

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
**STATE HIGHWAY 412B**  
STATE JOB NO. 33821(04)  
**MAYES COUNTY**

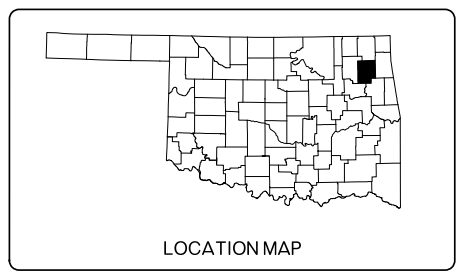
PAVEMENT REHAB  
STATE HIGHWAY 412B  
CONTROL SECTION NO. 412B-49-48

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
THIS DOCUMENT IS PRELIMINARY  
IN NATURE AND IS NOT A FINAL,  
SIGNED AND SEALED DOCUMENT.  
DECEMBER 2022

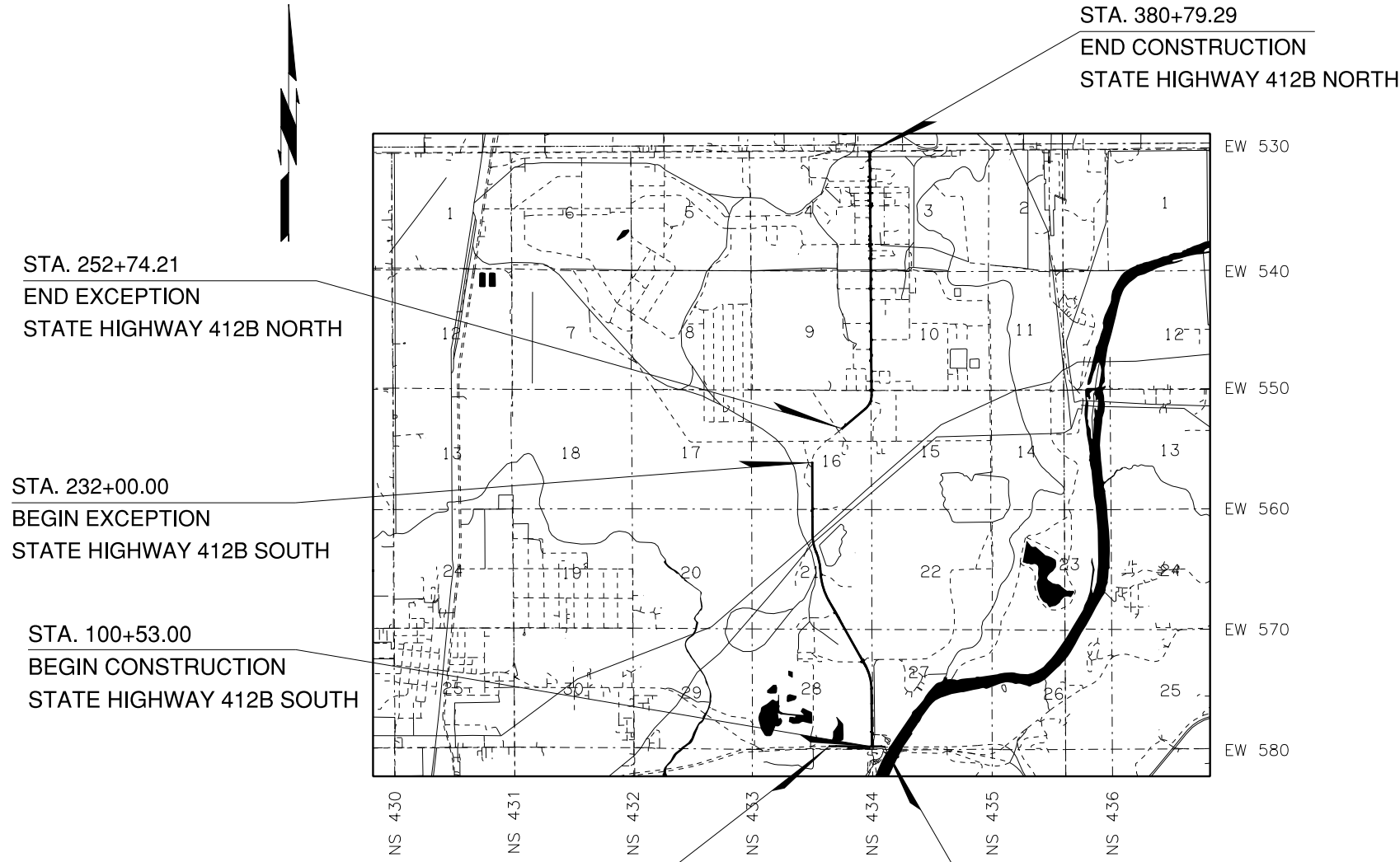
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY  
MEETING**  
DECEMBER 2022

CONTROL SURVEY DATA:  
SEE SURVEY DATA SHEETS

INDEX OF SHEETS	
DESCRIPTION	SHEET
TITLE SHEET	001
TYPICAL SECTIONS	002-003
PLAN AND PROFILES	R001-R020
SURVEY DATA SHEETS	S001-S014
CROSS SECTIONS	X001-X086



SH-412B DESIGN DATA	
ADT 2022	= 2970
ADT 2042	= 4970
DESIGN SPEED	= 45/55 MPH
D	= 60%
T3	= 10.9%
FLEX ESALS	= 4.51 M



SCALES 1"

PLAN 1" = 50'

PROFILE HOR. 1" = 50'

VER. 1" = 10'

LAYOUT MAP 1" = 2,000'

CONVENTIONAL SYMBOLS			
	PROPOSED ROAD		TELEPHONE UNDERGROUND
	RAILROADS		SANITARY SEWER
	RANGE & TOWNSHIP		GAS LINE
	SECTION LINES		WATER LINE
	QUARTER SECTION LINES		DRAINAGE STRUCTURES - IN PLACE
	FENCES		DRAINAGE STRUCTURES - NEW
	GROUND LINE		RIGHT-OF-WAY LINES - EXISTING
	EXISTING ROADS		RIGHT-OF-WAY LINES - NEW
	BASE LINE		RIGHT-OF-WAY MARKERS - IN PLACE
	GRADE LINES		RIGHT-OF-WAY MARKERS - NEW
	TELEPHONE & TELEGRAPH		CONTROLLED ACCESS
	POWER LINES		RIGHT-OF-WAY FENCE
	BUILDINGS		
	OIL WELL		

ROADWAY LENGTH ----- 25965.25 FT. 4.91 MI.

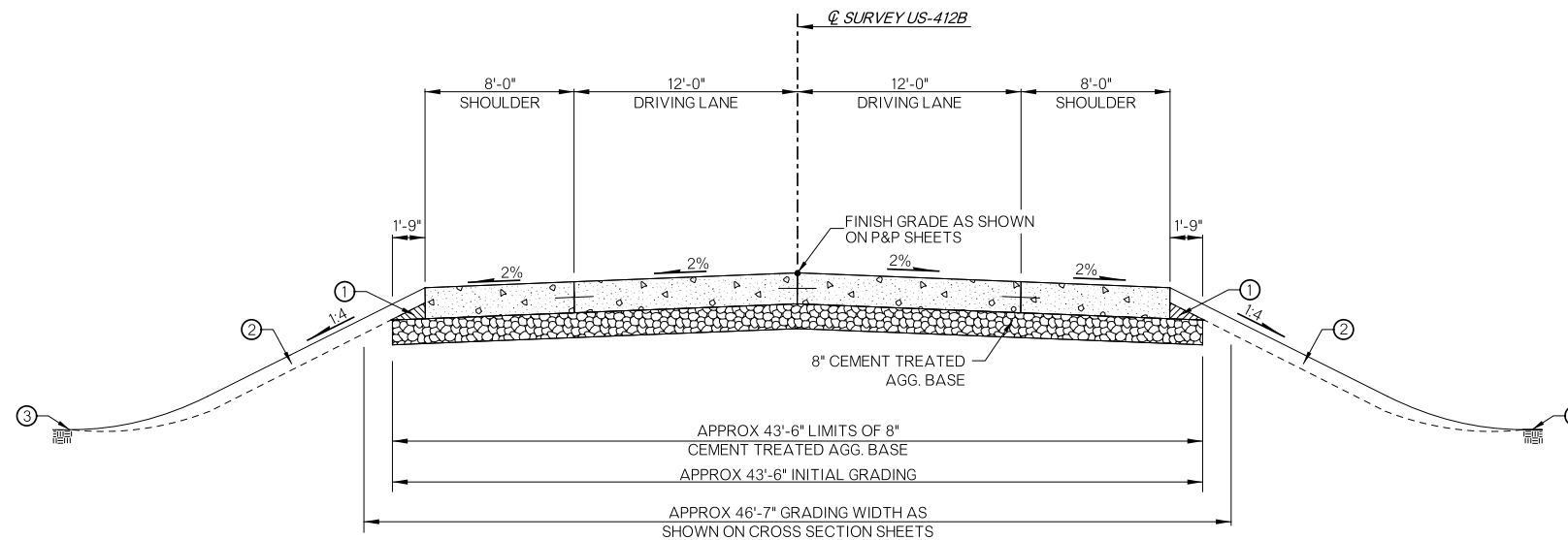
BRIDGE LENGTH ----- 00.00 FT. 0.0000 MI.

PROJECT LENGTH ----- 4.91 MI.

EXCEPTIONS: SH-412B STA. 232+00.00 TO STA 252+74.21

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

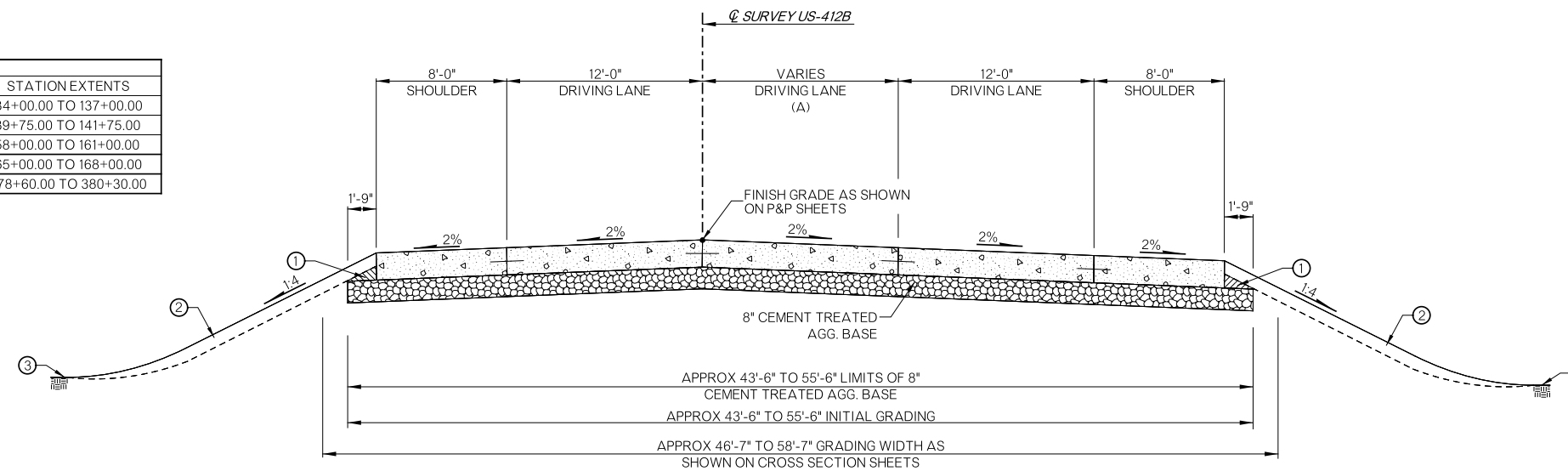
 1717 S. BOULDER, SUITE 600 TULSA, OKLAHOMA 74119 C.A. 2483 EXP. 06-30-2023	PREPARED BY: OLSSON, INC.  RUSSELL L. BEATY, P.E. OKLA. REG. NO. 20685
	DATE _____
OKLAHOMA DEPARTMENT OF TRANSPORTATION DATE APPROVED _____ BY _____ CHIEF ENGINEER	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION DATE APPROVED _____ BY _____ DIVISION ADMINISTRATOR
S.W.O. XXXX	Project No. XXXXX
	Sheet No. 001



**TYPICAL NO. 1**  
**STATE HIGHWAY 412B**  
STA. 100+53.00 TO STA. 134+00.00  
STA. 141+75.00 TO STA. 158+00.00  
STA. 168+00.00 TO STA. 232+00.00  
STA. 252+74.21 TO STA. 378+60.00

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	8" CEMENT TREATED BASE	8" CEMENT TREATED BASE

VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
2	(A)	0'-0" TO 12'-0"	134+00.00 TO 137+00.00
2	(A)	12'-0" TO 0'-0"	139+75.00 TO 141+75.00
2	(A)	0'-0" TO 12'-0"	158+00.00 TO 161+00.00
2	(A)	12'-0" TO 0'-0"	165+00.00 TO 168+00.00
2	(A)	0'-0" TO 12'-0"	378+60.00 TO 380+30.00



**TYPICAL NO. 2**  
**STATE HIGHWAY 412B**  
STA. 134+00.00 TO STA. 141+75.00  
STA. 158+00.00 TO STA. 168+00.00  
STA. 378+60.00 TO STA. 380+79.29

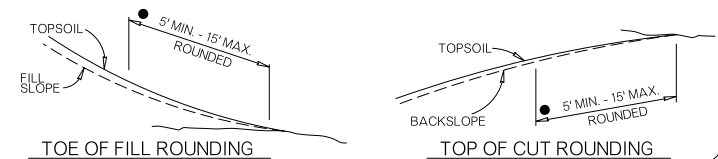
PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	8" CEMENT TREATED BASE	8" CEMENT TREATED BASE

ASSUMED PAVEMENT DESIGN USED

- (1) BACKFILL NOTE:  
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.  
QUANTITY IS MEASURED IN T.B.S.C. TYPE E.
- (2) TOPSOIL NOTE:  
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,  
AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE  
STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE  
COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED  
FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL  
ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE  
PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.  
  
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO  
THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR  
SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) SEE ROUNDING DETAIL THIS SHEET
- (4) PRIME COAT ON TOP OF AGGREGATE BASE.

**ROUNDING DETAIL**

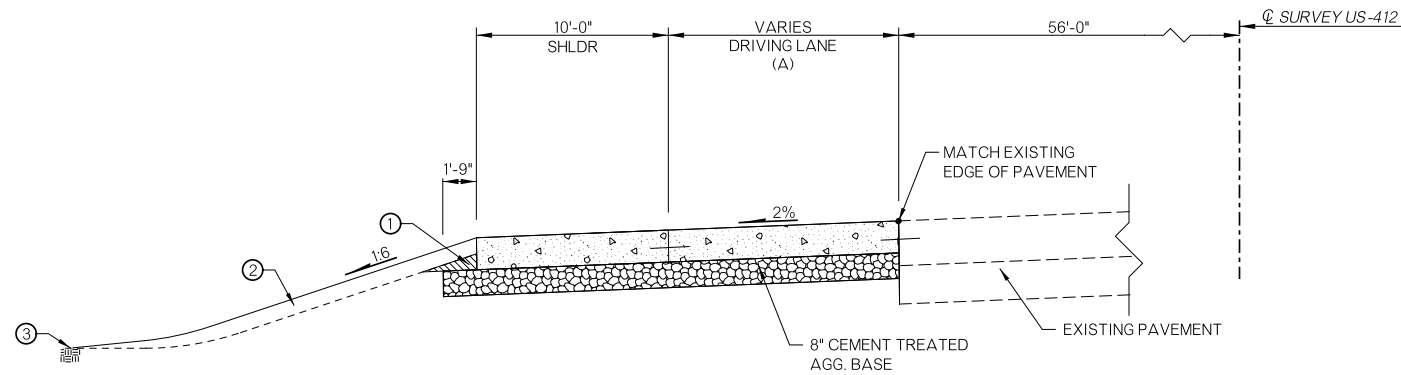
● INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		<b>TYPICAL SECTIONS</b> (SHEET 1 OF 2)	
CHECKED			
APPROVED			
SQUAD			
COUNTY	MAYES	HIGHWAY	SH-412B STATE JOB NO. 3382104 SHEET NO. 002

\$\$\$\$DATE\$\$\$\$TIME\$\$\$\$FILE\$\$\$\$

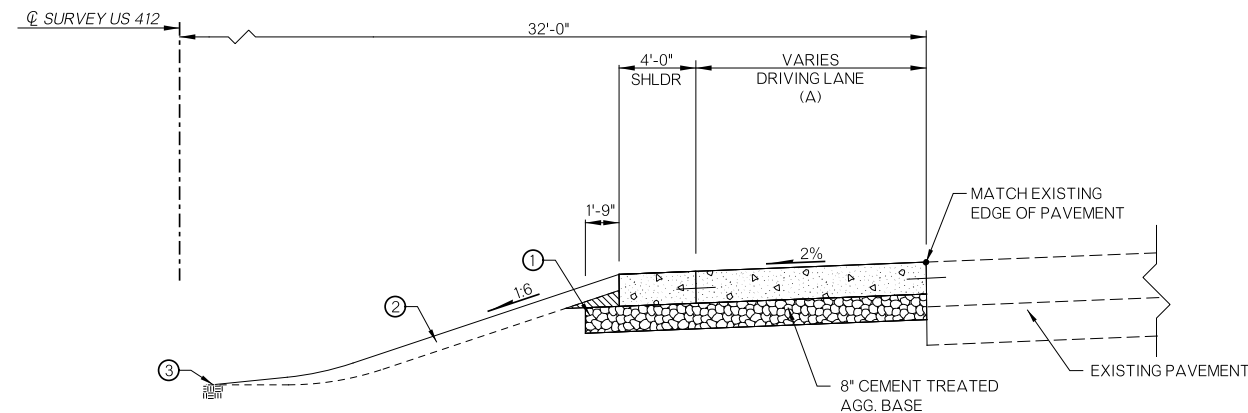




VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
3	(A)	0'-0" TO 12'-0"	2359+95.00 TO 2362+95.00
3	(A)	12'-0"	2362+95.00 TO 2377+90.00
3	(A)	12'-0"	2379+70.00 TO 2383+00.00
3	(A)	0'-0" TO 12'-0"	2383+00.00 TO 2384+25.00

**TYPICAL NO. 3**  
**US 412 WEST BOUND**  
STA. 2359+95.00 TO STA. 2377+90.00  
STA. 2379+70.00 TO STA. 2384+25.00

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	8" CEMENT TREATED BASE	8" CEMENT TREATED BASE



VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
4	(A)	0'-0" TO 12'-0"	2368+26.00 TO 2370+26.00
4	(A)	12'-0"	2370+26.00 TO 2377+90.00

**TYPICAL NO. 4**  
**US 412 EAST BOUND**  
STA. 2368+26.00 TO STA. 2377+90.00

PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	8" CEMENT TREATED BASE	8" CEMENT TREATED BASE

ASSUMED PAVEMENT DESIGN USED

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

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

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

(3) SEE ROUNDING DETAIL THIS SHEET

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

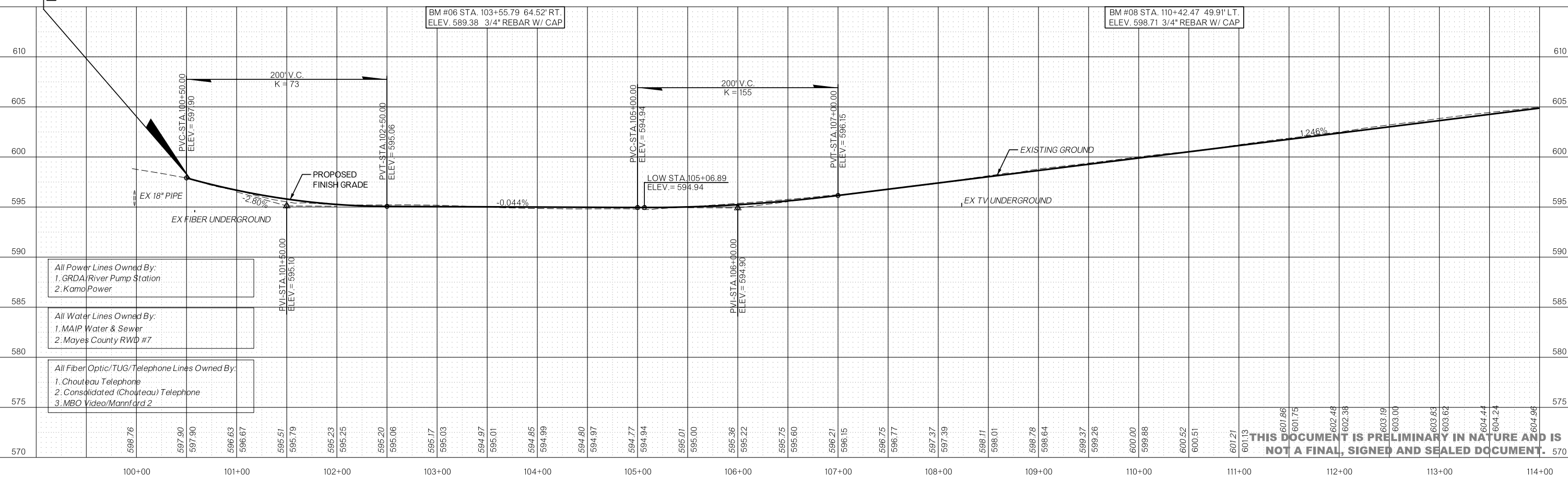
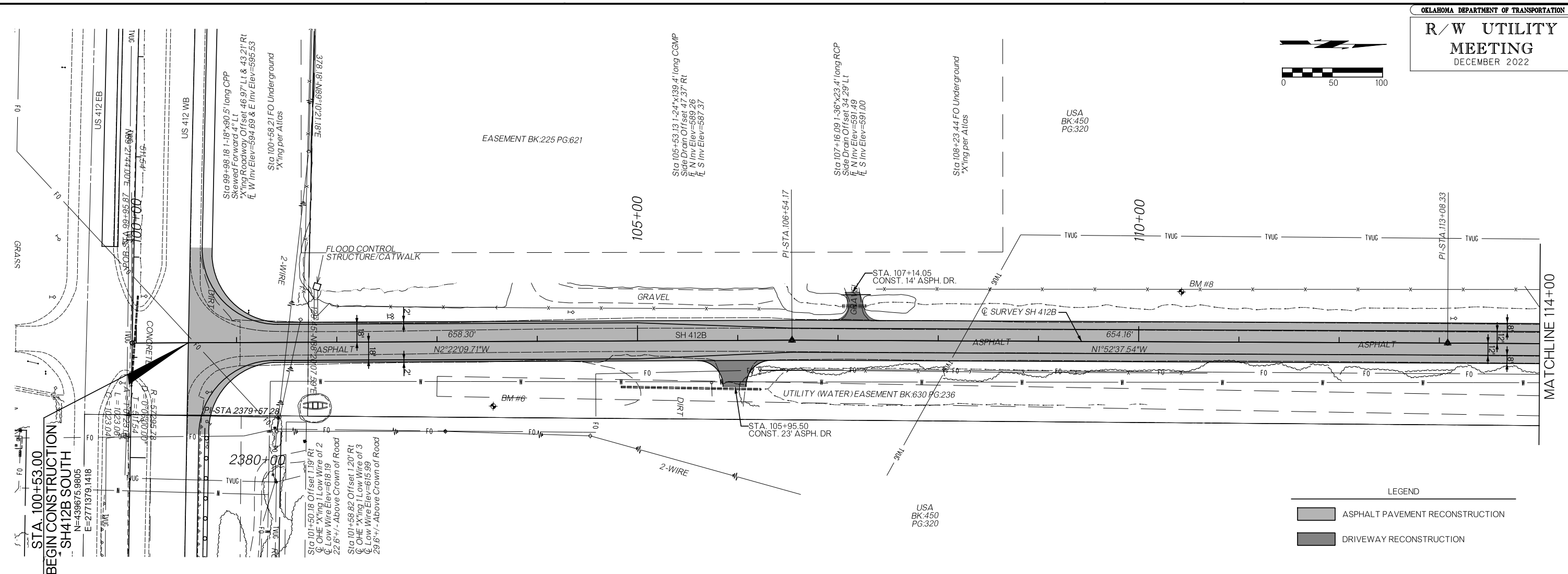
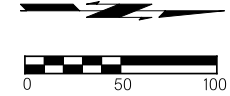
**ROUNDING DETAIL**

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		<b>TYPICAL SECTIONS</b> (SHEET 2 OF 2)					
CHECKED							
APPROVED							
SQUAD							
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO.	3382104	SHEET NO.	003

\$\$\$\$DATE\$\$\$\$TIME\$\$\$\$FILE\$\$\$\$

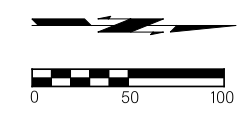


**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

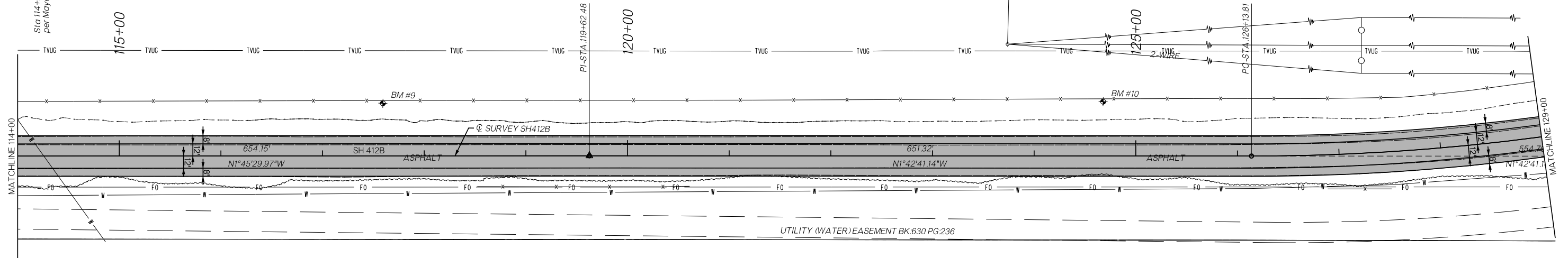
- All Power Lines Owned By:
- GRDA/River Pump Station
  - Kamo Power
- All Water Lines Owned By:
- MAIP Water & Sewer
  - Mayes County RWD #7
- All Fiber Optic/TUG/Telephone Lines Owned By:
- Chouteau Telephone
  - Consolidated (Chouteau) Telephone
  - MBO Video/Mannford 2

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Sta. 114+25.81 Water Main X'ing  
per Mayes County RWD #7 Atlas

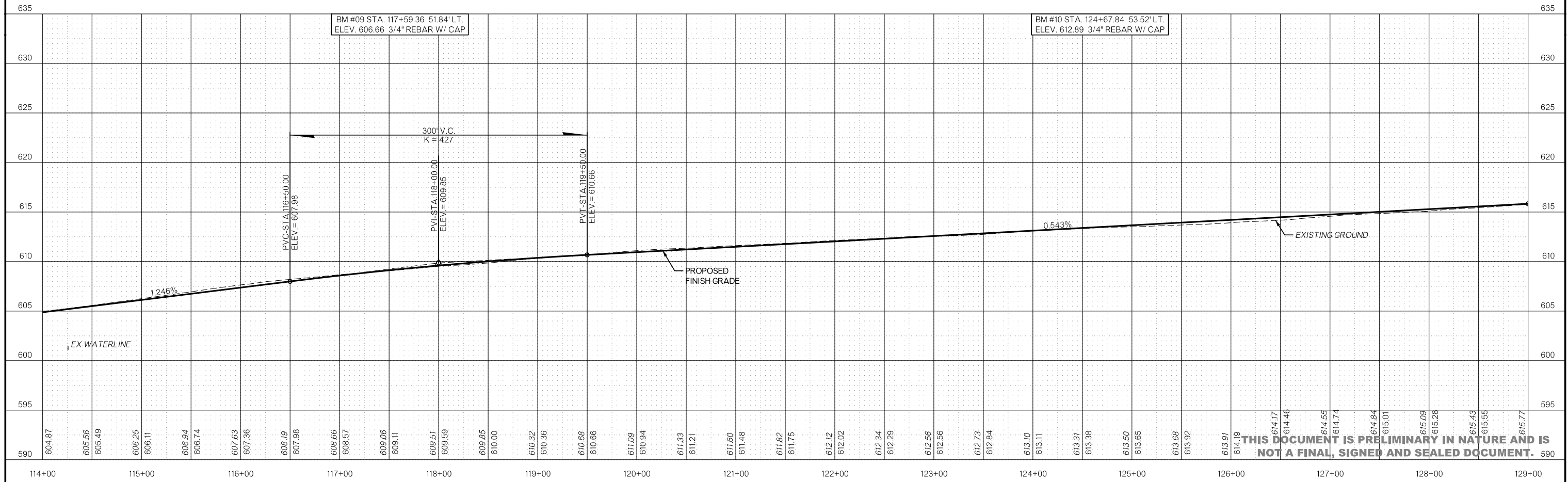
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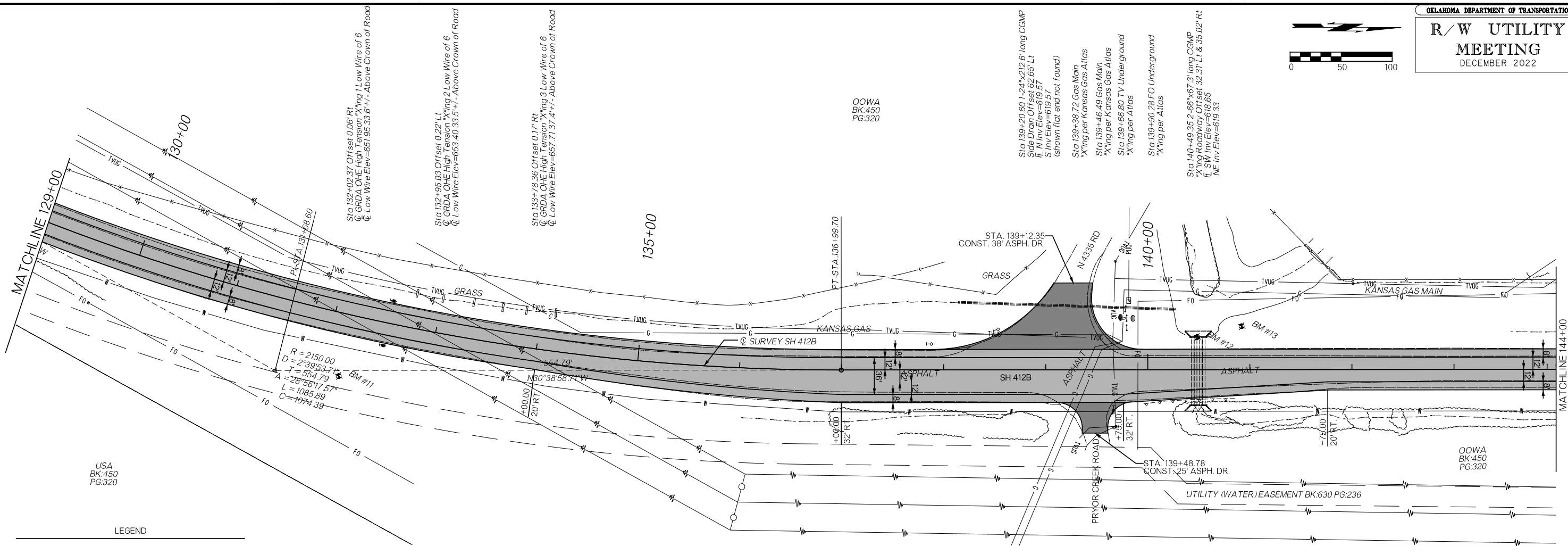
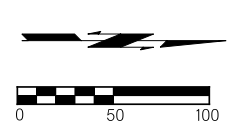
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LEGEND

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USA  
BK:450  
PG:320

OOWA  
BK:450  
PG:320

OOWA  
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PG:320

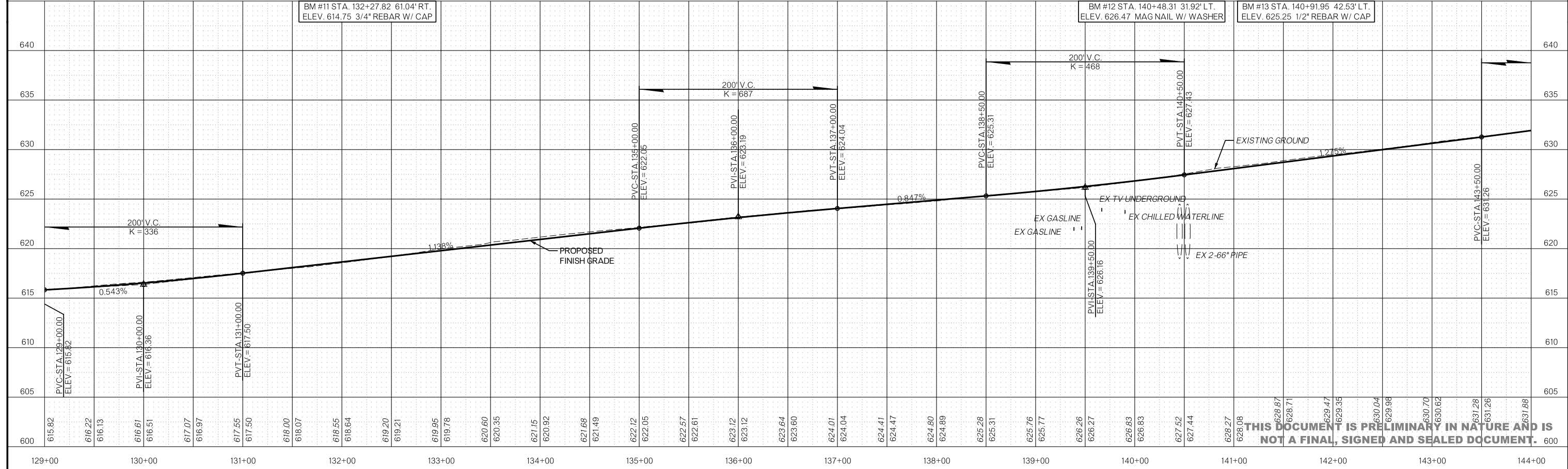
**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
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BM #11 STA. 132+27.82 61.04' RT.  
ELEV. 614.75 3/4" REBAR W/ CAP

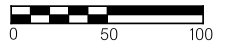
BM #12 STA. 140+48.31 31.92' LT.  
ELEV. 626.47 MAG NAIL W/ WASHER

BM #13 STA. 140+91.95 42.53' LT.  
ELEV. 625.25 1/2" REBAR W/ CAP



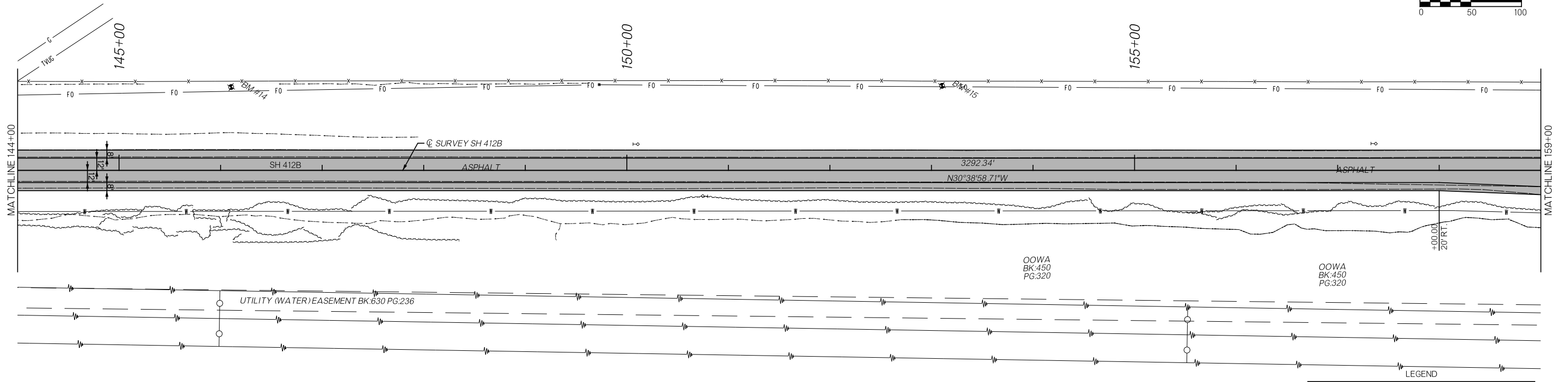
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OOWA BK:450 PG:320

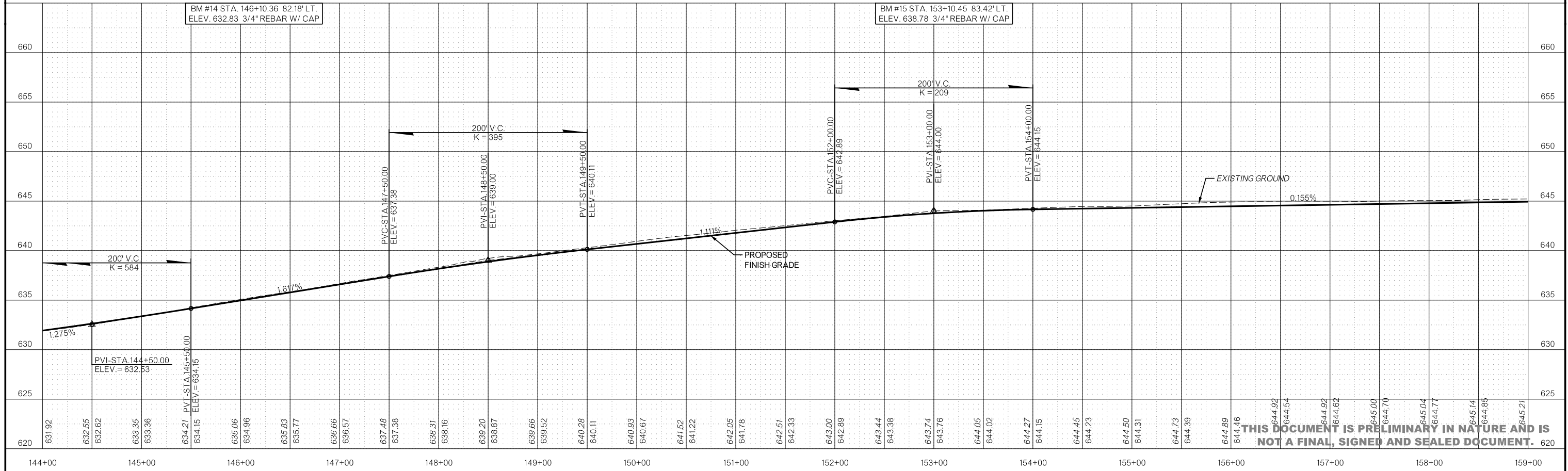


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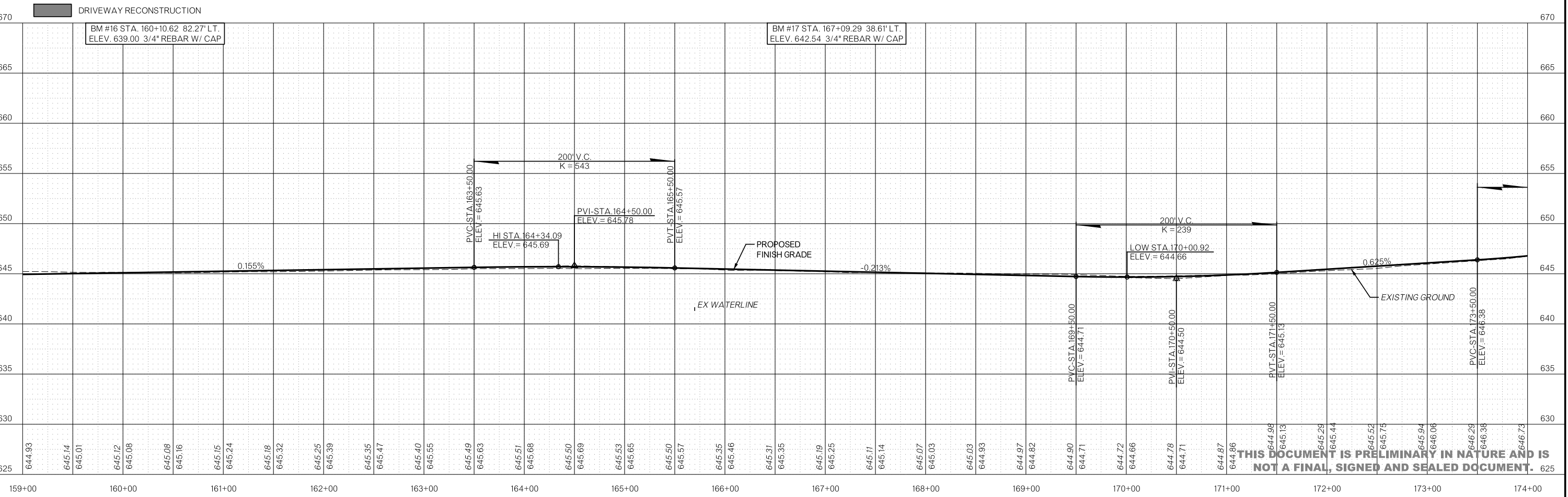
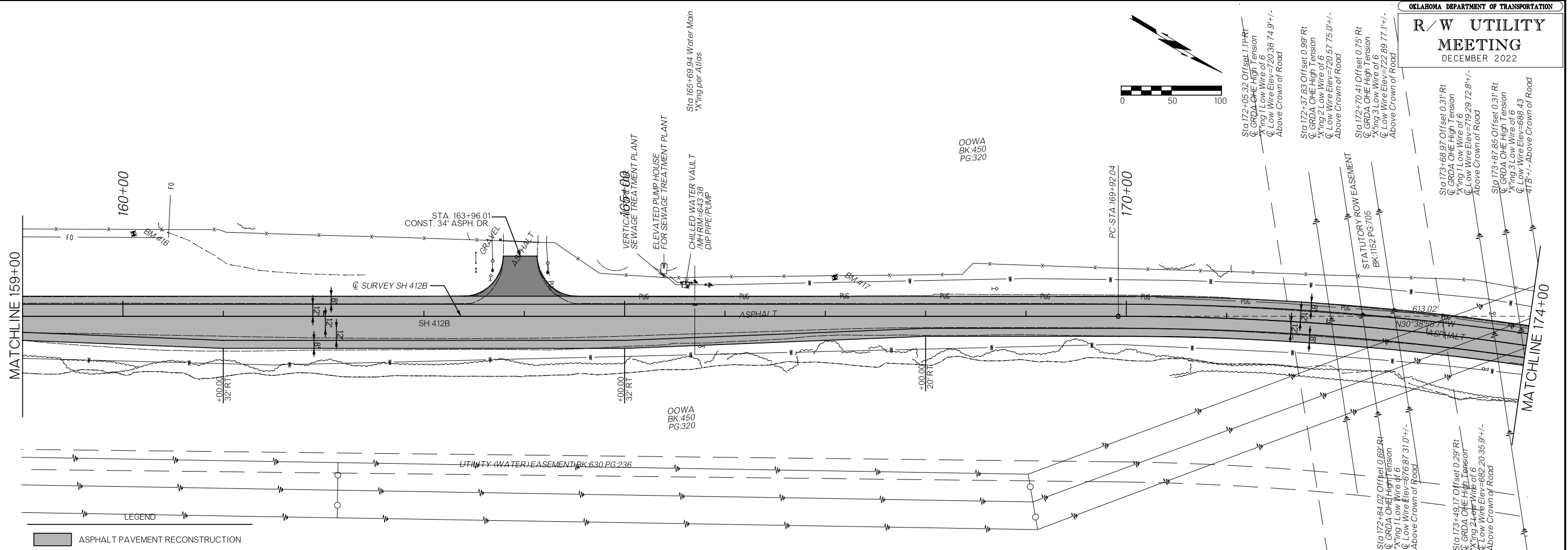
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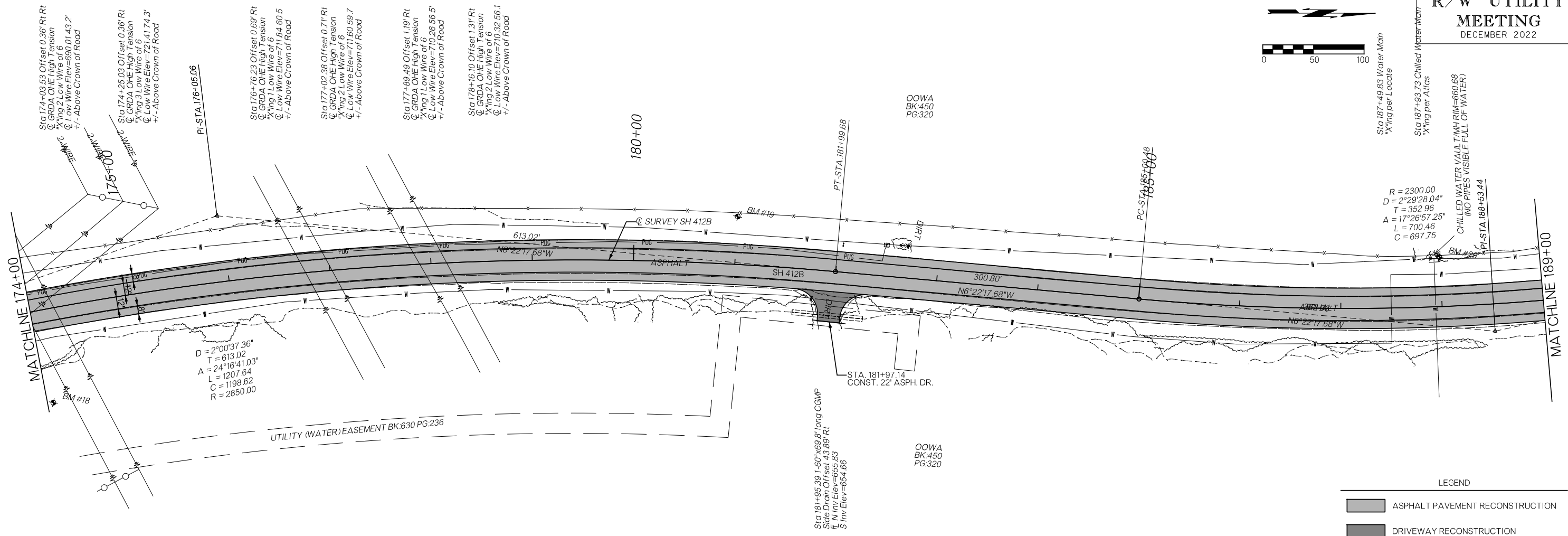
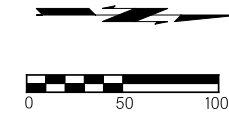
- LEGEND
- ASPHALT PAVEMENT RECONSTRUCTION
  - DRIVEWAY RECONSTRUCTION



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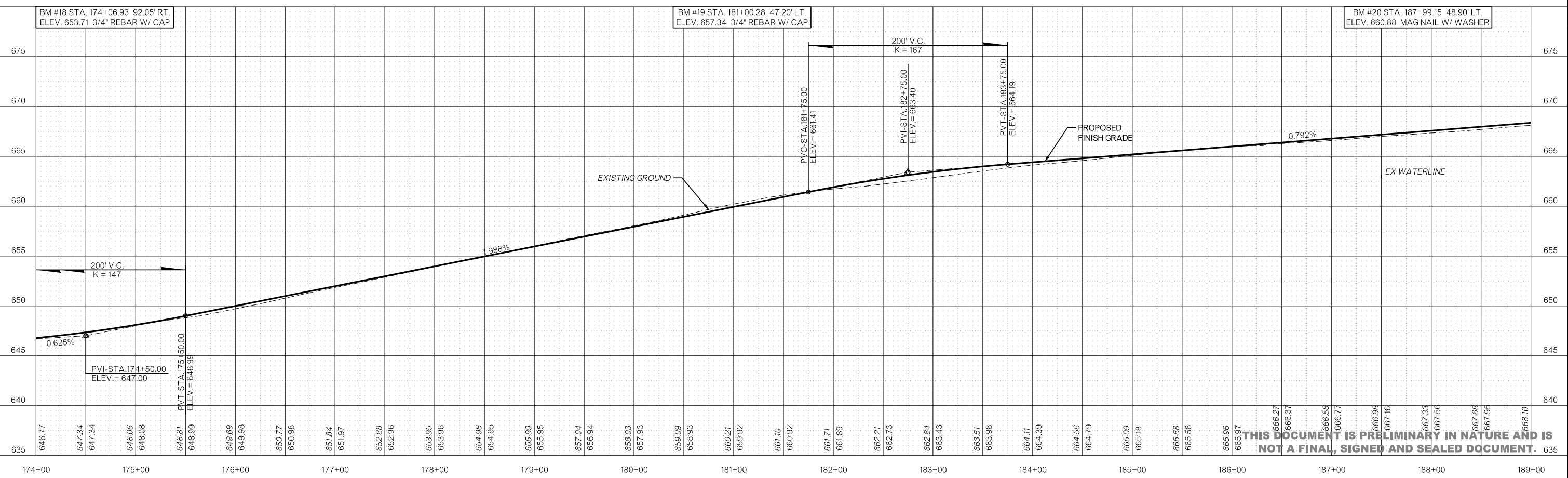


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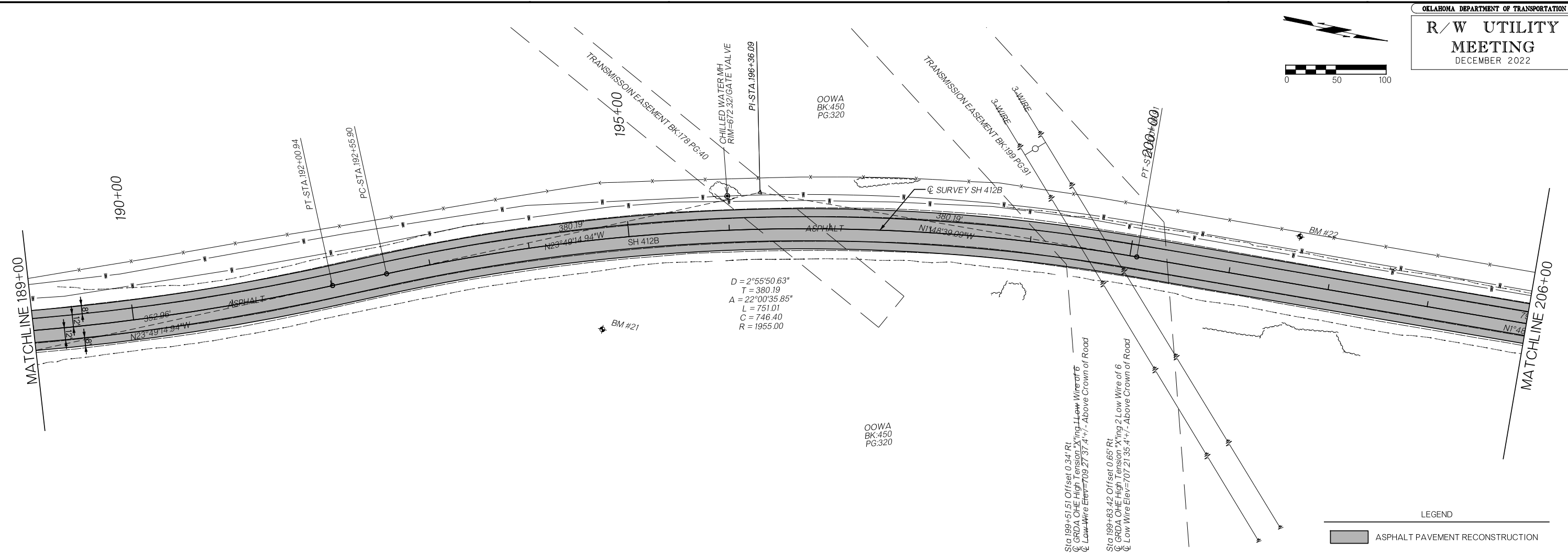
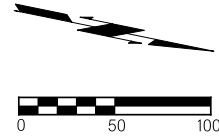


**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
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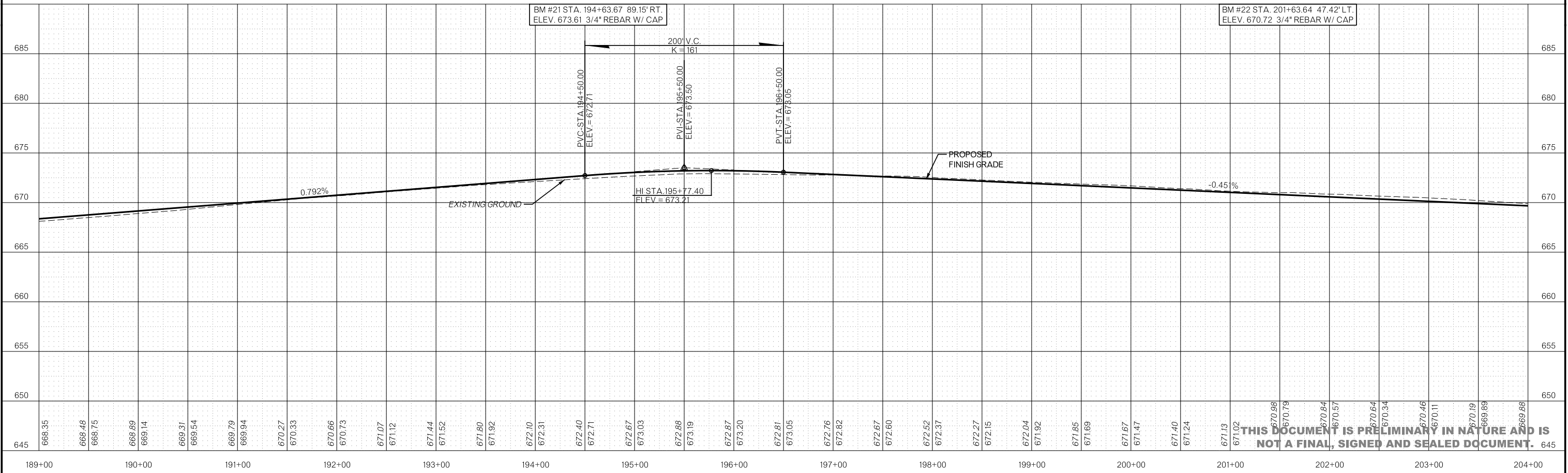


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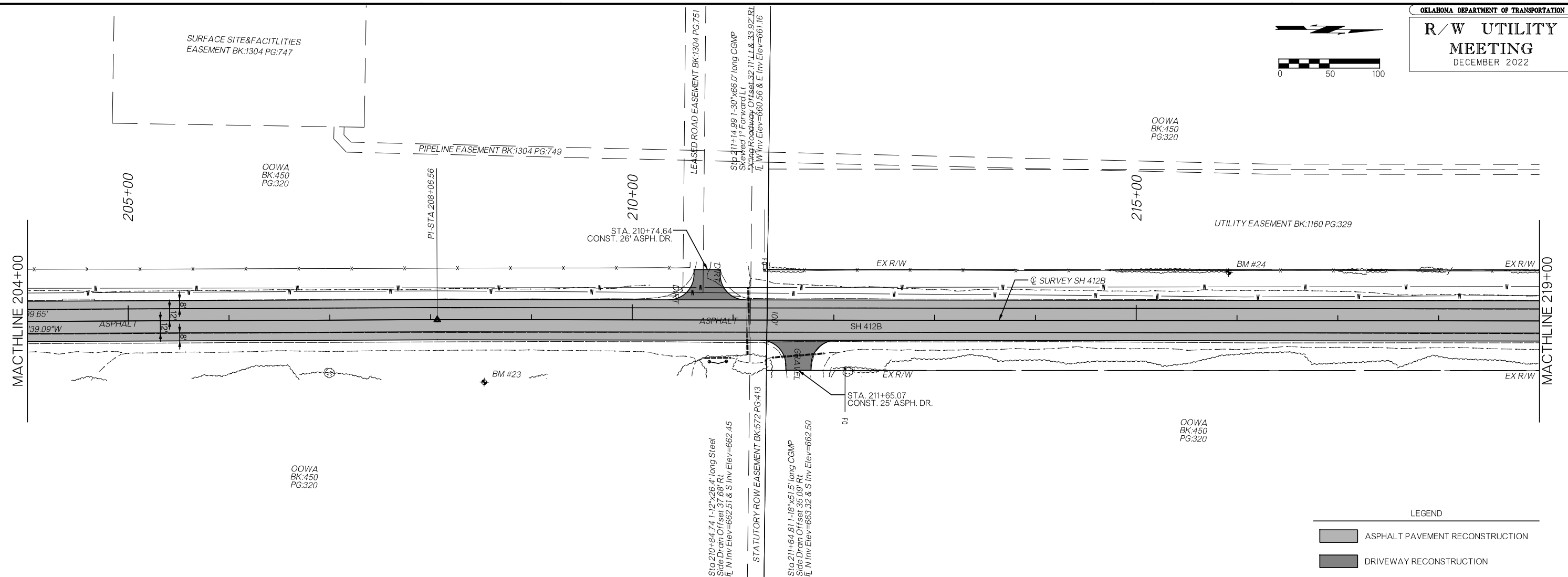
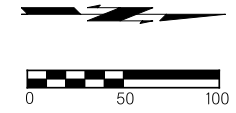
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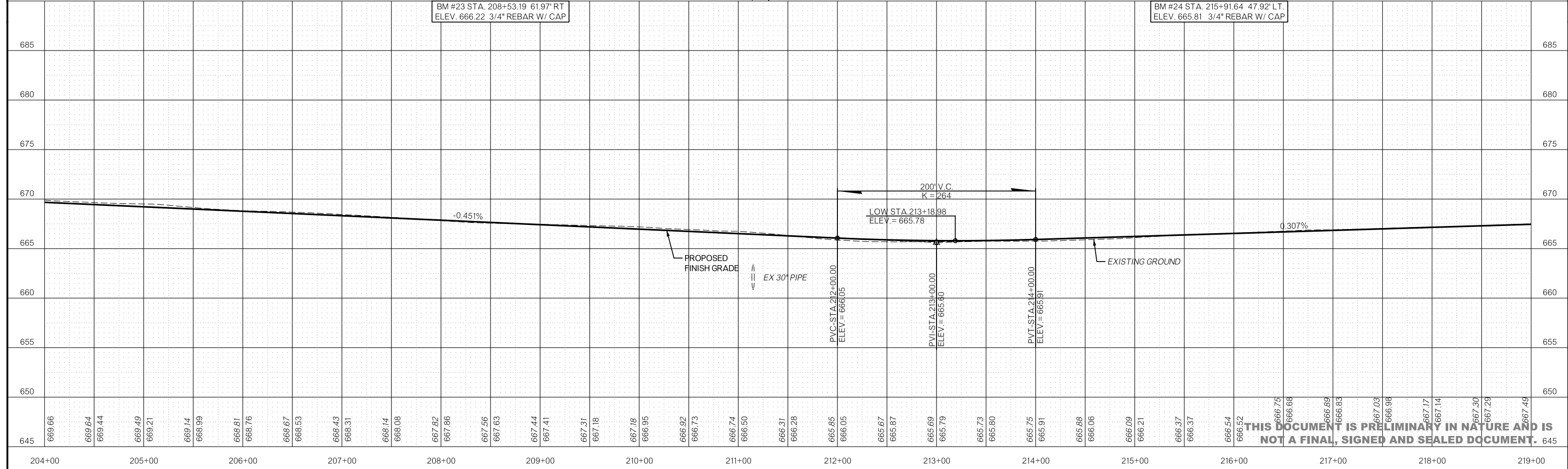
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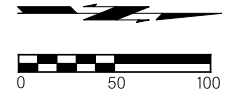


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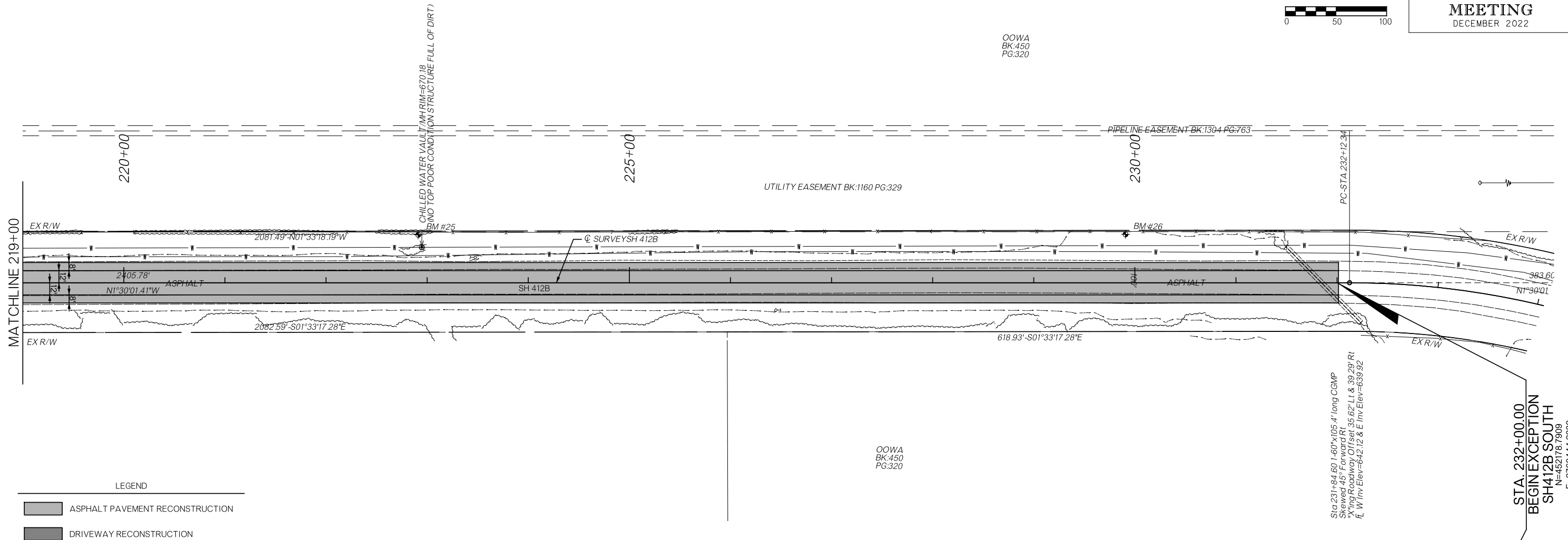
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OOWA  
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PG:320



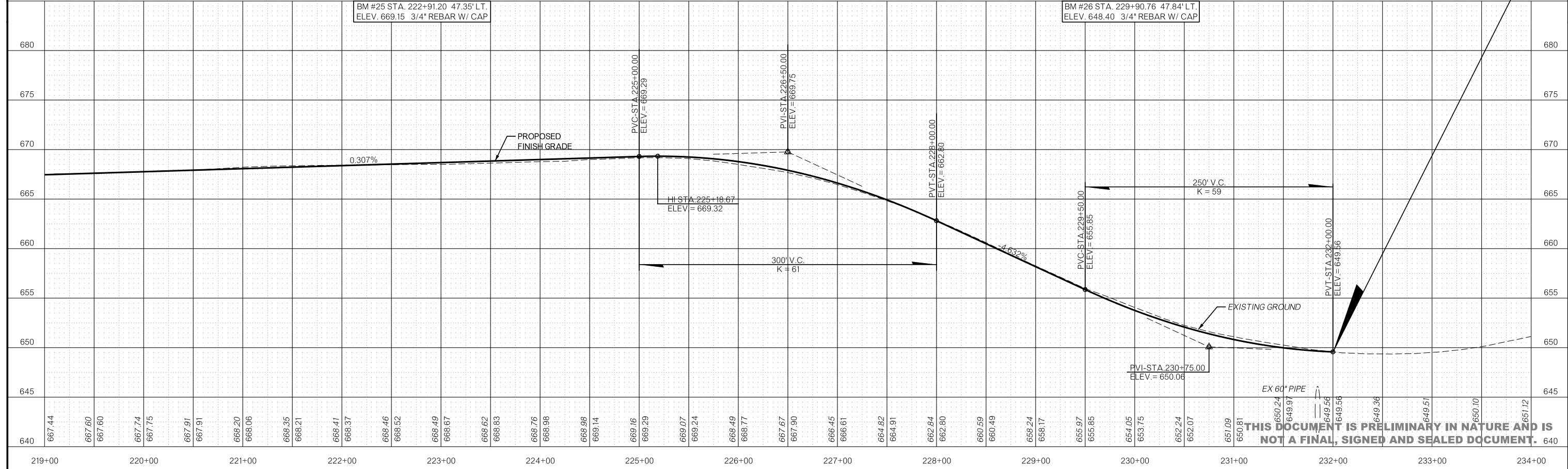
LEGEND

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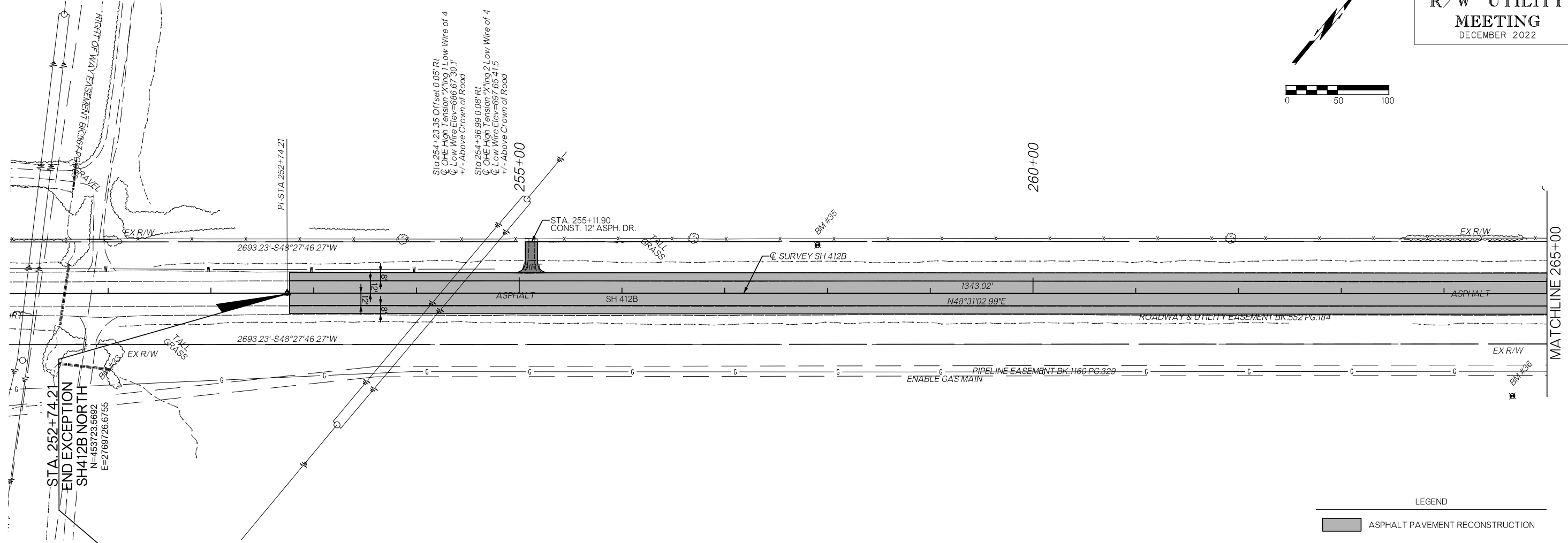
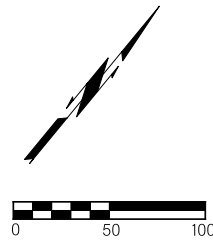
OOWA  
BK:450  
PG:320

Sta 231+84.60 1-60"x105.4' long CGMP  
Skewed 45° Forward RL  
X'ing Roadway Offset 35.62' LI & 39.29' RT  
E. W/Inv Elev=642.12 & E Inv Elev=639.92

STA. 232+00.00  
BEGIN EXCEPTION  
SH 412B SOUTH  
N=452178.7909  
E=2768444.2032

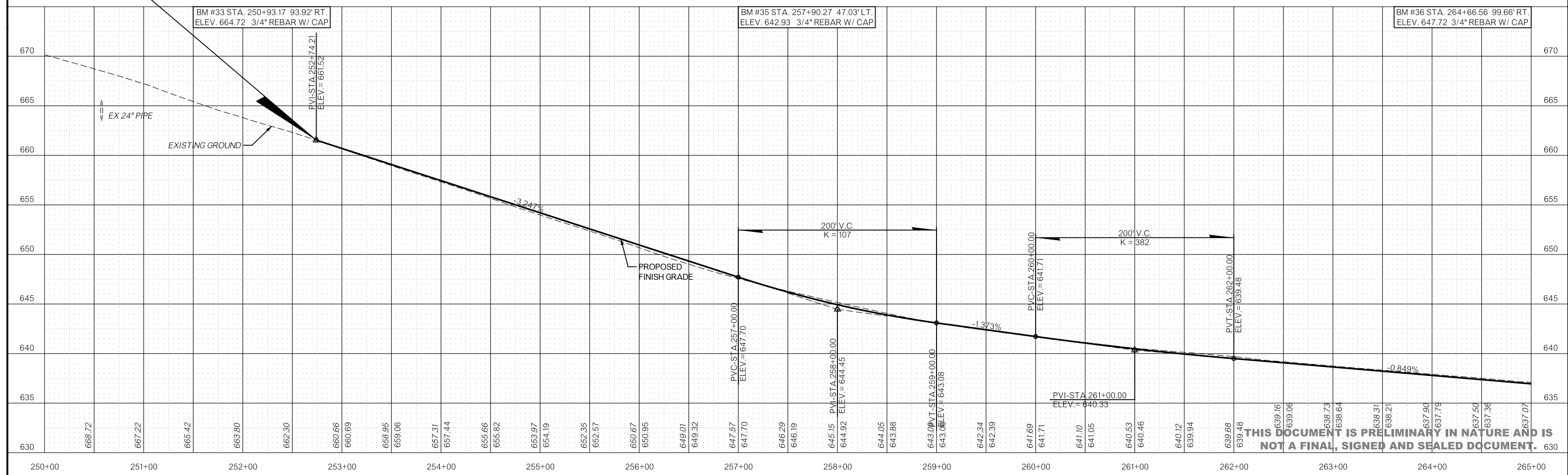


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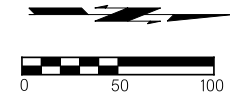


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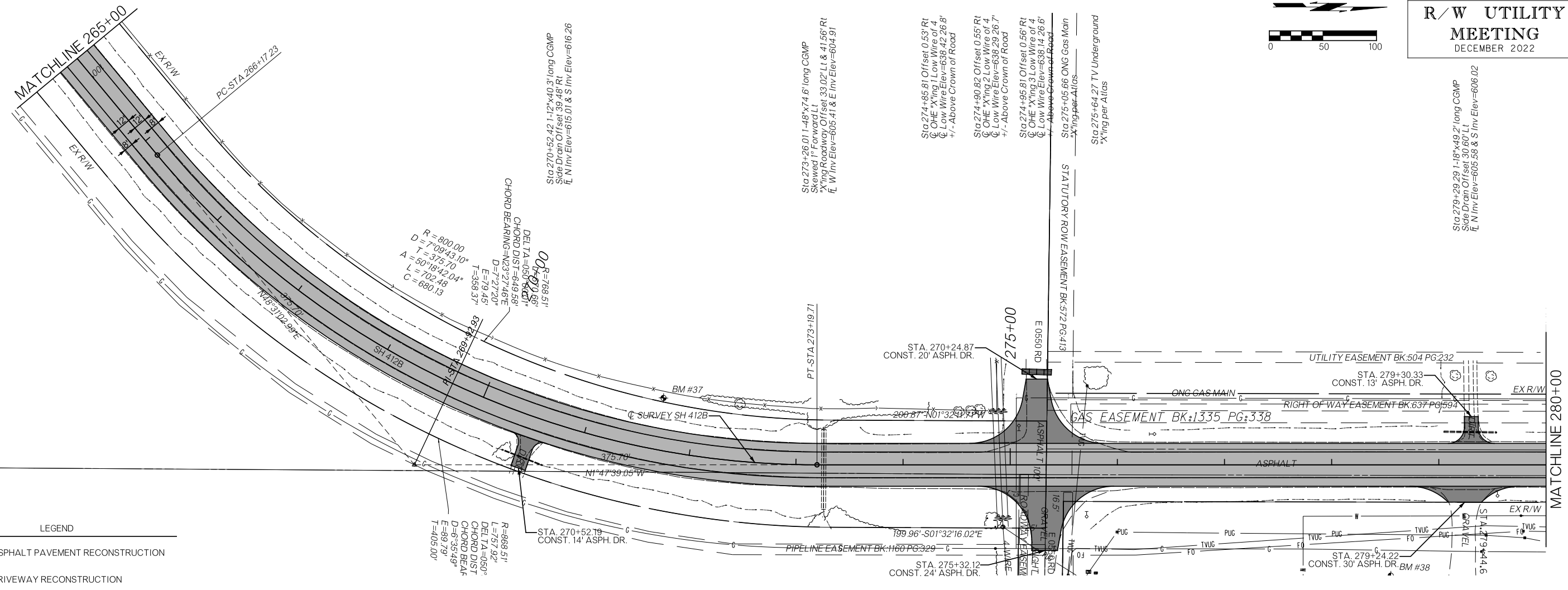
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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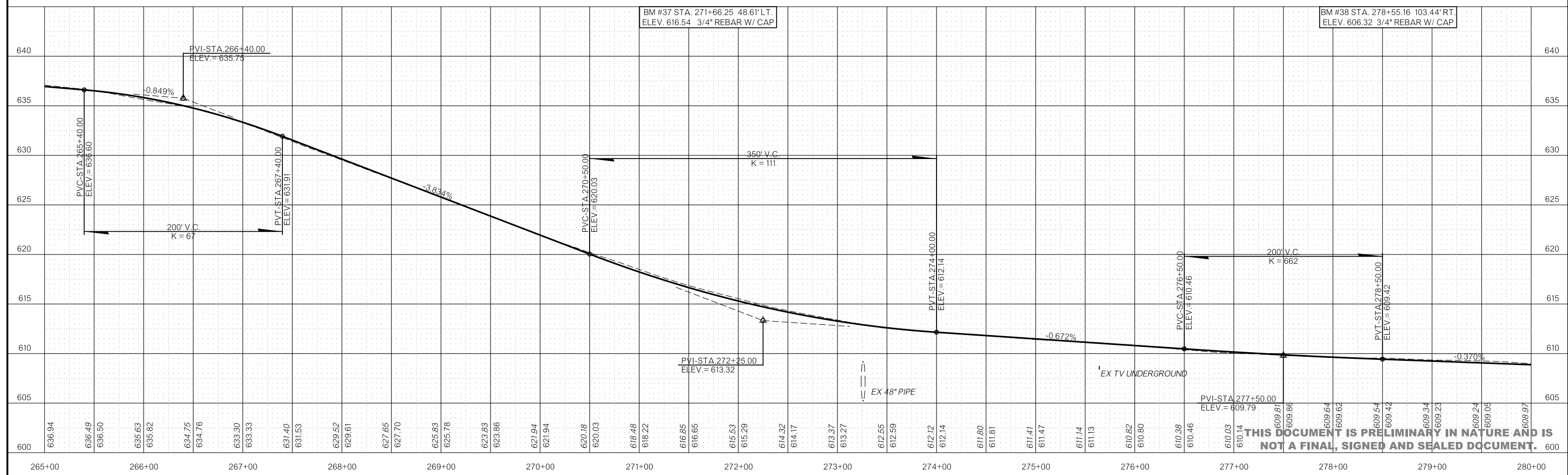


Sta 279+29.29 1'-18"x49.2' long CGMP  
Side Drain Offset 30.60' Lt  
E N Inv Elev=606.58 & S Inv Elev=606.02

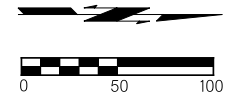


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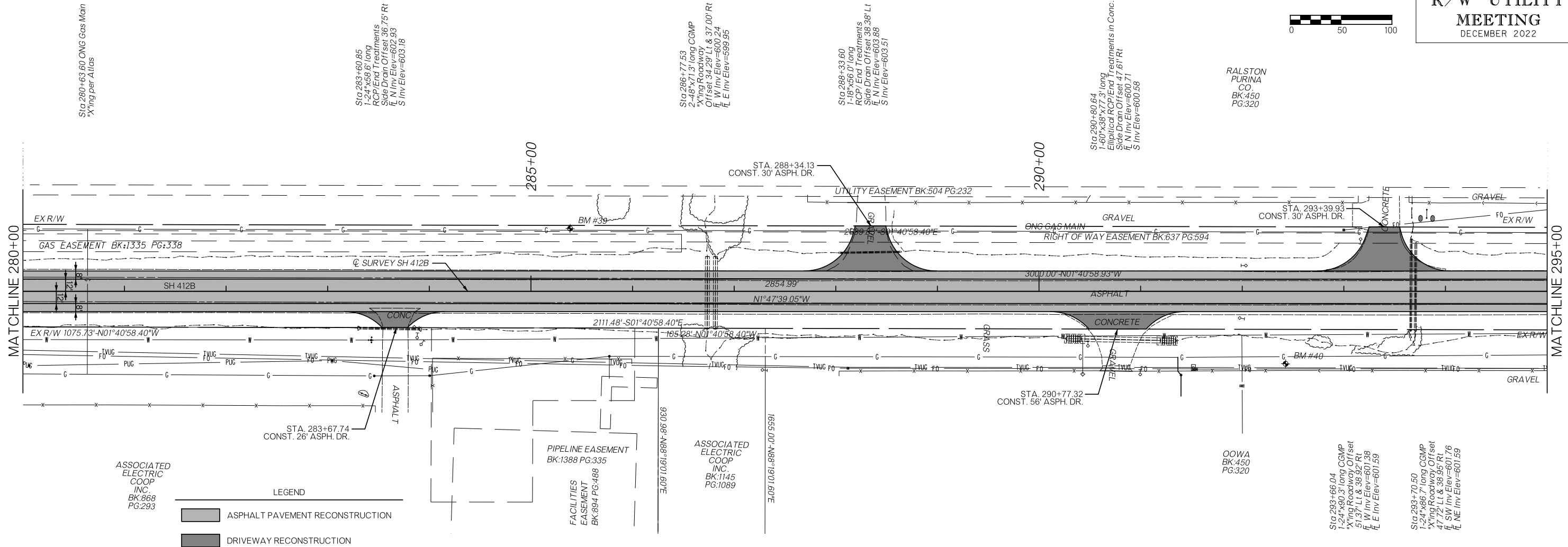
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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RALSTON  
PURINA  
CO.  
BK:450  
PG:320



**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

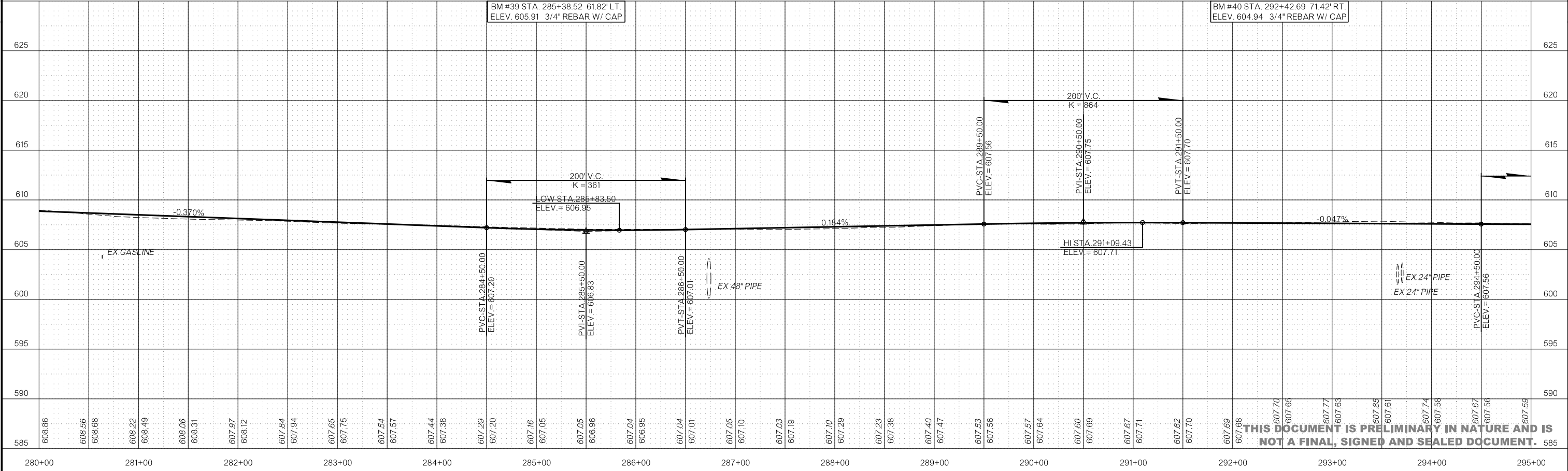
**ASSOCIATED ELECTRIC COOP INC. BK:868 PG:293**

**PIPELINE EASEMENT BK:1388 PG:335**

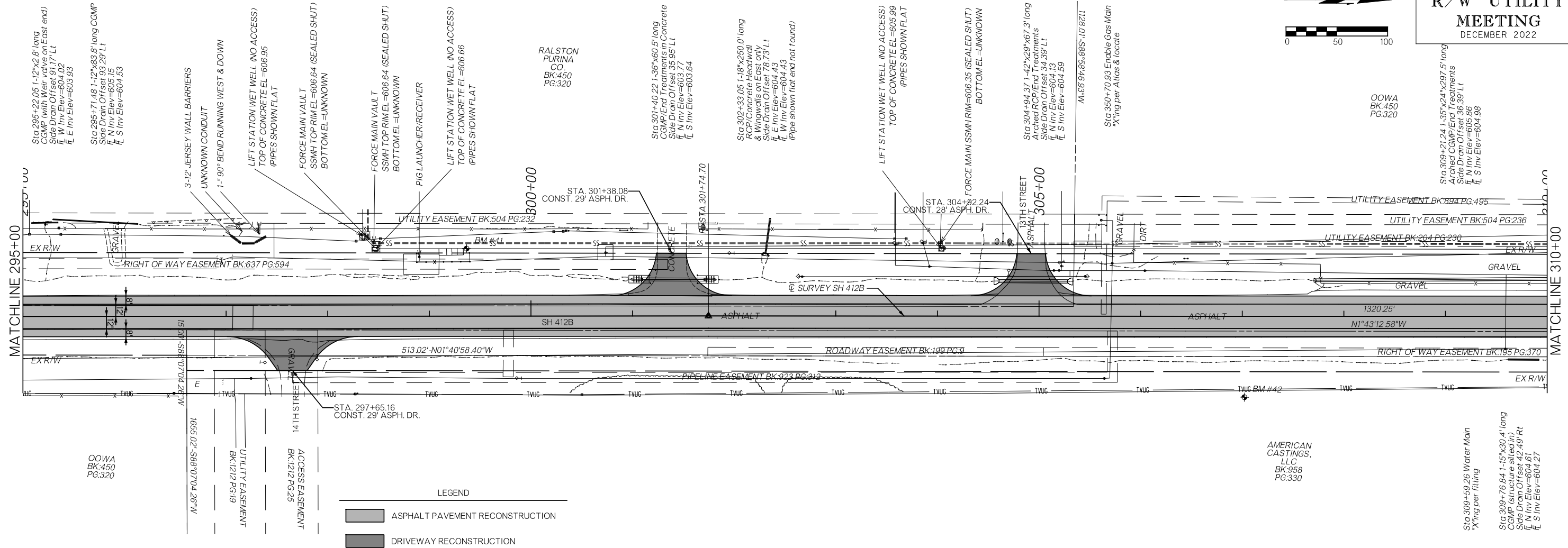
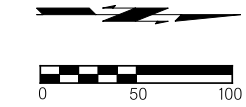
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**ASSOCIATED ELECTRIC COOP INC. BK:1145 PG:1089**

**OOWA BK:450 PG:320**

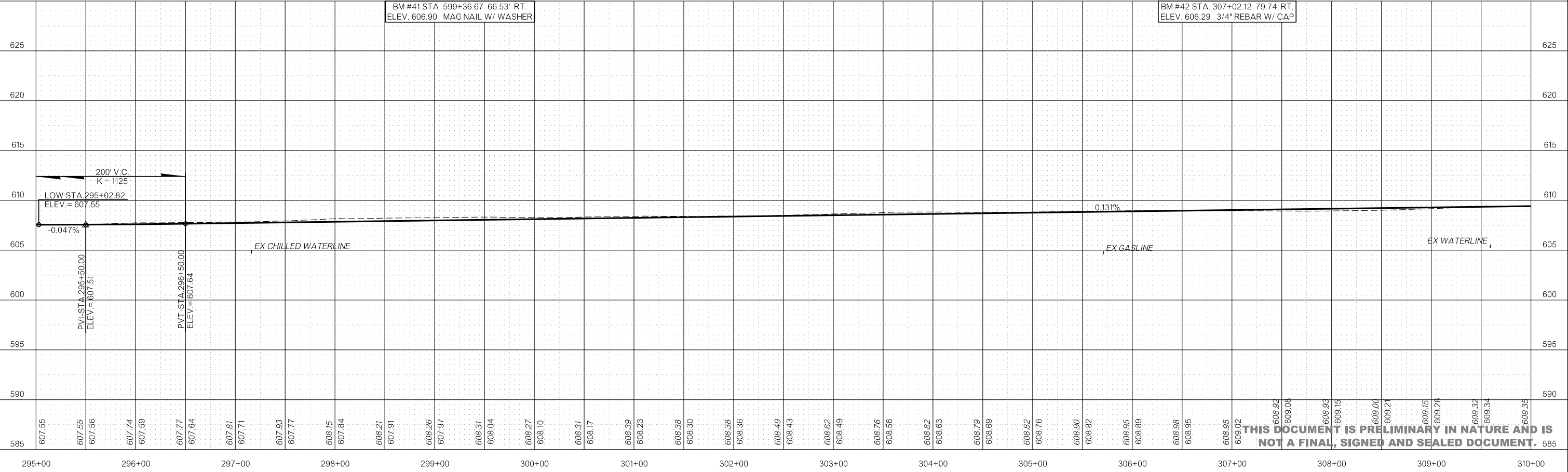


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**LEGEND**

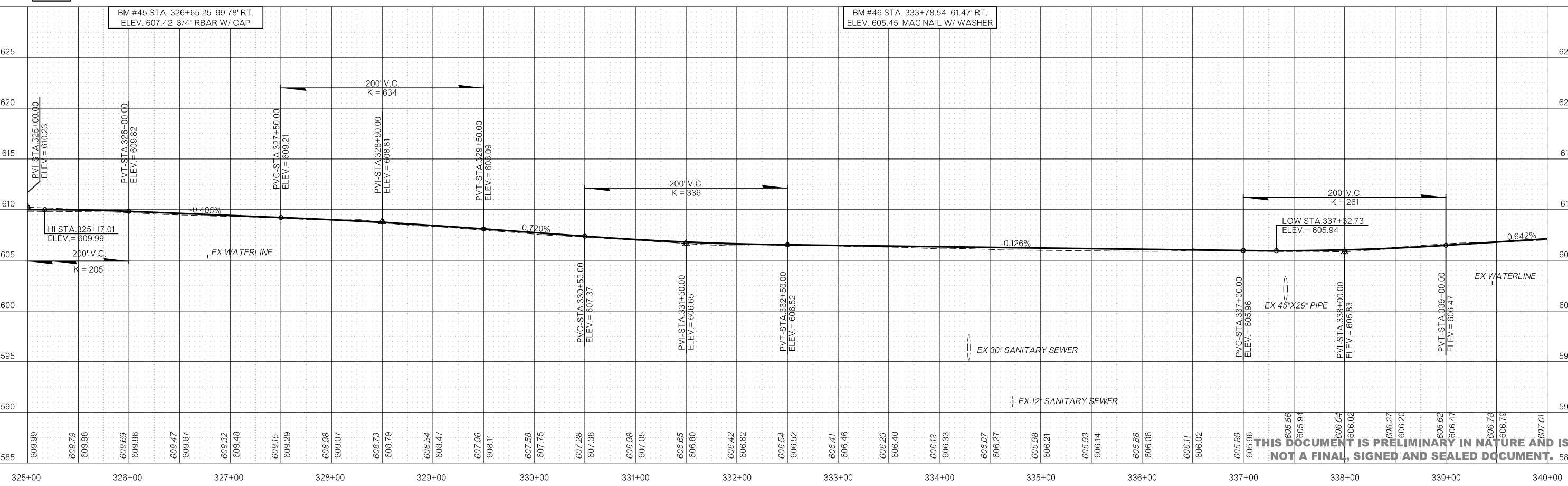
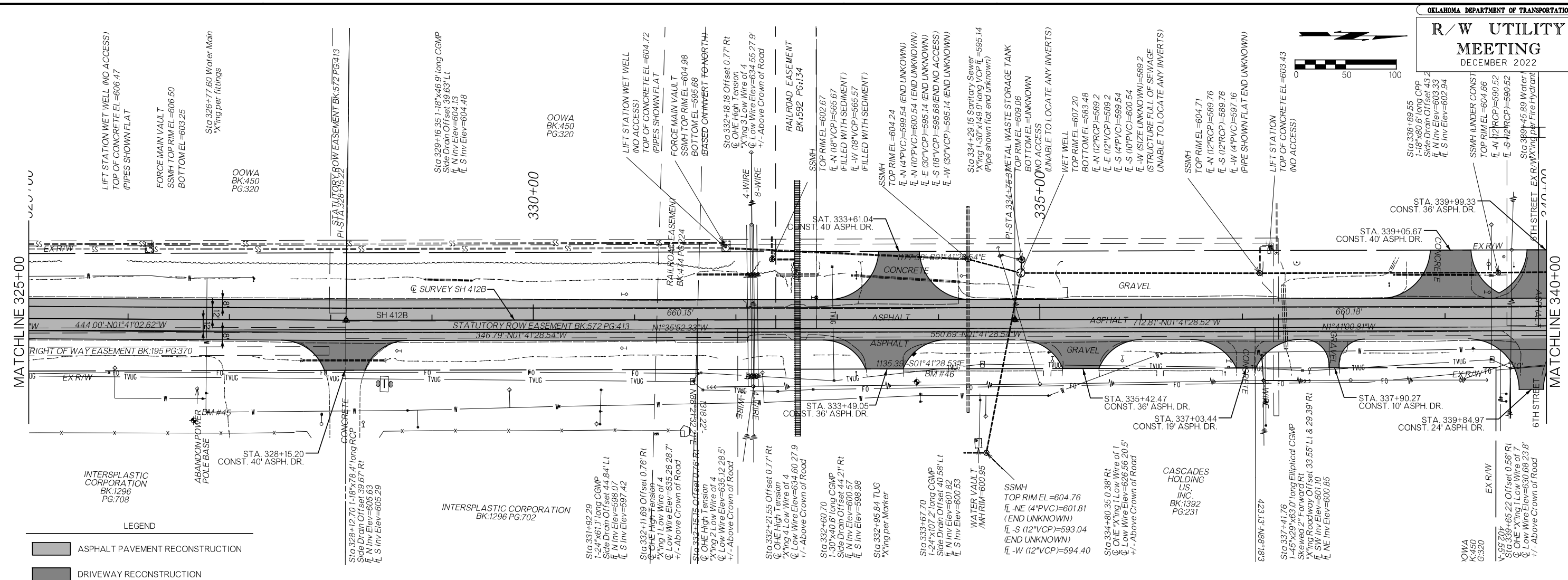
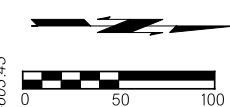
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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

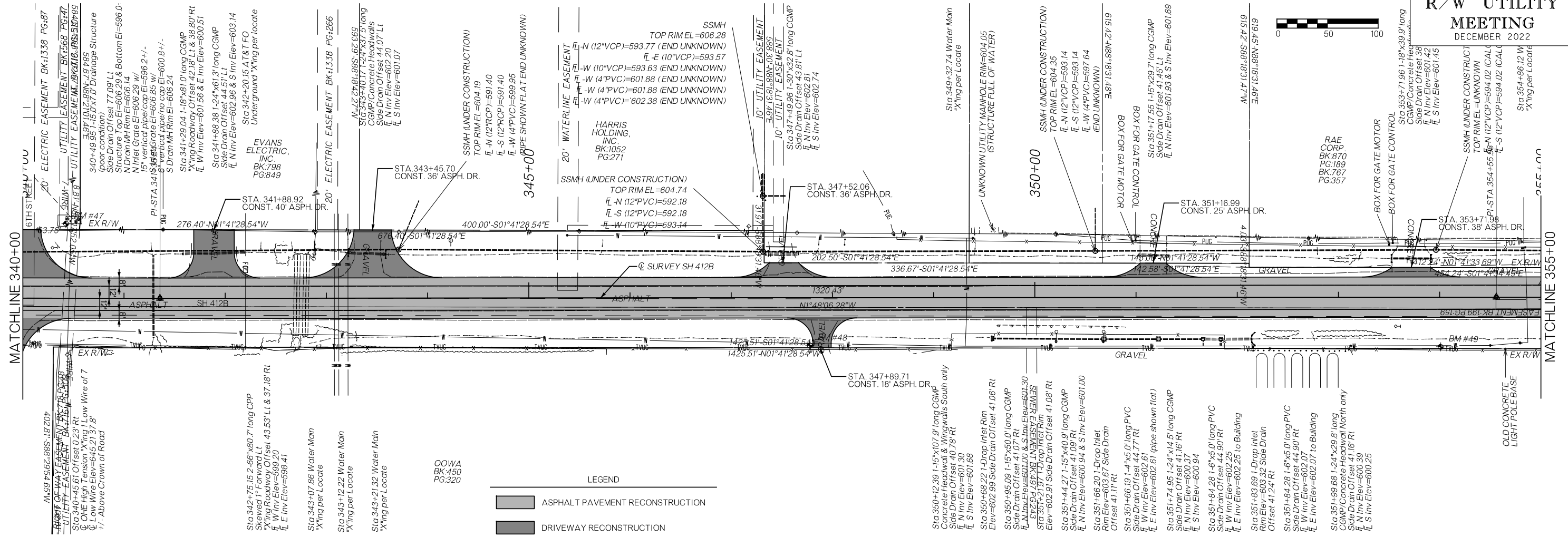






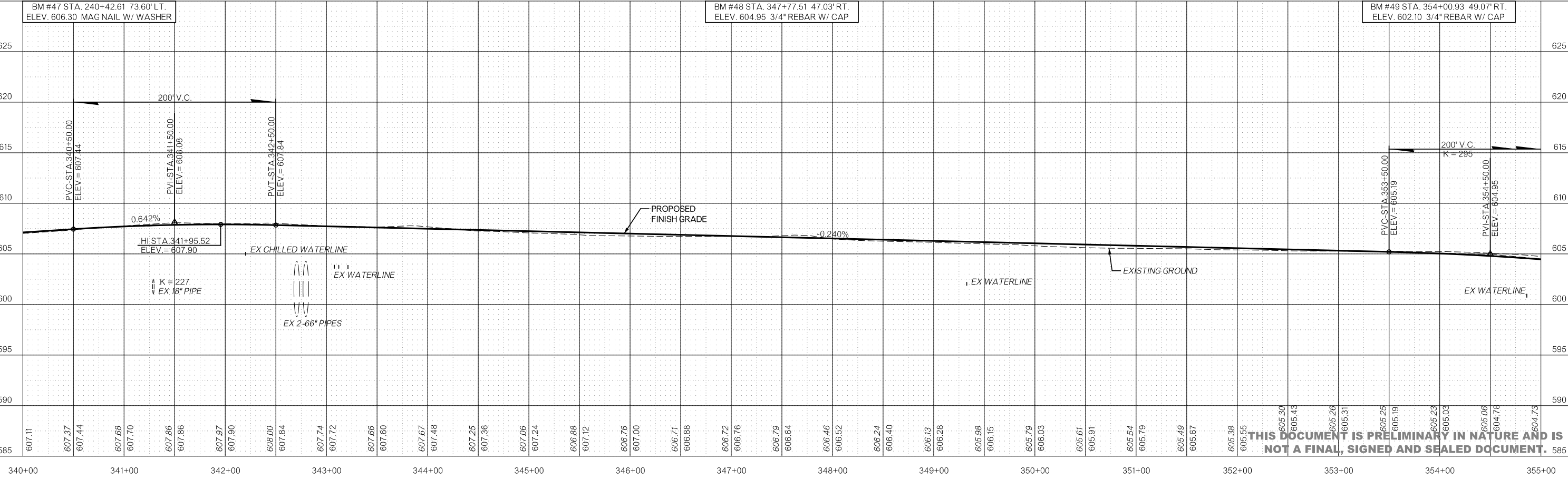
**THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.**



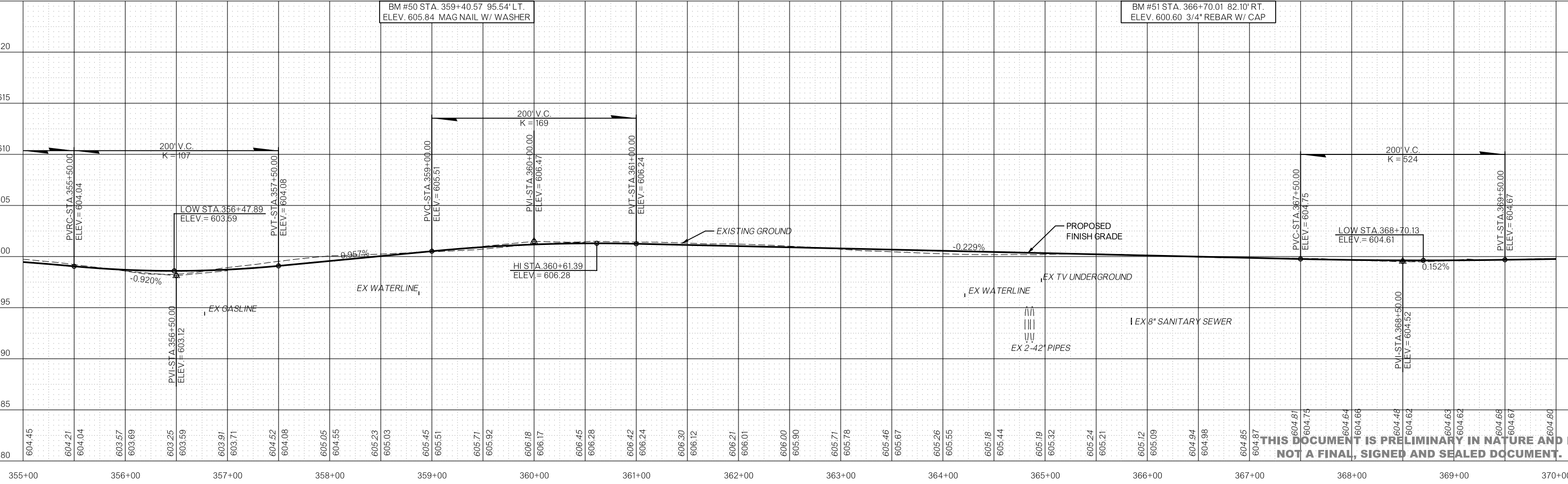
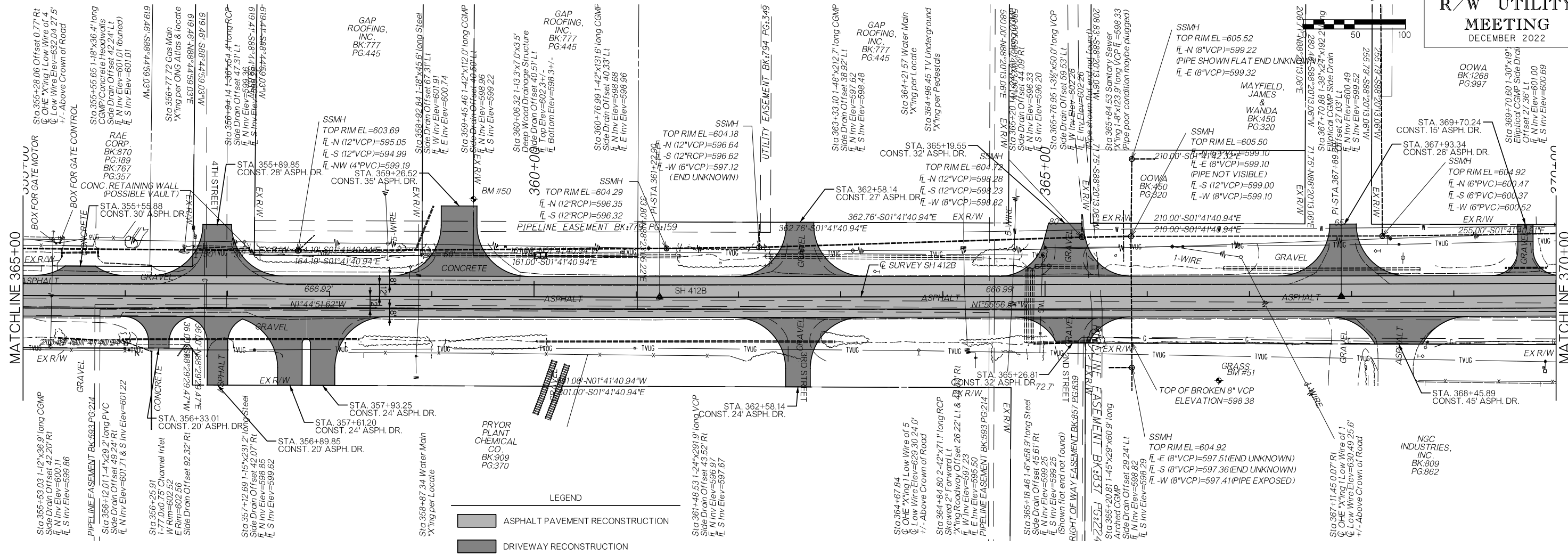


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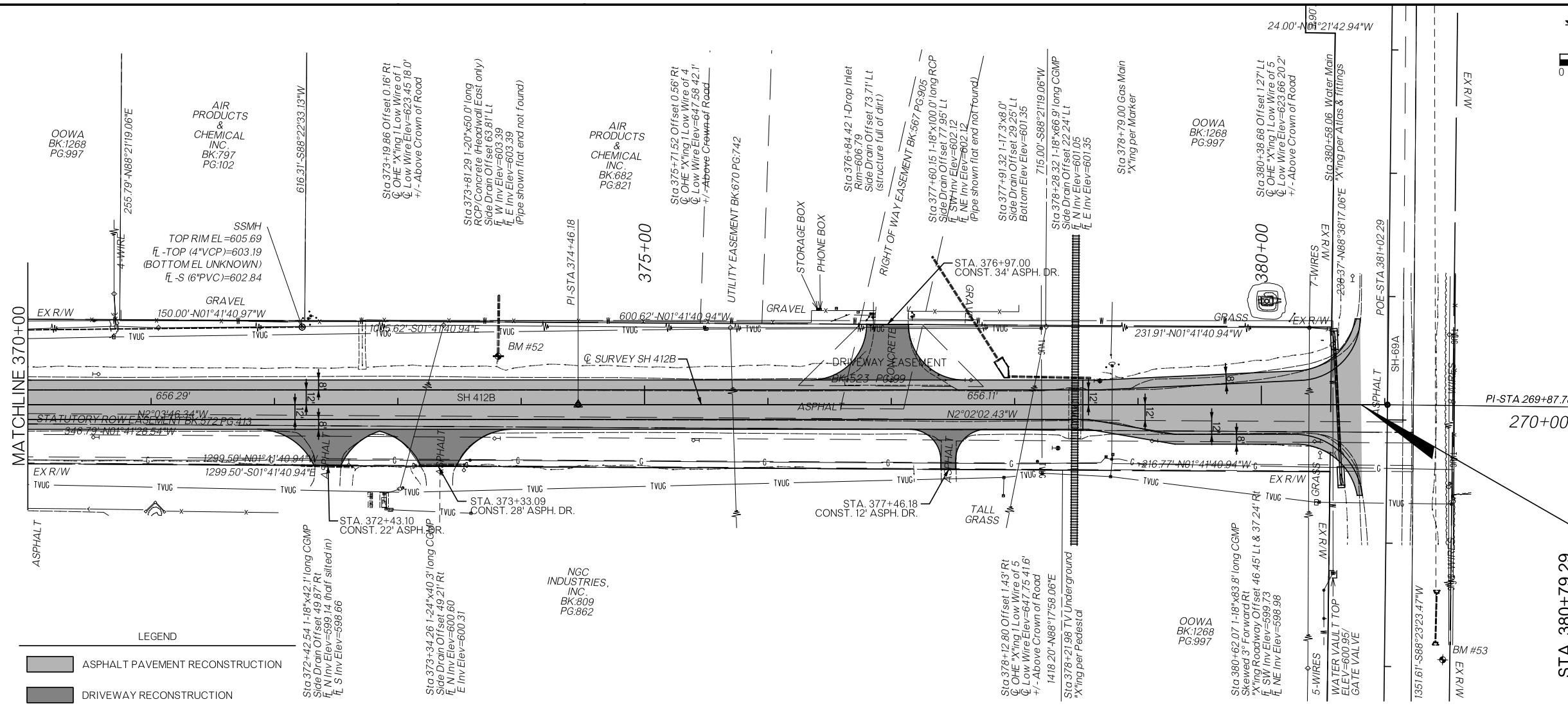
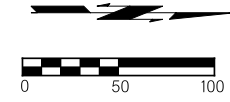
- ASPHALT PAVEMENT RECONSTRUCTION
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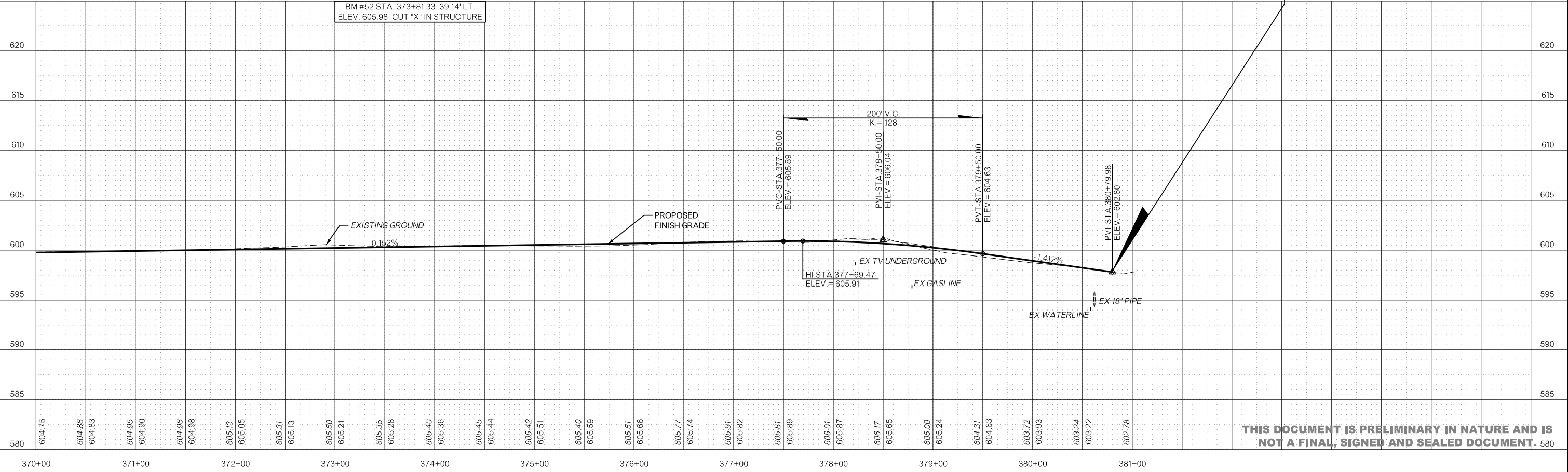


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**LEGEND**

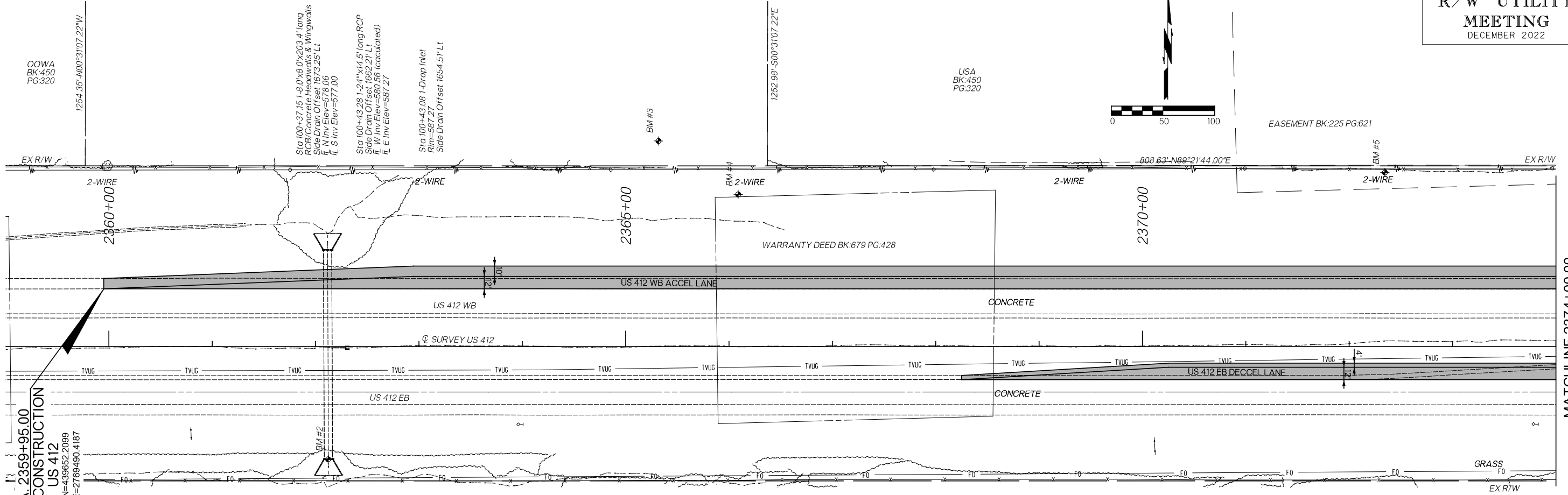
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



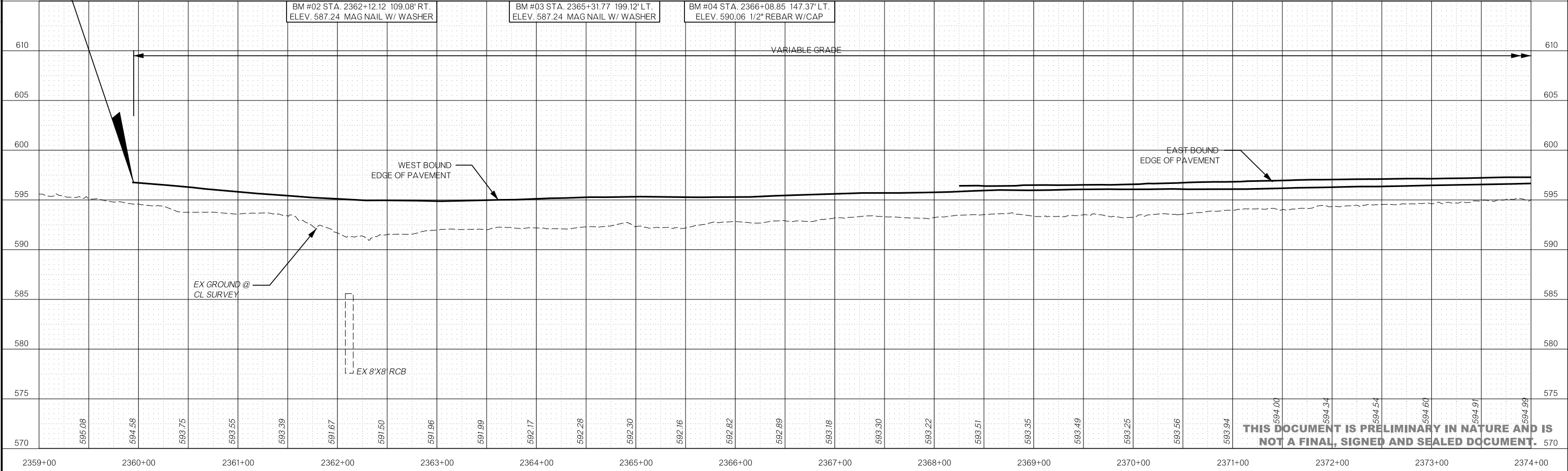
**STA. 380+79.29  
END CONSTRUCTION  
SH412B NORTH**  
N=465992.0390  
E=2770670.3884

GREEN COUNTY STEEL, L.L.C. BK.432 PG.446

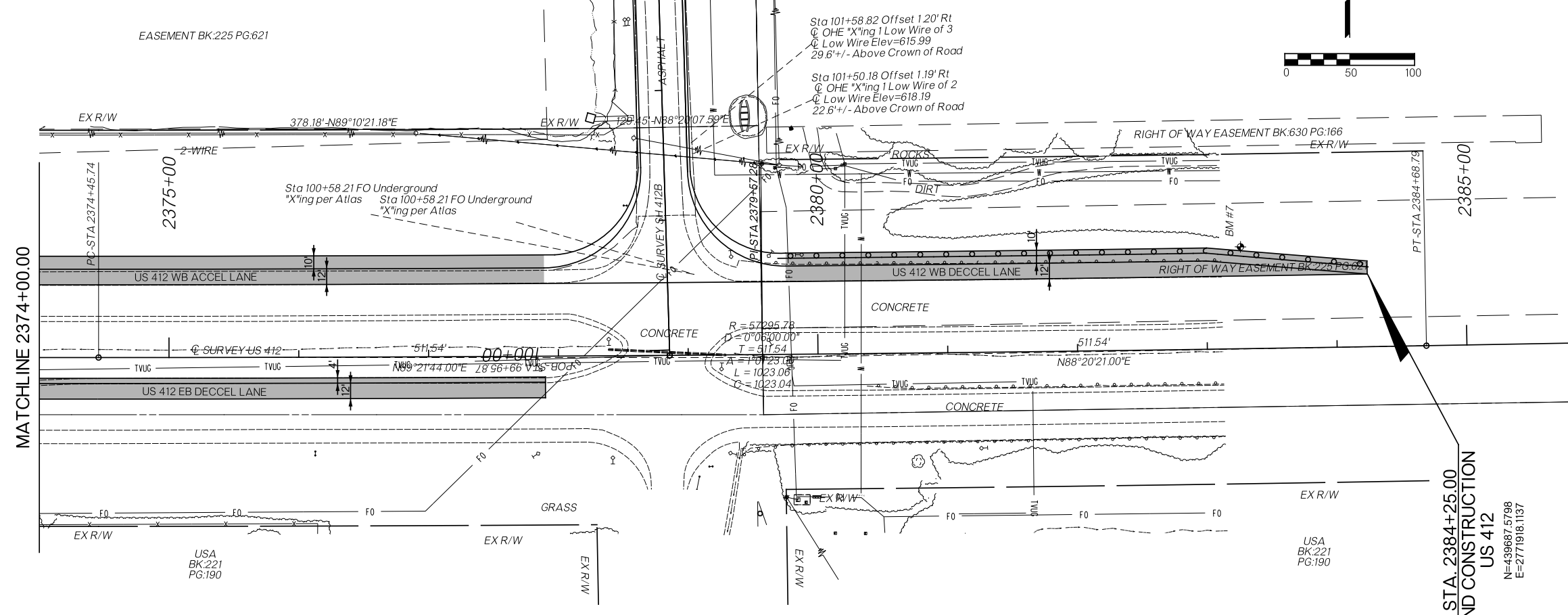
**THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.**



STA. 2359+95.00 BEGIN CONSTRUCTION US 412  
 N=439652.2099 E=2769490.4187  
 EX R/W  
 LEGEND  
 ASPHALT PAVEMENT RECONSTRUCTION  
 DRIVEWAY RECONSTRUCTION

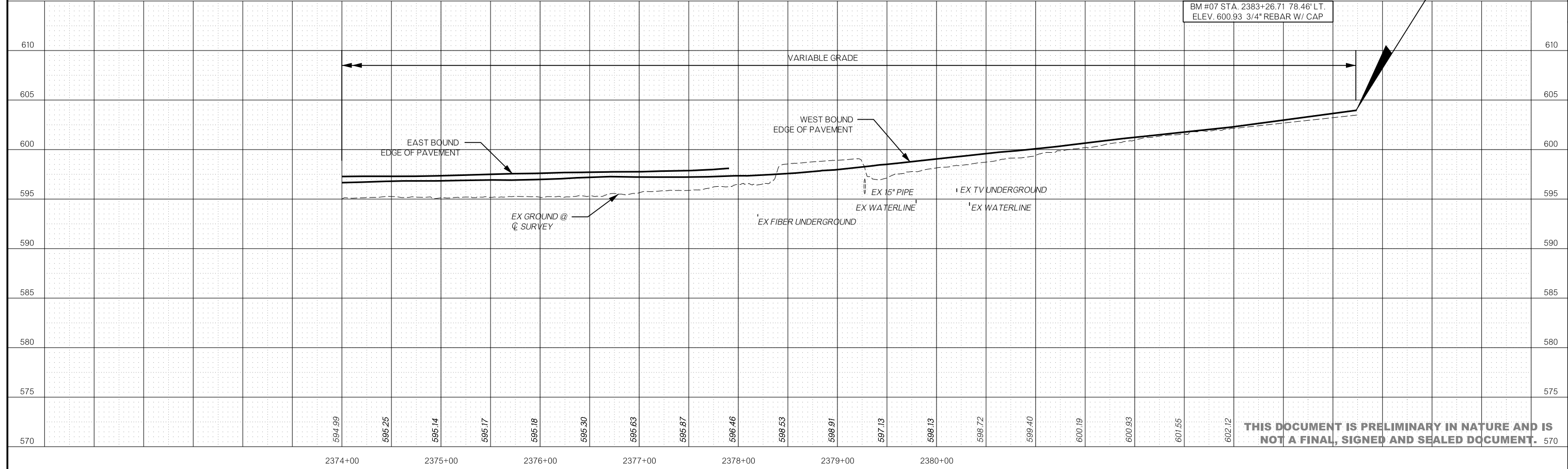


THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.



**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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

# SURVEY DATA SHEETS

## SURVEY CONTROL DATA

### 1. POSITIONAL CONTROL:

- A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2011), LAMBERT PROJECTION (SOUTH ZONE).
- B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY: 0.10 FOOT
  2. LOCAL ACCURACY: 0.05 FOOT

### 2. BEARINGS:

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

### 3. VERTICAL CONTROLS:

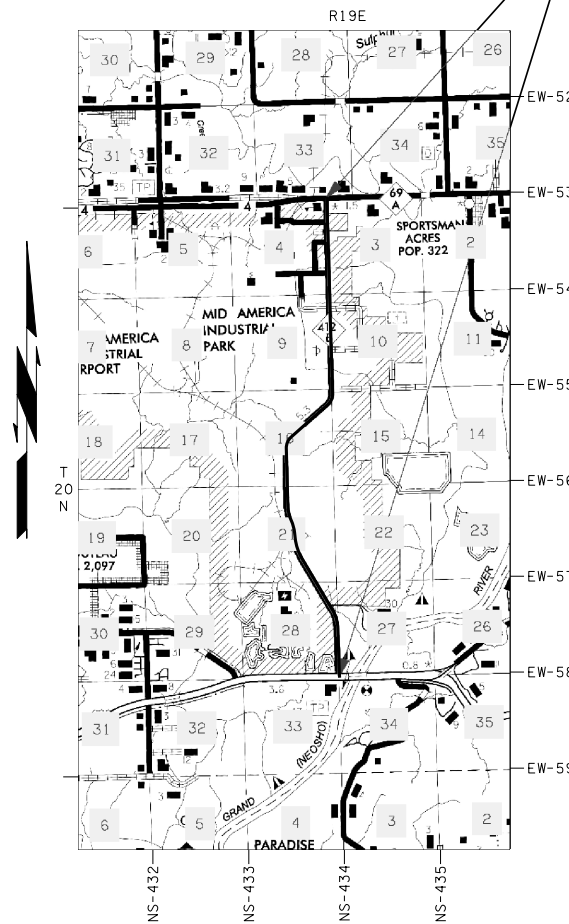
- A. LEVEL DATUM IS NAVD 88 FROM STATIC GPS.
- B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY (FROM GPS OR LEVELING): 0.10 FOOT
  2. LOCAL ACCURACY (CONFIRMED BY LEVELING): 0.02 FOOT

## MAYES COUNTY SH-412B

### MAIP

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

SURVEY EXTENTS



UTILITIES CONTACTED		
UTILITY	CONTACT	PHONE
<b>Electric Tran's Lines:</b>		
ORDA/River Pump Station	Cameron Philpott	(918) 810-8752 (918) 931-1911 ©
Kamo Power	Phillip Fanslet	(918) 256-5551
<b>Pipelines</b>		
Enable OK Intrastate Transmission-Sa	Jerod Ramsey or John Akingbola	(918) 509-0243 (918) 293-8454 (405) 412-8723 ©
Kansas Gas	Stephen Johns	(918) 955-1808
MAIP Water & Sewer	Keith Harris	(918) 373-2085
Mayes County RWD #7	John Sikes	(918)-693-5320 © (918) 388-2692 (H)
ONG/Gas Transmission line	Don Mason	(918) 260-8946
USIC/ONG/EAST OK	Kyle or Logan Irwin	(918) 261-0130 (918) 831-8385 (918) 671-5471 ©
<b>Tel &amp; Tel Lines</b>		
AT&T Distribution	Brad Williams	(918) 230-7474
Chouteau Telephone	Jason Goodnight	(918) 478-9219
Consolidated (Chouteau) Telephone	Stephen Johns	(918) 955-1808
MBO Video/Mannford 2	Steve Fowler	(918) 638-1581

PROJECT LENGTH 28106.42 Ft. 5.32 MI.

BEGINNING STATION : 99+95.87  
ENDING STATION : 381+02.29

SCALES	
SURVEY DATA SHEETS	1" = 50' TOWN
SURVEY DATA SHEETS	1" = 100'
GEOMETRIC DATA SHEETS	1" = 500'

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

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



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PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
SURVEY DATA SHEET			SWO _____
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. _____ MAIP _____ SHEET NO. <u>S001</u>			

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 1 of 6
Control No. 103						628.035	2.5" Aluminum Cap "PRY CONTROL POINT"	
to	-26.049	-26.049	-26.0490					
BM 1					601.9860		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+26.25 Offset 2420.06' Lt	
to	-14.746	-14.744	-14.7450	-14.7443				
BM 2					587.2417		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 99+35.73 Offset 1676.22' Lt	
to	0.809	0.813	0.8110	0.8117				
BM 3					588.0534		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+34.13 Offset 1347.41' Lt	
to	2.008	2.007	2.0075	2.0082				
BM 4					590.0617		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+80.07 Offset 1271.02' Lt	
to	0.545	0.545	0.5450	0.5457				
BM 5					590.8074		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+82.41 Offset 645.06' Lt	
to	-1.224	-1.227	-1.2255	-1.2248				
BM 6					589.3826		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 103+55.79 Offset 64.52' Rt	
to	11.566	11.556	11.5560	11.5567				
BM 7					600.9393		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 100+06.08 Offset 442.04' Rt	
to	-2.227	-2.227	-2.2270	-2.2263				
BM 8					588.7131		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 110+42.47 Offset 49.91' Lt	
to	7.954	7.954	7.9540	7.9547				
BM 9					606.6678		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 117+58.36 Offset 51.84' Lt	
to	6.229	6.229	6.2290	6.2297				
BM 10					612.8975		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 124+67.84 Offset 53.52' Lt	

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 2 of 6
to	1.858	1.857	1.8575	1.8582				
BM 11					614.7557		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 132+16.76 Offset 61.05' Rt	
to	11.715	11.717	11.7160	11.7167				
BM 12					626.4724		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 140+48.31 Offset 31.82' Lt	
to	-1.216	-1.217	-1.2165	-1.2158				
BM 13					625.2567		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 140+01.95 Offset 42.53' Lt	
to	7.575	7.575	7.5750	7.5757				
BM 14					632.8324		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 146+10.36 Offset 82.18' Lt	
to	5.950	5.955	5.9555	5.9562				
BM 15					638.7886		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 153+10.45 Offset 83.42' Lt	
to	0.212	0.211	0.2115	0.2122				
BM 16					639.0008		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 160+10.62 Offset 82.27' Lt	
to	3.547	3.546	3.5465	3.5472				
BM 17					642.5481		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 167+09.29 Offset 38.81' Lt	
to	11.167	11.171	11.1690	11.1697				
BM 18					653.7178		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 174+06.93 Offset 92.05' Rt	
to	3.628	3.631	3.6295	3.6302				
BM 19					657.3480		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 181+00.26 Offset 47.20' Lt	
to	3.536	3.536	3.5360	3.5367				
BM 20					660.8847		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 187+09.15 Offset 48.90' Lt	
to	12.724	12.728	12.7260	12.7267				

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 3 of 6
BM 21					673.6114		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 194+83.67 Offset 89.15' Rt	
to	-2.887	-2.887	-2.8870	-2.8863				
BM 22					670.7262		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 201+83.64 Offset 47.42' Lt	
to	-4.508	-4.508	-4.5085	-4.5078				
BM 23					666.2174		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 208+53.19 Offset 61.97' Rt	
to	-0.402	-0.403	-0.4025	-0.4018				
BM 24					665.8150		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 215+01.64 Offset 47.92' Lt	
to	3.334	3.336	3.3350	3.3357				
BM 25					669.1513		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 222+91.20 Offset 47.35' Lt	
to	-20.745	-20.741	-20.7430	-20.7423				
BM 26					648.4091		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 229+90.78 Offset 47.84' Lt	
to	16.713	16.714	16.7135	16.7142				
BM 27					665.1233		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 237+12.71 Offset 45.43' Rt	
to	16.881	16.881	16.8810	16.8817				
BM 28					661.9850		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 244+18.04 Offset 45.47' Lt	
to	-4.621	-4.623	-4.6220	-4.6213				
BM 29					677.3837		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 236+16.98 Offset 1247.43' Lt	
to	-7.064	-7.064	-7.0640	-7.0633				
BM 30					670.3004		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 238+83.84 Offset 572.04' Lt	
to	11.835	11.835	11.8350	11.8357				
BM 31					682.1362		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 245+48.76 Offset 61.40' Rt	

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 4 of 6
to	-18.289	-18.288	-18.2885	-18.2878				
BM 32					663.8484		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+77.09 Offset 628.00' Rt	
to	0.875	0.876	0.8755	0.8762				
BM 33					664.7246		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+93.17 Offset 93.82' Rt	
to	18.107	18.108	18.1075	18.1082				
BM 34					682.8328		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 251+11.76 Offset 624.03' Lt	
to	-39.894	-39.895	-39.8945	-39.8938				
BM 35					642.9391		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 257+90.27 Offset 47.03' Lt	
to	4.791	4.788	4.7895	4.7902				
BM 36					647.7293		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 264+66.56 Offset 99.66' Rt	
to	-31.186	-31.183	-31.1845	-31.1838				
BM 37					616.5455		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 271+66.25 Offset 48.61' Lt	
to	-9.914	-9.913	-9.9135	-9.9128				
BM 38					606.6327		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 278+55.16 Offset 103.44' Rt	
to	-0.719	-0.719	-0.7190	-0.7183				
BM 39					605.9144		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 285+38.52 Offset 61.82' Lt	
to	-0.968	-0.967	-0.9675	-0.9668				
BM 40					604.9477		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 282+42.69 Offset 71.42' Rt	
to	1.958	1.958	1.9580	1.9587				
BM 41					606.9064		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 299+36.87 Offset 66.53' Lt	
to	-0.614	-0.611	-0.6125	-0.6118				

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MAIP</u> SHEET NO. <u>S002</u>			SURVEY DATA SHEET SWO _____

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 5 of 6
BM 42					606.2946		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 307+02.13 Offset 79.74' Rt	
to	0.719	0.721	0.7200	0.7207				
BM 43					607.0153		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 314+00.50 Offset 88.91' Rt	
to	1.454	1.454	1.4540	1.4547				
BM 44					608.4701		Mag Nail w/washer "KEystone BENCHMARK" Sta. 320+81.18 Offset 72.35' Lt	
to	-1.052	-1.048	-1.0500	-1.0493				
BM 45					607.4208		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 326+85.25 Offset 99.75' Rt	
to	-1.063	-1.062	-1.0625	-1.0618				
BM 46					605.4590		Mag Nail w/washer "KEystone BENCHMARK" Sta. 333+78.44 Offset 61.37' Rt	
to	0.849	0.849	0.8490	0.8497				
BM 47					608.3087		Mag Nail w/washer "KEystone BENCHMARK" Sta. 340+42.61 Offset 73.80' Lt	
to	-1.358	-1.358	-1.3580	-1.3573				
BM 48					604.9514		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 347+77.57 Offset 47.03' Rt	
to	-2.848	-2.848	-2.8480	-2.8473				
BM 49					602.1042		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 354+00.93 Offset 49.07' Rt	
to	3.735	3.737	3.7360	3.7357				
BM 50					605.8409		Mag Nail w/washer "KEystone BENCHMARK" Sta. 359+40.57 Offset 95.54' Lt	
to	-5.238	-5.238	-5.2380	-5.2373				
BM 51					600.6036		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 366+70.01 Offset 82.10' Rt	
to	5.379	5.382	5.3805	5.3812				
BM 52					605.9848		Cut "X" in structure Sta. 373+81.33 Offset 39.14' Lt	

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

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MAIP</u> SHEET NO. <u>S003</u>			SURVEY DATA SHEET SWO _____



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

A002 N89°21'44.00"E

A002 N88°20'21.00"E

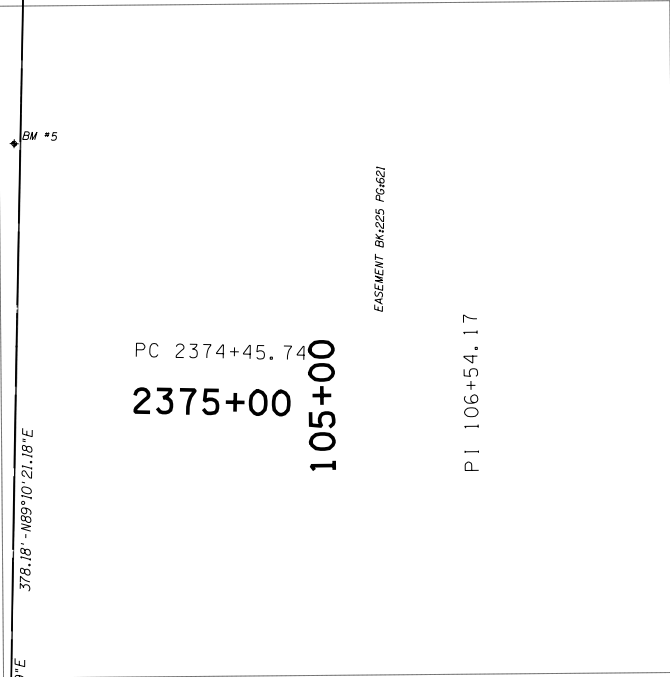
342

300

344

RIGHT OF WAY EASEMENT BK#225 PG#621

RIGHT OF WAY EASEMENT BK#630 PG#166



PC 2374+45.74  
2375+00  
105+00

PI 2379+57.28  
2380+00

PT 2384+68.79  
2385+00

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

EASEMENT BK#225 PG#621

PI 106+54.17

301

A001 N02°22'09.71"W

110+00

BM #8

A001 N01°52'37.54"W

PI 113+08.33

302

115+00

π SH-412B  
A001 N01°45'29.97"W

USA  
BK#450  
PG#320

PI 119+62.49  
120+00

303

A001 N01°42'41.14"W

BM #10

125+00

PC 126+13.81

304

128+00

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

USA  
BK#450  
PG#320



SCALE 0 100 200 300 400 500 Feet

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_

OOWA  
BK:450  
PG:320

130+00

P.I. 131+68.60

135+00

PT 136+99.70

140+00

145+00

150+00

155+00

128+00

A001 N01^42' 41.14"W

C2  
335

A001 N30^38' 58.71"W

306

BM #12

BM #13

BM #14

SH-412B

BM #15

A001 N30^38' 58.71"W

156+00

UTILITY (WATER) EASEMENT BK:630 PG:236

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

USA  
BK:450  
PG:320

OOWA  
BK:450  
PG:320

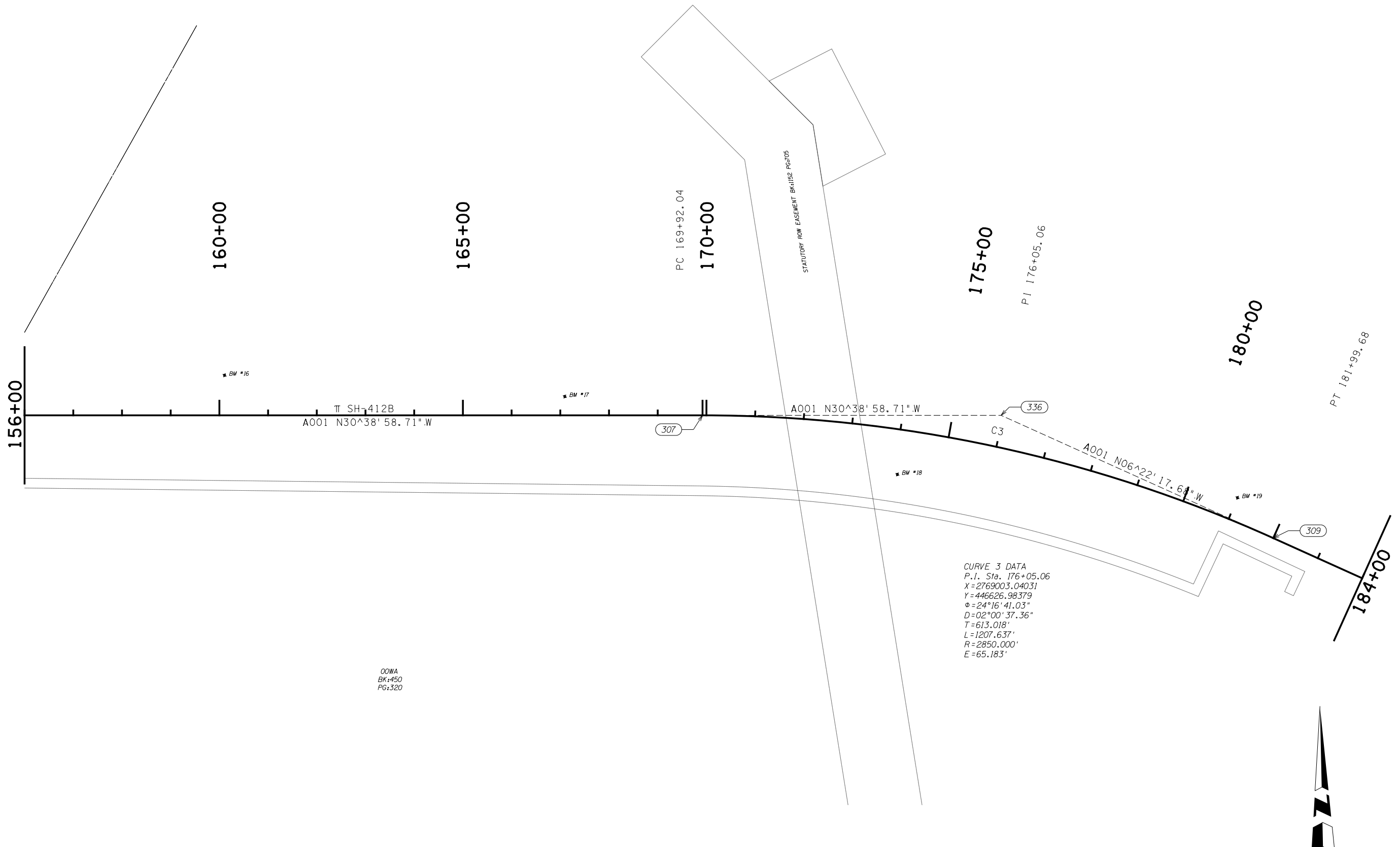
SCALE 0 100 200 300 400 500 Feet

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_



156+00

160+00

165+00

PC 169+92.04

170+00

175+00

PI 176+05.06

180+00

PT 181+99.68

184+00

BM #16

BM #17

BM #18

BM #19

A001 N30°38' 58.71" W  
 SH-412B

A001 N30°38' 58.71" W

A001 N06°22' 17.63" W

307

336

C3

309

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

OOWA  
 BK:450  
 PG:320



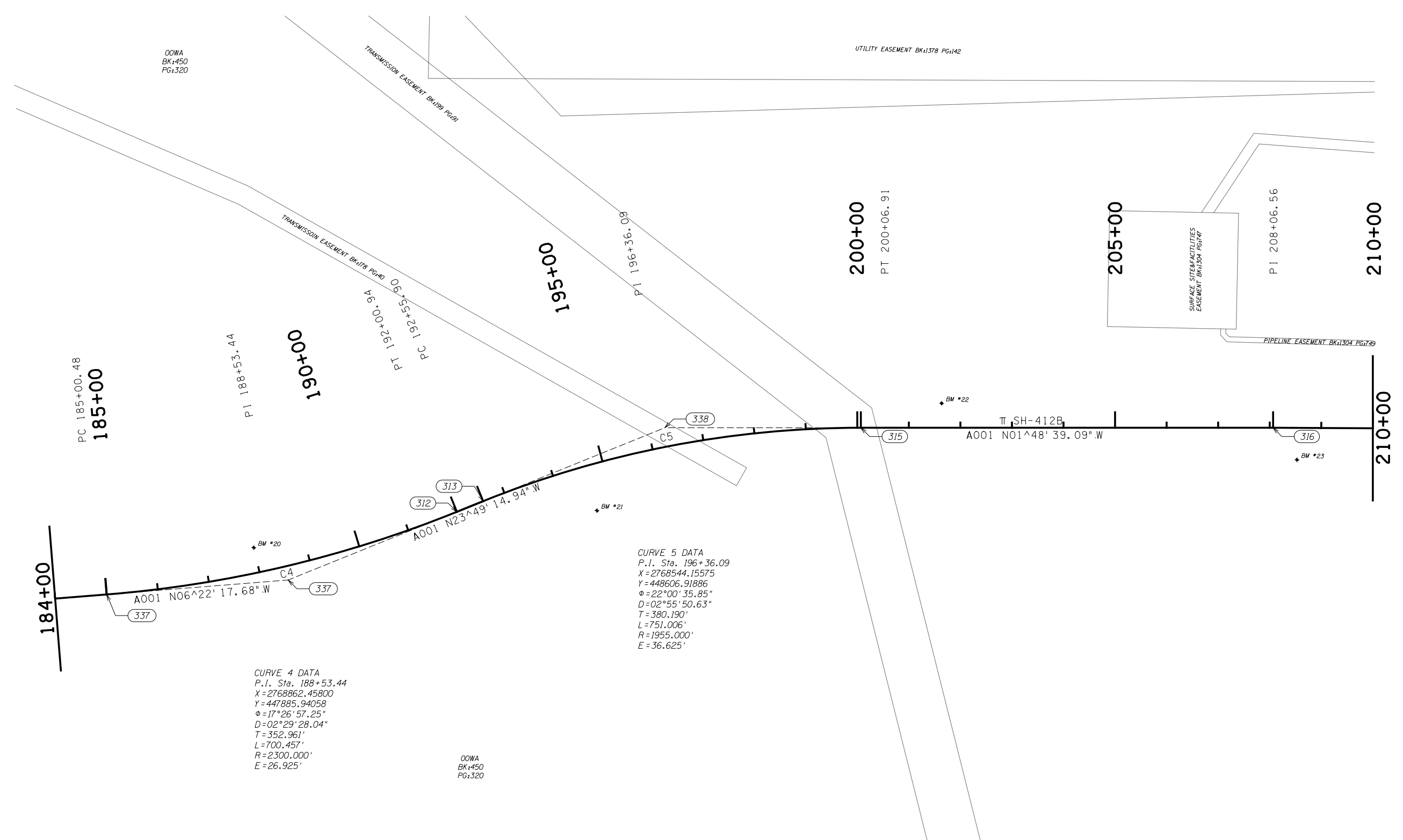
SCALE 0 100 200 300 400 500 Feet

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 SURVEY DIVISION

SURVEY DATA SHEET

SWO \_\_\_\_\_



OOVA  
BK:450  
PG:320

UTILITY EASEMENT BK:1378 PG:142

TRANSMISSION EASEMENT BK:1178 PG:140

TRANSMISSION EASEMENT BK:1178 PG:140  
PT 196+36.09  
PC 195+00.48  
PI 188+53.44

SURFACE SITE/FACILITIES  
EASEMENT BK:1304 PG:146

PIPELINE EASEMENT BK:1304 PG:149

PC 185+00.48  
185+00

PI 188+53.44

190+00

195+00

200+00  
PT 200+06.91

205+00

210+00

210+00

A001 N06°22' 17.68" W

A001 N23°49' 14.94" W

SH-412B  
A001 N01°48' 39.09" W

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

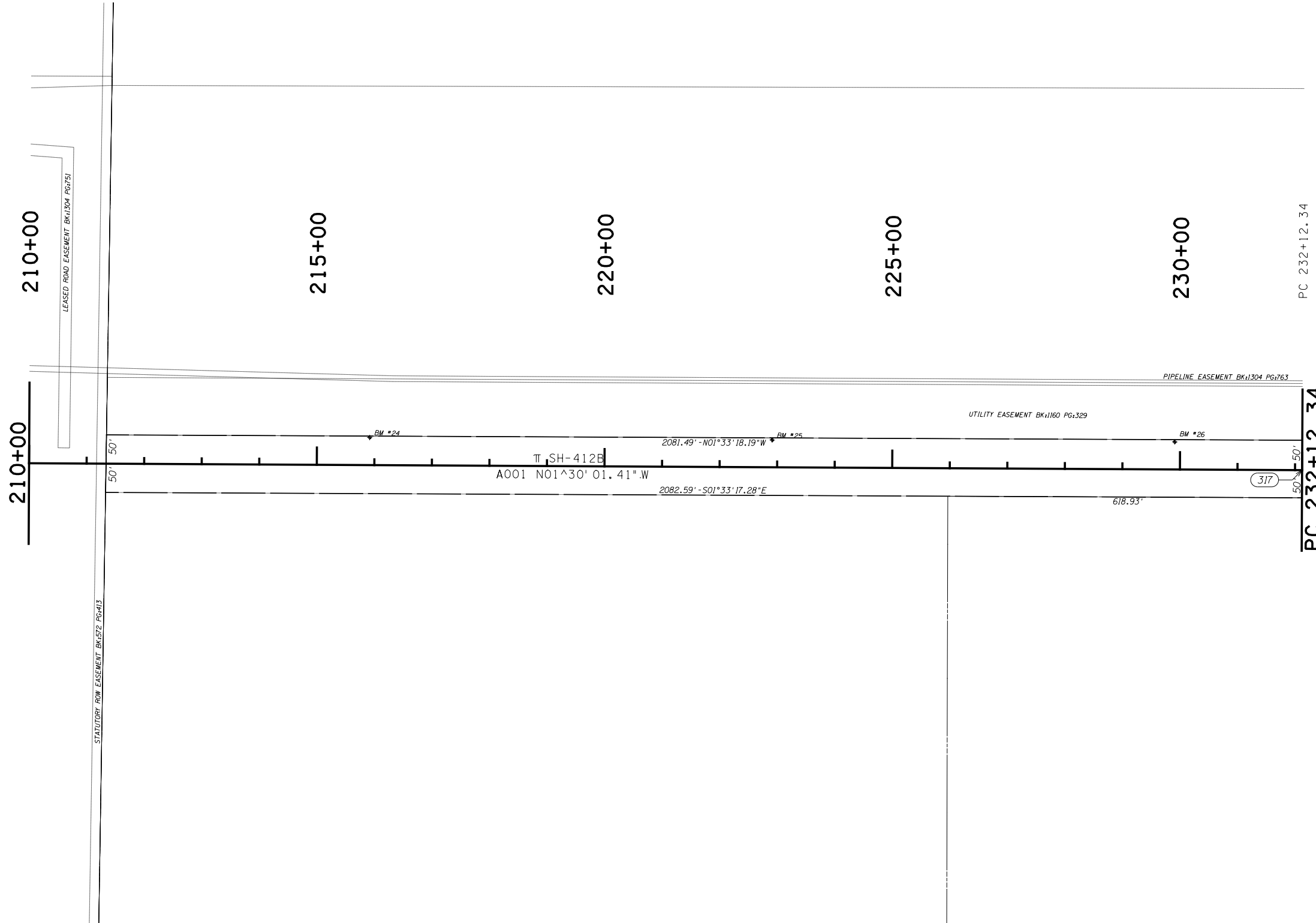
CURVE 4 DATA  
P.I. Sta. 188+53.44  
X=2768862.45800  
Y=447885.94058  
φ=17°26' 57.25"  
D=02°29' 28.04"  
T=352.961'  
L=700.457'  
R=2300.000'  
E=26.925'

OOVA  
BK:450  
PG:320



SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MA1P</u> SHEET NO. <u>S007</u>			SURVEY DATA SHEET SWO _____



T SH-412B  
A001 N01°30' 01.41".W

2081.49' - N01°33' 18.19" W

2082.59' - S01°33' 17.28" E

618.93'

317



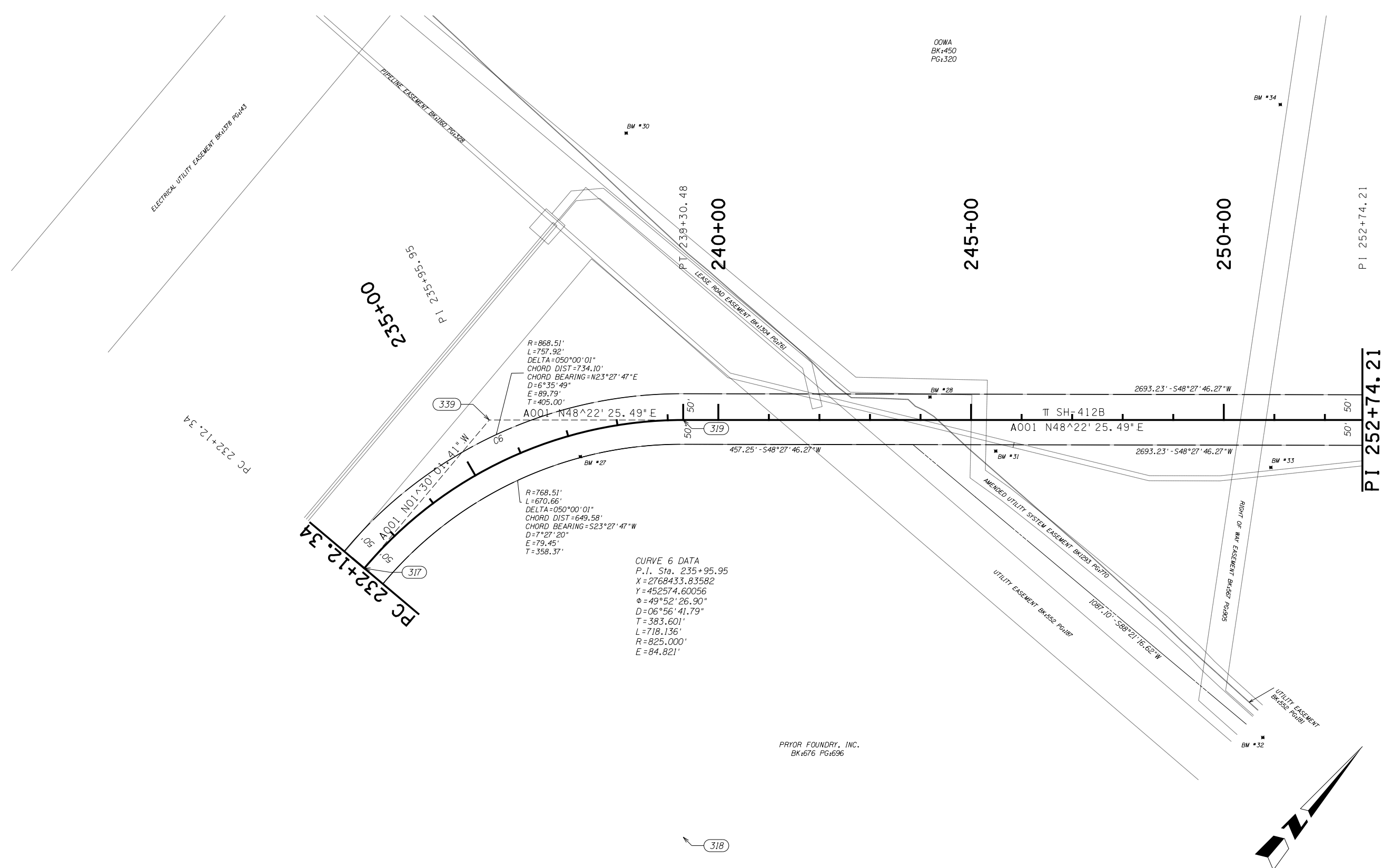
SCALE 0 100 200 300 400 500 Feet

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

**SURVEY DATA SHEET**

SWO \_\_\_\_\_



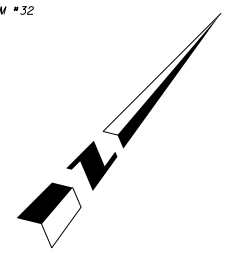
R=868.51'  
 L=757.92'  
 DELTA=050°00'01"  
 CHORD DIST=734.10'  
 CHORD BEARING=N23°27'47"E  
 D=6°35'49"  
 E=89.79'  
 T=405.00'

R=768.51'  
 L=670.66'  
 DELTA=050°00'01"  
 CHORD DIST=649.58'  
 CHORD BEARING=S23°27'47"W  
 D=7°27'20"  
 E=79.45'  
 T=358.37'

**CURVE 6 DATA**  
 P.I. Sta. 235+95.95  
 X=2768433.83582  
 Y=452574.60056  
 Δ=49°52'26.90"  
 D=06°56'41.79"  
 T=383.601'  
 L=718.136'  
 R=825.000'  
 E=84.821'

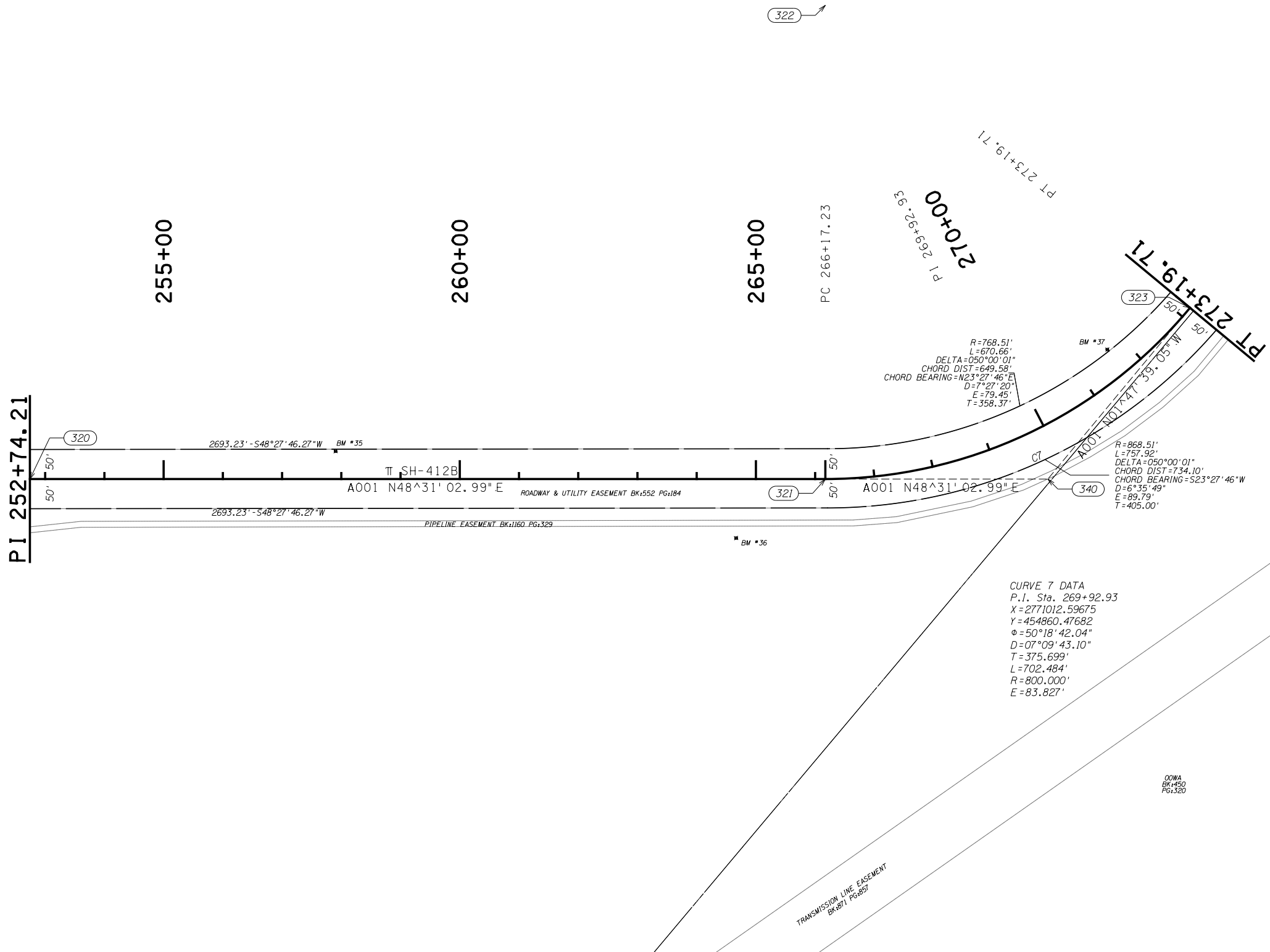
PRYOR FOUNDRY, INC.  
 BK:676 PG:696

OOWA  
 BK:450  
 PG:320



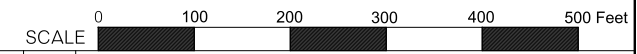
SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION  <b>SURVEY DATA SHEET</b> SWO _____
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
COUNTY	MAYES	HIGHWAY SH-412B	STATE JOB NO. MA1P SHEET NO. S009



CURVE 7 DATA  
 P.I. Sta. 269+92.93  
 X = 2771012.59675  
 Y = 454860.47682  
 Δ = 50°18'42.04"  
 D = 07°09'43.10"  
 T = 375.699'  
 L = 702.484'  
 R = 800.000'  
 E = 83.827'

OOWA  
 BK:450  
 PG:220



PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION  <b>SURVEY DATA SHEET</b>  SWO _____
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			

PT 273+19.71

PT 273+19.71

275+00

280+00

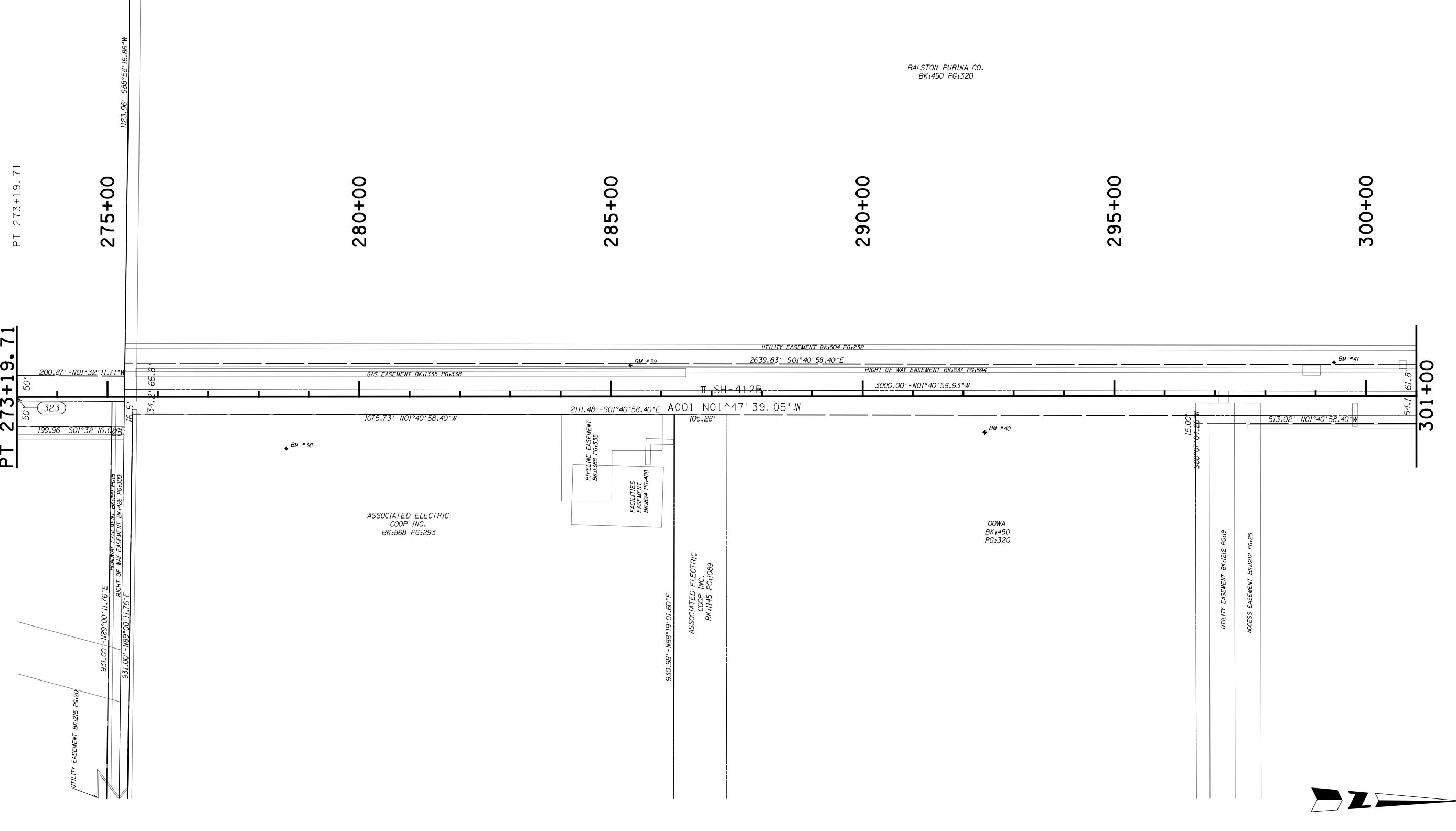
285+00

290+00

295+00

300+00

301+00



SCALE 0 100 200 300 400 500 Feet

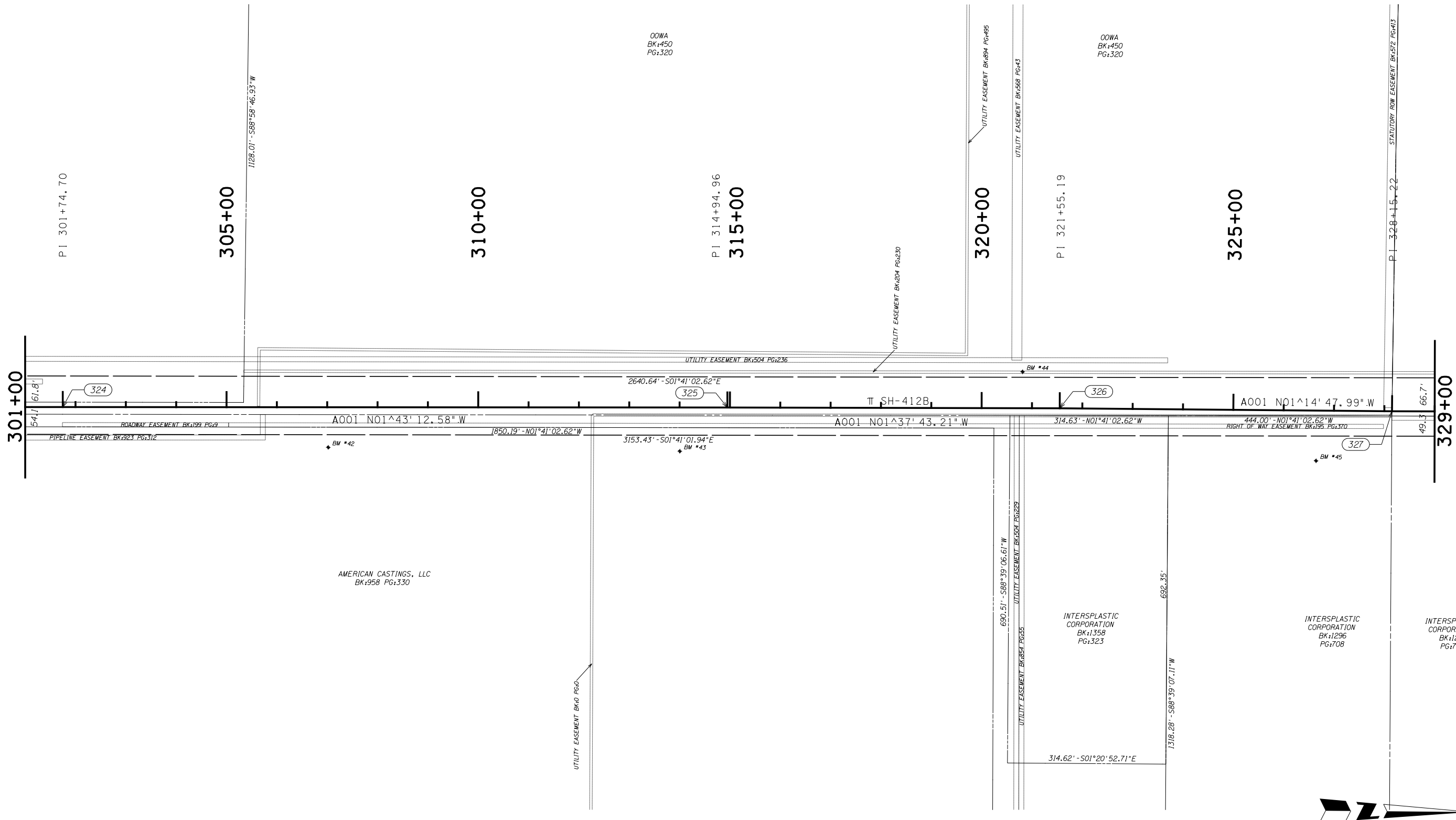
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION

**SURVEY DATA SHEET**

SWO \_\_\_\_\_





OOWA  
BK:450  
PG:320

OOWA  
BK:450  
PG:320

AMERICAN CASTINGS, LLC  
BK:958 PG:330

INTERSPLASTIC CORPORATION  
BK:1358 PG:323

INTERSPLASTIC CORPORATION  
BK:1296 PG:708

INTERSPLASTIC CORPORATION  
BK:1296 PG:702



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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_

329+00  
330+00  
335+00

OOWA  
BK:450  
PG:320

RAILROAD EASEMENT BK:474 PG:224  
RAILROAD EASEMENT BK:652 PG:134  
974.88' - N88°29'46.79"E

PI 334+75.37  
335+00

CASCADES HOLDING US, INC.  
BK:1392 PG:231

UTILITY EASEMENT BK:200 PG:160

340+00  
345+00

PI 341+35.54  
345+00

EVANS ELECTRIC, INC.  
BK:798 PG:849

HARRIS HOLDING, INC.  
BK:1052 PG:271

350+00  
355+00

PI 354+55.98  
355+00

RAE CORP.  
BK:870 PG:189  
BK:767 PG:357

357+00

329+00

66.7'

A001 N01°35'52.33"W

A001 N01°41'00.81"W

A001 N01°48'06.28"W

A001 N01°44'51.62"W

346.79' - N01°41'28.54"W

550.69' - N01°41'28.54"W  
1135.39' - S01°41'28.53"E

423.13' - N88°18'31.46"E

OOWA  
BK:450  
PG:320

19.60'  
N01°41'28.54"W

402.55' - N88°29'54.65"E

402.81' - S88°29'54.65"W

RIGHT OF WAY EASEMENT BK:1059 PG:473

1137.00' - S01°44'10.55"E

1425.51' - S01°41'28.54"E

EASEMENT BK:199 PG:159

210.49' - S01°41'40.94"E

PIPELINE EASEMENT BK:693 PG:614

36.00'  
S88°29'29.47"W

49'

49'

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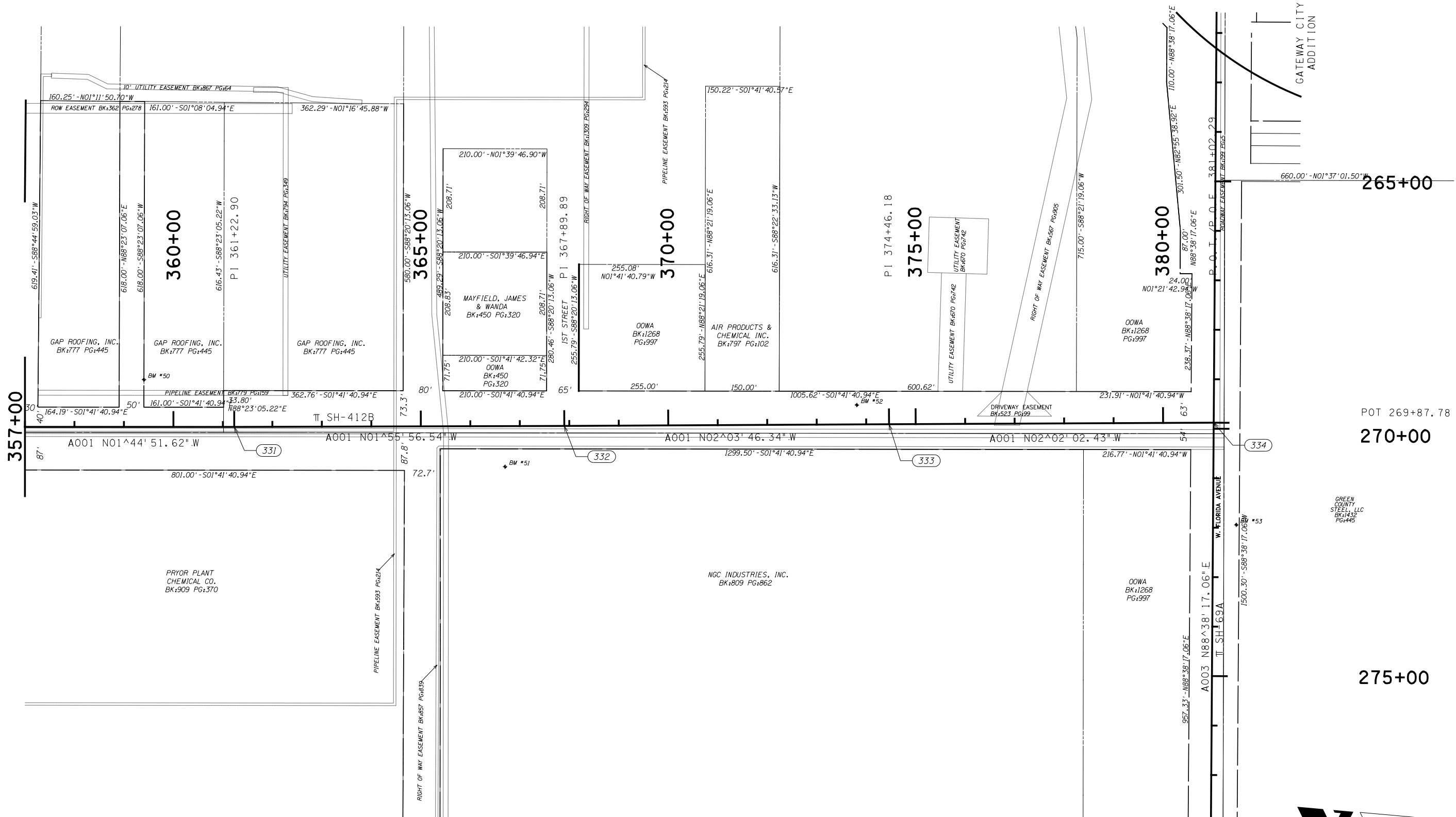
SCALE 0 100 200 300 400 500 Feet

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_

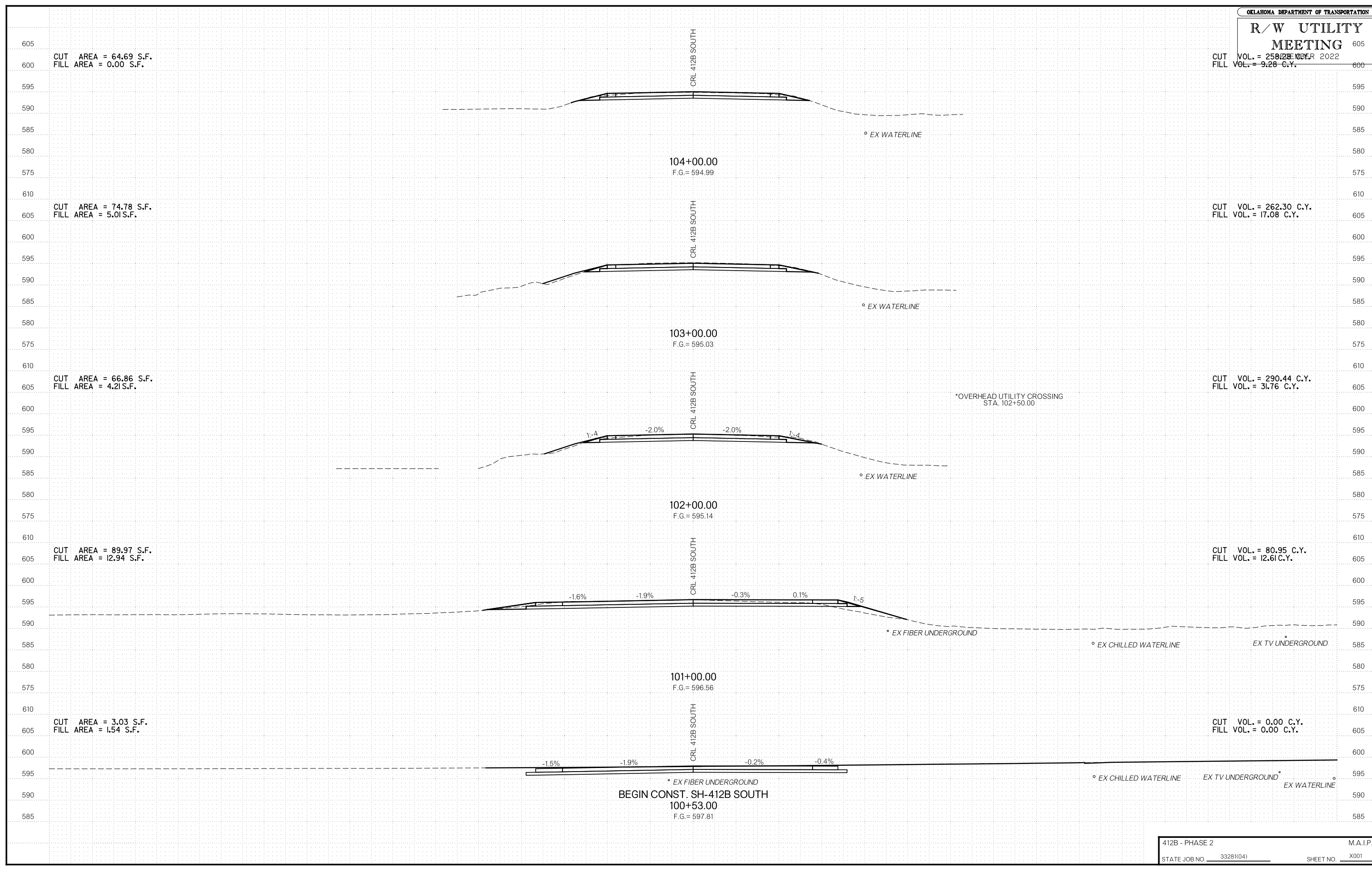


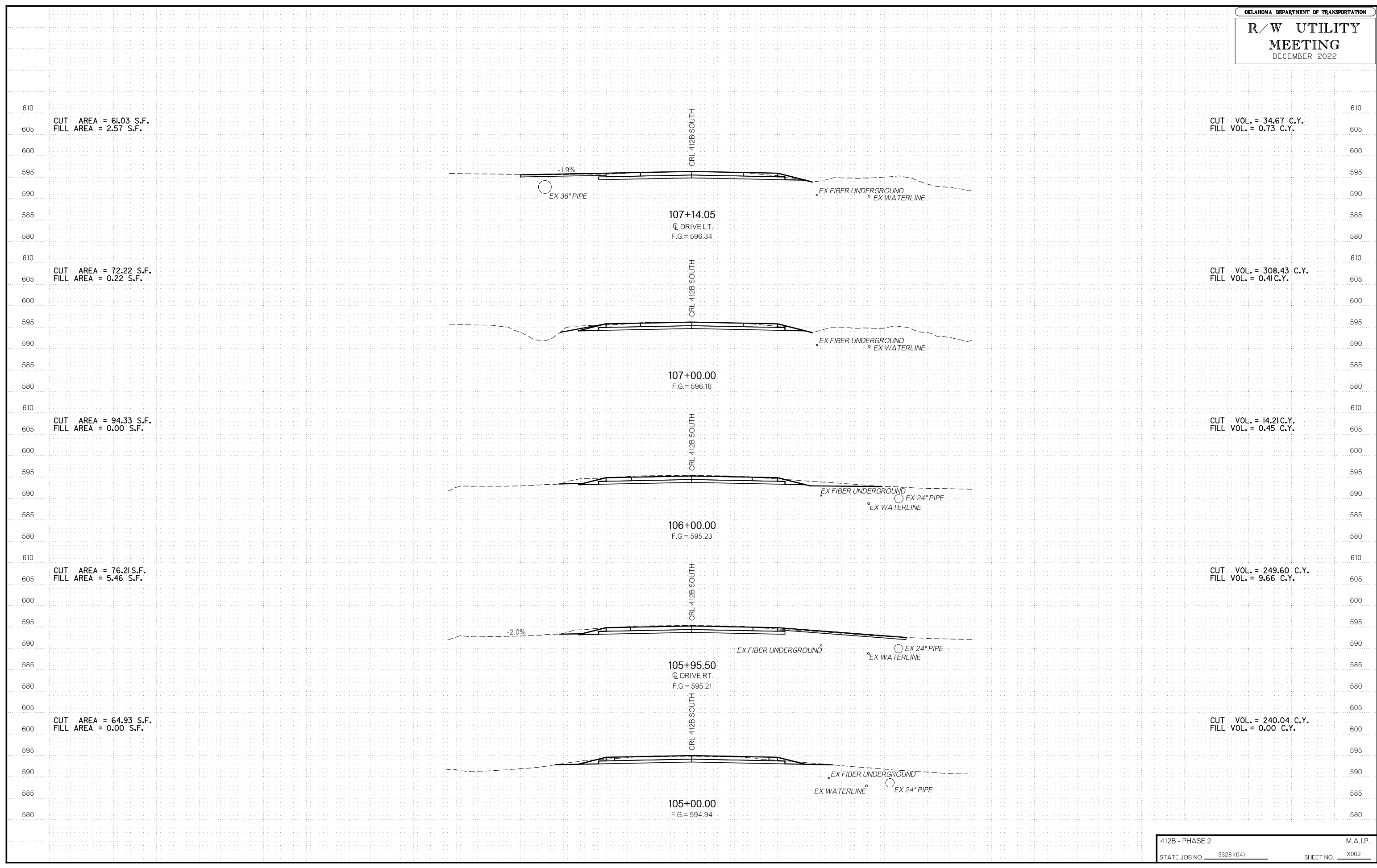
SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	TDL	12-21	
CHECKED	TDL	12-21	
APPROVED			
CREW			
SURVEY DATA SHEET			SWO _____
COUNTY	MAYES	HIGHWAY SH-412B STATE JOB NO. MA1P SHEET NO. S014	

# R/W UTILITY MEETING

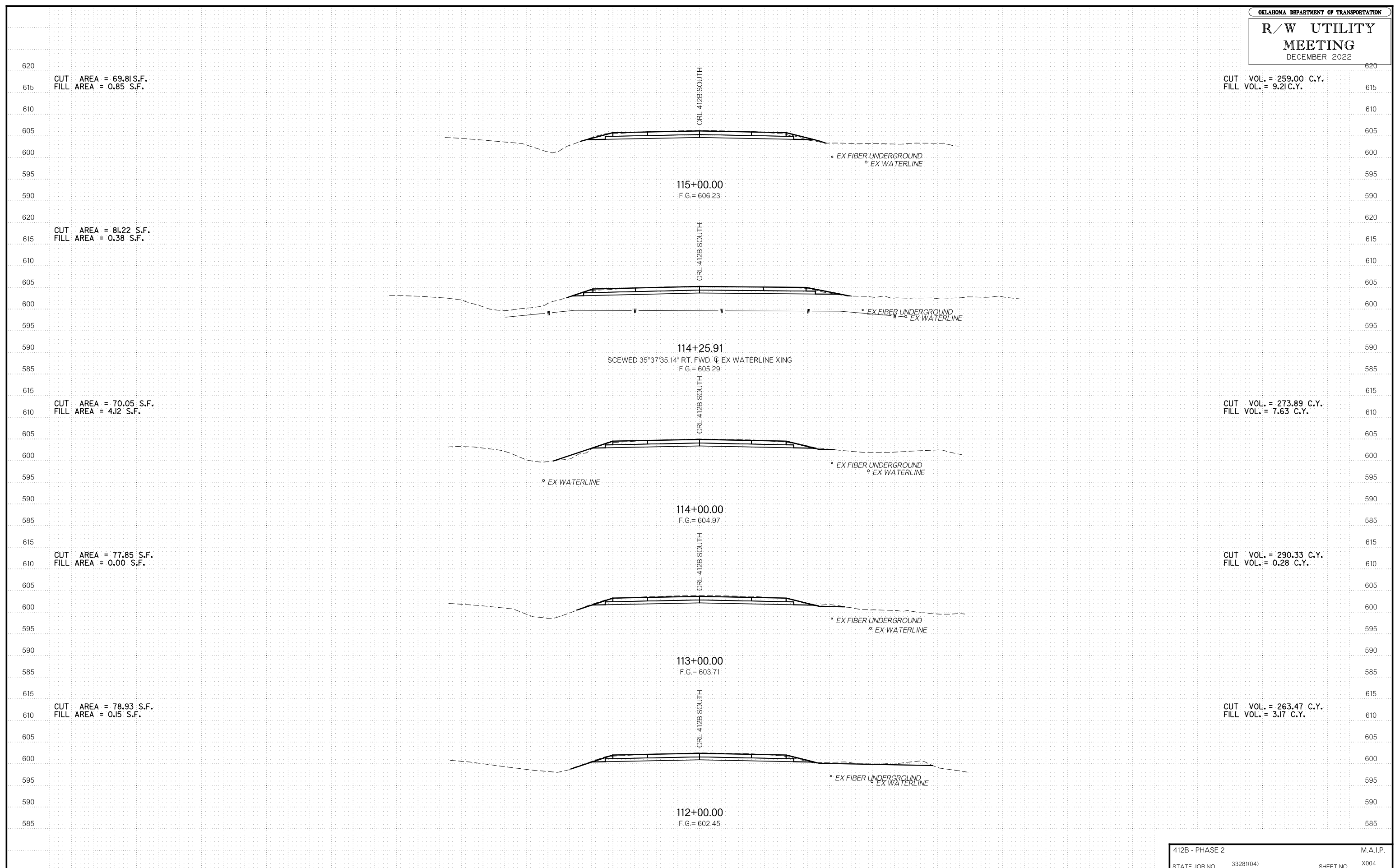
CUT VOL. = 258.28 C.Y.  
FILL VOL. = 9.28 C.Y.





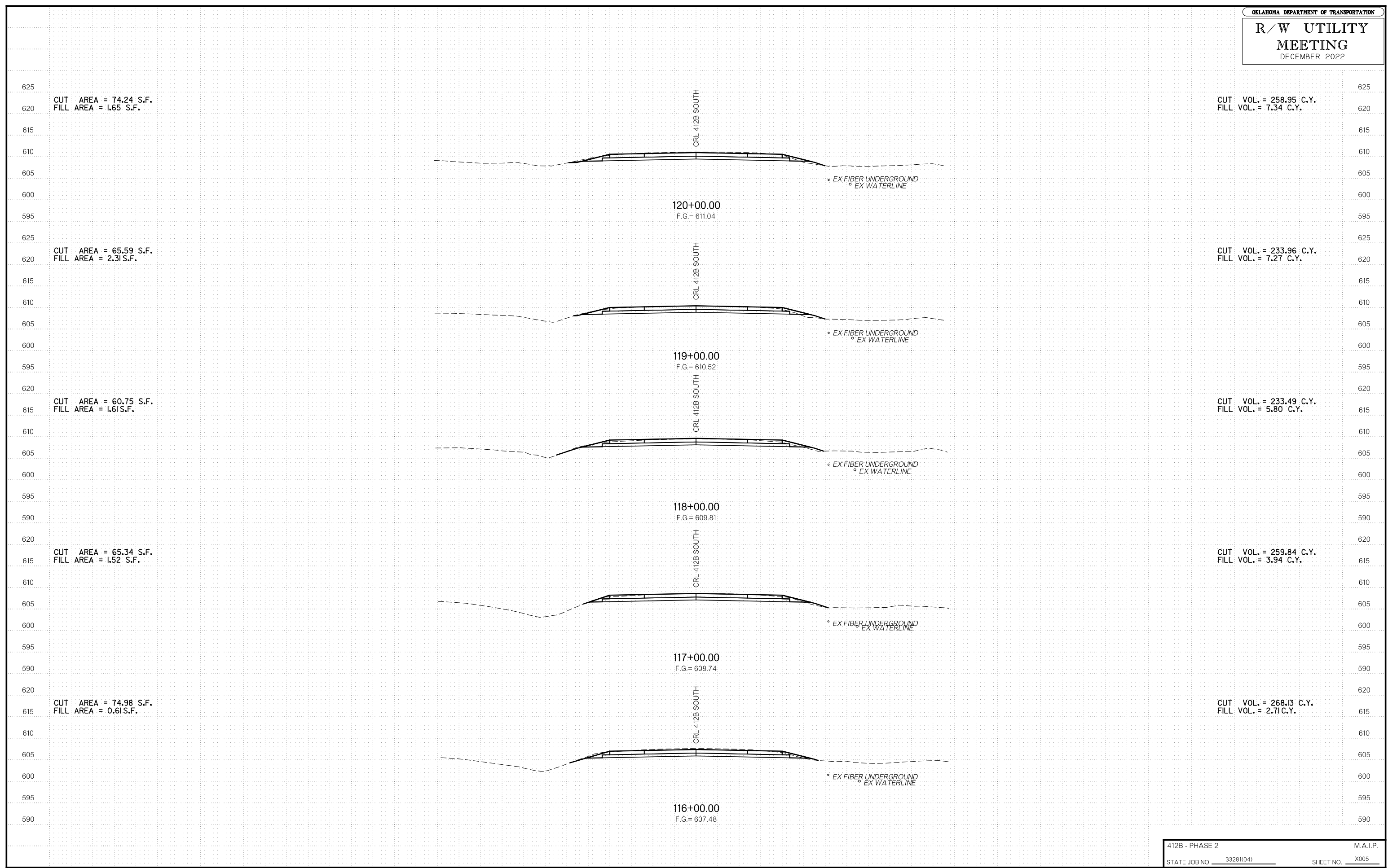


R/W UTILITY MEETING DECEMBER 2022



# R/W UTILITY MEETING

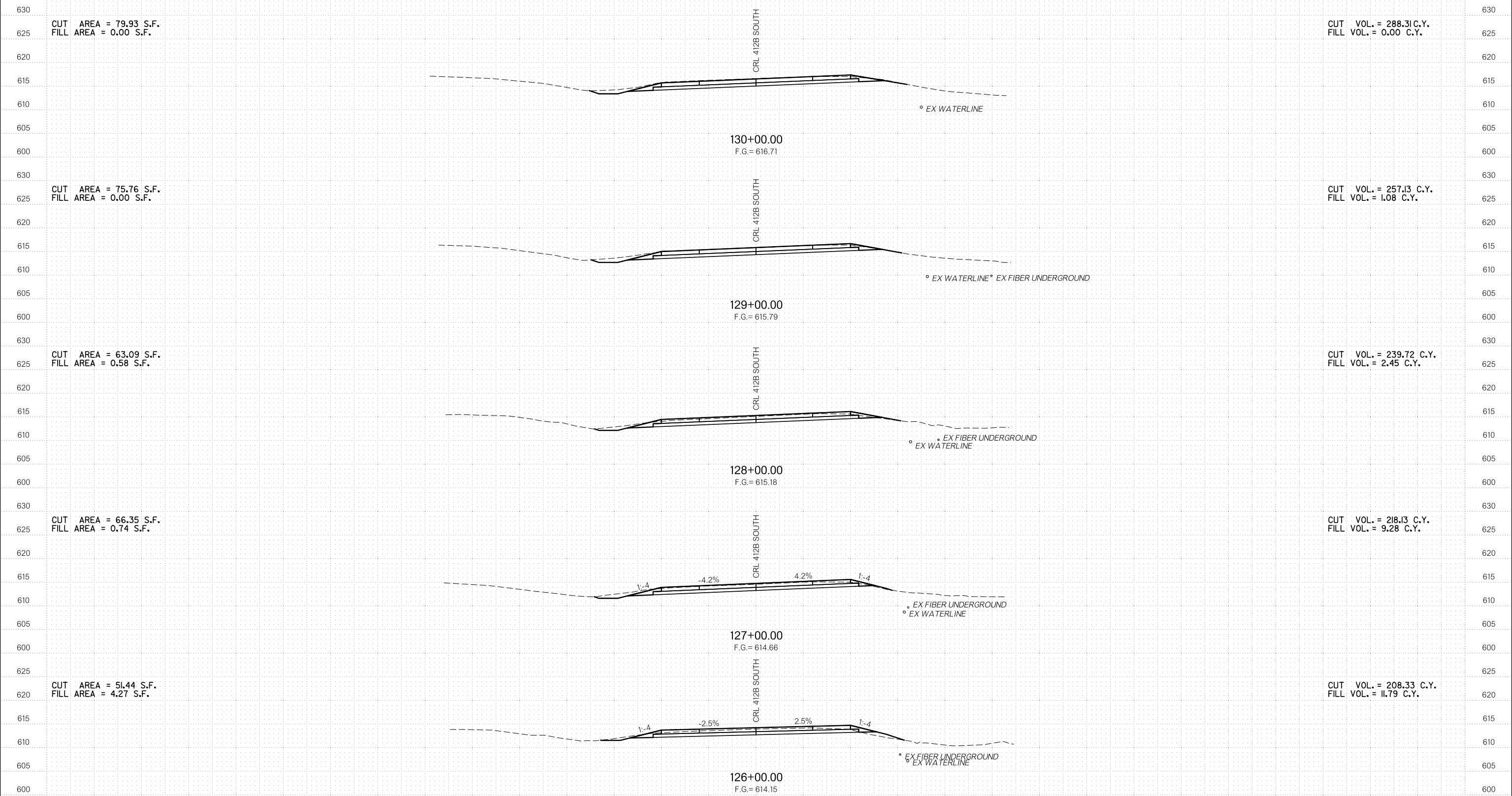
DECEMBER 2022



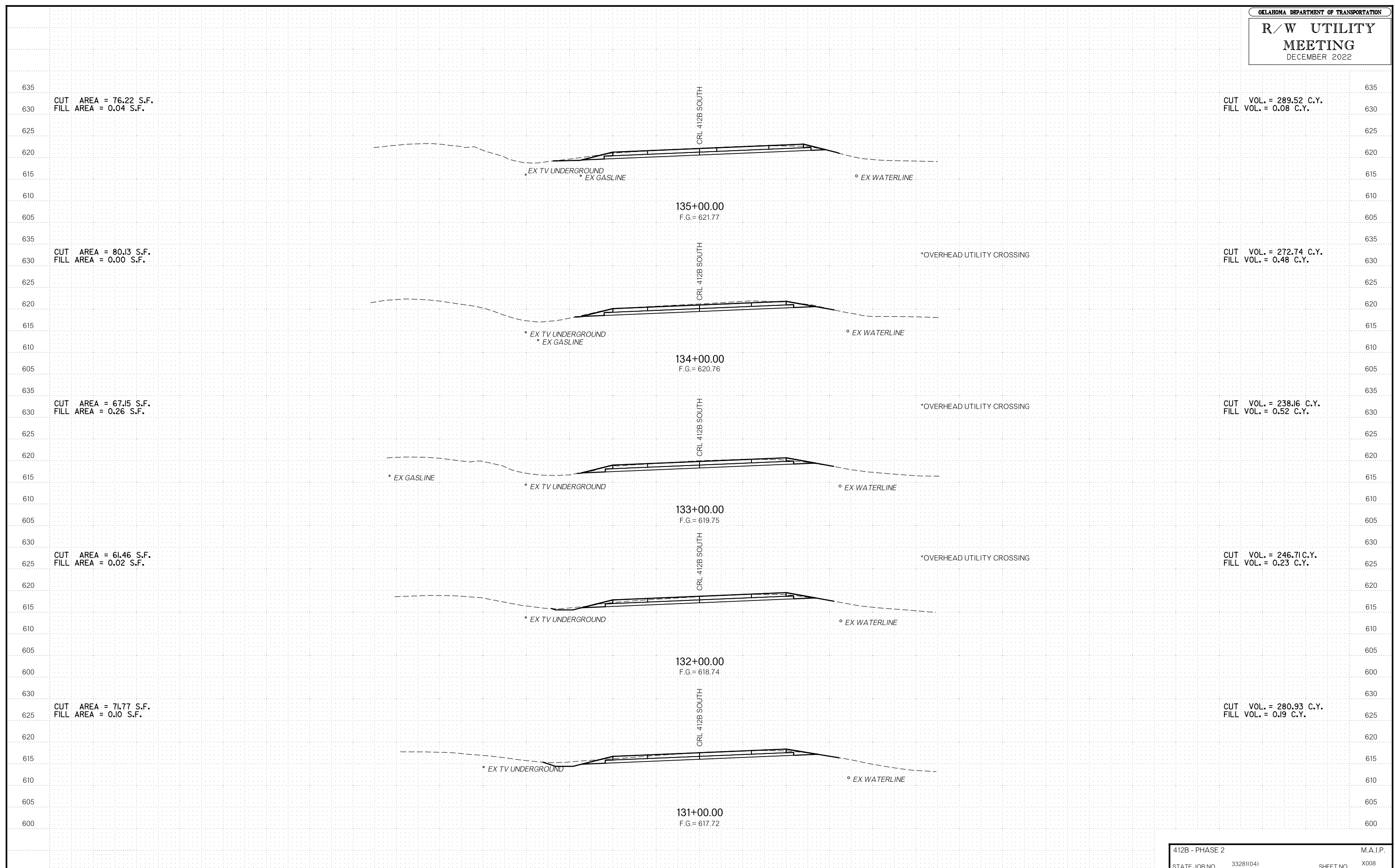




OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

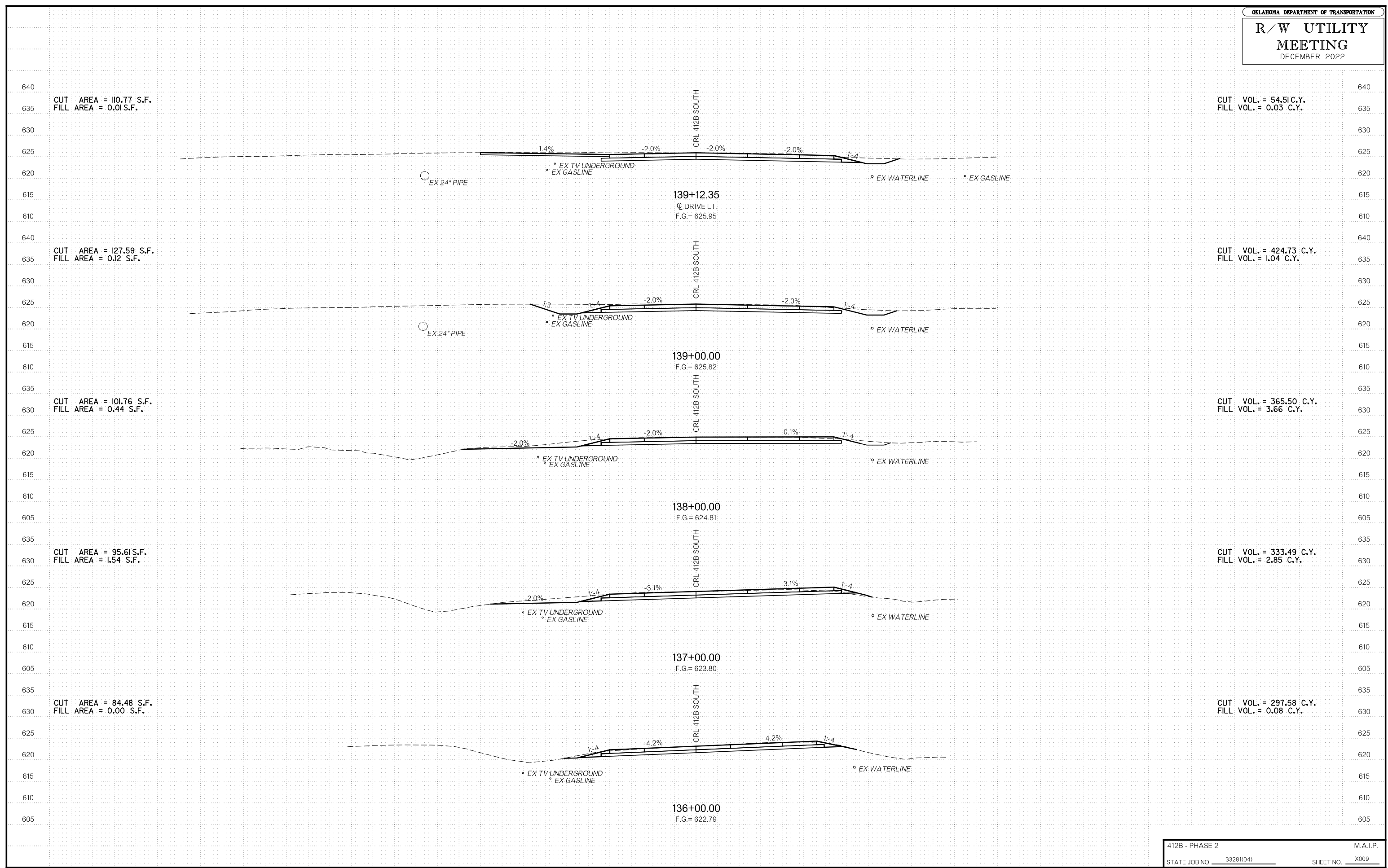


R/W UTILITY MEETING  
DECEMBER 2022



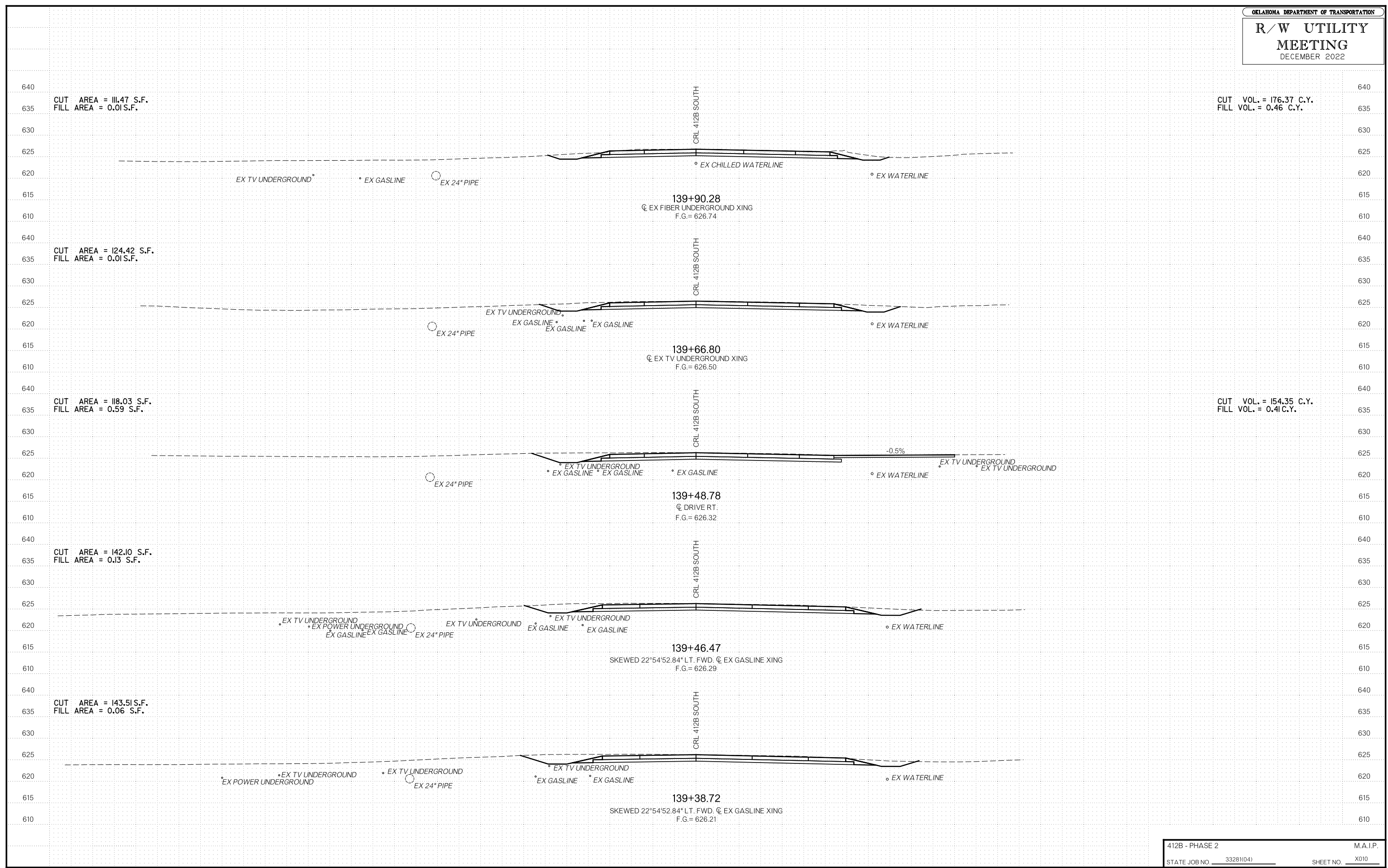
# R/W UTILITY MEETING

DECEMBER 2022



# R/W UTILITY MEETING

DECEMBER 2022



CUT AREA = 111.47 S.F.  
FILL AREA = 0.01 S.F.

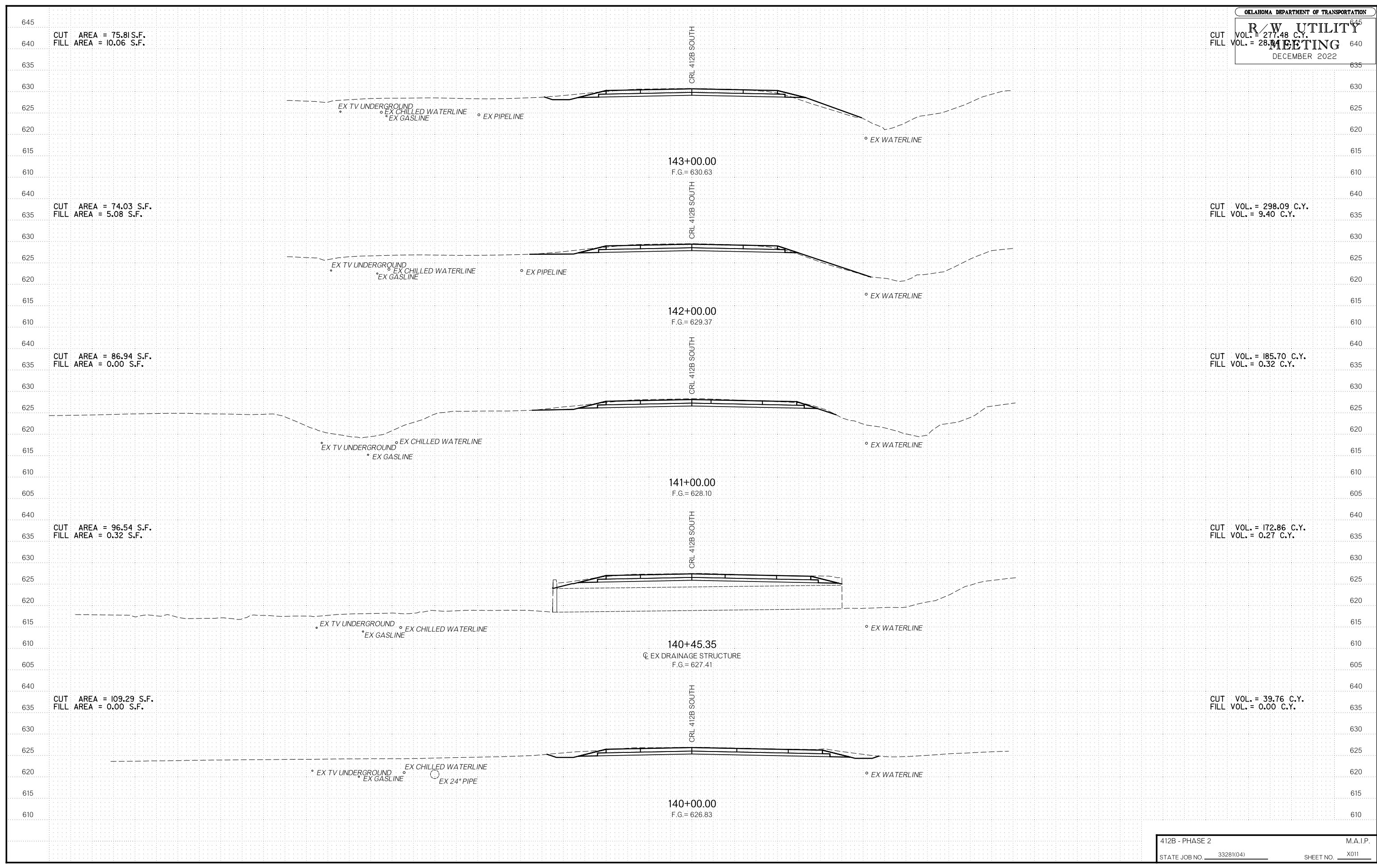
CUT VOL. = 176.37 C.Y.  
FILL VOL. = 0.46 C.Y.

CUT AREA = 124.42 S.F.  
FILL AREA = 0.01 S.F.

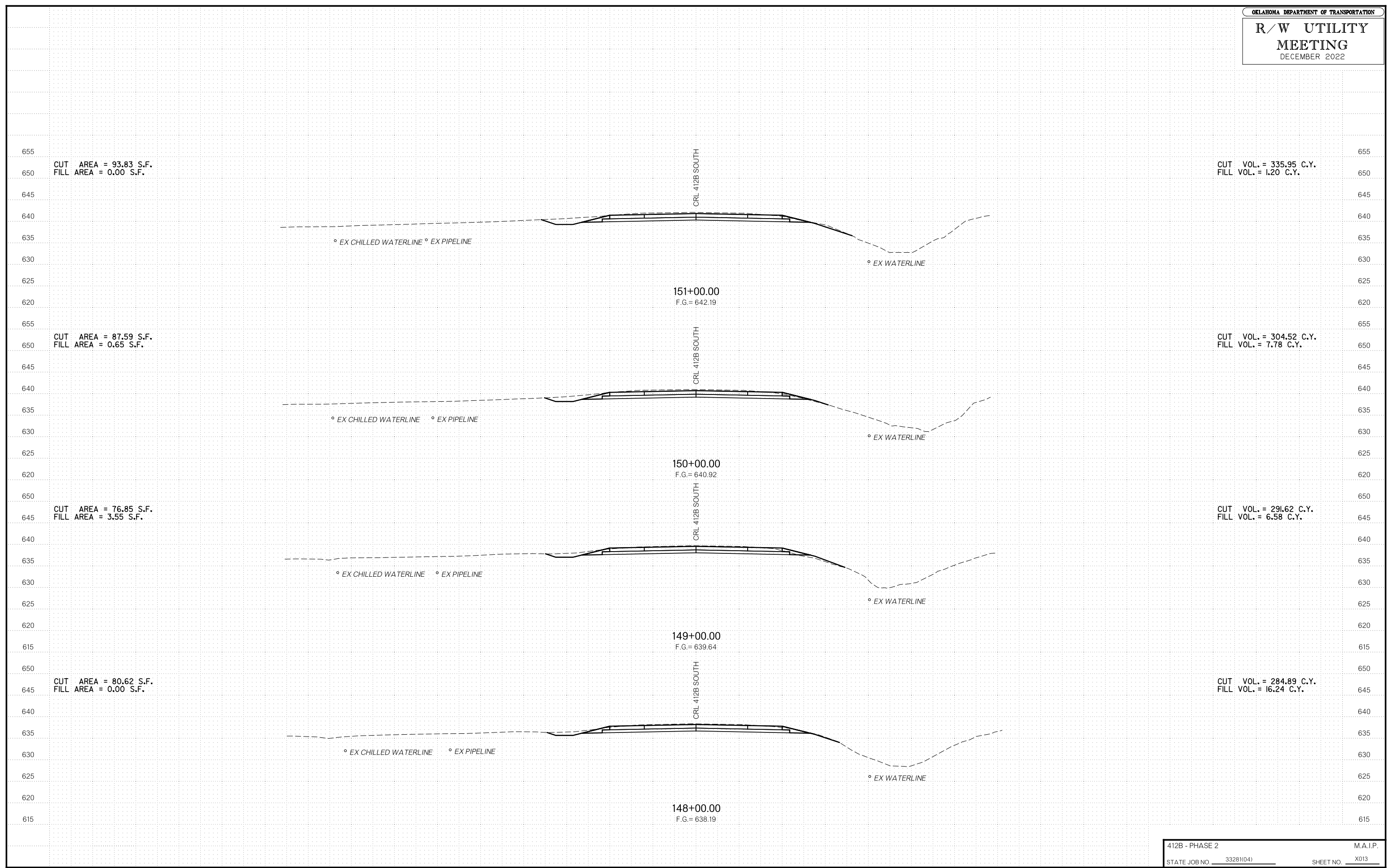
CUT VOL. = 154.35 C.Y.  
FILL VOL. = 0.41 C.Y.

CUT AREA = 142.10 S.F.  
FILL AREA = 0.13 S.F.

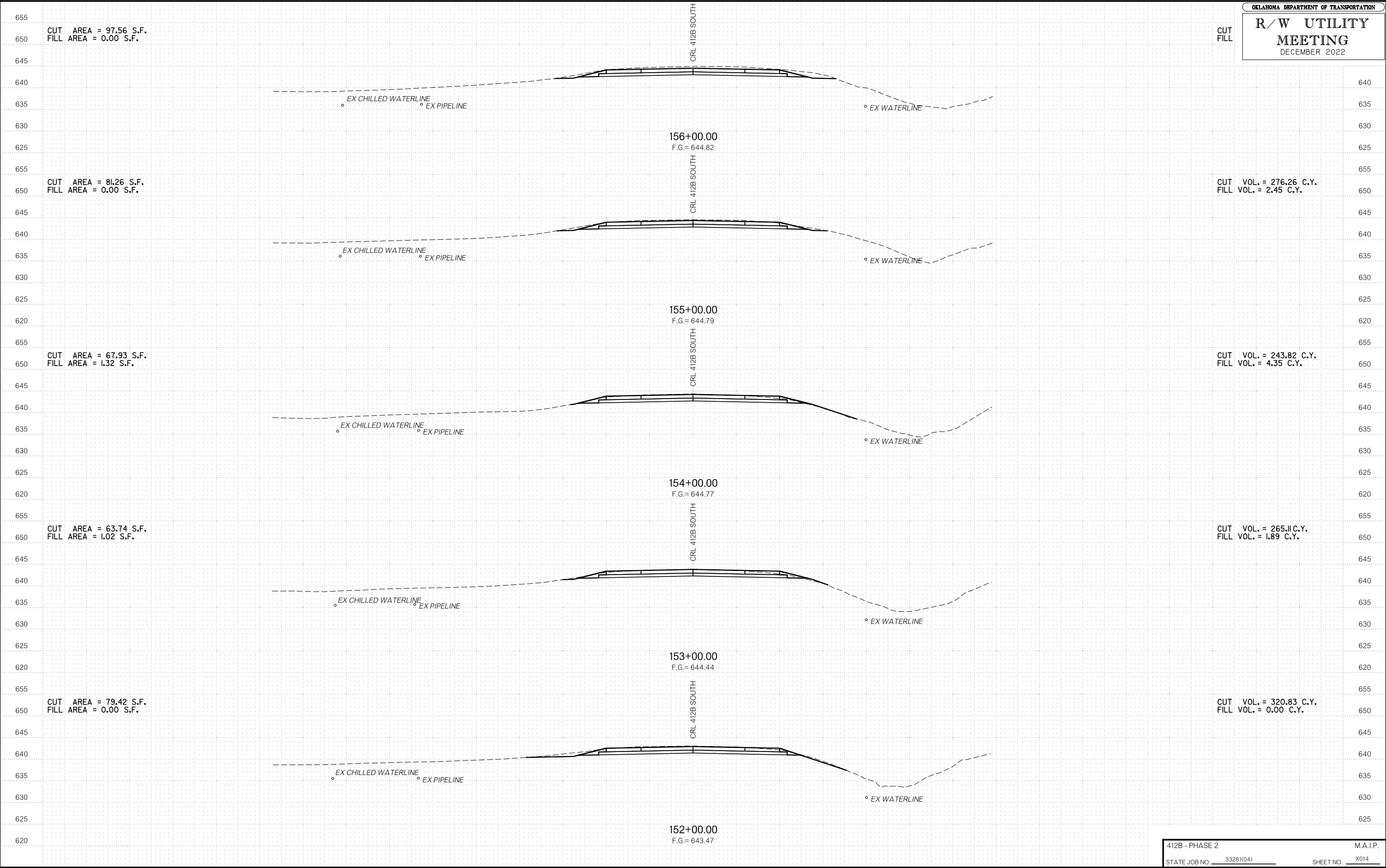
CUT AREA = 143.51 S.F.  
FILL AREA = 0.06 S.F.

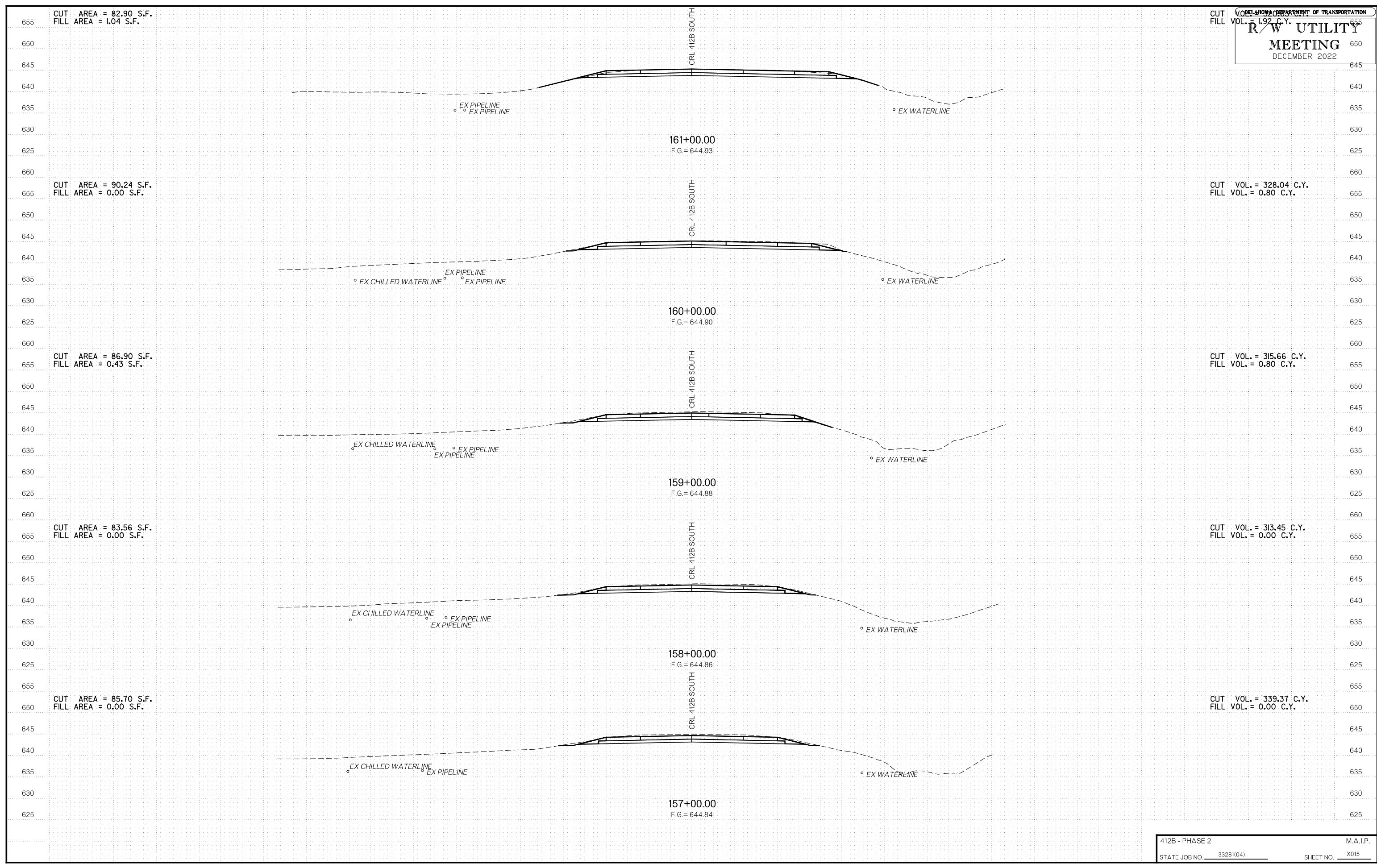


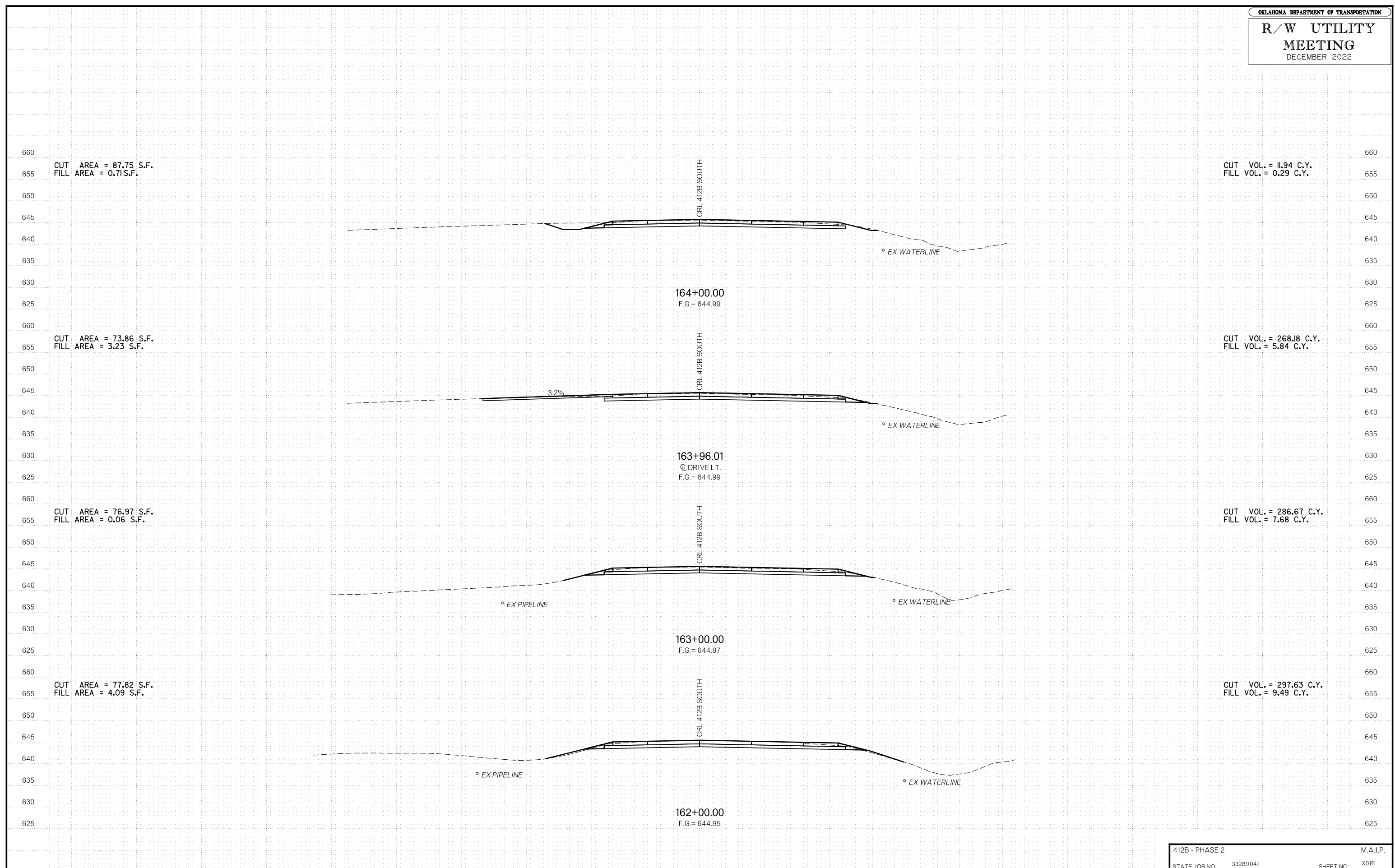


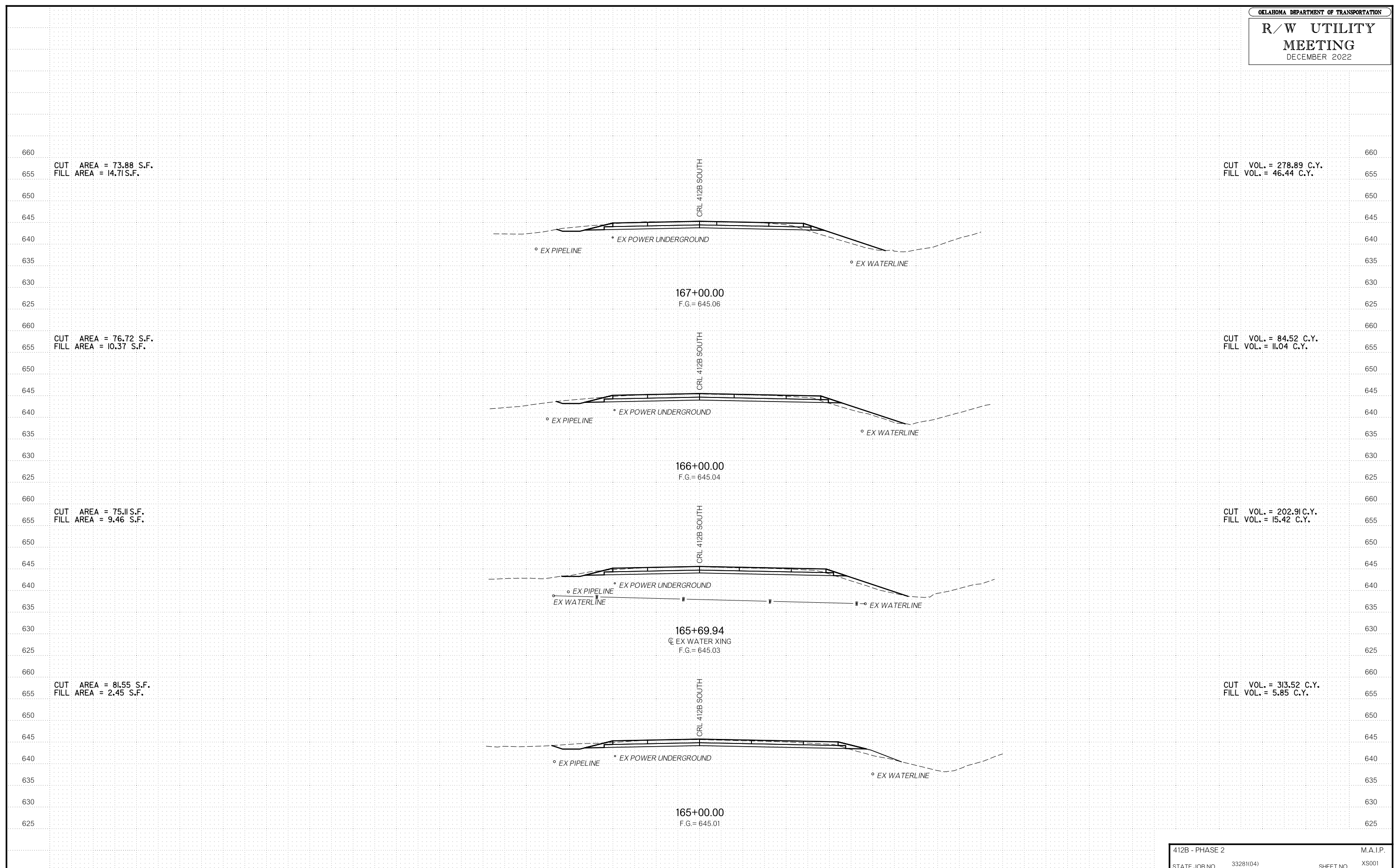


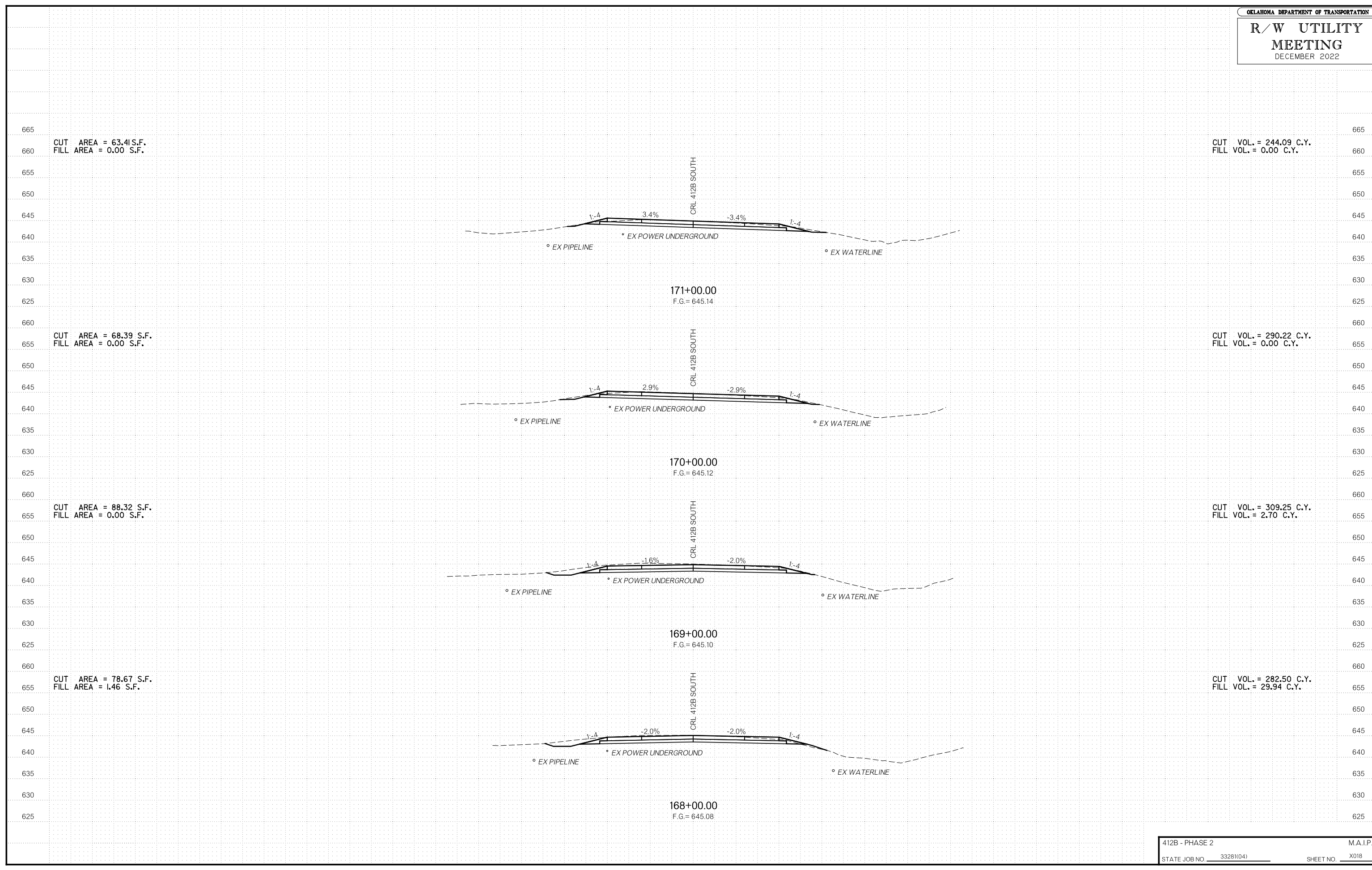












CUT AREA = 63.41 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 244.09 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 68.39 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 290.22 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 88.32 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 309.25 C.Y.  
FILL VOL. = 2.70 C.Y.

CUT AREA = 78.67 S.F.  
FILL AREA = 1.46 S.F.

CUT VOL. = 282.50 C.Y.  
FILL VOL. = 29.94 C.Y.

171+00.00  
F.G. = 645.14

170+00.00  
F.G. = 645.12

169+00.00  
F.G. = 645.10

168+00.00  
F.G. = 645.08

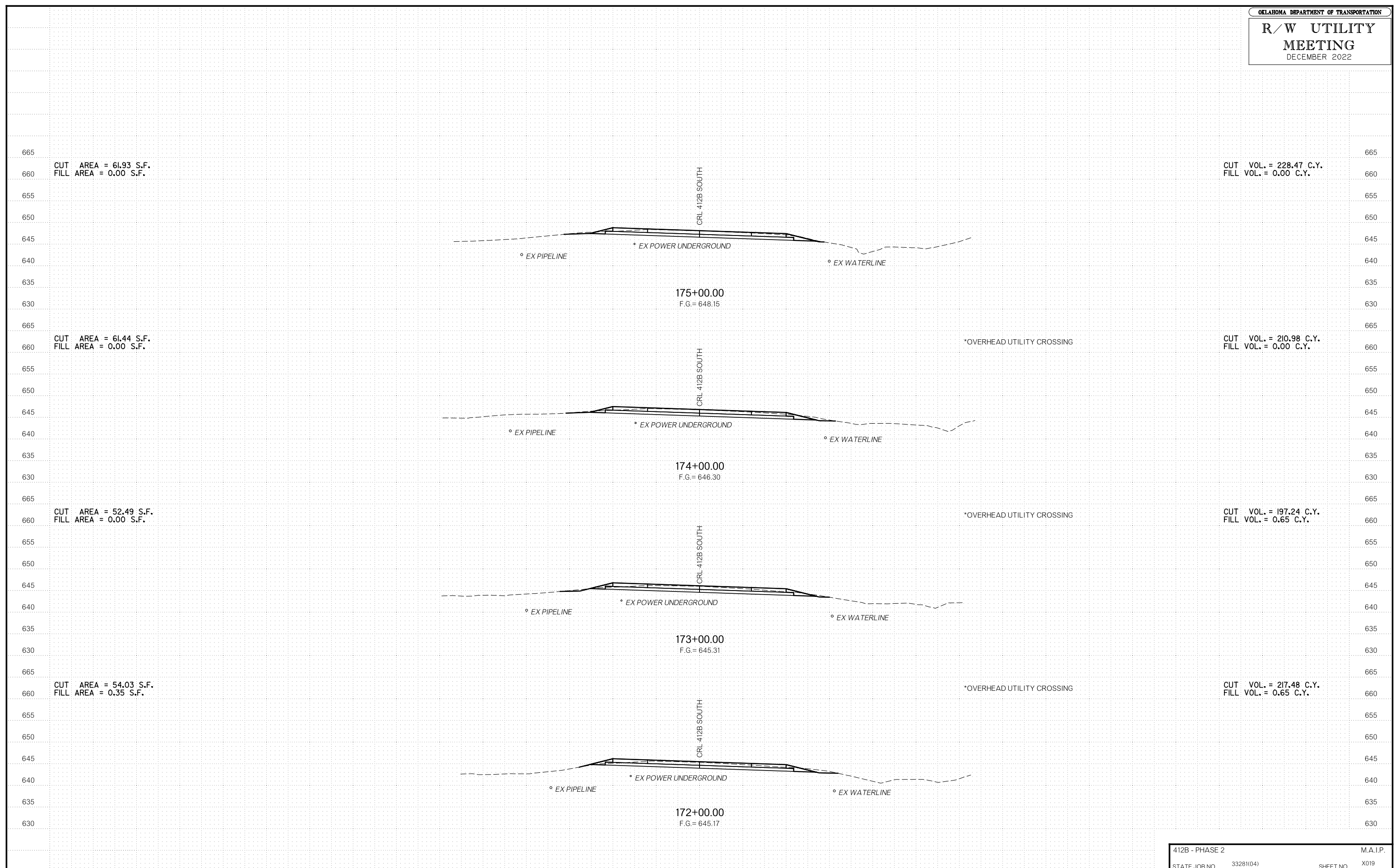
CRL 412B SOUTH

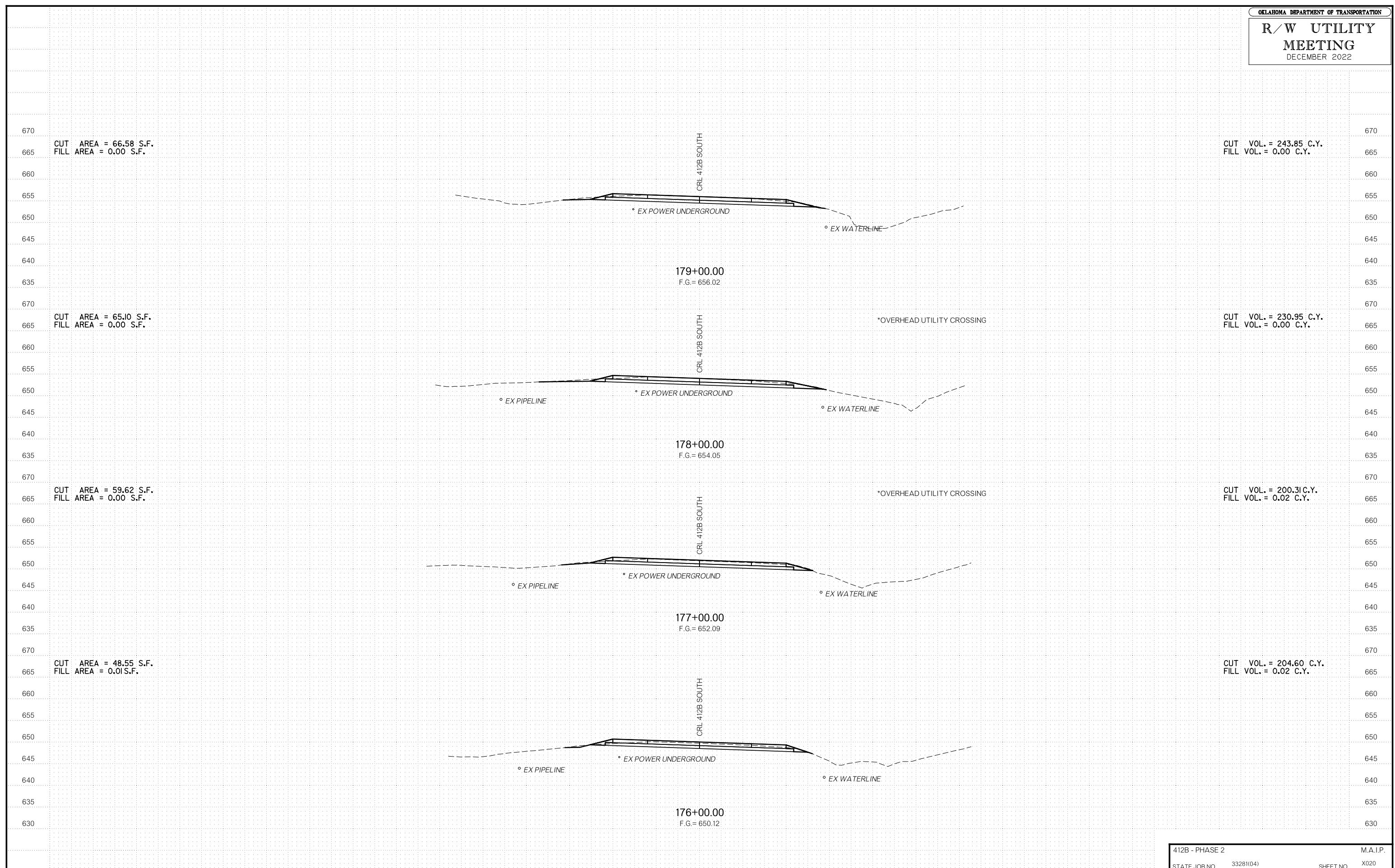
CRL 412B SOUTH

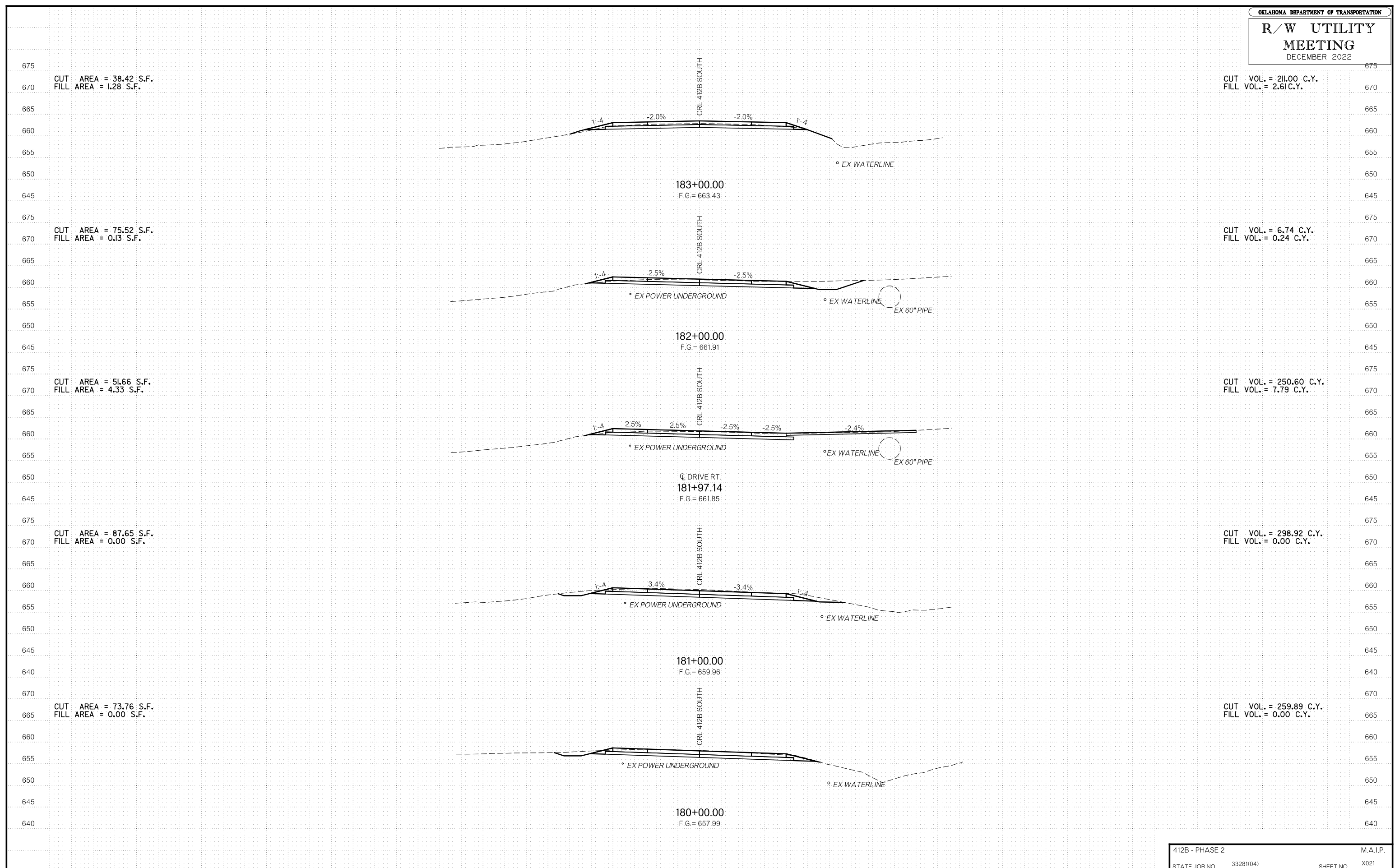
CRL 412B SOUTH

CRL 412B SOUTH

R/W UTILITY MEETING  
DECEMBER 2022







CUT AREA = 38.42 S.F.  
FILL AREA = 1.28 S.F.

CUT VOL. = 211.00 C.Y.  
FILL VOL. = 2.61 C.Y.

CUT AREA = 75.52 S.F.  
FILL AREA = 0.13 S.F.

CUT VOL. = 6.74 C.Y.  
FILL VOL. = 0.24 C.Y.

CUT AREA = 51.66 S.F.  
FILL AREA = 4.33 S.F.

CUT VOL. = 250.60 C.Y.  
FILL VOL. = 7.79 C.Y.

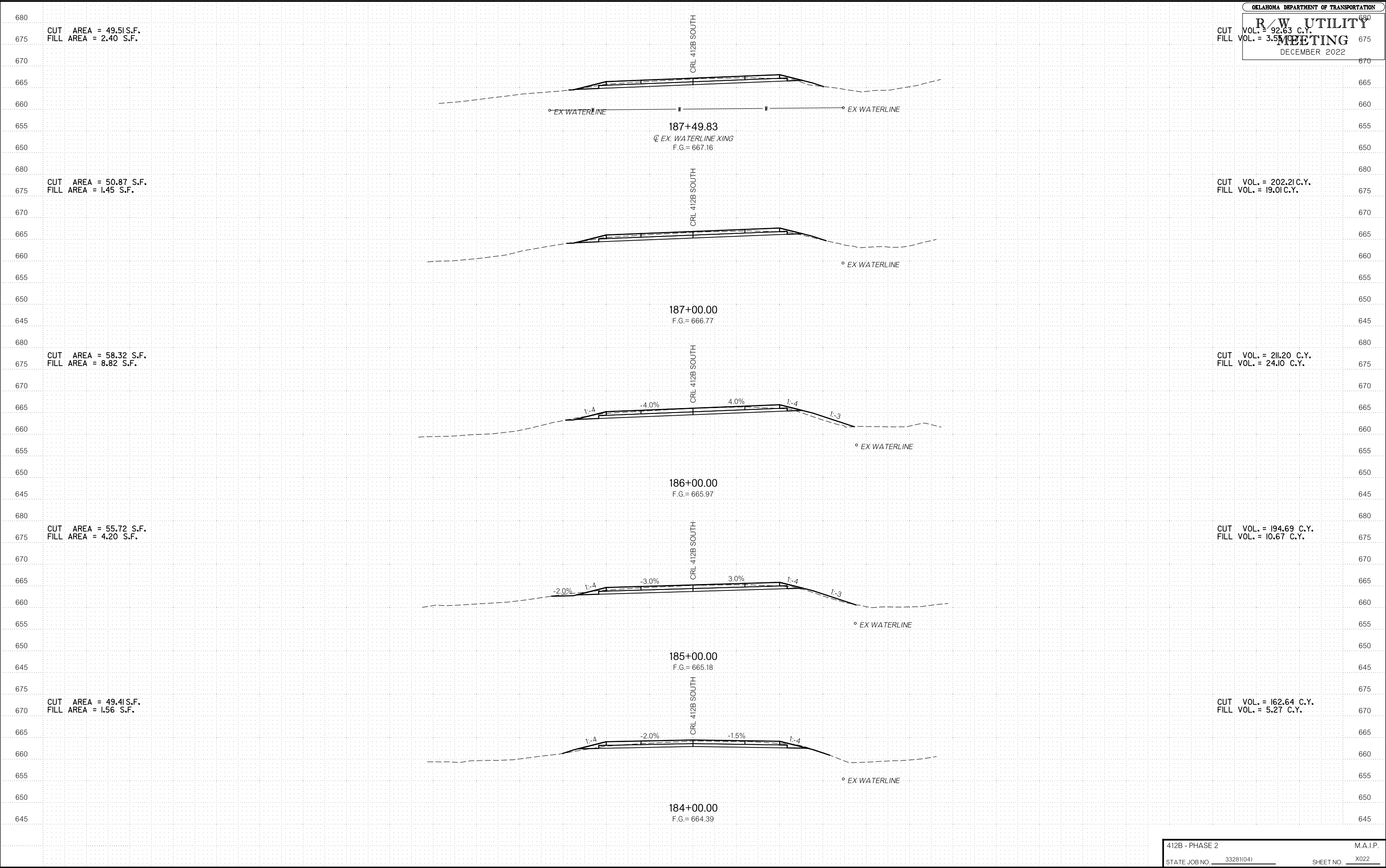
CUT AREA = 87.65 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 298.92 C.Y.  
FILL VOL. = 0.00 C.Y.

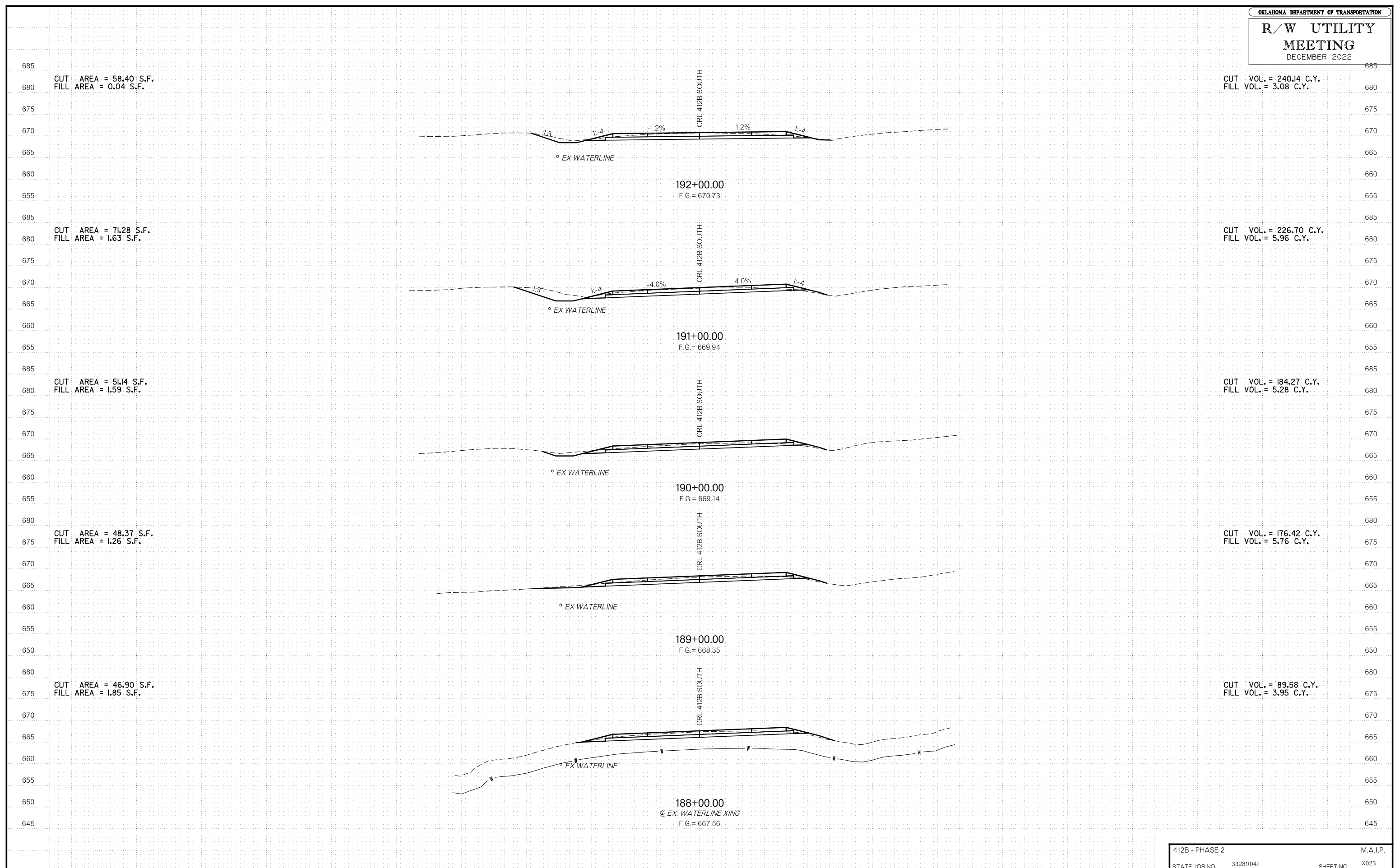
CUT AREA = 73.76 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 259.89 C.Y.  
FILL VOL. = 0.00 C.Y.

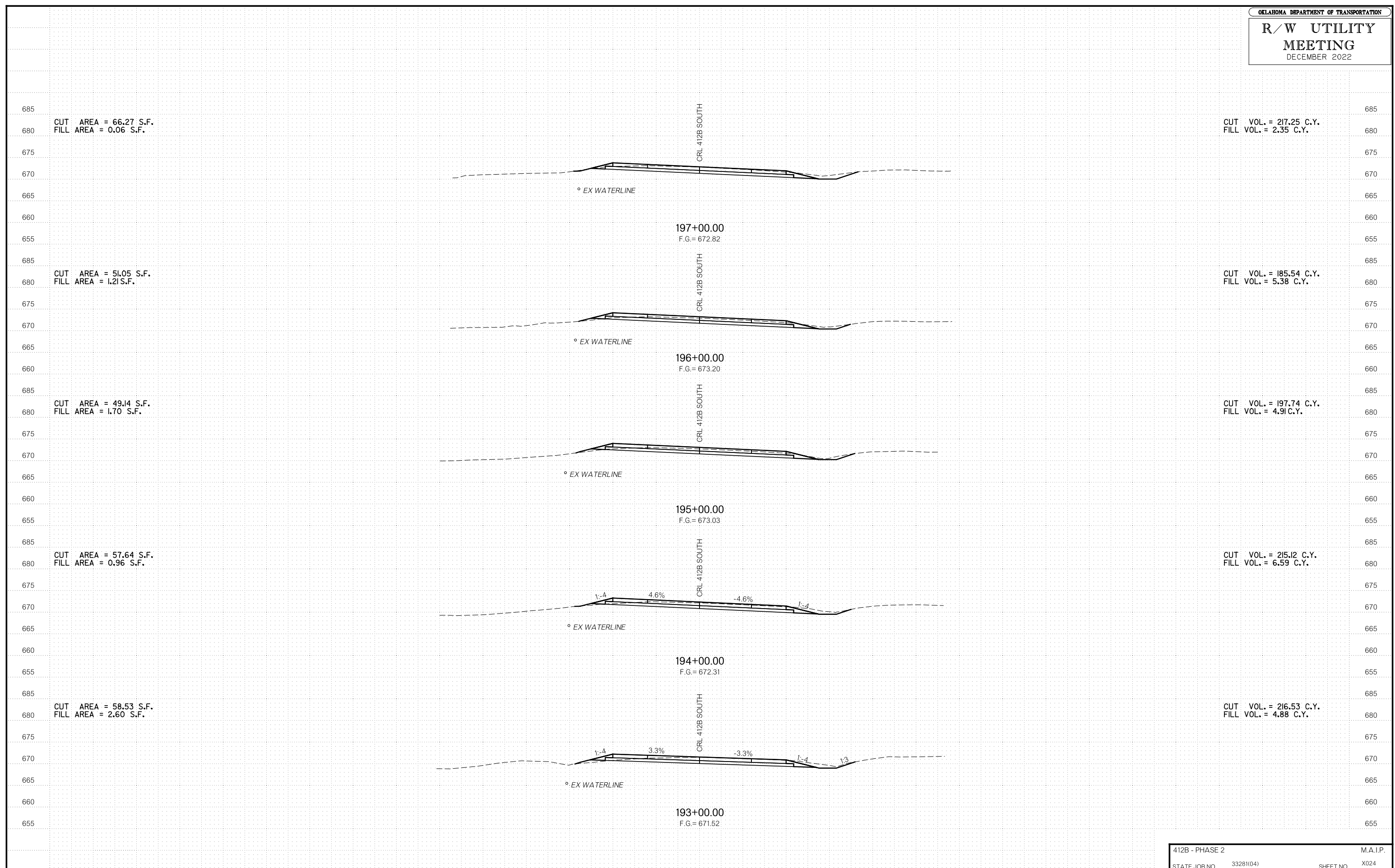




R/W UTILITY MEETING DECEMBER 2022



R/W UTILITY MEETING DECEMBER 2022





CUT VOL. = 280.21 C.Y.  
FILL VOL. = 0.00 C.Y.

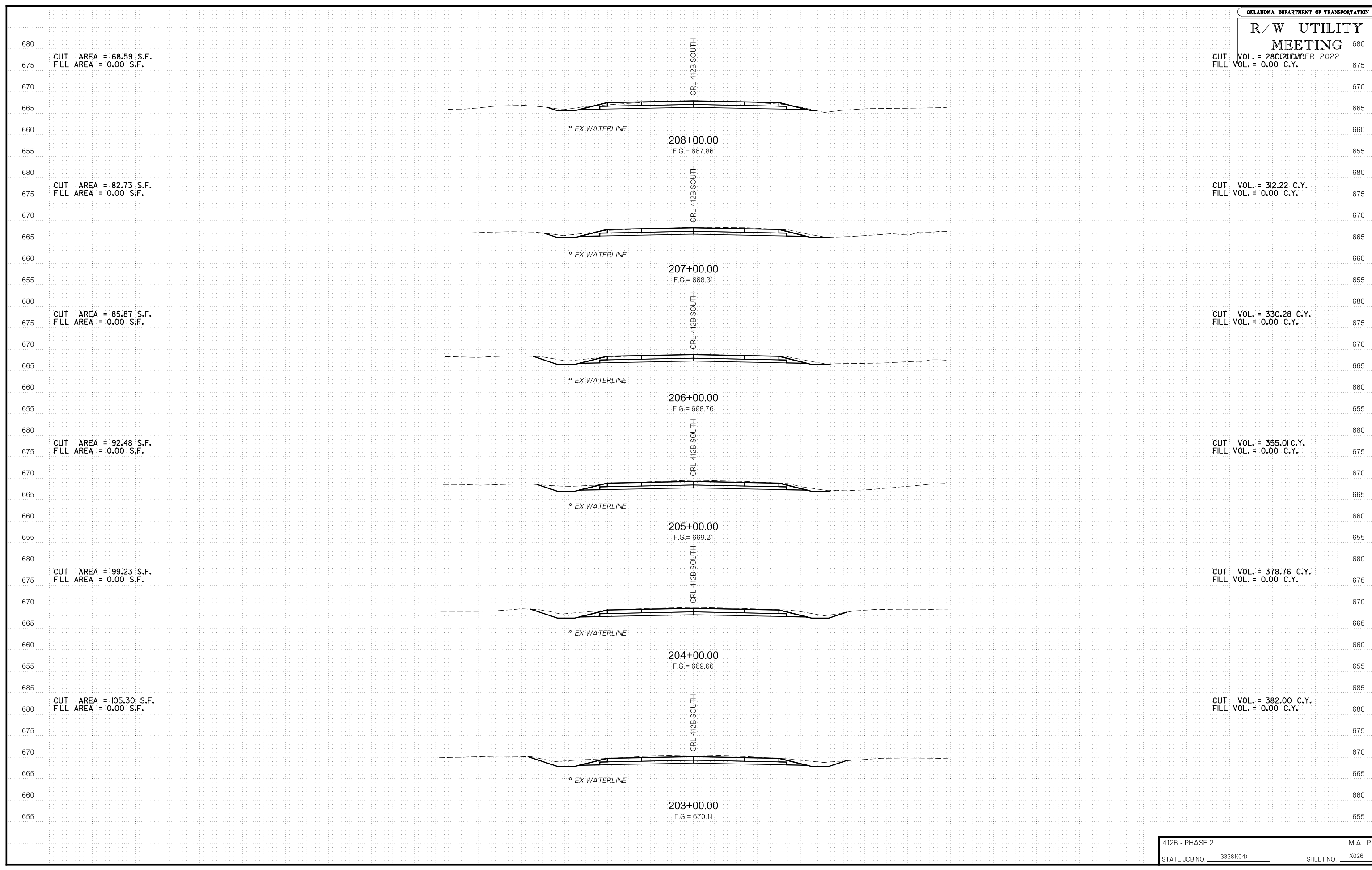
CUT VOL. = 312.22 C.Y.  
FILL VOL. = 0.00 C.Y.

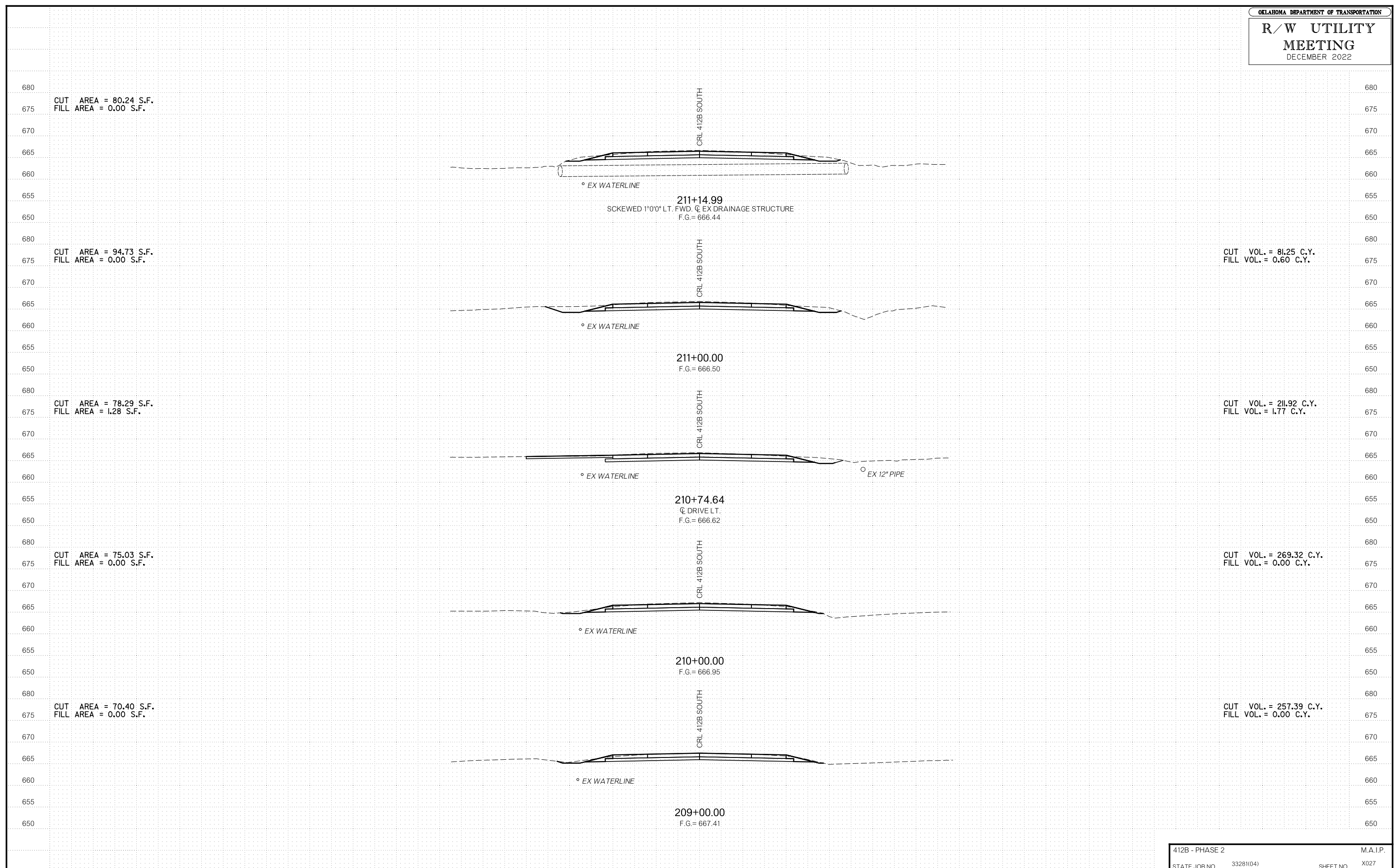
CUT VOL. = 330.28 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 355.01 C.Y.  
FILL VOL. = 0.00 C.Y.

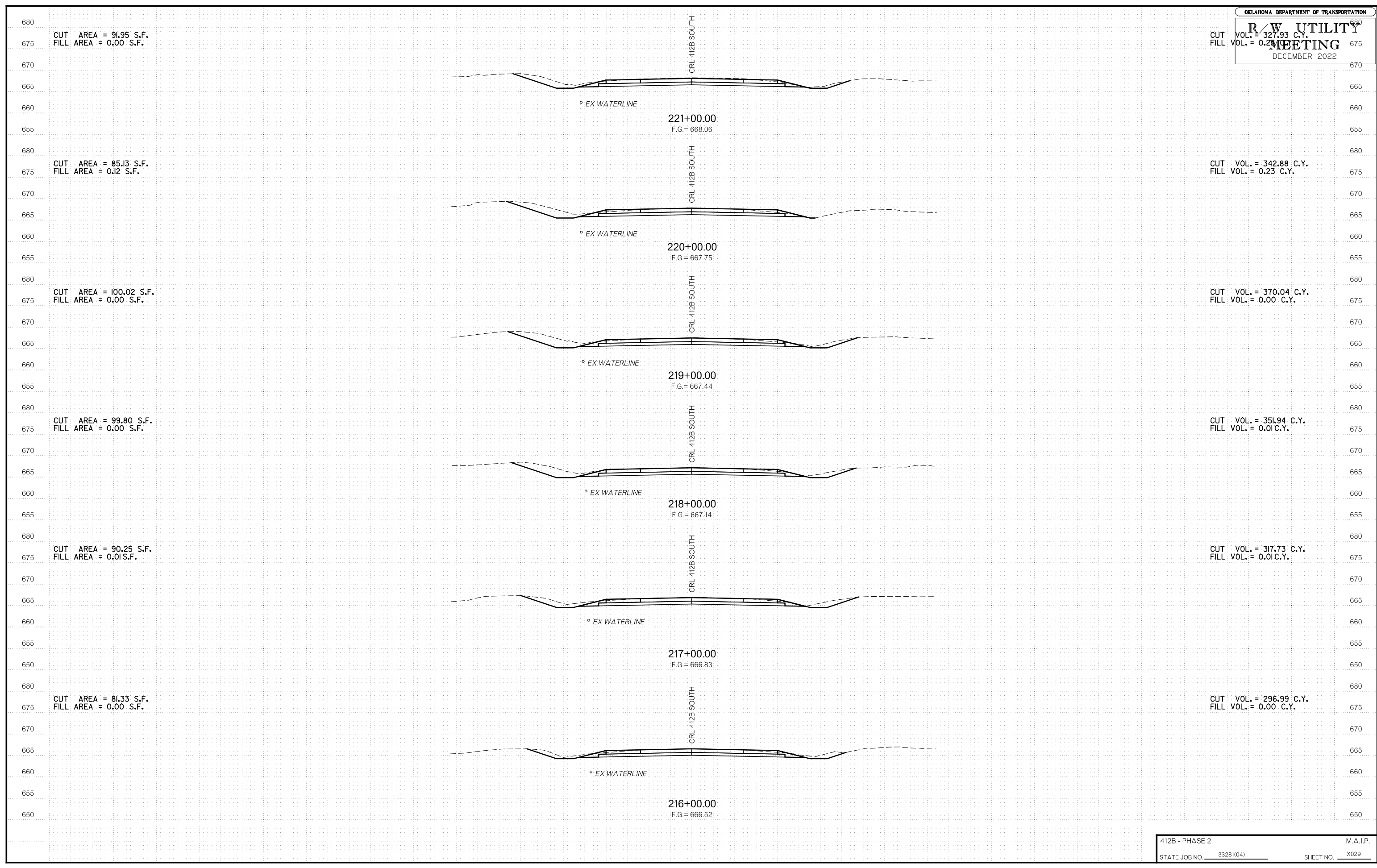
CUT VOL. = 378.76 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 382.00 C.Y.  
FILL VOL. = 0.00 C.Y.









CUT AREA = 91.95 S.F.  
 FILL AREA = 0.00 S.F.

CUT AREA = 85.13 S.F.  
 FILL AREA = 0.12 S.F.

CUT AREA = 100.02 S.F.  
 FILL AREA = 0.00 S.F.

CUT AREA = 99.80 S.F.  
 FILL AREA = 0.00 S.F.

CUT AREA = 90.25 S.F.  
 FILL AREA = 0.01 S.F.

CUT AREA = 81.33 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 327.93 C.Y.  
 FILL VOL. = 0.23 C.Y.

CUT VOL. = 342.88 C.Y.  
 FILL VOL. = 0.23 C.Y.

CUT VOL. = 370.04 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT VOL. = 351.94 C.Y.  
 FILL VOL. = 0.01 C.Y.

CUT VOL. = 317.73 C.Y.  
 FILL VOL. = 0.01 C.Y.

CUT VOL. = 296.99 C.Y.  
 FILL VOL. = 0.00 C.Y.

221+00.00  
 F.G. = 668.06

220+00.00  
 F.G. = 667.75

219+00.00  
 F.G. = 667.44

218+00.00  
 F.G. = 667.14

217+00.00  
 F.G. = 666.83

216+00.00  
 F.G. = 666.52

CRL 412B SOUTH

CRL 412B SOUTH

CRL 412B SOUTH

CRL 412B SOUTH

CRL 412B SOUTH

CRL 412B SOUTH

° EX WATERLINE

° EX WATERLINE

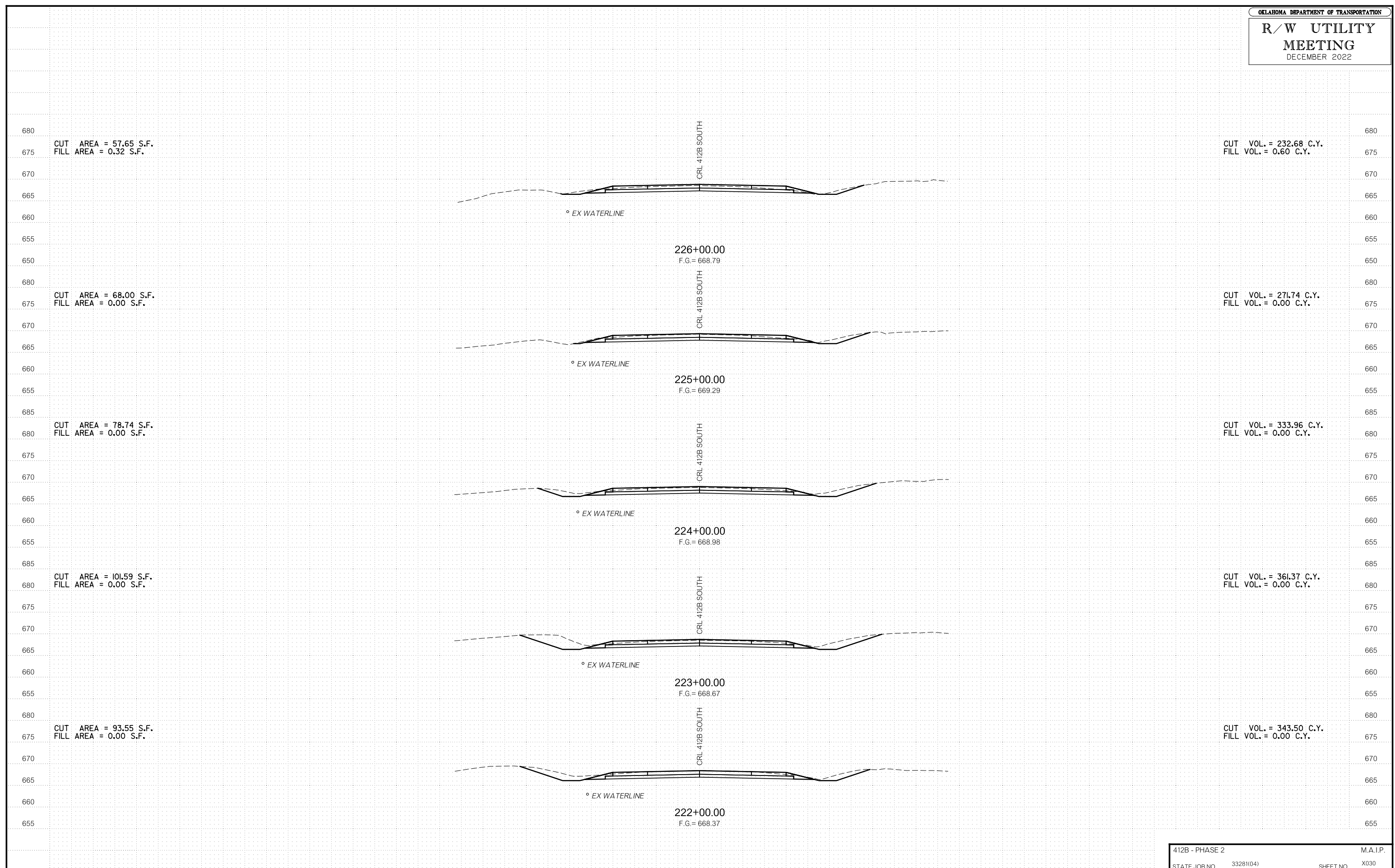
° EX WATERLINE

° EX WATERLINE

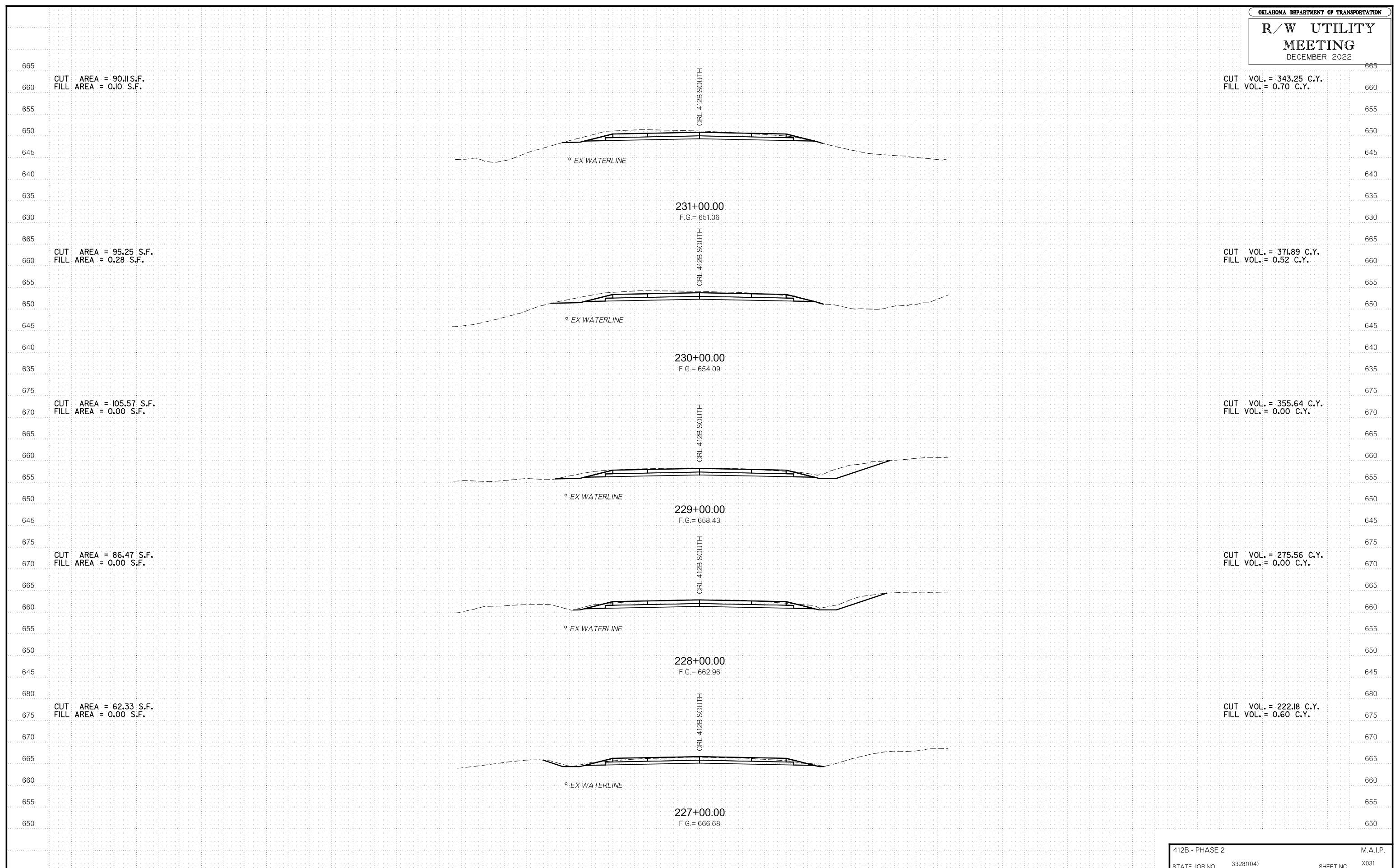
° EX WATERLINE

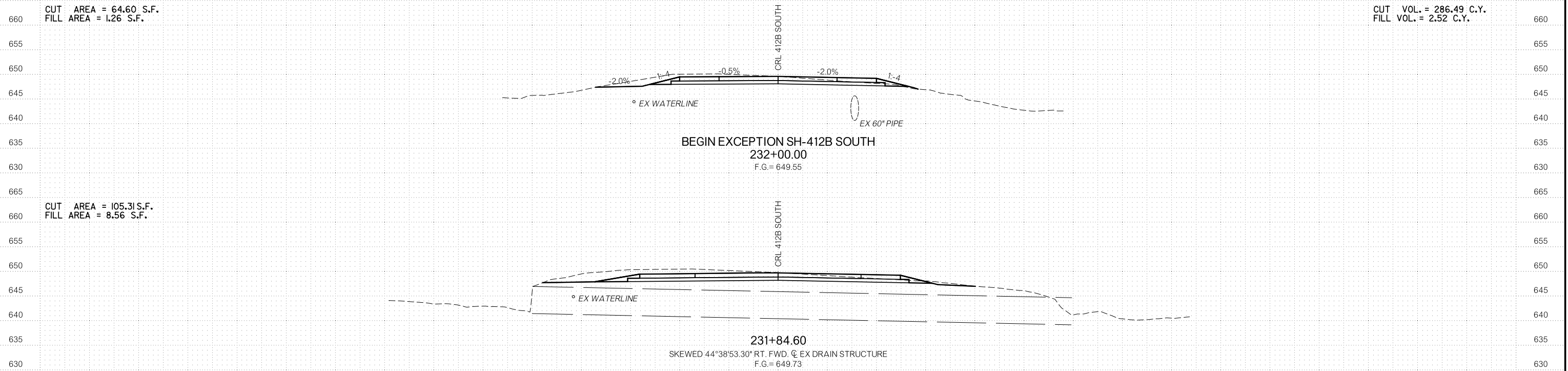
° EX WATERLINE

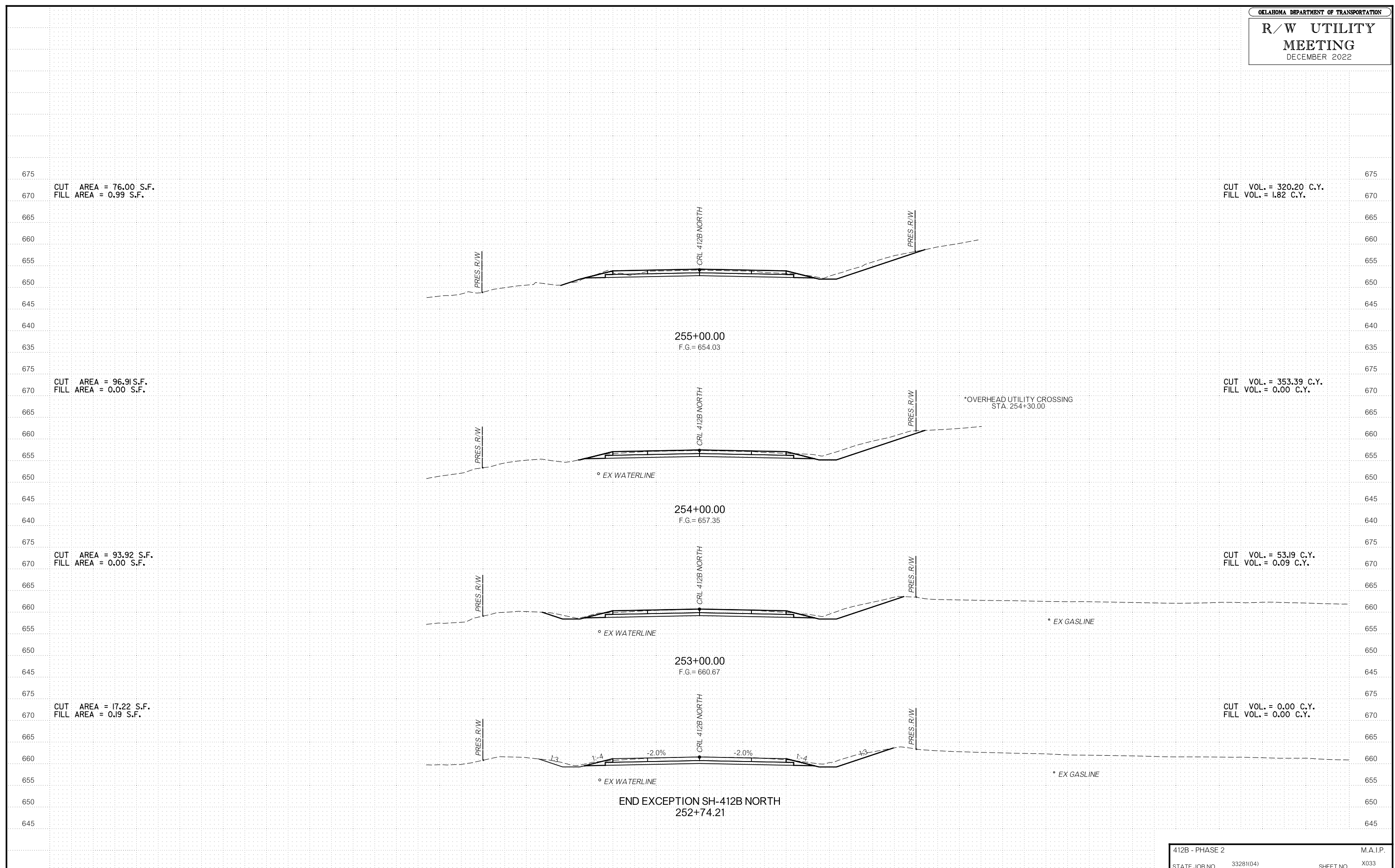




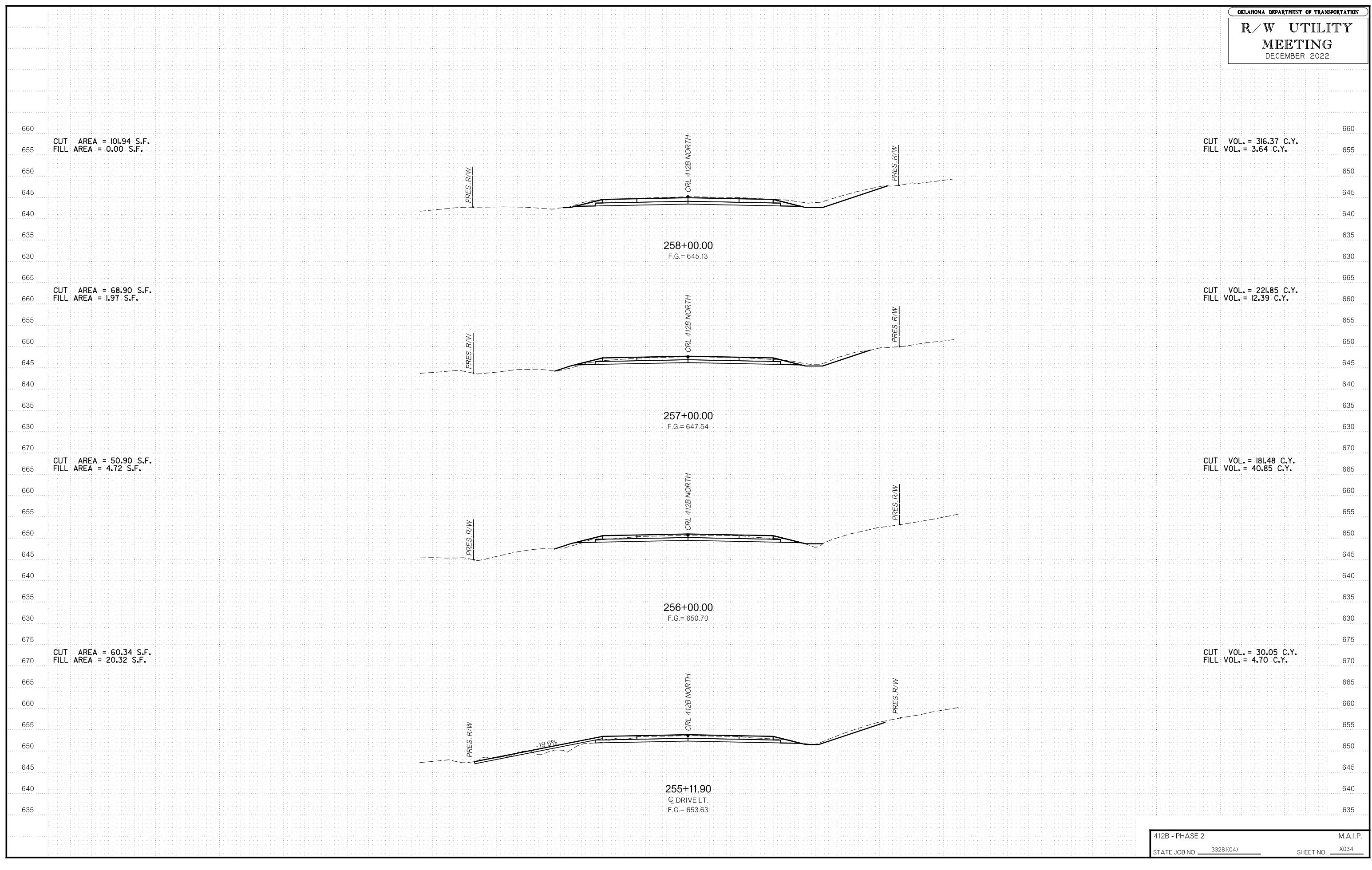
R/W UTILITY MEETING DECEMBER 2022

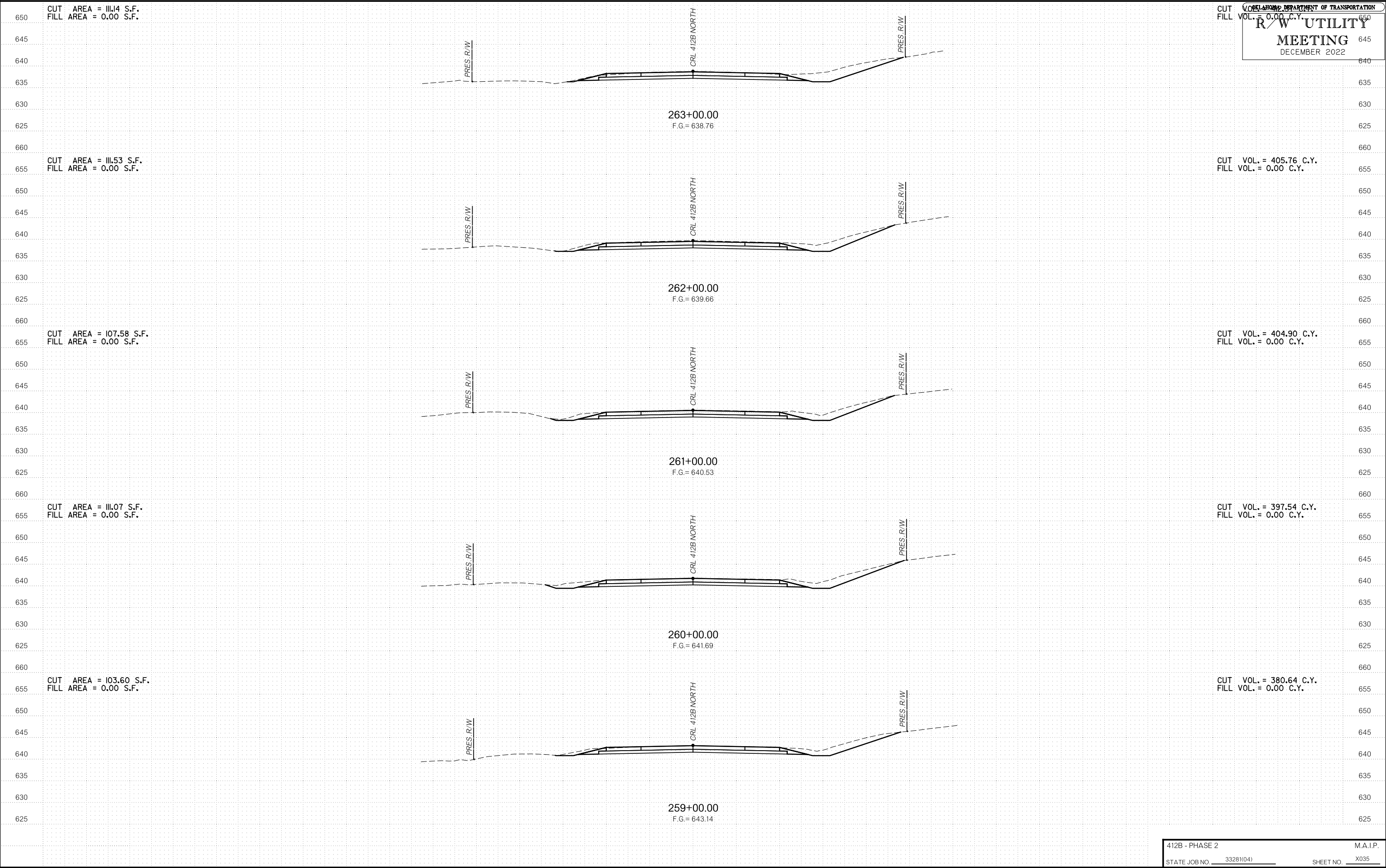


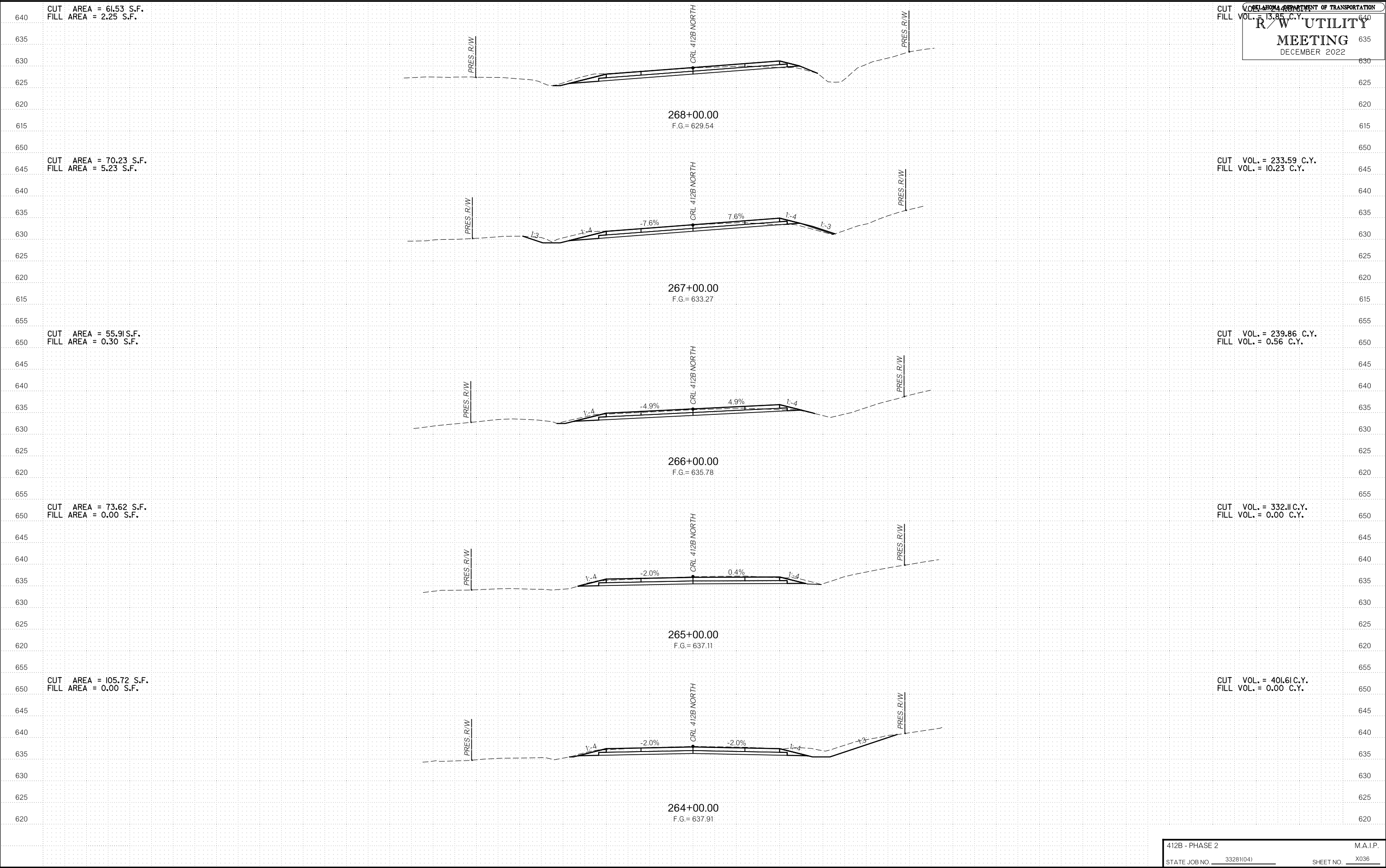




OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

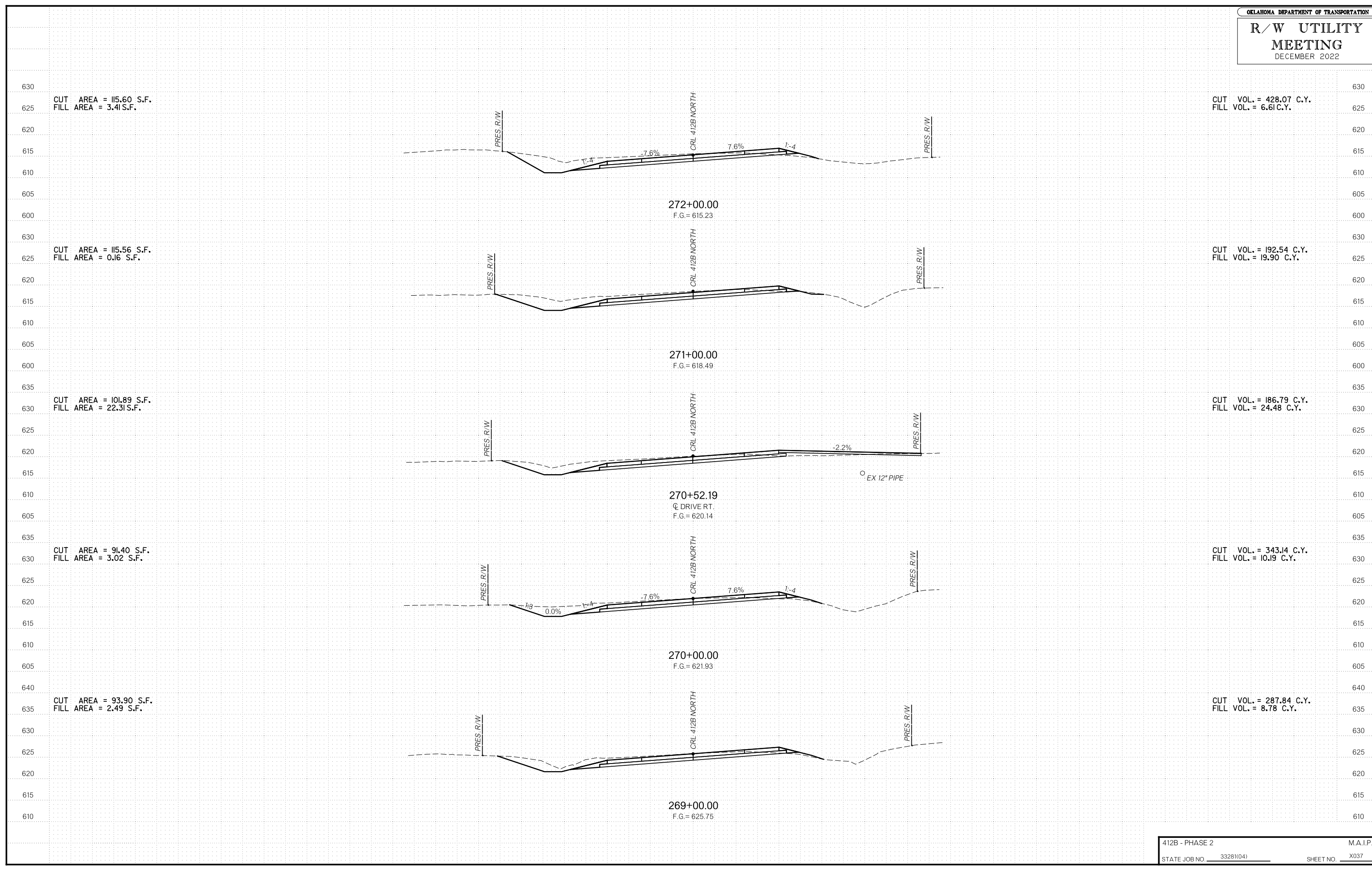




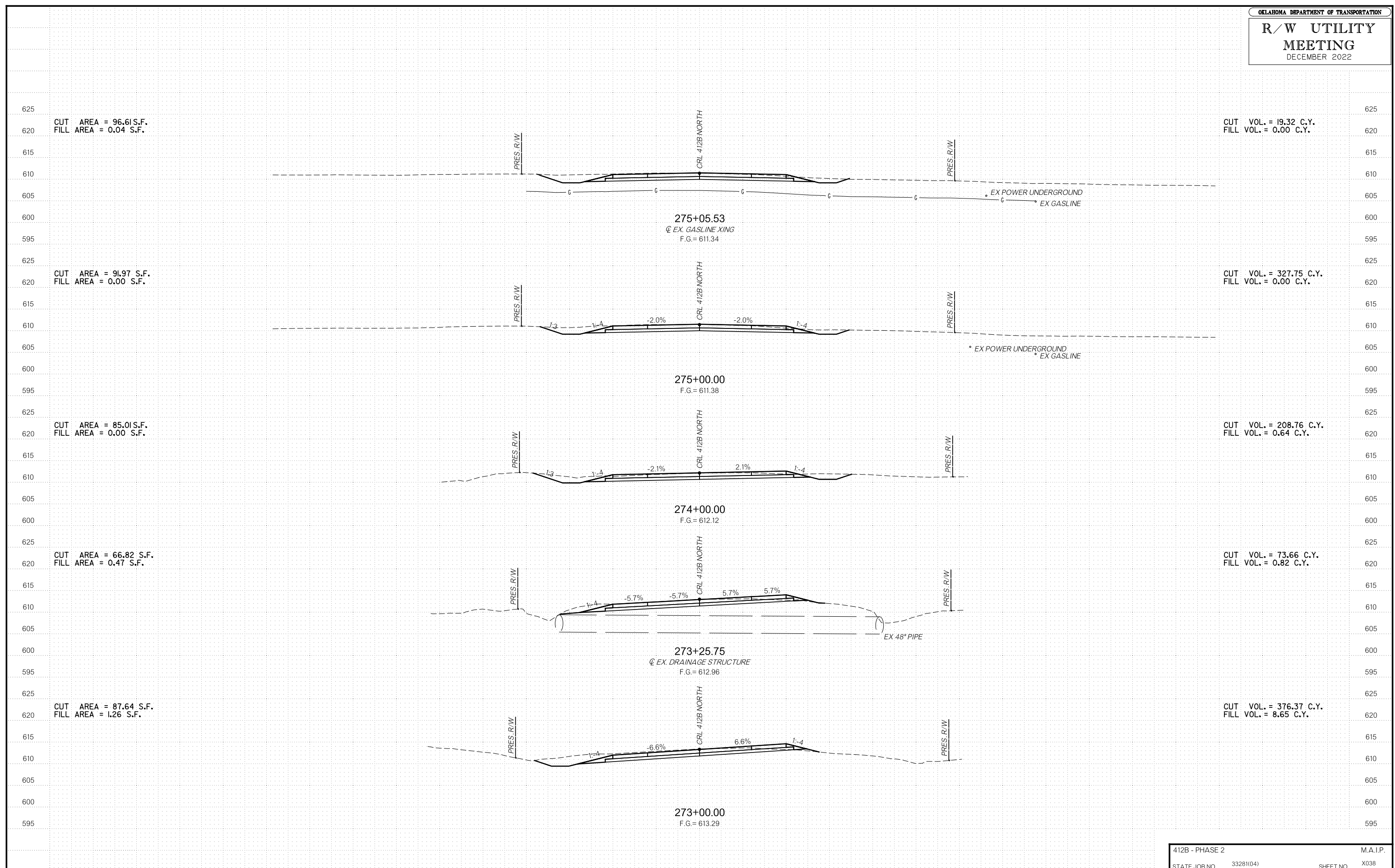


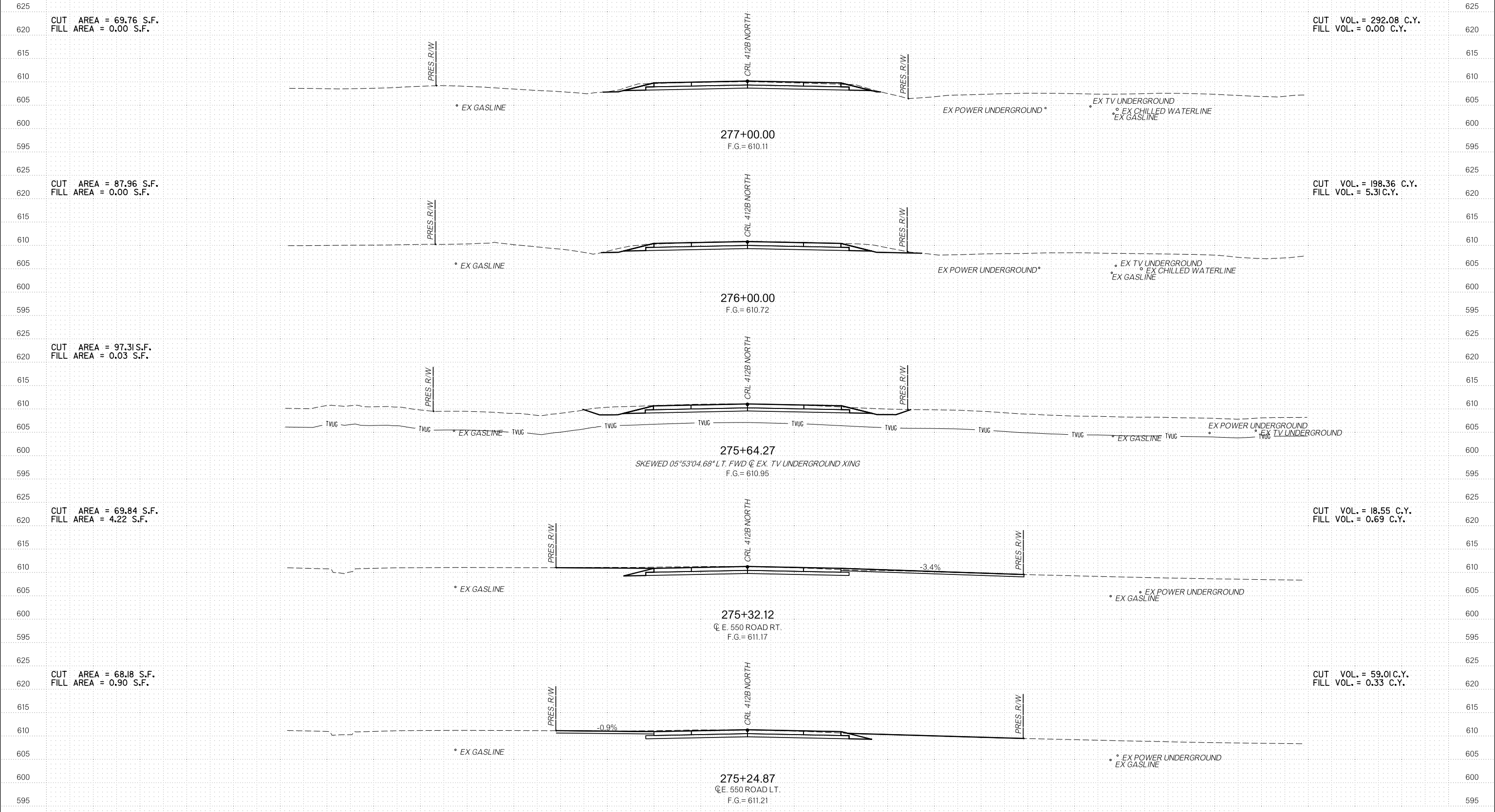
# R/W UTILITY MEETING

DECEMBER 2022









CUT AREA = 69.76 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 292.08 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 87.96 S.F.  
 FILL AREA = 0.00 S.F.

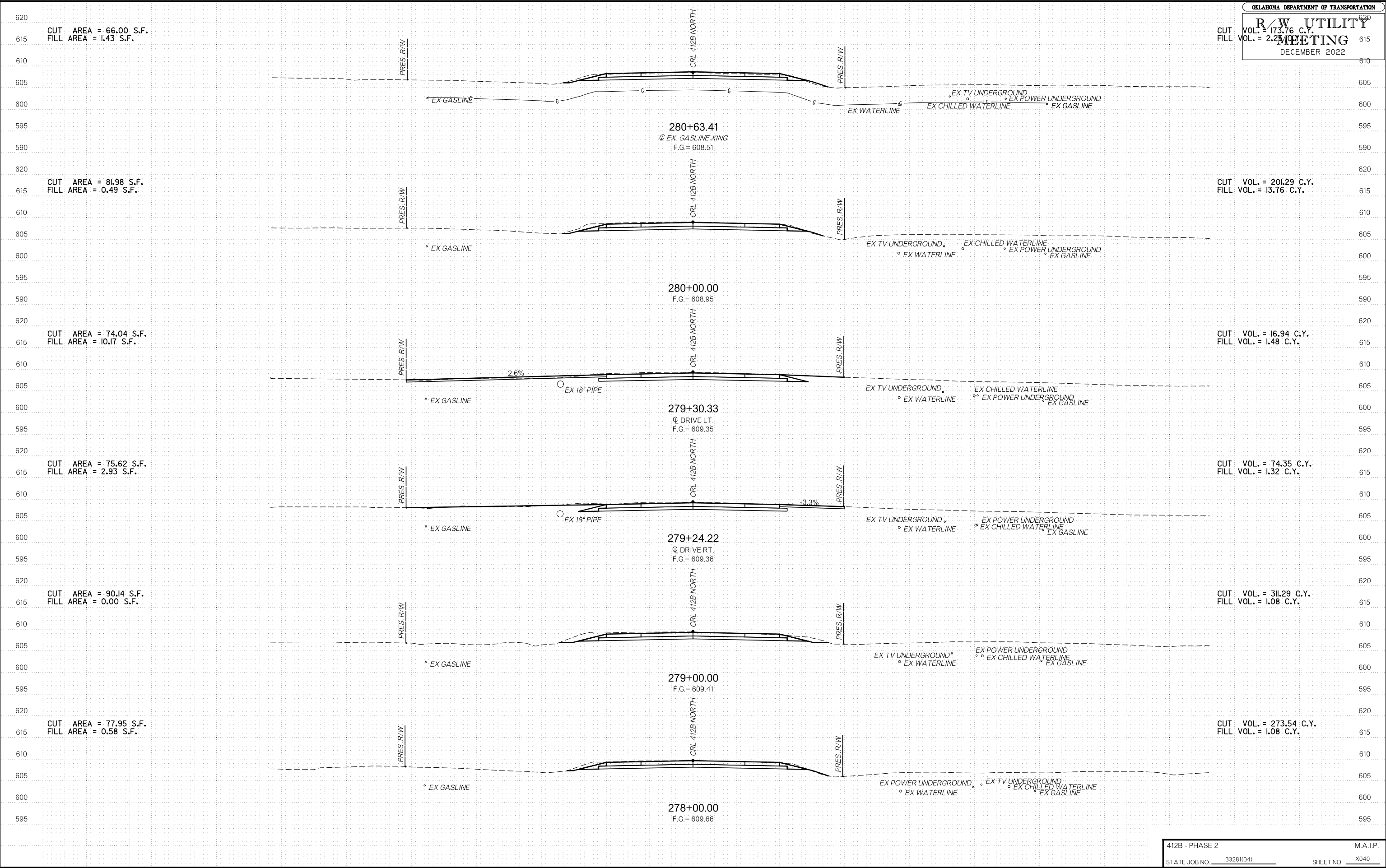
CUT VOL. = 198.36 C.Y.  
 FILL VOL. = 5.31 C.Y.

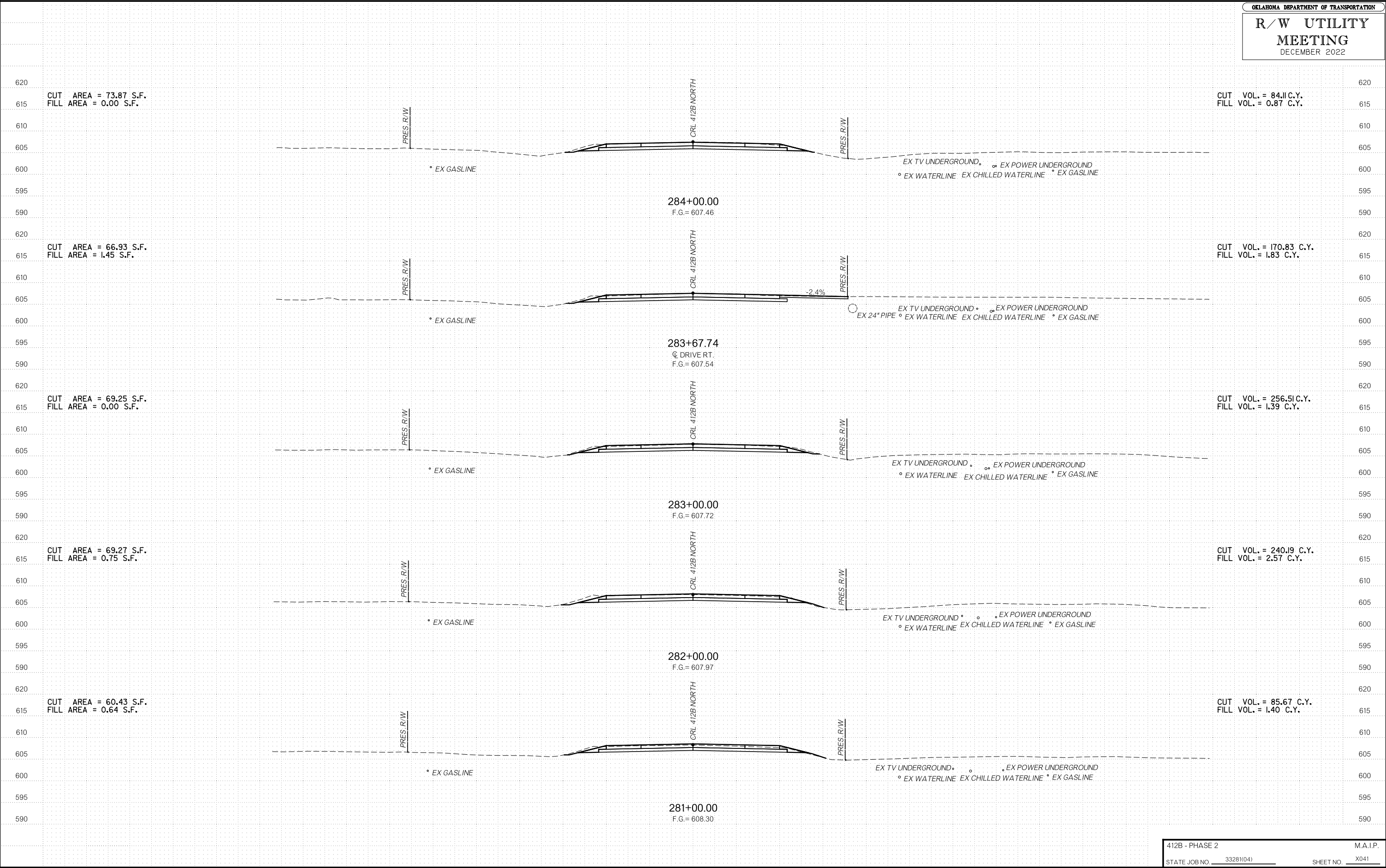
CUT AREA = 97.31 S.F.  
 FILL AREA = 0.03 S.F.

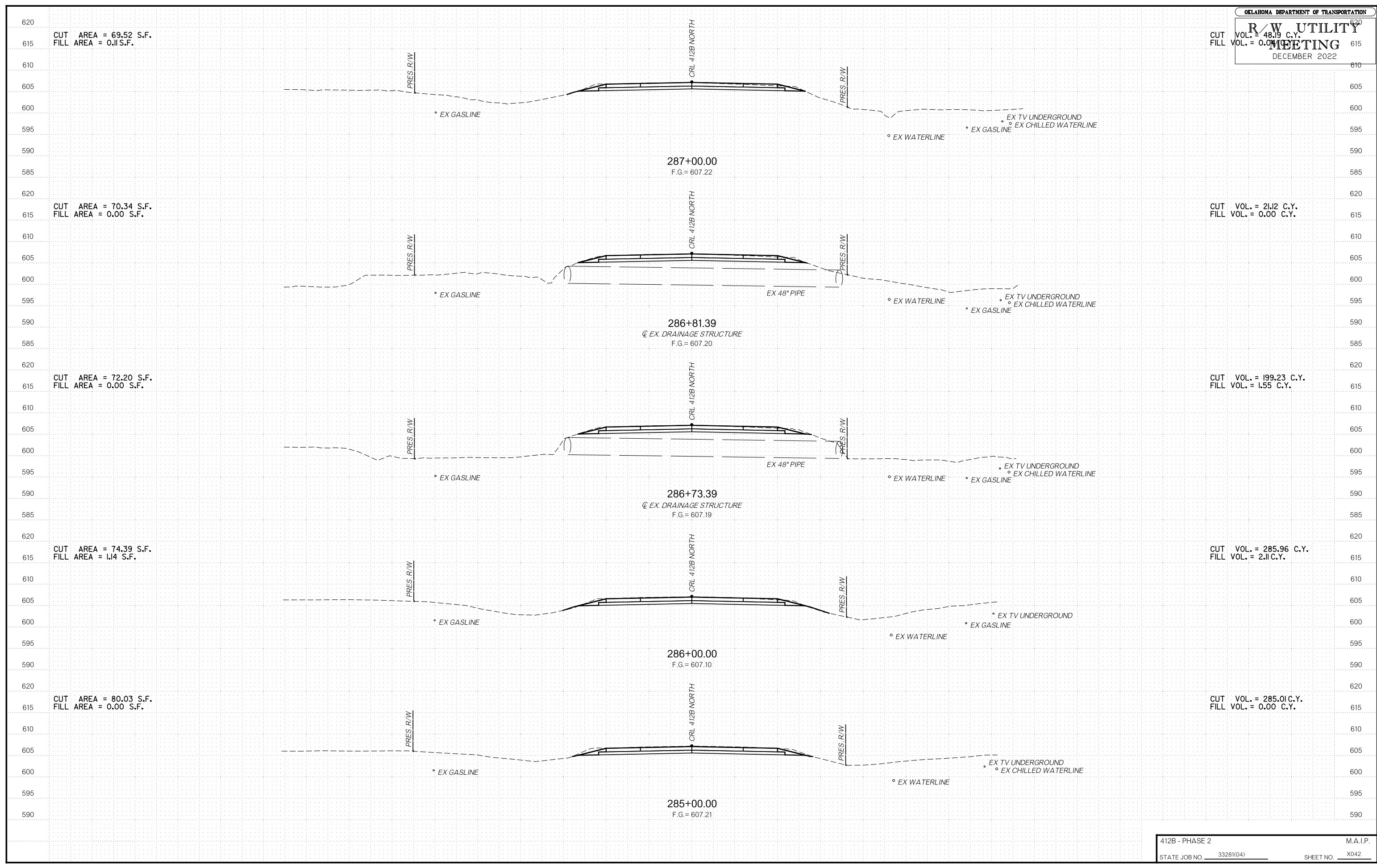
CUT VOL. = 18.55 C.Y.  
 FILL VOL. = 0.69 C.Y.

CUT AREA = 68.18 S.F.  
 FILL AREA = 0.90 S.F.

CUT VOL. = 59.01 C.Y.  
 FILL VOL. = 0.33 C.Y.







CUT AREA = 69.52 S.F.  
 FILL AREA = 0.11 S.F.

CUT VOL. = 48.19 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 70.34 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 21.12 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 72.20 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 199.23 C.Y.  
 FILL VOL. = 1.55 C.Y.

CUT AREA = 74.39 S.F.  
 FILL AREA = 1.14 S.F.

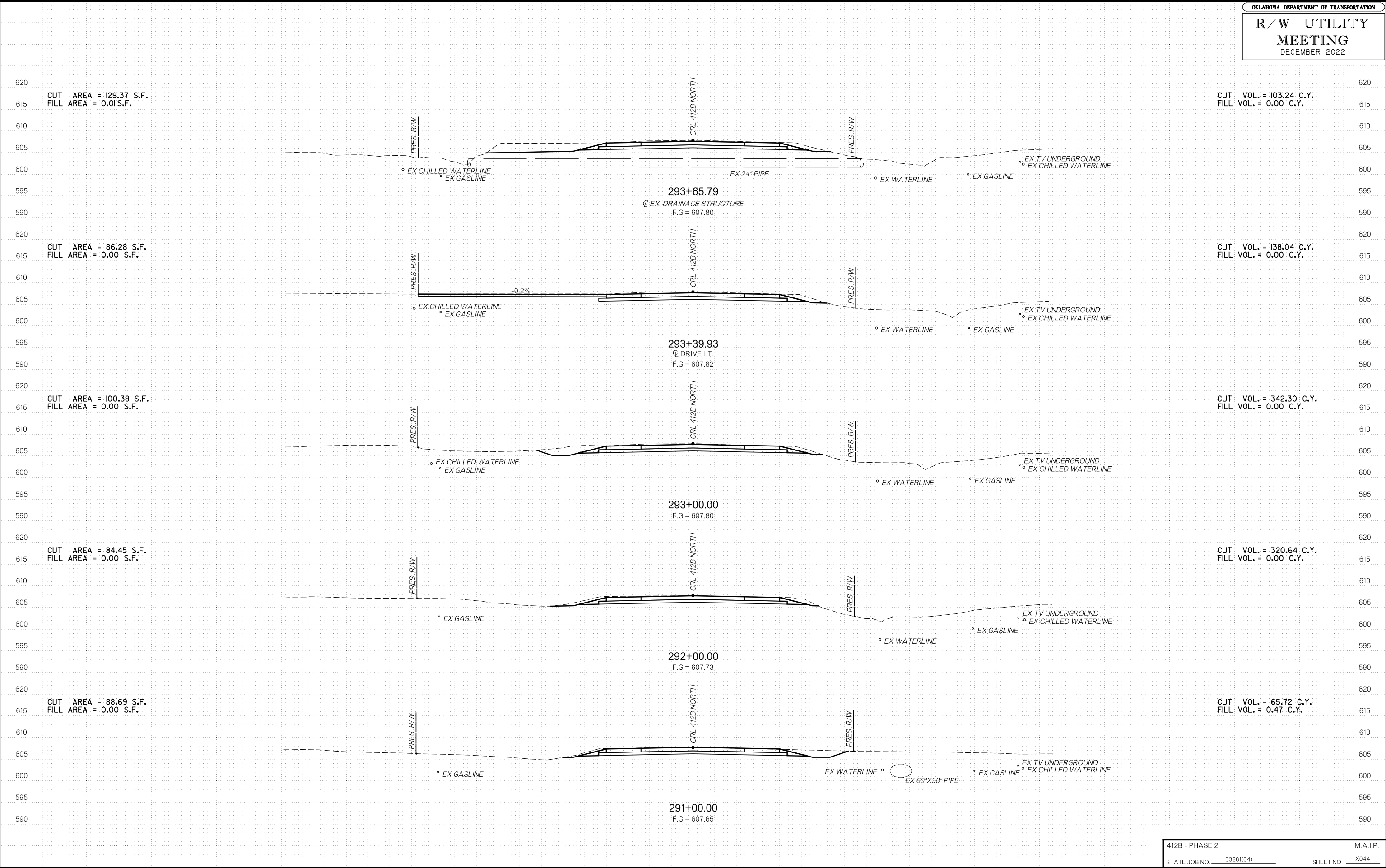
CUT VOL. = 285.96 C.Y.  
 FILL VOL. = 2.11 C.Y.

CUT AREA = 80.03 S.F.  
 FILL AREA = 0.00 S.F.

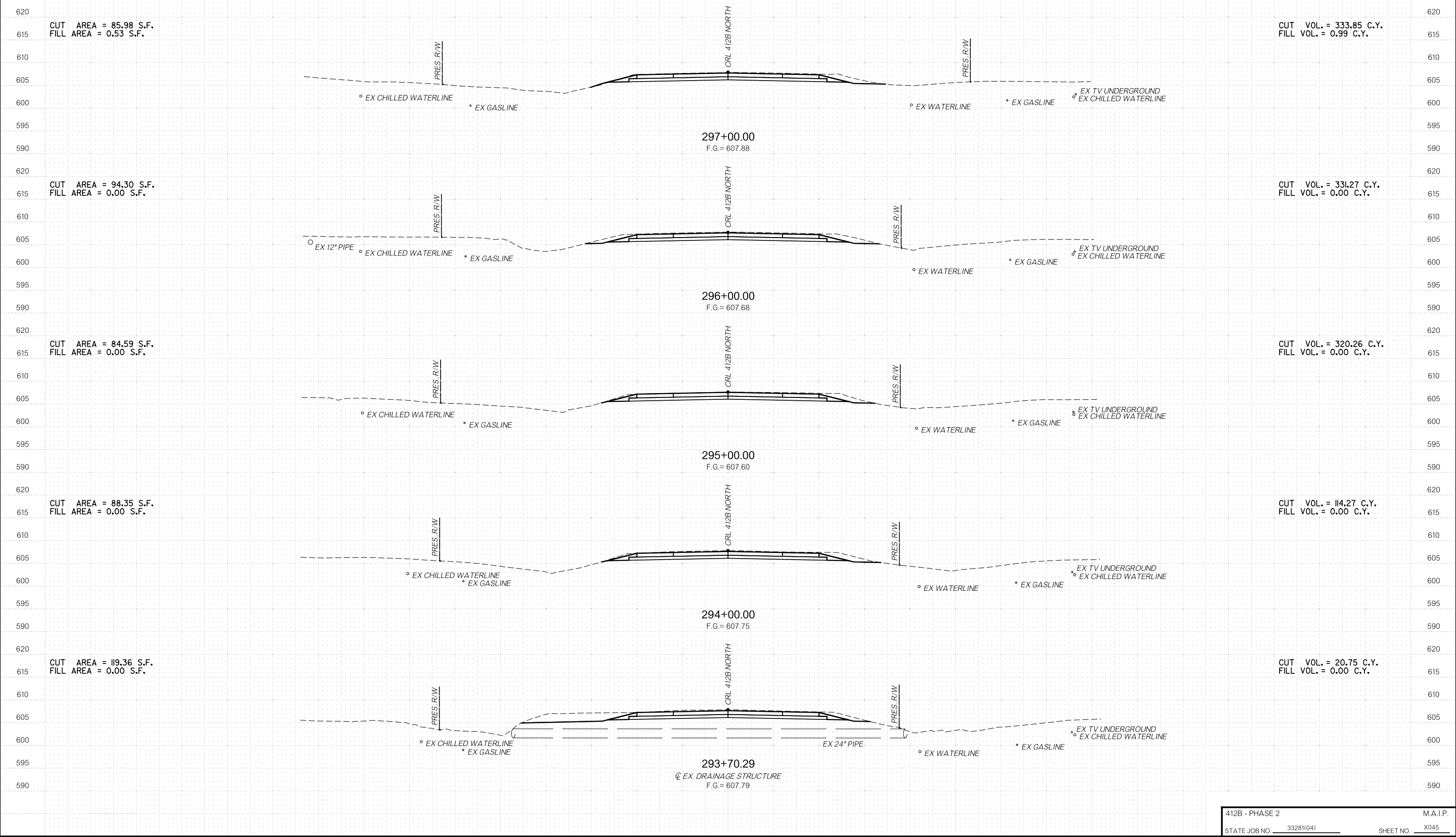
CUT VOL. = 285.01 C.Y.  
 FILL VOL. = 0.00 C.Y.



12/8/2022  
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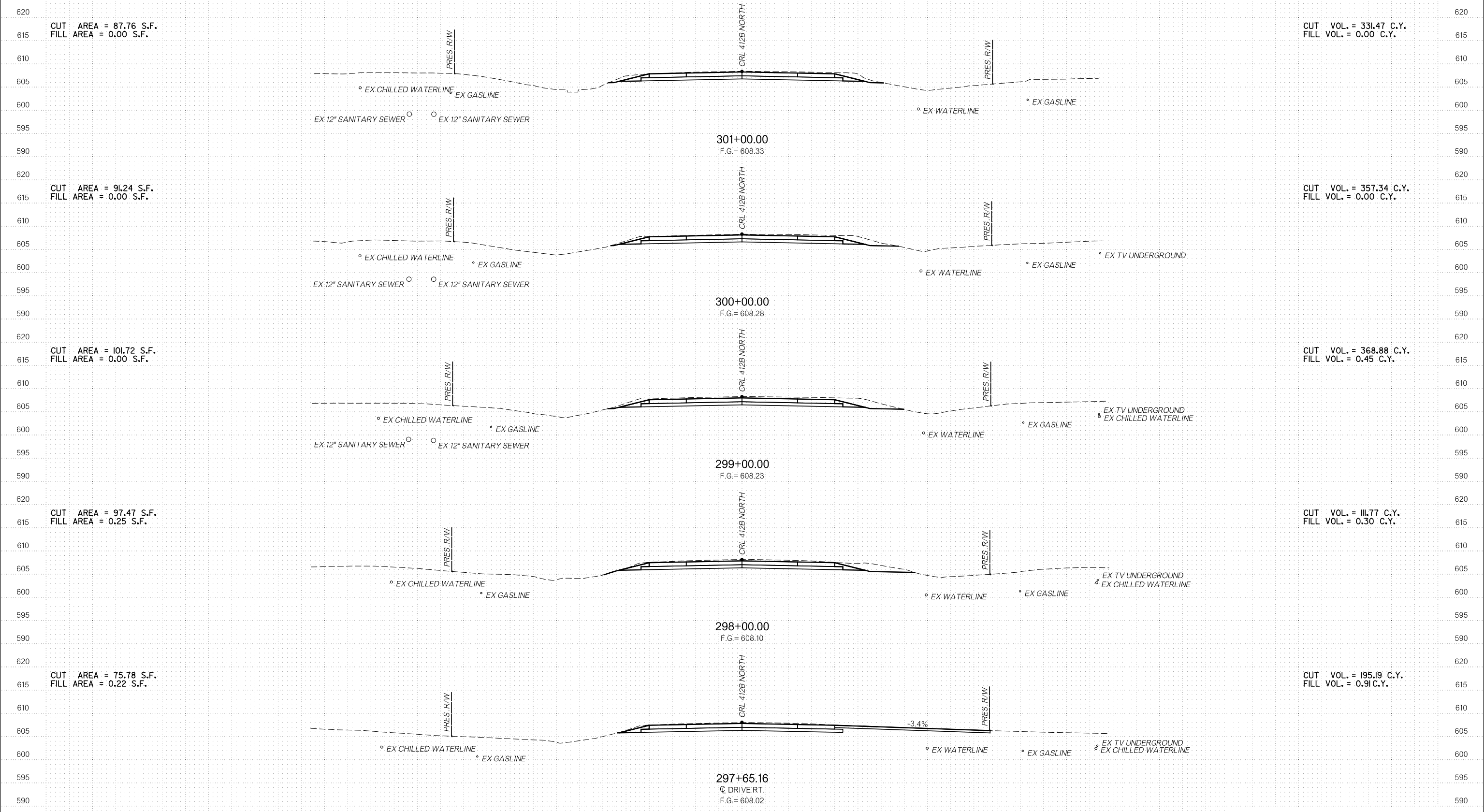


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

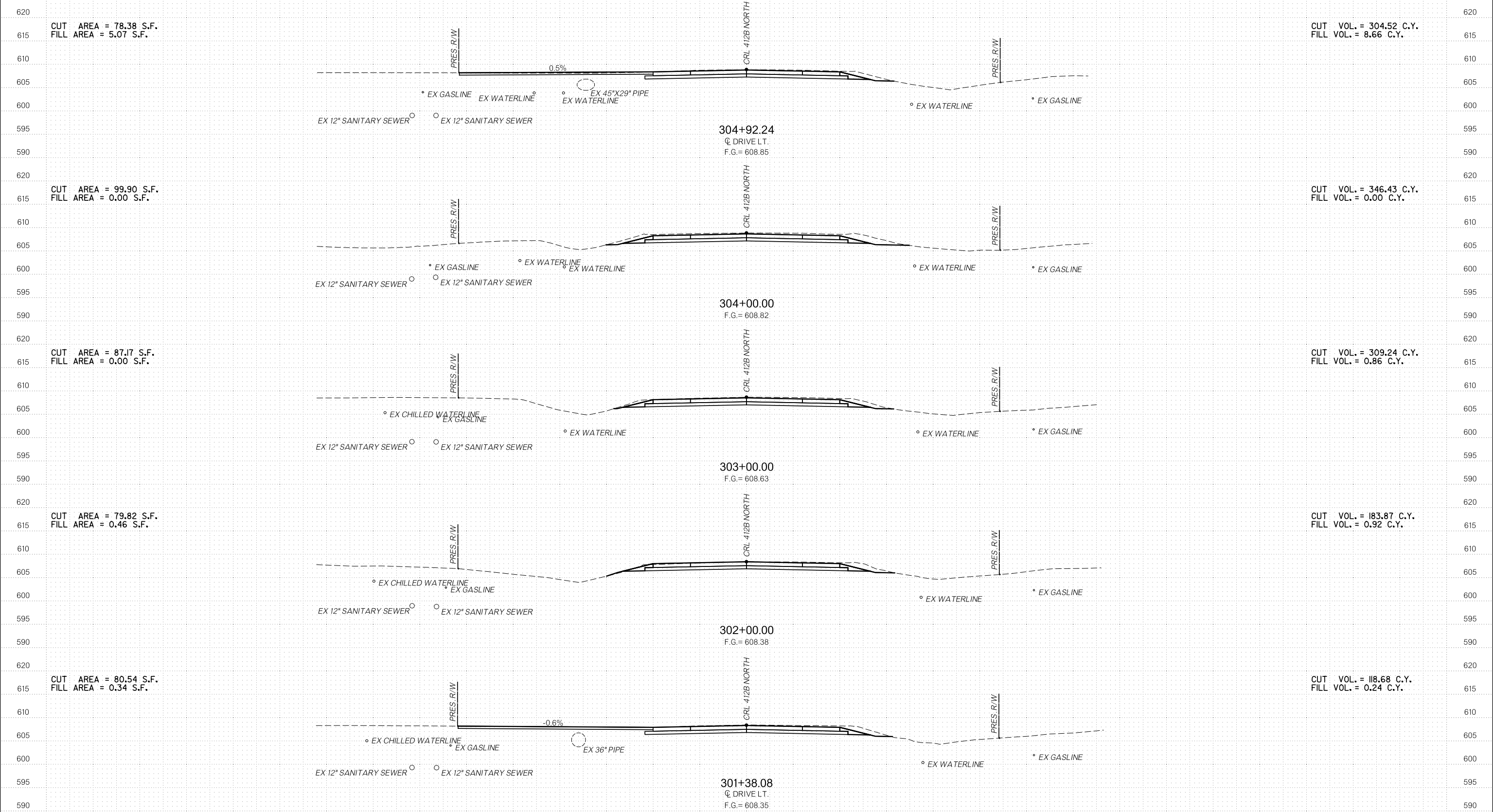


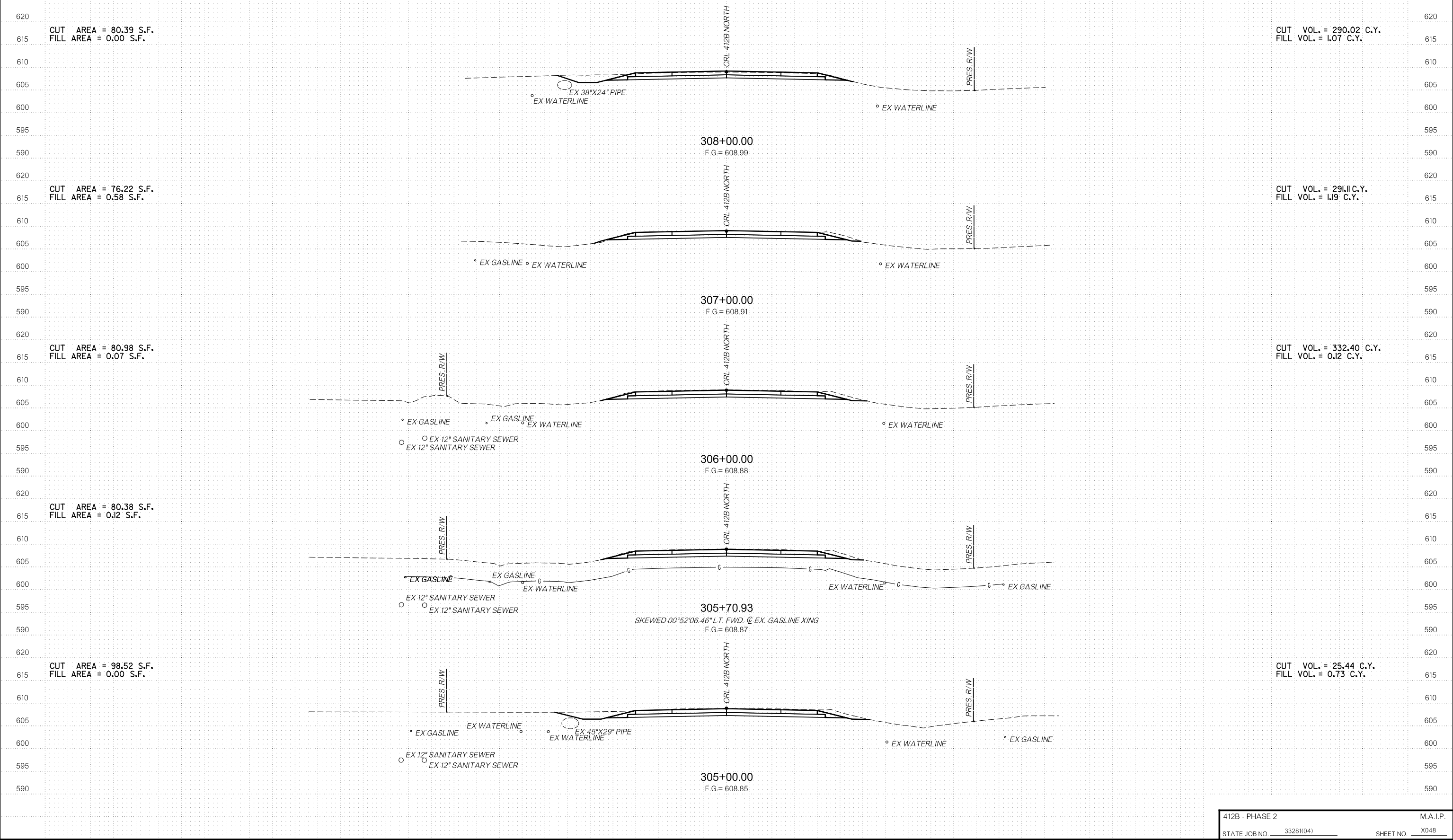


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

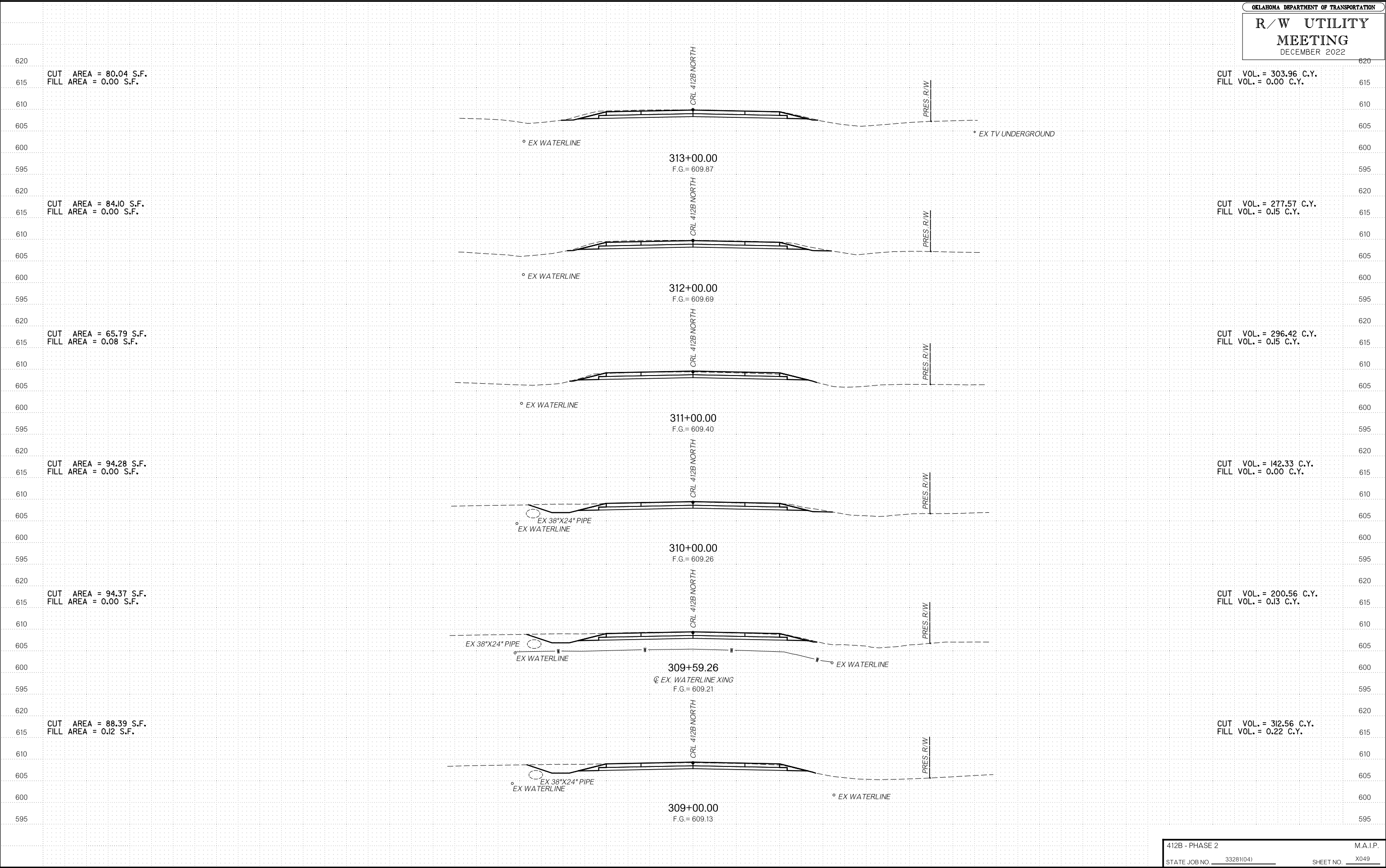


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022





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**R/W UTILITY MEETING**  
 DECEMBER 2022



CUT AREA = 80.04 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 303.96 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 84.10 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 277.57 C.Y.  
 FILL VOL. = 0.15 C.Y.

CUT AREA = 65.79 S.F.  
 FILL AREA = 0.08 S.F.

CUT VOL. = 296.42 C.Y.  
 FILL VOL. = 0.15 C.Y.

CUT AREA = 94.28 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 142.33 C.Y.  
 FILL VOL. = 0.00 C.Y.

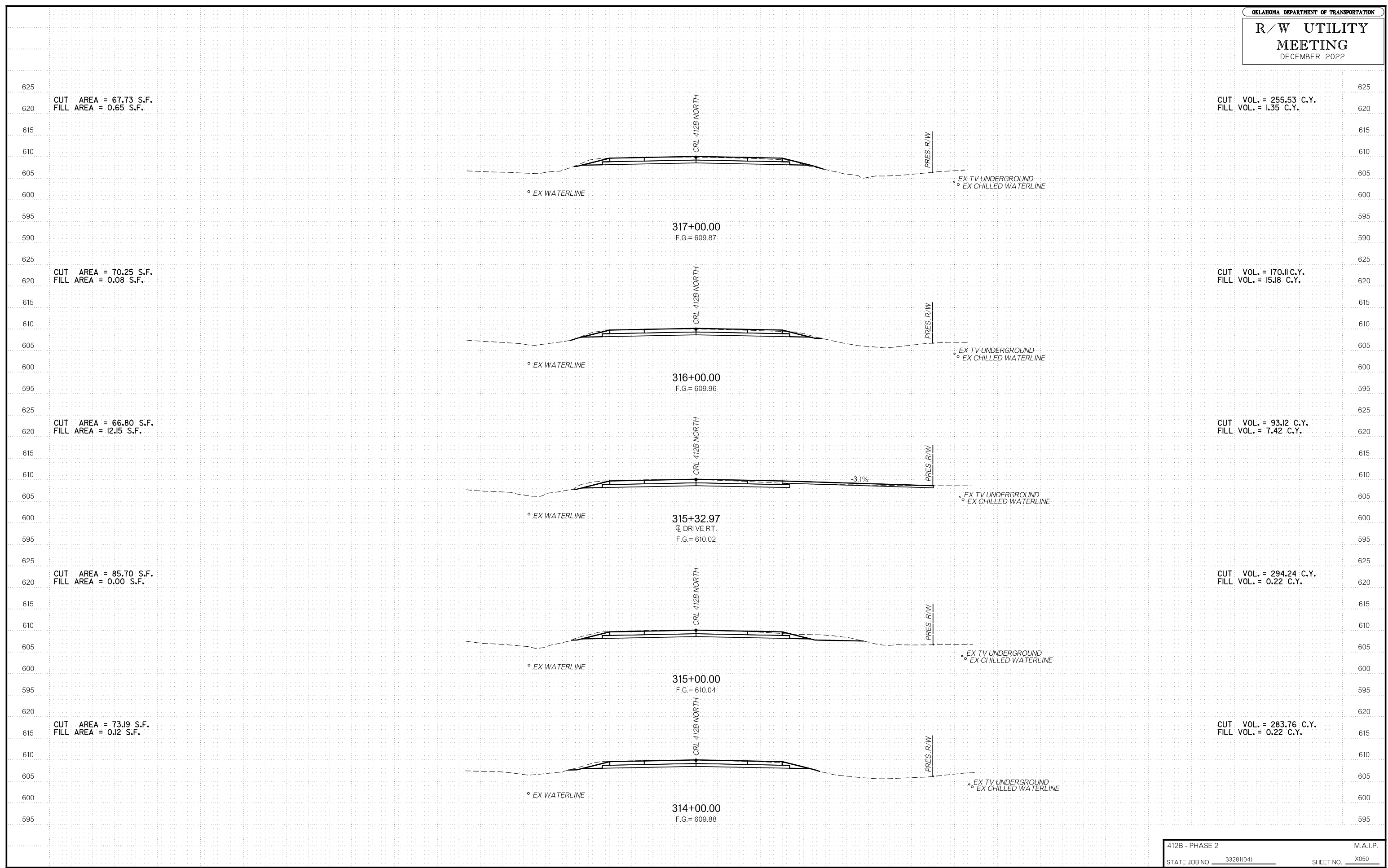
CUT AREA = 94.37 S.F.  
 FILL AREA = 0.00 S.F.

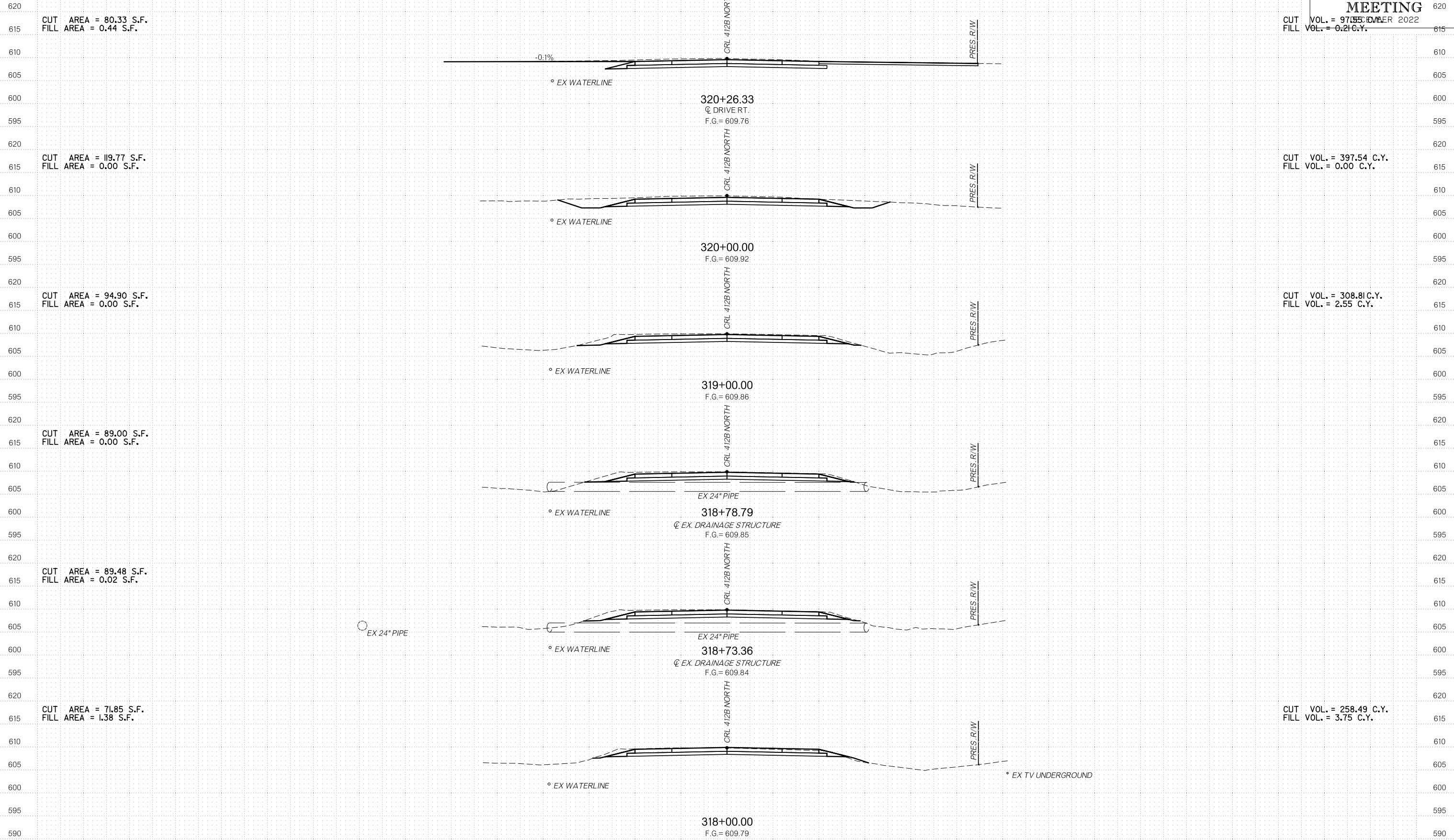
CUT VOL. = 200.56 C.Y.  
 FILL VOL. = 0.13 C.Y.

CUT AREA = 88.39 S.F.  
 FILL AREA = 0.12 S.F.

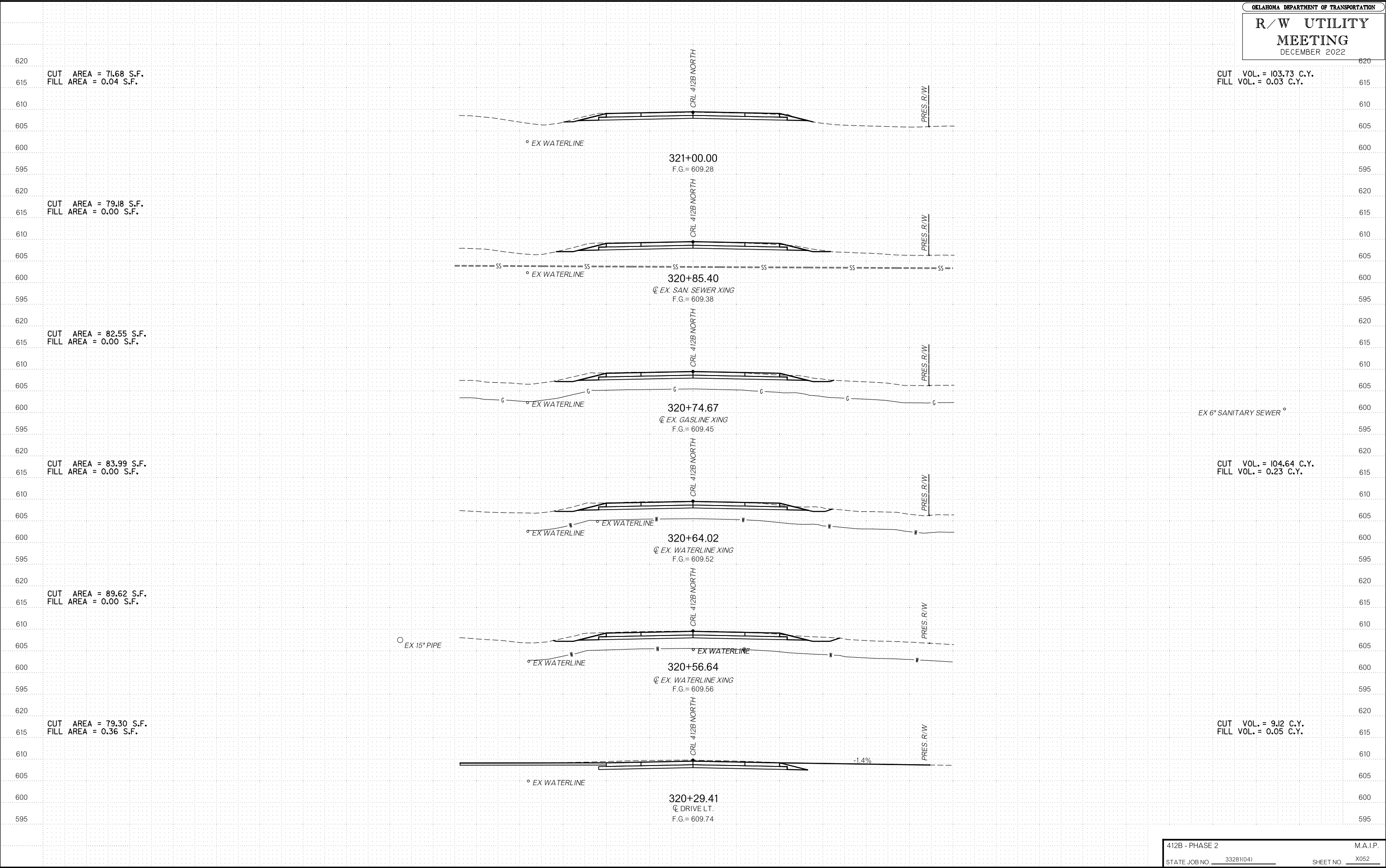
CUT VOL. = 312.56 C.Y.  
 FILL VOL. = 0.22 C.Y.

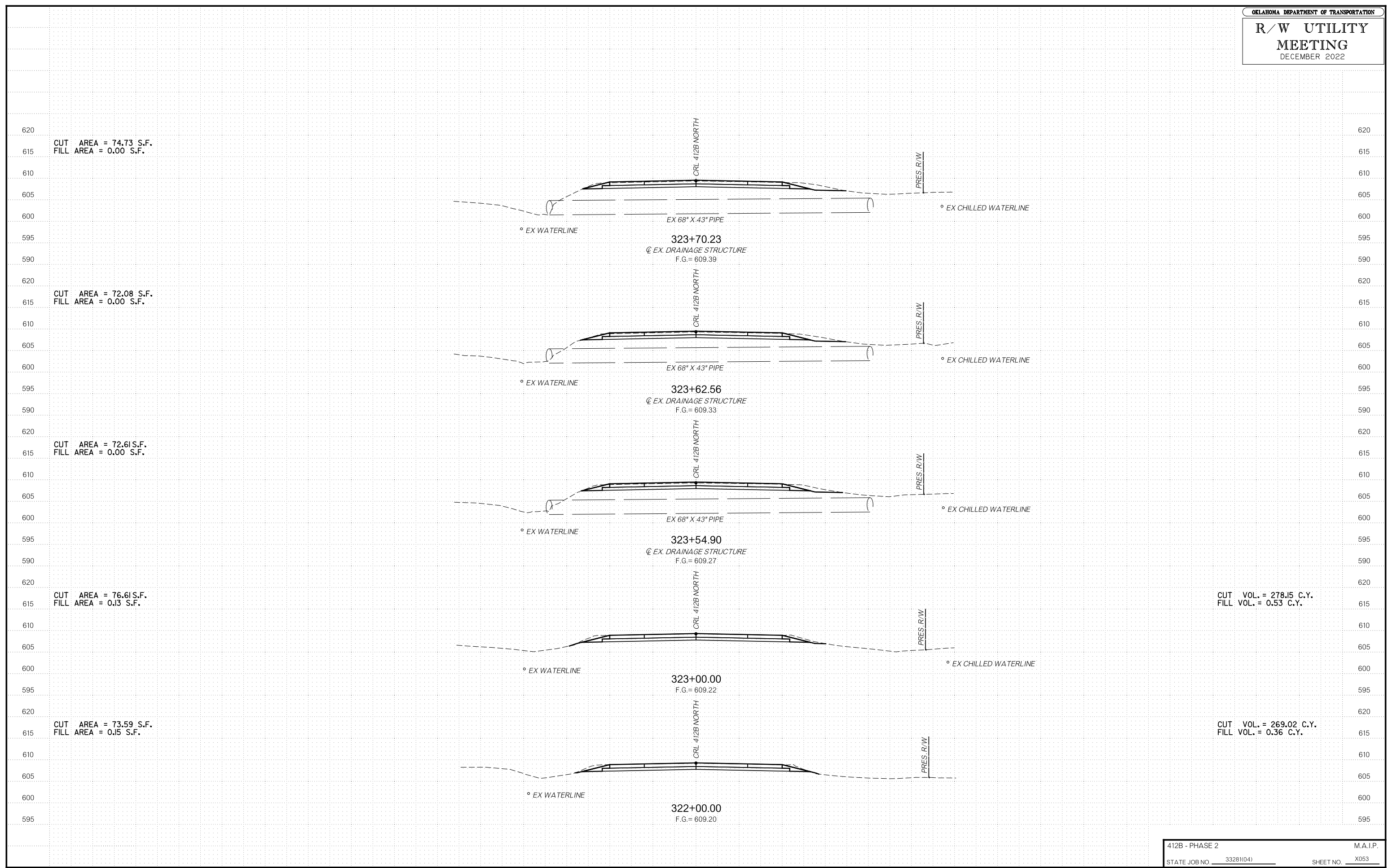
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022





OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022





CUT AREA = 74.73 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 72.08 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 72.61 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 76.61 S.F.  
FILL AREA = 0.13 S.F.

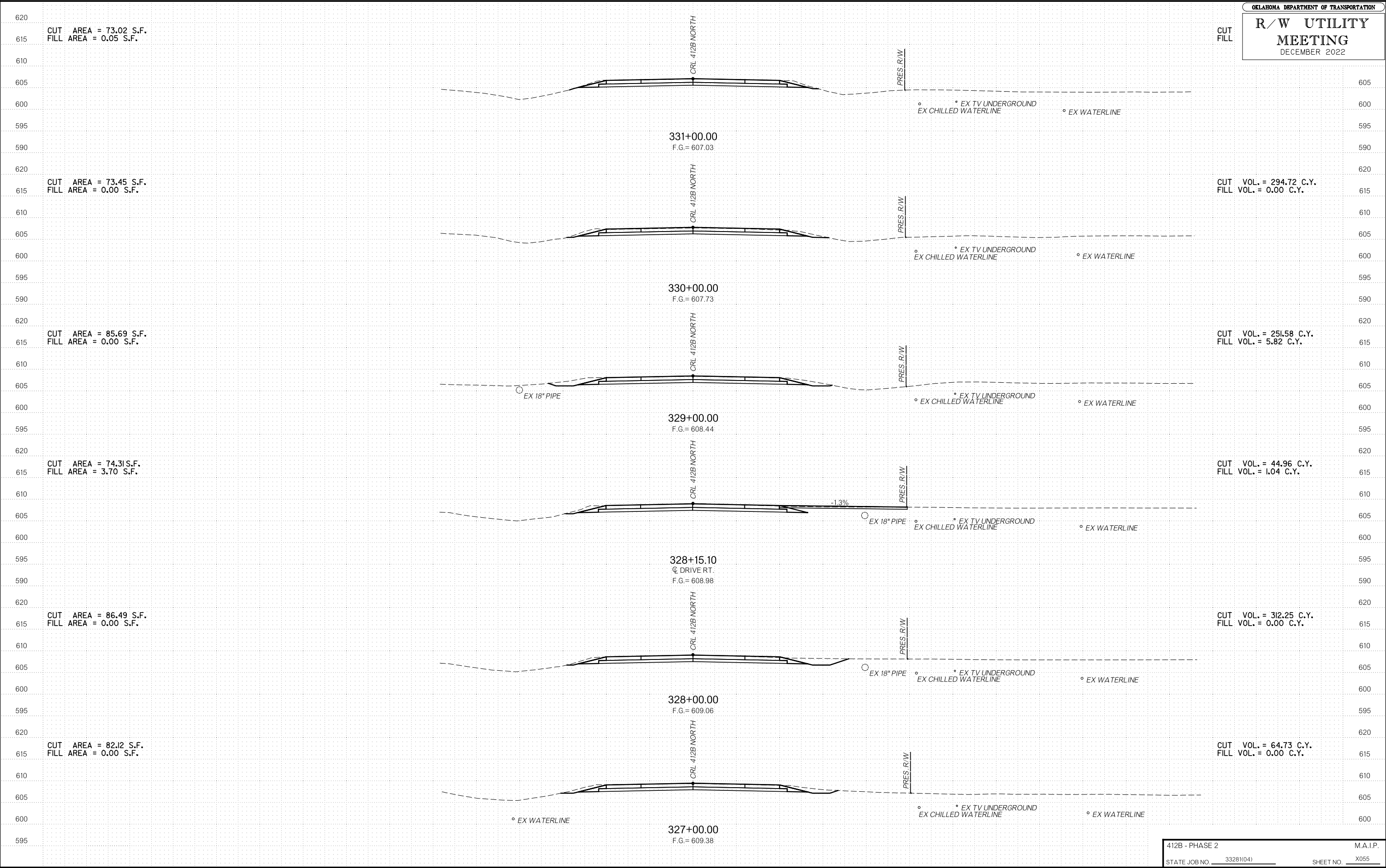
CUT AREA = 73.59 S.F.  
FILL AREA = 0.15 S.F.

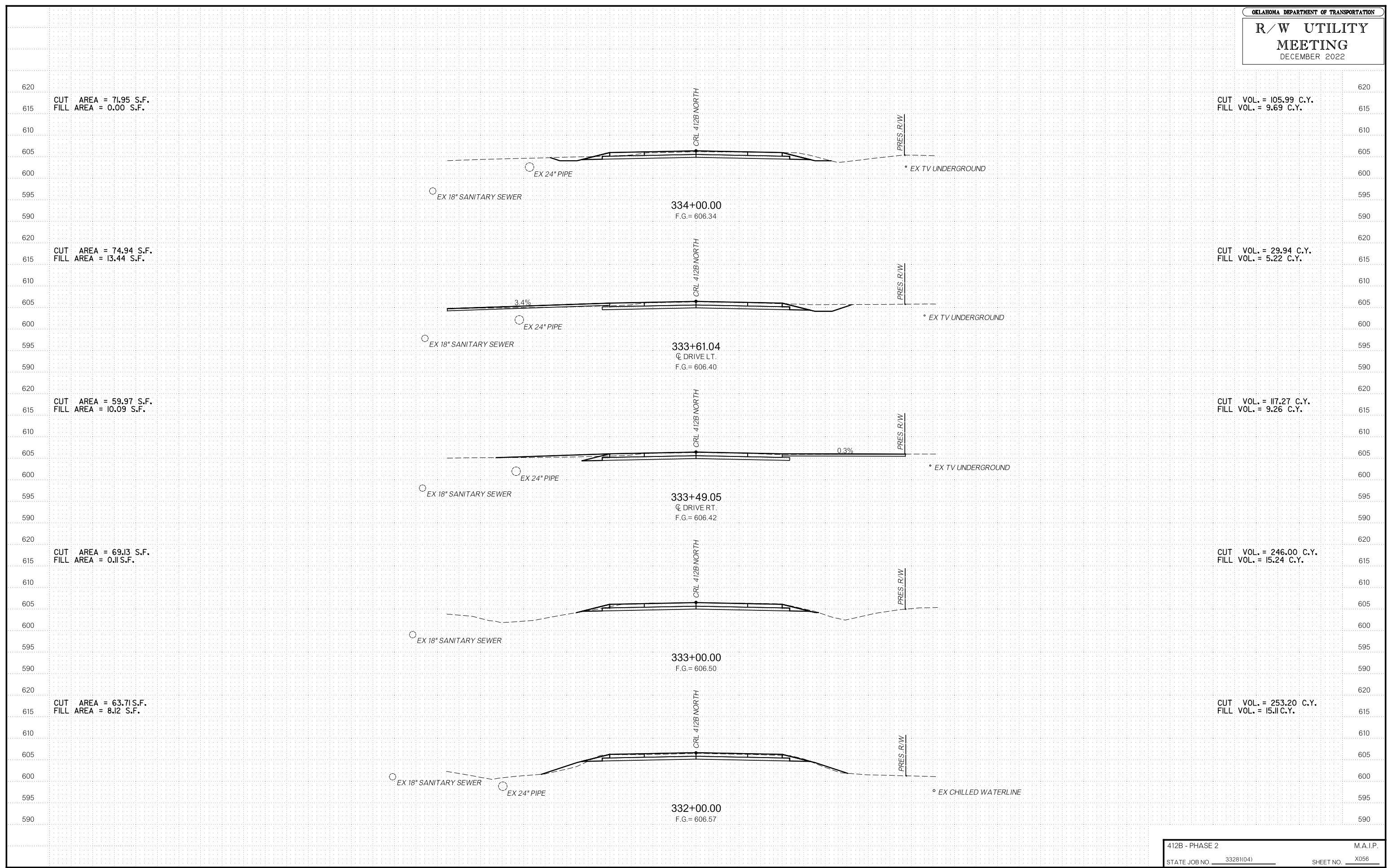
CUT VOL. = 278.15 C.Y.  
FILL VOL. = 0.53 C.Y.

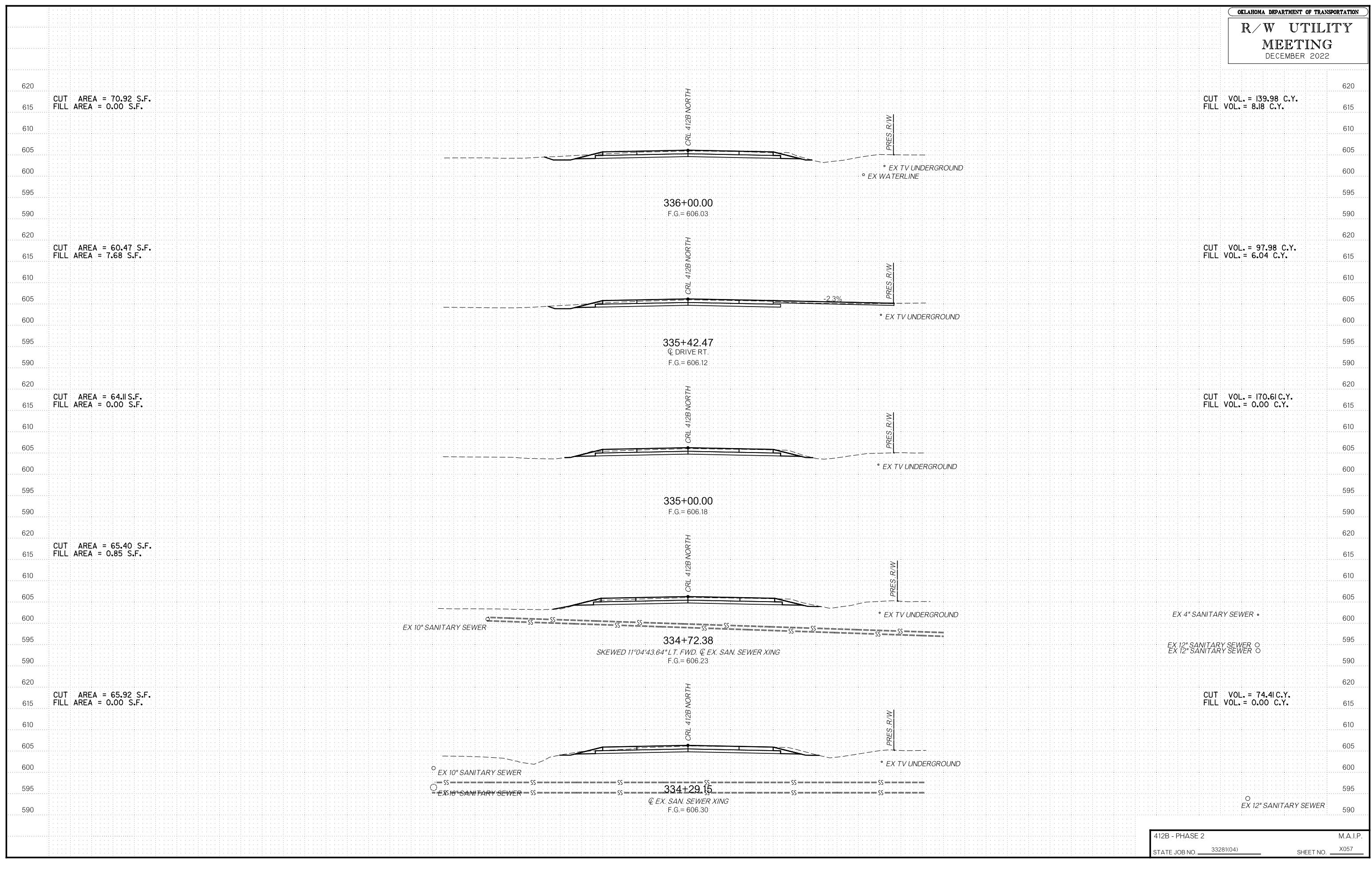
CUT VOL. = 269.02 C.Y.  
FILL VOL. = 0.36 C.Y.







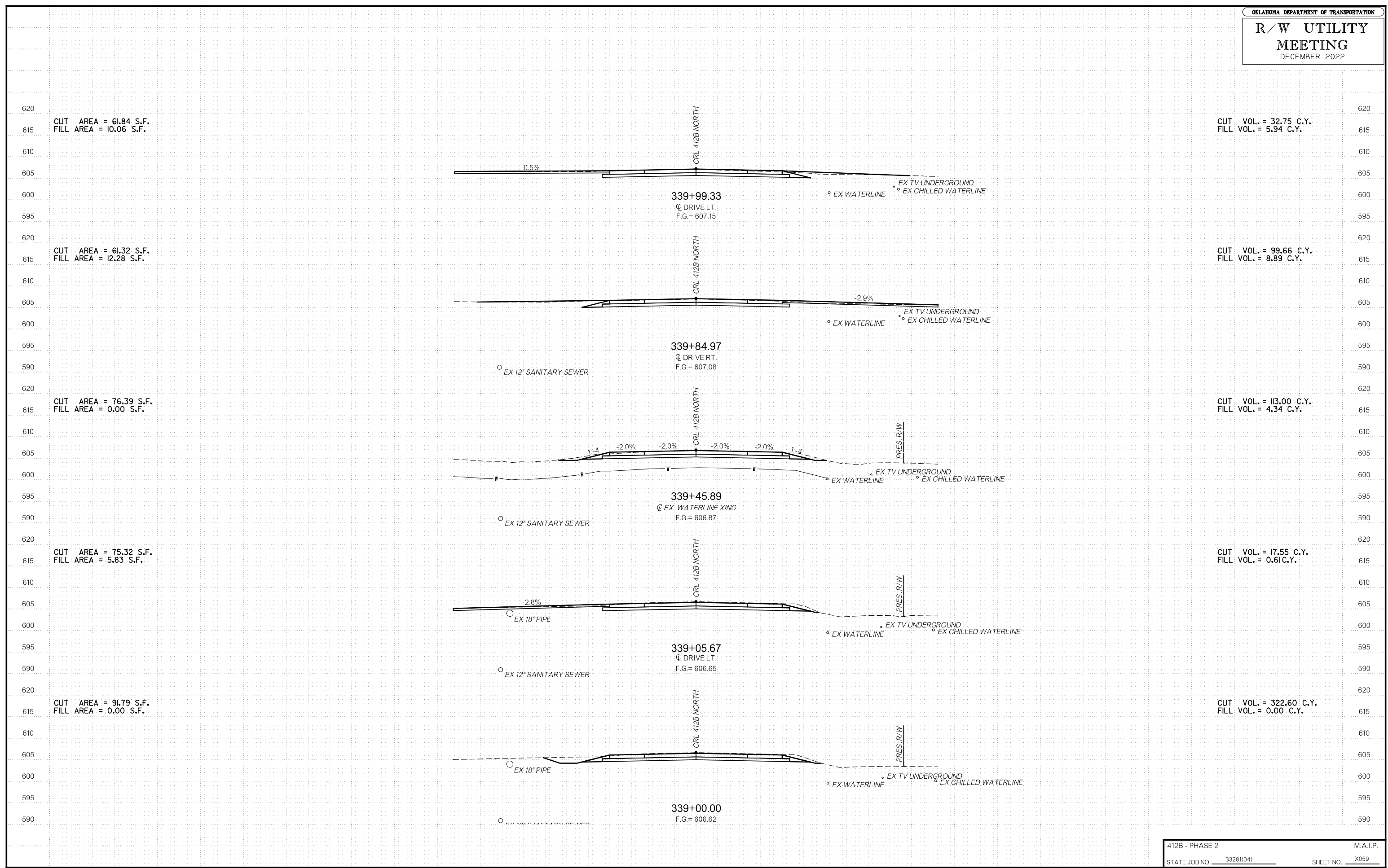


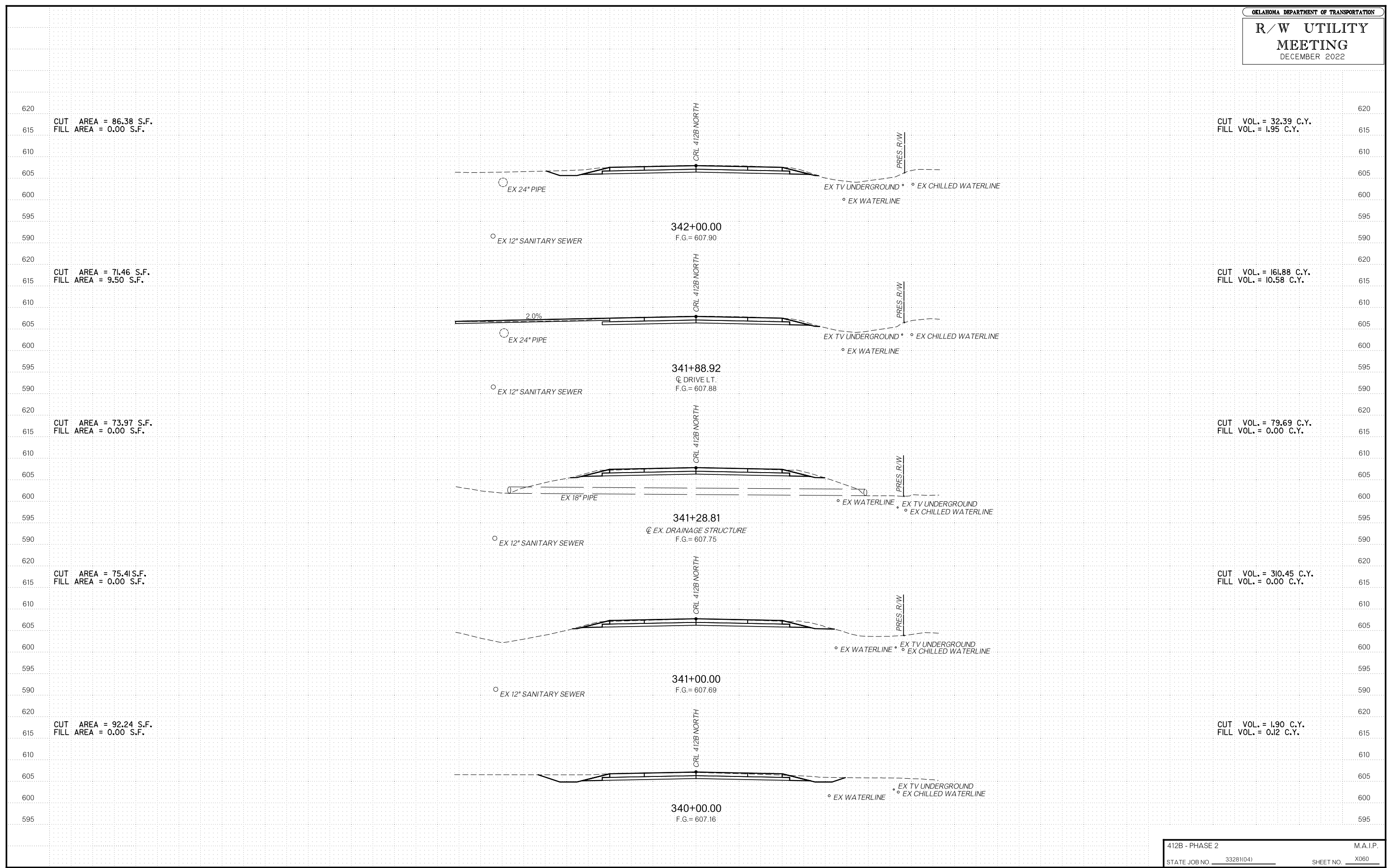


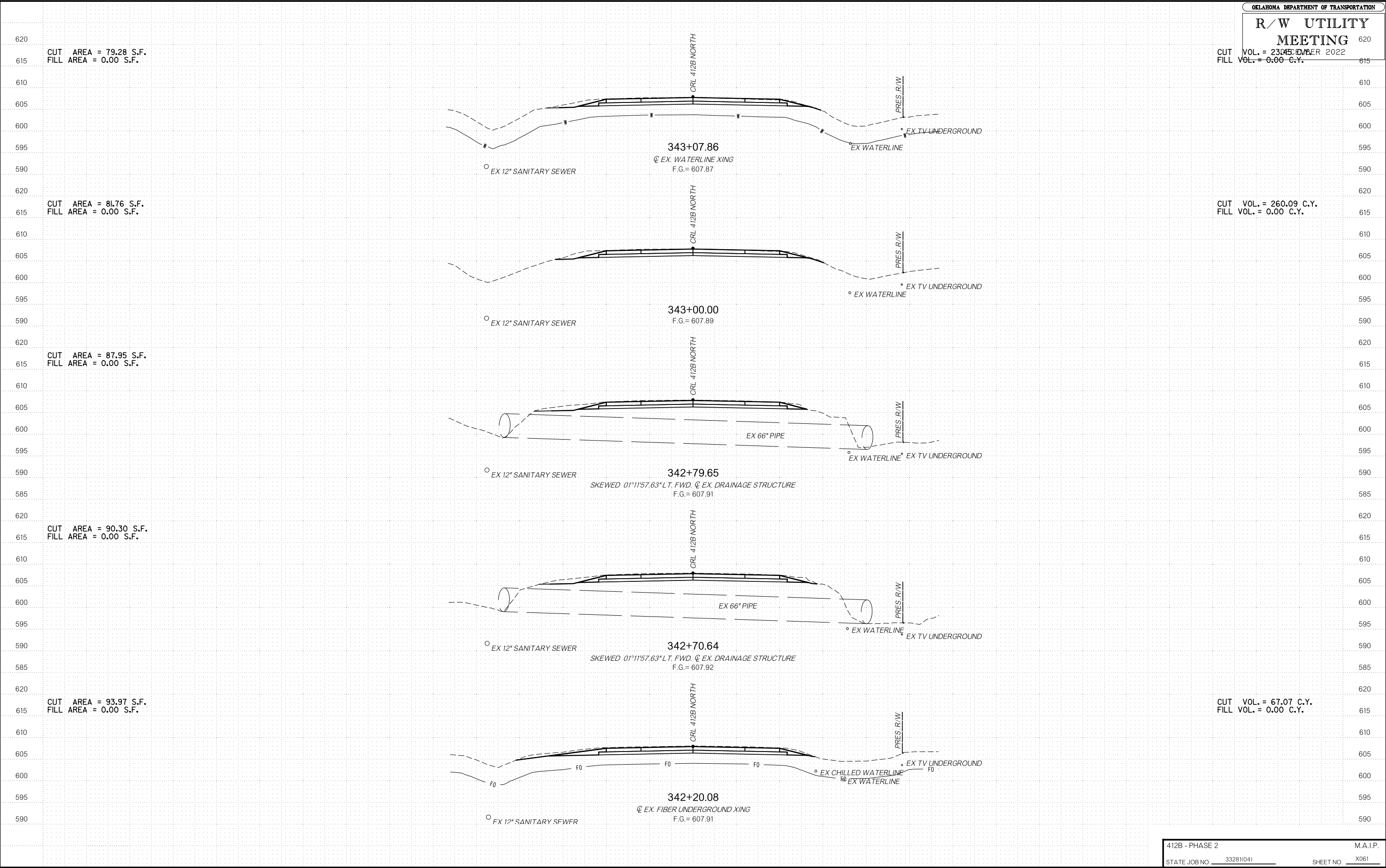


# R/W UTILITY MEETING

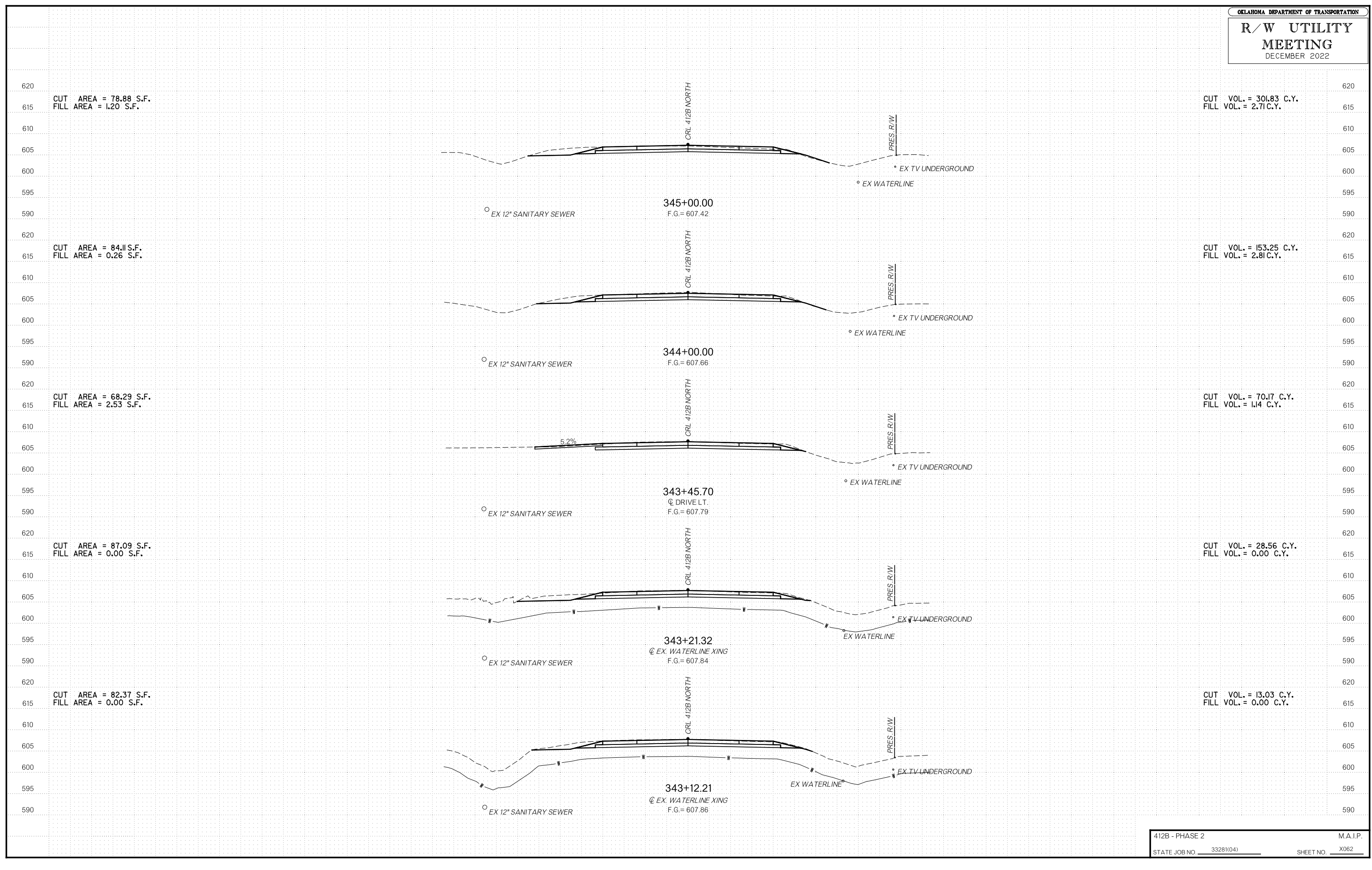
DECEMBER 2022





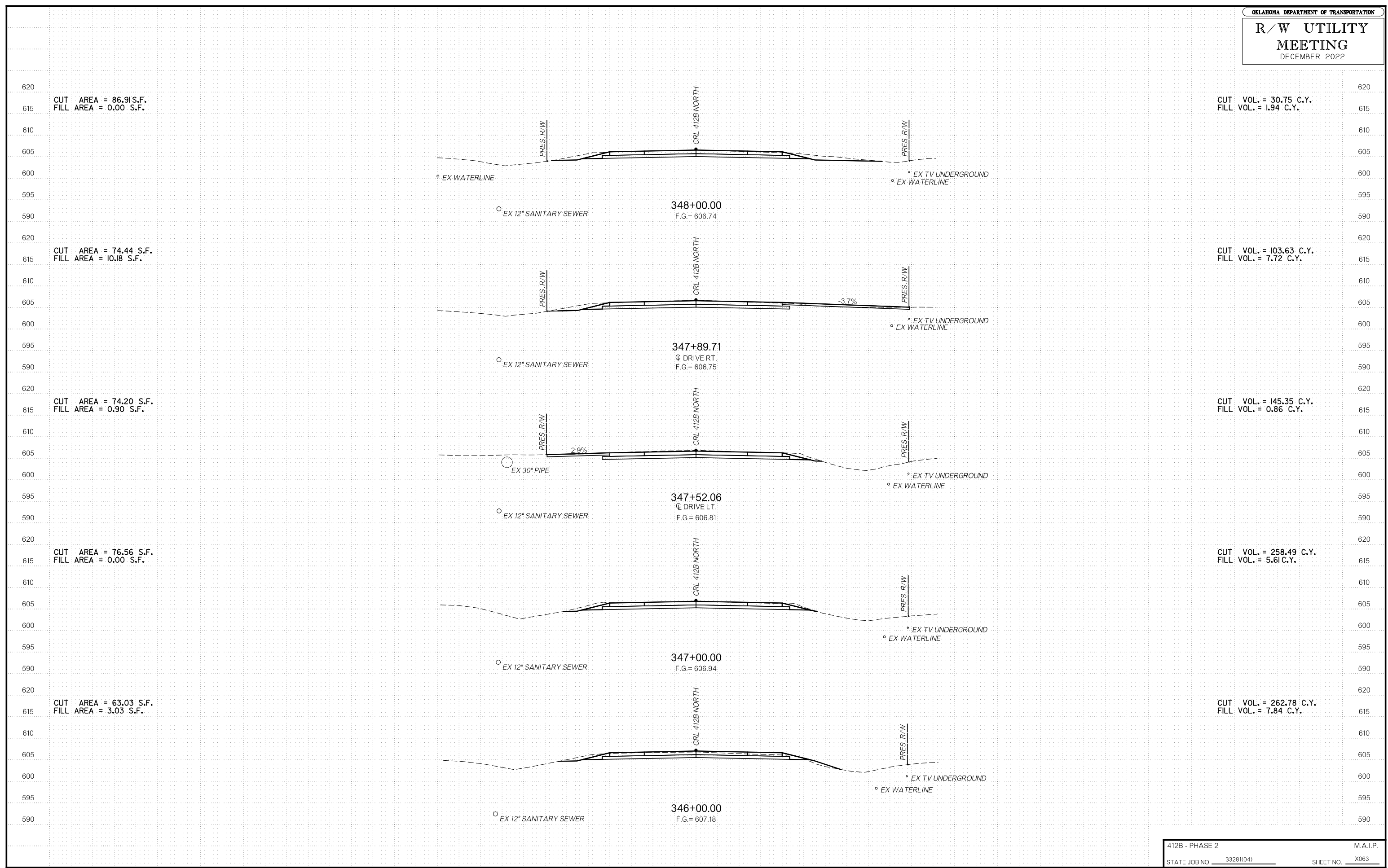


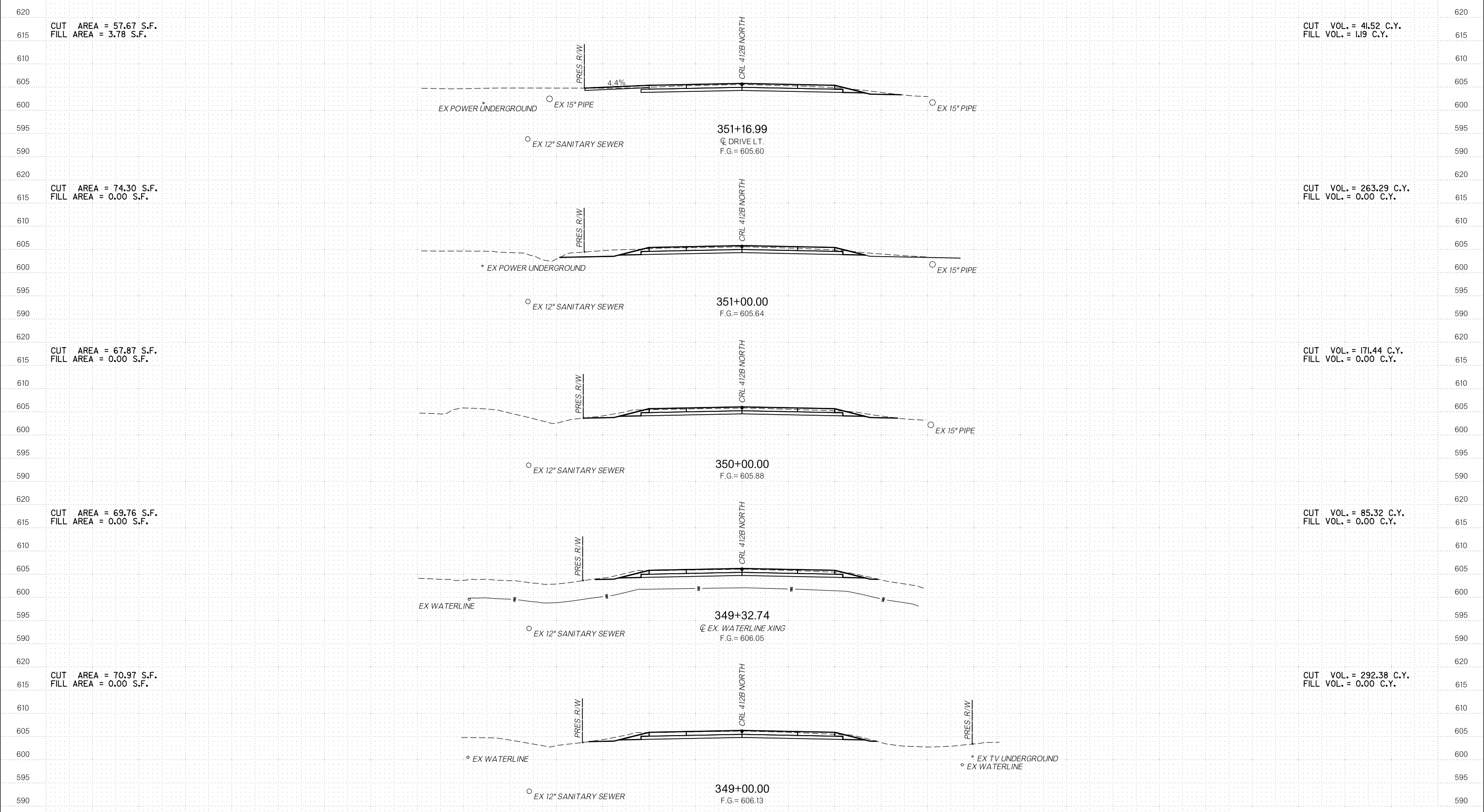


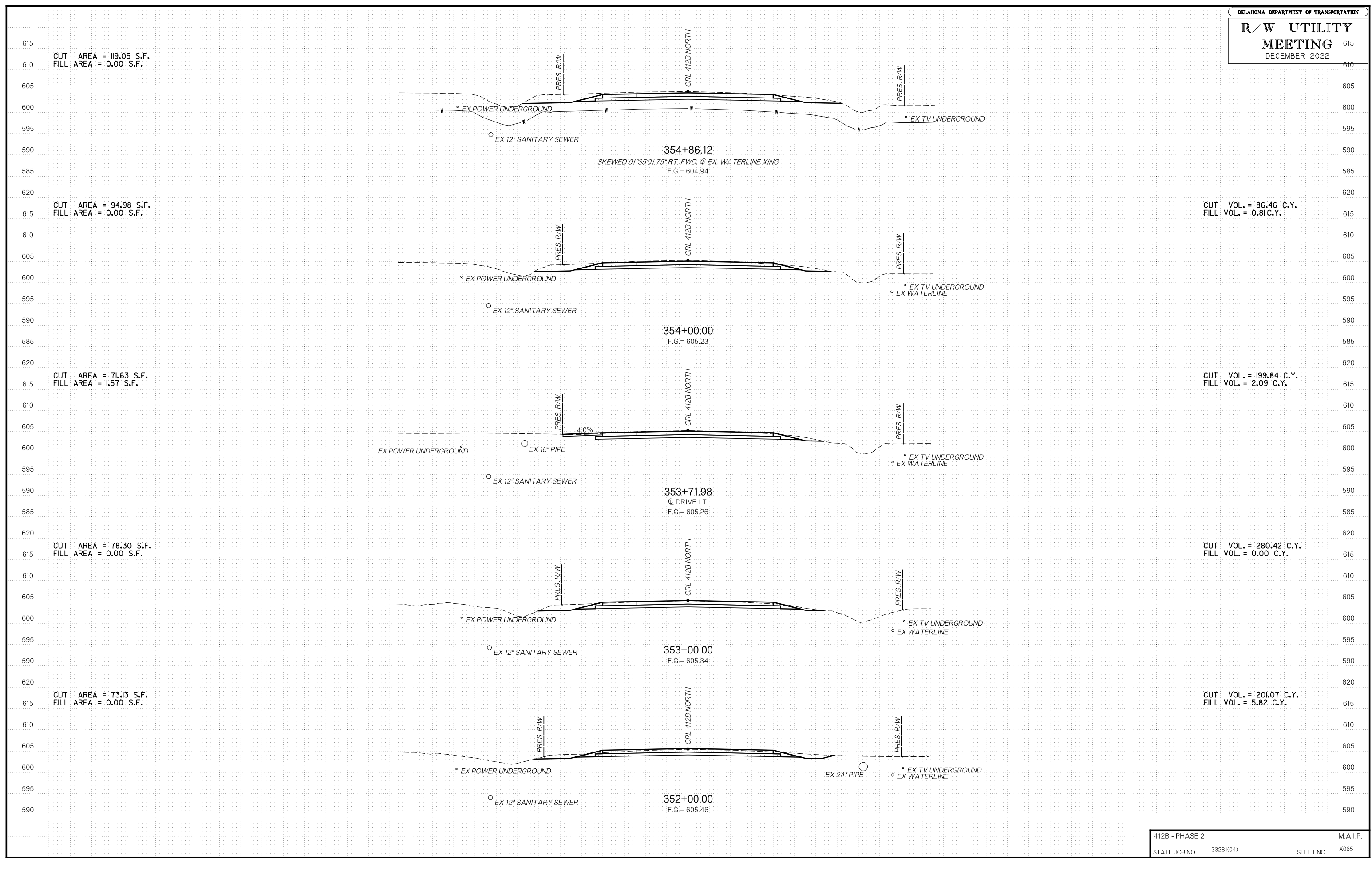


# R/W UTILITY MEETING

DECEMBER 2022

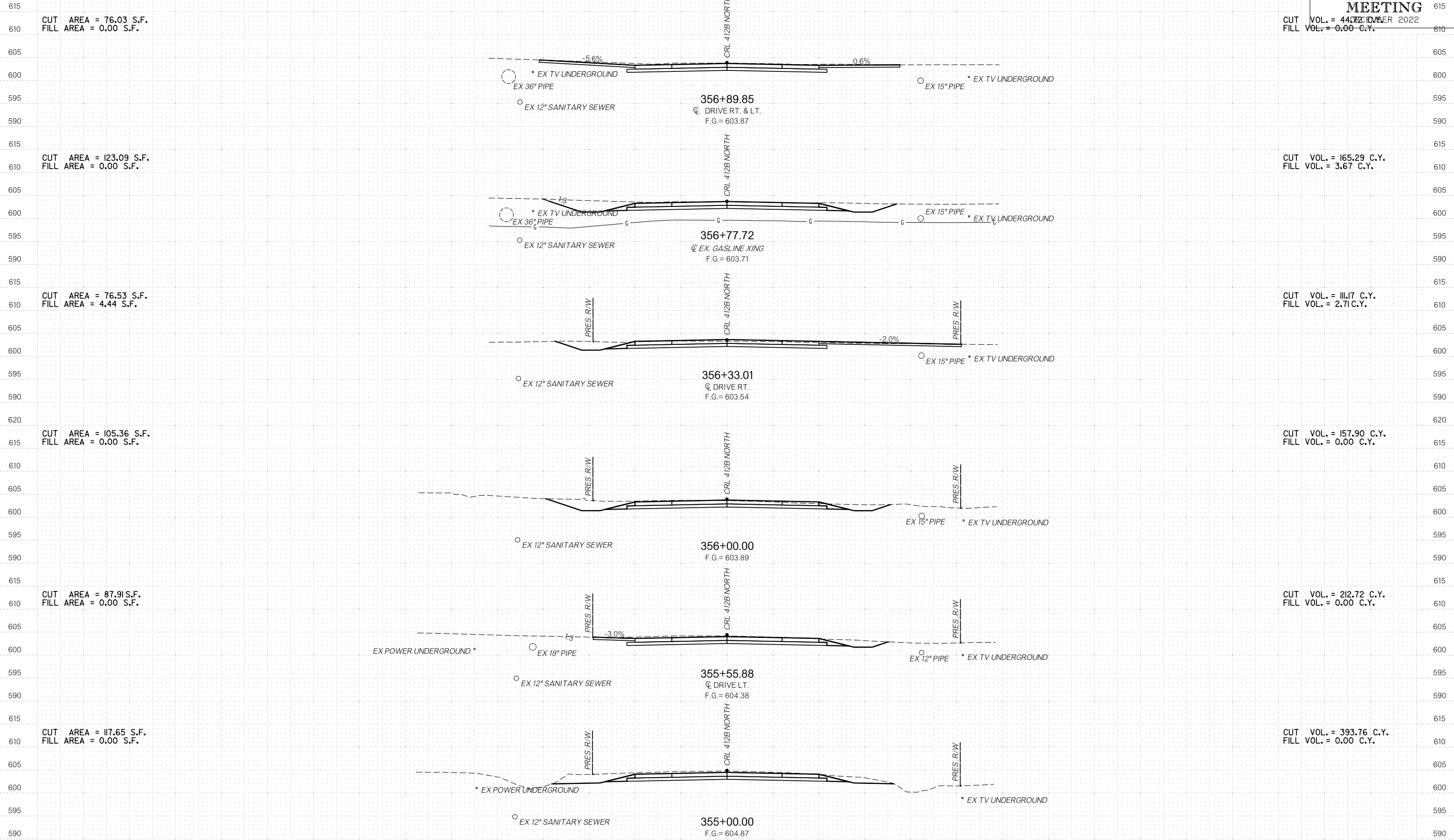






# R/W UTILITY MEETING

CUT VOL. = 4472 C.Y.  
FILL VOL. = 0.00 C.Y.



CUT AREA = 76.03 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 123.09 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 76.53 S.F.  
FILL AREA = 4.44 S.F.

CUT AREA = 105.36 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 87.91 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 117.65 S.F.  
FILL AREA = 0.00 S.F.

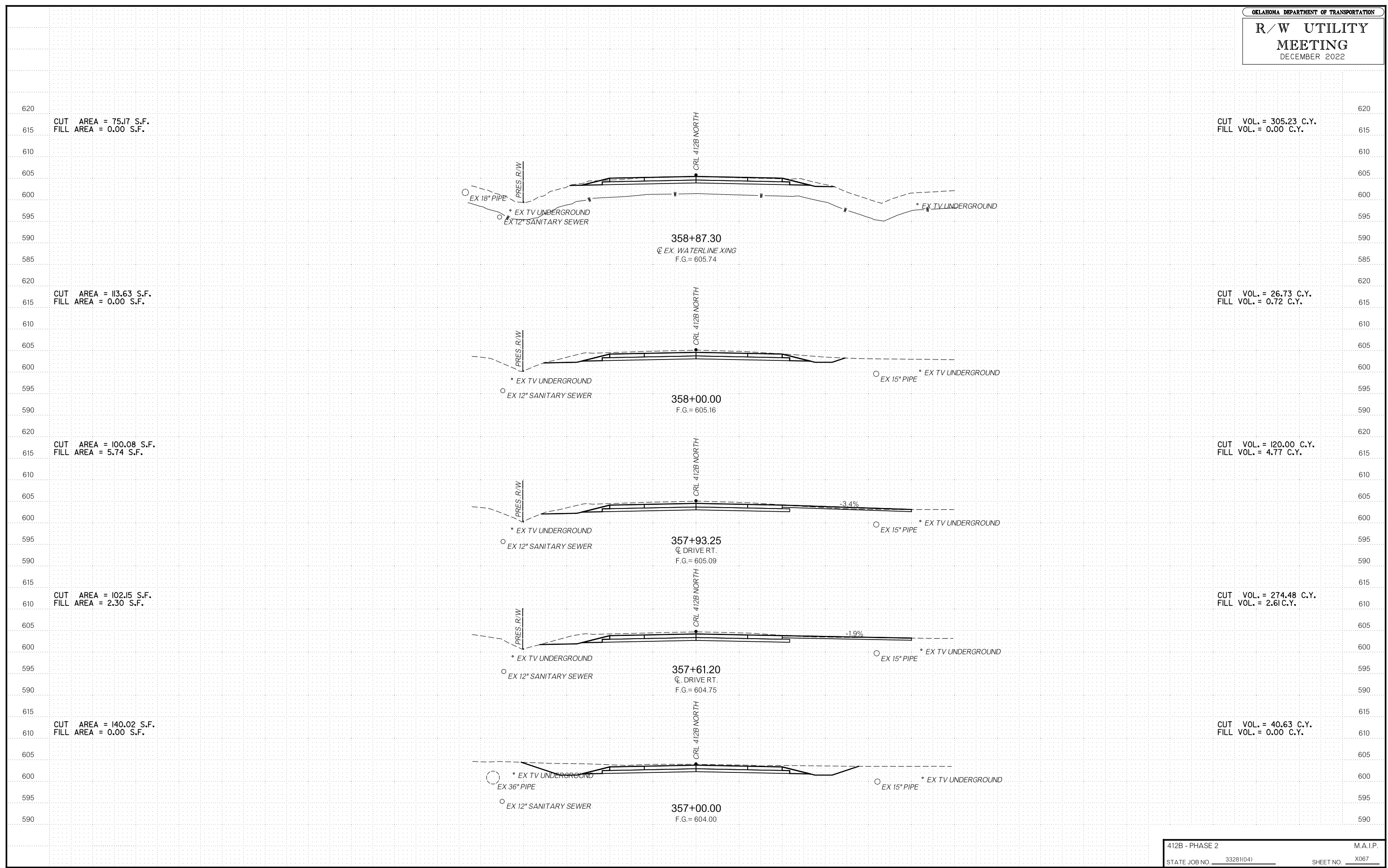
CUT VOL. = 165.29 C.Y.  
FILL VOL. = 3.67 C.Y.

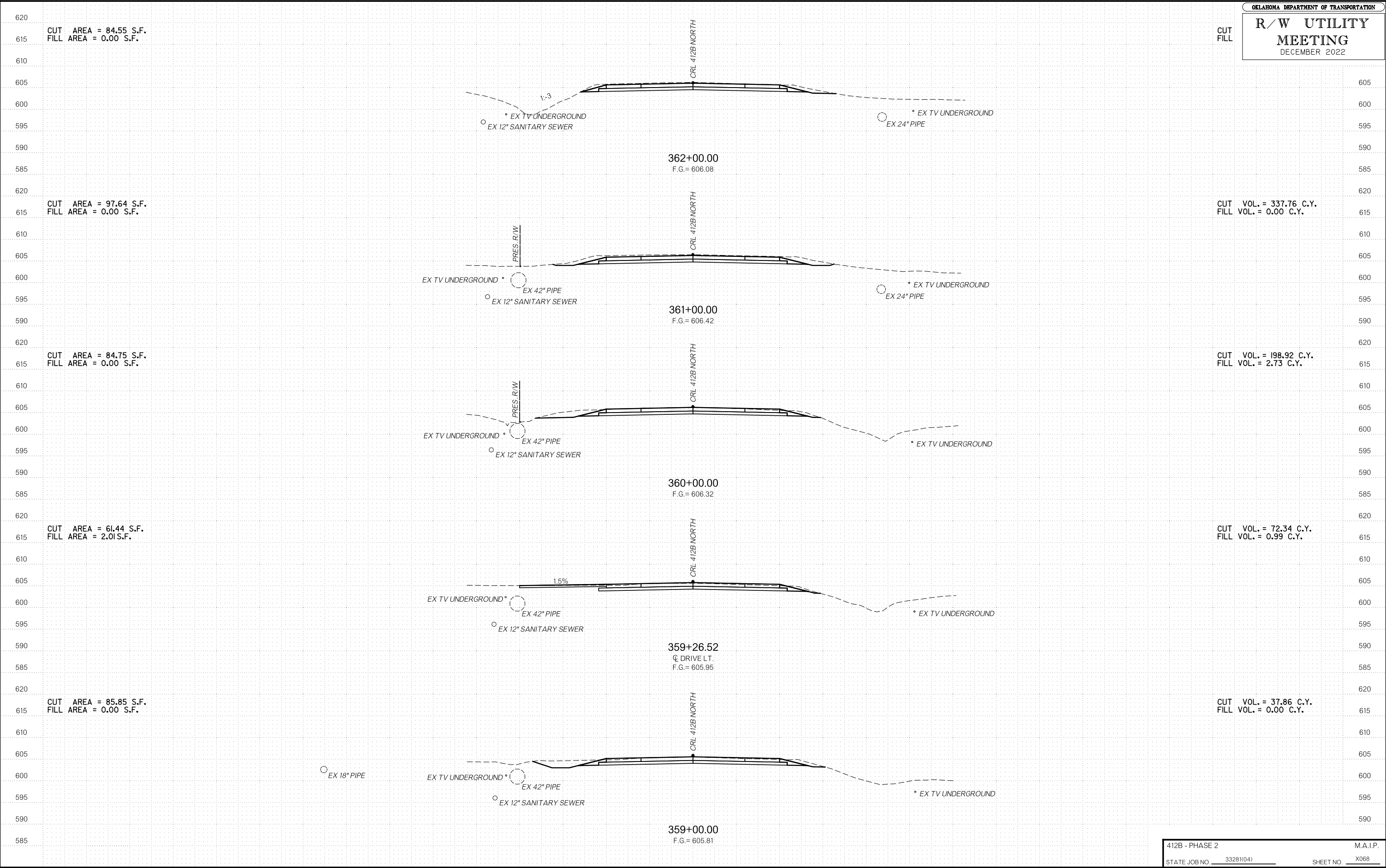
CUT VOL. = 111.7 C.Y.  
FILL VOL. = 2.71 C.Y.

CUT VOL. = 157.90 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 212.72 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 393.76 C.Y.  
FILL VOL. = 0.00 C.Y.





CUT AREA = 84.55 S.F.  
 FILL AREA = 0.00 S.F.

CUT  
 FILL

CUT AREA = 97.64 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 337.76 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 84.75 S.F.  
 FILL AREA = 0.00 S.F.

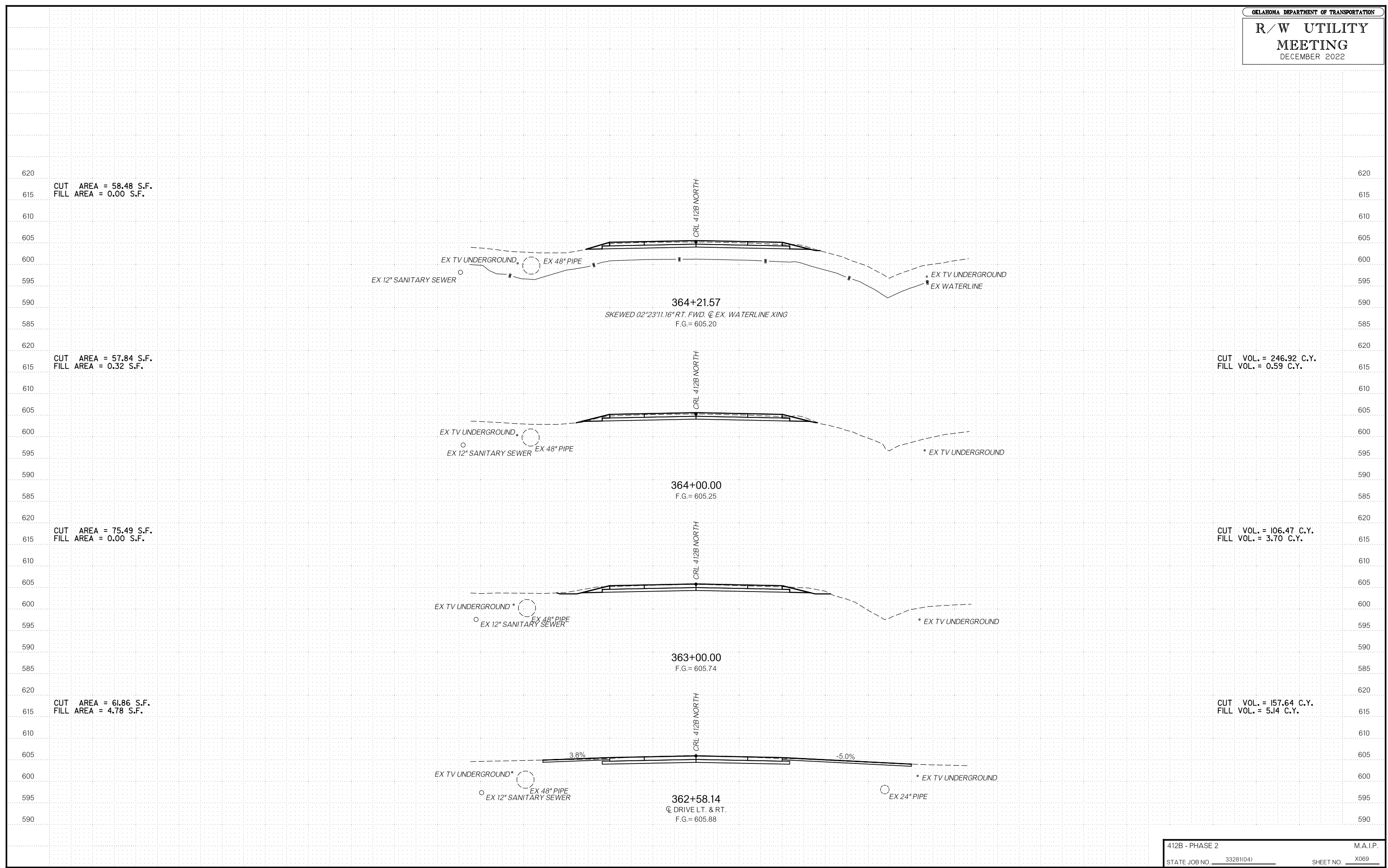
CUT VOL. = 198.92 C.Y.  
 FILL VOL. = 2.73 C.Y.

CUT AREA = 61.44 S.F.  
 FILL AREA = 2.01 S.F.

CUT VOL. = 72.34 C.Y.  
 FILL VOL. = 0.99 C.Y.

CUT AREA = 85.85 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 37.86 C.Y.  
 FILL VOL. = 0.00 C.Y.



CUT AREA = 58.48 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 57.84 S.F.  
FILL AREA = 0.32 S.F.

CUT AREA = 75.49 S.F.  
FILL AREA = 0.00 S.F.

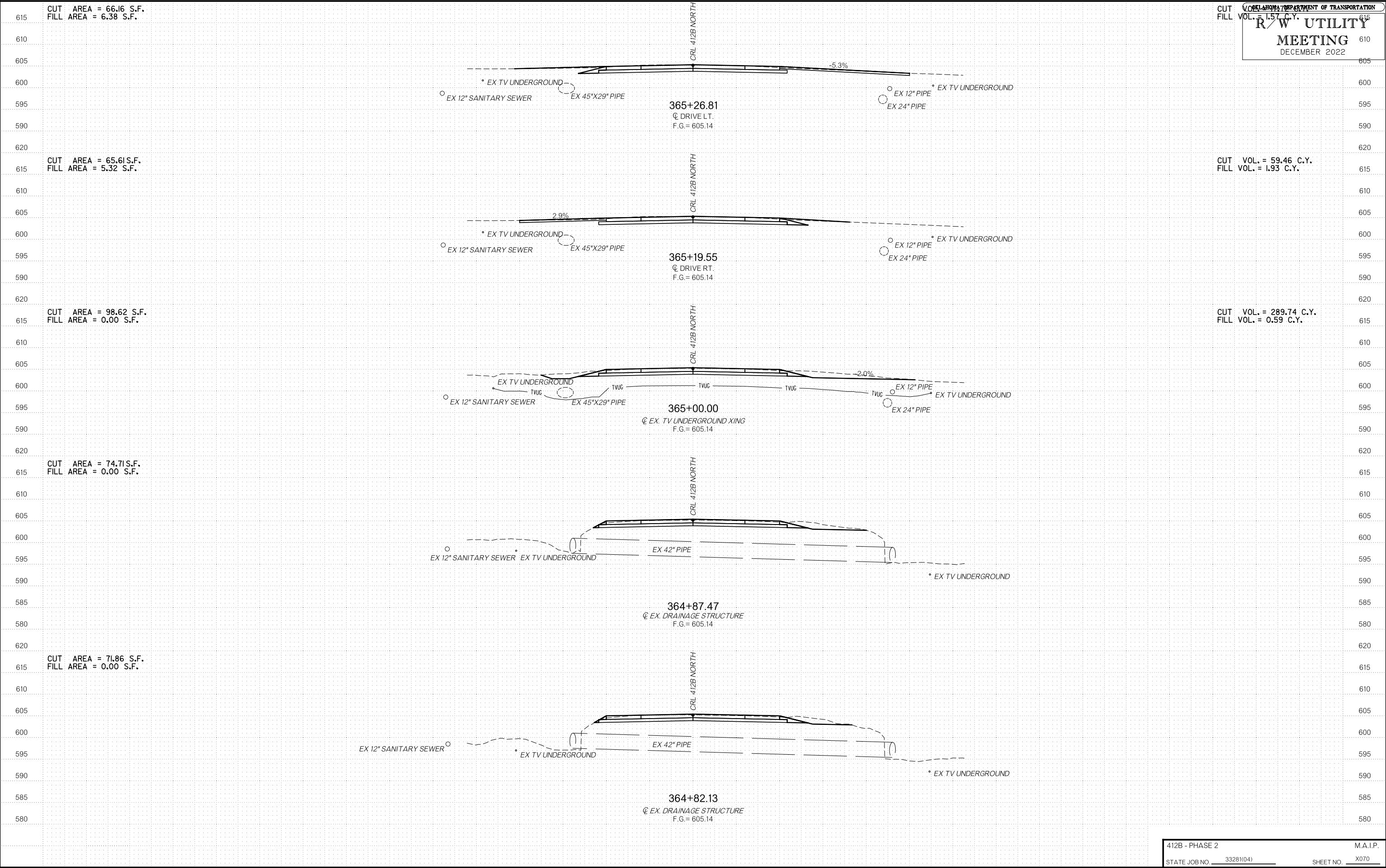
CUT AREA = 61.86 S.F.  
FILL AREA = 4.78 S.F.

CUT VOL. = 246.92 C.Y.  
FILL VOL. = 0.59 C.Y.

CUT VOL. = 106.47 C.Y.  
FILL VOL. = 3.70 C.Y.

CUT VOL. = 157.64 C.Y.  
FILL VOL. = 5.14 C.Y.





CUT AREA = 66.16 S.F.  
FILL AREA = 6.38 S.F.

CUT VOL. = 1.57 C.Y.  
FILL VOL. = 1.57 C.Y.

CUT AREA = 65.61 S.F.  
FILL AREA = 5.32 S.F.

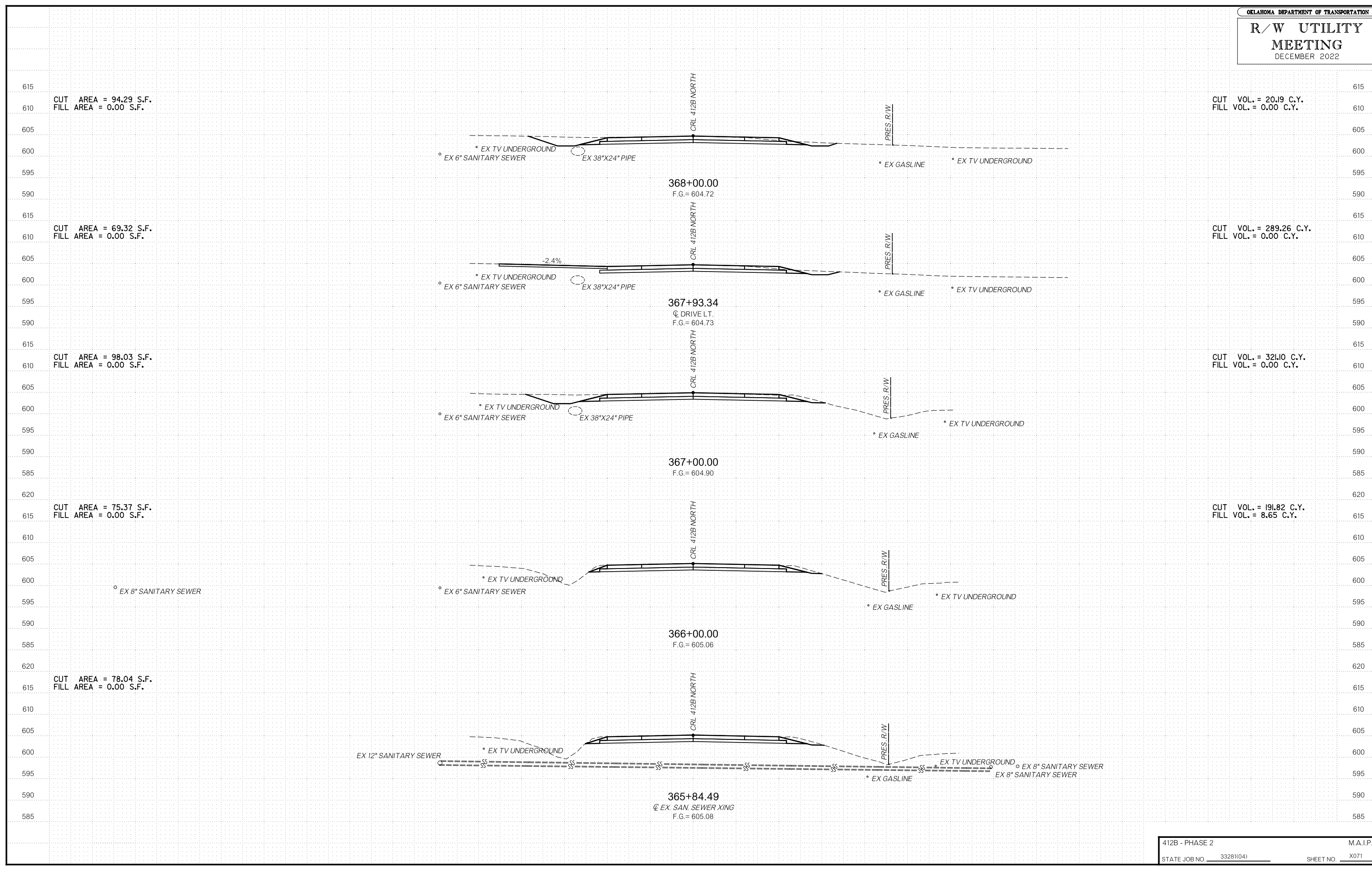
CUT VOL. = 59.46 C.Y.  
FILL VOL. = 1.93 C.Y.

CUT AREA = 98.62 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 289.74 C.Y.  
FILL VOL. = 0.59 C.Y.

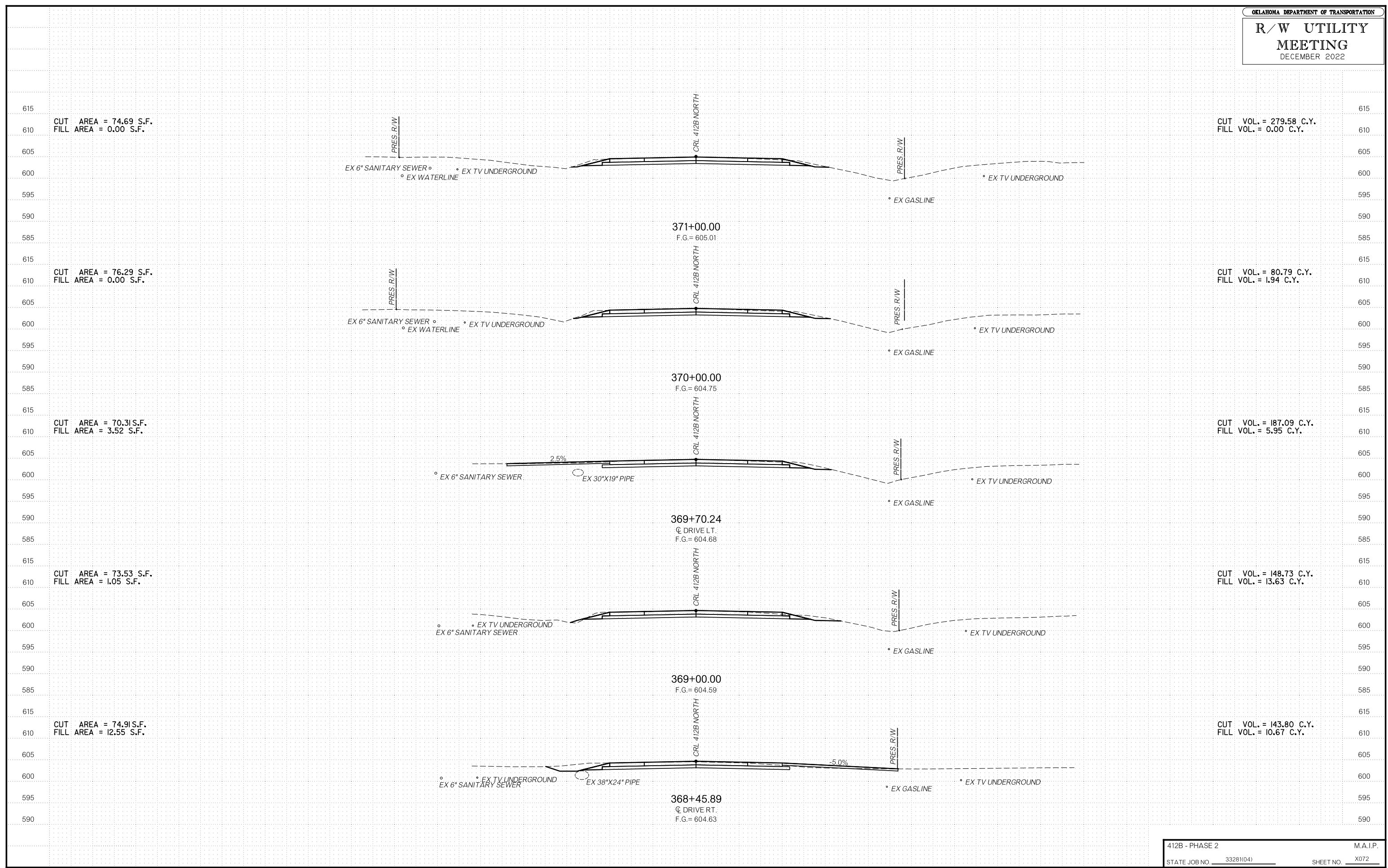
CUT AREA = 74.71 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 71.86 S.F.  
FILL AREA = 0.00 S.F.



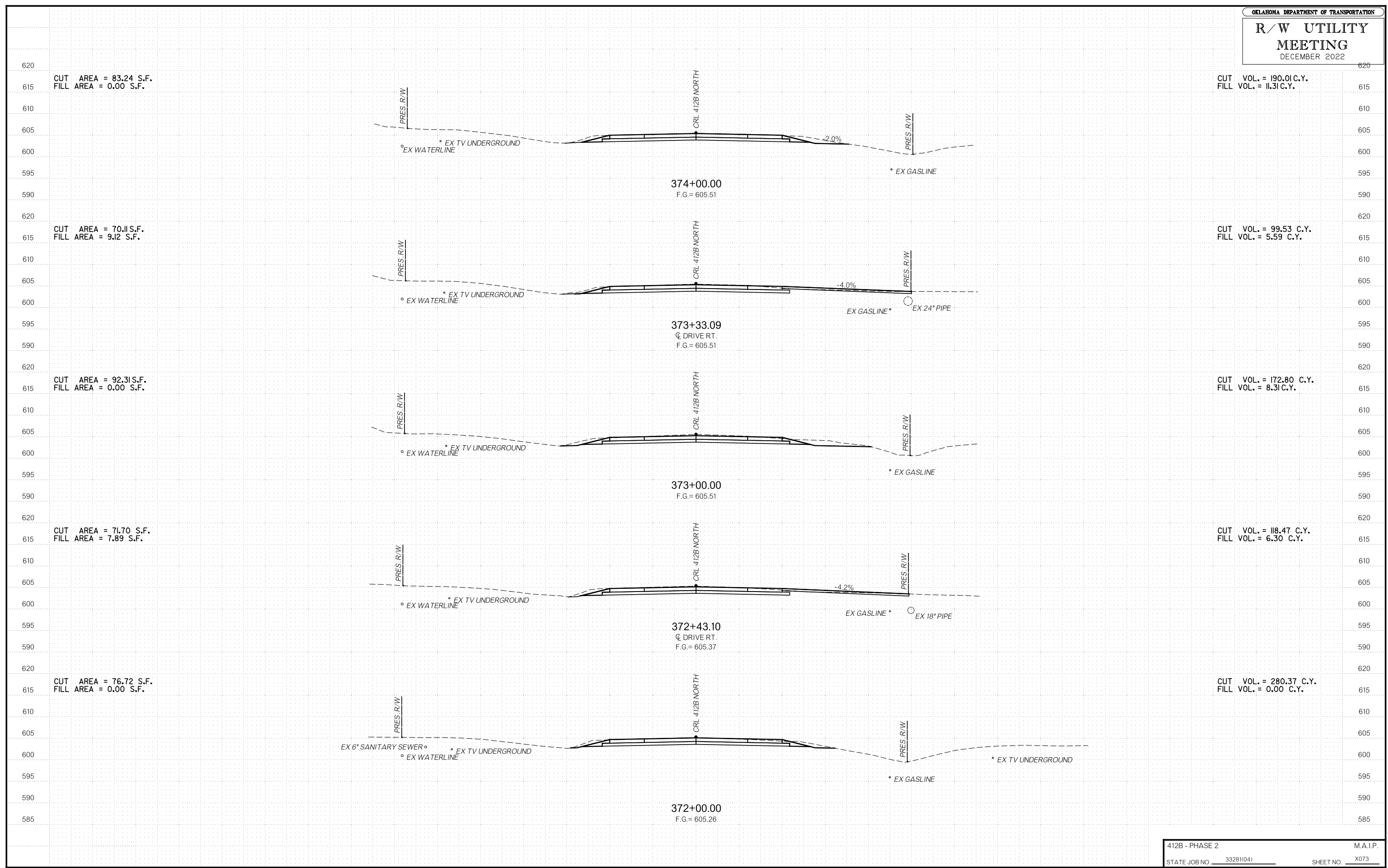
# R/W UTILITY MEETING

DECEMBER 2022



# R/W UTILITY MEETING

DECEMBER 2022



CUT AREA = 83.24 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 190.01 C.Y.  
FILL VOL. = 11.31 C.Y.

CUT AREA = 70.11 S.F.  
FILL AREA = 9.12 S.F.

CUT VOL. = 99.53 C.Y.  
FILL VOL. = 5.59 C.Y.

CUT AREA = 92.31 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 172.80 C.Y.  
FILL VOL. = 8.31 C.Y.

CUT AREA = 71.70 S.F.  
FILL AREA = 7.89 S.F.

CUT VOL. = 118.47 C.Y.  
FILL VOL. = 6.30 C.Y.

CUT AREA = 76.72 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 280.37 C.Y.  
FILL VOL. = 0.00 C.Y.

374+00.00  
F.G. = 605.51

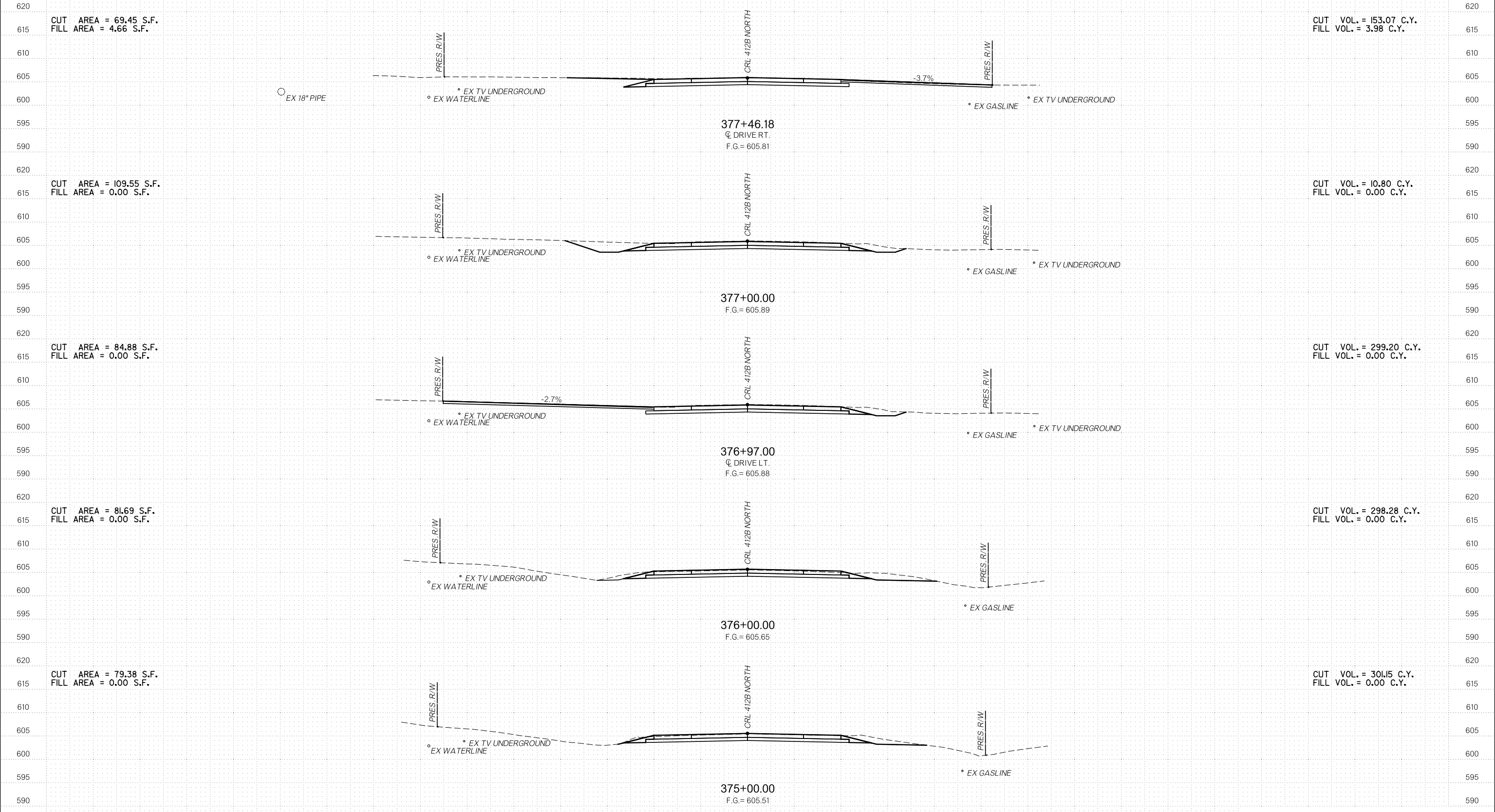
373+33.09  
☉ DRIVE RT.  
F.G. = 605.51

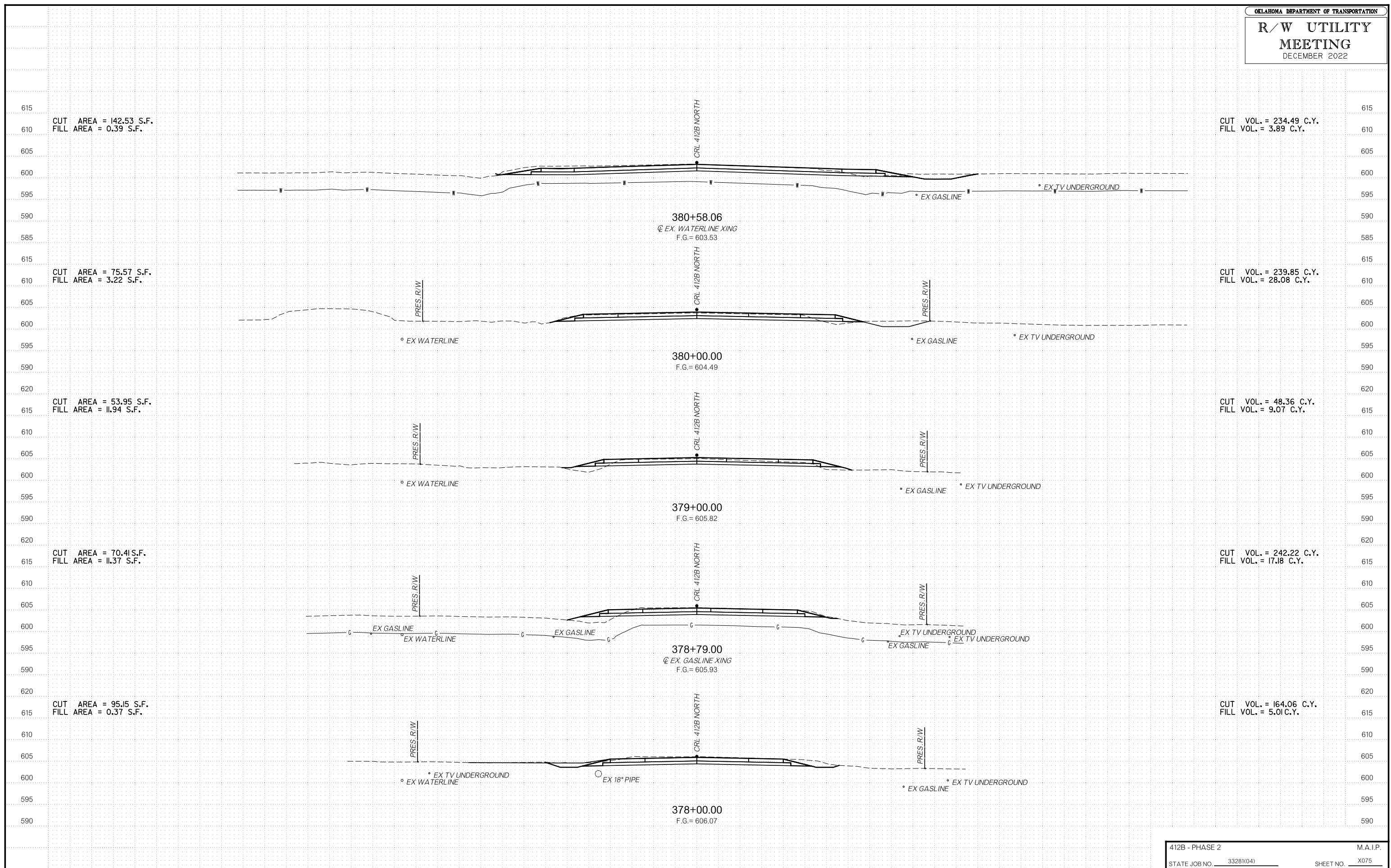
373+00.00  
F.G. = 605.51

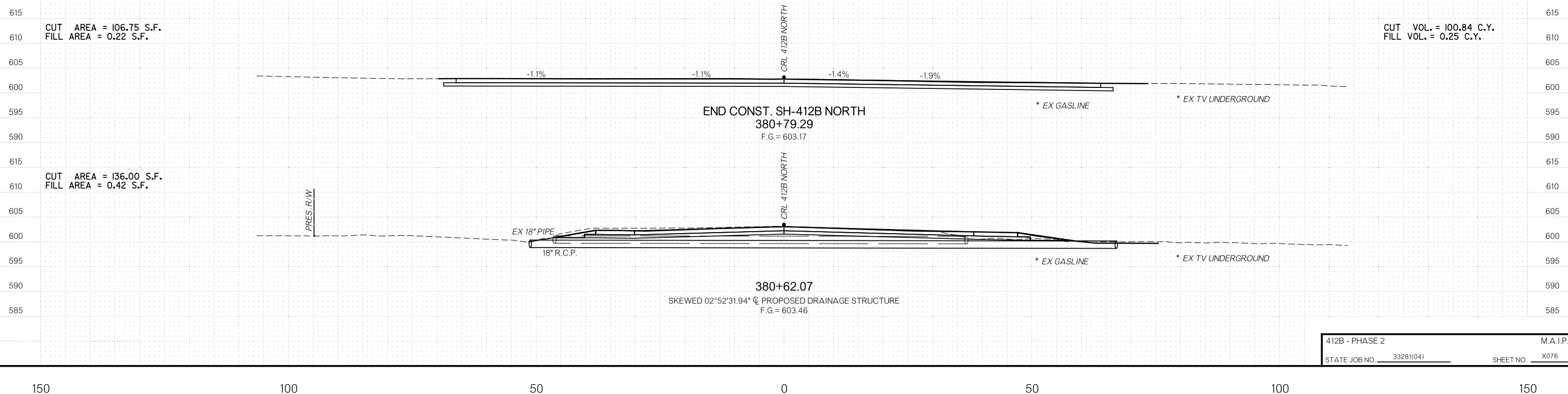
372+43.10  
☉ DRIVE RT.  
F.G. = 605.37

372+00.00  
F.G. = 605.26

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022



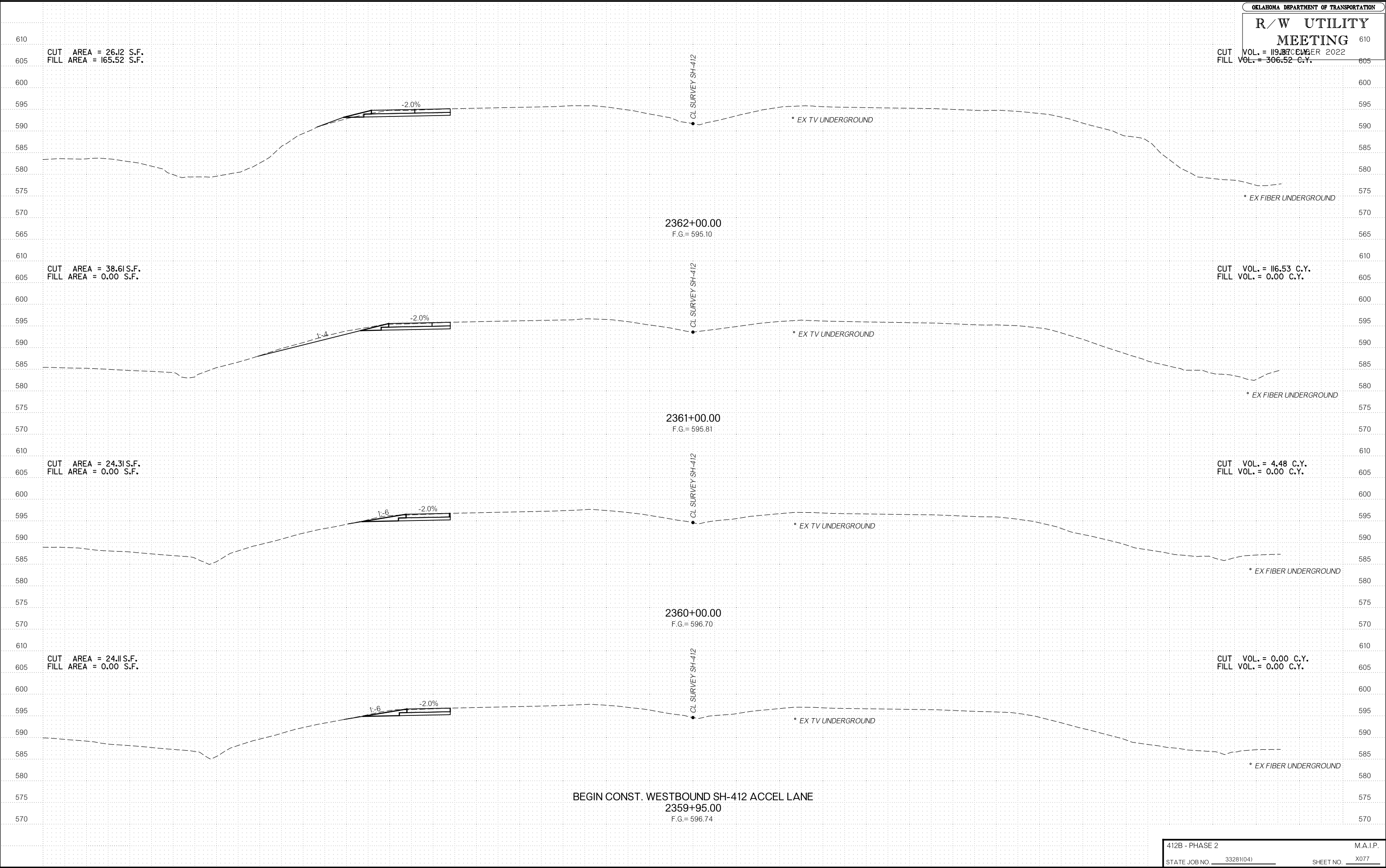




12/8/2022  
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# R/W UTILITY MEETING

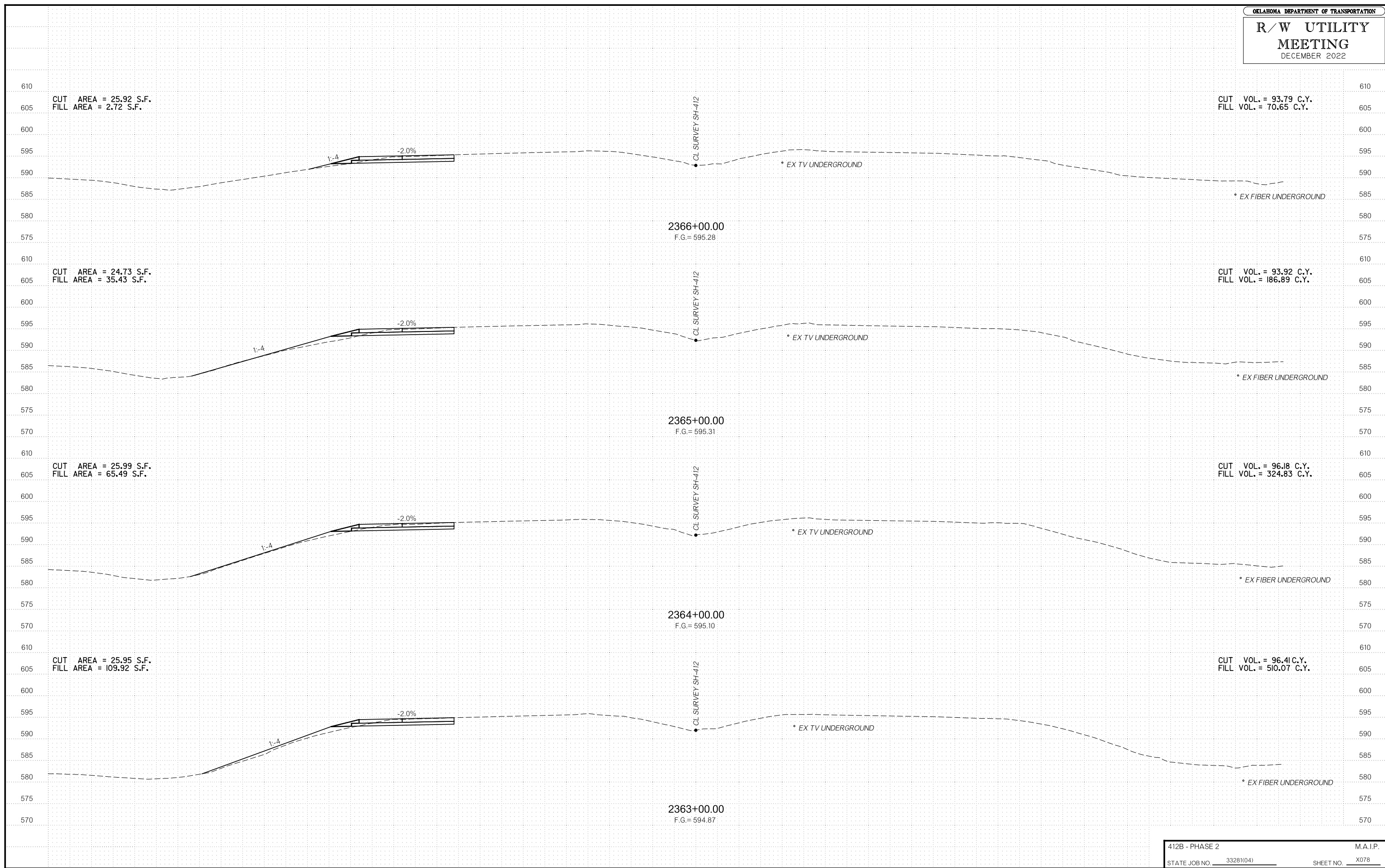
CUT VOL. = 119.87 C.Y.  
FILL VOL. = 306.52 C.Y.

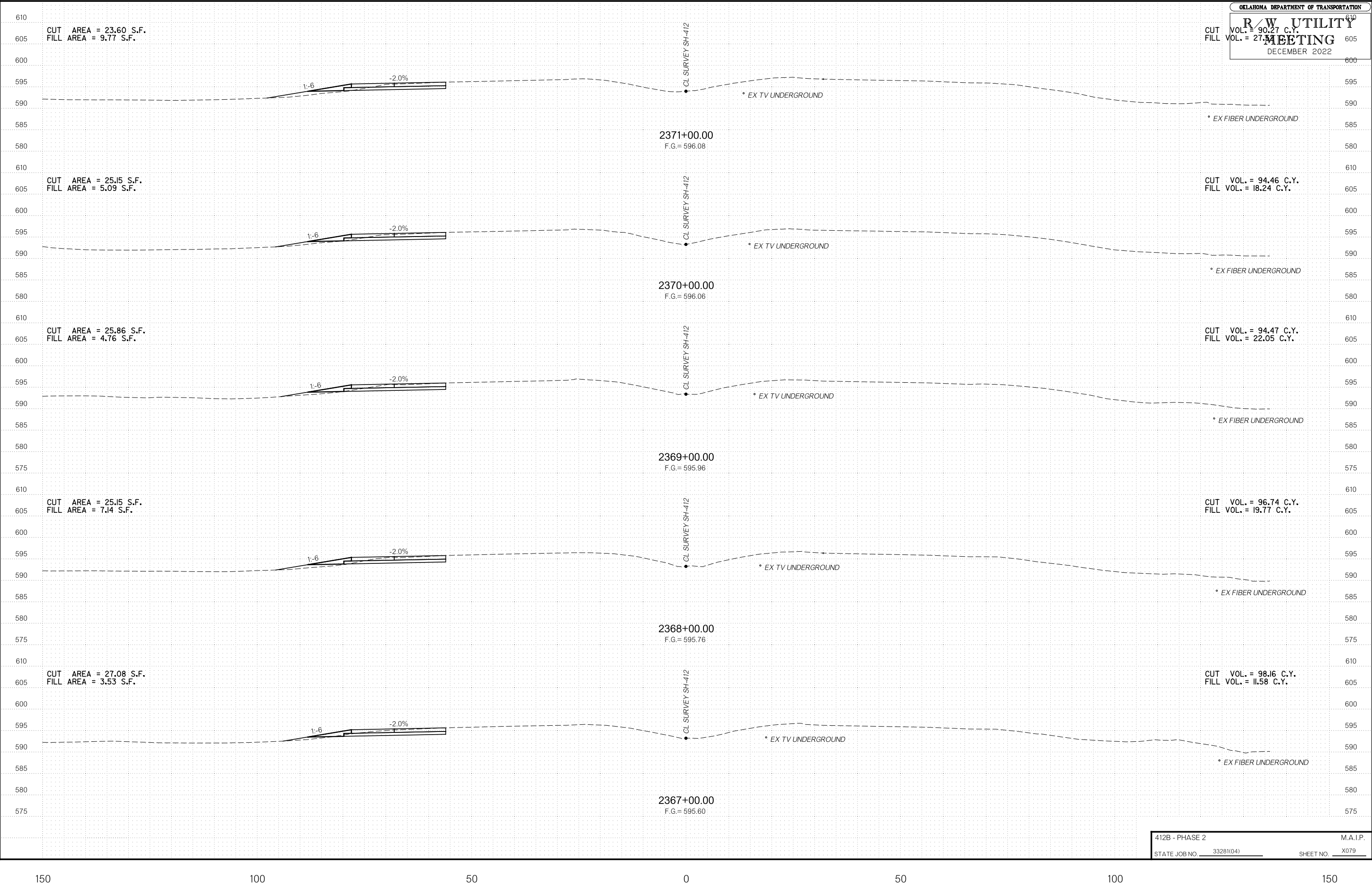


BEGIN CONST. WESTBOUND SH-412 ACCEL LANE  
2359+95.00  
F.G. = 596.74

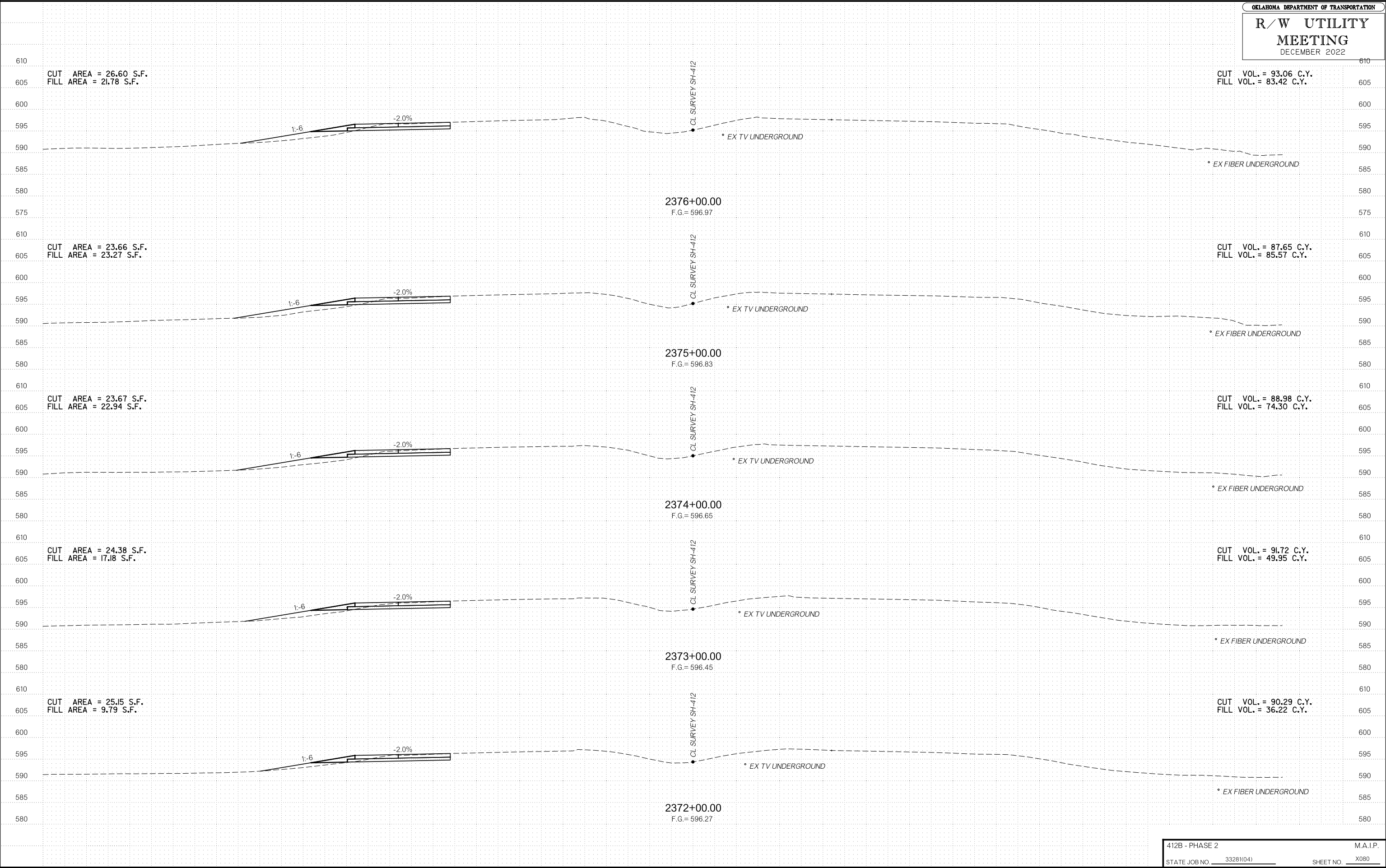


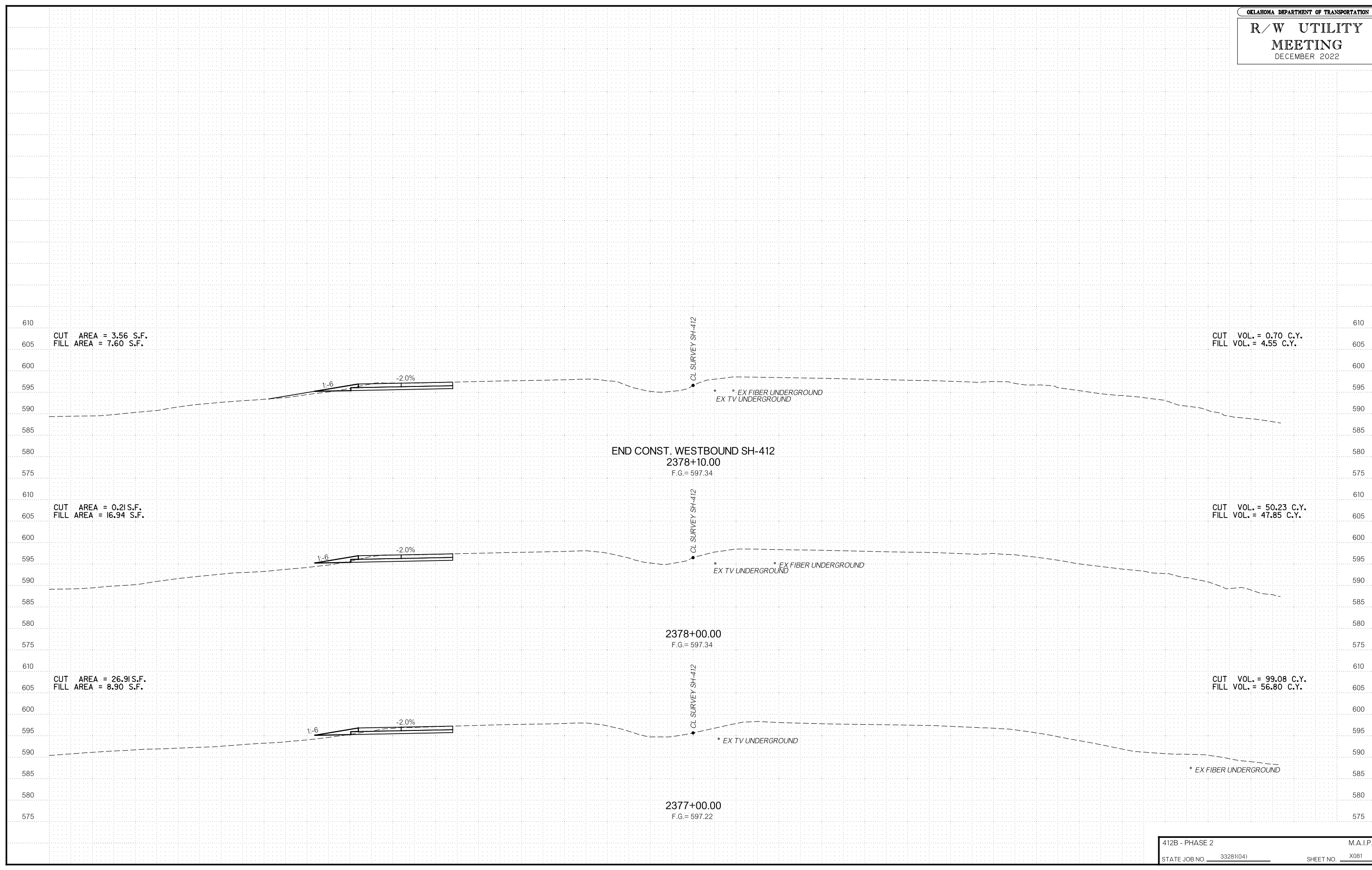
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022



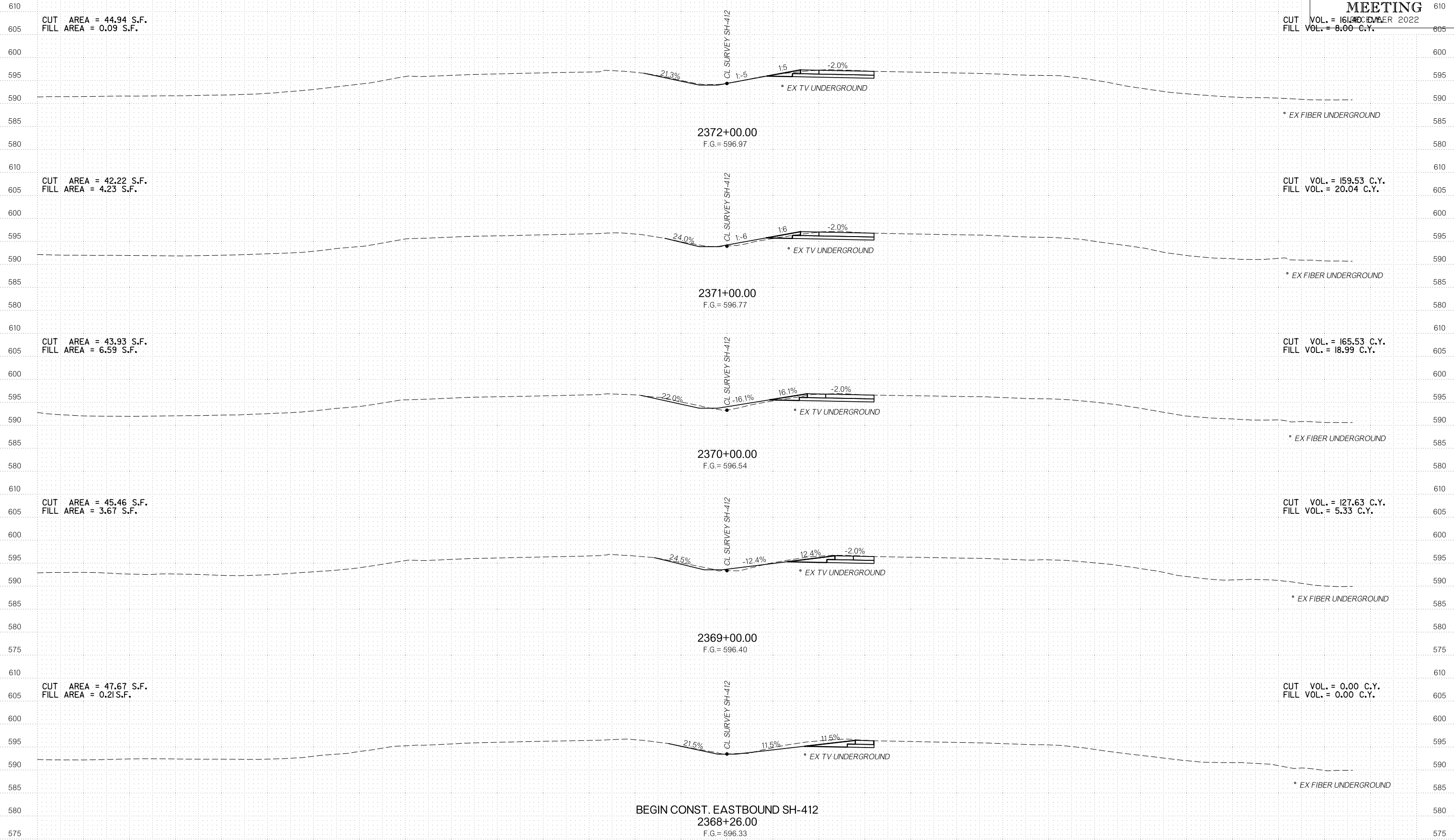


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022





CUT VOL. = 161.40 C.Y.  
FILL VOL. = 8.00 C.Y.



BEGIN CONST. EASTBOUND SH-412  
2368+26.00  
F.G. = 596.33

# R/W UTILITY MEETING

CUT VOL. = 168.53 C.Y.  
FILL VOL. = 11.26 C.Y.

