

TRAFFIC DESIGN

PROJECT ENGINEER : JAMI SHORT  
SQUAD SUPERVISOR : STEVE WILLIAMS

ROADWAY DESIGN

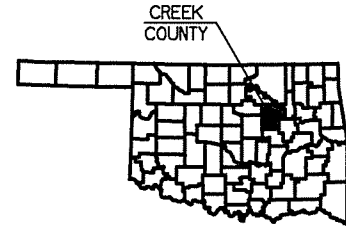
ENGINEERING MGR : CALEB AUSTIN, PE  
SQUAD SUPERVISOR : JEFFREY HAMILTON

BRIDGE DESIGN

ENGINEERING MANAGER: MOHAMED ELYAZGI, PE  
SQUAD SUPERVISOR: KEVEN MAYFIELD  
ASSISTANT SQUAD SUPERVISOR: KYLE STEVENS  
J. LONSDALE, R. WEINERT, R. ADKINSON, A. GATLEY,  
ENGINEER: KATIE BROWN, E.I.

P.E. NO. : 27075(00)

FOR SURVEY CONTROL DATA  
SEE SURVEY DATA SHEETS



LOCATION MAP  
DIVISION 8

DESIGN DATA

ADT 2016	= 3,400
ADT 2036	= 4,800
DHV (2-WAY)	= 539
K (DHV/ADT)	= 11%
D	= 57%
T (% DHV)	= 4%
T (% ADT)	= 7%
T <sup>2</sup> (% ADT)	= 2%
V DETOUR 1	= 25MPH
V DETOUR 2	= 45MPH
V S OF BRIDGE	= 35MPH
V N OF BRIDGE	= 55MPH
20yr FLEX EQUALS	= 3.18M

SCALE

PLAN	1" = 100'
PROFILE HOR.	1" = 100'
VER.	1" = 10'
LAYOUT MAP	1" = 2,640'

CONVENTIONAL SYMBOLS

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

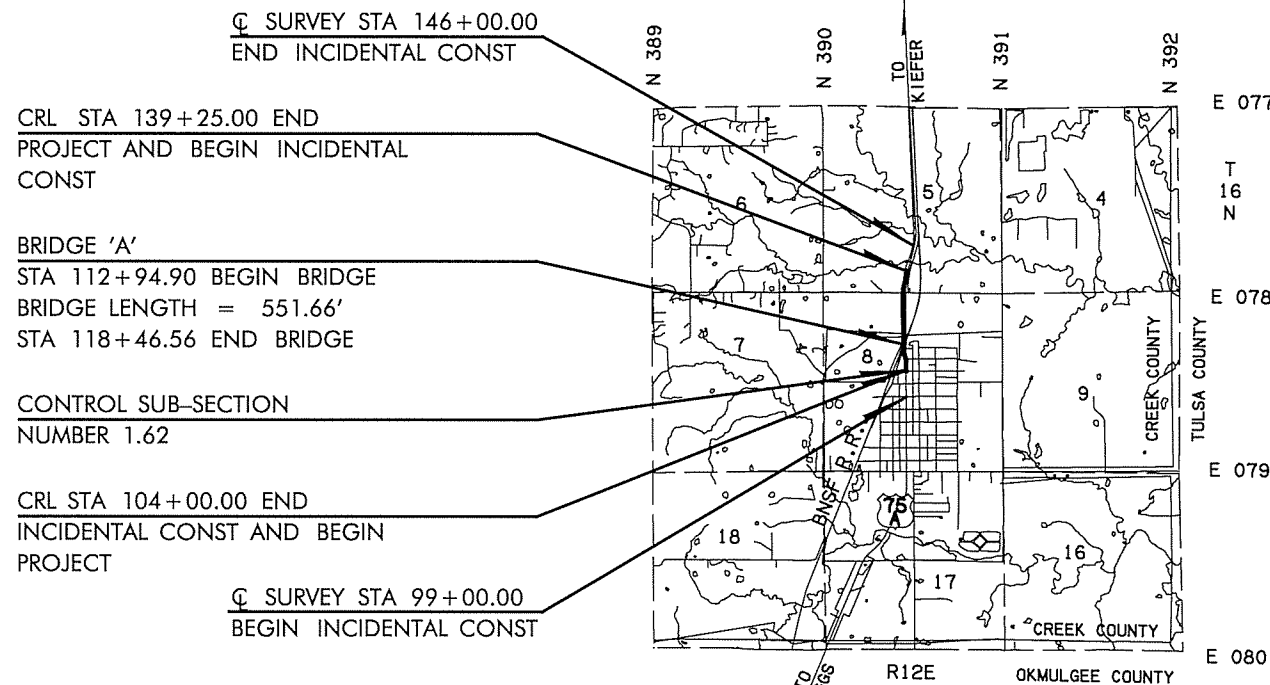
2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
U.S. HIGHWAY  
FEDERAL AID PROJECT NO. ACSTP-219C(033)SS  
BRIDGE AND APPROACHES  
US HIGHWAY 75A

CREEK COUNTY

CONTROL SECTION NO. 75A-19-08  
STATE JOB NO. 27075(04)  
BRIDGE 'A' LOCATION NO. 1908 0180X  
EXISTING NBI NO. 06587; NEW NBI NO. 31242



ROADWAY LENGTH ----- 2973.34 FT. 0.563 MI.  
BRIDGE LENGTH ----- 551.66 FT. 0.104 MI.  
PROJECT LENGTH ----- 0.667 MI.

EQUATIONS NONE  
EXCEPTIONS NONE

DESCRIPTION	REVISION	DATE
PROJ. NO. CORRECTION IN TITLE BLOCK		8/19/16

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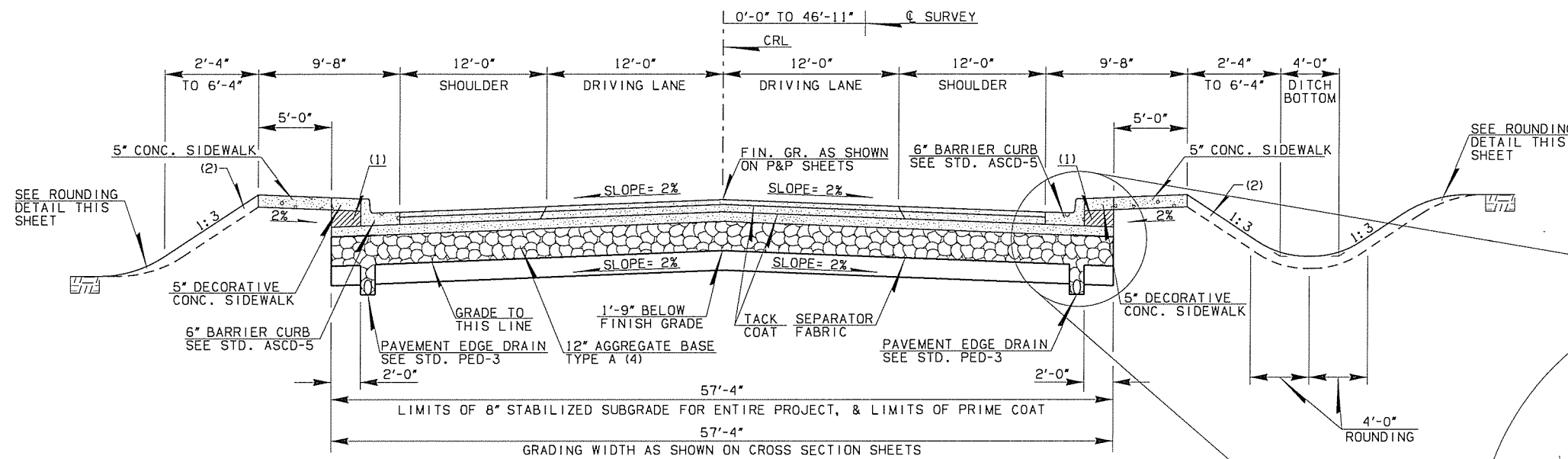
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THE FOLLOWING STANDARD DRAWINGS WILL BE REQUIRED:

RAILROAD	ROADWAY	BRIDGE	TRAFFIC	
BNSF/UPRR PLAN 711100	ASCD-5-2 C1-1-2 CSCD-5-3 FHTCP-3-1 FHTMPP-1-0 PCES-4-1 PED-3-2 RD1-3-1 RWF2-2-1 SPB-1-4	SPI-4-1 SSS-1-1 SUEL1-3-2 SUEL4-3-2 TFL-1-1 TSC2-3-2 TSD-2-0 TWD-1-0 OBSOLETE ROADWAY SUEL2-3-0	B40-C-ABUT-MISC-01E B40-C-AS-03E B40-STL-BM-BRACING-00E CRCP2-3-0 EJ-SK-03E EJ-DTL-01E GHW1-1-00 GHW2-1-00 HP1-2-00E LECS-4-1 PUD-3-2 SKT-1-00 THRI-1-00 TR4-2-00E	TCS1-1-01 TCS2-1-00 TCS3-1-01 TCS4-1-01 TCS5-1-00 TCS6-1-02 TCS7-1-02 TCS8-1-00 TCS9-1-01 TCS10-1-00 TCS11-1-01 TCS14-1-00 TCS15-1-00 TCS16-1-00 TCS19-1-01 TCS20-1-00 TCS21-1-02 PM1-1-02 PM3-1-02 PM4-1-01

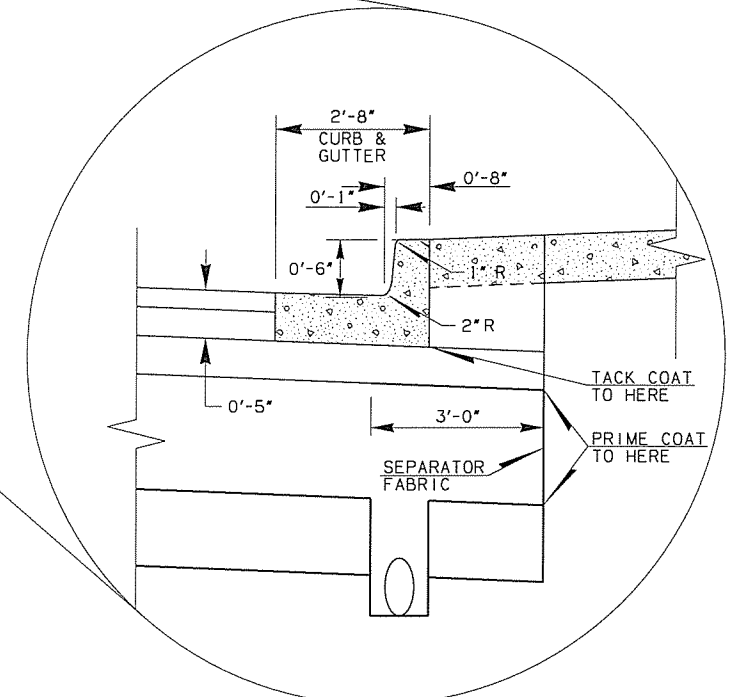
PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
BRIDGE DIVISION  
*Mohamed Elyazgi*  
MOHAMED F. ELYAZGI, P.E.  
OKLA. REG. NO. 17542  
DATE: 8/19/2016

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR
SWQ 4170(1)	PROJECT NO. ACSTP-219C(033)SS A SHEET NO. 1

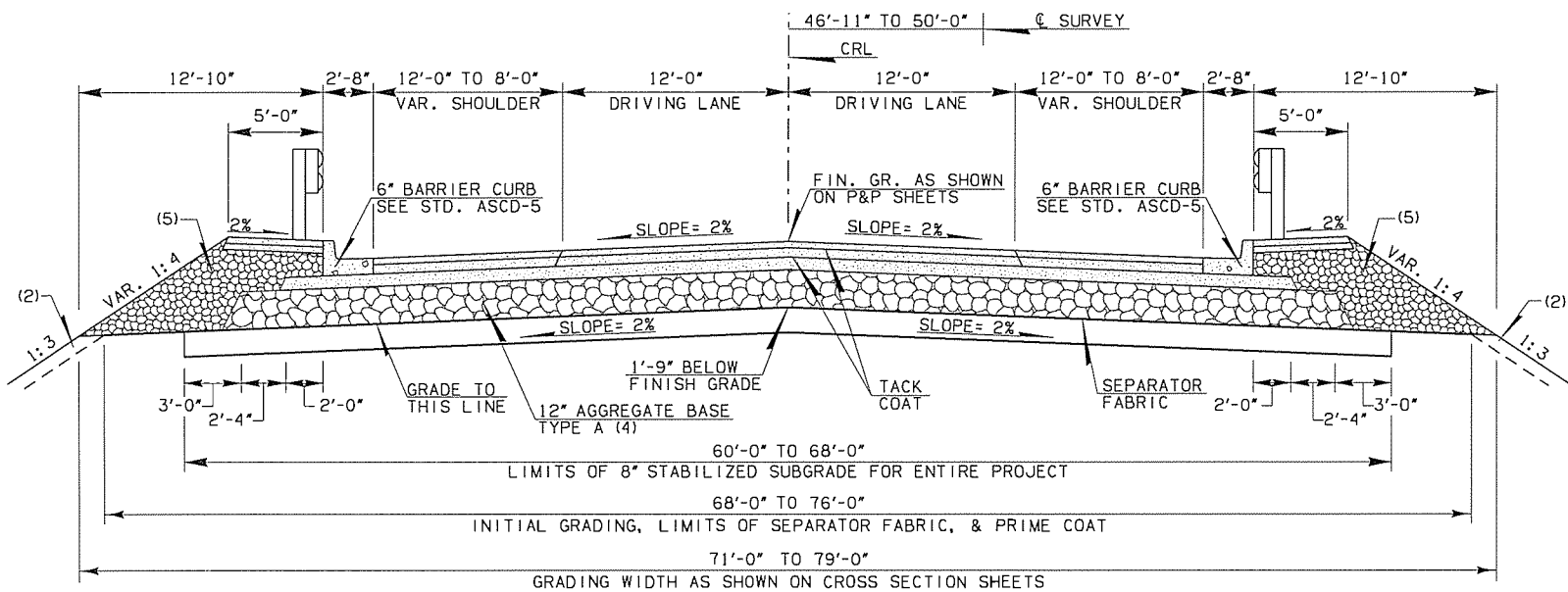


**US-75A TYPICAL NO. 1**  
CRL STA. 104+00.00 TO CRL STA. 110+00.00

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

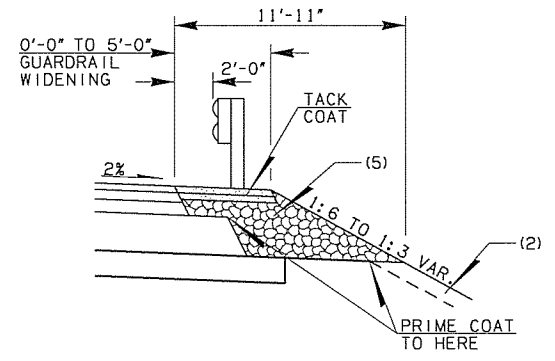


**6" BARRIER CURB & GUTTER DETAIL**  
STA. 104+00.00 TO STA. 110+00.00 LT. & RT.



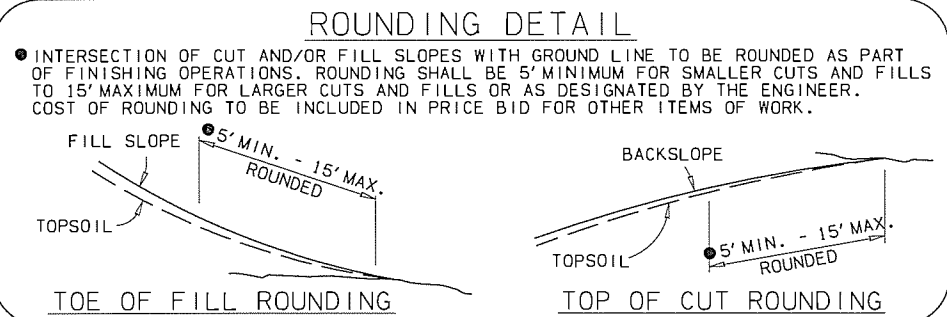
**US-75A TYPICAL NO. 2**  
CRL STA. 110+00.00 TO CRL STA. 112+35.40

9" PAVT. STRUCTURE	PAVEMENT REQUIREMENT		
	12'-0" DRIVING LANES	8'-0" TO 12'-0" PAVED SHOULDERS	5'-0" GUARDRAIL WIDENING
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)	4" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)	



**GUARDRAIL WIDENING**  
RT. CRL STA. 119+06.06 TO CRL STA. 122+11.06  
LT. CRL STA. 119+06.06 TO CRL STA. 122+11.06

4" PAVT. STRUCTURE	PAVEMENT REQUIREMENT	
	0'-0" TO 5'-0" GUARDRAIL WIDENING	
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)	
BASE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)	



(1) TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN UNCLASSIFIED BORROW.

(2) 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 SALVAGED TOPSOIL, LUMP SUM.

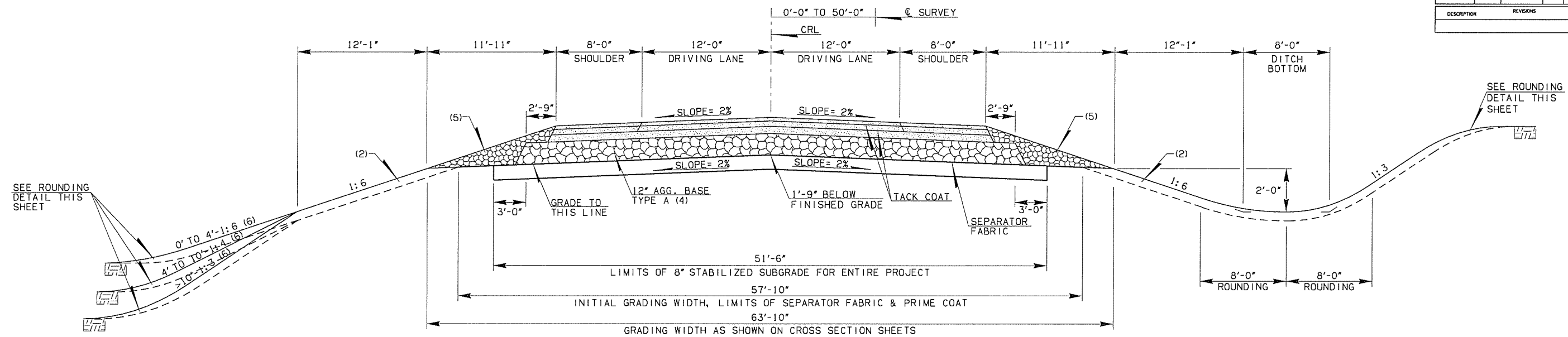
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) CONTRACTOR MAY USE (PG 70-28 OK) IN LIEU OF (PG 64-22 OK) AT NO ADDITIONAL COST TO THE STATE.

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

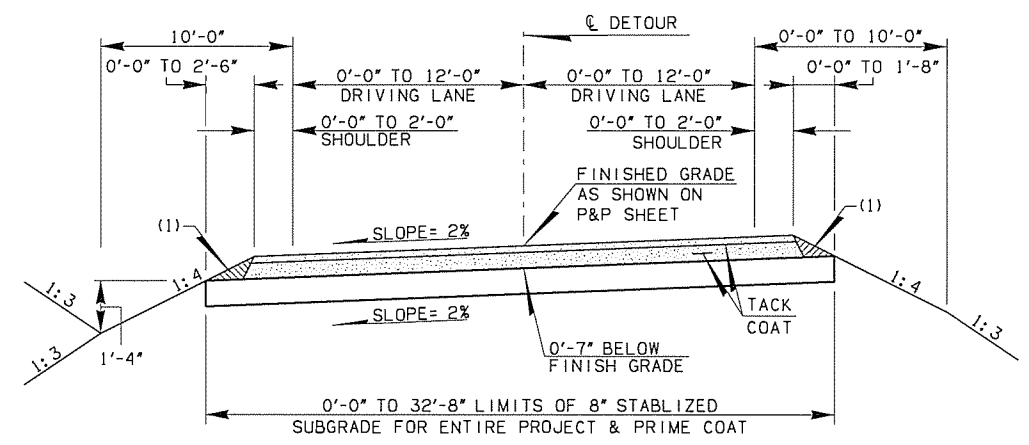
(5) TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.

DESIGN	KDL	SCM	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION		
DRAWN	KDL	SCM	<b>TYPICAL SECTION</b>		
CHECKED					
APPROVED					
SQUAD	HAMILTON				
COUNTY	CREEK	HIGHWAY US-75A STATE JOB NO. 27075(04) SHEET NO. 2			



**US-75A TYPICAL NO. 3**  
CRL STA. 119+06.06 TO CRL STA. 139+25.00

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

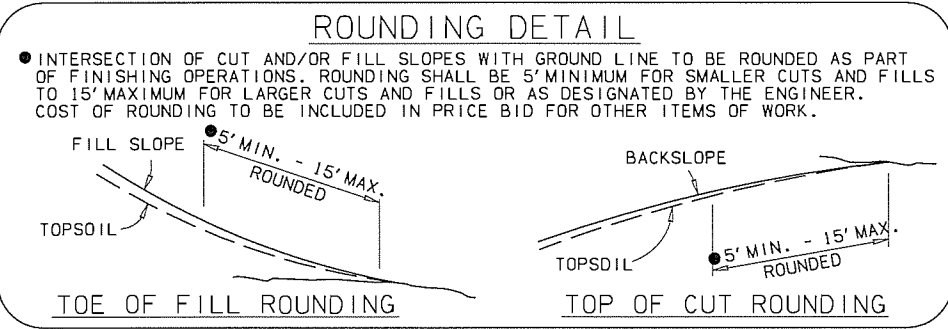


**DETOUR NO. 1**  
DETOUR 1 STA. 104+00.00 TO DETOUR 1 STA. 109+94.59

**DETOUR NO. 2**  
DETOUR 2 STA. 125+92.88 TO DETOUR 2 STA. 146+16.22

PAVEMENT REQUIREMENT		
7" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)	2" SUPERPAVE TYPE S4 (PG 64-22 OK) (3)
BASE COURSE	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK) (3)

- (1) TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN UNCLASSIFIED BORROW.
- (2) 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 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) CONTRACTOR MAY USE (PG 70-28 OK) IN LIEU OF (PG 64-22 OK) AT NO ADDITIONAL COST TO THE STATE.
- (4) PRIME COAT ON TOP OF AGGREGATE BASE.
- (5) TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.
- (6) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.



DESIGN	XDL	SCM	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	XDL	SCM	
CHECKED			
APPROVED			
SQUAD	HAMILTON		
COUNTY	CREEK	HIGHWAY US-75A STATE JOB NO. 27075(04)	SHEET NO. 3

**TYPICAL SECTION**

Y:\Division 8\UP27075 (04) Creek\IGN\PROJECT DGN\27075 (04) Typical.dgn 05-03-16



GENERAL CONSTRUCTION NOTES

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

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

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

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

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

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

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

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

TEMPORARY SEEDING MIX SHALL BE AS FOLLOWS:

KINDS OF SEED TO BE FURNISHED	QUANTITY PER ACRE
PERENNIAL RYEGRASS (LOLIUM PERENNE)	20 LBS. OF SEED
CRIMSON CLOVER (TRIFOLIUM INCARNTUM)	12 LBS. OF SEED

VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "MULCHING-TILLER METHOD", AS SPECIFIED IN 233.04B(2) OF THE STANDARD SPECIFICATIONS.

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

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

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

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

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

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

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

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

PAY QUANTITY NOTES

- (R-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.
- (R-4) INCLUDES 9.21 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.
- (R-5) AN ESTIMATED QUANTITY OF 6,548.36 CY TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5' ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.
- (R-7) FOR SOLID SLAB SODDING, PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1,000 SQUARE YARDS. FOR TYPE A SALVAGED TOPSOIL, PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER ESTIMATED AT 150 POUNDS PER ACRE.
- (R-8) FOR SOLID SLAB SODDING, PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQUARE YARD.
- (R-11) THE QUANTITY ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 11.88 ACRES.

PAY QUANTITY NOTES

- (R-16) QUANTITY BASED ON TWO APPLICATIONS.
- (R-25) ESTIMATED AT 146 LBS. PER CU. FT.
- (R-28) PRIME COAT SHALL BE APPLIED AT AN ESTIMATED RATE OF 0.35 GAL. PER SQ. YD. WHEN APPLIED TO SUBGRADE, AND 0.25 GAL. PER SQ. YD. WHEN APPLIED TO AGGREGATE BASE. THE ACTUAL CUTBACK PRIME COAT REQUIRED FOR PLACEMENT OPERATIONS WILL BE DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DISTILLATION PERCENTAGE SHOWN IN SECTION 708.03 OF THE STANDARD SPECIFICATIONS.
- (R-32) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.
- (R-44) PRICE BID TO INCLUDE COST OF 5 - 6" BARRIER CURB HOODS.
- (R-46) ANY DRAINAGE STRUCTURE DESCRIBED AS TEMPORARY, SHALL AFTER COMPLETION OF THE PROJECT, BE REMOVED BY AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (R-48) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.
- (R-49) TO BECOME THE PROPERTY OF AND BE DISPOSED BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.
- (R-50) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.
- (R-52) INCLUDES 2% FOR GROUND MEASUREMENT.
- (R-53) ALL GATES AND GATE END POSTS FOR STRANDED WIRE FENCE (SWF) SHALL BE CONSTRUCTED AT THE SAME WIDTH AS THE EXISTING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAY ITEM NOTES

- (1) PAY ITEM TO INCLUDE REMOVAL OF CONCRETE SLAB ON PARCEL 7.
- (2) USE 3-1/2" DIA. X 8'-0" LONG GALV. STEEL (SCH. 40) PIPE FOR CORNER, STRETCHER & END POST AND 2" DIA. GALV. STEEL PIPES (SCH. 40) AS BRACING. ATTACH BRACE POST USING STANDARD CHAIN LINK FENCE HARDWARE MEETING THE REQUIREMENTS OF AASHTO M 181 AND ASTM A53. SEE CHAIN LINK FENCE DETAILS ON ROADWAY STANDARD RWF3-2. USE CORNER & STRETCHER POSTS DETAIL, NOT THE CORNER & STRETCHER POSTS DETAIL ALTERNATE SHOWN ON STANDARD RWF2-2 TO CONSTRUCT. PLACE CLASS A CONCRETE FOOTING AS PER ALTERNATE POST OPTION. OMIT TENSION WIRES. GATE POST WILL BE 5-9/16" DIA. X 8' LONG AND MEET THE REQUIREMENTS OF STANDARD RWF3-2 POST AND FRAMEWORK SCHEDULE GATE POST OVER 12' TO 18' WIDE. NO WOODEN POST WILL BE ALLOWED.
- (3) GATES SHALL BE MADE OF 6 RAILS, 2" TUBE DIAMETER 16 GAUGE MATERIAL, HT - 50 INCHES, PAINTED AND 2 EA. 3/4" X 12" HINGE PINS TO MOUNT TO THE 5-9/16 POST. FENCE WILL NOT BE MEASURED FOR PAYMENT ON SWF THROUGH THE EXTENTS THAT GATES ARE PLACED.
- (4) THIS PAY ITEM WILL INCLUDE THE SKT-SP-MSG OR APPROVED SUBSTITUTE. THE ET-PLUS WILL NOT BE ALLOWED.
- (5) COST TO INCLUDE REMOVAL OF SEDIMENT. SEDIMENT TO BE REMOVED WHEN HALF FULL OR AS DIRECTED BY THE ENGINEER.
- (6) TO BE USED AT THE DISCRETION OF THE ENGINEER.
- (7) REMOVE VIA COLD MILLING. TO BECOME PROPERTY OF ODOT, STOCKPILE WITHIN 3 MILES OF PROJECT.
- (8) PRICE BID TO INCLUDE THE CHEMICAL ADDITIVE(S) TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CLASSIFY THE SOIL AND DETERMINE THE APPROPRIATE ADDITIVE(S).
- (9) SEE SECTION 5 OF THE EMBANKMENT INVESTIGATION REPORT FOR SETTLEMENT TIME.
- (10) OUTFALL OF EDGE DRAIN TO BE LOCATED AT PROPOSED CURB INLETS WHERE FEASIBLE.
- (11) INCLUDES ADDITIONAL 2,983.83 CY FOR SETTLEMENT.
- (12) BENCH ACCORDING TO SPECIFICATIONS.
- (13) TO BE CONSTRUCTED AT THE APPROVAL OF THE ENGINEER.
- (14) CONTRACTOR TO PREVENT SEDIMENT FROM ENTERING STORMWATER DRAINAGE SYSTEM.
- (15) THE PRICE BID WILL INCLUDE REMOVING THE FOLLOWING ITEMS THAT MAY OR MAY NOT BE PRESENT IN ANY SPECIFIED CONDITION. CONCRETE SLAB IS NOT TO BE REMOVED UNTIL ENVIRONMENTAL REMEDIATION IS COMPLETED.

PARCEL IMPROVEMENTS	
STATION	IMPROVEMENT
106+32R 103' CLS US HWY 75A	5,094 SF CONCRETE FOUNDATION, CONCRETE SIDEWALKS & CONCRETE APRON
106+64R 45' CLS US HWY 75A	864 SF CONCRETE PAVEMENT

PAY QUANTITIES			
ITEM NO.	CODE NO.	DESCRIPTION	UNIT QUANTITY
201(A)	0102	CLEARING AND GRUBBING	LSUM 1.00
202(A)	0183	UNCLASSIFIED EXCAVATION (R-1)	CY 37,435.00
202(D)	0184	UNCLASSIFIED BORROW (9)(11)(12)(R-1)(R-4)	CY 112,758.00
205(A)	4229	TYPE A - SALVAGED TOPSOIL (R-5)(R-7)	LSUM 1.00
221(C)	2801	TEMPORARY SILT FENCE (5)	LF 4,137.00
221(F)	0100	TEMPORARY SILT DIKE (5)	LF 126.00
221(K)	0600	TEMPORARY FIBER LOG (5)	LF 2,472.00
230(A)	2806	SOLID SLAB SODDING (R-7)(R-8)	SY 47,149.00
232(B)	2814	SEEDING METHOD B	AC. 11.88
233(A)	2817	VEGETATIVE MULCHING (R-11)	AC. 11.88
241	2832	MOWING (R-16)	AC. 42.96
242	0400	(PL) STABILIZED CONSTRUCTION EXIT (13)	EA. 2.00
303(A)	2100	AGGREGATE BASE TYPE A	CY 5,294.00
307(K)	4300	STABILIZED SUBGRADE (8)	SY 25,274.00
325	5271	SEPARATOR FABRIC	SY 19,569.00
402(E)	0225	TRAFFIC BOUND SURFACE COURSE TYPE E (R-25)	TON 3,432.00
407(B)	0250	TACK COAT	GAL. 3,618.00
408	5774	PRIME COAT (R-28)	GAL. 14,506.00
411(B)	5940	SUPERPAVE, TYPE S3 (PG 70-28 OK) (R-32)	TON 1,315.00
411(B)	5945	SUPERPAVE, TYPE S3 (PG 64-22 OK) (R-32)	TON 7,042.00
411(C)	5955	SUPERPAVE, TYPE S4 (PG 70-28 OK) (R-32)	TON 862.00
411(C)	5960	SUPERPAVE, TYPE S4 (PG 64-22 OK) (R-32)	TON 1,881.00
411(I)	6310	SUPERPAVE, TYPE S4 (PATCH) (PG 64-22 OK) (6)(R-32)	TON 50.00
514(J)	6390	TEMPORARY SHEET PILING	LSUM 1.00
609(B)	1524	2'-8" COMB. CURB & GUTTER (6" MNTBLE)	LF 113.00
609(B)	1525	2'-8" COMB. CURB & GUTTER (6" BARRIER)	LF 1,671.00
610(A)	0604	5" CONCRETE SIDEWALK	SY 667.00
610(A)	0652	5" DECORATIVE CONCRETE SIDEWALK	SY 267.00
610(C)	0609	6" CONCRETE DIVIDING STRIP	SY 7.00
610(I)	4610	TACTILE WARNING DEVICE - NEW	SF 20.00
611(G)	5112	INLET C1 DES. 2 (STD) (14)(R-44)	EA. 2.00
611(G)	5113	INLET C1 DES. 2 (B) (14)(R-44)	EA. 1.00
611(G)	5117	INLET C1 DES. 2 (2B) (14)(R-44)	EA. 1.00
611(G)	5121	INLET C1 DES. 3 (B) (14)(R-44)	EA. 1.00
613(A)	0491	18" R.C. PIPE CLASS III	LF 238.00
613(A)	0492	24" R.C. PIPE CLASS III	LF 96.00
613(A)	0493	30" R.C. PIPE CLASS III	LF 96.00
613(A)	0494	36" R.C. PIPE CLASS III	LF 48.00
613(A)	0496	48" R.C. PIPE CLASS III	LF 58.00
613(A)	4500	58" X 36" R.C. PIPE ARCH CLASS A-III	LF 108.00
613(B)	0689	18" CORR. GALV. STEEL PIPE (R-46)	LF 648.00
613(B)	0690	24" CORR. GALV. STEEL PIPE (R-46)	LF 220.00
613(B)	0691	30" CORR. GALV. STEEL PIPE	LF 88.00
613(B)	0692	36" CORR. GALV. STEEL PIPE	LF 58.00
613(B)	0696	60" CORR. GALV. STEEL PIPE (R-46)	LF 152.00
613(B)	4527	21" X 15" CORR. GALV. STEEL PIPE ARCH (R-46)	LF 48.00
613(J)	5915	EDGE DRAIN CONDUIT-PERFORATED (10)	LF 1,200.00
613(K)	5916	EDGE DRAIN OUTLET LATERAL-NONPERFORATED (10)	LF 35.00
613(L)	4546	58" X 36" PREFAB. CULVERT END SECTION, ARCH	EA. 4.00
613(L)	4726	18" PREFAB. CULVERT END SECTION, ROUND	EA. 3.00
613(L)	4730	24" PREFAB. CULVERT END SECTION, ROUND	EA. 5.00
613(L)	4732	30" PREFAB. CULVERT END SECTION, ROUND	EA. 6.00
613(L)	4734	36" PREFAB. CULVERT END SECTION, ROUND	EA. 4.00
613(L)	4738	48" PREFAB. CULVERT END SECTION, ROUND	EA. 2.00
613(O)	5946	OUTLET LATERAL HEADWALL	EA. 2.00
613(T)	1187	STANDARD BEDDING MATERIAL, CLASS C	CY 66.00
613(V)	1180	TRENCH EXCAVATION (R-50)	CY 29.00
619(A)	0920	REMOVAL OF STRUCTURES & OBSTRUCTIONS (1)(15)(R-48)(R-49)	LSUM 1.00
619(B)	4728	REMOVAL OF ASPHALT PAVEMENT (7)(R-49)(R-50)	SY 16,774.00
619(B)	4780	REMOVAL OF GUARDRAIL (R-49)	LF 1,767.00
623(A)	0932	BEAM GUARDRAIL W-BEAM SINGLE	LF 675.00
623(G)	8590	GUARDRAIL END TREATMENT (31") (4)	EA. 4.00
623(I)	8700	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")	EA. 4.00
624(B)	4466	GATES-STYLE WWF (4.5'HIGH X 16'LONG) (3)	EA. 1.00
624(C)	4459	FENCE-STYLE SWF (5 BARBED WIRE) (2)(R-52)(R-53)	LF 3,295.00
853	9069	GUARDRAIL DELINEATORS (TYPE 2, CODE 1)	EA. 20.00

PREPARED BY: CALEB F. AUSTIN, P.E. (REG. NO. 22343)  
 DATE: 7/29/16

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION

SUMMARY OF PAY QUANTITIES (ROADWAY)

STATE JOB NO. 27075(04) SHEET NO. 4  
 CREEK COUNTY US-75A

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON



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

SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE I

- A. PLACE SHEET PILING FROM CRL STA. 109+00.00 TO CRL STA. 112+35.40.
- B. BUILD RETAINING WALL FROM CRL STA. 111+16.41 TO CRL STA. 112+83.98 LT.
- C. CONSTRUCT LT. & RT. DRIVING LANES AND LT. SHOULDER FROM CRL STA. 109+00.00 TO CRL STA. 128+60.00.
  - CRL STA. 109+00.00 TO CRL STA. 112+35.40.
  - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT. DRIVING LANE.
  - CRL STA. 119+06.06 TO CRL STA. 128+60.00.
  - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT. DRIVING LANE.

PHASE II

- A. CONSTRUCT BOTH DETOURS.
  - CONSTRUCT DETOUR 1 FROM CRL STA. 104+00.00 TO CRL STA. 109+96.00.
  - CONSTRUCT DETOUR 2 FROM CRL STA. 125+91.00 TO CRL STA. 139+34.48 BK. = C SURVEY STA. 139+25.00 AHD. TO C SURVEY STA. 146+00.00.
- B. SHIFT TRAFFIC FROM EXISTING US-75A TO NEWLY CONSTRUCTED DETOURS 1 AND 2.

PHASE III

- A. REMOVE EXISTING US-75A FROM CRL STA. 104+00.00 TO CRL STA. 139+34.48.
  - REMOVE RT. DRIVING LANE & SHOULDER ONLY FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
- B. CONSTRUCT MAINLINE US-75A FROM CRL STA. 104+00.00 TO CRL STA. 109+00.00.
  - CONSTRUCT RT. DRIVING LANE & RT. SHOULDER ONLY FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
  - CONSTRUCT LT. & RT. DRIVING LANES AND RT. SHOULDER FROM CRL STA. 105+00.00 TO CRL STA. 109+00.00.
  - TEMPORARY 1:3 FILL OR CUT FROM LT. EDGE OF DRIVING LANE.
- C. CONSTRUCT RT. SHOULDER AND FINISH SLOPE FROM CRL STA. 109+00.00 TO CRL STA. 112+35.40.
- D. BUILD RETAINING WALL FROM CRL STA. 118+63.89 TO CRL STA. 120+29.85 RT.
- E. CONSTRUCT MAINLINE US-75A FROM CRL STA. 119+06.06 TO CRL STA. 139+34.48.
  - CONSTRUCT RT. SHOULDER AND FINISH SLOPE FROM CRL STA. 119+06.06 TO CRL STA. 128+60.00.
  - CONSTRUCT LT. & RT. DRIVING LANES AND RT. SHOULDER FROM CRL STA. 128+60.00 TO CRL STA. 139+34.48.
  - TEMPORARY 1:3 FILL OR CUT FROM LT. EDGE OF DRIVING LANE.
- F. SHIFT TRAFFIC FROM DETOUR 1 TO NEWLY CONSTRUCTED RT. SIDE OF US-75A FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00. FROM CRL STA. 105+00.00 ONWARD SHIFT TRAFFIC TO ALL LANES. SHIFT TRAFFIC FROM DETOUR 2 TO NEWLY CONSTRUCTED US-75A.

PHASE IV

- A. REMOVE DETOURS 1 AND 2.
- B. REMOVE REMAINING LT. SIDE OF EXISTING PAVEMENT FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00
- C. CONSTRUCT LT. DRIVING LANE AND LT. SHOULDER FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
- D. CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 105+00.00 TO CRL STA. 109+00.00.
- E. CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 128+60.00 TO CRL STA. 139+34.48.
- F. SHIFT TRAFFIC TO ALL LANES.

NOTE: CONTRACTOR MAY SUBMIT, IN WRITING, AN ALTERNATIVE SEQUENCE OF CONSTRUCTION TO BE APPROVED BY THE ENGINEER.

Y:\Division 8\JP27075 (04) Creek\DGN\PROJECT DGN\927075 (04) Pay Quantify.dgn

DESIGN	SCM		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION  <b>SEQUENCE OF CONSTRUCTION</b>  STATE JOB NO. <u>27075(04)</u> SHEET NO. <u>5</u> CREEK COUNTY US-75A
DRAWN	SCM		
CHECKED			
APPROVED			
SQUAD	HAMILTON		

**GENERAL NOTES:**

**SPECIFICATIONS:**

Comply with the requirements of the 2009 Oklahoma Standard Specifications for Highway Construction, except as modified by the Plans and Special Provisions.

**VERIFICATION OF EXISTING CONDITIONS:**

Bidders shall fully inform themselves of the nature of the work and conditions under which it will be performed. The Contractor shall adopt methods consistent with good construction practice. Construction plans for the existing bridge structure may be obtained from the Reproduction Branch of the Oklahoma Department of Transportation. Ask for Project No. W.P.G.H.-159-D; Creek County, US 75A over 'SL-S.F.RY.'

**REMOVAL OF EXISTING BRIDGE STRUCTURE:**

Item "REMOVAL OF EXISTING BRIDGE STRUCTURE" consists of removal and disposal of 10'-40", 2'-60" -6", and 1'-62" I-Beam spans x 24' Clear Roadway) at Centerline Sta. 496+14.70 of the existing alignment. The Contractor shall fully inform himself of the nature of this removal to allow for an accurate estimate.

The existing structural steel is painted with lead-based paint. For the safety of the workers the Contractor must take all necessary precautions and follow all necessary regulations in handling and transporting any structural steel containing lead-based paint. The existing structure and concrete rubble materials shall become the property of the Contractor and shall be disposed of in a manner approved by the Engineer. The removal of the existing structure shall be in accordance with Section 619 of the Standard Specification and in a manner approved by the Engineer.

All costs associated with the removal, transit, and disposal of the existing bridge structure as described above and as directed by the Engineer, including labor, equipment, and incidentals, shall be included in the price bid per Lump Sum of "REMOVAL OF EXISTING BRIDGE STRUCTURE".

**SEALED EXPANSION JOINT:**

A sealed expansion joint shall be constructed at Abutment No. 1 and Abutment No. 2 as shown in the plans.

All costs of the sealed expansion joint including labor, equipment, material, and incidentals shall be included in the price bid per Linear Foot of "SEALED EXPANSION JOINT".

**SEALING BRIDGE DECK AND APPROACH SLAB JOINTS:**

The longitudinal and transverse construction joints on the Approach Slabs shall be sealed using the LECS-4 Standard. The construction joints shall be a sawed and sealed joint using backer rod and rapid cure joint sealant in accordance with Section 701.08 of the 2009 Oklahoma Standard Specifications for Highway Construction.

All costs associated with sealing the transverse and longitudinal construction joint on the Approach Slab shall be included in the unit price bid per Square Yard of "APPROACH SLAB".

All costs associated with sealing the transverse construction joints in the deck slab shall be included in the price bid per linear foot of "SEALER CRACK PREPARATION" and the unit price bid per gallon of "SEALER RESIN".

**DECK HAUNCHES:**

Plan quantity for Class AA Concrete includes 53.10 C.Y. for the haunches over the beams. The contractor shall take survey shots and measurements as necessary to calculate the actual haunch thicknesses at tenth points along the length of the haunch and submit those results to the Engineer for approval.

**DRAINS AT END OF BRIDGE:**

The Asphalt Widening for the bridge guardrailling shall be in accordance with Standards THRI-1, GHW1-1 and GHW2-1 except as shown on sheet "DRAINS AT END OF BRIDGE" for Bridge 'A'. Class C Concrete shall be used in the construction of the drains at the ends of the bridges. All costs of the Slope Drains and Splash Basins including material, labor, equipment, and incidentals necessary to complete the work as shown in the plans shall be included in the price bid per Cubic Yard of "CLASS C CONCRETE".

**STAY-IN-PLACE FORMS:**

Stay-In-Place Forms will be prohibited on this project.

**APPROACH SLAB:**

Class AA Concrete shall be used in the Approach Slabs. The quantity given is based on the actual square yards of the Approach Slabs. All costs of concrete, reinforcing steel, backer rod, polystyrene, rapid cure joint sealant, excavation, labor, equipment, and other incidentals necessary to complete the work as specified shall be included in the price bid per Square Yard of "APPROACH SLAB".

**PILE DRIVING EQUIPMENT:**

Use a pile driving hammer of the size and type capable of consistently delivering the effective dynamic energy sufficient to drive the piles to the required tip elevation and to achieve the required ultimate pile capacity without exceeding the limitations set on the allowable driving stresses in accordance with Section 514.03(a)2.

**ABUTMENT PILING CAPACITY:**

The factored reaction for each HP 12 x 53 pile at abutment #1 is 76.00 Tons.

The factored reaction for each HP 12 x 53 pile at abutment #2 is 76.00 Tons.

The following formula (Gates Equation) shall be used to determine the axial load resistance of the driven foundation piles:

$$\text{Axial Load Resistance} = \phi C (0.875 \sqrt{E \text{ LOG } (10N)} - 50) \text{ (TONS)}$$

Where:

- $\phi$  = Resistance Factor of 0.4
- E = Energy produced by the hammer per blow in foot-pounds. For gravity and single acting diesel hammers, the value is based on the actual ram stroke observed in the field and measured in feet multiplied by the ram weight in pounds.
- N = Average number of hammer blows per inch of pile penetration for the last 10 to 20 blows delivered to the pile head

The above formula is only applicable when:

- The pile driving hammer has a free fall (Gravity & Single Acting Hammers only).
- The head of the pile is not broomed, crushed or otherwise damaged.
- The penetration is quick and uniform.
- There is no appreciable rebound of the hammer, and
- A follower is not used.

The number of blows per inch of pile penetration may be measured either during initial driving or by re-driving with a warm hammer operated at full energy after a pile set period, as determined by the Engineer.

If water jets are used in connection with the driving, determine the axial load resistance by the formula shown only after the jets have been withdrawn.

**STEEL PILE ENCASEMENT:**

Provide and install structural steel for Piling and Steel Plate Reinforcing Tips in accordance with Standard HP1-2. Forms for Encasements may be omitted when soil conditions permit. There is an estimated total of 420 pounds of reinforcing steel and an estimated total of 10.4 cubic yards of class A concrete for each Abutment.

All costs associated with providing and installing the Steel Pile Encasements as shown in the plans including Excavation, Forms, Class A Concrete, Welded Wire Fabric Reinforcing Steel for Steel Pile Encasements, labor, materials, equipment and incidentals shall be included in the price bid per L.F. of "PILES, DRIVEN (HP12X53)".

**PENETRATING WATER REPELLENT SURFACE TREATMENT:**

A penetrating water repellent surface treatment shall be applied to the following concrete surfaces of the bridge:

- (a) Edges and underside cantilever portion of the bridge deck
- (b) The roadway face, top, and inside of the post openings of the concrete Traffic Rails
- (c) Top, sides, ends of Pier Caps and all sides of all pedestals
- (d) The exposed front face, sides, and top of Bridge Seat, pedestals and front face and side of back wall

**STRUCTURAL STEEL:**

All Structural Steel shall conform to AASHTO M270 Grade 50W (Weathering Steel). High Strength bolts shall be used at connection locations. All bolts, nuts, anchor plate assemblies, and welding shall have weathering characteristics.

**PERFORATED PIPE UNDERDRAIN:**

Item "6" Perforated Pipe Underdrain Round" includes perforated pipes and pipe Underdrain Cover Material, both fine and course.

The installation of the Perforated Pipe and Pipe Underdrain Cover Material shall be as shown in the plans and on Standard PUD-3. All costs of the Perforated Pipe Underdrain installation including material, labor, equipment and incidentals shall be included in the price bid per linear foot of "6" PERFORATED PIPE UNDERDRAIN ROUND".

**NON-PERFORATED PIPE UNDERDRAIN:**

Item "6" NON-Perforated Pipe Underdrain Round" includes non-perforated pipes, trench excavation and standard bedding material.

The installation of the Non-Perforated Pipe, Trench Excavation and Standard Bedding Material shall be as shown in the plans and on Standard PUD-3. All costs of the Non-Perforated Pipe Underdrain installation including material, labor, equipment and incidentals shall be included in the price bid per linear foot of "6" NON-PERF. PIPE UNDERDRAIN ROUND".

**STAINLESS STEEL FIXED BEARING ASSEMBLY:**

Provide and install fixed bearing assemblies of the size, shape, and location detailed in the plans. There is an estimated total for Pier No. 2 of 268.00 lbs. Avg. of structural steel for each fixed bearing assembly.

All costs associated with providing and installing the fixed bearing assemblies as shown in the plans including elastomeric pads, anchor plates, anchor bolts, nuts, washers, labor, materials, equipment, and incidentals shall be included in the price bid per unit Each of "STAINLESS STEEL FIXED BEARING ASSEMBLY".

**STAINLESS STEEL EXPANSION BEARING ASSEMBLY:**

Provide and install expansion bearing assemblies of the size, shape, and location as detailed in the plans. There is an estimated total for Abutments and Pier No. 1 of 268.00 lbs. Avg. of structural steel for each expansion bearing assembly.

All costs associated with providing and installing the expansion bearing assemblies as shown in the plans including elastomeric pads, anchor plates, anchor bolts, nuts, washers, labor, materials, equipment, and incidentals shall be included in the price bid per unit Each of "STAINLESS STEEL EXPANSION BEARING ASSEMBLY".

**FENCE BARRIER: (RAILROAD THROW FENCE)**

Provide standard fence and posts connecting to the top of the barrier to the limits shown. The minimum height of the combined fence and concrete barrier shall be 10'-0" above the surface of the nearest inside edge of the adjacent driving lane. The fence, posts and connections to the barrier shall conform to the typical BNSF bridge standards for overhead structure barriers and fences noted on BNSF plan No. 711100 sheet 4 dated 1/24/07. The contractor is required to submit shop drawings which comply with the aforementioned criteria. See General Plan and Elevation Sheets for limits of fencing. The fence, attachments and all materials and labor to construct the fence will not be paid for directly but shall be included in the price bid for parapets to which the fence is attached.

**SUGGESTED SEQUENCE OF CONSTRUCTION:**

A suggested sequence of construction has been included in the plans. The Contractor must submit any change in this sequence to the Engineer for approval. No work shall begin until approval from the Engineer has been received.

US 75A OVER BNSF RR		CREEK COUNTY		Design	N/A	N/A	
BRIDGE 'A'				Detail	KMS	2/16	
<b>GENERAL NOTES (BRIDGE) (SHEET 1 OF 2)</b>				Check	KRM	3/16	
				Squad:	MAYFIELD		
				Eng:	ELYAZGI		
<b>STATE OF OKLAHOMA</b>		<b>DEPARTMENT OF TRANSPORTATION</b>					
		STATE JOB NO. 27075(O4)				SHEET NO. 06	



**MSE NOTES**

REVISIONS		
REV. NO.	DESCRIPTION	DATE

**GENERAL NOTES FOR MSE WALLS:**

Materials, design, and methods used in construction of retaining walls shall be in accordance with 2009 Oklahoma Department of Transportation Standard Specifications for Highway Construction, unless otherwise noted.

The reinforced zone materials shall extend horizontally from the back of the panels to the end of the earth reinforcements. The reinforced zone material shall extend vertically from the top of the leveling pad to the top of the panels.

Minimum cover of 2.0' shall be provided from the top of the leveling pad finished grade.

Standard precast concrete panels shall have a maximum panel height of six (6') feet and a minimum panel height of four (4') feet.

An open joint shall be provided around the perimeter of the concrete panels. The nominal joint opening shall be between 3/8" and 3/4". The joint configuration shall be such that the filter fabric or pad materials are not exposed at the wall face.

A concrete coping shall be provided along the top of walls. The joints between all coping segments shall be sealed to prevent infiltration of water into the retaining wall backfill. Sealing shall be in accordance with section 504 of the standard specifications. All cost for sealing coping segments shall be included in the unit price bid per sq. yard of "(PL) MSE RETAINING WALL". If cast-in-place coping is used, then joints shall be placed to coincide with precast panel joints. The wall face panels shall extend up into the coping a minimum of 2 inches.

If coping is precast, a smooth level-up strip shall be provided on top of the precast panels prior to installation of the coping. Shims may be used on top of the level-up strip to facilitate alignment.

The top of the wall coping grade shall follow a smooth curvature and transitions to provide the aesthetics flow required. No abrupt changes or angles are allowed in the coping. The minimum elevations provided in the plans shall be met at the top of the wall.

If existing or future structures, pipes, foundations or guardrail posts which are within reinforced soil volume interfere with the normal placement of reinforcing mesh, and specific direction has not been provided on the plans, the contractor shall notify the Engineer to determine what source of action should be taken.

The concrete drainage ditch at the top of the wall and the concrete mow strip at the base of the wall include an estimated 97.3 CY and 14.5 CY of Class 'C' Concrete, respectively for all walls. All costs associated with the construction of the ditch and strip, including joints, shall be included in the unit cost per square yard of "(PL) MSE RETAINING WALLS".

**DESIGN NOTES:**

Mechanically stabilized earth (MSE) walls shall be the responsibility of the contractor and shall be designed by a Registered Professional Engineer in the State of Oklahoma in accordance with the current edition of the AASHTO LRFD Design Specifications and Current Interims. Design calculations and drawings shall be submitted to ODOT Bridge Division for acceptance prior to construction.

All structural fill used for the MSE walls shall be provided in accordance with Subsection 510.02D, as specified by the 2009 ODOT Standard Specifications for Highway Construction. Material used for the reinforced zone and the overexcavation below the reinforced zone shall be in accordance with 703.07.

There shall be no surcharge within 25 feet of the crest of the temporary excavation slope during construction of the retaining walls.

Where recommended temporary excavation slopes would result in Right-of-Way encroachment, or for the purposes of soil stability during excavation, temporary sheet piling shall be required. At the contractor's option and with approval of the Engineer, the temporary sheet piling may be cut a minimum of 2' below the ground line and left in place.

Care shall be taken in the design and during construction to develop and maintain rapid, positive drainage away from the retaining wall area. Water should not be allowed to pond adjacent to either the up slope or down slope sides of the retaining wall. Proper surface drainage is needed to prevent water from flowing over the face of the wall and saturating either the fill behind the wall or the subgrade soils at the base of the wall.

Conventional de-watering methods should be adequate for temporary removal of any groundwater encountered during the shallow excavation process. More extensive de-watering may be required for excavations to remove soft soils and/or if construction occurs during wet periods of the year.

**DESIGN PARAMETERS FOR MSE RETAINING WALLS:**

The Geotechnical Report provides recommendations (including external stability, global stability, and settlement) for the MSE walls. However, the Contractor is responsible for the overall design of the MSE walls.

Contractor shall be responsible for design of the MSE Walls for:

- 1.Global Stability: Sliding, Overturning, Bearing Capacity, and Eccentricity.
- 2.Internal Stability including: Tensile Stresses, Pullout, Facing Connection, and Sliding along Reinforcement.
- 3.Local Stability including: Bulging and Maximum Unreinforced Heights.
- 4.Design the MSE Walls to account for dead and live loads, seismic loads, horizontal loads from guardrails or barriers, hydrostatic loads, and other loads as appropriate.
- 5.Design the MSE Wall such that the toe is at a depth that no scouring or undermining will occur.

For further design information not provided in the plans or Geotechnical Report, refer to the 2009 Oklahoma Department Of Transportation Standard Specifications for Highway Construction.

**PAYMENT:**

The payment for MSE Retaining Wall shall be based on the surface area shown on the plan and profile sheets from the top of the retaining walls to top of leveling pad not to exceed 2 feet below finish grade at face of wall. No additional payment will be allowed for varying of the leveling pad elevation. The actual tops of leveling pads shall be determined by the contractor to provide support for the proposed wall system and submitted to the engineer for approval.

All costs incurred during construction of the MSE Retaining Walls shall be included in the unit price bid per square yard of "(PL) MSE RETAINING WALL". The cost shall include but not limited to: excavation, backfill, backfill material, drainage systems, geocomposites, filter fabrics, perforated and non-perforated pipe, concrete, reinforcing steel, sheeting and shoring, driving shoes, coping, earth reinforcement, concrete panels, concrete surface form liners, finish, leveling pads, concrete mow strips, concrete drainage ditches, chain link fence, and engineering and associated costs.

NOTE: All Elevations Should Be Verified By Contractor Prior to Construction

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A	
GENERAL NOTES (BRIDGE) (SHEET 2 OF 2)		Detail	RWM	3/16	
		Check	KMS	3/16	
		Squad:	MAYFIELD		
		Eng.:	ELYAZGI		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	STATE JOB NO.	27075(04)	SHEET NO.	07

BNSF RAILWAY COMPANY NOTES

REVISIONS		
REV. NO.	DESCRIPTION	DATE

**NOTIFICATION OF WORK:**

The Contractor is required to give the BNSF Railway Company at least 10 working days advance notice, in writing, before any work is started on the site.

To avoid hazards, the BNSF Railway Company may have a representative present, if deemed necessary, for the purpose of inspection and the issuance of any appropriate instructions for railway operations during the construction of bridge and approaches in Mounds, Creek County, as it relates to the BNSF Railway Company's property that intersects the project.

The contractor shall notify:

Walter Lee Miller  
Roadmaster  
BNSF Railway Company  
1200 Frisco Road  
Sherman, Texas 75090  
Phone: 817-352-2548  
Email: Walter.Miller2@BNSF.com

Ms. Kamie Young  
Public Projects Manager  
BNSF Railway Company  
4515 Kansas Avenue  
Kansas City, Kansas 66106  
Phone: 913-551-4484  
Email: Kamalah.Young@BNSF.com

**PROTECTION OF RAILROAD UNDER BRIDGE:**

The Contractor shall be responsible for protecting the railroad track bed during all construction operations. Prior to any work being started, a proposed method of preventing debris from falling on the railroad track bed shall be submitted to the railroad representative for his approval. Allow four weeks for BNSF Railway Company to review.

The Contractor shall not be permitted to leave any worker scaffolding in place in working position. At the end of each workday, the scaffolding shall be removed and set a safe distance away from any operating railway line. Scaffolding shall at all times maintain the minimum clearance as shown on the "Falsework Diagram" on the plans (GP&E 2.2).

**FLAGGING AND INSURANCE:**

Flagging and Insurance shall be provided as specified in Section 107 of the Standard Specifications and in the Special Provisions for RAILROAD FLAGGING (See Proposal for Special Provisions) and what is stated in the BNSF Railway Company Contractor's General Construction Agreement, Exhibits C and C-1. BNSF Railway Company's chosen flagging contractor RailPros, hereafter referred to as the Flagging Contractor, shall provide flagging for the railway during construction/ demolition operations.

The Contractor is required to reimburse the Flagging Contractor for flagging services provided. The Contractor shall also furnish satisfactory evidence to the State of Oklahoma that he has provided insurance of the kinds and amounts as specified in the Special Provisions for RAILROAD INSURANCE and in the BNSF Railway Contractor's General Construction Agreement, Exhibits C and C-1.

The Contractor will be required to enter into a Contractor's General Construction Agreement (Exhibits C and C-1) with the BNSF Railway Company before they will be allowed on the railroad's right-of-way.

**PRE-WORK MEETING:**

Prior to working on the BNSF Railway Company's right-of-way or in the vicinity of their tracks, you MUST contact the local roadmaster for the BNSF Railway Company to coordinate your work. It is vital that you have contact with the BNSF Railway Company Roadmaster prior to getting on the railroad's property.

If the contractor sees the need for a temporary haul road across the BNSF track, the contractor will need to fill out the BNSF application/permit for the temporary haul road crossing and submit to the BNSF. This process could take 70 days or more before a permit is issued. There is also a fee associated with the permit and the railroad material cost. All cost and responsibilities for the temporary haul road will be borne by the contractor. BNSF temporary haul road documents are in the contract for the project.

**COORDINATION WITH RAILROAD**

The contractor shall conduct construction operations in a manner which will not delay or interfere with train operations. Construction activity within 25 (twenty-five) feet of active tracks will require a flagman to be provided by the Flagging Contractor at the contractor's expense.

The contractor shall give notice to the BNSF Railway Company Roadmaster and the Flagging Contractor, a minimum of 30 (thirty) calendar days in advance of when flagging is required.

Special permission must be obtained from the BNSF Railway Company before moving any equipment or other object which could make the track impassable if it fell within the area shown on the construction clearance diagram.

Railroad flaggers, protective services, and protective devices will be required, but not limited to, events when:

- The contractor work activities are within 25 (twenty-five) feet of the track, measured from the track centerline.
- Activities are over or under the track.
- Cranes or similar equipment will be positioned where they could foul the track if they tipped over or experienced some other catastrophic event.
- In the opinion of the BNSF Railway Company Representative:
  - 1) It is necessary to safeguard the BNSF Railway Company property, employees, trains, engines, and facilities.
  - 2) When any excavation is performed below the bottom of the elevations and track or other BNSF Railway Company facilities may be subject to movement or settlement.
  - 3) When work in any way interferes with safe operation of trains and timetable speeds.
  - 4) When any hazard is presented to railroad track, signals, communications, electrical, or other facilities either due to person, material, equipment, or blasting in the area.

**CONSTRUCTION NOTES**

- 1) Any shoring system that impacts the Railroad's operation and/or supports the Railroad's embankment shall be designed and constructed per Railroad Guidelines for Temporary Shoring.
- 2) All demolition within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall comply with the Railroad's Demolition requirements.
- 3) Erection over the Railroad's track shall be planned such that it enables the track(s) to remain open to traffic per Railroad's requirements.
- 4) The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- 5) The proposed grade separation project shall not change the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.
- 6) The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad prior to beginning any grading on the project sites.
- 7) Temporary Construction Clearances, including falsework clearances shall comply with the 'Falsework Clearance' diagram.
- 8) All permanent clearances shall be verified before project closeout.

**DEMOLITION OF STRUCTURES OVER RAILROAD:**

All demolition plans for removal of structures over railroad lines shall be reviewed and approved by the BNSF Railway Company before any removal may begin. The contractor shall allow a minimum of four weeks for review by the BNSF Railway Company.

Demolition of structures will be performed in accordance with the Railway's "Guidelines for Preparation of Bridge Demolition and Removal Plan over the BNSF Railway."

**EROSION CONTROL AND DRAINAGE**

The contractor will install, maintain, and remove all erosion control measures deemed necessary within the railroad right of way. The contractor will maintain the railroad drainage at all times when working within the railroad right of way.

**RAIL TRAFFIC**

The BNSF Railway Company has 16 trains per day at 49 mph on the Creek Subdivision. AARDOT 671 798N. Rail traffic is for informational purposes only. Actual rail traffic may vary.

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
<b>GENERAL NOTES (RAILROAD)</b>		Detail	RWM	3/16
		Check	KMS	3/16
		Spad:	MAYFIELD	
		Eng:	ELYAZGI	
<b>STATE OF OKLAHOMA</b>	<b>DEPARTMENT OF TRANSPORTATION</b>	STATE JOB NO.	27075(04)	SHEET NO. 08



**DECK POURING SEQUENCE**

There shall be 48 hours between each deck pouring sequence. See sheet "DETAILS OF SUPERSTRUCTURE (LONGITUDINAL SECTION)".

**SLOPE WALL:**

All concrete in the slope walls shall be Class A Concrete and shall be poured in the dry. All construction shall be in accordance with Section 509 of the 2009 Oklahoma Standard Specifications for Highway Construction. Coarse aggregate for thin section concrete (701.06) may be used.

No horizontal construction joints will be permitted in the slope wall. Final number and location of vertical construction joints will be determined by the Engineer. Joints will have a maximum spacing of 10'-0" measured along the toe of the slope walls.

The pay item "SLOPE WALL (5")" will be measured from edge to edge and from top to bottom of the top surface of the Slope Wall and full face of the toe of the slope wall. All costs associated with the construction of the slope walls as described above and detailed on Sheet "Details of Slope Wall", including Joint Sealer and Filler, Reinforcing Steel, Class A Concrete, excavation, labor, forms and incidentals, shall be included in the Unit Price Bid per Square Yard of "SLOPE WALL (5)".

Underdrain materials will be measured by volume and length as shown on the plans. All costs associated with underdrain materials, including filter sand, coarse material, perforated pipe, excavation, labor and incidentals, shall be included in the Unit Price Bid per Linear Foot for "6" PERFORATED PIPE UNDERDRAIN ROUND" and the Unit Price Bid per Cubic Yard of "PIPE UNDERDRAIN COVER MATERIAL".

**ENVIRONMENTAL MITIGATION NOTES**

**MIGRATORY BIRD**

Gulf Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. The nesting season for swallows runs from April 1 to August 31. Any activities which would destroy active nests or harm eggs or birds would violate the Migratory Bird Treaty Act. Swallow use of bridge NBI No. 06587 was not observed during the initial surveys conducted as part of the biological studies in 2013. Swallows may occupy the bridge in the future nesting seasons. The Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would pose disruption to any nesting birds before work near the structure is authorized. If the proposed work will harm the nesting birds, the bridge may be netted prior to April 1 or the work delayed until the nesting season is complete. Methods other than netting must be pre-approved by ODOT Biologist.

**AMERICAN BURYING BEETLE**

No artificial lighting shall be used during construction. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of the project activities.

**POTENTIAL PETROLEUM CONTAMINATION SITE**

Latitude/Longitude: 35.8796, -96.0604  
 OCC Facility No./OCC Case No. : 19-01720 / 064-MJ  
 Facility: Mounds Summit

Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405)521-3026 for assistance.

JP NO. 27075(04)		CREEK COUNTY	
0200 BRIDGE 'A' - NBI NO. 31242		US 75A OVER BNSF RR	
ITEM	DESCRIPTION	UNIT	QUANTITY
104 0955	(SP) RAILROAD FLAGGING (NON-BIDDABLE)	DAYS	175.00
501(B) 1307	SUBSTRUCTURE EXCAVATION COMMON	C.Y.	980.00
501(G) 6309	CLSM BACKFILL (BR-1)	C.Y.	787.00
504(A) 1304	APPROACH SLAB (BR-1)	S.Y.	656.00
504(B) 1305	SAW-CUT GROOVING (BR-1)	S.Y.	2,731.00
504(C) 6250	SEALED EXPANSION JOINT (BR-1)	L.F.	161.50
504(D) 6245	CONCRETE RAIL (TR4) (BR-1)	L.F.	1,380.40
506(A) 1322	STRUCTURAL STEEL (BR-1)	LB.	1,580,140.00
507(A) 6170	STAINLESS STEEL FIXED BEARING ASSEMBLY (BR-1)	EA.	5.00
507(B) 6174	STAINLESS STEEL EXPANSION BEARING ASSEMBLY (BR-1)	EA.	15.00
509(A) 1326	CLASS AA CONCRETE (BR-1)	C.Y.	640.90
509(B) 1328	CLASS A CONCRETE (BR-1)	C.Y.	625.30
509(D) 1331	CLASS C CONCRETE (BR-1)	C.Y.	12.00
510(C) 6138	SLOPE WALL (5")	S.Y.	3,438.00
510(D) 6341	MSE RETAINING WALL	S.Y.	855.00
511(A) 1332	REINFORCING STEEL (BR-1)	LB.	2,070.00
511(B) 6010	EPOXY COATED REINFORCING STEEL (BR-1)	LB.	303,260.00
513(C) 6020	CLASS C BRIDGE DECK REPAIR	S.Y.	150.00
514(A) 6010	PILES, FURNISHED (HP 10X42) (BR-2)	L.F.	368.00
514(A) 6011	PILES, FURNISHED (HP 12X53) (BR-2)	L.F.	1,944.00
514(B) 6292	PILES, DRIVEN (HP 10X42) (BR-2)	L.F.	368.00
514(B) 6294	PILES, DRIVEN (HP 12X53) (BR-2)	L.F.	1,944.00
514(L) 6220	PILE SPLICE, H-PILE (NON-BIDDABLE)	EA.	1.00
515(A) 6013	WATER REPELLENT (VISUALLY INSPECTED) (BR-1)	S.Y.	1,872.00
516(A) 6100	DRILLED SHAFTS 84" DIAMETER (BR-1, BR-3)	L.F.	92.00
516(C) 6200	CROSSHOLE SONIC LOGGING (BR-1)	EA.	1.00
523(A) 6550	SEALER CRACK PREPARATION (BR-1)	L.F.	320.00
523(B) 6560	SEALER RESIN (BR-1)	GAL.	2.20
613(H) 6204	6" PERFORATED PIPE UNDERDRAIN ROUND (BR-1)	L.F.	646.00
613(I) 6207	6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	40.00
613(U) 1100	PIPE UNDERDRAIN COVER MAT'L (BR-1)	CY	70.00
619(D) 1397	REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM	1.00

**PAY ITEM NOTES:**

BR-1: Payment for this item will be based on the Plan Quantities only. See Section 109.01(b) of the Standard Specifications.

BR-2: The Contractor shall provide structural steel for the steel piling conforming to AASHTO M270, Grade 50W.

BR-3: Refer to Drilled Shaft Foundation Special Provision 516-3 provided in the contract documents and see substructure detail sheet for Shaft Inspection Device (SID) locations and details.

JP NO. 27075(04)		CREEK COUNTY	
0600 STAKING - NBI NO. 31242		US 75A OVER BNSF RR	
ITEM	DESCRIPTION	UNIT	QUANTITY
642(B) 0096	CONSTRUCTION STAKING (LEVEL 11) (S-1)	LSUM	1.00

JP NO. 27075(04)		CREEK COUNTY	
0640 CONSTRUCTION - NBI NO. 31242		US 75A OVER BNSF RR	
ITEM	DESCRIPTION	UNIT	QUANTITY
220 2800	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641 1399	MOBILIZATION	LSUM	1.00

**PAY ITEM NOTES:**

S-1: Establishment of horizontal and vertical control, including staking of present right-of-way, perpetual utility easement, temporary construction easement, benchmarks and centerline will be included in the price bid for "CONSTRUCTION STAKING (LEVEL 11)".

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A	
GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)		Detail	KMS	2/16	
		Check	KRM	2/16	
		Signed	MAYFIELD		
		Eng.	ELYAZGI		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB FILE NO.	27075(04)	SHEET NO.	09

TRAFFIC GENERAL CONSTRUCTION NOTES

REMOVED MATERIAL TO BECOME PROPERTY OF CONTRACTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE RESIDENT ENGINEER.

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

ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY STRUCTURES, ROADWAY SURFACES, STRIPING, RAISED PAVEMENT MARKERS, GUARDRAIL, SLOPES, AND SIGNS SHALL BE REPAIRED AT CONTRACTORS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. SEE STANDARD SPECIFICATIONS AND DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES."

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

SPECIAL PAY QUANTITY NOTES

- (SP-1) PORTABLE CHANGEABLE MESSAGE SIGN TO BE PLACED WHERE DEEMED NECESSARY BY THE ENGINEER.
- (SP-2) TYPE 'C' WARNING LIGHTS ARE NOT REQUIRED.
- (SP-3) CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE PROJECT 14 DAYS IN ADVANCE OF THE START DATE.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

- (TC-19) THIS ITEM INCLUDES AN ESTIMATED 8,040 L.F. (4" WIDE) WHITE AND 10,040 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.
- (TC-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE, AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.
- (TC-26) ALL CONSTRUCTION TRAFFIC CONTROL WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS, AND INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLETION OF THE PROJECT.  
  
ALL SIGNS & BARRICADES WHICH ARE SHOWN WITH TYPE 'A' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.
- (TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET ALL REQUIREMENTS OF ASTM D4956 (LATEST REVISION).  
  
THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH ODOT STANDARD SPECIFICATIONS, (CURRENT EDITION), SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.
- (TC-52) ANY USED CHANGEABLE MESSAGE SIGN OR TRUCK MOUNTED ATTENUATOR TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.
- (TC-70) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER.
- (TC-76) ANY TRUCK MOUNTED ATTENUATOR USED ON THIS PROJECT SHALL HAVE PASSED ALL MANDATORY AND OPTIONAL TESTS LISTED IN NCHRP 350, TL-3 CRITERIA. THIS ITEM IS TO BE USED WHERE SHOWN IN THE STANDARD DRAWINGS OR AT THE DISCRETION OF THE ENGINEER ON SHADOW VEHICLES PROTECTING THE WORK AREAS AND TEMPORARY ROADSIDE HAZARDS.
- (TC-77) TRUCK MOUNTED ATTENUATORS ARE TO BE INSTALLED ON NON-STATE OWNED TRUCKS HAVING A MINIMUM GROSS WEIGHT RATING OF 15,000 POUNDS. EACH OF THESE TRUCKS SHALL ALSO BE EQUIPPED WITH AN ARROW DISPLAY (TYPE B).

- (TC-84) 370 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT ODOT STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.
- (TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT: <http://www.okladot.state.ok.us/traffic/qpl/index.php>

REV. NO.	DESCRIPTION	REVISIONS	DATE

PAY QUANTITIES				
0300 TRAFFIC CONTROL				
ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANTITY
857(C)	8851	REMOVABLE PAVEMENT MARKING TAPE(4" WIDE)	(TC-19,21) L.F.	18,080.00
876(A)	8482	(PL) TRUCK MOUNTED ATTENUATOR	(TC-52,70,76,77) S.D.	370.00
880(B)	8818	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26,33,84) S.D.	6,660.00
880(B)	8821	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26,33,84) S.D.	3,700.00
880(B)	8824	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-26,33,84) S.D.	6,290.00
880(C)	8842	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84) S.D.	4,440.00
880(C)	8848	WING BARRICADES	(TC-26,84) S.D.	1,480.00
880(E)	8860	WARNING LIGHTS (TYPE A)	(TC-26,84) S.D.	5,550.00
880(F)	8878	DRUMS	(SP-2)(TC-26,84) S.D.	12,950.00
880(G)	8890	CHANNELIZER CONES	(TC-26,84) S.D.	4,810.00
882(A)	8306	PORT. CHANGEABLE MESSAGE SIGN	(SP-1,3)(TC-52,84,85) S.D.	768.00

PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING DIVISION  
*Jami L. Short*  
DATE: *5/9/2016*




OKLA. REG. NO. 22542

PAY QUANTITY & NOTES (TRAFFIC CONTROL)		
Drawn	VLR	1/16
Design	VLR	1/16
Checked	JLS	1/16
Traffic Engineering JAMI L. SHORT		



**TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES**

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

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

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

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

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

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

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

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

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

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

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

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

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

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

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

**TRAFFIC CONSTRUCTION PAY QUANTITY NOTES**

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

**TRAFFIC SIGNING PAY QUANTITY NOTES**

(TS-24) QUANTITY SHOWN INCLUDES 8,800 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 8,800 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

(TS-33) INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH O.D.O.T. PLANS AND STANDARD DRAWINGS SSAI-1 AND SSPI-1-(LATEST REVISION).

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

PAY QUANTITIES			
0301 SIGNING & STRIPING			
ITEM	DESCRIPTION	UNIT	TOTAL
850(A) 8110	SHEET ALUMINUM SIGNS (TS-34)	S.F.	77.25
851(C) 8330	2 1/2" SQUARE TUBE POST (TS-33)	L.F.	180.00
856(A) 8530	TRAFFIC STRIPE (MULTI-POLY.) (4" WIDE) (TC-14)(TS-24)	L.F.	17,600.00

SUMMARY OF SIGN QUANTITIES						
SIGN NO.	CONTROL SECTION: 270-04-20	HIGHWAY DESIGNATION: US-270 NS / BEAVER	SQUARE TUBE POST		SIGN AREA	REMARKS
			2 1/2" 851(C) 8330	SHEET ALUM. 850(A) 8110		
APPROXIMATE LOCATION			A	B	S.F.	
SIGN DESIGNATION			LF	LF	S.F.	
1	104+30 RT	R-2(40)	15.00	15.00	12.00	INSTALL NEW SIGN & POLE
2	109+50 RT	SPECIAL SIGN 1	15.00	15.00	11.25	INSTALL NEW SIGN & POLE
3	121+50 RT	R-2E(40)	15.00	15.00	12.00	INSTALL NEW SIGN & POLE
4	121+50 LT	R-2E(40)	15.00	15.00	12.00	INSTALL NEW SIGN & POLE
5	123+80 RT	W8-13	15.00		9.00	INSTALL NEW SIGN & POLE
6	123+80 LT	W10-2	15.00		9.00	INSTALL NEW SIGN & POLE
7.00	126+50 RT	R-2(60)	15.00	15.00	12.00	INSTALL NEW SIGN & POLE
TOTAL			180.00		77.25	

**SIGN DETAIL**  
1:25

SIGN NUMBER	name
WIDTH x HGHT.	4'-6" x 2'-6"
BORDER WIDTH	1"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	11.3 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

Panel Style: A\_Con\_Destination.ssi  
M.U.T.C.D.: 2009 Edition

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

LETTER POSITIONS (X)							LENGTH	SERIES SIZE
S	a	p	u	l	p	a		D 2000
6	10.7	15.2	19.7	24.5	26.6	30.9		28.3
I	O							D 2000
40.9	43.7							7.1
T	u	l	s	a				D 2000
6	10.4	15.2	17	20.3				17.7
2	5							D 2000
38.6	43.9							9.4

<p align="center"><b>PAY QUANTITIES &amp; NOTES</b> <b>SUMMARY SHEET</b> (TRAFFIC SIGNING &amp; STRIPING)</p>				Drawn	VLR	5/16
				Design	VLR	5/16
<p align="center">Traffic Engineering JAMI SHORT</p>				Checked	SB	5/16
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION					
DIVISION 8	STATE JOB NO.	27075(04)	SHEET NO.	11		
CREEK COUNTY			SH-75A			

SUMMARY OF SURFACING QUANTITIES

STATION TO STATION	UNCLASSIFIED CROWN 202(D)	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SEPARATOR FABRIC 325	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	TACK COAT 407(B)	PRIME COAT 408	SUPERPAVE TYPE S3 (PG 70-28 OK) 411(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 70-28 OK) 411(C)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	2'-8" COMB. CURB & GUTTER (G* BARRIER) 609(B)	5" CONCRETE SIDEWALK 610(A)	5" DECORATIVE CONCRETE SIDEWALK 610(A)	TACTILE WARNING DEVICES NEW 610(I)	EDGE DRAIN CONDUIT - PERFORATED 613(J)	EDGE DRAIN OUTLET LATERAL-NONPERFORATED 613(K)	OUTLET LATERAL HEADWALL 613(L)
	CY	CY	SY	SY	TON	GAL.	GAL.	TON	TON	TON	TON	LF	SY	SY	SF	LF	LF	EA.
MAINLINE																		
STA. 104+00.00 TO STA. 112+35.40	48.15	1,798.22	5,524.89	6,534.13	586.83	699.86	3,348.93	383.56	1,529.36	251.29	239.25	1,670.80	666.67	266.67	20.00	1,200.00	34.67	2.00
STA. 119+06.06 TO STA. 139+25.00		3,494.93	11,607.07	13,034.48	2,041.34	1,372.41	7,125.76	931.31	2,685.45	610.15	403.90							
DETOUR 1																		
STA. 104+00.00 TO STA. 109+94.59	18.67		1,827.15			241.05	639.50		453.05		177.76							
DETOUR 2																		
STA. 125+92.88 TO STA. 146+16.22	66.51		6,314.32			824.52	2,210.01		1,552.10		608.42							
WIDENING FOR GUARDRAIL																		
STA. 110+00.00 TO STA. 112+35.40 RT.						10.13	34.86				30.25							
STA. 110+00.00 TO STA. 112+35.40 LT.						10.13	34.86				30.25							
STA. 119+06.06 TO STA. 122+11.06 RT.					84.89	11.25	37.50				33.60							
STA. 119+06.06 TO STA. 122+11.06 LT.					84.89	11.25	37.50				33.60							
TOTALS	133.33	5,293.15	25,273.43	19,568.61	2,797.95	3,180.60	13,468.92	1,314.87	6,219.96	861.44	1,557.03	1,670.80	666.67	266.67	20.00	1,200.00	34.67	2.00

SUMMARY OF DRIVEWAYS

LOCATION	STATION	LT.	RT.	TYPE	LENGTH	WIDTH	RADI I		TACK COAT 407(B)	PRIME COAT 408	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	2'-8" COMB. CURB & GUTTER (G* MNTBLE) 609(B)	6" CONCRETE DIVIDING STRIP 610(C)
							LT.	RT.						
							GAL.	TON						
	CRL STA. 107+50.00		X	PRIVATE	104.34'	24'	15'	15'	44.14	105.11	83.14	32.55		
	CRL STA. 125+50.00	X		PRIVATE	110.00'	14'	25'	25'	30.99	74.59	58.65	22.70		
	CRL STA. 130+62.00		X	SL RETURN	84.81'	26'	25'	25'	41.78	99.01	78.53	30.91		
	CRL STA. 130+64.00	X		SL RETURN	98.34'	26'	25'	25'	47.77	113.32	89.83	35.32		
	CRL STA. 131+55.00		X	PRIVATE	67.32'	24'	40'	40'	38.72	91.30	72.62	28.73		
	CRL STA. 132+37.00		X	PRIVATE	74.10'	14'	15'	15'	19.46	46.91	36.85	14.24		
	CRL STA. 133+00.00		X	PRIVATE	69.35'	16'	15'	15'	20.61	49.45	38.95	15.13		
	CRL STA. 134+50.00		X	COMMERCIAL	86.00'	70'	50'	50'	112.05	262.02	209.37	83.55	113.00	6.27
	CRL STA. 136+20.00		X	PRIVATE	72.91'	30'	50'	50'	54.67	128.48	102.38	40.65		
	DRIVE 107+50.00 CRL STA. 0+71.54		X	PRIVATE	122.70'	12'	15'	15'	27.17	66.12	51.67	19.76		
	TOTALS								437.36	1,036.31	821.99	323.54	113.00	6.27

SUMMARY OF TEMPORARY DRIVES

STATION	TYPE	LENGTH	WIDTH	RADIUS	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)		
						TON	
						LF	SY
DETOUR 1 STA. 107+50.00	PRIVATE	167.90'	24'	15'	75.99		
CRL STA. 125+50.00	PRIVATE	168.36'	14'	25'	48.62		
CRL STA. 130+62.00	SL RETURN	165.15'	26'	25'	83.91		
CRL STA. 130+64.00	SL RETURN	29.81'	26'	25'	19.07		
DETOUR 2 STA. 131+64.73	PRIVATE	158.17'	24'	40'	82.42		
DETOUR 2 STA. 132+50.12	PRIVATE	169.05'	14'	15'	45.67		
DETOUR 2 STA. 133+15.00	PRIVATE	163.72'	16'	15'	50.26		
DETOUR 2 STA. 134+55.00	COMMERCIAL	169.45'	35'	50'	128.43		
DETOUR 2 STA. 136+45.00	PRIVATE	144.84'	30'	50'	99.39		
TOTALS					633.76		

SUMMARY OF GUARDRAIL

LOCATION	STATION TO STATION	LANE		BEAM GUARDRAIL W-BEAM SINGLE 623(A)	GUARDRAIL END TREATMENT (31") 623(G)	GUARDRAIL BRIDGE CONNECTION THRIE BEAM (31") 623(I)	GUARDRAIL DELINEATORS (TYPE 2, CODE 1) 853	TOTAL PANEL LENGTH INCLUDING ANCHOR UNITS
		LT.	RT.					
		EA.	EA.					
	STA. 110+00.00 TO STA. 112+35.40		X	187.50	1	1	5	252.50
	STA. 110+00.00 TO STA. 112+35.40	X		187.50	1	1	5	252.50
	STA. 119+06.06 TO STA. 122+11.06		X	150.00	1	1	5	215.00
	STA. 119+06.06 TO STA. 122+11.06	X		150.00	1	1	5	215.00
	TOTALS			675.00	4	4	20	

SUMMARY OF TEMPORARY DRAINAGE STRUCTURES

STR. NO.	STATION	DESCRIPTION	DESIGN	CORRUGATED, GALVANIZED STEEL PIPE ROUND 613(B)			CORRUGATED, GALVANIZED STEEL PIPE ARCH 613(B)	
				LF	LF	LF	LF	
				18"	24"	60"	21" X 15"	
T1	DETOUR 1 STA. 107+50.00	CONST. TEMP. 18" X 64' LG. CGSP SD 32.34' RT.	FHTMPP-1, SPB-1	64.00				
T2	DETOUR 1 STA. 108+69.00	CONST. TEMP. 24" X 102' LG. CGSP 52.57' LT. & 49.43' RT.	FHTMPP-1, SPB-1		102.00			
T3	DETOUR 2 STA. 130+60.00	CONST. TEMP. 18" X 84' LG. CGSP SD 22.57' RT.	FHTMPP-1, SPB-1	56.00				
T4	DETOUR 2 STA. 130+72.00	CONST. TEMP. 18" X 64' LG. CGSP SD 21.46' LT.	FHTMPP-1, SPB-1	64.00				
T5	DETOUR 2 STA. 131+61.88	CONST. TEMP. 18" X 46' LG. CGSP SD 41.09' RT.	FHTMPP-1, SPB-1	52.00				
T6	DETOUR 2 STA. 131+64.73	CONST. TEMP. 18" X 76' LG. CGSP SD 21.93' RT.	FHTMPP-1, SPB-1	76.00				
T7	DETOUR 2 STA. 132+50.12	CONST. TEMP. 21" X 15" X 48' LG. CGSPA SD 22.25' RT.	FHTMPP-1, SPB-1				48.00	
T8	DETOUR 2 STA. 132+50.12	CONST. TEMP. 18" X 44' LG. CGSP SD 57.66' RT.	FHTMPP-1, SPB-1	50.00				
T9	DETOUR 2 STA. 133+16.00	CONST. TEMP. 18" X 42' LG. CGSP SD 22.20' RT.	FHTMPP-1, SPB-1	42.00				
T10	DETOUR 2 STA. 133+20.00	CONST. TEMP. 18" X 66' LG. CGSP SD 54.86' RT.	FHTMPP-1, SPB-1	66.00				
T11	DETOUR 2 STA. 134+55.00	CONST. TEMP. 18" X 68' LG. CGSP SD 40.42' RT.	FHTMPP-1, SPB-1	78.00				
T12	DETOUR 2 STA. 135+64.00	CONST. TEMP. 24" X 50' LG. CGSP 22.32' LT. & 27.68' RT.	FHTMPP-1, SPB-1		50.00			
T13	DETOUR 2 STA. 136+45.00	CONST. TEMP. 18" X 96' LG. CGSP SD 21.25' RT.	FHTMPP-1, SPB-1	100.00				
T14	DETOUR 2 STA. 140+14.00	CONST. TEMP. 2 - 60" X 76' LG. CGSP 36.70' LT. & 39.30' RT.	FHTMPP-1, SPB-1				152.00	
	TOTALS			648.00	152.00	152.00	48.00	

SUMMARY OF REMOVALS

STATION TO STATION	REMOVAL OF ASPHALT PAVEMENT 619(B)	REMOVAL OF GUARDRAIL 619(B)		
			SY	LF
			LF	SY
STA. 104+00.00 TO STA. 114+34.35	5,297.39	892.68		
STA. 119+92.35 TO STA. 146+30.62	11,475.96	873.48		
TOTALS	16,773.35	1,766.16		

SUMMARY OF FENCE

LOCATION	STATION TO STATION	LT.	RT.	GATES-STYLE WWF (4.5" HIGH X 16" LONG) 624(B)	FENCE-STYLE SWF (5-BARBED WIRE) 624(C)		
						EA.	
						EA.	LF
	CRL STA. 107+72.22 TO CRL STA. 108+71.90		X		100.58		
	CRL STA. 111+32.43 TO CRL STA. 114+44.71		X		312.28		
	CRL STA. 115+56.70 TO CRL STA. 130+33.50		X		1,485.46		
	CRL STA. 125+50.00		X	1.00			
	CRL STA. 130+82.83 TO SURVEY STA. 143+85.00		X		1,331.66		
	TOTALS			1.00	3,229.98		

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
TEAM	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

ROADWAY SUMMARY

STATE JOB NO. 27075(04) SHEET NO. 12

CREEK COUNTY US-75A



**SUMMARY OF DRAINAGE STRUCTURES**

STR. NO.	STATION	DESCRIPTION	DESIGN	STRUCTURAL INSTALLATION							PIPE CLASS	CORRUGATED, GALVANIZED STEEL PIPE ROUND 613(B)			PREFAB CULVERT END SECTION 613(L)							
				FILL HEIGHT FT.	TRENCH EXCAVATION CY 613(V)	STANDARD BEDDING MATERIAL CLASS C CY 613(T)	REINFORCED CONCRETE PIPE 613(A)					24"	30"	36"	18"	24"	30"	36"	48"	58"X36"		
							18"	24"	30"	36"											48"	58"X36"
1	STA. 105+45.00	CONST. CI DESIGN 2-STD W/ 18" X 70' LG. RCP X-ING CRL STA. 105+69.43 SKEW 45.69° RT. FWD. STUB INTO STR. 2	CI-1, FHTCP-3, SPI-4, SPB-1	0.89	14.97	19.18	70.00															
2	STA. 105+93.87	CONST. CI DESIGN 3-B W/ 18" X 12' LG. RCP W/ PCES 41.16' RT.	PCES-4, CI-1, FHTCP-3, SPI-4, SPB-1	3.29	2.71	4.11	12.00															
3	STA. 106+42.72	CONST. CI DESIGN 2-2B W/ 18" X 74' LG. RCP X-ING CRL STA. 106+52.64 W/ PCES 49.90' RT. SKEW 24.83° RT. FWD.	PCES-4, CI-1, FHTCP-3, SPI-4, SPB-1	3.58	6.32	20.28	74.00															
4	STA. 107+50.00	CONST. 36" X 54' LG. RCP SD W/ PCES 57.01' RT.	PCES-4, FHTCP-3, SPB-1	2.71																		
5	STA. 107+80.00	EXISTING 24" CGSP TRIM BACK 58' INSTALL 45° ELBOW & CONST. 24" X 68' CGSP W/ PCES 63.77' RT.	PCES-4, FHTMPP-1, SPB-1	1.05									68.00									
6	STA. 108+25.00	CONST. CI DESIGN 2-B W/ 18" X 32' LG. RCP W/ PCES 63.42' RT.	PCES-4, CI-1, FHTCP-3, SPI-4, SPB-1	7.66	2.39	8.49	32.00															
7	STA. 108+25.00	CONST. CI DESIGN 2-STD W/ 18" X 50' LG. RCP X-ING CRL STA. 108+23.27 STUB INTO STR. 8	CI-1, FHTCP-3, SPI-4, SPB-1	5.41	1.65	13.70	50.00															
8	STA. 125+50.00	CONST. 48" X 62' LG. RCP SD W/ PCES 71.16' LT.	PCES-4, FHTCP-3, SPB-1	4.34																		
9	STA. 130+62.00	CONST. 24" X 52' LG. RCP SD W/ PCES 50.30' RT.	PCES-4, FHTCP-3, SPB-1	4.53																		
10	STA. 130+64.00	CONST. 2 - 58" X 36" X 54' LG. RCP SD W/ PCES 58.11' LT.	PCES-4, FHTCP-3, SPB-1	3.76																		
11	STA. 131+55.00	CONST. 24" X 56' LG. RCP SD W/ PCES 51.72' RT.	PCES-4, CI-1, FHTCP-3, SPI-4, SPB-1	2.66																		
12	STA. 132+37.00	CONST. 30" X 42' LG. CGSP SD W/ PCES 52.59' RT.	PCES-4, FHTMPP-1, SPB-1	2.82																		
13	STA. 133+00.00	CONST. 30" X 46' LG. CGSP SD W/ PCES 52.93' RT.	PCES-4, FHTMPP-1, SPB-1	3.04																		
14	STA. 134+50.00	CONST. 30" X 100' LG. RCP SD W/ PCES 54.95' RT.	PCES-4, FHTCP-3, SPB-1	2.98																		
15	STA. 136+20.00	CONST. 36" X 58' LG. CGSP SD W/ PCES 56.00' RT.	PCES-4, FHTMPP-1, SPB-1	2.55																		
<b>TOTALS</b>					28.04	65.76	238.00	96.00	96.00	48.00	58.00	108.00		68.00	88.00	58.00	3	5	6	4	2	4

**SUMMARY OF TEMPORARY SEDIMENT CONTROLS**

STATION TO STATION	LOCATION		DESCRIPTION	TEMPORARY SILT FENCE 221(C) LF	TEMPORARY SILT DIKE 221(F) LF	TEMPORARY FIBER LOG 221(K) LF
	LT.	RT.				
	CRL STA. 104+00.00					
CRL STA. 104+00.00 TO CRL STA. 105+90.00		X	TOE OF DITCH FORESLOPE	190.00		
CRL STA. 105+98.88 TO CRL STA. 106+72.46		X	TOE OF DITCH FORESLOPE	76.53		
CRL STA. 106+77.71 TO CRL STA. 107+21.98		X	TOE OF DITCH FORESLOPE	45.32		
CRL STA. 107+00.00 TO CRL STA. 109+96.00	X		DETOUR TOE OF SLOPE	302.27		
CRL STA. 107+20.00	X		ACROSS DETOUR DITCH		7.00	
CRL STA. 107+75.00 TO CRL STA. 108+51.35		X	TOE OF DITCH FORESLOPE	77.06		
CRL STA. 107+80.00 TO CRL STA. 108+00.00		X	DETOUR TOE OF SLOPE	20.00		
CRL STA. 107+80.00 TO CRL STA. 111+12.00	X		TOE OF SLOPE	352.95		
CRL STA. 108+25.00		X	ACROSS DETOUR DITCH		7.00	
CRL STA. 108+30.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 108+86.88 TO CRL STA. 111+14.26	X		FORESLOPE			240.00
CRL STA. 109+15.77 TO CRL STA. 112+34.39		X	TOE OF DITCH FORESLOPE	310.03		
CRL STA. 109+23.70 TO CRL STA. 112+40.34		X	FORESLOPE			312.00
CRL STA. 112+35.38 TO CRL STA. 113+01.48		X	TOE OF BRIDGE	146.83		
CRL STA. 112+62.77 TO CRL STA. 112+83.83	X		TOE OF BRIDGE	29.00		
CRL STA. 113+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 115+12.87		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 117+93.20 TO CRL STA. 118+15.75	X		TOE OF BRIDGE	91.64		
CRL STA. 118+07.41		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 118+37.42 TO CRL STA. 119+00.04	X		FORESLOPE	75.53		
CRL STA. 118+42.96 TO CRL STA. 119+04.32	X		TOE OF FORESLOPE	178.70		
CRL STA. 118+64.06 TO CRL STA. 118+82.43		X	TOE OF BRIDGE	44.87		
CRL STA. 119+04.91 TO CRL STA. 123+69.58	X		FORESLOPE			468.00
CRL STA. 119+06.28 TO CRL STA. 125+19.96	X		TOE OF BACKSLOPE	617.51		
CRL STA. 119+06.49 TO CRL STA. 125+13.04	X		FORESLOPE			612.00
CRL STA. 120+17.98 TO CRL STA. 123+52.08		X	FORESLOPE			342.00
CRL STA. 120+22.61 TO CRL STA. 125+12.08		X	FORESLOPE			498.00
CRL STA. 120+29.33 TO CRL STA. 130+35.84	X		TOE OF DITCH FORESLOPE	1,008.88		
CRL STA. 120+33.53		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 122+88.07	X		ACROSS DITCH BOTTOM		7.00	
CRL STA. 124+62.95	X		ACROSS DITCH BOTTOM		7.00	
CRL STA. 125+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 125+87.87 TO CRL STA. 126+87.14	X		TOE OF DITCH FORESLOPE	99.23		
CRL STA. 129+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 130+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 134+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 135+06.11		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 136+41.05 TO CRL STA. 139+25.00	X		TOE OF BACKSLOPE	290.49		
CRL STA. 139+00.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 139+22.99 TO CRL STA. 140+83.97	X		DETOUR TOE OF SLOPE	179.67		
CRL STA. 139+25.00		X	ACROSS DITCH BOTTOM		7.00	
CRL STA. 139+25.00		X	ACROSS DITCH BOTTOM		7.00	
<b>TOTALS</b>				4,136.51	126.00	2,472.00

**SUMMARY OF PERMANENT EROSION CONTROL**

STATION TO STATION	DESCRIPTION	WORK AREA	SOLID SLAB SODDING 230(A) SY
CRL STA. 104+00.00 TO CRL STA. 112+35.40	LT. OF ROADWAY	1	4,642.85
CRL STA. 104+00.00 TO CRL STA. 112+35.40	RT. OF ROADWAY	1	4,907.86
CRL STA. 119+06.06 TO CRL STA. 145+69.99	LT. OF ROADWAY	1	22,738.37
CRL STA. 119+06.06 TO CRL STA. 139+25.00	RT. OF ROADWAY	1	14,859.12
<b>TOTALS</b>			47,148.20



**EROSION CONTROL TYPICAL SECTION**  
1 - SOLID SLAB SODDING  
VEGETATIVE MULCHING WILL BE USED FOR TEMPORARY EROSION CONTROL

DESIGN	SCM	<b>OKLAHOMA DEPARTMENT OF TRANSPORTATION</b> <b>ROADWAY DESIGN DIVISION</b> <h2 style="margin: 0;">ROADWAY SUMMARY</h2>
DRAWN	SCM	
CHECKED		
APPROVED		
TEAM	HAMILTON	
STATE JOB NO. 27075(04) SHEET NO. 13		
CREEK COUNTY US-75A		

# STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

## SITE DESCRIPTION

## EROSION AND SEDIMENT CONTROLS

PROJECT LIMITS: US75A: SL & SF RR UNDER, 1.9 MILES NORTH OF OKMULGEE COUNTY LINE

PROJECT DESCRIPTION: BRIDGE AND APPROACHES

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

SOIL TYPE: DENNIS, OKEMAH, & WOODSON

AREA TO BE DISTURBED: 11.88 ACRES

OFFSITE AREA TO BE DISTURBED: \_\_\_\_\_  
 (FOR CONTRACTOR USE)

MAXIMUM ACRES TO BE  
 DISTURBED AT ANY ONE TIME: \_\_\_\_\_  
 (FOR CONTRACTOR USE)

LATITUDE & LONGITUDE  
 OF CENTER OF PROJECT: LAT. 35°52'56"N & LONG. 96°03'38"W

NAME OF RECEIVING WATERS: NORTH DUCK CREEK & UNNAMED TRIBUTARIES OF  
 NORTH DUCK CREEK

SENSITIVE WATERS OR WATERSHEDS: YES  NO

303(d) IMPAIRED WATERS: YES  NO

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

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

### STRUCTURAL PRACTICES:

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

### OFFSITE VEHICLE TRACKING:

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

### GENERAL NOTES:

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

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

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

### IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE  
 STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2012.

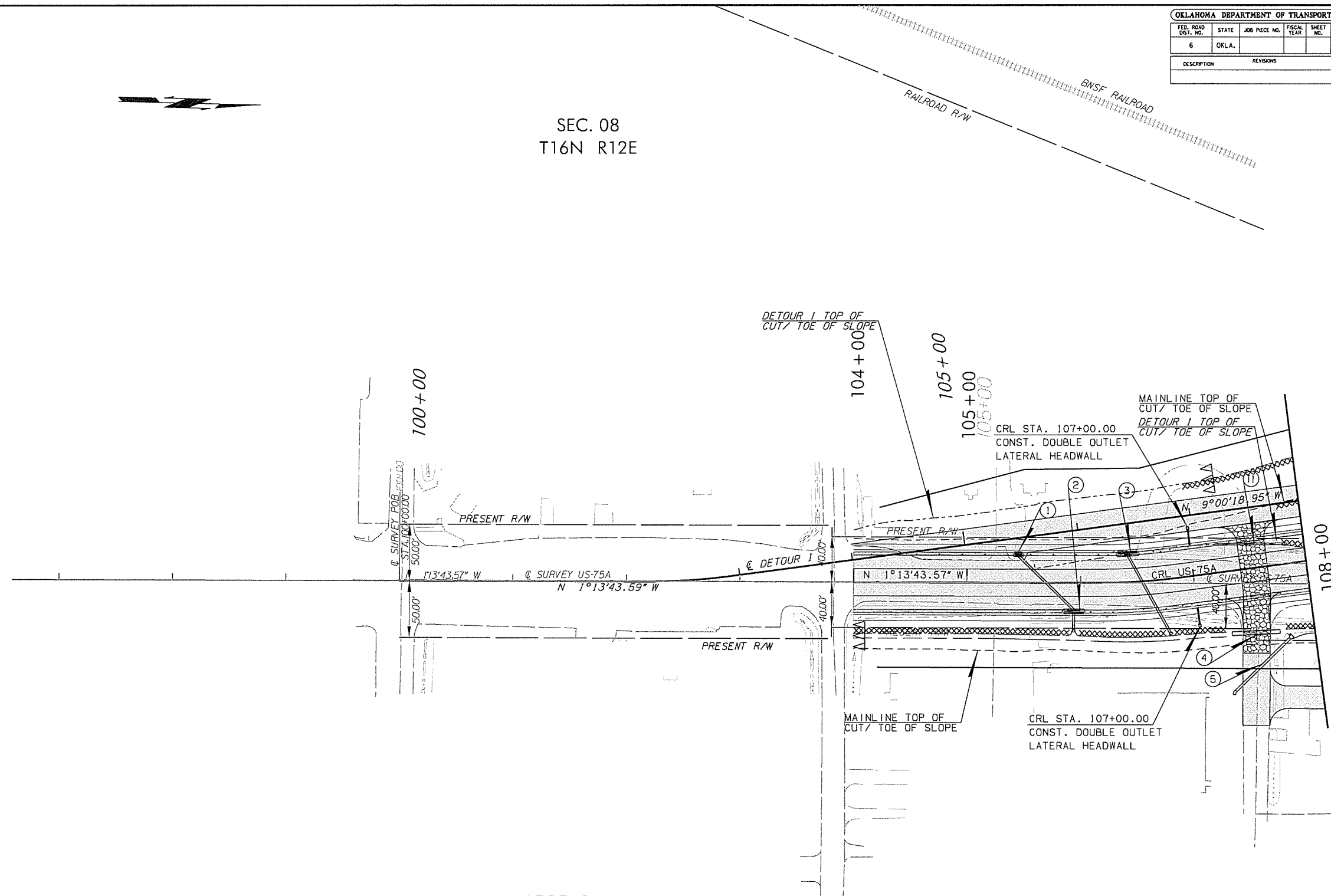
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05-03-16

DESIGN			<b>OKLAHOMA DEPARTMENT OF TRANSPORTATION</b> <b>ROADWAY DESIGN DIVISION</b>  <b>STORM WATER</b> <b>MANAGEMENT PLAN</b>  STATE JOB NO. <u>27075(04)</u> SHEET NO. <u>14</u> CREEK COUNTY US-75A
DRAWN	SCM		
CHECKED			
APPROVED			
SQUAD	HAMILTON		

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

SEC. 08  
T16N R12E



LEGEND

△△△	- SILT DIKE
××××	- SILT FENCE
==	- SPECIAL DITCH

SEC. 08  
T16N R12E

Y:\Division 8\UP27075(04) Creek\DWG\PROJECT DGNs\27075(04) Erosion Control 01.dgn

05-03-16

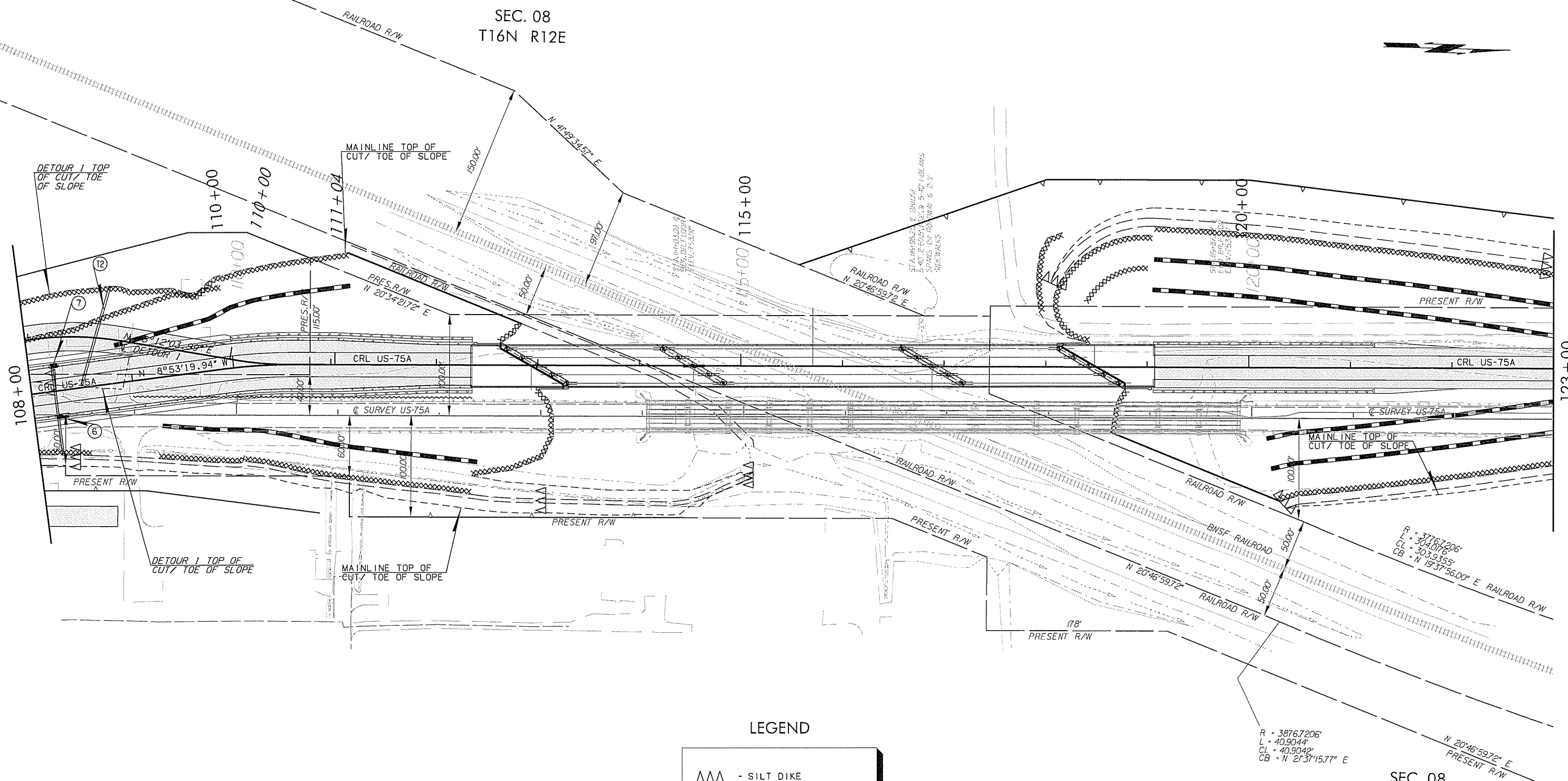
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DRAWN	SCM	
CHECKED		
APPROVED		
SQUAD	HAMILTON	



FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE

SEC. 08  
T16N R12E



LEGEND

△△△	- SILT DIKE
xxxx	- SILT FENCE
===	- SPECIAL DITCH
— — —	- TEMPORARY FIBER LOG

SEC. 08  
T16N R12E

Y:\Division 8\IP27075(04) Creek\IGNIPROJECT DGN\27075(04) Erosion Control 02.dgn

05-03-16

DESIGN	SCM	<p>OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION</p> <p><b>EROSION CONTROL DETAIL</b></p> <p>STATE JOB NO. 27075(04) SHEET NO. 16</p> <p>CREEK COUNTY US-75A</p>
DRAWN	SCM	
CHECKED		
APPROVED		
SQUAD	HAMILTON	

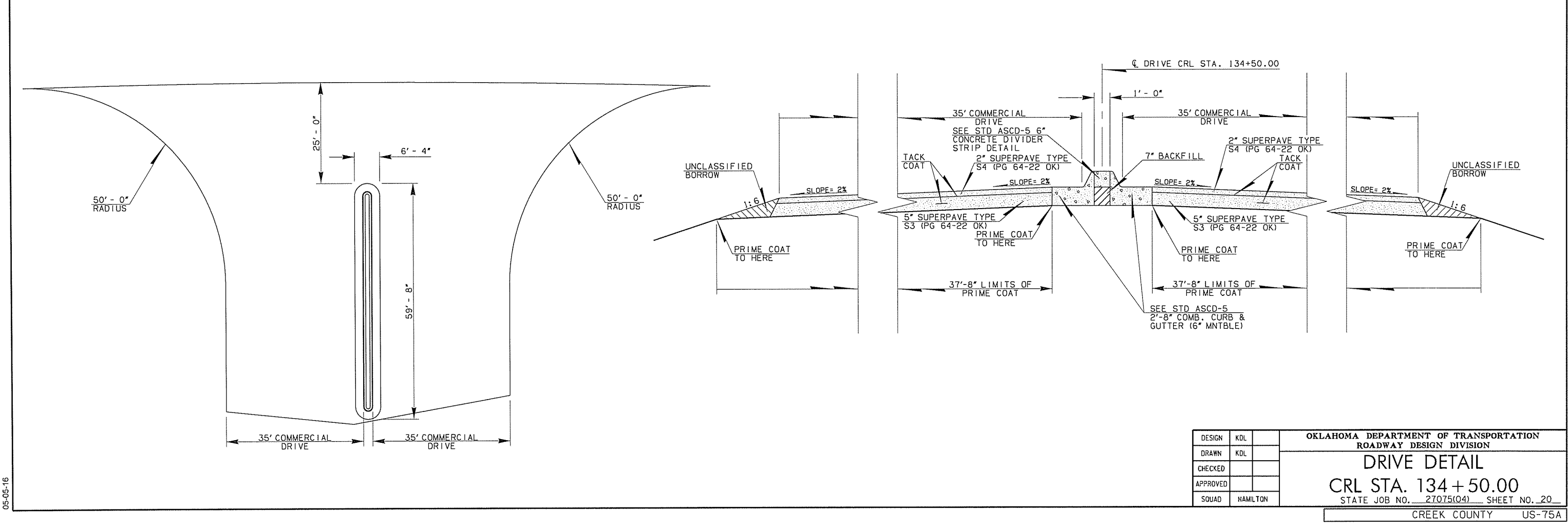
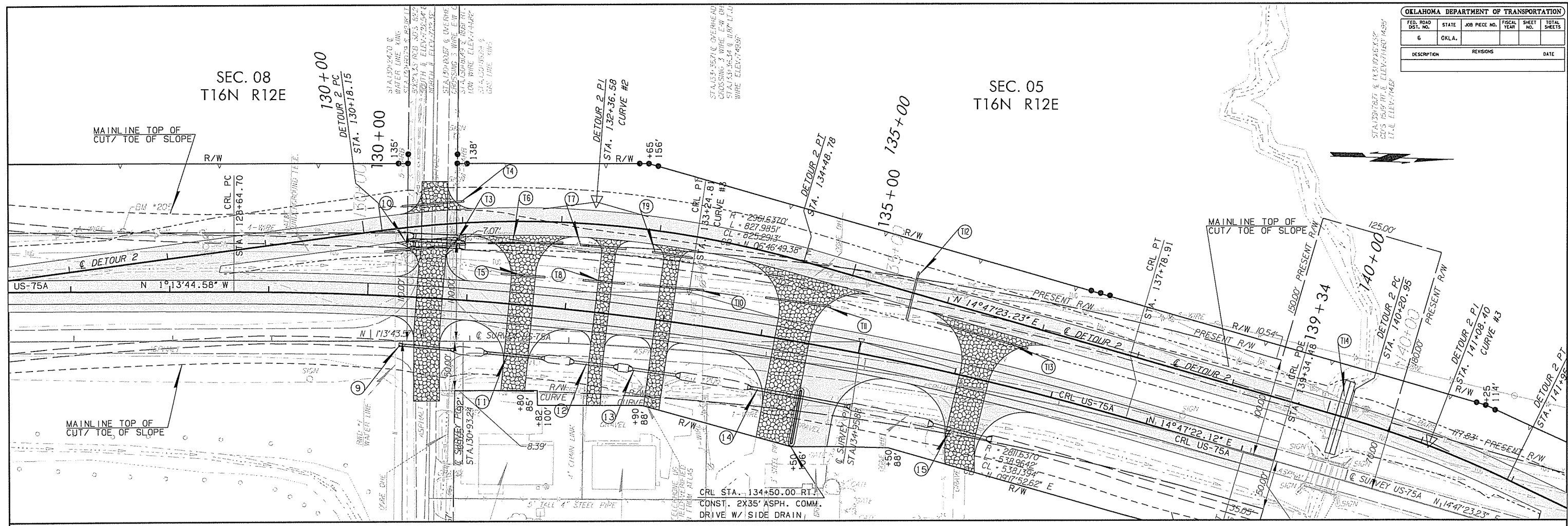








OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



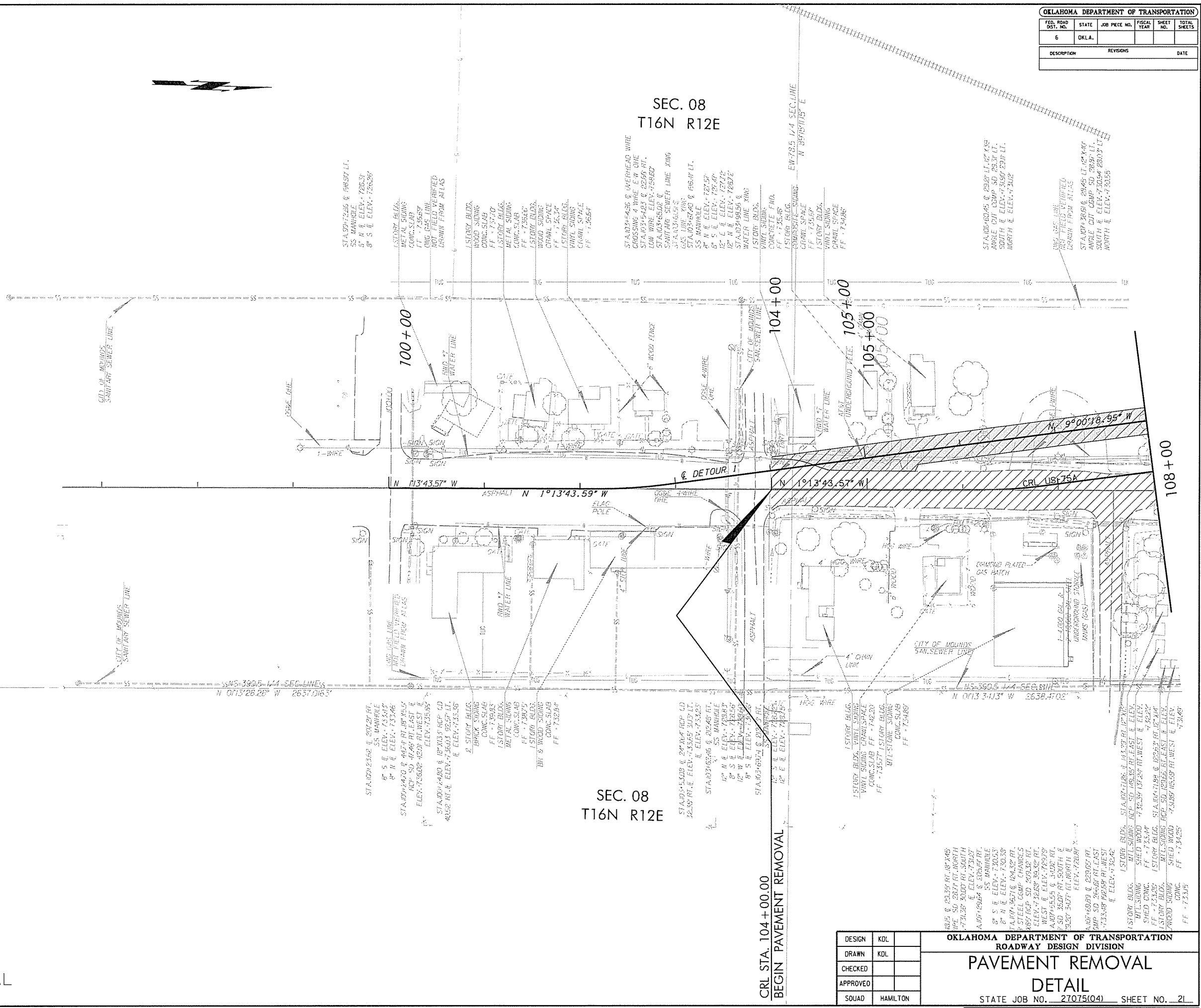
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DRAWN	KDL	
CHECKED		
APPROVED		
SQUAD	HAMILTON	

05-05-16

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

SEC. 08  
T16N R12E

SEC. 08  
T16N R12E



 PAVEMENT REMOVAL

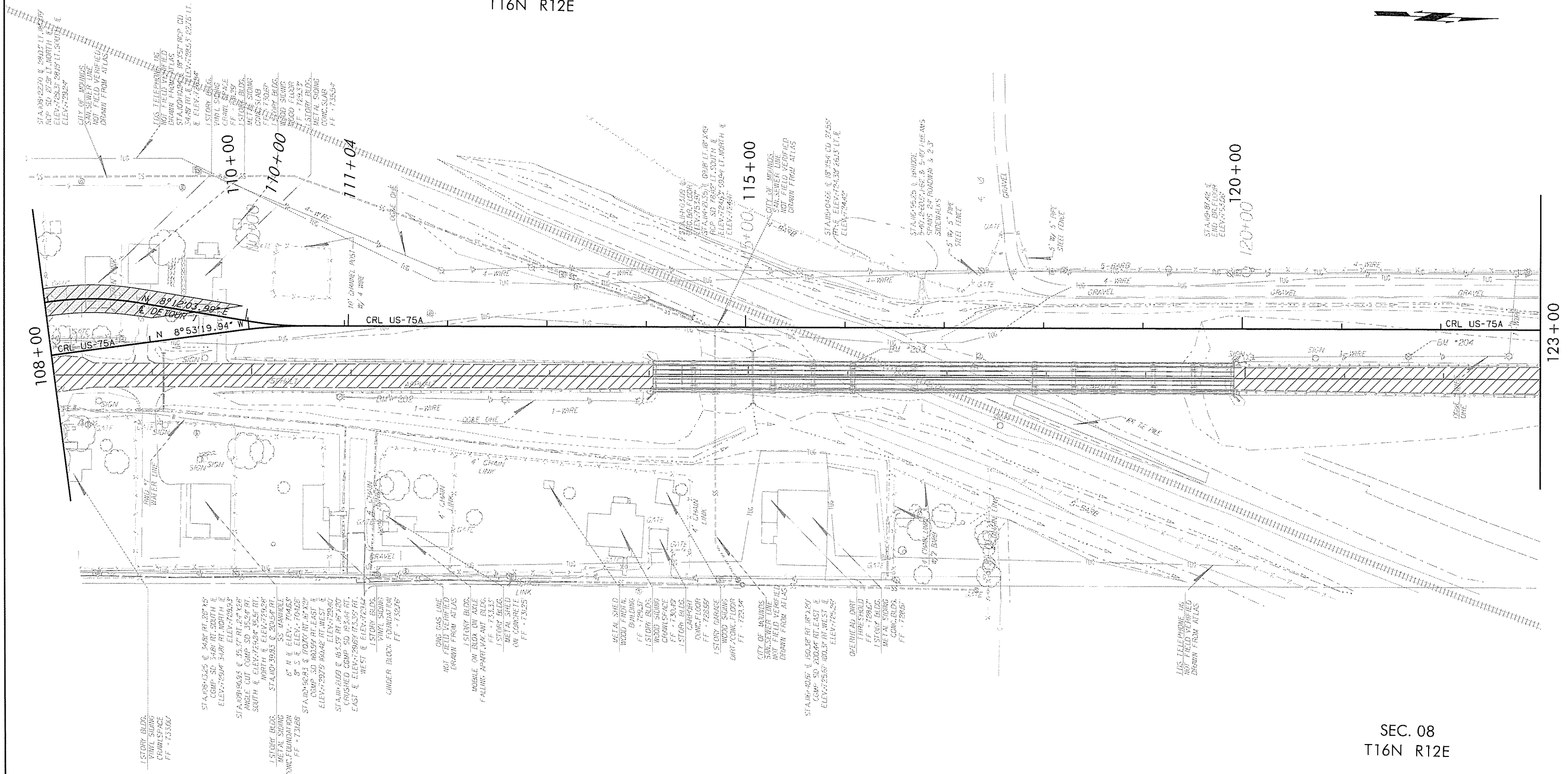
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DRAWN	KOL
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
**PAVEMENT REMOVAL  
DETAIL**  
STATE JOB NO. 27075(04) SHEET NO. 21

05-03-16



SEC. 08  
T16N R12E



1 STORY BLDG.  
VINYL SIDING  
CRACK SPACE  
FF - 73.500

STA. 108+01.25 @ 34.81 FT. 20" X 20" COMP. SD. 34.81 FT. SOUTH E. ELEV. 72.594 34.81 FT. NORTH E. ELEV. 72.603

STA. 108+06.85 @ 45.57 FT. 20" X 20" COMP. SD. 45.57 FT. SOUTH E. ELEV. 72.624 45.57 FT. NORTH E. ELEV. 72.633

1 STORY BLDG.  
METAL SIDING  
CIRC. FOUNDATION  
FF - 73.165

STA. 108+30.85 @ 20.64 FT. 8" N. E. ELEV. 70.633 8" S. E. ELEV. 70.455

STA. 108+50.83 @ 10.07 FT. 8" X 20" COMP. SD. 10.07 FT. EAST E. ELEV. 72.975 10.07 FT. WEST E. ELEV. 72.940

STA. 108+21.09 @ 162.33 FT. 18" X 20" CRUSHED COMP. SD. 162.33 FT. EAST E. ELEV. 72.969 162.33 FT. WEST E. ELEV. 72.944

1 STORY BLDG.  
VINYL SIDING  
CINDER BLOCK FOUNDATION  
FF - 73.276

ONE GAS LINE  
NOT FIELD VERIFIED  
DRAWN FROM ATLAS

1 STORY BLDG.  
MOBLE ON BLOCK ON AXLE  
FALLING APART, VINYL SIDING  
FF - 73.133

1 STORY BLDG.  
WOOD SHED  
CRACK SPACE  
FF - 73.459

1 STORY BLDG.  
VINYL SIDING  
CIRC. FOUNDATION  
FF - 73.225

METAL SHED  
WOOD FRONT  
BUILDING  
FF - 73.537

1 STORY BLDG.  
WOOD SHED  
CRACK SPACE  
FF - 73.459

1 STORY BLDG.  
VINYL SIDING  
CIRC. FOUNDATION  
FF - 73.225

1 STORY GARAGE  
WOOD SIDING  
CIRC. FOUNDATION  
FF - 72.934

CITY OF MOUNDS  
SANDSTONE  
NOT FIELD VERIFIED  
DRAWN FROM ATLAS

STA. 108+40.57 @ 150.38 FT. 18" X 20" COMP. SD. 150.38 FT. EAST E. ELEV. 72.587 150.38 FT. WEST E. ELEV. 72.529

OVERHEAD DIRT  
1 HR. SHED  
FF - 72.967

1 STORY BLDG.  
METAL SIDING  
CIRC. FOUNDATION  
FF - 72.851

LOS TELEPHONE, INC.  
NOT FIELD VERIFIED  
DRAWN FROM ATLAS

PAVEMENT REMOVAL

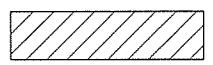
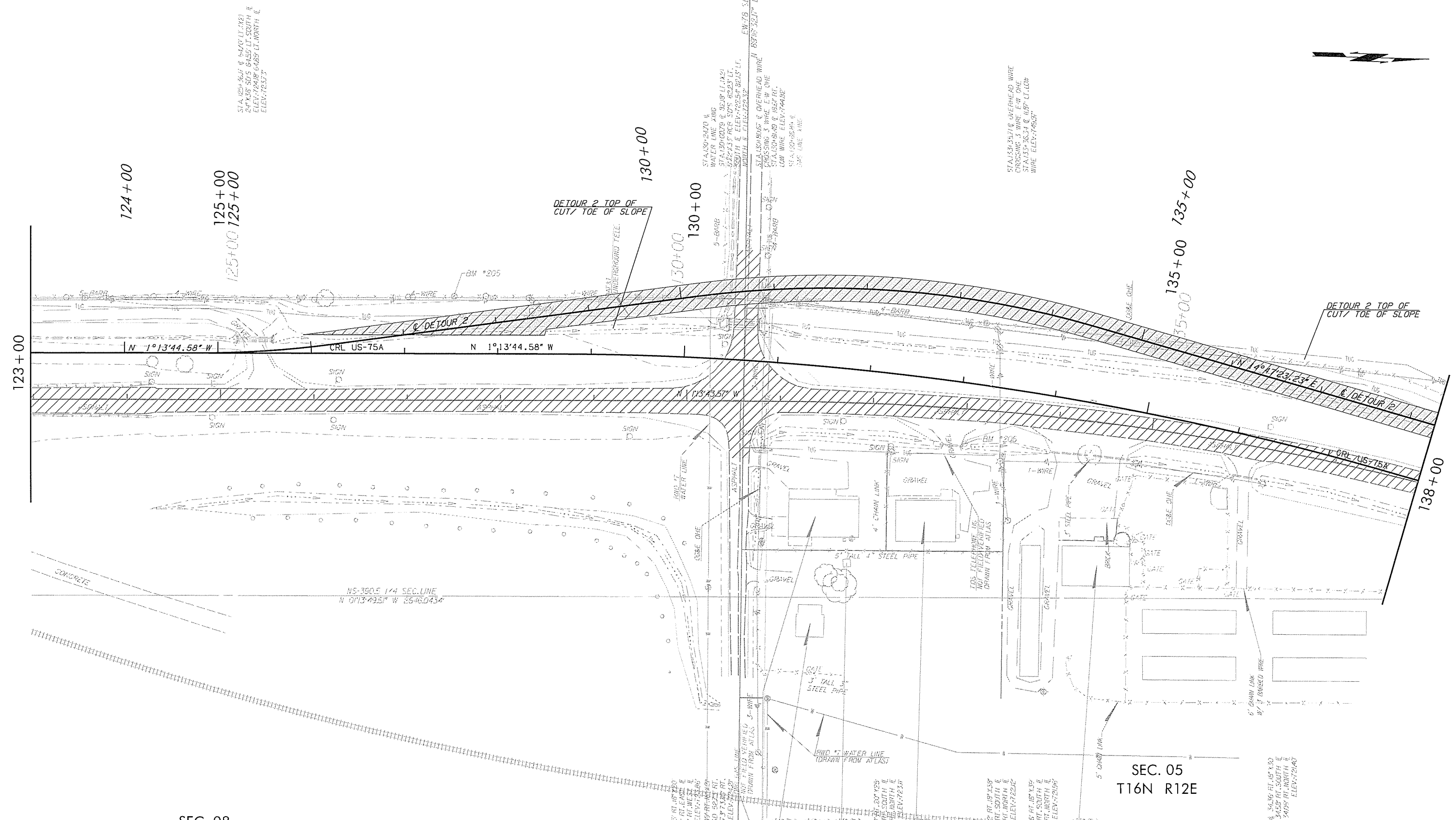
SEC. 08  
T16N R12E

DESIGN	KDL	<p>OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION</p> <p><b>PAVEMENT REMOVAL DETAIL</b></p> <p>STATE JOB NO. 27075(04) SHEET NO. 22</p> <p>CREEK COUNTY US-75A</p>
DRAWN	KDL	
CHECKED		
APPROVED		
SQUAD	HAMILTON	

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

SEC. 08  
T16N R12E

SEC. 05  
T16N R12E



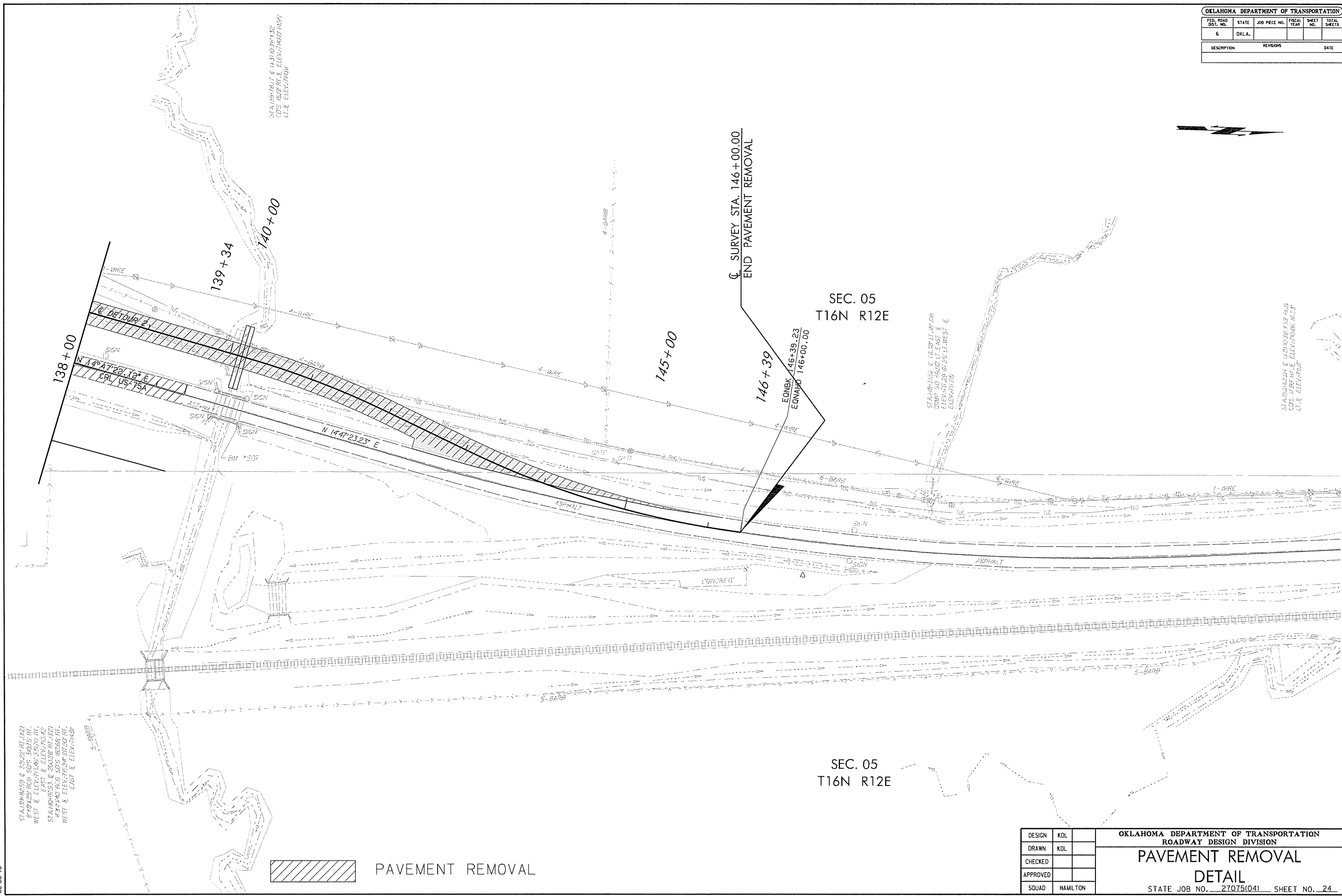
SEC. 08  
T16N R12E  
PAVEMENT REMOVAL

DESIGN	KDL
DRAWN	KDL
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
**PAVEMENT REMOVAL**  
DETAIL  
STATE JOB NO. 27075(04) SHEET NO. 23

05-03-16

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



STATION 139+34  
 C.P.S. 14587.00 ELEV. 7465.1055  
 L.T. ELEV. 7465

STATION 146+39.23  
 COMP. S.D. 15600' LT. EAST  
 ELEV. 7429.0725 LT. WEST  
 ELEV. 7417.05

STATION 146+39.23  
 C.P.S. 15597.00 ELEV. 7408.0125  
 L.T. ELEV. 7417

STA. 139+00.00 @ 324.22' RT. (22)  
 BY 8/25/85 NCB S.D.S. 31075 RT.  
 WEST @ ELEV. 715.46' 3.3277 RT.  
 EAST @ ELEV. 715.43'  
 STA. 140+00.00 @ 260.28' RT. (22)  
 BY 8/25/85 NCB S.D.S. 162265 RT.  
 WEST @ ELEV. 715.24' 217.00 RT.  
 EAST @ ELEV. 714.58'

 PAVEMENT REMOVAL

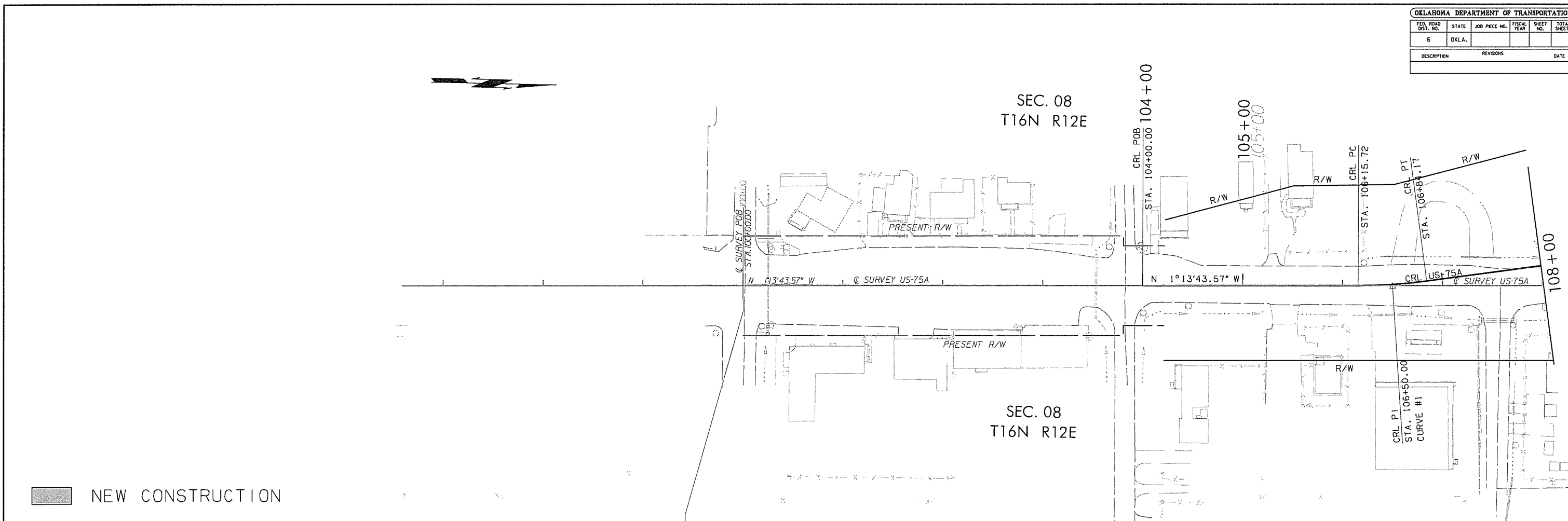
SEC. 05  
 T16N R12E

DESIGN	KDL
DRAWN	KDL
CHECKED	
APPROVED	
SQUAD	HAMILTON

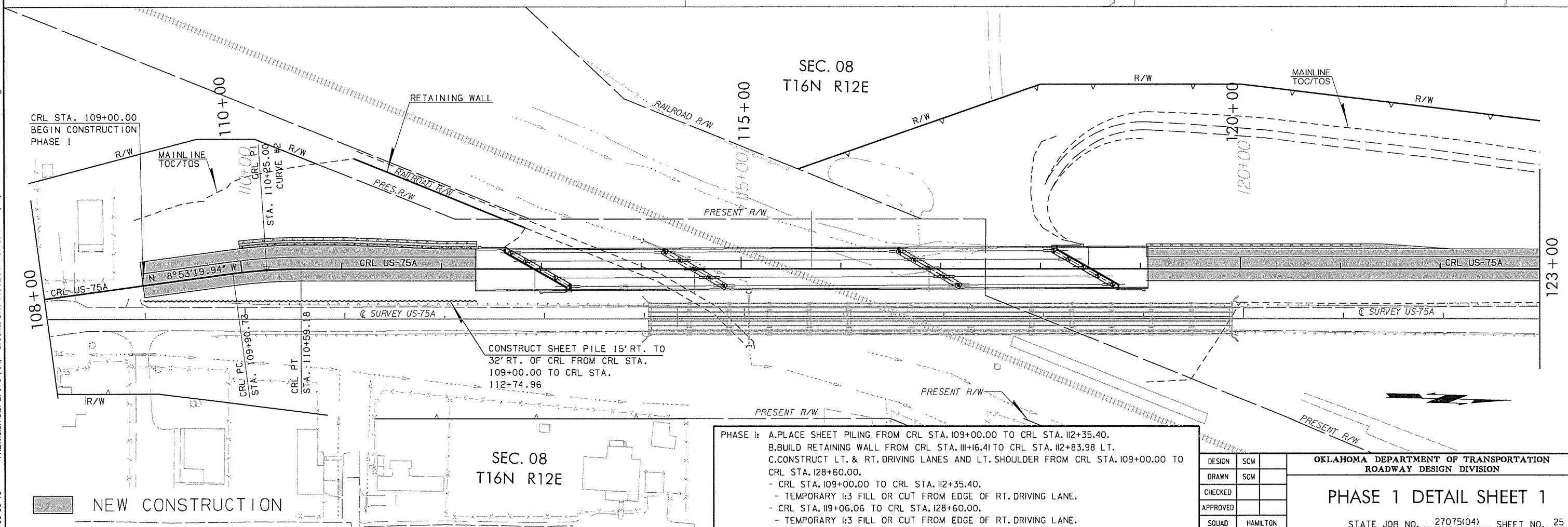
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
**PAVEMENT REMOVAL  
 DETAIL**  
 STATE JOB NO. 27075(04) SHEET NO. 24



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



NEW CONSTRUCTION



NEW CONSTRUCTION

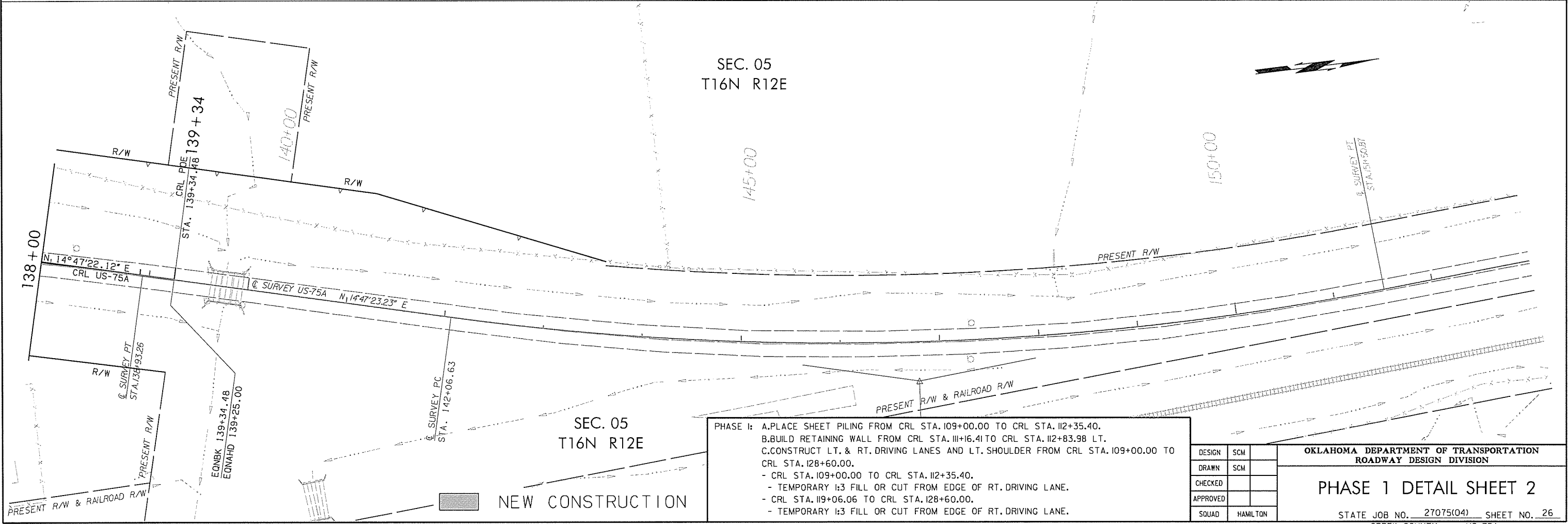
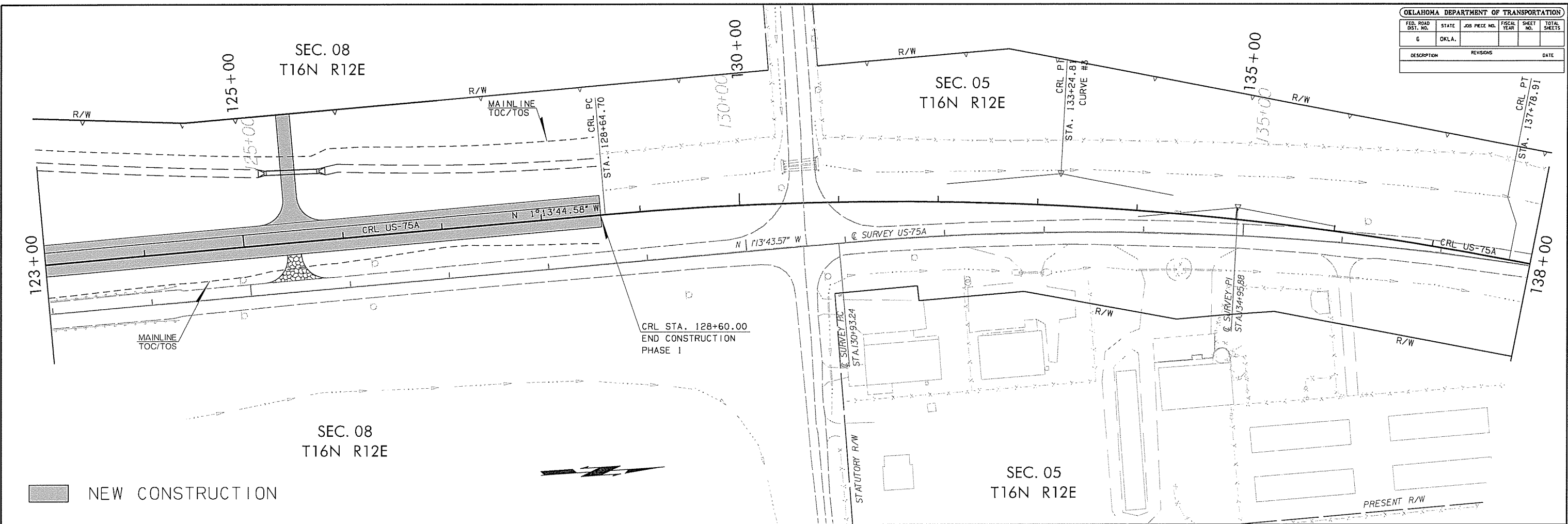
PHASE 1: A.PLACE SHEET PILING FROM CRL STA. 109+00.00 TO CRL STA. 112+35.40.  
 B.BUILD RETAINING WALL FROM CRL STA. 111+6.41 TO CRL STA. 112+83.98 LT.  
 C.CONSTRUCT LT. & RT. DRIVING LANES AND LT. SHOULDER FROM CRL STA. 109+00.00 TO CRL STA. 128+60.00.  
 - CRL STA. 109+00.00 TO CRL STA. 112+35.40.  
 - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT. DRIVING LANE.  
 - CRL STA. 119+06.06 TO CRL STA. 128+60.00.  
 - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT. DRIVING LANE.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
**PHASE 1 DETAIL SHEET 1**  
 STATE JOB NO. 27075(04) SHEET NO. 25  
 CREEK COUNTY US-75A

Y:\Division 8\JP27075 (04) Creek\IDGN\PROJECT.DGN\27075 (04) Phase 1 Detail Sheet 1.dgn  
 05-03-16

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



PHASE 1: A.PLACE SHEET PILING FROM CRL STA.109+00.00 TO CRL STA.112+35.40.  
 B.BUILD RETAINING WALL FROM CRL STA.111+16.41 TO CRL STA.112+83.98 LT.  
 C.CONSTRUCT LT. & RT.DRIVING LANES AND LT.SHOULDER FROM CRL STA.109+00.00 TO CRL STA.128+60.00.  
 - CRL STA.109+00.00 TO CRL STA.112+35.40.  
 - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT.DRIVING LANE.  
 - CRL STA.119+06.06 TO CRL STA.128+60.00.  
 - TEMPORARY 1:3 FILL OR CUT FROM EDGE OF RT.DRIVING LANE.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
**PHASE 1 DETAIL SHEET 2**  
 STATE JOB NO. 27075(04) SHEET NO. 26  
 CREEK COUNTY US-75A

05-03-16 Y:\Division 8\IP27075 (04) Creek\IGN\PROJECT DGN\327075 (04) Phase 1 Detail Sheet 2.dgn

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

SEC. 08  
T16N R12E

SEC. 08  
T16N R12E

SEC. 08  
T16N R12E

SEC. 08  
T16N R12E

PREVIOUS PHASE  
NEW CONSTRUCTION

PREVIOUS PHASE  
NEW CONSTRUCTION

PHASE 2:  
 A. CONSTRUCT BOTH DETOURS.  
 - CONSTRUCT DETOUR 1 FROM CRL STA. 104+00.00 TO CRL STA. 109+96.00.  
 - CONSTRUCT DETOUR 2 FROM CRL STA. 125+91.00 TO CRL STA. 139+34.48 BK.  
 = @ SURVEY STA. 139+25.00 AHD. TO @ SURVEY STA. 146+00.00.  
 B. SHIFT TRAFFIC FROM EXISTING US-75A TO NEWLY CONSTRUCTED DETOURS 1 AND 2.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

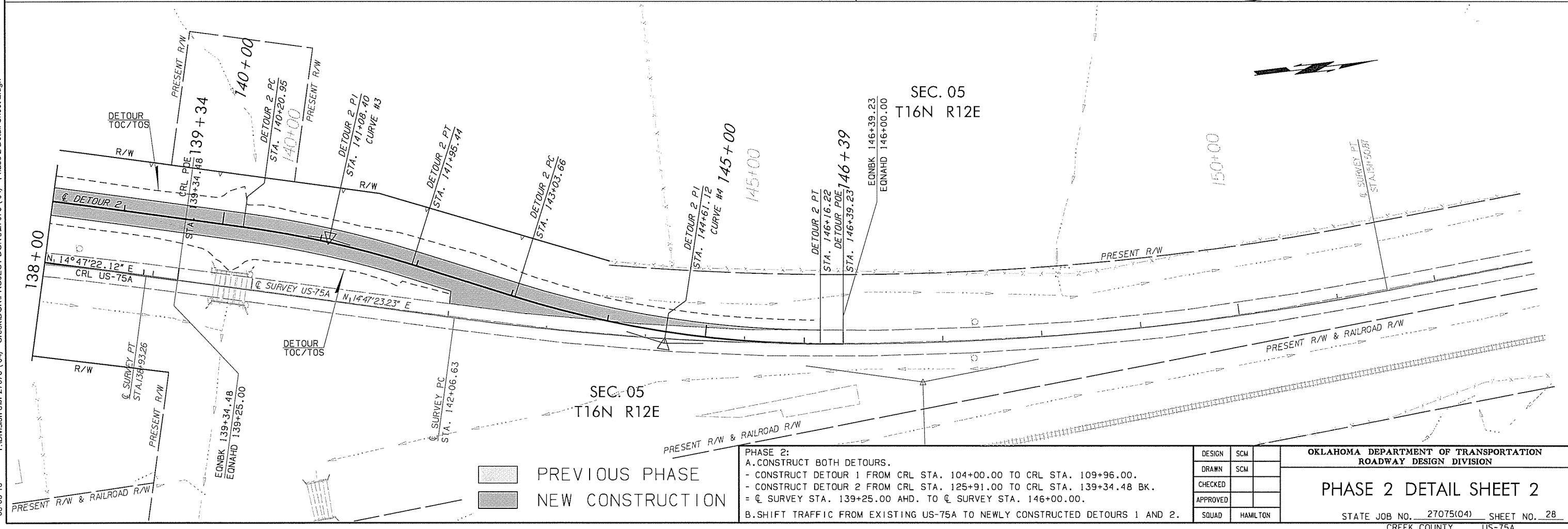
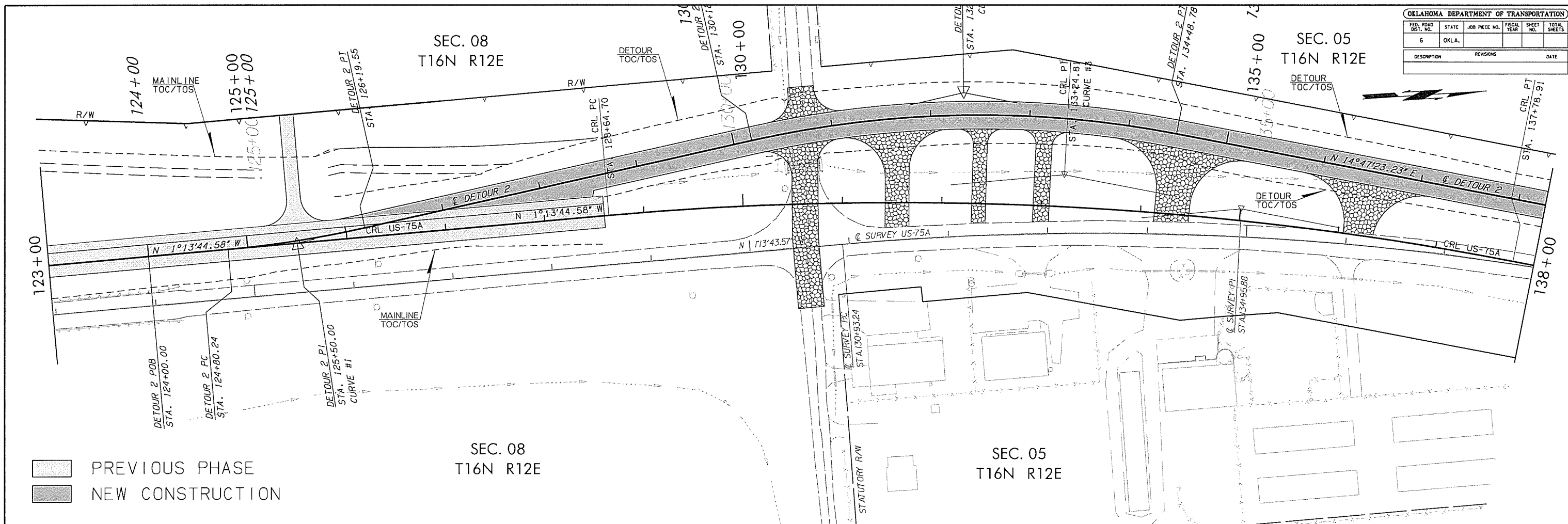
PHASE 2 DETAIL SHEET 1

STATE JOB NO. 27075(04) SHEET NO. 27  
CREEK COUNTY US-75A

Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Phase 2 Detail Sheet 1.dgn

05-03-16

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



PHASE 2:  
 A. CONSTRUCT BOTH DETOURS.  
 - CONSTRUCT DETOUR 1 FROM CRL STA. 104+00.00 TO CRL STA. 109+96.00.  
 - CONSTRUCT DETOUR 2 FROM CRL STA. 125+91.00 TO CRL STA. 139+34.48 BK.  
 = C SURVEY STA. 139+25.00 AHD. TO C SURVEY STA. 146+00.00.  
 B. SHIFT TRAFFIC FROM EXISTING US-75A TO NEWLY CONSTRUCTED DETOURS 1 AND 2.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION

**PHASE 2 DETAIL SHEET 2**

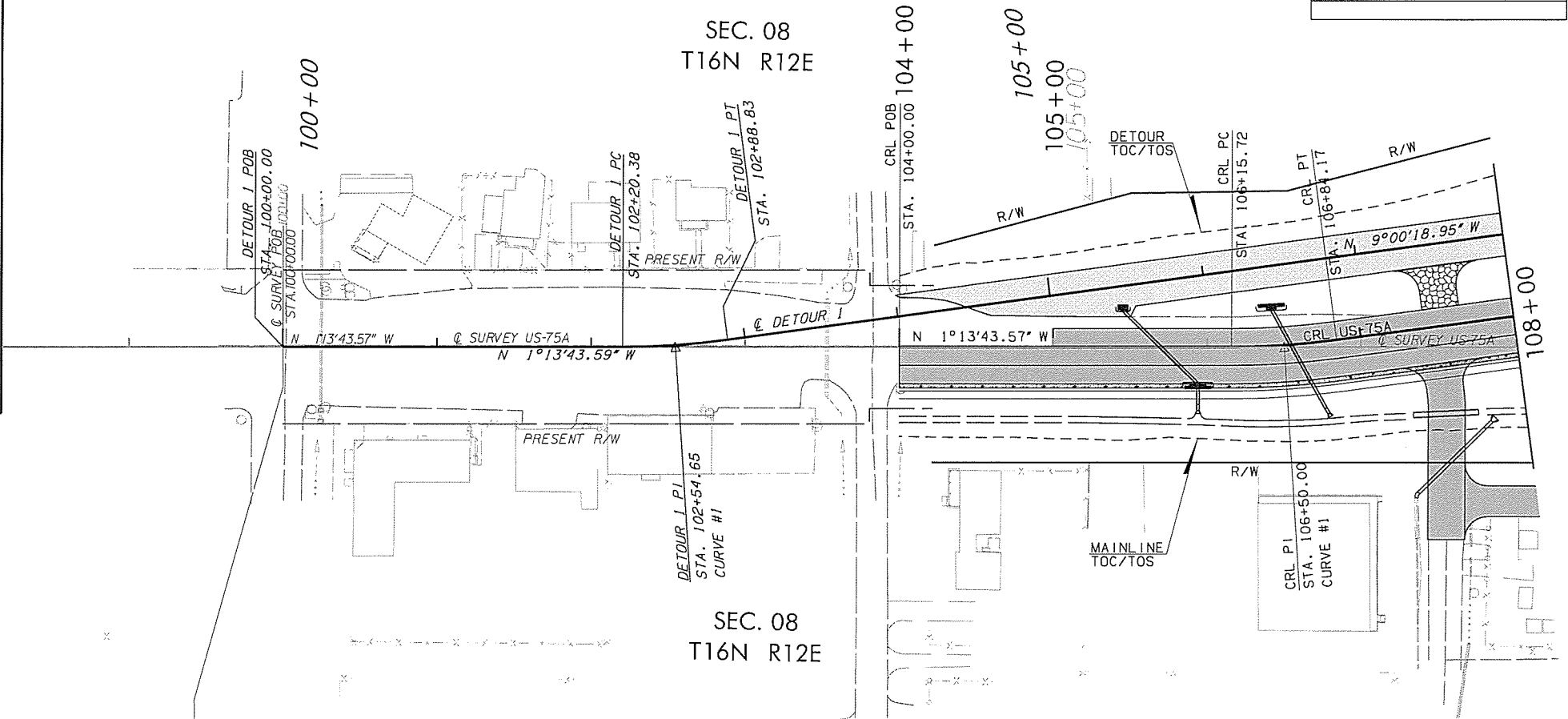
STATE JOB NO. 27075(04) SHEET NO. 28  
 CREEK COUNTY US-75A

05-03-16 Y:\Division 8\JP27075 (04) Creek\DGMP\PROJECT DGNs\27075 (04) Phase 2 Detail Sheet 2.dgn



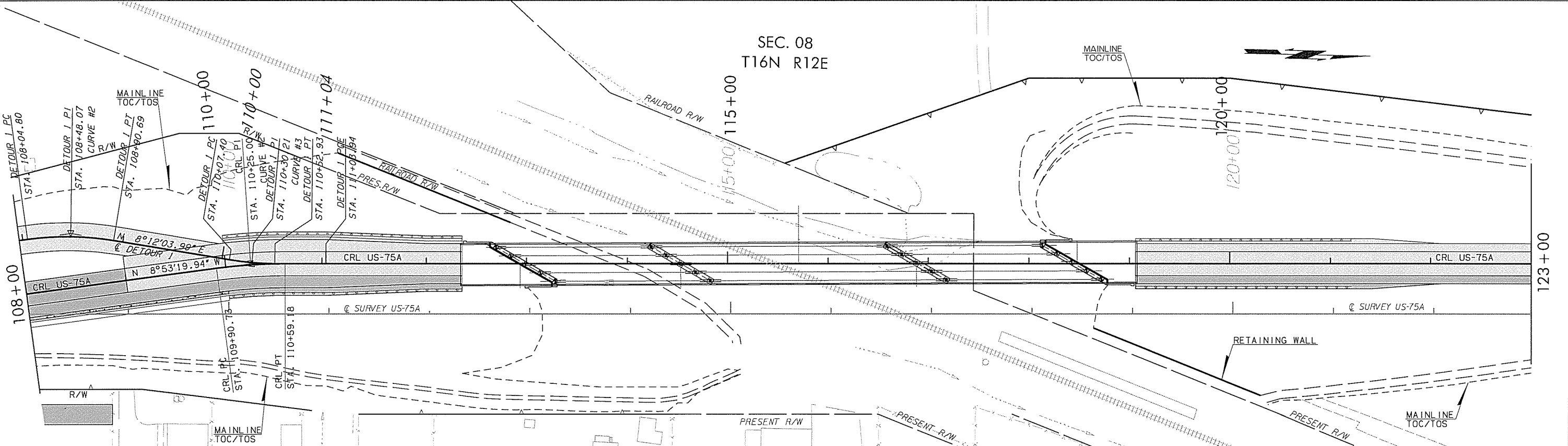
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION			REVISIONS		DATE

- PHASE III
- REMOVE EXISTING US-75A FROM CRL STA. 104+00.00 TO CRL STA. 139+34.48.
    - REMOVE RT. DRIVING LAND & SHOULDER ONLY FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
  - CONSTRUCT MAINLINE US-75A FROM CRL STA. 104+00.00 TO CRL STA. 109+00.00.
    - CONSTRUCT RT. DRIVING LANE & RT. SHOULDER ONLY FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
    - CONSTRUCT LT. & RT. DRIVING LANES AND RT. SHOULDER FROM CRL STA. 105+00.00 TO CRL STA. 109+00.00.
    - TEMPORARY 1:3 FILL OR CUT FROM LT. EDGE OF DRIVING LANE.
  - CONSTRUCT RT. SHOULDER AND FINISH SLOPE FROM CRL STA. 109+00.00 TO CRL STA. 112+35.40.
  - BUILD RETAINING WALL FROM CRL STA. 118+63.89 TO CRL STA. 120+29.85 RT.
  - CONSTRUCT MAINLINE US-75A FROM CRL STA. 119+06.06 TO CRL STA. 139+34.48.
    - CONSTRUCT RT. SHOULDER AND FINISH SLOPE FROM CRL STA. 119+06.06 TO CRL STA. 128+60.00.
    - CONSTRUCT LT. & RT. DRIVING LANES AND RT. SHOULDER FROM CRL STA. 128+60.00 TO CRL STA. 139+34.48.
    - TEMPORARY 1:3 FILL OR CUT FROM LT. EDGE OF DRIVING LANE.
  - SHIFT TRAFFIC FROM DETOUR 1 TO NEWLY CONSTRUCTED RT. SIDE OF US-75A FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00. FROM CRL STA. 105+00.00 ONWARD SHIFT TRAFFIC TO ALL LANES. SHIFT TRAFFIC FROM DETOUR 2 TO NEWLY CONSTRUCTED US-75A.



PREVIOUS PHASE  
 NEW CONSTRUCTION

Y:\Division 8\UP27075 (04) Creek\IGN\PROJECT DGN\27075 (04) Phase 3 Detail Sheet 1.dgn  
 05-03-16



PREVIOUS PHASE  
 NEW CONSTRUCTION

FOR PHASING INFORMATION SEE THIS SHEET.

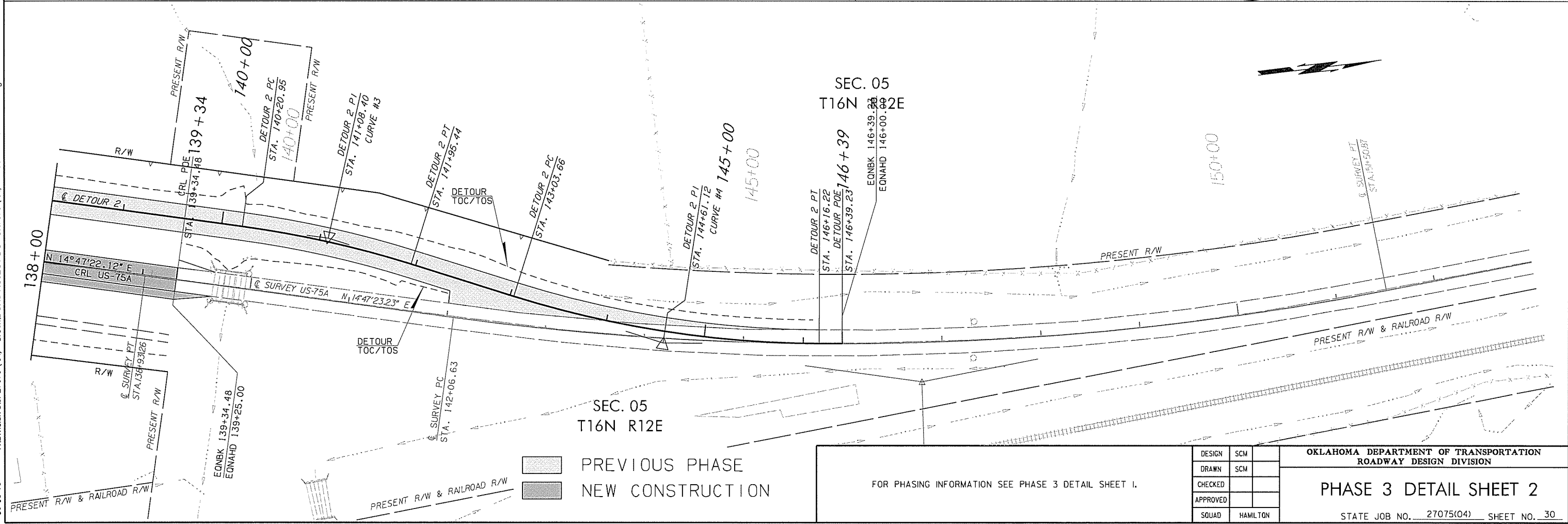
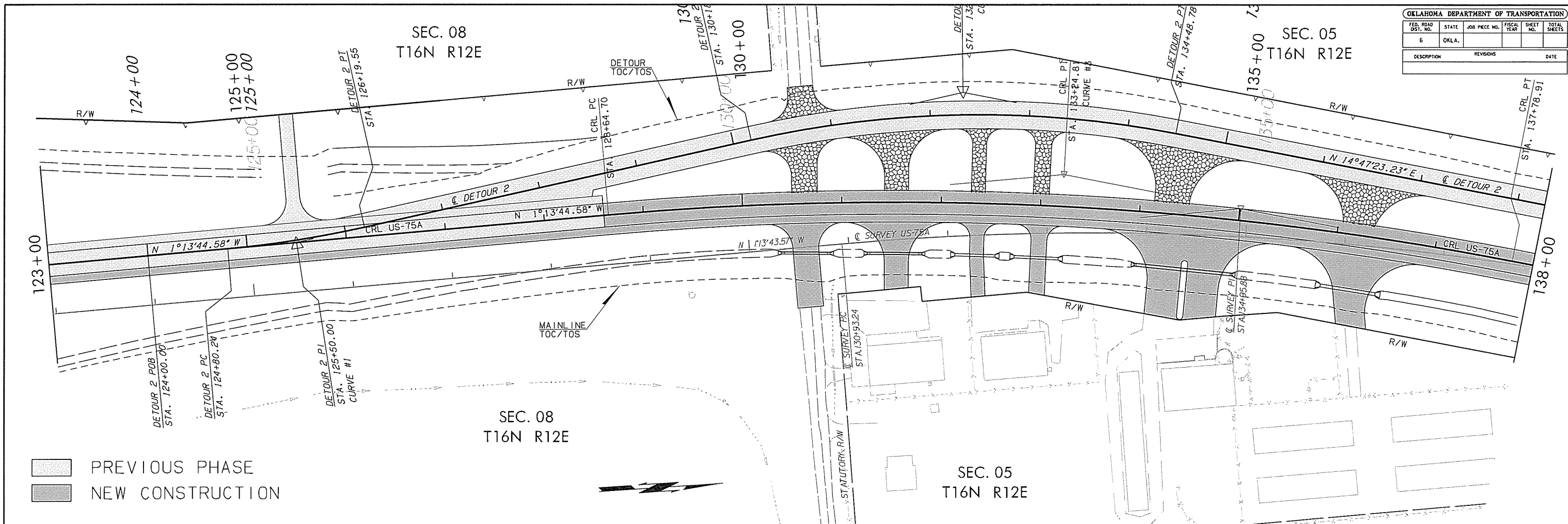
DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

**PHASE 3 DETAIL SHEET 1**

STATE JOB NO. 27075(04) SHEET NO. 29  
CREEK COUNTY US-75A

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



05-03-16 Y:\Division 8\JP27075 (04) Creek\IGNIPROJECT.DGN\27075 (04) Phase 3 Detail Sheet 2.dgn

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

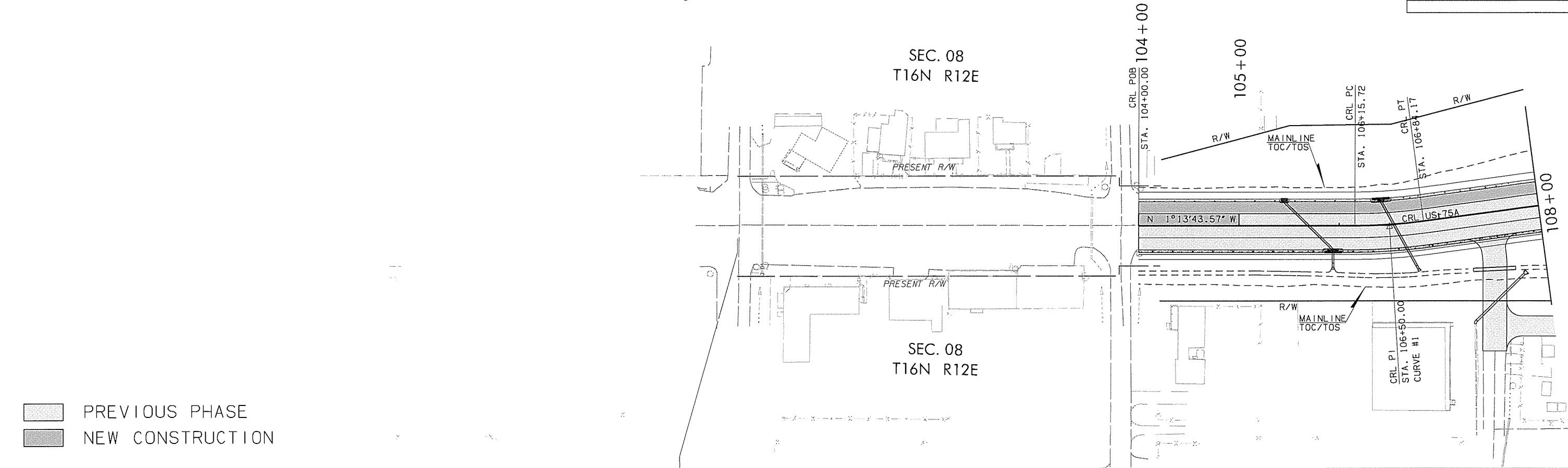
**PHASE 3 DETAIL SHEET 2**

STATE JOB NO. 27075(04) SHEET NO. 30  
CREEK COUNTY US-75A

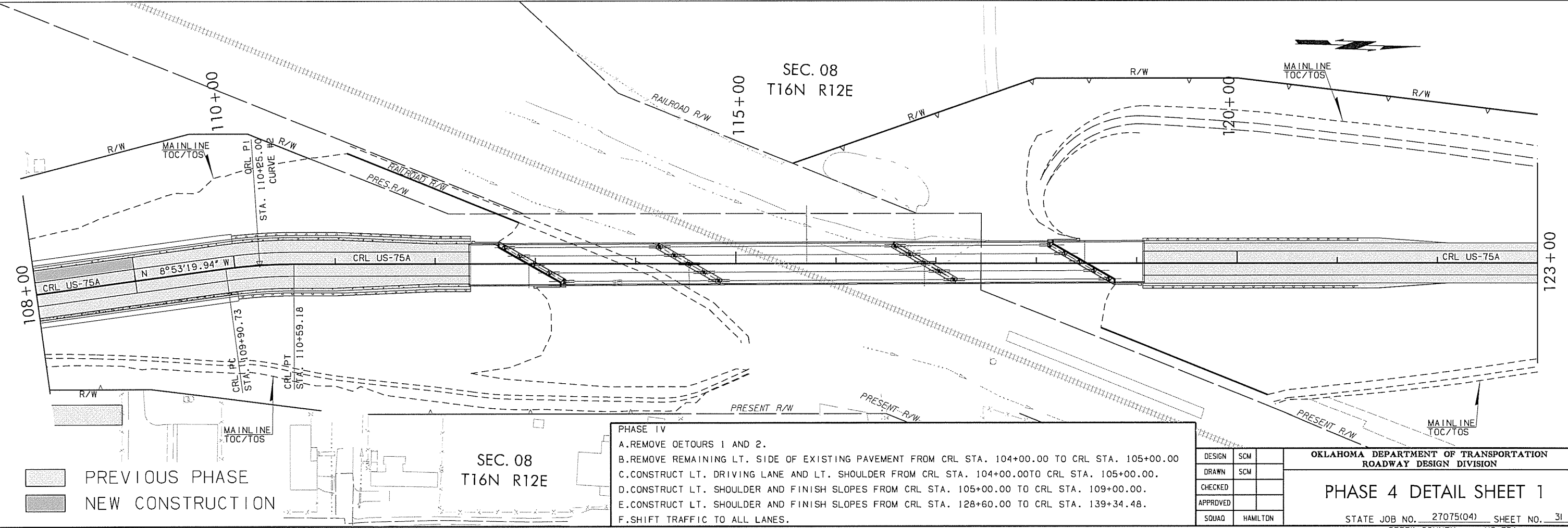
FOR PHASING INFORMATION SEE PHASE 3 DETAIL SHEET 1.

PHASE III  
A.

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



PREVIOUS PHASE  
NEW CONSTRUCTION



PREVIOUS PHASE  
NEW CONSTRUCTION

- PHASE IV
- REMOVE OETOURS 1 AND 2.
  - REMOVE REMAINING LT. SIDE OF EXISTING PAVEMENT FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00
  - CONSTRUCT LT. DRIVING LANE AND LT. SHOULDER FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
  - CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 105+00.00 TO CRL STA. 109+00.00.
  - CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 128+60.00 TO CRL STA. 139+34.48.
  - SHIFT TRAFFIC TO ALL LANES.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

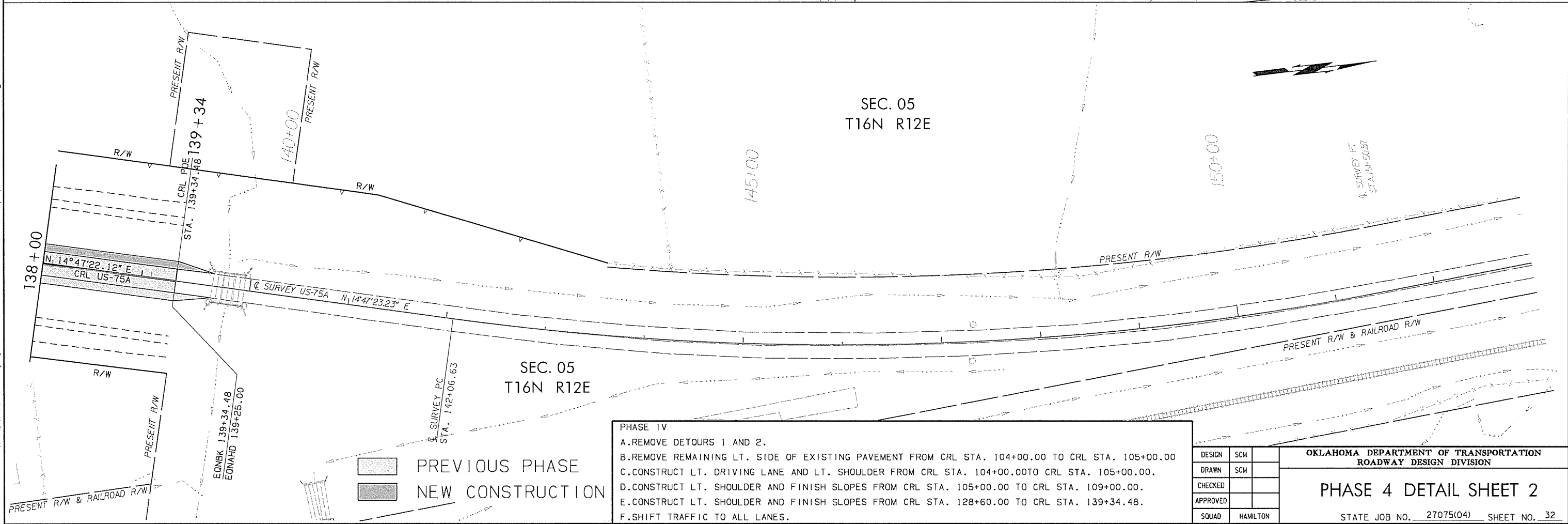
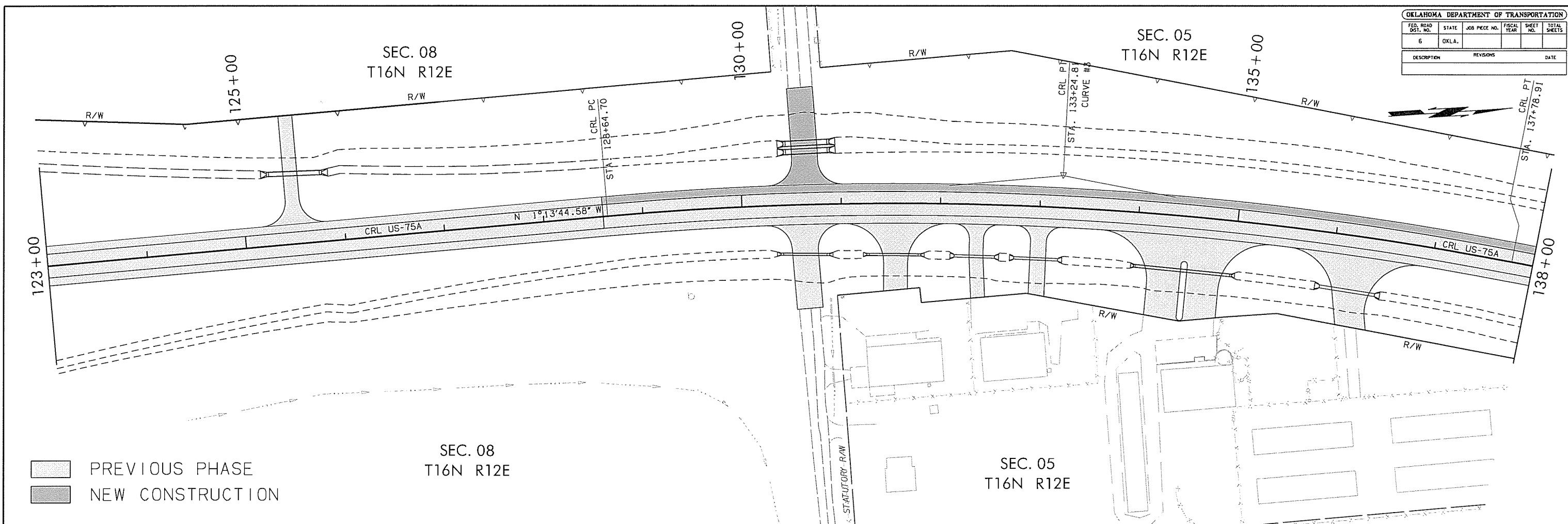
**PHASE 4 DETAIL SHEET 1**

STATE JOB NO. 27075(04) SHEET NO. 31  
CREEK COUNTY US-75A

Y:\Division 8\JP27075 (04) Creek\IDGN\PROJECT.DGN\27075 (04) Phase 4 Detail Sheet 1.dgn

05-03-16

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



- PHASE IV**
- A. REMOVE DETOURS 1 AND 2.
  - B. REMOVE REMAINING LT. SIDE OF EXISTING PAVEMENT FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00
  - C. CONSTRUCT LT. DRIVING LANE AND LT. SHOULDER FROM CRL STA. 104+00.00 TO CRL STA. 105+00.00.
  - D. CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 105+00.00 TO CRL STA. 109+00.00.
  - E. CONSTRUCT LT. SHOULDER AND FINISH SLOPES FROM CRL STA. 128+60.00 TO CRL STA. 139+34.48.
  - F. SHIFT TRAFFIC TO ALL LANES.

DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION**

**PHASE 4 DETAIL SHEET 2**

STATE JOB NO. 27075(04) SHEET NO. 32  
CREEK COUNTY US-75A

Y:\Division 8\UP27075 (04) Creek\IGN\PROJECT DGN'S\27075 (04) Phase 4 Detail Sheet 2.dgn 05-03-16

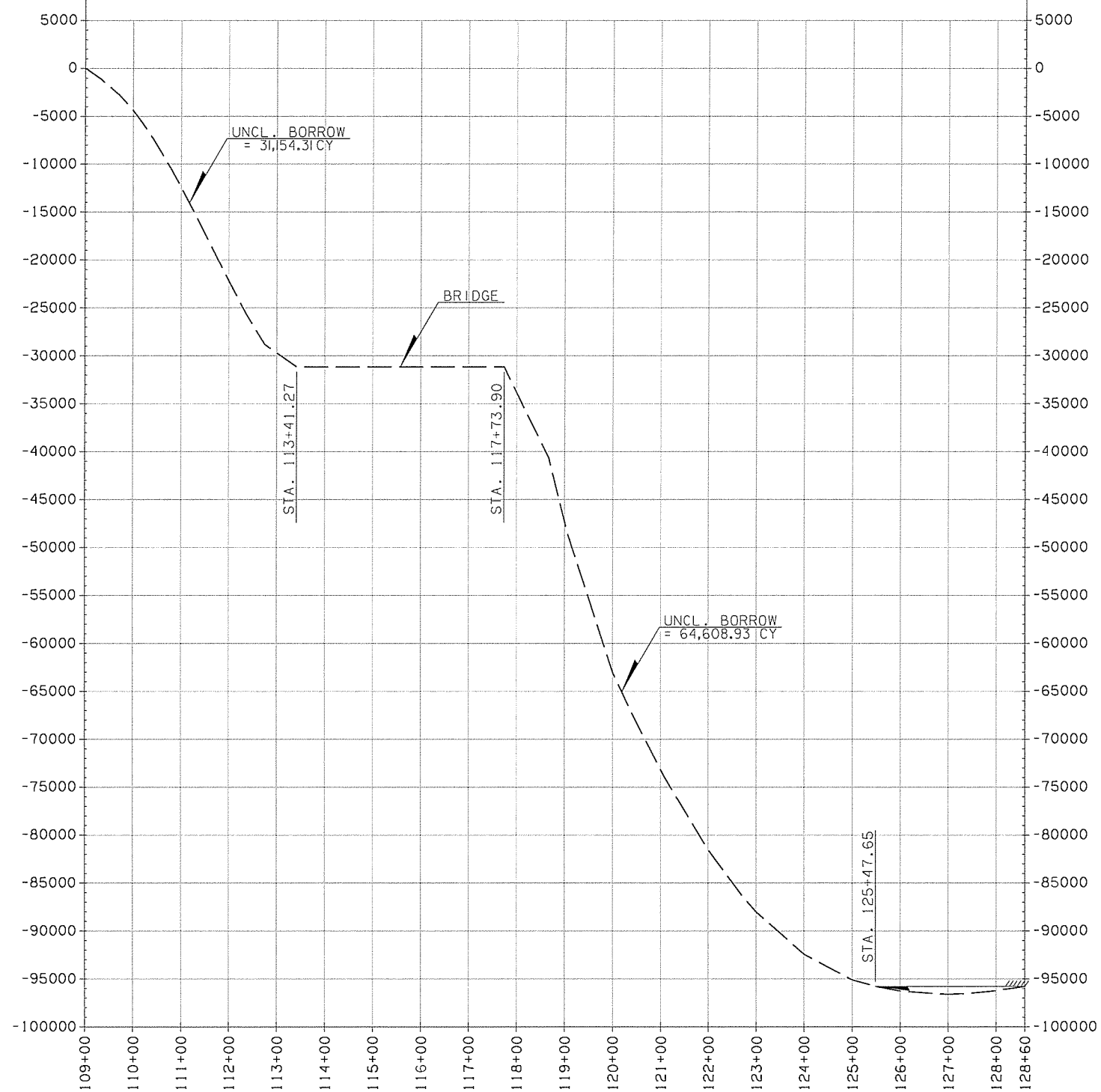


OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

PHASE 1 EARTHWORK ESTIMATE

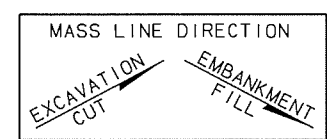
STA. 109+00.00 TO STA. 128+60.00

UNCL. EXCAV. = 3,697.26 CY  
 EMB. + 15% = 99,460.50 CY  
 UNCL. BORROW = 95,763.24 CY



Y:\Division 8\JP27075 (04) Creek\DWG\PROJECT DGNs\27075 (04) Mass Diagram.dgn

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



DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

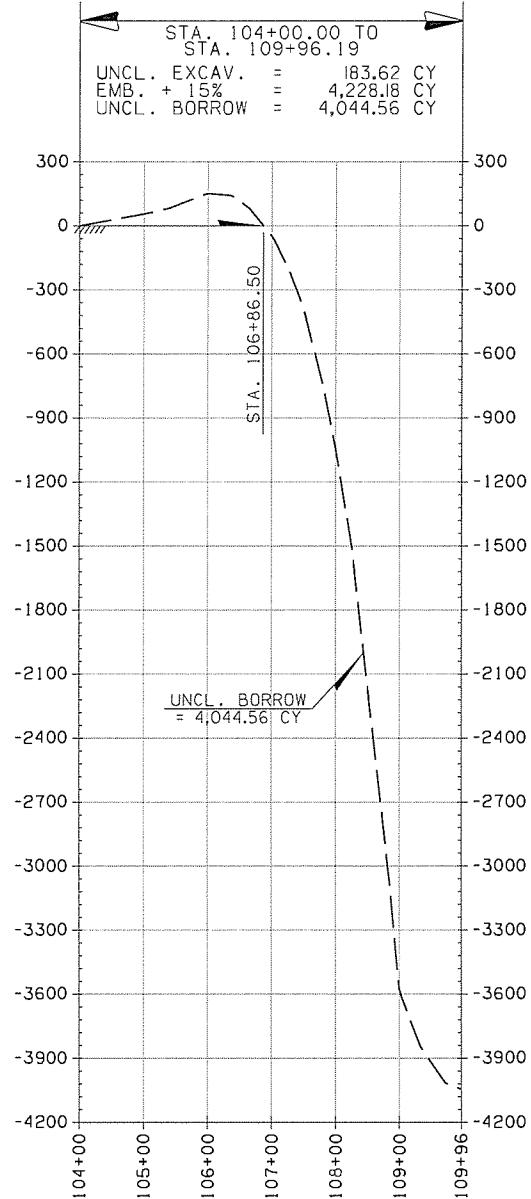
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

MASS DIAGRAM

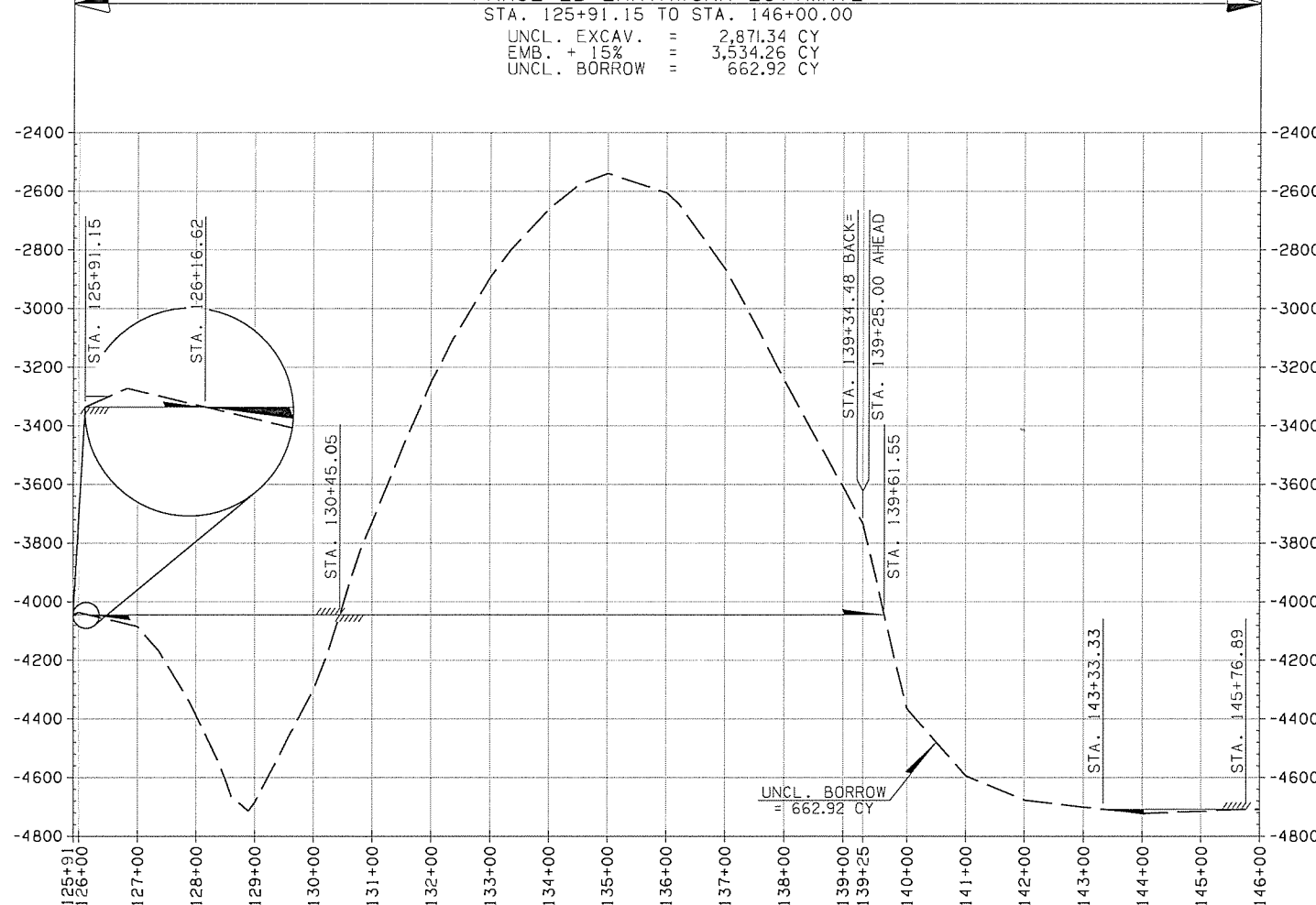
STATE JOB NO. 27075(04) SHEET NO. 33  
 CREEK COUNTY US-75A

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

PHASE 2A EARTHWORK ESTIMATE

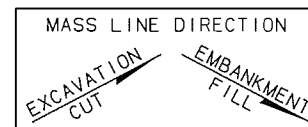


PHASE 2B EARTHWORK ESTIMATE



05-03-16 Y:\Division 8\JP27075 (04) Creek\IDGMP\PROJECT.DGN\S27075 (04) Mass Diagram.dgn

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



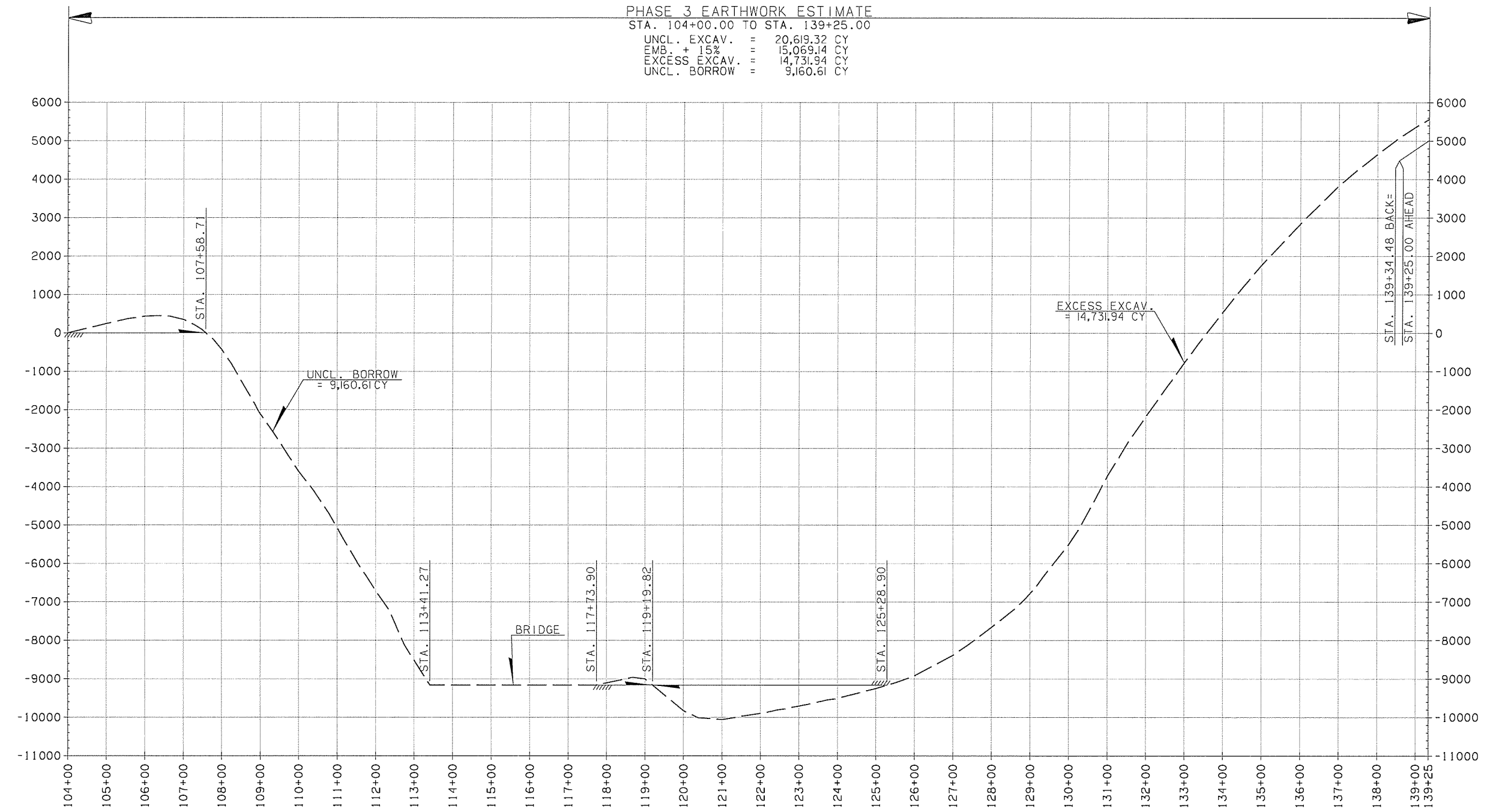
DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

MASS DIAGRAM

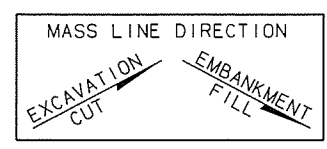
STATE JOB NO. 27075(04) SHEET NO. 34  
CREEK COUNTY US-75A

PHASE 3 EARTHWORK ESTIMATE  
 STA. 104+00.00 TO STA. 139+25.00  
 UNCL. EXCAV. = 20,619.32 CY  
 EMB. + 15% = 15,069.14 CY  
 EXCESS EXCAV. = 14,731.94 CY  
 UNCL. BORROW = 9,160.61 CY



Y:\Division 8\UP27075 (04) Creek\IDGN\PROJECT DGN\127075 (04) Mass Diagram.dgn

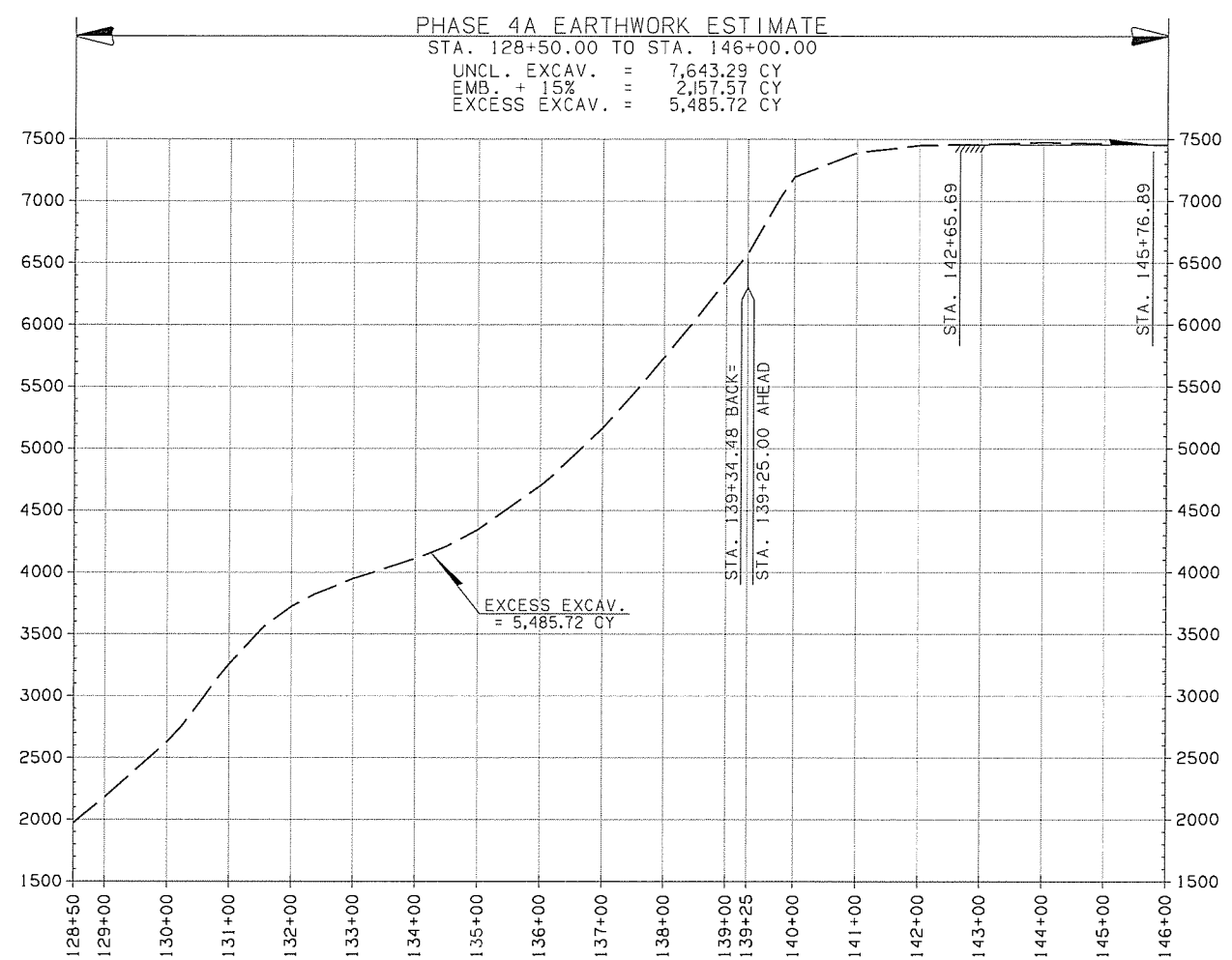
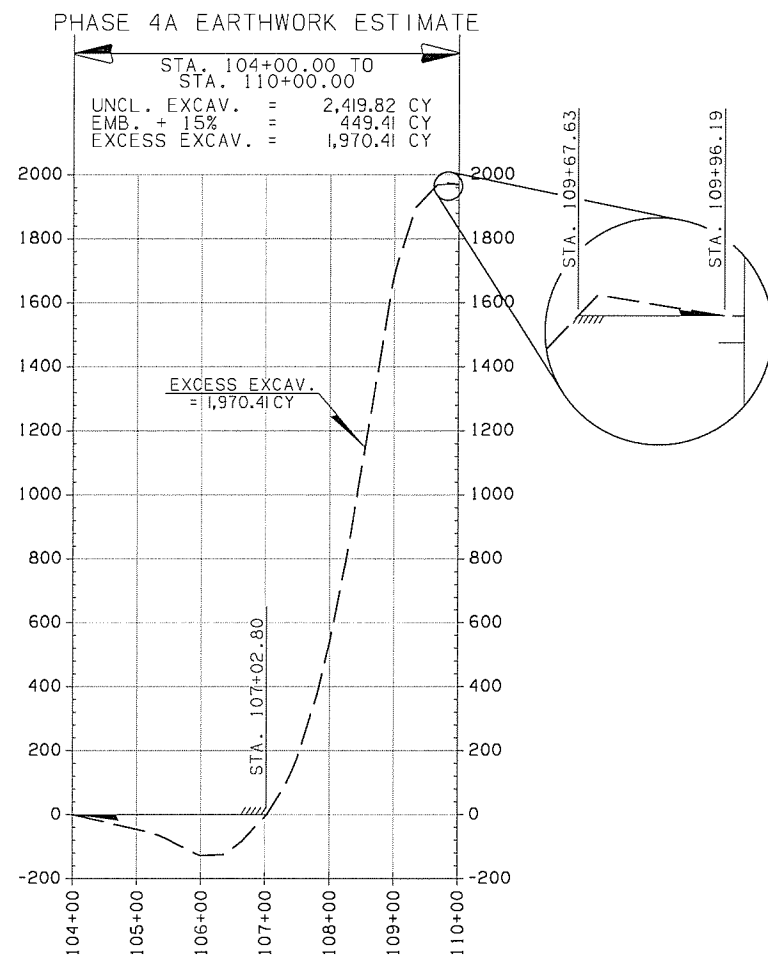
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CHARACTER AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL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



DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION

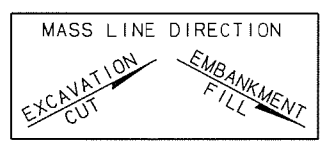
MASS DIAGRAM



SUMMARY OF EARTHWORK					
STATION TO STATION	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT +15%	EXCESS EXCAVATION	UNCLASSIFIED BORROW 202(D)	WASTE
	CY	CY	CY	CY	CY
PHASE 1 - STA. 109+00.00 TO STA. 128+60.00	3,697.26	99,460.50	0.00	95,763.24	0.00
PHASE 2A - STA. 104+00.00 TO STA. 109+96.19	183.62	4,228.18	0.00	4,044.56	0.00
PHASE 2B - STA. 125+91.15 TO STA. 146+00.00	2,871.34	3,534.26	0.00	662.92	0.00
PHASE 3 - STA. 104+00.00 TO STA. 139+25.00	20,619.32	15,069.14	0.00 ●	9,160.61	14,731.94
PHASE 4A - STA. 104+00.00 TO STA. 110+00.00	2,419.82	449.41	0.00 ▲	0.00	1,970.41
PHASE 4B - STA. 128+50.00 TO STA. 146+00.00	7,643.29	2,157.57	0.00 ■	0.00	5,485.72
TOTALS	37,434.65			109,631.33	22,188.07

- EXCESS EXCAV. REDUCED BY 14,731.94 CY TO WASTE.
- ▲ EXCESS EXCAV. REDUCED BY 1,970.41 CY TO WASTE.
- EXCESS EXCAV. REDUCED BY 5,485.72 CY TO WASTE.

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



DESIGN	SCM
DRAWN	SCM
CHECKED	
APPROVED	
SQUAD	HAMILTON

MASS DIAGRAM





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

BM\* 201- SET RR SPIKE WEST FACE OF 18" TREE  
STA. 105+71.5 40.28' RT. ELEV. 735.69

UTILITIES OWNERSHIPS:

AT&T OF OKLAHOMA 1425 OAK ST KANSAS CTY, MO 64106	1 (816) 275-4014
CITY OF MOUNDS 1319 COMMERCIAL AVE MOUNDS, OK 74047	1 (918) 827-6711
ENOGEX 211 N ROBINSON, SUITE 950 OKLAHOMA CITY, OK 73102	1 (405) 530-7419
OG&E 3220 S HIGH ST OKLAHOMA CITY, OK 73129	1 (405) 553-5997
OKLAHOMA NATURAL GAS 5848 E 15TH ST TULSA, OK 74112	1 (918) 831-8259
RURAL WATER DISTRICT #7 1117 COMMERCIAL AVE MOUNDS, OK 74047	1 (918) 827-6575
TDS TELECOM 525 JUNCTION RD MADISON, WI 53717	1 (608) 685-3211

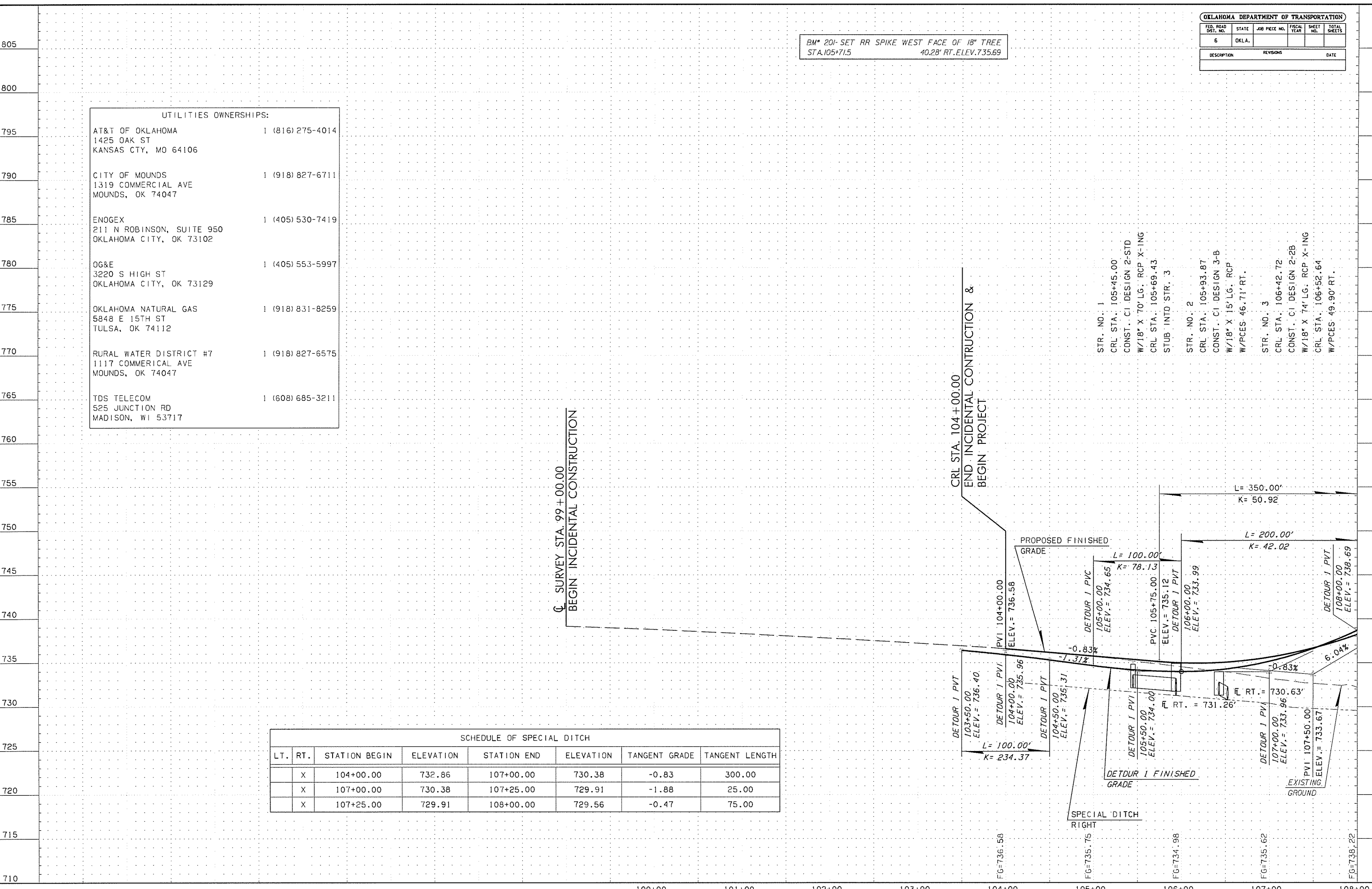
SCHEDULE OF SPECIAL DITCH

LT.	RT.	STATION BEGIN	ELEVATION	STATION END	ELEVATION	TANGENT GRADE	TANGENT LENGTH
	X	104+00.00	732.86	107+00.00	730.38	-0.83	300.00
	X	107+00.00	730.38	107+25.00	729.91	-1.88	25.00
	X	107+25.00	729.91	108+00.00	729.56	-0.47	75.00

CL SURVEY STA. 99+00.00  
BEGIN INCIDENTAL CONSTRUCTION

CRL STA. 104+00.00  
END INCIDENTAL CONSTRUCTION &  
BEGIN PROJECT

- STR. NO. 1  
CRL STA. 105+45.00  
CONST. C.I. DESIGN 2-STD  
W/18" X 70' LG. RCP X-ING  
CRL STA. 105+69.43  
STUB INTO STR. 3
- STR. NO. 2  
CRL STA. 105+93.87  
CONST. C.I. DESIGN 3-B  
W/18" X 15' LG. RCP  
W/PCES: 46.71' RT.
- STR. NO. 3  
CRL STA. 106+42.72  
CONST. C.I. DESIGN 2-2B  
W/18" X 74' LG. RCP X-ING  
CRL STA. 106+92.64  
W/PCES: 49.90' RT.

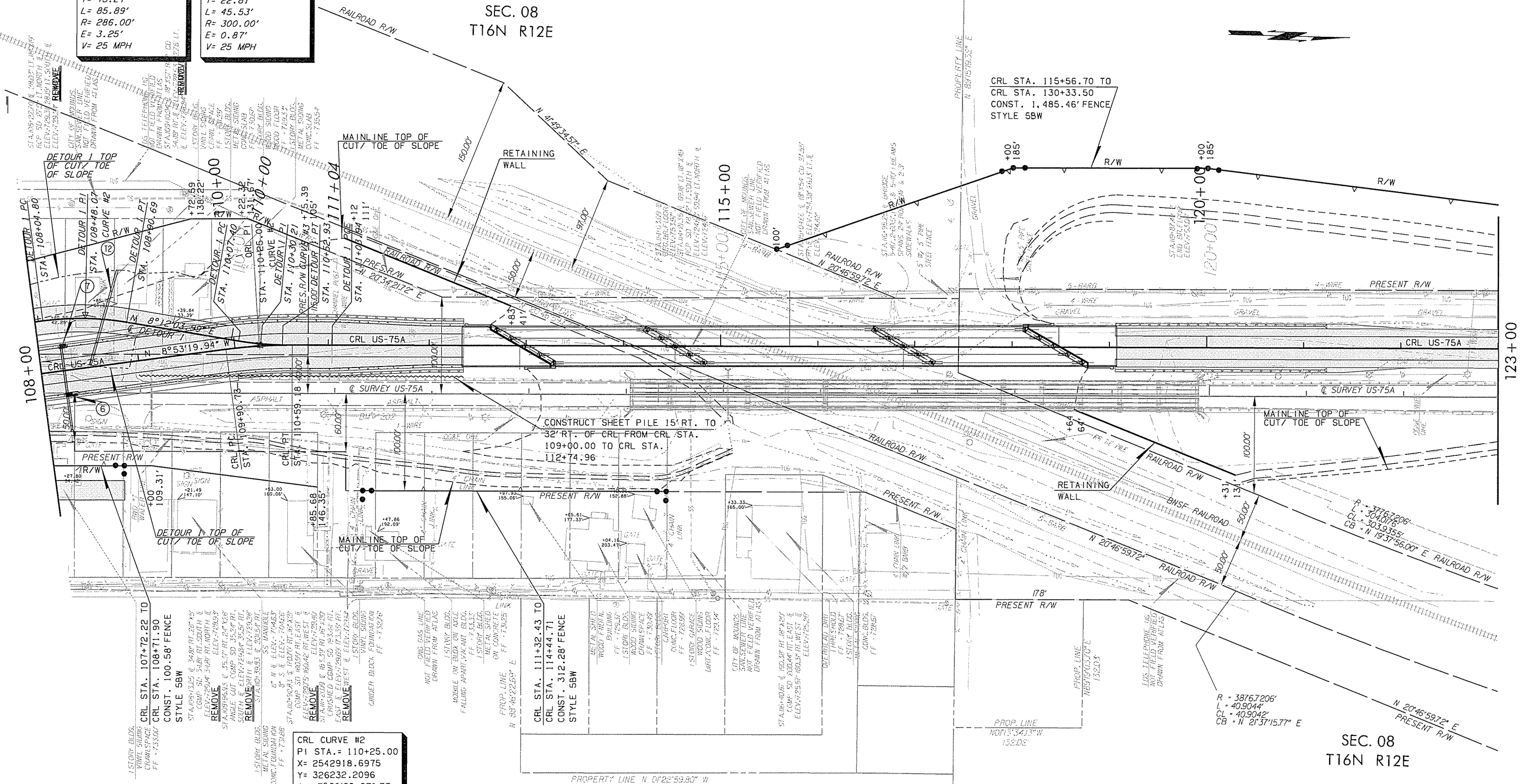


**DETOUR 1 CURVE #2**  
 PI STA. = 108+48.07  
 X = 2542892.3034  
 Y = 326052.5725  
 Δ = 17°12'22.94" RT.  
 D = 20°02'00.56"  
 T = 43.27'  
 L = 85.89'  
 R = 286.00'  
 E = 3.25'  
 V = 25 MPH

**DETOUR 1 CURVE #3**  
 PI STA. = 110+30.21  
 X = 2542918.3773  
 Y = 326233.4876  
 Δ = 8°41'40.82" LT.  
 D = 19°05'54.94"  
 T = 22.81'  
 L = 45.53'  
 R = 300.00'  
 E = 0.87'  
 V = 25 MPH

SEC. 08  
 T16N R12E

CRL STA. 115+56.70 TO  
 CRL STA. 130+33.50  
 CONST. 1,485.46' FENCE  
 STYLE 5BW



CRL STA. 107+72.22 TO  
 CRL STA. 108+71.90  
 CONST. 100.58' FENCE  
 STYLE 5BW

REMOVE  
 STA. 108+90.73  
 ELEV. 724.33  
 REMOVE  
 STA. 109+90.73  
 ELEV. 724.33  
 REMOVE  
 STA. 110+90.73  
 ELEV. 724.33

**CRL CURVE #2**  
 PI STA. = 110+25.00  
 X = 2542918.6975  
 Y = 326232.2096  
 Δ = 7°39'35.37" RT.  
 D = 11°11'26.09"  
 T = 34.28'  
 L = 68.45'  
 R = 512.00'  
 E = 1.15'  
 V = 35 MPH  
 E = 4.00%  
 EMAX = 4.00%

CRL STA. 111+32.43 TO  
 CRL STA. 114+44.71  
 CONST. 312.28' FENCE  
 STYLE 5BW

R = 3876.7206'  
 L = 40.9044'  
 CL = 40.9044'  
 CB = N 21°37'15.77" E

SEC. 08  
 T16N R12E

05-03-16

FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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DESCRIPTION		REVISIONS	DATE		

BM\* 202-SET RR SPIKE WEST FACE POWER POLE  
STA.110+88.52  
21.5' RT. ELEV.739.40

BM\* 203-"X" CUT ON SIDEWALK ATOP BRIDGE  
STA.116+02.77  
12.25' LT. ELEV.758.85

BM\* 204-SET RR SPIKE EAST FACE POWER POLE  
STA.121+64.16  
22.67' LT. ELEV.745.0

LT.	RT.	STATION BEGIN	ELEVATION	STATION END	ELEVATION	TANGENT GRADE	TANGENT LENGTH
	X	108+00.00	729.56	112+35.40	725.97	-0.82	435.40
X		119+06.06	727.06	128+37.95	720.91	-0.66	931.89
	X	119+06.06	727.06	128+37.95	721.08	-0.64	931.89

CONSTRUCT 2-150' & 1-235' P.G. BM SPANS  
X 40'-0" CLEAR ROADWAY WITH TR-4 TRAFFIC RAIL  
C BRIDGE STATION 115+70.73 ALONG CRL

BEGIN BRIDGE  
STA. 112+94.90  
FINISHED GRADE  
ELEV. = 760.98

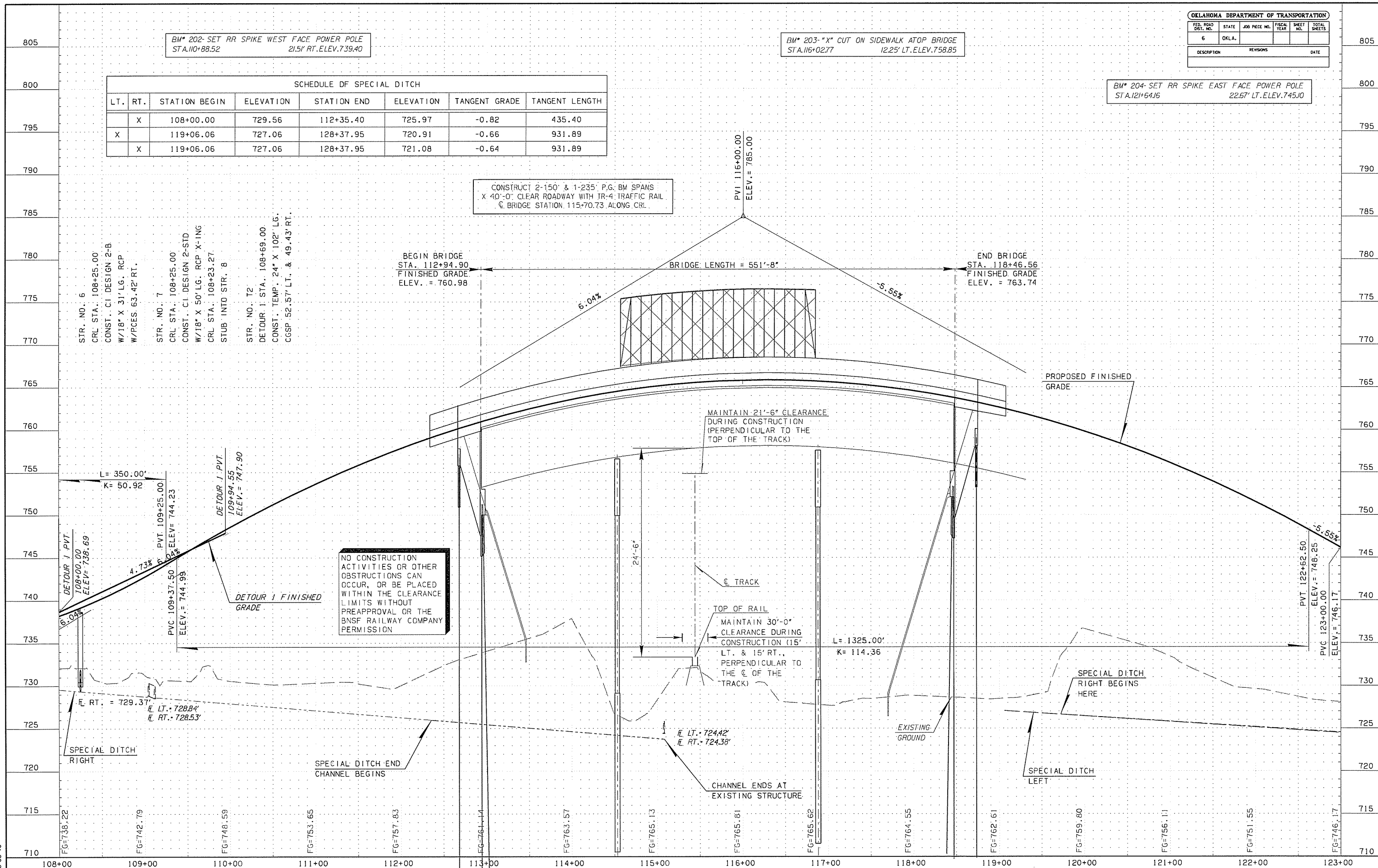
BRIDGE LENGTH = 551'-8"

END BRIDGE  
STA. 118+46.56  
FINISHED GRADE  
ELEV. = 763.74

STR. NO. 6  
CRL STA. 108+25.00  
CONST. C.I. DESIGN 2-B  
W/18" X 31' LG. RCP  
W/PCES. 63.42' RT.

STR. NO. 7  
CRL STA. 108+25.00  
CONST. C.I. DESIGN 2-STD  
W/18" X 50' LG. RCP X-ING  
CRL STA. 108+23.27  
STUB INTO STR. 8

STR. NO. T2  
DETOUR I STA. 108+69.00  
CONST. TEMP. 24" X 102' LG.  
CGSP 52.57' LT. & 49.43' RT.



05-03-16



SEC. 08  
T16N R12E

SEC. 05  
T16N R12E

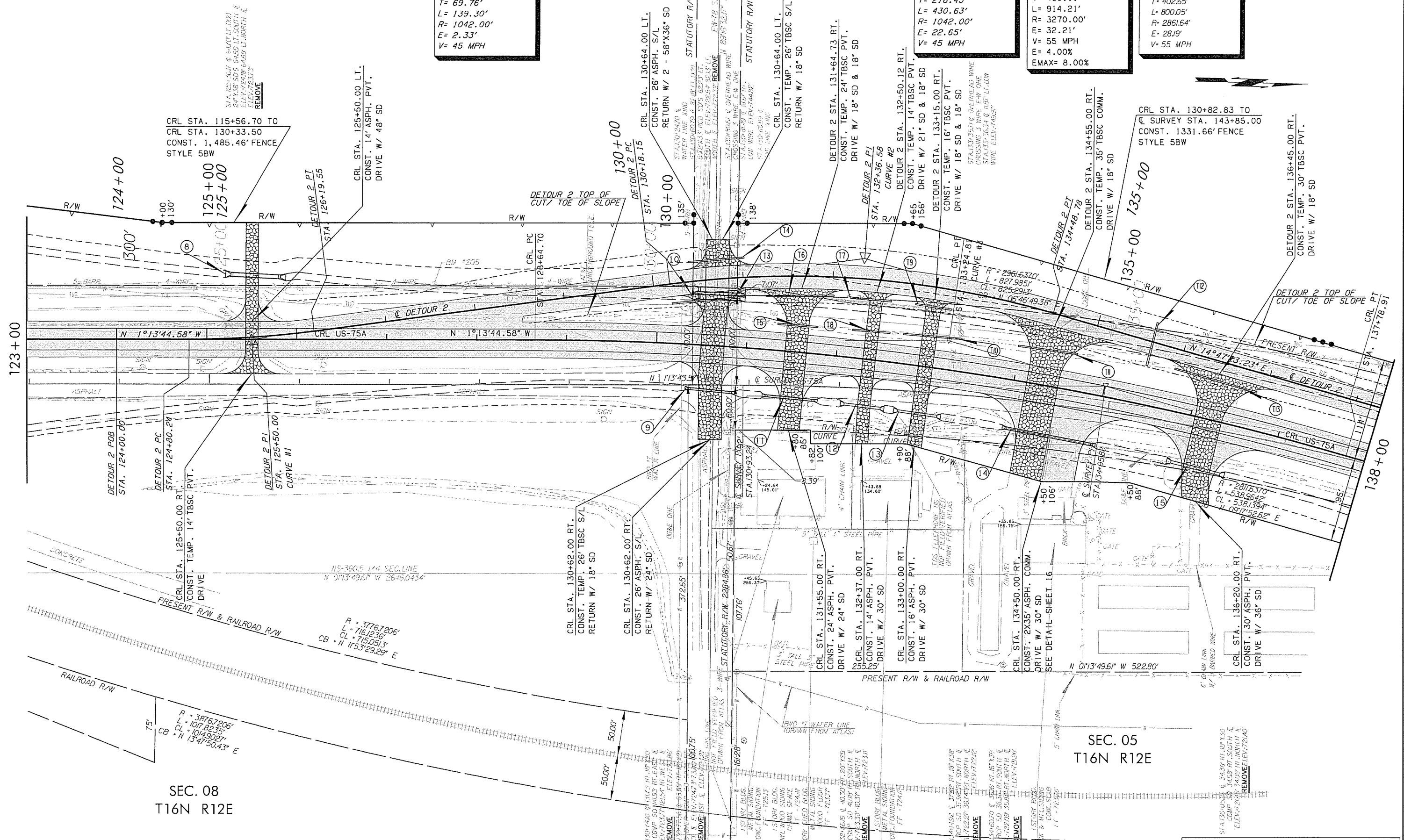
DETOUR 2 CURVE #1  
PI STA. = 125+50.00  
X = 2542885.9851  
Y = 327756.9584  
Δ = 7°39'35.37" LT.  
D = 5°29'55.09"  
T = 69.76'  
L = 139.30'  
R = 1042.00'  
E = 2.33'  
V = 45 MPH

DETOUR 2 CURVE #2  
PI STA. = 132+36.58  
X = 2542779.8630  
Y = 328435.5021  
Δ = 23°40'43.17" RT.  
D = 5°29'55.09"  
T = 218.43'  
L = 430.63'  
R = 1042.00'  
E = 22.65'  
V = 45 MPH

CRL CURVE #3  
PI STA. = 133+24.81  
X = 2542869.3661  
Y = 328531.5860  
Δ = 16°01'06.70" RT.  
D = 1°45'07.79"  
T = 460.11'  
L = 914.21'  
R = 3270.00'  
E = 32.21'  
V = 55 MPH  
E = 4.00%  
EMAX = 8.00%

④ SURVEY CURVE #1  
PI STA. = 134+95.87  
X = 2542915.6300  
Y = 328706.8300  
Δ = 16°01'06.79" RT.  
D = 2°00'07.92"  
T = 402.65'  
L = 800.05'  
R = 2861.64'  
E = 28.19'  
V = 55 MPH

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



SEC. 08  
T16N R12E

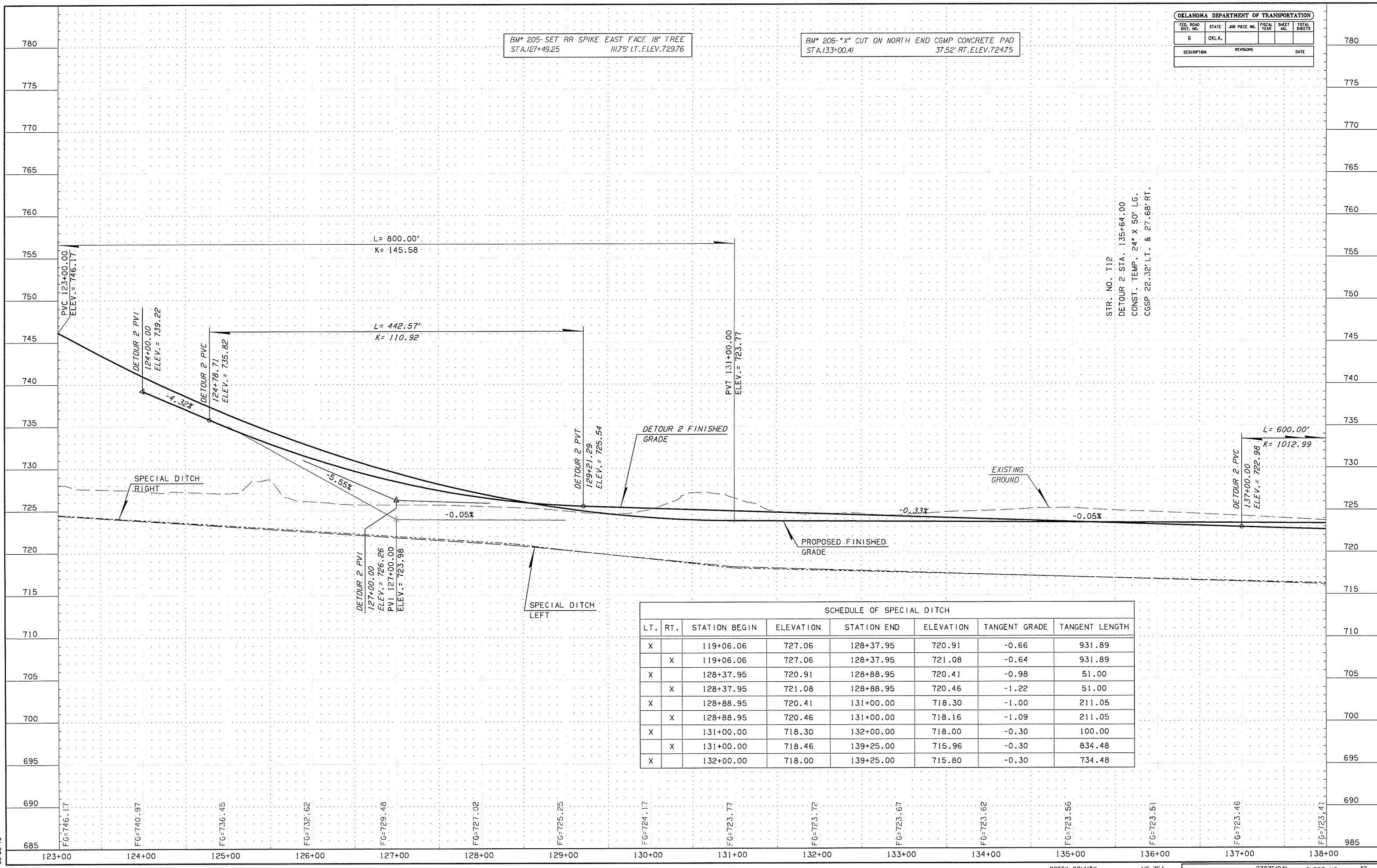
SEC. 05  
T16N R12E

05-03-16

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

BM\* 205- SET RR SPIKE EAST FACE 18" TREE  
STA.127+49.25 111.75' LT. ELEV.729.76

BM\* 206- "X" CUT ON NORTH END CGMP CONCRETE PAD  
STA.133+00.41 37.52' RT. ELEV.724.75



STR. NO. T12  
DETOUR 2 STA. 135+64.00  
CONST. TEMP. 24" X 50' LG.  
CGSP 22.32' LT. & 27.68' RT.

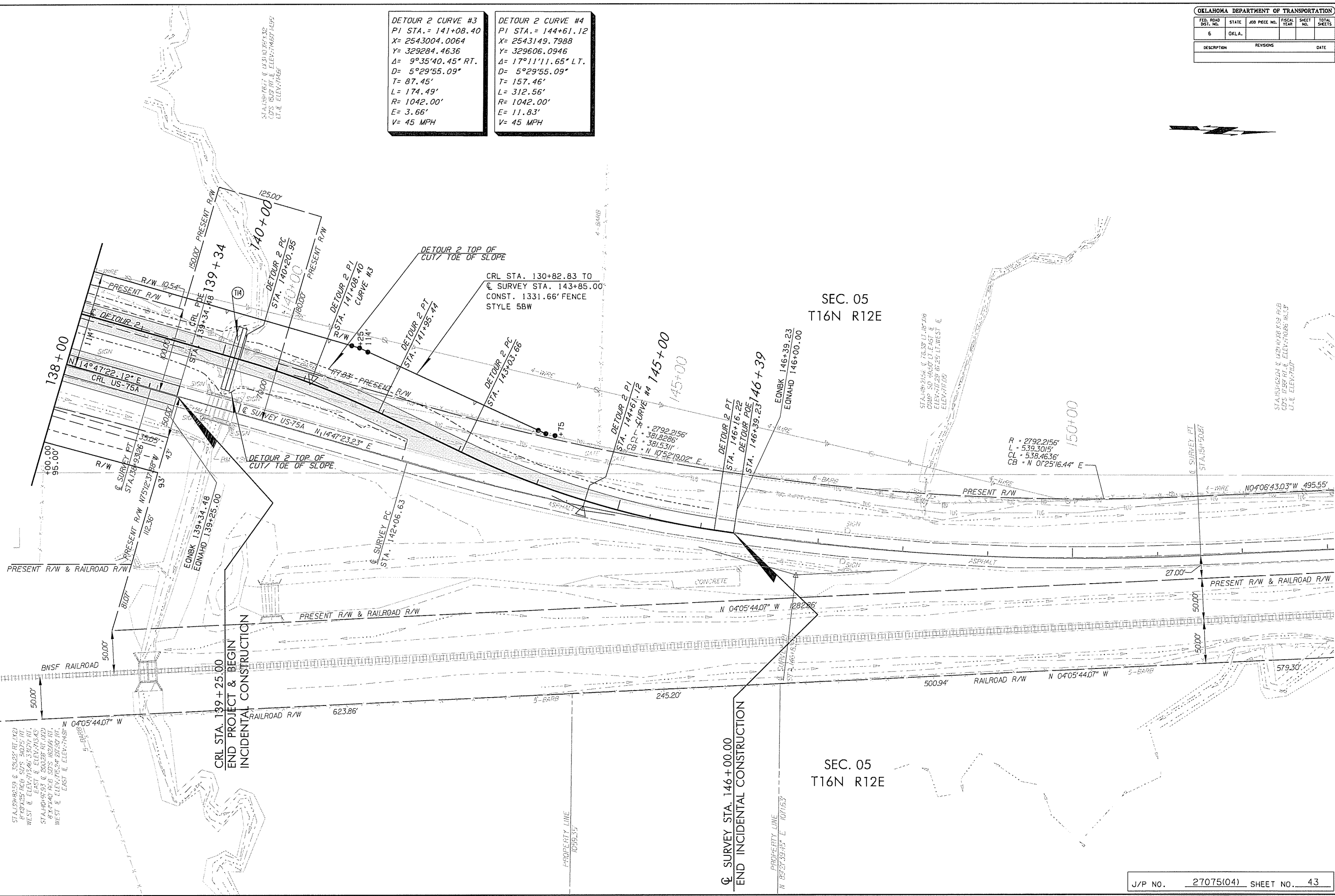
SCHEDULE OF SPECIAL DITCH

LT.	RT.	STATION BEGIN	ELEVATION	STATION END	ELEVATION	TANGENT GRADE	TANGENT LENGTH
X		119+06.06	727.06	128+37.95	720.91	-0.66	931.89
	X	119+06.06	727.06	128+37.95	721.08	-0.64	931.89
X		128+37.95	720.91	128+88.95	720.41	-0.98	51.00
	X	128+37.95	721.08	128+88.95	720.46	-1.22	51.00
X		128+88.95	720.41	131+00.00	718.30	-1.00	211.05
	X	128+88.95	720.46	131+00.00	718.16	-1.09	211.05
X		131+00.00	718.30	132+00.00	718.00	-0.30	100.00
	X	131+00.00	718.46	139+25.00	715.96	-0.30	834.48
X		132+00.00	718.00	139+25.00	715.80	-0.30	734.48

05-03-16

DETOUR 2 CURVE #3	DETOUR 2 CURVE #4
PI STA. = 141+08.40	PI STA. = 144+61.12
X = 2543004.0064	X = 2543149.7988
Y = 329284.4636	Y = 329606.0946
Δ = 9°35'40.45" RT.	Δ = 17°11'11.65" LT.
D = 5°29'55.09"	D = 5°29'55.09"
T = 87.45'	T = 157.46'
L = 174.49'	L = 312.56'
R = 1042.00'	R = 1042.00'
E = 3.66'	E = 11.83'
V = 45 MPH	V = 45 MPH

STA. 139+34.48 TO 141+08.40  
 CDS: 1523741.4 ELEV: 7146.07  
 L.T. ELEV: 7146.07



SEC. 05  
T16N R12E

SEC. 05  
T16N R12E

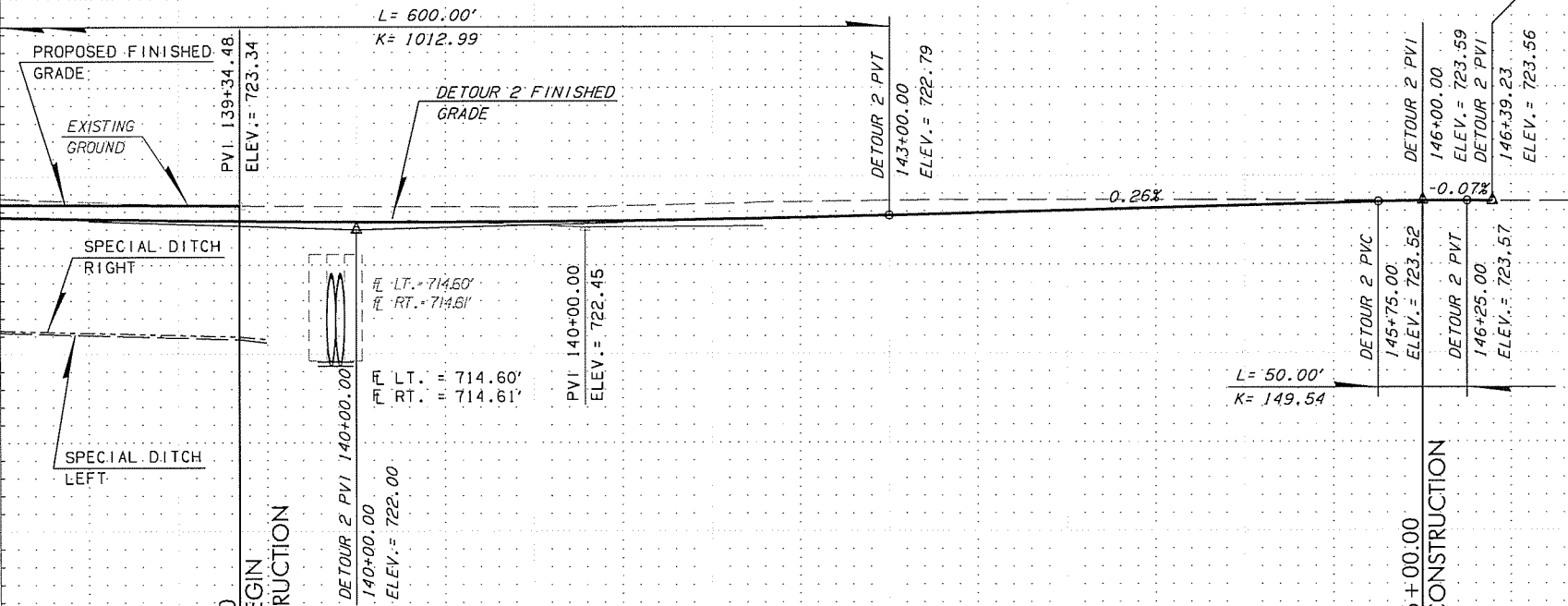
STA. 139+25.00  
 CRL STA. 139+25.00  
 END PROJECT & BEGIN  
 INCIDENTAL CONSTRUCTION

☉ SURVEY STA. 146+00.00  
 END INCIDENTAL CONSTRUCTION

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

BM\* 207-"X" CUT ON NORTH WINGWALL EAST SIDE OF ROAD  
STA. 139+96.26  
17.68' RT. ELEV. 722.56

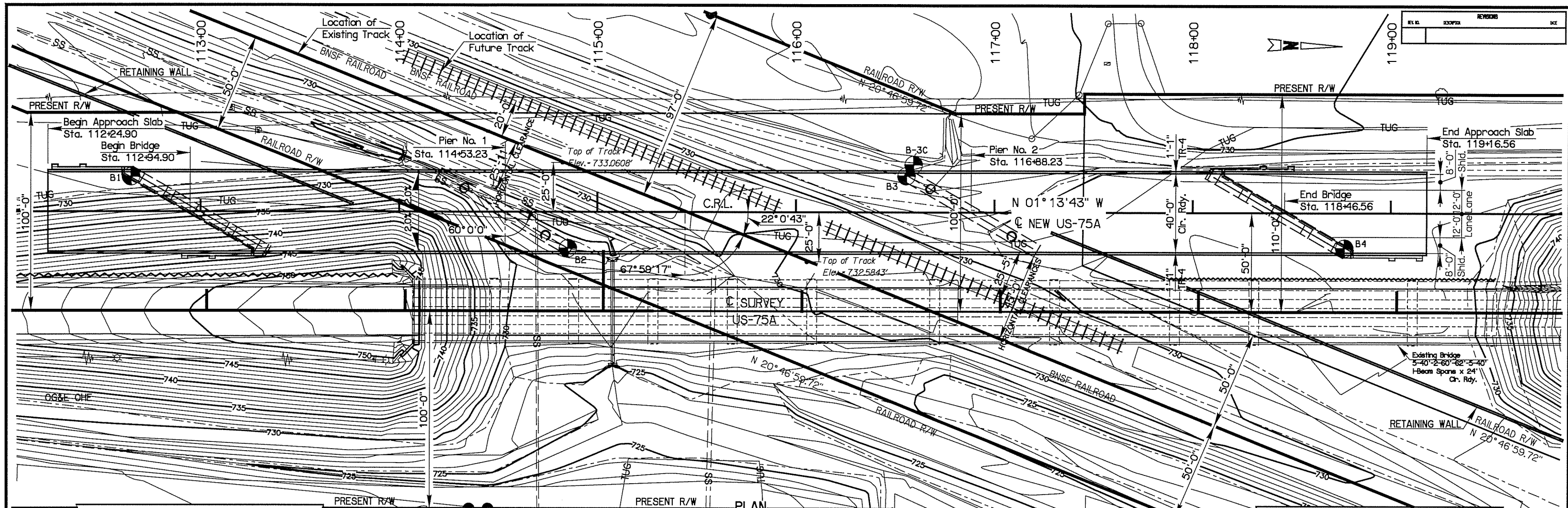
STR. NO. T14  
DETOUR 2 STA. 140+14.00  
CONST. TEMP. 2 X 60° X 76' LG.  
CGSP 36.70' LT. & 39.30' RT.



LT.	RT.	STATION BEGIN	ELEVATION	STATION END	ELEVATION	TANGENT GRADE	TANGENT LENGTH
	X	131+00.00	718.46	139+25.00	715.96	-0.30	834.48
X		132+00.00	718.00	139+25.00	715.80	-0.30	734.48
X		139+25.00	715.80	139+39.79	715.63	-1.15	14.79
	X	139+25.00	715.96	139+39.81	715.81	-1.01	14.81

CRL STA. 139 + 25.00  
END PROJECT & BEGIN  
INCIDENTAL CONSTRUCTION

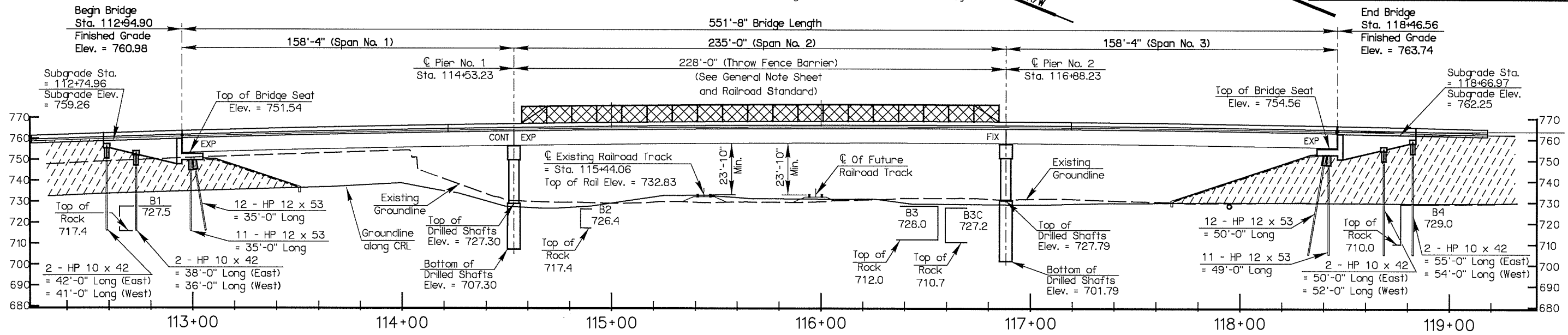
Q SURVEY STA. 146 + 00.00  
END INCIDENTAL CONSTRUCTION



**BENCH MARK:**  
 BM 202 R.R. Spike West Face of Power Pole  
 21.51' RT STA. 110+88.52 ELEV. 739.40

**BENCH MARK:**  
 BM 204 R.R. Spike East Face of Power Pole  
 22.67' RT STA. 121+64.16 ELEV. 745.10

**ALL STATIONS SHOWN ALONG C.R.L.**  
 NOTE: Drains at End of Bridge Not Shown for Clarity



BORING LOCATIONS ALONG C SURVEY			
B1	STA. 112+61.00	68.00'	OFFSET LEFT
B2	STA. 114+82.00	30.00'	OFFSET LEFT
B3	STA. 116+53.00	68.00'	OFFSET LEFT
B-3C	STA. 116+56.00	74.00'	OFFSET LEFT
B4	STA. 118+74.00	32.00'	OFFSET LEFT

US 75A OVER BNSF RR		CREEK COUNTY	Design	N/A	N/A
<b>GENERAL PLAN AND ELEVATION</b>			Detail	RLA	12/15
CONSTRUCT 2-150' & 1-235' P.G. BM SPANS			Check	KMS	2/16
X 40'-0" CLEAR ROADWAY WITH TR-4 TRAFFIC RAIL			Special	MAYFIELD	
C BRIDGE STATION 115+70.73 ALONG CRL			Eng.	ELYAZGI	
(SKEWED 60° RIGHT FORWARD) SHEET 1 OF 2					
<b>STATE OF OKLAHOMA</b>		DEPARTMENT OF TRANSPORTATION			
STATE JOB NO. 27075(04)		SHEET NO. 45			

BRCAD - BBSAL7



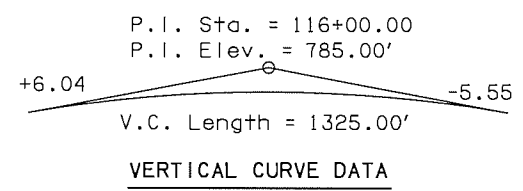
INDEX OF SHEETS

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 8 RAILROAD NOTES  
 9 GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)  
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 75 GENERAL PLAN AND ELEVATION (MSE SOUTH WALL)  
 76 GENERAL PLAN AND ELEVATION (MSE NORTH WALL)  
 85 MSE WALL DETAILS

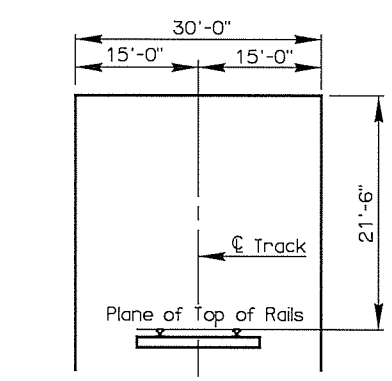
STANDARD DRAWINGS

BRIDGE

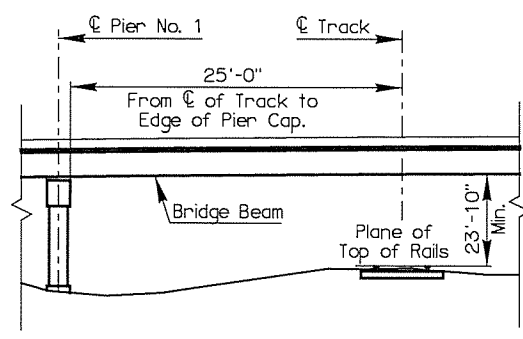
B40-C-ABUT-MISC-01E	GHW2-1-00
B40-C-AS-03E	HP1-2-00E
B40-STL-BM-BRACING-00E	LECS-4-1
CRCP2-3-0	PUD-3-2
EJ-SK-03E	SKT-1-00
EJ-DTL-01E	THRI-1-02
GHW1-1-00	TR4-2-00E



SUMMARY OF QUANTITIES						
ITEM	UNIT	ABUTMENT	PIERS	SUPER-STRUCTURE	APPROACH	TOTAL
(SP) Railroad Flagging (Non-Biddable)	DAYS	175.00	—	—	—	175.00
Substructure Excavation Common	C.Y.	980.00	—	—	—	980.00
CLSM Backfill	C.Y.	787.00	—	—	—	787.00
Approach Slabs	S.Y.	—	—	—	656.00	656.00
Saw-Cut Grooving	S.Y.	—	—	2,183.00	548.00	2,731.00
Sealed Expansion Joints	L.F.	—	—	161.50	—	161.50
Concrete Rail (TR4)	L.F.	—	—	1,103.40	277.00	1,380.40
Structural Steel	LB.	—	—	1,580,140.00	—	1,580,140.00
Stainless Steel Fixed Bearing Assembly	EA.	—	—	5.00	—	5.00
Stainless Steel Expansion Bearing Assembly	EA.	—	—	15.00	—	15.00
Class AA Concrete	C.Y.	—	—	640.90	—	640.90
Class A Concrete	C.Y.	268.60	356.70	—	—	625.30
Class C Concrete	C.Y.	—	—	—	—	12.00
Slope Wall (5")	S.Y.	3,438.00	—	—	—	3,438.00
MSE Retaining Wall	S.Y.	855.00	—	—	—	855.00
Reinforcing Steel	LB.	—	2,070.00	—	—	2,070.00
Epoxy Coated Reinforcing Steel	LB.	29,280.00	71,150.00	202,830.00	—	303,260.00
Piles, Furnished (HP 10 x 42)	L.F.	368.00	—	—	—	368.00
Piles, Furnished (HP 12 x 53)	L.F.	1,944.00	—	—	—	1,944.00
Piles, Driven (HP 10 x 42)	L.F.	368.00	—	—	—	368.00
Piles, Driven (HP 12 x 53)	L.F.	1,944.00	—	—	—	1,944.00
Pile Splice, H-Pile (Non-Biddable)	EA.	—	—	—	—	1.00
Water Repellent (Visually Inspected)	S.Y.	248.00	368.00	982.00	254.00	1,872.00
Drilled Shafts 84" Diameter	L.F.	—	92.00	—	—	92.00
Crosshole Sonic Logging	EA.	—	1.00	—	—	1.00
Sealer Crack Preparation	L.F.	—	—	320.00	—	320.00
Sealer Resin	GAL.	—	—	2.20	—	2.20
6 inch Perf. Pipe Underdrain Rnd	L.F.	646.00	—	—	—	646.00
6 inch Non-Perf. Pipe Underdrain Rnd	L.F.	40.00	—	—	—	40.00
Pipe Underdrain Cover Material	C.Y.	70.00	—	—	—	70.00
Removal Of Existing Structure	LSUM	—	—	—	—	1.00



NOTE: Minimum Construction Clearance Envelope required by R.R. for operation during Construction. Horizontal Dimensions shown are  $\phi$  of R.R. Track. All Measurements to or Parallel with Plane of Top of Rails.



NOTE: Final Vertical Clearance required by Bridge Division for Low Beam is 23'-10" at Lowest Point over Railroad Track Top of Rail. Minimum Horizontal Clearance required is 25'-0" and is shown from  $\phi$  of R.R. Track to edge of nearest structural component. All Measurements to or Parallel with Plane of Top of Rails.

LOAD AND RESISTANCE FACTOR DESIGN DATA

Class AA Concrete  $f'c = 4,000$  p.s.i.  
 Class A Concrete  $f'c = 3,000$  p.s.i.  
 Reinforcing Steel (Grade 60)  $fy = 60,000$  p.s.i.  
 Structural Steel M270 (Grade 50W)  $fy = 50,000$  p.s.i.  
 Loading: HL 93 and 20 p.s.f. Future Wearing Surface or Oklahoma Overload Truck  
 Design: AASHTO LRFD Bridge Design Specifications, 7th Edition with Interims  
 ANSI/AASHTO/AWS D1.5 and D1.6 Bridge Welding Code  
 LRFR Operating Rating: 2.17

FOUNDATION DATA

ABUTMENTS (HP 12 x 53 PILING)

ABUTMENT #1  
 Factored Pile Reaction = 76.0 Tons/Pile  
 ABUTMENT #2  
 Factored Pile Reaction = 76.0 Tons/Pile  
 All abutment piling shall be driven through the compacted fill. Piling shall be driven to point bearing on solid foundation material at the approximate elevation shown on the Plans. If the Required Ultimate Pile Capacity is not obtained at this elevation, driving shall continue until the Required Ultimate Pile Capacity is obtained. The length of steel piling shown on the Plans is for estimating purposes only.

PIERS (84" Diameter Drilled Shafts)

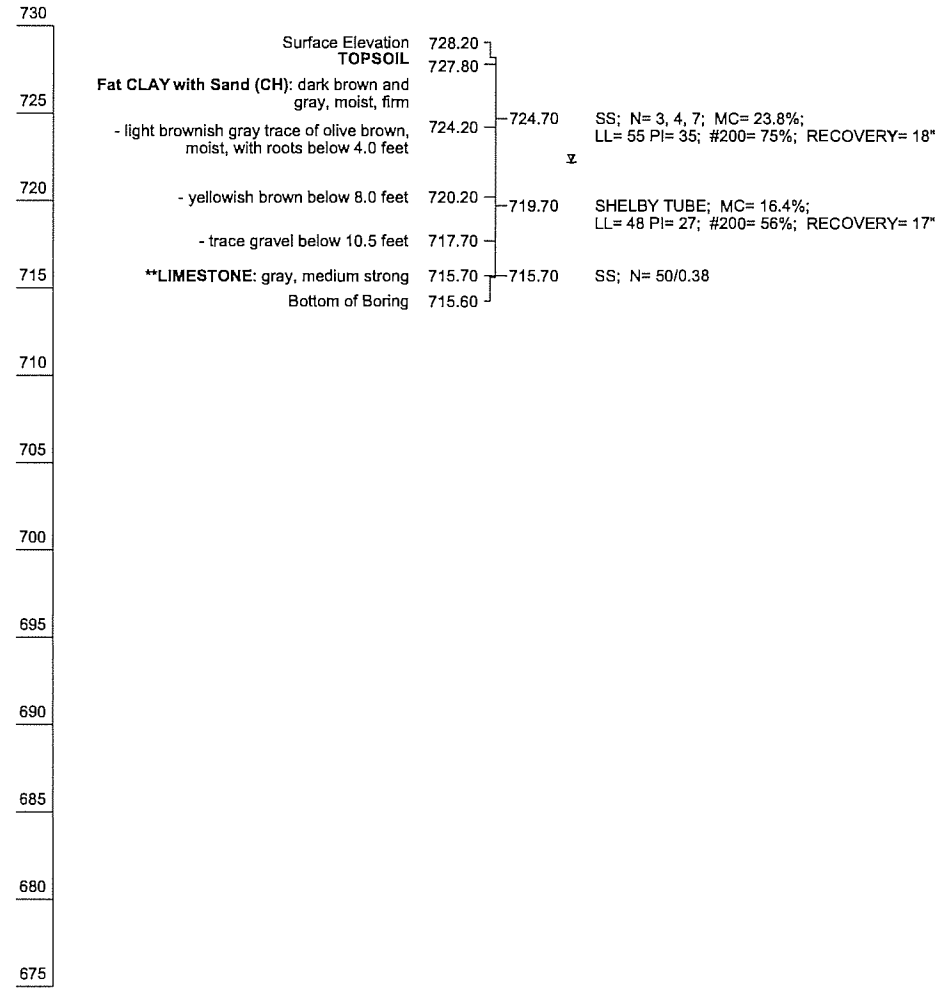
	Pier1	Pier2
Factored Reaction (Tons/Shaft)	1,574.0	1,574.0
Nominal Unit Bearing Resistance T.S.F. =	60.0	60.0
Bearing Resistance Factor	0.7	0.7
Factored Bearing Resistance (Tons/Shaft)	1,616.3	1,616.3
Nominal Unit Friction Resistance T.S.F. =	8.2	8.2
Friction Resistance Factor	0.45	0.45
Factored Friction Resistance (Tons/Shaft)	244.5	244.5
Depth of Rock Neglected for Friction FT. =	7.0	7.0
Total Factored Resistance (Tons/Shaft)	1,861.0	1,861.0

NOTE: All Elevations Should Be Verified By Contractor Prior to Construction

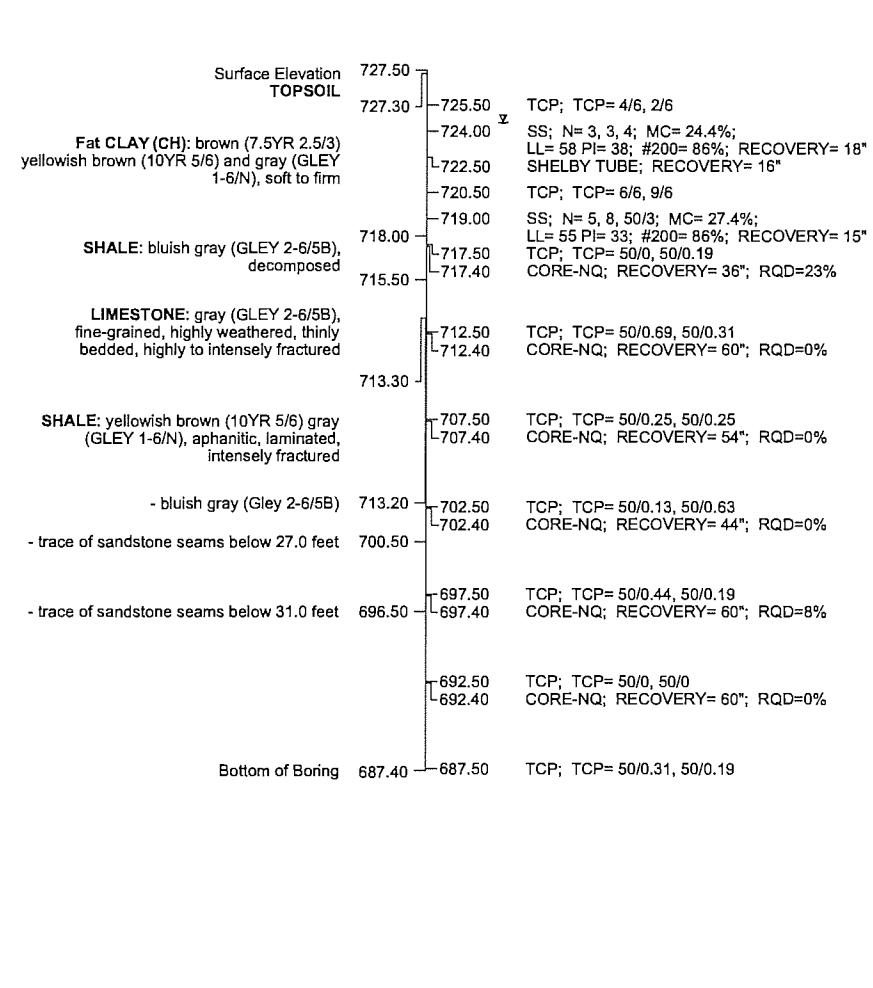
US 75A OVER BNSF RR	CREEK COUNTY	Design	N/A	N/A
GENERAL PLAN AND ELEVATION		Detail	RAH	11/12
CONSTRUCT 2-150' & 1-235' P.G. BM SPANS		Check	KMS	03/16
X 40'-0" CLEAR ROADWAY WITH TR-4 TRAFFIC RAIL		Special	MAYFIELD	
$\phi$ BRIDGE STATION 115+70.73		Eng.	ELYAZGI	
SHEET 2 OF 2		STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION		
		STATE JOB NO.	27075(04)	SHEET NO. 46

REV. NO.	DESCRIPTION	REVISIONS	DATE

**BORING NO. R-1**  
Sta. 111+09 Offset 141' Lt.  
(Drilled September 30, 2015)



**BORING NO. B-1**  
Sta. 112+61 Offset 68' Lt.  
(Drilled October 06, 2015)



**SITE GEOLOGY**

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION EIGHT" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1988, THE ALIGNMENT APPEARS TO BE LOCATED WITHIN THE TERRACE DEPOSITS (QTS) UNDERLAIN BY COFFEYVILLE UNIT (PCF) AND CHECKERBOARD UNIT (PCB).

TERRACE DEPOSITS (QTS): THIS UNIT CONSISTS OF DEPOSITS OF SAND, SILT, CLAY, GRAVEL, AND/OR MIXTURES OF THESE MATERIALS. TERRACE MATERIALS OCCUR ADJACENT TO OR NEAR STREAMS AT HIGHER ELEVATION THAN THE FLOOD PLAIN (BOTTOM LAND).

COFFEYVILLE UNIT (PCF): THIS UNIT CONSISTS PREDOMINANTLY OF SILTY TO SANDY SHALE WITH MANY THICK ZONES OF TAN SANDSTONE. THE SANDSTONE GENERALLY IS THIN-BEDDED AND MODERATELY HARD TO SOFT. LOCALLY, AT THE BASE OF THE UNIT, BLACK FISSILE SHALE ABOUT 15 FEET THICK IS PRESENT. THE SANDSTONE ZONES ARE GENERALLY ABOUT 15 TO 40 FEET THICK. THE TOTAL THICKNESS RANGES FROM 175 FEET IN NORTHERN DIVISION 8 TO ABOUT 500 FEET IN THE SOUTH.

THE COFFEYVILLE UNIT OUTCROPS IN CREEK, NOWATA, ROGERS, TULSA, AND WASHINGTON COUNTIES OF DIVISION 8. IN TULSA AND CREEK COUNTIES, THE THICK SANDSTONE ZONES CAP PROMINENT SCARPS.

CHECKERBOARD UNIT (PCB): THIS UNIT CONSISTS MOSTLY OF GRAYISH-MASSIVE BEDDED LIMESTONE AND SHALE. THROUGHOUT CREEK AND TULSA COUNTIES, IT CONSISTS OF A SINGLE BED OF HARD BLUE-GRAY LIMESTONE APPROXIMATELY 2.5 FEET THICK. IN NOWATA COUNTY, IT GENERALLY CONSISTS OF 2 OR 3 LIMESTONE BEDS LESS THAN 1 FOOT THICK WITH A GRAY CALCAREOUS SHALE AND A TOTAL THICKNESS OF ABOUT 10 FEET OR LESS. THE CHECKERBOARD UNIT IS ABOUT 3 FEET THICK IN SOUTHERN TULSA COUNTY AND FRACTURES EASILY. THE CHECKERBOARD UNIT USUALLY DOES NOT STAND OUT IN RELIEF AND IS THEREFORE DIFFICULT TO OBSERVE. IN MOST AREAS, THE OUTCROP IS COVERED. IT IS EXPOSED IN CREEK, NOWATA, OSAGE, ROGERS, TULSA, AND WASHINGTON COUNTIES OF DIVISION 8.

**LEGEND**

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

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

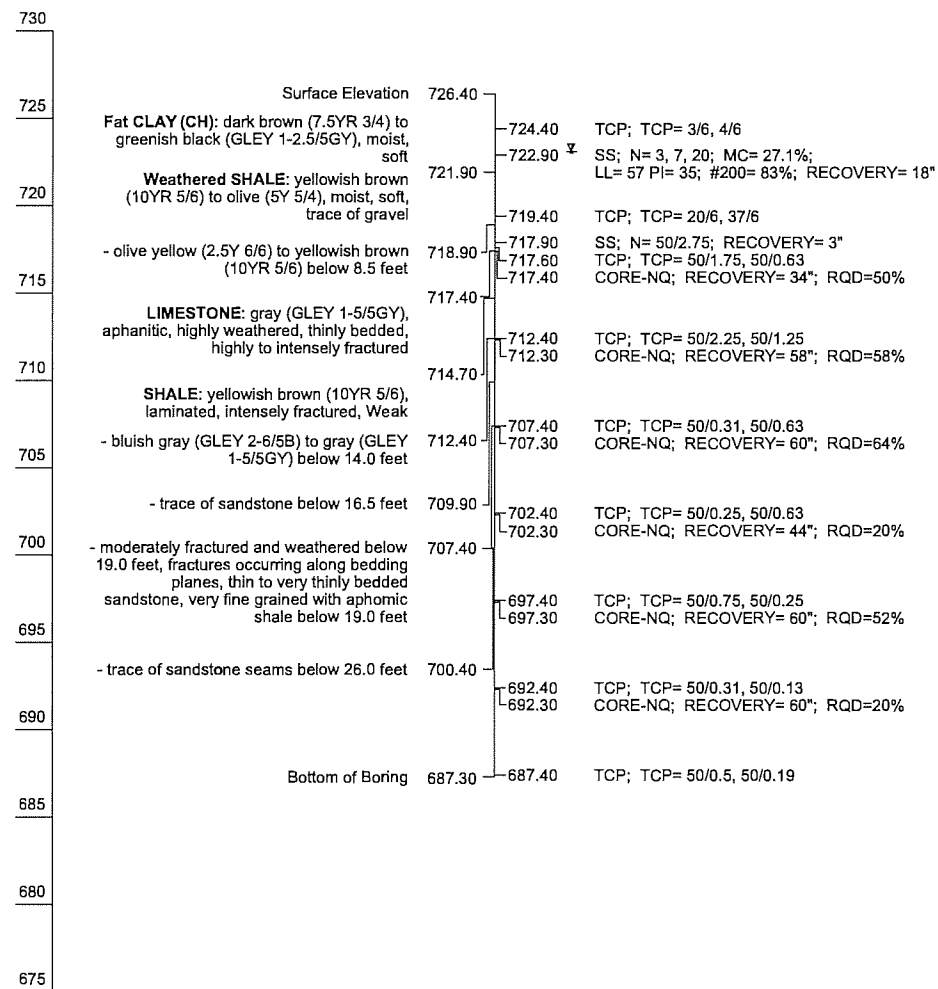
NOTE: SS DENOTES STANDARD PENETRATION TEST, AASHTO D1586-84 TCP DENOTES TEXAS CONE PENETRATION TEST.

TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2806

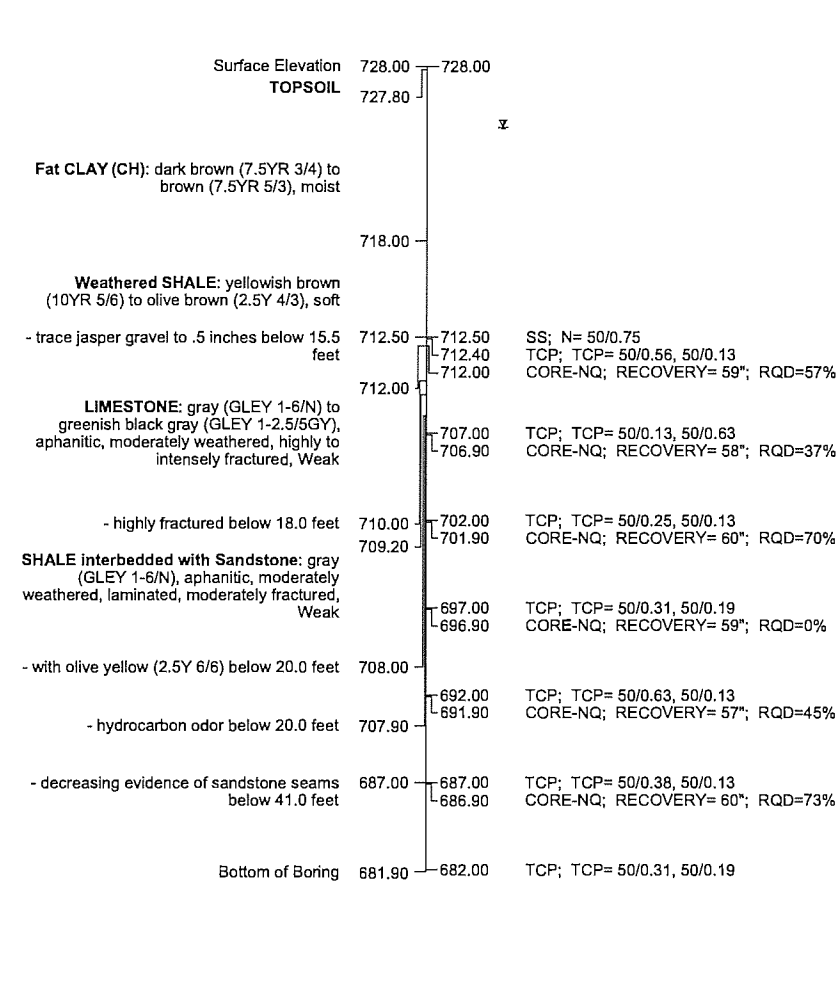
US 75A OVER BNSF RR BRIDGE 'A'		CREEK COUNTY		Design	N/A	N/A
<b>FOUNDATION REPORT</b> SHEET 1 OF 4				Detail	RWM	11/15
				Check	KMS	12/15
<b>STATE OF OKLAHOMA</b>				Squad	MAYFIELD	
				Eng.	ELYAZGI	
DEPARTMENT OF TRANSPORTATION				JOB PIECE NO.	27075(04)	
SHEET NO.				47		

REV. NO.	DESCRIPTION	REVISIONS	DATE

**BORING NO. B-2**  
Sta. 114+82 Offset 30' Lt.  
(Drilled October 05, 2015)



**BORING NO. B-3**  
Sta. 116+53 Offset 68' Lt.  
(Drilled October 05, 2015)



**SITE GEOLOGY**

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION EIGHT" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1989, THE ALIGNMENT APPEARS TO BE LOCATED WITHIN THE TERRACE DEPOSITS (QTS) UNDERLAIN BY COFFEYVILLE UNIT (PCF) AND CHECKERBOARD UNIT (PCB).

TERRACE DEPOSITS (QTS): THIS UNIT CONSISTS OF DEPOSITS OF SAND, SILT, CLAY, GRAVEL, AND/OR MIXTURES OF THESE MATERIALS. TERRACE MATERIALS OCCUR ADJACENT TO OR NEAR STREAMS AT HIGHER ELEVATION THAN THE FLOOD PLAIN (BOTTOM LAND).

COFFEYVILLE UNIT (PCF): THIS UNIT CONSISTS PREDOMINANTLY OF SILTY TO SANDY SHALE WITH MANY THICK ZONES OF TAN SANDSTONE. THE SANDSTONE GENERALLY IS THIN-BEDDED AND MODERATELY HARD TO SOFT. LOCALLY, AT THE BASE OF THE UNIT, BLACK FISSILE SHALE ABOUT 15 FEET THICK IS PRESENT. THE SANDSTONE ZONES ARE GENERALLY ABOUT 15 TO 40 FEET THICK. THE TOTAL THICKNESS RANGES FROM 175 FEET IN NORTHERN DIVISION 8 TO ABOUT 500 FEET IN THE SOUTH.

THE COFFEYVILLE UNIT OUTCROPS IN CREEK, NOWATA, ROGERS, TULSA, AND WASHINGTON COUNTIES OF DIVISION 8. IN TULSA AND CREEK COUNTIES, THE THICK SANDSTONE ZONES CAP PROMINENT SCARPS.

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**LEGEND**

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- N = NUMBER OF BLOWS PER 12 INCHES
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- LL = LIQUID LIMIT (NV=NO VALUE)
- PI = PLASTICITY INDEX (NP=NO PLASTICITY)
- #200 = PERCENT PASSING #200 SIEVE
- UCS = UNCONFINED COMPRESSIVE STRENGTH
- TCP = TEXAS CONE PENETROMETER
- WCI = WET CAVE IN
- W = WATER LEVEL WHILE DRILLING OR SAMPLING
- W' = WATER LEVEL AFTER DRILLING
- W'' = WATER LEVEL 24 HOURS AFTER DRILLING

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

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

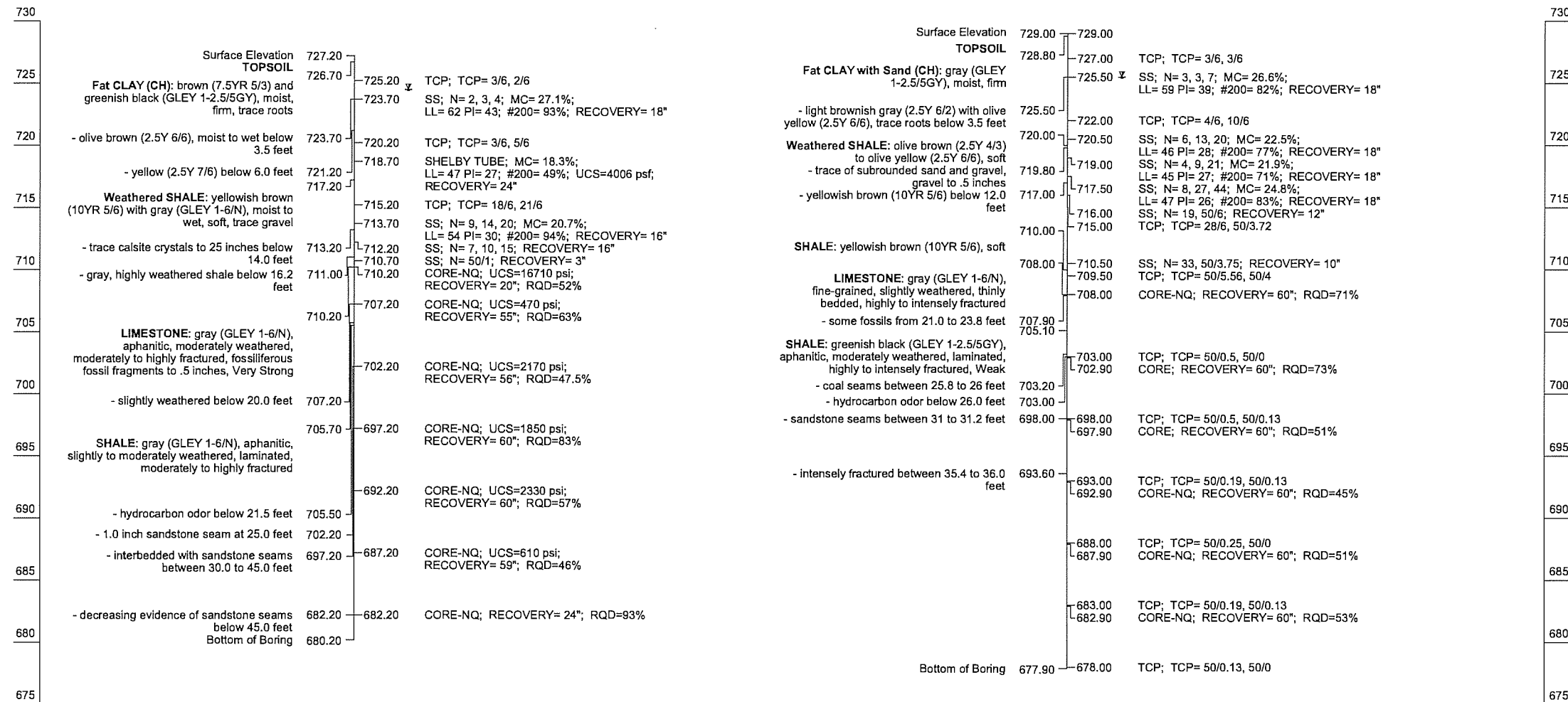
TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2606

US 75A OVER BNSF RR BRIDGE 'A'		CREEK COUNTY		Design	N/A	N/A
<b>FOUNDATION REPORT</b> <b>SHEET 2 OF 4</b>				Detail	RWM	11/15
				Check	KMS	12/15
Squad: MAYFIELD Eng. ELYAZGI				STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION		
JOB PIECE NO. 27075(04)				SHEET NO. 48		

REV. NO.	DESCRIPTION	REVISIONS	DATE

**BORING NO. B-3C**  
Sta. 116+56 Offset 74' Lt.  
(Drilled October 02, 2015)

**BORING NO. B-4**  
Sta. 118+74 Offset 32' Lt.  
(Drilled September 29, 2015)



**SITE GEOLOGY**

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION EIGHT" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1969, THE ALIGNMENT APPEARS TO BE LOCATED WITHIN THE TERRACE DEPOSITS (QTS) UNDERLAIN BY COFFEYVILLE UNIT (PCF) AND CHECKERBOARD UNIT (PCB).

TERRACE DEPOSITS (QTS): THIS UNIT CONSISTS OF DEPOSITS OF SAND, SILT, CLAY, GRAVEL, AND/OR MIXTURES OF THESE MATERIALS. TERRACE MATERIALS OCCUR ADJACENT TO OR NEAR STREAMS AT HIGHER ELEVATION THAN THE FLOOD PLAIN (BOTTOM LAND).

COFFEYVILLE UNIT (PCF): THIS UNIT CONSISTS PREDOMINANTLY OF SILTY TO SANDY SHALE WITH MANY THICK ZONES OF TAN SANDSTONE. THE SANDSTONE GENERALLY IS THIN-BEDDED AND MODERATELY HARD TO SOFT. LOCALLY, AT THE BASE OF THE UNIT, BLACK FISSILE SHALE ABOUT 15 FEET THICK IS PRESENT. THE SANDSTONE ZONES ARE GENERALLY ABOUT 15 TO 40 FEET THICK. THE TOTAL THICKNESS RANGES FROM 175 FEET IN NORTHERN DIVISION 8 TO ABOUT 500 FEET IN THE SOUTH.

THE COFFEYVILLE UNIT OUTCROPS IN CREEK, NOWATA, ROGERS, TULSA, AND WASHINGTON COUNTIES OF DIVISION 8. IN TULSA AND CREEK COUNTIES, THE THICK SANDSTONE ZONES CAP PROMINENT SCARPS.

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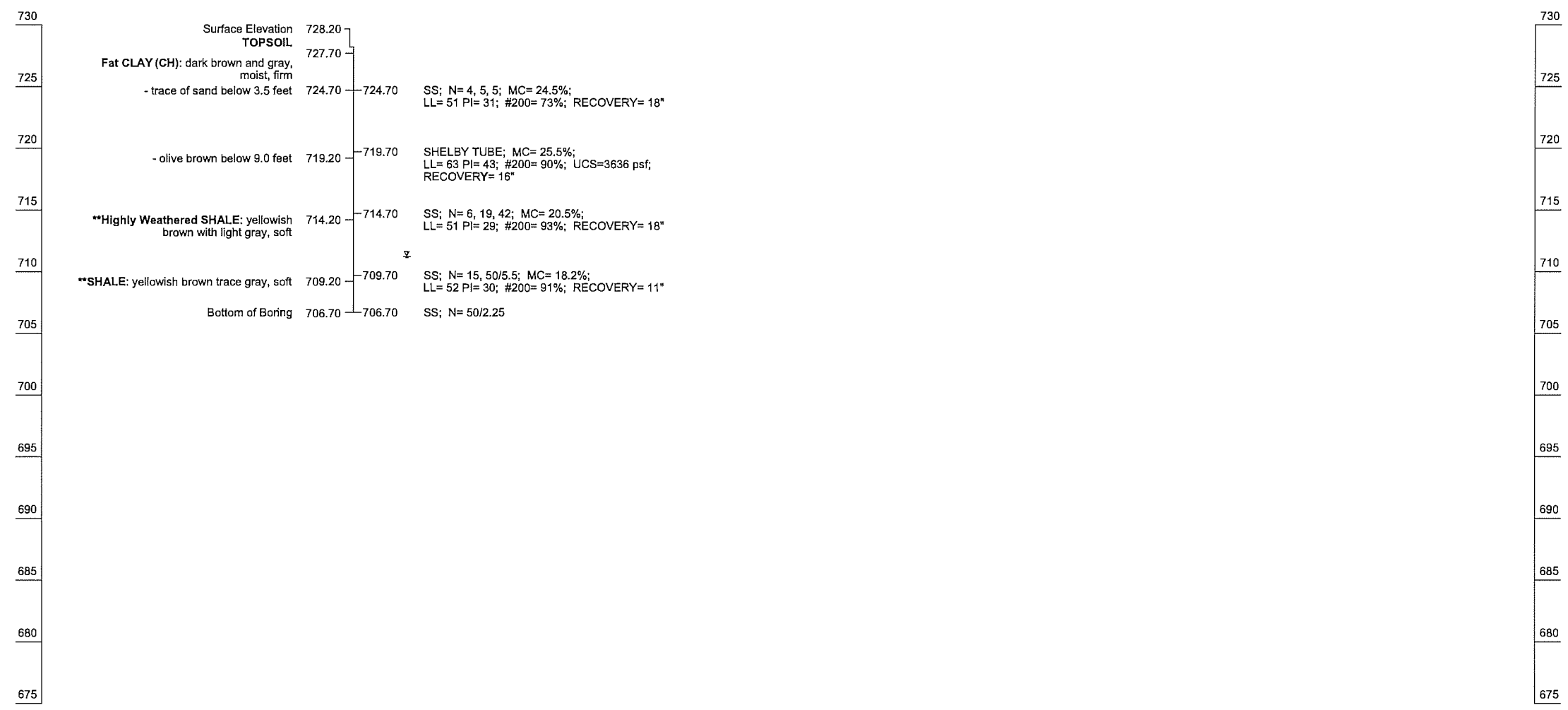
NOTE: WATER LEVEL ELEVATIONS SHOWN WERE OBTAINED AT TIME OF THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

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

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

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
FOUNDATION REPORT SHEET 3 OF 4		Detail	RWM	11/15
		Check	KMS	12/15
		Squad	MAYFIELD	
		Eng.	ELYAZGI	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
		JOB PIECE NO.	27075(04)	
		SHEET NO.	49	

**BORING NO. R-2**  
 Sta. 120+27 Offset 96' Rt.  
 (Drilled September 30, 2015)



**SITE GEOLOGY**

ACCORDING TO THE "ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS - DIVISION EIGHT" FROM THE OKLAHOMA HIGHWAY DEPARTMENT, 1989, THE ALIGNMENT APPEARS TO BE LOCATED WITHIN THE TERRACE DEPOSITS (QTS) UNDERLAIN BY COFFEYVILLE UNIT (PCF) AND CHECKERBOARD UNIT (PCB).

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

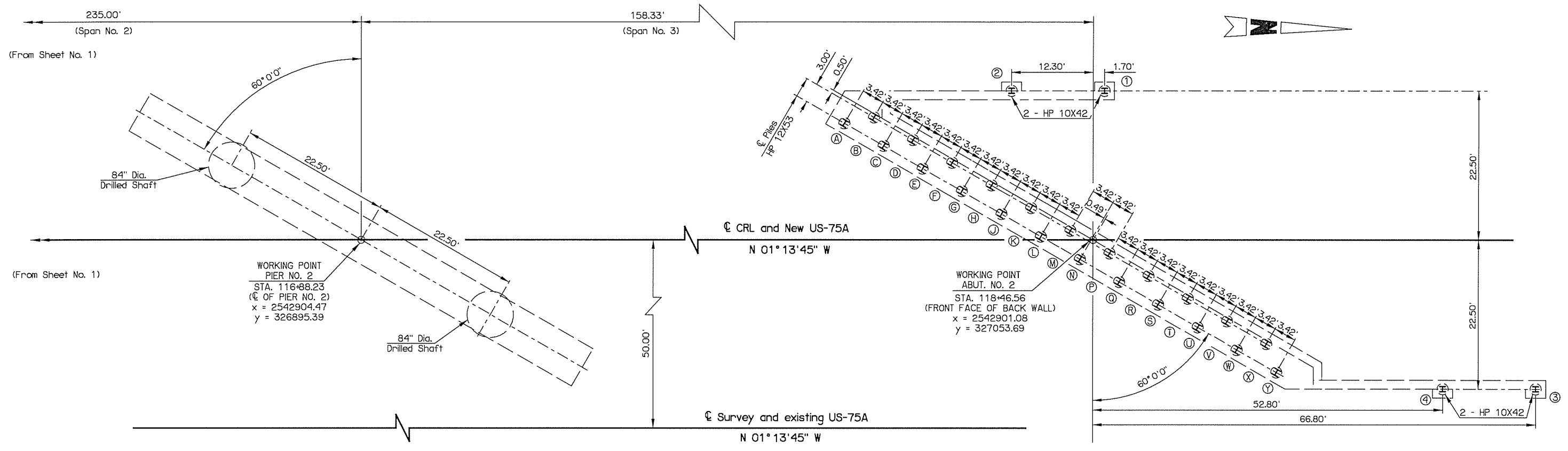
TO OBTAIN THE COMPLETE GEOTECHNICAL REPORT CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AT (405) 521-2606

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
<b>FOUNDATION REPORT</b>		Detail	RWM	11/15
<b>SHEET 4 OF 4</b>		Check	KMS	12/15
		Squad	MAYFIELD	
		Eng.	ELYAZGI	
<b>STATE OF OKLAHOMA</b>	<b>DEPARTMENT OF TRANSPORTATION</b>	JOB PROJECT NO.	27075(04)	SHEET NO. 50





REV. NO.	DESCRIPTION	REVISIONS	DATE



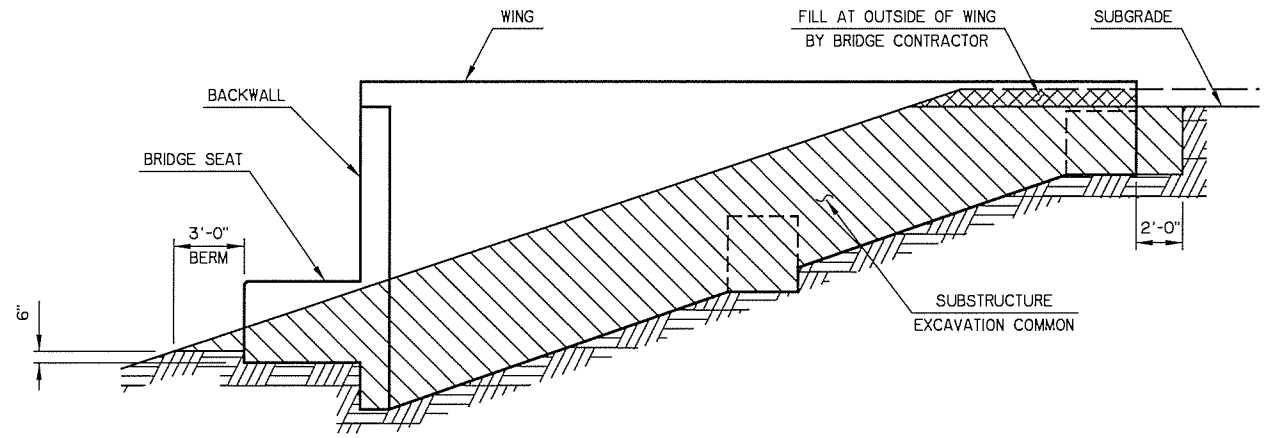
**SUBSTRUCTURE STAKING DIAGRAM**  
(ALL STATIONS SHOWN ALONG CL CRL)

TOP OF PILE ELEVATIONS ABUT. NO. 2	
Pile ID	Elevation
A	751.87
B	751.93
C	751.98
D	752.04
E	752.10
F	752.16
G	752.21
H	752.27
J	752.33
K	752.39
L	752.44
M	752.50
N	752.56
P	752.61

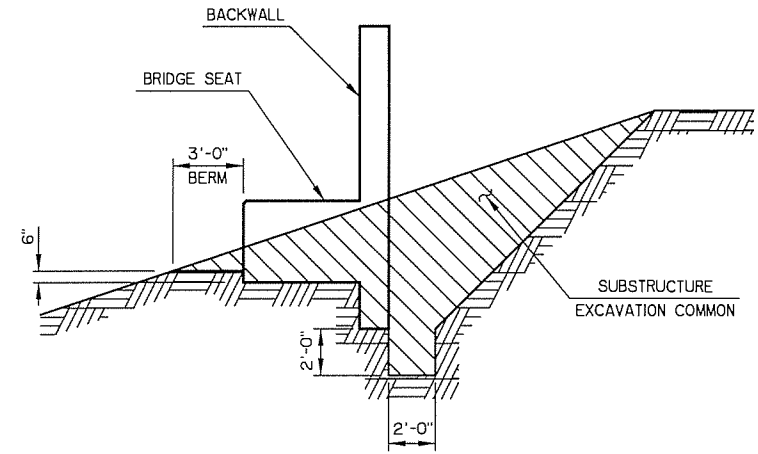
TOP OF PILE ELEVATIONS ABUT. NO. 2	
Pile ID	Elevation
Q	752.67
R	752.73
S	752.79
T	752.84
U	752.90
V	752.96
W	753.02
X	753.07
Y	753.13
1	759.63 (West Wing)
2	756.17 (West Wing)
3	758.20 (East Wing)
4	754.83 (East Wing)

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
SUBSTRUCTURE STAKING DIAGRAM (SHEET 2 OF 2)		Detail	RWM	02/16
		Check	KMS	02/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Engr.	ELYAZGI	
JOB PIECE NO. 27075(04)		SHEET NO.		52

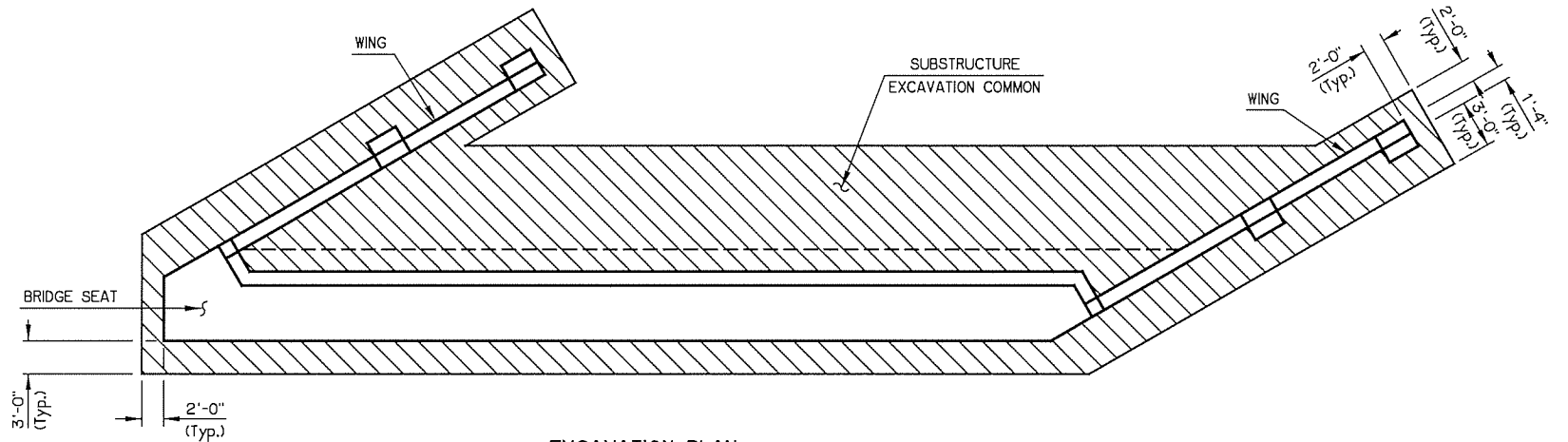
REV. NO.	DESCRIPTION	REVISIONS	DATE



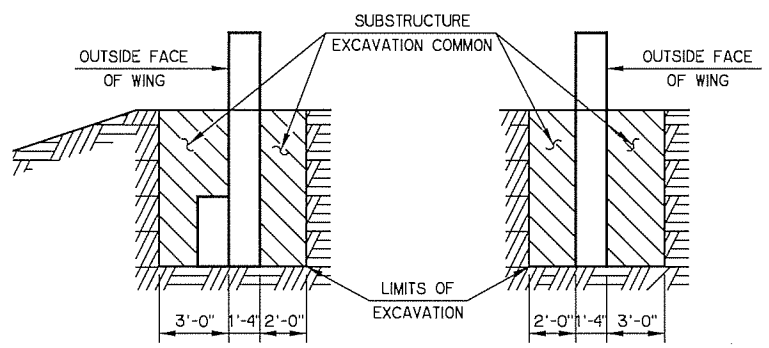
DETAIL OF GRADING AT WINGS



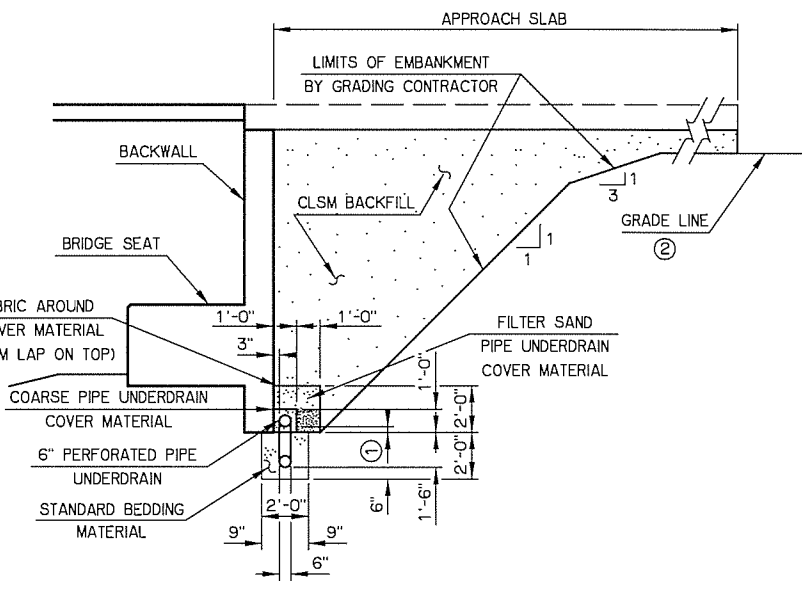
SECTION THRU BRIDGE SEAT



EXCAVATION PLAN

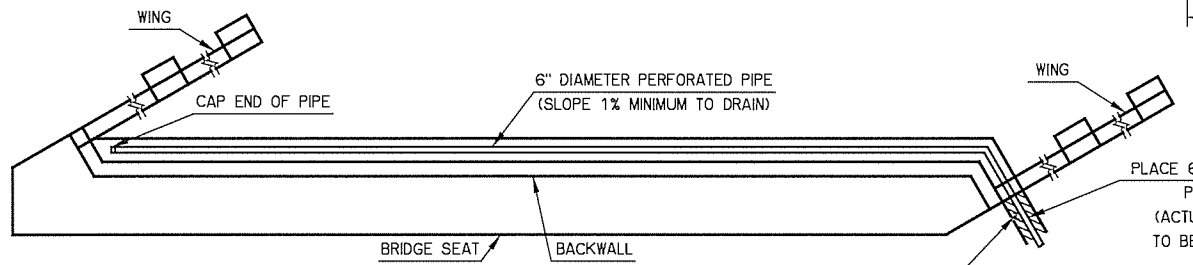


SECTIONS THRU WING

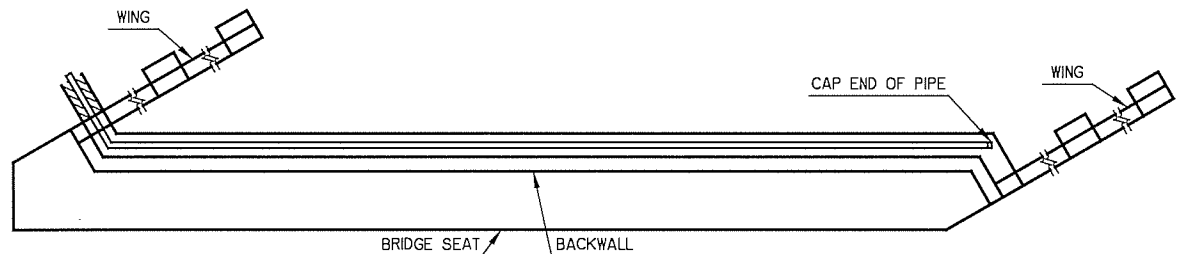


DETAIL OF UNDERDRAIN INSTALLATION

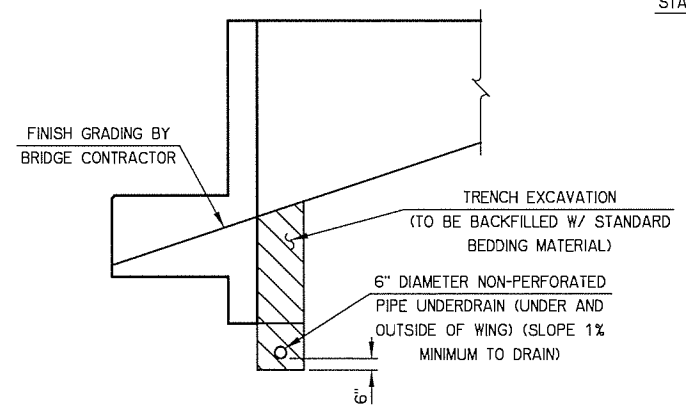
- ① Set bottom of pipe 3" above the bottom of the abutment at the low end.
- ② Grade Line assumed to be located 12" below bottom of Approach Slab for computing CLSM Backfill quantity shown on plans. The Department will pay for CLSM Backfill in accordance with the plan quantity and no adjustment will be made for actual location of grade line.



PLAN OF PIPE UNDERDRAIN INSTALLATION AT ABUTMENT NO. 1



PLAN OF PIPE UNDERDRAIN INSTALLATION AT ABUTMENT NO. 2

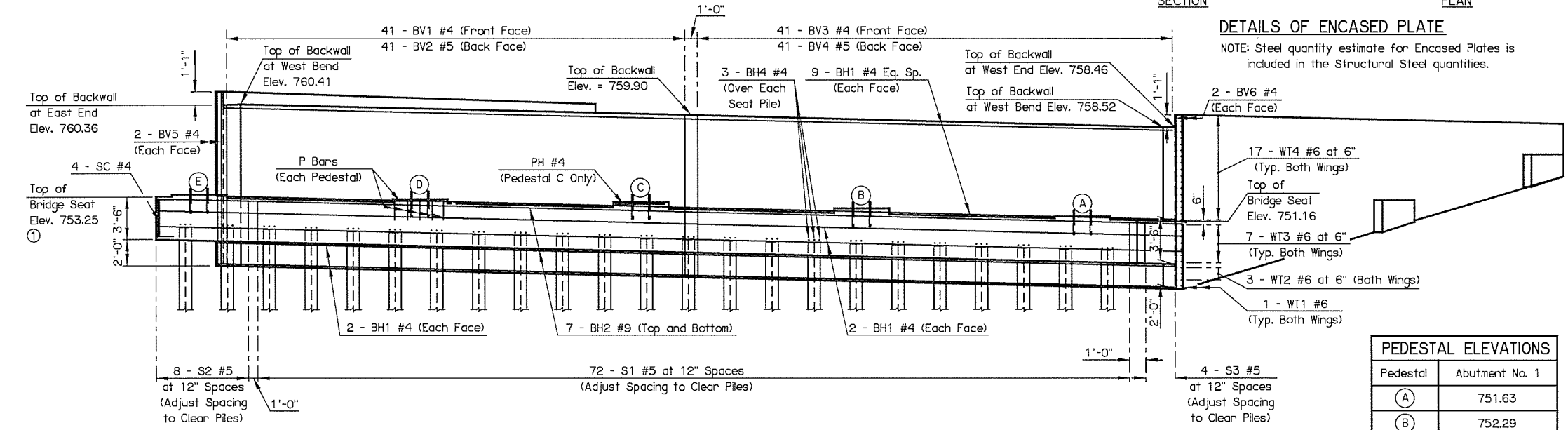
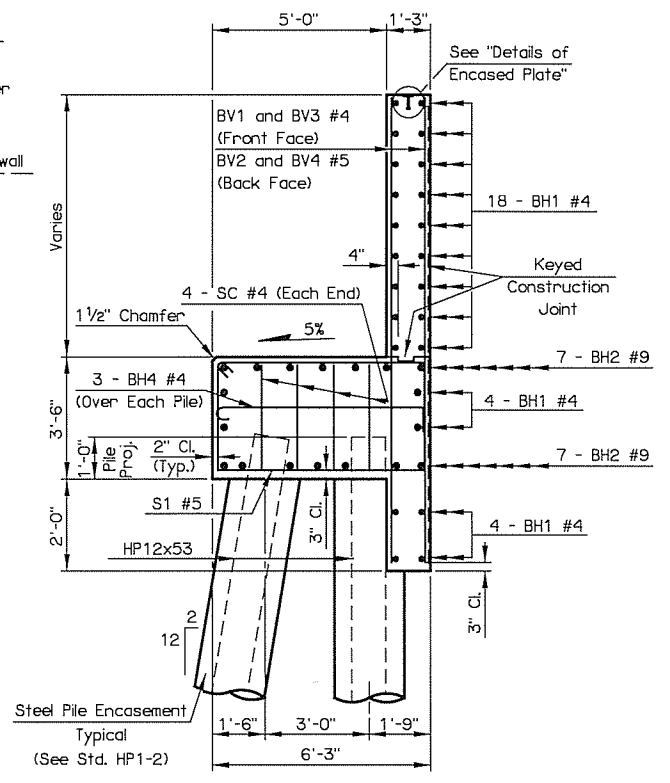
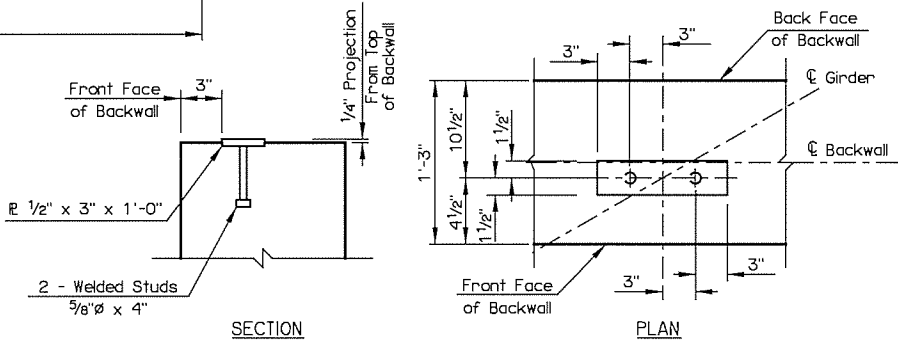
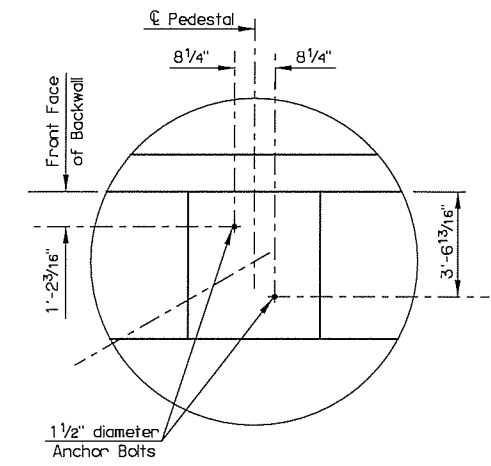
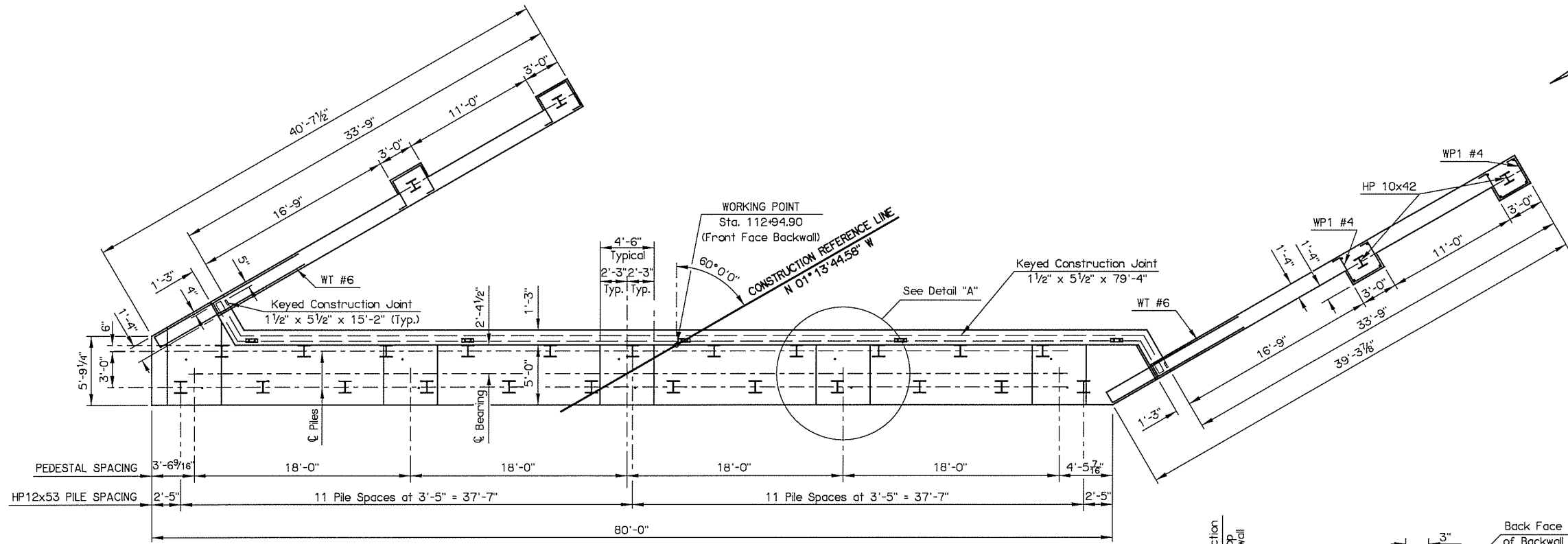


DETAIL OF TRENCH EXCAVATION

NOTE:  
The Contractor may place concrete against the limits of excavation if the material is excavated to the neat lines of the abutment and approved by the Engineer. If necessary, use forms on the back vertical face of the abutment and remove forms after concrete hardens. If the Contractor chooses to place concrete against the soil, the Department will pay for SUBSTRUCTURE EXCAVATION COMMON in accordance with the diagram shown on the plans.

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN ASSEMBLY DETAILS		Detail	RLA	2/16
		Check	KMS	3/16
STATE OF OKLAHOMA		Spec: MAYFIELD Engr. ELYAZGI	DEPARTMENT OF TRANSPORTATION	
JOB PECE NO. 27075(04)		SHEET NO. 53		

REV. NO.	DESCRIPTION	REVISIONS	DATE



Pedestal	Abutment No. 1
(A)	751.63
(B)	752.29
(C)	752.92
(D)	753.18
(E)	753.42

① Bridge seat does not slope from Top of Bridge Seat East to Pedestal "E"

US 75A OVER BNSF RR CREEK COUNTY

BRIDGE 'A'

**DETAILS OF ABUTMENT (SHEET 1 OF 3) (ABUTMENT NO. 1)**

Design	KAB	12/15
Detail	RLA	1/16
Check	KMS	3/16
Special	MAYFIELD	
Eng.	ELYAZGI	

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

JOB PRICE NO. 27075(04) SHEET NO. 54



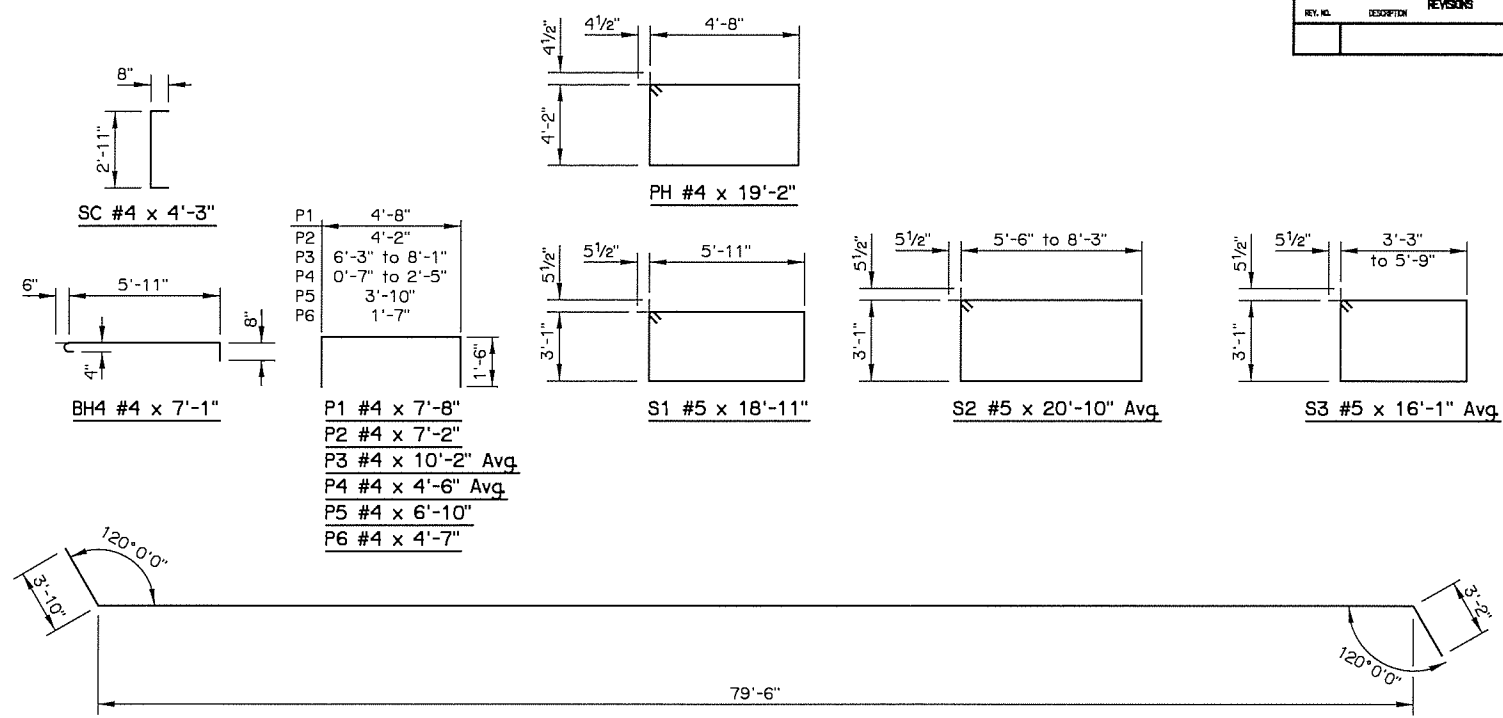


REV. NO.	DESCRIPTION	REVISIONS	DATE

**BAR LIST - ABUTMENT NO. 1**

MARK	NO.	SIZE	FORM	LENGTH	VARIANCE	MARK	NO.	SIZE	FORM	LENGTH	VARIANCE
BH1	18	#4	BNT.	88'-4"		WT1	2	#6	BNT.	11'-6"	
BH2	14	#9	STR.	86'-4" Avg.	84'-1" to 88'-7"	WT2	6	#6	BNT.	9'-4" Avg.	6'-2" to 12'-6"
BH3	2	#9	STR.	3'-2" Avg.	2'-0" to 4'-4"	WT3	14	#6	BNT.	23'-0"	
BH4	69	#4	BNT.	7'-1"		WT4	34	#6	BNT.	13'-0"	
BV1	41	#4	STR.	12'-6 1/2" Avg.	12'-3" to 12'-10"	WH1	32	#6	STR.	33'-5"	
BV2	41	#5	STR.	12'-6 1/2" Avg.	12'-3" to 12'-10"	WH2	32	#6	STR.	17'-4 1/2" Avg.	5'-8" to 29'-1"
BV3	41	#4	STR.	12'-7 1/2" Avg.	12'-5" to 12'-10"	WH3	2	#6	BNT.	34'-11"	
BV4	41	#5	STR.	12'-7 1/2" Avg.	12'-5" to 12'-10"	WH4	32	#6	STR.	17'-10 1/2" Avg.	6'-0" to 29'-9"
BV5	4	#4	STR.	13'-5"		WH7	2	#6	STR.	34'-10"	
BV6	4	#4	STR.	13'-9"		WV1	16	#4	STR.	3'-8"	
P1	20	#4	BNT.	7'-8"		WV2	62	#4	STR.	8'-10" Avg.	3'-11" to 13'-9"
P2	32	#4	BNT.	7'-2"		WV3	62	#4	STR.	8'-9 1/2" Avg.	3'-9" to 13'-10"
P3	5	#4	BNT.	10'-2" Avg.	9'-3" to 11'-1"	WP1	10	#4	BNT.	8'-8"	
P4	2	#4	BNT.	4'-6" Avg.	3'-7" to 5'-5"	WP2	8	#4	STR.	1'-7"	
P5	1	#4	BNT.	6'-10"		WP3	8	#4	STR.	1'-6" Avg.	1'-1" to 1'-11"
P6	1	#4	BNT.	4'-7"							
PH	1	#4	BNT.	19'-2"							
S1	72	#5	BNT.	18'-11"							
S2	8	#5	BNT.	20'-11" Avg.	18'-1" to 23'-9"						
S3	4	#5	BNT.	16'-1" Avg.	13'-7" to 18'-7"						
SC	8	#4	BNT.	4'-3"							

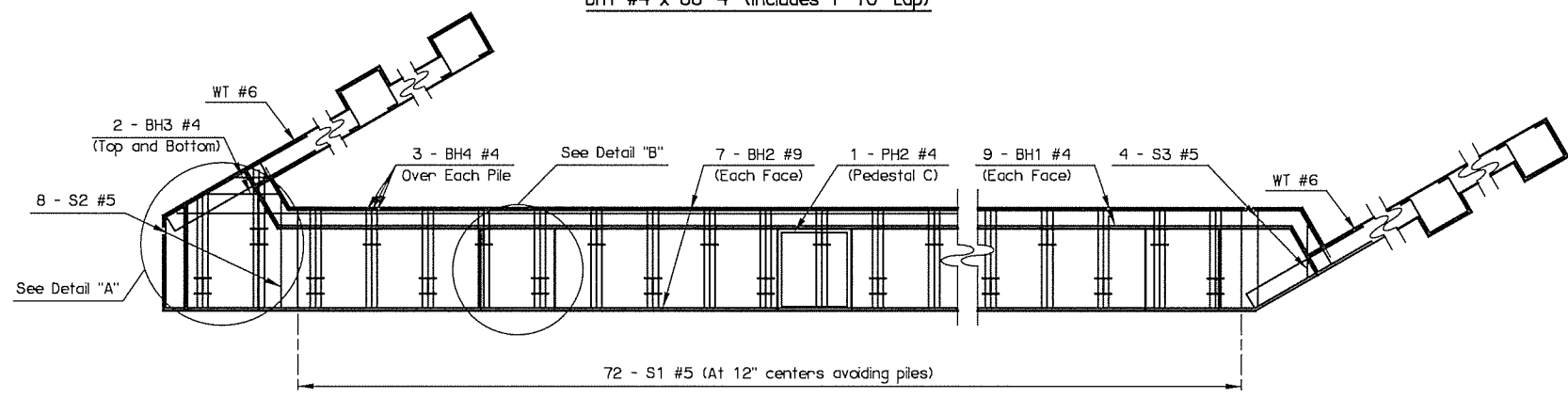
① LENGTH INCLUDES 1'-10" LAP (STAGGER LAPS)  
 ② LENGTH INCLUDES 4'-4" LAP (STAGGER LAPS)  
 ③ 2 SETS OF 7  
 ④ 2 SETS OF 16  
 ⑤ 2 SETS OF 31  
 ⑥ 2 SETS OF 4



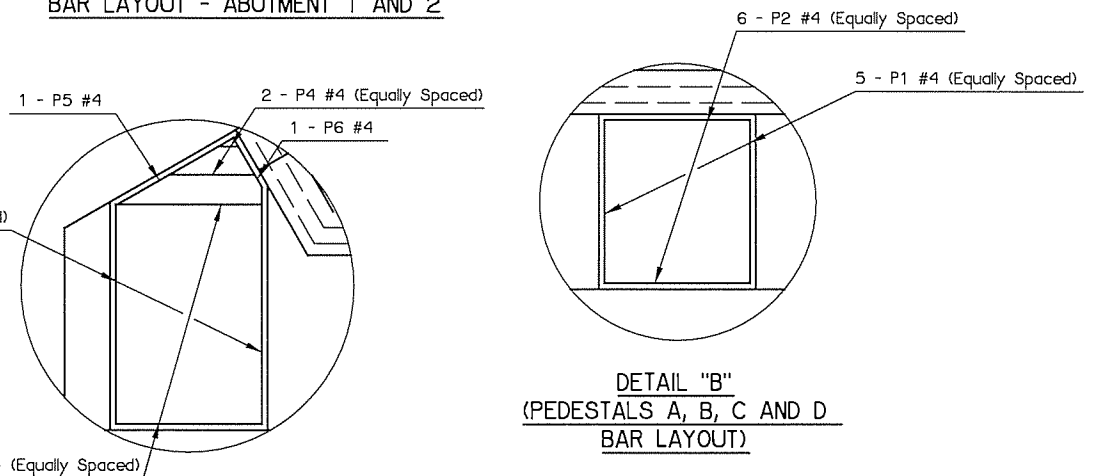
**BAR LIST - ABUTMENT NO. 2**

MARK	NO.	SIZE	FORM	LENGTH	VARIANCE	MARK	NO.	SIZE	FORM	LENGTH	VARIANCE
BH1	18	#4	BNT.	88'-4"		WT1	2	#6	BNT.	11'-6"	
BH2	14	#9	STR.	86'-4" Avg.	84'-1" to 88'-7"	WT3	14	#6	BNT.	23'-0"	
BH3	2	#9	STR.	3'-2" Avg.	2'-0" to 4'-4"	WT4	34	#6	BNT.	13'-0"	
BH4	69	#4	BNT.	7'-1"		WT5	6	#6	BNT.	9'-4" Avg.	6'-2" to 12'-6"
BV7	41	#4	STR.	12'-6" Avg.	12'-5" to 12'-7"	WH1	32	#6	STR.	33'-5"	
BV8	41	#5	STR.	12'-6" Avg.	12'-5" to 12'-7"	WH5	32	#6	STR.	17'-11" Avg.	6'-0" to 29'-10"
BV9	41	#4	STR.	12'-7"		WH6	32	#6	STR.	17'-7" Avg.	5'-9" to 29'-5"
BV10	41	#5	STR.	12'-7"		WH8	2	#6	STR.	34'-10"	
BV11	4	#4	STR.	13'-6"		WH9	2	#6	STR.	34'-10"	
BV12	4	#4	STR.	13'-8"		WV1	16	#4	STR.	3'-8"	
P1	20	#4	BNT.	7'-8"		WV4	62	#4	STR.	8'-8" Avg.	3'-10" to 13'-6"
P2	32	#4	BNT.	7'-2"		WV5	62	#4	STR.	8'-10" Avg.	3'-11" to 13'-9"
P3	5	#4	BNT.	10'-2" Avg.	9'-3" to 11'-1"	WP1	10	#4	BNT.	8'-8"	
P4	2	#4	BNT.	4'-6" Avg.	3'-7" to 5'-5"	WP2	8	#4	STR.	1'-7"	
P5	1	#4	BNT.	6'-10"		WP3	8	#4	STR.	1'-6" Avg.	1'-1" to 1'-11"
P6	1	#4	BNT.	4'-7"							
PH	1	#4	BNT.	19'-2"							
S1	72	#5	BNT.	18'-11"							
S2	8	#5	BNT.	20'-11" Avg.	18'-1" to 23'-9"						
S3	4	#5	BNT.	16'-1" Avg.	13'-7" to 18'-7"						
SC	8	#4	BNT.	4'-3"							

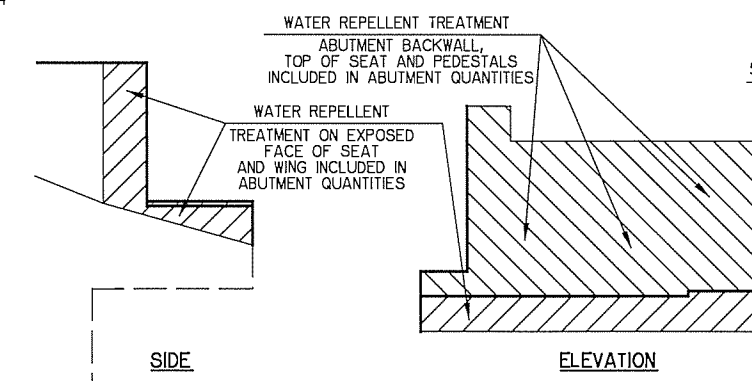
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 ② LENGTH INCLUDES 4'-4" LAP (STAGGER LAPS)  
 ③ 2 SETS OF 7  
 ④ 2 SETS OF 16  
 ⑤ 2 SETS OF 31  
 ⑥ 2 SETS OF 4



**BAR LAYOUT - ABUTMENT 1 AND 2**



QUANTITIES - BOTH ABUTMENTS			
ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	490.00	490.00
CLSM BACKFILL	C.Y.	393.50	393.50
CLASS A CONCRETE	C.Y.	135.20	133.40
EPOXY COATED REINFORCING STEEL	LB.	14,300.00	14,980.00
PILES, FURNISHED (HP10x42)	L.F.	157.00	211.00
PILES, FURNISHED (HP12x53)	L.F.	805.00	1,139.00
PILES, DRIVEN (HP10x42)	L.F.	157.00	211.00
PILES, DRIVEN (HP12x53)	L.F.	805.00	1,139.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	125.00	123.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	79.00	78.00
6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	20.00	20.00



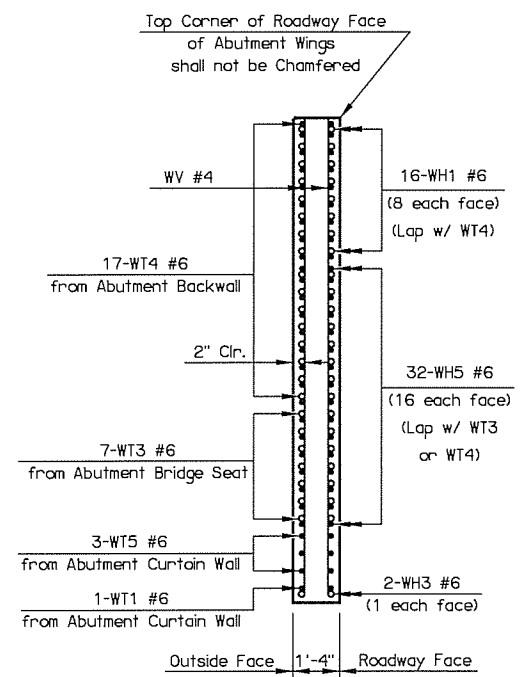
**WATER REPELLENT TREATMENT DETAILS**

US 75A OVER BNSF RR BRIDGE 'A' CREEK COUNTY  
 Design: KAB 12/15  
 Detail: RLA 2/16  
 Check: KMS 3/16  
 State: MAYFIELD  
 Engr: ELYAZGI

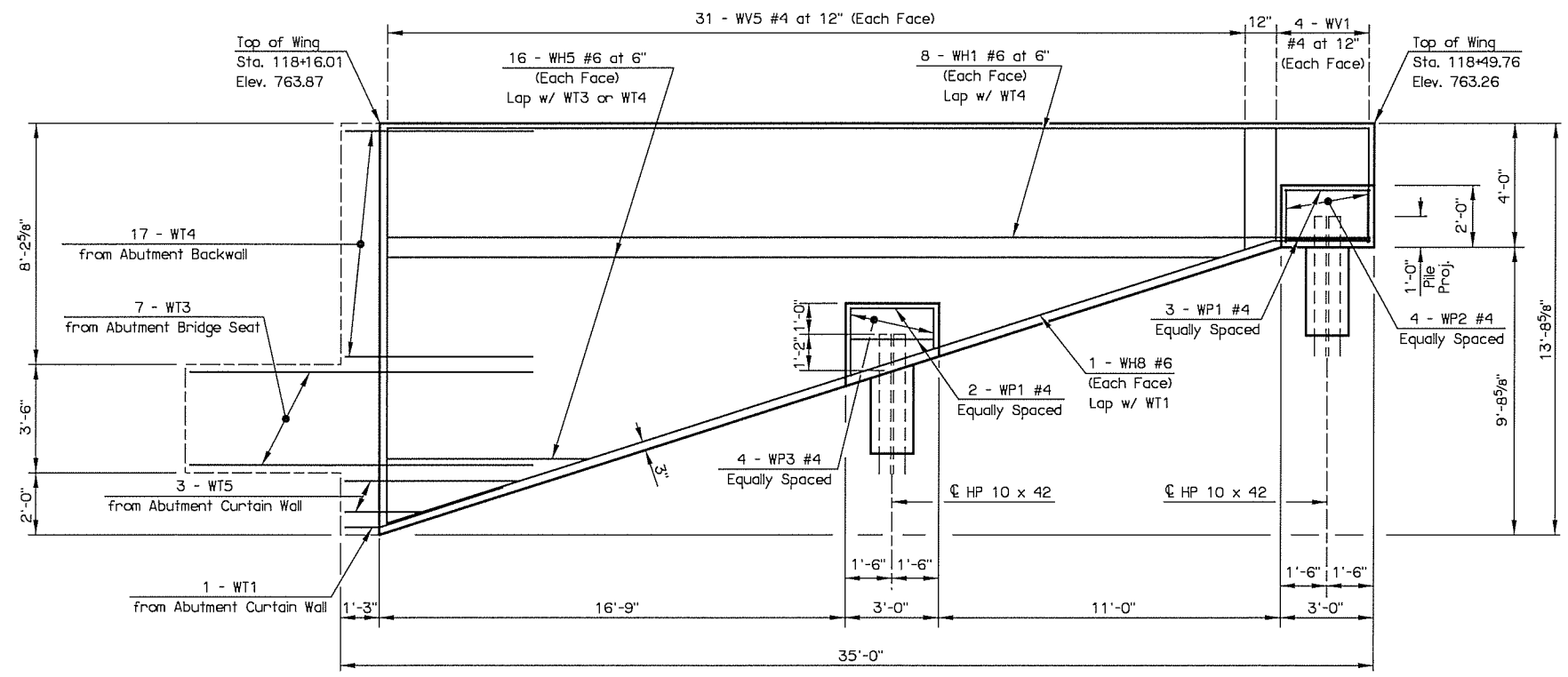
**STATE OF OKLAHOMA** DEPARTMENT OF TRANSPORTATION  
 JOB PECE NO. 27075(04) SHEET NO. 56



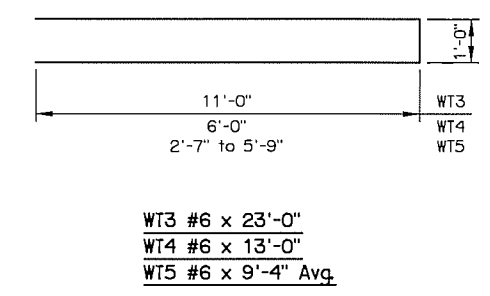
REV. NO.	DESCRIPTION	REVISIONS	DATE



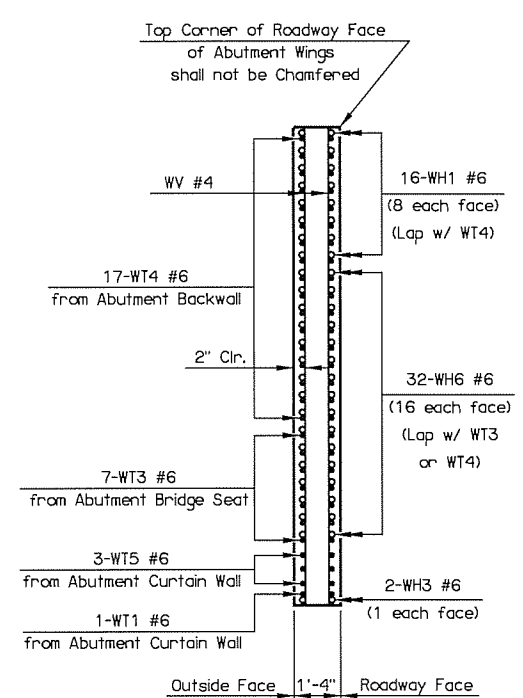
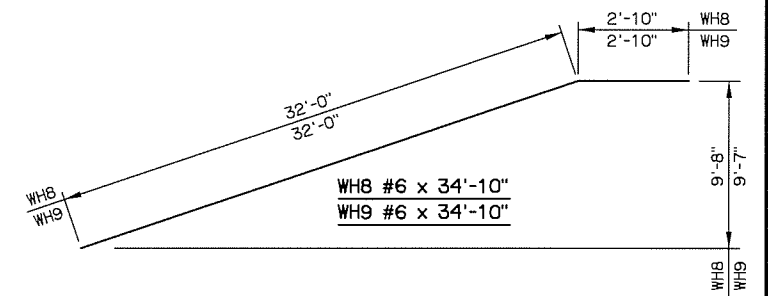
SECTION THRU WEST WING



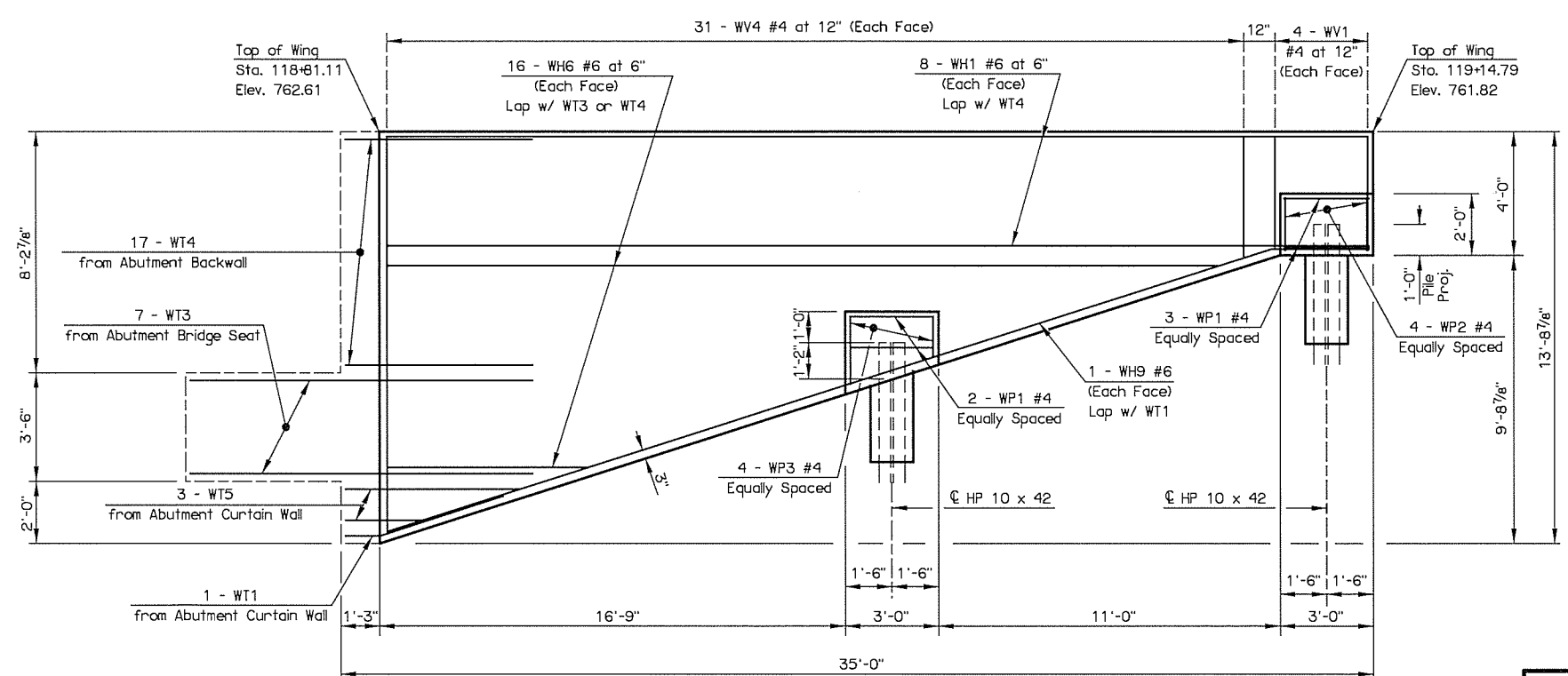
WEST WING ELEVATION



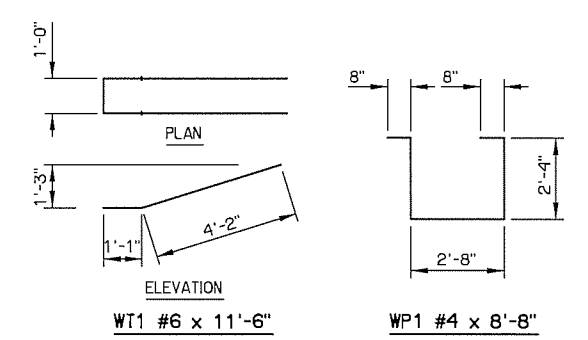
WT3 #6 x 23'-0"  
 WT4 #6 x 13'-0"  
 WT5 #6 x 9'-4" Avg.



SECTION THRU EAST WING



EAST WING ELEVATION



US 75A OVER BNSF RR  
 BRIDGE 'A'

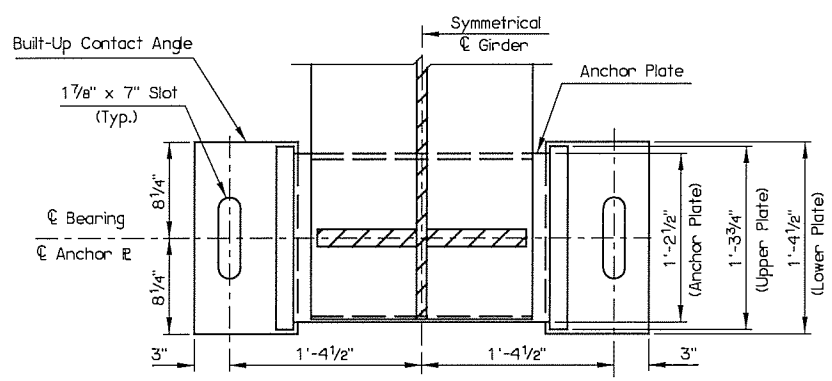
CREEK COUNTY

Design	KAB	12/15
Detail	RLA	1/16
Check	KMS	3/16
Squad	MAYFIELD	
Eng.	ELYAZGI	

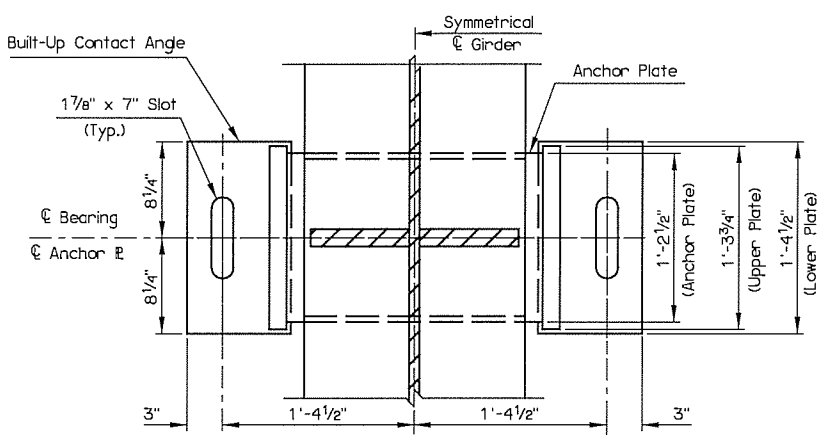
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 JOB PRICE NO. 27075(04) SHEET NO. 58



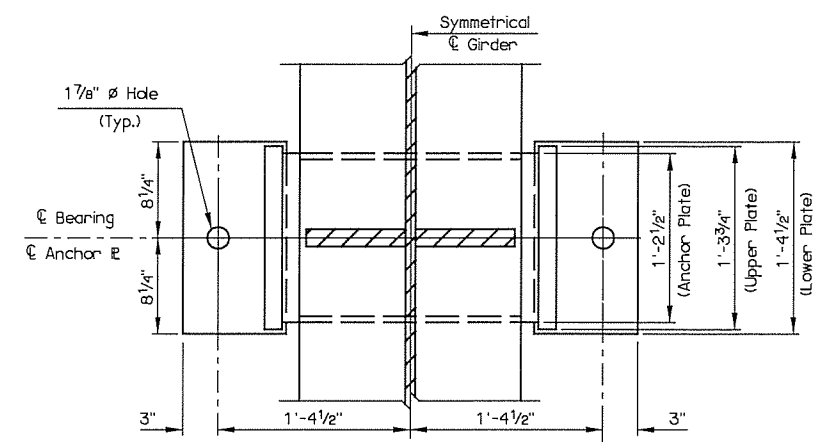
REV. NO.	DESCRIPTION	REVISIONS	DATE



PLAN VIEW  
EXPANSION BEARING AT ABUT. NO. 1 & 2

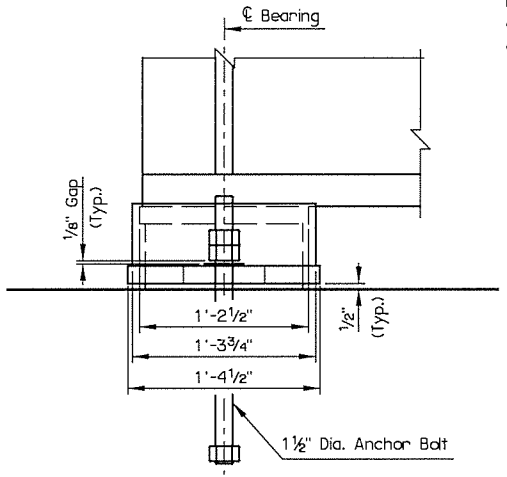


PLAN VIEW  
EXPANSION BEARING AT PIER NO. 1

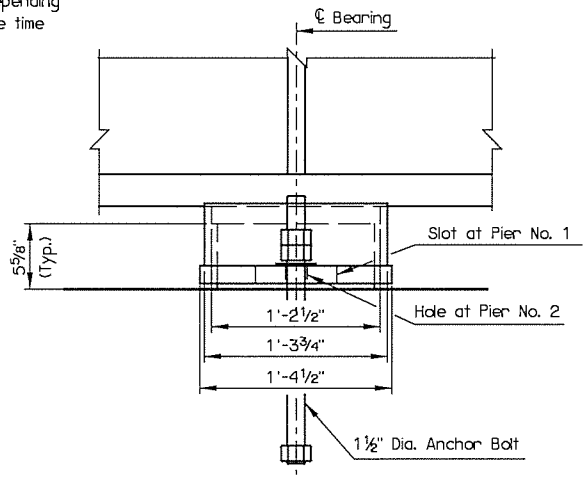


PLAN VIEW  
FIXED BEARING AT PIER NO. 2

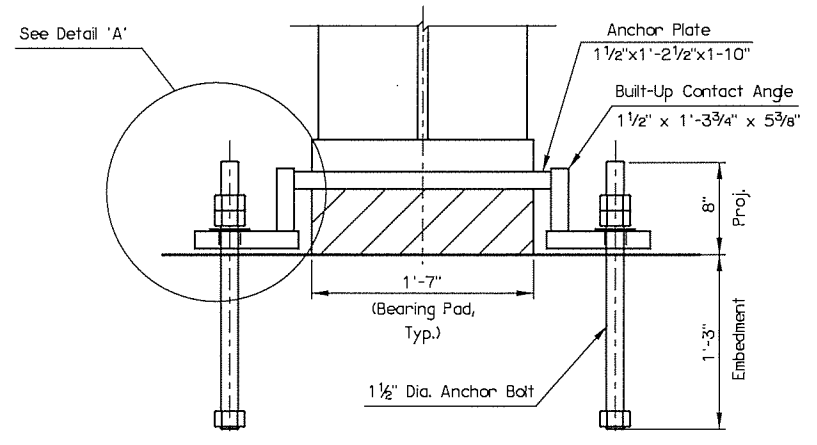
NOTE: Center Anchor Bolts in Slots during setting of beams. Dimension may vary depending on temperature at the time of beam setting.



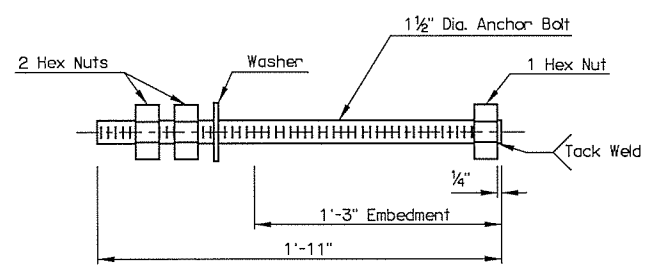
SIDE VIEW  
EXPANSION BEARING AT ABUT. NO. 1 & 2



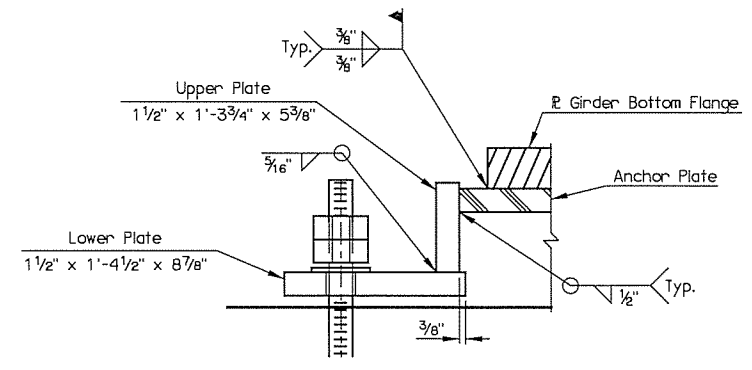
SIDE VIEW  
CONT. BEAM PIERS 1 AND 2



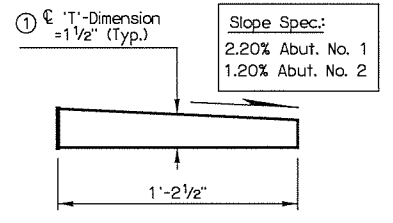
END VIEW  
(TYP.)



ANCHOR BOLT DETAIL



DETAIL 'A'



NOTES: 1. Paint thickest edge red.  
2. Orient thickest edge of plates towards piers.

BEVELED ANCHOR PLATE DETAIL

BEARING SCHEDULE FOR ASSEMBLIES					
LOCATION	ANCHOR PLATE Size (T x L x W)	60 DUROMETER ELASTOMERIC PAD			
		Size (T x L x W)	Cover Layer	Inner Layer	Laminate Plate
① All	1 1/2" x 1'-2 1/2" x 1'-10"	5 3/8" x 1'-1 1/2" x 1'-7"	2 - 0.25"	10 - 0.375"	11 - 0.125"

① 'T' = Thickness of Beveled Anchor Plate @  $\epsilon$  of Plate

BEARING ASSEMBLY NOTES:  
Provide structural steel for Anchor Plates and Built-Up Contact Angles in accordance with ASTM-A240 (Austenitic Stainless Steel, Type 316, Charpy V-Notch testing not required). For Anchor Bolts, provide continuously threaded bars in accordance with ASTM-A320, Class 2, Grade 8.8 (Austenitic Stainless Steel, Type 316, Charpy V-Notch testing not required). Use austenitic stainless steel nuts and washers conforming to ASTM-A194, Grade 8M and ASTM-A320, respectively. Perform all welding consistent with procedures for stainless steel.

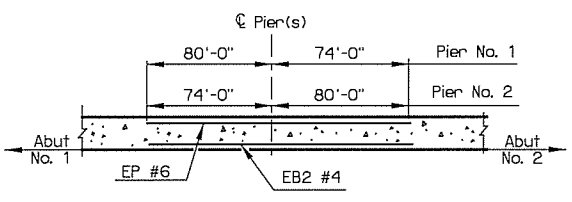
US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	10/15
DETAILS OF BEARING ASSEMBLIES		Detail	RWM	10/15
		Check	KMS	12/15
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Squad	MAYFIELD
JOB PECE NO. 27075(04)		Engr.	ELYAZGI	SHEET NO. 60



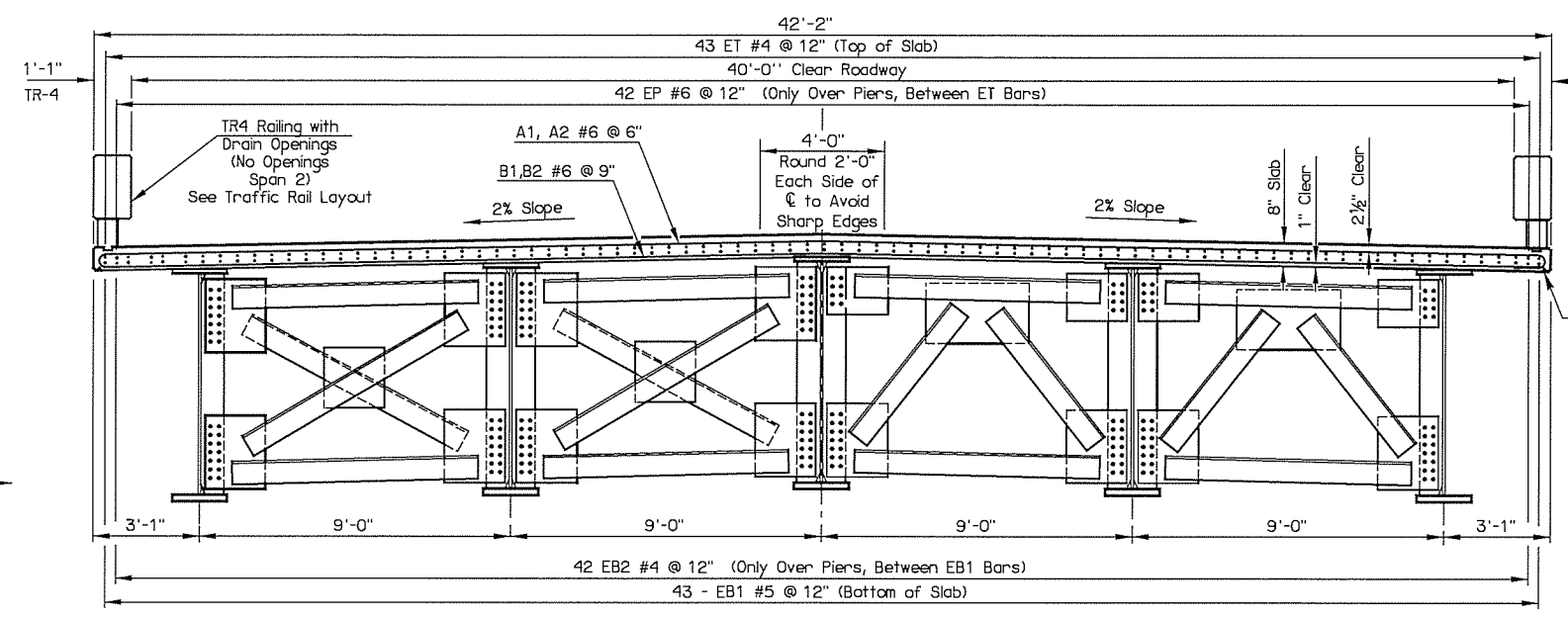
REV. NO.	DESCRIPTION	REVISIONS	DATE

NOTE: For bar bends and bar list, see Superstructure Bar List. Rotate hooks on A bars to maintain minimum clearance.

NOTE: Install all Diaphragms/Crossframes and tighten all Bolts before placing concrete for the Bridge Deck or applying other massive loads to the Beams.



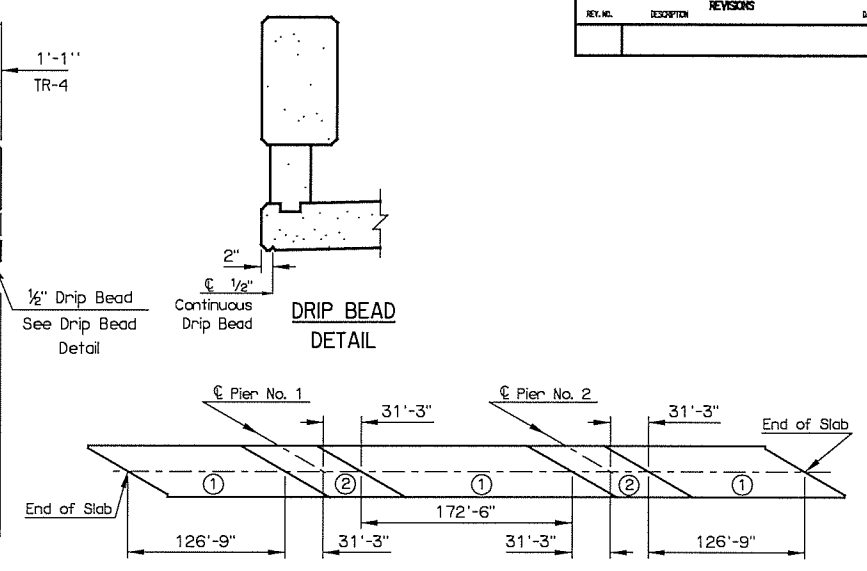
DETAIL OF ADDITIONAL BARS OVER PIERS



HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

HALF SECTION AT END DIAPHRAGM

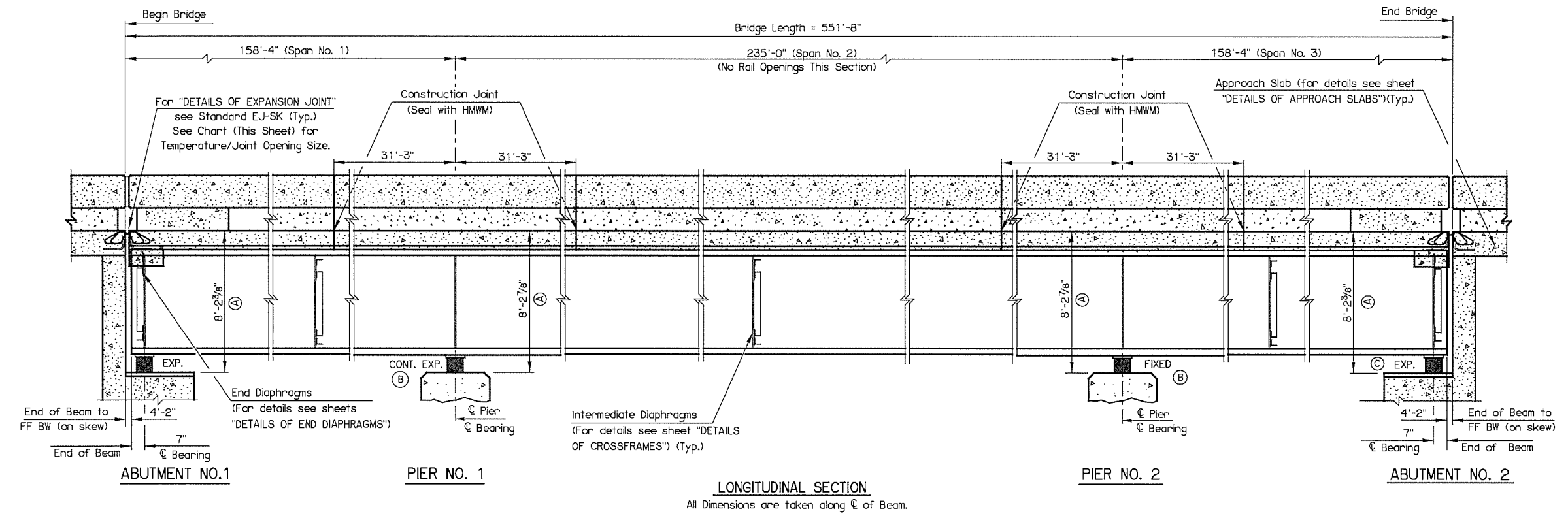


CONCRETE SLAB POURING SEQUENCE

NOTE: All sections ① shall be poured before sections ②. Allow 48 hours between pouring sections ① and ②.

- Notes:
- 4' lap length; no laps within 10' of Pier C
  - ET and EB1 bars not shown for clarity

EXPANSION JOINT OPENING SETTINGS			
Exp. Joint	Abut. No. 1	Exp. Joint	Abut. No. 2
Temp. (Deg. F)	Dim.	Temp. (Deg. F)	Dim.
98	1"	96	1 1/8"
94	1 1/8"	86	1 3/4"
90	1 1/4"	75	1 7/8"
86	1 3/8"	65	2"
81	1 1/2"	55	2 1/8"
77	1 5/8"	44	2 1/2"
73	1 3/4"	34	2 3/8"
69	1 7/8"		
65	2"		
61	2 1/8"		
57	2 1/4"		
53	2 3/8"		
49	2 1/2"		
44	2 7/8"		
40	2 3/4"		
36	2 1/2"		
32	3"		



LONGITUDINAL SECTION  
All Dimensions are taken along C of Beam.

SUPERSTRUCTURE QUANTITIES		
ITEM	UNIT	TOTAL
Saw-Cut Grooving	S.Y.	2,183.00
Sealed Expansion Joint	L.F.	161.50
Concrete Traffic Rail (TR-4)	L.F.	1,103.40
Structural Steel	LB.	1,580,140.00
Stainless Steel Fixed Bearing Assemblies	EA.	5.00
Stainless Steel Exp. Bearing Assemblies	EA.	15.00
Class AA Concrete	C.Y.	640.90
Epoxy Coated Reinforcing Steel	LB.	202,830.00
Water Repellent (Visually Inspected)	S.Y.	982.00
Sealer Crack Preparation	L.F.	320.0
Sealer Resin	GAL.	2.20

- (A) Dimension is from top of Deck Slab to bottom of Bearing Assembly at C Bearing.
- (B) Fixed or Continuous Expansion designation indicates continuous Deck Slab over Pier. See GENERAL PLAN AND ELEVATION sheet for locations of Fixed or Continuous Expansion Bearing assemblies. Install Fixed Bearing assemblies at Fixed Bearing locations and install Expansion Bearings assemblies at Continuous Expansion Bearing locations.

- (C) Expansion designation indicates Sealed Expansion Joint in Deck Slab over Abutments, requiring Expansion Bearing Assemblies. See GENERAL PLAN AND ELEVATION sheet for locations of Expansion Bearing assemblies and, if required, Fixed Bearing assemblies.

Note: Do not apply Saw-Cut Grooving within 6" of Formed/Sawed Construction Joints or within 3" of Expansion/Contraction Joints.

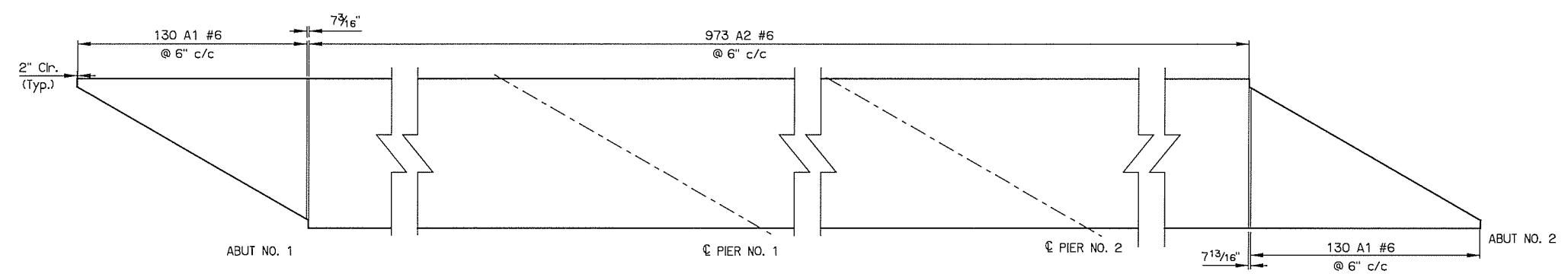
US 75A OVER BNSF RR CREEK COUNTY  
BRIDGE 'A'

DETAILS OF SUPERSTRUCTURE (LONGITUDINAL SECTION)

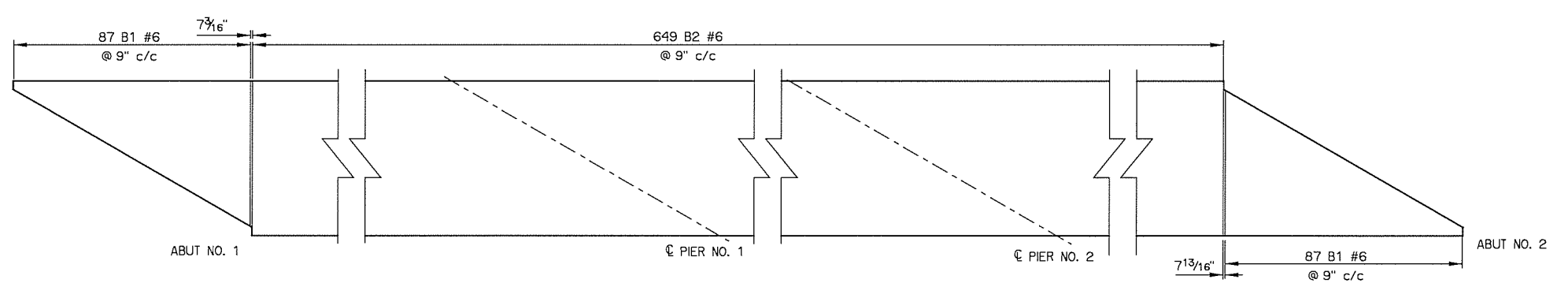
Design	KAB	11/15
Detail	RWM	02/16
Check	KMS	02/16
Spot	MAYFIELD	
Engr.	ELYAZGI	

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION  
JOB PECE NO. 27075(04) SHEET NO. 61

REV. NO.	DESCRIPTION	REVISIONS	DATE



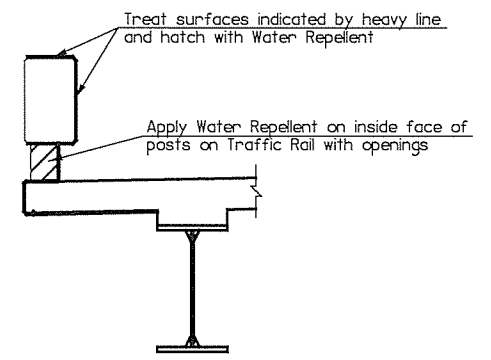
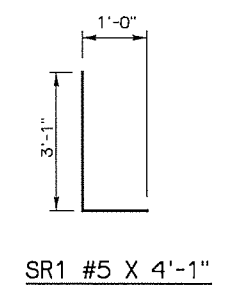
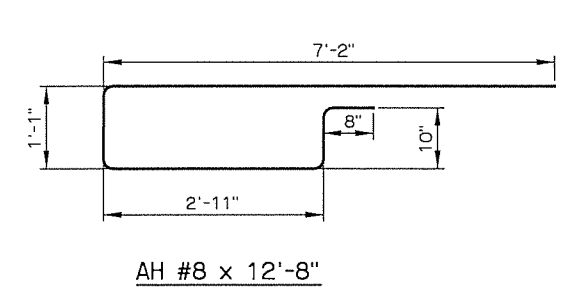
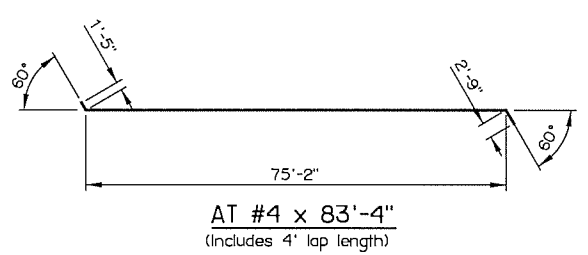
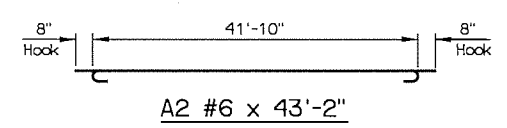
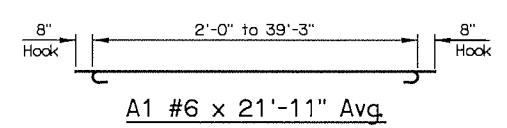
**TOP LAYER** NOTE: LONGITUDINAL BARS NOT SHOWN FOR CLARITY



**BOTTOM LAYER** NOTE: LONGITUDINAL BARS NOT SHOWN FOR CLARITY

SUPERSTRUCTURE BAR LIST					
EPOXY COATED					
MARK	NO.	SIZE	FORM	LENGTH/AVG.	VARIANCE
A1	260	#6	BNT.	21'-11"	3'-4" to 40'-7"
A2	973	#6	BNT.	41'-10"	
AH	76	#8	BNT.	12'-8"	
AT	4	#4	BNT.	83'-4"	
B1	174	#6	STR.	20'-7"	2'-0" to 39'-3"
B2	649	#6	STR.	41'-10"	
EB1	43	#5	STR.	587'-0"	
EB2	84	#4	STR.	162'-0"	
EP	84	#6	STR.	162'-0"	
ET	43	#4	STR.	587'-0"	
PT1	16	#4	STR.	14'-2"	
PT2	8	#4	STR.	1'-11"	
SR1	2,652	#5	BNT.	4'-1"	

- ① Length includes nine laps of 4'-0" (Stagger Laps)
- ② Length includes two laps of 4'-0" (Stagger Laps)
- ③ Length includes one lap of 4'-0"



**WATER REPELLENT TREATMENT DETAILS**

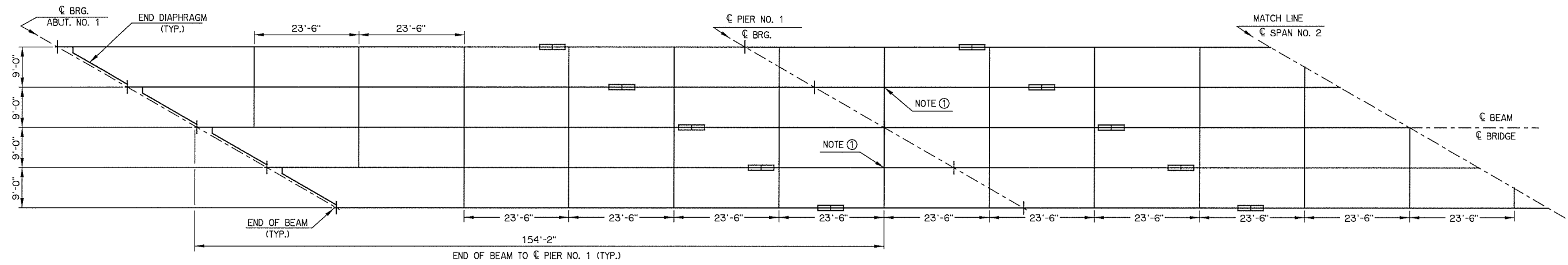
**DECK SLAB NOTES**

Epoxy-coat or galvanize steel items used to facilitate construction, such as Deck Form Hanger Assemblies, Ty-Bar Clips, Insert Weld Anchors, or other appurtenances, that will remain in place in the Deck Slab. Epoxy-coat in accordance with AASHTO M284 or galvanize in accordance with AASHTO M111. In the event of an emergency, halt the placement of concrete by the forming a Construction Joint made perpendicular to the direction of the traffic or as directed by the Engineer. Do not place any heavy equipment on the finished Deck Slab within 5 feet of any Construction Joint until concrete is in place on both sides of the respective joint and at least 48 hours has elapsed since concrete placement. Seal all Deck Slab Construction Joints with High Molecular Weight Methacrylate in accordance with Section 523 of the Specifications. Include all cost of equipment and labor for the installation of the High Molecular Weight Methacrylate Sealer in the contract unit price of "SEALER CRACK PREPARATION". Include all cost of the High Molecular Weight Methacrylate Sealer in the contract unit price of "SEALER RESIN". The Department will not measure the preparation and sealer of emergency construction joints for payments.

NOTE: See Sheet "DETAILS OF END DIAPHRAGMS (SHEET 2 OF 2)" for AH bar location details.

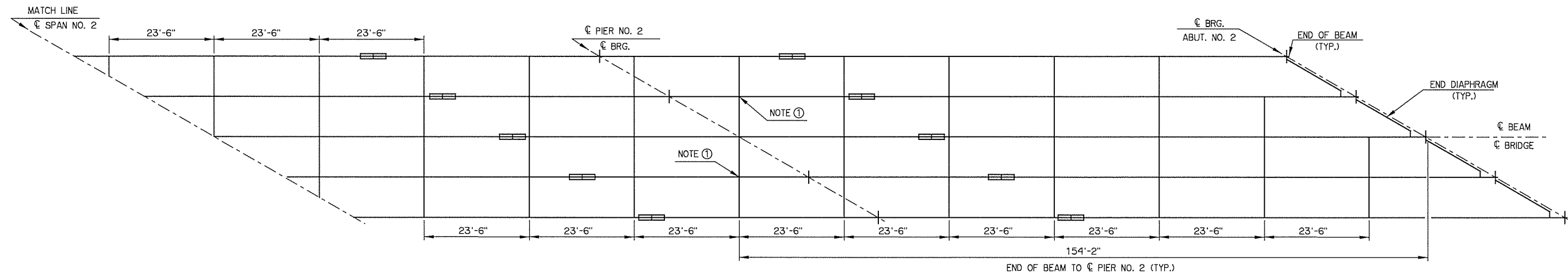
US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB 12/15
<b>DETAILS OF SUPERSTRUCTURE (DECK LAYOUT)</b>		Detail	RWM 02/16
		Check	KMS 02/16
<b>STATE OF OKLAHOMA</b> DEPARTMENT OF TRANSPORTATION JOB PRICE NO. 27075(04)		Specialist	MAYFIELD
		Eng.	ELYAZGI
SHEET NO. 62			

REV. NO.	DESCRIPTION	REVISIONS	DATE



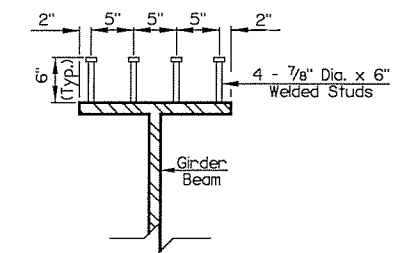
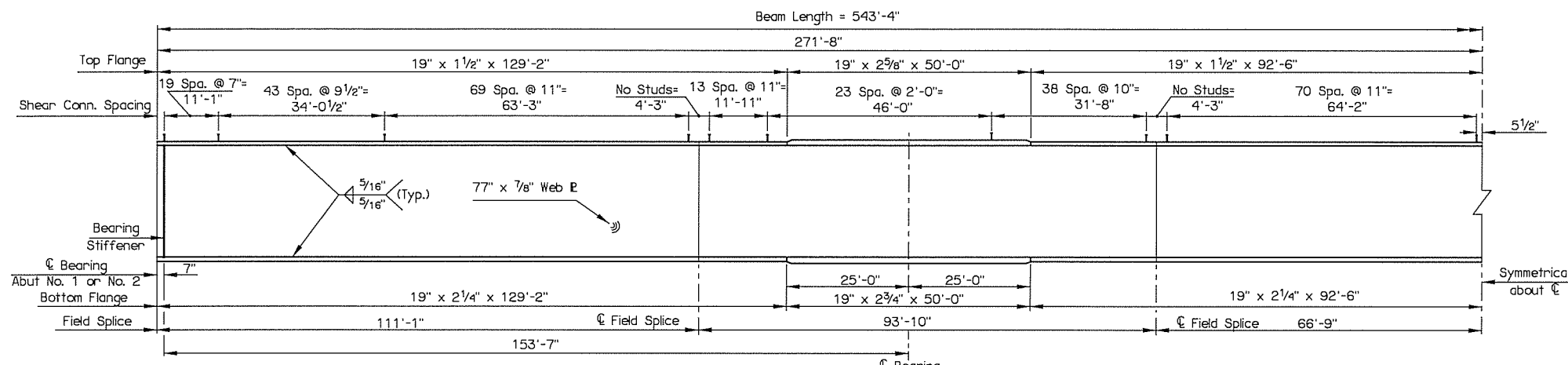
= SPLICE PLATE LOCATION  
 (SEE SHEET "DETAILS OF  
 PLATE GIRDERS" FOR EXACT LOCATIONS)

NOTE ① AT INDICATED LOCATIONS ONLY, ADJUST LONGITUDINAL  
 LOCATION OF CROSSFRAME STIFFENERS TO  
 MATCH CROSSFRAME ALIGNMENT WITH LARGER  
 BEARING STIFFENERS OF CENTER BEAM



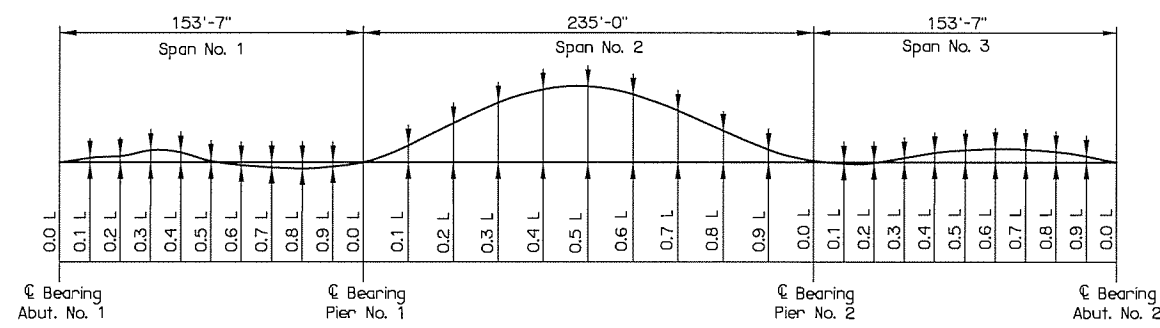
US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	8/15
DETAILS OF FRAMING PLAN		Detail	RWM	2/16
		Check	KMS	2/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Eng.	ELYAZGI	
JOB PIECE NO. 27075(04)		SHEET NO.		63

REV. NO.	DESCRIPTION	REVISIONS	DATE



**GIRDER DETAIL**

Note: Crossframe locations not shown for clarity, see "FRAMING PLAN" for details. See "END DIAPHRAGMS (SHEET 1 OF 2)" for Bearing and Crossframe Stiffener details.



**DEAD LOAD DEFLECTION DIAGRAM**  
(Typ.)

Dead Load Deflection: Span No. 2 (235'-0")												
	Span L (ft.)	Span 10th Points										
		.0L	.1L	.2L	.3L	.4L	.5L	.6L	.7L	.8L	.9L	0.0L
Beam No. 1	Girder + Diaphragm	0.00	0.559	1.271	1.924	2.343	2.434	2.184	1.658	0.994	0.382	0.00
	Deck + Haunch + Parapet	0.00	0.937	2.153	3.283	4.021	4.190	3.768	2.865	1.722	0.668	0.00
	Total Deflection	0.00	1.496	3.424	5.207	6.364	6.624	5.952	4.523	2.716	1.050	0.00
Beam No. 2	Girder + Diaphragm	0.00	0.492	1.141	1.755	2.177	2.311	2.129	1.671	1.049	0.433	0.00
	Deck + Haunch + Parapet	0.00	0.835	1.943	3.003	3.739	3.978	3.668	2.880	1.810	0.746	0.00
	Total Deflection	0.00	1.327	3.084	4.758	5.916	6.289	5.797	4.551	2.859	1.179	0.00
Beam No. 3	Girder + Diaphragm	0.00	0.455	1.082	1.690	2.116	2.269	2.117	1.691	1.083	0.455	0.00
	Deck + Haunch + Parapet	0.00	0.772	1.850	2.897	3.637	3.903	3.642	2.905	1.859	0.781	0.00
	Total Deflection	0.00	1.227	2.932	4.587	5.753	6.172	5.759	4.596	2.942	1.236	0.00
Beam No. 4	Girder + Diaphragm	0.00	0.414	1.029	1.655	2.121	2.311	2.185	1.771	1.161	0.510	0.00
	Deck + Haunch + Parapet	0.00	0.707	1.761	2.838	3.641	3.969	3.748	3.030	1.980	0.868	0.00
	Total Deflection	0.00	1.121	2.790	4.493	5.762	6.280	5.933	4.801	3.141	1.378	0.00
Beam No. 5	Girder + Diaphragm	0.00	0.369	0.973	1.638	2.170	2.428	2.347	1.937	1.292	0.580	0.00
	Deck + Haunch + Parapet	0.00	0.639	1.674	2.812	3.726	4.165	4.014	3.297	2.182	0.969	0.00
	Total Deflection	0.00	1.008	2.647	4.450	5.896	6.593	6.361	5.234	3.474	1.549	0.00

Dead Load Deflection: Span No. 1 (153'-7")												
	Span L (ft.)	Span 10th Points										
		.0L	.1L	.2L	.3L	.4L	.5L	.6L	.7L	.8L	.9L	0.0L
Beam No. 1	Girder + Diaphragm	0.00	0.103	0.159	0.168	0.126	0.029	-0.086	-0.193	-0.251	-0.187	0.00
	Deck + Haunch + Parapet	0.00	0.199	0.313	0.344	0.278	0.114	-0.086	-0.275	-0.386	-0.296	0.00
	Total Deflection	0.00	0.302	0.472	0.512	0.404	0.143	-0.172	-0.468	-0.637	-0.483	0.00
Beam No. 2	Girder + Diaphragm	0.00	0.111	0.181	0.210	0.181	0.106	-0.004	-0.104	-0.169	-0.154	0.00
	Deck + Haunch + Parapet	0.00	0.210	0.349	0.412	0.369	0.242	0.047	-0.134	-0.258	-0.249	0.00
	Total Deflection	0.00	0.321	0.530	0.622	0.550	0.348	0.043	-0.238	-0.427	-0.403	0.00
Beam No. 3	Girder + Diaphragm	0.00	0.124	0.216	0.261	0.248	0.182	0.081	-0.037	-0.110	-0.114	0.00
	Deck + Haunch + Parapet	0.00	0.233	0.407	0.495	0.480	0.368	0.189	-0.025	-0.162	-0.182	0.00
	Total Deflection	0.00	0.357	0.623	0.756	0.728	0.550	0.270	-0.062	-0.272	-0.296	0.00
Beam No. 4	Girder + Diaphragm	0.00	0.159	0.269	0.327	0.328	0.266	0.166	0.048	-0.057	-0.077	0.00
	Deck + Haunch + Parapet	0.00	0.295	0.500	0.610	0.616	0.507	0.327	0.115	-0.075	-0.121	0.00
	Total Deflection	0.00	0.454	0.769	0.937	0.944	0.773	0.493	0.163	-0.132	-0.198	0.00
Beam No. 5	Girder + Diaphragm	0.00	0.200	0.339	0.417	0.434	0.386	0.272	0.136	0.009	-0.062	0.00
	Deck + Haunch + Parapet	0.00	0.372	0.628	0.773	0.802	0.712	0.504	0.256	0.026	-0.104	0.00
	Total Deflection	0.00	0.572	0.967	1.190	1.236	1.098	0.776	0.392	0.035	-0.166	0.00

Dead Load Deflection: Span No. 3 (153'-7")												
	Span L (ft.)	Span 10th Points										
		.0L	.1L	.2L	.3L	.4L	.5L	.6L	.7L	.8L	.9L	0.0L
Beam No. 1	Girder + Diaphragm	0.00	-0.062	-0.011	0.119	0.268	0.376	0.435	0.418	0.339	0.200	0.00
	Deck + Haunch + Parapet	0.00	-0.111	-0.024	0.205	0.468	0.662	0.769	0.739	0.601	0.355	0.00
	Total Deflection	0.00	-0.173	-0.035	0.324	0.736	1.038	1.204	1.157	0.940	0.555	0.00
Beam No. 2	Girder + Diaphragm	0.00	-0.093	-0.059	0.030	0.155	0.262	0.322	0.329	0.269	0.159	0.00
	Deck + Haunch + Parapet	0.00	-0.152	-0.088	0.070	0.291	0.481	0.586	0.594	0.485	0.285	0.00
	Total Deflection	0.00	-0.245	-0.147	0.100	0.446	0.743	0.908	0.923	0.754	0.444	0.00
Beam No. 3	Girder + Diaphragm	0.00	-0.123	-0.127	-0.041	0.065	0.175	0.244	0.259	0.219	0.125	0.00
	Deck + Haunch + Parapet	0.00	-0.205	-0.200	-0.041	0.150	0.345	0.464	0.485	0.407	0.232	0.00
	Total Deflection	0.00	-0.328	-0.327	-0.082	0.215	0.520	0.708	0.744	0.626	0.357	0.00
Beam No. 4	Girder + Diaphragm	0.00	-0.154	-0.185	-0.120	-0.008	0.094	0.177	0.207	0.183	0.109	0.00
	Deck + Haunch + Parapet	0.00	-0.252	-0.292	-0.169	0.032	0.213	0.357	0.404	0.353	0.210	0.00
	Total Deflection	0.00	-0.406	-0.477	-0.289	0.024	0.307	0.534	0.611	0.536	0.319	0.00
Beam No. 5	Girder + Diaphragm	0.00	-0.199	-0.252	-0.212	-0.101	0.023	0.116	0.168	0.158	0.102	0.00
	Deck + Haunch + Parapet	0.00	-0.317	-0.389	-0.311	-0.115	0.103	0.260	0.344	0.314	0.199	0.00
	Total Deflection	0.00	-0.516	-0.641	-0.523	-0.216	0.126	0.376	0.512	0.472	0.301	0.00

US 75A OVER BNSF RR  
BRIDGE 'A'

CREEK COUNTY

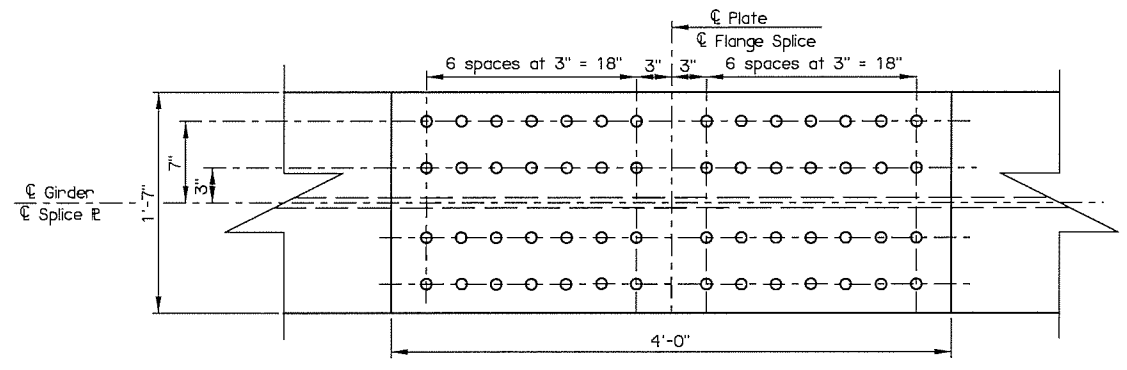
Design: KAB 8/15  
Detail: RWM 9/15  
Check: KMS 01/16

Squad: MAYFIELD  
Engr: ELYAZGI

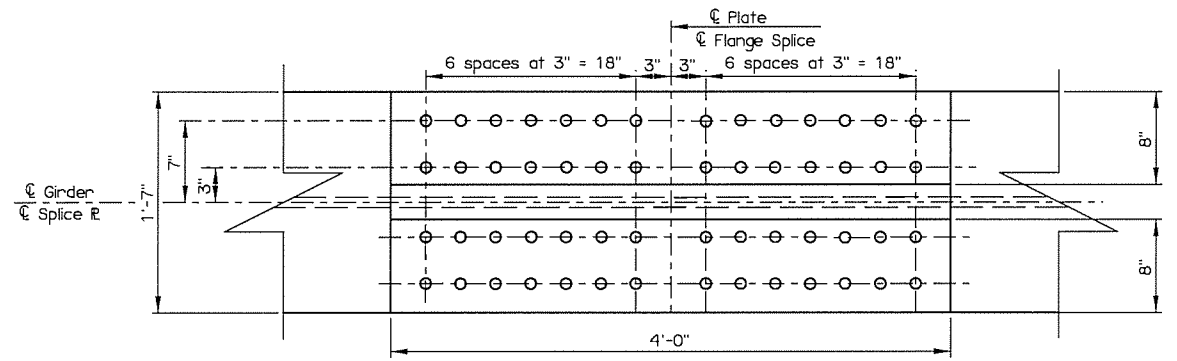
**STATE OF OKLAHOMA** DEPARTMENT OF TRANSPORTATION  
JOB PRICE NO. 27075(04) SHEET NO. 64

**DETAILS OF PLATE GIRDERS**

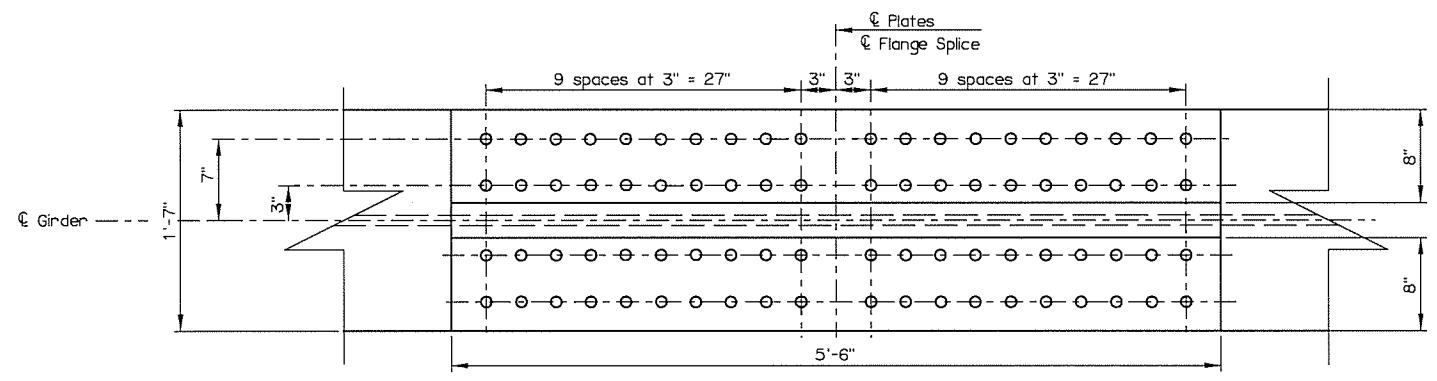
REV. NO.	DESCRIPTION	REVISIONS	DATE



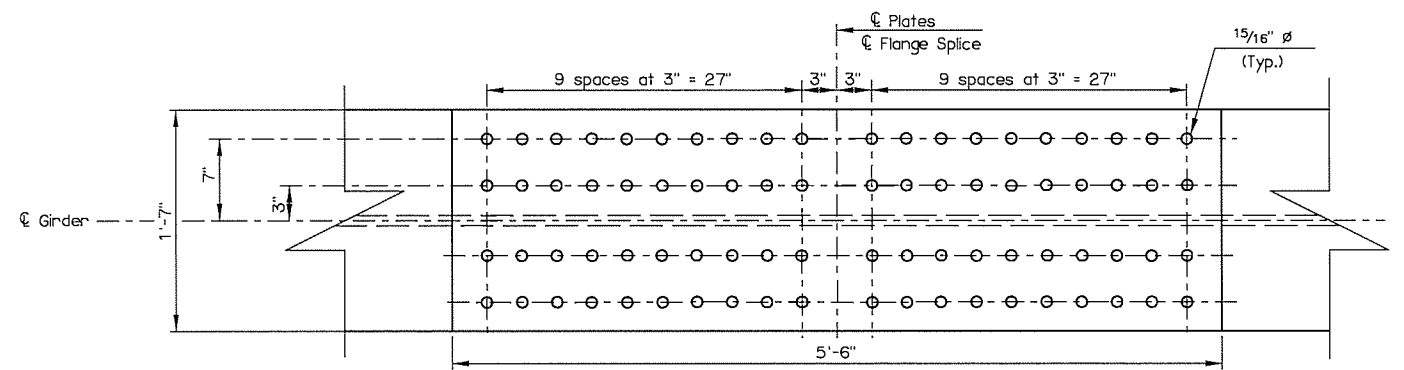
**TOP FLANGE OUTER SPLICE PLATE**  
Symmetrical about  $\bar{C}$  Splice and  $\bar{C}$  Girder



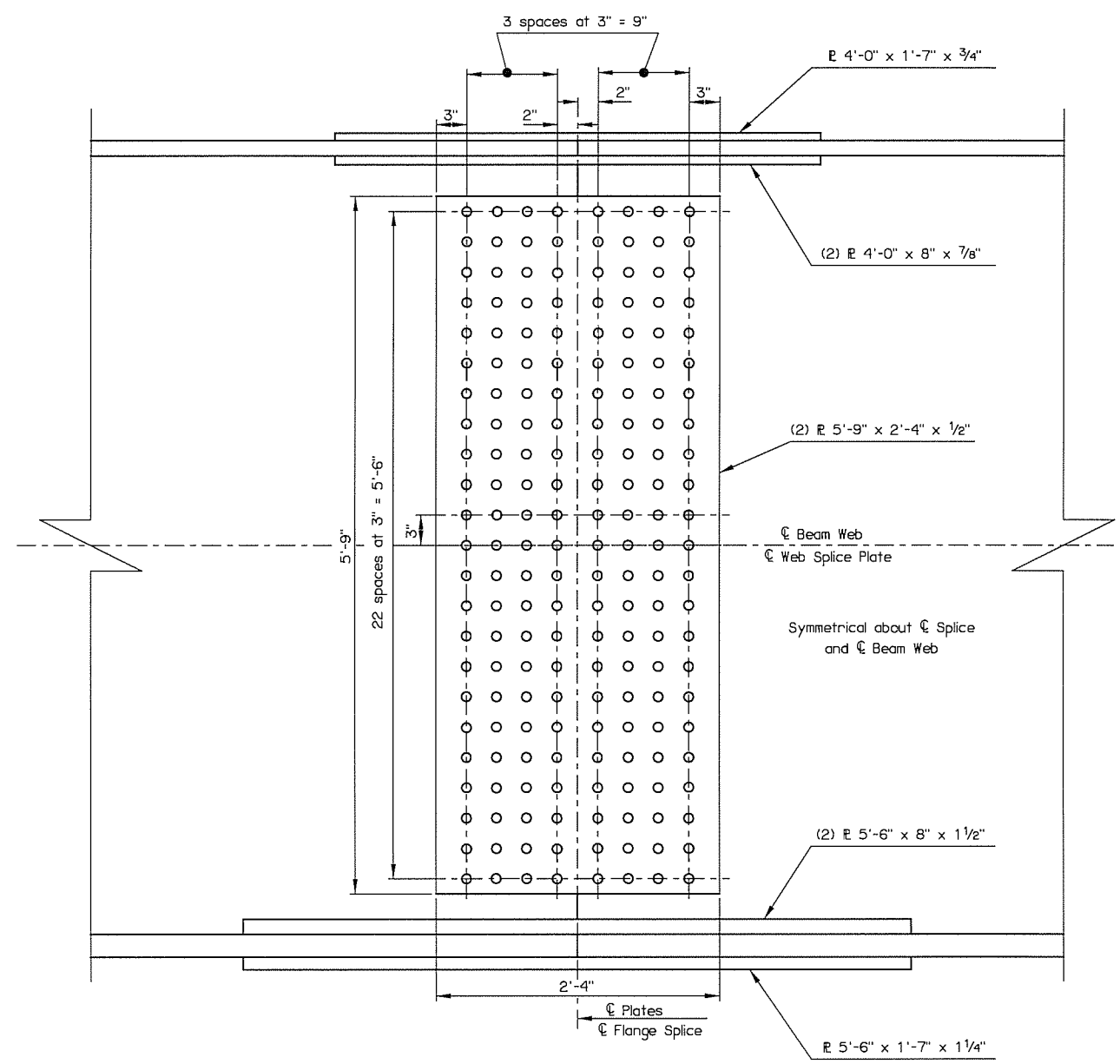
**TOP FLANGE INNER SPLICE PLATE**  
Symmetrical about  $\bar{C}$  Splice and  $\bar{C}$  Girder



**BOTTOM FLANGE SPLICE INNER PLATES**  
Symmetrical about  $\bar{C}$  Splice and  $\bar{C}$  Girder



**BOTTOM FLANGE SPLICE OUTER PLATE**  
Symmetrical about  $\bar{C}$  Splice and  $\bar{C}$  Girder



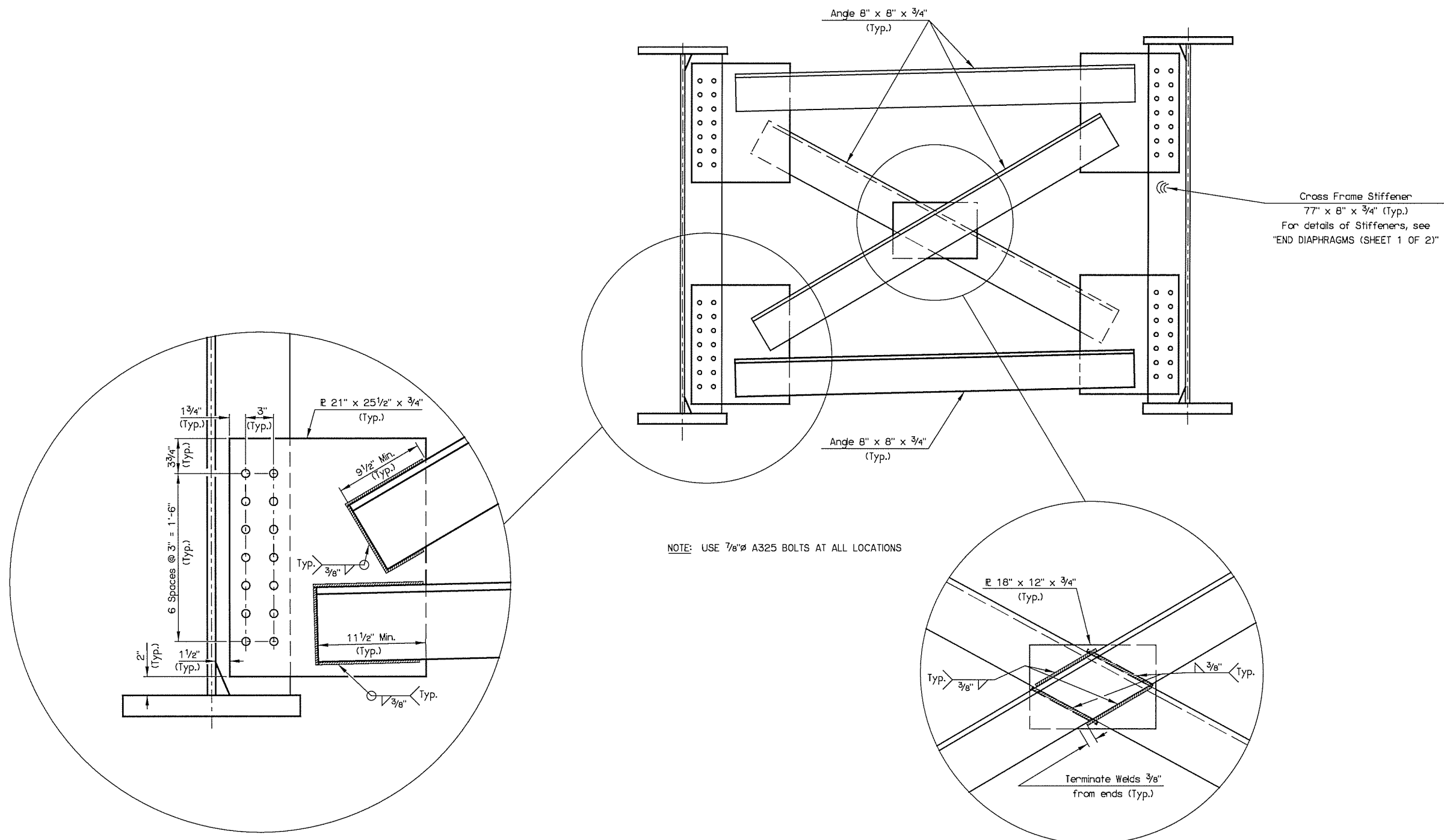
**ELEVATION**  
Splice Location (Typ.)

Note: Use 7/8"  $\varnothing$  A325 Bolts all Locations

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	9/15
<b>DETAILS OF SPLICE PLATES</b>		Detail	RWM	10/15
		Check	KMS	12/15
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Engr. ELYAZGI	SHEET NO. 65
JOB PIECE NO. 27075(04)				

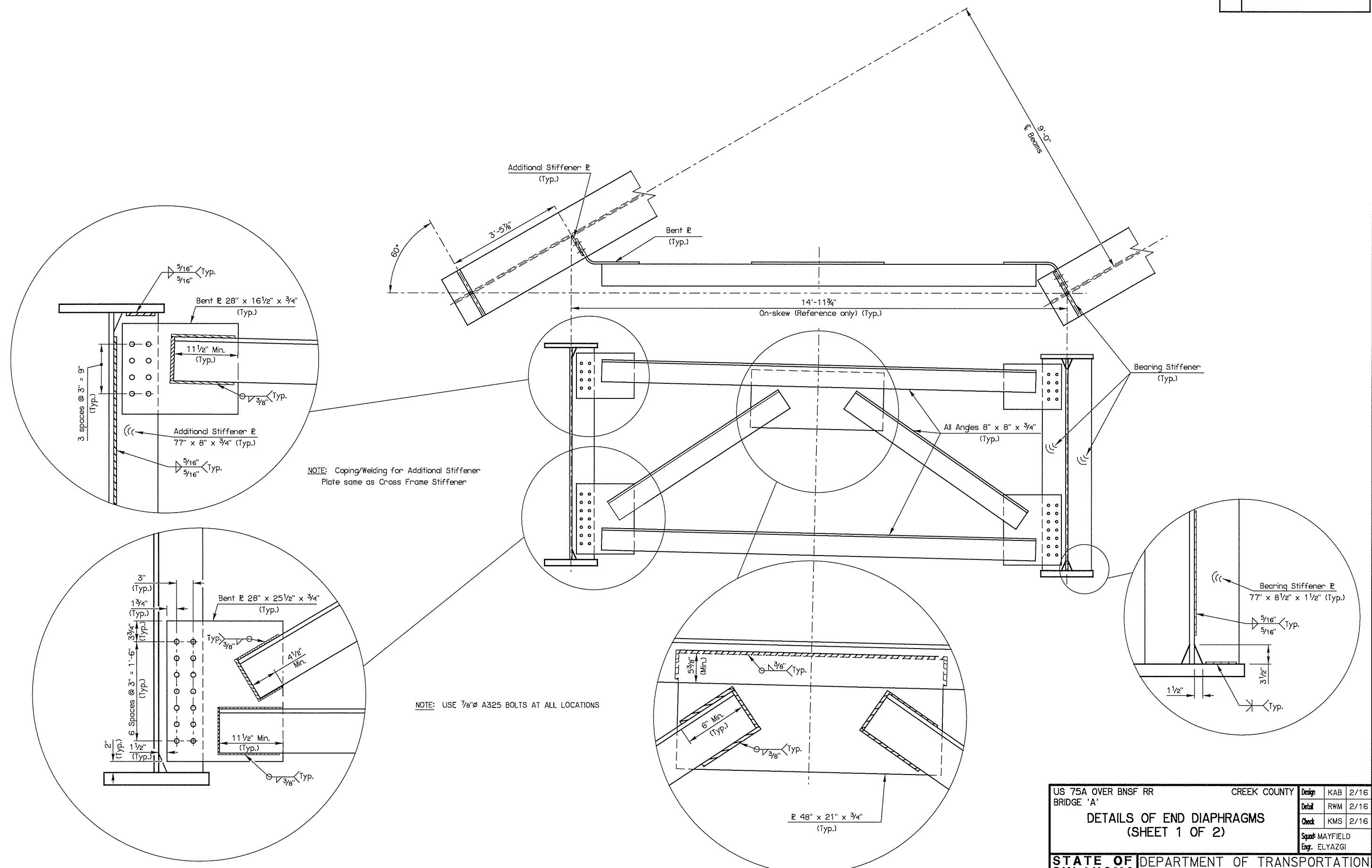


REV. NO.	DESCRIPTION	REVISIONS	DATE



US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	9/15
DETAILS OF CROSSFRAMES		Detail	RWM	10/15
		Check	KMS	12/15
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Job Piece No.	27075(04)
		Eng.	ELYAZGI	SHEET NO. 66

REV. NO.	DESCRIPTION	REVISIONS	DATE

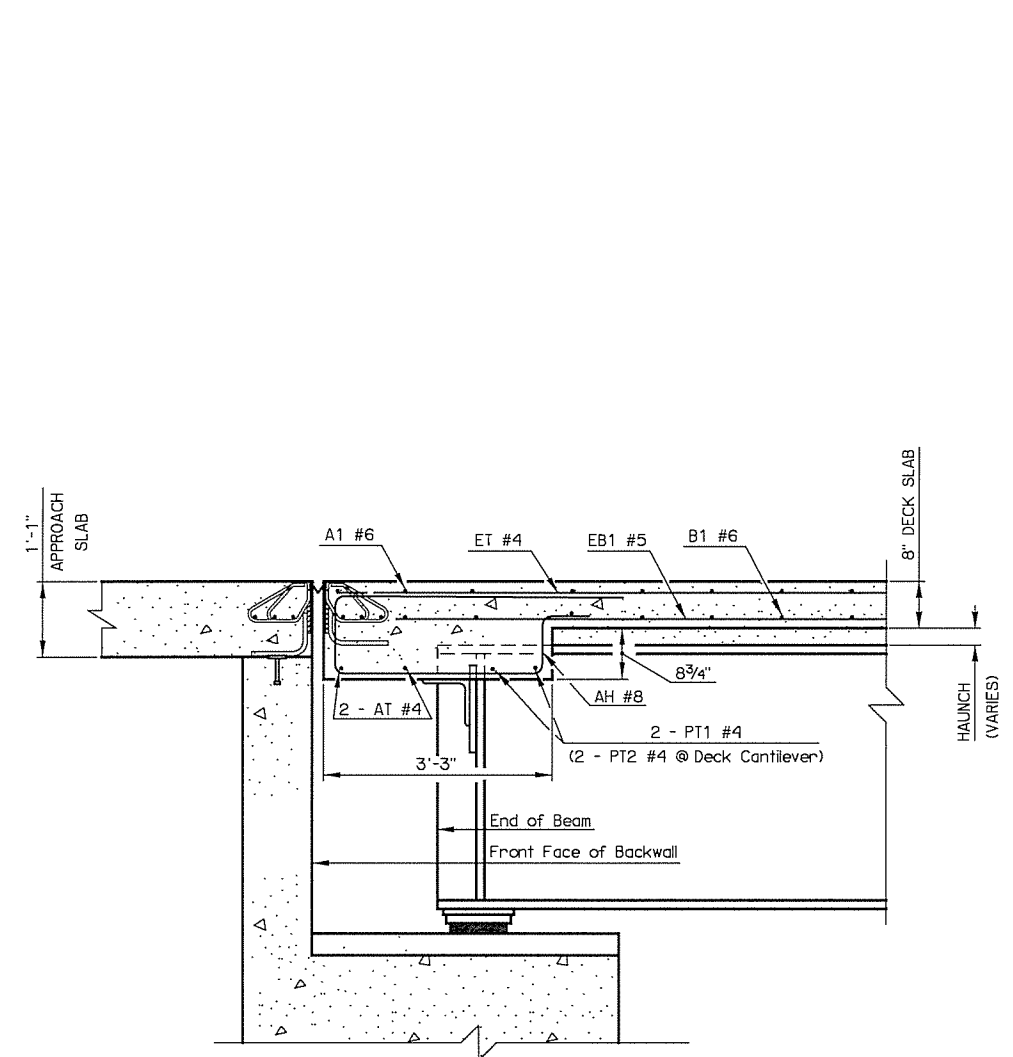


NOTE: Coping/Welding for Additional Stiffener Plate same as Cross Frame Stiffener

NOTE: USE 7/8" A325 BOLTS AT ALL LOCATIONS

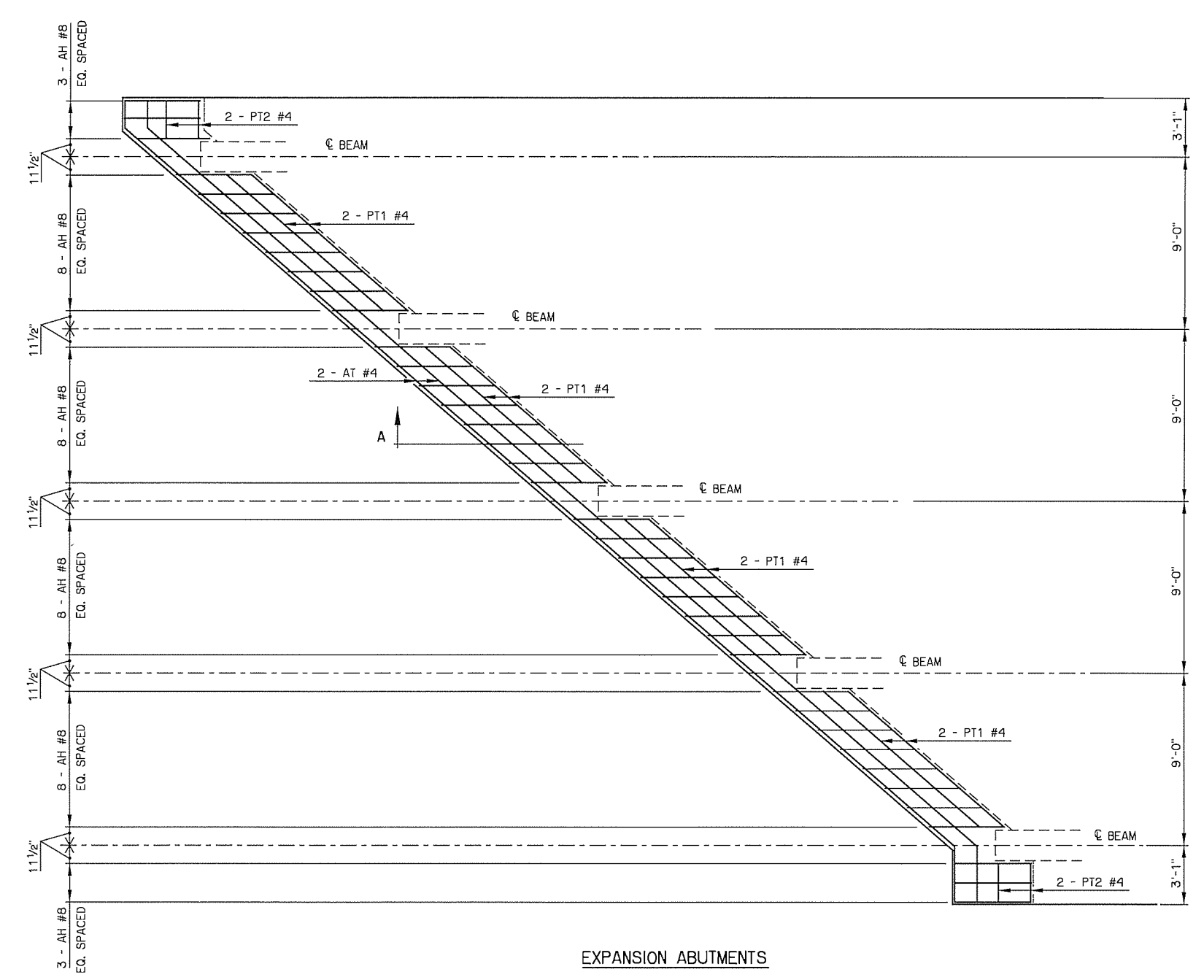
US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	2/16
DETAILS OF END DIAPHRAGMS (SHEET 1 OF 2)		Detail	RWM	2/16
		Check	KMS	2/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Eng.	ELYAZGI	
JOB PECE NO. 27075(04)		SHEET NO.		67

REV. NO.	DESCRIPTION	REVISIONS	DATE



SECTION 'A'

NOTE: See "DETAILS OF SUPERSTRUCTURE (DECK LAYOUT)" for details of bar lengths and quantities.

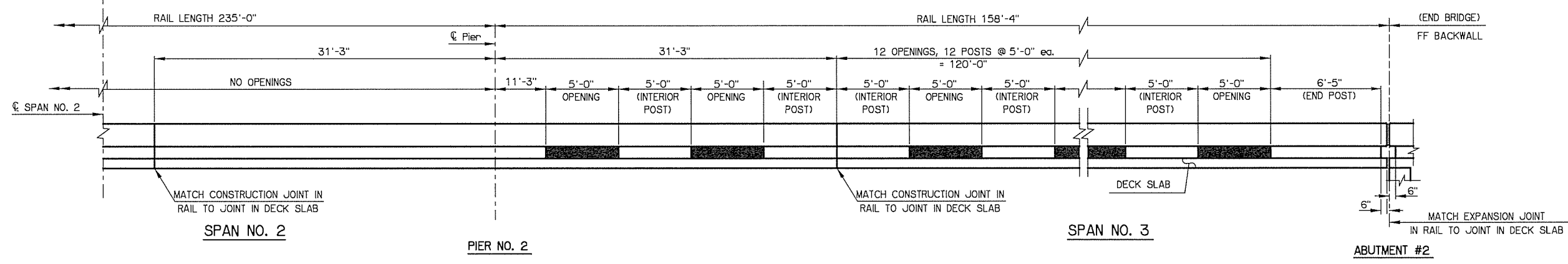
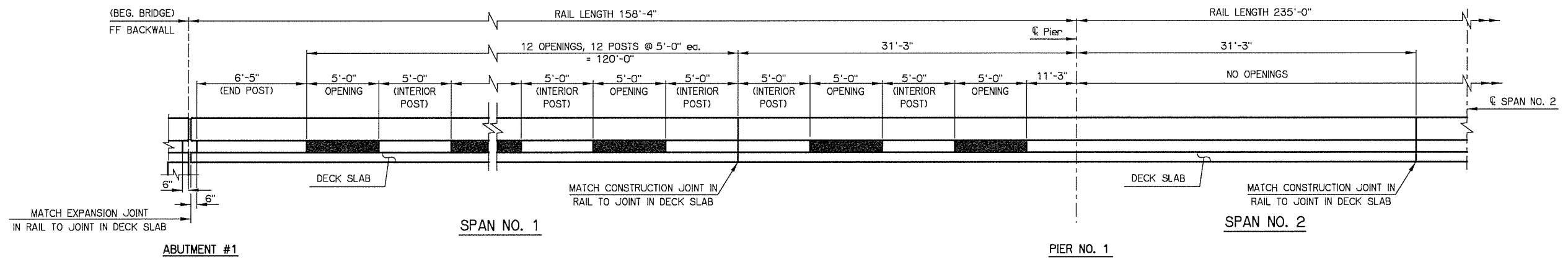


EXPANSION ABUTMENTS

NOTE: Stagger laps on AT bars.

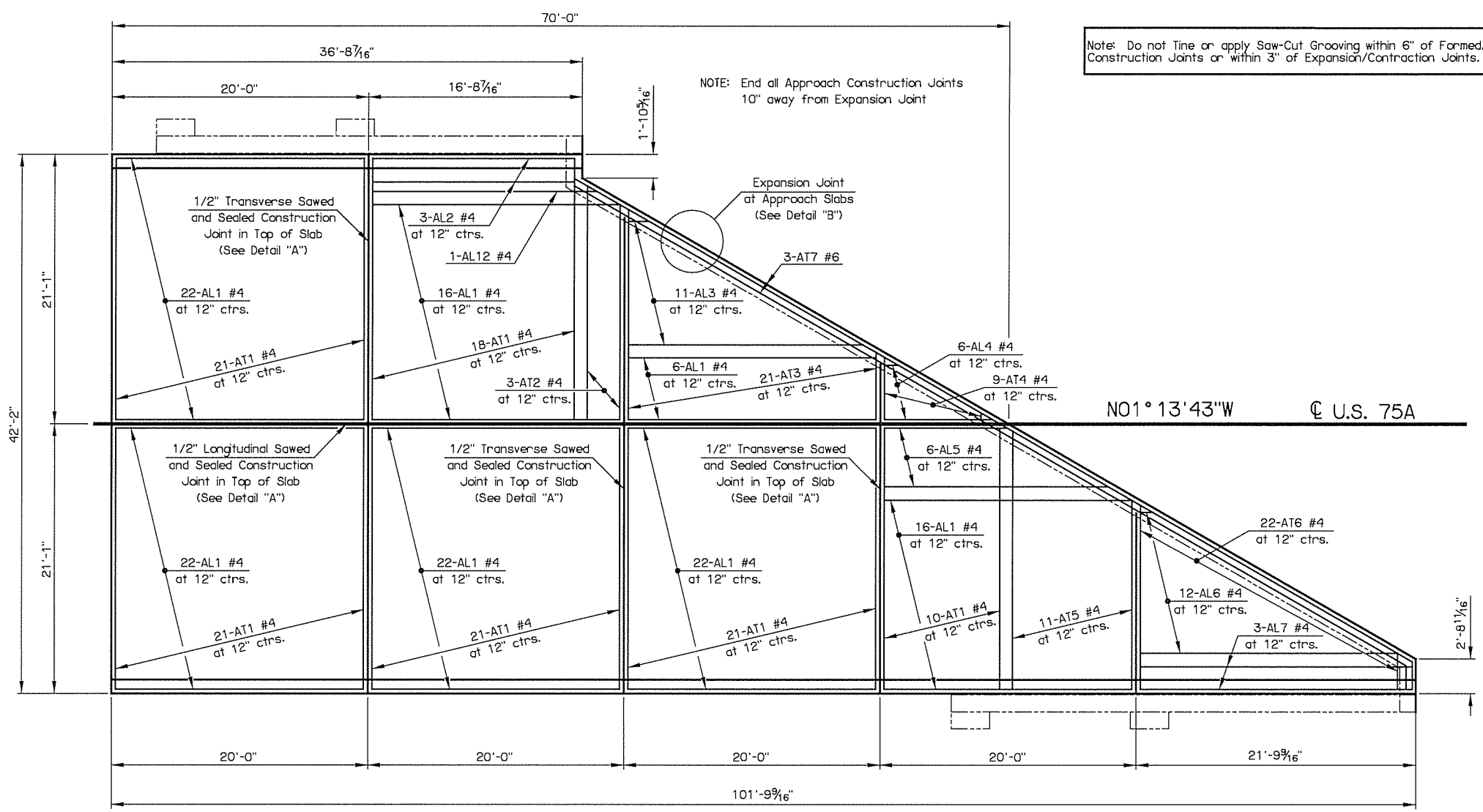
US 75A OVER BNSF BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
DETAILS OF END DIAPHRAGMS (SHEET 2 OF 2)		Detail	RWM	02/16
		Check	KMS	02/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Eng.	ELYAZGI	
JOB PIECE NO. 27075(04)		SHEET NO.		68

REV. NO.	DESCRIPTION	REVISIONS	DATE

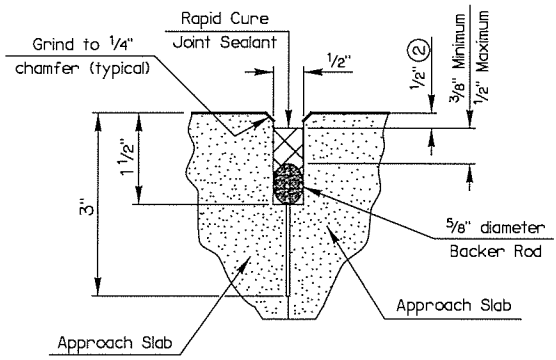


US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
TRAFFIC RAIL LAYOUT		Detail	RWM	10/15
		Check	KMS	02/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Eng.	ELYAZGI	
JOB PECE NO. 27075(04)		SHEET NO.		69

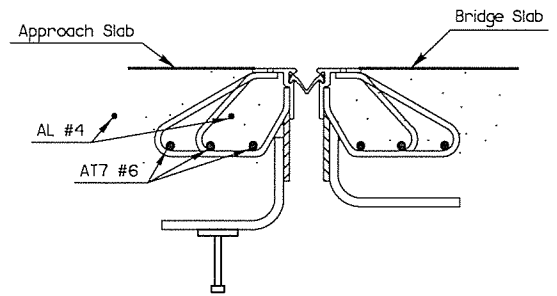
REV. NO.	DESCRIPTION	REVISIONS	DATE



Note: Do not Tine or apply Saw-Cut Grooving within 6" of Formed/Sawed Construction Joints or within 3" of Expansion/Contraction Joints.

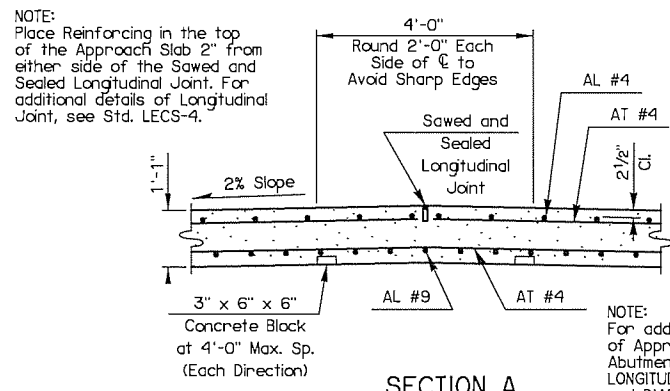


DETAIL "A"  
 (2) This dimension shall taper from 1/2" at edge of driving lane/shoulder to 1/8" at rail for transverse joints only.

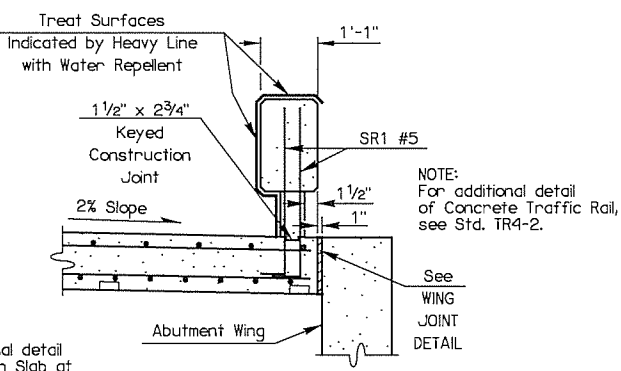


DETAIL "B"

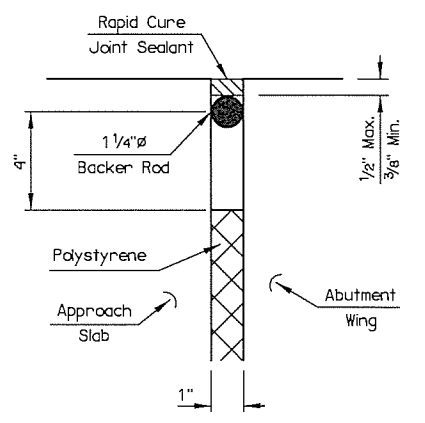
APPROACH SLAB 1 PLAN



SECTION A



SECTION B



WING JOINT DETAIL

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KAB	12/15
APPROACH SLAB DETAILS (SHEET 1 OF 2)		Detail	RLA	12/15
		Check	KMS	2/16
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Eng.	MAYFIELD ELYAZGI
JOB PECE NO. 27075(04)		SHEET NO.		70



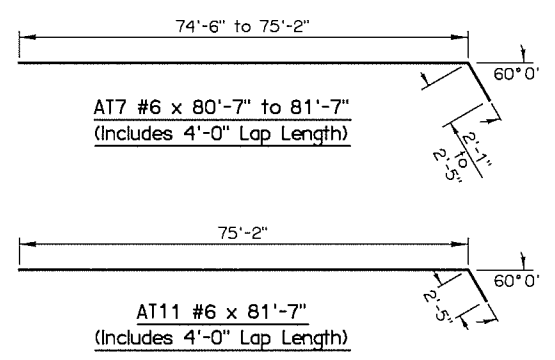
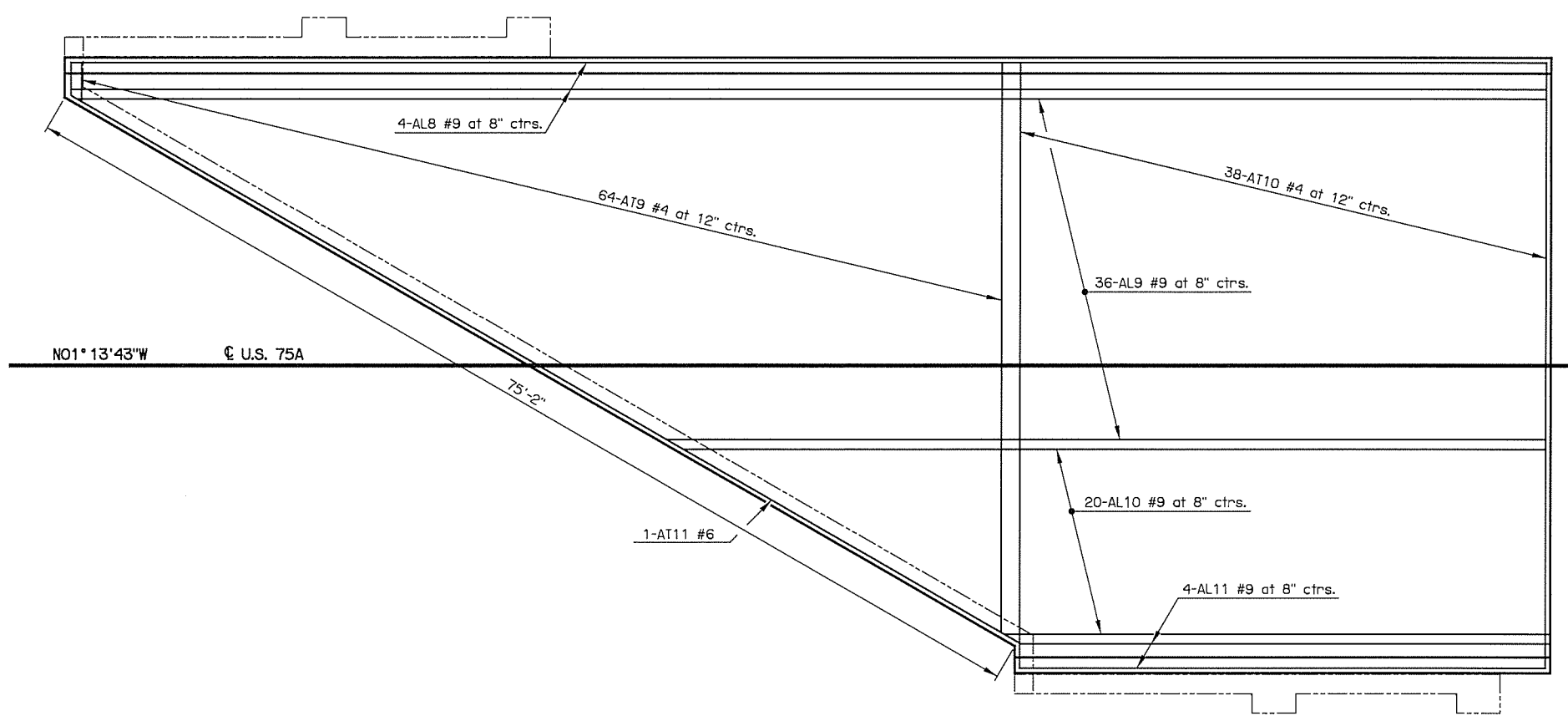
REV. NO.	DESCRIPTION	REVISIONS	DATE

BAR LIST - APPROACH SLABS (ONE SHOWN, TWO REQUIRED)					
MARK	NO.	SIZE	FORM	LENGTH	VARIANCE
AL1	129	#4	STR.	19'-8"	
AL2	3	#4	STR.	16'-4"	
AL3	11	#4	STR.	10'-1" avg.	1'-5" to 18'-9"
AL4	6	#4	STR.	4'-11" avg.	0'-8" to 9'-2"
AL5	6	#4	STR.	13'-10 1/2" avg.	9'-9" to 18'-0"
AL6	12	#4	STR.	10'-11 1/2" avg.	1'-5" to 20'-6"
AL7	3	#4	STR.	21'-5"	
① AL8	4	#9	STR.	109'-5"	
① AL9	36	#9	STR.	88'-10" avg.	68'-8" to 109'-1"
AL10	20	#9	STR.	48'-6 1/2" avg.	37'-7" to 59'-6"
AL11	4	#9	STR.	36'-4"	
AL12	1	#4	STR.	18'-0"	
AT1	112	#4	STR.	20'-9"	
AT2	3	#4	STR.	17'-8" avg.	17'-0" to 18'-4"
AT3	21	#4	STR.	11'-2" avg.	5'-6" to 16'-10"
AT4	9	#4	STR.	2'-11 1/2" avg.	0'-8" to 5'-3"
AT5	11	#4	STR.	17'-9 1/2" avg.	15'-0" to 20'-7"
AT6	22	#4	STR.	8'-9 1/2" avg.	2'-9" to 14'-10"
② AT7	3	#6	BNT.	81'-1" avg.	80'-7" to 81'-7"
AT9	64	#4	STR.	21'-2 1/2"	3'-0" to 39'-5"
AT10	38	#4	STR.	41'-10"	
② AT11	1	#6	STR.	81'-7"	
SR1	420	#5	BNT.	4'-1"	

- ① Includes one 8'-0" lap length. Laps shall be staggered.
- ② Includes one 4'-0" lap length.

QUANTITIES - APPROACH SLABS (ONE SHOWN, TWO REQUIRED)		
ITEM	UNIT	TOTAL
③ Approach Slabs	S.Y.	328.00
Saw-Cut Grooving	S.Y.	274.00
Concrete Rail (TR4)	L.F.	138.50
Water Repellent (Visually Inspected)	S.Y.	127.00

③ The Contract unit price for APPROACH SLAB shall be full compensation for Concrete, Reinforcing Steel (including SR1 Bars), Backer Rod, Rapid Cure Joint Sealant, Polystyrene, labor, equipment and other incidentals necessary. There is an estimated 236.58 C.Y. of Class AA Concrete and an estimated 48,648.89 LB of Epoxy Coated Reinforcing Steel in Approach Slabs.

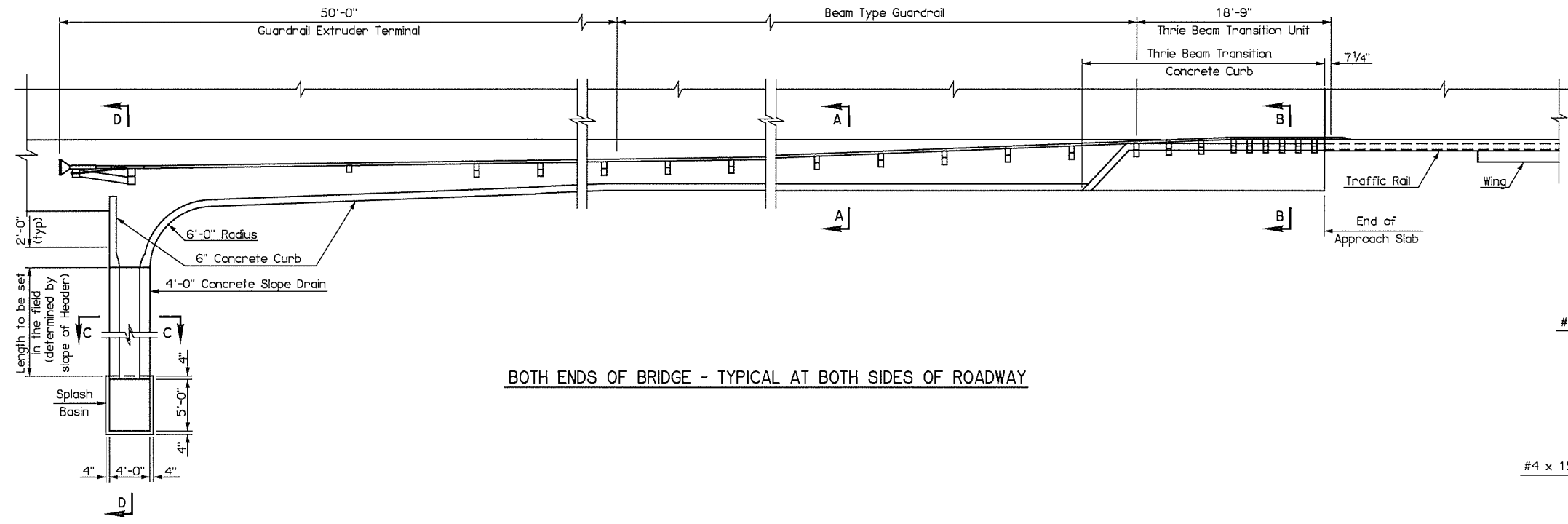


US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	KB	12/15
<b>APPROACH SLAB DETAILS (SHEET 2 OF 2)</b>		Detail	RLA	12/15
		Check	KMS	2/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Engr.	ELYAZGI	
JOB PIECE NO. 27075(04)	SHEET NO. 71			

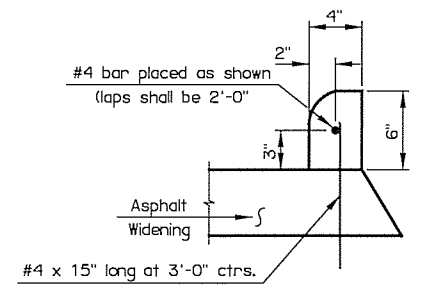
REV. NO.	DESCRIPTION	REVISIONS	DATE

NOTE: Asphalt widening shall be in accordance with standards THRI-1, GHW1-1, GHW2-1 and SKT-1 except as shown on this sheet. All cost of Asphalt Widening shall be included in Roadway Pay Items.

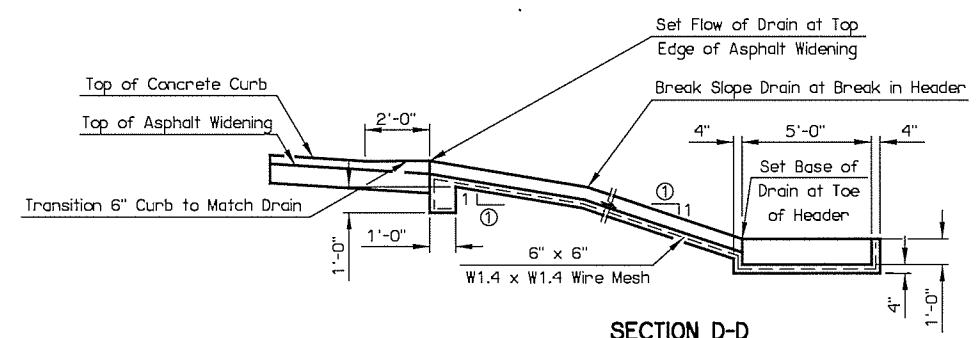
Slope Drains, Splash Basins, and Curbs shall be constructed using Class "C" Concrete as shown on this sheet. All costs of the Slope Drains, Splash Basins, Curbs, and Curb Reinforcing Steel shall be included in the Bridge Pay Item for "Class "C" Concrete".



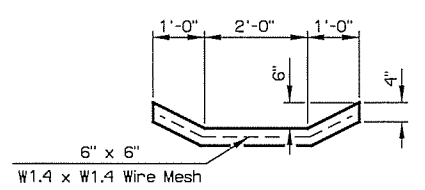
BOTH ENDS OF BRIDGE - TYPICAL AT BOTH SIDES OF ROADWAY



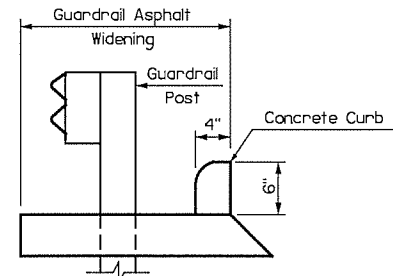
DETAIL OF CONCRETE CURB



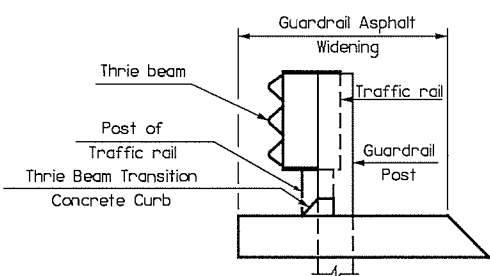
SECTION D-D  
① Slope to Match Slope of Header



SECTION C-C



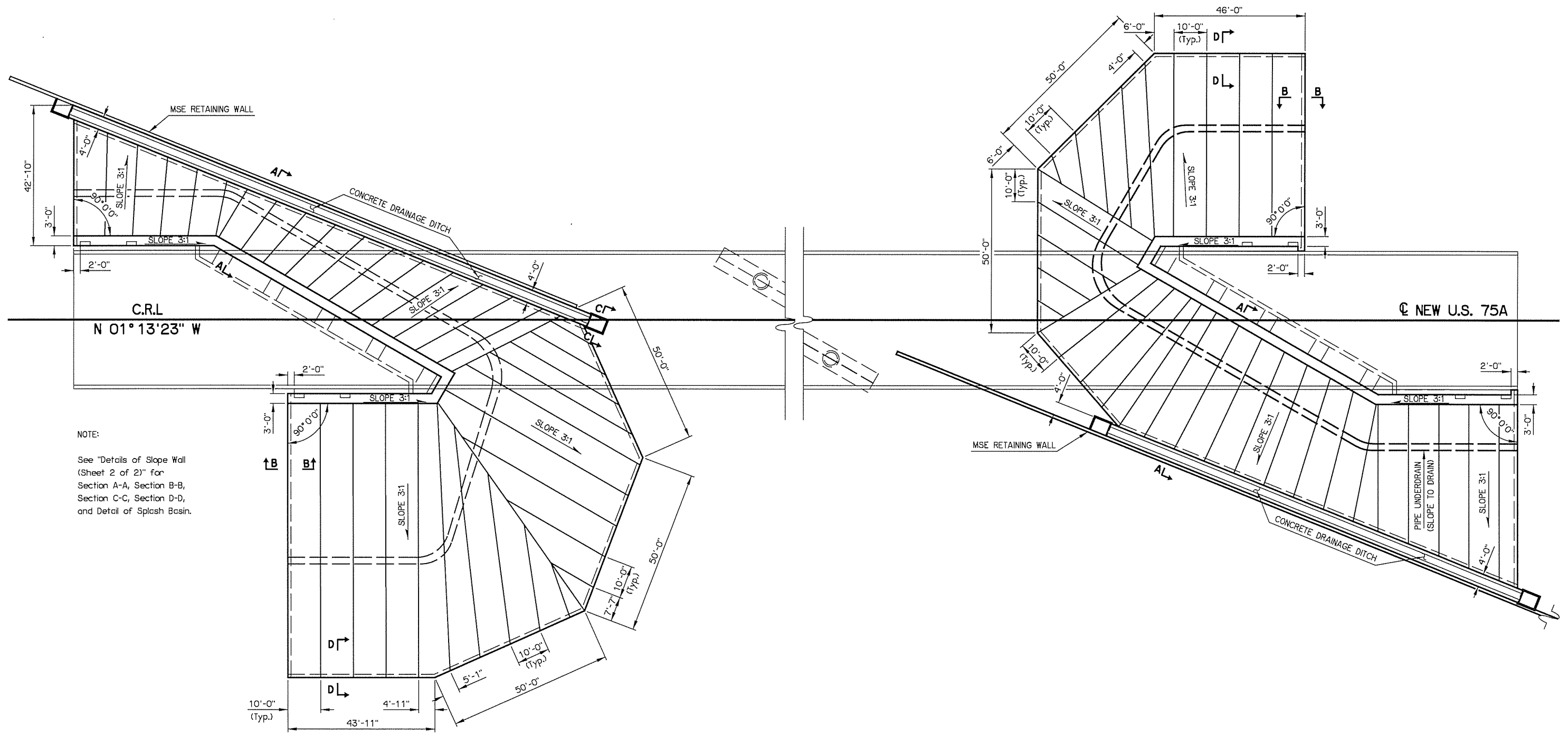
SECTION A-A



SECTION B-B

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
DRAINS AT END OF BRIDGE		Detail	ADG	12/15
		Check	KMS	03/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Eng.	ELYAZGI	
JOB PRICE NO. 27075(04)		SHEET NO.		72

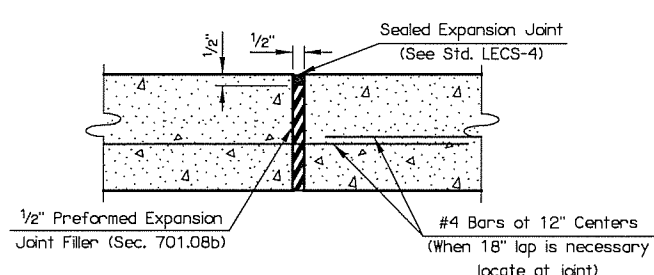
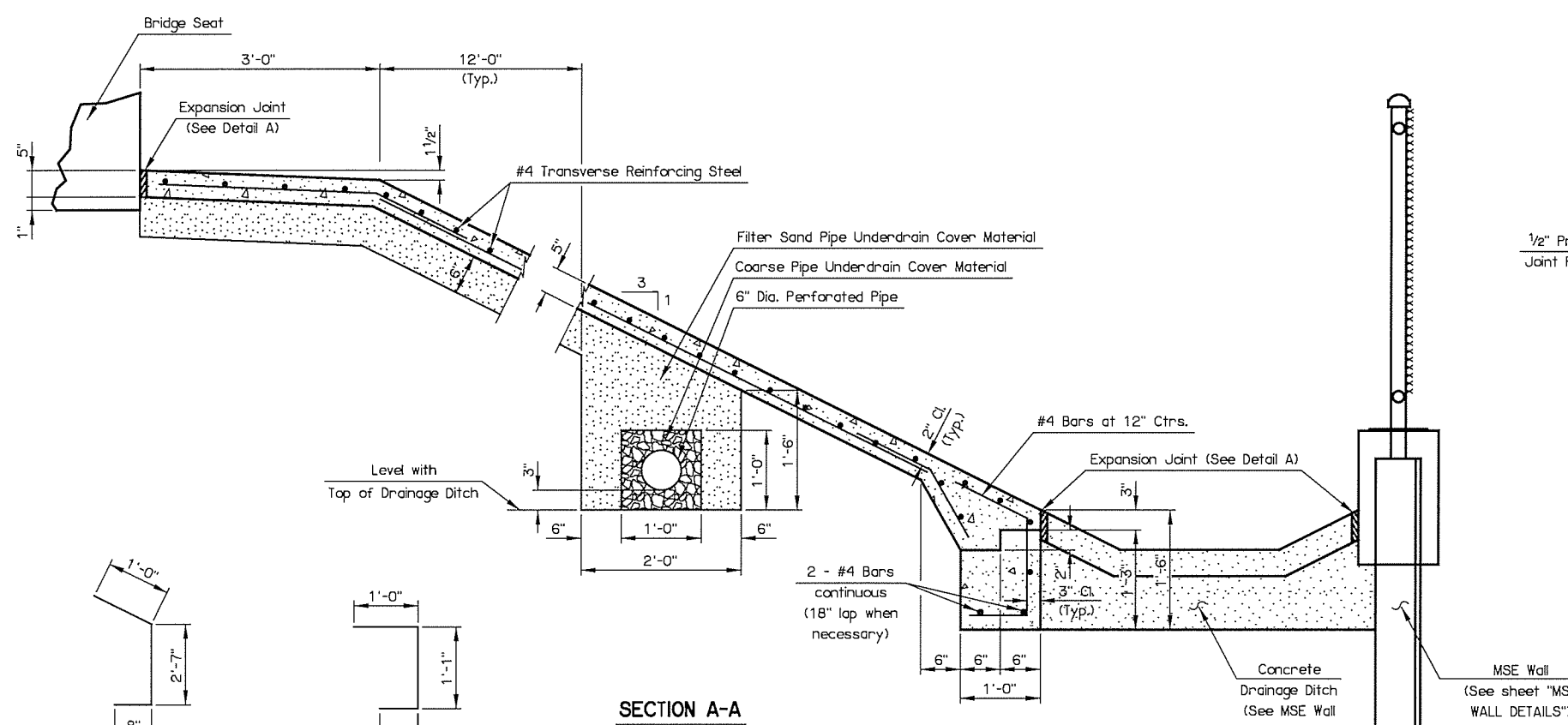
REV. NO.	DESCRIPTION	REVISIONS	DATE



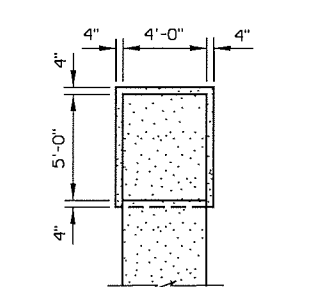
NOTE:  
See "Details of Slope Wall (Sheet 2 of 2)" for Section A-A, Section B-B, Section C-C, Section D-D, and Detail of Splash Basin.

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
DETAILS OF SLOPE WALL (SHEET 1 OF 2)		Detail	RLA	4/16
		Check	KMS	4/16
STATE OF OKLAHOMA		Squad	MAYFIELD	
DEPARTMENT OF TRANSPORTATION		Engr.	ELYAZGI	
JOB PIECE NO. 27075(04)		SHEET NO.		73

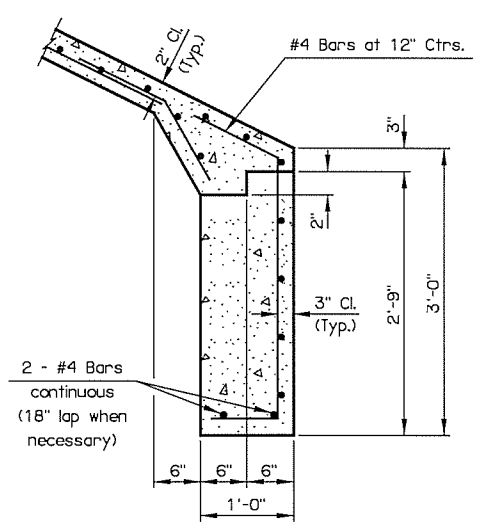
REV. NO.	DESCRIPTION	REVISIONS	DATE



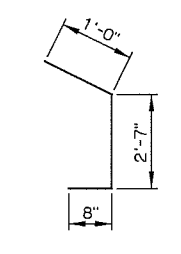
DETAIL A



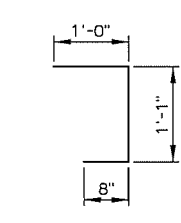
DETAIL OF SPLASH BASIN



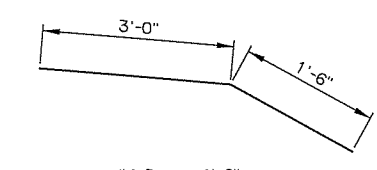
SECTION D-D



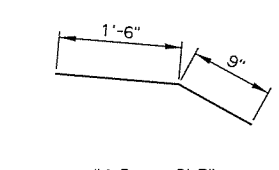
BAR BEND IN TOE FOOTING



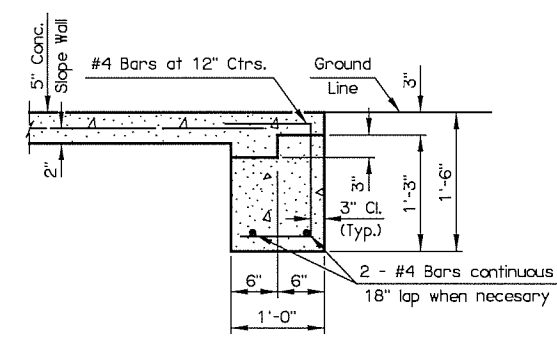
BAR BEND IN TOE FOOTING



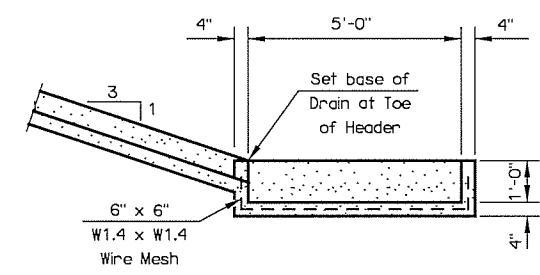
BAR BEND IN TOP OF SLOPE WALL



BAR BEND IN BOTTOM OF SLOPE WALL



SECTION B-B



SECTION C-C

**CLASS A CONCRETE:**  
All concrete in the slope wall shall be Class A Concrete and shall be poured in the dry. All construction shall be in accordance with Section 509 and 610 of the Standard Specifications. Coarse aggregate for thin section concrete (701.06) may be used.

**CONSTRUCTION JOINTS:**  
No horizontal construction joints will be permitted in the slope wall. Final number and location of vertical construction joints will be determined by the Engineer. Joints will have a maximum spacing of 10'-0" measured along the toe of the slope wall.

**BASIS OF PAYMENT:**  
Concrete Slope Wall will be measured from edge to edge and from top to bottom of the top surface of the slope wall and full face of the toe of the slope wall. Payment will be made at the contract price bid for:

510(C) 6138 5" Concrete Slope Wall S.Y.

which shall include all costs of joint sealer and filler, reinforcing steel, concrete, excavation, labor, forms and incidentals necessary to complete the work as shown and specified.

Underdrain materials will be measured by volume and length as shown on the plans. Payment will be made at the contract price bid for:

613(H) 6" Perforated Pipe Underdrain Rnd. L.F.  
613(R) Pipe Underdrain Cover Material C.Y.

which shall include all costs of filter sand, coarse material, perforated pipe, excavation, labor, and incidentals necessary to complete the work as shown and specified.

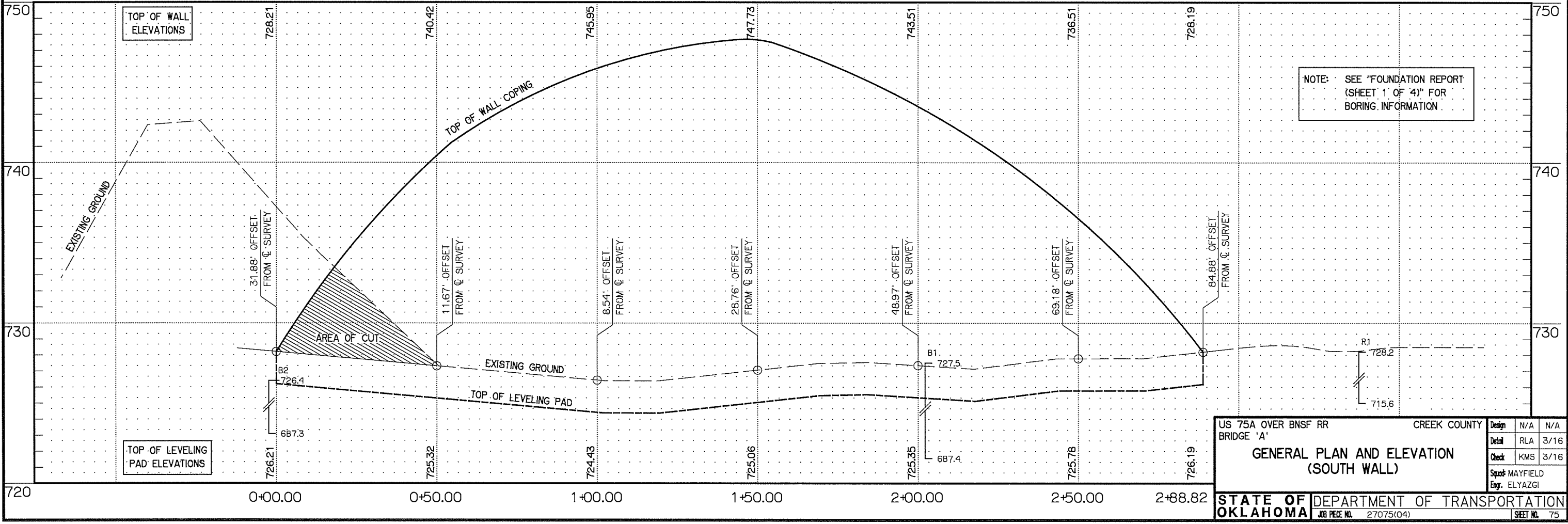
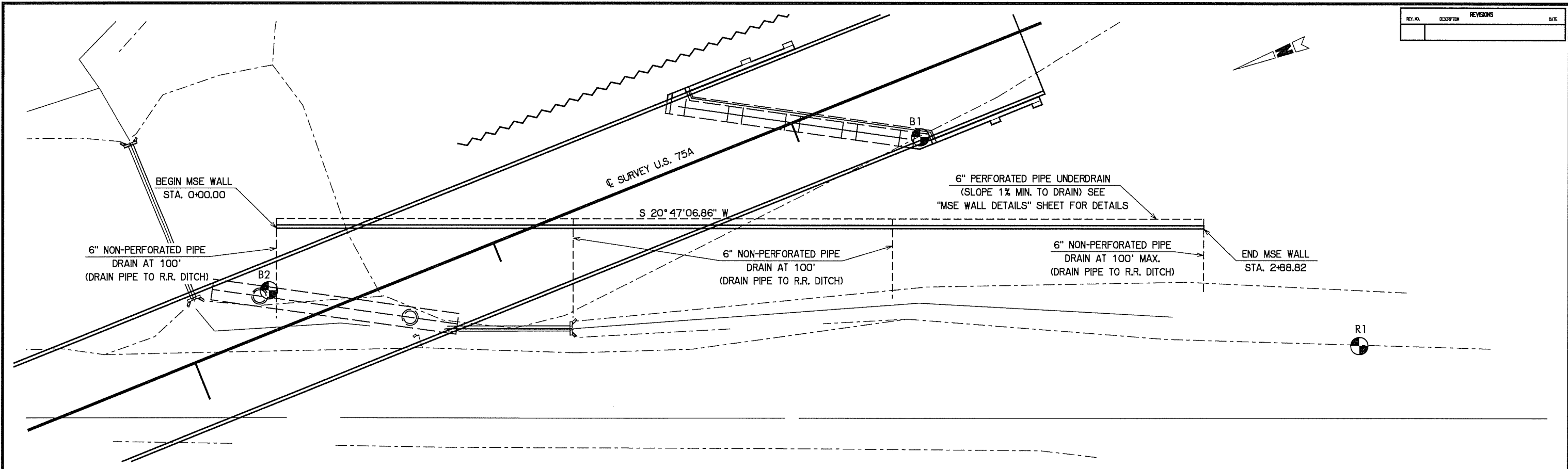
SLOPE WALL QUANTITIES				
ITEM	UNIT	SLOPE WALL NO. 1	SLOPE WALL NO. 2	TOTAL
5" Concrete Slope Wall	S.Y.	1,856.00	1,582.00	3,438.00
6" Perf. Pipe Underdrain Round	L.F.	253.00	236.00	489.00
Pipe Underdrain Cover Material	C.Y.	36.00	34.00	70.00

US 75A OVER BNSF RR CREEK COUNTY  
BRIDGE 'A'

Design N/A N/A  
Detail ADG 3/16  
Check KMS 4/16  
Spced MAYFIELD  
Eng. ELYAZGI

**STATE OF OKLAHOMA** DEPARTMENT OF TRANSPORTATION  
JOB PRICE NO. 27075(04) SHEET NO. 74

REV. NO.	DESCRIPTION	REVISIONS	DATE



US 75A OVER BNSF RR  
BRIDGE 'A'

CREEK COUNTY

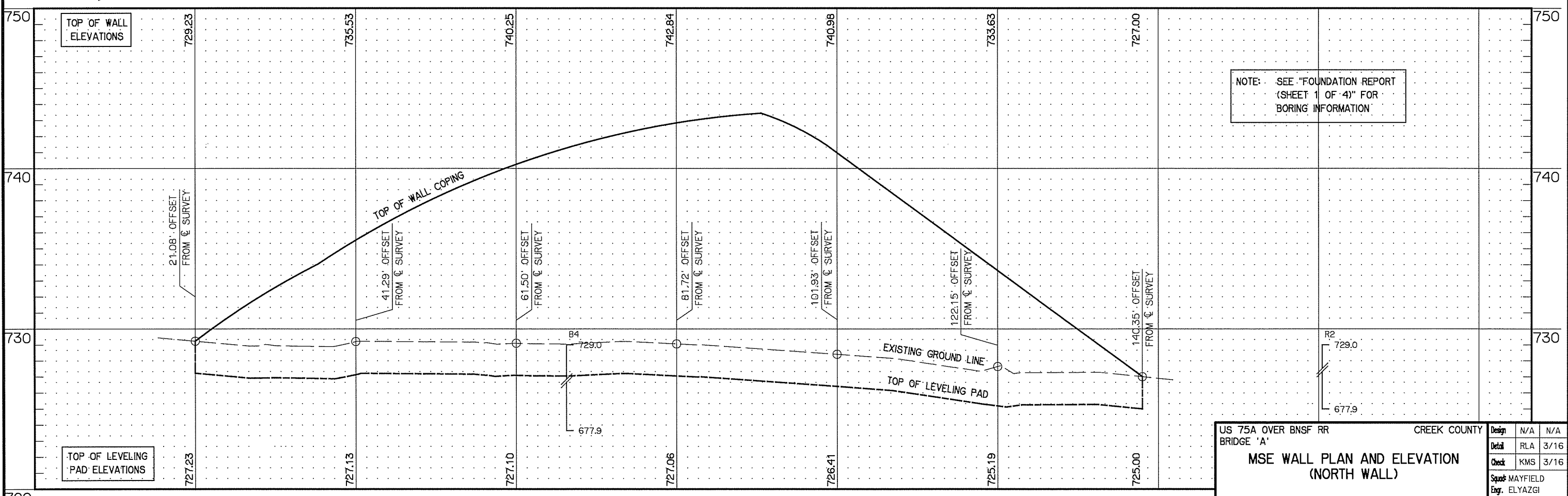
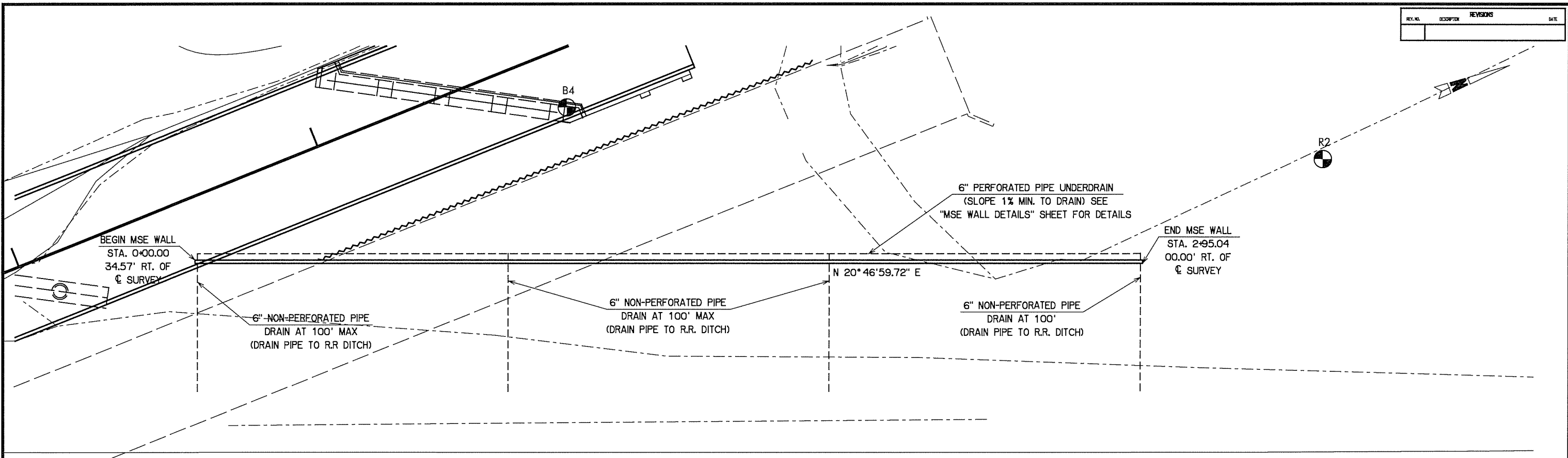
**GENERAL PLAN AND ELEVATION  
(SOUTH WALL)**

Design	N/A	N/A
Detail	RLA	3/16
Check	KMS	3/16
Spad	MAYFIELD	
Eng.	ELYAZGI	

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION  
JOB PECE NO. 27075(04) SHEET NO. 75



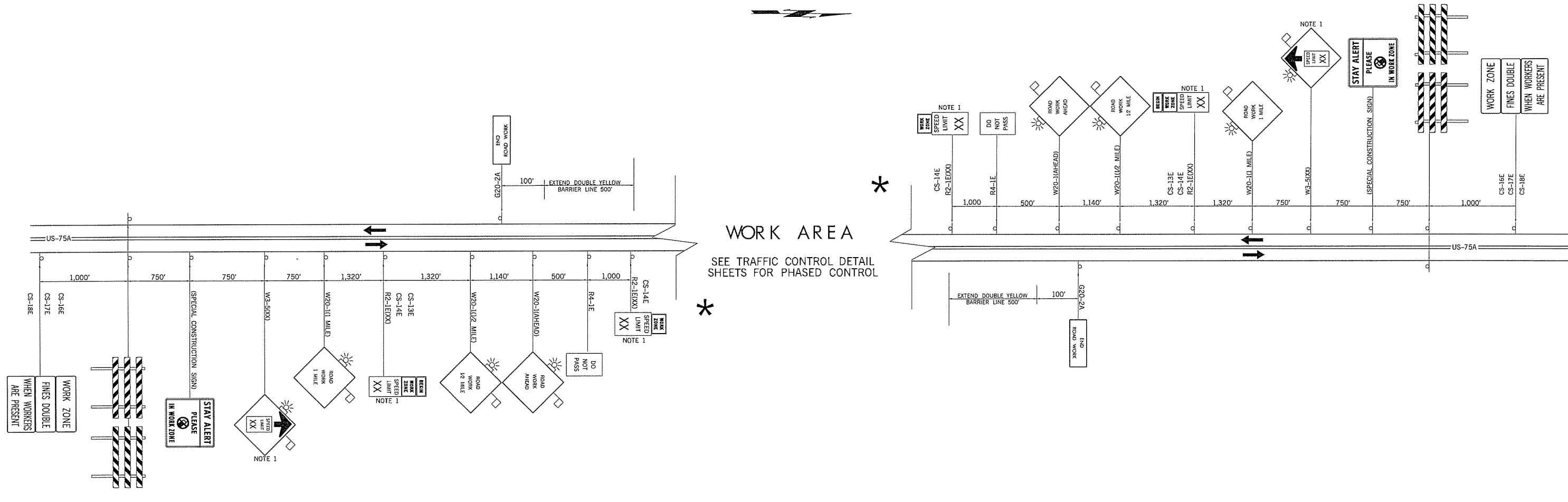
REV. NO.	DESCRIPTION	REVISIONS	DATE



NOTE: SEE "FOUNDATION REPORT (SHEET 1 OF 4)" FOR BORING INFORMATION

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
MSE WALL PLAN AND ELEVATION (NORTH WALL)		Detail	RLA	3/16
		Check	KMS	3/16
		Spad	MAYFIELD	
		Eng.	ELYAZGI	

REV. NO.	DESCRIPTION	REVISIONS	DATE



NOTE 1  
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

ALL CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, THE TEMPORARY INAPPLICABLE PAVEMENT MARKINGS SHALL BE REMOVED.

DRIVEWAY ACCESS SHALL BE OPEN AND MAINTAINED AT ALL TIMES.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

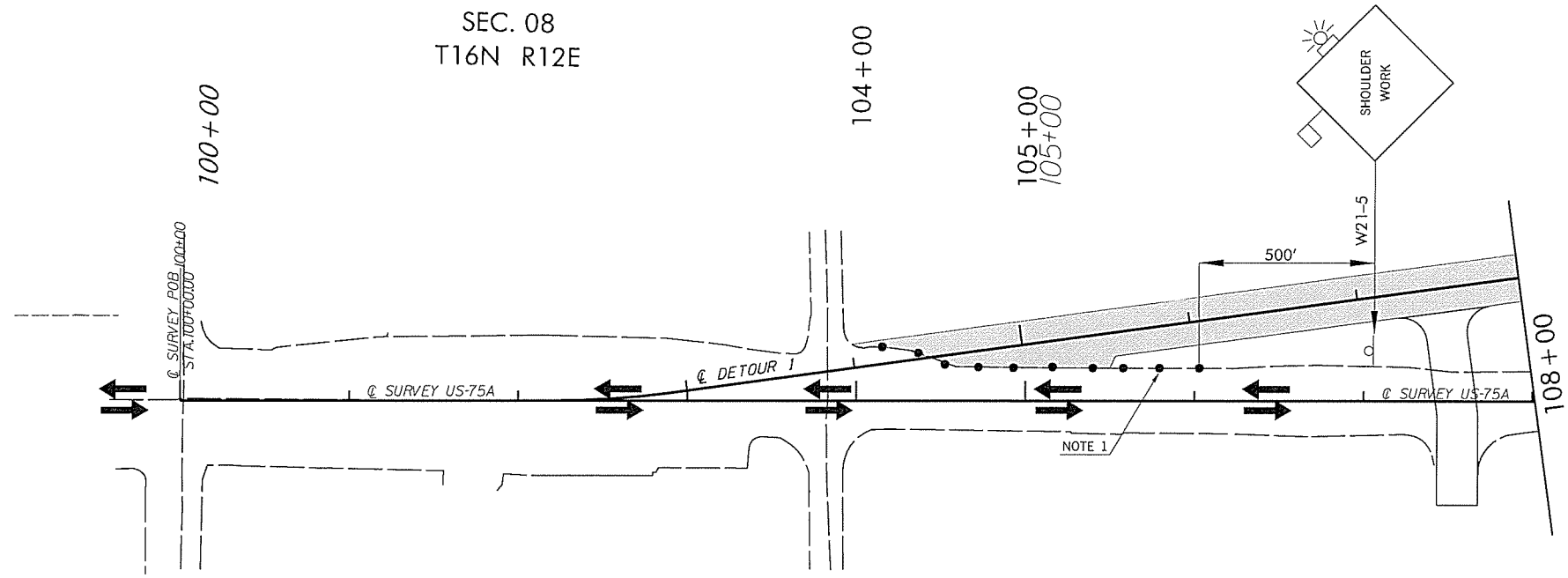
KEY:  
-P SIGN

DRAWING NOT TO SCALE

<b>TRAFFIC CONTROL ADVANCED WARNING</b>		Drawn	VLR	1/16
		Design	VLR	1/16
		Checked	JLS	1/16
		Traffic Engineering GROUP 2		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
DIVISION 8		STATE JOB NO. 27075(04)		
CREEK COUNTY		US-75A		

REV. NO.	DESCRIPTION	REVISIONS	DATE

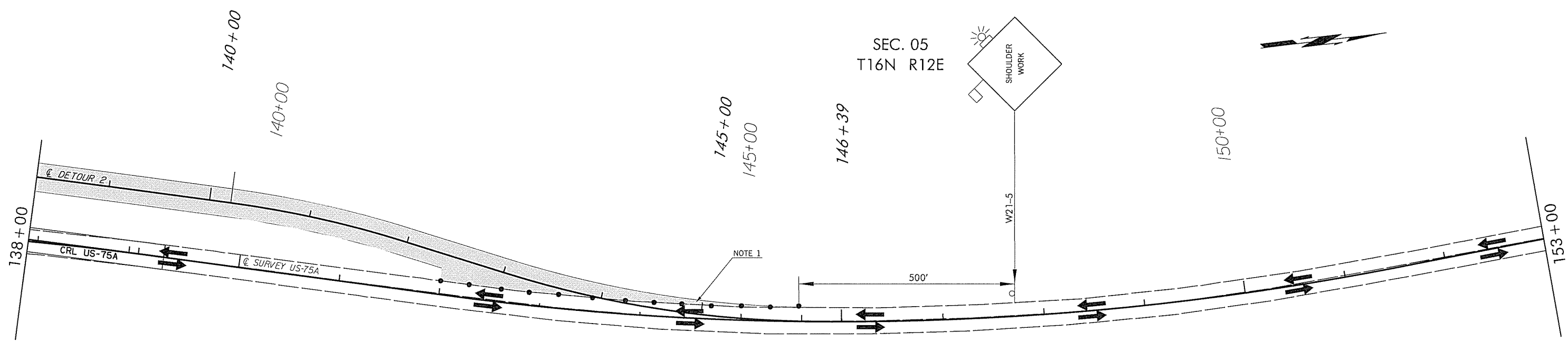
SEC. 08  
T16N R12E



SEC. 08  
T16N R12E

WORK AREA

SEC. 05  
T16N R12E



SEC. 05  
T16N R12E

WORK AREA

NOTE 1  
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

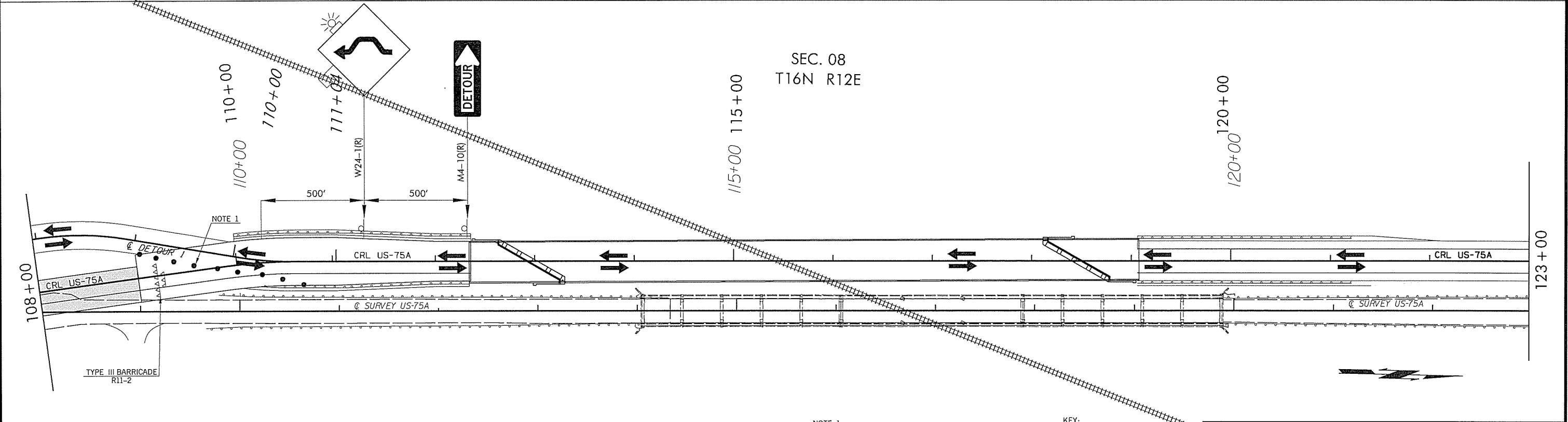
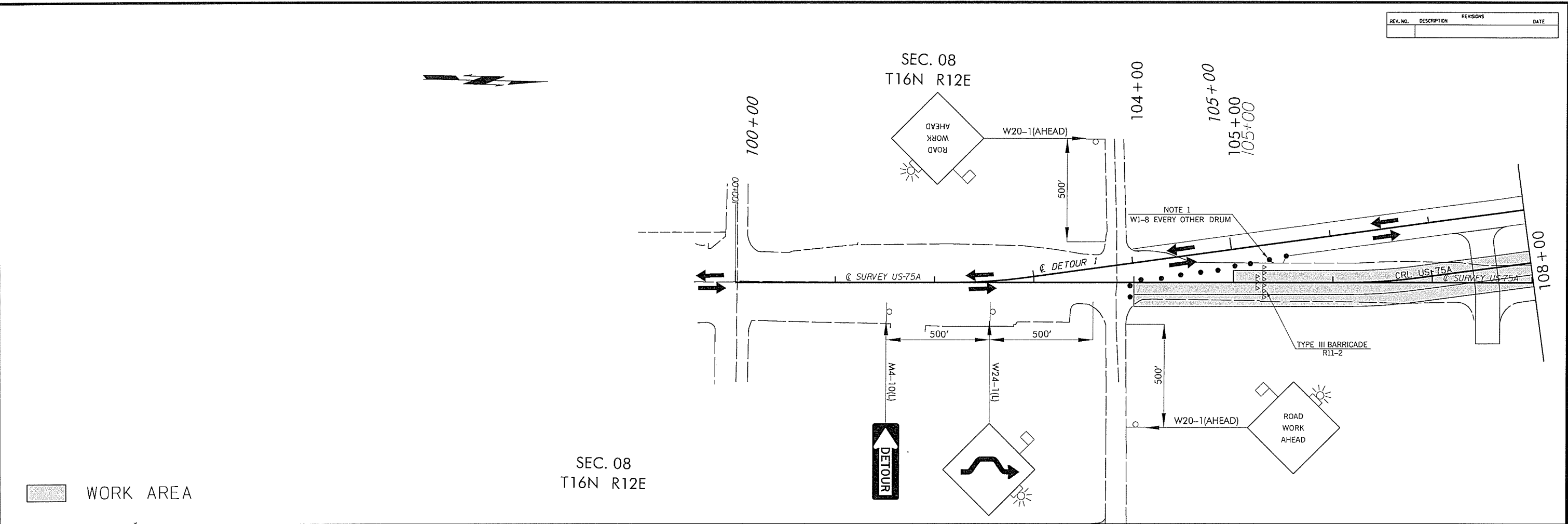
- KEY:
- SIGN
  - ▣ CHANNELIZER CONE
  - DRUM

DRAWING NOT TO SCALE

TRAFFIC CONTROL  
PHASE 2A  
DETAIL SHEET

Drawn	VLR	1/16
Design	VLR	1/16
Checked	JLS	1/16
Traffic Engineering		
GROUP 2		

REV. NO.	DESCRIPTION	REVISIONS	DATE



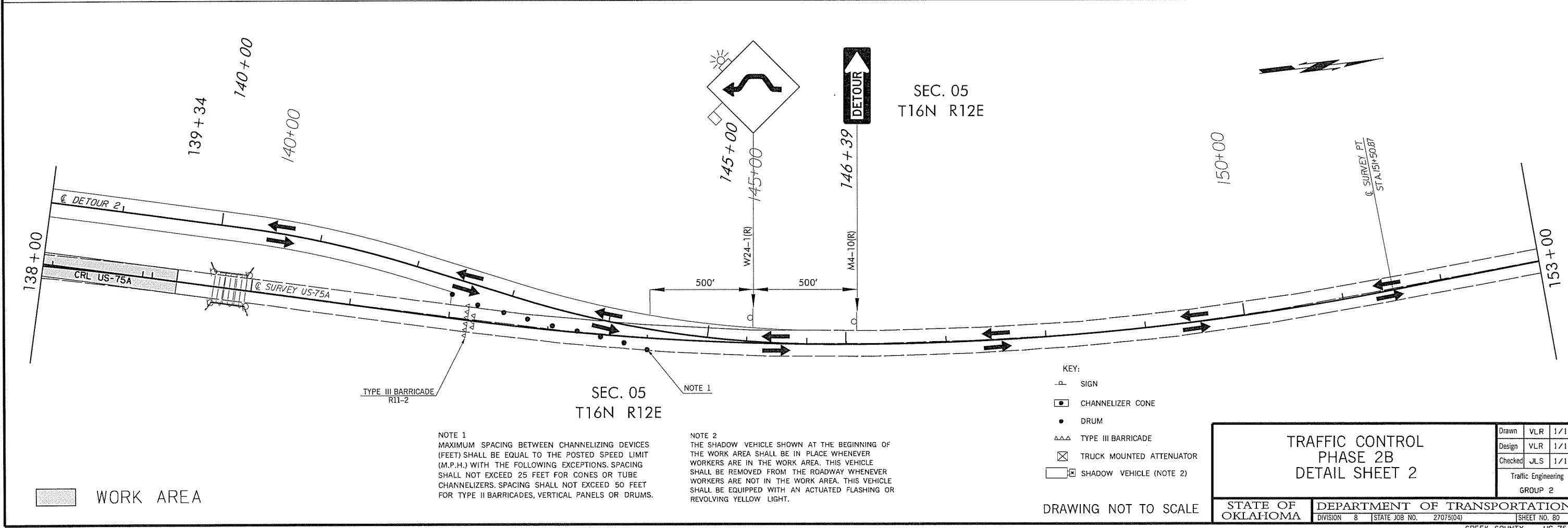
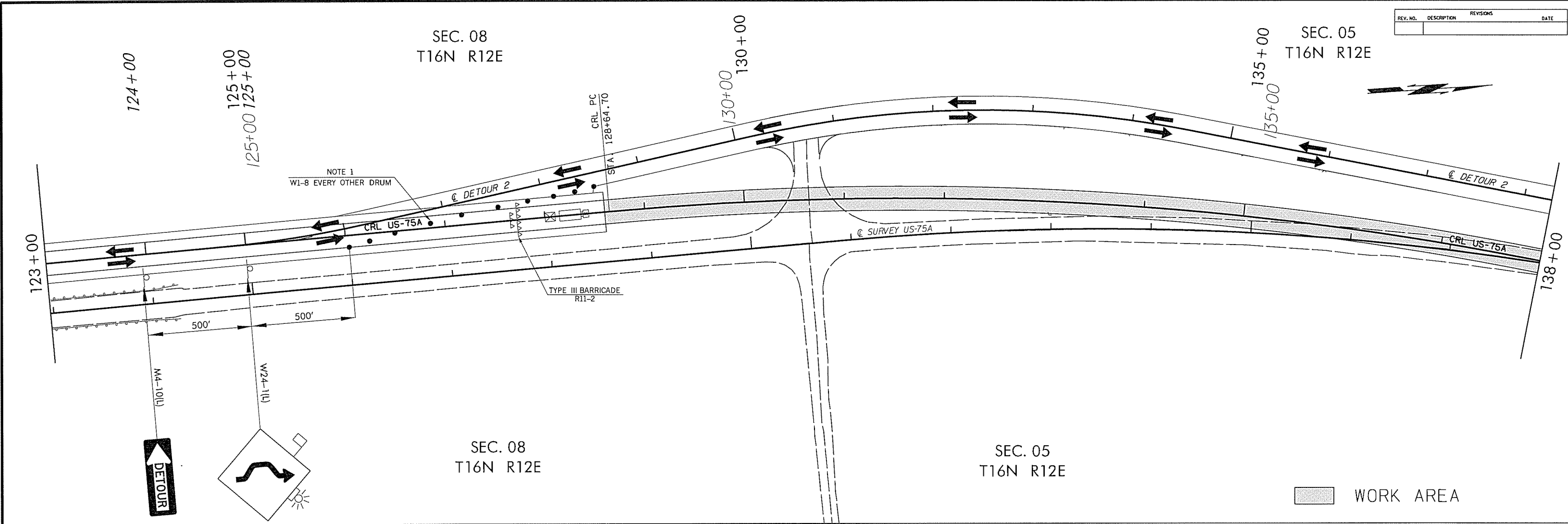
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- KEY:
- SIGN
  - CHANNELIZER CONE
  - DRUM
  - ▲▲▲ TYPE III BARRICADE

DRAWING NOT TO SCALE

<b>TRAFFIC CONTROL PHASE 2B DETAIL SHEET 1</b>			Drawn	VLR	1/16
			Design	VLR	1/16
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION DIVISION 8   STATE JOB NO. 27075(04)   SHEET NO. 79			Checked	JLS	1/16
			Traffic Engineering GROUP 2		

REV. NO.	DESCRIPTION	REVISIONS	DATE



NOTE 1  
 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2  
 THE SHADOW VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE WHENEVER WORKERS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE REMOVED FROM THE ROADWAY WHENEVER WORKERS ARE NOT IN THE WORK AREA. THIS VEHICLE SHALL BE EQUIPPED WITH AN ACTUATED FLASHING OR REVOLVING YELLOW LIGHT.

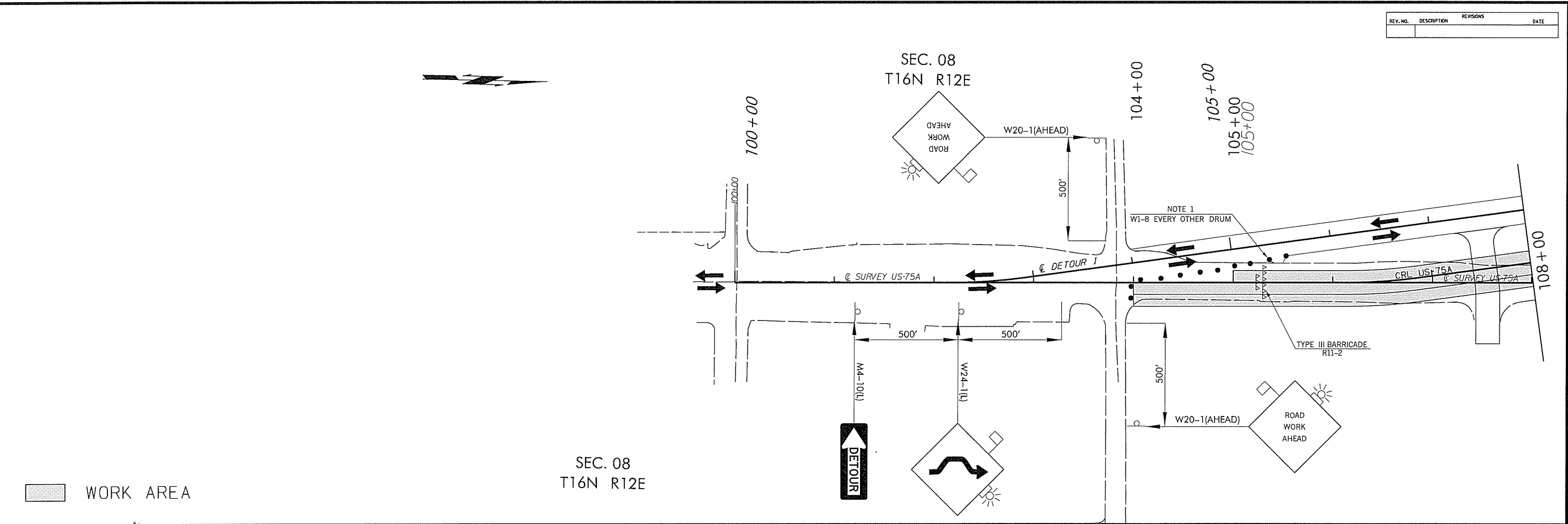
- KEY:
- SIGN
  - CHANNELIZER CONE
  - DRUM
  - ▲▲ TYPE III BARRICADE
  - ⊠ TRUCK MOUNTED ATTENUATOR
  - ☐ SHADOW VEHICLE (NOTE 2)

<b>TRAFFIC CONTROL          PHASE 2B          DETAIL SHEET 2</b>			Drawn	VLR	1/16
			Design	VLR	1/16
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION DIVISION 8   STATE JOB NO. 27075(04)   SHEET NO. 80			Checked	JLS	1/16
			Traffic Engineering GROUP 2		

DRAWING NOT TO SCALE

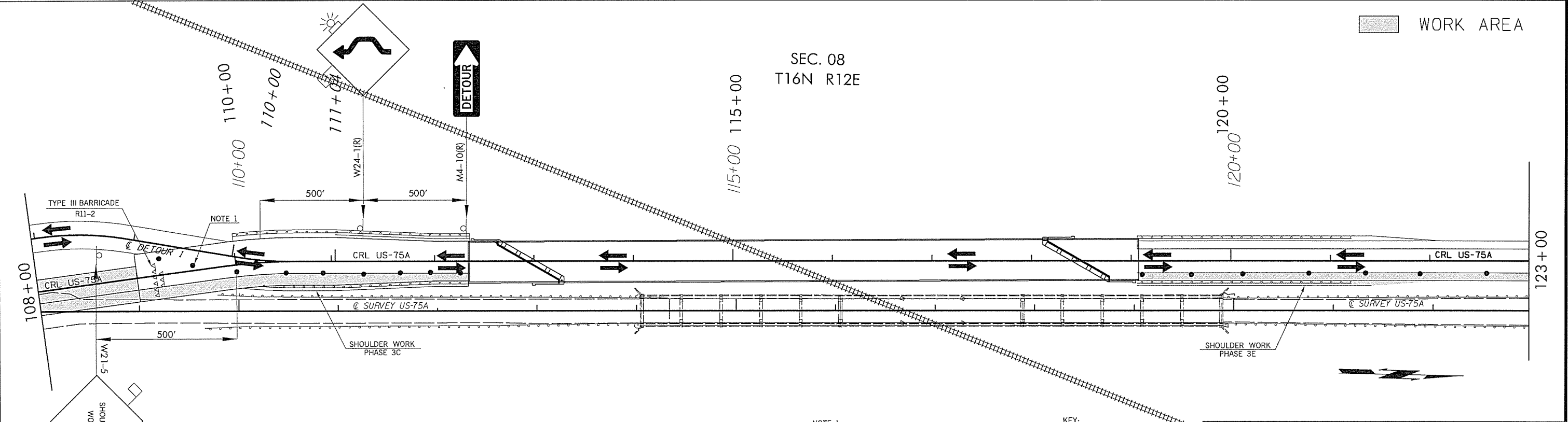


REV. NO.	DESCRIPTION	REVISIONS	DATE



WORK AREA

SEC. 08  
T16N R12E



WORK AREA

SEC. 08  
T16N R12E

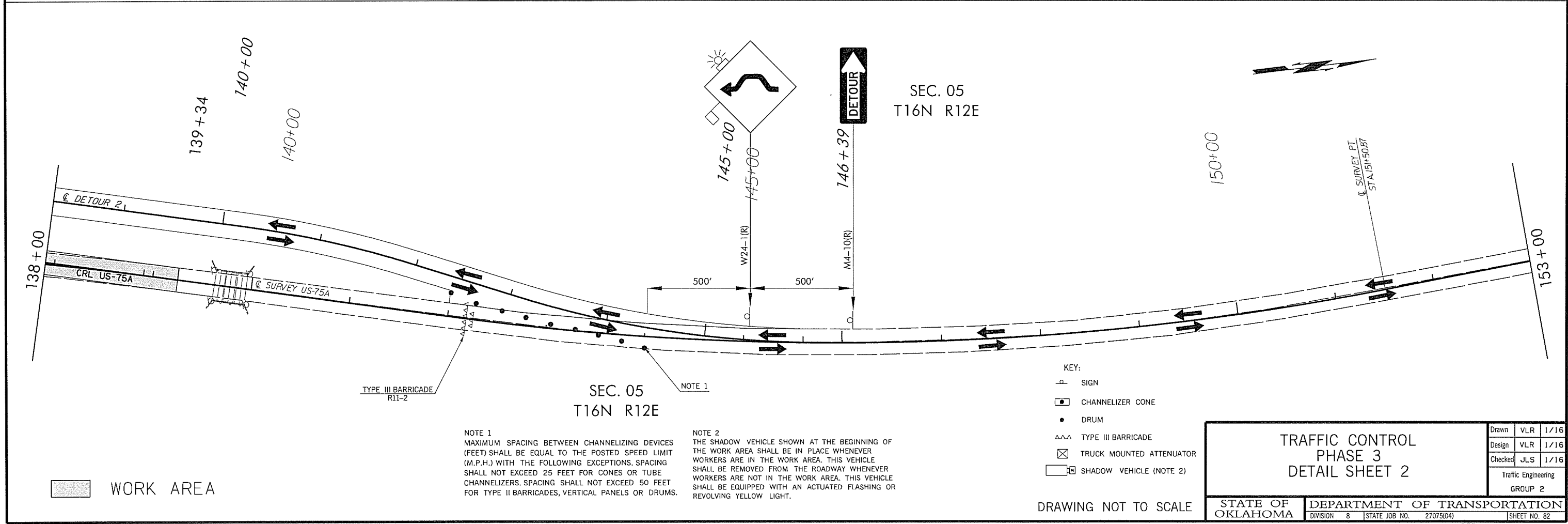
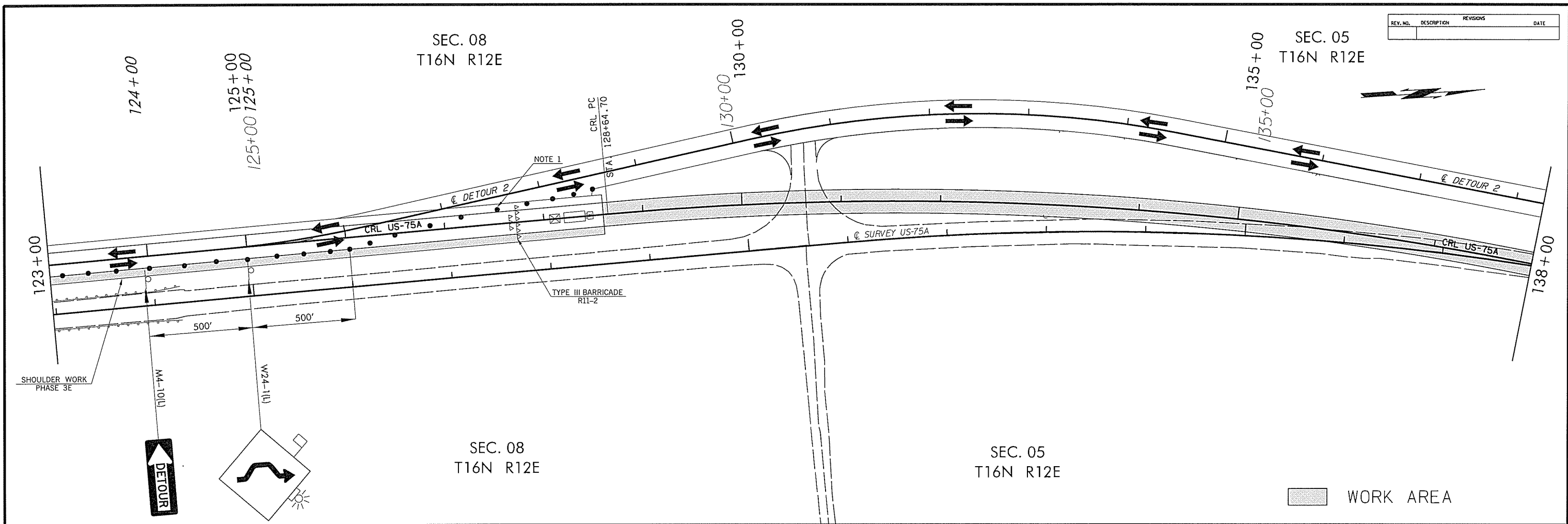
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- KEY:
- SIGN
  - ◻ CHANNELIZER CONE
  - DRUM
  - △△△ TYPE III BARRICADE

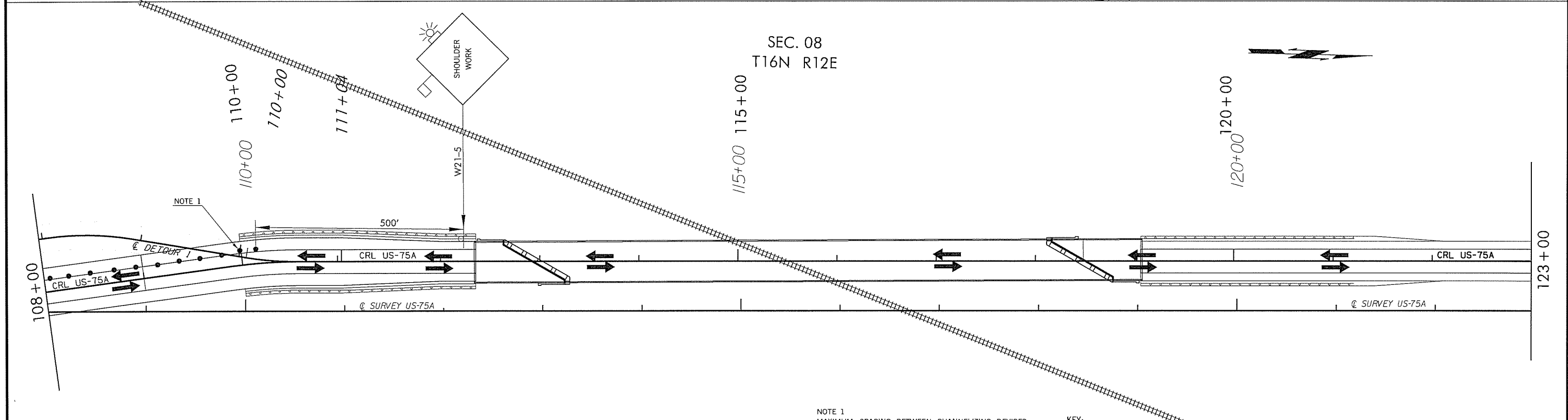
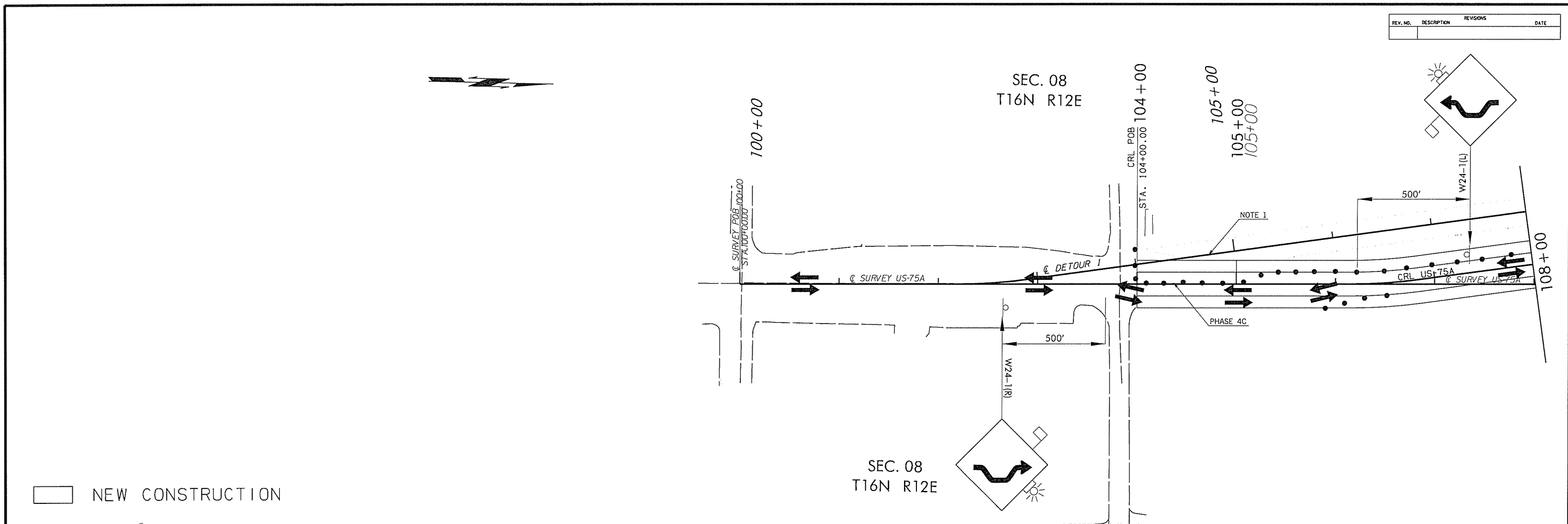
DRAWING NOT TO SCALE

<b>TRAFFIC CONTROL PHASE 3 DETAIL SHEET 1</b>		
Drawn	VLR	1/16
Design	VLR	1/16
Checked	JLS	1/16
Traffic Engineering GROUP 2		

REV. NO.	DESCRIPTION	REVISIONS	DATE



REV. NO.	DESCRIPTION	REVISIONS	DATE



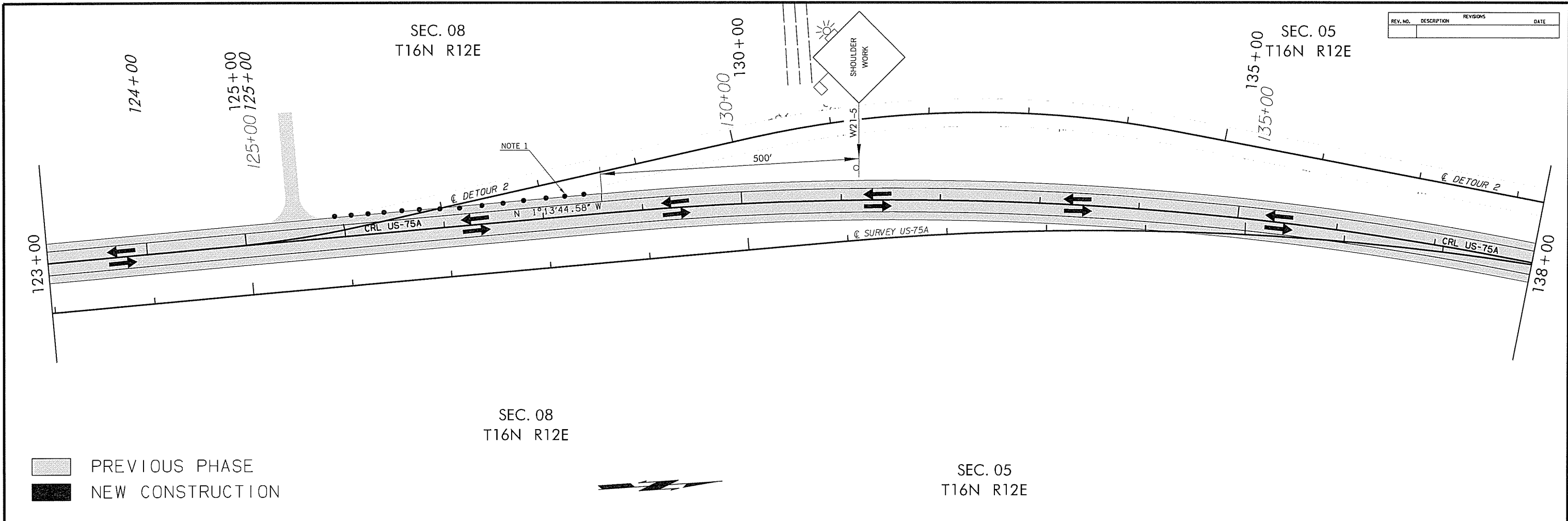
NOTE 1  
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KEY:  
 ▽ SIGN  
 ◻ CHANNELIZER CONE  
 • DRUM

<b>TRAFFIC CONTROL          PHASE 3F &amp; 4C          DETAIL SHEET 1</b>			Drawn	VLR	1/16
			Design	VLR	1/16
Traffic Engineering GROUP 2			Checked	JLS	1/16

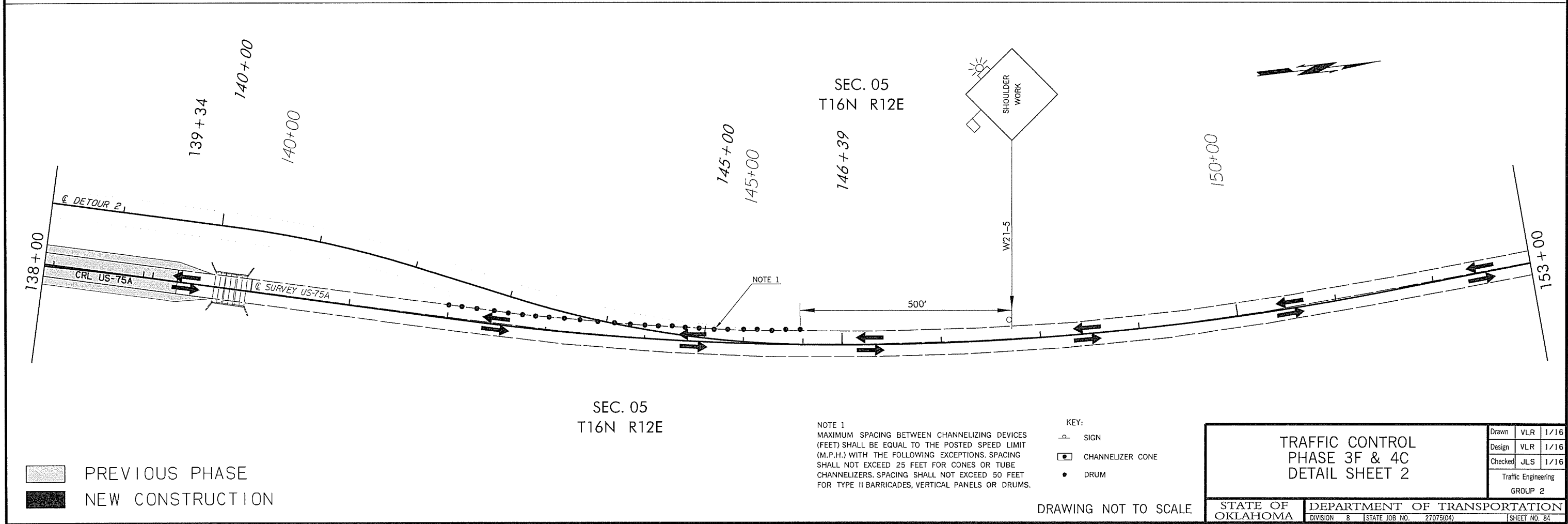
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REV. NO.	DESCRIPTION	REVISIONS	DATE






 PREVIOUS PHASE  
 NEW CONSTRUCTION

SEC. 05  
T16N R12E



 PREVIOUS PHASE  
 NEW CONSTRUCTION

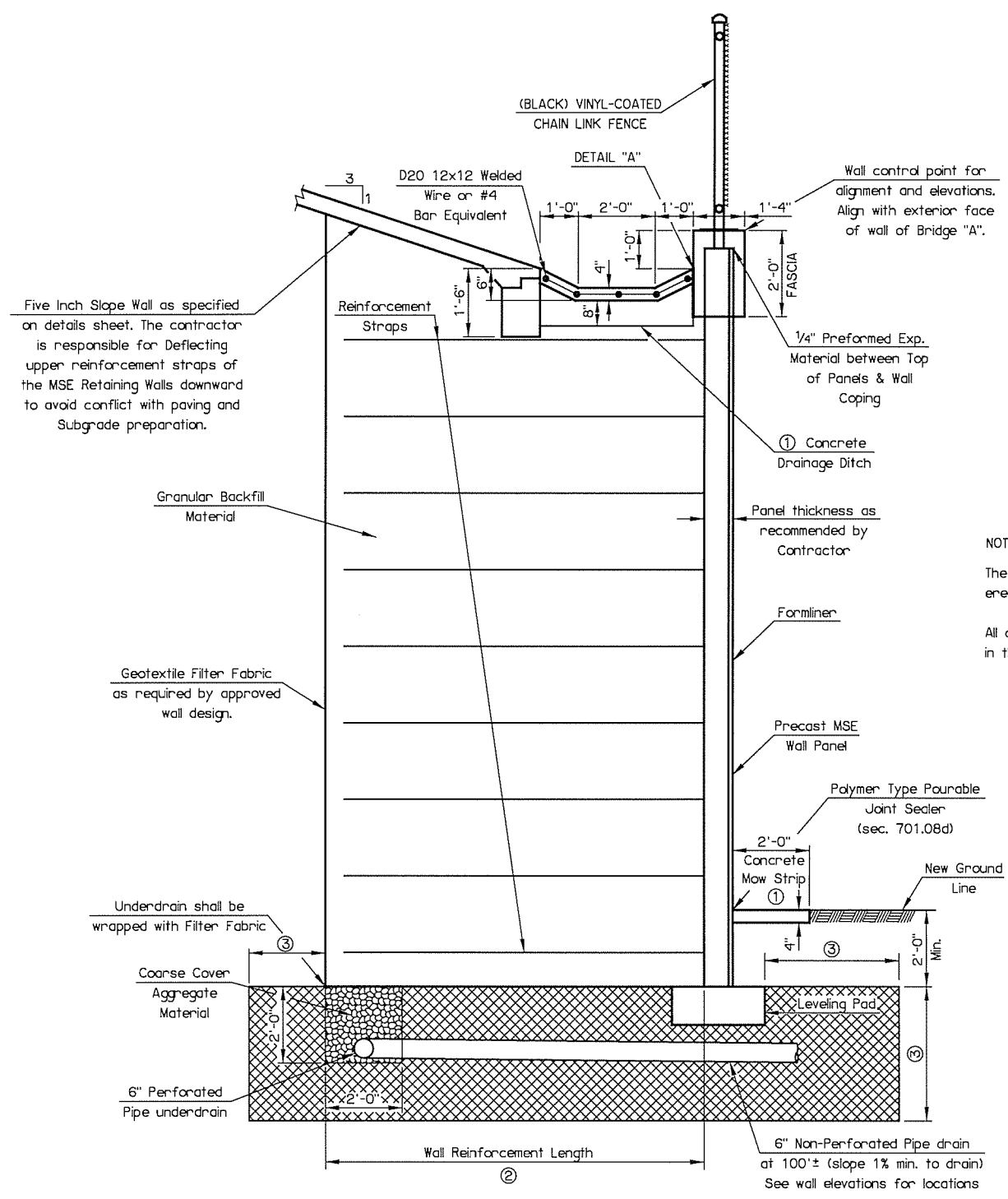
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KEY:  
 SIGN  
 CHANNELIZER CONE  
 DRUM

DRAWING NOT TO SCALE

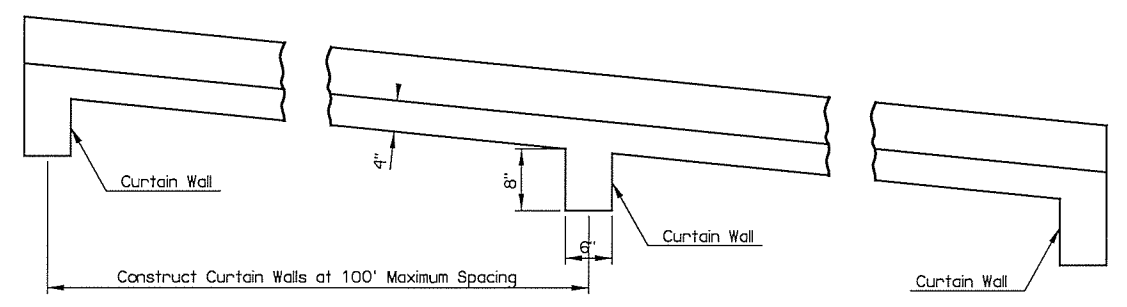
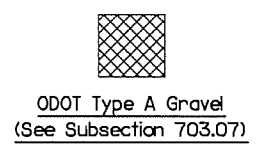
<b>TRAFFIC CONTROL PHASE 3F &amp; 4C DETAIL SHEET 2</b>			Drawn	VLR	1/16
			Design	VLR	1/16
STATE OF OKLAHOMA DIVISION 8   STATE JOB NO. 27075(04)   CREEK COUNTY   US-75A			Checked	JLS	1/16
			Traffic Engineering GROUP 2		

REV. NO.	DESCRIPTION	REVISIONS	DATE

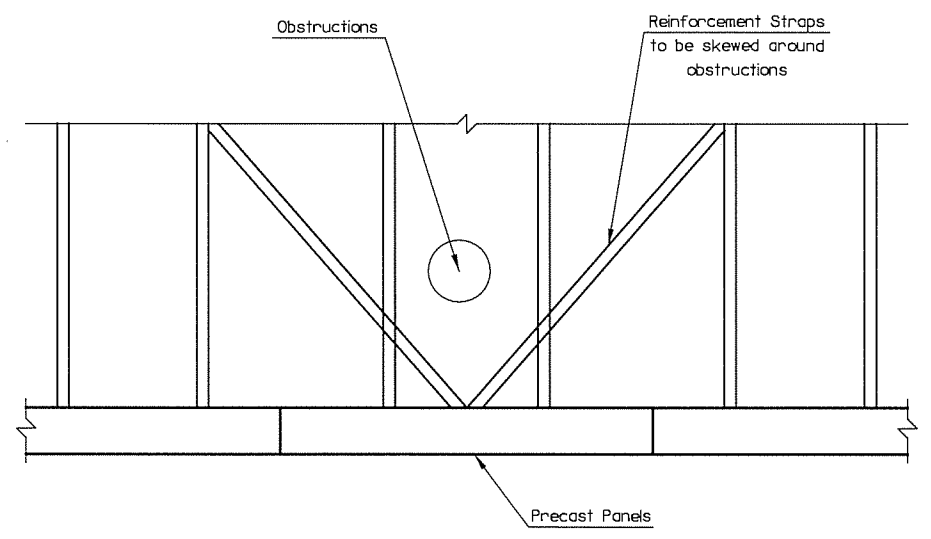


**MSE WALL DETAIL**

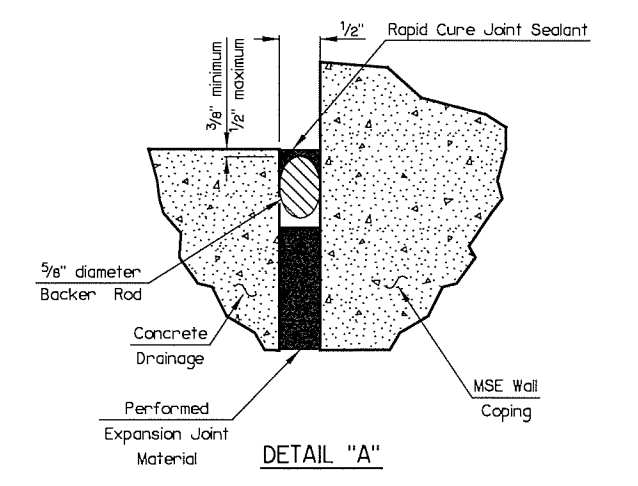
- ① Provide contraction joints every 6ft and expansion joints every 100ft.
- ② South Wall Reinforcement length = 1.7 times height or 8'-0", whichever is greater  
North Wall Reinforcement length = 0.9 times height or 8'-0", whichever is greater
- ③ South Wall Minimum Embedment from Existing Grade = 3'-0"  
North Wall Minimum Embedment from Existing Grade = 2'-0"



NOTE:  
 The MSE wall panels shall be stacked and may be erected in a staggered horizontal joint pattern.  
 All costs for wall drainage system shall be included in the unit price bid per square yard for "(PL) MSE RETAINING WALL".



NOTE: If barmat or wire mesh soil reinforcement is used, then a structural yoke system must be attached to the obstructed panel(s), and the obstructed sections of soil reinforcements must be attached to the yoke on the backside of the obstruction.



US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
<b>MSE WALL DETAILS</b>		Detail	RLA	4/16
		Check	KMS	4/16
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	SHEET NO. 85	
JOB PIECE NO. 27075(04)		Squad: MAYFIELD Eng. ELYAZGI		



STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

SURVEY OF  
**U.S. 75A**  
BRIDGE OVER S.L. & S.F. RAILROAD AT THE NORTH EDGE OF  
MOUNDS, 1.9 MILES NORTH OF THE OKMULGEE COUNTY LINE  
SWO 4732(1)  
STATE JOB NO. 27075(04)  
**CREEK COUNTY**

FILE NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
REVISIONS				
NO.	DESCRIPTION	DATE		

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

SWO 4732(1) J/P 27075(04) ; E.C. 1385 CREEK CO.

**HORIZONTAL CONTROL:**  
 Oklahoma Coordinate System of 1927 Zone.  
 Oklahoma Coordinate System of 1983 (1983) North Zone.  
 Oklahoma Dept. of Transportation Plane Coordinate System of 1927 Zone.  
 Oklahoma Dept. of Transportation Plane Coordinate System of 1983 Zone.  
 Arbitrary Coordinate System

**HORIZONTAL PLANE DATUM DEFINITION:**  
 Oklahoma Department of Transportation coordinates were derived by multiplying the Oklahoma Coordinate Systems of 1927 or 1983 by the combined adjustment factor of 1.00010. The ODOT Coordinate System is 2350 feet above sea level.

1. Primary Control adjusted to OBTAINED BY OPUS SOLUTIONS (B) Order Stations  
 A) Closure before adjustment X: Y Angles  
 Trav. Length is No. Angles Order before adjustment.  
 B) Method of Distance Measurement:  
 Electronic  GPS  Triangulation  Chained  
 C) Instrument used for angles  
 D) Instrument used for angles

2. Secondary Control adjusted to Primary Control (B) Order Stations  
 A) Closure before adjustment X: Y Angles  
 B) Secondary Control is Order; Tied to  
 C) Method of Distance Measurement:  
 Electronic  GPS  Triangulation  Chained  
 D) Instrument used for angles Topcon Hiper II GPS Total Station

VERTICAL CONTROL IS 3rd order. Level Line taken from 3" ALUMINUM CAP C-13-836  
 (3RD order and tied to OBTAINED BY OPUS SOLUTIONS (3RD) Order.  
 VERTICAL CLOSURE = 0.04 feet before adjustment. 3rd order would allow 0.05 feet.  
 NGVD 29 datum  
 NAVD 88 datum

ACCURACY DEFINITION:  
 (1) HORIZONTAL: (3rd Order = Class I = 1:10,000'  
 (2nd Order = Class II = 1:5,000'  
 (1st Order = 0.017 Ft. x sqft. of ML.)  
 (3rd Order = 0.050 Ft. x sqft. of ML.)  
 (2) VERTICAL: (2nd Order = 0.035 Ft. x sqft. of ML.)

Distribution:  
 Copy survey reports \_\_\_\_\_  
 Copy in each Alignment \_\_\_\_\_  
 and level book \_\_\_\_\_

DARREN M. SMITH  
 Professional Land Surveyor  
 June 11, 2012  
 Date

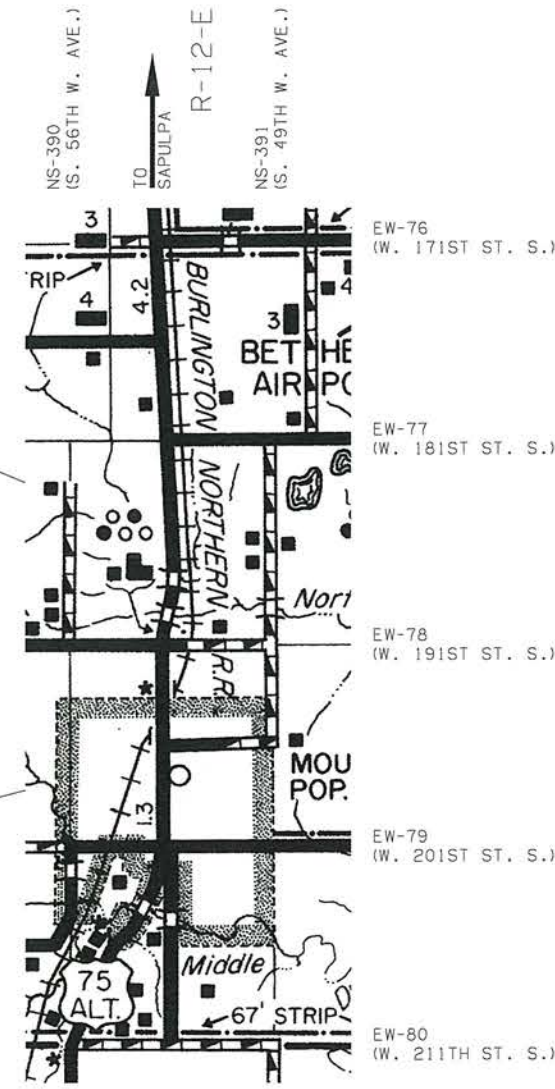
(FORM SD #20)  
 Rev. 11/03

INDEX OF SHEETS

SDS 1. TITLE SHEET	
SDS 2. HISTORICAL LETTER & ALIGNMENT CERTIFICATION	
SDS 3. LEVELS & COGO POINTS	
SDS 4. CONTROL MAP & INFO.	
SDS 5-6. SURVEY DATA SHEETS	SURVEY BEGAN: JANUARY 16, 2012
SDS 7. LAND TIE SHEET	SURVEY COMPLETED: MARCH 27, 2012

PERSONNEL:  
 DARREN SMITH, P.L.S. DIVISION MANAGER 4  
 ADAM HINDS, P.L.S. SURVEY MANAGER 1  
 JOE FARMER, L.S.I. TECHNICIAN MANAGER 2  
 TANNER WENTWORTH, L.S.I. SURVEY INTERN 1  
 BRIAN BIRD, L.S.I. SURVEY INTERN 1  
 CORY CULPEPPER, TECHNICIAN 1  
 SAM MCGEE, TECHNICIAN 1  
 CHRIS WILLIAMS, TECHNICIAN 1  
 ERIC MENTZER, TECHNICIAN 3  
 REBECCA ROBICHAUX, TECHNICIAN 1  
 MICHAEL COOK, TECHNICIAN 1  
 ERIC OLDHAM, TECHNICIAN 1  
 COLTON SCHRODER, TECHNICIAN 1  
 ABDUL ABDULRAHMAN, TECHNICIAN 1

EQUIPMENT:  
 TOPCON GR3 GPS  
 TOPCON HIPER II GPS  
 TOPCON IS 3" IMAGING ROBOTIC TOTAL STATION  
 TOPCON FC-2500 DATA COLLECTORS  
 GPT-9005A 5" ROBOTIC TOTAL STATION  
 TOPCON GPT 3000W TOTAL STATION  
 TOPCON GPT 3005W TOTAL STATION  
 TOPCON GTS 3000 TOTAL STATION  
 TOPCON GTS 313 TOTAL STATION  
 TRIMBLE 5700 GPS  
 TRIMBLE 5800 GPS  
 SOKKIA SDL 30 DIGITAL LEVEL  
 EAGLE POINT AND INROADS WORKING IN AUTOCAD PLATFORM



STA. 157+37.82  
END PROJECT

STA. 100+00.00  
BEGIN PROJECT

PROJECT LENGTH: 5738 FT. 1.09 MILES  
 EQUATIONS: BOP STA. 100+00.00  
 EOP STA. 157+37.82  
 EXCEPTIONS: NONE

UTILITY OWNERS CONTACT INFORMATION

OWNER	ADDRESS	PHONE
AT&T	1425 Oak St. Kansas City, MO 64106	816-275-4014
City of Mounds	1319 Commercial Ave. Mounds, OK 74047	918-827-6711
Enogex	211 N. Robinson, Suite 950 OKC, OK. 73102	405-530-7419
OG&E	3220 S. High St. OKC, OK. 73129	405-553-5997
Oklahoma Natural Gas	5848 E. 15th St. Tulsa, OK. 74112	918-831-8259
Rural Water District #7	1117 Commercial ave, Mounds, OK. 74047	918-827-6575
TDS Telecom	525 Junction Rd. Madison, WI. 53717	608-685-3211



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STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

SWO 4732(1) DEPARTMENT 27075(04) ENGINE CONTRACT NO. 1385

LAND SURVEYORS CERTIFICATION

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

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

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

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

Dated this 11th day of June, 2012.

Land Surveyor Darren M. Smith  
 Signature: \_\_\_\_\_  
 Printed Name: Darren M. Smith

Oklahoma Registered Land Surveyor No. 1552  
 Certificate of Authorization No. 32 Exp. Date: June 30, 2012

DATE APPROVED \_\_\_\_\_  
 BY \_\_\_\_\_  
 CHIEF OF SURVEYS

PREPARED BY:  
 DARREN M. SMITH, PLS  
 COBB ENGINEERING COMPANY

PREPARED FOR:  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 SURVEY DIVISION

COBB ENGINEERING

SHEET NO. SI  
 J/P NO. 27075(04) CREEK COUNTY US-75A



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
SURVEY DIVISION (405) 521-2621 FAX (405) 522-0364

06/11/2012

To: Mr. Larry Reser, Chief of Surveys  
From: Darren M. Smith, Professional Land Surveyor  
Subject: Re: SWO4732(1), U.S. 75A, from approximately EW-79.5 Section line North to EW-77.5 Section line. This survey will begin at the Centerline of 14th Street, and will extend North approximately 5,838 feet.

Historical Letter and Written Report

**1. GENERAL**

- A. Survey began January 16, 2012
- B. Survey completed March 27, 2012
- C. The measurement unit for this project will be the U.S. Survey Foot.

**2. SURVEY ASSIGNMENT**

The above described survey was assigned to me by Mr. Larry Reser, Chief of Surveys, and completed by my crew at Cobb Engineering.

**3. PURPOSE OF THIS SURVEY**

The purpose of this survey is to develop plans to construct a new crossing over the S.L. & S.F. Railroad at the north edge of Mounds. This survey includes the Alignment(s), Topographic/Planimetric data, Surface Features/DTM data, utilities, Drainage and all other pertinent information needed to aid in the design. Land Ties and property line ties were performed sufficient to obtain any additional right-of-way necessary for proper design.

**4. SURVEY LIMITS**

**U.S. 75A Main Survey:** This survey began at a point identified as P.O.T. Sta. 513+10.74 (centerline of 14th Street), as shown on U.S.W.P. No. W.P.G.M. 159-D plans, and extended north to a point identified as P.O.T. Sta. 454+84.54 (EW-77.5 1/4 Section Line), as shown on U.S.W.P. No. W.P.H. 159-D (ALTERNATE PLAN) plans (approximate centerline length = 1.10 miles).

**5. ALIGNMENTS**

**U.S. 75A Main Survey:** The Centerline of Survey for this project is along and identical to the centerline of present U.S. 75A, as shown on U.S.W.P. No. W.P.G.M. 159-D plans and U.S.W.P. No. W.P.H. 159-D (ALTERNATE PLAN) plans.

**6. STATIONING**

**U.S. 75A Main Survey:** A station value of P.O.T. Sta. 100+00.00 was assigned to the Beginning of Survey (centerline of 14th Street) and stationing increases north from this point, field measured distance, to the End of Survey without equation, except with existing surveys; and plans.

**7. HORIZONTAL CONTROL**

- A. Horizontal Control for this survey is NAD 83 (1993) Oklahoma State Plane Coordinate System, Lambert Projection, North Zone, and derived utilizing static GPS.
- B. Primary Horizontal control was established on 2 monuments along this survey. They are 3 inch aluminum caps marked C-19-836 and C-19-837.
- C. Secondary horizontal control was established along the centerline of survey and referenced and shown on the survey data sheets of this survey.
- D. The primary control network, the secondary network and section boundaries for this survey are in compliance with NGS Second Order Class 11 standards for horizontal control (1:20,000).

**8. VERTICAL CONTROL**

- A. Level datum for this survey is NGS, NAVD 88, taken from PRIMARY CONTROL POINT NO. C-19-836. A complete set of check levels was run throughout the survey using a Sokkia digital level.
- B. The adjusted levels and vertical differences between bench marks are shown in following file: SWO4732\_1\_V1.dgn (SDS 3) and SWO4732\_1\_V1\_Level Worksheet.pdf
- C. Accuracy - 3rd order or better before adjustment.

**9. TOPOGRAPHY**

Topography on this survey was obtained by utilizing the Topcon GPS RTK systems and Total Station technology with the TOPCON FC-2500 data collectors for field instruments. Centerline profile, bridge profiles, and drainage structures were obtained for the length of the project by utilizing conventional field methods. The supportive information pertaining to the surface features are available in the computer file SWO 4732\_1\_V1\_SFF.dgn and SWO 4732\_1\_V1\_TOPO.dgn.

**10. DTM / CROSS SECTIONS**

Cross sections on this survey were obtained by utilizing the Topcon GPS RTK systems and Total Station technology processed and output in the form of a DTM survey and placed in a computer file SWO 4732\_1\_V1\_SFF.dgn

**11. LAND TIES**

Land ties for this survey were established for the following:

T-16-N, R-12-E, IM. - Sections 5 and 8

A search was made for any trace of the original monuments and/or accessories. All field certified corners received from the Oklahoma Department of Libraries were researched and noted. The original survey and survey notes were used from the following survey:

Sledge Tamm & James E. Shelley 11/13/1897

A complete detailed account of each of the corners set or used follows:

Southeast corner of Section 8,  
O.D.O.T. Monument C-19-427, T-16-N, R-12-E I.M. found O.H.D. standard brass monument. Monument matches description and fits 2 references as called on O.C.C.R. filed by Jerry Wayne Haynes L.S.# 422 on 6-20-1983.

South quarter corner of section 8,  
O.D.O.T. Monument C-19-838, T-16-N, R-12-E I.M. found PK nail with yellow tab. Monument fits description and 2 references on O.C.C.R. filed by L.S.# 1352 dated 10/29/07. Monument also fits location of brass cap monument set by L.S.# 422 on O.C.C.R. dated on 01/26/83. Found 5/8" iron pin set by unknown parties (did not use).

Southwest corner of Section 8,  
O.D.O.T. Monument C-19-417, T-16-N, R-12-E I.M. found O.H.D. brass cap. Monument matches description and fits 2 references as called on O.C.C.R. filed by Charles W. Chastain L.S.# 1352 on 10-31-2007. Monument also fits 3 references as called on O.C.C.R. filed by Jerry Wayne Haynes L.S.# 422 on 6-20-1983.

West quarter corner of Section 8,  
O.D.O.T. Monument C-19-839, T-16-N, R-12-E I.M. found a 3/8" iron pin with yellow cap. Monument's position fits 3 references as called on O.C.C.R. filed by Jerry Wayne Haynes L.S.# 422 on 6-20-1983.

Center of section 8,  
O.D.O.T. Monument C-19-421, T-16-N, R-12-E I.M. found O.H.D. standard brass cap Monument C-19-421. Monument matches description on O.C.C.R. filed by L.S.# 422 dated 01/25/83.

East quarter corner of Section 8,  
O.D.O.T. Monument C-19-428, T-16-N, R-12-E I.M. found O.H.D. standard brass cap monument. Monument matches description and 5 references on O.C.C.R. filed by L.S.# 422 dated 01/26/83.

**12. EXISTING RIGHT-OF-WAY**

**U.S. 75A** Existing right-of-way as shown on this survey is along and identical to the existing right-of-way of present U.S. 75A as shown on U.S.W.P. No. W.P.G.M. 159-D plans.

**13. UTILITIES**

- A. All utility companies servicing this survey project were contacted through "CALL OKIE"
- B. All underground utilities were located by the owning company with the exception of sanitary sewer lines owned by the city of Mounds. Approximate sanitary sewer line locations were determined from a hand sketch provided by the city of Mounds and field verified at sanitary sewer manholes. Oklahoma Natural Gas, Rural Water District #7, OG&E, & TDS Telecom also provided utility maps that were used to determine approximate utility line locations in addition to the utility lines that were marked in the field.
- C. Information regarding type, size, ownerships, location, depth, etc. is placed in computer file SWO 4732\_1\_V1\_SD-7.pdf

**14. HAZARDOUS WASTE**

No possible hazardous waste sites were encountered.

**15. DRAINAGE INFORMATION**

Drainage areas were taken from USGS Quad Maps in the project area and data taken field checked for accuracy and placed in computer file SWO 4732\_1\_V1\_DRA.dgn and SWO 4732\_1\_V1\_USGS Drainage.pdf

**16. SURVEY DATA SHEETS**

Survey Data Sheets were submitted in the form of a Microstation Design File archived on the O.D.O.T. Mainframe Computer, as per O.D.O.T. Survey Division Standards. These will be incorporated into the set of design drawings and will be in substantial conformity with the O.D.O.T. Survey Division Standards for Survey Data Sheets, as maintained on O.D.O.T.(s) Intranet.

**17. SUBMISSION OF SURVEY DATA**

- A. Historical Letter & Written Report.
- B. Form SD-1, Transmittal Letter w/FSVARCH INDEX attached.
- C. Form SD-7, Public and Privately Owned Utilities List w/ vicinity maps where available.

- D. Form SD-11, Position and Description of Survey Monuments (GPS control monuments, Brass/Aluminum Caps for benchmarks, etc.) (if applicable).
- E. Form SD-20, Survey Control Data Statement.
- F. Form SD-41, Surveyor's Certification.
- G. Cogo Data (coordinate list with alignments).
- H. Benchmarks & Check Levels list, including the SWO and description of the project.
- I. Original and reduced copy (8" x 11") of each Certified Land Corner form.
- J. NGS Recovery Form for each horizontal and vertical monument recorded or used during the course of the survey.

**18. EQUIPMENT USED**

Topcon GR3 GPS  
Topcon Hiper II GPS  
Topcon IS 3" Imaging Robotic Total Station  
Topcon FC-2500 Data Collectors  
GPT-9005A 5" robotic Total Station  
Topcon GPT 3000W Total Station  
Topcon GPT 3005W Total Station  
Topcon GTS 3000 Total Station  
Topcon GTS 313 Total Station  
Trimble 5700 GPS  
Trimble 5800 GPS  
Sokkia SDL30 Digital Level  
Eagle Point and Inroads working in AutoCad environments

**19. Personnel**

Darren Smith, P.L.S. Division Manager 4  
Adam Hinds, P.L.S. Survey Manager 1  
Joe Farmer, L.S.I. Technician Manager 2  
Tanner Wernworth, L.S.I. Survey Intern 1  
Brian Bird, L.S.I. Survey Intern 1  
Cory Culppepper, Technician 1  
Sam McGee, Technician 1  
Chris Williams, Technician 1  
Eric Mester, Technician 3  
Michael Cook, Technician 1  
Eric Oldham, Technician 1  
Colton Schroder, Technician 1  
Abdul Abdulrahman, Technician 1  
Rebecca Robichaux, Technician 1

Project Name: SWO4732\_1\_V1.dwg  
Description: Centerline of Survey  
Horizontal Alignment Name: U.S. 75A  
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
PC (10000)	100+00.00	325211.7696	2542550.6970
PT (10011)	120+93.24	328804.2845	2542924.2676
Tangent Direction: N 1°19'48.35" W			
Tangent Length: 3093.24			
Element: Circular			
PC (10011)	130+93.24	328804.2845	2542924.2676
PI (10014)	138+95.58	328706.8319	2542915.4536
CC (10013)	328965.6476	2545785.2465	
PT (10012)	138+93.26	329096.1325	2543016.4149
Radius: 2661.64			
Delta: 16°01'05.47" Right			
Degree of Curvature (Arc): 2°00'07.93"			
Length: 800.03			
Tangent: 402.64			
Chord: 797.43			
Middle Ordinate: 27.91			
External: 28.19			
Tangent Direction: N 1°13'48.35" W			
Radial Direction: N 88°46'16.65" E			
Chord Direction: N 6°46'49.38" E			
Radial Direction: S 75°12'37.88" E			
Tangent Direction: N 14°47'22.12" E			
Element: Linear			
PT (10012)	138+93.26	329096.1325	2543016.4149
PC (10021)	142+04.63	329359.1162	2543059.4070
Tangent Direction: N 14°47'22.12" E			
Tangent Length: 313.37			
Element: Circular			
PC (10021)	142+04.63	329359.1162	2543059.4070
PI (10024)	146+83.07	329859.7719	2543220.0270
CC (10023)	330129.7489	2540331.0158	
PT (10022)	161+80.88	330334.9655	2543185.8636
Radius: 2662.22			
Delta: 19°54'05.15" Left			
Degree of Curvature (Arc): 2°00'06.47"			
Length: 844.22			
Tangent: 476.44			
Chord: 535.55			
Middle Ordinate: 36.66			
External: 35.38			
Tangent Direction: N 14°47'22.12" E			
Radial Direction: S 75°12'37.88" E			
Chord Direction: N 8°20'15.58" E			
Radial Direction: N 85°53'16.97" E			

Tangent Direction: N 4°06'48.03" W

Element: Linear

PT (10022)	161+80.88	330334.9655	2543185.8636
POE (10027)	167+37.92	330920.4559	2543143.7750
Tangent Direction: N 4°06'48.03" W			
Tangent Length: 586.96			

P.L.S.	D.M.S.	06/11/2012	U.S. 75A, FROM 14TH STREET, NORTHERLY	CREEK COUNTY
DRAWN	J.E.M.	06/11/2012	TO EW-77.5 1/4 SECTION LINE	
CHECKED	A.K.H.	06/11/2012	<b>HISTORICAL LETTER &amp; ALIGNMENT CERT.</b>	
APPROV.	D.M.S.	06/11/2012		
CREW CHIEF	A.K.H.		SWO NO. 4732(1)	J/P NO. 27075(04) SHEET NO. 52



FILE NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
REVISION				
DESCRIPTION				
DATE				

U.S. 75A Creek County- Bridge over S.L. & S.F. Railroad at the North Edge of Mounds						
CHECK LEVELS			BENCH MARK LIST			
BM No.	Run 1	Run 2	Mean Diff	Adj. Elev.	Published Elevation	Description, Sta/Offset
CP 1					736.92	5/8" IRON PIN WITH ALUMINUM CAP STA. 69+53.20 66.89' LT.
BM 201	1.23	1.24	1.24		735.09	RR SPIKE WEST FACE OF 18" TREE STA. 105+71.51 40.28' RT.
BM 202	3.71	3.71	3.71		730.40	RR SPIKE WEST FACE POWER POLE STA. 110+88.52 21.51' RT.
BM 203	19.46	19.46	19.46		758.85	*X* CUT ON SIDEWALK ATOP BRIDGE STA. 118+02.77 13.29' LT.
BM 204	13.75	13.75	13.75		745.10	RR SPIKE EAST FACE POWER POLE STA. 121+04.16 22.67' LT.
BM 205	15.34	15.34	15.34		729.76	RR SPIKE EAST FACE 18" TREE STA. 127+49.25 111.79' LT.
BM 206	5.00	5.01	5.01		724.75	*X* CUT ON NORTH END CGMP CONCRETE PAD STA. 133+00.41 37.52' R.T.
BM 207	2.19	2.20	2.20		722.56	*X* CUT ON NORTH WINGWALL EAST SIDE OF ROAD STA. 139+00.28 17.68' RT.
BM 208	0.22	0.21	0.22		722.34	*X* CUT IN NORTHWEST CORNER OF CONCRETE SLAB STA. 140+12.47 41.61' RT.
BM 209	3.19	3.18	3.19		719.16	RR SPIKE EAST FACE POWER POLE STA. 152+75.69 69.39' LT.
CP 2	2.58	2.59	2.59		721.74	5/8" IRON PIN WITH ALUMINUM CAP STA. 159+20.35 34.70' RT.

75A COGO.txt					
BRIDGE OVER S.L. & S.F. RAILROAD AT THE NORTH EDGE OF MOUNDS, 1.9 MILES NORTH OF THE OKMULGEE COUNTY LINE					
Node ID	Northing	Easting	Node ID	Northing	Easting
C-19-836	325162.88970	2542894.73703	5038	326951.15907	2542843.26450
C-19-837	331105.00380	2543165.38610	5039	326951.28903	2542853.26402
201	325784.00207	2543018.60784	5040	326953.88832	2543053.25426
202	326300.48955	2542988.76121	5041	326986.47665	2545776.85718
203	326813.87290	2542942.97640	5042	327259.99685	2543052.41004
204	327374.93091	2542921.52204	5043	327266.73314	2543156.84504
205	327957.98394	2542819.91978	5044	327551.38386	2543150.75228
206	328509.48189	2542964.79182	5045	328216.69864	2540540.82863
207	329191.20020	2543061.79764	5046	328245.45919	2542815.50396
208	329792.70345	2543215.21652	5047	328251.26268	2543298.14545
209	330454.53068	2543107.73851	5048	328252.35120	2543398.88755
5000	323062.71060	2545866.60498	5049	328263.75101	2544453.93543
5001	323043.62100	2544550.61244	5050	328277.72595	2545747.31042
5002	323024.71903	2543247.56519	5051	328327.21704	2545746.21831
5003	323004.03900	2541908.76186	5052	328333.24226	2544452.85859
5004	322998.28419	2541536.20104	5053	328310.86807	2544233.12818
5005	322996.62227	2541428.61035	5054	328308.61309	2544024.43081
5006	322984.30248	2540631.03995	5055	328301.90949	2543404.01566
5007	322946.76388	2541896.17751	5056	328300.16694	2543242.74265
5008	324219.01049	2541892.54331	5057	328298.99962	2543134.74897
5009	324531.00689	2542010.95529	5058	328298.35896	2543084.07929
5010	324566.42588	2541917.43791	5059	328296.97265	2542974.43588
5011	325212.83165	2543040.58548	5060	328295.07616	2542824.44206
5012	325210.68731	2542940.60847	5061	328286.18918	2540539.76747
5013	325591.41575	2542932.44241	5062	328302.14012	2542874.29055
5014	325591.63418	2542942.44011	5063	328305.35663	2542974.25606
5015	325593.34965	2543022.42171	5064	328305.35663	2542974.25606
5016	325593.56409	2543032.41941	5065	328552.30011	2542979.81193
5017	325670.48206	2545806.97018	5066	328555.35667	2543237.26152
5018	325634.11639	2543021.54734	5067	328977.59379	2543410.38241
5019	325633.04854	2542941.55184	5068	329078.03406	2543226.03511
5020	325627.60962	2542534.10883	5069	329057.34026	2543304.41628
5021	325624.73948	2542319.09963	5070	329117.69301	2543075.82032
5022	325601.61119	2540586.50284	5071	329131.84571	2542924.41710
5023	325968.08347	2543014.38431	5072	329170.13594	2542779.38656
5024	325968.29790	2543024.38201	5073	329290.99473	2542811.29509
5025	326045.18022	2543022.73201	5074	329245.04645	2542985.33174
5026	326045.39465	2543032.73071	5075	329416.98499	2543030.72608
5027	326282.89908	2542927.61365	5076	329599.85932	2543365.82618
5028	326280.43309	2542812.64009	5077	329626.10167	2545718.59182
5029	326324.43048	2543026.74587	5078	329844.42922	2543348.31418
5030	326325.28821	2543066.73667	5079	330324.58744	2545703.73544
5031	326415.08086	2542864.67898	5080	330344.09207	2543312.53669
5032	326494.35451	2542863.06449	5081	330329.96608	2543116.04380
5033	326476.25240	2542642.27430	5082	330824.23927	2543080.51021
5034	326586.24255	2542740.70763	5083	330889.71690	2540472.89750
5035	326219.96234	2542758.92444	5084	330919.63227	2543073.65236
5036	326886.47331	2542854.65420	5085	330920.74998	2543170.82234
5037	326921.52820	2540563.45002	5086	330921.90225	2543270.99758

75A COGO.txt					
5089	330949.73205	2545690.43902	8039	329626.37772	2545743.34154
5090	332273.36672	2545662.41246	8040	329611.67434	2544425.10592
5091	332208.59485	2540444.39729	8041	329856.38123	2544019.87555
5092	333685.20981	2540412.40333	8042	330324.95134	2545728.83330
5093	333697.29798	2541437.60701	8043	330319.37919	2545349.53417
5094	333702.44543	2541703.02715	8044	330434.35319	2545347.08874
5095	333727.95030	2543018.14240	8045	330436.25099	2545512.07783
5096	333750.93024	2544090.75569	8046	330947.55335	2545501.20269
5097	333756.18674	2544336.65768	8047	332273.67394	2545687.16151
5098	333783.84293	2545630.42974	8048	332257.30674	2544368.62219
5099	329121.65935	2542921.72775	8049	332240.93953	2543050.08140
5100	327228.70691	2543141.77323	8050	332224.61358	2541734.86483
5101	329106.71527	2543117.40032	8051	332208.28763	2540419.64815
5102	329791.66810	2543102.68846	8052	333727.18975	2541702.49407
5103	329083.36912	2543066.75829	8053	333780.93112	2544336.12999
5104	327265.12655	2543048.63563			
8000	323018.87417	2544551.01053	9000	323038.32520	2545891.91910
8001	322979.29115	2541909.09222	9001	322999.97424	2543248.09411
8002	325618.79598	2541873.85769	9002	322959.17377	2540606.71397
8003	325633.55606	2544508.62838	9003	325601.28084	2540561.75563
8004	325636.11862	2543171.53889	9004	325636.38828	2543191.74028
8005	326718.02823	2543148.33376	9005	325670.80471	2545831.71927
8006	326715.71853	2543040.64649	9006	328302.73870	2545771.49455
8007	326815.69555	2543038.50301	9007	328274.25436	2543135.28046
8008	326954.88070	2543091.13818	9008	328241.13224	2540515.64810
8009	326953.68217	2543037.39310	9009	330889.43220	2540448.14672
8010	326508.51057	2543173.07373	9010	330895.01674	2545715.18854
8011	326512.36520	2543353.03722	9011	333809.11633	2545654.65015
8012	326957.46706	2543343.49761	9012	333775.67457	2544090.22556
8013	326718.46248	2543168.58000	9013	333752.69459	2543017.61093
8014	325616.64035	2542172.37391	9014	333722.04609	2541437.26942
8015	325662.20064	2545171.72773	9015	333713.76109	2540387.11704
8016	326921.20654	2540536.70186	9016	330919.68758	2543078.46011
8017	326936.13176	2541687.05559	10011	328304.28446	2542924.26755
8018	326955.32132	2543163.51037	10012	329096.13253	2543018.41478
8019	327087.31609	2543160.68521	10013	328365.64761	2545785.24654
8020	326956.89516	2543295.52597	10014	328706.83188	2542915.63359
8021	327088.88827	2543292.70085	10021	329399.11622	2543098.40700
8022	326971.04651	2544482.55864	10022	330334.98547	2543185.86361
8023	326978.90944	2545142.10752	10023	330129.74883	2540331.01583
8024	326986.77171	2545801.60691	10024	329859.77190	2543220.02698
8025	328270.20446	2542814.97321	10500	325211.75948	2542990.59698
8026	328270.33089	2542824.87280	10501	325633.58247	2542981.54959
8027	328272.22738	2542974.96662	10502	326098.47555	2542971.57842
8028	328273.61249	2543084.51452	10503	326748.32609	2542957.64023
8029	328275.42124	2543243.27416	10504	327698.10766	2542937.26902
8030	328277.13122	2543401.53216	10505	328271.59521	2542924.96868
8031	328283.86456	2544024.10253	10506	329443.64591	2543110.18350
8032	328286.11957	2544233.40035	10507	330920.43887	2543143.77503
8033	328288.49653	2544453.38751			
8034	328428.57900	2543081.78502			
8035	328553.56169	2543079.59087			
8036	328554.12725	2543129.26917			
8037	328909.95685	2544017.82839			
8038	328914.40589	2544226.49097			

P.L.S.	D.M.S.	06/11/2012	U.S. 75A, FROM 14TH STREET, NORTHERLY TO EW-77.5 1/4 SECTION LINE	CREEK COUNTY
DRAWN	J.E.M.	06/11/2012		
CHECKED	A.K.H.	06/11/2012		
APPROV.	D.M.S.	06/11/2012		

# C-19-836

All computed coordinate accuracies are listed as peak-to-peak values.  
For additional information:  
<http://www.ngs.noaa.gov/OPUS/about.html#accuracy>

USER: cculpepper@cobbengr.com DATE: January 26, 2012  
RINEX FILE: log0017q.12o TIME: 22:20:29 UTC

SOFTWARE: page5 1108.09 master28.pl 060711 START: 2012/01/17 16:19:00  
EPOCH: 2012/01/17 22:44:00  
EPOCH: 2012/01/17 22:44:00  
STOP: 2012/01/17 22:44:00  
NAV FILE: brdc0170.12n OBS USED: 14693/17135 : 86%  
ANT NAME: TP5HIPER\*11 NONE # FIXED AMB: 123/132 : 93%  
ARP HEIGHT: 2 OVERALL RMS: 0.015(m)

REF FRAME: NAD83(CORS96)EPOCH: 2002.0000 ITRF00 (EPOCH: 2012.0459)

X: -546325.013(m) 0.013(m) -546325.768(m) 0.013(m)  
Y: -5145211.207(m) 0.008(m) -5145209.814(m) 0.008(m)  
Z: 3717301.993(m) 0.011(m) 3717301.832(m) 0.011(m)

LAT: 35 52 39.02148 0.006(m) 35 52 39.04207 0.006(m)  
E LON: 263 56 20.29950 0.012(m) 263 56 20.26371 0.012(m)  
W LON: 96 3 39.70050 0.012(m) 96 3 39.73629 0.012(m)  
EL HGT: 195.794(m) 0.012(m) 194.642(m) 0.012(m)  
ORTHO HGT: 224.614(m) 0.022(m) [NAVD88 (Computed using GE01D09)]

UTM COORDINATES STATE PLANE COORDINATES  
UTM (Zone 14) SPC (3501 OK N)  
Northing (Y) [meters] 3974352.339 99109.847  
Easting (X) [meters] 765328.325 775075.866  
Convergence [degrees] 1.72340271 1.14427870  
Point Scale 1.00046756 0.99995814  
Combined Factor 1.00043682 0.99992741

US NATIONAL GRID DESIGNATOR: 14SOE6532B74352(INAD 83)

PID	DESIGNATION	BASE STATIONS USED	LATITUDE	LONGITUDE	DISTANCE(m)
DE7174	OKTE TECUMSEH CORS ARP	N351536.668 W0965352.108			102204.3
DE8101	OKTU TULSA CORS ARP	N361238.113 W0955115.783			41385.8
DE7170	OKMA MCALESTER CORS ARP	N345540.833 W0954414.056			109375.6

NEAREST NGS PUBLISHED CONTROL POINT  
FJ1156 MOUNDS N355325.136 W0960055.021 4365.2

This position and the above vector components were computed without any knowledge by the National Geodetic Survey regarding the equipment or field operating procedures used.

STATE OF OKLAHOMA DEPARTMENT OF HIGHWAYS SURVEY DIVISION  
S.D. FORM NO. 11 REVISED 3/10/75  
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY: CREEK STATION NUMBER: C-19-836 BND: 4732(1) DATE: 01/26/12

TYPE OF MONUMENT: 5/8" IRON PIN WITH ALUMINUM CAP MONUMENT SET FOR: GPS CONTROL

METHOD ESTABLISHED: TRILATERATION, TRIANGULATION, TRAVERSE, OTHER (SPECIFY):  
STATIC GPS OBSERVATIONS USING OPUS SOLUTIONS

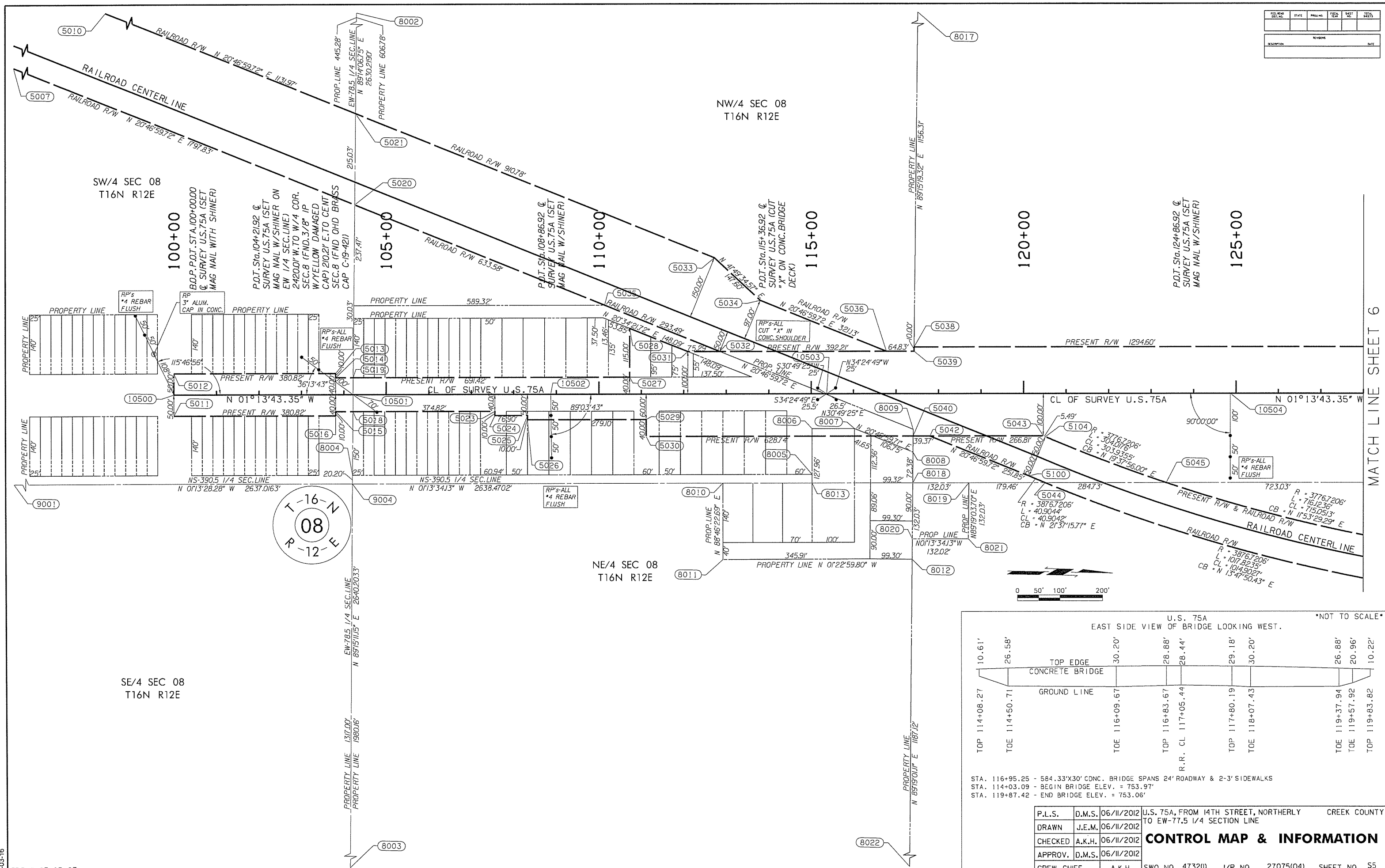
HEIGHT OF INSTRUMENT ABOVE MONUMENT: \_\_\_\_\_ FEET, TYPE OF WITNESS POST: \_\_\_\_\_

WRITTEN DESCRIPTION OF LOCATION: APPROXIMATELY 425' SOUTH OF EW765 AND APPROXIMATELY 63' WEST OF THE WEST EDGE OF U.S.75A.

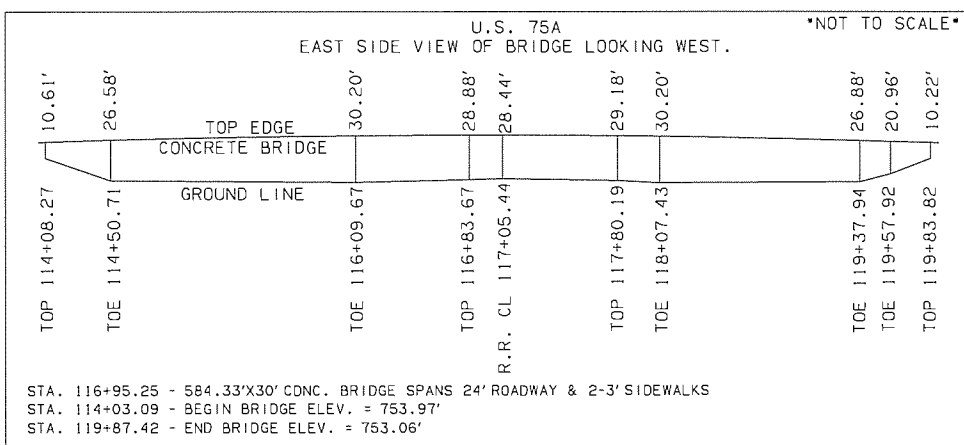
ESTABLISHED BY: DARREN W. SMITH/RPLS

COORDINATE SYSTEM:	USC&GS	DHD	OTHER (SPECIFY)	OK STATE PLANE (INAD 83)
GRID DATA:				
COORDINATES (FEET)				
NORTH				
EAST				
GRID BEARING				
DISTANCE				
POINTS OBSERVED				
RP 1 - CONCRETE BOLLARD				
RP 2 - LIGHT POLE				
RP 3 - S. EDGE OF ASPH. LOT				
GRID ZONE				
ACCURACY:				
NORTH				
EAST				
GRID BEARING				
DISTANCE				
POINTS OBSERVED				
RP 1 - CONCRETE BOLLARD				
RP 2 - LIGHT POLE				
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GRID ZONE				
ACCURACY:				
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EAST				
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GRID BEARING				
DISTANCE				
POINTS OBSERVED				
RP 1 - CONCRETE BOLLARD				
RP 2 - LIGHT POLE				
RP 3 - S. EDGE OF ASPH. LOT				
GRID ZONE				

REV. NO.	STATE	PROJ. NO.	FILE NO.	SHEET NO.	TOTAL SHEETS
DESCRIPTION					DATE



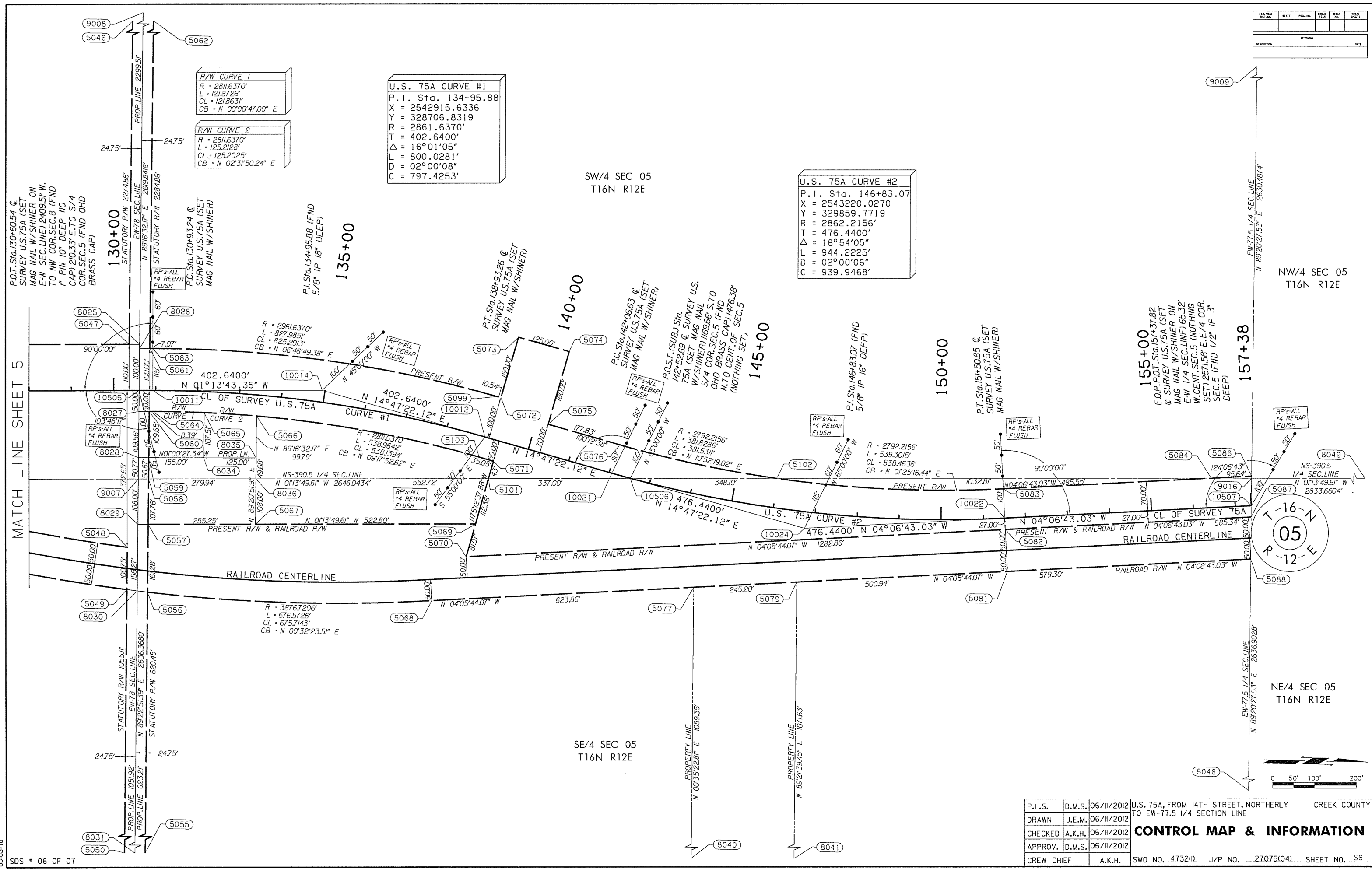
MATCH LINE SHEET 6



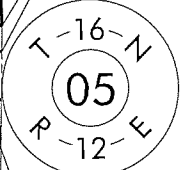
P.L.S.	D.M.S.	06/11/2012	U.S. 75A, FROM 14TH STREET, NORTHERLY TO EW-77.5 1/4 SECTION LINE	CREEK COUNTY
DRAWN	J.E.M.	06/11/2012	<b>CONTROL MAP &amp; INFORMATION</b>	
CHECKED	A.K.H.	06/11/2012		
APPROV.	D.M.S.	06/11/2012		
CREW CHIEF	A.K.H.	SWO NO. 473200	J/P NO. 27075(04)	SHEET NO. 55



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FIELD NO.	SHEET NO.	TOTAL SHEETS
REVISION		DATE			



MATCH LINE SHEET 5



P.L.S.	D.M.S.	06/11/2012	U.S. 75A, FROM 14TH STREET, NORTHERLY TO EW-77.5 1/4 SECTION LINE	CREEK COUNTY
DRAWN	J.E.M.	06/11/2012	<b>CONTROL MAP &amp; INFORMATION</b>	
CHECKED	A.K.H.	06/11/2012		
APPROV.	D.M.S.	06/11/2012		
CREW CHIEF	A.K.H.	SWO NO. 47320	J/P NO. 27075(04)	SHEET NO. 56





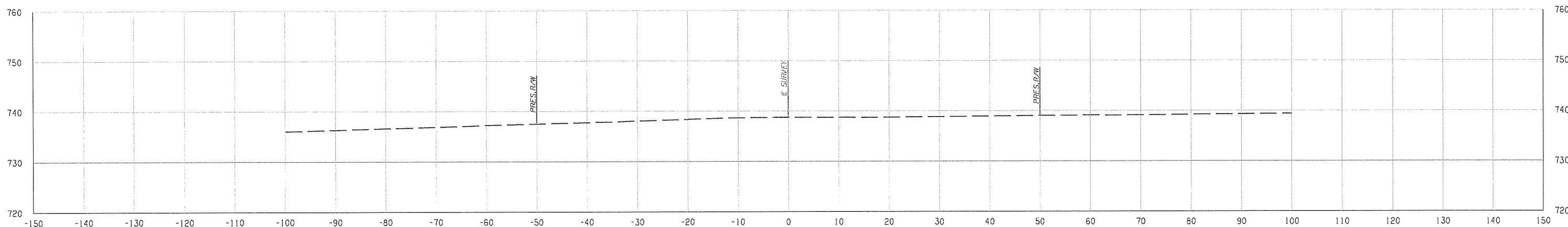
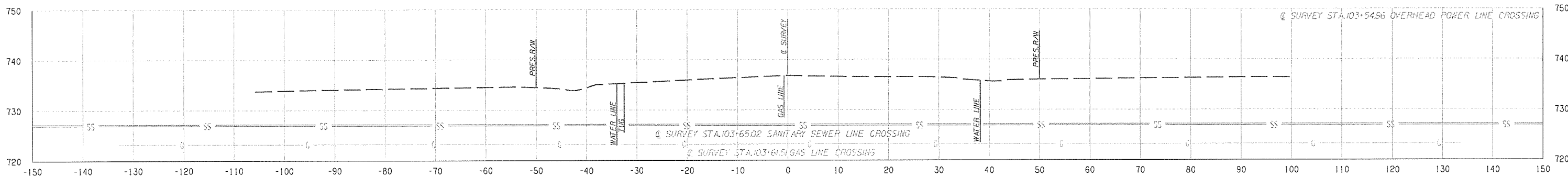
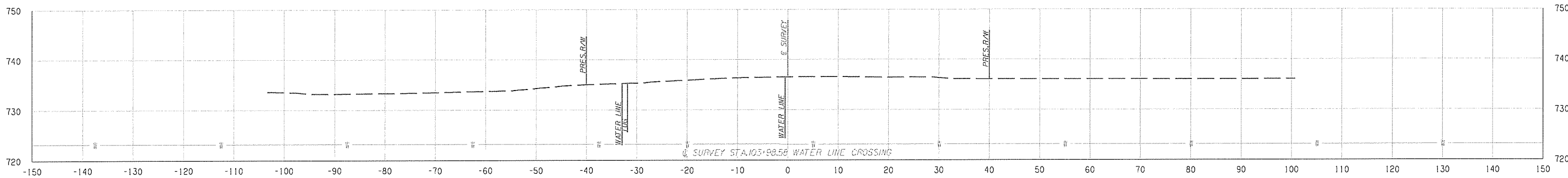
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS	DATE		

END AREAS (SF)

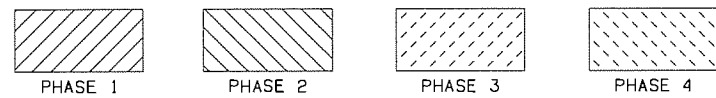
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4



STA. 99+00.00 BEGIN INCIDENTAL CONST.



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X1

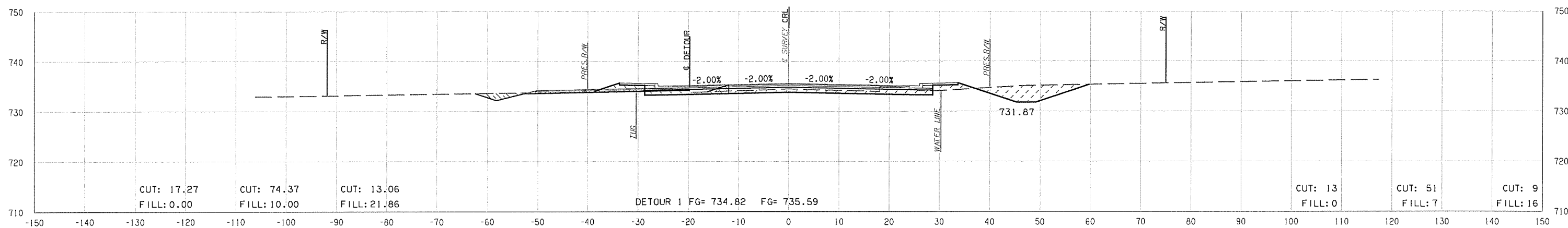
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END AREAS (SF)

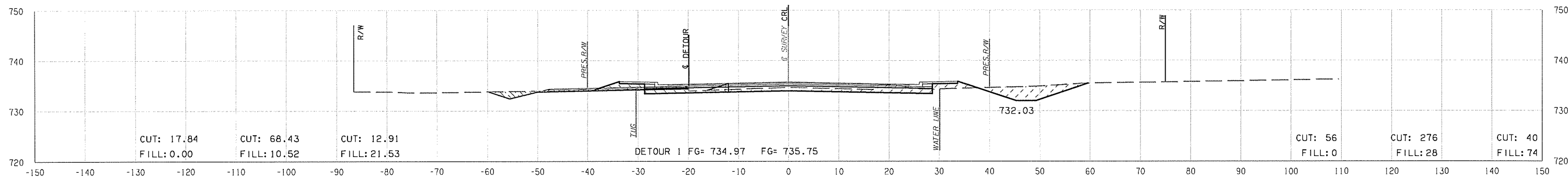
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VOLUMES (CY)

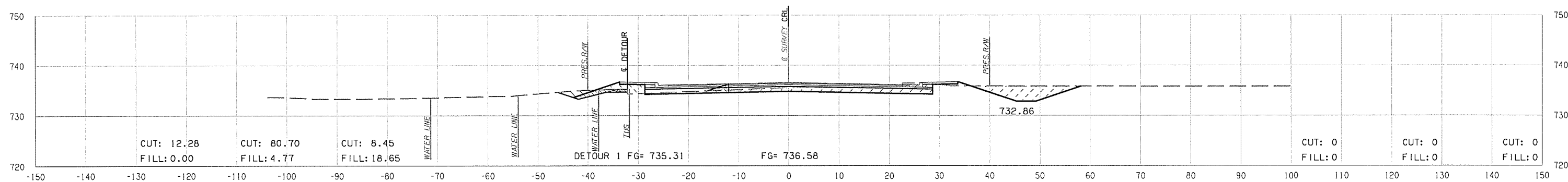
PHASE 1      PHASE 2      PHASE 3      PHASE 4



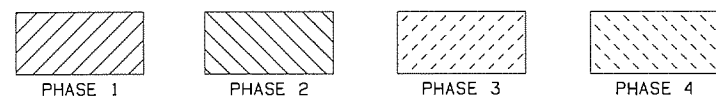
BEGIN SUPERELEVATION STATION  
105+19.47



105+00.00



END INCIDENTAL CONSTRUCTION, BEGIN PROJECT & DETOUR 1  
104+00.00



Y:\Division 8\JP27075 (04) Creek\IDGN\PROJECT DGN\27075 (04) Xsecs.dgn

05-03-16





FED. ROAD DIST. NO.	STATE	JOB PECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

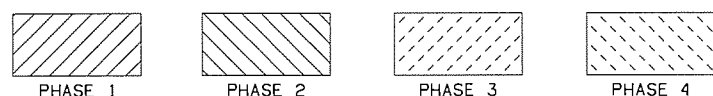
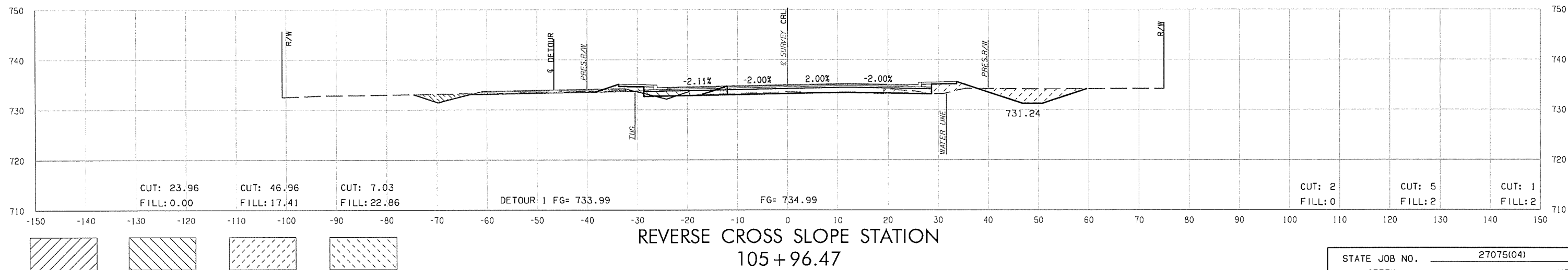
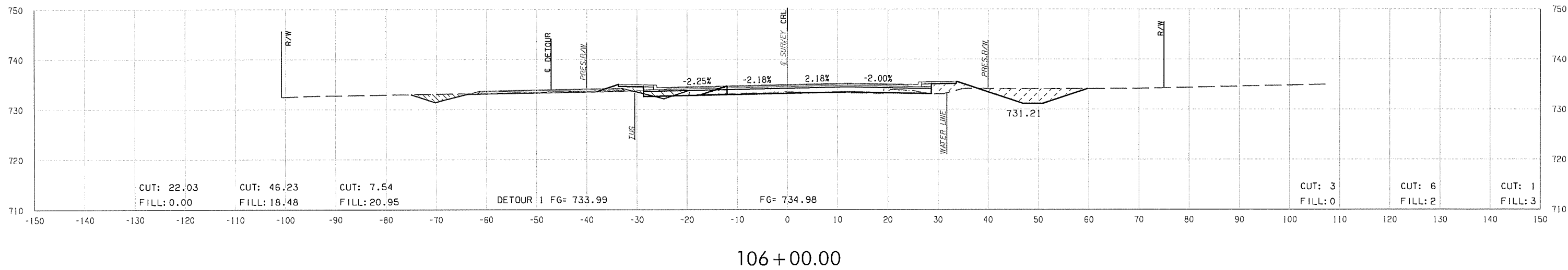
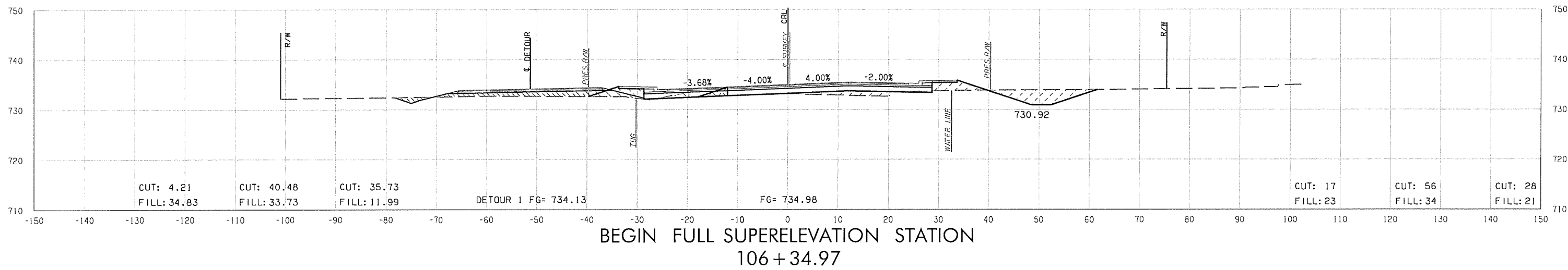
DESCRIPTION	REVISIONS	DATE

END AREAS (SF)

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4

PHASE 1 PHASE 2 PHASE 3 PHASE 4



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05-03-16

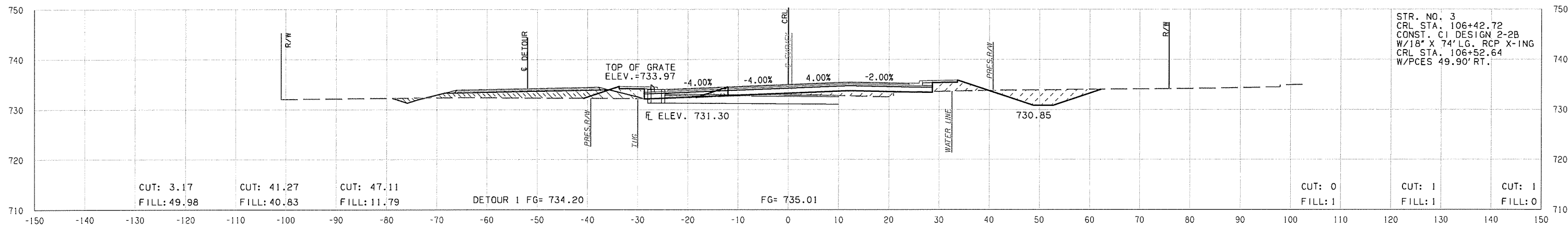
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS		DATE		

END AREAS (SF)

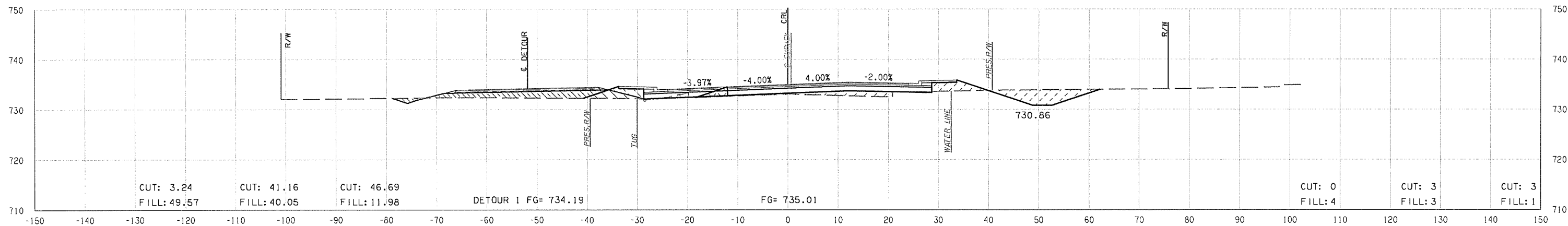
PHASE 1 PHASE 2 PHASE 3 PHASE 4

VOLUMES (CY)

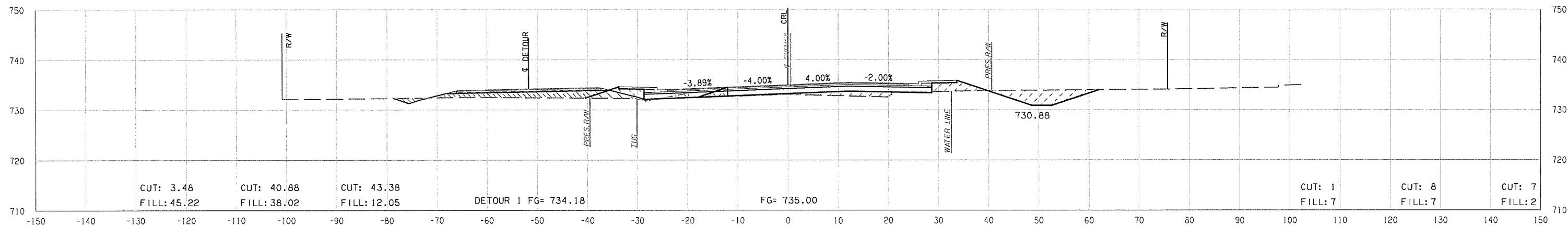
PHASE 1 PHASE 2 PHASE 3 PHASE 4



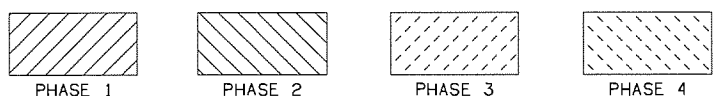
106 + 42.72



106 + 42.00



106 + 40.00



Y:\Division 8\JRP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16



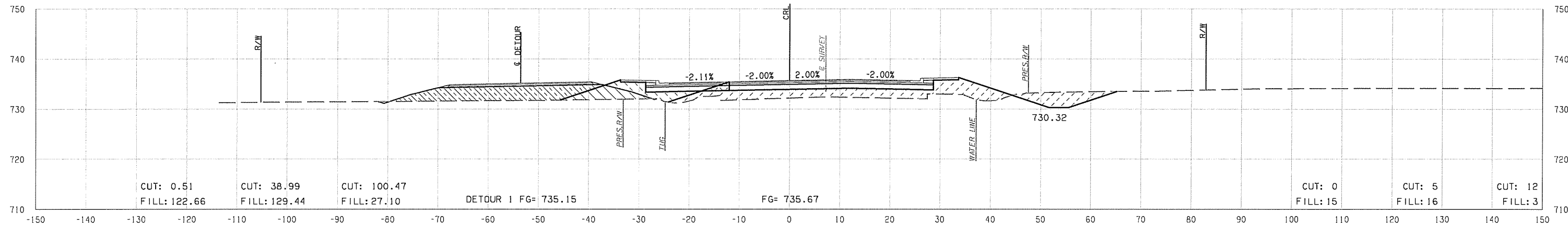
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS		DATE		

END AREAS (SF)

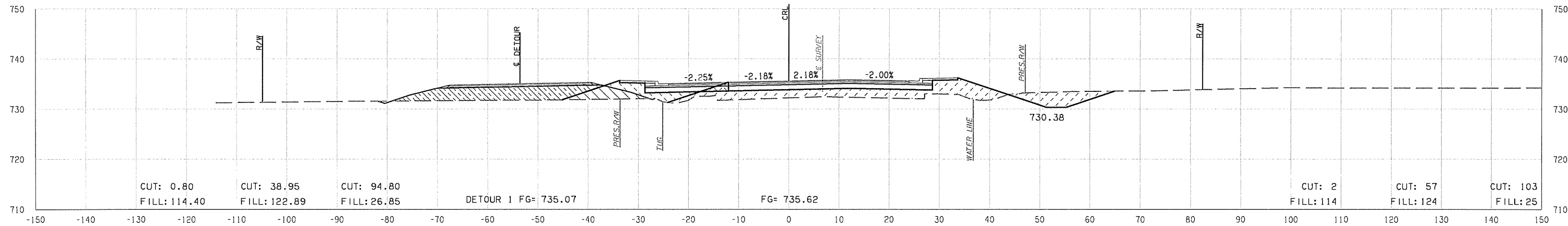
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VOLUMES (CY)

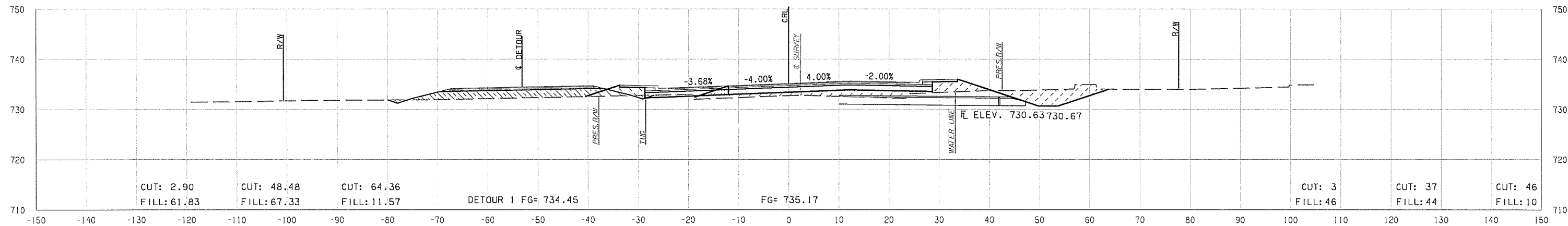
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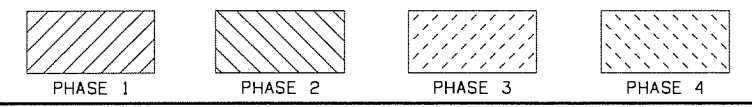
REVERSE CROSS SLOPE STATION  
107 + 03.42



107 + 00.00



END FULL SUPERELEVATION STATION  
106 + 64.92



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X7

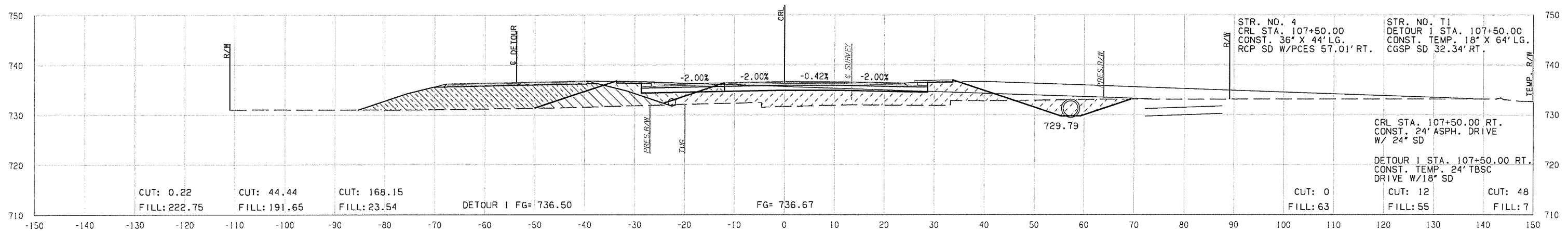
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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION			REVISIONS	DATE	

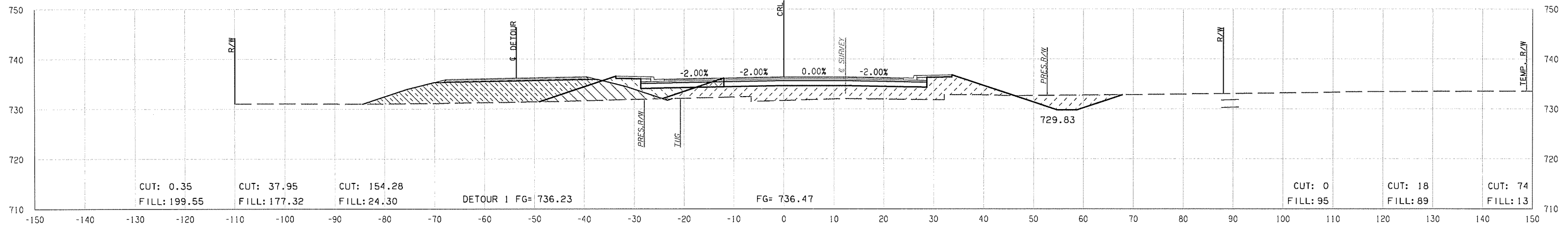
END AREAS (SF)

VOLUMES (CY)

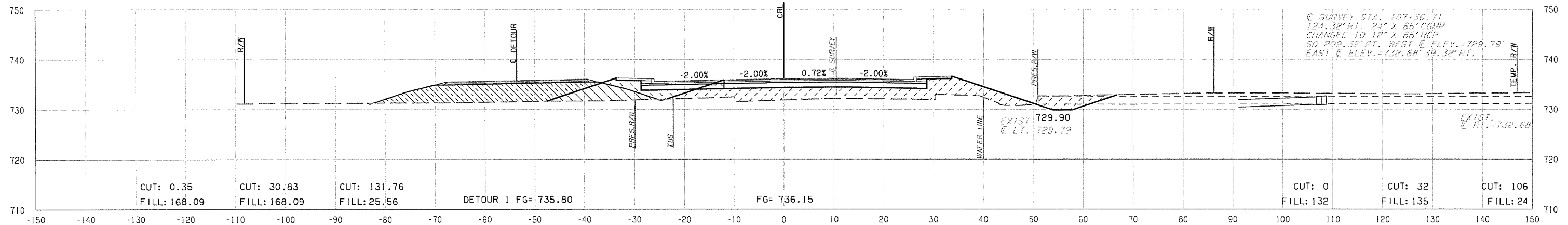
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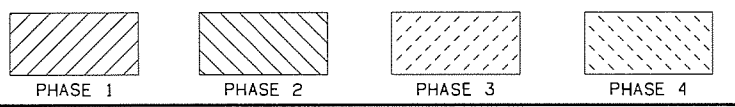
107 + 50.00



END SUPERELEVATION RUNOFF STATION  
107 + 41.92



107 + 28.00



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X8

Y:\Division 8\J27075 (04) Creek\IGN\PROJECT DGN's\27075 (04) Xsecs.dgn 05-03-16

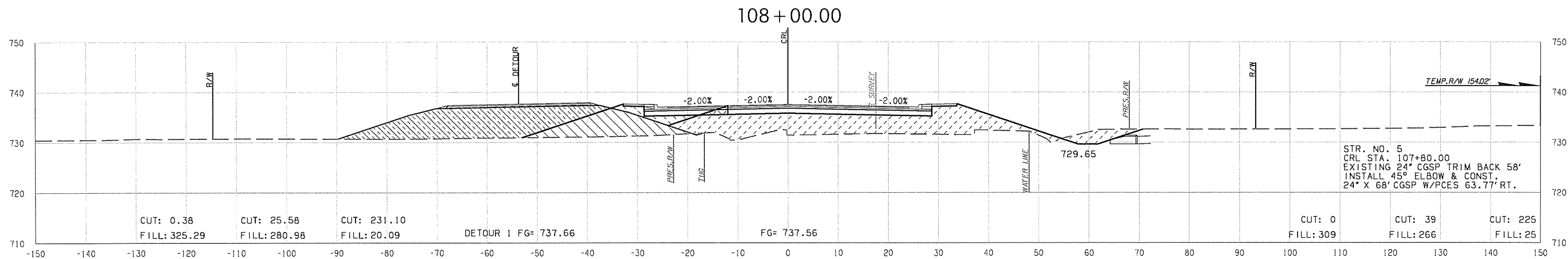
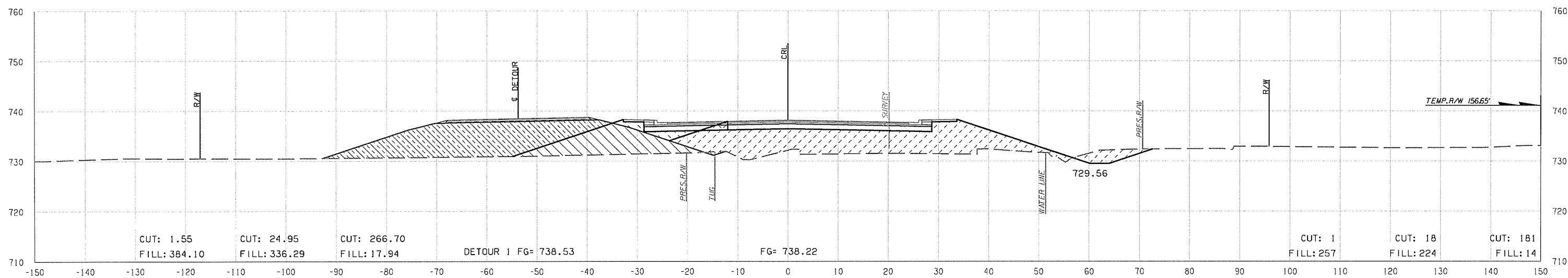
END AREAS (SF)

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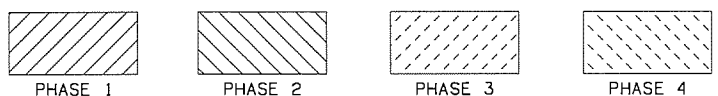
VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

Y:\Division 8\JP27075 (04) Creek\GNPROJECT DGN's\27075 (04) Xsecs.dgn



END SUPERELEVATION STATION  
107 + 80.42



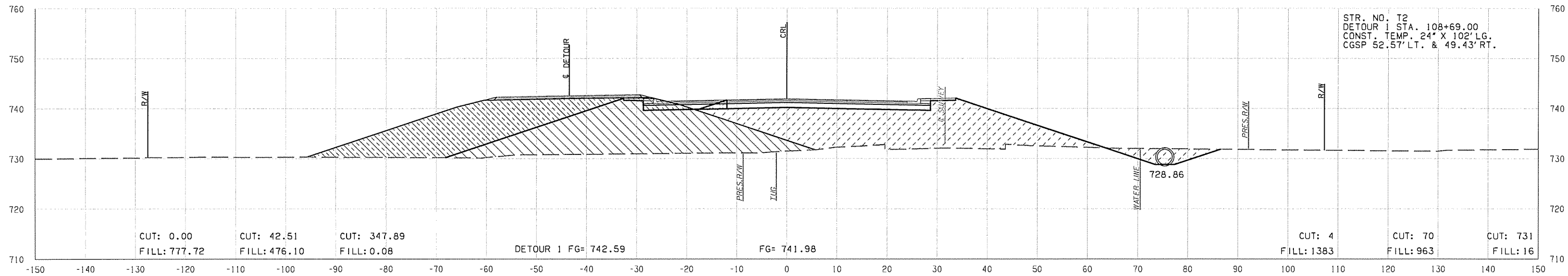
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DESCRIPTION		REVISIONS		DATE		

END AREAS (SF)

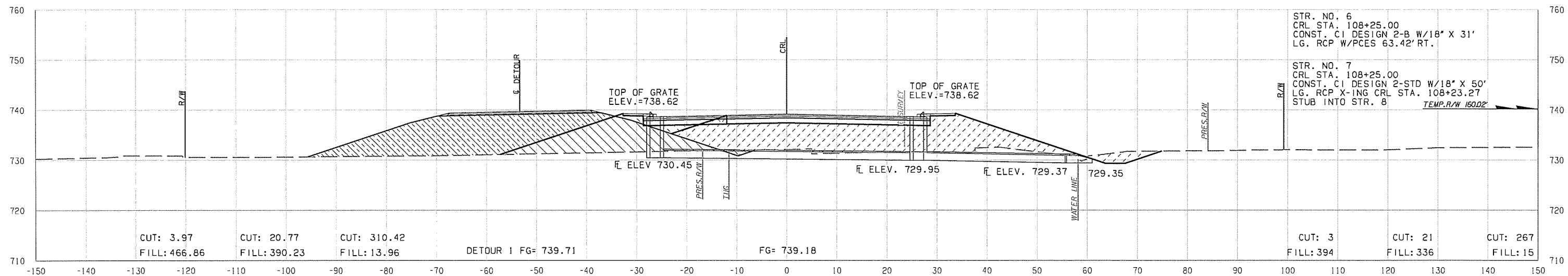
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VOLUMES (CY)

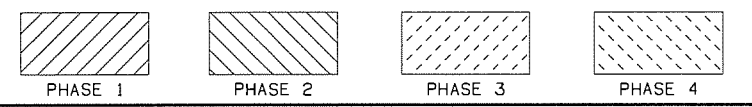
PHASE 1      PHASE 2      PHASE 3      PHASE 4



108 + 85.00



108 + 25.00



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X10

Y:\Division 8\J27075 (04) Creek\IDG\PROJECT DGN\27075 (04) Xsecs.dgn

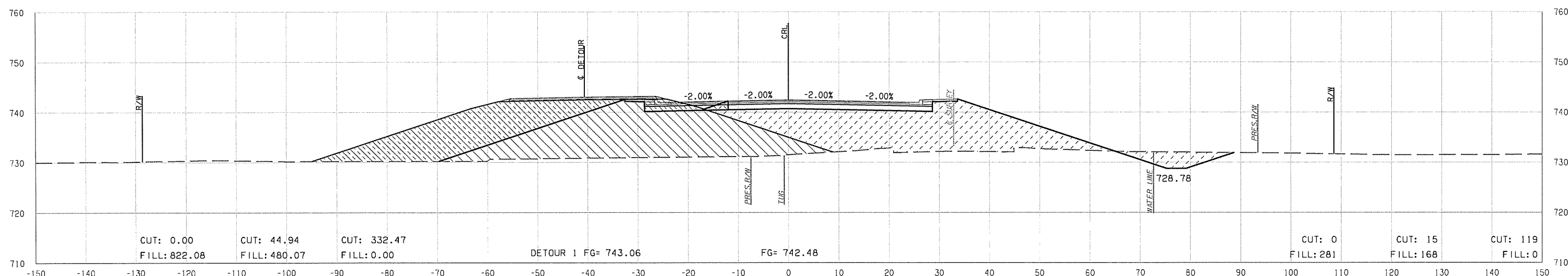
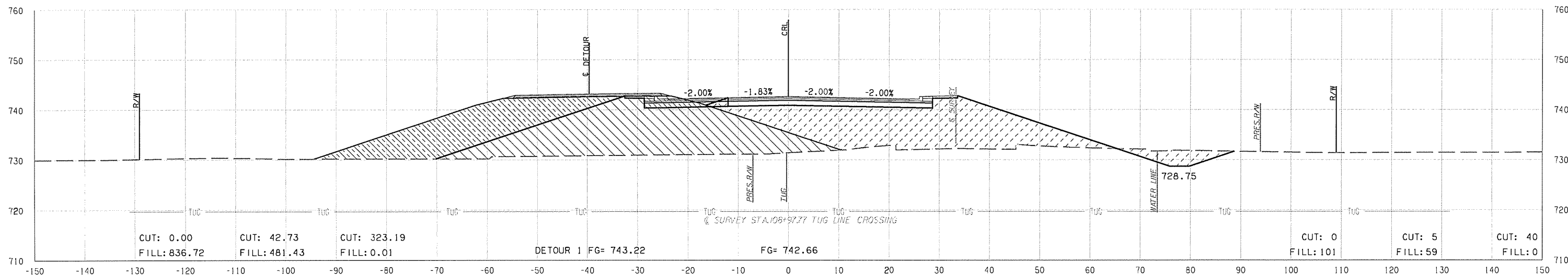
05-03-16

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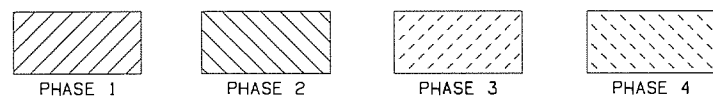
PHASE\_1      PHASE\_2      PHASE\_3      PHASE\_4

VOLUMES (CY)

PHASE\_1      PHASE\_2      PHASE\_3      PHASE\_4



BEGIN SUPERELEVATION STATION  
108+94.47



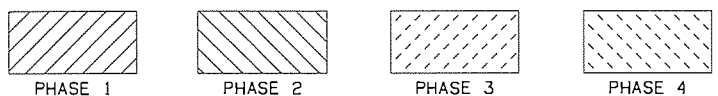
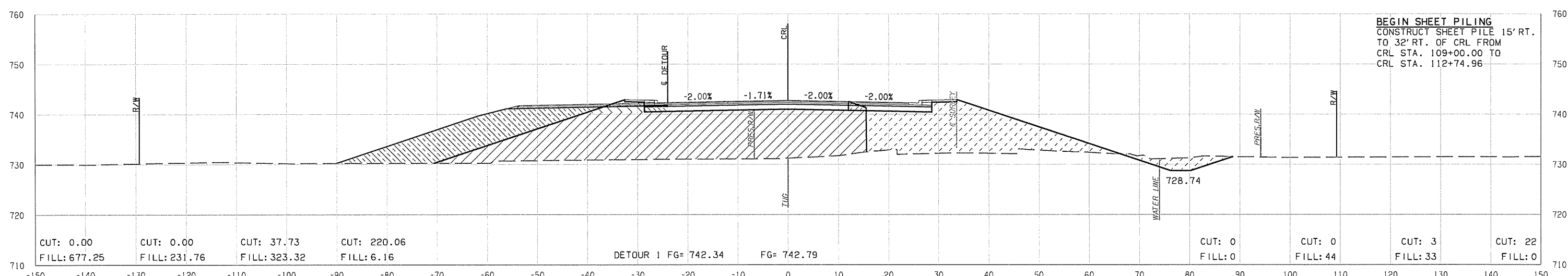
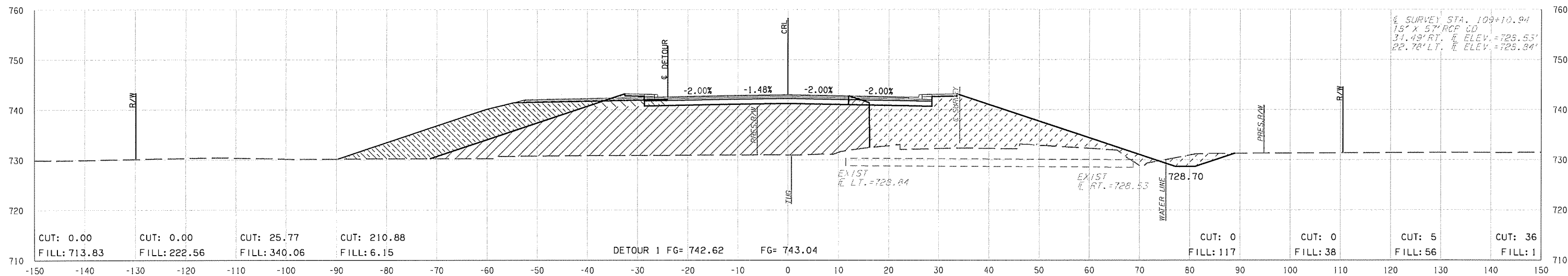
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END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4



Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

1/2 SURVEY STA. 109+10.94  
15' X 5' RCP CD  
31.49' RT. E ELEV. = 728.53'  
22.78' LT. E ELEV. = 728.84'

BEGIN SHEET PILING  
CONSTRUCT SHEET PILE 15' RT.  
TO 32' RT. OF CRL FROM  
CRL STA. 109+00.00 TO  
CRL STA. 112+74.96

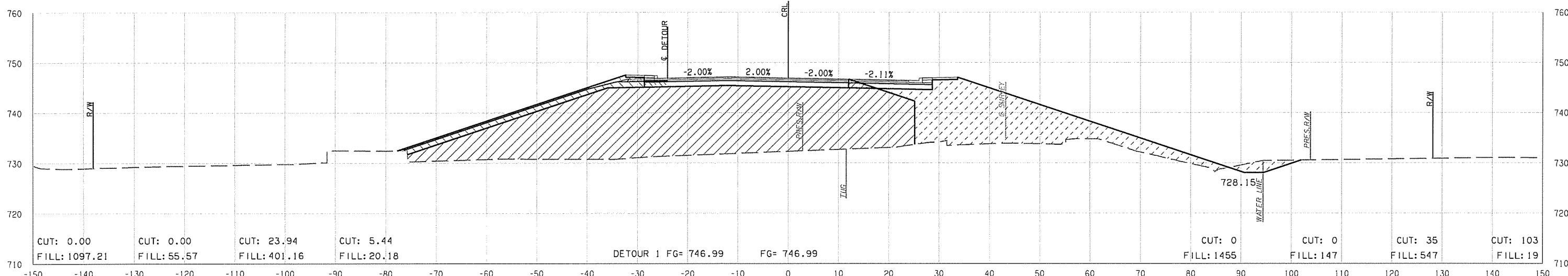


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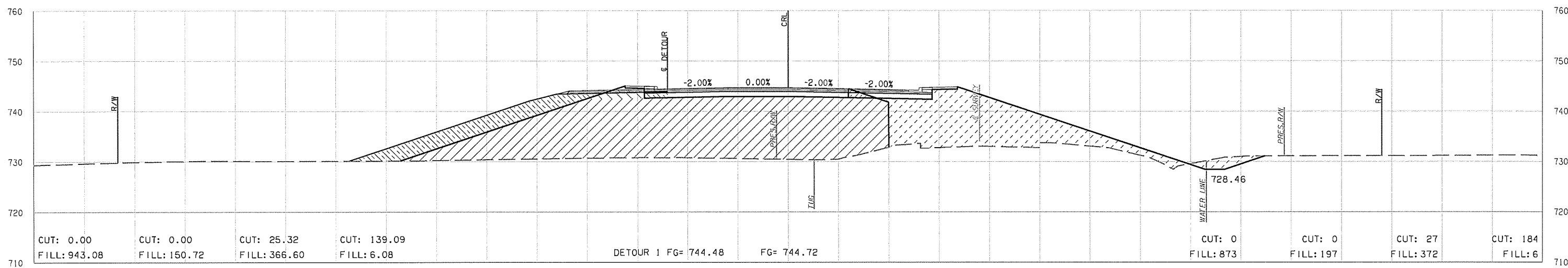
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VOLUMES (CY)

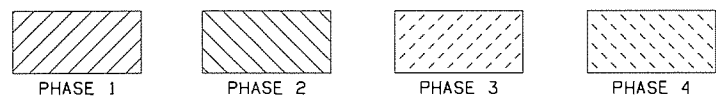
PHASE 1      PHASE 2      PHASE 3      PHASE 4



REVERSE CROSS SLOPE STATION  
109+71.47



BEGIN SUPERELEVATION RUNOFF STATION  
109+32.97



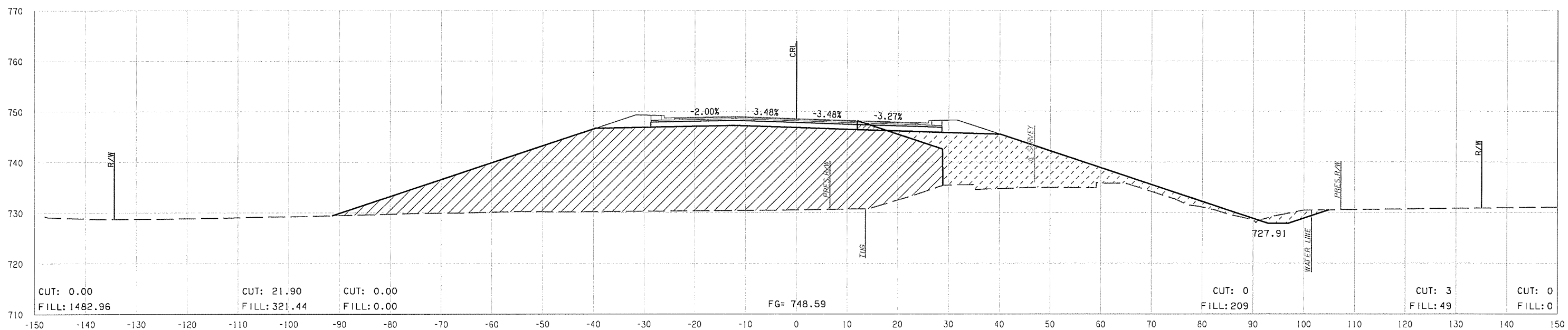
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

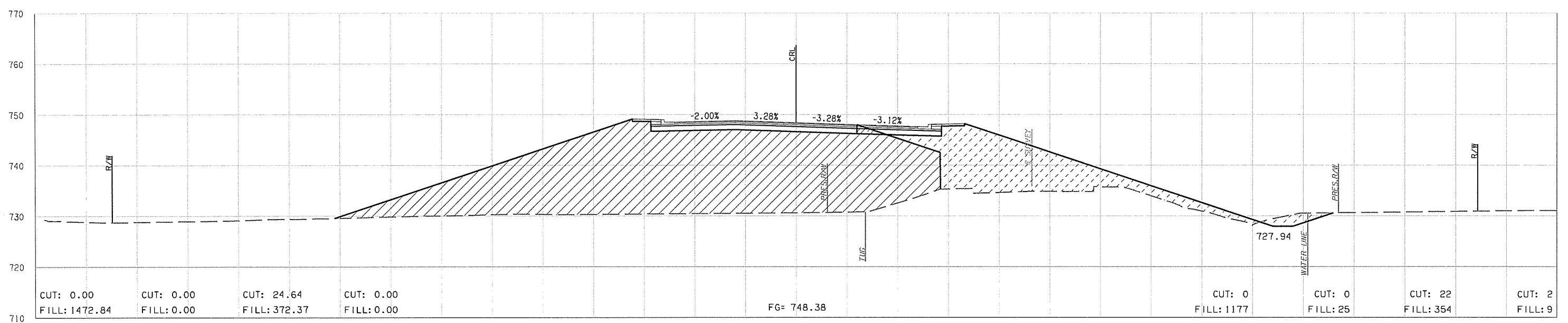
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

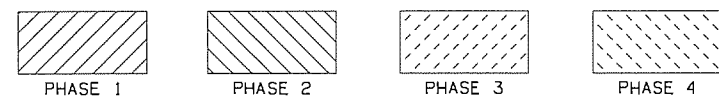
PHASE 1      PHASE 2      PHASE 3      PHASE 4



110+00.00



END DETOUR 1  
109+96.19



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X14

Y:\Division 8\JP27075 (04) Creek\DWG\PROJECT DGN's\27075 (04) Xsecs.dgn

05-03-16

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

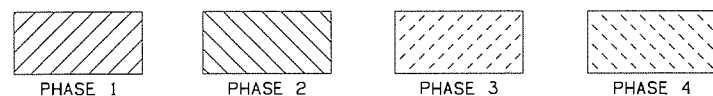
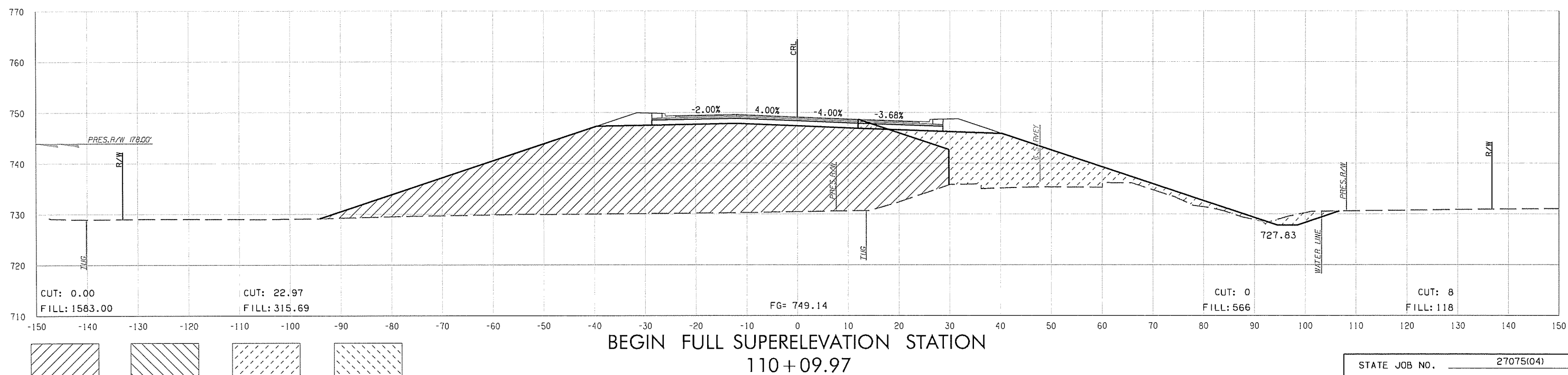
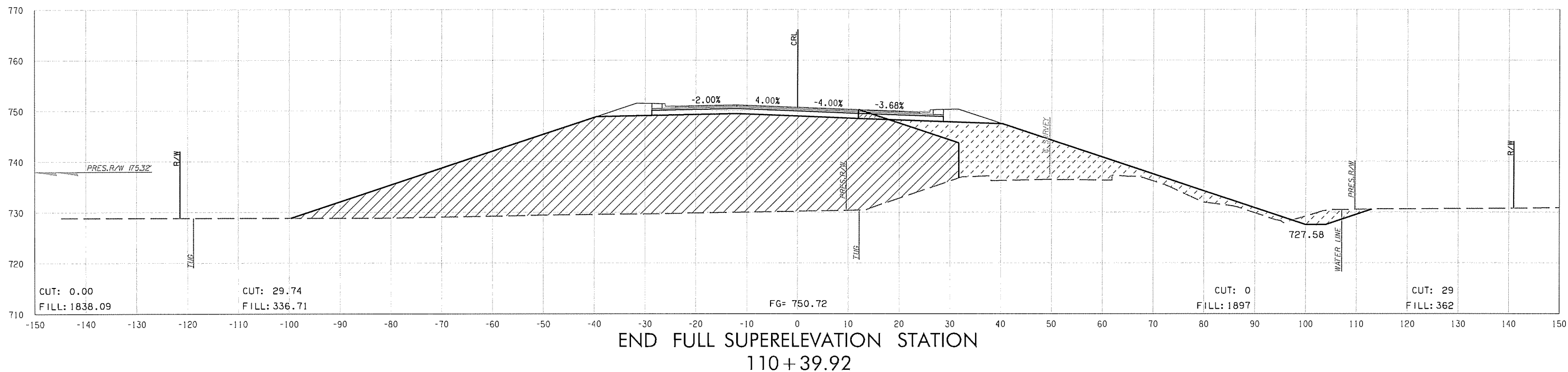
DESCRIPTION	REVISIONS	DATE

END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4



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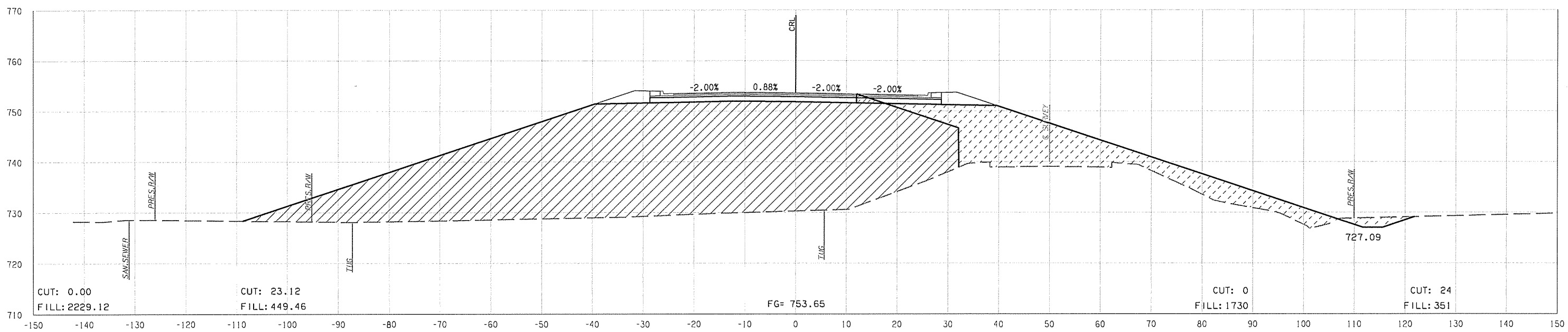
05-03-16

END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

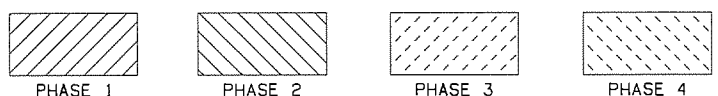
PHASE 1      PHASE 2      PHASE 3      PHASE 4



111+00.00



REVERSE CROSS SLOPE STATION  
110+78.42



Y:\Division 8\J\27075 (04) Creek\DWG\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

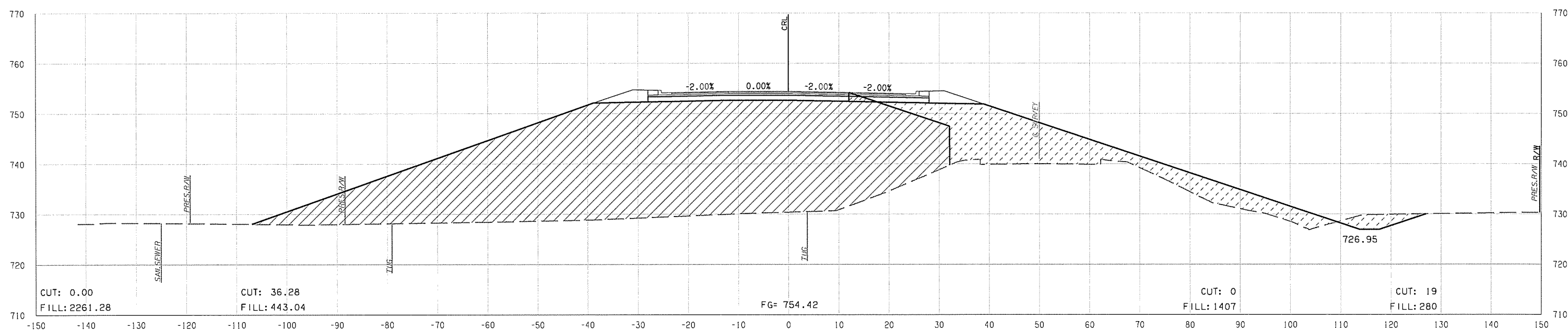
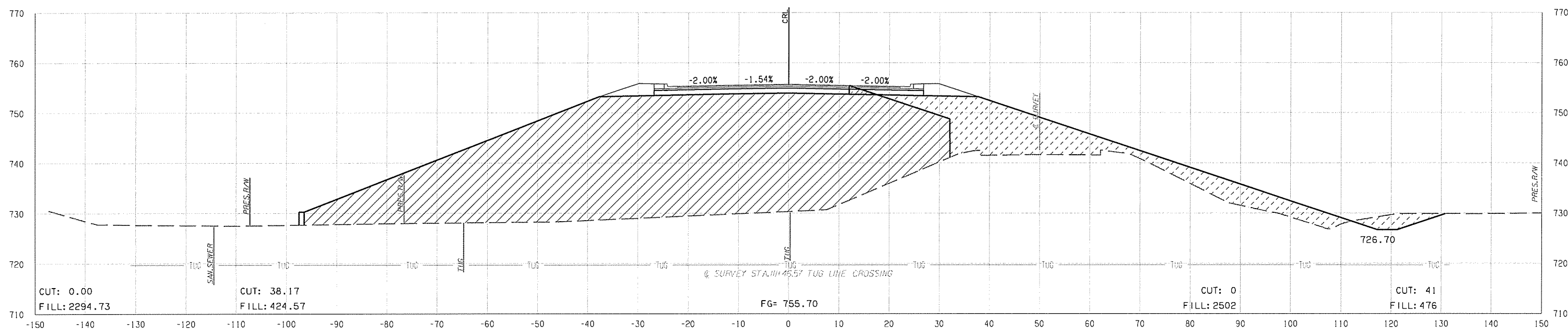
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

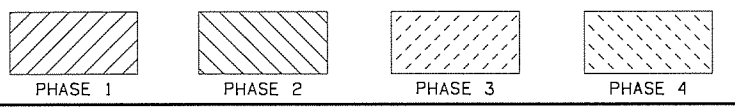
PHASE 1 PHASE 2 PHASE 3 PHASE 4

VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4



END SUPERELEVATION RUNOFF STATION  
111+16.92



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X17

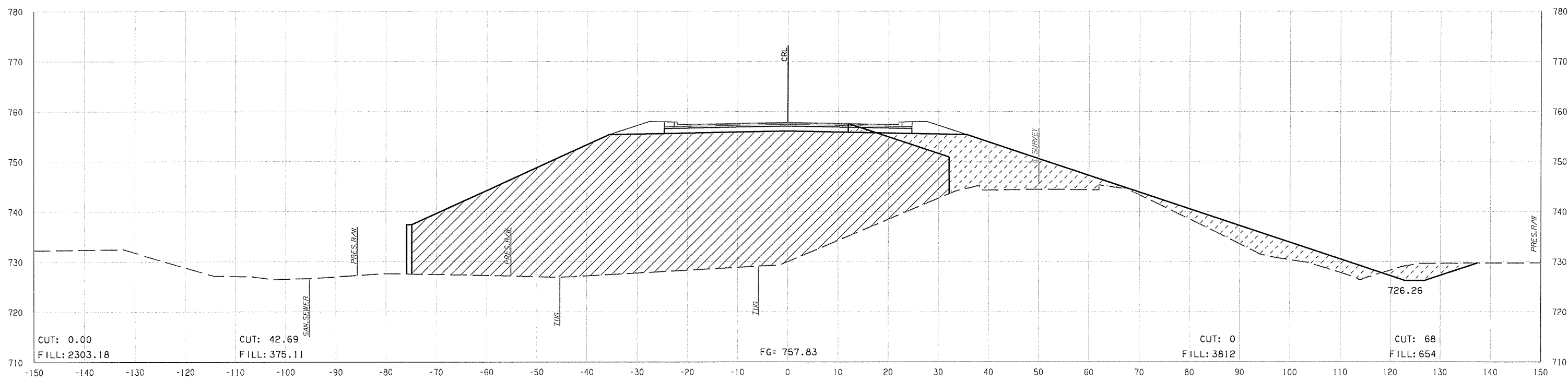
Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGN's\27075 (04) Xsecs.dgn 05-03-16

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

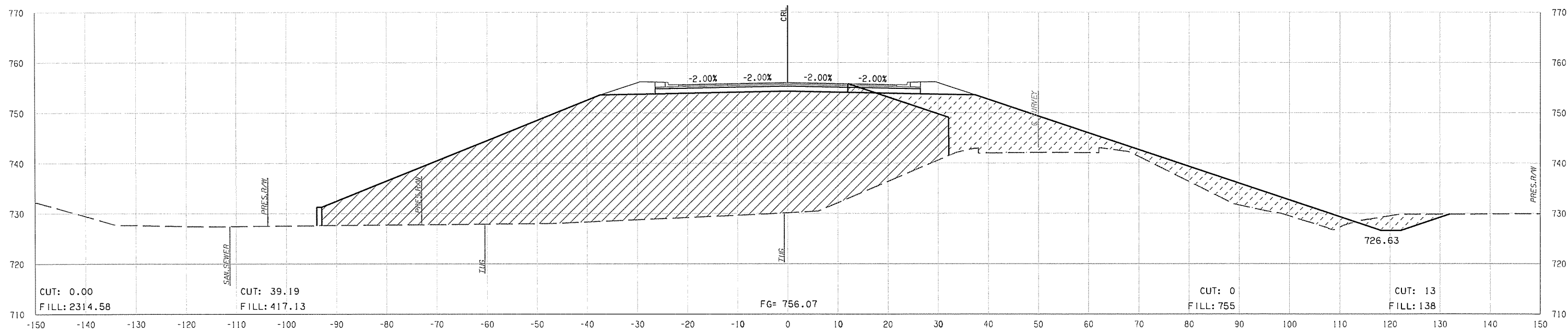
END AREAS (SF)

VOLUMES (CY)

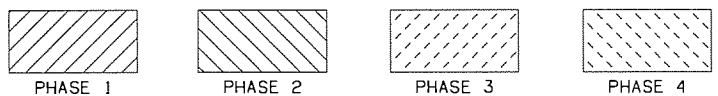
PHASE 1      PHASE 2      PHASE 3      PHASE 4      PHASE 1      PHASE 2      PHASE 3      PHASE 4



112 + 00.00



END SUPERELEVATION STATION  
111 + 55.42



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X18

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05-03-16



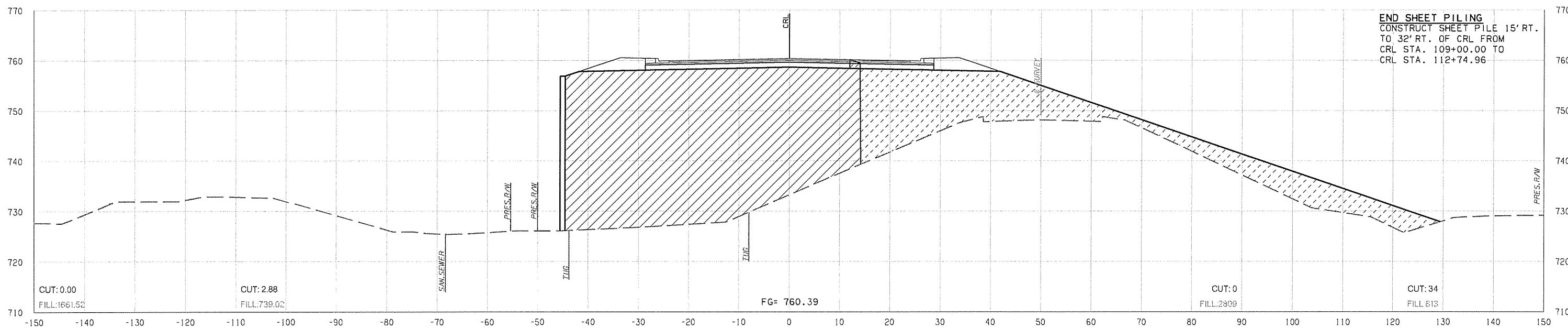
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

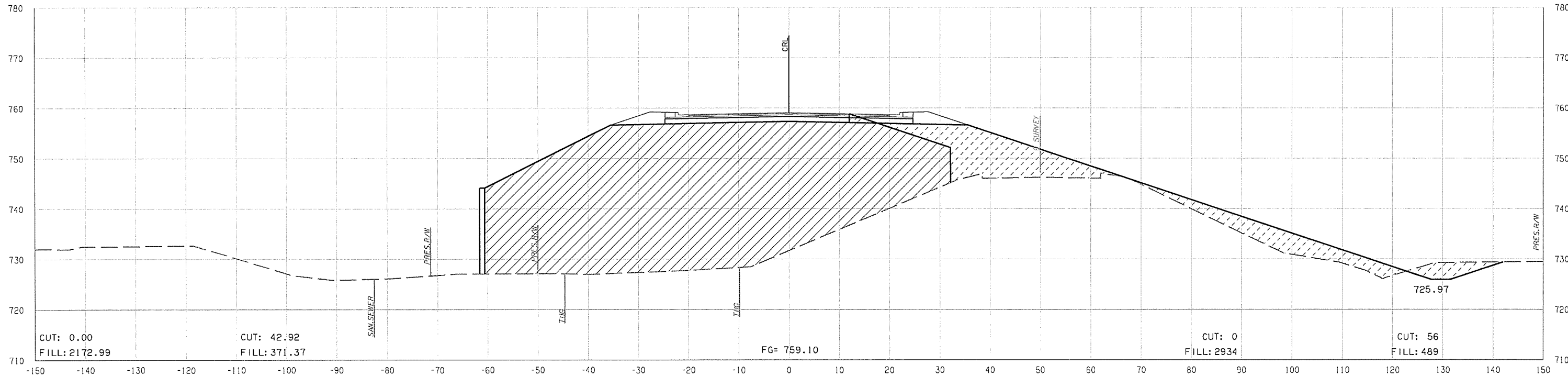
VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4



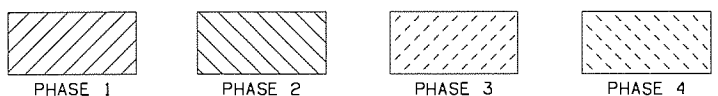
END SHEET PILING  
 CONSTRUCT SHEET PILE 15' RT.  
 TO 32' RT. OF CRL FROM  
 CRL STA. 109+00.00 TO  
 CRL STA. 112+74.96

BRIDGE A – SUBGRADE INTERCEPT STATION  
 112 + 74.96



725.97

112 + 35.40



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05-03-16

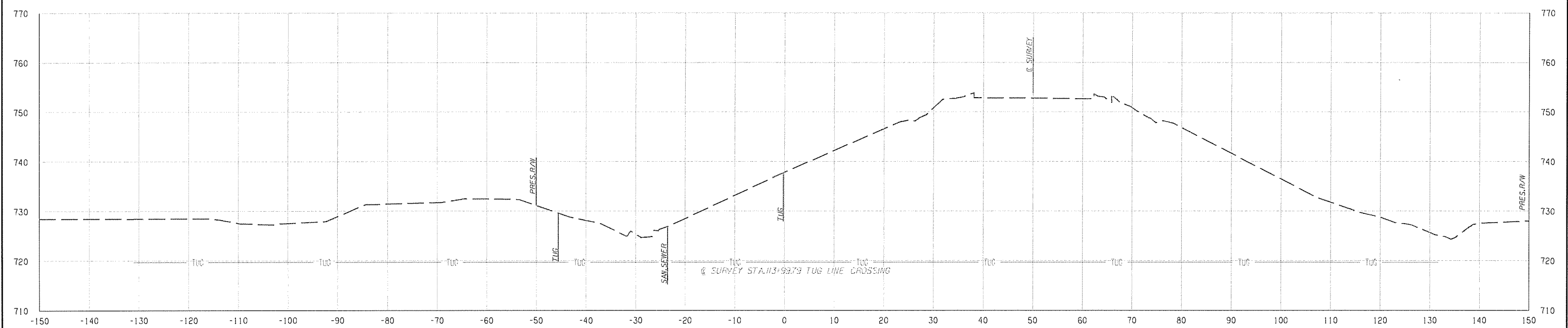
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

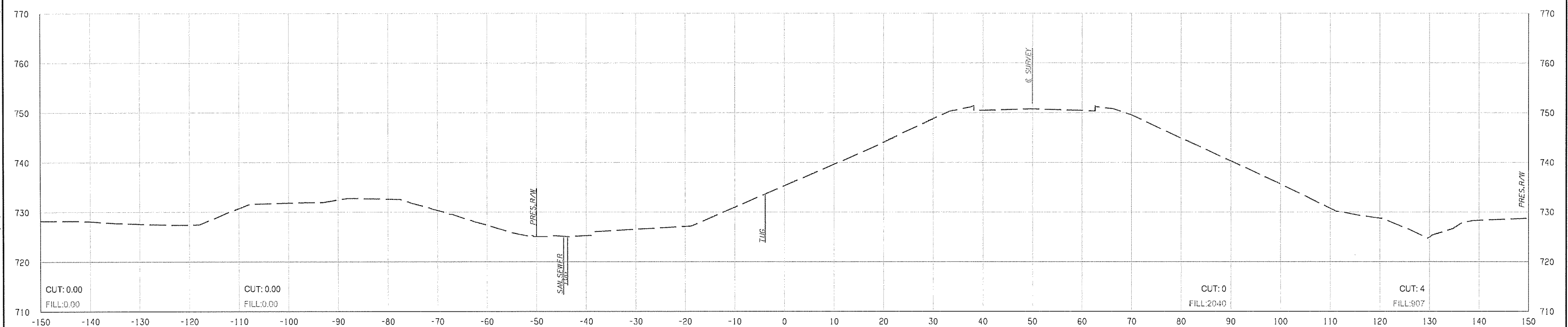
VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

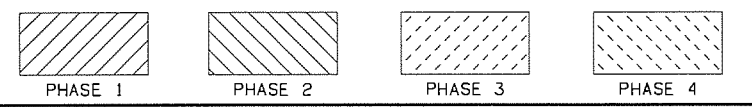


113+99.79

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BRIDGE A – ZERO STATION  
113+41.27



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X20

05-03-16

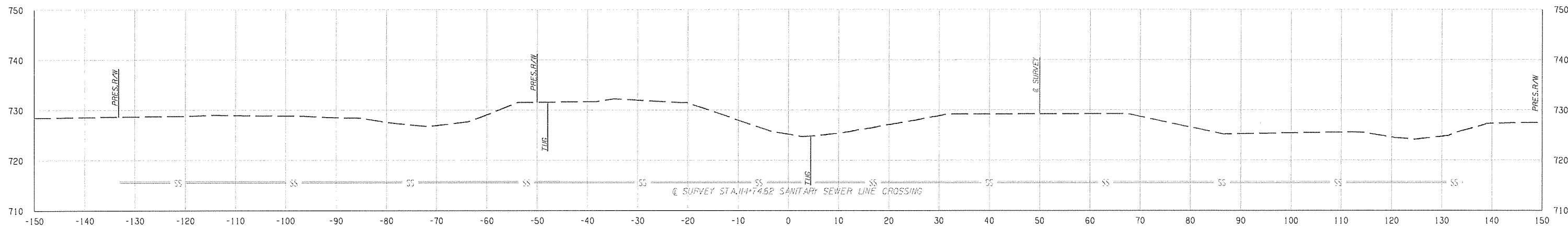
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

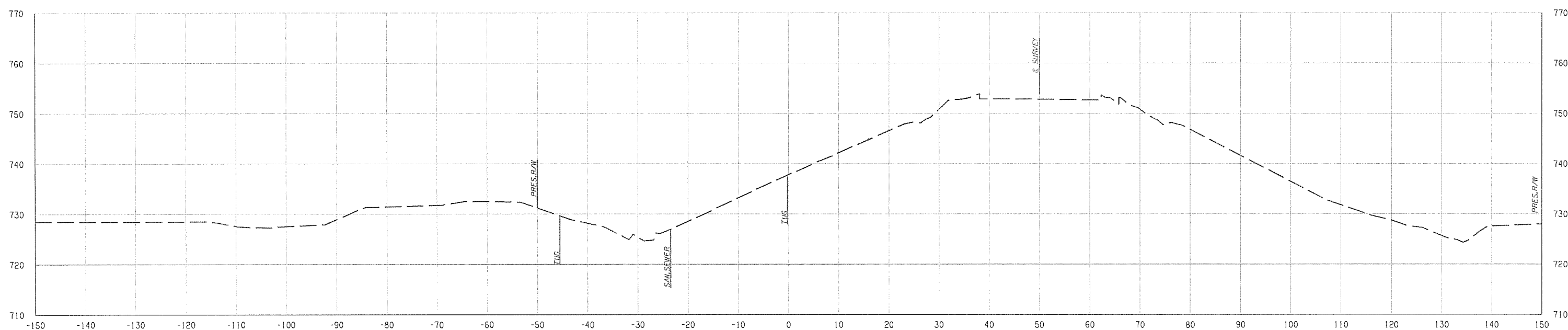
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

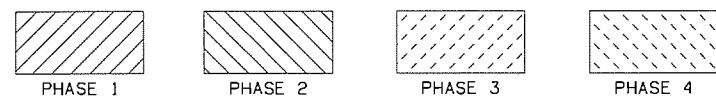
PHASE 1      PHASE 2      PHASE 3      PHASE 4



114+74.62



114+00.00



STATE JOB NO. 27075(04)  
 CREEK COUNTY SHEET NO. X21

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05-03-16

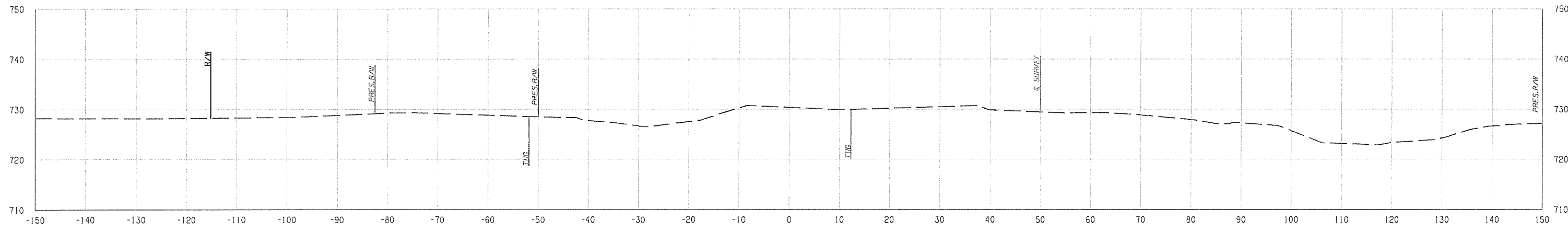
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

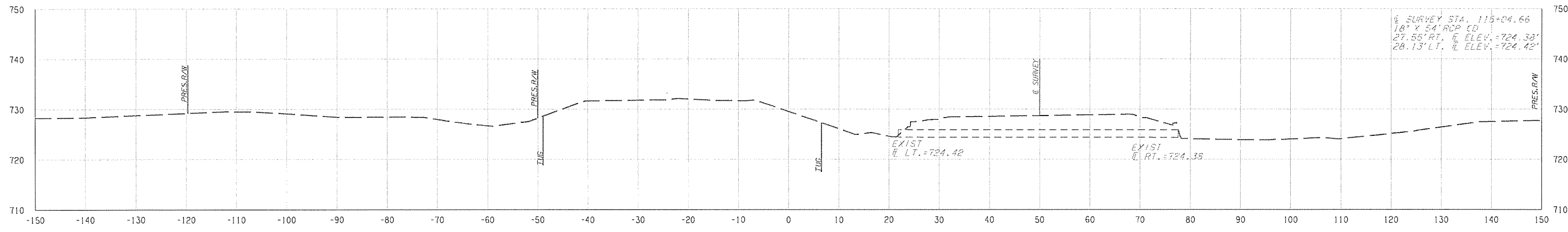
PHASE 1 PHASE 2 PHASE 3 PHASE 4

VOLUMES (CY)

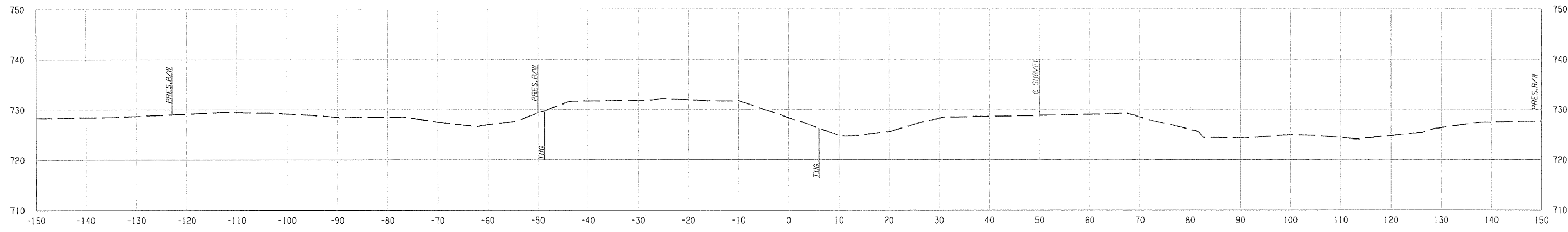
PHASE 1 PHASE 2 PHASE 3 PHASE 4



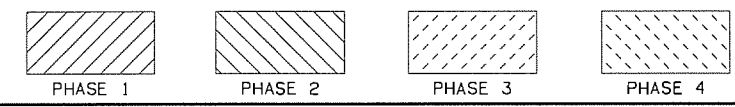
116+00.00



115+08.01



115+00.00



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X22

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05-03-16

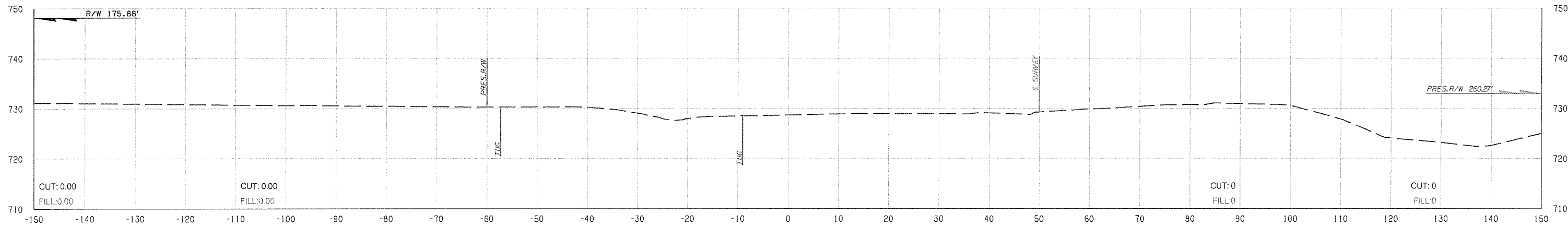
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

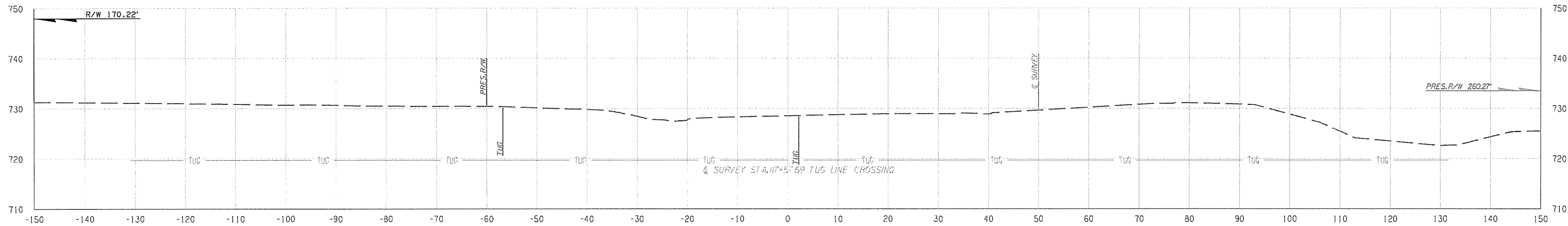
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

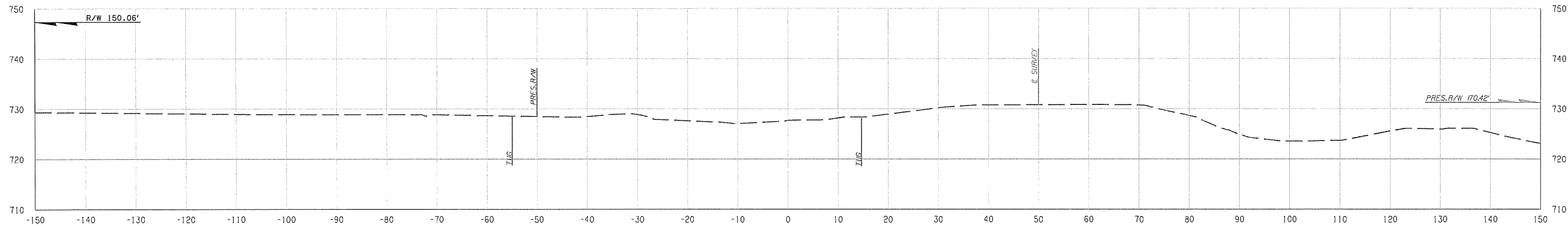
PHASE 1      PHASE 2      PHASE 3      PHASE 4



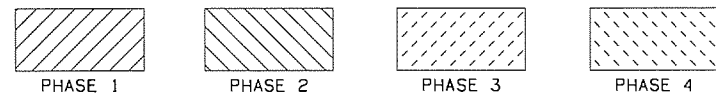
BRIDGE A – ZERO STATION  
117+73.90



117+57.69



117+00.00



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X23

Y:\Division 8\UP27075 (04) Creek\DM\PROJECT DGN\27075 (04) Xsecs.dgn 05-03-16

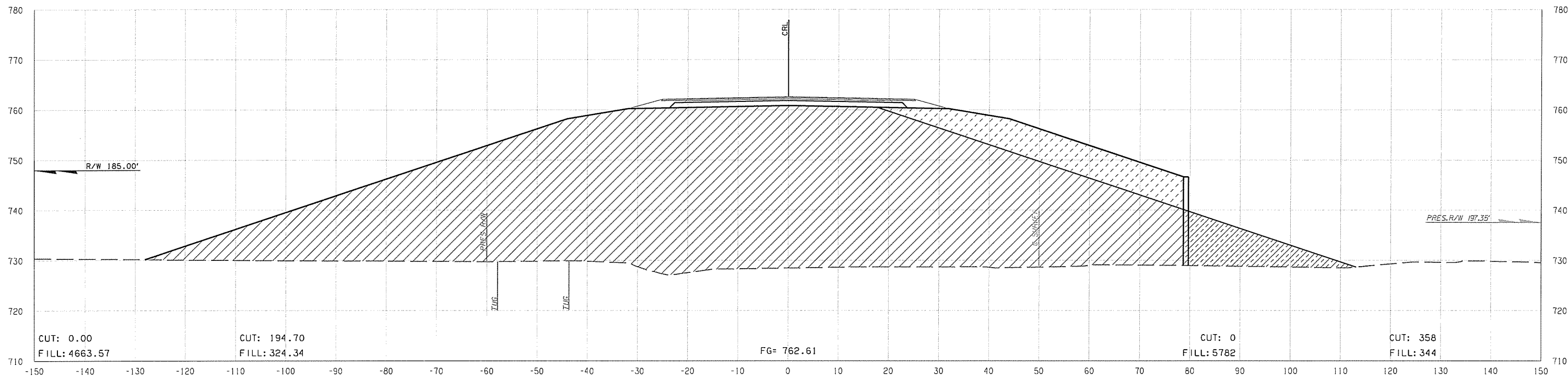
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION			REVISIONS		DATE

END AREAS (SF)

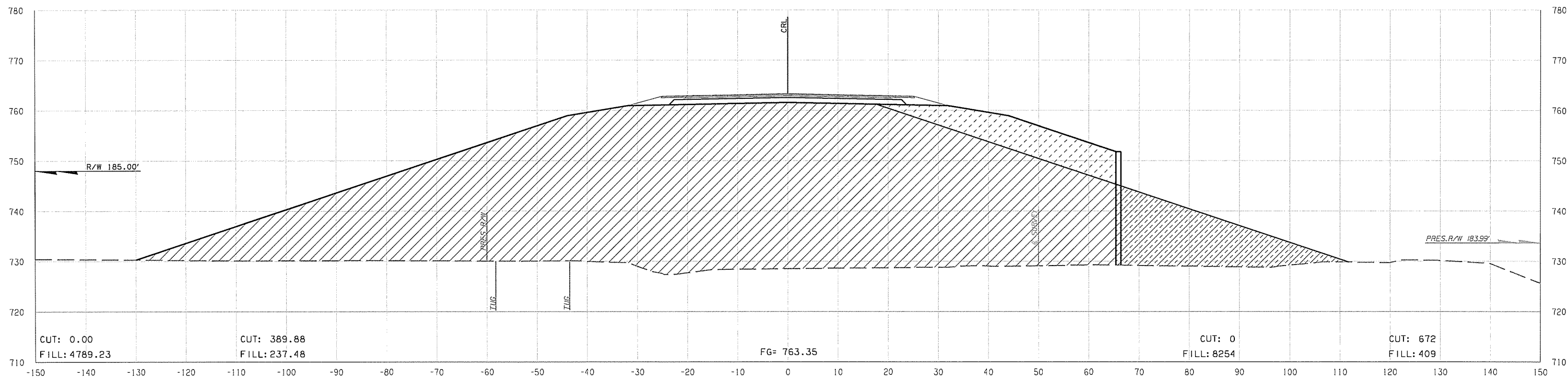
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

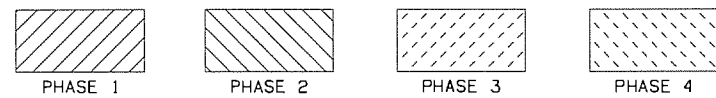
PHASE 1      PHASE 2      PHASE 3      PHASE 4



119+00.00



BRIDGE A – SUBGRADE INTERCEPT STATION  
118+66.97



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X24

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05-03-16

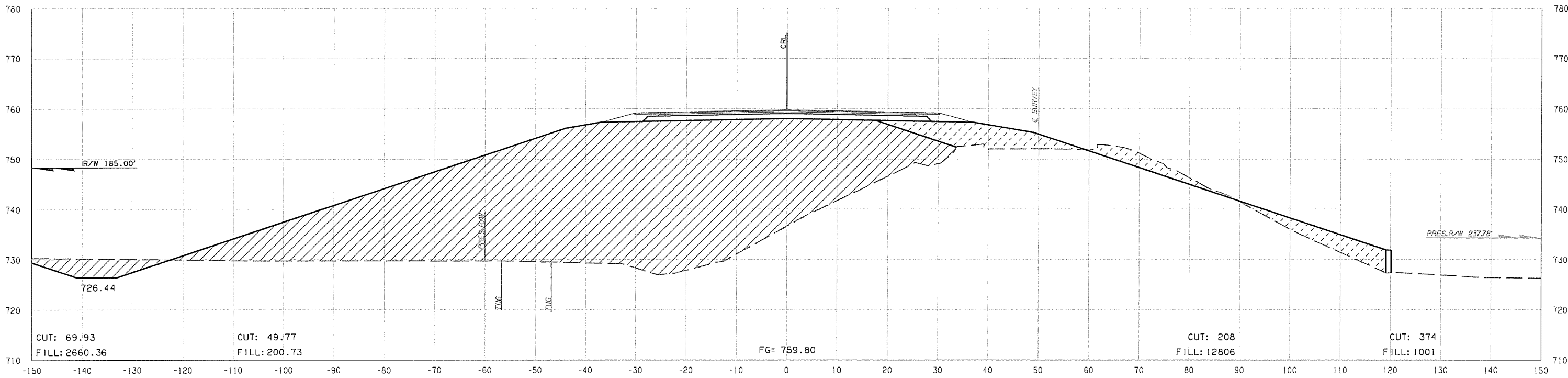


OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS		DATE		

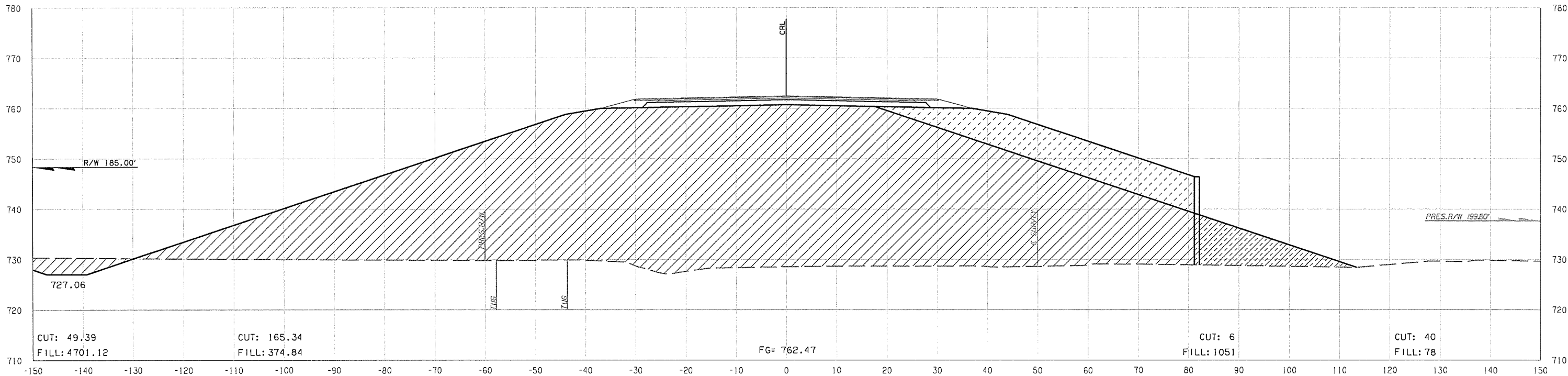
END AREAS (SF)

VOLUMES (CY)

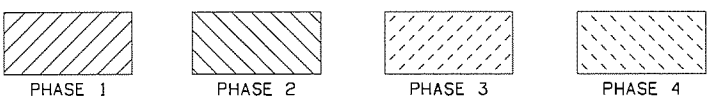
PHASE 1      PHASE 2      PHASE 3      PHASE 4      PHASE 1      PHASE 2      PHASE 3      PHASE 4



120+00.00



119+06.06



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X25

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05-03-16

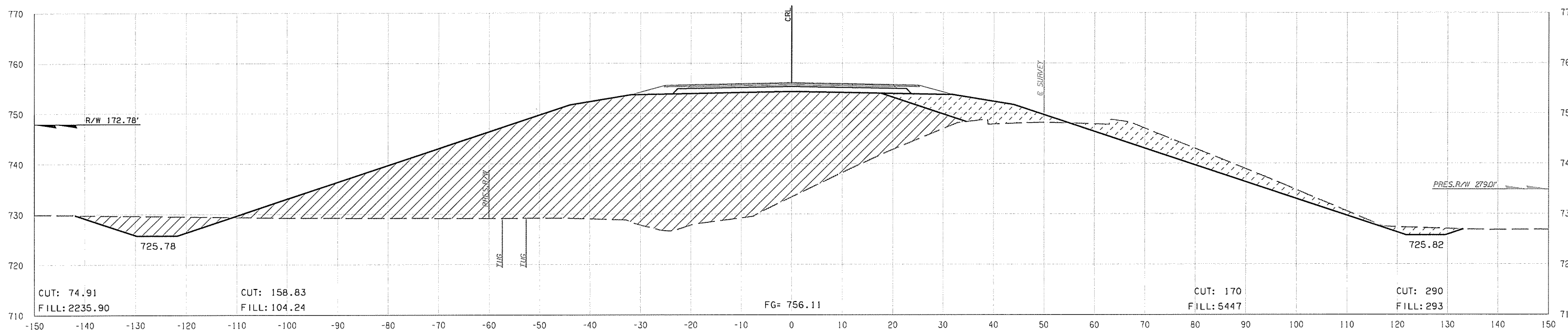
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

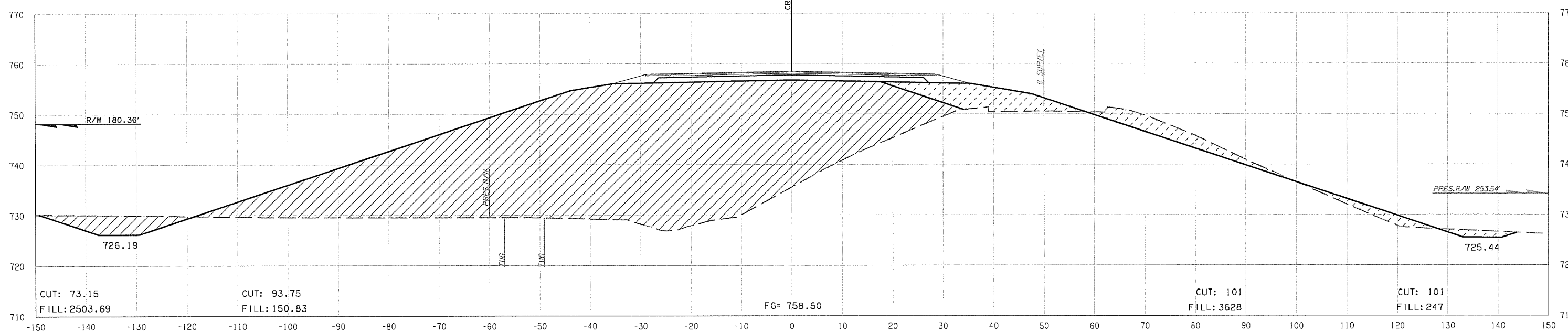
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

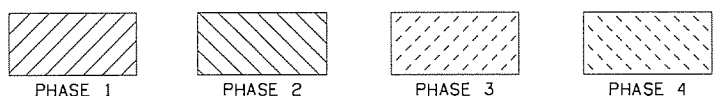
PHASE 1      PHASE 2      PHASE 3      PHASE 4



121+00.00



120+37.94



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X26

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05-03-16

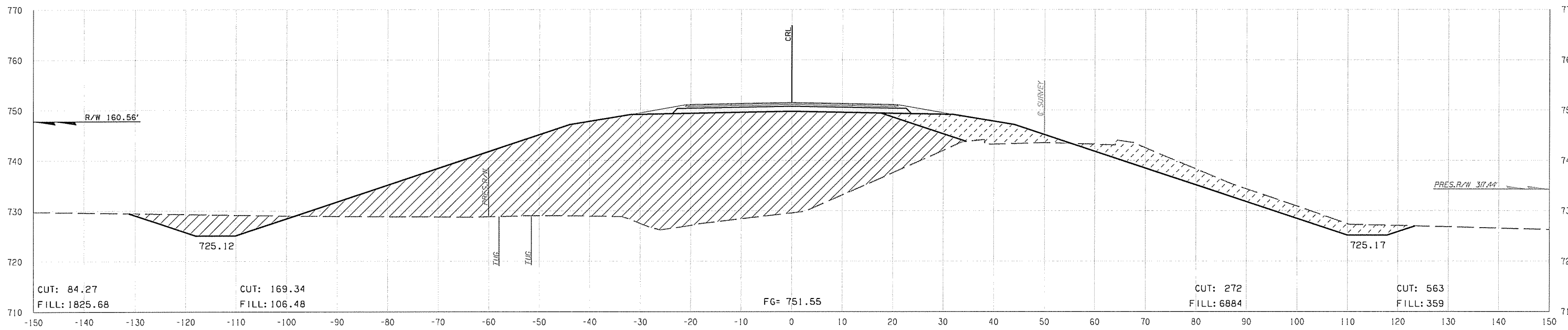
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS			DATE	

END AREAS (SF)

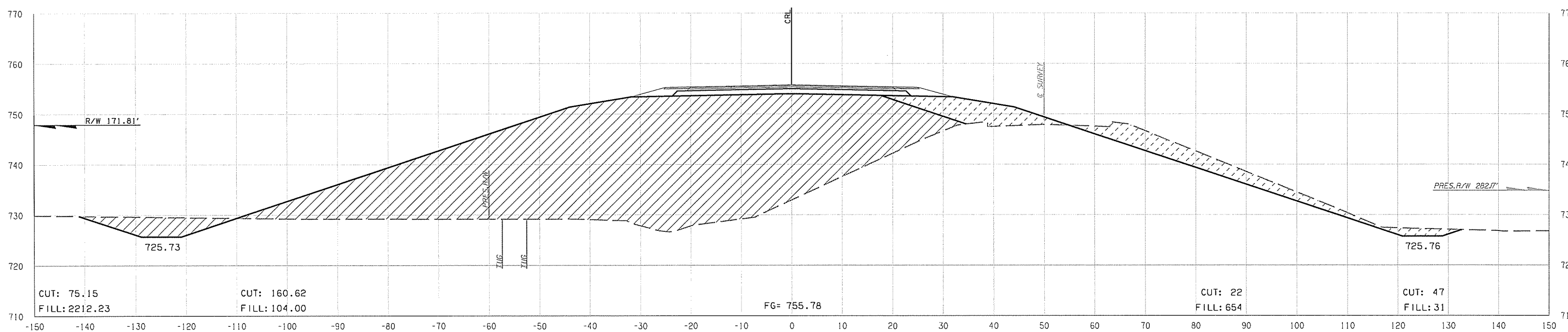
VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4

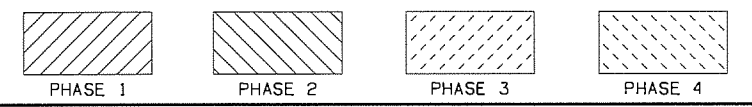
PHASE 1 PHASE 2 PHASE 3 PHASE 4



122 + 00.00



121 + 07.94



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X27

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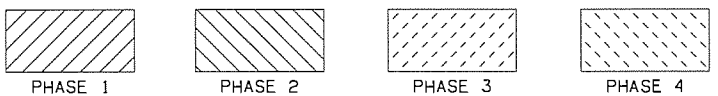
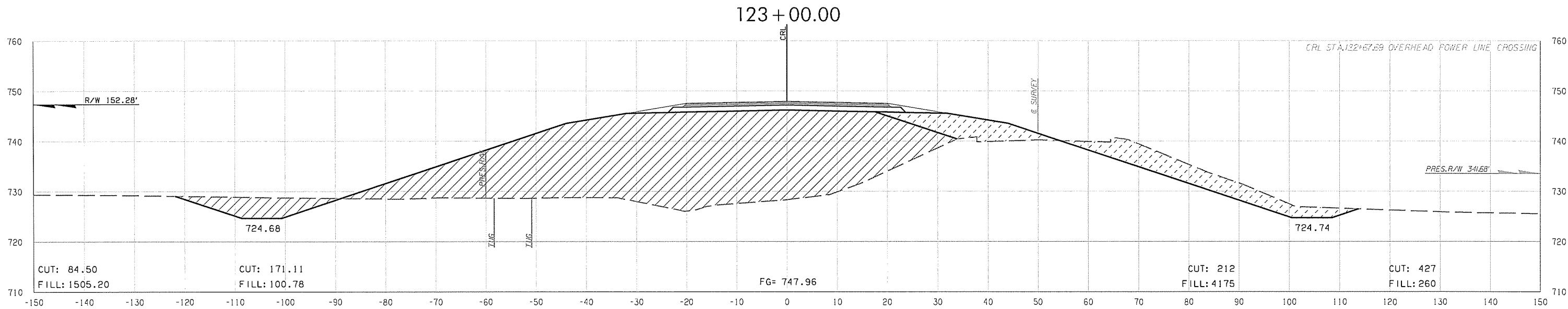
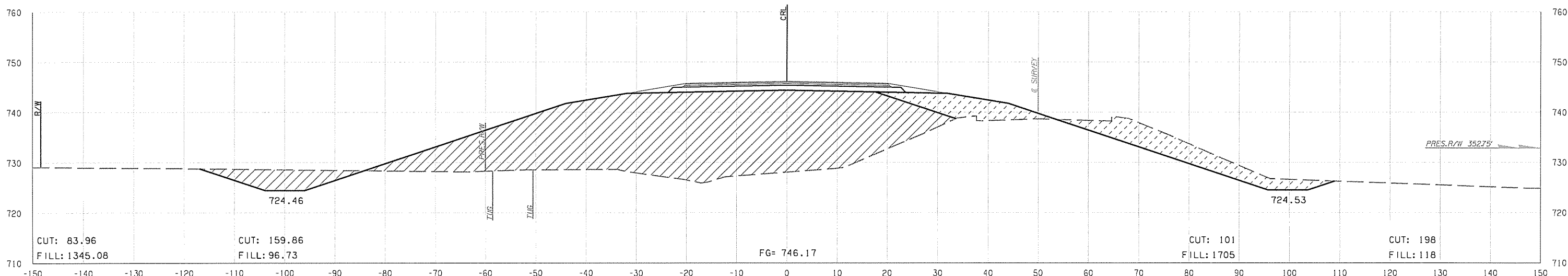
05-03-16

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

END AREAS (SF)

VOLUMES (CY)

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



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X28

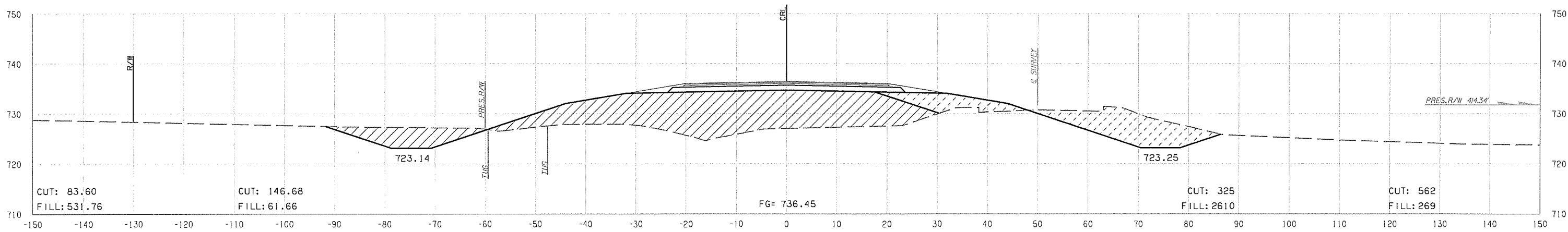
Y:\Division 6\UP\27075 (04) Creek\IGN\PROJECT DGN's\27075 (04) Xsecs.dgn 05-03-16

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

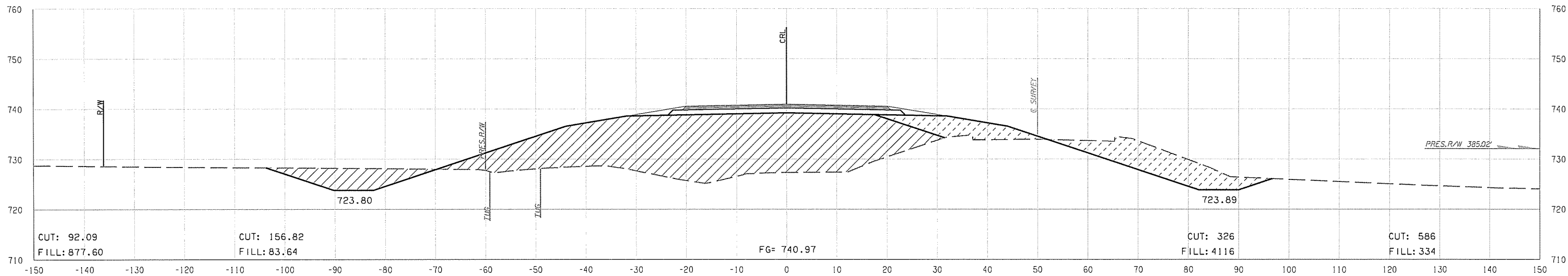
END AREAS (SF)

VOLUMES (CY)

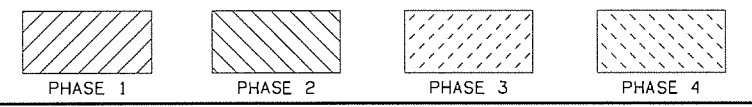
PHASE 1      PHASE 2      PHASE 3      PHASE 4      PHASE 1      PHASE 2      PHASE 3      PHASE 4



125+00.00



124+00.00



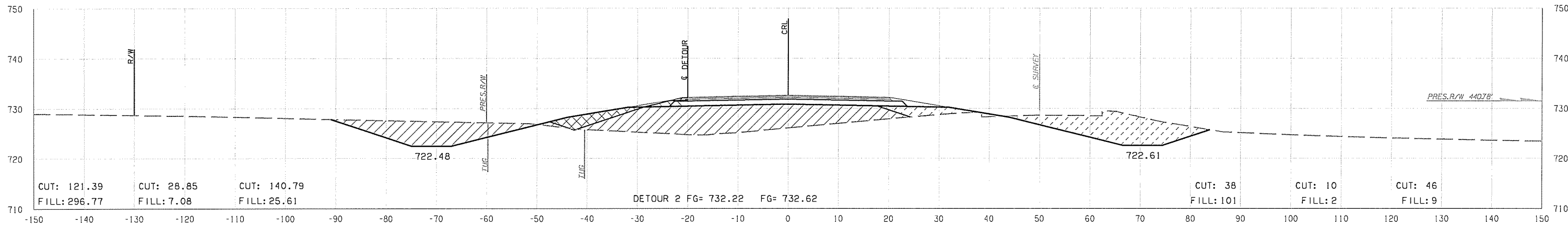
STATE JOB NO. 27075(04)  
 CREEK COUNTY SHEET NO. X29

Y:\Division 6\JP27075 (04) Creek\IDGN\PROJECT DGN's\27075 (04) Xsecs.dgn 05-03-16

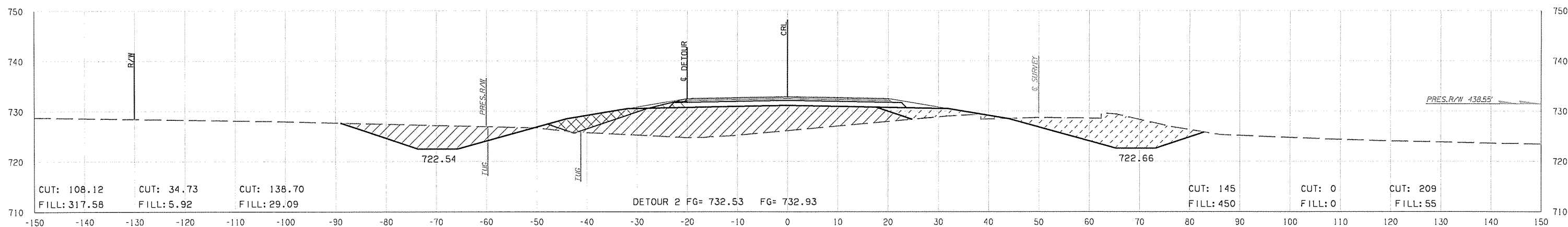
END AREAS (SF)

VOLUMES (CY)

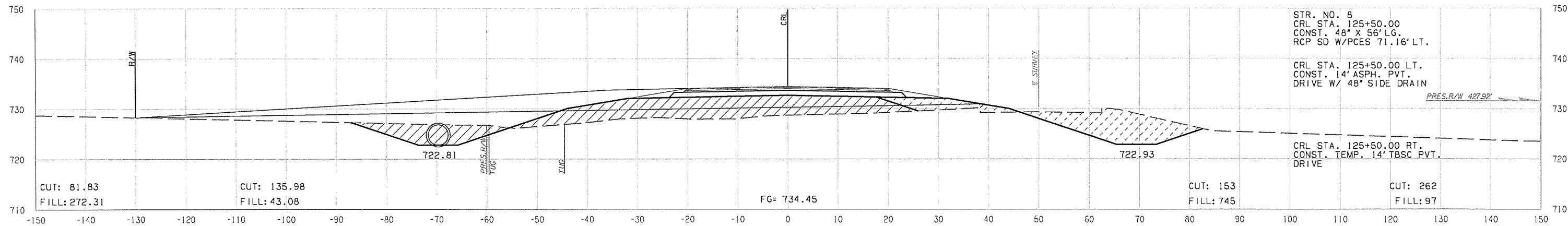
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 1 PHASE 2 PHASE 3 PHASE 4



126 + 00.00



BEGIN DETOUR 2  
125 + 91.15

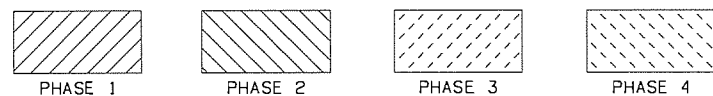


125 + 50.00

STR. NO. 8  
CRL STA. 125+50.00  
CONST. 48" X 56' LG.  
RCP SD W/PCES 71.16' LT.

CRL STA. 125+50.00 LT.  
CONST. 14' ASPH. PVT.  
DRIVE W/ 48" SIDE DRAIN

CRL STA. 125+50.00 RT.  
CONST. TEMP. 14' TBSC PVT.  
DRIVE



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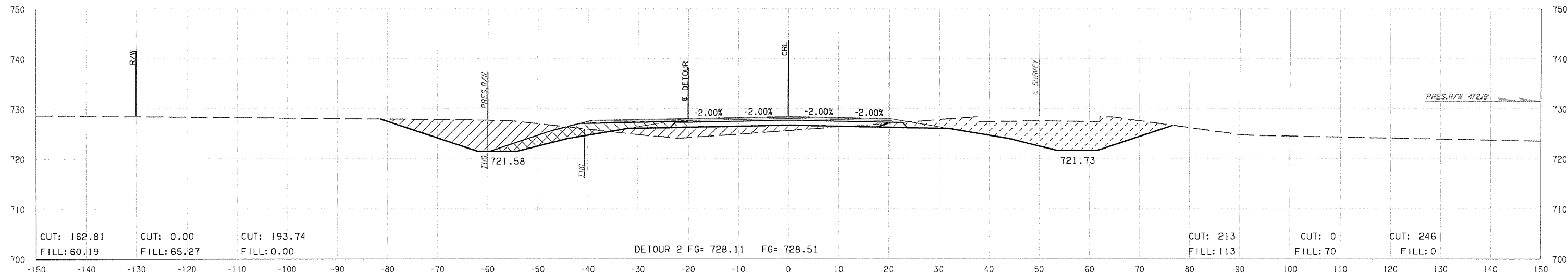
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION			REVISIONS		DATE	

END AREAS (SF)

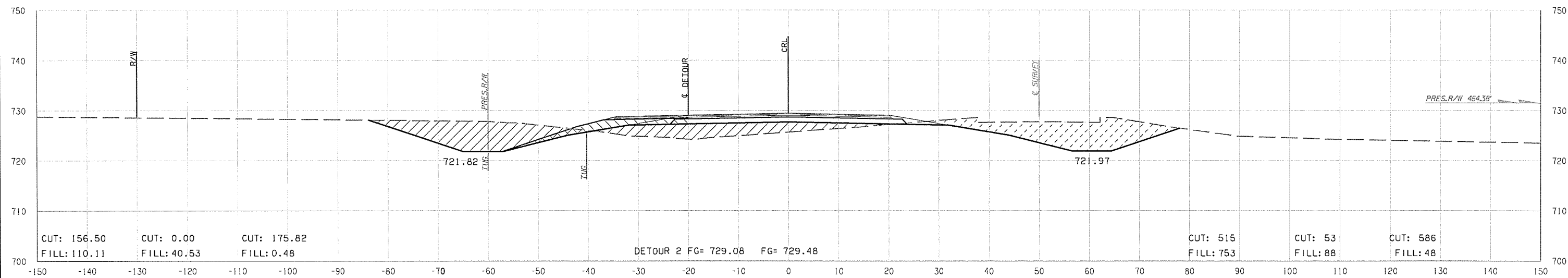
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

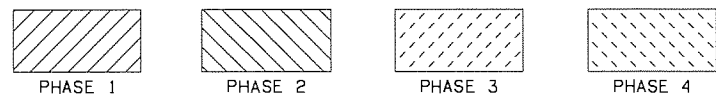
PHASE 1      PHASE 2      PHASE 3      PHASE 4



BEGIN SUPERELEVATION STATION  
127 + 35.94



127 + 00.00



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X31

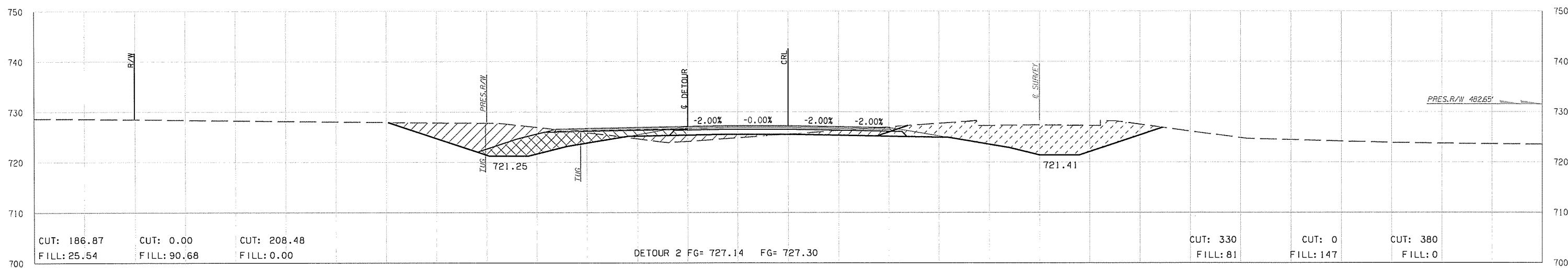
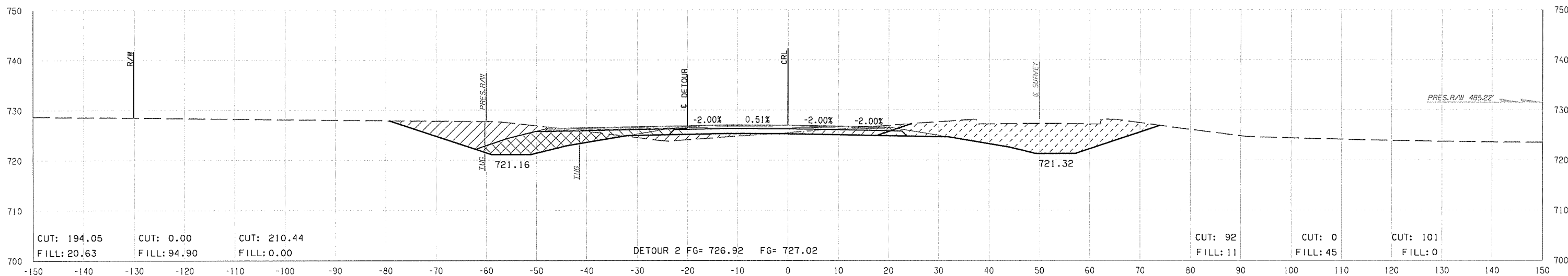
Y:\Division 8\UP27075 (04) Creek\IGN\PROJECT DGN\127075 (04) Xsecs.dgn 05-03-16

END AREAS (SF)

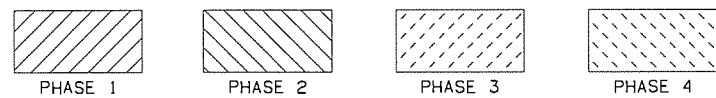
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4



BEGIN SUPERELEVATION RUNOFF STATION  
127+86.94



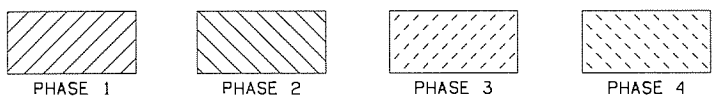
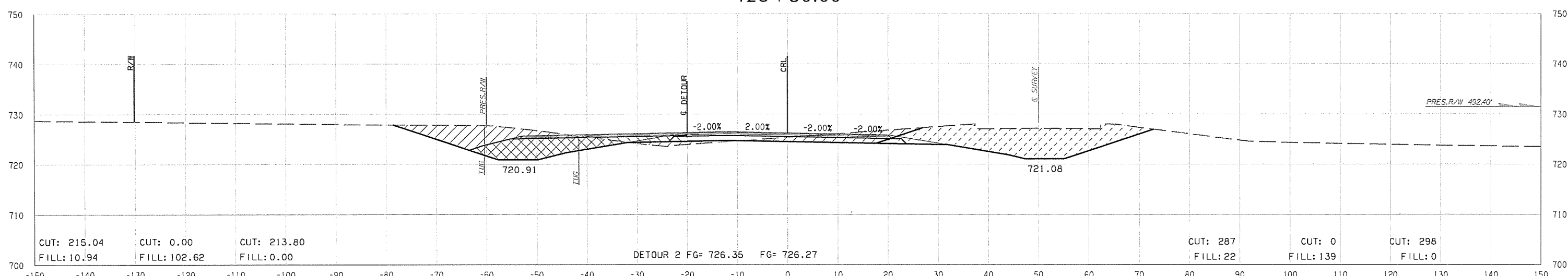
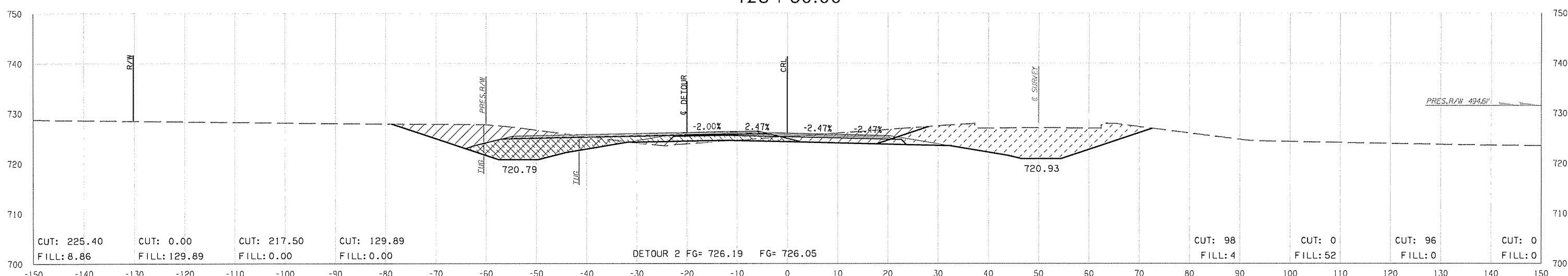
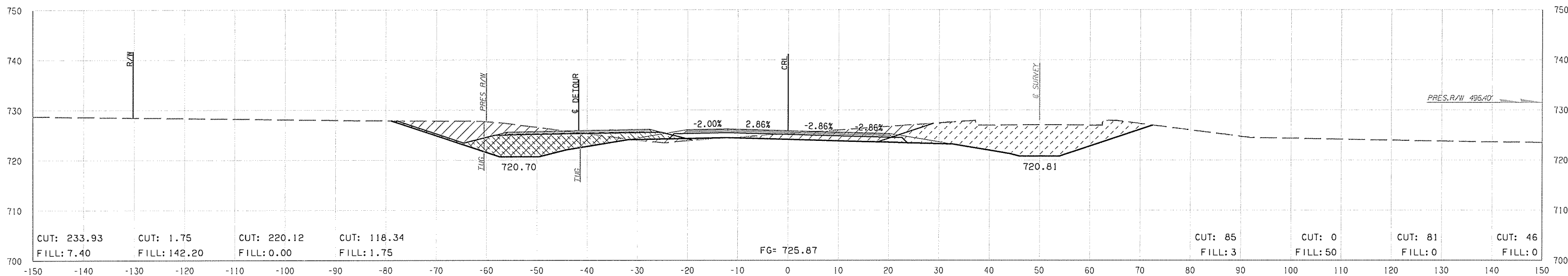
Y:\Division 8\JRP27075 (04) Creek\DGMP\PROJECT DGNs\27075 (04) Xseccs.dgn

05-03-16

END AREAS (SF)

VOLUMES (CY)

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



REVERSE CROSS SLOPE STATION  
128+37.94

Y:\Division 8\JPZ7075 (04) Creek\IGN\PROJECT DGN's\27075 (04) Xsecc.dgn 05-03-16

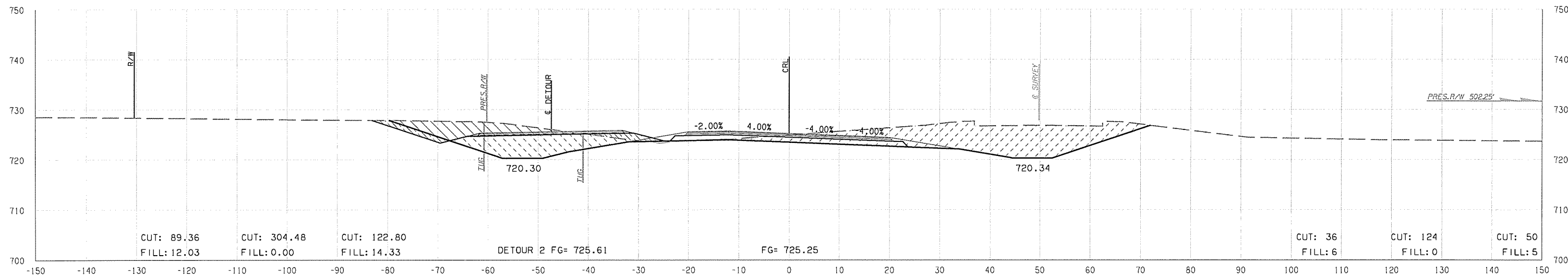
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

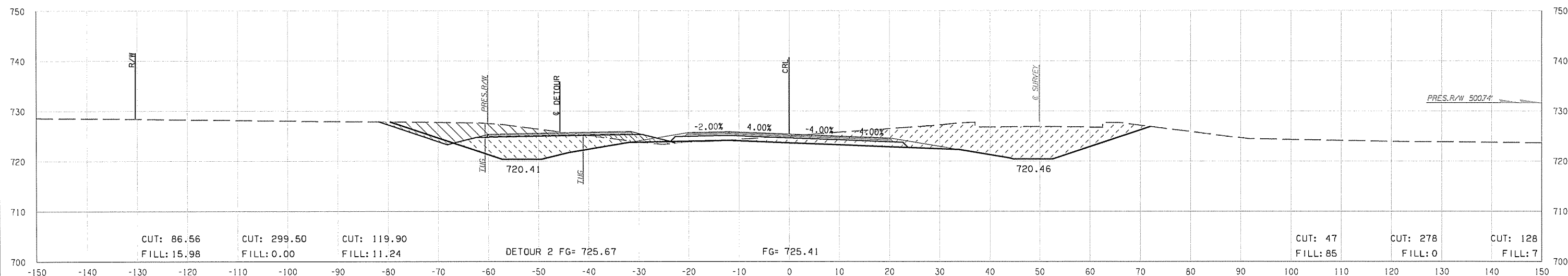
PHASE 1      PHASE 2      PHASE 3      PHASE 4

VOLUMES (CY)

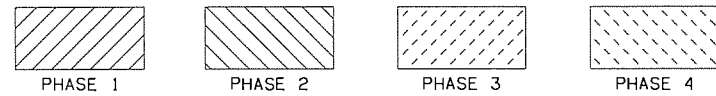
PHASE 1      PHASE 2      PHASE 3      PHASE 4



129 + 00.00



BEGIN FULL SUPERELEVATION STATION  
128 + 88.94



STATE JOB NO. 27075(04)  
CREEK COUNTY SHEET NO. X34

Y:\Division 8\UP27075 (04) Creek\IDGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

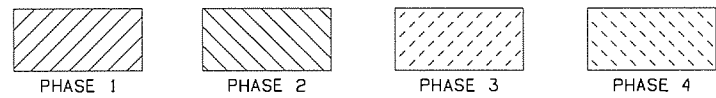
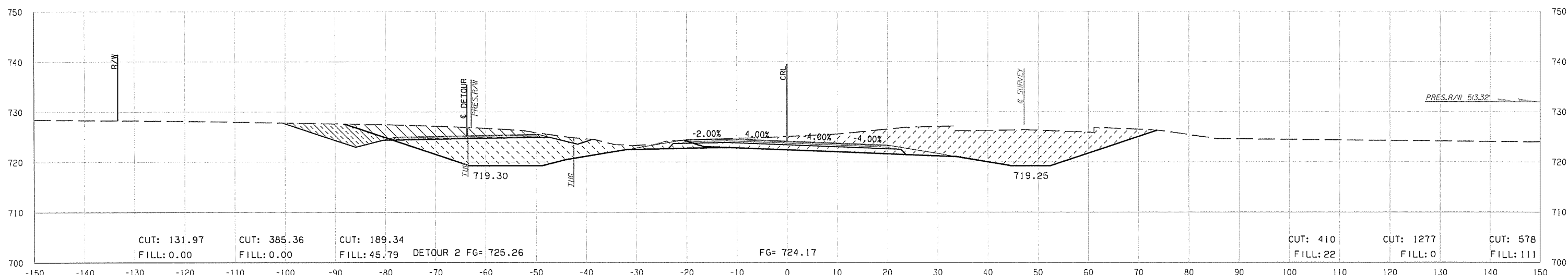
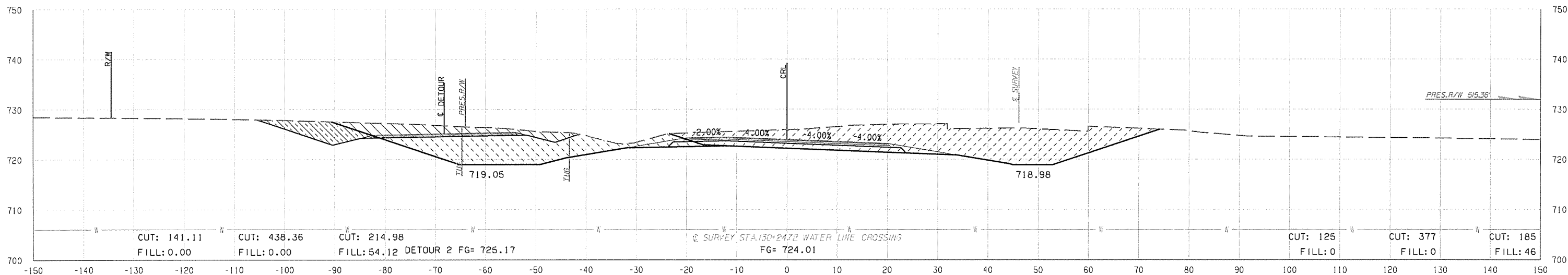
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS		DATE		

END AREAS (SF)

PHASE\_1      PHASE\_2      PHASE\_3      PHASE\_4

VOLUMES (CY)

PHASE\_1      PHASE\_2      PHASE\_3      PHASE\_4



STATE JOB NO. 27075(04)  
 CREEK COUNTY SHEET NO. X35

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05-03-16

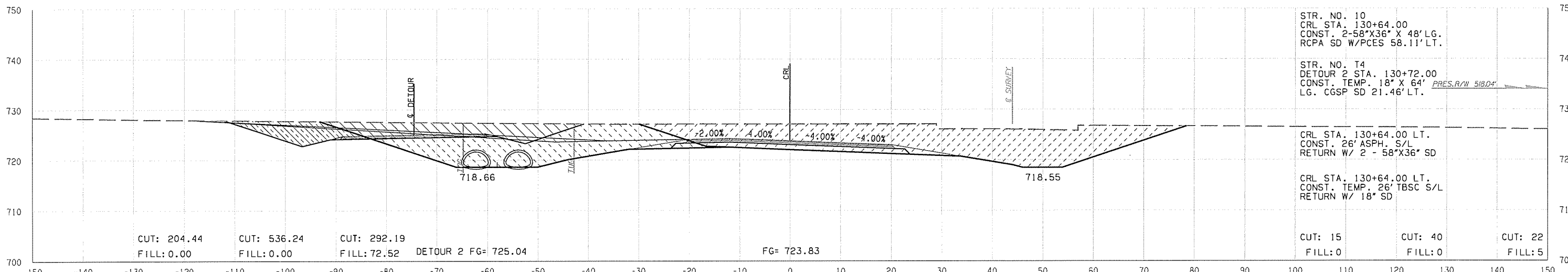
END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

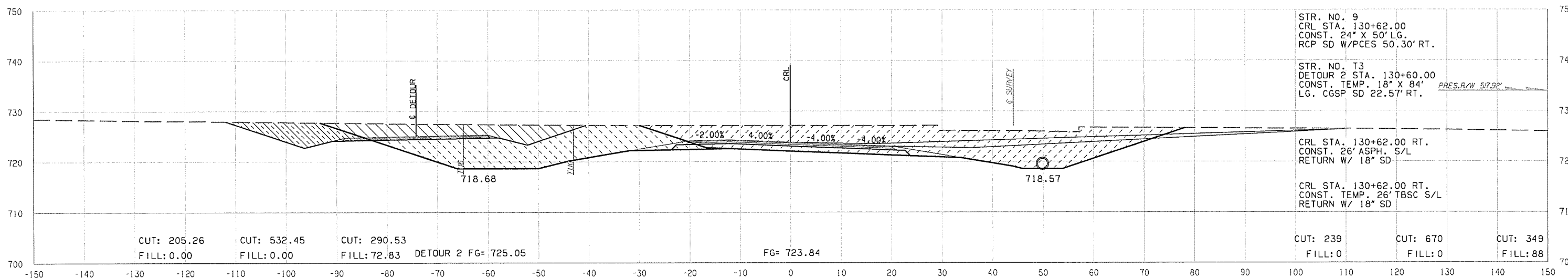
VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

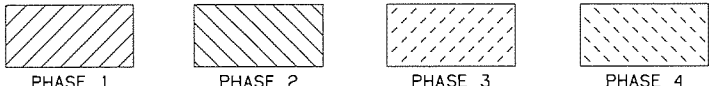
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130 + 64.00



130 + 62.00

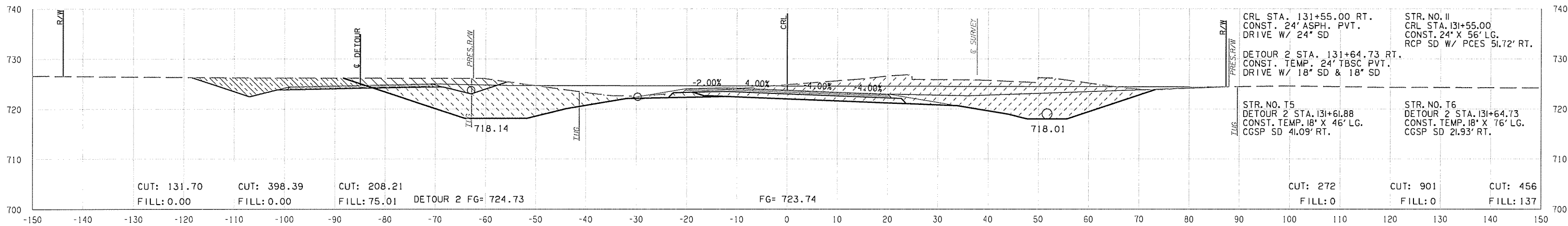




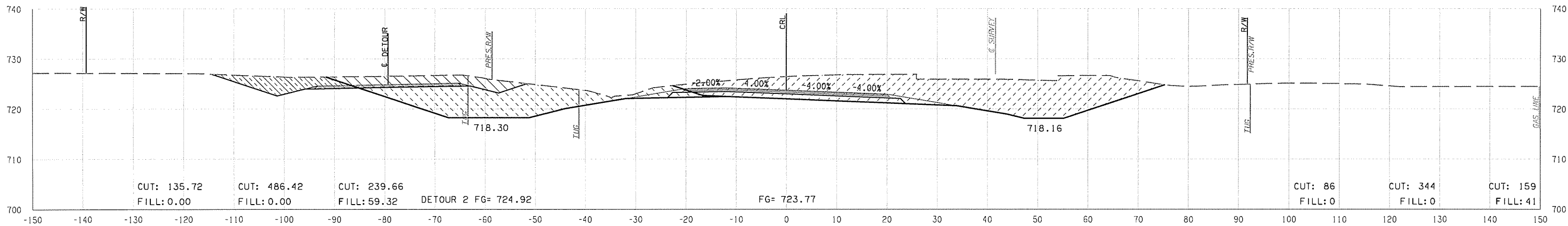
END AREAS (SF)

VOLUMES (CY)

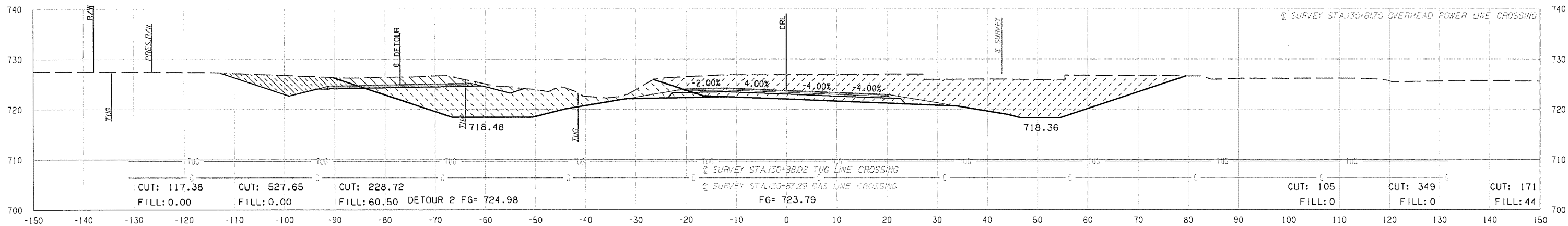
PHASE 1      PHASE 2      PHASE 3      PHASE 4      PHASE 1      PHASE 2      PHASE 3      PHASE 4



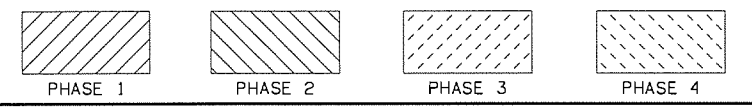
131+55.00



131+00.00



130+81.70



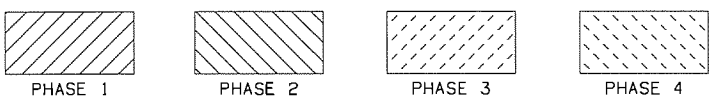
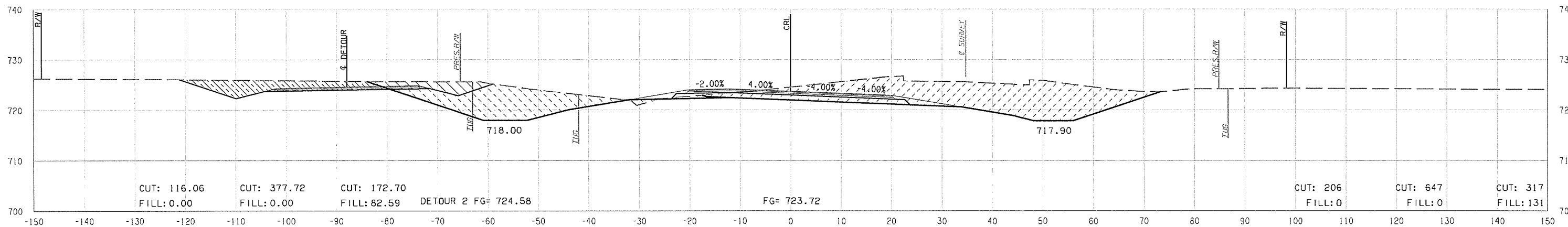
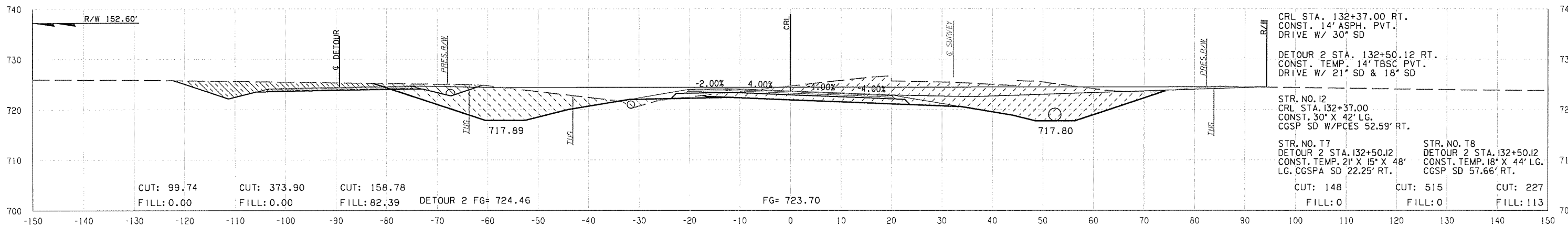
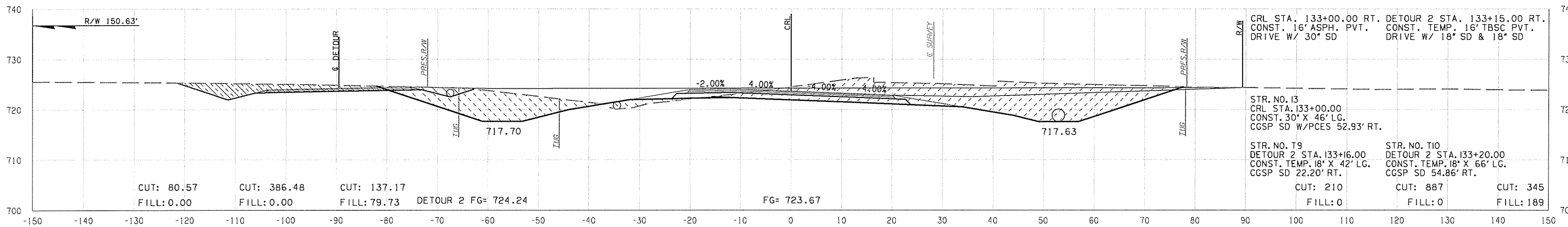
Y:\Division 8\UP\27075 (04) Creek\IGN\PROJECT DGN's\27075 (04) Xsecs.dgn

05-03-16

END AREAS (SF)

VOLUMES (CY)

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



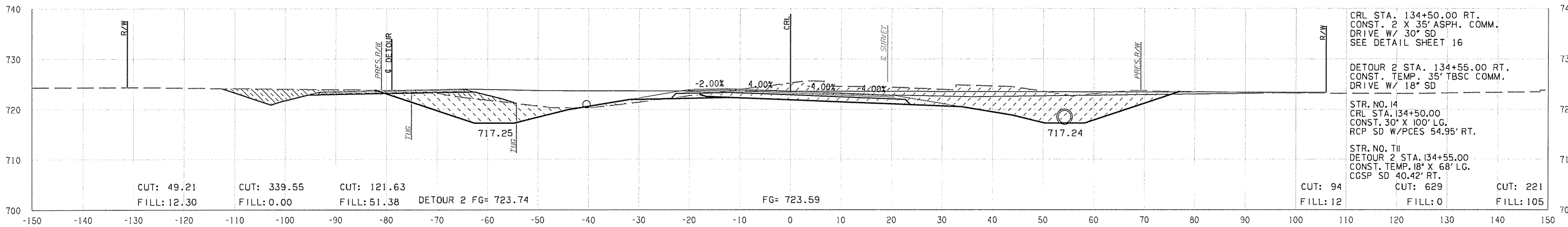
Y:\Division 8\JUP27075 (04) Creek\IDGN\PROJECT DGNs\27075 (04) Xsecs.dgn

05-03-16

END AREAS (SF)

VOLUMES (CY)

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

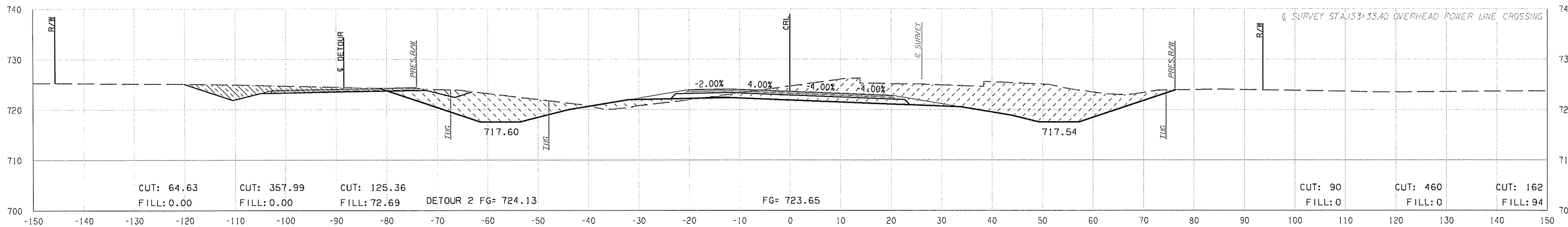
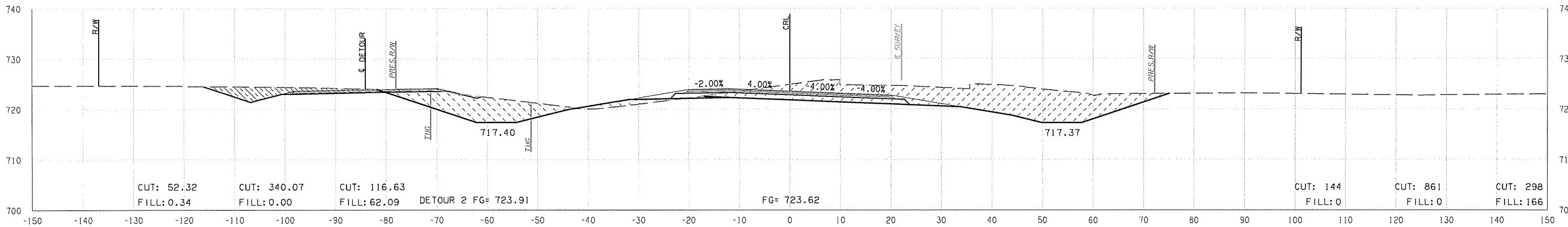


CRL STA. 134+50.00 RT.  
CONST. 2 X 35' ASPH. COMM.  
DRIVE W/ 30" SD  
SEE DETAIL SHEET 16

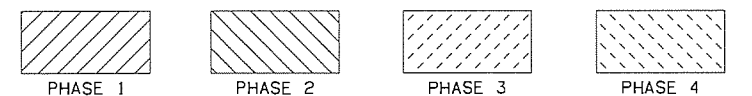
DETOUR 2 STA. 134+55.00 RT.  
CONST. TEMP. 35' TBSC COMM.  
DRIVE W/ 18" SD

STR. NO. 14  
CRL STA. 134+50.00  
CONST. 30' X 100' LG.  
RCP SD W/PCES 54.95' RT.

STR. NO. 11  
DETOUR 2 STA. 134+55.00  
CONST. TEMP. 18' X 68' LG.  
CGSP SD 40.42' RT.



① SURVEY STA. 133+33.40 OVERHEAD POWER LINE CROSSING



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05-03-16

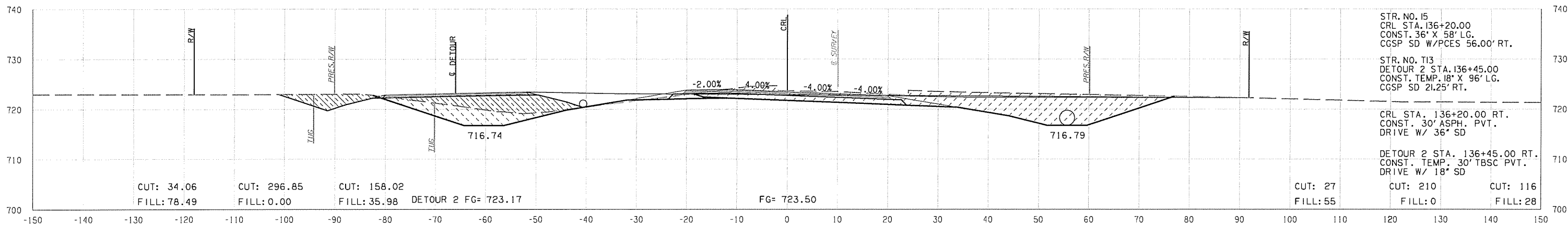
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE

END AREAS (SF)

VOLUMES (CY)

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



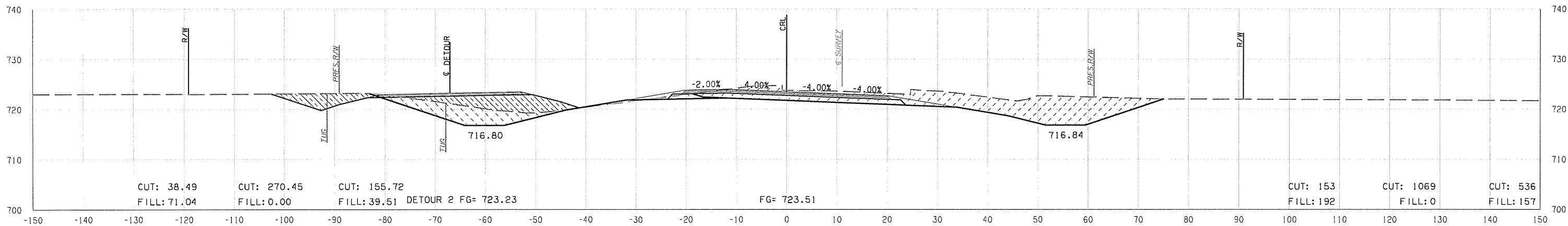
STR. NO. I5  
CRL STA. 136+20.00  
CONST. 36' X 58' LG.  
CGSP SD W/PCES 56.00' RT.

STR. NO. T13  
DETOUR 2 STA. 136+45.00  
CONST. TEMP. 18' X 96' LG.  
CGSP SD 21.25' RT.

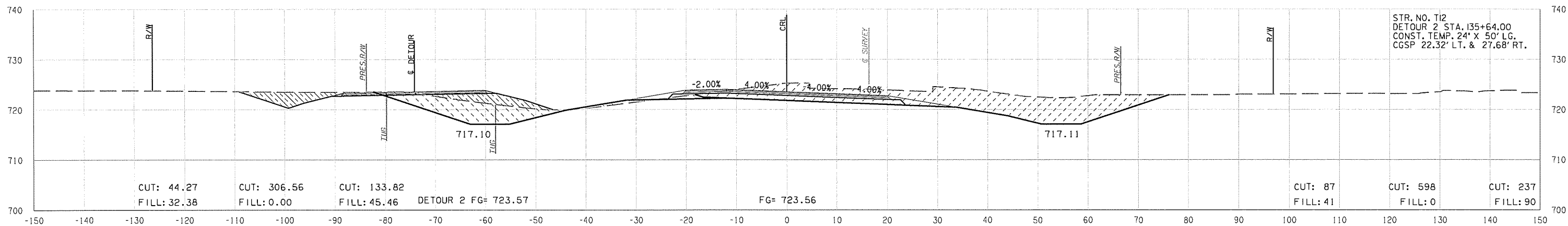
CRL STA. 136+20.00 RT.  
CONST. 30' ASPH. PVT.  
DRIVE W/ 36' SD

DETOUR 2 STA. 136+45.00 RT.  
CONST. TEMP. 30' TBSC PVT.  
DRIVE W/ 18' SD

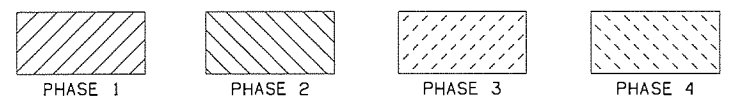
136 + 20.00



136 + 00.00



135 + 00.00



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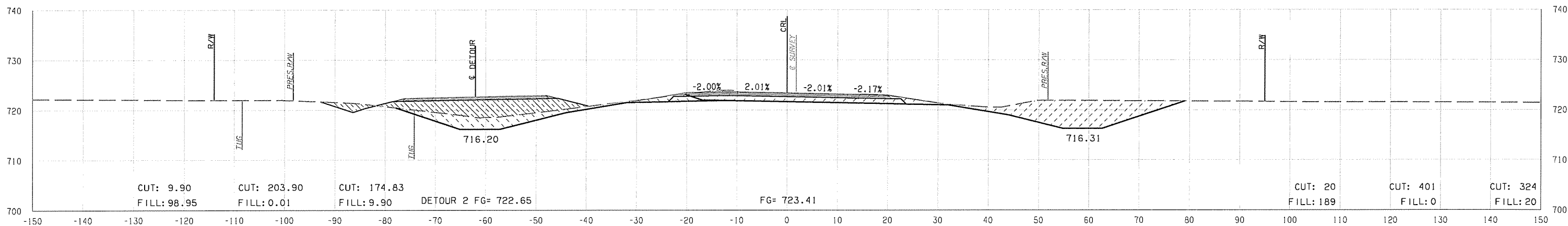
05-03-16

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

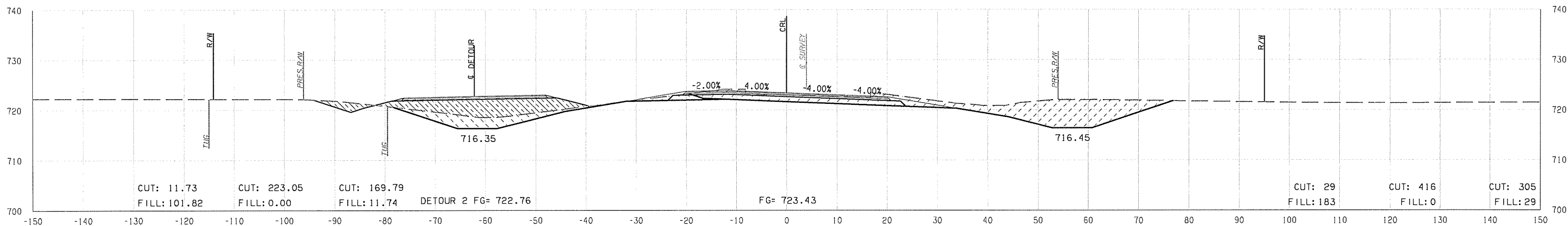
END AREAS (SF)

VOLUMES (CY)

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

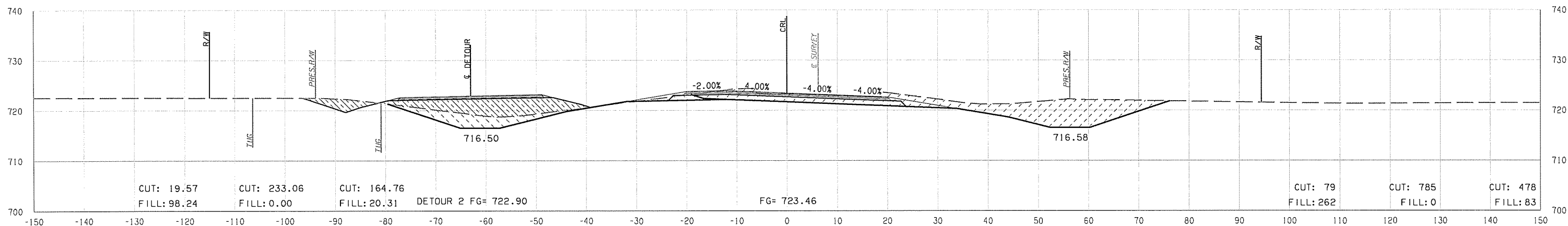


138 + 00.00

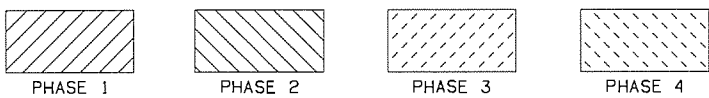


END FULL SUPERELEVATION STATION

137 + 49.26



137 + 00.00



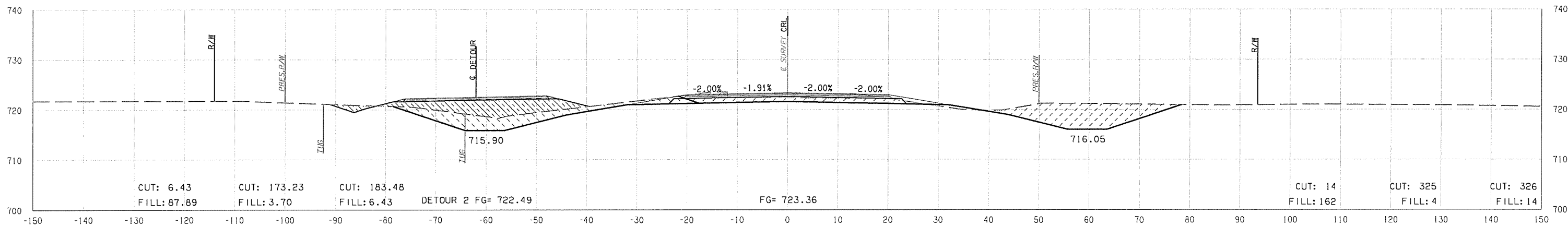
STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X41

Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

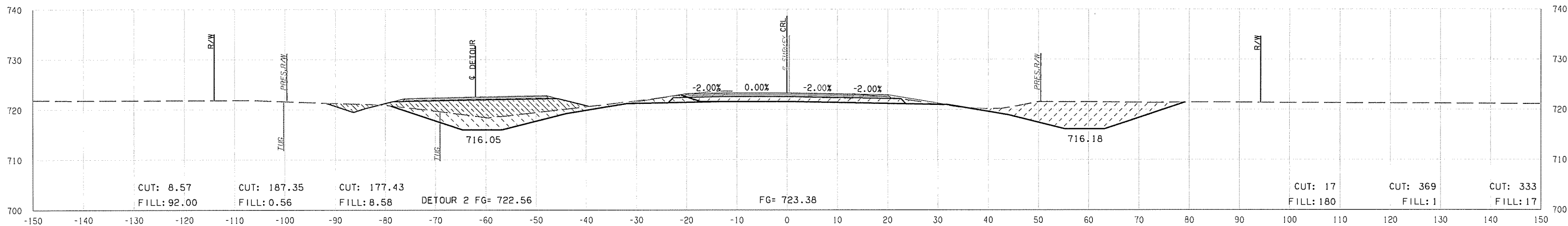
END AREAS (SF)

VOLUMES (CY)

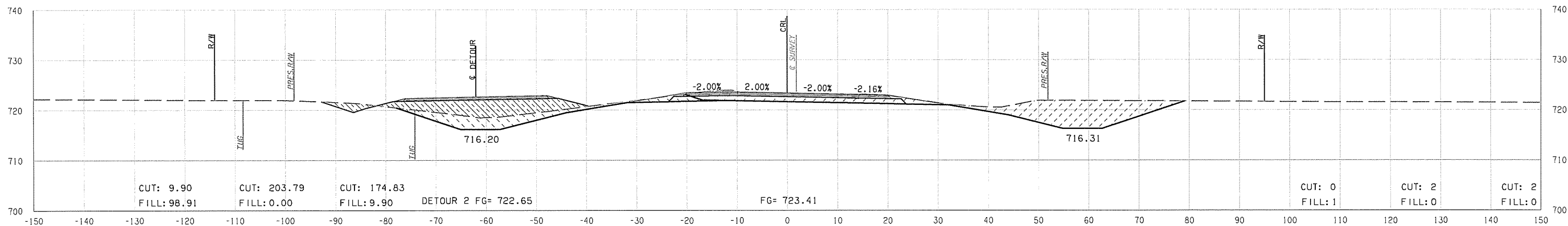
PHASE 1      PHASE 2      PHASE 3      PHASE 4      PHASE 1      PHASE 2      PHASE 3      PHASE 4



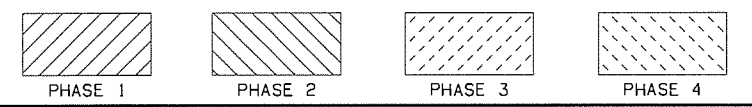
139+00.00



END SUPERELEVATION RUNOFF STATION  
138+51.26



REVERSE CROSS SLOPE STATION  
138+00.26



Y:\Division 8\JFP27075 (04) Creek\KGM\PROJECT DGNs\27075 (04) Xsecs.dgn

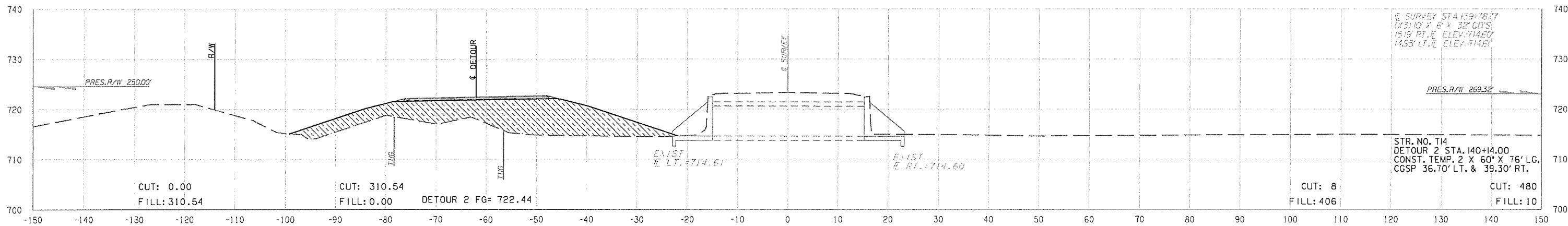
05-03-16



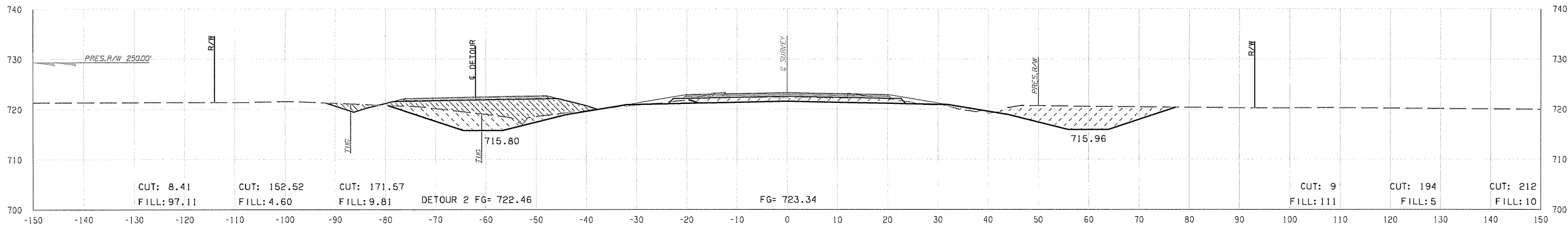
END AREAS (SF)

VOLUMES (CY)

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

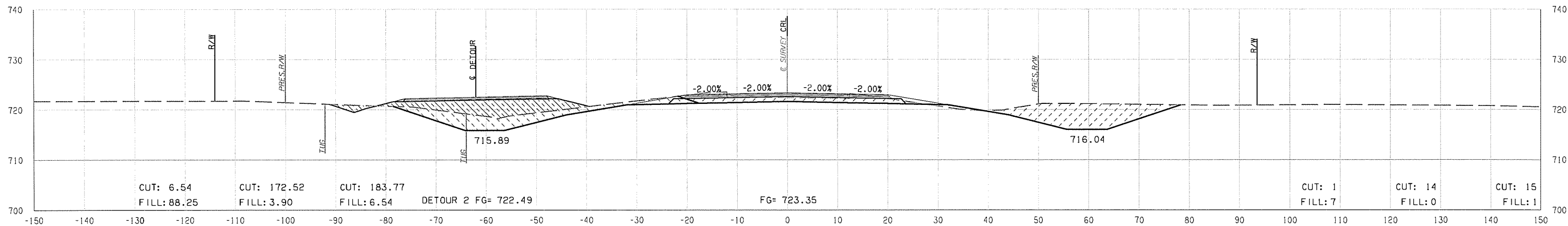


139 + 78.77



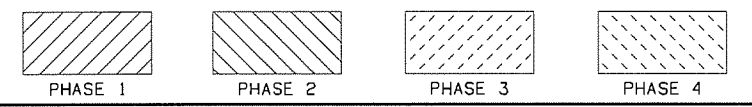
END PROJECT AND BEGIN INCIDENTAL CONSTRUCTION

139 + 25.00



END SUPERELEVATION STATION

139 + 02.26



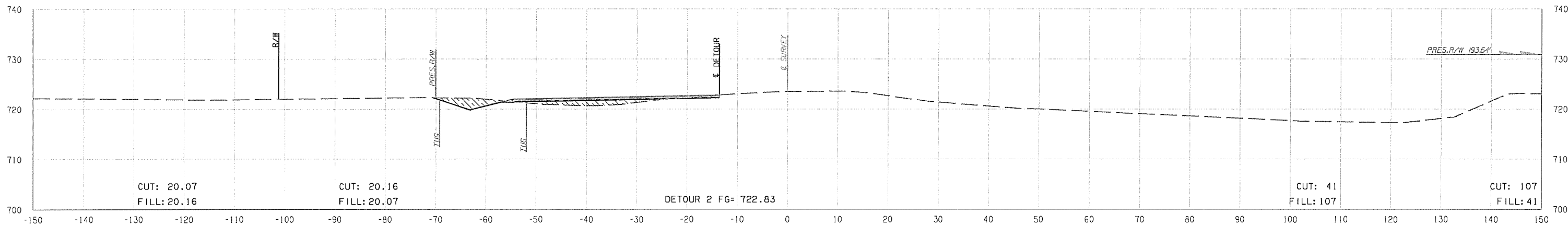
Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

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

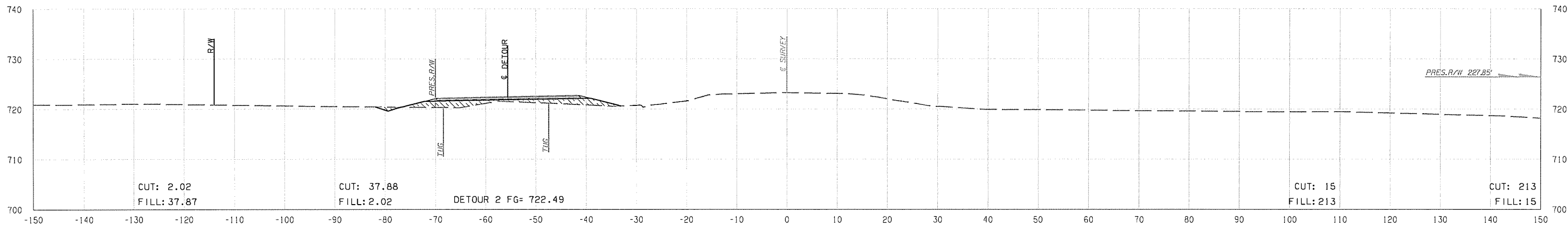
END AREAS (SF)

VOLUMES (CY)

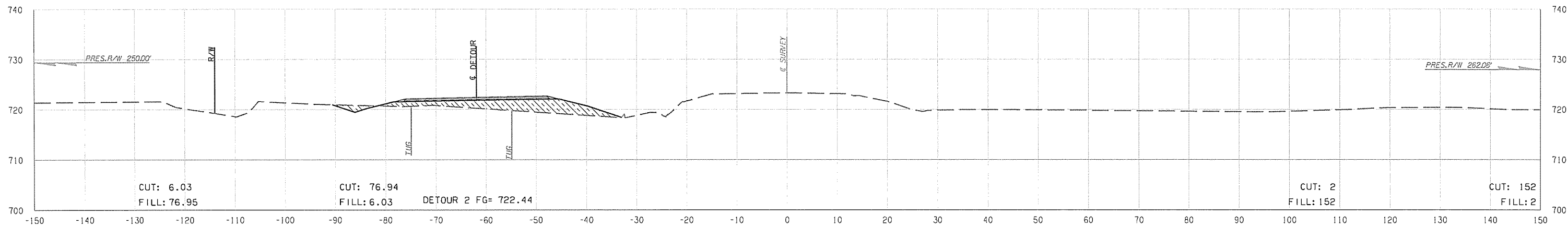
PHASE 1 PHASE 2 PHASE 3 PHASE 4 PHASE 1 PHASE 2 PHASE 3 PHASE 4



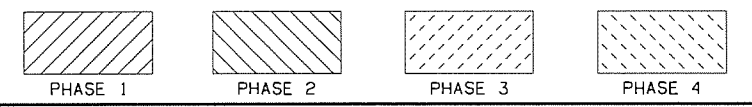
142 + 00.00



141 + 00.00



140 + 00.00



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X44

Y:\Division 6\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xsecs.dgn 05-03-16

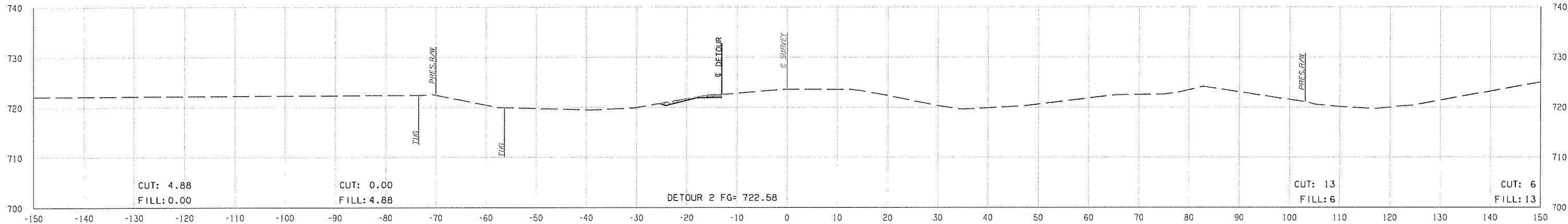
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

END AREAS (SF)

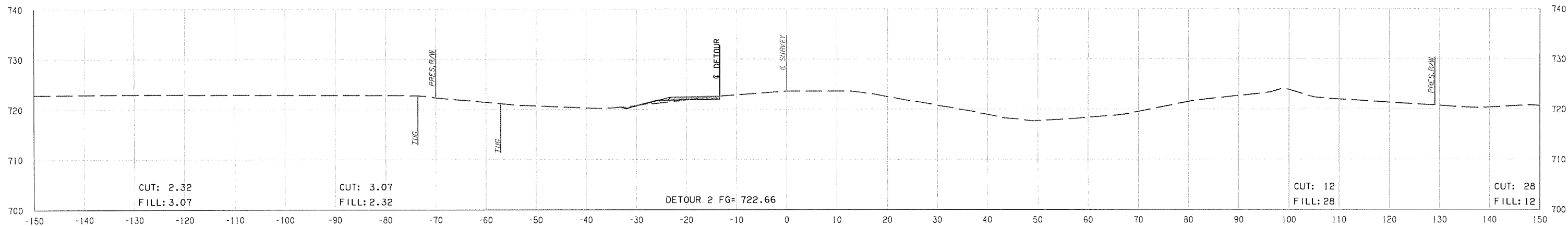
VOLUMES (CY)

PHASE 1 PHASE 2 PHASE 3 PHASE 4

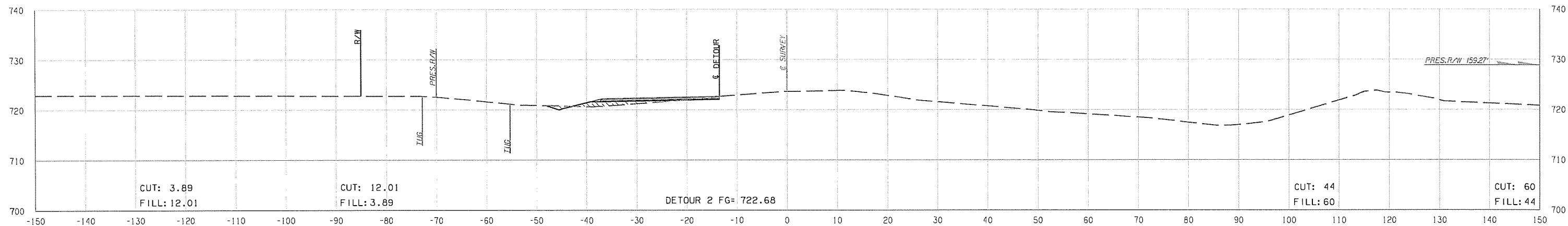
PHASE 1 PHASE 2 PHASE 3 PHASE 4



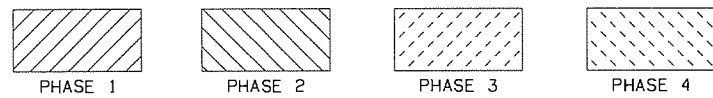
145 + 00.00



144 + 00.00



143 + 00.00



STATE JOB NO. 27075(04)  
 CREEK COUNTY SHEET NO. X45

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05-03-16

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

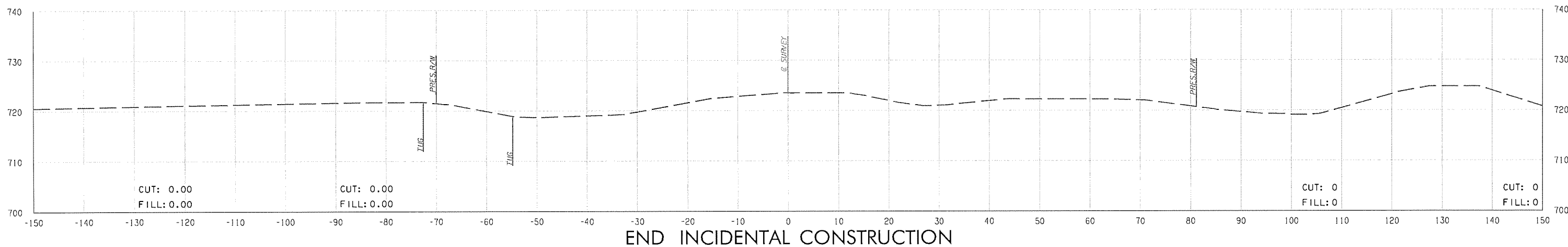
END AREAS (SF)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

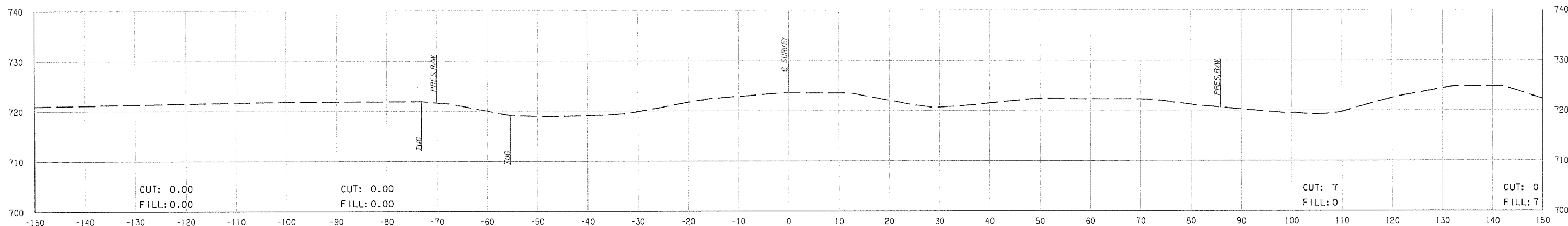
VOLUMES (CY)

PHASE 1      PHASE 2      PHASE 3      PHASE 4

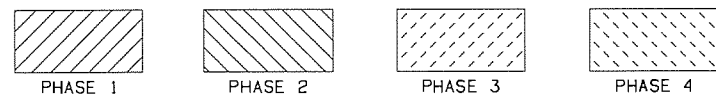
Y:\Division 8\JP27075 (04) Creek\IGN\PROJECT DGNs\27075 (04) Xseccs.dgn



END INCIDENTAL CONSTRUCTION  
146 + 00.00



END DETOUR  
145 + 76.89



STATE JOB NO.	27075(04)
CREEK COUNTY	SHEET NO. X46