DIST. NO. #2 COMMISSIONER: JOHN MEDDERS
LOCAL GOV'T. - SHANNON SHEFFERT, DIVISION ENGINEER
LOCAL GOV'T. - GREG MASSEY, AREA MANAGER
REVIEWED BY:
P.E. NO. 29946(01)

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 2015	=	199
ADT 2035	=	296
V	=	40 mph

(20 YR.)

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 (+2% & -2%)
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING (PRES. R/W)
- RIGHT-OF-WAY LINES - NEW (R/W)
- RIGHT-OF-WAY FENCE

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

COUNTY BRIDGE

PROJECT NO. STP-239D(032)CI

STATE JOB NO. 29946(04)

BRIDGE AND APPROACHES

LATIMER COUNTY

BRIDGE OVER LIMESTONE CREEK

LATITUDE 34°53'02"

LONGITUDE -95° 22'58"

OLD NBI NO. 07077

NEW NBI NO. 31473

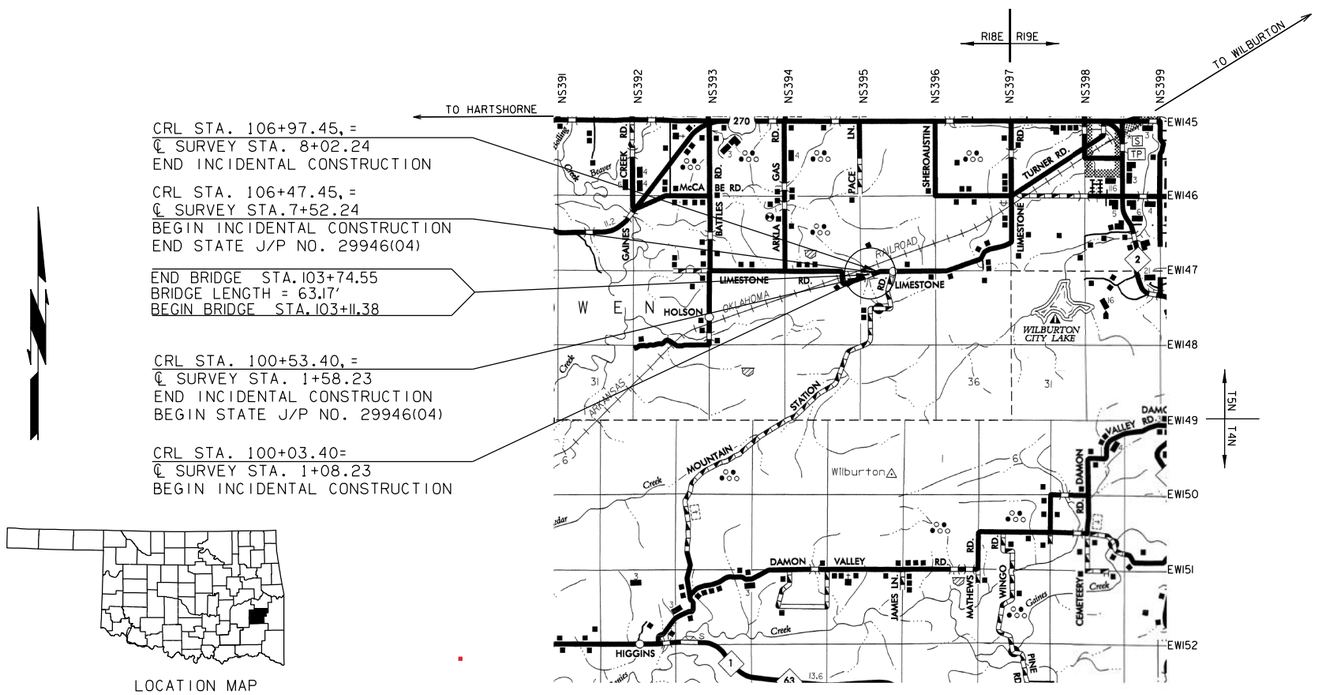
INDEX OF SHEETS

REVISIONS		
DESCRIPTION		DATE

THE FOLLOWING STANDARD DRAWINGS WILL BE PART OF THIS PROJECT;

2009 STANDARDS

ROADWAY	TRAFFIC	BRIDGE
ASCD-5-2	GET-2-0IE	CB26-C-SKO-ABUT-PC2-02E
SSS-1-1	GRH1-1-00	CB26-C-SKO-XSECT-PC234-0IE
TSC2-3-2	GRH2-1-00	CB26-C-SKO-LSECT-PCB-0IE
TSD-2-0	GRH3-1-0E	CB26-C-SKO-DKSLB-BLIST-0IE
	TCS1-1-01	CB26-C-SKO-DIA-END-PC234-0IE
	TCS4-1-01	CB26-C-SKO-SPR-QUAN-PCB-1-0IE
	TCS5-1-00	CB26-C-SKO-SPR-QUAN-PCB-2-0IE
	TCS7-1-02	CB26-C-SKO..30-PCB-11-60-0IE
	TCS8-1-00	CB26-C-SKO..30-DIA-INT-PCB-0IE
	TCS9-1-01	CB26-C-SKO..30-BRG-PC2-0IE
	TCS11-1-01	CB26..32-C-SKO-WING-PC2-0IE
	TCS14-1-00	CB26..32-C-SKO-ABUT-MISC-0IE
		CB26..32-C..1-SKO..30-PCB-DTL-1-0IE
		CB26..32-C..1-SKO..30-PCB-DTL-2-0IE
		CB26..32-C..1-SKO..30-GRAU-BC-00E
		HP1-2-00E
		TR3-2-0IE



CRL STA. 106+97.45, =
℄ SURVEY STA. 8+02.24
END INCIDENTAL CONSTRUCTION

CRL STA. 106+47.45, =
℄ SURVEY STA.7+52.24
BEGIN INCIDENTAL CONSTRUCTION
END STATE J/P NO. 29946(04)

END BRIDGE STA.103+74.55
BRIDGE LENGTH = 63.17'
BEGIN BRIDGE STA.103+11.38

CRL STA. 100+53.40, =
℄ SURVEY STA. 1+58.23
END INCIDENTAL CONSTRUCTION
BEGIN STATE J/P NO. 29946(04)

CRL STA. 100+03.40=
℄ SURVEY STA. 1+08.23
BEGIN INCIDENTAL CONSTRUCTION

LOCATION MAP

ROADWAY LENGTH	530.88 FT	....	0.101 MI
BRIDGE LENGTH	63.17 FT	....	0.012 MI
PROJECT LENGTH	594.05 FT	....	0.113 MI
EQUATIONS:	NONE		
EXCEPTIONS:	NONE		

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

APPROVED:

THIS 24th DAY OF April 2017

BOARD OF COUNTY COMMISIONERS
LATIMER COUNTY, OKLAHOMA

CHAIRMAN

John F Medders
MEMBER

MEMBER

ATTEST

COUNTY CLERK

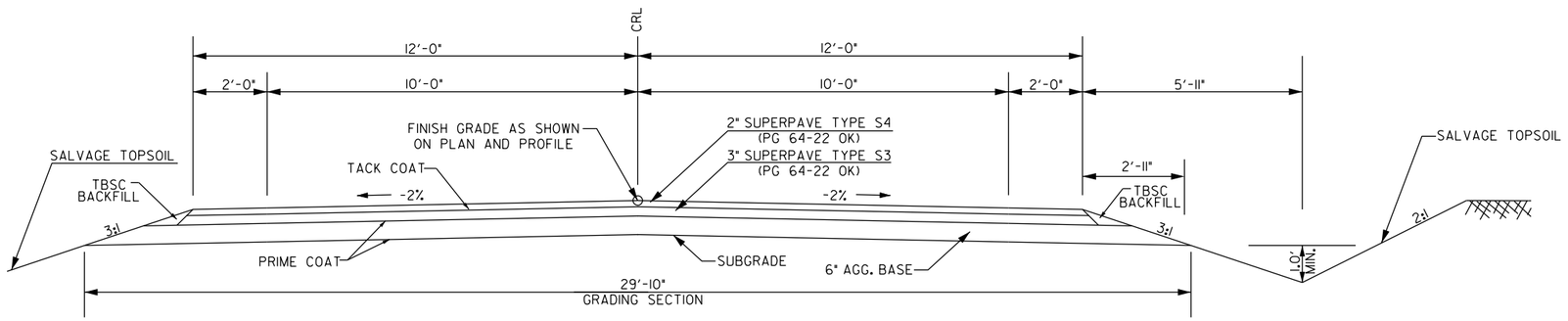
COUNTY CLERK LATIMER OKLAHOMA

REGISTERED PROFESSIONAL ENGINEER
JOHN R. WINTERS
14040
OKLAHOMA

4-27-17

SUBMITTED BY: JOHN R. WINTERS, P.E. 14040
SOUTHEAST CIRCUIT ENGR. #3
203 PEPSICOLA AVENUE
HUGO, OK 74743
PHONE: 580-326-9191

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR
SWO PROJECT NO.	STP-239D(032)CI

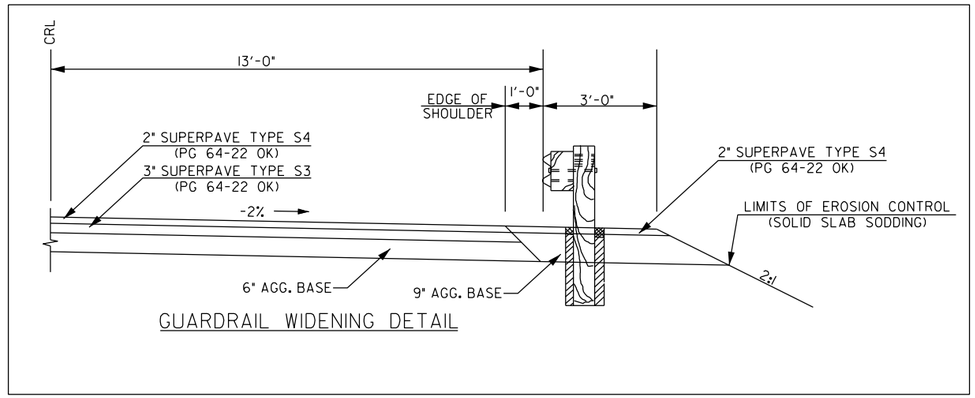


NOT TO SCALE

TYPICAL SECTION NO.1

CRL STATION 100+53.40 - 103+11.38
CRL STATION 103+74.55 - 106+47.45

ALL COST ASSOCIATED WITH THE PLACEMENT OF THE TBSC SHALL BE INCLUDED IN PRICE BID FOR TBSC.



GUARDRAIL WIDENING DETAIL

EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

TYPICAL SECTIONS

STATE JOB NO. 29946(04) SHEET NO. 0002

4/19/2017 7:25:42 AM

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 8.0 EACH VENTS. COST TO BE INCLUDED IN COST OF CLASS AA CONCRETE.

ABUTMENT PILING CAPACITY:

THE REQUIRED ULTIMATE PILE CAPACITY FOR HP 12X53 IS 67.20 TONS/PILE.

THE REQUIRED ULTIMATE PILE CAPACITY FOR HP 10X42 IS 67.20 TONS/PILE.

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

ANCHOR BOLTS:

SIZING: THE MINIMUM REQUIREMENT FOR ANCHOR BOLT SIZE AND LENGTH (FIXED OR EXPANSION BEARING) IS 1½" 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 "REMOVAL OF EXISTING BRIDGE STRUCTURE" SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF 3-9' CONCRETE SLAB SPAN BRIDGE. THE REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF BY HIM/HER IN A MANNER APPROVED BY THE ENGINEER

(3) 18" RIPRAP ESTIMATED AT 120 LBS PER C.F.

(4) INCLUDES REMOVAL OF THE EXISTING RETAINING WALL AND PIPE FENCE ON THE NORTHWEST CORNER OF THE BRIDGE.

(5) CLSM BACKFILL SHALL BE USED IN PLACE OF THE GRANULAR BACKFILL AS SHOWN ON ODOT STANDARD

(6) QUANTITY INCLUDES 27.50 CY TO PLACE THE CLSM AT A MINMIUM OF 1.0" THICK UNDER THE APPROACH SLAB.

(7) THE FLOOR AND CURTAIN WALLS OF THE EXISTING STRUCTURE ARE TO REMAIN IN PLACE TO MINIMIZE SCOUR.

(8) REMOVED MATERIAL IS TO BE PLACED IN THE SCOUR AREA ON THE NORTH SIDE OF THE BRIDGE AND TO BE GROUTED WITH CLASS "C" CONCRETE.

(9) TO BE USED TO GROUT THE REMOVED EXISTING BRIDGE MATERIAL ON THE NORTH SIDE OF THE BRIDGE. ALL COST ASSOCTIATED WITH THE GROUTING SHALL BE INCLUDED IN THE PRICE BID FOR CLASS C CONCRETE.

ENVIRONMENTAL MITIGATION NOTES

BAT SPECIES NOTE: THE NORTHERN LONG EARED BAT ARE MIGRATORY, INSECT EATING BATS PROTECTED BY THE ENDANGERED SPECIES ACT. THESE SPECIES CAN USE BRIDGES AS SUMMER ROOSTING SITES. IF THE BRIDGE REMOVAL OR MODIFICATIONS IS TO OCCUR BETWEEN APRIL 1 AND NOVEMBER 15, THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 TO CONDUCT A BAT SURVEY. THE SURVEY CAN BE CONDUCTED ONLY BETWEEN MAY 15 AND AUGUST 15. IF LISTED BAT SPECIES ARE DETECTED, THE ODOT BIOLOGICAL RESOURCES PROGRAM WILL CONSULT WITH US FISH AND WILDLIFE SERVICE. WORK ON THE BRIDGE WILL BE RESTRICTED AND MAY BE PROHIBITED FOR ALL OF PART OF THE DURATION OF THE BAT'S MATERNITY ROOSTING SEASON. ANY DELAY DUE TO THIS WILL NOT BE COMPENSATED.

AMERICAN BURYING BEETLE: THE AMERICAN BURYING BEETLE IS A LARGE CARRION BURYING BEETLE THAT IS LISTED AS ENDANGERED UNDER THE ENDANGERED SPECIES ACT. IN ORDER TO AVOID ADVERSE IMPACTS, 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 PROJECT ACTIVITIES.

RIPARIAN VEGETATION: THE REMOVAL OF TREES AND SHRUBS SHALL BE RESTRICTED TO AREAS WITHIN THE ACTUAL LIMITS OF CONSTRUCTION. TREES TO REMAIN IN PLACE SHALL BE FLAGGED WITH BRIGHT-COLORED FLAGS BY THE RESIDENT ENGINEER.

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. THESE BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR THE BIRDS RUNS FROM APRIL 1 TO AUGUST 31. ANY ACTIVITIES WHICH WOULD DESTROY ACTIVE NESTS OR HARM EGGS OR BIRDS WOULD VIOLATE THE MIGRATORY BIRD TREATY ACT. MIGRATORY BIRD USE OF BRIDGE NIB NO. 07077 WAS NOT OBSERVED DURING THE INITIAL SURVEYS CONDUCTED AS PART OF THE BIOLOGICAL STUDIES IN JULY 2016. MIGRATORY BIRDS MAY OCCUPY THE BRIDGE IN THE FUTURE NESTING SEASONS. THE RESIDENT ENGINEER WILL EVALUATE THE CONTRACTOR'S PROPOSED WORK METHODS AND CONCLUDED WHETHER THE PROPOSED WORK WOULD POSE DISRUPTION TO ANY NESTING BIRDSEFORE WORK NEAR THE STRUCTURE IS AUTHORIZED. IF THE PROPOSED WORK WILL HARM ANY 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 THE ODOT BIOLOGIST.

29946(04)

SUMMARY OF PAY QUANTITIES

0200 BRIDGE TYPE II - 60' P.C. BEAM, 26'-0" CL RDWY, TR3-2

ITEM NO.		DESCRIPTION		UNIT	QUANT.
501(B)	1307	SUBSTRUCTURE EXCAVATION COMMON	(1)	CY	180.00
501(G)	6309	CLSM BACKFILL	(1)(5)(6)	CY	93.50
503(A)	1311	PRESTRESSED CONCRETE BEAMS (TYPE II)	(1)	LF	179.00
504(A)	1304	APPROACH SLAB	(1)	SY	114.80
504(B)	1305	SAW-CUT GROOVING	(1)	SY	239.96
504(D)	6239	CONCRETE RAIL (TR3)	(1)	LF	176.00
506(A)	1322	STRUCTURAL STEEL	(1)	LB.	1400.00
507(A)	6172	WEATHERING STEEL FIXED BEARING ASSEMBLY	(1)	EA	3.00
507(B)	6176	WEATHERING STEEL EXPANSION BEARING ASSEMBLY	(1)	EA	3.00
509(A)	1326	CLASS AA CONCRETE	(1)	CY	48.50
509(B)	1328	CLASS A CONCRETE	(1)	CY	60.40
509(D)	1331	CLASS C CONCRETE	(9)	CY	20.00
511(A)	1332	REINFORCING STEEL	(1)	LB.	20,160.00
514(A)	6010	PILES, FURNISHED (HP 10X42)		LF	106.96
514(A)	6011	PILES, FURNISHED (HP 12X53)		LF	234.64
514(B)	6292	PILES, DRIVEN (HP 10X42)		LF	106.96
514(B)	6294	PILES, DRIVEN (HP 12X53)		LF	234.64
514(L)	6220	PILE SPLICE, H-PILE (NON-BIDDABLE)		EA	1.00
601(B)	1353	TYPE I-A PLAIN RIPRAP	(3)	TON	374.00
601(I)	6312	FILTER BLANKET (RIPRAP)		SY	461.00
619(D)	1397	REMOVAL OF EXISTING BRIDGE STRUCTURE	(1)(2)(4)(7)(8)	LSUM	1.00

29946(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.
102+00.05 TO 103+00.05	X		1		1	100	25
102+00.05 TO 103+00.05		X	1		1	100	25
103+85.88 TO 104+85.88	X		1		1	100	25
103+85.88 TO 104+85.88		X	1		1	100	25
Totals			4		4	400	100

EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

SUMMARY OF QUANTITIES
BRIDGE

STATE JOB NO. 29946(04) SHEET NO. ABQI

4/25/2017 9:20:56 AM

ROADWAY GENERAL CONSTRUCTION NOTES

EXISTING ROAD SHALL BE CLOSED 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.

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

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

(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 QUANTIES WERE NOT ADJUSTED FOR SALVAGE TOPSOIL.

f. REMOVAL OF ANY EXISTING SIGNS WHICH ARE TO BE PLACED ON THE R/W IN AN USABLE MANNER AND TO BECOME THE PROPERTY OF THE COUNTY.

g. CHANNEL EXCAVATION

(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) APPLICATION RATE SHALL BE 0.21 GAL/SY.

(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) APPLICATION RATE SHALL BE 0.10 GAL/SY. OF DILUTED EMULSION.

(8) INCLUDES 71.0 TONS TO BE USED AS DIRECTED BY THE ENGINEER TO MINIMIZE EDGE DROP OFF.

(9) QUANTITY SHOWN INCLUDES 1,388.1 L.F. TRAFFIC STRIPE (PAINT)(WHITE) AND 1,388.1 L.F. TRAFFIC STRIPE (PAINT)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE

29946(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	1,062.00
221(F)	0100	TEMPORARY SILT DIKE	(2)	LF	48.00
230(A)	2806	SOLID SLAB SODDING	(3)	SY	728.90
303(A)	2100	AGGREGATE BASE TYPE A		CY	330.30
402(E)	0225	TRAFFIC BOUND SURFACE COURSE TYPE E	(8)	TON	100.00
407(B)	0250	TACK COAT	(7)	GAL	176.50
408	5774	PRIME COAT	(4)	GAL	741.10
411(B)	5945	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-32)	TON	296.50
411(C)	5960	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-32)	TON	197.70
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

29946(04)

PAY QUANTITIES

0640 CONSTRUCTION

ITEM NO.		DESCRIPTION	UNIT	QUANT.
641	1399	MOBILIZATION	LSUM	1.00

29946(04)

SUMMARY OF PAY QUANTITIES

0300 TRAFFIC CONTROL

ITEM NO.		DESCRIPTION		UNIT	QUANT.
854(A)	8800	TRAFFIC STRIPE(PAINT)(4" WIDE)	(9)	LF	2,776.20
880(J)	8905	CONSTRUCTION TRAFFIC CONTROL	(6)	LSUM	1.00

SUMMARY OF SURFACING

STATION	T.B.S.C. TYPE E	TACK COAT	PRIME COAT	AGG. BASE	SUPERPAVE TYPE S4 (PG 64-22OK)	SUPERPAVE TYPE S3 (PG 64-22OK)
	TON.	GAL.	GAL.	CY	TON.	TON.
100+03.4 TO 100+53.40	2.46	13.43	56.40	26.23	15.04	22.56
100+53.40 TO 103+11.38	12.69	79.50	333.92	148.12	89.04	133.57
103+74.55 TO 10647.45	13.43	83.51	350.75	155.95	93.53	140.30
106+47.45 TO 106+97.45	2.46	13.43	56.40	26.23	15.04	22.56
TOTAL	28.58	176.44	741.06	330.30	197.62	296.42

GRADING ESTIMATE - C.Y.

LOCATION	EXC.	EMB.+15%	BORROW	NET
MAINLINE	495.50	390.90	0.00	104.60
CHANNEL	563.60	0.00	0.00	563.60
TOTALS	1059.10	390.90	0.00	668.20

NOTE:
EXCESS MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF BY HIM/HER IN A MANNER APPROVED BY THE ENGINEER.

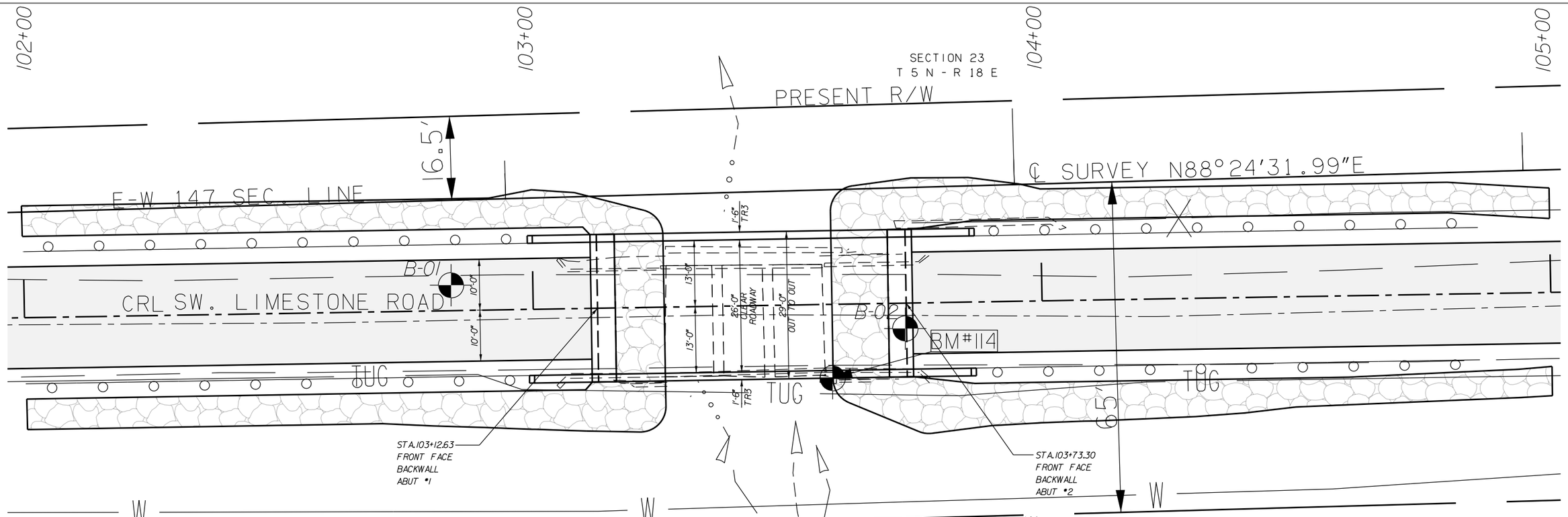
EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

SUMMARY OF QUANTITIES
ROADWAY

STATE JOB NO. 29946(04) SHEET NO. AR01

4/19/2017 8:22:46 AM



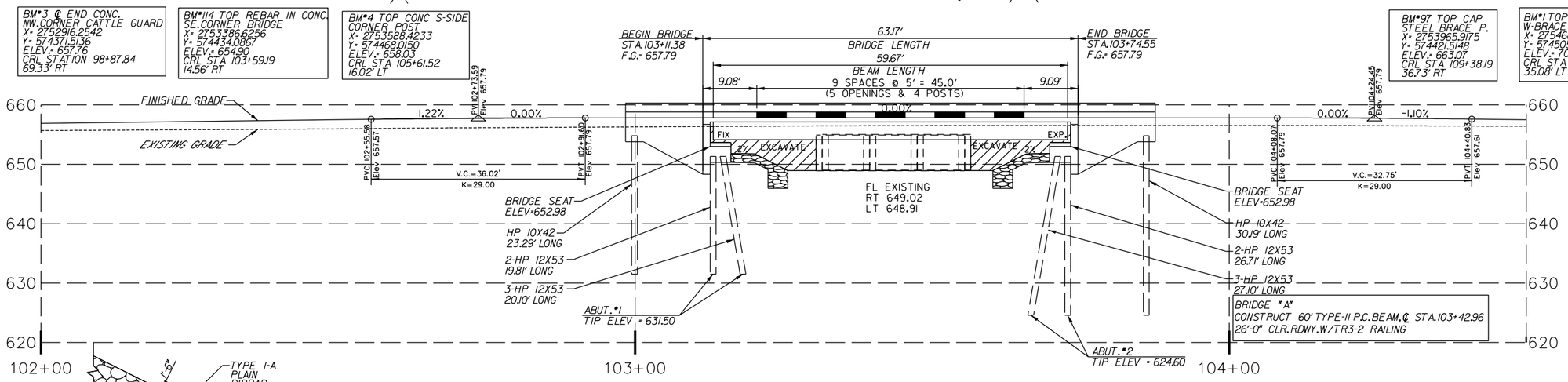
BM #3 ℄ END CONC.
NW.CORNER CATTLE GUARD
X= 2752916.2542
Y= 574371.5136
ELEV.= 657.76
CRL STATION 98+87.84
69.33' RT

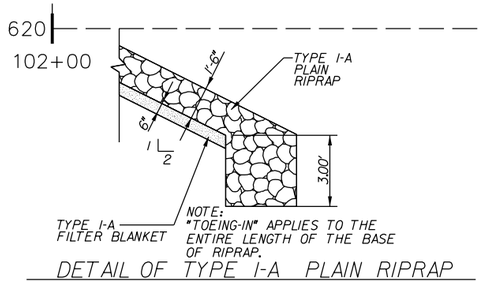
BM #114 TOP REBAR IN CONC.
SE.CORNER BRIDGE
X= 2753386.6256
Y= 574434.0867
ELEV.= 654.90
CRL STA 103+59.19
14.56' RT

BM #4 TOP CONC S-SIDE
CORNER POST
X= 2753588.4233
Y= 574468.0150
ELEV.= 658.03
CRL STA 105+61.52
16.02' LT

BM #97 TOP CAP
STEEL BRACE P.
X= 2753965.9175
Y= 574421.5148
ELEV.= 663.07
CRL STA 109+38.19
36.73' RT

BM #1 TOP IRON PIN
W-BRACE POST
X= 2754685.8792
Y= 574505.2777
ELEV.= 703.65
CRL STA 116+59.44
35.08' LT





DETAIL OF TYPE I-A PLAIN RIPRAP

HYDRAULIC DATA

D.A.	= 4.77 SQ.MI.
ROADWAY OT ELEV.	= 655.91 FT
Q25	= 4621.2 CFS
V25	= 19.7 FPS
Q25 CHW	= 654.07 FT
Q50	= 5428.3 CFS
V50	= 20.7 FPS
Q50 CHW	= 654.56 FT
Q100	= 6578.2 CFS
V100	= 22.0 FPS
Q100 CHW	= 655.0 FT
QOT	= 7982.4 CFS
VOT	= 23.3 FPS
O.T.ELEV.	= 655.91 FT

EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

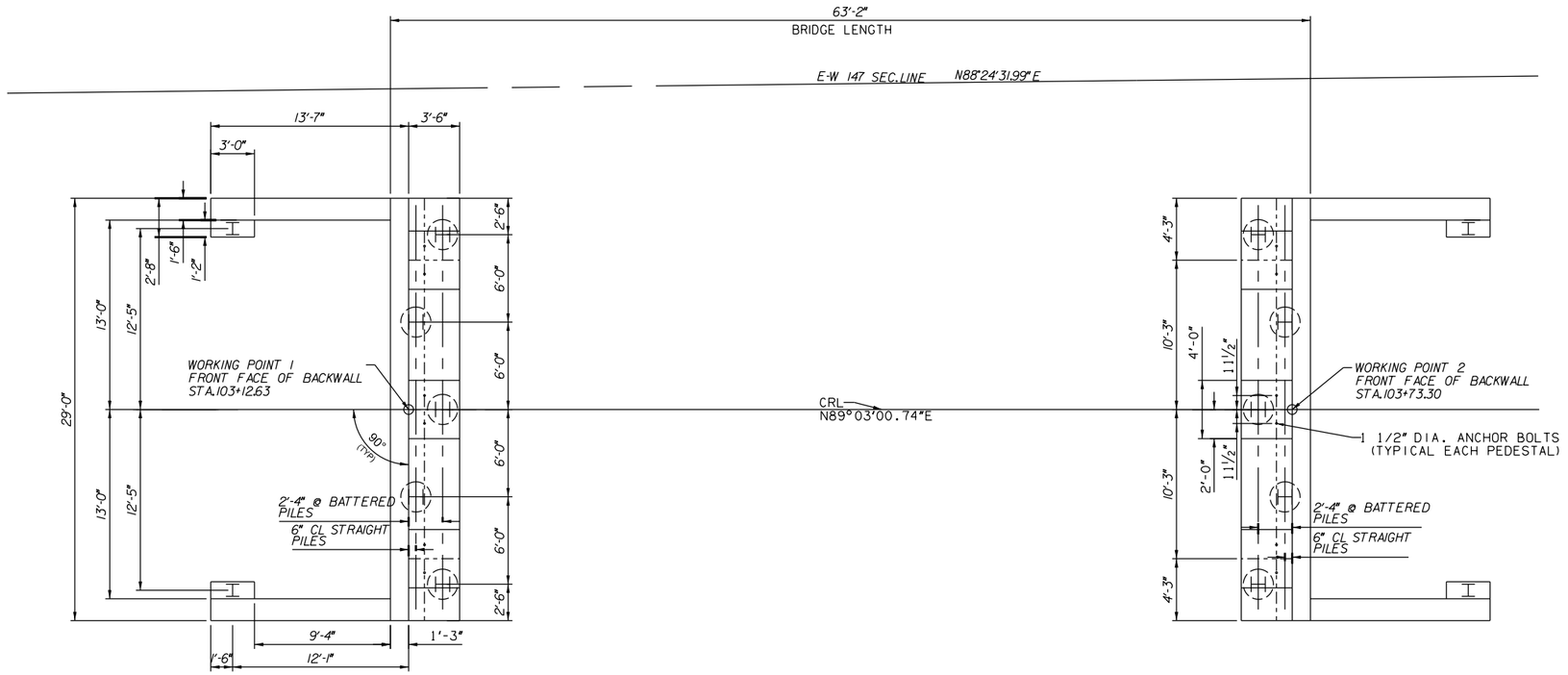
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

GENERAL PLAN AND ELEVATION

TYPE-II 60' P.C. BEAM, ℄ STA.103+42.96
26'-0" CLR.RDWY W/ TR3-2 RAILING

STATE JOB NO. 29946(04) SHEET NO. B01

7/7/2017 10:10:41 AM



ABUT. 1

ABUT. 2

29946(04)

SUMMARY OF PAY QUANTITIES

0200 BRIDGE TYPE II-60' P.C. BEAM, 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		60.00	180.00
501(G)	6309	CLSM BACKFILL	CY	46.75	46.75			93.50
503(A)	1311	PRESTRESSED CONCRETE BEAMS (TYPE II)	LF			179.00		179.00
504(A)	1304	APPROACH SLAB	SY	57.40	57.40			114.80
504(B)	1305	SAW-CUT GROOVING	SY	43.98	43.98	152.00		239.96
504(D)	6239	CONCRETE RAIL (TR3)	LF			126.40	49.60	176.00
506(A)	1322	STRUCTURAL STEEL	LB.	450.00	450.00	500.00		1400.00
507(A)	6172	WEATHERING STEEL FIXED BEARING ASSEMBLY	EA	3.00				3.00
507(B)	6176	WEATHERING STEEL EXPANSION BEARING ASSEMBLY	EA		3.00			3.00
509(A)	1326	CLASS AA CONCRETE	CY			48.50		48.50
509(B)	1328	CLASS A CONCRETE	CY	21.40	21.40		17.60	60.40
509(D)	1331	CLASS C CONCRETE	CY			20.00		20.00
511(A)	1332	REINFORCING STEEL	LB.	2,740.00	2740.00	11680.00	3000.00	20160.00
514(A)	6010	PILES, FURNISHED (HP 10X42)	LF				106.96	106.96
514(A)	6011	PILES, FURNISHED (HP 12X53)	LF	99.92	134.72			234.64
514(B)	6292	PILES, DRIVEN (HP 10X42)	LF				106.96	106.96
514(B)	6294	PILES, DRIVEN (HP 12X53)	LF	99.92	134.72			234.64
514(L)	6220	PILE SPLICE, H-PILE (NON-BIDDABLE)	EA					1.00
601(B)	1353	TYPE I-A PLAIN RIPRAP	TON	171.00	203.00			374.00
601(I)	6312	FILTER BLANKET (RIPRAP)	SY	211.00	250.00			461.00
619(D)	1397	REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM					1.00

EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

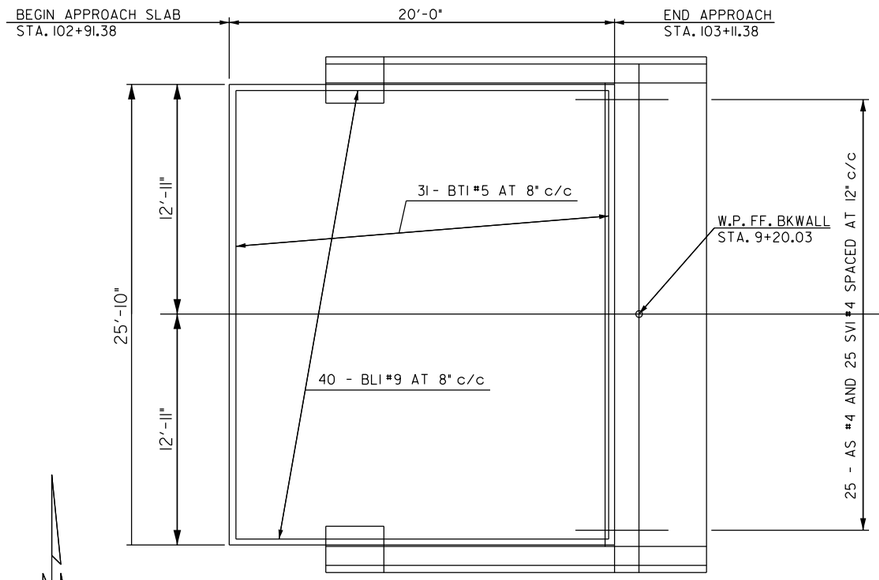
SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

STAKING LAYOUT

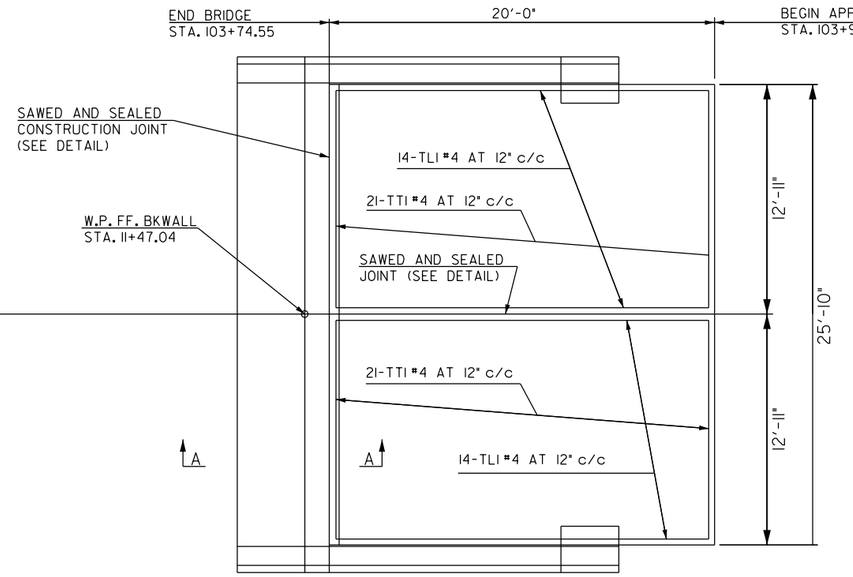
STATE JOB NO. 29946(04) SHEET NO. B002

4/25/2017 9:22:51 AM

REVISIONS	
DESCRIPTION	DATE

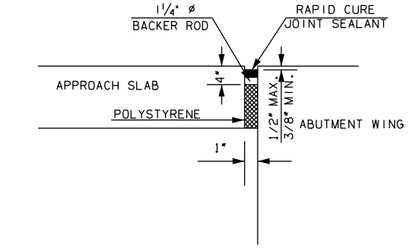


ABUT. NO. 1
(BOTTOM SLAB REINFORCING SHOWN)

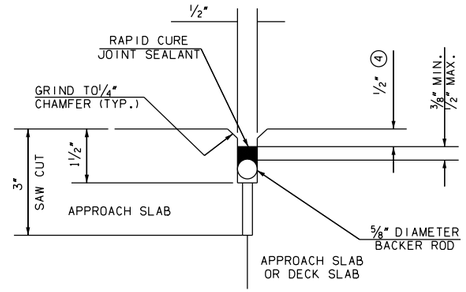


ABUT. NO. 2
(TOP SLAB REINFORCING SHOWN)

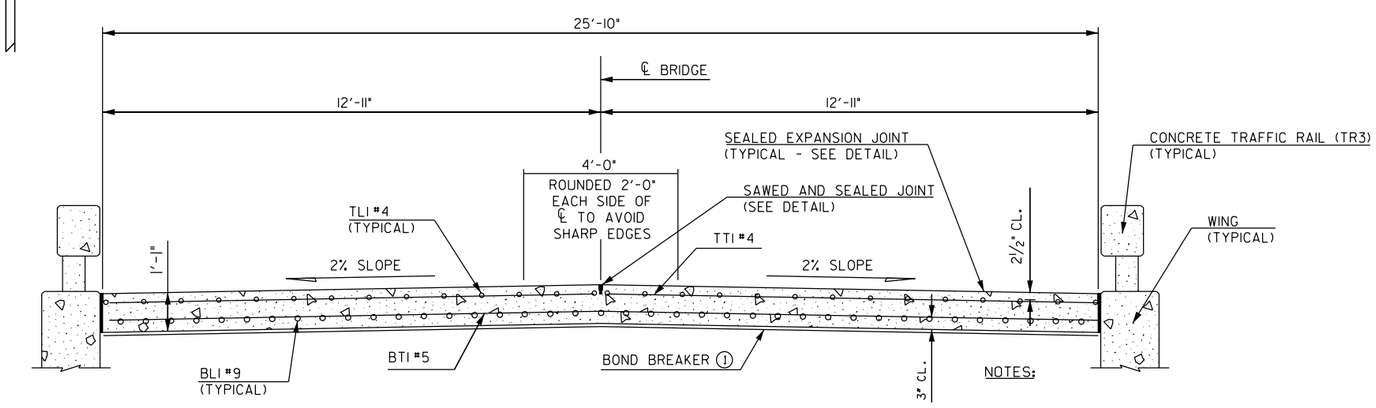
APPROACH SLAB LAYOUT



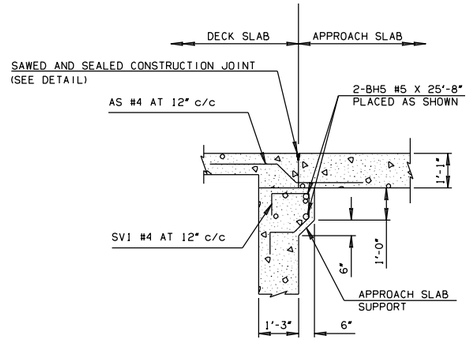
DETAIL OF JOINT AT WING



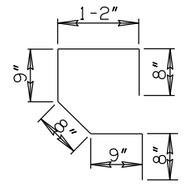
DETAIL OF SAWED AND SEALED JOINT



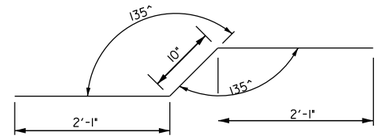
TYPICAL SECTION THRU APPROACH SLAB



SECTION A-A



SV1 #4 X 4'-8" (25 EA. ABUT.)



AS BAR #4 X 5'-0" (25 EA. ABUT.)

DETAILS OF BENT REINFORCING STEEL

BAR LIST - ONE APPROACH SLAB				
MARK	NO.	SIZE	SHAPE	LENGTH
AS	25	#4	BNT.	5'-0"
BH5	2	#5	STR.	25' - 8"
BL1	40	#9	STR.	19' - 8"
BT1	31	#5	STR.	25' - 6"
SV1	25	#4	BNT.	4'-8"
TL1	28	#4	STR.	19" - 8"
TT1	42	#4	STR.	12" - 7"

NOTE: BAR LIST FOR INFORMATION ONLY.
REINFORCING TO BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "APPROACH SLAB".

	SUMMARY OF QUANTITIES - ONE APPROACH SLAB		
	DESCRIPTION	UNITS	QUANTITY
⑤	APPROACH SLAB	SY	57.40
⑥	SAW-CUT GROOVING	SY	43.98

① THE BOND BREAKER SHALL BE ONE 6 MIL. OR TWO 4 MIL. POLYETHYLENE SHEETS. THE BOND BREAKER SHALL EXTEND THE FULL WIDTH AND LENGTH OF THE APPROACH SLAB BUT SHALL NOT BE PLACED ABOVE THE APPROACH SLAB SUPPORT AS SHOWN IN SECTION A-A.

② AS BARS SHALL BE TIED TO THE TOP LAYER OF REINFORCING STEEL IN THE DECK SLAB AND TO THE BOTTOM LAYER OF REINFORCING STEEL IN THE APPROACH SLAB. AS BARS SHALL BE INSTALLED BEFORE PLACING DECK SLAB CONCRETE. AS BARS ARE INCLUDED IN THE SUPERSTRUCTURE REINFORCING STEEL QUANTITIES.

③ THE APPROACH SLAB SUPPORT AT THE BACK FACE OF THE ABUTMENT BACKWALL SHALL BE CONSTRUCTED WITH THE ABUTMENT BACKWALL. SV1 AND BH5 BARS SHALL BE INSTALLED BEFORE PLACING THE ABUTMENT BACKWALL CONCRETE. SV1 AND BH5 BARS ARE INCLUDED IN THE ABUTMENT REINFORCING STEEL QUANTITIES. CONCRETE FOR THE APPROACH SLAB SUPPORT IS INCLUDED IN THE ABUTMENT CLASS A CONCRETE QUANTITIES.

④ AT TRANSVERSE JOINTS ONLY, THIS DIMENSION SHALL TAPER FROM ½" AT THE EDGE OF DRIVING LANES TO ⅛" AT TRAFFIC RAILS.

⑤ QUANTITIES FOR SAW-CUT GROOVING WILL BE IN ACCORDANCE WITH SECTION 504.04.G(1) OF THE STANDARD SPECIFICATIONS.

⑥ THE UNIT PRICE BID PER SQUARE YARD OF "APPROACH SLAB" SHALL INCLUDE ALL COST TO CONSTRUCT THE APPROACH SLAB INCLUDING THE COST OF ALL CONCRETE, ALL REINFORCING STEEL, BACKER ROD, RAPID CURE JOINT SEALANT, POLYSTYRENE, PREFORMED EXPANSION MATERIAL, POLYETHYLENE SHEETING, SAWING, GRINDING, CONCRETE BLOCK EXCAVATION, BACKFILL, MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS.

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT
LATIMER COUNTY

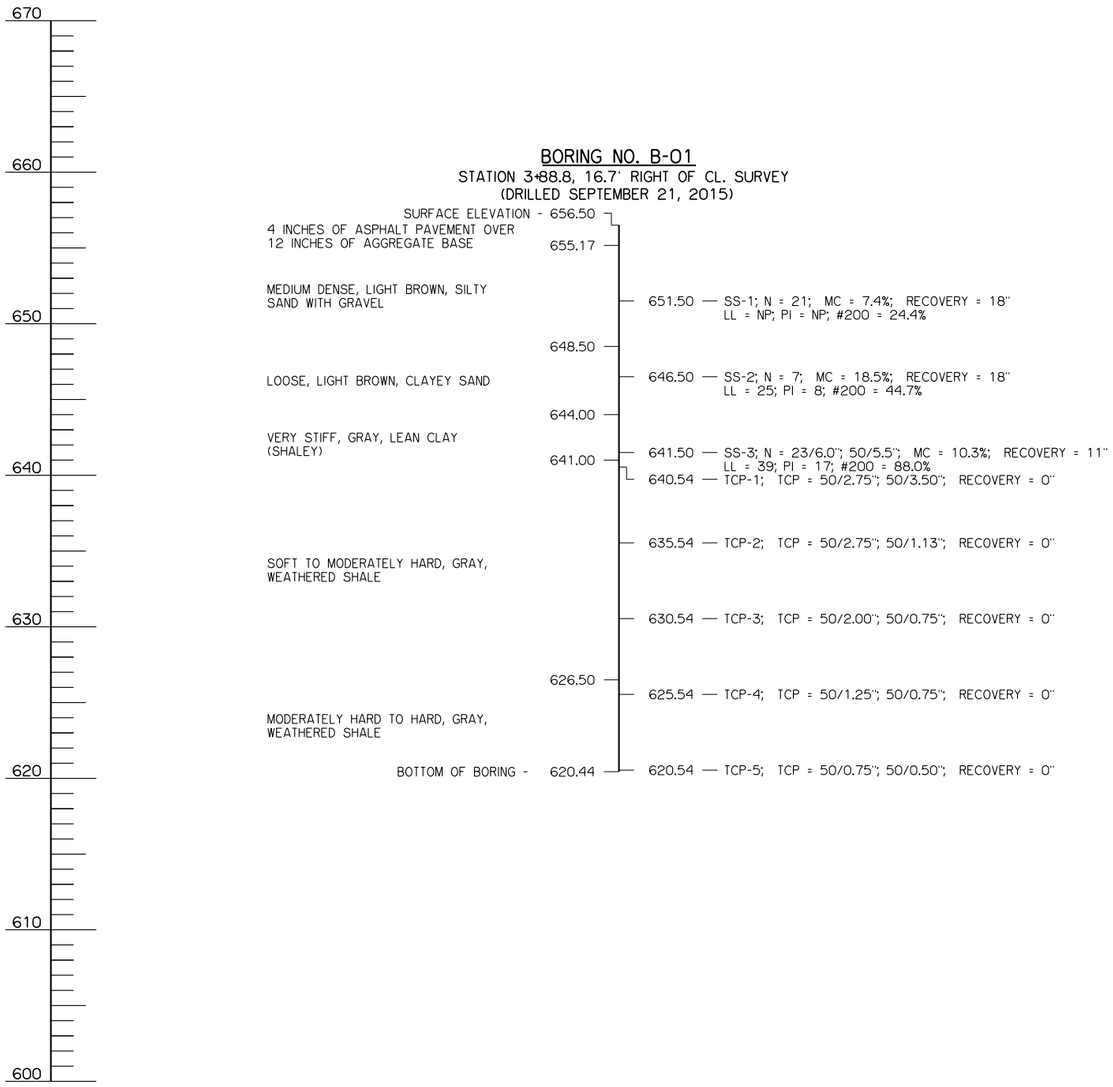
DETAILS OF APPROACH SLAB

STATE JOB NO. 29946(04) SHEET NO. B003

4/11/2017 3:32:19 PM

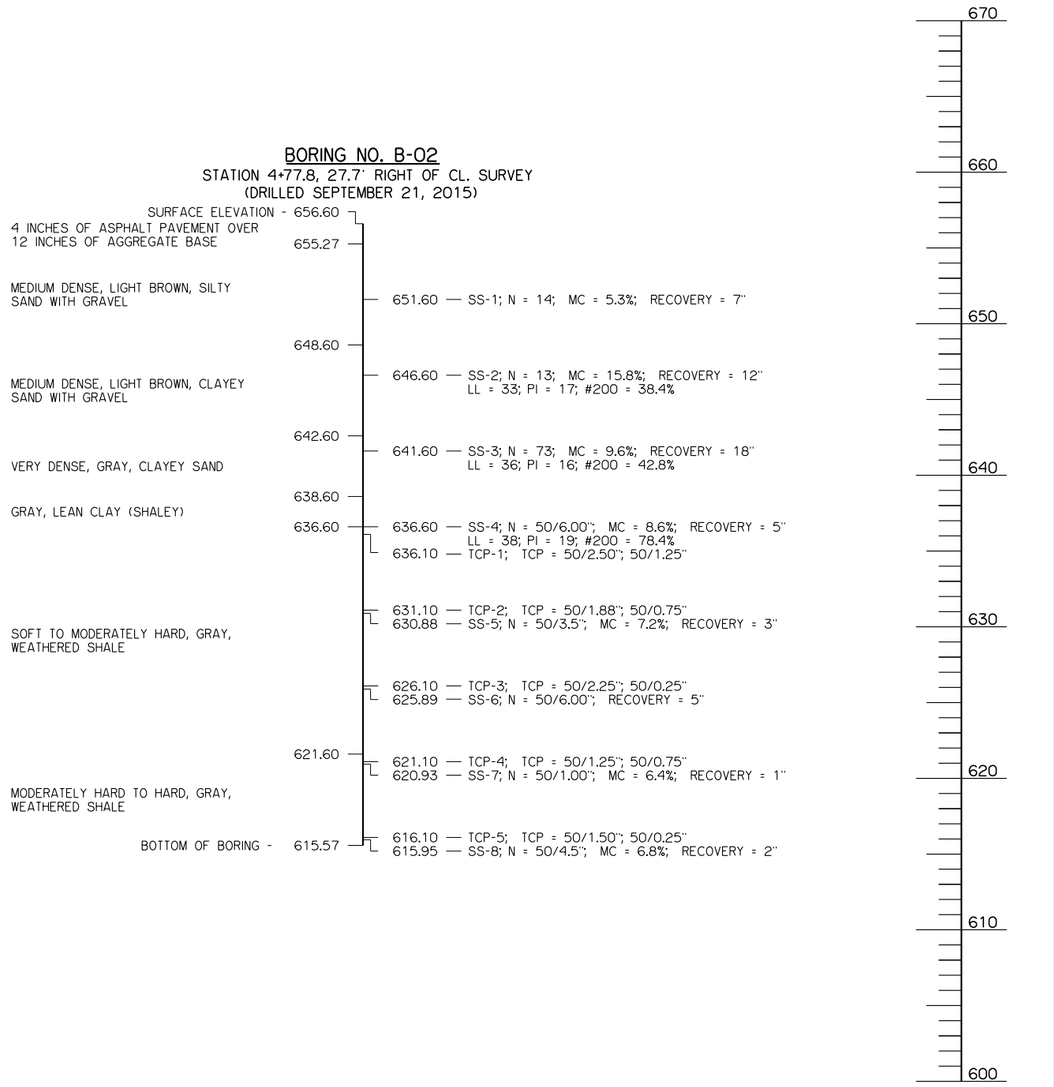
BORING NO. B-01

STATION 3+88.8, 16.7' RIGHT OF CL. SURVEY
(DRILLED SEPTEMBER 21, 2015)



BORING NO. B-02

STATION 4+77.8, 27.7' RIGHT OF CL. SURVEY
(DRILLED SEPTEMBER 21, 2015)



SEISMIC CLASS AND SPECTRAL RESPONSE ACCELERATIONS

SITE CLASS	"C"
SEISMIC CATEGORY	A
A_s	0.063g
S_{DS}	0.140g
S_{D1}	0.076g
NOTE: FOR MORE INFORMATION ON THIS TABLE, SEE SECTION 4.3 OF THE GEOTECHNICAL REPORT	

SITE GEOLOGY

FOR THE SITE GEOLOGY, SEE SECTION 4.1 OF THE GEOTECHNICAL REPORT.

LEGEND

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

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

S.W. LIMESTONE RD. OVER TRIB. TO GAINES CREEK — LATIMER COUNTY

FOUNDATION BORING LOGS
(SHEET NO. 1 OF 1)

STATE JOB NO. 29946(04) — SHEET NO. B004

UTILITY CONTACT INFORMATION

WATER
LATIMER CO RWD #1
918-465-3613

TELEPHONE
AT&T
800-852-3786

℄ ROCK ISLAND R.R.

SECTION 23
T 5 N - R 18 E

SECTION 26
T 5 N - R 18 E

MARY KAREN LONG

WATTS RANCH LLC

REMOVE EXISTING

TOP OF CUT/
TOE OF SLOPE

PRESENT R/W

E-W 1/4 SEC. LINE

℄ SURVEY N88°24'31.99"E

N89°03'00.74"E

CRL SW. LIMESTONE ROAD

16.5'

65'

B-01

B-02

BM#4

BM#114

W

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.

BM#3 ℄ END CONC. NW.CORNER CATTLE GUARD	BM#114 TOP REBAR IN CONC. SE.CORNER BRIDGE	BM#4 TOP CONC S-SIDE CORNER POST	BM#97 TOP CAP STEEL BRACE P.	BM#1 TOP IRON PIN W-BRACE POST
X= 2752916.2542	X= 2753386.6256	X= 2753588.4233	X= 2753965.9175	X= 2754685.8792
Y= 574371.5136	Y= 574434.0867	Y= 574468.0150	Y= 574421.5148	Y= 574505.2777
ELEV.= 657.76	ELEV.= 654.90	ELEV.= 658.03	ELEV.= 663.07	ELEV.= 703.65
CRL STATION 98+87.84	CRL STA 103+59.19	CRL STA 105+61.52	CRL STA 109+38.19	CRL STA 116+59.44
69.33' RT	14.56' RT	16.02' LT	36.73' RT	35.08' LT

HOR 0' 25 50' 75' 100'
SCALE
VER 0' 10' 20' 30' 40'

CRL STA. 100+03.40, 18.56'RT=
℄ SURVEY STA. 1+08.23
BEGIN INCIDENTAL CONSTRUCTION
MEET AND MATCH EXISTING ROAD

CRL STA. 100+53.40, 19.12'RT=
℄ SURVEY STA. 1+58.23
END INCIDENTAL CONSTRUCTION
BEGIN STATE J/P NO. 29946(04)

CRL STA. 106+47.45, 25.77'RT=
℄ SURVEY STA. 7+52.24
END INCIDENTAL CONSTRUCTION
END STATE J/P NO. 29946(04)

CRL STA. 106+97.45, 26.33'RT=
℄ SURVEY STA. 8+02.24
END INCIDENTAL CONSTRUCTION
MEET & MATCH EXISTING ROAD

63.17'
BRIDGE LENGTH
59.67'
BEAM LENGTH

BEGIN BRIDGE STA.103+41.38 F.G.: 657.79
END BRIDGE STA.103+77.55 F.G.: 657.79

0.00%

FINISHED GRADE
EXIST. GRADE
SP.DITCH LT & RT.
SP.DITCH LT.
SP.DITCH RT.
EXCAVATE

0.03%
1.24%
-1.13%
0.38%

PVI 100+53.40
Elev 655.91
℄ SURVEY
END INCIDENTAL CONSTRUCTION
BEGIN STATE J/P NO. 29946(04)

PVC 100+85.58
Elev 655.91

V.C.=75.68'
K=62.23

PVT 101+61.26
Elev 656.39

PVI 101+23.42
Elev 655.92

PVI 102+73.59
Elev 657.79

PVC 102+55.58
Elev 657.57

PVT 102+91.60
Elev 657.79

V.C.=36.02'
K=29.00

PVI 104+24.45
Elev 657.79

PVC 104+08.07
Elev 657.79

PVT 104+40.83
Elev 657.61

V.C.=32.75'
K=29.00

PVC 105+23.3
Elev 656.68

PVI 105+69.98
Elev 656.15

V.C.=93.72'
K=62.23

PVT 106+16.84
Elev 656.32

PVI 106+47.45
Elev 656.44

655.98 655.84 655.94 655.67 656.88 656.29 657.79 656.51 657.79 656.24 656.94 656.25 656.28 656.98

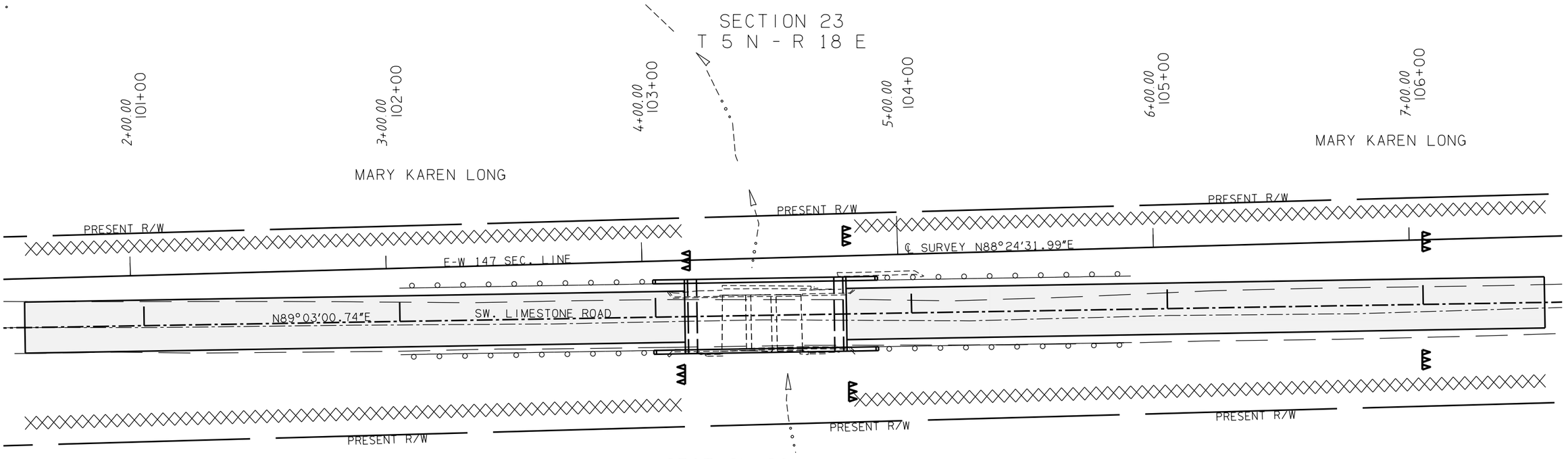
BRIDGE "A"
STATION 103+42.96
CONST. 60' TYPE II
P.C. BEAM SPAN BRIDGE
W/ TR3

100+00 101+00 102+00 103+00 104+00 105+00 106+00

STATE JOB NO. 29946(04) SHEET NO. R001

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT PLAN AND PROFILE - EW-1470/SW-LIMESTONE RD. - LATIMER COUNTY

7/7/2017 10:07:57 AM



SCALE
1" = 40' HOR.
1" = 4' VER.

20 0 20 40

LEGEND

ΔΔΔ SILT DIKE

xxxxxx SILT FENCE

EW-1470/SW-LIMESTONE RD. LATIMER COUNTY

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

EROSION CONTROL

STATE JOB NO. 29946(04) SHEET NO. R002

7/7/2017 10:15:34 AM

Project: LIMESTONE CREEK			
NAME	NORTHING	EASTING	ELEVATION
1	574505.27770000	2754685.87920000	703.65080000
2	574434.04496101	2753386.68279554	654.90093614
3	574371.51358983	2752916.25415926	657.75562983
4	574468.01499895	2753588.42329355	658.03246321
5	574421.51480000	2753965.91750000	663.06730000
25	574458.29550000	2752921.94350000	655.07970000
26	574605.27480000	2758213.28200000	682.35490000
28	571819.67520000	2752997.78160000	703.33740000
29	569181.02200000	2753073.76470000	690.91300000
30	569197.87490000	2753059.62340000	690.91300000
31	569191.77950000	2753134.77350000	690.91300000
32	569117.85230000	2753088.77560000	695.72130000
33	574665.52110000	2753280.70630000	664.30680000
34	574684.87140000	2753359.65000000	665.30330000
37	574656.85480000	2753287.81510000	665.25280000
40	574586.50480000	2753107.59470000	665.08990000
43	574499.91990000	2752885.40190000	665.18460000
97	574421.51480000	2753965.91750000	663.06730000
98	574495.04032500	2754244.77812500	661.89850000
99	574474.78913814	2752921.48535063	655.07970000
100	574511.53396314	2754244.31997563	661.89850000
101	574393.32056187	2752923.74833084	655.07970000
102	574430.06538687	2754246.58295584	661.89850000
114	574434.08669885	2753386.62558123	654.90225934
40*1	574434.04500000	2753386.68280000	654.90090000

MARY KAREN LONG

33-BM
CUT 'X' NE. CORNER
BRIDGE ABUT.
X= 2753280.7063
Y= 574665.5211
ELEV= 664.31

SECTION 23
T 5 N - R 18 E

0+00
POB Sta. 0+00.00
ON SEC. CORNER
(FOUND IRON PIN)

℄ ROCK ISLAND R.R.

STA. 4+46.46
3.7'X6'X18" RDT
STONE, MASON BOX
25 RT.

5+00

4-BM
TOP CONC S-SIDE
CORNER POST
X= 2753588.4233
Y= 574468.0150
ELEV.= 658.03

10+00

1-BM/CP
TOP IRON PIN
W-BRACE POST
X= 2754685.8792
Y= 574505.2777
ELEV.= 703.65

SECTION 23
T 5 N - R 18 E

MARY KAREN LONG

POE 13+23
Sta. 13+23.34

43 99 25 101 100 98 102

PRESENT R/W 16.5' E-W 147 SEC. LINE 16.5' PRESENT R/W

N88°24'31.99"E

℄ SUEVEY

N88°24'31.99"E
5293.38'

SW. LIMESTONE ROAD

65' 65' 65'

PRESENT R/W PRESENT R/W

3-BM
℄ END CONC.
NW. CORNER
CATTLE GUARD
X= 2752916.2542
Y= 574371.5136
ELEV.= 657.76

114-BM
TOP REBAR IN CONC.
SE. CORNER BRIDGE
X= 2753386.6256
Y= 574434.0867
ELEV.= 654.90

97-BM
TOP CAP
STEEL BRACE P.
X= 2753965.9175
Y= 574421.5148
ELEV.= 663.07

WATTS RANCH LLC

SECTION 26
T 5 N - R 18 E

WATTS RANCH LLC

SECTION 26
T 5 N - R 18 E

N

200 100 0 100 200
SCALE 1" = 100'

Project Name: LIMESTONE CREEK
Description:
Horizontal Alignment Name: CRL
Description: ON SEC LINE
Style: Centerline
Input Factor: 1.0000000

Element: Linear	STATION	EASTING	NORTHING
POB	100+00.00	2753027.2447	574442.6914
POE	109+34.91	2753962.0251	574458.1887
Tangent Direction:	N 89°03'00.74" E		
Tangent Length:	934.91		

Project Name: LIMESTONE CREEK
Description:
Horizontal Alignment Name: CENTEERLINE SURVEY
Description: ON SEC LINE
Style: Centerline
Input Factor: 1.0000000

Element: Linear	STATION	EASTING	NORTHING
POB (25)	0+00.00	2752921.9435000	574458.2955000
POE (98)	13+23.34	2754244.77812	50574495.0403250
Tangent Direction:	N 88°24'31.99" E		
Tangent Length:	1323.34		

PLS	RES	
DRAWN	RES	
CHECKED		
APPROVED		
CREW		

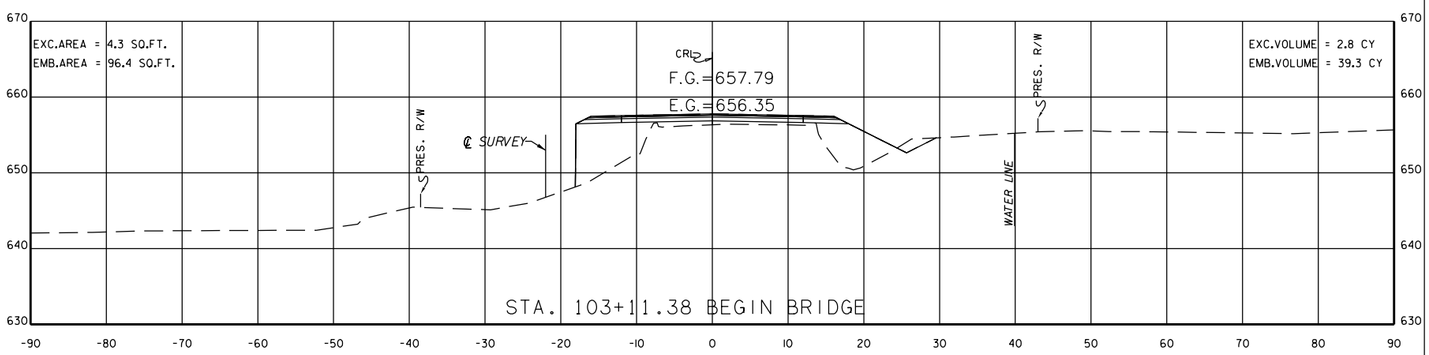
SOUTHEAST 3 CIRCUIT ENGINEERING DIST.

SURVEY DATA SHEET

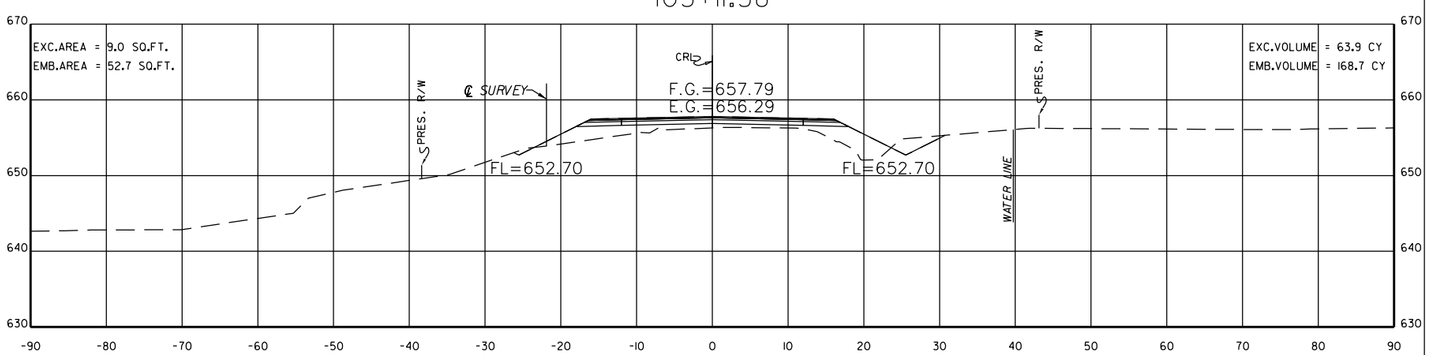
SHEET 1 OF 1

PROJECT: LOCAL ID # 29946(04) SHEET NO. S001

7/7/2017 10:14:23 AM



103+11.38



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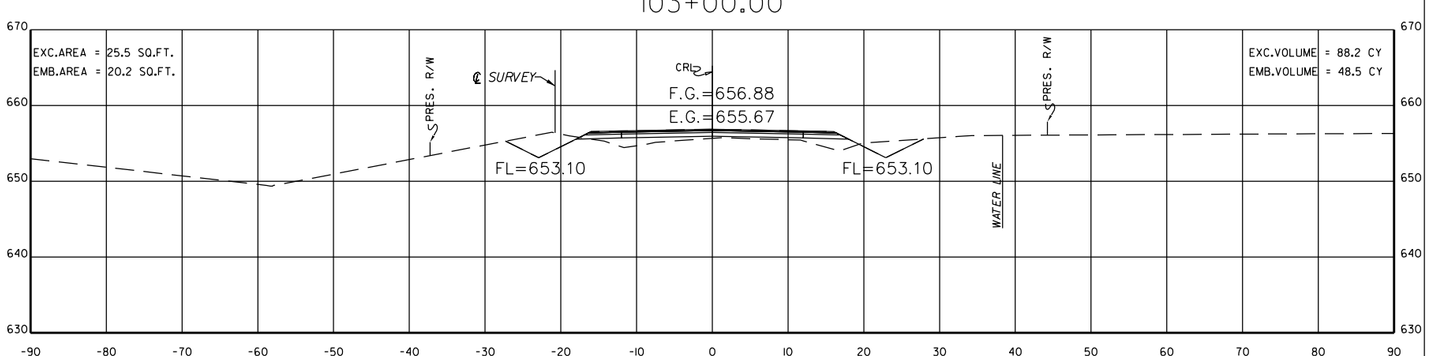

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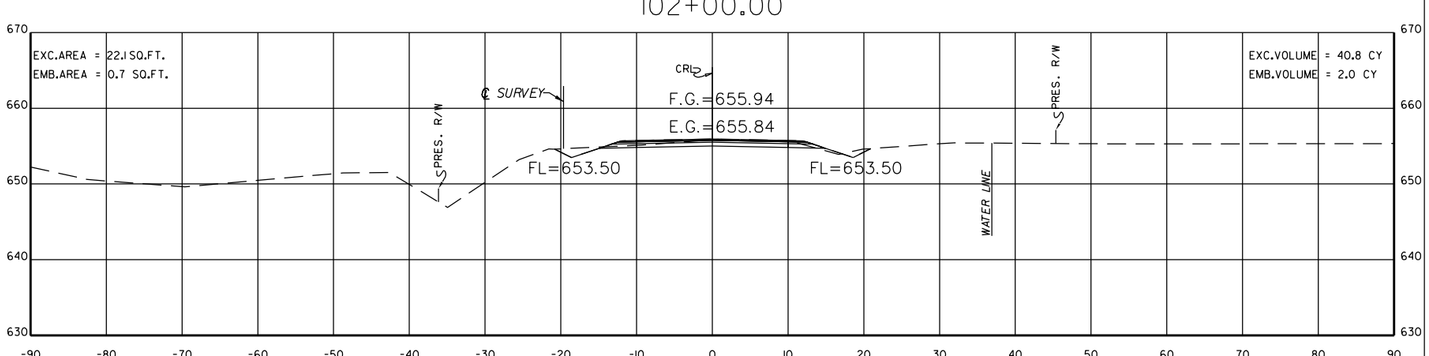

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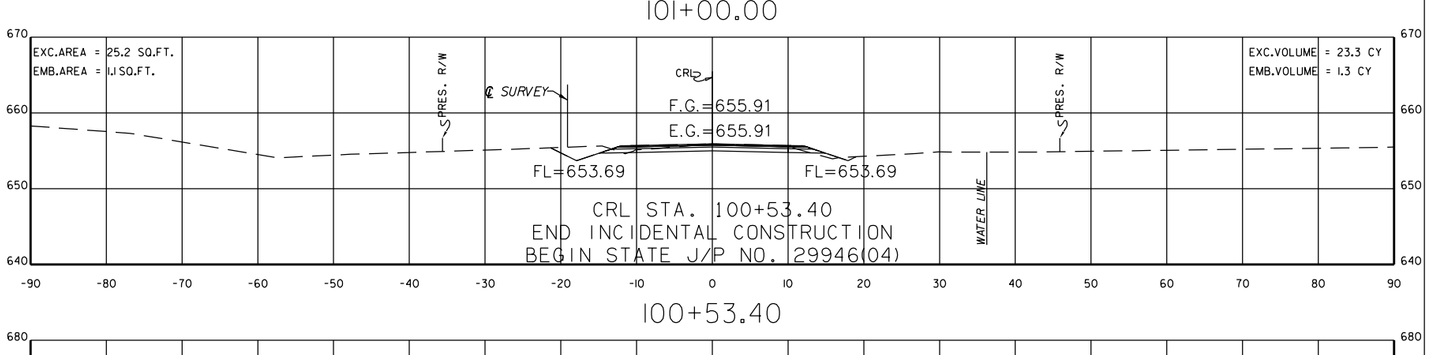

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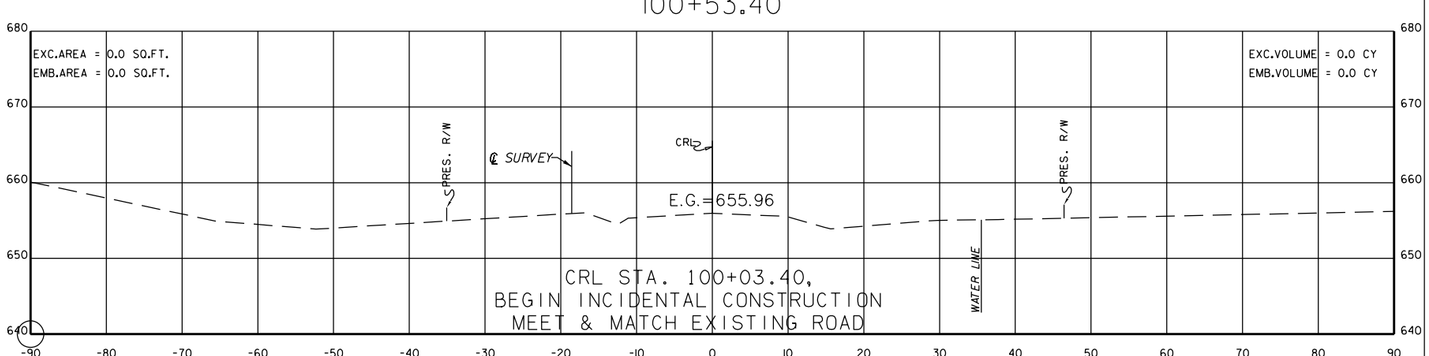

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CROSS SECTION

STATE J/P NO. 29946(04)

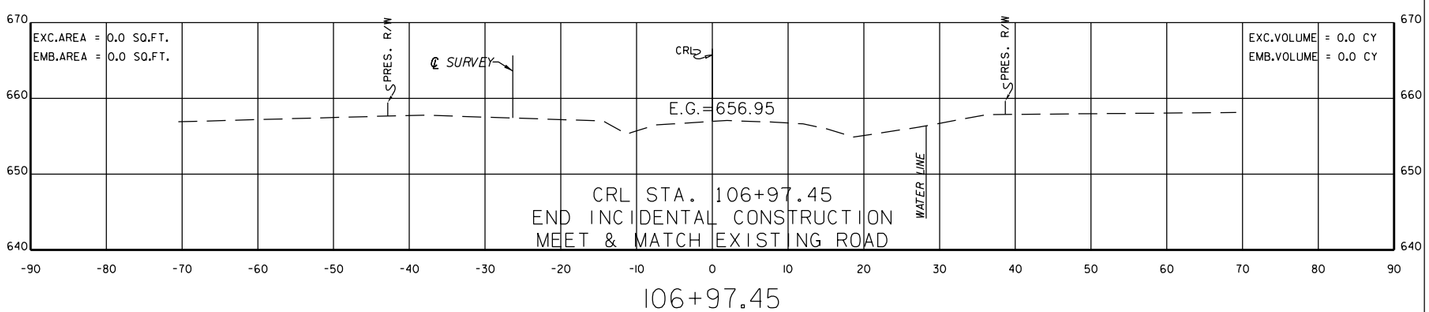
SHEET NO. X001

FW-1470/SW-LIMESTONE RD.

SOUTHEAST #3 CIRCUIT ENGINEERING DISTRICT

LATIMER COUNTY

4/25/2017 9:31:32 AM



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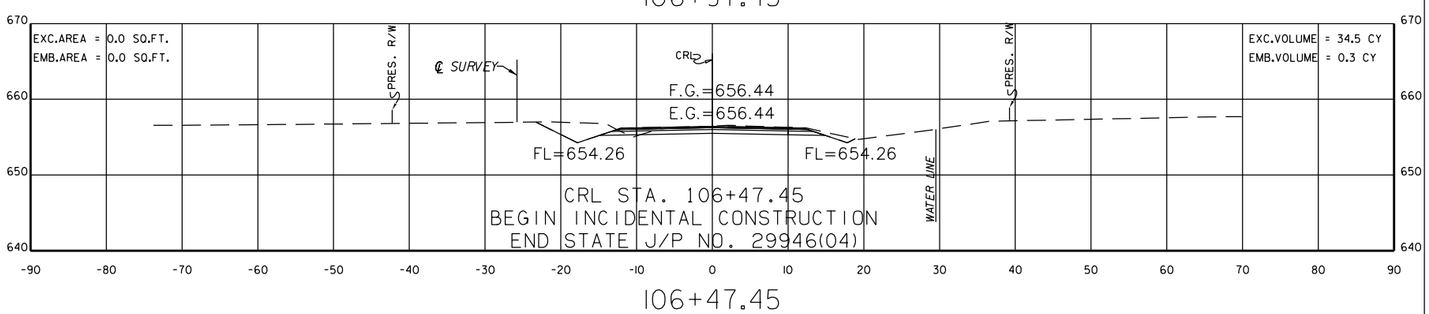

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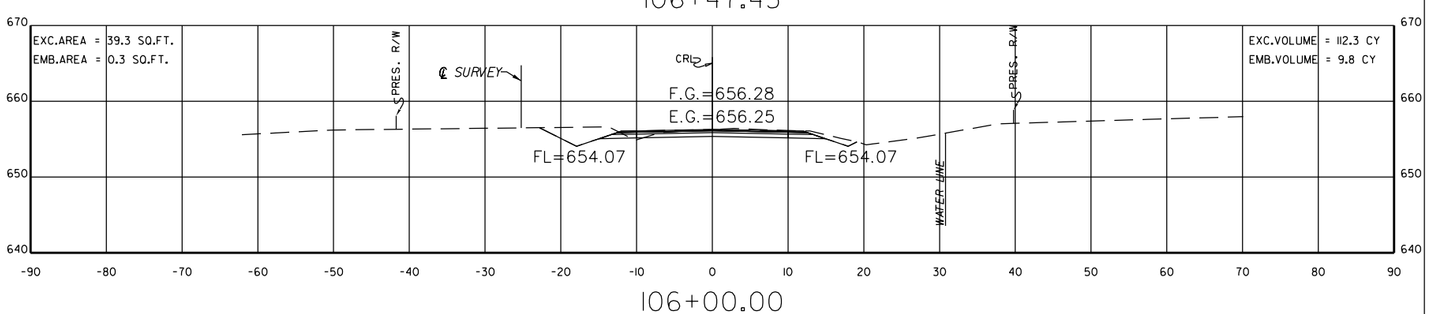

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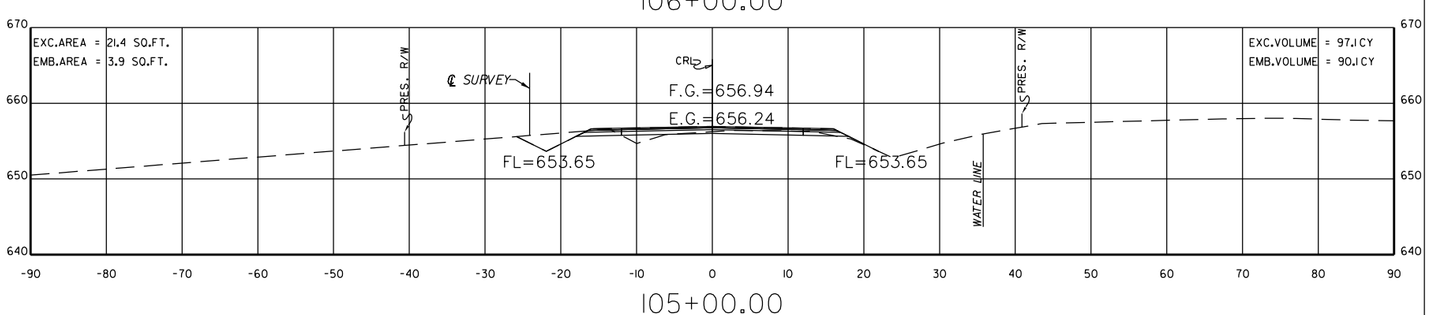

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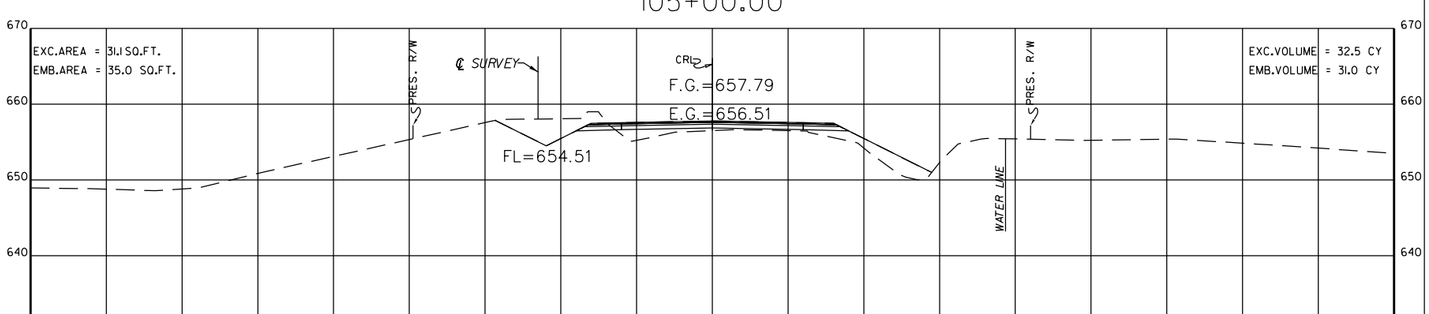

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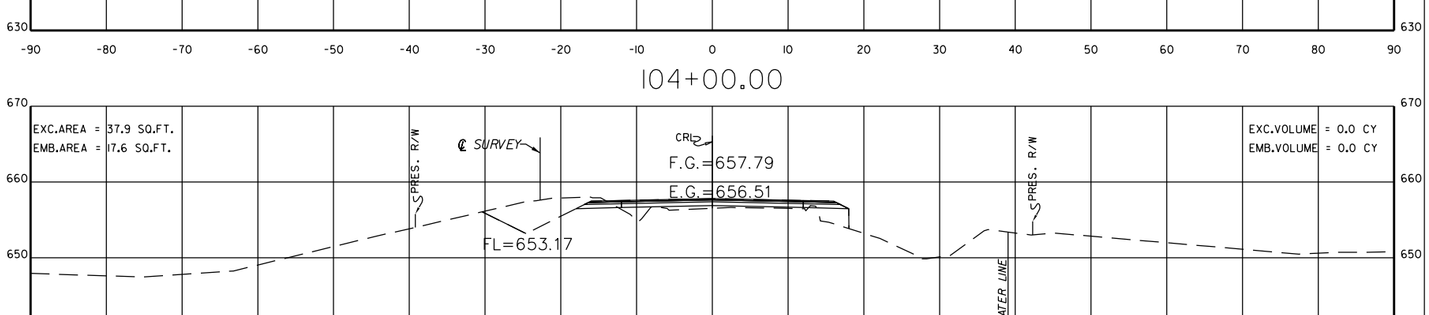

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CROSS SECTION

STATE J/P NO. 29946(04)

SHEET NO. X002

FW-1470/SW-LIMESTONE RD.

SOUTHEAST 4 CIRCUIT ENGINEERING DISTRICT

LAIMER COUNTY

4/25/2017 9:31:45 AM