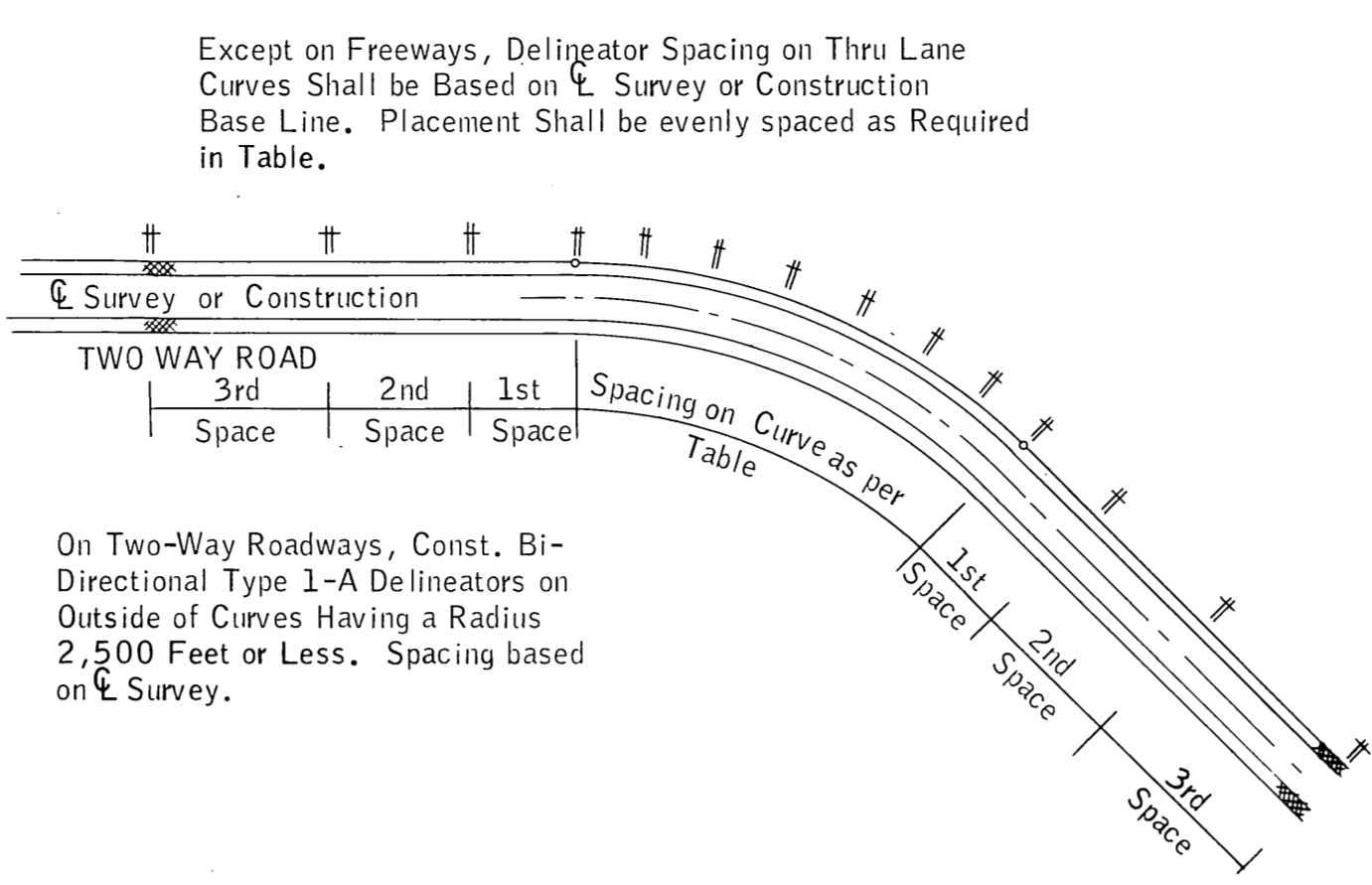
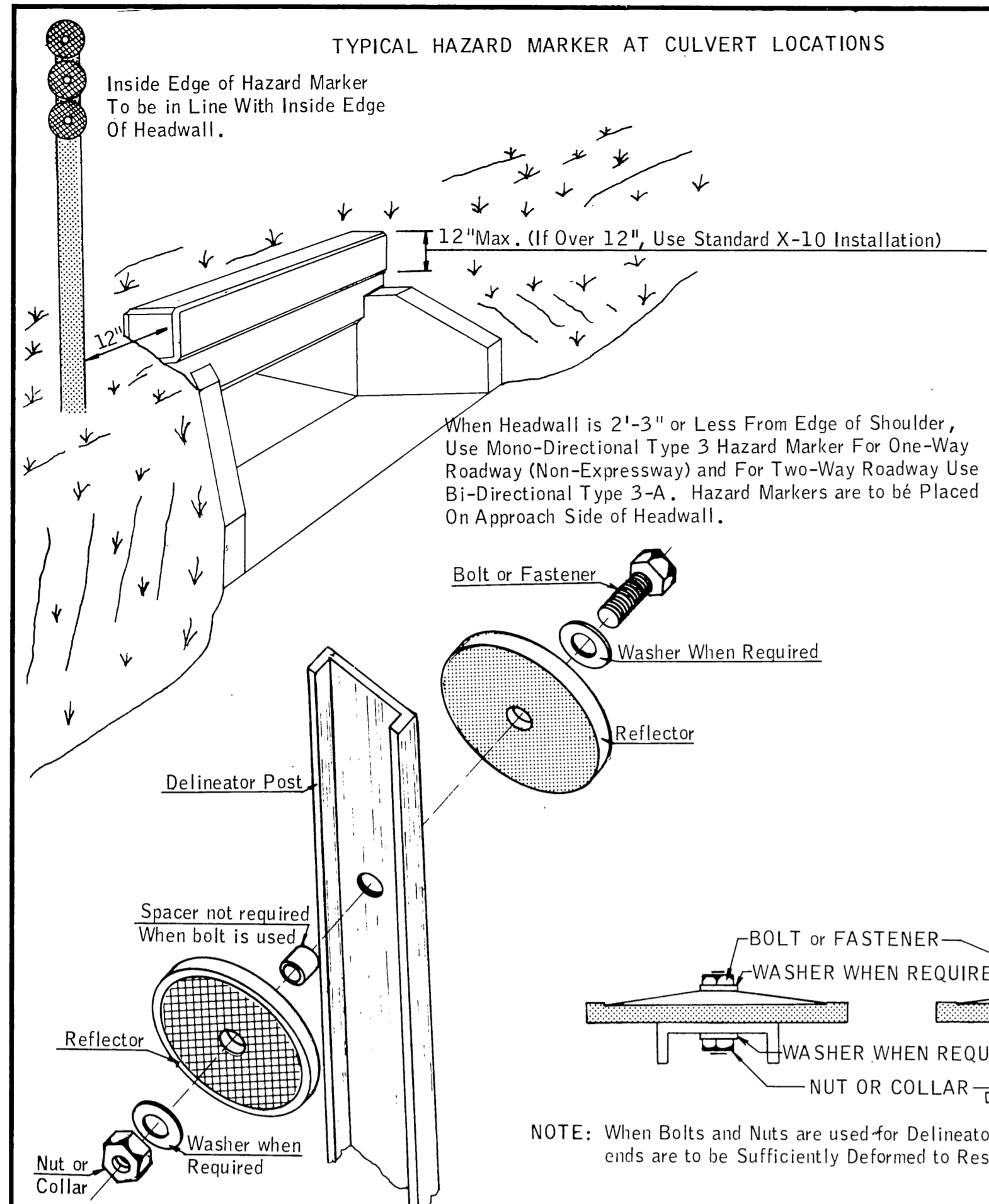


FED. ROAD DIST. NO.	STATE	PRJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE
Rev. Delineator Hole Spacing	LGD	5-69
Rev. Delin. Post Length	LGC	10-86



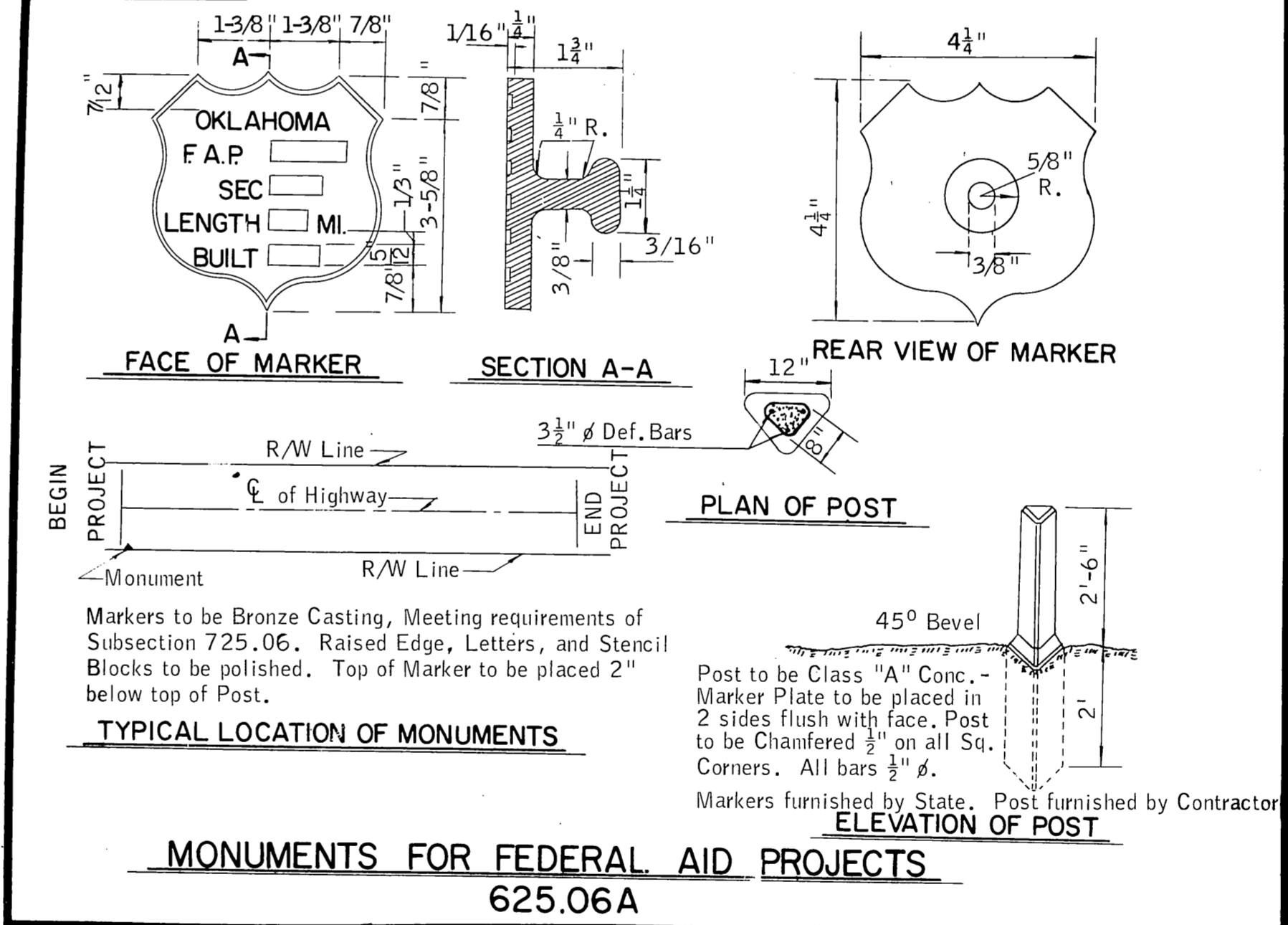
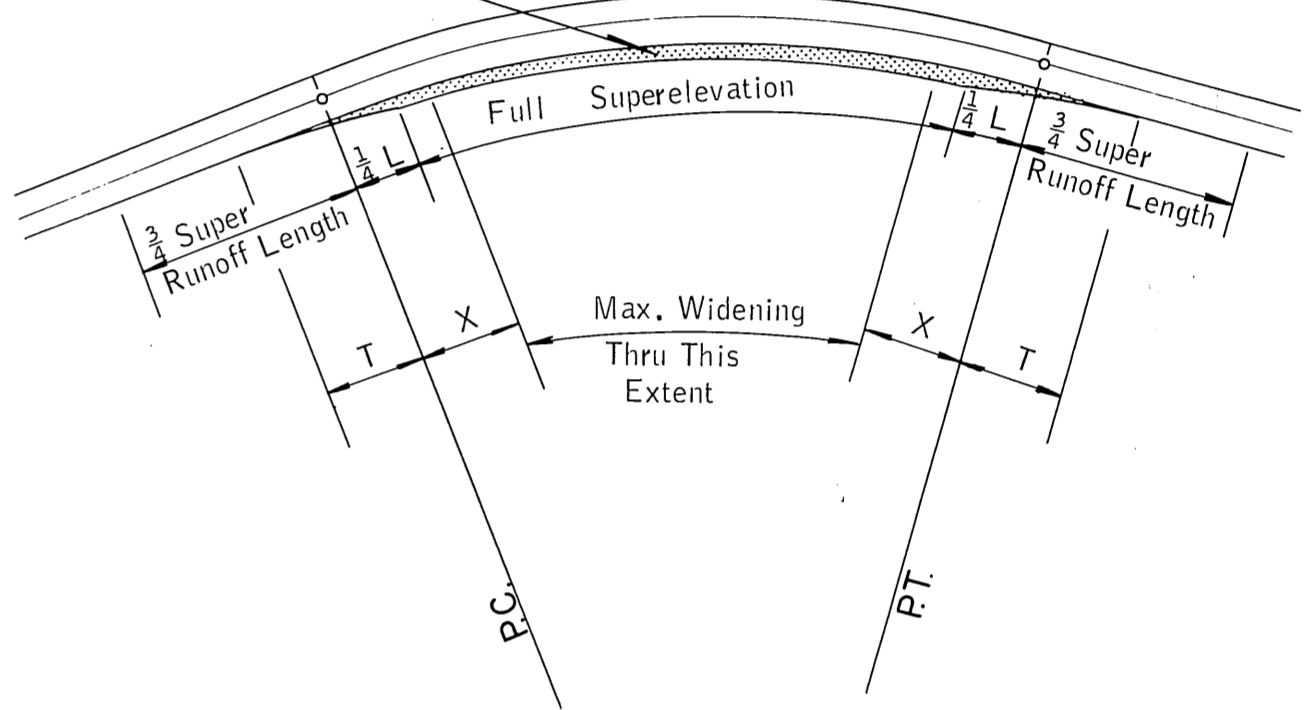
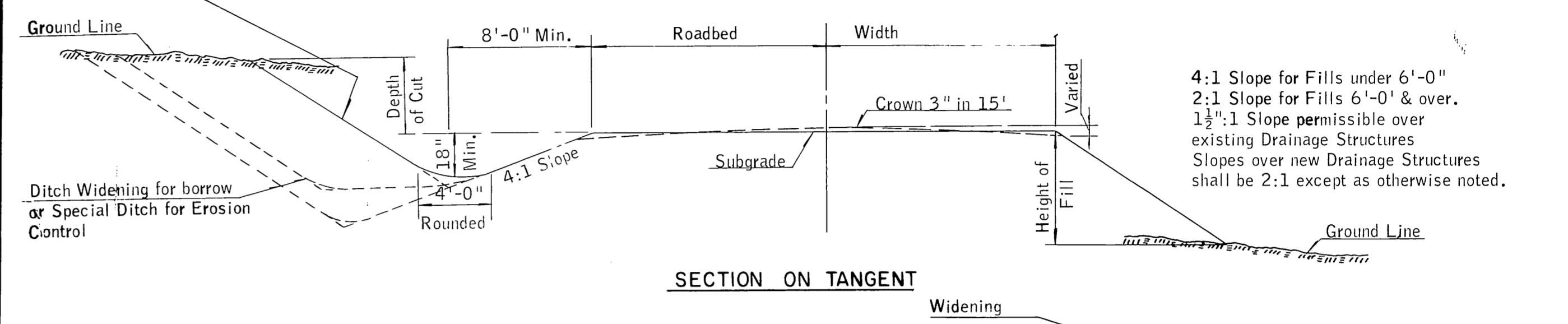
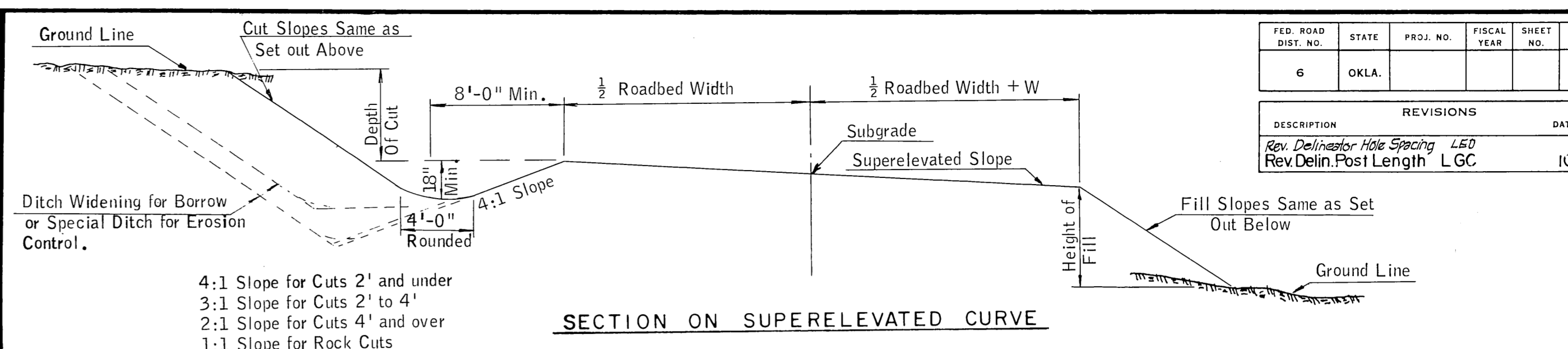
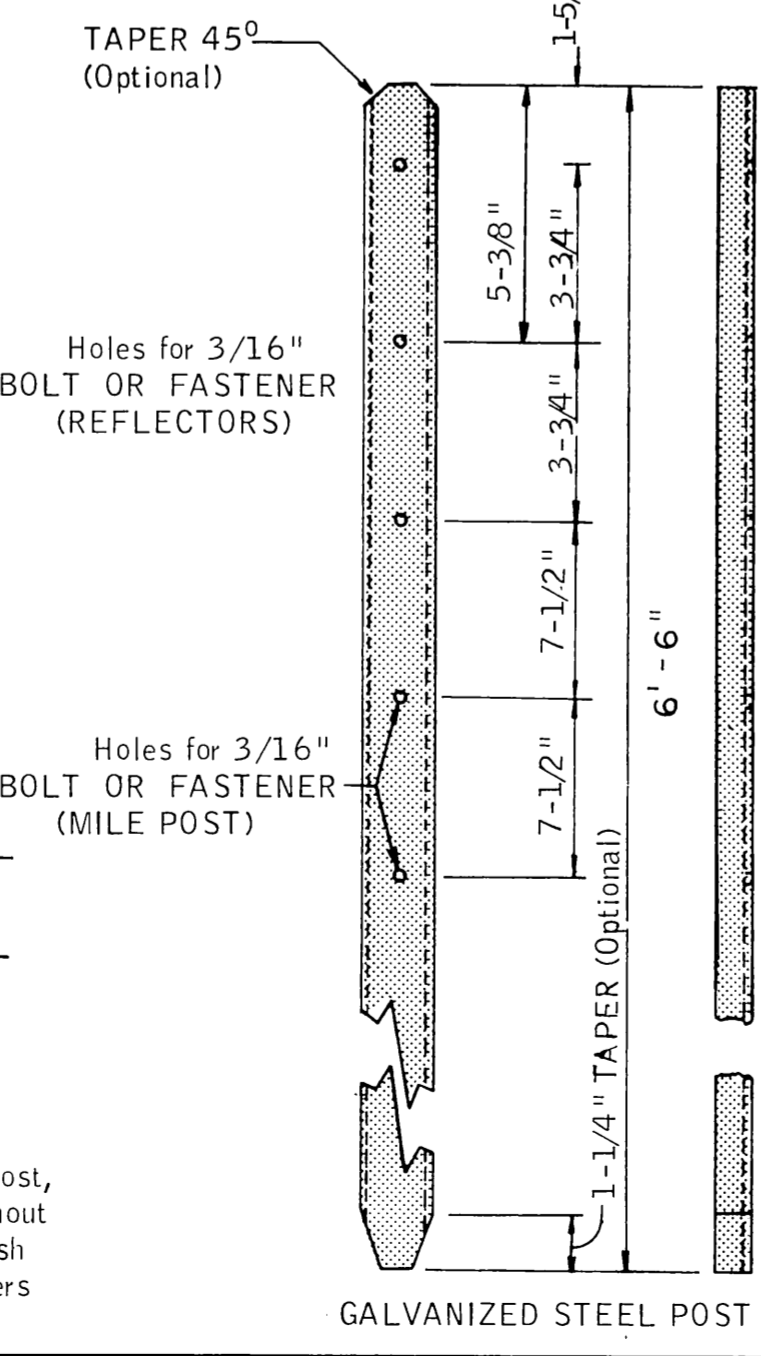
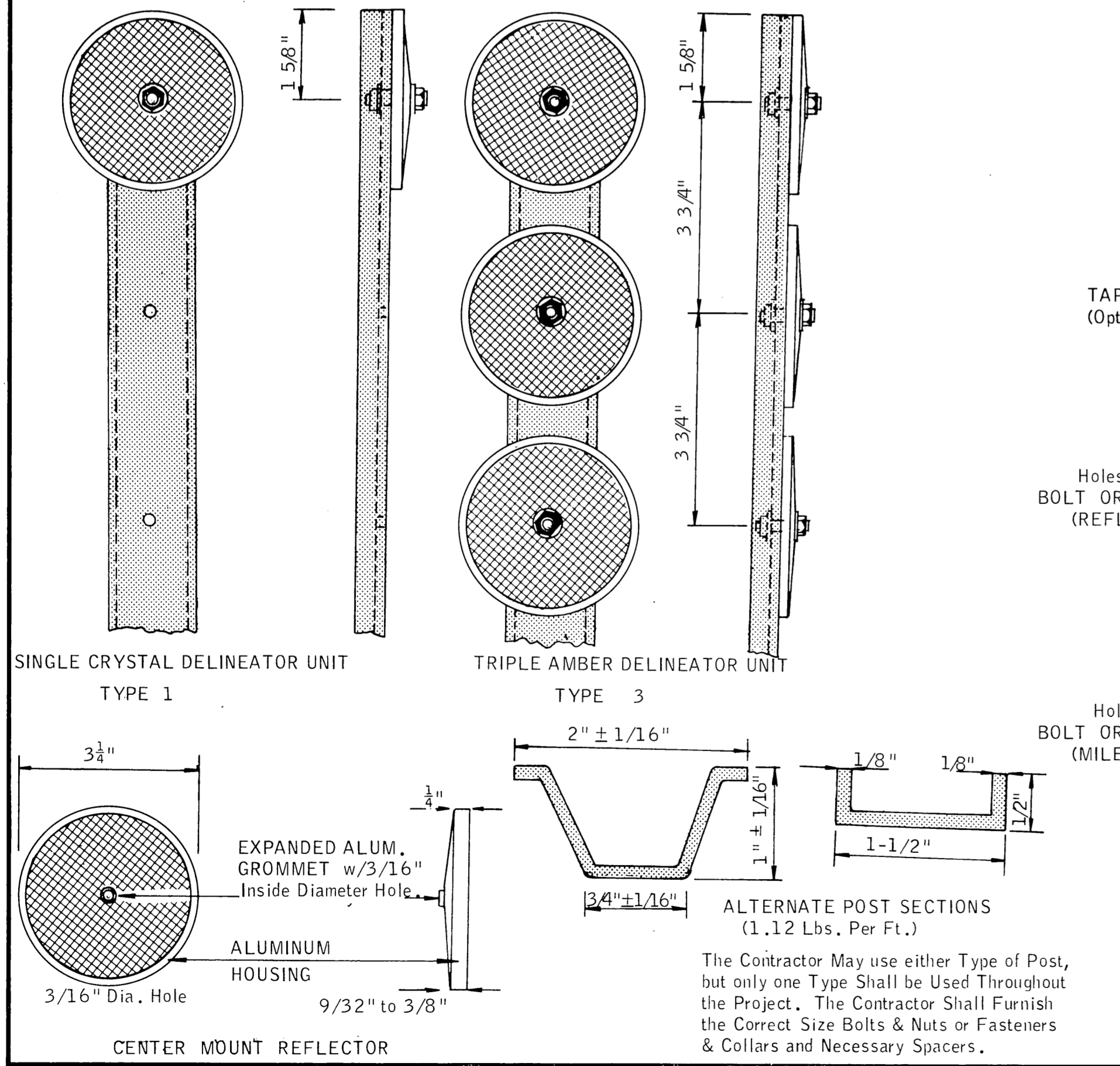
WHEN RADIUS IN FEET IS		SPACING ON CURVE	SPACING IN ADVANCE AND BEYOND CURVES		
OVER AND INCLUDING	BUT LESS THAN		1st	2nd	3rd
2500		100	200	200	200
1900	2500	90	150	200	200
1600	1900	80	150	200	200
1100	1600	70	150	200	200
800	1100	60	100	200	200
600	800	50	100	150	200
350	600	40	75	125	200
275	350	30	50	100	200
225	275	30	50	100	175
175	225	30	50	100	150
101	175	20	30	50	125
100		20	30	50	90

* Eliminate Normal Delineator When Type 3 Or 3-A is Required Within Spacing Distance.

BASIS OF PAYMENT
 853.06(B) Delineators - Type 1A Ea.
 853.06(B) Delineators - Type 3A Ea.

ALL CONSTRUCTION AND MATERIALS REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS.

SKETCH OF BI-DIRECTIONAL DELINEATOR ASSEMBLY TYPES 1-A, 2-A, and 3-A (TYPICAL)



DEGREE OF CURVE	DESIGN SPEED	SUPERELEVATION RATE	MAX. "W"	LENGTH TO MAX. WIDENING			
				20' PAV'T		24' PAV'T	
				T	X	T	X
0°15'	NC	NC	NC				
0°30'	NC	NC	NC				
0°45'	NC	NC	RC				
1°00'	NC	RC	.021				
1°15'	RC	.018	.026				
1°30'	RC	.021	.030				
1°45'	RC	.024	.034				
2°00'	RC	.027	.038				
2°15'	.011	.030	.042				
2°30'	.021	.033	.046				
2°45'	.023	.036	.050				
3°00'	.025	.038	.053				
3°15'	.027	.040	.056				
3°30'	.028	.043	.058				
4°00'	.032	.047	.063				
4°30'	.035	.051	.067				
5°00'	.038	.055	.071				
5°30'	.041	.058	.074				
6°00'	.043	.061	.077	1.00'	43.48	43.43	43.45
6°30'	.046	.064	.078	1.00'	41.88	41.83	41.73
7°00'	.048	.067	.079	1.00'	40.26	40.21	40.19
7°30'	.050	.069	.080	1.25'	40.38	43.31	43.38
7°30'	.050	.069	.080	1.25'	40.38	43.31	43.38
8°00'	.052	.071	.150'	46.02	45.92	45.99	45.89
8°30'	.054	.073	1.75'	48.21	48.08	48.16	48.03
9°00'	.056	.075	2.00'	50.05	49.89	50.01	49.85
9°30'	.058	.076	2.25'	51.61	51.41	51.60	51.40
10°00'	.060	.077	2.50'	53.02	52.78	52.98	52.74
10°30'	.061	.078	2.75'	54.25	53.97	54.20	53.92
11°00'	.063	.079	3.00'	55.34	55.02	55.27	54.95
11°30'	.064	.079	3.25'	56.28	55.91	56.23	55.86
12°00'	.066	.080	3.50'	57.14	56.71	57.09	56.66

NC = Normal Crown - No Superelevation
 RC = Remove Adverse Crown, Superelevation at Normal Crown
 NOTE: Crown to be removed from all Superelevated Curves
 100' (30 MPH)
 125' (40 MPH)
 150' (50 MPH)
 ① Min. Length of Runoff =

APPROVED BY

ROADWAY DESIGN ENGR.	ASS'T. DIRECTOR-DESIGN	FARM / MARKET ENGR.
<i>D. E. Baur</i>	<i>John W. ...</i>	<i>...</i>
DATE: 11-14-68	DATE: 11-2-68	DATE: 10/28/68

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STANDARD DETAIL FOR FARM TO MARKET ROADS

Design _____
 Drawn _____
 Checked _____
 Approved *PROVOT*
 Squad _____

FM-3-3

The removal, relaying, encasement or adjusting to grade of all Public and Privately owned utilities including gas lines, gas valves, gas meters, oil lines, power lines, telephone lines except as shown in the Summary of Pay Quantities shall be at the expense of the County and/or owner and will be Non-Participating in Federal Funds.

Pole lines and Pipe lines, approximately parallel to the center line of construction will be relocated, not to exceed four (4) feet from the right-of-way line. Pipe lines crossing the highway will have a minimum coverage of eighteen (18) inches in ditch lines.

All information on these "TYPICAL SECTIONS" is for the purpose of indicating the required crown on tangent section and general design and construction details. Actual construction of roadbed widths, slopes, depth and width of ditches, sub-grade cuts and other features shall conform to the details shown on the Plans or as directed by the Engineer. "Machine Grading" shall be completed in accordance with these "TYPICAL SECTIONS" using the standard depth of ditch except as otherwise noted on plans or to provide proper drainage. A minimum of one (1) foot fill shall be required over all pipe drainage structures.

A minimum of fifty feet shall be required in transitioning from one slope to another.

Submitted 11-24-86
OLD 416/89