OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

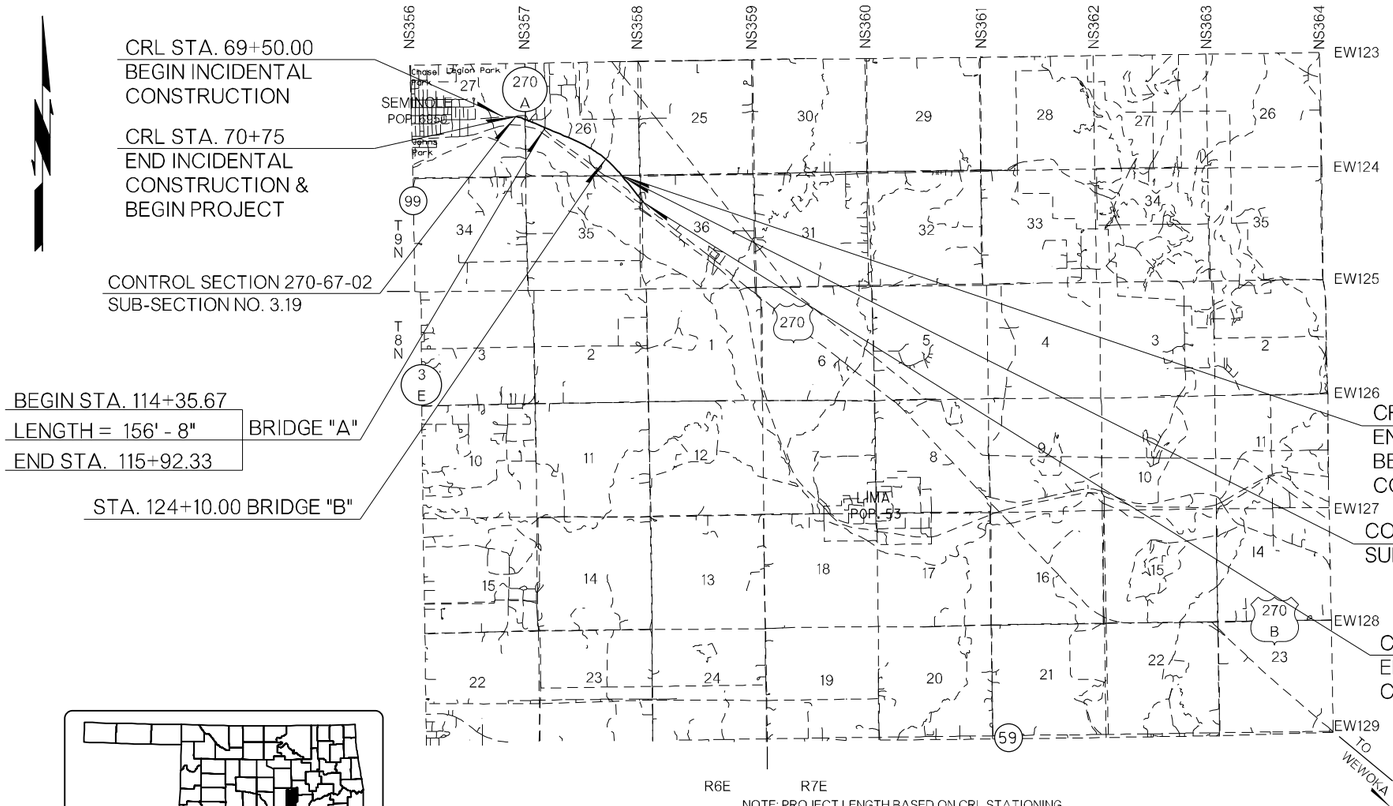
FEDERAL AID PROJECT NO. XXXX-XXXX(XXX)
GRADE, DRAIN, SURFACE AND BRIDGES
US-270 OVER CARTER CREEK AND 8 UNNAMED CREEKS

SEMINOLE COUNTY

CONTROL SECTION NO. 270-67-02
STATE JOB NO. 21006(04)

BRIDGE	EXIST. NBIS NO.	NEW NBI NO.
"A"	13079	31771
"B"	10053	31772
"C"	12977	REMOVED

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

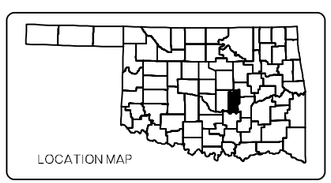


DESIGN DATA	
AADT 2018	= 7,765
AADT 2043	= 11,405
DHV (1-WAY)2043	= 630
K	= 10%
D	= 55%
T (AADT)	= 12%
T (DHV)	= 8%
T3	= 5%
V	= 40 TO 55 MPH
20 YR FLEX ESALS	= 4,468,390

SCALES	1"
PLAN	1" = 100'
PROFILE HOR.	1" = 100'
VER.	1" = 10'
LAYOUT MAP	1" = 3,520'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES.R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- R/W — RIGHT-OF-WAY FENCE



NOTE: PROJECT LENGTH BASED ON CRL STATIONING

ROADWAY LENGTH _____.	6,168.34	FT.	1.168 MI.
BRIDGE LENGTH _____	156.66	FT.	0.030 MI.
PROJECT LENGTH _____			1.198 MI.

EQUATIONS : STA. 136+28.09 BK = STA. 135+97.74 AH
STA. 211+23.40 BK = STA. 210+66.41 AH
STA. 304+24.82 BK = STA. 304+28.25 AH
STA. 357+00.06 BK = STA. 357+00.00 AH
STA. 395+20.06 BK = STA. 395+20.00 AH
STA. 452+96.29 BK = STA. 452+77.94 AH

EXCEPTIONS : STA. 114+35.67 TO 115+92.33 BRIDGE "A"

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

TETRA TECH

PREPARED BY:
TETRA TECH
FOR THE OKLAHOMA
DEPARTMENT OF TRANSPORTATION

CA 2388
(EXP. 06-30-19)

DATE

MOHAMED NAZARI-ROBATI, P.E.
OKLA. REG. NO. 17382

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

SWO 4879(1) PROJECT NO. 21006(04) SHEET NO. 0001

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

INDEX OF SHEETS

ROADWAY	BRIDGE	TRAFFIC SIGNALS & LIGHTING	TRAFFIC CONTROL	TRAFFIC SIGNING	TRAFFIC SAFETY
SSS-1-1	TR4-2-00E	PMAP-1-2-00	TCS1-1-01	PM1-1-02	THRI-1-02
TSC2-3-2	EJ-SQ-03E	SPBP1-1-00	TCS2-1-00	PM3-1-02	SKT-1-00
TSD-2-0	EJ-DTL-01E	SA1-1-02	TCS3-1-01	PM5-1-00	GHW1-1-00
TFL-1-1	HP1-2-00E	ID1-1-00	TCS4-1-01	PM6-1-00	GHW2-1-00
TRFD-1-2	B40-C-ABUT-MISC	SNS1-1-02	TCS5-1-00	PM8-1-00	RS1-2-00
ASCD-5-2	LECS-4-1	TSSS1-1-00	TCS6-1-02	DU1-1-00	RS2-2-00
PED-3-2	PUD-3-2	PWD1-2-00	TCS7-1-02	DU2-1-00	
PSE-1-0	SB1-4-2	CFD1-2-00	TCS8-1-00	RSD1-1-00	
CET4S-3-2	RCB-E3-H11-0-1-01E	CC1-1-00	TCS9-1-01	RSD2-1-00	
CET6S-3-2	RCB-E3-H11-0-2-01E	TSSP1-1-00	TCS10-1-00	WSD1-1-00	
CET4D-3-2	RCB-E3-H12-0-1-01E	MAD1-1-00	TCS11-1-01	WSD2-1-00	
CET6D-3-2	RCB-E3-H12-0-2-01E	RPMAD1-1-00	TCS12-1-00	WSD3-1-00	
PCES-4-1	RCB-CW3-D8-0-01E	MPMAD1-1-00	TCS13-1-00	SZSD1-1-00	
CDIP-1-1		MDL1-1-00	TCS14-1-00	MSD1-1-00	
SMD-3-1	RCB-C1-3&4&5(2-20)-01E	MDL2-1-00	TCS15-1-00	MSD2-1-00	
GPI-4-0	RCB-C1-6(2-14)-01E	CCD1-1-00	TCS16-1-00	MSD3-1-01	
SSCD-3-1	RCB-C1-8(2-14)-01E	PBD1-1-00	TCS17-1-00	MSD4-1-00	
CI-1-2	RCB-C1-16(2-10)-01E	HLD1-2-00	TCS18-1-01	MSD5-1-00	
SSIF-4-0	RCB-E1-H3-0-1-01E	HLD2-2-00	TCS19-1-01	SBS1-1-00	
CIG-3-0	RCB-E1-H3-0-2-01E		TCS20-1-00	SBS2-1-00	
MFC-4-1	RCB-E1-H4-0-1-01E		TCS21-1-02	SBS3-1-00	
MJB-3-1	RCB-E1-H4-0-2-01E		TCS22-1-00	SBS4-1-00	
SPI-4-1	RCB-E1-H6-0-1-01E		TCS23-1-00	SBS5-1-00	
FPI-3-3	RCB-E1-H6-0-2-01E		TCS24-1-02	SBS6-1-00	
SPB-1-4	RCB-E1-H12-0-1-01E		TCS25-1-00	GMS1-1-00	
FHTMPP-1-0	RCB-E1-H12-0-2-01E			GMS2-1-00	
FHTCP-3-1	RCB-E1-H4-30-1-01E			SSP1-1-02	
SBI-4-2	RCB-E1-H4-30-2-01E			SSA1-1-00	
PUD-3-2	RCB-E1-H4-30-3-01E			SSA2-1-00	
MI-3-0	RCB-E1-H5-30-1-01E			FGS1-1-00	
RDI-3-1	RCB-E1-H5-30-2-01E			FGS2-1-01	
DC-3-2	RCB-E1-H5-30-3-01E			SPA1-1-00	
PDT-1-3	RCB-E1-H7-30-1-01E				
RWF1-2-2	RCB-E1-H7-30-2-01E				
RWF2-2-1	RCB-E1-H7-30-3-01E				
RWF3-2-2	RCB-E1-H8-30-1-01E				
SUEL1-3-2	RCB-E1-H8-30-2-01E				
SUEL2-3-2	RCB-E1-H8-30-3-01E				
SUEL3-3-2	RCB-CW1-D4-0-01E				
SUEL4-3-2	RCB-CW1-D4-30-01E				
1999 STANDARDS					
SPDI-2-00E					

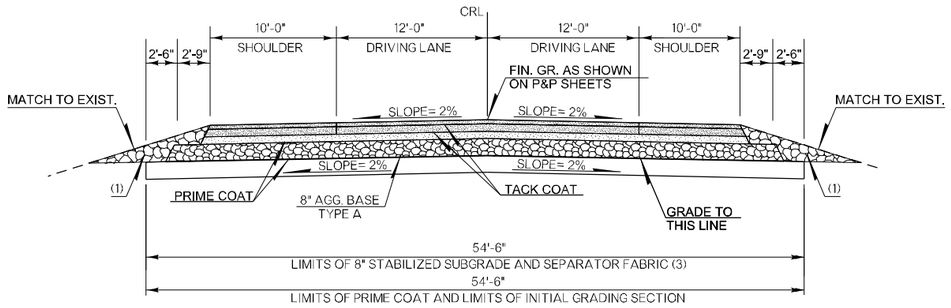
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			INDEX OF SHEETS
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. 0002

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\0002-2100604-INDEX OF SHEETS.dgn

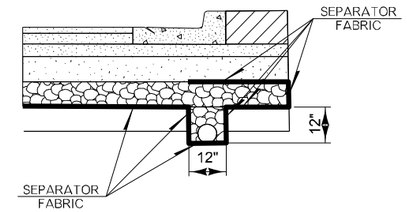
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

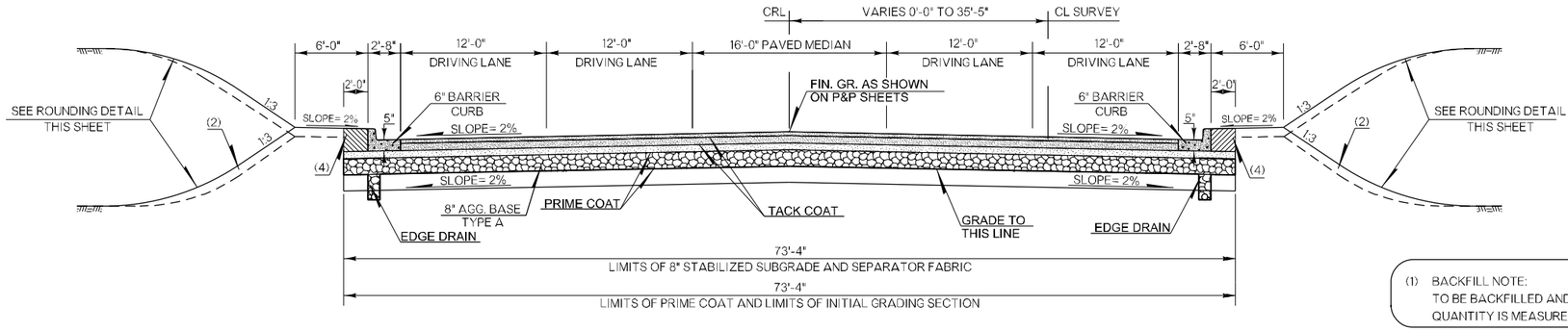


TYPICAL SECTION INCIDENTAL CONSTRUCTION
STA 69+50 TO STA 70+75

PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	12' DRIVING LANES	10' PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)



EDGE DRAIN INSTALLATION -
CURB TYPICAL SECTION
SEE ODOT STD. PED-3
FOR ADDITIONAL DETAILS & NOTES



TYPICAL SECTION NO. 1 US-270
STA 76+75.00 RT & 77+78 LT TO STA 111+00.00

PAVT. STRUCTURE	12' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	4" 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.

(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.

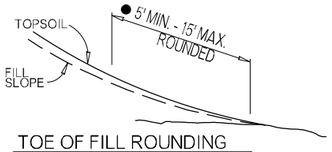
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) SEPARATOR FABRIC NOTE:
USE MIRAFI RS 380i OR APPROVED EQUAL.

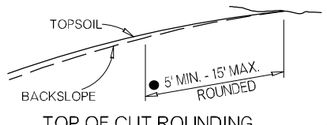
(4) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

ROUNDING DETAIL

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



TOE OF FILL ROUNDING



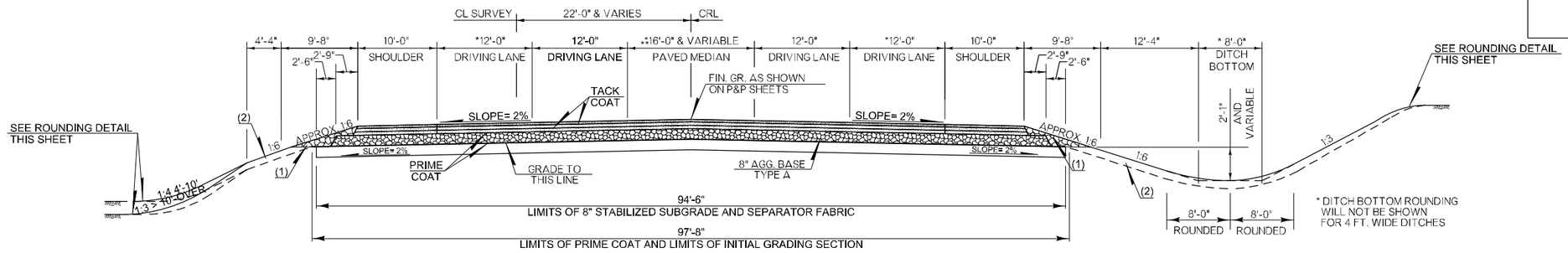
TOP OF CUT ROUNDING

DESIGN			TYPICAL SECTION
DRAWN			
CHECKED			
APPROVED			
SQUAD			STATE JOB NO. 21006(04) SHEET NO. 0003

11/7/2018 P:\L_11399\L_200-11399-14001\L_CADD_SheetFiles\L_JP 21006(04) Roadway\L_0003-21006(04)-TYPICAL SECTION_1.dgn

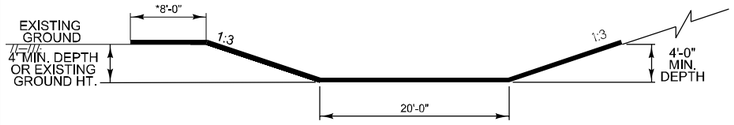
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



TYPICAL SECTION NO. 2 US-270
STA. 70+75 TO STA. 76+75,
(*TRANSITION FROM 0' - 0" AT STA 70+85 TO WIDTH SHOWN AT 76+75)
STA. 111+00 TO STA. 134+00,
(TRANSITION FROM LANE & SHOULDER WIDTHS SHOWN AT STA. 130+50
TO MATCH EXISTING PAVEMENT WIDTH AT STA. 134+00. SEE PLAN & PROFILE SHEETS)

PAVEMENT REQUIREMENT		
9" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-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)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)



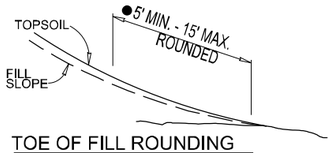
TURF REINFORCEMENT MAT TYPICAL SECTION THROUGH
STA. 126+50 LT. TO STA. 127+30 LT.

* PLACE OVERLAP IF EXISTING GROUND HEIGHT IS LESS THAN MINIMUM DEPTH.

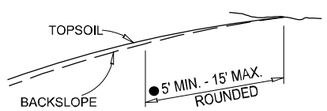
TURF REINFORCEMENT MAT INSTALLATION DETAILS

ROUNDING DETAIL

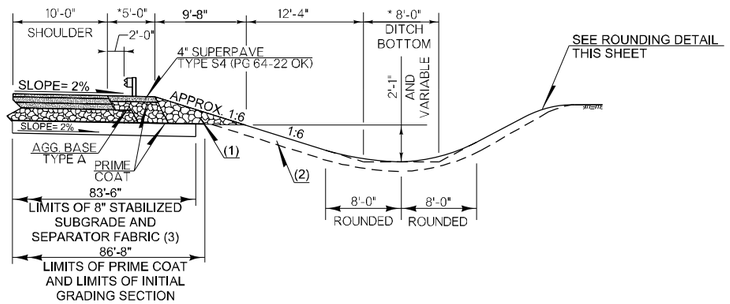
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING



GUARDRAIL WIDENING
STA 111+49.07 TO STA 114+04.09
STA 116+23.91 TO STA 118+78.93
(*TRANSITION FROM 0'-0" AT STA 111+49.07 TO WIDTH SHOWN AT STA 112+19.07 AND TRANSITION FROM WIDTH SHOWN AT STA 118+08.93 TO 0'-0" AT STA 118+78.93)

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

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

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

(1) SEPARATOR FABRIC NOTE:
USE MIRAFI RS 380i OR APPROVED EQUAL.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

TYPICAL SECTION

STATE JOB NO. 21006(04) SHEET NO. 0004

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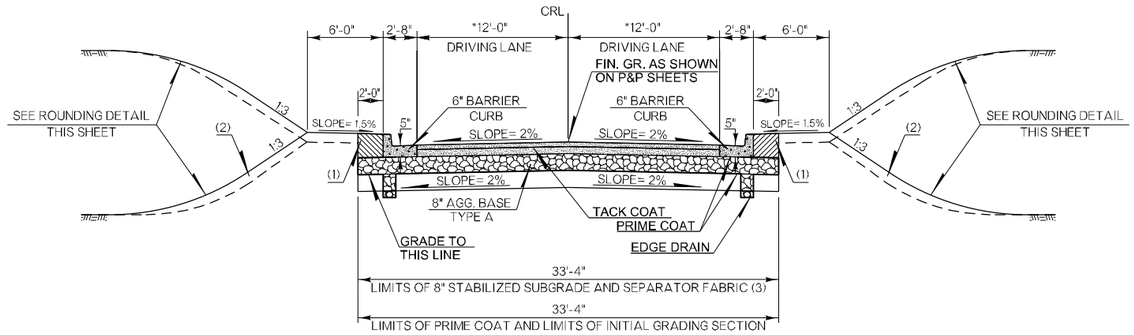
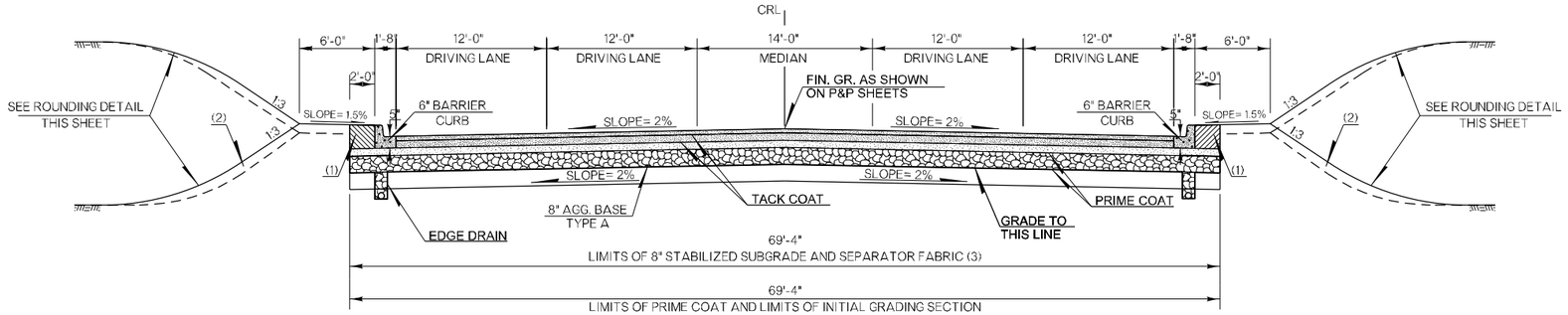
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



TYPICAL SECTION NO. 3 HARVEY ROAD
STA 24+65.00 TO STA 26+43.76
*SEE INTERSECTION DETAILS & SIGNING AND STRIPING DETAILS FOR VARYING WIDTH WITHIN LIMITS OF CURB RETURNS

PAVT. STRUCTURE	12'& 14' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

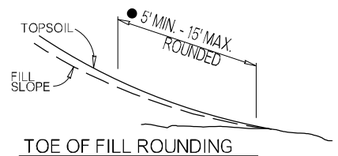


TYPICAL SECTION NO. 4 SH-270A
STA 28+35.07 TO STA 31+00.00

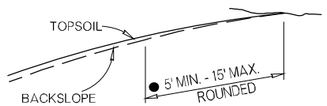
PAVT. STRUCTURE	12' DRIVING LANES & 14' MEDIAN
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

ROUNDING DETAIL

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



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

(1) BACKFILL NOTE:
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(2) TOPSOIL NOTE:
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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) SEPARATOR FABRIC NOTE:
USE MIRAFI RS 380i OR APPROVED EQUAL.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

TYPICAL SECTION

STATE JOB NO. 21006(04) SHEET NO. 0005

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

GENERAL NOTES

SPECIFICATIONS:
COMPLY WITH THE REQUIREMENTS OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

REMOVED MATERIALS:
ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED IN A MANNER APPROVED BY THE ENGINEER..

TRAFFIC RAIL REINFORCING:
PLACE AND TIE ALL SR1 BARS BEFORE THE CONCRETE IS PLACED IN THE DECK SLAB AND APPROACH SLAB FOR BRIDGE "A". SR1 BARS IN THE SUPERSTRUCTURE WILL BE MEASURED AND PAID FOR IN THE PRICE BID PER POUND OF "EPOXY COATED REINFORCING STEEL". ALL COST OF SR1 BARS IN THE APPROACH SLABS SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "APPROACH SLAB".

STAY-IN-PLACE STEEL DECK FORMS:
STAY-IN-PLACE STEEL DECK FORMS MAY BE USED IF THE MINIMUM DECK SLAB THICKNESS OF 8" IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. NO ADDITIONAL CONCRETE WEIGHT WILL BE ALLOWED. WEIGHT OF THE STAY-IN-PLACE STEEL DECK FORMS SHALL NOT EXCEED 5 P.S.F. PREFORMED STYROFOAM OR ANY OTHER FILLER MATERIAL SHALL BE BONDED TO THE STAY-IN-PLACE FORMS.
STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS MAY BE USED IF THE FOLLOWING CONDITIONS ARE MET:
(1) SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
(2) A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND A NEW REINFORCING SCHEDULE FOR THE DECK SLAB IS SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
(3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE, STRUCTURAL DESIGNS, AND CALCULATIONS SHALL BE PREPARED BY AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA.
ALL COSTS ASSOCIATED WITH THE USE OF STAY-IN-PLACE FORMS INCLUDING ALL MATERIALS, LABOR, EQUIPMENT, INCIDENTALS AND PROFESSIONAL SERVICES SHALL BE AT THE CONTRACTOR'S EXPENSE. FOR ADDITIONAL INFORMATION CONCERNING THE USE OF STAY-IN-PLACE FORMS, SEE SECTION 502 OF THE 2009 ENGLISH STANDARD SPECIFICATION.

RIPRAP:
AN 18" THICK LAYER OF TYPE 1-A PLAIN RIPRAP WITH A 6" THICK LAYER OF TYPE 1-A FILTER BLANKET SHALL BE PLACED ON THE BRIDGE HEADERS AT THE ABUTMENTS AS SHOWN IN THE PLANS. THE FILTER BLANKET SHALL BE PLACED IN ONE LAYER. THE RIPRAP AND FILTER BLANKET SHALL BE PLACED IN A MANNER APPROVED BY THE ENGINEER.

APPROACH SLAB:
CLASS AA CONCRETE SHALL BE USED IN THE APPROACH SLABS. THE QUANTITY GIVEN IS BASED ON THE ACTUAL SQUARE YARDS OF THE APPROACH SLABS. THE APPROACH SLAB/DECK SLAB CONSTRUCTION JOINT SHALL BE SAWED AND SEALED WITH RAPID CURE JOINT SEALANT. ALL COSTS OF CONCRETE, REINFORCING STEEL, RAPID CURE JOINT SEALANT, EXCAVATION, POLYSTYRENE, LABOR, EQUIPMENT, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "APPROACH SLAB".

ABUTMENT PILING CAPACITY:
THE FACTORED REACTION FOR EACH HP 12X53 PILE AT EACH ABUTMENT IS 77.6 TONS. THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:
AXIAL LOAD RESISTANCE = Ø [0.875 $\sqrt{E}$ LOG/10 (10N)) -50] (TONS)
WHERE:
Ø = RESISTANCE FACTOR OF 0.4
E = ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS. FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS, THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AND MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.
N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.
THE ABOVE FORMULA IS ONLY APPLICABLE WHEN:
- THE PILE DRIVING HAMMER HAS A FREE FALL (GRAVITY & SINGLE ACTING HAMMERS ONLY).
- THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED.
- THE PENETRATION IS QUICK AND UNIFORM.
- THERE IS NO APPRECIABLE REBOUND OF THE HAMMER, AND A FOLLOWER IS NOT USED.

THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER.
IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

DRIVEN PILES:
(A) DRIVING EQUIPMENT: USE A PILE DRIVING HAMMER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY SUFFICIENT TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE THE FACTORED PILE CAPACITY WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SECTION 514.03(A)2.
(B) MATERIAL: ALL DRIVEN PILES SHALL BE AASHTO M270 GRADE 50.

STEEL PILE ENCASEMENT:
PROVIDE AND INSTALL STRUCTURAL STEEL FOR PILING AND STEEL PLATE REINFORCING TIPS IN ACCORDANCE WITH STANDARD HP1-2. FORMS FOR ENCASEMENT MAY BE OMITTED WHEN SOIL CONDITIONS PERMIT. THERE IS AN ESTIMATED TOTAL OF 271 POUNDS OF REINFORCING STEEL, AND AN ESTIMATED TOTAL OF 4.0 CUBIC YARDS OF CLASS A CONCRETE CONCRETE FOR EACH ABUTMENT.
ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE STEEL PILE ENCASEMENTS AS SHOWN IN THE PLANS INCLUDING EXCAVATION, FORMS, CLASS A CONCRETE, WELDED WIRE FABRIC REINFORCING STEEL FOR STEEL PILE ENCASEMENTS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER L.F. "PILES, DRIVEN".

CONCRETE:
PROVIDE ALL PEDESTAL CONCRETE EDGES WITH A 3/4" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. PROVIDE ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE WITH A 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. USE SIZED LUMBER FOR ALL CHAMFER STRIPS. EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

CONCRETE DIAPHRAGMS:
ONCE THE CONCRETE HAS BEEN PLACED FOR THE CONCRETE DIAPHRAGMS, WAIT A MINIMUM OF 24 HOURS BEFORE REMOVING THE SIDE FORMS. DO NOT REMOVE THE BOTTOM FORM FOR A MINIMUM OF 3 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME CAN BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH. DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL 10 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.

DECK SLAB:
EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGERS, TY-BAR CLIPS, INSERT WELD ANCHORS, OR OTHER APPURTENANCES, THAT WILL REMAIN IN PLACE IN THE DECK SLAB. EPOXY-COAT IN ACCORDANCE WITH AASHTO M284 OR GALVANIZE IN ACCORDANCE WITH AASHTO M111.
IN THE EVENT OF AN EMERGENCY, HALT THE PLACEMENT OF CONCRETE BY FORMING A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC OR AS DIRECTED BY THE ENGINEER. DO NOT PLACE ANY HEAVY EQUIPMENT ON THE FINISHED DECK SLAB WITHIN 5' OF ANY CONSTRUCTION JOINT UNTIL CONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELAPSED SINCE CONCRETE PLACEMENT.
SEAL ALL DECK SLAB CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS EXCEPT FOR THE SAWED AND SEALED CONSTRUCTION JOINTS BETWEEN THE APPROACH SLABS AND DECK SLAB. THE DEPARTMENT WILL NOT MEASURE THE PREPARATION AND SEALER OF EMERGENCY CONSTRUCTION JOINTS FOR PAYMENT.

DECK HAUNCHES:
PLAN QUANTITY FOR CLASS AA CONCRETE INCLUDES 4.3 CUBIC YARDS FOR HAUNCHES OVER PRESTRESSED CONCRETE BEAMS (TYPE II). NO PAYMENT WILL BE MADE FOR DIFFERENCES BETWEEN PLAN QUANTITY AND THE ACTUAL QUANTITY OF HAUNCH CONCRETE.

STAINLESS STEEL FIXED BEARING ASSEMBLIES:
PROVIDE AND INSTALL FIXED BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATION AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED 173 POUNDS OF STAINLESS STEEL FOR EACH STAINLESS STEEL FIXED BEARING ASSEMBLY TOTALING 4,671 POUNDS OF STAINLESS STEEL FOR 27 FIXED BEARING ASSEMBLIES.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES AND BUILT-UP CONTACT PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.
ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE FIXED BEARING ASSEMBLIES AS SHOWN IN THE PLANS INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, BUILT-UP CONTACT ANGLE PLATES, ANCHOR BOLTS, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER EACH "STAINLESS STEEL FIXED BEARING ASSEMBLY".

STAINLESS STEEL EXPANSION BEARING ASSEMBLIES:
PROVIDE AND INSTALL EXPANSION BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATION AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED 176 POUNDS OF STAINLESS STEEL FOR EACH STAINLESS STEEL EXPANSION BEARING ASSEMBLY TOTALING 4752 POUNDS OF STAINLESS STEEL FOR 27 EXPANSION BEARING ASSEMBLIES.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES AND BUILT-UP CONTACT PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.
ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE EXPANSION BEARING ASSEMBLIES AS SHOWN IN THE PLANS INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, BUILT-UP CONTACT ANGLE PLATES, ANCHOR BOLTS, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER EACH "STAINLESS STEEL EXPANSION BEARING ASSEMBLY".

PENETRATING WATER REPELLENT SURFACE TREATMENT:
A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE FOLLOWING CONCRETE SURFACES OF BRIDGE "A":
(a) EDGES AND UNDERSIDE CANTILEVER PORTION OF THE BRIDGE DECK.
(b) THE OUTER FACE AND BOTTOM OF THE EXTERIOR P.C. BEAMS.
(c) THE ROADWAY FACE, TOP, AND OPENINGS OF THE TR-4 TRAFFIC RAIL.
(d) SIDES AND ENDS OF PIER CAPS.
(e) FRONT FACE AND SIDES OF BACKWALL.

PERFORATED PIPE UNDERDRAIN:
ITEM " 6" PERFORATED PIPE UNDERDRAIN ROUND" INCLUDES 86 LINEAR FEET OF PERFORATED PIPE AND 13 CUBIC YARDS OF PIPE UNDERDRAIN COVER MATERIAL FOR EACH ABUTMENT. THE INSTALLATION OF THE PERFORATED PIPE AND PIPE UNDERDRAIN COVER MATERIAL SHALL BE AS SHOWN IN THE PLANS AND STANDARD PUD-3.
ALL COSTS OF THE PERFORATED PIPE UNDERDRAIN INSTALLATION INCLUDING MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER FOOT OF " 6" PERFORATED PIPE UNDERDRAIN ROUND"

NON-PERFORATED PIPE UNDERDRAIN:
ITEM " 6" NON-PERF. PIPE UNDERDRAIN RND." INCLUDES 40 LINEAR FEET OF NON-PERFORATED PIPE, 6 CUBIC YARDS OF TRENCH EXCAVATION, AND 6 CUBIC YARDS OF STANDARD BEDDING MATERIAL FOR EACH ABUTMENT. THE INSTALLATION OF THE NON-PERFORATED PIPE SHALL BE AS SHOWN IN THE PLANS AND STANDARD PUD-3.
ALL COSTS OF THE NON-PERFORATED PIPE UNDERDRAIN INSTALLATION INCLUDING BACKFILLING, MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER FOOT OF " 6" NON-PERF. PIPE UNDERDRAIN RND.".

DRAINS AT END OF BRIDGE:
ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS AND CONCRETE CURBS INCLUDING MATERIAL, REINFORCING STEEL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE PAY ITEM "CLASS "C" CONCRETE".

SEALED EXPANSION JOINT:
UNLESS OTHERWISE SHOWN ON THE SHOP DRAWINGS, REFER TO THE EXPANSION JOINT SETTING TABLE ON SHEET B18 OF THE CONSTRUCTION PLANS FOR SETTING THE WIDTH OF THE JOINT. TRAFFIC RAIL OPENINGS AT EACH EXPANSION JOINT LOCATION SHALL HAVE THE SAME OPENING DIMENSION AS THE EXPANSION DEVICE.

REMOVAL OF EXISTING BRIDGE STRUCTURE:
ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF REMOVAL AND DISPOSAL OF THE FOLLOWING:
BRIDGE "A": 150' LONG, 6 SPAN (25' EACH SPAN) BRIDGE STRUCTURE LOCATED AT APPROXIMATE STA. 115+30 CL SURVEY CONSISTING OF A 33' WIDE CONCRETE SLAB SUPERSTRUCTURE ON CONCRETE ABUTMENTS AND PIERS. REMOVAL INCLUDES ENTIRE SUPERSTRUCTURE AND SUBSTRUCTURE INCLUDING CONCRETE SLAB SPANS, CURBS, RAILS, APPROACH SLABS, SLOPE DRAINS, ABUTMENTS AND PIERS. THE ABUTMENTS AND PIERS SHALL BE REMOVED TO 2 FEET BELOW EXISTING GROUND OR AS DIRECTED BY THE ENGINEER.

BRIDGE "B": 3 CELL, 10'x11'x44' LONG BRIDGE BOX, NO SKEW, LOCATED AT APPROXIMATE STA. 123+83 CL SURVEY. REMOVAL INCLUDES ENTIRE LENGTH OF 3 CELL BARREL SECTION, WINGWALLS, FOOTINGS AND APRONS AT ENDS OF BOX, AND CONCRETE PARAPETS ON TOP OF BOX.

BRIDGE "C": 3 CELL, 10'x8'x67' LONG BRIDGE BOX, 45 DEGREE SKEW, LOCATED AT APPROXIMATE STA. 127+64 CL SURVEY. REMOVAL INCLUDES ENTIRE LENGTH OF 3 CELL BARREL SECTION, WINGWALLS, FOOTINGS AND APRONS AT ENDS OF BOX, AND GUARD RAIL ON TOP OF BOX.

THE EXISTING STRUCTURE AND CONCRETE RUBBLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF IN ACCORDANCE WITH SUBSECTION 619.04.F. OF THE ODOT STANDARD SPECIFICATIONS.

ALL COSTS OF TEMPORARY AND PERMANENT SHORING TO REMOVE AND/OR CONSTRUCT THE BRIDGES SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM OF "REMOVAL OF EXISTING BRIDGE STRUCTURE". SEE SHORING NOTE, THIS SHEET FOR SHORING REQUIREMENTS.

UNCLASSIFIED BORROW:
ITEM "UNCLASSIFIED BORROW" SHALL BE USED FOR FINAL GRADING AT THE NEW WINGWALLS AND AS DIRECTED BY THE ENGINEER.

SHORING:
PRICE BID FOR REMOVAL OF EXISTING BRIDGE STRUCTURES SHALL INCLUDE COST OF ALL TEMPORARY AND PERMANENT SHORING AS APPLICABLE TO CONSTRUCT THE NEW BRIDGES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE SHEETS B001 AND B027 FOR APPROXIMATE LOCATION OF TEMPORARY SHORING. THE CONTRACTOR SHALL SUBMIT PLANS AND CALCULATIONS FOR THE SHORING AND SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. SHORING SHALL NOT COMMENCE UNTIL SUBMITTED PLANS AND CALCULATIONS ARE APPROVED BY THE ENGINEER.

DRILLED SHAFT CASING:
DOUBLE CASING WILL NOT BE ALLOWED. THE CONTRACTOR MUST FORM DRILLED SHAFT TOP PORTIONS ABOVE THE GROUND LINE WITH SMOOTH FORM. NO STAY-IN-PLACE CASINGS ALLOWED ABOVE THE GROUND LINE. ALL COSTS NECESSARY TO PERFORM THE WORK INCLUDING LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "DRILLED SHAFTS 54" DIAMETER".

BRIDGE "A" PHASE CONSTRUCTION:
BRIDGE "A" SHALL BE CONSTRUCTED IN THE FOLLOWING SEQUENCE:

1. INSTALL TEMPORARY SHORING AT THE APPROXIMATE LOCATION AS SHOWN ON THE PLAN AND ELEVATION SHEET.
2. CONSTRUCT ENTIRE BRIDGE "A" ACCORDING TO PLANS EXCEPT FOR SOUTHWEST WINGWALL AND SOUTH HALF OF WEST APPROACH SLAB.
3. ONCE TRAFFIC IS RELOCATED TO NORTH HALF OF NEWLY CONSTRUCTED BRIDGE "A", COMPLETE BRIDGE "A" CONSTRUCTION BY REMOVING TEMPORARY SHORING AND CONSTRUCTING SOUTHWEST WINGWALL AND SOUTH HALF OF WEST APPROACH SLAB.

AGGREGATE BASE TYPE A:
THE ESTIMATED QUANTITIES OF AGGREGATE BASE TYPE A FOR BRIDGE "B" SHALL BE USED FOR BACKFILL BELOW AND AT SIDES OF R.C. BOX BARRELS AS DETAILED ON THE PLANS. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING AGGREGATE BASE TYPE A AS SHOWN ON THE PLANS INCLUDING LABOR, MATERIALS, COMPACTION, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER TON OF "AGGREGATE BASE TYPE A". COST OF EXCAVATION FOR THE PLACEMENT OF AGGREGATE BASE TYPE A SHALL BE INCLUDED IN PRICE BID PER CUBIC YARD OF "UNCLASSIFIED EXCAVATION" AND "STRUCTURAL EXCAVATION UNCLASSIFIED".

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

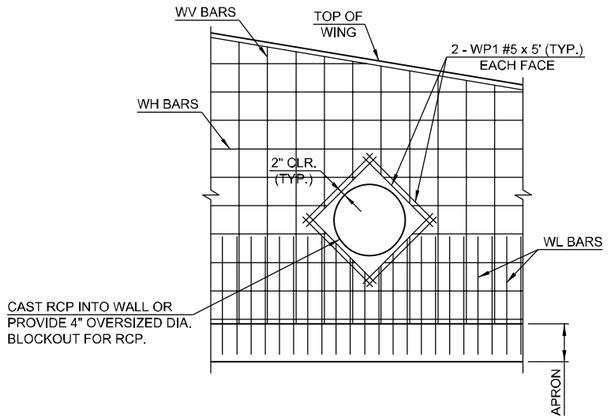
GENERAL NOTES (CONT'D)

PIPE INLET AT R.C. BOX WINGS:
THE APPROXIMATE LOCATION AND FLOWLINE ELEVATION OF THE REINFORCED CONCRETE PIPES (RCP'S) IN THE WINGWALLS OF BRIDGE "B" AND ROADWAY BOXES SHALL BE AS SHOWN ON THE PLAN AND PROFILE SHEETS. THE FINAL LOCATION OF THE RCP OPENING IN THE WINGWALLS SHALL BE APPROVED BY THE ENGINEER.

EITHER OF THE FOLLOWING TWO METHODS CAN BE USED TO CONSTRUCT THE RCP'S THROUGH THE WINGS:

1. CAST RCP INTO WALL.
2. PROVIDE 4" OVERSIZED DIAMETER BLOCKOUT FOR RCP. CENTER PIPE IN OPENING AND FILL 2" ANNULUS WITH NON-SHRINK GROUT THRU THE THICKNESS OF THE WALL.

THE CONTRACTOR SHALL TRIM ALL HORIZONTAL AND VERTICAL WING REINFORCING IN THE FIELD TO ACCOMODATE THE REQUIRED CLEARANCES AS SHOWN IN THE PIPE INLET DETAIL BELOW. ALL COSTS ASSOCIATED WITH CASTING RCP'S INTO WINGS OR PROVIDING BLOCKOUTS AND FILLING ANNULUS WITH NON-SHRINK GROUT INCLUDING LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN OTHER ITEMS OF WORK. COST OF WP1 BARS AS SHOWN IN THE PIPE INLET DETAIL SHALL BE INCLUDED IN THE PRICE BID PER POUND OF "REINFORCING STEEL" FOR BRIDGE "B". COST OF WP1 BARS FOR ROADWAY BOXES SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



PIPE INLET DETAIL AT R.C. BOX WINGS

JP 21006(04)

PAY QUANTITIES

0200 BRIDGE "A" — 3 SPAN (50'-55'-50') PC BEAM BRIDGE,84' CLR ROADWAY CL STA. 115+14.00

ITEM NUMBER		DESCRIPTION		UNIT	QUANTITY
202(D)	1302	UNCLASSIFIED BORROW	(BR-1)	CY	30.00
501(B)	1307	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	CY	258.00
501(G)	6309	CLSM BACKFILL	(BR-1)	CY	334.00
503(A)	1311	PRESTRESSED CONCRETE BEAMS (TYPE II)	(BR-1)	LF	1,386.00
504(A)	1304	APPROACH SLAB	(BR-1)	SY	604.80
504(B)	1305	SAW-CUT GROOVING	(BR-1)	SY	2,051.90
504(C)	6250	SEALED EXPANSION JOINT	(BR-1)	LF	172.92
504(D)	6245	CONCRETE RAIL (TR4)	(BR-1)	LF	439.80
506(A)	1322	STRUCTURAL STEEL	(BR-1)	LB	3,100.00
507(A)	6170	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1)	EA	27.00
507(B)	6174	STAINLESS STEEL EXPANSION BEARING ASSEMBLY	(BR-1)	EA	27.00
509	6152	SPECIAL CONCRETE FINISH	(BR-1,2)	SY	250.00
509(A)	1326	CLASS AA CONCRETE	(BR-1)	CY	371.00
509(B)	1328	CLASS A CONCRETE	(BR-1)	CY	292.60
509(D)	1331	CLASS C CONCRETE		CY	5.00
511(B)	6010	EPOXY COATED REINFORCING STEEL	(BR-1)	LB	147,840.00
514(A)	6010	PILES, FURNISHED (HP 10X42)		LF	291.00
514(A)	6011	PILES, FURNISHED (HP 12X53)		LF	1,839.50
514(B)	6292	PLIES, DRIVEN (HP 10X42)		LF	291.00
514(B)	6294	PILES, DRIVEN (HP 12X53)		LF	1,839.50
514(L)	6220	PILE SPLICE, H-PILE (NON-BIDDABLE)		EA	1.00
515(A)	6013	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	SY	745.00
516(A)	6095	DRILLED SHAFTS 54" DIAMETER		LF	619.00
516(C)	6200	CROSSHOLE SONIC LOGGING		EA	8.00
601(B)	1353	TYPE 1-A PLAIN RIPRAP		TON	970.00
601(C)	1355	TYPE 1-A FILTER BLANKET		TON	235.00
613(H)	6204	6" PREFORATED PIPE UNDERDRAIN ROUND	(BR-1)	LF	172.00
613(I)	6207	6" NON-PERF. PIPE UNDERDRAIN RND.	(BR-1)	LF	80.00
619(D)	1397	REMOVAL OF EXISTING BRIDGE STRUCTURE		LSUM	1.00

JP 21006(04)

PAY QUANTITIES

0201 BRIDGE "B" — 3 CELL - 20'x11'x10' RCB & 20'x15'x125' RCB CL STA. 124+10.00

ITEM NUMBER		DESCRIPTION		UNIT	QUANTITY
202(A)	1301	UNCLASSIFIED EXCAVATION	(BR-1)	CY	7,120.00
303(A)	2100	AGGREGATE BASE TYPE A	(BR-1)	CY	1,200.00
501(A)	1306	STRUCTURAL EXCAVATION UNCLASSIFIED	(BR-1)	CY	1,690.00
509(A)	1326	CLASS AA CONCRETE	(BR-1)	CY	1,700.00
511(A)	1332	REINFORCING STEEL	(BR-1)	LB	309,270.00
619(D)	1397	REMOVAL OF EXISTING BRIDGE STRUCTURE		LSUM	1.00

JP 21006(04)

PAY QUANTITIES

0202 BRIDGE "C" (REMOVE) — REMOVE 3 CELL - 10'x8'x67' RCB CL STA. 127+64.00

ITEM NUMBER		DESCRIPTION	UNIT	QUANTITY
619(D)	1397	REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM	1.00

(BR-1): PAYMENT FOR THIS ITEM SHALL BE BASED ON THE PLAN QUANTITIES ONLY. SEE SECTION 109.01(B) OF THE STANDARD SPECIFICATIONS.

(BR-2): SPECIAL CONCRETE FINISH SHALL BE CIM-1000, OR APPROVED EQUAL. THIS ITEM SHALL BE APPLIED TO ALL ABUTMENTS AND PIERS AS DIRECTED BY THE PLANS. EDGES OF THE SPECIAL CONCRETE FINISH SHALL BE MASKED WITH TAPE PRIOR TO APPLICATION TO ENSURE CLEAN STRAIGHT LINES ARE OBTAINED. ANY AREAS CONTAINING SPECIAL CONCRETE FINISH OUTSIDE OF THE AREAS AS INDICATED IN THE PLANS SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.

PREPARED BY:

TETRA TECH
CA 2388
(EXP. 06-30-19)

REGISTERED PROFESSIONAL ENGINEER
LANCE W. NELSON
23407
OKLAHOMA

LANCE W. NELSON
OKLA. REG. NO. 23407
DATE: 2/19/2018
RESPONSIBLE FOR SHEETS:
AB01-AB02, B001-B030

U.S. 270

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	JSH	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES - BRIDGES A, B & C
(SHEET 2 OF 2)

STATE JOB NO. 21006(04) SHEET NO. AB02

SEMINOLE CO. U.S. 270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\AB02-2100604-GN-Bridge.2.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

GENERAL CONSTRUCTION NOTES

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.

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-I (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN I (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.

THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY RIGHT-OF-WAY FENCE AS REQUIRED. WHEN THE PORTION OF THE PROJECT THAT REQUIRED THIS FENCE IS COMPLETED, THE TEMPORARY FENCE SHALL BE REMOVED, AND PERMANENT RIGHT-OF-WAY FENCING SHALL BE RESTORED OR INSTALLED IN A MANNER APPROVED BY THE ENGINEER. ALL COST OF TEMPORARY FENCING SHALL 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.

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.

PRIME COAT SHALL BE APPLIED TO THE SUBGRADE IMMEDIATELY AFTER FINAL COMPACTION AND SHAPING TO RETAIN MOISTURE FOR PROPER CHEMICAL REACTION OF THE SOIL ADDITIVE.

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

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.

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.

PAY ITEM NOTES

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

(R-4) INCLUDES 1000 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.

(R-5) AN ESTIMATED QUANTITY OF 84,643.58 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-7) FOR TYPE A SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 0-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.

(R-8) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQ. YD.

(R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROLS IS 16.42 ACRES.

(R-13) ESTIMATED AT 200 POUNDS OF 10-20-10 FERTILIZER PER 1,000 SQ. YDS. OF SODDING AND/OR SPRIGGING.

(R-16) QUANTITY BASED ON TWO APPLICATIONS.

(R-25) ESTIMATED AT 160 LBS. PER CU. FT.

(R-28) PRIME COAT SHALL BE APPLIED AT AN ESTIMATED RATE OF 0.35 GAL. PER SQ. YD. WHEN APPLIED TO SUBGRADE, AND 0.25 GAL. PER SQ. YD. WHEN APPLIED TO AGGREGATE BASE. THE ACTUAL CUTBACK PRIME COAT REQUIRED FOR PLACEMENT OPERATIONS WILL BE DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DISTILLATION PERCENTAGE SHOWN IN SECTION 708.03 OF THE STANDARD SPECIFICATIONS.

(R-32) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.

(R-41) QUANTITY INCLUDES AN ESTIMATED 50 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER.

(R-44) PRICE BID TO INCLUDE COST OF 0 - 4" MOUNTABLE CURB HOODS, 0 - 6" MOUNTABLE CURB HOODS, 152 -6" BARRIER CURB HOODS, 0 -8" BARRIER CURB HOODS.

(R-48) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.

(R-49) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

(R-50) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.

(R-52) INCLUDES 2% FOR GROUND MEASUREMENT.

(R-53) ALL GATES AND GATE END POSTS FOR STRANDED WIRE FENCE (SWF) SHALL BE CONSTRUCTED AT THE SAME WIDTH AS THE EXISTING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

(1) 50% OF THE QUANTITIES OF SILT FENCE AND SILT DIKE HAVE BEEN REDUCED AND ADDED TO TEMPORARY FIBER LOG PAY ITEM.

(2) SOLID SLAB SODDING TO BE PLACED 1 MILE AT A TIME AS DIRECTED BY THE ENGINEER. THIS WILL REQUIRE MULTIPLE MOBILIZATIONS.

(3) FOR R.C. PIPE, PRICE BID TO INCLUDE COST OF STANDARD BEDDING MATERIAL AND TRENCH EXCAVATION. ESTIMATED QUANTITY WILL BE SHOWN ON THE SUMMARY OF DRAINAGE STRUCTURES - CROSS DRAINS FOR INFORMATION ONLY.

(4) QUANTITY INCLUDES THE FULL LENGTH OF THE PROJECT TO BE USED DURING CONSTRUCTION.

(5) THE CONTRACTOR SHALL PLACE A TURF REINFORCEMENT MAT AT APPROXIMATE STA. 126+50 TO 127+30 LT AND STA. 473+68 TO 475+84 RT. AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL SHAPE THE EMBANKMENT TO FILL ANY VOIDS PRIOR TO PLACING THE MATS. ALL PLACEMENT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE TURF REINFORCEMENT MAT SHALL BE "SCOUR-STOP" OR AN APPROVED EQUAL.

THE CONTRACTOR SHALL USE ALL COMPONENTS OF THE EROSION SYSTEM AS SPECIFIED BY THE MANUFACTURER WHICH INCLUDES MATS, STRAPS AND ANCHORS. ALL COSTS NECESSARY TO COMPLETE THE WORK AS DESCRIBED INCLUDING MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE PER S.Y. OF "TURF REINFORCEMENT MAT".

(6) REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE COST OF ALL TEMPORARY AND PERMANENT SHORING AS APPLICABLE TO CONSTRUCT THE NEW RCBS FOR EMBANKMENTS GREATER THAN 5' AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT PLANS AND CALCULATIONS FOR THE SHORING AND SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. SHORING SHALL NOT COMMENCE UNTIL SUBMITTED PLANS AND CALCULATIONS ARE APPROVED BY THE ENGINEER.

(7) PIPE UNDERDRAIN COVER MATERIAL ITEM NO. 613(U), STANDARD BEDDING MATERIAL, CLASS C ITEM NO 613(T), AND TRENCH EXCAVATION ITEM NO. 613(V) SHALL BE INCLUDED IN PRICE BID FOR 8" ROUND PERF. PIPE UNDERDRAIN AND 8" ROUND NON-PERFORATED PIPE UNDERDRAIN. LOCATIONS TO BE DETERMINED BY THE ENGINEER.

ENVIRONMENTAL MITIGATION NOTES

LOCATIONS OUTSIDE THE PROJECT AREA IN THE FOLLOWING AREA MUST NOT BE UTILIZED FOR BORROW, EQUIPMENT STAGING, HAUL ROADS, SPOIL DUMPS OR ANY OFF-SITE PROJECT-RELATED ACTIVITY.
T8N R6E:
SECTION 35:
DERELICT RR R/W: NW¼NE¼NE¼
SW ¼NE ¼NE ¼
SE ¼NE ¼NE ¼
NE ¼NE ¼NW ¼NE ¼

AMERICAN BURYING BEETLE NOTE:
THE AMERICAN BURYING BEETLE IS A LARGE CARRION BURYING BEETLE THAT OCCURS WITHIN THE ACTION AREA. NO ARTIFICIAL LIGHTING SHALL BE USED DURING CONSTRUCTION. CARCASSES AND ALL FOOD TRASH SHALL BE REMOVED FROM THE PERMANENT AND TEMPORARY ROW THROUGHOUT PROJECT ACTIVITIES. FOLLOWING CONSTRUCTION, TOPSOIL SHALL BE PLACED ON TOP OF ALL AREAS OF GROUND DISTURBANCE, PRIOR TO RE-VEGETATION.

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. THESE BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR THE BIRDS RUNS FROM APRIL 1 TO AUGUST 31. ANY ACTIVITIES WHICH WOULD DESTROY ACTIVE NESTS OR HARM EGGS OR BIRDS WOULD VIOLATE THE MIGRATORY BIRD TREATY ACT. MIGRATORY BIRD USE OF BRIDGE NBI NOS. 10053; 12977; 12934; 12935; 12980; 01807; 13783; 13925; 13757 AND CULVERTS AT STA 132+71; STA 209+13; STA 240+87; STA 350+84; STA 383+72; STA 417+05; AND STA 495+43 INVOLVED WITH THIS PROJECT WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE/STRUCTURES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND MARCH 31, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND MARCH 31, THE BRIDGE SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO APRIL 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO APRIL 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST".

"STATION	OCC FAC./CASE NO.	FACILITY
APP. 104+75 TO 107+50 RT 25 FT.	6702166/064-0191	DOWELL SCHLUMBERGER
APP. 107+00 TO 109+00 LT 50 FT.	6719421/064-2803	SEMINOLE BATCH PLANT
APP. 213+50 TO 216+50 RT 25 FT.	6702350/064-BI	HALLIBURTON SERVICES

PETROLEUM CONTAMINATION MAY EXIST AT OR NEAR THE REFERENCED LEAKING UNDERGROUND STORAGE TANK (LUST) SITES. BASED ON THE AVAILABLE INFORMATION, CONTAMINATION IS NOT EXPECTED TO AFFECT CONSTRUCTION ACTIVITIES, BUT IS STILL POSSIBLE. IN THE EVENT CONTAMINATED SOIL OR GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL ADHERE TO ODOT'S HAZARDOUS MATERIALS SPECIFICATION 107.15 AND NOTIFY THE RESIDENT ENGINEER, WHO MAY THEN CONTACT THE ENVIRONMENTAL PROGRAMS DIVISION AT (405) 521-3050 FOR ASSISTANCE."

"AN OIL/GAS WELL WAS OBSERVED DURING SITE RECONNAISSANCE LOCATED WITHIN THE PROPOSED RIGHT-OF-WAY APPROXIMATELY AT STATION 122+00 RT 10 FT. AS A RESULT, THERE IS A POTENTIAL TO ENCOUNTER CRUDE OIL PRODUCTS AND RELATED WASTES. IF SUCH MATERIALS ARE FOUND, THE RESIDENT ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.

IN ADDITION, ANY OIL/ GAS WELLS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES MUST BE PLUGGED BY PROPERLY LICENSED PERSONNEL, IN ACCORDANCE WITH ALL APPLICABLE OKLAHOMA CORPORATION COMMISSION RULES AND REGULATIONS."

"AN ILLICIT DUMP SITE EXISTS AT THE PROPERTY LOCATED APPROXIMATELY AT STATION 289+50 RT TO 296+25 RT. THIS SITE IS THE SUBJECT OF AN ACTIVE ODEQ INVESTIGATION (ODEQ CASE NUMBER 15-021). AS SUCH, THE EXTENT OF GROUND DISTURBANCE NEEDED FOR THE PROJECT HAS BEEN MINIMIZED, BUT NOT ELIMINATED. IF EVIDENCE OF DUMPED WASTE IS ENCOUNTERED, THE CONTRACTOR SHALL IMMEDIATELY CEASE WORK IN THE AREA AND NOTIFY THE RESIDENT ENGINEER, WHO MAY THEN CONTACT THE ENVIRONMENTAL PROGRAMS DIVISION AT (405) 521-3050 FOR ASSISTANCE.

THE CONTRACTOR'S OPERATION MUST PROCEED ON ITEMS OF WORK NOT RELATED TO, OR IN THE VICINITY OF THE POTENTIALLY HAZARDOUS OR CONTAMINATED MATERIALS. THE CONTRACTOR'S OPERATIONS IN THE VICINITY OF THE POTENTIALLY HAZARDOUS OR CONTAMINATED MATERIALS MUST NOT RESUME UNTIL SO DIRECTED BY ODOT."

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY OF PAY QUANTITIES AND NOTES (ROADWAY)

STATE JOB NO. 21006(04) SHEET NO. AR01

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\AR01-2100604-SUMMARY OF PAY QUANTITIES AND NOTES (ROADWAY) __1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

0100

PAY QUANTITIES

ROADWAY

ITEM NO.	CODE NO.	DESCRIPTION		UNITS	QUANTITY
201(A)	0102	CLEARING AND GRUBBING		LSUM	1
202(A)	0183	UNCLASSIFIED EXCAVATION		CY	34,243
202(D)	0184	UNCLASSIFIED BORROW	(R-4)	CY	46,294
205(A)	4229	TYPE A-SALVAGED TOPSOIL	(R-7)(R-5)	LSUM	1
221(C)	2801	TEMPORARY SILT FENCE	(1)	LF	5,000
221(D)	2803	TEMPORARY SEDIMENT FILTER		EA	9
221(F)	0100	TEMPORARY SILT DIKE	(1)	LF	315
221(G)	0150	TEMPORARY ROCK FILTER DAM TYPE 1		CY	36
221(G)	0152	TEMPORARY ROCK FILTER DAM TYPE 3		CY	16
221(H)	0450	(PL)TEMPORARY INLET SEDIMENT FILTER		EA	21
221(K)	0600	TEMPORARY FIBER LOG	(1)	LF	5,315
227	0300	(SP)TURF REINFORCEMENT MAT	(5)	SY	430
230(A)	2806	SOLID SLAB SODDING	(R-8)(R-13)(2)	SY	61,707
233(A)	2817	VEGETATIVE MULCHING	(R-11)	AC	16
234(A)	2824	FERTILIZING (10-20-10)	(R-13)	TON	6
241	2832	MOWING	(R-16)	AC	252
242	0400	(PL)STABILIZED CONSTRUCTION EXIT	(R-16)	EA	2
303(A)	2100	AGGREGATE BASE TYPE A		CY	14,681
307(K)	4300	STABILIZED SUBGRADE		SY	61,772
325	5271	SEPARATOR FABRIC		SY	60,560
402(E)	0225	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-25)(7)	TON	3,939
407(B)	0250	TACK COAT		GAL	8,499
408	5774	PRIME COAT	(R-28)	GAL	37,169
411(B)	5940	SUPERPAVE, TYPE S3(PG 70-28 OK)	(R-32)	TON	7,553
411(B)	5945	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-32)	TON	15,761
411(C)	5955	SUPERPAVE, TYPE S4(PG 70-28 OK)	(R-32)	TON	5,036
411(C)	5960	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-32)	TON	1,465
413(A)	4870	RUMBLE STRIP-CENTERLINE HMA-CON	(R-32)	LF	3,535
413(B)	4863	RUMBLE STRIP-METHOD HMA-CYC	(R-32)	LF	3,628
501(A)	0313	STRUCTURAL EXCAVATION UNCLASSIFIED	(R-1)(R-32)	CY	135
501(G)	6315	CLSM BACKFILL		CY	23
509(A)	0319	CLASS AA CONCRETE	(R-1)	CY	176
509(D)	0325	CLASS C CONCRETE	(R-41)	CY	629
511(A)	0332	REINFORCING STEEL	(R-1)	LB	24,736
601(A)	1351	TYPE I PLAIN RIPRAP		TON	178
601(I)	6312	FILTER FABRIC (RIPRAP)		SY	202
609(B)	1513	1'-8" COMB. CURB & GUTTER (6" BARRIER)		LF	858
609(B)	1525	2'-8" COMB. CURB & GUTTER (6" BARRIER)		LF	7,092
610(B)	0604	6" CONCRETE DRIVEWAY		SY	789
611(A)	2657	MANHOLE (4' DIAMETER)		EA	1
611(G)	5112	INLET CI DES. 2 (STD)	(R-44)	EA	3
611(G)	5115	INLET CI DES. 2 (D)	(R-44)	EA	9
611(G)	5117	INLET CI DES. 2 (2B)	(R-44)	EA	2
611(G)	5120	INLET CI DES. 3 (STD)	(R-44)	EA	2
611(G)	5122	INLET CI DES. 3 (D)	(R-44)	EA	9
611(G)	5327	INLET GPI TYPE 1 (DES. 1)	(R-44)	EA	2
611(G)	5338	INLET GPI TYPE 2 (DES. 12)	(R-44)	EA	3
611(G)	6002	INLET (SMD-TYPE 2)	(R-44)	EA	2
611(H)	5325	ADD'L DEPTH IN INLET CI DES. 2		VF	47
611(H)	5330	ADD'L DEPTH IN INLET CI DES. 3		VF	20
611(H)	5374	ADD'L DEPTH IN INLET GPI TYPE 1		VF	4
611(H)	5375	ADD'L DEPTH IN INLET GPI TYPE 2		VF	7
611(K)	4479	REPLACEMENT OF DROP INLET GRATE (24" SPDI)		EA	2
613(A)	0491	18" R.C.PIPE CLASS III	(3)	LF	1,092
613(A)	0492	24" R.C.PIPE CLASS III	(3)	LF	823

0100

PAY QUANTITIES

ROADWAY

ITEM NO.	CODE NO.	DESCRIPTION		UNITS	QUANTITY
613(A)	0494	36" R.C.PIPE CLASS III	(3)	LF	230
613(A)	0495	42" R.C.PIPE CLASS III	(3)	LF	206
613(B)	0689	18" CORR. GALV. STEEL PIPE		LF	343
613(B)	0690	24" CORR. GALV. STEEL PIPE		LF	8
613(B)	0692	36" CORR. GALV. STEEL PIPE		LF	108
613(B)	4527	21" X 15" CORR. GALV. STEEL PIPE ARCH		LF	108
613(B)	4528	28" X 20" CORR. GALV. STEEL PIPE ARCH		LF	392
613(B)	4529	35" X 24" CORR. GALV. STEEL PIPE ARCH		LF	76
613(H)	0500	8" PERFORATED PIPE UNDERDRAIN ROUND	(7)	LF	952
613(I)	1097	8" NON-PERF.PIPE UNDERDRAIN RND.	(7)	LF	320
613(J)	5915	EDGE DRAIN CONDUIT-PERFORATED		LF	6,975
613(K)	5916	EDGE DRAIN OUTLET LATERAL-NONPERFORATED		LF	902
613(Q)	5946	OUTLET LATERAL HEADWALL		EA	37
613(L)	5726	18" PREFAB. CULVERT END SECTION, ROUND		EA	9
613(L)	5730	24" PREFAB. CULVERT END SECTION, ROUND		EA	1
613(L)	5734	36" PREFAB. CULVERT END SECTION, ROUND		EA	4
613(L)	5736	42" PREFAB. CULVERT END SECTION, ROUND		EA	2
613(M)	7186	TYPE A4 CULVERT END TREATMENT		EA	2
613(M)	7196	TYPE A6 CULVERT END TREATMENT		EA	2
613(M)	7197	TYPE B6 CULVERT END TREATMENT		EA	8
613(M)	7199	TYPE D6 CULVERT END TREATMENT		EA	2
619(A)	0920	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-48)(R-49)(6)	LSUM	1
619(B)	0291	REMOVAL OF HEADWALL	(R-49)	EA	4
619(B)	4725	REMOVAL OF FENCE	(R-49)	LF	1,515
619(B)	4726	REMOVAL OF CURB AND GUTTER	(R-49)(R-50)	LF	500
619(B)	4728	REMOVAL OF ASPHALT PAVEMENT	(R-49)(R-50)	SY	26,618
619(B)	4763	REMOVAL OF CONCRETE PAVEMENT W/ASPHALT OVERLAY	(R-49)(R-50)	SY	8,873
619(B)	4766	REMOVAL OF CONCRETE DRIVEWAY	(R-49)(R-50)	SY	270
619(C)	0924	SAWING PAVEMENT	(4)	LF	40,011
623(A)	0932	BEAM GUARDRAIL W-BEAM SINGLE		LF	200
623(G)	8590	GUARDRAIL END TREATMENT (31")		EA	2
623(I)	8700	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")		EA	2
624(C)	4459	FENCE-STYLE SWF (5 BARBED WIRE)	(R-52)(R-53)	LF	1,987
629(A)	4958	MAILBOX INSTALLATION-SINGLE		EA	6
629(C)	4960	MAILBOX		EA	6
629(D)	4961	REMOVAL OF MAILBOX INSTALLATION		EA	8
853	9066	GUARDRAIL DELINEATORS(TYPE 1, CODE 1)		EA	10

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUMMARY OF PAY QUANTITIES AND NOTES (ROADWAY)
CHECKED		STATE JOB NO. 21006(04) SHEET NO. AR02
APPROVED		
CREW		

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

0303

PAY QUANTITIES

CABLE BARRIER

ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANT.
509(A)	0319	CLASS AA CONCRETE (SP-3)(TP-73,74)	CY	0.00
509(D)	0325	CLASS C CONCRETE (SP-1,2)	CY	0.00
619(B)	5190	REMOVAL OF CABLE BARRIER (TP-46,60,68,69)	LF	0.00
628(B)	5125	HIGH-TENSION CABLE BARRIER(TL-4) 46,47,48,57,58,59,67)	LF	0.00
628(C)	5110	END ANCHORS (TP-44,45,67)	EA	0.00

0600

PAY QUANTITIES

STAKING

ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANT.
642(B)	0096	CONSTRUCTION STAKING LEVEL II	LSUM	1

0640

PAY QUANTITIES

CONSTRUCTION

ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANT.
220	2800	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1
640(A)	1398	FIELD OFFICE	EA	1
641	1552	MOBILIZATION	LSUM	1

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SUMMARY OF PAY QUANTITIES AND NOTES (ROADWAY)
APPROVED		STATE JOB NO. 21006(04) SHEET NO. AR03
CREW		

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) RoadwayAR03-2100604-SUMMARY OF PAY QUANTITIES AND NOTES (ROADWAY) _3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

(C-1) ANY SIGNS AND/OR DELINEATORS WHICH ARE TO BE REMOVED DURING THIS PROJECT WILL BE STORED IN A PROTECTED AREA DESIGNATED BY THE RESIDENT ENGINEER, UNTIL SUCH A TIME THAT THEY ARE TO BE RESET BY THE CONTRACTOR. COST OF THIS WORK TO BE INCLUDED IN OTHER ITEMS OF WORK.

(C-2) EXISTING ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, AND SIGNING WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS. CONSTRUCTION TRAFFIC CONTROL WILL BE 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.

(C-6) THE STRUCTURAL DESIGN OF ALL POLES, MAST ARMS, HIGH-MAST POLES, AND OTHER SUPPORTS FOR SIGNS, LUMINAIRES AND SIGNALS AS WELL AS THEIR CONNECTIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. THE MANUFACTURER SHALL ENSURE THE FOLLOWING ARE APPLIED TO THE DESIGN:

THE MINIMUM DESIGN WIND SPEED AND DESIGN LIFE AS REQUIRED IN THE AASHTO SPECIFICATIONS;

THE CALCULATED STRESSES AND FORCES FROM THE DESIGN LOADINGS DO NOT EXCEED THOSE REQUIRED IN THE AASHTO SPECIFICATIONS;

A CATEGORY I FATIGUE IMPORTANCE FACTOR (I_f) FOR ALL STRUCTURES; NO VIBRATORY MITIGATION SHALL BE ALLOWED. TRUCK-INDUCED GUSTS SHALL BE APPLIED TO ALL OVERHEAD TRAFFIC SIGNAL SUPPORTS.

ALL MEMBERS ARE AT LEAST THE MINIMUM THICKNESS AS REQUIRED IN THE AASHTO SPECIFICATIONS;

LUMINAIRE MAST ARMS SHALL BE DESIGNED TO SUPPORT AT LEAST A 50 LB. (22.7 KG) LUMINAIRE WITH AN EFFECTIVE PROJECTED AREA OF 2.5 FT^2 (0.23 M^2);

THE ANCHOR BOLT DESIGN AND AMOUNT OF ANCHOR BOLTS TO BE USED SHALL BE AS REQUIRED IN THE AASHTO SPECIFICATIONS.

SIGNAL MAST ARMS AND POLES SHALL BE DESIGNED FOR SPECIFIC SIGNAL HEAD AND SIGN PLACEMENT.

UNLESS SITE SPECIFIC GEOTECHNICAL DATA IS AVAILABLE, FOUNDATIONS SHALL BE DESIGNED UTILIZING THESE PARAMETERS; SHEAR STRENGTH OF COHESIVE SOIL (Co OF 500 PSF, ANGLE OF INTERNAL FRICTION OF 22 DEGREES, AND EFFECTIVE UNIT WEIGHT OF SOIL OF 120 PCF.

MINIMUM HAND HOLE SIZE OF 3 INCH WIDTH BY 5 INCH HEIGHT.

TRAFFIC SIGNAL GENERAL CONSTRUCTION NOTES

(C-52) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE ODOT STANDARDS AND DETAIL DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

(C-53) ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY STRUCTURES, ROADWAY SURFACES, STRIPING, RAISED PAVEMENT MARKERS, GUARDRAIL, SLOPES, AND SIGNS SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

(C-56) ALL REGULATORY SIGNS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING

ALL WARNING SIGNS SHALL HAVE FLUORESCENT YELLOW SHEETING. THE FLUORESCENT YELLOW SHEETING SHALL MEET THE REQUIREMENT OF ASTM D4956-(LATEST REVISION) REQUIREMENTS FOR TYPE VIII SHEETING.

ALL GREEN AND BLUE SIGNS ON CONVENTIONAL HIGHWAYS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING.

ALL PANEL AND OVERHEAD SIGNS SHALL HAVE TYPE III HIGH INTENSITY BACKGROUND WITH TYPE VIII LEGENDS AND BORDERS. THE TYPE III BACKGROUND AND THE TYPE VIII LEGENDS AND BORDERS SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE 'A' CERTIFICATION IN ACCORDANCE WITH ODOT STANDARD SPECIFICATIONS, LATEST EDITION, AND SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON THE MATERIAL SUBMITTED FOR APPROVAL.

(C-57) ALL BROKEN CONCRETE INCLUDING OLD SIGN FOOTINGS WITH STUBS, WASTER MATERIAL AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THE DISPOSAL OF THIS MATERIAL. ANY PIPE POST OR WIDE FLANGE POST ABOVE THE OLD SIGN FOOTINGS SHALLBE CUT AND HANDLED AS PROPERTY OF THE STATE AND SHALL BE NEATLY STACKED ON THE JOB SITE, AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

(C-58) NO SPLICES SHALL BE PERMITTED IN ANY PIPE OR WIDE FLANGE SIGN POSTS.

(C-59) ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

(C-60) THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE. EXACT STATIONS AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED.

(C-61) POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE, EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.

(C-62) THE COST OF REPLACEMENT OF MISSING OR DAMAGED EDGE STRIP ON EXISTING SIGNS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES CONT.

(C-63) ALL EXISTING AND NEW BREAKAWAY SIGN POSTS, PIPES AND WIDE FLANGE BEAMS SHALL HAVE SHEET METAL BOLT RETAINER PLATES AS SPECIFIED IN ODOT STD. FGS1-1-(LATEST REVISION). REPLACEMENT COST OF MISSING OR DAMAGED BOLT RETAINER PLATES AND ALL ASSOCIATED HARDWARE AND LABOR SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

(C-65) ALL REMOVED SIGNS, SIGN POSTS, BOLTS, MISCELLANEOOUS HARDWARE, AND DELINEATORS SHALL REMAIN THE PROPERTY OF THE STATE. THE CONTRACTOR SHALL NEATLY STACK SUCH REMOVED MATERIAL AT A LOCATION ON THE JOB SITE AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

(C-66) ALL SIGNS SHALL BE REMOVED FROM THE POSTS IN A SALVAGEABLE MANNER FOR REUSE. CARE SHALL BE TAKEN DURING REMOVAL AND TRANSPORTING TO ALLEVIATE DAMAGE OF MATERIALS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED DURING REMOVAL OF SIGNS AND SIGN POSTS.

(C-67) THE REMOVAL OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE REMOVED IN A MANNER APPROVED BY THE ENGINEER. AFTER REMOVAL, THE HOLES SHALL BE PATCHED WITH CONCRETE. THE NEW LOCATION OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE SAWED IN A MANNER APPROVED BY THE ENGINEER. CONCRETE PATCHING, SAWING, LABOR, AND ALL OTHER ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

(C-68) AFTER REMOVAL OF ANY SIGN FOOTINGS, THE HOLES SHALL BE FILLED WITH SOIL AND TAMPED AND SHAPED IN A MANNER APPROVED BY THE ENGINEER.

(C-69) FOR NEW OR EXISTING GROUND MOUNTED SIGNS, MAXIMUM STUB POST PROJECTION ABOVE FOOTING/GROUND LINE SHALL BE 1-3/4" +/- 1/4", MAXIMUM FOOTING PROJECTION ABOVE GROUND LINE SHALL BE NO MORE THAN 2". SHOULD ADDITIONAL SOIL BE REQUIRED, THE ENGINEER WILL DESIGNATE AN AREA TO OBTAIN ADDITIONAL SOIL. ALL ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

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-2) QUANTITY INCLUDES SUFFICIENT LENGTH OF MEDIAN BARRIER TO PROVIDE FOR THE LONGEST SECTION SHOWN ON THE PLANS. THIS SAME BARRIER WILL BE USED ON OTHER DETOUR PHASES.

(TC-14) SEE STANDARD DRAWING PM1-1, PM2-1, PM3-1, PM4-1, PM5-1, PM6-1, PM7-1, PM8-1 (LATEST REVISION). A PART, OR ALL, OF THE QUANTITY SHOWN IS TO USED AS FINAL PAVEMENT MARKING.

(TC-16) PAINT SHALL CONFORM TO SECTION 711 "TRAFFIC STRIPE", OF THE ODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

IF CONSTRUCTION TRAFFIC STRIPE PAINT IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND FAILS DURING THE FIRST SIX MONTHS OF SERVICE, REPLACEMENT WILL BE MADE AT THE CONTRACTOR'S EXPENSE AND SHALL BE ACOMPLISHED IN A TIMELY MANNER UPON NOTIFICATION BY THE ENGINEER OF SUCH FAILURE.

(TC-17) INCLUDES AN ESTIMATED 179,489 L.F. (PAINT)(4" WIDE) WHITE AND 179,890 L.F. (PAINT)(4" WIDE) YELLOW STRIPE.

(TC-20) ALL STRIPING TO BE PLACED ON TEMPORARY SURFACES OR ON SURFACES SCHEDULED TO BE REMOVED SHALL BE DONE WITH PAINT UNLESS OTHERWISE NOTED ON THE PLANS OR STANDARD DRAWINGS. TEMPORARY PAVEMENT MARKINGS PLACED ON FINISHED PAVEMENT OR EXISTING PAVEMENT TO REMAIN IN PLACE SHALL USE ONE OF THE FOLLOWING METHODS:

- REMOVABLE PAVEMENT MARKING TAPE
- CLASS A PAVEMENT MARKERS

(TC-22) AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL SHALL INCLUDE THE COST OF REMOVING STRIPE, ARROWS, WORDS AND SYMBOLS, AS SHOWN IN THE PLANS. THESE ITEMS MAY CONSIST OF PLASTIC, PAINT OR NON-REMOVABLE MARKING TAPE.

(TC-26) CONSTRUCTION TRAFFIC CONTROL WILL BE INSTALLED INA MANNER APROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND APPLICABLE ODOT 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, BARRICADES, AND CHANNELIZING DEVICES WHICH ARE SHOWN WITH EITHER TYPE 'A' OR TYPE 'C' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.

(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 ODOT STANDARD SPECIFICATION (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-52) ANY USED CONSTRUCTION ZONE IMPACT ATTENUATOR AND CHANGEABLE MESSAGE SIGN 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-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.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES CONT.

(TC-84) 660 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.

(TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT: HTTP://WWW.OKLADOT.STATE.OK.US/TRAFFIC/QPL/INDEX.PHP

(TP-75) TRAFFIC SAFETY ITEMS WILL BE ACCEPTED FOR INSTALLATION IF THEY HAVE MET, AND PROVIDE PROOF OF MEETING, EITHER NCHRP 350 OR MASH TESTING REQUIREMENTS OF THEIR SPECIFIED TEST LEVEL.

(1) TOTAL CONSTRUCTION CALENDAR DAYS WERE CALCULATED USING THE FOLLOWING NUMBER OF DAYS FOR EACH PHASE:

PHASE 1A	30 DAYS
PHASE 1B	30 DAYS
PHASE 1C	60 DAYS
PHASE 2	210 DAYS
PHASE 2B	60 DAYS
PHASE 2C	30 DAYS
PHASE 3	210 DAYS
PHASE 4	30 DAYS

(2) THE ESTIMATED QUANTITY FOR DRUMS SHOWN IN THE TRAFFIC CONTROL SUMMARY PLAN SHEETS IS PAID FOR AS FOLLOWS: 75% OF SUMMARY QUANTITY IS ESTIMATED AS DRUMS AND 25% OF THE SUMMARY QUANTITY IS ESTIMATED AS CHANNELIZER CONES.

(3) INCLUDED IN THIS PAY ITEM IS THE TEMPORARY COVERING OR REMOVAL OF EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGNING. THESE EXISTING SIGNS ARE TO BE RETURNED TO THEIR PREVIOUS UNCOVERED CONDITION OR LOCATION ONCE THE TEMPORARY TRAFFIC CONTROL SIGNING IS NO LONGER NEEDED AND HAS BEEN REMOVED.

(4) PORTABLE CHANGEABLE MESSAGE SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER. INCLUDES 4 LOCATIONS.

TRAFFIC SIGNING PAY QUANTITY NOTES

(TS-19) QUANTITY SHOWN INCLUDES 99,851 L.F. TRAFFIC STRIPE (PLASTIC)(WHITE) AND 102,375 L.F. TRAFFIC STRIPE (PLASTIC)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

(TS-21) QUANTITY SHOWN INCLUDES 796 L.F. TRAFFIC STRIPE (PLASTIC)(WHITE) AND 674 L.F. TRAFFIC STRIPE (PLASTIC)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.

(TS-22) QUANTITY SHOWN INCLUDES 0 L.F. TRAFFIC STRIPE (PLASTIC)(WHITE) AND 2,373 L.F. TRAFFIC STRIPE (PLASTIC)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWELVE INCH (12") WIDE TRAFFIC STRIPE.

(TS-23) QUANTITY SHOWN INCLUDES 485 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.

(TS-33) INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH ODOT PLANS AND STANDARD DRAWIGNS SSA1-1 AND SSP1-1-(LATEST REVISION).

(TS-34) INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ANY EXISTING SIGNS TO BE REPLACED BY THE NEW ASSEMBLIES AND THE REMOVAL OF ANY EXISTING SIGNS THAT WILL BE IN CONFLICT WITH THE NEW ROADWAY OR NEW SIGNAGE.

(TS-41) "REMOVAL OF EXISTING SIGNS" SHALL INCLUDE THE REMOVAL OF A COMPLETE SIGN ASSEMBLY WHICH MAY INCLUDE MULTIPLE SIGNS, POSTS, FOOTINGS, AND ANY FOOTINGS ADJACENT TO THE SIGN ASSEMBLY. WHEN APPROVED BY THE ENGINEER, FOOTINGS MAY ME OBLITERATED TO A POINT BELOW GROUND LEVEL IN LIEU OF BEING COMPLETELY REMOVED. SEE GENERAL CONSTRUCTION NOTES FOR DISPOSAL OF OLD CONCRETE FOOTING MATERIAL.

DESIGN		
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CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY OF PAY QUANTITIES AND NOTES (TRAFFIC)

STATE JOB NO. 21006(04) SHEET NO. AT01

SEMINOLE CO. US-270

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

PAY QUANTITIES

0301 - TRAFFIC SIGNING AND STRIPING

ITEM NO.	CODE NO.	DESCRIPTION		UNITS	QUANTITY
804(A)	2915	STRUCTURAL CONCRETE		CY	6.00
804(B)	2916	REINFORCING STEEL		LB	910.00
805(A)	8724	(PL)REMOVAL OF EXISTING SIGNS	(TS-41)	EA	56.00
805(D)	8756	(PL)REMOVE & RESET EXISTING SIGNS	SPECIAL NOTES	EA	2.00
850(A)	8110	SHEET ALUMINUM SIGNS	(TS-34)	SF	598.00
850(B)	8112	EXTRUDED ALUMINUM PANEL SIGNS		SF	175.00
851(A)	3206	4"@13 GALV.STL.WD.FLANGE BM.POST		LF	#REF!
851(B)	3218	3"@7.58 GALV.STL.PIPE POST		LF	56.00
851(B)	3219	3 1/2"@9.11 GALV.STL.PIPE POST		LF	180.00
851(C)	8324	2" SQUARE TUBE POST	(TS-33)	LF	426.00
853	9033	DELINEATORS (TYPE 2, CODE 1)		EA	6.00
855(A)	8812	TRAFFIC STRIPE(PLASTIC)(4" WIDE)	(TC-14)(TS-19)	LF	43,275.00
855(A)	8814	TRAFFIC STRIPE(PLASTIC)(8" WIDE)	(TC-14)(TS-21)	LF	674.00
855(A)	8818	TRAFFIC STRIPE(PLASTIC)(12" WIDE)	(TC-14)(TS-22)	LF	1,250.00
855(A)	8825	TRAFFIC STRIPE(PLASTIC)(24" WIDE)	(TC-14)(TS-23)	LF	287.00
855(B)	3300	TRAF.STR(PLAST)(SYMBOLS, WORDS, ETC)	(TC-14)	EA	38.00
880(C)	8850	PERMANENT BARRICADE UNIT	(TC-14)	EA	0.00

PAY QUANTITIES

0300 - TRAFFIC CONTROL

ITEM NO.	CODE NO.	DESCRIPTION		UNITS	QUANTITY
857(A)	8839	CONSTRUCTION TRAFF.STR.(PAINT)(4" WIDE)	(TC-16, 17, 20, 75)	LF	76,410.00
857(F)	8006	PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	(TC-22, 70, 75)	LF	29,454.00
857(F)	8009	PAVEMENT MARKING REMOVAL(SYMBOLS)	(TC-22, 70, 75)	EA	11.00
871(B)	8705	(SP)CONST.ZONE IMPACT ATTEN.	(TC-52, 80, 84)(TP-75)(1)	SD	1,320.00
877(B)	8484	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1.2)(TP-75)	LF	265.00
877(C)	8486	RELOCATE PORTABLE LONGITUDINAL BARRIER	(TC-1)(TP-75)	LF	685.00
880(A)	8806	ARROW DISPLAY(TYPE B)	(TC-26,84)(TP-75)(1)	SD	240.00
880(B)	8818	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26,33,84)(TP-75)(1)(3)	SD	21,600.00
880(B)	8821	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26,33,84)(TP-75)(1)(3)	SD	7,920.00
880(B)	8824	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-26,30,33,84)(TP-75)(1)(3)	SD	14,910.00
880(C)	8842	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84)(TP-75)(1)	SD	5,040.00
880(C)	8848	WING BARRICADES	(TC-26,84)(TP-75)(1)	SD	5,280.00
880(E)	8860	WARNING LIGHTS(TYPE A)	(TC-26,84)(TP-75)(1)	SD	24,840.00
880(F)	8878	DRUMS	(TC-26,84)(TP-75)(1)(2)	SD	44,234.00
880(G)	8890	CHANNELIZER CONES	(TC-26,84)(TP-75)(1)(2)	SD	14,745.00
882(A)	8306	PORT.CHANGEABLE MESSAGE SIGN	(TC-52,85)(TP-75)(1)(4)	SD	2,640.00

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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY OF PAY QUANTITIES AND NOTES (TRAFFIC)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. AT02
APPROVED			
CREW			

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SUMMARY OF SURFACING QUANTITIES

DESCRIPTION	TYP. SEC. NO.	STATION TO STATION	202(D) UNCLASSIFIED BORROW	303(A) AGGREGATE BASE TYPE A	307(K) STABILIZED SUBGRADE	325 SEPARATOR FABRIC	402(E) TRAFFIC BOUND SURFACE COURSE TYPE E	407(B) TACK COAT	408 PRIME COAT	411(B) SUPERPAVE, TYPE S3(PG 70-28 OK)	411(B) SUPERPAVE, TYPE S3(PG 64-22 OK)	411(C) SUPERPAVE, TYPE S4(PG 70-28 OK)	411(C) SUPERPAVE, TYPE S4(PG 64-22 OK)	413(A) RUMBLE STRIP-CENTERLINE HMA-CON	413(B) RUMBLE STRIP-METHOD HMA-CYC GROUP *	413(B) RUMBLE STRIP-METHOD HMA-CYC	609(B) 2'-8" COMB. CURB & GUTTER (6" BARRIER)	609(B) 1'-8" COMB. CURB & GUTTER (6" BARRIER)	613(H) 8" PERFORATED PIPE UNDERDRAIN ROUND	613(I) 8" NON-PERF.PIPE UNDERDRAIN RND.	613(Q) OUTLET LATERAL HEADWALL	SL 2. 2.
			CY	CY	SY	SY	TON	GAL	GAL	TON	TON	TON	TON	LF	EAGP	LF	LF	LF	LF	LF	EA	
US-270	1,2	69+50.00 — 78+00.00	12.52	1411.97	6483.26	6483.26	520.64	872.70	3928.10	675.20	2156.82	450.14	194.91				147.00		121.00	41.00	2.00	
US-270	1	78+00.00 — 93+00.00	255.56	2716.04	12222.17	12222.17	0.00	1600.00	7333.30	1792.08	2737.89	1194.72	0.00				3000.00		214.00	72.00	3.00	
US-270	1	93+00.00 — 108+00.00	255.56	2716.04	12222.17	12222.17	0.00	1600.00	7333.30	1792.08	2737.89	1194.72	0.00				3000.00		214.00	72.00	3.00	
US-270	1,2	108+00.00 — 122+00.00	51.11	2503.08	11686.32	11686.32	703.39	1560.98	6889.55	1409.98	2752.30	939.99	220.94	1320.72		1320.72	600.00		168.00	56.00	3.00	
US-270	2	122+00.00 — 134+00.00		2454.88	11783.33	11783.33	958.97	1569.40	6903.33	1329.13	2790.21	886.08	279.44	2214.70		2307.35			171.00	57.00	3.00	
HARVEY RD	HARVEY	24+65.00 — 26+43.76	29.39	198.47	893.11	893.11		59.81	535.87		178.64		89.32				345.00		26.00	9.00	1.00	
SH-270A	SH-270A	28+35.07 — 31+00.00	73.09	843.33	3795.00	3795.00		495.47	2277.00	554.95	739.93	369.96						858.00	38.00	13.00	1.00	
TEMPORARY WIDENING																						
TC PHASE 2	PHASE 2	130+00.00 — 146+15.00			1212.01						307.03		115.99									
TC PHASE 1C	US-270	68+50.00 — 78+56.29		0.00	1229.79	1229.79		150.41	665.66	0.00	283.18	0.00	107.52									
* SEE SIGNING AND STRIPING SHEETS FOR LOCATIONS OF TRANSVERSE RUMBLE STRIP CYCLIC GROUPS.																						
		TOTAL	**677.22**	**12843.81**	**61527.17**	**60315.15**	**2182.99**	**7908.78**	**35866.11**	**7553.42**	**14683.88**	**5035.61**	**1008.12**	**3535.42**	**0.00**	**3628.07**	**7092.00**	**858.00**	**952.00**	**320.00**	**16.00**	

SUMMARY OF DRIVES AND RETURNS

P&P SHT. NO.	STATION			TYPE	TOTAL LENGTH FROM SHLDR TO R/W	WIDTH	RADII LT	RADII RT	407(B) TACK COAT	408 PRIME COAT	411(B) SUPERPAVE, TYPE S3(PG 64-22 OK)	411(C) SUPERPAVE, TYPE S4(PG 64-22 OK)	610(B) 6" CONCRETE DRIVEWAY	402(E) TRAFFIC BOUND SURFACE COURSE TYPE E	TEMP. RETURNS 402(E) TRAFFIC BOUND SURFACE COURSE TYPE E	TEMP. RETURNS LENGTH	TEMP. RETURNS WIDTH	TEMP. RETURNS RADIUS
US-270		**LT.**	**RT.**		FT	FT	FT	FT	GAL	GAL	TON	TON	SY	TON	TON	FT	FT	FT
R024	71+75.00	X		ASPH. DR.	78.40	36	25	25	52.3	124.4	98.3	38.7			8.9	103.73	36.00	25.00
R024	72+58.00	X		ASPH. DR.	92.83	12	15	15	21.1	51.7	40.0	15.3			3.4	120.93	12.00	15.00
R024	75+99.00	X		ASPH. DR.	89.41	12	15	15	20.4	49.9	38.7	14.8			3.6	128.88	12.00	15.00
R024	76+97.00	X		ASPH. DR.	59.99	12	15	15	14.2	34.9	27.0	10.3			2.9	101.99	12.00	15.00
R024	77+42.00	X		ASPH. DR.	65.76	18	15	15	22.0	53.2	41.6	16.1			4.5	107.76	18.00	15.00
R024	77+83.00		X	ASPH. TYPE 2 DR.	62.80	18	15	15	28.0	43.6	55.8	13.9	10.4		4.1	96.80	18.00	15.00
R025	79+34.00	X		ASPH. TYPE 2 DR.	57.29	25	15	15	34.8	54.2	69.4	17.3	12.2		5.3	91.29	25.00	15.00
R025	79+68.00		X	ASPH. TYPE 2 DR.	33.54	36	20	20	29.9	46.5	59.5	14.9	17.8		5.8	67.54	36.00	20.00
R025	80+66.00		X	CONC. TYPE 2 DR.	33.94	36	20	20					454.8		5.8	67.94	36.00	20.00
R025	84+78.00	X		ASPH. STREET RETURN	25.00	36	25	25	29.6	44.9	58.4	14.9						
R025	87+45.00		X	ASPH./TBSC TYPE 1 DR.	78.53	12	15	15	5.8	9.0		8.6	29.4	15.6	3.2	112.53	12.00	15.00
R025	88+54.00	X		ASPH. TYPE 1 DR.	38.30	12	15	15	11.6	18.1		17.4	26.0		2.2	72.30	12.00	15.00
R025	88+68.00		X	ASPH./TBSC TYPE 1 DR.	79.55	12	15	15	4.6	7.1		6.8	26.0	15.8	3.2	115.55	12.00	15.00
R025	92+00.00	X		ASPH. STREET RETURN	89.71	20	25	25	37.3	83.6	97.7	23.0			6.1	123.71	20.00	25.00
R026	101+90.00		X	ASPH. TYPE 2 DR.	50.49	26	25	25	35.0	54.4	69.6	17.4	17.2		5.5	84.49	26.00	25.00
R026	104+25.00	X		ASPH. TYPE 1 DR.	40.02	12	15	15	12.1	18.8		18.1	26.0		2.2	74.02	12.00	15.00
R026	104+58.00		X	ASPH. TYPE 2 DR.	52.70	36	25	25	48.8	75.9	97.1	24.3	20.0		9.8	86.70	36.00	25.00
R026	105+88.00		X	ASPH. TYPE 2 DR.	53.78	36	15	15					15.3		7.2	87.78	36.00	15.00
R026	107+45.00	X		ASPH. TYPE 2 DR.	26.92	36	25	25	25.6	39.8	50.9	12.7	15.3		5.5	60.92	36.00	25.00
R027	109+10.00	X		ASPH. TYPE 2 DR.	38.99	24	20	20	23.9	37.2	47.6	11.9	14.3		4.3	72.99	24.00	20.00
R027	109+32.00		X	ASPH./TBSC TYPE 1 DR.	58.44	16	15	15	5.8	9.0		8.6	29.4	14.1	3.5	92.44	16.00	15.00
R027	117+23.00		X	ASPH./TBSC FIELD ENT.	106.99	12	15	15	5.0	11.8	9.2	3.5		22.5	4.2	148.99	12.00	15.00
R027	121+57.00		X	ASPH./TBSC FIELD ENT.	110.66	16	15	15	6.0	14.2	11.0	4.2		31.1	5.6	152.66	16.00	15.00
R028	122+25.00	X		ASPH./TBSC FIELD ENT.	132.86	12	15	15	5.0	11.8	9.2	3.5		28.9	4.9	174.86	12.00	15.00
R028	131+20.00	X		ASPH. DR.	97.91	14	15	15	25.4	61.9	48.1	18.5			4.6	139.91	14.00	15.00
R028	134+15.00		X	ASPH. DR.	151.81	12	25	25	36.3	88.8	68.9	26.4			5.8	193.81	12.00	25.00
R029	142+54.00		X	ASPH. DR.	144.00	16	15	15	41.4	100.3	78.2	30.2			5.0	133.00	16.00	15.00
HARVEY ROAD																		
R030	25+21.76	X		CONC. TYPE 2 DR.	13.53	36	15	15					66.8					
R030	29+64.27	X		ASPH. TYPE 1 DR.	23.34	12	15	15	7.1	11.1		10.6	7.8					
	*(BY OTHERS) RECONSTRUCT DRIVE RADIUS TO TIE TO THIS PROJECT AS NEEDED. DRIVE LENGTH SHOWN IS ESTIMATED TIE-IN LENGTH.																	
				TOTAL	**590**	**1156**	**1077**	**402**	**789**	**256**								

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11/7/2018

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUMMARY SHEET (ROADWAY)
CHECKED		STATE JOB NO. 21006(04) SHEET NO. AX01
APPROVED		
CREW		

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SUMMARY OF GUARDRAIL AND CONCRETE BARRIER

P&P SHEET NO.	STATION TO STATION			303(A) AGGREGATE BASE TYPE A	307(K) STABILIZED SUBGRADE	325 SEPARATOR FABRIC	408 PRIME COAT	411(C) SUPERPAVE, TYPE S4(PG 64-22 OK)	623(A) BEAM GUARDRAIL W-BEAM SINGLE	623(G) GUARDRAIL END TREATMENT (31")	623(i) GUARDRAIL BRIDGE CONN-THRIE BEAM (31")	853 GUARDRAIL DELINEATORS(TYPE 1, CODE 1)
				CY	SY	SY	GAL	TON	LF	EA	EA	EA
R027	111+49.07 RT	TO	114+04.09 RT	788.41	122.23	122.23	73.34	27.38	100	1	1	5
R027	116+23.91 LT	TO	118+78.93 LT	788.41	122.23	122.23	73.34	27.38	100	1	1	5
			TOTAL	**1,576.81**	**244.47**	**244.47**	**146.68**	**54.76**	**200**	**2**	**2**	**10**

SUMMARY OF EARTHWORK

STATION TO STATION			LOCATION	202(A) UNCLASSIFIED EXCAVATION	EMBANKMENT +15%	202(D) UNCLASSIFIED BORROW	EXCESS EXCAVATION
				CY	CY	CY	CY
PHASE 1							
68+50.00		78+50.00	US-270	88	3,371	3,283	
PHASE 2							
70+75.00		146+15.00	US-270	20,969	54,807	33,838	
24+65.00		31+00.00	HARVEY RD	1,889	384		1,505
PHASE 2B							
125+00.00		134+00.00	US-270	2,904	17,157		14,253
PHASE 2C							
27+13.59		31+00.00	HARVEY RD	897	11		886
PHASE 3							
70+75.00		134+00.00	US-270	7,340	14,836	7,496	
			TOTAL	**34,087.00**		**44,617.00**	

SUMMARY OF FENCE

P & P SHEET NO.	STATION	TO	STATION	LT.	RT.	624(C) FENCE-STYLE SWF (5 BARBED WIRE)
						LF
R027	110+61	to	114+70	X		425
R027	115+55	to	118+15	X		271
R028	122+00	to	132+27		X	1,014
R028	125+50	to	127+70	X		238
NOTES:						
ALL CLF & WWF EXCLUDE GATE WIDTH						
STATIONS ARE BASED ON THE CL SURVEY						
					TOTAL	**1,948**

SUMMARY OF EDGE DRAIN QUANTITIES

SHEET NO.	TYP. SEC. NO.	STATION TO STATION			613(J) 6" EDGE DRAIN CONDUIT-PERFORATED	613(K) 6" EDGE DRAIN OUTLET LATERAL-NONPERFORATED	613(Q) 6" OUTLET LATERAL HEADWALL	DESCRIPTION
					LF	LF	EA	
270 CRL								
R024	1	76+81.00 RT	TO	81+76.45 RT	495			CONNECT TO STR. 301, 302, 303, & 304
R025	1	83+43.93 RT	TO	110+90.00 RT	2,746			CONNECT TO STR. 306, 309, 312, 314, 316, 318, 320, & 323
R025	1	84+00.00 LT	TO	110+90.00 LT	2,690			CONNECT TO STR. 307, 310, 313, 315, 317, 319, 321, & 324
R025	1	87+00.00 RT				90	1	DOUBLE OUTLET
R025	1	89+75.00 RT				90	1	DOUBLE OUTLET
R025	1	91+25.00 LT				14	1	SINGLE OUTLET
R025	1	91+25.00 RT				14	1	SINGLE OUTLET
R025	1	92+50.00 LT				14	1	SINGLE OUTLET
R025	1	92+50.00 RT				14	1	SINGLE OUTLET
R026	1	97+00.00 LT				14	1	SINGLE OUTLET
R026	1	97+00.00 RT				14	1	SINGLE OUTLET
R026	1	99+80.00 RT				90	1	DOUBLE OUTLET
R026	1	101+10.00 RT				90	1	DOUBLE OUTLET
R026	1	102+40.00 RT				90	1	DOUBLE OUTLET
R026	1	105+25.00 RT				90	1	DOUBLE OUTLET
R026	1	106+75.00 RT				90	1	DOUBLE OUTLET
R026	1	107+75.00 RT				90	1	DOUBLE OUTLET
R027	1	110+25.00 LT				14	1	SINGLE OUTLET
R027	1	110+25.00 RT				14	1	SINGLE OUTLET
N HARVEY RD								
R030	3	24+60.00 LT	TO	26+59.47 LT	199			CONNECT TO STR. 355 & 352
R030	3	24+60.00 RT	TO	26+03.55 RT	144			CONNECT TO STR. 356 & 351
R030	3	24+60.00 LT				14	1	SINGLE OUTLET
R030	3	24+60.00 RT				14	1	SINGLE OUTLET
R030	3	26+00.00 RT				14	1	SINGLE OUTLET
R030	4	27+50.00 LT	TO	31+00.00 LT	350			
R030	4	27+50.00 RT	TO	31+00.00 RT	350			
R030	4	27+50.00 LT				14	1	SINGLE OUTLET
R030	4	27+50.00 RT				14	1	SINGLE OUTLET
* DAYLIGHT ALL OUTLET LATERAL HEADWALLS								
		TOTAL			**6,975**	**902**	**21**	

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (ROADWAY)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. AX02
APPROVED			
CREW			

SEMINOLE CO. US-270

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
11/7/2018

SUMMARY OF DITCH TREATMENT

P&P SHEET NO.	LOCATION					DESCRIPTION		CONCRETE LINER			509(D)	227
							DESIGN NO.	LENGTH	BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE	(SP)TURF REINFORCEMENT MAT
	STATION	TO	STATION	LT	RT			L.F.	FT.	EA.	CY	SY
	US-270											
R024	74+00.00		81+00.00	X		DC-3	2A	428	8	11	78	
R024	75+05.00		75+05.00	X		DC-3, BACKSLOPE FLUME	2A	5	8	11	3	
R025	83+25.00		84+15.00	X		DC-3	2A	90	8	2	16	
R025	85+90.00		86+30.00	X		DC-3	2A	40	8	2	8	
R025	86+80.00		87+10.00	X		DC-3	2A	30	8	2	6	
R025	90+85.00		91+45.00	X		DC-3	2A	60	8	2	11	
R026	94+55.00		94+80.00	X		DC-3	2A	25	8	2	5	
R026	95+65.00		100+00.00	X		DC-3	2A	435	8	6	78	
R027	110+00.00		111+10.00	X		DC-3	2A	110	8	3	20	
R027	110+55.00		110+55.00	X		DC-3, BACKSLOPE FLUME	2A	10	8	2	2	
R028	124+60.00		126+50.00	X		DC-3	2A	190	20	3	63	
R028	126+50.00		127+30.00	X		TURF REINFORCEMENT MAT						430
R028	132+45.00		134+50.00	X		DC-3	2A	205	8	4	37	
R024	73+00.00		74+50.00		X	DC-3	2A	150	8	3	27	
R024	76+65.00		77+50.00		X	DC-3	2A	85	8	2	15	
R025	83+25.00		84+00.00		X	DC-3	2A	75	8	2	14	
R026	93+50.00		95+70.00		X	DC-3	2A	220	8	4	40	
R026	97+75.00		98+00.00		X	DC-3	2A	25	8	2	5	
R028	128+50.00		133+00.00		X	DC-3	2A	450	8	6	81	
R028	135+00.00		135+75.00		X	DC-3	2A	75	8	2	14	
	HARVEY RD./SH-270A											
R030	27+20.00		30+40.00		X	DC-3	2A	320	4	5	42	
R030	27+60.00		28+10.00	X		DC-3	2A	50	8	2	9	
										TOTAL	574	430

SUMMARY OF EROSION CONTROL

SHEET NO.	STATION	DESCRIPTION	WORK AREA	230(A) SOLID SLAB SODDING
				SY
NB CRL				
R016	64+00 TO 93+00	LEFT ROADWAY	2	10,896
R016	64+00 TO 93+00	RIGHT ROADWAY	2	437
R016	64+00 TO 93+00	RIGHT ROADWAY	3	7,505
R017	93+00 TO 122+00	LEFT ROADWAY	2	11,264
R017	93+00 TO 122+00	RIGHT ROADWAY	2	4,812
R017	93+00 TO 122+00	RIGHT ROADWAY	3	4,616
R018	122+00 TO 150+00	LEFT ROADWAY	2	9,652
R018	122+00 TO 150+00	RIGHT ROADWAY	2	12,526
			TOTAL	**61,707.28**

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

P&P SHEET NO.	CL SURVEY STATION	DESCRIPTION
R024	74+82.81	36" RCP 44.5' LT & 37.1' RT
R024	75+40	24" RCP S.D. 50.4' LT
R024	75+99.56	18" RCP S.D. 48.3' LT
R024	77+07.18	24" RCP S.D. 46.4' LT
R025	78+02.35	18" RCP S.D. 36.2' LT
R025	84+03.21	36" RCP 46.2' LT & 55.9' RT
R025	88+39.11	24" RCP S.D. 33.6' LT
R025	92+43.17	24" RCP S.D. 41.1' LT
R026	96+14.64	18"x12" CMP S.D. 36.8' LT
R026	97+85.22	36" RCP 31.3' LT & 37.8' RT
R027	109+31.31	12" CMP S.D. 42.8' RT
R027	112+75 TO 117+75	610 LF GUARDRAIL
R027	114+55.48	(6) 25' CONC. SLABS (BRIDGE)
R028	122+00 TO 125+00	600 LF GUARDRAIL
R028	123+83	(3) 10'x11' RCB 23.7' LT & 22.8' RT
R028	127+63.96	(3) 10'x8' RCB 25.4' LT & 22' RT

SUMMARY OF MAILBOXES

P&P SHT. NO.	STATION	LT.	RT.	629(A) MAILBOX INSTALLATION-SINGLE	629(B) MAILBOX INSTALLATION-MULTIPLE	629(C) MAILBOX	629(D) REMOVAL OF MAILBOX INSTALLATION	629(E) REMOVE AND RESET MAILBOX
US-270				EA	EA	EA	EA	EA
R024	72+79.00	X		1		1	1	
R024	76+20.00	X		1		1	1	
R024	77+18.00	X		1		1	1	
R025	81+15.00		X				1	
R026	103+10.00	X					1	
R026	104+39.00, 70' RT		X	1		1	1	
R027	109+22.00, 65' LT	X		2		2	2	
	NOTE: MAILBOXES TO BE PLACED ON SAME SIDE OF ROAD AS DRIVEWAY SERVICED.							
			TOTAL	**6**	**0**	**6**	**8**	**0**

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUMMARY SHEET (ROADWAY)
CHECKED		STATE JOB NO. 21006(04) SHEET NO. AX03
APPROVED		
CREW		

SEMINOLE CO. US-270

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SUMMARY OF TEMPORARY EROSION CONTROL

SHEET NO.	STATION	SIDE	DESCRIPTION	221(C) TEMPORARY SILT FENCE	221(D) TEMPORARY SEDIMENT FILTER	221(F) TEMPORARY SILT DIKE	221(G) TEMPORARY ROCK FILTER DAM TYPE 1	221(G) TEMPORARY ROCK FILTER DAM TYPE 2	221(G) TEMPORARY ROCK FILTER DAM TYPE 3	221(H) (PL)TEMPORARY INLET SEDIMENT FILTER	221(K) TEMPORARY FIBER LOG
				LF	EA	LF	CY	CY	CY	EA	LF
270 CRL											
R016	68+50.00 TO 78+52.84	RT	ALONG TOE OF SLOPE (PHASE 1)	986							
R016	68+60.91	RT	ACROSS PROPOSED OR EXISTING DITCH (PHASE 1)			14					
R016	70+75.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	70+75.00 TO 73+77.00	RT	ALONG TOE OF DITCH FORESLOPE	302							
R016	70+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	72+75.00	LT & RT	ACROSS PROPOSED OR EXISTING DITCH			28					
R016	72+80.00 TO 74+75.00	LT	ALONG TOE OF DITCH FORESLOPE	195							
R016	73+25.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	73+75.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	74+00.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	74+50.00	LT	ACROSS DITCH				4				
R016	74+50.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	74+53.00 TO 75+92.00	LT	ALONG TOE OF DITCH FORESLOPE	139							
R016	74+75.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	75+00.00	LT	ACROSS DITCH				4				
R016	75+50.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	75+75.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	76+45.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	76+81.00	RT	AT STRUCTURE							1	
R016	77+00.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	77+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	77+93.00 TO 79+47.00	RT	ALONG TOE OF SLOPE	154							
R016	78+25.00	RT	AROUND STRUCTURE		1						
R016	78+75.00	RT	AT STRUCTURE							1	
R016	78+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	79+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	79+88.00 TO 80+45.00	RT	ALONG TOE OF SLOPE	57							
R016	80+12.00	RT	AT STRUCTURE							1	
R016	80+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	80+88.00 TO 82+57.00	RT	ALONG TOE OF SLOPE	213							
R016	81+10.00	RT	AT STRUCTURE							1	
R016	81+41.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	83+55.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	83+60.00	LT	ACROSS DITCH				4				
R016	83+80.00	RT	AT STRUCTURE							1	
R016	83+95.00	LT	ACROSS DITCH				4				
R016	84+00.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	84+01.00 TO 87+39.00	RT	ALONG TOE OF SLOPE	338							
R016	85+90.00	LT	AROUND STRUCTURE		1						
R016	85+90.00	LT	AT STRUCTURE							1	
R016	85+90.00	RT	AT STRUCTURE							1	
R016	87+25.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	87+53.00 TO 88+62.00	RT	ALONG TOE OF SLOPE	109							
R016	88+25.00	LT	AROUND STRUCTURE		1						
R016	88+25.00	LT	AT STRUCTURE							1	
R016	88+25.00	RT	AT STRUCTURE							1	
R016	88+60.00 TO 91+90.00	LT	ALONG TOE OF DITCH FORESLOPE	330							
R016	88+74.00 TO 101+73.00	RT	ALONG TOE OF SLOPE	1299							
R016	89+50.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	91+00.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R016	91+25.00	LT	ACROSS DITCH				4				
R016	92+85.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	94+00.00	LT	AT STRUCTURE							1	
R017	94+00.00	RT	AT STRUCTURE							1	
R017	94+35.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	94+50.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	94+67.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	94+67.90	RT	AROUND STRUCTURE		1						
R017	94+75.00	LT	AT STRUCTURE							1	
R017	94+75.00	RT	AT STRUCTURE							1	
R017	94+85.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
			SUBTOTAL	4122	4	406	20	0	0	13	0

SUMMARY OF TEMPORARY EROSION CONTROL

SHEET NO.	STATION	SIDE	DESCRIPTION	221(C) TEMPORARY SILT FENCE	221(D) TEMPORARY SEDIMENT FILTER	221(F) TEMPORARY SILT DIKE	221(G) TEMPORARY ROCK FILTER DAM TYPE 1	221(G) TEMPORARY ROCK FILTER DAM TYPE 2	221(G) TEMPORARY ROCK FILTER DAM TYPE 3	221(H) (PL)TEMPORARY INLET SEDIMENT FILTER	221(K) TEMPORARY FIBER LOG
				LF	EA	LF	CY	CY	CY	EA	LF
270 CRL											
R017	95+60.00	LT	AROUND STRUCTURE		1						
R017	95+60.00	LT	AT STRUCTURE							1	
R017	95+60.00	RT	AT STRUCTURE							1	
R017	96+80.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	97+75.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	97+75.00 TO 99+95.00	LT	ALONG TOE OF DITCH FORESLOPE	220							
R017	97+86.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	98+40.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	98+50.00	LT	AT STRUCTURE							1	
R017	98+50.00	RT	AT STRUCTURE							1	
R017	98+50.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	99+20.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	100+00.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	101+50.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	102+07.00 TO 104+35.00	RT	ALONG TOE OF SLOPE	228							
R017	103+00.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	104+31.00 TO 107+22.00	LT	ALONG TOE OF SLOPE	291							
R017	104+80.00 TO 105+69.00	RT	ALONG TOE OF SLOPE	89							
R017	106+06.00 TO 109+20.00	RT	ALONG TOE OF SLOPE	314							
R017	107+68.00 TO 108+65.00	LT	ALONG TOE OF SLOPE	97							
R017	108+72.00	LT	AROUND STRUCTURE		1						
R017	108+72.00	LT	AT STRUCTURE							1	
R017	108+72.00	RT	AT STRUCTURE							1	
R017	108+79.00 TO 108+95.00	LT	ALONG TOE OF SLOPE	16							
R017	109+23.00 TO 109+95.00	LT	ALONG TOE OF SLOPE	72							
R017	109+45.00 TO 114+06.00	RT	ALONG TOE OF SLOPE	461							
R017	110+40.00	LT	ACROSS DITCH				4				
R017	110+41.00 TO 114+75.00	LT	ALONG TOE OF DITCH FORESLOPE	434							
R017	110+70.00	LT	ACROSS DITCH				4				
R017	110+90.00	LT	AT STRUCTURE							1	
R017	110+90.00	RT	AT STRUCTURE							1	
R017	111+00.00	LT	ACROSS DITCH				4				
R017	111+25.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	112+25.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	113+50.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R017	113+50.00	RT	AROUND STRUCTURE		1						
R017	114+60.00	LT	ACROSS DITCH				4				
R017	116+28.00 TO 117+16.00	RT	ALONG TOE OF SLOPE	88							
R017	116+55.00 TO 122+19.00	LT	ALONG TOE OF SLOPE	564							
R017	117+30.00 TO 121+44.00	RT	ALONG TOE OF SLOPE	414							
R017	121+68.00 TO 123+91.00	RT	ALONG TOE OF SLOPE	223							
R018	122+31.00 TO 123+51.00	LT	ALONG TOE OF SLOPE	120							
R018	123+00.00	LT	AROUND STRUCTURE		1						
R018	124+10.00	RT	ACROSS CHANNEL							4	
R018	124+26.00 TO 132+57.00	RT	ALONG TOE OF SLOPE AND TOE OF DITCH FORESLOPE	831							
R018	124+62.00 TO 129+91.00	LT	ALONG TOE OF DITCH FORESLOPE	529							
R018	124+80.00	LT	ACROSS DITCH							4	
R018	125+50.00	RT	AROUND STRUCTURE		1						
R018	126+30.00	LT	ACROSS DITCH							4	
R018	127+80.00	LT	ACROSS DITCH							4	
R018	128+50.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R018	129+30.00	LT	ACROSS PROPOSED OR EXISTING DITCH			14					
R018	130+50.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
R018	132+57.00 TO 134+07.77	RT	ALONG TOE OF SLOPE	157							
R018	138+90.00 TO 146+15.83	RT	ALONG TOE OF SLOPE	730							
R018	141+00.00	RT	ACROSS PROPOSED OR EXISTING DITCH			14					
			SUBTOTAL	5878	5	224	16	0	16	8	0
			TOTAL	10000	9	630	36	0	16	21	0

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (ROADWAY)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. AX04
APPROVED			
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\AX04-2100604-SUMMARY SHEET_4.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	P & P SHT. NO.	ALIGN.	STATION	SIDE	DESCRIPTION	DESIGN	CULVERTS (CONCRETE BOXES) 202(A) UNCLASSIFIED EXCAVATION CY	303(A) AGGREGATE BASE TYPE A CY	501(A) STRUCTURAL EXCAVATION UNCLASSIFIED CY	509(A) CLASS AA CONCRETE CY	511(A) REINFORCING STEEL LB	619(B) REMOVAL OF HEADWALL EA	CONDUITS 613(A) 18" R.C.PIPE CLASS III LF	613(A) 24" R.C.PIPE CLASS III LF	613(A) 36" R.C.PIPE CLASS III LF	613(A) 42" R.C.PIPE CLASS III LF	613(A) 48" R.C.PIPE CLASS III LF	613(A) 30" R.C.PIPE CLASS IV LF	613(A) 36" R.C.PIPE CLASS IV LF	613(A) 42" R.C.PIPE CLASS IV LF	613(A) 22" X 13" R.C.PIPE ARCH CLASS A IV LF	613(A) 36" X 22" R.C.PIPE ARCH CLASS A III LF	613(A) 43" X 28" R.C.PIPE ARCH CLASS A III LF	613(L) 18" PREFAB. CULVERT END SECTION, ROUND EA	613(L) 24" PREFAB. CULVERT END SECTION, ROUND EA	613(L) 30" PREFAB. CULVERT END SECTION, ROUND EA	613(L) 36" PREFAB. CULVERT END SECTION, ROUND EA	613(L) 42" PREFAB. CULVERT END SECTION, ROUND EA	613(L) 48" PREFAB. CULVERT END SECTION, ROUND EA	** STANDARD BEDDING MATERIAL, CLASS B CY	** TRENCH EXCAVATION CY	601(A) TYPE I PLAIN RIPRAP TON	601(B) TYPE I-A PLAIN RIPRAP TON	601(C) TYPE I-A FILTER BLANKET TON	601(I) FILTER FABRIC (RIPRAP) SY
CROSS DRAINS																																		
1	R024	US-270	74+00.00		CONST. 42" X 205.27' LG. RDY. RCP SKEW 45 DEG. LT. FWD. 103.60' LG. LT. & 101.67' LG RT.	SPI-4-1, FHTCP-3-1, PCES-4-1										206												2				15.8			19.4
2	R024	US-270	83+80.00		CONST. 36" X 127.21' LG. RDY. RCP 64.71' LG. LT. & 62.50' LG RT.	SPI-4-1, FHTCP-3-1, PCES-4-1									128												2		239	293	12.2			15.0
3	R025	US-270	94+67.90		EXT. EXIST. 5' X 4' X 62.8' LG. RDY. RCB 32.00' LG. LT. & 8.74' LG RT.	*SBI-4-2, RCB-C1-36:44.5(2-20), RCB-E1-H4-0-(1,2), RCB-CW1-D4-0	28	73	42	57	8927	2																				64.8			60.0
4	R025	US-270	97+85.97		CONST. 36" X 101.88' LG. RDY. RCP 49.99' LG. LT. & 51.89' LG RT.	SPI-4-1, FHTCP-3-1, PCES-4-1									102												2		120	164	4.1			7.5
5	R028	US-270	132+71.08		EXT. EXIST. 6' x 6' X 127.13' LG. RDY RCB 23.17' LG. LT. & 45.16' LG RT.	*SBI-4-2, RCB-C1-6(2-14), RCB-E1-H6-0-(1,2), RCB-CW1-D4-0	127	187	93	119	15809	2																				81.0			100.0
* NOTE: FOR RCB OR RCB EXTENSIONS UNDER PAVEMENT, SEE TBSC BACKFILL DETAIL ON PLAN SHEET NO. B30																																		
** NOTE: FOR CONTRACTOR INFORMATION ONLY. COST TO BE INCLUDED IN PRICE BID FOR 613(A) REINFORCED CONCRETE PIPE.																																		
						TOTAL	155.8	260.6	134.7	176.0	24736	4			230	206											4	2		359	457	178			202

SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	P & P SHT. NO.	ALIGN.	STATION	SIDE	DESCRIPTION	DESIGN	CONDUITS 613(A) 18" R.C.PIPE CLASS III LF	613(B) 18" CORR. GALV. STEEL PIPE LF	613(B) 24" CORR. GALV. STEEL PIPE LF	613(B) 30" CORR. GALV. STEEL PIPE LF	613(B) 36" CORR. GALV. STEEL PIPE LF	613(B) 21" X 15" CORR. GALV. STEEL PIPE ARCH LF	613(B) 28" X 20" CORR. GALV. STEEL PIPE ARCH LF	613(B) 35" X 24" CORR. GALV. STEEL PIPE ARCH LF	613(B) 49" X 33" CORR. GALV. STEEL PIPE ARCH LF	613(B) 64" X 43" CORR. GALV. STEEL PIPE ARCH LF	613(M) TYPE A4 CULVERT END TREATMENT EA	613(M) TYPE B4 CULVERT END TREATMENT EA	613(M) TYPE E4 CULVERT END TREATMENT EA	613(M) TYPE A6 CULVERT END TREATMENT EA	613(M) TYPE B6 CULVERT END TREATMENT EA	613(M) TYPE G5 CULVERT END TREATMENT EA	613(M) TYPE D5 CULVERT END TREATMENT EA	613(M) TYPE CC4 CULVERT END TREATMENT EA	613(M) TYPE A66 CULVERT END TREATMENT EA	613(M) TYPE BB6 CULVERT END TREATMENT EA	613(M) TYPE CC6 CULVERT END TREATMENT EA	601(A) TYPE I PLAIN RIPRAP TON	601(B) TYPE I-A PLAIN RIPRAP TON	601(C) TYPE I-A FILTER BLANKET TON	601(I) FILTER FABRIC (RIPRAP) SY
SIDE DRAINS																																
201	R024	US-270	72+58.00	LT	CONST. 18" X 62' CGSP SD W CET 53.94' LT.	FHTMPP-1, CET6S-3-2		62									2															
202	R024	US-270	75+99.00	LT	CONST. 2 - 28" X 20" X 82' CGSPA SD W CET 78.09' LT.	FHTMPP-1, CET6S-3-2							164														2					
203	R024	US-270	76+97.00	LT	CONST. 2 - 28" X 20" X 114' CGSPA SD W CET 72.60' LT.	FHTMPP-1, CET6S-3-2							228														2					
204	R024	US-270	77+42.00	LT	COMBINE W/ PREV. DRIVEWAY PIPE																4											
205	R025	US-270	79+34.00	LT	CONST. 35" X 24" X 76' CGSPA SD W CET 57.43' LT.	FHTMPP-1, CET6S-3-2								76							2											
206	R025	US-270	92+00.00	LT	CONST. 36" X 108' CGSP SD W CET 66.14' LT.	FHTMPP-1, CET6S-3-2					108													2								
207	R027	US-270	109+32.00	RT	CONST. 21" x 15" X 50' CGSPA SD W CET 50.56' RT.	FHTMPP-1, CET6S-3-2						50								2												
						TOTAL		62			108	50	392	76			2			2	6		2			4						

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (ROADWAY)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. AX05
APPROVED			
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\AX05-2100604-SUMMARY SHEET_5.dgn

SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	P & P SHT. NO.	ALIGN.	STATION	SIDE	DESCRIPTION	DESIGN	MANHOLES AND JUNCTI… MANHOLE (4' DIAMETER)	INLETS AND CURB OPENINGS: CLASS C CONCRETE CURB OPENING DESIGN 1	CURB INLETS: INLET CI DES. 2 (STD)	INLET CI DES. 2 (D)	INLET CI DES. 2 (2B)	INLET CI DES. 3 (STD)	INLET CI DES. 3 (D)	GRATED PIPE DROP INLET: INLET GPI TYPE 1 (DES. 1)	INLET GPI TYPE 1 (DES. 2)	INLET GPI TYPE 1 (DES. 5)	INLET GPI TYPE 2 (DES. 12)	INLET GPI TYPE 2 (DES. 13)	ADD'L DEPTH IN CURB INLET: DESIGN 2	ADD'L DEPTH IN CURB INLET: DESIGN 3	ADDITIONAL DEPTH IN GRATED PIPE DROP INLET: TYPE 1	ADDITIONAL DEPTH IN GRATED PIPE DROP INLET: TYPE 2	CONDUITS: REINFORCED CONCRETE PIPE (ROUND): 18" R.C.PIPE CLASS III	24" R.C.PIPE CLASS III	30" R.C.PIPE CLASS III	36" R.C.PIPE CLASS III	18" PREFAB. CULVERT END SECTION, ROUND	24" PREFAB. CULVERT END SECTION, ROUND	TYPE D4 CULVERT END TREATMENT	TYPE A6 CULVERT END TREATMENT	TYPE B6 CULVERT END TREATMENT	TYPE I PLAIN RIPRAP	TYPE I-A PLAIN RIPRAP	TYPE I-A FILTER BLANKET	FILTER FABRIC (RIPRAP)
							611(A)	509(D)	611(G)	611(G)	611(G)	611(G)	611(G)	611(G)	611(G)	611(G)	611(G)	611(G)	611(H)	611(H)	611(H)	611(H)	613(A)	613(A)	613(A)	613(A)	613(L)	613(L)	613(M)	613(M)	613(M)	601(A)	601(B)	601(C)	601(I)
							EA	CY	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	VF	VF	VF	VF	LF	LF		LF	EA	EA	EA	EA	EA	TON	TON	TON	SY
CLOSED DRAINAGE																																			
301	R024	US-270	76+81.00	34.00' RT	CONST. CURB INLET DES. 3(D) W/ 18" X 20.80' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							2.83			17				1								
302	R025	US-270	78+75.00	34.00' RT	CONST. CURB INLET DES. 2(STD) W/ 18" X 182.76' RCP STUBBED TO STR. 301	CI-1-2,SPI-4-1, FHTCP-3-1			1										2.64				183												
303	R025	US-270	80+12.00	34.00' RT	CONST. CURB INLET DES. 2(STD) W/ 18" X 129.4' RCP STUBBED TO STR. 302	CI-1-2,SPI-4-1, FHTCP-3-1			1										2.76				130												
304	R025	US-270	81+10.00	34.00' RT	CONST. INLET CI DES. 2(STD) W/ 18" X 91.10' RCP STUBBED TO STR. 303	CI-1-2,SPI-4-1, FHTCP-3-1			1										2.52				92												
305	R025	US-270	83+80.00	34.00' RT	CONST. INLET CI DES. 2(D) STUBBED INTO STR. 2	CI-1-2				1									7.22																
306	R025	US-270	85+90.00	34.00' RT	CONST. INLET CI DES. 2(D) W/ 18" X 65.08' RCP STUBBED TO STR. 307	CI-1-2,SPI-4-1, FHTCP-3-1				1									2.16				66												
307	R025	US-270	85+90.00	34.00' LT	CONST. INLET CI DES. 2(D) W/ 18" X 14.45' RCP STUBBED TO STR. 308	CI-1-2,SPI-4-1, FHTCP-3-1				1									3.66				15												
308	R025	US-270	85+90.00	50.57' LT	CONST. INLET GPI TYPE 2 (DES. 12) W/ 24" X 228.51' RCP STUBBED TO STR. 309	GPI-4-0,SPI-4-1, FHTCP-3-1											1					2.73		229											
309	R025	US-270	88+25.00	34.00' RT	CONST. INLET CI DES. 2(D) W/ 18" X 65.08' RCP STUBBED TO STR. 310	CI-1-2,SPI-4-1, FHTCP-3-1				1									2.16				66												
310	R025	US-270	88+25.00	34.00' LT	CONST. INLET CI DES. 2(D) W/ 18" X 12.79' RCP STUBBED TO STR. 311	CI-1-2,SPI-4-1, FHTCP-3-1				1									2.61				13												
311	R025	US-270	88+25.00	48.91' LT	CONST. INLET GPI TYPE 2 (DES. 12) W/ 24" X 317.32' RCP W/ CET	GPI-4-0,SPI-4-1, FHTCP-3-1, CET6S-3-2											1					3.04		318							1				
312	R026	US-270	94+00.00	34.00' RT	CONST. INLET CI DES. 2(D) W/ 18" X 29.79' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1				1									5.91				26				1								
313	R026	US-270	94+00.00	34.00' LT	CONST. INLET CI DES. 2(D) W/ 18" X 21.79' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1				1									2.91				18				1								
314	R026	US-270	94+75.00	34.00' RT	CONST. INLET CI DES. 2(2B) W/ 18" X 79.83' RCP STUBBED TO STR. 316	CI-1-2,SPI-4-1, FHTCP-3-1					1								2.68				80												
315	R026	US-270	94+75.00	34.00' LT	CONST. INLET CI DES. 2(2B) W/ 18" X 79.83' RCP STUBBED TO STR. 317	CI-1-2,SPI-4-1, FHTCP-3-1					1								2.18				80												
315A	R026	US-270	95+60.00	55.94' LT	CONST. INLET GPI TYPE 2 (DES. 12) W/ 24" X 81.81' RCP STUBBED TO STR. 3 NE WINGWALL (SEE SH. 11 FOR DETAILS)	GPI-4-0,SPI-4-1, FHTCP-3-1											1					0.82		82											
316	R026	US-270	95+60.00	34.00' RT	CONST. INLET CI DES. 2(D) W/ 18" X 28.79' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1				1									4.93				25				1								
317	R026	US-270	95+60.00	34.00' LT	CONST. INLET CI DES. 2(D) W/ 18" X 19.82' RCP STUBBED TO STR. 315A	CI-1-2,SPI-4-1, FHTCP-3-1				1									2.88				20												
318	R026	US-270	98+50.00	34.00' RT	CONST. INLET CI DES. 3(D) W/ 18" X 14.80' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							0.96			11				1								
319	R026	US-270	98+50.00	34.00' LT	CONST. INLET CI DES. 3(D) W/ 18" X 15.79' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							0.96			12				1								
320	R027	US-270	108+72.00	34.00' RT	CONST. INLET CI DES. 3(D) W/ 18" X 65.08' RCP STUBBED TO STR. 321	CI-1-2,SPI-4-1, FHTCP-3-1							1							2.21			66												
321	R027	US-270	108+72.00	34.00' LT	CONST. INLET CI DES. 3(D) W/ 18" X 15.16' RCP STUBBED TO STR. 322	CI-1-2,SPI-4-1, FHTCP-3-1							1							2.61			16												
322	R027	US-270	108+72.00	51.28' LT	CONST. INLET GPI TYPE 1 (DES. 1) W/ 24" X 156.33' RCP W/ CET	GPI-4-0,SPI-4-1, FHTCP-3-1, CET6S-3-2								1							2.96			157							1				
323	R027	US-270	110+90.00	34.00' RT	CONST. INLET CI DES. 3(D) W/ 18" X 26.80' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							2.84			23				1								
324	R027	US-270	110+90.00	34.00' LT	CONST. INLET CI DES. 3(D) W/ 18" X 39.71' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							6.94			40				1								
325	R028	US-270	123+00.00	92.00' LT	CONST. INLET GPI TYPE 1 (DES. 1) W/ 24" X 67.94' RCP STUBBED TO BRIDGE "B" NW WINGWALL (SEE SH. 11 FOR DETAILS)	GPI-4-0,SPI-4-1, FHTCP-3-1								1							1.52		68												
345	R030	HARVEY	24+70.00	14.00' RT	CONST. CURB OPENING DES 1 W=3'	SSCD-3-1		0.67																											
346	R030	HARVEY	25+50.00	18.87' RT	CONST. CURB OPENING DES 1 W=3'	SSCD-3-1		1.15																											
347	R030	HARVEY	27+80.00	39.35' RT	CONST. CURB OPENING DES 1 W=3'	SSCD-3-1		2.50																											
351	R030	SH-270A	28+35.00	32.00' RT	CONST. CURB INLET DES. 3(D) W/ 18" X 16.80' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							0.39			13				1								
352	R030	SH-270A	28+45.64	40.92' LT	CONST. 4' DIA. W/ 24" X 38.63' RCP W/ PCES	MJB-3-1,SPI-4-1, PCES-4-1, FHTCP-3-1	1																	37				1							
353	R030	SH-270A	28+45.00	34.34' LT	CONST. CURB INLET DES. 3(STD) W/ 18" X 3.99' RCP STUBBED TO STR. 352	CI-1-2,SPI-4-1, FHTCP-3-1						1								0.43			4												
354	R030				EXIST. MH																														
355	R030	SH-270A	29+96.40	32.00' LT	CONST. CURB INLET DES. 3(STD) STUBBED TO EXIST. 18' RCP	CI-1-2,SPI-4-1, FHTCP-3-1						1																							
356	R030	SH-270A	30+10.00	32.00' RT	CONST. CURB INLET DES. 3(D) W/ 18" X 11.80' RCP W/ PCES	CI-1-2,SPI-4-1, PCES-4-1, FHTCP-3-1							1							0.00			8												
NOTE:	RIM ELEVATION FOR CURB INLETS SHOWN IN PLAN SHEETS ACCOUNTS FOR STANDARD 1/2" GUTTER DEPRESSION AT INLETS.																																		
NOTE:	RIM ELEVATIONS SHOWN IN PLANS FOR GPI INLETS ARE TAKEN AT THE GRATE FLOW LINE																																		
						TOTAL	1	4	3	9	2	2	9	2			3		47	20	4	7	1092	823			9	1			2				

P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\AX06-2100604-SUMMARY SHEET_6.dgn
11/7/2018

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (ROADWAY)
CHECKED			
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. AX06

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

SUMMARY OF DRAINAGE STRUCTURES

							INLETS AND CURB OPENINGS			CONDUITS					
							501(G)	611(G)	611(K)	613(B)	613(B)	613(B)	613(B)	613(B)	613(B)
STR. NO.	P & P SHT. NO.	ALIGN.	STATION	SIDE	DESCRIPTION	DESIGN	CLSM BACKFILL	INLET (SMD-TYPE 2)	REPLACEMENT OF DROP INLET GRATE (24" SQ)	18" CORR. GALV. STEEL PIPE	24" CORR. GALV. STEEL PIPE	30" CORR. GALV. STEEL PIPE	36" CORR. GALV. STEEL PIPE	21" X 15" CORR. GALV. STEEL PIPE ARCH	42" X 29" CORR. GALV. STEEL PIPE ARCH
							CY	EA	EA	LF	LF	LF	LF	LF	LF
TEMP. STRUCTURES															
T1	R025	US-270	78+25	RT	CONST. 21" X 15" X 58' CGSPA WITH DROP INLET	SPDI-2, FPI-3-3,FHTMPP-1-0	8		1	58	3			58	
T2	R026	US-270	94+67.90	RT	CONST. DROP INLET STUBBED INTO EXISTING STRUCTURE	SPDI-2	1		1		5				
T3	R027	US-270	113+50	RT	CONST. 18" X 112' CGSP WITH DROP INLET	SMD-3-1, FPI-3-3,FHTMPP-1-0	7	1		112					
T4	R028	US-270	125+50.00	RT	CONST. 18" X 111' CGSP WITH DROP INLET	SMD-3-1, FPI-3-3,FHTMPP-1-0	7	1		111					
NOTE: TEMPORARY PIPES TO BE REMOVED OR FILLED WITH CLSM BACKFILL ONCE ASSOCIATED CONSTRUCTION PHASING IS COMPLETED.															
						TOTAL	23	2	2	281	8			58	

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\AX07-2100604-SUMMARY SHEET_7.dgn

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (ROADWAY)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. AX07
APPROVED			
CREW			

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

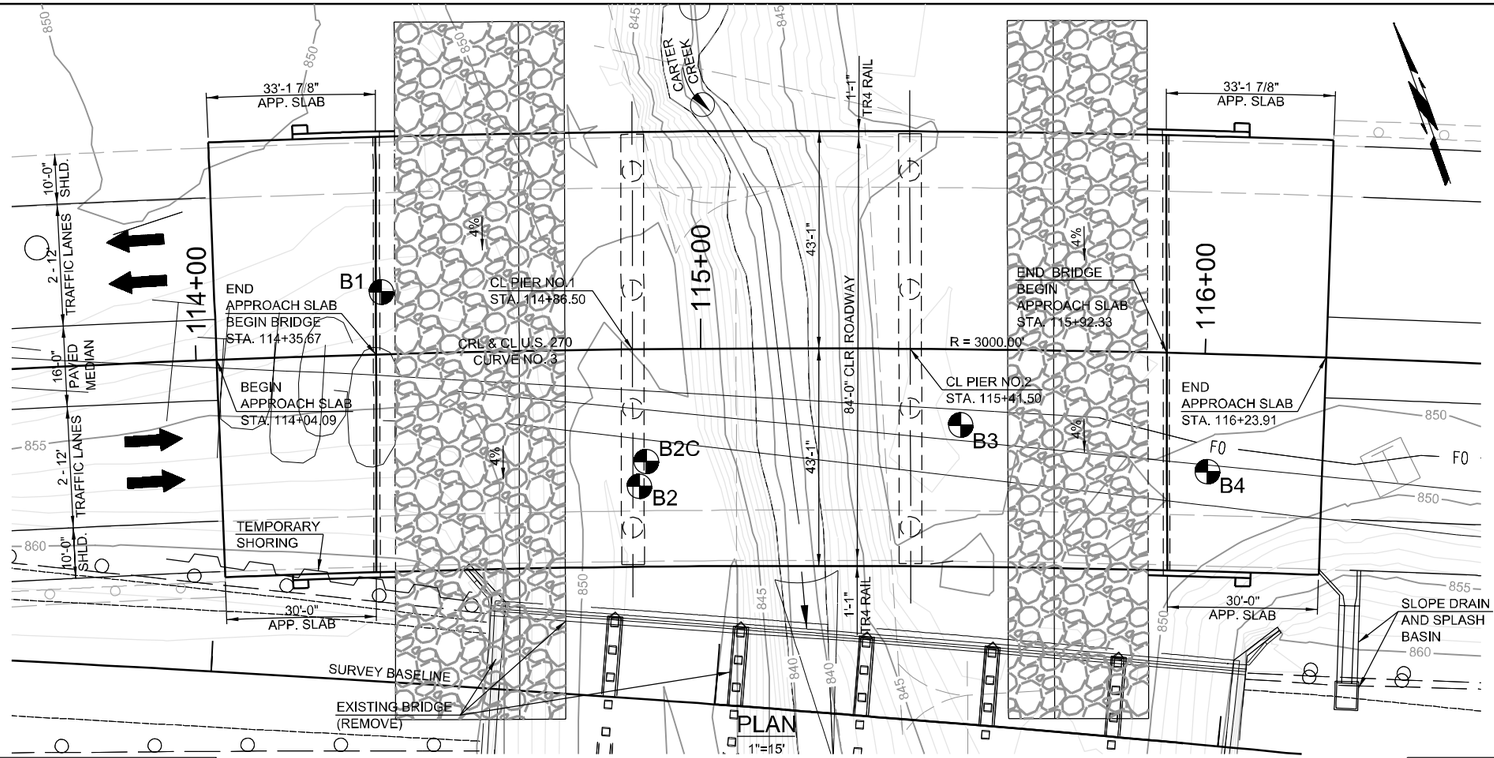
FINAL FIELD MEETING

11/7/2018

CURVE DATA

CRL CURVE #3
PI STA. 121+10.09
Δ = 28°33'58.31" RT.
D = 1°54'35.49"
R = 3000.00'
T = 763.75'
L = 1495.72'
E = 95.69'
e SUPER = 0.040'/'

INDEX OF SHEETS



PLAN
1"=15'

BENCH MARK
CUT "x" SW WINGWALL
STA. 114+53.79, 17' RT. SURVEY BL,
ELEV. 860.82

BENCH MARK
#6 BAR 30" LONG SET FLUSH
STA. 121+44.89, 63' RT. SURVEY BL,
ELEV. 852.70

EXISTING BRIDGE

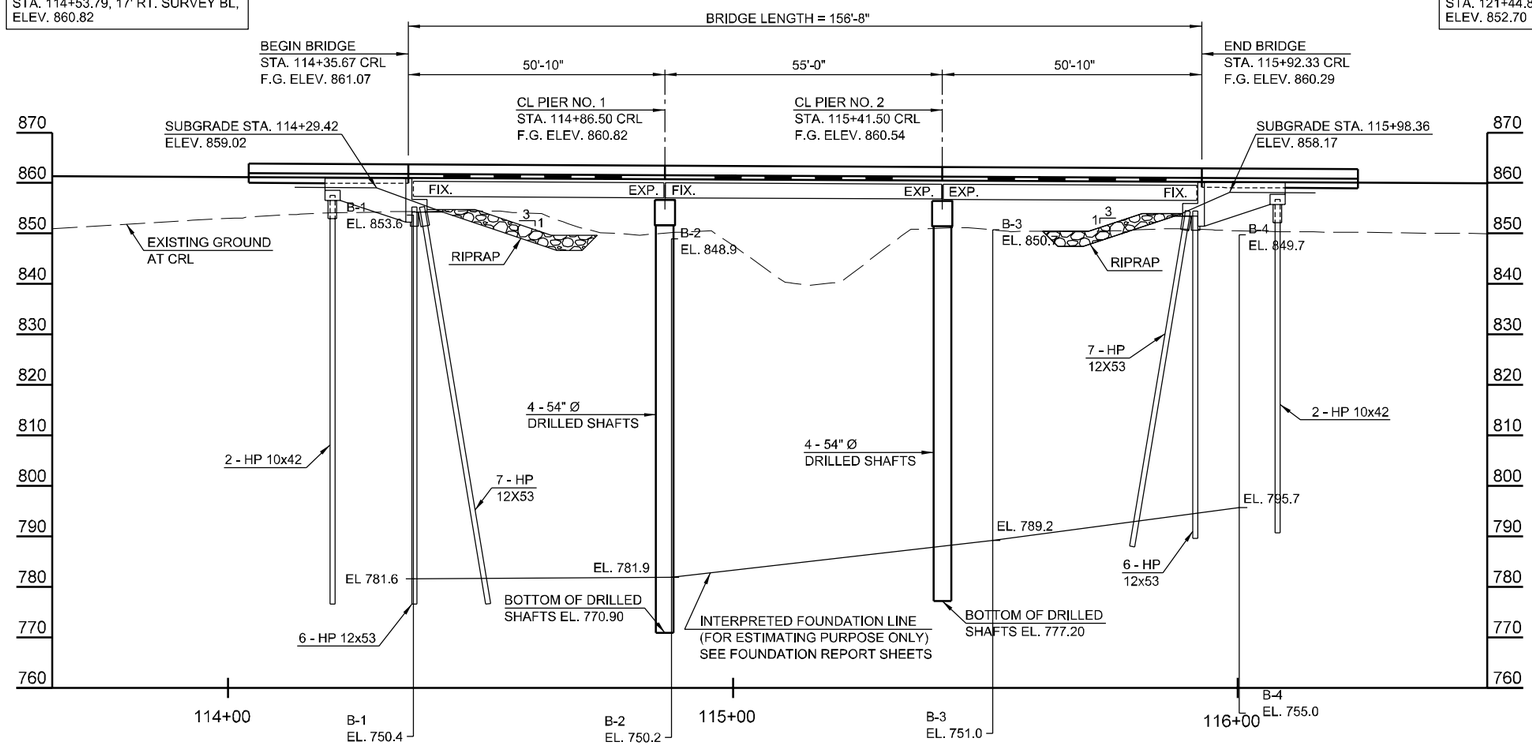
6 SPAN STRUCTURE CONSISTING OF 6 - 25' CONCRETE SLAB SPANS HAVING A CLEAR ROADWAY WIDTH OF 28'-0"

PROPOSED BRIDGE DESCRIPTION

CONSTRUCT 3 SPAN (50'-55'-50') CONCRETE BRIDGE HAVING 84'-0" CLEAR ROADWAY WITH TYPE II PC BEAMS AND TR4 TRAFFIC RAILS OVER CARTER CREEK

THE FOLLOWING STANDARDS WILL BE REQUIRED

TR4-2-00E
EJ-SQ-03E
EJ-DTL-01E
HP1-2-00E
B40-C-ABUT-MISC
LECS-4-1
PUD-3-2



ELEVATION
1"=15'

DESIGN DATA

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
5 P.S.F. STAY IN PLACE FORM

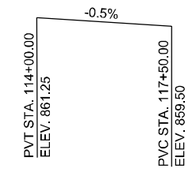
DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7th EDITION WITH INTERIMS THROUGH 2016.
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE - STAINLESS STEEL.

MATERIAL:

CLASS AA CONCRETE	F'c = 4,000 P.S.I.
CLASS A CONCRETE	F'c = 3,000 P.S.I.
REINFORCING STEEL	Fy = 60,000 P.S.I.
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 P.S.I.
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 P.S.I.

NOTES:
FOR TOP OF DRILLED SHAFT ELEVATIONS, SEE SHEETS B011 AND B012. FOR TOP OF ABUTMENT PILE ELEVATIONS AND ESTIMATED PILE LENGTHS, SEE SHEET B006.

DRAIN OPENINGS IN POSTS OF TR4 RAILS AS SHOWN IN ELEVATION SHALL BE LOCATED ON SOUTH SIDE OF BRIDGE ONLY. TR4 RAIL ON NORTH SIDE OF BRIDGE SHALL CONTAIN NO DRAIN OPENINGS.



PROFILE GRADE DATA

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	JSH	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
3 SPAN (50'-55'-50') TYPE II PC BEAMS CL STA. 115+14.00.
(SHEET 1 OF 2)
STATE JOB NO. 21006(04) SHEET NO. B001

SEMINOLE CO. U.S. 270

P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B001-2100604-BR.A-P&E.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

FOUNDATION DATA

ABUTMENTS (HP 12x53 PILING)
FACTORED PILE REACTION = 77.6 TONS/PILE

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THE ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

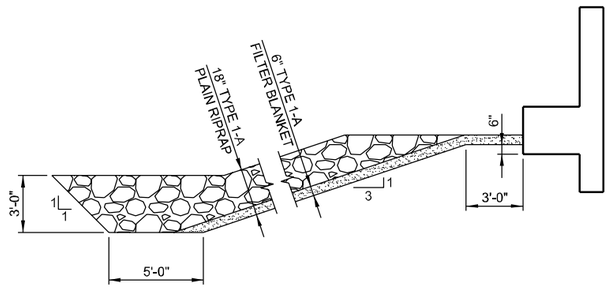
PIERS (54" DIAMETER DRILLED SHAFT)		PIER 1	PIER 2
FACTORED REACTION	TONS/ SHAFT	483.1	473.5
NOMINAL UNIT BEARING RESISTANCE	TSF	36.7	30.5
BEARING RESISTANCE FACTOR		0.7	0.7
FACTORED BEARING RESISTANCE	TONS/SHAFT	408.4	340.0
NOMINAL UNIT FRICTION RESISTANCE	TSF	3.7	5.2
FRICTION RESISTANCE FACTOR		0.45	0.45
FACTORED FRICTION RESISTANCE	TONS/ SHAFT	151.8	216.1
DEPTH OF ROCK NEGLECTED FOR FRICTION	FEET	4.5	5.5
TOTAL FACTORED RESISTANCE	TONS/SHAFT	560	556

HYDRAULIC DATA

TOTAL DA	15.01 SQ. MILES
CONTROLLED DA	5.25 SQ. MILES
EFFECTIVE DA	9.76 SQ. MILES
Q2	287.33 CFS
V2	1.62 FPS
C.H.W. 2	846.97 FT
Q5	298.13 CFS
V5	1.18 FPS
C.H.W. 5	848.92 FT
Q10	879.26 CFS
V10	2.61 FPS
C.H.W. 10	850.01 FT
Q25	1,603.23 CFS
V25	3.58 FPS
C.H.W. 25	851.30 FT
Q50	1,983.04 CFS
V50	4.21 FPS
C.H.W. 50	852.37 FT
Q100	2,607.15 CFS
V100	5.25 FPS
C.H.W. 100	852.28 FT
Q 500	4,142.22 CFS
V 500	7.39 FPS
C.H.W. 500	853.96 FT
Q OT > Q500.	
LOW CHORD	854.93 FT
ROADWAY LOW POINT	858.35 FT.
MAX. CALCULATED SCOUR (100)	7.47 FT.
CONTRACTION SCOUR (100)	1.97 FT.
PIER SCOUR (100)	7.08 FT.
MAX. CALCULATED SCOUR (OT)	8.08 FT.
CONTRACTION SCOUR (OT)	7.64 FT.
PIER SCOUR (OT)	7.04 FT.

ITEMIZED QUANTITIES

DESCRIPTION	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	TOTAL
UNCLASSIFIED BORROW	CY	30.00				30.00
SUBSTRUCTURE EXCAVATION COMMON	CY	258.00				258.00
CLSM BACKFILL	CY	334.00				334.00
PRESTRESSED CONCRETE BEAMS (TYPE II)	LF			1,386.00		1,386.00
APPROACH SLAB	SY				604.80	604.80
SAW-CUT GROOVING	SY			1,462.30	589.60	2,051.90
SEALED EXPANSION JOINT	LF			172.92		172.92
CONCRETE RAIL (TR4)	LF			313.40	126.40	439.80
STRUCTURAL STEEL	LB			3,100.00		3,100.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA			27.00		27.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA			27.00		27.00
SPECIAL CONCRETE FINISH	SY	106.00	144.00			250.00
CLASS AA CONCRETE	CY			371.10		371.10
CLASS A CONCRETE	CY	131.60	161.00			292.60
EPOXY COATED REINFORCING STEEL	LB	16,940.00	17,700.00	113,200.00		147,840.00
PILES, FURNISHED (HP 10X42)	LF	291.00				291.00
PILES, FURNISHED (HP 12X53)	LF	1,839.50				1,839.50
PLIES, DRIVEN (HP 10X42)	LF	291.00				291.00
PILES, DRIVEN (HP 12X53)	LF	1,839.50				1,839.50
WATER REPELLENT (VISUALLY INSPECTED)	SY	69.00	200.00	418.00	58.00	745.00
DRILLED SHAFTS 54" DIAMETER	LF		619.00			619.00
CROSSHOLE SONIC LOGGING	EA		8.00			8.00
TYPE 1-A PLAIN RIPRAP	TON	970.00				970.00
TYPE 1-A FILTER BLANKET	TON	235.00				235.00
6" PREFORATED PIPE UNDERDRAIN ROUND	LF	172.00				172.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	80.00				80.00



SECTION THRU RIPRAP AT BRIDGE SEAT

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	JSH	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
3 SPAN (50'-55'-50') TYPE II PC BEAMS CL STA. 115+14.00.
(SHEET 2 OF 2)
STATE JOB NO. 21006(04) SHEET NO. B002

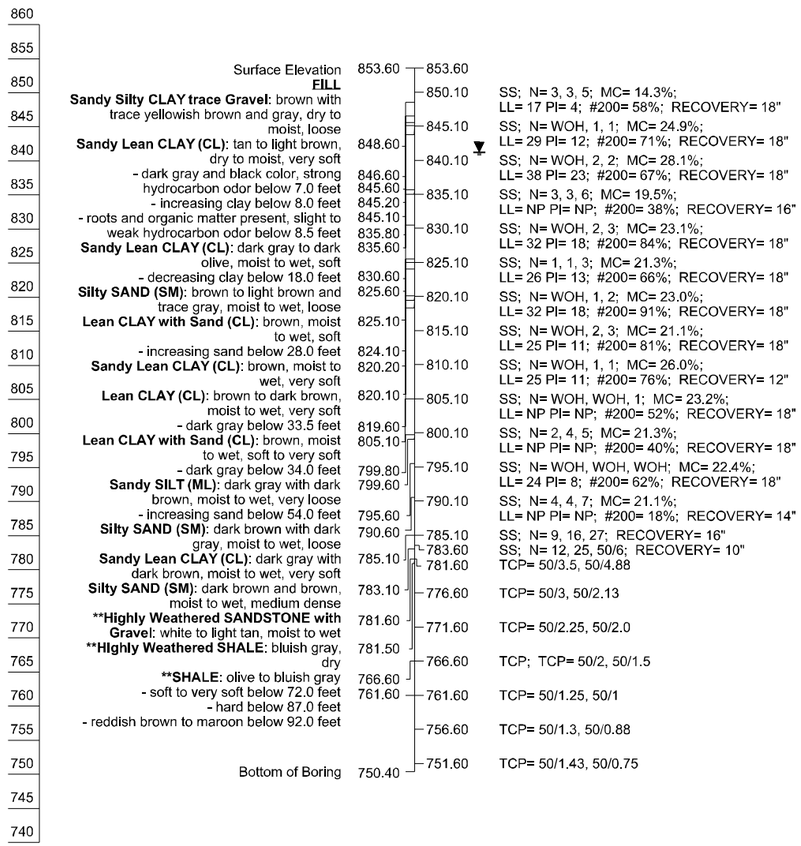
SEMINOLE CO. U.S. 270

11/7/2018 P:\111399\200-11399-14001\CAD\SheetFiles\21006 (04) BrdgSetB002-2100604-BR-A-P&E.2.dgn

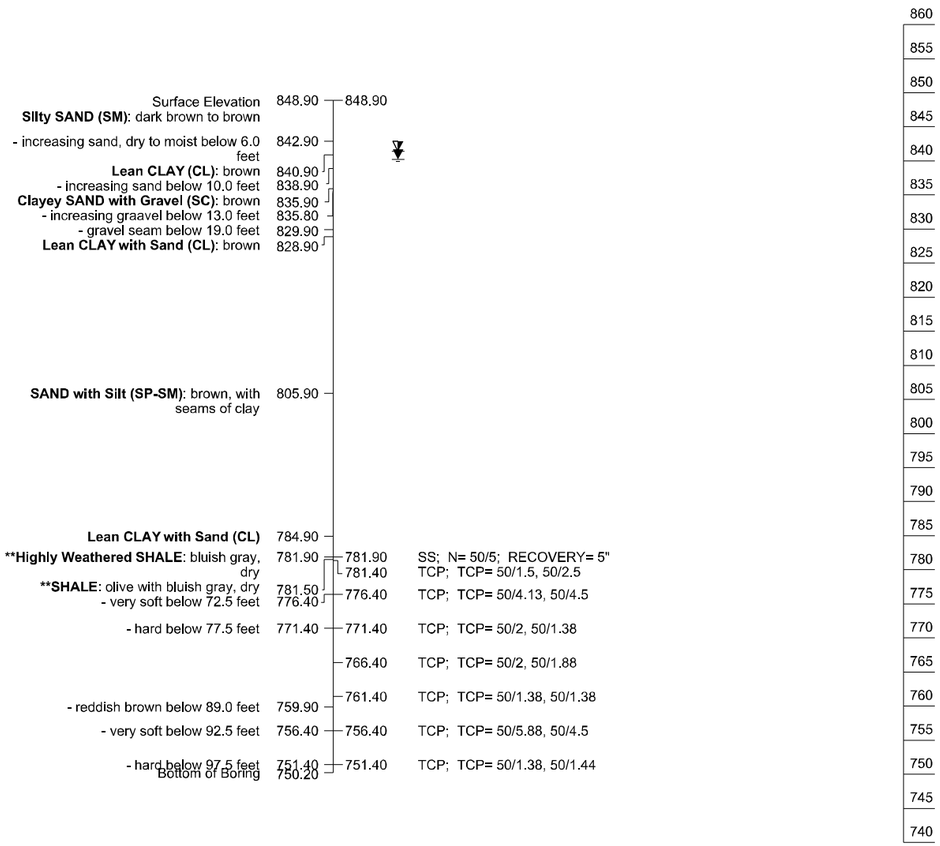
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

BORING NO. B-1
Sta. 114+29 Offset 77' Lt. of Survey Line
(Drilled August 11, 2015)



BORING NO. B-2
Sta. 114+82 Offset 42' Lt. of Survey Line
(Drilled August 11, 2015)



SITE GEOLOGY

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION THREE" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1968, THE BRIDGE LOCATION APPEARS TO BE LOCATED WITHIN THE ALLUVIUM (QAS) AND VAMOOSA UNIT (IPVM). THE FOLLOWING IS A SUMMARY OF THE INFORMATION PROVIDED IN THE REFERENCED DOCUMENT.

ALLUVIUM (QAS): THESE ARE DEPOSITS OF SAND, SILT, CLAY, GRAVEL, AND/OR COMBINATIONS OF MATERIALS. ALLUVIUM IS FOUND ALONG THE FLOOD PLAINS (BOTTOM LAND) OF STREAMS AND IS NORMALLY PRESENT AT PLACES ALONG ALL STREAMS. THE GEOLOGIC UNIT MAPS OUTLINE MANY DEPOSITS, BUT ALL OF THESE DEPOSITS ARE NOT SHOWN.

VAMOOSA UNIT (IPVM): THIS UNIT CONSISTS OF A SEQUENCE OF SHALES, SANDSTONES, AND CHERT CONGLOMERATES. THE BASE OF THE UNIT IS A 30 TO 60 FOOT THICK CONGLOMERATE (COMMONLY CALLED BOLEY) WHICH IS PERSISTENT THROUGHOUT THE UNIT'S OUTCROP IN DIVISION 3. IT IS A MASSIVE, BROWN, MODERATELY HARD, COARSE, CONGLOMERATIC SANDSTONE WHICH CONTAINS ANGULAR CHERT GRAVELS WHICH AVERAGE ABOUT ONE INCH IN DIAMETER BUT GRAVELS THREE INCHES IN DIAMETER ARE NOT UNCOMMON. NUMEROUS COARSE CONGLOMERATE ZONES OCCUR ABOVE THE BASE BOTH IN THE LOWER AND MIDDLE PORTIONS OF THE UNIT. THREE CONGLOMERATE ZONES ARE CONTINUOUS ACROSS SEMINOLE COUNTY, BUT ARE DISCONTINUOUS ACROSS OKFUSKEE COUNTY. THE CONGLOMERATE ZONES ARE SEPARATED BY RED, BROWN, AND ORANGE PLATY SHALES WHICH MAKE UP SOME 60% TO 80% OF THE UNIT; THE GREATER PERCENTAGE OF WHICH OCCURS IN OKFUSKEE COUNTY AND NORTHERN SEMINOLE COUNTY AND ARE PROBABLY EQUIVALENT TO THE LECOMPTON UNIT OF OKFUSKEE COUNTY.

THE TOTAL THICKNESS OF THE UNIT THINS SOUTHWARD FROM A MAXIMUM OF 690 FEET IN OKFUSKEE COUNTY TO 550 FEET AT THE NORTH CANADIAN RIVER, TO 125 FEET IN OKFUSKEE COUNTY TO ABOUT 30 FEET NEAR BYNG, PONTOTOC COUNTY, WHERE THE UNIT WEDGES OUT. THE LOSS OF THICKNESS SOUTHWARD OCCURS DUE TO PROGRESSIVE LOSS OF EXPOSED STRATA FROM THE UPPER PORTIONS OF THE UNIT BY EROSION. THE 30-FOOT THICKNESS OF THE UNIT NEAR BYNG CONSISTS ENTIRELY OF THE BASAL CONGLOMERATE MEMBER.

THE VAMOOSA UNIT OUTCROPS IN A NORTH-SOUTH BAND FROM A FAULT NEAR BYNG, PONTOTOC COUNTY, NORTHWARD ACROSS SEMINOLE AND OKFUSKEE COUNTIES. THE OUTCROPS PATTERN WIDENS NORTHWARD FROM ABOUT ONE-QUARTER OF A MILE AT BYNG, TO TWO MILES AT THE CANADIAN RIVER TO SEVEN MILES IN OKFUSKEE AND NORTHERN SEMINOLE COUNTIES.

TOPOGRAPHICALLY, THE HILLS CAPPED BY THE CONGLOMERATES ARE RUGGED AND COVERED WITH OAKS. THE MAJORITY OF THE UNIT IS ROLLING, WITH HILLS CAPPED BY SANDSTONES AND THE VALLEYS UNDERLAIN BY SHALE.

LEGEND

SS	= SPLIT SPOON SAMPLER
N	= NUMBER OF BLOWS PER 12 INCHES
MC	= MOISTURE CONTENT
LL	= LIQUID LIMIT (NV=NO VALUE)
PI	= PLASTICITY INDEX (NP=NO PLASTICITY)
#200	= PERCENT PASSING #200 SIEVE
UCS	= UNCONFINED COMPRESSIVE STRENGTH
TCP	= TEXAS CONE PENETROMETER
WCI	= WET CAVE IN
▽	= WATER LEVEL WHILE DRILLING OR SAMPLING
▼	= WATER LEVEL AFTER DRILLING
⧗	= WATER LEVEL 24 HOURS AFTER DRILLING

NOTE: WATER LEVEL ELEVATIONS SHOWN WERE OBTAINED AT TIME OF THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

NOTE: SS DENOTES STANDARD PENETRATION TEST, AASHTO D1586-84 TCP DENOTES TEXAS CONE PENETRATION TEST.

TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2606

NOTE:
ALL GEOTECHNICAL INFORMATION CONTAINED ON THIS SHEET IS COVERED BY THE ENGINEERING SEAL AFFIXED TO AN ORIGINAL GEOTECHNICAL ENGINEERING REPORT THAT HAS BEEN STAMPED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN OKLAHOMA. TO OBTAIN A COPY OF THE COMPLETE REPORT, CONTACT THE ODOT OFFICE ENGINEER AT (405) 521-2625. THE CONTRACTOR SHOULD BE FULLY AWARE OF THE SITE CONDITIONS PRIOR TO BEGINNING WORK. ANY ADDITIONAL GEOTECHNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION REPORT
(SHEET 1 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B003

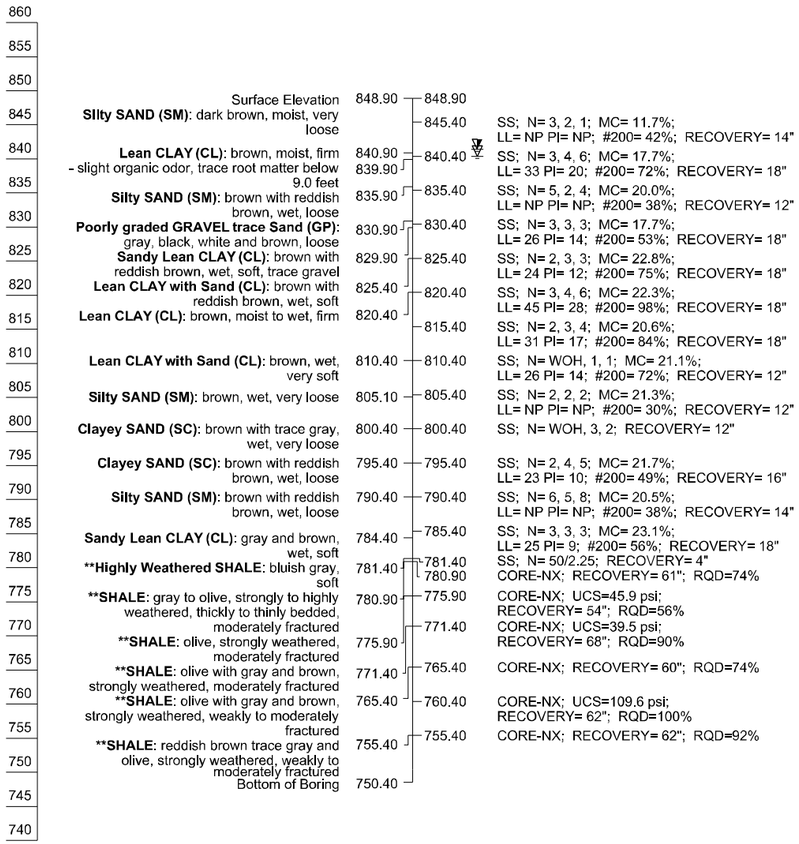
SEMINOLE CO. U.S. 270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B003-2100604-BR.A-Found.1.dgn

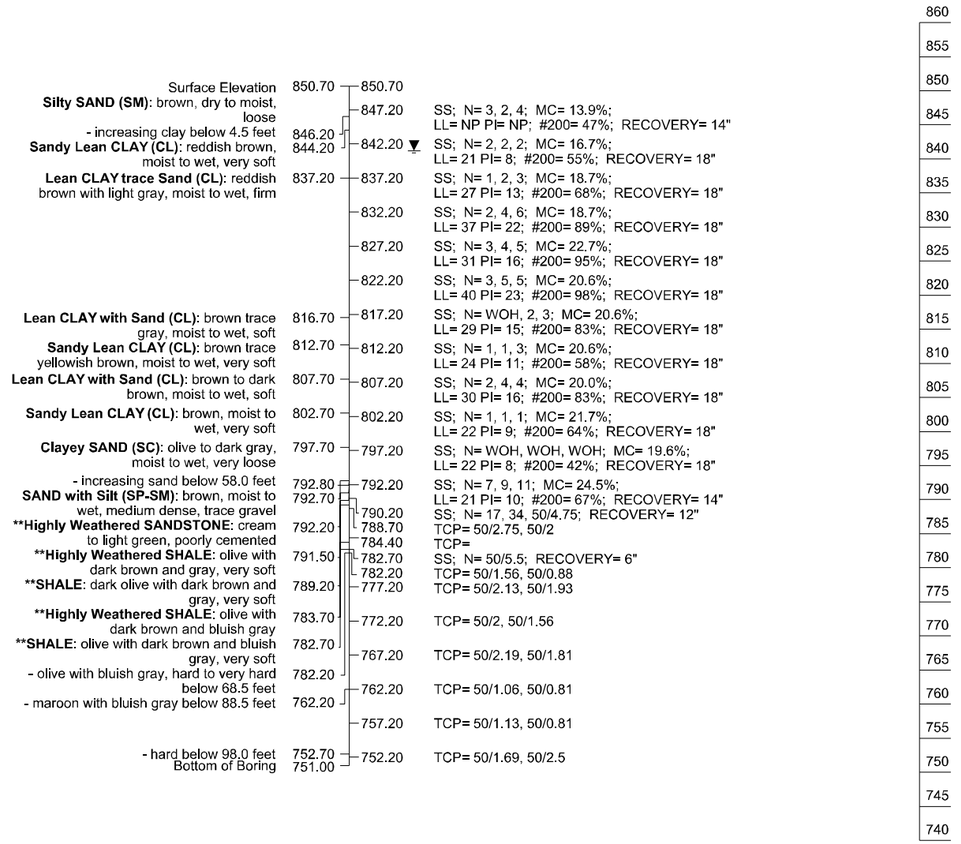
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

BORING NO. B-2C
Sta. 114+83 Offset 47' Lt. of Survey Line
(Drilled August 11, 2015)



BORING NO. B-3
Sta. 115+44 Offset 59' Lt. of Survey Line
(Drilled August 12, 2015)



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NOTE: SS DENOTES STANDARD PENETRATION TEST, AASHTO D1586-84 TCP DENOTES TEXAS CONE PENETRATION TEST.

TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2606

NOTE:
ALL GEOTECHNICAL INFORMATION CONTAINED ON THIS SHEET IS COVERED BY THE ENGINEERING SEAL AFFIXED TO AN ORIGINAL GEOTECHNICAL ENGINEERING REPORT THAT HAS BEEN STAMPED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN OKLAHOMA. TO OBTAIN A COPY OF THE COMPLETE REPORT, CONTACT THE ODOT OFFICE ENGINEER AT (405) 521-2625. THE CONTRACTOR SHOULD BE FULLY AWARE OF THE SITE CONDITIONS PRIOR TO BEGINNING WORK. ANY ADDITIONAL GEOTECHNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION REPORT
(SHEET 2 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B004

SEMINOLE CO. U.S. 270

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

BORING NO. B-4
Sta. 115+93 Offset 54' Lt. of Survey Line
(Drilled August 10, 2015)

Surface Elevation	849.70	849.70	
Sandy Lean CLAY (CL): brown with orangish brown, dry to moist		846.20	SS; N= 6, 5, 6; MC= 9.8%; LL= NP PI= NP; #200= 49%; RECOVERY= 14"
Silty SAND (SM): brown trace orangish brown, moist, medium dense	846.20	841.20 ▼	SS; N= 1, 2, 3; MC= 18.1%; LL= 29 PI= 16; #200= 67%; RECOVERY= 18"
Sandy Lean CLAY (CL): brown with orangish brown, moist to wet, soft	843.20	836.20	SS; N= WOH, 1, 1; MC= 22.0%; LL= 22 PI= 9; #200= 55%; RECOVERY= 18"
Sandy Lean CLAY (CL): orangish brown, moist to wet, very soft	836.20	831.20	SS; N= 1, 1, 2; MC= 21.6%; LL= 22 PI= 10; #200= 62%; RECOVERY= 18"
Lean CLAY (CL): orangish brown with light gray, moist to wet, soft	826.20	826.20	SS; N= 2, 4, 4; MC= 23.3%; LL= 34 PI= 19; #200= 96%; RECOVERY= 18"
- firm below 28.5 feet	821.20	821.20	SS; N= 3, 5, 6; MC= 22.0%; LL= 37 PI= 21; #200= 97%; RECOVERY= 18"
Lean CLAY with Sand (CL): brown trace gray, moist to wet, very soft to soft	816.20	816.20	SS; N= 1, 1, 2; MC= 19.8%; LL= 22 PI= 10; #200= 72%; RECOVERY= 18"
		811.20	SS; N= WOH, 2, 3; MC= 22.6%; LL= 29 PI= 15; #200= 80%; RECOVERY= 18"
Silty Clayey SAND (SC-SM): brown, moist to wet, very loose	806.20	806.20	SS; N= WOH, 1, 1; MC= 20.9%; LL= 21 PI= 7; #200= 48%; RECOVERY= 18"
Silty SAND trace Clay and Gravel (SM): tan to light gray, moist to wet, medium dense	801.20	801.20	SS; N= 8, 17, 7; MC= 19.1%; LL= NP PI= NP; #200= 32%; RECOVERY= 12"
		797.70	SS; N= 22, 28, 50/6; RECOVERY= 14"
- color changes to yellowish brown below 50.0 feet	799.70	796.20	SS; N= 28, 50/5.25; RECOVERY= 8"
		795.40	TCP= 50/3.5, 50/4.25
****Highly Weathered SHALE trace Gravel**: bluish gray trace yellowish brown, dry	797.70	790.40	TCP=
		789.20	SS; N= 35, 32, 37; RECOVERY= 16"
- brown below 53.5 feet	796.20	787.70	SS; N= 12, 39, 50/3.25; RECOVERY= 12"
****SHALE**: brown trace bluish gray, very soft	795.70	786.20	TCP= 50/2, 50/1.13
		781.20	TCP= 50/1.31, 50/0.94
****Highly Weathered SHALE**: brown with bluish gray and olive, dry	789.20		
		776.20	TCP= 50/2.63, 50/2.25
****Highly Weathered SHALE**: bluish gray	787.70		
- color changes to bluish gray below 62.0 feet	787.60	771.20	TCP= 50/1.38, 50/1
****SHALE**: bluish gray, dry	786.70		
- hard below 63.5 feet	786.20	766.20	TCP= 50/1.19, 50/0.88
- trace sandstone gravel below 73.5 feet	776.20		
- olive with bluish gray below 78.5 feet	771.20	761.20	TCP= 50/1.13, 50/0.88
- well cemented below 86.0 feet	763.70		
- weakening below 93.5 feet	756.20	756.20	TCP= 50/4.63, 50/3.25
Bottom of Boring	755.00		

SITE GEOLOGY

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION THREE" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1968, THE BRIDGE LOCATION APPEARS TO BE LOCATED WITHIN THE ALLUVIUM (QAS) AND VAMOOSA UNIT (IPVM). THE FOLLOWING IS A SUMMARY OF THE INFORMATION PROVIDED IN THE REFERENCED DOCUMENT.

ALLUVIUM (QAS): THESE ARE DEPOSITS OF SAND, SILT, CLAY, GRAVEL, AND/OR COMBINATIONS OF MATERIALS. ALLUVIUM IS FOUND ALONG THE FLOOD PLAINS (BOTTOM LAND) OF STREAMS AND IS NORMALLY PRESENT AT PLACES ALONG ALL STREAMS. THE GEOLOGIC UNIT MAPS OUTLINE MANY DEPOSITS, BUT ALL OF THESE DEPOSITS ARE NOT SHOWN.

VAMOOSA UNIT (IPVM): THIS UNIT CONSISTS OF A SEQUENCE OF SHALES, SANDSTONES, AND CHERT CONGLOMERATES. THE BASE OF THE UNIT IS A 30 TO 60 FOOT THICK CONGLOMERATE (COMMONLY CALLED BOLEY) WHICH IS PERSISTENT THROUGHOUT THE UNIT'S OUTCROP IN DIVISION 3. IT IS A MASSIVE, BROWN, MODERATELY HARD, COARSE, CONGLOMERATIC SANDSTONE WHICH CONTAINS ANGULAR CHERT GRAVELS WHICH AVERAGE ABOUT ONE INCH IN DIAMETER BUT GRAVELS THREE INCHES IN DIAMETER ARE NOT UNCOMMON. NUMEROUS COARSE CONGLOMERATE ZONES OCCUR ABOVE THE BASE BOTH IN THE LOWER AND MIDDLE PORTIONS OF THE UNIT. THREE CONGLOMERATE ZONES ARE CONTINUOUS ACROSS SEMINOLE COUNTY, BUT ARE DISCONTINUOUS ACROSS OKFUSKEE COUNTY. THE CONGLOMERATE ZONES ARE SEPARATED BY RED, BROWN, AND ORANGE PLATY SHALES WHICH MAKE UP SOME 60% TO 80% OF THE UNIT; THE GREATER PERCENTAGE OF WHICH OCCURS IN OKFUSKEE COUNTY AND NORTHERN SEMINOLE COUNTY AND ARE PROBABLY EQUIVALENT TO THE LECOMPTON UNIT OF OKFUSKEE COUNTY.

THE TOTAL THICKNESS OF THE UNIT THINS SOUTHWARD FROM A MAXIMUM OF 690 FEET IN OKFUSKEE COUNTY TO 550 FEET AT THE NORTH CANADIAN RIVER, TO 125 FEET IN OKFUSKEE COUNTY TO ABOUT 30 FEET NEAR BYNG, PONTOTOC COUNTY, WHERE THE UNIT WEDGES OUT. THE LOSS OF THICKNESS SOUTHWARD OCCURS DUE TO PROGRESSIVE LOSS OF EXPOSED STRATA FROM THE UPPER PORTIONS OF THE UNIT BY EROSION. THE 30-FOOT THICKNESS OF THE UNIT NEAR BYNG CONSISTS ENTIRELY OF THE BASAL CONGLOMERATE MEMBER.

THE VAMOOSA UNIT OUTCROPS IN A NORTH-SOUTH BAND FROM A FAULT NEAR BYNG, PONTOTOC COUNTY, NORTHWARD ACROSS SEMINOLE AND OKFUSKEE COUNTIES. THE OUTCROPS PATTERN WIDENS NORTHWARD FROM ABOUT ONE-QUARTER OF A MILE AT BYNG, TO TWO MILES AT THE CANADIAN RIVER TO SEVEN MILES IN OKFUSKEE AND NORTHERN SEMINOLE COUNTIES.

TOPOGRAPHICALLY, THE HILLS CAPPED BY THE CONGLOMERATES ARE RUGGED AND COVERED WITH OAKS. THE MAJORITY OF THE UNIT IS ROLLING, WITH HILLS CAPPED BY SANDSTONES AND THE VALLEYS UNDERLAIN BY SHALE.

LEGEND

SS	= SPLIT SPOON SAMPLER
N	= NUMBER OF BLOWS PER 12 INCHES
MC	= MOISTURE CONTENT
LL	= LIQUID LIMIT (NV=NO VALUE)
PI	= PLASTICITY INDEX (NP=NO PLASTICITY)
#200	= PERCENT PASSING #200 SIEVE
UCS	= UNCONFINED COMPRESSIVE STRENGTH
TCP	= TEXAS CONE PENETROMETER
WCI	= WET CAVE IN
▽	= WATER LEVEL WHILE DRILLING OR SAMPLING
▼	= WATER LEVEL AFTER DRILLING
▼	= WATER LEVEL 24 HOURS AFTER DRILLING

NOTE: WATER LEVEL ELEVATIONS SHOWN WERE OBTAINED AT TIME OF THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

NOTE: SS DENOTES STANDARD PENETRATION TEST, AASHTO D1586-84 TCP DENOTES TEXAS CONE PENETRATION TEST.

TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2606

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BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION REPORT
(SHEET 3 OF 3)

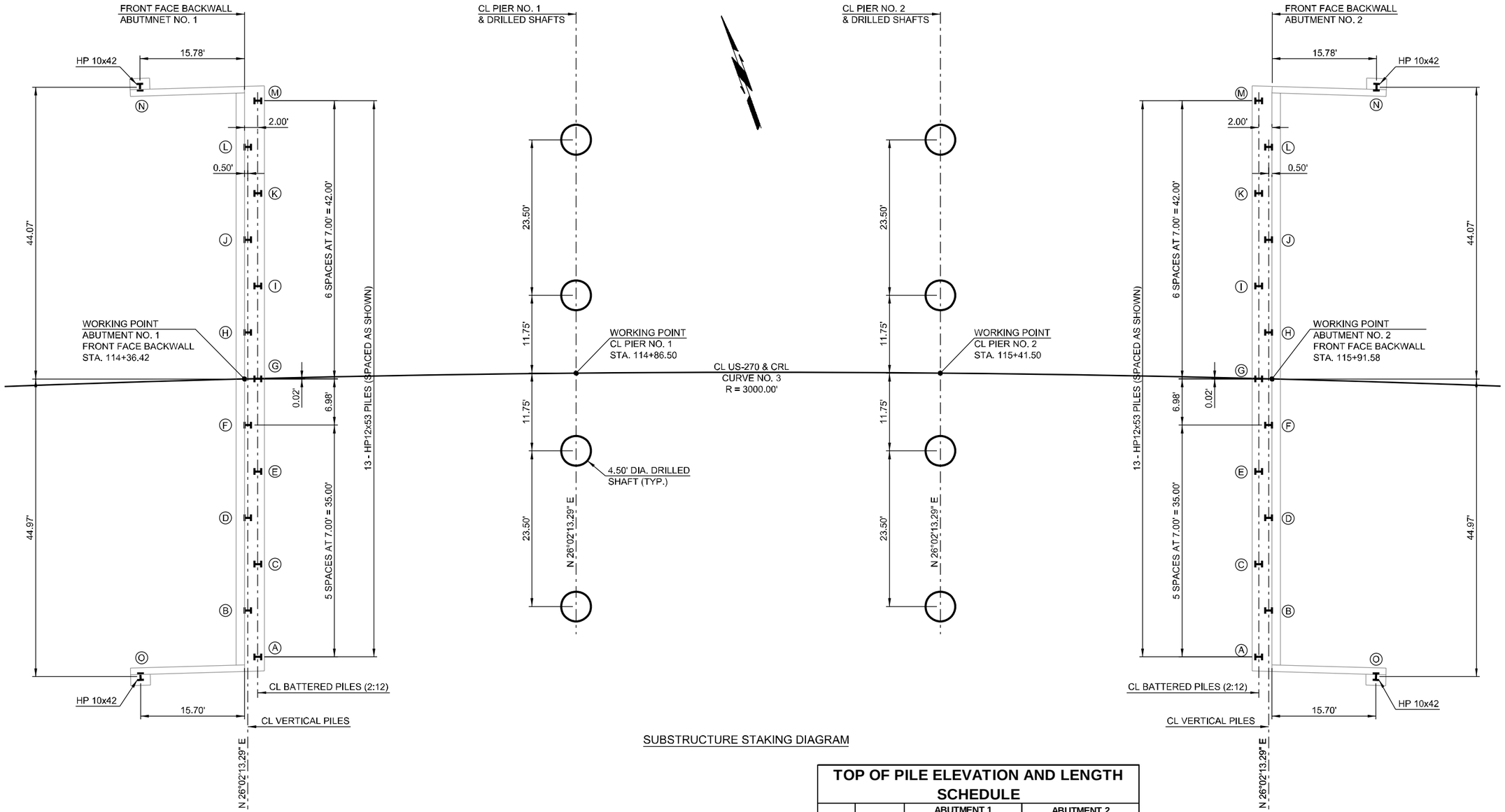
STATE JOB NO. 21006(04) SHEET NO. B005

SEMINOLE CO. U.S. 270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) BridgeIB005-2100604-BR.A-Found.3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



SUBSTRUCTURE STAKING DIAGRAM

TOP OF PILE ELEVATION AND LENGTH SCHEDULE

PILE	BATTER 2:12	ABUTMENT 1		ABUTMENT 2	
		TOP PILE ELEVATION	ESTIMATED LENGTH	TOP PILE ELEVATION	ESTIMATED LENGTH
A	YES	853.50	77.0'	852.72	62.0'
B	NO	853.78	76.5'	853.01	61.5'
C	YES	854.06	77.5'	853.29	62.5'
D	NO	854.34	77.0'	853.57	62.0'
E	YES	854.62	78.0'	853.84	63.0'
F	NO	854.90	77.5'	854.13	62.5'
G	YES	855.18	78.5'	854.41	63.5'
H	NO	855.46	78.0'	854.69	63.0'
I	YES	855.74	79.0'	854.97	64.0'
J	NO	856.02	78.5'	855.26	63.5'
K	YES	856.30	80.0'	855.54	65.0'
L	NO	856.58	79.0'	855.82	64.5'
M	YES	856.86	80.5'	856.10	65.5'
N	NO	859.28	82.0'	858.52	67.0'
O	NO	855.75	78.5'	854.97	63.5'

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	LWN	10-16
DRAWN	MRM	10-16
CHECKED	JSH	11-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE STAKING DIAGRAM

STATE JOB NO. 21006(04) SHEET NO. B006

SEMINOLE CO. U.S. 270

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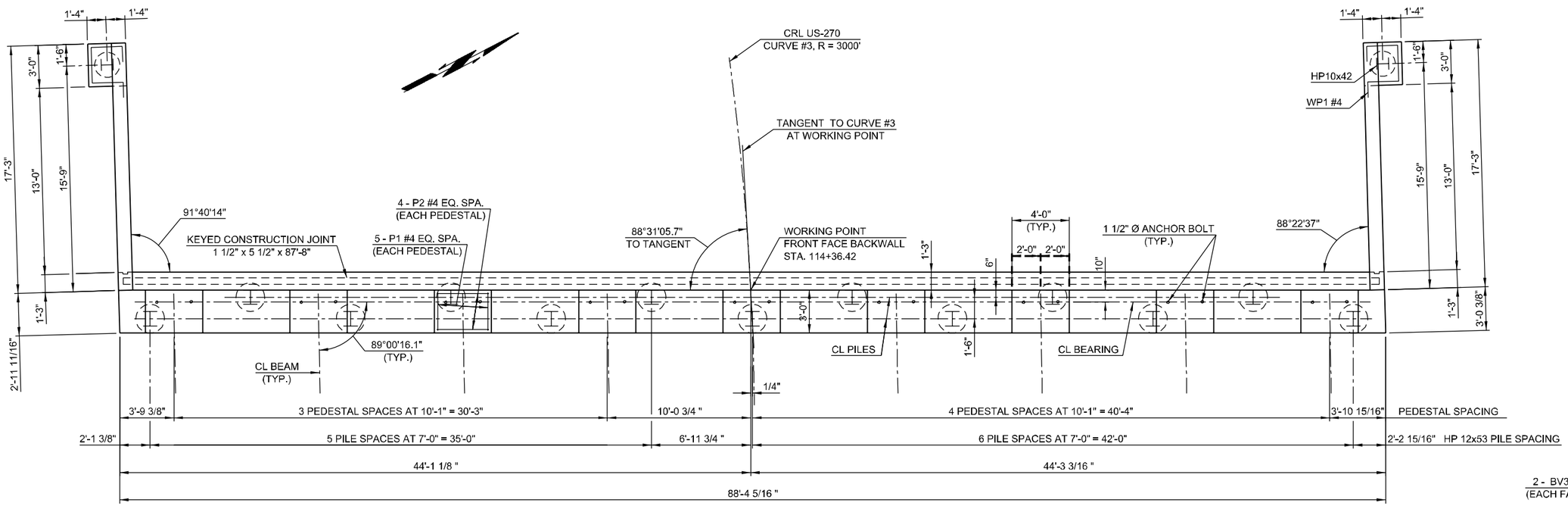
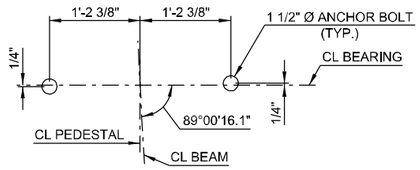
OKLAHOMA DEPARTMENT OF TRANSPORTATION

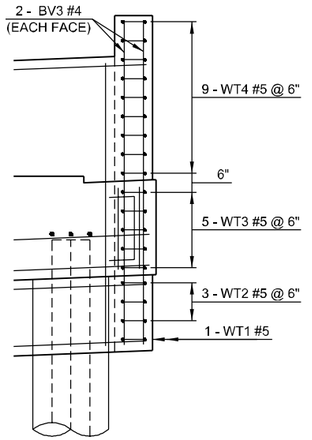
FINAL FIELD MEETING
11/7/2018



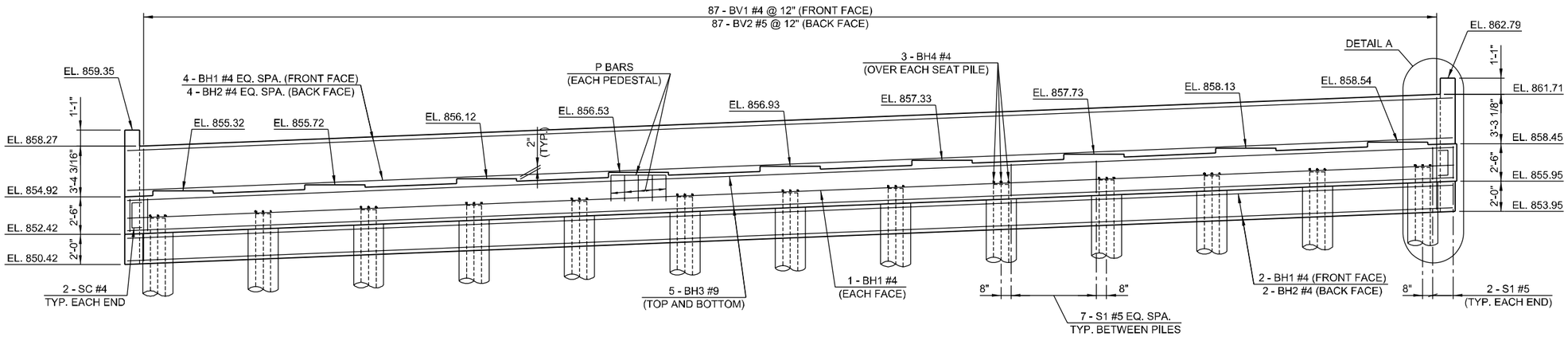
ABUTMENT NO. 1 PLAN



ANCHOR BOLT LAYOUT



DETAIL A



ABUTMENT NO. 1 ELEVATION

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
(SHEET 1 OF 2)

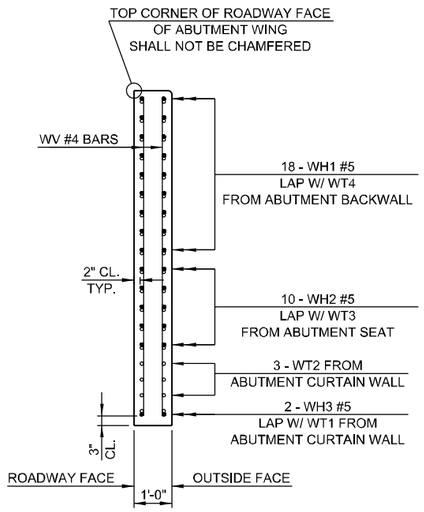
STATE JOB NO. 21006(04) SHEET NO. B007

SEMINOLE CO. U.S. 270

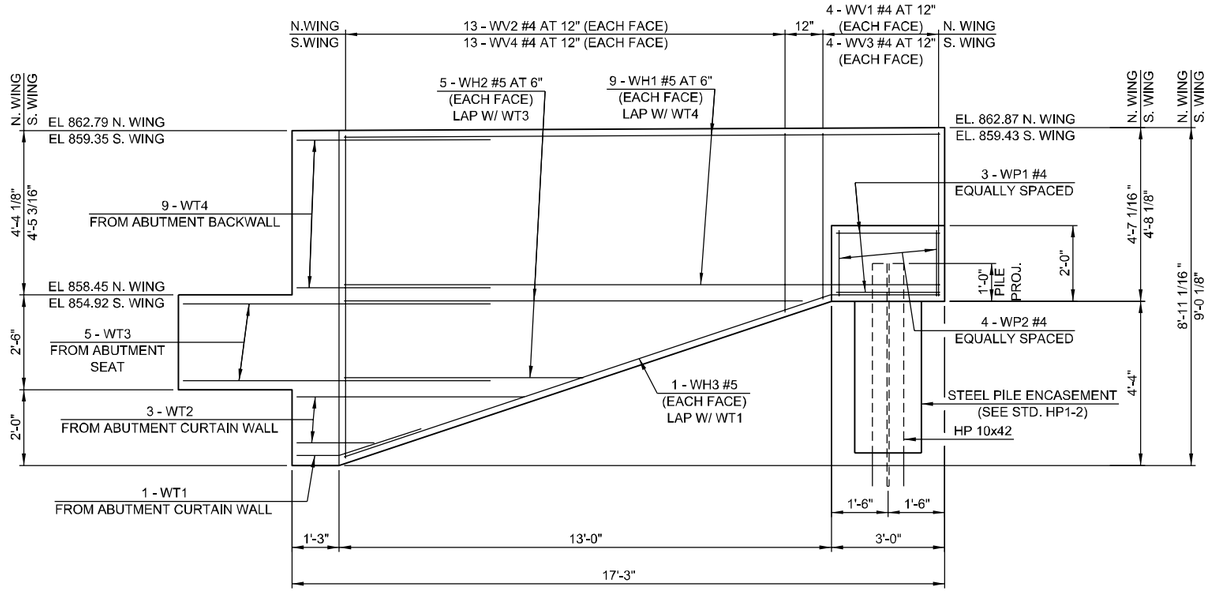
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) BridgeIB007-2100604-BR-A-Abut.1.1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



SECTION THRU WING AT
BACK FACE OF ABUTMENT SEAT

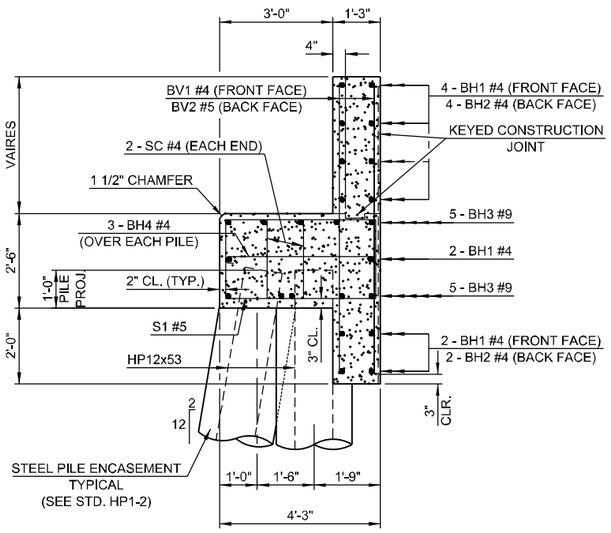


WING ELEVATION

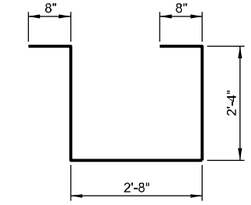
ABUTMENT NO. 1 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING BARS					
(1)	BH1	#4	8	STR	89'-8"	
(1)	BH2	#4	6	BNT	91'-0"	
(2)	BH3	#9	10	STR	95'-2"	
	BH4	#4	39	BNT	5'-1"	
	BV1	#4	87	STR	7'-4"	
	BV2	#5	87	STR	7'-4"	
	BV3	#4	8	STR	8'-5"	
	S1	#5	88	BNT	12'-11"	
	SC	#4	4	BNT	3'-3"	
	P1	#4	45	BNT	5'-8"	
	P2	#4	36	BNT	6'-8"	
	WT1	#5	2	BNT	8'-2	
(3)	WT2	#5	6	BNT	8'-8" AVG.	5'-8" TO 11'-8"
	WT3	#5	10	BNT	16'-8"	
	WT4	#5	18	BNT	10'-8"	
	WH1	#5	36	STR	15'-8"	
(4)	WH2	#5	20	STR	8'-9" AVG.	5'-9" TO 11'-9"
	WH3	#5	4	BNT	16'-4"	
	WV1	#4	8	STR	4'-2"	
(5)	WV2	#4	26	STR	6'-4" AVG.	4'-4" TO 8'-4"
	WV3	#4	8	STR	4'-3"	
(5)	WV4	#4	26	STR	6'-5" AVG.	4'-5" TO 8'-5"
	WP1	#4	6	BNT	8'-8"	
	WP2	#4	8	STR	1'-7"	

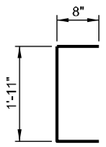
(1) INCLUDES ONE LAP LENGTH OF 1'-8"
(2) INCLUDES ONE LAP LENGTH OF 7'-2"
(3) 2 SETS OF 3
(4) 4 SETS OF 5
(5) 2 SETS OF 13



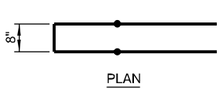
TYPICAL ABUTMENT SECTION THRU SEAT



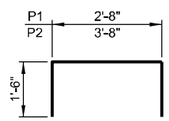
WP1 #4 x 8'-8"



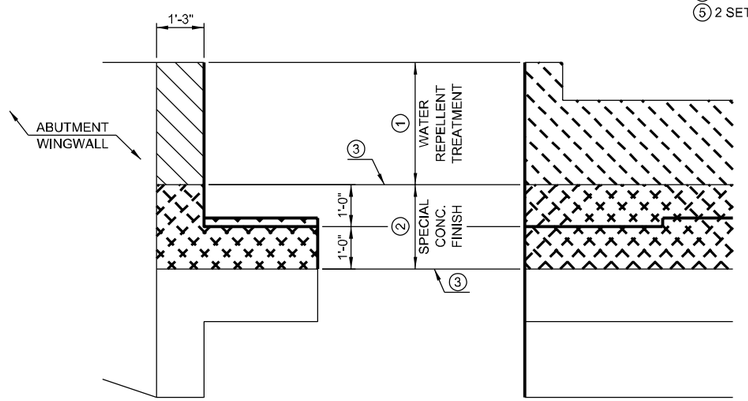
SC #4 x 3'-3"



WT1 #5 x 8'-2"



P1 #4 x 5'-8"
P2 #4 x 6'-8"

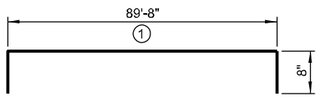


WATER REPELLENT TREATMENT AND
SPECIAL CONCRETE FINISH DETAILS

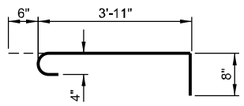
(1) TREAT ABUTMENT BACKWALL WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT.
(2) APPLY CIM 1000 "SPECIAL CONCRETE FINISH" TO SURFACES INDICATED, INCLUDING TOP OF SEAT, ALL SURFACES OF THE PEDESTALS AND EXTEND 12" BEYOND THE EDGE OF THE SEAT ON THE FACE OF THE SEAT AND BACKWALL.
(3) MASK ALONG THIS LINE TO PROVIDE A CLEAN STRAIGHT FINISH AT THE EDGE OF CIM 1000 APPLICATION.

ABUTMENT NO. 1 QUANTITIES

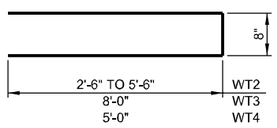
DESCRIPTION	UNIT	TOTAL
UNCLASSIFIED BORROW	CY	15.00
SUBSTRUCTURE EXCAVATION COMMON	CY	129.00
CLSM BACKFILL	CY	167.00
SPECIAL CONCRETE FINISH	SY	53.00
CLASS A CONCRETE	CY	65.90
EPOXY COATED REINFORCING STEEL	LB	8470.00
PILES, FURNISHED (HP 10x42)	LF	160.50
PILES, FURNISHED (HP 12x53)	LF	1017.00
PILES, DRIVEN (HP 10x42)	LF	160.50
PILES, DRIVEN (HP 12x53)	LF	1017.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	35.00
TYPE 1-A PLAIN RIPRAP	TON	530.00
TYPE 1-A FILTER BLANKET	TON	130.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	86.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	40.00



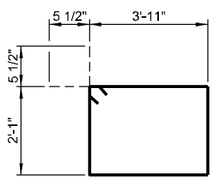
BH2 #4 x 91'-0"



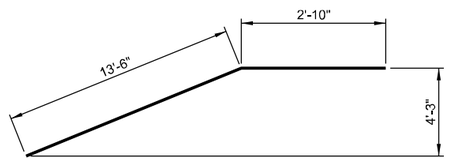
BH4 #4 x 5'-1"



WT2 #5 x 8'-8" AVG.
WT3 #5 x 16'-8"
WT4 #5 x 10'-8"



S1 #5 x 12'-11"



WH3 #5 X 16'-4"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
(SHEET 2 OF 2)

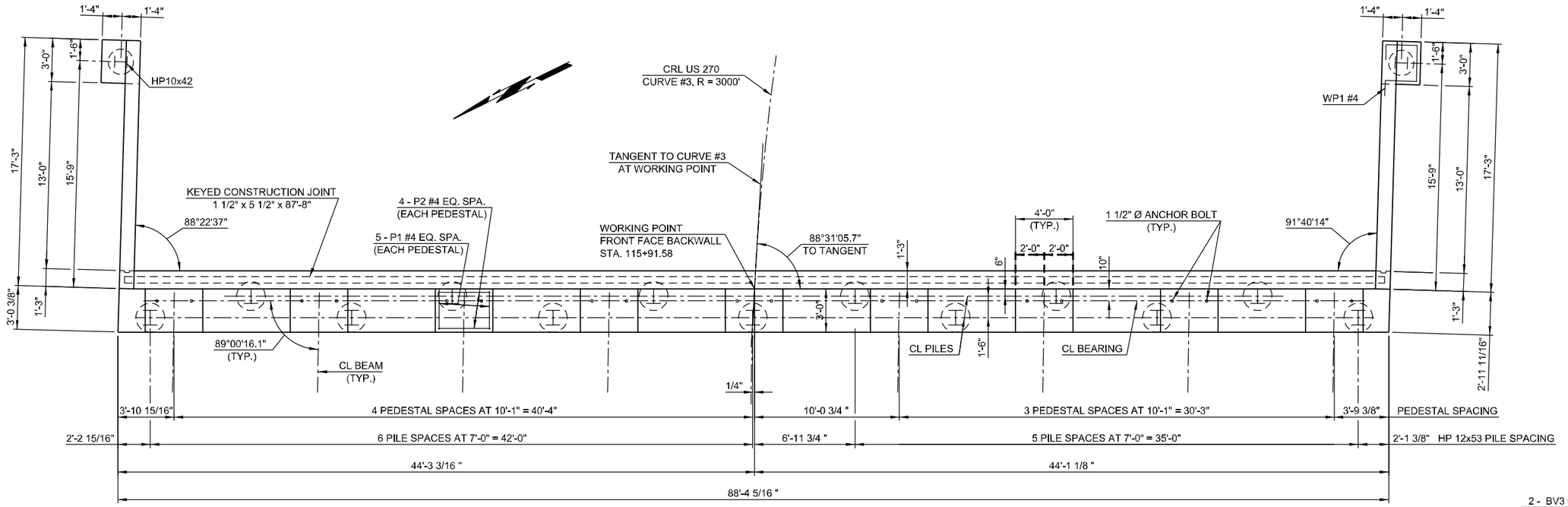
STATE JOB NO. 21006(04) SHEET NO. B008

SEMINOLE CO. U.S. 270

P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) BrdgeIB008-2100604-BR-A-Abut.1.2.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

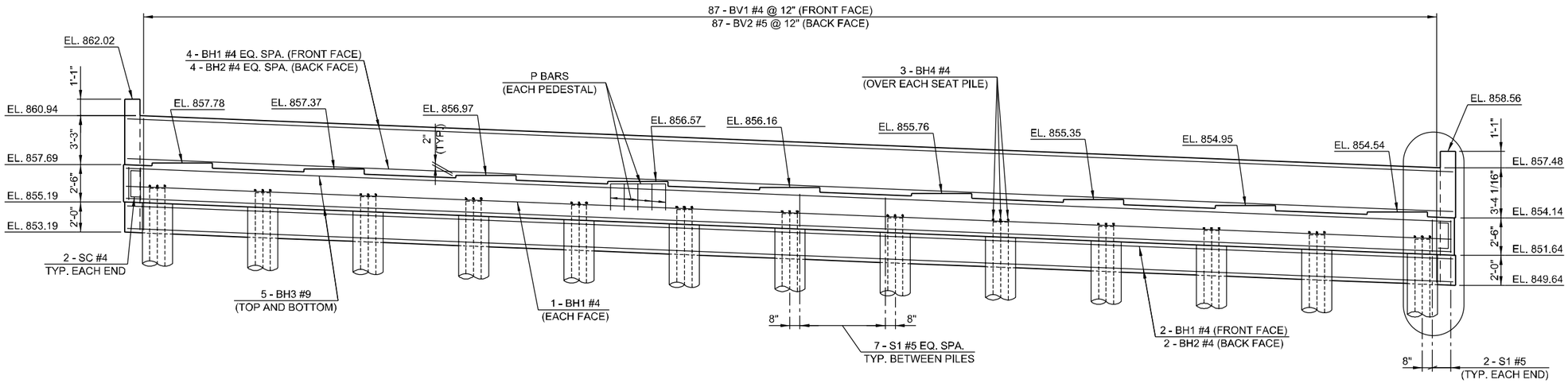
FINAL FIELD MEETING
11/7/2018



ABUTMENT NO. 2 PLAN

ANCHOR BOLT LAYOUT

DETAIL A



ABUTMENT NO. 2 ELEVATION

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 21006(04) SHEET NO. B009

SEMINOLE CO. U.S. 270

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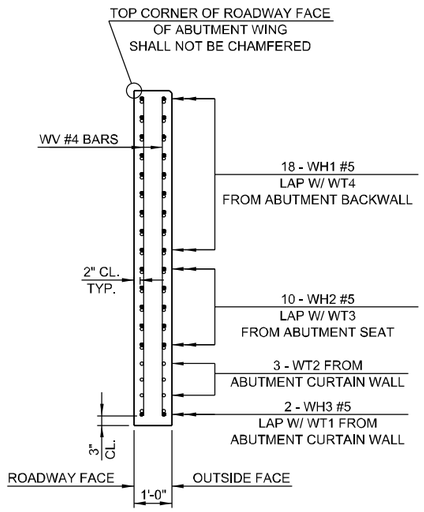
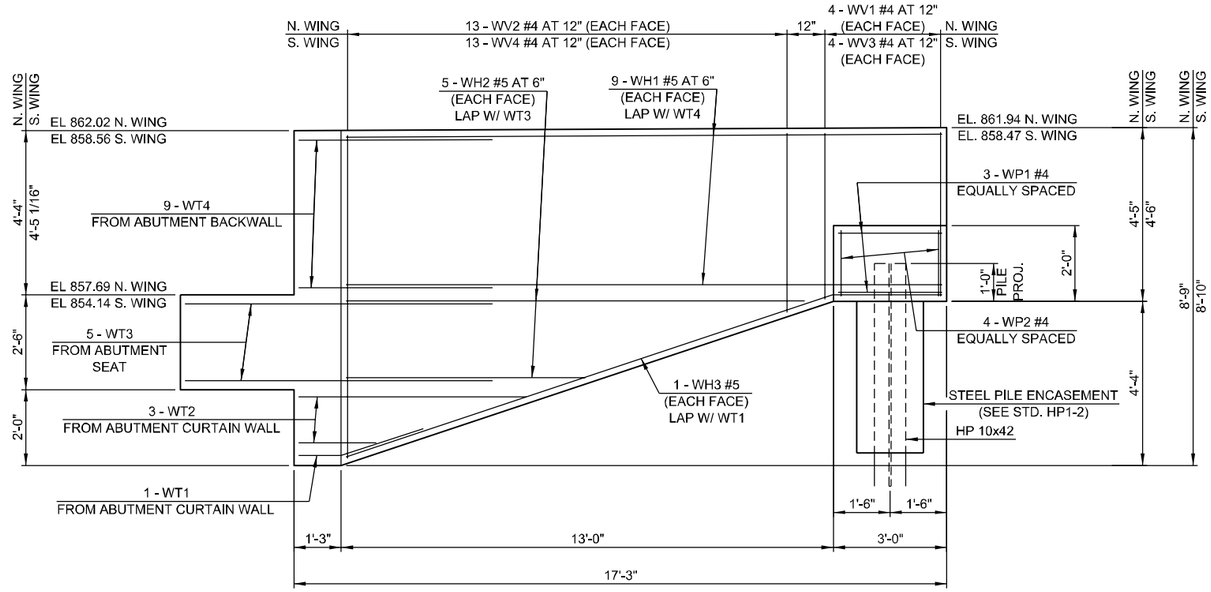
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



SECTION THRU WING AT
BACK FACE OF ABUTMENT SEAT

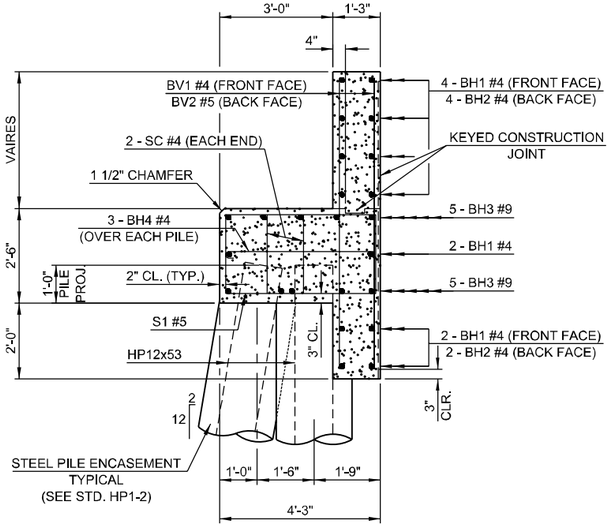


WING ELEVATION

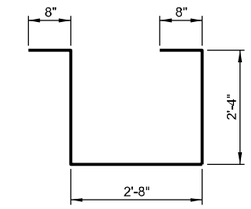
ABUTMENT NO. 2 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING BARS					
(1)	BH1	#4	8	STR	89'-8"	
(1)	BH2	#4	6	BNT	91'-0"	
(2)	BH3	#9	10	STR	95'-2"	
	BH4	#4	39	BNT	5'-1"	
	BV1	#4	87	STR	7'-4"	
	BV2	#5	87	STR	7'-4"	
	BV3	#4	8	STR	8'-5"	
	S1	#5	88	BNT	12'-11"	
	SC	#4	4	BNT	3'-3"	
	P1	#4	45	BNT	5'-8"	
	P2	#4	36	BNT	6'-8"	
	WT1	#5	2	BNT	8'-2	
(3)	WT2	#5	6	BNT	8'-8" AVG.	5'-8" TO 11'-8"
	WT3	#5	10	BNT	16'-8"	
	WT4	#5	18	BNT	10'-8"	
	WH1	#5	36	STR	15'-8"	
(4)	WH2	#5	20	STR	8'-9" AVG.	5'-9" TO 11'-9"
	WH3	#5	4	BNT	16'-4"	
	WV1	#4	8	STR	4'-0"	
(5)	WV2	#4	26	STR	6'-4" AVG.	4'-4" TO 8'-4"
	WV3	#4	8	STR	4'-1"	
(5)	WV4	#4	26	STR	6'-5" AVG.	4'-5" TO 8'-5"
	WP1	#4	6	BNT	8'-8"	
	WP2	#4	8	STR	1'-7"	

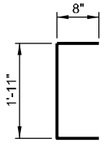
(1) INCLUDES ONE LAP LENGTH OF 1'-8"
(2) INCLUDES ONE LAP LENGTH OF 7'-2"
(3) 2 SETS OF 3
(4) 4 SETS OF 5
(5) 2 SETS OF 13



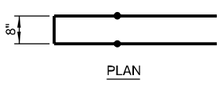
TYPICAL SECTION THRU SEAT



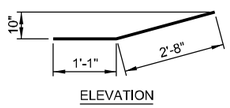
WP1 #4 x 8'-8"



SC #4 x 3'-3"

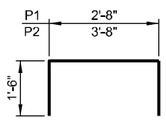


PLAN

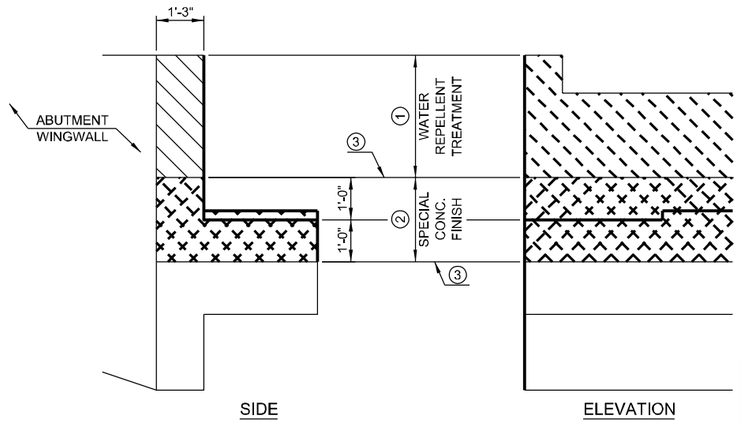


ELEVATION

WT1 #5 x 8'-2"



P1 #4 x 5'-8"
P2 #4 x 6'-8"

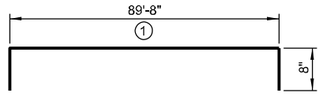


WATER REPELLENT TREATMENT AND
SPECIAL CONCRETE FINISH DETAILS

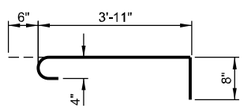
(1) TREAT ABUTMENT BACKWALL WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT.
(2) APPLY CIM 1000 "SPECIAL CONCRETE FINISH" TO SURFACES INDICATED, INCLUDING TOP OF SEAT, ALL SURFACES OF THE PEDESTALS AND EXTEND 12" BEYOND THE EDGE OF THE SEAT ON THE FACE OF THE SEAT AND BACKWALL.
(3) MASK ALONG THIS LINE TO PROVIDE A CLEAN STRAIGHT FINISH AT THE EDGE OF CIM 1000 APPLICATION.

ABUTMENT NO. 2 QUANTITIES

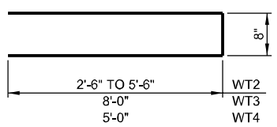
DESCRIPTION	UNIT	TOTAL
UNCLASSIFIED BORROW	CY	15.00
SUBSTRUCTURE EXCAVATION COMMON	CY	129.00
CLSM BACKFILL	CY	167.00
SPECIAL CONCRETE FINISH	SY	53.00
CLASS A CONCRETE	CY	65.70
EPOXY COATED REINFORCING STEEL	LB	8470.00
PILES, FURNISHED (HP 10x42)	LF	130.50
PILES, FURNISHED (HP 12x53)	LF	822.50
PILES, DRIVEN (HP 10x42)	LF	130.50
PILES, DRIVEN (HP 12x53)	LF	822.50
WATER REPELLENT (VISUALLY INSPECTED)	SY	34.00
TYPE 1-A PLAIN RIPRAP	TON	440.00
TYPE 1-A FILTER BLANKET	TON	105.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	86.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	40.00



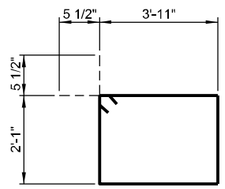
BH2 #4 x 91'-0"



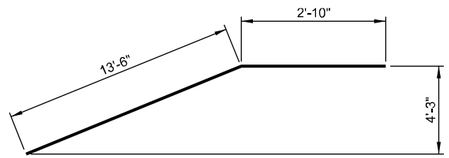
BH4 #4 x 5'-1"



WT2 #5 x 8'-8" AVG.
WT3 #5 x 16'-8"
WT4 #5 x 10'-8"



S1 #5 x 12'-11"



WH3 #5 X 16'-4"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 21006(04) SHEET NO. B010

SEMINOLE CO. U.S. 270

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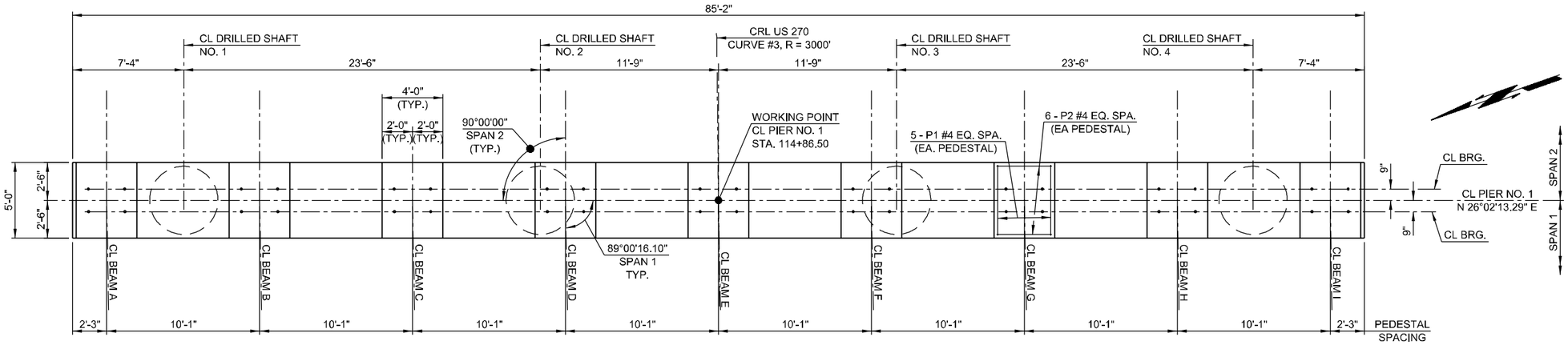
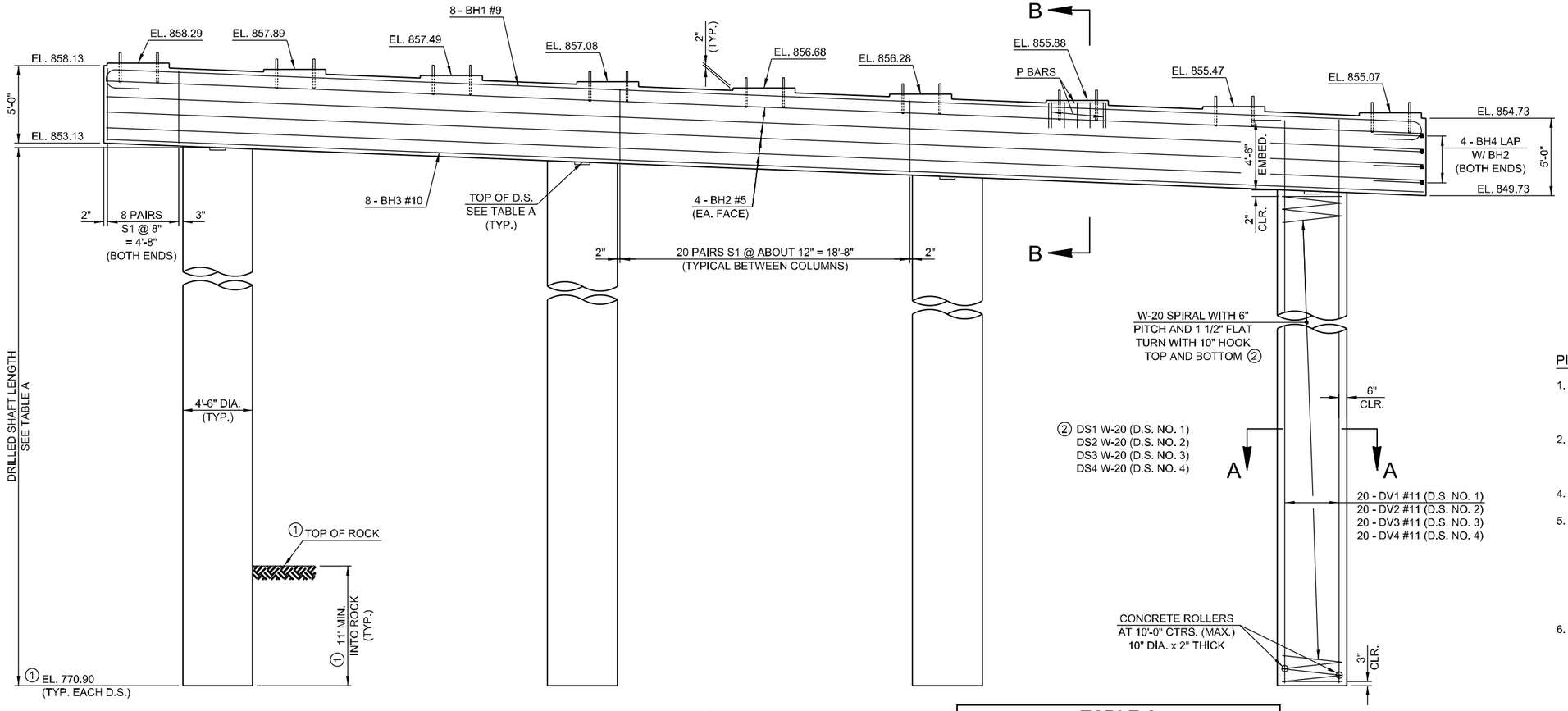
OKLAHOMA DEPARTMENT OF TRANSPORTATION

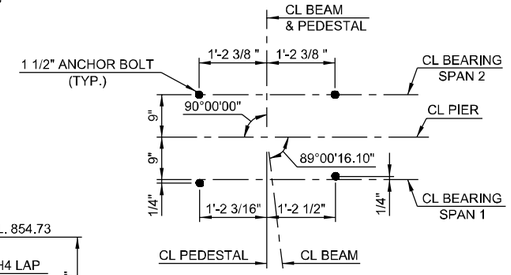
FINAL FIELD MEETING
11/7/2018



PIER NO. 1 PLAN



PIER NO. 1 ELEVATION



TYPICAL ANCHOR BOLT LAYOUT

(1) TOP OF ROCK IS INTERPRETED FROM THE BORING INFORMATION INCLUDED IN THE PLANS. EACH DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK AND IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF THE DRILLED SHAFT ELEVATION SHOWN ON THE PLANS.

PIER NOTES

1. ALL EXPOSED PIER CAP EDGES SHALL HAVE 1 1/2" CHAMFER AND ALL PEDESTAL EXPOSED EDGES SHALL HAVE 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED.
2. ANY VARIATION IN THE BOTTOM OF THE SHAFT ELEVATION GREATER THAN ONE FOOT SHALL BE APPROVED BY THE ENGINEER PRIOR TO POURING THE DRILLED SHAFT.
4. EXTEND DRILLED SHALF A MINIMUM OF 11'-0" INTO ROCK.
5. PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE VERTICAL FACES OF THE PIER CAP. SPECIAL CONCRETE FINISH SHALL BE APPLIED TO THE TOP OF PIER CAP, INCLUDING ALL FACES OF PEDESTALS, AND TOP 1'-0" OF ALL VERTICAL FACES OF THE PIER CAP AS DETAILED ON SHEET B013. (APPLY WATER REPELLENT PRIOR TO SPECIAL CONCRETE FINISH).
6. FIVE CSL ACCESS TUBES SHALL BE INSTALLED IN EACH DRILLED SHAFT AND SHALL EXTEND THE FULL DEPTH OF THE DRILLED SHAFT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

TABLE A

DRILLED SHAFT	TOP OF D.S. ELEVATION	BOTTOM OF D.S. ELEVATION	DRILLED SHAFT LENGTH
1	852.84	770.90	81'-11 1/4"
2	851.90	770.90	81'-0"
3	850.96	770.90	80'-0 3/4"
4	850.02	770.90	79'-1 1/2"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS (SHEET 1 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B011

SEMINOLE CO. U.S. 270

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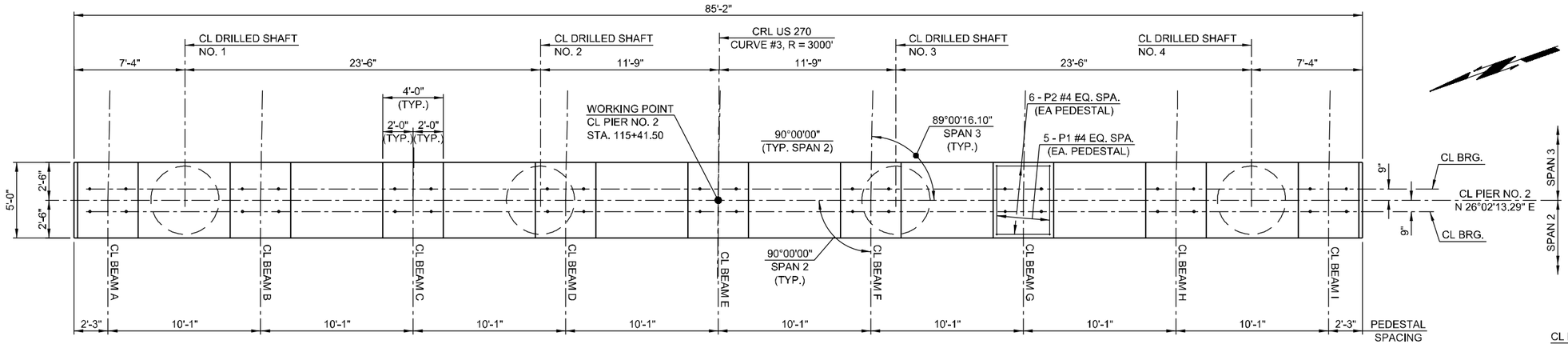
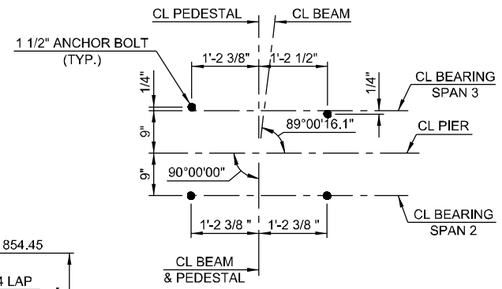
OKLAHOMA DEPARTMENT OF TRANSPORTATION

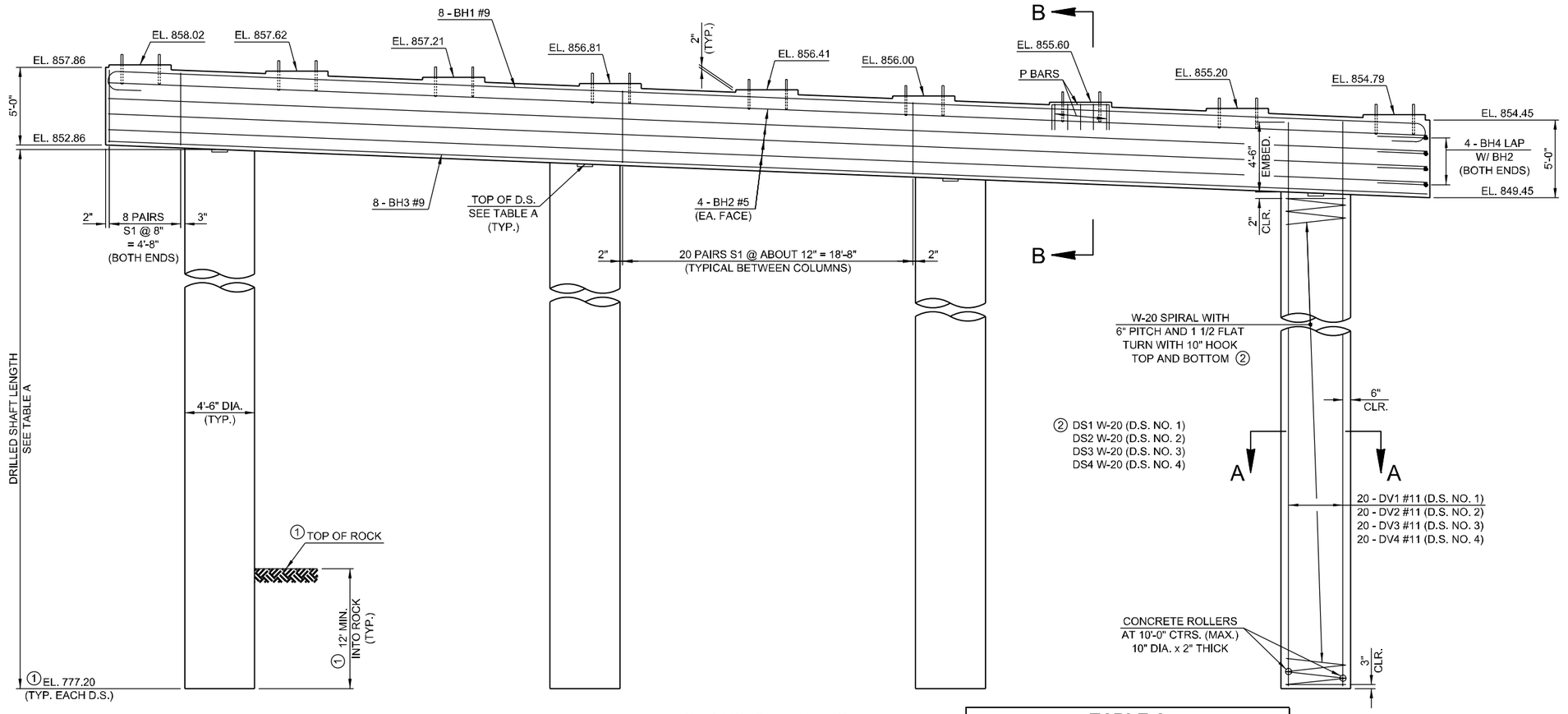
FINAL FIELD MEETING
11/7/2018



PIER NO. 2 PLAN



TYPICAL ANCHOR BOLT LAYOUT



PIER NO. 2 ELEVATION

TABLE A			
DRILLED SHAFT	TOP OF D.S. ELEVATION	BOTTOM OF D.S. ELEVATION	DRILLED SHAFT LENGTH
1	852.57	777.20	75'-4 1/2"
2	851.63	777.20	74'-5 1/8"
3	850.69	777.20	73'-5 7/8"
4	849.75	777.20	72'-6 5/8"

(1) TOP OF ROCK IS INTERPRETED FROM THE BORING INFORMATION INCLUDED IN THE PLANS. EACH DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK AND IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF THE DRILLED SHAFT ELEVATION SHOWN ON THE PLANS.

PIER NOTES

1. ALL EXPOSED PIER CAP EDGES SHALL HAVE 1 1/2" CHAMFER AND ALL PEDESTAL EXPOSED EDGES SHALL HAVE 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED.
2. ANY VARIATION IN THE BOTTOM OF THE SHAFT ELEVATION GREATER THAN ONE FOOT SHALL BE APPROVED BY THE ENGINEER PRIOR TO POURING THE DRILLED SHAFT.
4. EXTEND DRILLED SHALF A MINIMUM OF 12'-0" INTO ROCK.
5. PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE VERTICAL FACES OF THE PIER CAP. SPECIAL CONCRETE FINISH SHALL BE APPLIED TO THE TOP OF PIER CAP, INCLUDING ALL FACES OF PEDESTALS, AND TOP 1'-0" OF ALL VERTICAL FACES OF THE PIER CAP AS DETAILED ON SHEET B013. (APPLY WATER REPELLENT PRIOR TO SPECIAL CONCRETE FINISH).
6. FIVE CSL ACCESS TUBES SHALL BE INSTALLED IN EACH DRILLED SHAFT AND SHALL EXTEND THE FULL DEPTH OF THE DRILLED SHAFT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	JSH	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS (SHEET 2 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B012

SEMINOLE CO. U.S. 270

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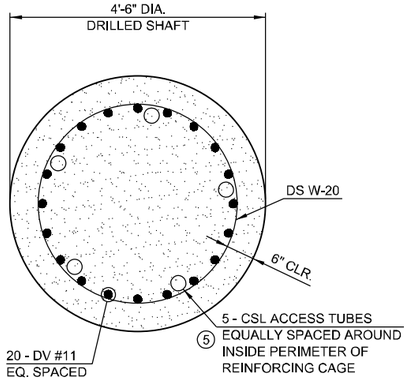
11/7/2018

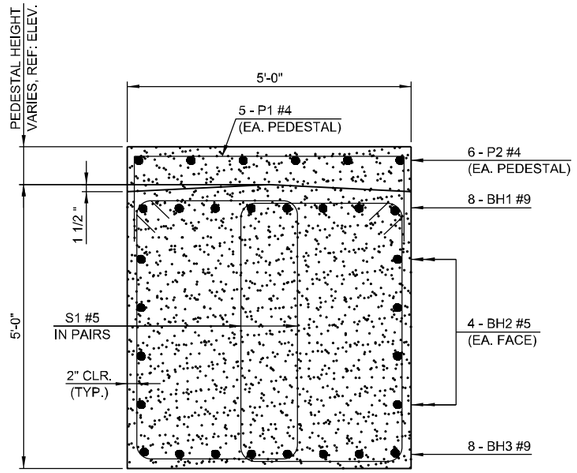
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

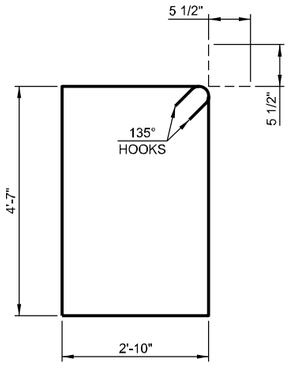


SECTION A-A

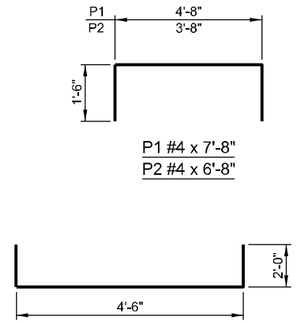
(5) CSL ACCESS TUBES TO BE INSTALLED IN EACH DRILLED SHAFT.



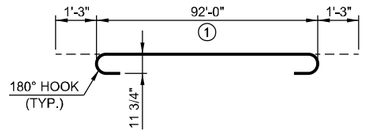
SECTION B-B



S1 #5 x 15'-9"



BH4 #5 x 8'-6"



BH1 #9 x 94'-6"

PIER NO. 1 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING BARS				
(1)	BH1	#9	8	BNT	94'-6"
(2)	BH2	#5	8	STR	87'-4"
(1)	BH3	#9	8	STR	92'-0"
	BH4	#5	8	BNT	8'-6"
	S1	#5	152	BNT	15'-9"
	P1	#4	45	BNT	7'-8"
	P2	#4	54	BNT	6'-8"
	DRILLED SHAFT BAR LIST				
	*(FOR INFORMATION ONLY)				
(3)	DV1	#11	20	STR	95'-2"
(3)	DV2	#11	20	STR	94'-3"
(3)	DV3	#11	20	STR	93'-3"
(3)	DV4	#11	20	STR	92'-4"
(4)	DS1	W-20	1	SPIRAL	1829'-3"
(4)	DS2	W-20	1	SPIRAL	1808'-7"
(4)	DS3	W-20	1	SPIRAL	1788'-0"
(4)	DS4	W-20	1	SPIRAL	1767'-4"

PIER NO. 2 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING BARS				
(1)	BH1	#9	8	BNT	94'-6"
(2)	BH2	#5	8	STR	87'-4"
(1)	BH3	#9	8	STR	92'-0"
	BH4	#5	8	BNT	8'-6"
	S1	#5	152	BNT	15'-9"
	P1	#4	45	BNT	7'-8"
	P2	#4	54	BNT	6'-8"
	DRILLED SHAFT BAR LIST				
	*(FOR INFORMATION ONLY)				
(3)	DV1	#11	20	STR	88'-7"
(3)	DV2	#11	20	STR	87'-8"
(3)	DV3	#11	20	STR	86'-8"
(3)	DV4	#11	20	STR	85'-9"
(4)	DS1	W-20	1	SPIRAL	1684'-9"
(4)	DS2	W-20	1	SPIRAL	1663'-11"
(4)	DS3	W-20	1	SPIRAL	1643'-3"
(4)	DS4	W-20	1	SPIRAL	1622'-7"

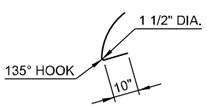
(1) INCLUDES 1 LAP LENGTH OF 7'-2"

(2) INCLUDES 1 LAP LENGTH OF 2'-6"

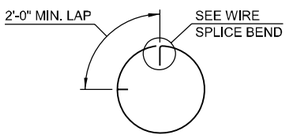
(3) DV BARS SHALL BE EPOXY COATED. INCLUDES 1 LAP LENGTH OF 9'-0"

(4) DS SPIRAL SHALL BE PLAIN REINFORCING. SPIRAL LAP LENGTHS, IF REQUIRED, ARE NOT INCLUDED IN THE SPIRAL LENGTHS SHOWN.

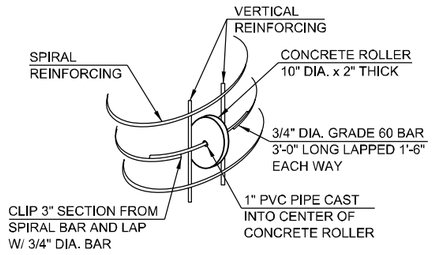
*REINFORCING SHOWN FOR DRILLED SHAFTS IS FOR INFORMATION ONLY AND SHALL BE INCLUDED IN THE COSTS PER LINEAR FOOT OF DRILLED SHAFTS.



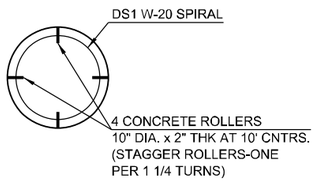
WIRE SPLICE BEND



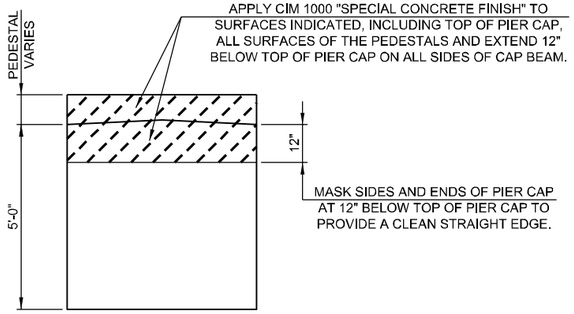
WIRE SPLICE
WHEN REQ'D



ROLLER INSTALLATION
DETAIL



ROLLER PLACEMENT
DETAIL



SPECIAL CONCRETE FINISH
DETAIL

SUMMARY QUANTITIES

DESCRIPTION	UNIT	PIER 1	PIER 2	TOTAL
SPECIAL CONCRETE FINISH	SY	72.00	72.00	144.00
CLASS A CONCRETE	CY	80.50	80.50	161.00
EPOXY COATED REINFORCING STEEL	LBS	8,850.00	8,850.00	17,700.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	100.00	100.00	200.00
DRILLED SHAFT 54" DIA.	LF	323.00	296.00	619.00
CROSSHOLE SONIC LOGGING	EA	4.00	4.00	8.00

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	7-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS
(SHEET 3 OF 3)

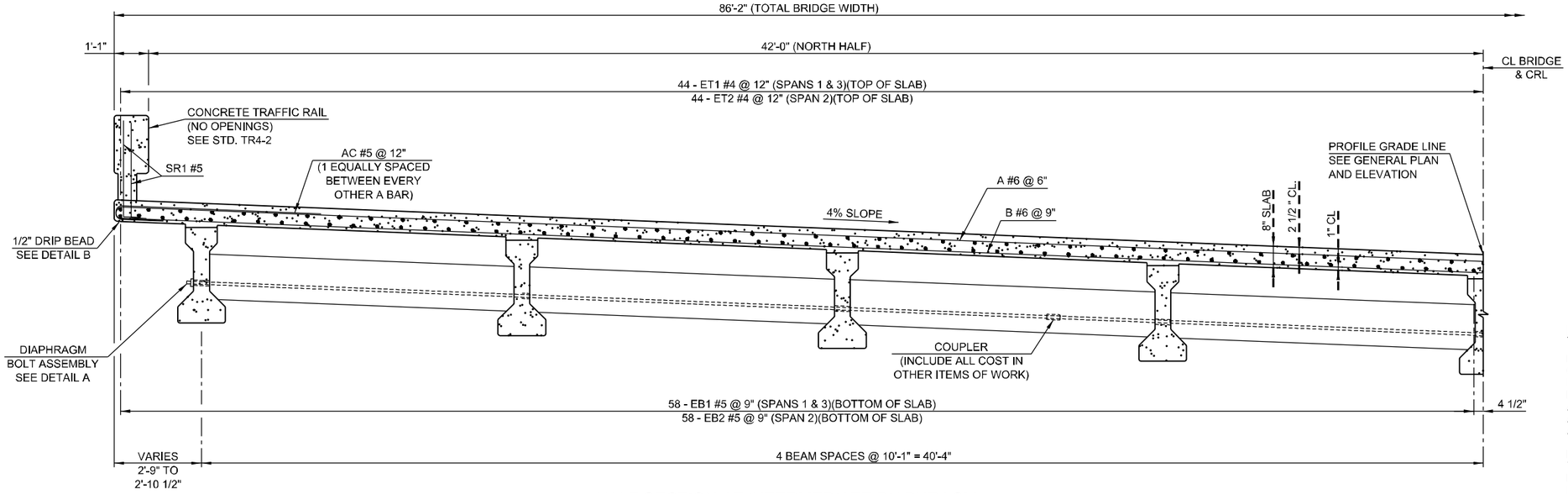
STATE JOB NO. 21006(04) SHEET NO. B013

SEMINOLE CO. U.S. 270

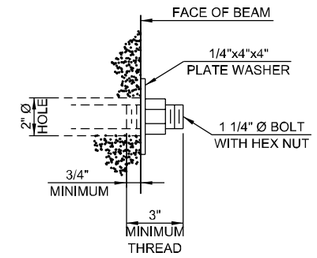
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B013-2100604-BR.A-Pier.3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



HALF SECTION AT INTERMEDIATE DIAPHRAGM
(NORTH HALF SECTION)

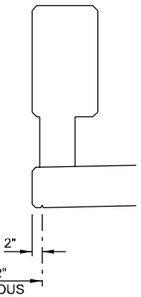


DETAIL A

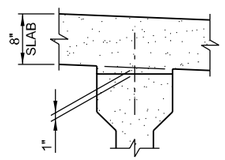
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563).

PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR "STRUCTURAL STEEL".

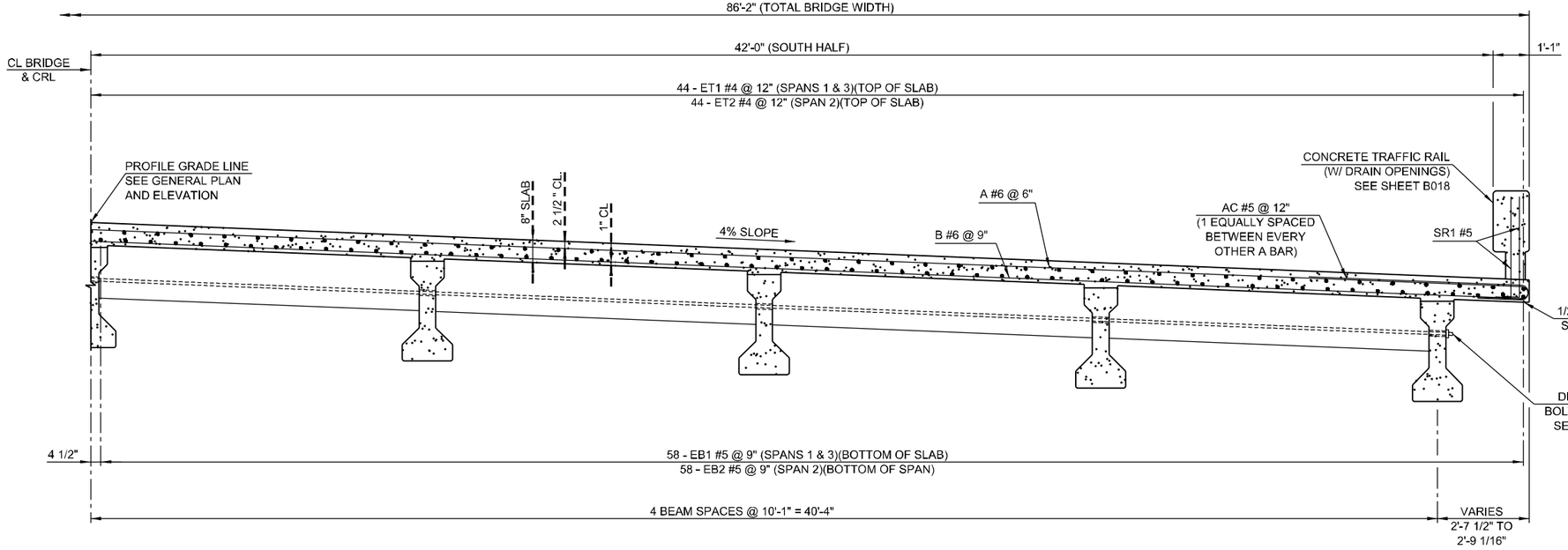


DETAIL B



BEAM HAUNCH DETAIL

NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGTHS FOR PAYMENTS.



HALF SECTION AT END DIAPHRAGM
(SOUTH HALF SECTION)

NOTE:
SEE SHEET B018 FOR WATER REPELLENT TREATMENT DETAILS.

TYPICAL BRIDGE SECTION

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	3-15
DRAWN	MRM	3-15
CHECKED	LWN	9-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL BRIDGE SECTION

STATE JOB NO. 21006(04) SHEET NO. B014

SEMINOLE CO. U.S. 270

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

SLAB REINFORCING PLAN

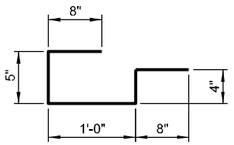
SUPERSTRUCTURE BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING BARS				
(1)	A	#6	315	BNT	90'-2"
	AC	#5	314	BNT	6'-7"
(4)	AH1	#4	30	BNT	3'-1"
(4)	AH2	#4	160	BNT	4'-7"
(4)	AS	#4	174	BNT	5'-0"
(2)(4)	AT	#4	4	STR	87'-6"
(1)	B	#6	220	STR	88'-10"
	EB1	#5	232	STR	50'-7"
	EB2	#5	116	STR	54'-8"
	ET1	#4	174	STR	50'-7"
	ET2	#4	87	STR	54'-8"
(4)	EPH	#4	348	BNT	3'-1"
(2)(4)	EPT	#4	4	STR	87'-6"
(3)	SR1	#5	801	BNT	4'-1"

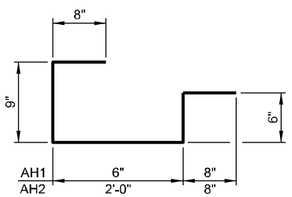
(1) INCLUDES 1 LAP OF 3'-0"
(2) INCLUDES 1 LAP OF 1'-8"
(3) FOR BAR BEND, SEE STD. TR4-2
(4) SEE SHEET B016 FOR BAR LOCATIONS

SUPERSTRUCTURE QUANTITIES

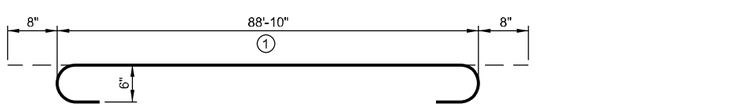
DESCRIPTION	UNIT	TOTAL
PRESTRESSED CONCRETE BEAMS (TYPE II)	LF	1,386.00
SAW-CUT GROOVING	SY	1,462.30
SEALED EXPANSION JOINT	LF	172.92
CONCRETE RAIL (TR4)	LF	313.40
STRUCTURAL STEEL	LB	3,100.00
CLASS AA CONCRETE	CY	371.10
EPOXY COATED REINFORCING STEEL (GRADE 60)	LB	113,200.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	418.00
FIXED BEARING ASSEMBLIES	EA	27.00
EXPANSION BEARING ASSEMBLIES	EA	27.00



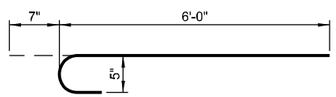
EPH #4 x 3'-1"



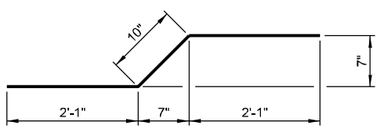
AH1 #4 x 3'-1"
AH2 #4 x 4'-7"



A #6 x 90'-2"



AC #5 x 6'-7"



AS #4 x 5'-0"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	7-15
DRAWN	MRM	7-15
CHECKED	LWN	9-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DECK SLAB REINFORCING DETAILS

STATE JOB NO. 21006(04) SHEET NO. B015

SEMINOLE CO. U.S. 270

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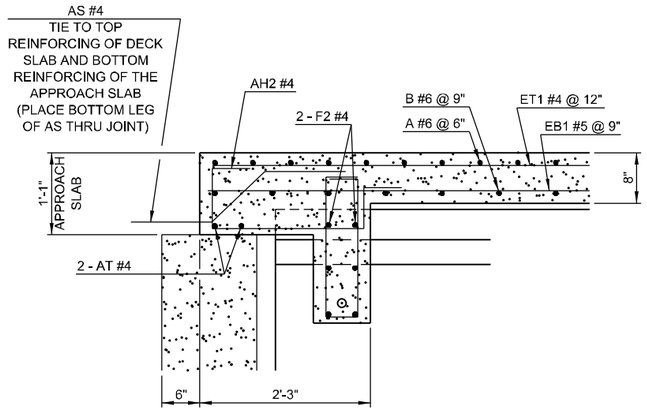
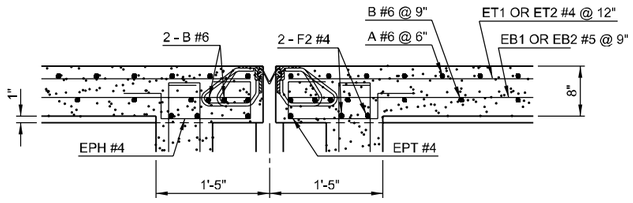
OKLAHOMA DEPARTMENT OF TRANSPORTATION

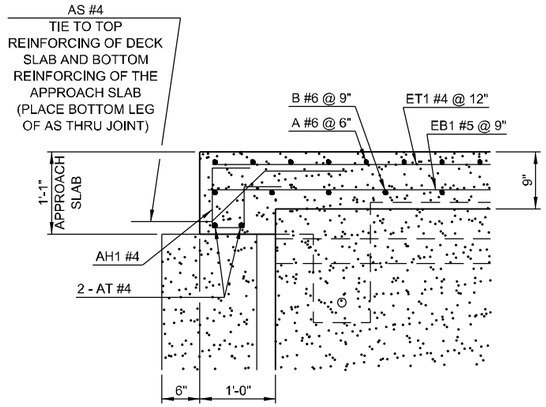
FINAL FIELD MEETING
11/7/2018



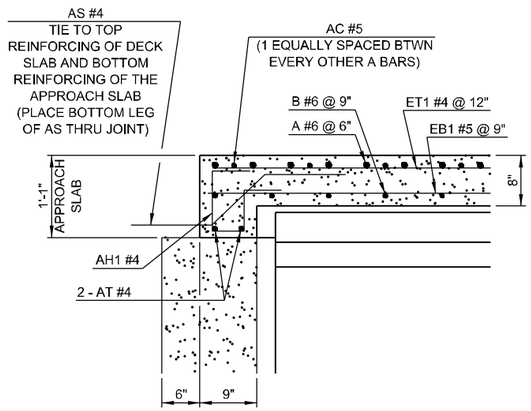
SECTION C



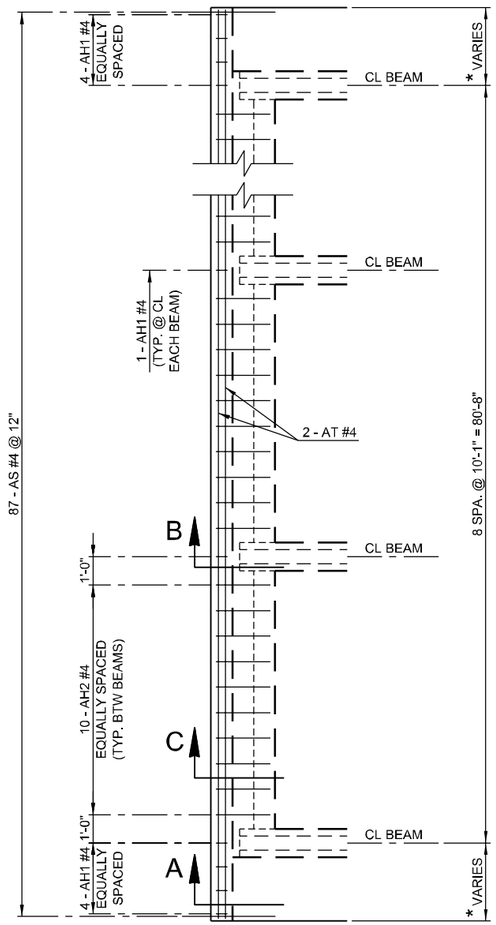
SECTION D



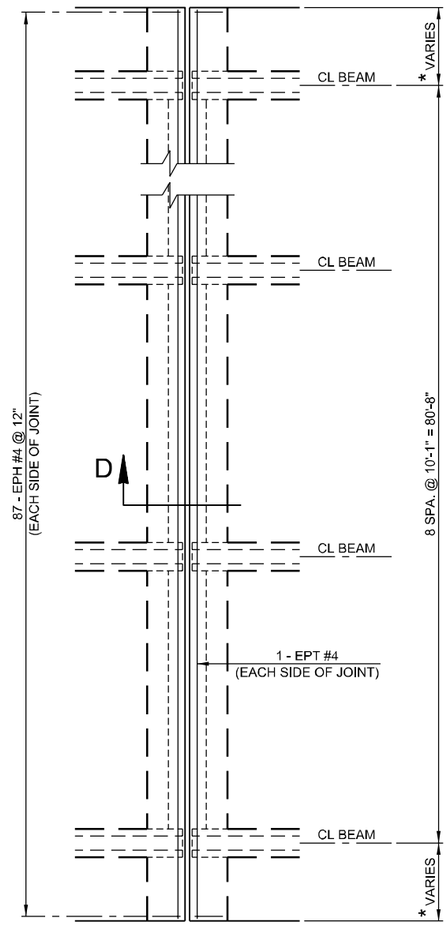
SECTION B



SECTION A



ABUTMENTS



PIERS

ADDITIONAL SLAB REINFORCING AT DIAPHRAGM PLANS

NOTE:
DECK SLAB REINFORCING NOT SHOWN FOR CLARITY.

*SEE SHEET B019 FOR MEASUREMENT

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	9-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS (SHEET 1 OF 2)

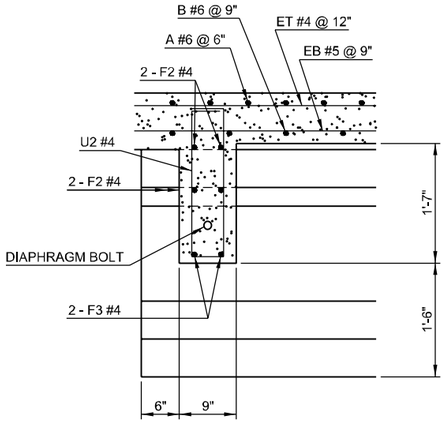
STATE JOB NO. 21006(04) SHEET NO. B016

SEMINOLE CO. U.S. 270

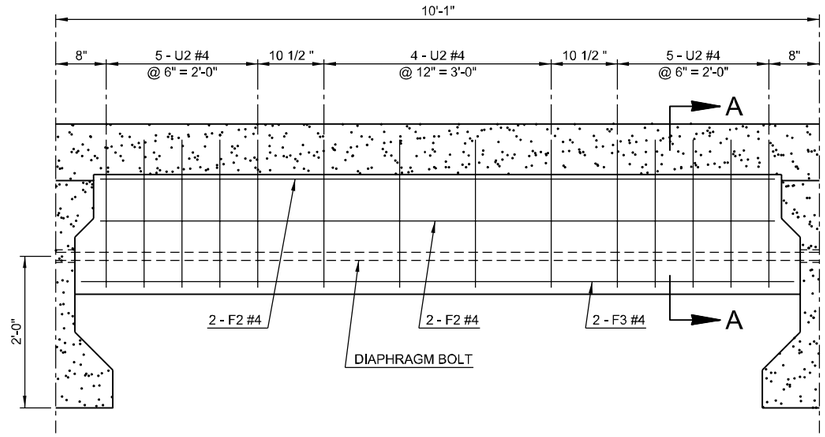
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) BrdgSeiB016-2100604-BR.A-Diaphragm.1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

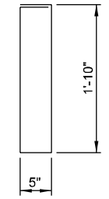
FINAL FIELD MEETING
11/7/2018



SECTION A-A



END DIAPHRAGM ELEVATION



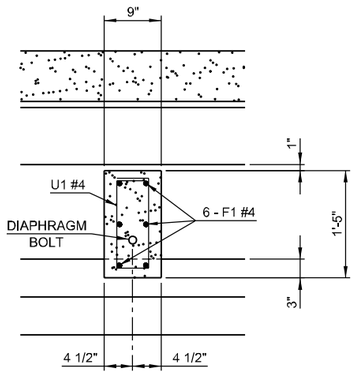
U2 #4 x 4'-11"

END DIAPHRAGM BAR LIST
(ONE SHOWN, 48 REQUIRED)

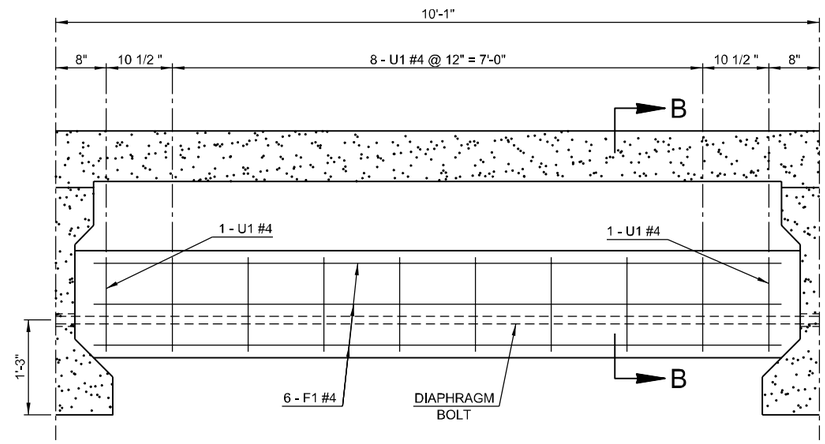
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING BARS				
U2	#4	14	BNT	4'-11"
F2	#4	4	STR	8'-11"
F3	#4	2	STR	9'-3"

INTERMEDIATE DIAPHRAGM BAR LIST
(ONE SHOWN, 24 REQUIRED)

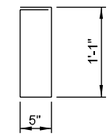
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING BARS				
U1	#4	10	BNT	3'-5"
F1	#4	6	STR	9'-3"



SECTION B-B



INTERMEDIATE DIAPHRAGM ELEVATION



U1 #4 x 3'-5"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 21006(04) SHEET NO. B017

SEMINOLE CO. U.S. 270

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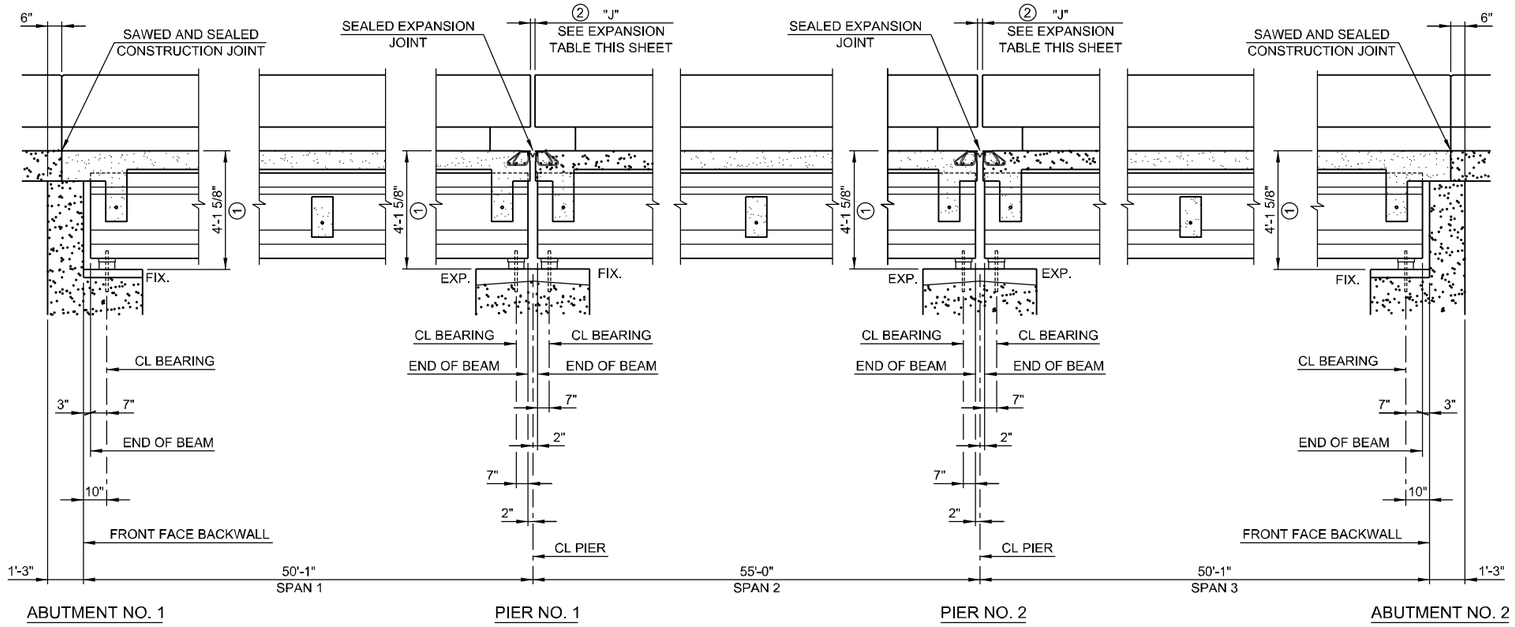
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



NOTE:
ALL DIMENSIONS ARE ALONG CL OF BEAMS.

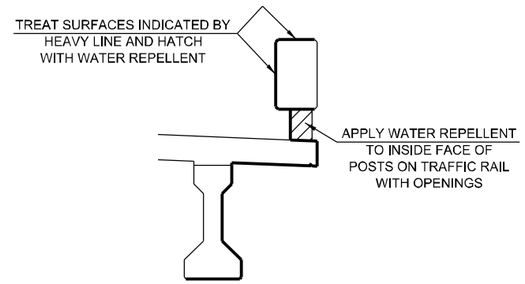
LONGITUDINAL SECTION

① DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY AT CL BEARING

② TRAFFIC RAIL OPENING SHALL BE THE SAME AS DECK OPENING AT EXPANSION JOINT.

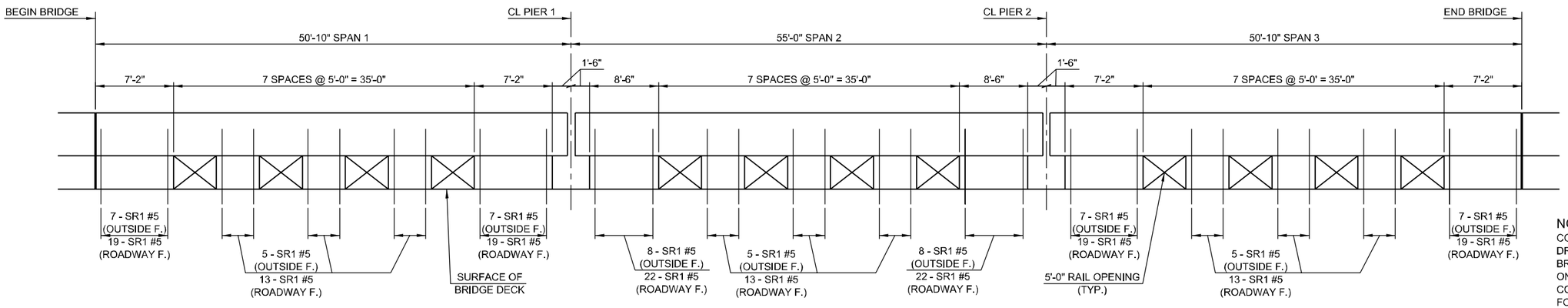
EXPANSION TABLE

TEMPERATURE		
PIER NO. 1	PIER NO. 2	OPENING
-	10°F	2.250"
9°F	27°F	2.125"
43°F	43°F	2.000"
77°F	59°F	1.875"
111°F	76°F	1.750"
-	92°F	1.625"
-	109°F	1.500"



WATER REPELLENT TREATMENT DETAILS

NOTE:
TR4 RAIL DRAIN OPENINGS SHOWN AT EXPANSION JOINTS SHALL BE LOCATED AT LOW SIDE (SOUTH SIDE) OF BRIDGE ONLY. TR4 RAIL ON HIGH SIDE (NORTH SIDE) SHALL HAVE NO DRAIN OPENINGS, BUT SHALL MAINTAIN SAME EXPANSION JOINT OPENING AS THE DECK SLAB AT THE PIERS.



CONCRETE TRAFFIC RAIL ELEVATION
(SOUTH SIDE ONLY)

NOTE:
CONCRETE TRAFFIC RAIL SHOWN WITH DRAIN OPENINGS IS FOR SOUTH SIDE OF BRIDGE ONLY. CONCRETE TRAFFIC RAIL ON NORTH SIDE OF BRIDGE SHALL BE CONSTRUCTED WITH NO DRAIN OPENINGS. FOR ADDITIONAL DETAIL OF CONCRETE TRAFFIC RAIL, SEE STD. TR4-2.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	3-15
DRAWN	MRM	3-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL SECTION AND TRAFFIC RAIL ELEVATION

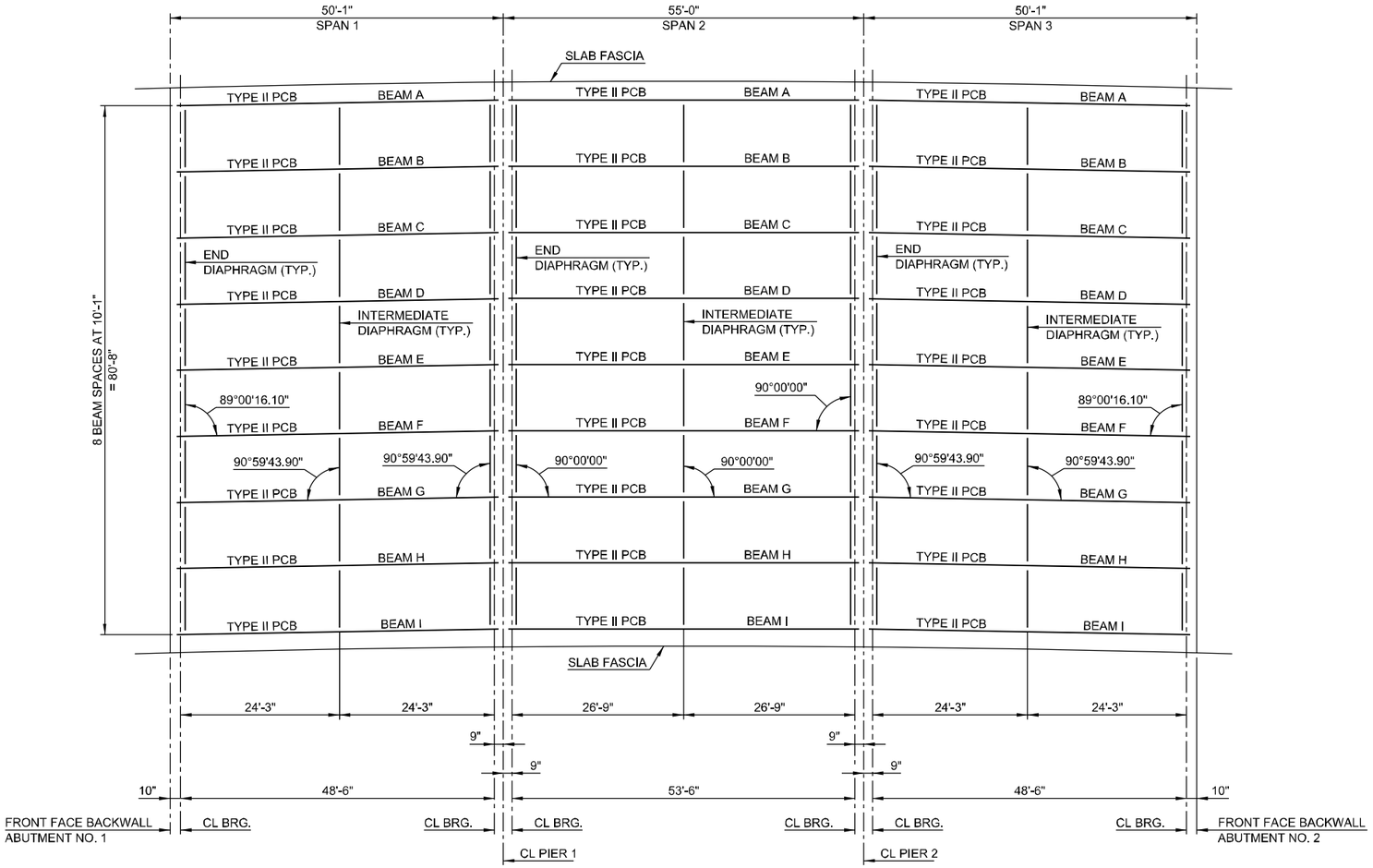
STATE JOB NO. 21006(04) SHEET NO. B018

SEMINOLE CO. U.S. 270

11/7/2018 P:\111399\200-11399-14001\CAD\SheetFiles\21006_(04)_BrdgElB018-2100604-BR.A-LONG.SECT.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



FRAMING PLAN

EXTERIOR BEAM QUARTER POINT OFFSETS TO SLAB FASCIA

SPAN	FASCIA	CL BRG.	1/4	1/2	3/4	CL BRG.
1	NORTH	2'-9 1/16"	2'-9 15/16"	2'-10 3/16"	2'-9 15/16"	2'-9"
	SOUTH	2'-9 1/16"	2'-8 1/8"	2'-7 13/16"	2'-8 1/16"	2'-8 7/8"
2	NORTH	2'-9 1/8"	2'-10 3/16"	2'-10 1/2"	2'-10 3/16"	2'-9 1/8"
	SOUTH	2'-8 15/16"	2'-7 7/8"	2'-7 1/2"	2'-7 7/8"	2'-8 15/16"
3	NORTH	2'-9"	2'-9 15/16"	2'-10 3/16"	2'-9 15/16"	2'-9 1/16"
	SOUTH	2'-8 7/8"	2'-8 1/16"	2'-7 13/16"	2'-8 1/8"	2'-9 1/16"

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	7-15
DRAWN	MRM	7-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

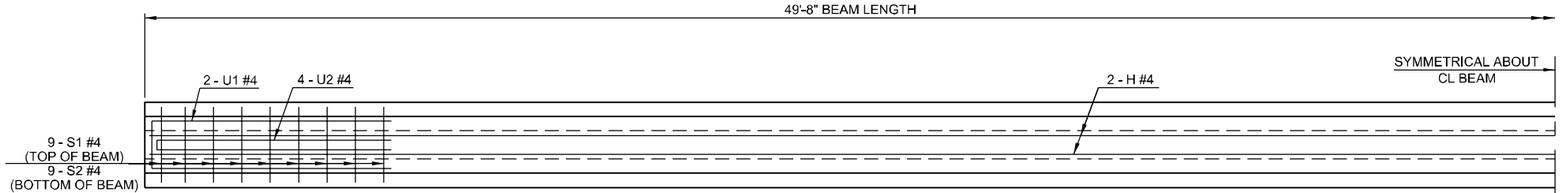
STATE JOB NO. 21006(04) SHEET NO. B019

SEMINOLE CO. U.S. 270

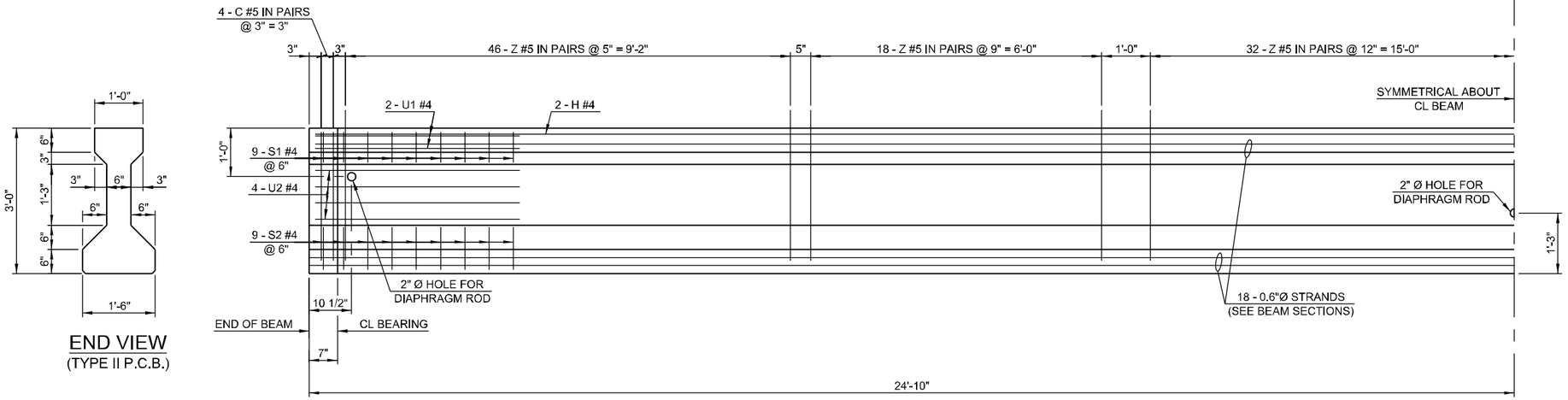
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B019-2100604-BR.A-Framing.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



PLAN



ELEVATION
SPANS 1 AND 3

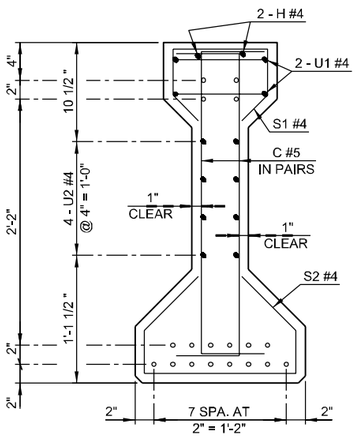
END VIEW
(TYPE II P.C.B.)

PRESTRESSED CONCRETE BEAM NOTES

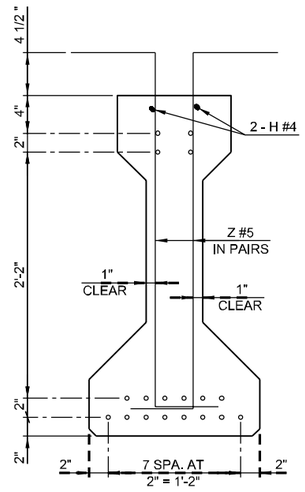
COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 6,000 P.S.I. AT TRANSFER OF PRESTRESS AND 8,000 P.S.I. AT 28 DAYS.

STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.

LFD OPERATING RATING - HS 38.2
THE OPERATING RATING SHOWN IS BASED ON A NOMINAL STRENGTH USING ONLY STRANDS THAT ARE BONDED FOR THE FULL LENGTH OF THE BEAM. ALL PARTIALLY BONDED STRANDS ARE NEGLECTED IN STRENGTH COMPUTATIONS.

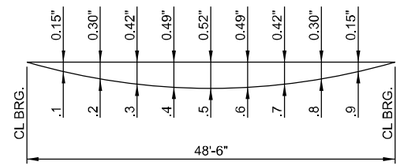


END SECTION



CL SECTION

BEAM SECTIONS
SPANS 1 AND 3
(18 - 0.6Ø STRANDS)



DEAD LOAD DEFLECTION DIAGRAM

NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INTIAL DEFLECTIONS DUE TO DECK SLAB + DIAPHRAGMS + HAUNCH + S.I.P. STEEL DECK FORM ALLOWANCE + CONCRETE TRAFFIC RAIL. IT DOES NOT INLCUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
(SHEET 1 OF 3)

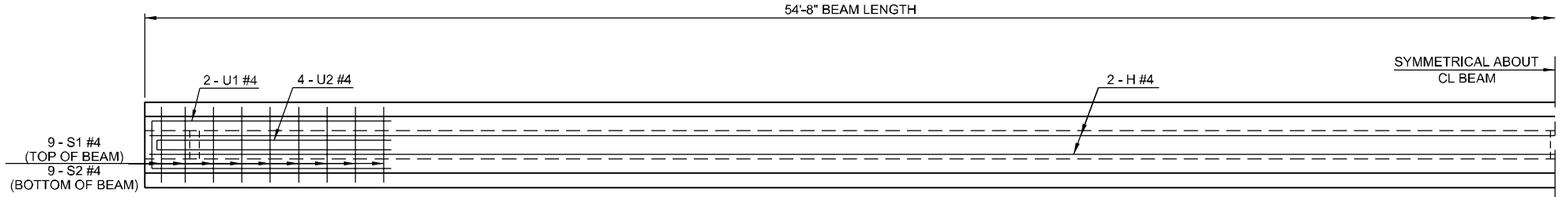
STATE JOB NO. 21006(04) SHEET NO. B020

SEMINOLE CO. U.S. 270

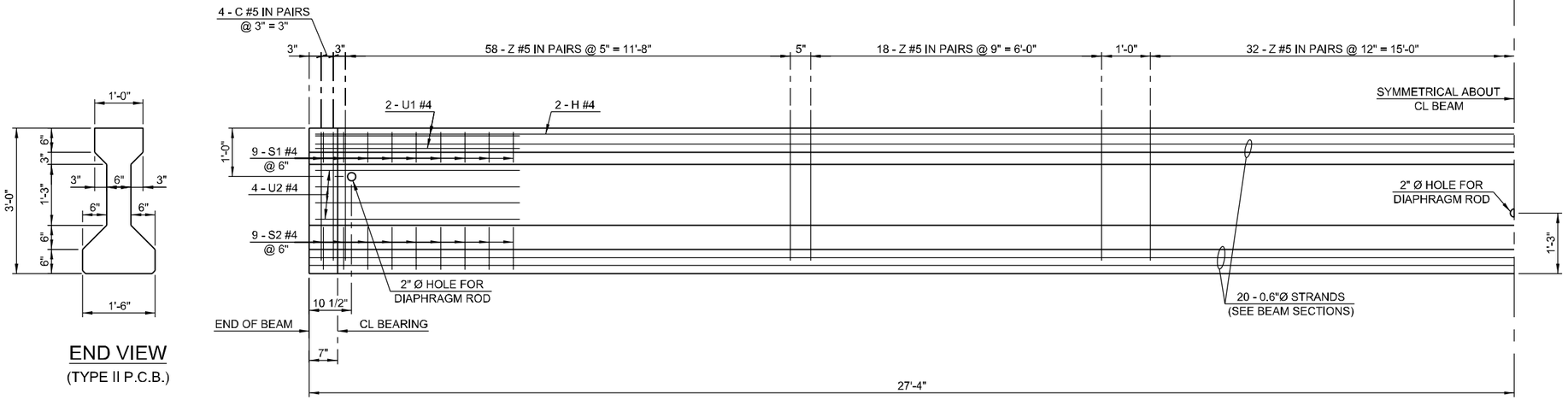
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B020-2100604-BR.A-BEAM.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



PLAN



ELEVATION
SPAN 2

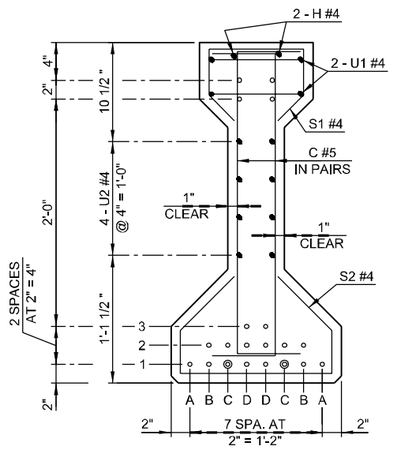
END VIEW
(TYPE II P.C.B.)

PRESTRESSED CONCRETE BEAM NOTES

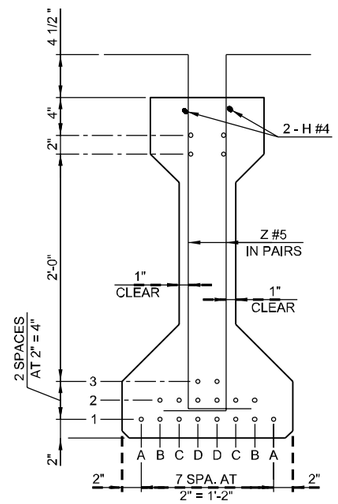
COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 6,000 P.S.I. AT TRANSFER OF PRESTRESS AND 8,000 P.S.I. AT 28 DAYS.

STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.

LFD OPERATING RATING - HS 34.1
THE OPERATING RATING SHOWN IS BASED ON A NOMINAL STRENGTH USING ONLY STRANDS THAT ARE BONDED FOR THE FULL LENGTH OF THE BEAM. ALL PARTIALLY BONDED STRANDS ARE NEGLECTED IN STRENGTH COMPUTATIONS.



END SECTION

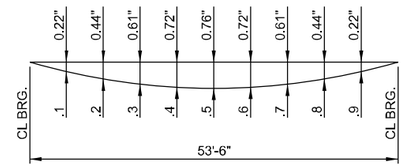


CL SECTION

BEAM SECTIONS
SPAN 2
(20 - 0.6Ø STRANDS)

DEBOND SCHEDULE

DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
C1	12'-0"



DEAD LOAD DEFLECTION DIAGRAM

NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INTIAL DEFLECTIONS DUE TO DECK SLAB + DIAPHRAGMS + HAUNCH + S.I.P. STEEL DECK FORM ALLOWANCE + CONCRETE TRAFFIC RAIL. IT DOES NOT INLCUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B021

SEMINOLE CO. U.S. 270

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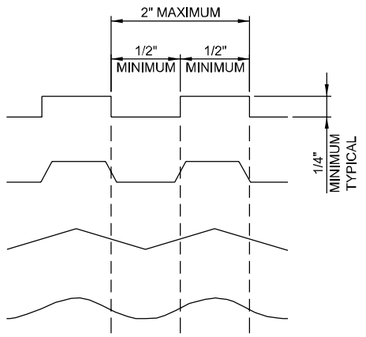
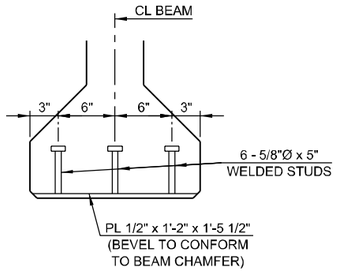
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

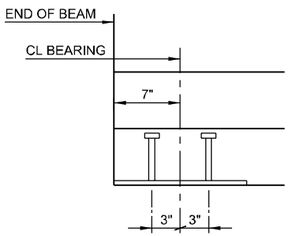


INTENTIONALLY ROUGHENED SURFACE DETAILS

INTENTIONALLY ROUGHEN THE ENTIRE TOP SURFACE OF P.C. BEAM TO A MINIMUM HEIGHT OF 1/4" OVER A MAXIMUM PITCH OF 2" MEASURED LONGITUDINALLY ALONG THE LENGTH OF THE BEAM. PROVIDE A CREST AND TROUGH ASSOCIATED WITH THE HEIGHT OF NOT LESS THAN 1/2". PRODUCE THE ROUGHENED SURFACE BY USING A SPECIAL TROWEL TO FORM ONE OF THE SURFACES SHOWN IN THE DETAILS, BY CLEANING THE CONCRETE SURFACE WITH A STIFF WIRE BRUSH (OR BLASTING) TO EXPOSE THE AGGREGATE TO A HEIGHT OF 1/4", OR BY USING ANOTHER APPROVED METHOD. SUBMIT THE METHOD TO BE USED FOR APPROVAL BY THE ENGINEER. REPAIR ANY DAMAGE TO REINFORCEMENT'S EPOXY COATING BEFORE PLACEMENT OF DECK CONCRETE.



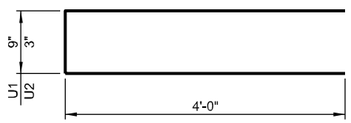
END VIEW



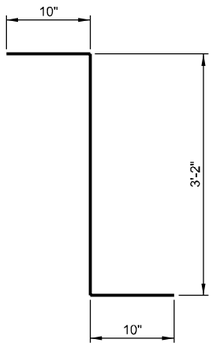
ELEVATION

EMBEDDED SOLE PLATE DETAILS

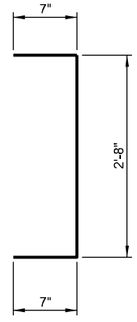
NOTE:
PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM.



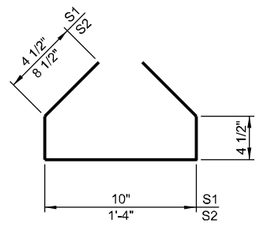
U1 #4 x 8'-9"
U2 #4 x 8'-3"



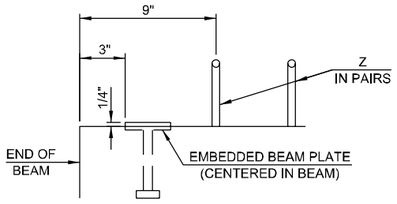
Z #5 x 4'-10"
(EPOXY COATED)



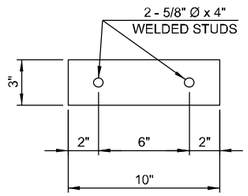
C #5 x 3'-10"



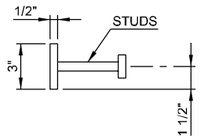
S1 #4 x 2'-4"
S2 #4 x 3'-6"



ELEVATION



TOP VIEW



END VIEW

EMBEDDED BEAM PLATE DETAILS

NOTE:
PROVIDE AN EMBEDDED BEAM PLATE AT EXPANSION ENDS ONLY.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	10-15
DRAWN	MRM	10-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B022

SEMINOLE CO. U.S. 270

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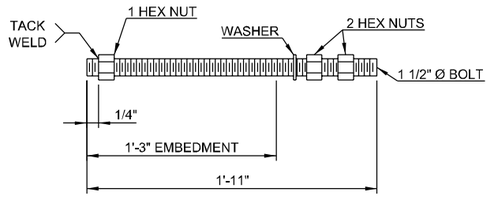
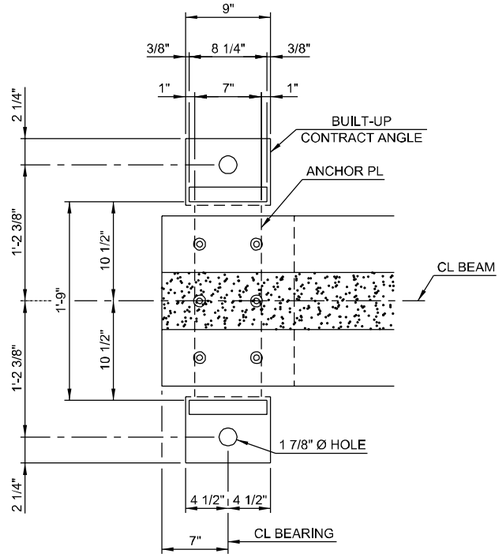
OKLAHOMA DEPARTMENT OF TRANSPORTATION

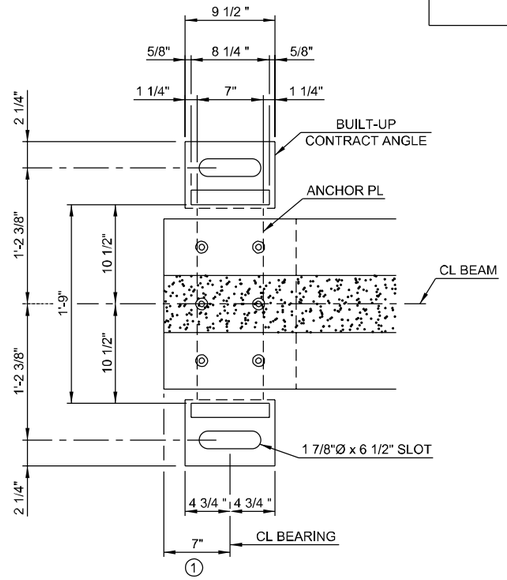
FINAL FIELD MEETING
11/7/2018



ANCHOR BOLT DETAIL

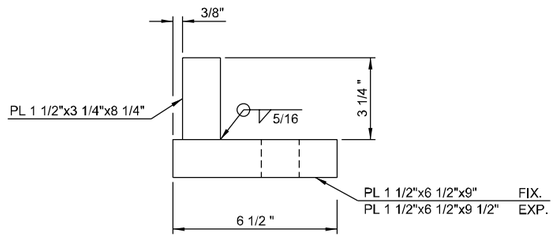


FIXED BEARING PLAN

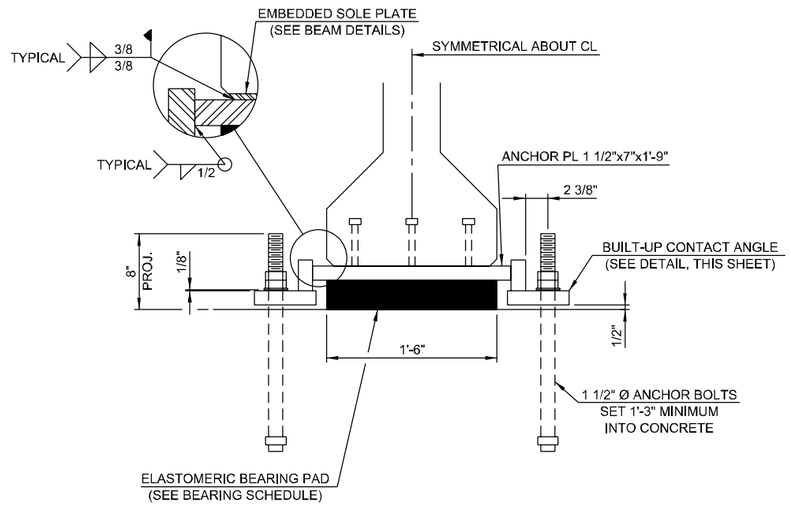


EXPANSION BEARING PLAN

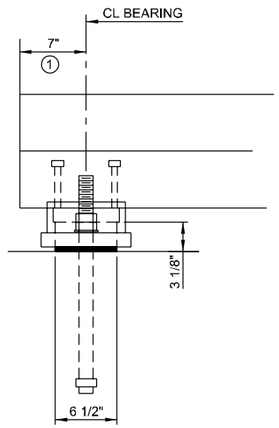
1 CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF BEAMS. DIMENSION MAY VARY DEPENDING ON TEMPERATURE AT THE TIME OF BEAM SETTING.



BUILT-UP CONTACT ANGLE DETAIL



END VIEW



SIDE VIEW

BEARING ASSEMBLY NOTES:
PROVIDE STRUTURAL STEEL FOR ANCHOR PLATES AND BUILT-UP CONTACT ANGLES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

BEARING SCHEDULE

60 DUROMETER ELASTOMERIC BEARING PAD			
SIZE (TxLxW)	COVER LAYER	INNER LAYER	LAMINATE LAYER
3 1/8"x6 1/2"x1'-6"	2 - 1/4"	5 - 3/8"	6 - 1/8"

BEARING DETAILS

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	7-15
DRAWN	MRM	7-15
CHECKED	LWN	9-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEARING DETAILS

STATE JOB NO. 21006(04) SHEET NO. B023

SEMINOLE CO. U.S. 270

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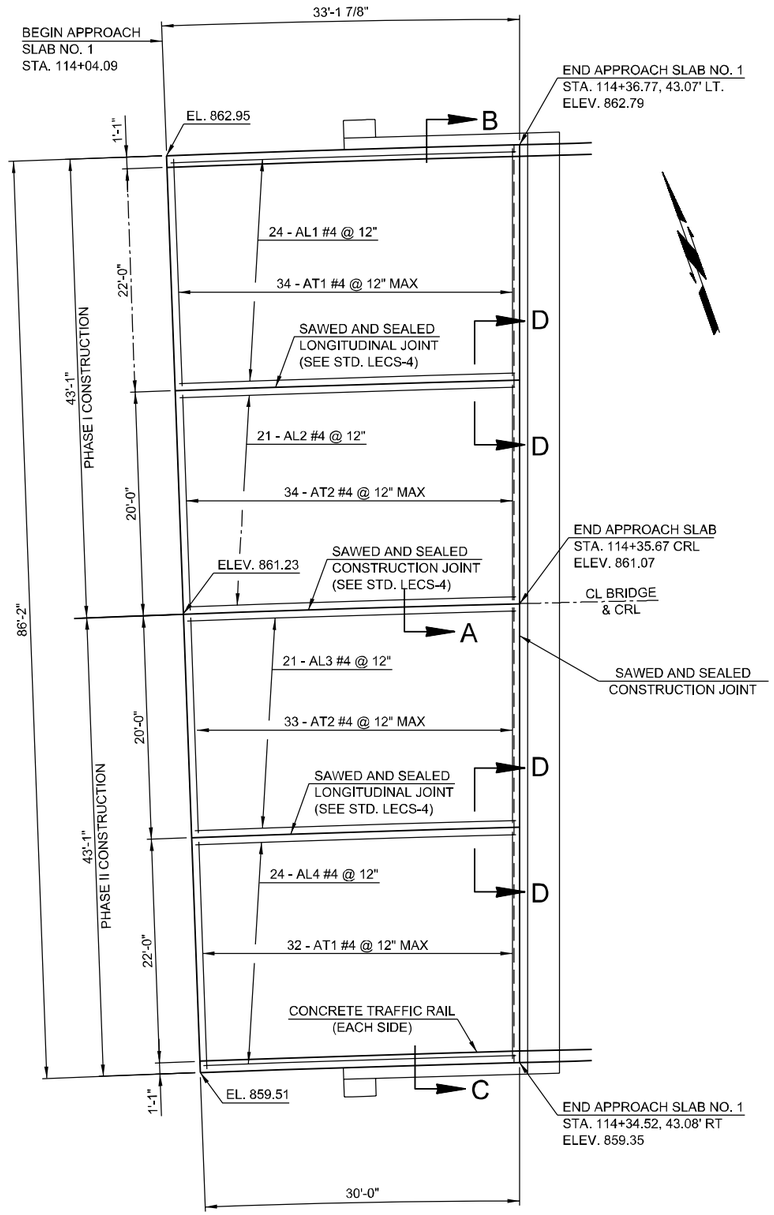
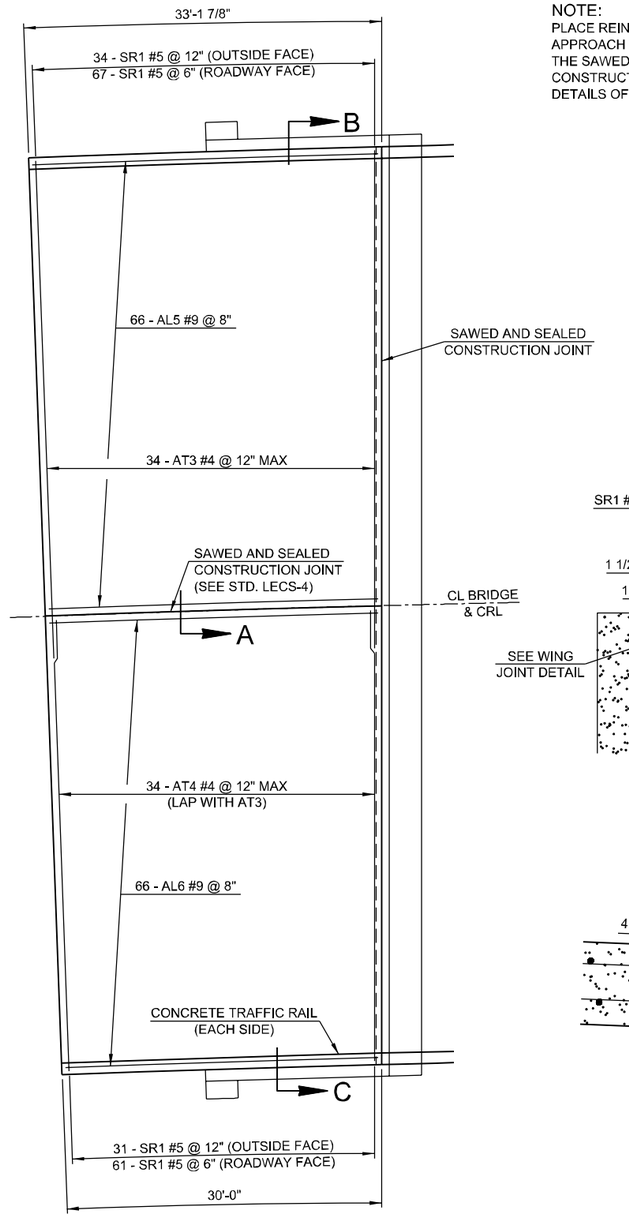
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



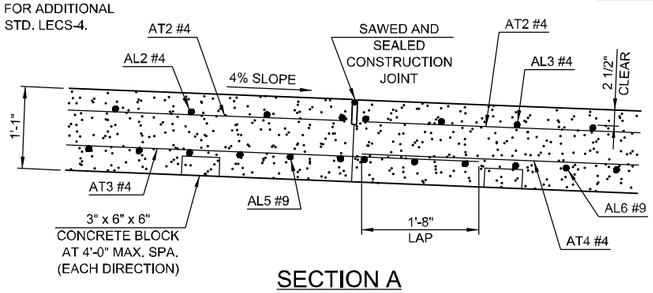
TOP REINFORCING MAT DETAIL



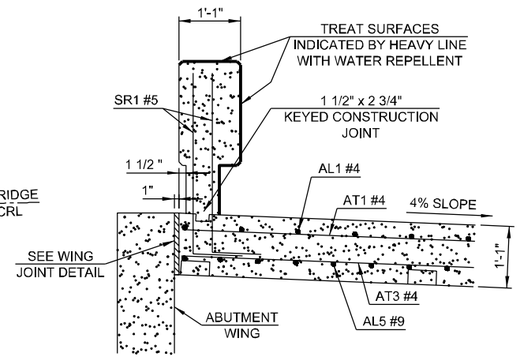
BOTTOM REINFORCING MAT DETAIL

APPROACH SLAB NO. 1

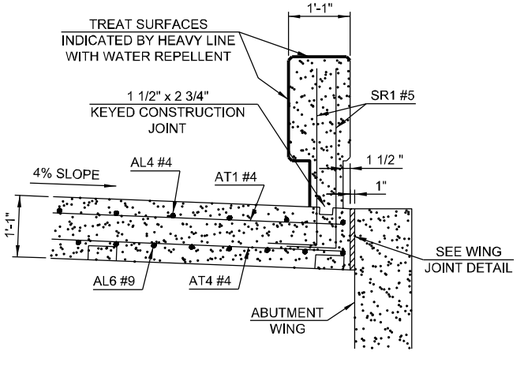
NOTE:
PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL AND CONSTRUCTION JOINTS. FOR ADDITIONAL DETAILS OF JOINTS, SEE STD. LECS-4.



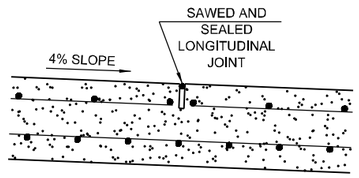
SECTION A



SECTION B



SECTION C

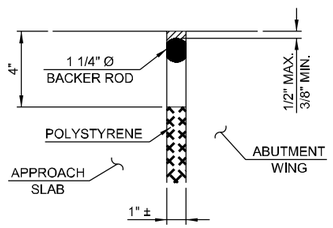


SECTION D

APPROACH SLAB NO. 1 BAR LIST

MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING BARS					
AT1	#4	66	STR	22'-9"	
AT2	#4	67	STR	19'-8"	
AT3	#4	34	STR	44'-9"	
AT4	#4	34	STR	42'-9"	
AL1	#4	24	STR	32'-4" AVG.	31'-11" TO 32'-9"
AL2	#4	21	STR	30'-7" AVG.	31'-3" TO 31'-11"
AL3	#4	21	STR	30'-10" AVG.	30'-6" TO 31'-2"
AL4	#4	24	STR	30'-1" AVG.	29'-8" TO 30'-6"
AL5	#9	66	STR	32'-0" AVG.	31'-3" TO 32'-9"
AL6	#9	66	STR	30'-5" AVG.	29'-8" TO 31'-2"
(1) SR1	#5	193	BNT	4'-1"	

(1) FOR BAR BEND, SEE STD. TR4-2



WING JOINT DETAIL

APPROACH SLAB NO. 1 QUANTITIES

	DESCRIPTION	UNIT	TOTAL
(2)	APPROACH SLAB	SY	302.40
	SAW-CUT GROOVING	SY	294.80
	CONCRETE RAIL (TR4)	LF	63.20
	WATER REPELLENT (VISUALLY INSPECTED)	SY	29.00

(2) THE DEPARTMENT CONSIDERS THE COSTS OF CONCRETE, REINFORCING STEEL (INCLUDING SR1 BARS), BACKER ROD, RAPID CURE JOINT SEALANT, POLYSTYRENE AND POLYETHYLENE SHEETING TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF APPROACH SLAB. THERE IS AN ESTIMATED 109.2 C.Y. OF CLASS AA CONCRETE AND AN ESTIMATED 20,560 LB. OF EPOXY COATED REINFORCING STEEL IN APPROACH SLAB NO. 1.

NOTE:
FOR ADDITIONAL DETAIL OF APPROACH SLAB AT ABUTMENT, SEE LONGITUDINAL SECTION AND DIAPHRAGM DETAILS.

FOR ADDITIONAL DETAIL OF CONCRETE TRAFFIC RAIL SEE STD. TR4-2.

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	JSH	7-15	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	MRM	7-15	
CHECKED	LWN	10/16	APPROACH SLAB NO. 1 DETAILS
APPROVED	-	-	
SQUAD	TT		STATE JOB NO. 21006(04) SHEET NO. B024

SEMINOLE CO. U.S. 270

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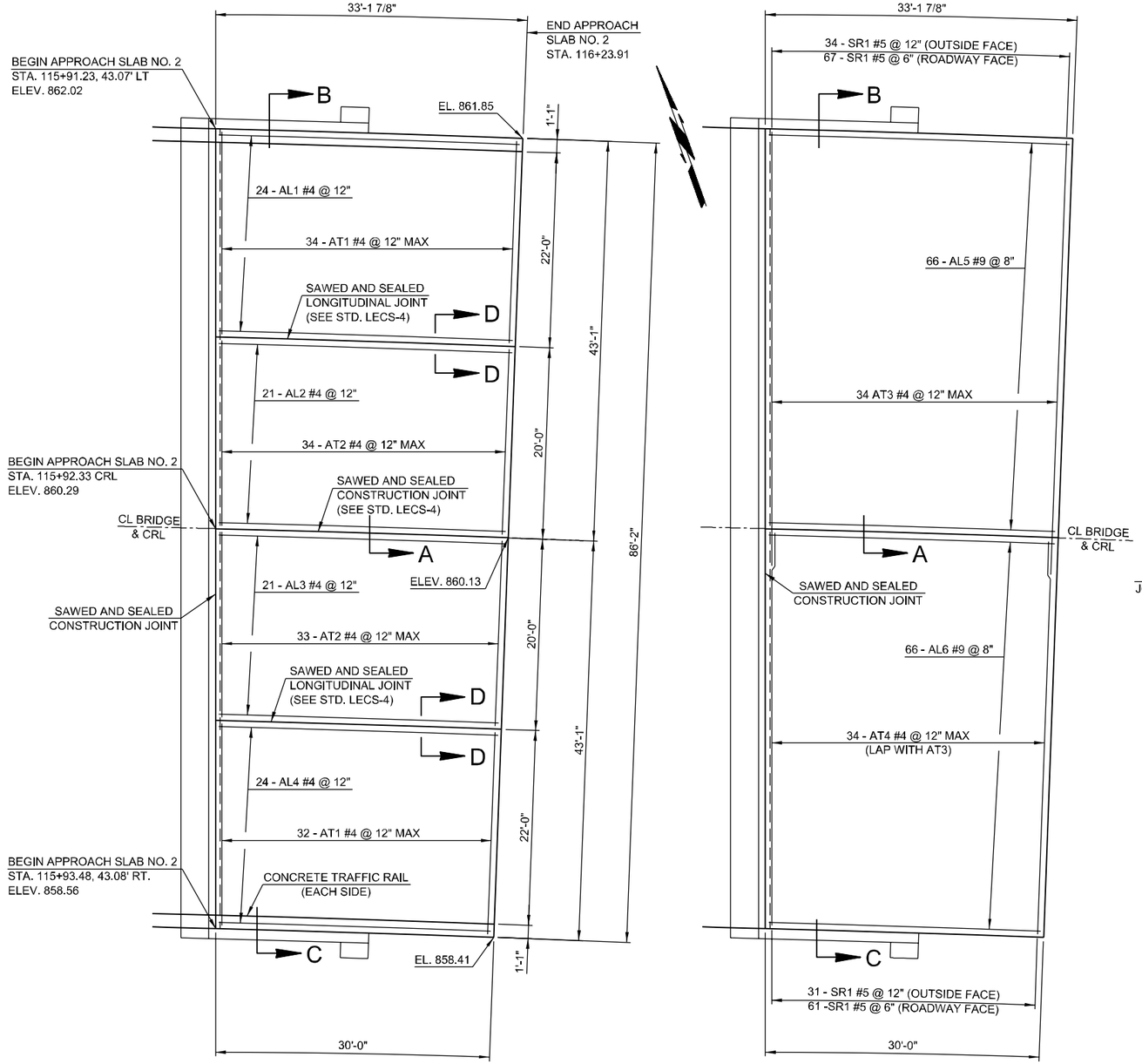
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



TOP REINFORCING MAT DETAIL

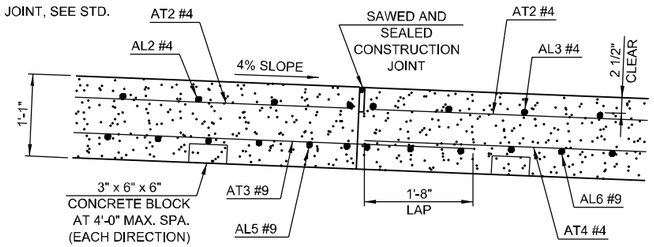
BOTTOM REINFORCING MAT DETAIL

APPRAOCH SLAB NO. 2

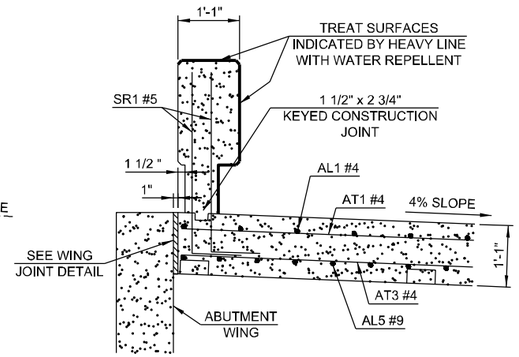
NOTE:
FOR ADDITIONAL DETAIL OF APPROACH SLAB AT ABUTMENT, SEE LONGITUDINAL SECTION AND DIAPHRAGM DETAILS.

FOR ADDITIONAL DETAIL OF CONCRETE TRAFFIC RAIL SEE STD. TR4-2.

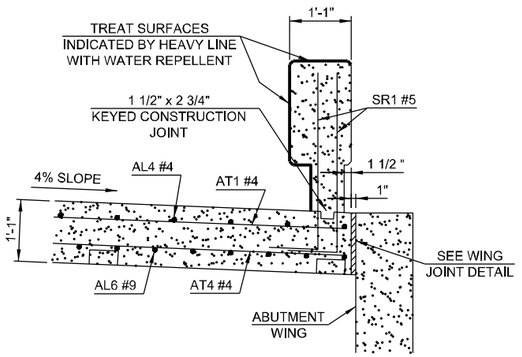
NOTE:
PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL AND CONSTRUCTION JOINT. FOR ADDITIONAL DETAILS OF LONGITUDINAL JOINT, SEE STD. LECS-4.



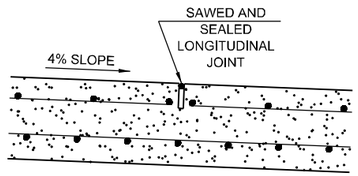
SECTION A



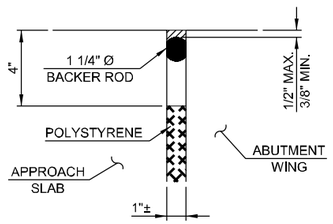
SECTION B



SECTION C



SECTION D



WING JOINT DETAIL

APPROACH SLAB NO. 2 BAR LIST

MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING BARS					
AT1	#4	66	STR	22'-9"	
AT2	#4	67	STR	19'-8"	
AT3	#4	34	STR	44'-9"	
AT4	#4	34	STR	42'-9"	
AL1	#4	24	STR	32'-4" AVG.	31'-11" TO 32'-9"
AL2	#4	21	STR	30'-7" AVG.	31'-3" TO 31'-11"
AL3	#4	21	STR	30'-10" AVG.	30'-6" TO 31'-2"
AL4	#4	24	STR	30'-1" AVG.	29'-8" TO 30'-6"
AL5	#9	66	STR	32'-0" AVG.	31'-3" TO 32'-9"
AL6	#9	66	STR	30'-5" AVG.	29'-8" TO 31'-2"
(1) SR1	#5	193	BNT	4'-1"	

(1) FOR BAR BEND, SEE STD. TR4-2

APPROACH SLAB NO. 2 QUANTITIES

	DESCRIPTION	UNIT	TOTAL
(2)	APPROACH SLAB	SY	302.40
	SAW-CUT GROOVING	SY	294.80
	CONCRETE RAIL (TR4)	LF	63.20
	WATER REPELLENT (VISUALLY INSPECTED)	SY	29.00

(2) THE DEPARTMENT CONSIDERS THE COSTS OF CONCRETE, REINFORCING STEEL (INCLUDING SR1 BARS), BACKER ROD, RAPID CURE JOINT SEALANT, POLYSTYRENE AND POLYETHYLENE SHEETING TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF APPROACH SLAB. THERE IS AN ESTIMATED 109.2 C.Y. OF CLASS AA CONCRETE AND AN ESTIMATED 20,560 LB. OF EPOXY COATED REINFORCING STEEL IN APPROACH SLAB NO. 2.

BRIDGE *A* U.S. 270 OVER CARTER CREEK

DESIGN	JSH	7-15
DRAWN	MRM	7-15
CHECKED	LWN	10-16
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 2 DETAILS

STATE JOB NO. 21006(04) SHEET NO. B025

SEMINOLE CO. U.S. 270

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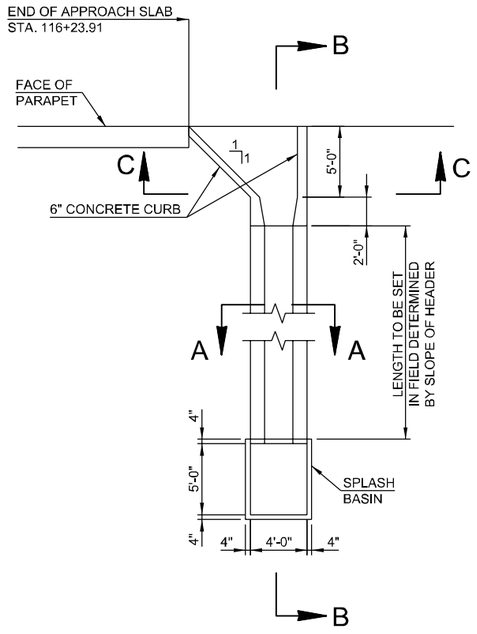
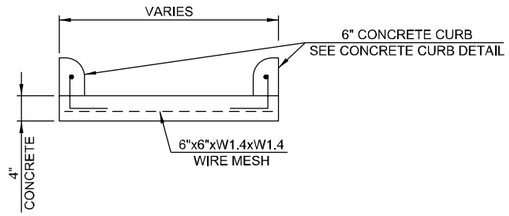
OKLAHOMA DEPARTMENT OF TRANSPORTATION

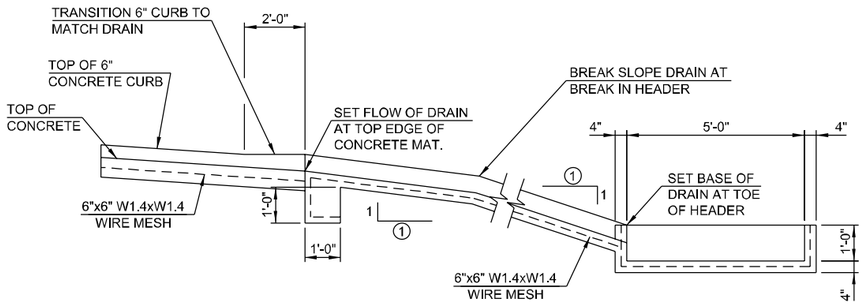
FINAL FIELD MEETING
11/7/2018



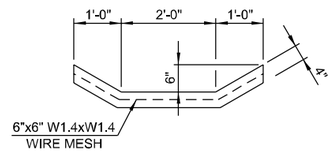
PLAN
SOUTHEAST SIDE



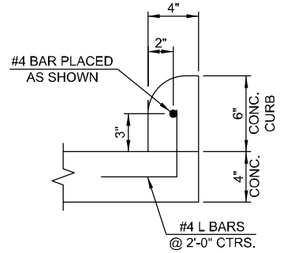
SECTION C-C



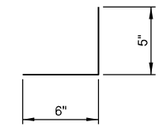
SECTION B-B
(1) SLOPE TO MATCH SLOPE OF HEADER



SECTION A-A



DETAIL OF CONCRETE CURB



L BAR #4 x 11"

NOTE:
SLOPE DRAIN, SPLASH BASIN AND CONCRETE CURB SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF THE SLOPE DRAIN, SPLASH BASIN AND CURB INCLUDING EXCAVATION, WIRE MESH AND REINFORCING STEEL SHALL BE INCLUDED IN PAY ITEM "CLASS "C" CONCRETE".

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	LWN	11-16
DRAWN	MRM	11-16
CHECKED	JSH	1-17
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DETAILS OF DRAIN AT END OF BRIDGE

STATE JOB NO. 21006(04) SHEET NO. B026

SEMINOLE CO. U.S. 270

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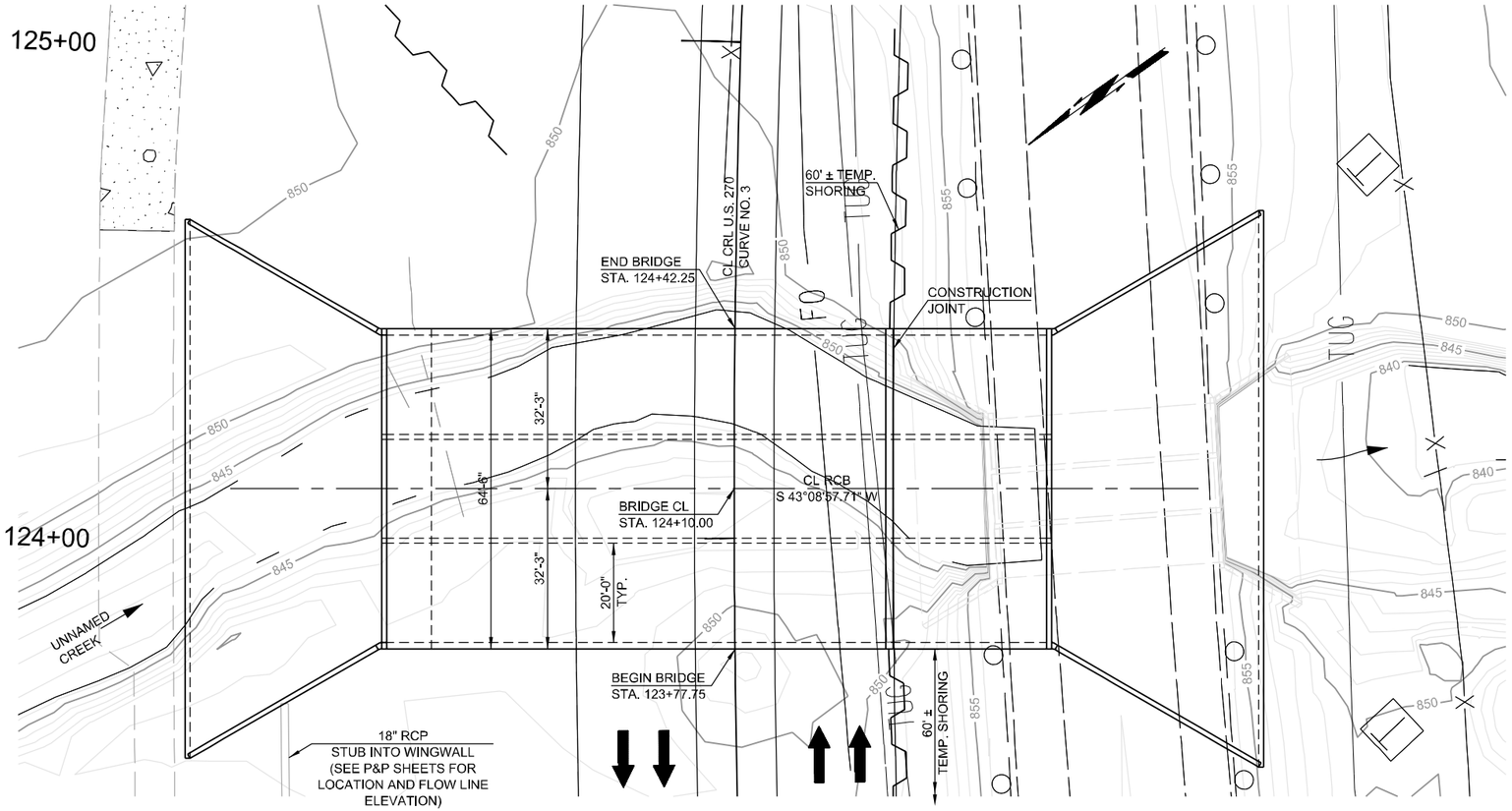
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

CURVE DATA

CRL CURVE #3
P.I. STA. 121+10.09
Δ = 28°33'58.31" RT.
D = 1°15'00.00"
T = 4574.3195'
L = 7190.6462'
R = 3000.00'
E = 95.69'
e Super = 0.040'/'

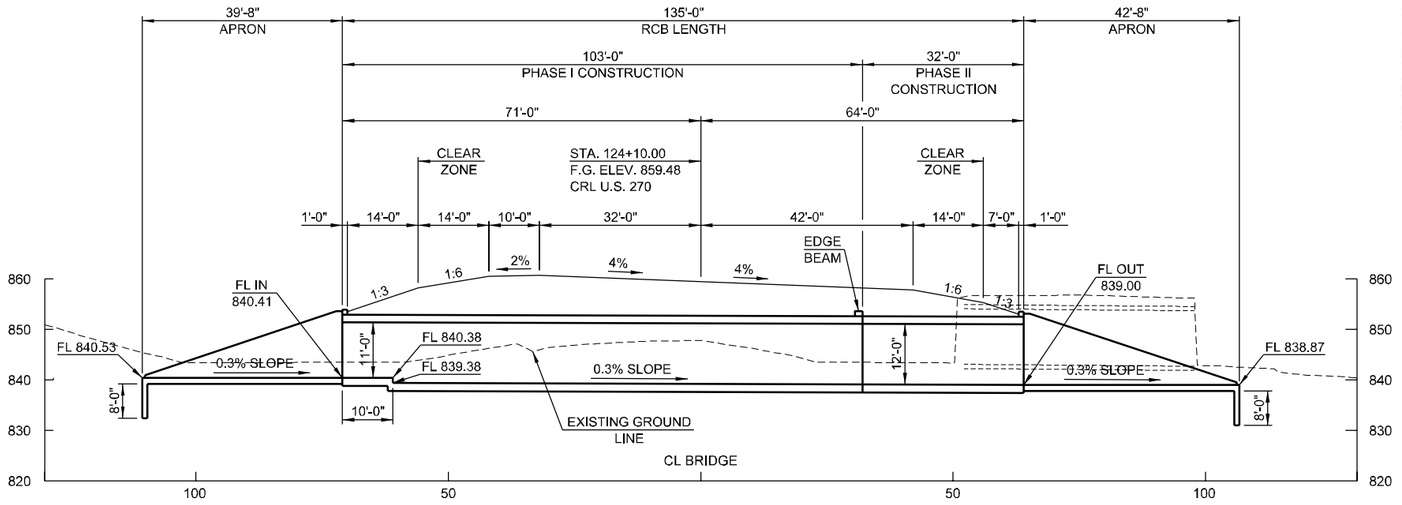


BM 10: #6 BAR 30" LONG
SET FLUSH, 63' RT
STA. 121+44.89, EL. 852.70

PLAN

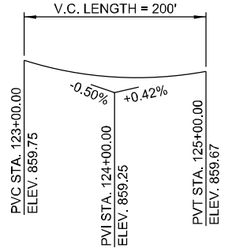
1"=15'

BM 11: CUT "X" WINGWALL
OF BOX, 26' RT
STA. 127+62.91, EL. 856.51



ELEVATION

1"=15'



PROFILE GRADE DATA

INDEX OF SHEETS - BRIDGE "B"

THE FOLLOWING STANDARDS WILL BE REQUIRED:

SB1-4-2
RCB-E3-H11-0-1-01E
RCB-E3-H11-0-2-01E
RCB-E3-H12-0-1-01E
RCB-E3-H12-0-2-01E
RCB-CW3-D8-0-01E

DESIGN DATA

1. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION WITH INTERIMS THROUGH 2016.
2. DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
3. MATERIALS:
   CONCRETE (CLASS AA) f'c = 4 KSI
   REINFORCING STEEL fy = 60 KSI

HYDRAULIC DATA

TOTAL DRAINAGE AREA	15.01 SQ. MILES
CONTROLLED DRAINAGE AREA	5.25 SQ. MILES
EFFECTIVE DRAINAGE AREA	9.76 SQ. MILES
RDWY. OT ELEV.	858.35 FT
Q2	668.67 CFS
V2	1.48 FPS
C.H.W. 2	846.97 FT
Q5	1593.88 CFS
V5	2.84 FPS
C.H.W. 5	848.92 FT
Q10	1905.74 CFS
V10	3.06 FPS
C.H.W. 10	850.01 FT
Q25	2652.77 CFS
V25	3.84 FPS
C.H.W. 25	851.30 FT
Q50	3354.96 CFS
V50	4.75 FPS
C.H.W. 50	852.37 FT
Q100	3964.85 CFS
V100	5.51 FPS
C.H.W. 100	852.28 FT
Q500	5903.79 CFS
V500	8.20 FPS
CHW500	853.96 FT
Q OT > Q500	

QUANTITIES - BRIDGE "B"

ITEM	UNIT	①BARREL	②END SECTIONS	TOTAL
UNCLASSIFIED EXCAVATION	CY	3,670.00	3,450.00	7,120.00
AGGREGATE BASE TYPE A	CY	1,200.00		1,200.00
STRUCTURAL EXCAVATION UNCLASSIFIED	CY	1,290.00	400.00	1,690.00
CLASS AA CONCRETE	CY	1,270.00	430.00	1,700.00
REINFORCING STEEL	LB	253,410.00	55,860.00	309,270.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM			1.00

① INCLUDES 11' AND 12' TALL BARRELS, DROP INLET, AND TEMPORARY HEADWALL.
② INCLUDES APRON, WINGWALLS, CURTAIN WALLS, AND FINAL HEADWALLS.

BRIDGE "B" U.S. 270 OVER UNNAMED CREEK

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	JSH	1-17
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

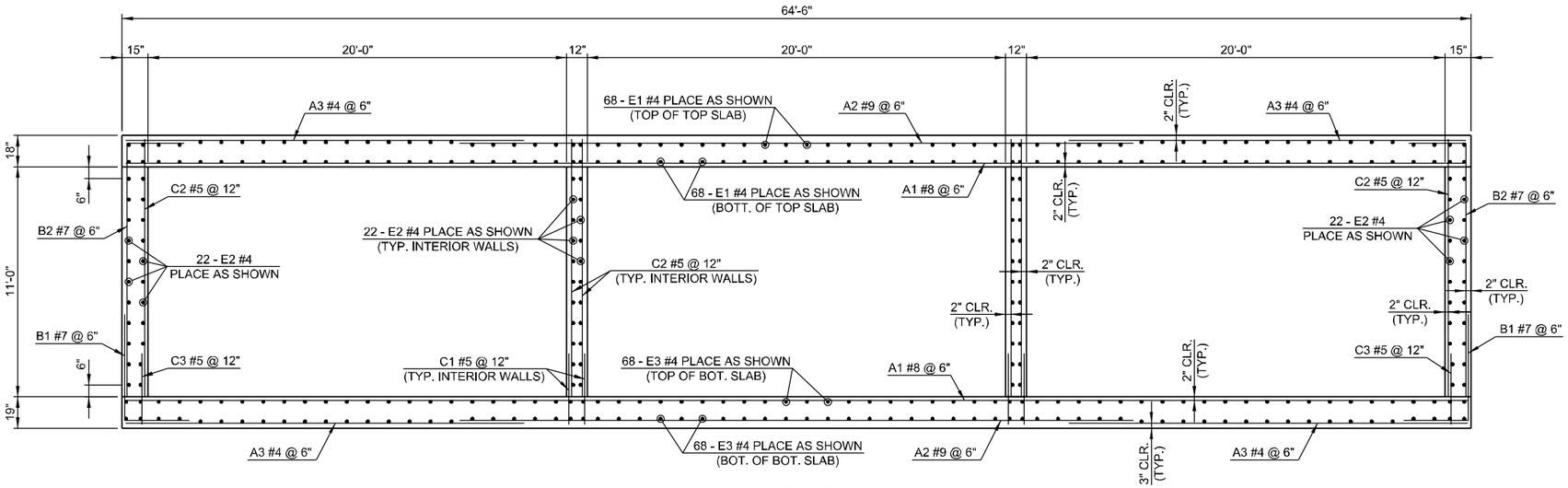
GENERAL PLAN AND ELEVATION
3 CELL - 20'x11'x10' RCB & 20'x12'x125' RCB,
SKEW 0 DEGREES CL STA. 124+10.00

STATE JOB NO. 21006(04) SHEET NO. B027

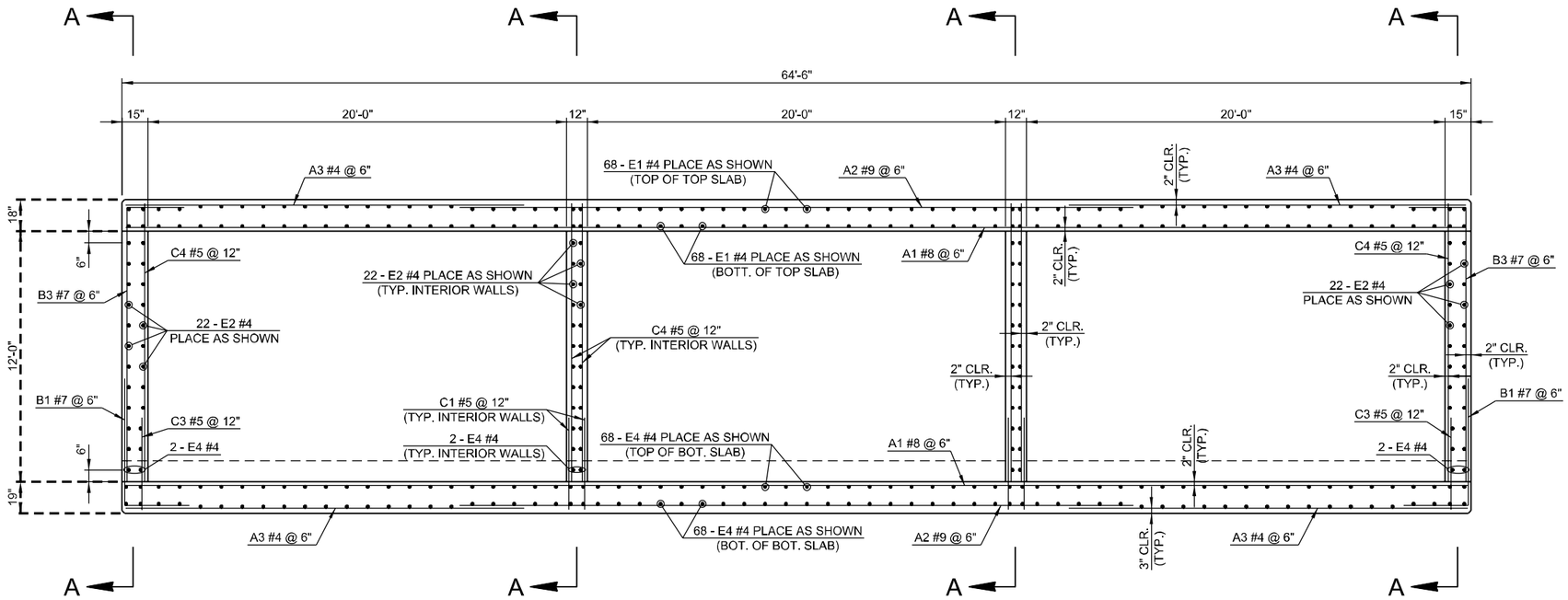
SEMINOLE CO. U.S. 270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



SECTION
AT 11' TALL BARREL



SECTION
AT 12' TALL BARREL

NOTES:
1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
2. ALL CONCRETE EDGES SHALL HAVE A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.
3. ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.
4. REINFORCING STEEL SHALL BE CONTINUOUS THROUGH THE TRANSVERSE CONSTRUCTION JOINT AND EXTEND A MIN. OF 24" INTO ADJACENT SECTION.

NOTE:
FOR SECTION A-A AND DETAILS OF DROP INLET SEE SHEET B029.

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\B028-2100604-BR.B-Dtl.R.C.B.1.dgn

BRIDGE "B" U.S. 270 OVER UNNAMED CREEK

DESIGN	LWN	12-16
DRAWN	MRM	12-16
CHECKED	JSH	1-17
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

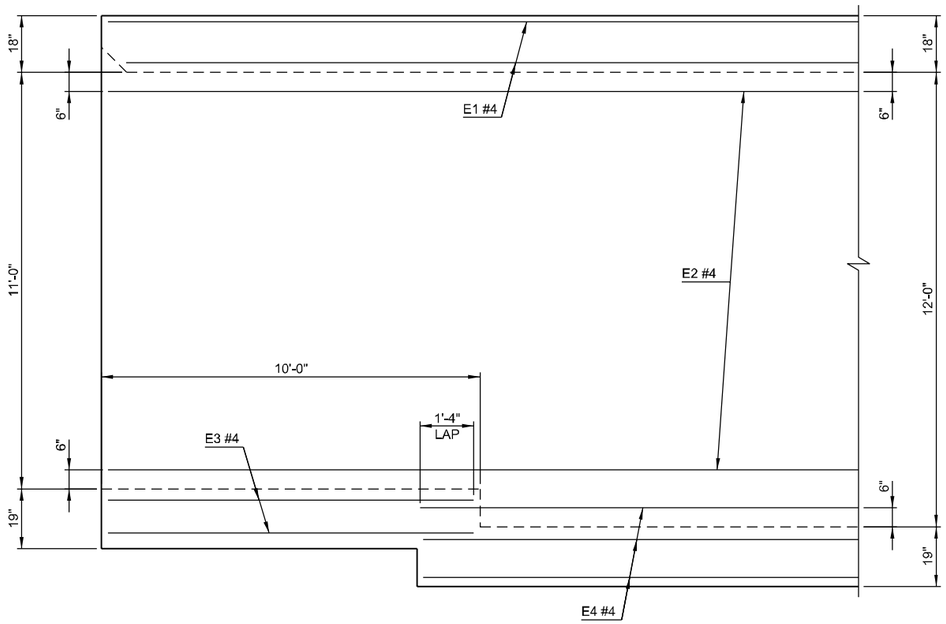
DETAILS OF R.C. BOX
(SHEET 1 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B028

SEMINOLE CO. U.S. 270

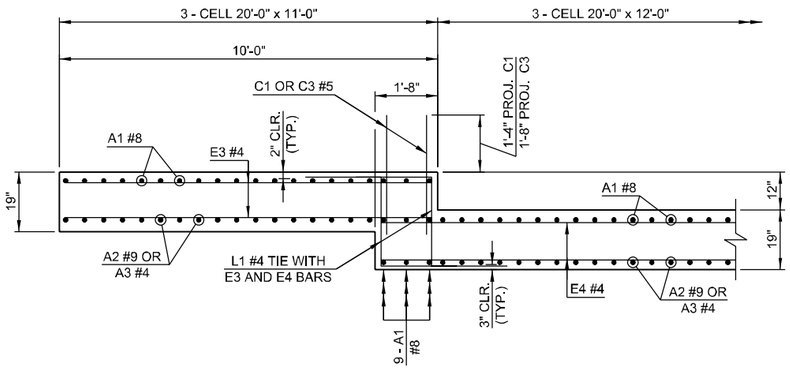
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

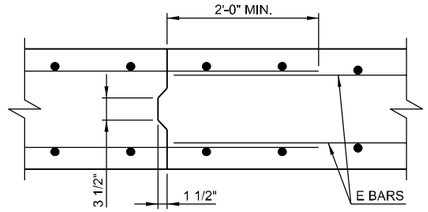


SECTION A-A

NOTE:
VERTICAL REINFORCING OMITTED FOR CLARITY.



DETAILS OF DROP INLET



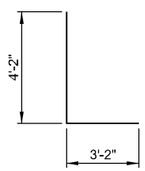
TRANSVERSE CONSTRUCTION JOINT

BARREL BAR LIST - PHASE I

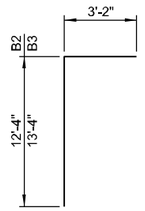
	MARK	SIZE	NO.	FORM	LENGTH
(1)	A1	#8	419	STR	70'-11"
	A2	#9	409	STR	33'-5"
	A3	#4	818	STR	18'-4"
	B1	#7	418	BNT	7'-4"
	B2	#7	38	BNT	15'-6"
	B3	#7	380	BNT	16'-6"
	C1	#5	420	STR	2'-8"
	C2	#5	68	STR	12'-4"
	C3	#5	212	STR	3'-0"
	C4	#5	564	STR	13'-4"
(2)	E1	#4	136	STR	106'-10"
(2)	E2	#4	88	STR	106'-10"
	E3	#4	136	STR	9'-8"
(2)	E4	#4	144	STR	98'-6"
	L1	#4	136	BNT	6'-2"
(3)(4)	CH	#4	4	STR	66'-8"
(3)(5)	CL1	#4	68	BNT	4'-4"
(3)(5)	CL2	#4	68	BNT	4'-3"
(6)	WP1	#5	16	STR	5'-0"

BARREL BAR LIST - PHASE II

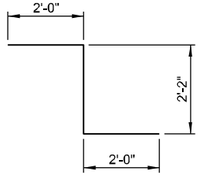
	MARK	SIZE	NO.	FORM	LENGTH
(1)	A1	#8	128	STR	70'-11"
	A2	#9	127	STR	33'-5"
	A3	#4	254	STR	18'-4"
	B1	#7	128	BNT	7'-4"
	B3	#7	128	BNT	16'-6"
	C1	#5	132	STR	2'-8"
	C3	#5	68	STR	3'-0"
	C4	#5	200	STR	13'-4"
	E1	#4	136	STR	31'-10"
	E2	#4	88	STR	31'-10"
	E4	#4	144	STR	31'-10"



B1 #7 x 7'-4"



B2 #7 x 15'-6"
B3 #7 x 16'-6"



L1 #4 x 6'-2"

(1) INCLUDES 1 (ONE) 6'-9" LAP. LAP MUST BE LOCATED WITHIN CENTER CELL.
(2) INCLUDES 1 (ONE) 2'-0" LAP AND 2'-0" EXTENSION AT CONSTRUCTION JOINT.
(3) QUANTITY SHOWN IS FOR TEMPORARY HEADWALL.
(4) INCLUDES 1 (ONE) 2'-6" LAP
(5) SEE STD. RCB-E3-H12-0-2 FOR BAR BEND.
(6) QUANTITY SHOWN IS FOR PIPE INLET IN NORTHWEST WING WALL AS SHOWN ON SHEET AB02

BRIDGE "B" U.S. 270 OVER UNNAMED CREEK

DESIGN	LWN	12-16
DRAWN	MRM	12-16
CHECKED	JSH	1-17
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DETAILS OF R.C. BOX
(SHEET 2 OF 3)

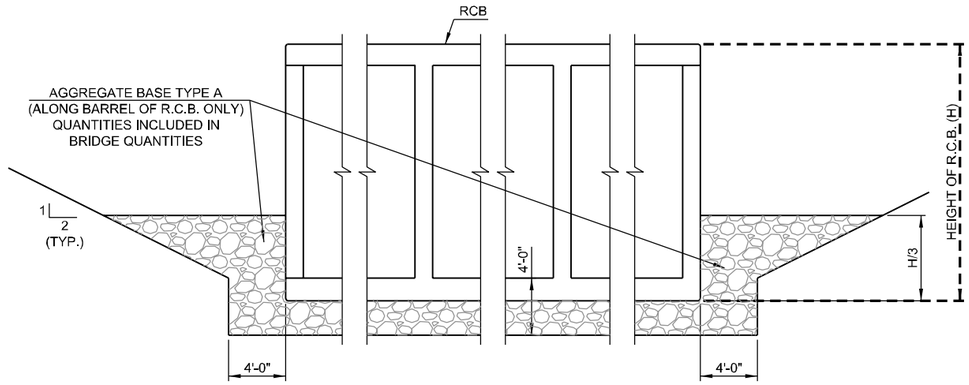
STATE JOB NO. 21006(04) SHEET NO. B029

SEMINOLE CO. U.S. 270

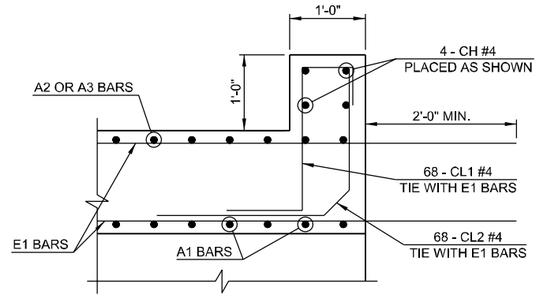
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



AGGREGATE BASE BACKFILL DETAIL



EDGE BEAM DETAIL

NOTES:
CH, CL1 AND CL2 BARS USED IN EDGE BEAM ARE INCLUDED IN BARREL BAR LIST - PHASE I.

BRIDGE "B" U.S. 270 OVER UNNAMED CREEK

DESIGN	LWN	12-16
DRAWN	MRM	11-16
CHECKED	JSH	1-17
APPROVED	-	-
SQUAD	TT	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DETAILS OF R.C. BOX
(SHEET 3 OF 3)

STATE JOB NO. 21006(04) SHEET NO. B030

SEMINOLE CO. U.S. 270

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U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT CONDITIONS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESCRIPTION	REVISIONS	DATE

404 PERMIT INFORMATION

NATIONWIDE PERMIT NO. _____

☐ TO BE PROVIDED AT A LATER DATE

SECTION 404 OF THE CLEAN WATER ACT REQUIRES PRIOR AUTHORIZATION FROM SECRETARY OF THE ARMY (CORPS) FOR THE DISCHARGE OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES.

☐ NO PRE-CONSTRUCTION NOTIFICATION REQUIRED: PROJECT DOES NOT REQUIRE NOTIFICATION TO THE US ARMY CORPS OF ENGINEERS (USACE) IN ORDER TO COMMENCE.

☐ PRE-CONSTRUCTION NOTIFICATION REQUIRED: RESIDENT ENGINEER MUST NOTIFY THE USACE WITHIN 30 DAYS OF THE START OF CONSTRUCTION AND 30 DAYS PRIOR TO COMPLETION OF CONSTRUCTION, FORMS LOCATED IN THE CONTRACT.

☐ INDIVIDUAL PERMIT: WILL BE MONITORED CLOSELY BY THE USACE.

☐ GENERAL PERMIT: PROJECT WITHIN A DESIGNATED CRITICAL RESOURCE WATER AND WILL REQUIRE PRE-CONSTRUCTION NOTIFICATION SEE ABOVE FOR EXPLANATION OF PRE-CONSTRUCTION NOTIFICATION.

☐ NO PERMIT REQUIRED

SWT TRACKING NO. _____

SPECIAL CONDITIONS

☐ NAVIGABLE WATER OF THE U.S.

☐ ON-SITE MITIGATION

☐ ENDANGERED SPECIES PRESENT

☐ HISTORIC PROPERTIES PRESENT

☐ DESIGNATED CRITICAL RESOURCE WATERS

PERMIT GENERAL CONDITIONS

THE CONTRACTOR SHALL BE RESPONSIBLE BUT NOT LIMITED TO THE FOLLOWING HIGHLIGHTS OF THE 404 PERMIT (SEE CONTRACT FOR COMPLETE LIST):

TEMPORARY FILLS:

APPROPRIATE MEASURES MUST BE TAKEN TO MAINTAIN NORMAL DOWNSTREAM FLOWS AND MINIMIZE FLOODING TO THE MAXIMUM EXTENT PRACTICABLE, WHEN TEMPORARY STRUCTURES (WORK ROADS, WORKPADS, ETC..) WORK, AND DISCHARGES, INCLUDING COFFERDAMS, ARE NECESSARY FOR CONSTRUCTION ACTIVITIES, ACCESS FILLS, OR DEWATERING OF CONSTRUCTION SITES. TEMPORARY FILLS MUST CONSIST OF MATERIALS, AND BE PLACED IN A MANNER, THAT WILL NOT BE ERODED BY EXPECTED HIGH FLOWS.TEMPORARY FILLS MUST BE REMOVED IN THEIR ENTIRETY AND THE AFFECTED AREAS RETURNED TO PRE-CONSTRUCTION ELEVATIONS. THE AREAS AFFECTED BY TEMPORARY FILLS MUST BE RE VEGETATED, AS APPROPRIATE.

NAVIGATION:

NO ACTIVITY MAY CAUSE MORE THAN A MINIMAL ADVERSE EFFECT ON NAVIGATION WITHIN A NAVIGABLE WATER OF THE U.S. IF THIS PROJECT IS LOCATED WITHIN A NAVIGABLE WATER OF THE U.S., IT WILL BE IDENTIFIED IN THE SPECIAL CONDITIONS.

AQUATIC LIFE MOVEMENTS & ADVERSE EFFECTS FROM IMPOUNDMENTS:

NO ACTIVITY MAY LARGELY DISRUPT THE NECESSARY LIFE CYCLE MOVEMENTS OF THOSE SPECIES INDIGENOUS TO THE BODY OF WATER, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA. CULVERTS WILL BE DESIGNED TO PROVIDE SUFFICIENT PASSAGE FOR AQUATIC LIFE AND INSTALLED TO MAINTAIN LOW FLOW. RATE OF FLOW CANNOT BE MADE HIGHER THAN WHAT WAS PRIOR TO THE START OF CONSTRUCTION. EROSION CONTROL MEASURES SHOULD BE UTILIZED AROUND THE PERIMETER OF NEW STRUCTURES TO AVOID SILT BUILD UP. CAUTION SHOULD BE TAKEN TO MINIMIZE HARM IF CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN A STREAM OR RIVER CHANNEL AND CREATE A CONFINED BODY OF WATER, CAUSE ADVERSE EFFECTS TO THE AQUATIC SYSTEM IN ANY WAY, AND/OR RESTRICTING ITS FLOW.

MANAGEMENT OF WATER FLOWS:

CONSTRUCTION ACTIVITIES MAY NOT IMPEDE THE PASSAGE OF NORMAL OR HIGH FLOWS. TO THE GREATEST EXTENT POSSIBLE, THE PRE- CONSTRUCTION COURSE, CONDITIONS, CAPACITY AND LOCATION OF OPEN WATERS MUST BE MAINTAINED. THIS INCLUDES STREAM CHANNELIZATION AND STORM WATER MANAGEMENT.

SUITABLE MATERIAL:

NO ACTIVITY MAY USE UNSUITABLE MATERIAL (E.G., TRASH, DEBRIS, CAR BODIES, ASPHALT, ETC.). MATERIALS USED FOR CONSTRUCTION OR DISCHARGED MUST BE FREE FROM TOXIC POLLUTANTS IN TOXIC AMOUNTS (SEE SECTION 307 OF CLEAN WATER ACT).

PROPER MAINTENANCE

ANY AUTHORIZED STRUCTURE OR FILL SHALL BE PROPERLY MAINTAINED, INCLUDING MAINTENANCE TO ENSURE PUBLIC SAFETY AND COMPLIANCE WITH APPLICABLE NATION WIDE PERMIT GENERAL CONDITIONS, AS WELL AS ANY ACTIVITY- SPECIFIC CONDITIONS ADDED BY THE DISTRICT ENGINEER TO AN NATIONWIDE PERMIT AUTHORIZATION

HAZARDOUS MATERIALS:

HAZARDOUS MATERIALS, CHEMICALS, FUELS, LUBRICATING OILS AND OTHER SUCH SUBSTANCES SHOULD BE STORED AWAY FROM ANY STREAM OR RIVER CHANNEL (SEE SECTION 307 OF CLEAN WATER ACT)

EQUIPMENT:

HEAVY EQUIPMENT WORKING IN WETLANDS OR MUDFLATS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE; FOR EXAMPLE IF WETLANDS ARE PRESENT WITHIN THE CONSTRUCTION, THE FOOTPRINT WILL BE SHOWN ON THE PLANS. MEASURES SHOULD BE TAKEN TO PREVENT DISCHARGE INTO ANY WATERS OF THE STATE (e.g. CONCRETE WASHOUT).

SOIL EROSION AND SEDIMENT CONTROLS:

APPROPRIATE SOIL EROSION AND SEDIMENT CONTROLS MUST BE USED AND MAINTAINED IN EFFECTIVE OPERATING CONDITION DURING CONSTRUCTION, AND ALL EXPOSED SOILS AND OTHER FILLS, AS WELL AS ANY WORK WITHIN STREAM OR RIVER CHANNELS OR BANKS, MUST BE PERMANENTLY STABILIZED AS SOON AS POSSIBLE.

404 COMPLIANCE:

IN ORDER TO REMAIN COMPLIANT WITH THE 404 PERMIT, THE PROJECT MUST COMPLY WITH ALL FEDERAL ENVIRONMENTAL PROTECTION LAWS ASSOCIATED AND, THE ENVIRONMENTAL COMMITMENTS AS SHOWN ON THE PLANS. THIS INCLUDES BUT IS NOT LIMITED TO COMPLIANCE WITH ALL ENVIRONMENTAL NOTES IN THE PLANS, INCLUDING CULTURAL RESOURCES, HAZARDOUS WASTE, BIOLOGICAL FOR PROTECTED SPECIES, AND DEQ STORM WATER REGULATIONS AS THEY PERTAIN TO THE SWMP SHEET WITHIN THE PLANS. ALL OF THE 404 PERMIT GENERAL AND SPECIFIC CONDITIONS MUST BE ADHERED TO. A COPY OF THESE CONDITIONS CAN BE FOUND IN THE CONTRACT WITH THE 404 PERMIT.

SHEET NUMBERS: _____

PERMIT GENERAL CONDITIONS

FUELING:

ALL FUELING AND SERVICING OF VEHICLES AND EQUIPMENT SHALL BE DONE ABOVE THE ORDINARY HIGH WATER MARK (OHWM).

MATERIAL STORAGE:

STORE MATERIAL AND FUEL OUTSIDE OF THE ORDINARY HIGH WATER MARK OR ANY AREA LIKELY TO FLOOD.

DEBRIS STORAGE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY MATERIALS, DEBRIS, OR REFUSE WHICH HAS FALLEN INTO ANY STREAM OR RIVER CHANNELS RESULTING FROM THE EXECUTION OF THE PROJECT AS SOON AS POSSIBLE

SEE NATIONWIDE PERMIT 14 IN THE CONTRACT

401 CERTIFICATION CONDITIONS

THE CONTRACTOR SHALL BE RESPONSIBLE BUT NOT LIMITED TO THE FOLLOWING HIGHLIGHTS OF THE 401 CERTIFICATION (SEE CONTRACT FOR COMPLETE LIST):

☐ ALL SPILLS OF FUEL OR POLLUTANTS IN EXCESS OF FIVE GALLONS SHALL BE REPORTEDTO ODEQ WITHIN 24 HRS AND REPORTED TO POLLUTION PREVENTION HOTLINE (1-800-522-0206)

☐ ALL FUELING AND SERVICING OF VEHICLES AND EQUIPMENT SHALL BE DONE OUTSIDE THE ORDINARY HIGH WATER MARK

☐ THE PERMITTEE SHALL PROVIDE ACCESS TO THE PROPERTY TO ODEQ FOR INSPECTIONS.

☐ ANY STOCKPILE SHALL BE ABOVE ORDINARY HIGH WATER MARK AND REMOVED FROM LIKELY FLOOD ZONE

☐ BEST MANAGEMENT PRACTICES SHOULD BE USED TO CONTROL SOIL EROSION AND MAINTAIN COMPLIANCE WITH WATER QUALITY STANDARDS.

☐ FOR ANY PROJECT THAT INVOLVES BANK STABILIZATION, THE PERMITTEE SHALL CONSIDER INSTALLING BIOENGINEERING PRACTICES IN PLACE OF STRUCTURAL PRACTICES (RIPRAP) TO MINIMIZE IMPACTS TO AQUATIC RESOURCES

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		SECTION 404 PERMIT COMPLIANCE
APPROVED		
SQUAD		

COUNTY SEMINOLE HIGHWAY US-270 STATE JOB NO. 21006(04) SHEET NO. E001

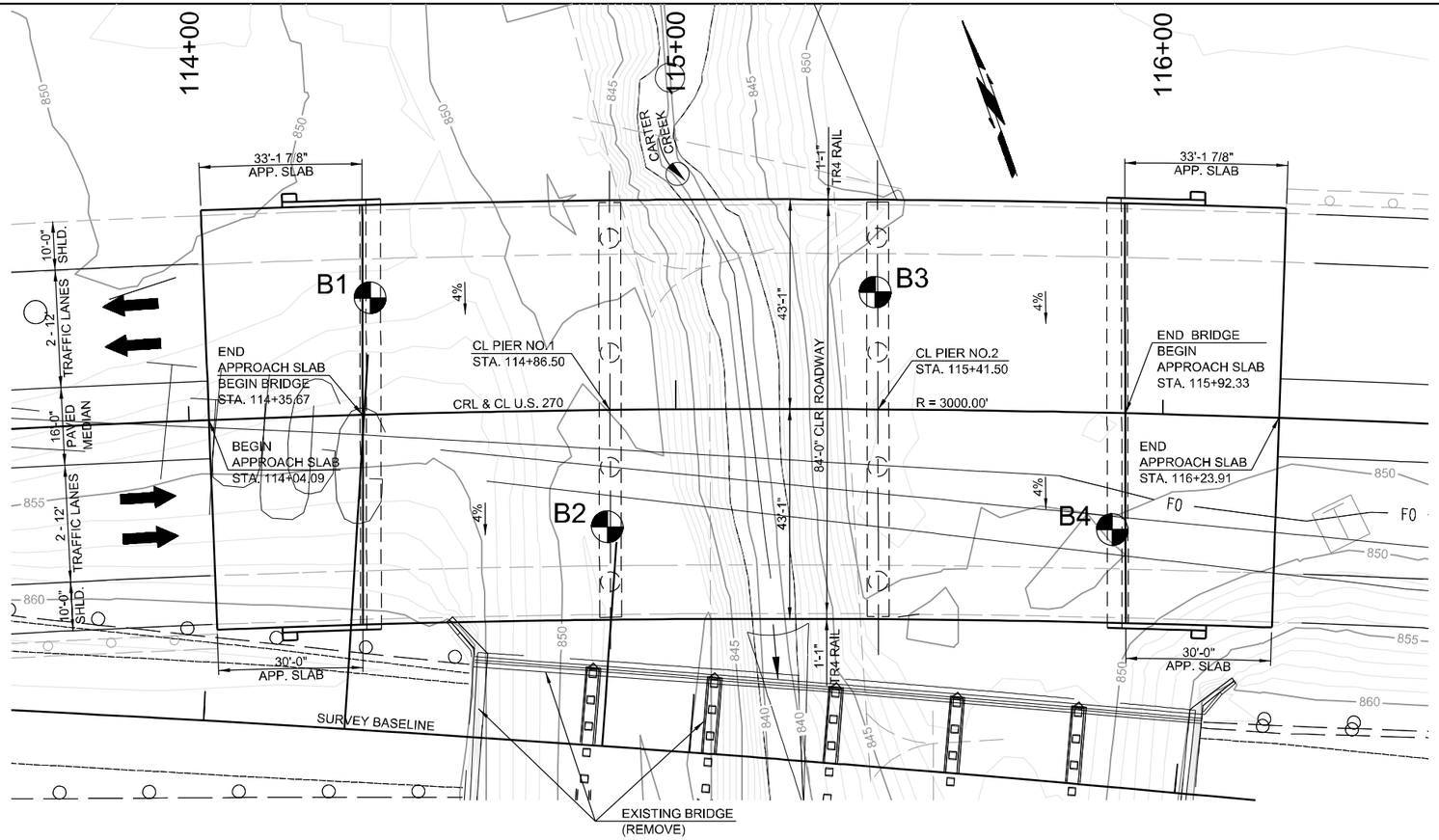
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006(04) Roadway\E001-2100604-SECTION 404 PERMIT COMPLIANCE.dgn

REVISED 04 / 01 / 2015

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



PLAN

1"=15'

CURVE DATA
CRL CURVE #3
PI STA. 121+10.09
Δ = 28°33'58.31" RT.
D = 1°54'35.49"
R = 3000.00'
T = 763.75'
L = 1495.72'
E = 95.69'
e SUPER = 0.040'/'

BORING LOCATION
(LOCATED FROM SURVEY BASELINE)

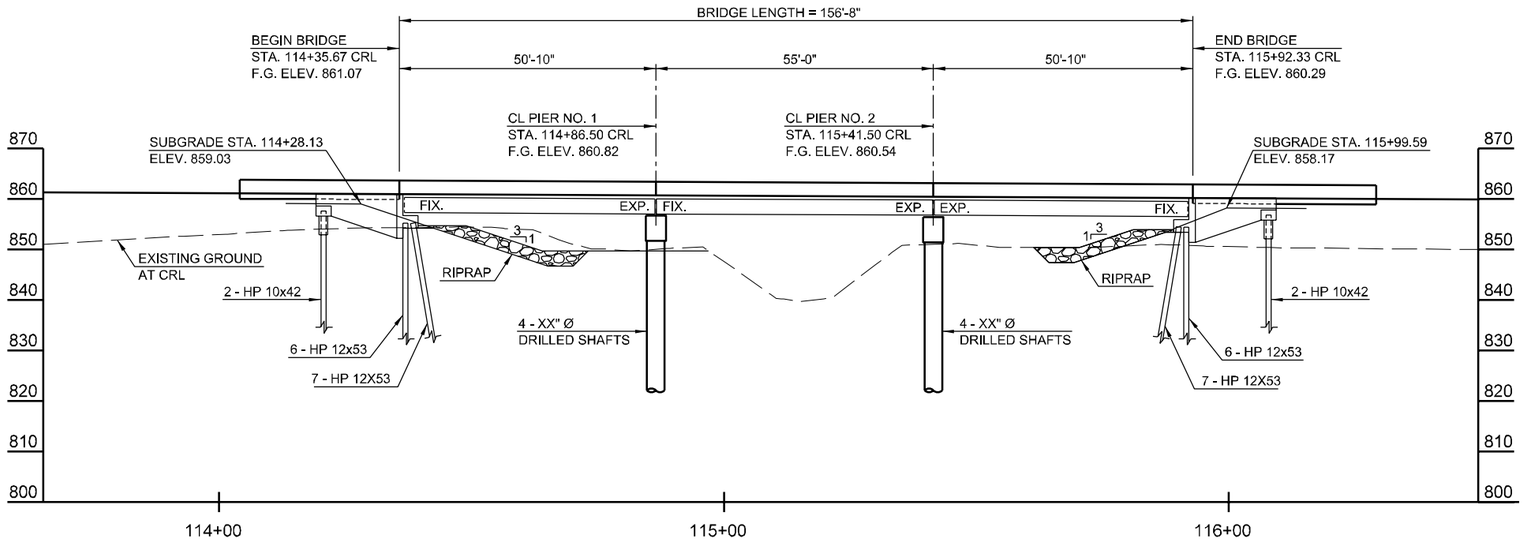
BORING LOCATION	STA.	OFFSET	NORTHING	EASTING
B1	114+29.2	88.7' LT	689846.05	2373660.82
B2	114+80.5	45.0' LT	689782.24	2373683.98
B3	115+31.0	97.2' LT	689801.22	2373754.48
B4	115+83.2	52.7' LT	689735.90	2373776.90

LEGEND

BORING DESIGNATION

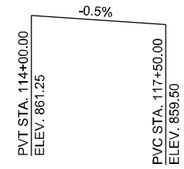
EXISTING BRIDGE
6 SPAN STRUCTURE CONSISTING OF 6 - 25' CONCRETE SLAB SPANS HAVING A CLEAR ROADWAY WIDTH OF 28'-0"

PROPOSED BRIDGE DESCRIPTION
CONSTRUCT 3 SPAN (50'-55'-50') CONCRETE BRIDGE HAVING 84'-0" CLEAR ROADWAY WITH TYPE II PC BEAMS AND TR4 TRAFFIC RAILS OVER CARTER CREEK



ELEVATION

1"=15'



PROFILE GRADE DATA

BRIDGE "A" U.S. 270 OVER CARTER CREEK

DESIGN	LWN	3-15	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	MRM	3-15	
CHECKED	-	-	BORING LOCATION PLAN
APPROVED	-	-	
SQUAD	TT		STATE JOB NO. 21006(11) SHEET NO. 41

SEMINOLE CO. U.S. 270

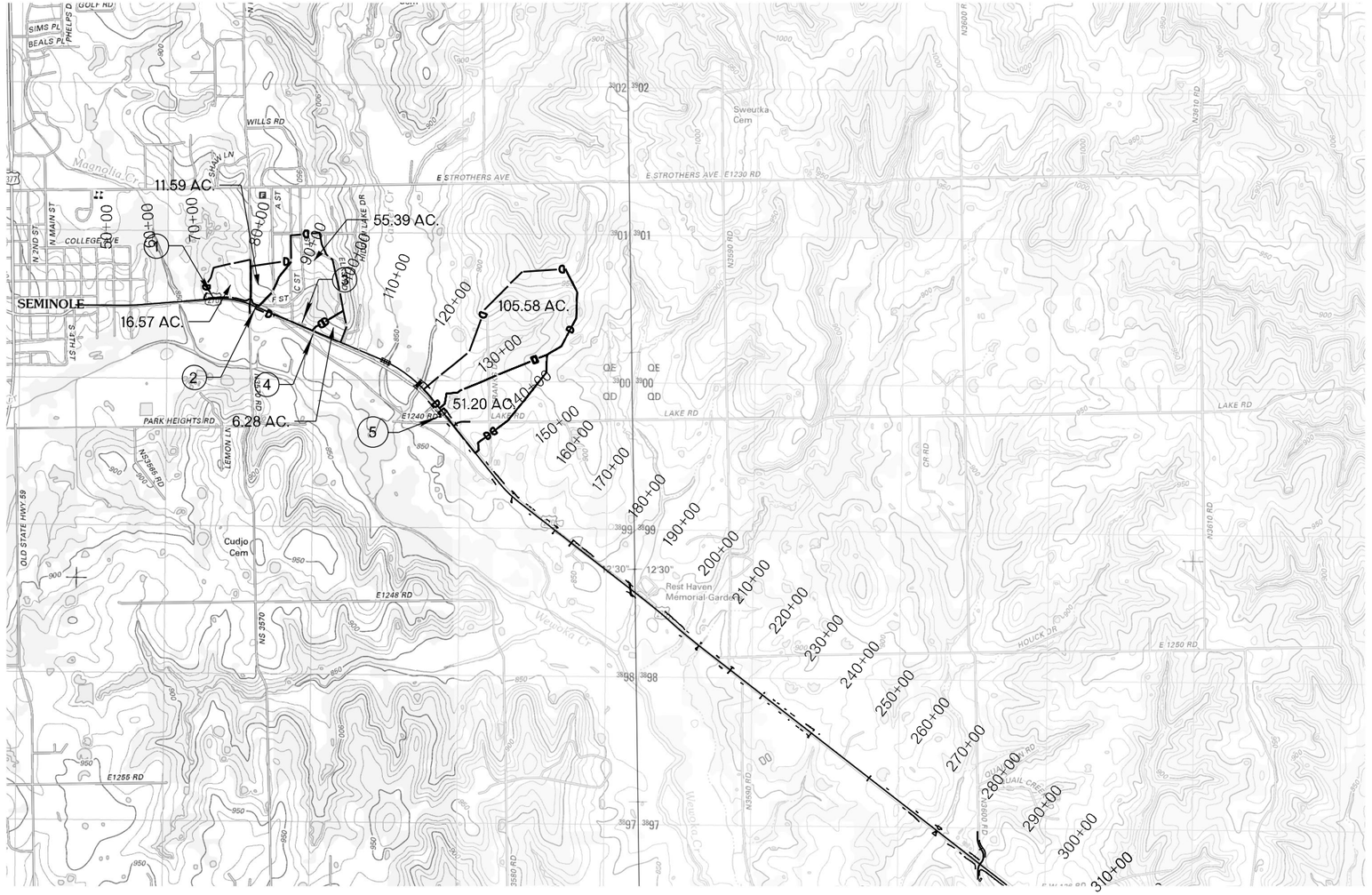
P:\11399\200-11399-14001\CAD\SheetFiles\21006 (04) Bridge\JP 21006 (04) -BROx-Boring Plan.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

DRAINAGE STRUCTURE DESIGN RECORD

P&P SHT NO.	STR. NO.	ALIGN CRL	LOCATION	STRUCTURE SIZE AND TYPE	DESIGN YEAR	DRAINAGE AREA	ANTICIPATED LAND USE	WEIGHTED RUNOFF COEFFICIENT "C"	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND FLOW	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL FLOW	TIME OF CONC. (Tc.)	INTENSITY OF DESIGN YEAR RAINFALL	DESIGN YEAR DISCHARGE	DESIGN TAIL WATER *	INLET FLOW LINE #	OUTLET FLOW LINE #	CULVERT SLOPE	MAX. ALLOWABLE HEADWATER #	FLOW VELOCITY	CONTROLLING HEADWATER	REMARKS
																					V 50		
					YRS	AC.			FT.	(%)	FT.	(%)	MIN.	IN/HR	CFS	FT.	ELEV.	ELEV.	(%)	ELEV.	FT. / SEC.	ELEV.	
	1	US-270	74+00.00	CONST. 42" X 205.27' LG. RDY. RCP SKEW 45 DEG. LT. FWD. 103.60' LG. LT. & 101.67' LG RT.	50	16.57	RES./INDUSTRIAL	0.65	297	2.69	837	4.37	12.17	5.84	99.43	1.88	853.42	852.08	0.65	861.66	11.14	859.96	rdwy ahw = 862.96, bldg ffe = 862.66
	2	US-270	83+80.00	CONST. 36" X 127.21' LG. RDY. RCP 64.71' LG. LT. & 62.50' LG RT.	50	11.59	RES./INDUSTRIAL	0.75	133	6.77	1090	6.36	9.08	8.47	88.40	2.75	866.70	865.87	0.65	875.25	12.79	874.92	dike = 876.25
	3	US-270	94+67.90	EXT. EXIST. 5' X 4' X 62.8' LG. RDY. RCB 32.00' LG. LT. & 8.74' LG RT.	50	55.39	RESIDENTIAL/WOODLAND	0.40	300	3.33	1355	5.17	15.07	7.10	188.65	1.39	854.98	852.48	2.43	861.99	16.50	861.04	rdy ahw = 862.99
	4	US-270	97+85.97	CONST. 36" X 101.88' LG. RDY. RCP 49.99' LG. LT. & 51.89' LG RT.	50	6.28	WOODLAND/PASTURE	0.40	300	3.33	455	9.41	17.66	6.64	20.02	0.74	860.19	859.56	0.62	864.22	6.89	862.28	rdy ahw = 865.22
	5	US-270	132+71.08	EXT. EXIST. 6' x 6' X 127.13' LG. RDY.RCB 23.17' LG. LT. & 45.16' LG RT.	50	51.20	WOODLAND/PASTURE	0.35	300	1.67	2205	2.35	27.04	5.43	116.68	0.71	848.14	846.54	1.26	856.20	12.17	851.61	dike = 857.20



RECEIVING WATERS ARE: WEWOKA CREEK, CARTER CREEK, CHEYARHA CREEK & UNNAMED TRIBUTARIES.

0 1500 3000 4500
SCALE: 1" = 1500'

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			DRAINAGE AREA MAP
APPROVED			STATE JOB NO. 21006(04) SHEET NO. R001
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R001-2100604-DRAINAGE AREA MAP_ 1.dgn

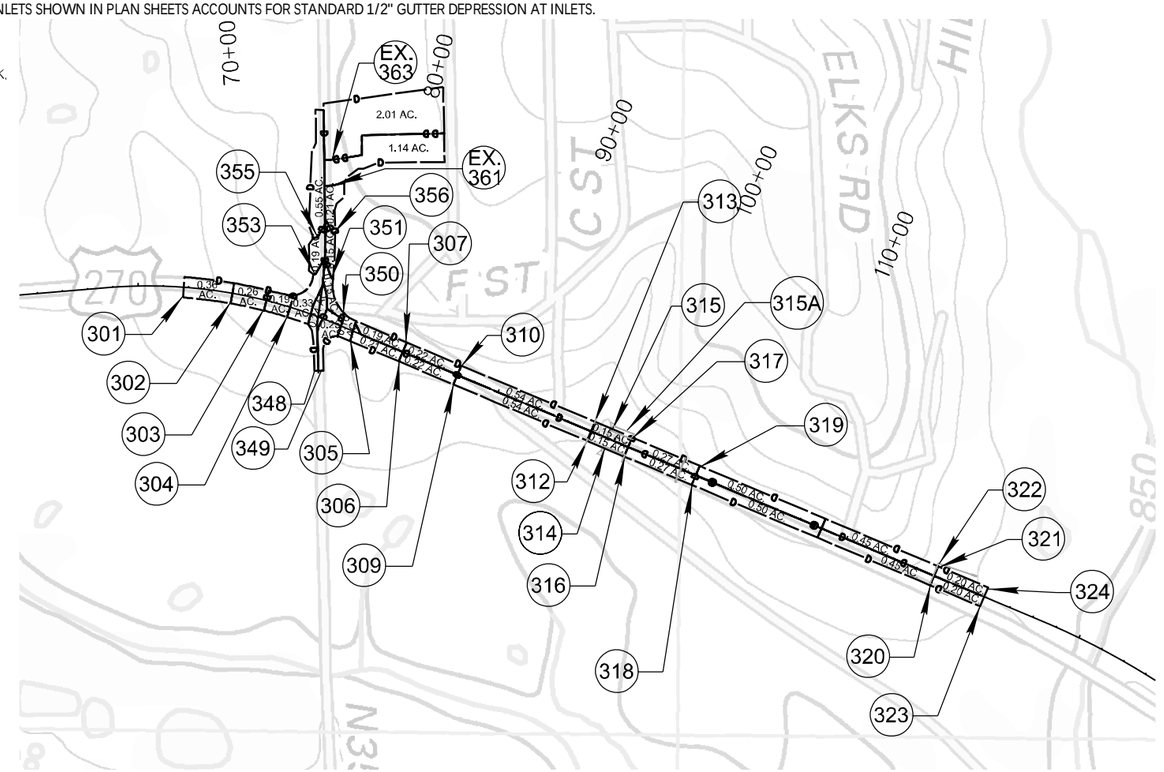
OKLAHOMA DEPARTMENT OF TRANSPORTATION

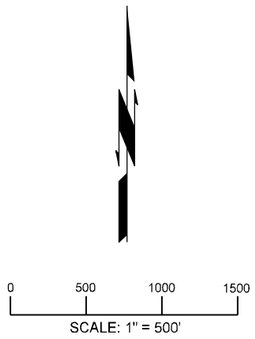
FINAL FIELD MEETING
11/7/2018

Location				Gutter Discharge Design Frequency 10 YR ON-GRADE, 50 YR SUMP					Gutter Discharge Allowable Spread = 12 ft Outside Lane + 2 ft Gutter = 14 ft.									Inlet Discharge			
INLET ID	STA.	SIDE	TYPE	Drainage Area A (acres)	Runoff Coef C	Time of Conc. T_C (min)	Rain Intensity I (in./hr)	Gutter Flow Q_{DA} (cfs)	Grade Slope S_L (ft./ft.)	Cross Slope S_x (ft./ft.)	Incoming Bypass Flow $Q_{Carry\ Over}$ (cfs)	Combined Flow Q (cfs)	Depth Ht (ft.)	Grate Dimensions Width/Length W (ft.)	L (ft.)	Typical Gutter Spread T (ft)	W/T	Inlet Type	Intercepted Q_i (cfs)	Bypass Flow Q_r (cfs)	Remarks
301	76+81	RT	On-Grade	0.362	0.9	5	7.57	2.468	0.0139	0.036	0.627	3.095	0.259	1.3125	9.083	7.199	0.182	On-Grade	3.050	0.05	DES 3(D)
302	78+75	RT	On-Grade	0.256	0.9	5	7.57	1.743	0.0199	0.036	0.531	2.274	0.216	1.3125	4.542	5.996	0.219	On-Grade	1.647	0.63	DES 2(STD)
303	80+12	RT	On-Grade	0.188	0.9	5	7.57	1.280	0.0165	0.036	0.803	2.083	0.216	1.3125	4.542	6.010	0.218	On-Grade	1.552	0.53	DES 2(STD)
304	81+10	RT	On-Grade	0.332	0.9	5	7.57	2.259	0.0112	0.036	0.639	2.899	0.263	1.3125	4.542	7.314	0.179	On-Grade	2.095	0.80	DES 2(STD)
305	83+80	RT	On-Grade	0.104	0.9	5	7.57	0.707	0.0036	0.036	0.706	1.413	0.249	1.3125	4.542	6.911	0.190	On-Grade	1.413	0.00	DES 2(D)
306	85+90	RT	On-Grade	0.210	0.9	5	7.57	1.431	0.0074	0.02	0.000	1.431	0.175	1.3125	4.542	8.766	0.150	On-Grade	1.403	0.03	DES 2(D)
307	85+90	LT	On-Grade	0.188	0.9	5	7.57	1.281	0.0074	0.02	0	1.281	0.168	1.3125	4.542	8.410	0.156	On-Grade	1.264	0.02	DES 2(D)
309	88+25	RT	On-Grade	0.219	0.9	5	7.57	1.495	0.0074	0.02	0.027	1.522	0.179	1.3125	4.542	8.972	0.146	On-Grade	1.487	0.04	DES 2(D)
310	88+25	LT	On-Grade	0.219	0.9	5	7.57	1.495	0.0074	0.02	0.017	1.512	0.179	1.3125	4.542	8.949	0.147	On-Grade	1.478	0.03	DES 2(D)
312	94+00	RT	On-Grade	0.537	0.9	5	7.57	3.66	0.0064	0.02	0.04	3.69	0.26	1.3125	4.542	12.85	0.102	On-Grade	3.311	0.38	DES 2(D)
313	94+00	LT	On-Grade	0.537	0.9	5	7.57	3.66	0.0064	0.02	0.03	3.69	0.26	1.3125	4.542	12.85	0.102	On-Grade	3.310	0.38	DES 2(D)
314	94+75	RT	Sump	0.149	0.9	5	11.58	1.56	0	0.02	1.32	2.87	0.12	1.3125	4.542	6.19	0.212	SUMP	2.874	N/A	DES 2(2B)
315	94+75	LT	Sump	0.149	0.9	5	11.58	1.56	0	0.02	1.32	2.87	0.12	1.3125	4.542	6.19	0.212	SUMP	2.872	N/A	DES 2(2B)
316	95+60	RT	On-Grade	0.271	0.9	5	7.57	1.84	0.0079	0.02	0.21	2.06	0.20	1.3125	4.542	9.92	0.132	On-Grade	1.954	0.10	DES 2(D)
317	95+60	LT	On-Grade	0.271	0.9	5	7.57	1.84	0.0079	0.02	0.21	2.06	0.20	1.3125	4.542	9.92	0.132	On-Grade	1.954	0.10	DES 2(D)
318	98+50	RT	On-Grade	0.503	0.9	5	7.57	3.43	0.016	0.02	0.00	3.43	0.21	1.3125	9.083	10.53	0.125	On-Grade	3.214	0.21	DES 3(D)
319	98+50	LT	On-Grade	0.503	0.9	5	7.57	3.43	0.016	0.02	0.00	3.43	0.21	1.3125	9.083	10.53	0.125	On-Grade	3.214	0.21	DES 3(D)
320	108+72	RT	On-Grade	0.451	0.9	5	7.57	3.07	0.0171	0.02	0.00	3.07	0.20	1.3125	9.083	9.98	0.132	On-Grade	2.898	0.18	DES 3(D)
321	108+72	LT	On-Grade	0.451	0.9	5	7.57	3.07	0.0171	0.02	0.00	3.07	0.20	1.3125	9.083	9.98	0.132	On-Grade	2.898	0.18	DES 3(D)
323	110+90	RT	On-Grade	0.204	0.9	5	7.57	1.39	0.0171	0.02	0.18	1.56	0.15	1.3125	9.083	7.74	0.169	On-Grade	1.533	0.03	DES 3(D)
324	110+90	LT	On-Grade	0.204	0.9	5	7.57	1.39	0.0171	0.02	0.18	1.56	0.15	1.3125	9.083	7.74	0.169	On-Grade	1.533	0.03	DES 3(D)
351	28+35	RT	On-Grade	0.15	0.9	5	7.57	1.02	0.0417	0.02	0.43	1.45	0.13	1.3125	9.083	6.37	0.206	On-Grade	1.394	0.06	DES 3(D)
353	28+45	LT	On-Grade	0.19	0.9	5	7.57	1.29	0.0431	0.02	0.96	2.25	0.15	1.3125	9.083	7.47	0.176	On-Grade	1.785	0.47	DES 3(STD)
355	29+96	LT	On-Grade	0.55	0.9	5	7.57	3.75	0.037	0.02	0.00	3.75	0.19	1.3125	9.083	9.30	0.141	On-Grade	2.791	0.96	DES 3(STD)
356	30+10	RT	On-Grade	0.21	0.9	5	7.57	1.43	0.036	0.02	2.24	3.67	0.19	1.3125	9.083	9.27	0.142	On-Grade	3.239	0.43	DES 3(D)
EX. 361	32+00	RT	On-Grade	1.14	0.9	5	7.57	7.77	0.023	0.02	2.83	10.59	0.30	1.3125	9.083	15.01	0.087	On-Grade	8.356	2.24	DES 3(D)
EX. 363	33+02	RT	On-Grade	2.01	0.9	5	7.57	13.69	0.016	0.02	0.00	13.69	0.35	1.3125	9.083	17.70	0.074	On-Grade	10.868	2.83	DES 3(D)

NOTE: RIM ELEVATION FOR CURB INLETS SHOWN IN PLAN SHEETS ACCOUNTS FOR STANDARD 1/2" GUTTER DEPRESSION AT INLETS.

RECEIVING WATERS ARE: WEWOKA CREEK, CARTER CREEK, CHEYARHA CREEK & UNNAMED TRIBUTARIES.





DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			DRAINAGE AREA MAP
CHECKED			STATE JOB NO. 21006(04) SHEET NO. R002
APPROVED			
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R002-2100604-DRAINAGE AREA MAP_2.dgn

STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESCRIPTION	REVISIONS	DATE

SITE DESCRIPTION

PROJECT LIMITS: BEGIN US–270 APPROXIMATELY 0.25 MILES WEST OF JUNCTION SH–270A IN SEMINOLE, OK AND EXTEND EAST TO 1.00 MILES EAST OF JUNCTION SH–270A IN SEMINOLE, OK.

PROJECT DESCRIPTION: GRADE, DRAIN, SURFACE AND BRIDGES.

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 SPECIFICED PRACTICES TO IMPROVE THEIR EFFECTIVEMENESS AS APPROVED BY THE ENGINEEER. THE CONTRACTOR WILL MAINTAIN A LOG OF THE DATES OF MAJOR SOIL DISTURBANCE ACTIVITIES, AND ALSO THE DATES OF INSTALLATION OF EROSION CONTROL MEASURES.

SOIL TYPE: FAT CLAY, SANDY LEAN CLAY, FAT CLAY WITH SAND, SANDY LEAN CLAY, LEAN CLAY WITH SAND, SANDY LEAN CLAY SILTY CLAYS, SANDY CLAYS, FROM A GRAVELLY SANDY CLAY TO A GRAVELLY CLAYEY SAND

TOTAL AREA OF THE CONSTRUCTION SITE: 47.32 ACRES

ESTIMATED AREA TO BE DISTURBED: 24.47 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 10.73 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 14.34 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.69

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°13'21"N 96°38'50"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: WEWOKA CREEK, CARTER CREEK, CHEYARHA CREEK & UNNAMED TRIBUTARIES

SENSITIVE WATERS OR WATERSHEDS: YES [ ] NO [X]

303(d) IMPAIRED WATERS: YES [X] NO [ ]

IF YES, LIST IMPAIRMENT: CARTER CREEK CHLORIDE 5B, TDS 5B, WEWOKA CREEK CADMIUM 5A

LOCATED IN A TMDL: YES [ ] NO [X]

LAKE THUNDERBIRD TMDL: YES [ ] NO [X]

MS4 ENTITY YES [ ] NO [ ]

IF YES, LOCATION:

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

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- ____ TEMPORARY SEEDING
- _X_ PERMANENT SODDING, SPRIGGING OR SEEDING
- _X_ VEGETATIVE MULCHING
- ____ SOIL RETENTION BLANKET
- _X_ PRESERVATION OF EXISTING VEGETATION

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

THE FOLLOWING SECTIONS OF THE 2009 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

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

IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2017.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STORMWATER MANAGEMENT PLAN

STATE JOB NO. 21006(04) SHEET NO. R003

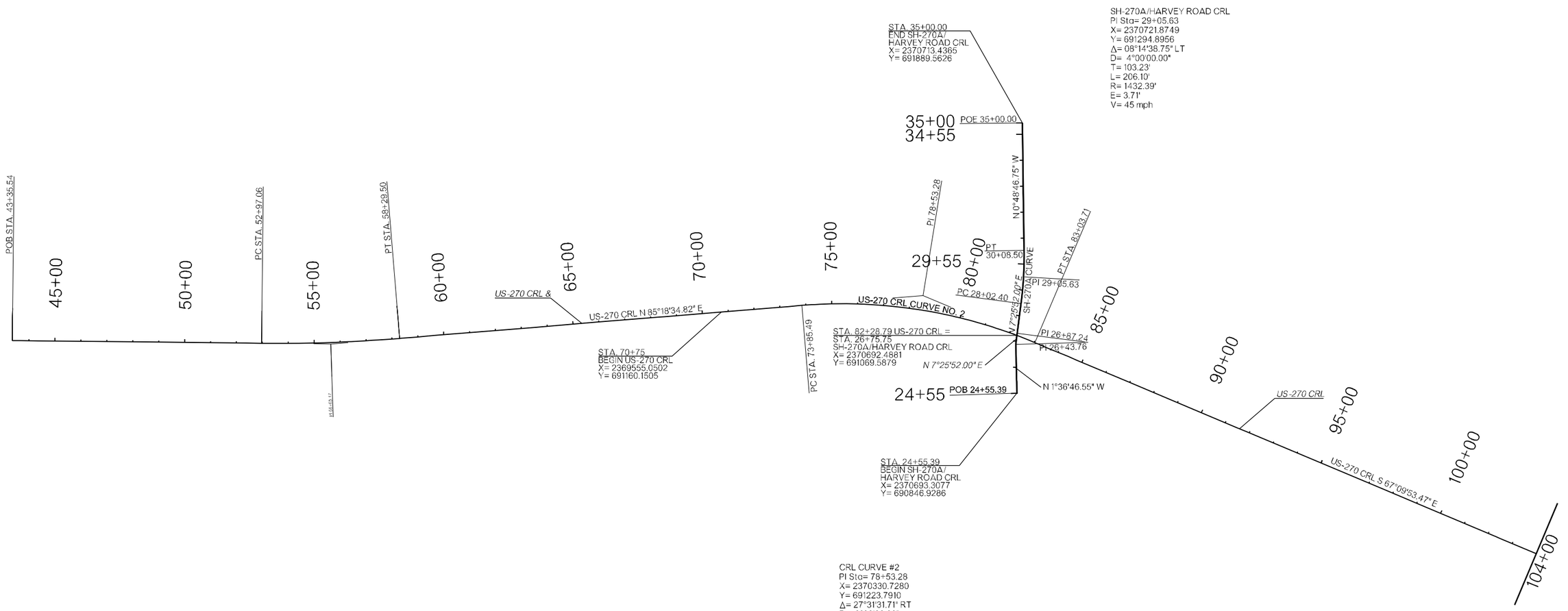
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R003-2100604-STORMWATER MANAGEMENT PLAN.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



SH-270A/HARVEY ROAD CRL
PI Sta= 29+05.63
X= 2370721.8749
Y= 691294.8956
Δ= 08°14'38.75" LT
D= 4°00'00.00"
T= 103.23'
L= 206.10'
R= 1432.39'
E= 3.71'
V= 45 mph

CRL CURVE #2
PI Sta= 78+53.28
X= 2370330.7280
Y= 691223.7910
Δ= 27°31'31.71" RT
D= 3°00'00.00"
T= 467.79'
L= 917.52'
R= 1909.86'
E= 56.45'
ed Super=0.036'/'
V= 40 mph
Emax=0.06'/'

0 250 500 1,000

SCALE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAIL

STATE JOB NO. 21006(04) SHEET NO. R004

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R004-2100604-GEOMETRIC DETAIL_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

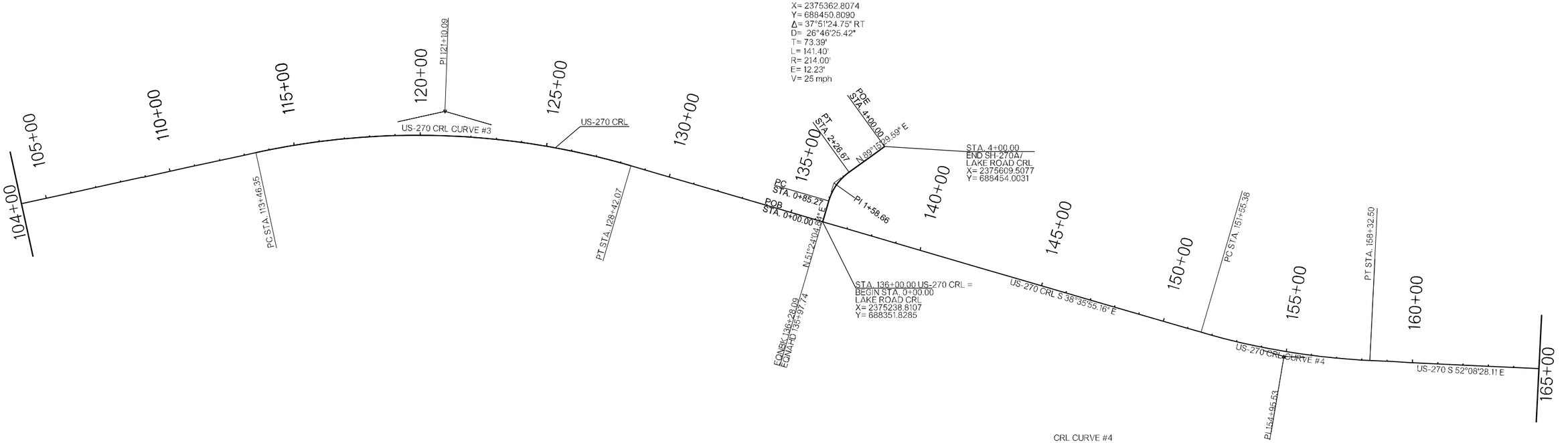
FINAL FIELD MEETING

11/7/2018

CRL CURVE #3
PI Sta= 121+10.09
X= 2374270.5599
Y= 689564.7936
Δ= 28°33'58.31" RT
D= 1°54'35.49"
T= 763.75'
L= 1495.72'
R= 3000.00'
E= 95.69'
ed Super= 0.040'/'
V= 55 mph
Emax=0.06'/'

CRL LAKE RD. CURVE
PI Sta= 1+58.66
X= 2375362.8074
Y= 688450.8090
Δ= 37°51'24.75" RT
D= 26°46'25.42"
T= 73.39'
L= 141.40'
R= 214.00'
E= 12.23'
V= 25 mph

CRL CURVE #4
PI Sta= 154+95.53
X= 2376421.3568
Y= 686870.4072
Δ= 13°32'32.95" LT
D= 2°00'00.00"
T= 340.15'
L= 677.12'
R= 2864.79'
E= 20.12'
ed Super= 0.046'/'
V= 55 mph
Emax=0.08'/'



0 250 500 1,000

SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R005

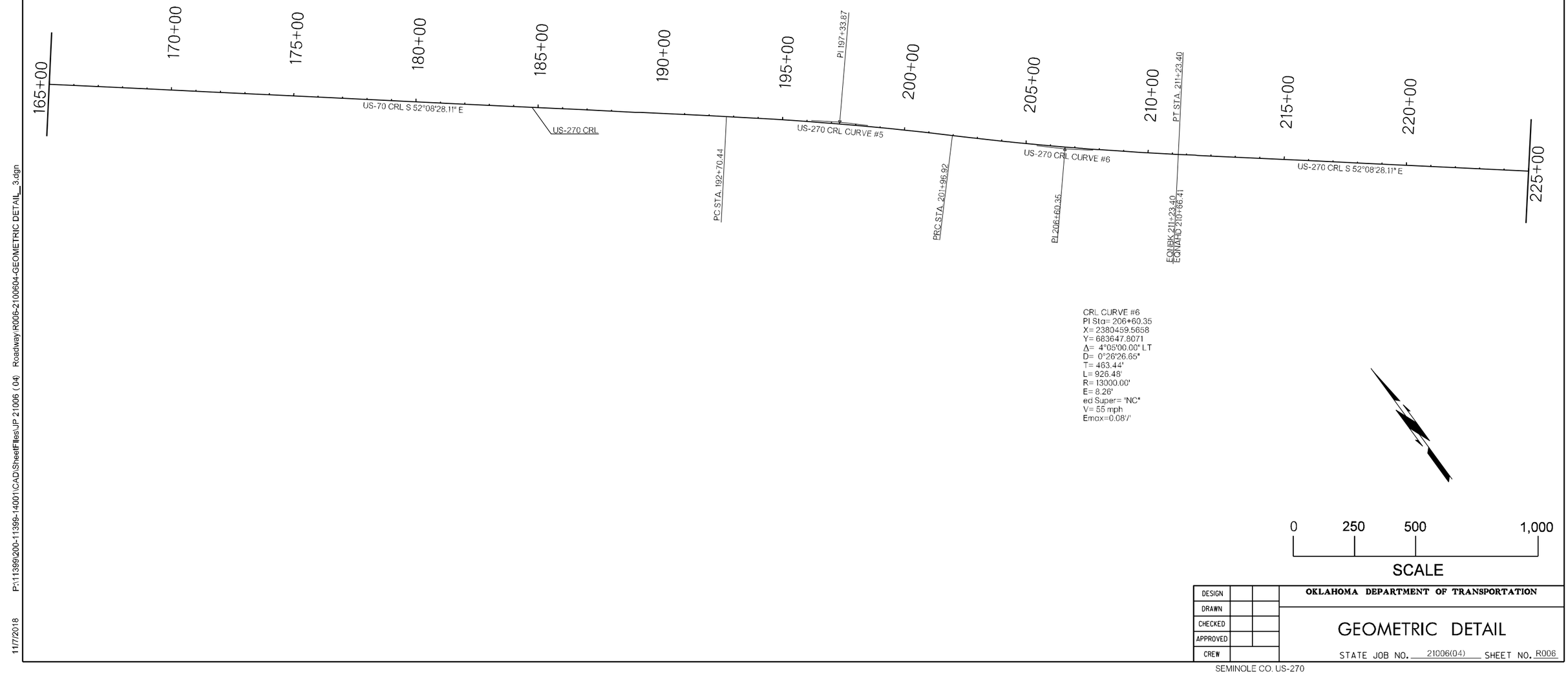
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R005-2100604-GEOMETRIC DETAIL_2.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

CRL CURVE #5
PI Sta= 197+33.87
X= 2379770.1408
Y= 684267.3097
Δ= 4°05'00.00" RT
D= 0°26'26.65"
T= 463.44'
L= 926.48'
R= 13000.00'
E= 8.26'
ed Super= "NC"
V= 55 mph
Emax=0.08'/'



CRL CURVE #6
PI Sta= 206+60.35
X= 2380459.5658
Y= 683647.8071
Δ= 4°05'00.00" LT
D= 0°26'26.65"
T= 463.44'
L= 926.48'
R= 13000.00'
E= 8.26'
ed Super= "NC"
V= 55 mph
Emax=0.08'/'

0 250 500 1,000

SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R006

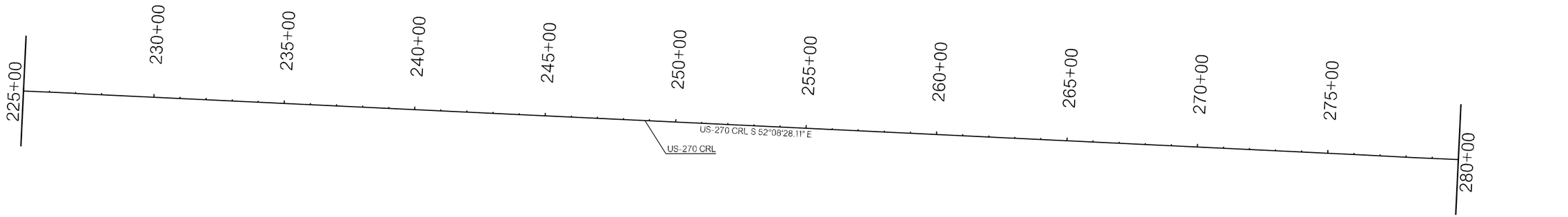
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R006-2100604-GEOMETRIC DETAIL_3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



0 250 500 1,000

SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R007

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R007-2100604-GEOMETRIC DETAIL_4.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

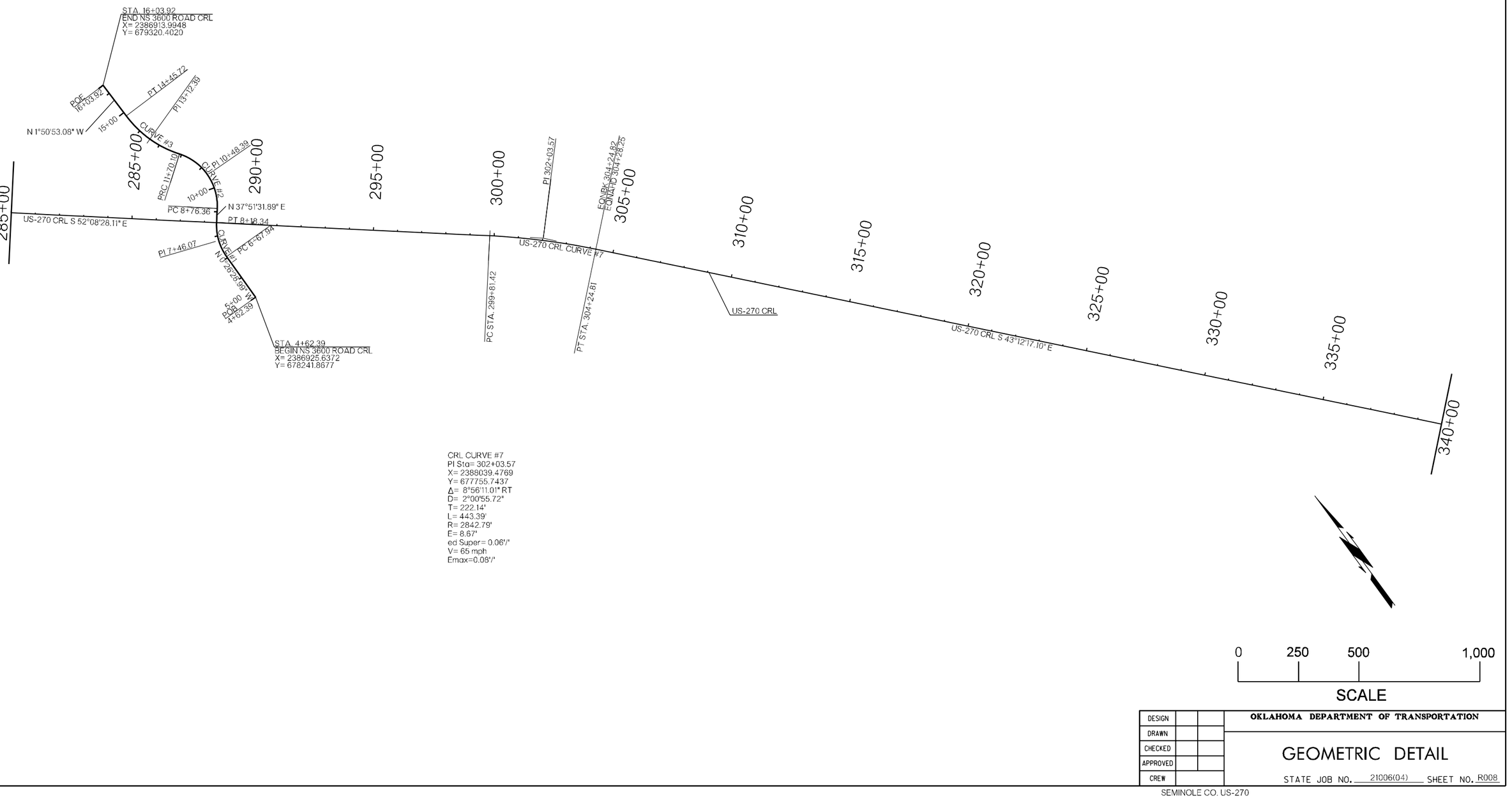
FINAL FIELD MEETING

11/7/2018

CRL NS 3600 CURVE 1
PI Sta= 7+46.07
X= 2386923.4518
Y= 678525.5410
Δ= 38°18'00.87" RT
D= 25°27'53.25"
T= 78.13'
L= 150.40'
R= 225.00'
E= 13.18'
V= 25 mph

CRL NS 3600 CURVE 2
PI Sta= 10+48.39
X= 2387112.5855
Y= 678768.8541
Δ= 74°48'00.16" LT
D= 25°27'53.25"
T= 172.03
L= 293.74
R= 225.00'
E= 58.23'
V= 25 mph

CRL NS 3600 CURVE 3
PI Sta= 13+12.39
X= 2386923.6854
Y= 679020.0690
Δ= 35°05'35.19" LT
D= 12°43'56.62"
T= 142.29
L= 275.62
R= 450.00'
E= 21.96'
V= 30 mph



CRL CURVE #7
PI Sta= 302+03.57
X= 2388039.4769
Y= 677755.7437
Δ= 8°56'11.01" RT
D= 2°00'55.72"
T= 222.14'
L= 443.39'
R= 2842.79'
E= 8.67'
ed Super= 0.06'/'
V= 65 mph
Emax=0.08'/'

0 250 500 1,000

SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R008

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R008-2100604-GEOMETRIC DETAIL_5.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

347+00 | 345+00 | 350+00 | 355+00 | 360+00 | 365+00 | 370+00 | 375+00 | 380+00 | 385+00 | 390+00 | 395+00 | 400+00

US-270 CRL S 43°12'17.10" E

US-270 CRL S 42°19'24.11" E

US-270 CRL S 43°12'17.10" E

US-270 CRL S 44°05'10.16" E

US-270 CRL S 43°12'17.10" E

PI STA. 351+79.99

PI STA. 357+00.00

EQNBK 357+00.06
EQNAHD 357+00.00

US-270 CRL

PI STA. 390+00.00

EQNBK 395+20.06
EQNAHD 395+20.00
PI STA. 395+20.00

US-270 CRL
PI Sta= 351+79.99
X= 2391444.6413
Y= 674130.2144
Δ= 0°52'52.99" RT

US-270 CRL
PI Sta= 390+00.00
X= 2394054.0176
Y= 671340.2869
Δ= 0°53'53.06" LT

US-270 CRL
PI Sta= 395+20.00
X= 2394415.8448
Y= 670966.7296
Δ= 0°53'53.06" LT

0 250 500 1,000

SCALE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRIC DETAIL
APPROVED		STATE JOB NO. 21006(04) SHEET NO. R009
CREW		

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R009-2100604-GEOMETRIC DETAIL_6.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

CRL CURVE #8
PI Sta= 441+67.25
X= 2397597.3846
Y= 667579.2967
Δ= 47°47'49.04" LT
D= 1°59'05.13"
T= 1279.16'
L= 2408.20'
R= 2886.79'
E= 270.71'
ed Super= 0.058'/'
V= 65 mph
Emax=0.08'/'

0 250 500 1,000

SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R010

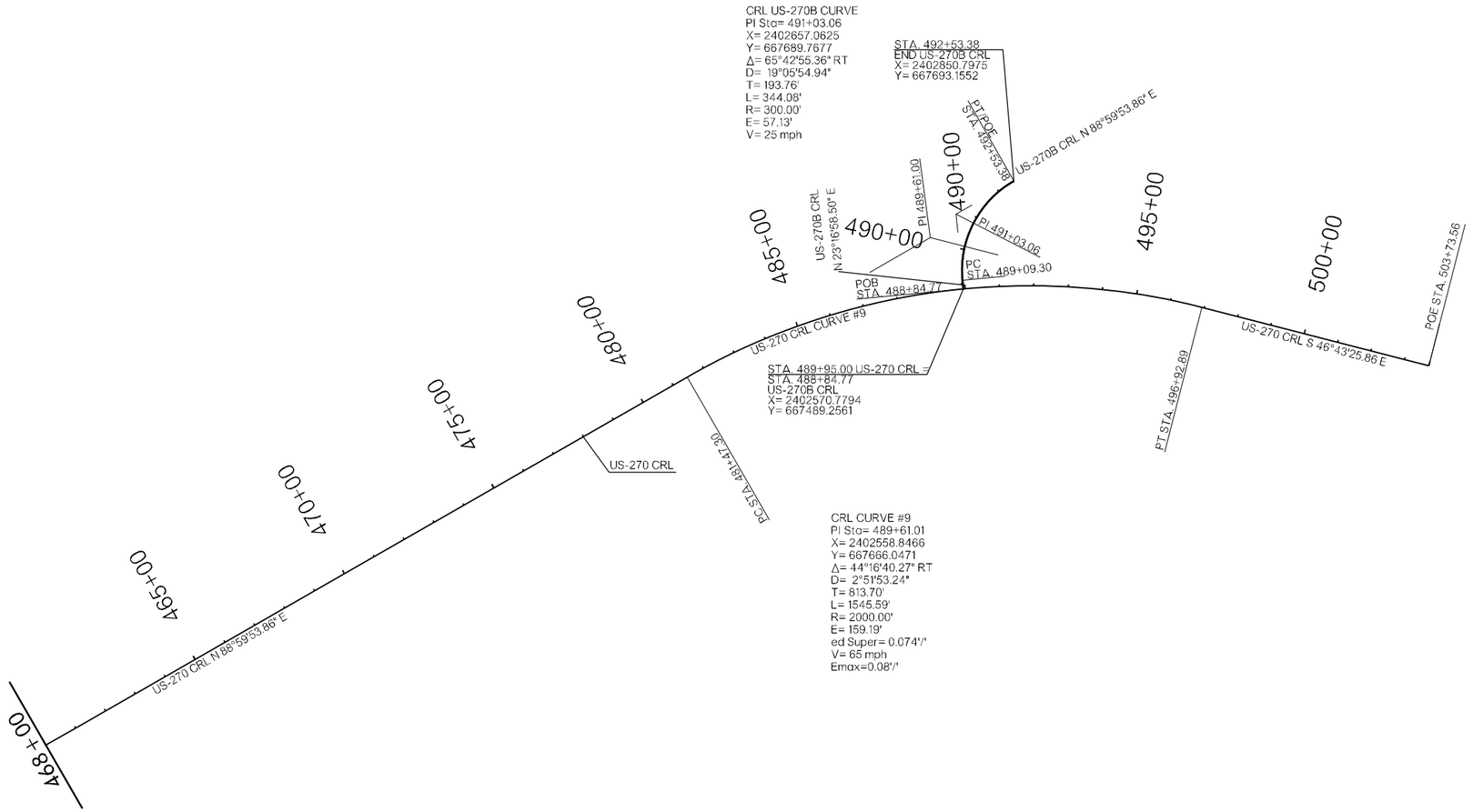
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R010-2100604-GEOMETRIC DETAIL_7.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



0 250 500 1,000

SCALE

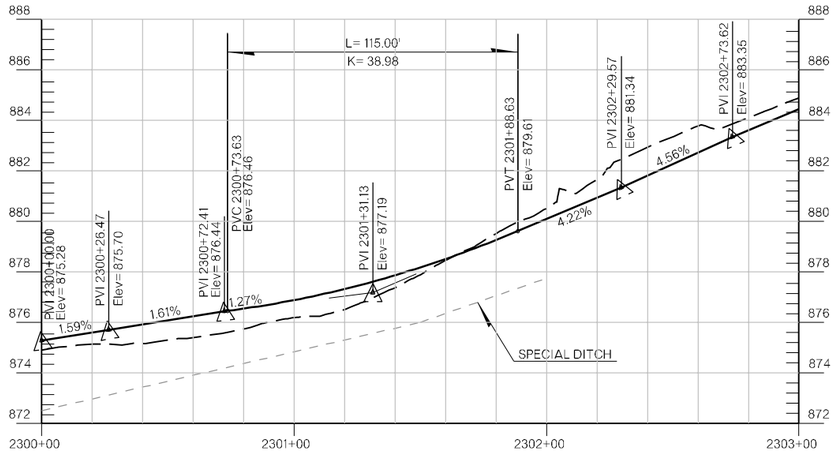
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GEOMETRIC DETAIL
APPROVED			
CREW			STATE JOB NO. 21006(04) SHEET NO. R011

SEMINOLE CO. US-270

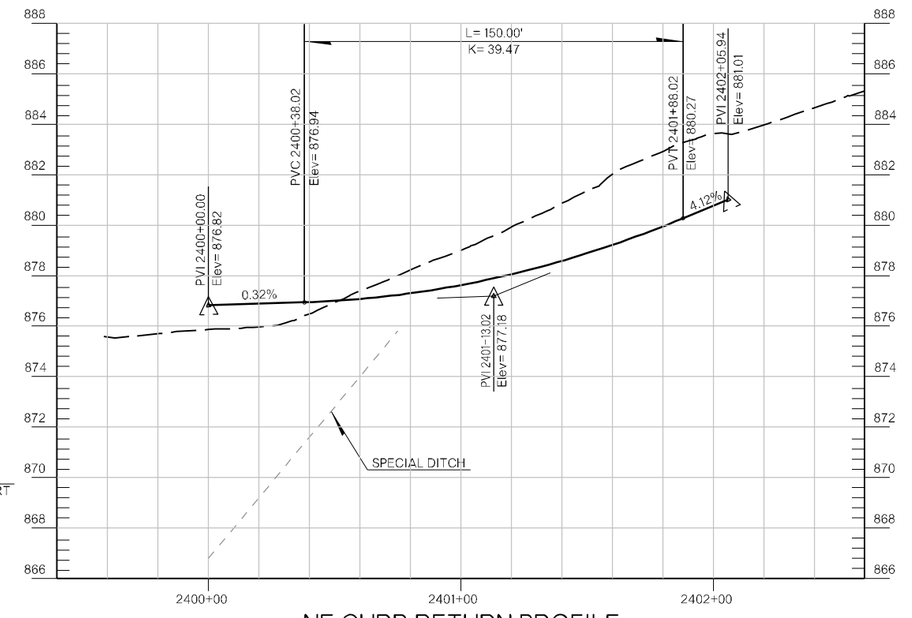
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R011-2100604-GEOMETRIC DETAIL_8.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

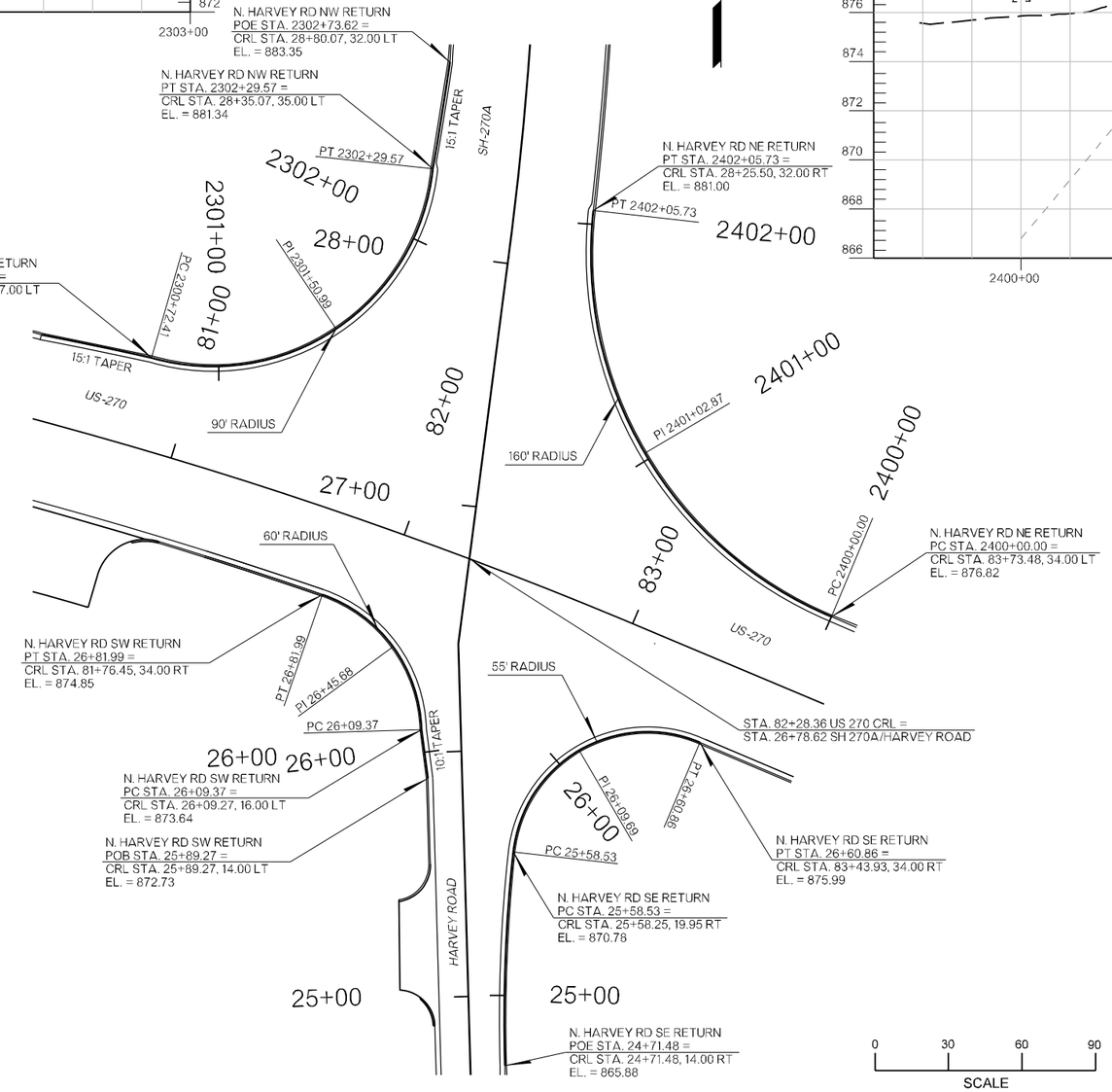
FINAL FIELD MEETING
11/7/2018

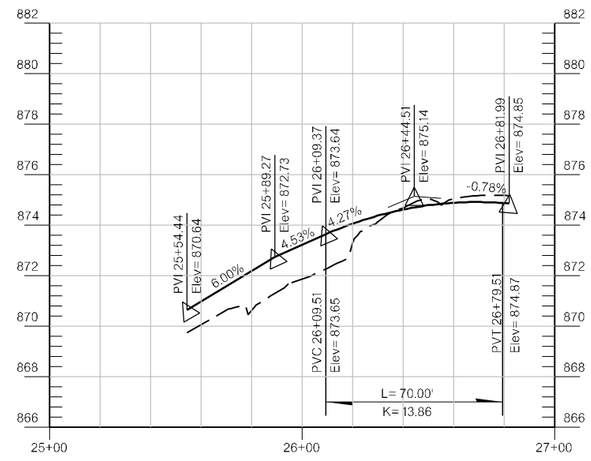


NW CURB RETURN PROFILE

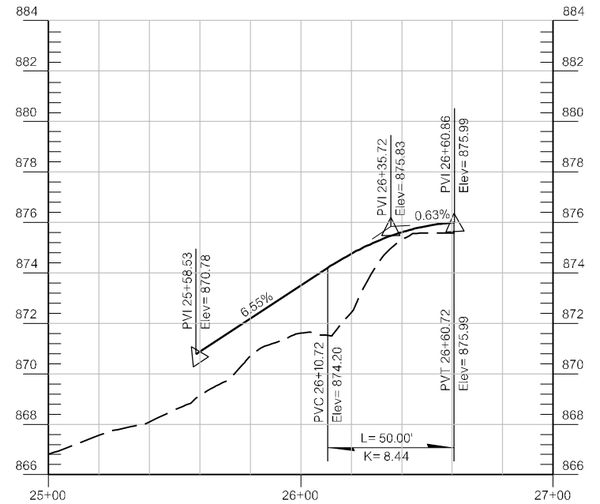


NE CURB RETURN PROFILE





SW CURB RETURN PROFILE



SE CURB RETURN PROFILE

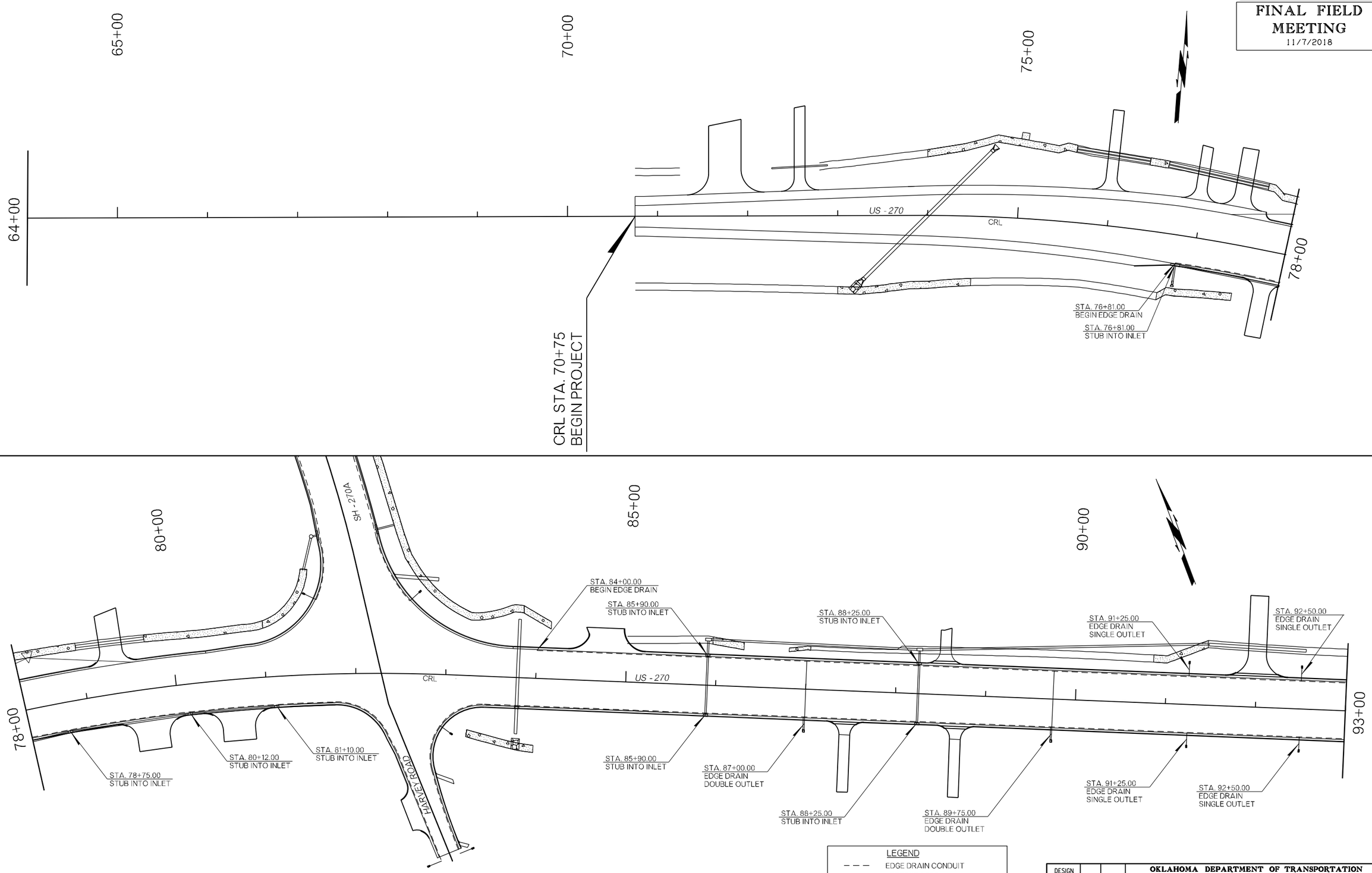
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			INTERSECTION DETAIL SHEET
CHECKED			STATE JOB NO. 21006(04) SHEET NO. R012
APPROVED			
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R012-2100604-INTERSECTION DETAIL SHEET.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



LEGEND

- – – EDGE DRAIN CONDUIT - PERFORATED
- ——— EDGE DRAIN OUTLET LATERAL - NON-PERFORATED

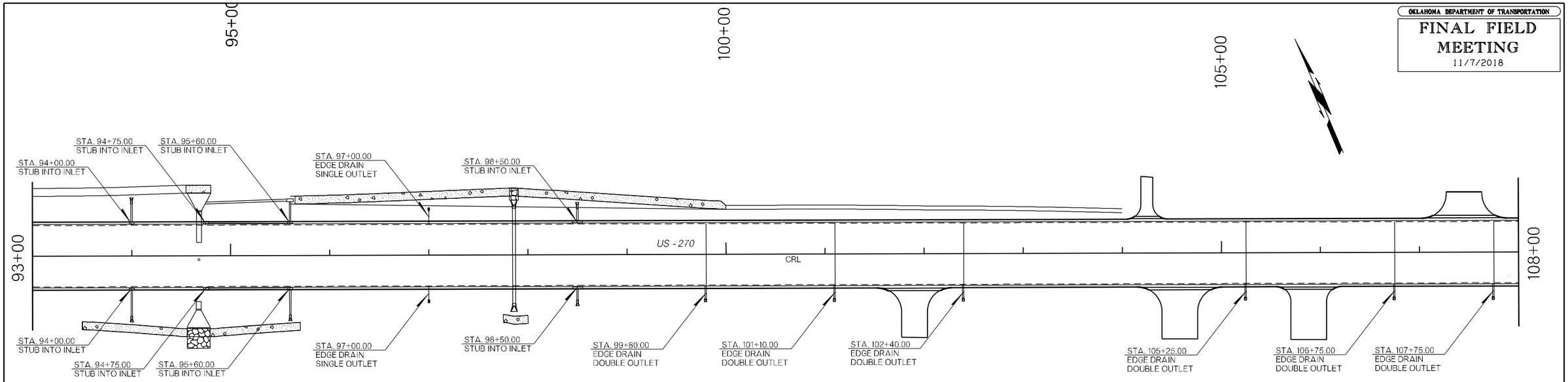
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			EDGE DRAIN DETAILS
CHECKED			STA. 64+00 TO STA. 93+00
APPROVED			STATE JOB NO. 21006(04) SHEET NO. R013
CREW			

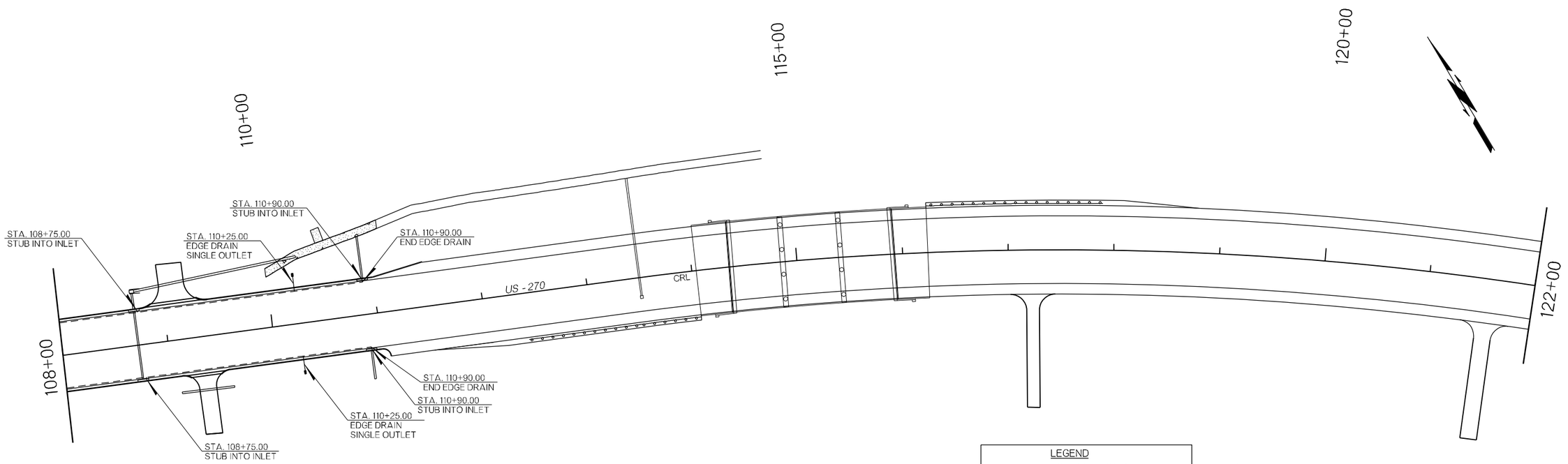
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R013-2100604-EDGE DRAIN DETAILS_ 1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018





LEGEND

- – – EDGE DRAIN CONDUIT - PERFORATED
- ——— EDGE DRAIN OUTLET LATERAL - NON-PERFORATED

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EDGE DRAIN DETAILS STA. 93+00 TO STA. 122+00

STATE JOB NO. 21006(04) SHEET NO. R014

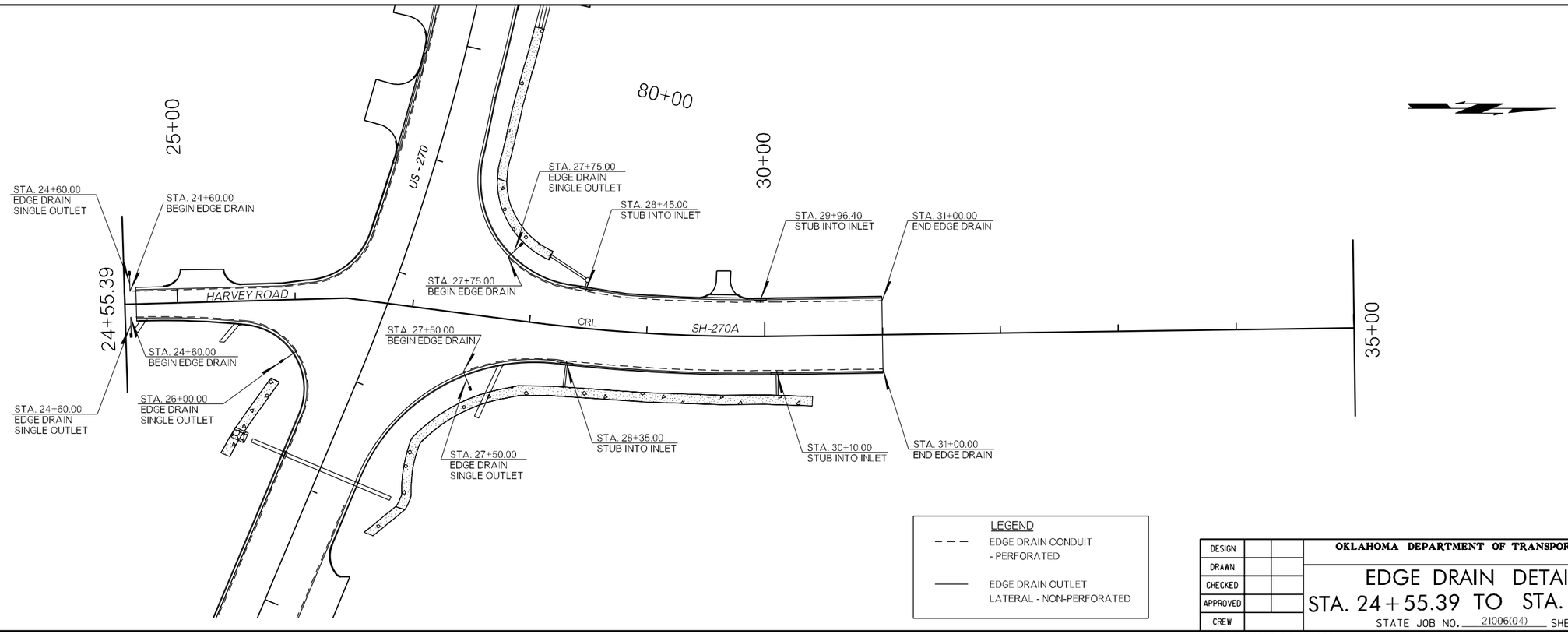
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R014-2100604-EDGE DRAIN DETAILS_2.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



LEGEND

- – – EDGE DRAIN CONDUIT - PERFORATED
- ——— EDGE DRAIN OUTLET LATERAL - NON-PERFORATED

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EDGE DRAIN DETAILS STA. 24+55.39 TO STA. 35+00

STATE JOB NO. 21006(04) SHEET NO. R015

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R015-2100604-EDGE DRAIN DETAILS_3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

65+00 70+00 75+00 78+00 64+00

R/W (BY OTHERS) JP 29109(04)

R/W (BY OTHERS) JP 29109(04)

R/W PRES. R/W TUC SS G CRL

D1 D2 D3 D4 D104A D104

US - 270

TOP OF CUT/ TOE OF SLOPE

PC STA 77+00

80+00 85+00 90+00 93+00

D5 D6 D7 D8 D9 D10 D11 D12 D13 D14 D15 D105 D106 D107 D108 D109 D110 D111

LEGEND

- TEMPORARY SILT DIKE (50% OF LENGTH IS SILT DIKE & 50% FIBER LOG)
- TEMPORARY SILT FENCE (50% OF LENGTH IS SILT FENCE & 50% FIBER LOG)
- ROCK FILTER DAM TYPE 2
- SOD PLACEMENT
- DIRECTIONAL FLOW
- TEMPORARY SEDIMENT FILTER
- TEMPORARY INLET SEDIMENT FILTER

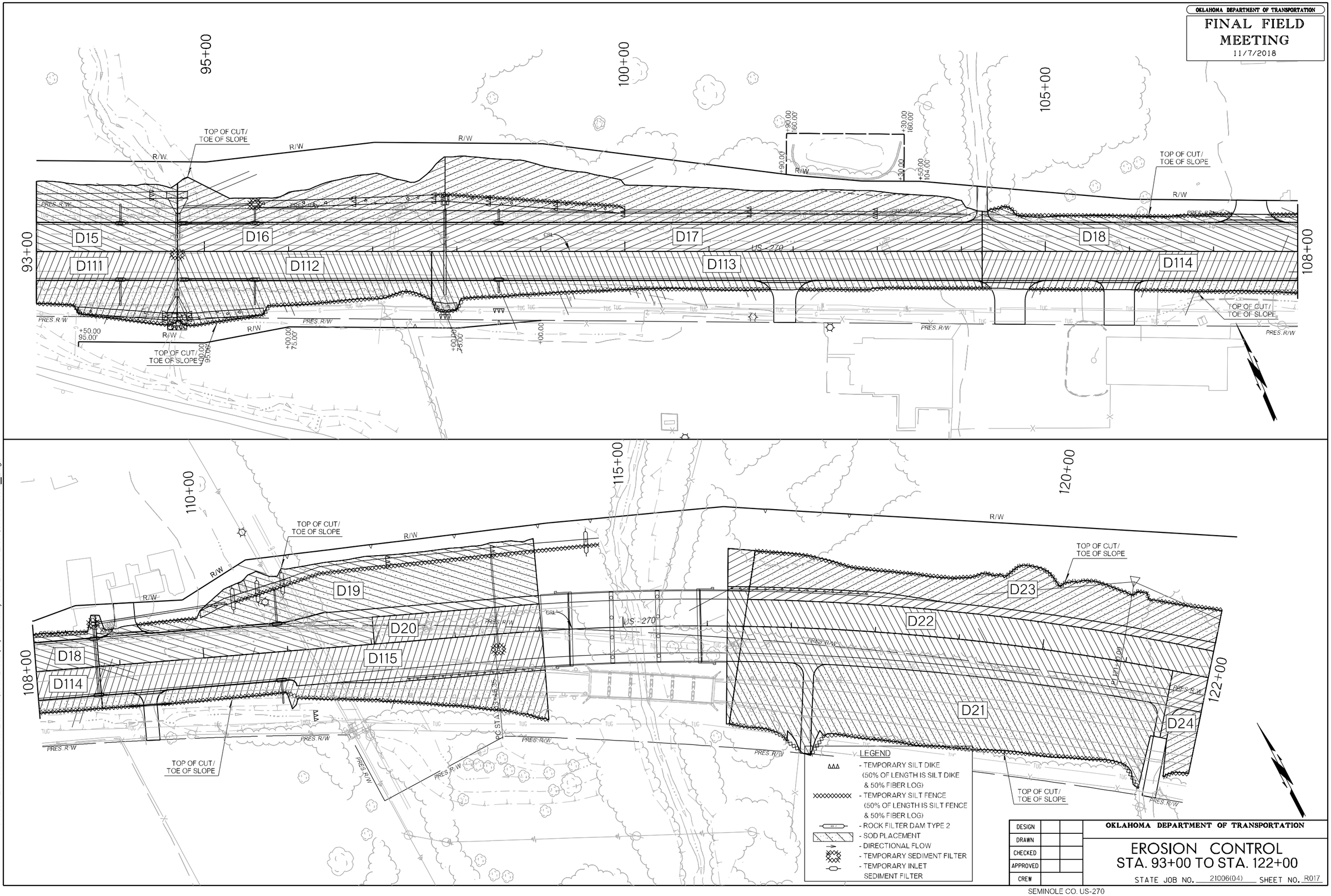
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			EROSION CONTROL
CHECKED			STA. 64+00 TO STA. 93+00
APPROVED			STATE JOB NO. 21006(04) SHEET NO. R016
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R016-21006(04)-EROSION CONTROL_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL STA. 93+00 TO STA. 122+00

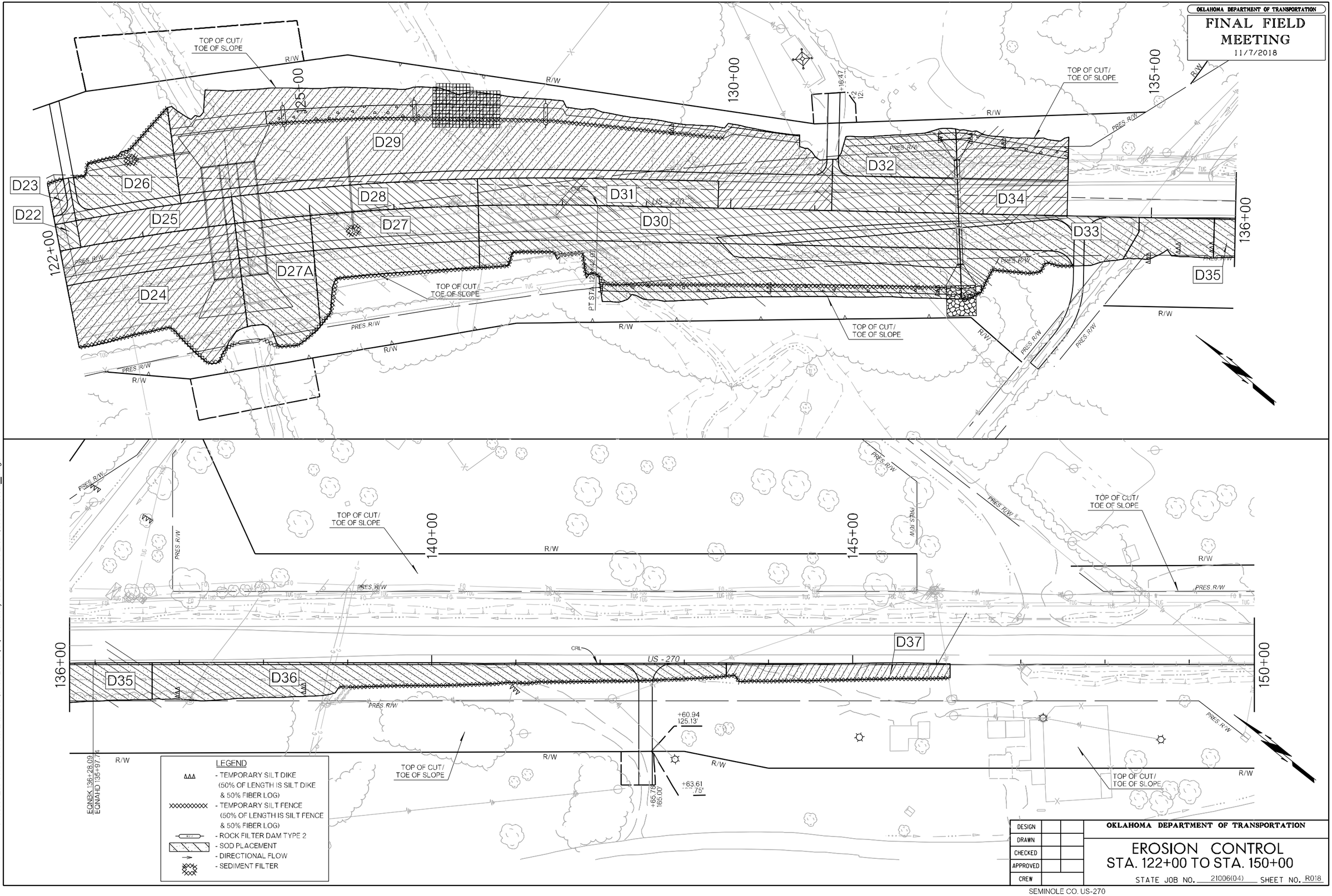
STATE JOB NO. 21006(04) SHEET NO. R017

SEMINOLE CO. US-270

P:\113992\00-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R017-2100604-EROSION CONTROL_2.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
STA. 122+00 TO STA. 150+00

STATE JOB NO. 21006(04) SHEET NO. R018

SEMINOLE CO. US-270

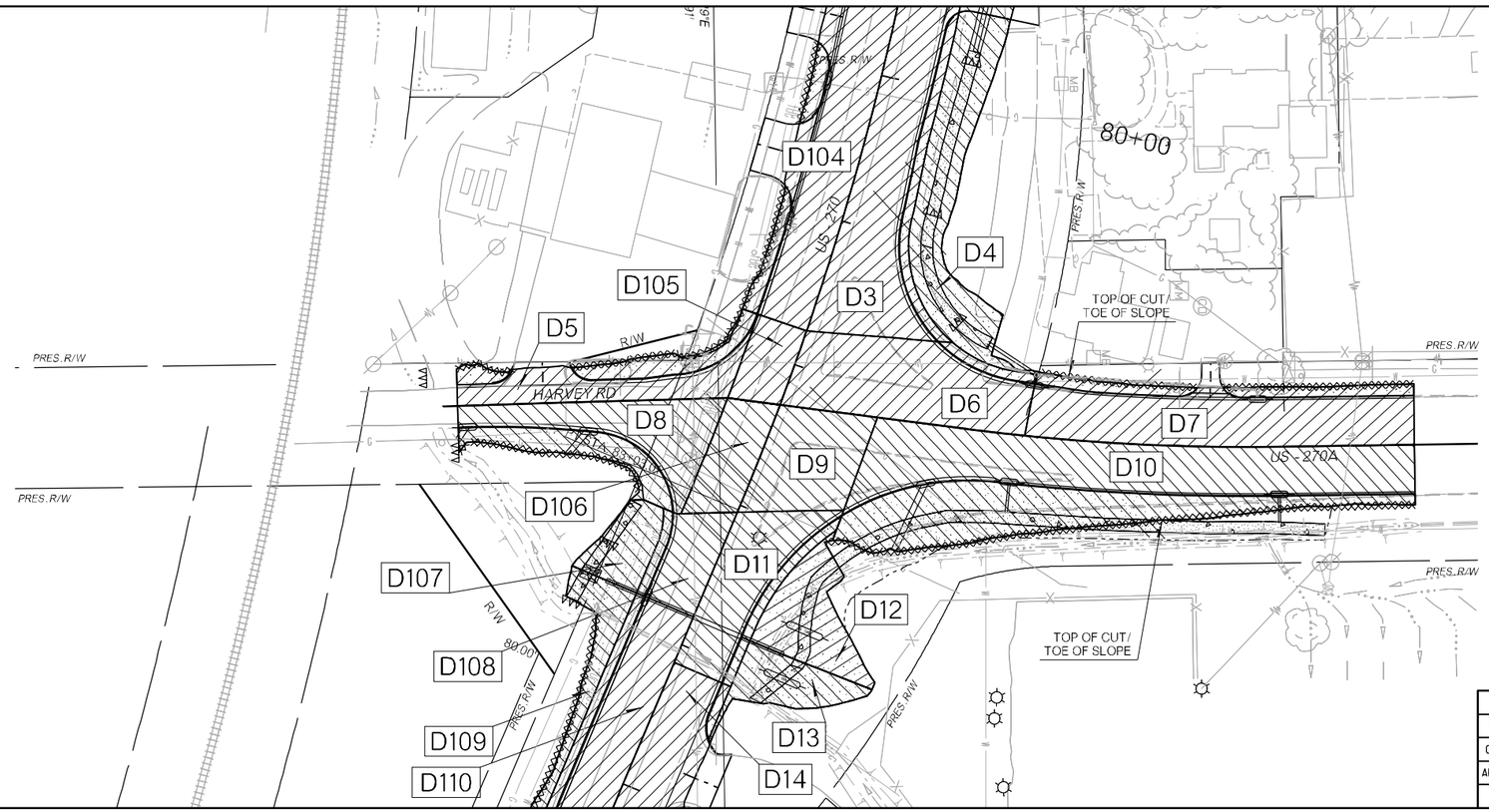
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R018-2100604-EROSION CONTROL_3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

PRES. R/W



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			EROSION CONTROL
CHECKED			US-270B AND HARVEY RD./SH-270A
APPROVED			STATE JOB NO. 21006(04) SHEET NO. R019
CREW			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\Sheetfiles\JP 21006 (04) Roadway\R019-2100604-EROSION CONTROL_ 4.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESCRIPTION	REVISIONS	DATE

SUMMARY OF DISTURBED AREA PHASE 1

DRAINAGE AREA NO.	DRAINAGE AREA LOCATION				AREA	TOTAL AT OUTFALL	OUTFALL STATION	OUTFALL TREATMENT
					AC			
D104A	68+50.00	TO	78+52.84	RT	0.79	0.79	68+50.00 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING

SUMMARY OF DISTURBED AREA PHASE 2

DRAINAGE AREA NO.	DRAINAGE AREA LOCATION				AREA	TOTAL AT OUTFALL	OUTFALL STATION	OUTFALL TREATMENT
					AC			
D1	70+75.00	TO	71+75.00	LT	0.15	0.15	70+75.00 LT	SILT DIKE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D3	72+75.60	TO	81+76.45	LT	0.72	0.72	70+75.00 RT	VEGETATIVE MULCHING, SOLID SLAB SODDING
D2	71+75.00	TO	74+79.90	LT	0.56	1.50	74+75.00 LT	SILT DIKE, SILT FENCE, SEDIMENT FILTER, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D4	74+79.90	TO	81+58.90	LT	0.71			
D7	28+41.96	TO	31+00.00	LT	0.23			
D11	83+05.01	TO	84+12.90	LT	0.13	0.13	83+80.00 RT	VEGETATIVE MULCHING, SOLID SLAB SODDING
D10	27+43.67	TO	31+00.00	RT	0.49	0.64	83+80.00 LT	SILT FENCE, SEDIMENT FILTER, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D12	82+90.96	TO	83+80.00	LT	0.09			
D13	83+80.00	TO	84+53.05	LT	0.06			
D14	84+12.90	TO	85+90.00	LT	0.22	3.59	94+68.05 LT	SILT DIKE, SILT FENCE, SEDIMENT FILTER, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D15	85+90.00	TO	94+67.77	LT	1.59			
D16	94+67.77	TO	97+85.97	LT	0.58			
D17	97+85.97	TO	104+25.00	LT	1.20			
D18	104+25.00	TO	108+75.00	LT	0.45	1.36	114+00.00 LT	SILT DIKE, SILT FENCE, SEDIMENT FILTER, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D19	108+75.00	TO	114+02.80	LT	0.91			
D20	112+03.29	TO	114+02.80	LT	0.15	0.15	114+00.00 RT	
D21	116+23.91	TO	121+57.00	RT	1.50	1.95	116+27.50 RT	SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D22	116+23.91	TO	122+25.00	LT	0.45			
D23	116+23.91	TO	122+25.00	LT	0.69	0.69	116+55.00 LT	SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D26	122+25.00	TO	123+50.00	LT	0.22	1.98	123+50.00 LT	SILT DIKE, SILT FENCE, SEDIMENT FILTER, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D29	123+50.00	TO	131+20.00	LT	1.76			
D24	121+57.00	TO	124+10.00	RT	0.70	1.54	124+10.00 RT	SILT DIKE, SILT FENCE, ROCK FILTER DAM, VEGETATIVE MULCHING, SOLID SLAB SODDING
D25	122+25.00	TO	124+10.00	LT	0.14			
D27A	124+10.00	TO	125+00.00	RT	0.28			
D28	124+10.00	TO	127+00.00	LT	0.21			
D31	127+00.00	TO	129+85.12	LT	0.21	0.21	128+85.00 RT	
D32	131+20.00	TO	132+71.05	LT	0.31	0.59	132+66.11 LT	SILT DIKE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D34	132+71.05	TO	134+00.00	LT	0.28			
D30	127+00.00	TO	132+71.05	RT	1.25	1.57	128+85.00 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D33	132+71.05	TO	134+85.00	RT	0.32			
D35	134+85.00	TO	136+67.50	RT	0.10	0.56	132+75.90 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D36	136+67.50	TO	144+50.00	RT	0.46			
D37	144+50.00	TO	146+15.83	RT	0.12	0.12	OVERLAND FLOW	SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
	HARVEY RD./SH-270A							
D5	24+64.98	TO	26+43.71	LT	0.12	0.30	24+64.98 LT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D6	26+78.65	TO	28+41.96	LT	0.18			
D8	24+65.00	TO	26+43.71	RT	0.16	0.26	24+65.00 RT	SILT DIKE, SILT FENCE, SEDIMENT FILTER, VEGETATIVE MULCHING, SOLID SLAB SODDING
D9	26+78.67	TO	27+43.67	RT	0.10			

SUMMARY OF DISTURBED AREA PHASE 3

DRAINAGE AREA NO.	DRAINAGE AREA LOCATION				AREA	TOTAL AT OUTFALL	OUTFALL STATION	OUTFALL TREATMENT
					AC			
D104	70+75.00	TO	81+76.45	RT	1.67	1.71	70+75.00 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D105	81+76.45	TO	82+36.48	RT	0.04			
D106	82+36.48	TO	83+20.18	RT	0.06	0.17	83+80.00 RT	SILT DIKE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D107	82+20.18	TO	83+80.00	RT	0.05			
D108	82+20.18	TO	83+80.00	RT	0.06			
D110	82+80.00	TO	88+25.00	RT	0.42	0.42	94+68.05 LT	VEGETATIVE MULCHING, SOLID SLAB SODDING
D109	82+80.00	TO	88+25.00	RT	0.15	2.23	94+67.51 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D111	88+25.00	TO	94+67.77	RT	0.90			
D112	94+67.77	TO	97+70.00	RT	0.46			
D113	97+70.00	TO	104+25.00	RT	0.72			
D114	104+25.00	TO	108+75.00	RT	0.48	1.27	114+00.00 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D115	108+75.00	TO	114+02.80	RT	0.79			
D27	125+00.00	TO	127+00.00	RT	0.36	0.36	124+10.00 RT	SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D30	127+00.00	TO	132+71.05	RT	1.25	183.25	128+85.00 RT	SILT DIKE, SILT FENCE, VEGETATIVE MULCHING, SOLID SLAB SODDING
D33	132+71.05	TO	134+85.00	RT	0.32			

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			EROSION CONTROL DETAIL SHEETS
CHECKED			STATE JOB NO. 21006(04) SHEET NO. R020
APPROVED			
CREW			

SEMINOLE CO. US-270

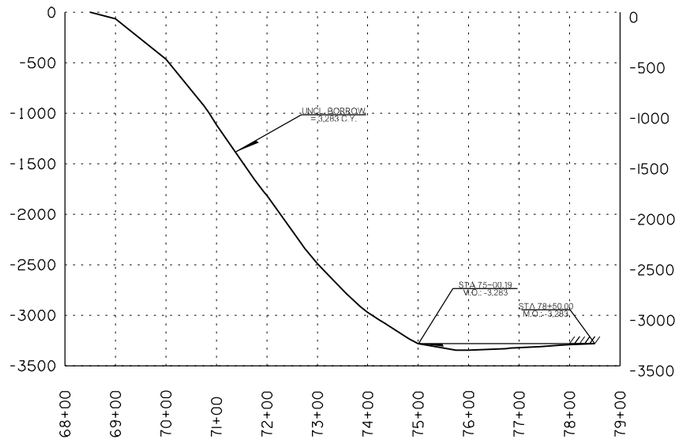
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\R020-2100604-EROSION CONTROL_ 5.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

PHASE 1: US-270 STA 68+50 TO STA 78+50
SHEET ESTIMATE 1



SHEET ESTIMATE #1
STA 68+50 TO STA 78+50
UNCL. EXCAV. = 88 C.Y.
EMB. +15% = 3,371 C.Y.
UNCL. BORROW = 3,283 C.Y.

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CHARACTER 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.

MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

MASS DIAGRAM
PHASE 1

STATE JOB NO. 21006(04) SHEET NO. R021

SEMINOLE CO. US-270

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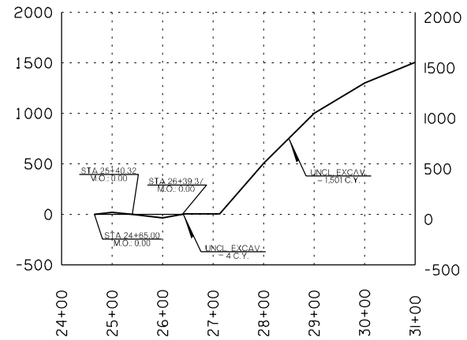
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

PHASE 2: US-270 STA 70+75 TO STA 146+15
SHEET ESTIMATE 2

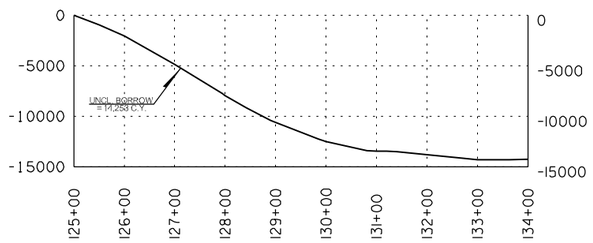
SHEET ESTIMATE #2
STA 70+75 TO STA 146+15
UNCL. EXCAV. = 20,969 C.Y.
EMB. +15% = 54,807 C.Y.
UNCL. BORROW = 33,838 C.Y.

PHASE 2: HARVEY RD STA 24+65 TO STA 31+00
SHEET ESTIMATE 3



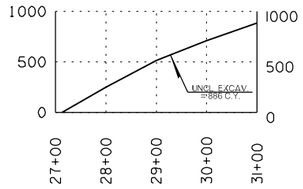
SHEET ESTIMATE #3
STA 24+65 TO STA 31+00
UNCL. EXCAV. = 1,889 C.Y.
EMB. +15% = 384 C.Y.
EXCESS EXCAV. = 1,505 C.Y.

PHASE 2B: US-270 STA 125+00 TO STA 134+00
SHEET ESTIMATE 4



SHEET ESTIMATE #4
STA 125+00 TO STA 134+00
UNCL. EXCAV. = 2,904 C.Y.
EMB. +15% = 17,157 C.Y.
EXCESS EXCAV. = 14,253 C.Y.

PHASE 2C: HARVEY RD STA 27+13.59 TO STA 31+00.00
SHEET ESTIMATE 5



SHEET ESTIMATE #5
STA 27+13.59 TO STA 31+00.00
UNCL. EXCAV. = 897 C.Y.
EMB. +15% = 11 C.Y.
EXCESS EXCAV. = 886 C.Y.

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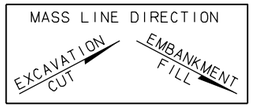
MASS LINE DIRECTION



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			MASS DIAGRAM PHASE 2
CHECKED			
APPROVED			STATE JOB NO. 21006(04) SHEET NO. R022
SQUAD			

SEMINOLE CO. US-270

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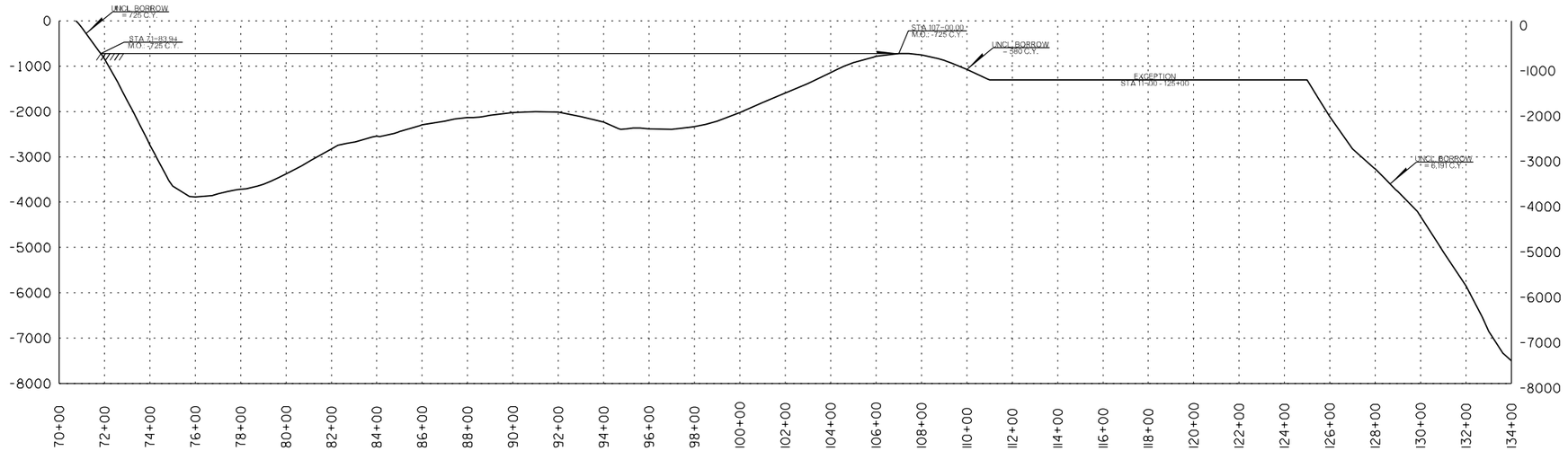
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

PHASE 3: US-270 STA 70+75 TO STA 134+00
SHEET ESTIMATE 6



SHEET ESTIMATE #6
STA 70+75 TO STA 134+00
UNCL. EXCAV. = 7,340 C.Y.
EMB. +15% = 14,836 C.Y.
UNCL. BORROW = 7,496 C.Y.

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CHARACTER 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.

MASS LINE DIRECTION
EXCAVATION CUT
EMBANKMENT FILL

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

MASS DIAGRAM
PHASE 3

STATE JOB NO. 21006(04) SHEET NO. R023

SEMINOLE CO. US-270

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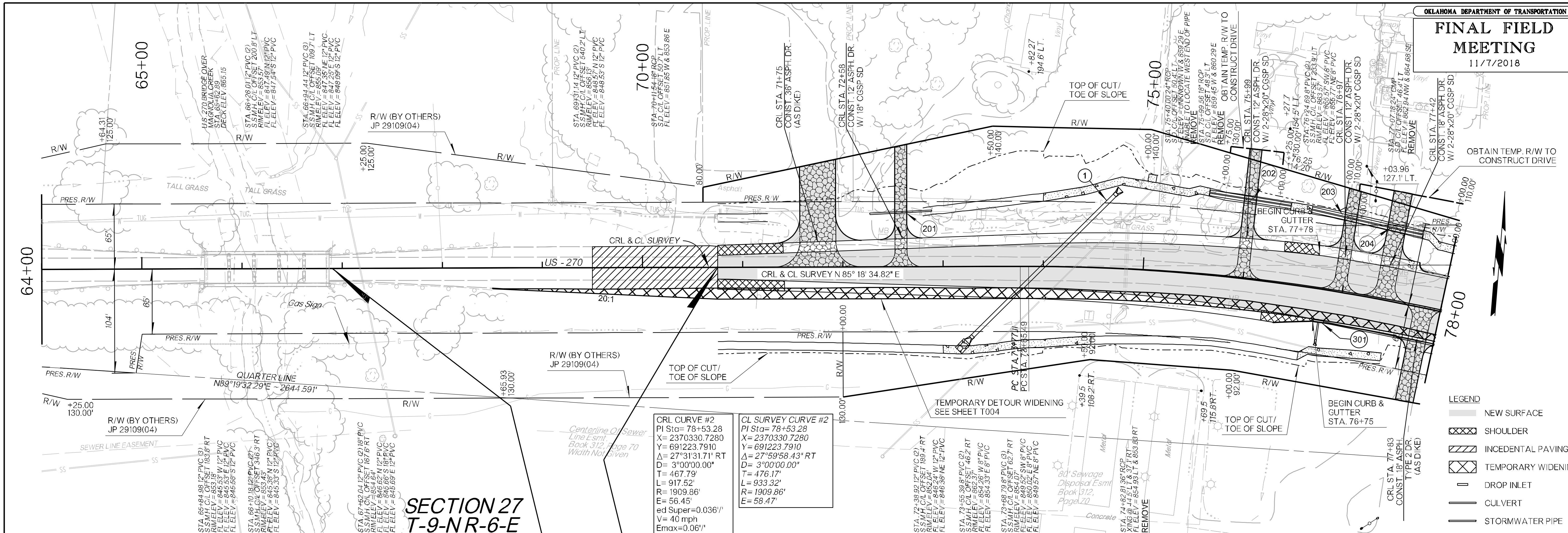
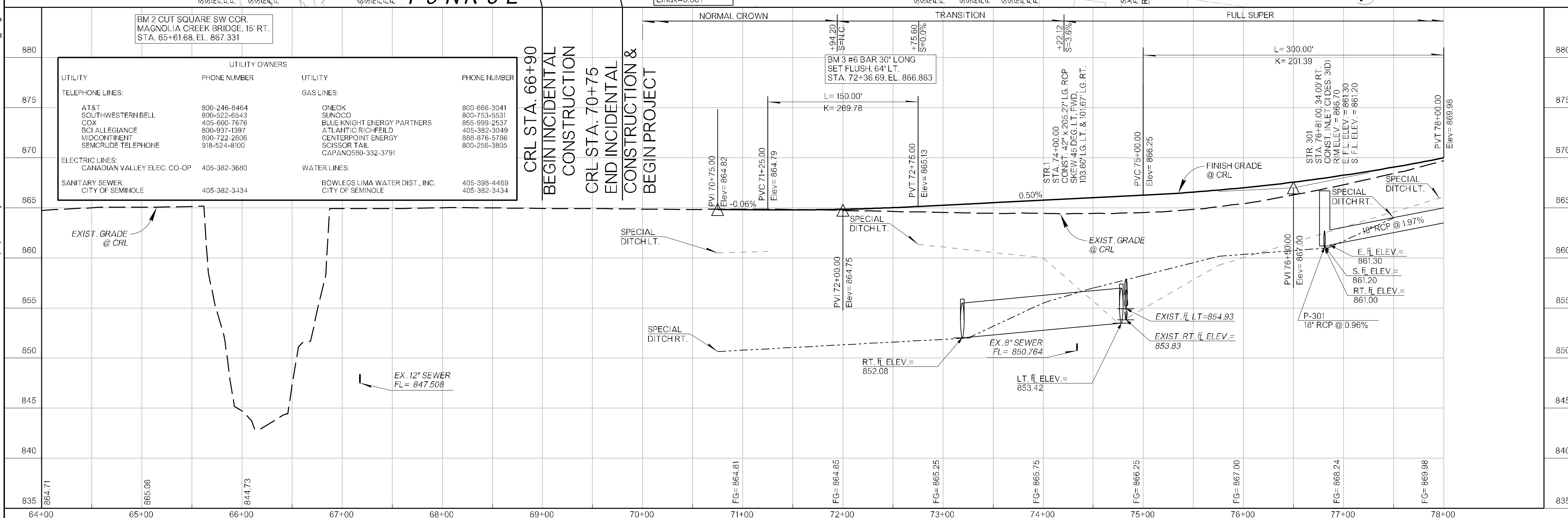
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



64+00
65+00
70+00
75+00
78+00
R/W
PRES. R/W
R/W (BY OTHERS) JP 29109(04)
US - 270
CRL & CL SURVEY
CRL & CL SURVEY N 85° 18' 34.82" E
QUARTER LINE N89°19'32.29"E - 2644.591'
TALL GRASS
Gas Sign
TOP OF CUT/ TOE OF SLOPE
TEMPORARY DETOUR WIDENING SEE SHEET T004
CRL STA. 71+75 CONST. 36' ASPH. DR. (AS DIKE)
CRL STA. 72+58 CONST. 12' ASPH. DR. W/ 18" CGSP SD
CRL STA. 75+99 CONST. 12' ASPH. DR. W/ 2-28"x20" CGSP SD
CRL STA. 76+97 CONST. 12' ASPH. DR. W/ 2-28"x20" CGSP SD
CRL STA. 77+42 CONST. 18' ASPH. DR. W/ 2-28"x20" CGSP SD
CRL STA. 77+83 CONST. 18' ASPH. TYPE 2 DR. (AS DIKE)
OBTAIN TEMP. R/W TO CONSTRUCT DRIVE
BEGIN CURB & GUTTER STA. 77+78
BEGIN CURB & GUTTER STA. 76+75
CRL CURVE #2
PI Sta= 78+53.28
X= 2370330.7280
Y= 691223.7910
Δ= 27°31'31.71" RT
D= 3°00'00.00"
T= 467.79'
L= 917.52'
R= 1909.86'
E= 56.45'
ed Super=0.036'/'
V= 40 mph
Emax=0.06'/'
CL SURVEY CURVE #2
PI Sta= 78+53.28
X= 2370330.7280
Y= 691223.7910
Δ= 27°59'58.43" RT
D= 3°00'00.00"
T= 476.17'
L= 933.32'
R= 1909.86'
E= 58.47'
SECTION 27
T-9-N R-6-E
LEGEND
NEW SURFACE
SHOULDER
INCEDENTAL PAVING
TEMPORARY WIDENING
DROP INLET
CULVERT
STORMWATER PIPE



BM 2 CUT SQUARE SW COR.
MAGNOLIA CREEK BRIDGE, 15' RT.
STA. 65+61.68, EL. 867.331
CRL STA. 66+90 BEGIN INCIDENTAL CONSTRUCTION
CRL STA. 70+75 END INCIDENTAL CONSTRUCTION & BEGIN PROJECT
NORMAL CROWN
TRANSITION
FULL SUPER
BM 3 #6 BAR 30" LONG SET FLUSH, 64' LT. STA. 72+36.69, EL. 866.863
L= 150.00'
K= 269.78
L= 300.00'
K= 201.39
PVI 70+75.00 Elev= 864.82
PVC 71+25.00 Elev= 864.79
PVI 72+00.00 Elev= 864.75
PVT 72+75.00 Elev= 865.13
PVC 75+00.00 Elev= 866.25
PVI 76+50.00 Elev= 867.00
PVT 78+00.00 Elev= 869.98
-0.06%
0.50%
FINISH GRADE @ CRL
EXIST. GRADE @ CRL
SPECIAL DITCH LT.
SPECIAL DITCH RT.
STR. 1 STA. 74+00.00 CONST. 42" x 205.27' LG. RCP SKEW 45 DEG LT. FWD. 103.60' LG. LT. & 101.67' LG. RT.
STR. 301 STA. 76+81.00, 34.00' RT. CONST. INLET CI DES. 3(D) RIM ELEV. = 866.70 E.FL. ELEV. = 861.30 S.FL. ELEV. = 861.20
18" RCP @ 1.97%
P-301 18" RCP @ 0.96%
E. FL ELEV.= 861.30
S. FL ELEV.= 861.20
RT. FL ELEV.= 861.00
EXIST. FL LT=854.93
EXIST. RT. FL ELEV.= 853.83
EX. 8" SEWER FL= 850.764
RT. FL ELEV.= 852.08
LT. FL ELEV.= 853.42
EX. 12" SEWER FL= 847.508
864.71
865.06
844.73
FG= 864.81
FG= 864.85
FG= 865.25
FG= 865.75
FG= 866.25
FG= 867.00
FG= 868.24
FG= 869.98
64+00
65+00
66+00
67+00
68+00
69+00
70+00
71+00
72+00
73+00
74+00
75+00
76+00
77+00
78+00

UTILITY OWNERS

UTILITY	PHONE NUMBER	UTILITY	PHONE NUMBER
TELEPHONE LINES:		GAS LINES:	
AT&T	800-246-8464	ONEOK	800-666-3041
SOUTHWESTERN BELL	800-522-6543	SUNOCO	800-753-5531
COX	405-600-7676	BLUE KNIGHT ENERGY PARTNERS	855-999-2537
BCI ALLEGIANCE	800-937-1397	ATLANTIC RICHFEILD	405-382-3049
MIDCONTINENT	800-722-2606	CENTERPOINT ENERGY	888-876-5786
SEMCRUDE TELEPHONE	918-524-8100	SCISSOR TAIL	800-256-3805
		CAPANO580-332-3791	
ELECTRIC LINES:			
CANADIAN VALLEY ELEC. CO-OP	405-382-3680	WATER LINES:	
SANITARY SEWER:		BOWLEGS LIMA WATER DIST., INC.	405-398-4469
CITY OF SEMINOLE	405-382-3434	CITY OF SEMINOLE	405-382-3434

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SH - 270A

PWR. OVH 5-Wire Low Wire 20.3' Clearance

CRL STA. 79+34 CONST. 25' ASPH. TYPE 2 DR W/ 35"X24" CGSP SD

CRL STA. 84+78 CONST. 36' ASPH. STREET RETURN (AS DIKE)

CRL STA. 88+54 CONST. 12' ASPH. TYPE 1 DR. (AS DIKE)

CRL STA. 92+00 CONST. 20' ASPHALT STREET RETURN W/ 46" CGSP SD

REMOVE

TOP OF CUT/ TOE OF SLOPE

STA. 82+28.36 US 270 CRL = STA. 261+78.62 SH 270A/HARVEY ROAD

QUARTER LINE S89°11'48.36"W - 2639.207'

A ST.

F ST.

OBTAIN TEMP. R/W TO CONSTRUCT DRIVE

STA. 89+82 TO STA. 91+60 CONST. FENCE STYLE WWF

CRL

US - 270

CL SURVEY

S 66° 41' 26.75" E CL SURVEY

S 67° 09' 53.47" E CRL

PWR. OVH 5-WIRE LOW WIRE 18' CLEARENCE

HARVEY ROAD

QUARTER LINE N89°19'32.29"E - 2644.591'

SECTION 27 T-9-N R-6-E

SECTION 26 T-9-N R-6-E

C.R.I.&P. RAILROAD PRES. R/W

CRL CURVE #2
PI Sta= 78+53.28
X= 2370330.7280
Y= 691223.7910
Δ= 27°31'31.1" RT
D= 3°00'00.00"
T= 467.79'
L= 917.52'
R= 1909.86'
E= 56.45'
ed Super=0.036'/'
V= 40 mph
Emax=0.06'/'

CL SURVEY CURVE #2
PI Sta= 78+53.28
X= 2370330.7280
Y= 691223.7910
Δ= 27°59'58.43" RT
D= 3°00'00.00"
T= 476.17'
L= 933.32'
R= 1909.86'
E= 58.47'

BM 4 #6 BAR 30" LONG SET FLUSH, 117' LT. STA. 79+12.03, EL. 876.397

BM 5 #6 BAR 30" LONG SET FLUSH, 78' RT. STA. 85+85.46, EL. 868.325

FULL SUPER | TRANSITION | NORMAL CROWN

STR. 302 STA. 78+75.00, 34.00' RT. CONST. INLET CI DES. 2(STD) RIM ELEV = 870.21 S.E. F.L. ELEV. = 865.00 N.W. F.L. ELEV. = 864.90

STR. 303 STA. 80+12.00, 34.00' RT. CONST. INLET CI DES. 2(STD) RIM ELEV. = 872.83 S.E. F.L. ELEV. = 867.50 N.W. F.L. ELEV. = 867.40

STR. 304 STA. 81+10.00, 34.00' RT. CONST. INLET CI DES. 2(STD) RIM ELEV. = 874.19 N.W. F.L. ELEV. = 869.00

STR. 2 STA. 83+80.00 CONST. 36" x 127.21' LG. RCP 64.71' LG. LT. & 62.50' LG. RT.

STR. 305 STA. 83+80.00, 34.00' RT. CONST. INLET CI DES. 2(D) RIM ELEV. = 875.75 CONNECT INTO STR. 2

STR. 306 STA. 85+90.00, 34.00' RT. CONST. INLET CI DES. 2(D) RIM ELEV = 874.33 N.E. F.L. ELEV. = 869.50

STR. 307 STA. 85+90.00, 34.00' LT. CONST. INLET CI DES. 2(D) RIM ELEV. = 874.33 S.W. F.L. ELEV. = 869.00 N.E. F.L. ELEV. = 868.00

STR. 308 STA. 85+90.00, 50.67' LT. CONST. INLET GP1 TYPE 2 (DES. 8) RIM ELEV. = 873.00 S.W. F.L. ELEV. = 867.50 S.E. F.L. ELEV. = 867.00

STR. 309 STA. 88+25.00, 34.00' RT. CONST. INLET CI DES. 2(D) RIM ELEV. = 872.58 N.E. F.L. ELEV. = 867.75

STR. 310 STA. 88+25.00, 34.00' LT. CONST. INLET CI DES. 2(D) RIM ELEV = 872.58 S.W. F.L. ELEV. = 867.40 N.E. F.L. ELEV. = 867.30

STR. 311 STA. 88+25.00, 48.91' LT. CONST. INLET GP1 TYPE 2 (DES. 8) RIM ELEV = 871.81 S.W. F.L. = 867.20 N.W. F.L. ELEV. = 865.60 S.E. F.L. ELEV. = 865.50

Elev= 869.98

1.99%

SPECIAL DITCH LT.

18" RCP @ 1.97%

18" RCP @ 1.85%

18" RCP @ 1.65%

N.W. FL ELEV.= 864.90

S.E. FL ELEV.= 865.00

S.W. FL ELEV.= 867.50

N.W. FL ELEV.= 867.40

N.W. FL ELEV.= 869.00

PVC 79+50.00 Elev= 872.97

L= 500.00' K= 182.98

PVI 82+00.00 Elev= 877.94

EXIST. GRADE @ CRL

FINISH GRADE @ CRL

+66.38 S=3.6%

+94.30 S=N.C.

+12.90

SPECIAL DITCH LT.

EXIST. LT. FL ELEV.= 870.91

SPECIAL DITCH RT.

LT. FL ELEV.= 866.75

RT. FL ELEV.= 865.87

EXIST. RT. FL ELEV.= 865.80

EX. 6" SEWER FL= 866.659

PVT 84+50.00 Elev= 876.09

SPECIAL DITCH LT.

P-306 18" RCP @ 0.77%

P-307 18" RCP @ 3.46%

-0.74%

24" RCP @ 0.61%

P-309 18" RCP @ 0.54%

P-310 18" RCP @ 0.78%

SPECIAL DITCH LT.

PVC 88+50.00 Elev= 873.11

24" RCP @ 1.73%

PVI 90+00.00 Elev= 872.00

PVRC 91+50.00 Elev= 867.69

L= 300.00' K= 140.70

STA. 91+45.00, 67.92' LT. FL ELEV.= 860.00

SPECIAL DITCH LT.

FG= 869.98 | FG= 871.97 | FG= 873.90 | FG= 875.34 | FG= 876.24 | FG= 876.59 | FG= 876.39 | FG= 875.71 | FG= 874.97 | FG= 874.23 | FG= 873.49 | FG= 872.65 | FG= 871.20 | FG= 869.04 | FG= 866.36 | FG= 864.38

885 880 875 870 865 860 855 850 845 840

78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00

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11/7/2018

SEMINOLE CO. US-270 STATE JOB NO. 21006(04) SHEET NO. R025

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

95+00 100+00 105+00 93+00 108+00

TOP OF CUT/ TOE OF SLOPE
R/W
+00.00 120.00'
STA. 96+43.6 I 18"X12" CMP S.D.C/L OFFSET 36.8' L T. FL ELEV = 859.89 NW & 860.23 SE REMOVE
+00.00 145.00'
+00.00 145.00'
OBTAIN TEMP. R/W TO DRAIN POND
+90.00 160.00'
+30.00 160.00'
+90.00'
+30.00'
+50.00 104.00'
+00.00 110.00'
+90.00 104.00'
CRL STA. 104+25 CONST. 12' ASPH. TYPE 1 DR. (AS DIKE)
CRL STA. 107+45 CONST. 36' ASPH. TYPE 2 DR. (AS DIKE)
+00.00 85.00'
TOP OF CUT/ TOE OF SLOPE
PRES. R/W
65'
3 4 315A 319 313 315 317 T2 312 314 316 318
CRL
S 67° 09' 53.47" E CRL
US - 270
S 66° 41' 26.75" E CL SURVEY
CL SURVEY
Pipe Rail Gate (length 20')
Chained Gate
6' Chain-Link
+50.00 95.00'
+00.00 95.00'
+00.00 75.00'
+00.00 75.00'
STA. 97+42 TO STA. 99+00 CONST. FENCE STYLE SWF (5BW)
TOP OF CUT/ TOE OF SLOPE
+72.4 79.0' RT.
PC STA. 107+88.53
Gas Sign Enerfin 405-382-3049
PROP. LINE
C.R.I.&P. RAILROAD PRES. R/W
C.R.I.&P. RAILROAD
OLD US-270
Gravel
Metal
Propane Tank
+43.6 174.3' RT.
+82.3 82.4' RT.
STA. 94+66.84 5'X4' RCB XING @ 29.6' L T & 31.2' RT FL ELEV = 854.22 L T & 852.66 RT EXTEND
STA. 97+85.22 36" RCP XING @ 31.3' L T & 37' RT FL ELEV = 860.24 L T & 857.36 RT REMOVE
STA. 107+09.66 18" RCP S.D.C/L OFFSET 33.8' RT. FL ELEV = 867.26 NW & 866.14 SE LEAVE
STA. 107+55.49 18" RCP S.D.C/L OFFSET 32.6' RT. FL ELEV = 866.18 NW & 865.98 SE LEAVE

CRL STA. 101+90 CONST. 24' ASPH. TYPE 2 DR. (AS DIKE)
CRL STA. 104+58 CONST. 36' ASPH. TYPE 2 DR. (AS DIKE)
CRL STA. 105+88 CONST. 36' ASPH. TYPE 2 DR. (AS DIKE)

SECTION 26
T-9-N R-6-E

NORMAL CROWN

BM 6 #6 BAR 30" LONG
SET FLUSH, 66' RT.
STA. 93+22.86, EL. 860.935

BM 7 #6 BAR 30" LONG
SET FLUSH, 56' RT.
STA. 100+20.74, EL. 867.331

BM 8 #6 BAR 30" LONG
SET FLUSH, 61' RT.
STA. 107+33.49, EL. 868.820

STR. 312 STA. 94+00.00, 34.00' RT. CONST. INLET CI DES. 2(D) RIM ELEV. = 862.58 S.W. F.L. ELEV. = 854.00
STR. 313 STA. 94+00.00, 34.00' LT. CONST. INLET CI DES. 2(D) RIM ELEV. = 862.58 N.E. F.L. ELEV. = 857.00
STR.3 STA. 94+67.90 EXT. EXIST. 5' x 4' x 62.80' LG. RCB 31.16' LG. LT. & 8.74' LG. RT.
STR. 314 STA. 94+75.00, 34.00' RT. CONST. INLET CI DES. 2(2B) RIM ELEV. = 862.35 S.E. F.L. ELEV. = 857.00
STR. 315 STA. 94+75.00, 34.00' LT. CONST. INLET CI DES. 2(2D) RIM ELEV. = 862.35 S.E. F.L. ELEV. = 857.50
STR. 315A STA. 95+60.00, 55.94' LT. CONST. INLET GPI TYPE I (DES. 1) RIM ELEV. = 859.59 E. F.L. ELEV. = 855.75
STR. 316 STA. 95+60.00, 34.00' RT. CONST. INLET CI DES. 2(2D) RIM ELEV. = 862.70 N.W. F.L. ELEV. = 856.50 S.W. F.L. ELEV. = 855.10
PVT 96+50.00 Elev= 864.50
STR. 317 STA. 95+60.00, 34.00' LT. CONST. INLET CI DES. 2(2D) RIM ELEV. = 862.70 N.W. F.L. ELEV. = 857.25 N.E. F.L. ELEV. = 857.15
STR 4 STA. 97+85.97 CONST. 36" x 101.88' LG. RCP 49.99' LG. LT. & 51.89' LG. RT.
STR. 318 STA. 98+50.00, 34.00' RT. CONST. INLET CI DES. 3(D) RIM ELEV. = 866.98 S.W. F.L. ELEV. = 863.35
STR. 319 STA. 98+50.00, 34.00' LT. CONST. INLET CI DES. 3(D) RIM ELEV. = 866.98 N.E. F.L. ELEV. = 863.35

L= 500.00'
K= 111.73
1.60%
P-318 18" RCP @ 0.52%
P-319 18" RCP @ 3.04%
FINISH GRADE @ CRL
EXIST. GRADE @ CRL
SPECIAL DITCH LT.
PVI 104+00.00 Elev= 876.50
PVC 100+50.00 Elev= 870.90
L= 700.00'
K= 211.74
PVT 107+50.00 Elev= 870.53
P-313 18" RCP @ 3.01%
P-312 18" RCP @ 0.62%
P-315 18" RCP @ 0.31%
P-314 18" RCP @ 0.63%
P-317 18" RCP @ 1.26%
P-316 18" RCP @ 2.63%
P-315A 24" RCP @ 1.10%
SPECIAL DITCH RT.
PVI 94+00.00 Elev= 860.50
LT. FL ELEV.= 854.96
RT. FL ELEV.= 852.48
EXIST. LT. FL ELEV.= 854.22
EXIST. RT. FL ELEV.= 852.66
LT. FL ELEV.= 860.19
RT. FL ELEV.= 859.56
EXIST. LT. FL ELEV.= 860.24
EXIST. RT. FL ELEV.= 857.36

FG= 864.38 FG= 863.30 FG= 863.11 FG= 863.81 FG= 865.30 FG= 866.90 FG= 868.50 FG= 870.10 FG= 871.64 FG= 872.77 FG= 873.42 FG= 873.61 FG= 873.32 FG= 872.56 FG= 871.32 FG= 869.68

885 880 875 870 865 860 855 850 845 840

93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00

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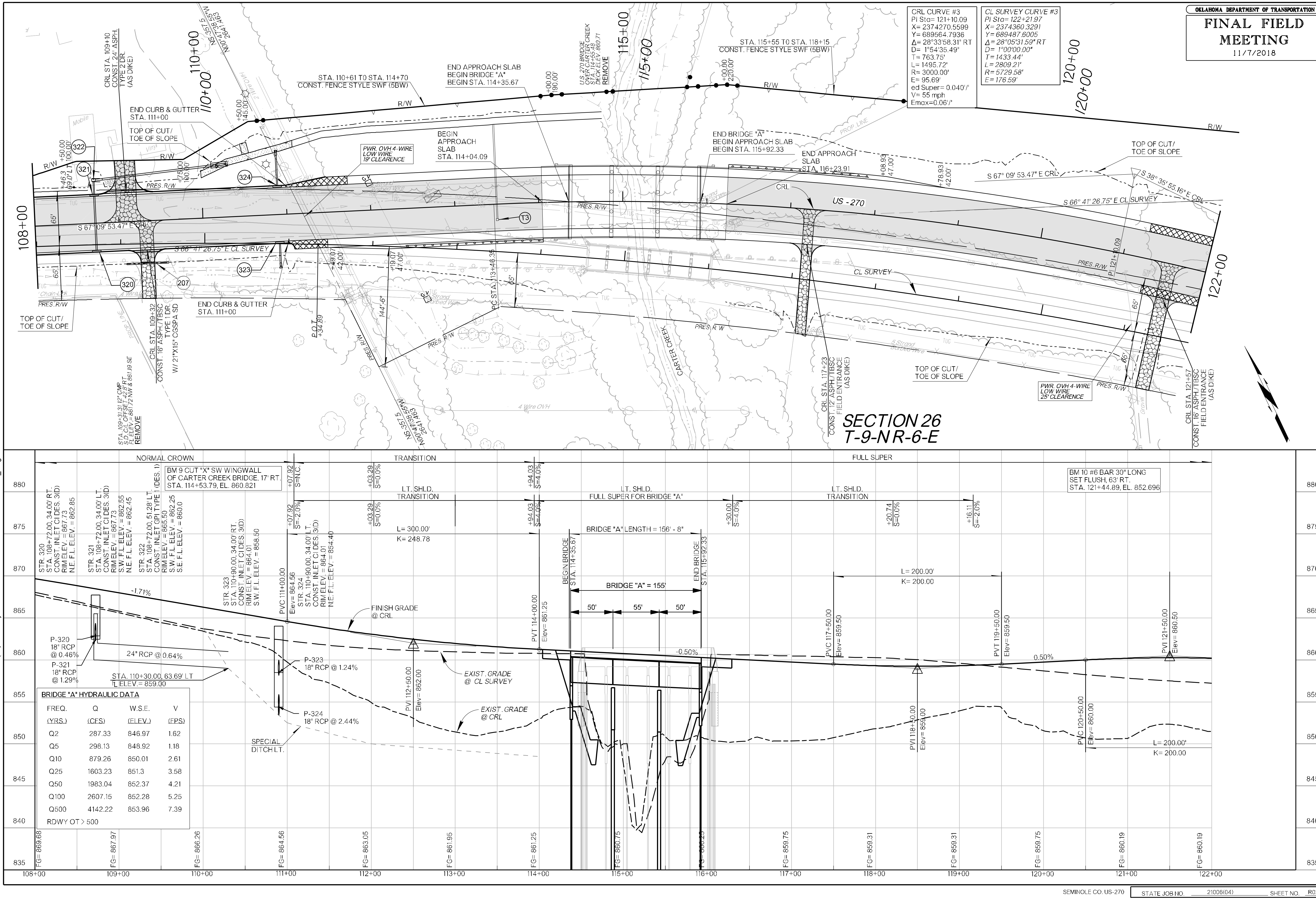
11/7/2018

SEMINOLE CO. US-270 STATE JOB NO. 21006(04) SHEET NO. R026

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



CRL CURVE #3
PI Sta= 121+10.09
X= 2374270.5599
Y= 689564.7936
Δ= 28°33'58.31" RT
D= 1°54'35.49"
T= 763.75'
L= 1495.72'
R= 3000.00'
E= 95.69'
ed Super= 0.040'/'
V= 55 mph
Emax=0.06'/'
CL SURVEY CURVE #3
PI Sta= 122+21.97
X= 2374360.3291
Y= 689487.6005
Δ= 28°05'31.59" RT
D= 1°00'00.00"
T= 1433.44'
L= 2809.21'
R= 5729.58'
E= 176.59'
STA. 110+61 TO STA. 114+70 CONST. FENCE STYLE SWF (5BW)
STA. 115+55 TO STA. 118+15 CONST. FENCE STYLE SWF (5BW)
END APPROACH SLAB BEGIN BRIDGE "A" BEGIN STA. 114+35.67
END BRIDGE "A" BEGIN APPROACH SLAB BEGIN STA. 115+92.33
END APPROACH SLAB STA. 116+23.91
BEGIN APPROACH SLAB STA. 114+04.09
END CURB & GUTTER STA. 111+00
TOP OF CUT/ TOE OF SLOPE
PWR. OVH 4-WIRE LOW WIRE 19' CLEARENCE
PWR. OVH 4-WIRE LOW WIRE 25' CLEARENCE
US - 270
CRL
CL SURVEY
CARTER CREEK
S 67° 09' 53.47" E CRL
S 66° 41' 26.75" E CL SURVEY
S 38° 35' 55.16" E CRL
CRL STA. 109+10 CONST. 24' ASPH. TYPE 2 DR. (AS DIKE)
CRL STA. 109+32 CONST. 16' ASPH./TBSC TYPE 1 DR. W/ 21"X15" CGSPA SD
CRL STA. 117+23 CONST. 12' ASPH./TBSC FIELD ENTRANCE (AS DIKE)
CRL STA. 121+57 CONST. 16' ASPH./TBSC FIELD ENTRANCE (AS DIKE)
US 270 BRIDGE OVER CARTER CREEK REMOVE
SECTION 26
T-9-N R-6-E
NORMAL CROWN
TRANSITION
FULL SUPER
LT. SHLD. TRANSITION
LT. SHLD. FULL SUPER FOR BRIDGE "A"
BM 9 CUT "X" SW WINGWALL OF CARTER CREEK BRIDGE, 17' RT. STA. 114+53.79, EL. 860.821
BM 10 #6 BAR 30" LONG SET FLUSH, 63' RT. STA. 121+44.89, EL. 852.696
STR. 320 STA. 108+72.00, 34.00' RT. CONST. INLET CI DES. 3(D) RIM ELEV. = 867.73 N.E. F.L. ELEV. = 862.85
STR. 321 STA. 108+72.00, 34.00' LT. CONST. INLET CI DES. 3(D) RIM ELEV. = 867.73 S.W. F.L. ELEV. = 862.55 N.E. F.L. ELEV. = 862.45
STR. 322 STA. 108+72.00, 51.28' LT. CONST. INLET GPI TYPE 1 (DES. 1) RIM ELEV. = 865.50 S.W. F.L. ELEV. = 862.25 S.E. F.L. ELEV. = 860.0
STR. 323 STA. 110+90.00, 34.00' RT. CONST. INLET CI DES. 3(D) RIM ELEV. = 864.01 S.W. F.L. ELEV. = 858.50
STR. 324 STA. 110+90.00, 34.00' LT. CONST. INLET CI DES. 3(D) RIM ELEV. = 864.01 NE. F.L. ELEV. = 854.40
BRIDGE "A" LENGTH = 156' - 8"
BRIDGE "A" = 155'
BEGIN BRIDGE STA. 114+35.67
END BRIDGE STA. 115+92.33
L= 300.00' K= 248.78
L= 200.00' K= 200.00
PVC 111+00.00 Elev= 864.56
PVI 112+50.00 Elev= 862.00
PVT 114+00.00 Elev= 861.25
PVC 117+50.00 Elev= 859.50
PVI 118+50.00 Elev= 859.00
PVT 119+50.00 Elev= 859.50
PVC 120+50.00 Elev= 860.00
PVT 121+50.00 Elev= 860.50
-1.71%
-0.50%
0.50%
FINISH GRADE @ CRL
EXIST. GRADE @ CL SURVEY
EXIST. GRADE @ CRL
P-320 18" RCP @ 0.46%
P-321 18" RCP @ 1.29%
24" RCP @ 0.64%
STA. 110+30.00, 63.69' LT FL ELEV. = 859.00
P-323 18" RCP @ 1.24%
P-324 18" RCP @ 2.44%
SPECIAL DITCH LT.

BRIDGE "A" HYDRAULIC DATA

FREQ. (YRS.)	Q (CFS)	W.S.E. (ELEV.)	V (FPS)
Q2	287.33	846.97	1.62
Q5	298.13	848.92	1.18
Q10	879.26	850.01	2.61
Q25	1603.23	851.3	3.58
Q50	1983.04	852.37	4.21
Q100	2607.15	852.28	5.25
Q500	4142.22	853.96	7.39

RDWY OT > 500

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

SECTION 26 T-9-N R-6-E

SECTION 35 T-9-N R-6-E

OBTAIN TEMP. R/W TO OPEN INLET

TOP OF CUT/ TOE OF SLOPE

CRL STA.122+25 CONST. 12' ASPH. /TBSC FIELD ENTRANCE (AS DIKE)

BRIDGE "B" BEGIN STA. 123+77.75

BRIDGE "B" END STA. 124+42.25

CONST. TURF REINFORCEMENT MAT STA. 126+50 TO 127+30

STA. 125+50 TO STA. 127+70 CONST. FENCE STYLE SWF (5BW)

STA. 122+00 TO STA. 132+27 CONST. FENCE STYLE SWF (5BW)

BEGIN TIE TO EXISTING SHOULDER STA. 131+00, 42.00 LT

BEGIN TIE TO EXISTING LANE STA. 131+00, 32.00 LT

BEGIN TIE TO EXISTING LANE STA. 130+50, 32.00 RT

BEGIN TIE TO EXISTING SHOULDER STA. 130+50, 42.00 RT

OBTAIN TEMP. R/W TO CONSTRUCT DRIVE

CRL STA.131+20 CONST. 14' ASPH. DR. (AS DIKE)

BEGIN TIE TO EXISTING SHOULDER STA. 134+00, 40.17 LT

BEGIN TIE TO EXISTING SHOULDER STA. 134+00, 36.29 LT

TOP OF CUT/ TOE OF SLOPE

BEGIN TIE TO EXISTING SHOULDER STA. 134+00, 12.75 RT

BEGIN TIE TO EXISTING LANE STA. 134+00, 29 RT

TEMPORARY DETOUR WIDENING SEE SHEET T009

OBTAIN TEMP. R/W TO OPEN OUTLET

CRL STA.134+15 CONST. 12' ASPH. DR. (AS DIKE)

CRL STA. 134+00 END PROJECT & BEGIN INCIDENTAL CONSTRUCTION

US - 270

CRL

PRES. R/W

R/W

5 Strand Barbed Wire

4 Wire OVH

PROP LINE

Pond

Gas Mac on Hand 800-122-2606

PWR. OVH 5-WIRE LOW WIRE 21.4' CLEARENCE

PWR. OVH 4-WIRE LOW WIRE 27.5' CLEARENCE

EVI-124.0

P.O.T. +93.03

S 38° 35' 55.16" E CRL

S 38° 35' 55.16" E CL SURVEY

CRL CURVE #3
PI Sta= 121+10.09
X= 2374270.5599
Y= 689564.7936
Δ= 28°33'58.31" RT
D= 1°54'35.49"
T= 763.75'
L= 1495.72'
R= 3000.00'
E= 95.69'
ed Super= 0.040'/'
V= 55 mph
Emax=0.06'/'

CL SURVEY CURVE #3
PI Sta= 122+21.97
X= 2374360.3291
Y= 689487.6005
Δ= 28°05'31.59" RT
D= 1°00'00.00"
T= 1433.44'
L= 2809.21'
R= 5729.58'
E= 176.59'

STA. 123+83.00 (10W" RCB (3) XING @ 23.21' & 8' RT FL ELEV.= 843.08 L & 842.70 RT REMOVE

STA. 122+66.96 (10W" RCB (3) XING @ 23.21' & 8' RT FL ELEV.= 846.21 LT & 845.63 RT REMOVE

STA. 127+63.96 (10X8" RCB (3) XING @ 23.21' & 8' RT FL ELEV.= 846.21 LT & 845.63 RT

STA. 132+40.27 & 805 RT XING @ 29.21' & 8' RT FL ELEV.= 847.96 LT & 847.71 RT EXTEND

STA. 135+07.35 12" STEEL S.D.C.L. OFFSET 42.8' LT FL ELEV.= 862.18 W & 862.35 E

STA. 135+18.43 24"X8" RCP S.D.C.L. OFFSET 30.8' LT FL ELEV.= 859.70 NW & 860.83 SE

EVI-124.0 N89°15'59.59"E - 2546.83'

BM 11 CUT "X" NE WINGWALL OF BOX, 26' LT. STA. 127+62.91, EL. 856.513

BM 12 #6 BAR 30" LONG SET FLUSH, 60' LT. STA. 134+35.61, EL. 862.678

FULL SUPER | TRANSITION | NORMAL CROWN

+94.38 S=4.0%

+85.12 S=0.0%

+80.49 S=N.C.

STR. 325
STA. 123+00.00, 92.00' LT.
CONST. INLET
GPI TYPE 1 (DES. 1)
RIM ELEV. = 849.25
S.E. FL. ELEV. = 845.00

PVC 123+00.00 Elev= 859.75

L= 200.00'
K= 218.18

PVT 125+00.00 Elev= 859.67

PVI 127+00.00 Elev= 860.50

PVC 130+50.00 Elev= 858.59

PVC 130+75.00 Elev= 858.45

L= 300.00'
K= 162.55

STR.5
STA. 132+71.08
EXT. EXIST. 6' W x 6' x 59.00' LG. RCB
23.17' LG. LT. & 45.16' LG. RT.

PVT 133+76.00 Elev= 859.57

PVI 134+00.00 Elev= 859.90

PVI 132+25.00 Elev= 857.63

PVI 124+00.00 Elev= 859.25

PVT 122+50.00 Elev= 860.00

PVC 126+00.00 Elev= 860.08

PVT 128+00.00 Elev= 859.95

L= 200.00'
K= 207.87

-0.50%

0.42%

-0.55%

1.50%

0.55%

FINISH GRADE @ CRL

EXIST. GRADE @ CRL

SPECIAL DITCH LT.

SPECIAL DITCH RT.

P-325 18" RCP @ 2.21%

FL ELEV.= 843.50

LT. FL ELEV.= 848.14

RT. FL ELEV.= 846.54

EXIST. LT. FL ELEV.= 847.86

EXIST. RT. FL ELEV.= 847.10

FG= 860.19 | FG= 859.75 | FG= 859.48 | FG= 859.67 | FG= 860.08 | FG= 860.26 | FG= 859.95 | FG= 859.41 | FG= 858.86 | FG= 858.34 | FG= 858.25 | FG= 858.78 | FG= 859.90

875 870 865 860 855 850 845 840 835 830

122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00

BRIDGE "B" HYDRAULIC DATA

FREQ. (YRS.)	Q (CFS)	W.S.E. (ELEV.)	V (FPS)
Q2	668.67	846.97	1.48
Q5	1593.88	848.92	2.84
Q10	1905.74	850.01	3.06
Q25	2652.77	851.30	3.84
Q50	3354.96	852.37	4.75
Q100	3964.85	852.28	5.51
Q500	5903.79	853.96	8.20

RDWY OT > Q500

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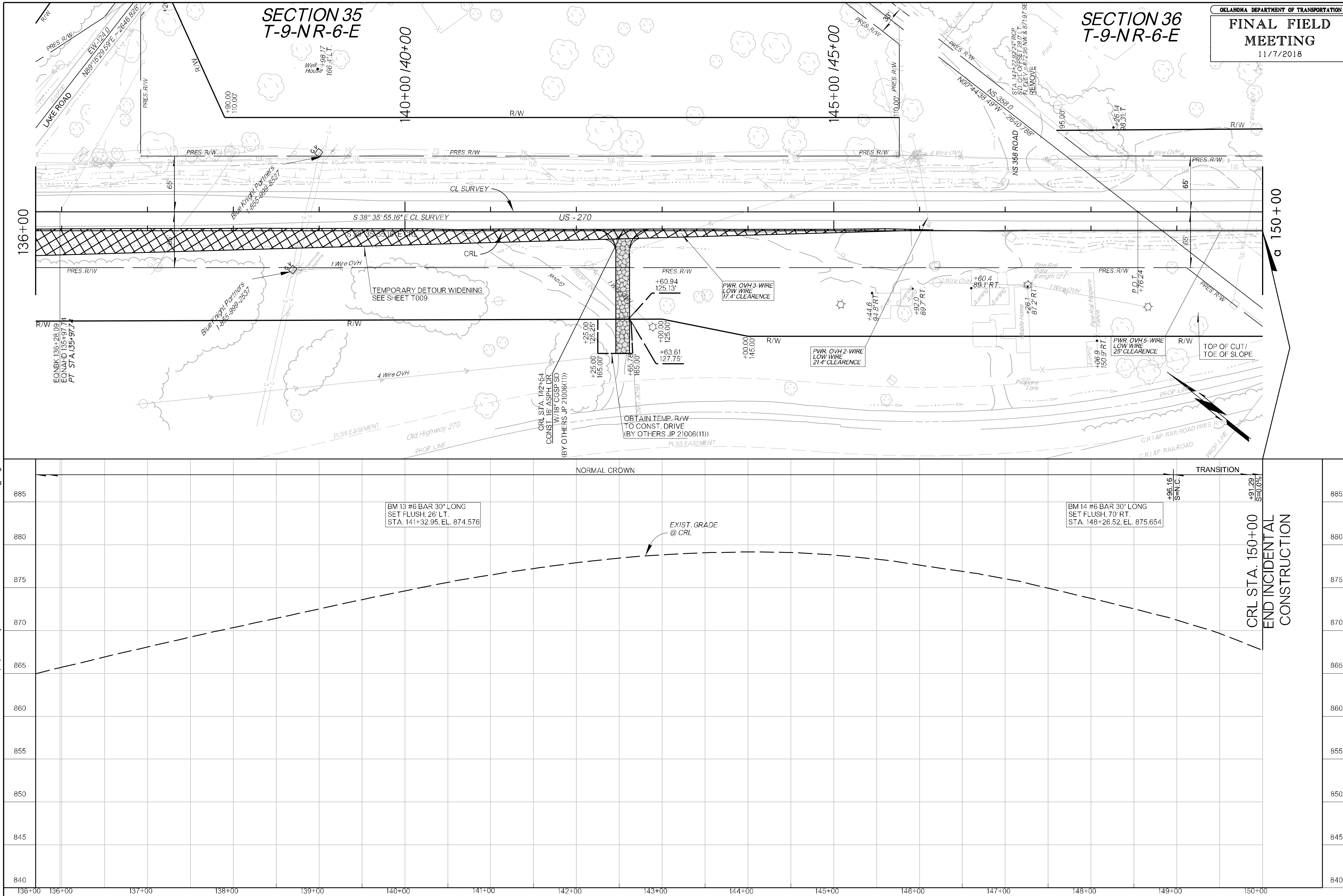
11/7/2018

SEMINOLE CO. US-270 STATE JOB NO. 21006(04) SHEET NO. R028



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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SECTION 26 T-9-NR-6-E

SECTION 27 T-9-NR-6-E

80+00 80+00

TOP OF CUT/ TOE OF SLOPE

STA. 82+28.36 US-270 CRL = STA. 26+78.62 SH-270A/HARVEY ROAD

CRL STA. 25+21.76 CONST. 36' CONC. TYPE 2 DR.

CRL STA. 29+64.27 CONST. 12' ASPH. TYPE 1 DR.

QUARTER LINE N89°19'32.29"E 2644.59'

US -270

SH 270A

HARVEY ROAD

CRL SH-270A N 0°48'46.75" W

NS-357.0 N00°37'39.72"W 2638.52'

NS-357.0 N00°48'46.75"W

N1°36'46.35" W

N1°26'52.00"E

CRL HARVEY CURVE
P.I. Sta= 29+05.63
X= 2370721.8749
Y= 691294.8956
Δ= 8°14'38.75" LT
D= 4°00'00.00"
T= 103.23'
L= 206.10'
R= 1432.39'
E= 3.71'
V= 45 mph

PWR. OVH 6-WIRE LOW WIRE 23' CLEARANCE

PWR. OVH 1-WIRE LOW WIRE 21' CLEARANCE

PWR. OVH 5-WIRE LOW WIRE 23' CLEARANCE

PWR. OVH 6-WIRE LOW WIRE 21' CLEARANCE

STA. 84+03.21'36" RCP XING PRES. 46.27' LT & 55.9' RT FL ELEV.= 870.91 LT & 865.80 RT

STA. 84+87.87 6" PVC (3) SDMH C/L OFFSET 14.7' RT FL ELEV.= 863.37 NW 6" PVC SE 6" PVC

STA. 84+87.87 6" PVC (3) SDMH C/L OFFSET 48.2' RT RIM ELEV.= 871.06' FL ELEV.= 861.06' W 6" PVC FL ELEV.= 861.06' SE 6" PVC

STA. 81+37.09 8" PVC (3) SDMH C/L OFFSET 48.2' RT RIM ELEV.= 871.06' FL ELEV.= 861.06' W 6" PVC FL ELEV.= 861.06' SE 6" PVC

STA. 29+96.62 18" RCP FL ELEV.= 875.97 LT FL ELEV.= 865.45 W & 865.40 E FL ELEV.= 865.20 N & 878.59 S

STA. 30+25.52 8" PVC (2) SDMH C/L OFFSET 46.9' LT FL ELEV.= 875.46 SE 8" PVC FL ELEV.= 875.26' NW 8" PVC

STA. 33+01.84 24" RCP SDMH C/L OFFSET 36.8' RT FL ELEV.= 880.61 N & 889.29 S FL ELEV.= 891.42 W & 891.26 E

STA. 35+10.56 8" PVC (2) SDMH C/L OFFSET 48.2' RT RIM ELEV.= 897.77' FL ELEV.= 887.77' W 8" PVC FL ELEV.= 887.63' W 8" PVC

STA. 35+00.00 POB

STA. 24+00.09 POB

STA. 83+03.72 POT

STA. 26+43.71 PI

STA. 30+08.50 PT

STA. 28+02.40 PC

PRES. R/W

PROP. LINE

RAILROAD

Brick

Asphalt

Gravel

Chainlink

9 WIRE OVH

NORMAL CROWN

D.S. 40 mph

D.S. 45 mph

STR. 351 STA. 28+35.00, 32.00' RT. CONST. INLET C/ DES. 3(D). RIM ELEV. = 881.40 E.F.L. ELEV. = 878.34

STR. 353 STA. 28+45.00, 34.34' LT. CONST. INLET C/ DES. 3(STD) RIM ELEV. = 881.85 W. F.L. ELEV. = 878.75

STR. 352 STA. 28+45.64, 40.92' LT. CONST. 4' DIA. MH RIM ELEV. = 888.18 N. F.L. ELEV. = 878.59 E. F.L. ELEV. = 878.59 S. F.L. ELEV. = 878.49

STR. 355 STA. 29+96.40, 32.00' LT. CONST. INLET C/ DES. 3(STD) RIM ELEV. = 888.11 E.F.L. ELEV. = 885.45

STR. 356 STA. 30+10.00, 32.00' RT. CONST. INLET C/ DES. 3(D). RIM ELEV = 888.60 W. F.L. ELEV. = 885.93

PVI 24+65.00 Elev= 865.66 PVC 24+77.50 Elev= 866.45 L= 75.00' K= 33.66

PVI 25+15.00 Elev= 868.20

PVI 25+90.00 Elev= 873.38

PVRC 25+52.50 Elev= 870.79 L= 75.00' K= 21.33

PVT 26+27.50 Elev= 874.65

PVI 26+78.69 Elev= 876.39

PVC 27+50.00 Elev= 878.81 L= 100.00' K= 102.99

PVT 28+50.00 Elev= 882.68

PVI 28+00.00 Elev= 880.50

PVC 29+00.00 Elev= 884.86 L= 550.00' K= 145.61

PVI 31+75.00 Elev= 896.65

PVT 34+50.00 Elev= 898.46

PVI 35+00.00 Elev= 898.75

3.39% 3.39% 4.06% +.36% 0.58%

EXIST. GRADE @ CRL

FINISH GRADE @ CRL

SPECIAL DITCH RT.

P-356 18" RCP @ 0.75%

P-356 F ELEV.=885.84

P-353 18" RCP @ 4.01%

STA. 28+10.00, 58.50' LT F ELEV.= 877.70

P-352 24" RCP @ 2.16%

P-351 18" RCP @ 0.58%

P-351 F ELEV.=878.24

FG= 867.57 867.12

FG= 873.54 872.53

FG= 877.11 877.94

FG= 880.62 881.77

FG= 884.86 885.39

FG= 888.88 889.15

FG= 892.21 892.21

FG= 894.85 894.82

FG= 896.81 896.75

FG= 898.08 898.03

FG= 898.75 898.72

900 895 890 885 880 875 870 865 860 855

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

US-270/SH-270A INTERSECTION

STATE JOB NO. 21006(04) SHEET NO. R030

11/7/2018 P:\113992O0-11399-14001\CAD\SheetFiles\JP 21006(04) Roadway\R030-2100604-PLAN AND PROFILE SHEET_7-HARVEY ROAD.dgn

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

REVISIONS	
DESCRIPTION	DATE

Oklahoma Department of Transportation (405) 521-2621
Survey Division

March 31, 2015

To: Mr. W. (Leroy) Tackett, PLS, Chief of Surveys

From: Shawn Smith, Professional Land Surveyor

Subject: SWO 4879(1), J/P 21006(11), U.S> 270. From 0.5 Mile East of S.H. 99, East to U.S. 270-B, Seminole County

I. GENERAL:

Survey Began: February 27, 2014
Survey Completed: March 31, 2015

The measurement unit for this project was the U.S. Survey Foot.

II. SURVEY ASSIGNMENT:

This survey was assigned to Lemke Land Surveying, Inc. (LLS) under Engineering Contract Number 1468-A.

III. PURPOSE OF SURVEY:

The purpose of this survey was to furnish sufficient data to develop plans to add capacity to present U.S. 270 southeast of Seminole.

IV. SURVEY LIMITS:

U.S 270: Survey began at P.C. Sta. 52+97.057, as established under SWO 1739(1) survey & shown on FAP No. F-222(7) plans, and extended southeasterly to P.O.T. Sta. 500+00.000, as established under SWO 2219(1) survey & shown on FAP No. 222(15) plans.

S.H. 270-A: Survey began at P.O.T. Sta. 26+87.240 (C.R.L.) and extended north to Sta. 35+00.000 as shown on FAP No. DBS-67B(229) plans.

U.S. 270-B: Survey began at Sta. 482+00.000 (U.S. 270 Main Line Survey) and extended east to P.O.T. Sta. 500+00.000 as established under SWO 1739(1) survey and shown on FAP No. F-222(9) plans.

NS-363 Section Line: Survey began at P.O.T. Sta. 17+00.000 and extended north to P.O.T. Sta. 31+00.000 as established under SWO 2219(1) survey and shown on FAP No. F-222(15) plans.

V. ALIGNMENT:

U.S. 270: The centerline referenced under SWO 1739(1) survey & SWO 2219(1) survey and shown on FAP No. F-222(7) plans, FAP No. F-222(8) plans, FAP No. F-222(9) plans and FAP No. F-222(15) plans was re-established using monuments and references found from said previous ODOT surveys and verified with existing bridges, paving and right-of-way occupation. This alignment was approved by Mr. Larry Williams and Mr. Leroy Tackett in a meeting at the ODOT main building on July 17, 2014.

S.H. 270-A: The centerline of survey, construction reference line (C.R.L.), shown on FAP No. DSB-67B(229) plans was re-established using monuments found and tied to U.S. 270 centerline.

U.S. 270-B: The centerline referenced under SWO 1739(1) and shown on FAP No. F-222(9) plans was re-established using monuments found and tied to U.S. 270 centerline.

NS-363 Section Line: The centerline referenced under SWO 2219(1) survey and shown on FAP No. F-222(15) plans was re-established using existing monuments which fit well with ties shown on said survey and plans.

VI. STATIONING:

U.S. 270: As directed by the Special Provisions, the stationing was taken from SWO 1739(1) survey & SWO 2219(1) survey and FAP No. F-222(7) plans, FAP No. F-222(8) plans, FAP No. F-222(9) plans and FAP No. F-222(15) plans. The PI at station 78+53.28 was found and held. Stations were then calculated back and ahead from PI.

S.H. 270-A: As directed by the Special Provisions, the stationing was taken from FAP No. DSB-67B(229) plans. A station of 26+40.000 was held at the ¼ section corner as per said plans.

U.S. 270-B: As directed by the Special Provisions, the stationing was taken from SWO 1739(1) survey and FAP No. F-222(9) plans. Stationing was a continuation of the stationing for U.S 270 centerline.

NS-363 Section Line: As directed by the Special Provisions, the stationing was taken from SWO 2219(1) survey and FAP No. F-222(15) plans. A station value of 31+00.000 was held where NS-363 intersected U.S. 270-B and stationing was calculated back south per survey and plans.

VII. HORIZONTAL CONTROL:

Horizontal control for this survey was established by static GPS observations using multiple sessions. The primary control stations used in the static network were OKAR, OKMU, OKPR, K 149, and SEMINOLE. Coordinates shown on this survey are NGS Oklahoma State Plane Coordinate System NAD83(2011) Lambert Projection South Zone. The distances and coordinates shown on this survey are in U.S. Survey Feet. All angles and bearings are shown in degrees, minutes, and seconds. Primary control for this survey was established following ODOT Survey Division Standards.

Secondary control points were established by multiple observations using RTK and by Robotic Total Stations.

VIII. VERTICAL CONTROL:

A Vertical control for this survey is NAVD88.
B Benchmarks held for this survey are, NGS G-149, NGS U-149, NGS T-149 and BM X on headwall from FAP No. F-222(15) plans. Differential leveling techniques were used to establish elevations for the survey vertical control.
C A benchmark list depicting newly established benchmarks as well as the results of the leveling has been placed on the Survey Data Sheets.

IX. PHOTO CONTROLS:

Aerial control targets were established by static GPS observations utilizing the primary control points. Differential leveling runs were used to establish vertical control for the targets.

X. TOPOGRAPHY AND DTM:

Topographic data was collected by aerial film photographs, which were scanned to digital aerial imagery (Provided by Aerial Mapping Technologies) and supplemented by conventional field methods.

DTM data was collected as follows:

U.S. 270: 200' right and left of centerline of survey from the beginning of survey to Sta. 61+00,
500' right and left of centerline of survey from Sta. 61+00 to Sta. 71+00,
200' right and left of centerline of survey from Sta. 71+00 to Sta. 82+00,
250' right and left of centerline of survey from Sta. 82+00 to Sta. 110+00,
500' right and left of centerline of survey from Sta. 110+00 to Sta. 133+00,
250' right and left of centerline of survey from Sta. 133+00 to Sta. 184+00,
500' right and left of centerline of survey from Sta. 184+00 to Sta. 194+00,
250' right and left of centerline of survey from Sta. 194+00 to Sta. 200+00,
500' right and left of centerline of survey from Sta. 200+00 to Sta. 210+00,
250' right and left of centerline of survey from Sta. 210+00 to Sta. 271+00,
500' right and left of centerline of survey from Sta. 271+00 to Sta. 281+00,
250' right and left of centerline of survey from Sta. 281+00 to Sta. 339+00,
500' right and left of centerline of survey from Sta. 339+00 to Sta. 349+00,
250' right and left of centerline of survey from Sta. 349+00 to Sta. 365+00,
500' right and left of centerline of survey from Sta. 365+00 to Sta. 382+00,
250' right and left of centerline of survey from Sta. 382+00 to Sta. 470+00,
500' right and left of centerline of survey from Sta. 470+00 to Sta. 484+00, and
250' right and left of centerline of survey from Sta. 484+00 to the end of survey.

S.H. 270-A: 150' right and left of centerline of survey from the beginning of survey to the end of survey.

U.S. 270-B: 150' right and left of centerline of survey from the beginning of survey to the end of survey.

NS-363 Section Line: 100' right and left of centerline of survey from the beginning of survey to the end of survey.

XI. LAND TIES:

A Complete land tie information was obtained by conventional field methods as per the Survey Special Provisions within the following sections or partial sections:
In T-8-N, R-6-E, I.M., Section 1.
In T-8-N, R-7-E, I.M., Sections 5, 6, 8, 9, 14, 15, 16, 17, 21, 22 and 23.
In T-9-N, R-6-E, I.M., Sections 26, 27, 35 and 36.
In T-9-N, R-7-E, I.M., Section 31

The following is a detailed explanation of how each corner was re-established:

NW Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted ODOT brass monument as shown on corner record filed by Jerry G. Anderson, PLS 1080.

N/4 Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted PK nail as shown on corner record filed by Timothy G. Pollard, PLS 1474. This monument appears to be in the same location as shown on corner record filed by Jerry G. Anderson, PLS 1080.

NE Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted cut 'X' in concrete as shown on corner record filed by Robby L. Johnson, PLS 1539 and by Bruce Ira Williams, PLS 1280. This monument appears to be in the same location as shown on corner record filed by Jerry G. Anderson, PLS 1080.

W/4 Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar shown as found on corner record filed by Jerry G. Anderson, PLS 1080.

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

E/4 Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted PK nail. This monument appears to be in the same location as shown on corner record filed by Jerry G. Anderson, PLS 1080.

SW Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted railroad spike. This monument appears to be in the same location as shown on corner record filed by Jerry G. Anderson, PLS 1080.

S/4 Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted railroad spike. This monument appears to be in the same location as shown on corner record filed by Jerry G. Anderson, PLS 1080 and by Rodger Whited, PLS 1298.

SE Corner of Section 27, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by Jerry G. Anderson, PLS 1080.

N/4 Corner of Section 26, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by James B. Marshall, PLS 113, Jerry G. Anderson, PLS 1080 and by Bruce Ira Williams, PLS 1280. This monument appears to be in the same location as shown on corner record filed by James B. Marshall, PLS 113.

NE Corner of Section 26, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by James B. Marshall, PLS 113, Jerry G. Anderson, PLS 1080 and Bruce Ira Williams, PLS 1280.

E/4 Corner of Section 26, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by Jerry G. Anderson, PLS 1080. Monument shown on corner record filed by James B. Marshall, PLS 113 was not found.

S/4 Corner of Section 26, T-9-N, R-6-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by Jerry G. Anderson, PLS 1080.

SE Corner of Section 26, T-9-N, R-6-E, I.M.,
Found damaged nail at the location shown on corner record filed by Robby L. Johnson, PLS 1539. Replaced damaged nail with #4 rebar with cap stamped CA 6975. This monument matches the location shown on corner record filed by Jerry G. Anderson, PLS 1080 and by James B. Marshall, PLS 113.

W/4 Corner of Section 35, T-9-N, R-6-E, I.M.,
Found and accepted railroad spike as shown on corner record filed by Billy Jack Willingham, PLS 754.

E/4 Corner of Section 35, T-9-N, R-6-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Rodger Whited, PLS 1298.

SW Corner of Section 35, T-9-N, R-6-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Billy Jack Willingham, PLS 754.

S/4 Corner of Section 35, T-9-N, R-6-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportionate measurement. There was no corner record on file.

SE Corner of Section 35, T-9-N, R-6-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using surrounding monuments and checks well with GLO distances. There was no corner record on file.

N/4 Corner of Section 36, T-9-N, R-6-E, I.M.,
Set mag nail with washer stamped CA 6975. This monument was re-established at the location shown on corner record filed by Robby L. Johnson, PLS 1539 using existing references and section data.

NE Corner of Section 36, T-9-N, R-6-E, I.M.,
Found and accepted 80d nail. This monument appears to be in the same location as shown on corner record filed by Rodger Whited, PLS 1298.

E/4 Corner of Section 36, T-9-N, R-6-E, I.M.,
Found and accepted #4 rebar. This monument fits well with surrounding occupation lines and GLO distances. There was no corner record on file.

S/4 Corner of Section 36, T-9-N, R-6-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportionate measurement. There was no corner record on file.

SE Corner of Section 36, T-9-N, R-6-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by James B. Marshall, PLS 113.

N/4 Corner of Section 31, T-9-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportional measurement. There was no corner record on file.

NE Corner of Section 31, T-9-N, R-7-E, I.M.,
Found and accepted PK nail as shown on corner record filed by Johnny Lee Pack, PLS 1252. This monument appears to be in the same location as shown on corner record filed by Bobby L. Goforth, PLS 340 and by James B. Marshall, PLS 113.

E/4 Corner of Section 31, T-9-N, R-7-E, I.M.,
Found and accepted PK nail as shown on corner record filed by Johnny Lee Pack, PLS 1252.

S/4 Corner of Section 31, T-9-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Billy Jack Willingham, PLS 754 and by Dan W. Rogers, PLS 1200.

SE Corner of Section 31, T-9-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Rodger Whited, PLS 1298 and by Johnny Lee Pack, PLS 1252. Also found 1-1/2" pipe 4.7' south and 6.9' east of corner.

NW Corner of Section 1, T-8-N, R-6-E, I.M.,
Found BLM brass monument as closing corner as shown on the 2007 dependent resurvey. There was no corner record on file.

N/4 Corner of Section 1, T-8-N, R-6-E, I.M.,
Found BLM brass monument as shown on the 2007 dependent resurvey. This monument is 0.5' north of the calculated position for corner. There was no corner record on file.

NE Corner of Section 1, T-8-N, R-6-E, I.M.,
Found BLM brass monument as closing corner as shown on the 2007 dependent resurvey. This monument is 1.3' north of the calculated position for corner. There was no corner record on file.

W/4 Corner of Section 1, T-8-N, R-6-E, I.M.,
Found and accepted BLM brass monument as shown on the 2007 dependent resurvey. This monument was set at the location shown on corner record filed by Rodger Whited, PLS 1298.

E/4 Corner of Section 1, T-8-N, R-6-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established at the location shown on the 2007 dependent resurvey. There was no corner record on file.

SW Corner of Section 1, T-8-N, R-6-E, I.M.,
Found and accepted BLM brass monument as shown on the 2007 dependent resurvey. This monument was set at the location shown on corner record filed by Jerry G. Anderson, PLS 1080.

S/4 Corner of Section 1, T-8-N, R-6-E, I.M.,
Found and accepted BLM brass monument as shown on the 2007 dependent resurvey. Monuments shown on corner record filed by Jerry G. Anderson, PLS 1080 and by David F. Heavner, PLS, 964 were not found.

SE Corner of Section 1, T-8-N, R-6-E, I.M.,
Found and accepted BLM brass monument as shown on the dependent resurvey. This monument was set at the location shown on corner record filed by David F. Heavner, PLS 964.

N/4 Corner of Section 6, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Dan W. Rogers, PLS 1200. Also found 1-1/2" pipe 2.1' south and 4.0' west of corner.

NE Corner of Section 6, T-8-N, R-7-E, I.M.,
Found and accepted #6 rebar. This monuments matches the location shown on corner record filed by Johnny Lee Pack, PLS 1252.

E/4 Corner of Section 6, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Frank Magner, PLS 1564. Also found mag nail 0.3' north and 8.7' east of corner.

E/4 Corner of Section 6, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Frank Magner, PLS 1564. Also found mag nail 0.3' north and 8.7' east of corner.

S/4 Corner of Section 6, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This corner was re-established using proportionate measurement. There was no corner record on file.

SE Corner of Section 6, T-8-N, R-7-E, I.M.,
Found and accepted railroad spike as shown on corner record filed by Frank Magner, PLS 1564.

N/4 Corner of Section 5, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportionate measurement. There was no corner record on file.

NE Corner of Section 5, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252.

E/4 Corner of Section 5, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252.

S/4 Corner of Section 5, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar. This monument fits well with existing occupation evidence. There was no corner record on file.

March 31st, 2015

SDS 3 OF 47

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

8-87

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

REVISIONS	
DESCRIPTION	DATE

SE Corner of Section 5, T-8-N, R-7-E, I.M.,
Found and accepted 16p nail inside 2-1/2" iron pipe as shown on corner record filed by Johnny Lee Pack, PLS 1252.

W/4 Corner of Section 8, T-8-N, R-7-E, I.M.,
Set mag nail with washer stamped CA 6975. This monument was re-established using proportionate measurement. There was no corner record on file.

E/4 Corner of Section 8, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using section information provided by Marshall Surveying at the location shown on corner record filed by David F. Heavner, PLS 964.

SW Corner of Section 8, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass monument as shown on the 2005 dependent resurvey. This monument was set at the point shown on corner record filed by Terry M. Marshall, PLS 1322.

S/4 Corner of Section 8, T-8-N, R-7-E, I.M.,
Set mag nail with washer stamped CA 6975. This monument was re-established using proportional measurement and fits existing occupation evidence. There was no corner record on file.

SE Corner of Section 8, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Rodger Whited, PLS 1298 and by Kelly K. Schmidt, PLS 1507.

N/4 Corner of Section 9, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252.

NE Corner of Section 9, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252.

E/4 Corner of Section 9, T-8-N, R-7-E, I.M.,
Found and accepted railroad spike as shown on corner record filed by David F. Heavner, PLS 964.

S/4 Corner of Section 9, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportional measurement. There was no corner record on file.

SE Corner of Section 9, T-8-N, R-7-E, I.M.,
Found and accepted bull prick as shown on corner record filed by Kelly K. Schmidt, PLS 1507.

W/4 Corner of Section 17, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportional measurement. There was no corner record on file.

E/4 Corner of Section 17, T-8-N, R-7-E, I.M.,
Found and accepted railroad spike as shown on corner record filed by Jesse L. Carroll, PLS 1071.

SW Corner of Section 17, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass monument as shown on the 2005 dependent resurvey. Also found #3 rebar 17.1' south and 7.6' east of corner as shown on corner record filed by Johnny Lee Pack, PLS 1252.

S/4 Corner of Section 17, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass monument as shown on the 2005 dependent resurvey. There was no corner record on file.

SE Corner of Section 17, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass monument as shown on the 2005 dependent resurvey. This monument was set at the location shown on corner record filed by Johnny Lee Pack, PLS 1252 and by Rodger Whited, PLS 1298.

E/4 Corner of Section 16, T-8-N, R-7-E, I.M.,
Found and accepted original stone. There was no corner record on file.

S/4 Corner of Section 16, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was set using surrounding monuments and checks with GLO distances and existing occupation lines.

SE Corner of Section 16, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established from SWO 1739(1) survey. After discussion with Bearing Tree Land Surveying, it was determined that the distance to corner from highway PI was misread. Therefore the previous corner was pulled and new location accepted.

N/4 Corner of Section 15, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established online between section corners, using existing occupation evidence. There was no corner record on file.

NE Corner of Section 15, T-8-N, R-7-E, I.M.,
Found and accepted broke off mag nail for witness corner as shown on corner record filed by Kelly K. Schmidt, PLS 1507. Witness monuments set by Fred R. Smith, Jr., PLS 917 and by Virgil C. Vaughn, PLS 405 were not found.

E/4 Corner of Section 15, T-8-N, R-7-E, I.M.,
Found and accepted mag nail as shown on corner record filed by Virgil C. Vaughn, PLS 405, by Kelly K. Schmidt, PLS 1507 and by Jacob Royce Carroll, PLS 1522. This monument appears to be at the same location as shown on corner record filed by Fred R. Smith, Jr., PLS 917.

S/4 Corner of Section 15, T-8-N, R-7-E, I.M.,
Found and accepted mag nail. This monument appears to be in the same location as shown on corner record filed by Jacob Royce Carroll, PLS 1522.

SE Corner of Section 15, T-8-N, R-7-E, I.M.,
Found and accepted mag nail as shown on corner record filed by Jacob Royce Carroll, PLS 1522. This monument matches the location shown on corner record filed by Virgil C. Vaughn, PLS 405 and by Kelly K. Schmidt, PLS 1507.

N/4 Corner of Section 14, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar as shown on corner record filed by Fred R. Smith, Jr., PLS 917, by Kelly K. Schmidt, PLS 1507 and by Jacob Royce Carroll, PLS 1522.

NE Corner of Section 14, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Timothy G. Pollard, PLS 1474.

E/4 Corner of Section 14, T-8-N, R-7-E, I.M.,
Found and accepted 2" pipe. This monument fits well with existing occupation evidence and GLO distances. There was no corner record on file.

S/4 Corner of Section 14, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Jacob Royce Carroll, PLS 1522. Also found #4 rebar 0.4' south and 4.2' east of corner.

SE Corner of Section 14, T-8-N, R-7-E, I.M.,
Found hole is pavement at the location shown on corner record filed by Jacob Royce Carroll, PLS 1522. Set mag nail with washer stamped CA 6975 in hole. The monument shown on corner record filed by Fred R. Smith, Jr., PLS 917 was not found.

W/4 Corner of Section 21, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass monument as shown on the 2005 dependent resurvey. There was no corner record on file.

E/4 Corner of Section 21, T-8-N, R-7-E, I.M.,
Set #4 rebar with cap stamped CA 6975. This monument was re-established using proportionate measurement. There was no corner record on file.

SW Corner of Section 21, T-8-N, R-7-E, I.M.,
Found and accepted BLM brass cap as shown on the 2005 dependent resurvey. This monument matches the location shown on corner record filed by Jacob Royce Carroll, PLS 1522 and by Johnny Lee Pack, PLS 1252.

S/4 Corner of Section 21, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252 and by Jacob Royce Carroll, PLS 1522. Also found #4 rebar 7.7' south and 0.8' west of corner.

SE Corner of Section 21, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Johnny Lee Pack, PLS 1252 and by Jacob Royce Carroll, PLS 1522. Also found #4 rebar 12.4' north and 7.7' east of corner.

E/4 Corner of Section 22, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar. This monument matches the location shown on corner record filed by Jacob Royce Carroll, PLS 1522.

S/4 Corner of Section 22, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by Jacob Royce Carroll, PLS 1522.

SE Corner of Section 22, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar as shown on corner record filed by David F. Heavner, PLS 964. The monument on corner record filed by Bobby L. Goforth, PLS 340 was not found.

E/4 Corner of Section 23, T-8-N, R-7-E, I.M.,
Found and accepted #3 rebar. This monument fits existing occupation evidence. There was no corner record on file.

S/4 Corner of Section 23, T-8-N, R-7-E, I.M.,
Found and accepted #4 rebar. This monument fits existing occupation evidence. There was no corner record on file.

SE Corner of Section 23, T-8-N, R-7-E, I.M.,
Found and accepted #5 rebar as shown on corner record filed by David F. Heavner, PLS 964. Also found #6 rebar 12.1' north and 8.2' west of corner.

B All property divisions, including existing right-of-way lines, adjacent to and/or crossing the Survey Centerline throughout the project limits were computed mathematically based upon the best available information.

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DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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XII. EXISTING RIGHT OF WAY:

The right of way along U.S. 270, S.H. 270-A, U.S. 270-B and NS-363 section line was established from the existing plans, right of way documents, and right of way occupation.

XIII. UTILITIES:

CALL OKIE was contacted on June 2, 3, 4 and 5, 2014 with ticket numbers 14060216533090, 14060216573120, 14060217213206, 14060217293216, 14060218013244, 14060219043291, 14060309330792, 14060316112801, 14060316532984, 14060412061621 and 14060505040016. A follow up request was made June 26, 2014 with ticket numbers 14062609090835 and 14062609120646. Utilities notified according to the CALL OKIE ticket are Enerfin Resources Seminole, Sunoco PL/Midcont Fuel, City of Seminole, BCI Allegiance Engineering, USIC OG&E Shawnee, USIC AT&T, Centerpoint Energy OK, Suddenlink Seminole, Blueknight Energy Partners, Scissortail Copano Ada, ONEOK Gas Shawnee, Bowlegs-Lima Water District, ONEOK NGL Pipeline and Seminole County Conservation District. All utilities marked, along with any overhead lines, are depicted in the submitted digital file.

There are several pipeline blanket easements located throughout the project. There are also several easements that do not provide enough information to be accurately plotted.

XIV. ENVIRONMENTAL CONCERNS:

There are several areas throughout the project that are potential environmental concern areas. These areas are flagged on the submitted .dgn file.

XV. DRAINAGE:

Drainage areas for all drains crossing the Survey Centerline were taken from USGS quad maps that have been scanned into a Microstation Design File.

High water information was observed on three structures within the limits of the project. The high water data is reported within the SWO4879_1_V1_DRA drawing.

XVI. SURVEY DATA SHEETS:

Survey Data Sheets were submitted in the form of a Microstation Design File as per ODOT Survey Division Standards. These were incorporated into a set of design drawings and are in substantial conformity with the ODOT Survey Division Standards for Survey Data Sheets.

XVII. DATA SUBMITTED:

A Reports

1 Historical Letter & Written Report
2 Form SD-1, Transmittal Letter
3 Form SD-7, Public and Privately Owned Utilities List
4 Form SD-11, Position and Description of Survey Monuments
5 Form SD-20, Survey Control Data Statement
6 Form SD-41, Surveyor's Certification
7 Cogo Point List
8 Alignment Report
9 Benchmark & Check Levels List
10 Oklahoma Certified Corner Record Forms

B Computer Files

1 Digital files submitted on compact disk

XVIII. PERSONNEL:

Shawn Smith, PLS	Professional Land Surveyor
Clark Fisher, PLS	Professional Land Surveyor
Jason Burney, PLS	Professional Land Surveyor
Jeremy Bone	Survey Technician
Shaun Kocnar, CST I	Survey Technician
Andrew Mayhue	Title Researcher
Jacob Andrews, CST I	Survey Technician
Pierce Tranum	Survey Technician
Bob Bledsoe, LSIT	Survey Technician
Luke Brungardt	Survey Technician
Randall Tollison	Survey Technician
Brandon Seehuis	Survey Technician

3-31-15

Shawn Smith, PLS
Professional Land Surveyor

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

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Alignment Report

Project Name: SWO4879_1_V1
Description: U.S. 270
Horizontal Alignment Name: A001
Description: Centerline of Survey U.S. 270
Style: Centerline

	STATION	EASTING	NORTHING
Element: Curve			
POB (301)	52+97.057	2367781.80740	691039.46903
PI (302)	55+63.467	2368048.20100	691036.52100
PT (305)	58+29.493	2368313.71876	691058.30541
Curve Length	532.436		
Radius	5729.578		
Delta	5°19'27.71"		
Tangent Direction:	S 89°21'57.48" E		
Tangent Length:	266.410		
Element: Linear			
PT (305)	58+29.493	2368313.71876	691058.30541
PC (307)	73+77.106	2369856.14899	691184.85415
Tangent Direction:	N 85°18'34.82" E		
Tangent Length:	1547.613		
Element: Curve			
PC (307)	73+77.106	2369856.14899	691184.85415
PI (308)	78+53.280	2370330.72800	691223.79100
PT (309)	83+10.425	2370768.03757	691035.37217
Curve Length	933.319		
Radius	1909.859		
Delta	27°59'58.43"		
Tangent Direction:	N 85°18'34.82" E		
Tangent Length:	476.174		
Element: Linear			
PT (309)	83+10.425	2370768.03757	691035.37217
PC (313)	107+88.529	2373043.84700	690054.78500
Tangent Direction:	S 66°41'26.75" E		
Tangent Length:	2478.104		
Element: Curve			
PC (313)	107+88.529	2373043.84700	690054.78500
PI (316)	122+21.966	2374360.32913	689487.60051
PT (319)	135+97.740	2375254.59491	688367.31920
Curve Length	2809.211		
Radius	5729.578		
Delta	28°05'31.59"		
Tangent Direction:	S 66°41'26.75" E		
Tangent Length:	1433.437		
Element: Linear			
PT (319)	135+97.740	2375254.59491	688367.31920
PC (322)	151+52.958	2376224.83544	687151.86140
Tangent Direction:	S 38°35'55.16" E		
Tangent Length:	1555.218		
Element: Curve			
PC (322)	151+52.958	2376224.83544	687151.86140
PI (323)	154+93.215	2376437.10890	686885.93823
PT (324)	158+30.300 Back 157+72.600 Forward	2376705.76653	686677.13633
Curve Length	677.342		
Radius	2864.789		
Delta	13°32'48.61"		
Tangent Direction:	S 38°35'55.16" E		
Tangent Length:	340.257		
Element: Linear			
PT (324)	157+72.600	2376705.76653	686677.13633
PC (331)	195+89.954	2379719.84200	684334.56890
Tangent Direction:	S 52°08'43.77" E		
Tangent Length:	3817.354		
Element: Curve			
PC (331)	195+89.954	2379719.84200	684334.56890
PI (332)	198+00.895	2379886.39395	684205.13871
PT (333)	200+11.646	2380042.97763	684063.79629
Curve Length	421.692		
Radius	5729.578		
Delta	4°13'00.90"		
Tangent Direction:	S 52°08'43.77" E		
Tangent Length:	210.941		
Element: Linear			
PT (333)	200+11.646	2380042.97763	684063.79629
PC (334)	204+92.022	2380399.56565	683741.91718
Tangent Direction:	S 47°55'42.87" E		
Tangent Length:	480.376		
Element: Curve			
PC (334)	204+92.022	2380399.56565	683741.91718
PI (335)	207+02.745	2380555.98766	683600.72068
PT (336)	209+13.279 Back 209+18.721 Forward	2380722.35894	683471.39593
Curve Length	421.257		
Radius	5729.578		
Delta	4°12'45.24"		
Tangent Direction:	S 47°55'42.87" E		
Tangent Length:	210.723		
Element: Linear			
PT (336)	209+18.721	2380722.35894	683471.39593
PC (353)	299+81.424	2387877.58997	677909.44751
Tangent Direction:	S 52°08'28.11" E		
Tangent Length:	9062.704		
Element: Curve			
PC (353)	299+81.424	2387877.58997	677909.44751
PI (354)	302+05.288	2388054.33601	677772.05818
PT (355)	304+28.244	2388207.59484	677608.88122
Curve Length	446.820		
Radius	2864.789		
Delta	8°56'11.01"		
Tangent Direction:	S 52°08'28.11" E		
Tangent Length:	223.864		
Element: Linear			
PT (355)	304+28.244	2388207.59484	677608.88122
PC (372)	428+88.091	2396737.70015	668526.75083
Tangent Direction:	S 43°12'17.10" E		
Tangent Length:	12459.847		
Element: Curve			
PC (372)	428+88.091	2396737.70015	668526.75083
PI (373)	441+57.500	2397606.74690	667601.46380
PT (375)	452+77.939	2398875.96156	667623.65581
Curve Length	2389.848		
Radius	2864.789		
Delta	47°47'49.04"		
Tangent Direction:	S 43°12'17.10" E		
Tangent Length:	1269.409		
Element: Linear			
PT (375)	452+77.939	2398875.96156	667623.65581
POT	481+83.701 Back	2401781.27898	667674.43723
PC (405)	476+55.690 Forward 12' Right	2401781.48865	667662.45664
Tangent Direction:	N 88°59'53.86" E		
Tangent Length:	2905.761		
Element: Curve			
PC (405)	476+55.690	2401781.48865	667662.45664
PI (406)	479+34.328	2402060.08407	667667.32791
PCC (407)	482+06.092	2402320.19002	667567.40779
Curve Length	550.402		
Radius	1432.395		
Delta	22°00'57.89"		
Tangent Direction:	N 88°59'53.86" E		
Tangent Length:	278.638		

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Element: Curve			
PCC (407)	482+06.092	2402320.19002	667567.40779
PI (408)	487+32.970	2402812.02567	667378.46833
PT (413)	492+48.203 Back	2403204.45366	667026.89942
POT	492+47.888 Forward		
	12.504 Left	2403195.90019	667017.78373
Curve Length	1042.110		
Radius	2864.789		
Delta	20°50'31.95"		
Tangent Direction:	S 48°08'36.35" E		
Tangent Length:	526.878		
Element: Linear			
POT	492+47.888	2403195.90019	667017.78373
POE (414)	500+00.000	2403744.62430	666502.99484
Tangent Direction:	S 46°49'39.39" E		
Tangent Length:	752.400		

Project Name: SWO4879_1_V1
Description: U.S. 270 A
Horizontal Alignment Name: A002
Description: Construction Reference Line U.S. 270 A
Style: Centerline

	STATION	EASTING	NORTHING
Element: Linear			
POB (390)	26+87.240	2370693.62973	691078.34042
PC (392)	28+02.400	2370708.52384	691192.53320
Tangent Direction:	N 07°25'52.00" E		
Tangent Length:	115.160		
Element: Curve			
PC (392)	28+02.400	2370708.52384	691192.53320
PI (393)	29+05.629	2370721.87491	691294.89556
PT (394)	30+08.502	2370720.41021	691398.11455
Curve Length	206.103		
Radius	1432.395		
Delta	8°14'38.75"		
Tangent Direction:	N 07°25'52.00" E		
Tangent Length:	103.229		
Element: Linear			
PT (394)	30+08.502	2370720.41021	691398.11455
POE (398)	35+00.000	2370713.43645	691889.56264
Tangent Direction:	N 00°48'46.75" W		
Tangent Length:	491.498		

Project Name: SWO4879_1_V1
Description: U.S. 270 B
Horizontal Alignment Name: A003
Description: Centerline of Survey U.S. 270 B
Style: Centerline

	STATION	EASTING	NORTHING
Element: Linear			
POB (419)	482+00.000	2401797.57677	667674.73977
POE (385)	500+00.000	2403597.30116	667706.20766
Tangent Direction:	N 88°59'53.86" E		
Tangent Length:	1800.000		

Project Name: SWO4879_1_V1
Description: NS-363 Section Line
Horizontal Alignment Name: A004
Description: Centerline of Survey NS-363 Section Line
Style: Centerline

	STATION	EASTING	NORTHING
Element: Linear			
POB (416)	17+00.000	2402902.20390	666293.84952
POE (383)	31+00.000	2402882.80400	667693.71510
Tangent Direction:	N 00°47'38.32" W		
Tangent Length:	1400.000		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
300	691050.10900	2366820.34500	343	681641.76720	2383076.10200
301	691039.46900	2367781.80740	344	681027.97500	2383865.67900
302	691036.52100	2368048.20100	345	680742.82730	2384232.55670
303	691043.05750	2368057.63750	346	680618.34010	2384392.70470
304	691037.30150	2368057.71400	347	680414.29000	2384655.20000
305	691058.30540	2368313.71880	348	679800.59800	2385444.69600
306	691137.66570	2369280.99650	349	679186.88100	2386234.21800
307	691184.85420	2369856.14900	350	678658.82880	2386913.53990
308	691223.79100	2370330.72800	351	678573.12000	2387023.78200
309	691035.37220	2370768.03760	352	678014.19680	2387742.83400
310	691030.40380	2370779.56880	353	677909.44750	2387877.59000
311	690643.77300	2371676.81400	354	677772.05820	2388054.33600
312	690248.09600	2372595.25100	355	677608.88120	2388207.59480
313	690054.78500	2373043.84700	356	676900.56800	2388872.82600
314	689908.22270	2373357.63970	357	676171.64000	2389557.44700
315	689919.68690	2373357.48080	358	676137.98310	2389589.08970
316	689487.60050	2374360.32910	359	675442.69700	2390242.04300
317	688448.55260	2375188.52610	360	675409.73940	2390273.06960
318	688448.56820	2375189.73780	361	673984.86000	2391611.26600
319	688367.31920	2375254.59490	362	673285.90660	2392267.81280
320	687583.96800	2375879.88300	363	673256.00400	2392295.95200
321	687384.97250	2376038.75420	364	672804.84530	2392719.63450
322	687151.86140	2376224.83540	365	671798.17700	2393665.16200
323	686885.93820	2376437.10890	366	671069.28600	2394349.74600
324	686677.13630	2376705.76650	367	670439.56480	2394941.14980
325	686157.45540	2377374.42070	368	670340.32000	2395034.38900
326	686077.32750	2377477.50300	369	670202.53530	2395163.77230
327	685842.54260	2377779.60730	370	669611.42900	2395718.95200
328	685463.66870	2378267.07700	371	668882.57400	2396403.62800
329	685120.53620	2378708.58600	372	668526.75080	2396737.70020
330	684850.01470	2379056.61600	373	667601.46380	2397606.74690
331	684334.56890	2379719.84200	374	667886.89340	2397625.36890
332	684205.13870	2379886.39400	375	667623.65580	2398875.96160
333	684063.79630	2380042.97760	376	667624.76250	2398941.32340
334	683741.91720	2380399.56570	377	667640.60600	2399847.86500
335	683600.72070	2380555.98770	378	667647.68200	2400252.50300
336	683471.39590	2380722.35890	379	667658.17200	2400847.74100
337	683245.44110	2381013.04110	380	667670.69860	2401567.65350
338	682869.15030	2381497.07900	381	667675.63000	2401847.59800
339	682749.69290	2381650.80190	382	667686.72190	2402482.86510
340	682255.46380	2382286.61900	383	667693.71510	2402882.80400
341	681935.22140	2382698.58790	384	667705.21770	2403540.68270
342	681756.49250	2382928.51570	385	667706.20770	2403597.30120

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
386	691126.77040	2370549.08340	7603	691090.00600	2368197.02600
387	691089.11040	2370678.22400	7604	691101.81710	2368354.88280
388	691222.81260	2370693.03210	7605	691001.73040	2368358.21270
389	691029.32530	2370702.64110	7606	691106.73490	2368414.82280
390	691078.34040	2370693.62970	7607	691115.25900	2368518.71860
391	691135.84180	2370701.12960	7608	691120.27040	2368518.65200
392	691192.53320	2370708.52380	7609	691004.08430	2368558.19890
393	691294.89560	2370721.87490	7610	691132.55170	2368668.34210
394	691398.11450	2370720.41020	7611	691152.48470	2368666.70660
395	691232.67160	2370699.75560	7612	691009.10250	2368984.53790
396	691403.28770	2370697.33450	7613	691048.35110	2368987.30130
397	691889.23630	2370690.43880	7614	691120.07180	2369861.46410
398	691889.56260	2370713.43650	7615	691249.63650	2369850.83390
399	691518.35410	2370750.70730	7616	691250.33370	2370165.06710
400	691159.00800	2370764.83780	7617	691242.43850	2370666.61370
401	691064.54990	2370768.55220	7618	691980.76120	2370656.13670
402	691031.33030	2370845.65310	7619	691007.73990	2370662.87520
403	691031.34140	2370846.44620	7620	689259.40000	2370682.02980
404	691027.14460	2370855.36790	7621	689259.86970	2370762.02940
405	667662.45660	2401781.48870	7622	690975.28170	2370743.23560
406	667667.32790	2402060.08410	7623	691254.67160	2370799.45350
407	667567.40780	2402320.19000	7624	691188.70060	2370809.79810
408	667378.46830	2402812.02570	7625	691058.55410	2371004.09290
409	667310.29900	2402888.11750	7626	691033.97600	2371034.35710
410	667306.48230	2402888.17040	7627	690977.54340	2371103.84510
411	667272.34030	2402888.64360	7628	690971.17600	2371099.00190
412	667161.11200	2403043.12360	7629	690923.51840	2371159.09890
413	667026.89940	2403204.45370	7630	690933.07190	2371169.73940
414	666502.99480	2403744.62430	7631	689995.10740	2373018.16550
415	666373.59530	2402901.09880	7632	690114.49710	2373069.60560
416	666293.84950	2402902.20390	7633	689981.42830	2373356.62510
417	691062.30700	2370702.17310	7634	689834.79030	2373358.65740
418	691063.75940	2370702.15250	7635	689745.71860	2373359.89190
419	667674.73980	2401797.57680	7636	689747.90060	2373521.72250
7400	691201.70000	2370593.35200	7637	688563.25520	2375176.86890
7401	680974.76100	2383844.85000	7638	688463.78940	2375090.85680
7402	677189.06300	2388692.08700	7639	688441.61220	2373377.96620
7403	670355.48800	2394956.79100	7640	688408.61540	2373378.42210
7404	667108.96100	2402969.29800	7641	688425.74840	2374701.71890
7405	686371.84700	2377030.61100	7642	688431.14350	2375118.42390
7600	691078.19250	2368057.17080	7643	688468.62700	2375464.50000
7601	690998.19950	2368058.23350	7644	688475.66450	2376008.05330
7602	691079.84020	2368197.16110	7645	688442.66780	2376008.51710

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
7646	688435.97700	2375491.74550	7689	683266.58520	2381360.06050
7647	688334.17880	2375364.21890	7690	683795.01790	2381351.82280
7648	687643.02970	2375915.92950	7691	684570.72100	2381339.73040
7649	687724.38390	2376017.84510	7692	685891.35790	2381319.14310
7650	687300.07350	2376023.35540	7693	685891.82370	2381352.13990
7651	687138.89050	2376025.44850	7694	684571.18650	2381372.72720
7652	685818.61450	2376042.59420	7695	683267.04730	2381393.05730
7653	685819.04170	2376075.59140	7696	683286.37070	2382696.14800
7654	686027.70570	2376072.88160	7697	683296.15660	2383356.07550
7655	686918.37240	2376061.31510	7698	683305.93790	2384015.69170
7656	687046.31470	2376059.65360	7699	683275.38460	2384180.93290
7657	687469.87160	2376054.15310	7700	683256.57710	2382912.62550
7658	687685.68680	2376051.35040	7701	683248.62610	2382376.43680
7659	688443.12290	2376041.51400	7702	683243.43660	2382026.47520
7660	687192.41240	2376275.63520	7703	683238.01720	2381661.01540
7661	686240.64800	2377373.30190	7704	683237.52790	2381628.01900
7662	686023.06720	2377376.22800	7705	683234.69340	2381434.53990
7663	685840.22390	2377611.48570	7706	683233.40430	2381346.54930
7664	685843.97790	2377883.68260	7707	683230.65460	2381137.97510
7665	685294.58050	2378590.57190	7708	682845.80990	2381633.06290
7666	685290.63260	2378587.50360	7709	682819.89660	2381666.39930
7667	685261.79070	2378624.61340	7710	682679.48920	2381635.20450
7668	685265.73850	2378627.68170	7711	681932.66080	2381644.82080
7669	685203.75900	2378707.42850	7712	680611.25980	2381661.83560
7670	684986.09940	2378710.45600	7713	680611.50020	2381694.83520
7671	684385.90660	2379759.72870	7714	681932.90230	2381677.82050
7672	684192.21910	2379731.91220	7715	682653.57600	2381668.54090
7673	683895.14130	2380071.31520	7716	681934.98150	2382592.98480
7674	684112.04640	2380086.53130	7717	681935.46130	2382804.19100
7675	683790.16730	2380443.11930	7718	681839.50410	2382927.63630
7676	683522.71510	2380762.25060	7719	681673.48100	2382929.39500
7677	683260.36120	2380887.93510	7720	680826.48080	2384230.85150
7678	683256.49640	2380594.76450	7721	680659.17380	2384234.26190
7679	683254.92570	2380475.61700	7722	680618.07240	2384287.13720
7680	683231.97730	2378734.85480	7723	680618.60770	2384498.27210
7681	683202.75020	2379021.27470	7724	678755.78500	2386894.72130
7682	683220.04130	2380332.89810	7725	679003.88400	2386888.80030
7683	683222.21120	2380497.49520	7726	679228.38790	2386883.44240
7684	683223.76970	2380615.71760	7727	679437.03850	2386878.46280
7685	683224.04520	2380636.61100	7728	680624.57040	2386850.12160
7686	683227.90870	2380929.68400	7729	680624.80010	2386883.12550
7687	683263.10710	2381096.22620	7730	679801.82030	2386902.76640
7688	683264.69370	2381216.57290	7731	679548.59400	2386908.80980

March 31st 2015

SDS 8 OF 47

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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

REVISIONS	
DESCRIPTION	DATE

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
7732	679322.51330	2386914.20540	7775	673622.00700	2392246.76070
7733	679323.09150	2386937.69830	7776	674051.10650	2392240.95150
7734	678711.02320	2386952.30570	7777	674216.09130	2392238.71790
7735	678477.91940	2386957.86890	7778	675431.07930	2392222.26930
7736	678019.96340	2386968.79830	7779	675431.50740	2392255.26660
7737	677986.96840	2386969.38850	7780	673522.00530	2392281.11750
7738	678588.01670	2386898.72520	7781	672986.82800	2392255.35970
7739	678148.83010	2386909.20670	7782	672813.77170	2392257.70260
7740	678019.29770	2386912.29810	7783	672806.72800	2391560.96980
7741	678011.65710	2385791.22020	7784	672804.61810	2391352.27050
7742	678007.04620	2385114.67670	7785	672800.58890	2390953.72480
7743	678005.91380	2384948.52840	7786	672787.23920	2389633.22970
7744	678001.41500	2384288.43780	7787	672754.24200	2389633.67350
7745	677155.34720	2386979.39460	7788	672767.59160	2390954.16030
7746	676688.69090	2386985.00950	7789	672780.66440	2392247.26170
7747	678485.94980	2387030.03030	7790	672685.79770	2392214.59140
7748	678028.96600	2387617.92230	7791	672668.04320	2392214.14890
7749	677996.54140	2387659.63530	7792	672560.00220	2392211.46020
7750	678031.85230	2387826.03270	7793	672485.61530	2392209.60620
7751	678034.48990	2388016.21070	7794	671586.67750	2392260.92060
7752	678055.95270	2389563.75680	7795	671486.98240	2392275.55130
7753	678022.95650	2389564.25850	7796	671478.20710	2392275.66850
7754	678004.68510	2388246.82540	7797	670159.14110	2392293.41100
7755	677999.42770	2387867.74580	7798	670159.55800	2392326.40830
7756	677960.76660	2387917.48170	7799	671478.63610	2392308.66570
7757	677858.12840	2387837.69830	7800	671488.16420	2392308.53750
7758	677653.38070	2388254.97410	7801	671488.61540	2392342.08310
7759	677564.38170	2388160.21560	7802	671588.89690	2392352.09530
7760	677558.68290	2388343.91600	7803	672611.78170	2392374.49290
7761	677575.79810	2388362.13880	7804	672620.77850	2392370.92080
7762	677174.89660	2388738.67300	7805	672713.72630	2392334.02050
7763	677157.78140	2388720.45020	7806	672781.48140	2392307.11900
7764	676234.27860	2389587.82110	7807	672785.90060	2392572.79870
7765	676041.68760	2389590.35820	7808	673450.20890	2392523.45670
7766	675856.92090	2389763.89440	7809	673296.05270	2393295.26500
7767	675867.19000	2389774.82810	7810	673298.32050	2393851.94530
7768	675408.99600	2390205.17240	7811	673308.11050	2393849.90680
7769	675408.77300	2390184.80320	7812	673525.15490	2394892.28690
7770	675410.70570	2390361.33600	7813	673198.07320	2393730.57440
7771	673688.04320	2391979.29260	7814	673217.60230	2393279.59580
7772	673455.70770	2392019.15840	7815	673371.75840	2392507.78750
7773	673397.51610	2391957.20090	7816	673430.60460	2392296.53870
7774	673535.71780	2392247.92880	7817	672823.78990	2392866.47030

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
7818	672857.64850	2394902.04120	7861	666543.59690	2402882.24120
7819	672824.65240	2394902.54930	7862	665053.19760	2402902.89580
7820	672791.29300	2392896.99200	7863	665053.63210	2402935.89290
7821	672530.60400	2393141.83600	7864	666112.76760	2402921.21500
7822	672516.91190	2393127.25770	7865	666373.74260	2402917.59830
7823	672366.29820	2392966.89710	7866	666544.05420	2402915.23800
7824	672379.99030	2392981.47530	7867	666544.65690	2402958.73390
7825	670588.19500	2394938.74440	7868	667110.52170	2402950.89190
7826	670536.17440	2394939.58630	7869	666703.74330	2403384.48540
7827	670290.93460	2394943.55530	7870	666662.24050	2403414.10830
7828	670199.22220	2394945.03950	7871	666380.85480	2403714.04320
7829	670201.20350	2395075.84910	7872	666383.63440	2404025.31790
7830	670203.86700	2395251.69550	7873	666836.14460	2403542.97800
7831	668482.25130	2396690.32090	7874	666849.60300	2403521.32450
7832	668571.25030	2396785.07940	7875	667397.87630	2402936.90870
7833	667967.59760	2397606.71730	7876	667629.59470	2402933.69740
7834	670238.88710	2397563.72310	7877	667758.41850	2402865.28950
7835	670239.47730	2397602.46310	7878	669006.55050	2402845.75870
7836	669580.14080	2397613.50760	7879	670319.67470	2402825.21090
7837	667951.39810	2397640.79070	7880	670320.10390	2402858.20830
7838	667838.11760	2397576.17900	7881	669006.97850	2402878.75610
7839	667617.57830	2397579.87320	7882	667758.99540	2402898.28450
7840	667578.04680	2394987.46100	7883	667770.21020	2403539.68790
7841	664965.13230	2397672.90000	7884	667781.71360	2404197.59290
7842	667585.63320	2397646.80610	7885	667641.21760	2403598.43750
7843	667594.95970	2398177.61090	7886	691028.18540	2370605.79460
7844	667697.06900	2398603.42990	7887	691402.81940	2370664.33780
7845	667712.02160	2398604.62170	8000	690993.68000	2367674.26010
7846	667523.67110	2398877.70980	8001	690853.69240	2367676.12000
7847	667524.80320	2398942.45720	8002	690857.81170	2368026.09570
7848	667703.64360	2398874.56300	8003	690997.79940	2368024.23590
7849	667547.73140	2400253.77500	8004	691071.65650	2367685.13240
7850	667582.72890	2400253.32960	8005	691596.61020	2367678.15790
7851	667727.71260	2400251.12900	8006	691598.25800	2367818.14840
7852	667750.70890	2401566.34060	8007	691073.30430	2367825.12290
7853	667609.46470	2401782.41520	8008	691073.53970	2367845.12150
7854	667592.46730	2401782.71240	8009	691598.49330	2367838.14700
7855	667759.81300	2402087.02690	8010	691600.14110	2367978.13750
7856	667744.81530	2402087.28910	8011	691075.18740	2367985.11190
7857	667558.97350	2402107.68690	8012	691203.18150	2368055.51020
7858	667557.32340	2402156.42370	8013	691204.82920	2368195.50050
7859	667239.82810	2402829.08840	8014	691183.83110	2368195.77940
7860	666542.99410	2402838.74540	8015	690858.21190	2368060.09340

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8018	690861.74280	2368360.07260	8060	690960.05780	2370363.24950
8019	690389.93950	2368366.34090	8061	691092.64170	2370362.85430
8020	690454.00050	2368554.25920	8062	691253.15180	2370199.41460
8021	690457.81760	2368565.45650	8063	691462.58660	2370196.44270
8022	690864.02090	2368560.05980	8064	691523.18050	2370195.58280
8023	690864.68520	2368610.05530	8065	691925.07330	2369979.85910
8024	691004.67280	2368608.19540	8066	691924.57710	2369939.86220
8025	691185.69060	2368353.76850	8067	691971.15540	2369979.20520
8026	691182.39720	2368413.81760	8068	692401.00910	2369933.10150
8027	691183.62120	2368517.81030	8069	692410.83270	2370683.03720
8028	691423.60000	2368514.62200	8070	692459.12780	2370682.35190
8029	691441.01710	2368726.90870	8071	692449.90050	2370021.11370
8030	691481.01360	2368726.37730	8072	693332.83040	2370009.98680
8031	691497.94000	2368932.68410	8073	693328.66360	2369648.01080
8032	692113.81640	2368924.50170	8074	693661.67430	2369643.81420
8033	692109.11170	2368489.60710	8075	691981.22950	2370689.13340
8034	692326.09260	2368486.72430	8076	691464.07640	2370301.43210
8035	692321.26710	2368040.65540	8077	691436.67910	2370301.82090
8036	692308.93650	2366900.81710	8078	691261.75740	2370304.30310
8037	692847.21900	2366893.66560	8079	691440.26320	2370554.39550
8038	692857.57840	2367793.60600	8080	691401.26720	2370554.94880
8039	693637.43610	2367783.24490	8081	691401.93970	2370602.34410
8040	691174.65920	2368936.97920	8082	691403.28770	2370697.33450
8041	691006.04920	2368725.12730	8083	691324.94750	2370603.43660
8042	690514.47550	2368731.65830	8084	691324.66370	2370583.43860
8043	690552.13850	2368842.14020	8085	691260.31910	2370584.35170
8044	691007.34380	2368835.11970	8086	690992.06210	2370703.04940
8045	690686.00240	2369234.82020	8087	690691.36050	2370706.34380
8046	691211.48040	2369385.77170	8088	691899.50040	2370790.30320
8047	691510.47580	2369361.24070	8089	691810.50940	2370791.56600
8048	691223.74600	2369535.26940	8090	691660.52450	2370793.69430
8049	691423.07620	2369518.91540	8091	691100.00300	2370952.69190
8050	691236.01150	2369684.76710	8092	691068.01140	2370992.44780
8051	691435.34180	2369668.41300	8093	691061.93780	2371245.43810
8052	691535.00690	2369660.23600	8094	691356.57480	2371241.25720
8053	691537.45230	2369985.35960	8095	691385.24920	2371198.64090
8054	691520.20080	2369985.60440	8096	691666.14600	2371194.65490
8055	691256.11630	2369989.35180	8097	691816.13090	2371192.52660
8056	690824.99870	2370488.79750	8098	691905.12190	2371191.26380
8057	690793.33140	2370705.22660	8099	691036.11330	2371187.19720
8058	690889.97840	2370488.60380	8100	690924.87180	2371188.57300
8059	690945.95850	2370449.47440	8101	690752.95930	2371259.23360

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

SDS 9 OF 47

March 31st 2015

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

REVISIONS	
DESCRIPTION	DATE

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8102	690887.34360	2371275.66130	8145	688741.05250	2375018.05970
8103	690887.92400	2371317.03720	8146	689116.00980	2375684.08430
8104	690869.41540	2371317.26610	8147	689006.02620	2375685.98360
8105	690819.59160	2371432.88790	8148	691098.74910	2375654.41000
8106	690889.53620	2371432.02280	8149	689010.39360	2376016.46780
8107	691039.52470	2371430.16770	8150	688442.24690	2374701.49820
8108	691040.78370	2371520.16440	8151	688447.46710	2375104.69250
8109	690890.79510	2371522.01400	8152	688452.75050	2375512.75830
8110	690621.90740	2371563.39770	8153	688286.08940	2374703.58730
8111	690714.85000	2371676.22020	8154	688098.30280	2374706.09950
8112	690892.92700	2371674.01060	8155	687970.32110	2374707.81170
8113	691042.91550	2371672.14950	8156	687122.52920	2374719.15360
8114	691044.66860	2371797.13720	8157	687130.04360	2375319.10650
8115	690894.68020	2371798.99830	8158	687499.05700	2375314.16980
8116	691072.82190	2372021.76440	8159	688106.27750	2374981.73950
8117	691091.32090	2373341.23850	8160	687815.95560	2375355.28580
8118	691047.82430	2372022.11500	8161	687694.13900	2375488.79710
8119	690563.22720	2372028.12810	8162	687517.96620	2375625.10860
8120	690383.53060	2371744.40240	8163	687189.24710	2375933.33280
8121	690149.58450	2371902.64980	8164	687135.83520	2375781.51370
8122	690228.54140	2371964.01600	8165	687137.84380	2375941.88640
8123	690174.96830	2372032.94580	8166	687138.55540	2375998.70060
8124	690265.22570	2372031.82580	8167	687139.09710	2376041.94730
8125	690420.91320	2372029.89400	8168	687279.05970	2376040.12960
8126	690383.27780	2372117.24360	8169	687490.88540	2376037.37880
8127	690156.59150	2372643.36980	8170	687685.44530	2376034.85210
8128	689814.94850	2372496.16530	8171	687059.27040	2376042.98390
8129	689471.86070	2372937.59930	8172	686931.32810	2376044.64540
8130	689630.95330	2372934.40680	8173	686027.79660	2376056.37910
8131	689491.51330	2373122.78250	8174	686024.08580	2376730.36890
8132	689951.67110	2373116.40490	8175	686295.57790	2376862.64160
8133	689009.06330	2373370.10160	8176	687688.37320	2376234.83070
8134	689137.09390	2373368.32720	8177	687578.38240	2376236.25910
8135	688434.57910	2374109.26190	8178	687579.84640	2376336.24840
8136	688436.65430	2374269.54790	8179	687359.86490	2376339.10520
8137	690149.54570	2372988.25990	8180	687366.32390	2376780.25790
8138	690488.30750	2372983.56490	8181	687697.29380	2376775.95980
8139	690493.43830	2373349.52890	8182	687705.75110	2377353.59900
8140	689751.31820	2373775.19500	8183	687065.27410	2376784.16740
8141	689763.54960	2374682.34960	8184	687041.95130	2376784.47030
8142	689102.89830	2374691.92390	8185	686810.27490	2376645.26510
8143	689108.16980	2375090.82910	8186	686755.43400	2376711.49720
8144	688966.09810	2375077.34700	8187	687037.09370	2376819.61620

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8188	686848.61540	2377056.70740	8231	684273.91520	2381096.85850
8189	686567.98210	2376952.13330	8232	683537.16070	2380743.74620
8190	687157.84840	2377360.96730	8233	683244.04900	2380908.92020
8191	686542.43590	2377369.24340	8234	683239.98990	2380605.31590
8192	685895.07850	2377377.94920	8235	683238.42660	2380486.76040
8193	685837.01390	2377378.73000	8236	683983.02010	2379427.47630
8194	685838.01570	2377451.36980	8237	683985.81030	2379636.16760
8195	686130.49630	2377515.03000	8238	683777.12050	2379639.07040
8196	686289.04600	2377616.05480	8239	683774.33030	2379430.37900
8197	686297.38530	2377716.15810	8240	683795.23850	2381368.32140
8198	686748.66100	2377931.44910	8241	683793.09950	2381208.33570
8199	686743.19430	2378086.35270	8242	683246.83320	2381117.16200
8200	686858.89540	2378249.48840	8243	683248.16570	2381216.83060
8201	687124.96080	2378227.16730	8244	683249.89720	2381346.33690
8202	687124.60820	2377902.16750	8245	683251.15750	2381434.32790
8203	687176.59970	2378679.98730	8246	683259.93520	2382026.26280
8204	685849.55960	2378288.40610	8247	683265.12470	2382376.22430
8205	685632.49790	2378155.78610	8248	683736.50190	2382690.24480
8206	685424.46760	2378423.45090	8249	683746.28790	2383350.17220
8207	685379.67400	2378041.10100	8250	683279.65800	2383356.29180
8208	685124.69870	2378044.64760	8251	683240.40540	2380636.40030
8209	684603.08890	2378715.78340	8252	683189.93670	2380637.05020
8210	684931.90830	2379057.20870	8253	683029.66040	2380731.68030
8211	685163.25280	2379237.01060	8254	683035.61510	2381177.06230
8212	685313.44490	2379291.98210	8255	682974.24330	2381256.01480
8213	685866.19050	2379494.29140	8256	682568.76520	2380950.53490
8214	685151.86780	2379567.40590	8257	681925.19320	2381040.73870
8215	685099.14120	2379706.56170	8258	681926.45290	2381142.64440
8216	684944.36190	2379969.54430	8259	683066.85750	2381348.69380
8217	684779.58620	2380195.77820	8260	682997.75550	2381437.59070
8218	684911.65280	2379560.73490	8261	682832.85330	2381649.73110
8219	684990.60990	2379622.10080	8262	682666.53260	2381651.87270
8220	684902.39630	2379940.09190	8263	682765.16620	2382382.66190
8221	684730.57190	2380161.17190	8264	682759.97670	2382032.70040
8222	684588.83560	2380061.97200	8265	682532.88820	2382035.62450
8223	684304.03280	2379862.64090	8266	682365.67830	2382038.91010
8224	684343.10620	2380346.80290	8267	681933.73610	2382044.81860
8225	684108.51690	2380606.68850	8268	681934.23360	2382263.81800
8226	683794.21760	2380438.63230	8269	682193.60940	2382260.27010
8227	684113.26190	2379670.54640	8270	682320.14510	2382309.31030
8228	683895.14130	2380071.31520	8271	682497.78820	2382447.39690
8229	684564.07400	2380850.27560	8272	682375.04450	2382605.30190
8230	684567.48240	2381101.25250	8273	682197.40140	2382467.21520

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8274	682105.34370	2382585.64400	8317	679318.18890	2385279.66180
8275	682282.98680	2382723.73060	8318	679319.59260	2385579.65850
8276	682221.61490	2382802.68310	8319	679307.59550	2385579.92390
8277	682043.97180	2382664.59650	8320	679306.04220	2385247.94750
8278	682126.85160	2382924.59250	8321	679169.00890	2385250.08720
8279	682052.84240	2383019.80250	8322	679031.02600	2385434.72460
8280	681960.78460	2383138.23130	8323	679011.92180	2385511.65810
8281	681935.74440	2382928.77920	8324	679257.03310	2385697.53580
8282	681933.00010	2382926.64600	8325	679189.10840	2385855.53380
8283	681875.19920	2382881.71590	8326	679311.64240	2385967.80880
8284	681783.14150	2383000.14460	8327	679301.42870	2384261.93830
8285	681789.19810	2381066.98720	8328	679304.51210	2384920.93110
8286	681806.34250	2381165.50660	8329	677989.41580	2384948.87900
8287	681778.01820	2382794.91200	8330	677990.46780	2385103.23620
8288	681650.50990	2382695.79650	8331	678463.71970	2385429.82110
8289	681528.02500	2382697.51330	8332	678635.15670	2385791.22020
8290	680614.07470	2382710.32390	8333	677995.15670	2385791.22020
8291	680607.79650	2381374.07800	8334	678973.24790	2386403.14020
8292	680606.57740	2381272.78730	8335	678587.49620	2386022.40460
8293	680595.62180	2380362.52610	8336	678140.56840	2386925.90860
8294	681511.33380	2382737.79190	8337	678574.94470	2386915.54190
8295	681626.14040	2382827.35600	8338	678920.01010	2386683.45210
8296	681704.98570	2382888.86550	8339	679003.35830	2386681.46300
8297	681549.42560	2382926.04660	8340	679003.92580	2386905.30400
8298	681555.32210	2382930.64660	8341	678742.71300	2386911.53800
8299	681628.27090	2382987.55610	8342	679228.42980	2386899.94610
8300	679954.97370	2382947.59890	8343	679227.90060	2386691.23670
8301	679959.68460	2384248.52030	8344	679436.55120	2386686.25720
8302	679961.49410	2384750.03850	8345	679437.08030	2386894.96650
8303	680349.51980	2384844.44340	8346	679548.48860	2386892.30770
8304	680507.42480	2384967.18700	8347	679792.43920	2386886.48560
8305	680384.68110	2385125.09200	8348	679922.47130	2387112.15320
8306	680226.77610	2385002.34840	8349	679845.39780	2387149.85350
8307	679962.86520	2385130.03600	8350	679875.56860	2387227.17570
8308	679781.13700	2385363.82220	8351	679874.17310	2387381.56940
8309	679691.11560	2385256.60220	8352	679897.41940	2387421.37920
8310	679526.25550	2385263.39680	8353	679791.57610	2387508.67770
8311	679505.87180	2384768.81660	8354	679816.84090	2387534.46340
8312	680621.27640	2385550.86390	8355	679807.19410	2387613.77890
8313	679786.03850	2385569.34020	8356	679767.00880	2387652.92410
8314	679618.50160	2385573.04630	8357	679763.86560	2387699.81890
8315	679499.54860	2385575.67770	8358	679659.89640	2387745.09540
8316	679498.14490	2385275.68100	8359	679554.69120	2387863.37780

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		**SURVEY DATA SHEET**
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

SDS 10 OF 47

March 31st 2015

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

REVISIONS	
DESCRIPTION	DATE

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8360	679471.21810	2387957.22670	8403	675244.67010	2389810.87510
8361	679319.94670	2388109.02080	8404	675242.37110	2389600.88770
8362	679113.44420	2388247.25600	8405	674978.39400	2389604.36520
8363	679085.40340	2388343.24410	8406	674980.69300	2389814.35260
8364	679087.62440	2388451.79140	8407	674086.54890	2389616.11360
8365	679091.24190	2388628.59440	8408	674072.65400	2388296.38180
8366	679223.98100	2389102.21490	8409	675387.91700	2388279.80580
8367	679437.03890	2389483.87280	8410	674808.54340	2390926.89810
8368	679483.69870	2389539.14170	8411	674107.28450	2391585.53350
8369	679676.58520	2389767.61730	8412	674105.42510	2391408.93180
8370	679774.83950	2389849.56070	8413	674100.44940	2390936.35520
8371	680658.38360	2389831.48290	8414	672784.10730	2390953.94510
8372	678592.53440	2388058.82360	8415	672788.11950	2391352.49230
8373	678484.19980	2388019.70780	8416	672996.81060	2391349.68610
8374	678396.04040	2388008.81320	8417	672998.92050	2391558.38540
8375	678017.99300	2388016.54830	8418	672790.22940	2391561.19160
8376	678015.64000	2387846.88920	8419	672963.66660	2392272.17480
8377	678012.75370	2387638.77880	8420	673528.73520	2392264.52570
8378	678021.18380	2388246.61750	8421	673620.11130	2392082.39360
8379	677855.89090	2388248.70080	8422	673622.19730	2392263.26050
8380	677874.16340	2389566.21860	8423	674051.32500	2392257.45130
8381	677657.38880	2388251.20260	8424	674049.57670	2392125.46290
8382	677173.35910	2388527.47130	8425	674112.96020	2392124.60490
8383	677014.95950	2388409.29940	8426	674214.56160	2392123.22950
8384	677014.95950	2388259.29940	8427	674216.30990	2392255.21790
8385	676704.55040	2388263.21160	8428	673278.39080	2393728.84090
8386	676693.98480	2387411.66660	8429	673851.65710	2393721.09130
8387	676688.19470	2386945.01260	8430	673858.30480	2394121.03600
8388	677154.85090	2386939.39770	8431	673365.95090	2394127.69180
8389	677160.64100	2387406.05180	8432	671465.01710	2390971.86120
8390	677042.02310	2388829.17260	8433	671478.37400	2392292.16770
8391	677051.30250	2389577.05830	8434	671499.28010	2393607.91430
8392	676720.90620	2389581.41070	8435	671502.42280	2393805.70310
8393	676735.86410	2390901.15760	8436	671506.71840	2394076.05020
8394	678052.26760	2390883.57640	8437	671520.18620	2394923.66090
8395	676750.82210	2392220.90550	8438	670618.78710	2394635.63010
8396	675424.03430	2391578.77140	8439	670553.57210	2394280.09840
8397	675416.80860	2390918.77430	8440	670189.23300	2394285.55520
8398	675413.86070	2390649.50880	8441	670179.26510	2393627.47490
8399	675098.86990	2390654.21800	8442	668840.28150	2392327.61120
8400	675099.50770	2390475.27100	8443	668860.33350	2393646.99750
8401	675097.20870	2390265.28360	8444	667541.40190	2393666.52000
8402	675248.09350	2390123.56980	8445	669579.87870	2397597.00970

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
8446	669621.52750	2400218.61630	9005	690967.09140	2365415.32170
8447	667624.76250	2398941.32340	9006	690998.19950	2368058.23350
8448	664986.99440	2398971.24190	9007	691029.32530	2370702.64110
8449	668963.57900	2400229.91180	9008	691066.32330	2373341.58900
8450	668985.20030	2401546.08420	9009	691103.38130	2375984.81300
8451	670299.70200	2401524.51480	9010	688327.83930	2365453.87160
8452	667670.69860	2401567.65350	9011	688359.30890	2368093.29350
8453	669006.82160	2402862.25650	9012	688390.65950	2370731.55000
8454	669013.08580	2403520.66500	9013	688425.11380	2373378.19490
8455	669019.35010	2404179.07340	9014	688459.38000	2376024.80150
8456	667764.10880	2403190.73210	9015	688497.98570	2378661.60760
8457	667972.79320	2403187.46660	9016	688531.71820	2381294.47150
8458	667976.44200	2403396.14470	9017	688550.68230	2382627.10910
8459	667767.75750	2403399.41020	9018	688569.44020	2383945.24760
8460	667699.21810	2403540.77450	9019	688606.95580	2386581.52570
8461	667773.79470	2403744.69210	9020	687211.65180	2381315.05650
8462	667982.48130	2403741.56940	9021	687230.71170	2382644.41990
8463	667990.40020	2404194.47020	9022	685754.80420	2370769.99220
8464	668153.34890	2404192.03190	9023	685786.80900	2373414.52490
8465	668151.48330	2403983.33020	9024	685818.81420	2376059.09300
8466	668360.17000	2403980.20750	9025	685855.21360	2378698.36710
8467	668362.03560	2404188.90920	9026	685891.58540	2381335.64160
8468	666373.59530	2402901.09880	9027	685910.74100	2382661.73060
8469	666112.62030	2402904.71540	9028	685929.79200	2383980.57530
8470	666114.48660	2403113.70710	9029	685967.89390	2386618.26660
8471	666375.46150	2403110.09040	9030	684570.94510	2381356.22900
8472	666397.11940	2405535.41140	9031	684590.30650	2382679.04750
8473	667056.42320	2405525.04870	9032	683115.13700	2370808.37400
8474	667053.57720	2405195.91150	9033	683147.40140	2373450.87000
8475	667712.97550	2405185.70080	9034	683179.66580	2376093.36610
8476	693693.11430	2371985.01510	9035	683183.73900	2376398.02450
8477	677464.92380	2388253.62830	9036	683201.27420	2377709.57170
8478	676713.19180	2388959.66890	9037	683214.98520	2378735.09120
8479	673902.81430	2391599.22760	9038	683218.80940	2379021.11890
8480	673617.62800	2391867.07990	9039	683236.34520	2380332.71410
8481	667704.72110	2404198.74500	9040	683250.30470	2381376.81630
8482	691025.32820	2370363.05500	9041	683254.27120	2381644.30480
8483	684858.06430	2378712.23690	9042	683269.87200	2382696.36440
9000	693606.55680	2365380.50180	9043	683273.07640	2382912.45070
9001	693640.51900	2368023.12800	9044	683289.43940	2384015.91250
9002	693675.00540	2370665.09830	9045	683291.88150	2384180.59660
9003	693711.22320	2373304.93190	9046	683311.45000	2385500.22760
9004	693747.40400	2375944.75630	9047	683328.57410	2386655.00860

COORDINATE POINT LIST

SWO 4879(1) Job Piece 21006(11)

PT NO.	EASTING	NORTHING	PT NO.	EASTING	NORTHING
9048	683330.66850	2386819.86520	9091	672744.04120	2386992.46880
9049	683347.51690	2388146.05120	9092	672770.74060	2389633.44700
9050	683364.36520	2389472.23710	9093	672797.43990	2392274.42520
9051	683381.21360	2390798.42310	9094	672841.15020	2394902.28230
9052	683398.06200	2392124.60900	9095	672884.86050	2397530.13930
9053	681867.89960	2376406.10030	9096	672915.09620	2400162.07270
9054	681884.14220	2377720.00410	9097	672945.41100	2402800.88600
9055	681900.38470	2379033.90790	9098	673003.28950	2405439.17550
9056	681916.62470	2380347.61370	9099	673014.30600	2408080.29000
9057	681932.86480	2381661.31960	9100	670105.85160	2387029.41490
9058	681935.73950	2382926.61690	9101	670132.57980	2389669.66250
9059	681938.65110	2384208.18100	9102	670159.30810	2392309.91020
9060	681941.64510	2385525.99820	9103	670199.22220	2394945.03950
9061	681944.63910	2386843.81550	9104	670239.22400	2397585.96500
9062	681959.38830	2388170.01040	9105	670279.47590	2400207.32070
9063	681974.13750	2389496.20530	9106	670319.92800	2402841.70900
9064	681988.82380	2390816.74730	9107	670348.03040	2405477.09470
9065	682003.51010	2392137.28930	9108	670376.16100	2408115.12940
9066	680548.10150	2376414.20030	9109	667467.66200	2387066.36100
9067	680579.78530	2379046.71790	9110	667494.27800	2389705.88000
9068	680611.45830	2381678.33440	9111	667521.25490	2392345.31210
9069	680614.65860	2382940.61100	9112	667561.54890	2394987.72800
9070	680617.94050	2384235.10240	9113	667601.84300	2397630.14380
9071	680624.61220	2386866.62530	9114	667647.68200	2400252.50300
9072	680654.82370	2389518.95090	9115	667693.71510	2402882.80400
9073	680684.78460	2392149.28020	9116	667715.72700	2405514.68600
9074	679289.40800	2381695.35750	9117	667737.95500	2408147.00400
9075	679295.28890	2382954.58690	9118	664886.57300	2392380.10900
9076	677906.88920	2376432.25450	9119	664925.71920	2395018.62480
9077	677936.92450	2379072.35400	9120	664964.85450	2397656.40190
9078	677967.35770	2381712.38060	9121	665009.13440	2400286.08180
9079	677975.91910	2382968.56280	9122	665053.47540	2402919.39350
9080	677984.91690	2384288.77410	9123	665078.51180	2405556.13670
9081	678002.91250	2386929.19380	9124	665103.46800	2408184.43800
9082	678039.45510	2389564.04120	9125	662246.11200	2392415.21800
9083	678065.08000	2392203.11160	9126	662281.70950	2395049.61750
9084	678105.40900	2394825.35600	9127	662327.86600	2397682.66000
9085	678146.57000	2397458.76700	9128	662371.50200	2400319.64900
9086	675373.47690	2386960.83130	9129	662414.87400	2402956.73800
9087	675402.35720	2389598.78020	9130	662443.48900	2405597.55300
9088	675436.56410	2392238.69940	9131	662478.28800	2408239.17200
9089	675470.63270	2394863.85780			
9090	675510.13500	2397497.58100			

March 31st 2015

SDS 11 OF 47

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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

REVISIONS	
DESCRIPTION	DATE

SWO 4879(1) — CHECK LEVELS — BENCHMARK LIST — NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	DIFF.	MEAN DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
NGS G-149						870.540	870.540 PER NGS DATASHEET STANDARD BRASS CAP AT CHICAGO/ROCK ISLAND & PACIFIC RAILWAY STATION
TO	-4.941	-4.929	-0.012	-4.935			
BM1					865.603		CUT "X" ON CARWASH PAD - 44' RT. STA 58+20.86
TO	1.720	1.739	-0.019	1.730			
BM 2					867.331		CUT SQUARE SW COR. MAGNOLIA CREEK BRIDGE - 15' RT. STA 65+61.86
TO	-0.460	-0.472	0.012	-0.466			
BM 3					866.863		#6 BAR 30" LONG SET FLUSH - 64' LT. STA 72+36.69
TO	9.539	9.533	0.006	9.536			
BM 4					876.397		#6 BAR 30" LONG SET FLUSH - 117' LT. STA 79+12.03
TO	4.647	4.651	0.004	4.649			
7400					881.048		#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 96' LT. STA 80+94.60
TO	12.721	12.720	0.001	-12.720			
BM 5					868.325		#6 BAR 30" LONG SET FLUSH - 78' RT. STA 85+85.46
TO	-7.393	-7.383	-0.010	-7.388			
BM 6					860.935		#6 BAR 30" LONG SET FLUSH - 66' RT. STA 93+22.86
TO	6.397	6.399	-0.002	6.398			
BM 7					867.331		#6 BAR 30" LONG SET FLUSH - 56' RT. STA 100+20.74
TO	1.492	1.490	0.002	1.491			
BM 8					868.820		#6 BAR 30" LONG SET FLUSH - 61' RT. STA 107+33.49
TO	-8.000	-7.994	-0.006	-7.997			
BM 9					860.821		CUT "X" SW WINGWALL OF CARTER CREEK BRIDGE - 17' RT. STA 114+53.79
TO	-8.123	-8.124	0.001	-8.123			
BM 10					852.696		#6 BAR 30" LONG SET FLUSH - 63' RT. STA 121+44.89
TO	3.822	3.816	0.006	3.819			
BM 11					856.513		CUT "X" NE WINGWALL OF BOX - 26' LT. STA 127+62.91
TO	6.163	6.170	-0.007	6.167			
BM 12					862.678		#6 BAR 30" LONG SET FLUSH - 60' LT. STA 134+35.61
TO	11.905	11.895	0.010	11.900			
BM 13					874.576		#6 BAR 30" LONG SET FLUSH - 26' LT. STA 141+32.95
TO	1.078	1.082	-0.004	1.080			
BM 14					875.654		#6 BAR 30" LONG SET FLUSH - 70' RT. STA 148+26.52
TO	-25.797	-25.804	0.007	-25.800			
BM 15					849.851		#6 BAR 30" LONG SET FLUSH - 66' LT. STA 155+33.64
TO	3.917	3.935	-0.018	3.926			
BM 16					853.775		#6 BAR 30" LONG SET FLUSH - 99' RT. STA 161+45.46
TO	0.728	0.729	0.001	0.728			
7405					853.047		#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 42' RT. STA 162+16.34
TO	-4.055	-4.057	0.002	-4.056			
BM 17					848.991		CUT "X" CENTER OF HDWL - 31' LT. STA 167+95.81
TO	1.704	1.709	-0.005	1.706			
BM 18					850.696		#6 BAR 30" LONG SET FLUSH - 64' LT. STA 174+39.67
TO	-5.928	-5.933	0.005	-5.930			
BM 19					844.763		CUT "X" CENTER OF HDWL - 39' LT. STA 181+02.57
TO	-4.570	-4.568	-0.002	-4.569			
BM 20					840.192		#6 BAR 30" LONG SET FLUSH - 110' RT. STA 188+23.52
TO	3.110	3.108	0.002	3.109			
BM 21					843.303		#6 BAR 30" LONG SET FLUSH - 92' RT. STA 195+15.74
TO	-2.374	-2.378	0.004	-2.376			
BM 22					840.927		#6 BAR 30" LONG SET FLUSH - 65' LT. STA 201+18.26
TO	4.474	4.471	0.001	4.473			
BM 23					845.398		CUT "X" CENTER OF HDWL - 30' RT. STA 209+18.88
TO	5.847	5.838	0.009	5.842			
BM 24					851.238		CUT "X" ON CURB - 74' RT. STA 216+35.12
TO	15.717	15.733	-0.016	15.725			
BM 25					866.962		#6 BAR 30" LONG SET FLUSH - 64' RT. STA 223+69.91
TO	4.636	4.643	-0.007	4.639			
BM 26					871.599		#6 BAR 30" LONG SET FLUSH - 63' LT. STA 230+74.87
TO	4.949	4.953	-0.004	4.951			
BM 27					876.548		#6 BAR 30" LONG SET FLUSH - 65' LT. STA 237+67.75
TO	-0.368	-0.367	-0.001	-0.368			
BM 28					876.179		#6 BAR 30" LONG SET FLUSH - 65' LT. STA 244+79.59
TO	7.218	7.230	0.012	7.224			
7401					883.403		#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 55' RT. STA 249+16.21
TO	1.168	1.168	0.000	-1.168			
BM 29					882.235		#6 BAR 30" LONG SET FLUSH - 66' LT. STA 251+70.50
TO	-1.367	-1.373	0.006	-1.370			
BM 30					880.863		#6 BAR 30" LONG SET FLUSH - 62' RT. STA 259+07.21
TO	2.666	2.705	-0.039	2.685			
BM 31					883.547		#6 BAR 30" LONG SET FLUSH - 65' LT. STA 266+00.63
TO	-25.840	-25.830	-0.010	-25.835			
BM 32					857.710		#6 BAR 30" LONG SET FLUSH - 62' LT. STA 272+74.31
TO	-7.959	-7.969	0.010	-7.964			
BM 33					849.744		#6 BAR 30" LONG SET FLUSH - 63' LT. STA 279+69.98
TO	31.423	31.411	0.012	31.417			
BM 34					881.159		#6 BAR 30" LONG SET FLUSH - 64' LT. STA 286+69.68
TO	22.190	22.180	0.010	22.185			
BM 35					903.342		#6 BAR 30" LONG SET FLUSH - 63' RT. STA 294+03.11
TO	3.286	3.278	0.008	3.282			

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

SDS 12 OF 47

March 31st, 2015

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BM 36					906.622	CUT "X" ON HDWL- 46' LT. STA 301+70.12
TO	9.302	9.289	0.013	9.296		
BM 37					915.915	#6 BAR 30" LONG SET FLUSH - 62' RT. STA 309+41.15
TO	-3.690	-3.672	0.018	3.681		
7402					912.237	#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 66' LT. STA 310+65.94
TO	-23.616	-23.615	0.001	-23.616		
BM 38					888.619	CUT "X" ON HDWL- 28' RT. STA 316+64.78
TO	-32.595	-32.592	-0.003	-32.594		
BM 39					856.024	CUT "X" ON HDWL- 29' RT. STA 324+22.00
TO	-0.595	-0.597	0.002	-0.596		
BM 40					855.426	#6 BAR 30" LONG SET FLUSH - 69' LT. STA 331+31.57
TO	-11.817	-11.811	-0.006	-11.814		
BM 41					843.610	CUT "X" ON HDWL- 34' LT. STA 338+74.51
TO	-14.006	-14.009	0.003	-14.008		
BM 42					829.601	#6 BAR 30" LONG SET FLUSH - 60' RT. STA 346+06.39
TO	1.403	1.406	-0.003	1.404		
BM 43					831.003	#6 BAR 30" LONG SET FLUSH - 67' LT. STA 352+67.33
TO	-2.526	-2.538	0.012	-2.532		
BM 44					828.469	CUT "X" ON HDWL- 35' LT. STA 359+85.51
TO	18.363	18.352	0.011	18.358		

BM 45					846.825	CUT "X" ON WINGWALL- 16' RT. STA 369+28.29
TO	-5.396	-5.407	0.011	-5.401		
BM 46					841.421	CUT "X" ON WINGWALL- 16' RT. STA 375+18.34
TO	-11.748	-11.743	-0.005	-11.746		
BM 47					829.674	CUT "X" ON ROCK OUTCROP- 104' RT. STA 381+83.04
TO	19.405	19.400	0.005	19.403		
BM 48					849.074	CUT "X" ON ROCK OUTCROP- 108' RT. STA 388+56.90
TO	33.029	33.019	0.010	33.024		
BM 49					882.096	CUT "X" ON HDWL- 23' RT. STA 395+97.18
TO	20.822	20.808	0.014	20.815		
BM 49A					902.910	#6 BAR 30" LONG SET FLUSH - 93' RT. STA 402+93.77
TO	2.089	2.101	0.012	2.095		
7403					905.006	#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 46' LT. STA 403+35.88
TO	-0.436	-0.420	0.016	-0.428		
BM 50					904.576	#6 BAR 30" LONG SET FLUSH - 65' RT. STA 410+33.78
TO	-1.060	-1.055	-0.005	-1.058		
BM 51					903.516	CUT "X" ON HDWL- 23' RT. STA 417+04.57
TO	17.132	17.121	0.011	17.127		
BM 52					920.641	#6 BAR 30" LONG SET FLUSH - 69' LT. STA 424+13.51
TO	-11.297	-11.295	-0.002	-11.296		

BM 53					909.343	#6 BAR 30" LONG SET FLUSH - 62' RT. STA 431+18.66
TO	3.839	3.844	-0.005	3.842		
BM 54					913.182	#6 BAR 30" LONG SET FLUSH - 43' RT. STA 439+68.68
TO	2.520	2.518	0.002	2.519		
BM 55					915.699	#6 BAR 30" LONG SET FLUSH - 131' RT. STA 446+84.22
TO	-25.031	-25.025	-0.006	-25.028		
BM 56					890.669	60D NAIL IN POST- 100' RT. STA 453+50.42
TO	-33.911	-33.914	0.003	-33.913		
BM 57					856.755	#6 BAR 30" LONG SET FLUSH - 83' LT. STA 460+31.38
TO	-18.840	-18.844	0.004	-18.842		
BM 58					837.911	#6 BAR 30" LONG SET FLUSH - 71' RT. STA 466+88.17
TO	-10.312	-10.306	-0.006	-10.309		
BM 59					827.600	CUT "X" ON HDWL- 31' LT. STA 473+81.70
TO	-5.562	-5.576	0.014	-5.569		
BM 60					822.029	#6 BAR 30" LONG SET FLUSH - 77' LT. STA 480+65.47
TO	0.582	0.576	0.006	0.579		
BM 61					822.606	822.818 CUT "X" ON HDWL- 23' RT. STA 482+03.75
TO	7.859	7.850	0.009	7.855		
BM 62					830.459	CUT "X" ON HDWL- 21' RT. STA 489+16.93
TO	-39.743	-39.750	0.007	-39.746		

NGS U149					790.716	790.680 790.68 PER NGS DATASHEET STANDARD BRASS CAP AT FILTER WORKS PLANT IN NW COR OF WATER TANK BASE
TO	22.698	22.694	0.004	22.696		
NGS T149					813.410	813.410 813.41 PER NGS DATASHEET STANDARD BRASS CAP IN THE FACE OF THE WEST WALL OF COURTHOUSE
BM 62					830.459	CUT "X" ON HDWL- 21' RT. STA 489+16.93
TO	7.741	7.729	0.012	-7.735		
7404					838.194	#4 BAR W/ ALUM CAP "LEMKE LAND SURVEYING" - 86' RT. STA 490+10.89
TO	-1.345	-1.334	0.011	1.339		
BM 63					836.855	#6 BAR 30" LONG SET FLUSH - 93' RT. STA 496+32.30
TO	13.579	13.587	0.008	13.583		
BM 64					850.438	#6 BAR 30" LONG SET FLUSH - OFF ALIGNMENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

REVISIONS

DESCRIPTION	DATE

March 31st, 2015

SDS 13 OF 47

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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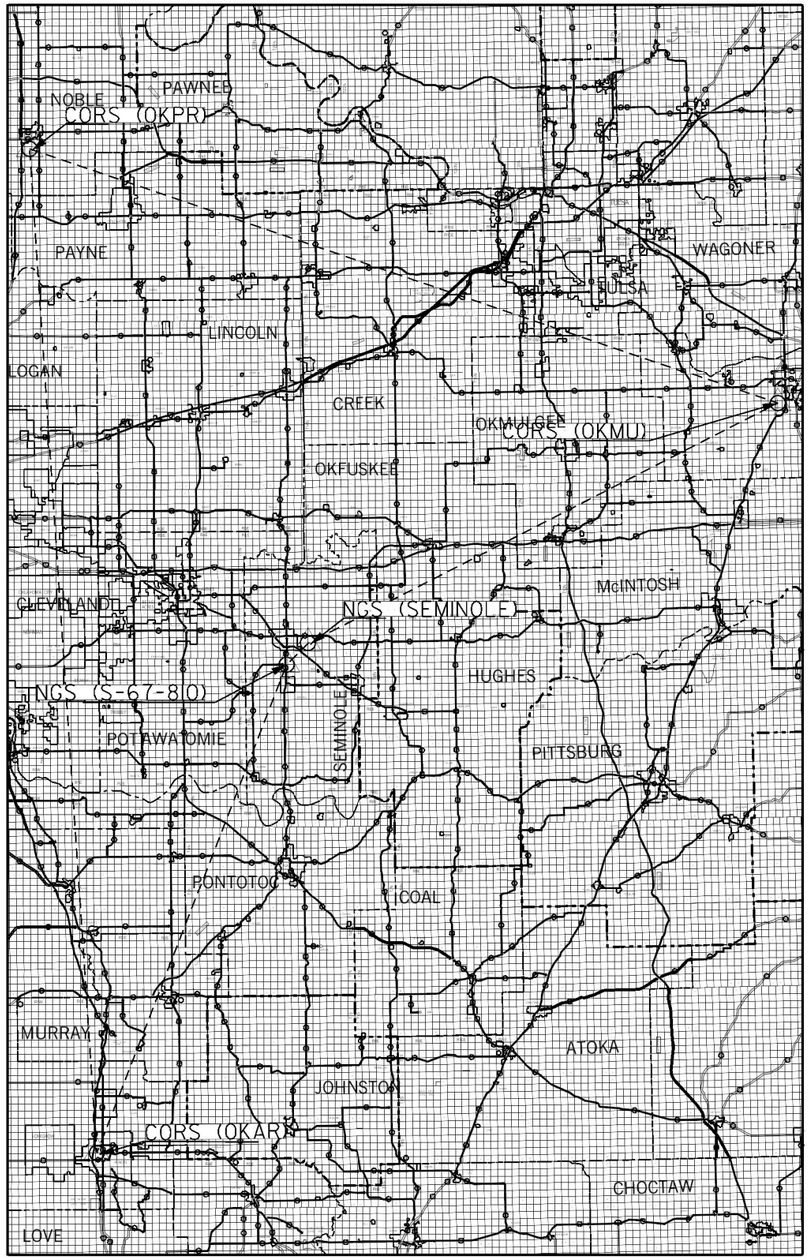
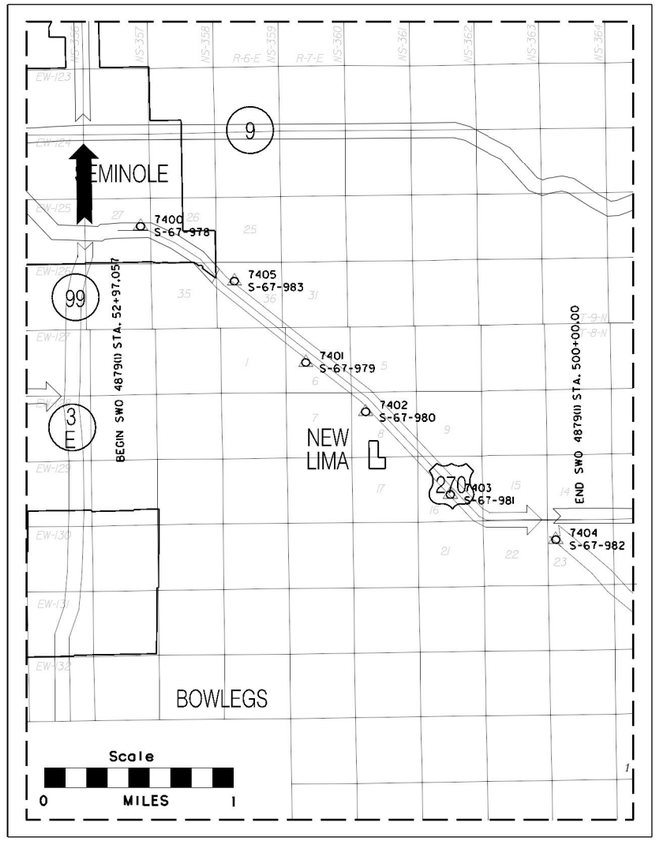
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE





Page 1 of 9

Project Information		Coordinate System	
Name:	H:\140318LLS-Data\Final\Control\140428 Precise Eph Network.vce	Name:	US State Plane 1983 (2011)
Size:	1 MB	Datum:	NAD 1983 (2011)
Modified:	4/28/2014 9:38:48 AM (UTC-5)	Zone:	Oklahoma South 3502
Time zone:	Central Standard Time	Geoid:	GEOID12A (Conus)
Reference number:		Vertical datum:	
Description:			

Network Adjustment Report

Adjustment Settings

Set-Up Errors
GNSS
Error in Height of Antenna: 0.005 ft
Centering Error: 0.005 ft

GNSS Weighting
Fixed Standard Errors
Horizontal: 0.008 ft + 0.300 ppm
Vertical: 0.016 ft + 1.000 ppm

Covariance Display
Horizontal:
Propagated Linear Error [E]: U.S.
Constant Term [C]: 0.000 ft
Scale on Linear Error [S]: 1.960
Three-Dimensional
Propagated Linear Error [E]: U.S.
Constant Term [C]: 0.000 ft
Scale on Linear Error [S]: 1.960

Adjustment Statistics

Number of Iterations for Successful Adjustment:	2
Network Reference Factor:	0.99
Chi Square Test (95%):	Passed
Precision Confidence Level:	95%
Degrees of Freedom:	164

Post Processed Vector Statistics

Reference Factor:	0.99
Redundancy Number:	164.00
A Priori Scalar:	1.00

Control Coordinate Comparisons

Values shown are control coordinates minus adjusted coordinates.

Point ID	ΔNorthing (US survey foot)	ΔEasting (US survey foot)	ΔElevation (US survey foot)	ΔHeight (US survey foot)
100	1.496	1.132		9.456
101	-2.880	0.509		-2.053
102	7.864	0.488		4.523
103	2.769	0.342		2.224
R 149	-0.143	-0.169	0.473	2.085
SEMINOLE	4.385	4.064		-1.327

Control Point Constraints

4/28/2014

SDS 14 OF 47

March 31st, 2015

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		**SURVEY DATA SHEET**
DRAWN	SK		
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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

N.W. 1/4 Sec. 27
T-9-N, R-6-E

N.E. 1/4 Sec. 27
T-9-N, R-6-E

S.W. 1/4 Sec. 27
T-9-N, R-6-E

S.E. 1/4 Sec. 27
T-9-N, R-6-E

N89°15'07.72"E ~ 2642.195'
1620.824'

1319.368'

N00°45'40.25"W
2642.553'

S00°43'19.25"E
333.037'

N89°20'25.75"E
362.000'

S00°43'19.25"E
883.000'

N89°12'01.83"E
661.303'

N00°48'46.75"W
48.300'

S89°14'58.25"W
750.000'

S00°48'46.75"E
476.480'

N89°17'21.25"E
40.000'

S89°34'08.61"W
325.133'

S00°48'46.75"E
387.660'

17.253'

N89°11'13.25"E
210.000'

N00°45'40.25"W
2639.124'

N89°19'09.06"E
2638.443'

N89°19'32.29"E ~ 2643.095'

N89°19'32.29"E ~ 2644.591'

S89°19'32.29"W

N00°45'40.25"W ~ 525.000'

525.000'

N00°45'40.25"W
303.356'

N00°45'40.25"W
40.000'

N85°18'34.82"E
213.000'

N85°18'34.82"E
207.000'

N00°45'40.25"W ~ 939.240'

615.931'

323.309'

65+00

60+00

55+00

70+00

72+00

N85°18'34.82"E
300.000'

N85°18'34.82"E
150.000'

100.000'

281.364'

N04°41'25.18"W
300.000'

S04°41'25.18"E
200.000'

200.000'

S04°41'25.18"E

166.625'

N07°42'44.64"W
53.7'
53.8'

80.1'

150.000'

150.000'

450.301'

271.181'

65'

65'

N85°18'34.82"E

877.100'

N04°01'38.60"E
39.346'
149.429'

C/L SURVEY U.S. 270

EW 123.5

50.000'

116.940'

110.000'

140.000'

491.617'

455.259'

N00°53'00.90"W

S00°45'40.25"E

S89°14'19.75"W
50.000'

406.239'

S00°45'40.25"E

S00°45'40.25"E
5.012'

S89°22'48.75"W
434.920'

N00°45'40.25"W
217.000'

N89°19'32.29"E
R=5689.578'
L=113.717'
CH B=N85°52'56.12"E
CH L=113.716'

SEE INSET

44.584'

104.245'

150.193'

S00°45'40.25"E

N89°19'32.29"E

R=2914.790'
L=1271.720'

S71°10'33.10"W
414.870'

N71°10'33.10"E
175.594'

116.725'

61.845'

198.537'

188.753'

11.830'

NS 356.5

N42°42'12.60"E
52.755'

N01°08'55.70"W
51.919'

S00°45'53.49"E
51.919'

S00°45'40.25"E
N00°45'40.25"W
140.000'
300.000'
200.000'
50.000'
25.1'
17'
90°
35'
25'
47'
40'
45'
104.245'

Drainage Ditch Easement
Book 1126, Page 141

Drainage Ditch Easement
Book 1126, Page 140

Drainage Ditch Easement
Book 1126, Page 139

Sanitary Sewer Line Easement
Book 1561, Page 83

Sanitary Sewer Easement
Book 1561, Page 83

Centerline Of Sewer Line Esmt.
Book 312, Page 70
Width Not Given

POST STA. 68+00.000
FOUND "CA 4849" HEARTLAND

POC STA. 55+47.839
CENTERLINE 8TH ST. N.
NOT SET

POC STA. 55+55.933
CENTERLINE 8TH ST. S.
NOT SET

PI STA. 55+63.467
SET MAG NAIL

POST STA. 55+63.083
ON 1/4 SEC. LINE
NOT SET
39.105' RT TO CEN. OF SEC.
40.895' LT TO PROP. COR.

PT STA. 58+29.493
SET PK NAIL

POT STA. 59+01.401
CENTERLINE GILLELAND AVE.
NOT SET

PC STA. 52+97.057
BEG SWO 4879 (1)-U/P
21006(11)-HWY 270-SEMINOLE
COUNTY
SET MAG NAIL

ALL R.P.'S #4 REBAR FLUSH

ALL R.P.'S #4 REBAR FLUSH

ALL R.P.'S #4 REBAR FLUSH

INSET

25' " " " " 33'
93.833' 92.525' 91.106' 89.576' 87.936' 86.198' 83.881'
30' 30'
25' " " 29'
75.669' 73.914' 72.159' 70.404' 68.368'

CURVE - 1
P.I. 55+63.467
X=2368048.201
Y=691036.521
Δ=5°19'27.71" Lt.
D=1°00'00.00"
T=266.410'
L=532.436'
R=5729.578'
E=6.190'

SCALE
1" = 100'

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		
CHECKED	SS		SURVEY DATA SHEET
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st 2015

SDS 15 OF 47

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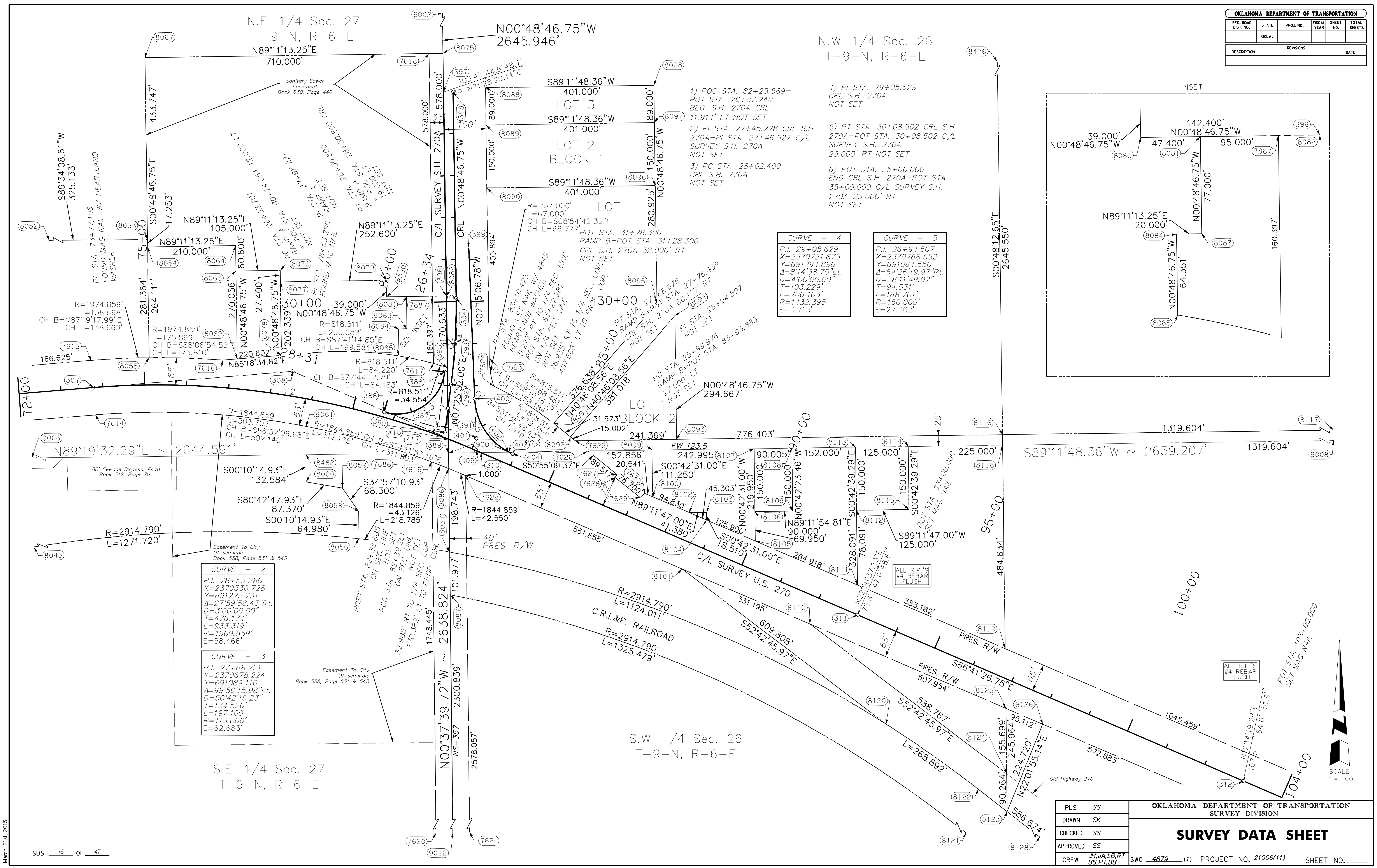
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FED. ROAD DIST. NO.
STATE
PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
OKLA.
REVISIONS
DESCRIPTION
DATE
N.E. 1/4 Sec. 27
T-9-N, R-6-E
N.W. 1/4 Sec. 26
T-9-N, R-6-E
S.W. 1/4 Sec. 26
T-9-N, R-6-E
S.E. 1/4 Sec. 27
T-9-N, R-6-E
N00°48'46.75"W
2645.946'
N89°11'13.25"E
710.000'
Sanitary Sewer Easement Book 630, Page 440
S89°11'48.36"W
401.000'
LOT 3
LOT 2
BLOCK 1
LOT 1
BLOCK 2
C/L SURVEY S.H. 270A
CRL
1) POC STA. 82+25.589= POT STA. 26+87.240 BEG. S.H. 270A CRL 11.914' LT NOT SET
2) PI STA. 27+45.228 CRL S.H. 270A=PI STA. 27+46.527 C/L SURVEY S.H. 270A NOT SET
3) PC STA. 28+02.400 CRL S.H. 270A NOT SET
4) PI STA. 29+05.629 CRL S.H. 270A NOT SET
5) PT STA. 30+08.502 CRL S.H. 270A=POT STA. 30+08.502 C/L SURVEY S.H. 270A 23.000' RT NOT SET
6) POT STA. 35+00.000 END CRL S.H. 270A=POT STA. 35+00.000 C/L SURVEY S.H. 270A 23.000' RT NOT SET
POT STA. 31+28.300 RAMP B=POT STA. 31+28.300 CRL S.H. 270A 32.000' RT NOT SET
CURVE - 4
P.I. 29+05.629
X=2370721.875
Y=691294.896
Δ=8°14'38.75"Lt.
D=4°00'00.00"
T=103.229'
L=206.103'
R=1432.395'
E=3.715'
CURVE - 5
P.I. 26+94.507
X=2370768.552
Y=691064.550
Δ=64°26'19.97"Rt.
D=38°11'49.92"
T=94.531'
L=168.701'
R=150.000'
E=27.302'
INSET
PC STA. 73+77.106 FOUND MAG NAIL W/ HEARTLAND WASHER
PI STA. 78+53.280 FOUND MAG NAIL
PT STA. 83+10.425 FOUND CST NAIL W/ 4849 HEARTLAND WASHER
N89°19'32.29"E ~ 2644.591'
S89°11'48.36"W ~ 2639.207'
80' Sewage Disposal Esmt Book 312, Page 70
Easement To City Of Seminole Book 558, Page 531 & 543
CURVE - 2
P.I. 78+53.280
X=2370330.728
Y=691223.791
Δ=27°59'58.43"Rt.
D=3°00'00.00"
T=476.174'
L=933.319'
R=1909.859'
E=58.466'
CURVE - 3
P.I. 27+68.221
X=2370678.224
Y=691089.110
Δ=99°56'15.98"Lt.
D=50°42'15.23"
T=134.520'
L=197.100'
R=113.000'
E=62.683'
N00°37'39.72"W ~ 2638.824'
C/L SURVEY U.S. 270
C.R.I.&P. RAILROAD
PRES. R/W
ALL R.P.'S #4 REBAR FLUSH
POT STA. 93+00.000 SET MAG NAIL
POT STA. 103+00.000 SET MAG NAIL
Old Highway 270
SCALE 1" = 100'
PLS SS
DRAWN SK
CHECKED SS
APPROVED SS
CREW JH,JA,LB,RT BS,PT,BB
OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
SURVEY DATA SHEET
SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.
SDS 16 OF 47
March 31st, 2015

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

REVISIONS

DESCRIPTION	DATE

S.E. 1/4 Sec. 26
T-9-N, R-6-E

S.W. 1/4 Sec. 26
T-9-N, R-6-E

N.E. 1/4 Sec. 35
T-9-N, R-6-E

9009
330.435'
8148
S89°11'48.36"W
2643.484'
9008
2313.048'
512.940'
1084.999'
S89°11'48.36"W
366.000'
8139
8138
512.059'
S00°47'38.55"E
338.794'
PC STA. 107+88.529
SET MAG NAIL
105+00
110+00
POST STA. 111+29.994
ON 1/4 SEC. LINE
NOT SET
782.668' RT TO PROP. COR.
573.807' LT TO PROP. COR.
POC STA. 111+34.887
ON 1/4 SEC. LINE
NOT SET
771.203' RT TO PROP. COR.
585.272' LT TO PROP. COR.
115+00
120+00
N89°13'39.05"E
907.237'
8140
8141
N00°49'49.03"W
660.721'
125+00
8148
N00°51'26.79"W
2092.961'
2092.961'
8146
N89°14'34.34"E ~ 992.247'
593.307'
130+00
8143
398.940'
S05°25'15.34"W
142.710'
8144
S14°45'32.34"W
232.724'
8145
135+00
POC STA. 134+93.034
ON SEC. LINE
NOT SET
324.259' LT TO PROP. COR.
83.841' RT TO PROP. COR.
POST STA. 134+93.179
ON SEC. LINE
NOT SET
323.048' LT TO PROP. COR.
85.052' RT TO PROP. COR.
ALL R.P.'S
#4 REBAR
FLUSH
PI STA. 122+21.966
SET #4 REBAR
N38°14'04.34"E
49.9
51.0
52.8'
316
R=5664.578'
L=477.787'
CH B=S61°12'00.23"E
CH L=477.652'
8140
R=5794.578'
L=316.405'
CH B=S65°07'35.34"E
CH L=316.366'
7633
315
PRES. R/W
65'
R=5794.578'
L=1606.814'
CH B=S50°53'38.32"E
CH L=1601.671'
8142
C6
C/L SURVEY U.S. 270
PRES. R/W
65'
R=5664.578'
L=2038.574'
CH B=S50°42'16.56"E
CH L=2027.591'
PRES. R/W
65'
N24°46'43.0"E
49.5
85.8'
88.575'
8137
7632
313
104+00
408.104'
7631
R=5664.578'
L=107.415'
CH B=S66°08'51.09"E
CH L=107.414'
8132
R=5664.578'
L=269.000'
CH B=S64°14'37.87"E
CH L=268.975'
314
7634
89.080'
7636
PRES. R/W
161.845'
65'
7635
N00°47'38.55"W
2641.463'
S00°47'38.55"E
460.202'
8127
N23°18'35.51"E
372.007'
8130
R=1950.100'
L=234.510'
8131
N07°08'58.57"W
159.125'
OLD HIGHWAY 270
8123
586.674'
8128
559.082'
S52°08'42.79"E
1778.580'
8129
545.523'
8121
1858.549'
S52°08'42.79"E
C.R.I.&P. RAILROAD
8134
128.043'
8133
1141.409'
936.157'
584.006'
9013
N89°13'29.59"E ~ 2646.828'
160.299'
160.299'
8135
731.128'
7639
9013
7640
842.263'
8136
STAT. R/W
16.5'
16.5'
STAT. R/W
1323.408'
7641
835.215'
403.228'
EW-124
416.740'
8150
156.171'
R=1910.100'
L=331.628'
OLD HIGHWAY 270
8160
8159
8153
S00°45'59.28"E
187.803'
S52°08'43.77"E
473.100'
S52°08'43.77"E
1565.136'
8154
8165
127.993'
S52°08'43.77"E
767.958'
8158
8155
847.868'
8156
R=5664.578'
L=21.397'
7638
317
318
8152
R=5664.578'
L=21.331'
8151
7642
R=5664.578'
L=134.846'
CH B=S39°16'50.23"E
CH L=134.842'

CURVE - 6
P.I. 122+21.966
X=2374360.329
Y=689487.601
Δ=28°05'31.59"Rt.
D=1°00'00.00"
T=1433.437'
L=2809.211'
R=5729.578'
E=176.589'

SCALE
1" = 100'

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

SDS 17 OF 47

March 31st 2015

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

REVISIONS

DESCRIPTION	DATE

N.W. 1/4 Sec. 36
T-9-N, R-6-E

N89°14'34.34"E
330.513'

551.077'

S89°09'40.27"W
2637.089'

EW-124

STAT. 16.5' R/W

16.5' STAT. R/W

543.599'

512.086'

516.815'

774.000'

757.300'

718.344'

16.5' STAT. R/W

16.5' STAT. R/W

135+00

140+00

145+00

150+00

155+00

160+00

165+00

PT STA. 135+97.740
SET MAG NAIL

50.803'

26.886'

N89°15'29.59"E
2646.828'

N71°47'21.27"W
PRES. R/W 302.797'

ALL R.P.'S #4 REBAR FLUSH

S51°24'04.84"W
163.175'

N80°31'57.86"E
90.1' 45° 60.3'

PRES. R/W 884.348'

C/L SURVEY U.S. 270

65'

R=5664.578'
L=134.846'
CH B=S39°16'50.23"E
CH L=134.842'

1313.690'

S38°35'55.16"E

N05°48'00.69"E
89.686'

N48°04'13.69"E
109.370'

S52°08'43.77"E
473.100'

Old Highway 270

R=1145.920'
L=180.921'

R=1145.920'
L=175.842'

N34°06'25.31"W
47.200'

R=1432.390'
L=452.499'

N52°12'25.31"W
82.720'

R=1910.100'
L=331.628'

S52°08'43.77"E
1565.136'

C.R.I.&P. RAILROAD

S52°08'43.77"E
767.958'

127.993'

847.868'
S00°45'59.28"E

369.046'
S00°45'59.28"E

462.443'
N89°16'56.69"E

600.000'

N.E. 1/4 Sec. 35
T-9-N, R-6-E

SCALE
1" = 100'

20.897'
S51°24'04.84"W
130.404'

ALL R.P.'S #4 REBAR FLUSH

POT STA. 146+00.000
SET MAG NAIL

S00°44'38.49"E
110.000'

N89°09'40.27"E
200.000'

POT STA. 148+54.685
ON SEC. LINE
NOT SET

105.922' LT TO PROP. COR.
105.922' RT TO PROP. COR.

N89°09'40.27"E
100.000'

S00°44'38.49"E
220.000'

PC STA. 151+52.958
SET MAG NAIL

N89°09'40.27"E
441.200'

215.833'

194.576'

26.888'

355.018'

R=2799.789'
L=532.455'
CH B=S44°02'48.57"E
CH L=531.653'

21.112'

S47°05'43.43"W
51.9' 65.4' 70.2'

ALL R.P.'S #4 REBAR FLUSH

N89°09'40.27"E
577.701'

S00°44'38.49"E ~ 632.073'
324.400'

PI STA. 154+93.215
SET MAG NAIL

23.325'

45.285'

S31°00'00.00"W
270.281'

S21°00'00.00"W
301.698'

R=2799.789'
L=85.993'
CH B=S50°22'59.60"E
CH L=85.990'

EQUATION 158+30.300 BACK=STA. 157+72.600 FORWARD
PT STA. 158+30.300 BACK=STA. 157+72.600 FORWARD
SET MAG NAIL

N51°31'00.00"W
302.880'

R=2799.789'
L=43.525'
CH B=S51°42'00.49"E
CH L=43.525

S20°29'14.00"W
299.484'

547.952'

N89°11'07.92"E ~ 1319.153'

1465.236'

615.468'

N00°46'13.71"W

S42°28'16.23"W
789.261'

301.815'

533.414'

261.508'
PRES. R/W

C/L SURVEY U.S. 270

105'

S38°36'08.72"W
59.2' 58.1' 42.5'

ALL R.P.'S #4 REBAR FLUSH

S39°44'53.50"W
45.4' 88.1' 75.0'

PRES. R/W
1667.454'

S52°08'43.77"E
1036.000'

652.642'

CURVE - 7
P.I. 154+93.215
X=2376437.109
Y=686885.938
Δ=13°32'48.61"Lt.
D=2°00'00.00"
T=340.257'
L=677.342'
R=2864.789'
E=20.136'

N.W. 1/4 Sec. 36
T-9-N, R-6-E

127.953'

N5°58'32.34"E
302.000'

16.5' STAT. R/W

16.5' STAT. R/W

890.742'

N00°44'38.49"W ~ 2640.788'

674.000'
S89°41'04.40"E

N89°12'35.49"E
2639.525'

1319.763'
1392.409'

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

SDS 18 OF 47

March 31st, 2015

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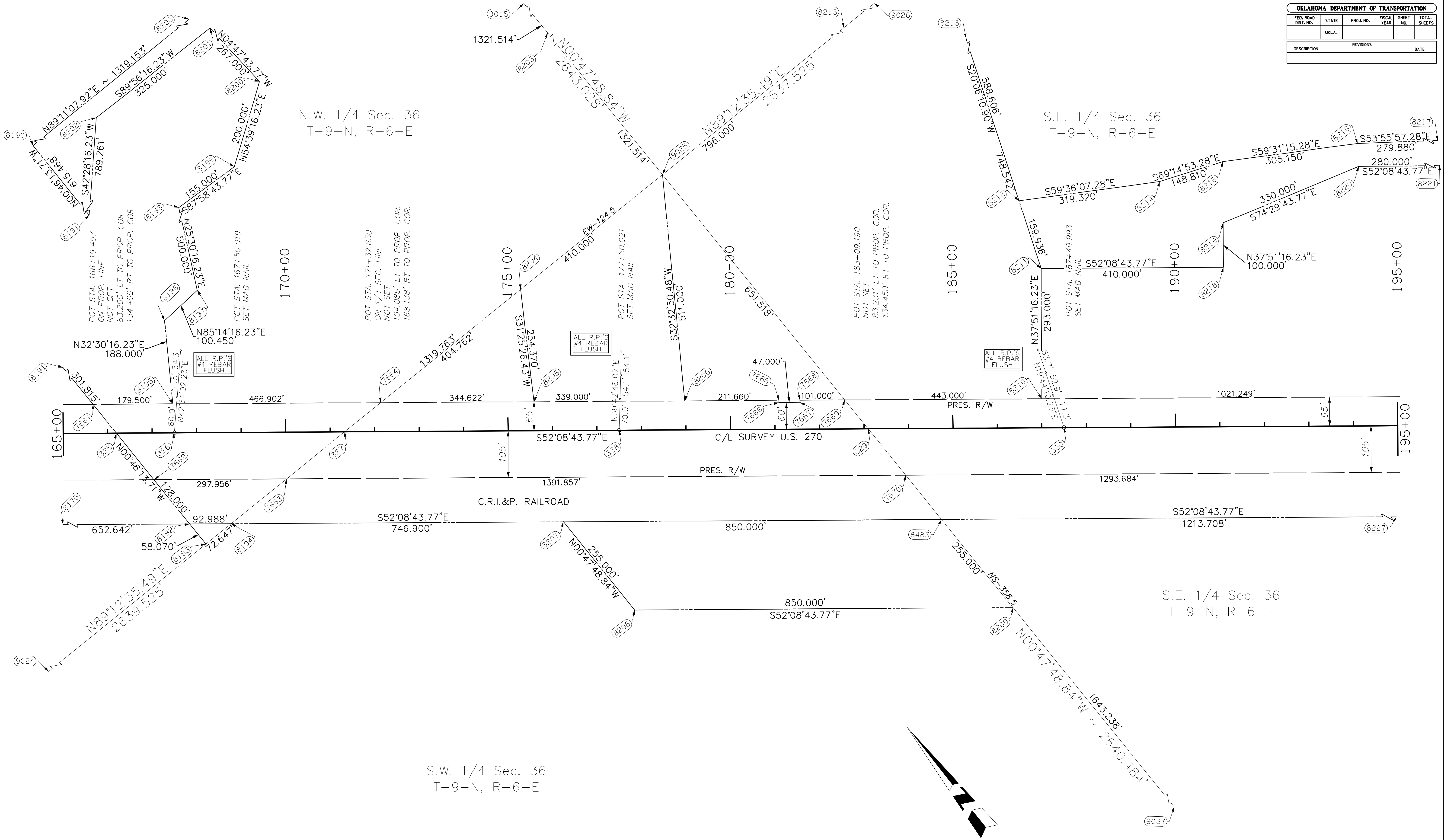

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FED. ROAD DIST. NO.
STATE
PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
OKLA.
REVISIONS
DESCRIPTION
DATE
N.W. 1/4 Sec. 36
T-9-N, R-6-E
S.E. 1/4 Sec. 36
T-9-N, R-6-E
S.W. 1/4 Sec. 36
T-9-N, R-6-E
N89°11'07.92"E ~ 1319.153'
S89°56'16.23"W
325.000'
N04°47'43.77"W
267.000'
200.000'
N54°39'16.23"E
S42°28'16.23"W
789.261'
N00°46'13.71"W
615.468'
155.000'
S87°58'43.77"E
N25°30'16.23"E
500.000'
N85°14'16.23"E
100.450'
N32°30'16.23"E
188.000'
1321.514'
N00°47'48.84"W
2643.028'
N89°12'35.49"E
2637.525'
796.000'
EW-124.5
410.000'
1319.763'
404.762'
S31°25'26.43"W
254.370'
S32°32'50.48"W
511.000'
651.518'
S20°06'10.90"W
588.606'
748.542'
159.936'
S59°36'07.28"E
319.320'
S69°14'53.28"E
148.810'
S59°31'15.28"E
305.150'
S53°55'57.28"E
279.880'
280.000'
S52°08'43.77"E
330.000'
S74°29'43.77"E
N37°51'16.23"E
100.000'
S52°08'43.77"E
410.000'
N37°51'16.23"E
293.000'
POT STA. 166+19.457
ON PROP. LINE
NOT SET
83.200' LT TO PROP. COR.
134.400' RT TO PROP. COR.
POT STA. 167+50.019
SET MAG NAIL
POT STA. 171+32.630
ON 1/4 SEC. LINE
NOT SET
104.085' LT TO PROP. COR.
168.138' RT TO PROP. COR.
POT STA. 177+50.021
SET MAG NAIL
POT STA. 183+09.190
NOT SET
83.231' LT TO PROP. COR.
134.450' RT TO PROP. COR.
POT STA. 187+49.993
SET MAG NAIL
ALL R.P.'S
#4 REBAR
FLUSH
165+00
170+00
175+00
180+00
185+00
190+00
195+00
301.815'
179.500'
466.902'
344.622'
339.000'
211.660'
47.000'
101.000'
443.000'
1021.249'
PRES. R/W
C/L SURVEY U.S. 270
S52°08'43.77"E
65'
105'
60'
80.0'
N42°34'02.23"E
51.5' 54.3'
N39°12'46.07"E
70.0' 54.1' 54.1'
N19°44'10.23"E
53.7' 52.9' 77.3'
N00°46'13.71"W
128.000'
297.956'
1391.857'
1293.684'
C.R.I.&P. RAILROAD
652.642'
92.988'
58.070'
72.647'
S52°08'43.77"E
746.900'
850.000'
S52°08'43.77"E
1213.708'
N00°47'48.84"W
255.000'
850.000'
S52°08'43.77"E
255.000'
NS-358.5
N00°47'48.84"W ~ 2640.484'
1643.238'
N89°12'35.49"E
2639.525'
N
9015
8203
8213
9026
8201
8200
8190
8202
8199
8198
8191
8196
8197
8195
9025
8204
8205
8206
7664
7665
7666
7667
7668
7669
7661
325
326
327
328
329
330
7662
7663
7670
8175
8192
8193
8194
8207
8208
8483
8209
9024
9037
8212
8211
8210
8214
8215
8216
8217
8219
8218
8220
8221
8227

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

SDS 19 OF 47

March 31st, 2015

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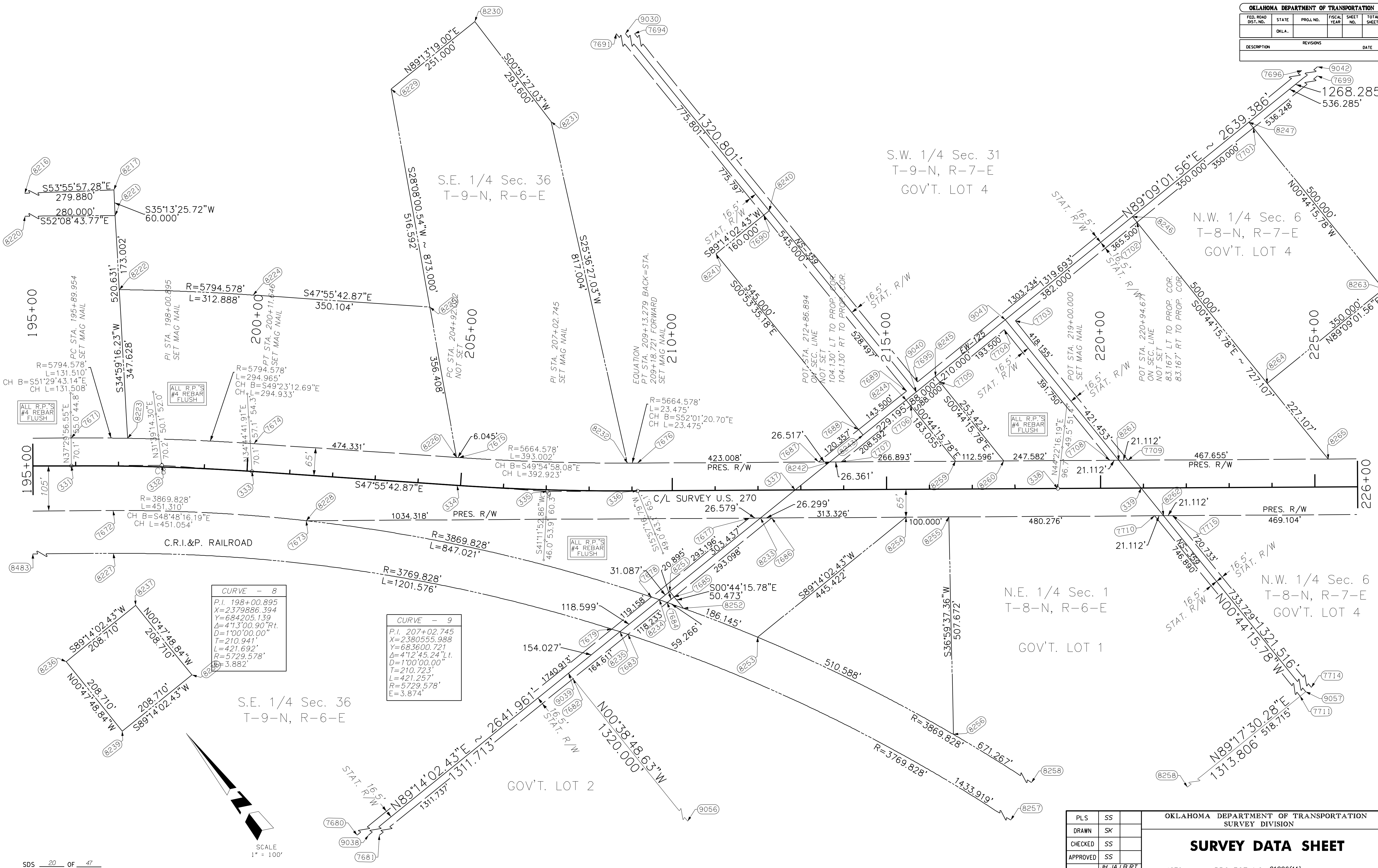


CURVE - 8
P.I. 198+00.895
X=2379886.394
Y=684205.139
Δ=4°13'00.90"Rt.
D=1°00'00.00"
T=210.941'
L=421.692'
R=5729.578'
E=3.882'

CURVE - 9
P.I. 207+02.745
X=2380555.988
Y=683600.721
Δ=4°12'45.24"Lt.
D=1°00'00.00"
T=210.723'
L=421.257'
R=5729.578'
E=3.874'

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

DESCRIPTION	REVISIONS	DATE

PLS	SS
DRAWN	SK
CHECKED	SS
APPROVED	SS
CREW	JH,JA,LB,RT BS,PT,BB

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

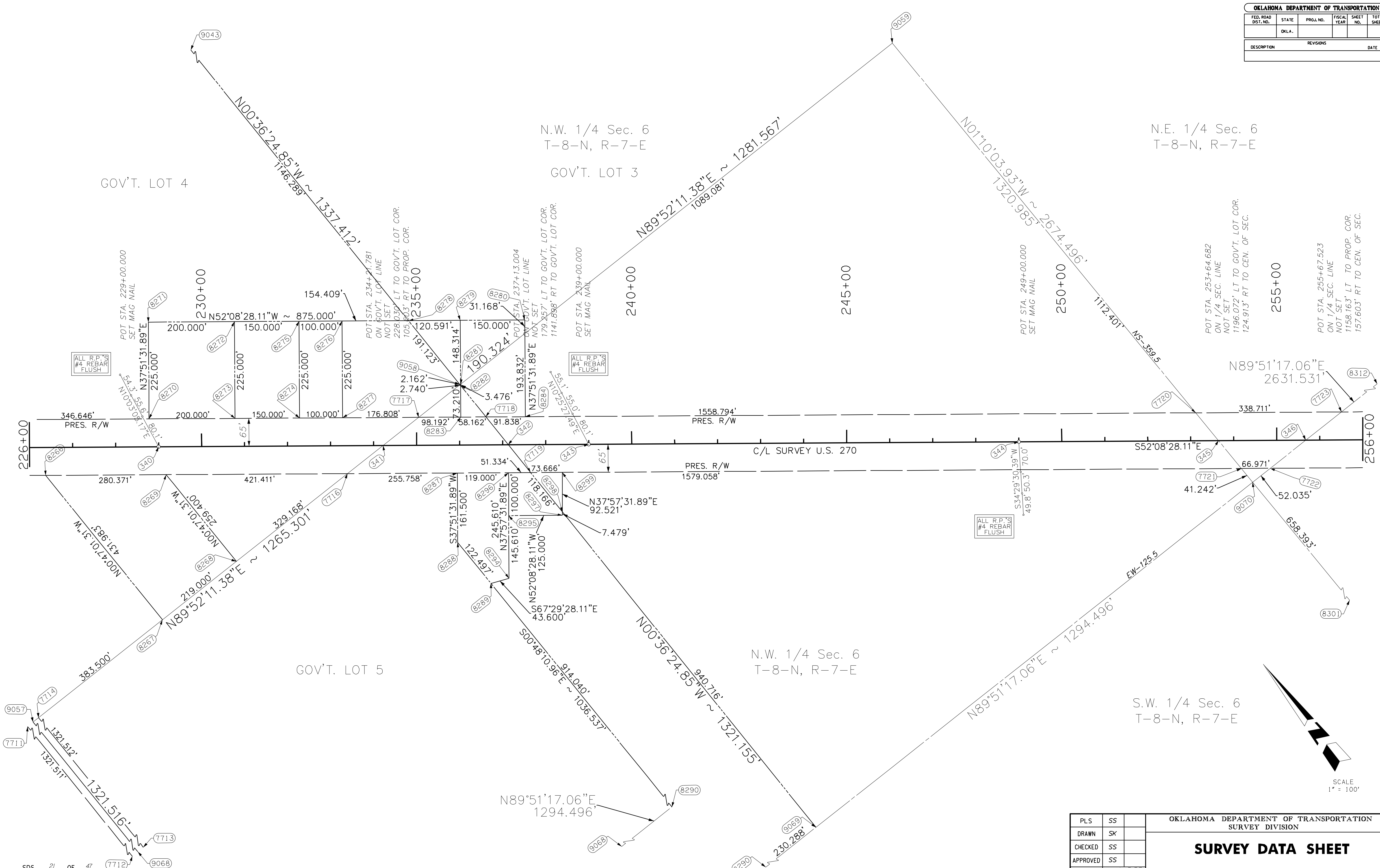
SDS 20 OF 47

March 31st, 2015

8-87

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

DESCRIPTION	REVISIONS	DATE



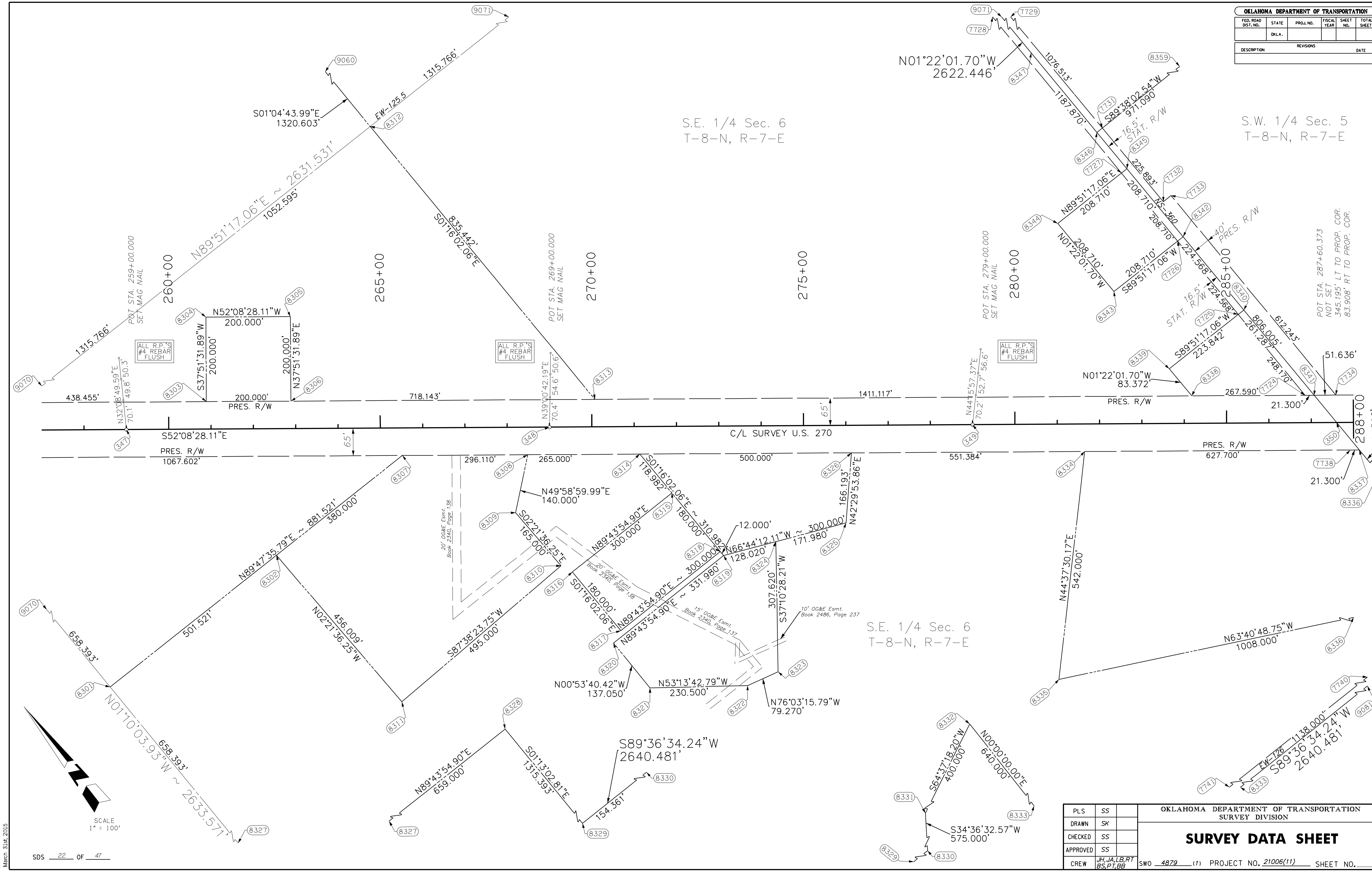
GOV'T. LOT 4
N.W. 1/4 Sec. 6
T-8-N, R-7-E
GOV'T. LOT 3
N.E. 1/4 Sec. 6
T-8-N, R-7-E
GOV'T. LOT 5
N.W. 1/4 Sec. 6
T-8-N, R-7-E
S.W. 1/4 Sec. 6
T-8-N, R-7-E
N00°36'24.85"W ~ 1337.412'
1146.289'
N89°52'11.38"E ~ 1281.567'
1089.081'
N01°10'03.93"W ~ 2674.496'
1320.985'
1112.401'
NS-359.5
N89°51'17.06"E
2631.531'
338.711'
1558.794'
PRES. R/W
C/L SURVEY U.S. 270
S52°08'28.11"E
1579.058'
66.971'
41.242'
52.035'
658.393'
EW-125.5
N89°51'17.06"E ~ 1294.496'
N00°36'24.85"W ~ 1321.155'
940.716'
230.288'
S00°48'10.96"E ~ 1036.537'
914.040'
N89°51'17.06"E
1294.496'
N89°52'11.38"E ~ 1265.301'
329.168'
219.000'
383.500'
N00°47'01.31"W
431.983'
N00°47'01.31"W
259.400'
1321.512'
1321.511'
1321.516'
N52°08'28.11"W ~ 875.000'
154.409'
200.000'
150.000'
100.000'
120.591'
31.168'
150.000'
N37°51'31.89"E
225.000'
191.123'
148.314'
190.324'
193.832'
N37°51'31.89"E
2.162'
2.740'
3.476'
3.210'
346.646'
PRES. R/W
200.000'
150.000'
100.000'
176.808'
98.192'
58.162'
91.838'
65'
65'
280.371'
421.411'
255.758'
119.000'
51.334'
73.666'
S37°51'31.89"W
161.500
245.610'
N37°57'31.89"E
145.610'
100.000'
N52°08'28.11"W
125.000'
178.166'
N37°57'31.89"E
92.521'
7.479'
122.497'
S67°29'28.11"E
43.600'
54.3' 55.6' 80.1'
N10°03'08.17"E
55.1' 55.0' 80.1'
N10°25'27.49"E
S34°29'30.39"W
49.8' 50.3' 70.0'
ALL R.P.'S
#4 REBAR
FLUSH
ALL R.P.'S
#4 REBAR
FLUSH
ALL R.P.'S
#4 REBAR
FLUSH
POT STA. 229+00.000
SET MAG NAIL
POT STA. 234+21.781
ON GOV'T. LOT LINE
NOT SET
228.030' LT TO GOV'T. LOT COR.
105.603' RT TO PROP. COR.
POT STA. 237+13.004
ON GOV'T. LOT LINE
NOT SET
179.357' LT TO GOV'T. LOT COR.
1141.898' RT TO GOV'T. LOT COR.
POT STA. 239+00.000
SET MAG NAIL
POT STA. 249+00.000
SET MAG NAIL
POT STA. 253+64.682
ON 1/4 SEC. LINE
NOT SET
1196.072' LT TO GOV'T. LOT COR.
124.913' RT TO CEN. OF SEC.
POT STA. 255+67.523
ON 1/4 SEC. LINE
NOT SET
1158.163' LT TO PROP. COR.
157.603' RT TO CEN. OF SEC.
226+00
230+00
235+00
240+00
245+00
250+00
255+00
256+00
9043
9059
8271
8272
8275
8276
8278
8279
8280
8281
8282
9058
8270
8273
8274
8277
7717
7718
8283
342
8284
7720
8312
7723
346
345
7721
7722
9070
8301
8268
340
341
7719
343
344
8269
7716
8287
8296
8298
8297
8299
8295
8288
8294
8289
8268
8267
7714
9057
7711
8290
9068
9069
8290
7713
7712
9068
SCALE
1" = 100'

SDS 21 OF 47

March 31st, 2015

PLS	SS	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK	**SURVEY DATA SHEET**
CHECKED	SS	
APPROVED	SS	
CREW	JH, JA, LB, RT BS, PT, BB	SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

8-87


OKLAHOMA DEPARTMENT OF TRANSPORTATION
FED. ROAD DIST. NO.
STATE
PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
OKLA.
REVISIONS
DESCRIPTION
DATE
S.E. 1/4 Sec. 6
T-8-N, R-7-E
S.W. 1/4 Sec. 5
T-8-N, R-7-E
N89°51'17.06"E ~ 2631.531'
1052.595
1315.766'
S01°04'43.99"E
1320.603'
EW-125.5
S01°16'02.06"E
835.442'
N01°22'01.70"W
2622.446'
1076.513'
1187.870'
S89°38'02.54"W
971.090'
16.5' STAT. R/W
225.893'
N89°51'17.06"E
208.710'
NS-360
N01°22'01.70"W
208.710'
S89°51'17.06"W
40' PRES. R/W
224.568'
STAT. R/W
S89°51'17.06"W
223.842'
806.005'
261.287'
612.243'
248.170'
51.636'
N01°22'01.70"W
83.372'
267.590'
21.300'
POT STA. 259+00.000 SET MAG NAIL
POT STA. 269+00.000 SET MAG NAIL
POT STA. 279+00.000 SET MAG NAIL
POT STA. 287+60.373 NOT SET 345.195' LT TO PROP. COR. 83.908' RT TO PROP. COR.
260+00
265+00
270+00
275+00
280+00
285+00
288+00
ALL R.P.'S #4 REBAR FLUSH
N52°08'28.11"W
200.000'
S37°51'31.89"W
200.000'
N37°51'31.89"E
200.000'
438.455'
200.000'
PRES. R/W
718.143'
1411.117'
65'
N32°08'49.59"E
49.8' 50.3'
70.1'
N39°00'42.19"E
54.6' 50.6'
70.4'
N44°15'57.37"E
52.7' 56.6'
70.2'
S52°08'28.11"E
C/L SURVEY U.S. 270
PRES. R/W
1067.602'
296.110'
265.000'
500.000'
551.384'
PRES. R/W
627.700'
434.500'
21.300'
N49°58'59.99"E
140.000'
S02°21'36.25"E
165.000'
N89°47'35.79"E ~ 881.521'
380.000'
501.521'
N02°21'36.25"W
456.009'
S87°38'23.75"W
495.000'
20' OG&E Esmt. Book 2340, Page 138
N89°43'54.90"E
300.000'
S01°16'02.06"E
118.982'
180.000
310.982
12.000'
N66°44'12.11"W ~ 300.000'
171.980'
128.020'
166.193'
N42°29'53.86"E
N89°43'54.90"E ~ 300.000'
N89°43'54.90"E ~ 331.980'
S01°16'02.06"E
180.000'
15' OG&E Esmt. Book 2340, Page 137
10' OG&E Esmt. Book 2486, Page 237
307.620'
S37°10'28.21"W
N00°53'40.42"W
137.050'
N53°13'42.79"W
230.500'
N76°03'15.79"W
79.270'
N44°37'30.17"E
542.000'
N63°40'48.75"W
1008.000'
658.393'
N01°10'03.93"W ~ 2633.571'
658.393'
N89°43'54.90"E
659.000'
S01°13'02.81"E
1315.393'
S89°36'34.24"W
2640.481'
154.361'
S64°37'18.20"W
400.000'
N00°00'00.00"E
640.000'
S34°36'32.57"W
575.000'
EW-126
1138.000'
S89°36'34.24"W
2640.481'
SCALE 1" = 100'
SDS 22 OF 47
March 31st, 2015
PLS SS
DRAWN SK
CHECKED SS
APPROVED SS
CREW JH, JA, LB, RT BS, PT, BB
OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
SURVEY DATA SHEET
SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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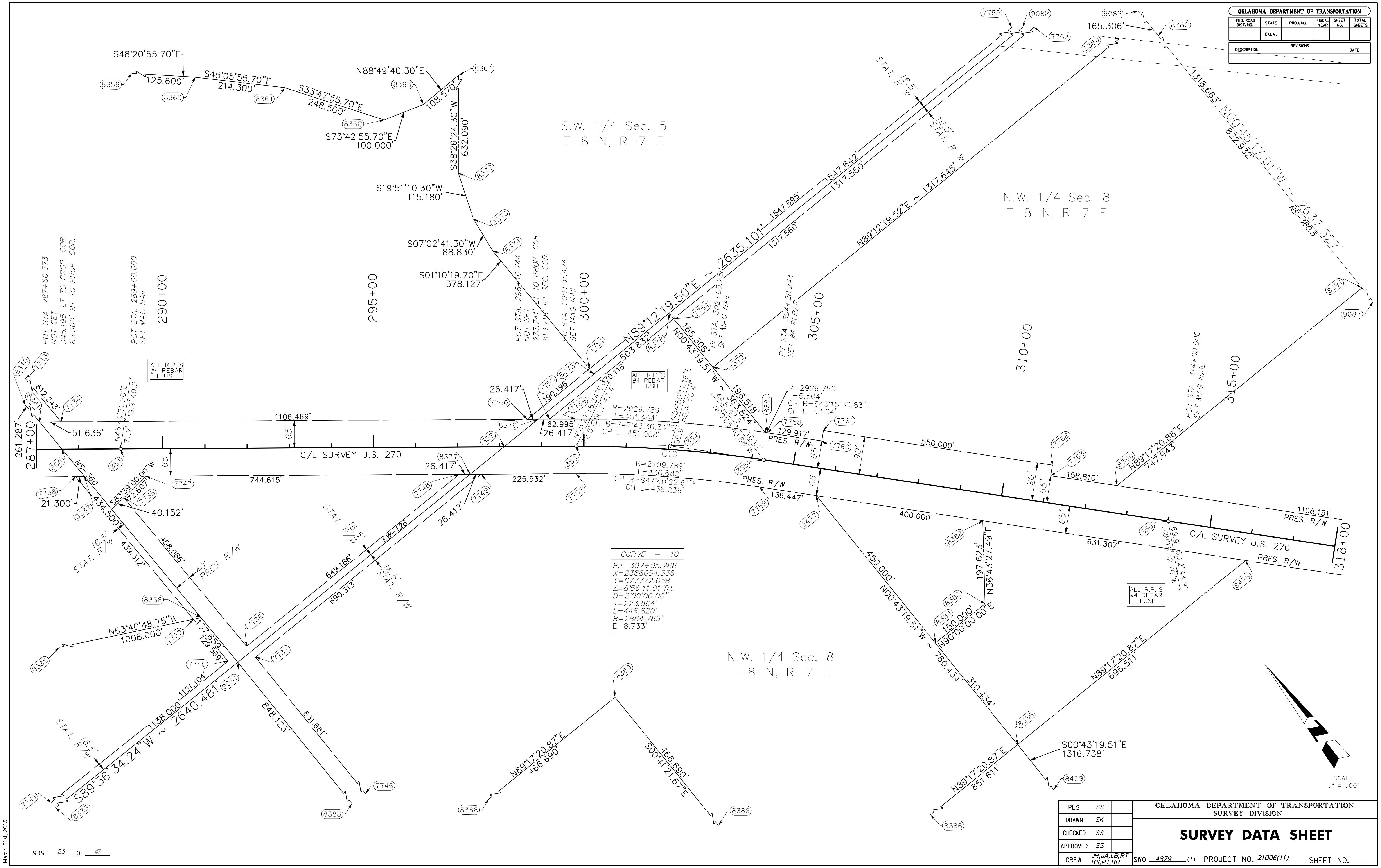
S.W. 1/4 Sec. 5
T-8-N, R-7-E
N.W. 1/4 Sec. 8
T-8-N, R-7-E
N.W. 1/4 Sec. 8
T-8-N, R-7-E
C/L SURVEY U.S. 270
C/L SURVEY U.S. 270
287+00
290+00
295+00
300+00
305+00
310+00
315+00
318+00
POT STA. 287+60.373
NOT SET
345.195' LT TO PROP. COR.
83.908' RT TO PROP. COR.
POT STA. 289+00.000
SET MAG NAIL
PC STA. 299+81.424
SET MAG NAIL
PI STA. 302+05.288
SET MAG NAIL
PT STA. 304+28.244
SET #4 REBAR
POT STA. 314+00.000
SET MAG NAIL
ALL R.P.'S
#4 REBAR
FLUSH
CURVE - 10
P.I. 302+05.288
X=2388054.336
Y=677772.058
Δ=8°56'11.01"Rt.
D=2°00'00.00"
T=223.864'
L=446.820'
R=2864.789'
E=8.733'
R=2929.789'
L=451.454'
CH B=S47°43'36.34"E
CH L=451.008'
R=2799.789'
L=436.682'
CH B=S47°40'22.61"E
CH L=436.239'
R=2929.789'
L=5.504'
CH B=S43°15'30.83"E
CH L=5.504'
N89°12'19.50"E ~ 2635.101'
N89°12'19.52"E ~ 1317.645'
N00°45'17.01"W ~ 2637.327'
S89°36'34.24"W ~ 2640.481'
N00°43'19.51"W ~ 760.434'
S00°43'19.51"E
1316.738'
N89°17'20.87"E
696.511'
N89°17'20.87"E
851.611'
N89°17'20.87"E
466.690'
S00°41'21.67"E
466.690'
N63°40'48.75"W
1008.000'
S48°20'55.70"E
S45°05'55.70"E
214.300'
S33°47'55.70"E
248.500'
S73°42'55.70"E
100.000'
N88°49'40.30"E
108.570'
S38°26'24.30"W
632.090'
S19°51'10.30"W
115.180'
S07°02'41.30"W
88.830'
S01°10'19.70"E
378.127'
PRES. R/W
STAT. R/W
SCALE
1" = 100'

PLS	SS
DRAWN	SK
CHECKED	SS
APPROVED	SS
CREW	JH,JA,LB,RT BS,PT,BB

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

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March 31st, 2015

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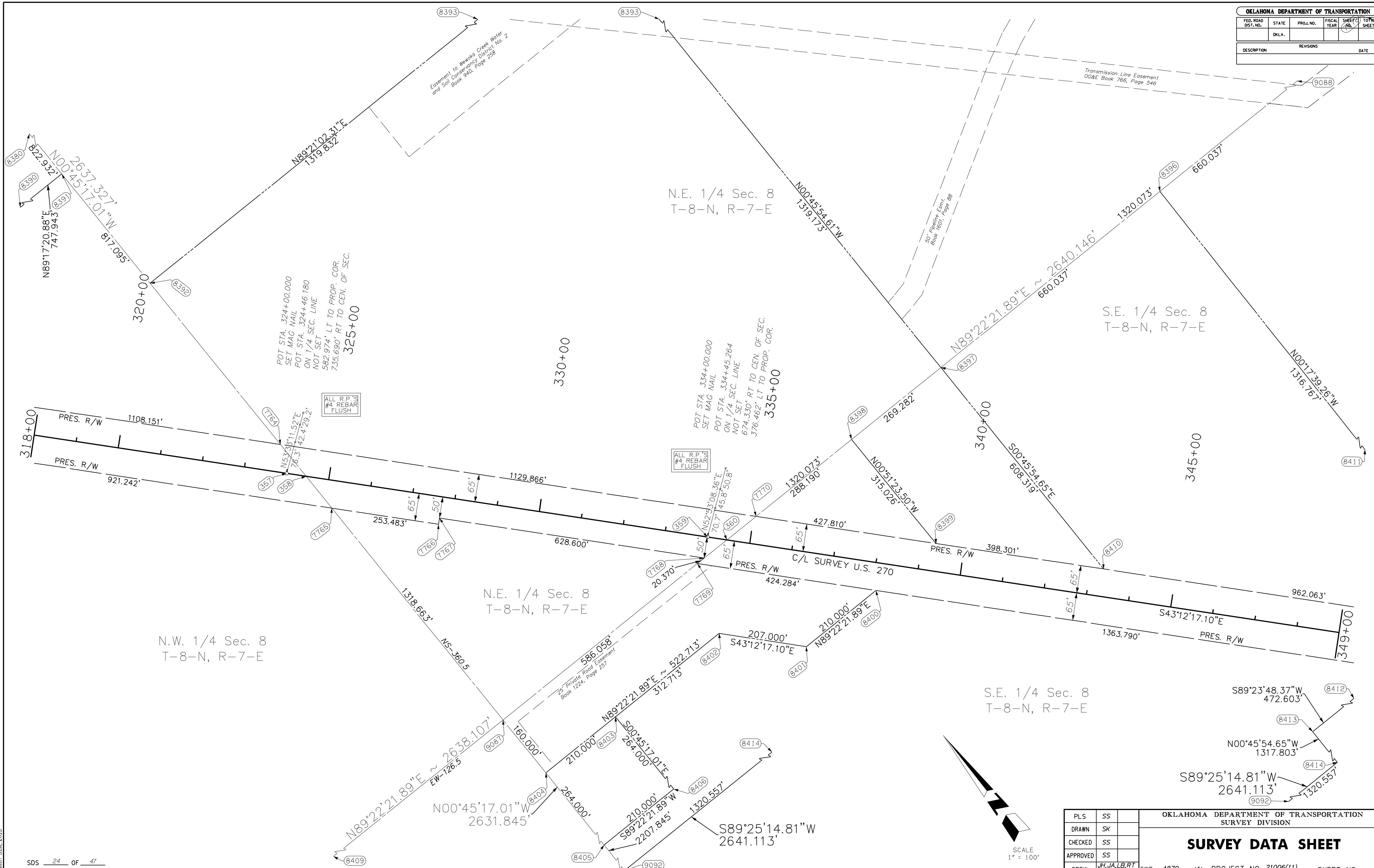

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS
OKLA.
DESCRIPTION | REVISIONS | DATE
Easement to Wewoka Creek Water and Soil Conservancy District No. 2 Book 940, Page 258
Transmission Line Easement OG&E Book 766, Page 546
50' Pipeline Esmt. Book 1601, Page 88
25' Private Road Easement Book 1224, Page 257
N.E. 1/4 Sec. 8
T-8-N, R-7-E
S.E. 1/4 Sec. 8
T-8-N, R-7-E
N.W. 1/4 Sec. 8
T-8-N, R-7-E
N89°21'02.31"E
1319.832'
2637.327'
N00°45'17.01"W
822.932'
817.095'
N89°17'20.88"E
747.943'
N00°45'54.61"W
1319.173'
N89°22'21.89"E ~ 2640.146'
660.037'
1320.073'
N00°11'39.26"W
1316.767'
POT STA. 324+00.000
SET MAG NAIL
POT STA. 324+46.180
ON 1/4 SEC. LINE
NOT SET
582.974' LT TO PROP. COR.
735.690' RT TO CEN. OF SEC.
POT STA. 334+00.000
SET MAG NAIL
POT STA. 334+45.264
ON 1/4 SEC. LINE
NOT SET
674.330' RT TO CEN. OF SEC.
376.462' LT TO PROP. COR.
ALL R.P.'S #4 REBAR FLUSH
318+00
320+00
325+00
330+00
335+00
340+00
345+00
349+00
PRES. R/W
1108.151'
921.242'
N53°33'11.52"E
76.3'
42.4'
29.2'
1129.866'
253.483'
628.600'
65'
50'
N52°53'08.36"E
70.7'
45.8'
50.8'
1320.073'
288.190
269.282'
N00°51'23.50"W
315.026'
S00°45'54.65"E
608.319'
427.810'
398.301'
C/L SURVEY U.S. 270
20.370'
424.284'
962.063'
S43°12'17.10"E
1363.790'
1318.663'
NS-360.5
586.058'
210.000'
N89°22'21.89"E
207.000'
S43°12'17.10"E
N89°22'21.89"E ~ 522.713'
312.713'
S00°45'17.01"E
264.000'
160.000'
N89°22'21.89"E ~ 2638.107'
EW-126.5
N00°45'17.01"W
2631.845'
S89°22'21.89"W
2207.845'
1320.557'
S89°25'14.81"W
2641.113'
S89°23'48.37"W
472.603'
N00°45'54.65"W
1317.803'
8393
8380
8390
8391
8392
7764
357
358
7765
7766
7767
359
360
7768
7769
7770
8396
8397
8398
8399
8410
8411
9088
8400
8401
8402
8403
8404
8405
8406
8409
8412
8413
8414
9087
9092
N
SCALE 1" = 100'

PLS	SS
DRAWN	SK
CHECKED	SS
APPROVED	SS
CREW	JH,JA,LB,RT BS,PT,BB

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

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March 31st, 2015

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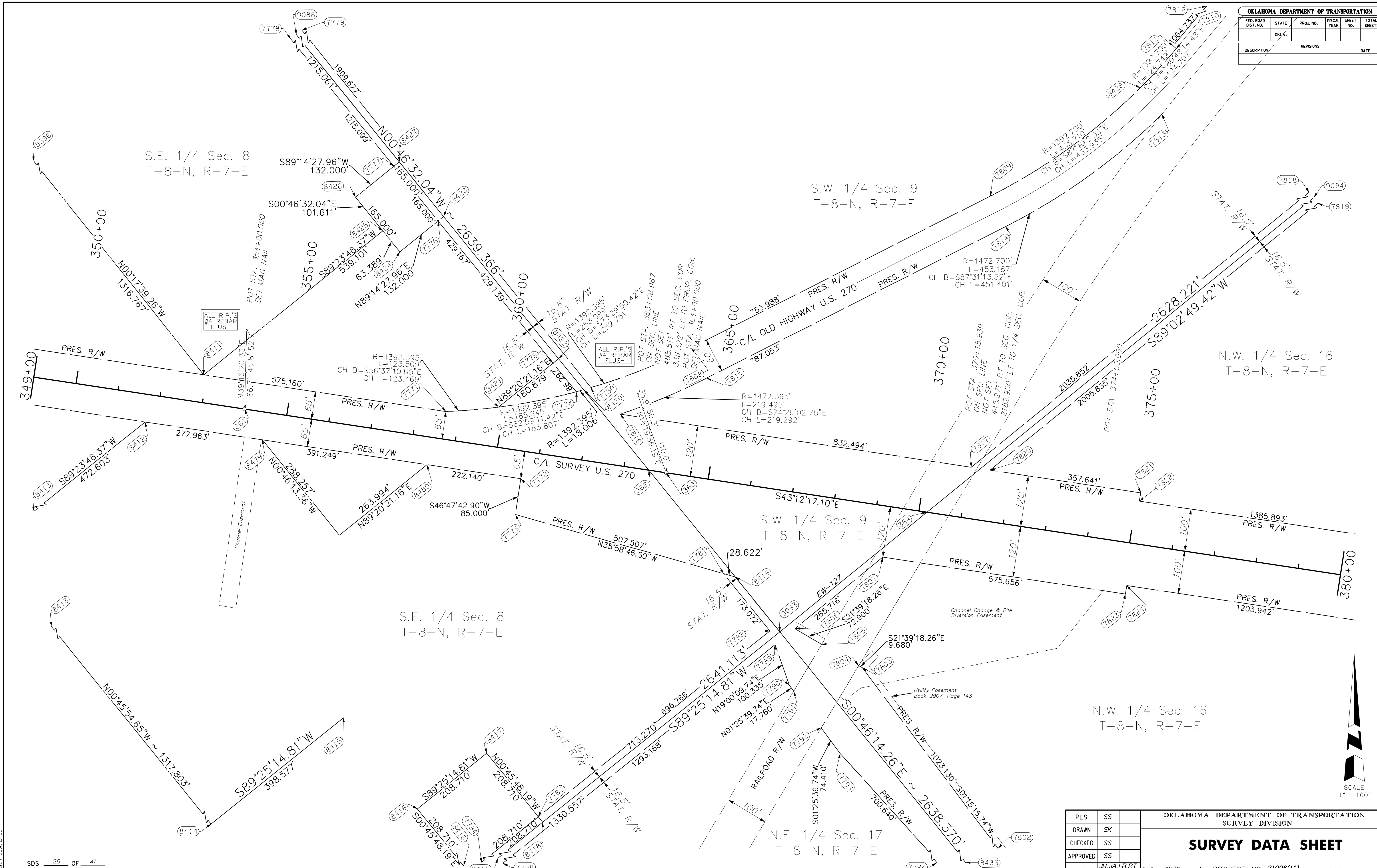

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

REVISIONS — DESCRIPTION — DATE

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

8-87

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

9095

9094

S89°02'49.42"W
2628.221'

1321.137'

8437

N.W. 1/4 Sec. 16
T-8-N, R-7-E

380+00

385+00

390+00

395+00

400+00

405+00

410+00

411+00

POT STA. 384+00.000
SET MAG NAIL

ALL R.P.'S
#4 REBAR
FLUSH

POT STA. 394+00.000
SET MAG NAIL

ALL R.P.'S
#4 REBAR
FLUSH

N89°05'22.90"E ~ 847.718'

2642.274'
N00°55'37.92"W

932.113'

N.E. 1/4 Sec. 16
T-8-N, R-7-E

POT STA. 402+63.886
ON 1/4 SEC. LINE
NOT SET
148.650' LT TO PROP. COR.
240.374' RT TO CEN. OF SEC.

POT STA. 404+00.000
SET MAG NAIL

ALL R.P.'S
#4 REBAR
FLUSH

POT STA. 405+89.069
ON 1/4 SEC. LINE
NOT SET
2422.471' LT TO PROP. COR.
218.758' RT TO CEN. OF SEC.

9095

2646.225'
S01°12'31.76"E

9104

N89°07'55.97"E
2641.228'

1385.893'

380+00

N58°55'09.79"E
55.6' 68.4' 46.4'

365

PRES. R/W

1203.942'

S43°12'17.10"E

1260.130'

N44°47'56.42"E
75.0' 50.3' 56.2'

366

PRES. R/W

7825

52.027'

7826

N41°53'27.53"E
91.4' 48.7' 51.0'

100'

100'

100'

8435

197.814'

1212.267'

C/L SURVEY U.S. 270

455.895'

65'

1830

369

2239.800'

S43°12'17.10"E

2358.244'

65'

N89°05'22.90"E ~ 1513.726'

8434

PRES. R/W
449.783'

367

368

161.705'

130.825'

1829

Transmission Line Easement
Western Farmers Electric Cooperative
Book 1466, Page 133
Book 1466, Page 133

1315.913'

S00°50'56.30"E
1320.160'

100'

8438

N79°36'20.97"E
361.463'

7827

91.724'

7828

9103

N5-361.5

2638.019'
N00°55'37.92"W

8433

N.W. 1/4 Sec. 16
T-8-N, R-7-E

8439

N00°51'29.03"W
364.380'

659.560'
EW-127.5

N89°07'55.97"E ~ 2635.432

S.W. 1/4 Sec. 16
T-8-N, R-7-E

S.E. 1/4 Sec. 16
T-8-N, R-7-E

8440

658.156'

8441

9102

8441

9112

SCALE
1" = 100'

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

March 31st, 2015

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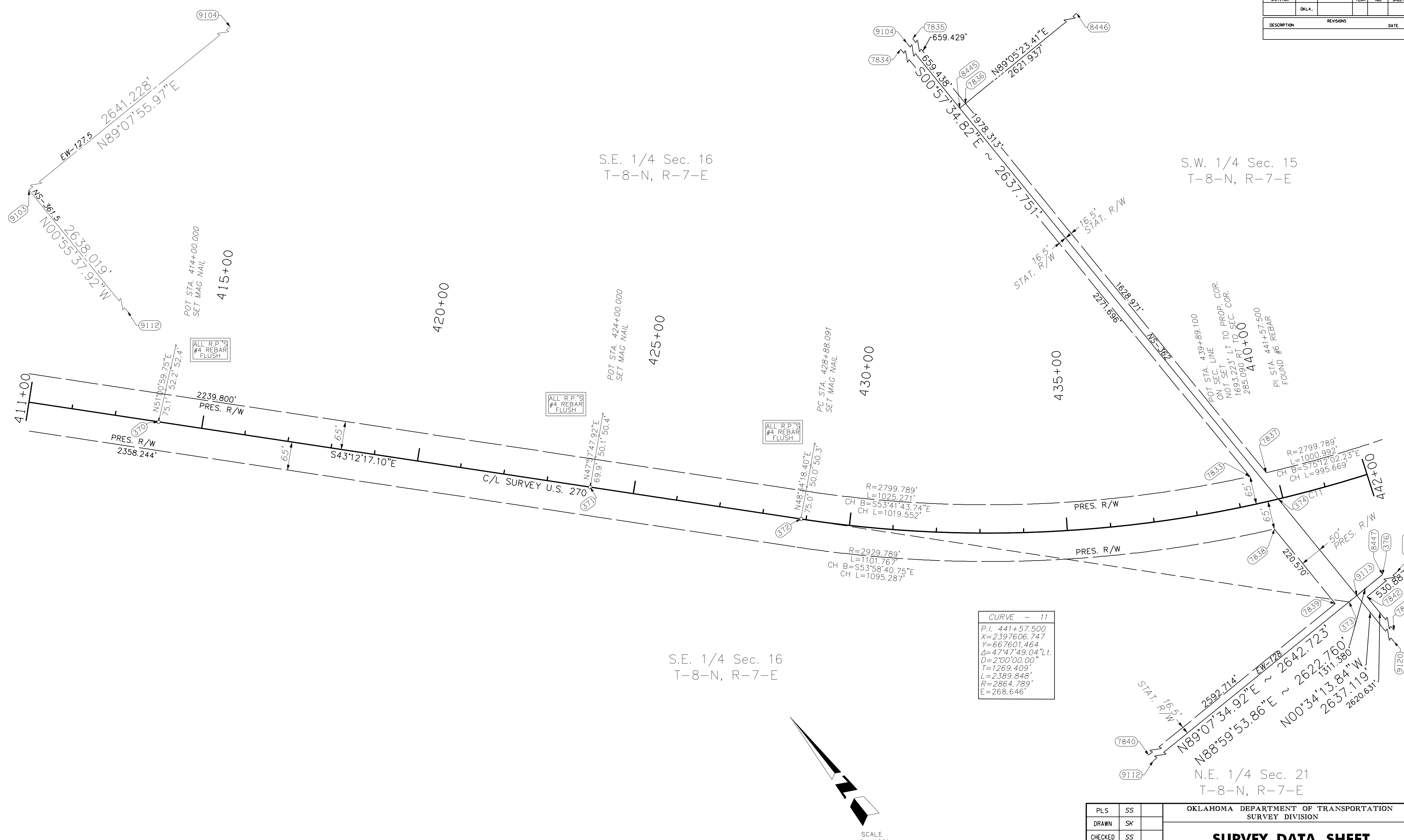
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE



S.E. 1/4 Sec. 16
T-8-N, R-7-E
S.W. 1/4 Sec. 15
T-8-N, R-7-E
S.E. 1/4 Sec. 16
T-8-N, R-7-E
N.E. 1/4 Sec. 21
T-8-N, R-7-E
EW-127.5 2641.228' N89°07'55.97"E
NS-361.5 2638.019' N00°55'37.92"W
659.429'
659.438'
S00°57'34.82"E ~ 2637.751'
N89°05'23.41"E 2621.937'
1978.313'
1628.971'
2271.696'
NS-362
16.5' STAT. R/W
POT STA. 414+00.000 SET MAG NAIL
POT STA. 424+00.000 SET MAG NAIL
PC STA. 428+88.091 SET MAG NAIL
POT STA. 439+89.100 POT SEC. LINE ON SET NOT SET 1693.223' LT TO PROP. COR. 285.090' RT TO SEC. COR.
PI STA. 441+57.500 FOUND #6 REBAR
411+00
415+00
420+00
425+00
430+00
435+00
440+00
442+00
ALL R.P.'S #4 REBAR FLUSH
N51°00'59.75"E 75.1' 52.2' 52.4'
2239.800' PRES. R/W
PRES. R/W 2358.244'
65'
S43°12'17.10"E
C/L SURVEY U.S. 270
N47°57'47.92"E 69.9' 50.1' 50.4'
N48°34'18.40"E 75.0' 50.0' 50.3'
R=2799.789' L=1025.271' CH B=S53°41'43.74"E CH L=1019.552'
R=2929.789' L=1101.767' CH B=S53°58'40.75"E CH L=1095.287'
R=2799.789' L=1000.992' CH B=S75°12'02.23"E CH L=995.669'
PRES. R/W
CT11
50' PRES. R/W
220.570'
530.887'
CURVE - 11
P.I. 441+57.500
X=2397606.747
Y=667601.464
Δ=47°47'49.04"Lt.
D=2°00'00.00"
T=1269.409'
L=2389.848'
R=2864.789'
E=268.646'
2592.714' EW-128 N89°07'34.92"E ~ 2642.723'
N88°59'53.86"E ~ 2622.760'
1311.380'
N00°34'13.84"W 2637.119'
2620.631'
16.5' STAT. R/W
N
SCALE 1" = 100'
9104 9103 9112 370 371 372 373 374 376 7834 7835 7836 8445 8446 7837 7833 7838 7839 8447 7843 9113 7842 7841 9120 7840

PLS	SS	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK	
CHECKED	SS	**SURVEY DATA SHEET**
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

SDS 27 OF 47

March 31st, 2015

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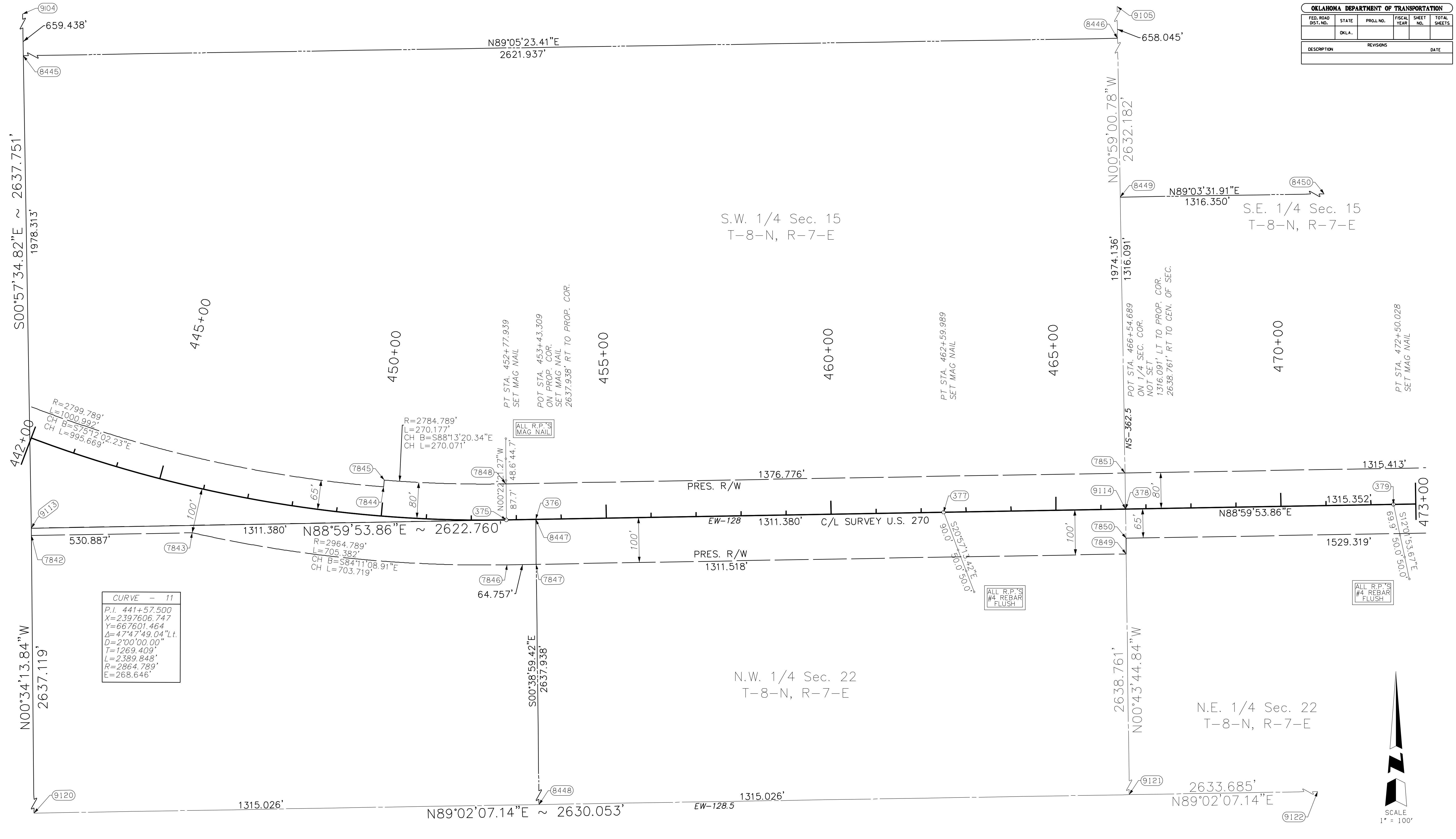

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FED. ROAD DIST. NO.
STATE
PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
OKLA.
REVISIONS
DESCRIPTION
DATE
9104
659.438'
N89°05'23.41"E
2621.937'
8445
9105
8446
658.045'
S00°57'34.82"E ~ 2637.751'
1978.313'
N00°59'00.78"W
2632.182'
8449
N89°03'31.91"E
1316.350'
8450
S.W. 1/4 Sec. 15
T-8-N, R-7-E
S.E. 1/4 Sec. 15
T-8-N, R-7-E
1974.136'
1316.091'
445+00
450+00
455+00
460+00
465+00
470+00
PT STA. 452+77.939
SET MAG NAIL
POT STA. 453+43.309
ON PROP. COR.
SET MAG NAIL
2637.938' RT TO PROP. COR.
PT STA. 462+59.989
SET MAG NAIL
POT STA. 466+54.689
ON 1/4 SEC. COR.
NOT SET
1316.091' LT TO PROP. COR.
2638.761' RT TO CEN. OF SEC.
PT STA. 472+50.028
SET MAG NAIL
NS-362.5
R=2799.789'
L=1000.992'
CH B=S75°12'02.23"E
CH L=995.669'
442+00
R=2784.789'
L=270.177'
CH B=S88°13'20.34"E
CH L=270.071'
ALL R.P.'S
MAG NAIL
7845
7848
N00°21'21.27"W
48.6' 44.7'
87.7'
7844
65'
80'
100'
1376.776'
PRES. R/W
7851
1315.413'
9114
378
80'
379
473+00
377
1315.352'
9113
375
376
EW-128
1311.380'
C/L SURVEY U.S. 270
N88°59'53.86"E
530.887'
1311.380'
N88°59'53.86"E ~ 2622.760'
8447
7843
R=2964.789'
L=705.382'
CH B=S84°11'08.91"E
CH L=703.719'
100'
PRES. R/W
1311.518'
S20°57'13.42"E
90.0' 50.0' 50.0'
100'
7850
65'
7849
1529.319'
S12°01'53.67"E
69.9' 50.0' 50.0'
7842
7846
7847
64.757'
ALL R.P.'S
#4 REBAR
FLUSH
ALL R.P.'S
#4 REBAR
FLUSH
CURVE - 11
P.I. 441+57.500
X=2397606.747
Y=667601.464
Δ=47°47'49.04"Lt.
D=2°00'00.00"
T=1269.409'
L=2389.848'
R=2864.789'
E=268.646'
N00°34'13.84"W
2637.119'
S00°38'59.42"E
2637.938'
N.W. 1/4 Sec. 22
T-8-N, R-7-E
2638.761'
N00°43'44.84"W
N.E. 1/4 Sec. 22
T-8-N, R-7-E
N
SCALE
1" = 100'
9120
1315.026'
8448
N89°02'07.14"E ~ 2630.053'
EW-128.5
1315.026'
9121
2633.685'
N89°02'07.14"E
9122

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ______

SDS 28 OF 47

March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

S.E. 1/4 Sec. 15
T-8-N, R-7-E

S.W. 1/4 Sec. 14
T-8-N, R-7-E

N.E. 1/4 Sec. 22
T-8-N, R-7-E

N.W. 1/4 Sec. 23
T-8-N, R-7-E

8449 — N89°03'31.91"E 1316.350' — 8450 — N89°03'31.91"E 1316.350' — 9106 — 8453 — 7881 — 7878 — N89°27'17.60"E ~ 1316.877' — 8454 — 658.438' — 8455

S00°56'24.24"E 1314.679'

N00°53'47.37"W 2626.534'

16.5' STAT. R/W — 1248.285' — 1248.136' — 16.5' STAT. R/W

S00°52'36.76"E 1314.022'

657.388' — S00°51'26.23"E ~ 1314.776'

8466 — N89°29'16.22"E 208.710' — 8467

S00°51'26.23"E 208.710'

208.710' — S00°51'26.23"E 208.710'

8464 — 208.710' — N89°29'16.22"E — 8465

162.967'

8462 — N88°59'53.86"E 452.970' — 8463

8457 — N88°59'53.86"E 208.710' — 8458

N00°53'47.37"W 208.710'

208.710' — N00°53'47.37"W 208.710'

S00°51'26.23"E 208.710'

POST STA. 500+00.000
END U.S. 270B
NOT SET

POST STA. 499+43.373
ON PROP. LINE
NOT SET
1308.021' LT TO PROP. COR.
6.000' RT TO PROP. COR.

POST STA. 492+85.393
ON SEC. COR.
FOUND MAG NAIL
=POST STA. 31+00.000
END NS-363 SEC. LINE
1313.267' LT TO PROP. COR.
1320.247' RT TO PROP. COR.

POST STA. 488+85.394 U.S. 270B=POST STA. 488+69.900
SURVEY LINE
NOT SET

GRANT OF EASEMENT
OKLAHOMA GAS AND ELECTRIC COMPANY
BOOK 3408, PAGE 252

150'

475+00

480+00
POST STA. 479+70.042
ON PROP. COR.
NOT SET
1314.658' LT TO PROP. COR.

POST STA. 482+00.000
BE. U.S. 270B=
POC STA. 476+71.853
U.S. 270 12.075' LT
NOT SET

POST STA. 482+50.029
SET MAG NAIL

485+00

490+00

495+00

ALL R.P.'S #4 REBAR FLUSH

7852 — 1315.413' — 520.766' — 7855 — 7856 — 778.119' PRES. R/W — 7877 — 485+00 — 7882 — 292.492' — 8456 — 208.710' PRES. R/W — 8459 — 140.299' — 7883 — 205.036' — 8461 — 452.970' — 7884

N00°19'03.18"W 85.1' 49.9' 49.9'

80' — 65' — 65' — 70' — 60'

8452 — 380 — 381 — 8456 — 384 — 385 — 8481 — 8475

473+00 — 1315.352' — N88°59'53.86"E — S88°59'53.86"W ~ 2630.704' — 1529.319' — 65' — 405 — 406 — 382 — EW-128 — 383 — 9115 — C/L SURVEY U.S. 270B — 657.994' — 657.994' — N89°31'14.93"E ~ 2631.974'

S05°13'20.31"W 50.0' 49.7' 75.3' — 7853 — 7854 — 7857 — 7858 — 60' — 8460 — 65' — 7885

R=1362.395'
L=327.484'
CH B=S84°06'55.89"E
CH L=326.696'

C12

30+00

407

664.842' — 7876

POST STA. 488+23.487
=POST STA. 27+16.547
NOT SET
NS-363 SECTION LINE

POST STA. 488+25.647
SURVEY LINE=POST STA.
27+12.730
NS-363 SECTION LINE
NOT SET

490+00
POST STA. 488+47.906=POST STA. 26+78.585
NS-363 SECTION LINE
NOT SET
PI STA. 490+38.298=
SURVEY LINE
PI STA. 490+38.116
NOT SET

S46°49'39.39"E

PI NOT ON SURVEY LINE

NS-363 C/L SURVEY

231.741' — 50' — 7875

S88°03'39.20"E 48.765'

R=1372.395'
L=149.554'
CH B=S72°06'26.94"E
CH L=149.480'

EQUATION
POT STA. 481+83.701 BACK=
PC STA. 476+55.690 FORWARD
12.000' LT
SET MAG NAIL

PI STA. 479+34.328
SET MAG NAIL
480+00

PCC STA. 482+06.092
SET MAG NAIL

R=2804.789'
L=597.021'
CH B=S62°53'15.79"E
CH L=595.894'

C13

408 — 409 — 410 — 411 — 60' — 100' — 801.340' — 412 — 413 — S46°49'39.39"E — 493+00

7859 — 1320.247' — 7868 — 696.901' — N00°47'38.32"W — 565.919' — 60' — 60' — 594.535'

485+00
25+00

PI STA. 487+32.970
SET MAG NAIL

23+00

CURVE - 12
P.I. 479+34.328
X=2402060.084
Y=667667.328
Δ=22°00'57.89"Rt.
D=4°00'00.00"
T=278.638'
L=550.402'
R=1432.395'
E=26.850'

CURVE - 13
P.I. 487+32.970
X=2402812.026
Y=667378.468
Δ=20°50'31.95"Rt.
D=2°00'00.00"
T=526.878'
L=1042.110'
R=2864.789'
E=48.047'

SCALE 1" = 100'

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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March 31st, 2015

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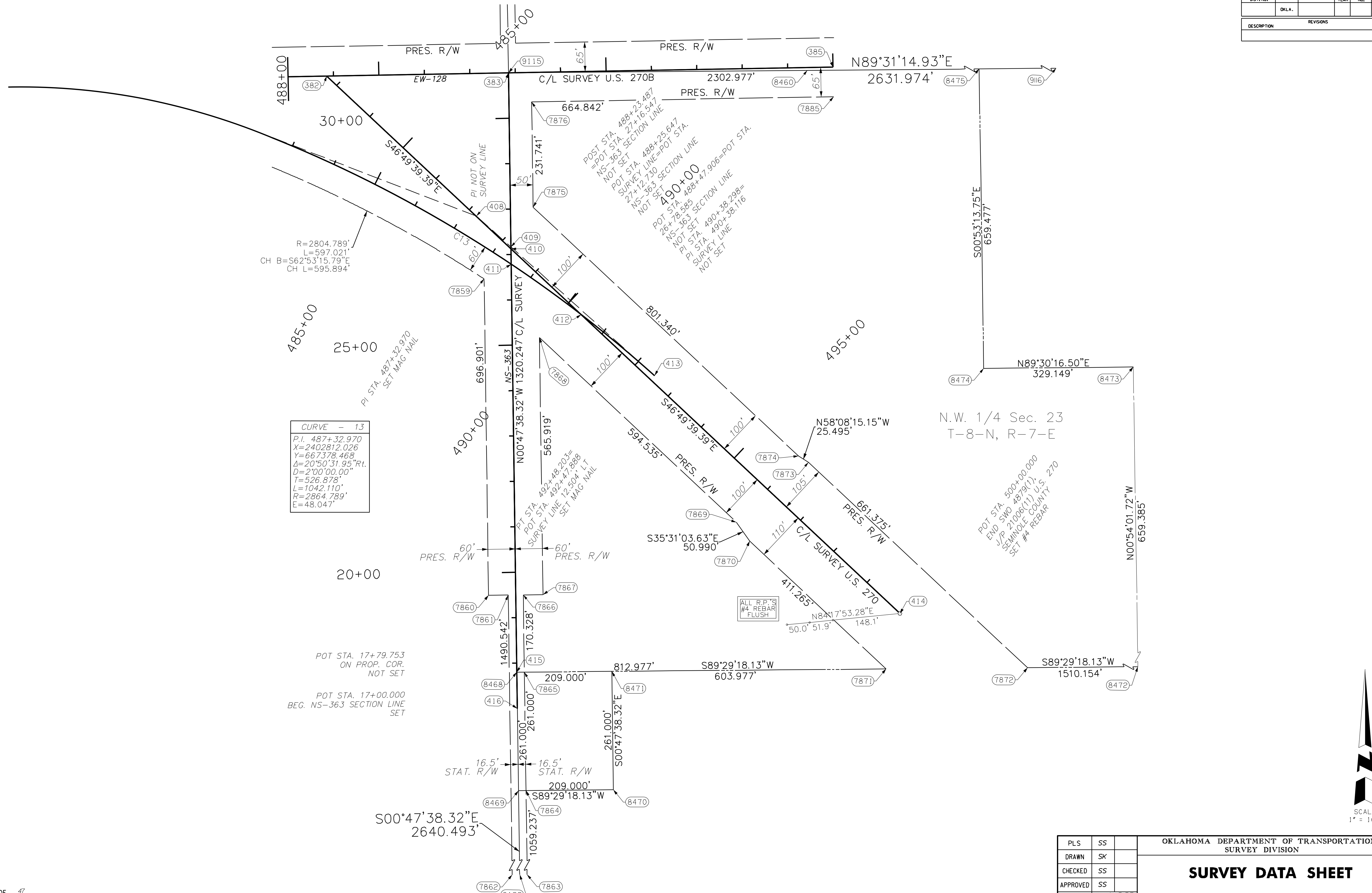
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE



485+00
PRES. R/W
PRES. R/W
488+00
9115
385
N89°31'14.93"E
2631.974'
382
EW-128
383
C/L SURVEY U.S. 270B
2302.977'
8460
8475
9116
65'
65'
PRES. R/W
7885
664.842'
7876
30+00
S46°49'39.39"E
PI NOT ON SURVEY LINE
231.741'
50'
7875
POST STA. 488+23.487 =POT STA. 27+16.547 NS-363 SECTION LINE NOT SET
POT STA. 488+25.647 SURVEY LINE=POT STA. 27+12.730 NS-363 SECTION LINE NOT SET
490+00
POT STA. 488+47.906=POT STA. 26+78.585 NS-363 SECTION LINE NOT SET
PI STA. 490+38.298= POT STA. 490+38.116 SURVEY LINE NOT SET
408
409
410
411
C13
60'
R=2804.789'
L=597.021'
CH B=S62°53'15.79"E
CH L=595.894'
7859
S00°53'13.75"E
659.477'
100'
801.340'
412
485+00
25+00
PI STA. 487+32.970 SET MAG NAIL
696.901'
NS-363
N00°47'38.32"W 1320.247' C/L SURVEY
100'
7868
413
495+00
N89°30'16.50"E
329.149'
8474
8473
CURVE - 13
P.I. 487+32.970
X=2402812.026
Y=667378.468
Δ=20°50'31.95"Rt.
D=2°00'00.00"
T=526.878'
L=1042.110'
R=2864.789'
E=48.047'
490+00
565.919'
594.535'
S46°49'39.39"E
100'
N58°08'15.15"W
25.495'
N.W. 1/4 Sec. 23
T-8-N, R-7-E
7874
7873
105'
PT STA. 492+48.203= POT STA. 492+47.888 SURVEY LINE 12.504' LT SET MAG NAIL
PRES. R/W
100'
661.375'
PRES. R/W
POT STA. 500+00.000 END SWO 4879(1), J/P 21006(11) U.S. 270 SEMINOLE COUNTY SET #4 REBAR
7869
N00°54'01.72"W
659.385'
S35°31'03.63"E
50.990'
110'
C/L SURVEY U.S. 270
60'
PRES. R/W
60'
PRES. R/W
7870
20+00
7867
411.265'
ALL R.P.'S #4 REBAR FLUSH
414
7860
7866
N84°17'53.28"E
7861
1490.542'
170.328'
50.0'
51.9'
148.1'
POT STA. 17+79.753 ON PROP. COR. NOT SET
415
812.977'
S89°29'18.13"W
603.977'
S89°29'18.13"W
1510.154'
8468
209.000'
7871
7872
8472
7865
8471
416
POT STA. 17+00.000 BEG. NS-363 SECTION LINE SET
261.000'
261.000'
261.000'
S00°47'38.32"E
16.5'
STAT. R/W
16.5'
STAT. R/W
209.000'
S89°29'18.13"W
8469
7864
8470
S00°47'38.32"E
2640.493'
1059.237'
7862
9122
7863
N
SCALE
1" = 100'

PLS	SS	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK	
CHECKED	SS	**SURVEY DATA SHEET**
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

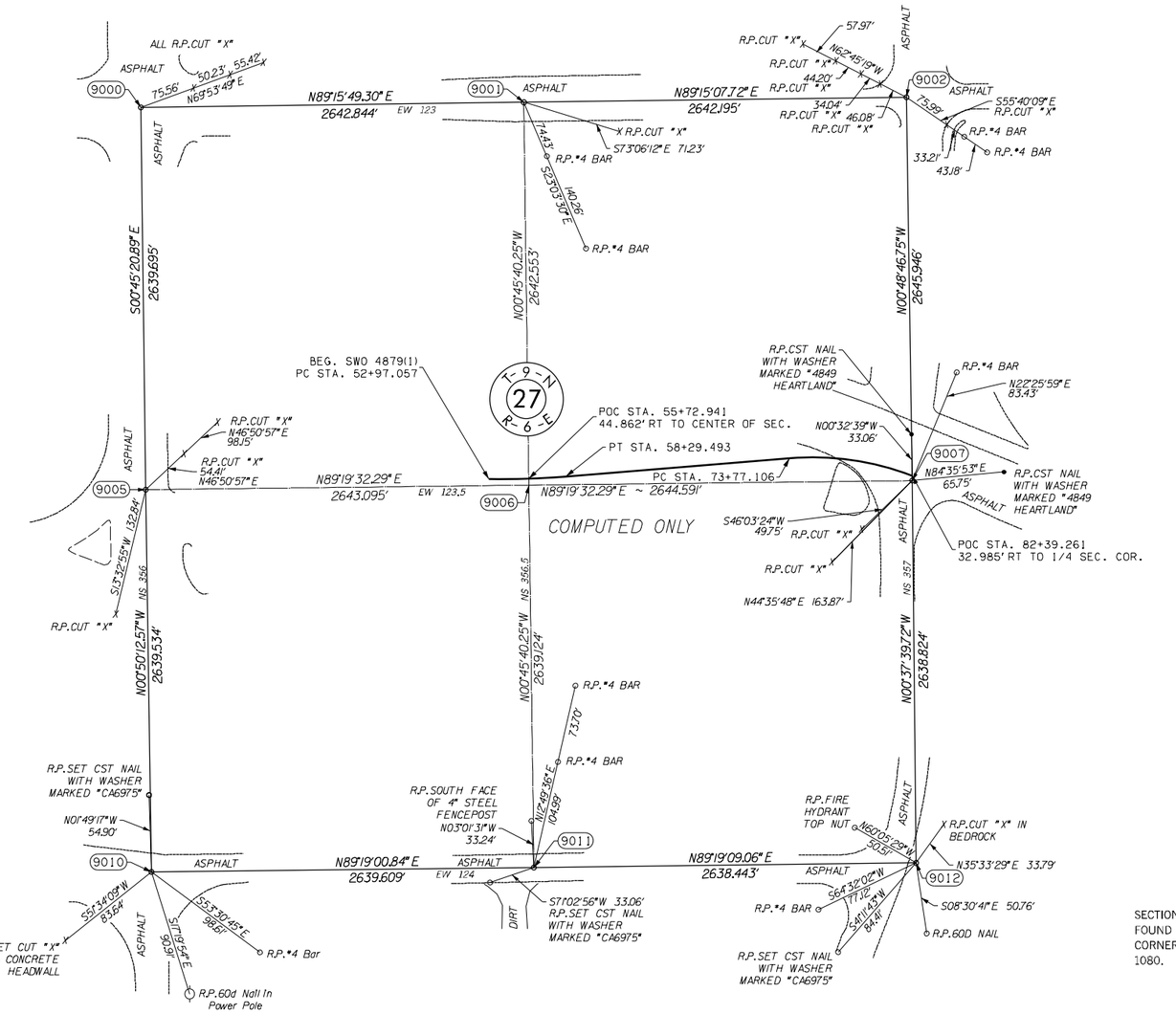
SECTION CORNER – O.D.O.T. S–67–209
FOUND AND ACCEPTED ODOT BRASS MONUMENT AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–513
FOUND AND ACCEPTED PK NAIL AS SHOWN ON CORNER RECORD FILED BY TIMOTHY G. POLLARD, PLS 1474. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–515
FOUND AND ACCEPTED CUT "X" IN CONCRETE AS SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539 AND BY BRUCE IRA WILLIAMS, PLS 1280. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–499
FOUND AND ACCEPTED #5 REBAR SHOWN AS FOUND ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–503
FOUND AND ACCEPTED PK NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.



SECTION CORNER – O.D.O.T. S–67–500
FOUND AND ACCEPTED RAILROAD SPIKE. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–501
FOUND AND ACCEPTED RAILROAD SPIKE. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–502
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st 2015

SDS 31 OF 47

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

REVISIONS	
DESCRIPTION	DATE

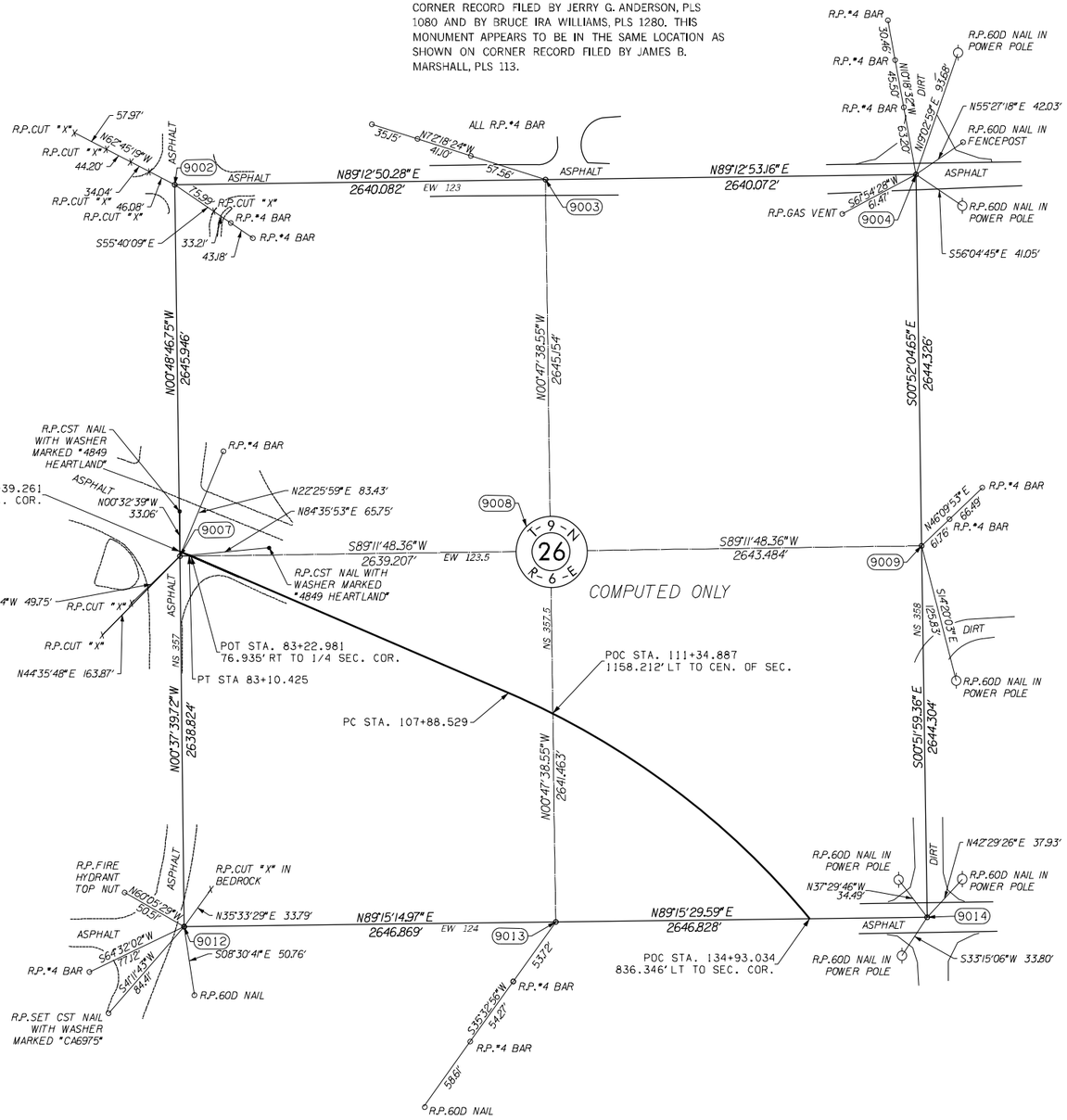
SECTION CORNER – O.D.O.T. S–67–515
FOUND AND ACCEPTED CUT "X" IN CONCRETE AS SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539 AND BY BRUCE IRA WILLIAMS, PLS 1280. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–509
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY BRUCE IRA WILLIAMS, PLS 1280. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JAMES B. MARSHALL, PLS 113.

SECTION CORNER – O.D.O.T. S–67–508
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JAMES B. MARSHALL, PLS 113, JERRY G. ANDERSON, PLS 1080 AND BRUCE IRA WILLIAMS, PLS 1280.

SECTION CORNER – O.D.O.T. S–67–503
FOUND AND ACCEPTED PK NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–507
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080. MONUMENT SHOWN ON CORNER RECORD FILED BY JAMES B. MARSHALL, PLS 113 WAS NOT FOUND.



SECTION CORNER – O.D.O.T. S–67–502
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–505
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–506
FOUND DAMAGED NAIL AT THE LOCATION SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539. REPLACED DAMAGED NAIL WITH #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY JAMES B. MARSHALL, PLS 113.

N

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

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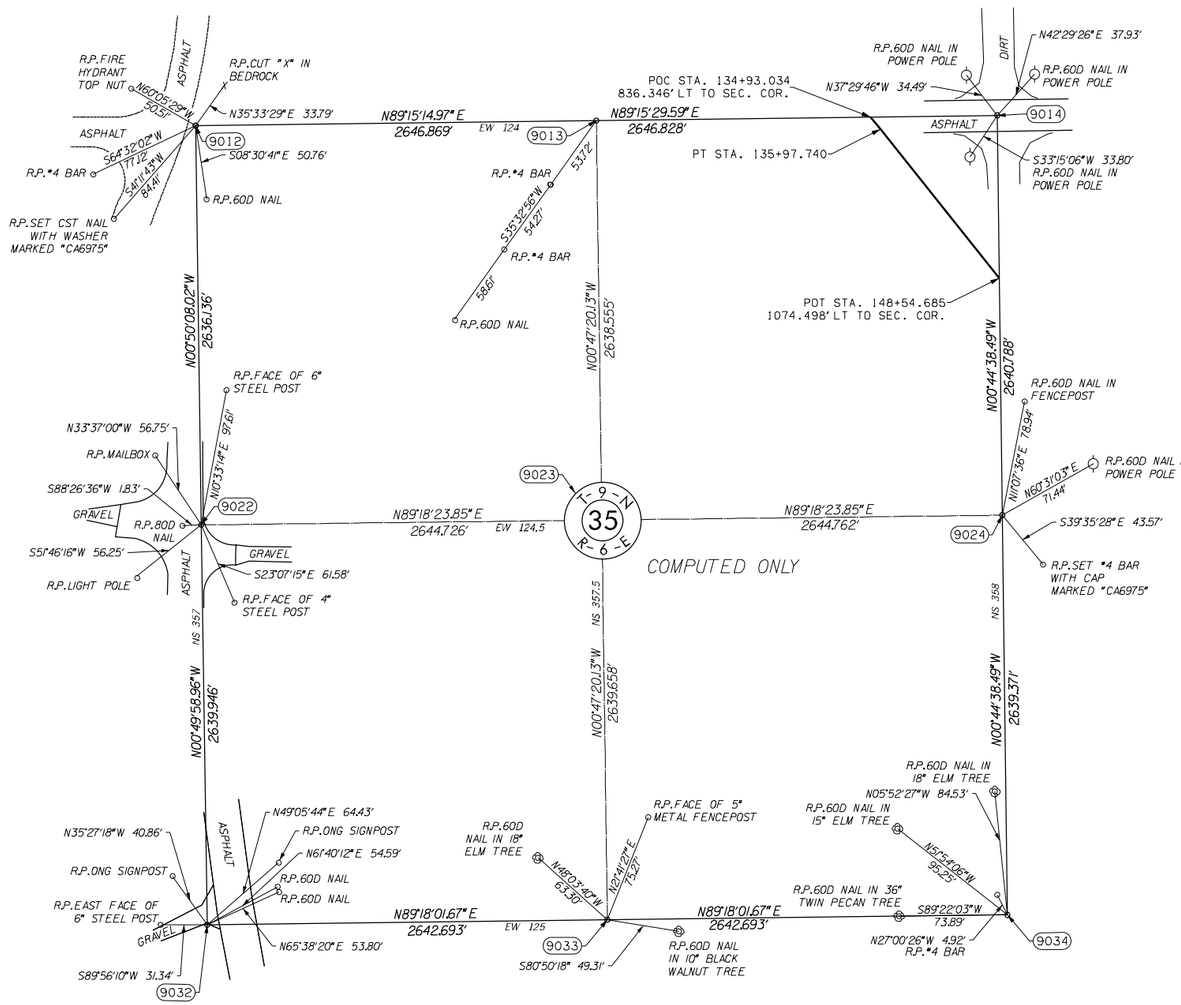
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–502
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–505
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–506
FOUND DAMAGED NAIL AT THE LOCATION SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539. REPLACED DAMAGED NAIL WITH #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY JAMES B. MARSHALL, PLS 113.



SECTION CORNER – O.D.O.T. S–67–910
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY BILLY JACK WILLINGHAM, PLS 754.

SECTION CORNER – O.D.O.T. S–67–911
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–914
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY BILLY JACK WILLINGHAM, PLS 754.

SECTION CORNER – O.D.O.T. S–67–915
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE-ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–916
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE-ESTABLISHED USING SURROUNDING MONUMENTS AND CHECKS WELL WITH GLO DISTANCES. THERE WAS NO CORNER RECORD ON FILE.

N

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–506
FOUND DAMAGED NAIL AT THE LOCATION SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539. REPLACED DAMAGED NAIL WITH #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY JAMES B. MARSHALL, PLS 113.

SECTION CORNER – O.D.O.T. S–67–906
SET MAG NAIL WITH WASHER STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED AT THE LOCATION SHOWN ON CORNER RECORD FILED BY ROBBY L. JOHNSON, PLS 1539 USING EXISTING REFERENCES AND SECTION DATA.

SECTION CORNER – O.D.O.T. S–67–907
FOUND AND ACCEPTED 80D NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298.

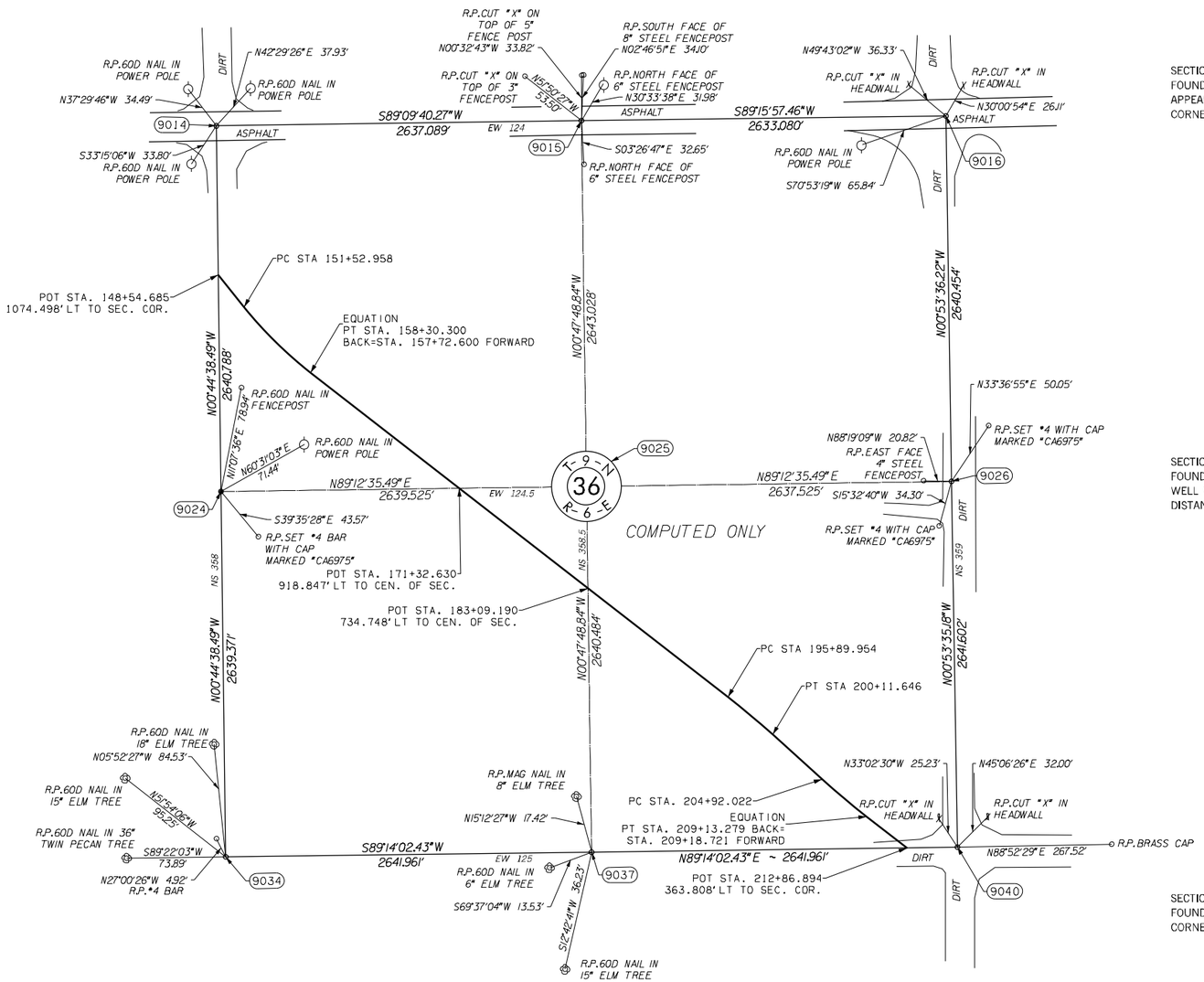
SECTION CORNER – O.D.O.T. S–67–911
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–912
FOUND AND ACCEPTED #4 REBAR. THIS MONUMENT FITS WELL WITH SURROUNDING OCCUPATION LINES AND GLO DISTANCES. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–916
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING SURROUNDING MONUMENTS AND CHECKS WELL WITH GLO DISTANCES. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–918
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–920
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY JAMES B. MARSHALL, PLS 113.



SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		
CHECKED	SS		SURVEY DATA SHEET
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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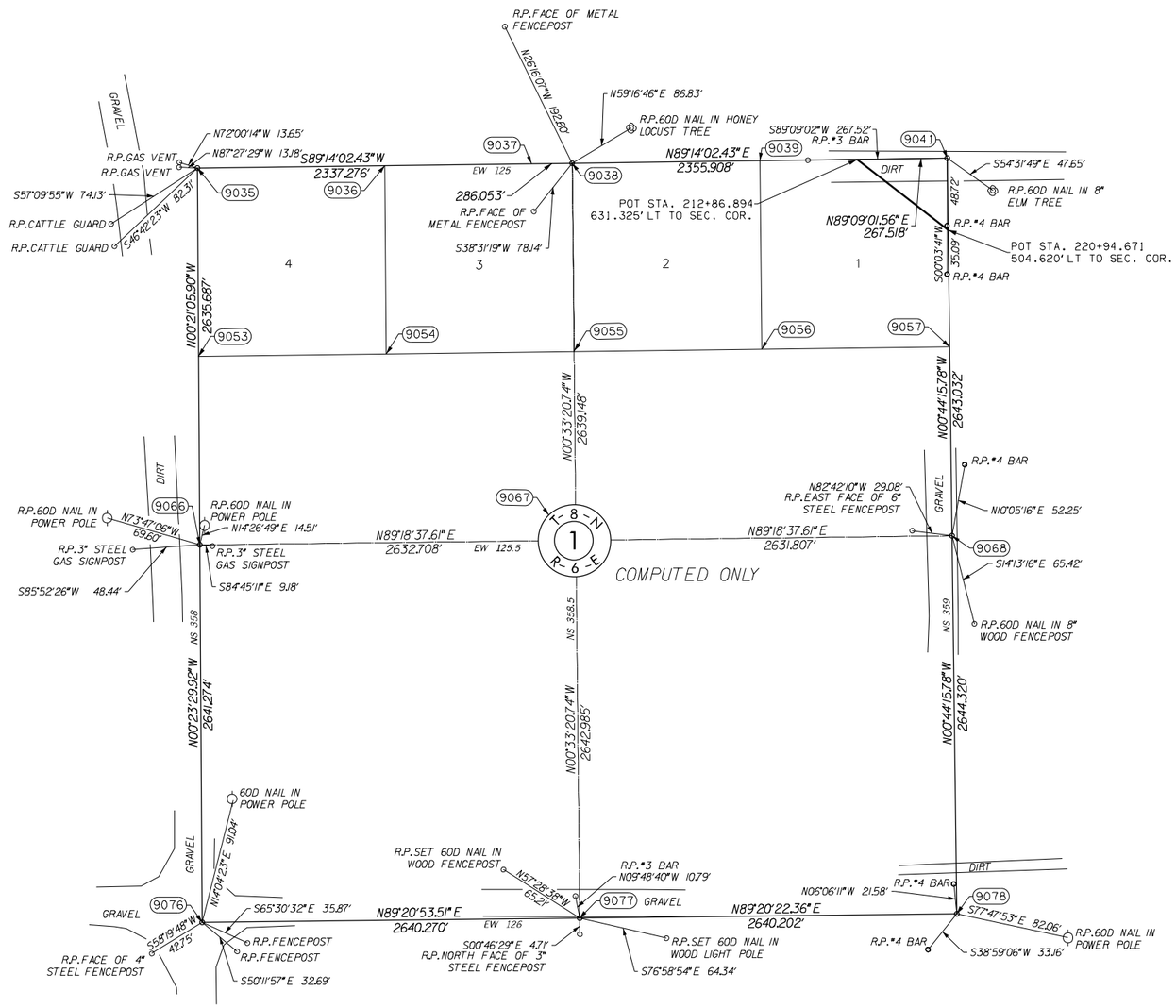
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–917
FOUND BLM BRASS MONUMENT AS CLOSING CORNER AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–919
FOUND BLM BRASS MONUMENT AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THIS MONUMENT IS 0.5' NORTH OF THE CALCULATED POSITION FOR CORNER. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–921
FOUND BLM BRASS MONUMENT AS CLOSING CORNER AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THIS MONUMENT IS 1.3' NORTH OF THE CALCULATED POSITION FOR CORNER. THERE WAS NO CORNER RECORD ON FILE.



SECTION CORNER – O.D.O.T. S–67–928
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–929
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED AT THE LOCATION SHOWN ON THE 2007 DEPENDENT RESURVEY. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–932
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080.

SECTION CORNER – O.D.O.T. S–67–933
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2007 DEPENDENT RESURVEY. MONUMENTS SHOWN ON CORNER RECORD FILED BY JERRY G. ANDERSON, PLS 1080 AND BY DAVID F. HEAVNER, PLS, 964 WERE NOT FOUND.

SECTION CORNER – O.D.O.T. S–67–934
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964.

N

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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	OKLA.				

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DESCRIPTION	DATE

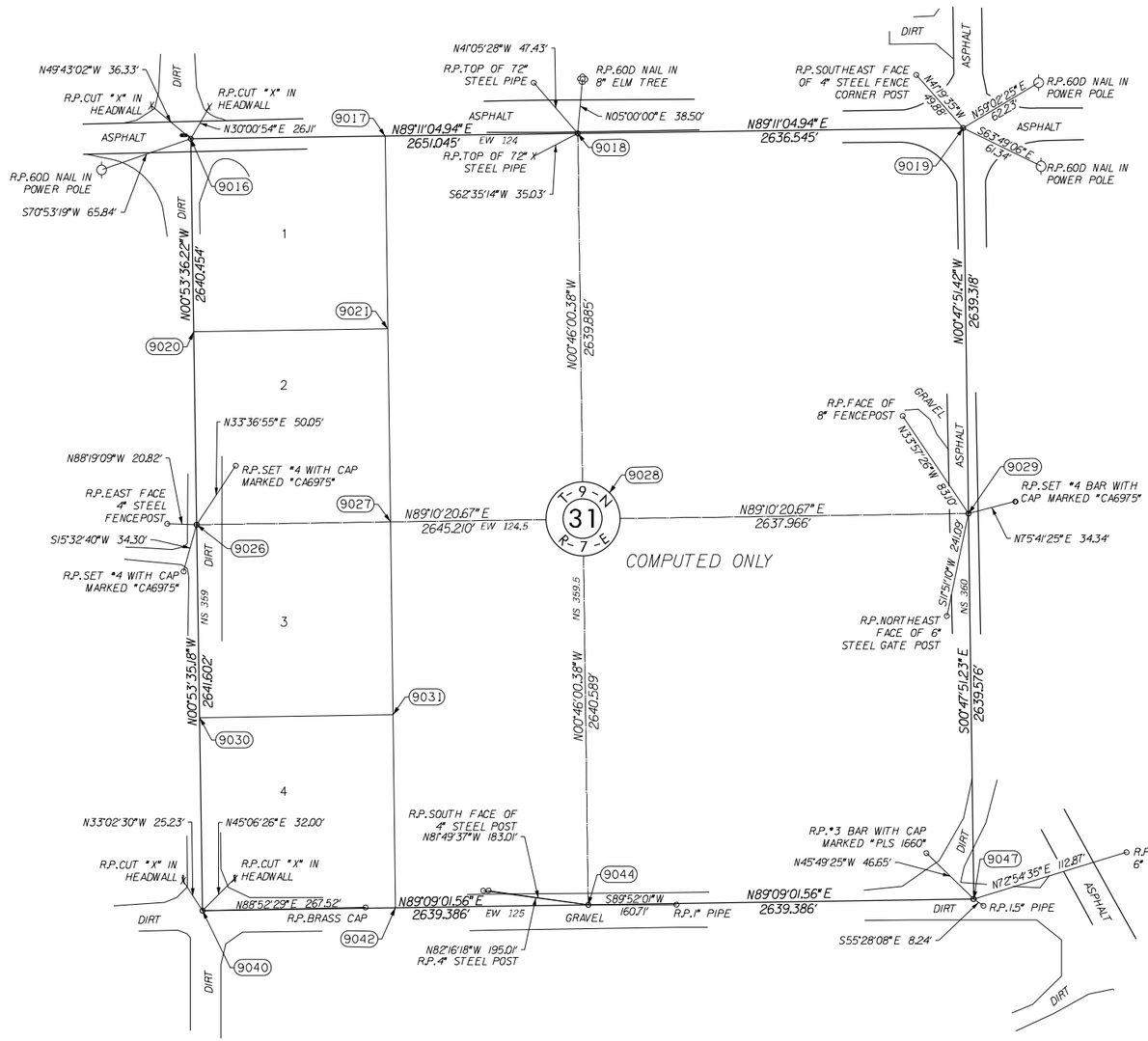
SECTION CORNER – O.D.O.T. S–67–907
FOUND AND ACCEPTED 80D NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–908
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONAL MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–909
FOUND AND ACCEPTED PK NAIL AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY BOBBY L. GOFORTH, PLS 340 AND BY JAMES B. MARSHALL, PLS 113.

SECTION CORNER – O.D.O.T. S–67–912
FOUND AND ACCEPTED #4 REBAR. THIS MONUMENT FITS WELL WITH SURROUNDING OCCUPATION LINES AND GLO DISTANCES. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–913
FOUND AND ACCEPTED PK NAIL AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.



SECTION CORNER – O.D.O.T. S–67–920
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY JAMES B. MARSHALL, PLS 113.

SECTION CORNER – O.D.O.T. S–67–922
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY BILLY JACK WILLINGHAM, PLS 754 AND BY DAN W. ROGERS, PLS 1200.

SECTION CORNER – O.D.O.T. S–67–924
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298 AND BY JOHNNY LEE PACK, PLS 1252. ALSO FOUND 1–½" PIPE 4.7' SOUTH AND 6.9' EAST OF CORNER.

N

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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	OKLA.				

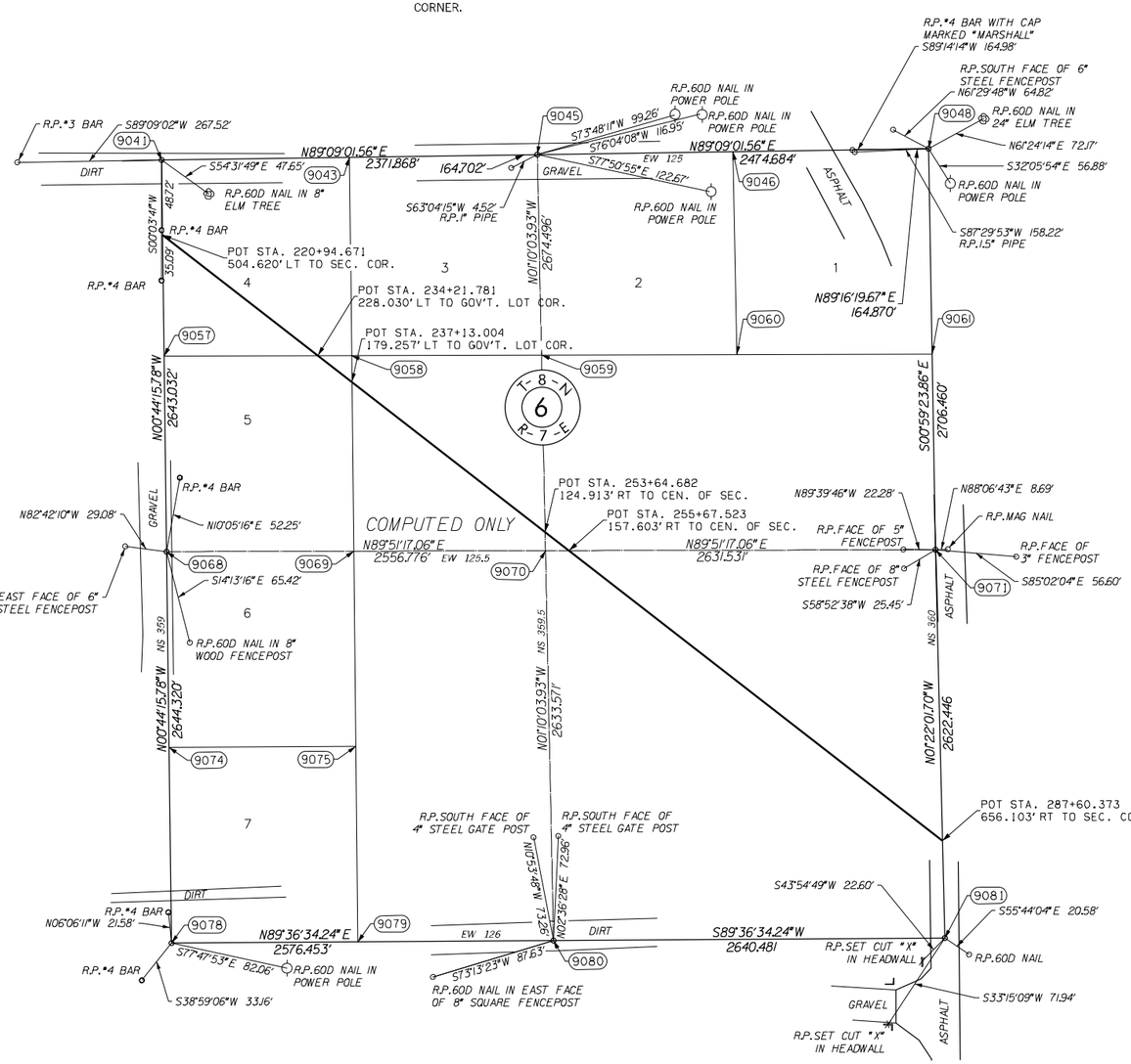
REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–921
FOUND BLM BRASS MONUMENT AS CLOSING CORNER AS SHOWN ON THE 2007 DEPENDENT RESURVEY. THIS MONUMENT IS 1.3' NORTH OF THE CALCULATED POSITION FOR CORNER. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–929
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED AT THE LOCATION SHOWN ON THE 2007 DEPENDENT RESURVEY. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–934
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964.

SECTION CORNER – O.D.O.T. S–67–923
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY DAN W. ROGERS, PLS 1200. ALSO FOUND 1–1/2" PIPE 2.1' SOUTH AND 4.0' WEST OF CORNER.



SECTION CORNER – O.D.O.T. S–67–935
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS CORNER WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–925
FOUND AND ACCEPTED #6 REBAR. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–930
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY FRANK MAGNER, PLS 1564. ALSO FOUND MAG NAIL 0.3' NORTH AND 8.7' EAST OF CORNER.

SECTION CORNER – O.D.O.T. S–67–936
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY FRANK MAGNER, PLS 1564.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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	OKLA.				

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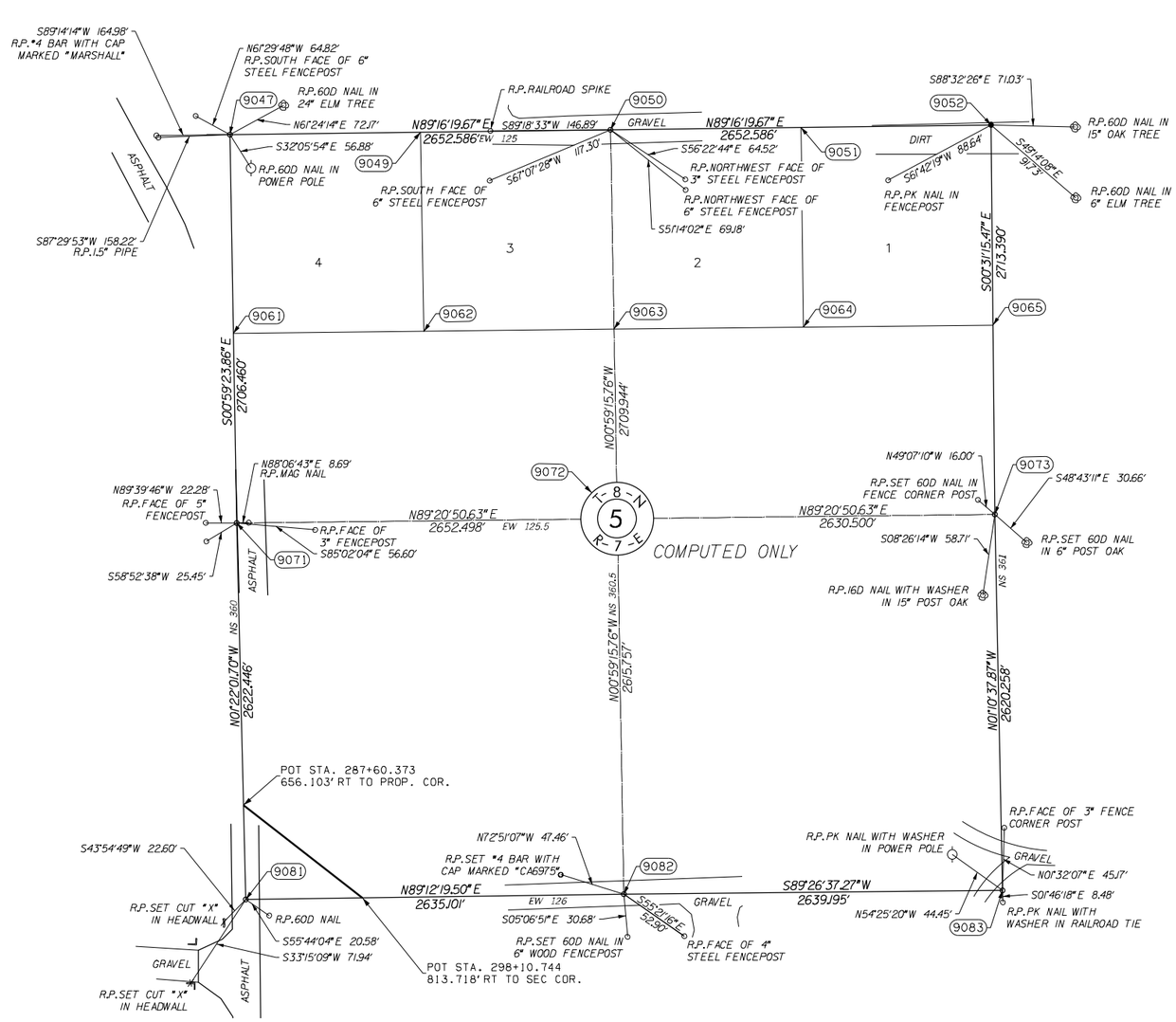
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–925
FOUND AND ACCEPTED #6 REBAR. THIS MONUMENTS MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–926
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–927
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.



SECTION CORNER – O.D.O.T. S–67–930
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY FRANK MAGNER, PLS 1564. ALSO FOUND MAG NAIL 0.3' NORTH AND 8.7' EAST OF CORNER.

SECTION CORNER – O.D.O.T. S–67–931
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–936
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY FRANK MAGNER, PLS 1564.

SECTION CORNER – O.D.O.T. S–67–938
FOUND AND ACCEPTED 16P NAIL INSIDE 2–1/2"IRON PIPE AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–937
FOUND AND ACCEPTED #3 REBAR. THIS MONUMENT FITS WELL WITH EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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	OKLA.				

REVISIONS	
DESCRIPTION	DATE

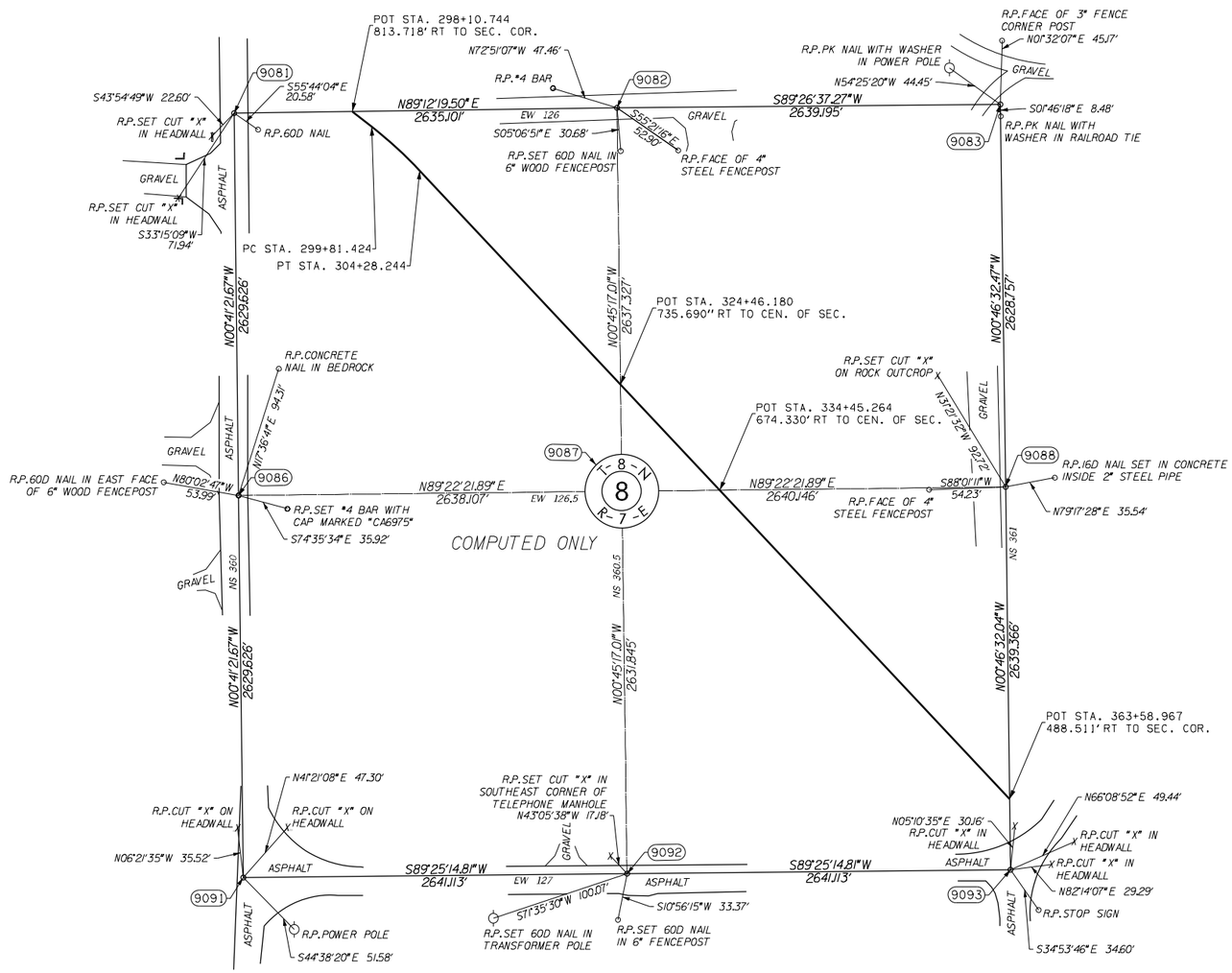
SECTION CORNER – O.D.O.T. S–67–936
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY FRANK MAGNER, PLS 1564.

SECTION CORNER – O.D.O.T. S–67–937
FOUND AND ACCEPTED #3 REBAR. THIS MONUMENT FITS WELL WITH EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–938
FOUND AND ACCEPTED 16P NAIL INSIDE 2–1/2" IRON PIPE AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–941
SET MAG NAIL WITH WASHER STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–942
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING SECTION INFORMATION PROVIDED BY MARSHALL SURVEYING AT THE LOCATION SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964.



SECTION CORNER – O.D.O.T. S–67–944
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE POINT SHOWN ON CORNER RECORD FILED BY TERRY M. MARSHALL, PLS 1322.

SECTION CORNER – O.D.O.T. S–67–945
SET MAG NAIL WITH WASHER STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONAL MEASUREMENT AND FITS EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–946
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298 AND BY KELLY K. SCHMIDT, PLS 1507.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		**SURVEY DATA SHEET**
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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	OKLA.				

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DESCRIPTION	DATE

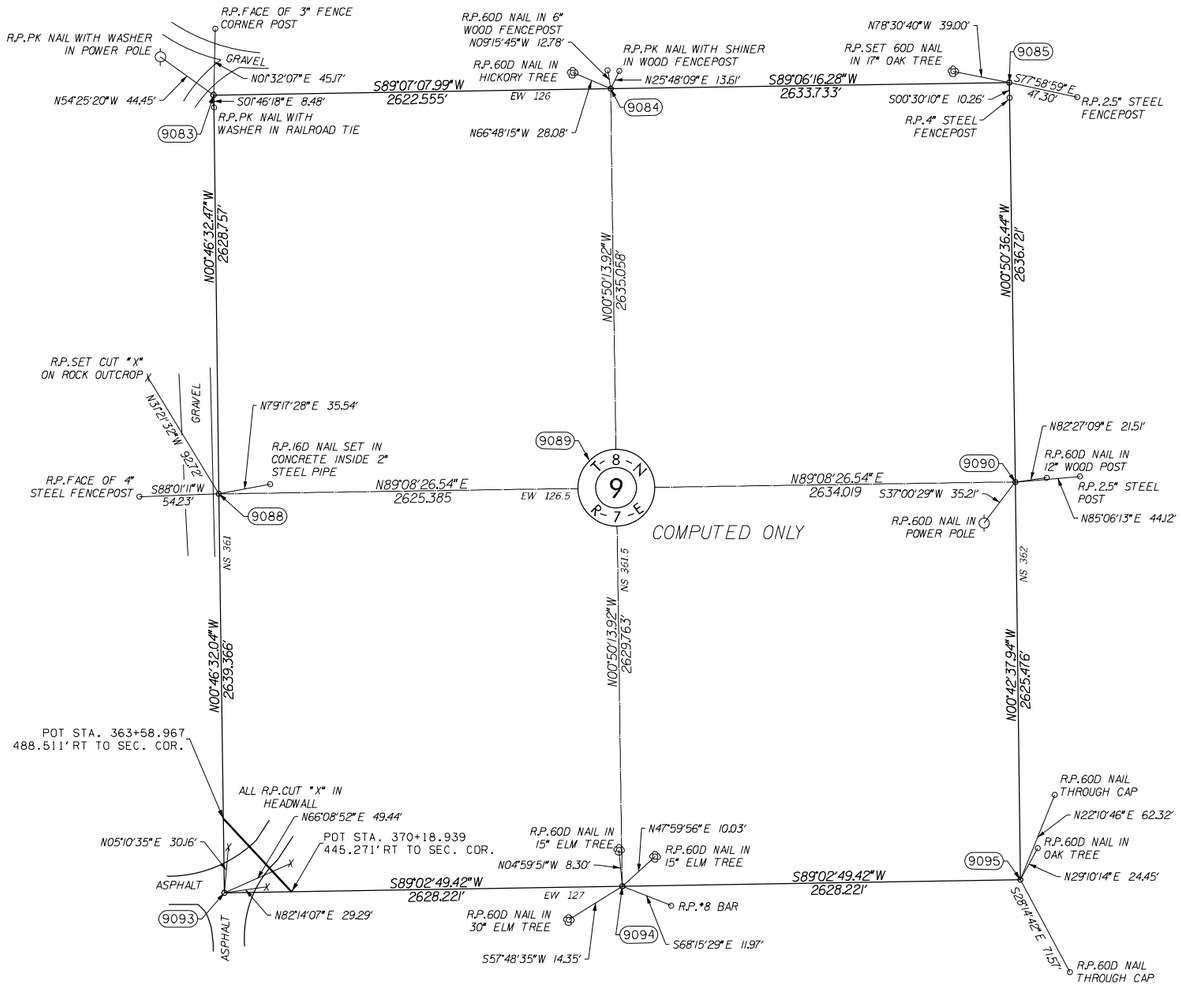
SECTION CORNER – O.D.O.T. S–67–939
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON
CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–938
FOUND AND ACCEPTED 16P NAIL INSIDE 2–½" IRON
PIPE AS SHOWN ON CORNER RECORD FILED BY JOHNNY
LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–940
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON
CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–942
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS
MONUMENT WAS RE–ESTABLISHED USING SECTION
INFORMATION PROVIDED BY MARSHALL SURVEYING AT
THE LOCATION SHOWN ON CORNER RECORD FILED BY
DAVID F. HEAVNER, PLS 964.

SECTION CORNER – O.D.O.T. S–67–943
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON
CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964.



SECTION CORNER – O.D.O.T. S–67–946
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON
CORNER RECORD FILED BY RODGER WHITED, PLS 1298
AND BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–948
FOUND AND ACCEPTED BULL PRICK AS SHOWN ON
CORNER RECORD FILED BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–947
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS
MONUMENT WAS RE–ESTABLISHED USING PROPORTIONAL
MEASUREMENT. THERE WAS NO CORNER RECORD ON
FILE.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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	OKLA.				

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DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–945
SET MAG NAIL WITH WASHER STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONAL MEASUREMENT AND FITS EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–944
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE POINT SHOWN ON CORNER RECORD FILED BY TERRY M. MARSHALL, PLS 1322.

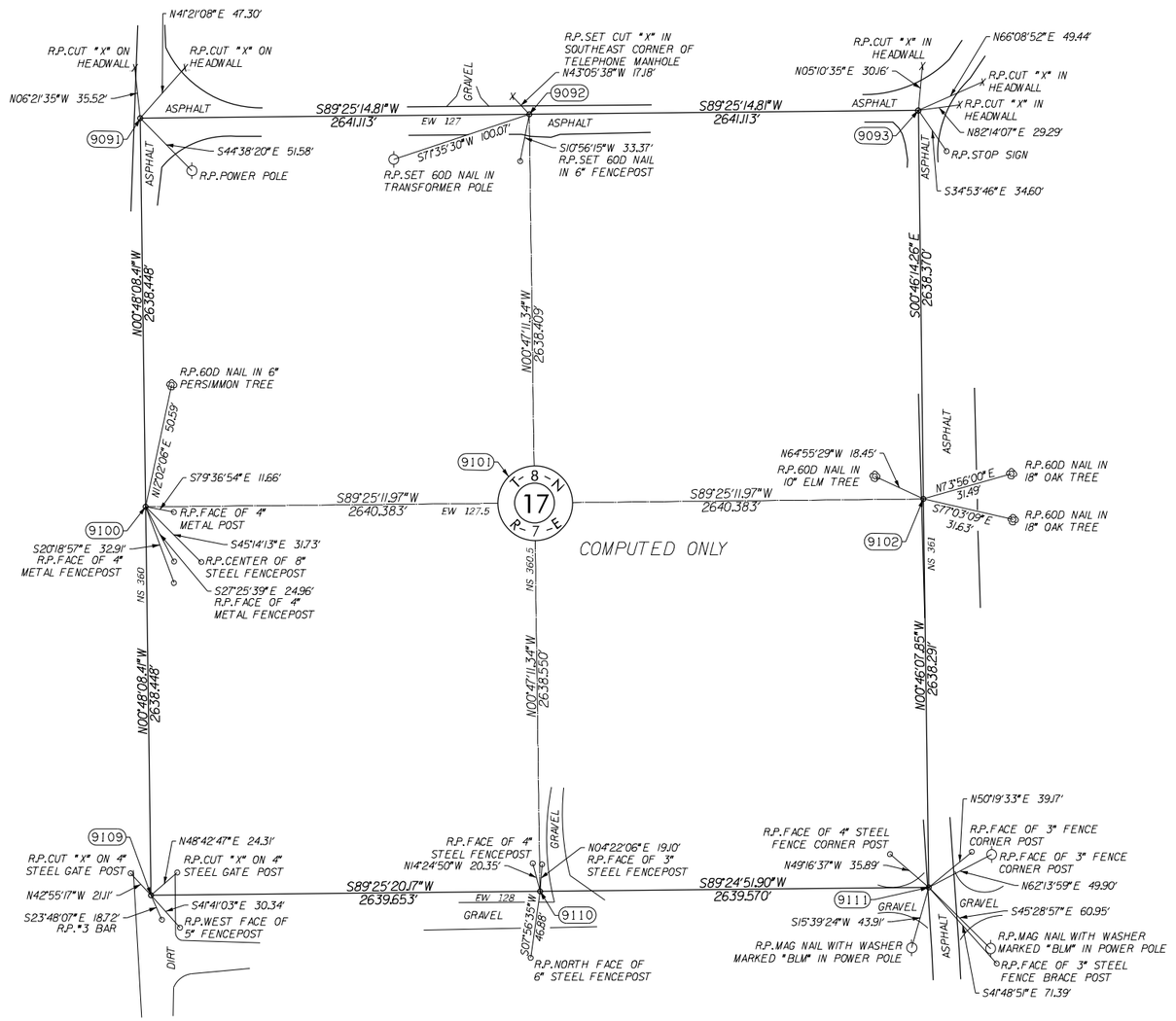
SECTION CORNER – O.D.O.T. S–67–946
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298 AND BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–953
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONAL MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–954
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY JESSE L. CARROLL, PLS 1071.

SECTION CORNER – O.D.O.T. S–67–958
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. ALSO FOUND #3 REBAR 17.1' SOUTH AND 7.6' EAST OF CORNER AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–960
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY RODGER WHITED, PLS 1298.



SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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	OKLA.				

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DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–947
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE-ESTABLISHED USING PROPORTIONAL MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

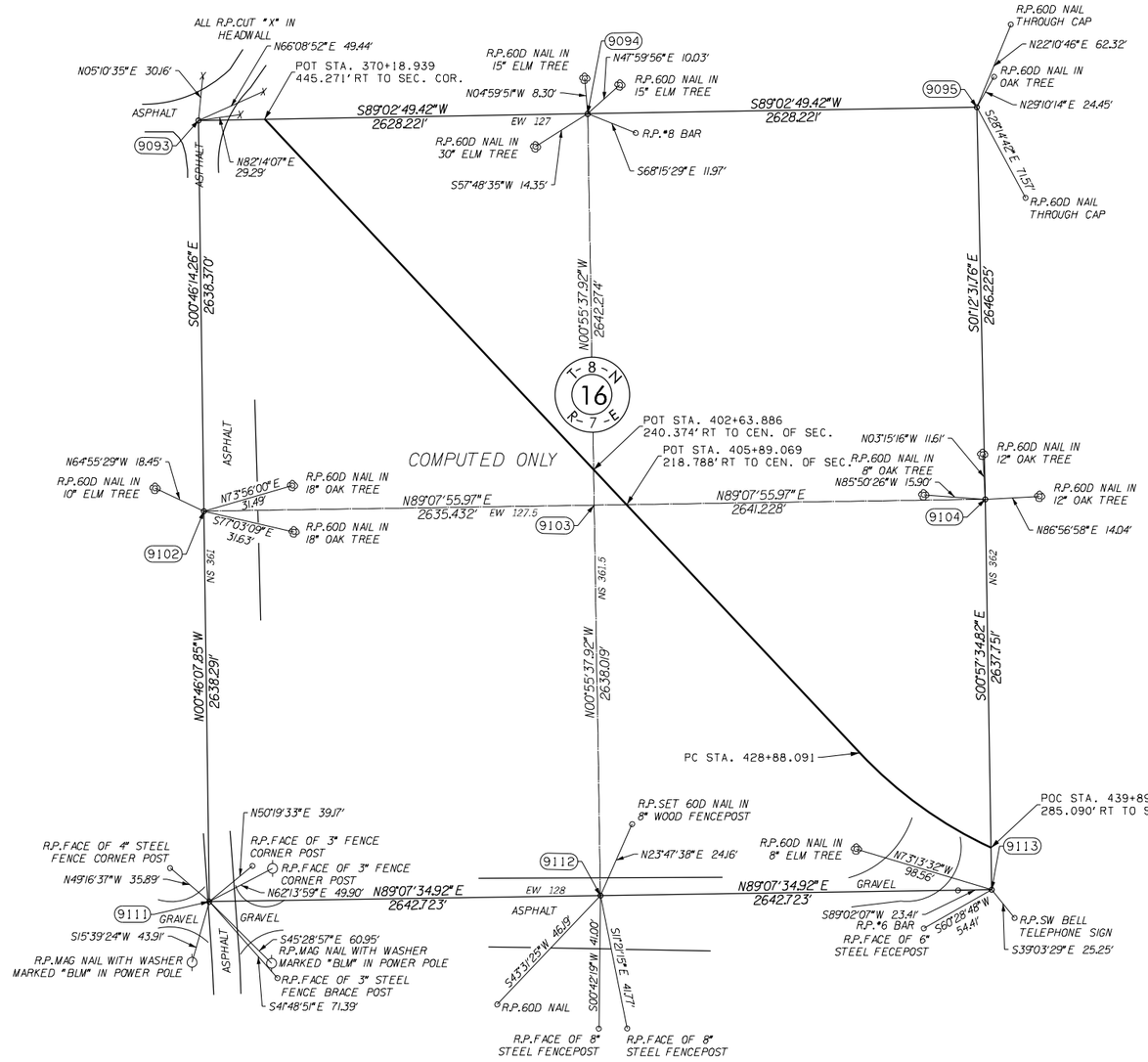
SECTION CORNER – O.D.O.T. S–67–946
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY RODGER WHITED, PLS 1298 AND BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–948
FOUND AND ACCEPTED BULL PRICK AS SHOWN ON CORNER RECORD FILED BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–954
FOUND AND ACCEPTED RAILROAD SPIKE AS SHOWN ON CORNER RECORD FILED BY JESSE L. CARROLL, PLS 1071.

SECTION CORNER – O.D.O.T. S–67–955
FOUND AND ACCEPTED ORIGINAL STONE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–960
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY RODGER WHITED, PLS 1298.



SECTION CORNER – O.D.O.T. S–67–961
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS SET USING SURROUNDING MONUMENTS AND CHECKS WITH GLO DISTANCES AND EXISTING OCCUPATION LINES.

SECTION CORNER – O.D.O.T. S–67–962
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE-ESTABLISHED FROM SWO 1739(1) SURVEY. AFTER DISCUSSION WITH BEARING TREE LAND SURVEYING, IT WAS DETERMINED THAT THE DISTANCE TO CORNER FROM HIGHWAY PI WAS MISREAD. THEREFORE THE PREVIOUS CORNER WAS PULLED AND NEW LOCATION ACCEPTED.

N

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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

REVISIONS	
DESCRIPTION	DATE

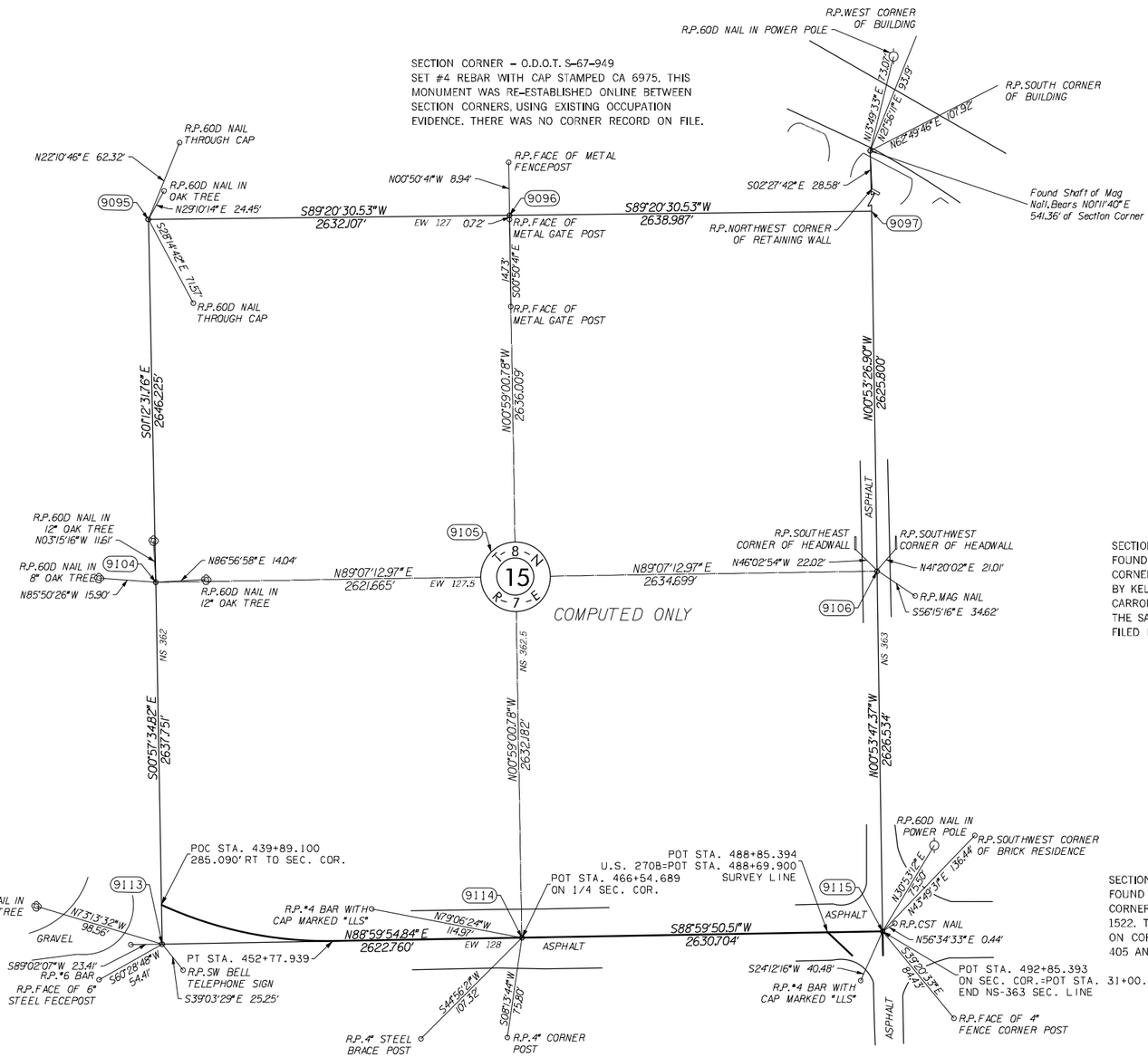
SECTION CORNER – O.D.O.T. S–67–948
FOUND AND ACCEPTED BULL PRICK AS SHOWN ON CORNER RECORD FILED BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–949
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED ONLINE BETWEEN SECTION CORNERS, USING EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–950
FOUND AND ACCEPTED BROKE OFF MAG NAIL FOR WITNESS CORNER AS SHOWN ON CORNER RECORD FILED BY KELLY K. SCHMIDT, PLS 1507. WITNESS MONUMENTS SET BY FRED R. SMITH, JR., PLS 917 AND BY VIRGIL C. VAUGHN, PLS 405 WERE NOT FOUND.

SECTION CORNER – O.D.O.T. S–67–955
FOUND AND ACCEPTED ORIGINAL STONE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–956
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405, BY KELLY K. SCHMIDT, PLS 1507 AND BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT APPEARS TO BE AT THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY FRED R. SMITH, JR., PLS 917.



SECTION CORNER – O.D.O.T. S–67–962
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED FROM SWO 1739(1) SURVEY. AFTER DISCUSSION WITH BEARING TREE LAND SURVEYING, IT WAS DETERMINED THAT THE DISTANCE TO CORNER FROM HIGHWAY PI WAS MISREAD. THEREFORE THE PREVIOUS CORNER WAS PULLED AND NEW LOCATION ACCEPTED.

SECTION CORNER – O.D.O.T. S–67–963
FOUND AND ACCEPTED MAG NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–964
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405 AND BY KELLY K. SCHMIDT, PLS 1507.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

PLS	SS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

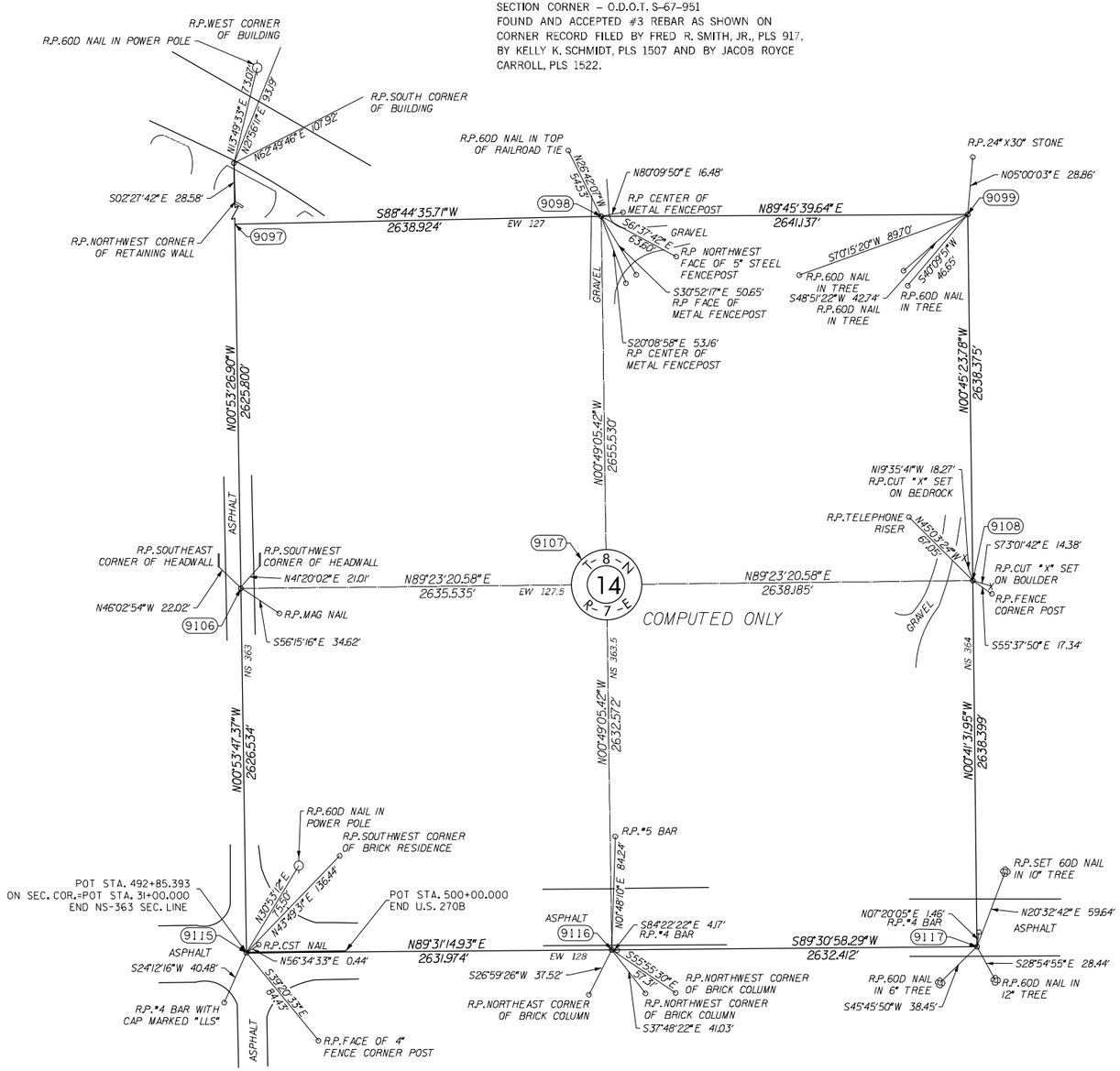
SECTION CORNER – O.D.O.T. S–67–950
FOUND AND ACCEPTED BROKE OFF MAG NAIL FOR WITNESS CORNER AS SHOWN ON CORNER RECORD FILED BY KELLY K. SCHMIDT, PLS 1507. WITNESS MONUMENTS SET BY FRED R. SMITH, JR., PLS 917 AND BY VIRGIL C. VAUGHN, PLS 405 WERE NOT FOUND.

SECTION CORNER – O.D.O.T. S–67–951
FOUND AND ACCEPTED #3 REBAR AS SHOWN ON CORNER RECORD FILED BY FRED R. SMITH, JR., PLS 917, BY KELLY K. SCHMIDT, PLS 1507 AND BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–952
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY TIMOTHY G. POLLARD, PLS 1474.

SECTION CORNER – O.D.O.T. S–67–956
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405, BY KELLY K. SCHMIDT, PLS 1507 AND BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT APPEARS TO BE AT THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY FRED R. SMITH, JR., PLS 917.

SECTION CORNER – O.D.O.T. S–67–957
FOUND AND ACCEPTED 2" PIPE. THIS MONUMENT FITS WELL WITH EXISTING OCCUPATION EVIDENCE AND GLO DISTANCES. THERE WAS NO CORNER RECORD ON FILE.



SECTION CORNER – O.D.O.T. S–67–964
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405 AND BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–965
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. ALSO FOUND #4 REBAR 0.4' SOUTH AND 4.2' EAST OF CORNER. ALSO FOUND #4 REBAR 0.4' SOUTH AND 4.2' EAST OF CORNER.

SECTION CORNER – O.D.O.T. S–67–966
FOUND HOLE IN PAVEMENT AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. SET MAG NAIL WITH WASHER STAMPED CA 6975 IN HOLE. THE MONUMENT SHOWN ON CORNER RECORD FILED BY FRED R. SMITH, JR., PLS 917 WAS NOT FOUND.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		
DRAWN	SK		SURVEY DATA SHEET
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

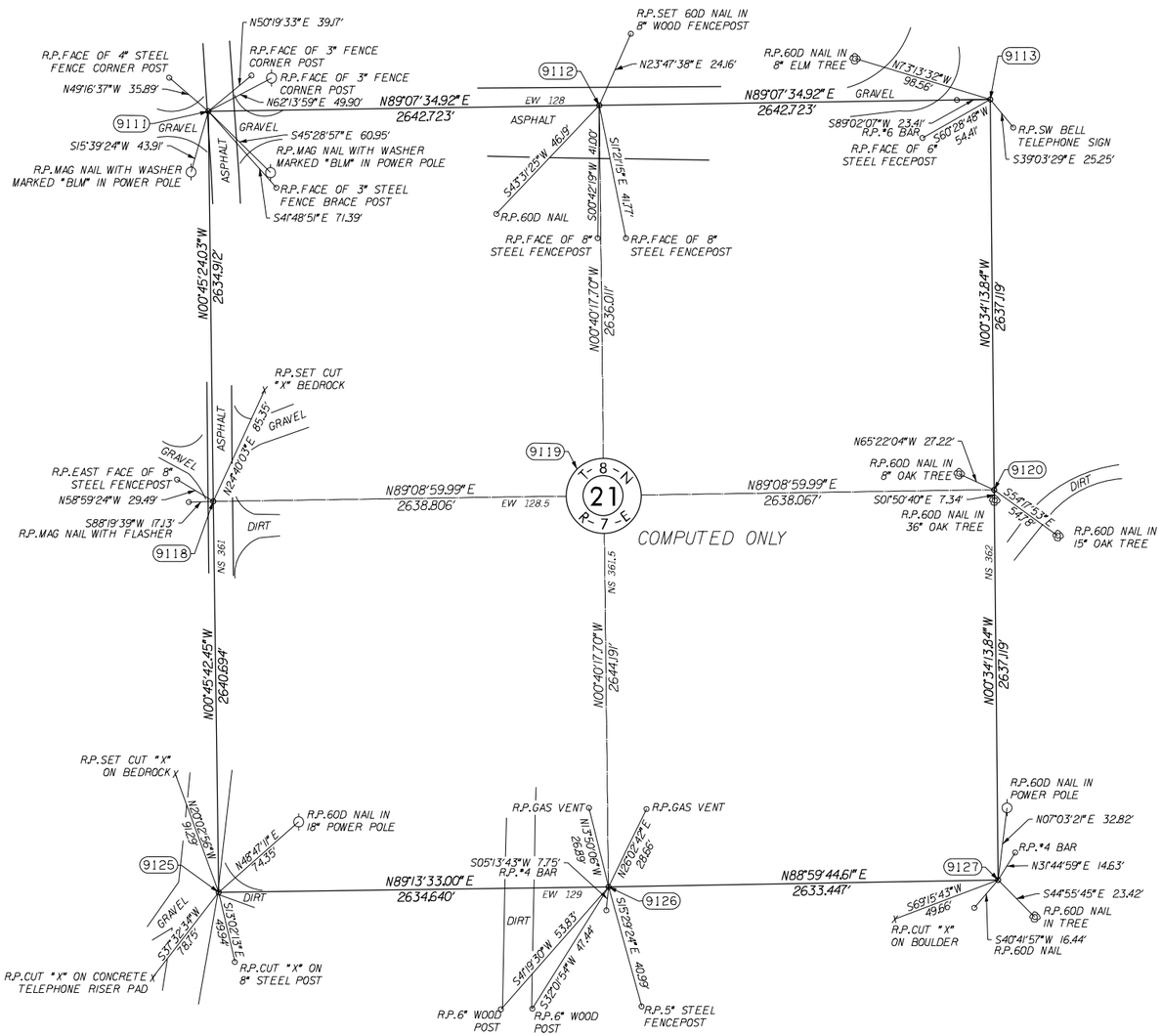
SECTION CORNER – O.D.O.T. S–67–960
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT WAS SET AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY RODGER WHITED, PLS 1298.

SECTION CORNER – O.D.O.T. S–67–961
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS SET USING SURROUNDING MONUMENTS AND CHECKS WITH GLO DISTANCES AND EXISTING OCCUPATION LINES.

SECTION CORNER – O.D.O.T. S–67–962
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED FROM SWO 1739(1) SURVEY. AFTER DISCUSSION WITH BEARING TREE LAND SURVEYING, IT WAS DETERMINED THAT THE DISTANCE TO CORNER FROM HIGHWAY PI WAS MISREAD. THEREFORE THE PREVIOUS CORNER WAS PULLED AND NEW LOCATION ACCEPTED.

SECTION CORNER – O.D.O.T. S–67–967
FOUND AND ACCEPTED BLM BRASS MONUMENT AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–968
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.



SECTION CORNER – O.D.O.T. S–67–971
FOUND AND ACCEPTED BLM BRASS CAP AS SHOWN ON THE 2005 DEPENDENT RESURVEY. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522 AND BY JOHNNY LEE PACK, PLS 1252.

SECTION CORNER – O.D.O.T. S–67–973
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY JACOB ROYCE CARROLL, PLS 1522. ALSO FOUND #4 REBAR 12.4' NORTH AND 7.7' EAST OF CORNER.

SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

SECTION CORNER – O.D.O.T. S–67–972
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY JACOB ROYCE CARROLL, PLS 1522. ALSO FOUND #4 REBAR 7.7' SOUTH AND 0.8' WEST OF CORNER.

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO. ____

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March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–962
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED FROM SWO 1739(1) SURVEY. AFTER DISCUSSION WITH BEARING TREE LAND SURVEYING, IT WAS DETERMINED THAT THE DISTANCE TO CORNER FROM HIGHWAY PI WAS MISREAD. THEREFORE THE PREVIOUS CORNER WAS PULLED AND NEW LOCATION ACCEPTED.

SECTION CORNER – O.D.O.T. S–67–963
FOUND AND ACCEPTED MAG NAIL. THIS MONUMENT APPEARS TO BE IN THE SAME LOCATION AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–964
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405 AND BY KELLY K. SCHMIDT, PLS 1507.

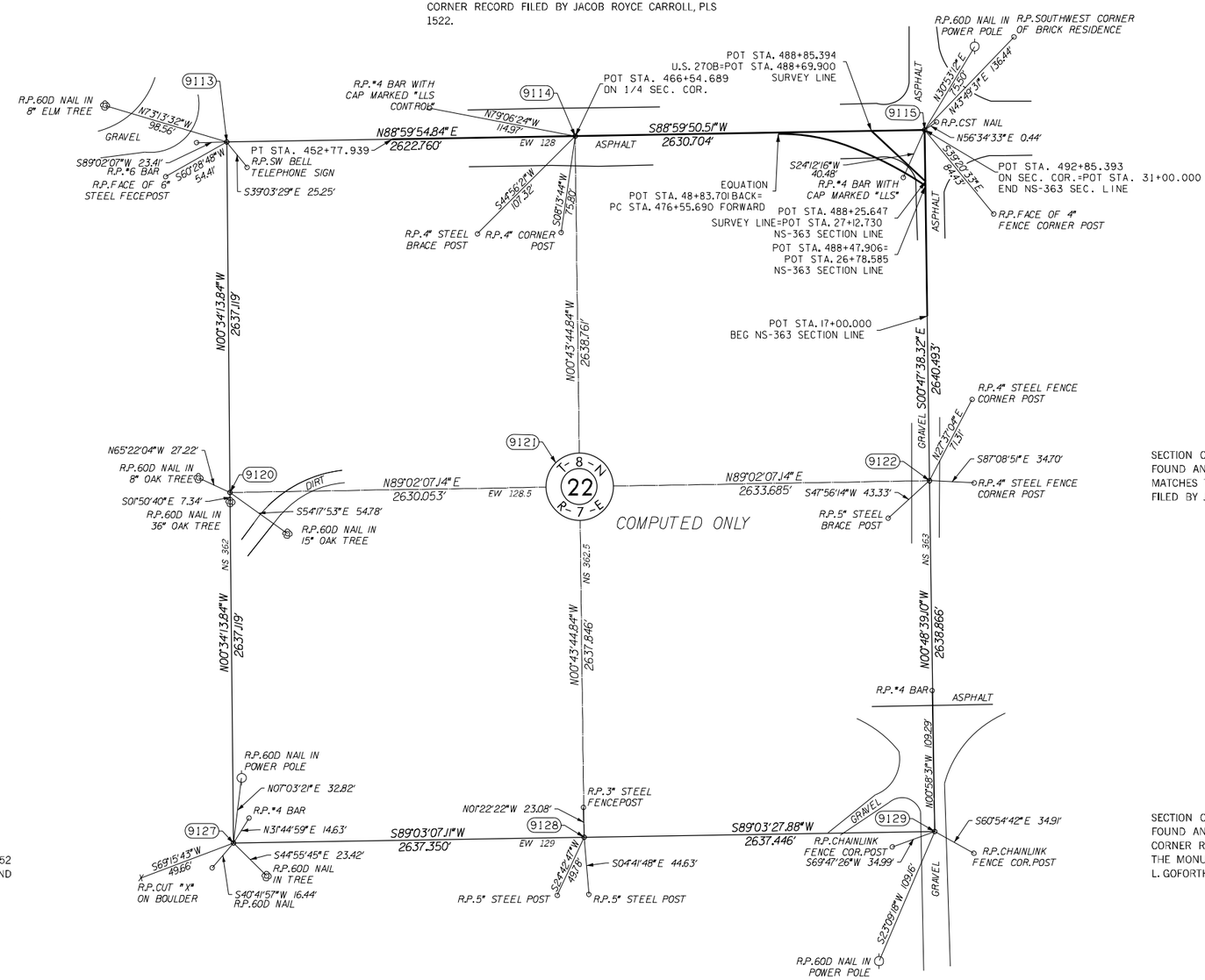
SECTION CORNER – O.D.O.T. S–67–968
SET #4 REBAR WITH CAP STAMPED CA 6975. THIS MONUMENT WAS RE–ESTABLISHED USING PROPORTIONATE MEASUREMENT. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–969
FOUND AND ACCEPTED #4 REBAR. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–973
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JOHNNY LEE PACK, PLS 1252 AND BY JACOB ROYCE CARROLL, PLS 1522. ALSO FOUND #4 REBAR 12.4' NORTH AND 7.7' EAST OF CORNER.

SECTION CORNER – O.D.O.T. S–67–974
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–975
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964. THE MONUMENT ON CORNER RECORD FILED BY BOBBY L. GOFORTH, PLS 340 WAS NOT FOUND.



SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		SURVEY DATA SHEET
DRAWN	SK		
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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March 31st, 2015

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

REVISIONS	
DESCRIPTION	DATE

SECTION CORNER – O.D.O.T. S–67–964
FOUND AND ACCEPTED MAG NAIL AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY VIRGIL C. VAUGHN, PLS 405 AND BY KELLY K. SCHMIDT, PLS 1507.

SECTION CORNER – O.D.O.T. S–67–965
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. ALSO FOUND #4 REBAR 0.4' SOUTH AND 4.2' EAST OF CORNER.

SECTION CORNER – O.D.O.T. S–67–966
FOUND HOLE IN PAVEMENT AT THE LOCATION SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522. SET MAG NAIL WITH WASHER STAMPED CA 6975 IN HOLE. THE MONUMENT SHOWN ON CORNER RECORD FILED BY FRED R. SMITH, JR., PLS 917 WAS NOT FOUND.

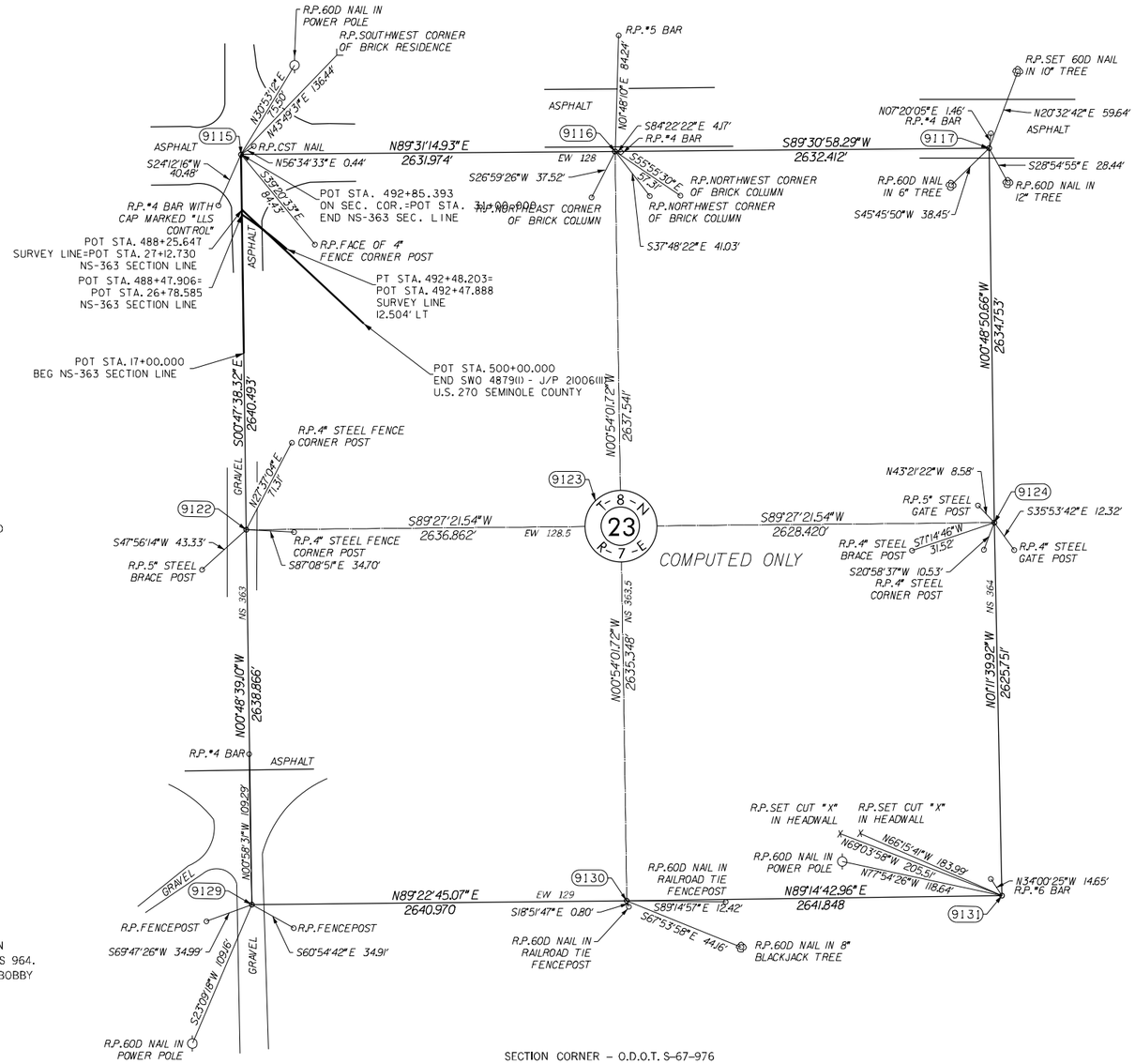
SECTION CORNER – O.D.O.T. S–67–969
FOUND AND ACCEPTED #4 REBAR. THIS MONUMENT MATCHES THE LOCATION SHOWN ON CORNER RECORD FILED BY JACOB ROYCE CARROLL, PLS 1522.

SECTION CORNER – O.D.O.T. S–67–970
FOUND AND ACCEPTED #3 REBAR. THIS MONUMENT FITS EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–975
FOUND AND ACCEPTED #4 REBAR AS SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964. THE MONUMENT ON CORNER RECORD FILED BY BOBBY L. GOFORTH, PLS 340 WAS NOT FOUND.

SECTION CORNER – O.D.O.T. S–67–976
FOUND AND ACCEPTED #4 REBAR. THIS MONUMENT FITS EXISTING OCCUPATION EVIDENCE. THERE WAS NO CORNER RECORD ON FILE.

SECTION CORNER – O.D.O.T. S–67–977
FOUND AND ACCEPTED #5 REBAR AS SHOWN ON CORNER RECORD FILED BY DAVID F. HEAVNER, PLS 964. ALSO FOUND #6 REBAR 12.1' NORTH AND 8.2' WEST OF CORNER.



SCALE:
1" = 500'

NOTE: REFERENCES SHOWN ARE NOT TO SCALE.

			OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
PLS	SS		SURVEY DATA SHEET
DRAWN	SK		
CHECKED	SS		
APPROVED	SS		
CREW	JH,JA,LB,RT BS,PT,BB		SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

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March 31st, 2015

8-87

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SWO 4879(1) J/P 21006(11) ; CO. Seminole

HORIZONTAL CONTROL:
( ) Oklahoma Coordinate System of 1927 Zone.
(X) Oklahoma Coordinate System of 1983(2011) South Zone.
( ) Oklahoma Dept. of Transportation Plane Coordinate System of 1927 Zone.
( ) Oklahoma Dept. of Transportation Plane Coordinate System of 1983 Zone.
( ) Arbitrary Coordinate System

HORIZONTAL PLANE DATUM DEFINITION:
The horizontal control for this survey is the NGS Oklahoma State Plane Coordinate System, NAD83(2011), Lambert Projection (South Zone). The combined scale factor for conversion to geodetic distances is 1.00000766.

1. Primary Control adjusted to NGS (2nd) Order
Stations OKAR, OKMU, OKPR, K 149 and SEMINOLE
A) Closure before adjustment X : Y Angles
Trav. Length No. Angles Accuracy 1:20,000
B) : Is ( ) Order before adjustment.
C) Method of Distance Measurement:
( ) Electronic (X) GPS ( ) Triangulation ( ) Chained
D) Instrument used for angles Trimble R6

2. Secondary Control adjusted to Primary Control ( ) Order
Stations S-67-978, S-67-979, S-67-980, S-67-981, S-67-982 & S-67-983
A) Closure before adjustment X : Y Angles
B) : Is ( ) Order; Tied to
C) Method of Distance Measurement:
( ) Electronic (X) GPS ( ) Triangulation ( ) Chained
D) Instrument used for angles Trimble R6, Trimble S6

VERTICAL CONTROL IS (3rd) order. Level Line taken from NGS G-149 through one BM from FAP No. F-222(15) plans, NGS U-149 and project BMs, to NGS T-149
( ) NGVD 29 datum
(X) NAVD 88 datum

ACCURACY DEFINITION:
(1) HORIZONTAL: (2nd Order = Class II = 1 : 20,000')
(3rd Order = Class I = 1 : 10,000')
(3rd Order = Class II = 1 : 5,000')
(2) VERTICAL: (1st Order = 0.017 Ft. x sqrt. of Mi.)
(2nd Order = 0.035 Ft. x sqrt. of Mi.)
(3rd Order = 0.050 Ft. x sqrt. of Mi.)

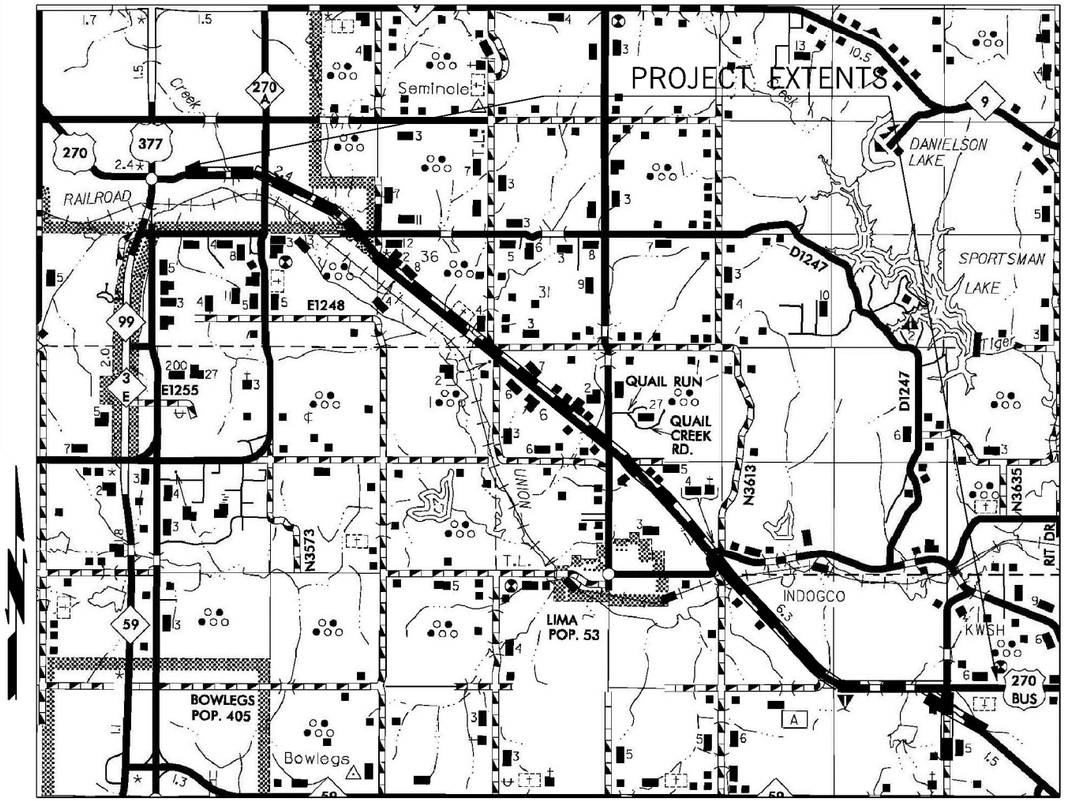
Distribution:
Copy w/survey reports
Copy in each Alignment and level book

(FORM SD #20)
Rev. 11/08

Professional Land Surveyor
1663
Date

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SURVEY OF
U.S. 270
SWO 4879(1)
J/P NO. 21006(11)
SEMINOLE
U.S. 270, FROM 0.5 MILES EAST OF S.H. 99, EAST TO U.S. 270-B



PROJECT LENGTH 44702.943 Ft. 8.47 Mi.

BEGINNING STATION : 52+97.057
ENDING STATION : 500+00.000

Utilities

Utility	Phone Number	Utility	Phone Number
Telephone Lines:		Gas Lines:	
AT&T	800-246-8464	OneOK	800-666-3041
Southwestern Bell	800-522-6543	Sunoco	800-753-5531
Cox	405-600-7676	Blue Knight Energy Partners	855-999-2537
BCI Allegiance	800-937-1397	Atlantic Richfield	405-382-3049
Midcontinent	800-722-2606	Enerfin Resources	405-382-3049
Semcrude Telephone	918-524-8100	Centerpoint Energy	888-876-5786
Electric Lines:		Scissor Tail	800-256-3805
Canadian Valley Elec. Co-op	405-382-3680	COPANO	580-332-3791
Sanitary Sewer		Water Lines:	
City of Seminole	405-382-3434	Bowlegs Lima Water Dist., Inc.	405-398-4469
		City of Seminole	405-382-3434

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, JULY 25, 2013.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MAY 1, 1999 GOVERN.

SDS 1 OF 47

Electronic File Transfer Disclaimer:

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

REVISIONS	
DESCRIPTION	DATE

INDEX OF SHEETS

SURVEY BEGAN: 2/27/2014
SURVEY COMPLETED: 3/31/2015

PERSONNEL:	TITLE:
SHAWN SMITH, PLS	PROF. LAND SURVEYOR
CLARK FISHER, PLS	PROF. LAND SURVEYOR
JASON HARVEY, PLS	PROF. LAND SURVEYOR
JEREMY BONE	SURVEY TECH
SHAUN KOONCE, CST I	SURVEY TECH
ANDREW MAYHUE	TITLE RESEARCHER
JACOB ANDREWS, CST I	SURVEY TECH
PIERCE TRANUM	SURVEY TECH
BOB BLEDSOE, LSIT	SURVEY TECH
LUKE BRUNGARDT	SURVEY TECH
RANDALL TOLLISON	SURVEY TECH
BRANDON SECHRIST	SURVEY TECH

EQUIPMENT:
TRIMBLE R6 BASE & ROVER GPS
TRIMBLE S6 ROBOTIC TOTAL STATION
SOKKIA SDL-30 DIGITAL LEVEL

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 4879(1) Job/Piece 21006 (11) Engr. Contract No. 1468 A

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 Survey Instruction"**.
- Its supplement, **"Restoration of Lost or Obliterated Corners and Sub-division of Sections"**.
- **"Oklahoma Minimum Standards for the Practice of Land Surveying"** as adopted by the State Board of Licensure 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.

Dated this 31st day of March ,2015.

OKLAHOMA SHAWN SMITH 1663 REGISTERED LAND SURVEYOR

Land Surveyor
Signature
Shawn Smith
Printed Name

Oklahoma Licensed Land Surveyor No. 1663

Certificate of Authorization No. 6975

BEFORE YOU DIG CALL OKIE

PLS	SS	
DRAWN	SK	
CHECKED	SS	
APPROVED	SS	
CREW	JH,JA,LB,RT BS,PT,BB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4879 (1) PROJECT NO. 21006(11) SHEET NO.

March 31st, 2015

8-87

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

TRAFFIC CONTROL SUMMARY

PHASE	DESCRIPTION	857(A) CONSTRUCTION TRAFF.STR.(PAINT)(4" WIDE)	857(C) REMOVABLE PAVEMENT MARKING TAPE(4" WIDE)		857(F) PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	857(F) PAVEMENT MARKING REMOVAL(SYMBOLS)	871(B) (SP)CONST.ZONE IMPACT ATTEN.	877(B) DELIVER PORTABLE LONGITUDINAL BARRIER	877(C) RELOCATE PORTABLE LONGITUDINAL BARRIER	880(A) ARROW DISPLAY(TYPE B)	880(B) CONSTRUCTION SIGNS 0 TO 6.25 SF	880(B) CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	880(B) CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	880(C) CONSTRUCTION BARRICADES(TYPE III)	880(C) WING BARRICADES	880(E) WARNING LIGHTS(TYPE A)	880(F) DRUMS *
		LF	YELLOW	WHITE	LF	EA	SD	LF	LF	SD	SD	SD	SD	SD	SD	SD
INIT.	INITIAL PROJECT SIGNING										15,840	7,920	10,560		5,280	10,560	
1	PHASE 1 Traffic Control_1										60		120			120	498
1	TOTAL PHASE 1										60		120			120	498
2	PHASE 2 Traffic Control_1	10,820	5,410	5,410	4,635		660	265	360		2,520	0	1,260	630		2,310	14,154
2	PHASE 2 Traffic Control_2	12,000	6,000	6,000	3,735						840	0	210	420		1,050	8,306
2	PHASE 2 Traffic Control_3	9,080	4,540	4,540	2,140						840	0	840	840		2,520	9,940
2	PHASE 2 Traffic Control_4	4,470	3,320	1,150	1,764	11				210	210	0	840	1,680		4,200	2,092
2	TOTAL PHASE 2	36,370	19,270	17,100	12,274	11	660	265	360	210	4,410		3,150	3,570		10,080	34,491
2B	TOTAL PHASE 2B	10,400	5,200	5,200	5,000								180	360		960	3,560
2C	TOTAL PHASE 2C									30	30		60	60		180	353
3	Phase 3 Traffic Control_1	10,840	5,420	5,420	1,185				325		1,260		630	210		1,050	8,400
3	Phase 3 Traffic Control_2	12,000	6,000	6,000	4,195						0		210	420		1,050	8,526
3	Phase 3 Traffic Control_3	6,800	3,400	3,400	6,800						0		0	420		840	3,150
3	TOTAL PHASE 3	29,640	14,820	14,820	12,180	0	0	0	325	0	1,260	0	840	1,050	0	2,940	20,076
	TOTAL	76,410	39,290	37,120	29,454	11	660	265	685	240	21,600	7,920	14,910	5,040	5,280	24,840	58,978

* NOTE: THE ESTIMATED QUANTITY FOR DRUMS SHOWN IN THE TRAFFIC CONTROL SUMMARY IS PAID FOR AS FOLLOWS: 75% OF SUMMARY QUANTITY IS ESTIMATED AS DRUMS AND 25% OF THE SUMMARY QUANTITY IS ESTIMATED AS CHANNELIZER CONES.

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T001-2100604-SUMMARY SHEET (TRAFFIC CONTROL) .dgn

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (TRAFFIC CONTROL)
CHECKED			
APPROVED			STATE JOB NO. 21006(04) SHEET NO. T001
CREW			

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

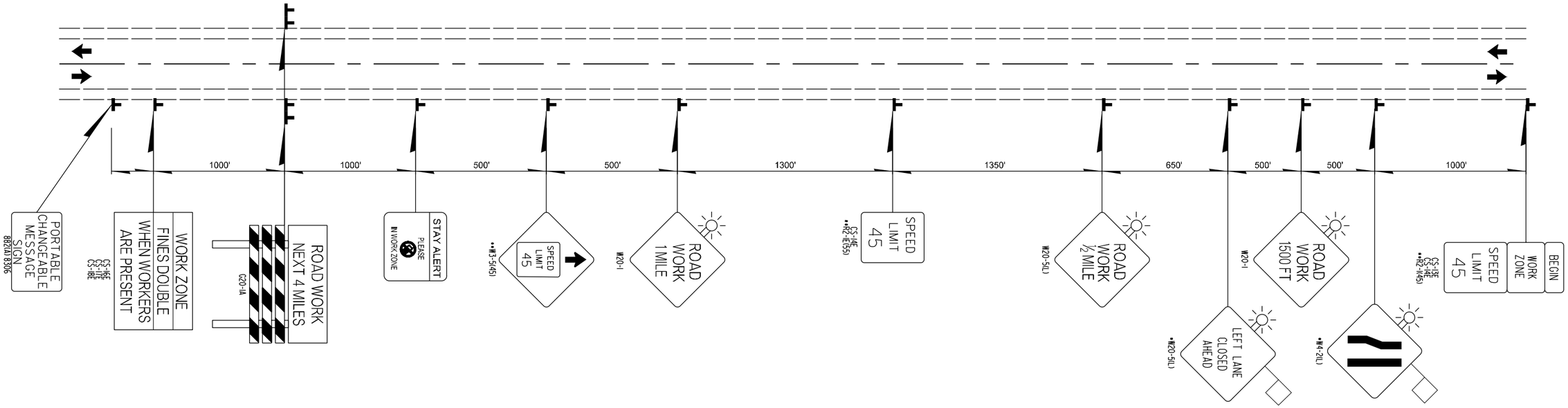
NOTES:

EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGNING SHALL BE TEMPORARILY COVERED OR REMOVED. THESE EXISTING SIGNS ARE TO BE RETURNED TO THEIR PREVIOUS UNCOVERED CONDITION OR LOCATION ONCE THE TEMPORARY TRAFFIC CONTROL SIGNING IS NO LONGER NEEDED AND HAS BEEN REMOVED.

EXISTING ROUTE MARKERS TO BE TEMPORARILY RELOCATED AS NEEDED.

TRAFFIC CONTROL SHALL BE INSTALLED AT THE BEGINNING AND END OF THE PROJECT, NORTH OF THE SH-270A CONSTRUCTION ZONE AND EAST OF THE US-270B CONSTRUCTION ZONE.

* PLACE LANE REDUCTION SIGNAGE AS NEEDED.
** DO NOT USE SPEED HIGHER THAN EXISTING SIGNAGE. SHIFT TEMPORARY TRAFFIC CONTROL SPEED LIMIT SIGNS TO MAINTAIN EXISTING SPEEDS LOWER THAN 45 MPH.



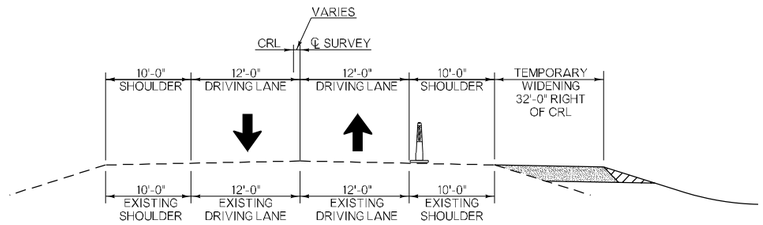
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			TRAFFIC CONTROL ADVANCED WARNING
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T002
APPROVED			
SQUAD			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T002-2100604-TRAFFIC CONTROL ADVANCED WARNING.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



PHASE 1 TRAFFIC CONTROL
TEMPORARY WIDENING BETWEEN STA 68+50 TO STA 78+50

NOTES:
- USE ODOT STD. PDT-1 WHERE NEEDED.
- CHANNELIZING DEVICES ON THIS PROJECT ARE SHOWN GRAPHICALLY AS CHANNELIZER CONES IN THE TYPICAL SECTIONS AND AS DRUMS IN THE PLANS. THEY ARE QUANTIFIED AS 75% DRUMS AND 25% CHANNELIZER CONES IN THE QUANTITIES. USE APPROPRIATE DEVICE AS DIRECTED BY THE ENGINEER.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			TRAFFIC CONTROL PHASE 1 TYPICAL SECTIONS
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T003
APPROVED			
SQUAD			

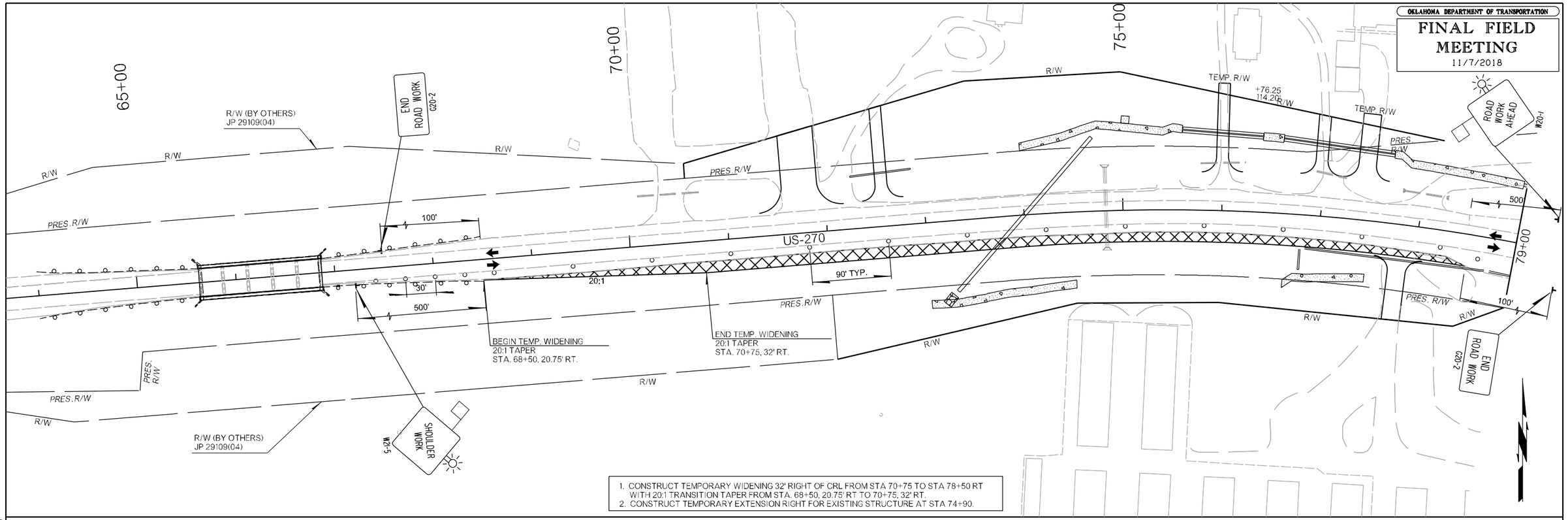
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T003-2100604-TRAFFIC CONTROL PHASE 1 TYPICAL SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



1. CONSTRUCT TEMPORARY WIDENING 32' RIGHT OF CRL FROM STA 70+75 TO STA 78+50 RT WITH 20:1 TRANSITION TAPER FROM STA. 68+50, 20.75' RT TO 70+75, 32' RT.
2. CONSTRUCT TEMPORARY EXTENSION RIGHT FOR EXISTING STRUCTURE AT STA 74+90.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASE 1

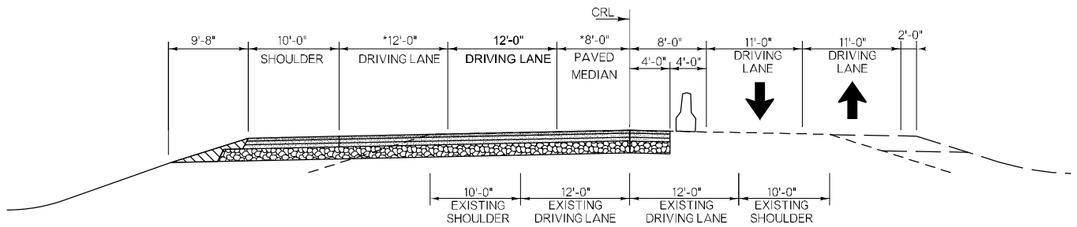
STATE JOB NO. 21006(04) SHEET NO. T004

SEMINOLE CO. US-270

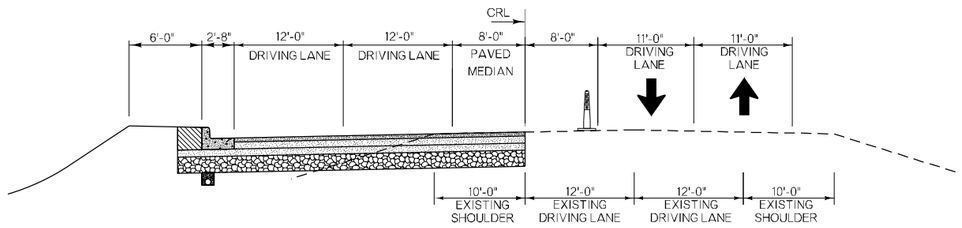
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T004-2100604-TRAFFIC CONTROL PHASE 1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

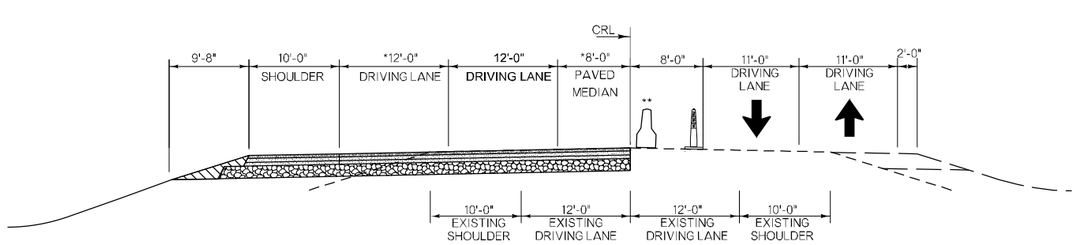
FINAL FIELD MEETING
11/7/2018



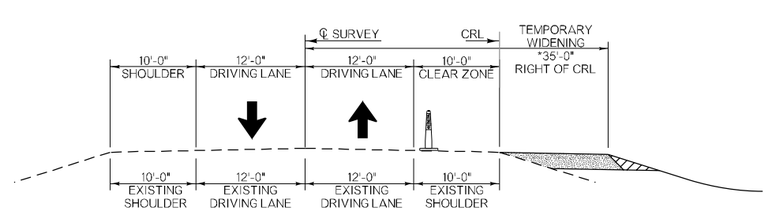
PHASE 2 TRAFFIC CONTROL
STA 70+75 TO STA 72+50
(*TRANSITION FROM 0' - 0" AT 70+85 TO WIDTH SHOWN AT 76+75)



PHASE 2 & 2C TRAFFIC CONTROL
STA 77+78.00 TO STA 111+00.00



PHASE 2 TRAFFIC CONTROL
STA 72+50 TO STA 77+78
(*TRANSITION FROM 0' - 0" AT 70+85 TO WIDTH SHOWN AT 76+75)
(** SEE PLANS FOR PORTABLE LONGITUDINAL BARRIER STATION LIMITS)
STA 111+00 TO STA 114+35



PHASE 2 TRAFFIC CONTROL
TEMPORARY WIDENING BETWEEN STA 130+00 TO STA 146+15
(*TRANSITION FROM WIDTH SHOWN AT STA 134+00 TO 0'-0" AT STA 146+15)

NOTES:
- USE ODOT STD. PDT-1 WHERE NEEDED.
- CHANNELIZING DEVICES ON THIS PROJECT ARE SHOWN GRAPHICALLY AS CHANNELIZER CONES IN THE TYPICAL SECTIONS AND AS DRUMS IN THE PLANS. THEY ARE QUANTIFIED AS 75% DRUMS AND 25% CHANNELIZER CONES IN THE QUANTITIES. USE APPROPRIATE DEVICE AS DIRECTED BY THE ENGINEER.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2 TYPICAL SECTIONS

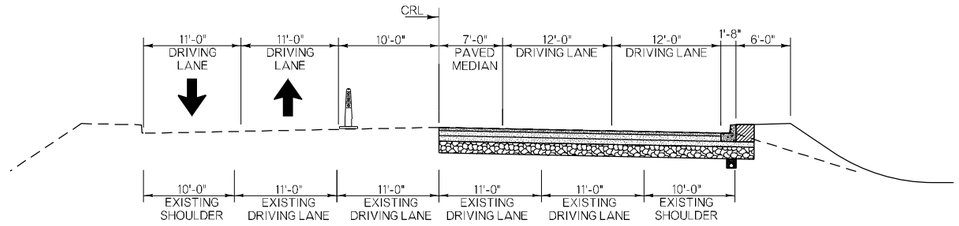
STATE JOB NO. 21006(04) SHEET NO. T005

SEMINOLE CO. US-270

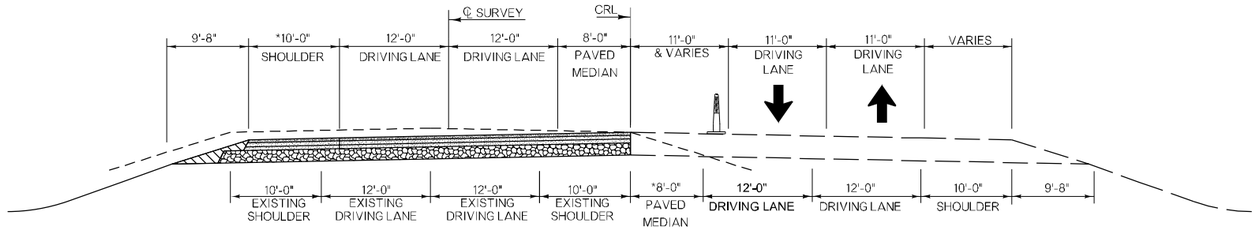
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T005-21006(04)-TRAFFIC CONTROL PHASE 2 TYPICAL SECTIONS_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

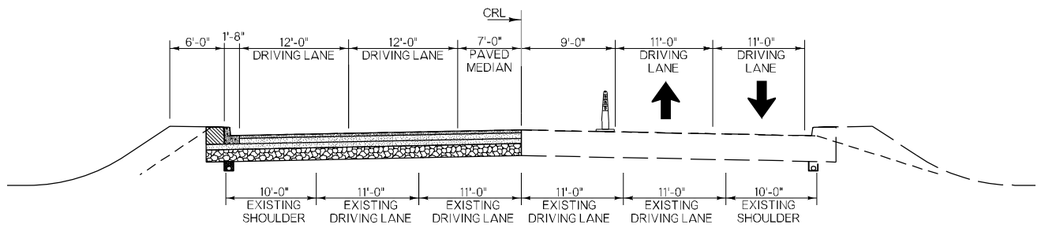
FINAL FIELD MEETING
11/7/2018



PHASE 2 TRAFFIC CONTROL
US-270A
STA 26+70 TO STA 31+00



PHASE 2B TRAFFIC CONTROL
STA 125+00.00 TO STA 134+00
(*TRANSITION FROM WIDTH SHOWN AT STA 130+50 TO 8'-0" AT STA 134+00)

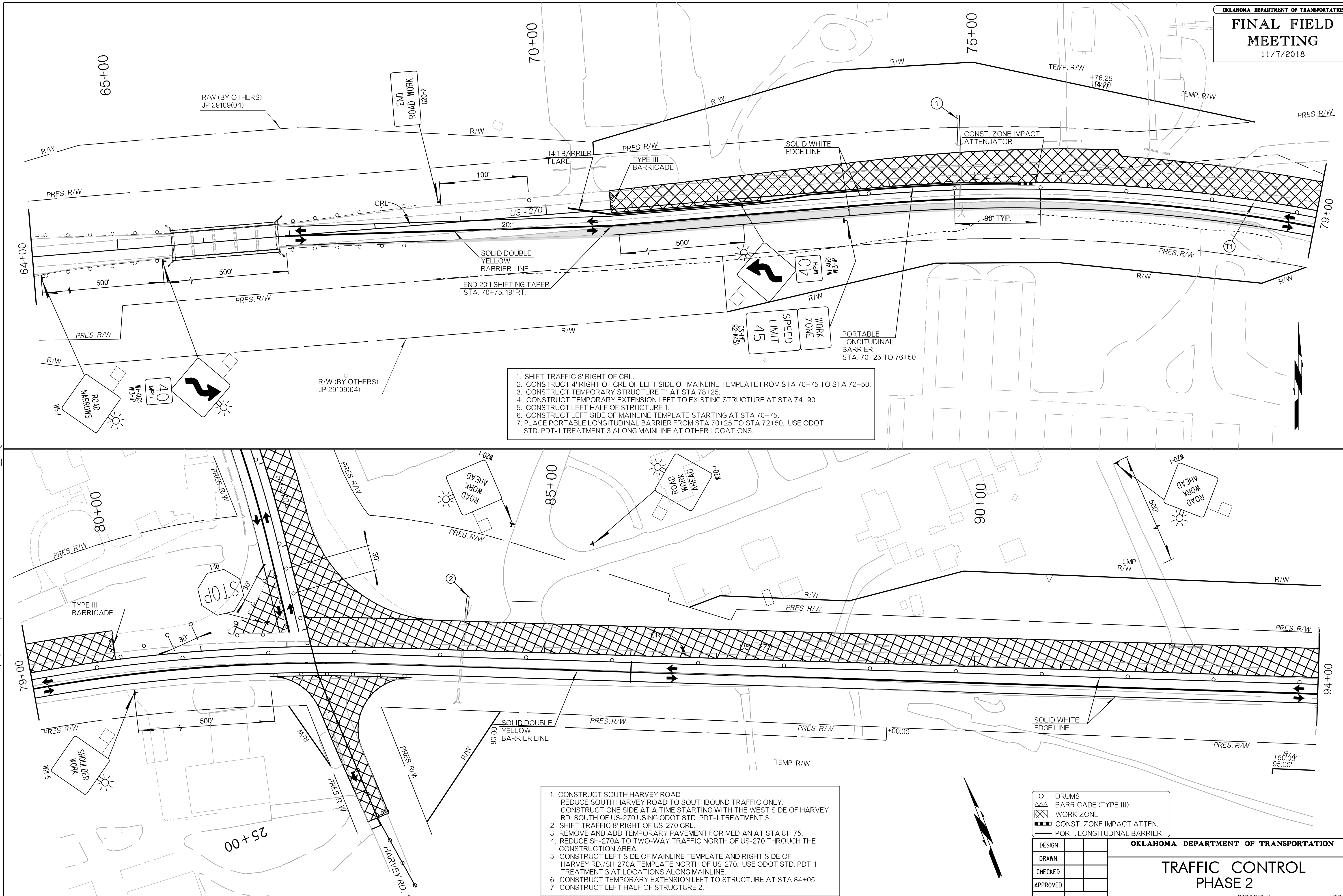


PHASE 2C TRAFFIC CONTROL
US-270A
STA 26+70 TO STA 31+00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			TRAFFIC CONTROL PHASE 2 TYPICAL SECTIONS
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T006
APPROVED			
SQUAD			

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T006-2100604-TRAFFIC CONTROL PHASE 2 TYPICAL SECTIONS_2.dgn



1. SHIFT TRAFFIC 8' RIGHT OF CRL.
2. CONSTRUCT 4' RIGHT OF CRL OF LEFT SIDE OF MAINLINE TEMPLATE FROM STA 70+75 TO STA 72+50.
3. CONSTRUCT TEMPORARY STRUCTURE T1 AT STA 78+25.
4. CONSTRUCT TEMPORARY EXTENSION LEFT TO EXISTING STRUCTURE AT STA 74+90.
5. CONSTRUCT LEFT HALF OF STRUCTURE 1.
6. CONSTRUCT LEFT SIDE OF MAINLINE TEMPLATE STARTING AT STA 70+75.
7. PLACE PORTABLE LONGITUDINAL BARRIER FROM STA 70+25 TO STA 72+50. USE ODOT STD. PDT-1 TREATMENT 3 ALONG MAINLINE AT OTHER LOCATIONS.

1. CONSTRUCT SOUTH HARVEY ROAD
   REDUCE SOUTH HARVEY ROAD TO SOUTHBOUND TRAFFIC ONLY.
   CONSTRUCT ONE SIDE AT A TIME STARTING WITH THE WEST SIDE OF HARVEY RD. SOUTH OF US-270 USING ODOT STD. PDT-1 TREATMENT 3.
2. SHIFT TRAFFIC 8' RIGHT OF US-270 CRL.
3. REMOVE AND ADD TEMPORARY PAVEMENT FOR MEDIAN AT STA 81+75.
4. REDUCE SH-270A TO TWO-WAY TRAFFIC NORTH OF US-270 THROUGH THE CONSTRUCTION AREA.
5. CONSTRUCT LEFT SIDE OF MAINLINE TEMPLATE AND RIGHT SIDE OF HARVEY RD./SH-270A TEMPLATE NORTH OF US-270. USE ODOT STD. PDT-1 TREATMENT 3 AT LOCATIONS ALONG MAINLINE.
6. CONSTRUCT TEMPORARY EXTENSION LEFT TO STRUCTURE AT STA 84+05.
7. CONSTRUCT LEFT HALF OF STRUCTURE 2.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

TRAFFIC CONTROL PHASE 2

STATE JOB NO. 21006(04) SHEET NO. T007

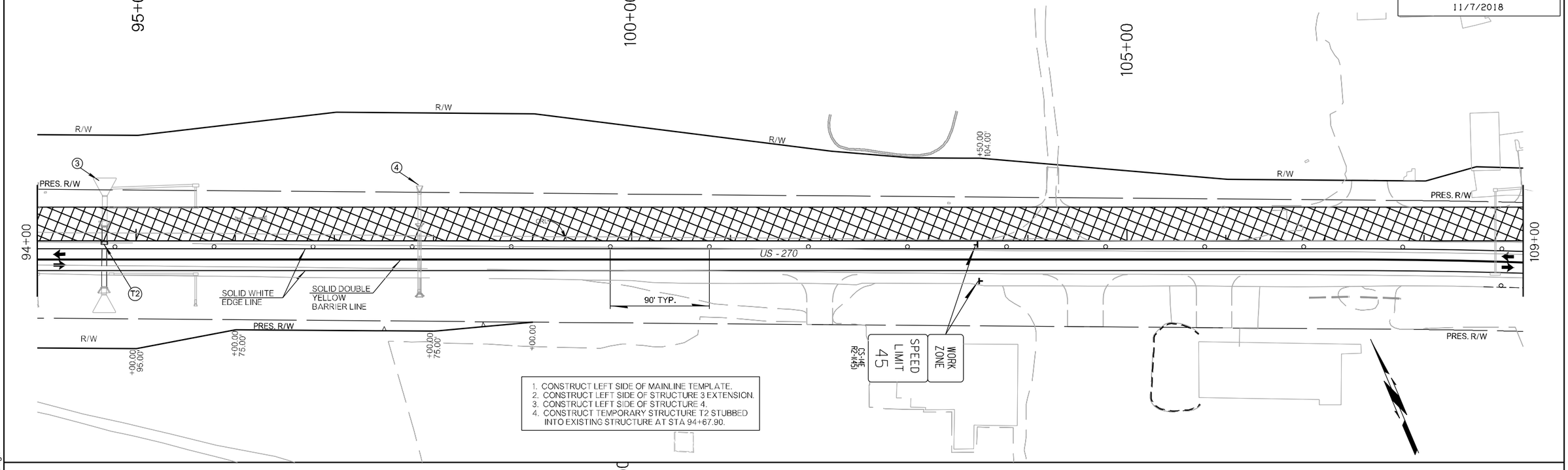
SEMINOLE CO. US-270

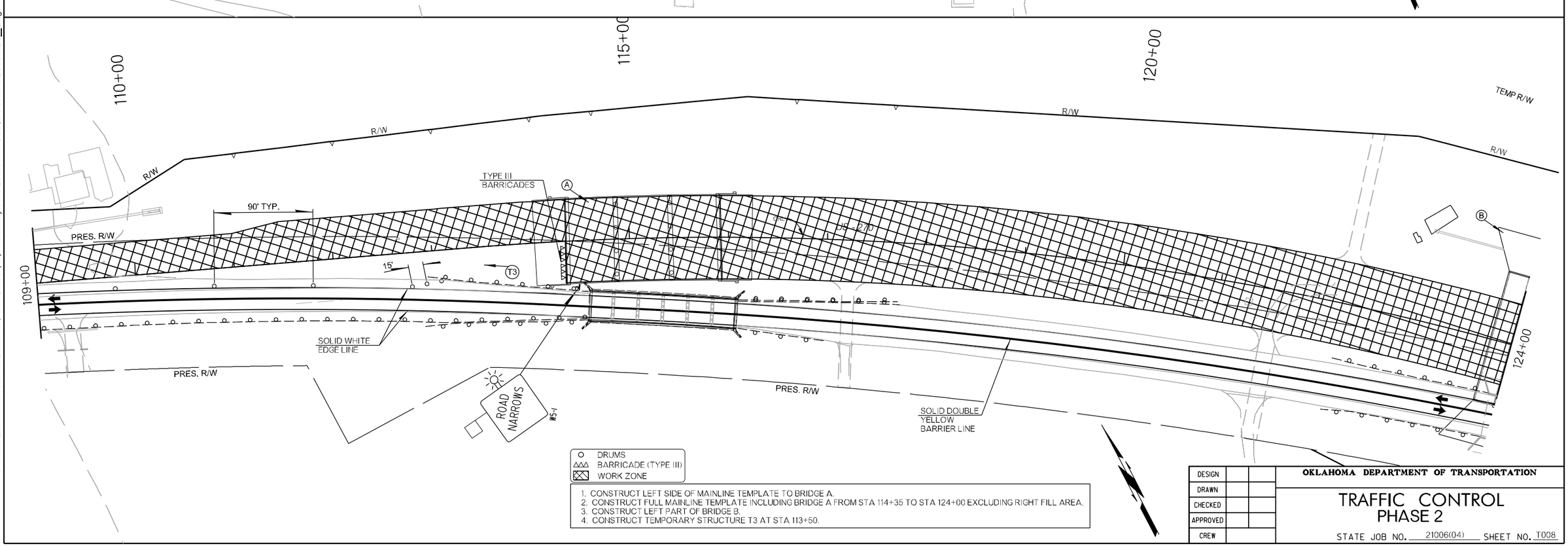
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T007-2100604-TRAFFIC CONTROL PHASE 2_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018





DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STATE JOB NO. 21006(04) SHEET NO. T008

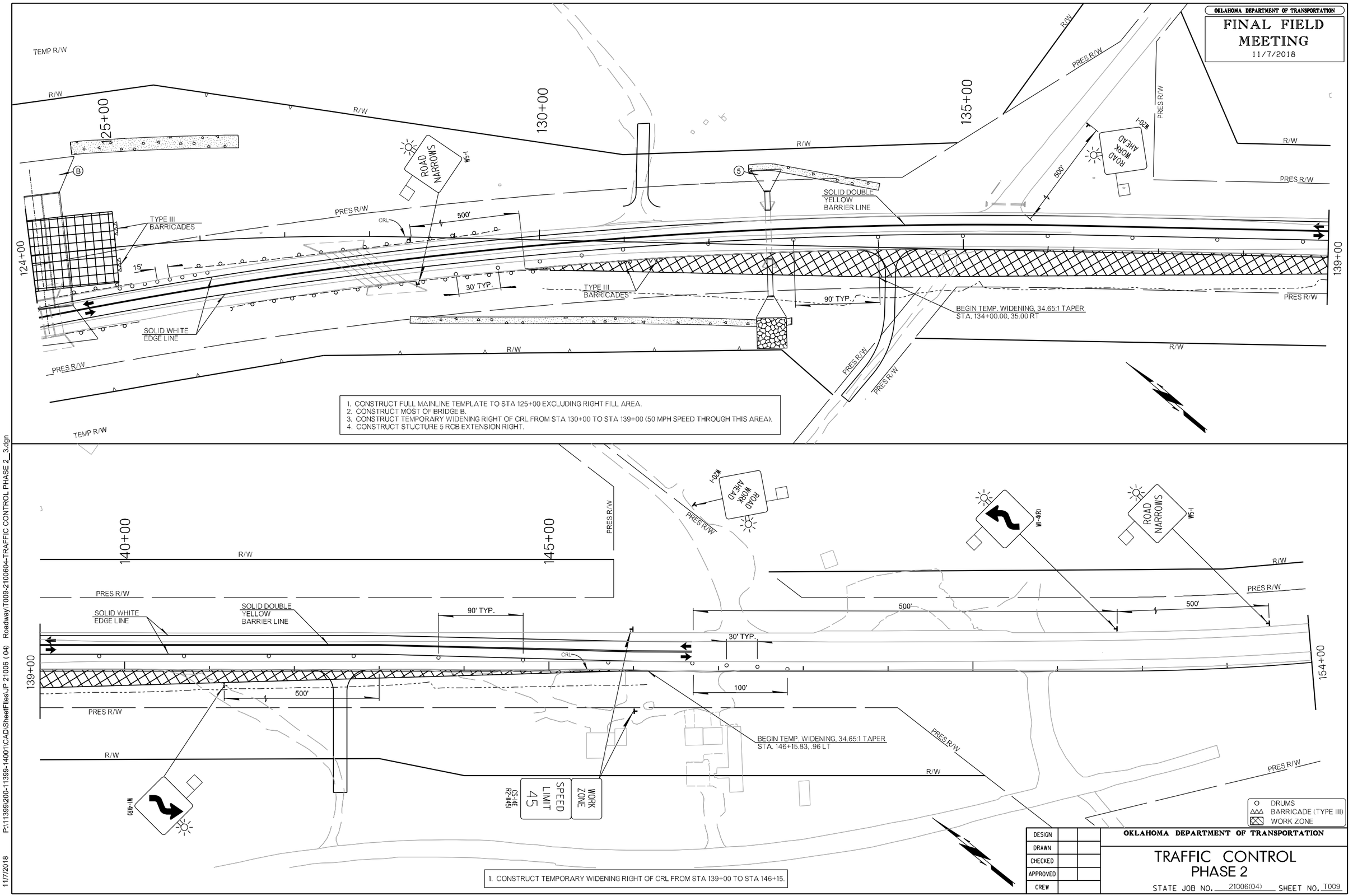
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T008-21006(04)-TRAFFIC CONTROL PHASE 2_2.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



1. CONSTRUCT FULL MAINLINE TEMPLATE TO STA 125+00 EXCLUDING RIGHT FILL AREA.
2. CONSTRUCT MOST OF BRIDGE B.
3. CONSTRUCT TEMPORARY WIDENING RIGHT OF CRL FROM STA 130+00 TO STA 139+00 (50 MPH SPEED THROUGH THIS AREA).
4. CONSTRUCT STUCTURE 5 RCB EXTENSION RIGHT.

1. CONSTRUCT TEMPORARY WIDENING RIGHT OF CRL FROM STA 139+00 TO STA 146+15.

DRUMS
BARRICADE (TYPE III)
WORK ZONE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

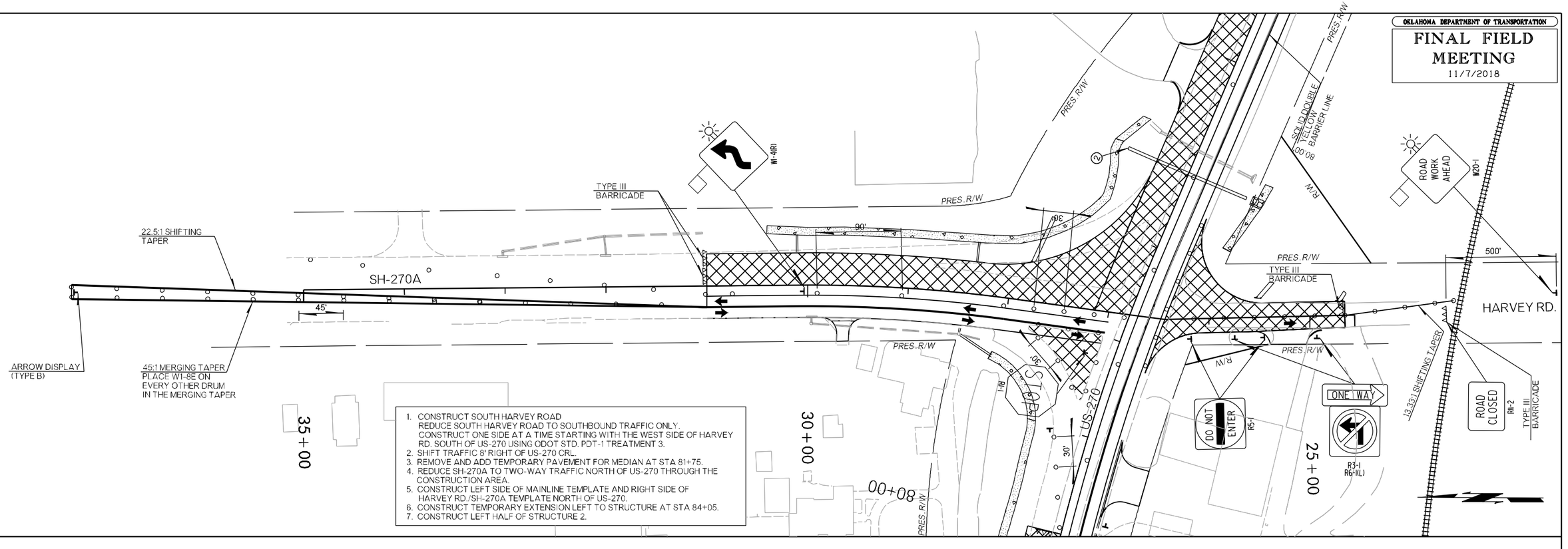
STATE JOB NO. 21006(04) SHEET NO. T009

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T009-2100604-TRAFFIC CONTROL PHASE 2_3.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



1. CONSTRUCT SOUTH HARVEY ROAD
   REDUCE SOUTH HARVEY ROAD TO SOUTHBOUND TRAFFIC ONLY.
   CONSTRUCT ONE SIDE AT A TIME STARTING WITH THE WEST SIDE OF HARVEY RD. SOUTH OF US-270 USING ODOT STD. PDT-1 TREATMENT 3.
2. SHIFT TRAFFIC 8' RIGHT OF US-270 CRL.
3. REMOVE AND ADD TEMPORARY PAVEMENT FOR MEDIAN AT STA 81+75.
4. REDUCE SH-270A TO TWO-WAY TRAFFIC NORTH OF US-270 THROUGH THE CONSTRUCTION AREA.
5. CONSTRUCT LEFT SIDE OF MAINLINE TEMPLATE AND RIGHT SIDE OF HARVEY RD./SH-270A TEMPLATE NORTH OF US-270.
6. CONSTRUCT TEMPORARY EXTENSION LEFT TO STRUCTURE AT STA 84+05.
7. CONSTRUCT LEFT HALF OF STRUCTURE 2.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STATE JOB NO. 21006(04) SHEET NO. T010

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T010-2100604-TRAFFIC CONTROL PHASE 2_4.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

TEMP R/W
R/W
PRES R/W
125+00
130+00
135+00
124+00
139+00
TYPE III BARRICADES
90' TYP.
30' TYP.
500'
ROAD WORK AHEAD
W20-1
SOLID WHITE EDGE LINE
SOLID DOUBLE YELLOW BARRIER LINE
W1-4(L)

1. SHIFT TRAFFIC FROM EXISTING MAINLINE PAVEMENT TO 11' RIGHT OF CRL.
2. CONSTRUCT LEFT SIDE OF MAINLINE TEMPLATE FROM STA 125+00 TO STA 134+00.
3. CONSTRUCT TEMPORARY STRUCTURE T4.
4. CONSTRUCT STRUCTURE 5 EXTENSION LEFT.
5. CONSTRUCT LAKE RD. CONSTRUCT ONE LANE AT A TIME USING TBSC FOR TEMPORARY WIDENING AS NEEDED.

140+00
145+00
154+00
CRL
50' TYP.
ROAD NARROWS
W5-1

1. SHIFT TRAFFIC BACK TO EXISTING ROAD.

DRUMS
BARRICADE (TYPE III)
WORK ZONE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2B

STATE JOB NO. 21006(04) SHEET NO. T011

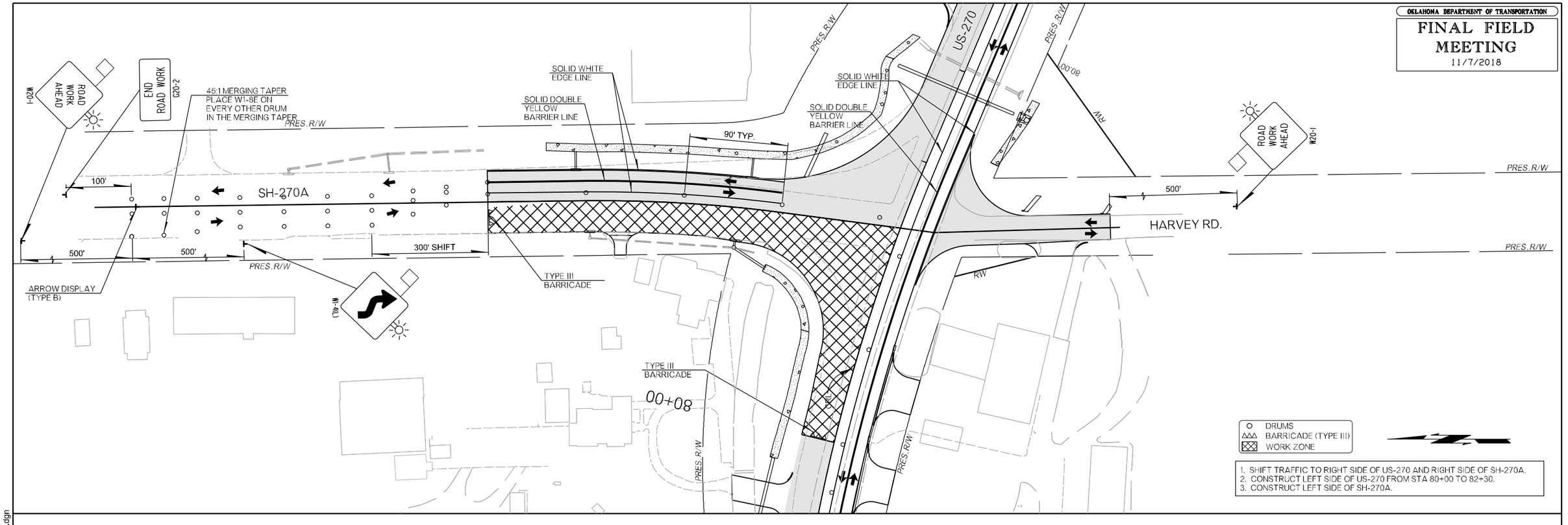
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T011-2100604-TRAFFIC CONTROL PHASE 2B.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



1. SHIFT TRAFFIC TO RIGHT SIDE OF US-270 AND RIGHT SIDE OF SH-270A.
2. CONSTRUCT LEFT SIDE OF US-270 FROM STA 80+00 TO 82+30.
3. CONSTRUCT LEFT SIDE OF SH-270A.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2C

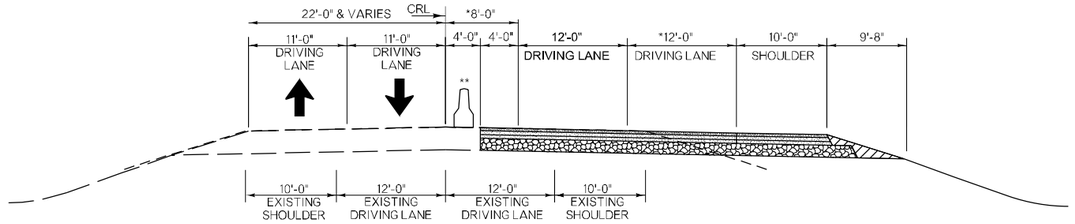
STATE JOB NO. 21006(04) SHEET NO. T012

SEMINOLE CO. US-270

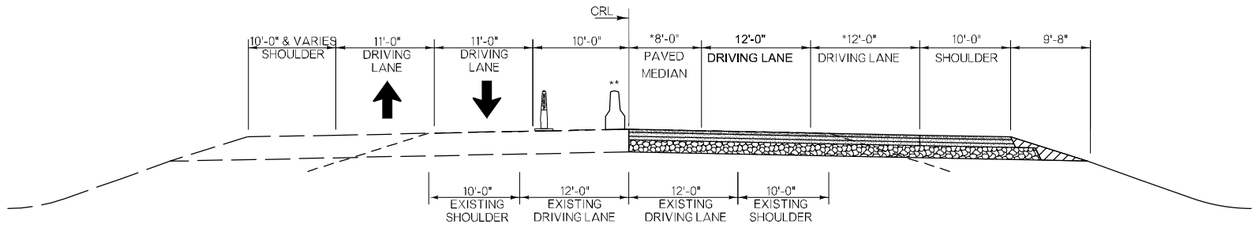
11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T012-2100604-TRAFFIC CONTROL PHASE 2C.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

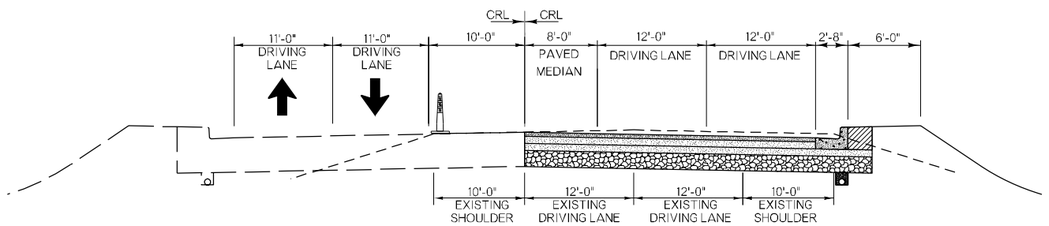
FINAL FIELD MEETING
11/7/2018



PHASE 3 TRAFFIC CONTROL
STA 70+75 TO STA 72+50
(*TRANSITION FROM 0' - 0" AT 70+85 TO WIDTH SHOWN AT 76+50)
(** SEE PLANS FOR PORTABLE LONGITUDINAL BARRIER STATION LIMITS)



PHASE 3 TRAFFIC CONTROL
STA 72+50 TO STA 76+75
(*TRANSITION FROM 0' - 0" AT 70+85 TO WIDTH SHOWN AT 76+50)
(**PLACE BARRIER BETWEEN 72+50 TO 74+00)
STA 111+00 TO STA 114+35



PHASE 3 TRAFFIC CONTROL
STA 76+75.00 TO STA 111+00.00

NOTES:
- USE ODOT STD. PDT-1 WHERE NEEDED.
- CHANNELIZING DEVICES ON THIS PROJECT ARE SHOWN GRAPHICALLY AS CHANNELIZER CONES IN THE TYPICAL SECTIONS AND AS DRUMS IN THE PLANS. THEY ARE QUANTIFIED AS 75% DRUMS AND 25% CHANNELIZER CONES IN THE QUANTITIES. USE APPROPRIATE DEVICE AS DIRECTED BY THE ENGINEER.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 3 TYPICAL SECTIONS

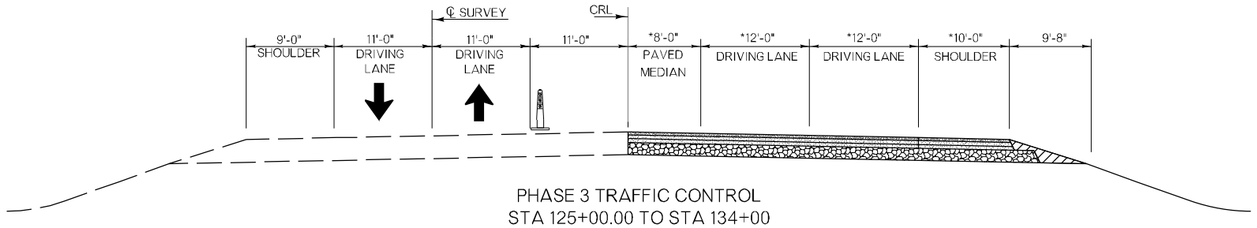
STATE JOB NO. 21006(04) SHEET NO. T013

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T013-21006(04)-TRAFFIC CONTROL PHASE 3 TYPICAL SECTIONS_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



PHASE 3 TRAFFIC CONTROL
STA 125+00.00 TO STA 134+00
(*TRANSITION FROM WIDTH SHOWN AT STA 130+50 TO 0'-0" AT STA 134+00)

NOTES:
- USE ODOT STD. PDT-1 WHERE NEEDED.
- CHANNELIZING DEVICES ON THIS PROJECT ARE SHOWN GRAPHICALLY AS CHANNELIZER CONES IN THE TYPICAL SECTIONS AND AS DRUMS IN THE PLANS. THEY ARE QUANTIFIED AS 75% DRUMS AND 25% CHANNELIZER CONES IN THE QUANTITIES. USE APPROPRIATE DEVICE AS DIRECTED BY THE ENGINEER.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

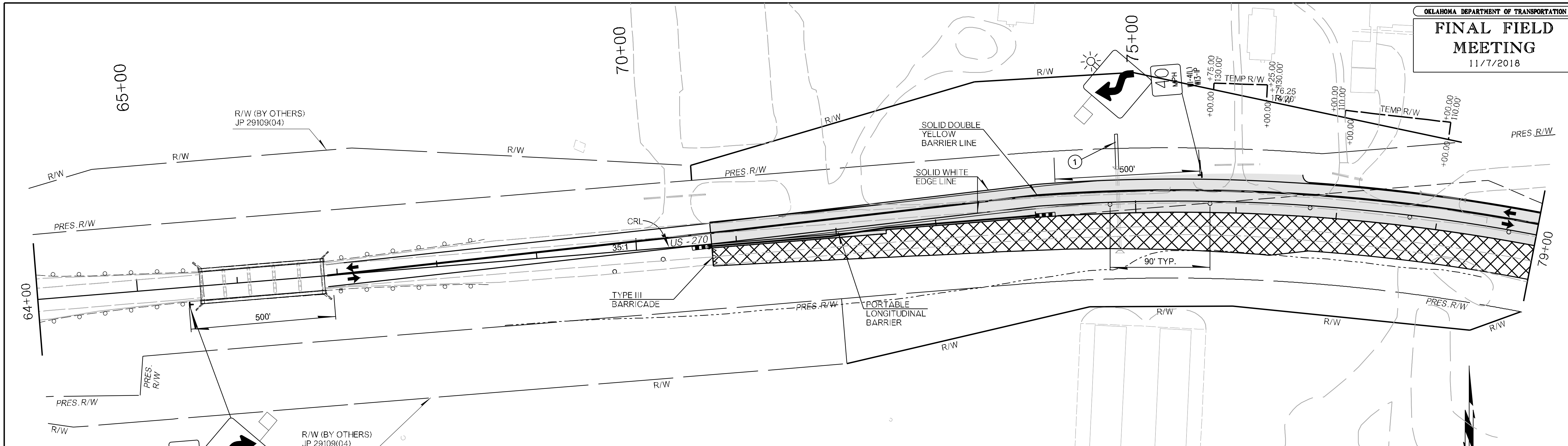
TRAFFIC CONTROL PHASE 3 TYPICAL SECTIONS

STATE JOB NO. 21006(04) SHEET NO. T014

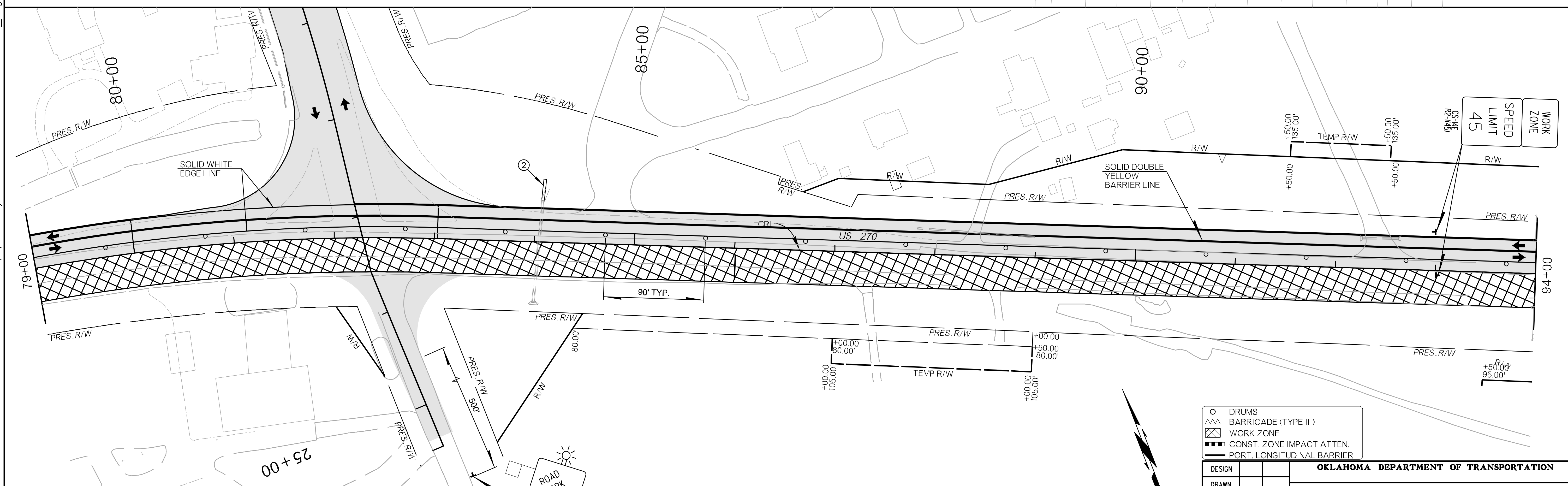
SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T014-2100604-TRAFFIC CONTROL PHASE 3 TYPICAL SECTIONS_2.dgn

FINAL FIELD MEETING
11/7/2018



1. SHIFT TRAFFIC 11' LEFT OF CRL AT STA 74+00.
2. PLACE PORTABLE LONGITUDINAL BARRIER FROM STA 70+75 TO STA 74+00.
3. REMOVE PHASE 1 TEMP. WIDENING STA. 68+50 TO STA 78+50 RT.
4. CONSTRUCT REMAINING RIGHT SIDE OF MAINLINE TEMPLATE FROM STA 70+75 TO STA 72+50.
5. CONSTRUCT RIGHT SIDE OF MAINLINE TEMPLATE STARTING AT STA 72+50.
6. CONSTRUCT RIGHT HALF OF STRUCTURE 1.



1. CONSTRUCT RIGHT SIDE OF MAINLINE TEMPLATE.
2. CONSTRUCT RIGHT HALF OF STRUCTURE 2.

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11/7/2018

DESIGN		
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CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

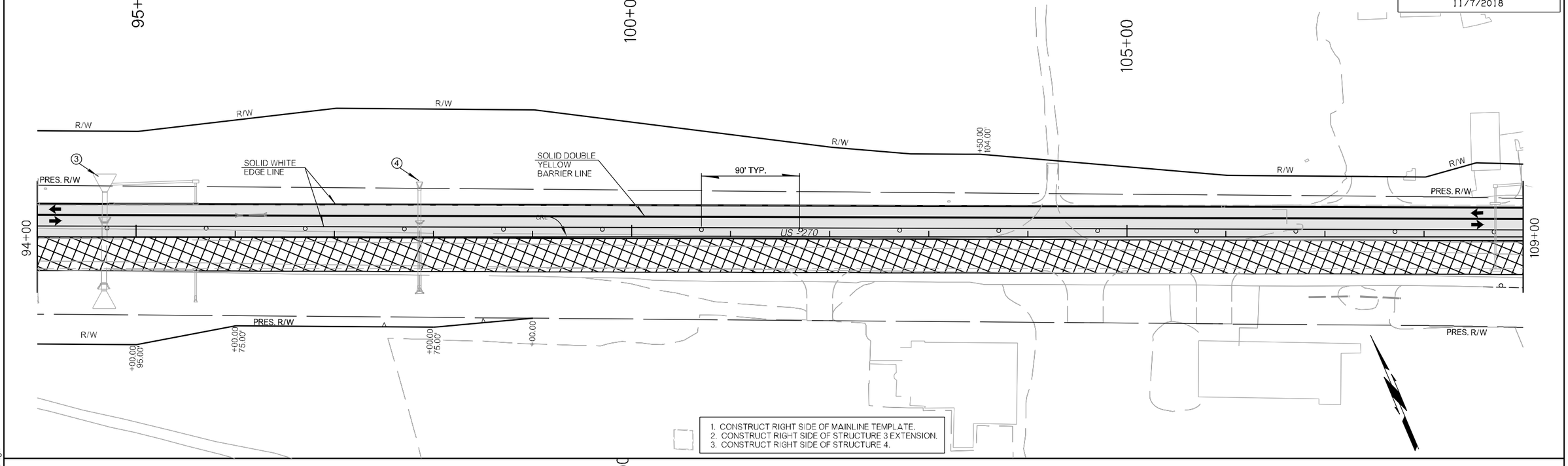
TRAFFIC CONTROL PHASE 3

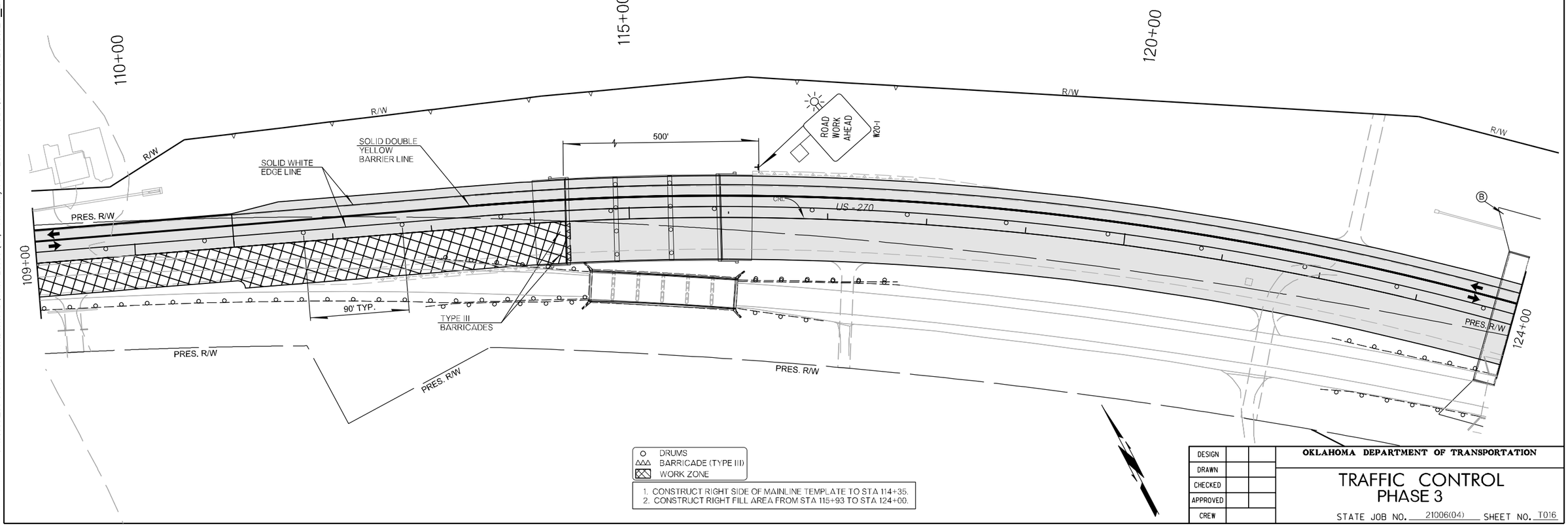
STATE JOB NO. 21006(04) SHEET NO. T015

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018





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OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 3

STATE JOB NO. 21006(04) SHEET NO. T016

SEMINOLE CO. US-270

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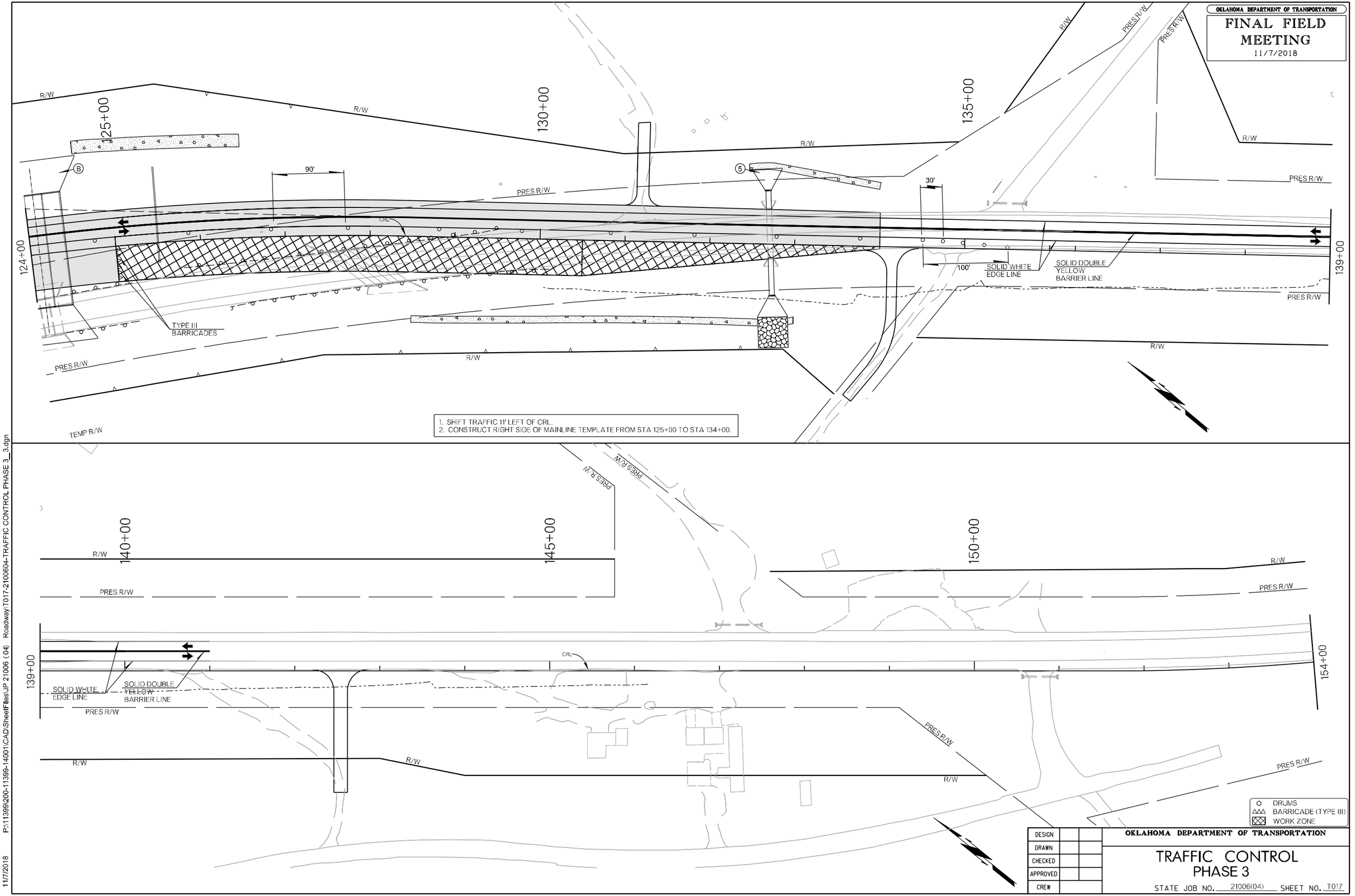
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



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OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 3

STATE JOB NO. 21006(04) SHEET NO. T017

SEMINOLE CO. US-270

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

SIGNING SUMMARY

SHT. NO.	SIGN NO.	APPROXIMATE STATION	TYPE OF SIGNS	805(A) (PL)REMOVAL OF EXISTING SIGNS	805(D) (PL)REMOVE & RESET EXISTING SIGNS	850(A) SHEET ALUMINUM SIGNS	851(B) 3"@7.58 GALV.STL.PIPE POST	851(B) 3 1/2"@9.11 GALV.STL.PIPE POST		851(C) 2" SQUARE TUBE POST		853 DELINEATORS (TYPE 2, CODE 1)	880(C) PERMANENT BARRICADE UNIT	REMARKS
							A	A	B	A	B			
				EA	EA	SF	LF	LF	LF	LF	LF	EA	EA	
US-270														
T023	1	70+85 LT.	R2-1E(40)	1		12.00				11				REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	2	70+85 RT.	R2-1E(40)			12.00				11				INSTALL NEW SIGN & POST
T023	3	71+16 RT.	R2-1E(50)	1										REMOVE EXIST. SIGN
T023	4	71+25 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	5	72+75 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	6	72+75 LT.	W8-13	1										REMOVE EXIST. SIGN
T023	7	73+00 RT.	M2-1E, M1-6E(3)	1		15.63		12						REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	8	73+75 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	9	74+75 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	10	75+00 RT.	W3-3E			16.00				12	12			INSTALL NEW SIGN & POST
T023	11	75+25 LT.	D9-2, M6-3	1		8.44				11				REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	12	75+75 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	13	76+75 LT.	DELINEATOR TYPE 2, CODE 1									1		INSTALL POST
T023	14	77+25 RT.	M1-6E(3),M1-4E(3),M5-1(L), M6-3			26.88		12	14					INSTALL NEW SIGN & POST
T023	15	77+46 RT.	SH 9 JUNCTION	1										REMOVE EXIST. SIGN
T023	16	77+85 LT.	R1-1	1										REMOVE EXIST. SIGN
T023	17	78+25 LT.	M3-4E, M1-4E(3)	1		15.75		13						REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	18	79+07 LT.	R1-1			5.18				10				INSTALL NEW SIGN & POST
T023	19	80+25 LT.	W4-2E(R)			16.00				12	12			INSTALL NEW SIGN & POST
T023	20	81+14 LT.	R1-2	1										REMOVE EXIST. SIGN
T023	21	81+75 RT.	M1-6E(3),M1-4E(3),M6-1E(L), M6-3E	2		31.26		12	14					REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	22	81+91 LT.	R1-1	1										REMOVE EXIST. SIGN
T023	23	82+74 RT.	R1-1	1										REMOVE EXIST. SIGN
T023	24	83+70 LT.	M1-4E(3),M1-6E(3), M6-3E, M6-1E(R)			31.26		12	14					INSTALL NEW SIGN & POST
T023	25	84+00 RT.	M3-2E,M1-4E(3)	1		15.75		12						REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	26	84+43 LT.	R1-1	1		5.18				10				REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	27	85+25 LT.	R3-7E(R), W16-2PE			12.75				13				INSTALL NEW SIGN & POST
T023	28	87+25 LT.	R3-7E(R), W16-2PE			12.75				13				INSTALL NEW SIGN & POST
T023	29	87+46 RT	WEWOKA/MCALESTER	1										REMOVE EXIST. SIGN
T023	30	87+88 LT.	M1-4E(3)	1										REMOVE EXIST. SIGN
T023	31	87+88 LT.	M1-6E(3)	1										REMOVE EXIST. SIGN
T023	32	88+25 RT.	R3-9B(E)			12.00				12				INSTALL NEW SIGN & POST
T023	33	88+25 LT.	R3-9B(E), M4-6E			16.50	14							INSTALL NEW SIGN & POST
T023	34	89+25 RT.	M1-4E(3),M1-6E(3), M6-3, M5-1(R)			26.88		12	14					INSTALL NEW SIGN & POST
T023	35	90+25 LT.	W3-3E			16.00				12	13			INSTALL NEW SIGN & POST
T023	36	91+73 LT.	R1-1	1		5.18				10				REMOVE EXIST. & INSTALL NEW SIGN & POST
T023	37	92+50 RT.	R2-1E(45)			12.00				12				INSTALL NEW SIGN & POST
T023	38	92+50 LT.	R2-1E(40)			12.00				12				INSTALL NEW SIGN & POST
T024	39	93+44 RT.	R2-1E(50)	1										REMOVE EXIST. SIGN
T024	40	93+64 LT.	R2-1E(50)	1										REMOVE EXIST. SIGN
T024	41	96+50 LT.	M2-1E, M1-6E(3)	1		15.63		13						REMOVE EXIST. & INSTALL NEW SIGN & POST
T024	42	99+50 RT.	OK WORK FORCE		1									REMOVE & RESET
T024	43	102+39 LT.	R2-1E(50)	1										REMOVE EXIST. SIGN
T024	44	102+40 RT.	R2-1E(50)	1										REMOVE EXIST. SIGN
T024	44A	103+00 RT.	W4-2E(R)			16.00				12	12			INSTALL NEW SIGN & POST
T024	45	109+75 RT.	W8-13E	1		9.00				12				REMOVE EXIST. & INSTALL NEW SIGN & POST
T024	46	111+50 RT.	R2-1E(55)			12.00				11				INSTALL NEW SIGN & POST
T024	47	111+50 LT.	R2-1E(45)			12.00				11				INSTALL NEW SIGN & POST
T024	48	111+70 RT.	R2-1E(65)	1										REMOVE EXIST. SIGN
T024	49	111+71 LT.	R2-1E(45)	1										REMOVE EXIST. SIGN
T024	50	114+04 LT.	OM-3L			3.00				10				INSTALL NEW SIGN & POST
T024	51	114+05 RT.	OM-3R			3.00				10				INSTALL NEW SIGN & POST
T024	52	114+47 RT.	OM-3L	1										REMOVE EXIST. SIGN
T024	53	114+52 RT.	CARTER CREEK SIGN	1										REMOVE EXIST. SIGN
T024	54	114+57 RT.	OM-3R	1										REMOVE EXIST. SIGN
T024	55	116+11 RT.	OM-3R	1										REMOVE EXIST. SIGN
T024	56	116+11 RT.	OM-3L	1										REMOVE EXIST. SIGN
T024	57	116+15 RT.	CARTER CREEK SIGN	1										REMOVE EXIST. SIGN
T024	58	116+23 RT.	OM-3L			3.00				10				INSTALL NEW SIGN & POST
T024	59	116+23 LT.	OM-3R			3.00				10				INSTALL NEW SIGN & POST
T024	60	117+02 RT.	R1-2	1										REMOVE EXIST. SIGN
T024	61	117+77 RT.	W3-5(55)	1										REMOVE EXIST. SIGN
T024	62	119+85 RT.	R2-5C	1										REMOVE EXIST. SIGN
T024	63A	120+00 LT.	R3-9B€			12.00				12				INSTALL NEW SIGN & POST
T024	63B	120+00 RT.	R3-9B(E), M4-6E			16.50	14							INSTALL NEW SIGN & POST
T025	63	122+00 LT.	W3-5(45)			16.00				12	12			INSTALL NEW SIGN & POST
T025	64	122+25 RT.	OM1-1	2										REMOVE EXIST. SIGNS
T025	65													OMITTED
T025	66													OMITTED
T025	67	123+92 RT.	OM-3L	1										REMOVE EXIST. SIGN
T025	68	123+98 RT.	OM-3R	1										REMOVE EXIST. SIGN
T025	69	124+26 RT.	OM-3R	1										REMOVE EXIST. SIGN
T025	70	124+29 RT.	OM-3L	1										REMOVE EXIST. SIGN
			SUBTOTAL	42	1	458.52	28	98	56	271	61	6	0	

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CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY SHEET
(SIGNING & STRIPING)

STATE JOB NO. 21006(04) SHEET NO. T018

SEMINOLE CO. US-270

11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

SIGNING SUMMARY

SHT. NO.	SIGN NO.	APPROXIMATE STATION	TYPE OF SIGNS	805(A) (PL)REMOVAL OF EXISTING SIGNS	805(D) (PL)REMOVE & RESET EXISTING SIGNS	850(A) SHEET ALUMINUM SIGNS	851(B) 3"@7.58 GALV.STL.PIPE POST	851(B) 3 1/2"@9.11 GALV.STL.PIPE POST		851(C) 2" SQUARE TUBE POST		853 DELINEATORS (TYPE 2, CODE 1)		REMARKS
							A	A	B	A	B			
				EA	EA	SF	LF	LF	LF	LF	LF	EA		
T025	71	124+45 LT.												OMITTED
T025	72	124+46 RT.												OMITTED
T025	73	125+25 RT	OM1-1	2										REMOVE EXIST. SIGNS
T025	74	125+52 RT.	W8-9	1		9.00				12				REMOVE EXIST. & INSTALL NEW SIGN & POST
T025	75	126+31 RT.	OM1-1	2										REMOVE EXIST. SIGNS
T025	76	127+43 RT.	OM-3L	1										REMOVE EXIST. SIGN
T025	77	127+97 RT.	OM-3L	1										REMOVE EXIST. SIGN
T025	78	128+12 RT	OM-3R	1										REMOVE EXIST. SIGN
T025	79	128+49 RT.	OM-3R	1										REMOVE EXIST. SIGN
T025	80	129+00 LT	W8-13E			9.00				12				INSTALL NEW SIGN & POST
T025	81	132+03 LT.	W8-13E	1										REMOVE EXIST. SIGN
T025	81A	135+00 LT.	R2-1E(55)											INSTALL NEW SIGN & POST
T025	81B	135+50 RT.	R2-1E(65)											INSTALL NEW SIGN & POST
T025	81C	145+00 LT.	WE-5E(55)											INSTALL NEW SIGN & POST
HARVEY ROAD/SH-270A														
T026	166	19+30 RT.	W3-3			6.25				12				INSTALL NEW SIGN & POST
T026	167	25+71 LT.	W10-1	1										REMOVE EXIST. SIGN
T026	168	26+00 LT.	W10-1, NO TRUCKS		1	7.07	14							RESET & INSTALL NEW SIGN & POST
T026	169	28+00 LT.	M1-4E(3), M1-4E(3),M3-2E, M3-4E, M6-1E(R), M6-1E(L)			40.26		12	14					INSTALL NEW SIGN & POST
T026	170	29+00 LT.	R3-7(R)E			9.00				11				INSTALL NEW SIGN & POST
T026	171	29+41 LT.	270 E, 270 W	2										REMOVE EXIST. SIGN
T026	172	31+00 RT.	R3-9B(E)			12				12				INSTALL NEW SIGN & POST
T026	173	31+00 LT.	R3-9B(E), M4-6E			16.5	14							INSTALL NEW SIGN & POST
T026	174	33+50 LT.	R2-1E(40)			12				11				INSTALL NEW SIGN & POST
T026	175	34+50 LT.	M5-1R			2.19								REPLACE SIGN
T026	176	35+50 LT.	W3-3E			16.00				12	12			INSTALL NEW SIGN & POST
			SUBTOTAL	13	1	139	28	12	14	82	12	0	0	
			TOTAL	**55**	**2**	**598**	**56**	**180**		**426**		**6**	**0**	

STRIPING SUMMARY

SHEET NO	STATION TO STATION			855(A) TRAFFIC STRIPE(PLASTIC)(4" WIDE) WHITE	855(A) TRAFFIC STRIPE(PLASTIC)(4" WIDE) YELLOW	855(A) TRAFFIC STRIPE(PLASTIC)(8" WIDE) SOLID WHITE	855(A) TRAFFIC STRIPE(PLASTIC)(8" WIDE) SOLID YELLOW	856(A) TRAFFIC STRIPE(PLASTIC)(12" WIDE) SOLID YELLOW	855(A) TRAFFIC STRIPE(PLASTIC)(24" WIDE) SOLID WHITE	855(B) TRAF.STR(PLAST)(SYMBOLS, WORDS, ETC) WHITE
				LF	LF	LF	LF	LF	LF	EA
US 270										
T023	64+00	TO	93+00	4,307	8,531		582	607	130	17
T024	93+00	TO	122+00	3,920	7,640			176		4
T025	122+00	TO	150+00	5,702	7,662			417		3
HARVEY ROAD/SH-270A										
T026	24+55	TO	37+30	2,398	3,116		92	50	157	14
			SUB-TOTAL	16,327	26,948	0	674	1,250	287	38
			TOTAL	43,275		674		1,250	287	38

SPECIAL SIGNS SUMMARY

SHT. NO.	ITEM NO.	APPROXIMATE STATION	TYPE OF SIGNS	804(A) STRUCTURAL CONCRETE	804(B) REINFORCING STEEL	805(A) (PL)REMOVAL OF EXISTING SIGNS	850(B) EXTRUDED ALUMINUM PANEL SIGNS	851(A) 4"@13 GALV.STL.WD.FLANGE BM.POST		REMARKS
								A	B	
				CY	LB	EA	SF	LF	LF	
US 270										
T023	A	79+25 RT.	SPECIAL SIGN NO. 1, FOOTING DESIGN KC-0	0.72	130		28.00	15	16	INSTALL NEW SIGN & POST
T023	B	86+25 LT.	SPECIAL SIGN NO. 2, FOOTING DESIGN KC-0	0.72	130		28.00	15	15	INSTALL NEW SIGN & POST
T023	C	90+50 RT.	SPECIAL SIGN NO. 3, FOOTING DESIGN KC-0	0.72	130		27.00	14	16	INSTALL NEW SIGN & POST
T024	D	113+89 RT.	SPECIAL SIGN NO. 4, FOOTING DESIGN KC-0	0.72	130		15.00	14	15	REMOVE EXIST. & INSTALL NEW SIGN & POST
T024	E	116+23 LT.	SPECIAL SIGN NO. 5, FOOTING DESIGN KC-0	0.72	130		15.00	14	15	INSTALL NEW SIGN & POST
T025	F	129+85 RT.	SPECIAL SIGN NO. 6, FOOTING DESIGN KC-0	0.72	130	1	33.80	15	16	INSTALL NEW SIGN & POST
SH 270A										
T026	L	30+00 LT.	SPECIAL SIGN NO. 13, FOOTING DESIGN KC-0	0.72	130		28.00	15	16	INSTALL NEW SIGN & POST
			TOTAL	**6**	**910**	**1**	**174.80**	**420**		

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY SHEET (SIGNING & STRIPING)
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T019
APPROVED			
CREW			

SEMINOLE CO. US-270

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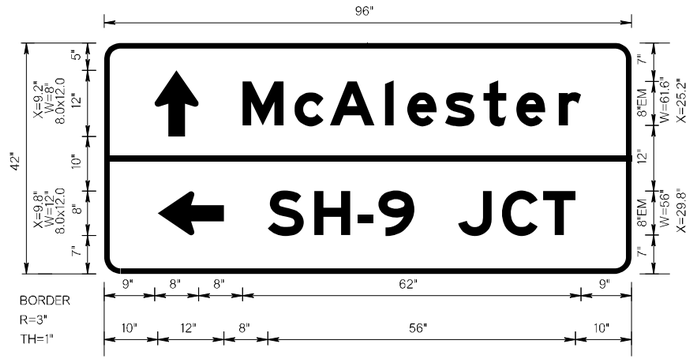
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DESCRIPTION	REVISIONS	DATE



Panel Style: ODOT-Destination.ssi
M.U.T.C.D.: 2009 Edition

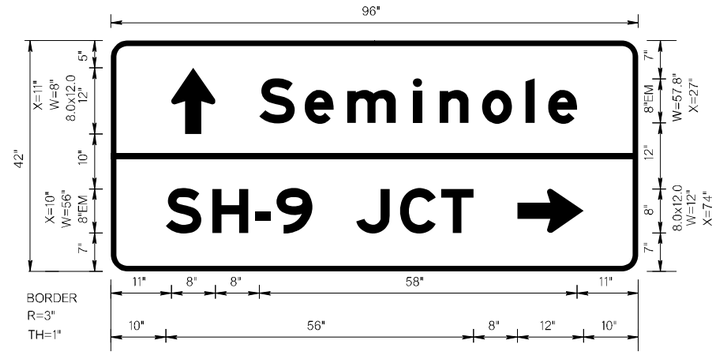
SIGN NUMBER	SP-1
WIDTH x HGHT.	8'-0" x 3'-6"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
SIGN AREA	28.0 Sq.Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
AR_Type D	9.2	25	8	12
AR_Type D	9.8	7	8	12

Dimensions are in.

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
M	c	A	l	e	s	t	e	r														EM 2000
25.2	34.6	41.1	51.1	55.2	62.1	69	75	82.8													61.6	
S	H	-	9		J	C	T															EM 2000
29.8	38.3	46.1	50	56.4	64.4	72.4	79.9														56	



Panel Style: ODOT-Destination.ssi
M.U.T.C.D.: 2009 Edition

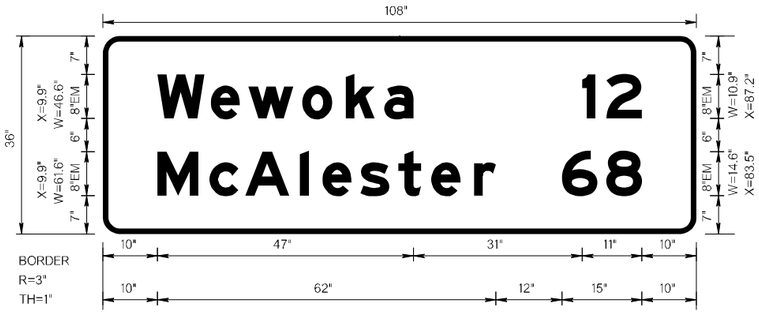
SIGN NUMBER	SP-2
WIDTH x HGHT.	8'-0" x 3'-6"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
SIGN AREA	28.0 SQ.FT.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
AR_Type D	11	25	8	12
AR_Type D	74	7	8	12

Dimensions are in.

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
S	e	m	i	n	o	l	e															EM 2000
27	35.2	43	55	59.8	67.6	75.5	79.6														57.8	
S	H	-	9		J	C	T															EM 2000
10	18.5	26.3	30.2	36.6	44.6	52.6	60.1														56	



Panel Style: ODOT Distance Border.ssi
M.U.T.C.D.: 2009 Edition

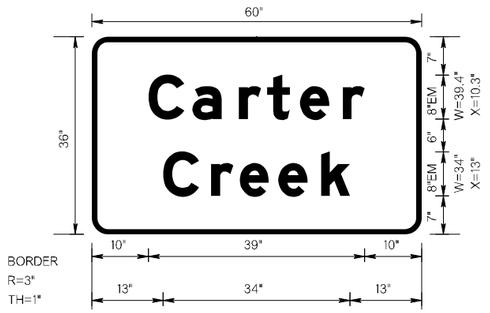
SIGN NUMBER	SP-3
WIDTH x HGHT.	9'-0" x 3'-0"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
SIGN AREA	27.0 SQ.FT.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT

Dimensions are in.

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
W	e	w	o	k	a																	EM 2000
9.9	19.6	26.5	36.2	44.2	51.2																46.6	
1	2																					EM 2000
87.2	91.6																				10.9	
M	c	A	l	e	s	t	e	r														EM 2000
9.9	19.4	25.8	35.8	39.9	46.8	53.8	59.8	67.5													61.6	
6	8																					EM 2000
83.5	91.6																				14.6	



Panel Style: OKDOT DESTINATION.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	SP-4 & SP-5
WIDTH x HGHT.	5'-0" x 3'-0"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
SIGN AREA	15.0 SQ.FT.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT

Dimensions are in.

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
C	a	r	t	e	r																	EM 2000
10.3	18.3	26.8	31.9	37.9	45.7																39.4	
C	r	e	e	k																		EM 2000
13	21.7	26.9	34	41.7																	34	

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SPECIAL SIGNS

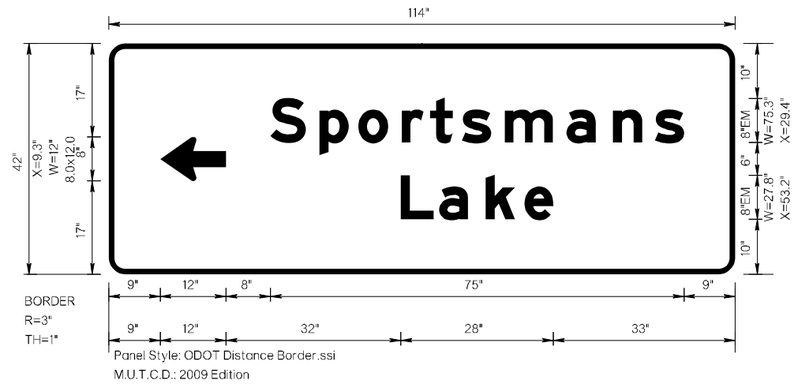
STATE JOB NO. 21006(04) SHEET NO. T021

SEMINOLE CO. US-270

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T020-2100611-SPECIAL SIGN_1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018



SIGN NUMBER	SP-6
WIDTH x HGHT.	9'-6" x 3'-6"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
SIGN AREA	33.3 Sq.Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
AR_Type D	9.3	17	8	12

Dimensions are in.

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

S	p	o	r	t	s	m	a	n	s												LENGTH SERIES/SIZE
29.4	38.4	45.4	53.3	58.4	64.3	72	83.3	91.8	99.4											75.3	EM 2000
L	a	k	e																		EM 2000
53.2	60.1	68.6	75.6																	27.8	

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\T021-2100611-SPECIAL SIGN_2.dgn

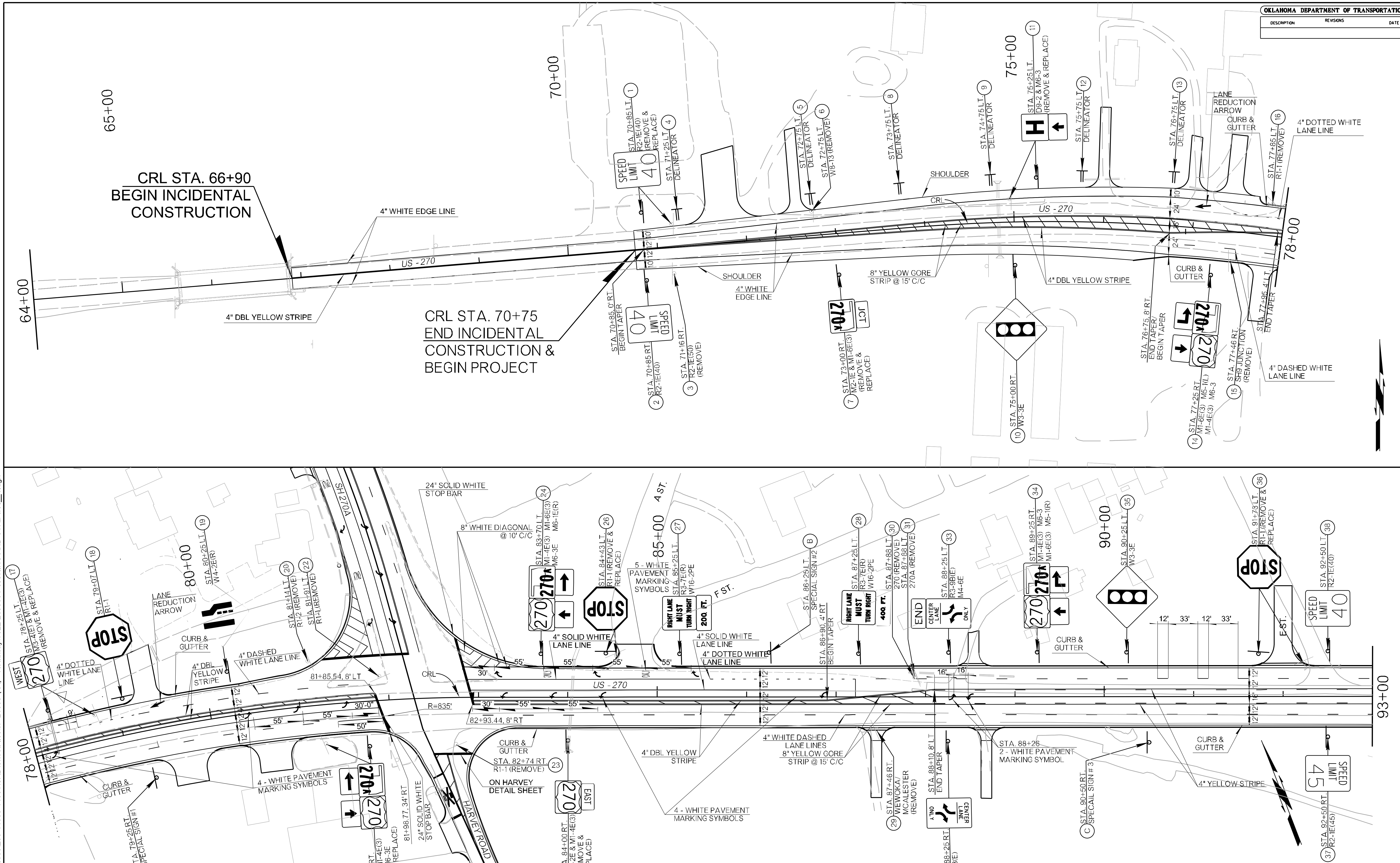
DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SPECIAL SIGNS

STATE JOB NO. 21006(04) SHEET NO. T021

SEMINOLE CO. US-270



OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESCRIPTION REVISIONS DATE
CRL STA. 66+90
BEGIN INCIDENTAL
CONSTRUCTION
CRL STA. 70+75
END INCIDENTAL
CONSTRUCTION &
BEGIN PROJECT
4" WHITE EDGE LINE
4" DBL YELLOW STRIPE
US - 270
SHOULDER
CRL
4" WHITE EDGE LINE
8" YELLOW GORE STRIP @ 15' C/C
4" DBL YELLOW STRIPE
4" DASHED WHITE LANE LINE
4" DOTTED WHITE LANE LINE
LANE REDUCTION ARROW
CURB & GUTTER
STA. 70+85 LT. R2-1E(40) (REMOVE & REPLACE)
STA. 71+25 LT. DELINEATOR
STA. 70+85 RT. R2-1E(40)
STA. 70+85, 0' RT. BEGIN TAPER
STA. 71+16 RT. R2-1E(50) (REMOVE)
STA. 72+75 LT. DELINEATOR
STA. 72+75 LT. W8-13 (REMOVE)
STA. 73+00 RT. M2-1E & M1-6E(3) (REMOVE & REPLACE)
STA. 73+75 LT. DELINEATOR
STA. 74+75 LT. DELINEATOR
STA. 75+00 RT. W3-3E
STA. 75+25 LT. D9-2 & M6-3 (REMOVE & REPLACE)
STA. 75+75 LT. DELINEATOR
STA. 76+75 LT. DELINEATOR
STA. 76+75, 8' RT. END TAPER/ BEGIN TAPER
STA. 77+25 RT. M1-6E(3) M5-1(L) M1-4E(3) M6-3
STA. 77+46 RT. SH9 JUNCTION (REMOVE)
STA. 77+85 LT. R1-1 (REMOVE)
STA. 77+95, 4' LT. END TAPER
SPEED LIMIT 40
JCT 270
64+00 65+00 70+00 75+00 78+00
24' STOP bar
24" SOLID WHITE STOP BAR
8" WHITE DIAGONAL @ 10' C/C
SH 270A
STA. 78+25 LT. M3-4(E) & M1-4E(3) (REMOVE & REPLACE)
STA. 79+07 LT. R1-1
STA. 79+25 RT. SPECIAL SIGN #1
STA. 80+25 LT. W4-2E(R)
STA. 81+14 LT. R1-2 (REMOVE)
STA. 81+31 LT. R1-1 (REMOVE)
STA. 81+75 RT. M1-6E(3) M1-4E(3) M6-1E(L) M6-3E (REMOVE & REPLACE)
81+98.77, 34' RT.
81+85.54, 8' LT
82+93.44, 8' RT
R=835'
STA. 82+74 RT. R1-1 (REMOVE)
ON HARVEY DETAIL SHEET
HARVEY ROAD
STA. 83+70 LT. M1-6E(3) M1-4E(3) M6-1E(R) M6-3E
STA. 84+00 RT. M3-2E & M1-4E(3) (REMOVE & REPLACE)
STA. 84+43 LT. R1-1 (REMOVE & REPLACE)
5 - WHITE PAVEMENT MARKING SYMBOLS
STA. 85+25 LT. R3-7E(R) W16-2PE
4 ST.
F ST.
STA. 86+25 LT. SPECIAL SIGN #2
STA. 86+90, 4' RT. BEGIN TAPER
STA. 87+25 LT. R3-7E(R) W16-2PE
STA. 87+88 LT. 270 (REMOVE)
STA. 87+88 LT. 270A (REMOVE)
STA. 87+46 RT. WEWOKA/ MCALESTER (REMOVE)
STA. 88+18, 8' LT. END TAPER
STA. 88+25 LT. R3-9B(E) M4-6E
STA. 88+25 RT. R3-9B(E)
STA. 88+26 2 - WHITE PAVEMENT MARKING SYMBOL
STA. 89+25 LT. M1-4E(3) M6-3 M1-6E(3) M5-1(R)
STA. 90+25 LT. W3-3E
STA. 90+50 RT. SPECAIL SIGN # 3
STA. 91+73 LT. R1-1 (REMOVE & REPLACE)
STA. 92+50 LT. R2-1E(40)
STA. 92+50 RT. R2-1E(45)
RIGHT LANE MUST TURN RIGHT
200 FT.
400 FT.
END CENTER LANE
CENTER LANE ONLY
STOP
WEST
EAST
270
SPEED LIMIT 40
SPEED LIMIT 45
4" SOLID WHITE LANE LINE
4" DOTTED WHITE LANE LINE
4" WHITE DASHED LANE LINES
8" YELLOW GORE STRIP @ 15' C/C
4" DBL YELLOW STRIPE
4 - WHITE PAVEMENT MARKING SYMBOLS
4" YELLOW STRIPE
24" SOLID WHITE STOP BAR
CURB & GUTTER
12' 33' 12' 33'
80+00 85+00 90+00 93+00 78+00

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11/7/2018

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SIGNING AND STRIPING
STA. 64+00 TO STA. 93+00

STATE JOB NO. 21006(04) SHEET NO. T022

SEMINOLE CO. US-270

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

95+00 | 100+00 | 105+00 | 93+00 | 108+00

(40) STA. 93+64 LT. R2-1E(50) (REMOVE)
(41) STA. 96+50 LT. M2-1E & MT-6E(31) (REMOVE & REPLACE)
JCT 270A
(42) STA. 99+50 LT. OK WORK FORCE (REMOVE & RESET)
OK WORK FORCE
(43) STA. 102+39 LT. R2-1E(50) (REMOVE)
CURB & GUTTER
4" SOLID WHITE EDGE LINES
4" SOLID YELLOW STRIPEE
12' 33' 12' 33'
CRL
US - 270
16'
4" YELLOW DASHED LANE LINES
4" WHITE DASHED LANE LINES
STA. 101+30 2 - WHITE PAVEMENT MARKING SYMBOL
(44) STA. 102+40 RT. R2-1E(50) (REMOVE)
(44A) STA. 103+00 RT. W4-2E(R)
BEGIN MERGING TAPER STA. 106+00, 32 RT
4" SOLID WHITE EDGE LINE
(39) STA. 93+44 RT. R2-1E(50) (REMOVE)

110+00 | 115+00 | 120+00 | 108+00 | 122+00

(47) STA. 111+50 LT. R2-1E(45)
SPEED LIMIT 45
(49) STA. 111+71 LT. R2-1E(45) (REMOVE)
4" SOLID YELLOW STRIPE
(50) STA. 114+04 LT. OM3-L
(59) STA. 116+23 LT. OM3-R
(E) STA. 116+36 LT. SPECIAL SIGN #5
Carter Creek
BEGIN 4" SOLID WHITE EDGELINE
4" YELLOW DASHED LANE LINES
4" WHITE EDGE LINES
12" YELLOW GORE STRIP @ 15' C/C
(63B) STA. 120+00 LT. R3-9B(E) M4-6E
(63) STA. 122+00 LT. W3-5(45)
SPEED LIMIT 45
SHOULDER
CURB & GUTTER
SHOULDER
END MERGING TAPER STA. 113+00, 20 RT.
STA. 114+50 2 - WHITE PAVEMENT MARKING SYMBOL
SHOULDER
(62) STA. 119+85 RT. R2-5C (REMOVE)
(63A) STA. 120+00 RT. R3-9B(E) M4-6E
BEGIN MERGING TAPER STA. 120+00, 20 RT.
SPEED LIMIT 55
(46) STA. 111+50 RT. R2-1E(55)
(48) STA. 111+70 RT. R2-1E(65) (REMOVE)
4" WHITE DASHED LANE LINES
(D) STA. 113+89 RT. SPECIAL SIGN #4
(51) STA. 114+05 RT. OM3-R
(52) STA. 114+47 RT. OM-3L (REMOVE)
(53) STA. 114+52 RT. CARTER CREEK SIGN (REMOVE)
(54) STA. 114+57 RT. OM3-R (REMOVE)
(55) STA. 116+11 RT. OM3-R (REMOVE)
(57) STA. 116+15 RT. CARTER CREEK SIGN (REMOVE)
(56) STA. 116+11 RT. OM3-L (REMOVE)
(58) STA. 116+23 RT. OM3-L
(60) STA. 117+02 RT. R1-2 (REMOVE)
(61) STA. 117+77 RT. W3-5(65) (REMOVE)
ROAD ICES BRIDGE
(45) STA. 109+75 RT. W8-13E (REMOVE & REPLACE)

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			SIGNING AND STRIPING STA. 93+00 TO STA. 122+00
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T023
APPROVED			
CREW			

SEMINOLE CO. US-270

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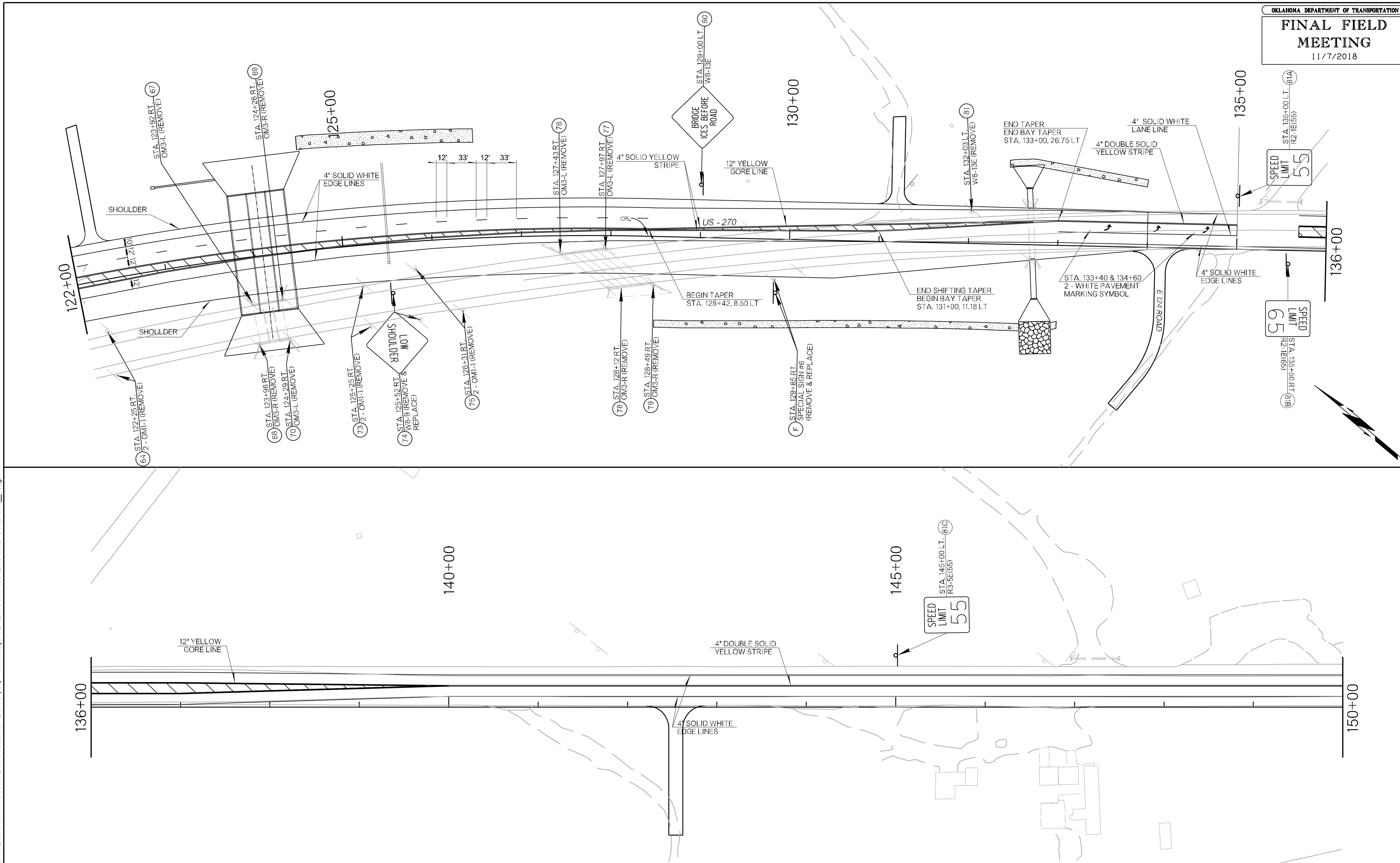
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
11/7/2018
122+00
125+00
130+00
135+00
136+00
140+00
145+00
150+00
US - 270
SHOULDER
4" SOLID WHITE EDGE LINES
4" SOLID YELLOW STRIPE
12" YELLOW GORE LINE
END TAPER
END BAY TAPER
STA. 133+00, 26.75 LT
4" SOLID WHITE LANE LINE
4" DOUBLE SOLID YELLOW STRIPE
BEGIN TAPER
STA. 128+42, 8.50 LT
END SHIFTING TAPER
BEGIN BAY TAPER
STA. 131+00, 11.18 LT
STA. 133+40 & 134+60
2 - WHITE PAVEMENT MARKING SYMBOL
E 124 ROAD
CRL
12'
33'
STA. 122+25 RT. 2 - OM1-1 (REMOVE) 64
STA. 123+92 RT. OM3-L (REMOVE) 67
STA. 123+98 RT. OM3-R (REMOVE) 68
STA. 124+26 RT. OM3-R (REMOVE) 69
STA. 124+29 RT. OM3-L (REMOVE) 70
STA. 125+25 RT. 2 - OM1-1 (REMOVE) 73
STA. 125+52 RT. W8-9 (REMOVE & REPLACE) 74
STA. 126+31 RT. 2 - OM1-1 (REMOVE) 75
STA. 127+43 RT. OM3-L (REMOVE) 76
STA. 127+97 RT. OM3-L (REMOVE) 77
STA. 128+12 RT. OM3-R (REMOVE) 78
STA. 128+49 RT. OM3-R (REMOVE) 79
STA. 129+00 LT. W8-13E 80
STA. 129+85 RT. SPECIAL SIGN #6 (REMOVE & REPLACE) F
STA. 132+03 LT. W8-13E (REMOVE) 81
STA. 135+00 LT. R2-1E(55) 81A
STA. 135+50 RT. R2-1E(65) 81B
STA. 145+00 LT. R3-5E(55) 81C
LOW SHOULDER
BRIDGE ICES BEFORE ROAD
SPEED LIMIT 55
SPEED LIMIT 65
SPEED LIMIT 55
12" YELLOW GORE LINE
4" DOUBLE SOLID YELLOW STRIPE
4" SOLID WHITE EDGE LINES

DESIGN		
DRAWN		
CHECKED		
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SIGNING AND STRIPING
STA. 122+00 TO STA. 136+00

STATE JOB NO. 21006(04) SHEET NO. T024

SEMINOLE CO. US-270

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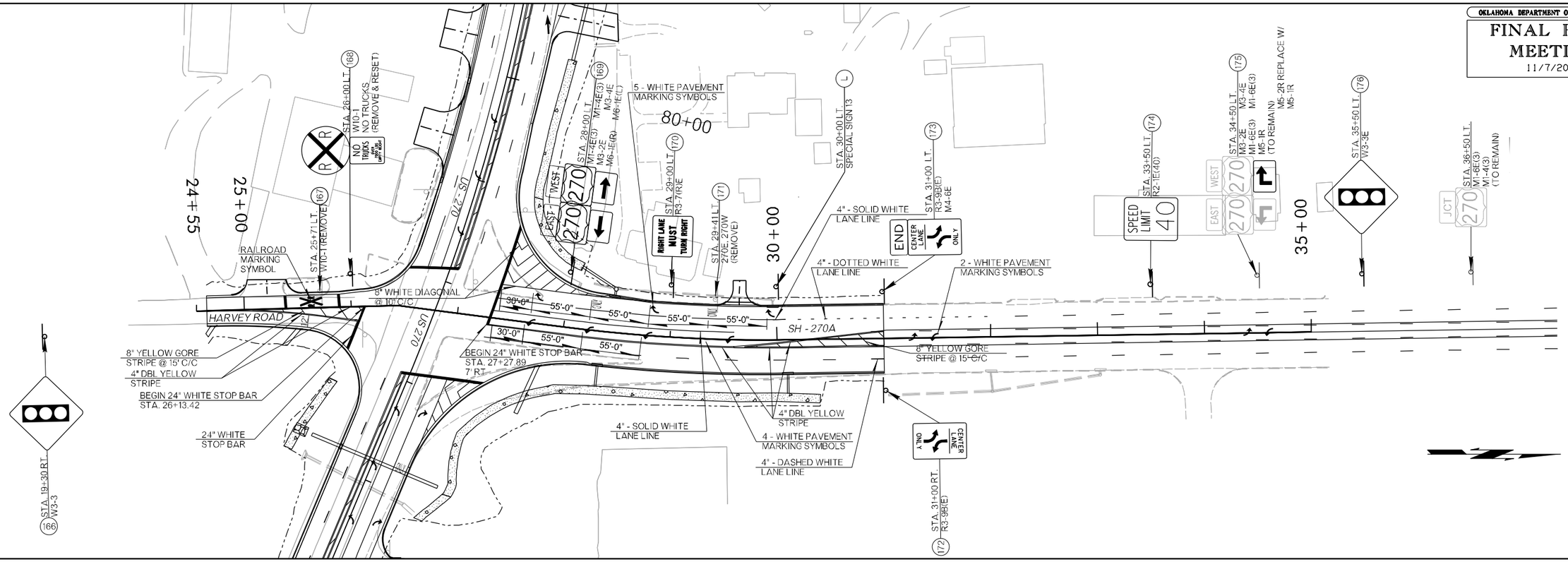
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			SIGNING AND STRIPING HARVEY ROAD
CHECKED			STATE JOB NO. 21006(04) SHEET NO. T025
APPROVED			
CREW			

SEMINOLE CO. US-270

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

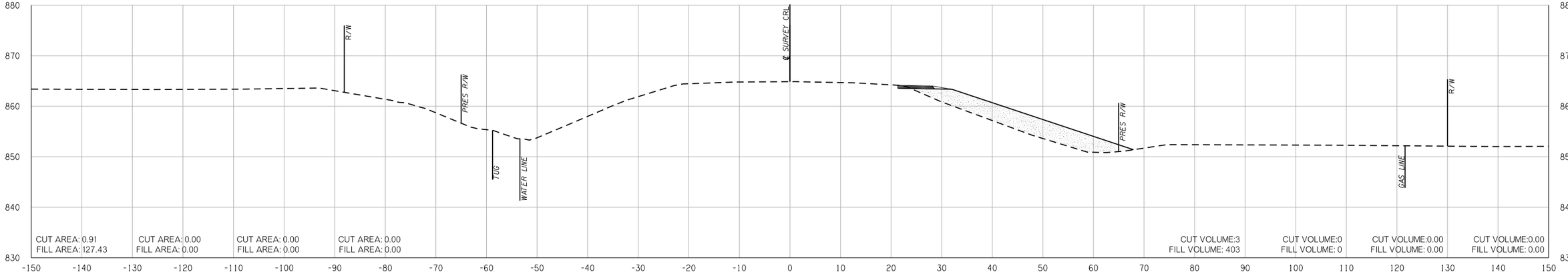
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

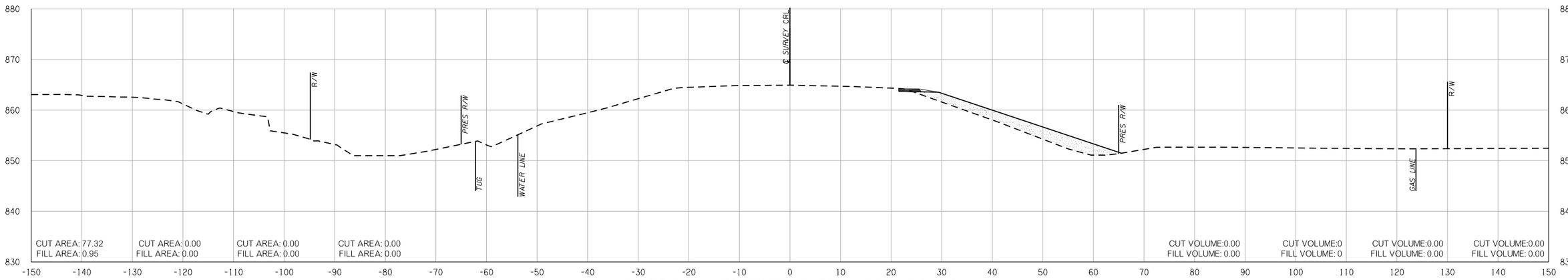
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.91 FILL AREA: 127.43	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00
CUT AREA: 77.32 FILL AREA: 0.95	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:3 FILL VOLUME: 403	CUT VOLUME:0 FILL VOLUME: 0	CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:0.00 FILL VOLUME: 0.00
CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:0 FILL VOLUME: 0	CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:0.00 FILL VOLUME: 0.00



70 + 00.00



BEGIN INCIDENTAL STA 69 + 50.00

69 + 50.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X001

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

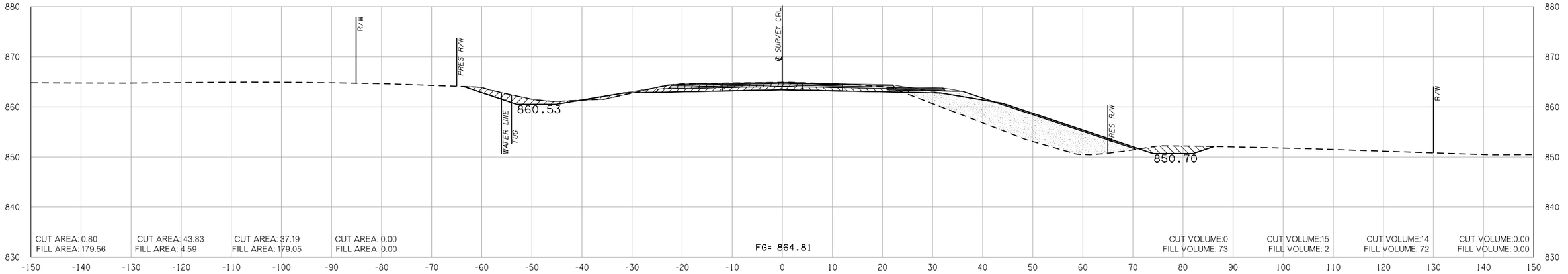
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

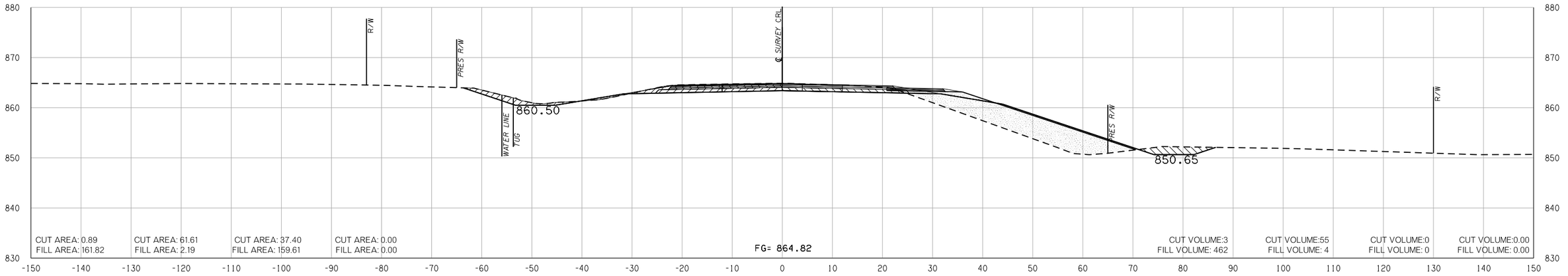
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



70 + 85.00



BEGIN PROJECT STA 70 + 75.00
70 + 75.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X002

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

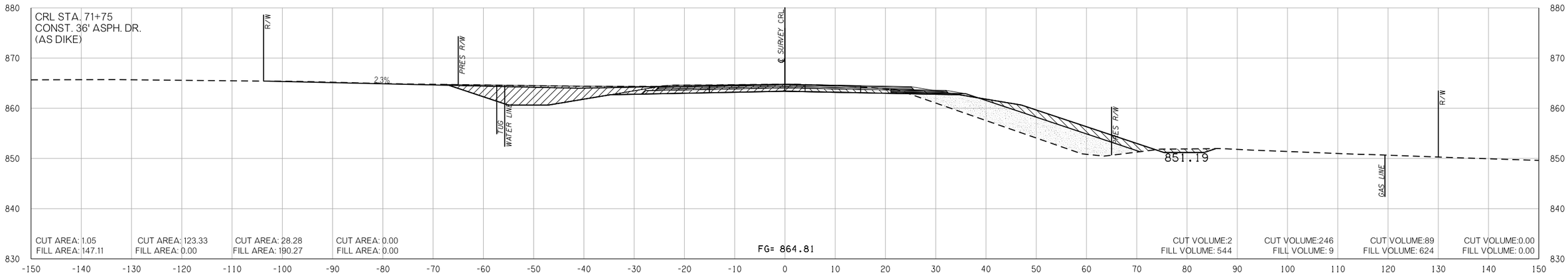
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

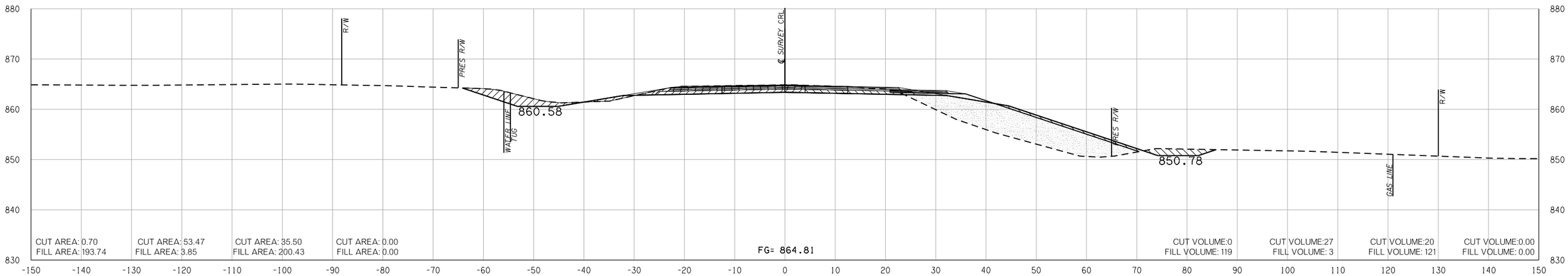
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



71+75.00



71+00.00

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STATE JOB NO. 21006(04)X(11)
SEMINOLE COUNTY SHEET NO. X003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

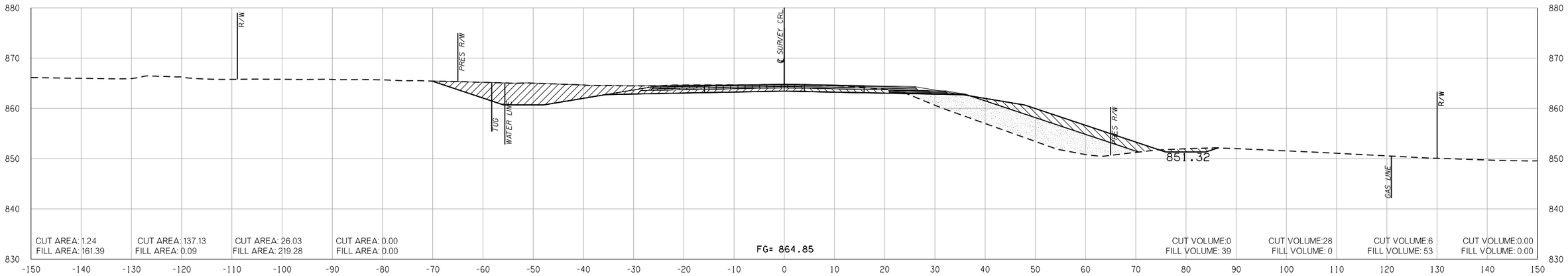
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

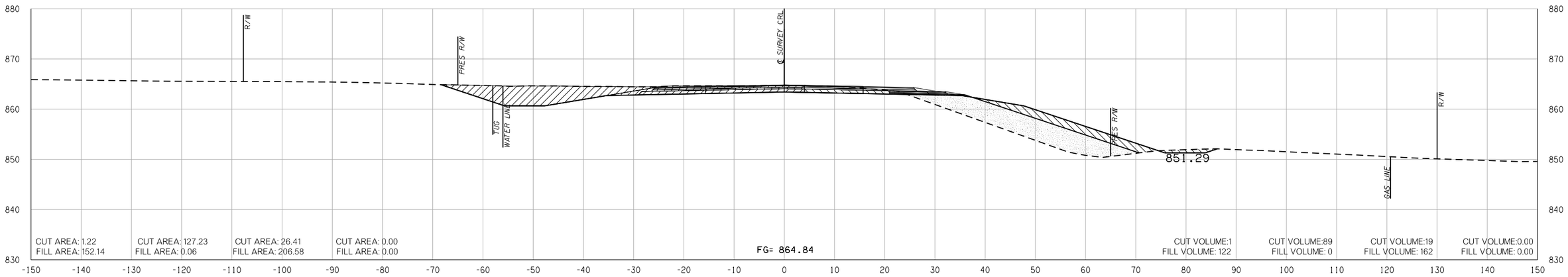
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



72+00.00



71+94.20

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X004

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

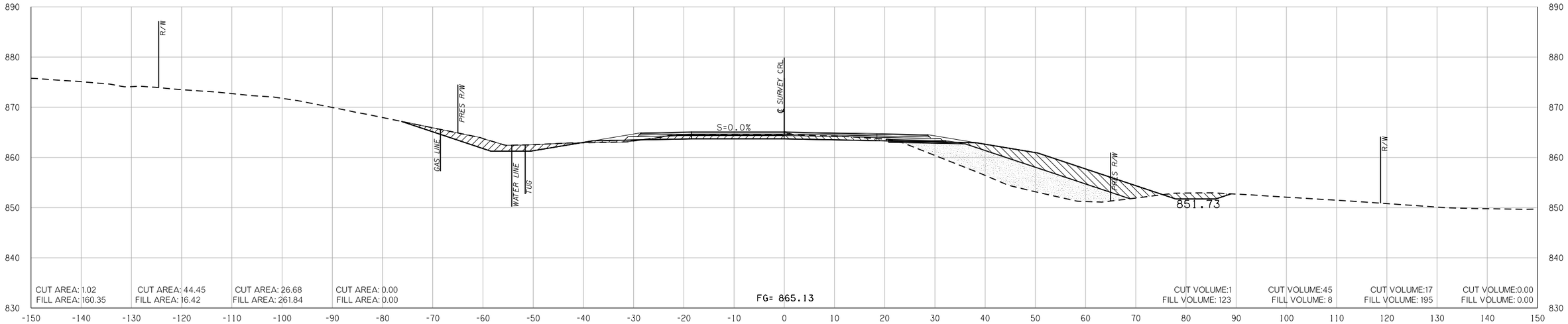
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

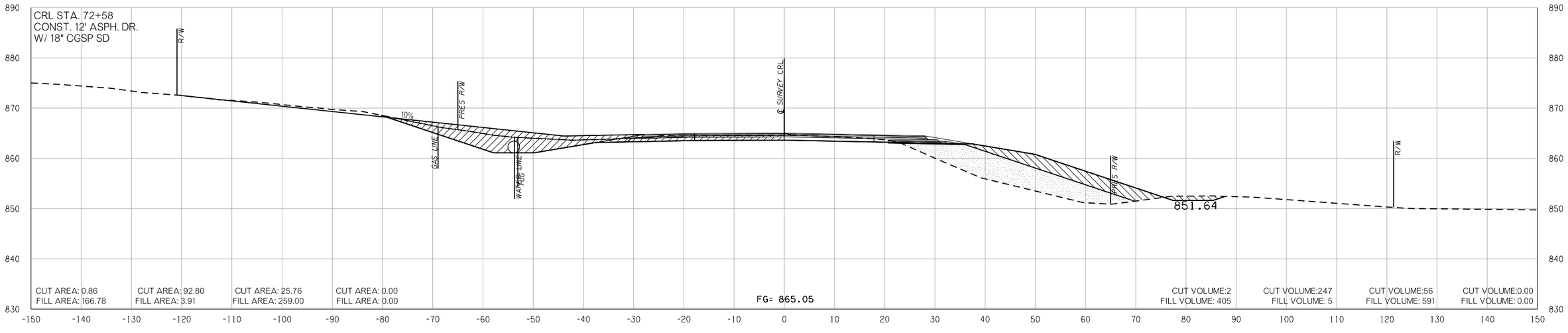
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



72 + 75.60



72 + 58.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X005

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

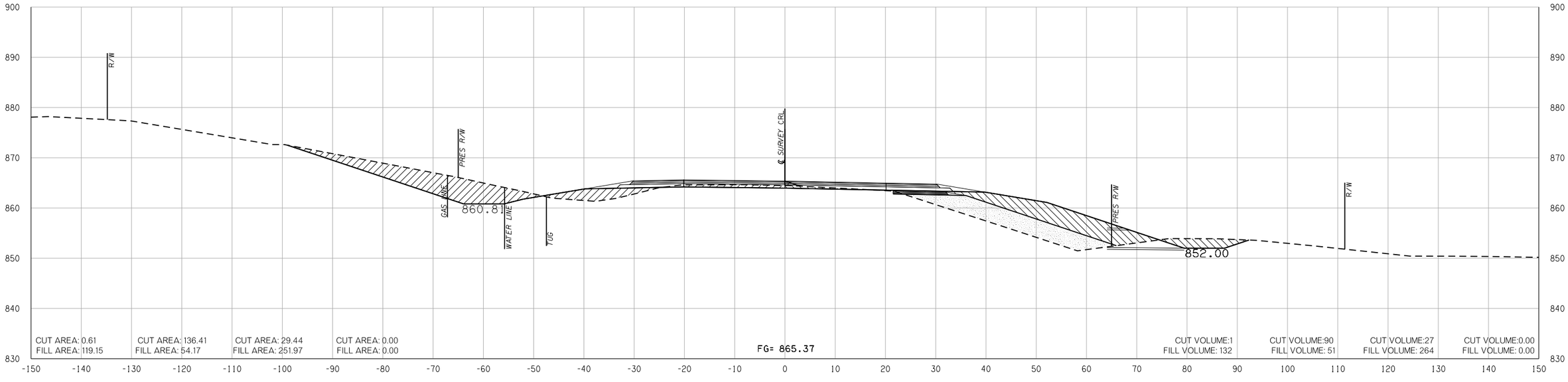
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.61	CUT AREA: 136.41	CUT AREA: 29.44	CUT AREA: 0.00
FILL AREA: 119.15	FILL AREA: 54.17	FILL AREA: 251.97	FILL AREA: 0.00

VOLUMES (CY)

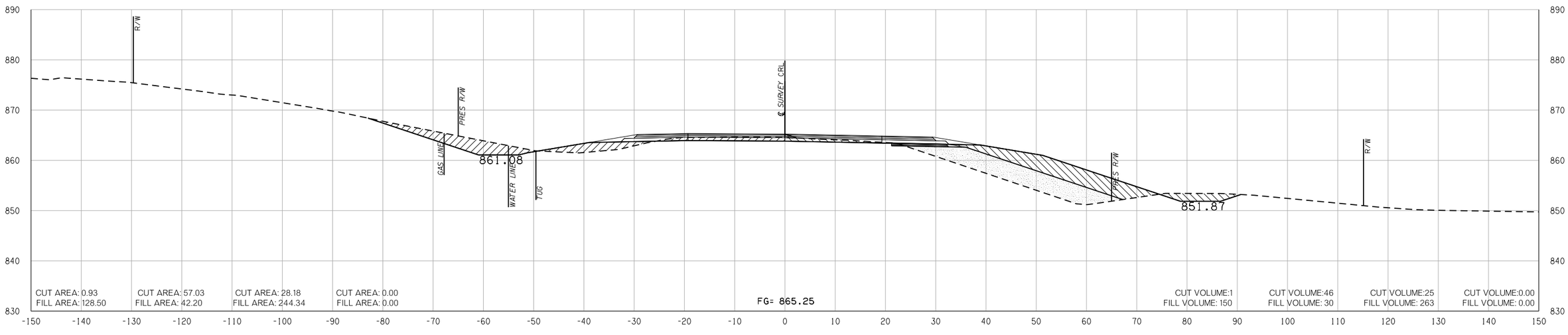
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:1	CUT VOLUME:90	CUT VOLUME:27	CUT VOLUME:0.00
FILL VOLUME: 132	FILL VOLUME: 51	FILL VOLUME: 264	FILL VOLUME: 0.00



73 + 25.00

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.93	CUT AREA: 57.03	CUT AREA: 28.18	CUT AREA: 0.00
FILL AREA: 128.50	FILL AREA: 42.20	FILL AREA: 244.34	FILL AREA: 0.00

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:1	CUT VOLUME:46	CUT VOLUME:25	CUT VOLUME:0.00
FILL VOLUME: 150	FILL VOLUME: 30	FILL VOLUME: 263	FILL VOLUME: 0.00



73 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X006

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

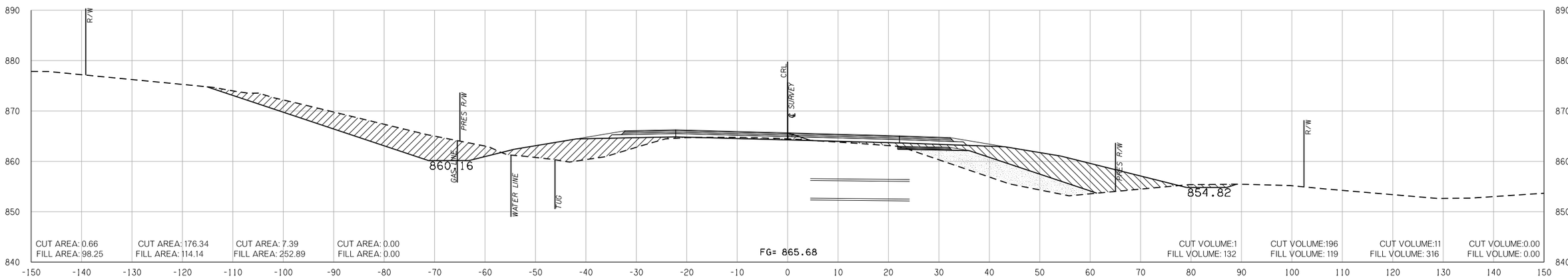
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

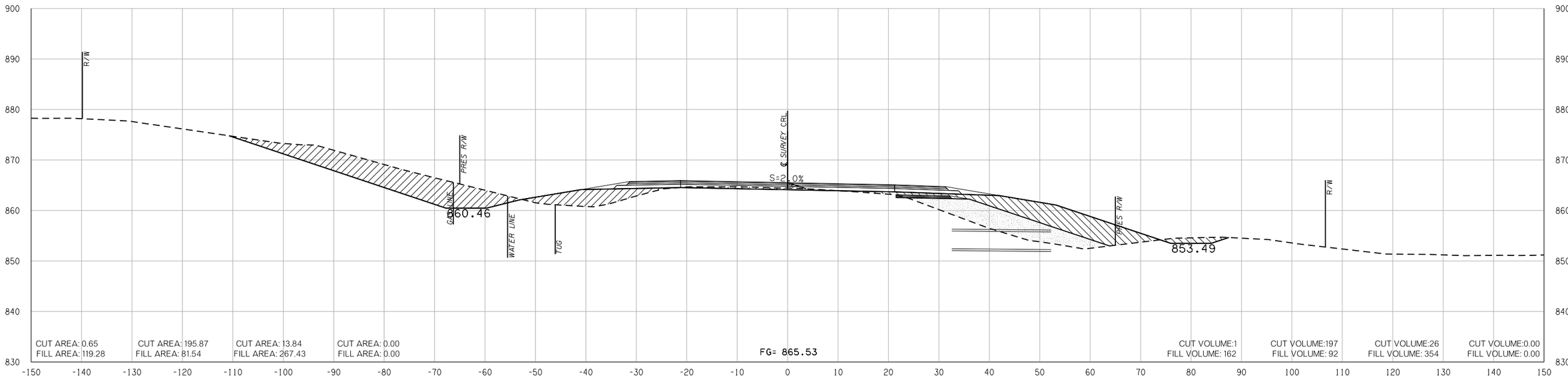
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.66	CUT AREA: 176.34	CUT AREA: 7.39	CUT AREA: 0.00
FILL AREA: 98.25	FILL AREA: 114.14	FILL AREA: 252.89	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:1	CUT VOLUME:196	CUT VOLUME:11	CUT VOLUME:0.00
FILL VOLUME: 132	FILL VOLUME: 119	FILL VOLUME: 316	FILL VOLUME: 0.00



73+85.49



73+57.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X007

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

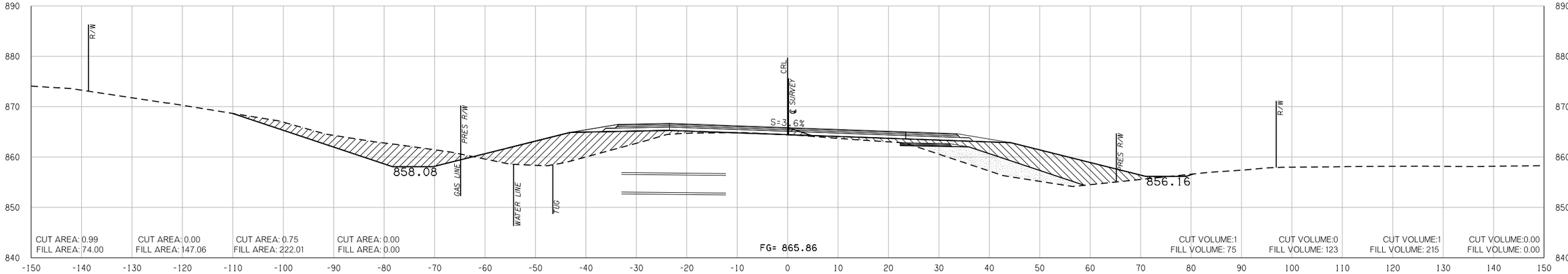
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

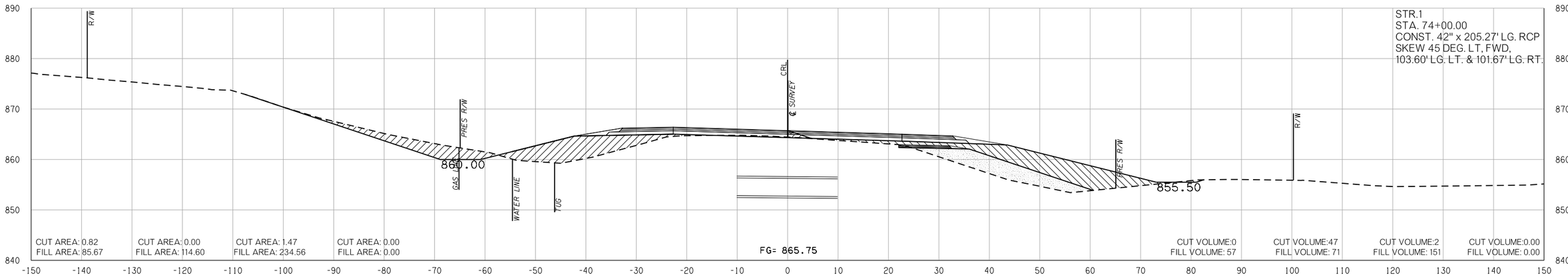
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



74 + 22.12



74 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X008

P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

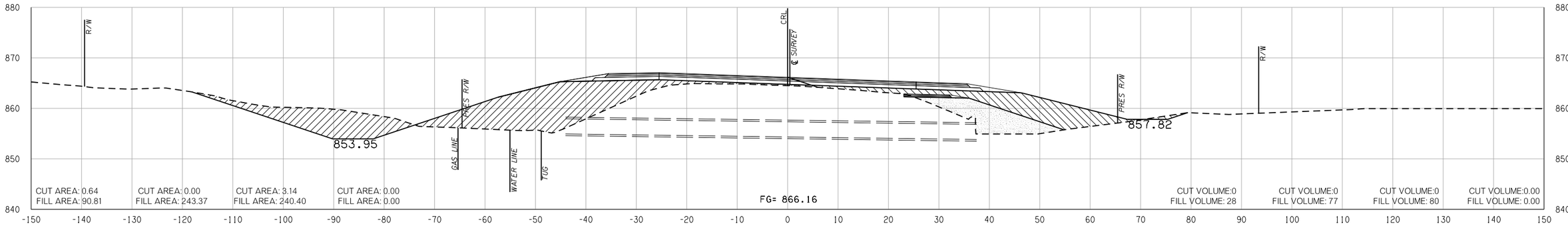
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

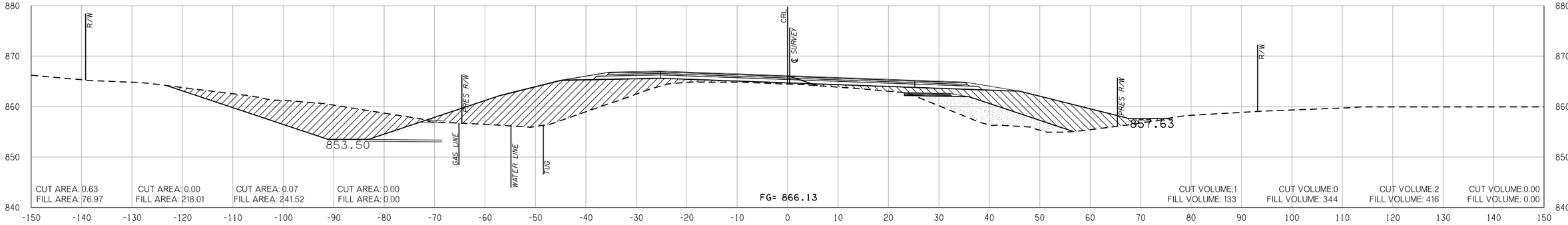
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

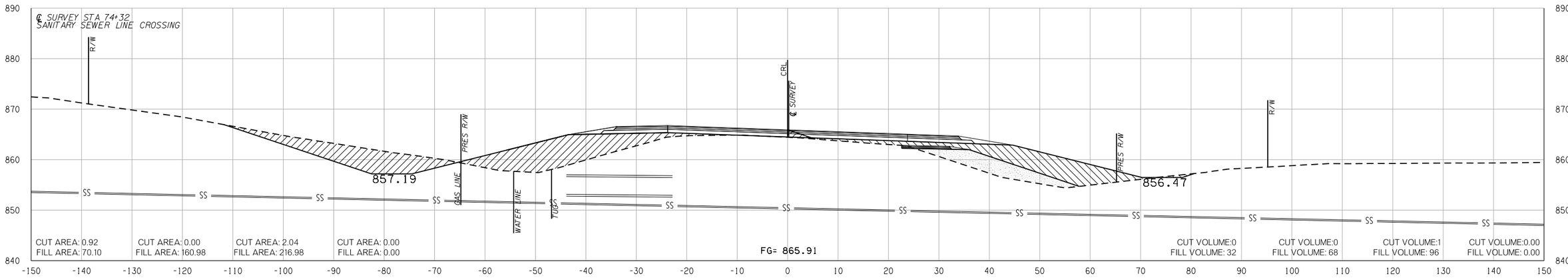
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



74+82.81



74+75.00



74+32.42

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X009

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

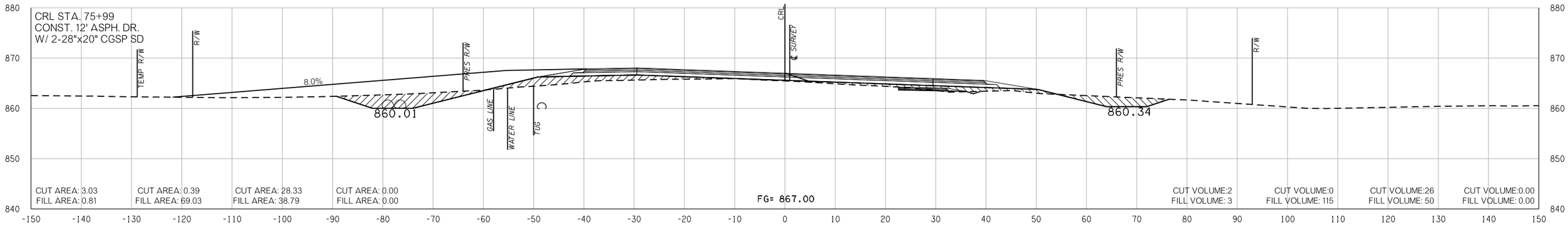
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

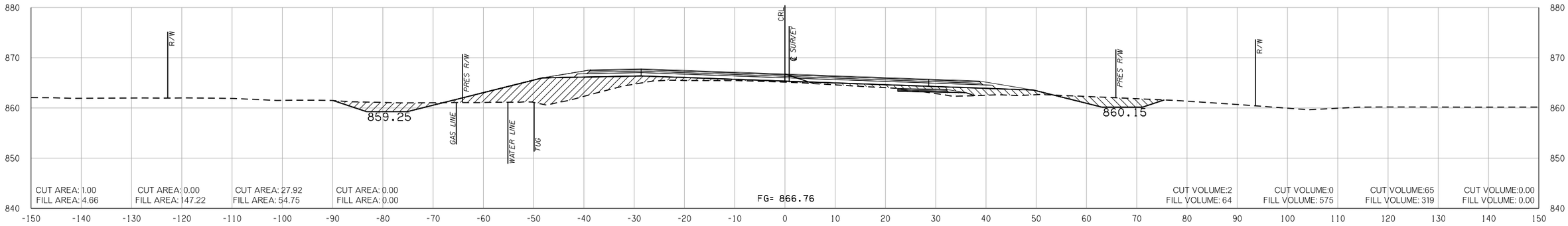
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

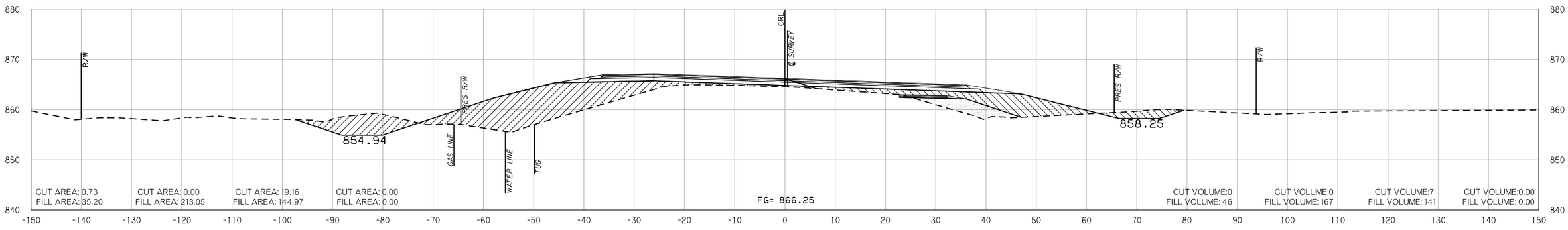
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



76+00.00



75+75.00



75+00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X010

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

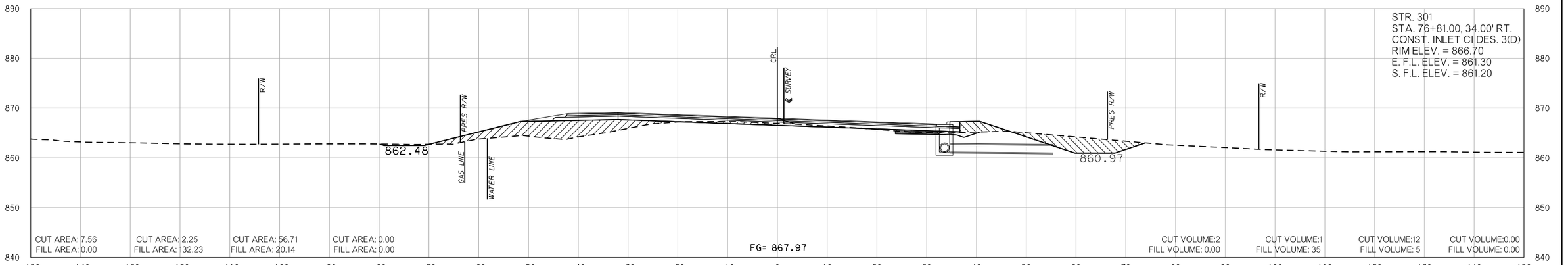
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

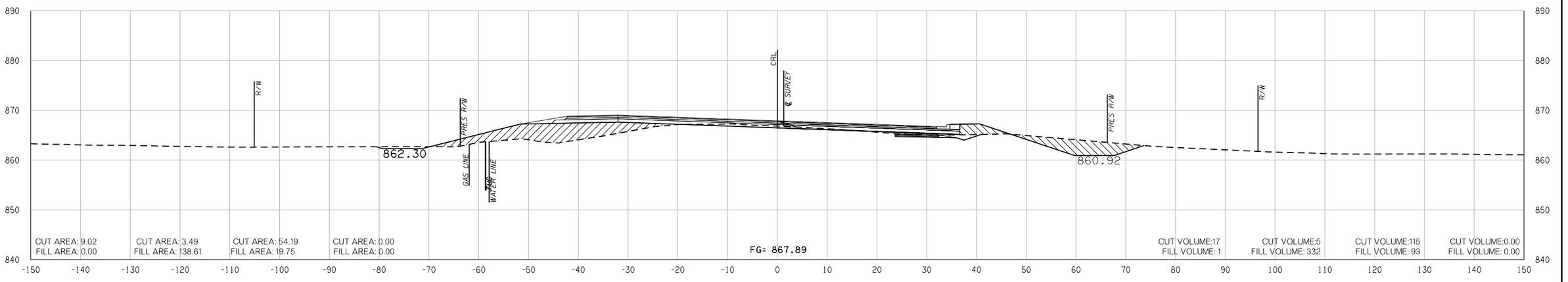
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



76+81.00



76+75.00

STATE JOB NO. 21006(04)(11)

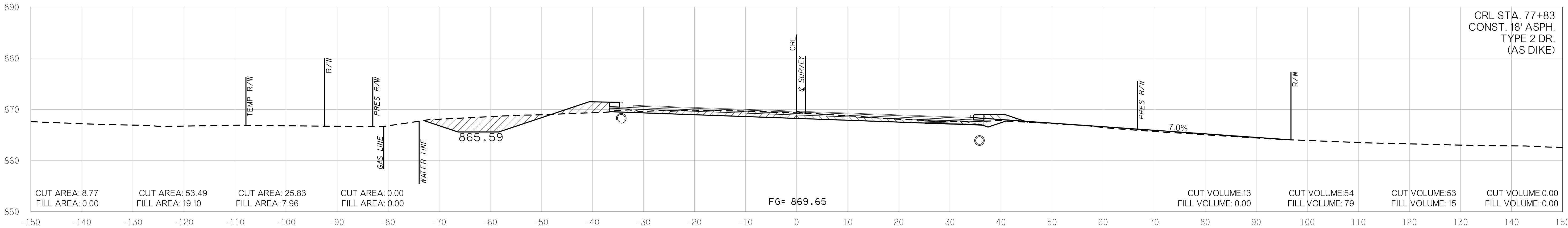
SEMINOLE COUNTY SHEET NO. X011

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

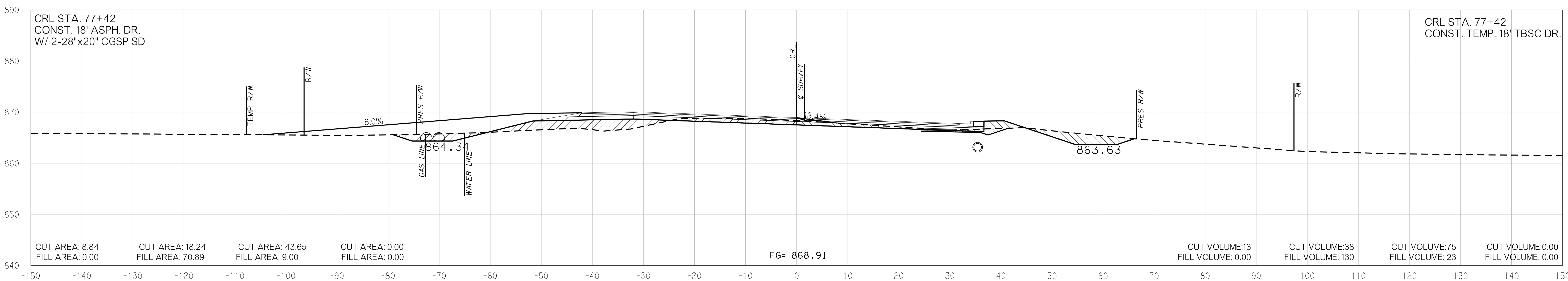
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF) — PHASE 1, PHASE 2, PHASE 3, PHASE 4

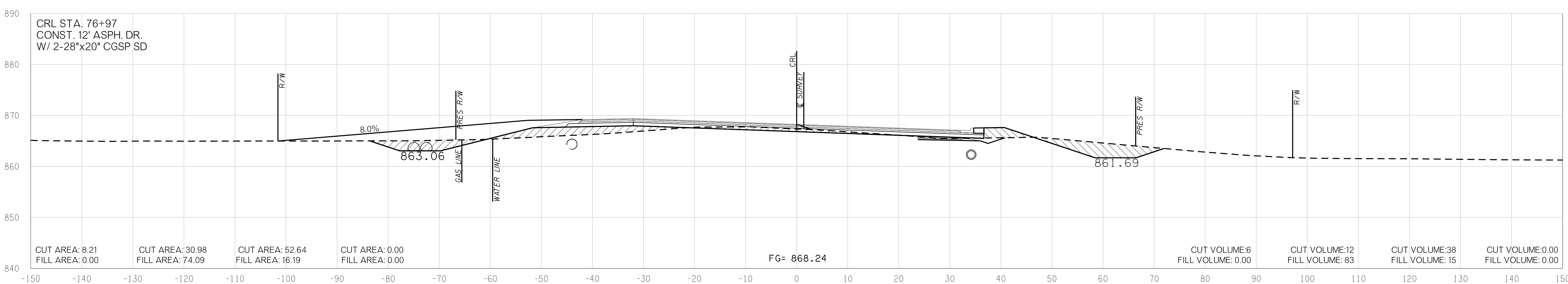
VOLUMES (CY) — PHASE 1, PHASE 2, PHASE 3, PHASE 4



77+83.00



77+42.00



77+00.00

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

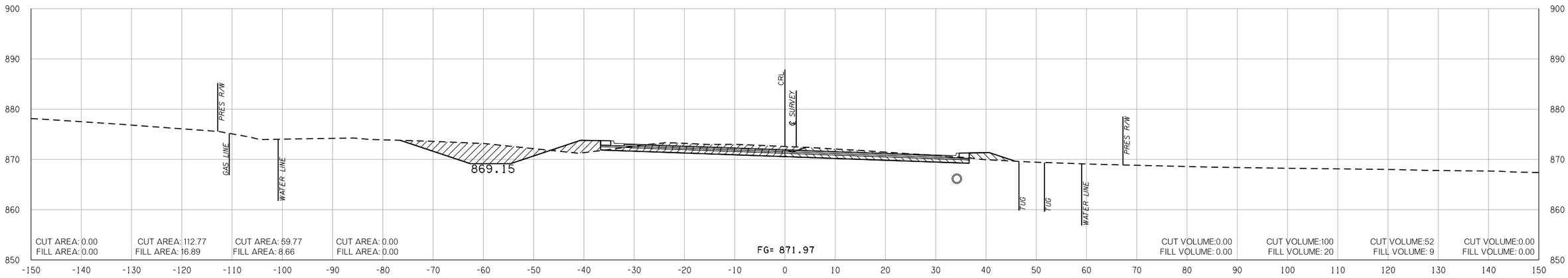
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

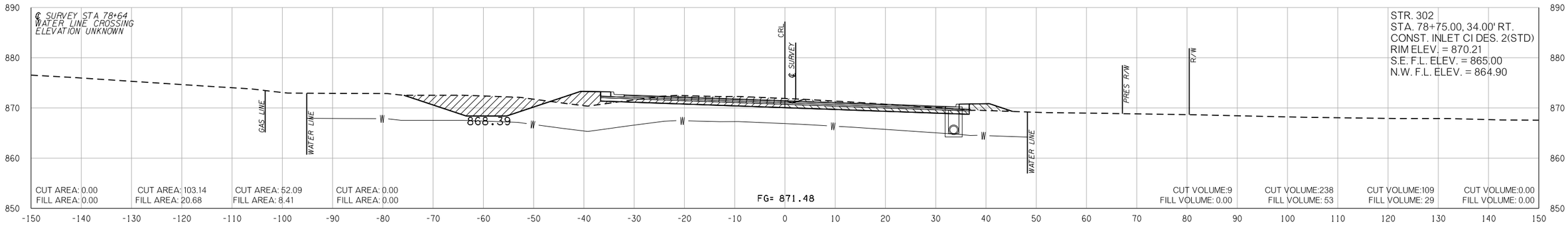
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

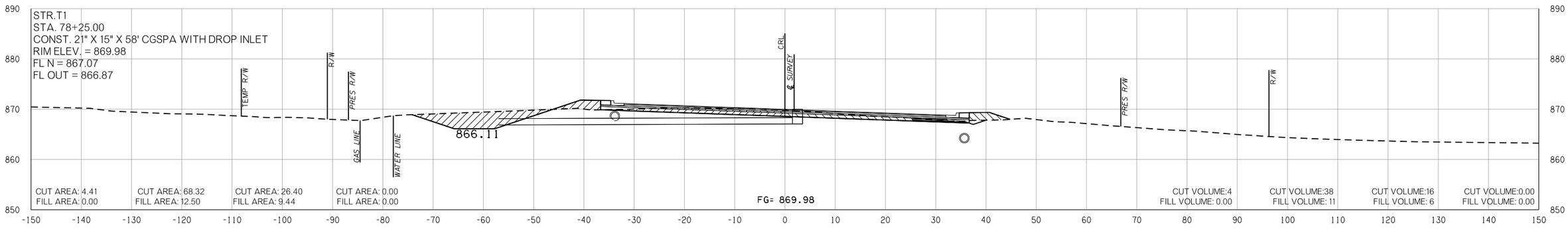
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



79 + 00.00



78 + 75.00



78 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X013

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

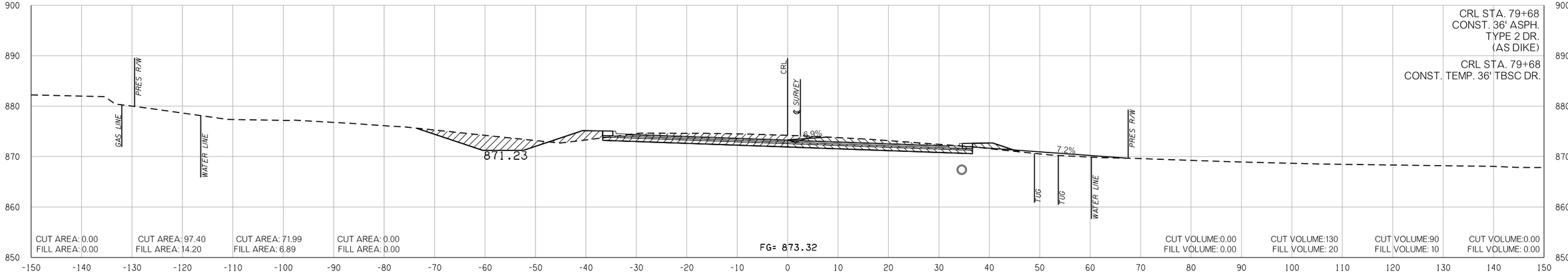
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

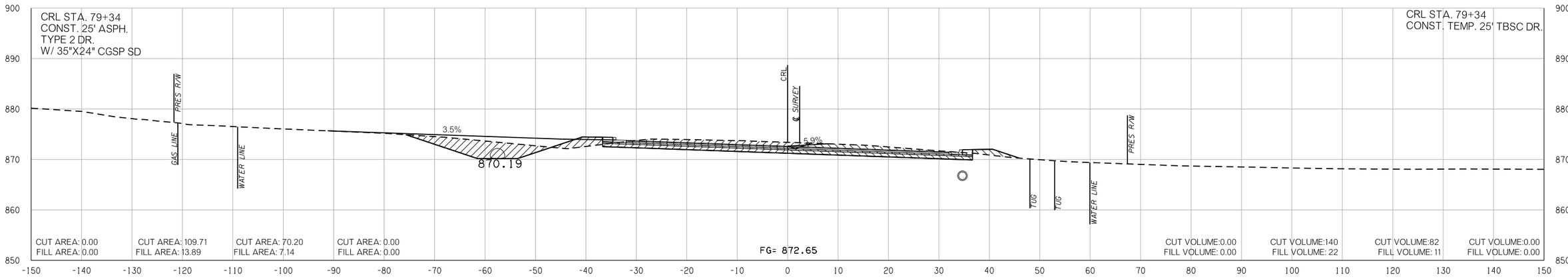
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



79 + 68.00



79 + 34.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X014

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

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PHASE 2
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

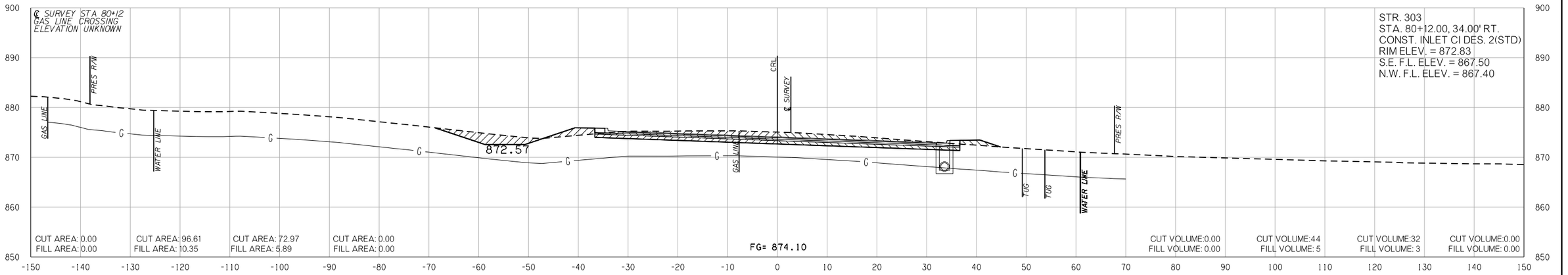
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

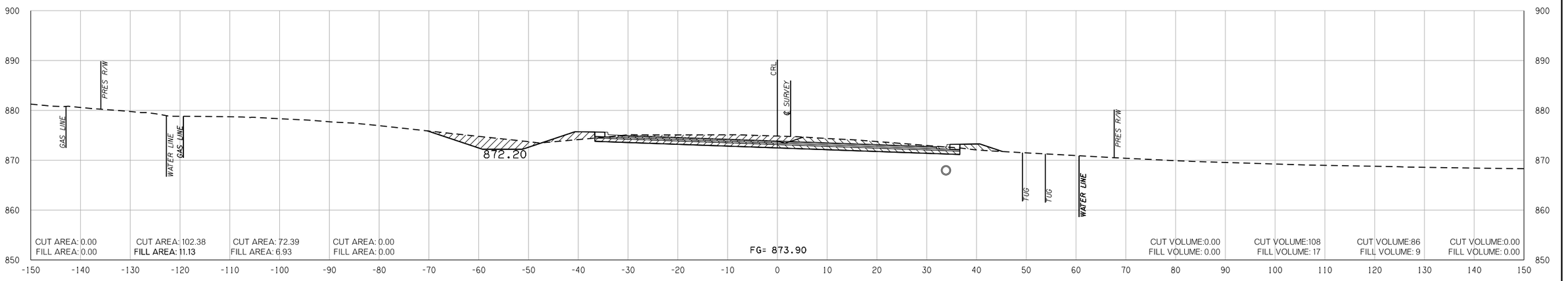
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



80 + 12.00



80 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X015

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

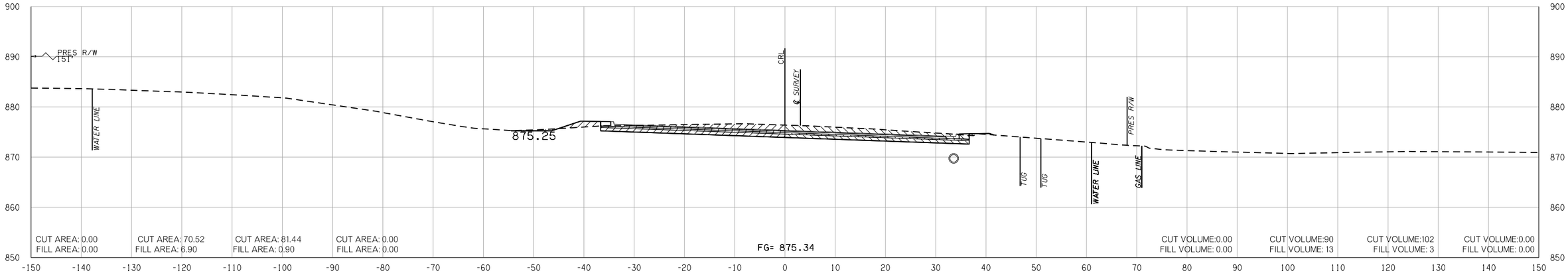
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

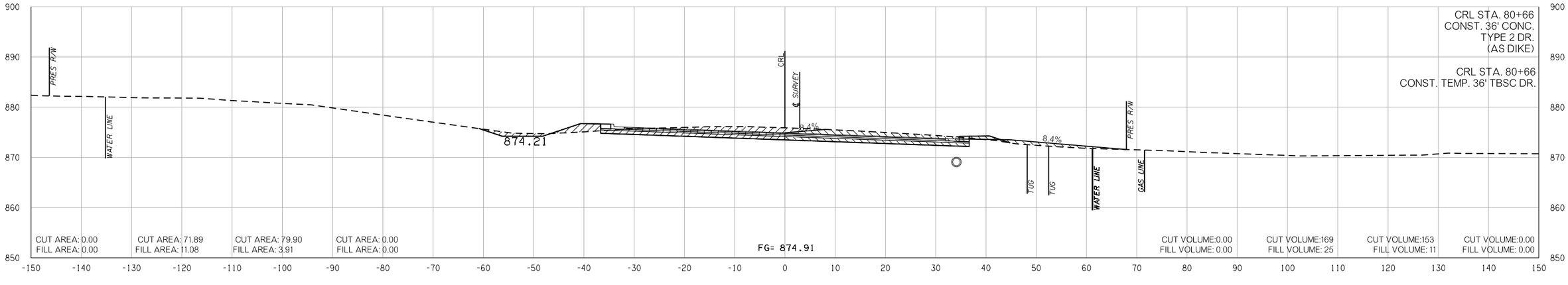
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



81+00.00



80+66.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X016

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PHASE 1
PHASE 2
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PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

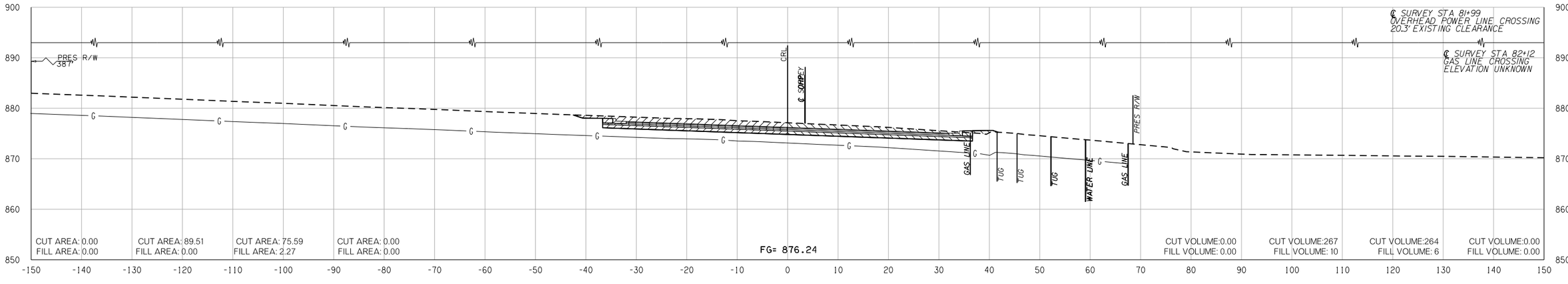
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

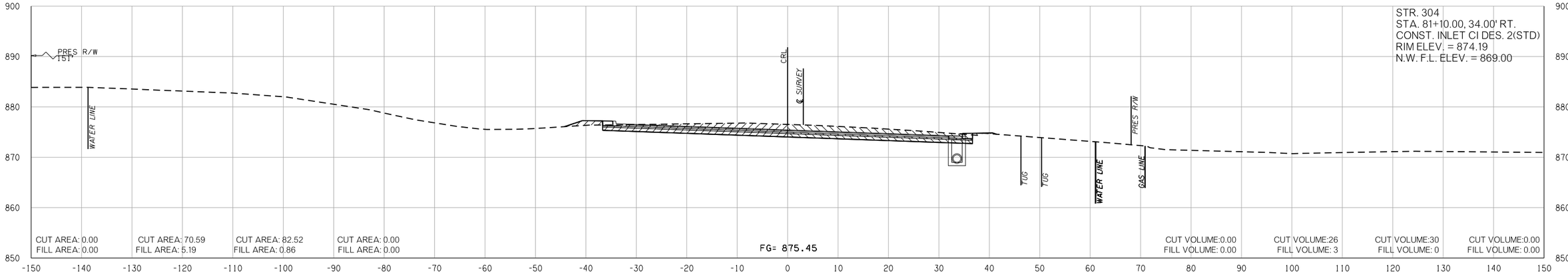
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



82 + 00.00



81 + 10.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X017

11/7/2018 P:\11399\200-11399-14001\CAD\Sheetfiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

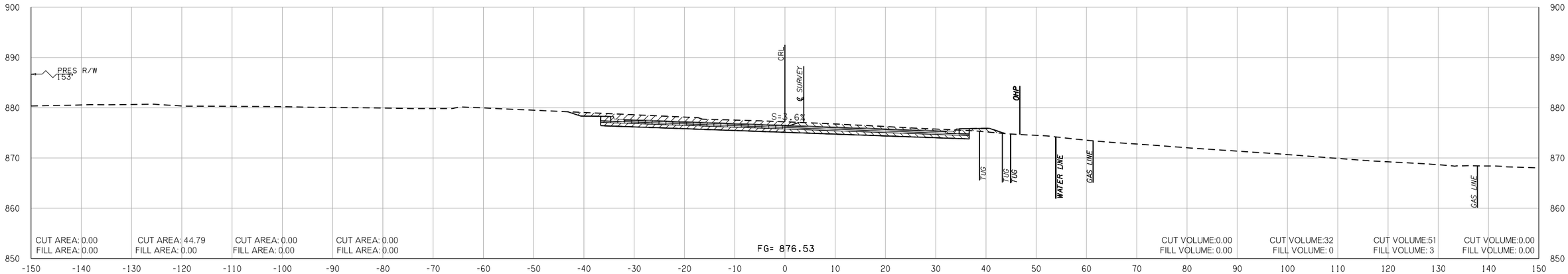
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

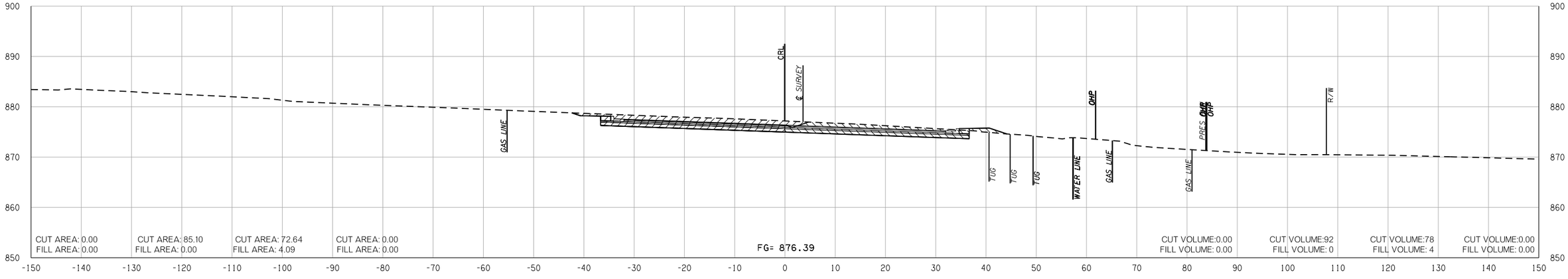
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



82 + 66.38



82 + 28.36

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X018

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

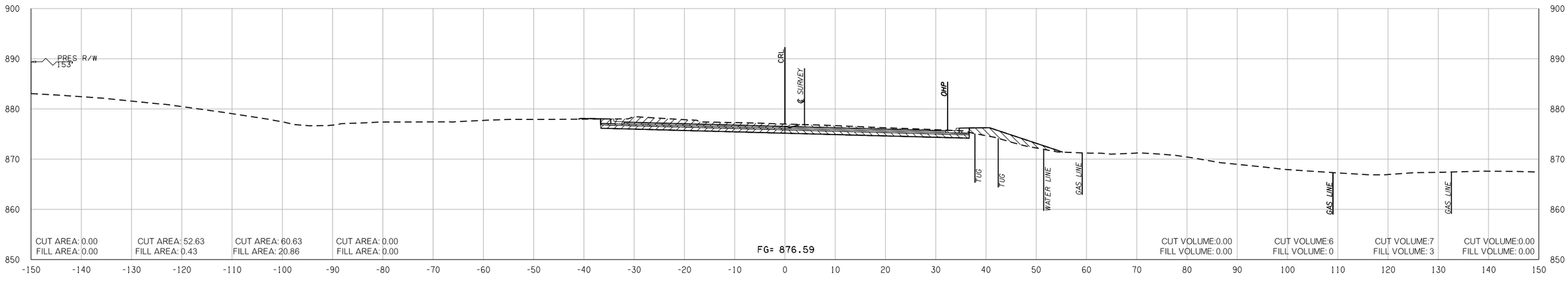
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

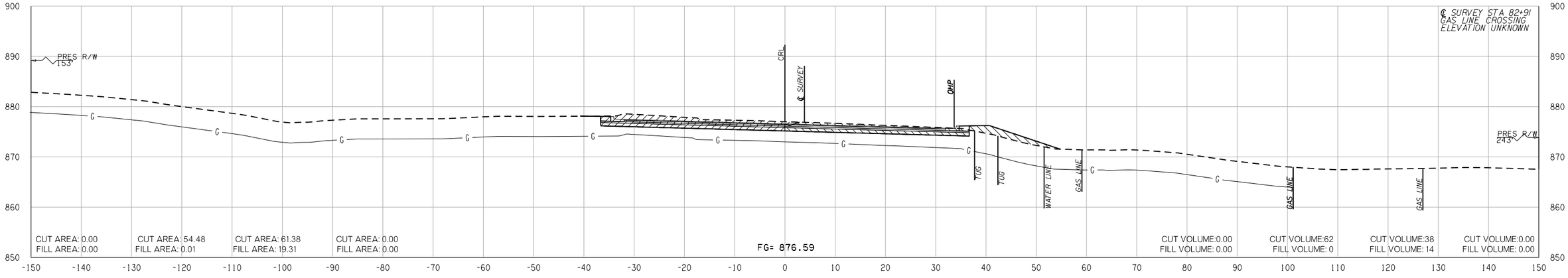
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



83+03.01



83+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X019

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
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PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

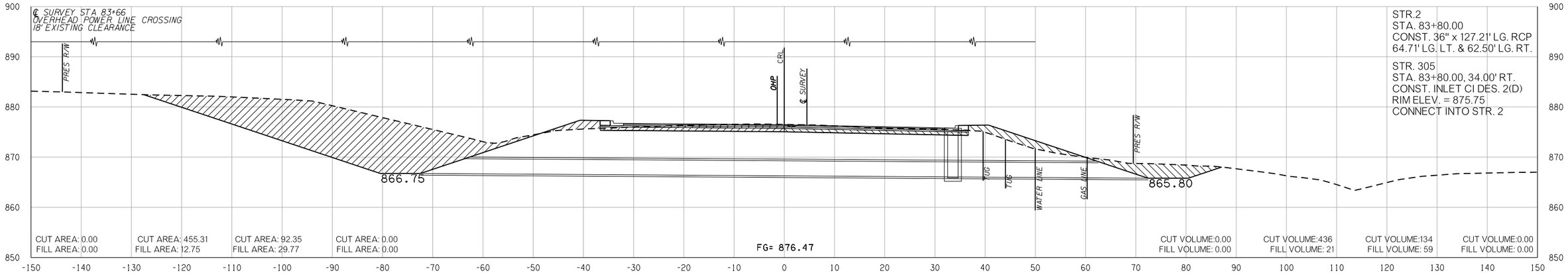
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

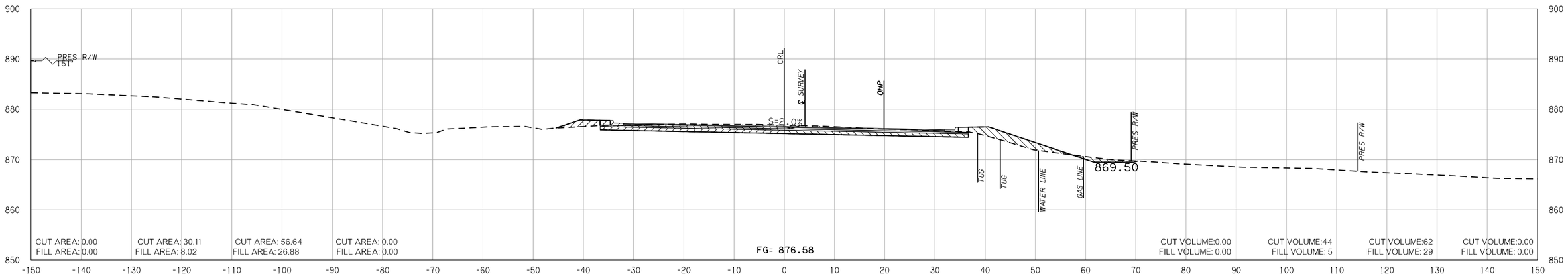
PHASE 1	PHASE 2	PHASE 3	PHASE 4



STR.2
STA. 83+80.00
CONST. 36" x 127.21' LG. RCP
64.71' LG. LT. & 62.50' LG. RT.

STR. 305
STA. 83+80.00, 34.00' RT.
CONST. INLET CI DES. 2(D)
RIM ELEV. = 875.75
CONNECT INTO STR. 2

83 + 80.00



83 + 31.50

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X020

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

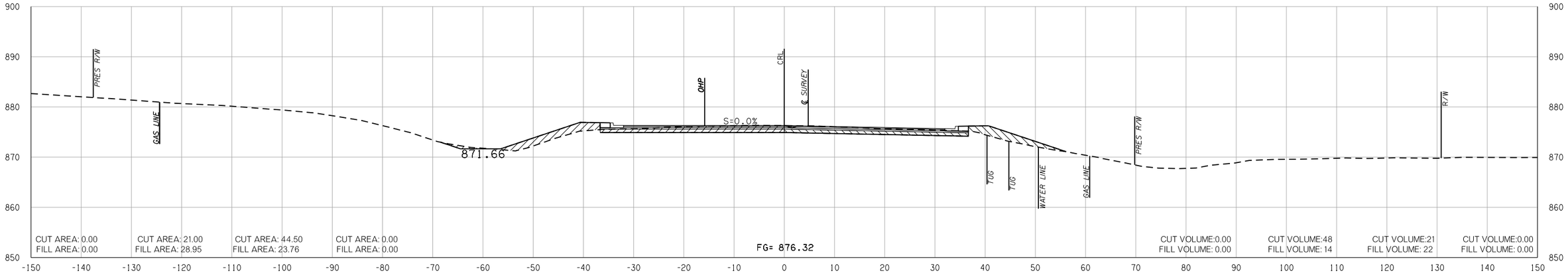
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

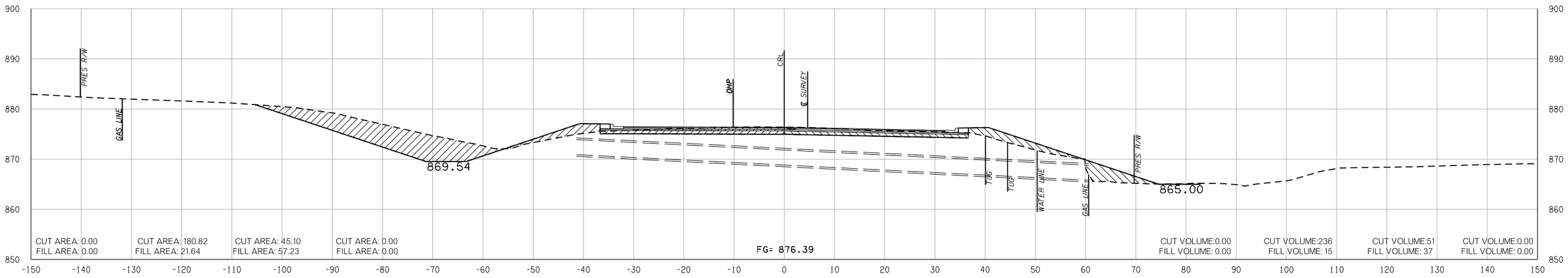
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



84 + 12.90



84 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X021

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

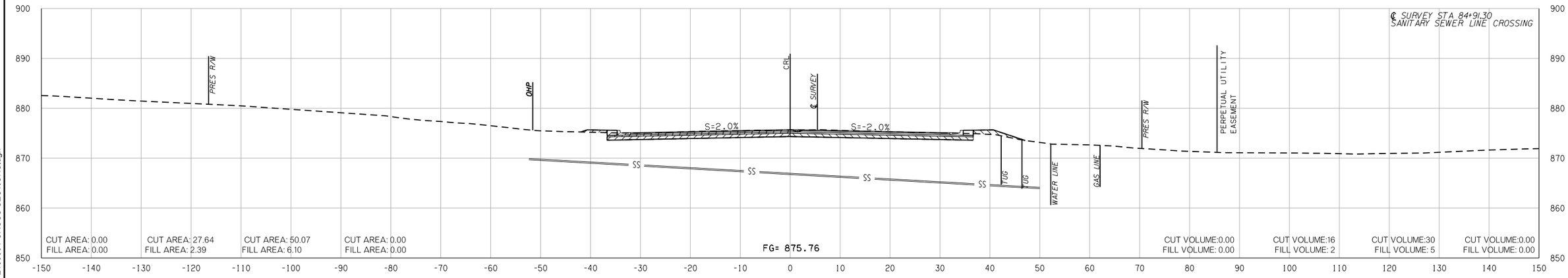
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

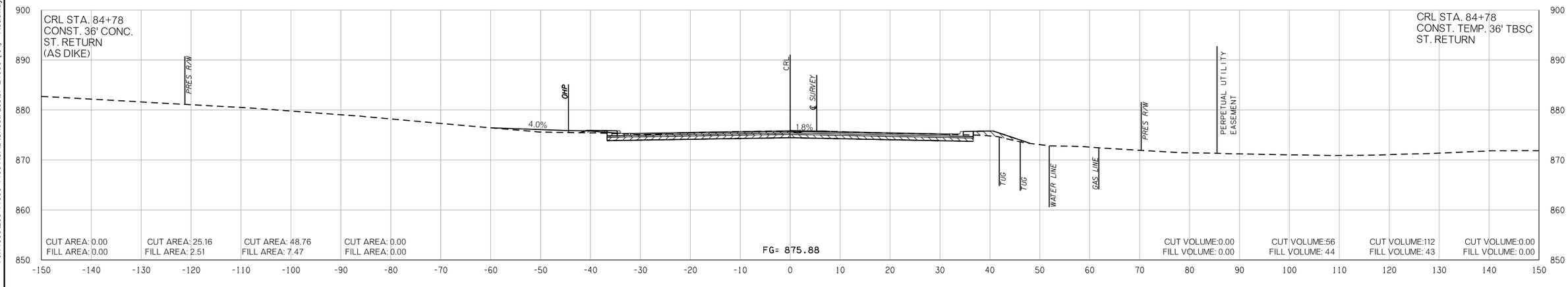
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



84 + 94.30



84 + 78.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X022

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

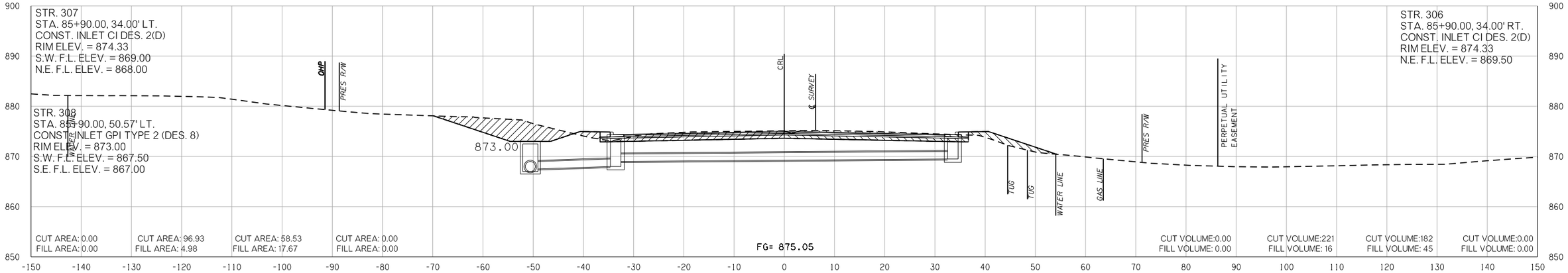
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

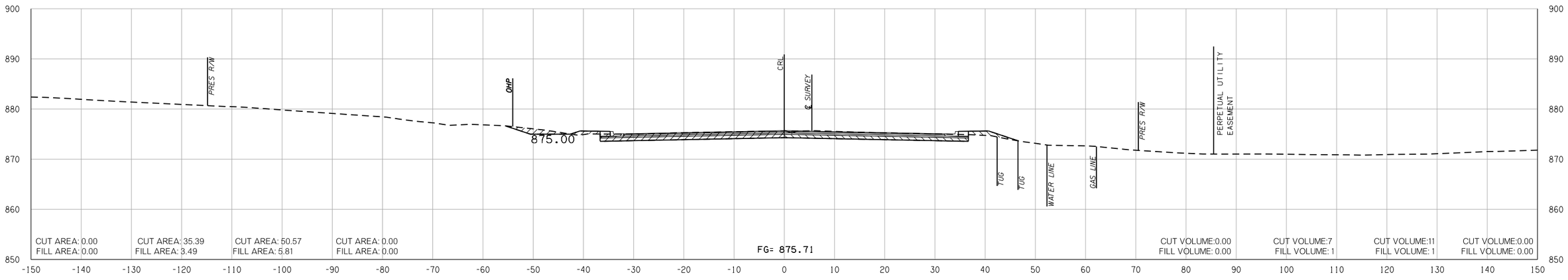
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



85 + 90.00



85 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X023

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

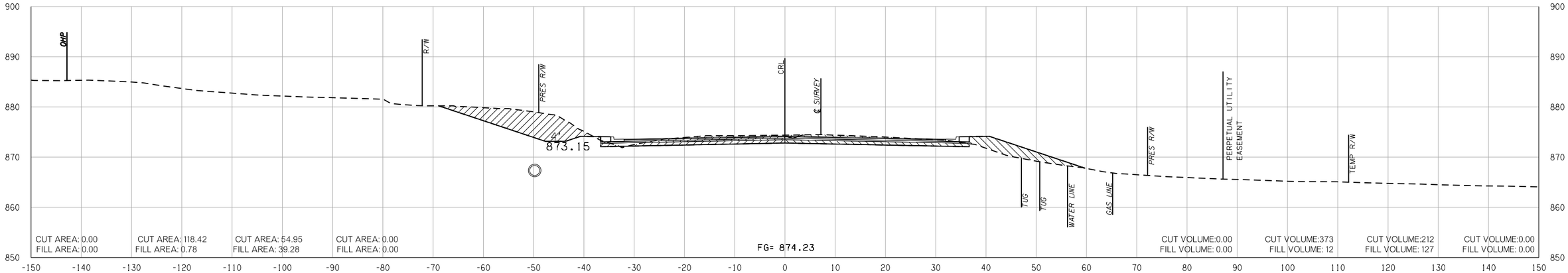
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

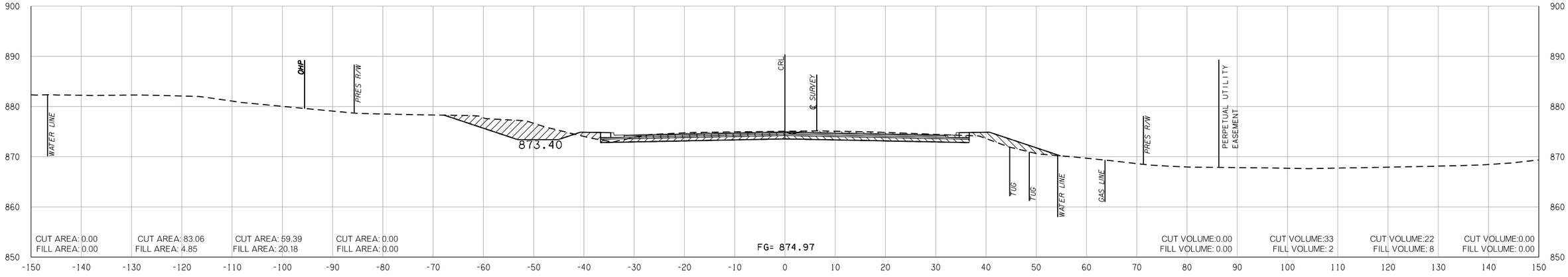
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 118.42	CUT AREA: 54.95	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 0.78	FILL AREA: 39.28	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:373	CUT VOLUME:212	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 12	FILL VOLUME: 127	FILL VOLUME: 0.00



87 + 00.00



CUT AREA: 0.00	CUT AREA: 83.06	CUT AREA: 59.39	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 4.85	FILL AREA: 20.18	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:33	CUT VOLUME:22	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 2	FILL VOLUME: 8	FILL VOLUME: 0.00

86 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X024

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

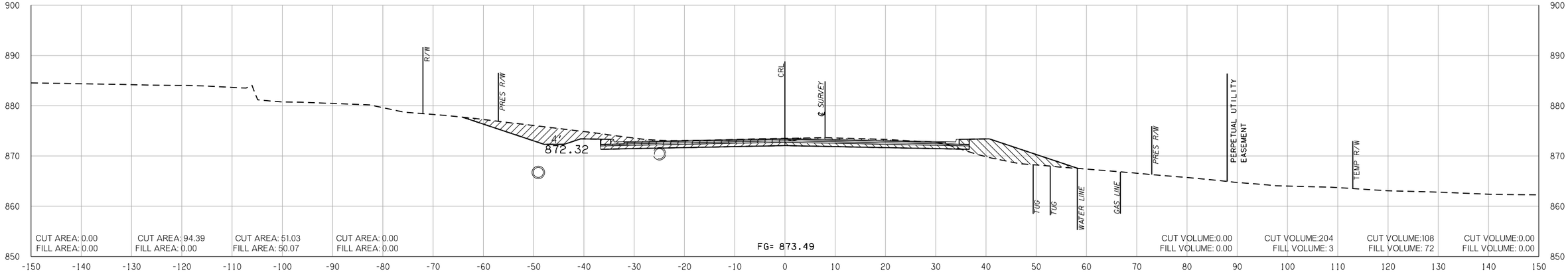
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

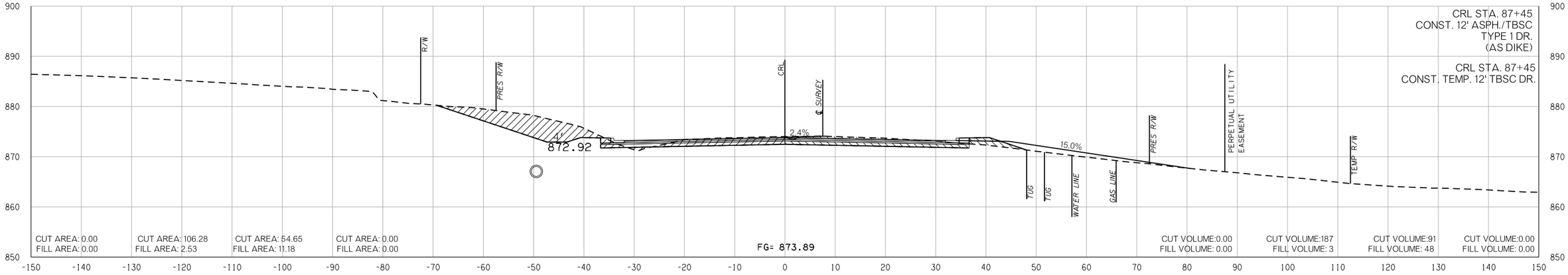
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



88 + 00.00



87 + 45.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X025

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

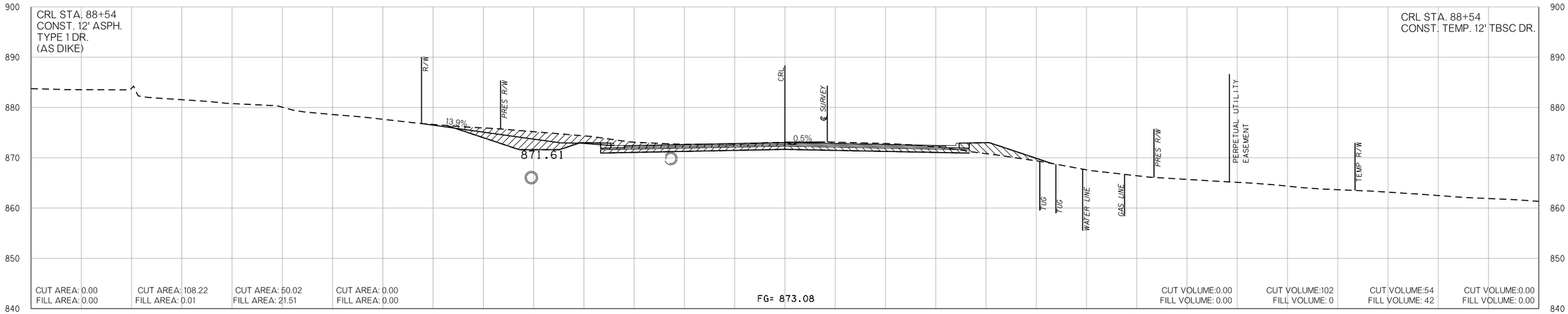
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

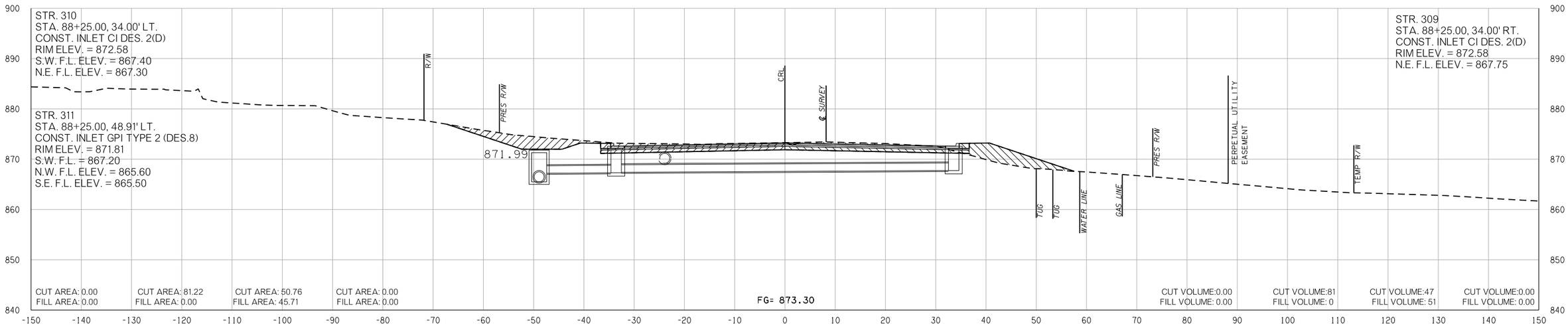
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



88 + 54.00



88 + 25.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X026

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

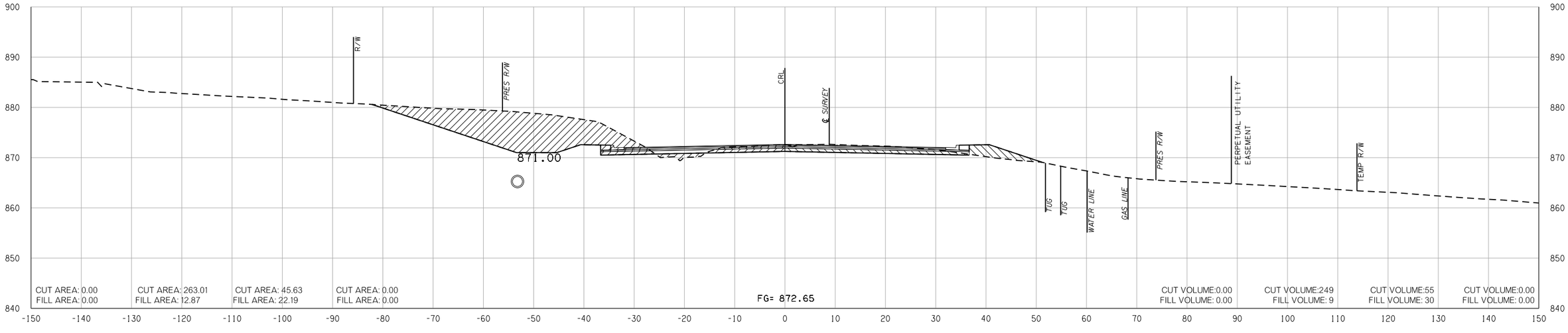
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

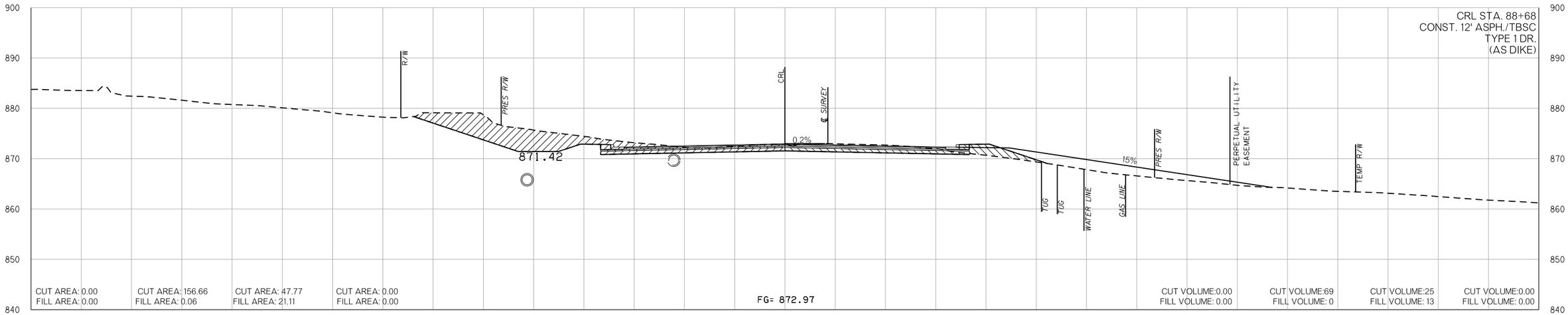
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 263.01	CUT AREA: 45.63	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 12.87	FILL AREA: 22.19	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:249	CUT VOLUME:55	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 9	FILL VOLUME: 30	FILL VOLUME: 0.00



89+00.00



88+68.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X027

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

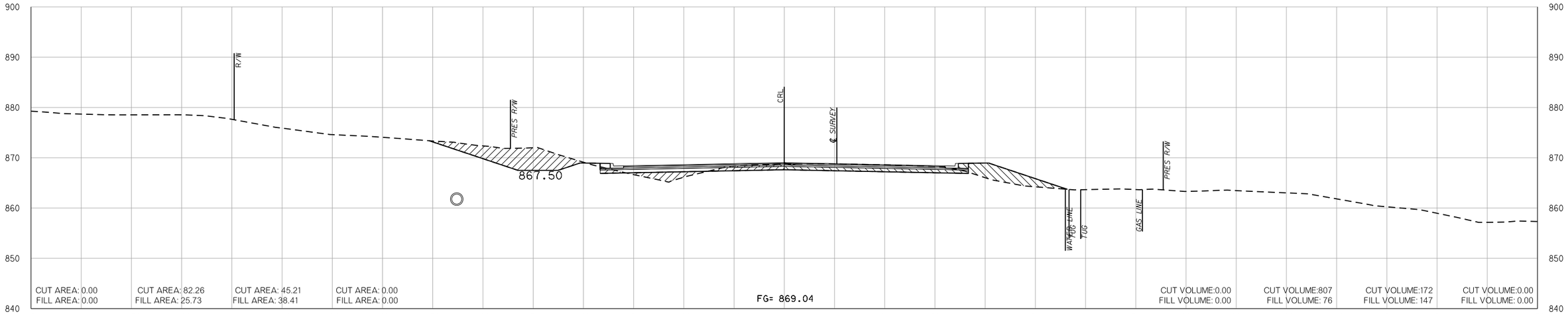
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

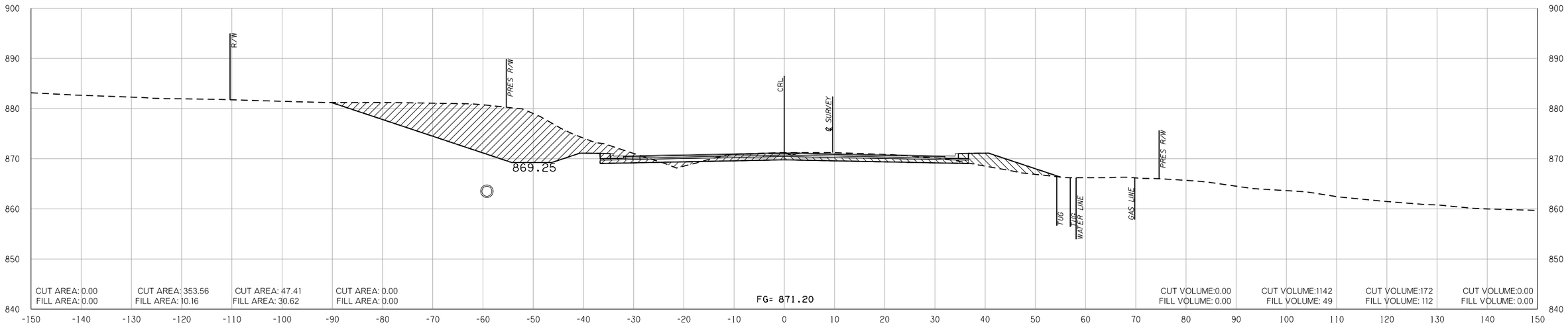
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



91+00.00



90+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X028

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

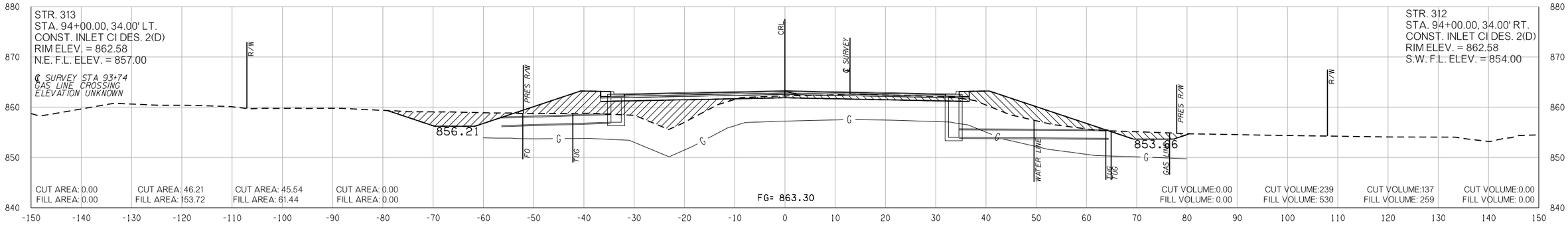
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

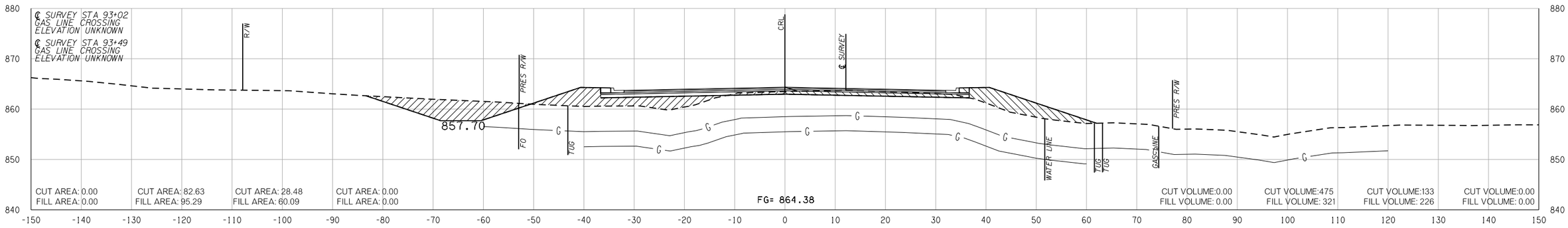
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

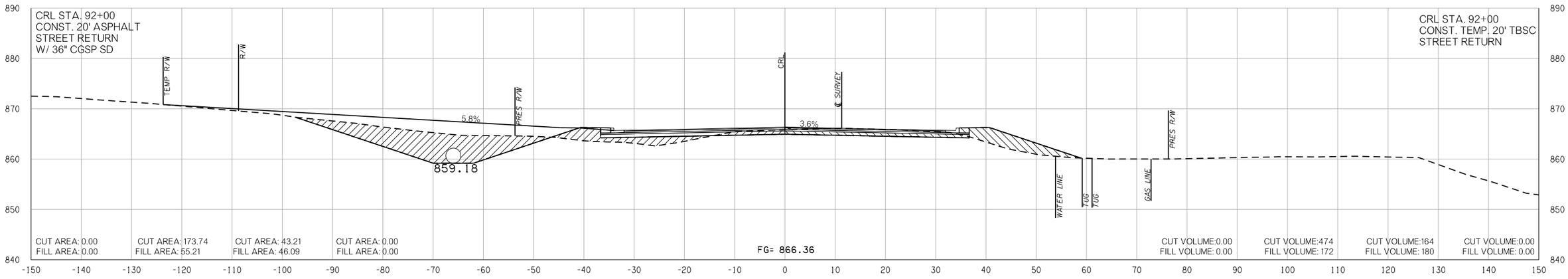
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



94+00.00



93+00.00



92+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X029

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

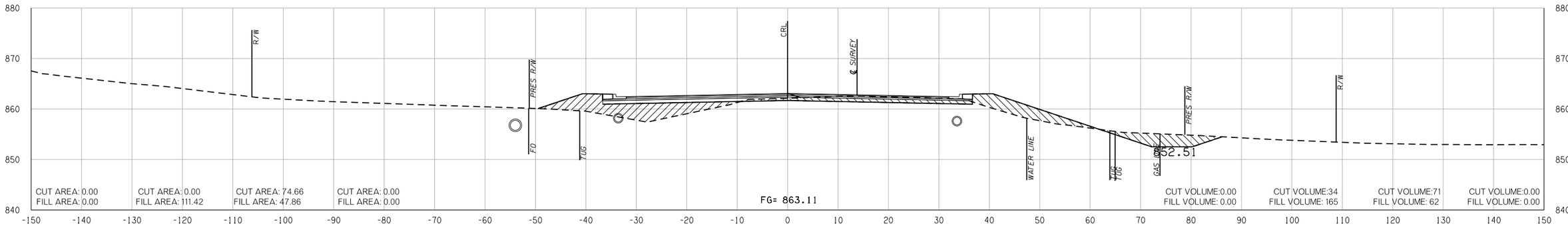
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

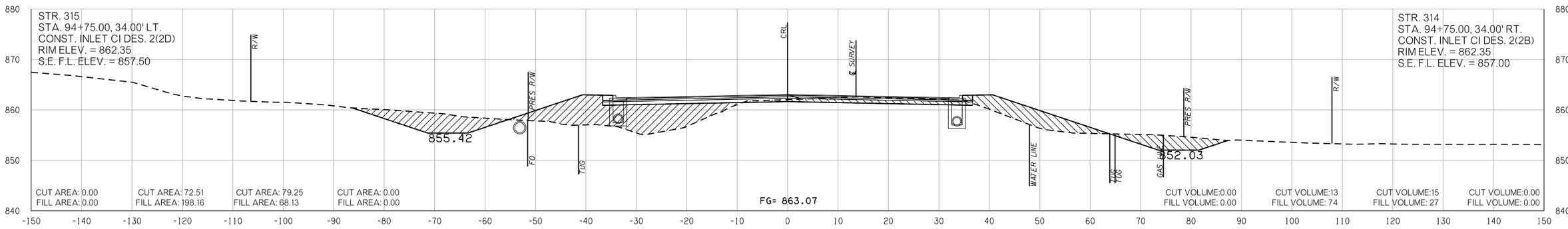
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

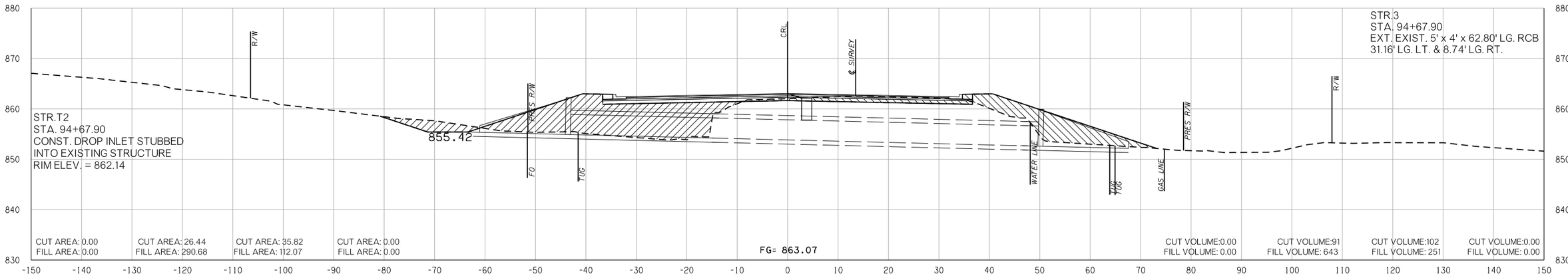
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



95+00.00



94+75.00



94+67.90

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X030

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

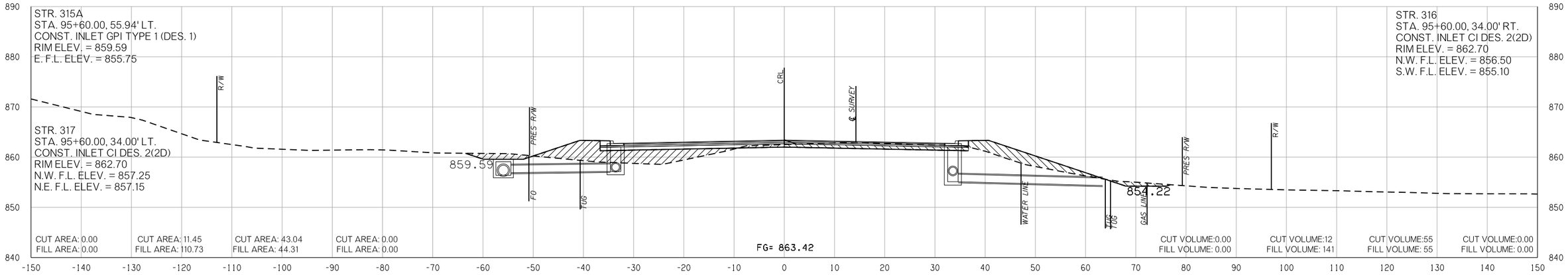
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4
95+60.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 11.45 FILL AREA: 110.73	CUT AREA: 43.04 FILL AREA: 44.31	CUT AREA: 0.00 FILL AREA: 0.00
95+30.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 10.50 FILL AREA: 109.62	CUT AREA: 56.09 FILL AREA: 42.21	CUT AREA: 0.00 FILL AREA: 0.00

VOLUMES (CY)

	PHASE 1	PHASE 2	PHASE 3	PHASE 4
95+60.00	CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:12 FILL VOLUME: 141	CUT VOLUME:55 FILL VOLUME: 55	CUT VOLUME:0.00 FILL VOLUME: 0.00
95+30.00	CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:6 FILL VOLUME: 141	CUT VOLUME:73 FILL VOLUME: 58	CUT VOLUME:0.00 FILL VOLUME: 0.00



STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X031

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

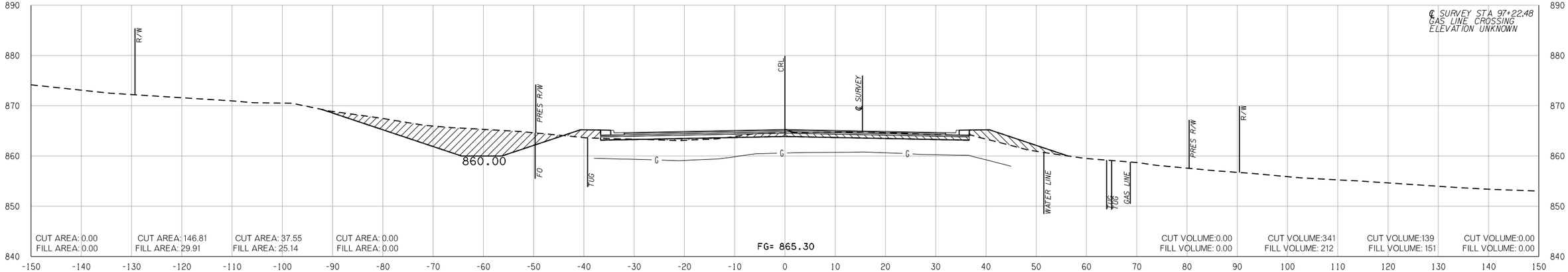
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

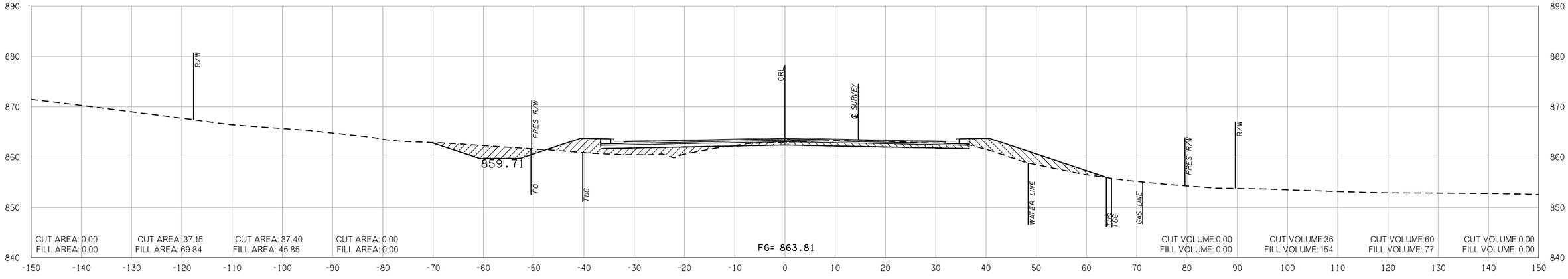
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



97 + 00.00



96 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X032

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

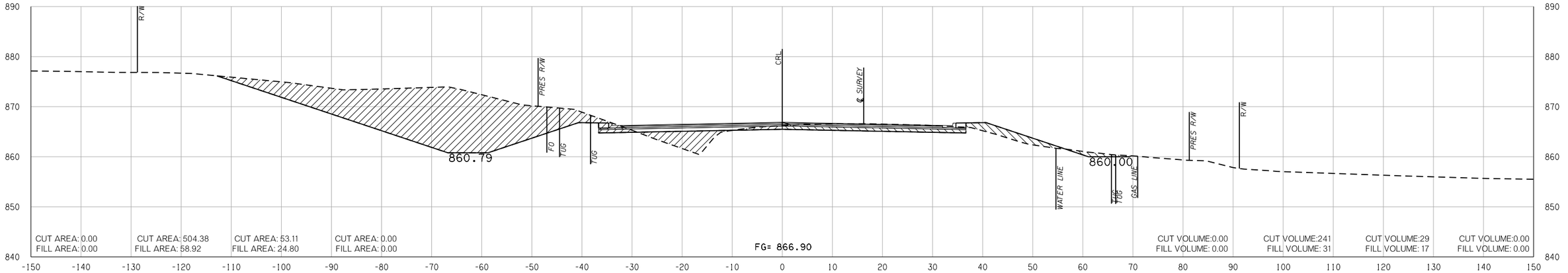
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

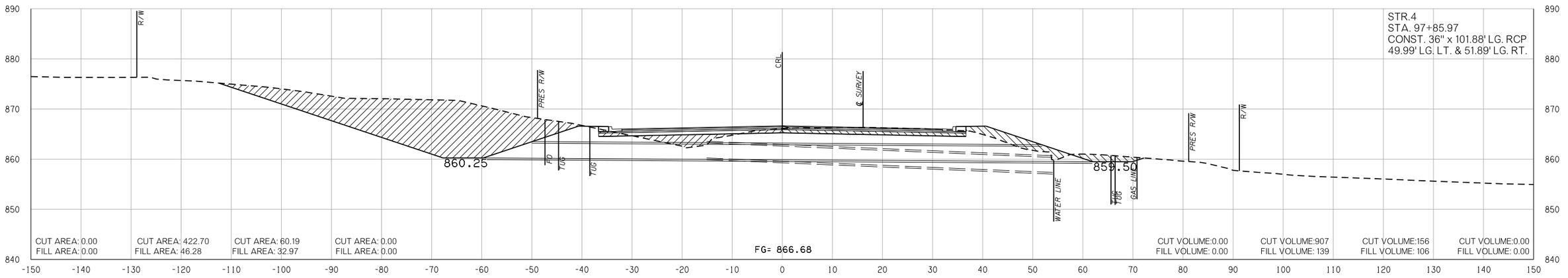
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



98 + 00.00



97 + 85.97

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X033

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

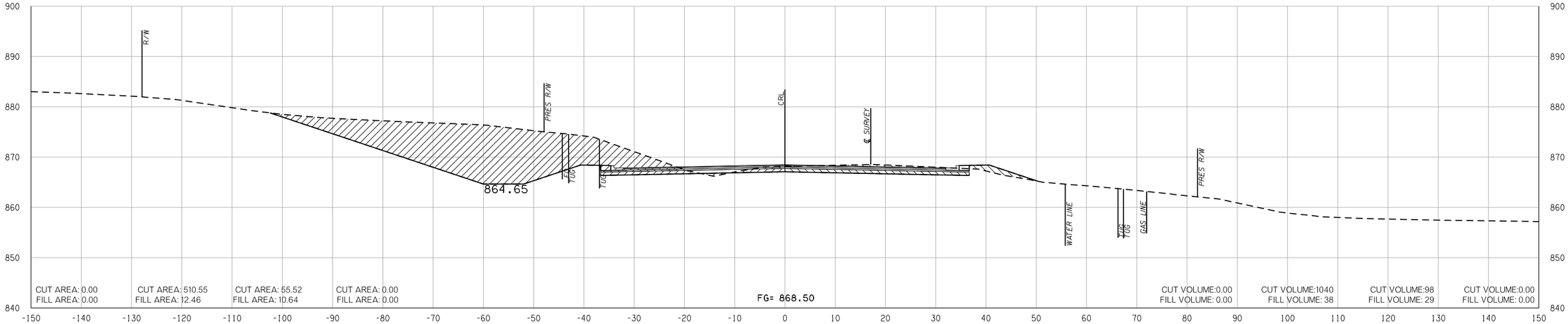
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

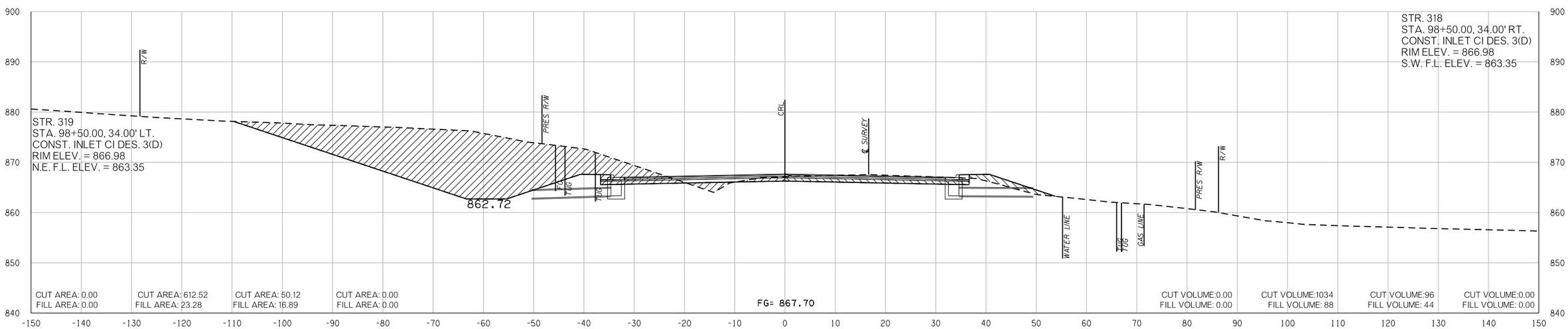
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



99 + 00.00



98 + 50.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X034

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

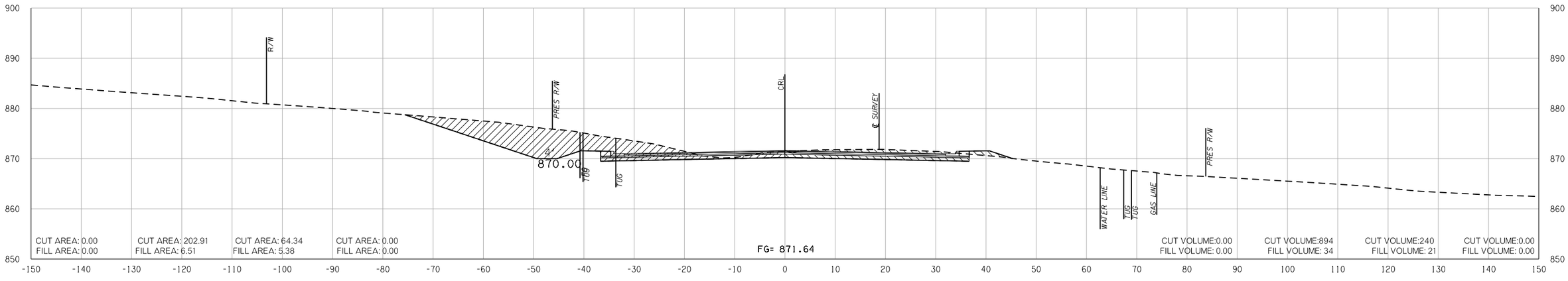
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

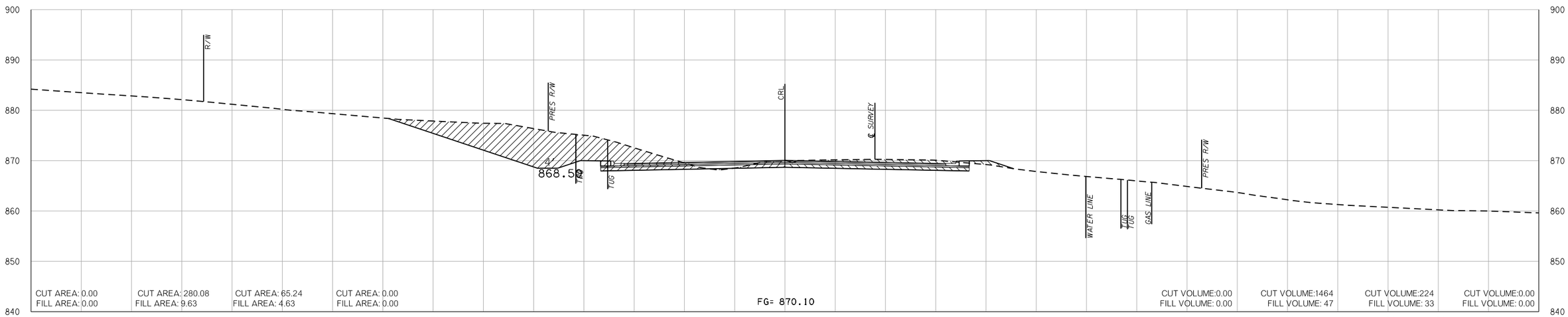
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 202.91	CUT AREA: 64.34	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 6.51	FILL AREA: 5.38	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:894	CUT VOLUME:240	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 34	FILL VOLUME: 21	FILL VOLUME: 0.00



101+00.00



100+00.00

CUT AREA: 0.00	CUT AREA: 280.08	CUT AREA: 65.24	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 9.63	FILL AREA: 4.63	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:1464	CUT VOLUME:224	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 47	FILL VOLUME: 33	FILL VOLUME: 0.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X035

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

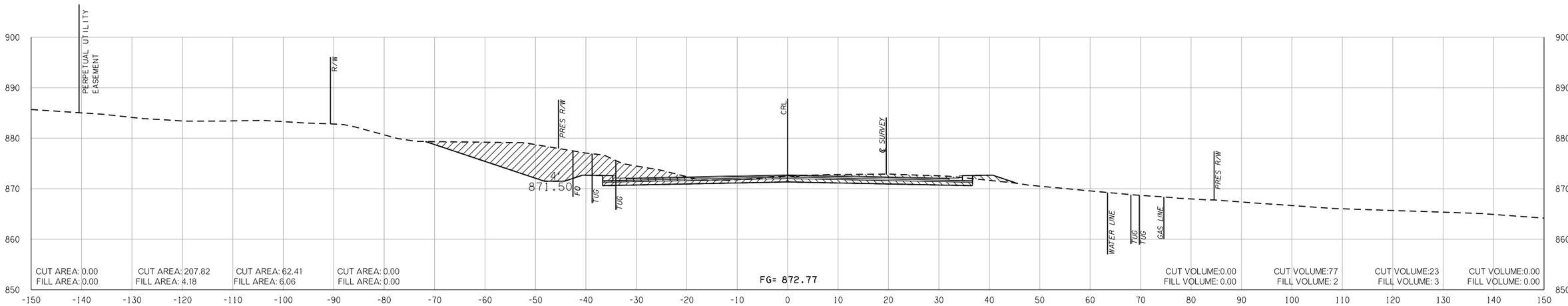
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

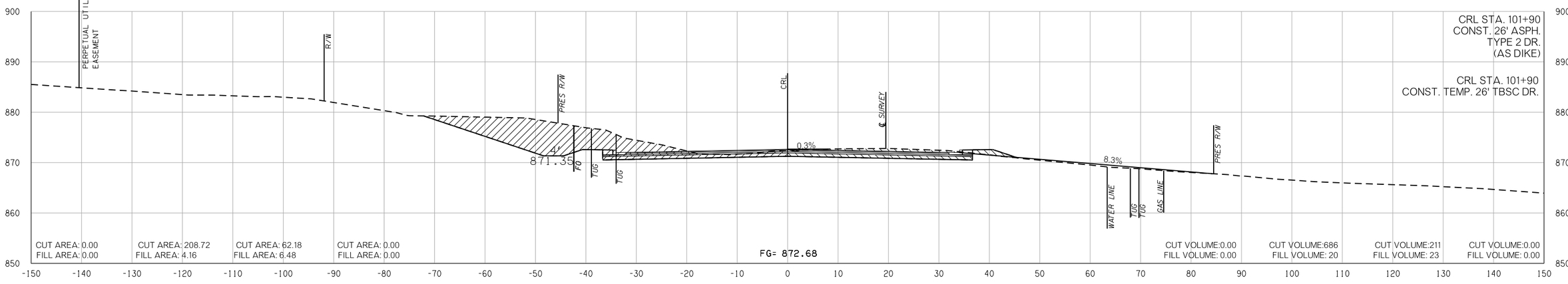
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 207.82	CUT AREA: 62.41	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 4.18	FILL AREA: 6.06	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:77	CUT VOLUME:23	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 2	FILL VOLUME: 3	FILL VOLUME: 0.00



102+00.00



CUT AREA: 0.00	CUT AREA: 208.72	CUT AREA: 62.18	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 4.16	FILL AREA: 6.48	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:686	CUT VOLUME:211	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 20	FILL VOLUME: 23	FILL VOLUME: 0.00

101+90.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X036

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

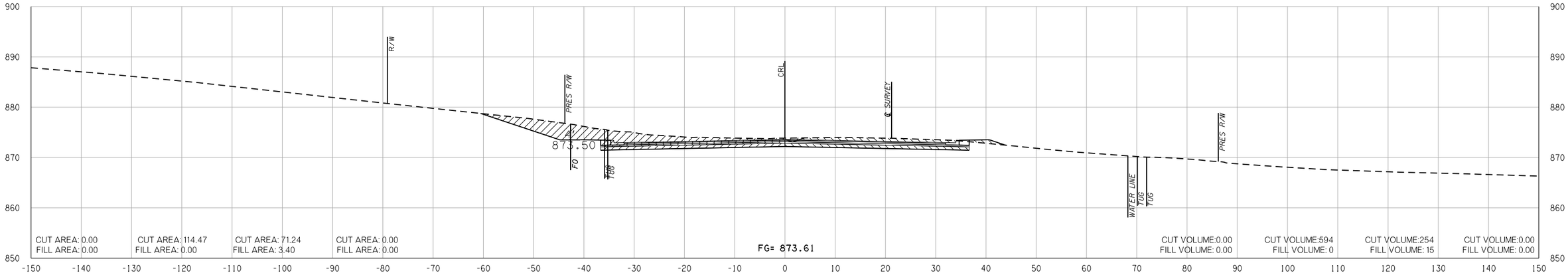
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

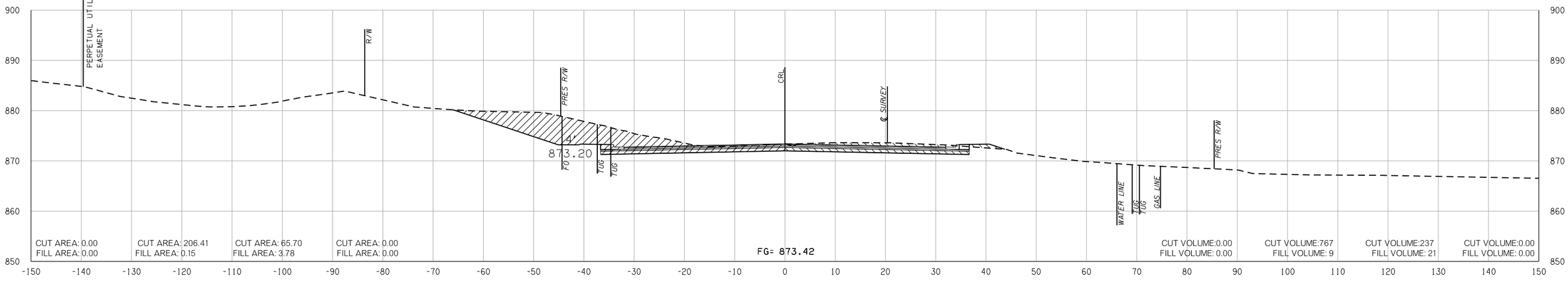
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 114.47	CUT AREA: 71.24	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 0.00	FILL AREA: 3.40	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:594	CUT VOLUME:254	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 0	FILL VOLUME: 15	FILL VOLUME: 0.00



104 + 00.00



103 + 00.00

CUT AREA: 0.00	CUT AREA: 206.41	CUT AREA: 65.70	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 0.15	FILL AREA: 3.78	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:767	CUT VOLUME:237	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 9	FILL VOLUME: 21	FILL VOLUME: 0.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X037

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

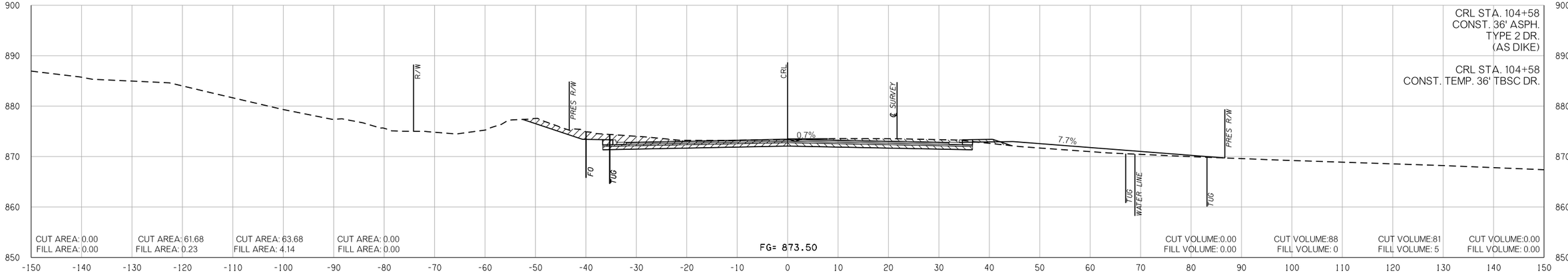
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

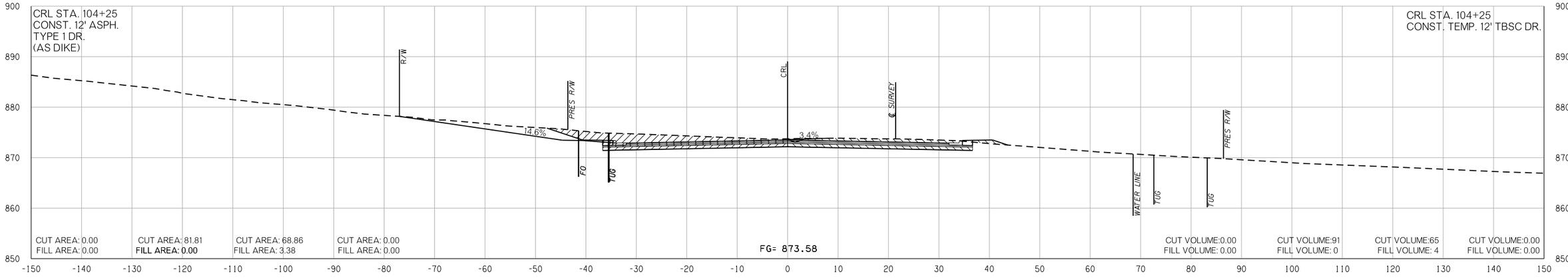
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 61.68	CUT AREA: 63.68	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 0.23	FILL AREA: 4.14	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:88	CUT VOLUME:81	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 0	FILL VOLUME: 5	FILL VOLUME: 0.00



104 + 58.00



104 + 25.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X038

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

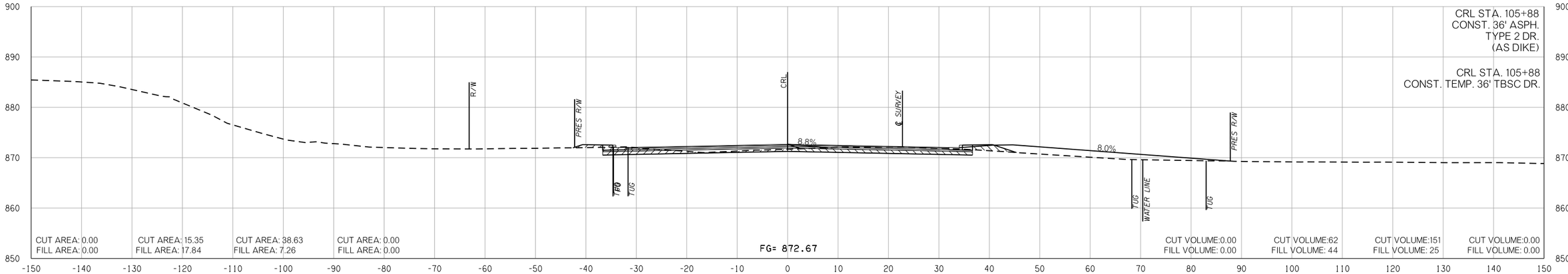
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

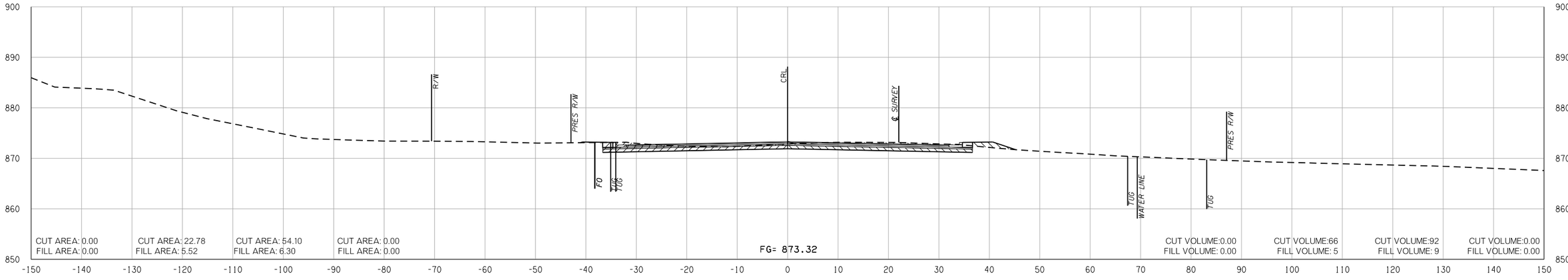
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



105 + 88.00



105 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X039

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

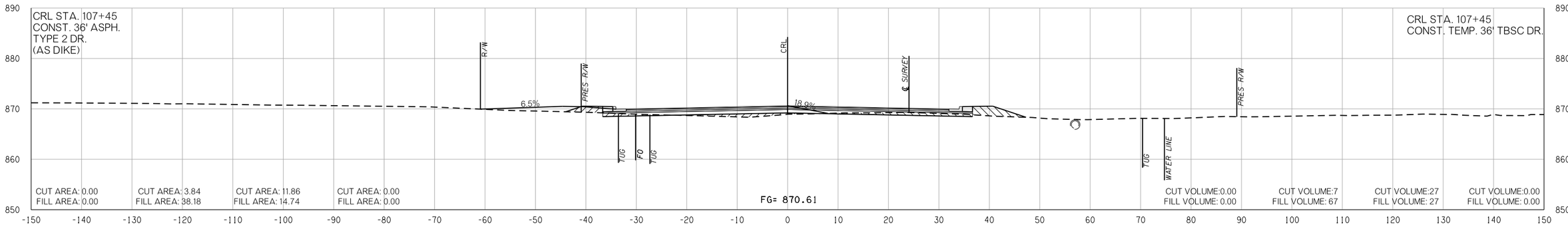
11/7/2018

END AREAS (SF)

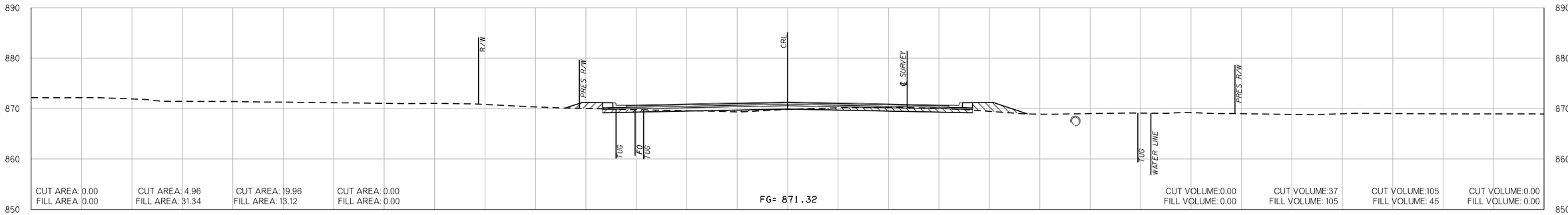
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

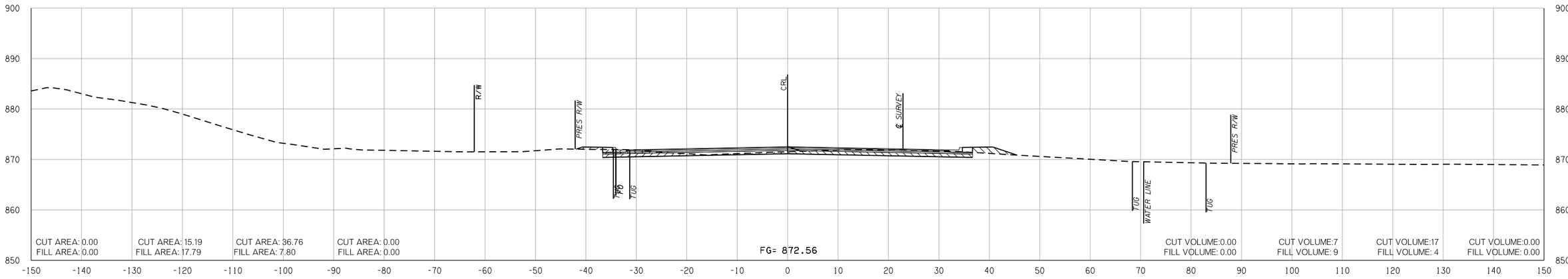
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



107 + 45.00



107 + 00.00



106 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X040

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

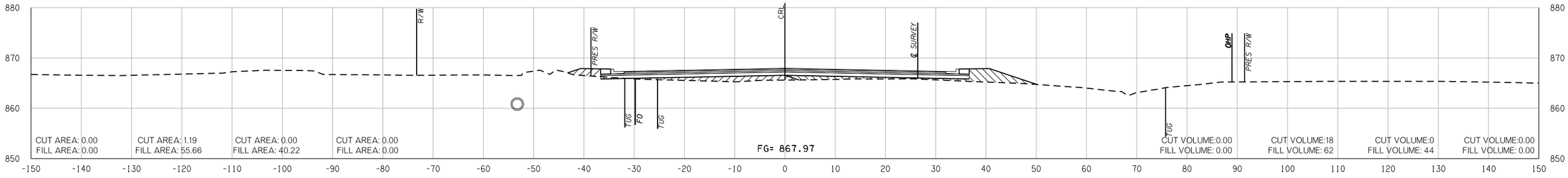
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

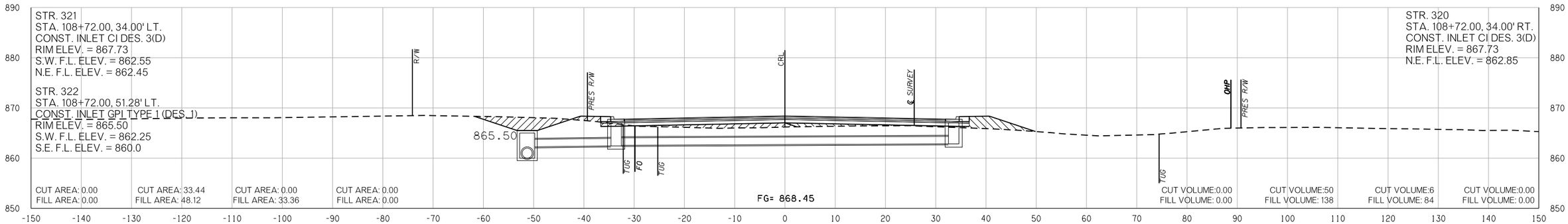
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 1.19	CUT AREA: 0.00	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 55.66	FILL AREA: 40.22	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:18	CUT VOLUME:0	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 62	FILL VOLUME: 44	FILL VOLUME: 0.00



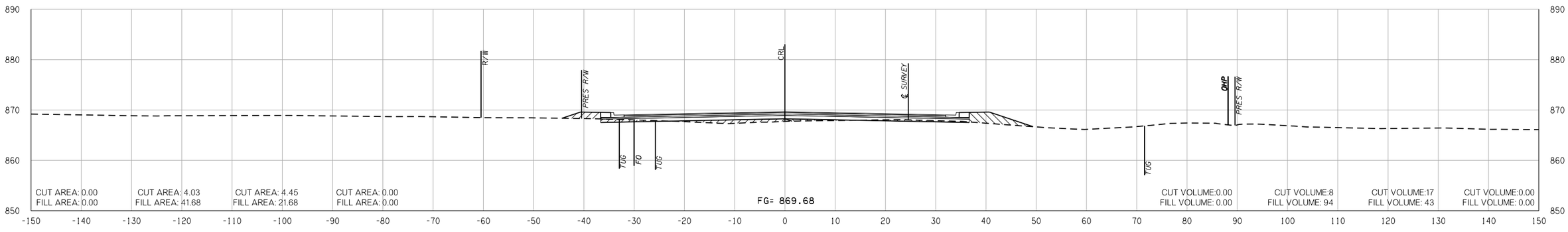
109+00.00



CUT AREA: 0.00	CUT AREA: 33.44	CUT AREA: 0.00	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 48.12	FILL AREA: 33.36	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:50	CUT VOLUME:6	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 138	FILL VOLUME: 84	FILL VOLUME: 0.00

108+72.00



CUT AREA: 0.00	CUT AREA: 4.03	CUT AREA: 4.45	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 41.68	FILL AREA: 21.68	FILL AREA: 0.00

CUT VOLUME:0.00	CUT VOLUME:8	CUT VOLUME:17	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 94	FILL VOLUME: 43	FILL VOLUME: 0.00

108+00.00

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STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X041

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

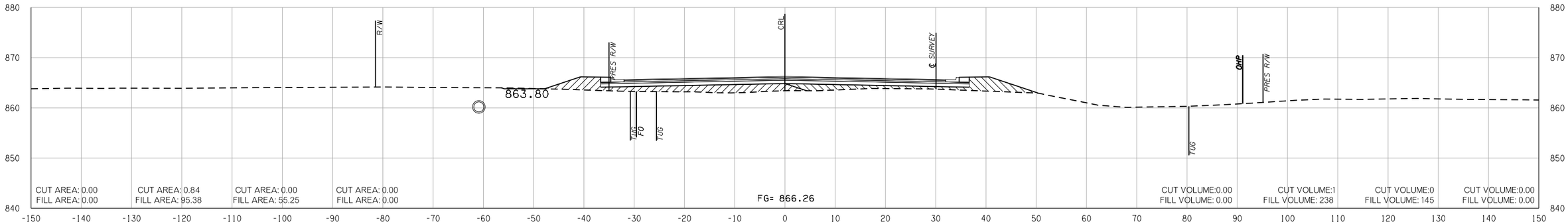
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

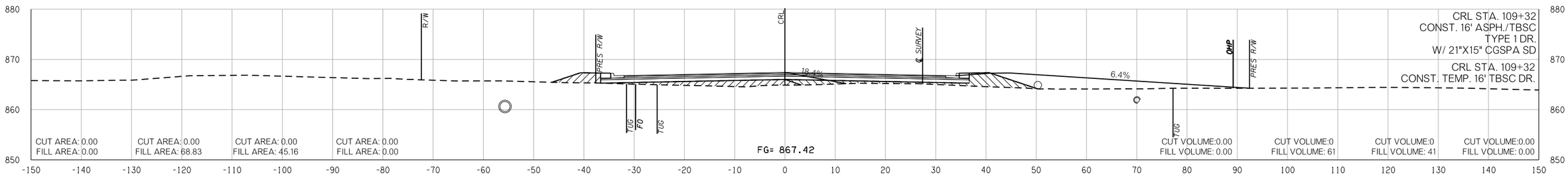
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

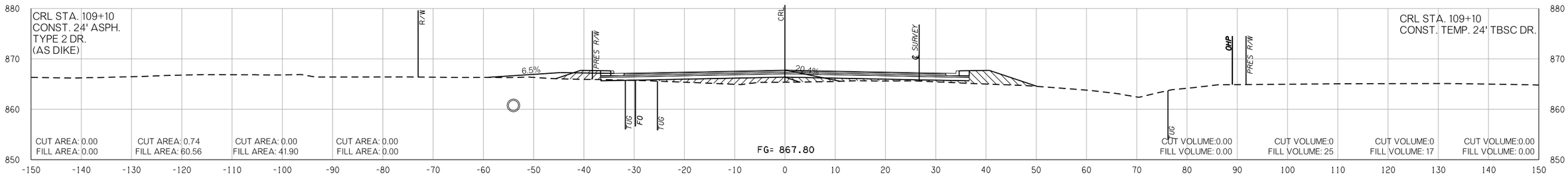
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



110+00.00



109+32.00



109+10.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X042

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

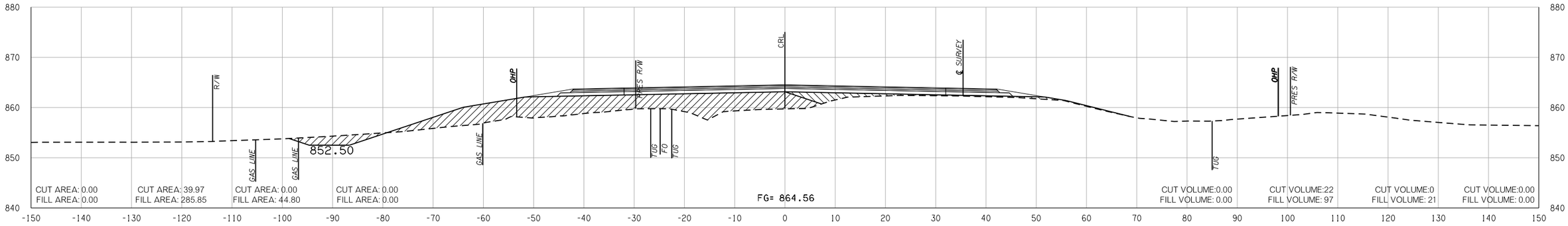
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

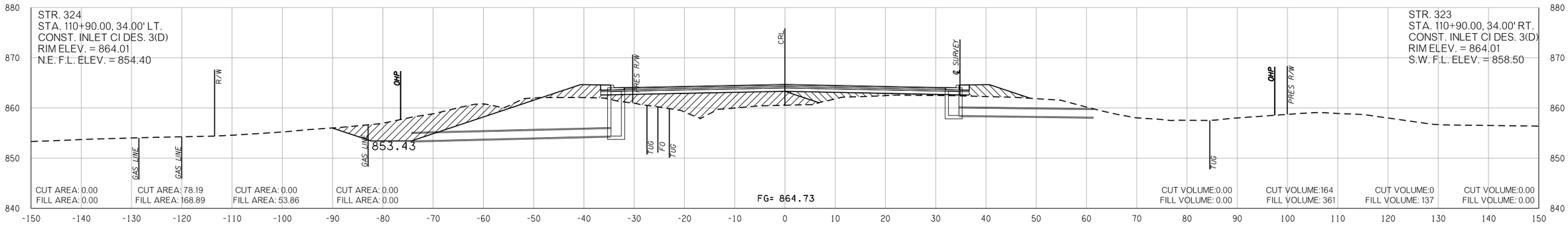
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

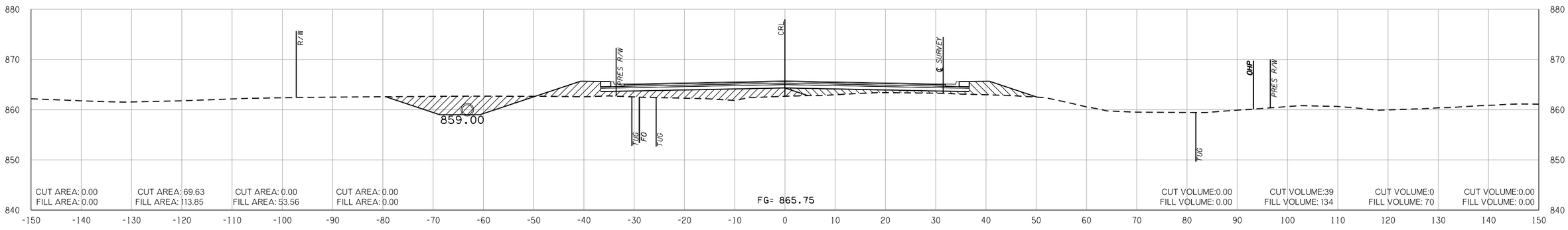
PHASE 1	PHASE 2	PHASE 3	PHASE 4



111+00.00



110+90.00



110+30.00

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STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X043

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

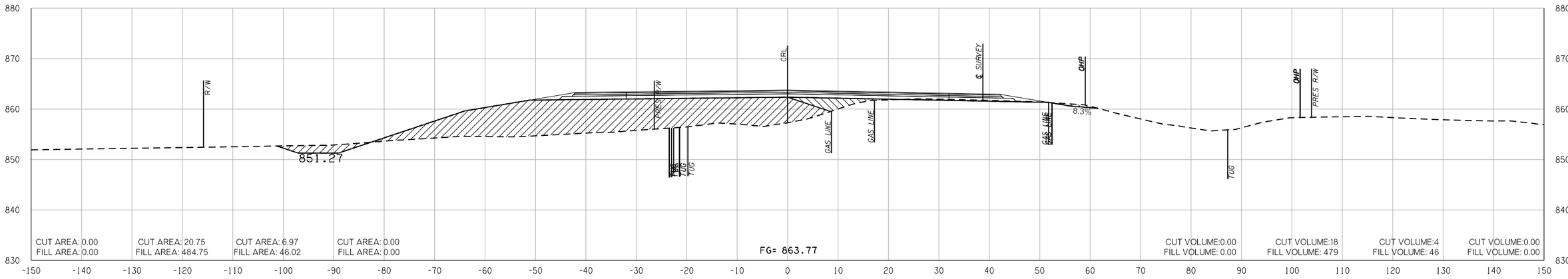
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

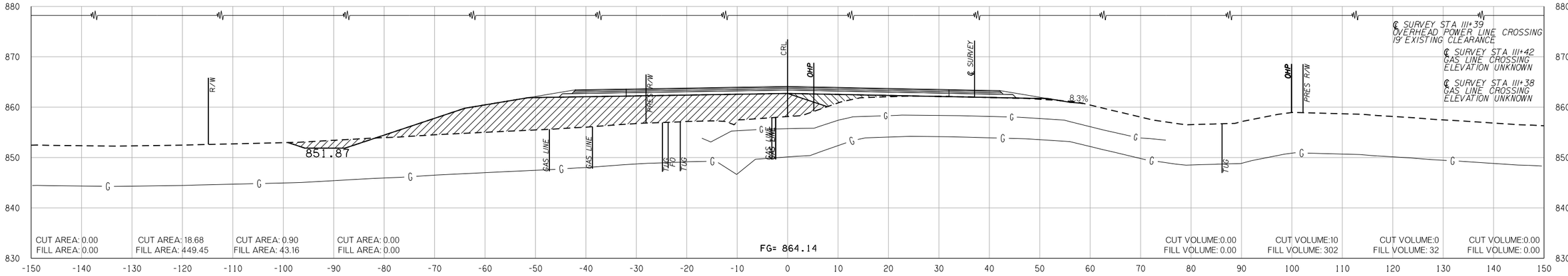
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

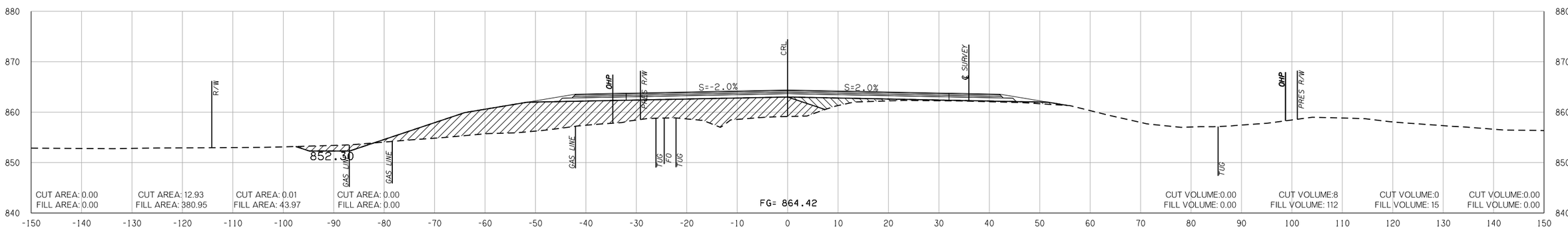
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



111+49.07



111+25.00



111+07.92

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X044

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

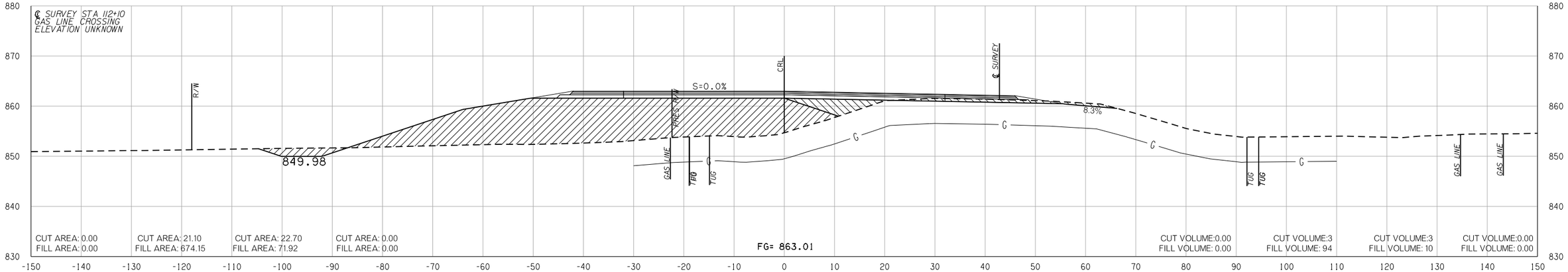
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

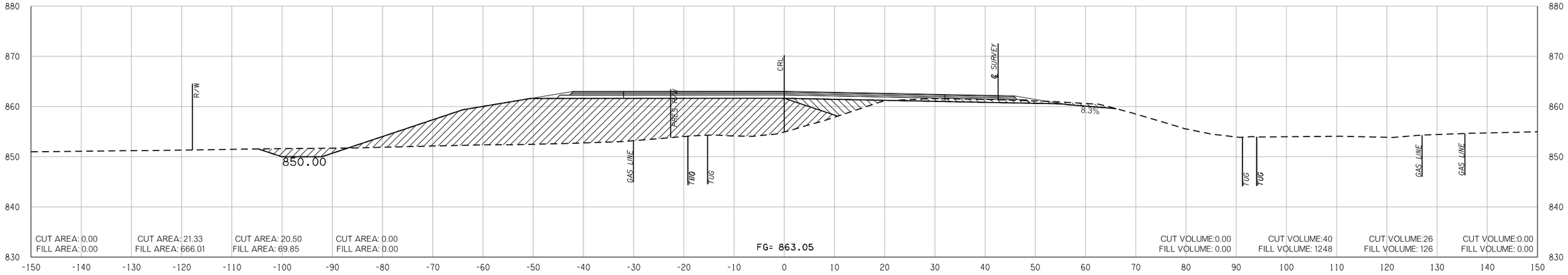
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



112+03.29



112+00.00

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STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X045

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

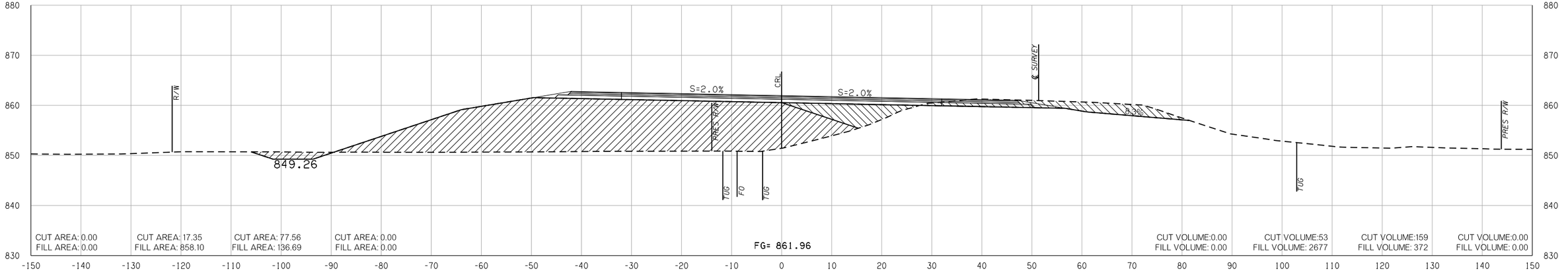
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

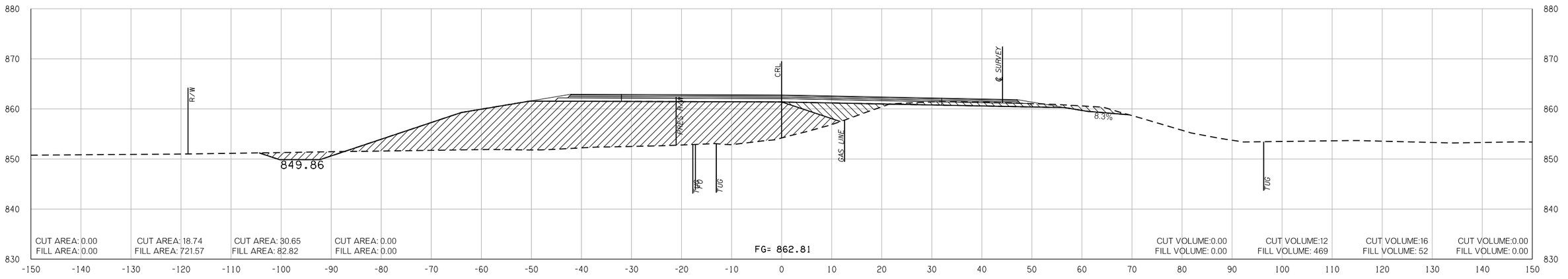
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



112 + 98.66



112 + 19.07

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X046

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PHASE 1
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PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

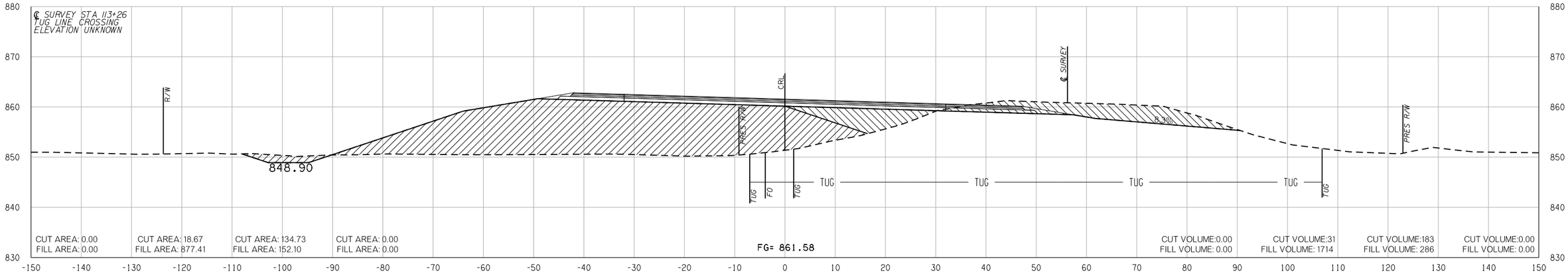
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

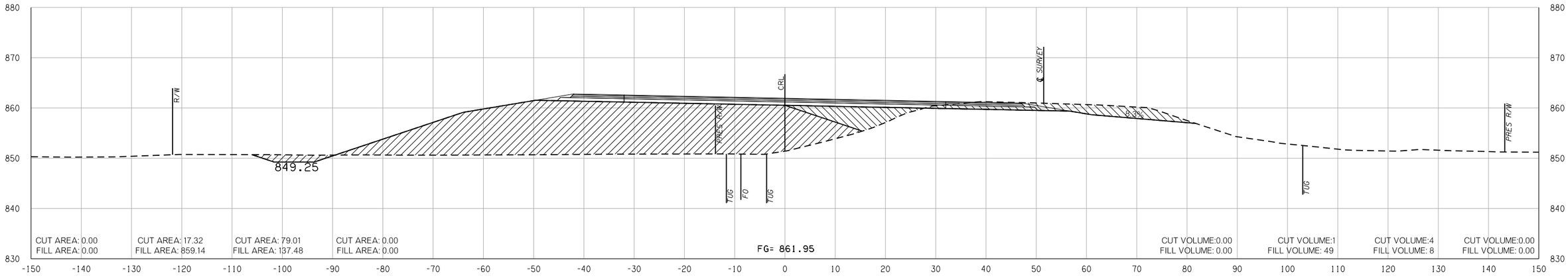
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



113+46.35



113+00.00

STATE JOB NO.	21006(04)(11)
SEMINOLE COUNTY	SHEET NO. X047

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

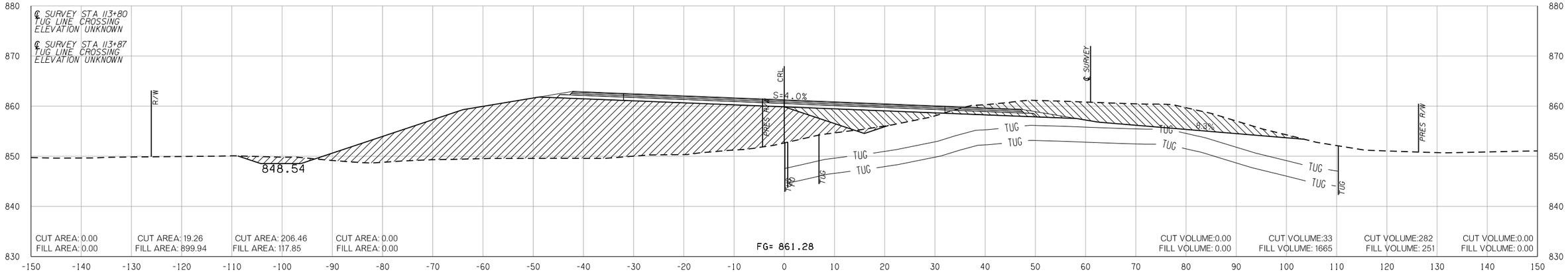
11/7/2018

END AREAS (SF)

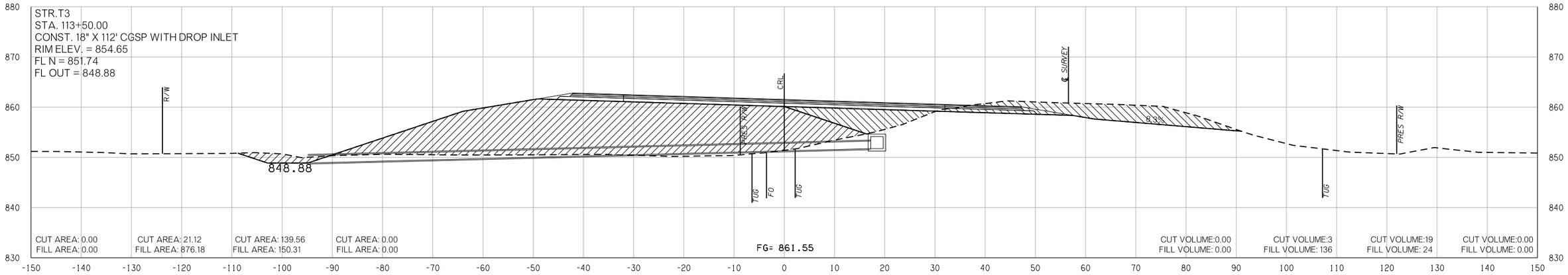
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



113+94.03



113+50.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X048

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

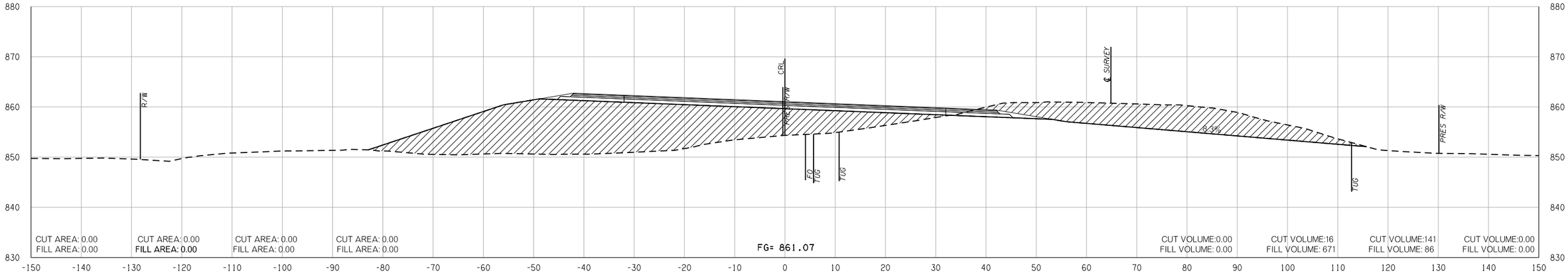
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

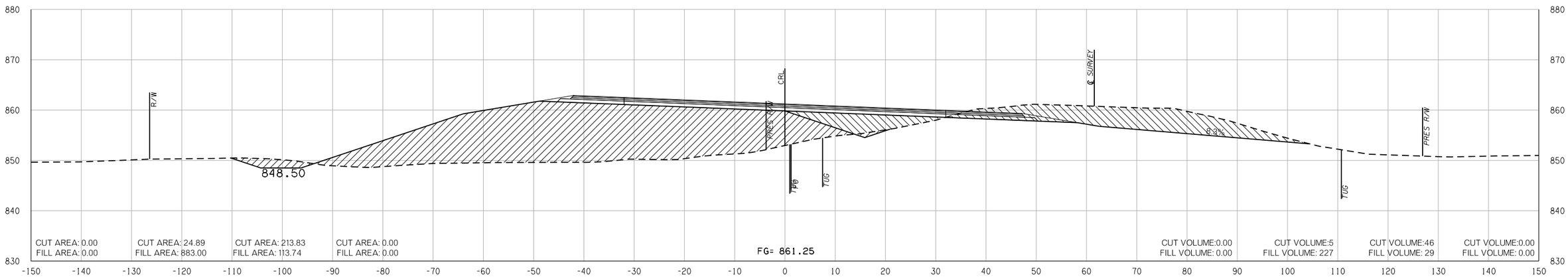
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 0.00 FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:16 FILL VOLUME: 671	CUT VOLUME:141 FILL VOLUME: 86	CUT VOLUME:0.00 FILL VOLUME: 0.00



BEGIN APPROACH SLAB
114+35.67



114+00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X049

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

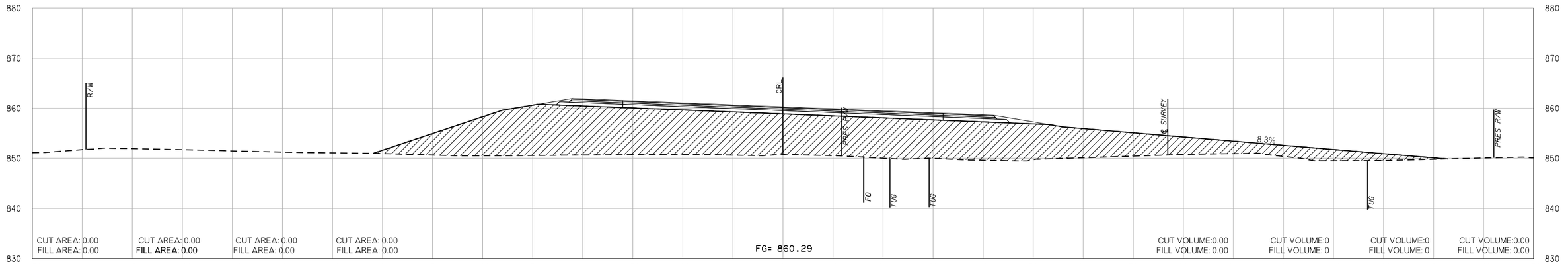
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

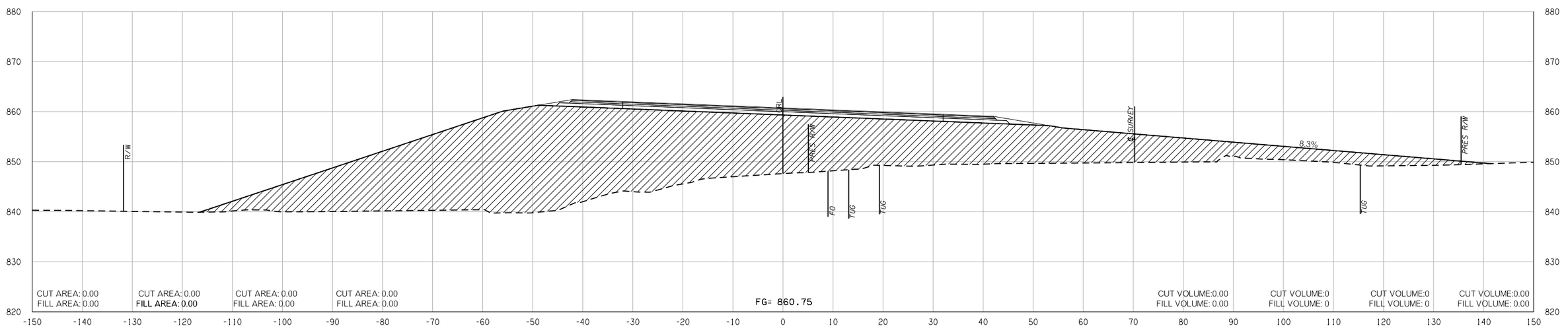
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



END APPROACH SLAB
115+92.33



115+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X050

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

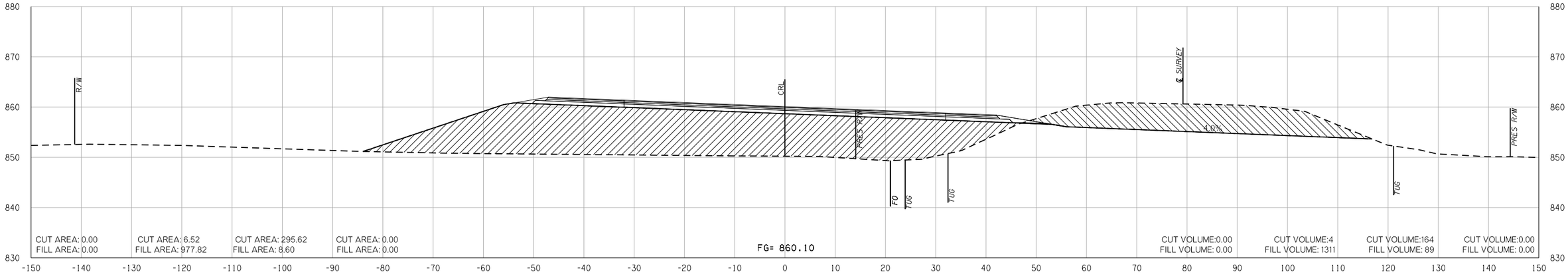
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

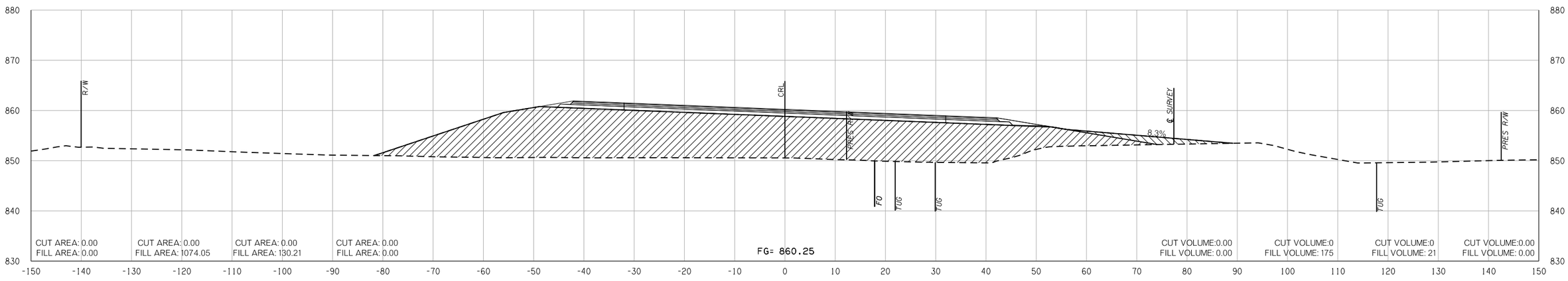
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



116+30.00



116+00.00

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X051

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

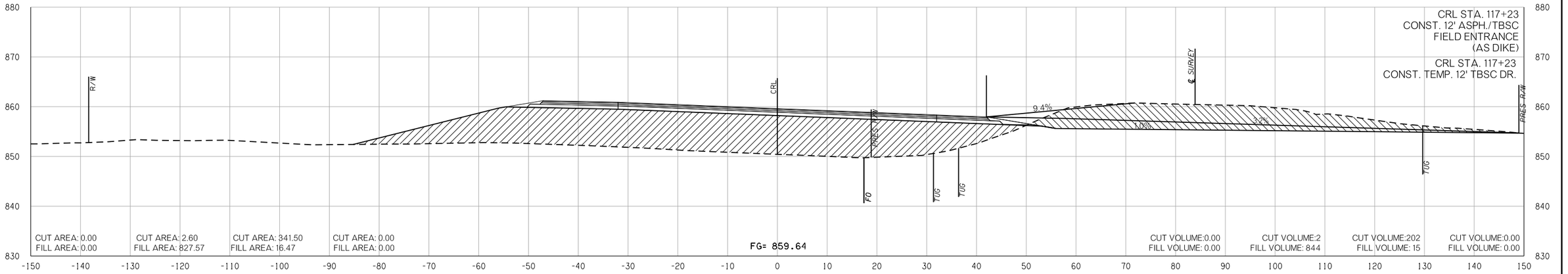
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

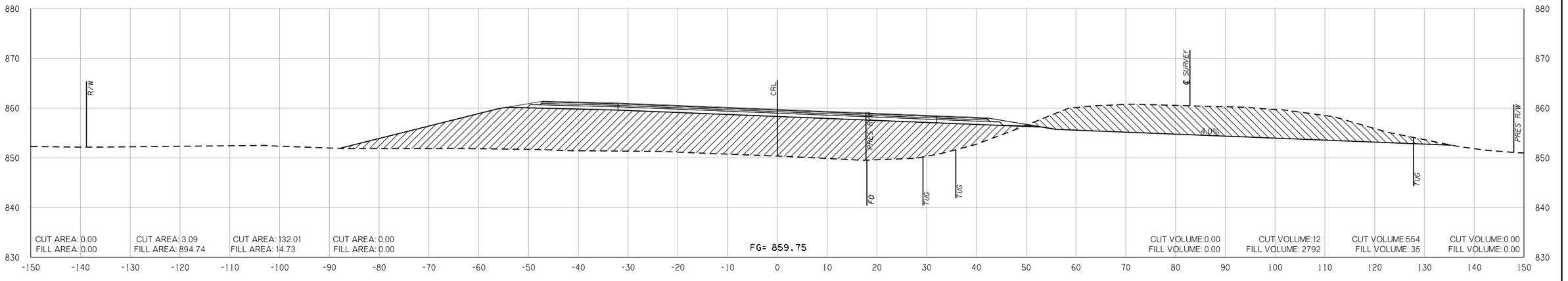
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



117 + 23.00



117 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X052

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

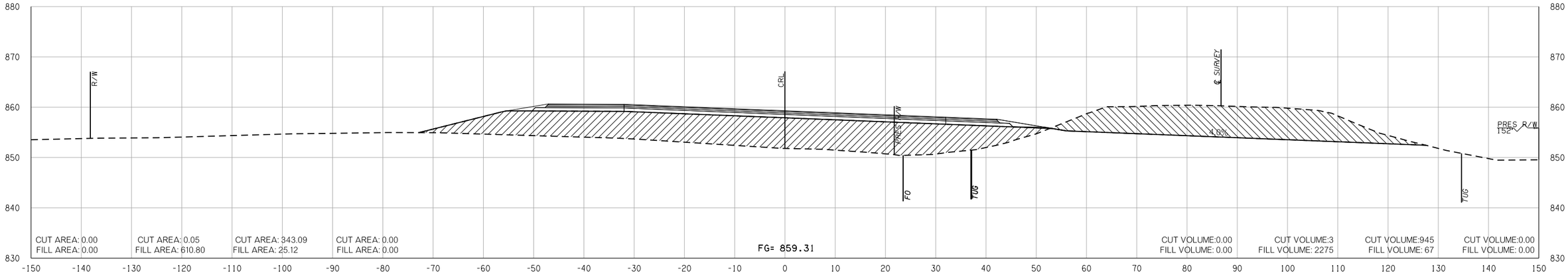
11/7/2018

END AREAS (SF)

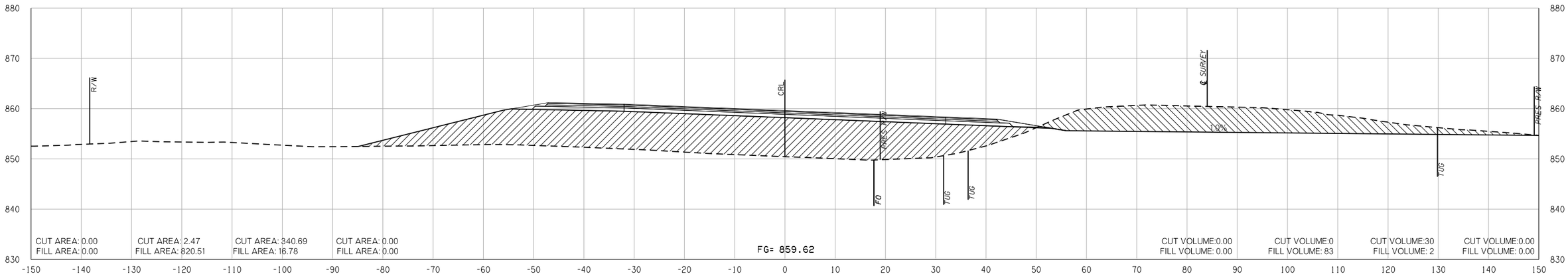
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



118+00.00



117+25.37

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X053

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

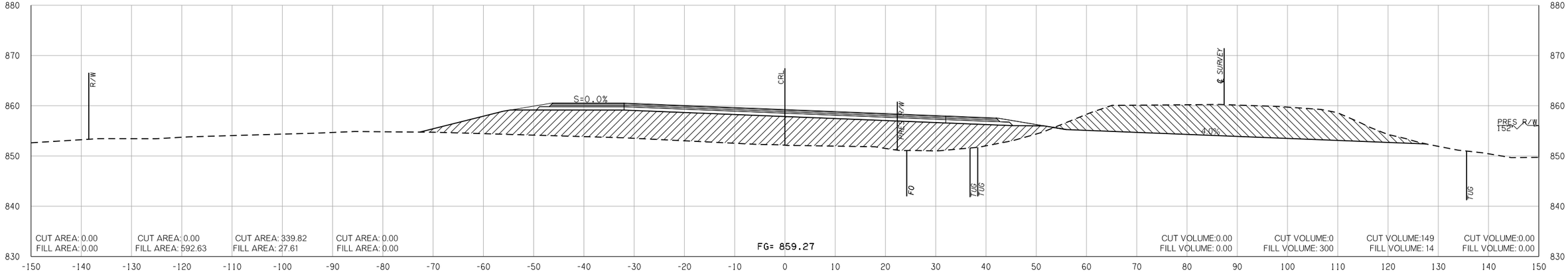
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

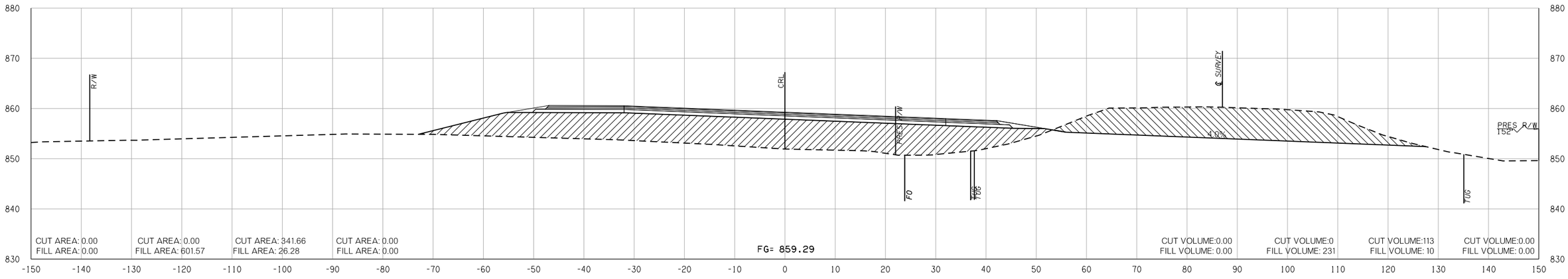
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



118+20.74



118+08.93

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X054

11/7/2018 P:\113991200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

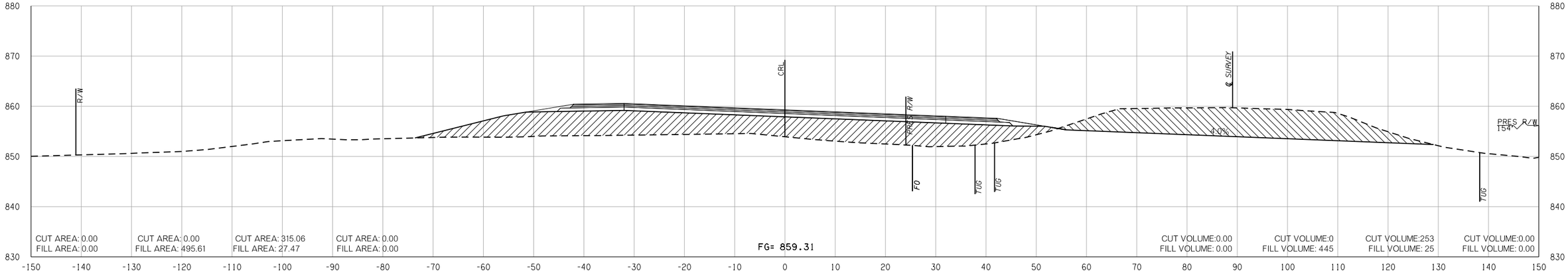
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

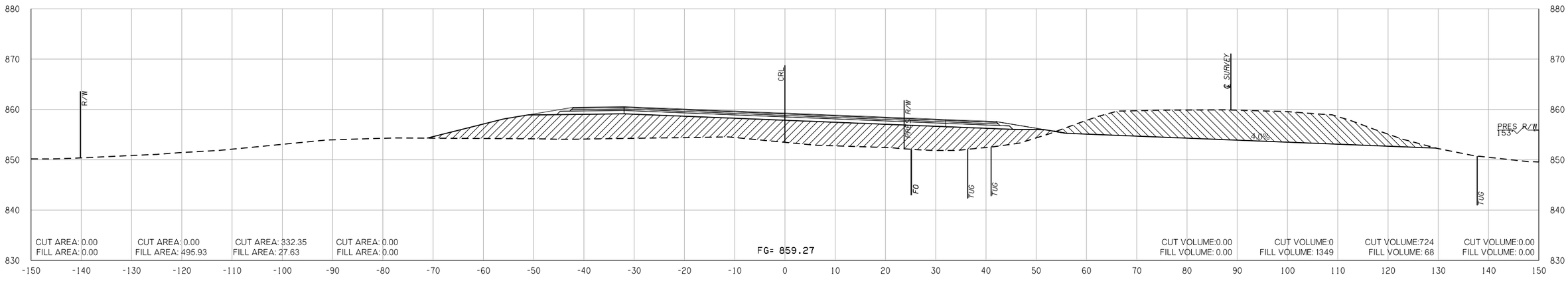
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



119+00.00



118+78.93

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X055

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

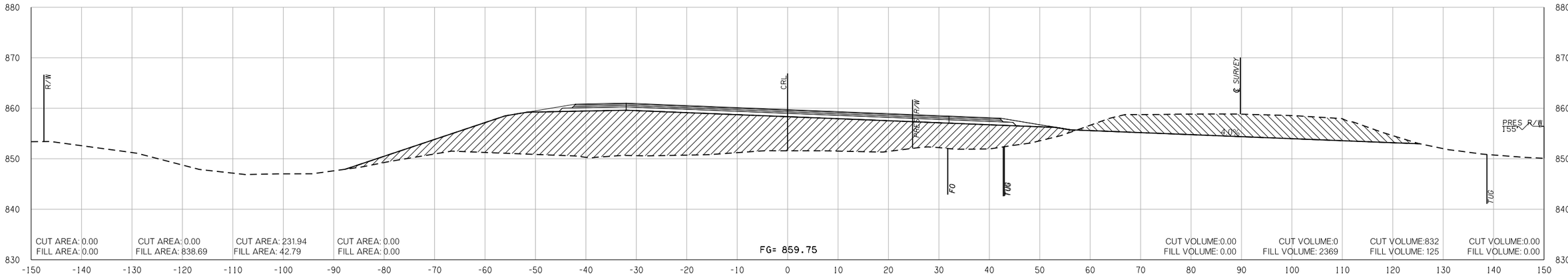
11/7/2018

END AREAS (SF)

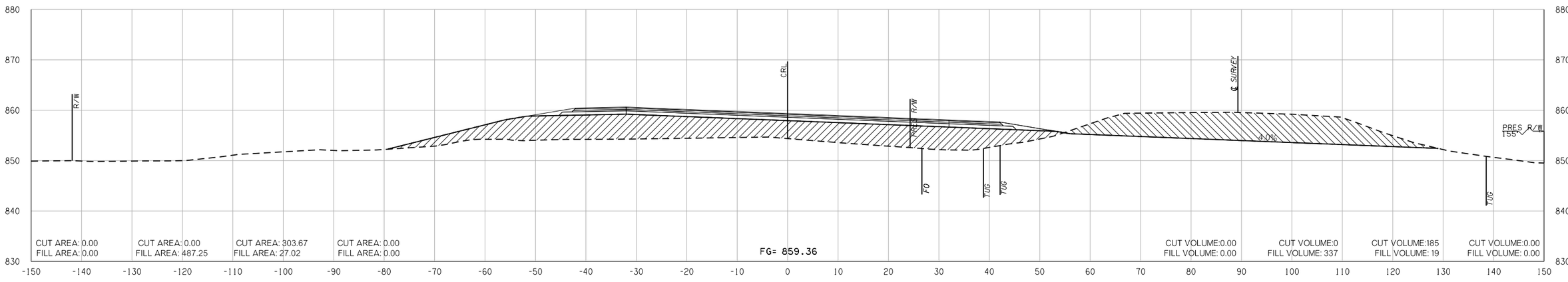
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00	CUT AREA: 0.00	CUT AREA: 231.94	CUT AREA: 0.00
FILL AREA: 0.00	FILL AREA: 838.69	FILL AREA: 42.79	FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00	CUT VOLUME:0	CUT VOLUME:832	CUT VOLUME:0.00
FILL VOLUME: 0.00	FILL VOLUME: 2369	FILL VOLUME: 125	FILL VOLUME: 0.00



120+00.00



119+16.11

STATE JOB NO. 21006(04)(11)

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

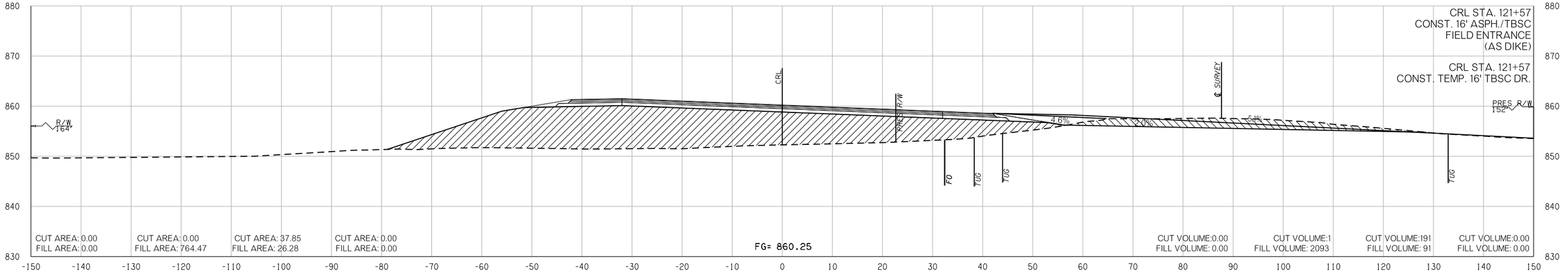
11/7/2018

END AREAS (SF)

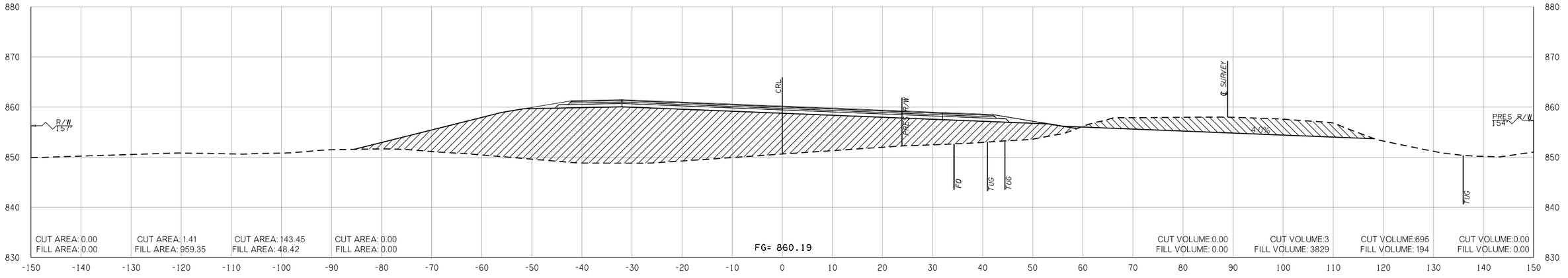
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



121+57.00



121+00.00

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SEMINOLE COUNTY SHEET NO. X057

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

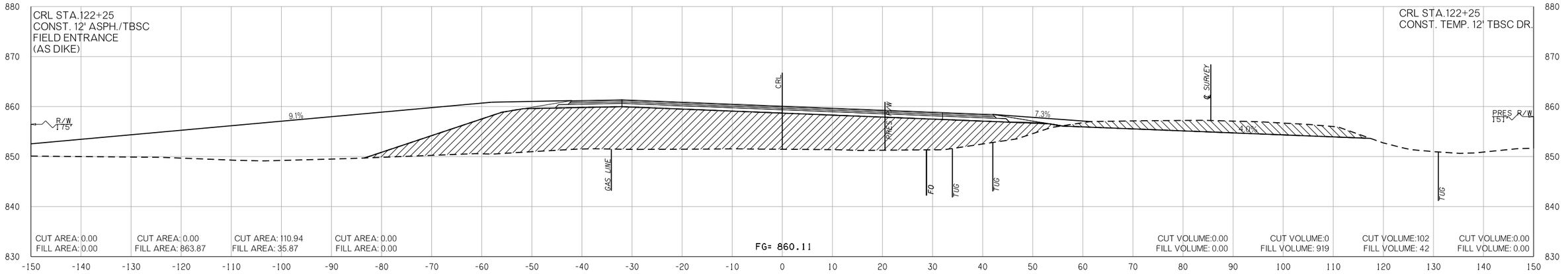
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

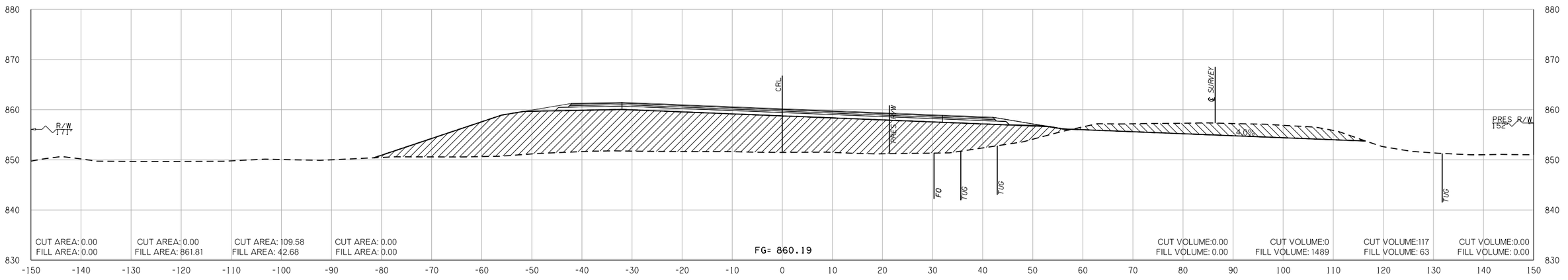
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



122 + 25.00



122 + 00.00

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STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X058

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

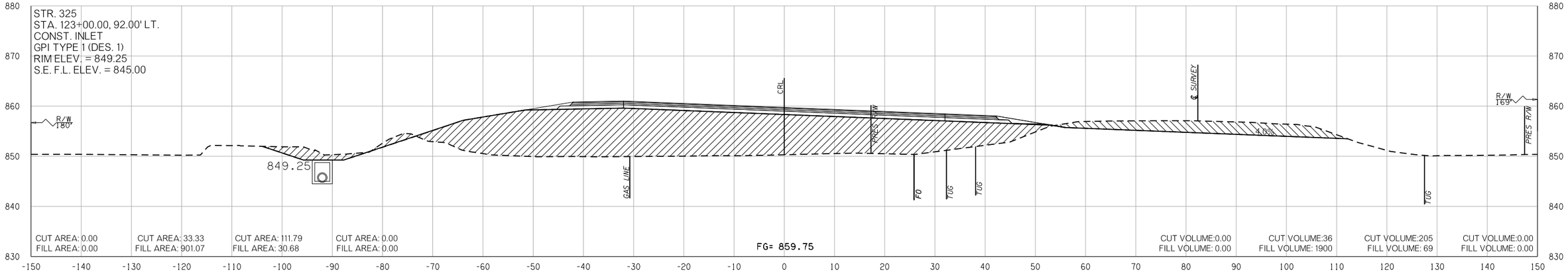
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

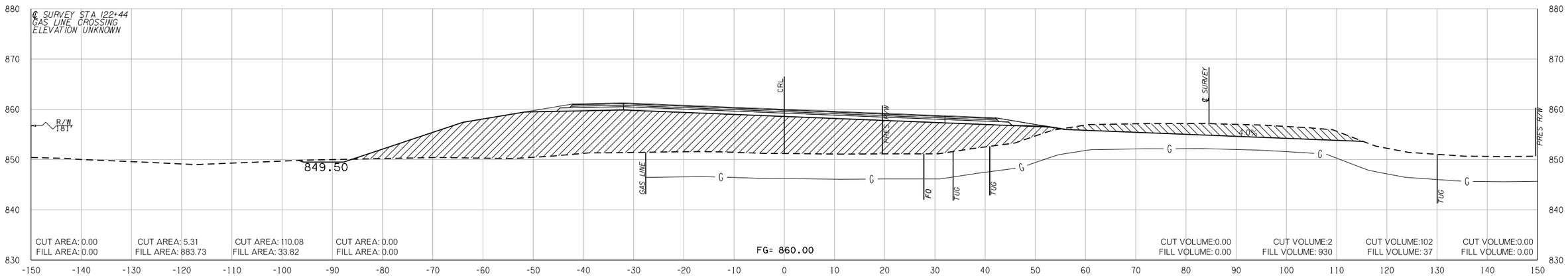
PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 33.33 FILL AREA: 901.07	CUT AREA: 111.79 FILL AREA: 30.68	CUT AREA: 0.00 FILL AREA: 0.00

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:36 FILL VOLUME: 1900	CUT VOLUME:205 FILL VOLUME: 69	CUT VOLUME:0.00 FILL VOLUME: 0.00



123 + 00.00



PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT AREA: 0.00 FILL AREA: 0.00	CUT AREA: 5.31 FILL AREA: 883.73	CUT AREA: 110.08 FILL AREA: 33.82	CUT AREA: 0.00 FILL AREA: 0.00

PHASE 1	PHASE 2	PHASE 3	PHASE 4
CUT VOLUME:0.00 FILL VOLUME: 0.00	CUT VOLUME:2 FILL VOLUME: 930	CUT VOLUME:102 FILL VOLUME: 37	CUT VOLUME:0.00 FILL VOLUME: 0.00

122 + 50.00

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SEMINOLE COUNTY SHEET NO. X059

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

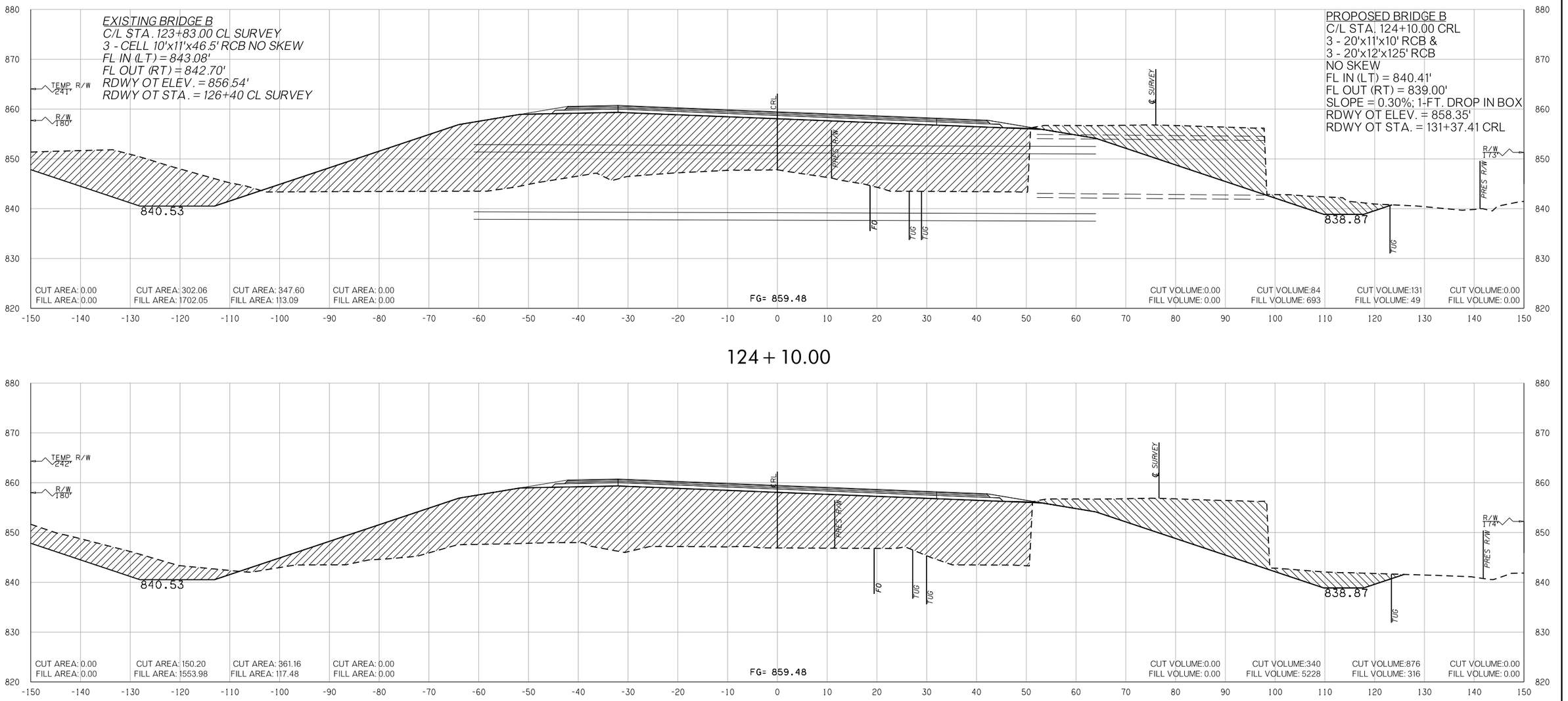
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



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STATE JOB NO. 21006(04)X(11)

SEMINOLE COUNTY SHEET NO. X060

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

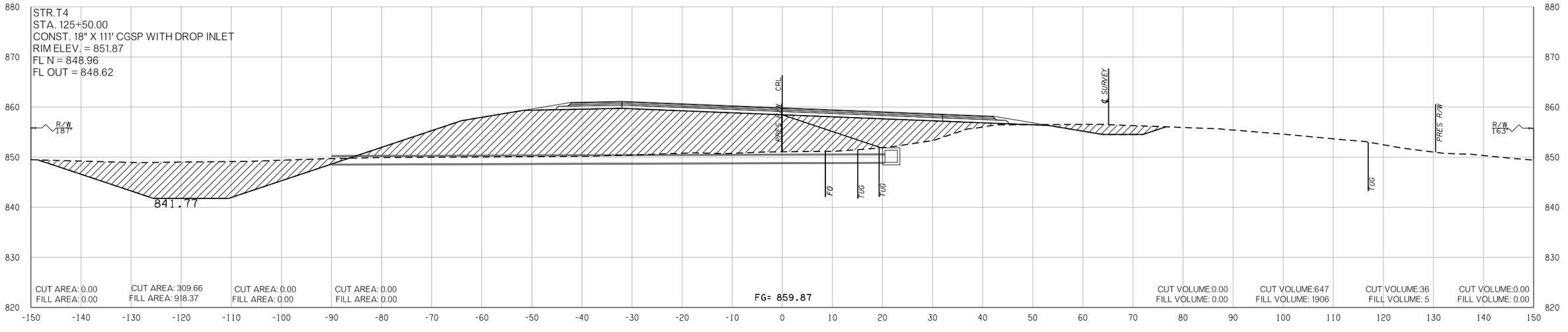
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

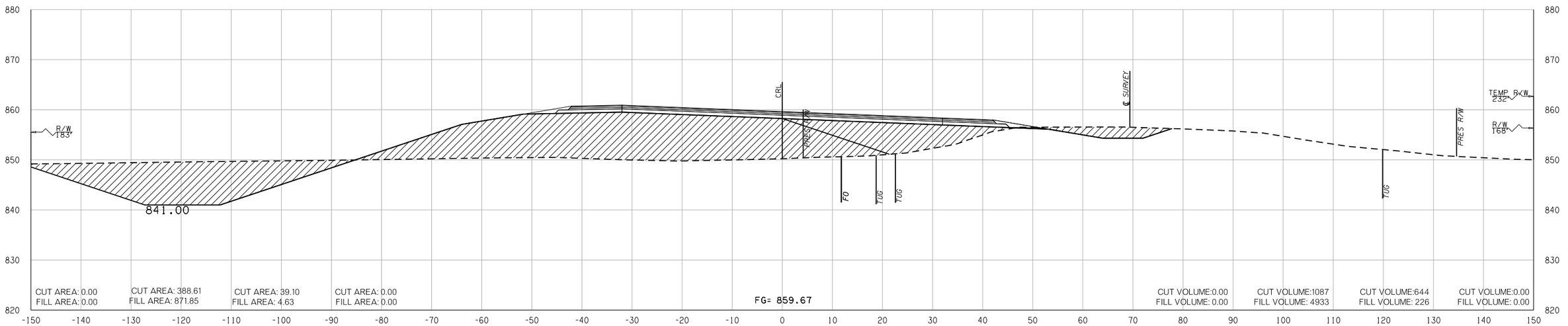
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



125 + 50.00



125 + 00.00

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STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X061

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

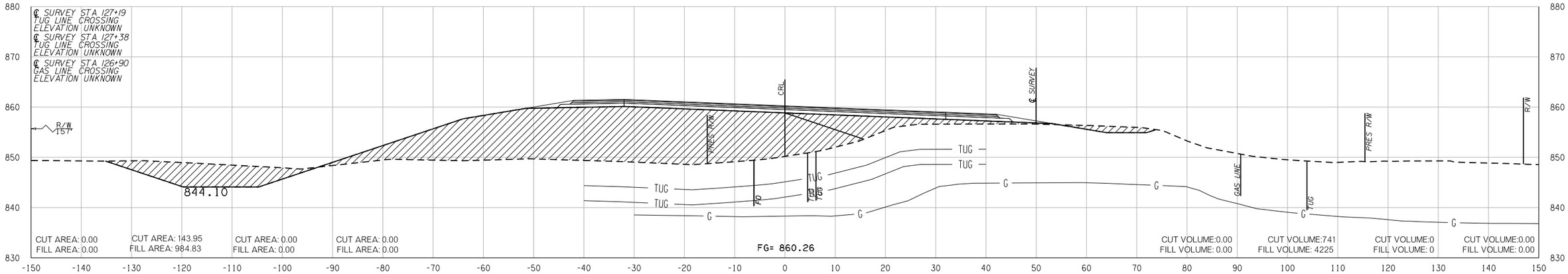
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

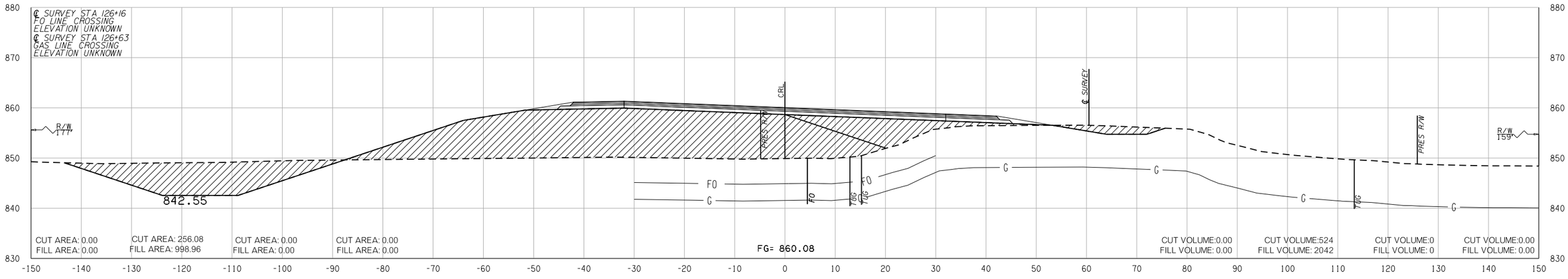
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



127 + 00.00



126 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X062

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

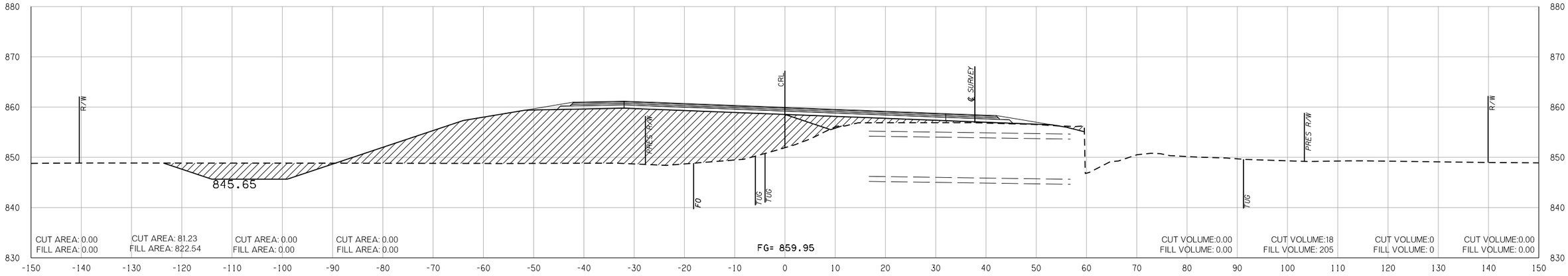
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

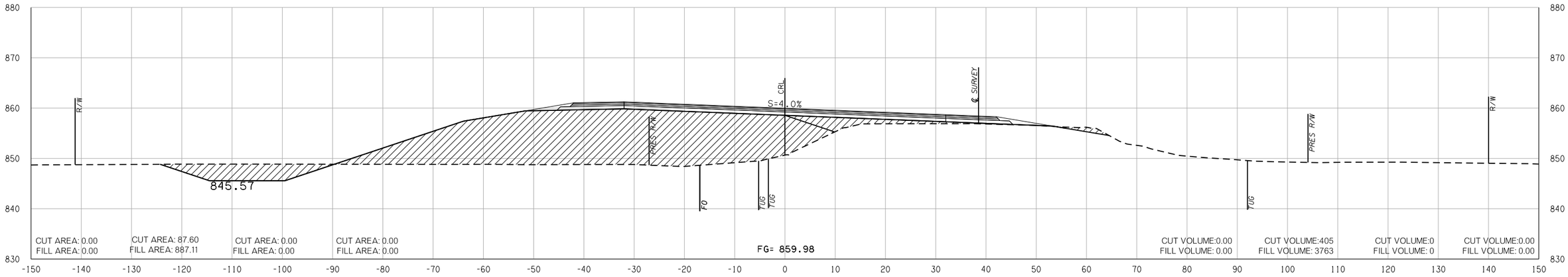
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



128 + 00.00



127 + 94.38

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X063

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PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

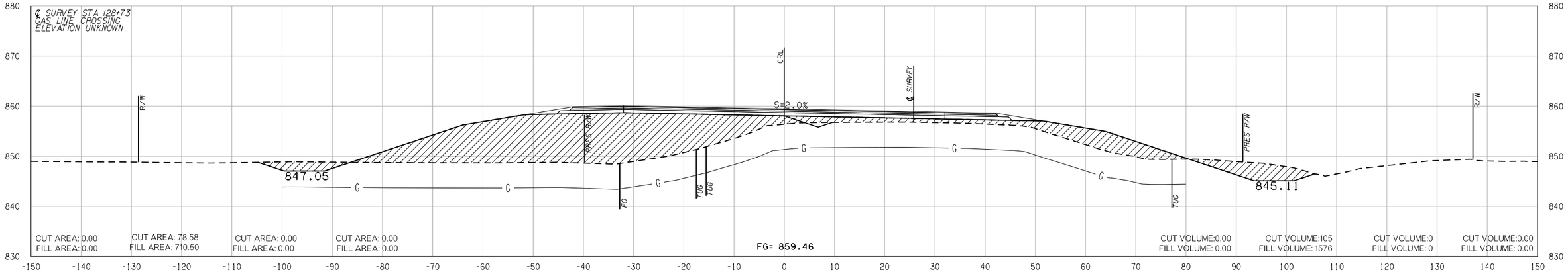
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

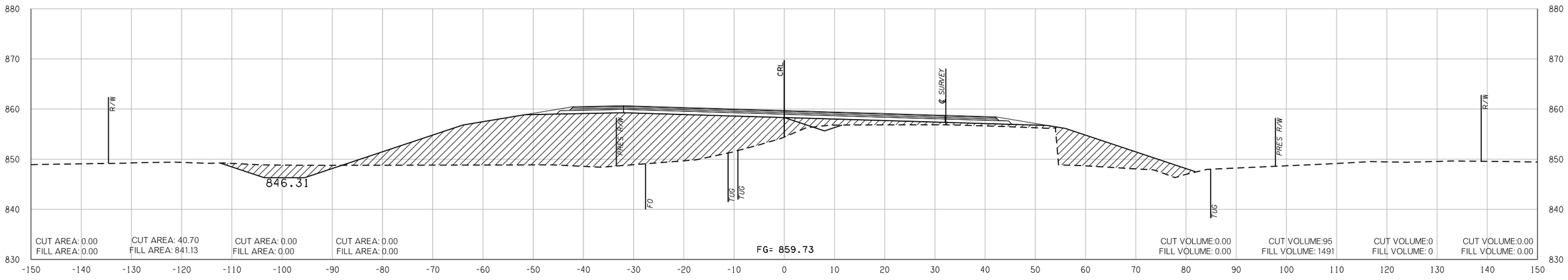
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



128+89.75



128+42.07

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X064

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

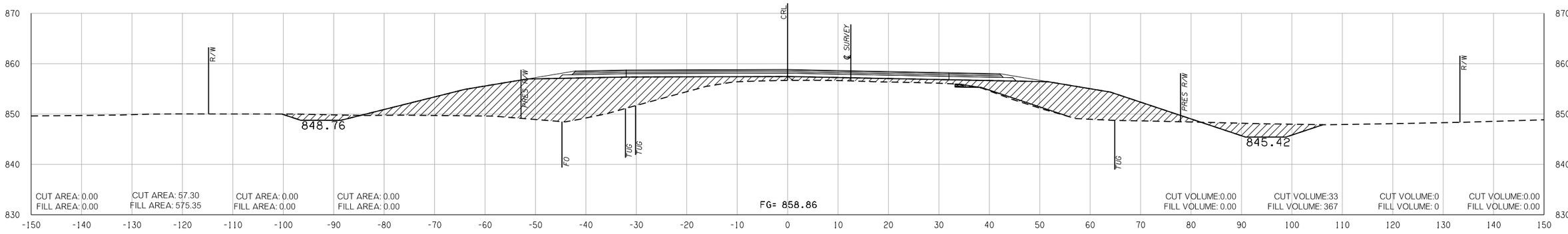
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

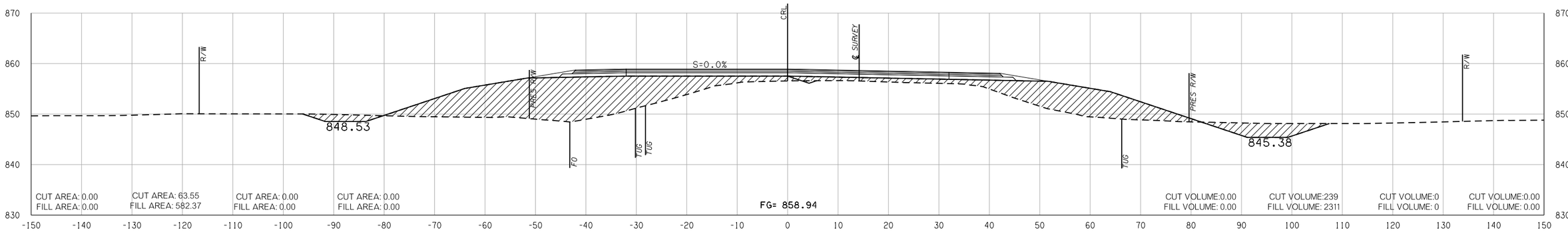
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

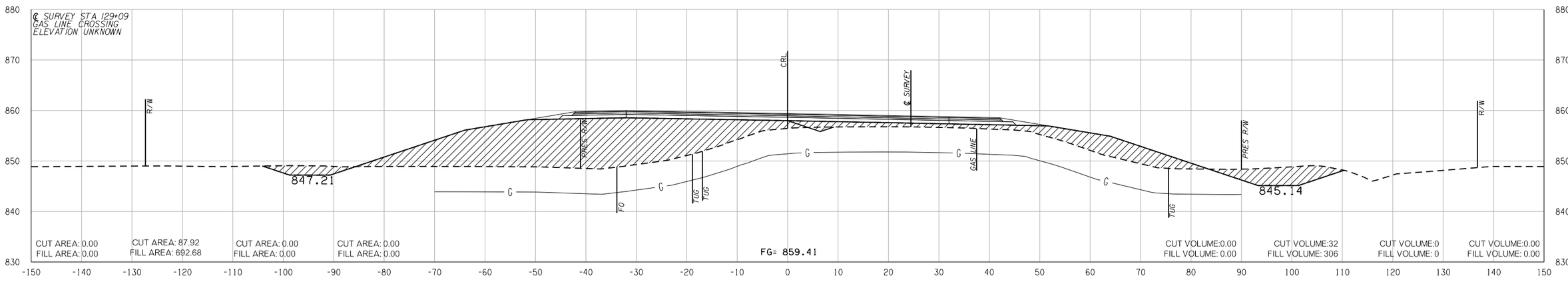
PHASE 1	PHASE 2	PHASE 3	PHASE 4



130+00.00



129+85.12



129+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X065

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

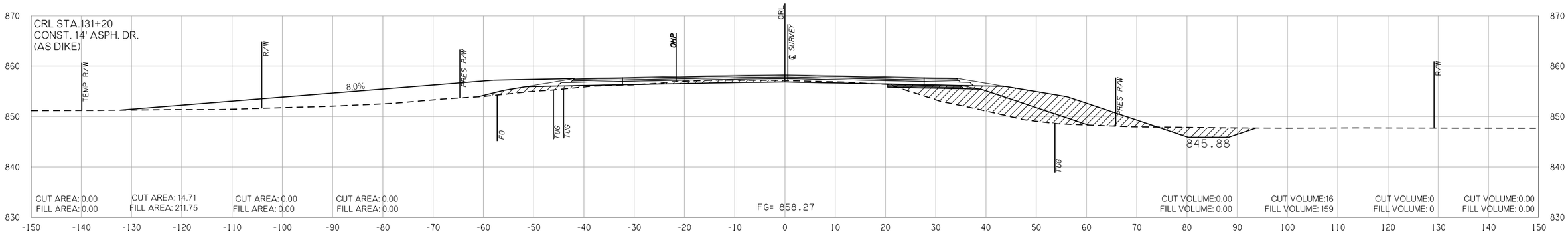
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

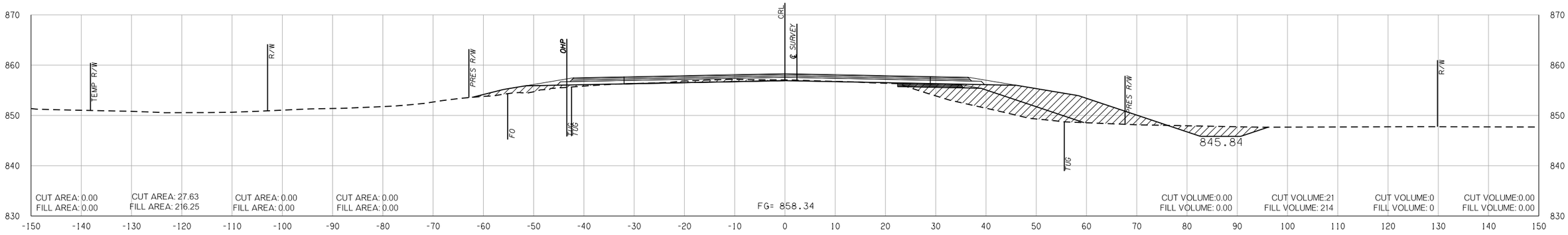
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

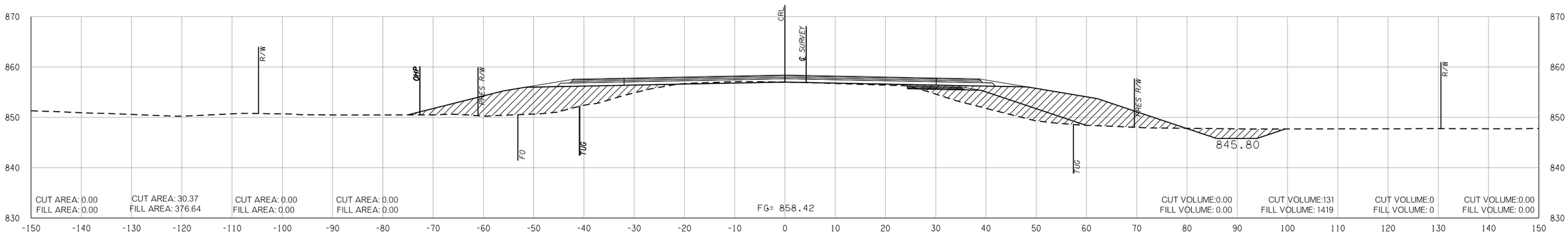
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



131+20.00



131+00.00



130+80.49

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X066

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

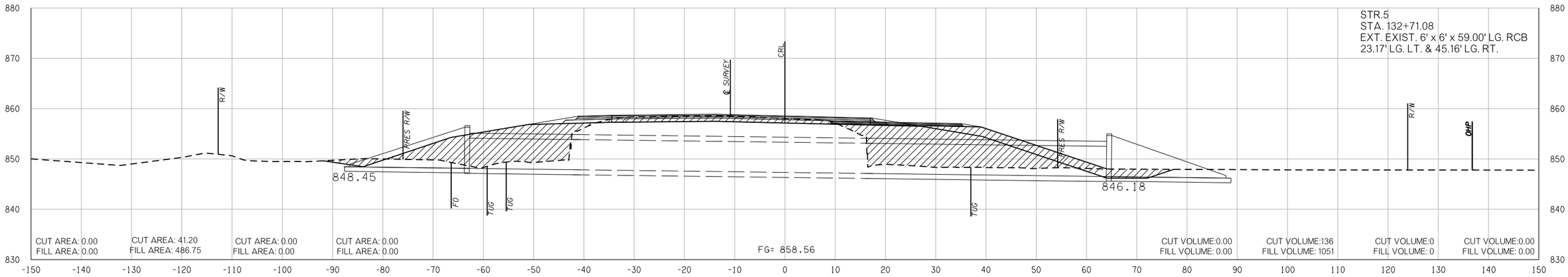
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

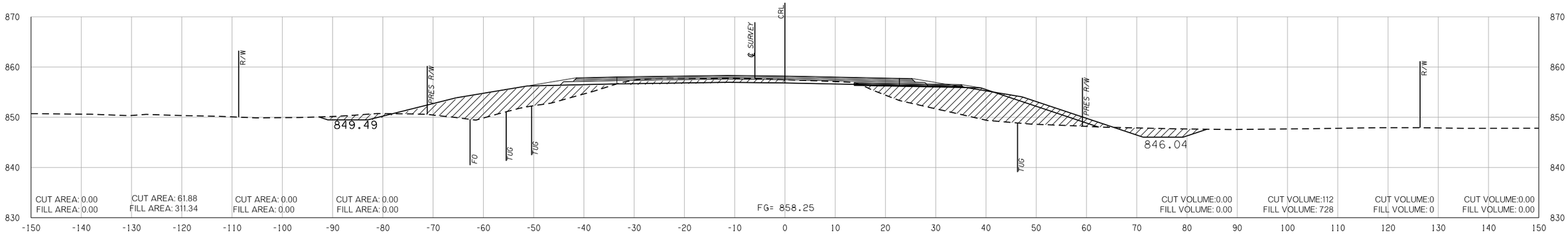
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

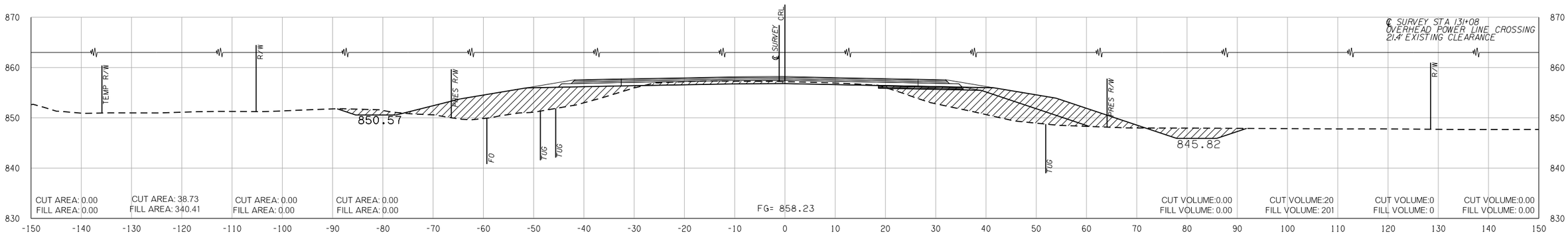
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



132+71.08



132+00.00



131+39.65

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X067

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PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

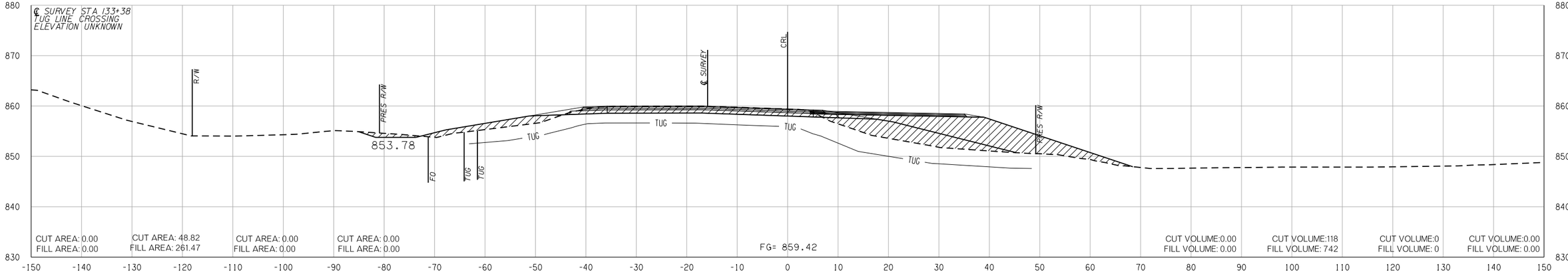
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

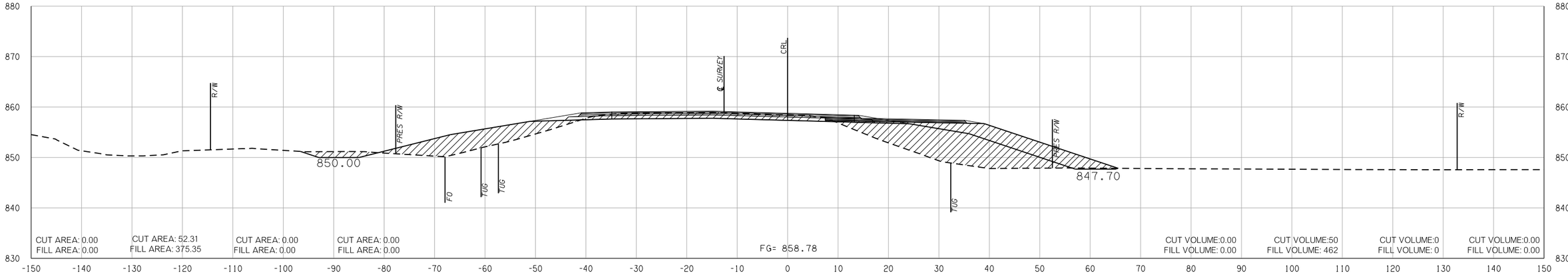
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



133 + 62.95



133 + 00.00

STATE JOB NO.	21006(04)(11)
SEMINOLE COUNTY	SHEET NO. X068

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

PHASE 1
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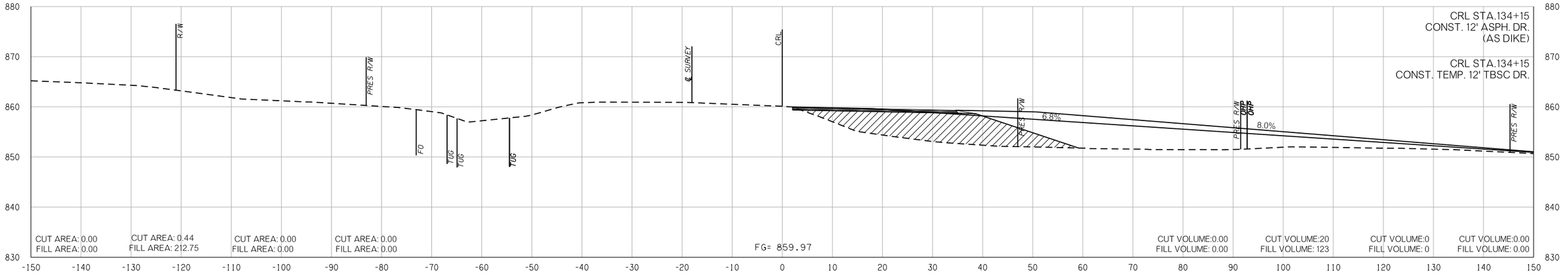
PHASE 3
PHASE 4

END AREAS (SF)

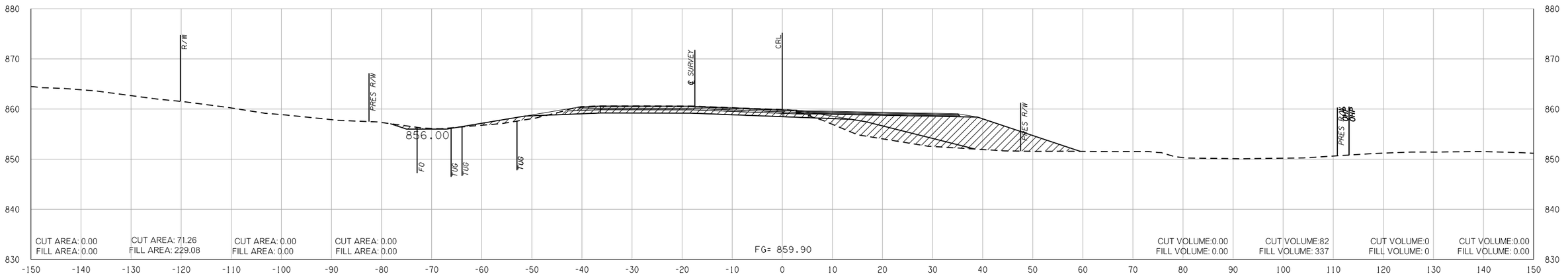
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



134 + 15.00



END PROJECT STA 134 + 00.00

134 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X069

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

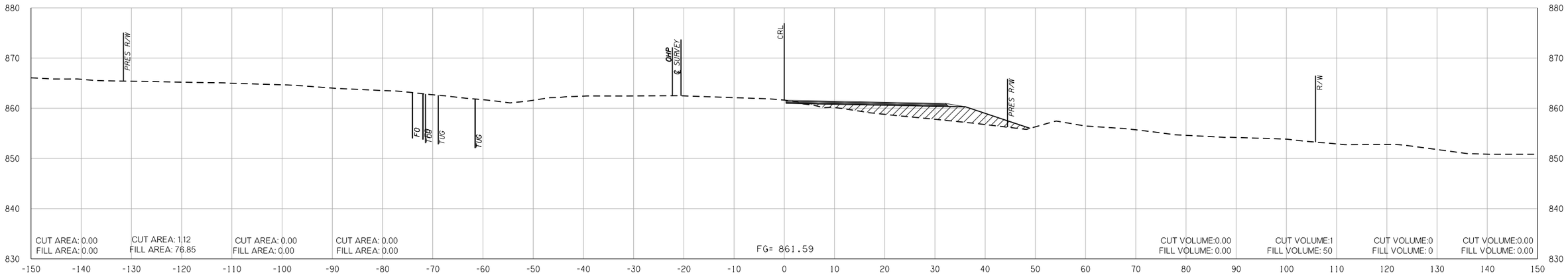
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

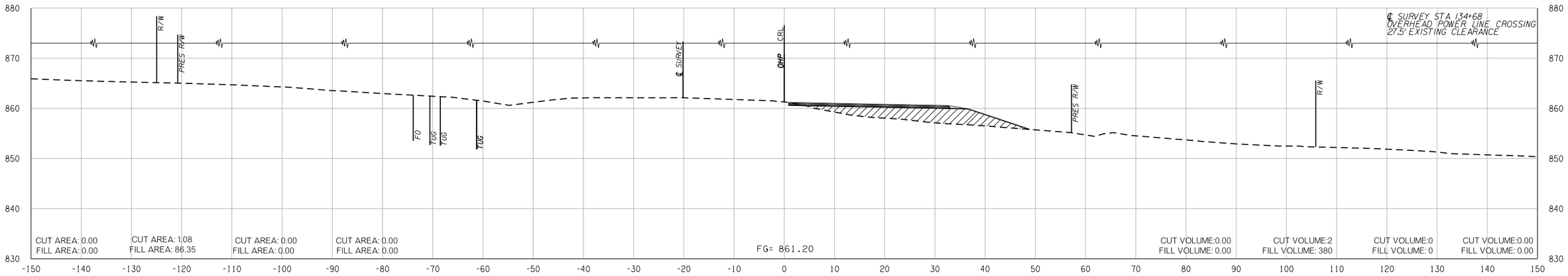
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



135 + 00.00



134 + 83.46

STATE JOB NO. 21006(04)X(11)

SEMINOLE COUNTY SHEET NO. X070

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

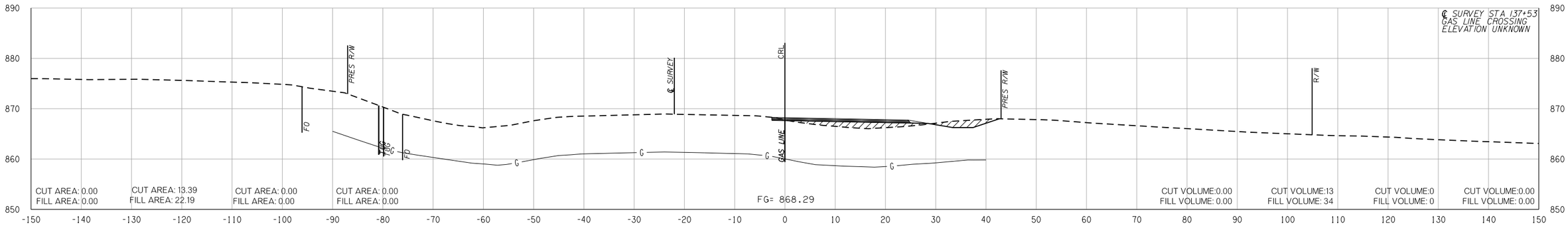
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

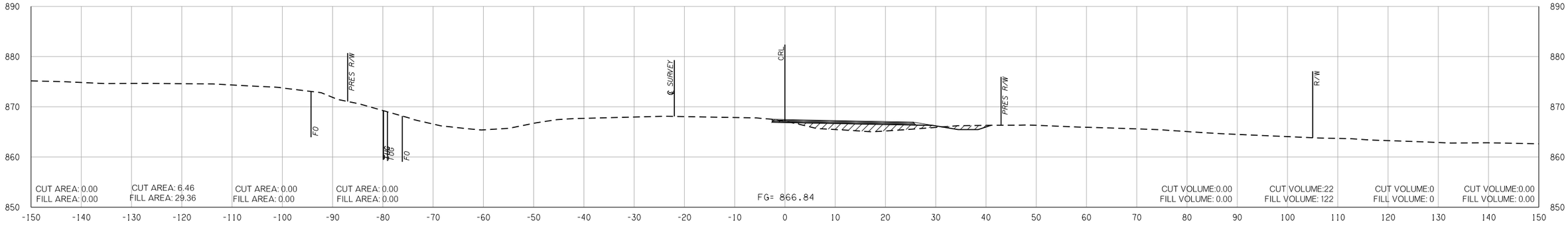
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

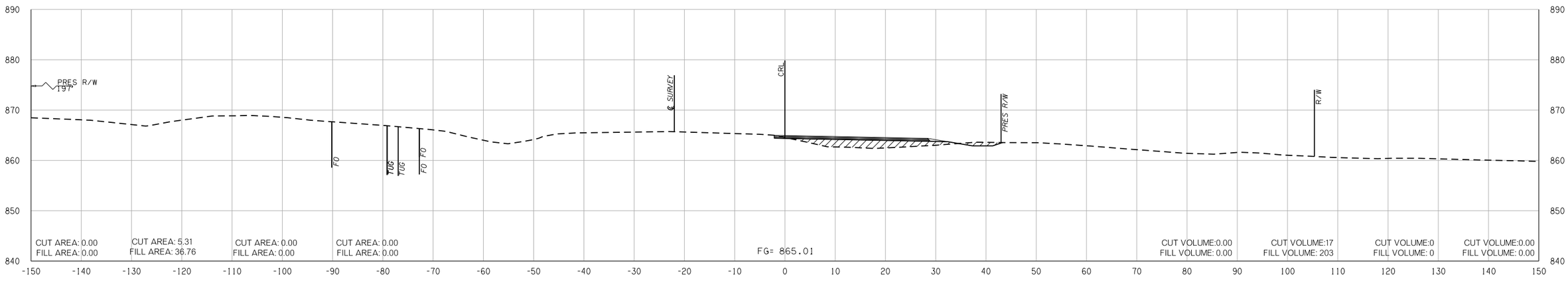
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



137 + 35.65



137 + 00.00



136 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X071

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

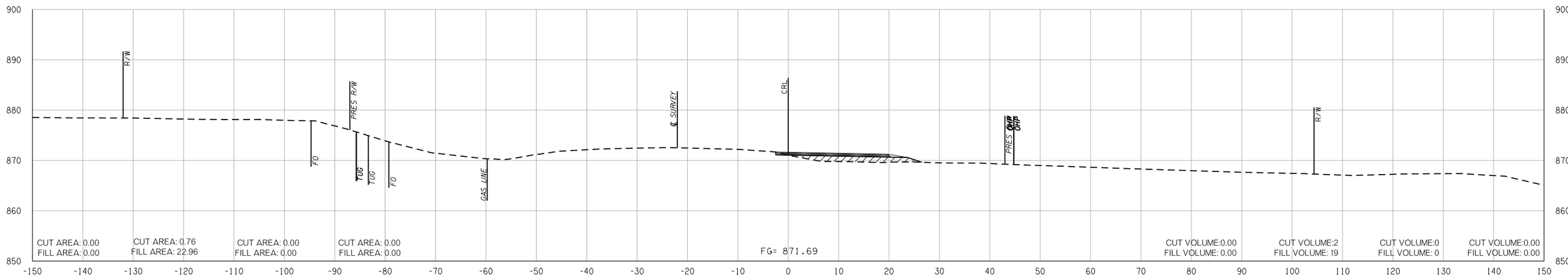
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

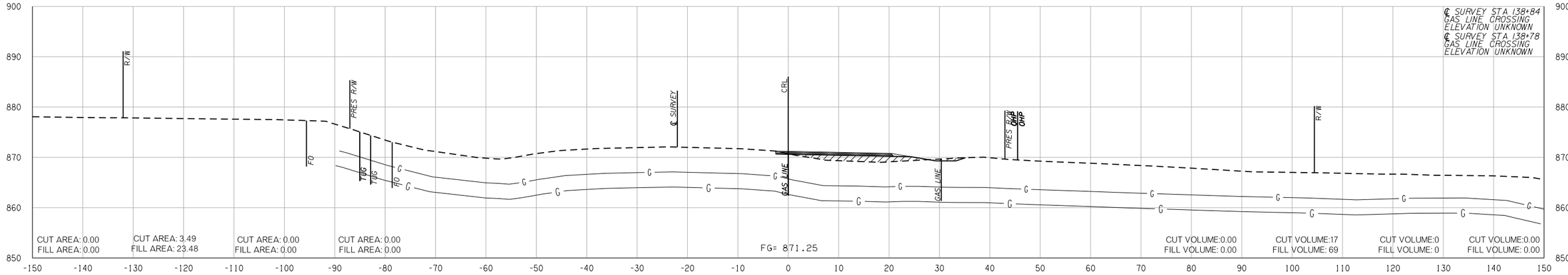
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

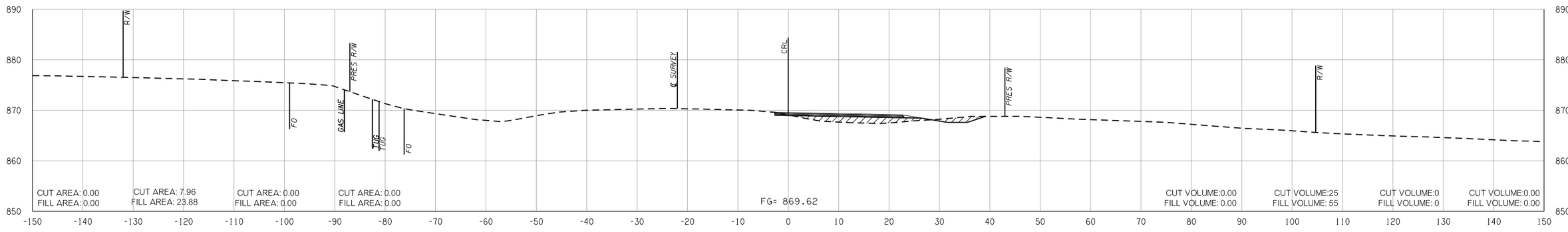
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



139+00.00



138+78.39



138+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X072

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

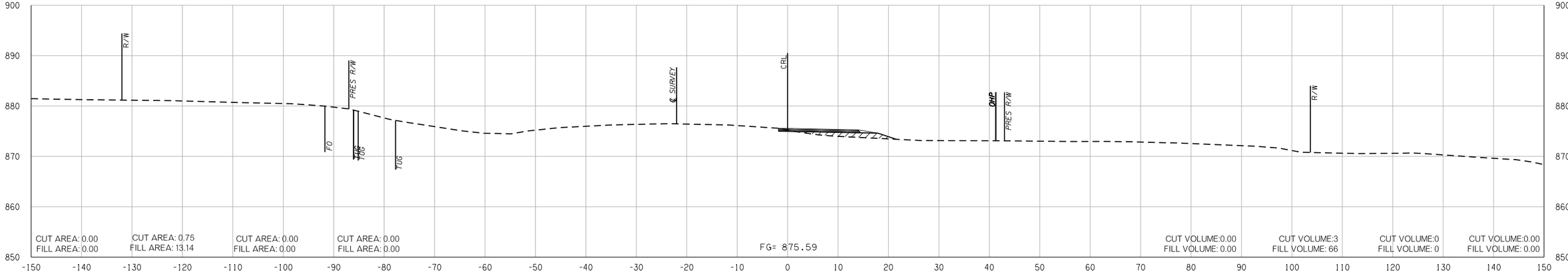
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

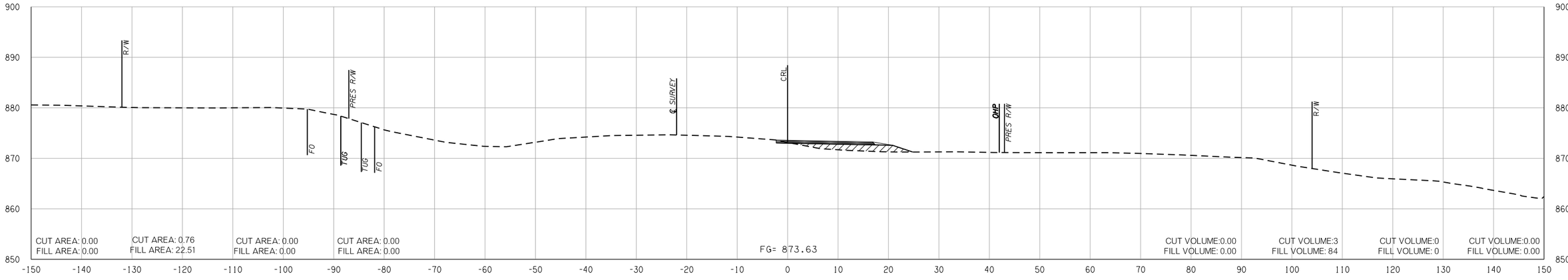
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



141+00.00



140+00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X073

11/7/2018 P:\113992001-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

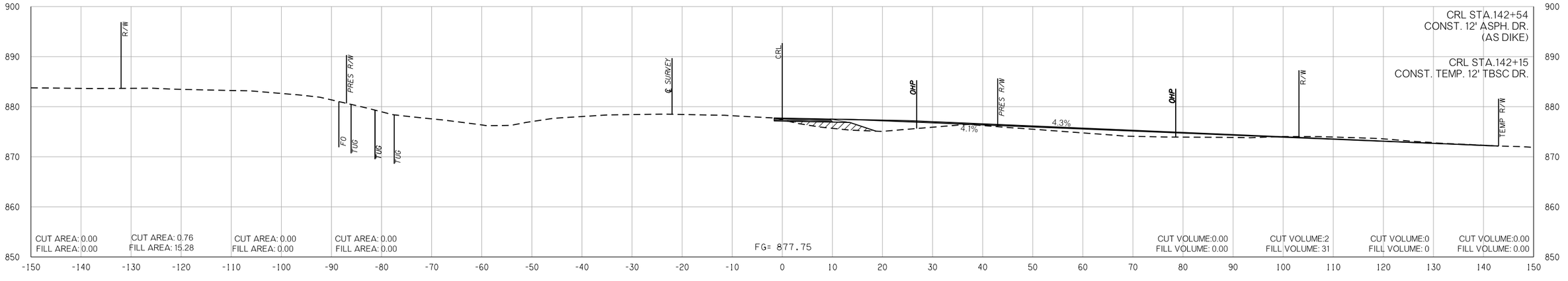
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

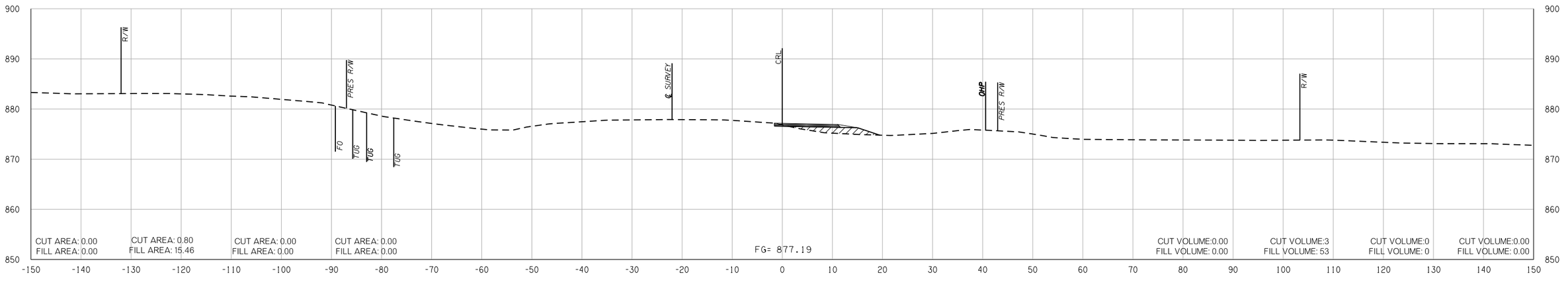
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



142 + 54.00



142 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X074

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

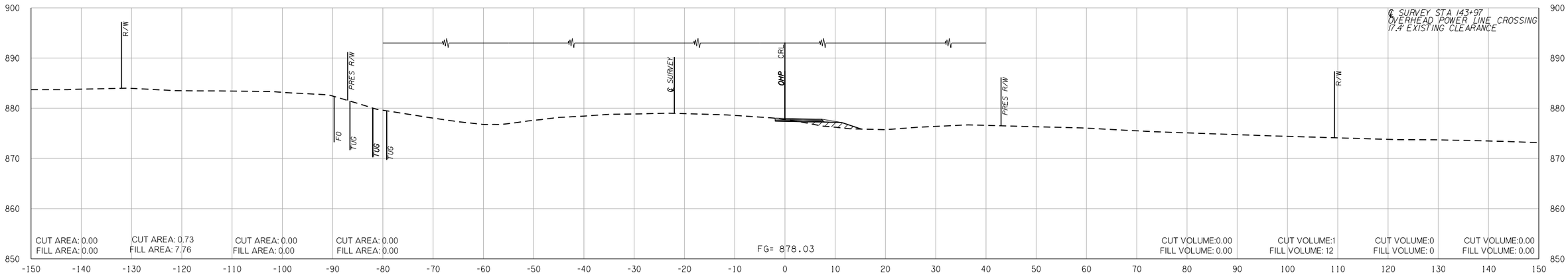
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

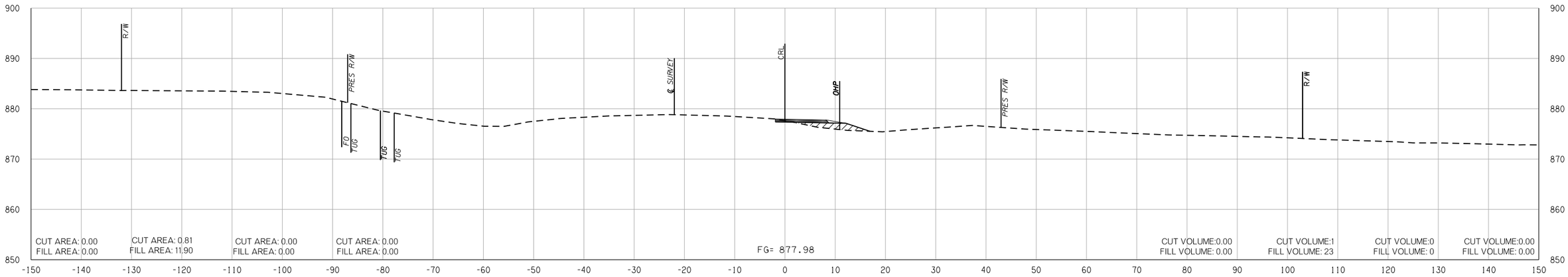
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



143+31.70



143+00.00

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

STATE JOB NO. 21006(04)X(11)

SEMINOLE COUNTY SHEET NO. X075

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

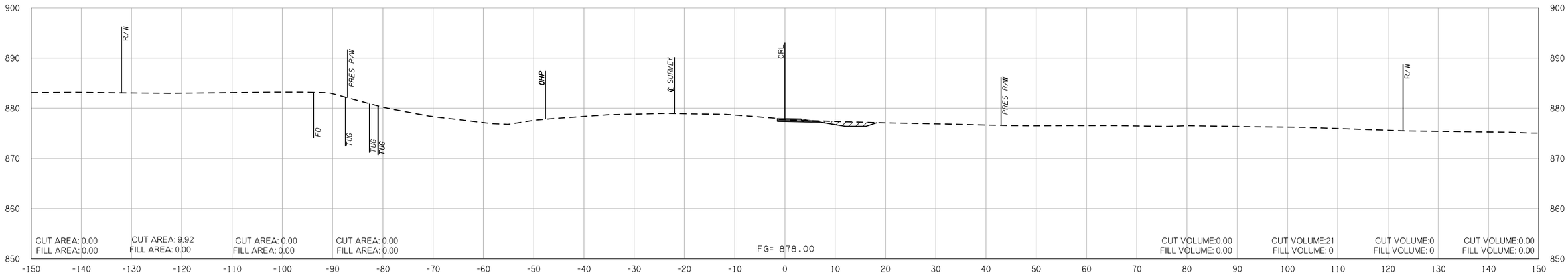
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

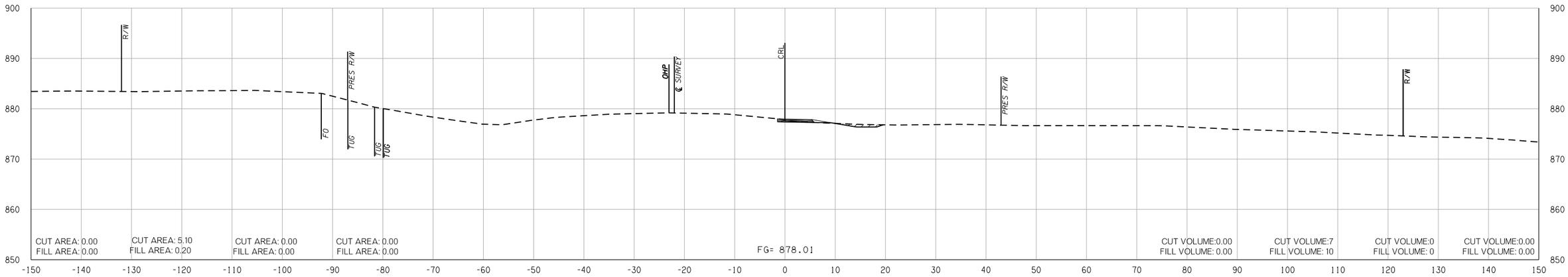
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



144 + 75.00



144 + 00.00

STATE JOB NO. 21006(04)(11)
SEMINOLE COUNTY SHEET NO. X076

11/7/2018 P:\113991200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

PHASE 1
PHASE 2
PHASE 3
PHASE 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

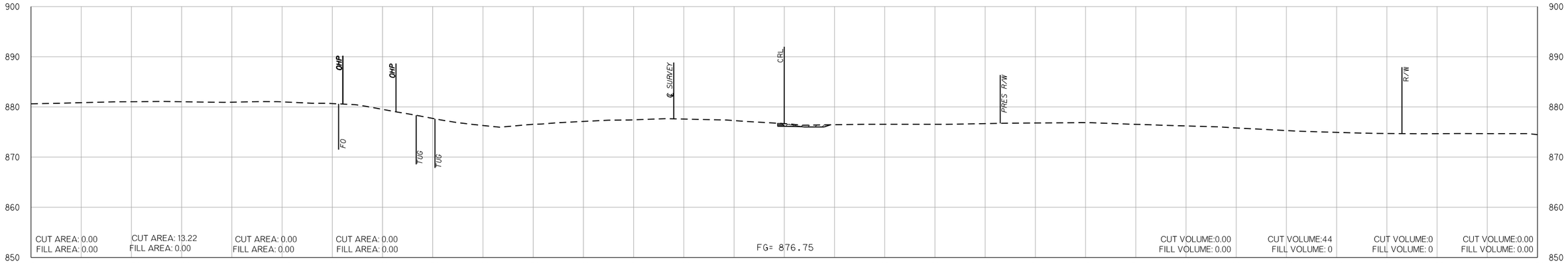
FINAL FIELD MEETING
11/7/2018

END AREAS (SF)

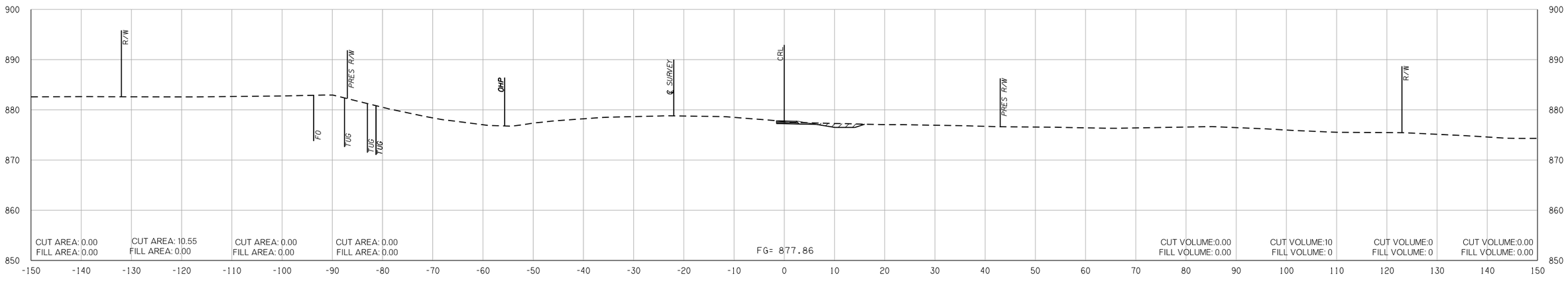
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



146 + 00.00



145 + 00.00

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X077

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X001-X078-2100604-CROSS SECTIONS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

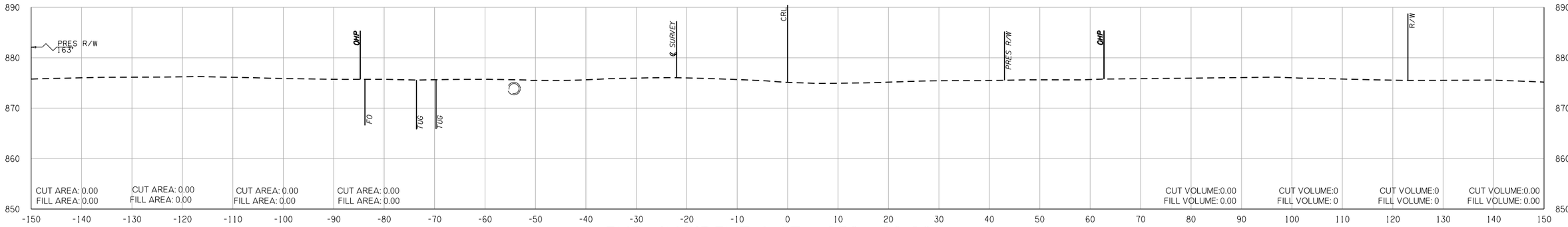
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

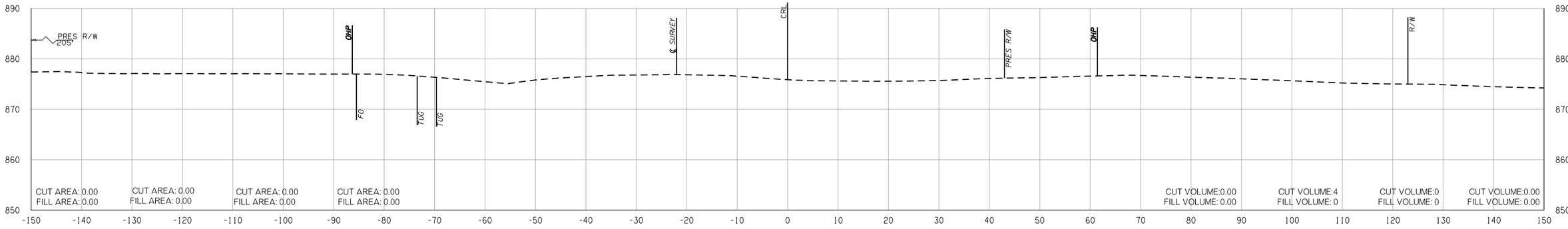
VOLUMES (CY)

PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

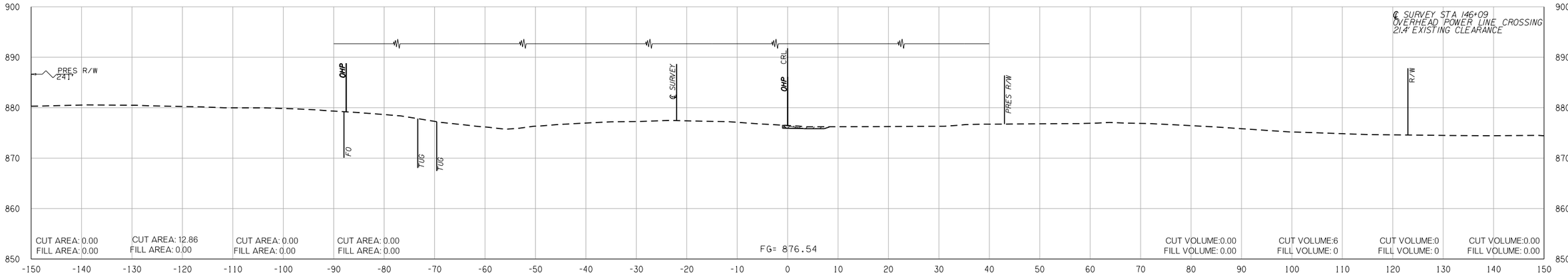


END INCIDENTAL STA 150+00.00

147+00.00



146+50.00



146+12.01

STATE JOB NO. 21006(04)(11)

SEMINOLE COUNTY SHEET NO. X078

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

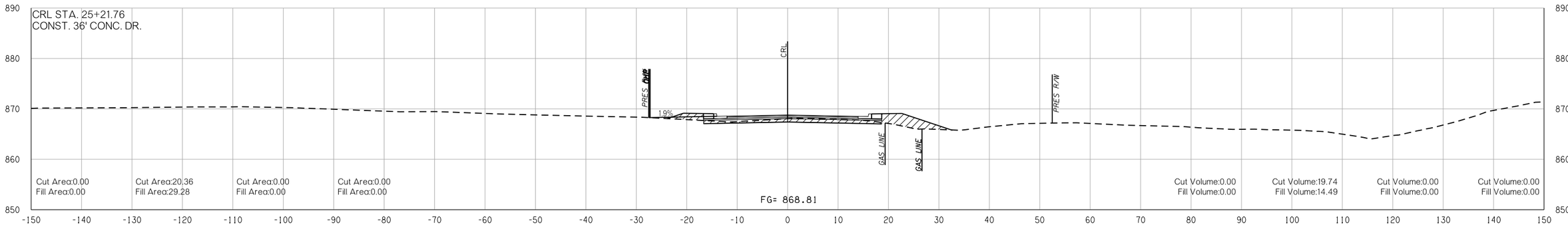
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

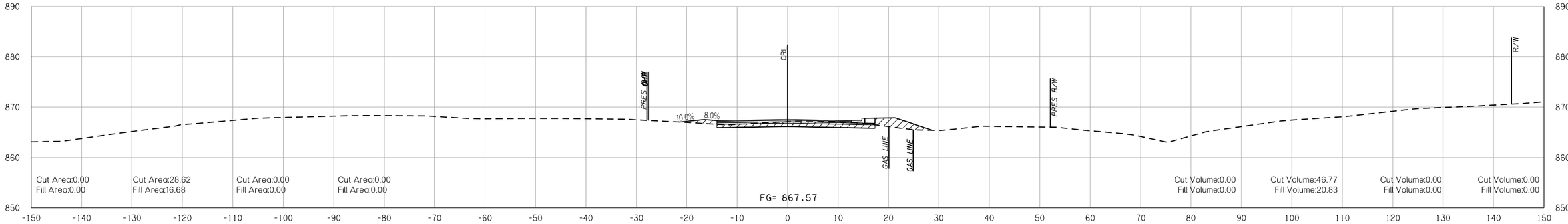
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

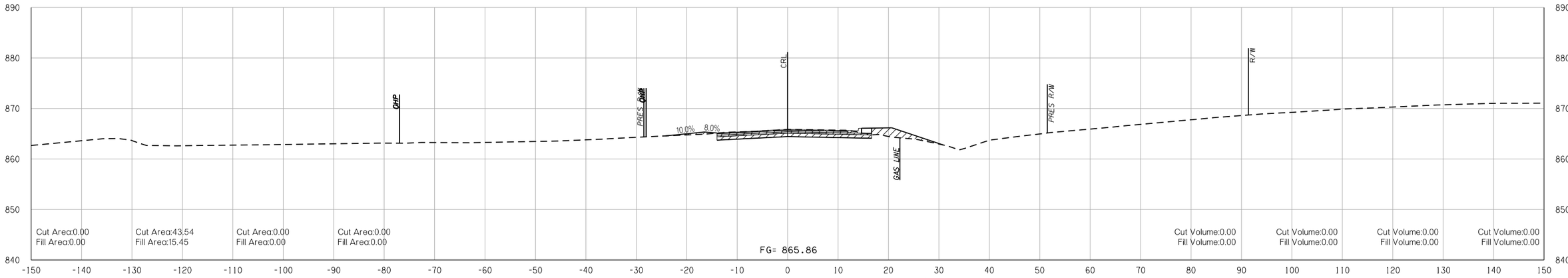
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



25+21.76



25+00.00



BEGIN CONSTRUCTION STA 24+65.00
24+65.00

STATE JOB NO. 21006(04)
SEMINOLE COUNTY SHEET NO. X079

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

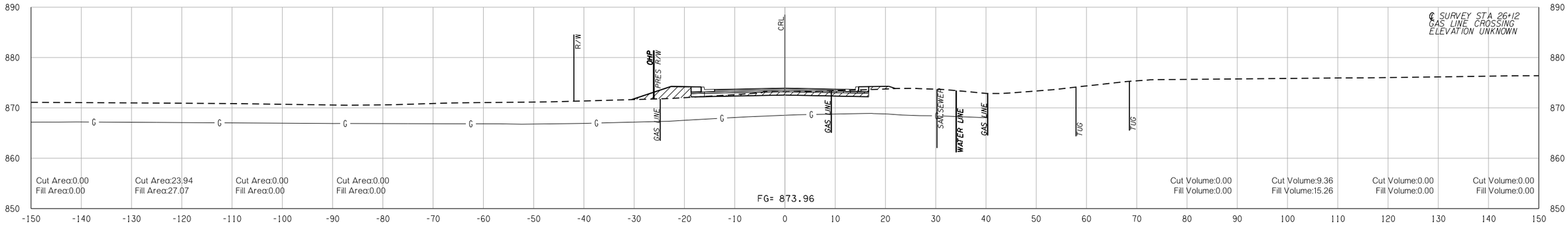
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

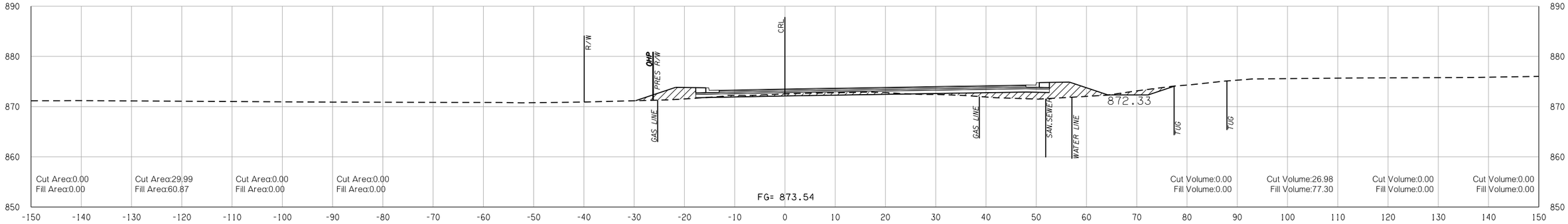
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

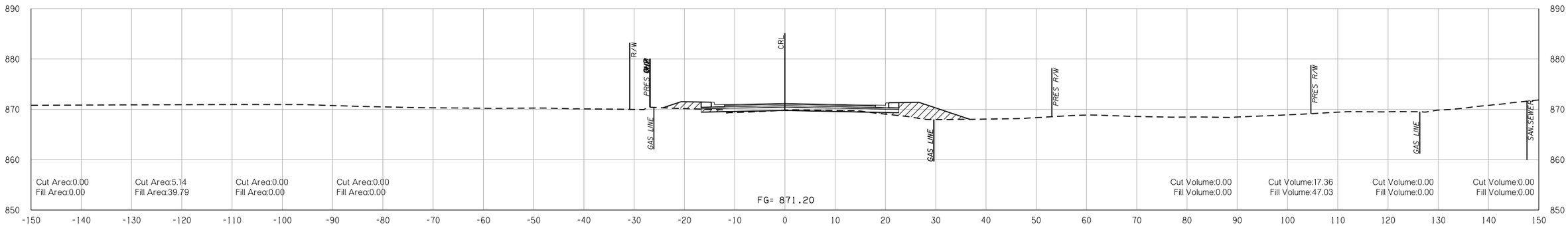
PHASE 1	PHASE 2	PHASE 3	PHASE 4



26+09.37



26+00.00



25+58.53

STATE JOB NO. 21006(04)

SEMINOLE COUNTY SHEET NO. X080

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11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

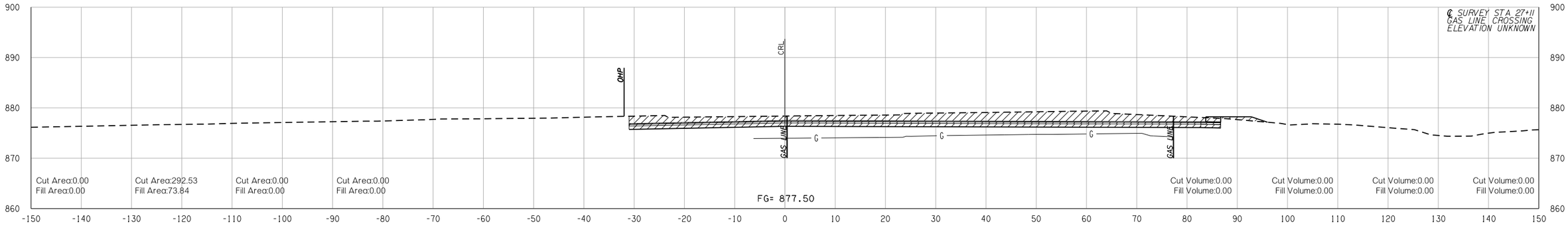
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

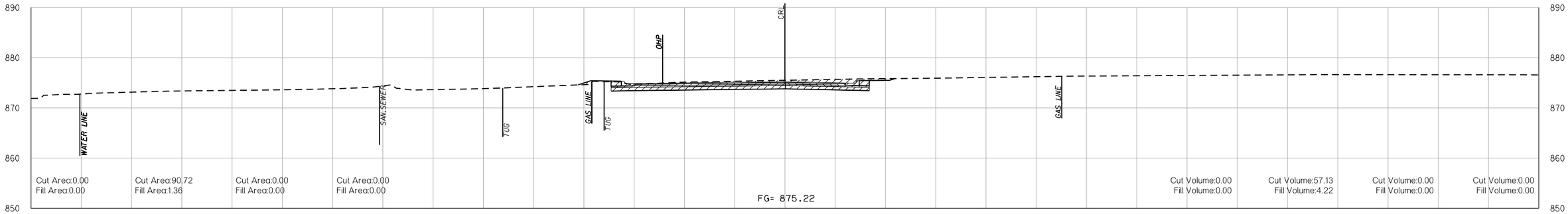
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

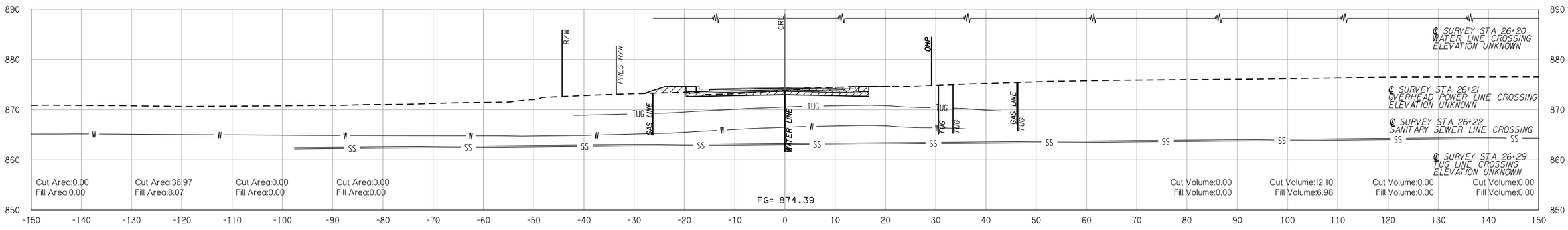
PHASE 1	PHASE 2	PHASE 3	PHASE 4



27 + 11.54



26 + 44.26



26 + 20.10

STATE JOB NO. 21006(04)
SEMINOLE COUNTY SHEET NO. X081

P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

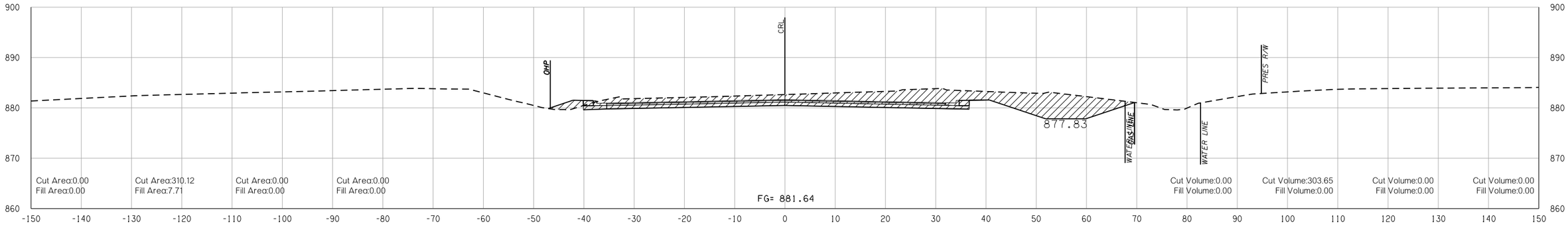
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

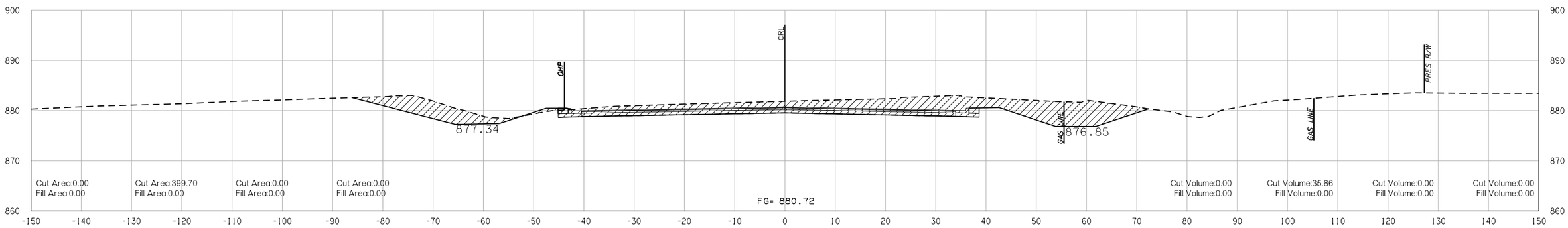
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

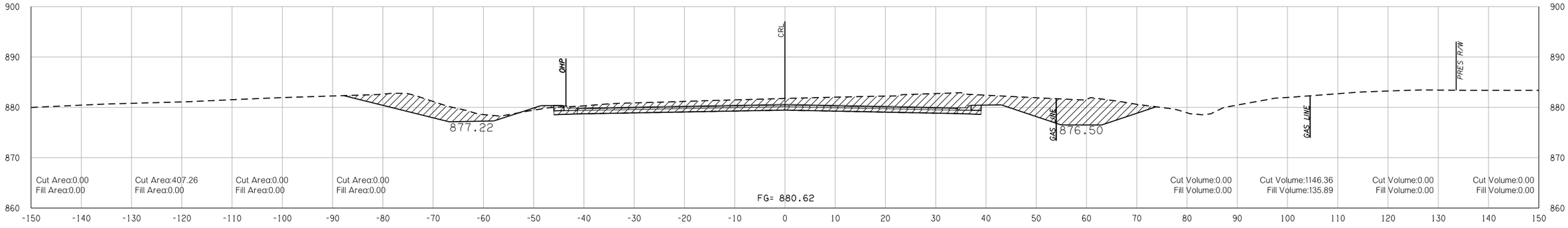
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



28+25.50



28+02.40



28+00.00

STATE JOB NO. 21006(04)
SEMINOLE COUNTY SHEET NO. X082

P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

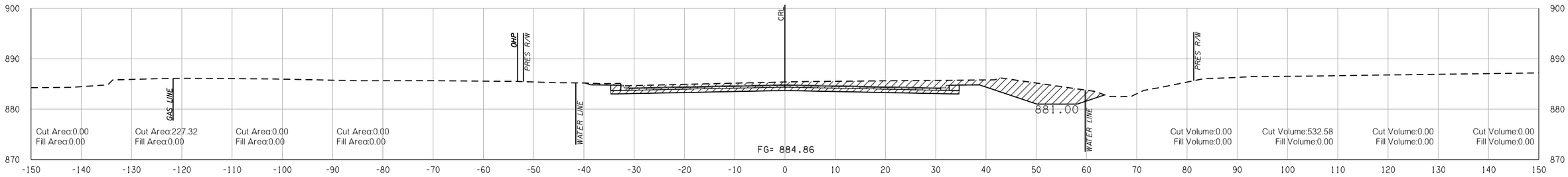
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

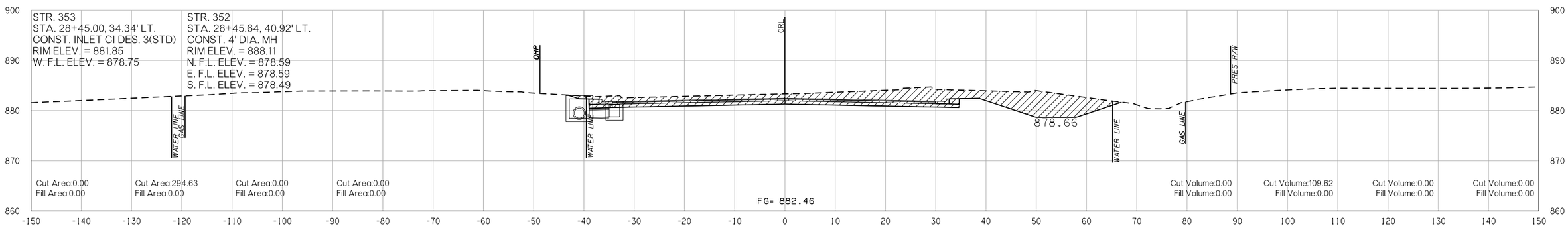
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

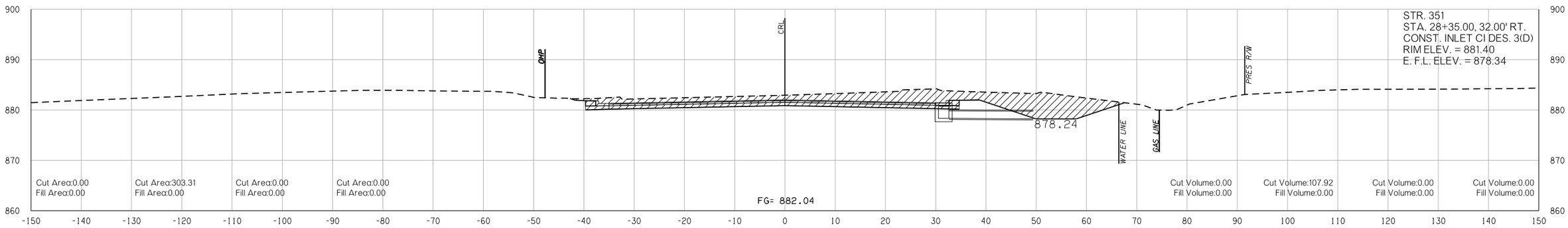
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



29 + 00.00



28 + 44.90



28 + 35.00

STATE JOB NO. 21006(04)
SEMINOLE COUNTY SHEET NO. X083

P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn
11/7/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/7/2018

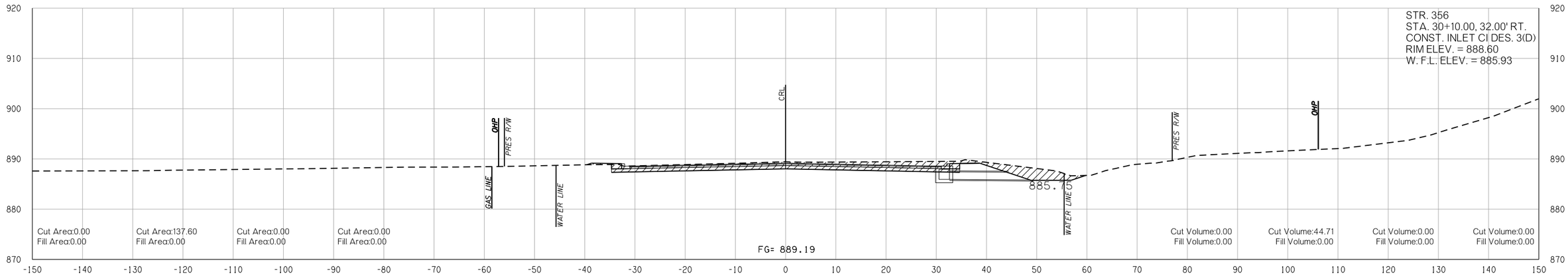
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

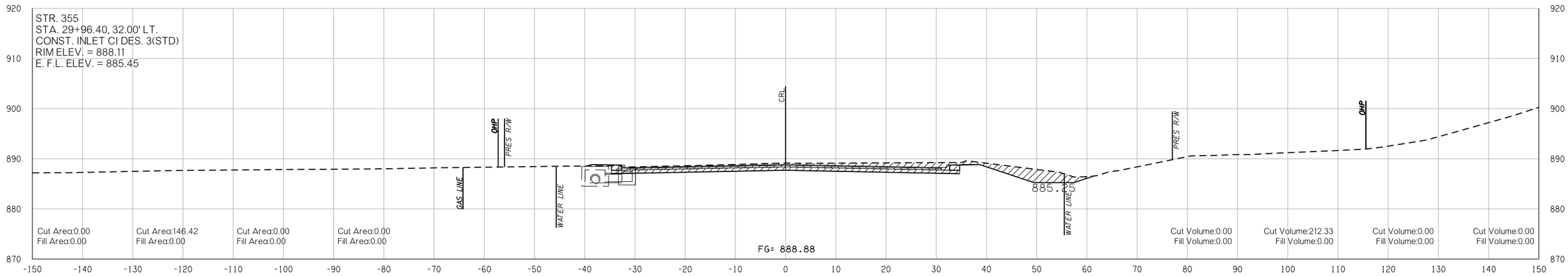
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4

VOLUMES (CY)

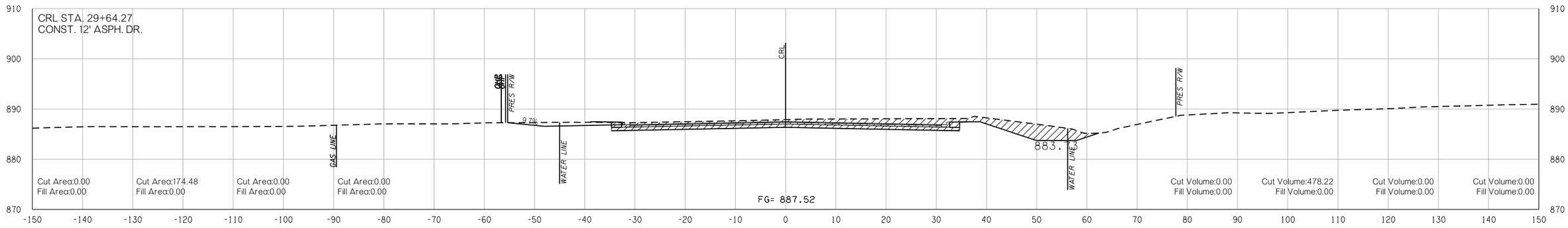
PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4



30 + 08.50



30 + 00.00



29 + 64.27

STATE JOB NO. 21006(04)

SEMINOLE COUNTY SHEET NO. X084

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/7/2018

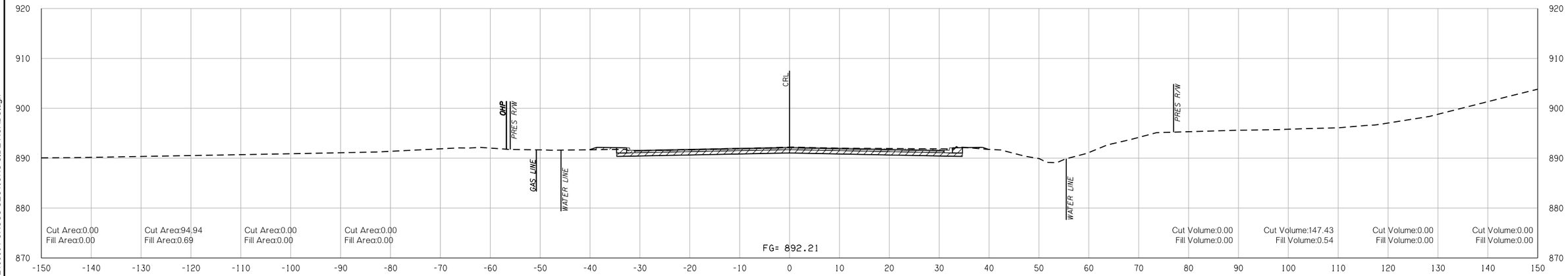
PHASE 1
PHASE 2
PHASE 3
PHASE 4

END AREAS (SF)

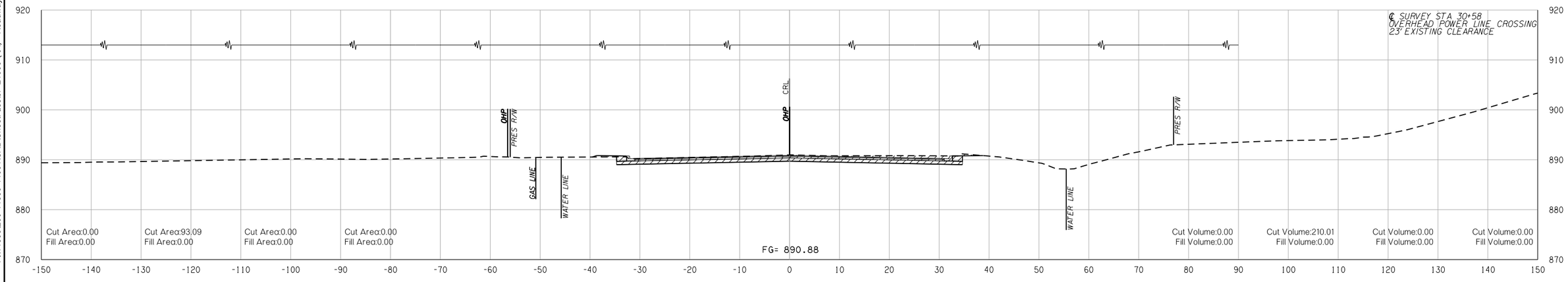
PHASE 1	PHASE 2	PHASE 3	PHASE 4

VOLUMES (CY)

PHASE 1	PHASE 2	PHASE 3	PHASE 4



END CONSTRUCTION STA 31+00.00
31+00.00



30+57.66

STATE JOB NO. 21006(04)
SEMINOLE COUNTY SHEET NO. X085

11/7/2018 P:\11399\200-11399-14001\CAD\SheetFiles\JP 21006 (04) Roadway\X079-X085-2100604-CROSS SECTIONS SIDE ROADS.dgn