

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED U.S. HIGHWAY

FEDERAL AID PROJECT NO. NHPP-245N(087)PM ROADWAY WIDENING, GRADE, DRAIN AND RESURFACING U.S. HIGHWAY 259

McCURTAIN COUNTY

CONTROL SECTION NO. 259-45-16 STATE JOB NO. 34333(08)

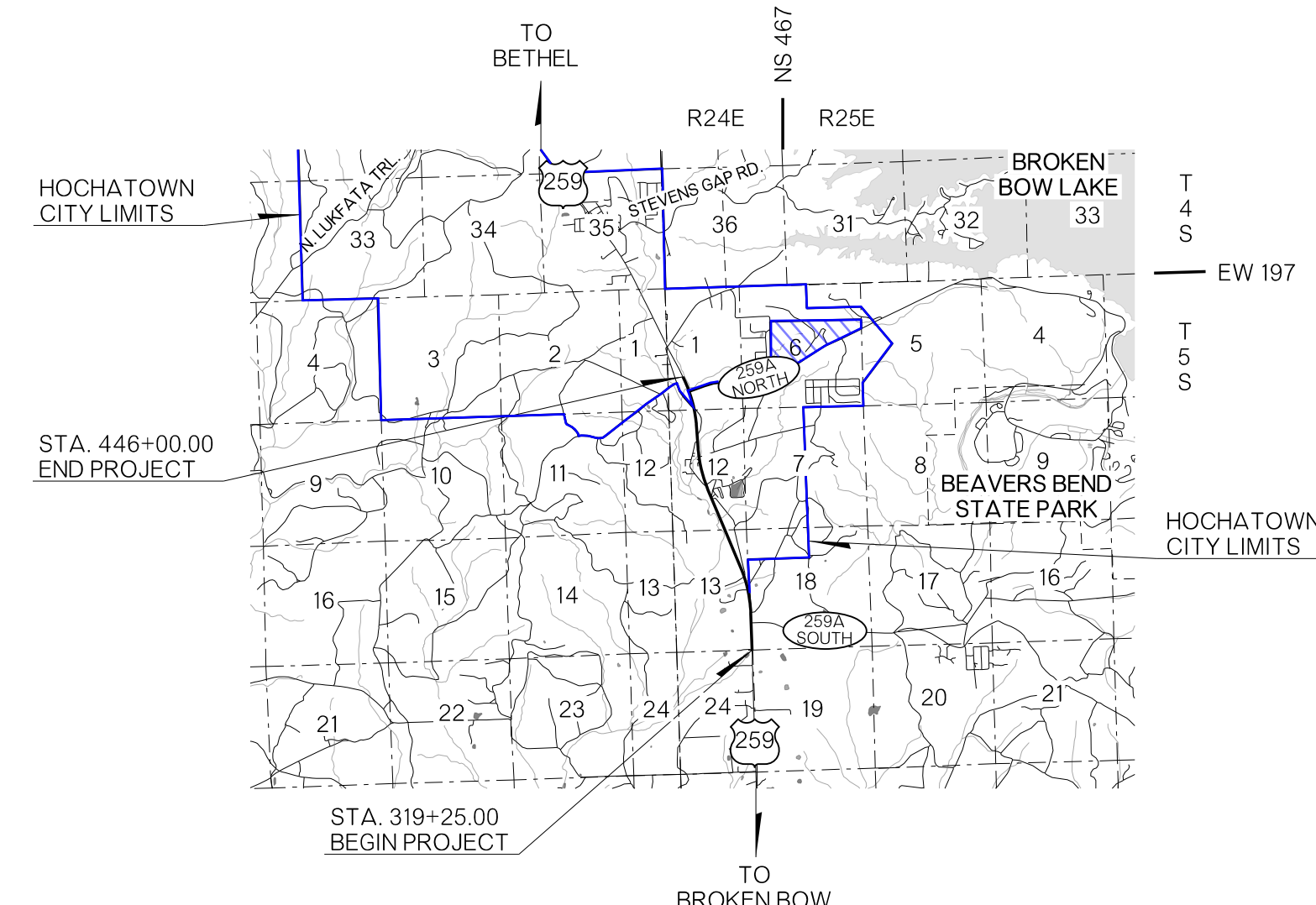
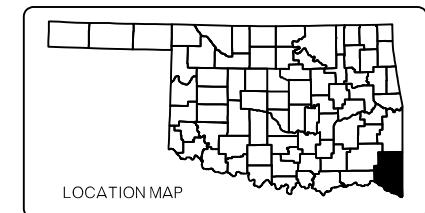
FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS

INDEX OF SHEETS table with columns for sheet number and title, listing sheets 0001 through X063.

DESIGN DATA table listing traffic volume (AADT 2024, 2044), design speed (V), and other project parameters.

SCALES section with graphical scales for PLAN (1" = 50'), PROFILE HOR. (1" = 50'), VER. (1" = 10'), and LAYOUT MAP (1" = 3,520').

CONVENTIONAL SYMBOLS table listing symbols for proposed roads, railroads, fences, ground lines, and utility lines.

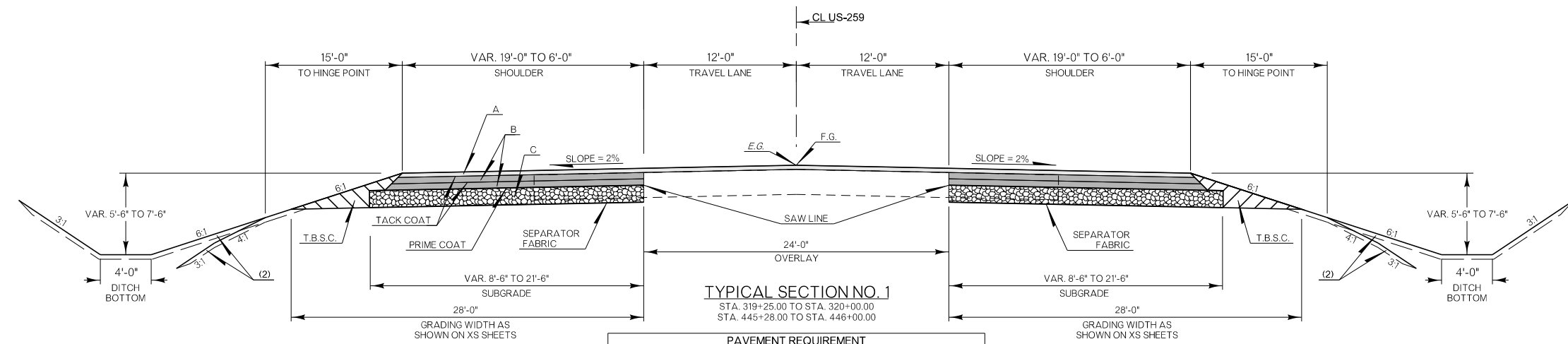


Summary table for ROADWAY LENGTH (12,675.00 FT., 2.40 MI.), BRIDGE LENGTH (0.00 FT., 0.00 MI.), and PROJECT LENGTH (2.40 MI.).

EQUATIONS: NONE EXCEPTIONS: NONE

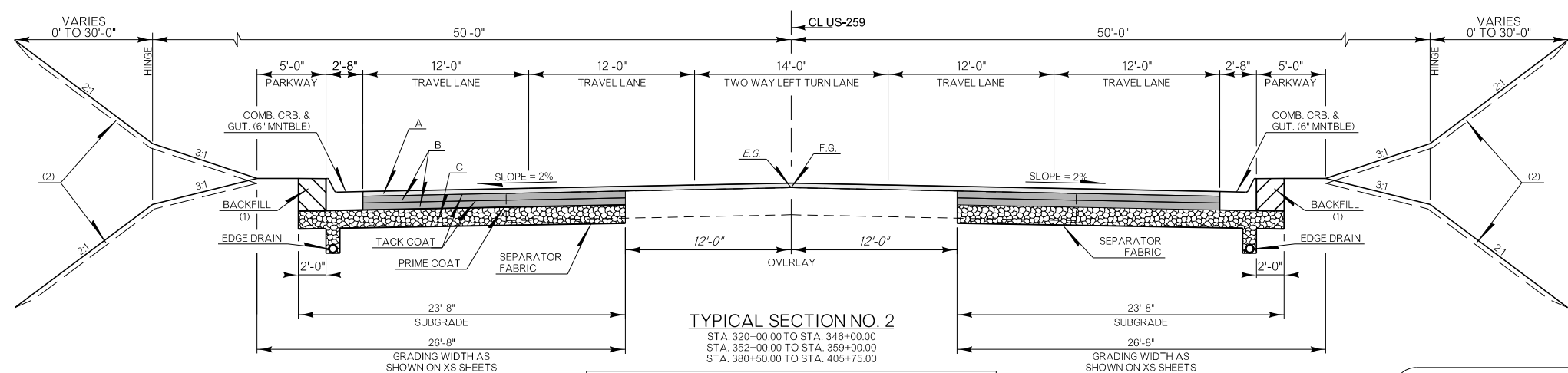
Prepared by: FREESE AND NICHOLS, INC. with contact information and Eric Waggoner, P.E. details.

Approval section with Oklahoma Department of Transportation and Federal Highway Administration stamps, including dates and signatures for Chief Engineer and Division Administrator.



PAVEMENT REQUIREMENT

8" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 64-22 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C



PAVEMENT REQUIREMENT

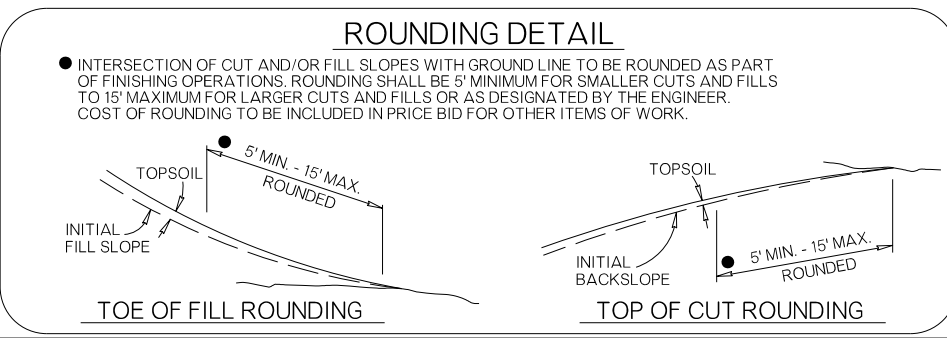
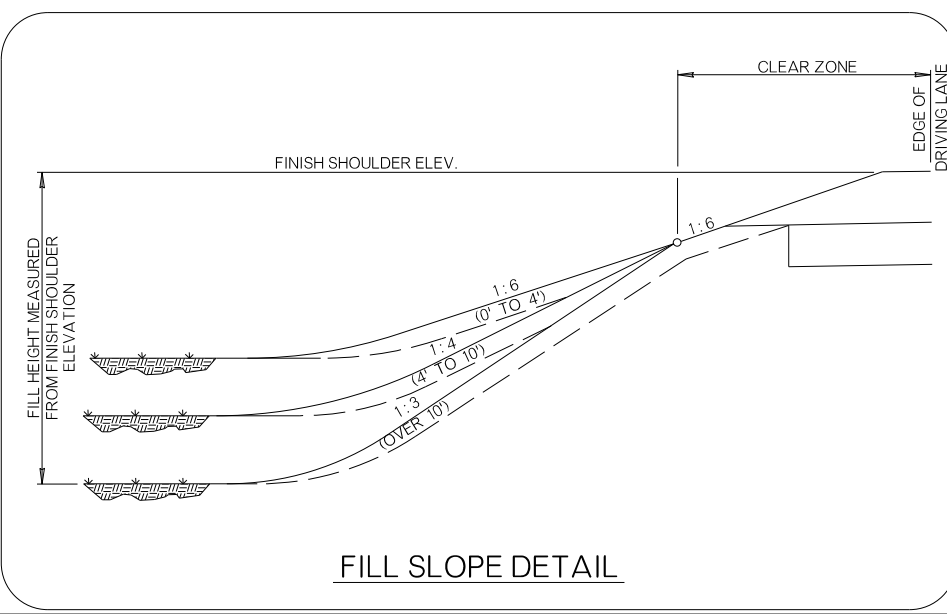
8" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 64-22 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C

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

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

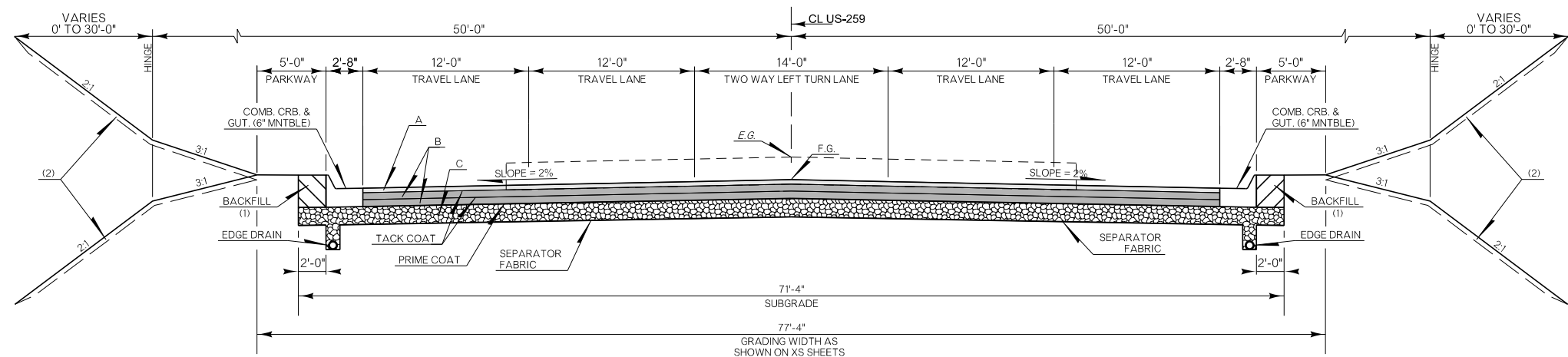
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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



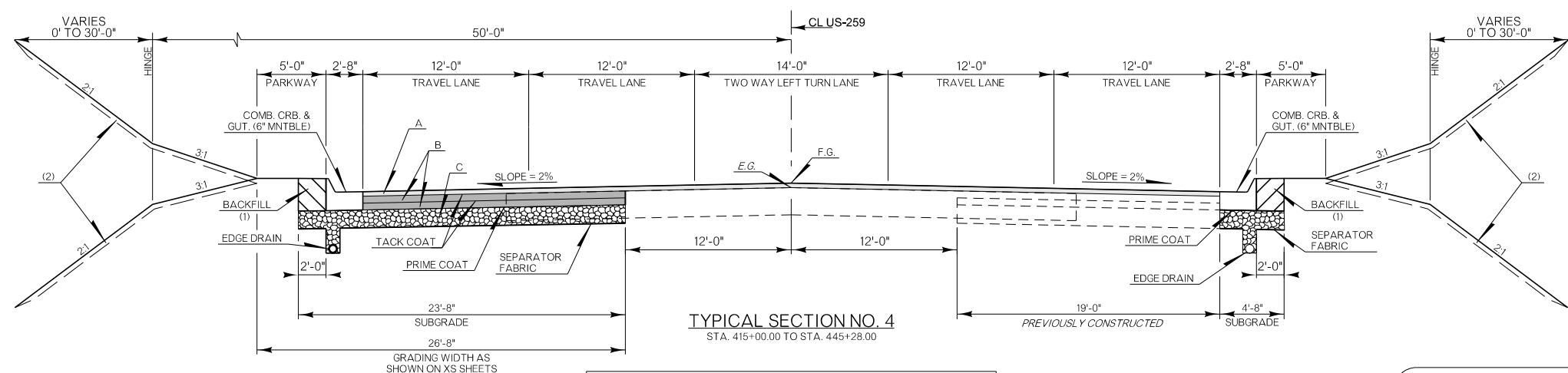
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD							
COUNTY	MCCURTAIN	HIGHWAY	US-259	STATE JOB NO.	34333(08)	SHEET NO.	0002

N:\IF\Drawings\1. General\3433304-0002-TYPICAL SECTION.dgn
1/17/2024



TYPICAL SECTION NO. 3
STA. 346+00.00 TO STA. 352+00.00
STA. 359+00.00 TO STA. 380+50.00
STA. 405+75.00 TO STA. 415+00.00

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 64-22 OK)	A
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C



TYPICAL SECTION NO. 4
STA. 415+00.00 TO STA. 445+28.00

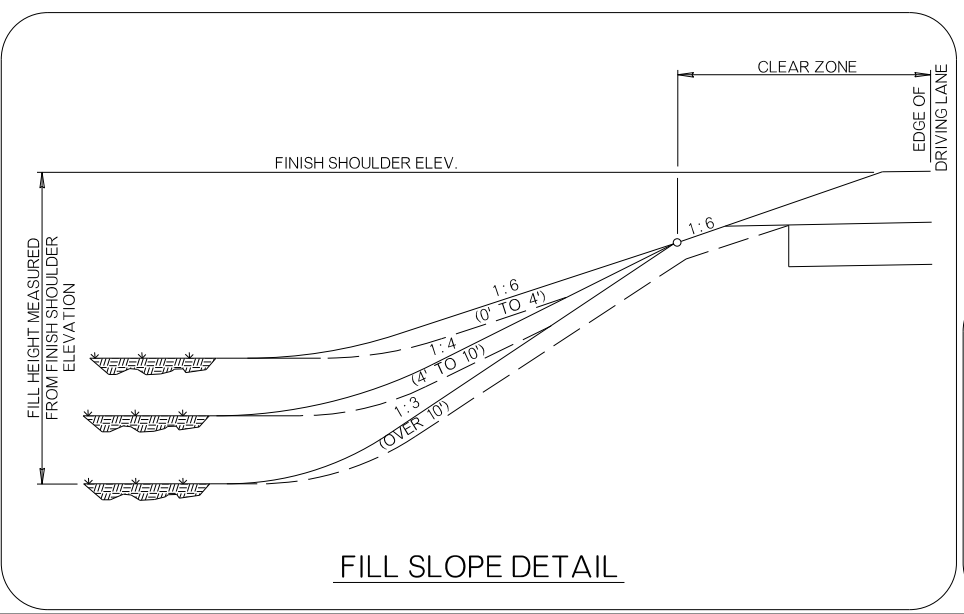
PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 64-22 OK)	A
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	B
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C

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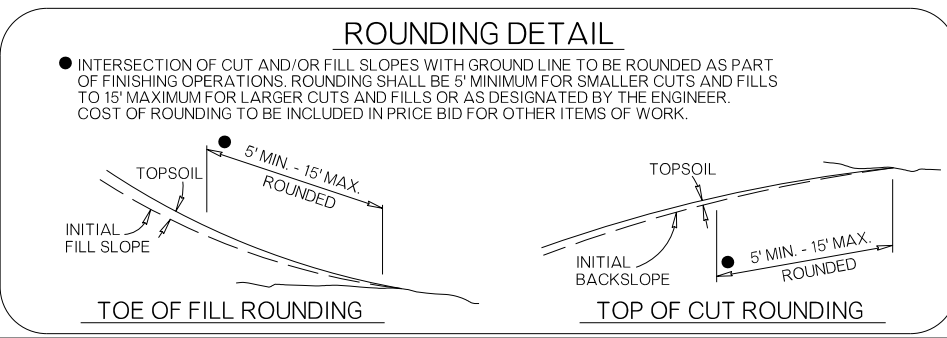
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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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



FILL SLOPE DETAIL



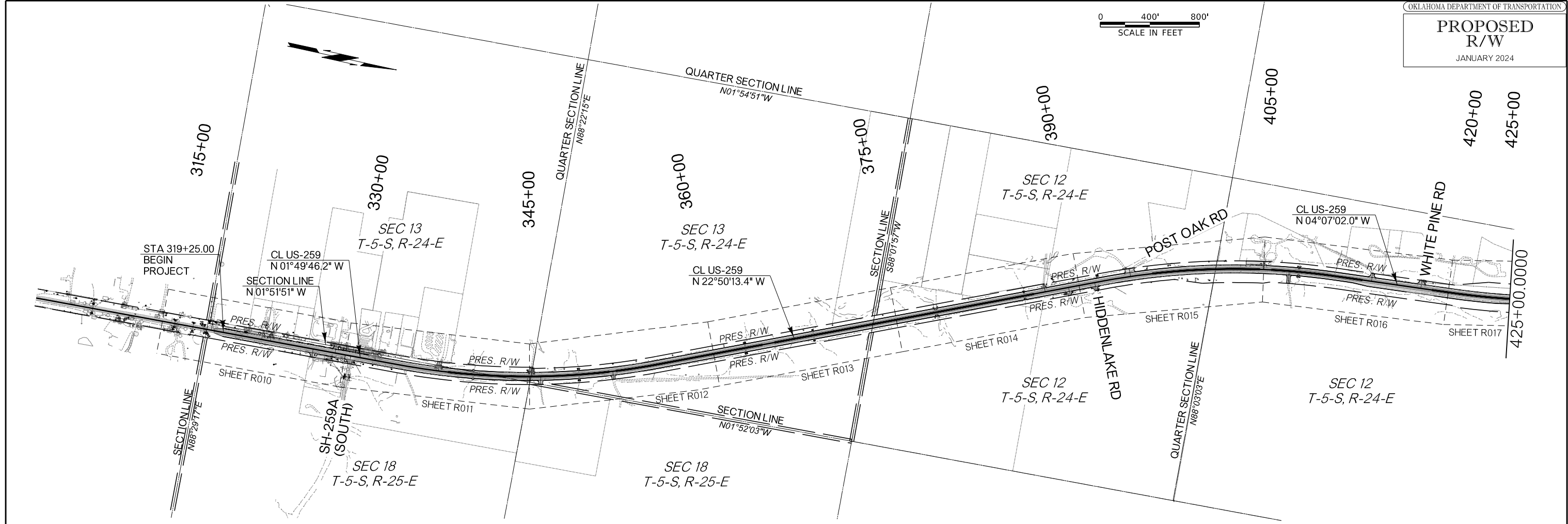
ROUNDING DETAIL

● 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.

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1/17/2024

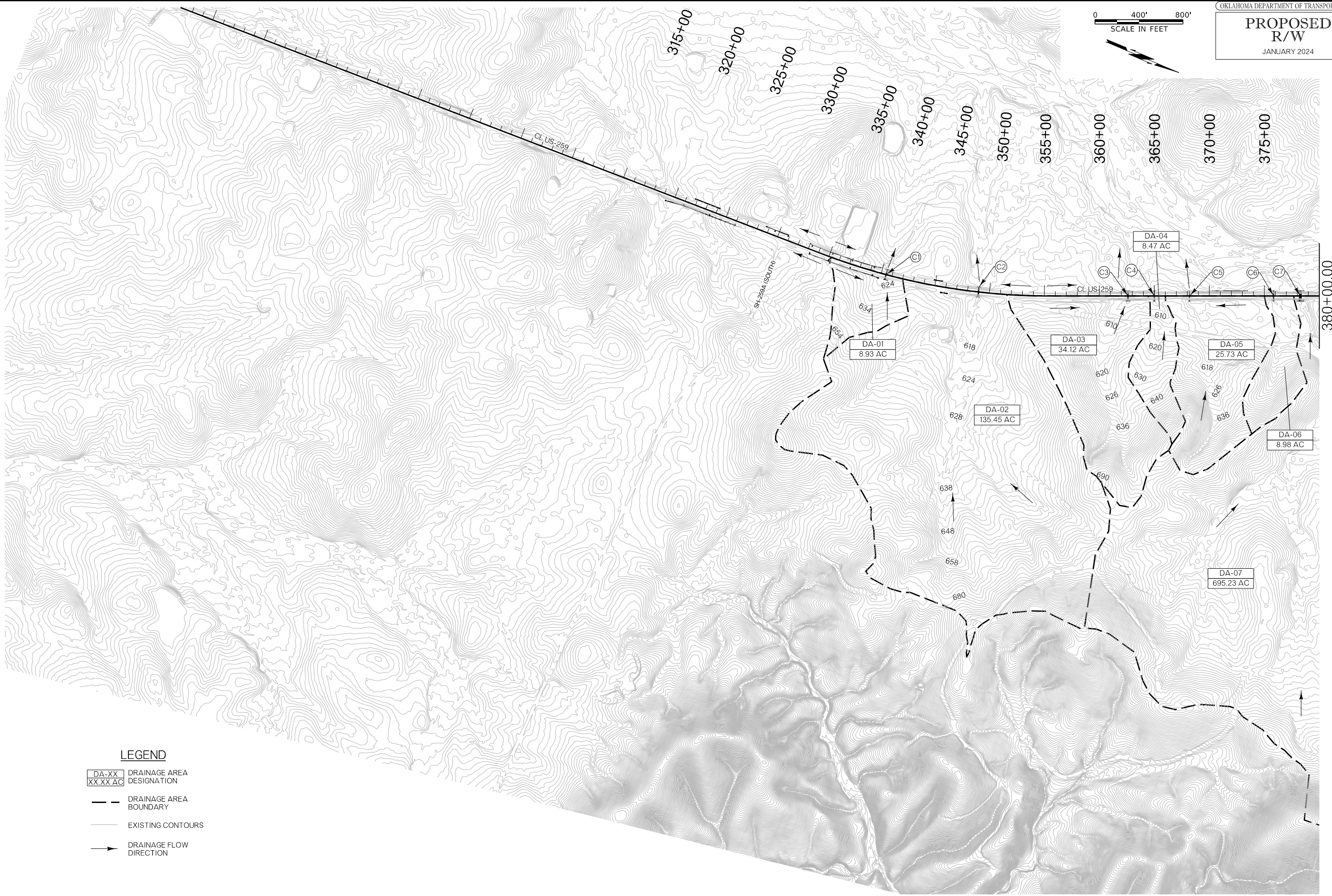
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD							
COUNTY	MCCURTAIN	HIGHWAY	US-259	STATE JOB NO.	34333(08)	SHEET NO.	0003

PROPOSED R/W
JANUARY 2024



HORIZONTAL LAYOUT

1/17/2024



LEGEND

- DA-XX
XX.XX AC DRAINAGE AREA DESIGNATION
- DRAINAGE AREA BOUNDARY
- EXISTING CONTOURS
- DRAINAGE FLOW DIRECTION



LEGEND

- DA-XX
XX.XX AC DRAINAGE AREA DESIGNATION
- DRAINAGE AREA BOUNDARY
- EXISTING CONTOURS
- DRAINAGE FLOW DIRECTION

DRAINAGE AREA MAP

**PROPOSED
R/W**
JANUARY 2024

STRUCTURE NUMBER	CL STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	LENGTH OF DRAINAGE AREA		SLOPE OF DRAINAGE AREA		ANTICIPATED FUTURE LAND USE	SLOPE OF DRAINAGE AREA	"C" RUNOFF COEFFICIENT	TC TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL AND CHECK YEAR			DESIGN YEAR DISCHARGE AND CHECK YEAR			FL INLET	FL OUTLET	ALLOWABLE HEADWATER			DESIGN TAILWATER			STRUCTURE SLOPE	OUTLET VELOCITY			TYPE OF HYDRAULIC OUTLET TREATMENT
				ACRE	OVERLAND	CHANNEL	OVERLAND					CHANNEL	INCHES PER HOUR			CUBIC FEET PER SEC				FEET			FEET				FT./SEC.			
			LF	LF	%	%	%					MIN.	I10	I50	I100	Q10	Q50	Q100	ELEV.	ELEV.	Q10	Q50	Q100	Q10	Q50	Q100	FT./FT. %	Q10	Q50	Q100
C1	340+44.92	48" CMP	8.93	853.39	1,949.00	12.7	1.9	Woodland	7.3	0.20	30.4	3.76	4.90	5.48	6.71	10.50	12.24	621.0	619.3	622.20	622.52	622.64	619.83	619.98	620.04	1.86	5.1	5.5	6.0	NATURAL
C2	349+00.00	4'x4' RCB	135.45	505.20	412.76	5.5	3.6	Woodland	4.5	0.20	19.9	4.69	6.08	6.78	127.04	197.52	229.42	610.0	609.3	614.27	616.31	617.48	611.56	612.06	612.25	0.66	10.3	11.4	11.8	RIPRAP
C3	362+61.00	6'x5' RCB	34.12	714.35	2,797.59	6.6	1.7	Woodland	4.2	0.20	36.4	3.39	4.43	4.96	23.11	36.25	42.27	602.5	601.7	603.80	604.26	604.45	602.76	603.02	603.12	0.86	7.2	8.3	8.7	RIPRAP
C4	365+00.00	24" RCP	8.47	475.71	1,832.76	4.5	3.3	Woodland	3.9	0.20	27.3	3.99	5.19	5.80	6.75	10.55	12.28	604.9	604.1	606.29	606.74	606.95	604.61	604.76	604.81	0.87	6.2	7.0	7.3	RIPRAP
C5	368+20.00	24" RCP	25.73	681.30	794.50	8.6	3.2	Woodland	5.9	0.20	22.6	4.40	5.72	6.38	22.67	35.31	41.05	601.4	599.2	604.42	606.96	608.56	600.14	600.39	600.49	2.39	11.3	12.6	12.1	RIPRAP
C6	375+83.00	4'X3' RCB	8.98	759.00	1,040.48	6.1	2.6	Woodland	4.4	0.20	26.3	4.06	5.28	5.91	7.29	11.39	13.26	601.5	600.0	600.95	601.25	601.37	600.49	600.62	600.67	1.63	3.2	3.6	3.8	NATURAL
C7	378+27.00	2-8'X7' RCB	695.23	327.06	1,053.70	9.4	2.9	Woodland	6.1	0.20	19.8	4.70	6.09	6.79	653.95	1016.68	1180.79	601.4	599.5	604.72	605.90	606.38	603.36	604.19	604.50	2.01	4.3	4.8	5.0	NATURAL
C8	385+53.10	4'X3' RCB	16.98	1,452.50	10,632.77	8.1	1.1	Woodland	4.6	0.20	95.9	1.84	2.43	2.72	6.25	9.89	11.54	611.5	609.8	612.61	613.01	613.18	610.82	611.09	611.19	1.86	8.0	9.2	9.5	RIPRAP
C9	407+87.00	8'X7' RCB	103.00	868.85	784.83	5.8	0.7	Asphalt	3.3	0.39	30.0	3.78	4.93	5.52	153.75	240.51	280.18	634.8	634.0	638.19	639.36	639.84	636.65	637.25	637.47	0.91	10.8	12.2	12.7	RIPRAP
C10	426+67.20	24" RCP	5.07	1,073.54	2,314.02	3.5	1.4	Woodland	2.5	0.20	41.0	3.16	4.13	4.63	3.20	5.03	5.87	659.3	652.9	660.34	660.69	660.82	653.40	653.53	653.58	6.47	12.0	13.6	14.2	RIPRAP
C11	437+97.00	10'x8' RCB	424.96	487.60	201.30	7.6	2.6	Woodland	5.1	0.33	17.6	4.98	6.44	7.17	690.11	1070.83	1242.33	644.1	643.6	649.62	651.42	652.25	647.89	648.79	649.14	0.50	7.6	10.0	14.4	RIPRAP

1/17/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD	XXXXX		
COUNTY <u>MCCURTAIN</u> HIGHWAY <u>US-259</u> STATE JOB NO. <u>34333(OB)</u> SHEET NO. <u>R003</u>			

**DRAINAGE DESIGN
RECORD**

STORM WATER MANAGEMENT PLAN

**PROPOSED
R/W**
JANUARY 2024

SITE DESCRIPTION

EROSION AND SEDIMENT CONTROLS

PROJECT LIMITS: STA 319+25.00 TO STA 446+00.00 ALONG US-259

PROJECT DESCRIPTION: THIS PROJECT CONSISTS OF WIDENING, GRADING, DRAINAGE, AND SURFACING OF US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION, EXTENDING NORTH 2.39 MILES IN MCCURTAIN COUNTY.

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES: PRIOR TO INITIATING SOIL ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL PERIMETER TEMPORARY SEDIMENT CONTROLS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. STRIP, STOCKPILE AND STABILIZE TOPSOIL. CLEAR AND GRUB ONLY IN NECESSARY AREAS PRESERVING AS MUCH NATIVE VEGETATION AS POSSIBLE.

SOIL TYPE: CARNASAW-CLEBIT ASSOCIATION, 12 TO 20 % SLOPES.

SHERWOOD-ZAFRA COMPLEX 5 TO 12 % SLOPES.

CEDA GRAVELLY FINE SAND LOAM, 0 TO 2% SLOPES

FREQUENTLY FLOODED.

TOTAL AREA OF THE CONSTRUCTION SITE: 43.69 ACRES

ESTIMATED AREA TO BE DISTURBED: 34.88 ACRES

OFFSITE AREA TO BE DISTURBED: N/A
(FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 11.48 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 19.86 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.25

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 34.13, -94.743611

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: YASHAU "YASHOO" CREEK

SENSITIVE WATERS OR WATERSHEDS: YES NO

303(d) IMPAIRED WATERS: YES NO

IF YES, LIST IMPAIRMENT: MACROINVERTEBRATE BIO

LOCATED IN A TMDL: YES NO

LAKE THUNDERBIRD TMDL: YES NO

MS4 ENTITY YES NO

IF YES, LOCATION: _____

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

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

- _____ STABILIZED CONSTRUCTION EXIT
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKES
- _____ TEMPORARY FIBER LOG
- _____ DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- _____ DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- _____ ROCK FILTER DAMS
- _____ TEMPORARY SLOPE DRAIN
- _____ PAVED DITCH W/ DITCH LINER PROTECTION
- _____ TEMPORARY DIVERSION CHANNELS
- _____ TEMPORARY SEDIMENT BASINS
- _____ TEMPORARY SEDIMENT TRAPS
- _____ TEMPORARY SEDIMENT FILTERS
- _____ TEMPORARY SEDIMENT REMOVAL
- RIP RAP
- INLET PROTECTION
- _____ TEMPORARY BRUSH SEDIMENT BARRIERS
- _____ SANDBAG BERMS
- _____ TEMPORARY STREAM CROSSINGS
- _____ FLEXAMAT / ARTICULATED CONCRETE BLOCK
- _____ COMPOST FILTER SOCKS
- _____ EROSION CONTROL MATS AND BLANKETS

OFFSITE VEHICLE TRACKING:

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

NOTES:

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

GENERAL NOTES:

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

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

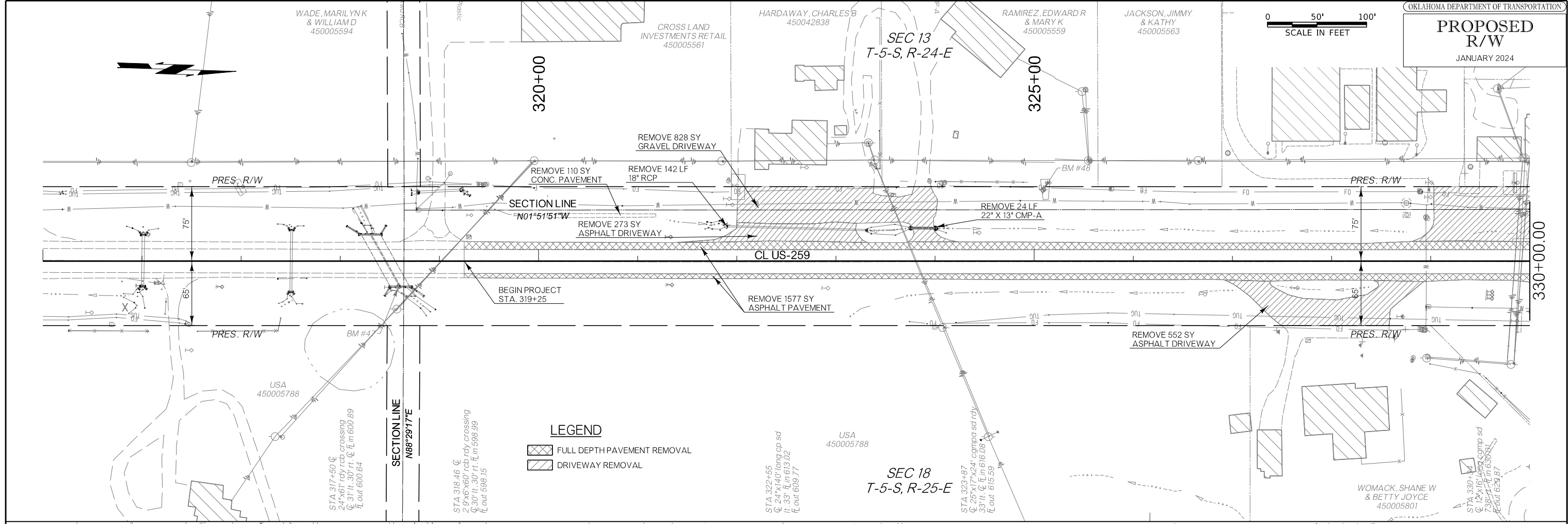
- 103.05 BONDING REQUIREMENTS
- 104.10 FINAL CLEANING UP
- 104.12 CONTRACTOR'S RESPONSIBILITY FOR WORK
- 104.13 ENVIRONMENTAL PROTECTION
- 106.08 STORAGE AND HANDLING OF MATERIAL
- 107.01 LAWS, RULES AND REGULATIONS TO BE OBSERVED
- 107.20 STORM WATER MANAGEMENT
- 220 MANAGEMENT OF EROSION, SEDIMENTATION,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

IN ADDITION:

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

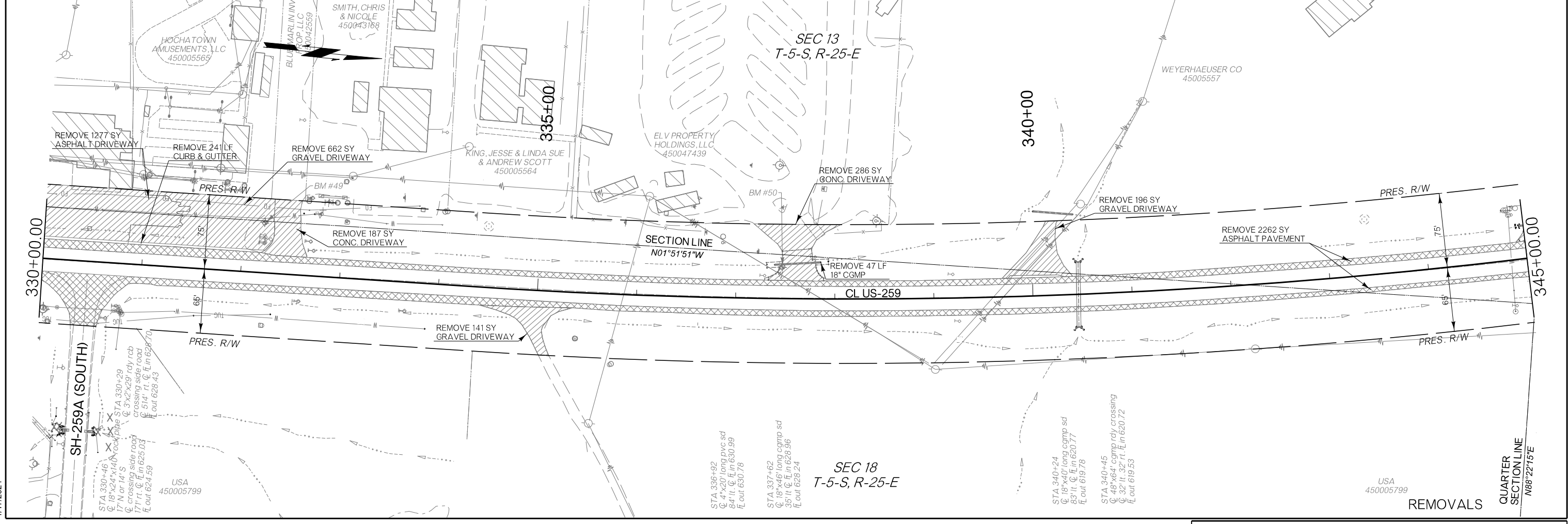
ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STORM WATER MANAGEMENT PLAN
DRAWN			
CHECKED			
APPROVED			
SQUAD	XXXXX		
COUNTY <u>MCCURTAIN</u> HIGHWAY <u>US-259</u> STATE JOB NO. <u>34333(08)</u> SHEET NO. <u>R004</u>			



LEGEND

- FULL DEPTH PAVEMENT REMOVAL
- DRIVEWAY REMOVAL



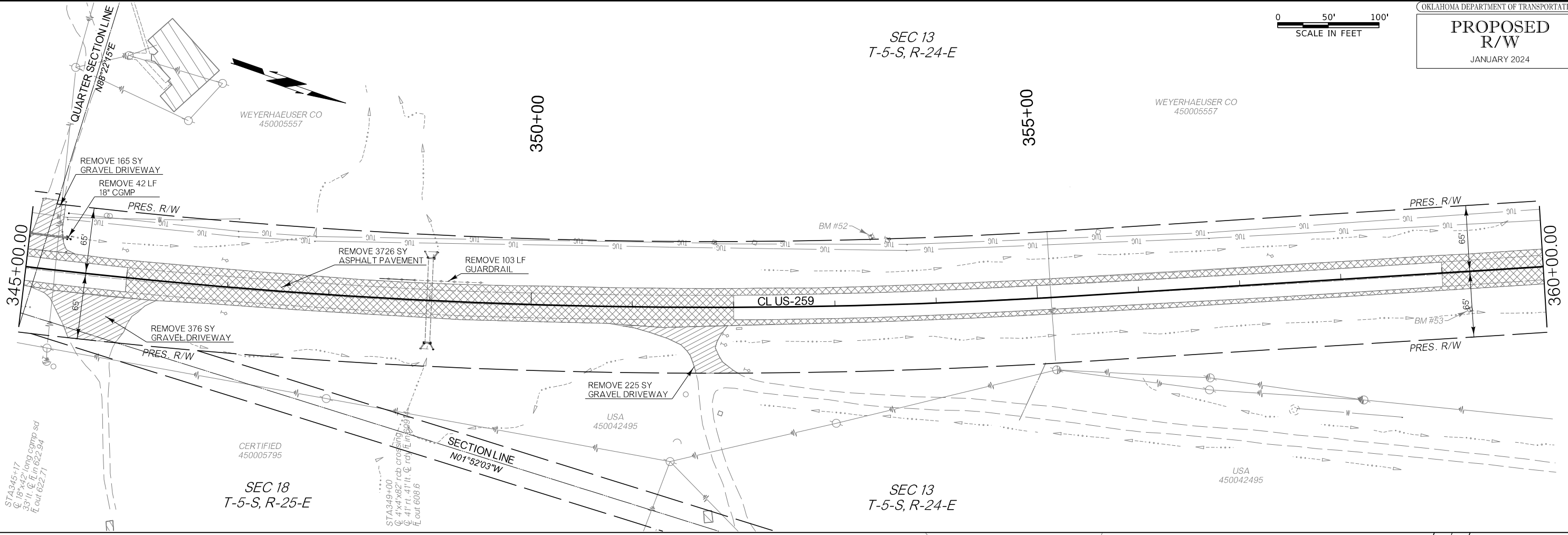
REMOVALS

1/17/2024

SEC 13
T-5-S, R-24-E

350+00
355+00



WEYERHAEUSER CO
450005557



SEC 18
T-5-S, R-25-E

SEC 13
T-5-S, R-24-E

LEGEND

-  FULL DEPTH PAVEMENT REMOVAL
-  DRIVEWAY REMOVAL

SEC 13
T-5-S, R-24-E

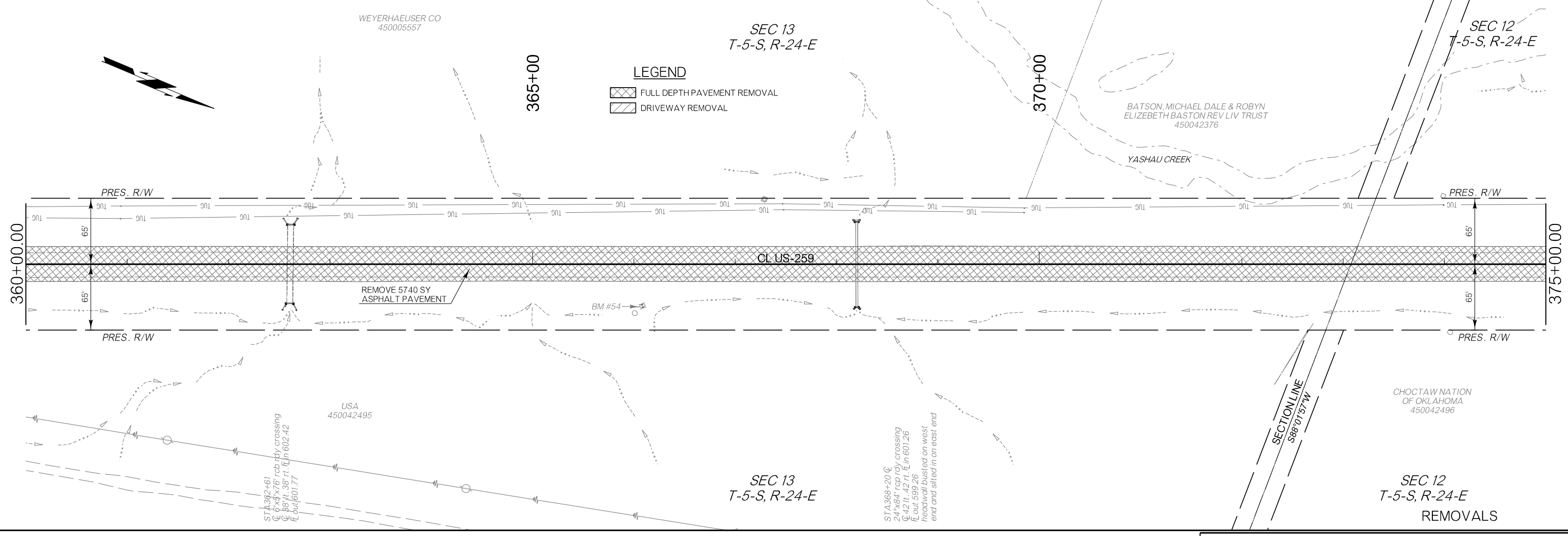
SEC 12
T-5-S, R-24-E

365+00

370+00

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450042376

YASHAU CREEK



SEC 13
T-5-S, R-24-E

SEC 12
T-5-S, R-24-E

REMOVALS

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005553

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005555

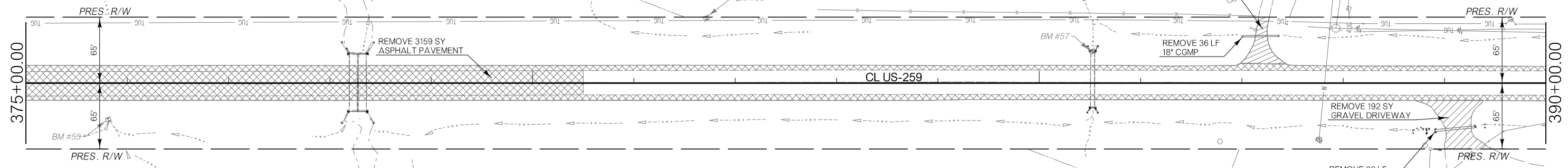
BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450042374

SEC 12
T-5-S, R-24-E

SEC 12
T-5-S, R-24-E

380+00

385+00



LEGEND

- FULL DEPTH PAVEMENT REMOVAL
- DRIVEWAY REMOVAL

STA378+27
Q. 27'x12'x54' rcb crossing
27' rt. Q. Fl. in 600.98
Fl. out 599.89

CHOCTAW NATION
OF OKLAHOMA
450042496

STA385+53
Q. 4'x3'x54' rcb crossing
Q. 23' rt. 31' ft. rdy
Fl. in 611.03
Fl. out 610.03

STA387+13
Q. 18'x35' long still sd
46' ft. Q. Fl. in 615.68
Fl. out 614.83

CHOCTAW NATION
OF OKLAHOMA
450005554

STA389+11
Q. 24'x38' long cgm sd
45' ft. Q. Fl. in 621.25
Fl. out 620.47

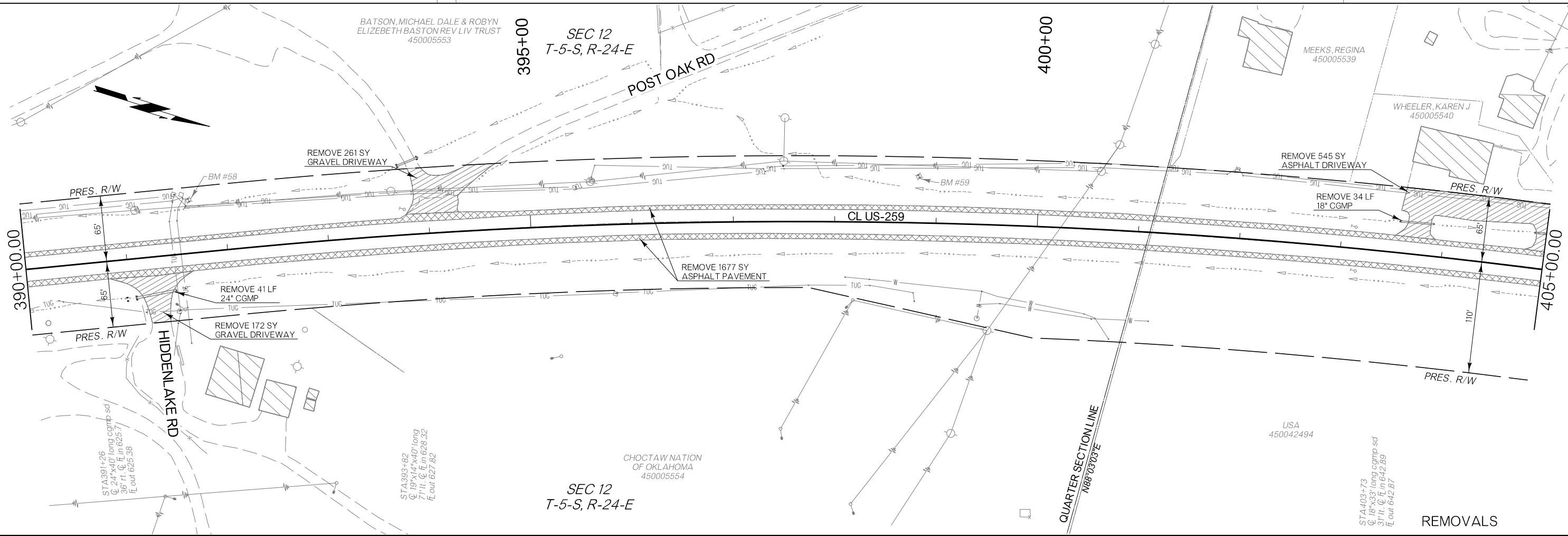
BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005553

SEC 12
T-5-S, R-24-E

POST OAK RD

395+00

400+00



MEEKS, REGINA
450005539

WHEELER, KAREN J
450005540

CHOCTAW NATION
OF OKLAHOMA
450005554

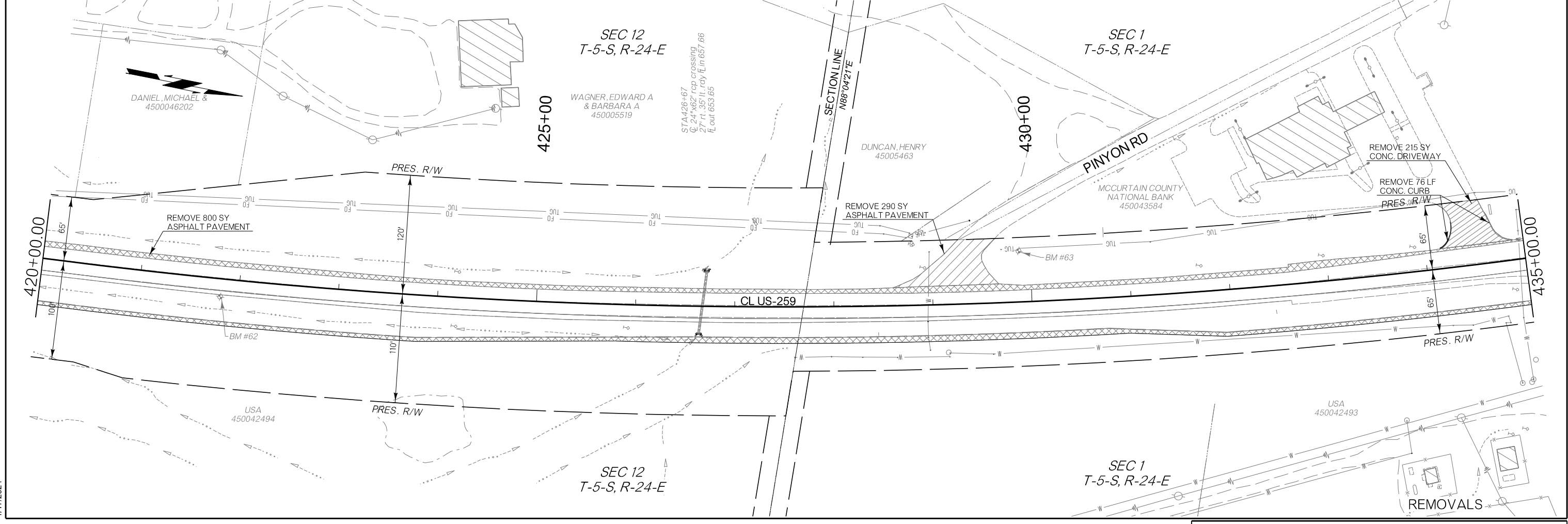
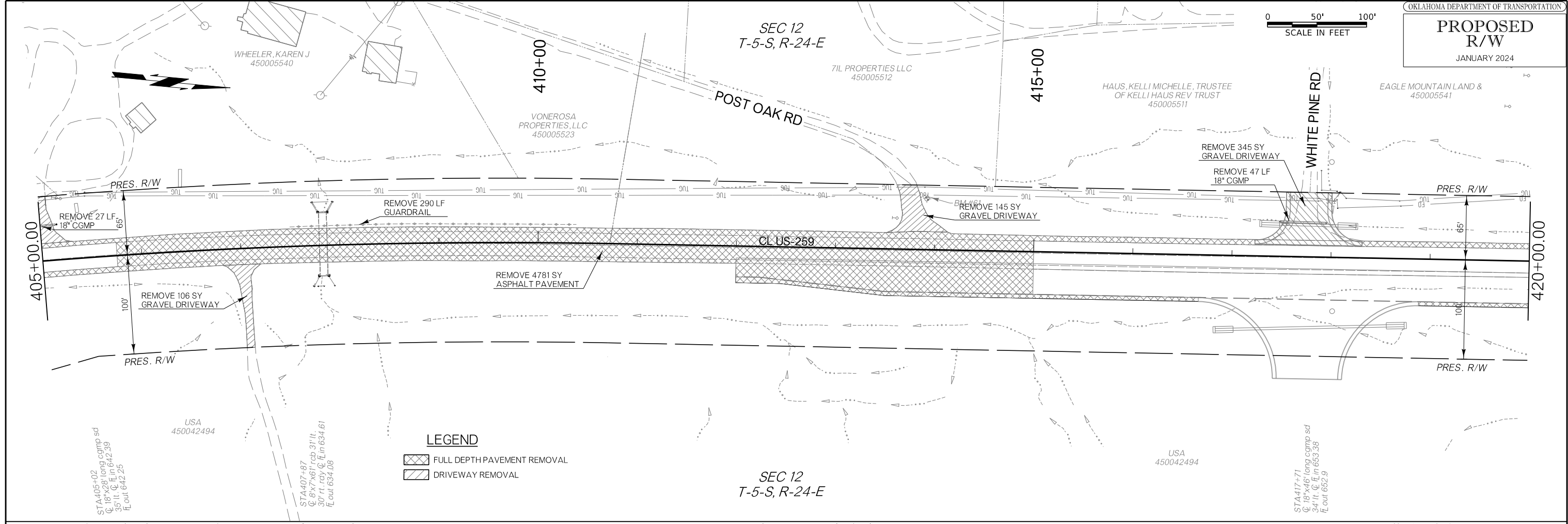
USA
450042494

STA391+26
Q. 24'x40' long cgm sd
36' rt. Q. Fl. in 625.71
Fl. out 625.38

STA399+82
Q. 19'x14'x40' long
71' ft. Q. Fl. in 628.32
Fl. out 627.82

STA403+73
Q. 18'x33' long cgm sd
51' ft. Q. Fl. in 642.89
Fl. out 642.87

REMOVALS



1/17/2024

SEC 1
T-5-S, R-24-E

440+00

445+00

440+00

435+00.00

MCCURTAIN COUNTY
NATIONAL BANK
450043884

CUNNINGHAM &
DUNCAN LLC
450041277

USA
450042493

SEC 1
T-5-S, R-24-E

STA 446+47
Q. 2.8"x6"x48" rcb crossing
Q. 24" lt. Q. lt. in 652.05
ft. out 652.00

STA 447+38
Q. 18"x62" long cgm p sd
5.4" lt. Q. lt. in 655.06
ft. out 654.41

STA 448+44
Q. 18"x62" long cgm p sd
4.5" lt. Q. lt. in 659.18
ft. out 658.27

STA 437+97
Q. 10"x8"x62" rcb crossing
28" rt. 24" lt. rdy ft. in 644.08
ft. out 643.76

SH-259A (NORTH)

REMOVE 527 SY
ASPHALT PAVEMENT

END PROJECT
STA. 446+00

CL US-259

PRES. R/W


PRES. R/W

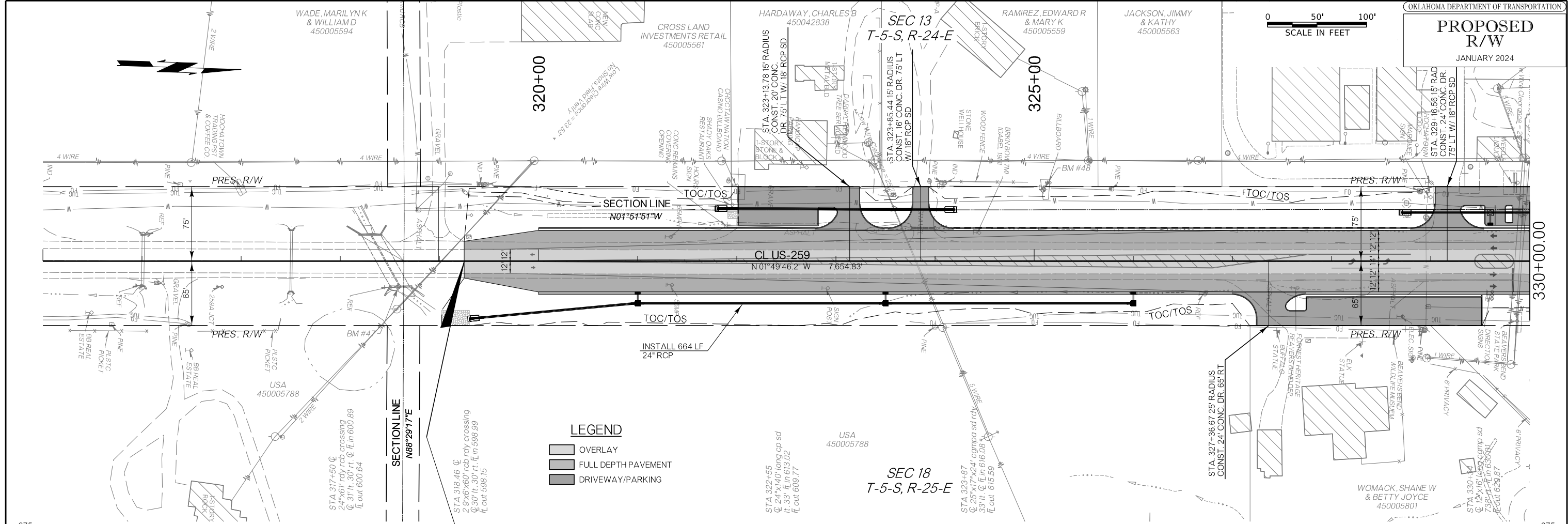
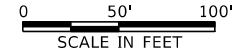
PRES. R/W

PRES. R/W

QUARTER SECTION LINE
N01°51'03"W

LEGEND

-  FULL DEPTH PAVEMENT REMOVAL
-  DRIVEWAY REMOVAL

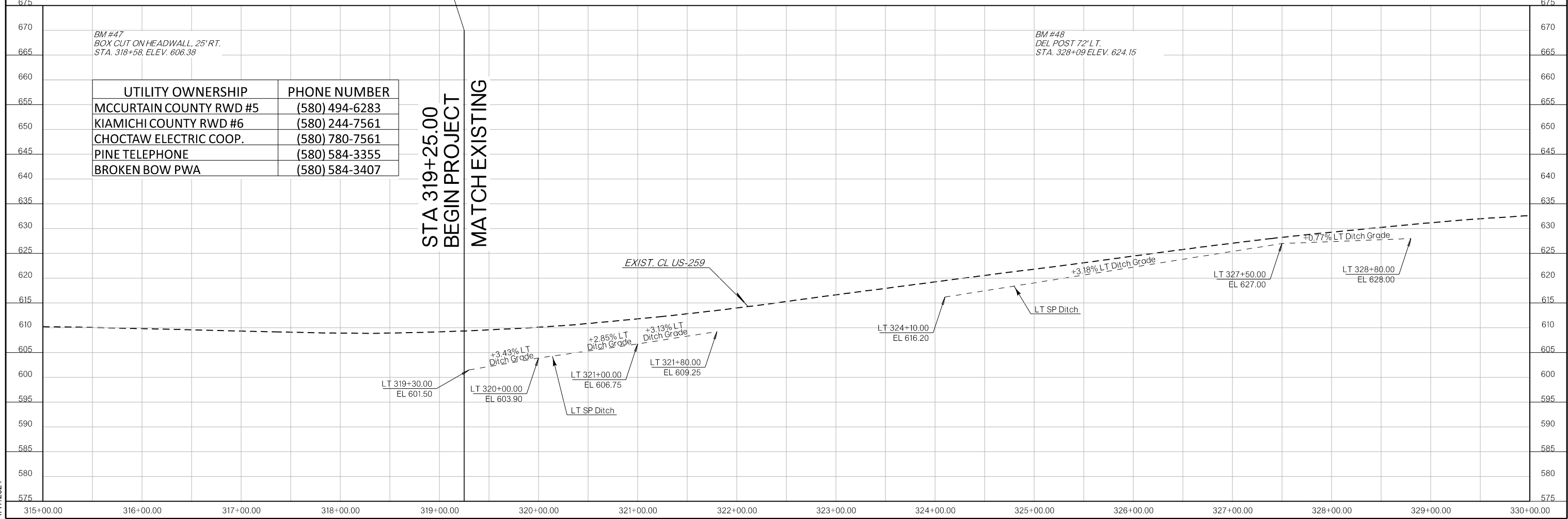


LEGEND

- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING

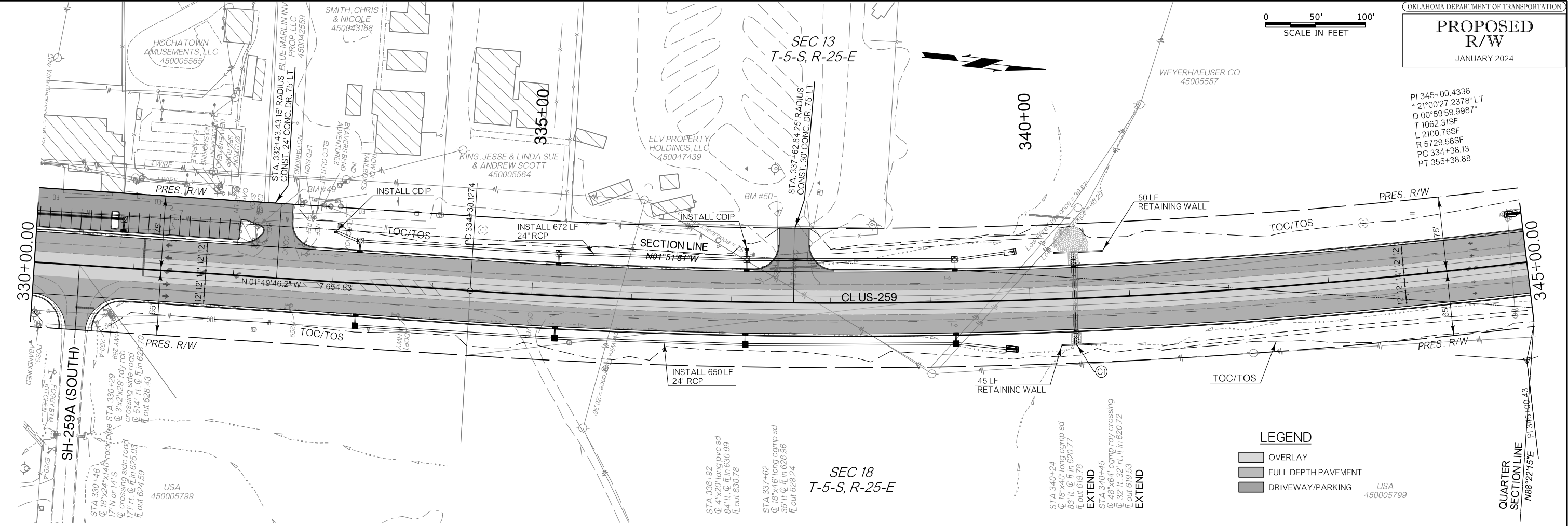
UTILITY OWNERSHIP	PHONE NUMBER
MCCURTAIN COUNTY RWD #5	(580) 494-6283
KIAMICHI COUNTY RWD #6	(580) 244-7561
CHOCTAW ELECTRIC COOP.	(580) 780-7561
PINE TELEPHONE	(580) 584-3355
BROKEN BOW PWA	(580) 584-3407

**STA 319+25.00
 BEGIN PROJECT
 MATCH EXISTING**



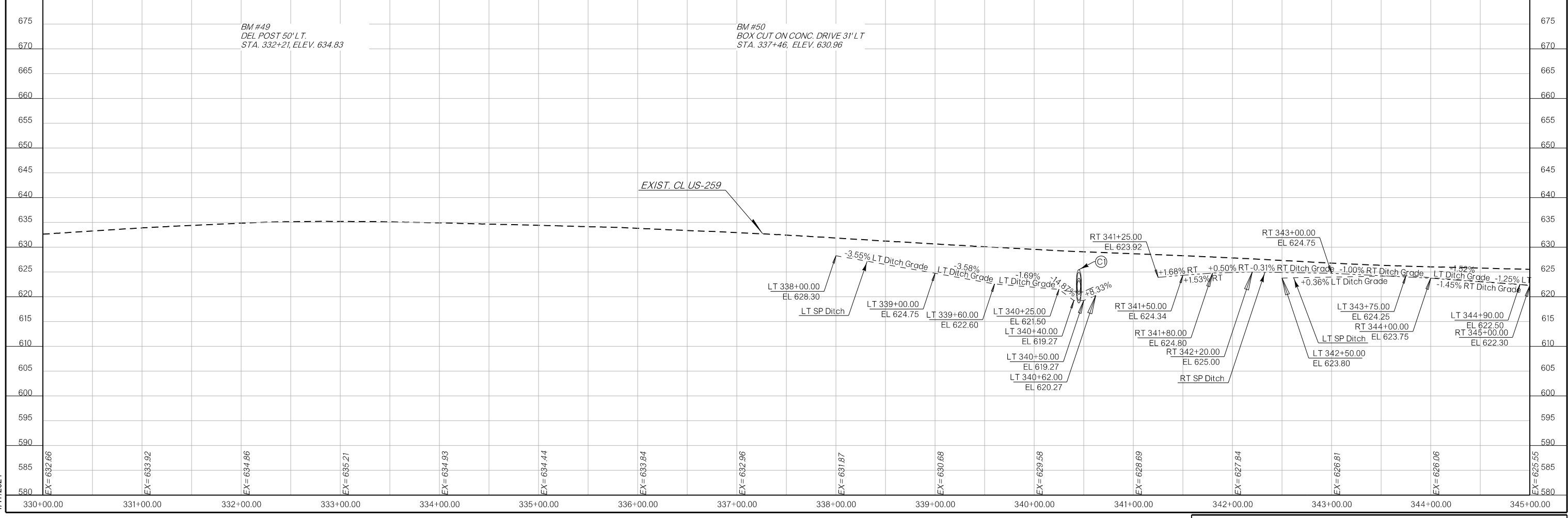
1/17/2024

PI 345+00.4336
+21°00'27.2378" LT
D 00°59'59.9987"
T 1062.31SF
L 2100.76SF
R 5729.58SF
PC 334+38.13
PT 355+38.88



LEGEND

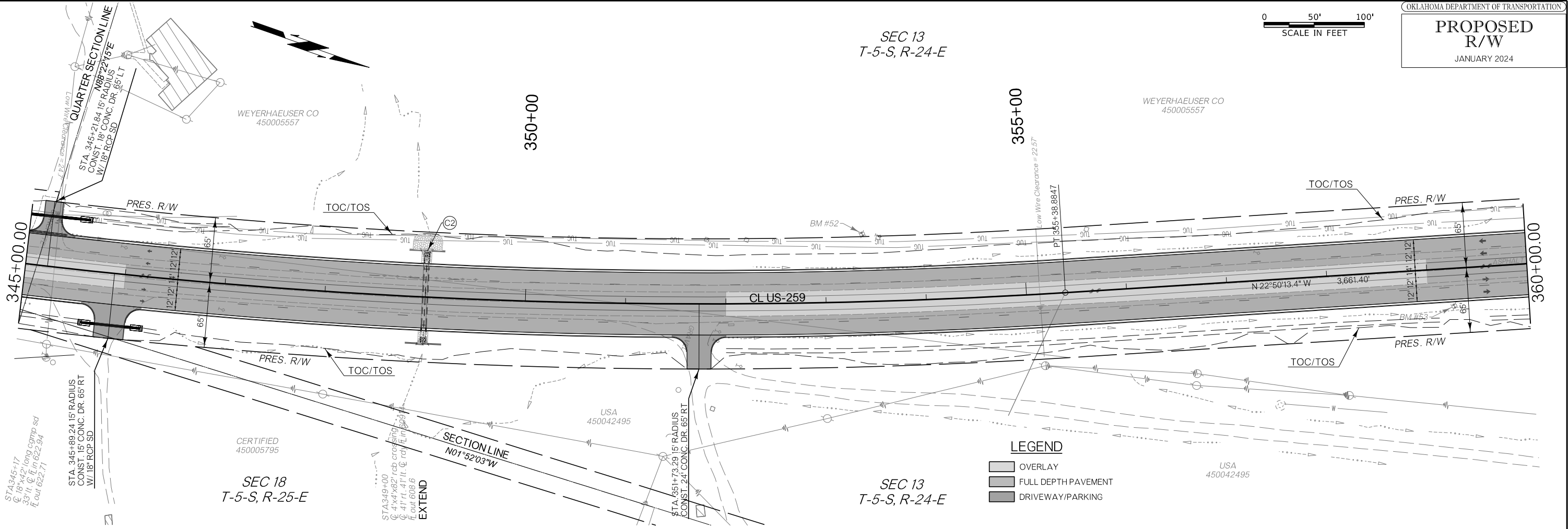
- OVERLAY
 - FULL DEPTH PAVEMENT
 - DRIVEWAY/PARKING
- USA 450005799



1/17/2024

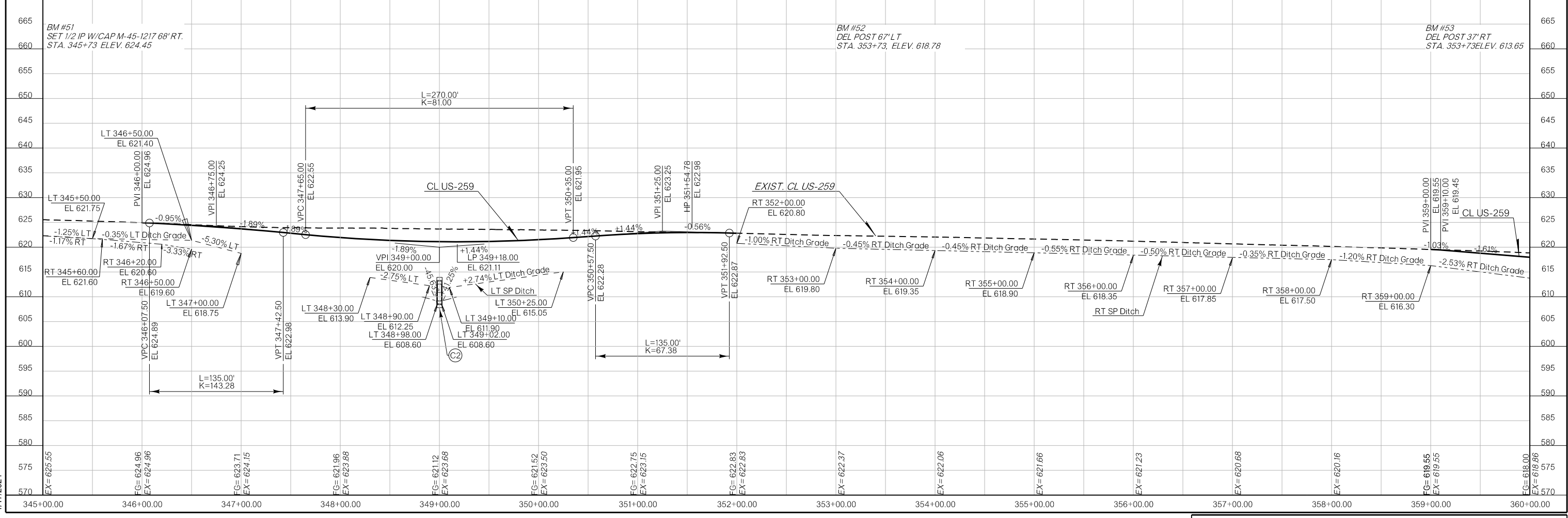
SEC 13
T-5-S, R-24-E

WEYERHAEUSER CO
450005557



LEGEND

- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING



1/17/2024

WEYERHAEUSER CO
450005557

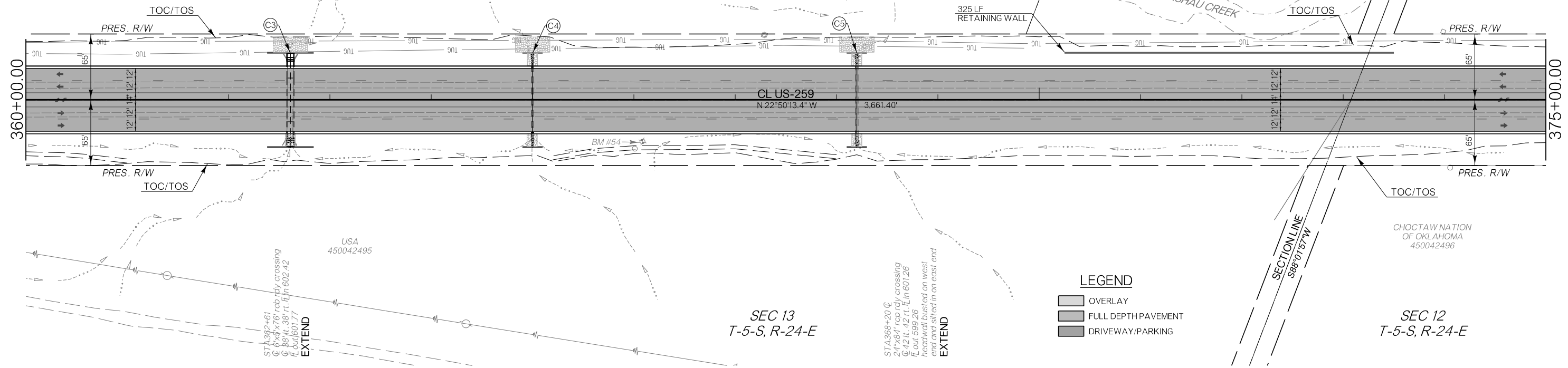
SEC 13
T-5-S, R-24-E

BATSON, MICHAEL DALE & ROBYN
ELIZABETH BATSON REV LIV TRUST
450042376

YASHAU CREEK

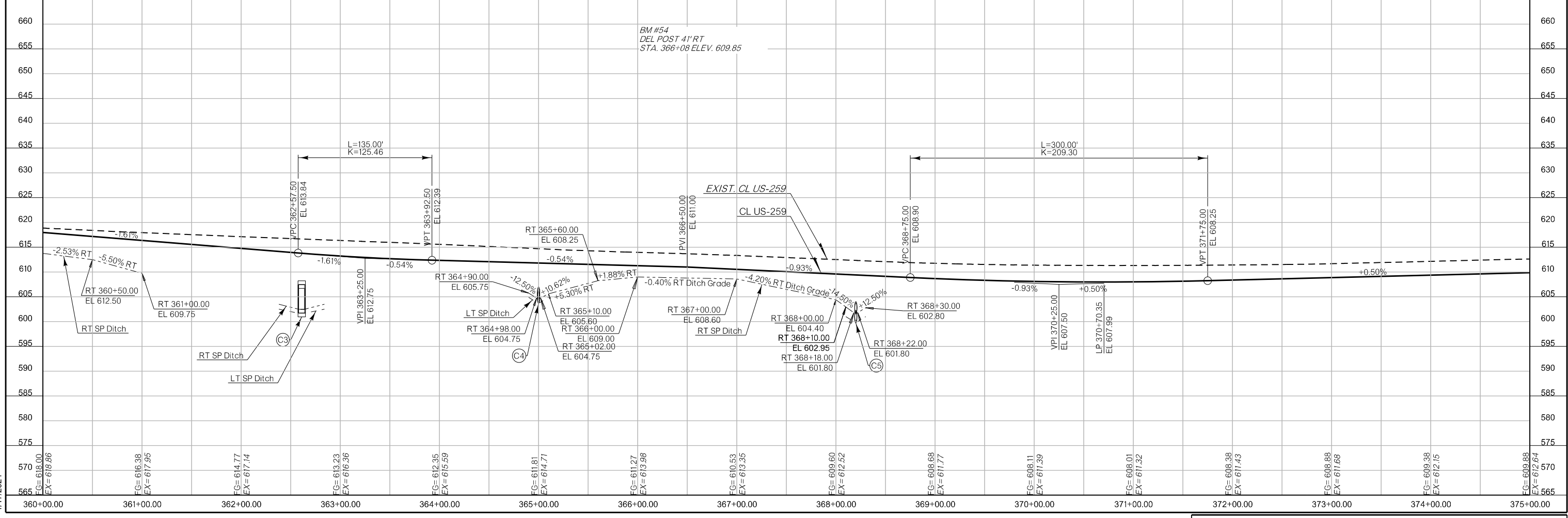
CHOCTAW NATION
OF OKLAHOMA
450042496

SEC 12
T-5-S, R-24-E



LEGEND

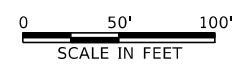
- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING



BM #54
DEL POST 41' RT
STA. 366+08 ELEV. 609.85

1/17/2024

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005553



SEC 12
T-5-S, R-24-E

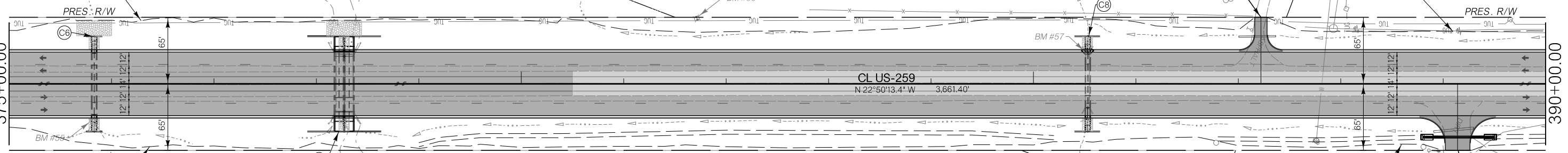
BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005555

385+00

380+00

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450042374

YASHAU CREEK



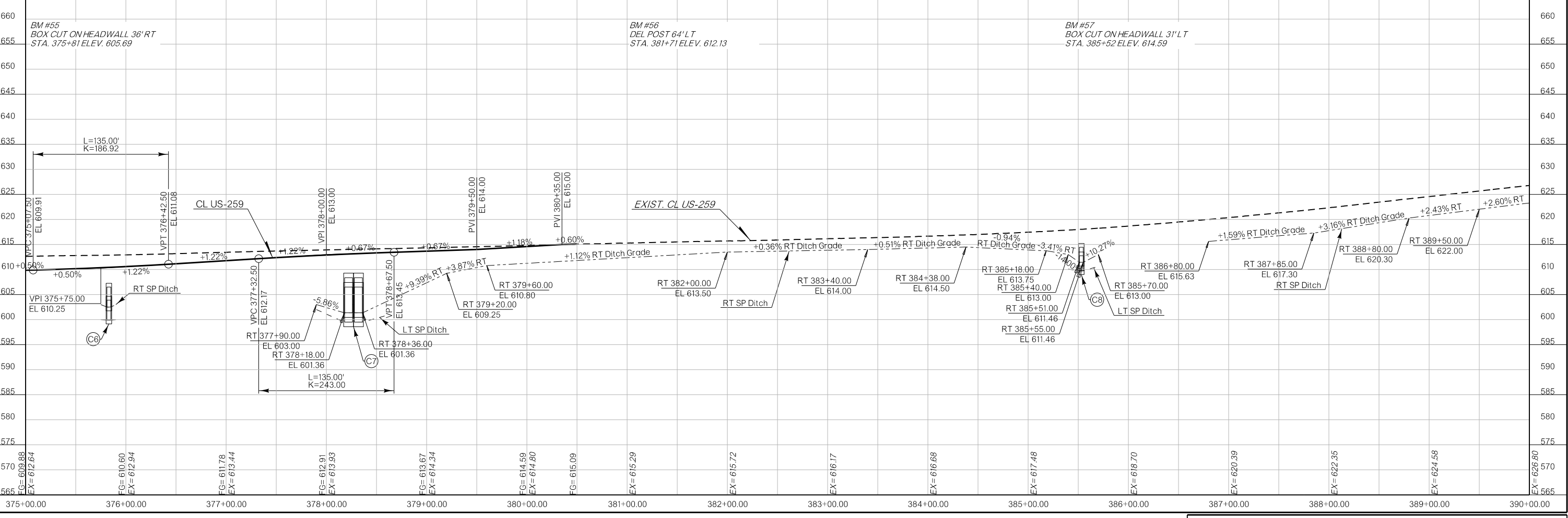
LEGEND

- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING

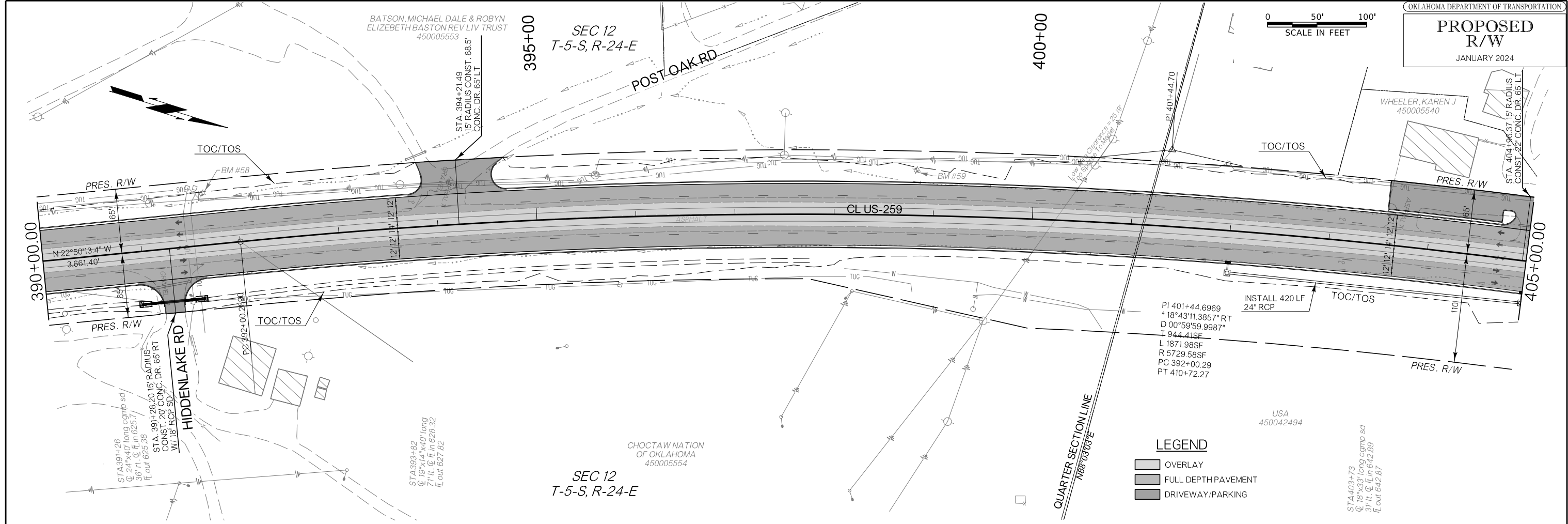
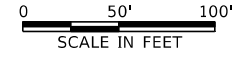
SEC 12
T-5-S, R-24-E

CHOCTAW NATION
OF OKLAHOMA
450042496

CHOCTAW NATION
OF OKLAHOMA
450005554

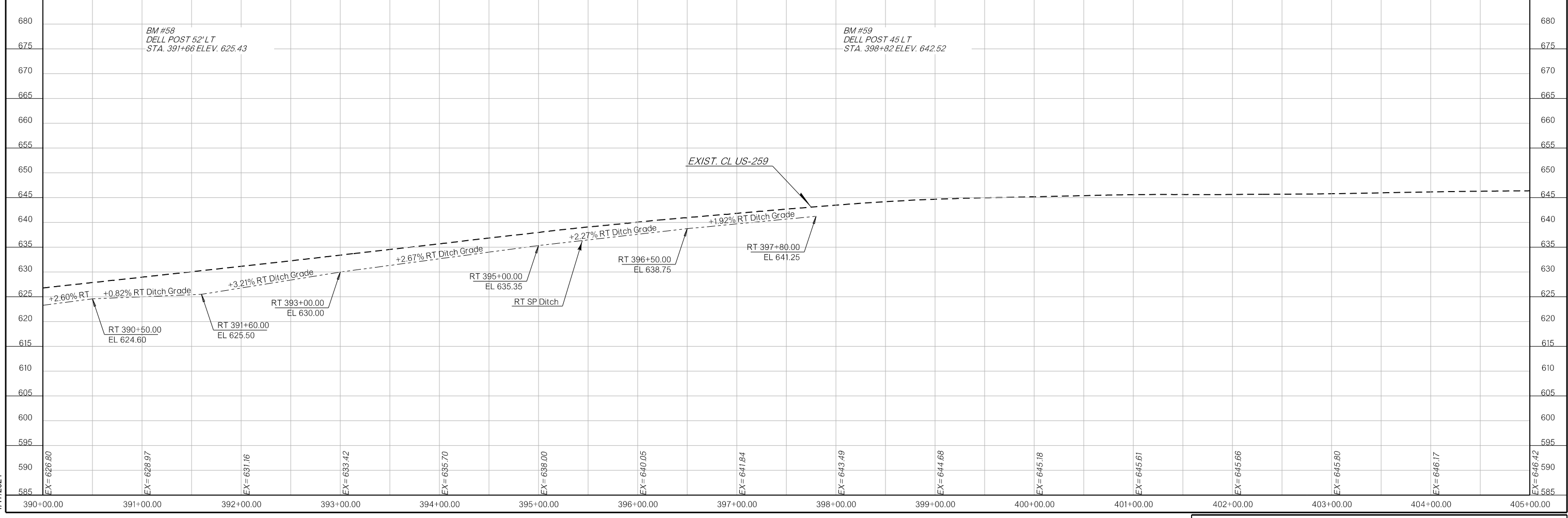


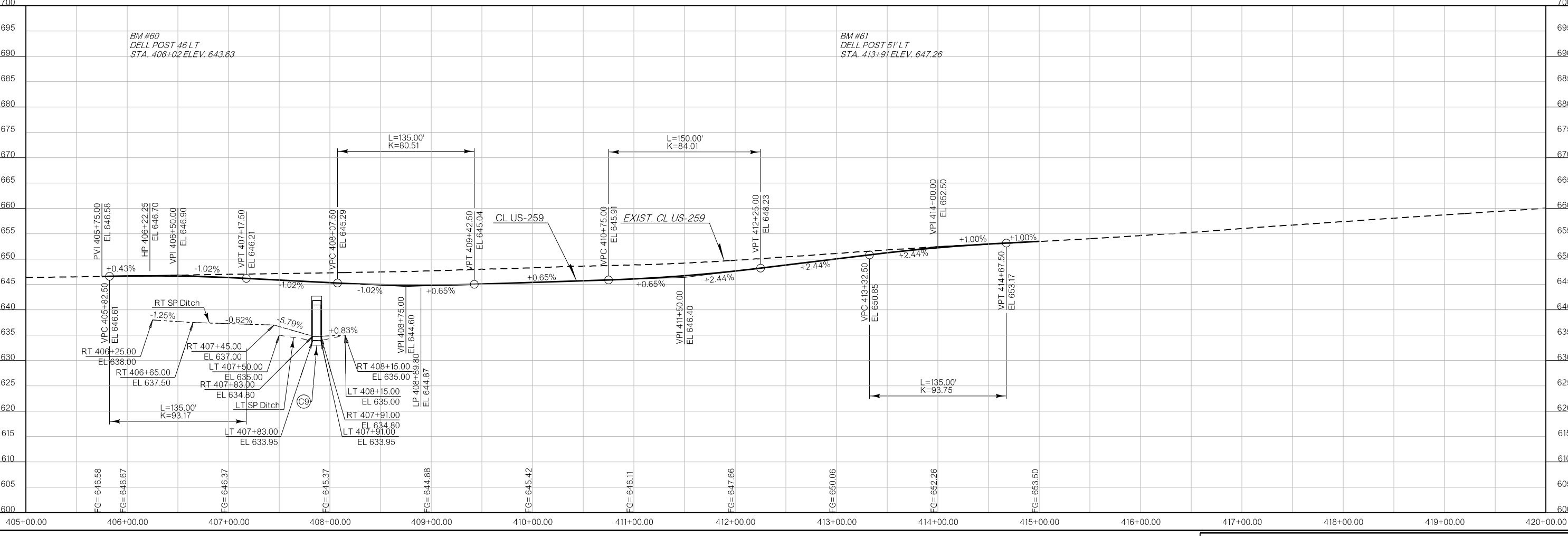
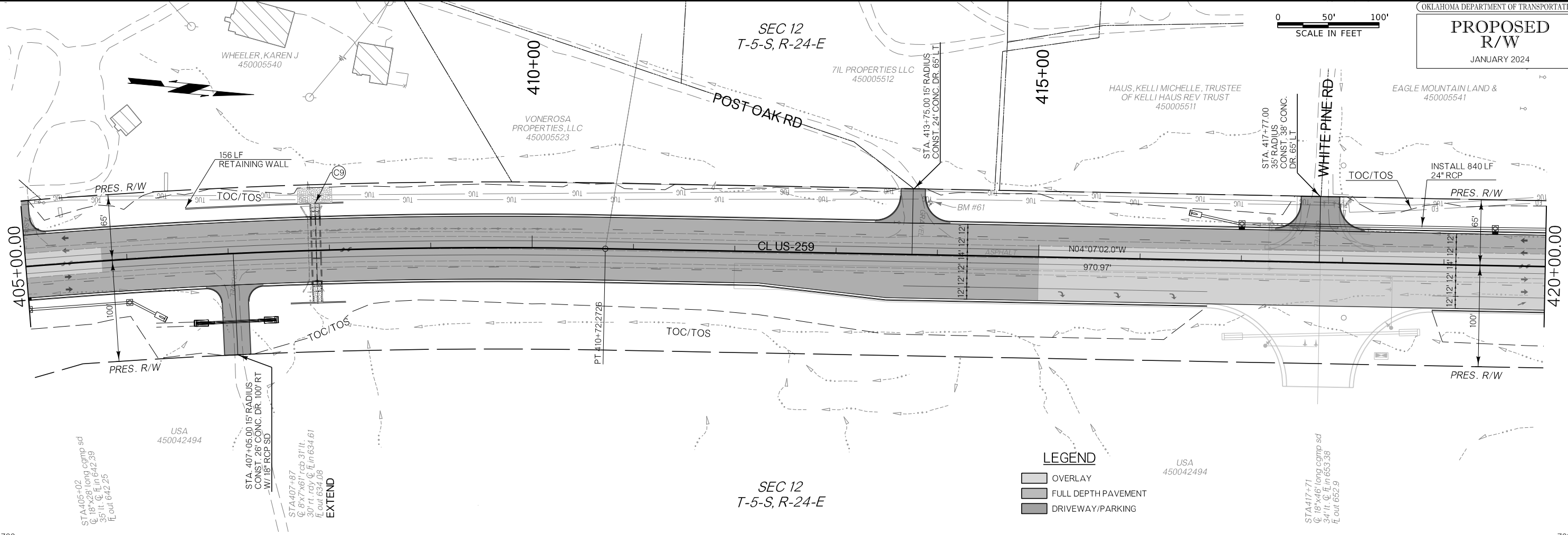
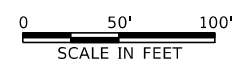
1/17/2024



LEGEND

- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING

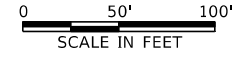




1/17/2024

PROPOSED R/W

JANUARY 2024



DANIEL, MICHAEL &
4500046202

SEC 12
T-5-S, R-24-E

WAGNER, EDWARD A
& BARBARA A
450005519

STA 426+67
@ 24"x62" rcp crossing
27' rt. 35' lt. rdy. / lin 65' 66
E. out 65' 65
EXTEND

DUNCAN, HENRY
45005463

SEC 1
T-5-S, R-24-E

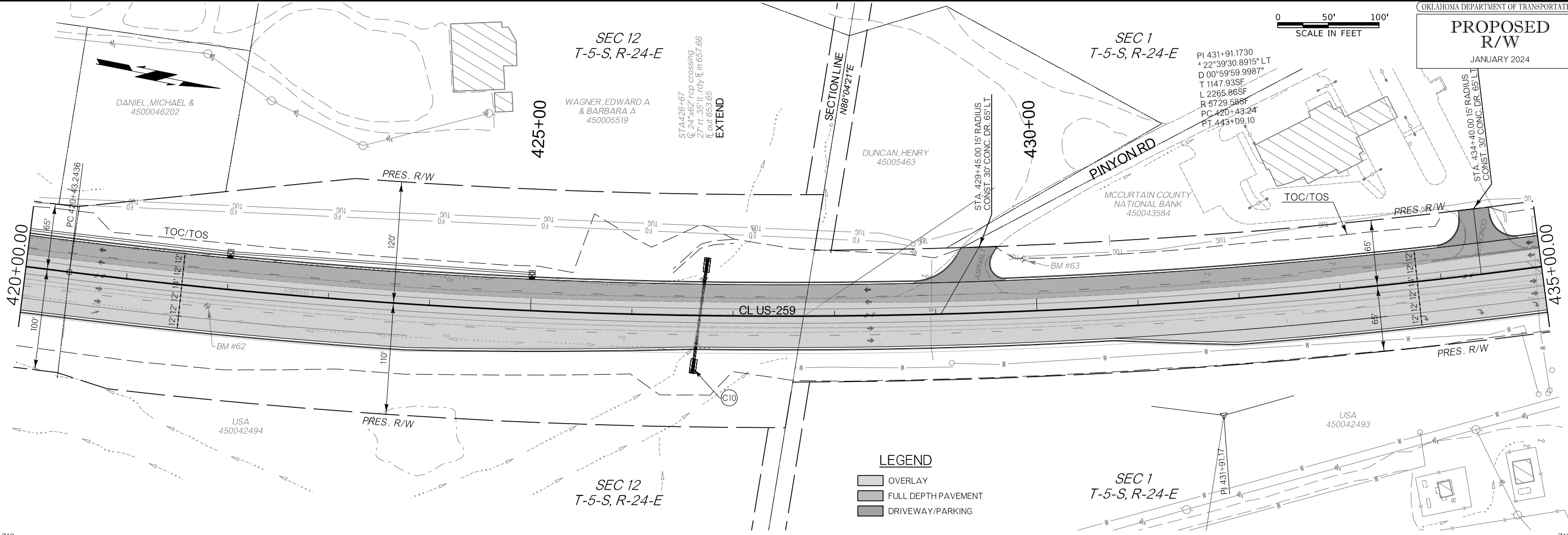
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+ 22°39'30.8915" LT
D 00°59'59.9987"
T 1147.935F
L 2265.865F
R 5729.588F
PC 420+43.24
PT 443+09.10

PINYON RD

MCCURTAIN COUNTY
NATIONAL BANK
450043584

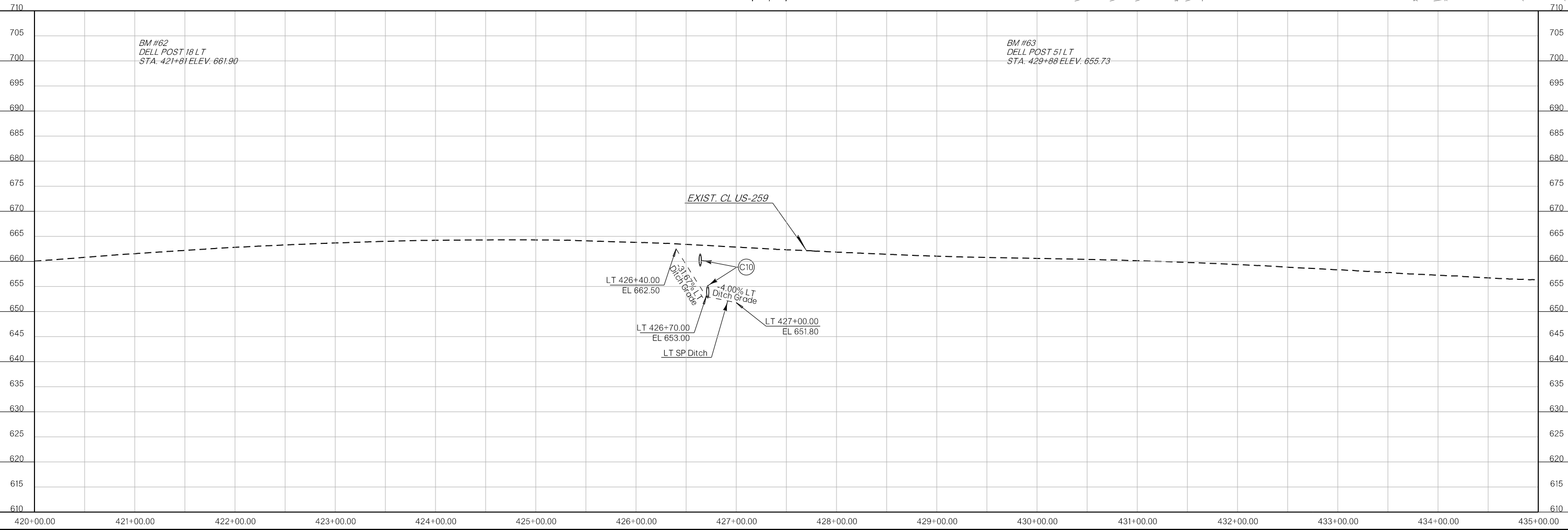
TOC/TOS

STA 434+40.00 15' RADIUS
CONST. 30' CONC. DR. 65' LT



LEGEND

- OVERLAY
- FULL DEPTH PAVEMENT
- DRIVEWAY/PARKING



BM #62
DELL POST 18 LT
STA. 421+81 ELEV. 661.90

BM #63
DELL POST 51 LT
STA. 429+88 ELEV. 655.73

EXIST. CL US-259

LT 426+40.00
EL 662.50

LT 426+70.00
EL 653.00

LT 427+00.00
EL 651.80

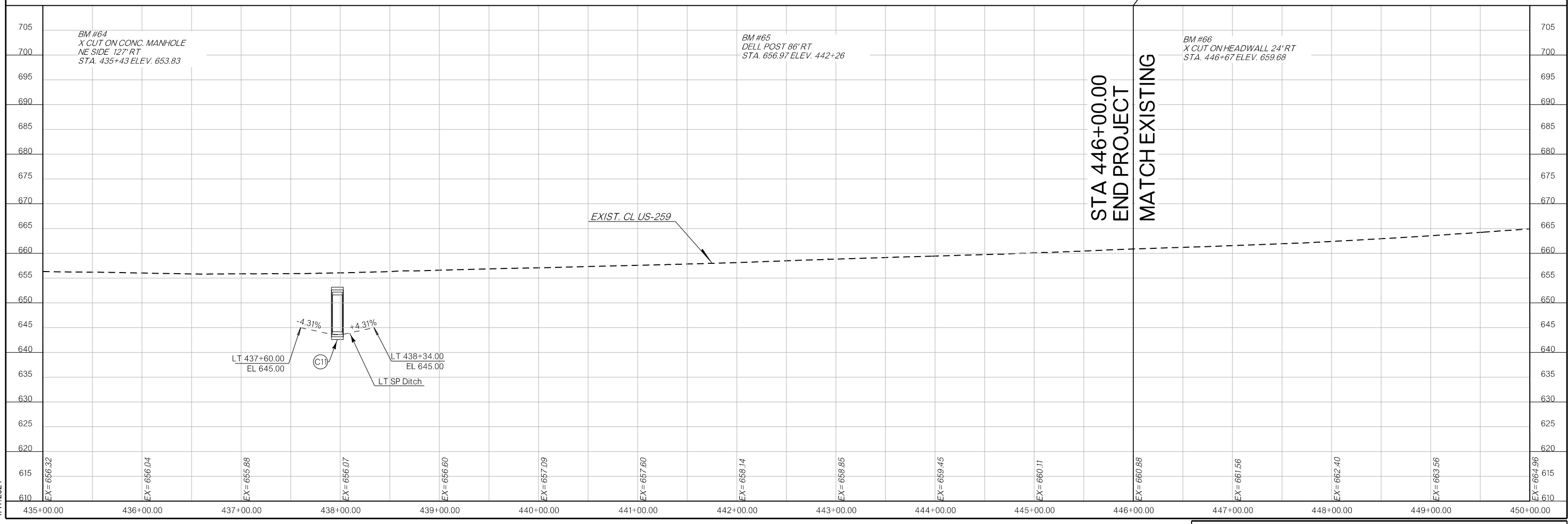
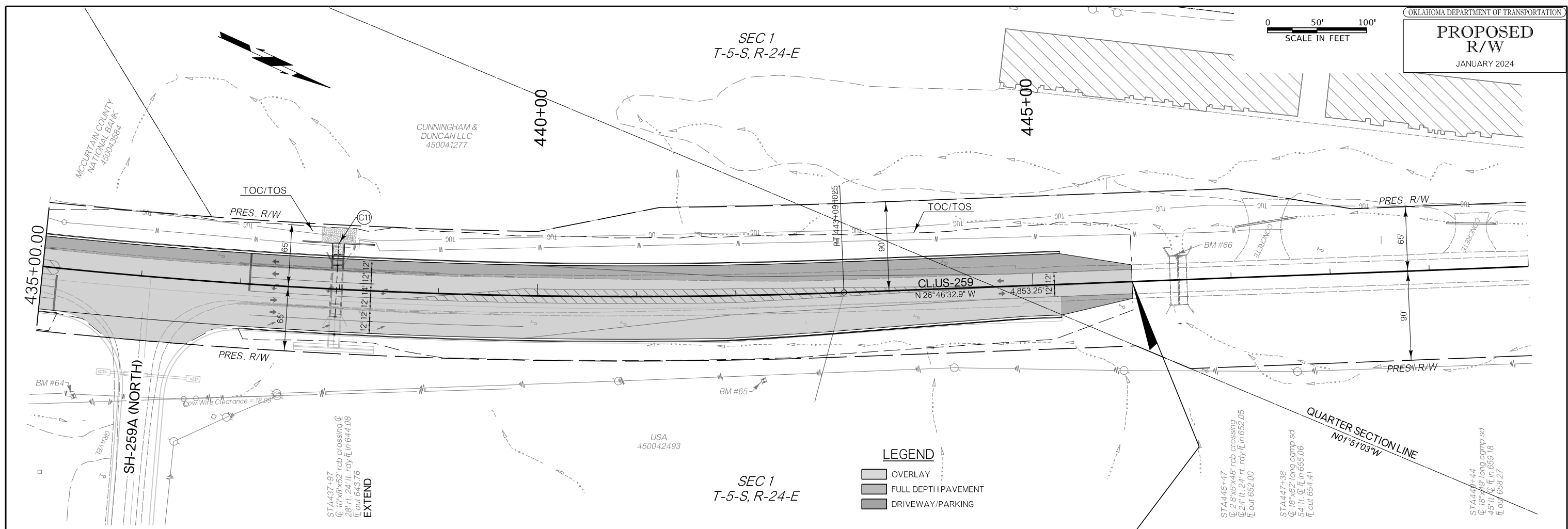
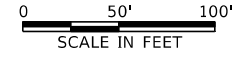
LT SP Ditch

2.5% LT Ditch Grade

4.00% LT Ditch Grade

C10

1/17/2024



1/17/2024

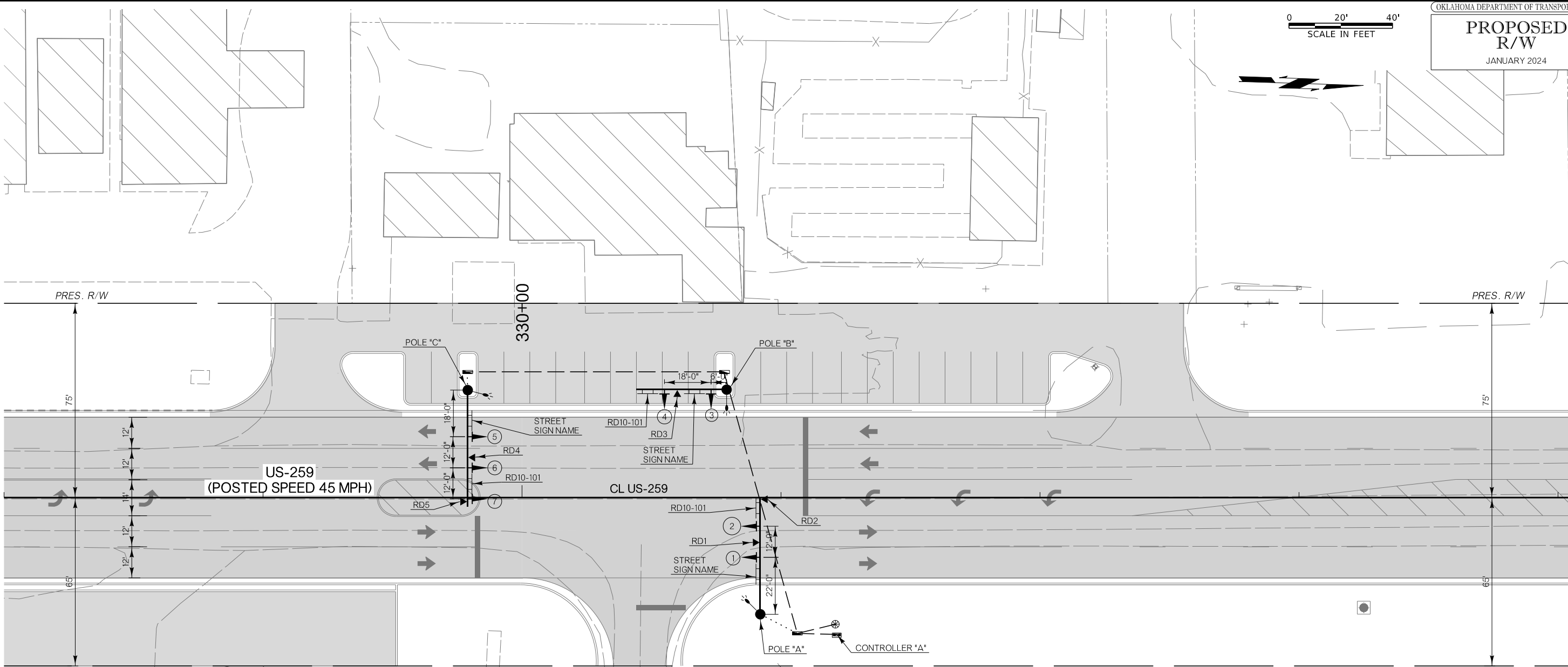


TABLE 1 (SIGNAL HEADS)

SIGNAL FACE NUMBER	NUMBER & TYPE	MOUNTING	VISOR	BACKPLATE
1, 2, 5, 6	6-ONE WAY (S-6)	MAST ARM	V-1	B-2
4, 7	2-ONE WAY (S-9)	MAST ARM	V-1	B-2
3	1-ONE WAY (S-10)	MAST ARM	V-1	B-2

TABLE 2 (MAST ARMS & POLES)

POLE	STATION	OFFSET	MAST ARM LENGTHS	FOUNDATION	POLE STANDARD	SIGNAL HEAD
"A"	330+92.2	46.3' (RT.)	45' T.S WITH 10' LUMINAIRE ARM	S-55	SEE STANDARD DRAWING TSSP1-1	NB - 8', 22', 34'
"B"	330+79.1	42.7' (LT.)	35' T.S WITH 10' LUMINAIRE ARM	S-40	SEE STANDARD DRAWING TSSP1-1	WB - 6', 24"
"C"	329+78.9	45' (LT.)	45' T.S WITH 10' LUMINAIRE ARM	S-55	SEE STANDARD DRAWING TSSP1-1	SB - 6', 18', 30', 42'

TABLE 3 (ELECTRICAL CABLE TO CONTROLLER "A" LOCATION)

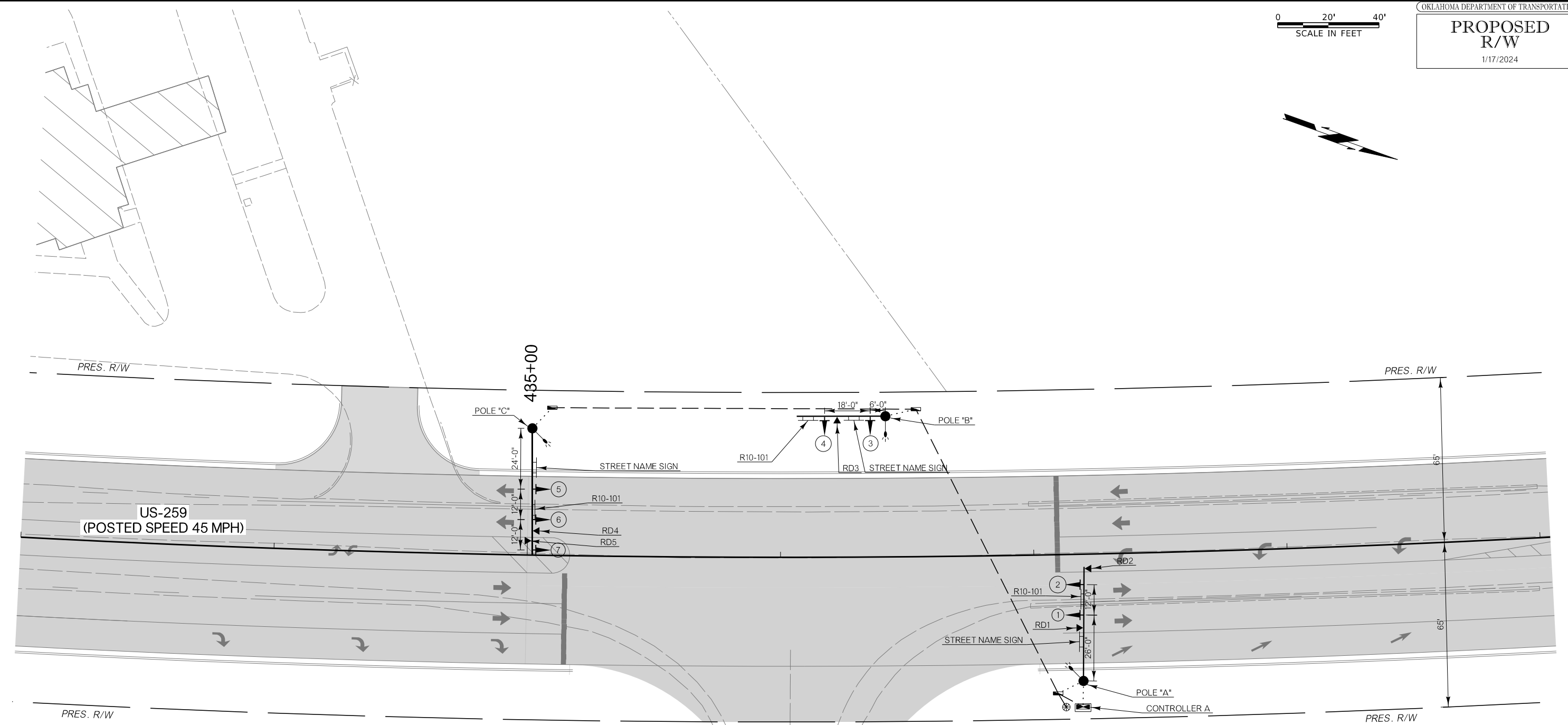
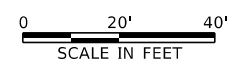
B-21C	C-21C	D-21C	E-21C
B-RD1	B-RD2	C-RD3	C-RD4
D-RD5	D-RD6	E-RD7	E-RD8

CABLE TERMINAL IDENTIFICATION CODE
(EXAMPLE: H-5C)
H = SIGNAL POLE LOCATION
5C = FIVE CONDUCTOR CABLE
RD1 = RADAR DETECTION UNIT & CABLE

LEGEND

	PULL BOX (TYPE I)
	PULL BOX (TYPE II)
	CONTROLLER CABINET
	SIGNAL HEAD
	STREET SIGN
	LUMINAIRE
	2" CONDUIT
	3" CONDUIT
	RADAR DETECTION SYSTEM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		
APPROVED		
SQUAD	XXXXX	
SIGNAL PLAN		
SH-259A (SOUTH)		
COUNTY	MCURTAIN	HIGHWAY
US-259	STATE JOB NO.	34333(OB)
		SHEET NO. T001



LEGEND

	PULL BOX (TYPE I)
	PULL BOX (TYPE II)
	CONTROLLER CABINET
	SIGNAL HEAD
	STREET SIGN
	LUMINAIRE
	2" CONDUIT
	3" CONDUIT
	RADAR DETECTION SYSTEM

TABLE 1 (SIGNAL HEADS)

SIGNAL FACE NUMBER	NUMBER & TYPE	MOUNTING	VISOR	BACKPLATE
1, 2, 5, 6	6-ONE WAY (S-6)	MAST ARM	V-1	B-2
4, 7	2-ONE WAY (S-9)	MAST ARM	V-1	B-2
3	1-ONE WAY (S-10)	MAST ARM	V-1	B-2

TABLE 2 (MAST ARMS & POLES)

POLE	STATION	OFFSET	MAST ARM LENGTHS	FOUNDATION	POLE STANDARD	SIGNAL HEAD SPACING
"A"	437+18.6	50' (RT.)	45' T.S WITH 10' LUMINAIRE ARM	S-55	SEE STANDARD DRAWING TSSP1-1	NB - 8', 26', 38'
"B"	436+41.8	55.5' (LT.)	35' T.S WITH 10' LUMINAIRE ARM	S-40	SEE STANDARD DRAWING TSSP1-1	WB - 6', 24'
"C"	435+01.2	50' (LT.)	50' T.S WITH 10' LUMINAIRE ARM	S-55	SEE STANDARD DRAWING TSSP1-1	SB - 8', 24', 36', 48'

TABLE 3 (ELECTRICAL CABLE TO CONTROLLER "A" LOCATION)

	C-21C	D-21C	E-21C
B-21C	C-21C	D-21C	E-21C
B-RD1	B-RD2	C-RD3	C-RD4
D-RD5	D-RD6	E-RD7	E-RD8

CABLE TERMINAL IDENTIFICATION CODE
(EXAMPLE: H-5C)
H = SIGNAL POLE LOCATION
5C = FIVE CONDUCTOR CABLE
RD1 = RADAR DETECTION UNIT & CABLE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		
APPROVED		
SQUAD	XXXXX	
SIGNAL PLAN SH-259A (NORTH)		
COUNTY <u>MCURTAIN</u> HIGHWAY <u>US-259</u> STATE JOB NO. <u>34333(OB)</u> SHEET NO. <u>T002</u>		

1/17/2024

315+00

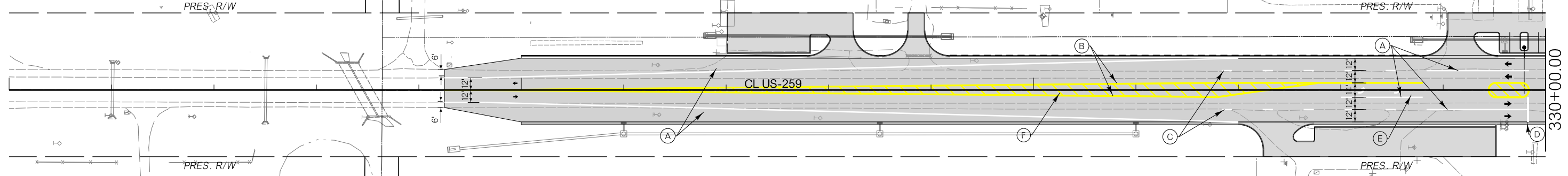
320+00

325+00

330+00



SEC 13
T-5-S, R-24-E



LEGEND

- (A) 6" SOLID WHITE STRIPE
- (B) 6" DOUBLE YELLOW STRIPE
- (C) 6" DASHED WHITE STRIPE
- (D) 24" WHITE STRIPE
- (E) WHITE ARROW
- (F) 12" YELLOW GORE STRIPE
- ➔ DIRECTIONAL ARROW

SEC 18
T-5-S, R-25-E

330+00

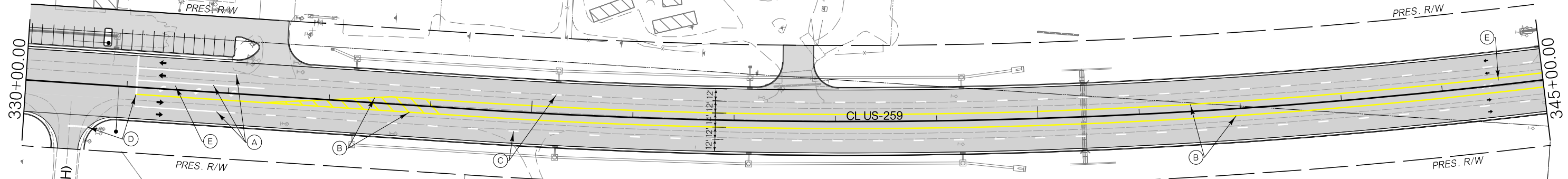
335+00

340+00

345+00



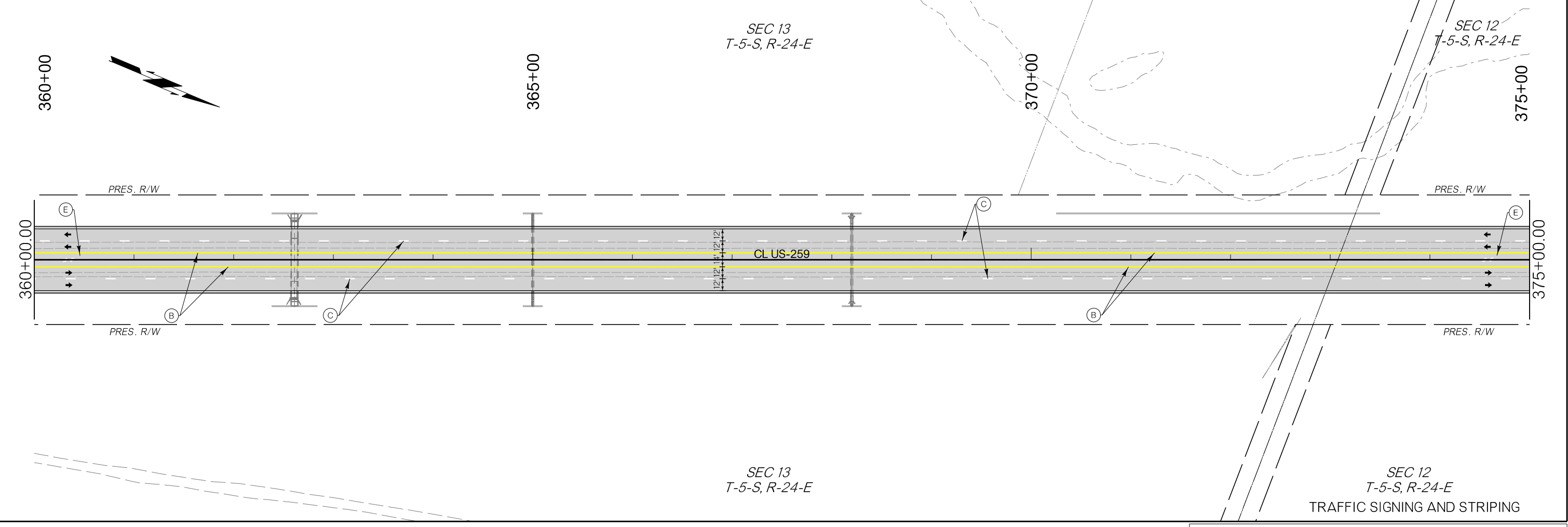
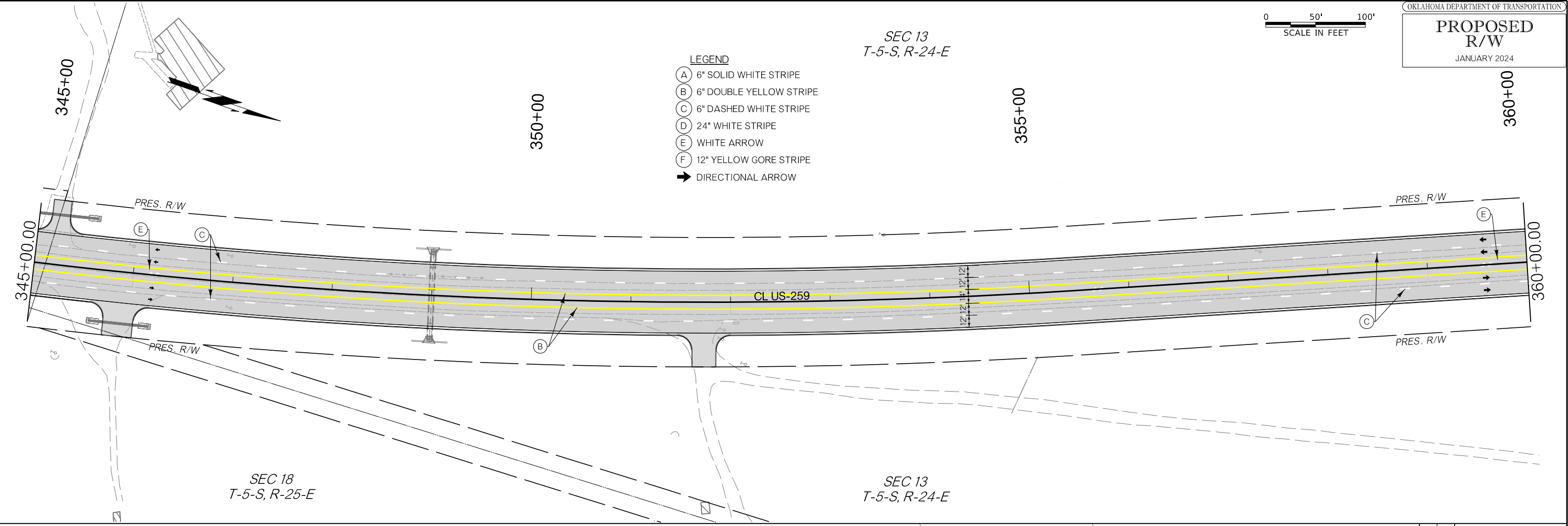
SEC 13
T-5-S, R-25-E



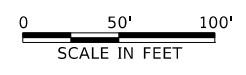
SEC 18
T-5-S, R-25-E

SEC 13
T-5-S, R-24-E

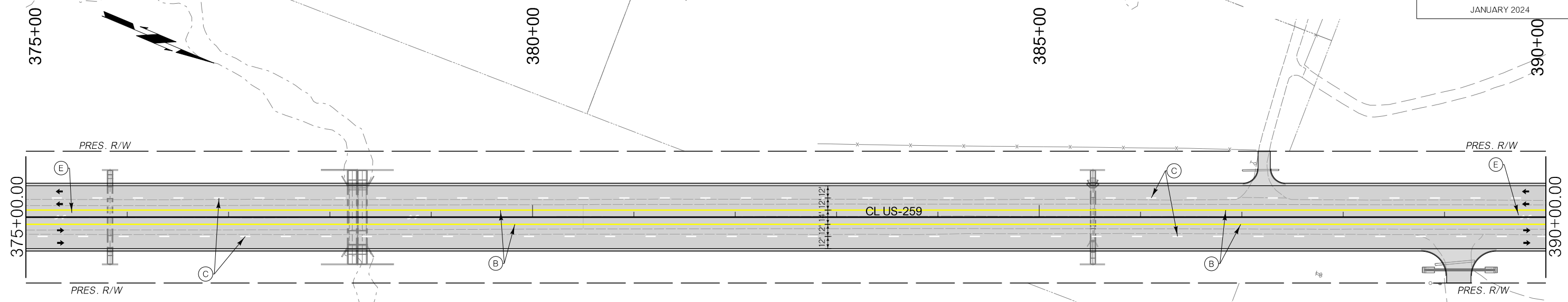
- LEGEND**
- (A) 6" SOLID WHITE STRIPE
 - (B) 6" DOUBLE YELLOW STRIPE
 - (C) 6" DASHED WHITE STRIPE
 - (D) 24" WHITE STRIPE
 - (E) WHITE ARROW
 - (F) 12" YELLOW GORE STRIPE
 - ➔ DIRECTIONAL ARROW



1/12/2024

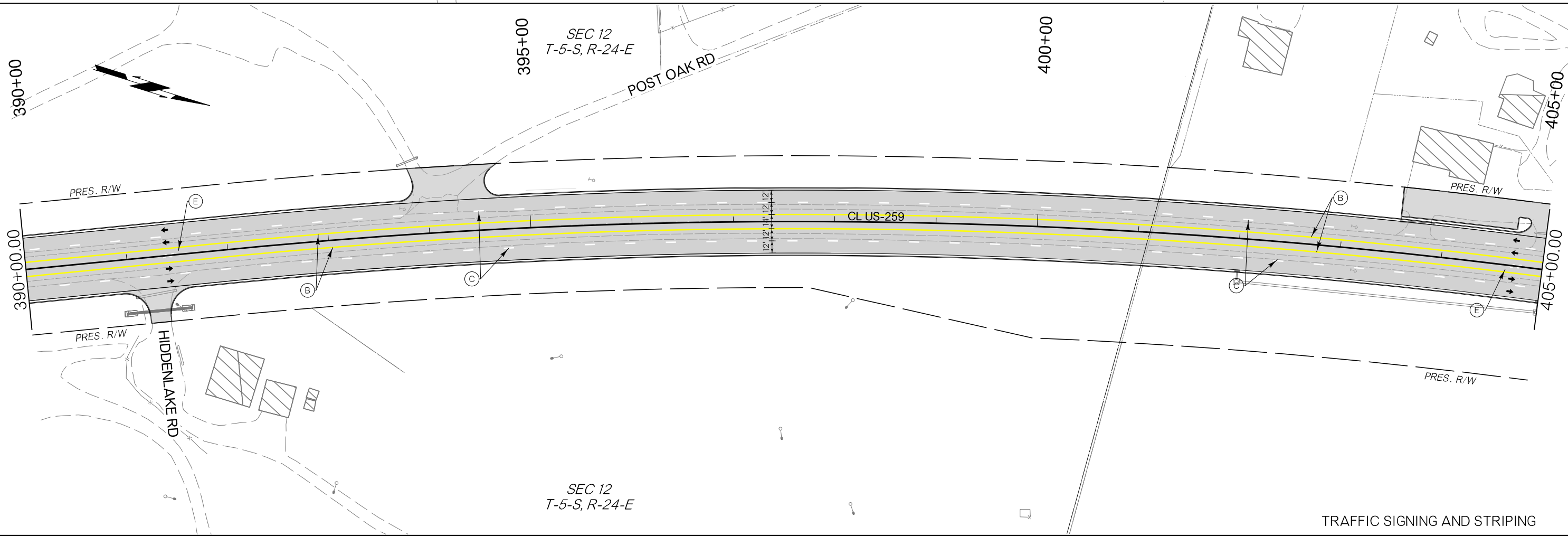


SEC 12
T-5-S, R-24-E

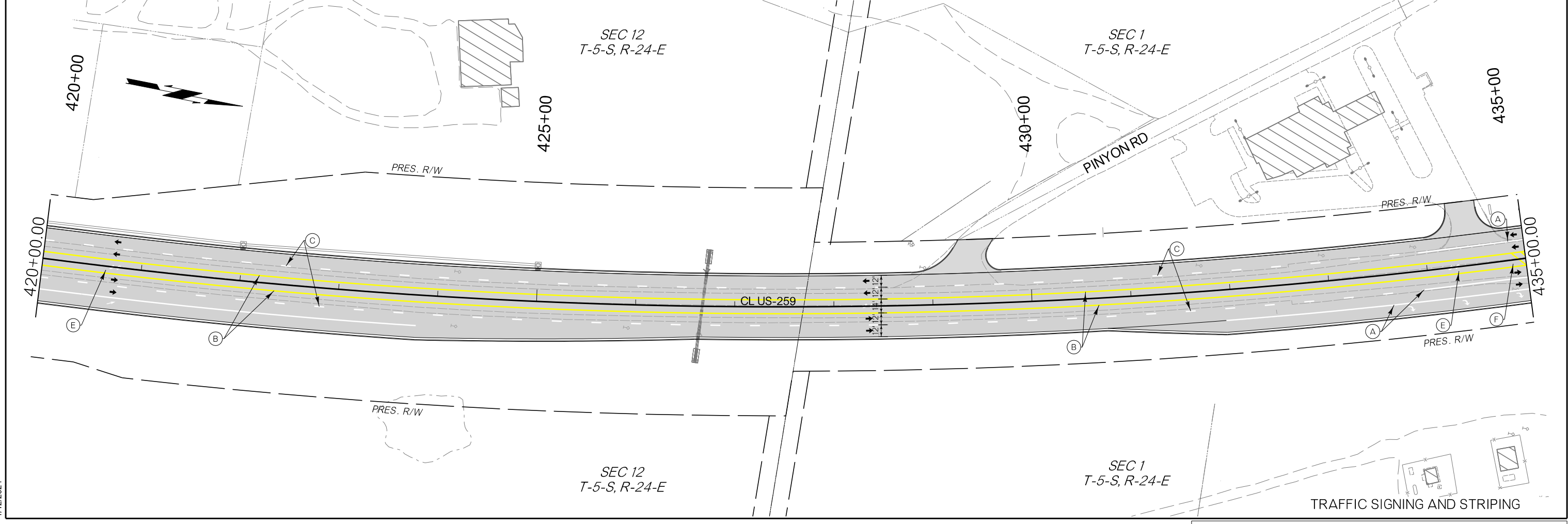
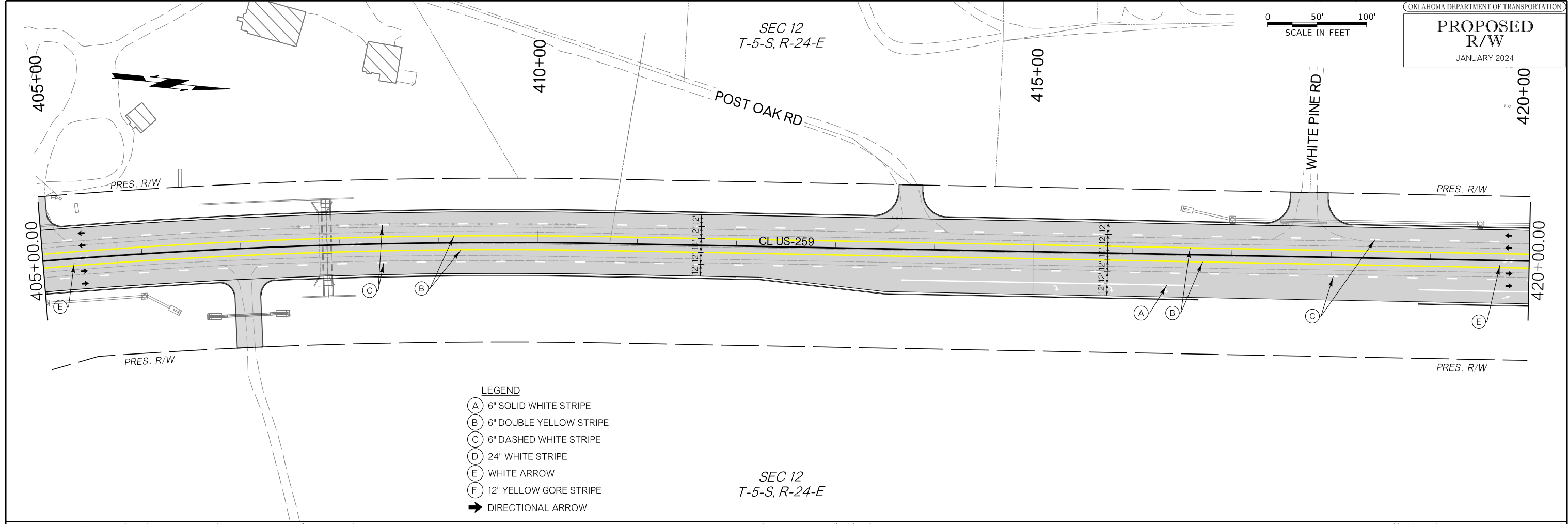


- LEGEND
- (A) 6" SOLID WHITE STRIPE
 - (B) 6" DOUBLE YELLOW STRIPE
 - (C) 6" DASHED WHITE STRIPE
 - (D) 24" WHITE STRIPE
 - (E) WHITE ARROW
 - (F) 12" YELLOW GORE STRIPE
 - ➔ DIRECTIONAL ARROW

SEC 12
T-5-S, R-24-E

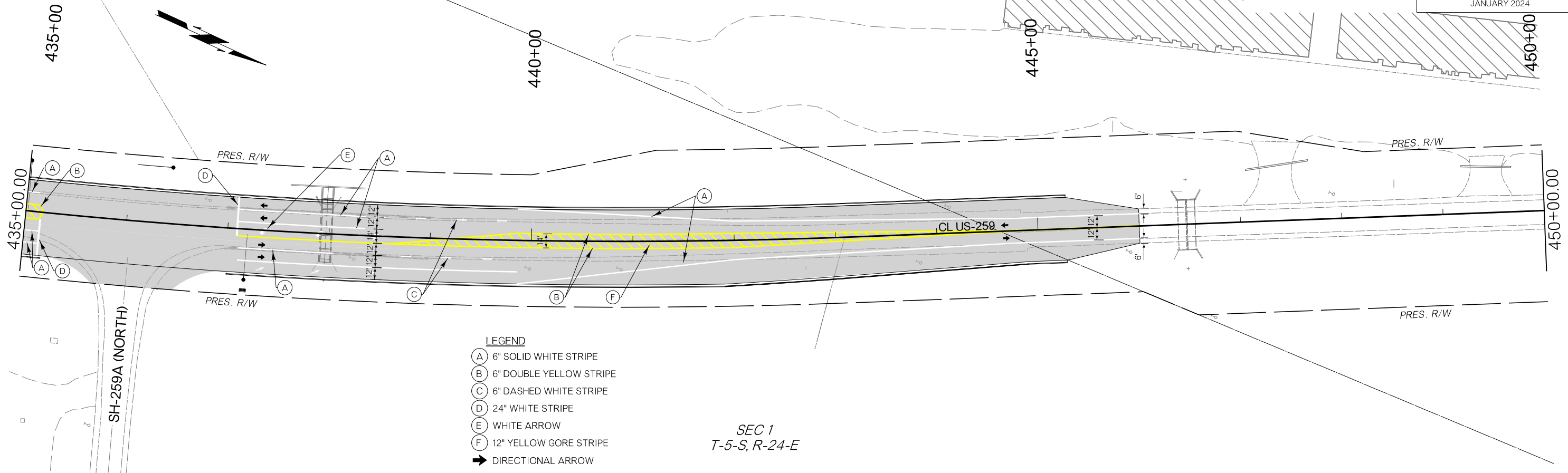


SEC 12
T-5-S, R-24-E



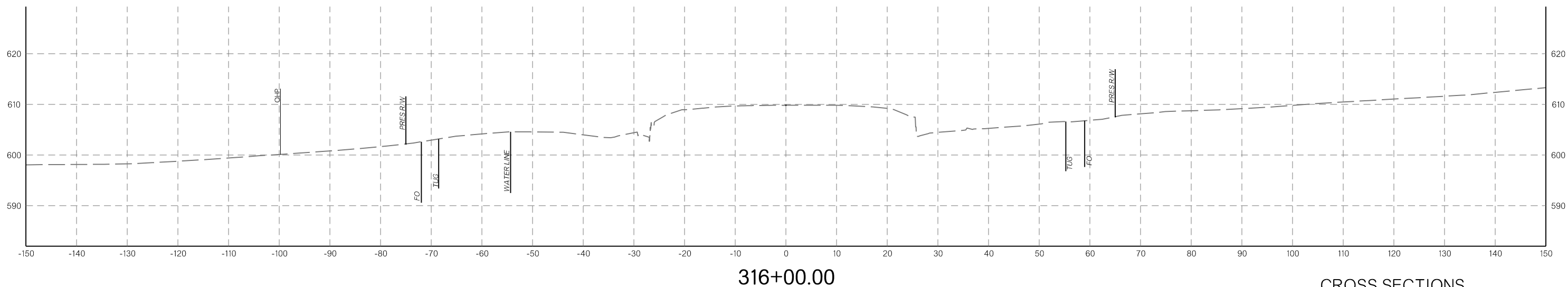
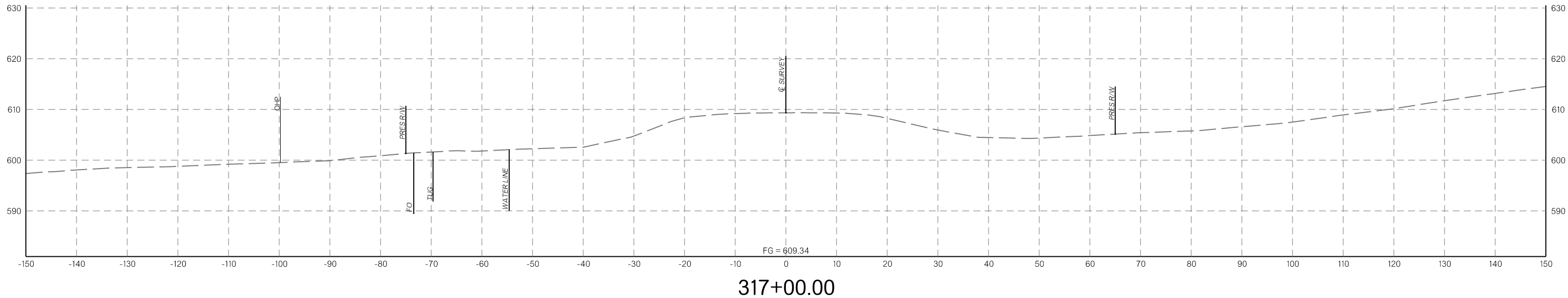
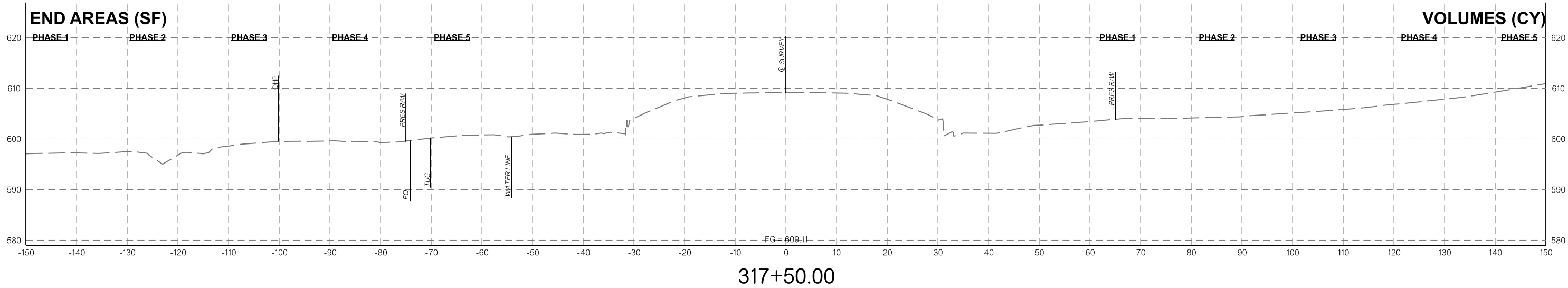
TRAFFIC SIGNING AND STRIPING

SEC 1
T-5-S, R-24-E



- LEGEND**
- (A) 6" SOLID WHITE STRIPE
 - (B) 6" DOUBLE YELLOW STRIPE
 - (C) 6" DASHED WHITE STRIPE
 - (D) 24" WHITE STRIPE
 - (E) WHITE ARROW
 - (F) 12" YELLOW GORE STRIPE
 - ➔ DIRECTIONAL ARROW

SEC 1
T-5-S, R-24-E



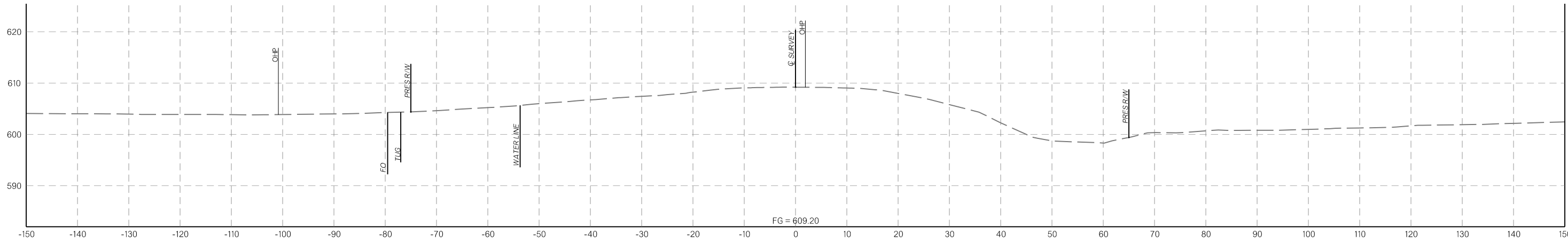
CROSS SECTIONS

1/12/2024

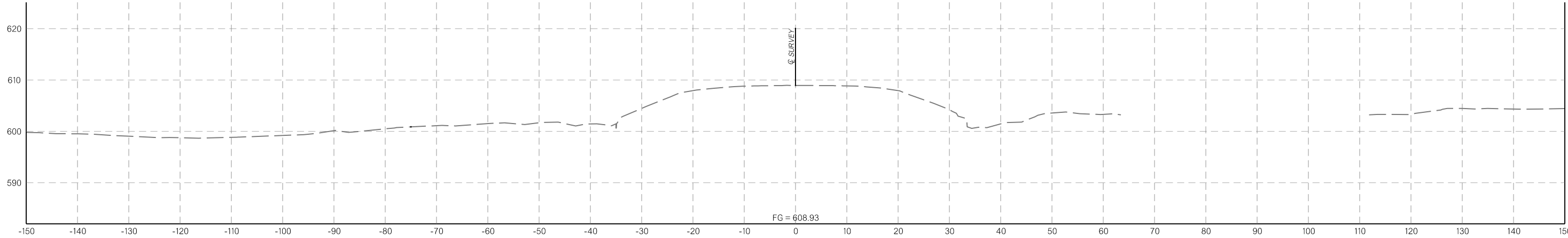
END AREAS (SF)

VOLUMES (CY)

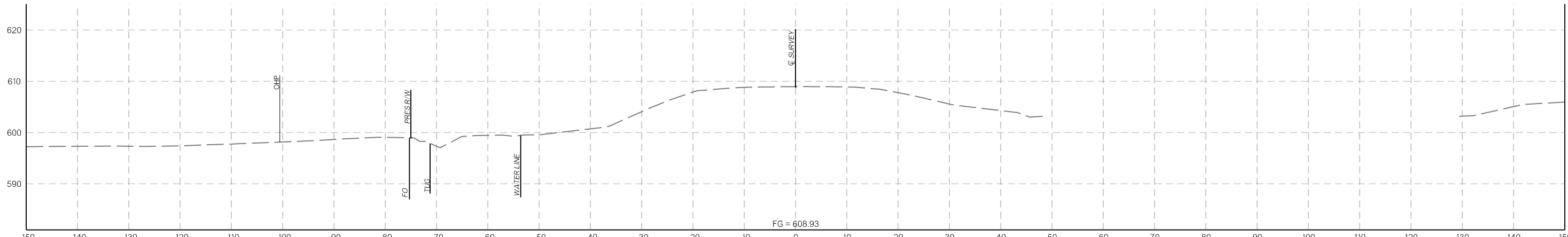
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



319+00.00



318+46.00



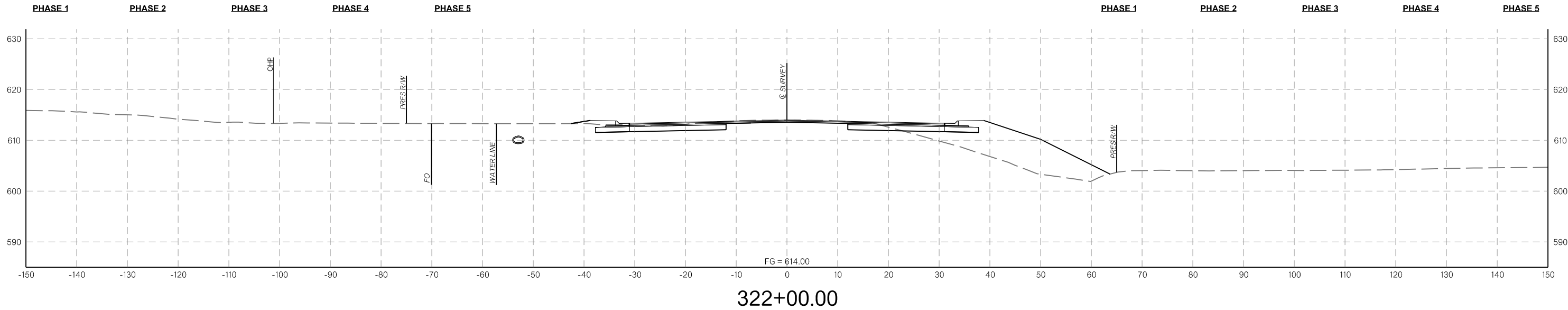
318+00.00

CROSS SECTIONS

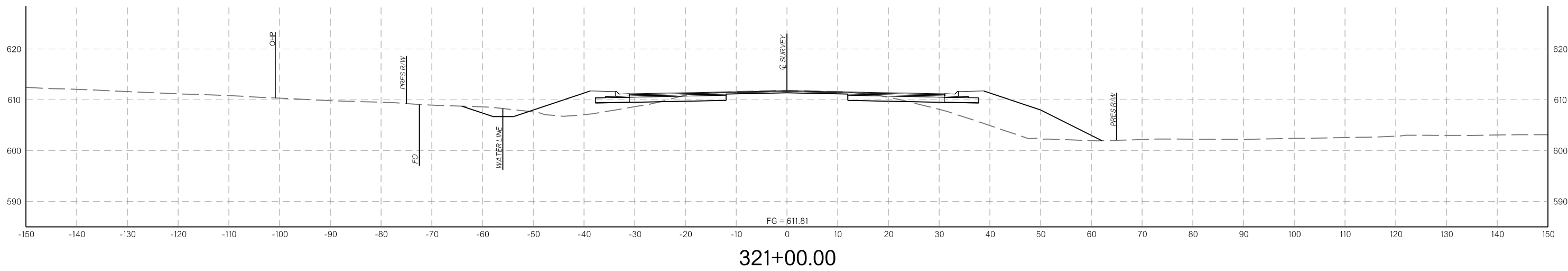
1/12/2024

END AREAS (SF)

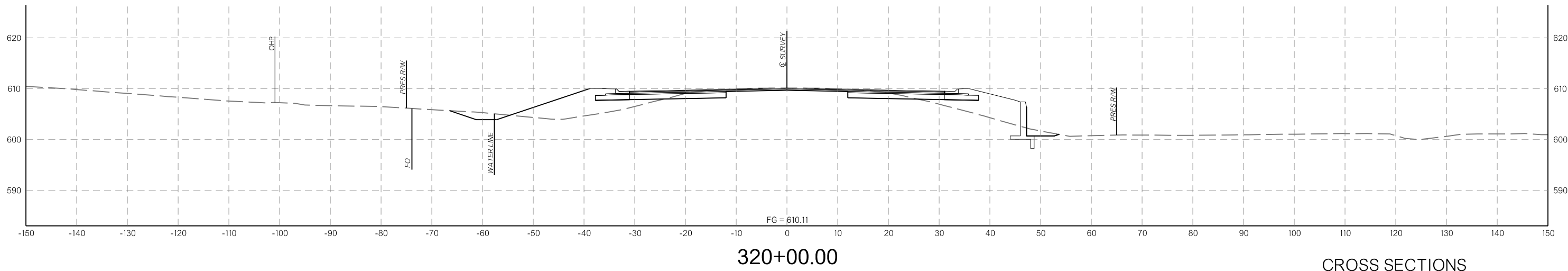
VOLUMES (CY)



322+00.00



321+00.00



320+00.00

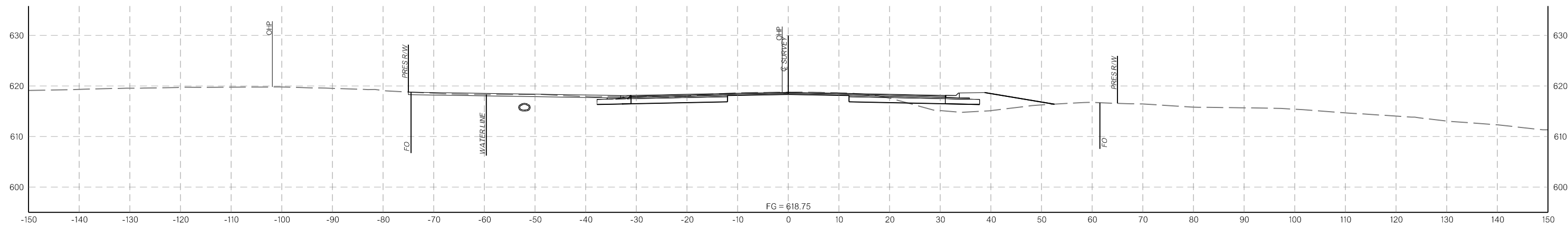
CROSS SECTIONS

12/21/2023

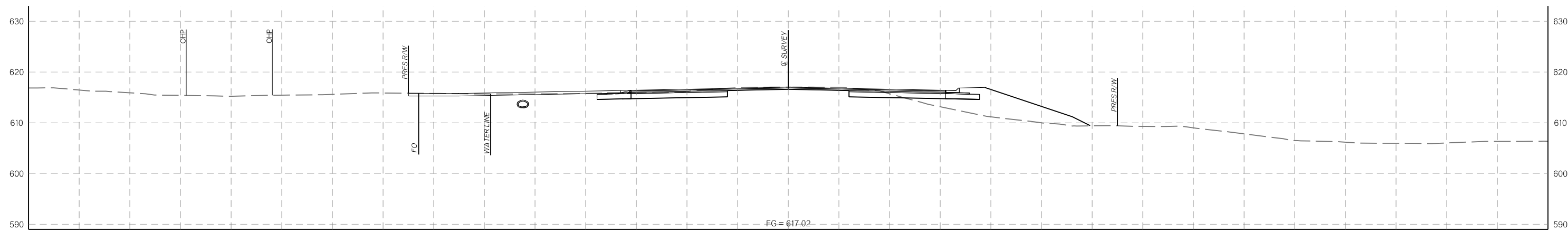
END AREAS (SF)

VOLUMES (CY)

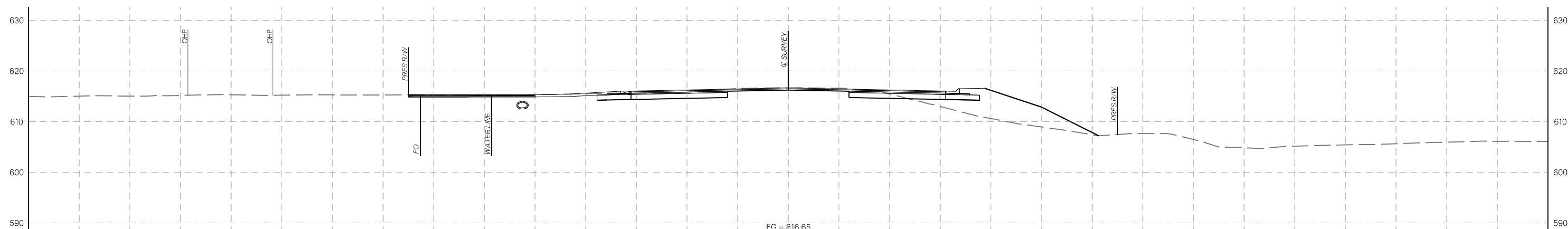
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



323+80.00



323+13.78



323+00.00

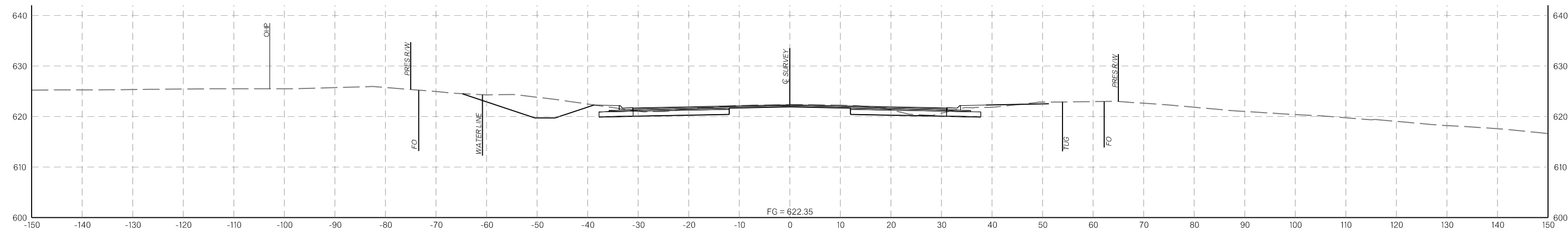
CROSS SECTIONS

12/21/2023

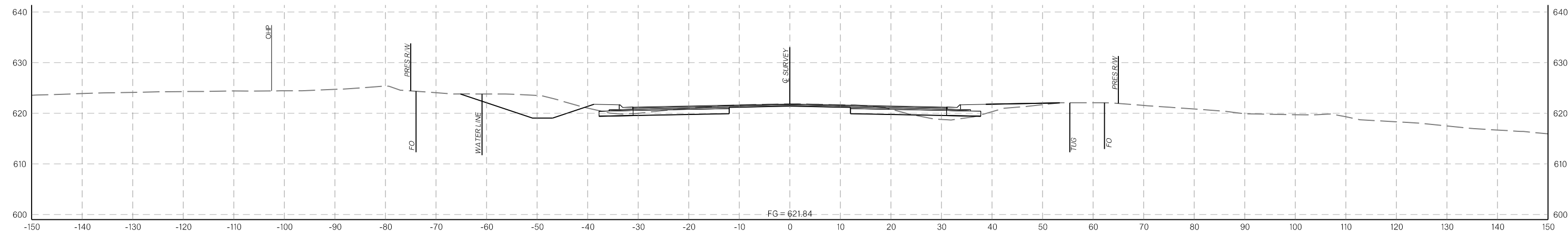
END AREAS (SF)

VOLUMES (CY)

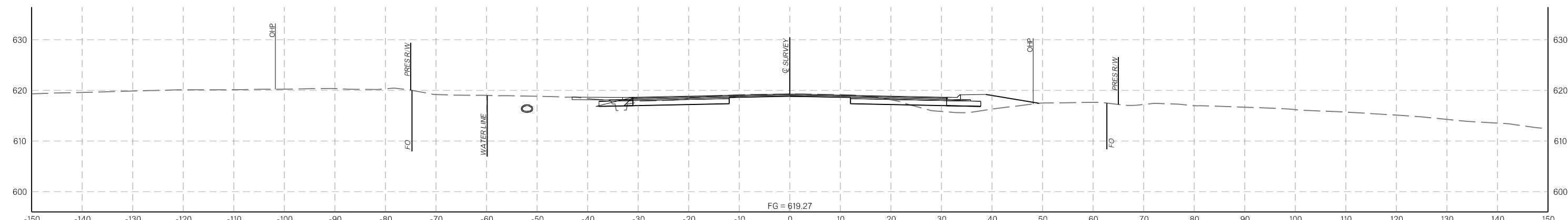
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



325+21.00



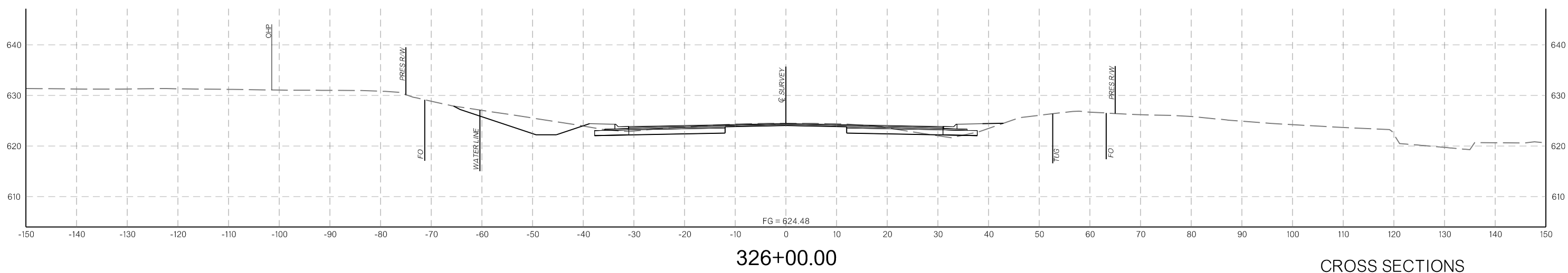
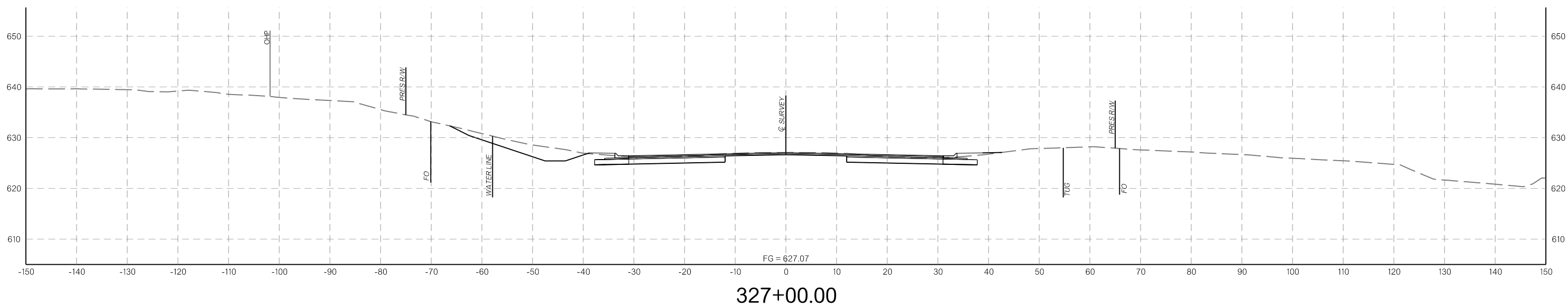
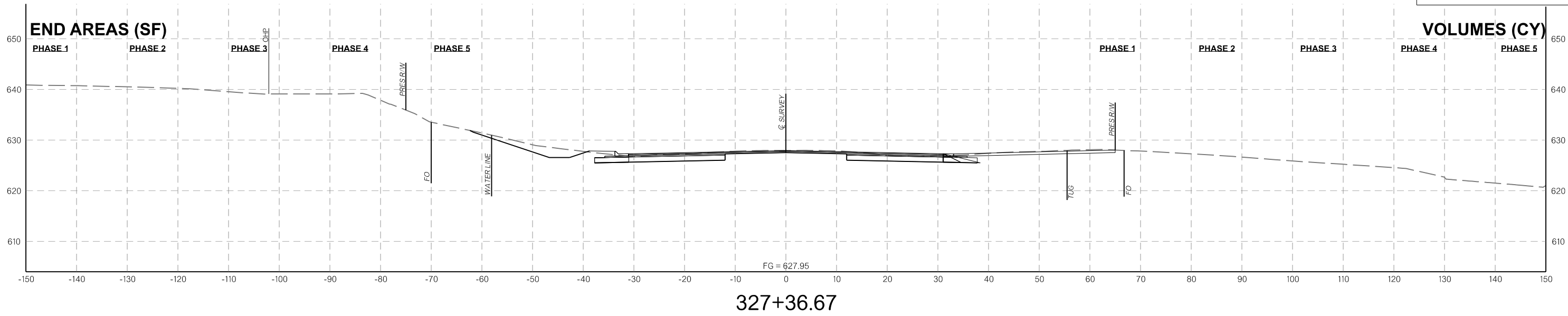
325+00.00



324+00.00

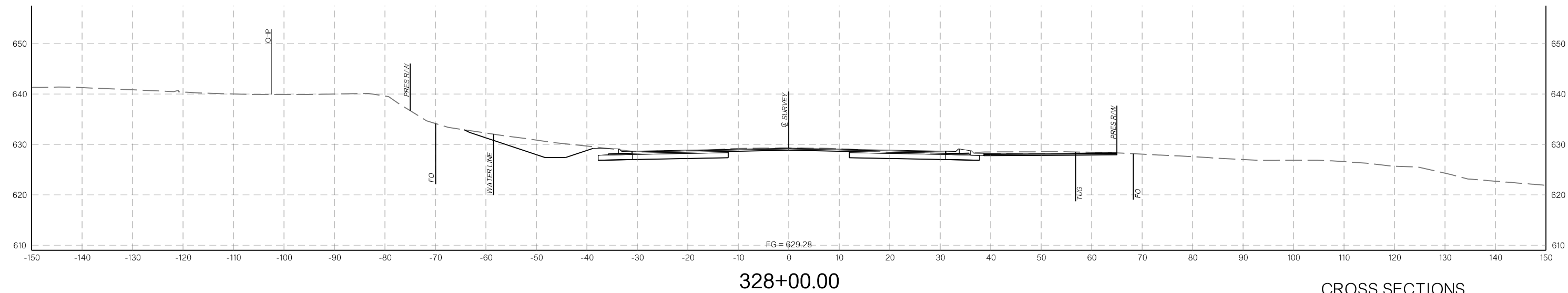
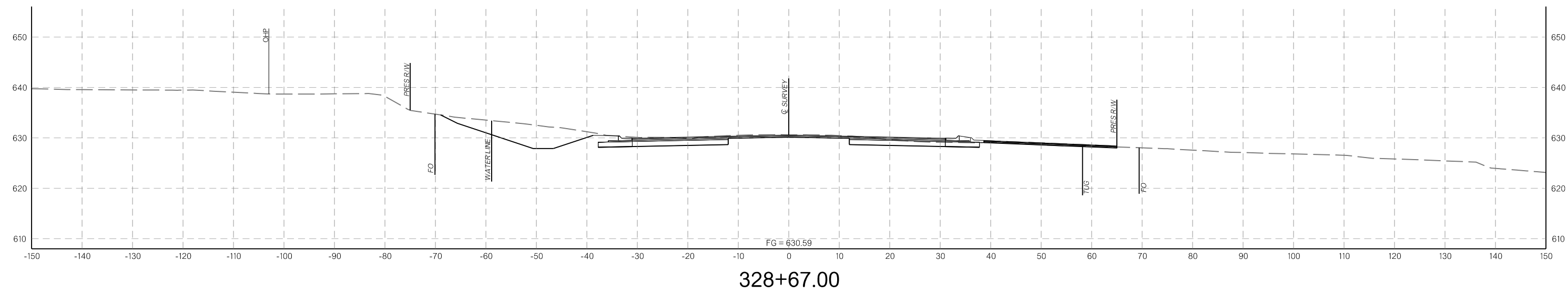
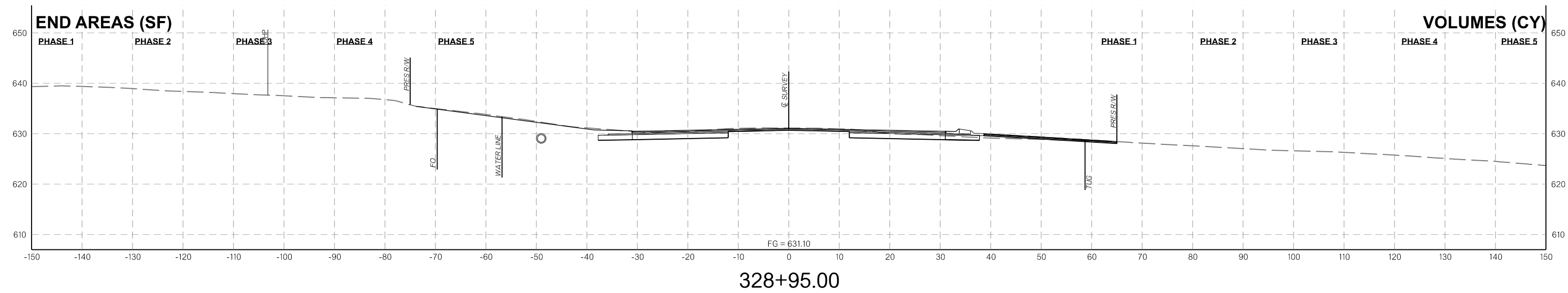
CROSS SECTIONS

12/21/2023



CROSS SECTIONS

12/21/2023

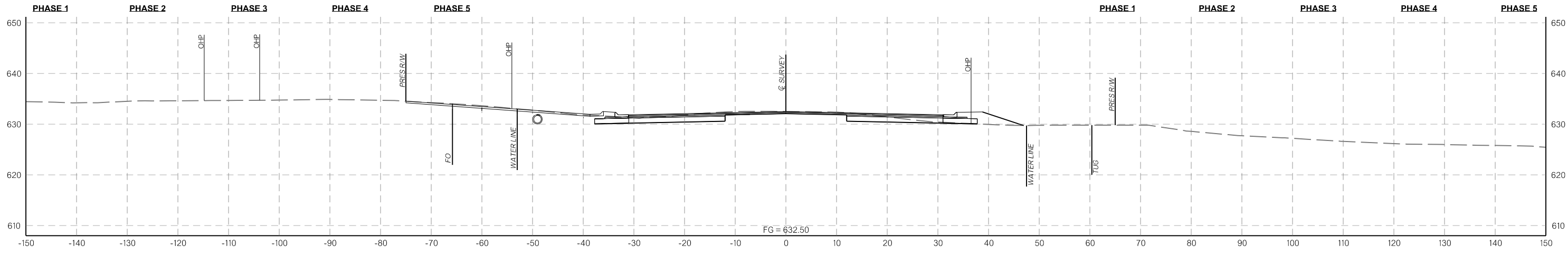


12/21/2023

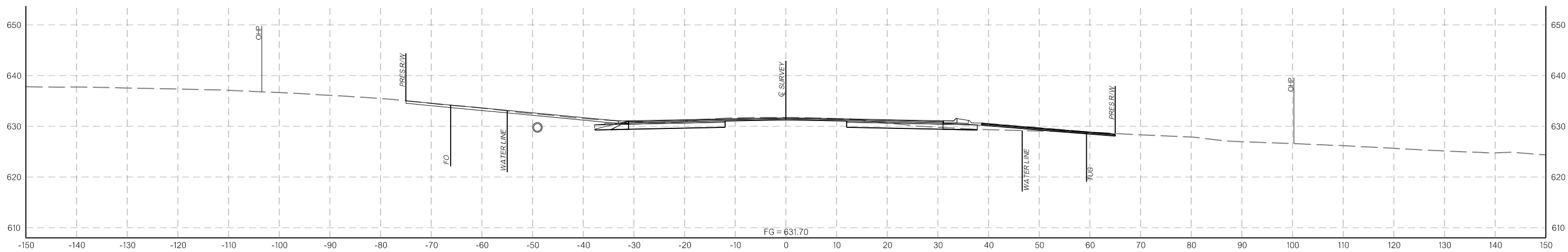
CROSS SECTIONS

END AREAS (SF)

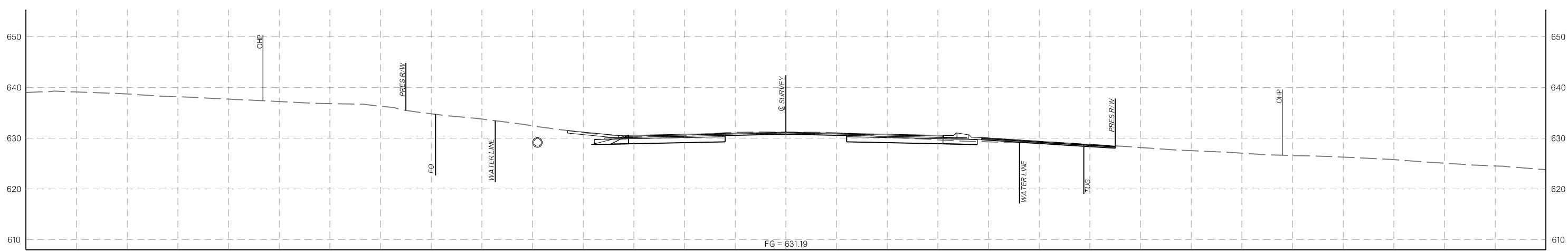
VOLUMES (CY)



329+89.00



329+30.00



329+00.00

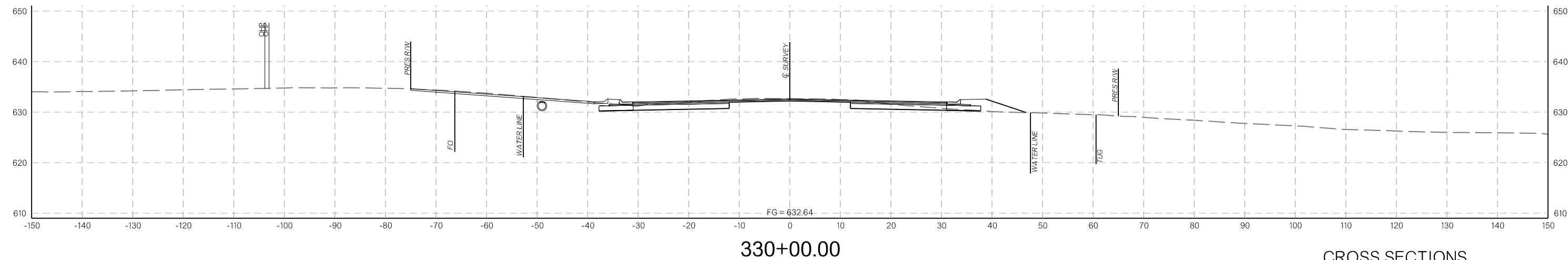
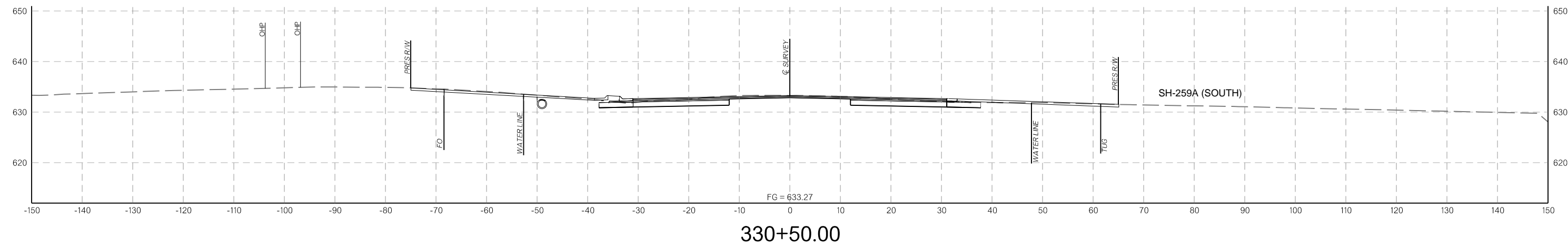
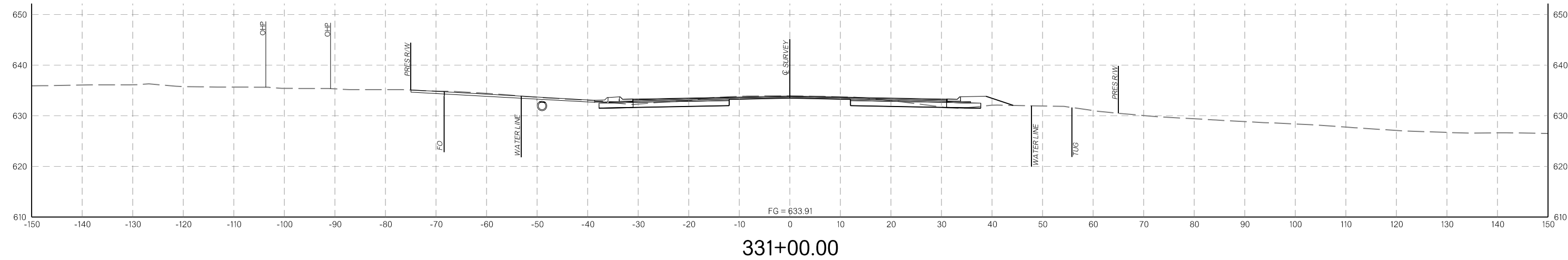
CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



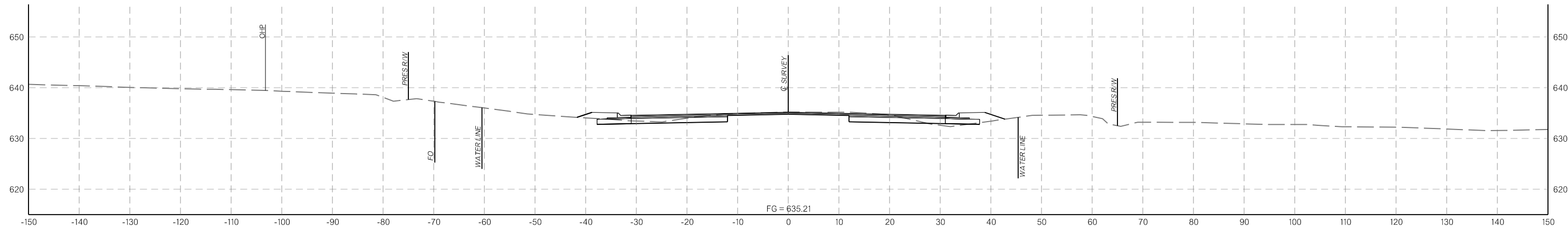
CROSS SECTIONS

12/21/2023

END AREAS (SF)

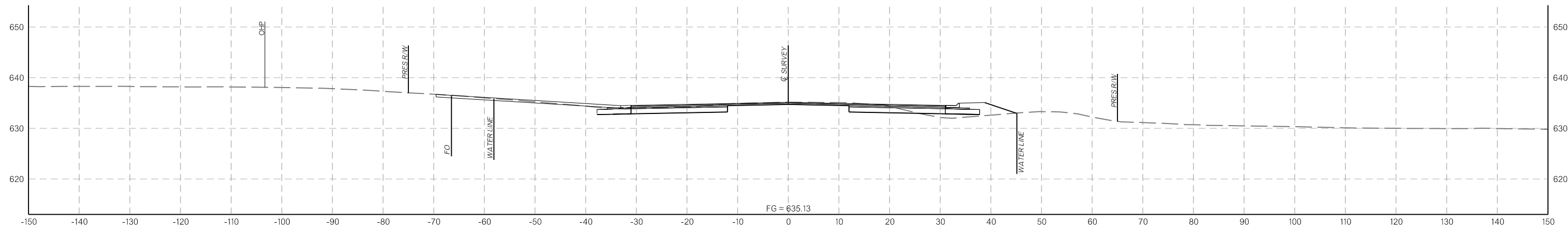
VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



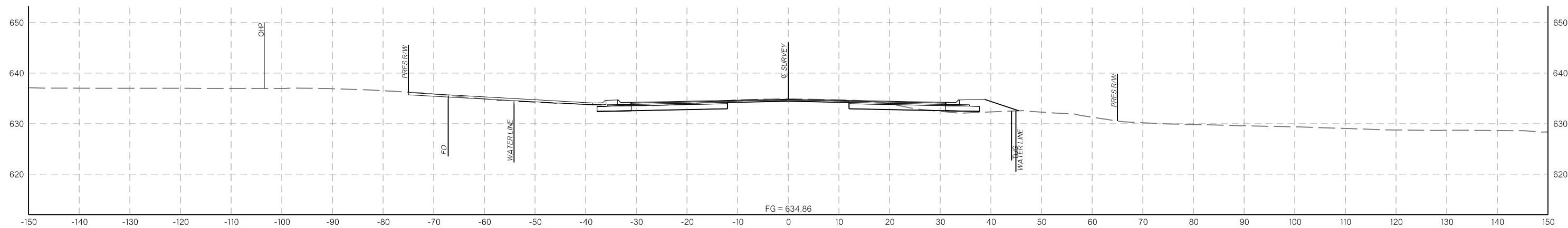
333+00.00

FG = 635.21



332+43.43

FG = 635.13



332+00.00

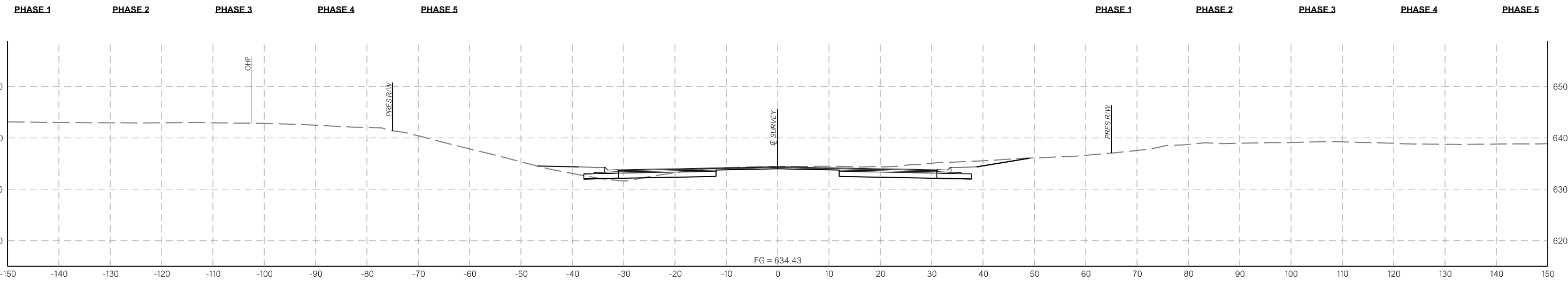
FG = 634.86

CROSS SECTIONS

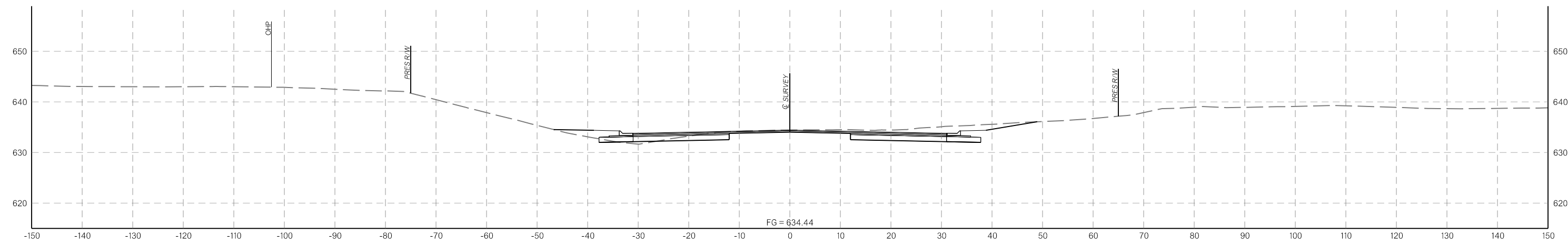
12/21/2023

END AREAS (SF)

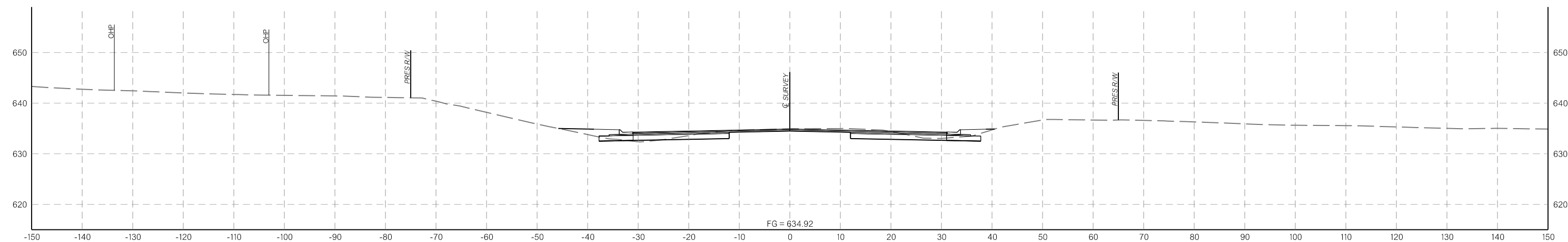
VOLUMES (CY)



335+00.00



334+98.00



334+00.00

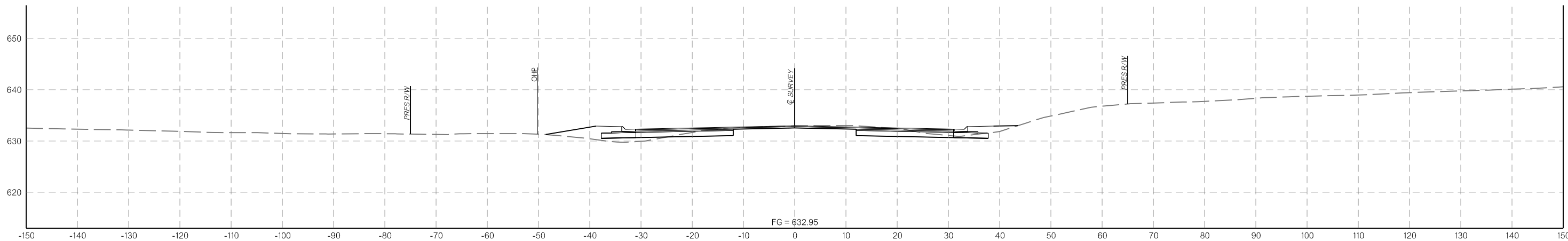
CROSS SECTIONS

12/21/2023

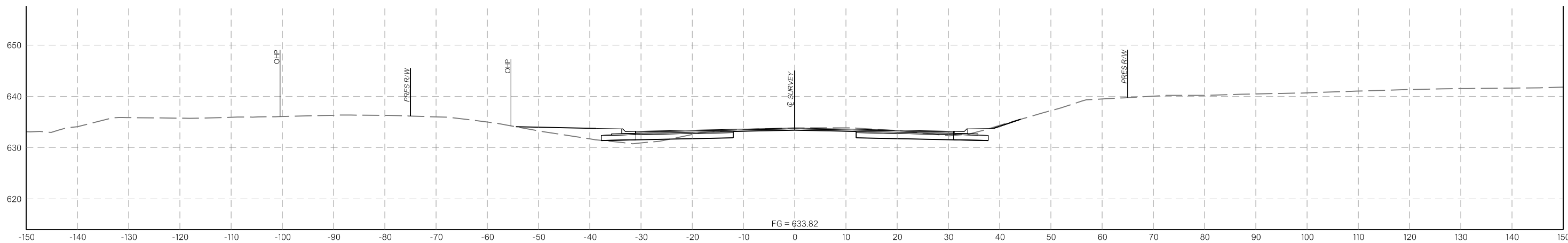
END AREAS (SF)

VOLUMES (CY)

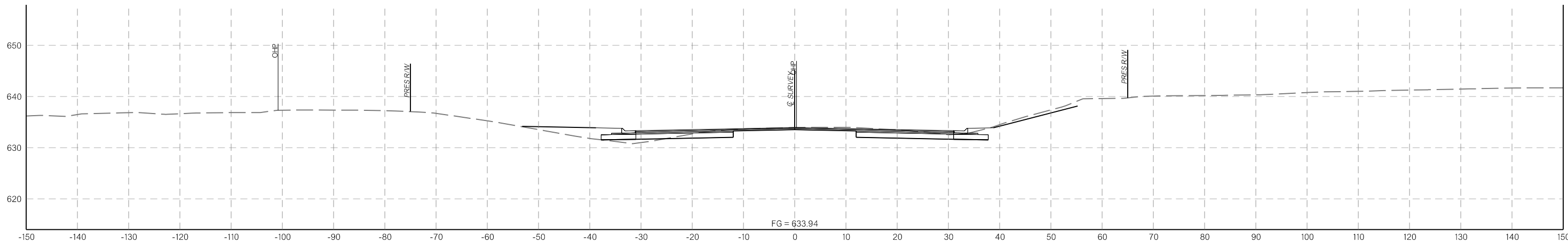
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



337+00.00



336+00.00



335+87.00

CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

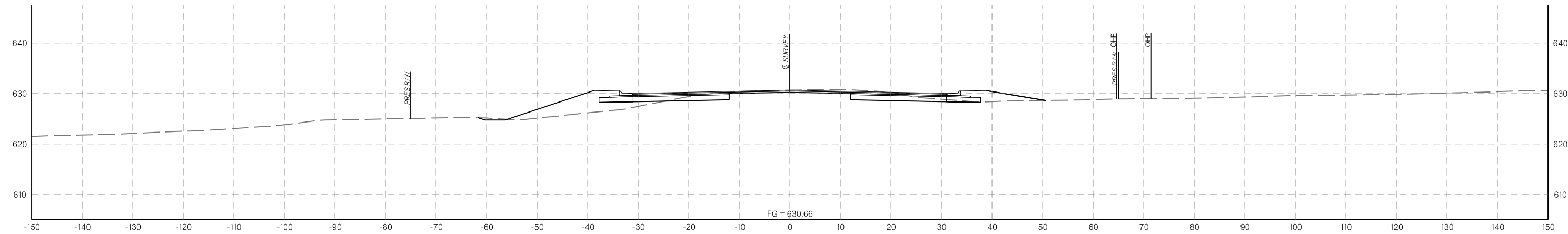
PHASE 1

PHASE 2

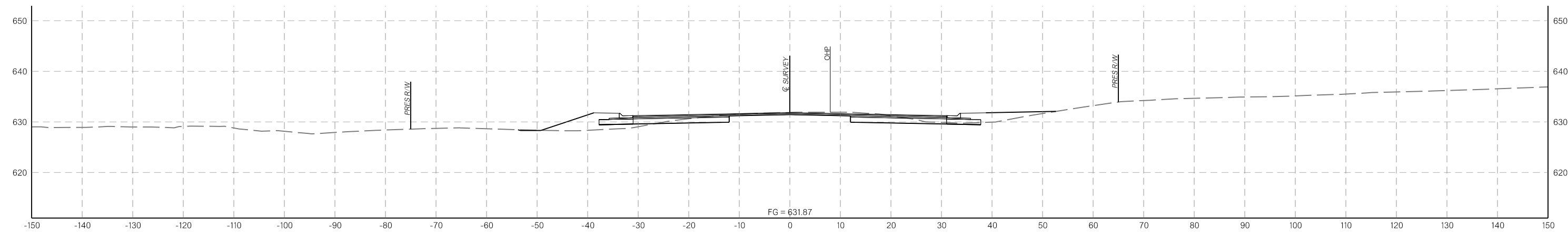
PHASE 3

PHASE 4

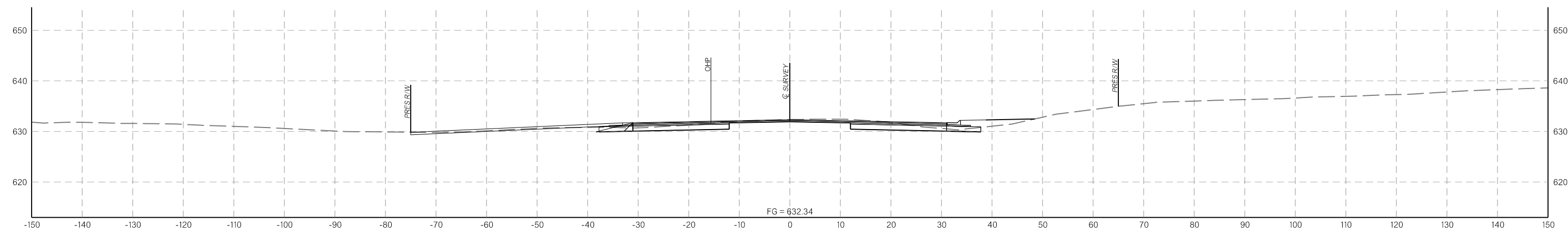
PHASE 5



339+00.00



338+00.00



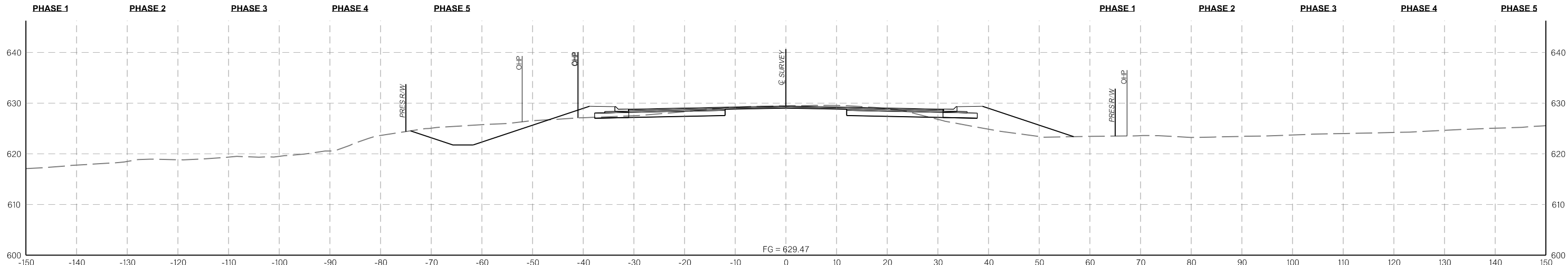
337+60.00

CROSS SECTIONS

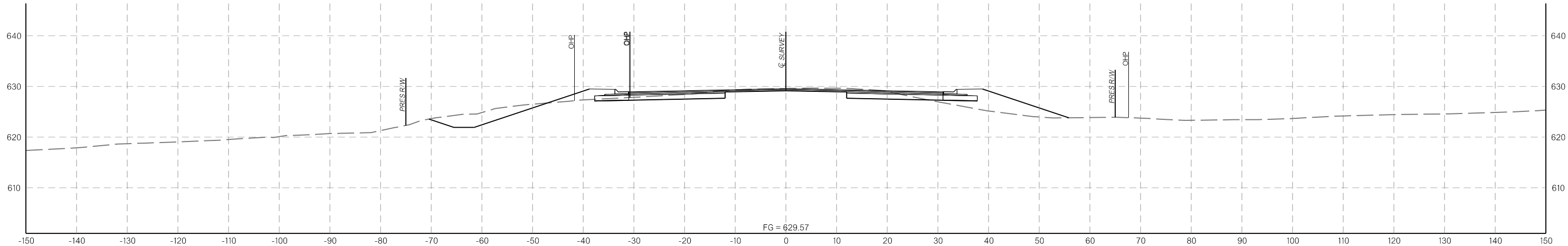
12/21/2023

END AREAS (SF)

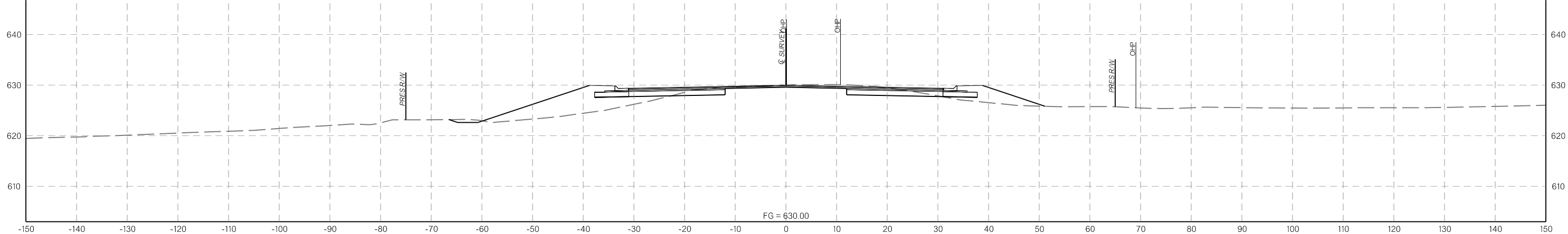
VOLUMES (CY)



340+10.00



340+00.00



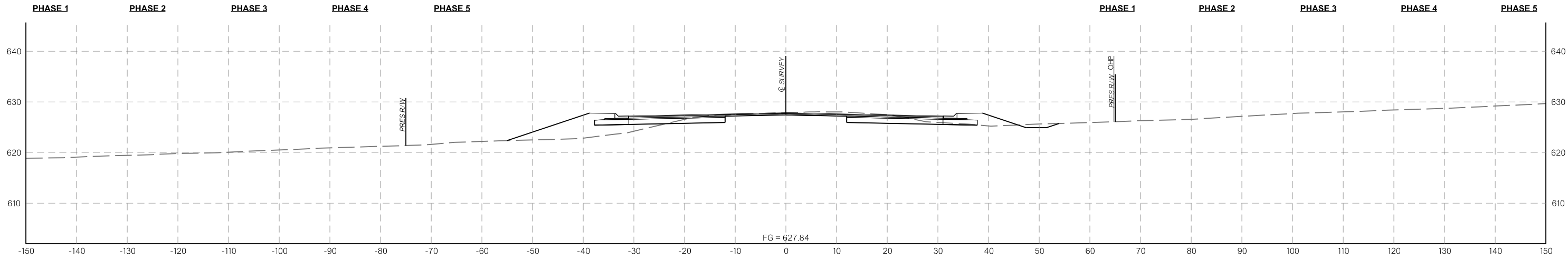
339+60.00

CROSS SECTIONS

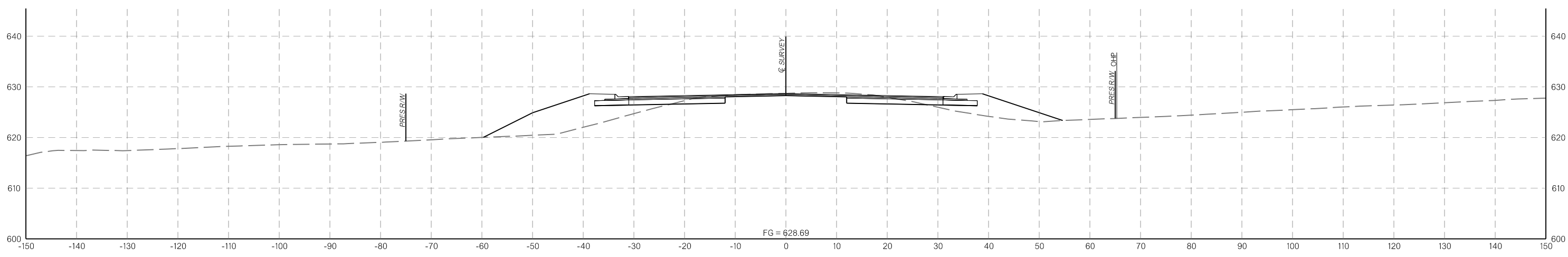
12/21/2023

END AREAS (SF)

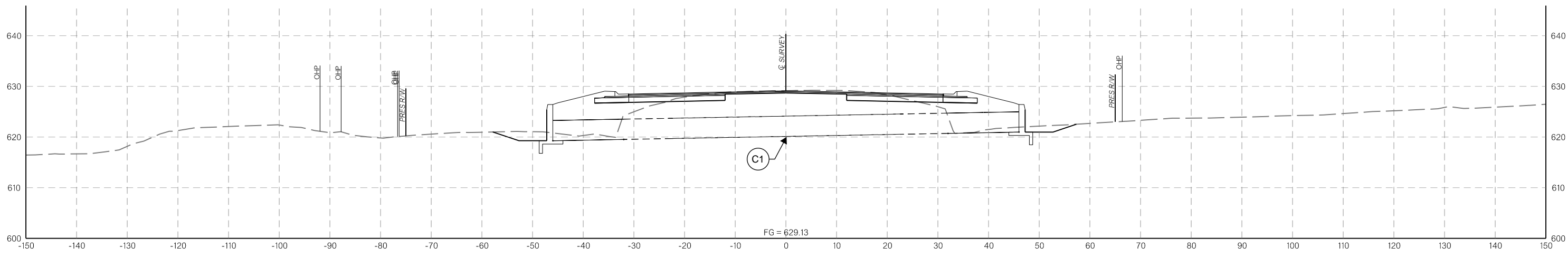
VOLUMES (CY)



342+00.00



341+00.00



340+45.00

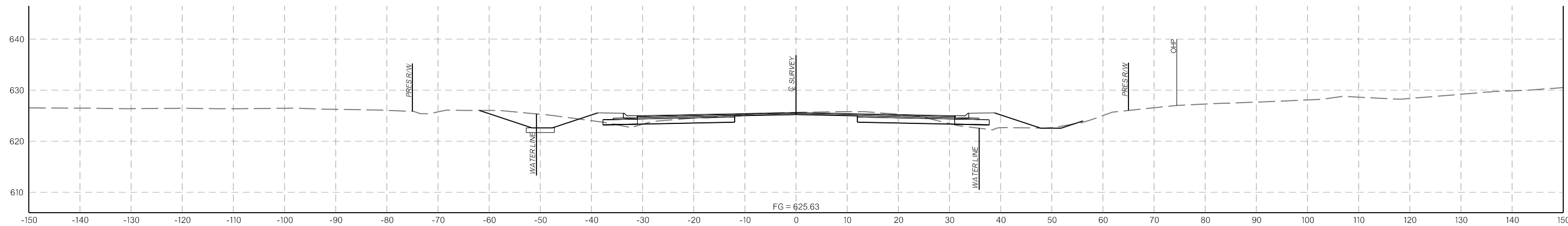
CROSS SECTIONS

12/21/2023

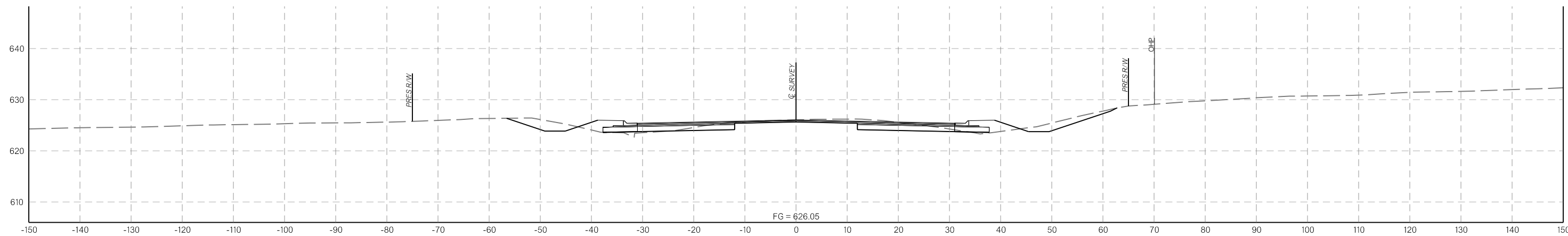
END AREAS (SF)

VOLUMES (CY)

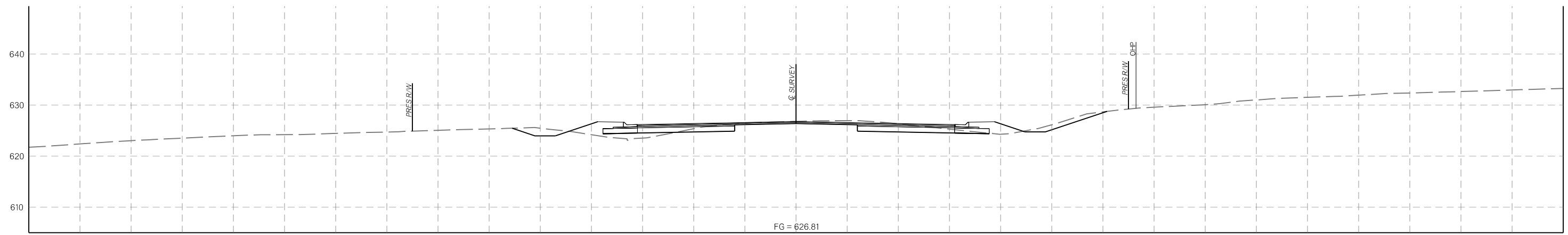
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



344+83.00



344+00.00



343+00.00

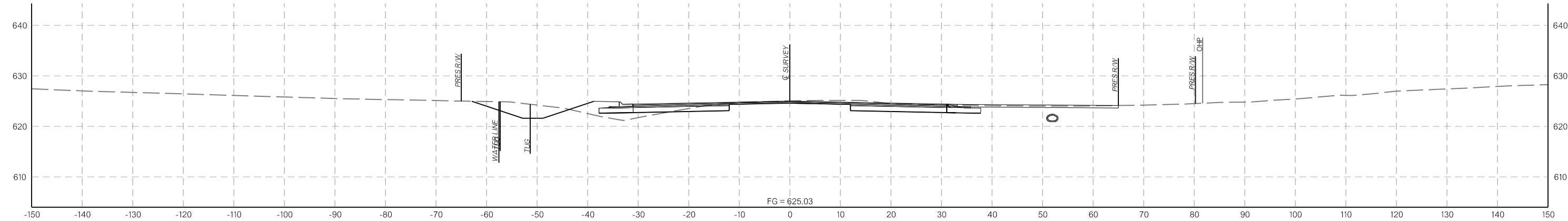
CROSS SECTIONS

12/21/2023

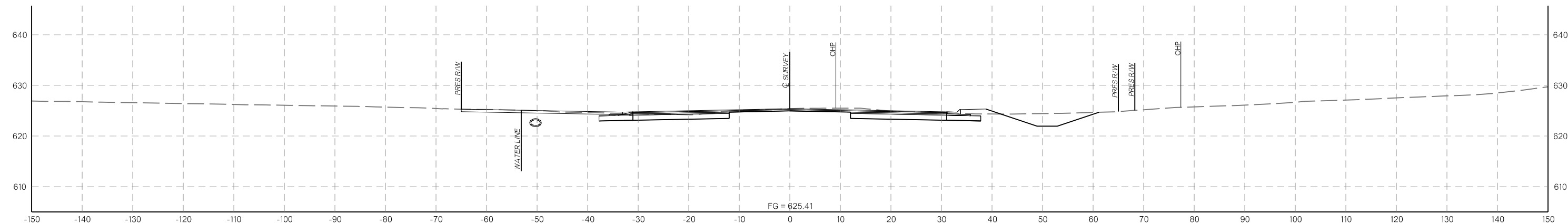
END AREAS (SF)

VOLUMES (CY)

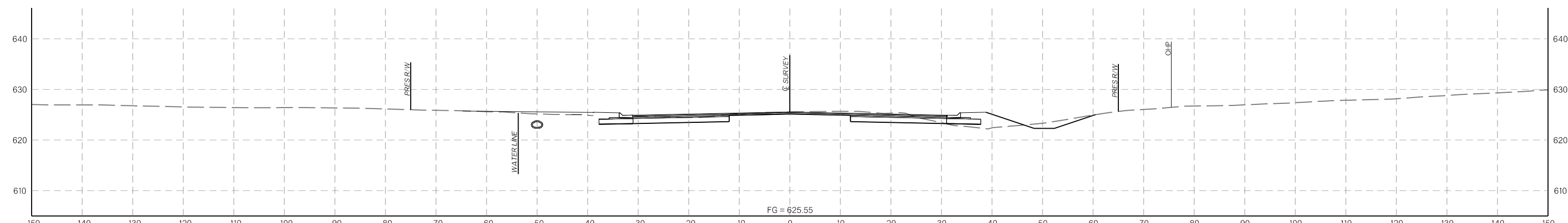
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



345+89.00



345+29.00



345+00.00

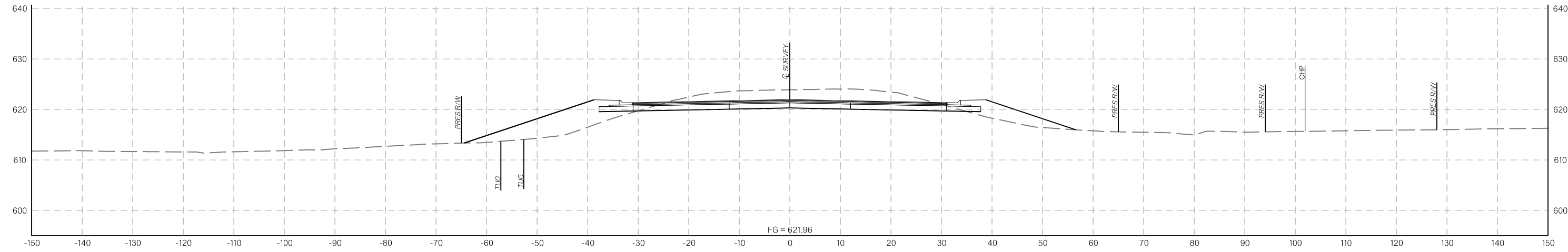
CROSS SECTIONS

12/21/2023

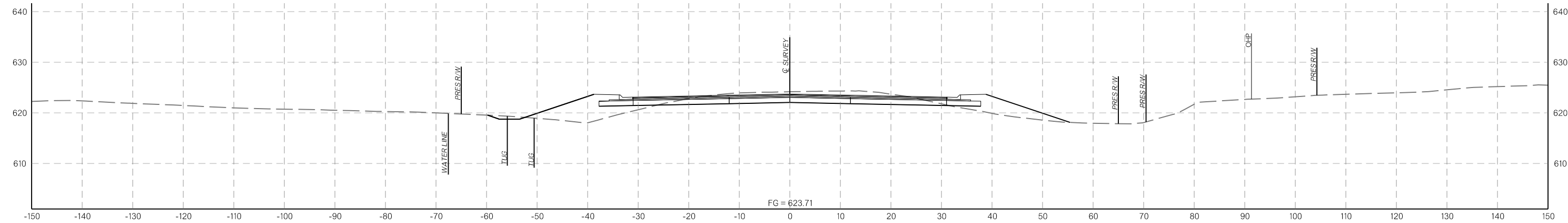
END AREAS (SF)

VOLUMES (CY)

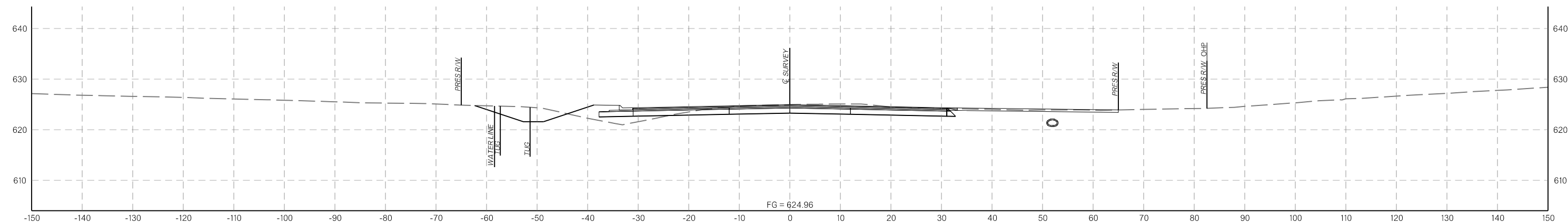
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



348+00.00



347+00.00



346+00.00

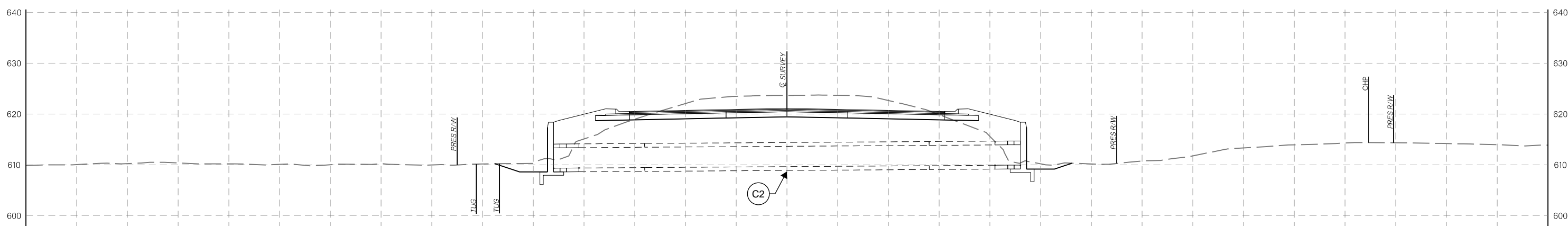
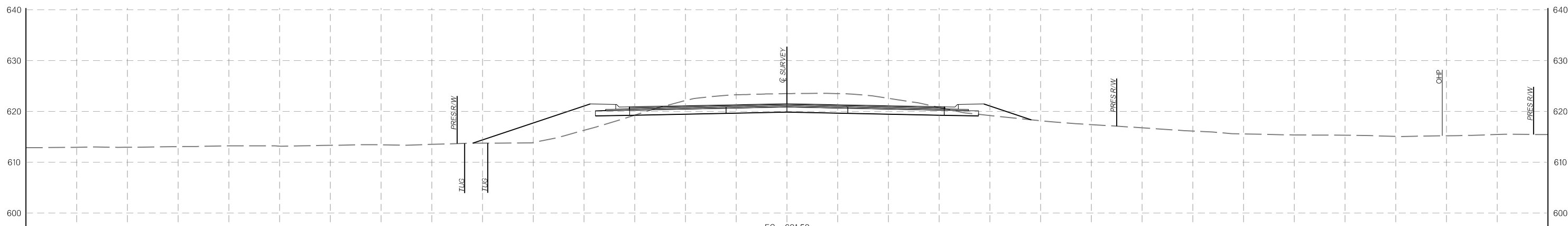
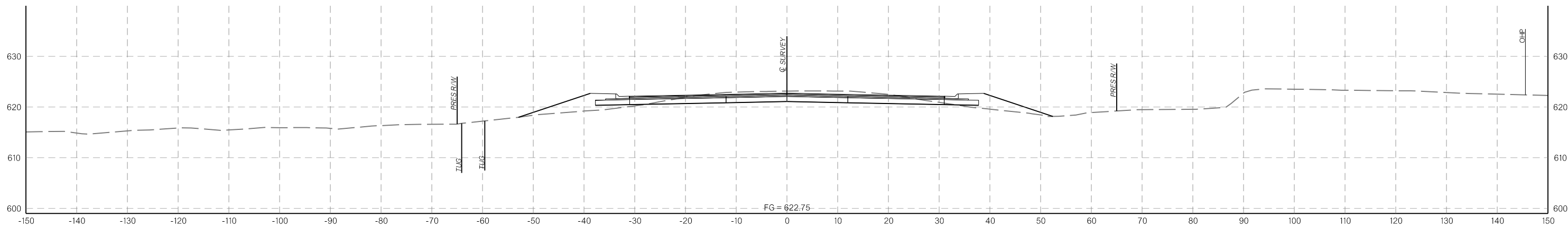
CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



349+00.00

CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

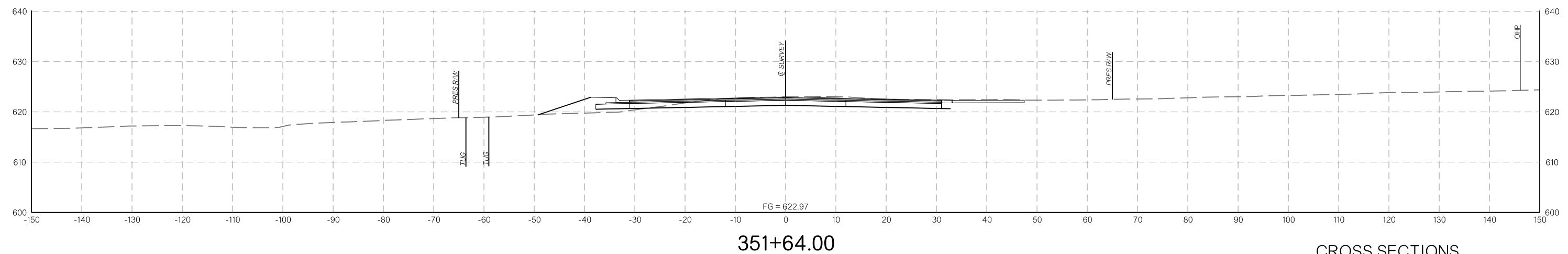
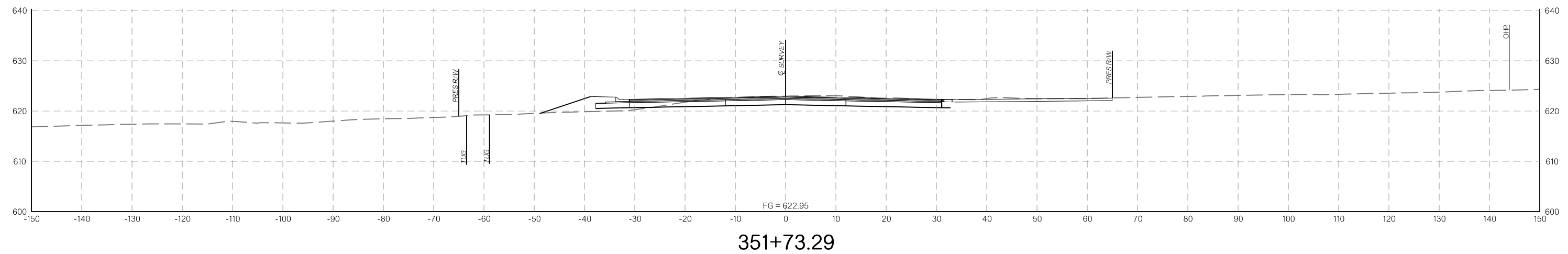
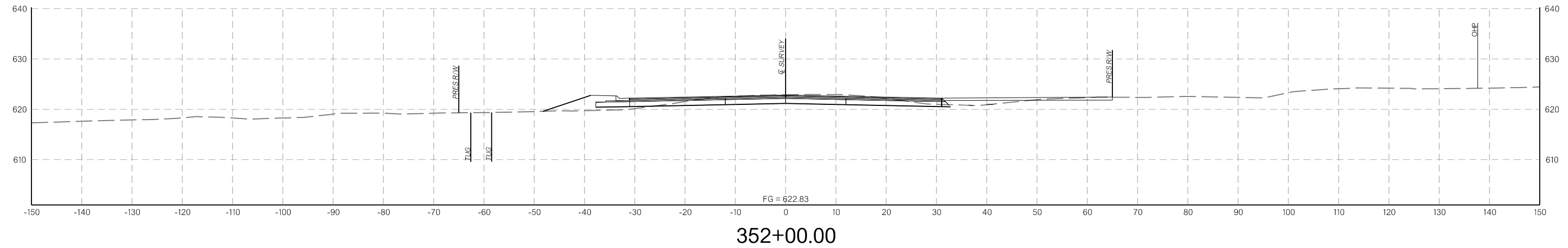
PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

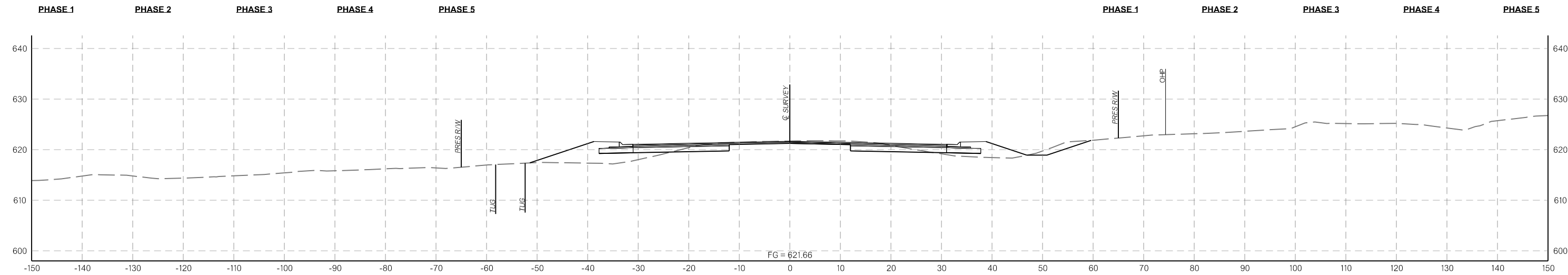


CROSS SECTIONS

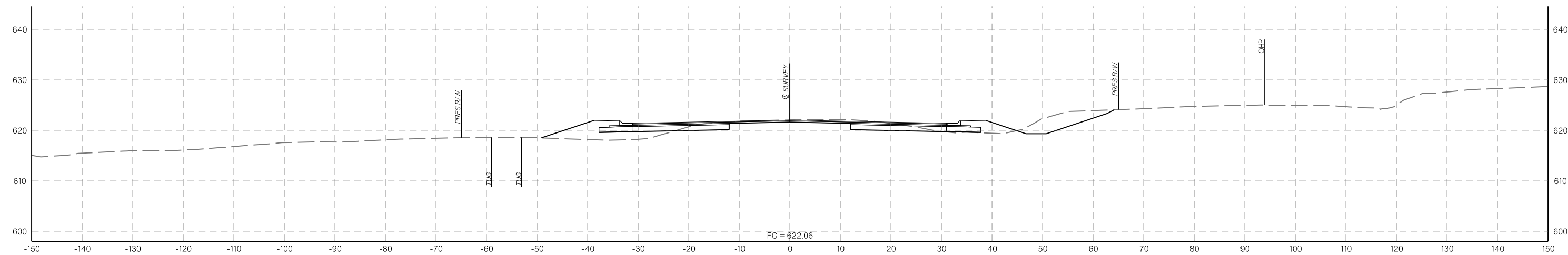
12/21/2023

END AREAS (SF)

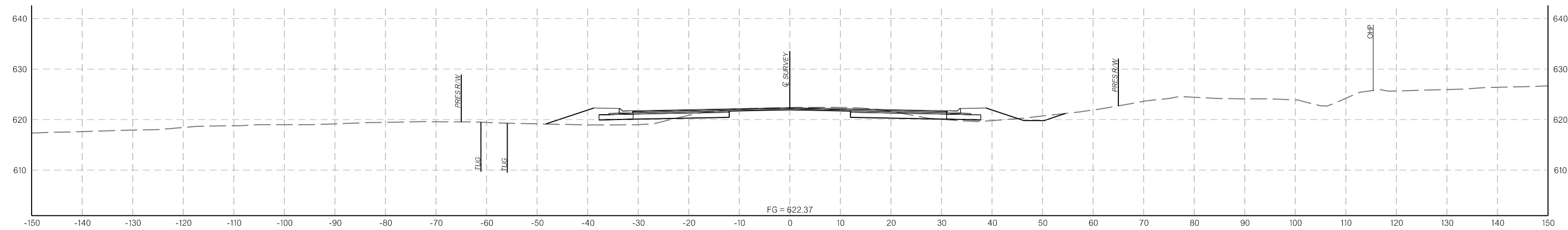
VOLUMES (CY)



355+00.00



354+00.00



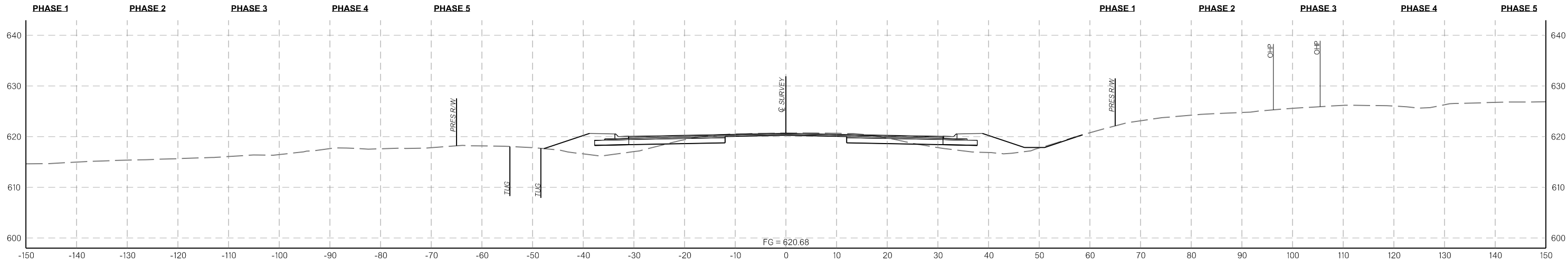
353+00.00

CROSS SECTIONS

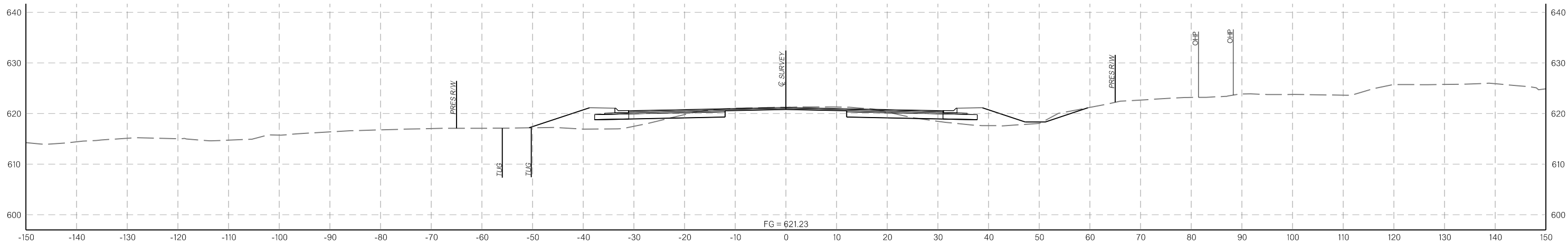
12/21/2023

END AREAS (SF)

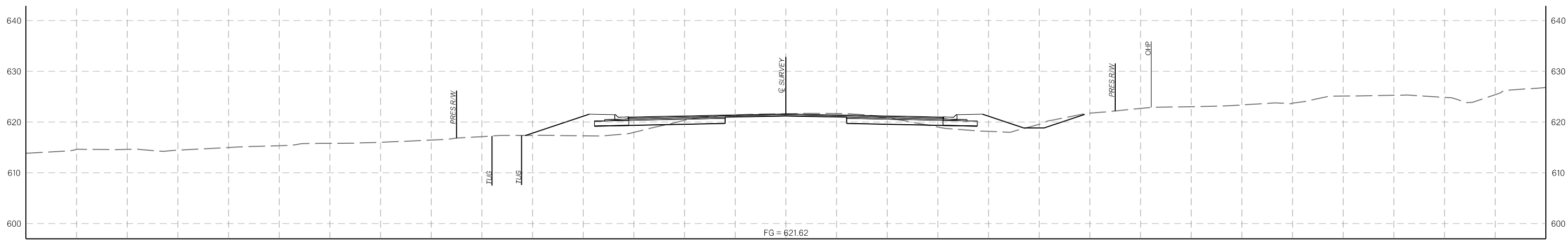
VOLUMES (CY)



357+00.00



356+00.00



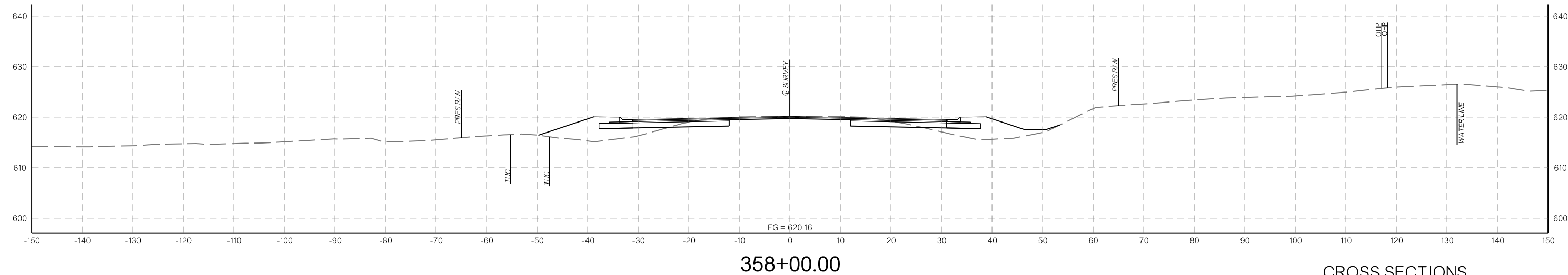
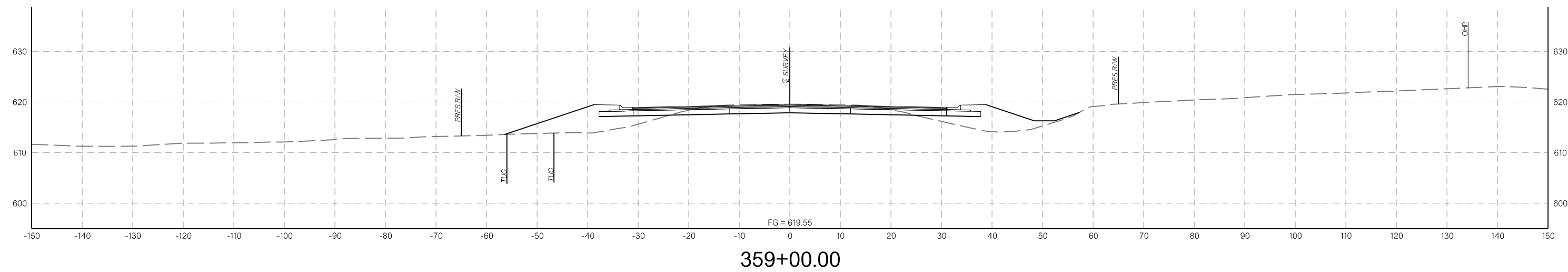
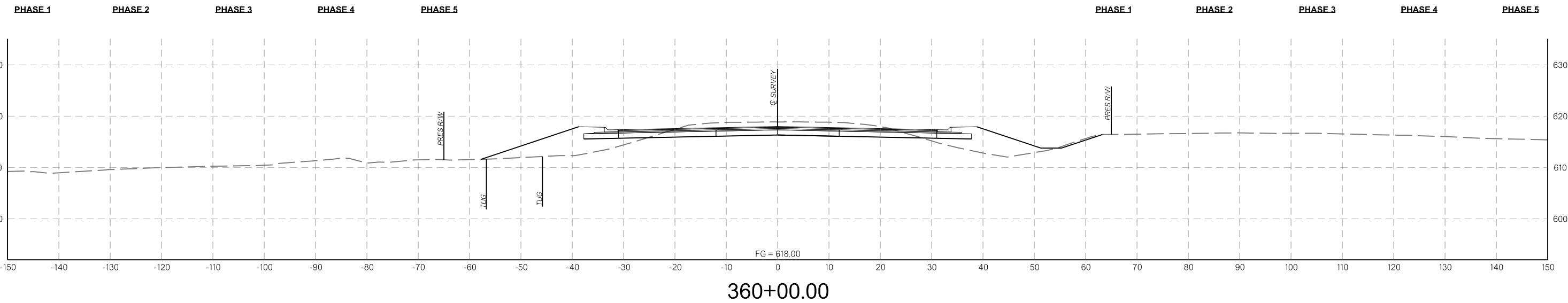
355+12.00

CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

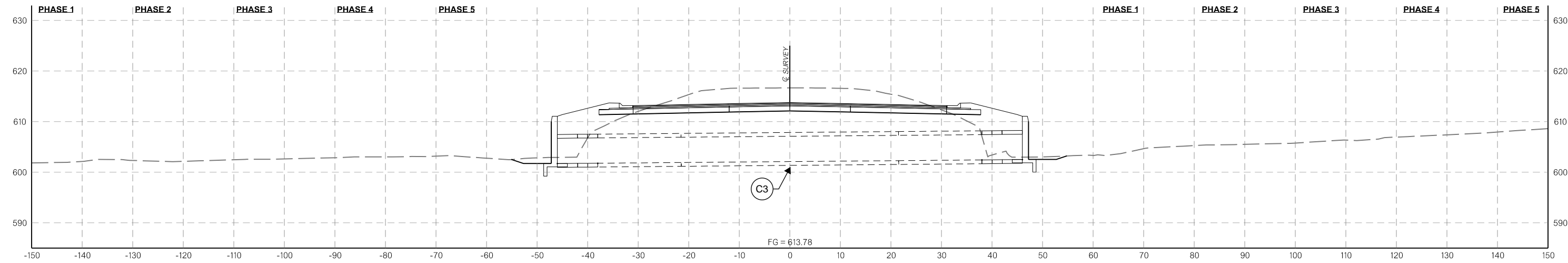


CROSS SECTIONS

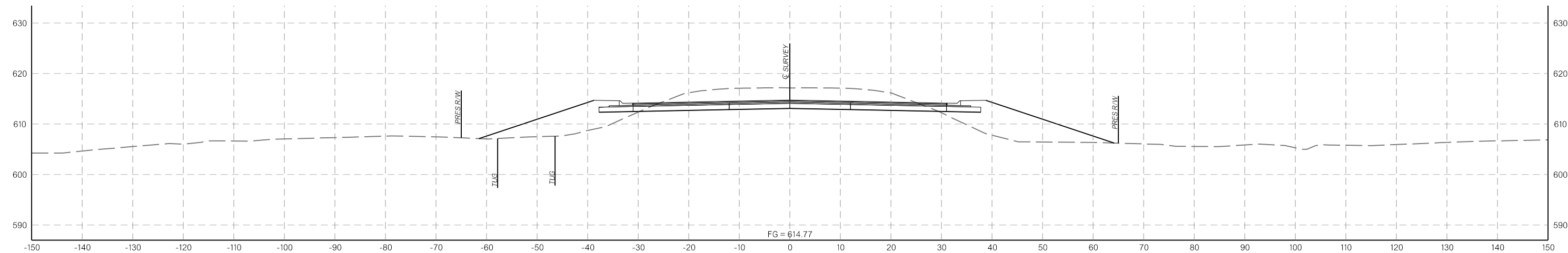
12/21/2023

END AREAS (SF)

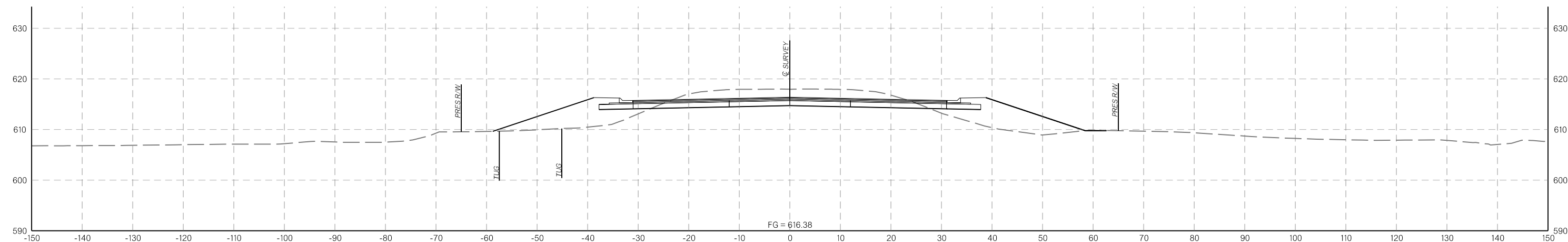
VOLUMES (CY)



362+61.00



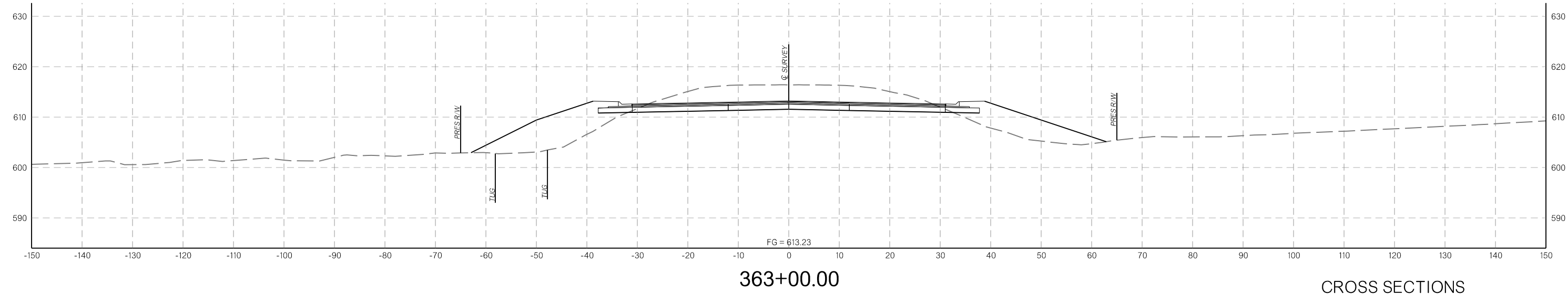
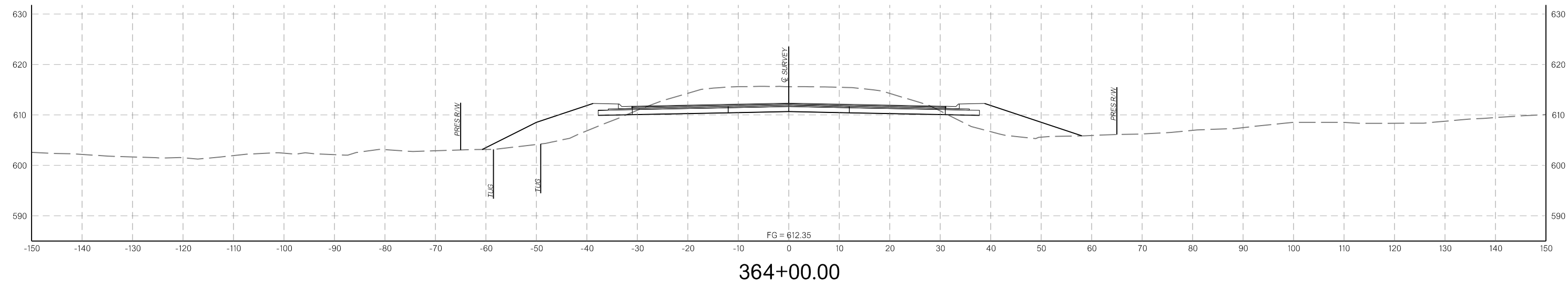
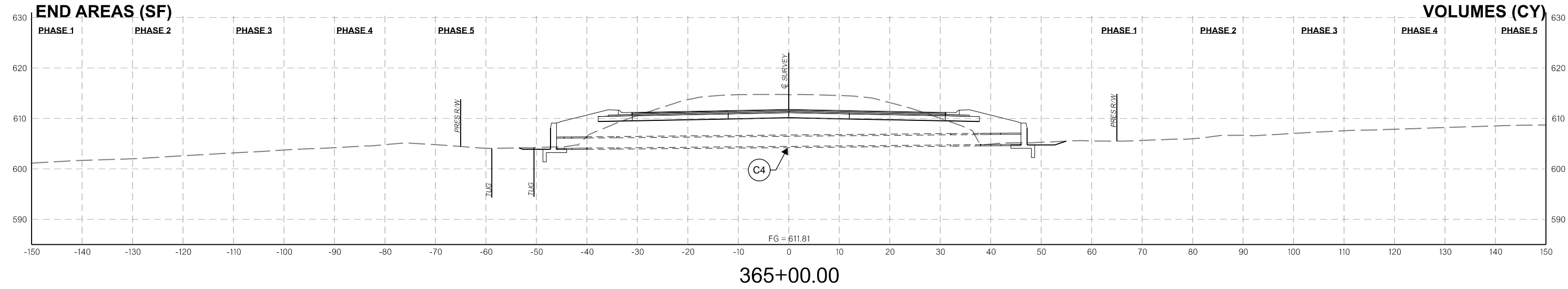
362+00.00



361+00.00

CROSS SECTIONS

12/21/2023

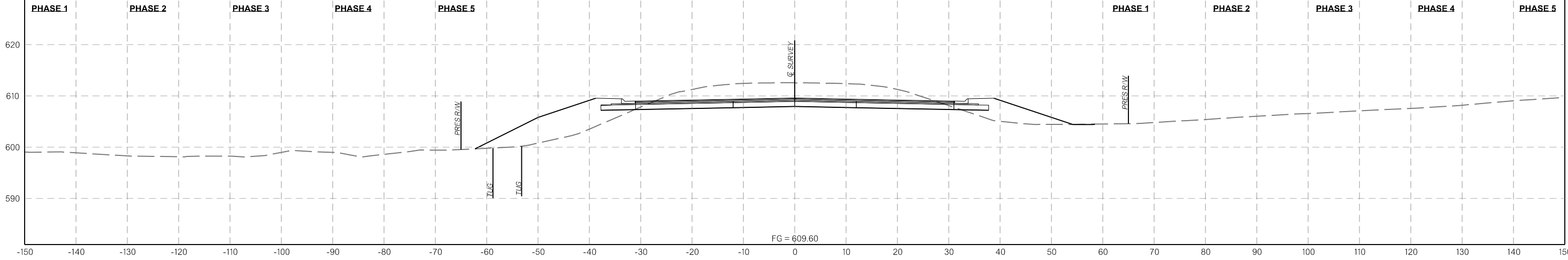


CROSS SECTIONS

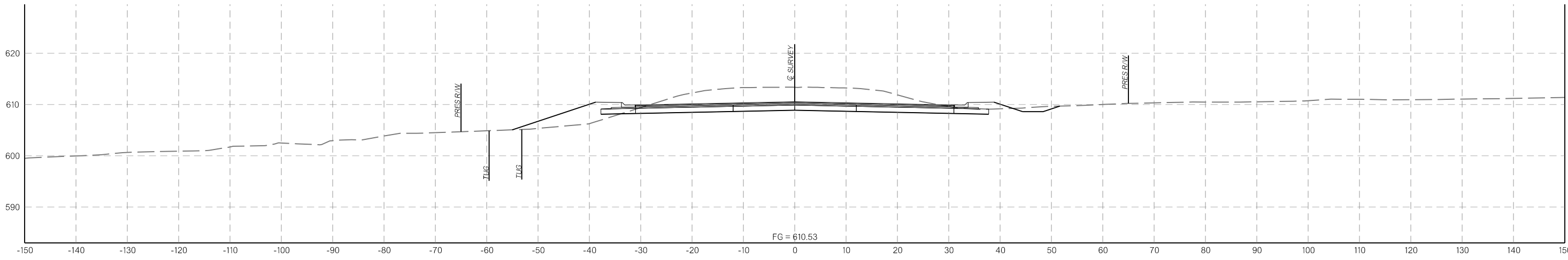
12/21/2023

END AREAS (SF)

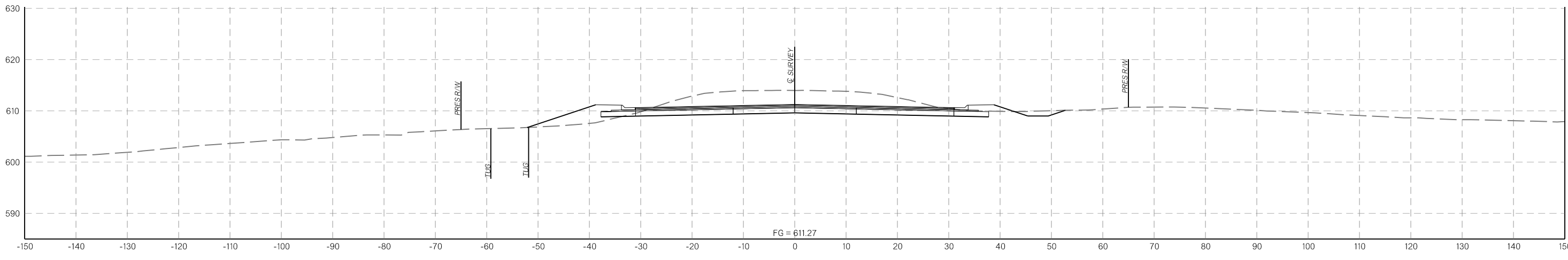
VOLUMES (CY)



368+00.00



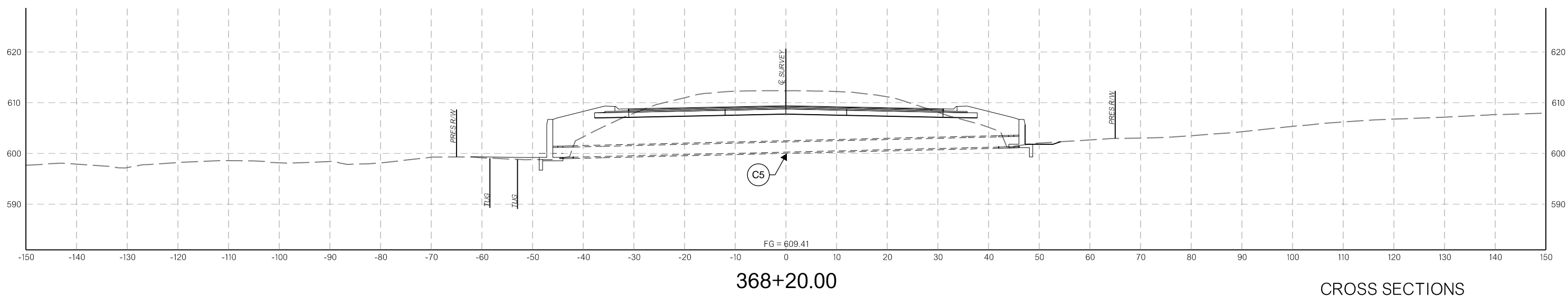
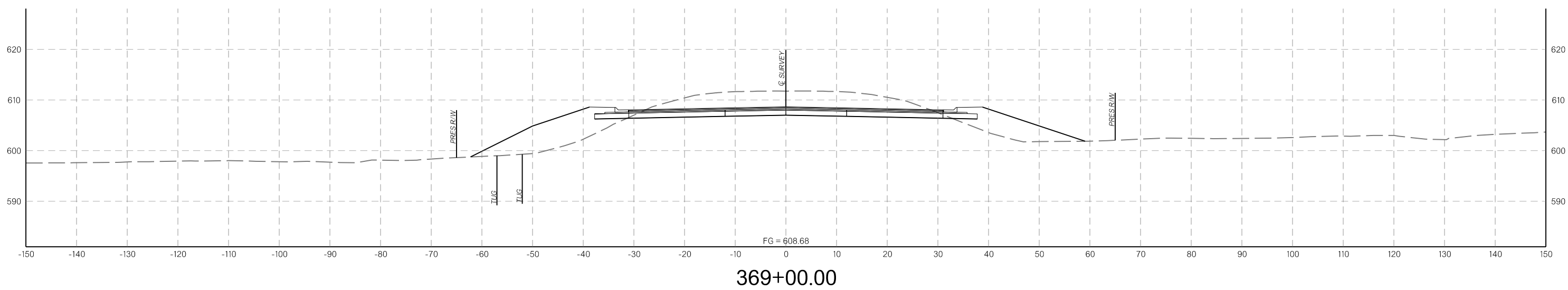
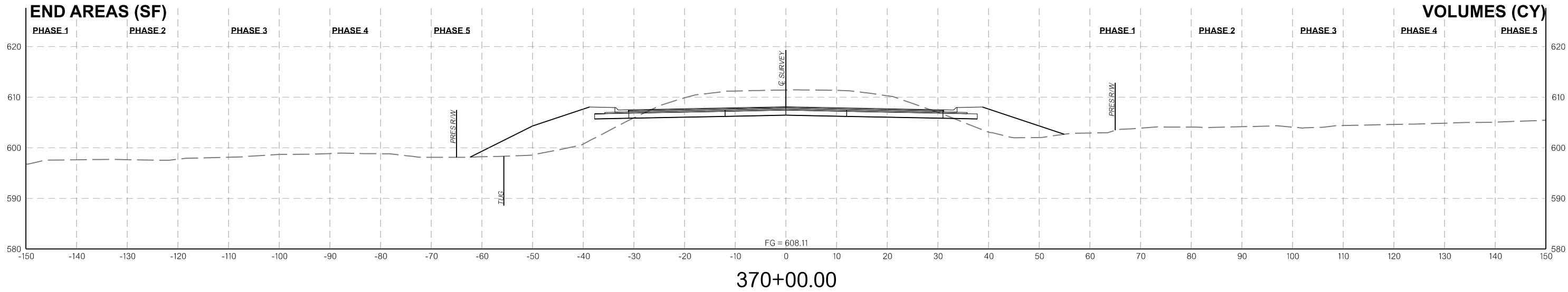
367+00.00



366+00.00

CROSS SECTIONS

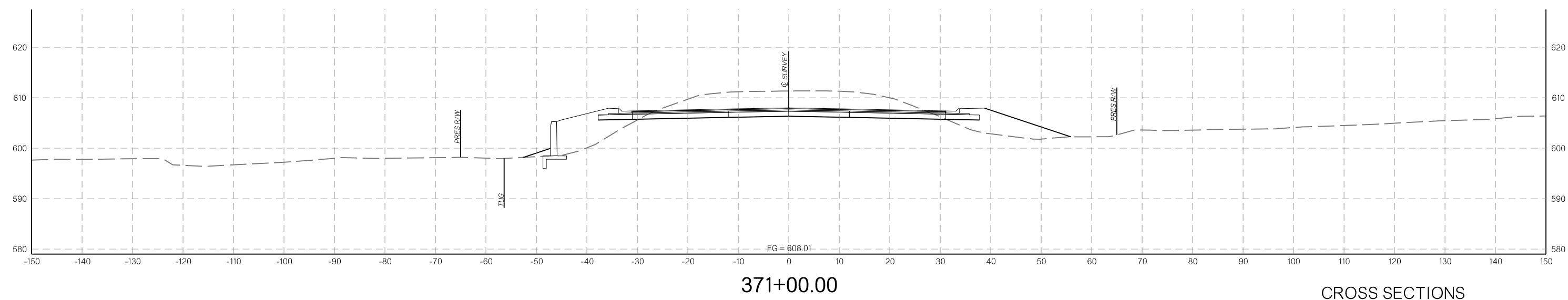
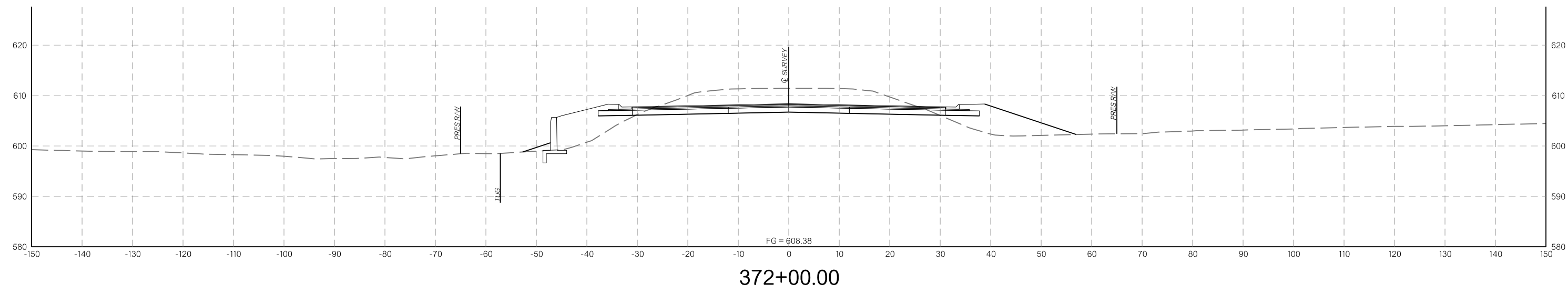
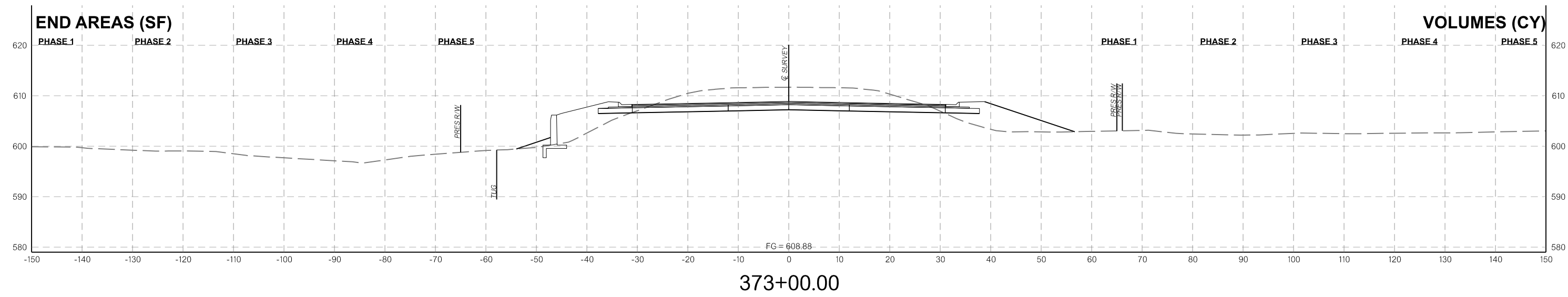
12/21/2023



12/21/2023

CROSS SECTIONS

**PROPOSED
R/W**
JANUARY 2024

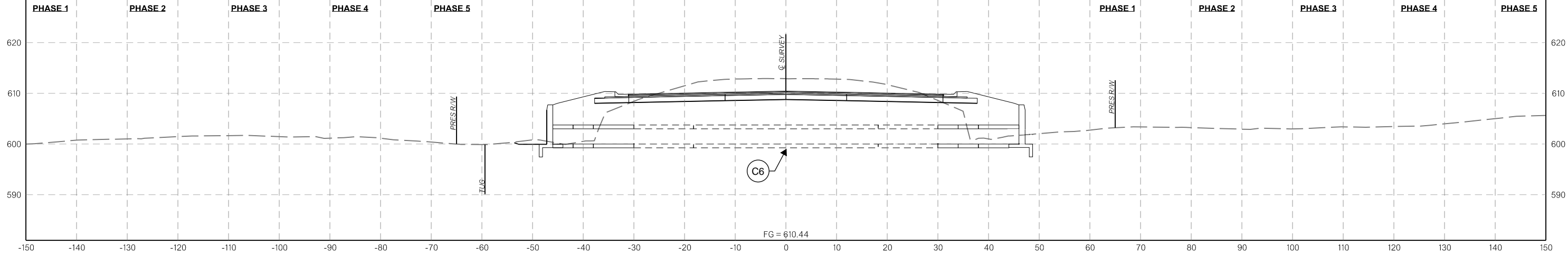


12/21/2023

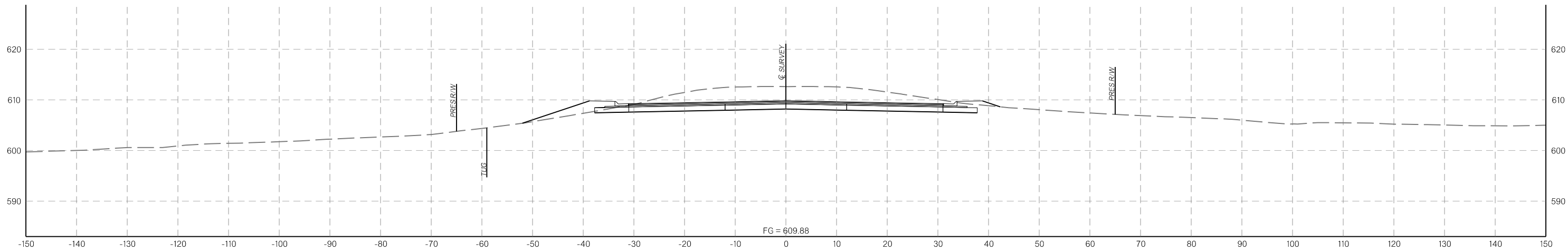
CROSS SECTIONS

END AREAS (SF)

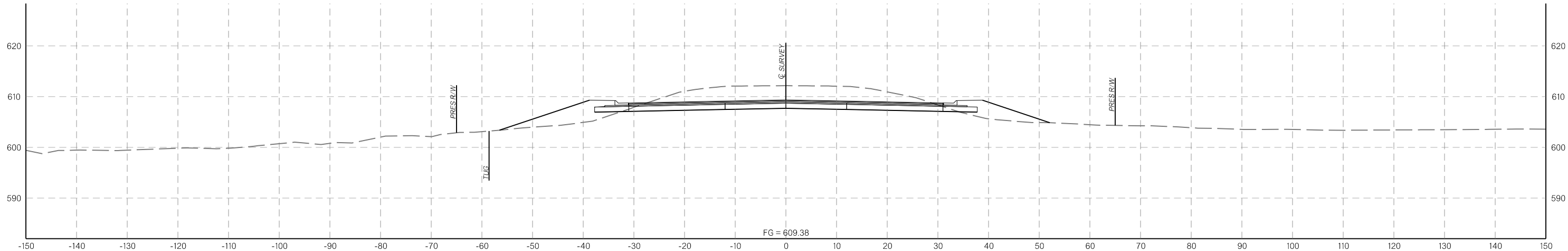
VOLUMES (CY)



375+83.00



375+00.00



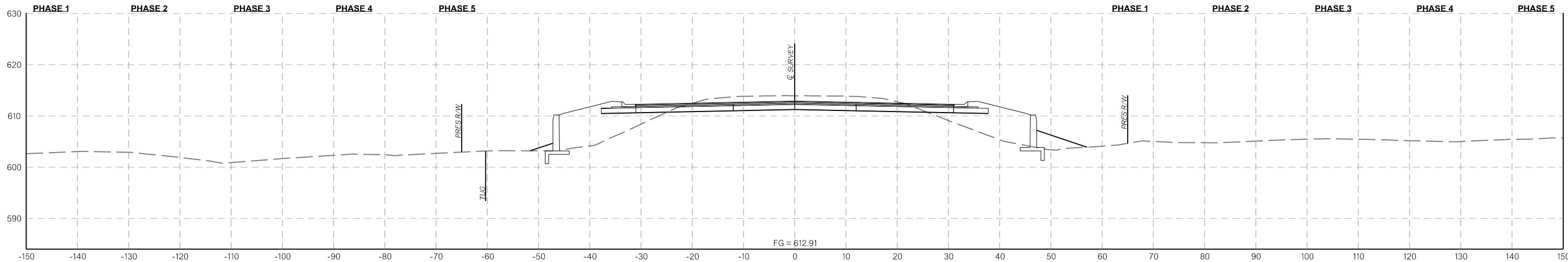
374+00.00

CROSS SECTIONS

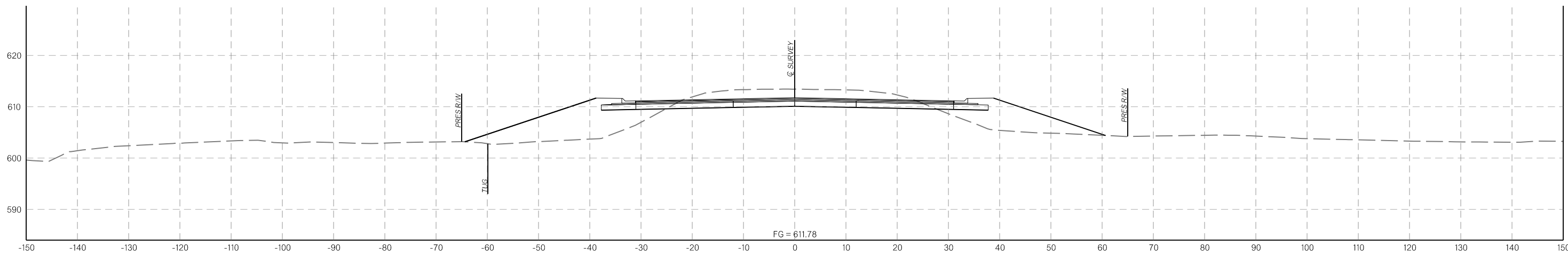
12/21/2023

END AREAS (SF)

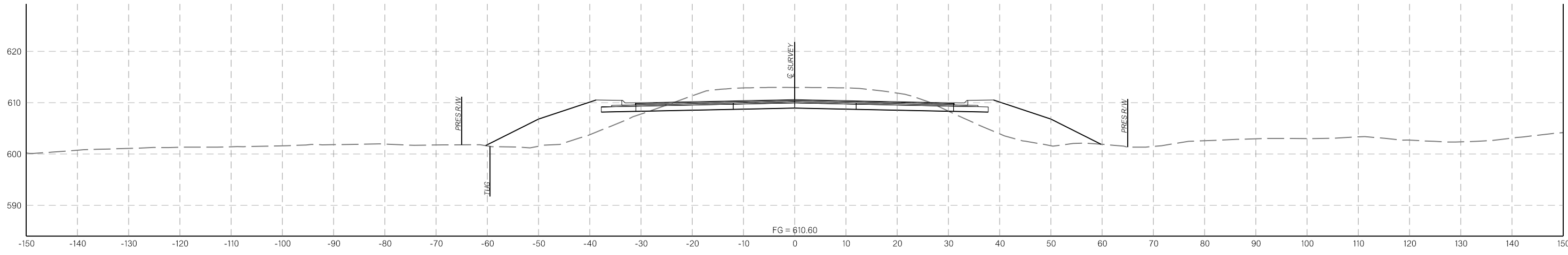
VOLUMES (CY)



378+00.00



377+00.00



376+00.00

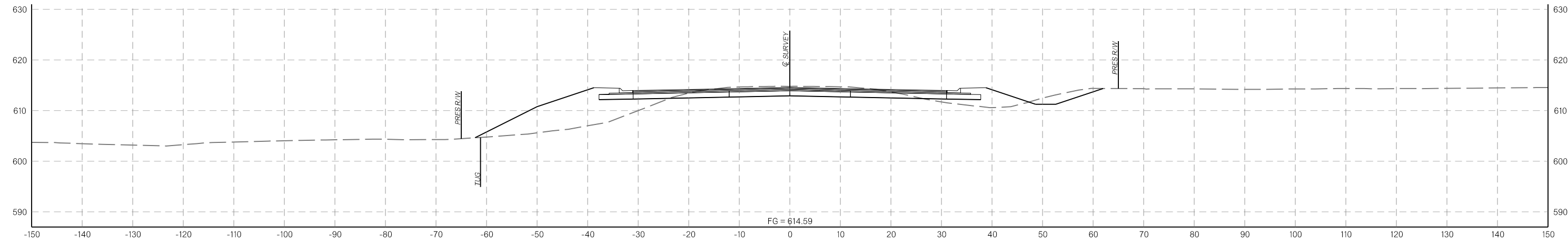
CROSS SECTIONS

12/21/2023

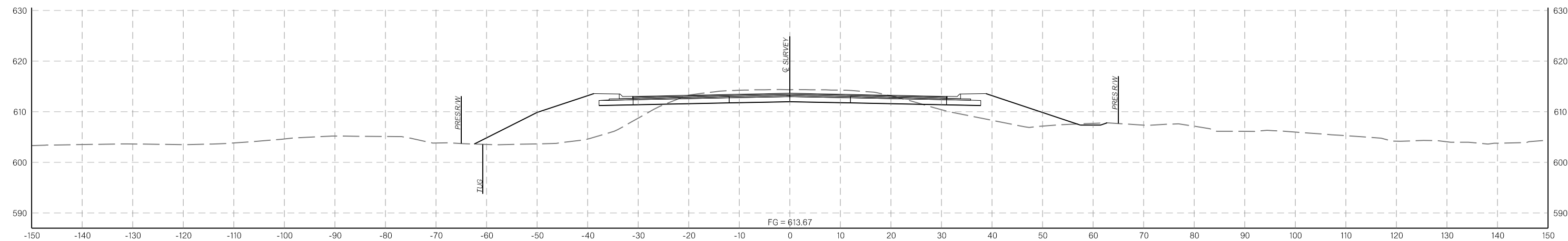
END AREAS (SF)

VOLUMES (CY)

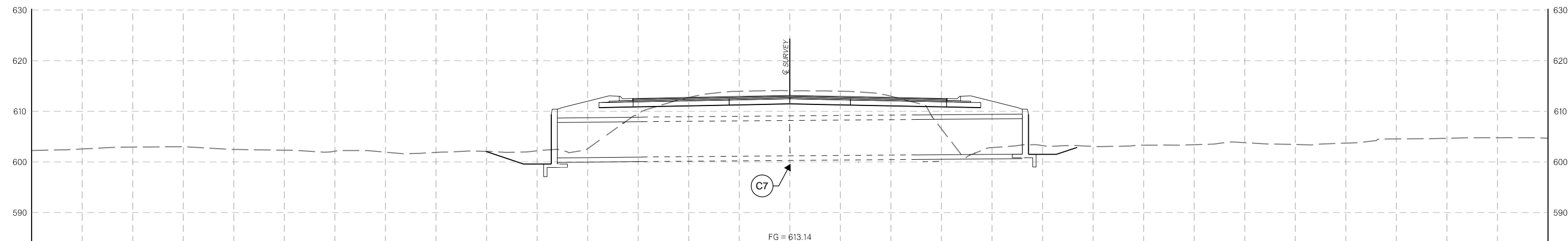
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



380+00.00



379+00.00



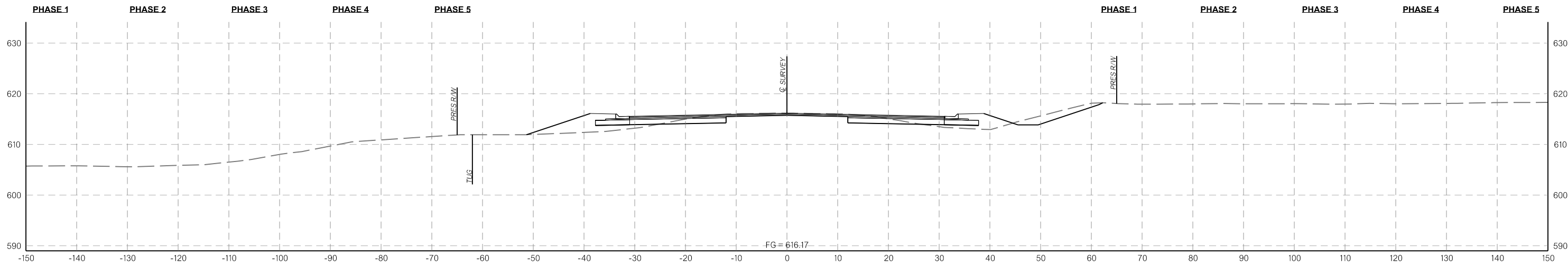
378+27.00

CROSS SECTIONS

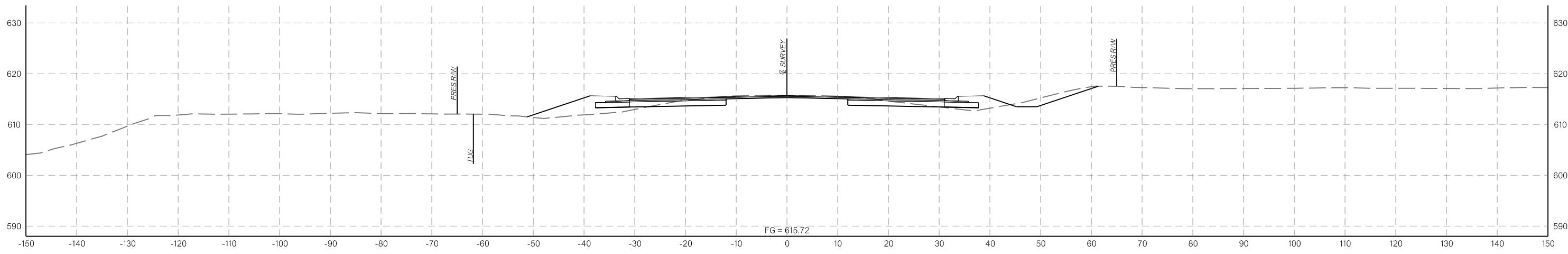
12/21/2023

END AREAS (SF)

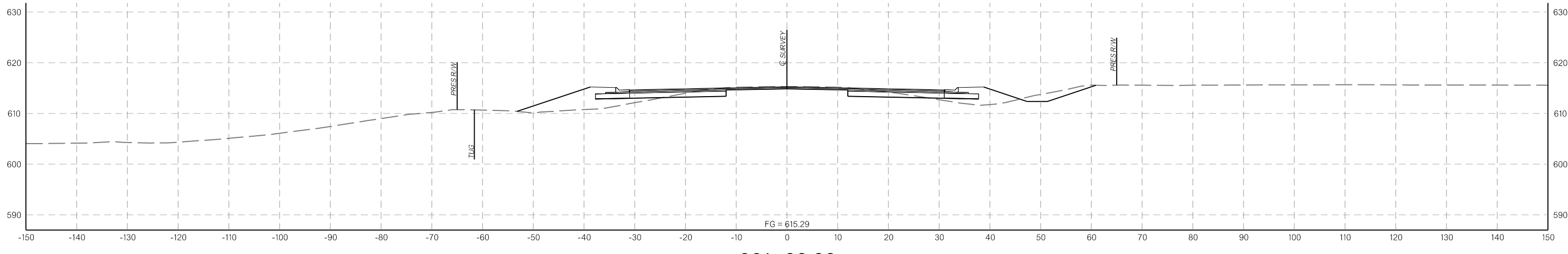
VOLUMES (CY)



383+00.00



382+00.00



381+00.00

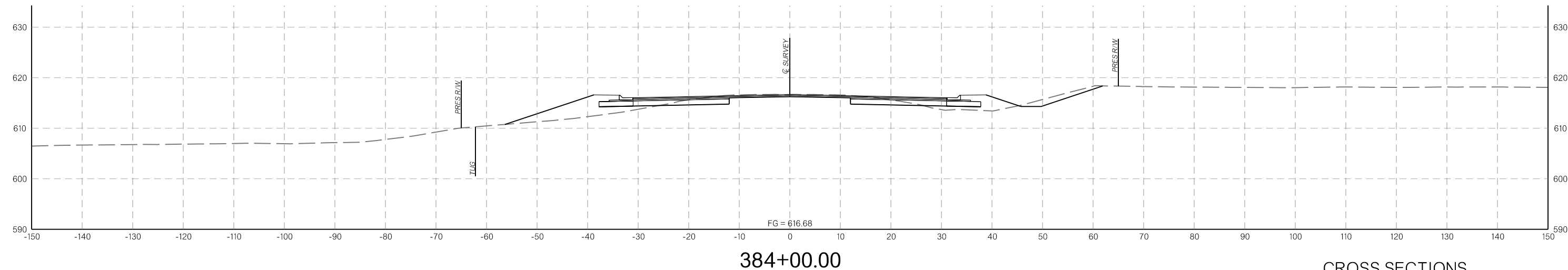
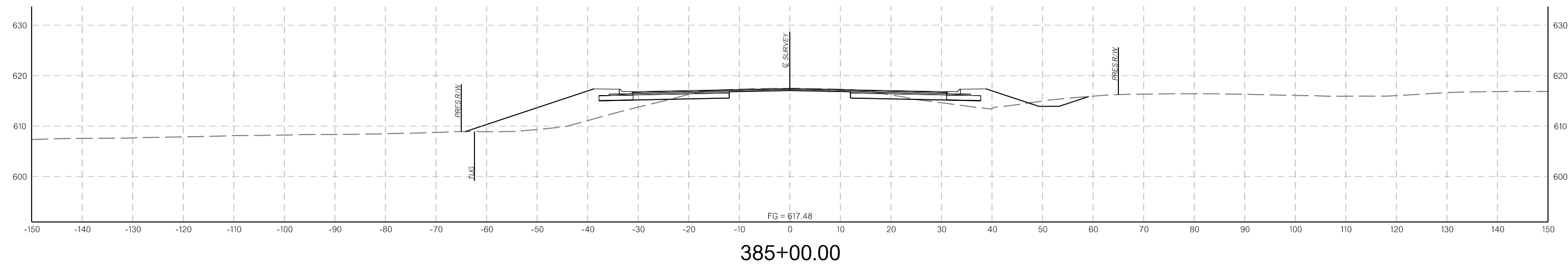
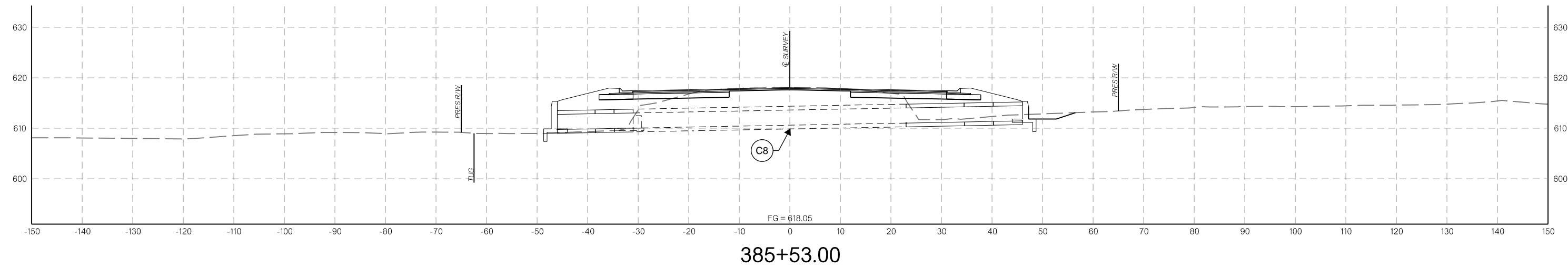
CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



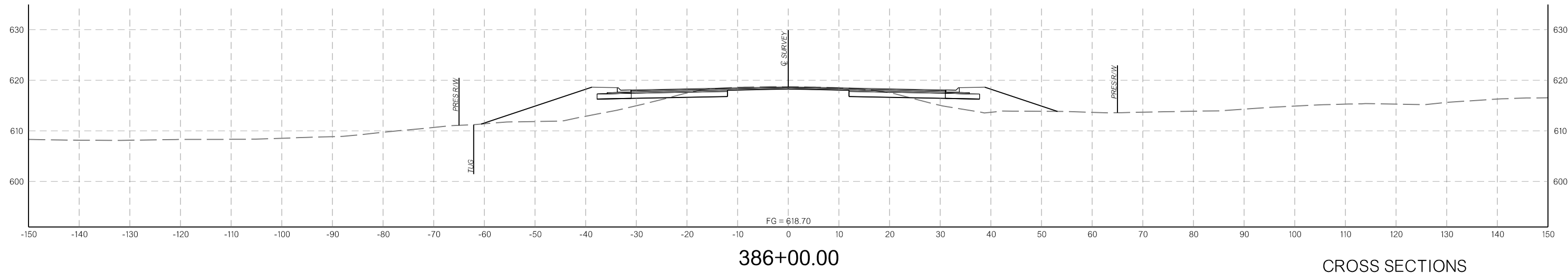
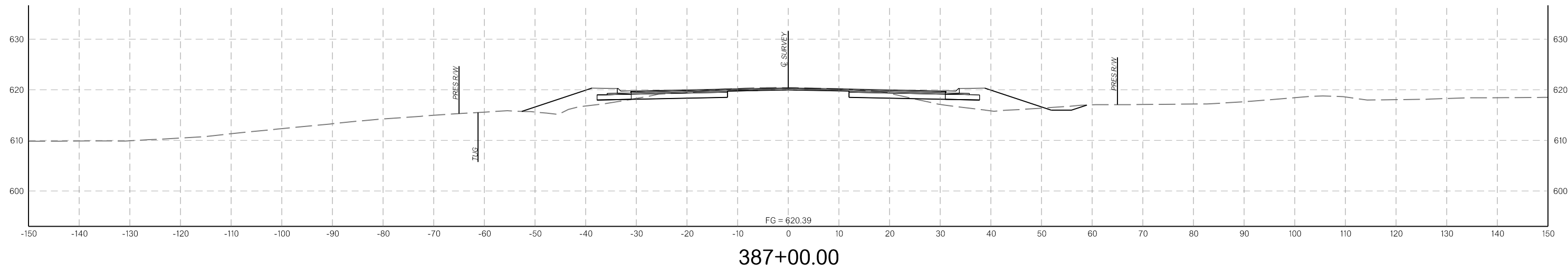
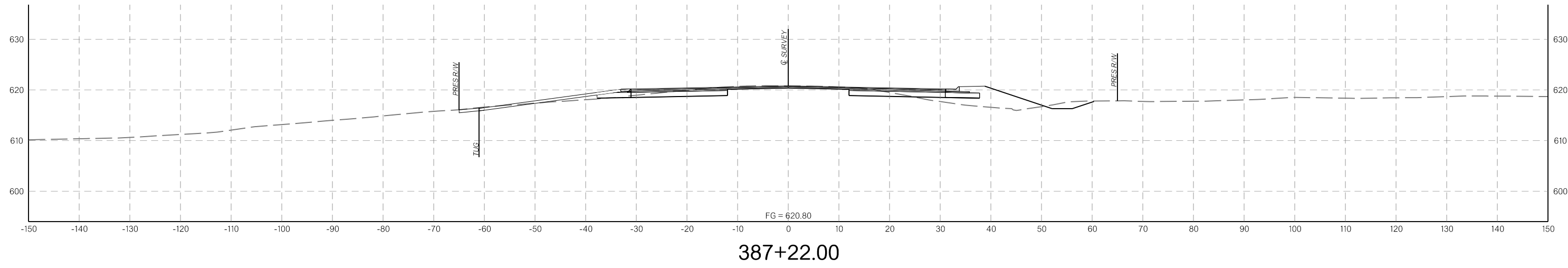
12/21/2023

CROSS SECTIONS

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



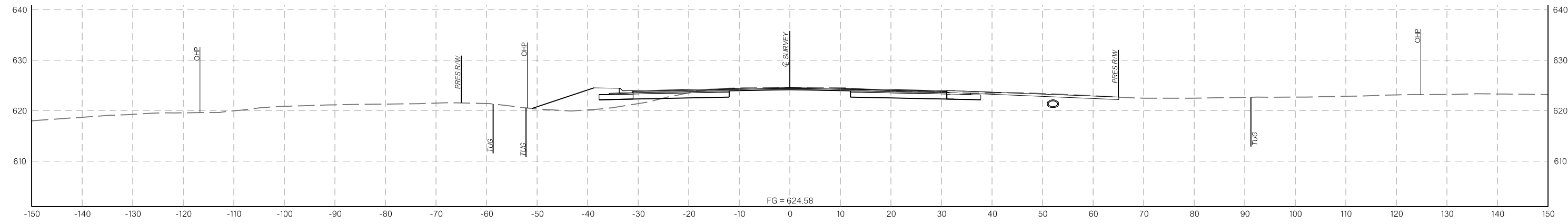
12/21/2023

CROSS SECTIONS

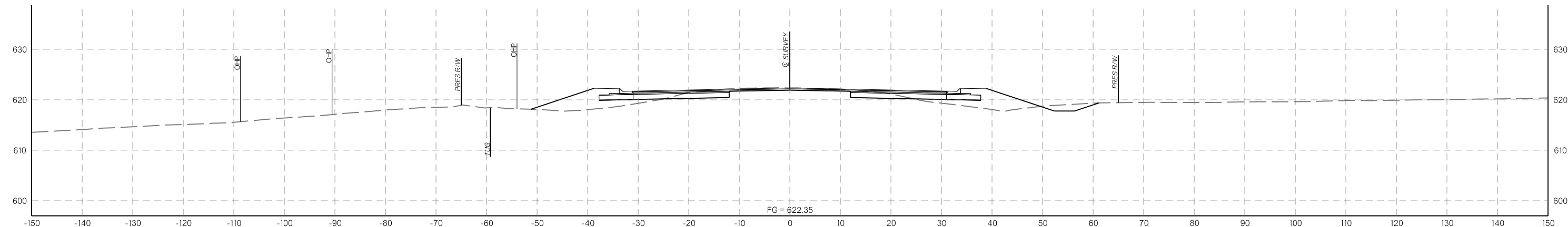
END AREAS (SF)

VOLUMES (CY)

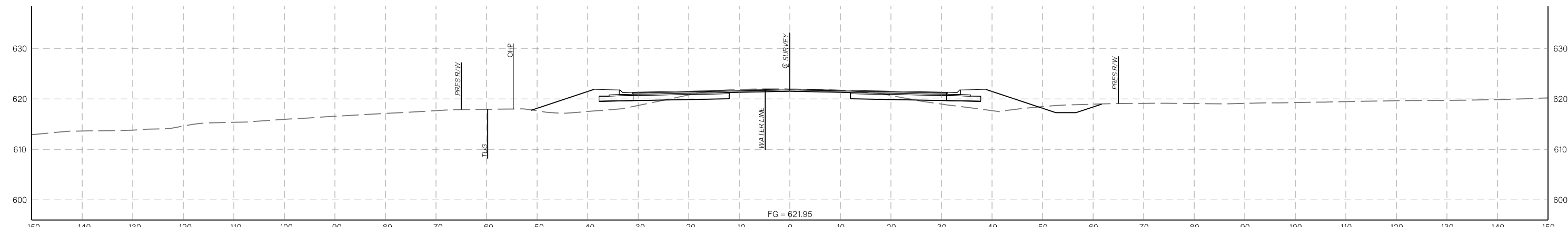
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



389+00.00



388+00.00



387+82.00

CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

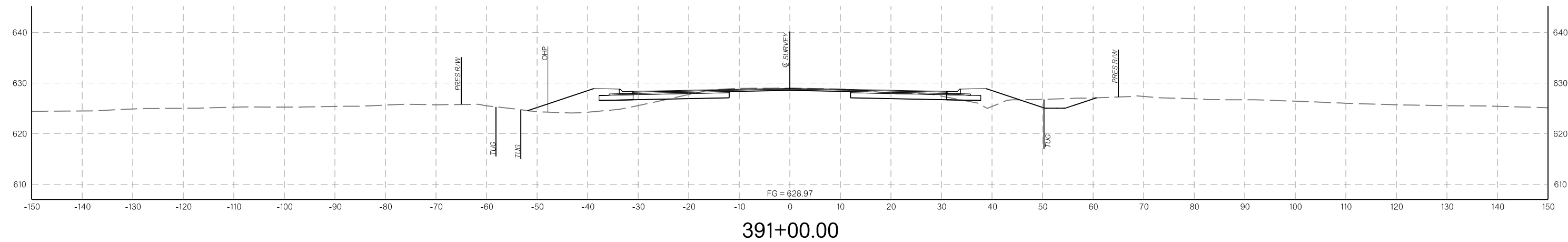
PHASE 1

PHASE 2

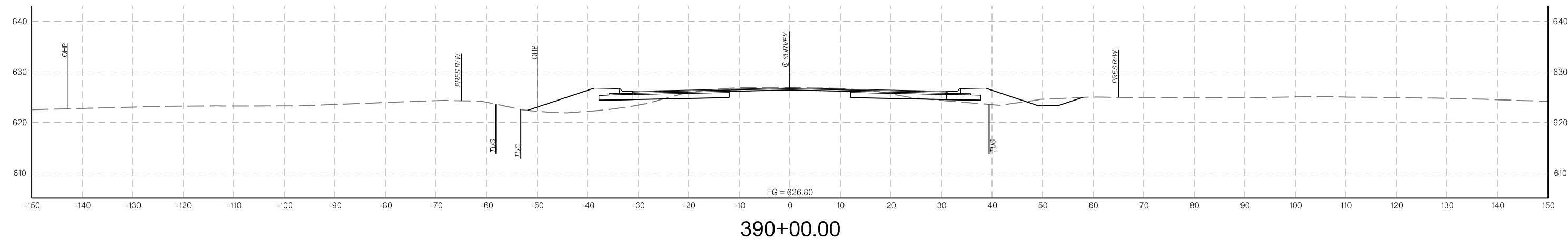
PHASE 3

PHASE 4

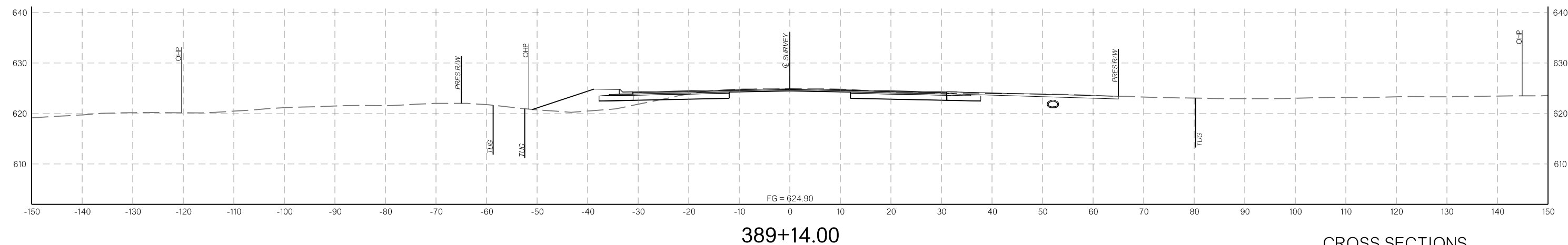
PHASE 5



391+00.00



390+00.00



389+14.00

CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

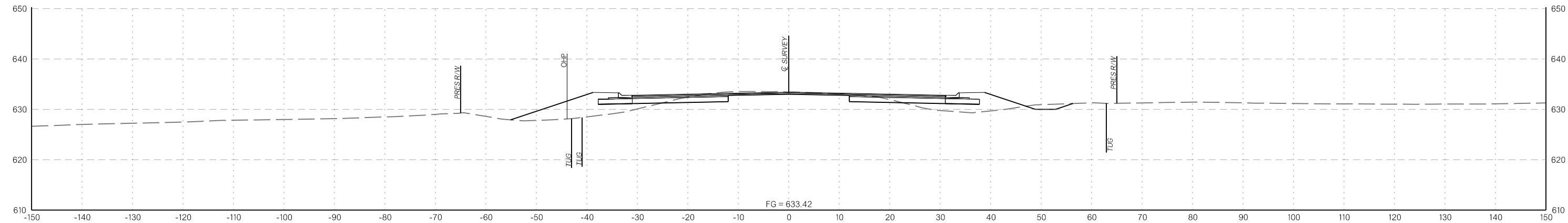
PHASE 1

PHASE 2

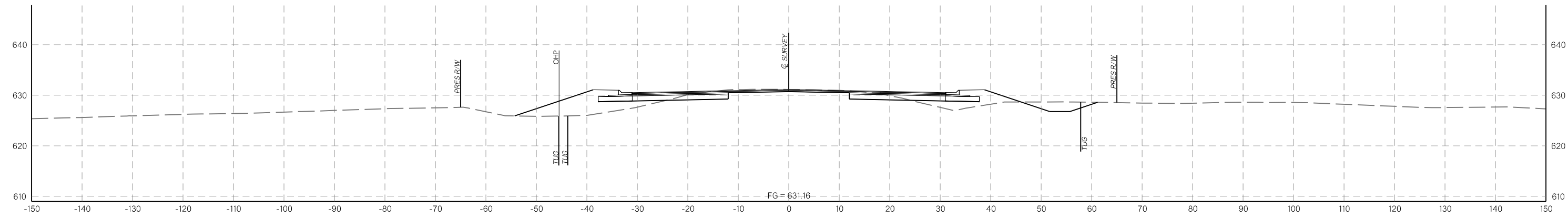
PHASE 3

PHASE 4

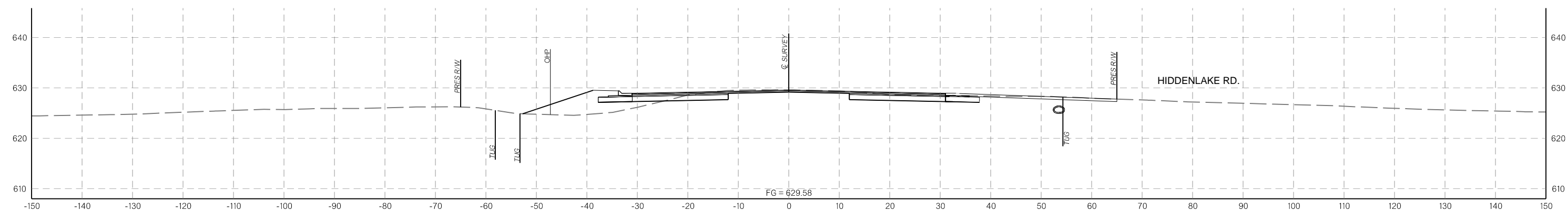
PHASE 5



393+00.00



392+00.00



391+28.00

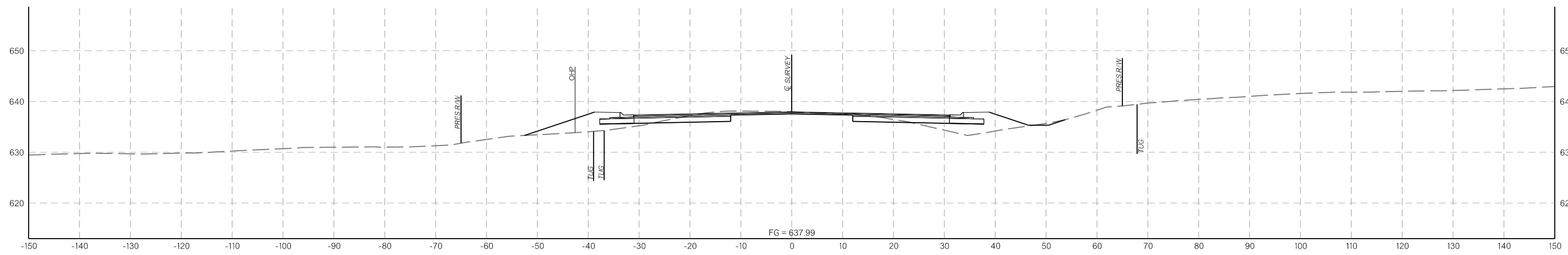
CROSS SECTIONS

12/21/2023

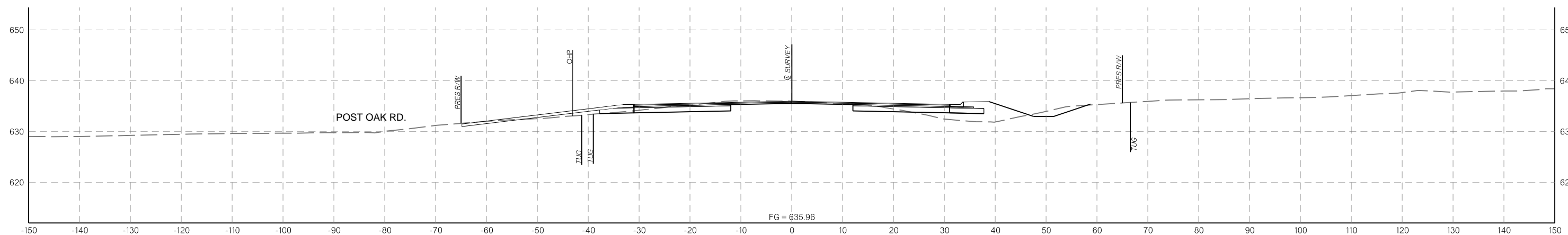
END AREAS (SF)

VOLUMES (CY)

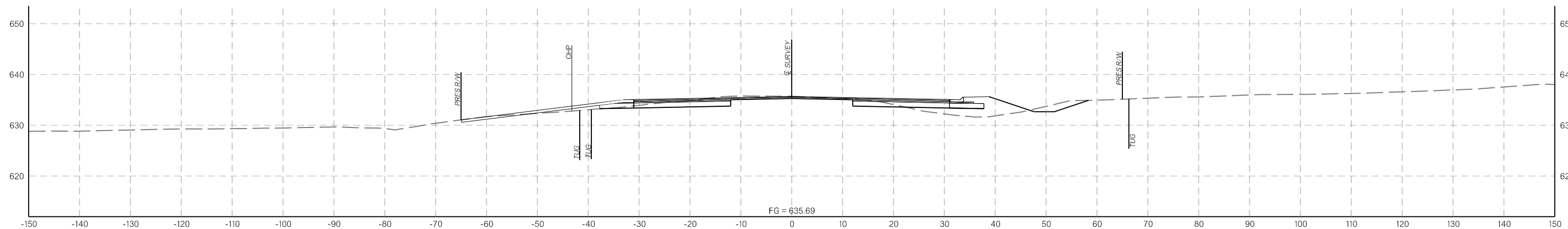
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



395+00.00



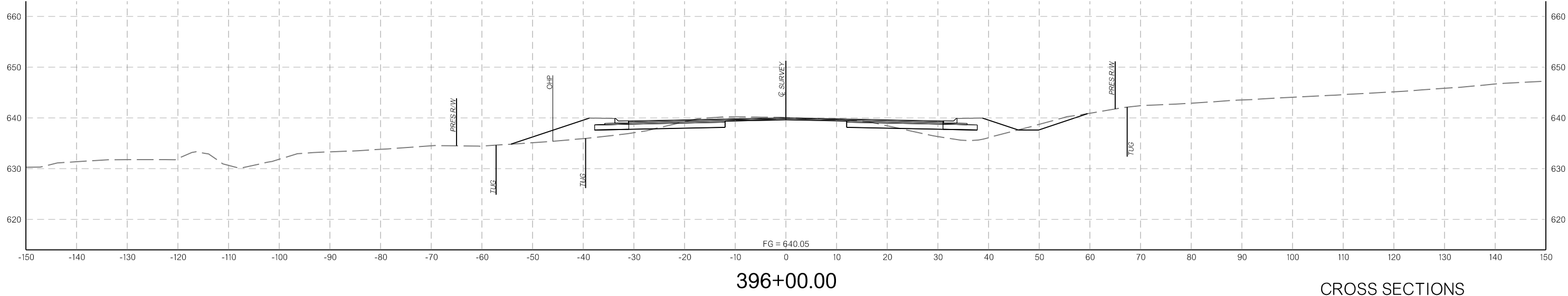
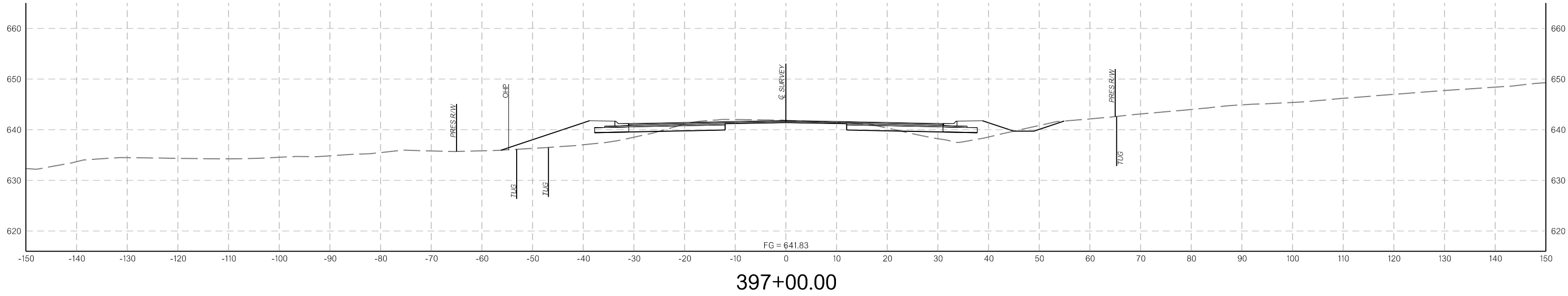
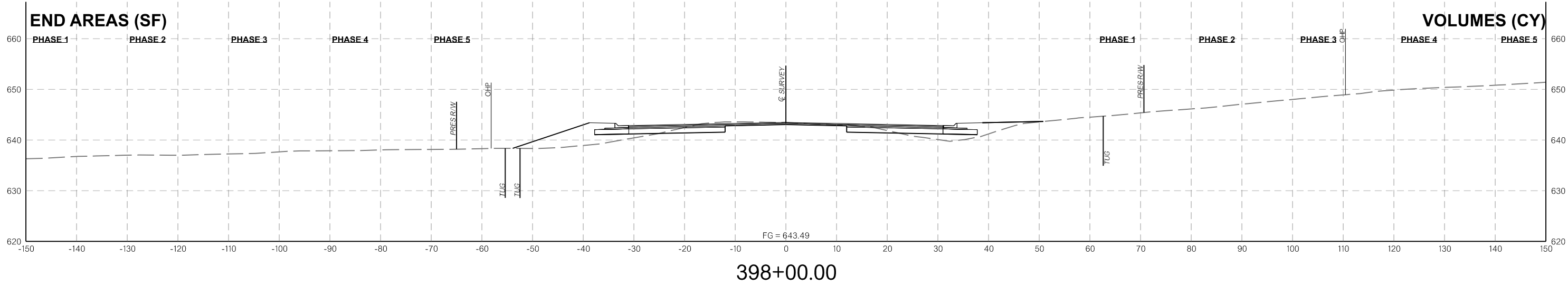
394+11.65



394+00.00

CROSS SECTIONS

12/21/2023



CROSS SECTIONS

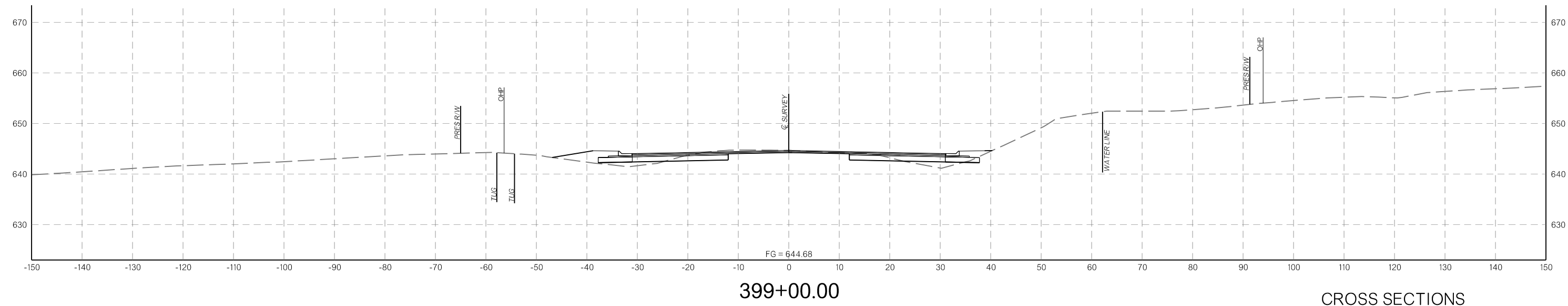
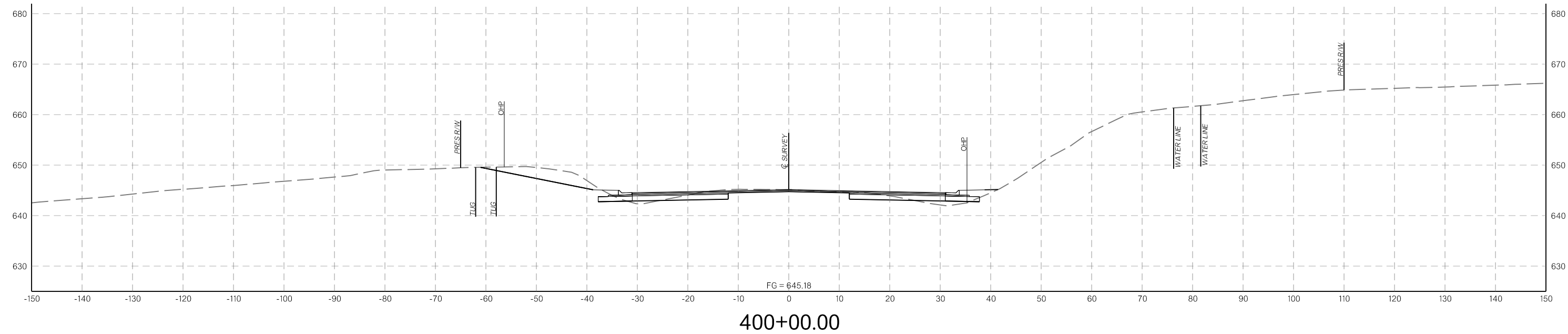
12/21/2023

END AREAS (SF)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



CROSS SECTIONS

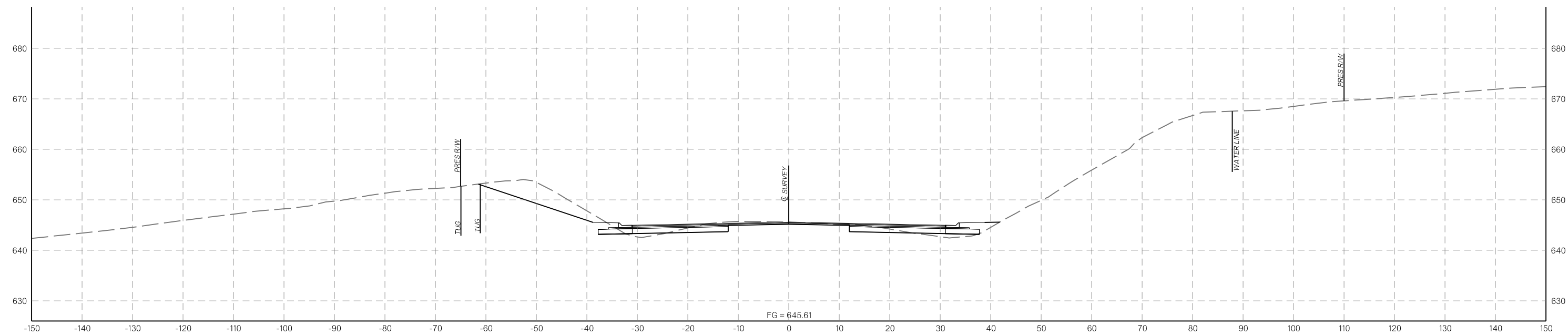
12/21/2023

END AREAS (SF)

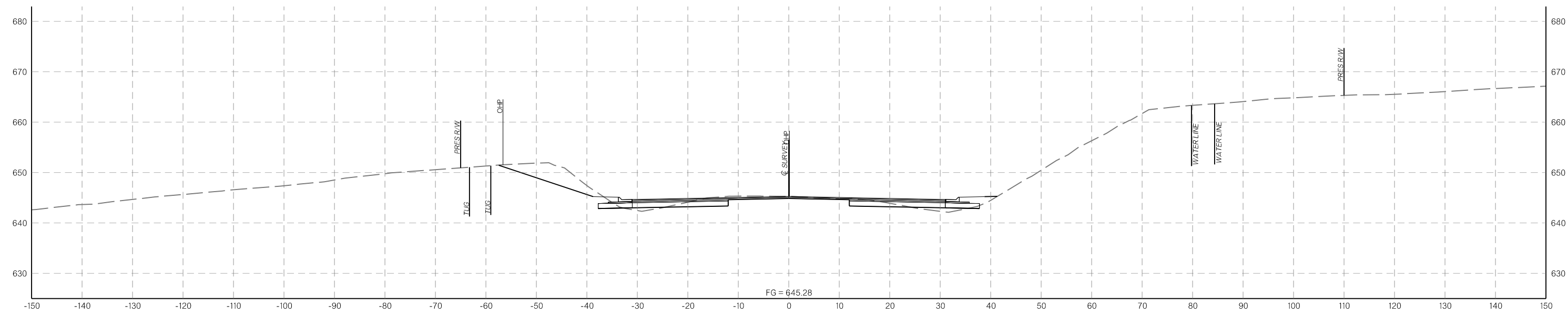
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



401+00.00



400+23.00

CROSS SECTIONS

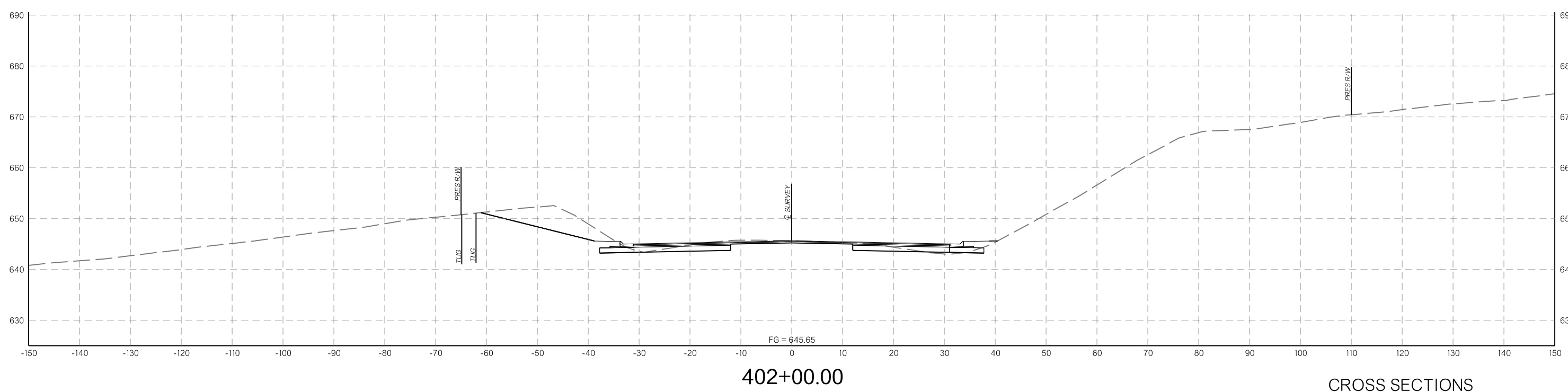
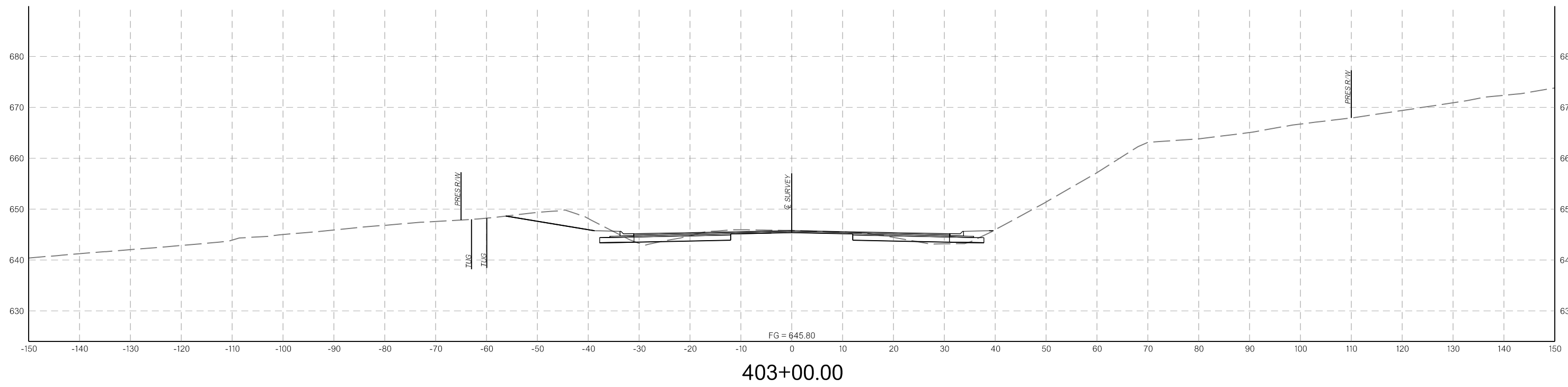
12/21/2023

END AREAS (SF)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



12/21/2023

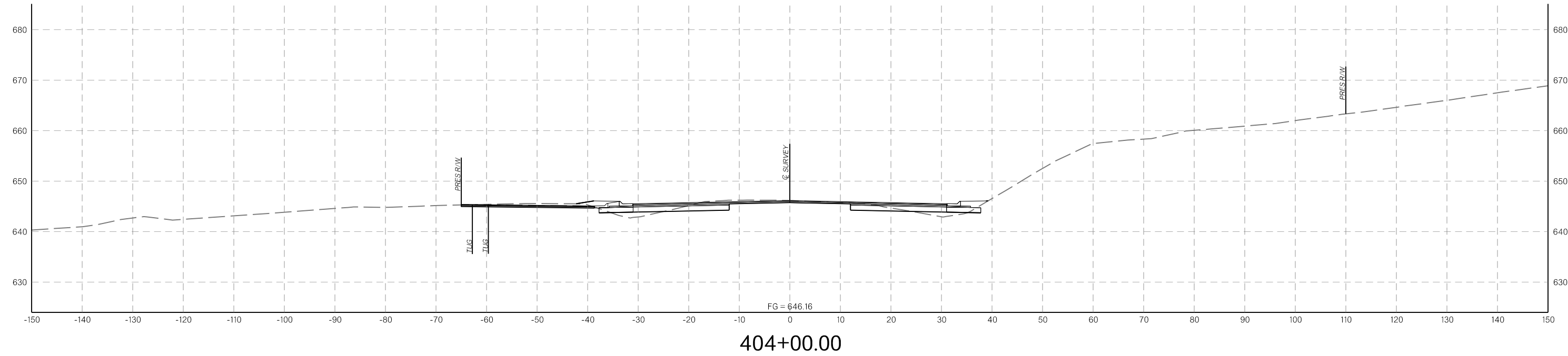
CROSS SECTIONS

END AREAS (SF)

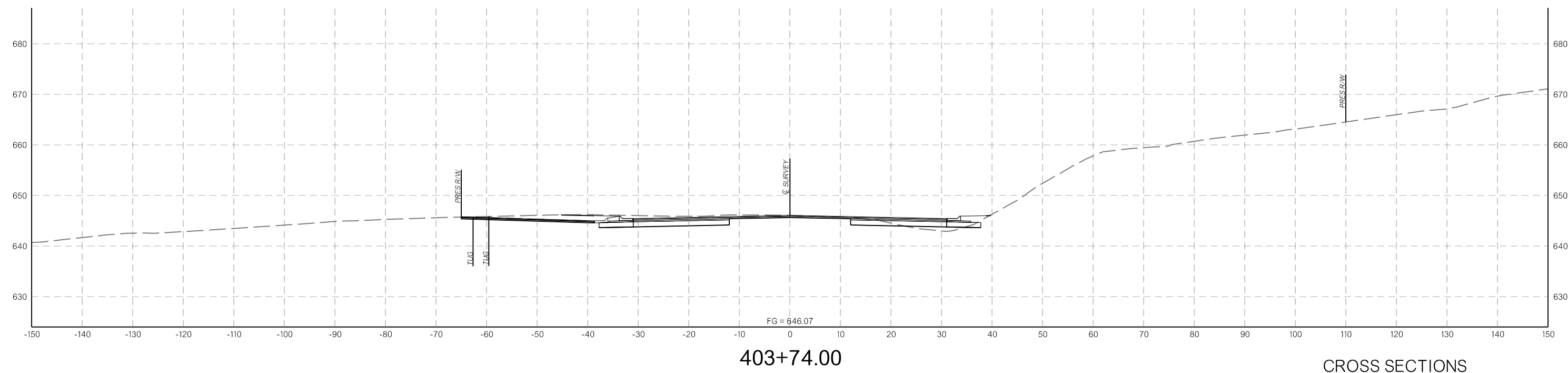
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



404+00.00



403+74.00

CROSS SECTIONS

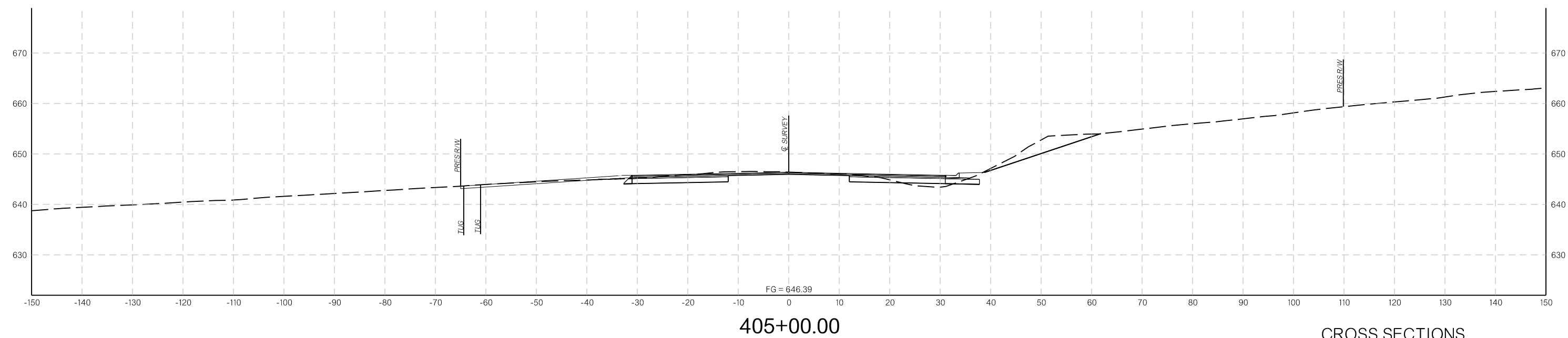
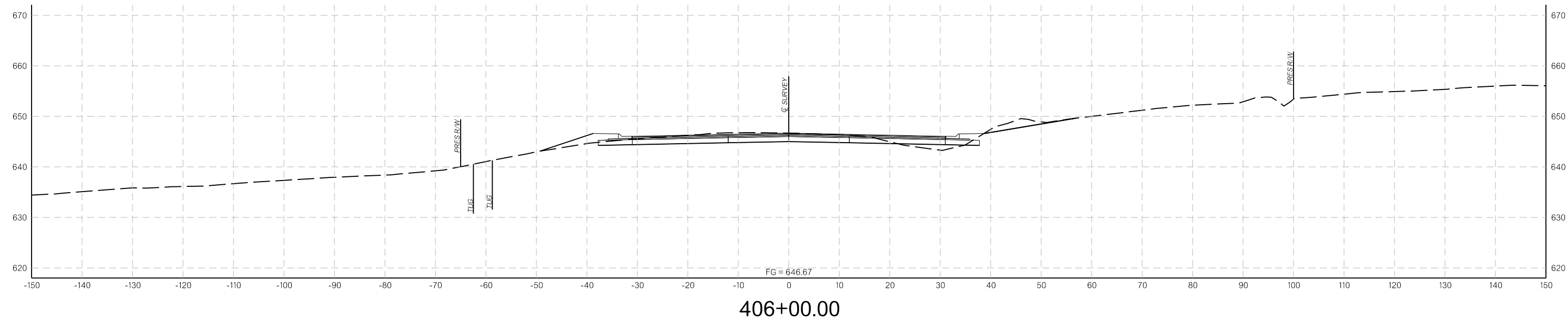
12/21/2023

END AREAS (SF)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

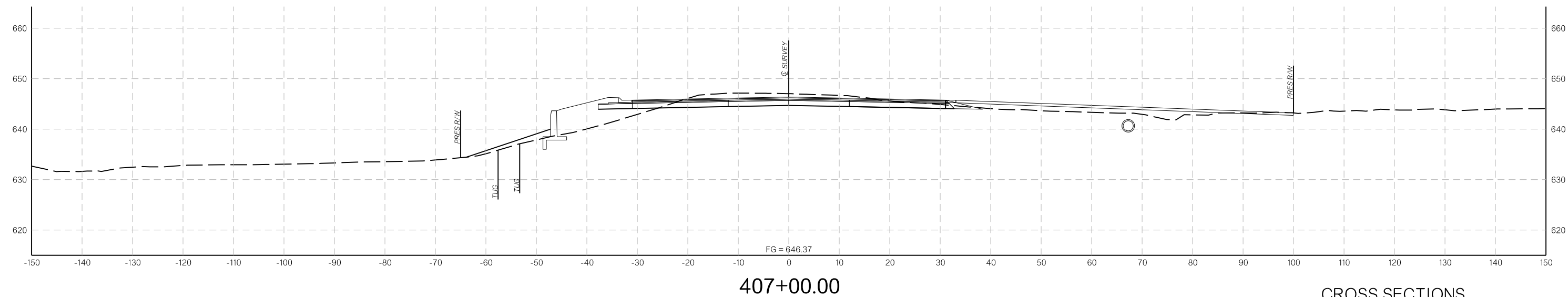
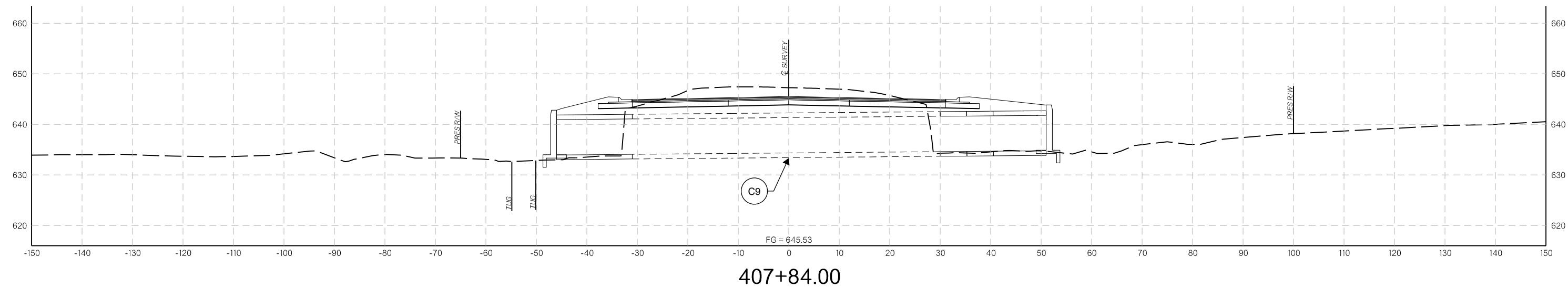
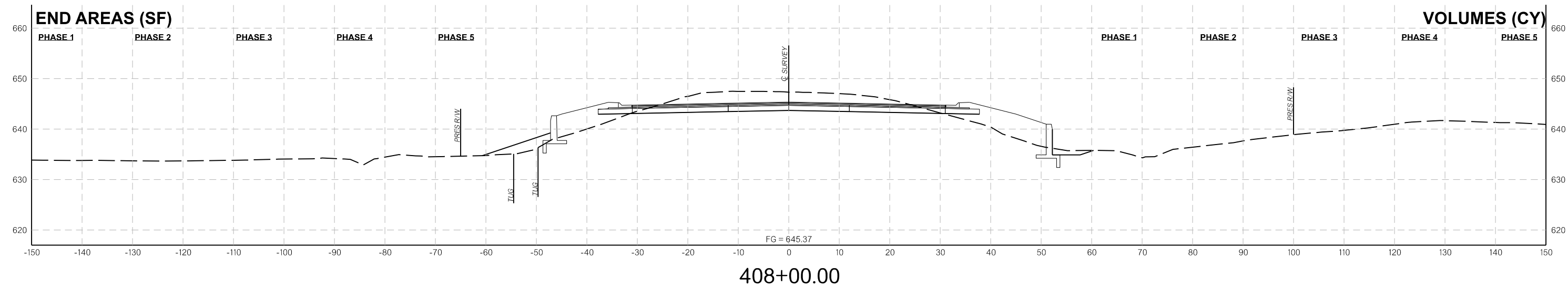
VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



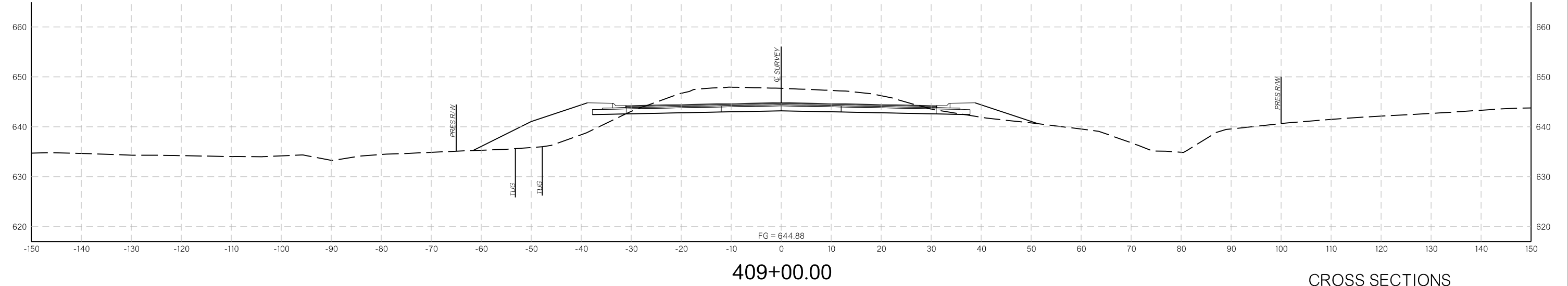
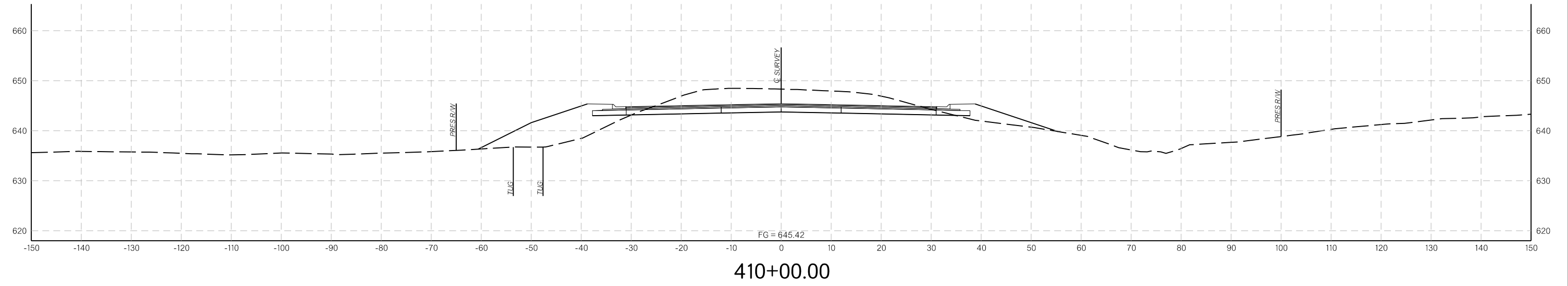
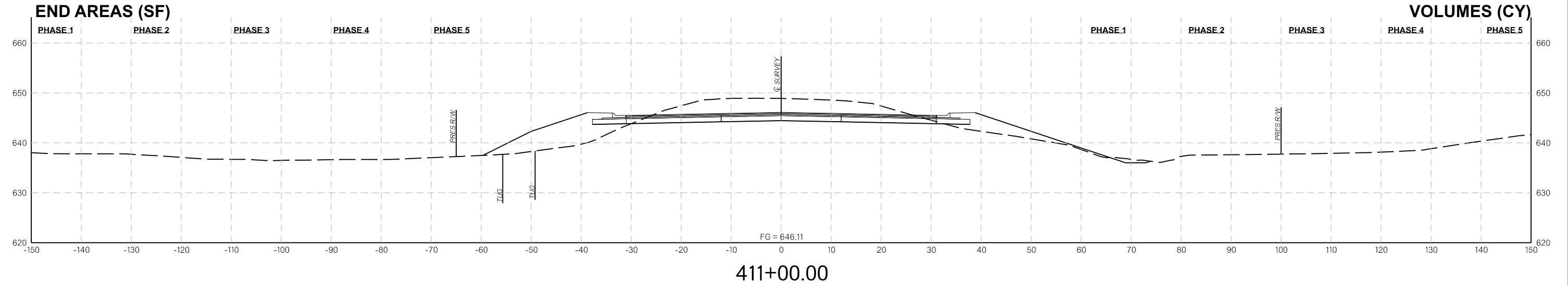
CROSS SECTIONS

12/21/2023



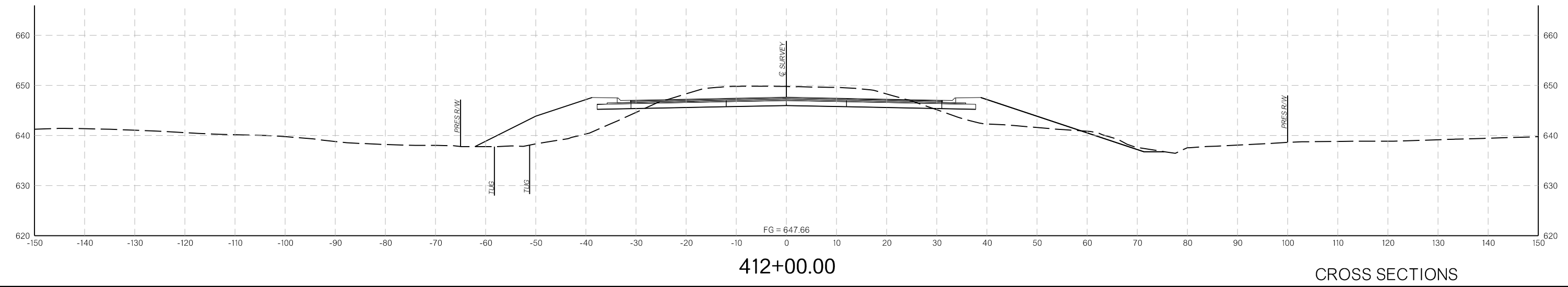
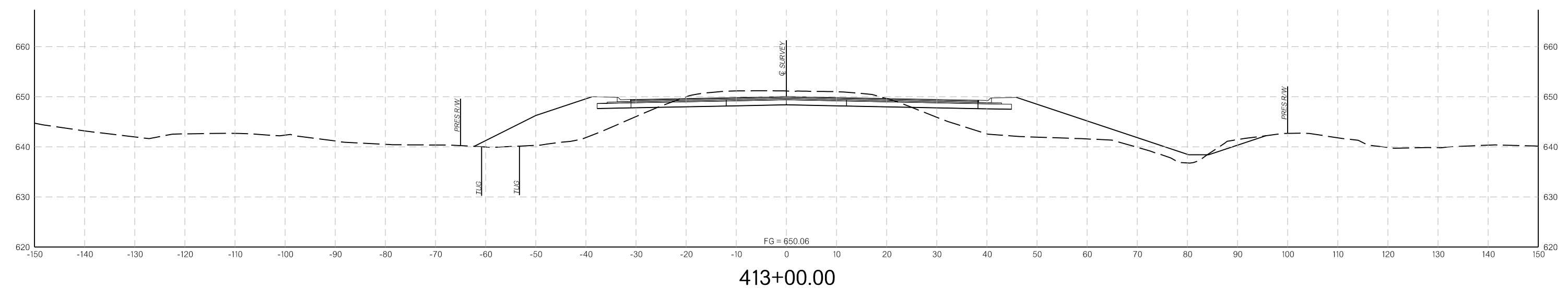
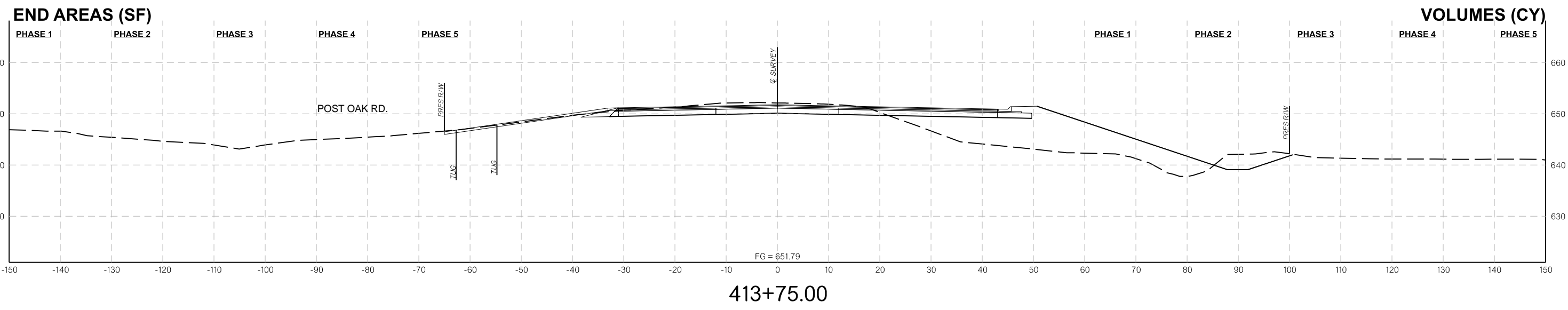
CROSS SECTIONS

12/21/2023



12/21/2023

CROSS SECTIONS

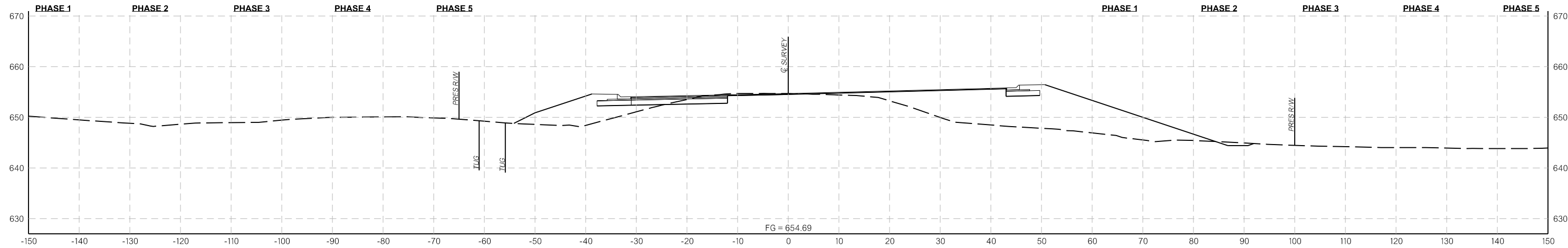


12/21/2023

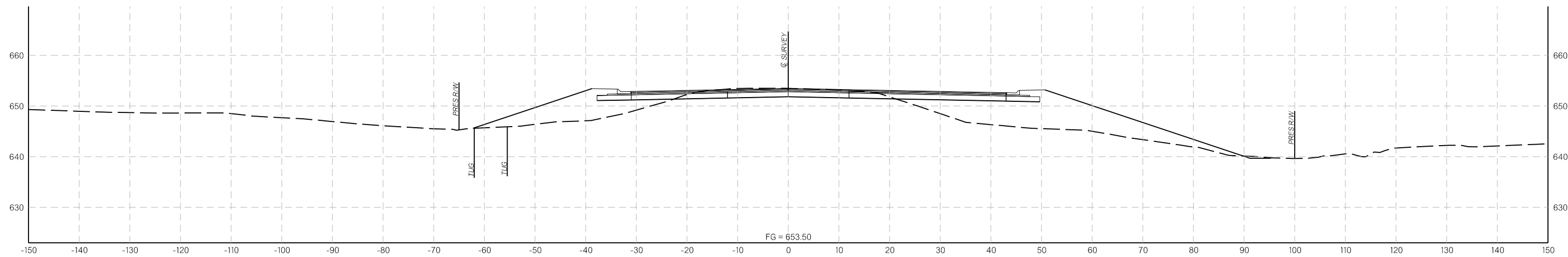
CROSS SECTIONS

END AREAS (SF)

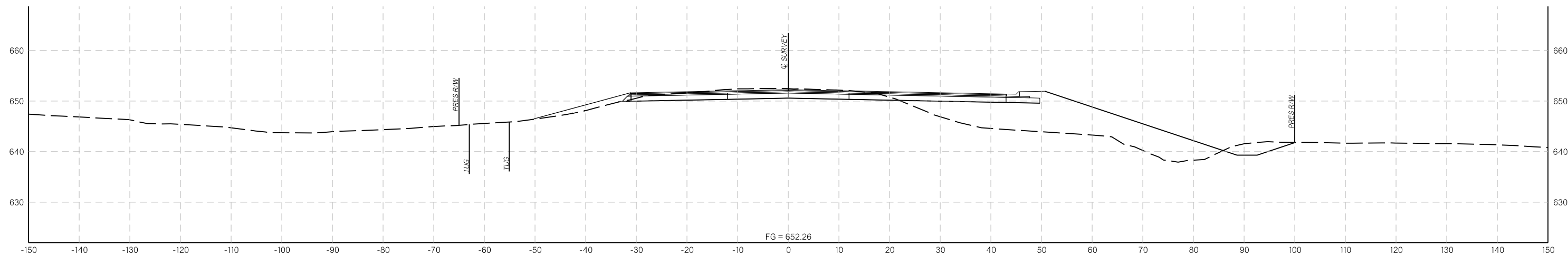
VOLUMES (CY)



416+00.00



415+00.00



414+00.00

CROSS SECTIONS

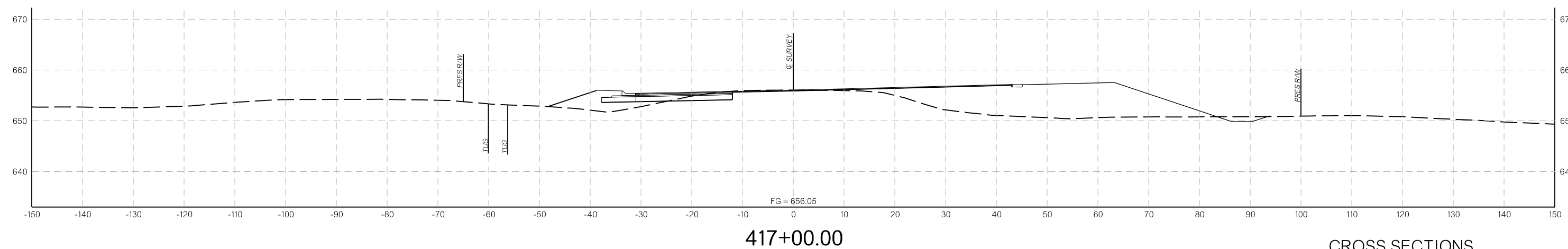
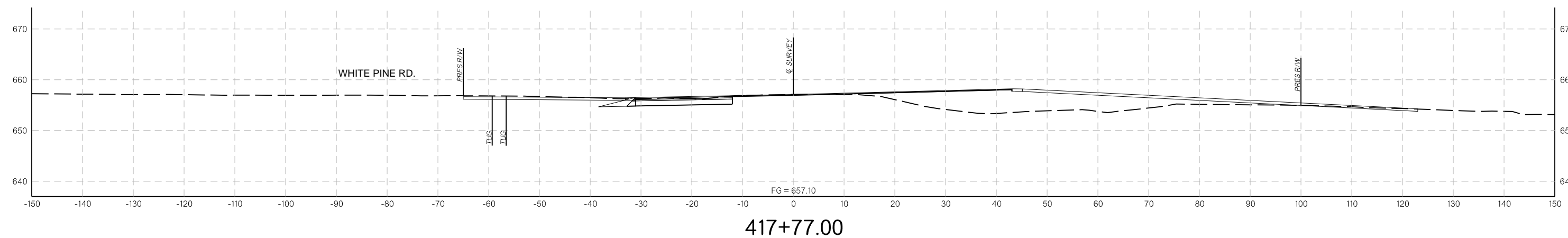
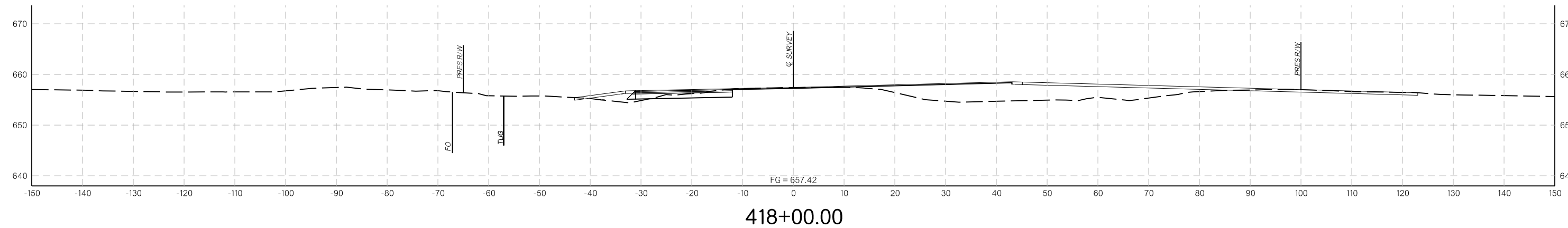
12/21/2023

END AREAS (SF)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



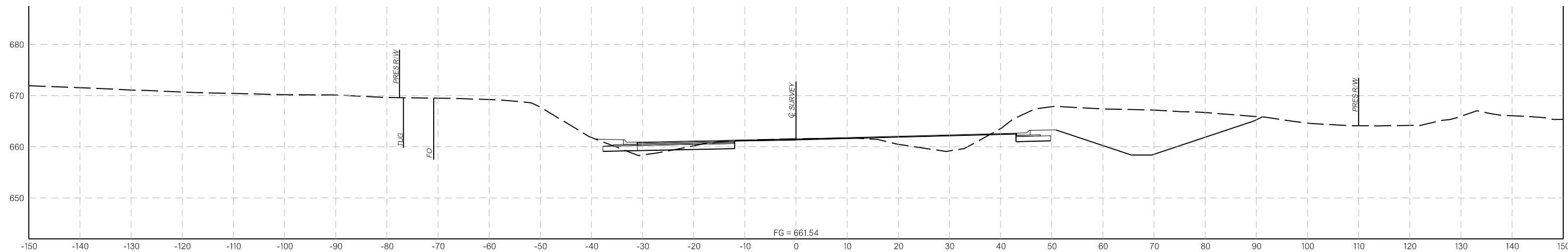
CROSS SECTIONS

12/21/2023

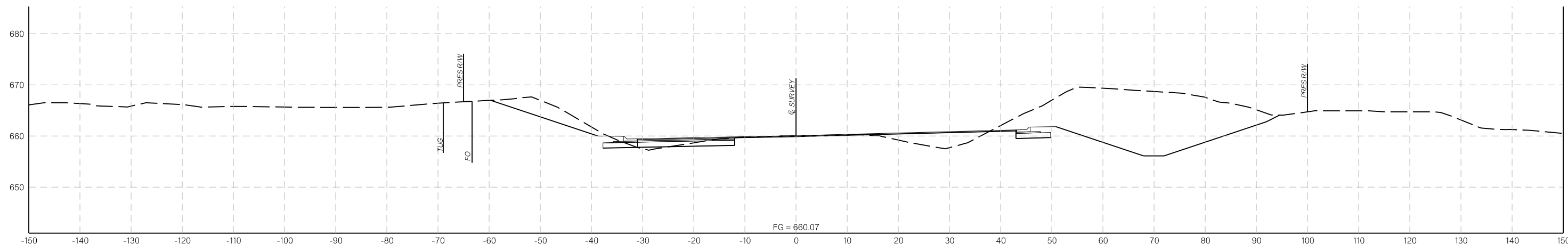
END AREAS (SF)

VOLUMES (CY)

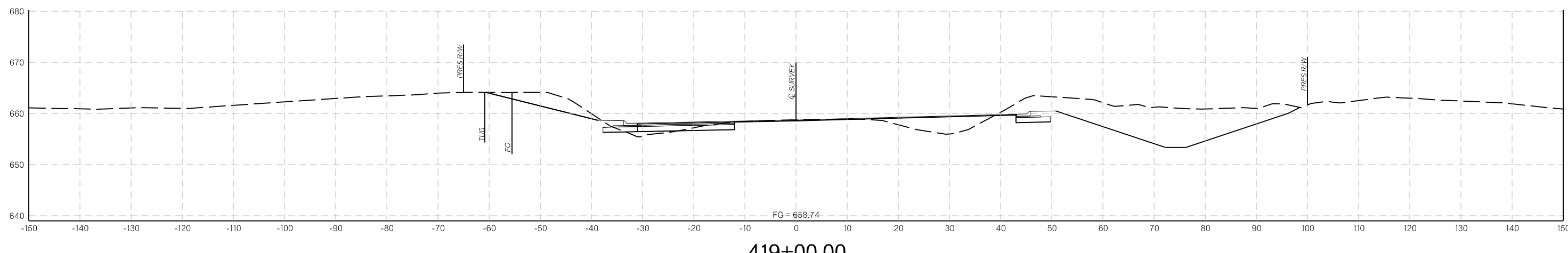
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



421+00.00



420+00.00



419+00.00

CROSS SECTIONS

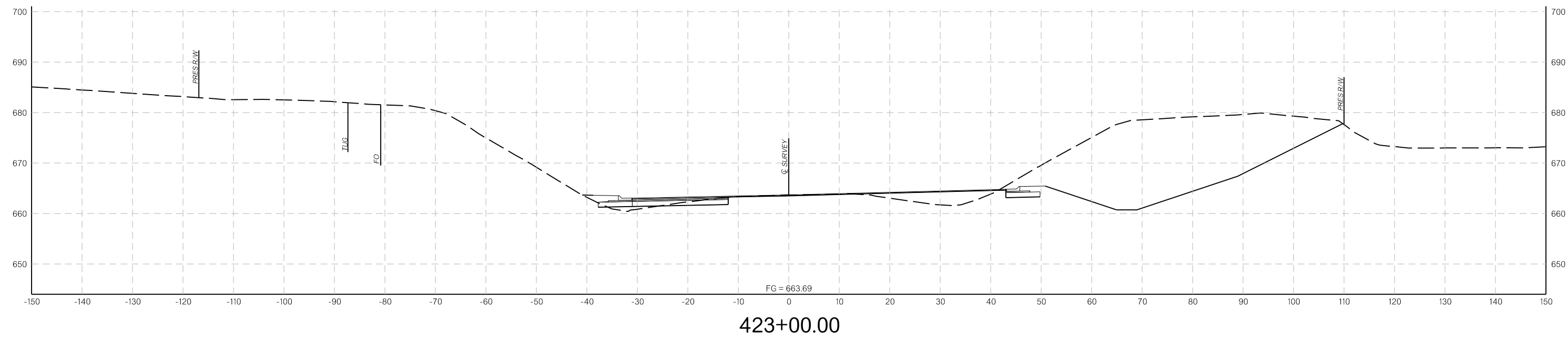
12/21/2023

END AREAS (SF)

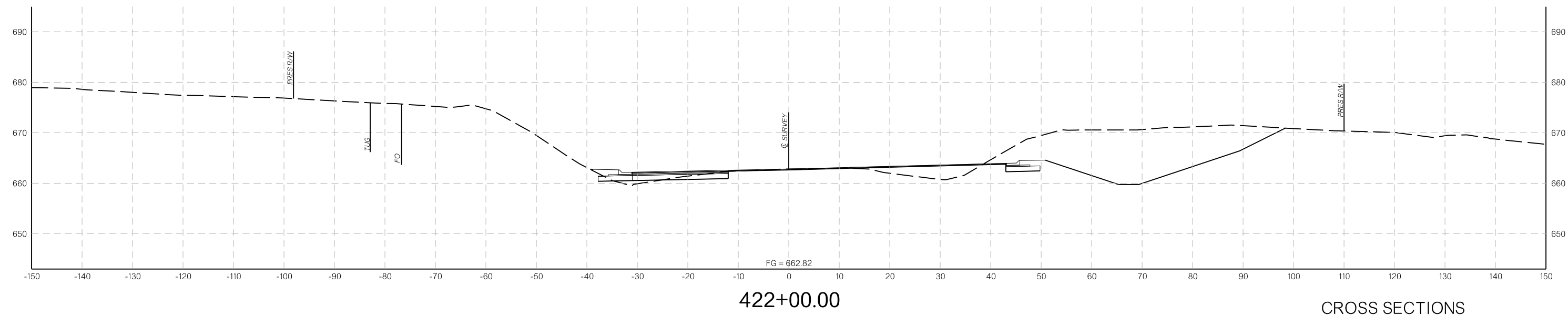
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



423+00.00



422+00.00

CROSS SECTIONS

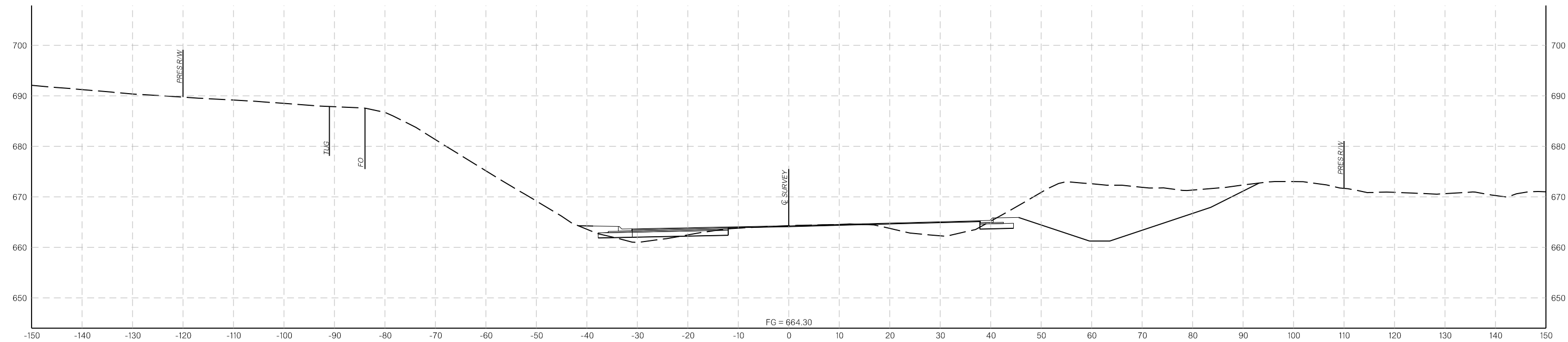
12/21/2023

END AREAS (SF)

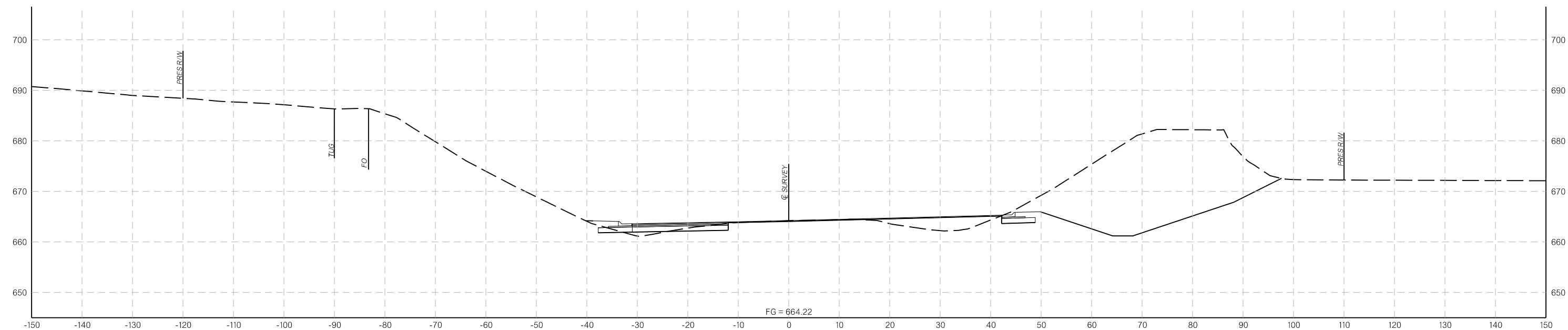
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



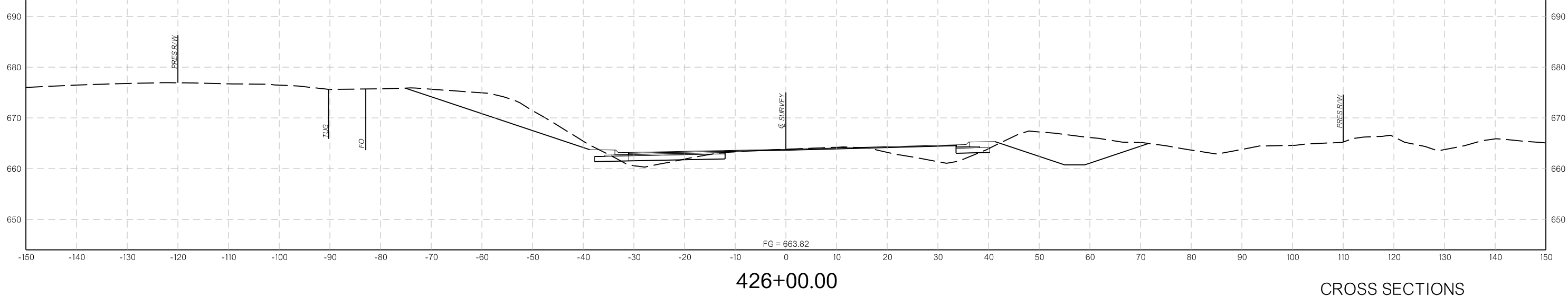
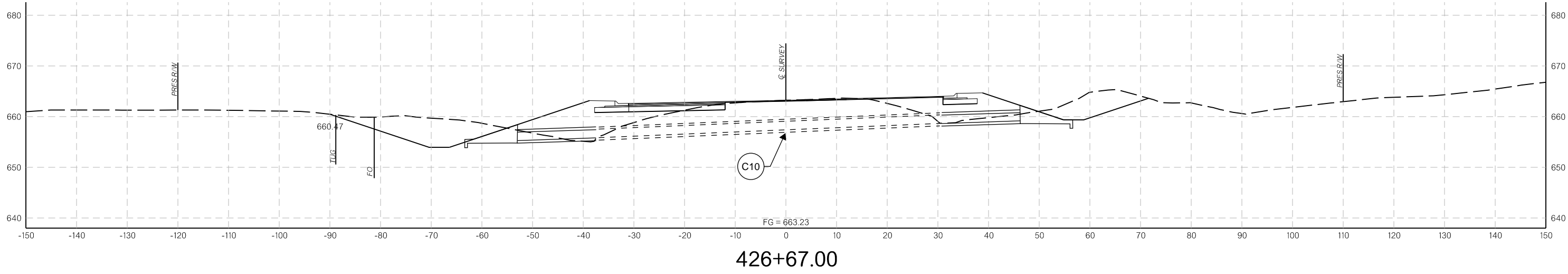
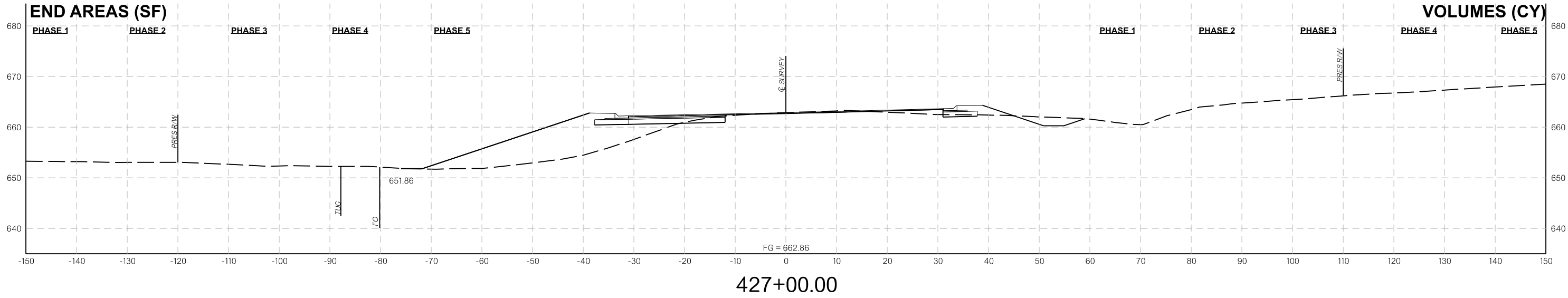
425+00.00



424+00.00

CROSS SECTIONS

12/21/2023



CROSS SECTIONS

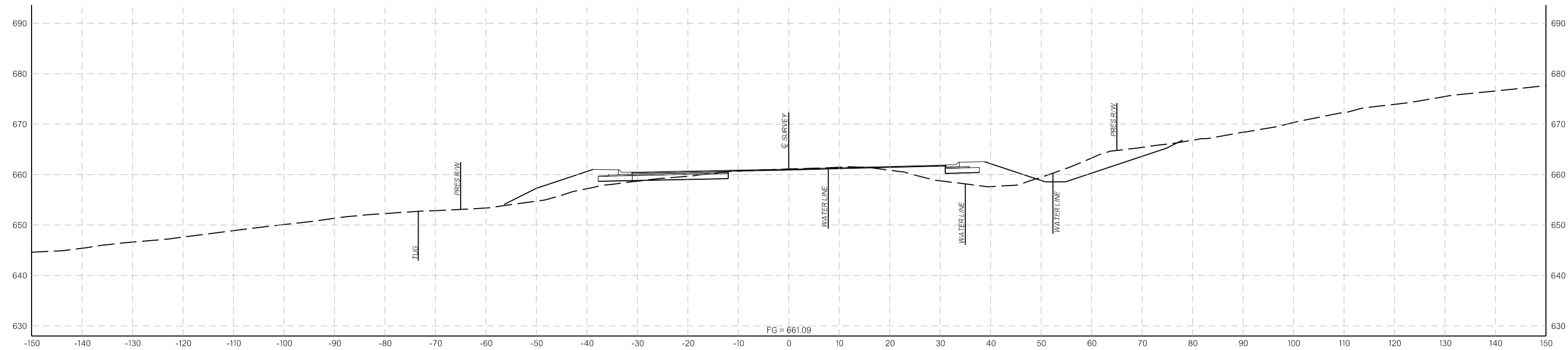
12/21/2023

END AREAS (SF)

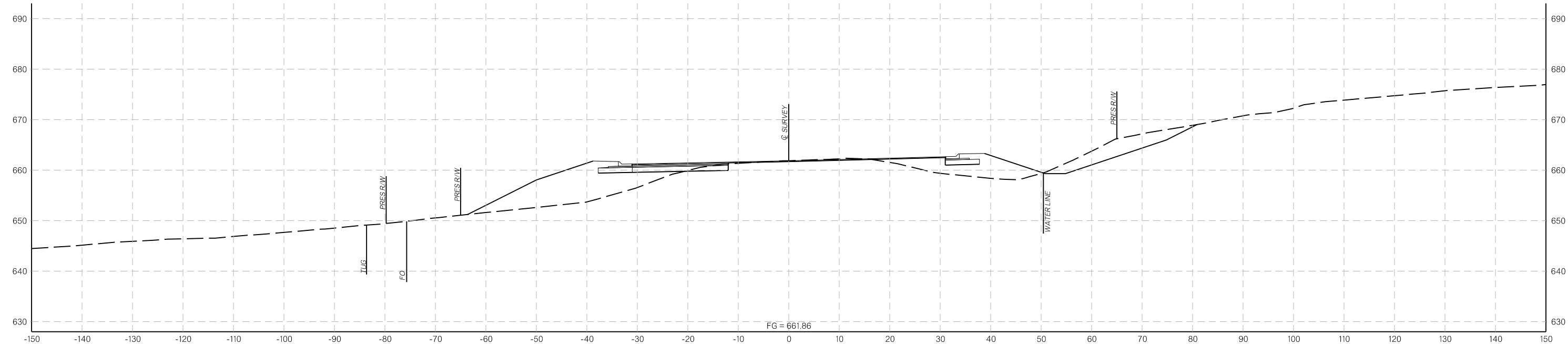
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



428+95.00



428+00.00

CROSS SECTIONS

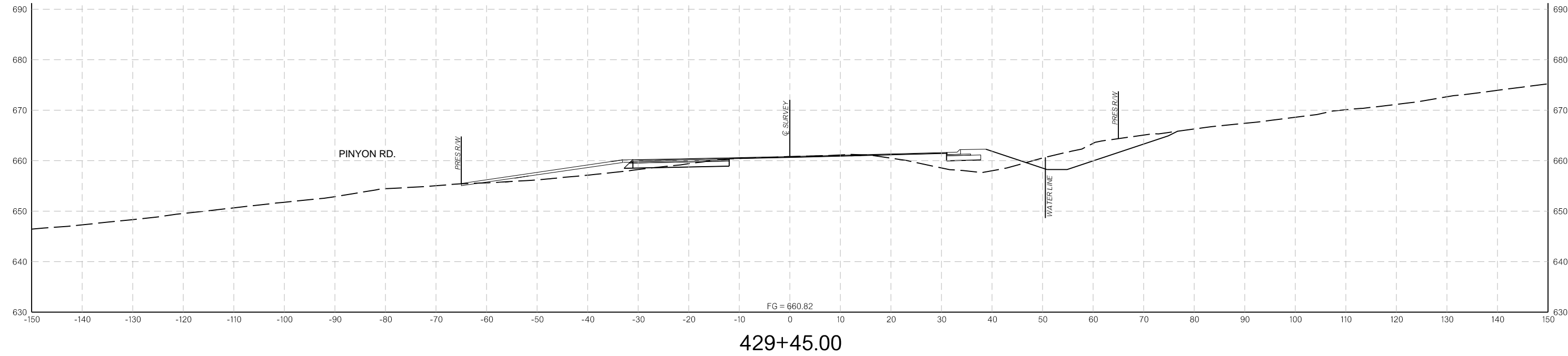
12/21/2023

END AREAS (SF)

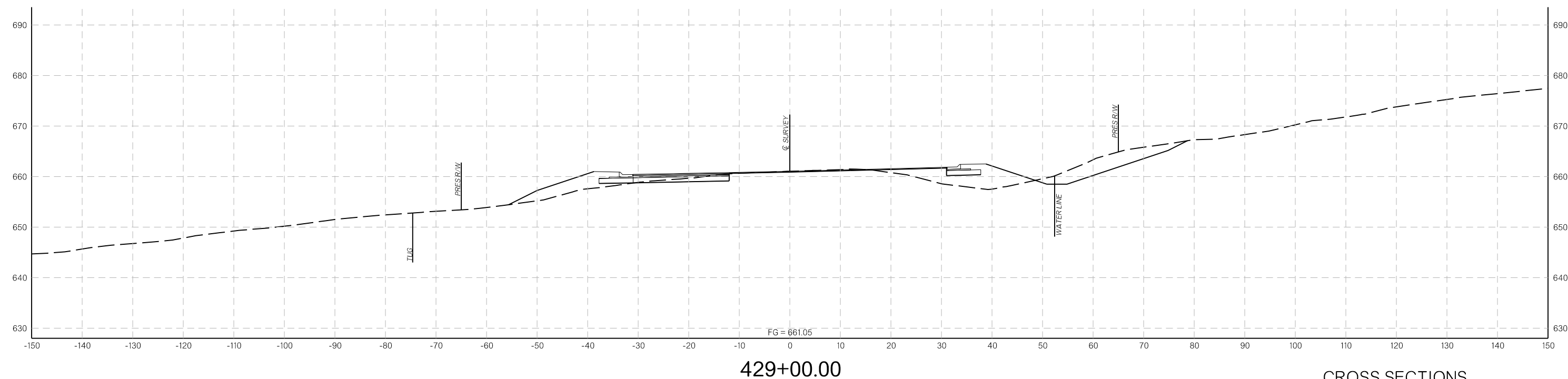
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



429+45.00



429+00.00

CROSS SECTIONS

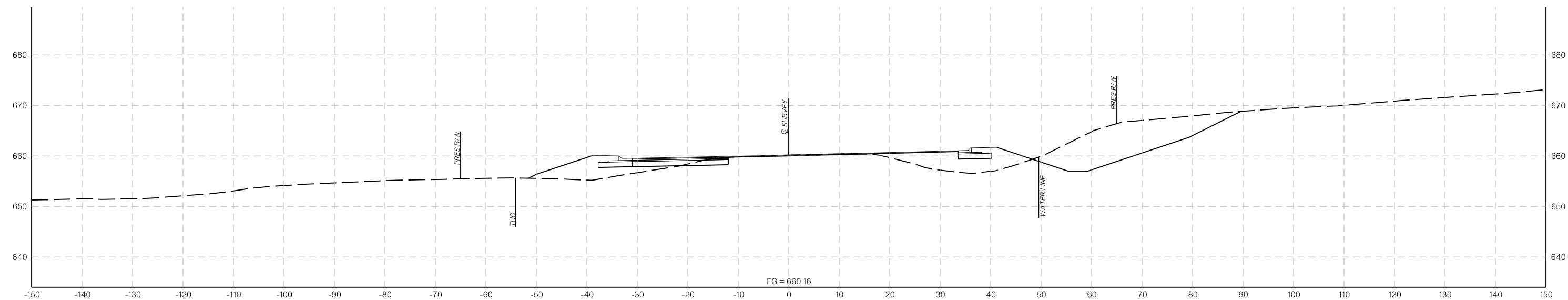
12/21/2023

END AREAS (SF)

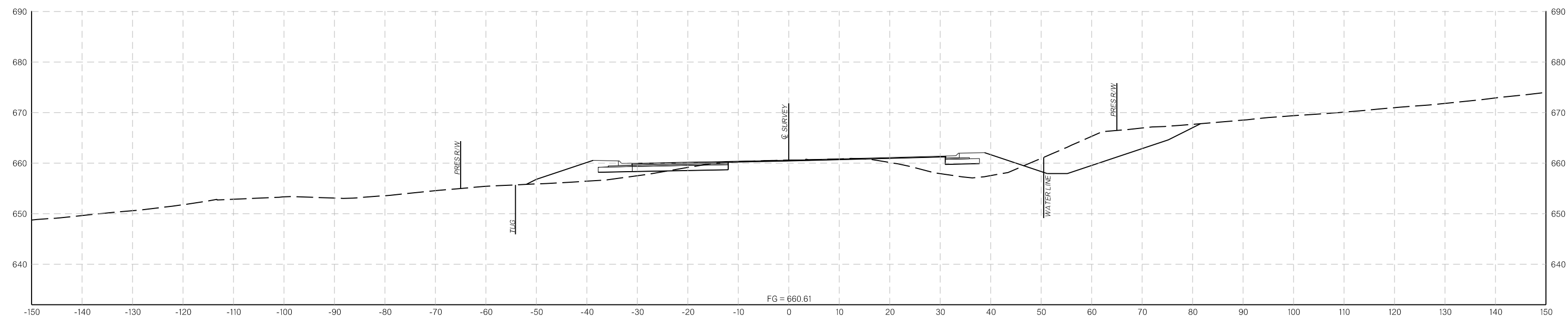
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



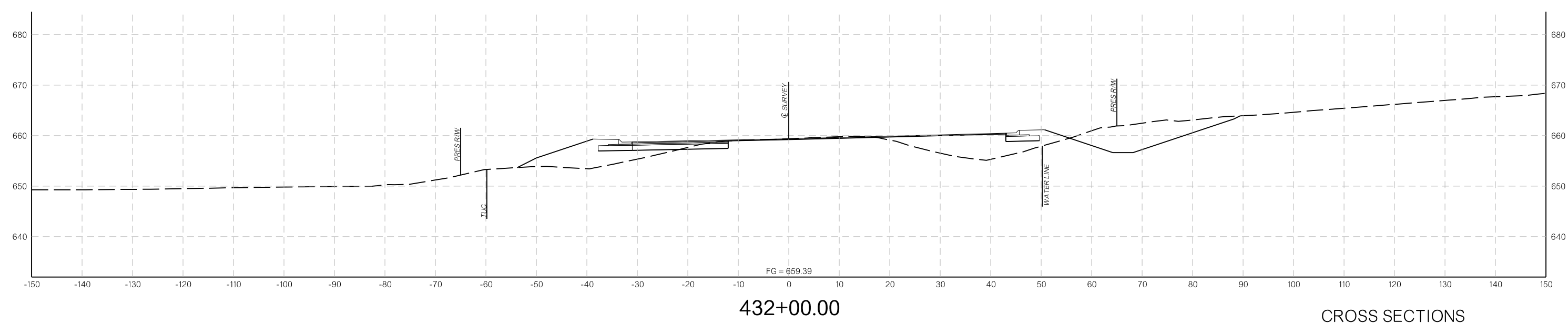
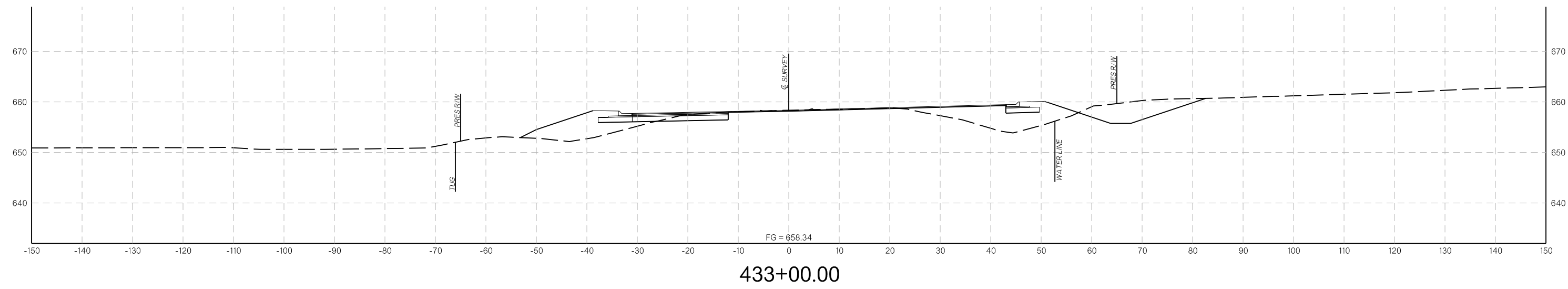
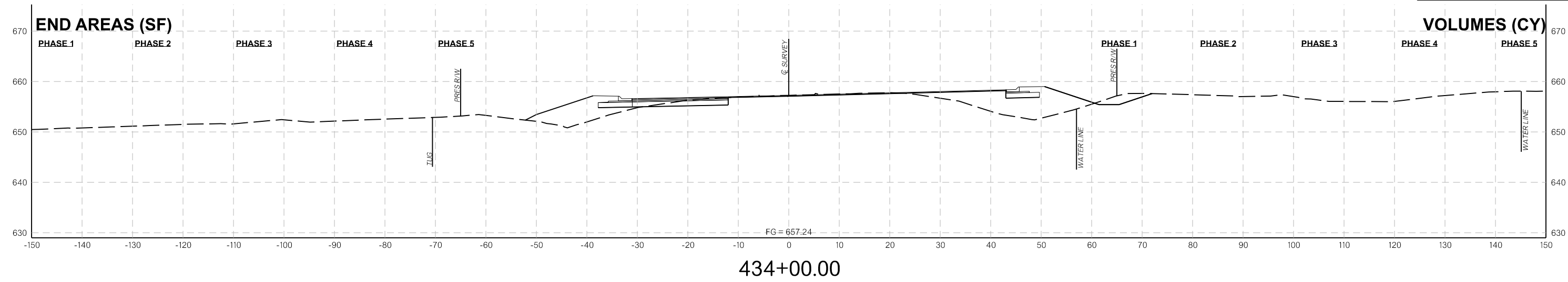
431+00.00



430+00.00

CROSS SECTIONS

12/21/2023



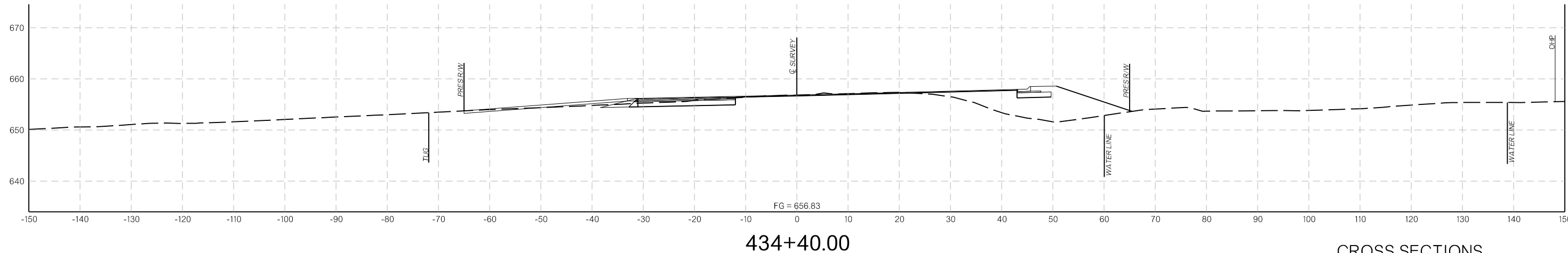
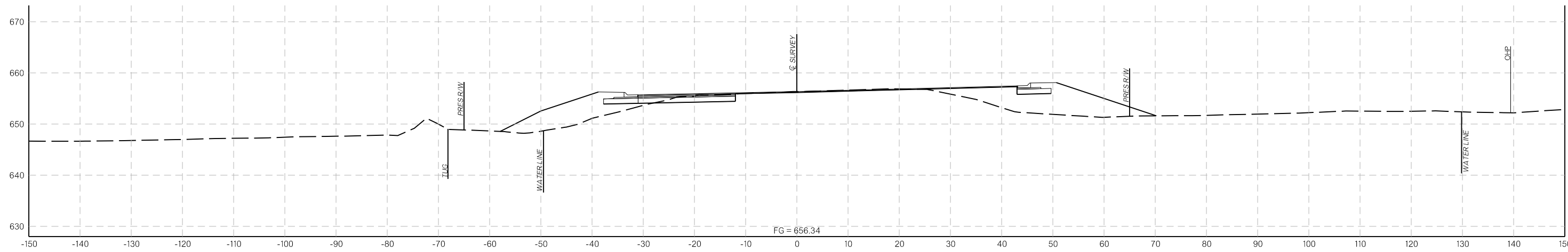
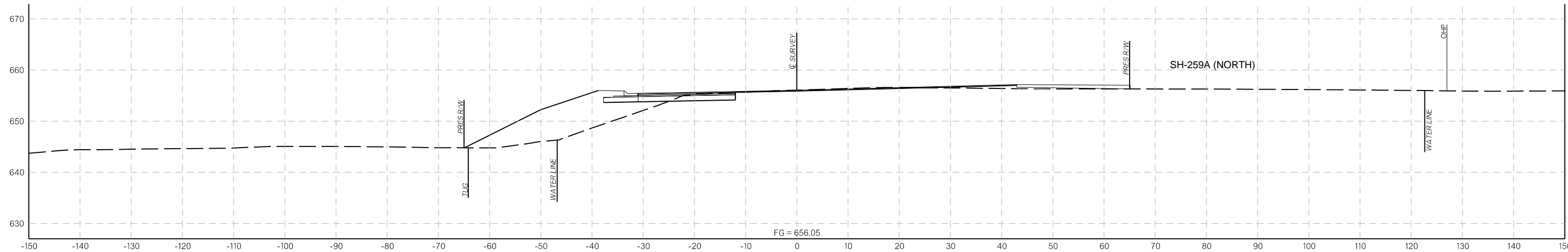
CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

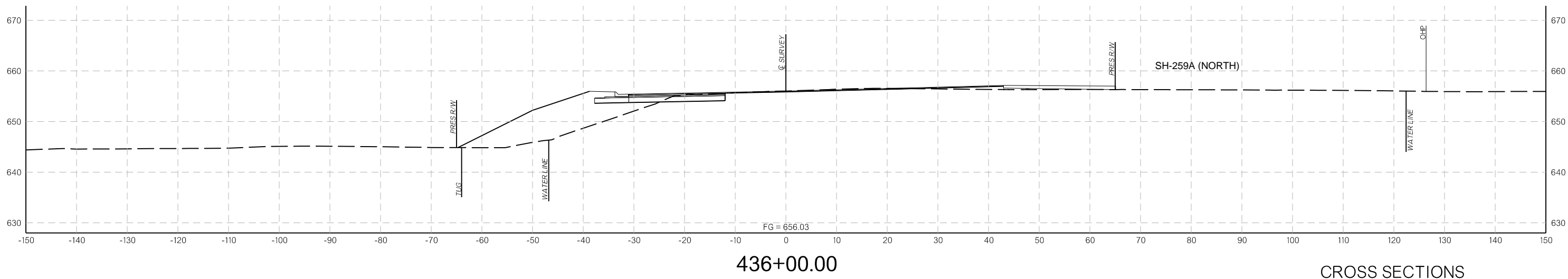
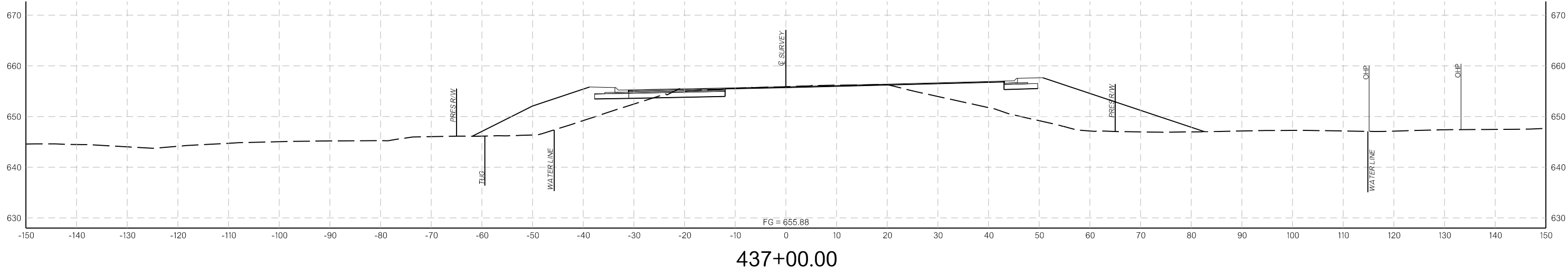
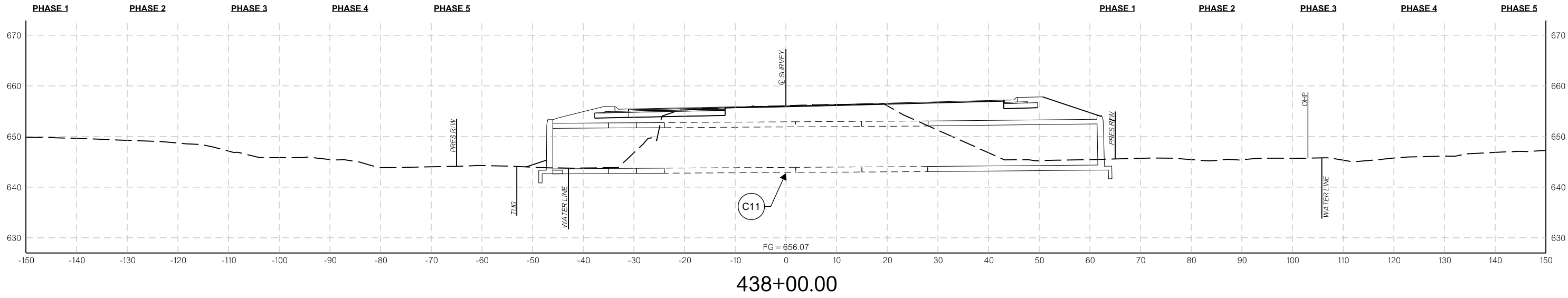


CROSS SECTIONS

12/21/2023

END AREAS (SF)

VOLUMES (CY)



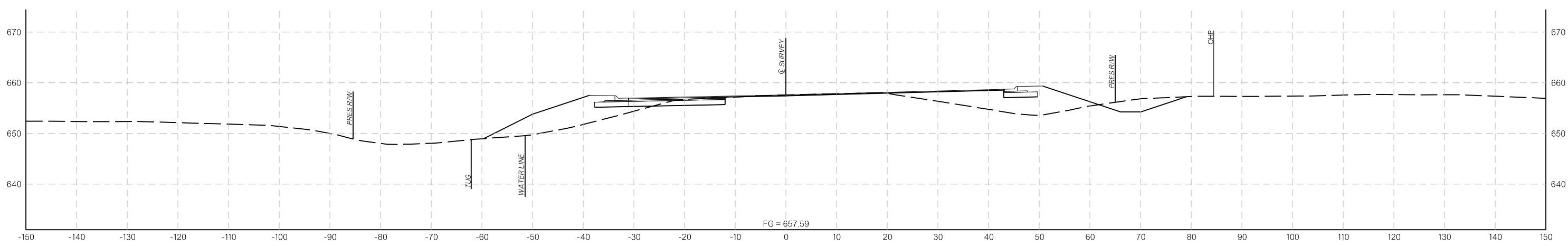
CROSS SECTIONS

12/21/2023

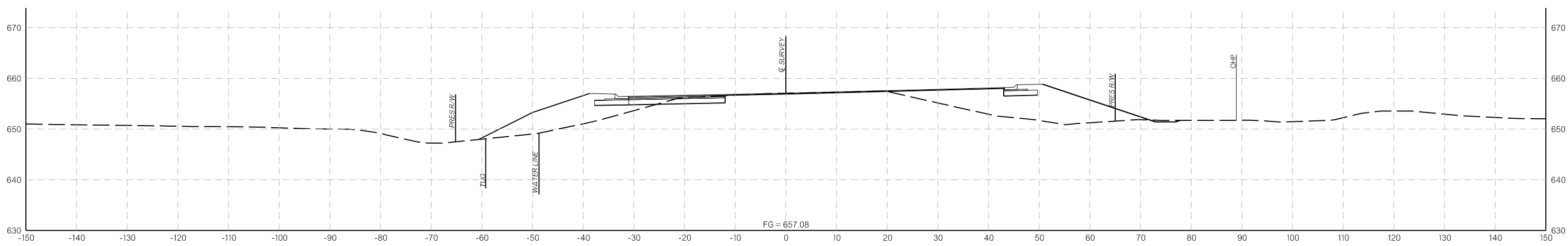
END AREAS (SF)

VOLUMES (CY)

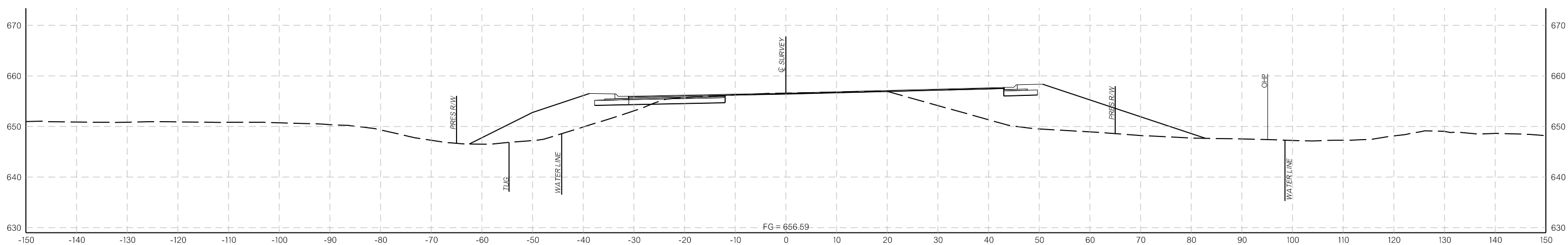
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



441+00.00



440+00.00



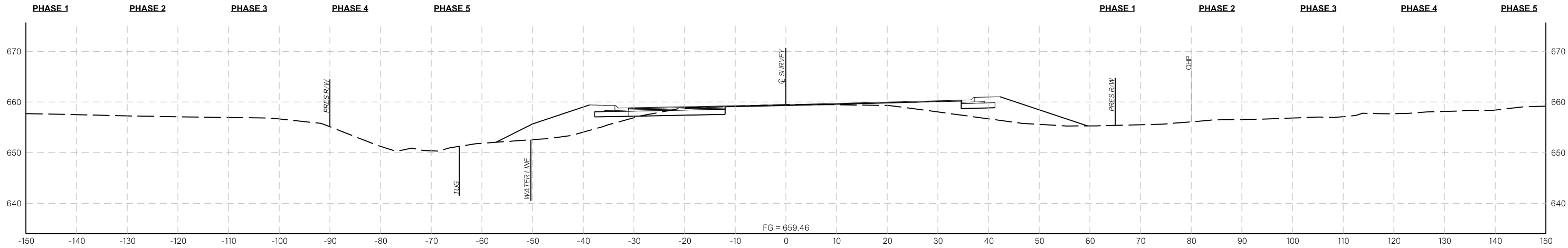
439+00.00

CROSS SECTIONS

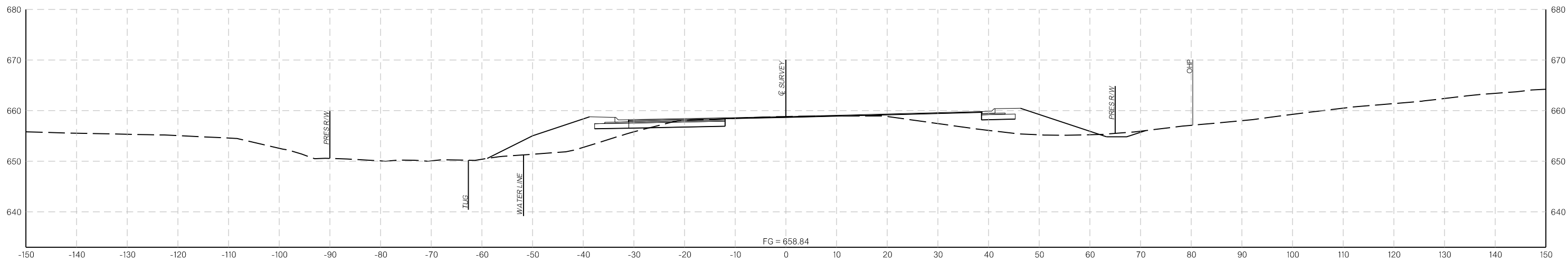
12/21/2023

END AREAS (SF)

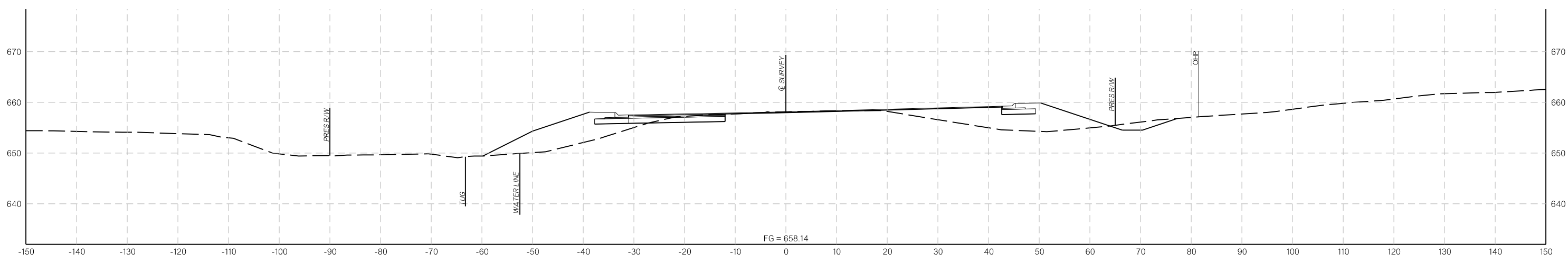
VOLUMES (CY)



444+00.00



443+00.00



442+00.00

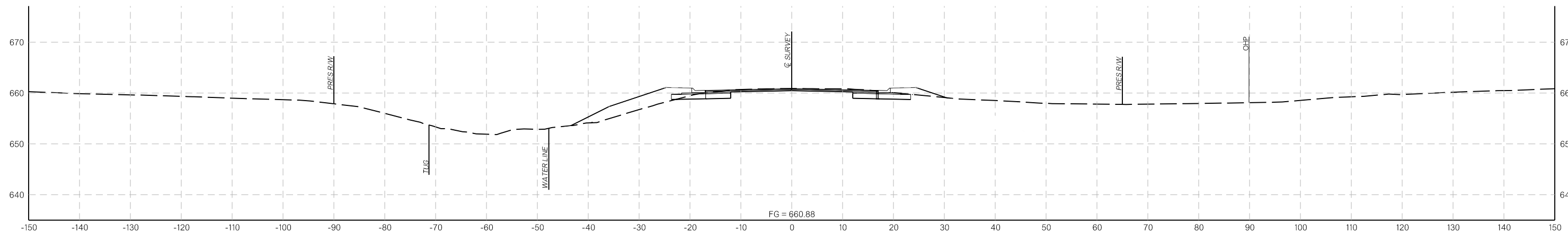
CROSS SECTIONS

12/21/2023

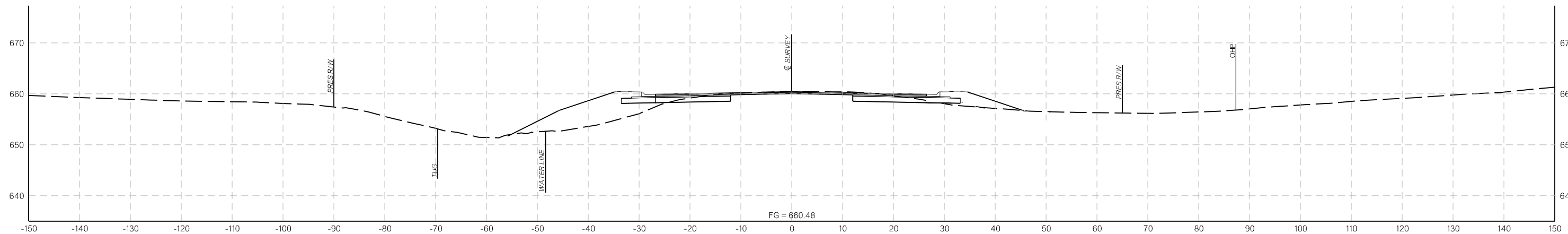
END AREAS (SF)

VOLUMES (CY)

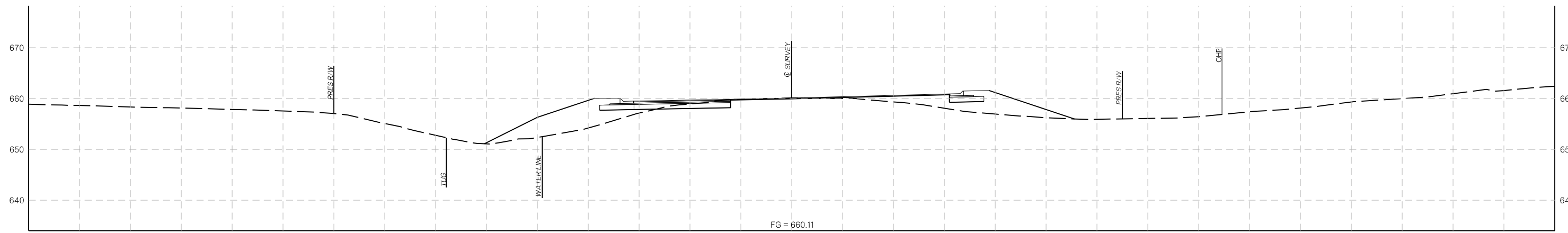
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5 PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



446+00.00



445+50.00



445+00.00

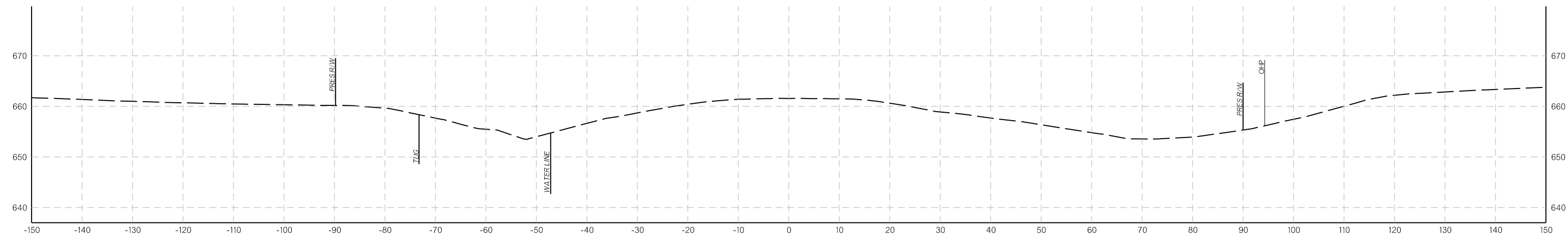
CROSS SECTIONS

END AREAS (SF)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 5



447+00.00

CROSS SECTIONS

12/21/2023