

DIST. NO. #1 COMMISSIONER: MARVIN DALE
 LOCAL GOV'T. - SHANNON SHEFFERT, DIVISION ENGINEER
 LOCAL GOV'T. - GREG MASSEY, AREA MANAGER
 REVIEWED BY:
 P.E. NO. 23925(04)

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

A. HORIZONTAL CONTROL FOR THIS SURVEY IS BASED ON THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (1993), LAMBERT PROJECTION (SOUTH ZONE), USING UNCONSTRAINED DIFFERENTIAL COORDINATES.

B. ACCURACY - THE PRIMARY CONTROL NETWORK, THE SECONDARY CONTROL NETWORK AND SECTION BOUNDARIES FOR THIS SURVEY ARE IN GENERAL COMPLIANCE WITH THE NGS SECOND ORDER, CLASS II STANDARDS FOR HORIZONTAL CONTROL (1:20,000).

2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL.

3. VERTICAL CONTROLS:

A. LEVEL DATUM IS NAVD 88.

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

DESIGN DATA

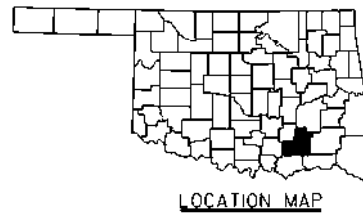
ADT 2016 = 98
 ADT 2036 = 145
 V = 45 mph

SCALES

PLAN 1" = 100'
 PROFILE HOR. 1" = 100'
 VER. 1" = 10'
 LAYOUT MAP 1" = 5280'

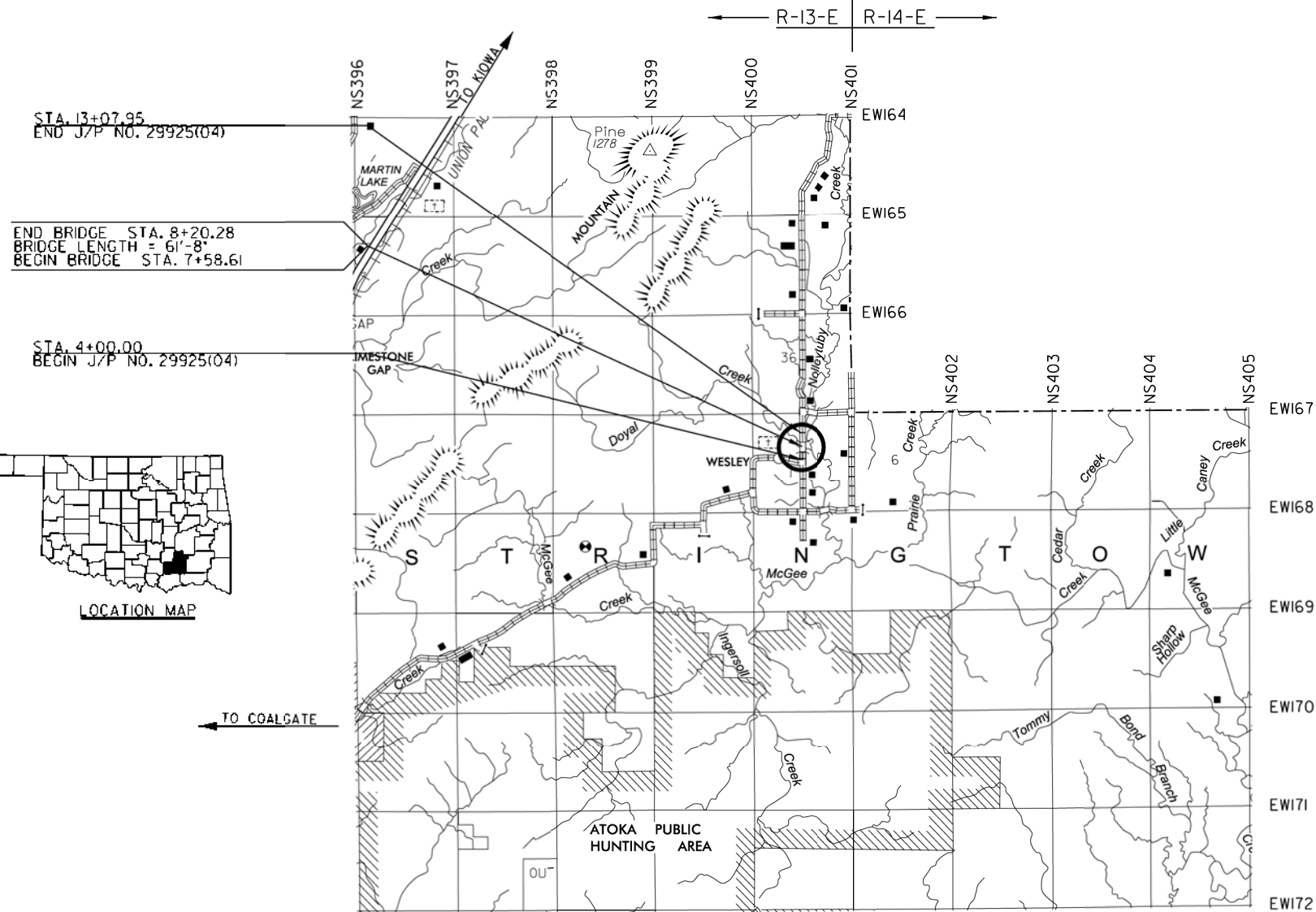
CONVENTIONAL SYMBOLS

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



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
COUNTY BRIDGE
PROJECT NO. CIRB-203C(033)RB
STATE JOB NO. 29925(04)
BRIDGE AND APPROACHES
ATOKA COUNTY
BRIDGE OVER DOYAL CREEK
LATITUDE 34° 35'18"N LONGITUDE -95° 53'27"W
LOCATION NO. 03N4005E1670004
OLD NBI NO. 07151
NEW NBI NO. 31192



ROADWAY LENGTH 846.28 FT 0.160 MI
 BRIDGE LENGTH 61.67 FT 0.011 MI
 PROJECT LENGTH 0.172 MI
 EQUATIONS: NONE
 EXCEPTIONS: NONE

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

SHEET NO.	DESCRIPTION
001	TITLE SHEET
002	TYPICAL SECTION
AB01	SUMMARY OF PAY QUANTITIES-BRIDGE
AR01	SUMMARY OF PAY QUANTITIES-ROADWAY
B001	GENERAL PLAN AND ELEVATION
B002	BORING LOG
B003	STAKING LAYOUT
B004	ABUTMENT DETAIL
B005	TYPICAL X-SECTION - ROLLED BEAM
R001-R002	PLAN AND PROFILE
R003-R004	PLAN AND PROFILE (DETOUR)
R005	STORMWATER MANAGEMENT PLAN
R006	EROSION CONTROL
S001	SURVEY DATA
X001-X003	CROSS SECTIONS
X004-X005	CROSS SECTIONS (DETOUR)

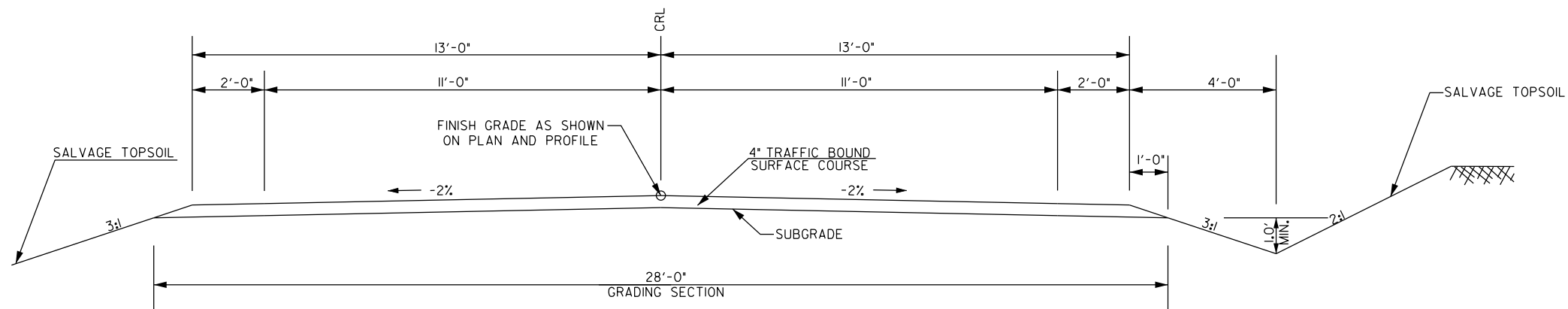
DESCRIPTION	REVISIONS	DATE

THE FOLLOWING STANDARD
 DRAWINGS WILL BE PART OF THIS PROJECT:

ROADWAY	TRAFFIC	BRIDGE
FHTMPP-1-0	GET-2-00	CB26-C-SKO-ABUT-RB-55100-02E
LECS-4-1	GRH1-1-00	CB26-C-SKO-XSECT-RB-01E
SPB-1-4	GRH2-1-00	CB26-C-SKO-DIA-END-RB-01E
SPI-4-1	GRH3-1-00	CB26-C-SKO-LSECT-RB-01E
SSS-1-1	TCSI-1-01	CB26-C-SKO-DKSLB-BLIST-01E
TSC2-3-2	TCS2-1-00	CB26-C-SKO..30-BRG-RB-01E
TSD-2-0	TCS3-1-01	CB26-C-SKO-SPR-OJAN-RB-01E
	TCS4-1-01	CB26..32-C-SKO-WING-RB-55100-01E
	TCS5-1-00	CB26..32-C-SKO-ABUT-MISC-01E
	TCS6-1-02	CB26-C-SKO..30-DIA-INT-RB-01E
	TCS7-1-02	CB26..32-C..1-SKO..30-RB-BRACING-00E
	TCS9-1-01	CB26..32-C..1-SKO..30-GRAU-BC-00E
	TCS10-1-00	CB26-C-SKO..30-RB-5575-01E
	TCS14-1-00	CB26-XTBM-SKO-DTL-00E
	TCS16-1-00	CB26-XTBM-SKO-XSECT-00E
	TCS19-1-01	HPI-2-01E
		TR3-2-01E

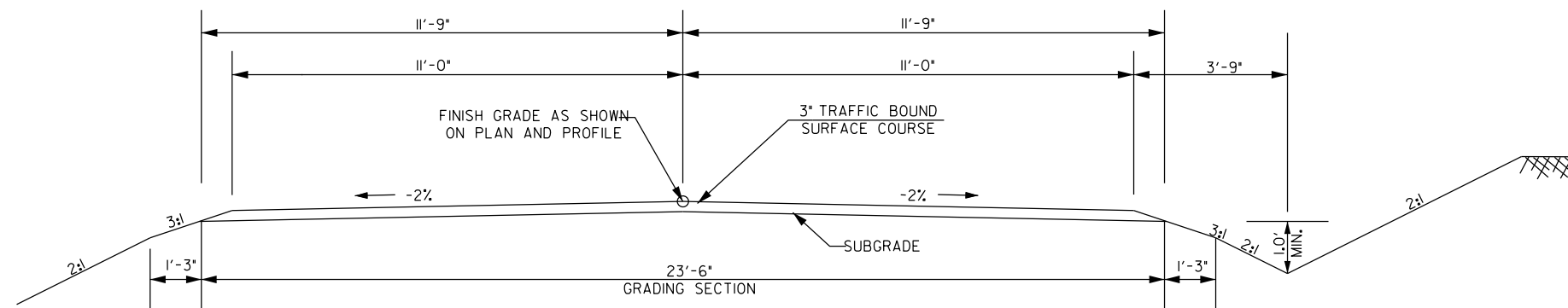
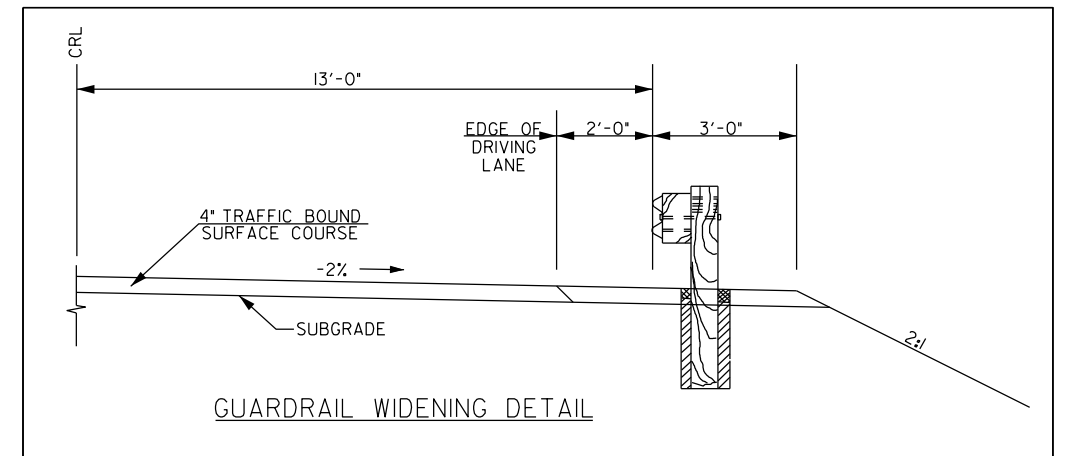
APPROVED:
 THIS 1st DAY OF May 20 17
 BOARD OF COUNTY COMMISSIONERS
 ATOKA COUNTY, OKLAHOMA

OKLAHOMA DEPARTMENT OF TRANSPORTATION DATE APPROVED _____ BY _____ CHIEF ENGINEER	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION DATE APPROVED _____ BY _____ DIVISION ADMINISTRATOR
SWO	PROJECT NO. CIRB-203C(003)RB



NOT TO SCALE
TYPICAL SECTION NO.1

CRL STATION 4+00.00 TO 13+07.95



NOT TO SCALE
SHOOFLY TYPICAL SECTION NO.2

SHOOFLY STATION 4+00.00 TO 13+27.70

GENERAL BRIDGE NOTES:

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

THE 6" PERFORATED PIPE UNDERDRAIN ROUND AND THE 6" NON-PERFORATED PIPE UNDERDRAIN ROUND, AS SHOWN ON THE STANDARDS, SHALL NOT BE INSTALLED.

PLACE 2" VENT PIPE IN THE DECK SLAB BETWEEN EACH BEAM IN EACH SPAN. TOTAL 3.0 EACH VENTS. COST TO BE INCLUDED IN COST OF CLASS AA CONCRETE.

ABUTMENT PILING CAPACITY:

THE REQUIRED ULTIMATE PILE CAPACITY FOR HP 12X53 IS 67.2 TONS/PILE.

THE REQUIRED ULTIMATE PILE CAPACITY FOR HP 10X42 IS 67.28 TONS/PILE.

THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

ANCHOR BOLTS:

SIZING: THE MINIMUM REQUIREMENT FOR ANCHOR BOLT SIZE AND LENGTH (FIXED OR EXPANSION BEARING) IS 1/2" DIAMETER BOLT - SET 15" MINIMUM INTO CONCRETE.

BRIDGE PAY ITEM NOTES:

(1) PAYMENT FOR PAY ITEMS WILL BE BASED ON PLAN QUANTITIES ACCORDING TO SECTION 109.01(b) OF THE STANDARD SPECIFICATIONS.

(2) THE "HAUL AND ERECT STEEL BEAMS" SHALL CONSIST OF:

a) THE LOADING, HAULING, AND ERECTING IN PLACE OF 40 EACH W33X141. THE BEAMS ARE TO BE LOADED AND HAULED FROM THE SE *3 CED YARD, LOCATED AT 203 PEPSI COLA AVE., HUGO, OK 74743. THE BEAMS TO BE USED ARE MARKED:

E11J E11.2 E11.3 E11.4

b) THE CUTTING OF THE BEAMS TO FIT AND REMOVING THE EXTRA TOP PLATES AS DIRECTED BY THE ENGINEER.

c) THE CLEANING AND PAINTING OF THE 40 EACH W33X141 BEAMS AS DIRECTED BY THE ENGINEER AND ALL RUST SPOTS SHALL HAVE ALL OF THE RUST REMOVED.

d) ATTACHING THE BEARING STIFFENERS AND SHEAR CONNECTORS AS DIRECTED BY THE ENGINEER.

(3) THE "REMOVAL OF EXISTING BRIDGE STRUCTURE" SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF 40.03' LONG STEEL STRINGER, GIRDER SPAN X 16' WIDE SINGLE LANE WOODEN DECK AT APPROXIMATE CENTERLINE STA. 7+80.25 IN ACCORDANCE WITH SECTION 619.04(b)2 OF THE STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. EXISTING BRIDGE MATERIAL SHALL BE STACKED IN AN USEABLE MANNER ON THE RIGHT-OF-WAY AND BECOME THE PROPERTY OF THE COUNTY.

(4) 18" RIPRAP ESTIMATED AT 120 LBS PER C.F.

29925(04) SUMMARY OF PAY QUANTITIES			
0200 BRIDGE 60' ROLLED BEAM SPANS, 26'-0" CL RDWY, TR3-2			
ITEM NO.	DESCRIPTION	UNIT	QUANT.
501(B)	1307 SUBSTRUCTURE EXCAVATION COMMON	(1) CY	168.00
501(G)	6309 CLSM BACKFILL	(1) CY	64.00
504(B)	1305 SAW-CUT GROOVING	(1) SY	152.00
504(C)	6250 SEALED EXPANSION JOINT	LF	66.12
504(D)	6239 CONCRETE RAIL (TR3)	(1) LF	178.40
506(A)	1322 STRUCTURAL STEEL	(1) LB.	7836.00
507(A)	6172 WEATHERING STEEL FIXED BEARING ASSEMBLY	(1) EA	4.00
507(B)	6176 WEATHERING STEEL EXPANSION BEARING ASSEMBLY	(1) EA	4.00
509(A)	1326 CLASS AA CONCRETE	(1) CY	46.30
509(B)	1328 CLASS A CONCRETE	(1) CY	62.80
511(A)	1332 REINFORCING STEEL	(1) LB.	19,920.00
514(A)	6010 PILES, FURNISHED (HP 10X42)	LF	122.20
514(A)	6011 PILES, FURNISHED (HP 12X53)	LF	272.95
514(B)	6292 PILES, DRIVEN (HP 10X42)	LF	122.20
514(B)	6294 PILES, DRIVEN (HP 12X53)	LF	272.95
514(K)	6260 (PL)PILOT HOLES	LF	367.15
514(L)	6220 PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	1.00
535	6225 HAUL AND ERECT STEEL BEAMS	(1)(2) LSUM	1.00
601(B)	1353 TYPE I-A PLAIN RIPRAP	(4) TON	613.00
601(I)	6312 FILTER BLANKET (RIPRAP)	SY	757.00
619(D)	1397 REMOVAL OF EXISTING BRIDGE STRUCTURE	(1)(3) LSUM	1.00

29925(04) PAY QUANTITIES			
0600 STAKING			
ITEM NO.	DESCRIPTION	UNIT	QUANT.
642(B)	0096 CONSTRUCTION STAKING LEVEL II	LSUM	1.00

SUMMARY OF GUARD RAIL							
LOCATION		Anchor Units			Total Panel Length Including Anchor Units	Total Rail Between Anchor Units	
Station To Station	Lane	Type "D-BF"	Type "B"	GET EXTRUDER TERMINAL			
	Lt.	Rt.	Ea.	Ea.	Ea.	Lin.Ft.	Lin.Ft.
6+46.61 TO 7+46.61	X		1		1	100	25
6+46.61 TO 7+46.61		X	1		1	100	25
8+32.28 TO 9+32.28	X		1		1	100	25
8+32.28 TO 9+32.28		X	1		1	100	25
Totals			4		4	400	100

NS-4005 OVER DOYAL CREEK ATOKA COUNTY
SOUTHEAST *3 CIRCUIT ENGINEERING DISTRICT
 SUMMARY OF QUANTITIES
 BRIDGE
 STATE JOB NO. 29925(04) SHEET NO. AB01

ROADWAY GENERAL CONSTRUCTION NOTES

EXISTING ROAD SHALL BE KEPT OPEN TO THROUGH TRAFFIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, CONSTRUCTION SIGNS, LIGHTS, ETC. ALL CONSTRUCTION SIGNING WILL BE DONE ACCORDING TO THE STANDARDS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" CURRENT EDITION, AND AS SHOWN ON TCS STANDARD DRAWINGS.

ALL DESIGNATED TREES (DEAD OR ALIVE), BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITH THE FLOW OF WATER ARE TO BE CLEANED OUT TO THE RIGHT-OF-WAY LINES AT EACH STRUCTURE AND BRIDGE IN A MANNER APPROVED BY THE ENGINEER. ALL TREES THAT ARE TO BE REMOVED WILL BE CLEARLY MARKED BY THE ENGINEER. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR "CLEARING AND GRUBBING".

RESPONSIBILITY OF THE COUNTY AND NOT A PART OF THIS CONTRACT:

1. FURNISH ALL RIGHT-OF-WAY
2. RELOCATE ALL UTILITIES
3. RELOCATE ALL FENCES

THE CONTRACTOR SHALL GIVE NOTICE TO THE COUNTY AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DIVISION 2) IN WRITING, FOURTEEN (14) CALENDAR DAYS BEFORE WORK BEGINS ON THE PROJECT.

CONTRACTOR SHALL CONFINE THE WORK TO WITHIN THE LIMITS OF RIGHT-OF-WAY. ANY DAMAGE CAUSED BY THE CONTRACTOR OUTSIDE THE LIMITS OF RIGHT-OF-WAY WILL BE REPAIRED OR RESTORED TO THE ORIGINAL CONDITION AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.

EROSION CONTROL NOTES:

AT THE BEGINNING OF THE TURFING OPERATIONS, ANY AREAS INCLUDED IN PLAN QUANTITIES THAT HAVE GROWN A SATISFACTORY VOLUNTEER TURF OR PERENNIAL GRASS, AS DETERMINED BY THE ENGINEER, SHALL NOT BE SEEDED, SODDED OR SPRIGGED.

ROADWAY PAY QUANTITY NOTES

(1) ITEM "EARTHWORK" SHALL CONSIST OF THE FOLLOWING:

- a. SEE GRADING ESTIMATE, THIS SHEET, FOR EARTHWORK QUANTITIES.
- b. 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 SECTION AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR EARTHWORK, LUMP SUM. PRICE BID TO INCLUDE COST OF 0-46-0 FERTILIZER ESTIMATED AT 150 LBS PER ACRE ON WHICH TOPSOIL IS REPLACED.
- c. ALL EMBANKMENT SHALL BE COMPACTED IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.
- d. EXISTING SURFACING TO BE SCARIFIED AND INCORPORATED INTO THE SUBGRADE IN A MANNER APPROVED BY THE ENGINEER.
- e. 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 TOPSOIL.
- f. REMOVAL OF ANY EXISTING SIGNS WHICH ARE TO BE PLACED ON THE RIGHT-OF-WAY IN AN USABLE MANNER AND TO BECOME THE PROPERTY OF THE COUNTY.
- g. REMOVAL OF SHOO-FLY, WHICH INCLUDES THE DISPOSAL OF THE CLASS "C" GROUTED RIP RAP, IN A MANNER APPROVED BY THE ENGINEER. EARTHWORK QUANTITIES WERE ADJUSTED FOR THE REMOVAL OF THE SHOO-FLY.

(2) ESTIMATED QUANTITY FOR TEMPORARY EROSION AND SEDIMENT CONTROL TO BE USED IN A MANNER APPROVED BY THE ENGINEER. PRICE BID TO INCLUDE COST OF SILT REMOVAL, NECESSARY MAINTENANCE, MAINTAINING IN AN UPRIGHT POSITION, AND REMOVAL.

(3) PRICE BID TO INCLUDE THE COST OF WATERING AND (10-20-10) FERTILIZER. WATERING ESTIMATED AT 40 GAL. PER SQ. YARD FOR ESTIMATING PURPOSES ONLY. CONTRACTOR WILL PROVIDE SUFFICIENT WATER TO PRODUCE ADEQUATE GRASS GROWTH AS APPROVED BY THE ENGINEER. FERTILIZER (10-20-10) ESTIMATED AT 200 LBS PER 1000 SQ. YARDS OF SODDING.

(4) ESTIMATED AT 120 LBS. PER CU. FT.

(5) PRICE BID FOR "CLEARING AND GRUBBING" SHALL INCLUDE THE REMOVAL OF ALL EXISTING FENCES DESIGNATED FOR REMOVAL BY THE ENGINEER. ALL PERMANENT FENCES SHALL REMAIN IN PLACE.

(6) THIS ITEM SHALL INCLUDE ALL TRAFFIC CONTROL DEVICES NECESSARY TO REGULATE ALL TRAFFIC DURING CONSTRUCTION. THIS ITEM SHALL BE PAID FOR AS A LUMP SUM DUE TO THE MINOR EXTENT OF CONSTRUCTION FOR THIS PROJECT. TRAFFIC CONTROL SHALL BE IN ACCORDANCE TO STATE STANDARDS AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION. ALL CONSTRUCTION SIGNS OVER 10 S.F. SHALL BE DOUBLE POSTED.

(7) TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL INCLUDED IN COST.

(8) AFTER REMOVAL OF THE SHOO-FLY THE C.P.P. ARE TO BE PLACED ON THE RIGHT-OF-WAY, IN AN USABLE MANNER, BY THE CONTRACTOR AND BECOME THE PROPERTY OF THE COUNTY.

(9) TO BE USED TO GROUT RIP RAP THAT IS PLACED AROUND STRUCTURE #1. ALL COST ASSOCIATED WITH GROUTING THE RIP RAP SHALL BE INCLUDED IN PRICE BID FOR CLASS C CONCRETE.

(10) INCLUDES 2000 TONS FOR MAINTENANCE OF THE SHOOFLY. TO BE USED AS DIRECTED BY THE ENGINEER.

29925(04) PAY QUANTITIES				
0100 ROADWAY				
ITEM NO.		DESCRIPTION	UNIT	QUANT.
201(A)	0102	CLEARING AND GRUBBING	(5) LSUM	1.00
202(H)	0185	EARTHWORK	(1) LSUM	1.00
221(C)	2801	TEMPORARY SILT FENCE	(2) LF	1,713.00
221(F)	0100	TEMPORARY SILT DIKE	(2) LF	120.00
230(A)	2806	SOLID SLAB SODDING	(3) SY	2,053.68
402(E)	0225	TRAFFIC BOUND SURFACE COURSE TYPE E	(4)(10) TON	1,063.53
509(D)	0325	CLASS C CONCRETE	(9) CY	10.00
601(B)	0536	TYPE I-A PLAIN RIPRAP	(4) TON	35.11
613(EE)	5680	(SP) 60" CORRUGATED POLYPROPYLENE PIPE	(7)(8) LF	160.00
623(A)	0932	BEAM GUARDRAIL W-BEAM SINGLE	LF	100.00
623(F)	5686	GUARDRAIL ANCHOR UNIT (TYPE D-BF)	EA	4.00
623(G)	8571	GUARDRAIL END TREATMENT (GET)	EA	4.00

29925(04) PAY QUANTITIES				
0640 CONSTRUCTION				
ITEM NO.		DESCRIPTION	UNIT	QUANT.
220	2800	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641	1399	MOBILIZATION	LSUM	1.00

29925(04) SUMMARY OF PAY QUANTITIES				
0300 TRAFFIC CONTROL				
ITEM NO.		DESCRIPTION	UNIT	QUANT.
880(J)	8905	CONSTRUCTION TRAFFIC CONTROL	(6) LSUM	1.00

SUMMARY OF SURFACING					
STATION / LOCATION		LENGTH	THICKNESS	T.B.S.C.	
				FT	IN
4+00.00 TO 7+58.61	CRL	358.61	4.0		196.49
8+20.28 TO 13+07.95	CRL	487.67	4.0		262.93
4+00.00 TO 13+27.70	SHOOFLY	927.70	3.0		404.11
	TOTAL				863.53

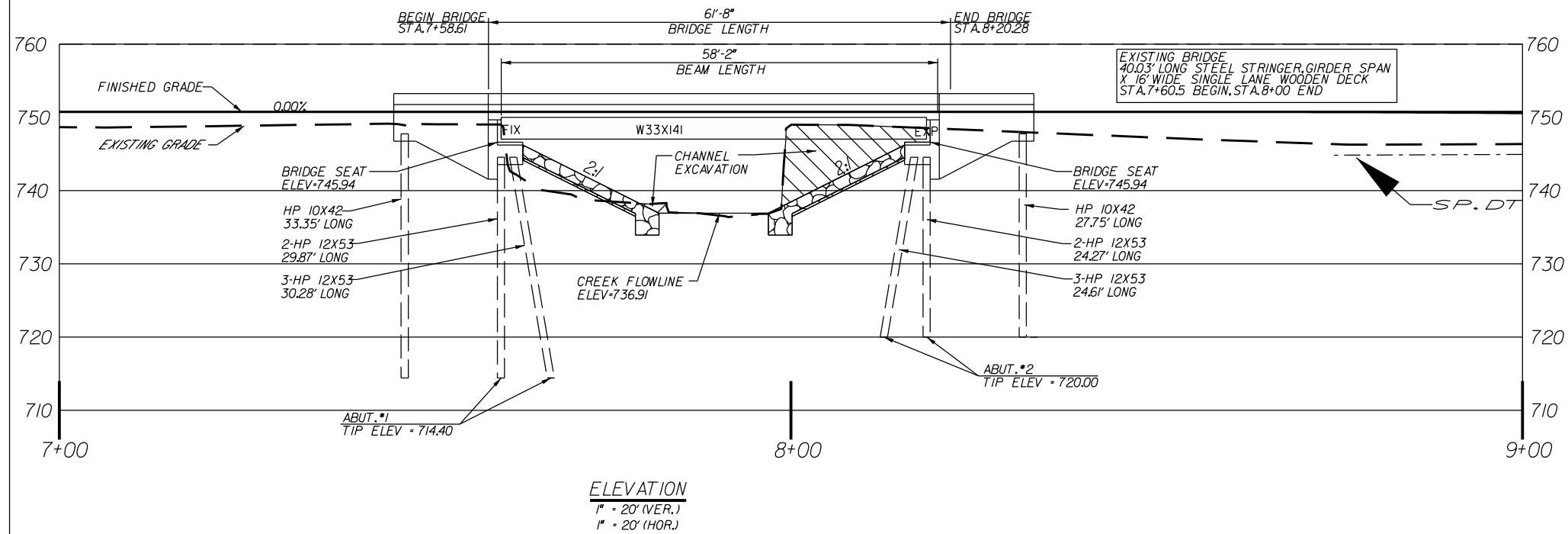
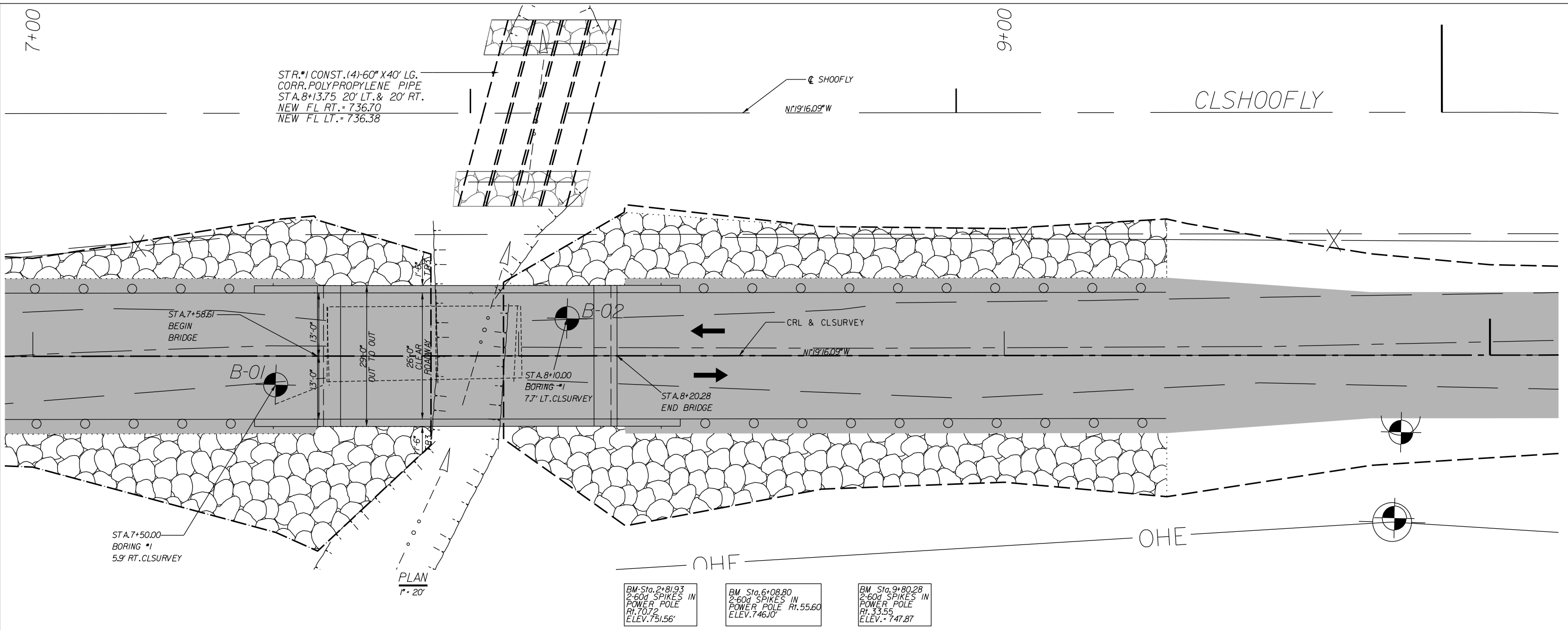
GRADING ESTIMATE - C.Y.				
LOCATION	EXC.	EMB.+15%	BORROW	NET
MAINLINE	269.80	2160.80	1891.00	0.00
SHOOFLY	1608.20	303.10	0.00	1305.10
TOTALS	1878.00	2463.90	1891.00	1305.10

NOTE:
QUANTITIES BASED ON THEORETICAL DIMENSIONS.

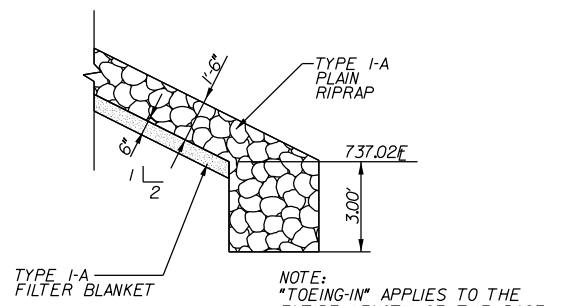
SUMMARY OF DRAINAGE STRUCTURES											
STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	STANDARD BEDDING MATERIAL CLASS C	TRENCH EXCAVATION	CROSS DRAINS		CORRUGATED POLYPROPYLENE PIPE 613(EE)			
						CY	CY	FL _{IN}	FL _{OUT}	60"	
										LF	LF
1	R003	8+13.75	CONST. 4-60"X40' LG. CORRUGATED POLYPROPYLENE PIPE SKEWED 15° LT FWD	6.70	37.40	736.28	736.21	160	160		
			TOTALS	6.70	37.40			160	160		



NS-4005 OVER DOYAL CREEK ATOKA COUNTY
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT
 SUMMARY OF QUANTITIES ROADWAY
 STATE JOB NO. 29925(04) SHEET NO. A01



HYDRAULIC DATA	
D.A.	• 3.80 SQ. MI.
Q25	• 3605.3 CFS
V25	• 19.7 FPS
Q25 CHW	• 737.50 FT
Q50	• 4298.9 CFS
V50	• 20.7 FPS
Q50 CHW	• 737.55 FT
Q100	• 5258.1 CFS
V100	• 21.8 FPS
Q100 CHW	• 737.61 FT
Q07	• 7630.3 CFS
V07	• 21.1 FPS
Q7 ELEV.	• 737.73 FT



DETAIL OF TYPE I-A PLAIN RIPRAP

NS-4005 OVER DOYAL CREEK ATOKA COUNTY

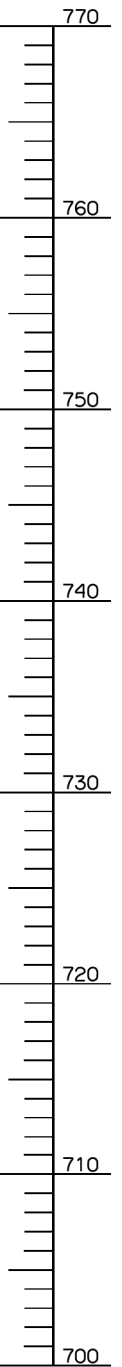
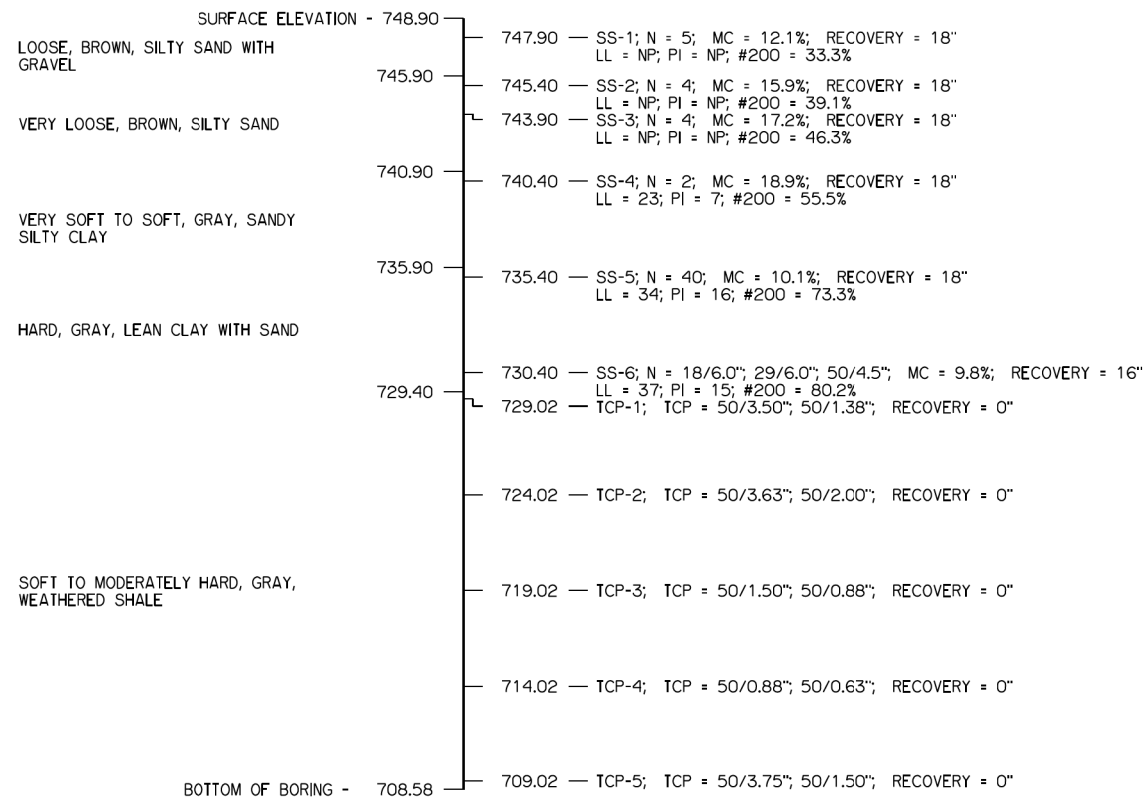
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

GENERAL PLAN AND ELEVATION
60' ROLLED BEAM SPAN, @ STA. 7+89.45
26'-0" CLR. RDWY W/ TR3-2 RAILING

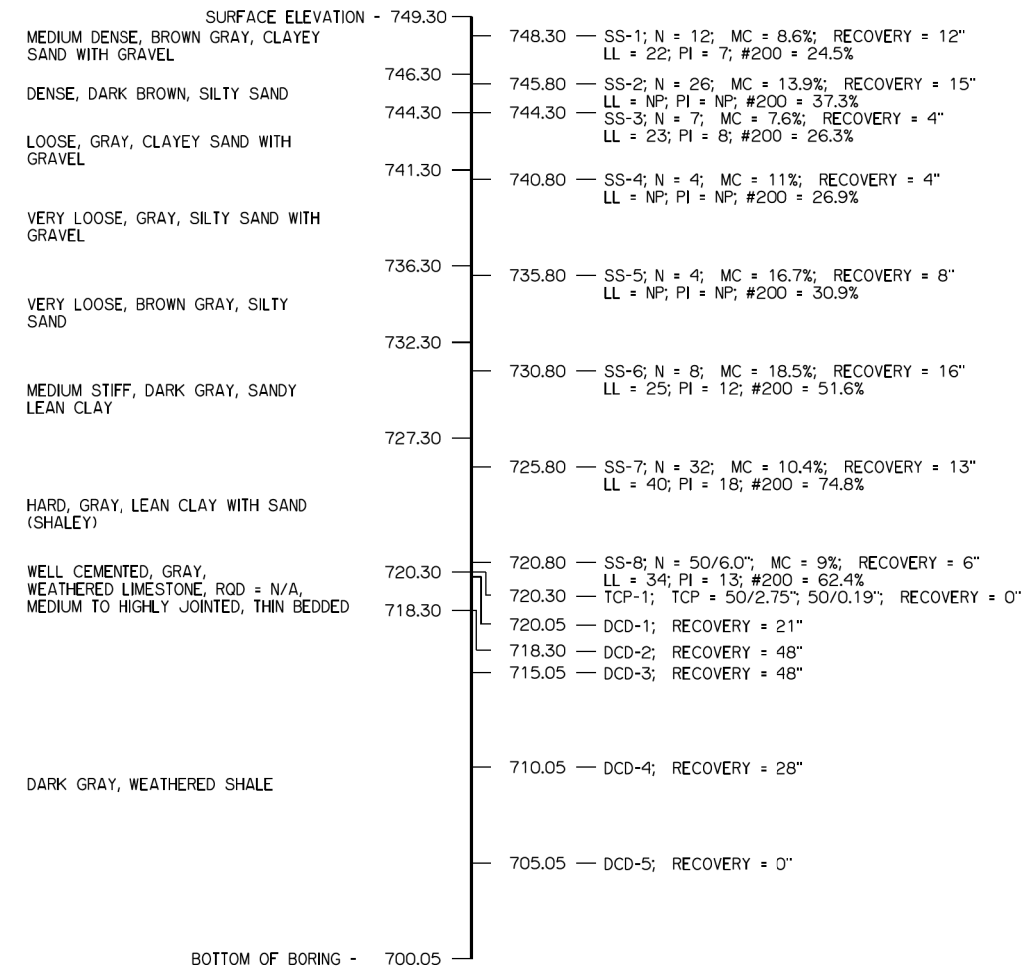
STATE JOB NO. 29925(04) SHEET NO. B001



BORING NO. B-01
STATION 7+50, 5.9' RIGHT OF CL. SURVEY
(DRILLED MAY 14, 2015)



BORING NO. B-02
STATION 8+10, 7.7' LEFT OF CL. SURVEY
(DRILLED MAY 14, 2015)



SITE GEOLOGY

THE SUBJECT BRIDGE IS LOCATED IN A GEOLOGIC AREA BEST DESCRIBED AS BEING PART OF THE ATOKA UNIT (PA). HOWEVER, BASED ON THE SUBSURFACE MATERIALS ENCOUNTERED DURING OUR DRILLING OPERATIONS, WE BELIEVE THE WAPANUCKA-SPRINGER UNIT (PWS) IS MOST LIKELY PRESENT. ACCORDING TO PUBLISHED MATERIALS (ENGINEERING CLASSIFICATION OF GEOLOGIC MATERIALS, DIVISION TWO, 1966, OKLAHOMA HIGHWAY DEPARTMENT), THE WAPANUCKA-SPRINGER UNIT CONSISTS OF SHALE AND LIMESTONE. THE LIMESTONE IS ABOUT 550 FEET THICK IN WESTERN ATOKA COUNTY AND IS REFERRED TO AS THE WAPANUCKA LIMESTONE. IT IS GRAY AND PALE BROWN, FINE TO COARSE-GRAINED, MASSIVE BEDDED, AND LOCALLY CONTAINS SMOOTH DARK GRAY CHERT NODULES.

THE ATOKA UNIT CONSISTS DOMINANTLY OF SHALE ALTERNATING WITH SANDSTONES. THE SANDSTONES MAKE UP LESS THAN 25 PERCENT OF THE UNIT. THE BASAL ATOKA IS COMPOSED OF GRAY SHALE WITH THIN BEDS OF LIGHT GRAY SANDSTONE AND THIN LAYERS OF CHERT. NEAR THE BASE, THE UNIT CONTAINS A RELATIVELY HIGH PROPORTION OF SANDSTONE WHICH FORMS PROMINENT RIDGES. THE FIRST RIDGE-FORMING SANDSTONES OCCUR 300 TO 500 FEET ABOVE THE BASE. THE UPPER PORTION OF THE UNIT CONSISTS MOSTLY OF SILTY, MICACEOUS, GRAY TO BROWN SHALES, AND CONTAINS THE UPPERMOST SANDSTONE RIDGE FORMER WHICH OCCURS APPROXIMATELY 266 FEET BELOW THE TOP OF THE UNIT.

LEGEND

- SS = SPLIT SPOON SAMPLER
- N = NUMBER OF BLOWS PER 12 INCHES
- MC = MOISTURE CONTENT
- LL = LIQUID LIMIT
- PI = PLASTICITY INDEX
- #200 = PERCENT PASSING #200 SIEVE
- TCP = TEXAS CONE PENETROMETER
- DCD = DIAMOND CORE BARREL DRILLING
- UCS = UNCONFINED COMPRESSIVE STRENGTH
- DD = DRY DENSITY
- RQD = ROCK QUALITY DESIGNATION
- ▽ = WATER LEVEL WHILE DRILLING OR SAMPLING
- ▽ = WATER LEVEL AFTER DRILLING
- ▽ = WATER LEVEL 24 HOURS AFTER DRILLING

SEISMIC CLASS AND SPECTRAL RESPONSE ACCELERATIONS

SITE CLASS	"D"
SEISMIC CATEGORY	A
A _s	0.087g
S _{0s}	0.189g
S ₀₁	0.101g

NOTE: FOR MORE INFORMATION ON THIS TABLE, SEE SECTION 4.3 OF THE GEOTECHNICAL REPORT

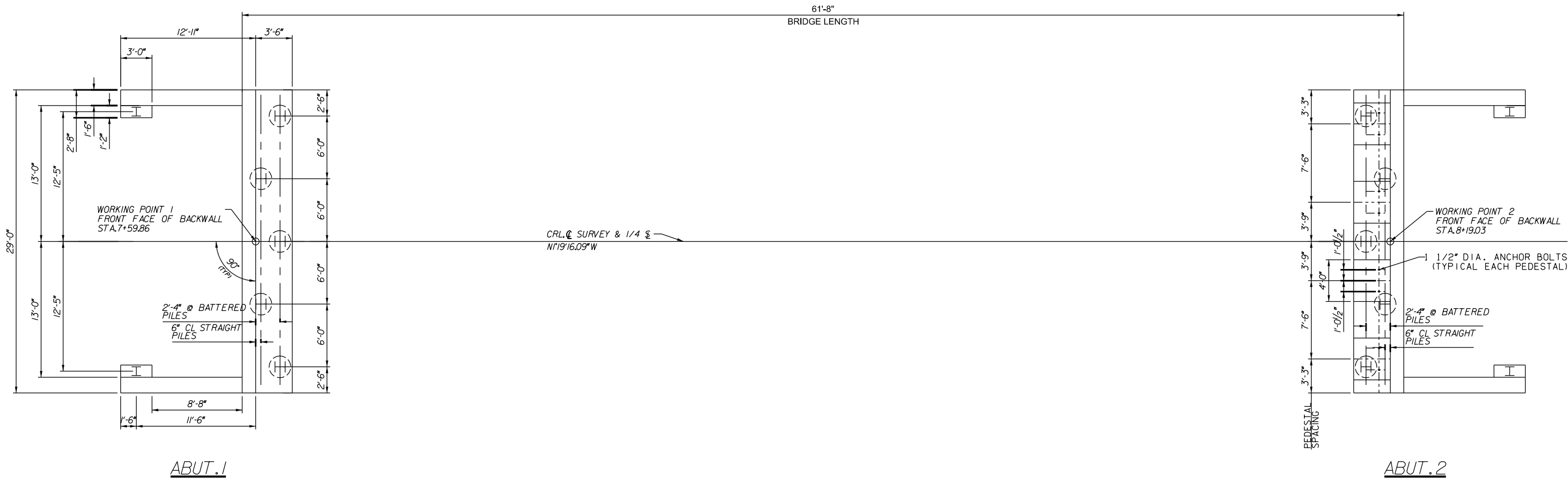
NOTE: WATER LEVEL ELEVATIONS SHOWN WERE OBTAINED AT THE TIME THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

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

NS-4005 OVER DOYAL CREEK ATOKA COUNTY

FOUNDATION BORING LOGS
(SHEET NO. 1 OF 1)

STATE JOB NO. 29925(04) SHEET NO. B002



29925(04)

SUMMARY OF PAY QUANTITIES

0200 BRIDGE 60' ROLLED BEAM SPANS, 26'-0" CL RDWY, TR3-2

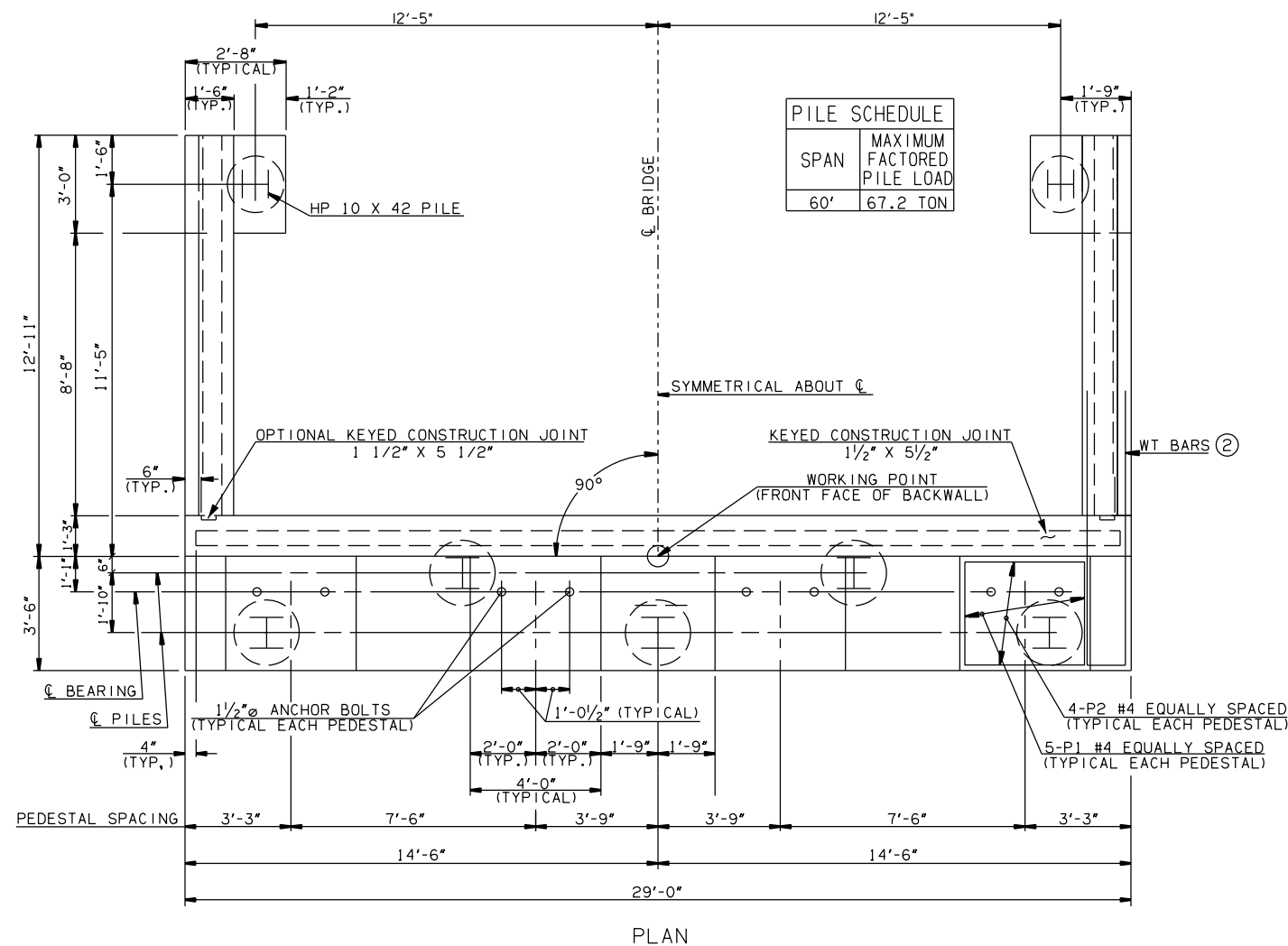
ITEM NO.	DESCRIPTION	UNIT	ABUT 1	ABUT 2	SUPERSTR	WINGS	TOTAL
501(B) 1307	SUBSTRUCTURE EXCAVATION COMMON	CY	60.00	60.00		48.00	168.00
501(G) 6309	CLSM BACKFILL	CY	32.00	32.00			64.00
504(B) 1305	SAW-CUT GROOVING	SY			152.00		152.00
504(C) 6250	SEALED EXPANSION JOINT	LF	33.06	33.06			66.12
504(D) 6239	CONCRETE RAIL (TR3)	LF			126.40	52.00	178.40
506(A) 1322	STRUCTURAL STEEL	LB.			7836.00		7836.00
507(A) 6172	WEATHERING STEEL FIXED BEARING ASSEMBLY	EA	4.00				4.00
507(B) 6176	WEATHERING STEEL EXPANSION BEARING ASSEMBLY	EA		4.00			4.00
509(A) 1326	CLASS AA CONCRETE	CY			46.30		46.30
509(B) 1328	CLASS A CONCRETE	CY	22.20	22.20		18.40	62.80
511(A) 1332	REINFORCING STEEL	LB.	2,740.00	2740.00	11280.00	3160.00	19920.00
514(A) 6010	PILES, FURNISHED (HP 10X42)	LF				122.20	122.20
514(A) 6011	PILES, FURNISHED (HP 12X53)	LF	150.59	122.36			272.95
514(B) 6292	PILES, DRIVEN (HP 10X42)	LF				122.20	122.20
514(B) 6294	PILES, DRIVEN (HP 12X53)	LF	150.59	122.36			272.95
514(K) 6260	(PL)PILOT HOLES	LF	150.59	122.36		122.20	395.15
514(L) 6220	PILE SPLICE, H-PILE (NON-BIDDABLE)	EA					1.00
535	HAUL AND ERECT STEEL BEAMS	LSUM					1.00
601(B) 1353	TYPE I-A PLAIN RIPRAP	TON	277.00	336.00			613.00
601(I) 6312	FILTER BLANKET (RIPRAP)	SY	342.00	415.00			757.00
619(D) 1397	REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM					1.00

NS-4005 OVER DOYAL CREEK ATOKA COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

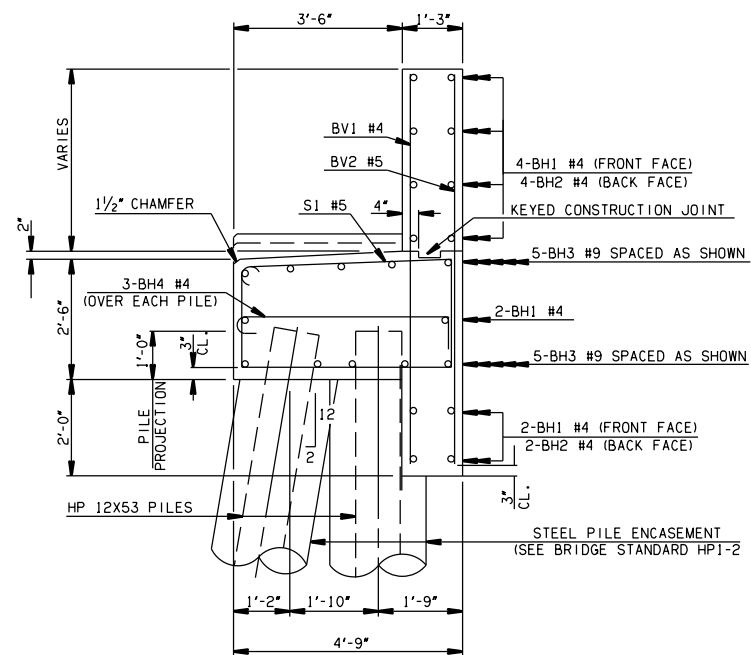
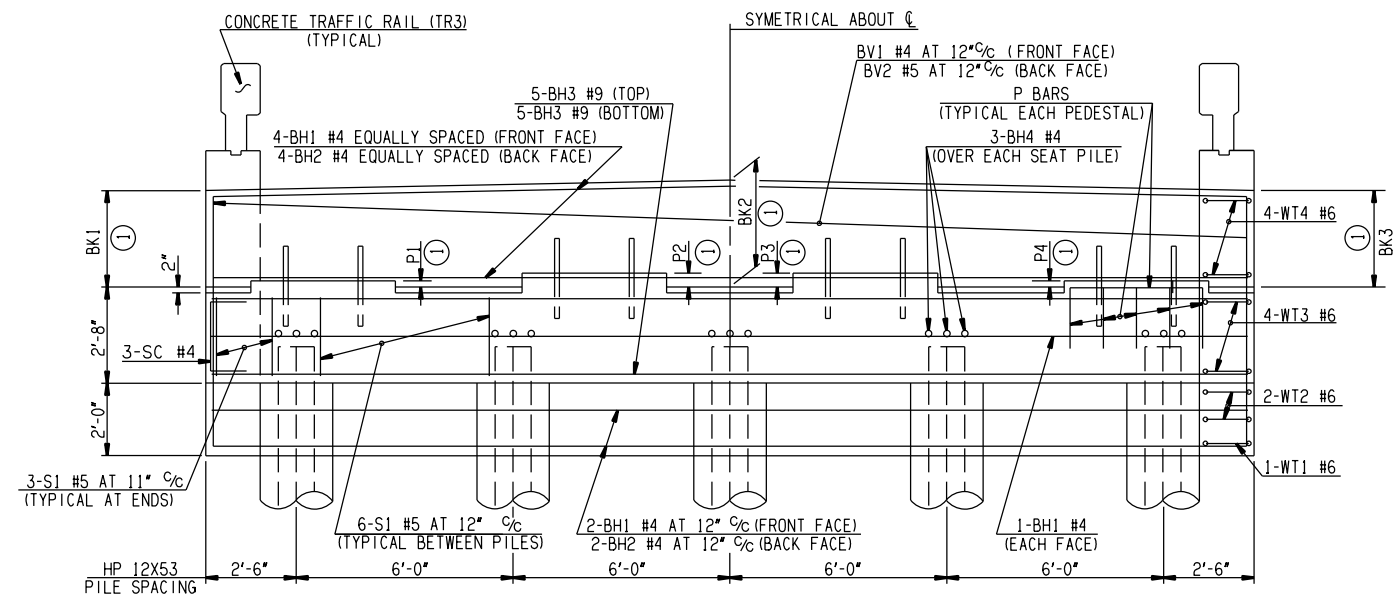
STAKING LAYOUT

STATE JOB NO. 29925(04) SHEET NO. 003

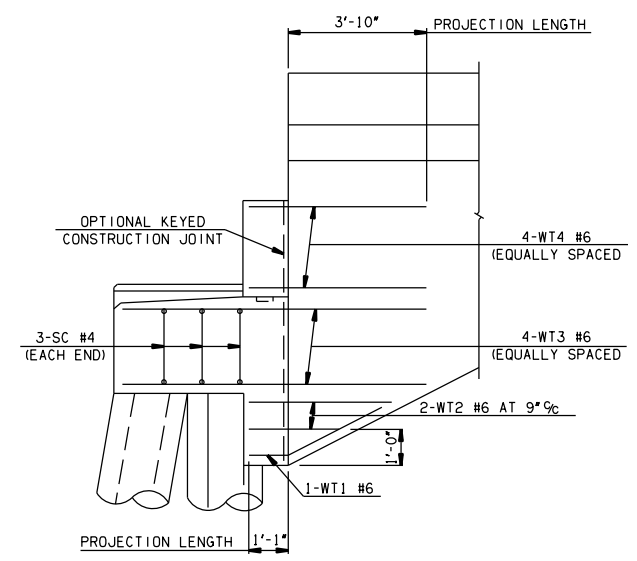


BACKWALL HEIGHTS		
BK1	BK2	BK3
3'-5 ⁵ / ₁₆ "	3'-8 ³ / ₄ "	3'-5 ⁵ / ₁₆ "

PEDESTAL DIMENSIONS			
P1	P2	P3	P4
5 ³ / ₁₆ "	7"	7"	5 ³ / ₁₆ "

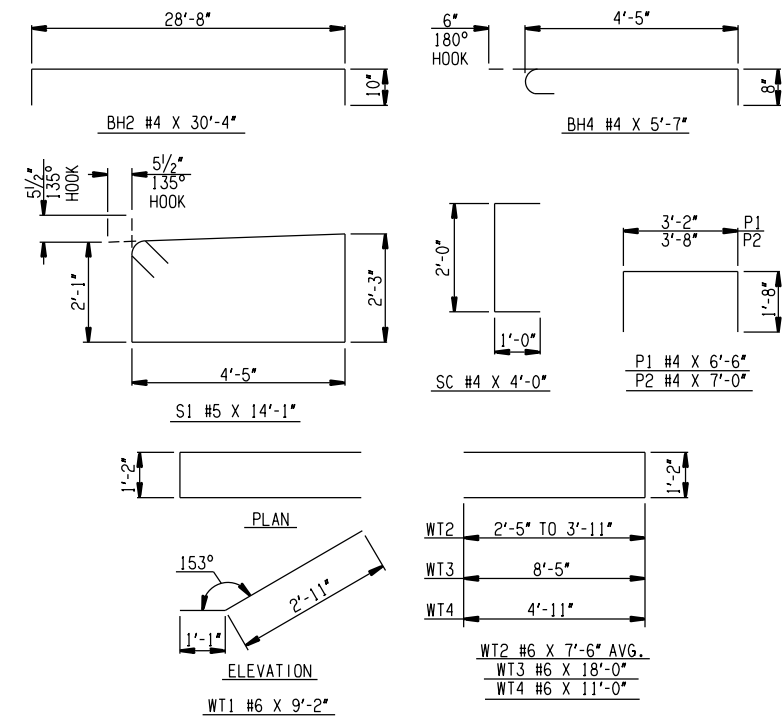


TYPICAL SECTION THRU ABUTMENT



SIDE VIEW

FOR ADDITIONAL DETAILS SEE STANDARD CB26-C-SK0-ABUT-RB-55100



DETAILS OF BENT REINFORCING STEEL

BAR LIST - ONE ABUTMENT

MARK	NO.	SIZE	FORM	LENGTH	LENGTH VARIATION
BH1	8	#4	STR.	28'-8"	-
BH2	6	#4	BNT.	30'-4"	-
BH3	10	#9	STR.	28'-8"	-
BH4	15	#4	BNT.	5'-7"	-
BV1	30	#4	STR.	7'-4 ³ / ₄ " AVG.	7'-3" TO 7'-6 ¹ / ₄ "
BV2	30	#5	STR.	7'-4 ³ / ₄ " AVG.	7'-3" TO 7'-6 ¹ / ₄ "
P1	20	#4	BNT.	6'-6"	-
P2	16	#4	BNT.	7'-0"	-
S1	30	#5	BNT.	14'-1"	-
SC	6	#4	BNT.	4'-0"	-
WT1	2	#6	BNT.	9'-2"	-
WT2	4	#6	BNT.	7'-6" AVG.	6'-0" TO 9'-0"
WT3	8	#6	BNT.	18'-0"	-
WT4	8	#6	STR.	11'-0"	-

- ③ NO. INCLUDES TWO SETS OF 15 BARS
- ④ NO. INCLUDES TWO SETS OF 2 BARS

SUMMARY OF QUANTITIES - ONE ABUTMENT ⑤

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION, COMMON	CY	60.00
CLSM BACKFILL	CY	42.50
CLASS A CONCRETE	CY	22.20
REINFORCING STEEL	LB	2,740.00
PILES, FURNISHED (HP 12X53)	LF	78.00
PILES, DRIVEN (HP 12X53)	LF	78.00
(PL)PILOT HOLES	LF	0.00

⑤ EXCLUDES WINGS

- ① DIMENSIONS ARE FROM TOP OF BRIDGE SEAT AT FRONT FACE OF BACKWALL.
- ② ALL WT WING REINFORCING STEEL TIED TO THE ABUTMENT BRIDGE SEAT, BACKWALL AND CURTAIN WALL REINFORCING STEEL MUST BE IN PLACE PRIOR TO POURING ABUTMENT CONCRETE. FOR ADDITIONAL INFORMATION SEE WING DETAILS.

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

ABUTMENT DETAILS
26' CLEAR ROADWAY - CONVENTIONAL - SKEWED 0°

STATE JOB NO. 29925(04) SHEET NO. B004

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OK	29925(04)			

DESIGN DATA

CLASS AA CONCRETE
 REINFORCING STEEL, AASHTO M 31 (GRADE 60)
 NEW STRUCTURAL STEEL, AASHTO M 270 (GRADE 36 MIN.)
 EXISTING STRUCTURAL STEEL, GRADE 36

$f'_c = 4 \text{ ksi}$
 $f_y = 60 \text{ ksi}$
 $f_y = 36 \text{ ksi MIN.}$
 $f_y = 36 \text{ ksi}$

LOADING -
 HL-93
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY-IN-PLACE FORMS

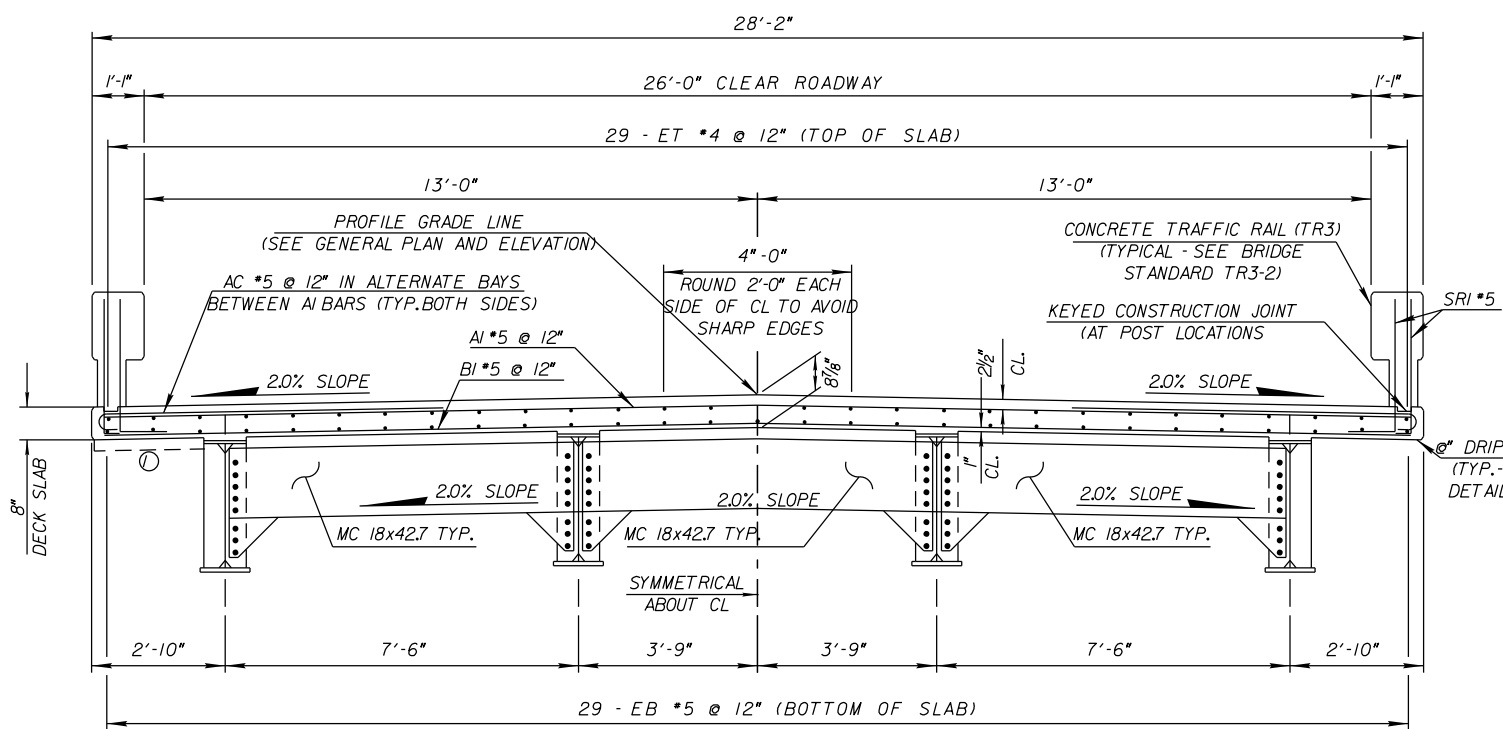
DESIGN -
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH EDITION WITH 2010 INTERIMS,
 EXCEPT AS MODIFIED BY CURRENT ODOT BRIDGE DIVISION DESIGN POLICIES.
 ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
 LFD OPERATING RATING - REFERENCE BEAM DETAIL SHEETS

NOTES

THE DESIGN SHEETS "TYPICAL CROSS SECTION, ROLLED BEAMS, 26' CLEAR ROADWAY, 0° SKEW" AND ROLLED BEAM DETAILS, 26' CLEAR ROADWAY, 0° SKEW" ARE FOR USE IN CONSTRUCTION OF SPAN BRIDGES WITH EITHER CONCRETE INTEGRAL OR CONVENTIONAL ABUTMENTS OR STEEL CONVENTIONAL ABUTMENTS UTILIZING THE OLD I-40 CROSSTOWN SALVAGED BEAMS SIZES W33X130, W33X141, W36X135, OR W36X150.

1. SINGLE OR MULTI SPAN INTEGRAL OR CONVENTIONAL CONCRETE ABUTMENT BRIDGES: THE FOLLOWING 2009 LRFD COUNTY BRIDGE STANDARDS, OR PARTS OF THEM, ARE REQUIRED IN ADDITION TO THE DESIGN SHEETS MENTIONED ABOVE:

- CB26-C-SKO-DKSLB-BLST - DECK SLAB BAR LIST
 - CB26-C-SKO-DIA-END-RB - END DIAPHRAM DETAILS ROLLED BEAMS
 - CB26-C-SKO-30-DIA-INT-RB - INTERMEDIATE DIAPHRAM DETAILS ROLLED BEAMS
 - CB26-C-SKO-LSECT-RB - LONGITUDINAL SECTION ROLLED BEAMS
 - CB26-C-SKO-ABUT-RB-55100 - ABUTMENT DETAILS 55' THRU 100' ROLLED BEAMS
 - CB26-C-SKO-30-BRG-RB - BEARING DETAILS ROLLED BEAMS
 - CB26-C-SKO-SPR-QUAN-RB - SUPERSTRUCTURE QUANTITIES ROLLED BEAMS
 - CB26-32-C-SKO-WING-RB-55100 - WING DETAILS 55' THRU 100' ROLLED BEAMS
 - CB26-32-C-SKO-ABUT-MISC - SUPERSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN ASSEMBLY DETAILS
 - CB26-32-C-J-SKO-30-RB-BRACING - ROLLED BEAM BRACING DETAILS FOR PLACEMENT OF DECK SLAB CONCRETE
 - CB26-32-C-J-SKO-30-GRAU-BC - GUARDRAIL ANCHOR UNIT - BRIDGE CONNECTION
 - CB26-C-SKO-30-RB-80100 - ROLLED BEAM DETAILS 80' THRU 100' SPANS
 - CB26-C-SKO-30-RB-5575 - ROLLED BEAM DETAILS 55' THRU 75' SPANS
 - CB26-C-SKO-30-RB-55100 - ROLLED BEAM DETAILS 55' THRU 100' SPANS
- HPI-2
 (THESE STANDARDS ARE BASED ON A 3-BEAM SYSTEM. SOME OF THEM WILL, THEREFORE, NEED TO BE MODIFIED FOR USE ON A 4-BEAM SYSTEM.)

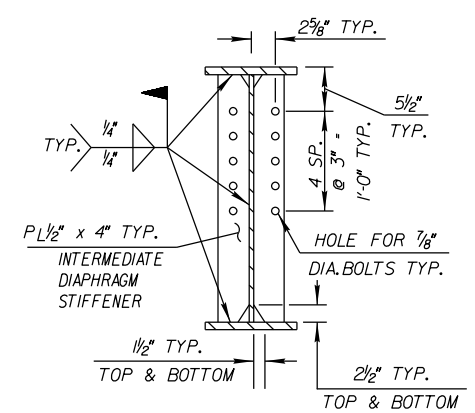


HALF SECTION AT END DIAPHRAGM
 ① REFER TO APPLICABLE STANDARDS FOR ADDITIONAL DECK REINFORCING AND DIMENSIONS NOT SHOWN HERE.

HALF SECTION AT INTERMEDIATE DIAPHRAGM

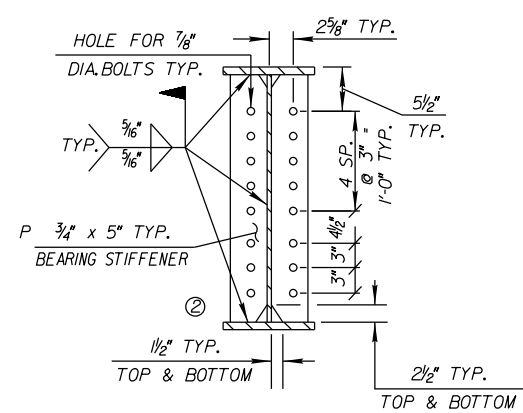
TYPICAL CROSS SECTION

NOTE: W33x141 BEAMS SHOWN, W33x130, W36x135 OR W36x150 SIMILAR



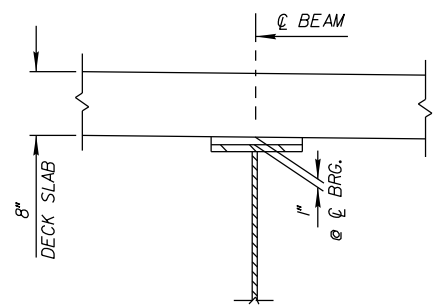
INTERMEDIATE DIAPHRAGM STIFFENER DETAILS

DETAIL SHOWN AT INTERIOR BEAM. OMIT INTERMEDIATE DIAPHRAGM STIFFENERS AT OUTSIDE FACE OF EXTERIOR BEAM.



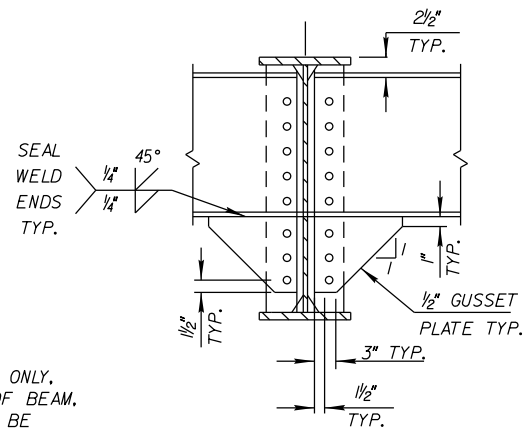
BEARING STIFFENER DETAILS

DETAIL SHOWN AT INTERIOR BEAM. OMIT BOLT HOLES IN BEARING STIFFENERS AT OUTSIDE FACE OF EXTERIOR BEAM.
 ② MILL TO BEAR AT BOTTOM OF FLANGE

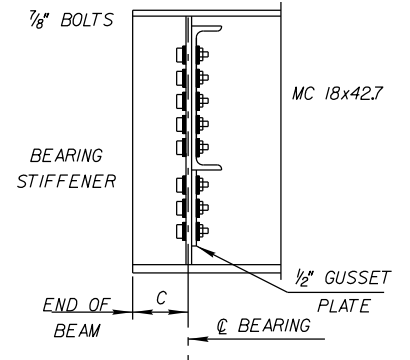


DETAIL OF HAUNCH

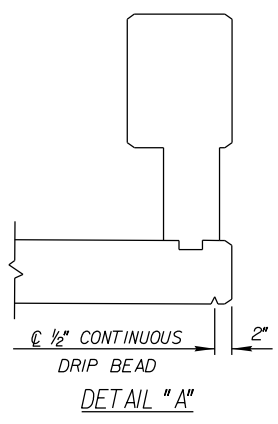
HAUNCH HEIGHT SHOWN IS AT CENTERLINE BEARING ONLY, MEASURED FROM BOTTOM OF DECK SLAB TO TOP OF BEAM, AND VARIES ACROSS THE SPAN. HAUNCH HEIGHT TO BE DETERMINED AFTER ERECTION OF BEAMS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT.



GUSSET DETAILS



END DIAPHRAGM SECTION
 (SEE BEAM DETAILS FOR DIMENSION "C")



DETAIL "A"

GENERAL NOTES

- STAY-IN-PLACE STEEL DECK FORMS MAY BE USED IF THE MINIMUM DECK SLAB THICKNESS OF 8" IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. ADDITIONAL STEEL WEIGHT OF THE DECK FORMS SHALL NOT EXCEED 5 PSF. STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS MAY BE USED IF THE FOLLOWING CONDITIONS ARE MET:
 - 1) SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
 - 2) A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND A NEW REINFORCING SCHEDULE FOR THE DECK SLAB ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
 - 3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE AND STRUCTURAL DESIGNS AND CALCULATIONS SHALL BE PREPARED BY AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA AND SHALL BE SUBMITTED TO THE ODOT BRIDGE ENGINEER FOR APPROVAL.

ALL COSTS ASSOCIATED WITH THE USE OF STAY-IN-PLACE FORMS, INCLUDING ALL PROFESSIONAL SERVICES, MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS, SHALL BE AT THE CONTRACTOR'S EXPENSE. FOR ADDITIONAL INFORMATION CONCERNING THE USE OF STAY-IN-PLACE FORMS, SEE SECTION 502 OF THE STANDARD SPECIFICATIONS.

DO NOT SAW CUT GROOVE OR TINE THE DECK SLAB WITHIN 6" OF ANY CONSTRUCTION JOINT.

ALL STRUCTURAL STEEL COST ASSOCIATED WITH THE USE OF CROSS TOWN BEAMS USED ALONE OR IN COMBINATION WITH NEW ROLLED BEAMS MODIFIED FOR USE ON A 4 BEAM SYSTEM INCLUDING ALL PROFESSIONAL SERVICES, MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL. STRUCTURAL STEEL DESIGN, CALCULATIONS AND QUANTITIES SHALL BE SUBMITTED TO THE ODOT BRIDGE ENGINEER FOR APPROVAL.

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT
 ATOKA COUNTY

TYPICAL CROSS SECTION
 ROLLED BEAMS
 26' CLEAR ROADWAY, 0° SKEW
 STATE JOB NO. 29925(04) SHEET NO. B005

CONTRACTOR TO MEET AND MATCH EXISTING ROAD AT THE B.O.P. AND E.O.P. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

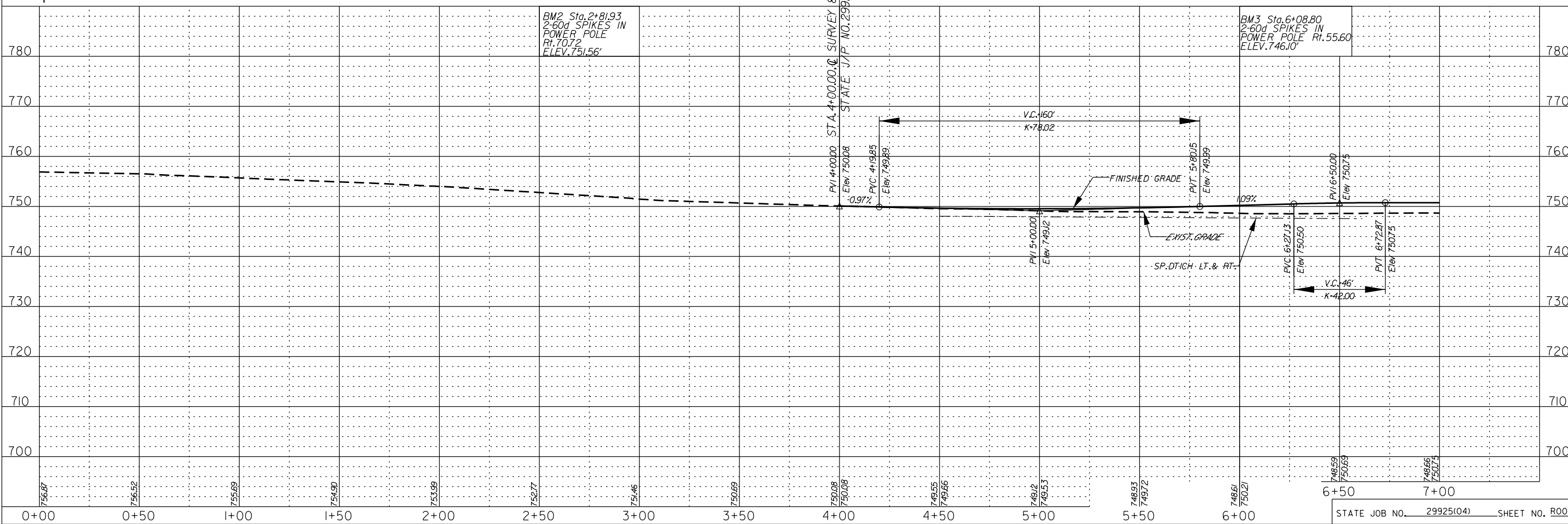
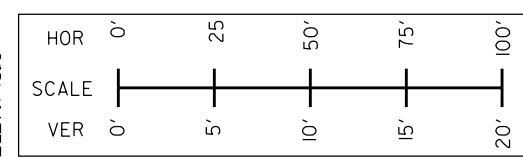
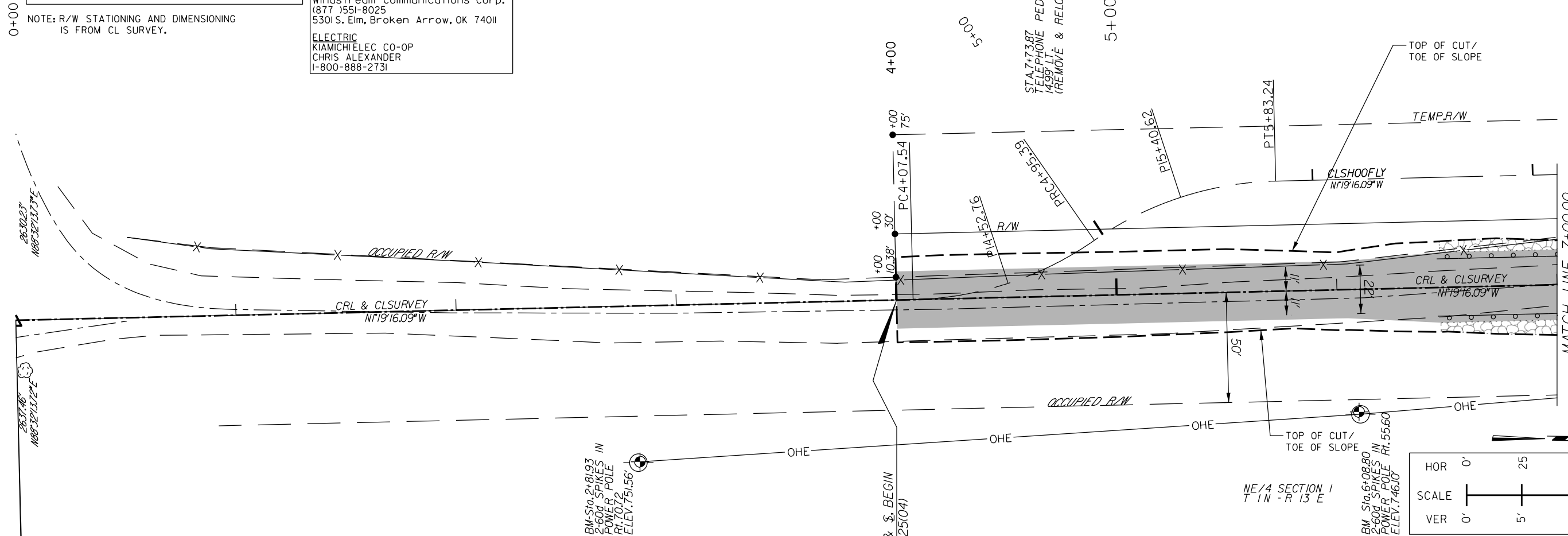
UTILITY CONTACT INFORMATION

Windstream Communications Corp.
(877) 551-8025
5301 S. Elm, Broken Arrow, OK 74011

ELECTRIC
KIAMICHELEC CO-OP
CHRIS ALEXANDER
1-800-888-2731

NOTE: R/W STATIONING AND DIMENSIONING IS FROM CL SURVEY.

NW/4 SECTION 1
T 1 N - R 13 E



STATE JOB NO. 29925(04) SHEET NO. R001

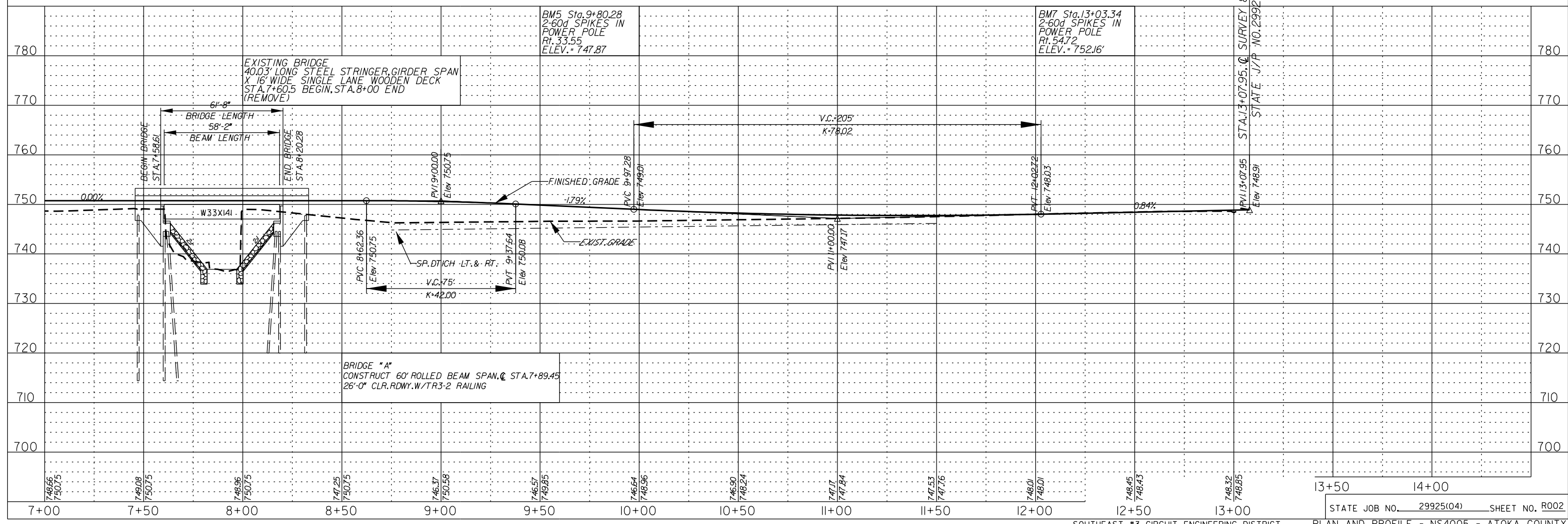
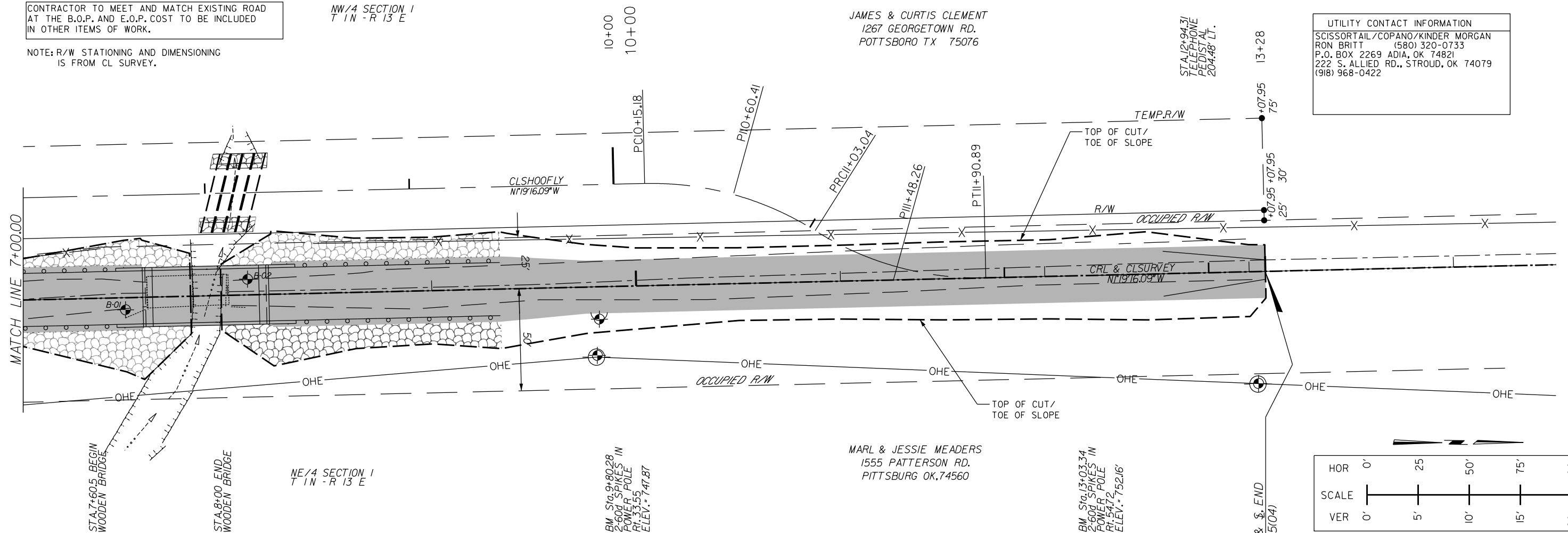
CONTRACTOR TO MEET AND MATCH EXISTING ROAD AT THE B.O.P. AND E.O.P. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

NOTE: R/W STATIONING AND DIMENSIONING IS FROM CL SURVEY.

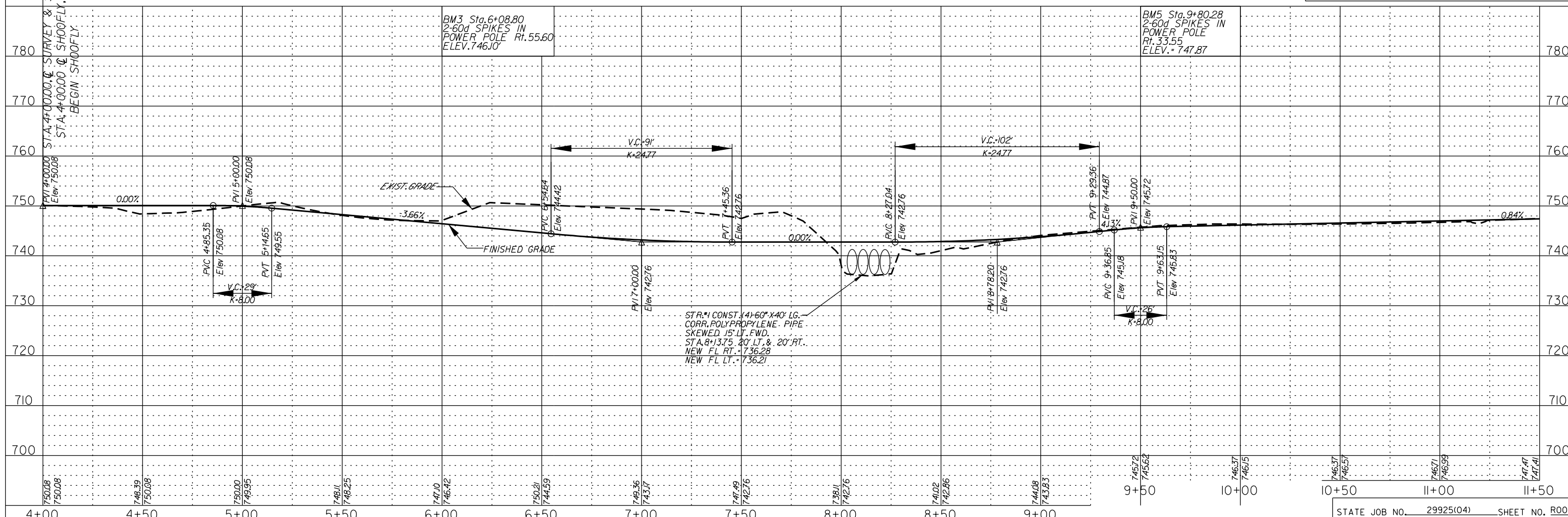
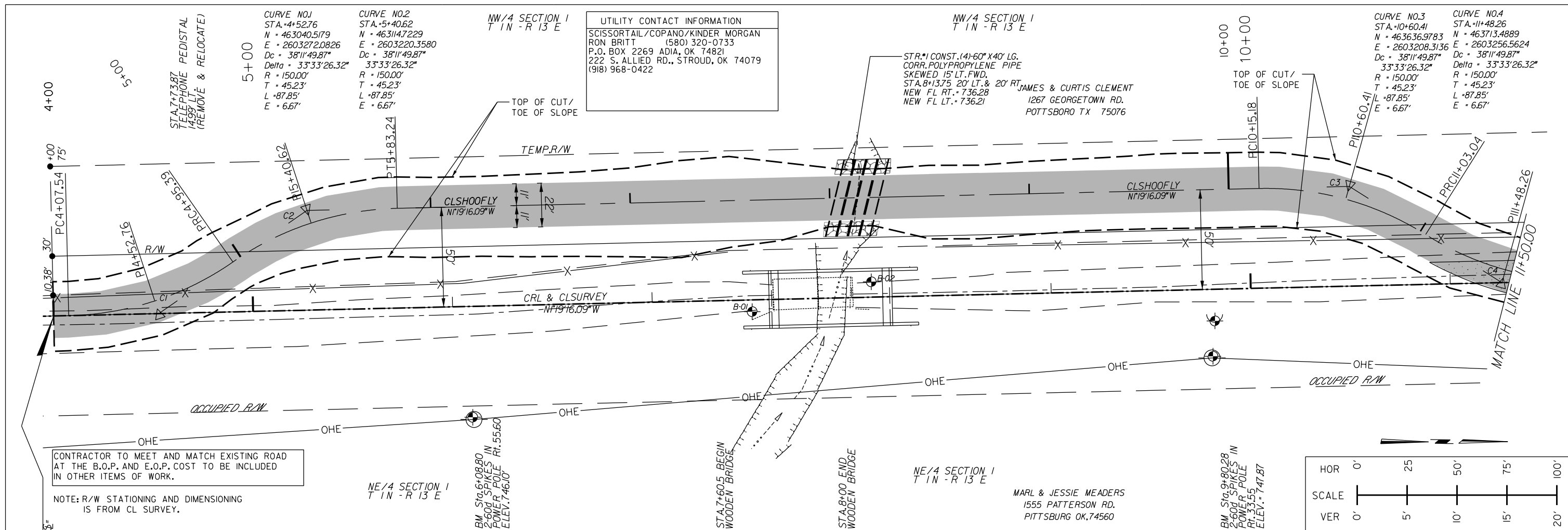
NW/4 SECTION 1
T 1 N - R 13 E

JAMES & CURTIS CLEMENT
1267 GEORGETOWN RD.
POTTSBORO TX 75076

UTILITY CONTACT INFORMATION
SCISSORTAIL/COPANO/KINDER MORGAN
RON BRITT (580) 320-0733
P.O. BOX 2269 ADIA, OK 74821
222 S. ALLIED RD., STROUD, OK 74079
(918) 968-0422



STATE JOB NO. 29925(04) SHEET NO. R002
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT
PLAN AND PROFILE - NS4005 - ATOKA COUNTY



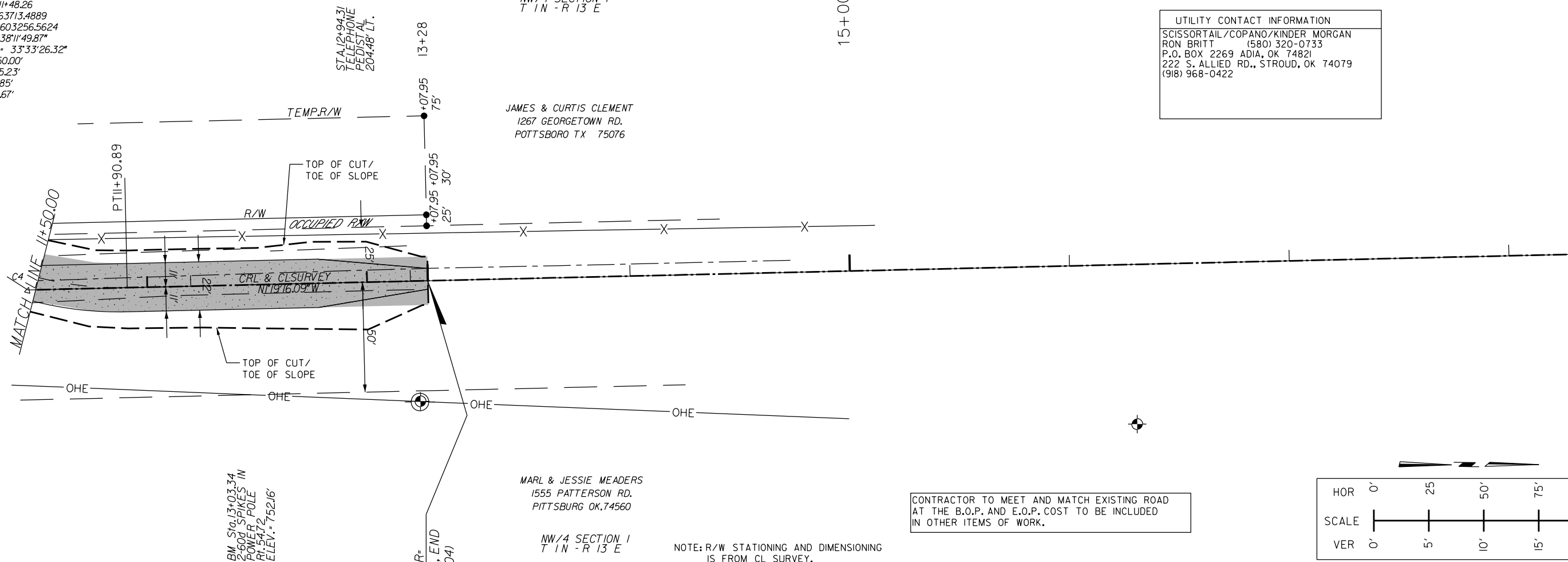
STATE JOB NO. 29925(04) SHEET NO. R003

CURVE NO.4
 STA. 11+48.26
 N = 463713.4889
 E = 2603256.5624
 Dc = 38'11"49.87"
 Delta = 33°33'26.32"
 R = 150.00'
 T = 45.23'
 L = 87.85'
 E = 6.67'

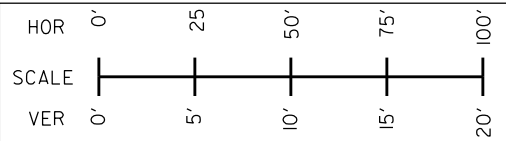
NW/4 SECTION 1
 T 1 N - R 13 E

15+00

UTILITY CONTACT INFORMATION
 SCISSORTAIL/COPANO/KINDER MORGAN
 RON BRITT (580) 320-0733
 P.O. BOX 2269 ADIA, OK 74821
 222 S. ALLIED RD., STROUD, OK 74079
 (918) 968-0422



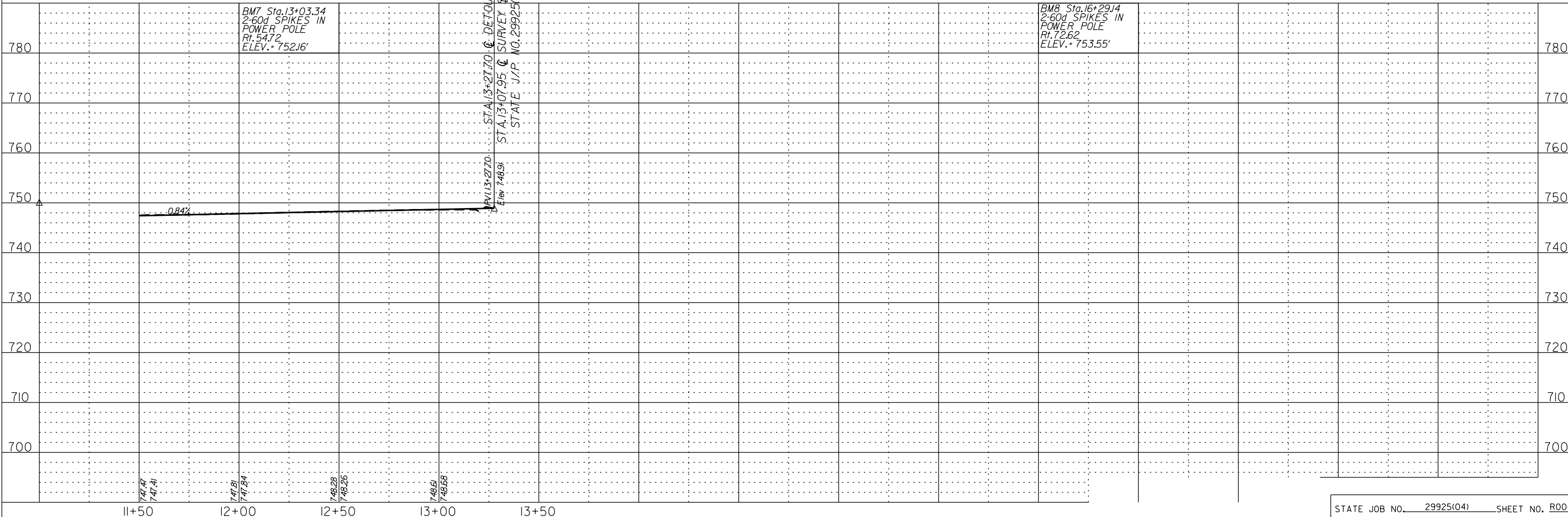
CONTRACTOR TO MEET AND MATCH EXISTING ROAD AT THE B.O.P. AND E.O.P. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



MARL & JESSIE MEADERS
 1555 PATTERSON RD.
 PITTSBURG OK. 74560

NW/4 SECTION 1
 T 1 N - R 13 E

NOTE: R/W STATIONING AND DIMENSIONING IS FROM CL SURVEY.



STATE JOB NO. 29925(04) SHEET NO. R004

STORM WATER MANAGEMENT PLAN

REVISIONS	DATE

SITE DESCRIPTION

EROSION AND SEDIMENT CONTROLS

PROJECT LIMITS: 0.3 MILES EAST AND 0.1 MILES NORTH OF WESLEY,
ON NS4005 ROAD

PROJECT DESCRIPTION: BRIDGE AND APPROACHES OVER DOYAL CREEK ON NS 4005,
NBI 07151, 03N4005E167004.0.3 E AND 0.1 N OF WESLEY, ATOKA COUNTY. IT IS
PROPOSED TO REPLACE THE EXISTING BRIDGE WITH A 60' ROLLED BEAM SPAN
BRIDGE X 26' CLEAR R/DY AND
TR-3 TRAFFIC RAIL.

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. REPLACE SALVAGED
TOPSOIL AND DEVICES, 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: REXOR-DELA COMPLEX, CLEARVIEW FINE SANDY LOAM, GUYTON SILT
LOAM, REXOR LOAM

AREA TO BE DISTURBED: 2.50 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: LATITUDE 34° 35' 18" N LONGITUDE -95° 00' 59" W

NAME OF RECEIVING WATERS: DOYAL CREEK, NOLLEYTUBY CREEK & MCGEE 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.

REVISED 04 / 24 / 2014

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 TARPAULIN
- 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.

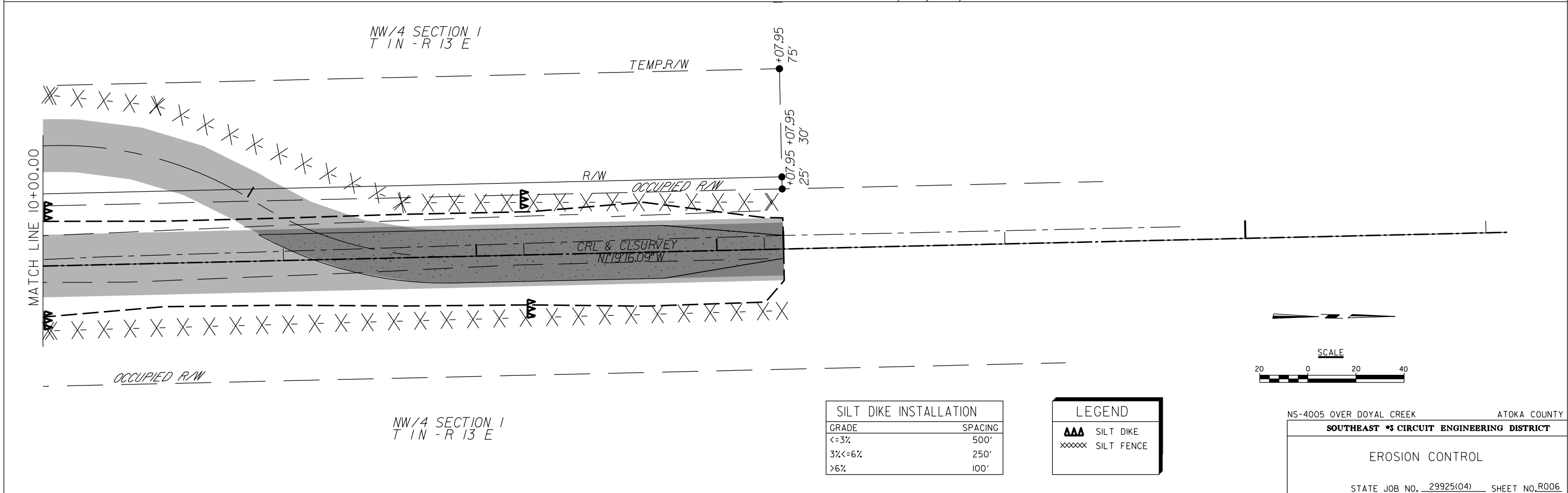
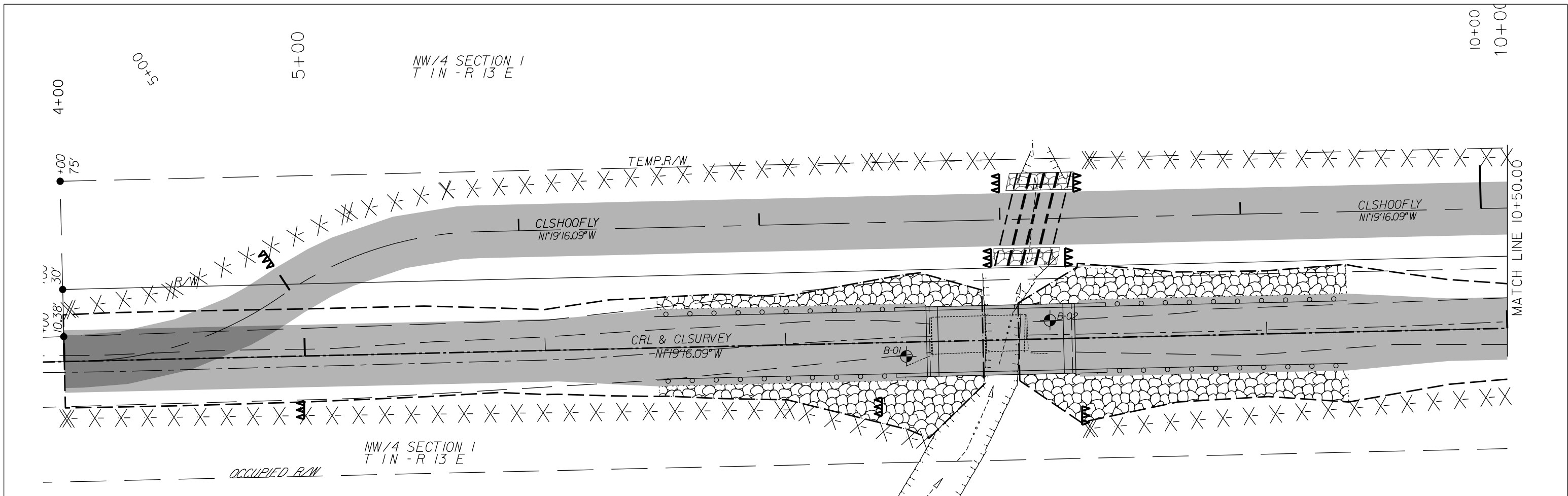
THE FOLLOWING SECTIONS OF THE 2009 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

- 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
- 221 AND CONTROL TEMPORARY SEDIMENT CONTROL

IN ADDITION:

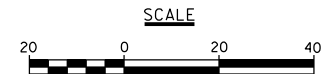
ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2012.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION <h2 style="margin: 0;">STORM WATER</h2> <h2 style="margin: 0;">MANAGEMENT PLAN</h2> <p style="font-size: small; margin: 0;">STATE JOB NO. <u>29925(04)</u> SHEET NO. <u>R005</u></p>
DRAWN			
CHECKED			
APPROVED			
SQUAD			



SILT DIKE INSTALLATION	
GRADE	SPACING
<=3%	500'
3%<=6%	250'
>6%	100'

LEGEND	
▲▲▲	SILT DIKE
XXXXX	SILT FENCE



NS-4005 OVER DOYAL CREEK ATOKA COUNTY
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT
 EROSION CONTROL
 STATE JOB NO. 29925(04) SHEET NO. R006

CRL

Project Name: DOYAL CREEK JP29925(05)
 Description: A001
 Horizontal Alignment Name: A001
 Style: Centerline
 Input Factor: 1.000000

STATION	EASTING	NORTHING
Element: Linear		
POB 4+00.00	2603273.2991	462987.7694
PDE 13+07.95	2603252.3653	463895.4780
Tangent Direction:	N 1°19'16.09" W	
Tangent Length:	907.95	

SHOOFLY

Project Name: DOYAL CREEK JP29925(05)
 Description: A001
 Horizontal Alignment Name: A001
 Style: Centerline
 Input Factor: 1.000000

STATION	EASTING	NORTHING	STATION	EASTING	NORTHING
Element: Linear			CURVE NO. 3		
POB 4+00.00	2603273.2991	462987.7694	STA. 10+60.41		
PDE 4+07.54	2603273.1254	462995.3032	N = 463636.9783		
Tangent Direction:	N 1°19'16.09" W		E = 2603206.3136		
Tangent Length:	7.54		Delta = 38°11'49.87"		
CURVE NO. 2			R = 150.00'		
STA. 4+52.76			L = 87.85'		
N = 463040.5179			E = 6.67'		
E = 2603272.0826			Element: Linear		
Delta = 38°11'49.87"			POB 11+90.89	2603255.5197	463758.7036
R = 150.00'			PDE 13+27.10	2603252.3653	463895.4780
L = 87.85'			Tangent Direction:	N 1°19'16.09" W	
E = 6.67'			Tangent Length:	136.81	
Element: Linear					
POB 5+43.24	2603219.3153	463159.9376			
PDE 10+15.18	2603209.3564	463591.7636			
Tangent Direction:	N 1°19'16.09" W				
Tangent Length:	431.94				

JAMES & CURTIS CLEMENT
 1267 GEORGETOWN RD.
 POTTSBORO TX 75076

NW/4 SECTION 1
 T 1 N - R 13 E

NW/4 SECTION 1
 T 1 N - R 13 E

5+00

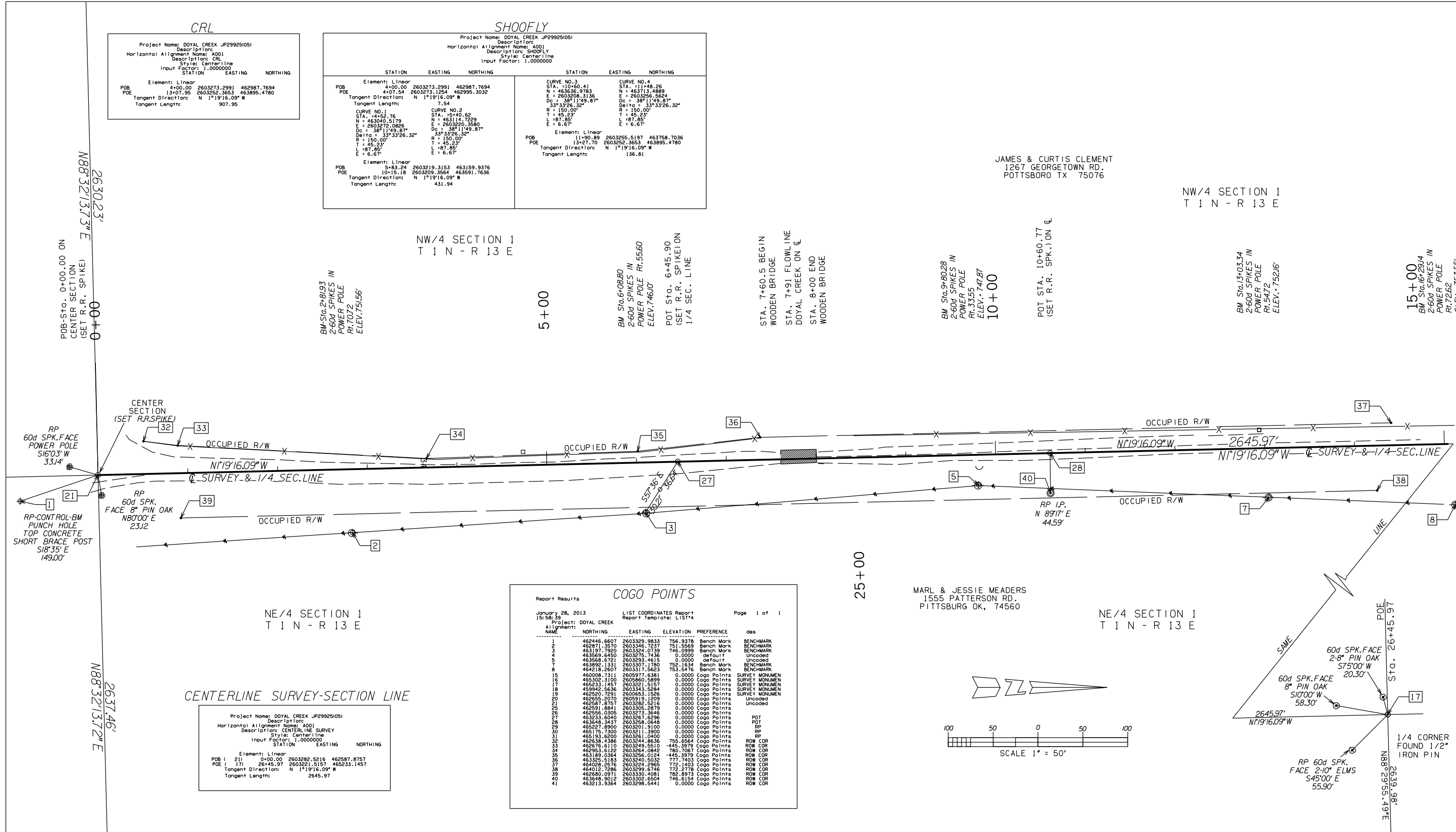
POT STA. 6+45.90
 (SET R.R. SPIKE) ON
 1/4 SEC. LINE

BM Sta. 9+80.28
 2-60d SPIKES IN
 POWER POLE
 RI. 33.55
 ELEV. 747.87
 10+00

POT STA. 10+60.77
 (SET R.R. SPK.) ON

BM Sta. 13+03.34
 2-60d SPIKES IN
 POWER POLE
 RI. 54.72
 ELEV. 752.16'

15+00
 BM Sta. 16+29.14
 2-60d SPIKES IN
 POWER POLE
 RI. 72.62
 ELEV. 753.55'



2630.23
 N88°32'13.73" E

2637.46
 N88°32'13.72" E

CENTER SECTION
 (SET R.R. SPIKE)

RP 60d SPK. FACE
 8" PIN OAK
 N80°00' E
 23.12

RP-CONTROL-BM
 PUNCH HOLE
 TOP CONCRETE
 SHORT BRACE POST
 S18°35' E
 149.00'

NE/4 SECTION 1
 T 1 N - R 13 E

CENTERLINE SURVEY-SECTION LINE

Project Name: DOYAL CREEK JP29925(05)
 Description: A001
 Horizontal Alignment Name: A001
 Style: Centerline
 Input Factor: 1.000000

STATION	EASTING	NORTHING
Element: Linear		
POB (21)	0+00.00	2603282.5216
PDE (17)	26+45.97	2603221.5157
Tangent Direction:	N 1°19'16.09" W	
Tangent Length:	2645.97	

COGO POINTS

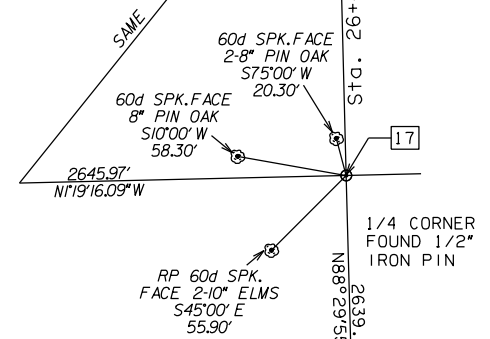
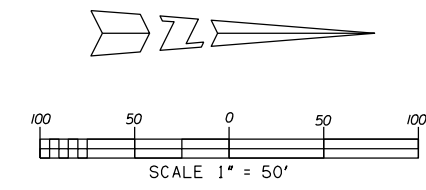
Report Results
 January 28, 2013
 15:58:39
 Project: DOYAL CREEK
 Alignment: A001
 LIST COORDINATES Report
 Report Template: LIST.A
 Page 1 of 1

NAME	NORTHING	EASTING	ELEVATION	PREFERENCE	des
1	462446.6607	2603329.9833	756.9378	Bench Mark	BENCHMARK
2	462671.3570	2603346.7237	751.5569	Bench Mark	BENCHMARK
3	463197.7920	2603324.0739	746.0999	Bench Mark	BENCHMARK
4	463569.6450	2603275.7436	0.0000	default	Uncoded
5	463568.6721	2603293.4615	0.0000	default	Uncoded
6	463892.1331	2603307.1780	752.1634	Bench Mark	BENCHMARK
7	464218.2607	2603317.5623	753.5476	Bench Mark	BENCHMARK
8	460008.7311	2605977.6381	0.0000	Cogo Points	SURVEY MONUMEN
15	465302.3100	2605860.5899	0.0000	Cogo Points	SURVEY MONUMEN
16	465233.1457	2603221.5157	0.0000	Cogo Points	SURVEY MONUMEN
17	459942.5636	2603343.5284	0.0000	Cogo Points	SURVEY MONUMEN
18	462520.7291	2600653.1526	0.0000	Cogo Points	SURVEY MONUMEN
19	462555.2970	2605919.1209	0.0000	Cogo Points	Uncoded
20	462587.8757	2603282.5216	0.0000	Cogo Points	Uncoded
21	462591.8841	2603305.2879	0.0000	Cogo Points	Uncoded
25	462556.0305	2603273.3646	0.0000	Cogo Points	Uncoded
26	463233.6040	2603267.6296	0.0000	Cogo Points	POT
27	463646.3437	2603258.0646	0.0000	Cogo Points	POT
28	465227.8900	2603201.9100	0.0000	Cogo Points	RP
29	465176.7300	2603211.9900	0.0000	Cogo Points	RP
30	465193.6200	2603261.0400	0.0000	Cogo Points	RP
31	462638.4386	2603244.8636	755.6584	Cogo Points	ROW COR
32	462676.6110	2603219.5510	445.3979	Cogo Points	ROW COR
33	462953.6122	2603264.0842	780.7067	Cogo Points	ROW COR
34	463189.0364	2603266.0124	445.3979	Cogo Points	ROW COR
35	463325.5183	2603240.5032	777.7403	Cogo Points	ROW COR
36	464078.2576	2603254.2956	772.1403	Cogo Points	ROW COR
37	464126.7286	2603259.4746	772.2778	Cogo Points	ROW COR
38	462680.0971	2603330.4081	782.8973	Cogo Points	ROW COR
39	463648.9012	2603302.6504	746.6154	Cogo Points	ROW COR
40	463213.9364	2603298.5441	0.0000	Cogo Points	ROW COR
41					

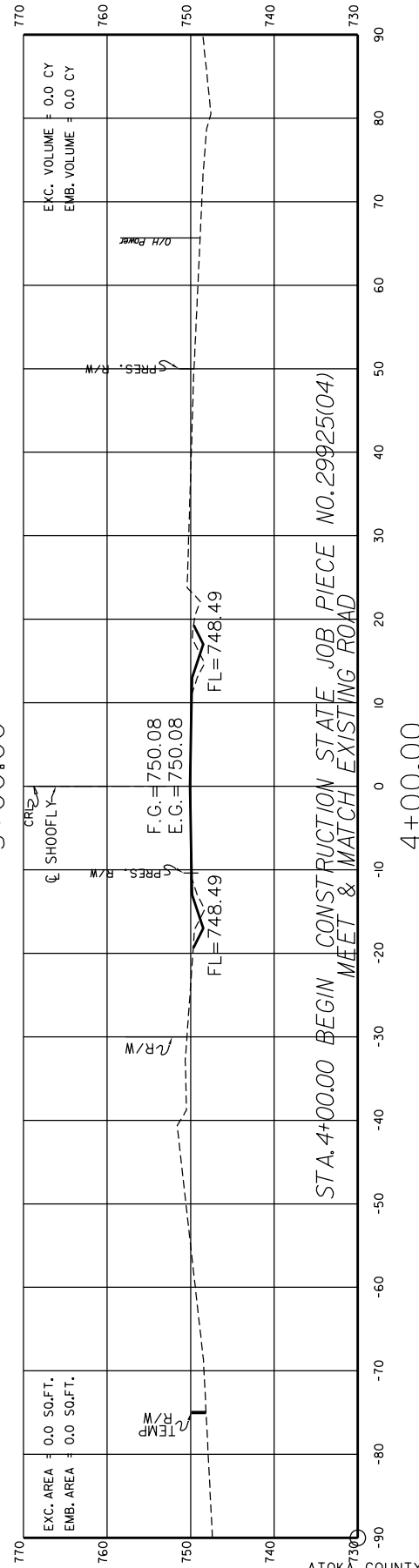
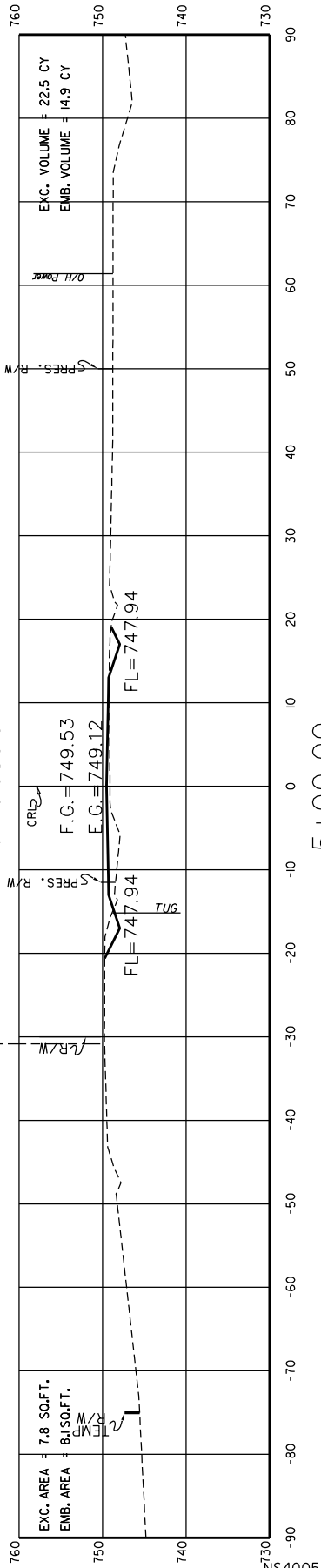
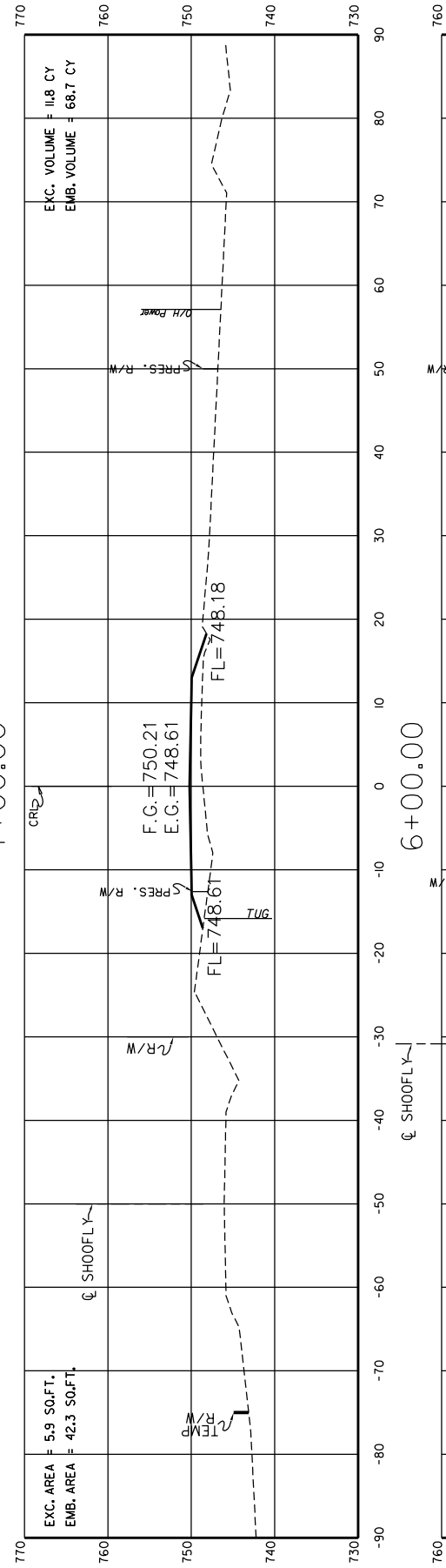
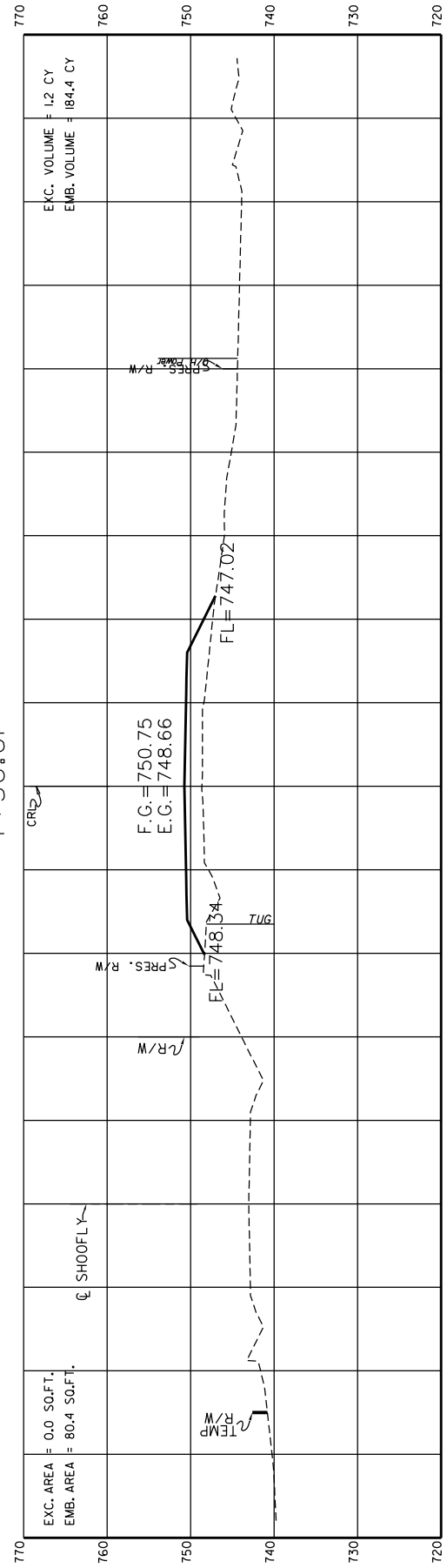
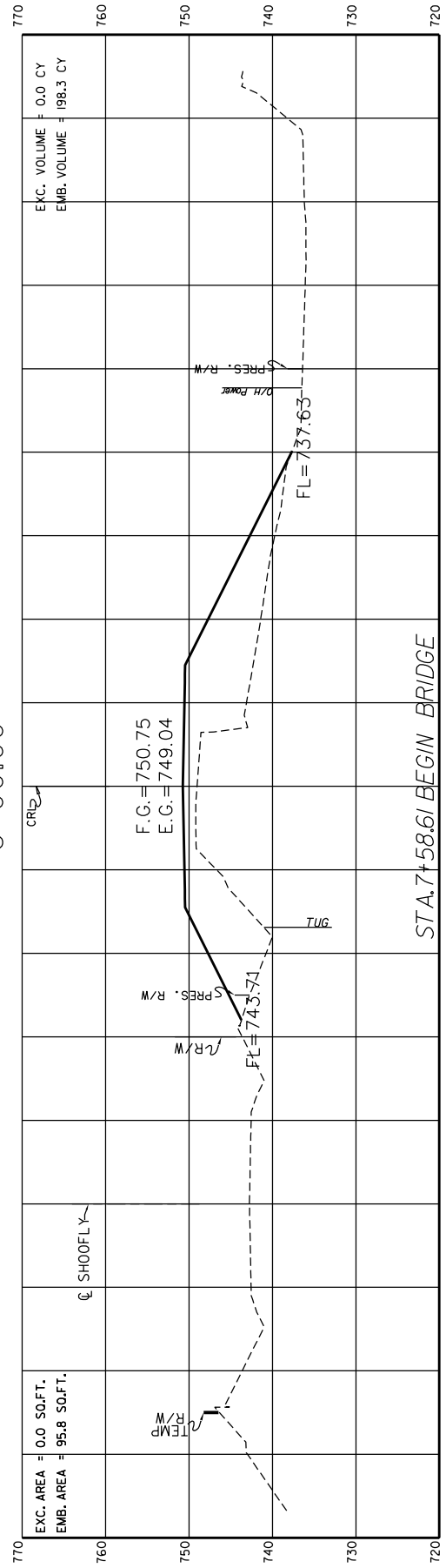
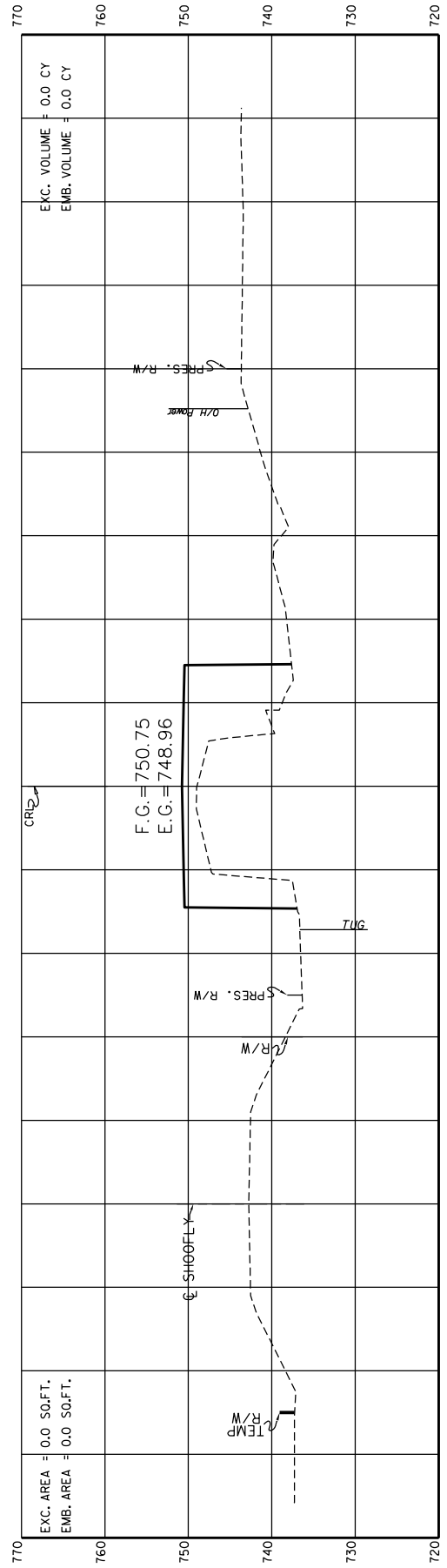
MARL & JESSIE MEADERS
 1555 PATTERSON RD.
 PITTSBURG OK, 74560

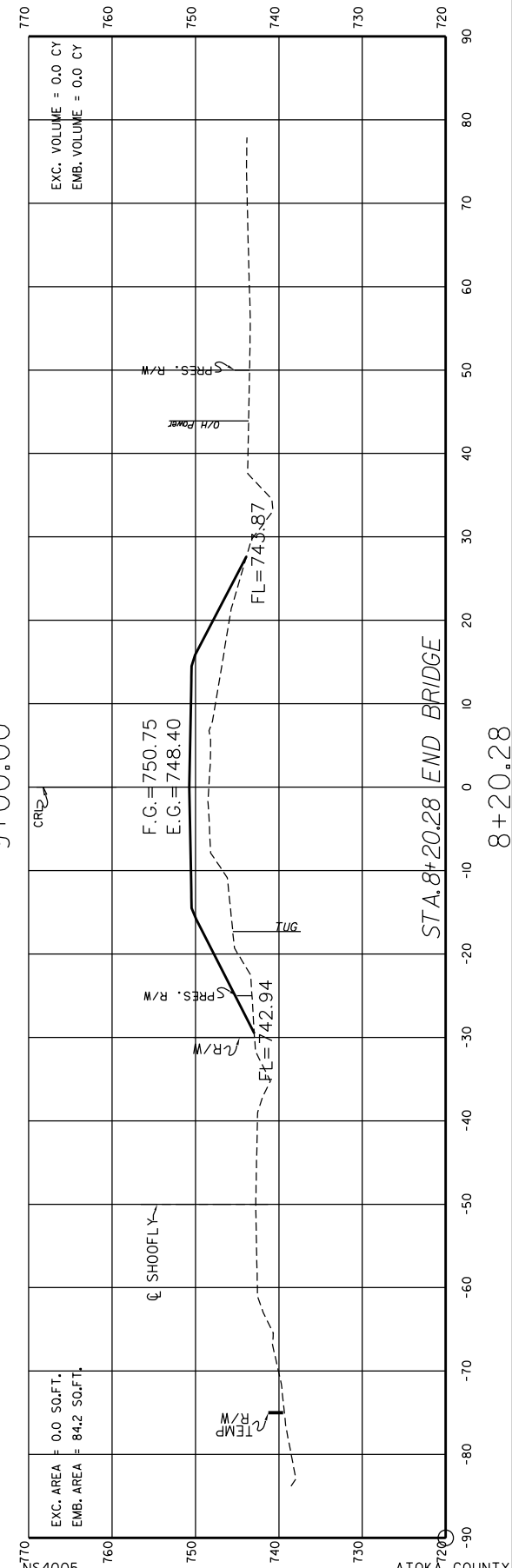
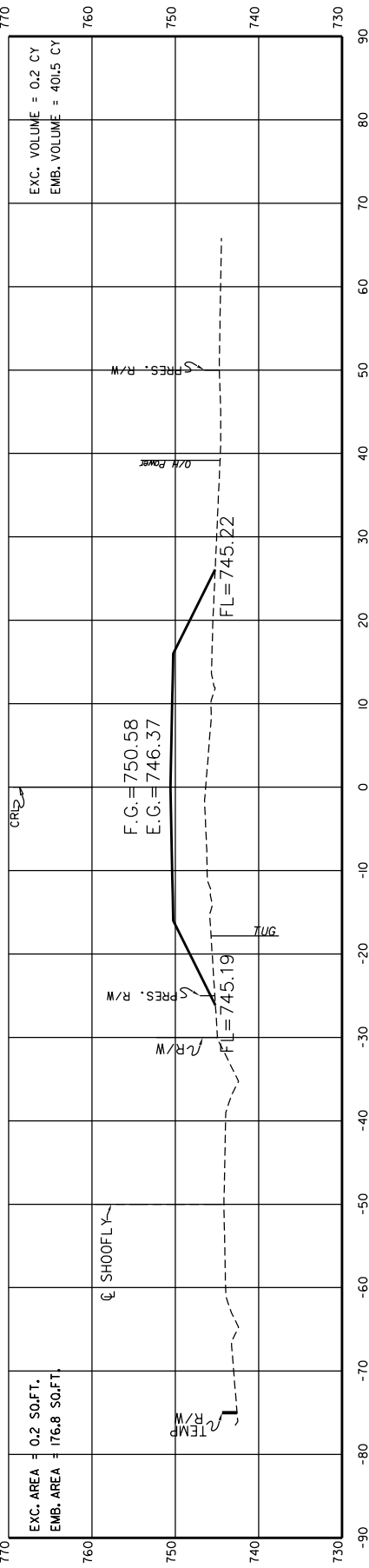
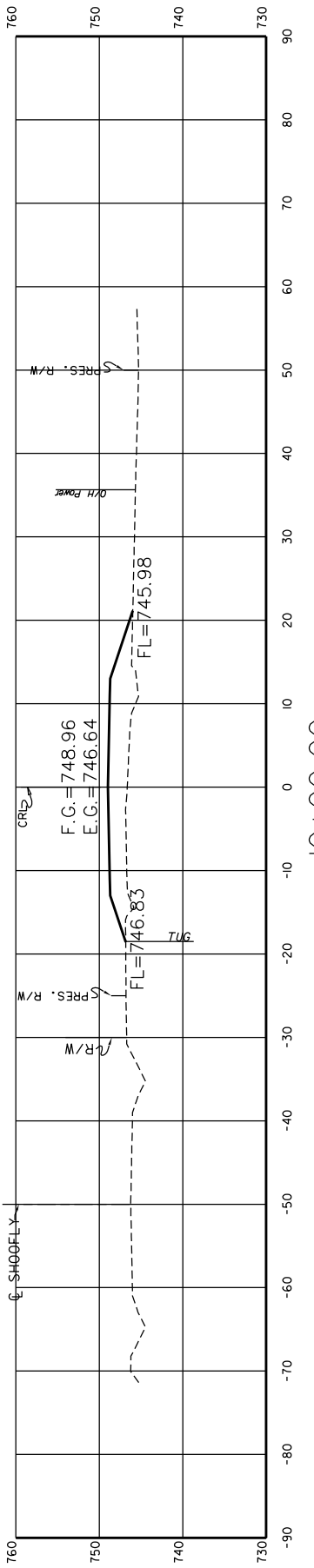
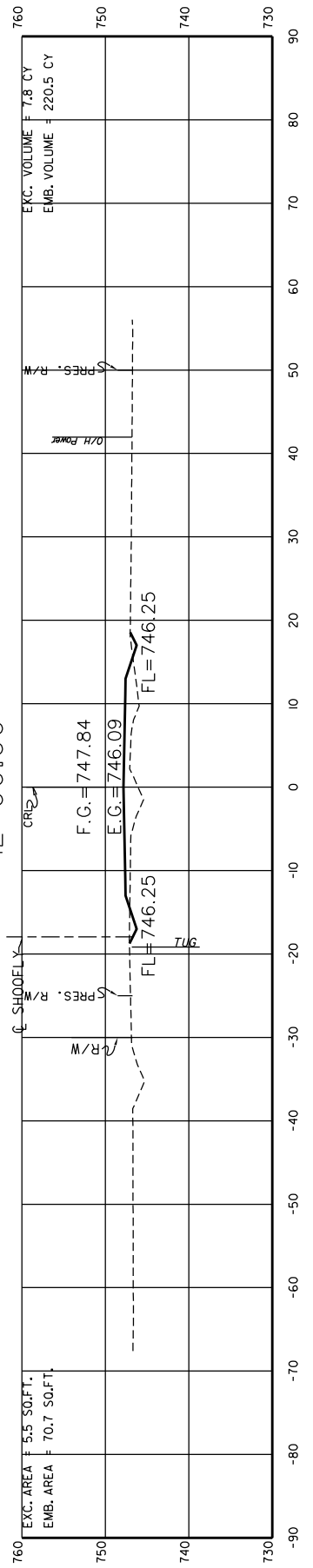
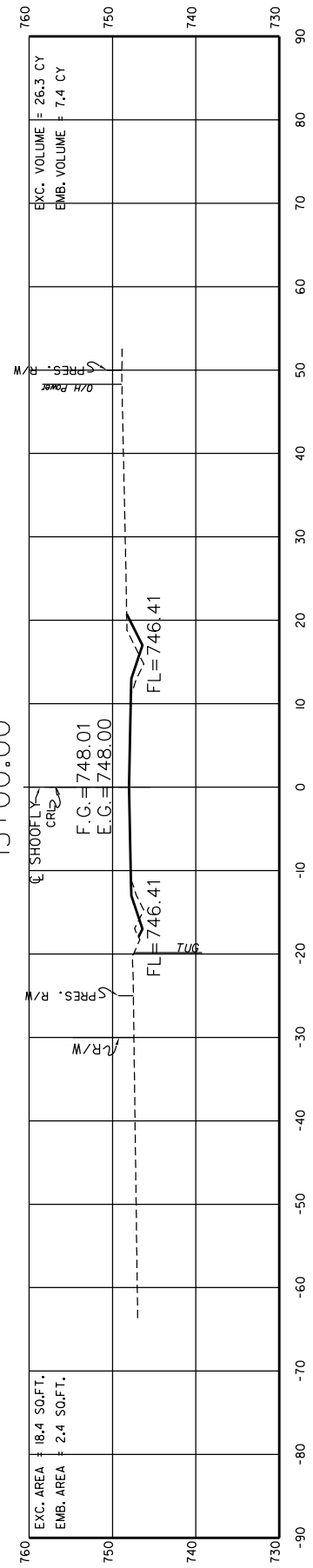
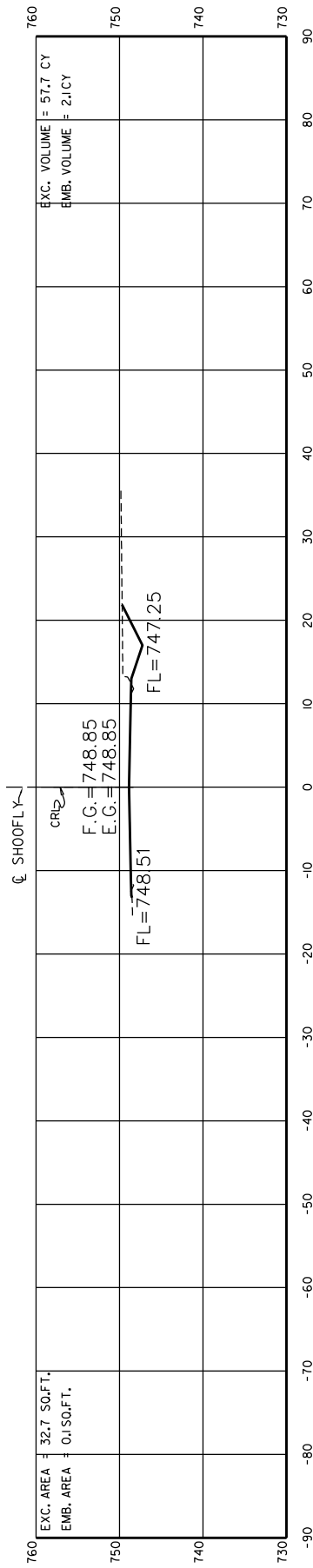
NE/4 SECTION 1
 T 1 N - R 13 E

25+00



PLS	RES	SOUTHEAST 3 CIRCUIT ENGINEERING DIST. ATOKA COUNTY SURVEY DATA SHEET ATOKA COUNTY BRIDGE * JP 29925(05) OVER DOYAL CREEK SHEET 1 OF 1 PROJECT: LOCAL ID # 163 SHEET NO. 001
DRAWN	RES	
CHECKED		
APPROVED		
CREW		





NS4005

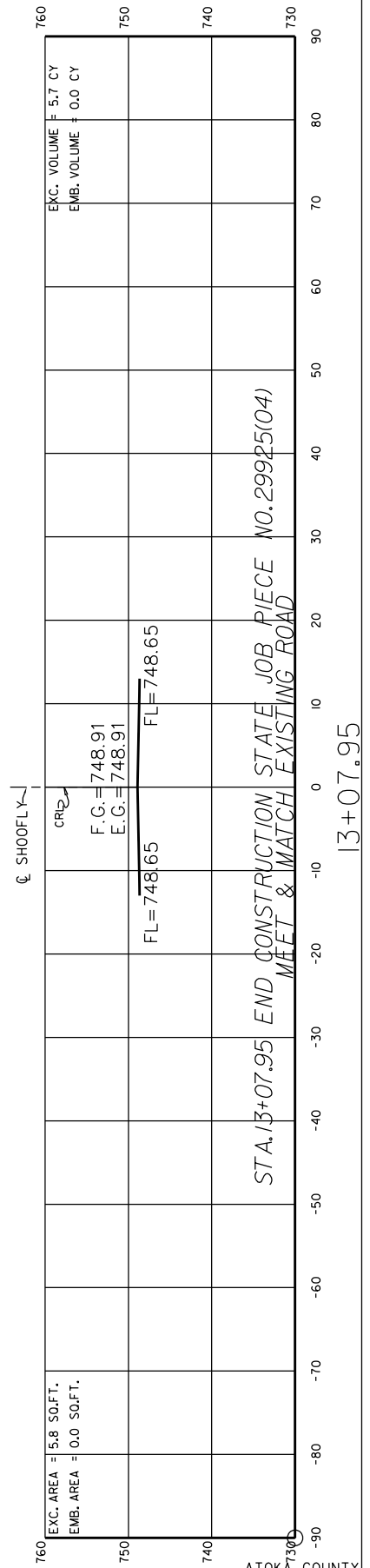
ATOKA COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

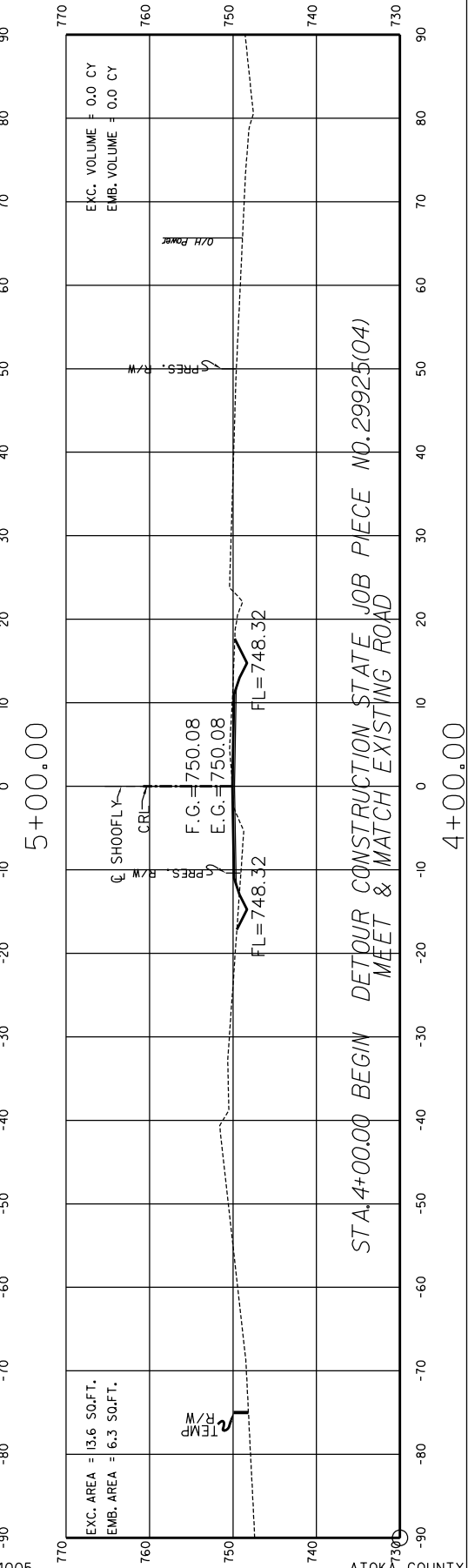
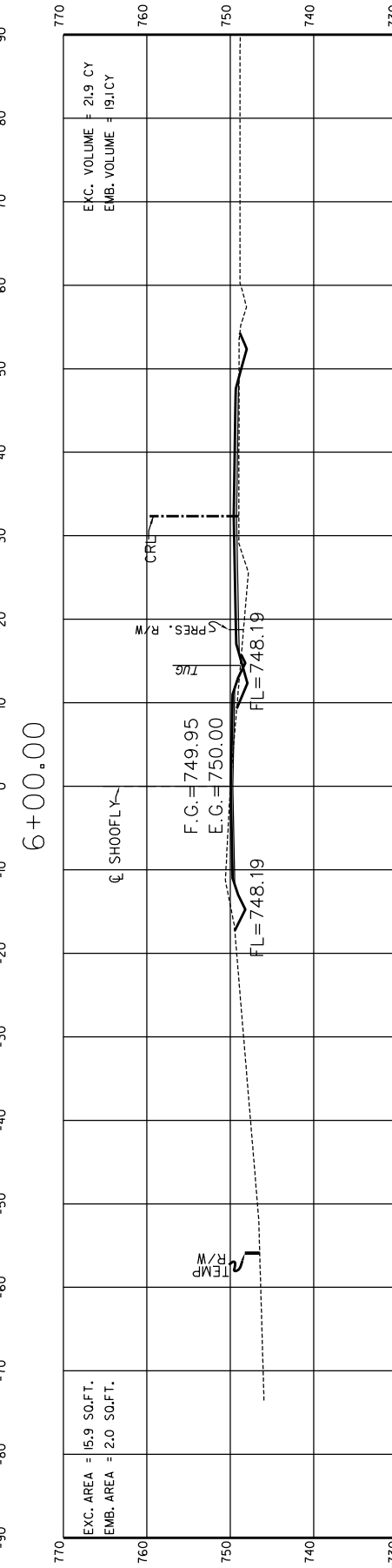
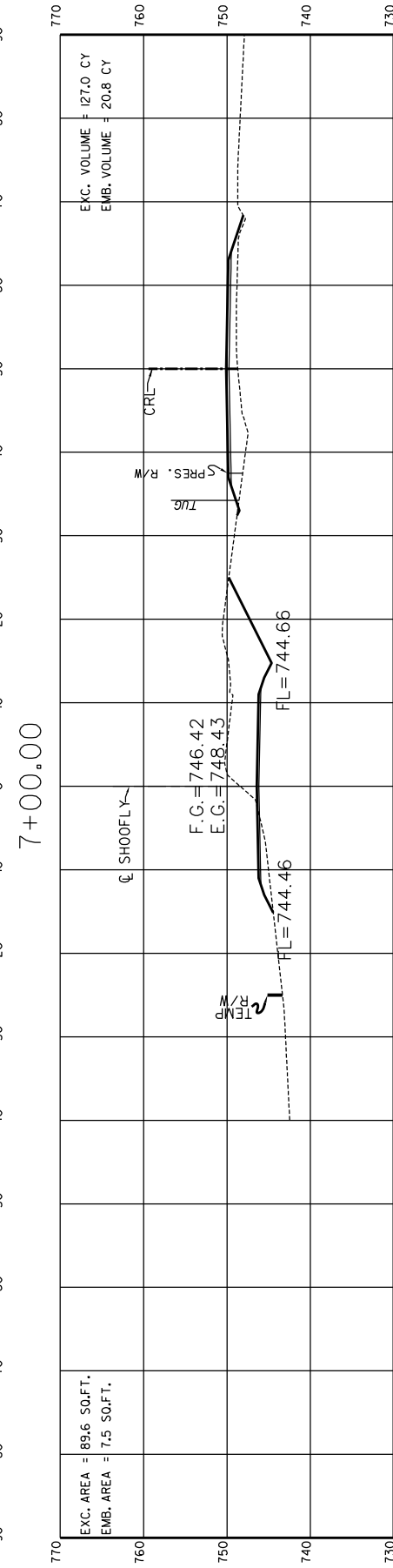
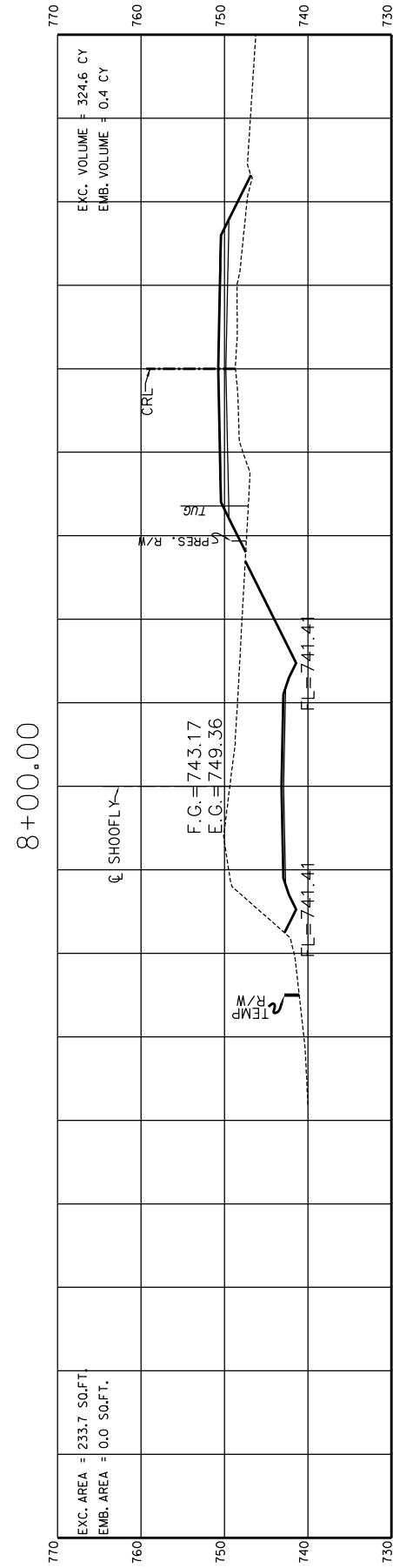
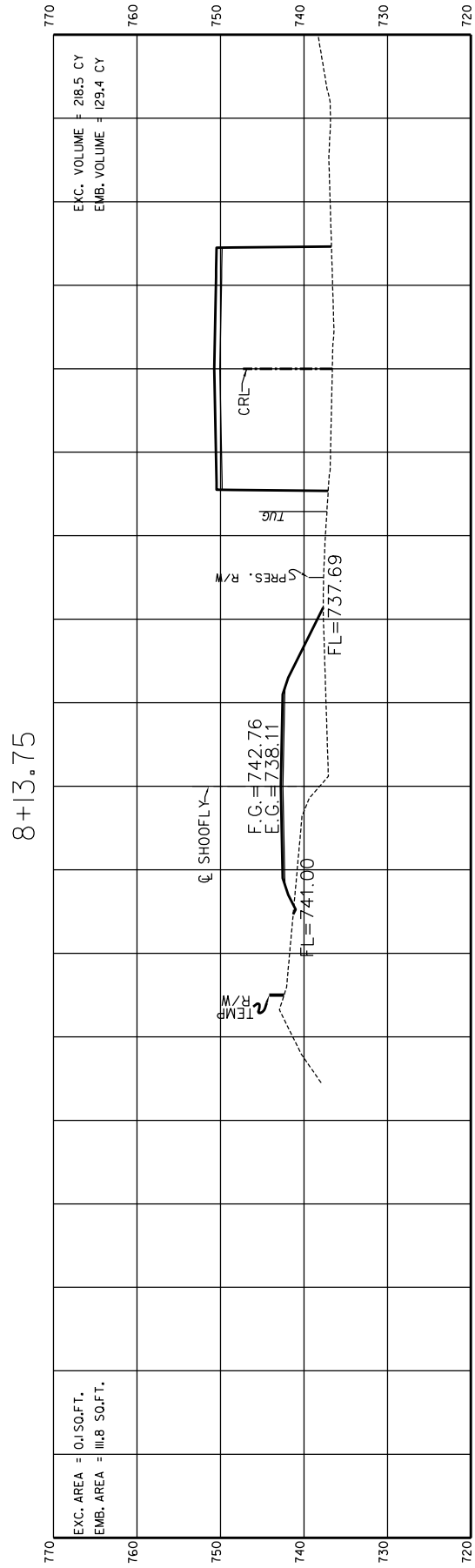
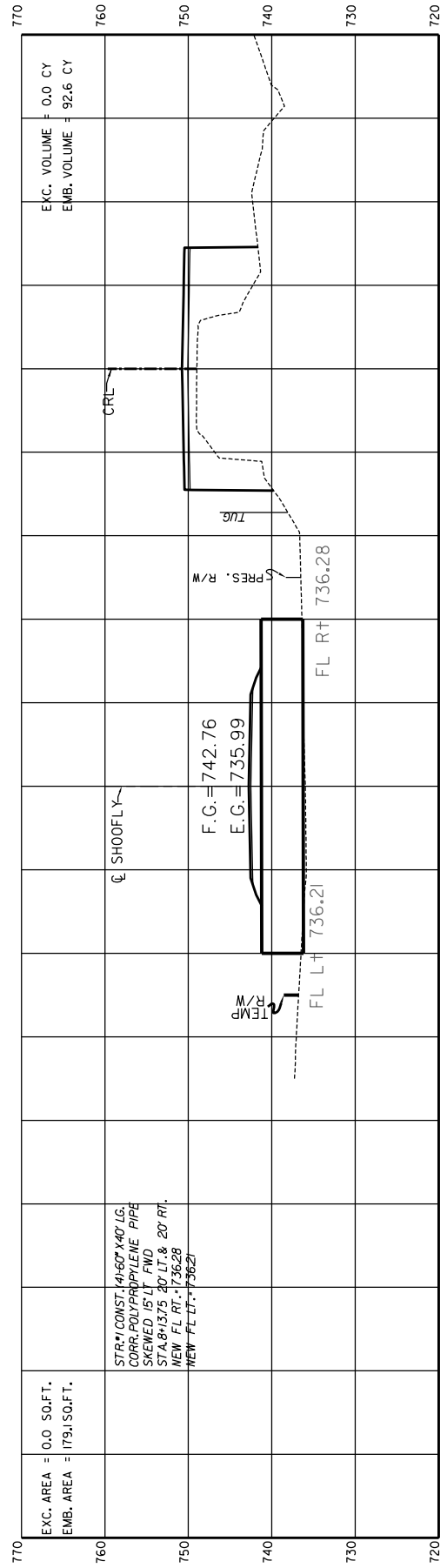
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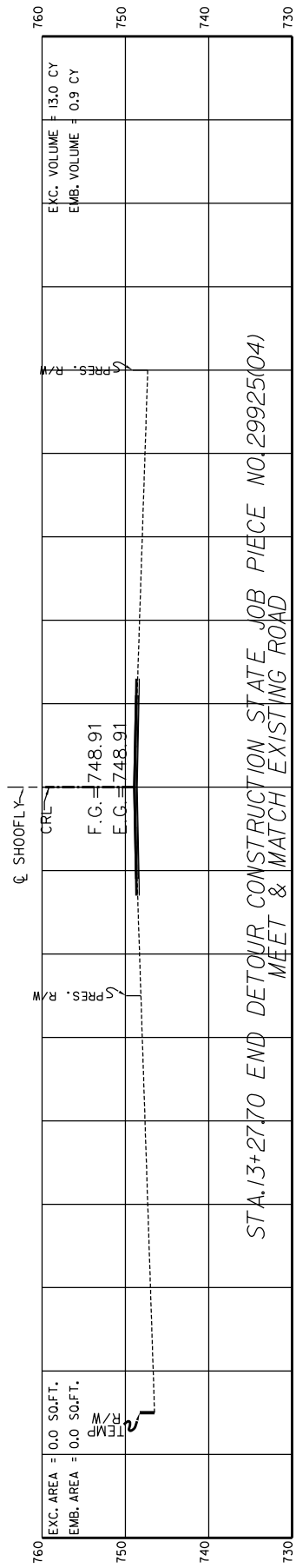
STATE J/P NO. 29925(04)

SHEET NO. X003



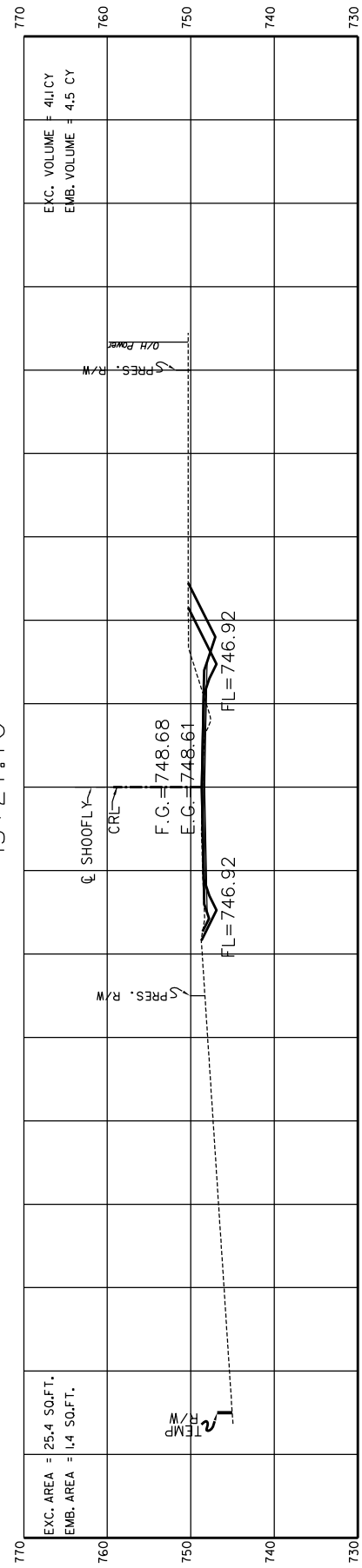
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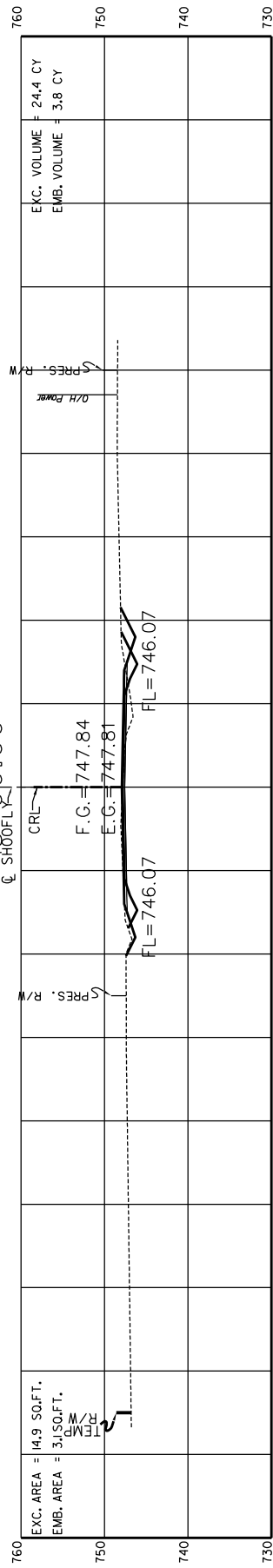


STA. 13+27.70 END DETOUR CONSTRUCTION STATE JOB PIECE NO. 29925(04)
MEET & MATCH EXISTING ROAD

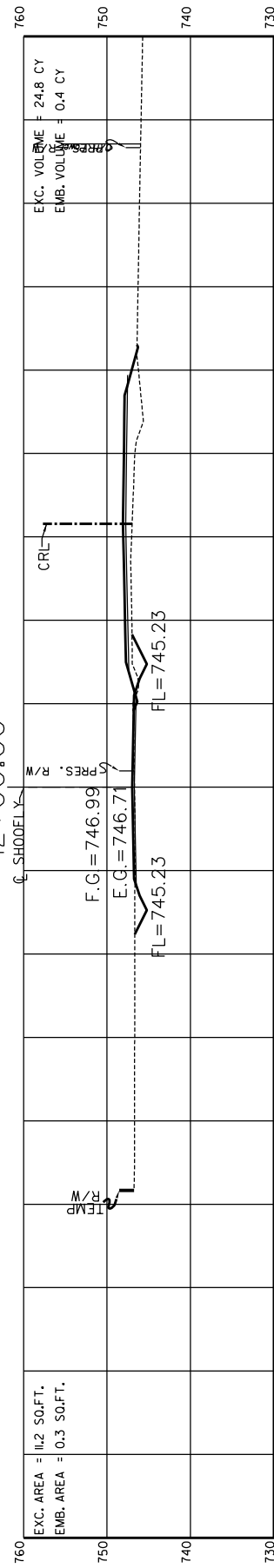
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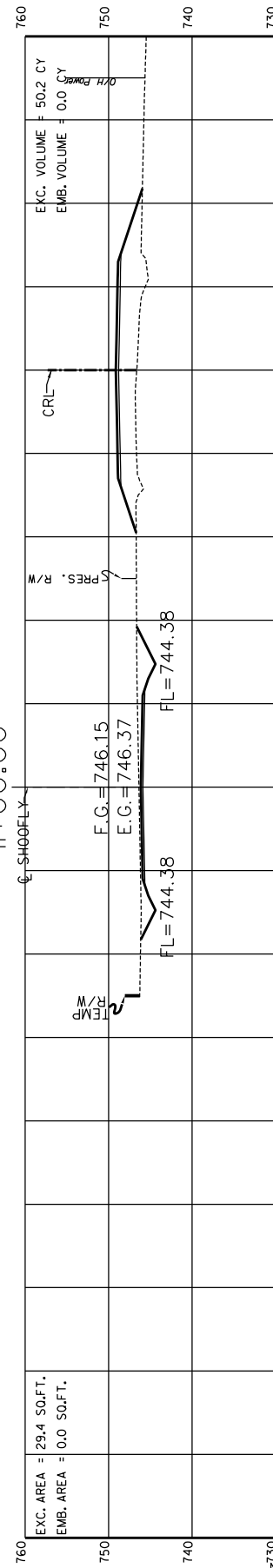
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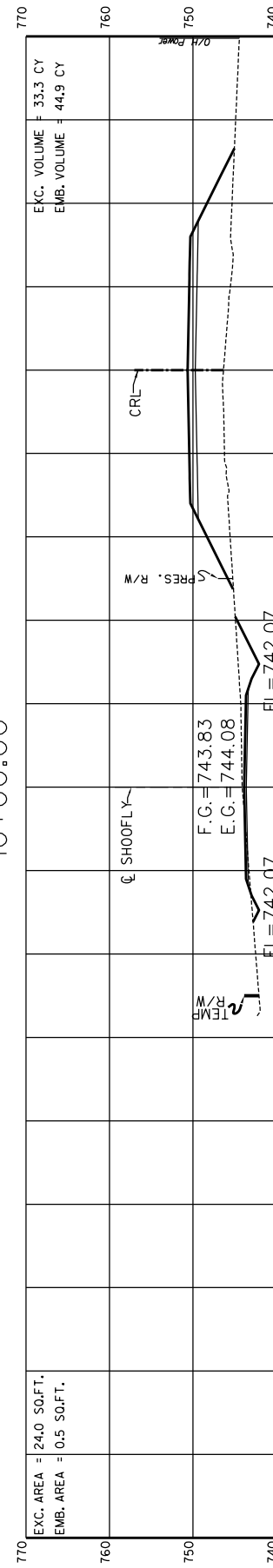
12+00.00



11+00.00



10+00.00



9+00.00

NS4005 ATOKA COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

CROSS SECTION

STATE J/P NO. 29925(04)

SHEET NO. X005