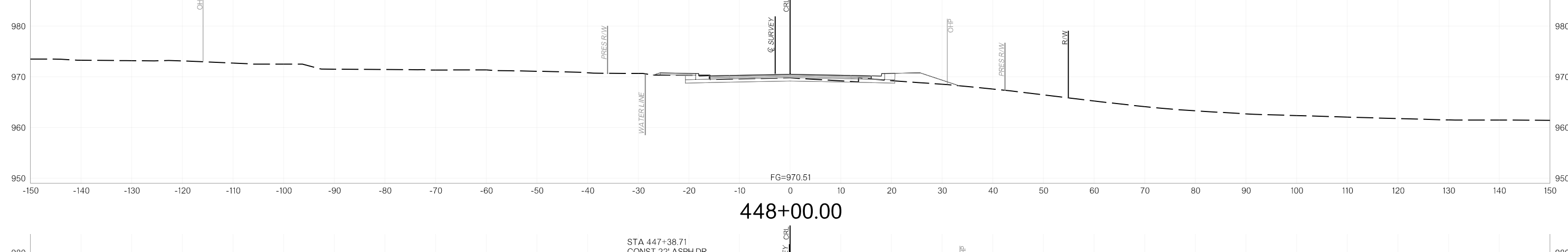
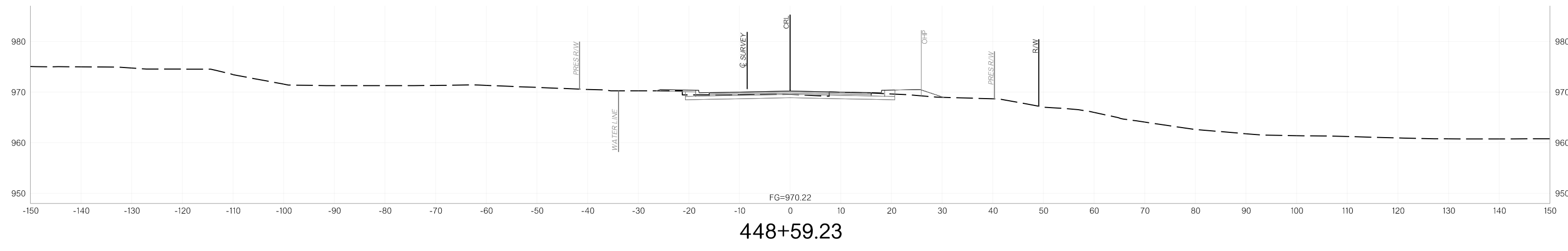
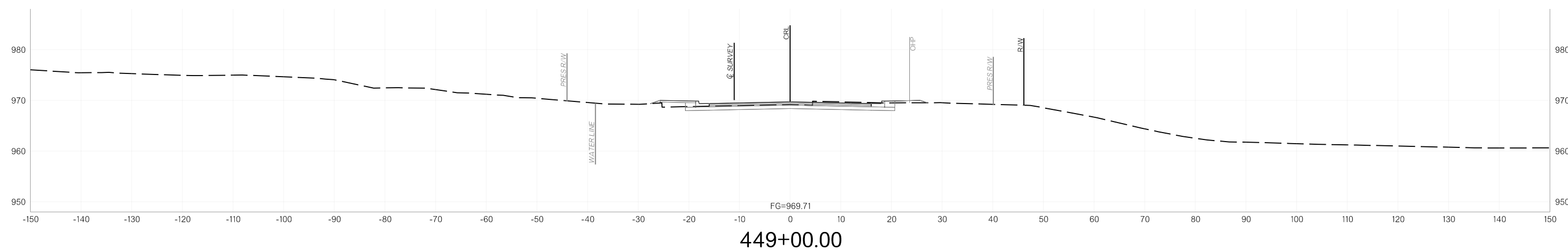
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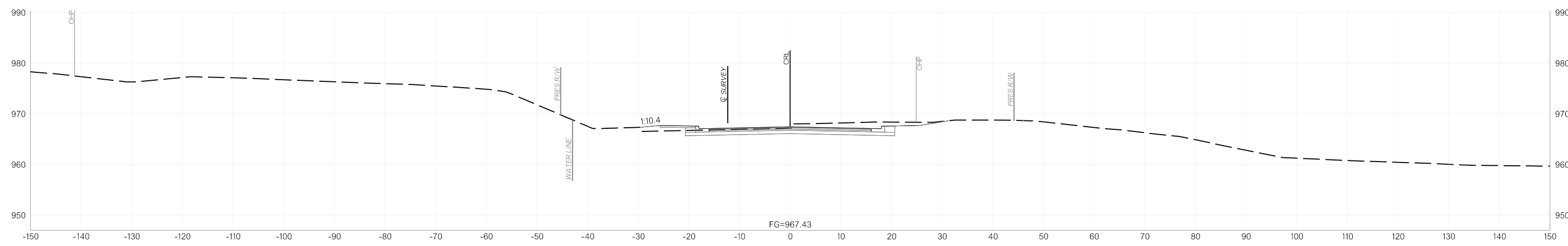


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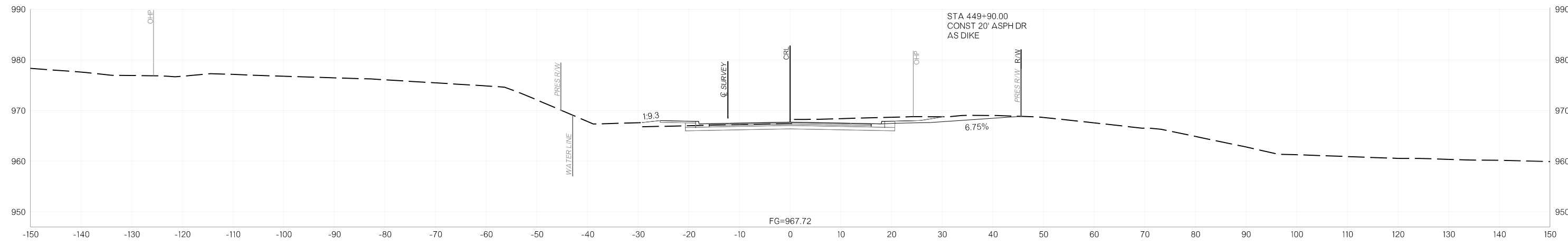
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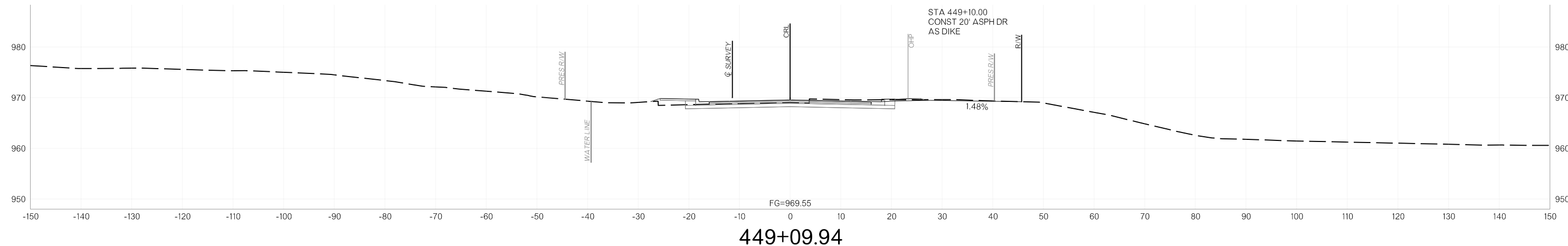
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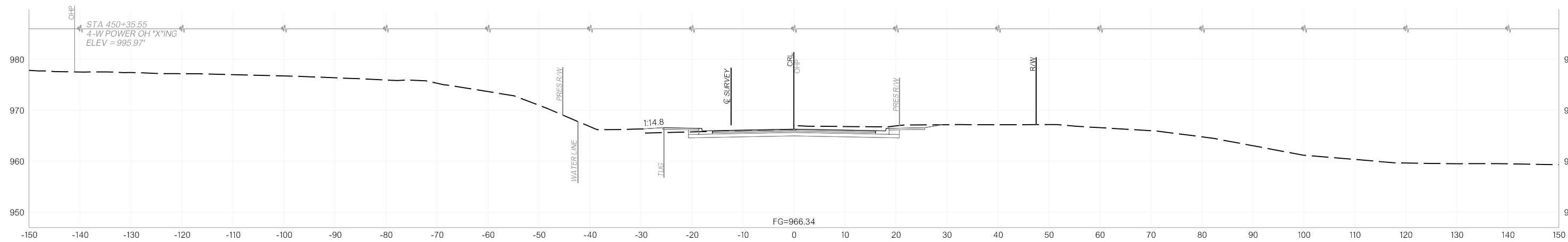
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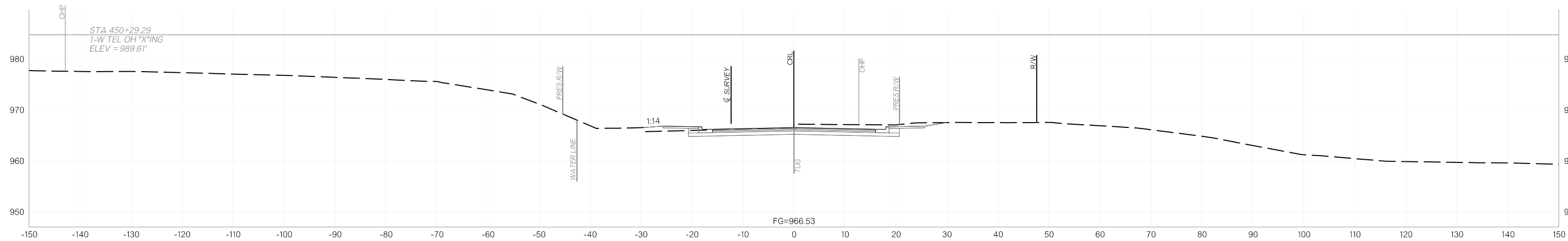
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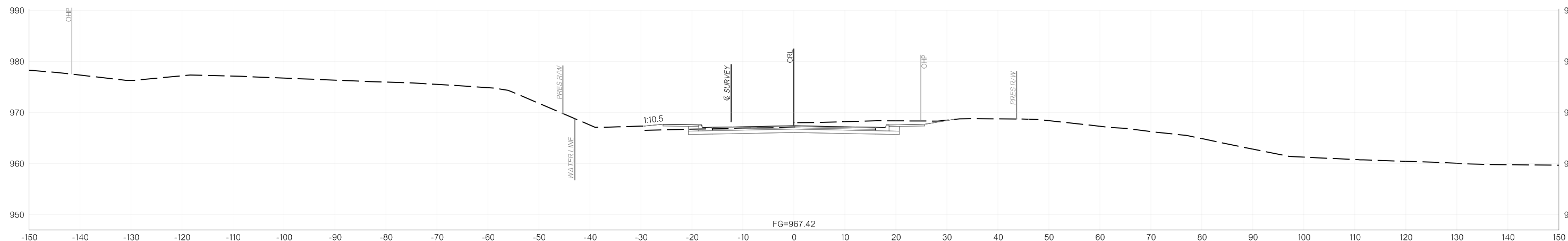
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450+29.29



450+00.00

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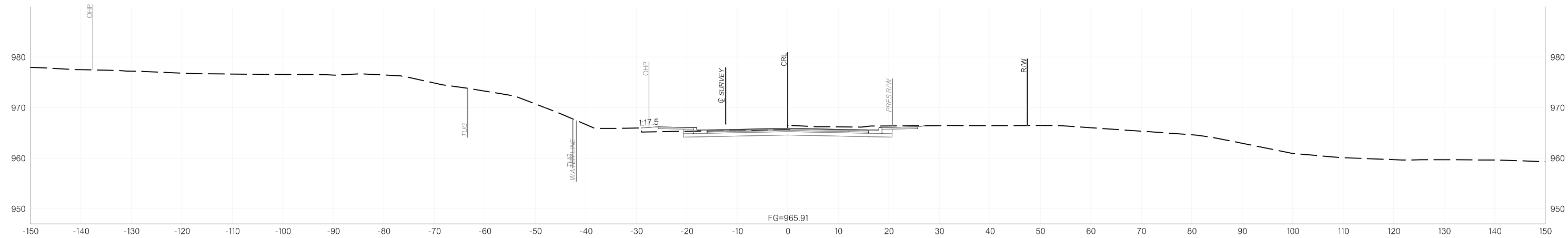
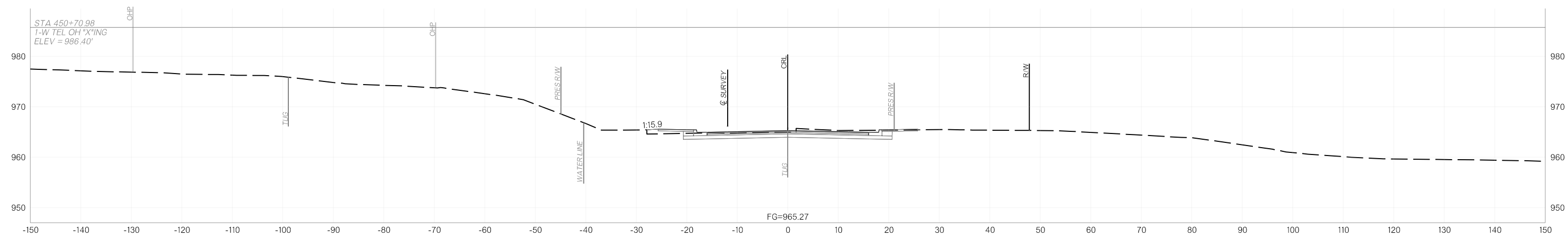
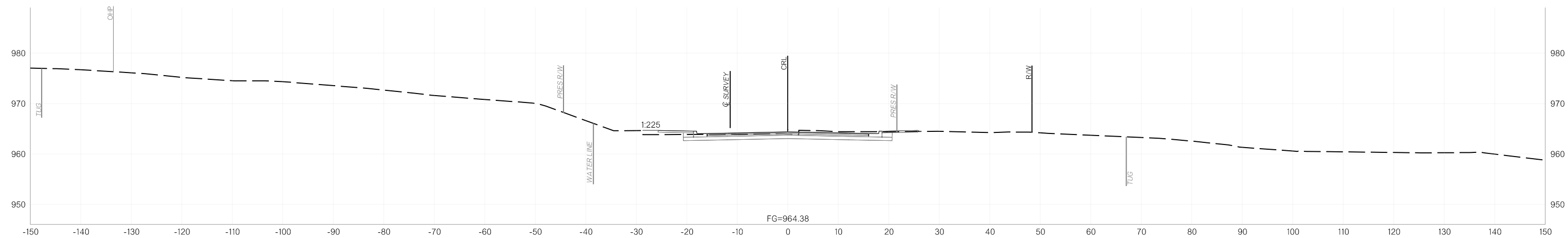
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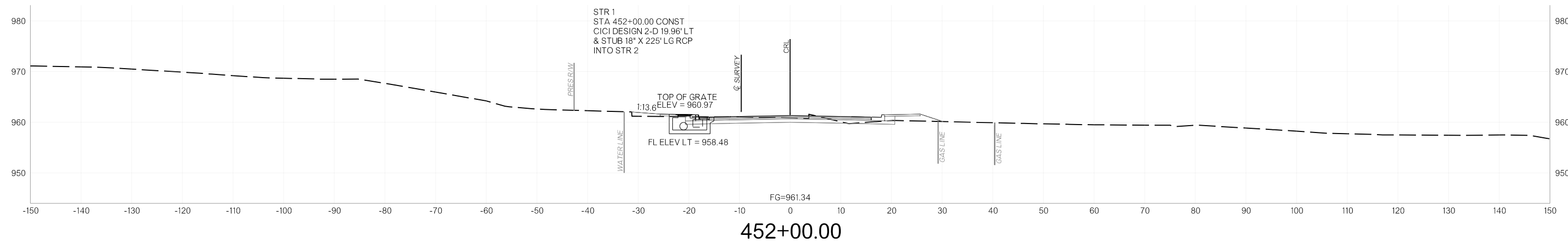
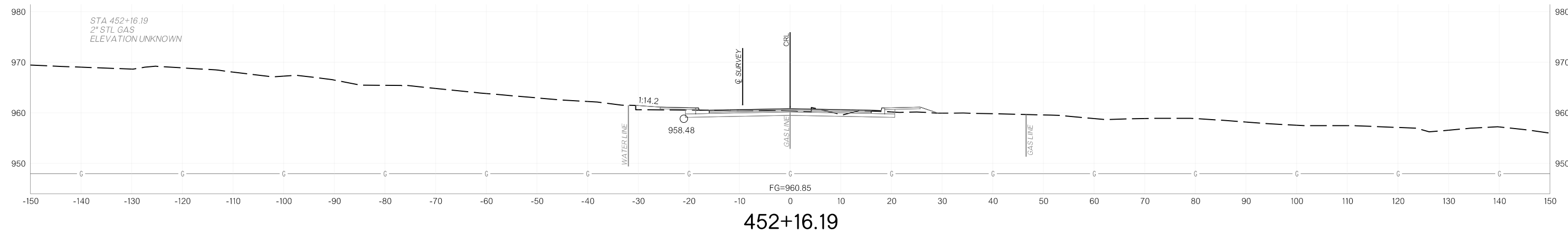
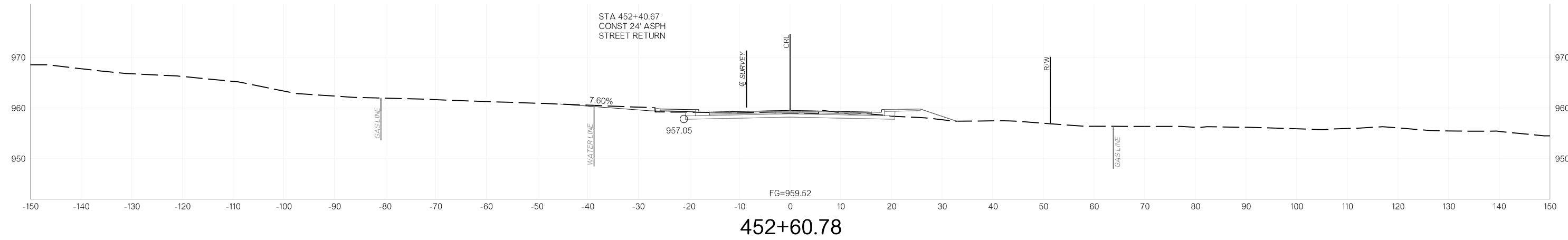
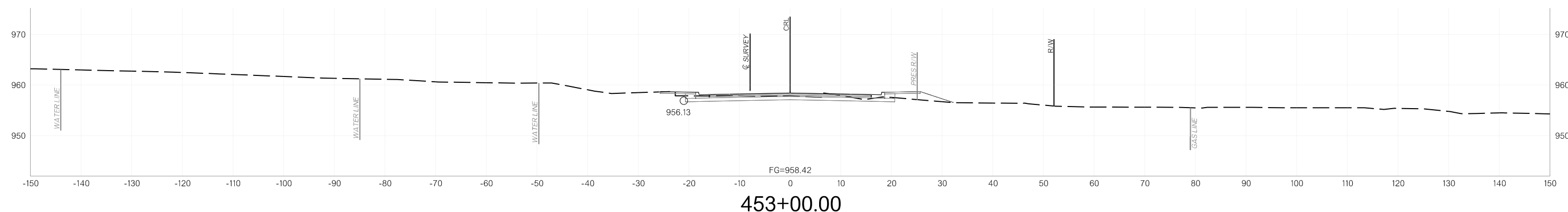
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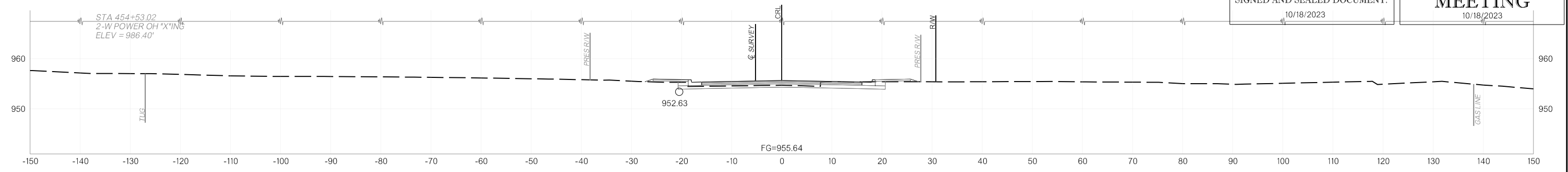




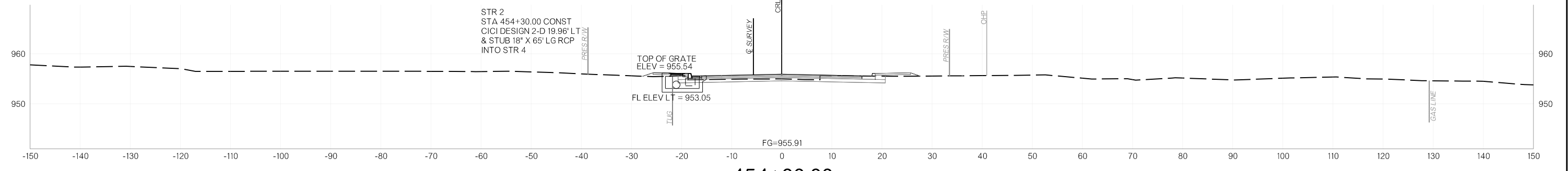
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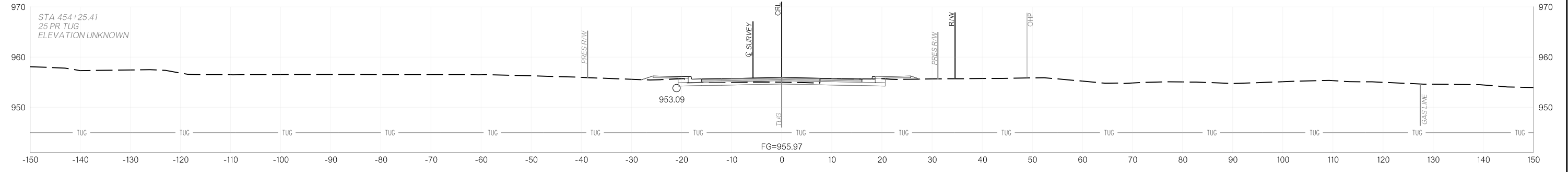
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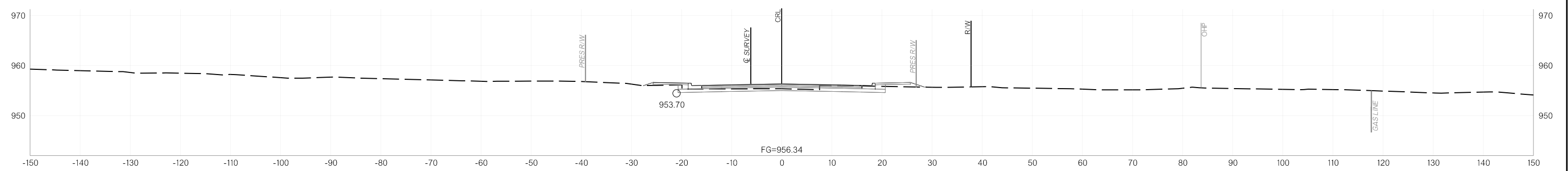
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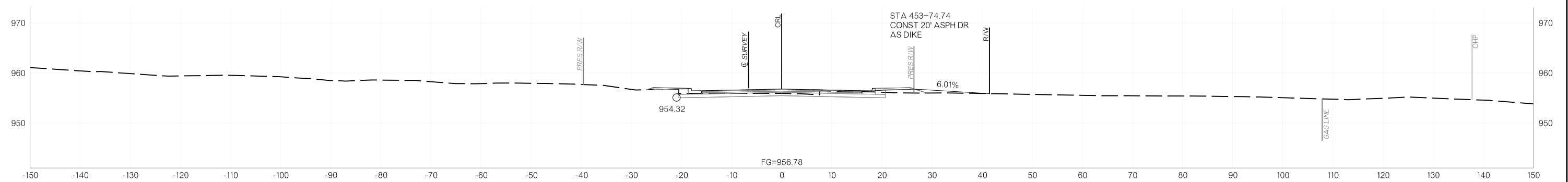
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454+00.00

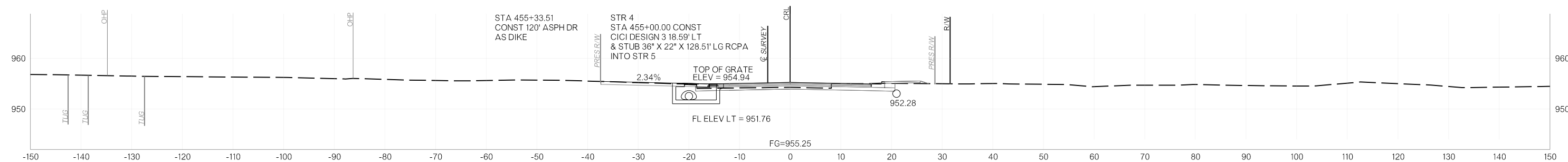


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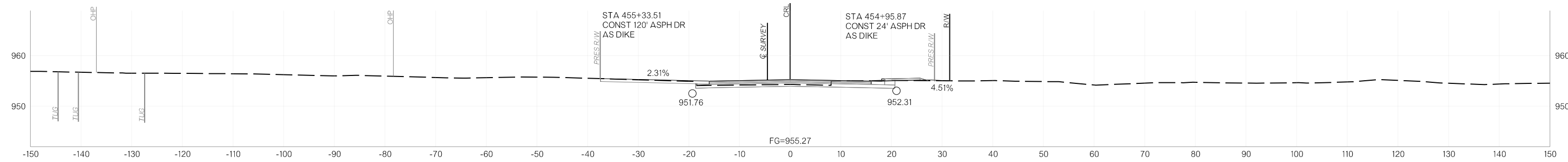
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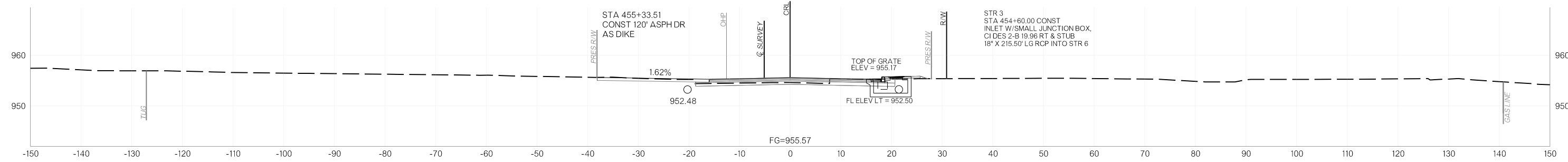
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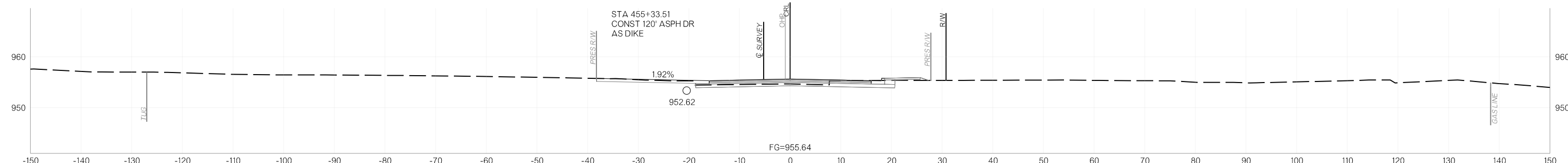
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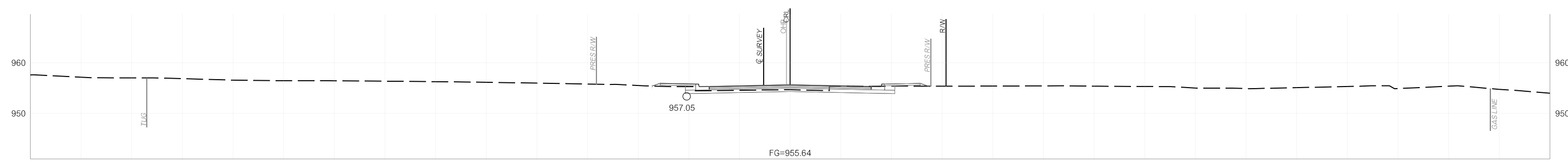
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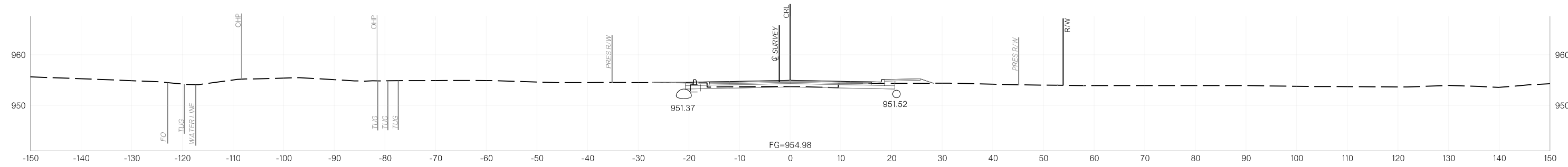
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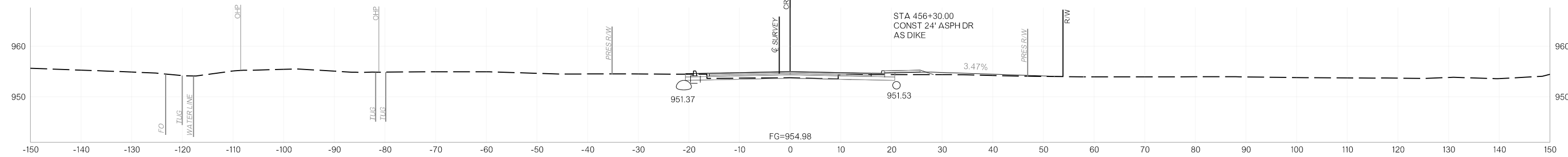


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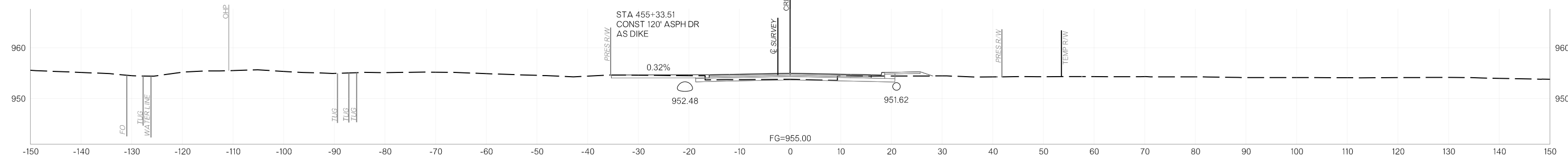
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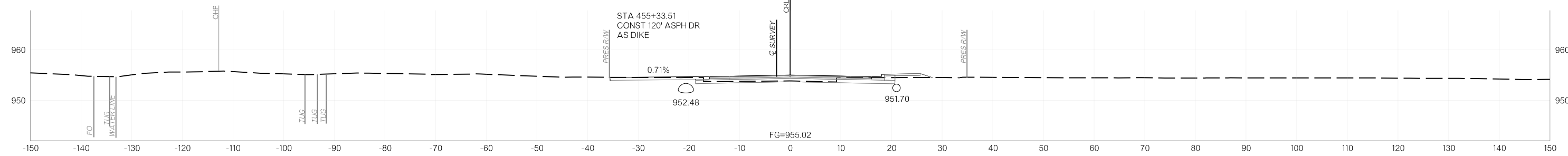
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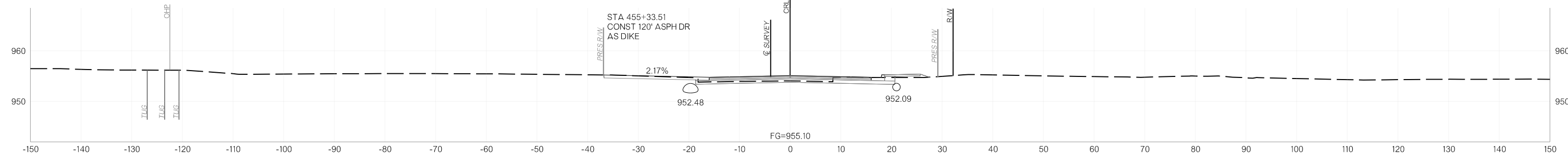
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**456+00.00**



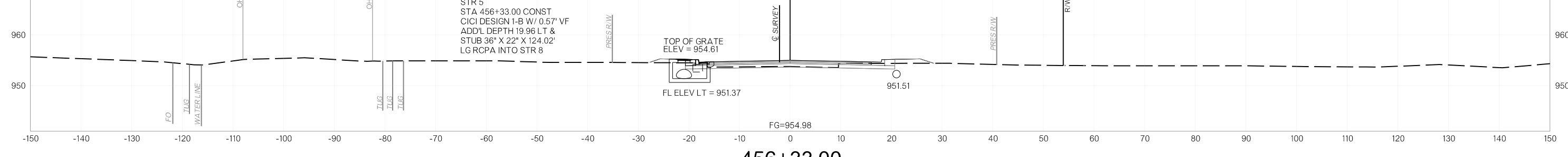
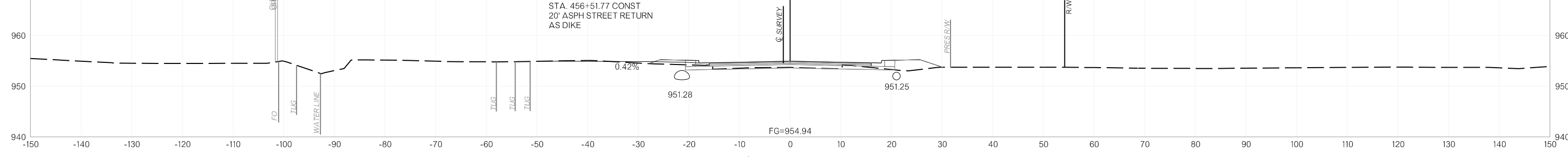
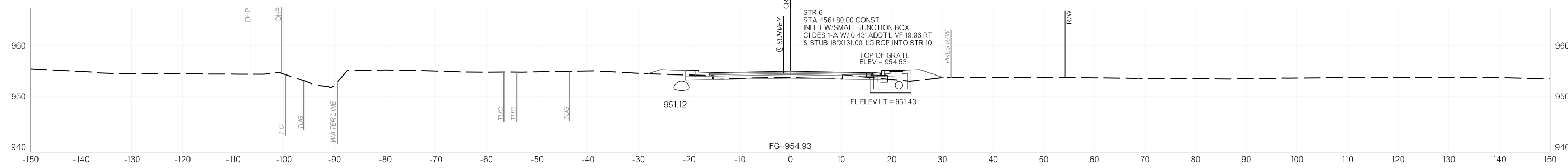
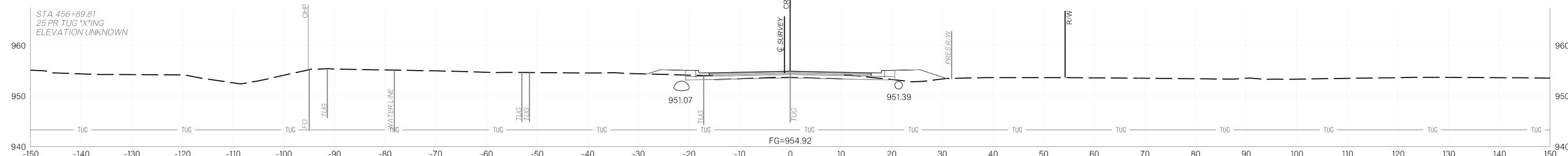
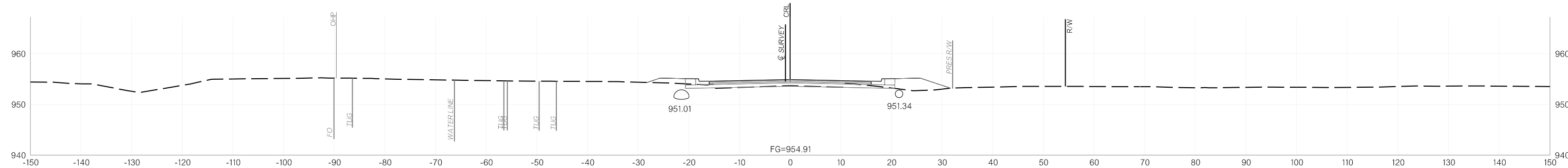
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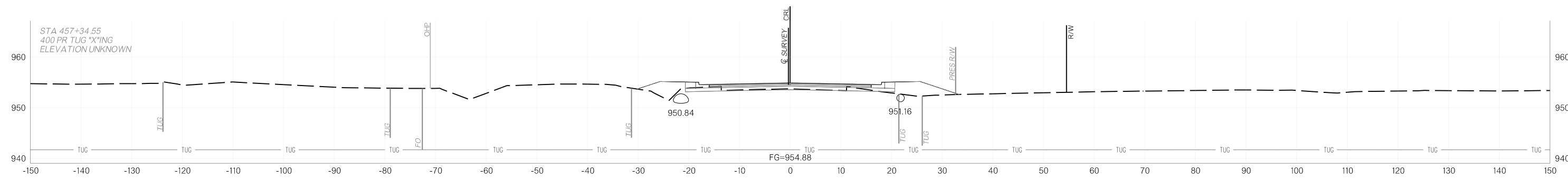
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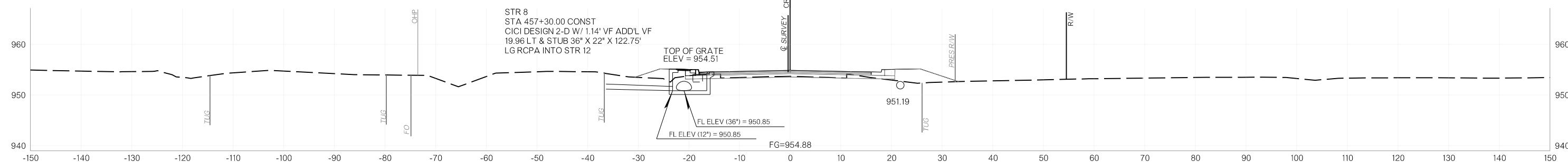
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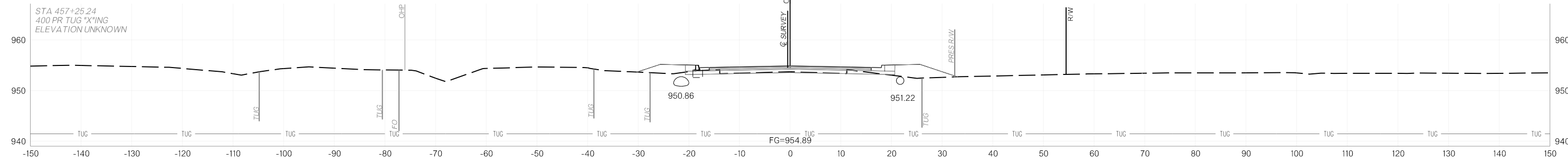
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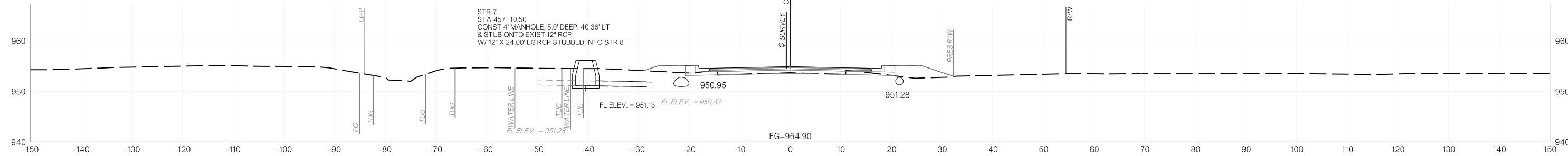
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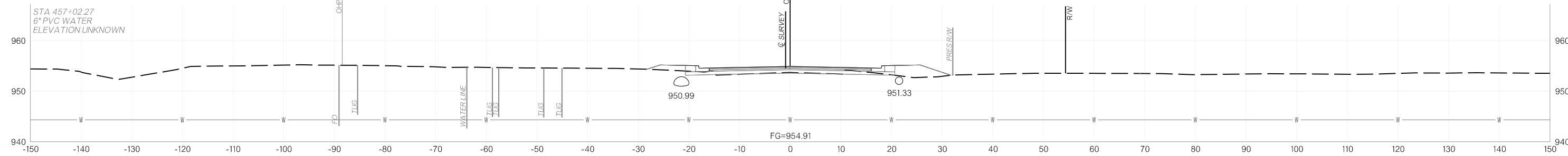
457+30.00



457+25.24

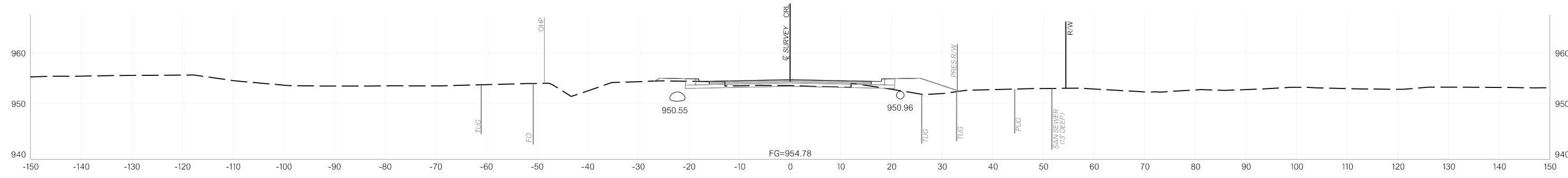


457+10.50

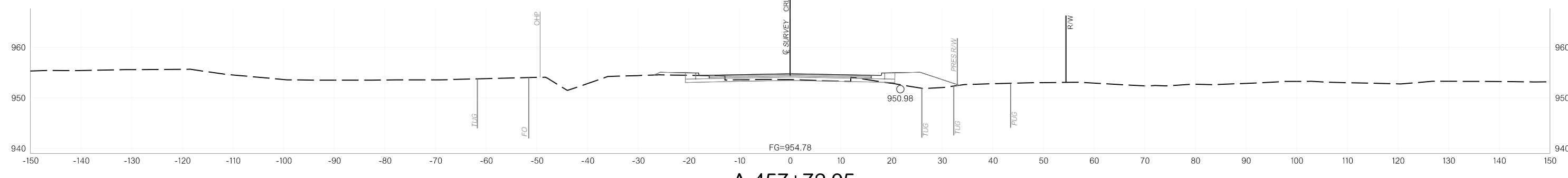


457+02.27

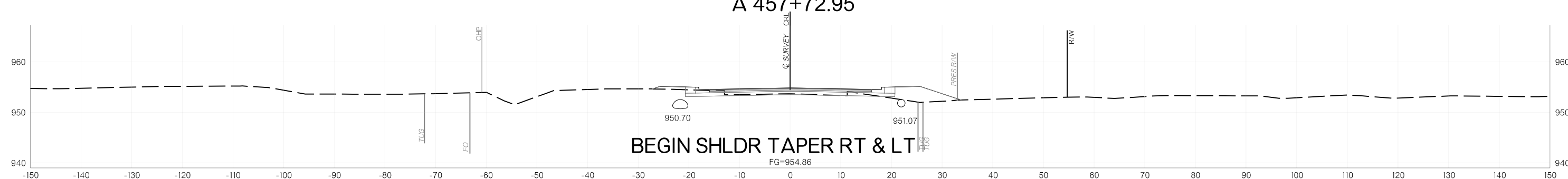
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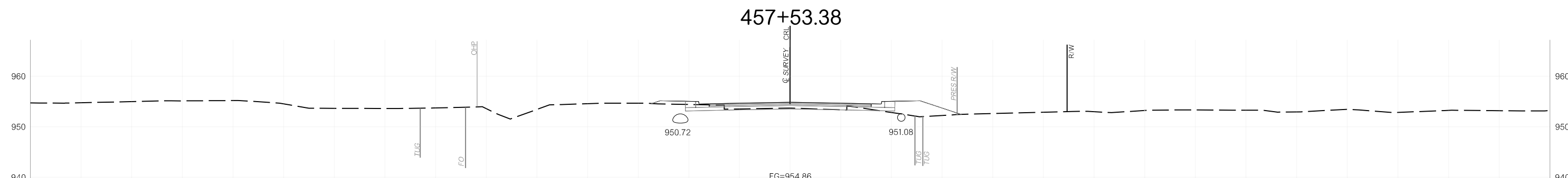
**A 457+75.00**



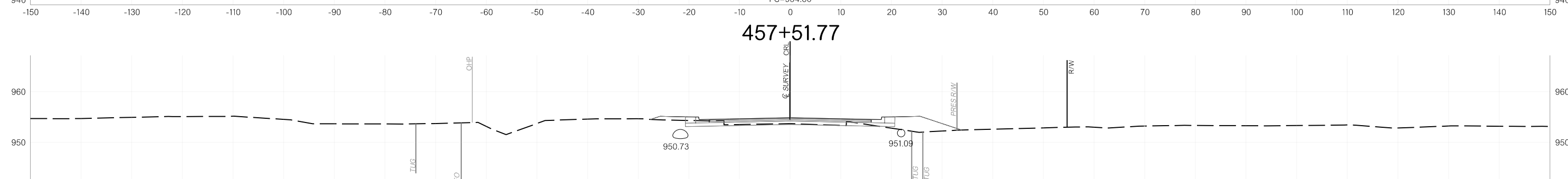
**A 457+72.95**



**457+53.38**



**457+51.77**

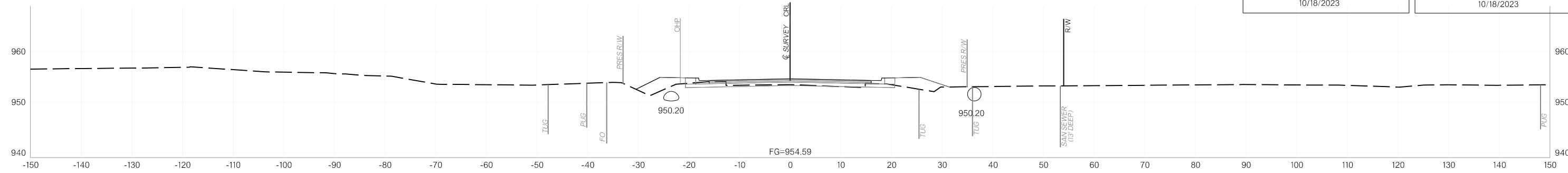


**457+50.00**

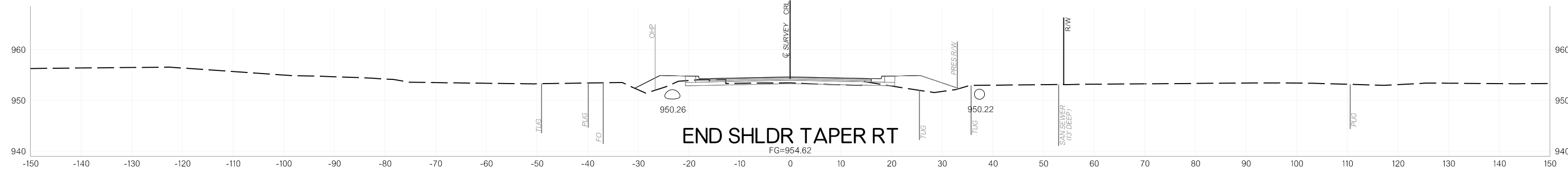
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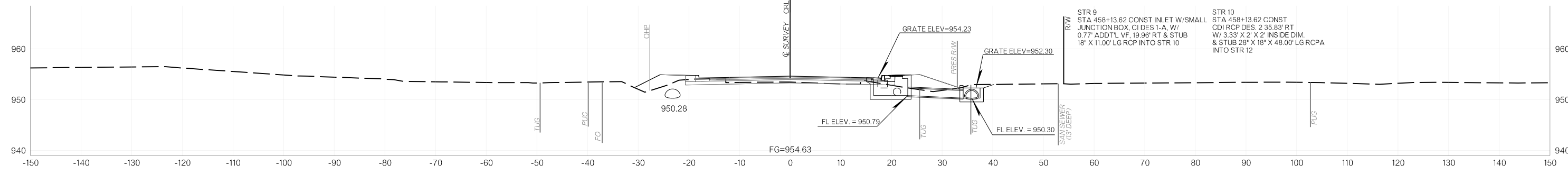


**A 458+25.00**



**END SHLDR TAPER RT**

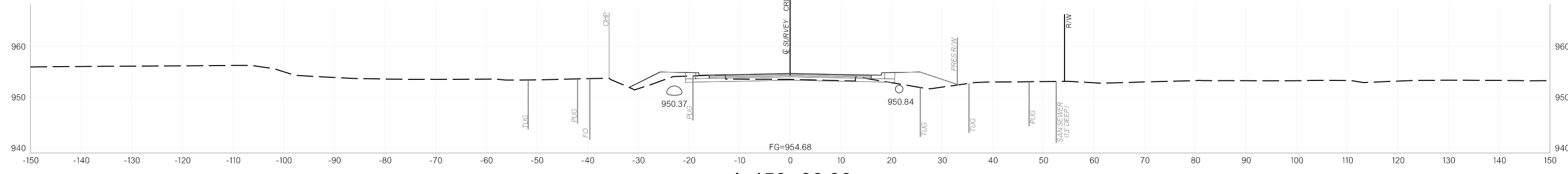
**A 458+15.59**



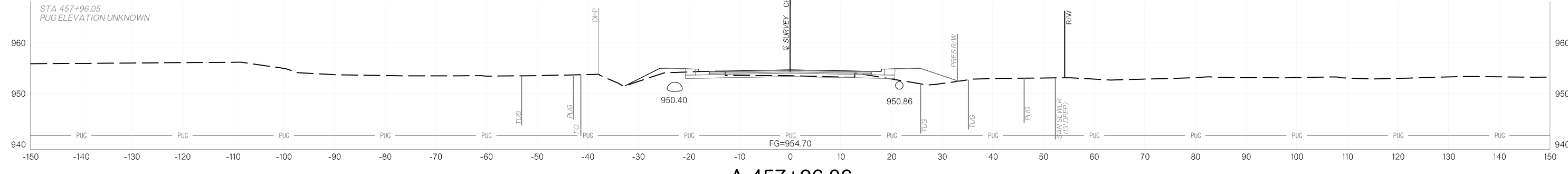
STR 9  
STA 458+13.62 CONST INLET W/SMALL  
JUNCTION BOX, CI DES 1-A, W/  
0.77' ADD'L VF, 19.96' RT & STUB  
18" X 11.00' LG RCP INTO STR 10

STR 10  
STA 458+13.62 CONST  
CDI RCP DES. 2 35.83' RT  
W/ 3.33' X 2' X 2' INSIDE DIM.  
& STUB 28' X 18" X 48.00' LG RCPA  
INTO STR 12

**A 458+13.62**



**A 458+00.00**



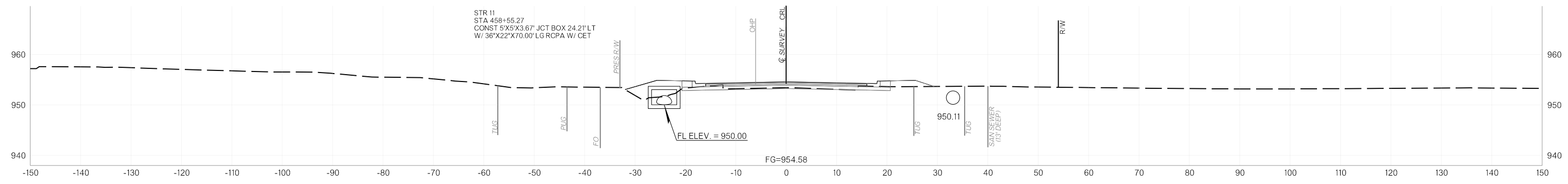
**A 457+96.06**

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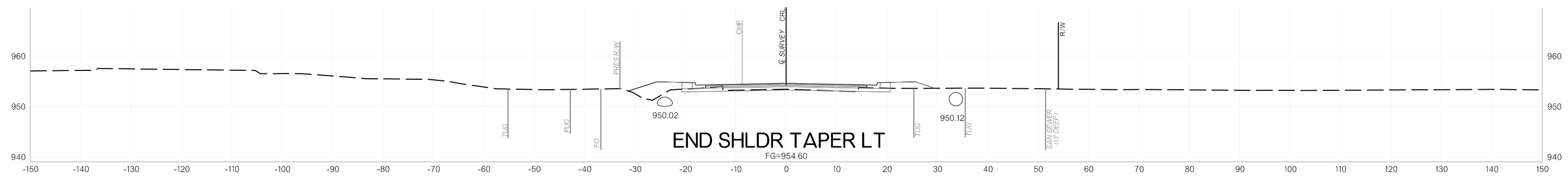
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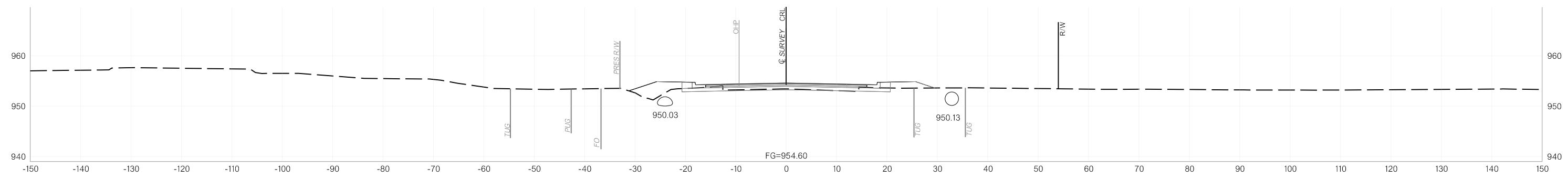
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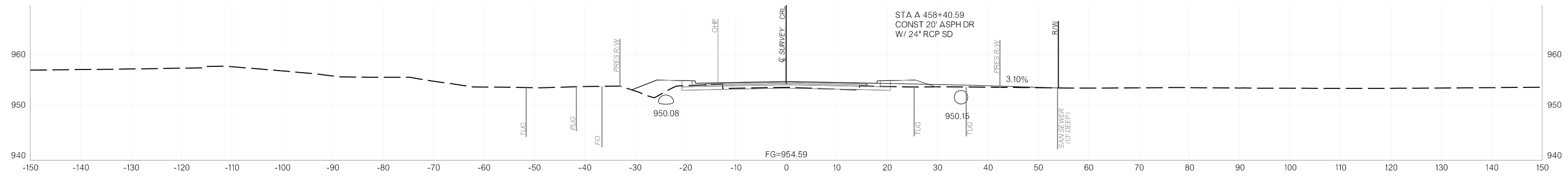
**A 458+55.27**



**A 458+50.00**



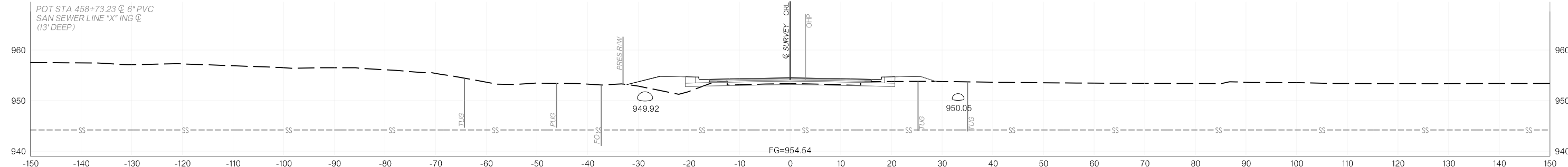
**A 458+48.35**



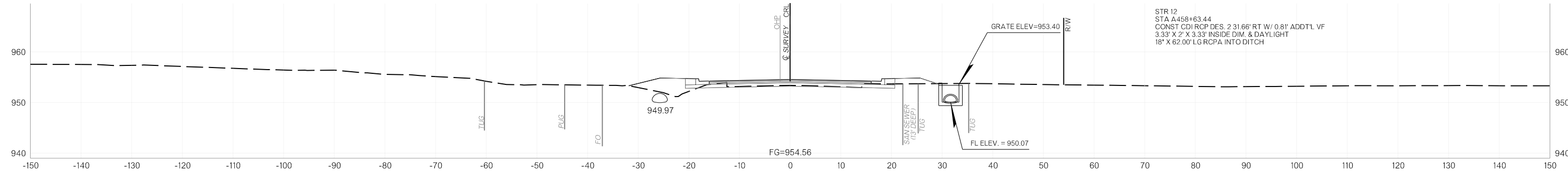
**A 458+40.59**

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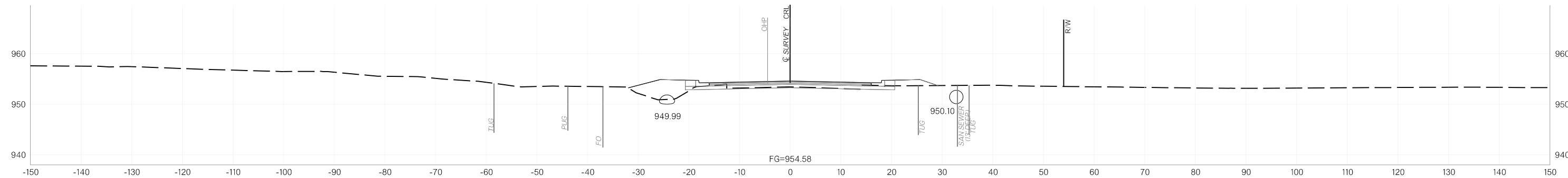
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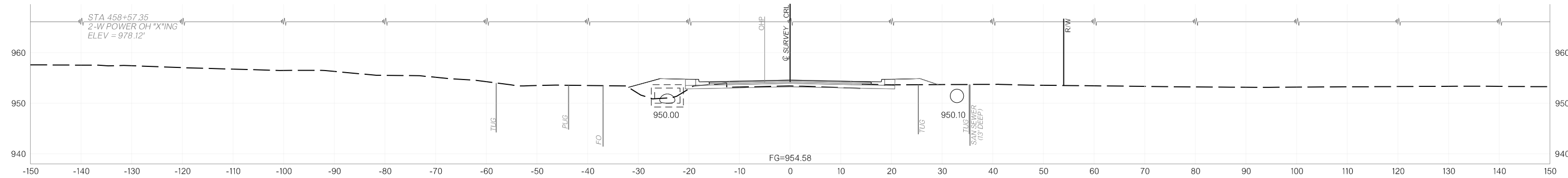
A 458+73.23



A 458+63.44



A 458+58.49



A 458+57.35

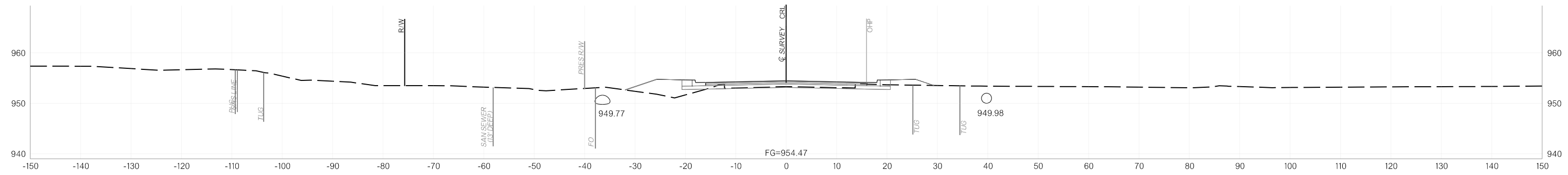
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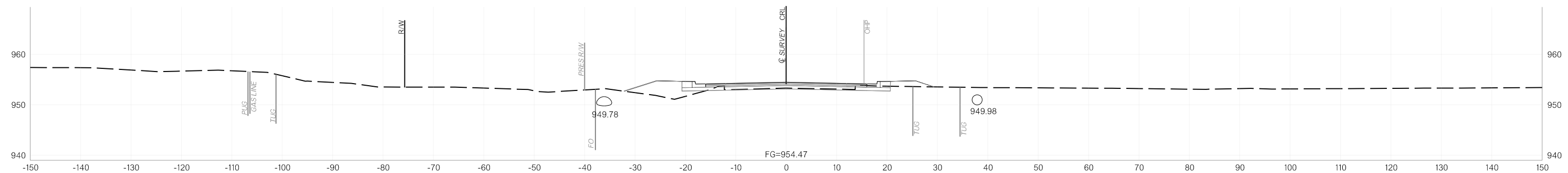
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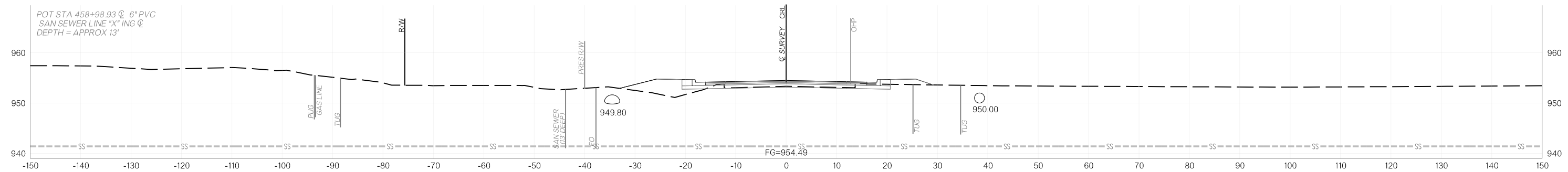
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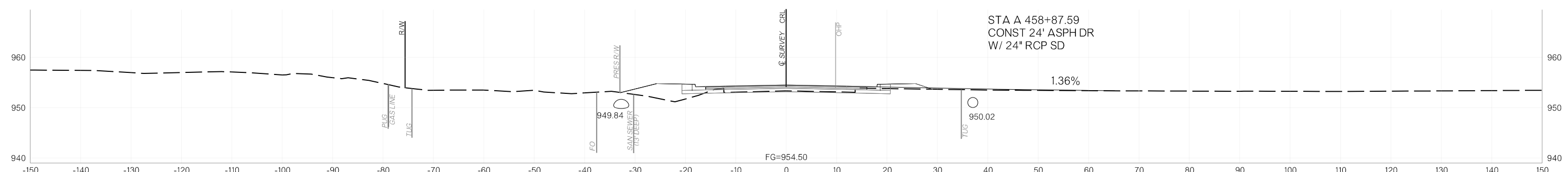
A 459+00.00



A 458+98.93



A 458+93.80



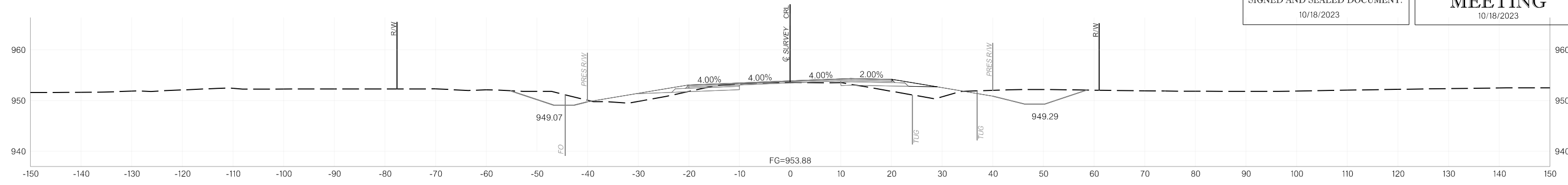
A 458+87.59

STA A 458+87.59  
CONST 24' ASPH DR  
W/ 24" RCP SD

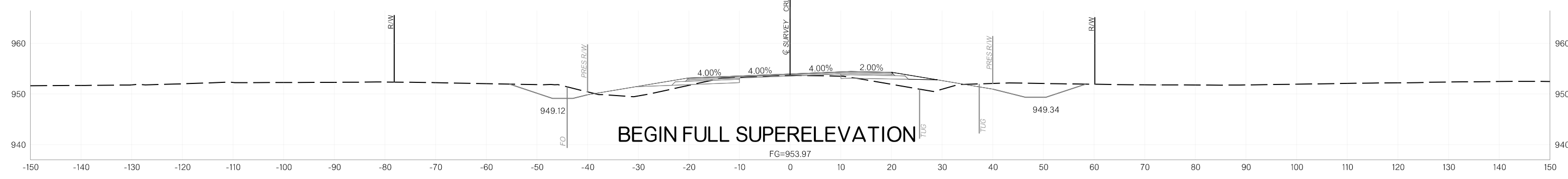


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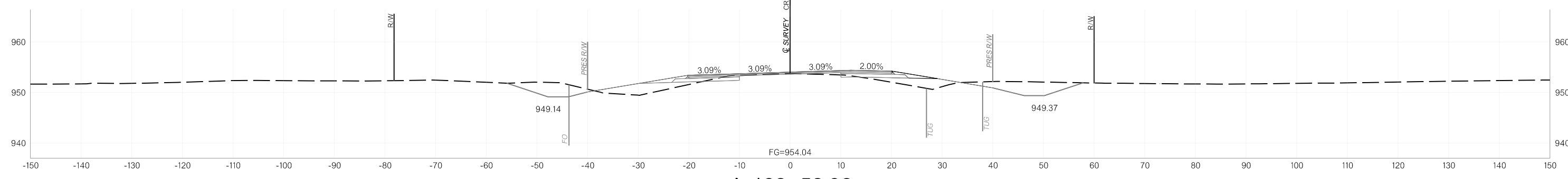
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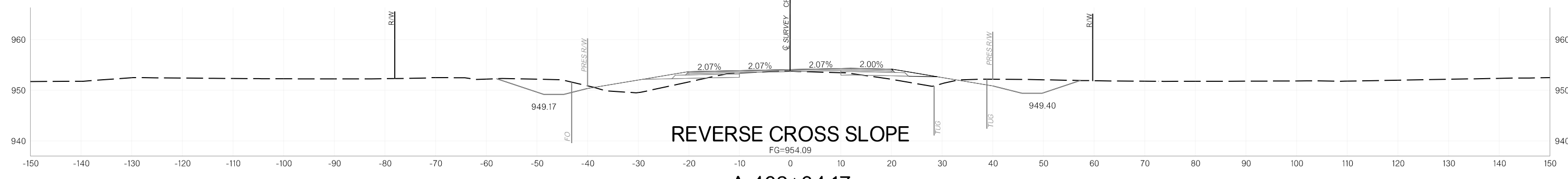
**A 463+00.00**



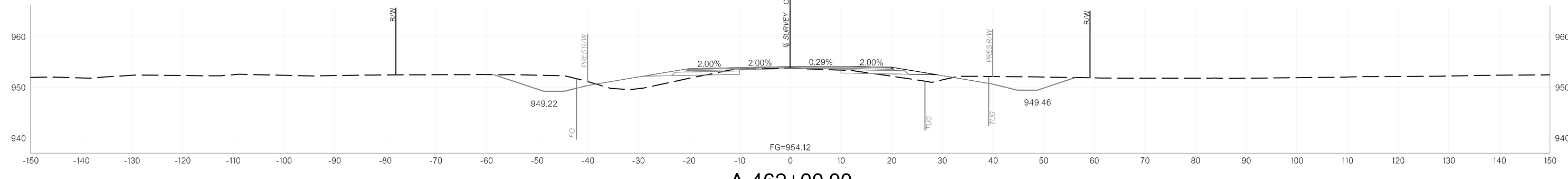
**A 462+72.17**



**A 462+52.92**

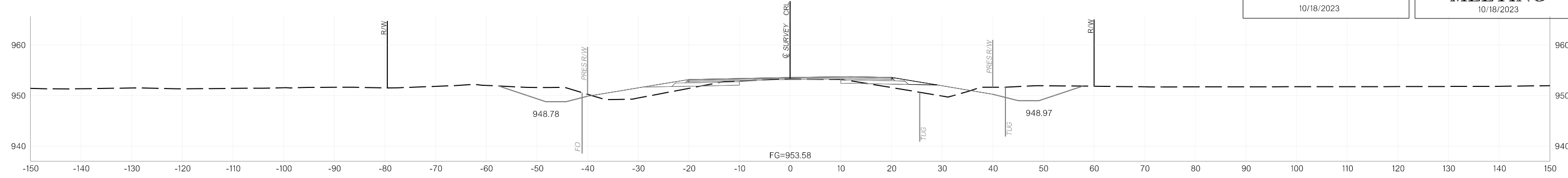


**A 462+34.17**

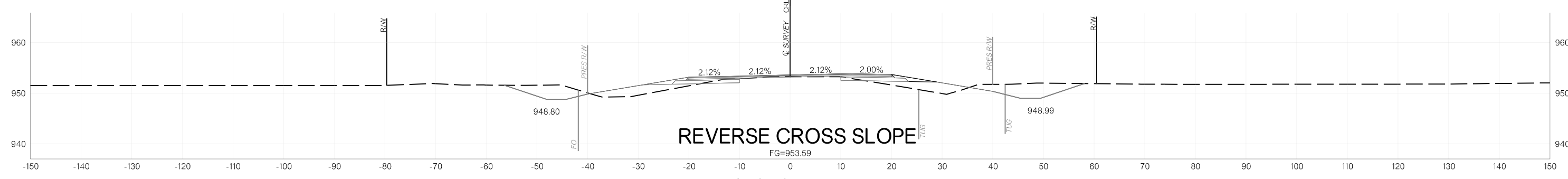


**A 462+00.00**

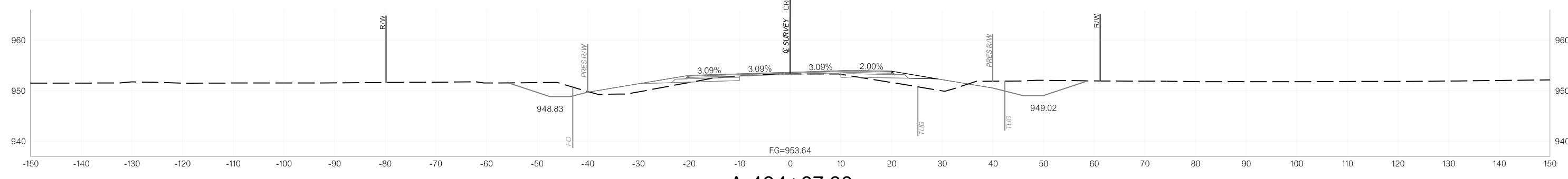
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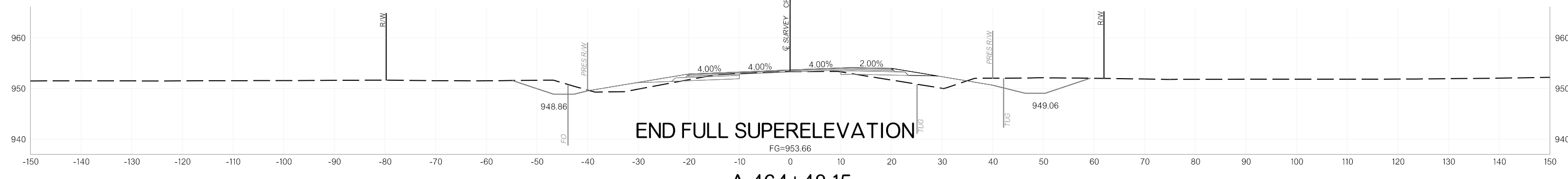
A 465+00.00



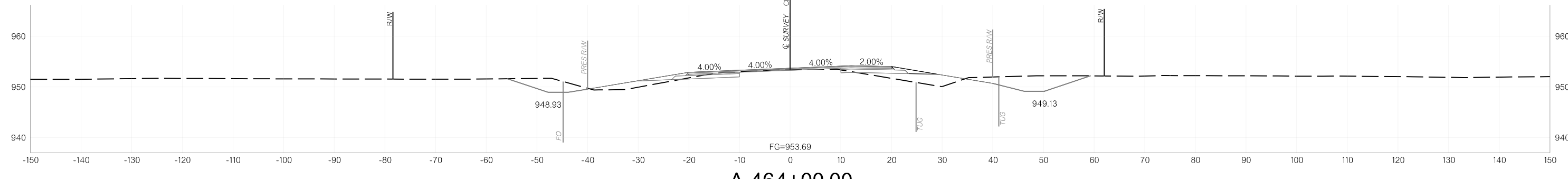
A 464+86.15



A 464+67.33

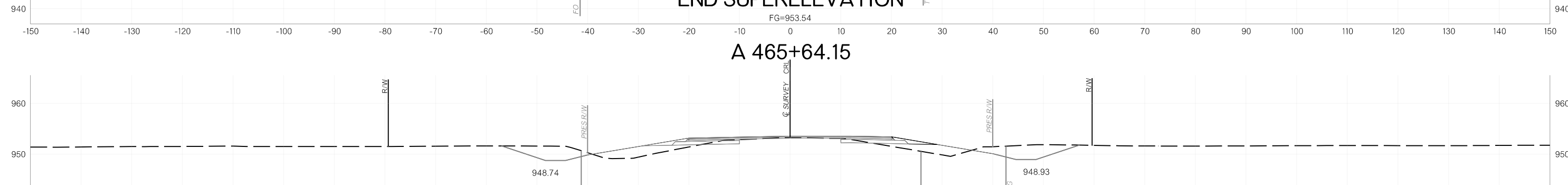
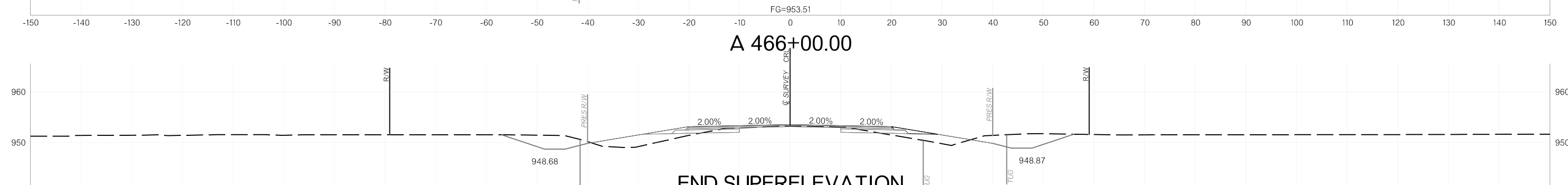
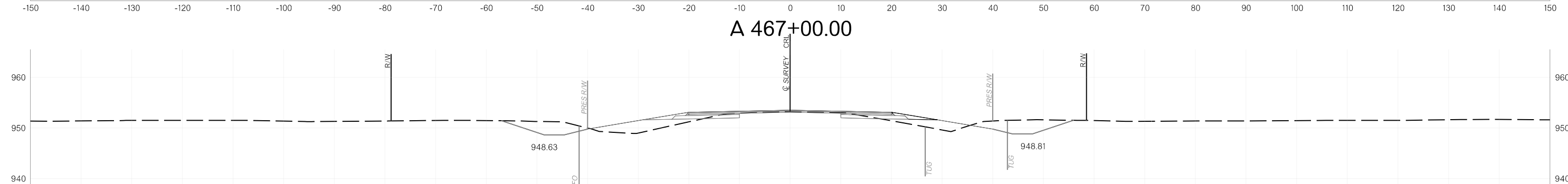
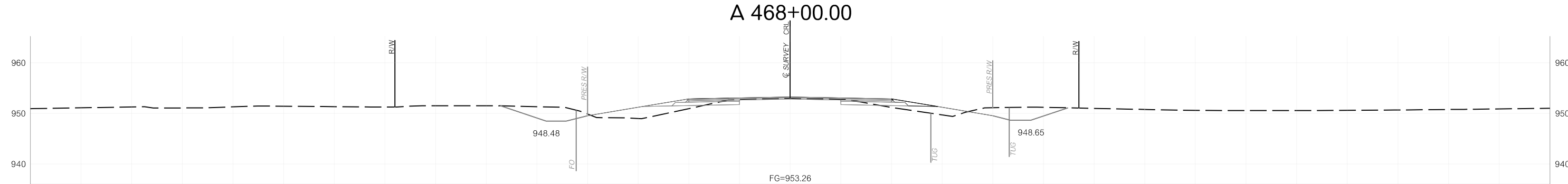
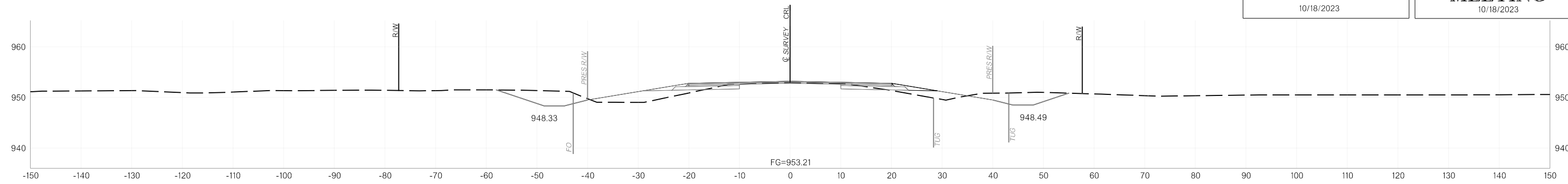


A 464+48.15

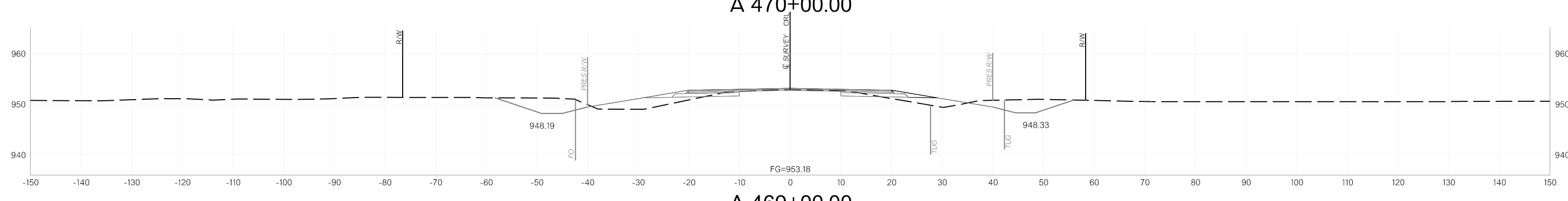
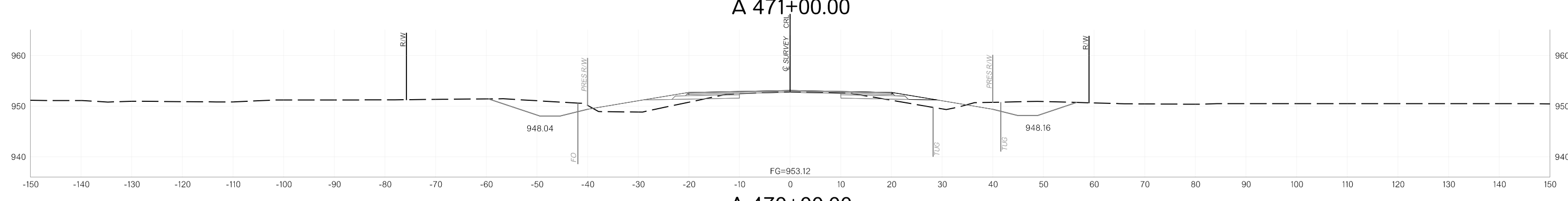
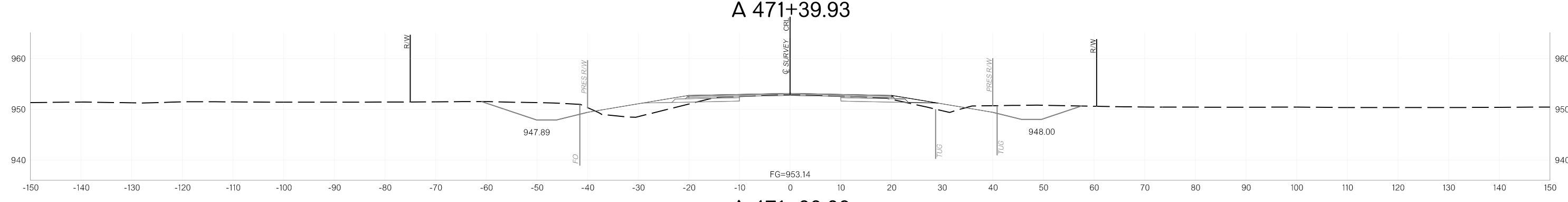
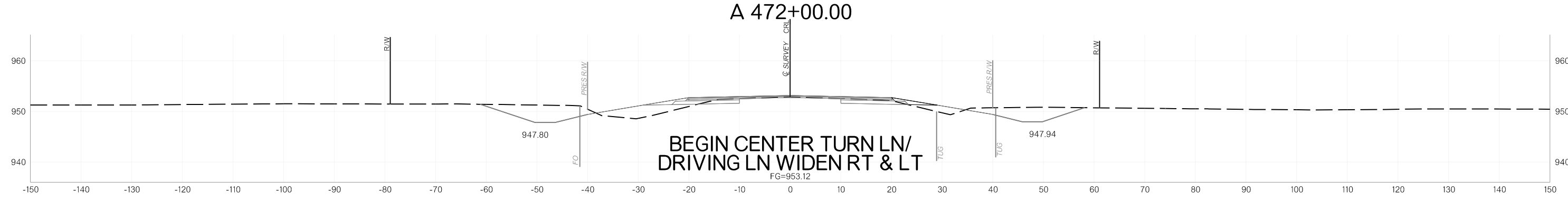
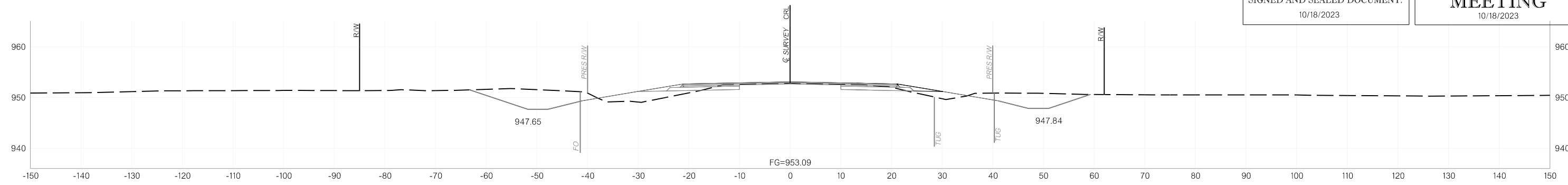


A 464+00.00

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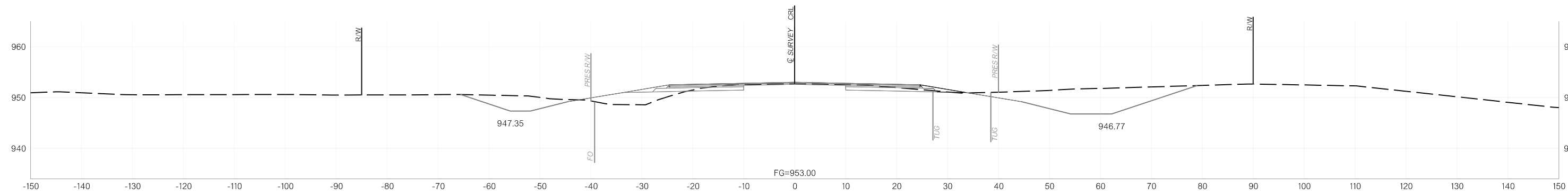
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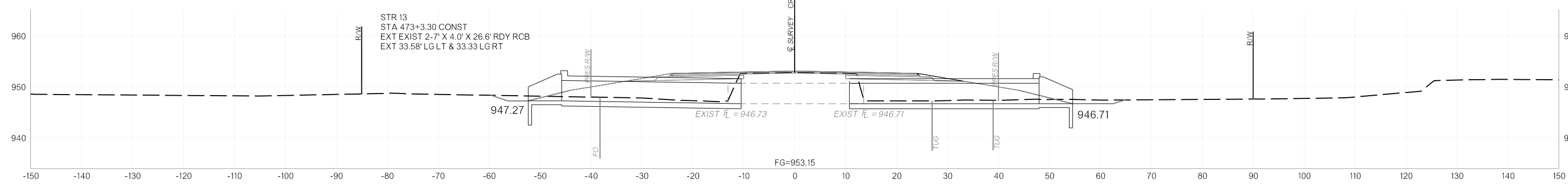
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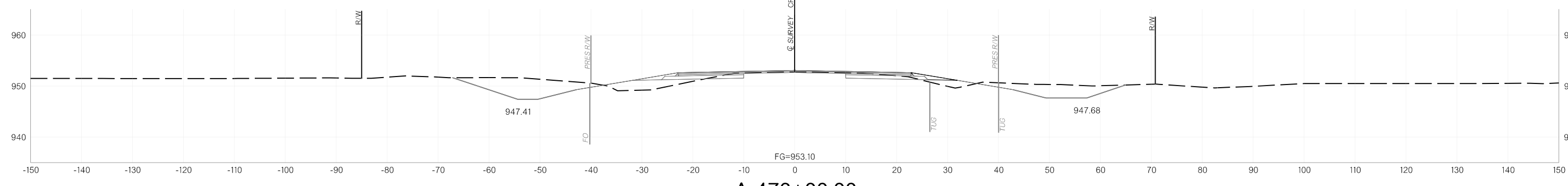
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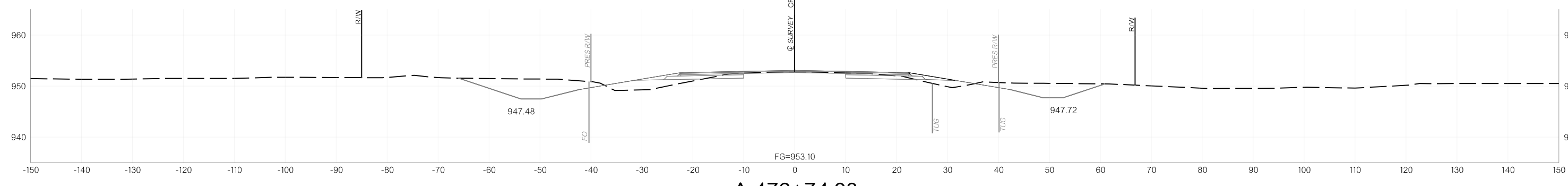
**A 474+00.00**



**A 473+73.30**



**A 473+00.00**



**A 472+74.93**

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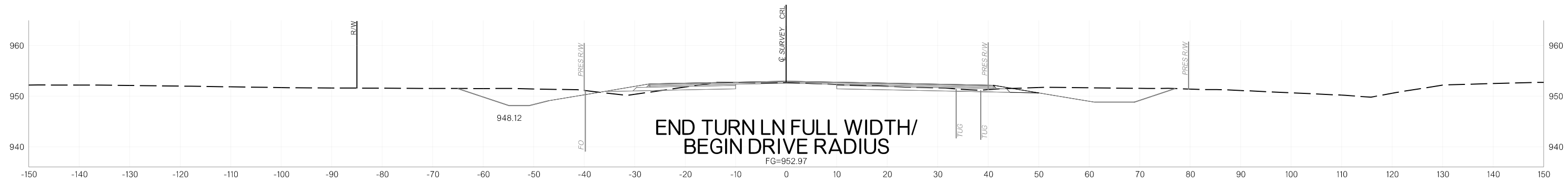


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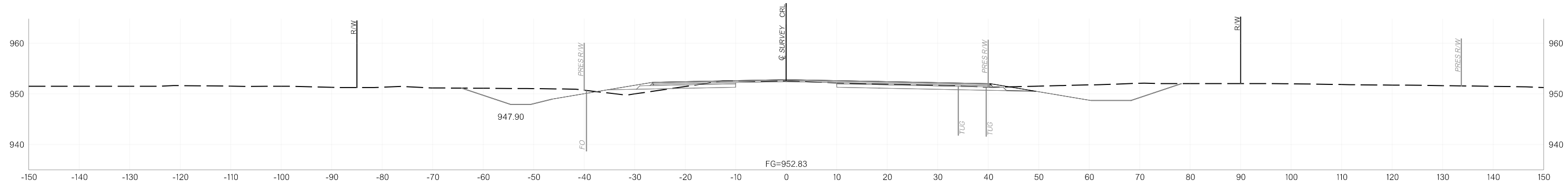
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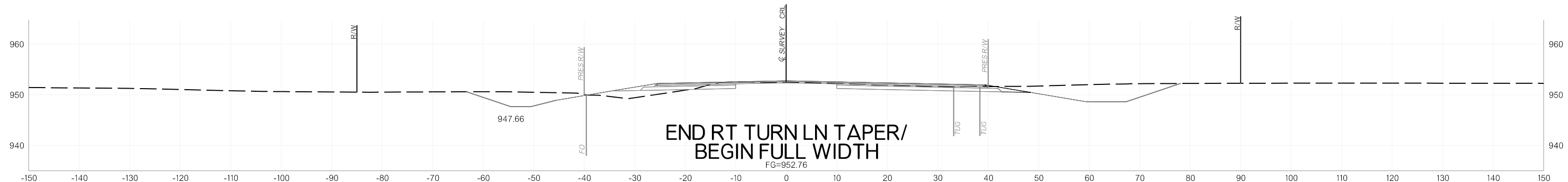
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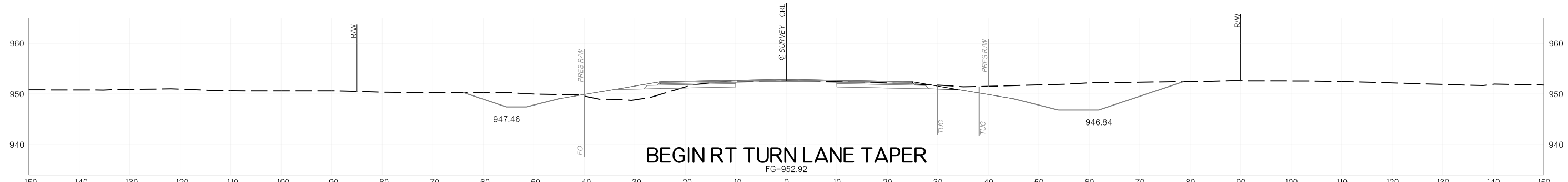
**A 475+39.93**



**A 475+00.00**



**A 474+57.00**



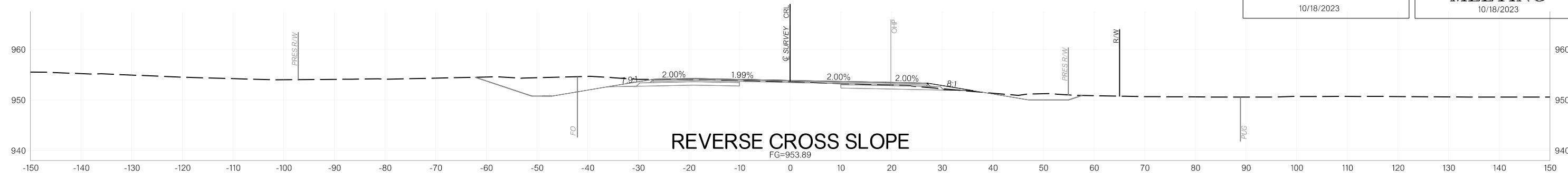
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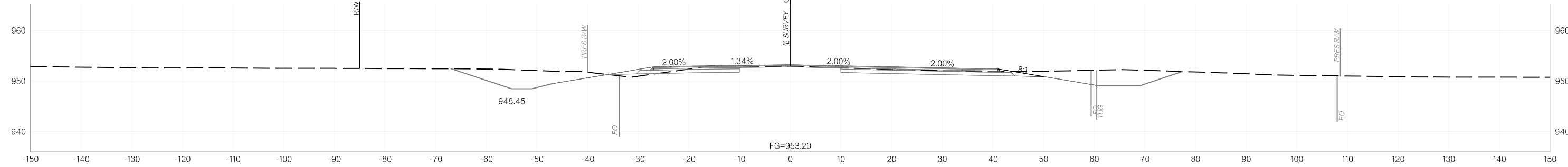
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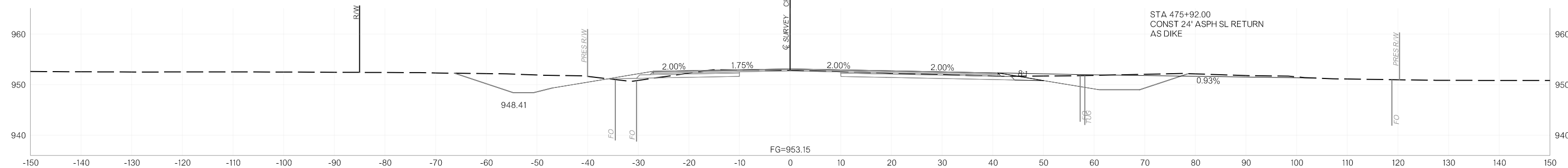
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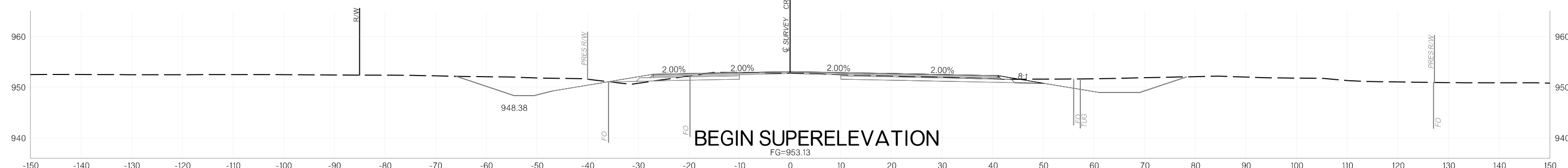
**A 476+68.45**



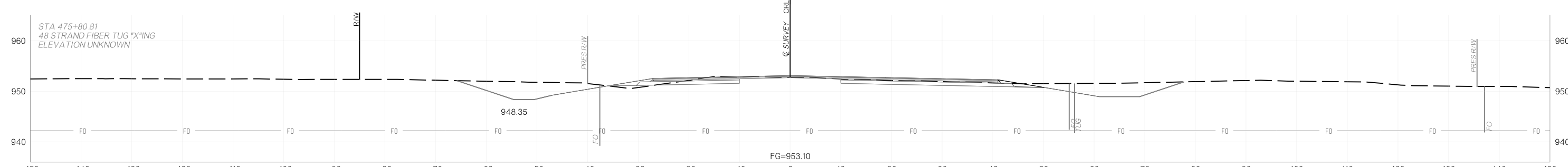
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**A 475+92.00**



**A 475+86.45**



**A 475+80.81**

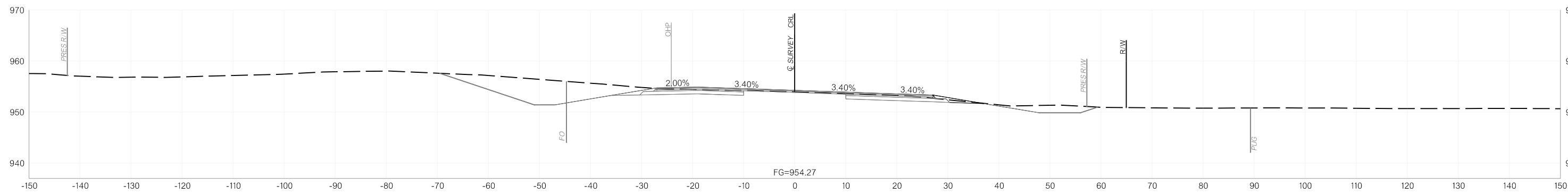
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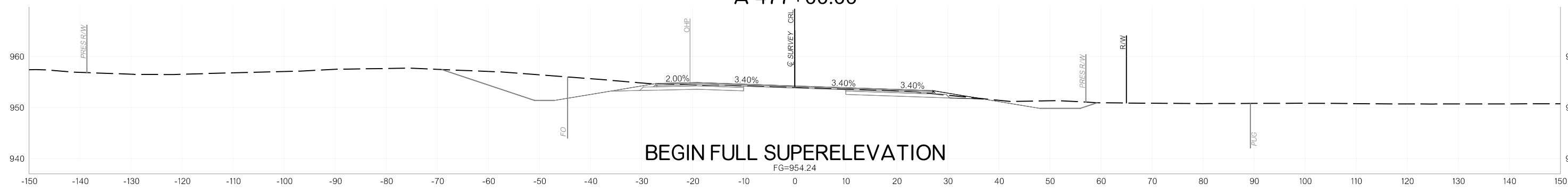
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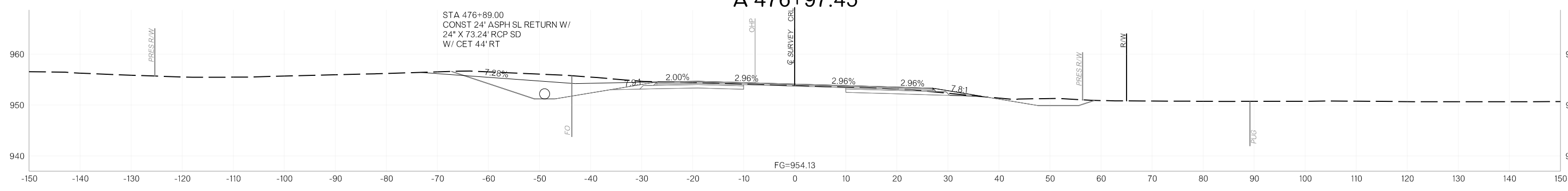


A 477+00.00



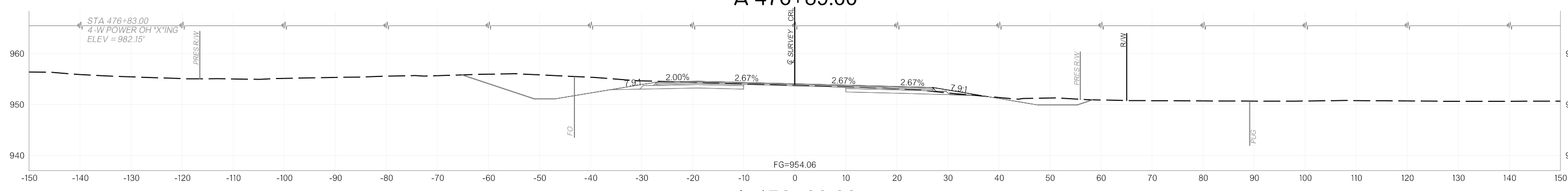
BEGIN FULL SUPERELEVATION

A 476+97.45



STA 476+89.00  
CONST 24' ASPH SL RETURN W/  
24" X 73.24' RCP SD  
W/ CET 44' RT

A 476+89.00

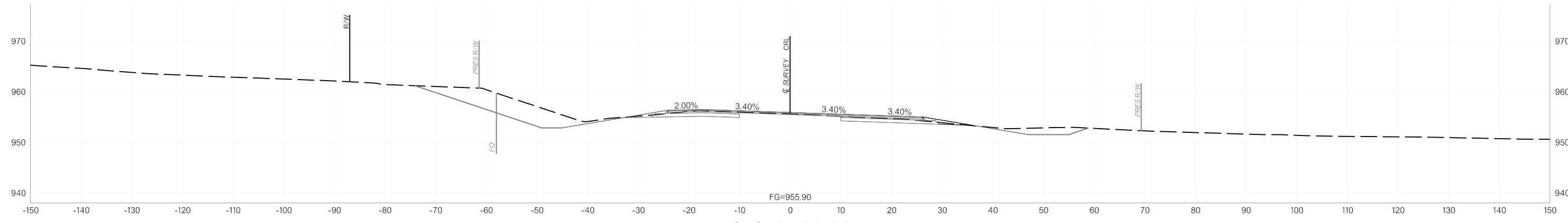


STA 476+83.00  
4-W POWER OH \*XING  
ELEV = 982.15'

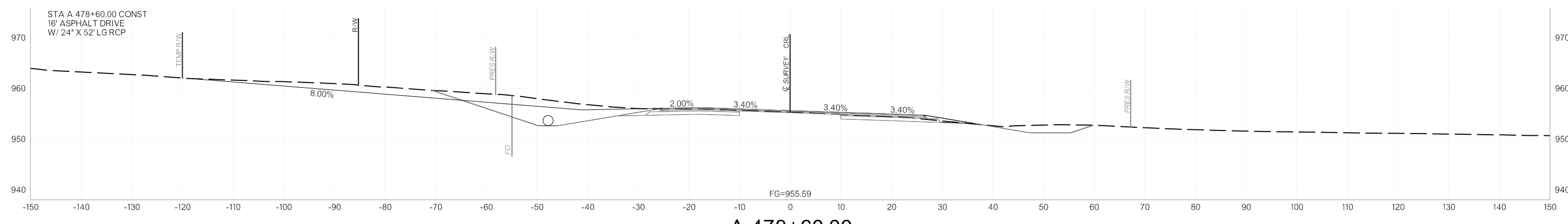
A 476+83.00

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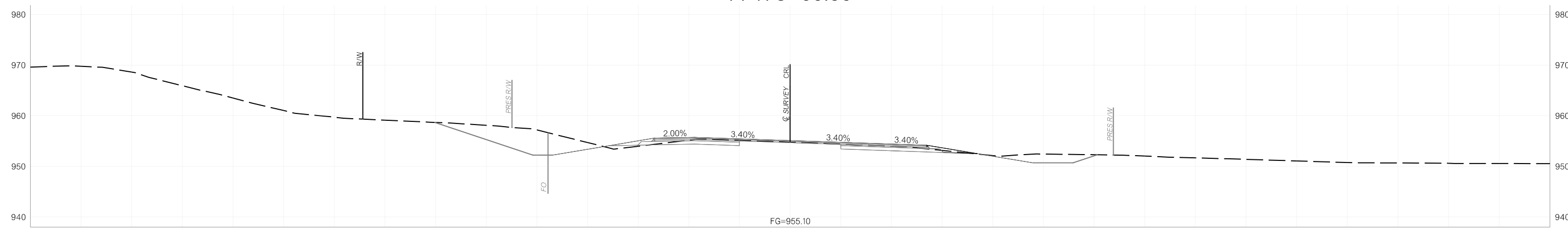
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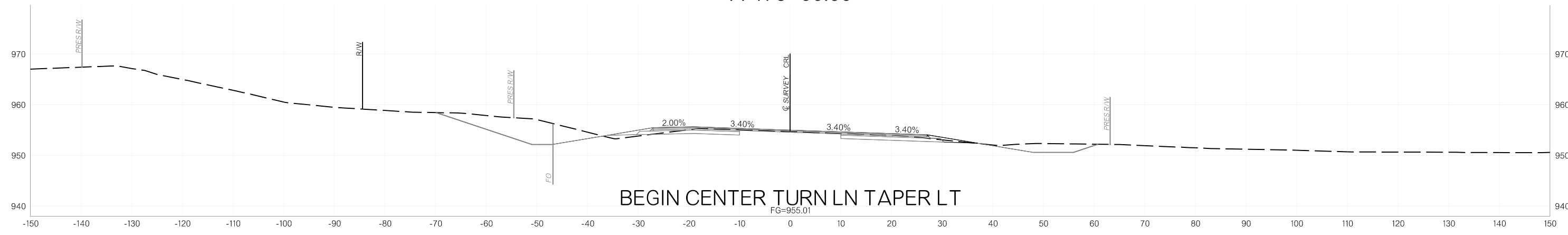
A 479+00.00



A 478+60.00



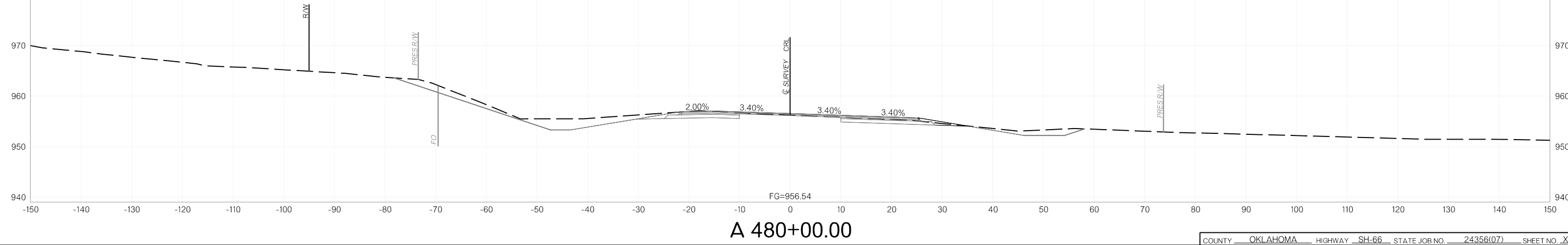
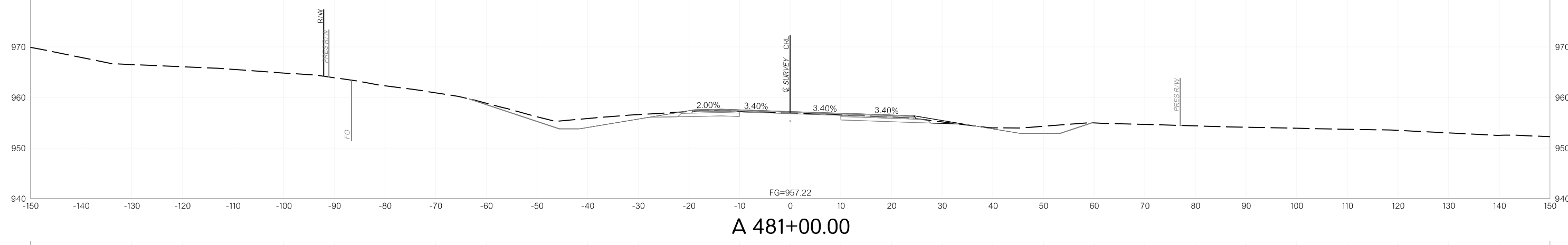
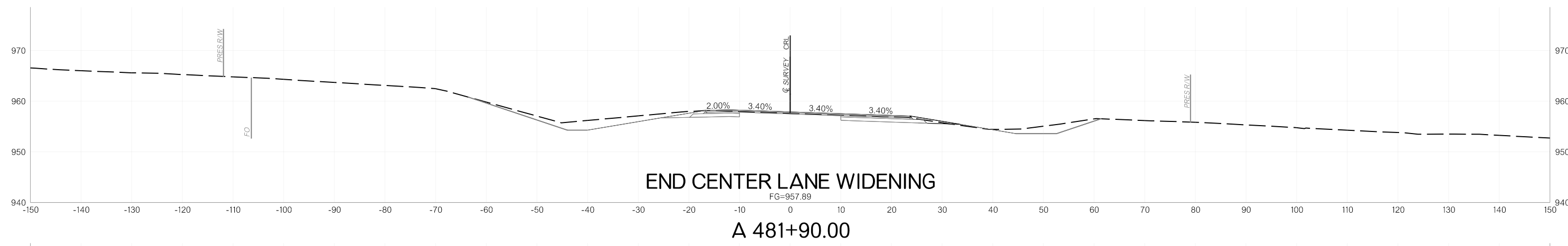
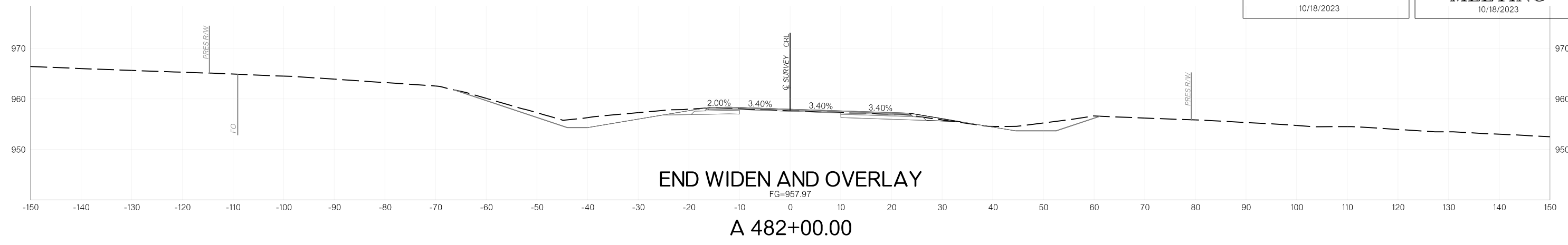
A 478+00.00



BEGIN CENTER TURN LN TAPER LT

A 477+90.00

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