

SURVEY DATA
SEE SURVEY DATA ON SHEETS S001-S019 FOR COMPLETE INFORMATION.

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
2024-09-04

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PLAN OF PROPOSED
INTERSTATE HIGHWAY

FEDERAL AID PROJECT NO. XXX-XXXX(XXX)

BRIDGE AND APPROACHES

INTERSTATE 40 OVER ARKANSAS RIVER

MUSKOGEE AND SEQUOYAH COUNTIES

CONTROL SECTION NOS. 40-51-15 AND 40-68-22

STATE JOB NO. 34334(04)

BRIDGE 'A' - LOCATION NO. 6822-0000X - NBI NO. XXXXX - (EXISTING NBI NO. 17051)

DESIGN DATA

ADT 2030 = 23,100
ADT 2050 = 28,400
DHV (ONE WAY) = 1,528
K (DHV/ADT) = 9.9%
D (DIRECTIONAL DIST.) = 54.3%
T₃ (% OF AADT) = 40%
T (% OF AADT) = 38%
V = 75 MPH
20 YEAR RIGID ESALS = XX.X M

SCALES

PLAN 1" = 50'
PROFILE HORIZONTAL 1" = 50'
PROFILE VERTICAL 1" = 5'
LAYOUT MAP 1" = 3,520'

INDEX OF SHEETS

| SHEET NO. | SHEET DESCRIPTION |
|-----------|---------------------------------------|
| 0001 | TITLE |
| 0002 | TYPICAL SECTIONS |
| B001-B011 | GENERAL PLAN AND ELEVATION - BRIDGE A |
| B012-B015 | BRIDGE CONSTRUCTION SEQUENCING |
| R001-R006 | PLAN AND PROFILE |
| S001-S019 | SURVEY DATA SHEET |
| X001-X019 | CROSS SECTIONS |

REQUIRED STANDARD DRAWINGS

2019 ROADWAY 2009 BRIDGE 2009 TRAFFIC

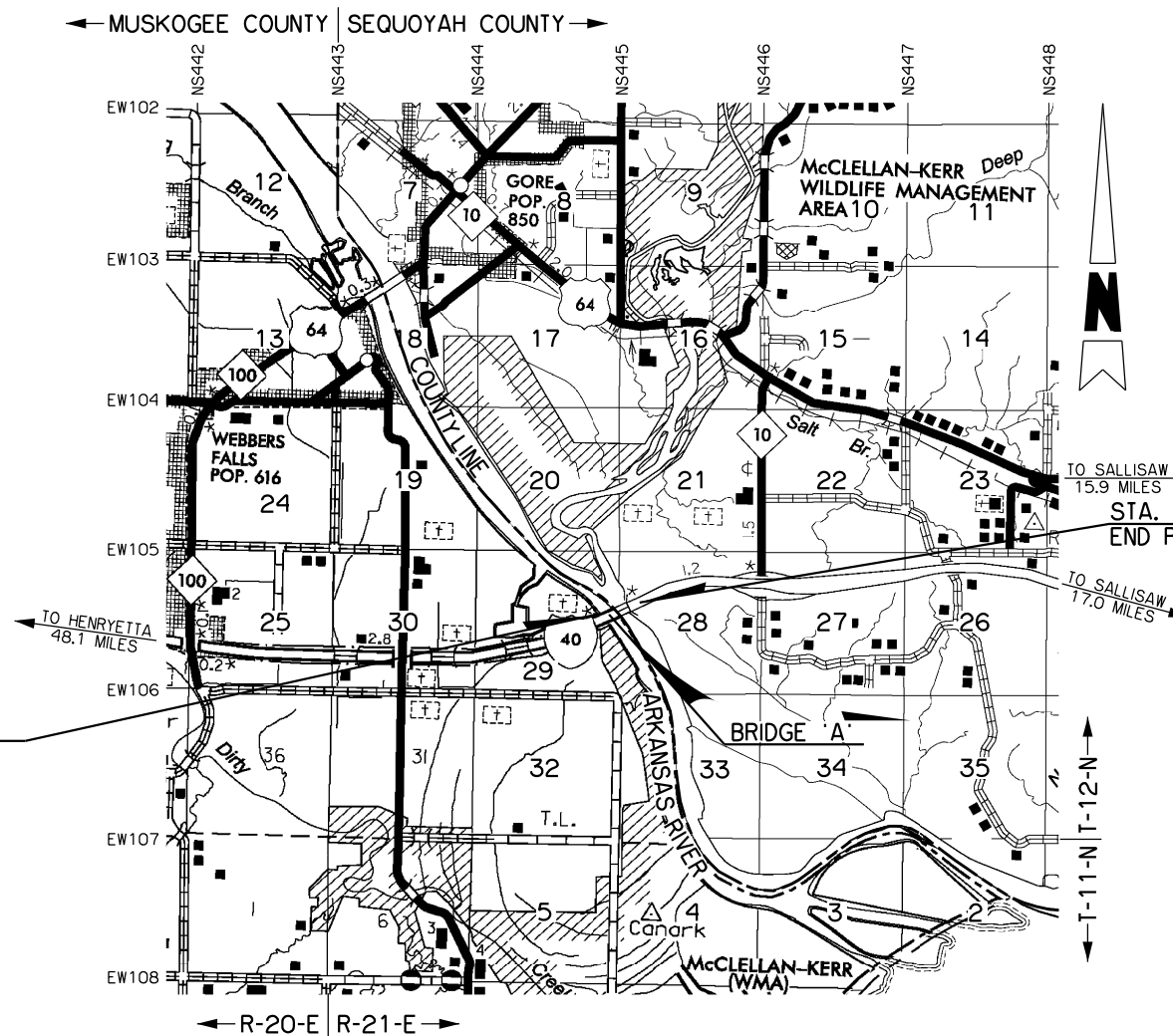
CONVENTIONAL SYMBOLS

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

BEGIN BRIDGE STA. 756+71.25
BRIDGE 'A' BRIDGE LENGTH = 2,082.50 FT.
END BRIDGE STA. 777+53.75

STA. 749+54.66
BEGIN PROJECT

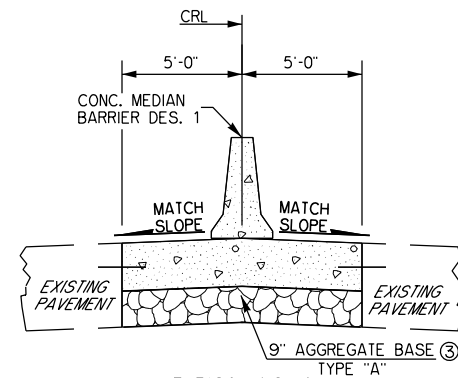
TO SALLISAW 15.9 MILES
STA. 783+87.96
END PROJECT
TO SALLISAW 17.0 MILES



PROJECT LENGTH BASED ON CRL

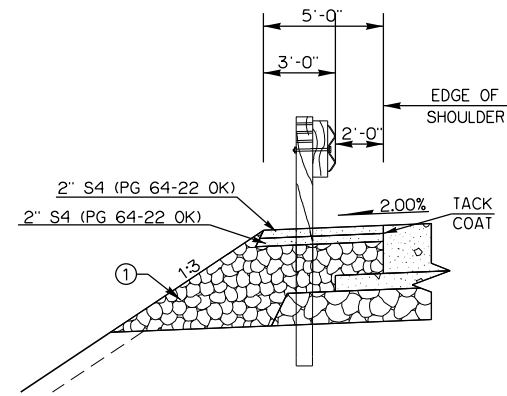
ROADWAY LENGTH 1,350.80 FT. 0.255 MILES
BRIDGE LENGTH 2,082.50 FT. 0.394 MILES
PROJECT LENGTH 0.649 MILES
EQUATIONS: NONE
EXCEPTIONS: NONE

| | | |
|---|--|--|
| | PREPARED BY: WSB, LLC C.A. NO. 9057 | 615 N. HUDSON, STE. 300 OKLAHOMA CITY, OK 73102 (405) 815-3600 |
| | THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT. | |
| PAUL G. POYNTER, OKLA. REG NO. 19103 DATE (SHEET NOS. XX, XX-XX) | | DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION |
| DATE APPROVED: | DATE APPROVED: | |
| BY: CHIEF ENGINEER | BY: DIVISION ADMINISTRATOR | |
| SWO 5486(1) FEDERAL AID PROJECT NO. XXXI-XXX(XX) | | SHEET NO. 0001 |



TYPICAL NO. 1
C STA. 751+00.00 TO C STA. 754+50.00
C STA. 778+00.00 TO C STA. 781+00.00

| PAVEMENT REQUIREMENT | |
|----------------------|-------------------------------------|
| 12" PAVT. STRUCTURE | 10'-0" MEDIAN |
| SURFACE COURSE | 12" DOWEL JOINTED CONCRETE PAVEMENT |



GUARDRAIL DETAIL

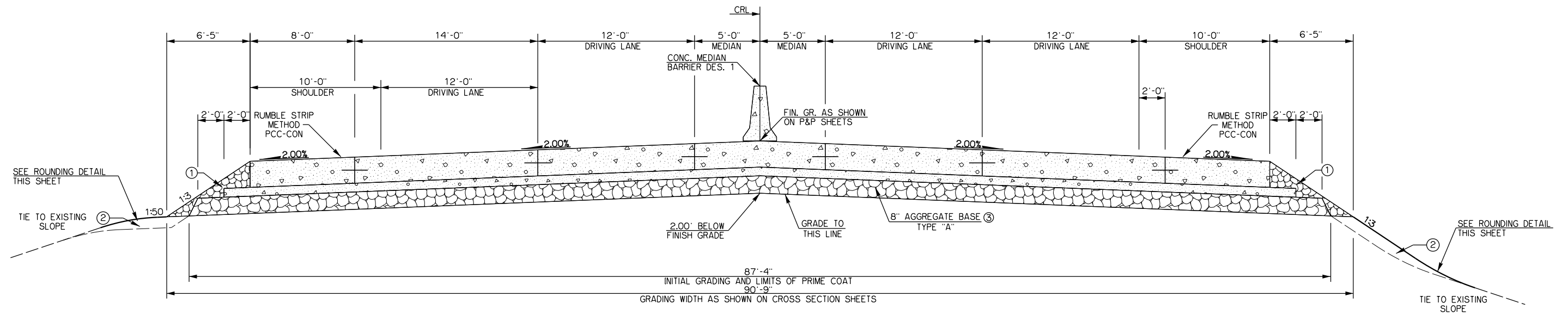
| | |
|----------------|--|
| 2'-2" TO 5'-0" | CRL STA. 749+54.84 TO STA. 750+25.05 LT. |
| 2'-8" TO 5'-0" | CRL STA. 750+42.64 TO STA. 751+12.63 RT. |
| 5' | CRL STA. 750+25.05 TO STA. 756+41.25 LT. |
| 5' | CRL STA. 751+12.63 TO STA. 756+41.25 RT. |
| 5' | CRL STA. 777+83.75 TO STA. 783+17.59 LT. |
| 5'-0" TO 0'-0" | CRL STA. 783+17.59 TO STA. 783+87.17 LT. |

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

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

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

③ PRIME COAT ON TOP OF AGGREGATE BASE.

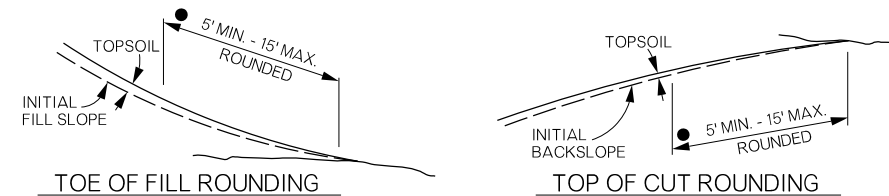


TYPICAL SECTION NO. 2
CRL STA. 754+50.00 TO CRL STA. 756+41.25
CRL STA. 777+83.75 TO CRL STA. 778+00.00

| PAVEMENT REQUIREMENT | | | |
|----------------------|-------------------------------------|-------------------------------------|-----------------------------------|
| 16" PAVT. STRUCTURE | 10'-0" MEDIAN | 12'-0" DRIVING LANES | 10'-0" SHOULDERS |
| SURFACE COURSE | 12" DOWEL JOINTED CONCRETE PAVEMENT | 12" DOWEL JOINTED CONCRETE PAVEMENT | 12" TO 10" P.C. CONCRETE PAVEMENT |
| BASE COURSE | 4" CEMENT TREATED BASE | 4" CEMENT TREATED BASE | 4" CEMENT TREATED BASE |

ROUNDING DETAIL

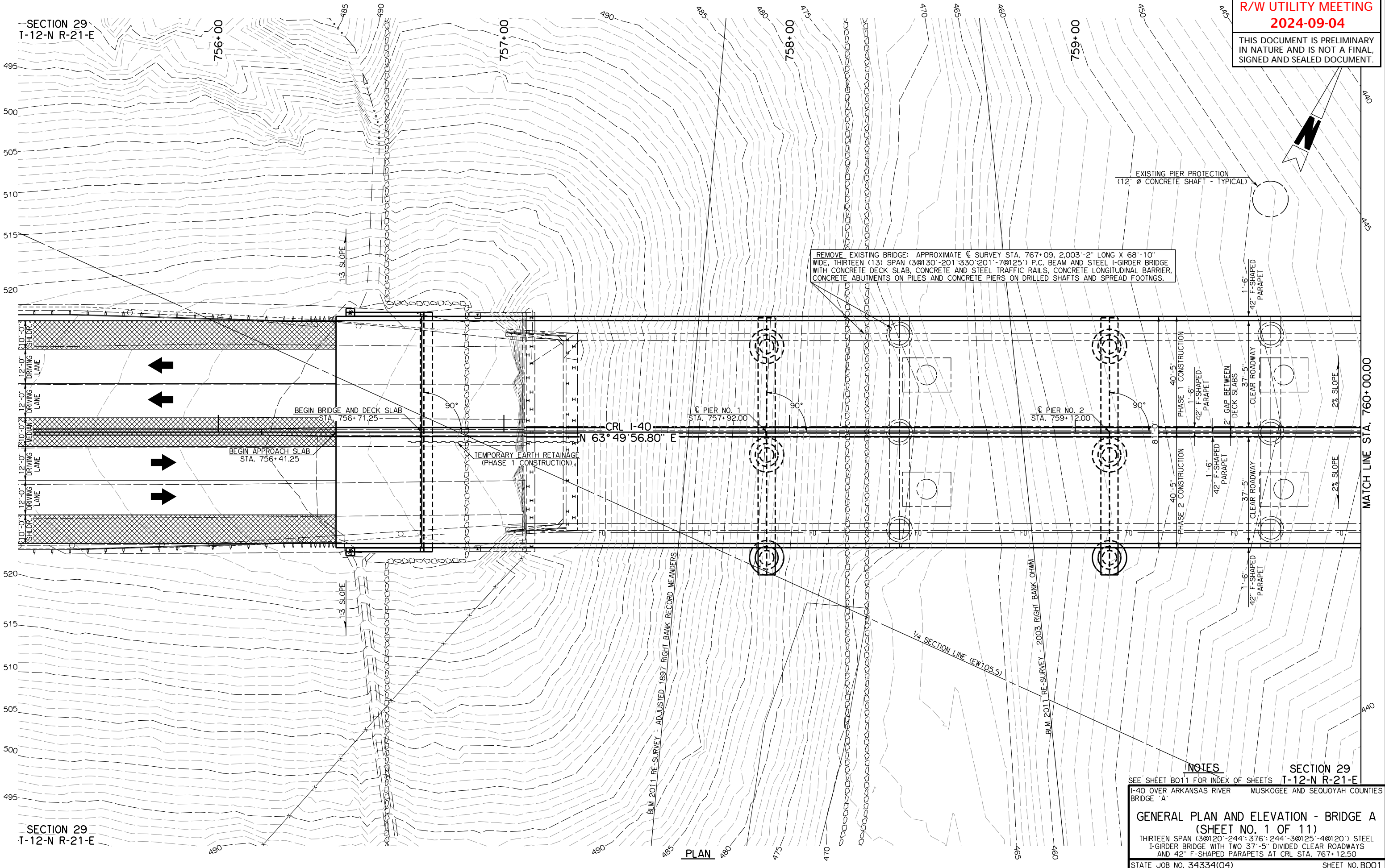
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



SECTION 29
T-12-N R-21-E

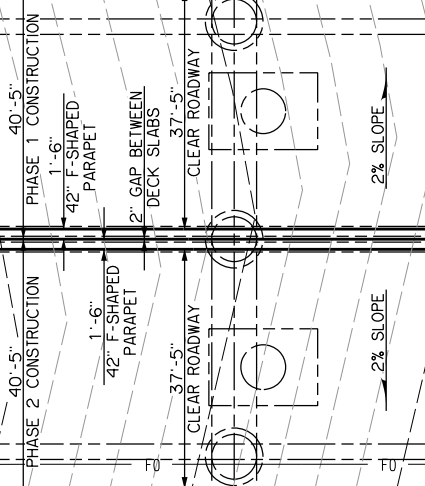
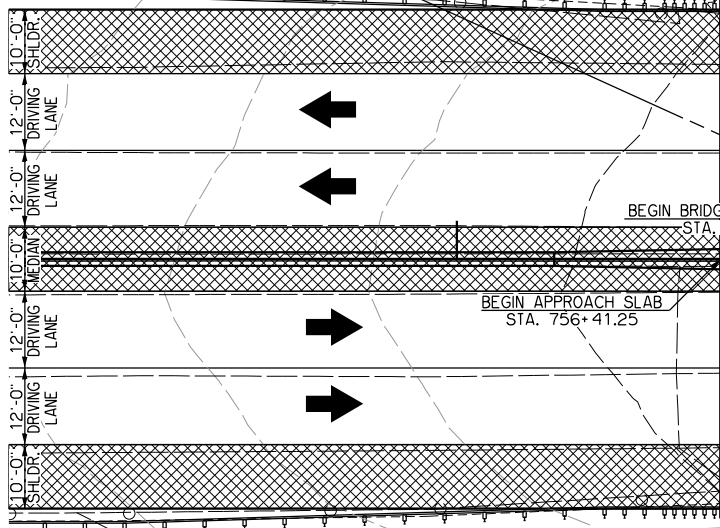
R/W UTILITY MEETING
2024-09-04

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REMOVE EXISTING BRIDGE: APPROXIMATE C SURVEY STA. 767+09, 2,003'-2" LONG X 68'-10" WIDE, THIRTEEN (13) SPAN (3@130'-201'-330'-201'-7@125') P.C. BEAM AND STEEL I-GIRDER BRIDGE WITH CONCRETE DECK SLAB, CONCRETE AND STEEL TRAFFIC RAILS, CONCRETE LONGITUDINAL BARRIER, CONCRETE ABUTMENTS ON PILES AND CONCRETE PIERS ON DRILLED SHAFTS AND SPREAD FOOTINGS.

EXISTING PIER PROTECTION
(12" Ø CONCRETE SHAFT - TYPICAL)



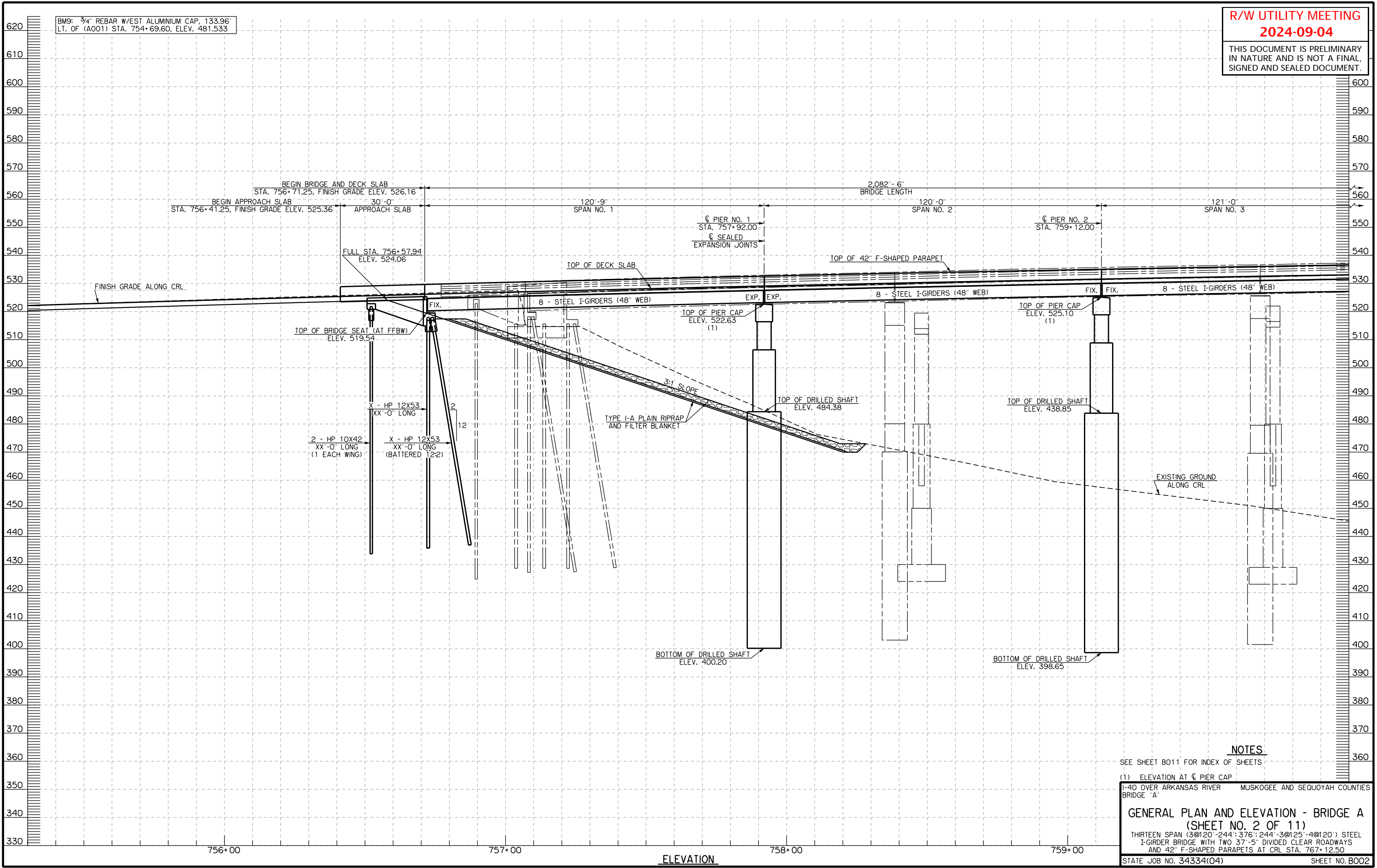
SECTION 29
T-12-N R-21-E

NOTES
SEE SHEET B011 FOR INDEX OF SHEETS T-12-N R-21-E
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 1 OF 11)
THIRTEEN SPAN (3@120'-244':376':244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50
STATE JOB NO. 34334(04) SHEET NO. B001

PLAN

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BM9: 3/4" REBAR W/EST ALUMINIUM CAP, 133.96'
LT. OF (A001) STA. 754+69.60, ELEV. 481.533



NOTES

SEE SHEET B011 FOR INDEX OF SHEETS

(1) ELEVATION AT C PIER CAP

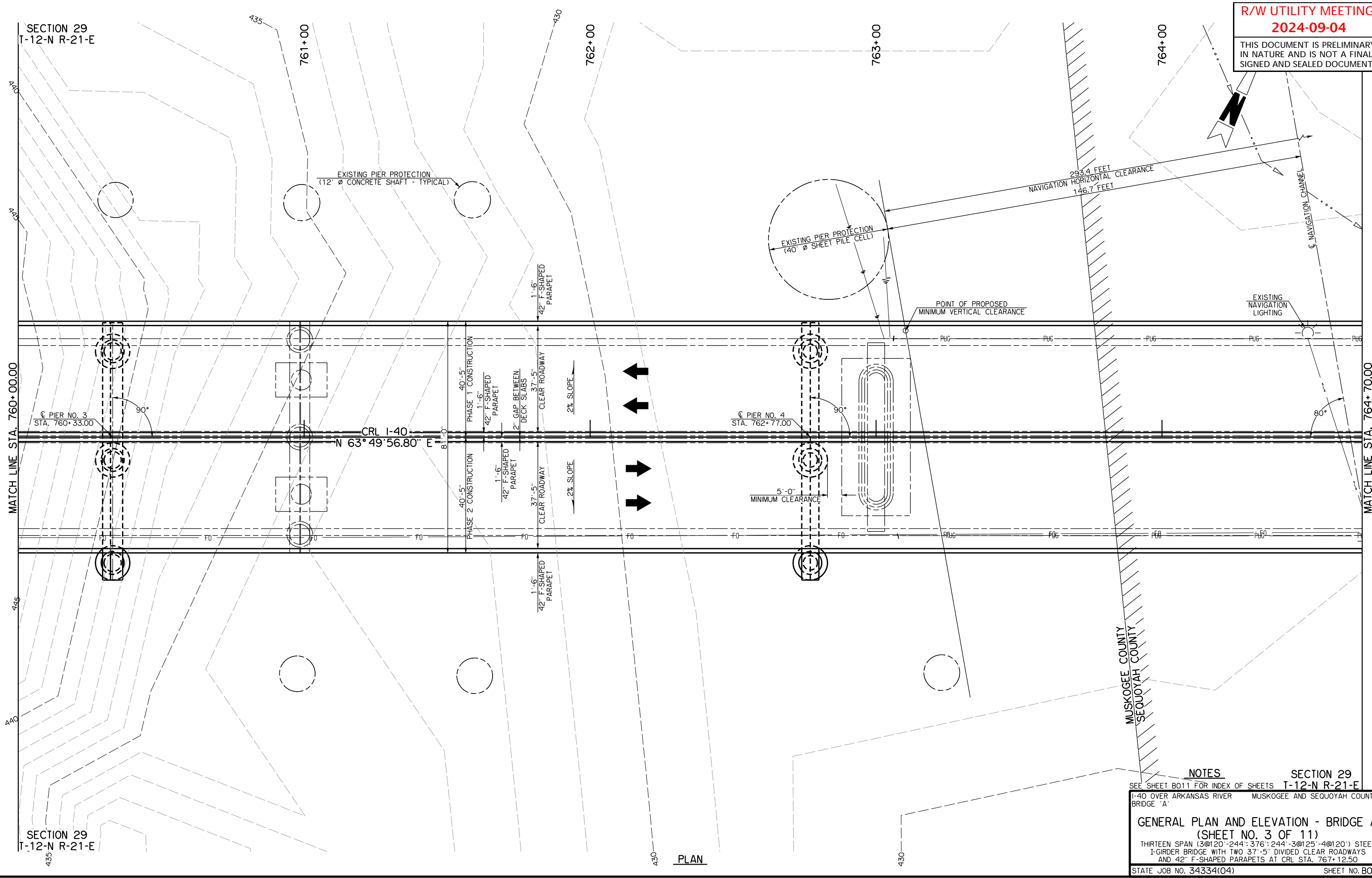
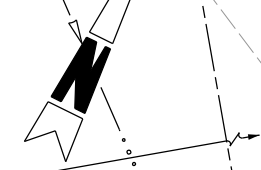
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 2 OF 11)
THIRTEEN SPAN (3@120'-244'-376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(04) SHEET NO. B002

ELEVATION

R/W UTILITY MEETING
2024-09-04

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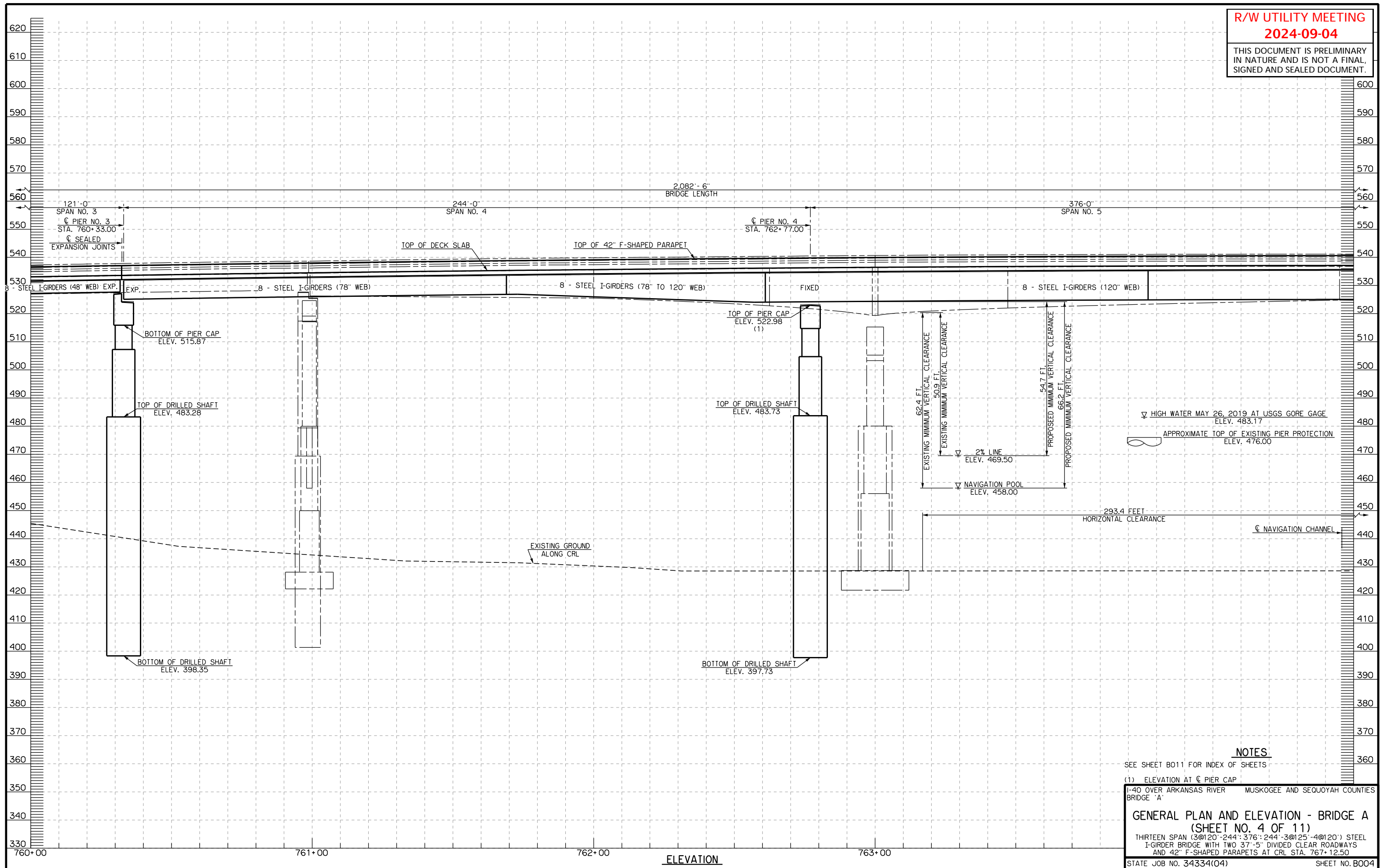


NOTES

SECTION 29
SEE SHEET B011 FOR INDEX OF SHEETS T-12-N R-21-E
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 3 OF 11)
THIRTEEN SPAN (3@120'-244':376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50
STATE JOB NO. 34334(04) SHEET NO. B003

PLAN

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NOTES

SEE SHEET B011 FOR INDEX OF SHEETS

(1) ELEVATION AT C PIER CAP

I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

**GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 4 OF 11)**

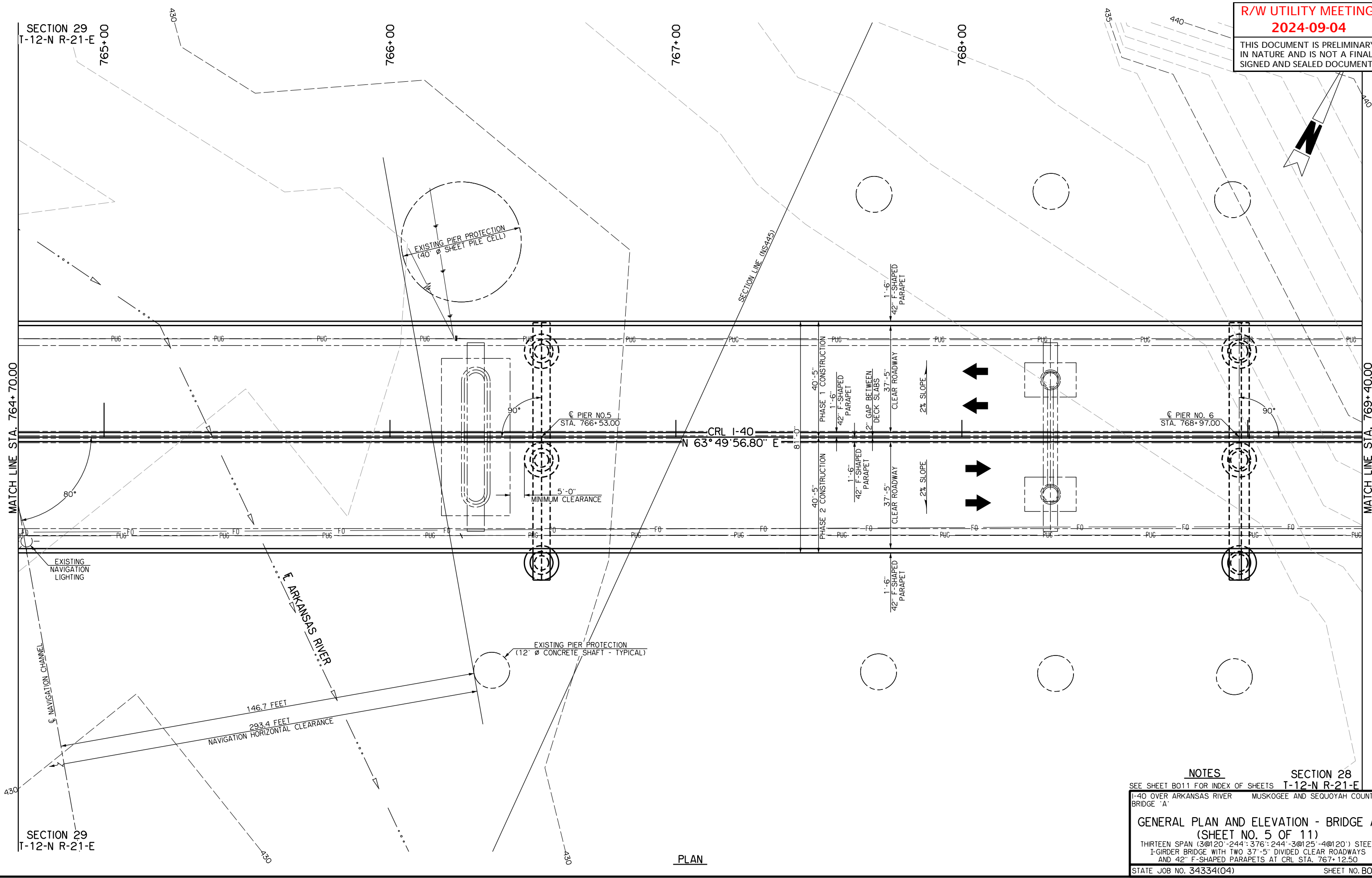
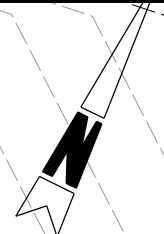
THIRTEEN SPAN (3@120'-244':376':244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(04)

SHEET NO. B004

R/W UTILITY MEETING
2024-09-04

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NOTES

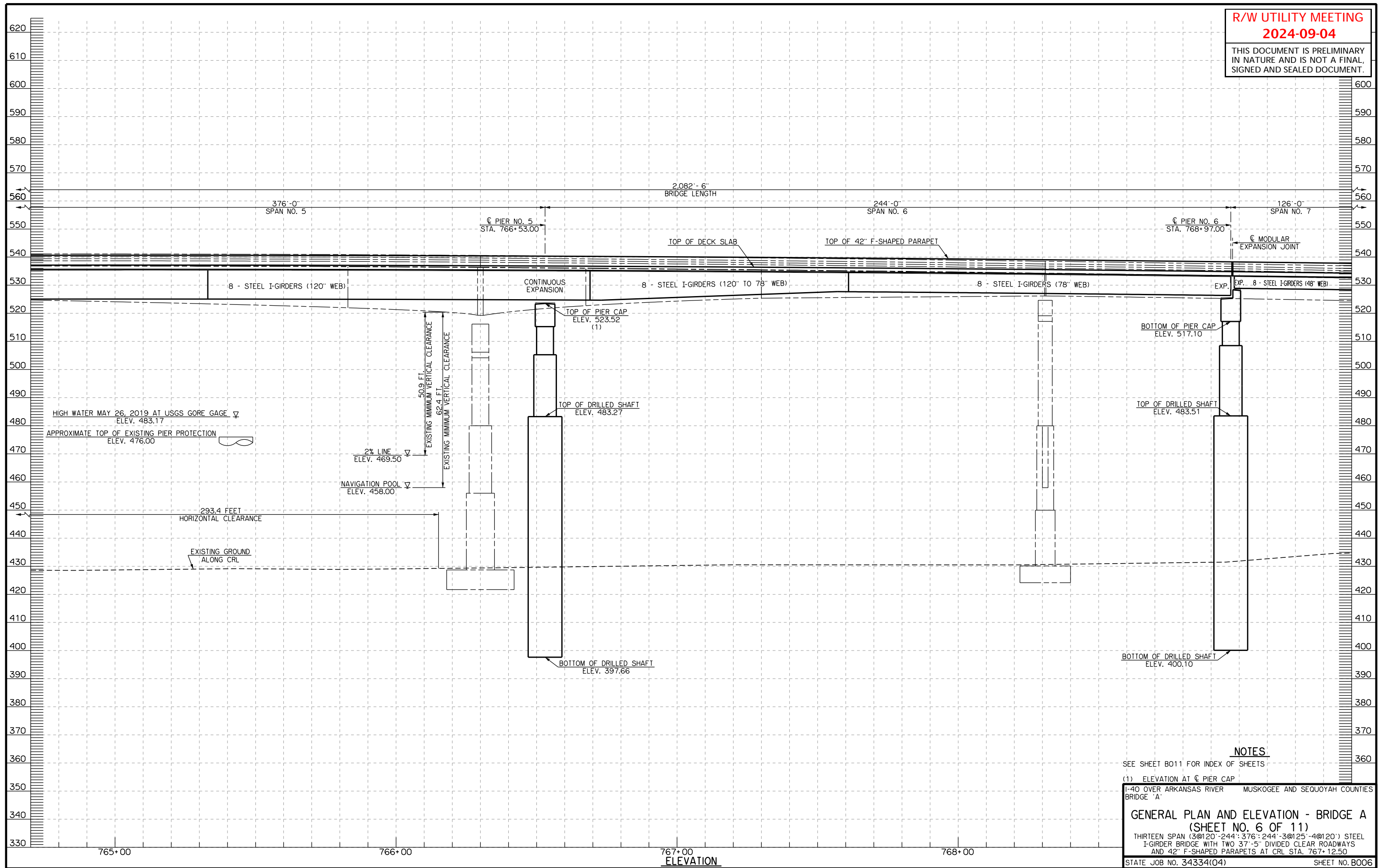
SEE SHEET B011 FOR INDEX OF SHEETS T-12-N R-21-E
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

SECTION 28
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 5 OF 11)
THIRTEEN SPAN (3@120'-244'-376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(04) SHEET NO. B005

PLAN

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NOTES

SEE SHEET B011 FOR INDEX OF SHEETS

(1) ELEVATION AT PIER CAP

I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

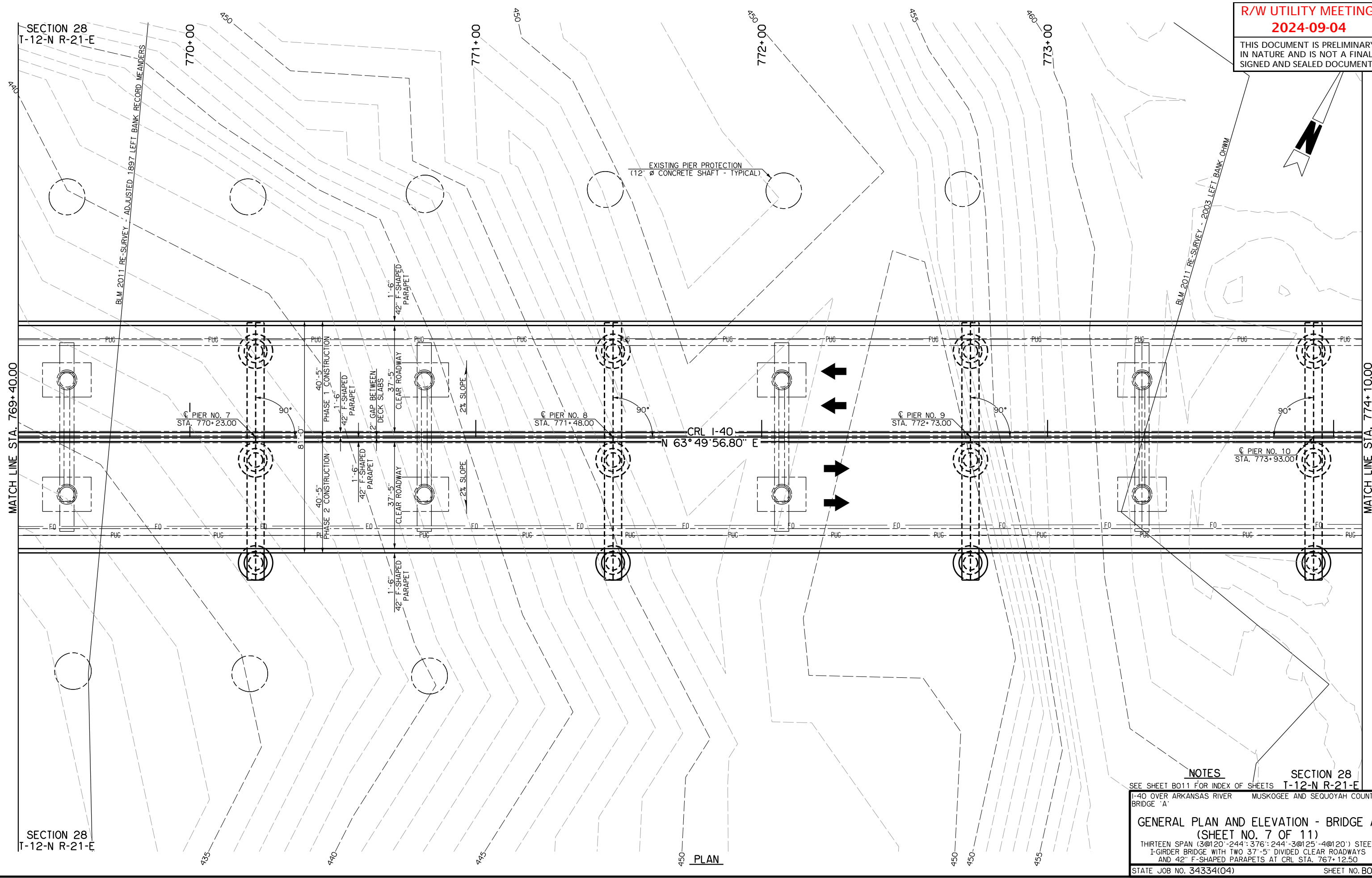
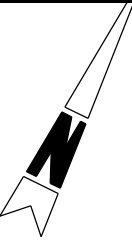
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 6 OF 11)

THIRTEEN SPAN (3@120'-244':376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(04) SHEET NO. B006

R/W UTILITY MEETING
2024-09-04

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SECTION 28
T-12-N R-21-E

SECTION 28
T-12-N R-21-E

NOTES

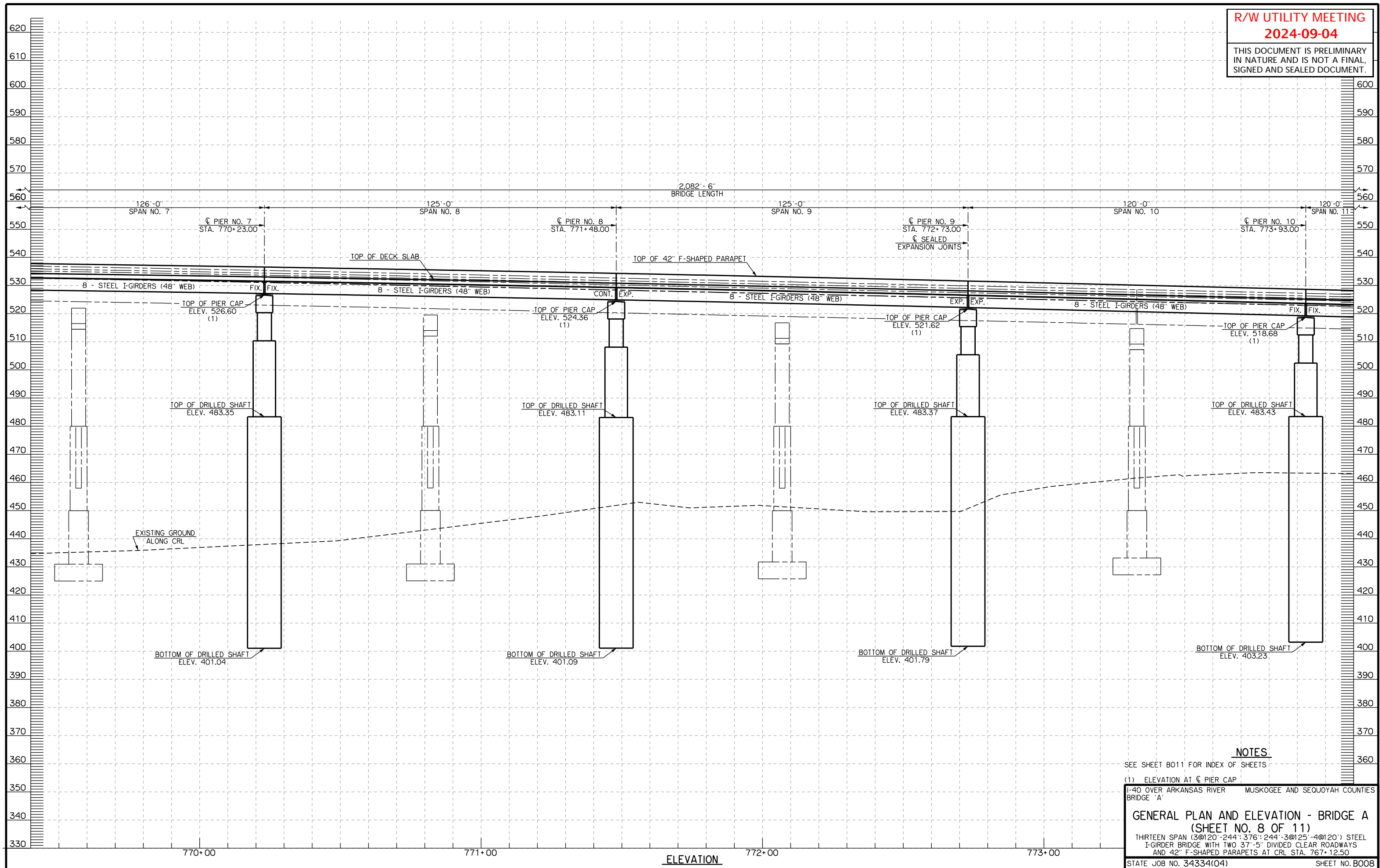
SEE SHEET B011 FOR INDEX OF SHEETS T-12-N R-21-E
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 7 OF 11)
THIRTEEN SPAN (3@120'-244':376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(O4) SHEET NO. B007

PLAN

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NOTES

SEE SHEET B011 FOR INDEX OF SHEETS

(1) ELEVATION AT CENTER OF PIER CAP

I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES BRIDGE 'A'

**GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 8 OF 11)**

THIRTEEN SPAN (3@120'-244':376'-244'-3@125'-4@120') STEEL I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

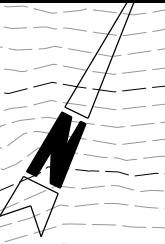
STATE JOB NO. 34334(04)

SHEET NO. B008

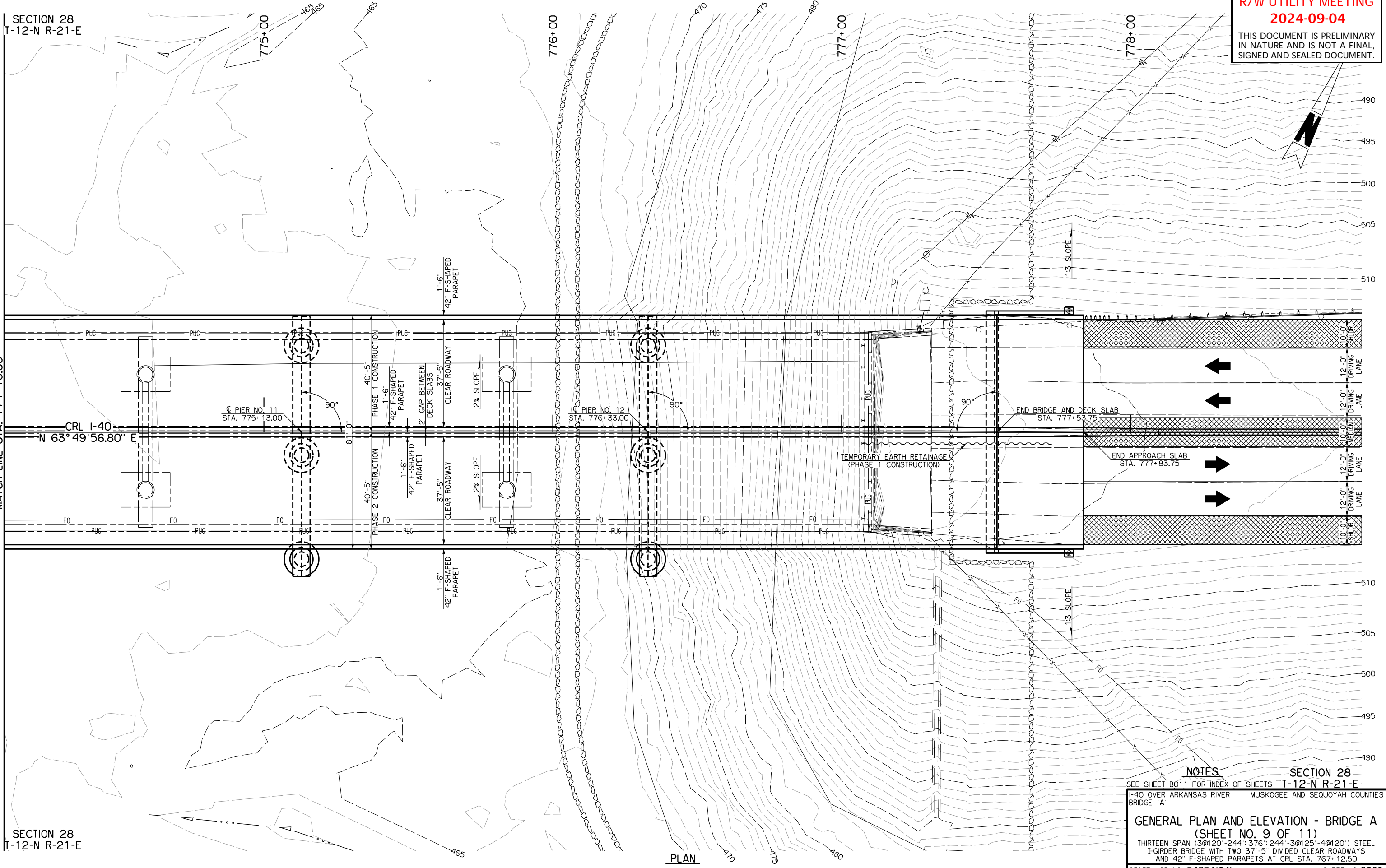
SECTION 28
T-12-N R-21-E

R/W UTILITY MEETING
2024-09-04

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MATCH LINE STA. 774+10.00



SECTION 28
T-12-N R-21-E

NOTES

SEE SHEET B011 FOR INDEX OF SHEETS T-12-N R-21-E
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

SECTION 28
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 9 OF 11)
THIRTEEN SPAN (3@120'-244':376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

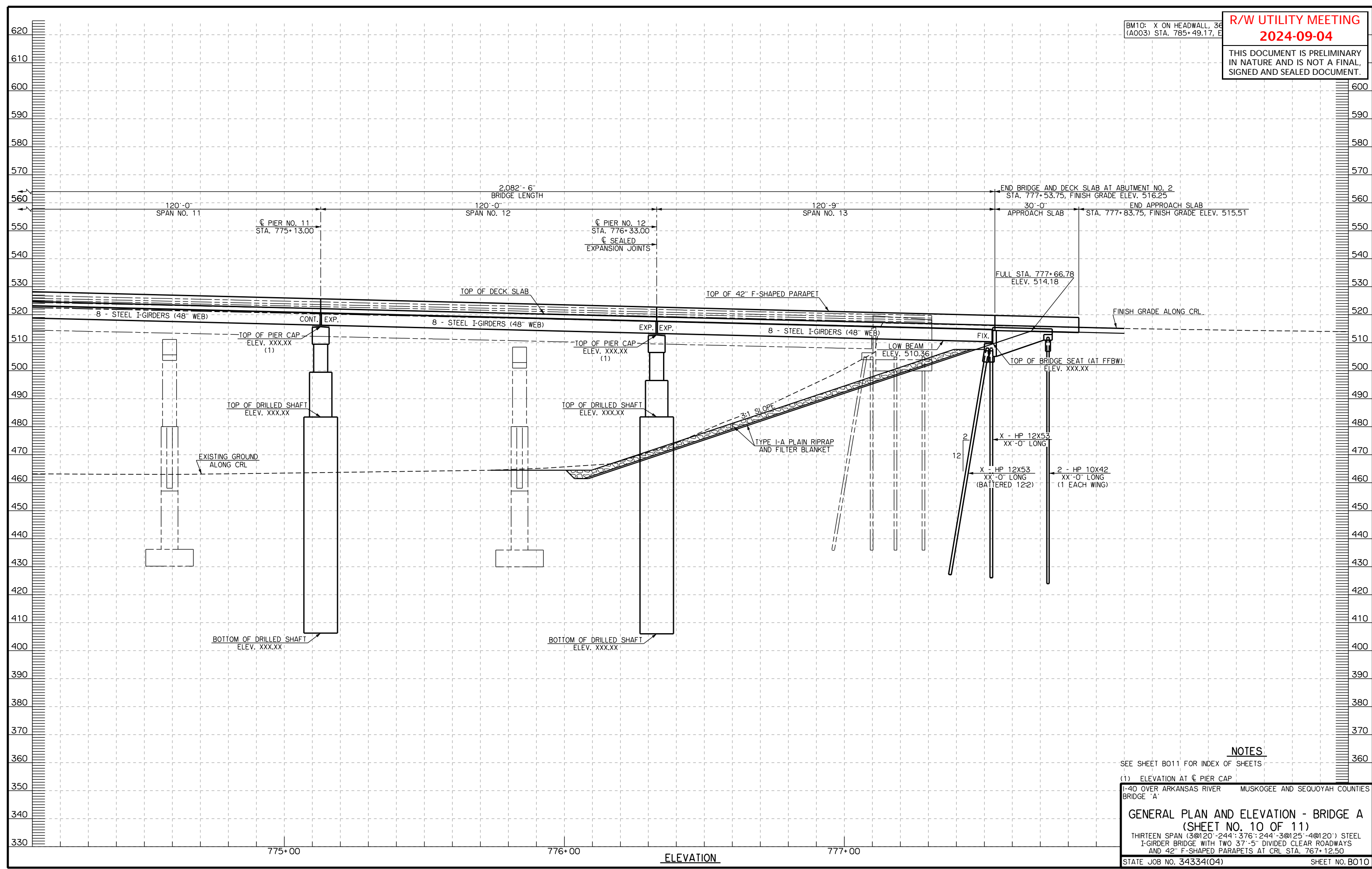
STATE JOB NO. 34334(04) SHEET NO. B009

PLAN

BM10: X ON HEADWALL, 36
(A003) STA. 785+49.17, E

R/W UTILITY MEETING
2024-09-04

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NOTES

SEE SHEET B011 FOR INDEX OF SHEETS

(1) ELEVATION AT C PIER CAP

I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 10 OF 11)

THIRTEEN SPAN (3@120'-244':376':244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50

STATE JOB NO. 34334(O4)

SHEET NO. B010

ELEVATION

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SUMMARY OF QUANTITIES - BRIDGE 'A'

| ITEM | UNIT | ABUTMENTS | PIERS | SUPERSTRUCTURE | APPROACH SLABS | TOTAL |
|--|------|-----------|-------|----------------|----------------|-------|
| SUBSTRUCTURE EXCAVATION COMMON | CY | - | - | - | - | - |
| CLSM BACKFILL | CY | - | - | - | - | - |
| APPROACH SLAB | SY | - | - | - | - | - |
| SAW-CUT GROOVING | SY | - | - | - | - | - |
| 42" F-SHAPED PARAPET | LF | - | - | - | - | - |
| STRUCTURAL STEEL | LB | - | - | - | - | - |
| STAINLESS STEEL FIXED BEARING ASSEMBLY | EA | - | - | - | - | - |
| STAINLESS STEEL EXP. BEARING ASSEMBLY | EA | - | - | - | - | - |
| ELASTOMERIC COATING | SF | - | - | - | - | - |
| CLASS AA CONCRETE | CY | - | - | - | - | - |
| CLASS A CONCRETE | CY | - | - | - | - | - |
| REINFORCING STEEL | LB | - | - | - | - | - |
| EPOXY COATED REINFORCING STEEL | LB | - | - | - | - | - |
| PILES, FURNISHED (HP 10X42) | LF | - | - | - | - | - |
| PILES, FURNISHED (HP 12X53) | LF | - | - | - | - | - |
| PILES, DRIVEN (HP 10X42) | LF | - | - | - | - | - |
| PILES, DRIVEN (HP 12X53) | LF | - | - | - | - | - |
| PILE SPLICE, H-PILE (NON-BIDDABLE) | EA | - | - | - | - | - |
| WATER REPELLENT (VISUALLY INSPECTED) | SY | - | - | - | - | - |
| DRILLED SHAFTS 144" DIAMETER | LF | - | - | - | - | - |
| CROSSHOLE SONIC LOGGING | EA | - | - | - | - | - |
| SEALED EXPANSION JOINTS | LF | - | - | - | - | - |
| MODULAR EXPANSION JOINT | LF | - | - | - | - | - |
| SEALER CRACK PREPARATION | LF | - | - | - | - | - |
| SEALER RESIN | GAL | - | - | - | - | - |
| 6" PERFORATED PIPE UNDERDRAIN ROUND | LF | - | - | - | - | - |
| 6" NON-PERF. PIPE UNDERDRAIN RND. | LF | - | - | - | - | - |

STRUCTURAL DESIGN DATA

MATERIAL:
CLASS A CONCRETE, f'c = 3,000 PSI
CLASS AA CONCRETE, f'c = 4,000 PSI
REINFORCING STEEL, fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W), Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316), Fy = 30,000 PSI

LOADING:
AASHTO HL-93
OKLAHOMA DOT 9 AXLE OVERLOAD TRUCK (175 KIP)
OKLAHOMA DOT 16 AXLE OVERLOAD TRUCK (315 KIP)
20 PSF FUTURE WEARING SURFACE

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE - STAINLESS STEEL

HL-93 INVENTORY RATING FACTOR: X.XX
HL-93 OPERATING RATING FACTOR: X.XX

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| B012-B015 | BRIDGE CONSTRUCTION SEQUENCING |

REQUIRED STANDARD DRAWINGS

| 2009 ROADWAY | 2009 BRIDGE |
|--------------|---------------|
| LECS-5-2 | F5HP-42-2-00E |
| PED-4-1 | EJ-SQ-04E |
| PUD-4-1 | EJ-DTL-02E |
| | HP1-2-01E |

UTILITIES

COMMUNICATIONS:
DOBSON FIBER: 855-536-2766
MBO VIDEO/EARLSBORO: 877-777-8941
CROSS TELEPHONE COMPANY: 800-828-6567
CENTURY LINK INTERNET: 833-544-2540

ELECTRIC:
COOKSON HILLS ELECTRIC: 800-328-2368
EAST CENTRAL OKLAHOMA ELEC.: 918-756-0833

PETROLEUM:
ONEOK GAS TRANSPORT: 405-756-2600

FOUNDATION DESIGN DATA - ABUTMENT PILES

| ABUTMENT NO. | 1 | 2 |
|--|----|----|
| MAXIMUM FACTORED PILE LOAD (TONS/PILE) | XX | XX |

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN IN THE PLANS. IF THE MAXIMUM FACTORED PILE LOAD IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE MAXIMUM FACTORED PILE LOAD IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN IN THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

FOUNDATION DESIGN DATA - DRILLED SHAFTS

| PIER NO. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DRILLED SHAFT DIAMETER (INCHES) | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| FACTORED REACTION (TONS/SHAFT) | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX |
| UNIT RESISTANCE (TSF) | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X | XX.X |
| RESISTANCE FACTOR | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| FACTORED RESISTANCE (TONS/SHAFT) | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX |
| UNIT RESISTANCE (TSF) | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX | X.XX |
| RESISTANCE FACTOR | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 |
| FACTORED RESISTANCE (TONS/SHAFT) | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX |
| DEPTH OF ROCK NEGLECTED (FEET) | X.X | X.X | X.X | X.X | X.X | X.X | X.X | X.X | X.X | X.X | X.X | X.X |
| TOTAL FACTORED RESISTANCE (TONS/SHAFT) | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX | X,XXX |

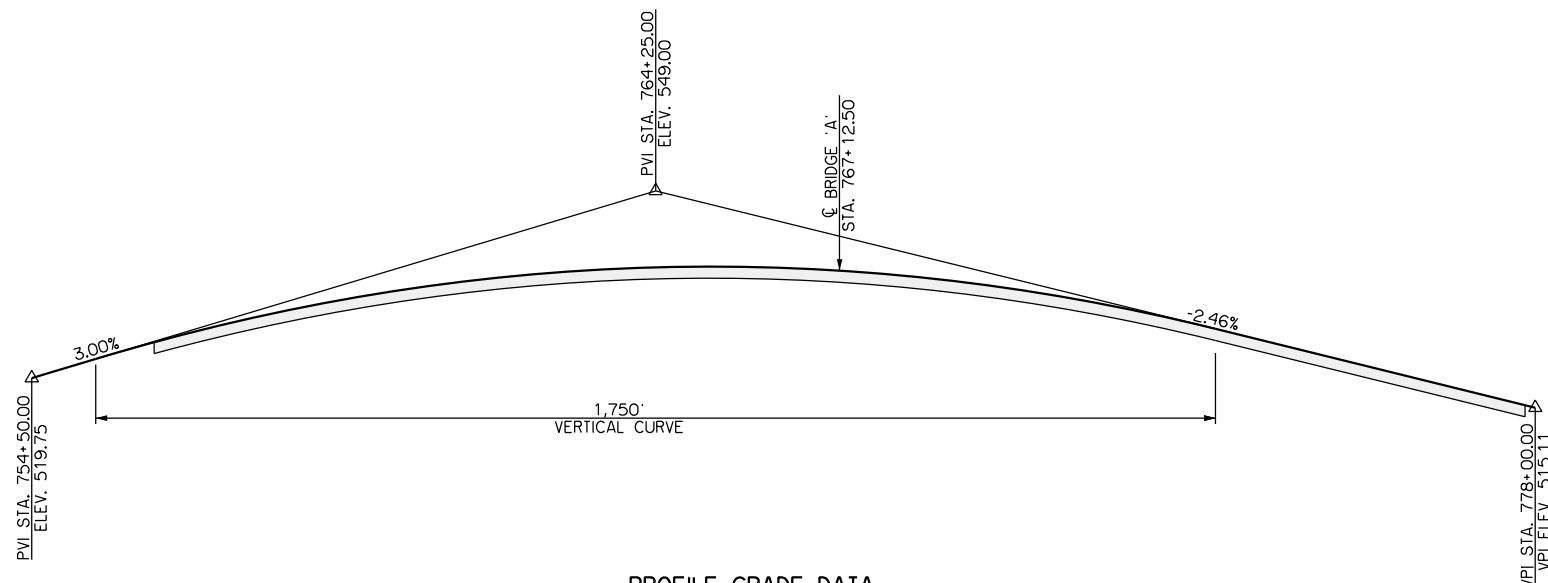
HYDRAULIC DATA

| | |
|------------------------------------|--------|
| DRAINAGE AREA (SQ. MI.) | 87,464 |
| CONTROLLED DRAINAGE AREA (SQ. MI.) | 615 |
| EFFECTIVE DRAINAGE AREA (SQ. MI.) | 86,849 |

| FREQUENCY | Q (CFS) | CHW (FT.) | V (FPS) |
|-----------|---------|-----------|---------|
| 2 | 120,000 | 451.94 | 6.73 |
| 5 | 145,000 | 454.36 | 7.10 |
| 10 | 205,000 | 459.09 | 8.00 |
| 25 | 320,000 | 466.34 | 9.41 |
| 50 | 495,000 | 474.53 | 11.10 |
| 100 | 625,000 | 479.01 | 12.54 |
| 0T+500 | 745,000 | 480.17 | 13.84 |

SCOUR DEPTH (FT.)

| FREQUENCY | CONTRACTION | PIER | TOTAL |
|-----------|-------------|-------|-------|
| 100 | 11.19 | 28.58 | 39.77 |
| 0T+500 | 13.61 | 30.71 | 44.32 |

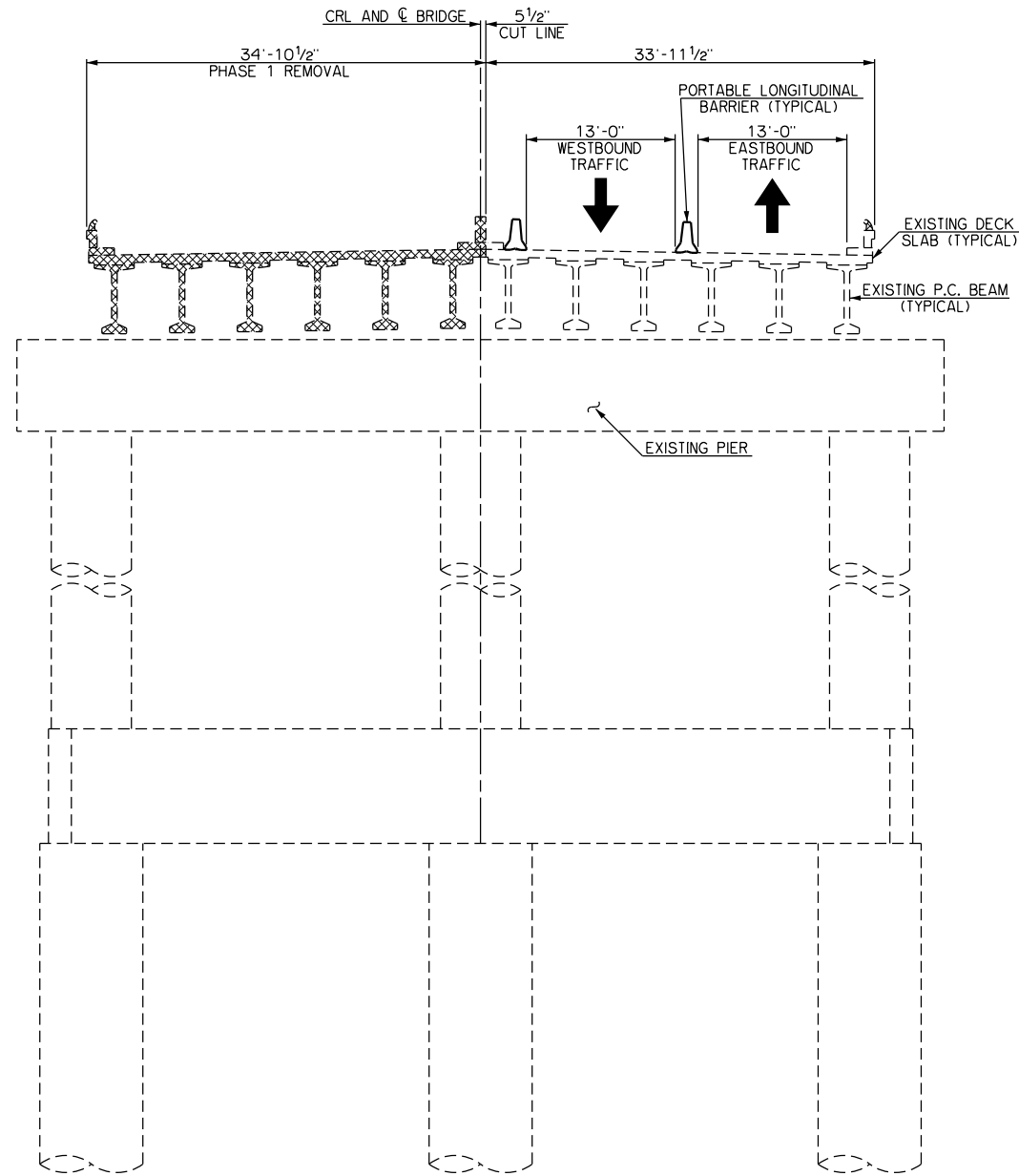


PROFILE GRADE DATA
FINISH GRADE ALONG CRL

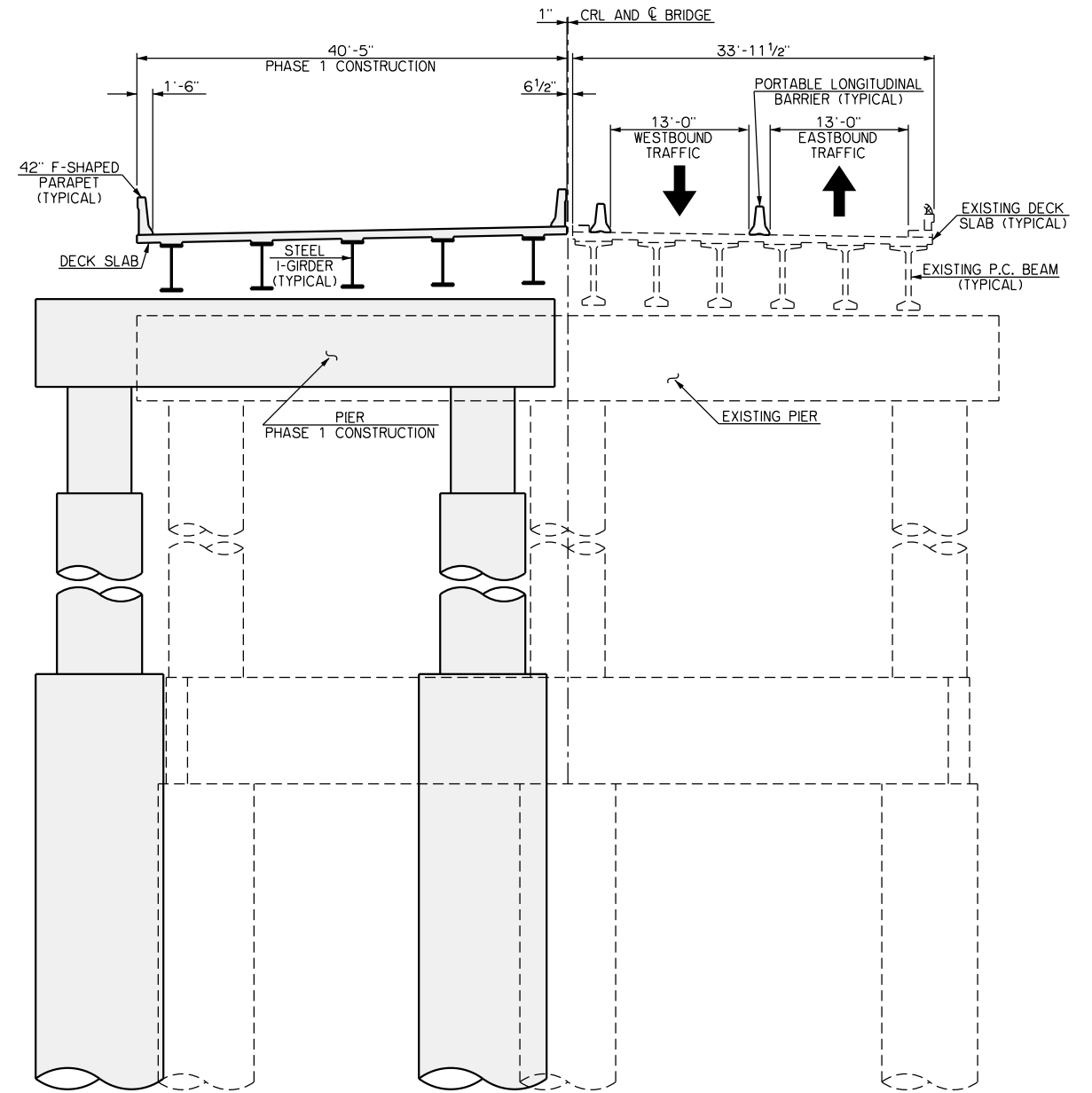
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTIES
BRIDGE 'A'

GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 11 OF 11)

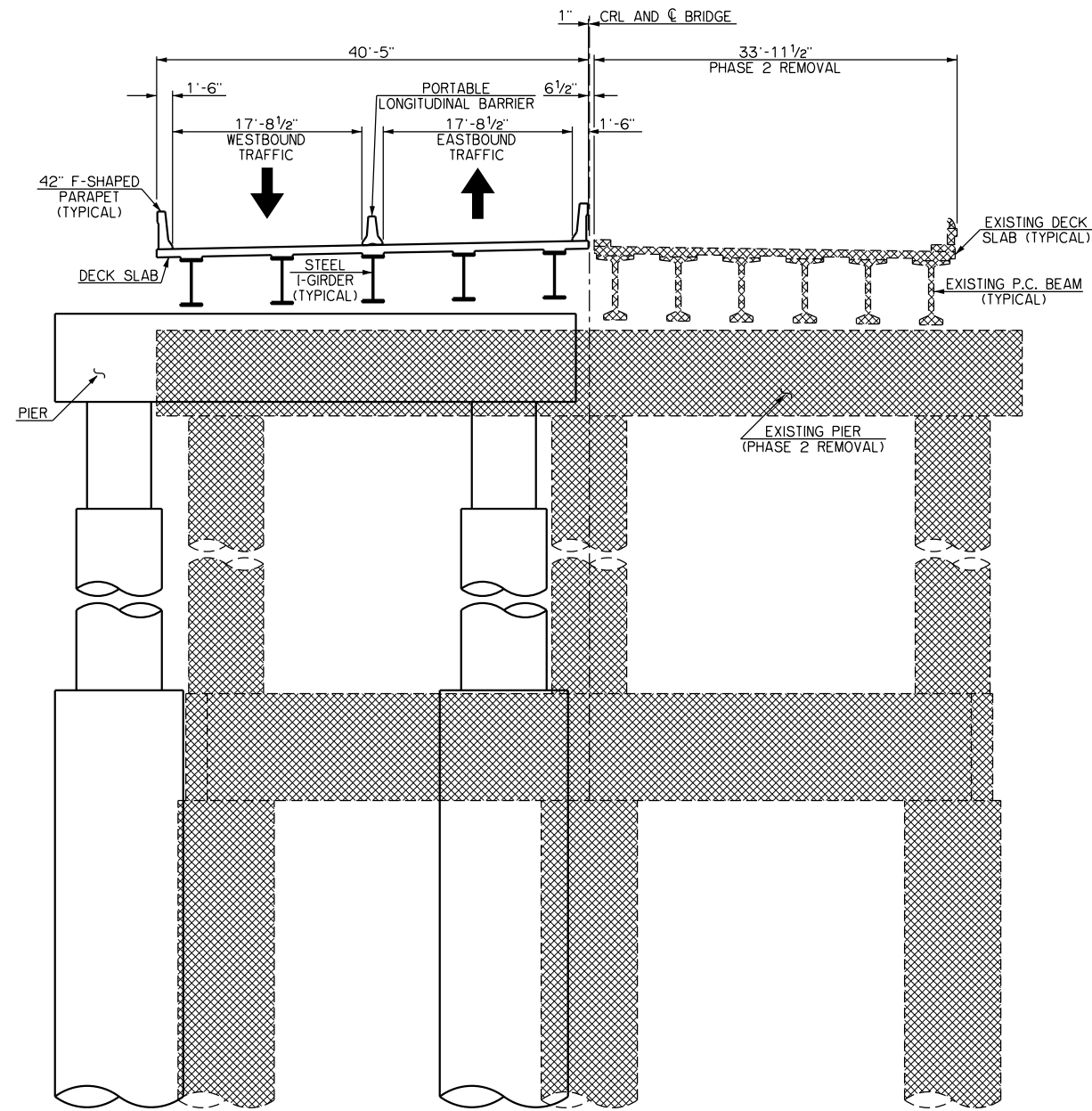
THIRTEEN SPAN (3@120'-244'-376'-244'-3@125'-4@120') STEEL
I-GIRDER BRIDGE WITH TWO 37'-5" DIVIDED CLEAR ROADWAYS
AND 42" F-SHAPED PARAPETS AT CRL STA. 767+12.50



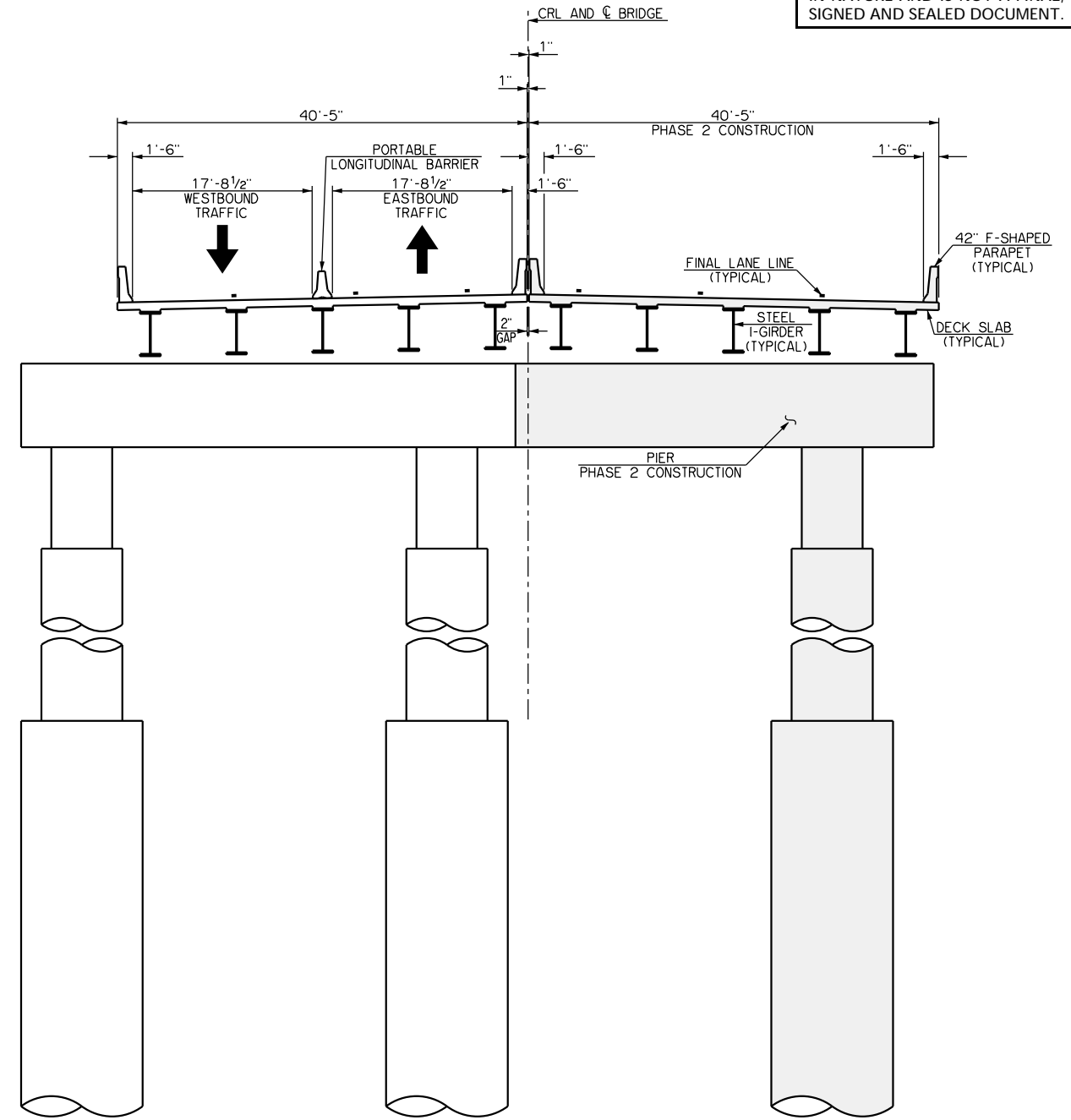
TYPICAL SECTION AT SPAN NOS. 1, 2 AND 3 - PHASE 1 REMOVAL



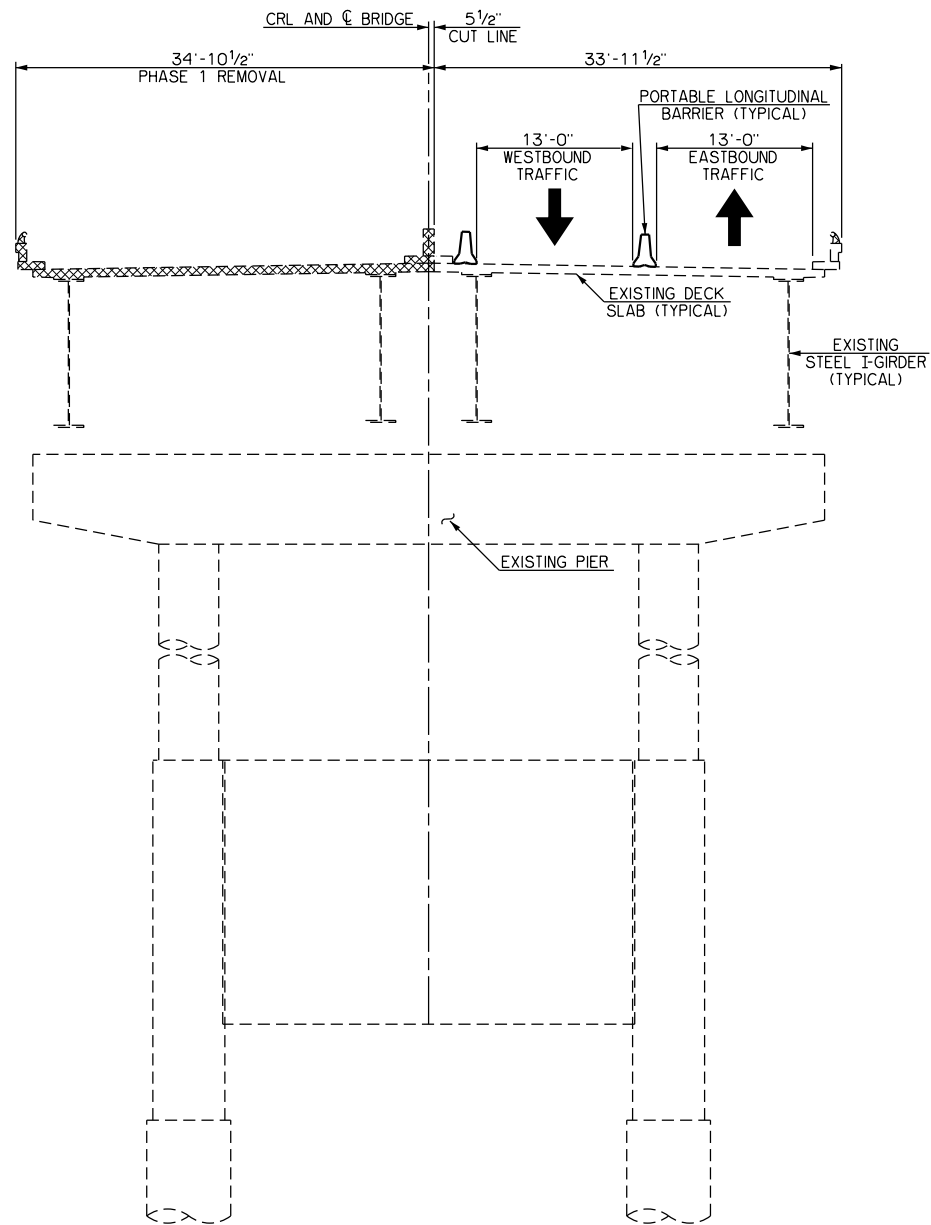
TYPICAL SECTION AT SPAN NOS. 1, 2 AND 3 - PHASE 1 CONSTRUCTION



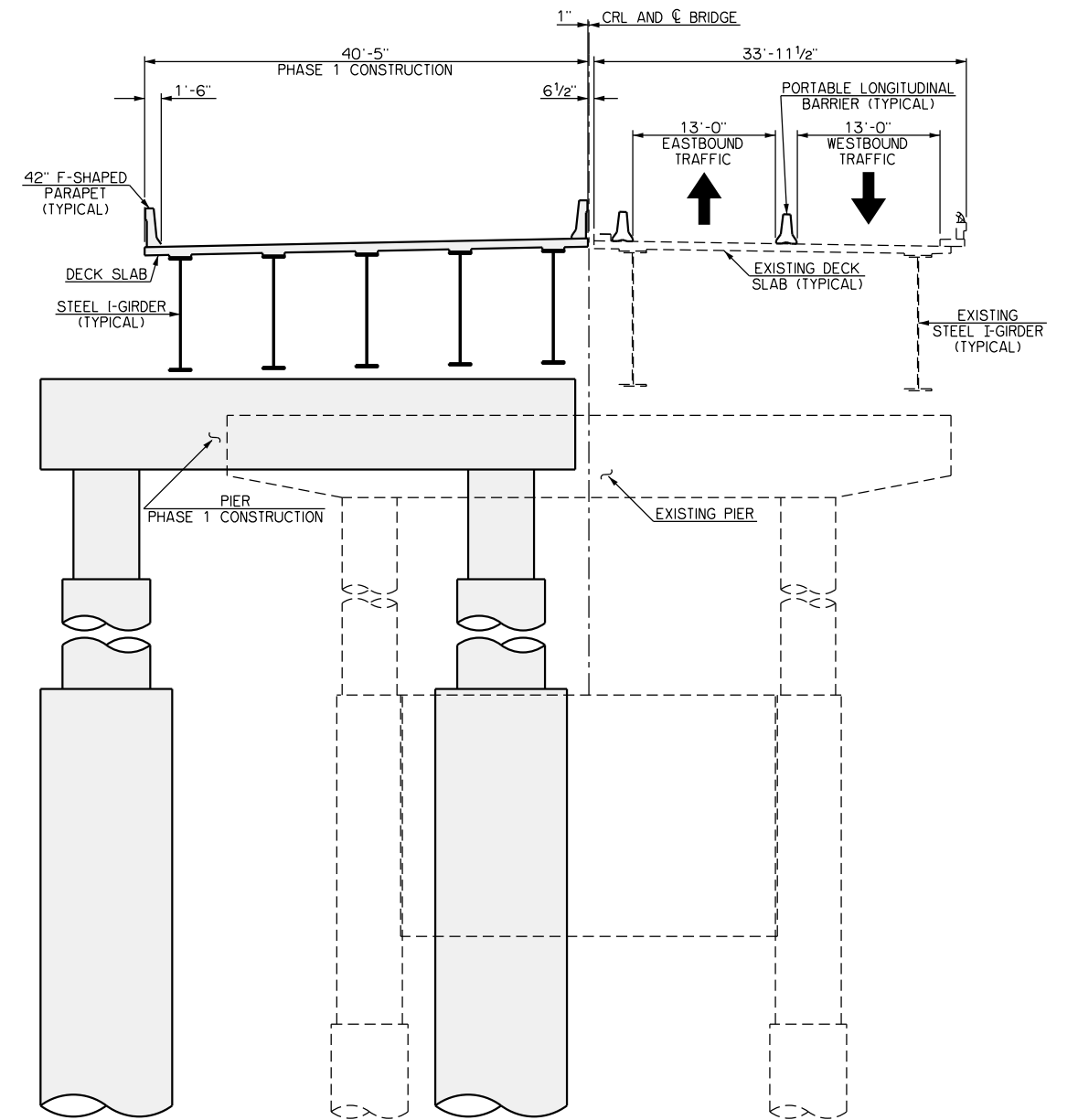
TYPICAL SECTION AT SPAN NOS. 1, 2 AND 3 - PHASE 2 REMOVAL



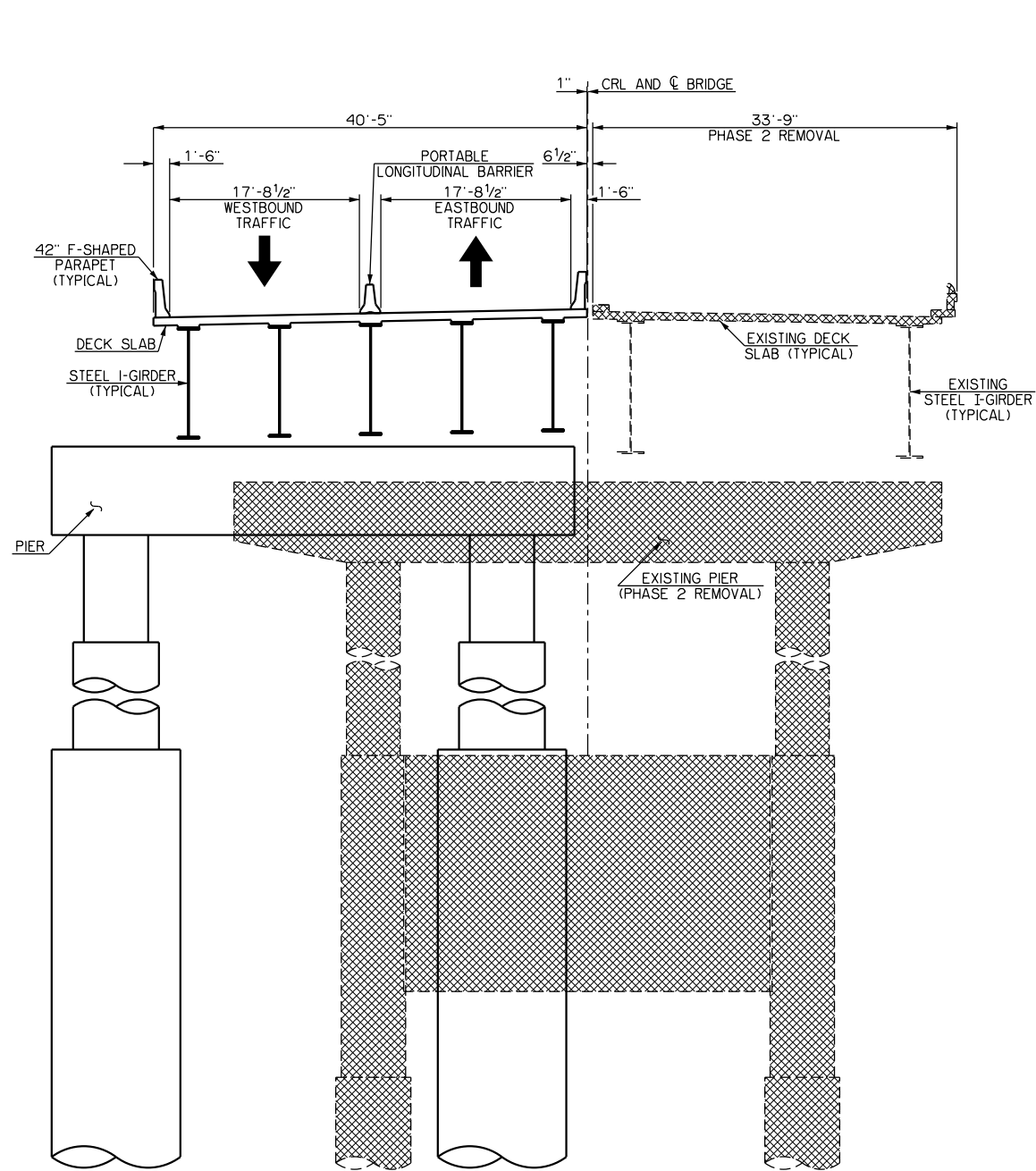
TYPICAL SECTION AT SPAN NOS. 1, 2 AND 3 - PHASE 2 CONSTRUCTION



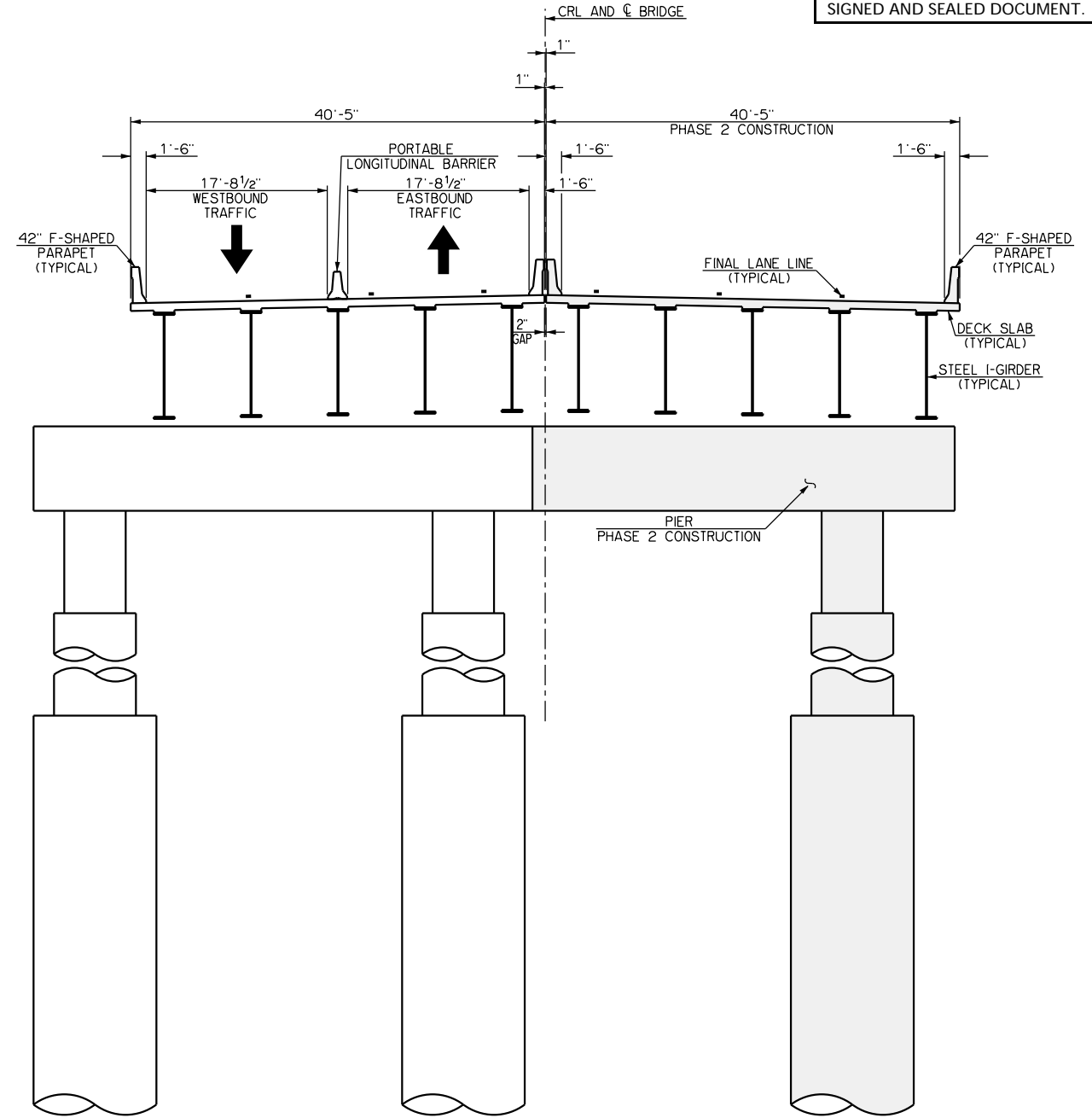
TYPICAL SECTION AT SPAN NOS. 4 THROUGH 13 - PHASE 1 REMOVAL



TYPICAL SECTION AT SPAN NOS. 4 THROUGH 13 - PHASE 1 CONSTRUCTION



TYPICAL SECTION AT SPAN NOS. 4 THROUGH 13 - PHASE 2 REMOVAL



TYPICAL SECTION AT SPAN NOS. 4 THROUGH 13 - PHASE 2 CONSTRUCTION

R/W UTILITY MEETING
2024-09-04

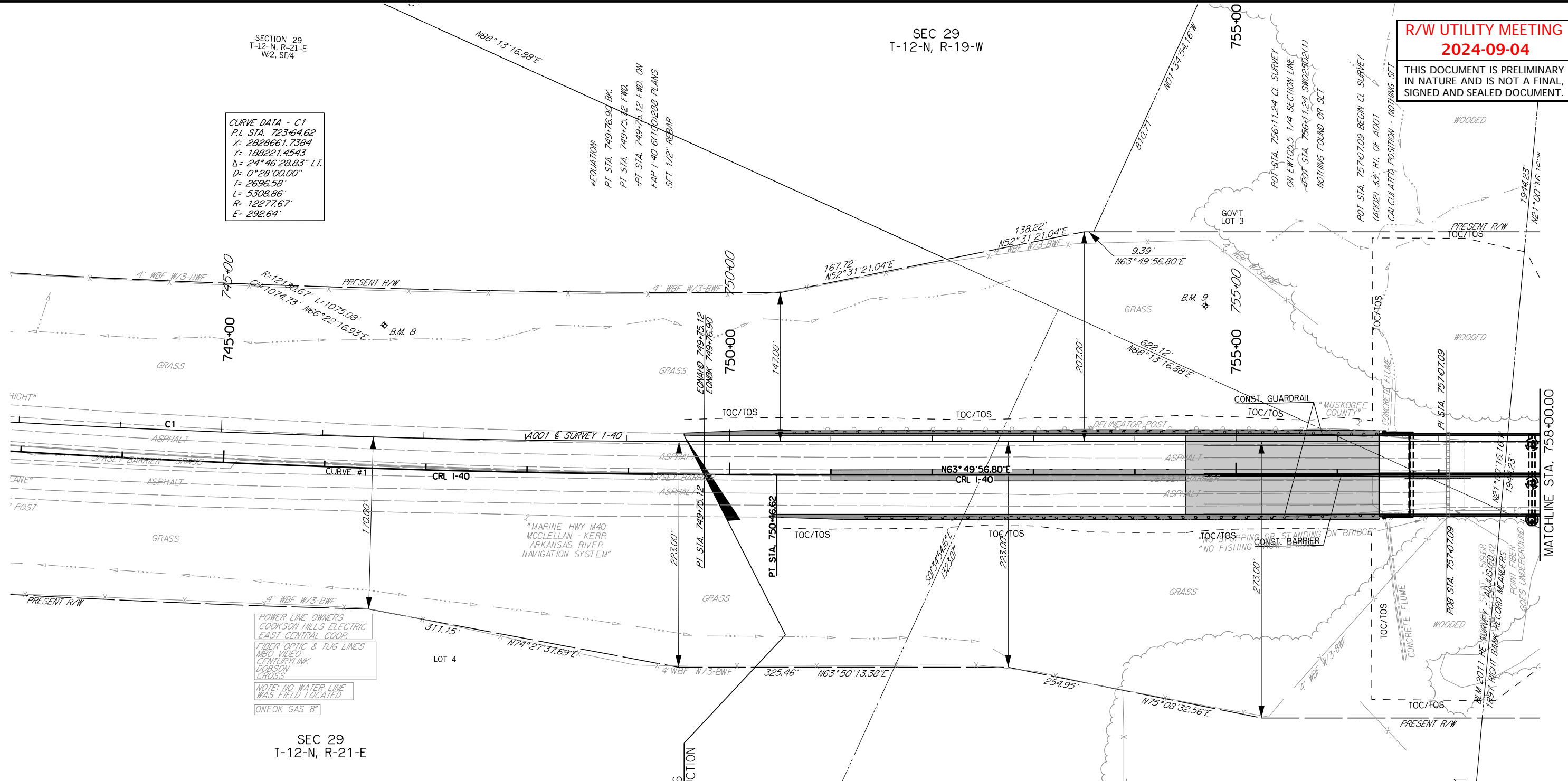
THIS DOCUMENT IS PRELIMINARY
 IN NATURE AND IS NOT A FINAL,
 SIGNED AND SEALED DOCUMENT.

SECTION 29
 T-12-N, R-21-E
 W2, SE4

SEC 29
 T-12-N, R-19-W

CURVE DATA - C1
 P.I. STA. 723+64.62
 X= 2828661.7384
 Y= 188221.4543
 Δ= 24°46'28.83" LT.
 D= 0°28'00.00"
 T= 2696.58'
 L= 5308.86'
 R= 12277.67'
 E= 292.64'

*EQUATION:
 PT STA. 749+76.90 BK.
 PT STA. 749+75.12 FWD.
 -PT STA. 749+75.12 FWD. ON
 FAP. I-40-61101288 PLANS
 SET 1/2" REBAR



POWER LINE OWNERS
 COOKSON HILLS ELECTRIC
 EAST CENTRAL COOP.
 FIBER OPTIC & TUG LINES
 MBO VIDEO
 CENTURYLINK
 DOBSON
 CROSS TELE. CO.
 NOTE: NO WATER LINE
 WAS FIELD LOCATED
 ONEOK GAS 8"

SEC 29
 T-12-N, R-21-E

UTILITIES

COMMUNICATION LINES:
 MBO VIDEO/EARLSBORO (877)777-8941
 CENTURY LINK INTERNET (833)591-0933
 DOBSON FIBER (405)529-8500
 CROSS TELE. CO. (918)463-2921

ELECTRIC LINES:
 COOKSON HILLS ELECTRIC (800)329-2368
 EAST CENTRAL OK ELEC. (918)756-0833

PIPELINES:
 ONEOK (918)588-7000

CURVE #1
 PI STA= 724+34.34
 X= 2828740.4645
 Y= 188223.3686
 Δ= 24°46'28.83" LT
 D= 0°28'00.00"
 T= 2696.58'
 L= 5308.86'
 R= 12277.67'
 E= 292.64'
 V= 0 MPH

| HYDRAULIC DATA | | | |
|------------------------------------|-------------|-----------|---------|
| DRAINAGE AREA (SQ. MI.) | | 87,464 | |
| CONTROLLED DRAINAGE AREA (SQ. MI.) | | 615 | |
| EFFECTIVE DRAINAGE AREA (SQ. MI.) | | 86,849 | |
| FREQUENCY | Q (CFS) | CHW (FT.) | V (FPS) |
| 2 | 120,000 | 451.94 | 6.73 |
| 5 | 145,000 | 454.36 | 7.10 |
| 10 | 205,000 | 459.09 | 8.00 |
| 25 | 320,000 | 466.34 | 9.41 |
| 50 | 495,000 | 474.53 | 11.10 |
| 100 | 625,000 | 479.01 | 12.54 |
| 500 | 745,000 | 480.17 | 13.84 |
| SCOUR DEPTH (FT.) | | | |
| FREQUENCY | CONTRACTION | PIER | TOTAL |
| 100 | 11.19 | 28.58 | 39.77 |
| 500 | 13.61 | 30.71 | 44.32 |



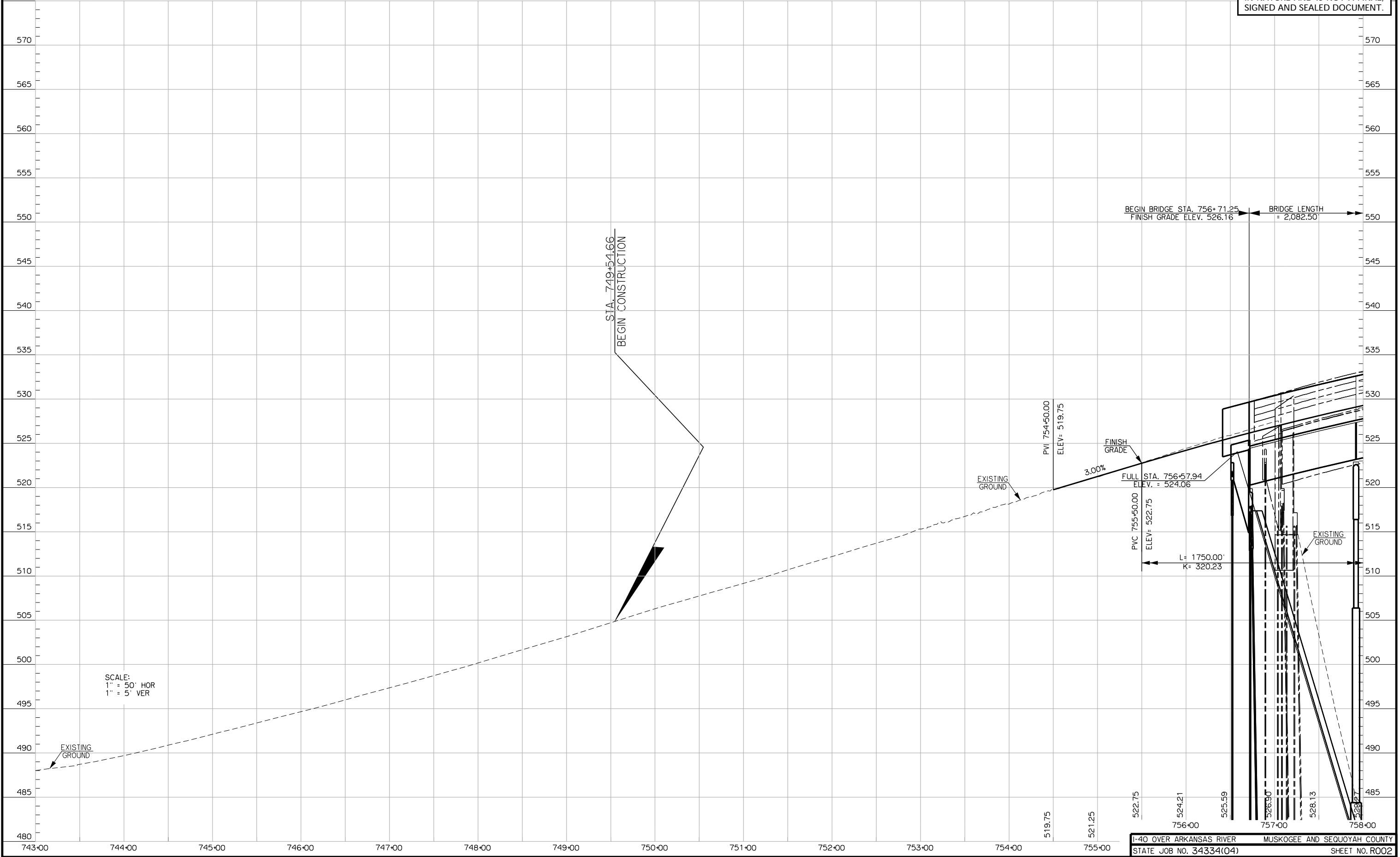
SCALE:
 1" = 50' HOR
 1" = 5' VER

B.M. 8- 3/4" REBAR W/EST ALUMINIUM CAP
 A001 SURVEY STA. 748+57.86, 110.75' LT ELEV.= 478.785

B.M. 9- 3/4" REBAR W/EST ALUMINIUM CAP
 A001 SURVEY STA. 754+69.60, 133.98' LT ELEV.= 481.533

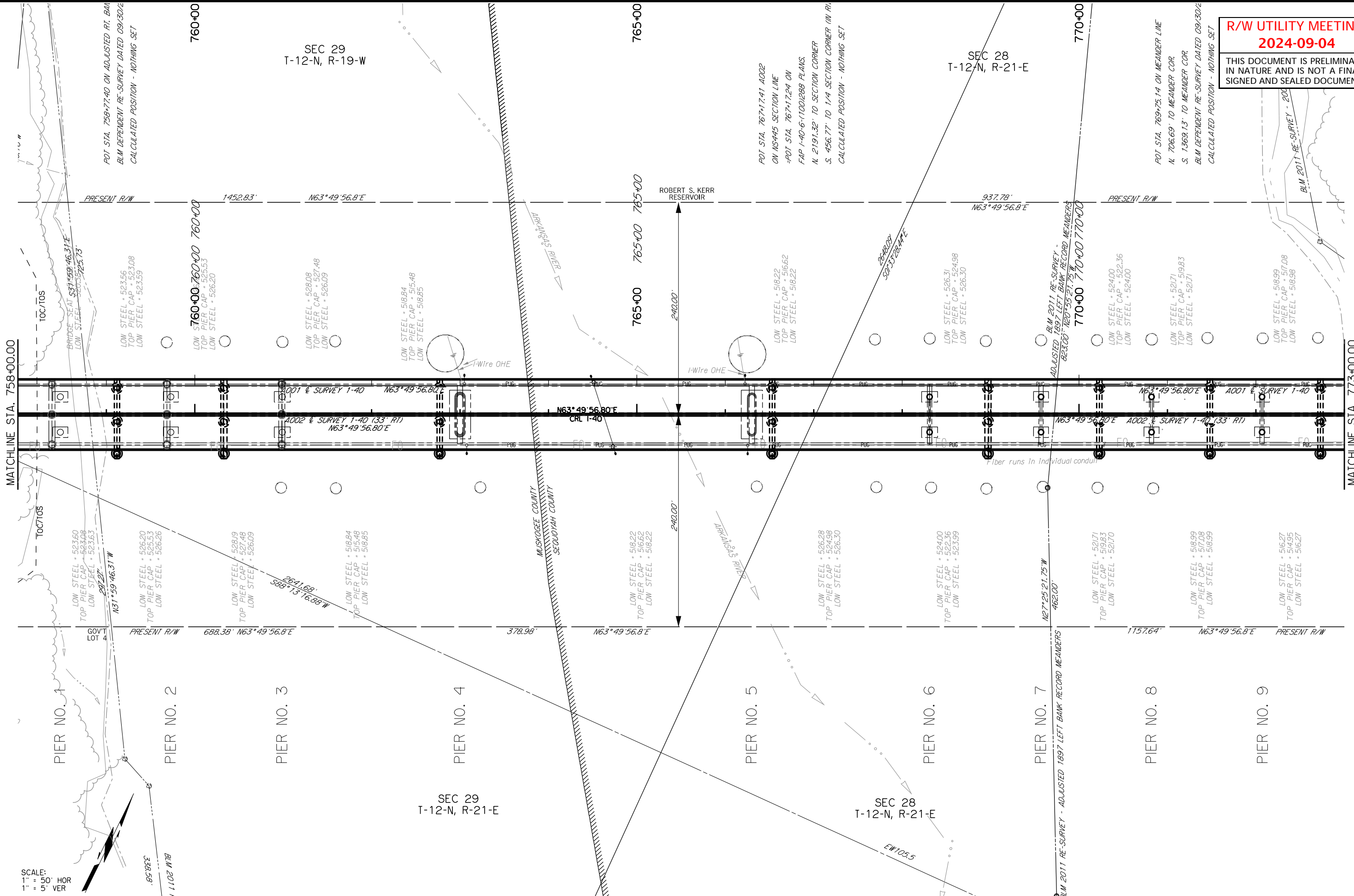
I-40 OVER ARKANSAS RIVER MUSKOGEE AND SEQUOYAH COUNTY
 STATE JOB NO. 34334(04) SHEET NO. 001

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SIGNED AND SEALED DOCUMENT.



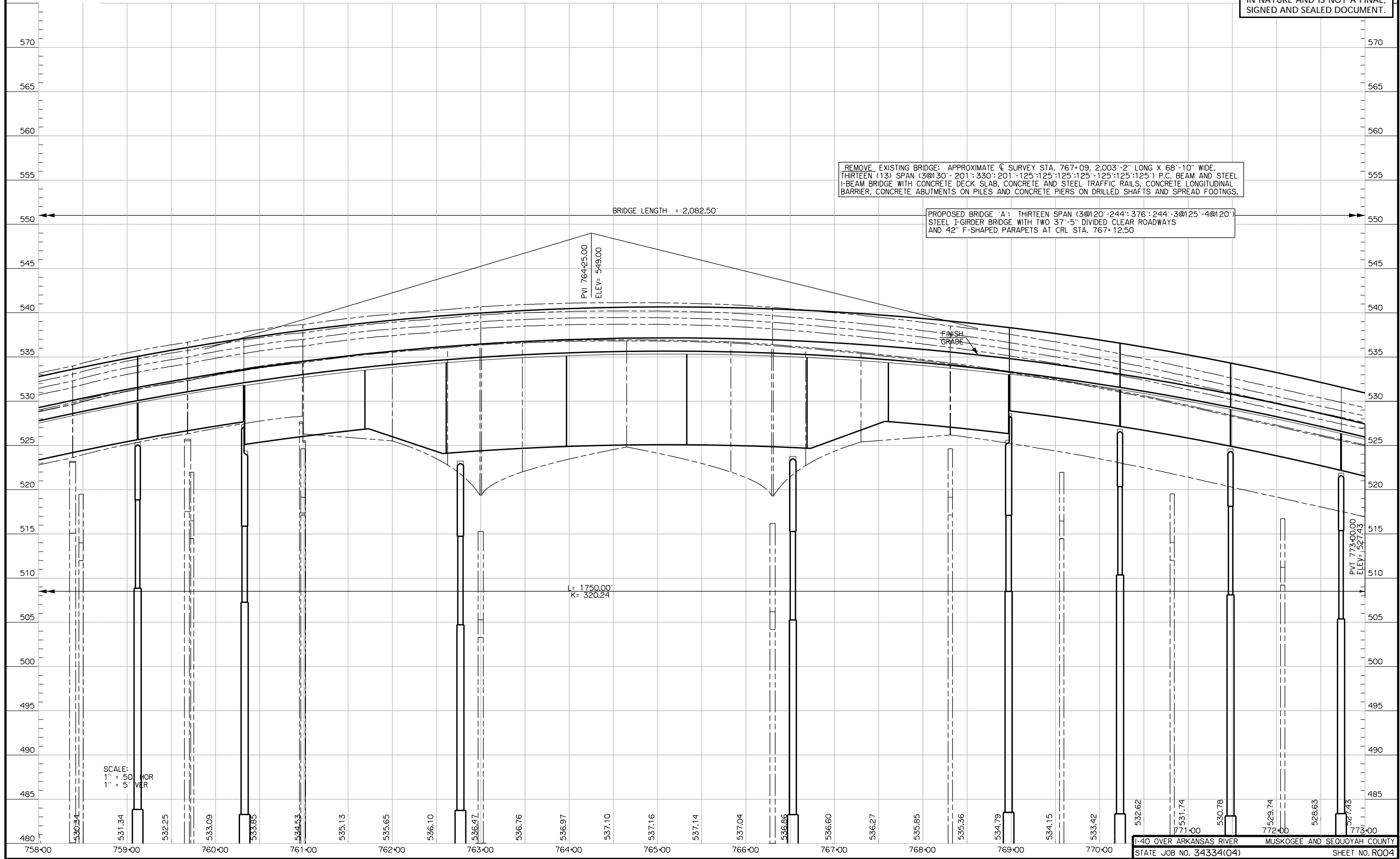
R/W UTILITY MEETING
2024-09-04

THIS DOCUMENT IS PRELIMINARY
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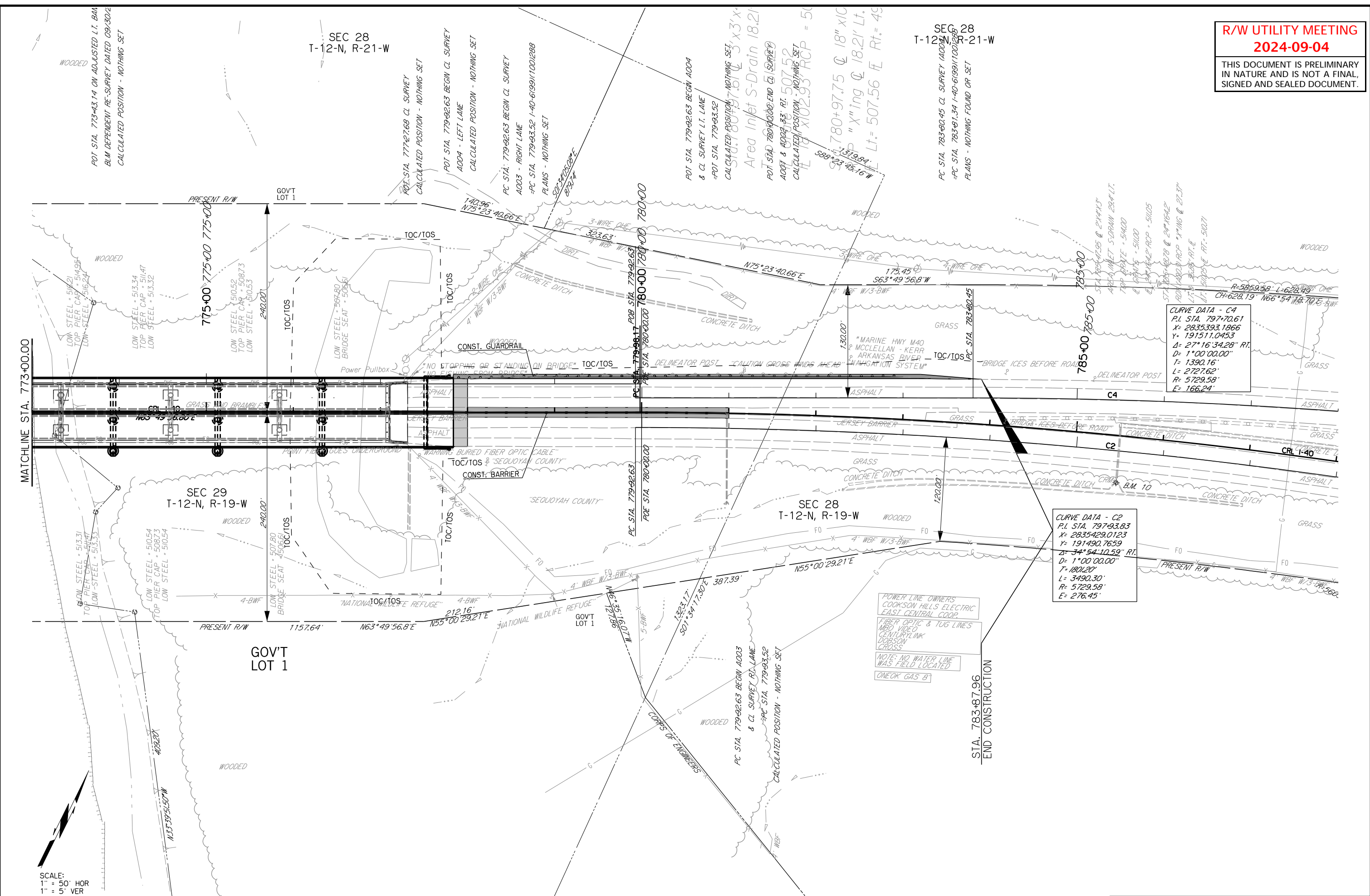


SCALE:
1" = 50' HOR
1" = 5' VER

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
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THIS DOCUMENT IS PRELIMINARY
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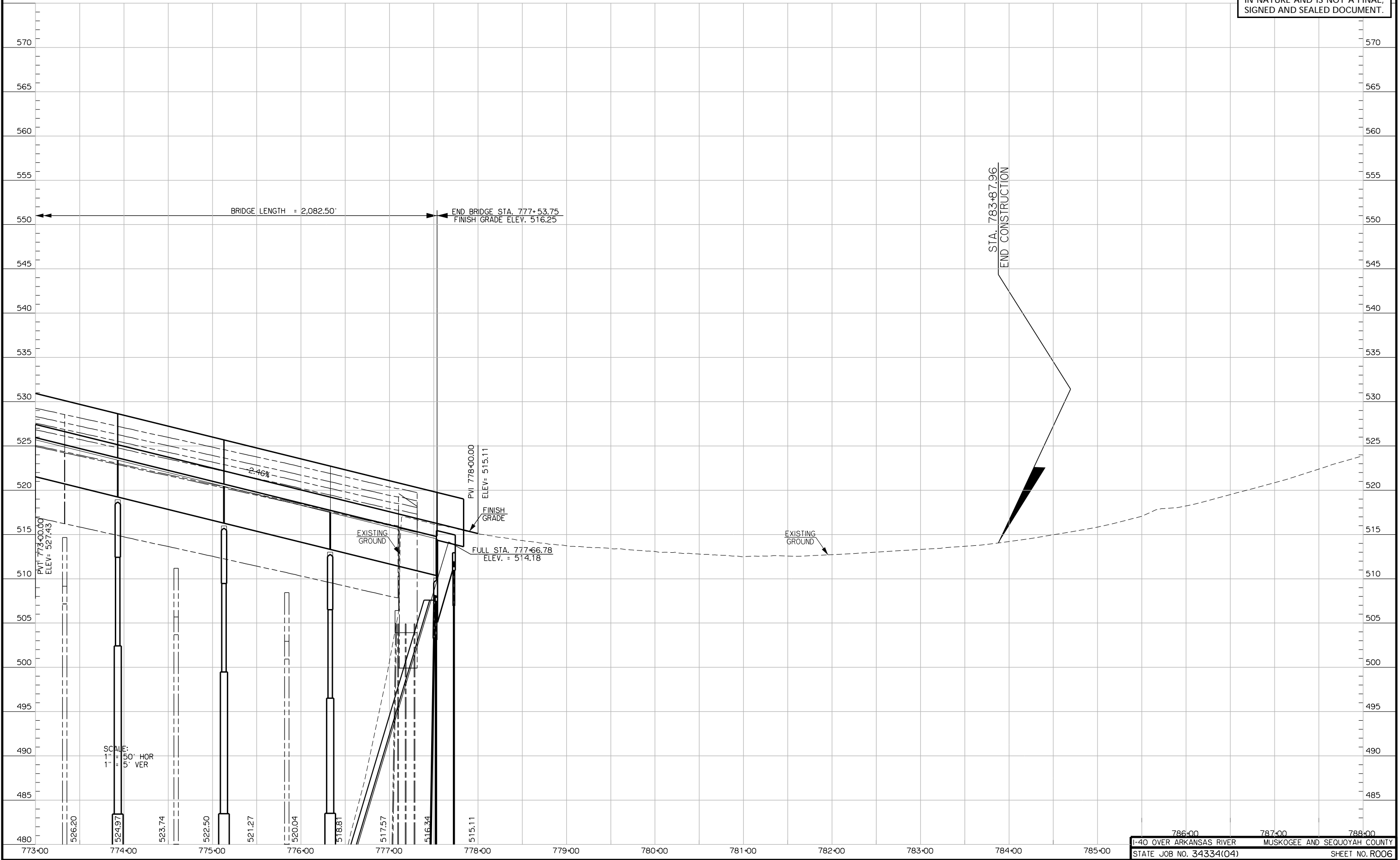
CURVE DATA - C4
 P.I. STA. 797+70.61
 X= 2835393.1866
 Y= 191511.0453
 Δ= 27°16'34.28" RT.
 D= 1°00'00.00"
 T= 1390.16'
 L= 2727.62'
 R= 5729.58'
 E= 166.24'

CURVE DATA - C2
 P.I. STA. 797+93.83
 X= 2835429.0123
 Y= 191490.7659
 Δ= 34°54'10.59" RT.
 D= 1°00'00.00"
 T= 1801.20'
 L= 3490.30'
 R= 5729.58'
 E= 276.45'

POWER LINE OWNERS
 COOKSON HILLS ELECTRIC
 EAST CENTRAL COOP.
 FIBER OPTIC & TUG LINES
 MEO VIDEO
 CENTURILINK
 DOBSON
 CROSS
 NOTE: NO WATER LINE
 WAS FIELD LOCATED
 ONEOK GAS B

SCALE:
 1" = 50' HOR
 1" = 5' VER

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SCALE:
1" = 50' HOR
1" = 5' VER

**R/W UTILITY MEETING
2024-09-04**

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SURVEY DATA SHEETS

SURVEY OF MUSKOGEE & SEQUOYAH COUNTY I-40 OVER ARKANSAS RIVER SWO 5486(1) STATE JOB NO. 34334(04)

SURVEY CONTROL DATA

1. POSITIONAL CONTROL:
 - A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2011), LAMBERT PROJECTION (NORTH ZONE).
 - B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
 1. NETWORK ACCURACY: 0.10 FOOT
 2. LOCAL ACCURACY: 0.05 FOOT
2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

3. VERTICAL CONTROLS:
 - A. LEVEL DATUM IS NAVD 88 FROM STATIC GPS.
 - B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
 1. NETWORK ACCURACY (FROM GPS OR LEVELING): 0.10 FOOT
 2. LOCAL ACCURACY (CONFIRMED BY LEVELING): 0.02 FOOT

SURVEY BEGAN: November 17, 2021
SURVEY COMPLETED: April 26, 2023

SURVEY CREW MEMBERS:

| | |
|----------------------|----------------------------|
| Edward Glen Painter, | Professional Land Surveyor |
| Darren Messick, | Senior Survey CAD Tech |
| Phillip Milligan, | Chief of Parties |
| Kerra Unal, | Survey CAD Tech |
| Kolbi Wilson, | Sr. Party Chief |
| Aubray Deskin, | Sr. Party Chief |
| Jace McKee, | Jr. Party Chief |
| Derance Pierce, | Instrument Operator |
| Quentin Myers, | Instrument Operator |

EQUIPMENT:
LEICA TS-15 & TS-16 ROBOTIC TOTAL STATION
LEICA GS16 & GS18 GPS EQUIPMENT
LEICA CS20 DATA COLLECTOR

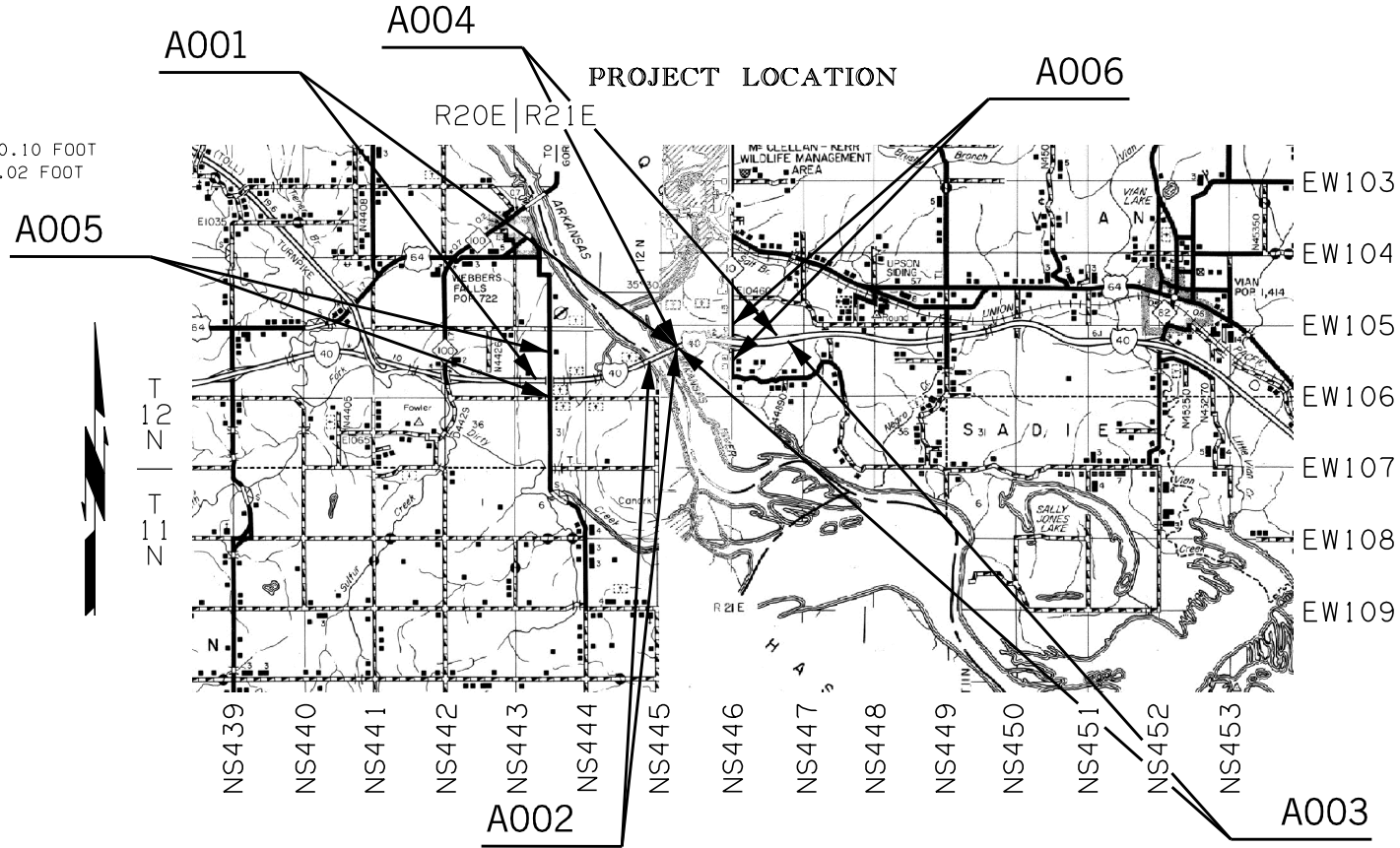
INDEX OF SURVEY SHEETS

| | |
|------------|----------------------|
| S001. | TITLE SHEET |
| S002-S008. | SURVEY REPORTS |
| S010-S016. | SURVEY DATA SHEETS |
| S017-S019. | LAND TIE DATA SHEETS |

Utility Company Owner's List

| | |
|-----------------------------|--------------|
| Cookson Hills Electric | 800-328-2368 |
| Dobson Fiber | 855-536-2766 |
| MBO Video/Earlboro | 877-777-8941 |
| Cross Telephone Company | 800-828-6567 |
| Century Link Internet | 833-544-2540 |
| ONEOK Gas Transport. | 405-756-2600 |
| East Central Oklahoma Elec. | 918-756-0833 |

"CALL BEFORE YOU DIG"
THE NEW NATIONAL LOCATE NUMBER
••811••



A004 PROJECT LENGTH 7,463.19 Ft. 1.414 MI.
BEGINNING STATION : 779+92.63
ENDING STATION : 854+55.82

A005 PROJECT LENGTH 2,643.84 Ft. 0.501 MI.
BEGINNING STATION : 0+00.83
ENDING STATION : 26+44.67

A001 PROJECT LENGTH 9,521.08 Ft. 1.803 MI.
BEGINNING STATION : 684+78.92
ENDING STATION : 780+00.00

A002 PROJECT LENGTH 2,292.91 Ft. 0.434 MI.
BEGINNING STATION : 757+07.09
ENDING STATION : 780+00.00

A003 PROJECT LENGTH 8,210.66 Ft. 1.555 MI.
BEGINNING STATION : 779+92.63
ENDING STATION : 862+03.29



SURVEY DATA SHEETS 1" = 100'
GEOMETRIC DATA SHEETS 1" = 500'

THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, SEPTEMBER 14, 2018.



SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED JANUARY, 2018 GOVERN.

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STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 5486(1) Job/Piece 34334 (04) Engr. Contract No. 2324

LAND SURVEYOR'S CERTIFICATION

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

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

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

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

Dated this 26th day of MARCH, 2023

Land Surveyor Edward Glen Painter
Signature
EDWARD GLEN PAINTER
Printed Name

Oklahoma Registered Land Surveyor No. 1782
Certificate of Authorization No. 3639 Exp. Date 06/2024



| | | | |
|----------------------------------|-----------|-----------|--|
| PLS | EDP | | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | | |
| CHECKED | PPM | | |
| APPROVED | DCM | | |
| CREW | NORMAN | | |
| SURVEY DATA SHEET SWO 5486(1) | | | |
| COUNTY | MUSKOGEE | HIGHWAY | I-40 |
| STATE JOB NO. | 34334(04) | SHEET NO. | S001 |



April 26, 2023

To: Mr. Geoff King, PLS, Chief of Surveys
From: Edward Painter, Professional Land Surveyor
Subject: SWO 5486 – J/P Number 34334(04) – I-40, Beginning 2,000 feet southwest of the western end of the I-40 bridge over the Arkansas River in Muskogee County. Area runs 1.15 miles northeast along Interstate 40 centerline. Project limits run one hundred and fifty feet either side of the highway centerlines for the entire length of the project.

HISTORICAL LETTER AND WRITTEN REPORT

- General:**
Method of Survey: Field Conventional
Unit of Measurement: U.S. Survey Foot
Survey Began: November 17, 2021
Survey Completed: April 26, 2023
Previous Surveys and Plans pertinent to this project:
 - swo2638(1) Field Book No. 1 complete
 - swo2502(1) Survey
 - FAP I-40-6(99)(100)288 as-built 3-15-68 Plans
 - BLM 2011 Re-survey Meanders
 - Partial Boundary Survey – Robert S. Kerr Lock & Dam
- Purpose of Survey:**
The primary purpose of this project is to replace the I-40 over Arkansas River bridge located in Muskogee and Sequoyah Counties. The bridge replacement project is currently programmed by ODOT under State Job No. 34334(04).
- Assignment of Survey:**
This survey was assigned to EST via CI 2324.
- Survey Limits:**
From 4435 Road east to SH-10, as described on the ODOT Project Initiation Report (dated 02.17.2021) the survey project number is swo5486(1). The survey will be performed in accordance with the ODOT, Survey Division's "Specifications for Surveys for Primary and Secondary Highways", revised 2018. Ties will be made to swo2502(1), and the previous Surveys and Plans listed above.

The total area requiring topographic survey comprises approximately 175.47 Acres. Land ties are to include establishing/re-establishing all section corners and 1/4 section corners, including the center section corner establish, of each section through which the main line passes and any other quarter (1/4) section from which right-of-way may need to be acquired. All section corners and 1/4 section corners so established are to be monumented and referenced in accordance with the above-mentioned Survey Specifications. As a minimum, the following sections or partial sections are to be set up in Sections 28-30, T12N, R21E.

SWO 5486(1) – I-40 – Muskogee and Sequoyah Counties
Historical Letter and Written Report
Page 2 of 3

- Alignments:**
The Centerline of Survey (A001) for this project is along present Interstate 40 as shown on swo2502(1) & FAP I-40-6(99)(100)288 as-built plans. Stationing for the corridor of the project was held at the beginning/ending of the bridge (A002) and calculated outward holding swo2502(1) alignment & stationing.

Only two monuments that were sought after were recovered. The following found monuments were used to establish the extended portions: Master PI Sta. 797+95.13 (A003 Rt. Lane) – Found 5/8" Rebar; PI Sta. 840+05.60 (A003 Rt. Lane) – Found 5/8" Rebar. Using the PI's and Centerline of swo2502(1) the alignments were created holding the existing tangents, while maintaining degree of curve.
- Stationing:**
Stationing for this survey was taken from swo2502(1).
- Horizontal Control:**
Horizontal control for this survey is NAD 83(2011) Oklahoma State Plane, North Zone, derived from local C.O.R.S. in the area using OPUS Projects. Two primary control monuments were established for this survey, and an ODOT form SD-11 has been submitted for each.

Secondary control for this survey was established using GPS Real Time Kinematic methods, following accepted ODOT Survey Division methods and techniques.
- Vertical Control:**
Vertical control for this survey is NGS, NAVD88 Level Datum and was derived from the primary network adjustment using OPUS Projects and tied to National Geodetic Survey monument designation R_79.

A "BENCHMARKS AND CHECK LEVELS" list has been placed in the submitted design file and has been submitted with this survey, showing benchmark number, the differences of each run between benchmarks, and the elevation and full description of each benchmark.
- Topography:**
The topography for this project has been obtained by field conventional methods within the specified bandwidth.
- Digital Terrain Model:**
Breakline data for this project has been obtained 250 feet each side of highway centerlines), and has been used to create the Digital Terrain Model of the entire project.
- Land Ties:**
Land tie information was obtained in Sections 28-30, Township 12 North, Range 21 East. An Oklahoma Certified Corner Record has been prepared for each monument and has been filed with the Oklahoma Department of Libraries, Archives Division. A thorough search was made at each corner location for existing monuments and references, and an explanation of what was found and/or set at each corner location is detailed on the Land Tie Data Sheets.

SWO 5486(1) – I-40 – Muskogee and Sequoyah Counties
Historical Letter and Written Report
Page 3 of 3

- Property Ties:**
All property divisions adjacent to and/or crossing the Centerline of this Survey have been calculated and are shown in the submitted Design file and on the Survey Data Sheets. All property divisions are based on deeds obtained from the Muskogee and Sequoyah County Clerk's Office.
- Existing Right-of-Way:**
Existing Right-of-Way for this survey was taken FAP I-40-6(99)(100)288 as-built plans and were compared to deeds obtained from the Muskogee and Sequoyah County Clerk's office.
- Environmental Concerns:**
None observed.
- Utilities:**
Overhead and underground utility data has been obtained by field conventional methods and has been placed in the submitted design file and on the submitted "Public and Privately Owned Utilities List."
- Drainage:**
Drainage areas have been placed in the submitted swo5486_1_v1_dra.dgn file.
- Submission of Survey Data:**
All digital survey data has been submitted via the ODOT file transfer system, and a complete listing of all data files created and used in conjunction with this survey uploaded as "swo5486_index.pdf."

In addition to the digital survey data, PDF copies of the following information have also been submitted:
 - Historical Letter and Written Report of Survey
 - ODOT Form SD-1 – Transmittal Letter
 - ODOT Form SD-7 – Public and Privately Owned Utilities List
 - ODOT Form SD-41 – Surveyor's Certification
 - (2) ODOT Form SD-11 – Position and Description of Survey Monuments
 - COGO Data and Alignment Reports
 - Benchmarks and Check Levels List

Edward G. Painter
Professional Land Surveyor

| | | | |
|-------------------|-----------|-----------|--|
| PLS | EDP | | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | | |
| CHECKED | PPM | | |
| APPROVED | DCM | | |
| CREW | NORMAN | | |
| SURVEY DATA SHEET | | | |
| SWO 5486(1) | | | |
| COUNTY | MUSKOGEE | HIGHWAY | I-40 |
| STATE JOB NO. | 34334(04) | SHEET NO. | S002 |

SWO 5486(1) COORDINATE POINT LIST J/P 34334(04)

| | | | |
|-----------|-------------|--------------|---------|
| 9614 | 188336.0557 | 2834564.0309 | 0.000 |
| 9615 | 188450.7488 | 2834495.0774 | 0.000 |
| 9616 | 188474.9317 | 2835333.9034 | 0.000 |
| 9617 | 189289.8920 | 2833990.5841 | 0.000 |
| 9618 | 189760.2126 | 2833977.6811 | 0.000 |
| 9619 | 189752.6075 | 2833712.3993 | 0.000 |
| 9620 | 191050.7321 | 2832793.2999 | 0.000 |
| 9621 | 191082.8840 | 2833941.3947 | 0.000 |
| M-51-1137 | 188297.5728 | 2827014.1983 | 482.602 |
| S-66-890 | 191207.2685 | 2836339.0123 | 556.776 |
| R_79 | 192112.3257 | 2824678.4582 | 478.346 |
| BM1 | 188242.1675 | 2825197.1914 | 476.299 |
| BM2 | 188266.4350 | 2826095.2022 | 476.232 |
| BM3 | 188419.4600 | 2827772.2331 | 475.555 |
| BM4 | 188508.2449 | 2828372.2570 | 482.841 |
| BM5 | 188674.9699 | 2828937.1934 | 474.519 |
| BM6 | 188881.1698 | 2829473.5447 | 479.881 |
| BM7 | 188998.6829 | 2829955.5479 | 474.345 |
| BM8 | 189374.3107 | 2830747.5609 | 478.785 |
| BM9 | 189748.9346 | 2831466.6643 | 481.533 |
| BM10 | 190883.0479 | 2834335.9041 | 513.853 |
| BM11 | 191113.5364 | 2835094.8780 | 537.428 |
| BM12 | 191215.1860 | 2835672.5545 | 552.563 |
| BM13 | 191199.0309 | 2837107.9310 | 546.437 |

Project Name: swo5486_1_v1
Horizontal Alignment Name: a001
Description: CL Survey & I-40
Style: Centerline

| | STATION | EASTING | NORTHING |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| POB (300) | 684+78.92 | 2824777.2095 | 188127.0014 |
| PC (301) | 696+68.03 | 2825965.9589 | 188155.9060 |
| Tangent Direction: | N 88°36'25.63" E | | |
| Tangent Length: | 1189.10 | | |

| | | | |
|---------------------------|-------------------|--------------|-------------|
| Element: Circular | | | |
| PC (301) | 696+68.03 | 2825965.9589 | 188155.9060 |
| PI () | 723+64.60 | 2828661.7384 | 188221.4543 |
| CC (302) | | 2825667.5135 | 200429.9482 |
| PT (303) | a 749+75.12 | 2831081.9378 | 189410.6383 |
| Radius: | 12277.67 | | |
| Delta: | 24°46'28.83" Left | | |
| Degree of Curvature(Arc): | 0°28'00.00" | | |
| Length: | 5308.86 | | |
| Tangent: | 2696.58 | | |
| Chord: | 5267.60 | | |
| Middle Ordinate: | 285.83 | | |
| External: | 292.64 | | |
| Tangent Direction: | N 88°36'25.63" E | | |
| Radial Direction: | S 1°23'34.37" E | | |
| Chord Direction: | N 76°13'11.21" E | | |
| Radial Direction: | S 26°10'03.20" E | | |
| Tangent Direction: | N 63°49'56.80" E | | |

| | | | |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| PT (303) | a 749+75.12 | 2831081.9378 | 189410.6383 |
| EQNBK () | 749+76.89 | 2831081.9378 | 189410.6383 |
| EQNAHD () | a 749+75.12 | 2831081.9378 | 189410.6383 |
| POE (304) | a 780+00.00 | 2833796.7925 | 190744.6034 |
| Tangent Direction: | N 63°49'56.80" E | | |
| Tangent Length: | 3024.88 | | |

Project Name: swo5486
Horizontal Alignment Name: a002
Description: CL Survey & I-40 Bridge
Style: Centerline

| | STATION | EASTING | NORTHING |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| POB (305) | 757+07.09 | 2831753.4398 | 189703.8176 |
| POE (306) | 780+00.00 | 2833811.3454 | 190714.9856 |
| Tangent Direction: | N 63°49'56.80" E | | |
| Tangent Length: | 2292.91 | | |

Project Name: swo5486
Horizontal Alignment Name: a003
Description: CL Survey & I-40 Rt. Lane
Style: Centerline

| | STATION | EASTING | NORTHING |
|---------------------------|--------------------|--------------|-------------|
| Element: Circular | | | |
| PC (307) | 779+92.63 | 2833812.4243 | 190696.4427 |
| PI () | 797+93.83 | 2835429.0123 | 191490.7659 |
| CC (308) | 2836339.1559 | 185554.0975 | |
| PT (309) | 814+82.93 | 2837209.3147 | 191217.2159 |
| Radius: | 5729.58 | | |
| Delta: | 34°54'10.59" Right | | |
| Degree of Curvature(Arc): | 1°00'00.00" | | |
| Length: | 3490.30 | | |
| Tangent: | 1801.20 | | |
| Chord: | 3436.58 | | |
| Middle Ordinate: | 263.73 | | |
| External: | 276.45 | | |
| Tangent Direction: | N 63°49'56.80" E | | |
| Radial Direction: | S 26°10'03.20" E | | |
| Chord Direction: | N 81°17'02.10" E | | |
| Radial Direction: | S 8°44'07.39" W | | |
| Tangent Direction: | S 81°15'52.61" E | | |

| | | | |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| PT (309) | 814+82.93 | 2837209.3147 | 191217.2159 |
| EQWBK () | 814+82.93 | 2837209.3191 | 191217.2153 |
| EQNAHD () | a 814+88.66 | 2837209.3191 | 191217.2153 |
| PC (310) | a 817+51.04 | 2837468.6564 | 191177.3671 |
| Tangent Direction: | S 81°15'52.61" E | | |
| Tangent Length: | 262.39 | | |

| | | | |
|---------------------------|-------------------|--------------|-------------|
| Element: Circular | | | |
| PC (310) | a 817+51.04 | 2837468.6564 | 191177.3671 |
| PI () | a 840+05.60 | 2839697.0626 | 190834.9644 |
| CC (311) | 2839208.9734 | 202503.6000 | |
| PT (312) | a 862+03.29 | 2841889.0896 | 191362.2701 |
| Radius: | 11459.16 | | |
| Delta: | 22°15'40.50" Left | | |
| Degree of Curvature(Arc): | 0°30'00.00" | | |
| Length: | 4452.25 | | |
| Tangent: | 2254.56 | | |
| Chord: | 4424.30 | | |
| Middle Ordinate: | 215.55 | | |
| External: | 219.68 | | |
| Tangent Direction: | S 81°15'52.61" E | | |
| Radial Direction: | S 8°44'07.39" W | | |
| Chord Direction: | N 87°36'17.14" E | | |
| Radial Direction: | S 13°31'33.11" E | | |
| Tangent Direction: | N 76°28'26.89" E | | |

Project Name: swo5486
Horizontal Alignment Name: a004
Description: CL Survey & I-40 Lt. Lane
Style: Centerline

| | STATION | EASTING | NORTHING |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| POB (313) | 779+92.63 | 2833797.4309 | 190726.9583 |
| PC (314) | 783+80.45 | 2834145.5026 | 190897.9860 |
| Tangent Direction: | N 63°49'56.80" E | | |
| Tangent Length: | 387.82 | | |

| | | | |
|---------------------------|--------------------|--------------|-------------|
| Element: Circular | | | |
| PC (314) | 783+80.45 | 2834145.5026 | 190897.9860 |
| PI () | 797+70.61 | 2835393.1866 | 191511.0453 |
| CC (315) | 2836672.2342 | 185755.6408 | |
| EQWBK () | 811+08.07 | 2836783.0908 | 191484.1482 |
| EQNAHD () | a 811+30.69 | 2836783.0908 | 191484.1482 |
| PT (316) | a 811+30.69 | 2836783.0908 | 191484.1482 |
| Radius: | 5729.58 | | |
| Delta: | 27°16'34.28" Right | | |
| Degree of Curvature(Arc): | 1°00'00.00" | | |
| Length: | 2727.62 | | |
| Tangent: | 1390.16 | | |
| Chord: | 2701.94 | | |
| Middle Ordinate: | 161.55 | | |
| External: | 166.24 | | |
| Tangent Direction: | N 63°49'56.80" E | | |
| Radial Direction: | S 26°10'03.20" E | | |
| Chord Direction: | N 77°28'13.94" E | | |
| Radial Direction: | S 1°06'31.08" W | | |
| Tangent Direction: | S 88°53'28.92" E | | |

| | | | |
|--------------------|------------------|--------------|-------------|
| Element: Linear | | | |
| PT (316) | a 811+30.69 | 2836783.0908 | 191484.1482 |
| PC (317) | a 816+56.70 | 2837309.0023 | 191473.9709 |
| Tangent Direction: | S 88°53'28.92" E | | |
| Tangent Length: | 526.01 | | |

| | | | |
|---------------------------|-------------------|--------------|-------------|
| Element: Circular | | | |
| PC (317) | a 816+56.70 | 2837309.0023 | 191473.9709 |
| PI () | a 835+61.22 | 2839213.1704 | 191437.1220 |
| CC (318) | 2837724.7144 | 212955.8689 | |
| PT (319) | a 854+55.82 | 2841094.1309 | 191735.7891 |
| Radius: | 21485.92 | | |
| Delta: | 10°07'51.55" Left | | |
| Degree of Curvature(Arc): | 0°16'00.00" | | |
| Length: | 3799.12 | | |
| Tangent: | 1904.52 | | |
| Chord: | 3794.17 | | |

| | |
|--------------------|------------------|
| Middle Ordinate: | 83.91 |
| External: | 84.24 |
| Tangent Direction: | S 88°53'28.92" E |
| Radial Direction: | S 1°06'31.08" W |
| Chord Direction: | N 86°02'35.31" E |
| Radial Direction: | S 9°01'20.46" E |
| Tangent Direction: | N 80°58'39.54" E |

Project Name: swo5486
Horizontal Alignment Name: a005
Description: Conn. Survey & CL NS443.5
Style: Centerline

| | STATION | EASTING | NORTHING |
|--------------------|-----------------|--------------|-------------|
| Element: Linear | | | |
| POB (9230) | 0+00.83 | 2824814.9428 | 186841.3530 |
| PI (300) | 12+87.03 | 2824777.1951 | 188127.0010 |
| Tangent Direction: | N 1°40'54.37" W | | |
| Tangent Length: | 1286.20 | | |
| Element: Linear | | | |
| PI (300) | 12+87.03 | 2824777.1951 | 188127.0010 |
| POE (9330) | 26+44.67 | 2824737.3805 | 189484.0550 |
| Tangent Direction: | N 1°40'49.86" W | | |
| Tangent Length: | 1357.64 | | |

Project Name: swo5486
Horizontal Alignment Name: Ramp 'A'
Description: Ramp 'A'
Style: Centerline

| | STATION | EASTING | NORTHING |
|---------------------------|-------------------|--------------|-------------|
| Element: Circular | | | |
| PC (320) | 811+80.00 | 2836832.9720 | 191513.1886 |
| PI () | 812+66.13 | 2836919.1028 | 191513.0320 |
| CC (321) | 2836838.1784 | 194377.9738 | |
| PCC (322) | 813+52.21 | 2837005.0874 | 191518.0502 |
| Radius: | 2864.79 | | |
| Delta: | 3°26'39.12" Left | | |
| Degree of Curvature(Arc): | 2°00'00.00" | | |
| Length: | 172.21 | | |
| Tangent: | 86.13 | | |
| Chord: | 172.18 | | |
| Middle Ordinate: | 1.29 | | |
| External: | 1.29 | | |
| Tangent Direction: | S 89°53'45.14" E | | |
| Radial Direction: | S 0°06'14.86" W | | |
| Chord Direction: | N 88°22'55.31" E | | |
| Radial Direction: | S 3°20'24.25" E | | |
| Tangent Direction: | N 86°39'35.75" E | | |
| Element: Circular | | | |
| PCC (322) | 813+52.21 | 2837005.0874 | 191518.0502 |
| PI () | 815+15.15 | 2837167.7480 | 191527.5433 |
| CC (323) | 2836921.6332 | 192948.0070 | |
| PT (324) | 816+76.69 | 2837324.1207 | 191573.3271 |
| Radius: | 1432.39 | | |
| Delta: | 12°58'45.27" Left | | |
| Degree of Curvature(Arc): | 4°00'00.05" | | |
| Length: | 324.48 | | |
| Tangent: | 162.94 | | |
| Chord: | 323.79 | | |
| Middle Ordinate: | 9.18 | | |
| External: | 9.24 | | |
| Tangent Direction: | N 86°39'35.75" E | | |
| Radial Direction: | S 3°20'24.25" E | | |
| Chord Direction: | N 80°10'13.12" E | | |
| Radial Direction: | S 16°19'09.52" E | | |
| Tangent Direction: | N 73°40'50.48" E | | |
| Element: Linear | | | |
| PT (324) | 816+76.69 | 2837324.1207 | 191573.3271 |
| PC (325) | 819+53.24 | 2837589.5327 | 191651.0361 |
| Tangent Direction: | N 73°40'50.48" E | | |
| Tangent Length: | 276.55 | | |

| | | | |
|---------------------------|--------------------|--------------|-------------|
| Element: Circular | | | |
| PC (325) | 819+53.24 | 2837589.5327 | 191651.0361 |
| PI () | 820+77.93 | 2837709.1956 | 191686.0718 |
| CC (326) | 2837857.8587 | 190734.5796 | |
| PT (327) | 822+01.21 | 2837833.8426 | 191689.2076 |
| Radius: | 954.93 | | |
| Delta: | 14°52'41.50" Right | | |
| Degree of Curvature(Arc): | 5°59'59.99" | | |
| Length: | 247.97 | | |
| Tangent: | 124.69 | | |
| Chord: | 247.27 | | |
| Middle Ordinate: | 8.04 | | |
| External: | 8.11 | | |
| Tangent Direction: | N 73°40'50.48" E | | |
| Radial Direction: | S 16°19'09.52" E | | |
| Chord Direction: | N 81°07'11.23" E | | |
| Radial Direction: | S 1°26'28.02" E | | |
| Tangent Direction: | N 88°33'31.98" E | | |
| Element: Linear | | | |
| PT (327) | 822+01.21 | 2837833.8426 | 191689.2076 |
| POE (328) | 822+53.06 | 2837885.6740 | 191690.5115 |
| Tangent Direction: | N 88°33'31.98" E | | |
| Tangent Length: | 51.85 | | |

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

Project Name: swo5486
Horizontal Alignment Name: Ramp 'B'
Description: Ramp 'B'
Style: Centerline

| | STATION | EASTING | NORTHING |
|---------------------------|--------------------|--------------|-------------|
| Element: Linear | | | |
| POB (329) | 807+50.00 | 2836479.4609 | 191269.9557 |
| PC (330) | 812+48.49 | 2836972.7888 | 191198.4225 |
| Tangent Direction: | S 81°44'58.31" E | | |
| Tangent Length: | 498.49 | | |
| Element: Circular | | | |
| PC (330) | 812+48.49 | 2836972.7888 | 191198.4225 |
| PI () | 815+02.77 | 2837224.4438 | 191161.9321 |
| CC (331) | 836+69.82 | 2836698.7225 | 189308.3291 |
| PT (332) | 817+54.09 | 2837457.7841 | 191060.8675 |
| Radius: | 1909.86 | | |
| Delta: | 15°10'04.78" Right | | |
| Degree of Curvature(Arc): | 3°00'00.00" | | |
| Length: | 505.60 | | |
| Tangent: | 254.29 | | |
| Chord: | 504.12 | | |
| Middle Ordinate: | 16.71 | | |
| External: | 16.85 | | |
| Tangent Direction: | S 81°44'58.31" E | | |
| Radial direction: | S 8°15'01.69" W | | |
| Chord Direction: | S 74°09'55.92" E | | |
| Radial Direction: | S 23°25'06.47" W | | |
| Tangent Direction: | S 66°34'53.53" E | | |
| Element: Linear | | | |
| PT (332) | 817+54.09 | 2837457.7841 | 191060.8675 |
| POE (333) | 822+45.79 | 2837908.9873 | 190865.4418 |
| Tangent Direction: | S 66°34'53.53" E | | |
| Tangent Length: | 491.71 | | |

| BENCH MARK LIST | | NAVD 88 DATUM | | | PUBLISHED ELEV. | BM DESCRIPTION |
|-----------------|---------|---------------|------------|-----------|-----------------|---|
| BM NO. | RUN 1 | RUN2 | MEAN DIFF. | ADJ. DIFF | | |
| R79 | | | | | 478.346 | BCM Culvert Headwall R 79 1040 |
| TO | 10.507 | 10.505 | 10.500 | 10.500 | | |
| G199 | | | | | 488.913 | BCM North Face Of Bridge Pier 70.48' Rt. Sta. 694+57.80 (a001) |
| TO | -12.614 | -12.618 | -12.618 | -12.618 | | |
| BM1 | | | | | 476.299 | X On Headwall 104.92' Lt. Sta. 689+01.60 (a001) |
| TO | -0.064 | -0.071 | -0.068 | -0.067 | | |
| BM2 | | | | | 476.232 | X On Headwall 108.64' Lt. Sta. 698+01.09 (a001) |
| TO | 6.377 | 6.383 | 6.370 | 6.370 | | |
| 7400 | | | | | 482.602 | 3/4" Rebar W/EST Aluminium Cap 70.78' Lt. Sta. 707+26.82 (a001) |
| TO | -7.048 | -7.046 | -7.047 | -7.047 | | |
| BM3 | | | | | 475.555 | X On Headwall 84.16' Lt. Sta. 714+09.48 (a001) |
| TO | 7.283 | 7.289 | 7.286 | 7.286 | | |
| BM4 | | | | | 482.841 | 3/4" Rebar W/EST Aluminium Cap n 53.00' Lt. Sta. 721+08.70 (a001) |
| TO | -8.324 | -8.319 | -8.322 | -8.322 | | |
| BM5 | | | | | 474.519 | X On Headwall 76.43' Lt. Sta. 727+00.44 (a001) |
| TO | 5.366 | 5.357 | 5.362 | 5.362 | | |
| BM6 | | | | | 479.881 | 3/4" Rebar W/EST Aluminium Cap 117.89' Lt. Sta. 732+78.19 (a001) |
| TO | -5.532 | -5.539 | -5.536 | -5.536 | | |
| BM7 | | | | | 474.345 | X On Headwall 68.61' Lt. Sta. 737+75.67 (a001) |
| TO | 4.442 | 4.438 | 4.440 | 4.440 | | |
| BM8 | | | | | 478.785 | 3/4" Rebar W/EST Aluminium Cap 110.75' Lt. Sta. 746+57.86 (a001) |
| TO | 2.746 | 2.756 | 2.751 | -2.748 | | |

| BENCH MARK LIST | | NAVD 88 DATUM | | | UNADJ. ELEV. | ADJ. ELEV. | BM DESCRIPTION |
|-----------------|---------|---------------|------------|-----------|--------------|------------|--|
| BM NO. | RUN 1 | RUN2 | MEAN DIFF. | ADJ. DIFF | | | |
| BM9 | | | | | 481.533 | | 3/4" Rebar W/EST Aluminium Cap 133.06 Lt. Sta. 754+09.00 (a001) |
| TO | 32.278 | 32.284 | 32.281 | 32.284 | | | |
| BM10 | | | | | 513.853 | | X On Headwall 38.54' Rt. Sta. 785+49.17 (a003) |
| TO | 23.575 | 23.575 | 23.575 | 23.575 | | | |
| BM11 | | | | | 537.428 | | 3/4" Rebar W/EST Aluminium Cap 32.00' Rt. Sta. 793+47.82 |
| TO | 15.135 | 15.136 | 15.136 | 15.136 | | | |
| BM12 | | | | | 552.583 | | 3/4" Rebar W/EST Aluminium Cap 29.38' Rt. Sta. 799+37.81 (a003) |
| TO | 4.215 | 4.214 | 4.215 | 4.215 | | | |
| 7401 | | | | | 556.776 | | 3/4" Rebar W/EST Aluminium Cap 76.41' Rt. Sta. 806+09.24 (a003) |
| TO | -10.340 | -10.341 | 10.341 | 10.341 | | | |
| BM13 | | | | | 546.437 | | 3/4" Rebar W/EST Aluminium Cap 32.54' Rt. Sta. 813+84.92 (a003) |
| TO | 14.045 | 14.043 | 14.044 | 14.044 | | | |
| J199 | | | | | 560.481 | | NGS BCM SE Cor Of East Bound I40 Retaining wall 22.27' Rt. Sta. 822+56.13 (a003) |

| | | | |
|--------------------------|-----------|-----------|--|
| PLS | EDP | | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | | |
| CHECKED | PPM | | |
| APPROVED | DCM | | |
| CREW | NORMAN | | |
| SURVEY DATA SHEET | | | |
| SWO 5486(1) | | | |
| COUNTY | MUSKOGEE | HIGHWAY | I-40 |
| STATE JOB NO. | 34334(04) | SHEET NO. | S007 |

STATE OF OKLAHOMA S.D. FORM NO. 11
DEPARTMENT OF HIGHWAYS REVISED 01/01/2015
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY MUSKOGEE Monument Number M-51-1137 SWO 5486(1) DATE 04.26.2023

TYPE OF MONUMENT 3/4" REBAR W/ALUMINUM CAP MONUMENT SET FOR VERT. & HORZ. CONTROL

WRITTEN DESCRIPTION OF LOCATION: FROM THE CENTER OF I-40 & N4435 ROAD APPROX. 2242 FEET EAST ALONG I-40 & NORTH 9.77 FEET FROM THE NORTH EDGE OF PAVEMENT OF WESTBOUND I-40.

ESTABLISHED BY: EDWARD GLEN PAINTER

COORDINATE SYSTEM: NAD83 ZONE: NORTH
COORDINATES (FEET) X 2827014.983 Y 188297.5728

GEODETIC POSITION
LATITUDE 35° 28' 56.07193" NORTH
LONGITUDE 95° 06' 58.04816" WEST
ELLIPSOIDAL HEIGHT 384.364
METHOD USED TO ESTABLISHED: STATIC - GPS

SOURCE: NGS OPUS-PROJECTS

ORTHOMETRIC HEIGHT
482.602 FEET GEOID MODEL: OKGeoid18 GRS80 GEOID SEPRATION: -98.238 FEET
METHOD USED TO ESTABLISHED: STATIC - GPS

SOURCE: NAVD88 NGS OPUS-PROJECTS

GENERAL VICINITY:
SEC 30
R 21 E
T 12
N

DETAILED SKETCH:
Cultivation
Grass
M-51-1137
1/2" REBAR
1/2" REBAR
1/2" REBAR
4" WBF W/3-BMF
4" WBF W/3-BMF
I-40 WESTBOUND (Asphalt)
9.77'
Median
I-40 EASTBOUND (Asphalt)
Grass

△ = CONTROL MONUMENT
○ = LAND CORNER
□ = OTHER

STATE OF OKLAHOMA S.D. FORM NO. 11
DEPARTMENT OF HIGHWAYS REVISED 01/01/2015
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY SEQUOYAH Monument Number S-68-890 SWO 5486(1) DATE 04.26.2023

TYPE OF MONUMENT 3/4" REBAR W/ALUMINUM CAP MONUMENT SET FOR VERT. & HORZ. CONTROL

WRITTEN DESCRIPTION OF LOCATION: FROM THE CENTER OF I-40 EASTBOUND BRIDGE & NORTH STATE HWY. 10, WEST ALONG WEST I-40 APPROX. 1563 FEET & 54 FEET SOUTH OF THE SOUTH EDGE OF PAVEMENT OF THE I-40 EASTBOUND LANE.

ESTABLISHED BY: EDWARD GLEN PAINTER

COORDINATE SYSTEM: NAD83 ZONE: NORTH
COORDINATES (FEET) X 2836339.023 Y 191207.2685

GEODETIC POSITION
LATITUDE 35° 29' 22.08141" NORTH
LONGITUDE 95° 05' 04.29493" WEST
ELLIPSOIDAL HEIGHT 458.625
METHOD USED TO ESTABLISHED: STATIC - GPS

SOURCE: NGS OPUS-PROJECTS

ORTHOMETRIC HEIGHT
556.776 FEET GEOID MODEL: OKGeoid18 GRS80 GEOID SEPRATION: -98.151 FEET
METHOD USED TO ESTABLISHED: STATIC - GPS

SOURCE: NAVD88 NGS OPUS-PROJECTS

GENERAL VICINITY:
SEC 28
R 21 E
T 12
N

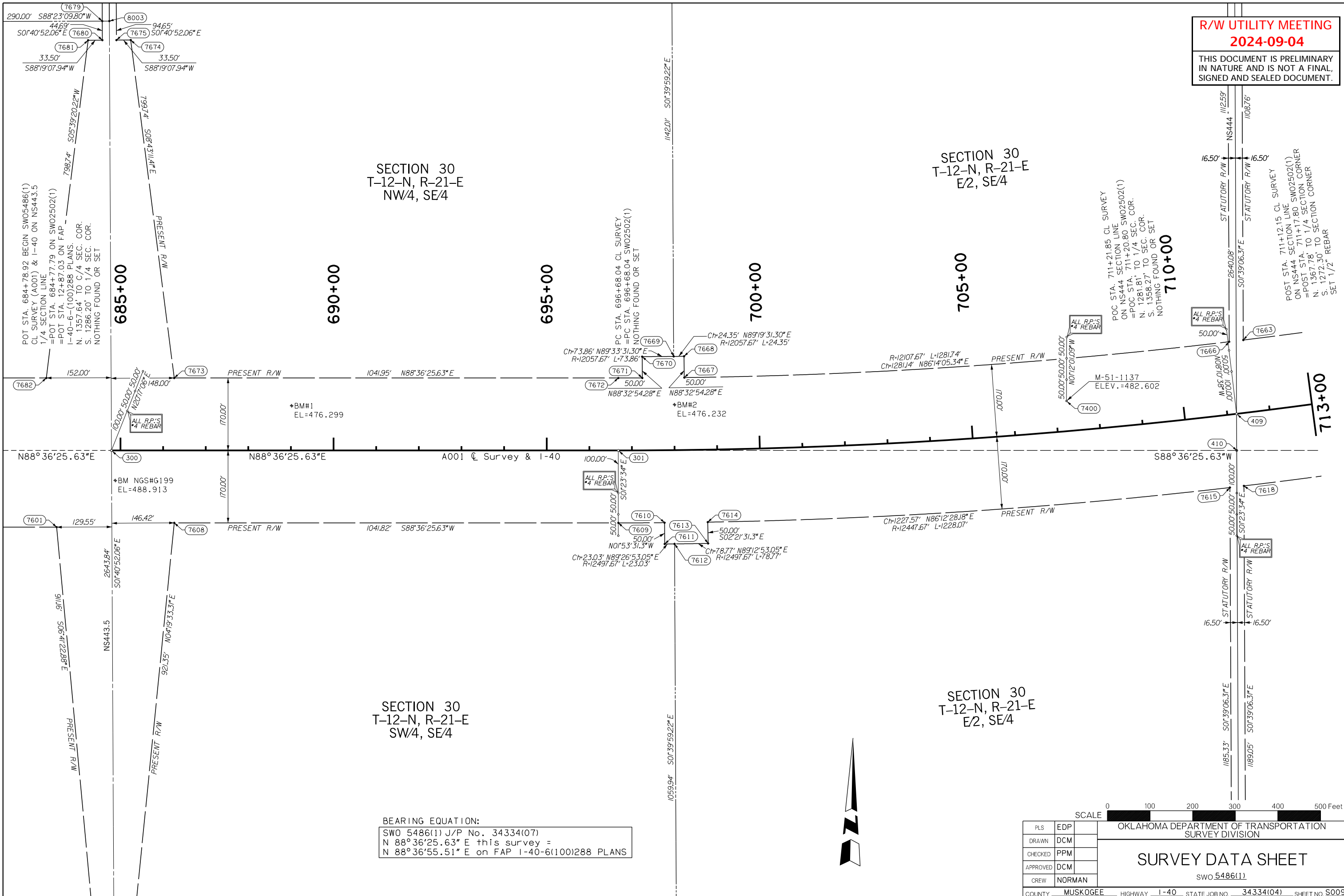
DETAILED SKETCH:
Concrete Ditch
EASTBOUND I-40 (Asphalt)
*Exit 291/HWY 10 North
Gate/Carllite Rd Right
7401
S-68-890
Warning Burred Fiber Optic Cable
Wooded
Concrete Ditch
4" WBF W/3-BMF
Wooded

△ = CONTROL MONUMENT
○ = LAND CORNER
□ = OTHER

| | | |
|---|--------|---|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET SWO 5486(1) |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |
| COUNTY <u>MUSKOGEE</u> HIGHWAY <u>I-40</u> STATE JOB NO. <u>34334(04)</u> SHEET NO. <u>S008</u> | | |

R/W UTILITY MEETING
2024-09-04

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

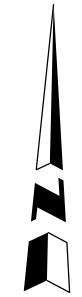


SECTION 30
T-12-N, R-21-E
NW/4, SE/4

SECTION 30
T-12-N, R-21-E
E/2, SE/4

SECTION 30
T-12-N, R-21-E
SW/4, SE/4

BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
N 88°36'25.63" E this survey =
N 88°36'55.51" E on FAP I-40-6(100)288 PLANS



SCALE 0 100 200 300 400 500 Feet

| | | |
|--------------------------|----------|--|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |
| SURVEY DATA SHEET | | |
| SWO 5486(1) | | |
| COUNTY | MUSKOGEE | HIGHWAY I-40 STATE JOB NO. 34334(04) SHEET NO. S009 |

R/W UTILITY MEETING
2024-09-04

THIS DOCUMENT IS PRELIMINARY
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SECTION 29
 T-12-N, R-21-E
 SW/4, SE/4, NW/4

SECTION 29
 T-12-N, R-21-E
 SE/4, SE/4, NW/4 &
 S/2, NE/4, SE/4, NW/4

SECTION 29
 T-12-N, R-21-E
 N/2, SW/4, N. I-40

SECTION 29
 T-12-N, R-21-E
 N. 330', NE/4, SW/4

SECTION 29
 T-12-N, R-21-E
 N/2, SW/4, SW/4 &
 SW/4, SW/4, SW/4

SECTION 29
 T-12-N, R-21-E
 N/2, SW/4, S. I-40

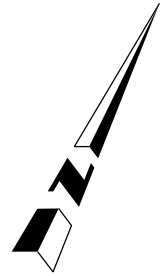
SECTION 29
 T-12-N, R-21-E
 SE/4, SW/4

CURVE DATA - C1
 P.I. Sta. 723+64.62
 X= 282866.17384
 Y= 188221.4543
 Δ= 24°46'28.83" L.
 D= 0°28'00.00" T.
 T= 2696.58'
 L= 5308.86'
 R= 12277.67'
 E= 292.64'

PI STA. 723+64.62 THIS SURVEY
 =PI STA. 723+64.62 ON SW02502(1)
 SET 1/2" REBAR

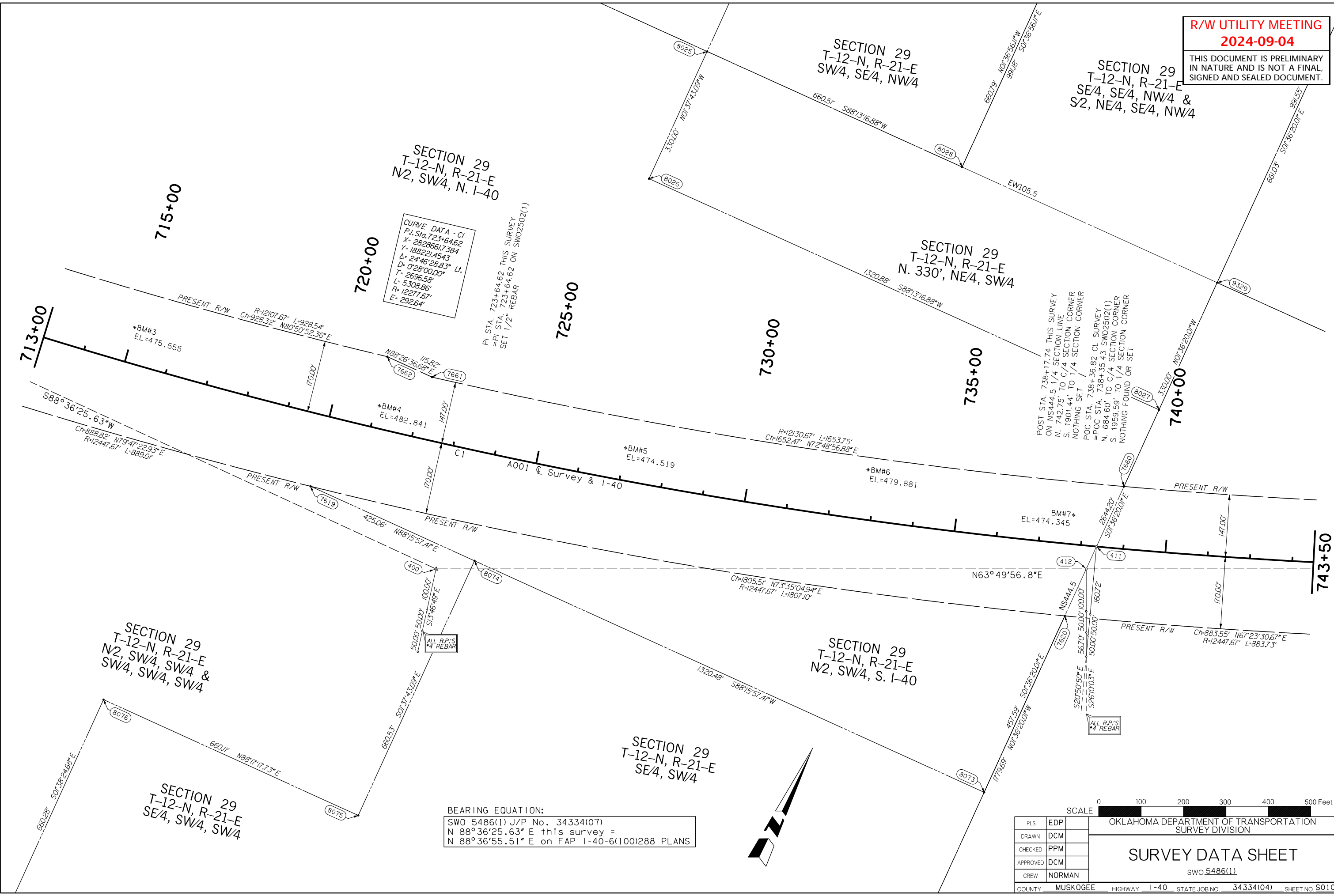
POST STA. 738+17.74 THIS SURVEY
 ON NS444.5 1/4 SECTION LINE
 N. 742.75' TO C/4 SECTION CORNER
 S. 1901.44' TO 1/4 SECTION CORNER
 NOTHING SET
 POC STA. 738+36.82 CL SURVEY
 =POC STA. 738+35.43 SW02502(1)
 N. 684.60' TO C/4 SECTION CORNER
 S. 1959.59' TO 1/4 SECTION CORNER
 NOTHING FOUND OR SET

BEARING EQUATION:
 SWO 5486(1) J/P No. 34334(07)
 N 88°36'25.63" E this survey =
 N 88°36'55.51" E on FAP I-40-6(100)288 PLANS



SCALE 0 100 200 300 400 500 Feet

| | | |
|--|--------|--|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |
| SURVEY DATA SHEET | | SWO 5486(1) |
| COUNTY: MUSKOGEE HIGHWAY: I-40 STATE JOB NO.: 34334(04) SHEET NO: S010 | | |



**R/W UTILITY MEETING
2024-09-04**

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IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

SECTION 29
T-12-N, R-21-E
S2, SW/4, NE/4

GOV'T
LOT 3

SECTION 29
T-12-N, R-21-E
ROBERT S. KERR
RESERVOIR

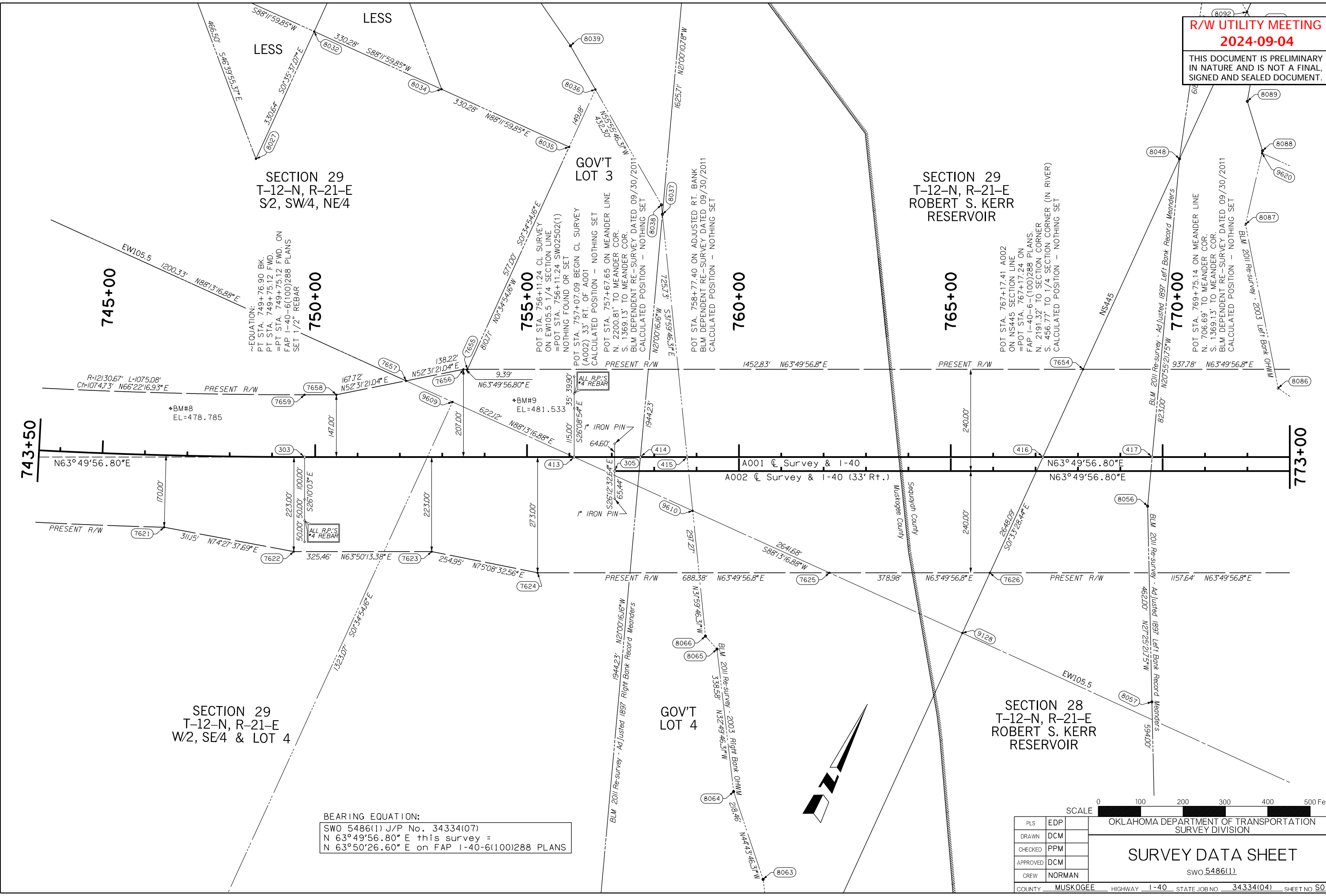
SECTION 29
T-12-N, R-21-E
W2, SE/4 & LOT 4

GOV'T
LOT 4

SECTION 28
T-12-N, R-21-E
ROBERT S. KERR
RESERVOIR

BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
N 63°49'56.80" E this survey =
N 63°50'26.60" E on FAP I-40-6(100)288 PLANS

| | | | |
|---------------|-----------|--|------|
| SCALE | | 0 100 200 300 400 500 Feet | |
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION | |
| DRAWN | DCM | SURVEY DATA SHEET SWO 5486(1) | |
| CHECKED | PPM | | |
| APPROVED | DCM | | |
| CREW | NORMAN | | |
| COUNTY | MUSKOGEE | HIGHWAY | I-40 |
| STATE JOB NO. | 34334(04) | SHEET NO. | S011 |



745+00

750+00

755+00

760+00

765+00

770+00

743+50

773+00

R=12130.67' L=1075.08'
Ch=1074.73' N66°22'16.93"E

BM#8
EL=478.785

BM#9
EL=481.533

~EQUATION:
PT STA. 749+76.90 BK.
PT STA. 749+75.12 FWD.
=PT STA. 749+75.12 FWD. ON
FAP I-40-6(100)288 PLANS
SET 1/2" REBAR

POT STA. 756+11.24 CL SURVEY
ON EW105.5 1/4 SECTION LINE
=POT STA. 756+11.24 SW02502(1)
NOTHING FOUND OR SET

POT STA. 757+07.09 BEGIN CL SURVEY
(A002) 33' RT. OF A001
CALCULATED POSITION - NOTHING SET

POT STA. 757+67.65 ON MEANDER LINE
N. 2200.81' TO MEANDER COR.
S. 1369.13' TO MEANDER COR.
BLM DEPENDENT RE-SURVEY DATED 09/30/2011
CALCULATED POSITION - NOTHING SET

POT STA. 758+77.40 ON ADJUSTED RT. BANK
BLM DEPENDENT RE-SURVEY DATED 09/30/2011
CALCULATED POSITION - NOTHING SET

POT STA. 767+17.41 A002
ON NS445 SECTION LINE
=POT STA. 767+17.24 ON
FAP I-40-6-(100)288 PLANS.
N. 2191.32' TO SECTION CORNER
S. 456.77' TO 1/4 SECTION CORNER (IN RIVER)
CALCULATED POSITION - NOTHING SET

POT STA. 769+75.14 ON MEANDER LINE
N. 706.69' TO MEANDER COR.
S. 1369.13' TO MEANDER COR.
BLM DEPENDENT RE-SURVEY DATED 09/30/2011
CALCULATED POSITION - NOTHING SET

PRESENT R/W

PRESENT R/W

PRESENT R/W

PRESENT R/W

PRESENT R/W

PRESENT R/W

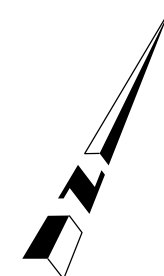
PRESENT R/W

PRESENT R/W

PRESENT R/W

A001 & A002 Survey & I-40 (33' Rt.)

Sedgwick County
Muskogee County



R/W UTILITY MEETING
2024-09-04

THIS DOCUMENT IS PRELIMINARY
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SIGNED AND SEALED DOCUMENT.

CURVE DATA - C4
P.I. Sta. 797+70.61
X = 2835393.1866
Y = 1915110.453
Δ = 271°34'28" Rt.
D = 100'00.00"
T = 1390.16'
L = 2727.62'
R = 5729.58'
E = 166.24'

ALL R.P.'S
#4 REBAR

ALL R.P.'S
#4 REBAR

ALL R.P.'S
#4 REBAR

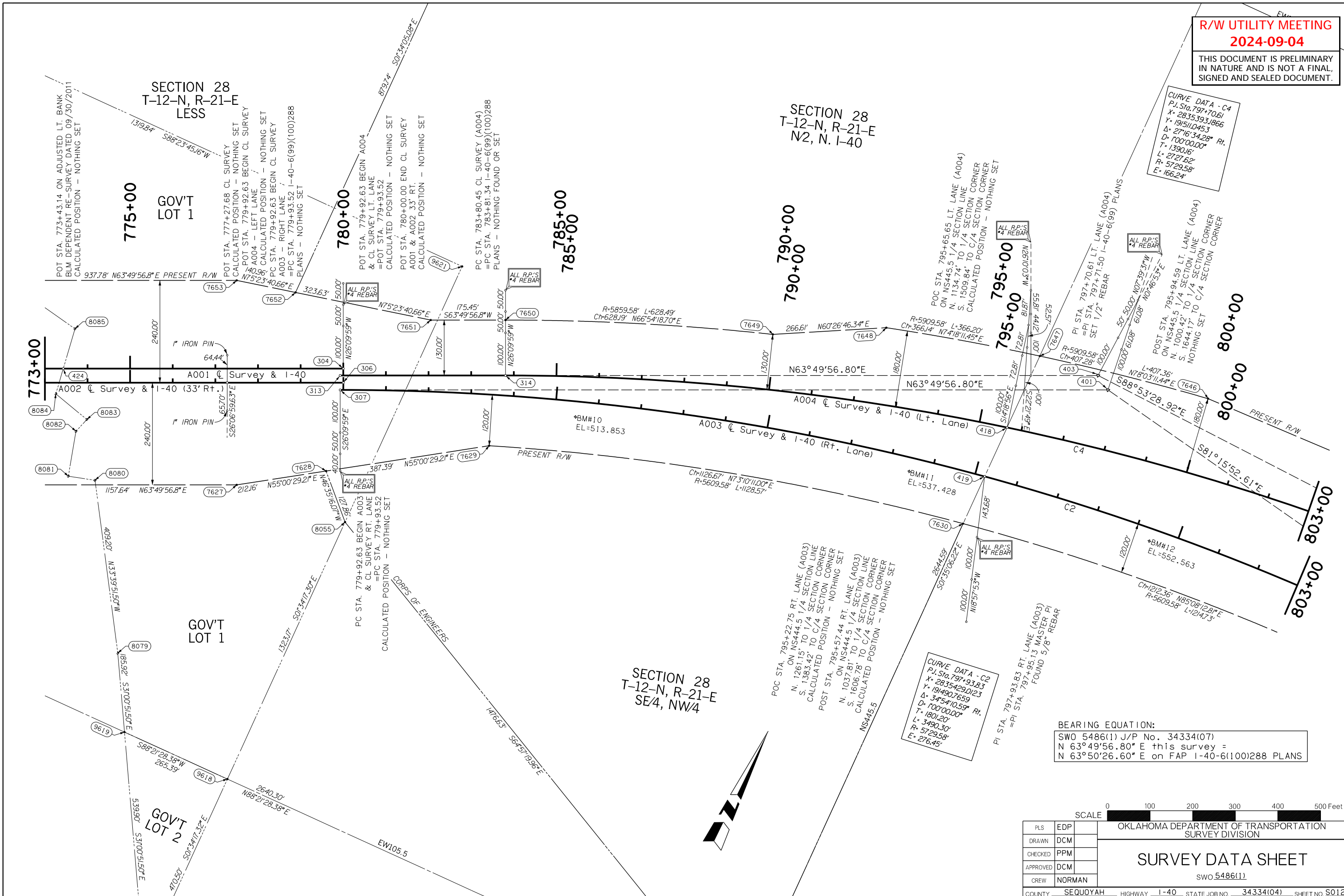
ALL R.P.'S
#4 REBAR

CURVE DATA - C2
P.I. Sta. 797+93.83
X = 2835429.023
Y = 191490.7659
Δ = 34°54'10.59" Rt.
D = 100'00.00"
T = 1801.20'
L = 3490.30'
R = 5729.58'
E = 276.45'

BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
N 63°49'56.80" E this survey =
N 63°50'26.60" E on FAP I-40-6(100)288 PLANS

SCALE 0 100 200 300 400 500 Feet

| | | | | | |
|--------------------------|----------|--|-----------|-----------|------|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION | | | |
| DRAWN | DCM | | | | |
| CHECKED | PPM | | | | |
| APPROVED | DCM | | | | |
| CREW | NORMAN | | | | |
| SURVEY DATA SHEET | | SWO 5486(1) | | | |
| COUNTY | SEQUOYAH | | | | |
| HIGHWAY | I-40 | STATE JOB NO. | 34334(04) | SHEET NO. | S012 |



R/W UTILITY MEETING
2024-09-04

THIS DOCUMENT IS PRELIMINARY
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SECTION 28
T-12-N, R-21-E
N2, N. 1-40

805+00

805+00

803+00

803+00

SECTION 28
T-12-N, R-21-E
SW/4, NE/4

BEARING EQUATION:

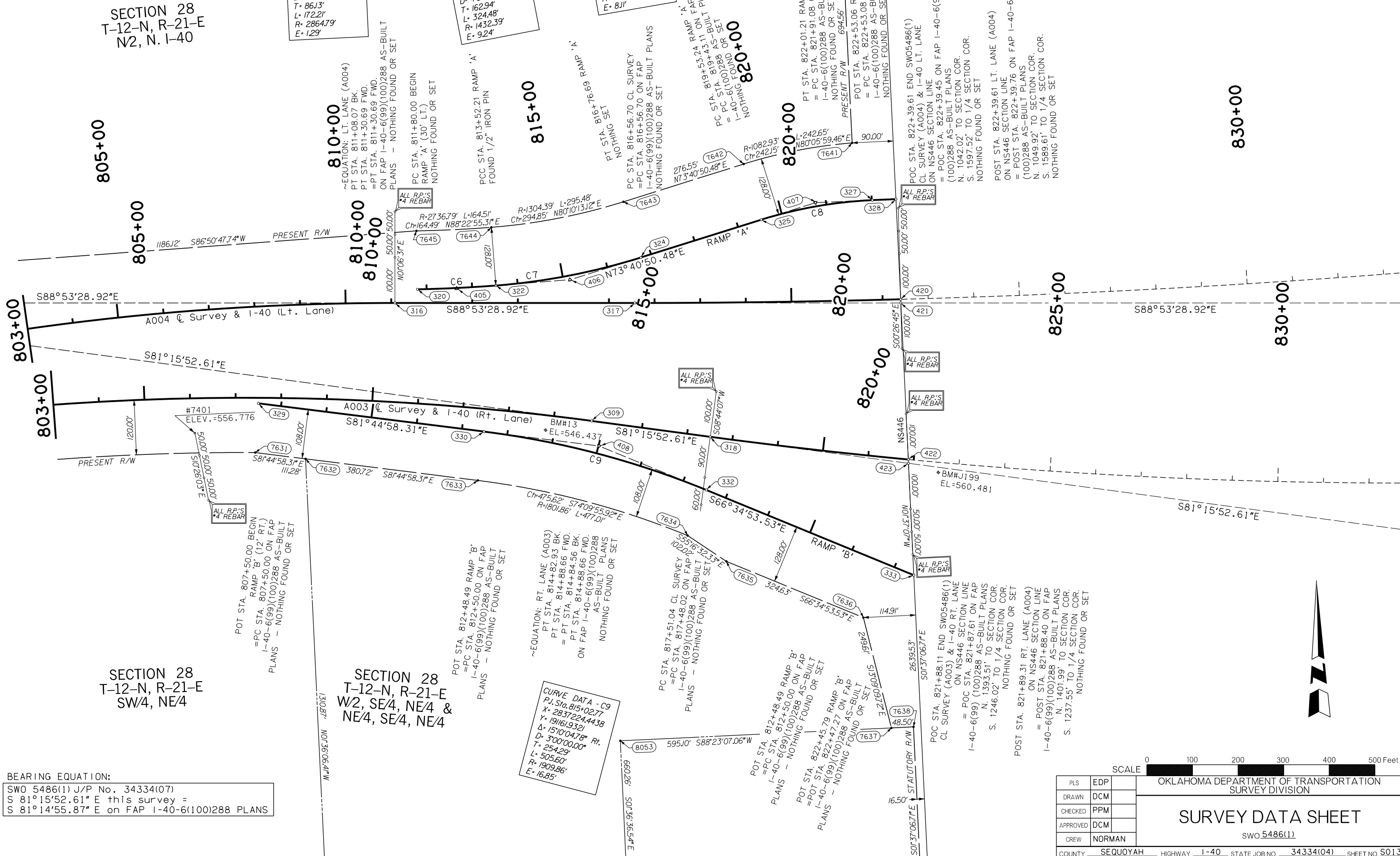
SWO 5486(1) J/P No. 34334(07)
S 81°15'52.61" E this survey =
S 81°14'55.87" E on FAP I-40-6(100)288 PLANS

CURVE DATA - C6
P.I. Sta. 812+66.13
X= 2836919.1028
Y= 191513.0320
Δ= 03°26'39.2" Lt.
D= 2'00"00.00"
T= 86.13'
L= 172.21'
R= 2864.79'
E= 1.29'

CURVE DATA - C7
P.I. Sta. 815+15.15
X= 2837167.7480
Y= 191527.5433
Δ= 12°58'45.27" Lt.
D= 4'00"00.00"
T= 162.94'
L= 324.48'
R= 1432.39'
E= 9.24'

CURVE DATA - C8
P.I. Sta. 820+77.93
X= 2837709.956
Y= 191686.0718
Δ= 14°52'41.50" Rt.
D= 6'00"00.00"
T= 124.69'
L= 247.97'
R= 954.93'
E= 8.11'

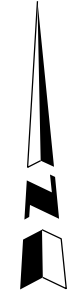
CURVE DATA - C9
P.I. Sta. 815+02.77
X= 2837224.4438
Y= 191161.9321
Δ= 15'10"04.78" Rt.
D= 3'00"00.00"
T= 254.29'
L= 505.60'
R= 1909.86'
E= 16.85'



830+00

830+00

825+00



SCALE 0 100 200 300 400 500 Feet

| | |
|----------|--------|
| PLS | EDP |
| DRAWN | DCM |
| CHECKED | PPM |
| APPROVED | DCM |
| CREW | NORMAN |

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5486(1)

835+00

PI STA. 835+61.22 LT. LANE (A004)
=PI STA. 835+61.21 ON FAP
I-40-6(99)(100)288 AS-BUILT PLANS
NOTHING FOUND

CURVE DATA - C5
P.I. Sta. 835+61.22
X= 2839213.704
Y= 1914371.220
Δ= 10°07'51.55" Lt.
D= 0°16'00.00"
T= 1904.52'
L= 3799.12'
R= 21485.92'
E= 84.24'

840+00

PI STA. 840+05.60 RT. LANE (A003)
=PI STA. 840+02.72 ON FAP
I-40-6(99)(100)288 AS-BUILT PLANS
FOUND 5/8" REBAR

845+00

845+00

850+00

850+00

PT STA. 854+55.82 LT. LANE (A004)
=PT STA. 854+55.82 ON FAP
I-40-6(99)(100)288 AS-BUILT PLANS
NOTHING FOUND

855+00

860+00

PT STA. 862+03.29 RT. LANE (A003)
=PT STA. 862+00.27 ON FAP
I-40-6(99)(100)288 AS-BUILT PLANS
NOTHING FOUND

S88°53'28.92"E

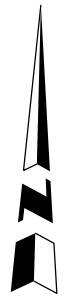
N80°58'39.54"E

S81°15'52.61"E

N76°28'26.89"E

CURVE DATA - C3
P.I. Sta. 840+05.60
X= 2839697.0626
Y= 190834.9644
Δ= 22°15'40.50" Rt.
D= 0°30'00.00"
T= 2254.56'
L= 4452.25'
R= 11459.16'
E= 219.68'

BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
S 81°15'52.61" E this survey =
S 81°14'55.87" E on FAP I-40-6(100)288 PLANS



SCALE 0 100 200 300 400 500 Feet

| | |
|----------|--------|
| PLS | EDP |
| DRAWN | DCM |
| CHECKED | PPM |
| APPROVED | DCM |
| CREW | NORMAN |

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5486(1)

**R/W UTILITY MEETING
2024-09-04**

THIS DOCUMENT IS PRELIMINARY
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POT STA. 00+00.83 BEGIN CONN. SURVEY
(A005) & CL NS443.5 1/4 SECTION LINE
=POT STA. 00+00.00 ON FAP I-40-6(100)288
PLANS - FOUND 3/8" REBAR

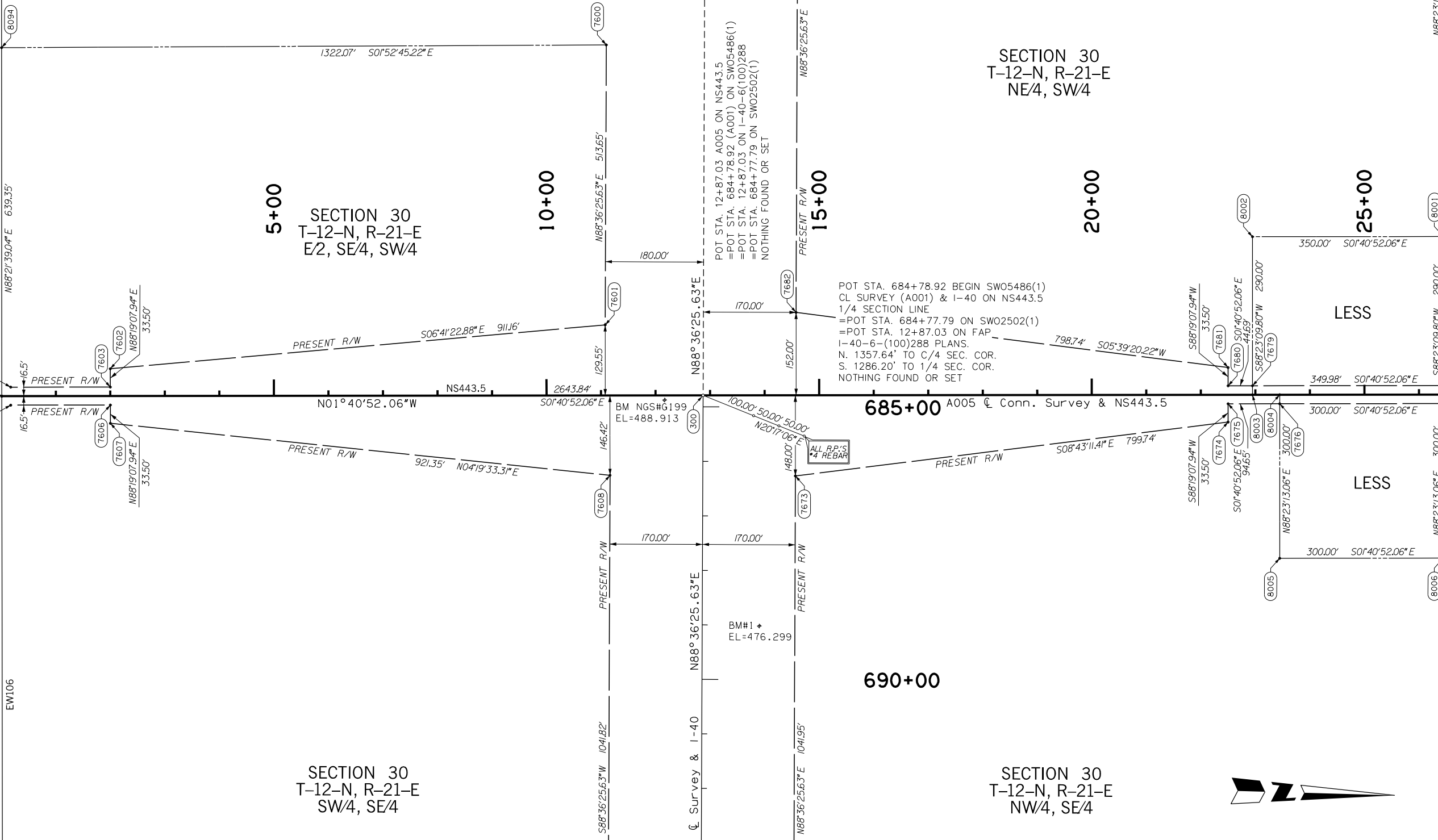
POT STA. 26+44.67 END CONN. SURVEY
(A005) & CL NS443.5 1/4 SECTION LINE
=POT STA. 26+41.65 ON FAP I-40-6(100)288
SET MAG NAIL WITH "EST CA3639" WASHER

5+00
SECTION 30
T-12-N, R-21-E
E/2, SE/4, SW/4

SECTION 30
T-12-N, R-21-E
NE/4, SW/4

SECTION 30
T-12-N, R-21-E
SW/4, SE/4

SECTION 30
T-12-N, R-21-E
NW/4, SE/4



BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
N 01°40'52.06" W this survey =
N 01°39'05.52" W on FAP I-40-6(100)288 PLANS

| | | |
|----------|--------|---|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET SWO 5486(1) COUNTY: MUSKOGEE HIGHWAY: I-40 STATE JOB NO.: 34334(04) SHEET NO: S015 |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |

**R/W UTILITY MEETING
2024-09-04**

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

CURVE DATA - C7
P.I. Sta. 815+15.15
X = 2837167.7480
Y = 191527.5433
Δ = 12°58'45.27" Lt.
D = 400'00.00"
T = 162.94'
L = 324.48'
R = 1432.39'
E = 9.24'

CURVE DATA - C8
P.I. Sta. 820+77.93
X = 2837709.1956
Y = 191686.0718
Δ = 14°52'41.50" Rt.
D = 600'00.00"
T = 124.69'
L = 247.97'
R = 954.93'
E = 8.11'

CURVE DATA - C9
P.I. Sta. 815+02.77
X = 2837224.4438
Y = 191619.3321
Δ = 15°10'04.78" Rt.
D = 300'00.00"
T = 254.29'
L = 505.60'
R = 1909.86'
E = 16.85'

~EQUATION: RT. LANE (A003)
PT STA. 814+82.93 BK.
= PT STA. 814+88.66 FWD.
= PT STA. 814+84.56 BK.
ON FAP 1-40-6(99)(100)288
AS-BUILT PLANS
NOTHING FOUND OR SET

PC STA. 817+51.04 CL SURVEY
= PC STA. 817+48.02 ON FAP
1-40-6(99)(100)288 AS-BUILT
PLANS - NOTHING FOUND OR SET

POT STA. 44+57.60 END RAMP 'A' ON
(A006) & CL SH10 (NS446) SECTION LINE
= POT STA. 44+57.60 FAS S--941(3)S
AS-BUILT PLANS
NOTHING FOUND OR SET

PC STA. 816+56.70 CL SURVEY
= PC STA. 816+56.70 ON FAP
1-40-6(99)(100)288 AS-BUILT PLANS
NOTHING FOUND OR SET

POT STA. 52+79.62 END A006
= POT STA. 52+80.00 FAS S--941(3)S
AS-BUILT PLANS
FOUND MAG NAIL

POT STA. 26+40.08 BEGIN CONN. SURVEY
(A006) & CL SH10 (NS446) SECTION LINE
FOUND 3/8" REBAR

BEARING EQUATION:
SWO 5486(1) J/P No. 34334(07)
N 01°37'06.71" W this survey =
N 01°34'26" W on FAP 1-40-6(100)288 PLANS

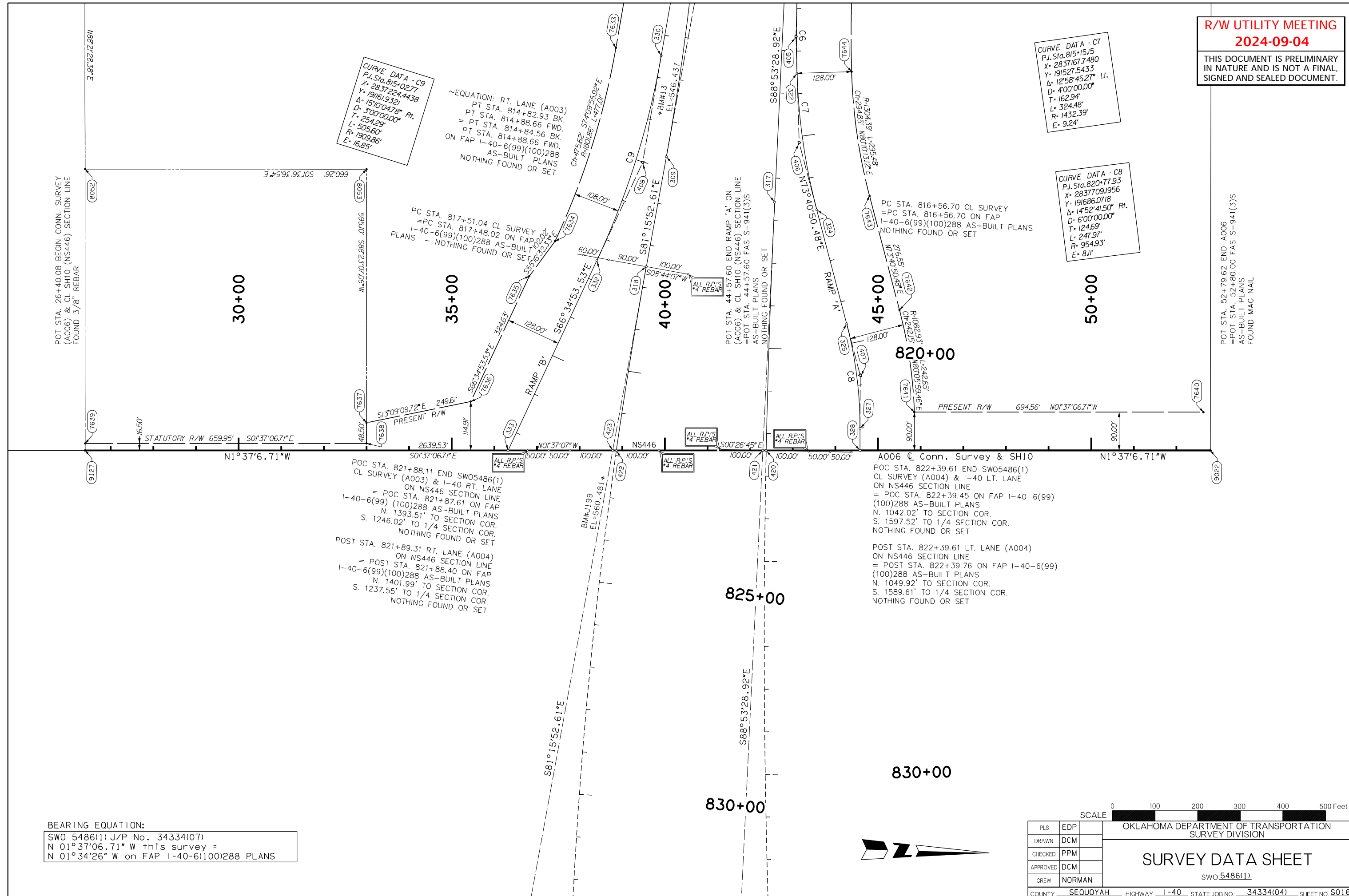
SCALE 0 100 200 300 400 500 Feet

| | |
|----------|--------|
| PLS | EDP |
| DRAWN | DCM |
| CHECKED | PPM |
| APPROVED | DCM |
| CREW | NORMAN |

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5486(1)



North Quarter Corner of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1135
Found Two (2) 1/2" Rebars, 3.3' Apart From each Other.
Also Found A NGS Brass Cap On Culvert Headwall (R79 1940)
No Corner Records Had Been Filed At This Corner. Set
Mag Nail With "EST CA3639" Washer At Prorated Distance
Shown On Dependent Resurvey Executed In The Field
Between March 1990 And March 1994.

Northwest Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1136
Found And Accepted 5/8" Rebar And Three (3) Accessories
Shown on Corner Record Filed By Kevin E. Singleton,
LS 1461, Along With Two (2) References And Matching
Monument From Corner Record Filed By Jerry L. Headrick,
LS 873.

West Quarter Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1132
Found And Accepted 5/8" Rebar Shown On Filed CCR By
Edward R. Seaton, LS 1353, Dated December 31, 2013.
Set Three (3) Accessories To Perpetuate Found Corner

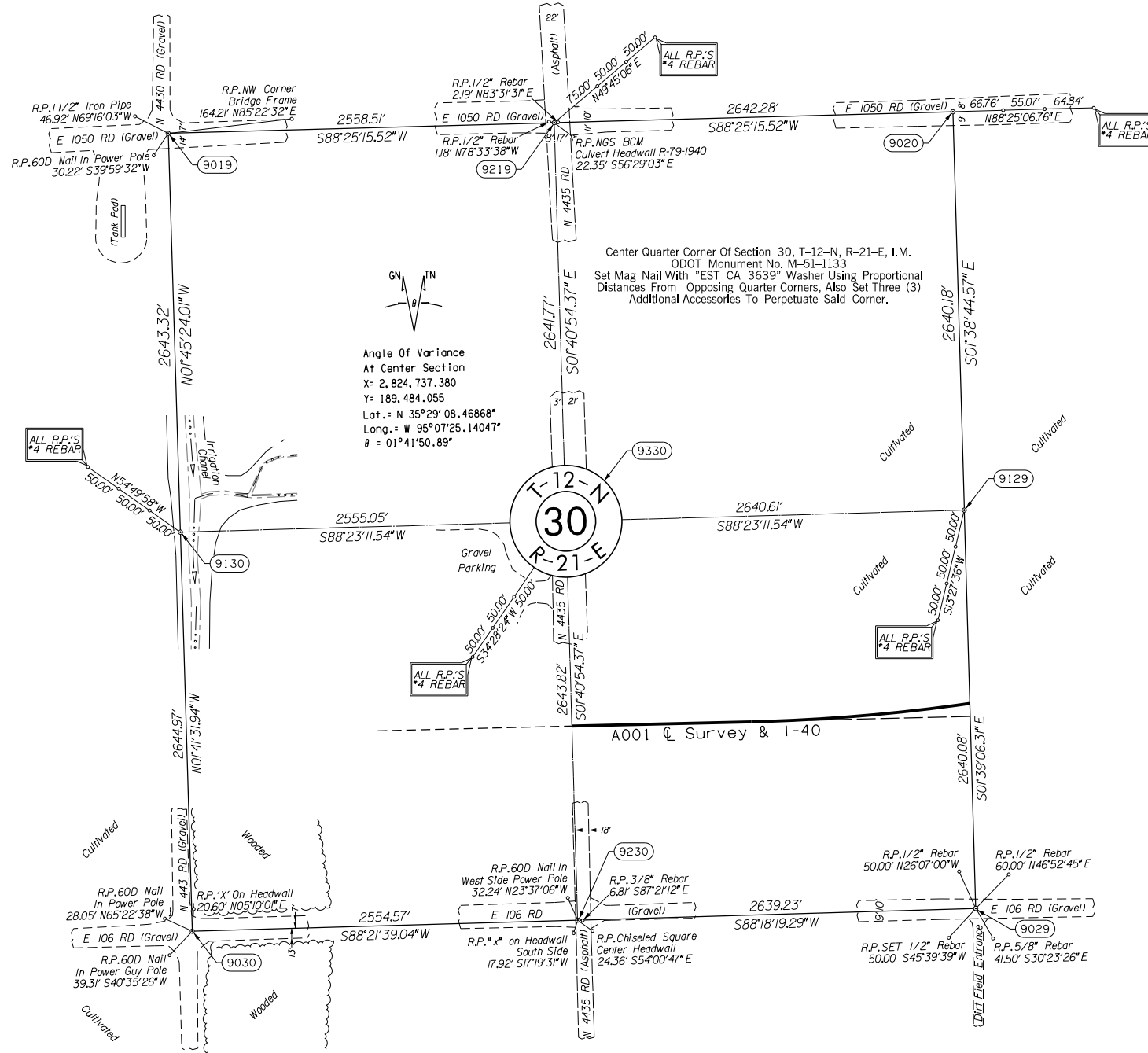
Southwest Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1130
Found 5/8" Rebar And All Three (3) References Set By
Edward R. Seaton, LS 1353, Dated September 5, 2013.

Northeast Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-829
Found BLM Monument (2" Aluminum Cap) And Three (2)
Remaining Reference Points Shown On Corner Record Filed
By Darin Stratton, LS 1504, Dated April 21, 2005. Set One
(1) Additional Reference Point To Perpetuate Said Corner.

East Quarter Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-830
Found 2" Aluminum Monument Set By Unknown Parties.
Location Fits Ties to SWO 2502(1) Survey. Set Three (3)
Accessories To Perpetuate Found Monument.

Southeast Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-831
Found Mag Nail And One (1) Reference Point Which Fits
Positionally With Corner Record Filed By Darin Stratton, LS
1504, Dated April 21, 2005. Set Three (3) Additional
Reference Points To Perpetuate Said Corner.

South Quarter Corner Of Section 30, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1131
Found And Accepted 3/8" Rebar And All Three (3) Accessories
Shown On Filed CCR By Edward R. Seaton, LS 1353, Dated
December 31, 2013. Also Found A 3/8" Rebar Set By Unknown
Parties, And Is Shown As An Accessory.



Angle of Variance
At Center Section
X = 2,824,737.380
Y = 189,484.055
Lat. = N 35°29'08.46868"
Long. = W 95°07'25.14047"
θ = 01°41'50.89"



| | | |
|---|--------|--|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |
| SURVEY DATA SHEET | | SWO 5486(1) |
| COUNTY <u>SEQUOYAH</u> HIGHWAY <u>I-40</u> STATE JOB NO. <u>34334(04)</u> SHEET NO. <u>S017</u> | | |

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

North Quarter Corner Of Section 29, T-12-N, R-21-E, I.M.
Unable To Set Corner, Falls In Arkansas River. Calculated
Position Only.

Northwest Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-829
Found BLM Monument (2" Aluminum Cap) And Three (2)
Remaining Reference Points Shown On Corner Record Filed
By Darin Stratton, LS 1504, Dated April 21, 2005. Set One
(1) Additional Reference Point To Perpetuate Said Corner.

West Quarter Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-830
Found 2" Aluminum Monument Set By Unknown Parties.
Location Fits Ties To SWO 2502(1) Survey. Set Three (3)
Accessories To Perpetuate Found Monument.

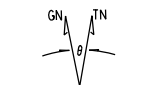
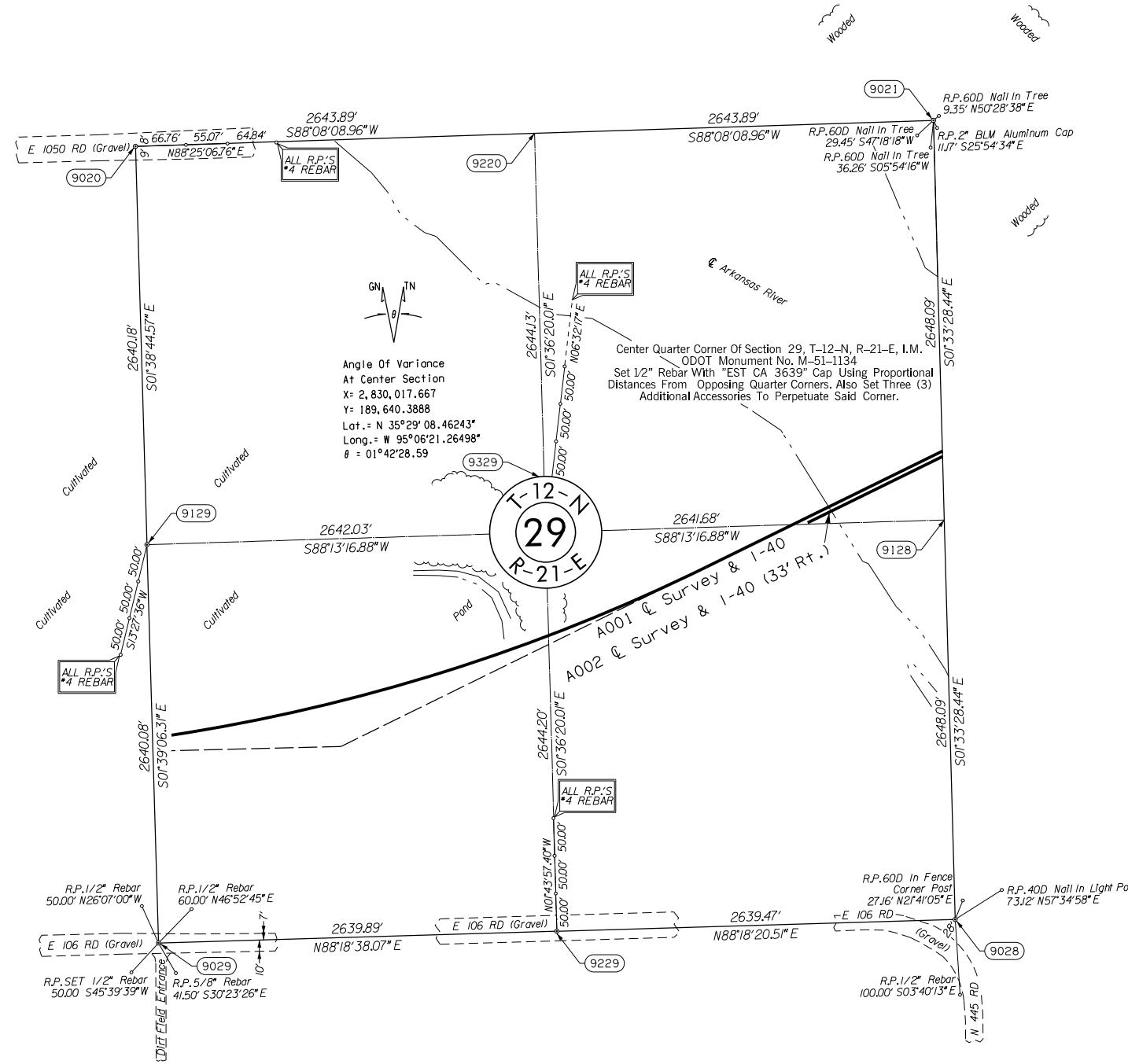
Southwest Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-831
Found Mag Nail And One (1) Reference Point Which Fits
Positionally With Corner Record Filed By Darin Stratton, LS
1504, Dated April 21, 2005. Set Three (3) Additional
Reference Points To Perpetuate Said Corner.

South Quarter Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-832
Found 1/2" Iron Pin Which Fits Positionally With Corner Record
Filed By Darin Stratton, LS 1504, Dated April 21, 2005 And
Was Also Used And Filed By Roy Entz, LS 319, Dated
January 11, 2005. Set Three (3) Reference Points To Perpetuate
Said Corner Location.

Northeast Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-529
Found 1/2" Iron Pin And A BLM Aluminum Cap. The 1/2" Iron
Pin Fits Several Ties To SWO 2502(1) And The Corps. Of
Engineers Partial Boundary Plat. The 1/2" Iron Pin Fits Positionally
With The Corner Record Filed By Darin Stratton, LS 1504, And
Fits Well With Surrounding Section Corners. Held The 1/2" Iron Pin.
Also Found One (1) Remaining Accessory From Corner Record Filed
By Darin Stratton, LS 1504, And Two (2) Other Accessories Set By
Unknown Surveyor.

East Quarter Corner Of Section 29, T-12-N, R-21-E, I.M.
Unable To Set Corner, Falls In Arkansas River. Calculated
Position Only.

Southeast Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-833
Found 1/2" Iron Pin And Two (2) Remaining Reference Points
Which Fit Positionally With Corner Record Filed By Darin Stratton,
LS 1504, Dated April 21, 2005. Set One (1) Additional Reference
Point To Perpetuate Said Corner.



Angle Of Variance
At Center Section
X = 2,830,017.667
Y = 189,640.3888
Lat. = N 35°29'08.46243"
Long. = W 95°06'21.26498"
θ = 01°42'28.59"

Center Quarter Corner Of Section 29, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-1134
Set 1/2" Rebar With "EST CA 3639" Cap Using Proportional
Distances From Opposing Quarter Corners. Also Set Three (3)
Additional Accessories To Perpetuate Said Corner.



SCALE 0 100 200 300 400 500 Feet

| | | |
|---|--------|--|
| PLS | EDP | OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION |
| DRAWN | DCM | |
| CHECKED | PPM | |
| APPROVED | DCM | |
| CREW | NORMAN | |
| SURVEY DATA SHEET | | SWO 5486(1) |
| COUNTY <u>SEQUOYAH</u> HIGHWAY <u>I-40</u> STATE JOB NO. <u>34334(04)</u> SHEET NO. <u>S018</u> | | |

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

North Quarter Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-530
Found 1/2" Rebar Which Fits Reasonably Well With SWO 2502(1)
Survey, Corps Of Engineers Partial Boundary Plat 1963, And The
BLM Dependent Resurvey Done In The Field Between March 1990
And March 1994 (Approved September 30, 2011). Found Monument
Also Agrees Positionally With Corner Record Filed By Darin Stratton,
LS 1504, Dated April 21, 2005. Also Set Three (3) Accessories
To Perpetuate Said Found Quarter Corner

Northwest Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-529
Found 1/2" Iron Pin And A BLM Aluminum Cap. The 1/2" Iron
Pin Fits Several Ties To SWO 2502(1) And The Corps. Of
Engineers Partial Boundary Plat. The 1/2" Iron Pin Fits Positionally
With The Corner Record Filed By Darin Stratton, LS 1504, And
Fits Well With Surrounding Section Corners. Held The 1/2" Iron Pin.
Also Found One (1) Remaining Accessory From Corner Record Filed
By Darin Stratton, LS 1504, And Two (2) Other Accessories Set By
Unknown Surveyor.

Northeast Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-531
Found Mag Nail And Two (2) References That Match Filed Corner
Records By Darin Stratton, LS 1504, And Ron Huffman, LS 1020.
Set An Additional One (1) Reference Point To Perpetuate Section
Corner.

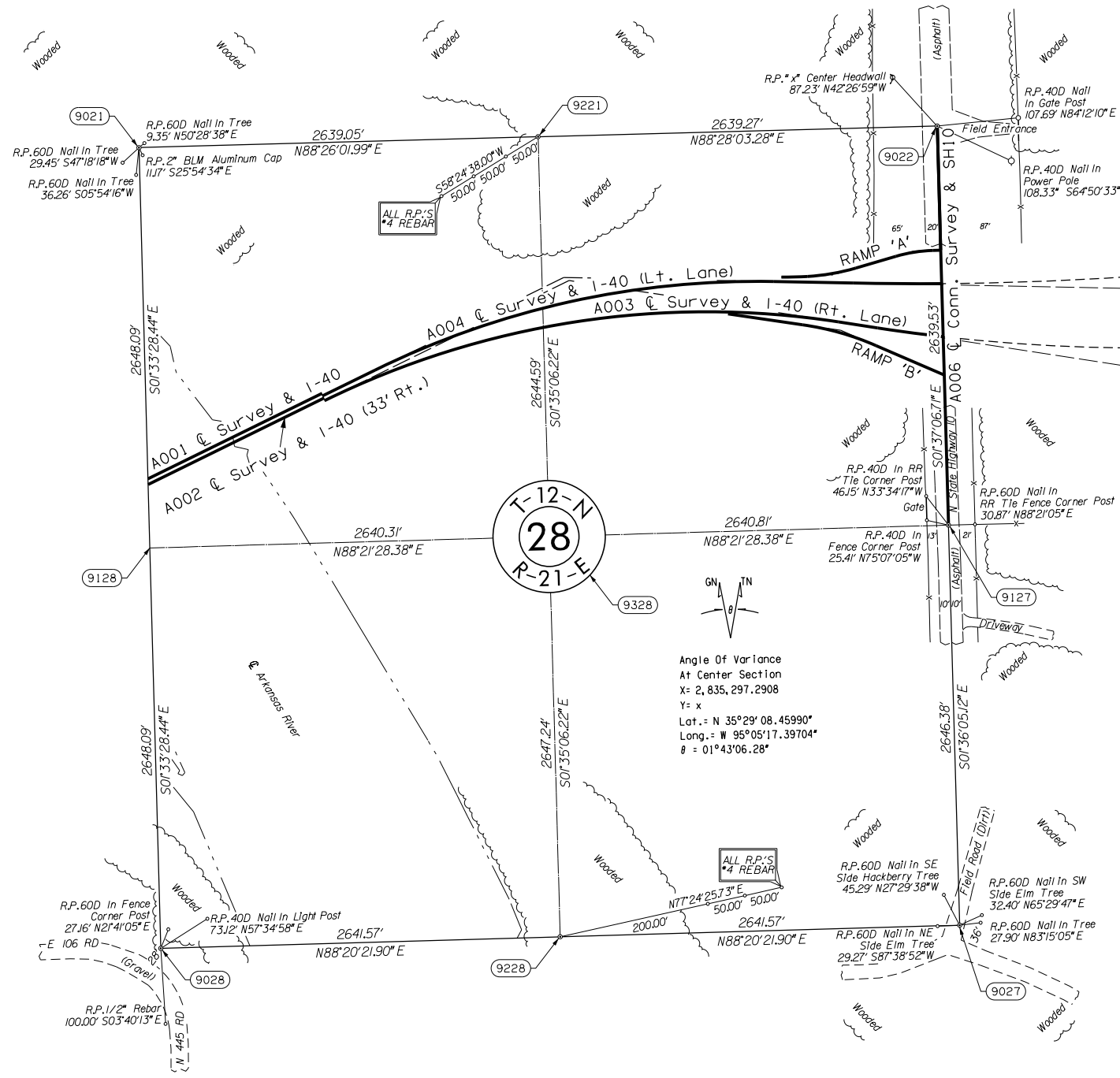
West Quarter Corner Of Section 28, T-12-N, R-21-E, I.M.
Unable To Set Corner, Falls In Arkansas River. Calculated
Position Only.

East Quarter Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-532
Found 3/8" Rebar And All Three (3) References As Shown On
Corner Record Filed By Roy W. Entz, LS 319, Dated January 11,
2005. This Corner Fits Reasonably Well With The Dependent
Resurvey And Survey Executed In The Field Between 1990 And
1994.

Southwest Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. M-51-833
Found 1/2" Iron Pin And Two (2) Remaining Reference Points
Which Fit Positionally With Corner Record Filed By
Darin Stratton, LS 1504, Dated April, 2005.
Set One (1) Additional Reference Point To Perpetuate Said Corner.

Southeast Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-888
Found 2" BLM Aluminum Cap And Three (3) Reference Points
Found On CCR Filed By Roy Entz, LS 319, Dated January 11, 2005.
Also Found One (1) Additional Reference Point Set By Unknown Party.

South Quarter Corner Of Section 28, T-12-N, R-21-E, I.M.
ODOT Monument No. S-68-887
Nothing Found. Set 1/2" Rebar Using Proportional Distances
From Located Southwest And Southeast Corners.
Also Set Three (3) Accessories To Perpetuate Said Quarter Corner.



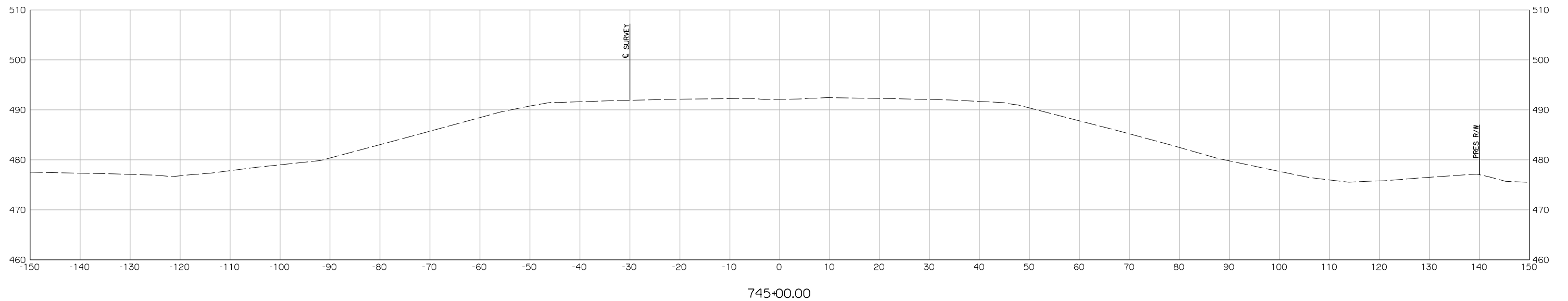
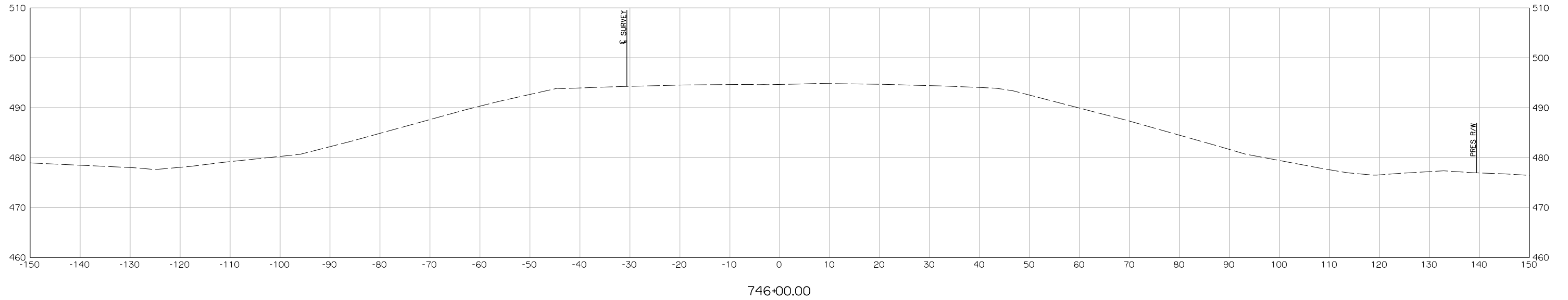
Angle Of Variance
At Center Section
X = 2,835,297.2908
Y = x
Lat. = N 35°29'08.45990"
Long. = W 95°05'17.39704"
θ = 01°43'06.28"

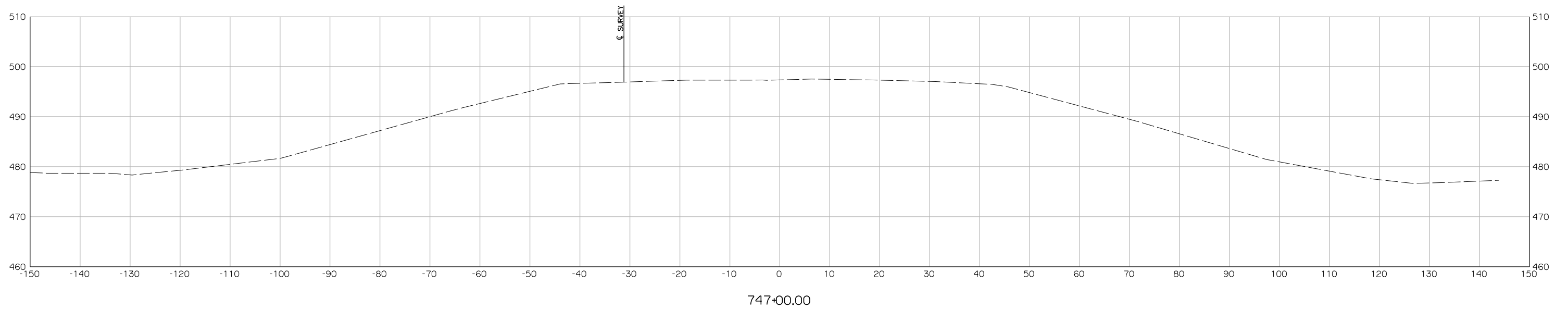
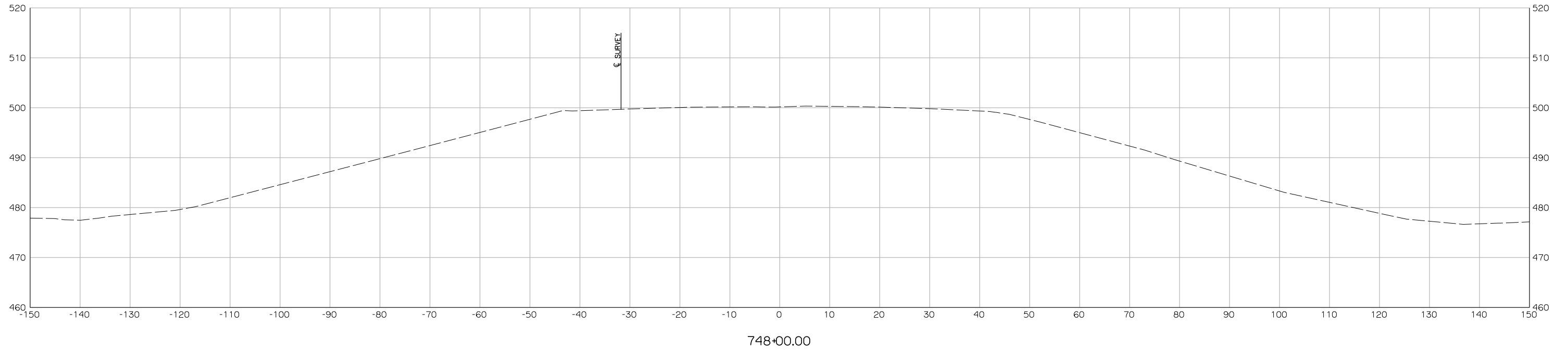


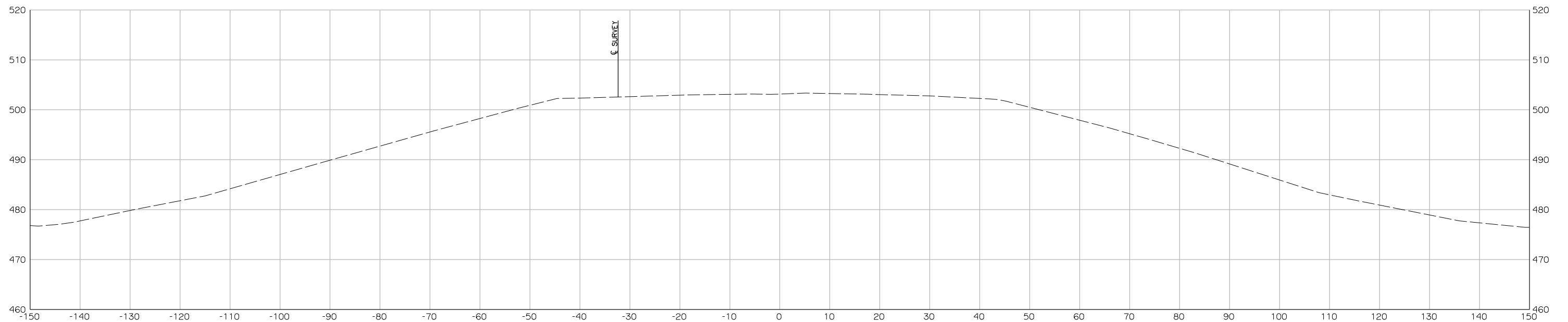
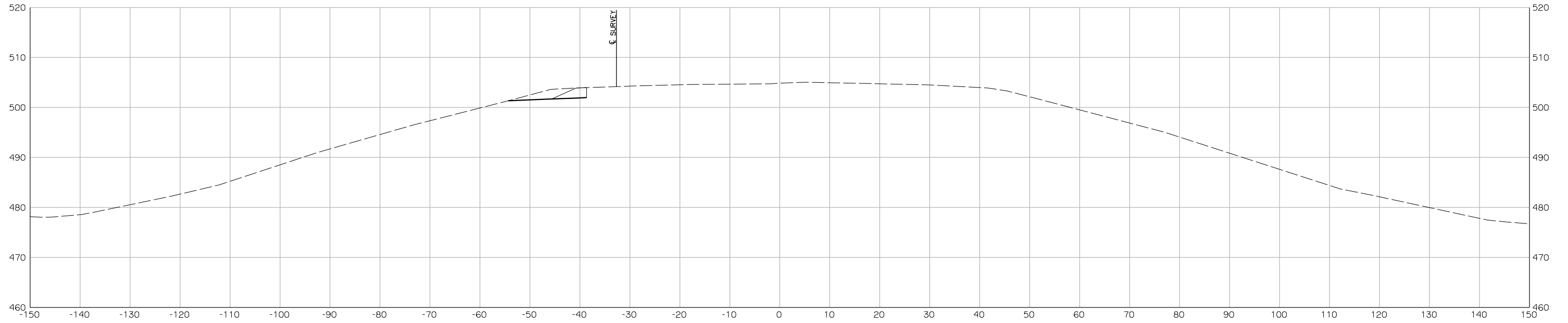
| | |
|--|--------|
| OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION | |
| SURVEY DATA SHEET | |
| SWO 5486(1) | |
| PLS | EDP |
| DRAWN | DCM |
| CHECKED | PPM |
| APPROVED | DCM |
| CREW | NORMAN |

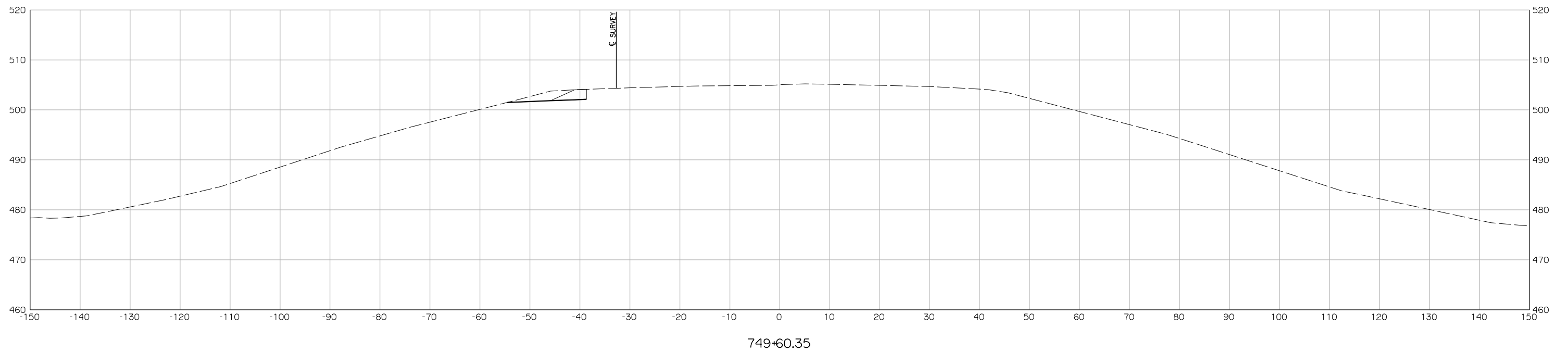
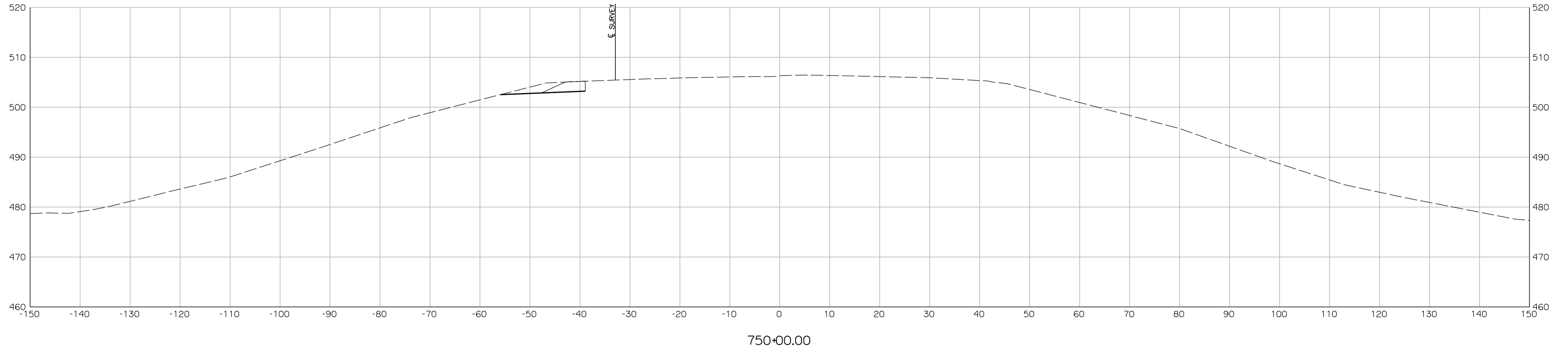
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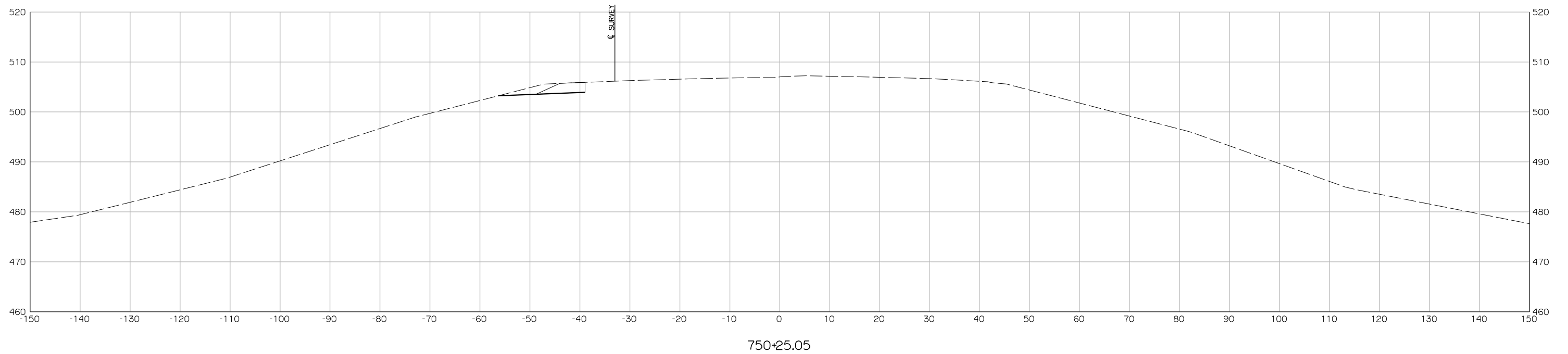
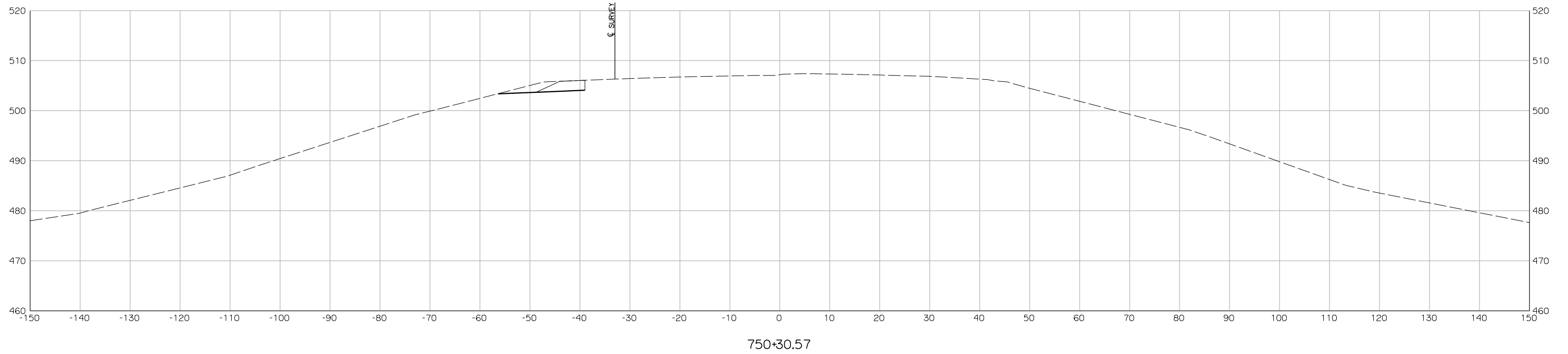
NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

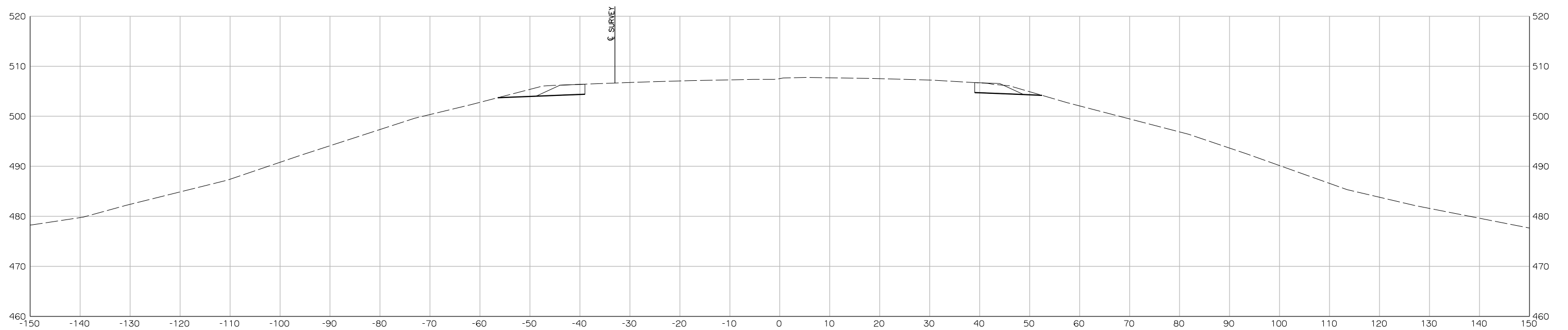
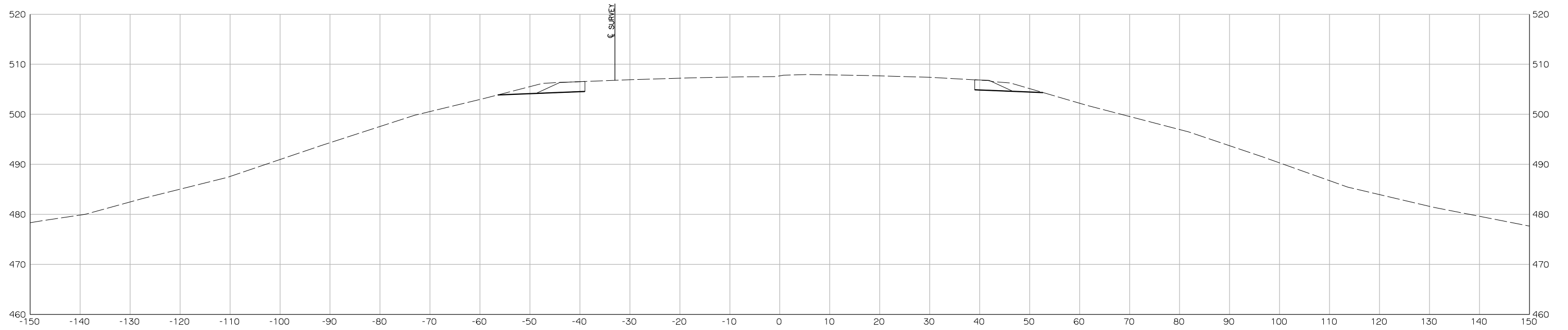


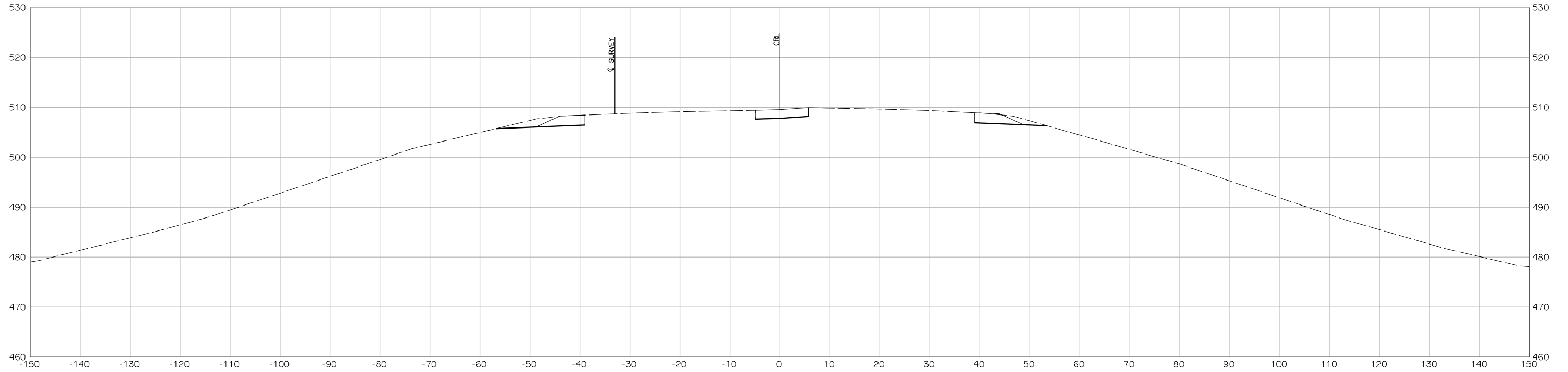




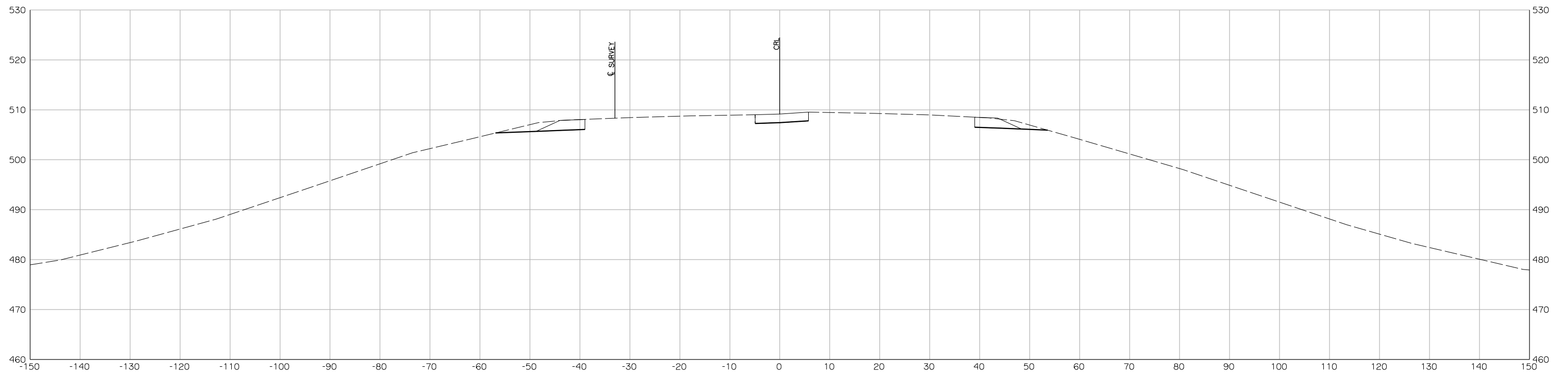




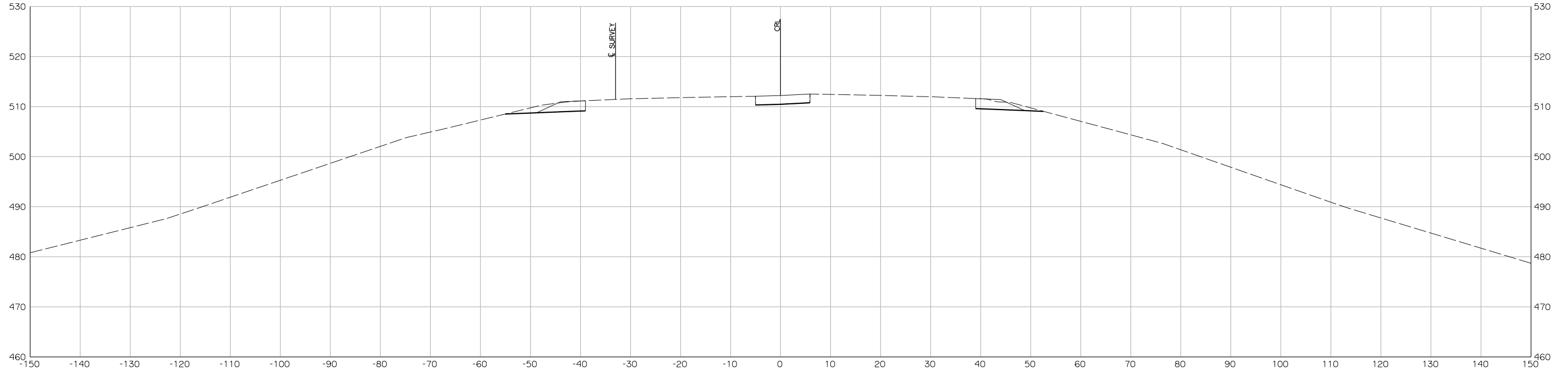




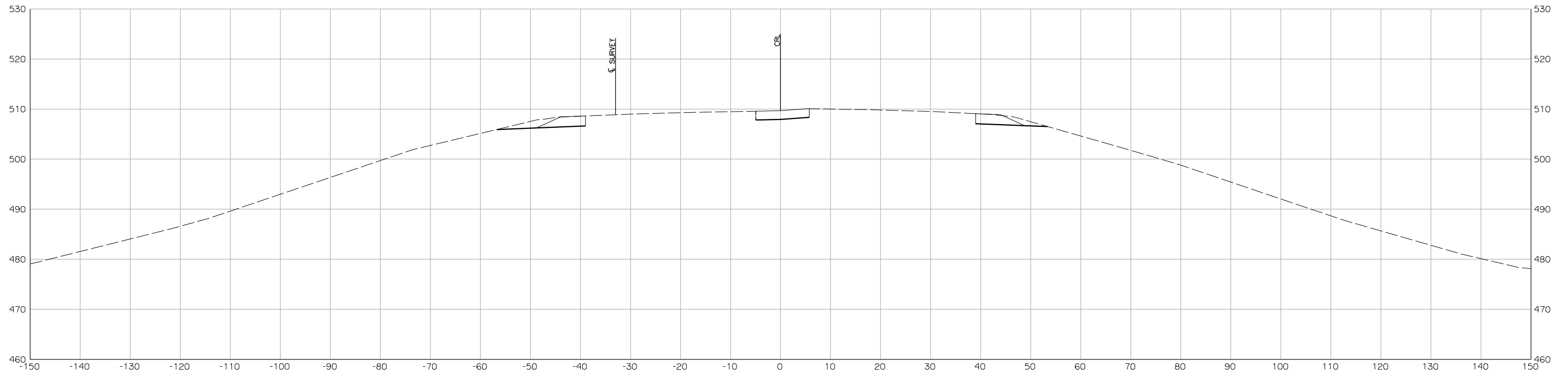
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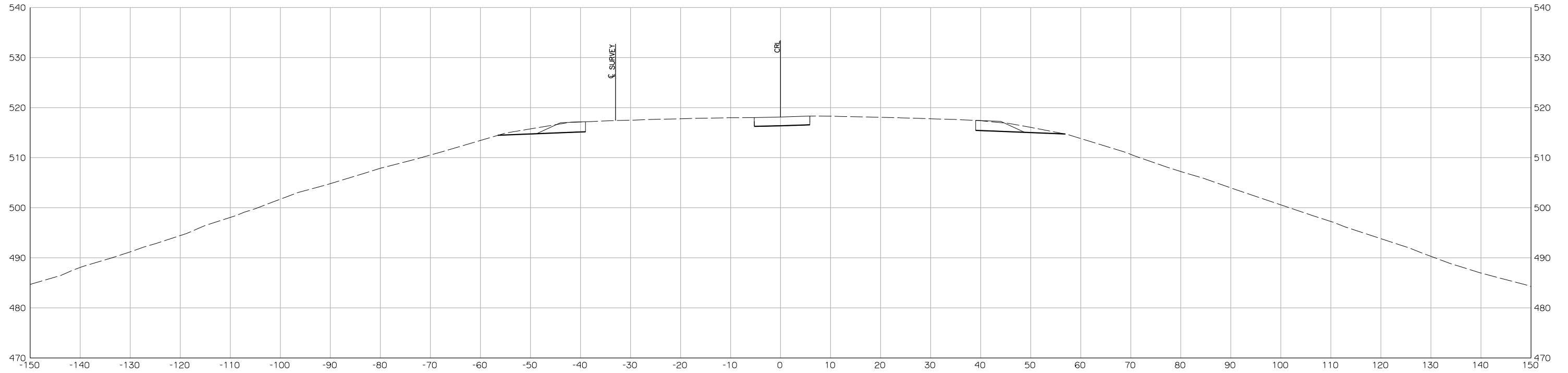
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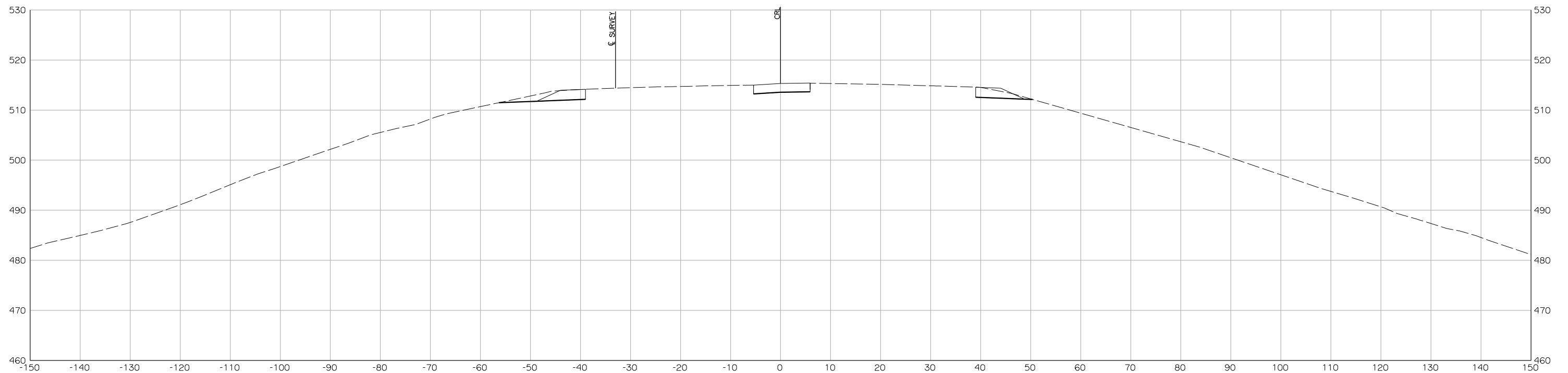
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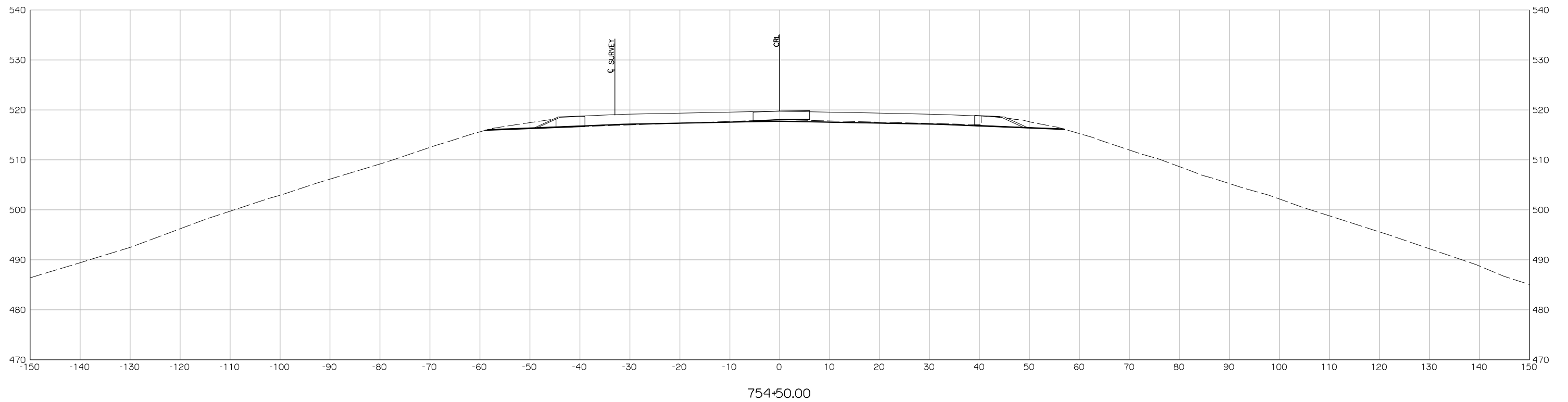
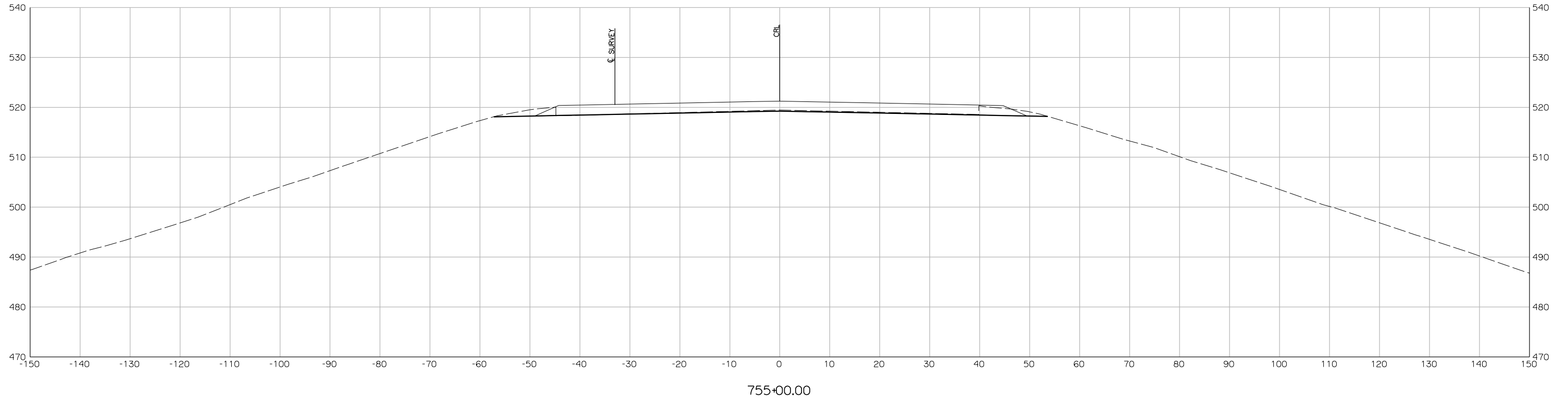
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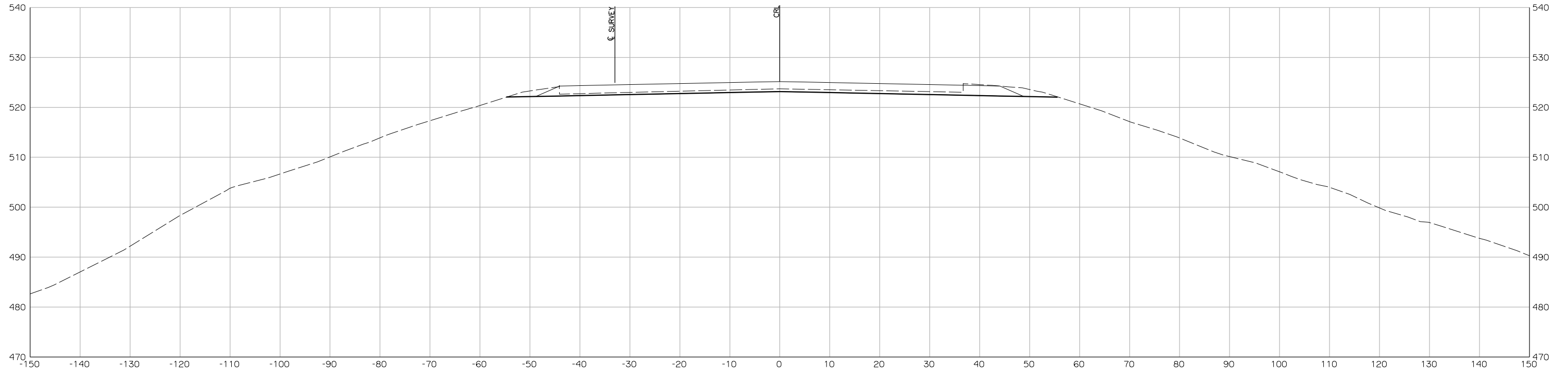


754+00.00

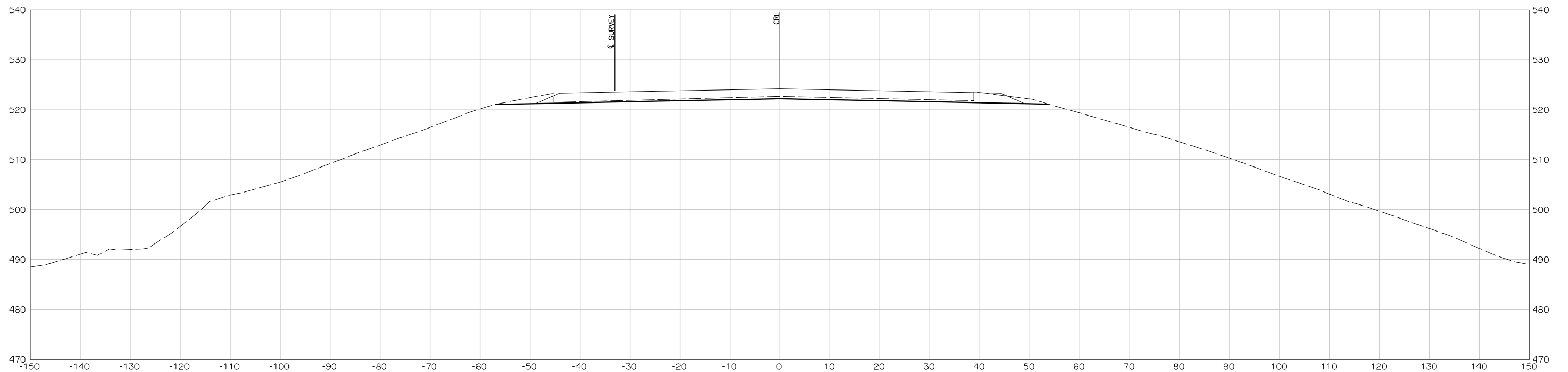


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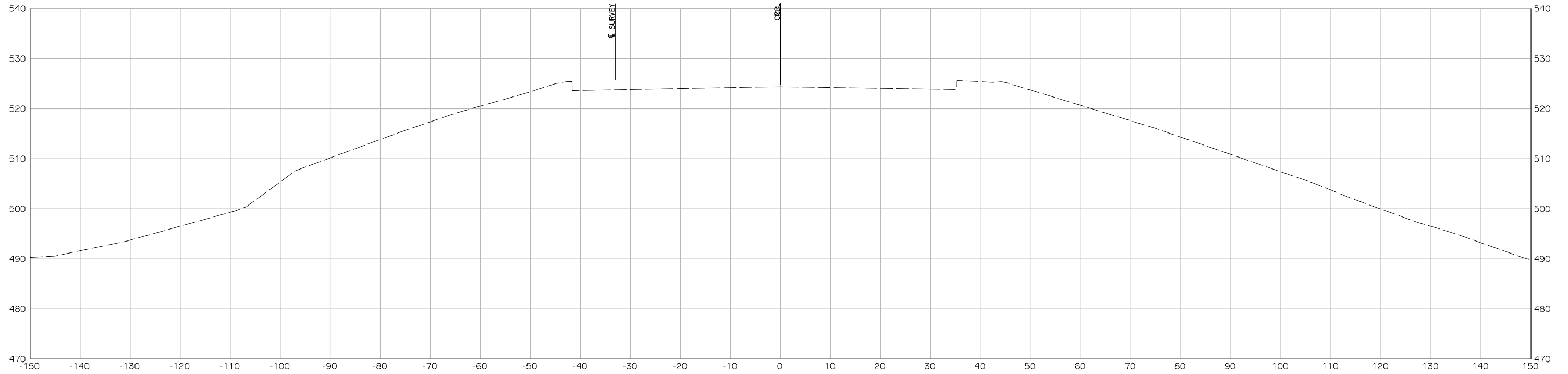




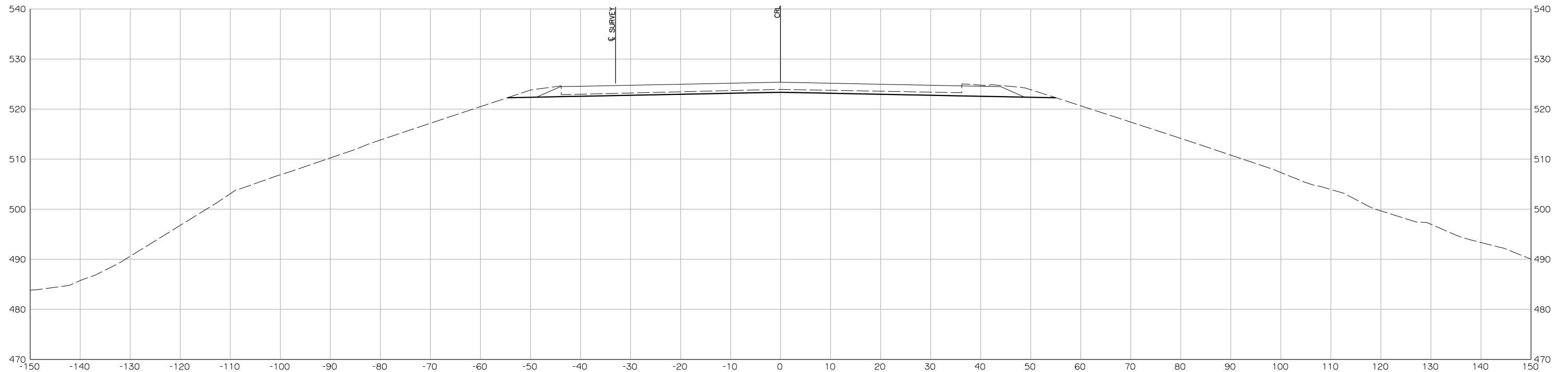
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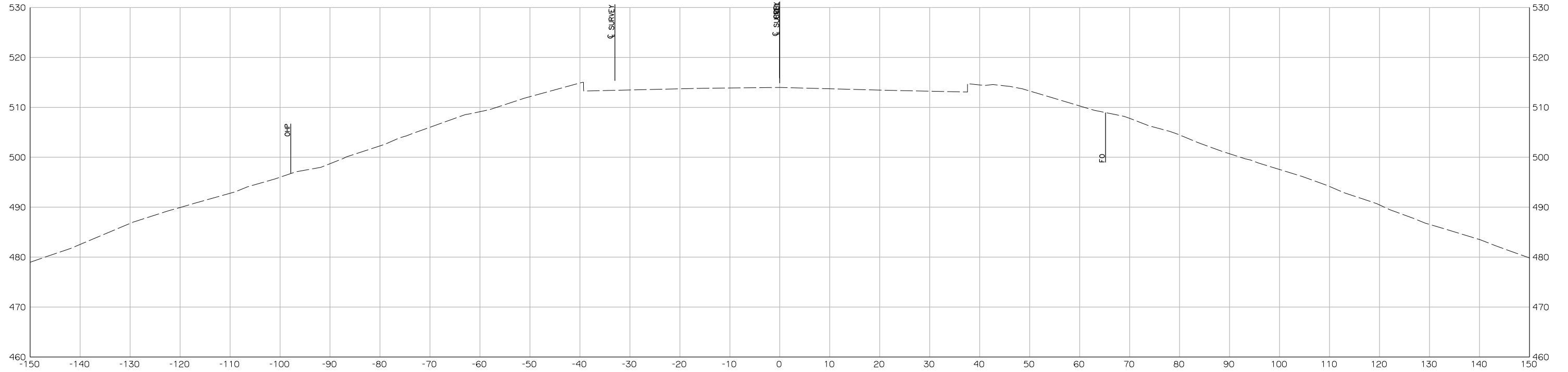
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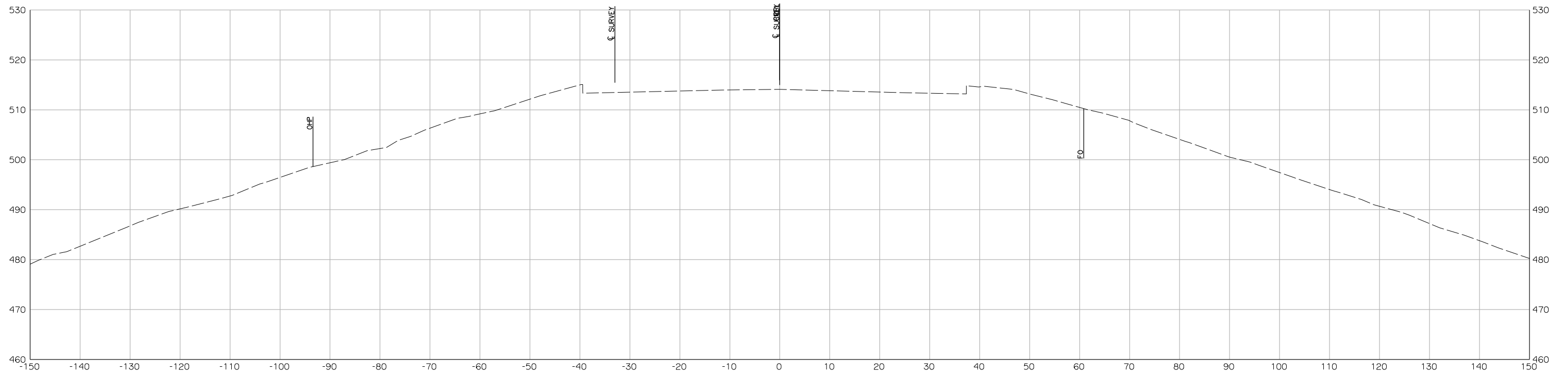
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BEGIN
BRIDGE EXCEPTION



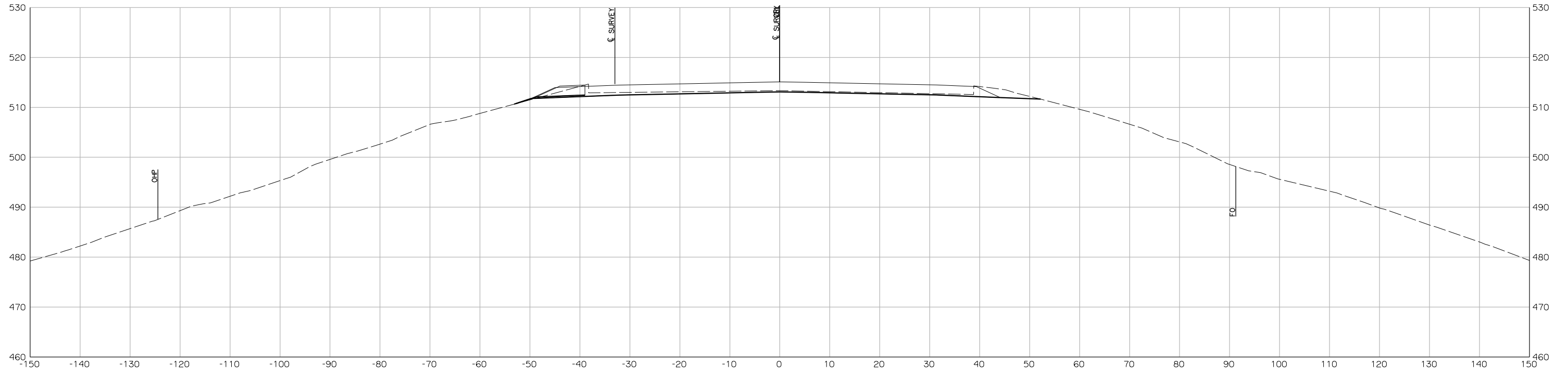
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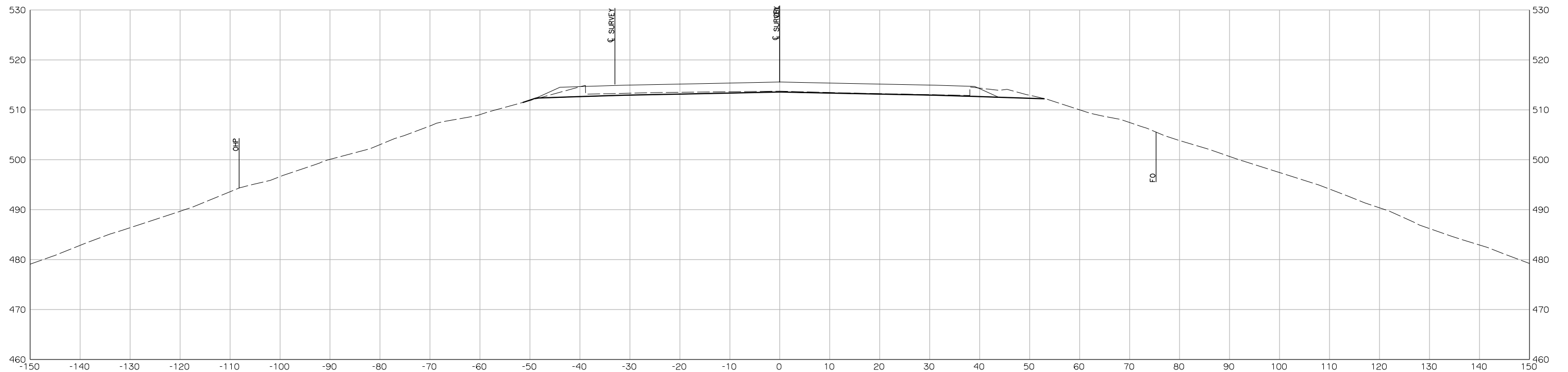
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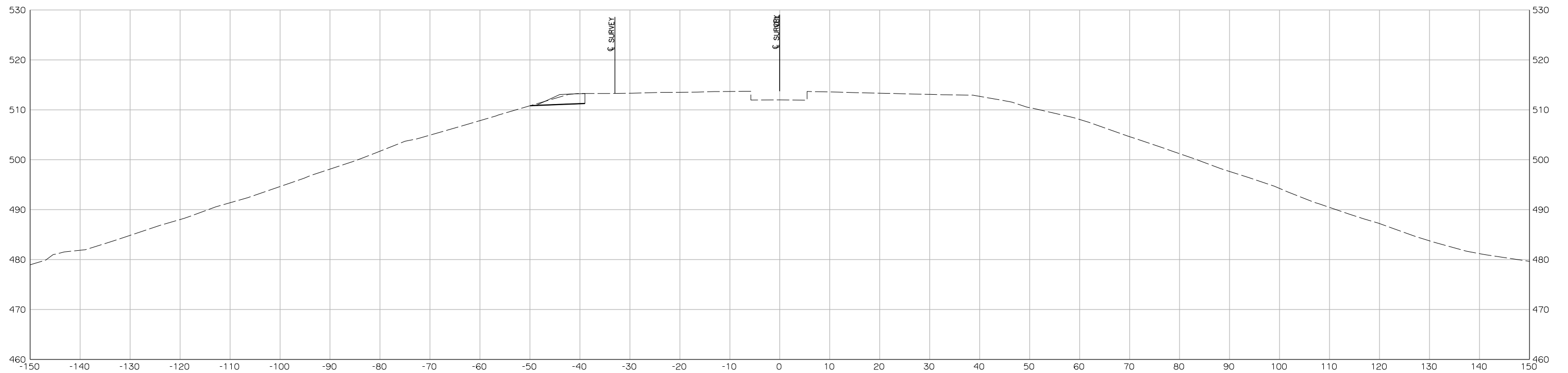
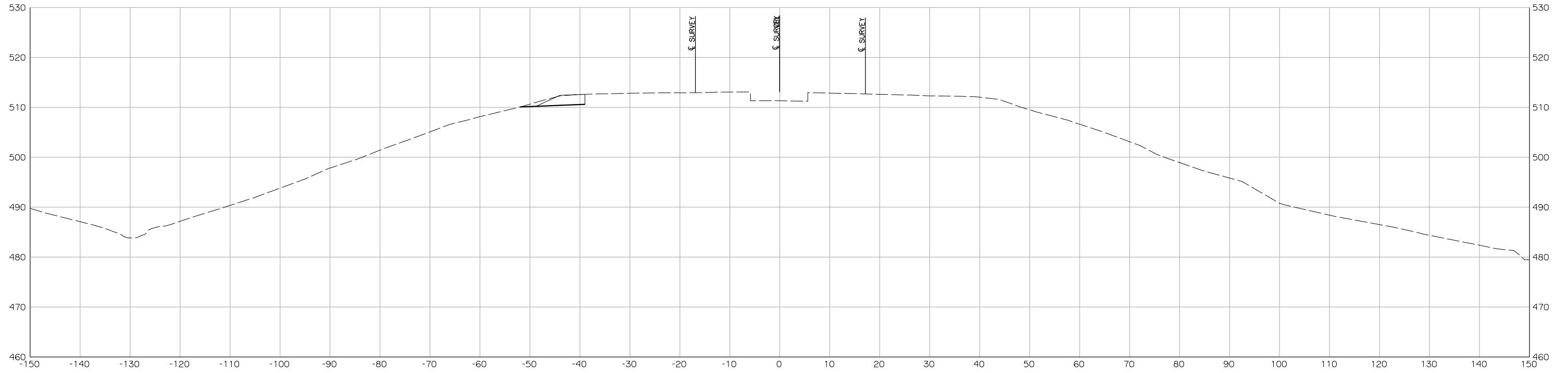
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BRIDGE EXCEPTION

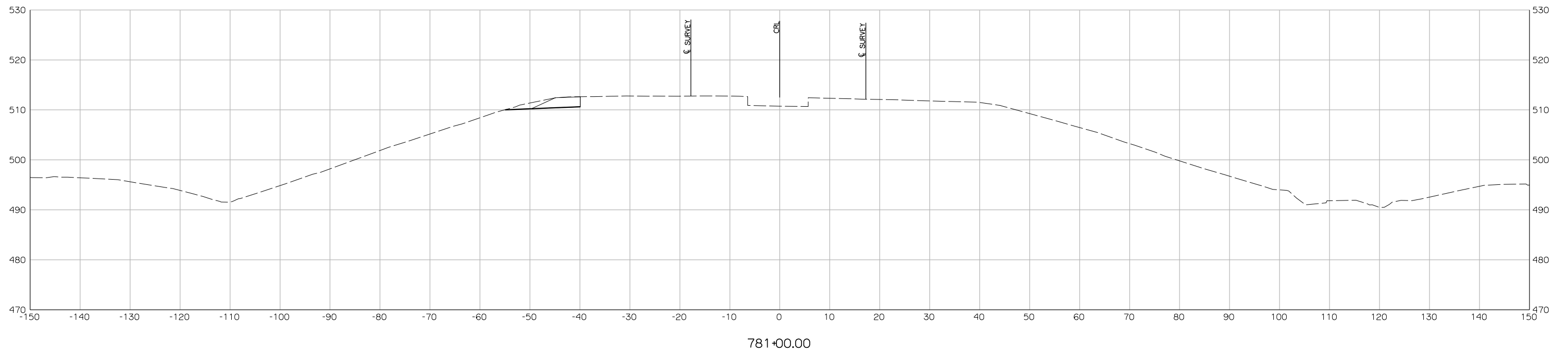
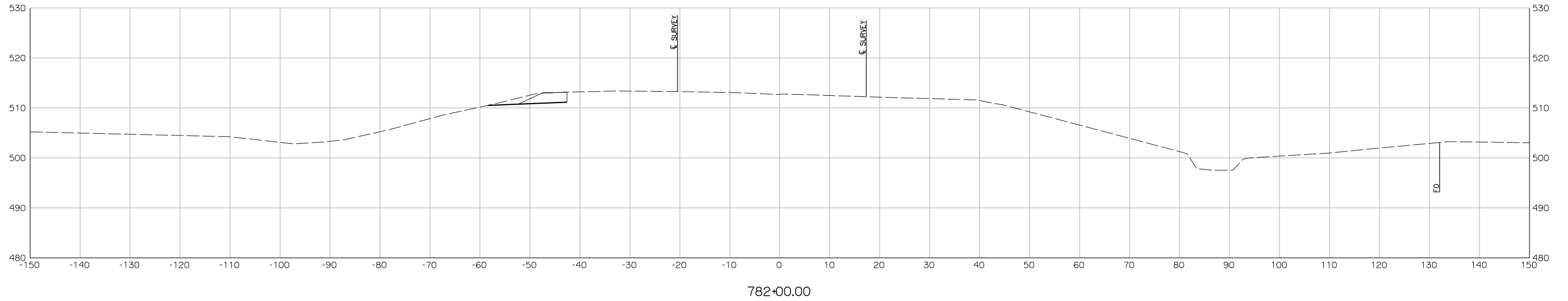


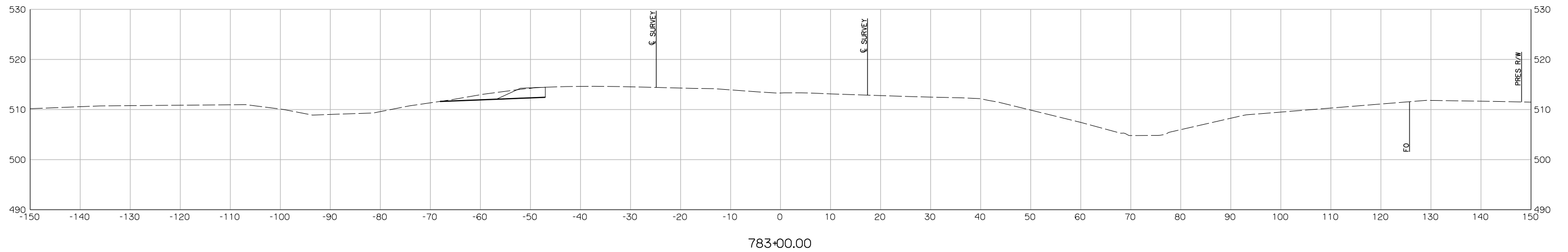
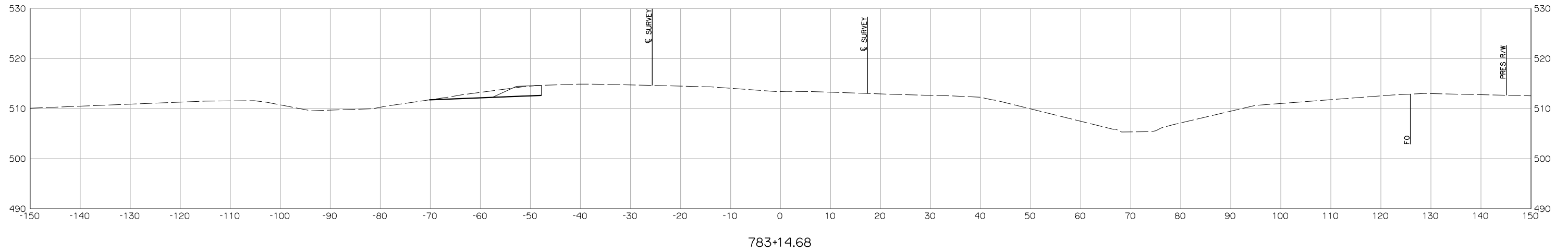
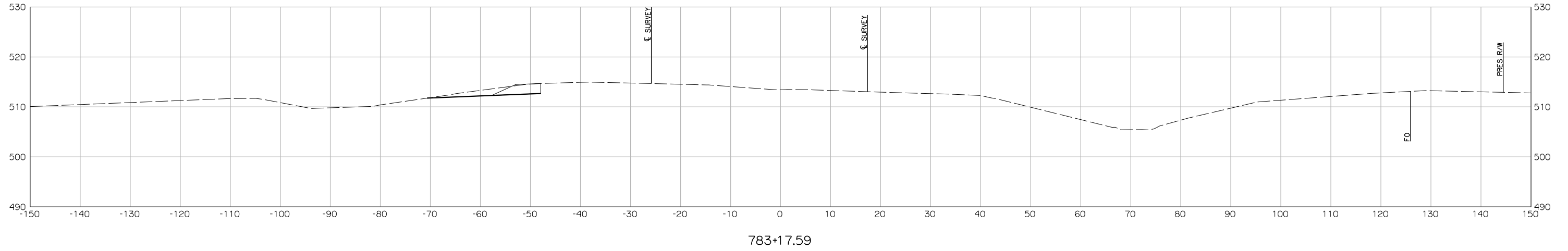
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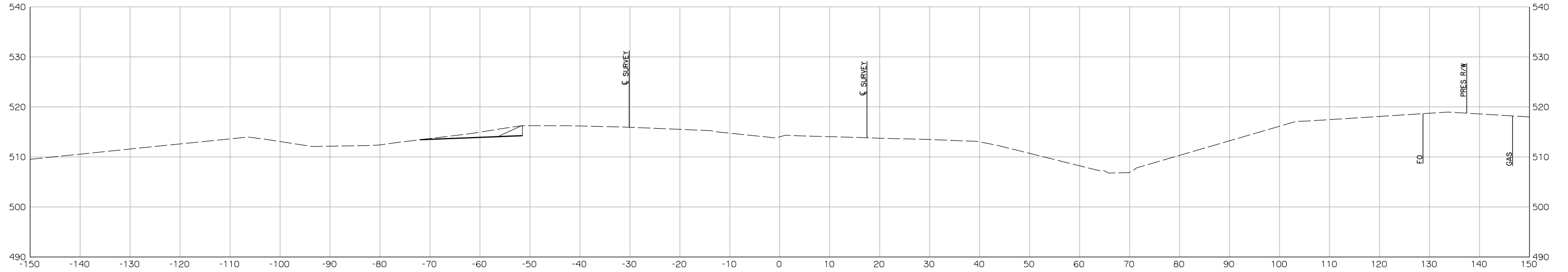


777+83.75



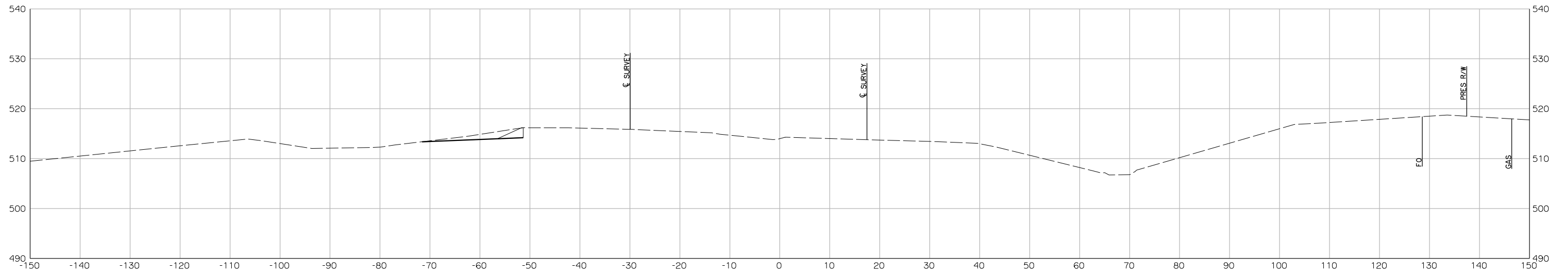






783+87.17

END PROJECT



783+84.21

