

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
**STATE HIGHWAY 412B**  
STATE JOB NO. 33821(04)  
**MAYES COUNTY**

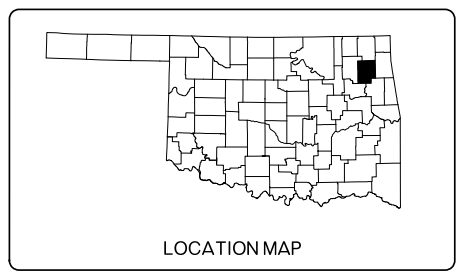
PAVEMENT REHAB  
STATE HIGHWAY 412B  
CONTROL SECTION NO. 412B-49-48

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
THIS DOCUMENT IS PRELIMINARY  
IN NATURE AND IS NOT A FINAL,  
SIGNED AND SEALED DOCUMENT.  
DECEMBER 2022

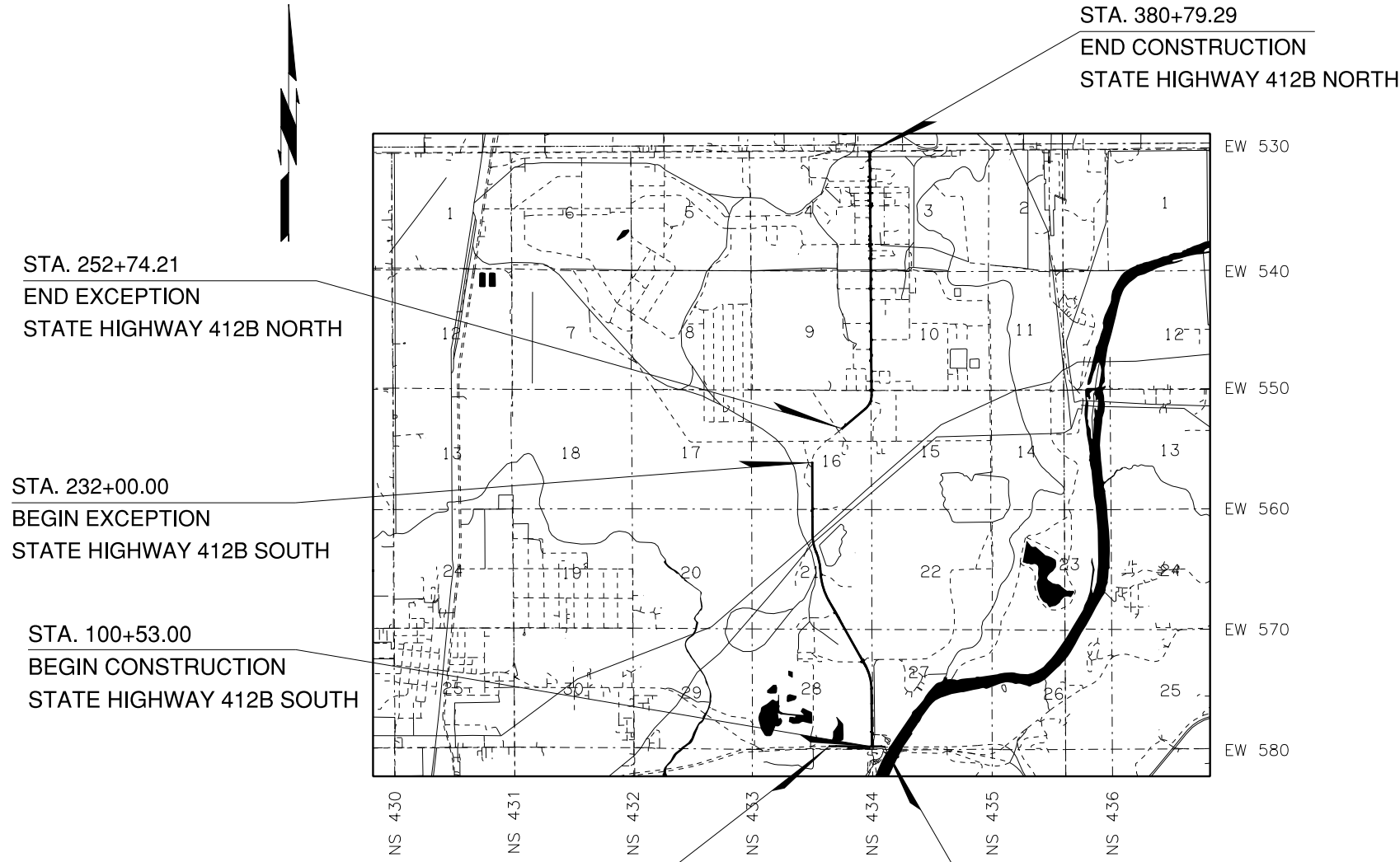
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY  
MEETING**  
DECEMBER 2022

CONTROL SURVEY DATA:  
SEE SURVEY DATA SHEETS

| INDEX OF SHEETS    |           |
|--------------------|-----------|
| DESCRIPTION        | SHEET     |
| TITLE SHEET        | 001       |
| TYPICAL SECTIONS   | 002-003   |
| PLAN AND PROFILES  | R001-R020 |
| SURVEY DATA SHEETS | S001-S014 |
| CROSS SECTIONS     | X001-X086 |



| SH-412B DESIGN DATA |             |
|---------------------|-------------|
| ADT 2022            | = 2970      |
| ADT 2042            | = 4970      |
| DESIGN SPEED        | = 45/55 MPH |
| D                   | = 60%       |
| T3                  | = 10.9%     |
| FLEX ESALS          | = 4.51 M    |



SCALES 1"

PLAN 1" = 50'

PROFILE HOR. 1" = 50'

VER. 1" = 10'

LAYOUT MAP 1" = 2,000'

| CONVENTIONAL SYMBOLS |                       |  |   |
|----------------------|-----------------------|--|---|
|                      | PROPOSED ROAD         |  | TELEPHONE UNDERGROUND                   |
|                      | RAILROADS             |  | SANITARY SEWER                          |
|                      | RANGE & TOWNSHIP      |  | GAS LINE                                |
|                      | SECTION LINES         |  | WATER LINE                              |
|                      | QUARTER SECTION LINES |  | DRAINAGE STRUCTURES - IN PLACE          |
|                      | FENCES                |  | DRAINAGE STRUCTURES - NEW               |
|                      | GROUND LINE           |  | RIGHT-OF-WAY LINES - EXISTING           |
|                      | EXISTING ROADS        |  | RIGHT-OF-WAY LINES - NEW                |
|                      | BASE LINE             |  | RIGHT-OF-WAY MARKERS - IN PLACE         |
|                      | GRADE LINES           |  | RIGHT-OF-WAY MARKERS - REMOVE & REPLACE |
|                      | TELEPHONE & TELEGRAPH |  | RIGHT-OF-WAY MARKERS - NEW              |
|                      | POWER LINES           |  | CONTROLLED ACCESS                       |
|                      | BUILDINGS             |  | RIGHT-OF-WAY FENCE                      |
|                      | OIL WELL              |  |   |

ROADWAY LENGTH ----- 25965.25 FT. 4.91 MI.

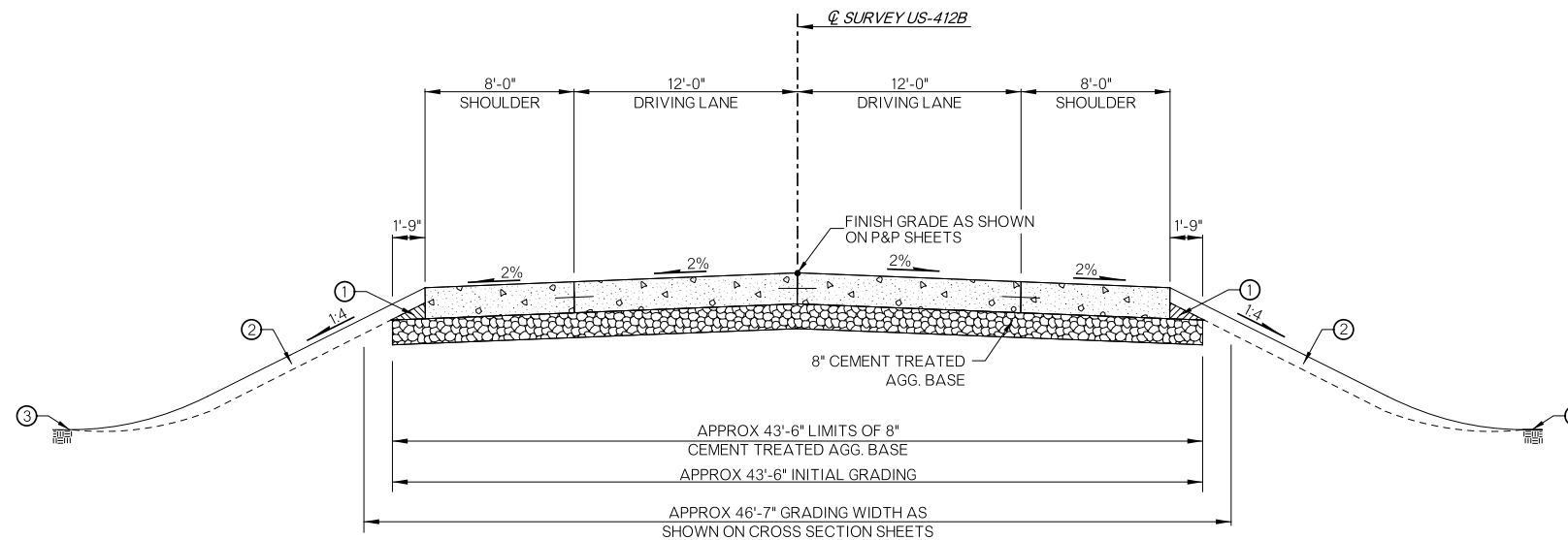
BRIDGE LENGTH ----- 00.00 FT. 0.0000 MI.

PROJECT LENGTH ----- 4.91 MI.

EXCEPTIONS: SH-412B STA. 232+00.00 TO STA 252+74.21

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18 2019.

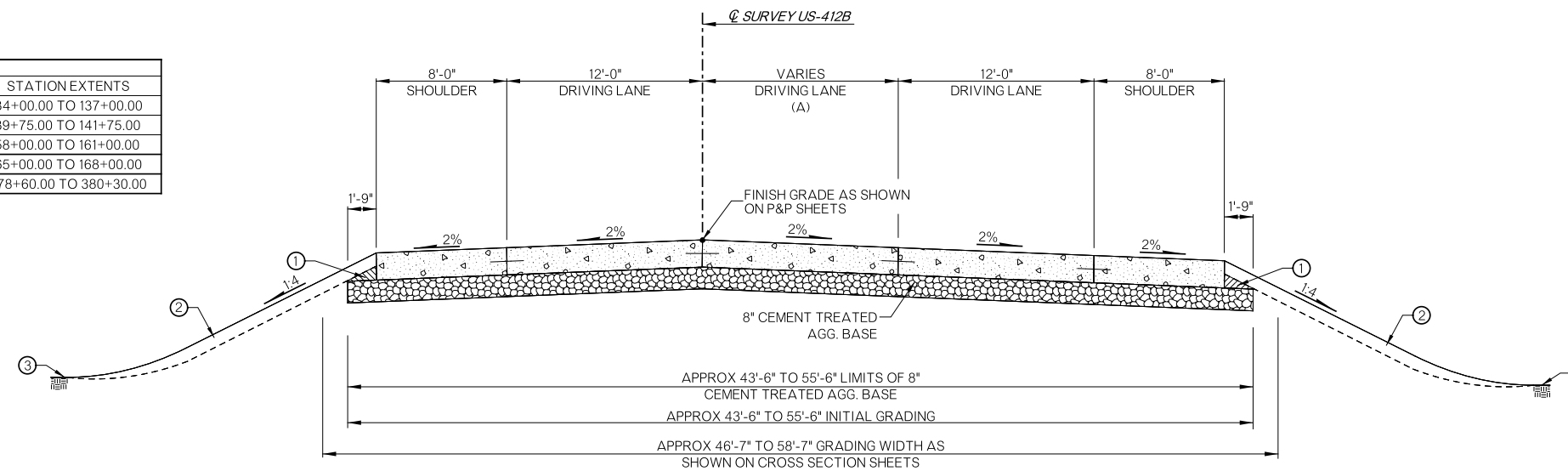
|   |   |
|---|---|
| <br>1717 S. BOULDER, SUITE 600<br>TULSA, OKLAHOMA 74119<br>C.A. 2483<br>EXP. 06-30-2023       | PREPARED BY:<br>OLSSON, INC.<br>_____<br>RUSSELL L. BEATY, P.E.<br>OKLA. REG. NO. 20685                                     |
|   | DATE _____  |
| OKLAHOMA<br>DEPARTMENT OF TRANSPORTATION<br>DATE APPROVED _____<br>BY _____<br>CHIEF ENGINEER | DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>DATE APPROVED _____<br>BY _____<br>DIVISION ADMINISTRATOR |
| S.W.O. XXXX   | Project No. XXXXX   |
|   | Sheet No. 001   |



**TYPICAL NO. 1  
STATE HIGHWAY 412B**  
STA. 100+53.00 TO STA. 134+00.00  
STA. 141+75.00 TO STA. 158+00.00  
STA. 168+00.00 TO STA. 232+00.00  
STA. 252+74.21 TO STA. 378+60.00

| PAVEMENT REQUIREMENT |                                 |                                 |
|----------------------|---------------------------------|---------------------------------|
| 10" PAVT. STRUCTURE  | 12'-0" DRIVING LANES            | 8'-0" PAVED SHOULDERS           |
| SURFACE COURSE       | 10" DOWEL JOINTED P.C. CONCRETE | 10" DOWEL JOINTED P.C. CONCRETE |
| BASE COURSE          | 8" CEMENT TREATED BASE          | 8" CEMENT TREATED BASE          |

| VARIABLE WIDTH TABLE |         |                 |                        |
|----------------------|---------|-----------------|------------------------|
| TYPICAL SECTION      | SEGMENT | VARIABLE WIDTH  | STATION EXTENTS        |
| 2                    | (A)     | 0'-0" TO 12'-0" | 134+00.00 TO 137+00.00 |
| 2                    | (A)     | 12'-0" TO 0'-0" | 139+75.00 TO 141+75.00 |
| 2                    | (A)     | 0'-0" TO 12'-0" | 158+00.00 TO 161+00.00 |
| 2                    | (A)     | 12'-0" TO 0'-0" | 165+00.00 TO 168+00.00 |
| 2                    | (A)     | 0'-0" TO 12'-0" | 378+60.00 TO 380+30.00 |



**TYPICAL NO. 2  
STATE HIGHWAY 412B**  
STA. 134+00.00 TO STA. 141+75.00  
STA. 158+00.00 TO STA. 168+00.00  
STA. 378+60.00 TO STA. 380+79.29

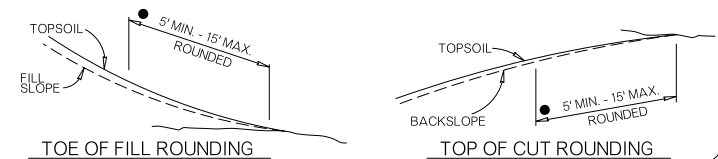
| PAVEMENT REQUIREMENT |                                 |                                 |
|----------------------|---------------------------------|---------------------------------|
| 10" PAVT. STRUCTURE  | 12'-0" DRIVING LANES            | 8'-0" PAVED SHOULDERS           |
| SURFACE COURSE       | 10" DOWEL JOINTED P.C. CONCRETE | 10" DOWEL JOINTED P.C. CONCRETE |
| BASE COURSE          | 8" CEMENT TREATED BASE          | 8" CEMENT TREATED BASE          |

ASSUMED PAVEMENT DESIGN USED

- (1) BACKFILL NOTE:  
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.  
QUANTITY IS MEASURED IN T.B.S.C. TYPE E.
- (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 COMPLETED  
FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL  
ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE  
PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.  
  
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO  
THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR  
SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) SEE ROUNDING DETAIL THIS SHEET
- (4) PRIME COAT ON TOP OF AGGREGATE BASE.

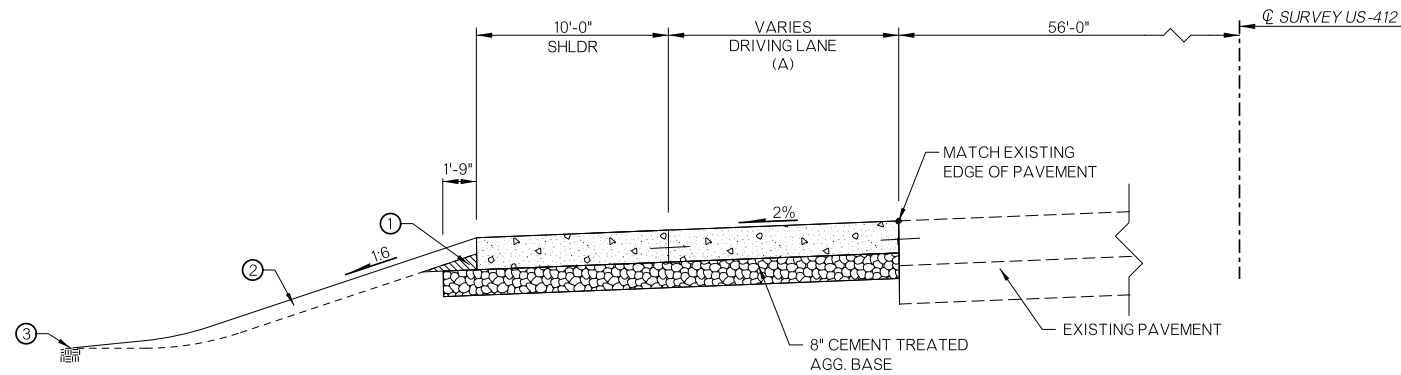
**ROUNDING DETAIL**

● INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING 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 ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



|          |       |  |         |               |         |           |     |
|----------|-------|--|---------|---------------|---------|-----------|-----|
| DESIGN   |       | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION |         |               |         |           |     |
| DRAWN    |       | <b>TYPICAL SECTIONS</b><br>(SHEET 1 OF 2)                        |         |               |         |           |     |
| CHECKED  |       |  |         |               |         |           |     |
| APPROVED |       |  |         |               |         |           |     |
| SQUAD    |       |  |         |               |         |           |     |
| COUNTY   | MAYES | HIGHWAY  | SH-412B | STATE JOB NO. | 3382104 | SHEET NO. | 002 |

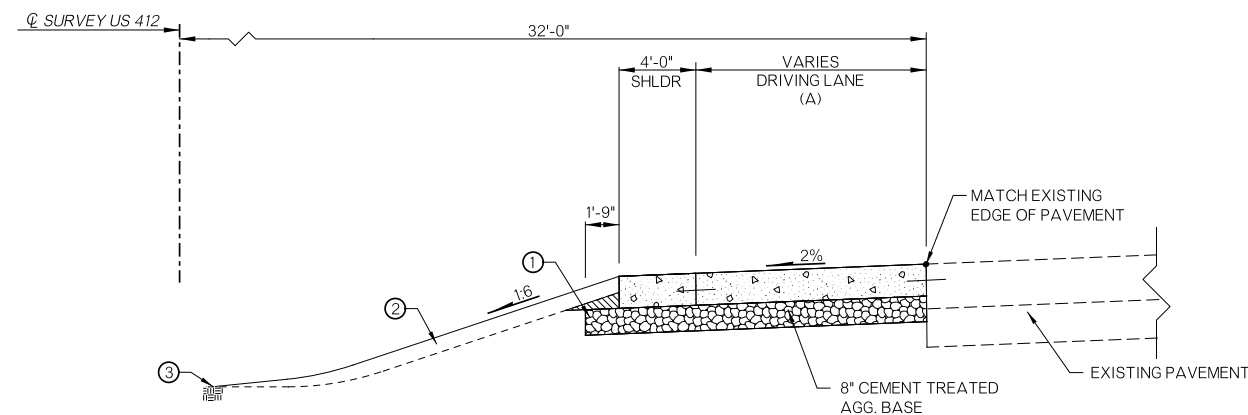
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| VARIABLE WIDTH TABLE |         |                 |                          |
|----------------------|---------|-----------------|--------------------------|
| TYPICAL SECTION      | SEGMENT | VARIABLE WIDTH  | STATION EXTENTS          |
| 3                    | (A)     | 0'-0" TO 12'-0" | 2359+95.00 TO 2362+95.00 |
| 3                    | (A)     | 12'-0"          | 2362+95.00 TO 2377+90.00 |
| 3                    | (A)     | 12'-0"          | 2379+70.00 TO 2383+00.00 |
| 3                    | (A)     | 0'-0" TO 12'-0" | 2383+00.00 TO 2384+25.00 |

**TYPICAL NO. 3**  
**US 412 WEST BOUND**  
STA. 2359+95.00 TO STA. 2377+90.00  
STA. 2379+70.00 TO STA. 2384+25.00

| PAVEMENT REQUIREMENT |                                 |                                 |
|----------------------|---------------------------------|---------------------------------|
| 10" PAVT. STRUCTURE  | 12'-0" DRIVING LANES            | 8'-0" PAVED SHOULDERS           |
| SURFACE COURSE       | 10" DOWEL JOINTED P.C. CONCRETE | 10" DOWEL JOINTED P.C. CONCRETE |
| BASE COURSE          | 8" CEMENT TREATED BASE          | 8" CEMENT TREATED BASE          |



| VARIABLE WIDTH TABLE |         |                 |                          |
|----------------------|---------|-----------------|--------------------------|
| TYPICAL SECTION      | SEGMENT | VARIABLE WIDTH  | STATION EXTENTS          |
| 4                    | (A)     | 0'-0" TO 12'-0" | 2368+26.00 TO 2370+26.00 |
| 4                    | (A)     | 12'-0"          | 2370+26.00 TO 2377+90.00 |

**TYPICAL NO. 4**  
**US 412 EAST BOUND**  
STA. 2368+26.00 TO STA. 2377+90.00

| PAVEMENT REQUIREMENT |                                 |                                 |
|----------------------|---------------------------------|---------------------------------|
| 10" PAVT. STRUCTURE  | 12'-0" DRIVING LANES            | 8'-0" PAVED SHOULDERS           |
| SURFACE COURSE       | 10" DOWEL JOINTED P.C. CONCRETE | 10" DOWEL JOINTED P.C. CONCRETE |
| BASE COURSE          | 8" CEMENT TREATED BASE          | 8" CEMENT TREATED BASE          |

ASSUMED PAVEMENT DESIGN USED

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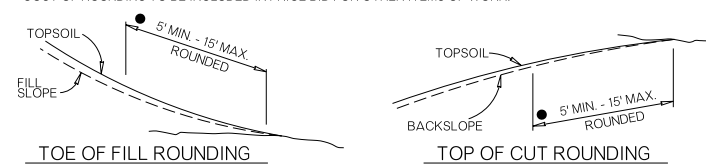
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO  
THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR  
SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) SEE ROUNDING DETAIL THIS SHEET

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

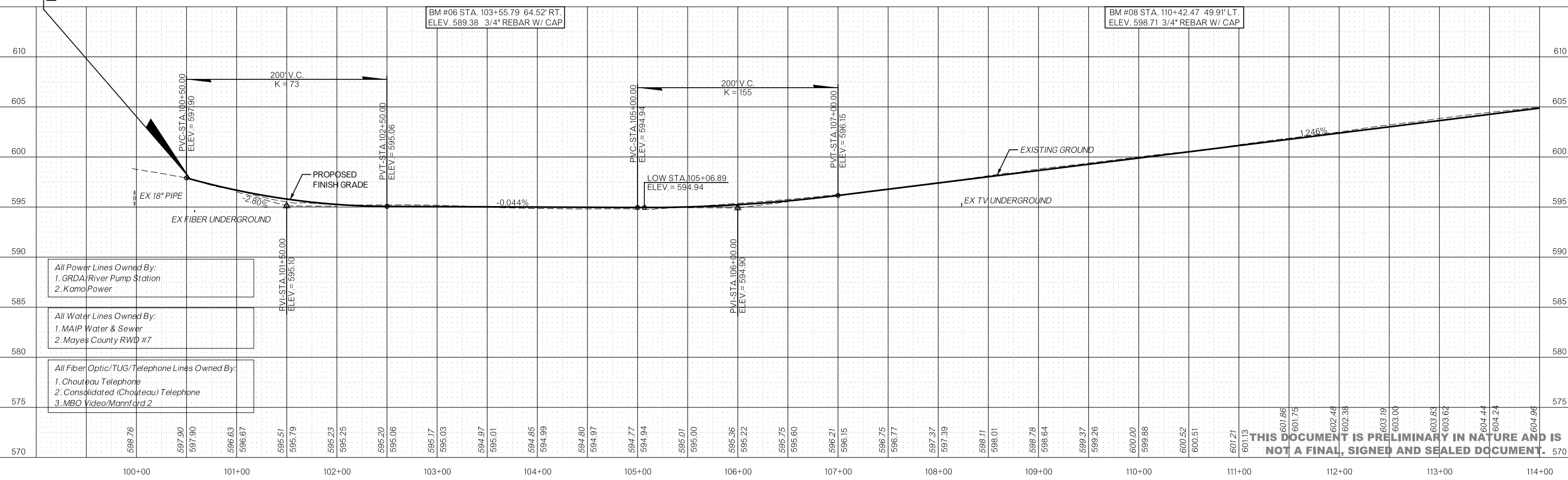
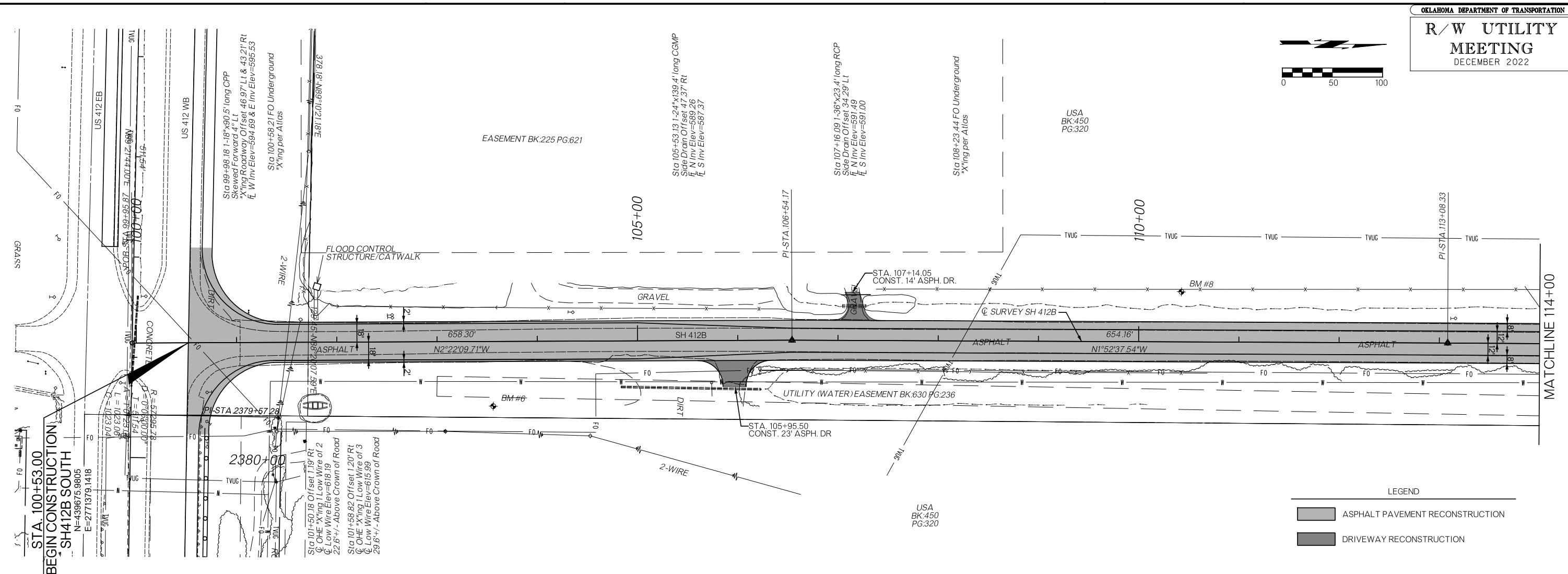
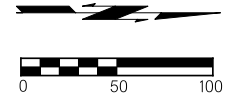
**ROUNDING DETAIL**

● 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.

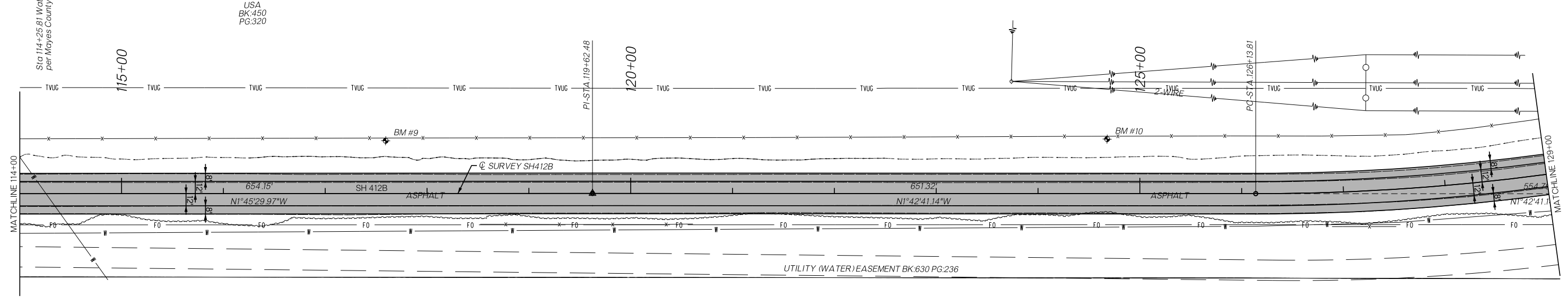
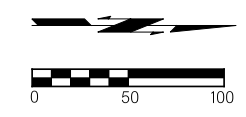


|          |       |  |         |               |         |           |     |
|----------|-------|--|---------|---------------|---------|-----------|-----|
| DESIGN   |       | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION |         |               |         |           |     |
| DRAWN    |       | <b>TYPICAL SECTIONS</b><br>(SHEET 2 OF 2)                        |         |               |         |           |     |
| CHECKED  |       |  |         |               |         |           |     |
| APPROVED |       |  |         |               |         |           |     |
| SQUAD    |       |  |         |               |         |           |     |
| COUNTY   | MAYES | HIGHWAY  | SH-412B | STATE JOB NO. | 3382104 | SHEET NO. | 003 |

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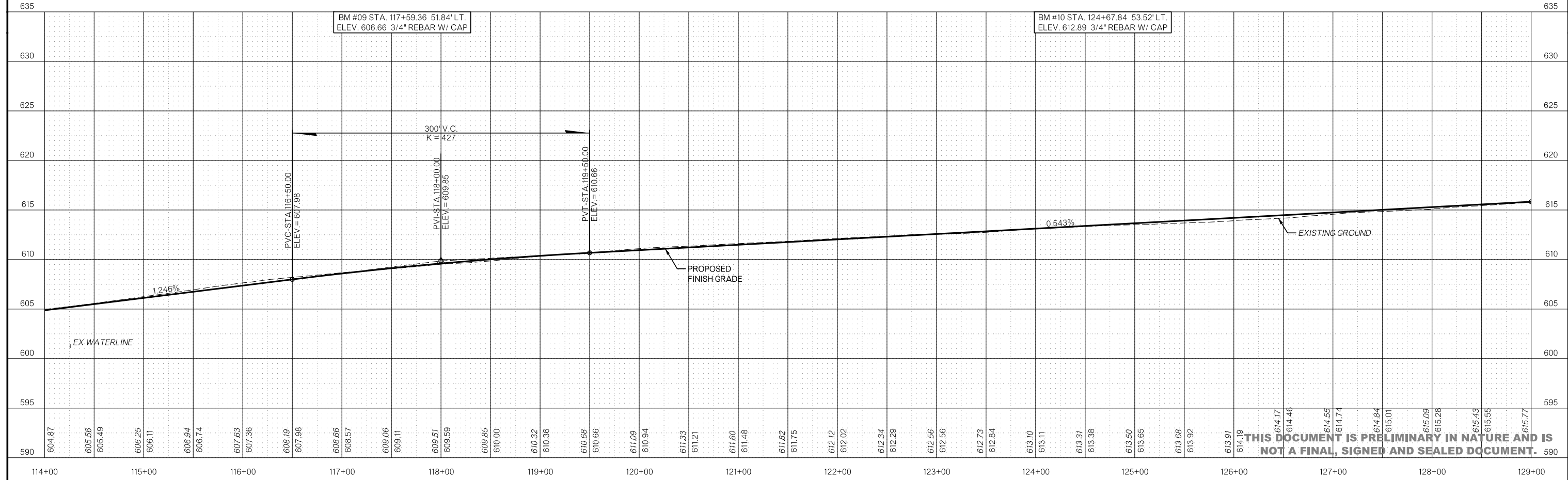


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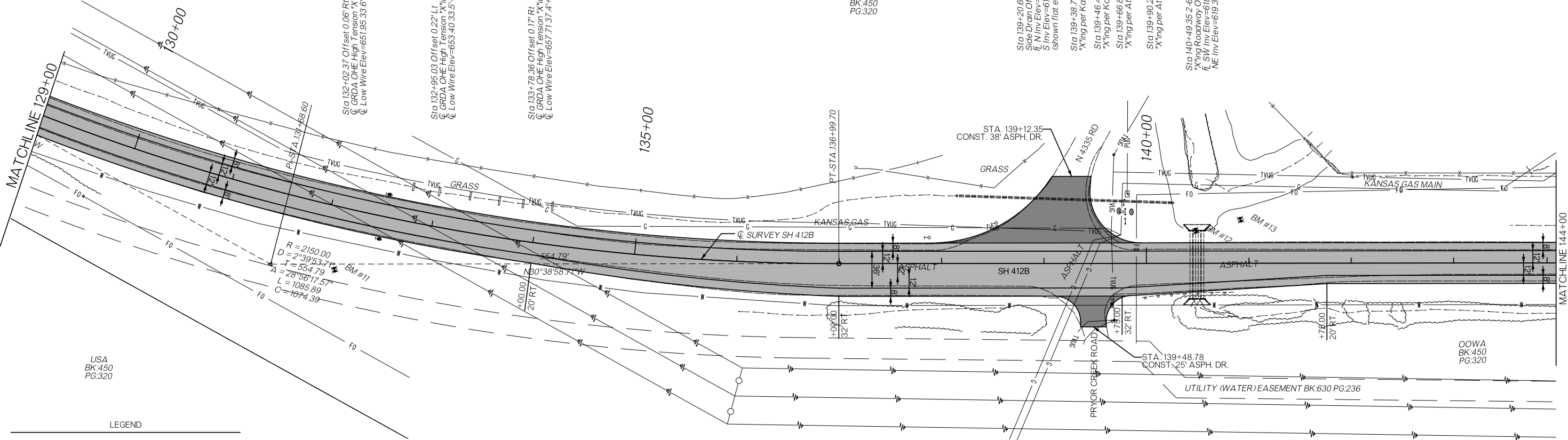
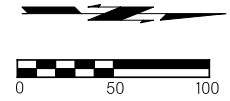
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LEGEND

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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Sta 132+02.37 Offset 0.06' RT  
G GRDA OHE High Tension \*X'ing 1 Low Wire of 6  
Q Low Wire Elev=651.95 33.6' +/- Above Crown of Road

Sta 132+95.03 Offset 0.22' LT  
G GRDA OHE High Tension \*X'ing 2 Low Wire of 6  
Q Low Wire Elev=653.40 33.5' +/- Above Crown of Road

Sta 133+78.36 Offset 0.17' RT  
G GRDA OHE High Tension \*X'ing 3 Low Wire of 6  
Q Low Wire Elev=657.71 37.4' +/- Above Crown of Road

Sta 139+20.60 1-24"x212.6' long CGMP  
Side Drain Offset 62.65' LT  
L N Inv Elev=619.57  
S Inv Elev=619.37  
(shown if not found)

Sta 139+38.72 Gas Main  
X'ing per Kansas Gas Atlas

Sta 139+46.49 Gas Main  
X'ing per Kansas Gas Atlas

Sta 139+66.80 TV Underground  
X'ing per Atlas

Sta 139+90.28 FO Underground  
X'ing per Atlas

Sta 140+49.95 2-66"x67.31 long CGMP  
X'ing Roadway Offset 32.31' Lt & 35.02' Rt  
F SW Inv Elev=618.66  
NE Inv Elev=619.33

OOWA  
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PG:320

OOWA  
BK:450  
PG:320

USA  
BK:450  
PG:320

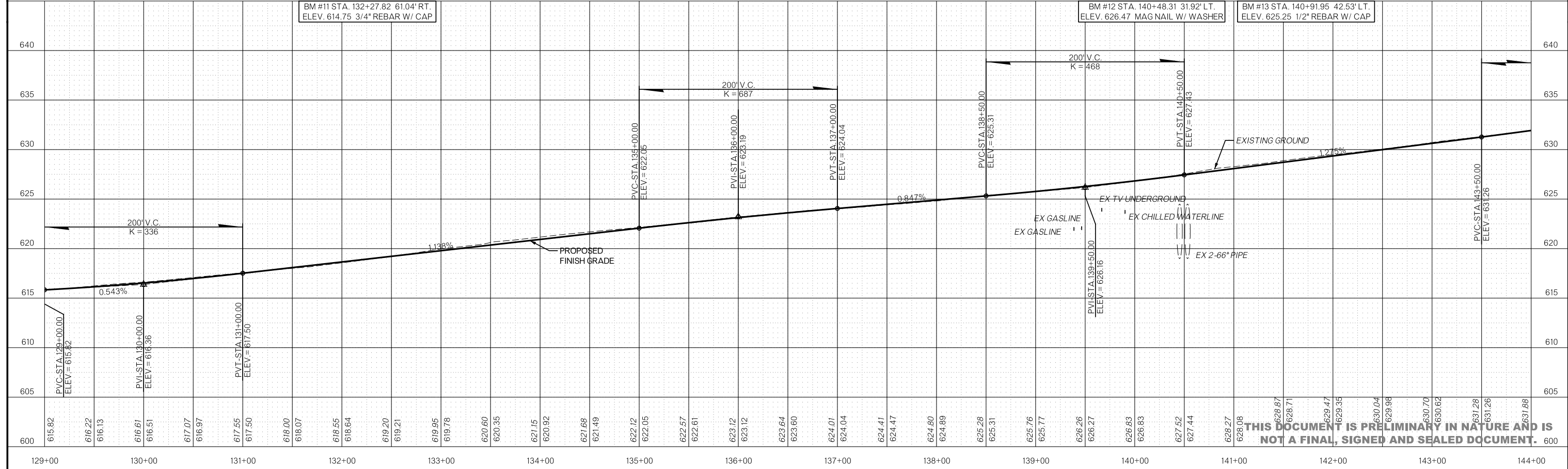
LEGEND

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

BM #11 STA. 132+27.82 61.04' RT.  
ELEV. 614.75 3/4" REBAR W/ CAP

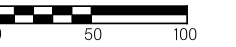
BM #12 STA. 140+48.31 31.92' LT.  
ELEV. 626.47 MAG NAIL W/ WASHER

BM #13 STA. 140+91.95 42.53' LT.  
ELEV. 625.25 1/2" REBAR W/ CAP

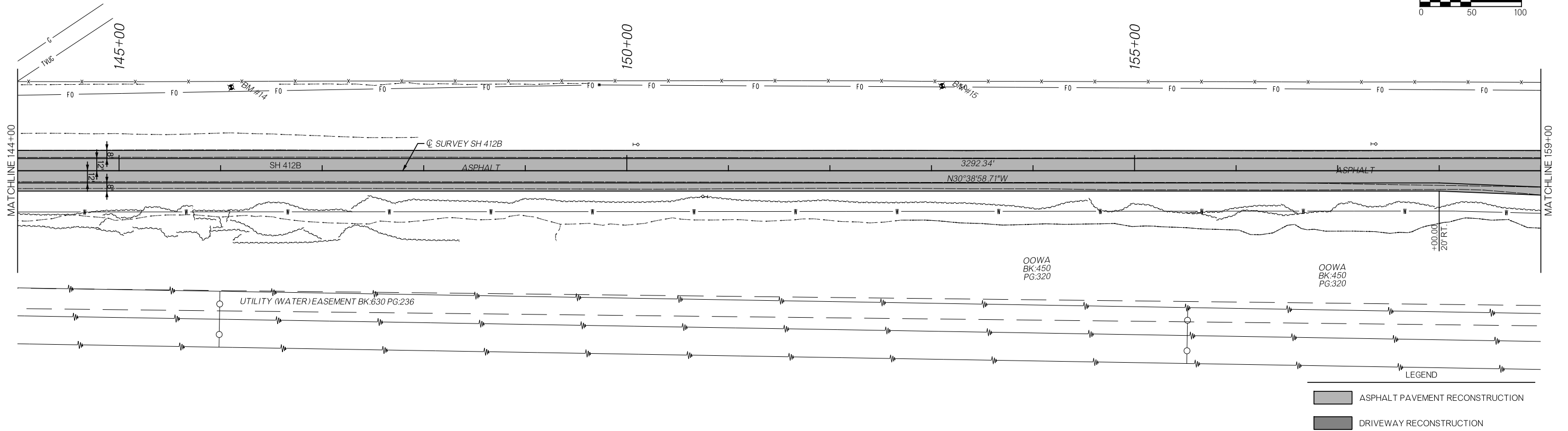


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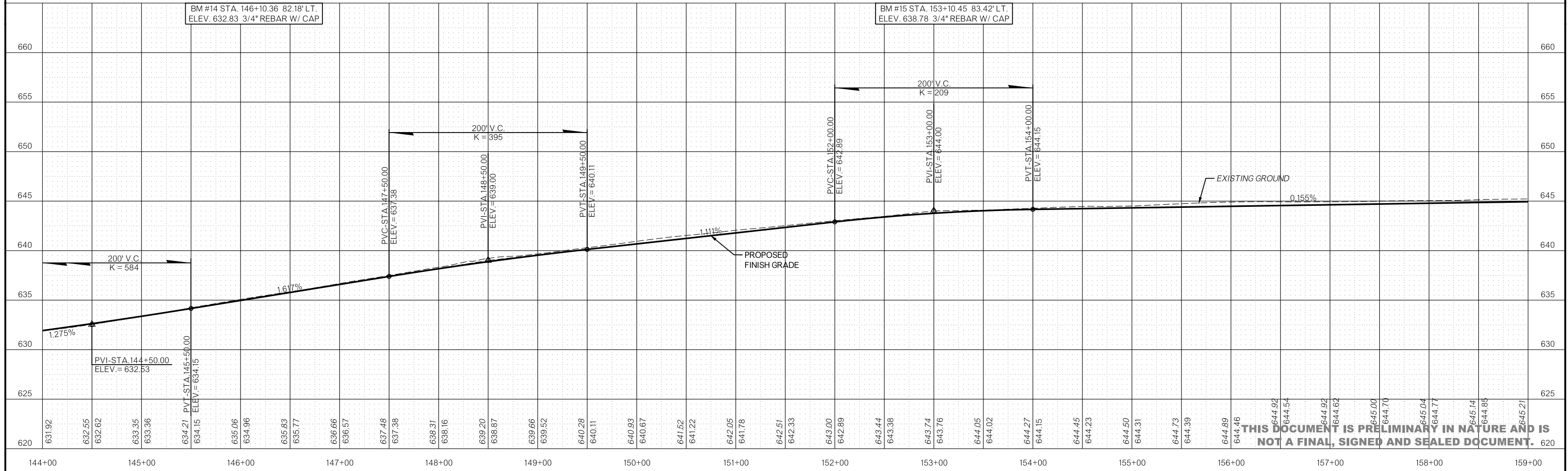
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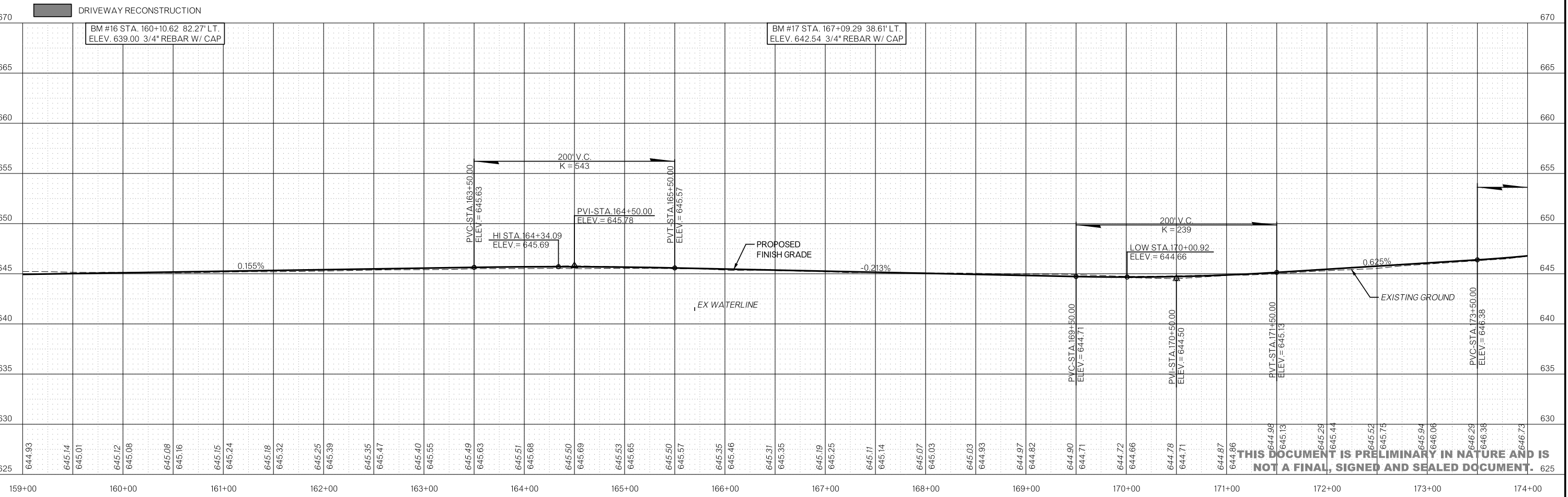
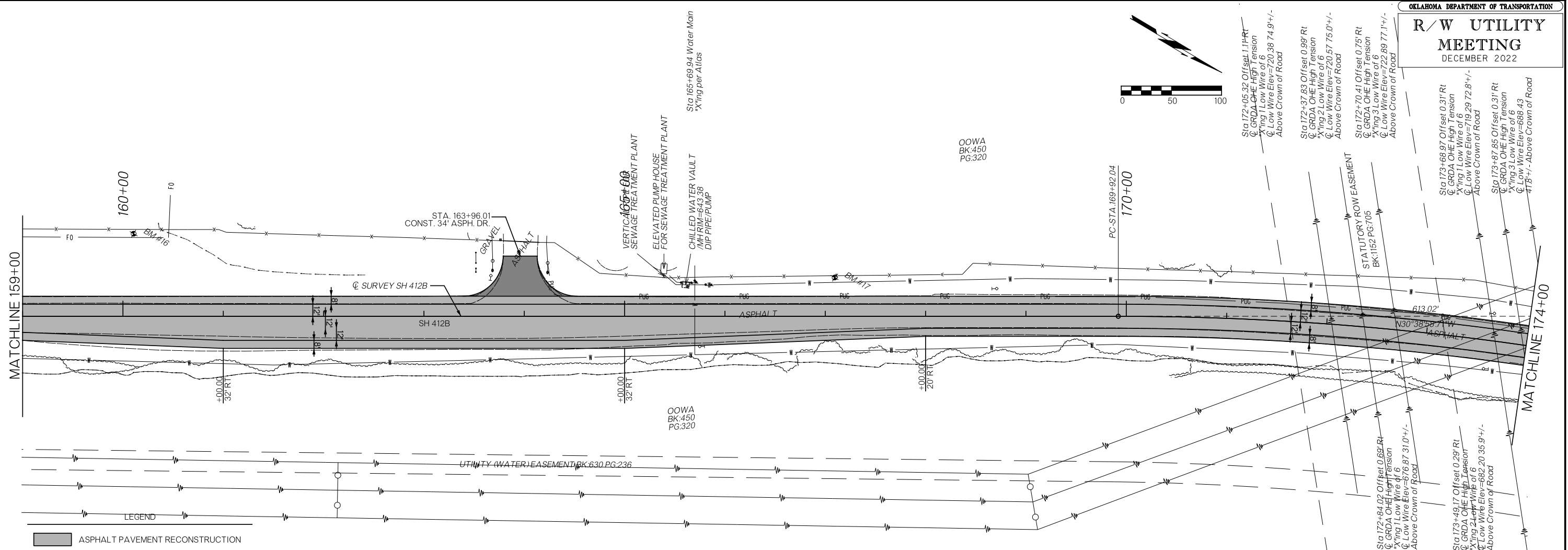
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- LEGEND
- ASPHALT PAVEMENT RECONSTRUCTION
  - DRIVEWAY RECONSTRUCTION

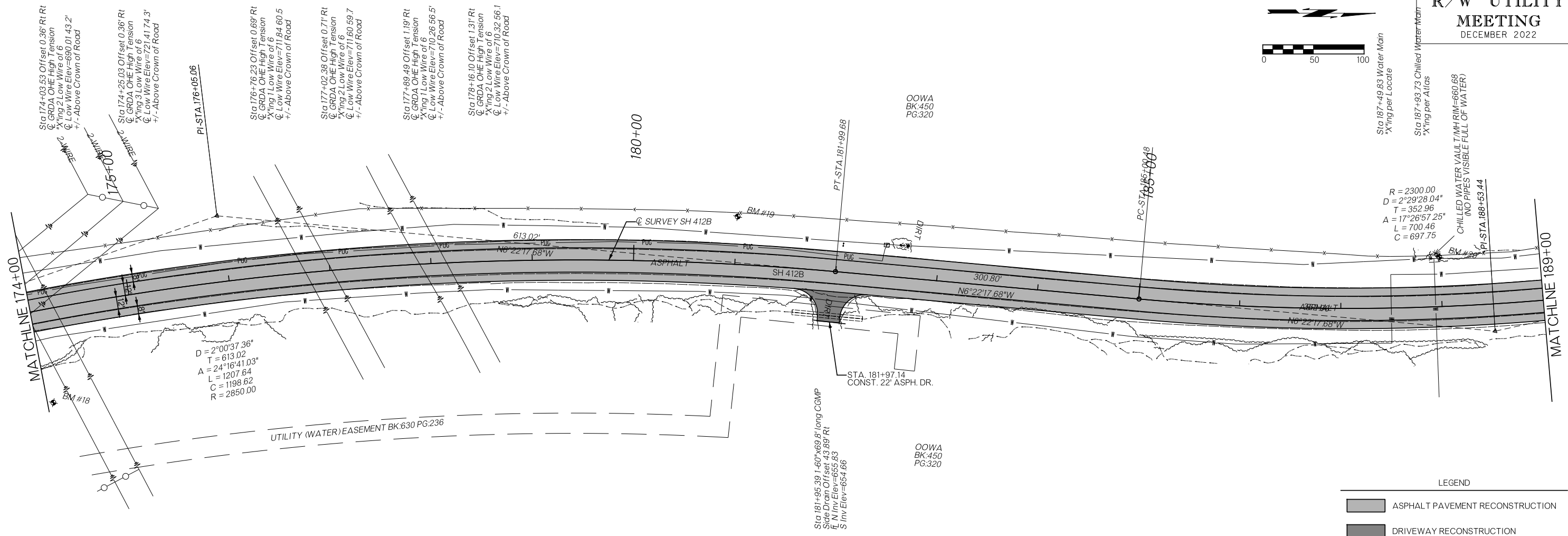
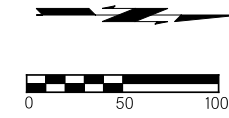


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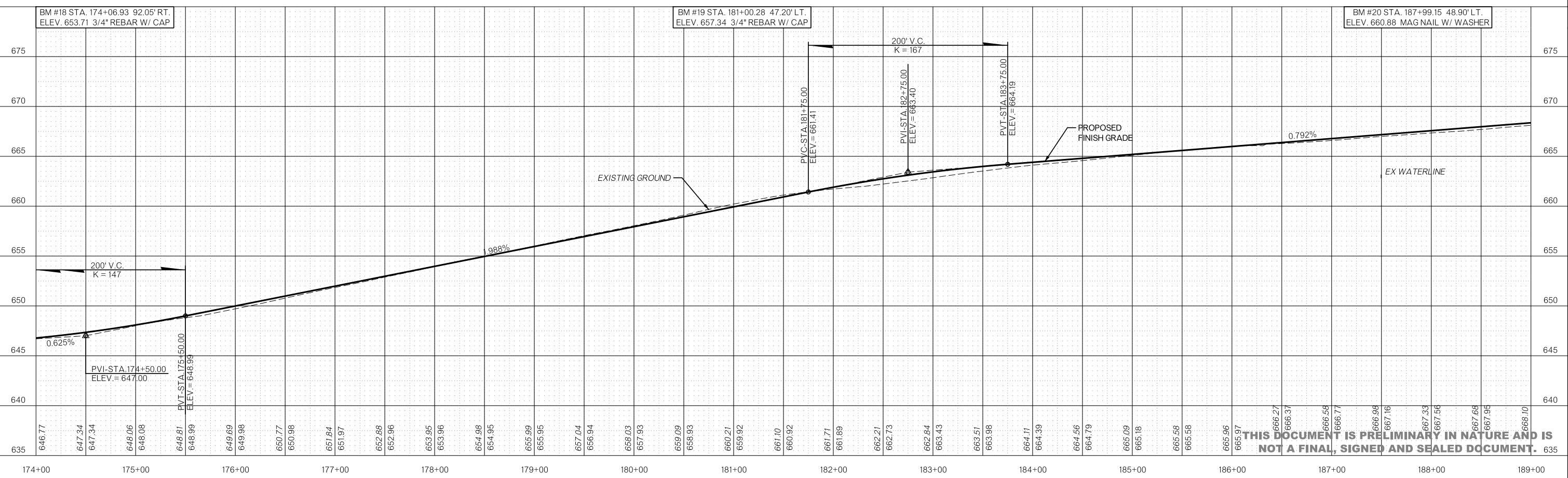
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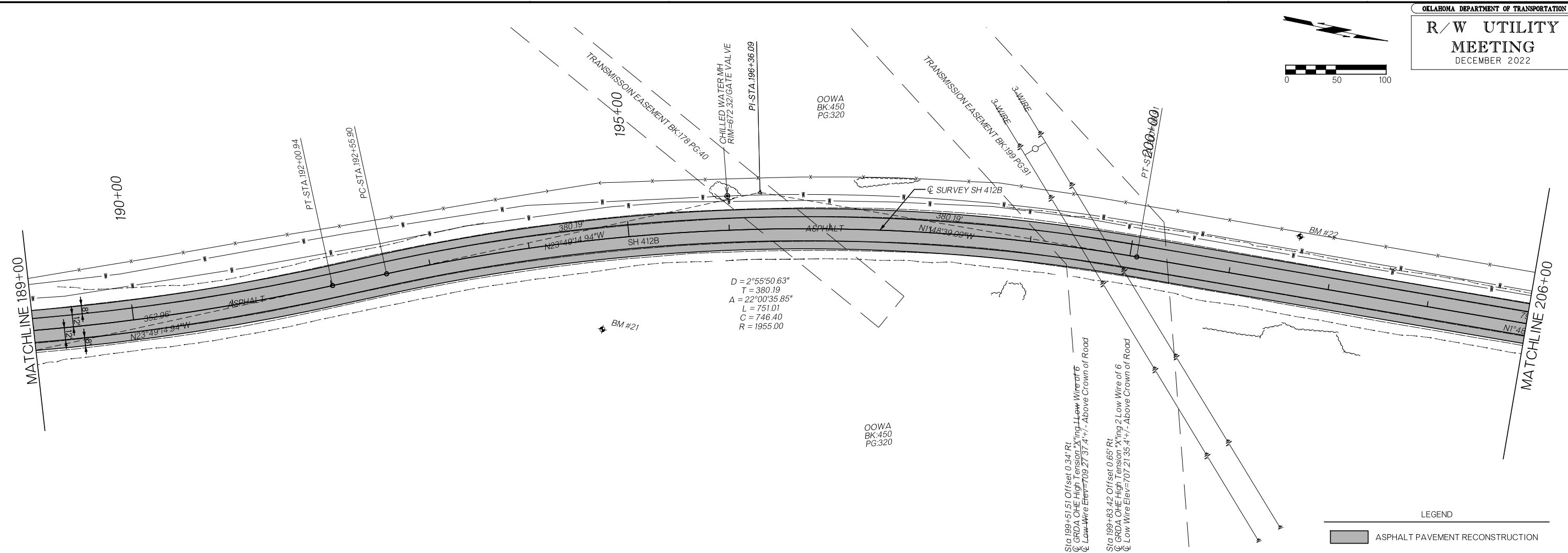
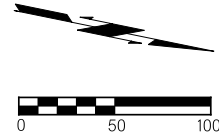


**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

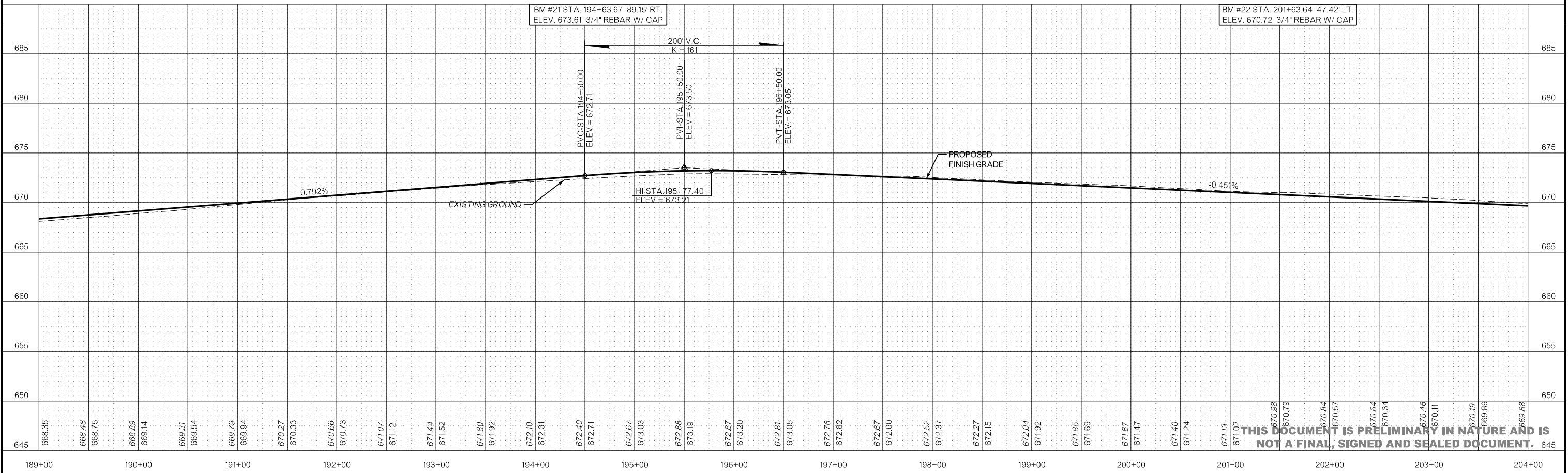


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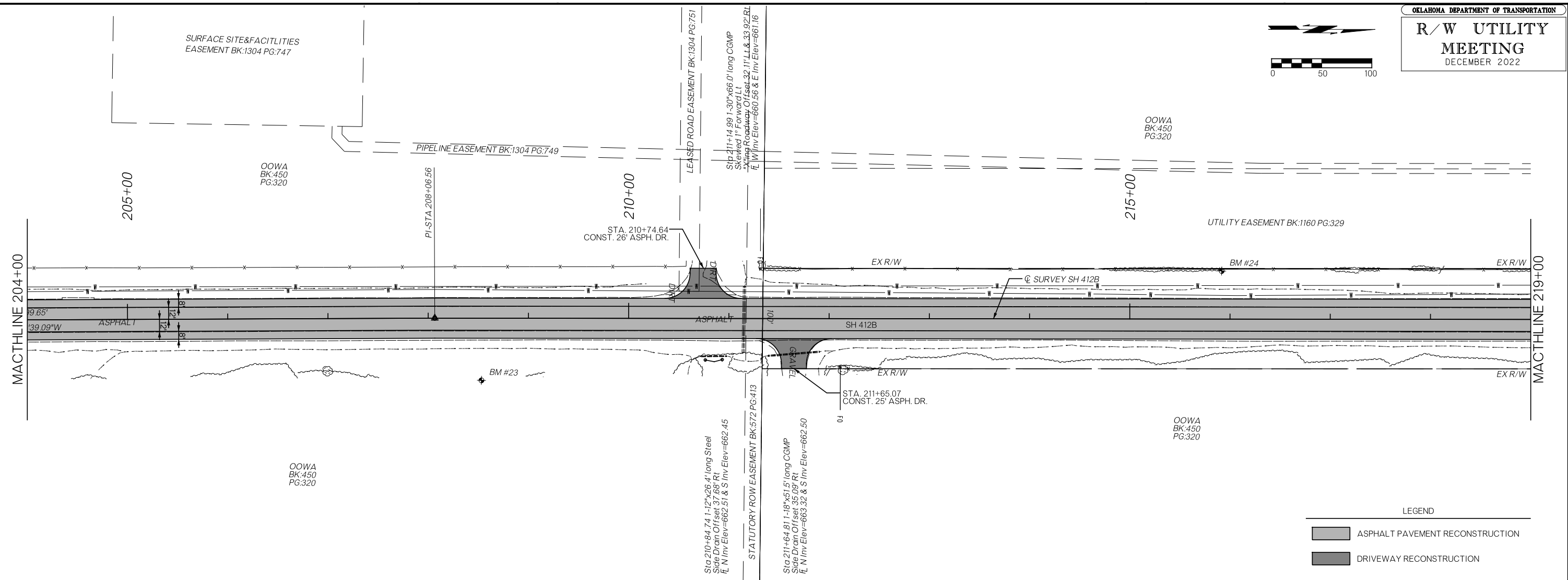
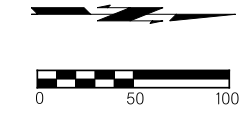


LEGEND

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

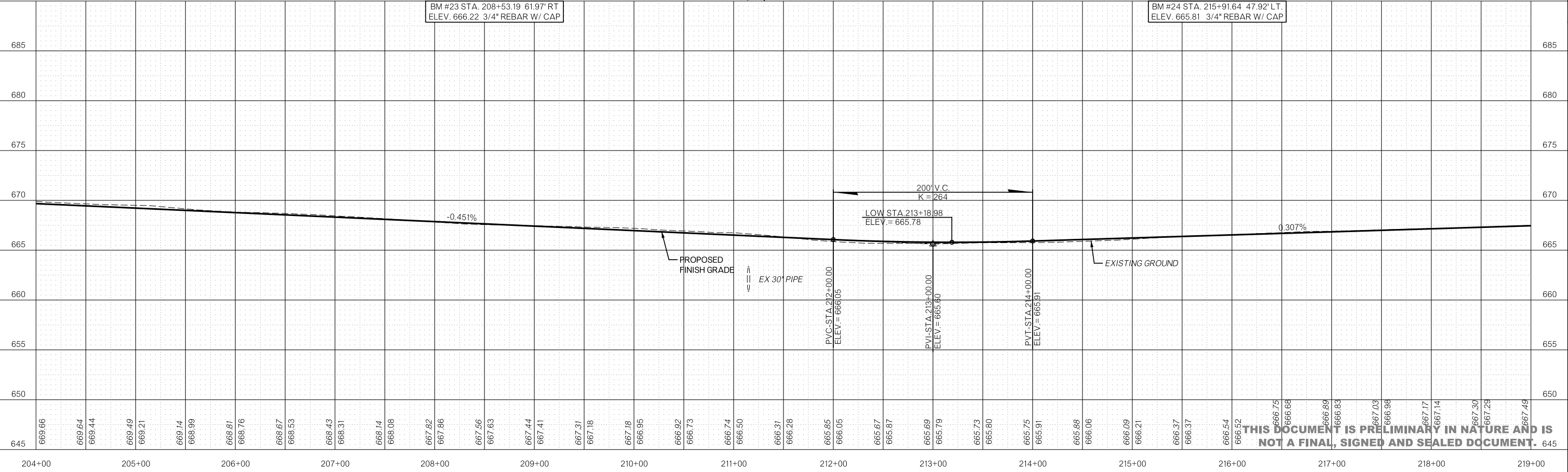


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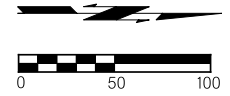


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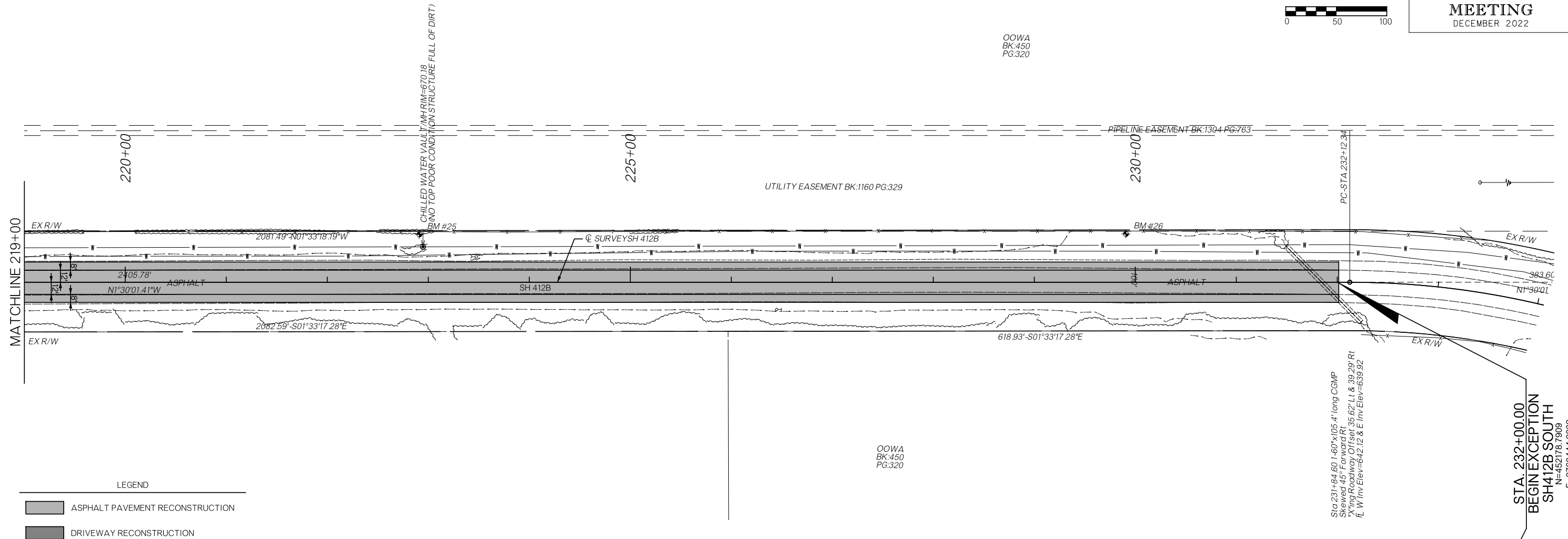
- ASPHALT PAVEMENT RECONSTRUCTION
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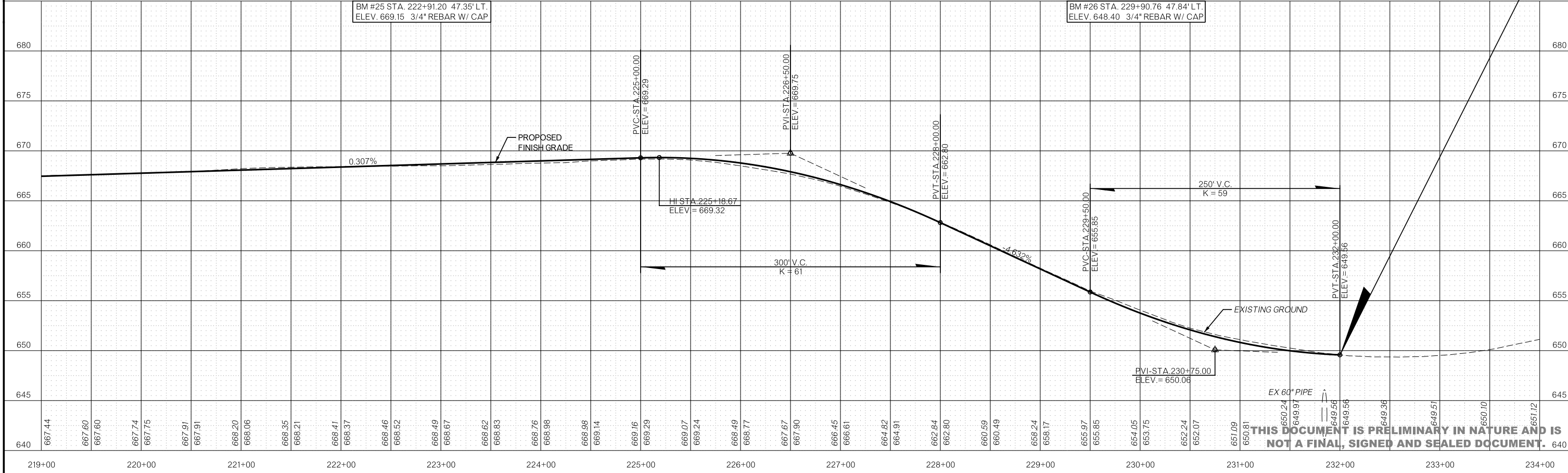


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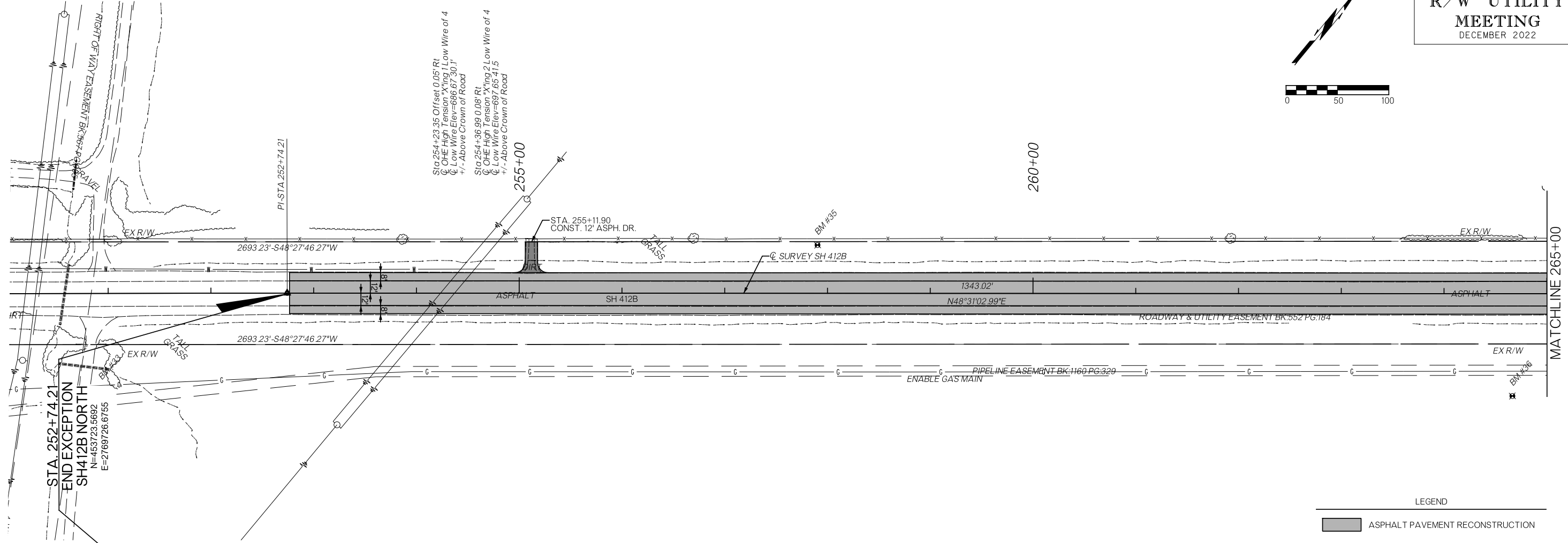
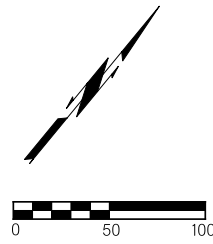


LEGEND

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

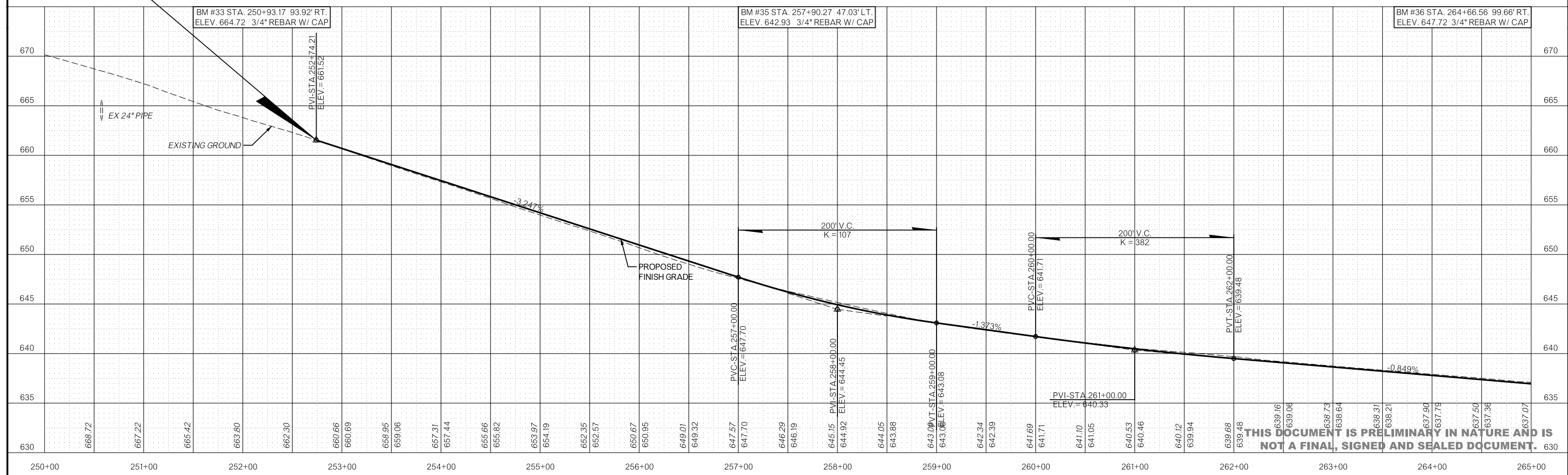


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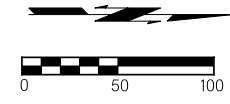


LEGEND

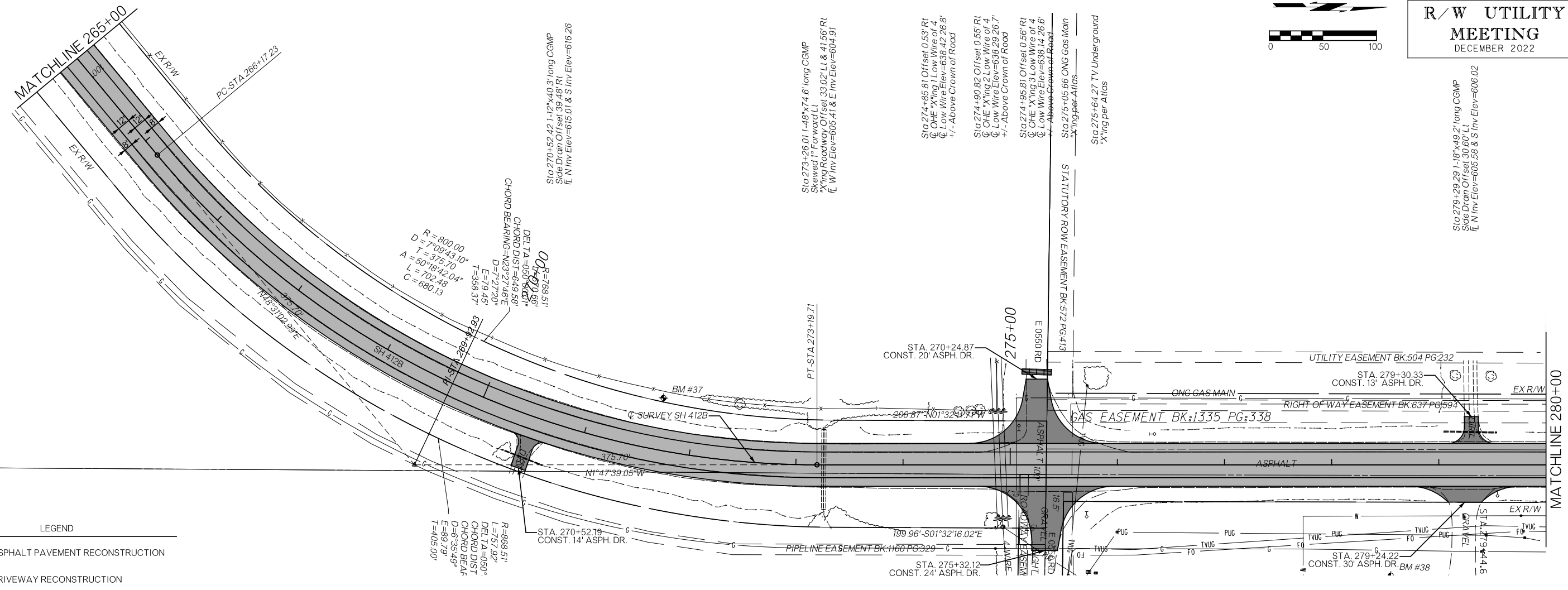
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



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Sta 279+29.29 1-18"x49.2' long CGMP  
Side Drain Offset 30.60' Lt  
E N Inv Elev=606.58 & S Inv Elev=606.02



**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

R=800.00  
D=7°09'43.10"  
T=375.70  
A=50°18'42.04"  
L=702.48  
C=680.13

R=888.51'  
L=67.92'  
DELTA=050°  
CHORD DIST=649.58'  
D=6°35'49"  
E=88.79'  
T=405.00'

Sta 270+52.42 1-12"x40.3' long CGMP  
Side Drain Offset 39.48' Rt  
E N Inv Elev=615.01 & S Inv Elev=616.26

Sta 279+26.01 1-48"x74.6' long CGMP  
Side Drain Offset 11'  
Xing Roadway Offset 33.02' Lt & 41.56' Rt  
E W Inv Elev=605.41 & E Inv Elev=604.91

Sta 274+85.81 Offset 0.53' Rt  
OHE Xing Low Wire of 4'  
Low Wire Elev=638.42 26.8'  
+/- Above Crown of Road

Sta 274+85.81 Offset 0.55' Rt  
OHE Xing 2 Low Wire of 4'  
Low Wire Elev=638.29 26.7'  
+/- Above Crown of Road

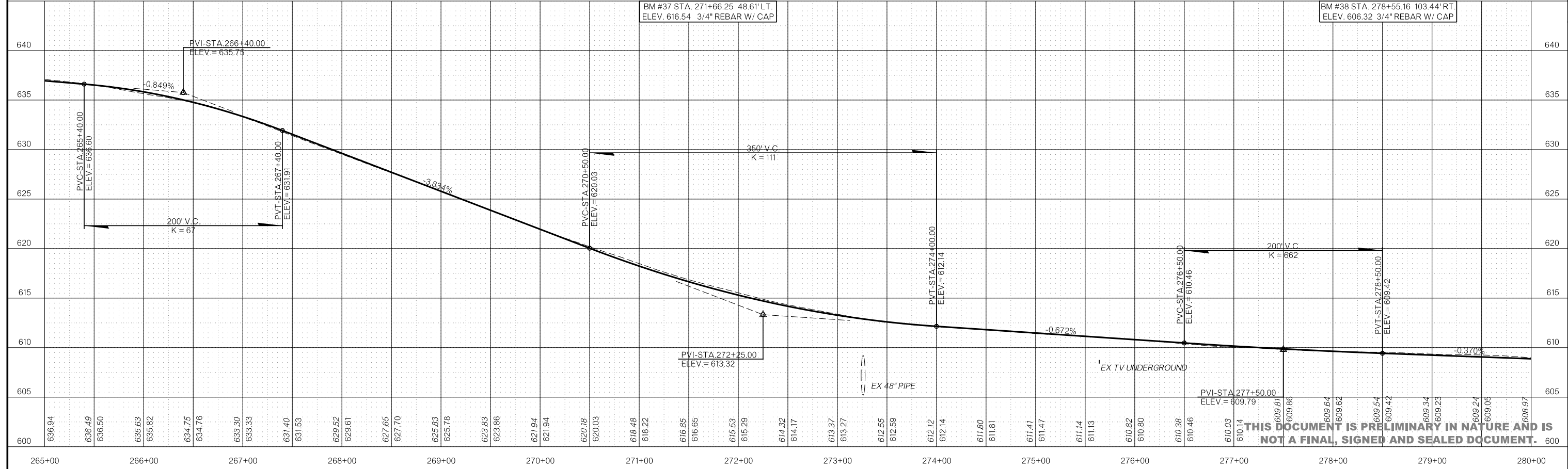
Sta 274+85.81 Offset 0.56' Rt  
OHE Xing 3 Low Wire of 4'  
Low Wire Elev=638.14 26.6'  
+/- Above Crown of Road

Sta 275+05.66 ONG Gas Main  
Xing per Atlas

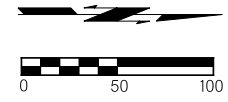
Sta 275+64.27 TV Underground  
Xing per Atlas

BM #37 STA. 271+66.25 48.61' LT.  
ELEV. 616.54 3/4" REBAR W/ CAP

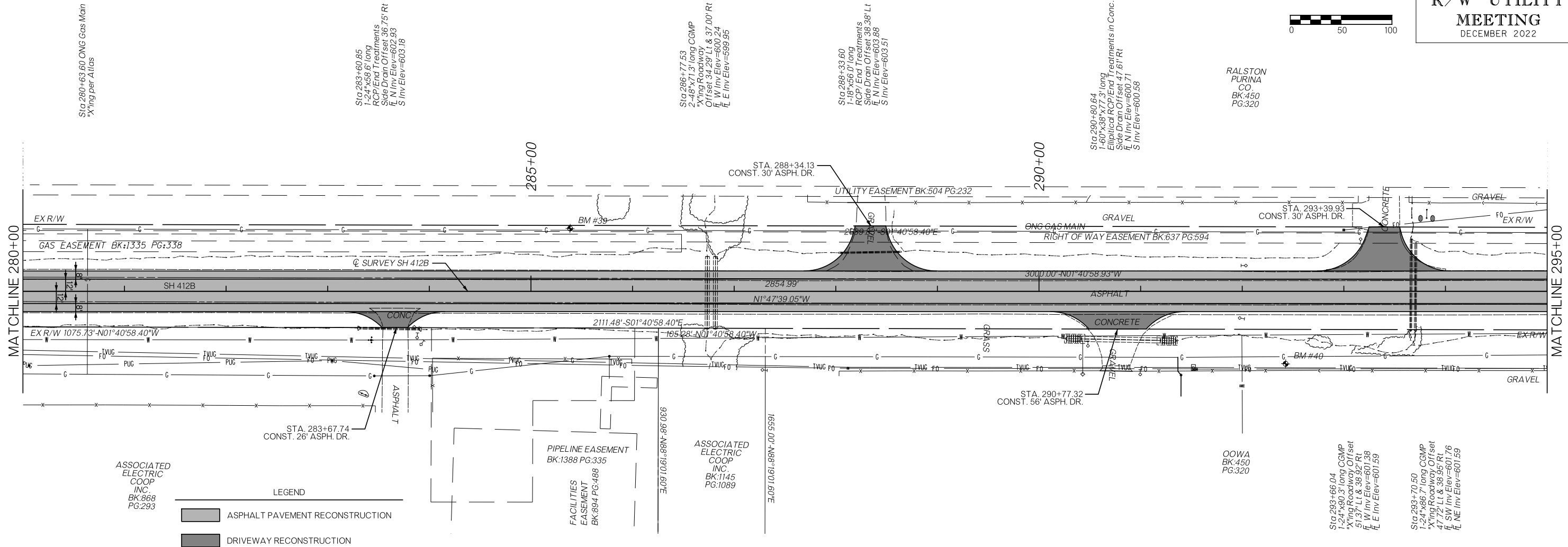
BM #38 STA. 278+55.16 103.44' RT.  
ELEV. 606.32 3/4" REBAR W/ CAP



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RALSTON  
PURINA  
CO.  
BK:450  
PG:320



**LEGEND**

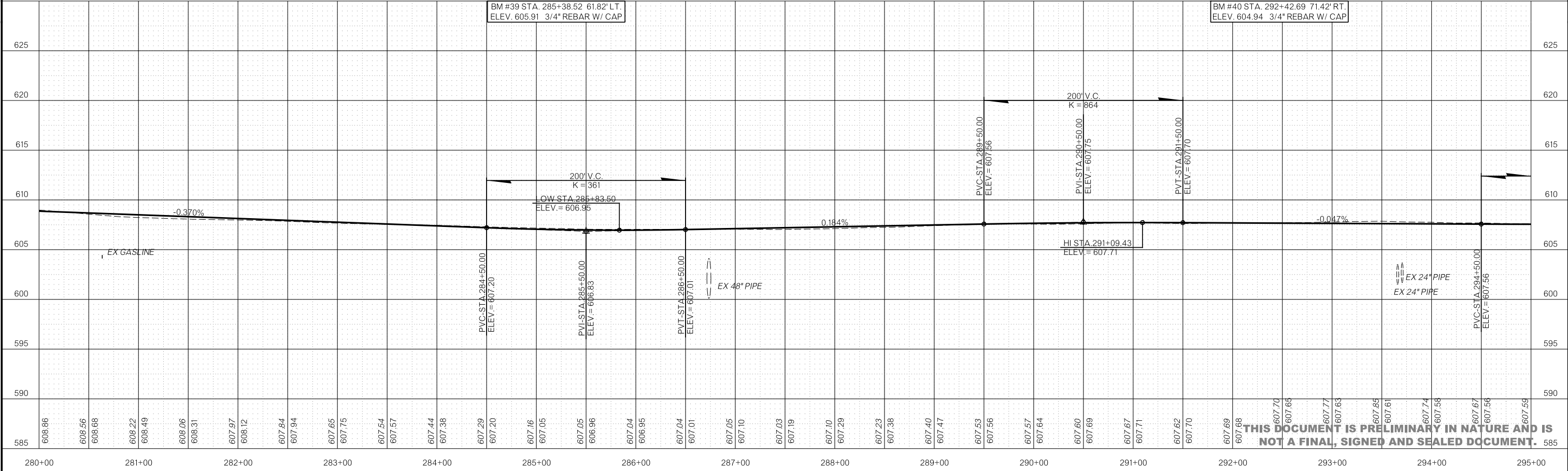
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

**ASSOCIATED ELECTRIC COOP INC. BK:868 PG:293**

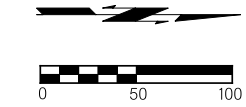
**PIPELINE EASEMENT BK:1388 PG:335**

**FACILITIES EASEMENT BK:894 PG:488**

**ASSOCIATED ELECTRIC COOP INC. BK:1145 PG:1089**

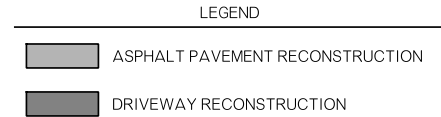
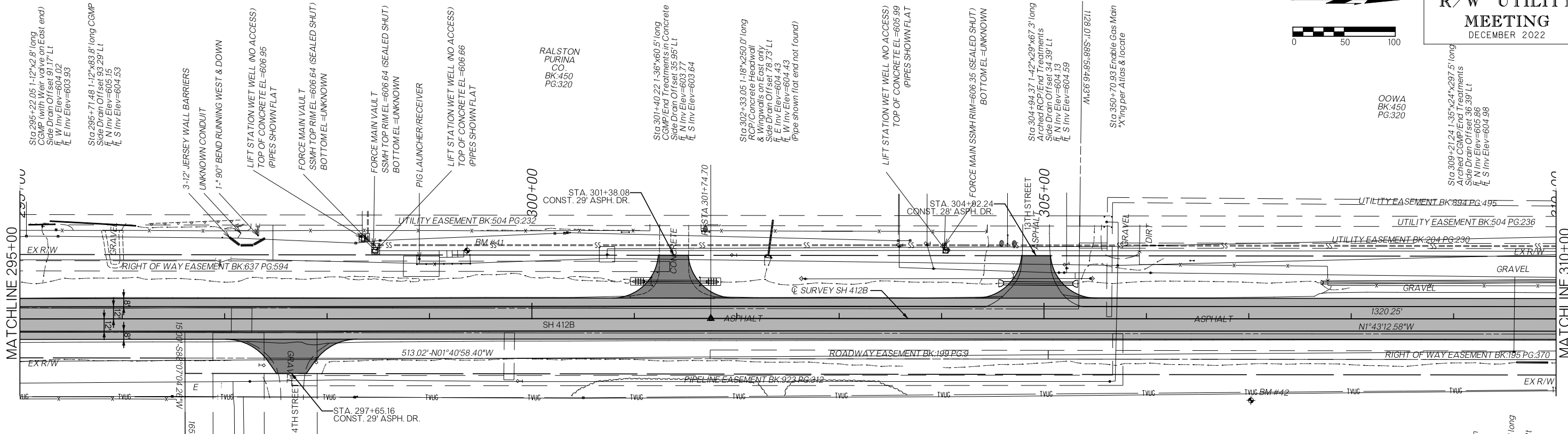


**THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.**



OOWA BK:450 PG:320

Sta 309+21.24 1-35"x24"x297.5' long Archd CGMP/End Treatments Side Drain Offset 36.39' Lt E N Inv Elev=605.86 E S Inv Elev=604.96



OOWA BK:450 PG:320

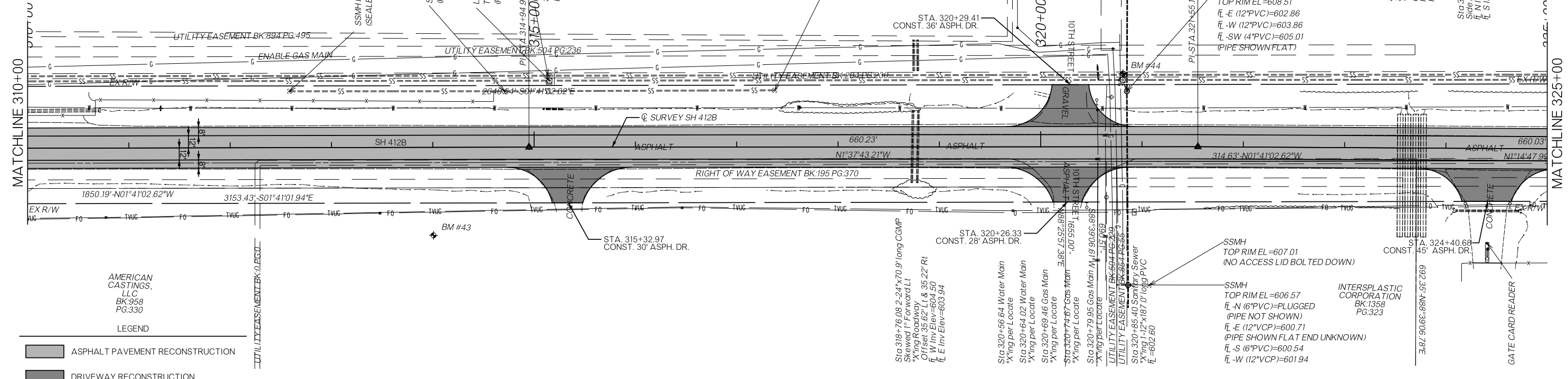
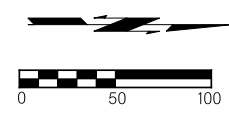
AMERICAN CASTINGS, LLC BK:958 PG:330

Sta 309+59.26 Water Main \*X'ing per fitting  
Sta 309+76.84 1-15"x30.4' long CGMP (structure silled in) Side Drain Offset 42.49' Rt E N Inv Elev=604.61 E S Inv Elev=604.27

|     |  |  |     |
|-----|--|--|-----|
| 625 | BM #41 STA. 599+36.67 66.53' RT. ELEV. 606.90 MAG NAIL W/ WASHER |  | 625 |
| 620 |  |  | 620 |
| 615 |  |  | 615 |
| 610 | 200' V.C.<br>K = 1125  |  | 610 |
| 605 | LOW STA 295+02.82<br>ELEV. = 607.55                              |  | 605 |
| 600 |  |  | 600 |
| 595 |  |  | 595 |
| 590 |  |  | 590 |
| 585 |  |  | 585 |

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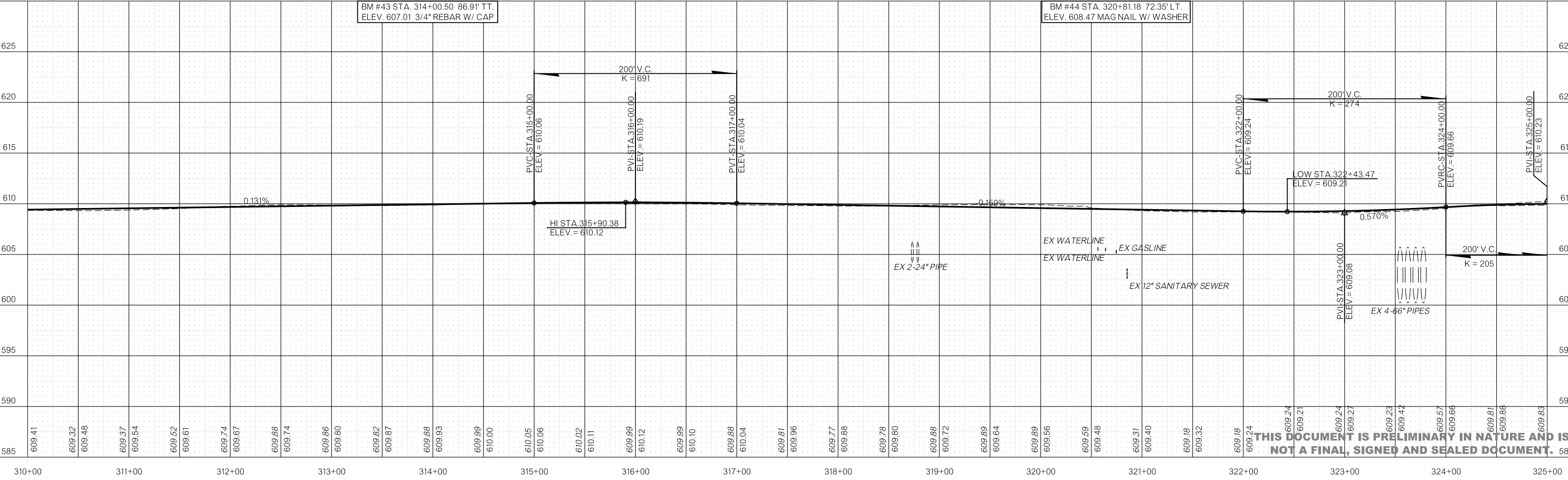




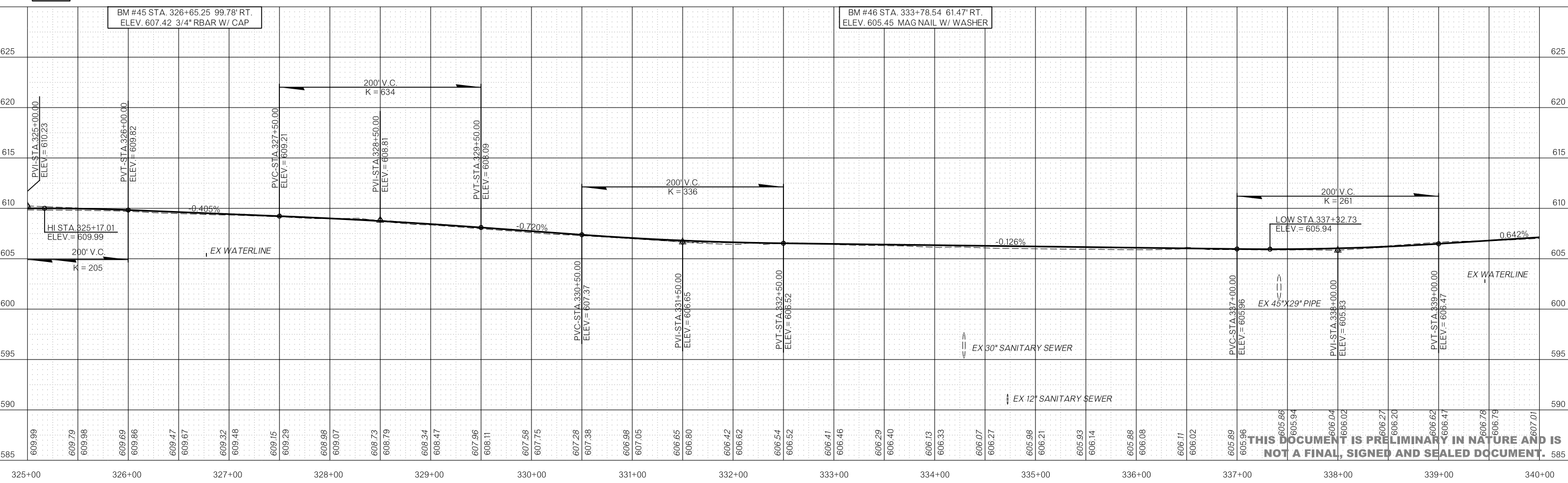
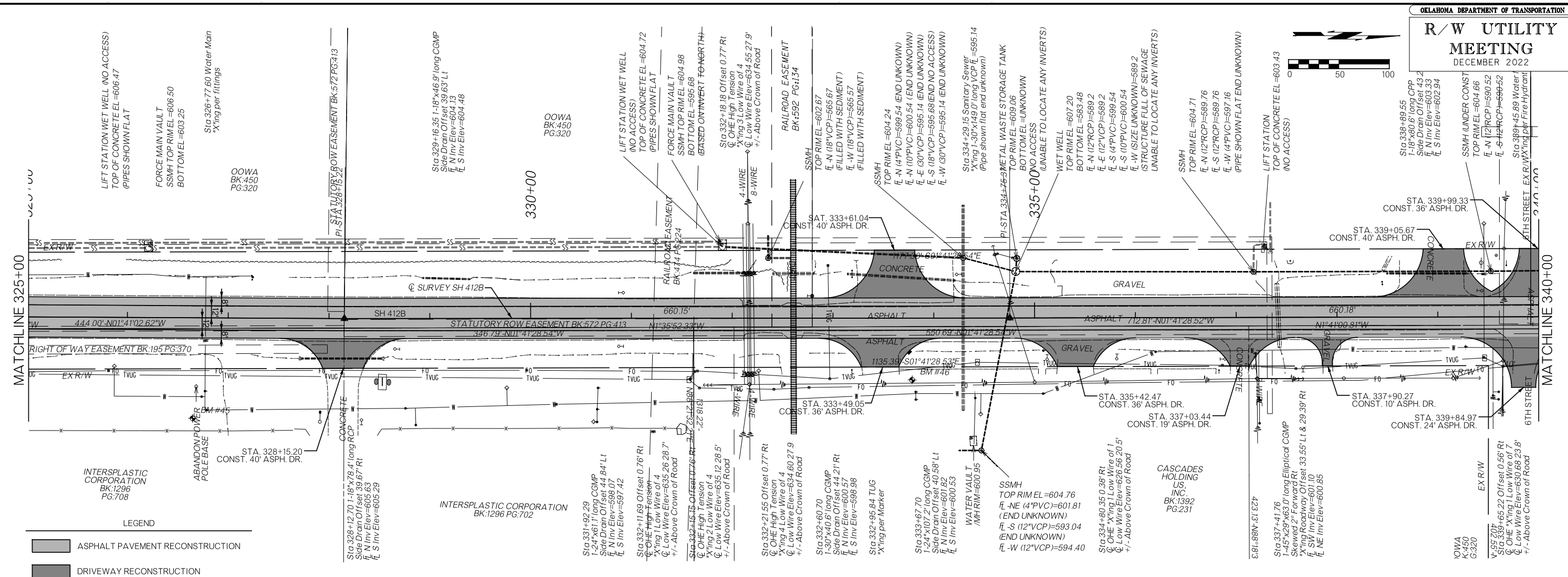
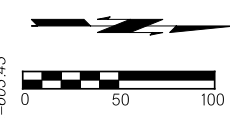
AMERICAN CASTINGS, LLC  
BK:958  
PG:330

LEGEND

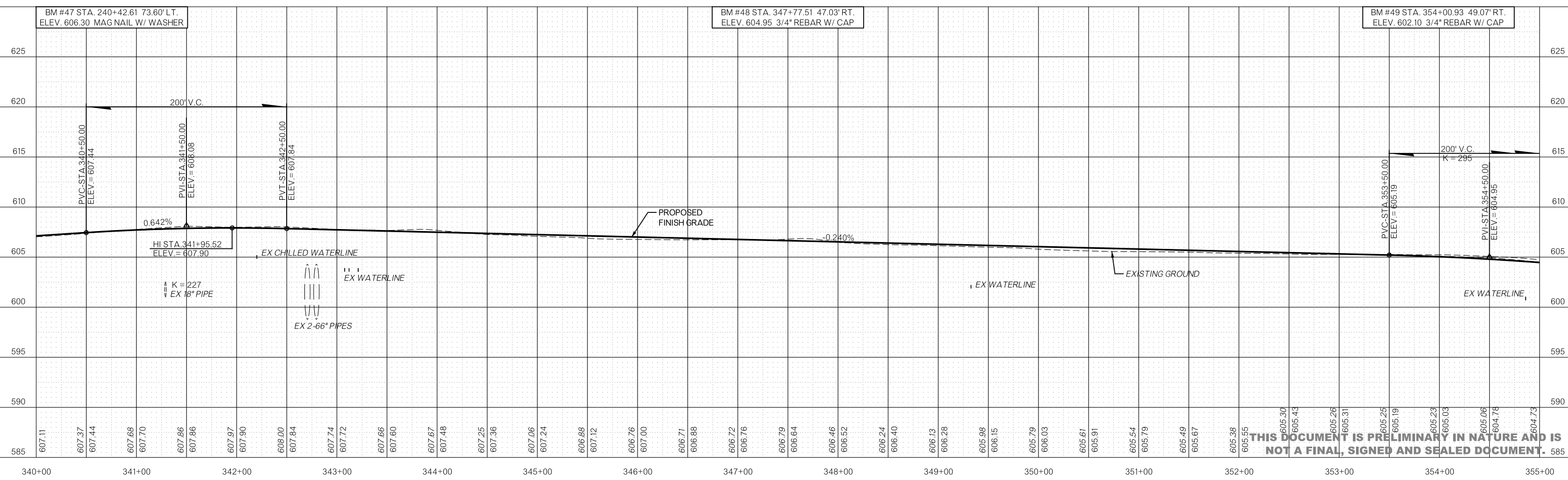
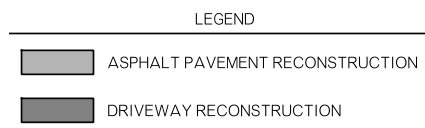
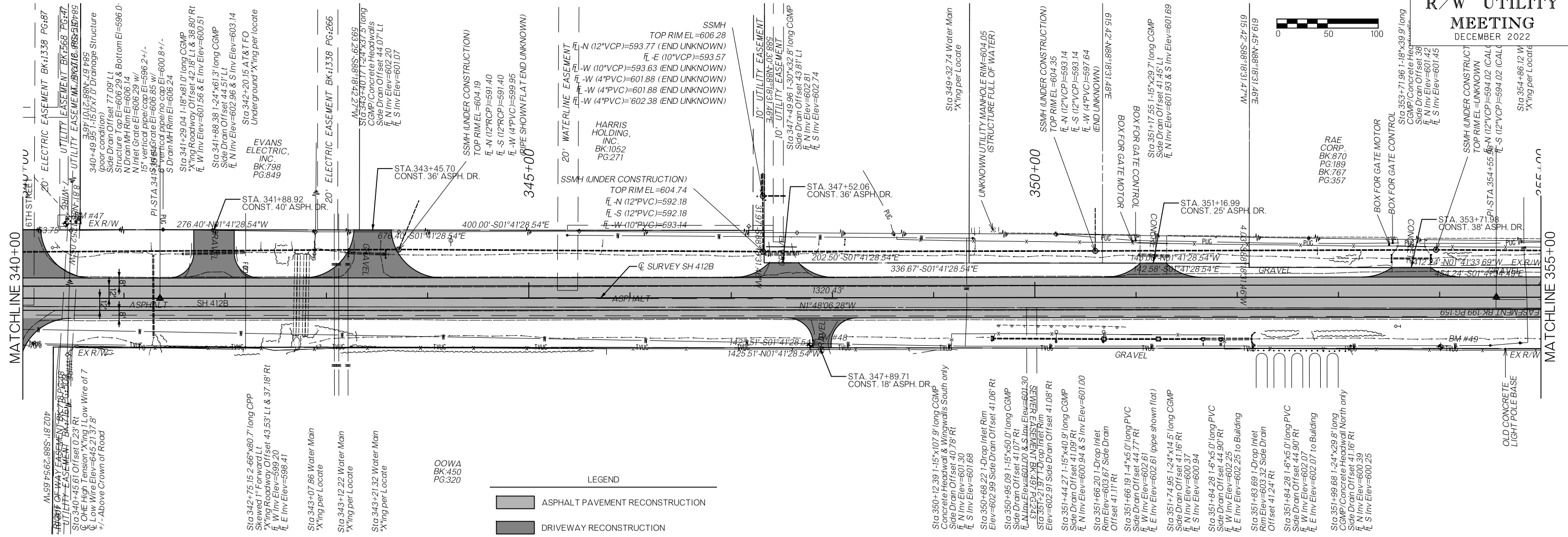
- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



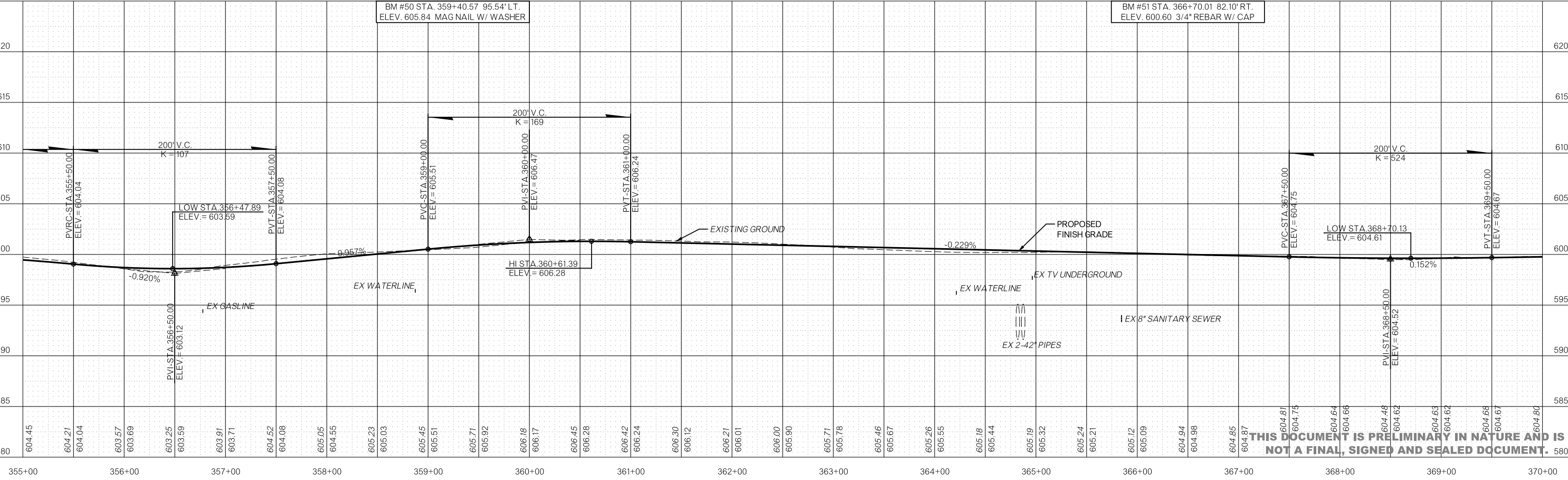
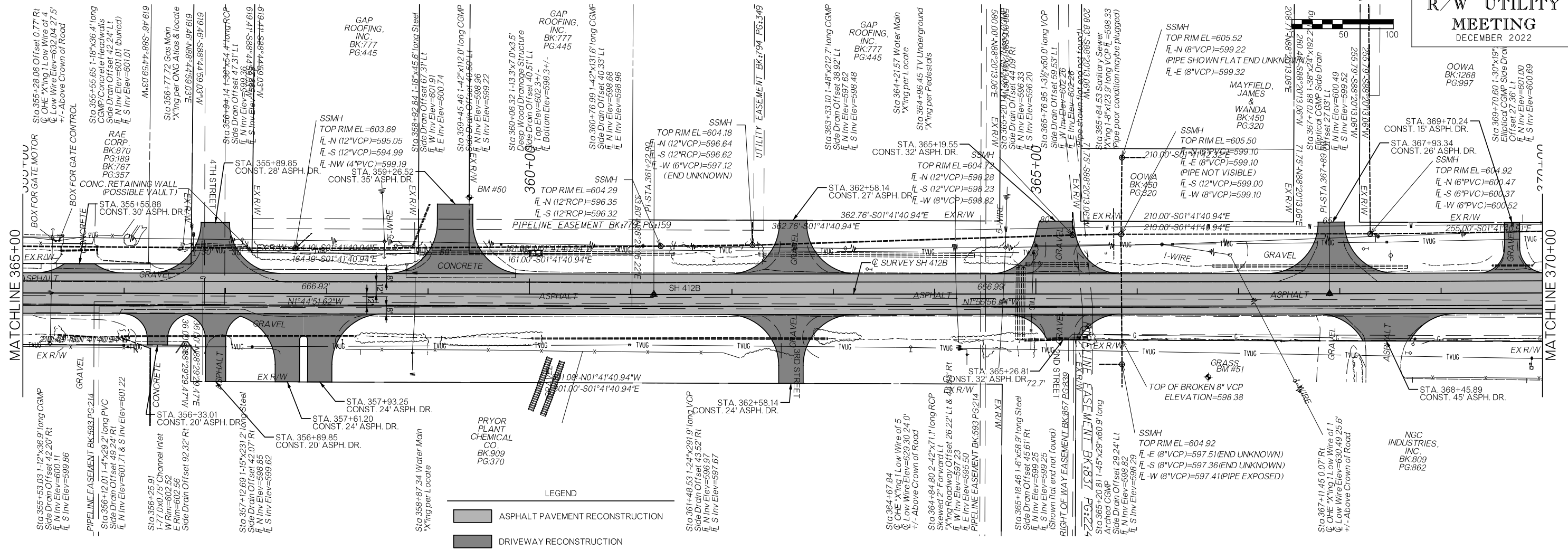
**THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.**



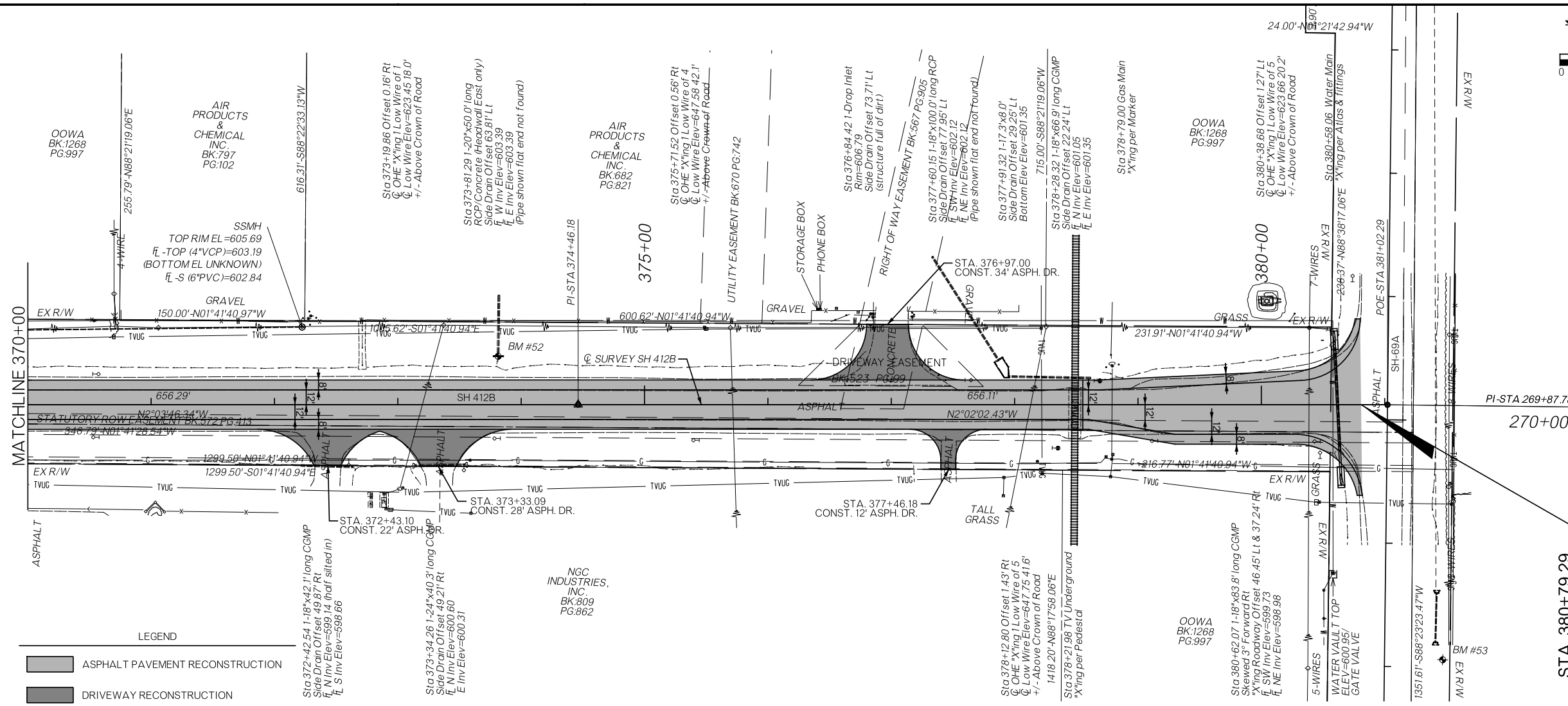
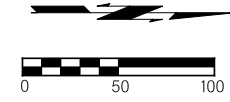
**THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.**



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

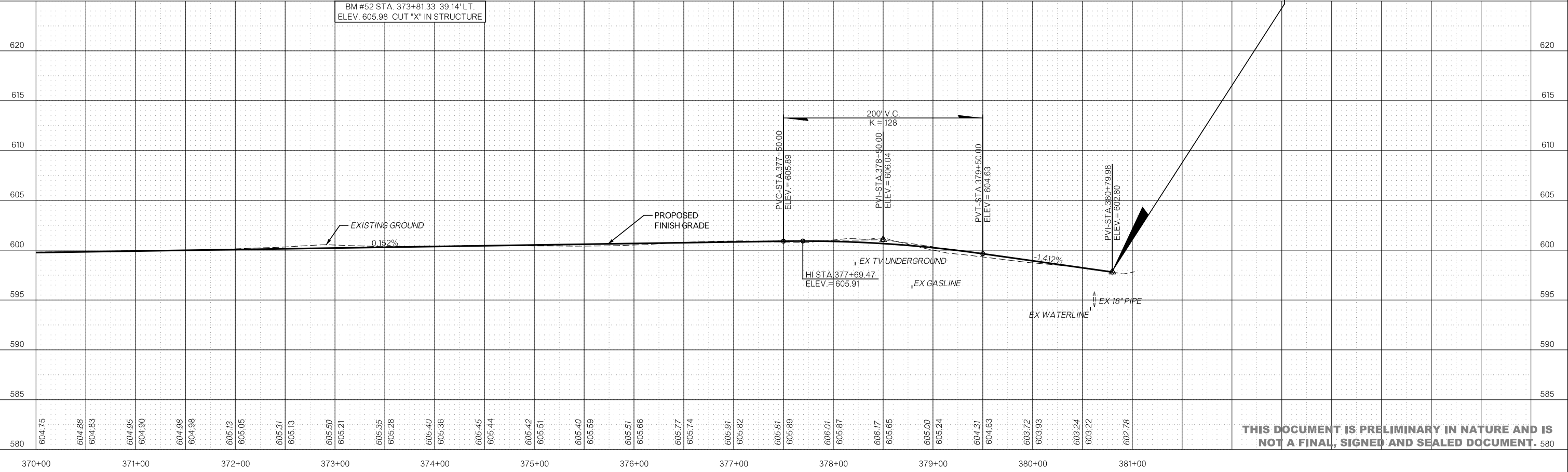


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**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



**STA. 380+79.29  
END CONSTRUCTION  
SH412B NORTH**  
N=465992.0390  
E=2770670.3884

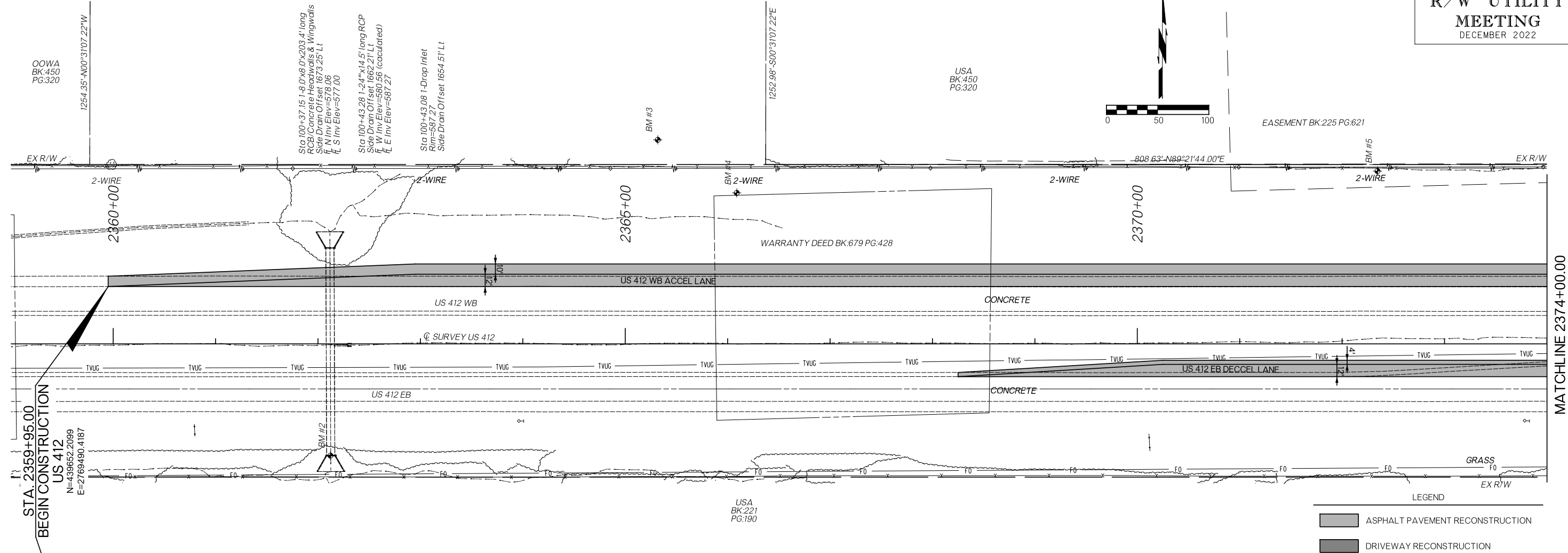
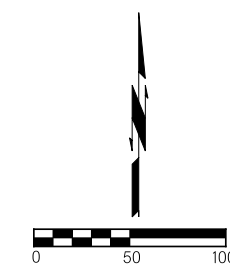
GREEN COUNTY STEEL, L.L.C. BK.432 PG.446

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12/8/2022

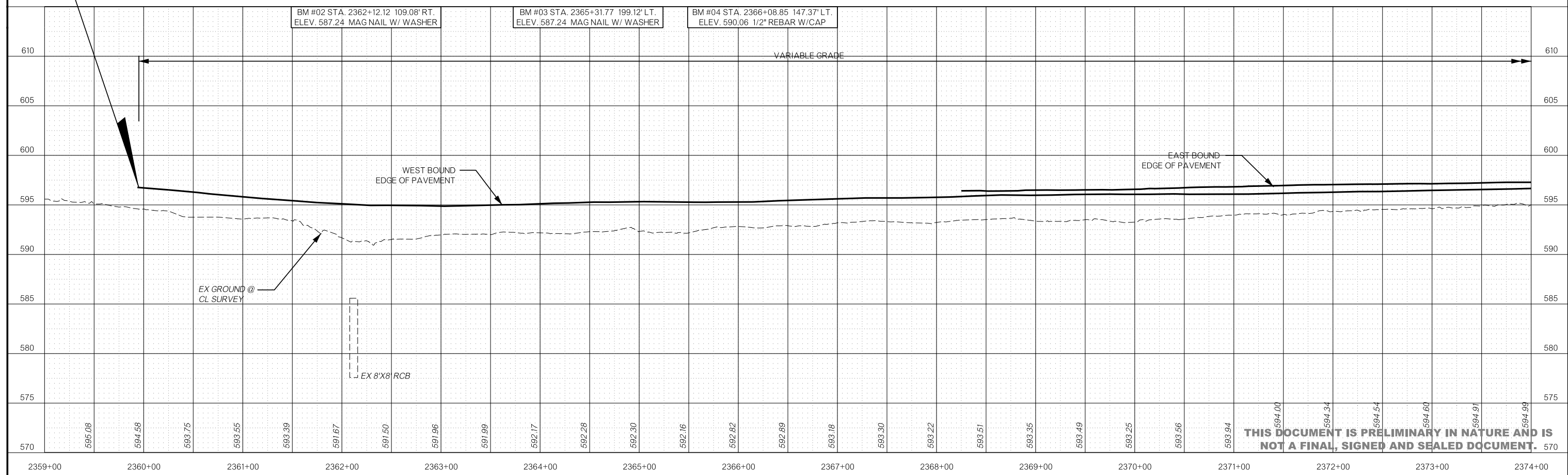
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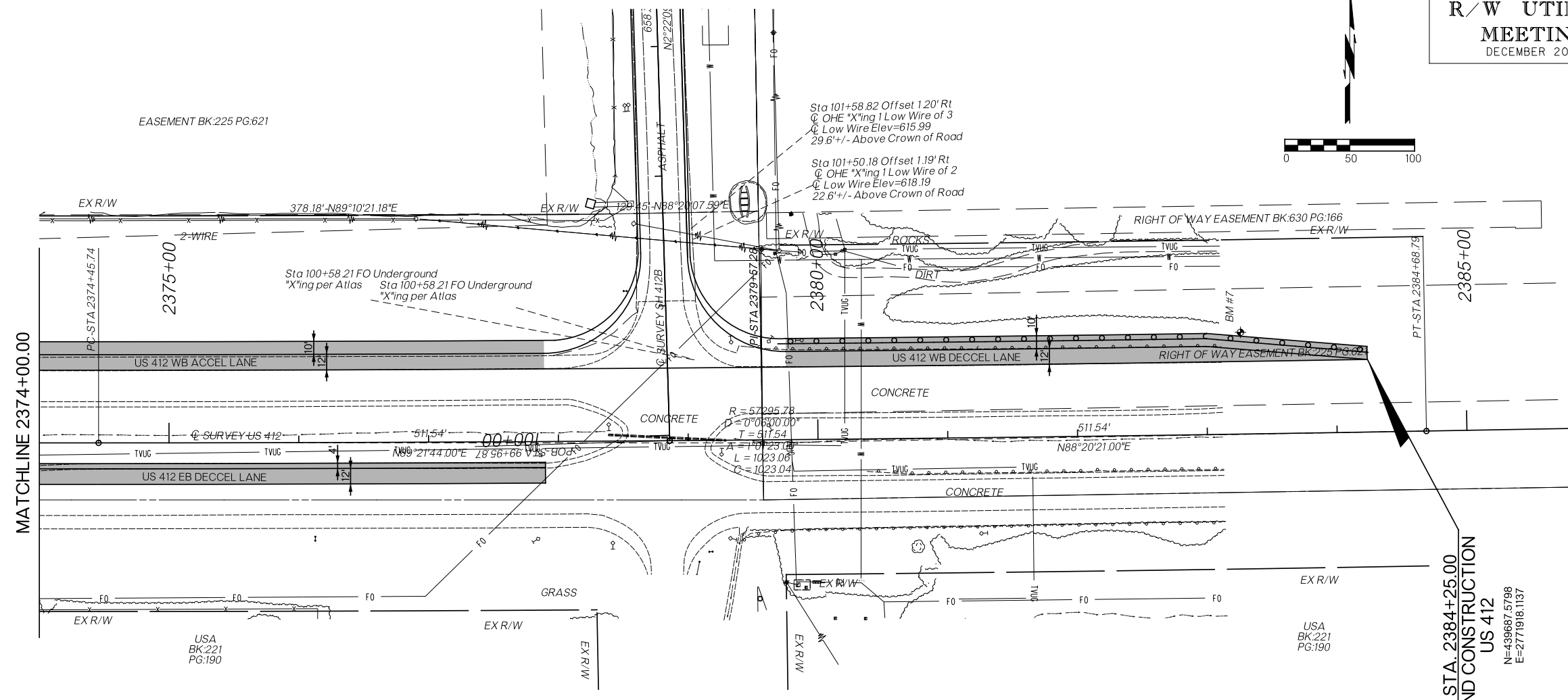
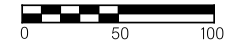


**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION

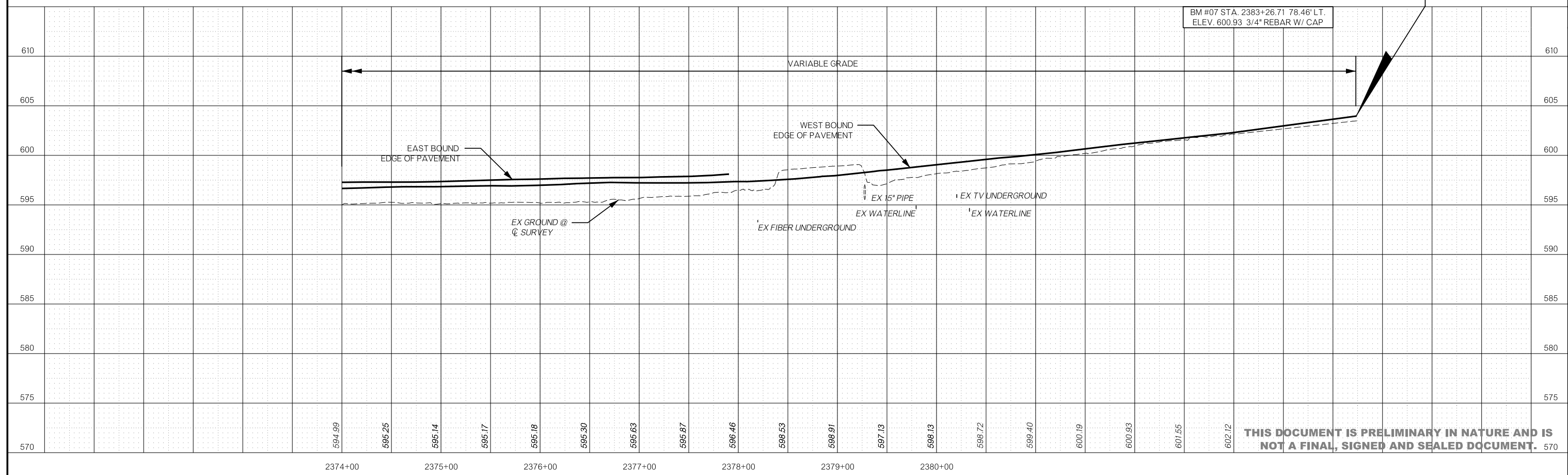


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**LEGEND**

- ASPHALT PAVEMENT RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION



BM #07 STA. 2383+26.71 78.46' LT. ELEV. 600.93 3/4\" REBAR W/ CAP

STA. 2384+25.00  
END CONSTRUCTION  
US 412  
N=439697.5798  
E=2771916.1137

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# SURVEY DATA SHEETS

## SURVEY CONTROL DATA

### 1. POSITIONAL CONTROL:

- A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2011), LAMBERT PROJECTION (SOUTH 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:

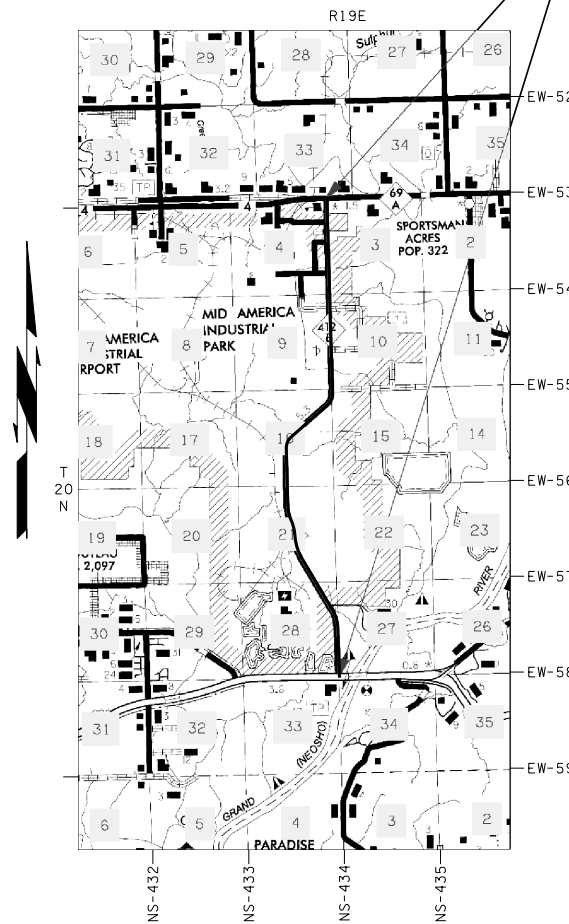
- A. LEVEL DATUM IS NAVD 88 FROM STATIC GPS.
- B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY (FROM GPS OR LEVELING): 0.10 FOOT
  2. LOCAL ACCURACY (CONFIRMED BY LEVELING): 0.02 FOOT

## MAYES COUNTY SH-412B

### MAIP

SH-412B; BEGINNING 0.5 MILE WEST OF THE INTERSECTION OF HIGHWAY 412 AND 412B, EXTENDING NORTH ALONG SH-412B 5.3 MILES TO HIGHWAY 69A

SURVEY EXTENTS



PROJECT LENGTH 28106.42 Ft. 5.32 MI.

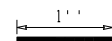
BEGINNING STATION : 99+95.87

ENDING STATION : 381+02.29

### UTILITIES CONTACTED

| UTILITY                              | CONTACT                        | PHONE  |
|--------------------------------------|--------------------------------|--|
| <b>Electric Tran's Lines:</b>        |                                |  |
| ORDA/River Pump Station              | Cameron Philpott               | (918) 810-8752<br>(918) 931-1911 ©                   |
| Kamo Power                           | Phillip Fanslet                | (918) 256-5551                                       |
| <b>Pipelines</b>                     |                                |  |
| Enable OK Intrastate Transmission-Sa | Jerod Ramsey or John Akingbola | (918) 509-0243<br>(918) 293-8454<br>(405) 412-8723 © |
| Kansas Gas                           | Stephen Johns                  | (918) 955-1808                                       |
| MAIP Water & Sewer                   | Keith Harris                   | (918) 373-2085                                       |
| Mayes County RWD #7                  | John Sikes                     | (918)-893-5320 ©<br>(918) 388-2692 (H)               |
| ONG/Gas Transmission line            | Don Mason                      | (918) 260-8946                                       |
| USIC/ONG/EAST OK                     | Kyle or Logan Irwin            | (918) 261-0130<br>(918) 831-8385<br>(918) 671-5471 © |
| <b>Tel &amp; Tel Lines</b>           |                                |  |
| AT&T Distribution                    | Brad Williams                  | (918) 230-7474                                       |
| Chouteau Telephone                   | Jason Goodnight                | (918) 478-9219                                       |
| Consolidated (Chouteau) Telephone    | Stephen Johns                  | (918) 955-1808                                       |
| MBO Video/Mannford 2                 | Steve Fowler                   | (918) 638-1581                                       |

### SCALES



SURVEY DATA SHEETS 1" = 50' TOWN

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 MONTH, 2017 GOVERN.



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| PLS      | CEH   | 12-21           | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |      |                |
|----------|-------|-----------------|--|------|----------------|
| DRAWN    | TDL   | 12-21           | <h2>SURVEY DATA SHEET</h2> <p>SWO _____</p>              |      |                |
| CHECKED  | TDL   | 12-21           |  |      |                |
| APPROVED |       |                 |  |      |                |
| CREW     |       |                 |  |      |                |
| COUNTY   | MAYES | HIGHWAY SH-412B | STATE JOB NO.  | MAIP | SHEET NO. S001 |





| CHECK LEVELS |        |        |            | MAIP 412B  |            | BENCHMARKS LIST     |  | NAVD 88 DATUM |
|--------------|--------|--------|------------|------------|------------|---------------------|--|---------------|
| BM NO.       | RUN 1  | RUN 2  | MEAN DIFF. | ADJ. DIFF. | ADJ. ELEV. | PUBLISHED ELEVATION | BM DESCRIPTION, STA/OFFSET   | Page 5 of 6   |
| BM 42        |        |        |            |            | 606.2946   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 307+02.13 Offset 79.74' Rt  |               |
| to           | 0.719  | 0.721  | 0.7200     | 0.7207     |            |                     |  |               |
| BM 43        |        |        |            |            | 607.0153   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 314+00.50 Offset 88.91' Rt  |               |
| to           | 1.454  | 1.454  | 1.4540     | 1.4547     |            |                     |  |               |
| BM 44        |        |        |            |            | 608.4701   |                     | Mag Nail w/washer "KEystone BENCHMARK" Sta. 320+81.18 Offset 72.35' Lt |               |
| to           | -1.052 | -1.048 | -1.0500    | -1.0493    |            |                     |  |               |
| BM 45        |        |        |            |            | 607.4208   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 326+85.25 Offset 99.75' Rt  |               |
| to           | -1.063 | -1.062 | -1.0625    | -1.0618    |            |                     |  |               |
| BM 46        |        |        |            |            | 605.4590   |                     | Mag Nail w/washer "KEystone BENCHMARK" Sta. 333+78.44 Offset 61.37' Rt |               |
| to           | 0.849  | 0.849  | 0.8490     | 0.8497     |            |                     |  |               |
| BM 47        |        |        |            |            | 608.3087   |                     | Mag Nail w/washer "KEystone BENCHMARK" Sta. 340+42.61 Offset 73.80' Lt |               |
| to           | -1.358 | -1.358 | -1.3580    | -1.3573    |            |                     |  |               |
| BM 48        |        |        |            |            | 604.9514   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 347+77.57 Offset 47.03' Rt  |               |
| to           | -2.848 | -2.848 | -2.8480    | -2.8473    |            |                     |  |               |
| BM 49        |        |        |            |            | 602.1042   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 354+00.93 Offset 49.07' Rt  |               |
| to           | 3.735  | 3.737  | 3.7360     | 3.7357     |            |                     |  |               |
| BM 50        |        |        |            |            | 605.8409   |                     | Mag Nail w/washer "KEystone BENCHMARK" Sta. 359+40.57 Offset 95.54' Lt |               |
| to           | -5.238 | -5.238 | -5.2380    | -5.2373    |            |                     |  |               |
| BM 51        |        |        |            |            | 600.6036   |                     | 3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 366+70.01 Offset 82.10' Rt  |               |
| to           | 5.379  | 5.382  | 5.3805     | 5.3812     |            |                     |  |               |
| BM 52        |        |        |            |            | 605.9848   |                     | Cut "X" in structure Sta. 373+81.33 Offset 39.14' Lt                   |               |

| CHECK LEVELS    |         |         |            | MAIP 412B  |            | BENCHMARKS LIST     |   | NAVD 88 DATUM |
|-----------------|---------|---------|------------|------------|------------|---------------------|---|---------------|
| BM NO.          | RUN 1   | RUN 2   | MEAN DIFF. | ADJ. DIFF. | ADJ. ELEV. | PUBLISHED ELEVATION | BM DESCRIPTION, STA/OFFSET  | Page 6 of 6   |
| to              | -6.508  | -6.508  | -6.5080    | -6.5073    |            |                     |   |               |
| BM 53           |         |         |            |            | 599.4776   |                     | Mag Nail w/washer "KEystone BENCHMARK" Sta. 381+47.06 Offset 206.77' Rt |               |
| to              | 58.710  | 58.710  | 58.7100    | 58.7107    |            |                     |   |               |
| BM 54           |         |         |            |            | 658.1883   |                     | 1/2" Rebar w/cap "KEystone BENCHMARK" Sta. 378+45.64 Offset 2304.46' Lt |               |
| to              | -30.154 | -30.154 | -30.1540   | -30.1533   |            |                     |   |               |
| Control No. 103 |         |         |            |            | 628.0350   | 628.035             | 2.5" Aluminum Cap "PRY CONTROL POINT"                                   |               |

|  |     |       |  |
|--|-----|-------|--|
| PLS  | CEH | 12-21 | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |
| DRAWN  | TDL | 12-21 |  |
| CHECKED  | TDL | 12-21 |  |
| APPROVED   |     |       |  |
| CREW   |     |       |  |
| COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MAIP</u> SHEET NO. <u>S003</u> |     |       | SURVEY DATA SHEET<br>SWO _____                           |

P.O.T./P.O.B. Sta. 99+95.87

A002 N89°21'44.00"E

A002 N88°20'21.00"E

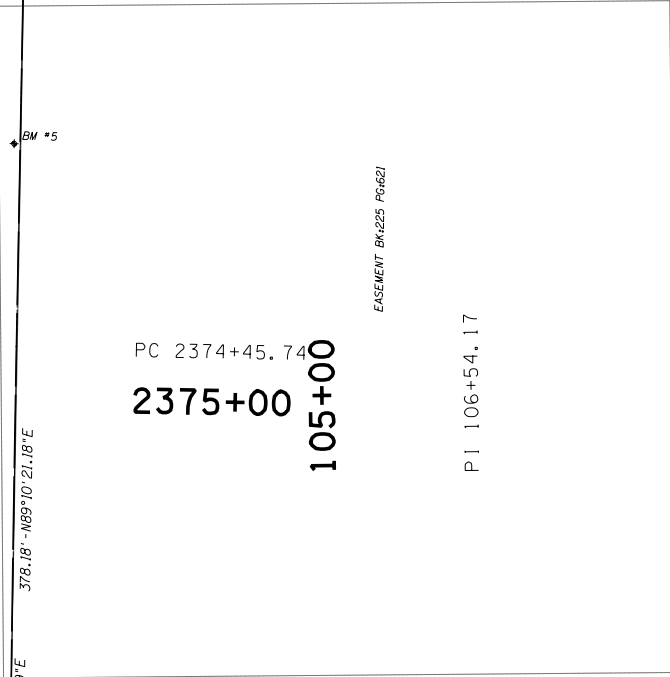
342

300

344

RIGHT OF WAY EASEMENT BK#225 PG#621

RIGHT OF WAY EASEMENT BK#530 PG#166



PC 2374+45.74  
2375+00  
105+00

EASEMENT BK#225 PG#621

PI 106+54.17

110+00

PI 113+08.33

115+00

PI 119+62.49  
120+00

125+00

PC 126+13.81

129.45' - 188°20'07.59"E

378.18' - N89°10'21.18"E

A001 N02°22'09.71"W

301

A001 N01°52'37.54"W

302

A001 N01°45'29.97"W

303

A001 N01°42'41.14"W

304

128+00

PI 2379+57.28  
2380+00

CURVE 1 DATA  
P.I. Sta. 2379+57.28  
X=2771381.50168  
Y=439618.94734  
φ=01°01'23.00"  
D=00°06'00.00"  
T=511.541'  
L=1023.056'  
R=57295.780'  
E=2.284'

PT 2384+68.79  
2385+00

USA  
BK#450  
PG#320

CURVE 2 DATA  
P.I. Sta. 131+68.60  
X=2771276.76601  
Y=442789.91508  
φ=28°56'17.57"  
D=02°39'53.71"  
T=554.791'  
L=1085.894'  
R=2150.000'  
E=70.426'



SCALE 0 100 200 300 400 500 Feet

|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_

OOWA  
BK:450  
PG:320

130+00

P.I. 131+68.60

135+00

PT 136+99.70

140+00

145+00

150+00

155+00

128+00

A001 N01^42' 41.14"W

C2  
335

A001 N30^38' 58.71"W

306

BM #12

BM #13

BM #14

SH-412B

BM #15

A001 N30^38' 58.71"W

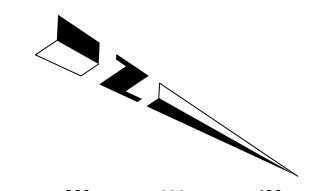
156+00

UTILITY (WATER) EASEMENT BK:630 PG:236

CURVE 2 DATA  
P.I. Sta. 131+68.60  
X=2771276.76601  
Y=442789.91508  
φ=28°56' 17.57"  
D=02°39' 53.71"  
T=554.791'  
L=1085.894'  
R=2150.000'  
E=70.426'

USA  
BK:450  
PG:320

OOWA  
BK:450  
PG:320



SCALE 0 100 200 300 400 500 Feet

|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_



156+00

160+00

165+00

PC 169+92.04

170+00

175+00

PI 176+05.06

180+00

184+00

BM #16

BM #17

BM #18

BM #19

A001 N30°38' 58.71" W  
 SH-412B

A001 N30°38' 58.71" W

A001 N06°22' 17.63" W

PT 181+99.68

307

336

C3

309

CURVE 3 DATA  
 P.I. Sta. 176+05.06  
 X = 2769003.04031  
 Y = 446626.98379  
 φ = 24°16' 41.03"  
 D = 02°00' 37.36"  
 T = 613.018'  
 L = 1207.637'  
 R = 2850.000'  
 E = 65.183'

OOWA  
 BK:450  
 PG:320



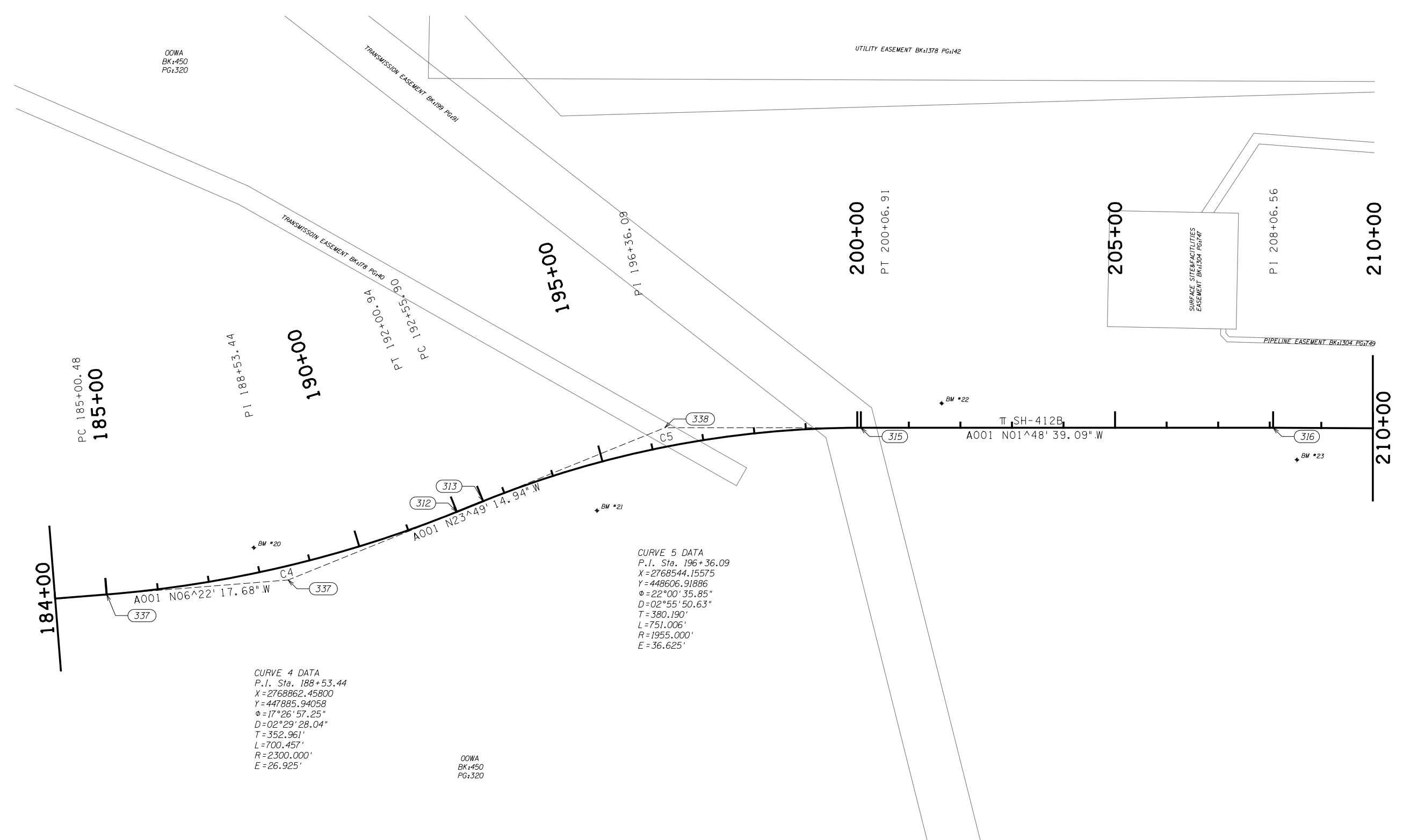
SCALE 0 100 200 300 400 500 Feet

|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 SURVEY DIVISION

SURVEY DATA SHEET

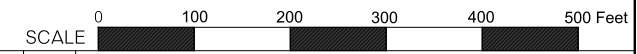
SWO \_\_\_\_\_



**CURVE 4 DATA**  
 P.I. Sta. 188+53.44  
 X = 2768862.45800  
 Y = 447885.94058  
 $\phi = 17^{\circ}26'57.25''$   
 D = 02°29'28.04"  
 T = 352.961'  
 L = 700.457'  
 R = 2300.000'  
 E = 26.925'

**CURVE 5 DATA**  
 P.I. Sta. 196+36.09  
 X = 2768544.15575  
 Y = 448606.91886  
 $\phi = 22^{\circ}00'35.85''$   
 D = 02°55'50.63"  
 T = 380.190'  
 L = 751.006'  
 R = 1955.000'  
 E = 36.625'

OOWA  
 BK+450  
 PG+320

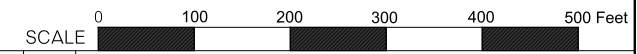
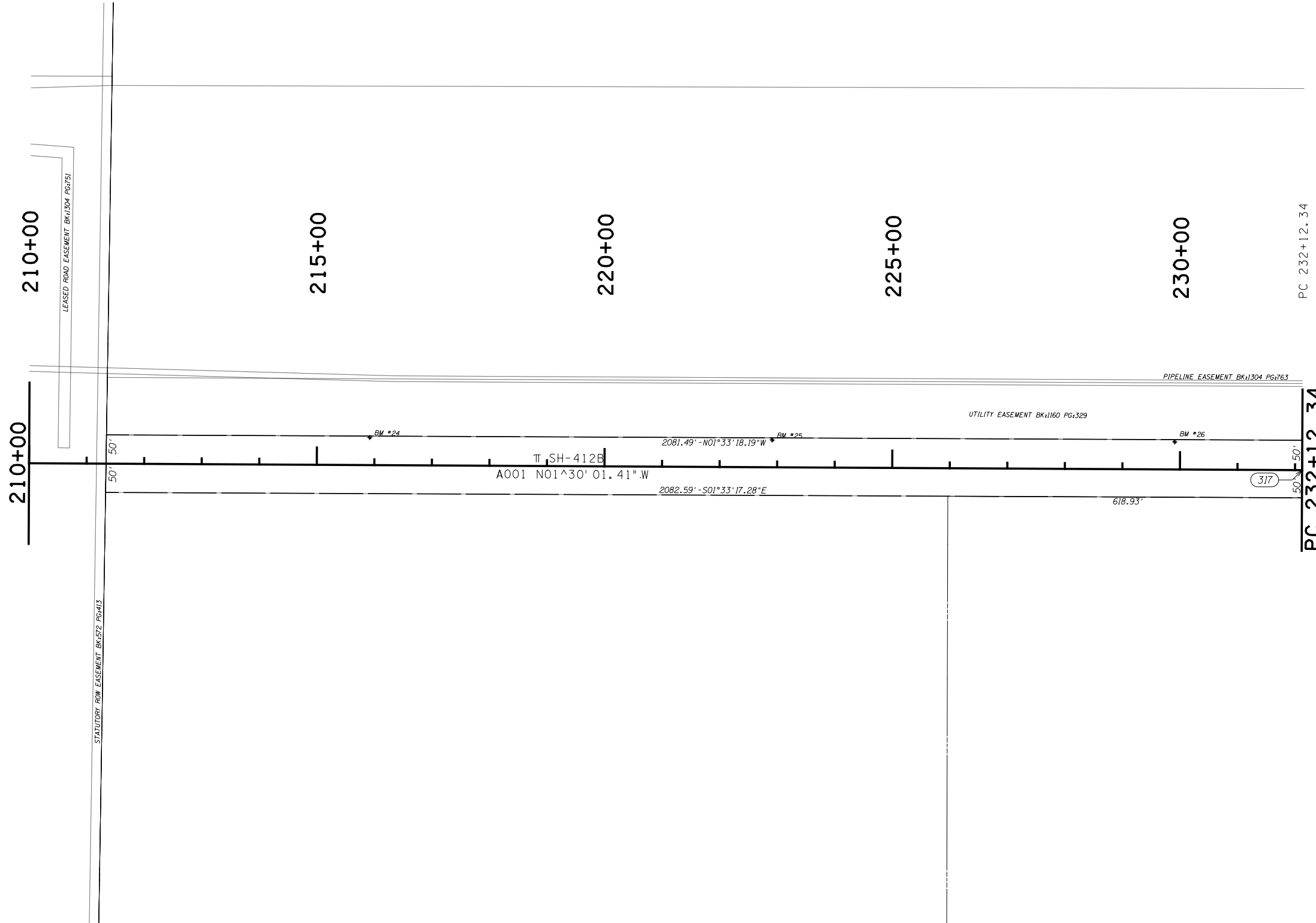


|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 SURVEY DIVISION

**SURVEY DATA SHEET**

SWO \_\_\_\_\_

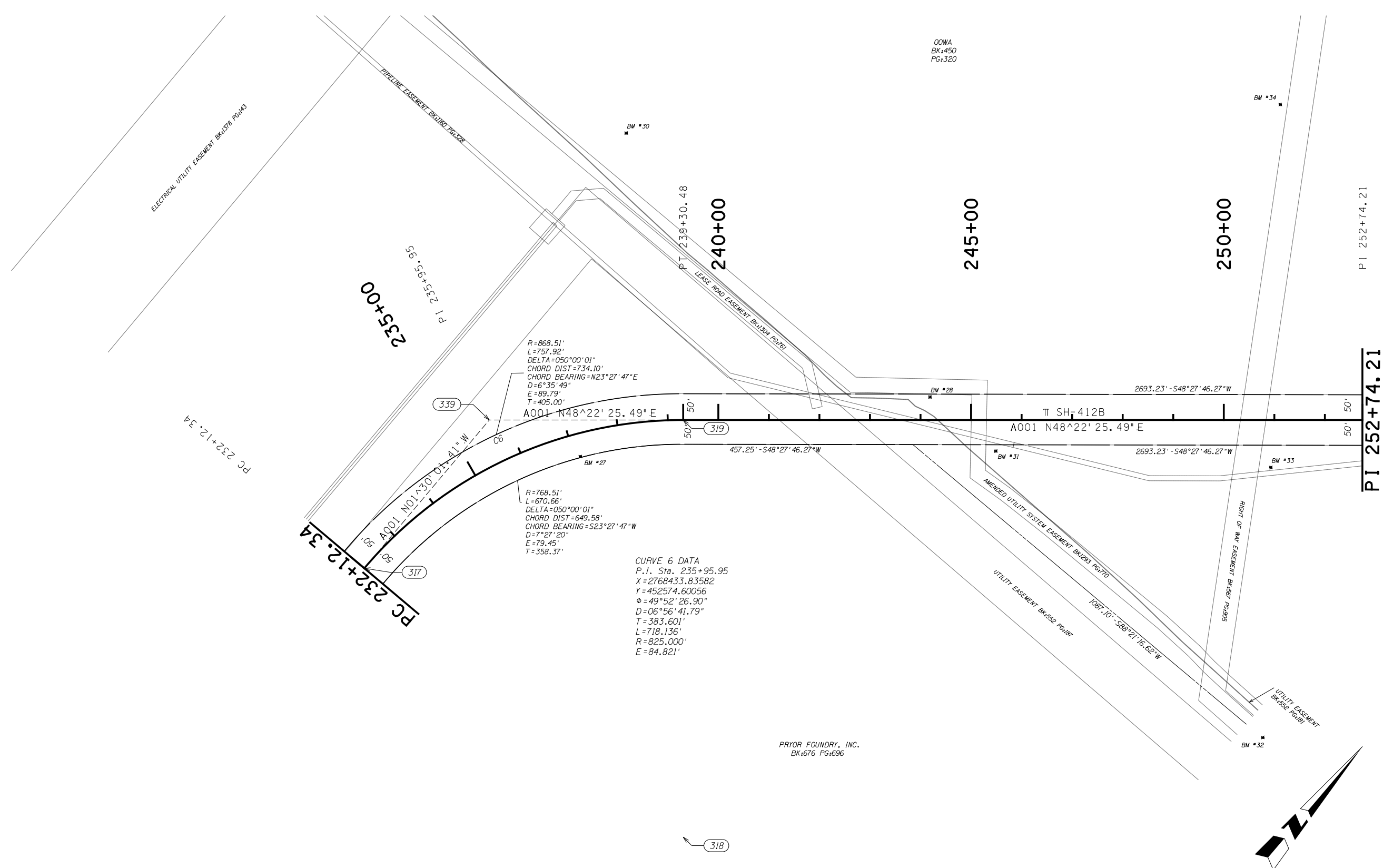


|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

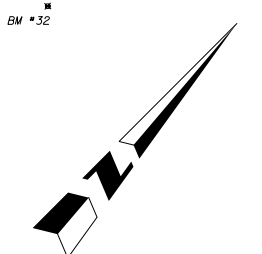
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

### SURVEY DATA SHEET

SWO \_\_\_\_\_



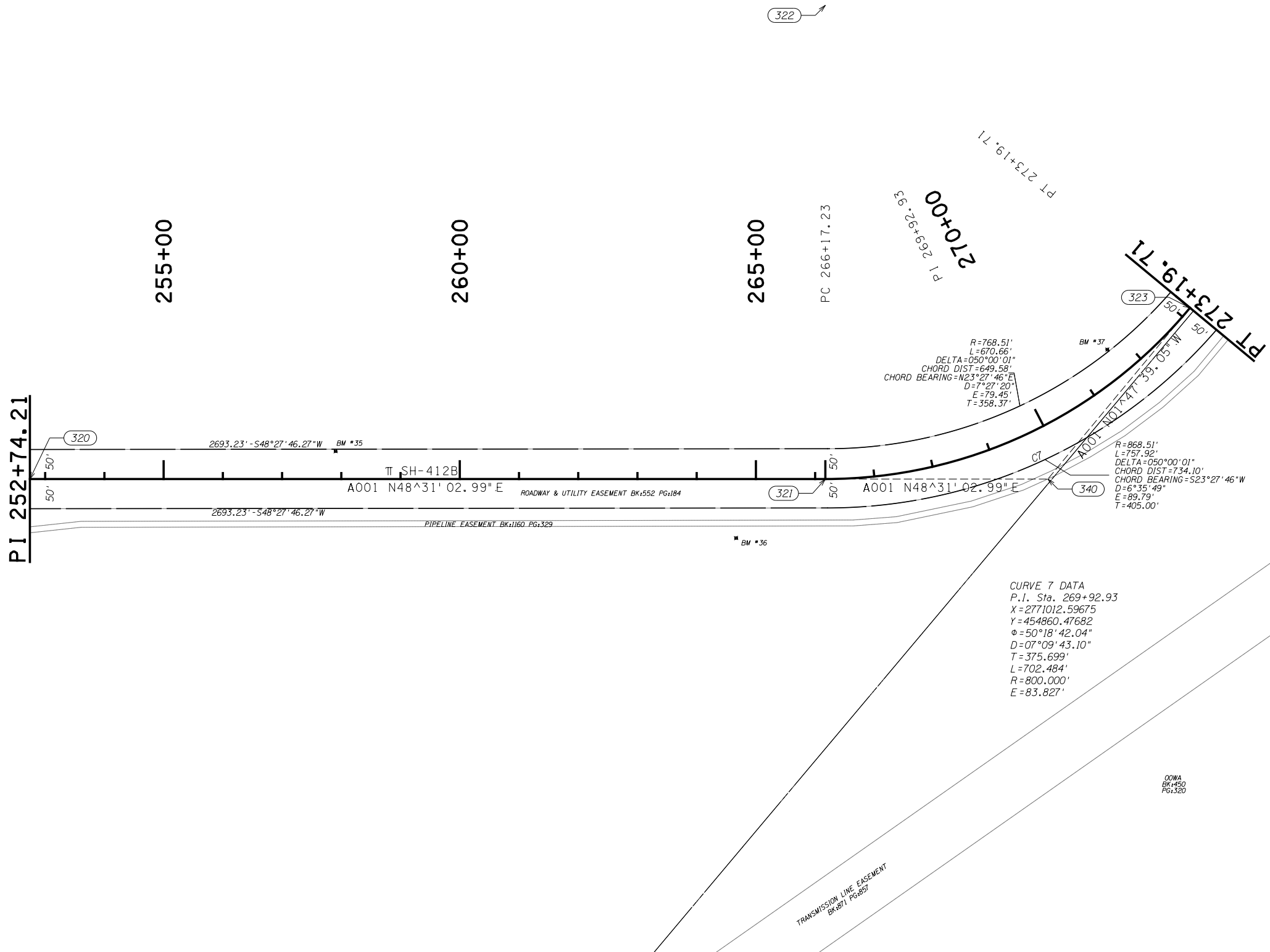
**CURVE 6 DATA**  
 P.I. Sta. 235+95.95  
 X = 2768433.83582  
 Y = 452574.60056  
 φ = 49°52'26.90"  
 D = 06°56'41.79"  
 T = 383.601'  
 L = 718.136'  
 R = 825.000'  
 E = 84.821'



SCALE 0 100 200 300 400 500 Feet

|  |     |       |  |
|--|-----|-------|--|
| PLS  | CEH | 12-21 | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |
| DRAWN  | TDL | 12-21 |  |
| CHECKED  | TDL | 12-21 |  |
| APPROVED   |     |       |  |
| CREW   |     |       |  |
| COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MA1P</u> SHEET NO. <u>S009</u> |     |       | <b>SURVEY DATA SHEET</b><br>SWO _____                    |





CURVE 7 DATA  
 P.I. Sta. 269+92.93  
 X = 2771012.59675  
 Y = 454860.47682  
 Δ = 50°18'42.04"  
 D = 07°09'43.10"  
 T = 375.699'  
 L = 702.484'  
 R = 800.000'  
 E = 83.827'

OWWA  
 BK:50  
 PG:20



|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURVEY DIVISION

## SURVEY DATA SHEET

SWO \_\_\_\_\_

PT 273+19.71

PT 273+19.71

275+00

280+00

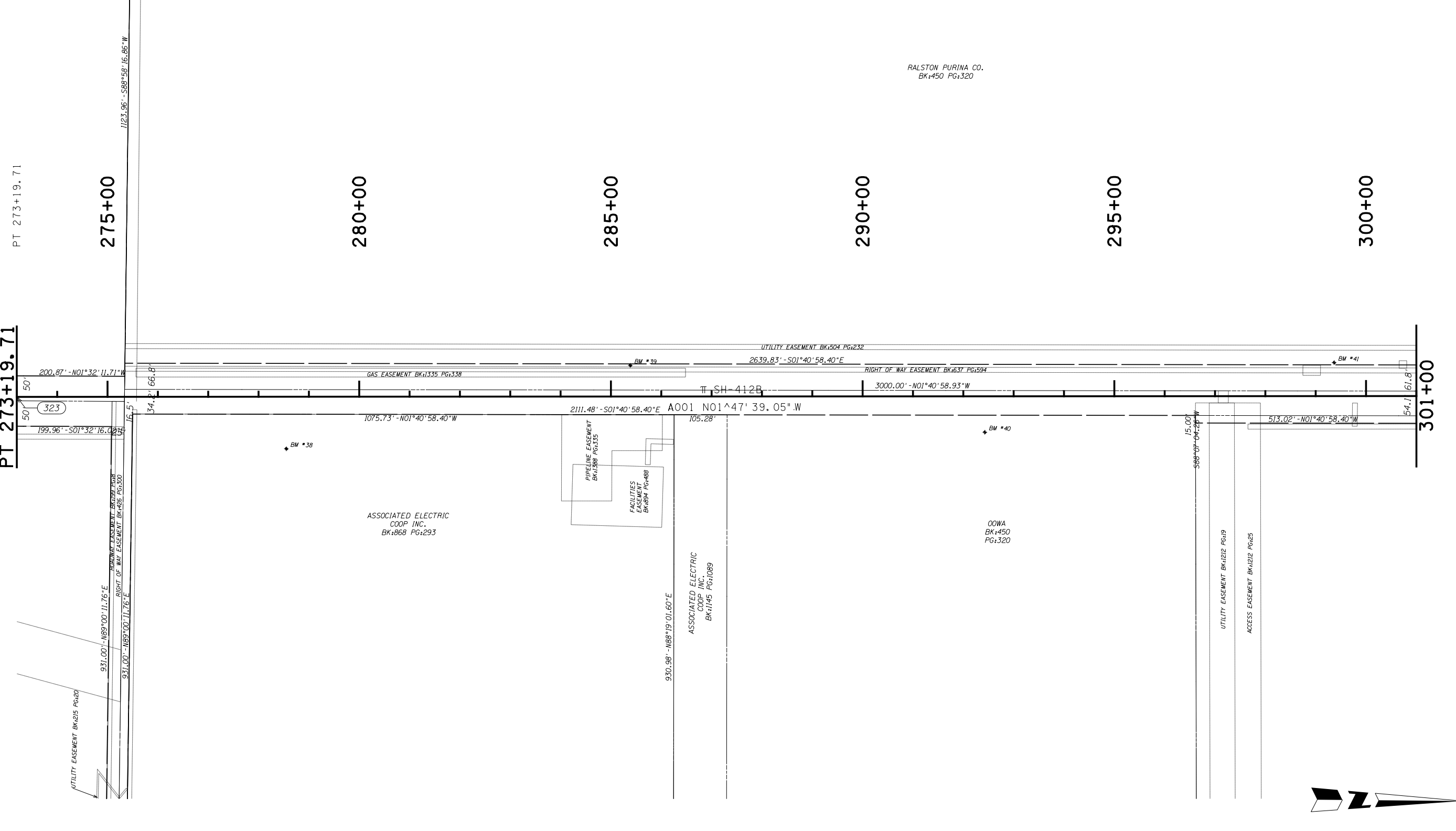
285+00

290+00

295+00

300+00

301+00



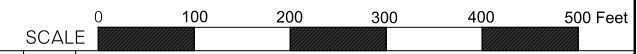
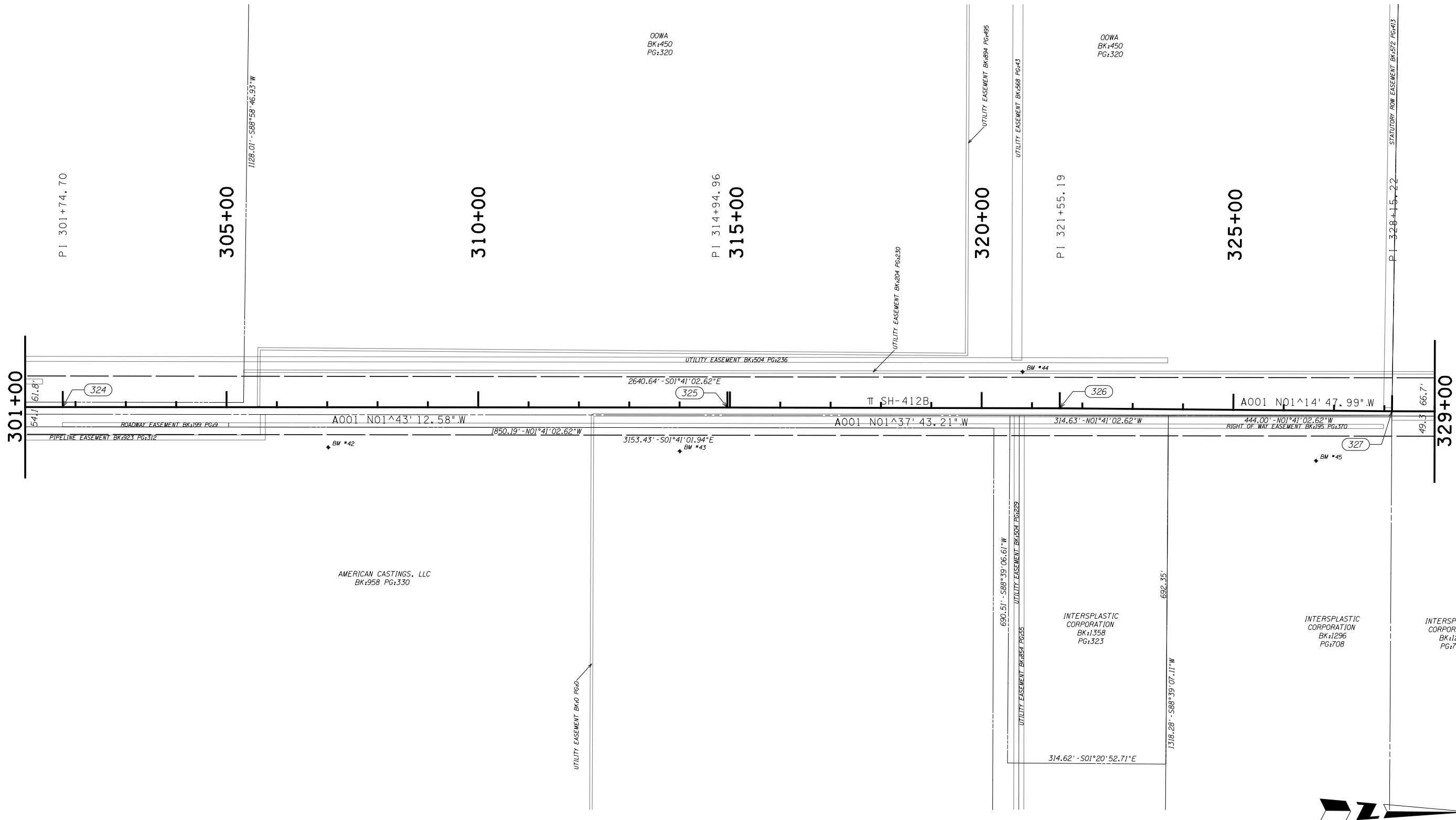
SCALE 0 100 200 300 400 500 Feet

|          |     |       |
|----------|-----|-------|
| PLS      | CEH | 12-21 |
| DRAWN    | TDL | 12-21 |
| CHECKED  | TDL | 12-21 |
| APPROVED |     |       |
| CREW     |     |       |

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION

**SURVEY DATA SHEET**

SWO \_\_\_\_\_



|  |     |       |  |
|--|-----|-------|--|
| PLS  | CEH | 12-21 | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |
| DRAWN  | TDL | 12-21 |  |
| CHECKED  | TDL | 12-21 |  |
| APPROVED   |     |       |  |
| CREW   |     |       |  |
| COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MA1P</u> SHEET NO. <u>S012</u> |     |       | <b>SURVEY DATA SHEET</b><br>SWO _____                    |



OOWA  
BK:450  
PG:320

330+00

PI 334+75.37  
335+00

340+00

PI 341+35.54  
345+00

350+00

PI 354+55.98  
355+00

357+00

CASCADES HOLDING US, INC.  
BK:1392 PG:231

EVANS ELECTRIC, INC.  
BK:798 PG:849

HARRIS HOLDING, INC.  
BK:1052 PG:271

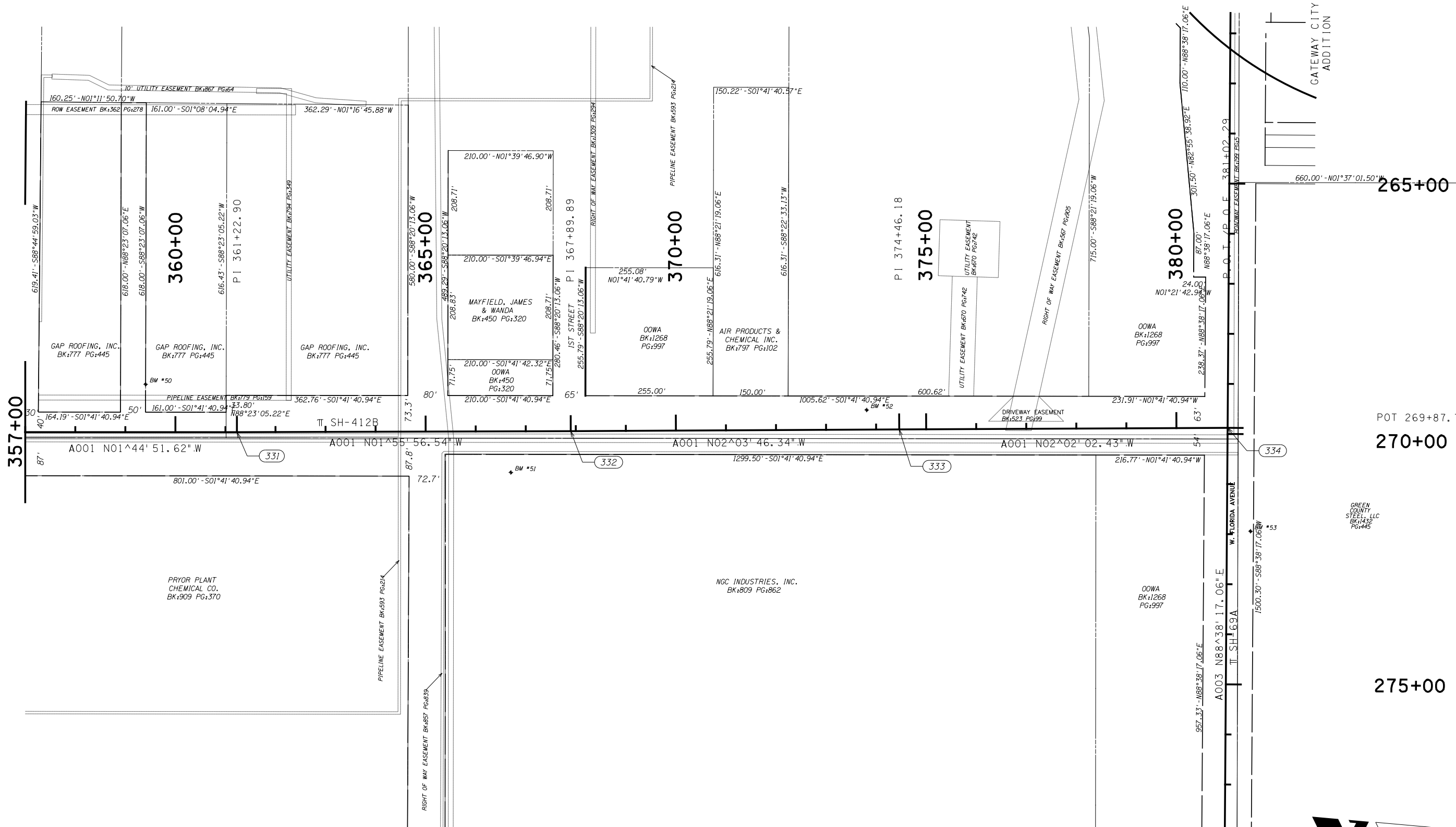
RAE CORP.  
BK:870 PG:189  
BK:767 PG:357

CASCADES HOLDING US, INC.  
BK:1392 PG:231

OOWA  
BK:450  
PG:320

SCALE 0 100 200 300 400 500 Feet

|  |     |       |  |
|--|-----|-------|--|
| PLS  | CEH | 12-21 | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |
| DRAWN  | TDL | 12-21 |  |
| CHECKED  | TDL | 12-21 |  |
| APPROVED   |     |       |  |
| CREW   |     |       |  |
| COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>MA1P</u> SHEET NO. <u>S013</u> |     |       | SURVEY DATA SHEET<br>SWO _____                           |



GATEWAY CITY  
ADDITION

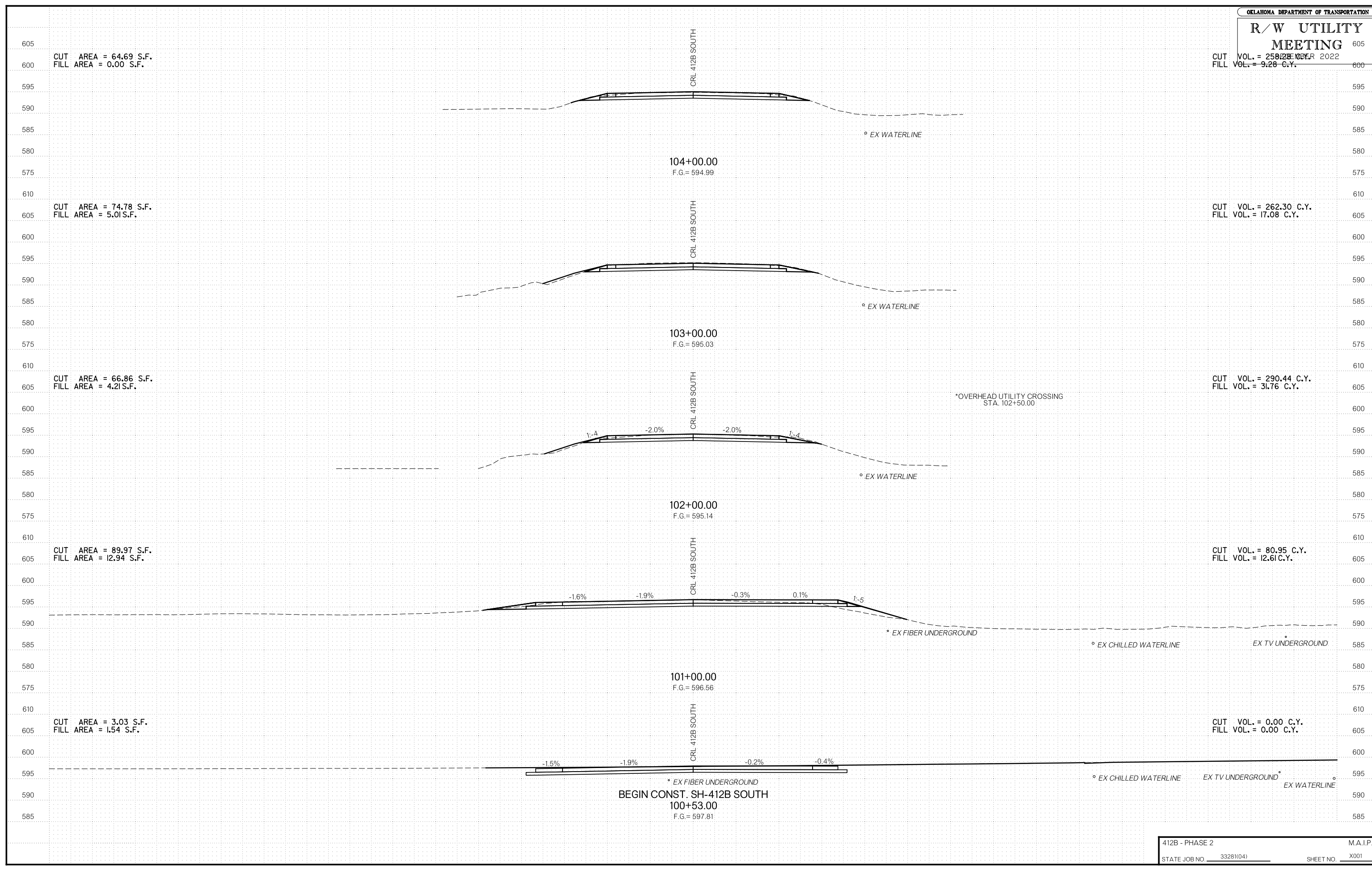


SCALE 0 100 200 300 400 500 Feet

|                   |       |   |  |
|-------------------|-------|---|--|
| PLS               | CEH   | 12-21   | OKLAHOMA DEPARTMENT OF TRANSPORTATION<br>SURVEY DIVISION |
| DRAWN             | TDL   | 12-21   |  |
| CHECKED           | TDL   | 12-21   |  |
| APPROVED          |       |   |  |
| CREW              |       |   |  |
| SURVEY DATA SHEET |       |   | SWO _____  |
| COUNTY            | MAYES | HIGHWAY SH-412B STATE JOB NO. MA1P SHEET NO. S014 |  |

# R/W UTILITY MEETING

CUT VOL. = 258.28 C.Y.  
FILL VOL. = 9.28 C.Y.

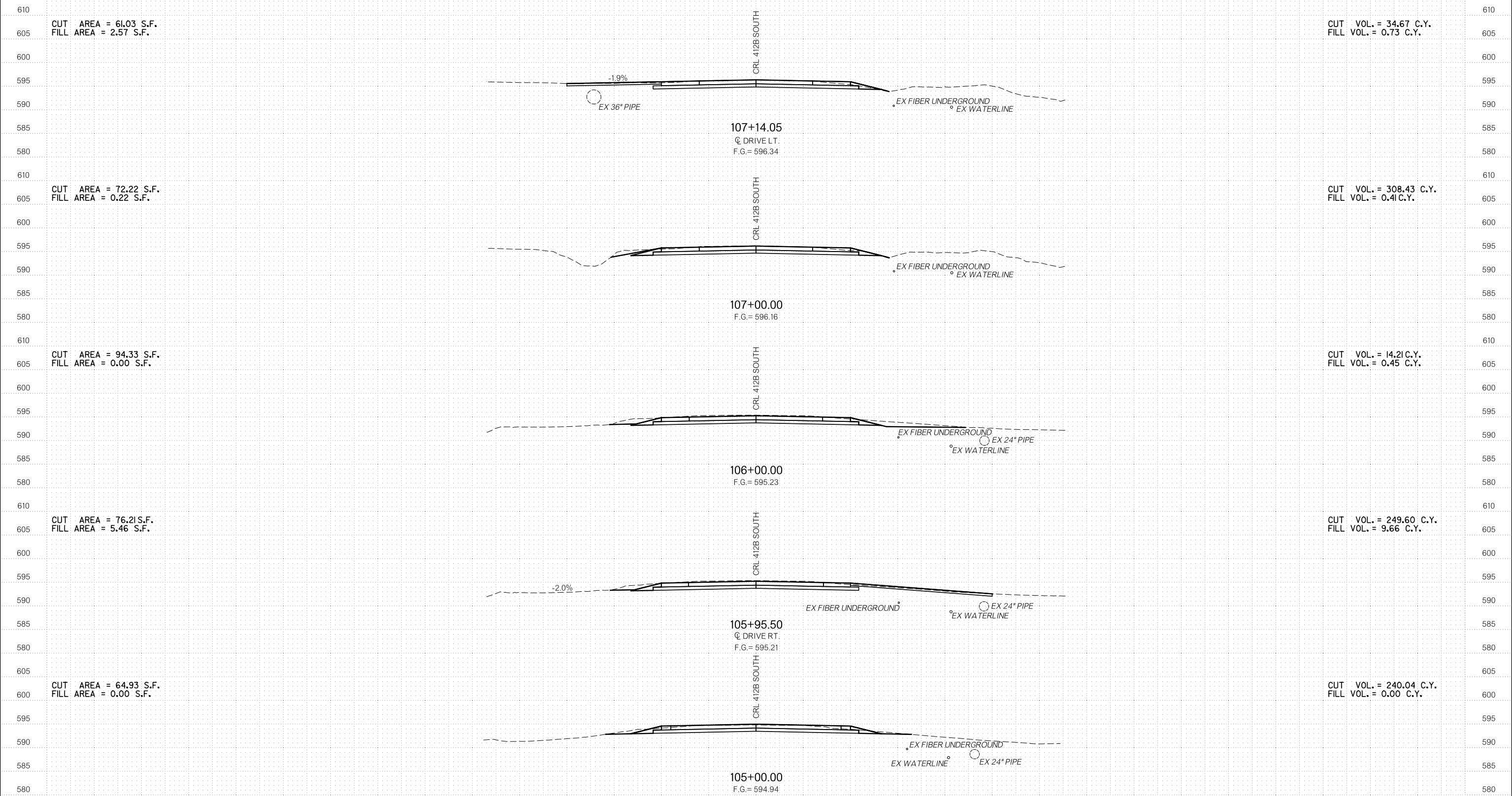


CUT VOL. = 262.30 C.Y.  
FILL VOL. = 17.08 C.Y.

CUT VOL. = 290.44 C.Y.  
FILL VOL. = 31.76 C.Y.

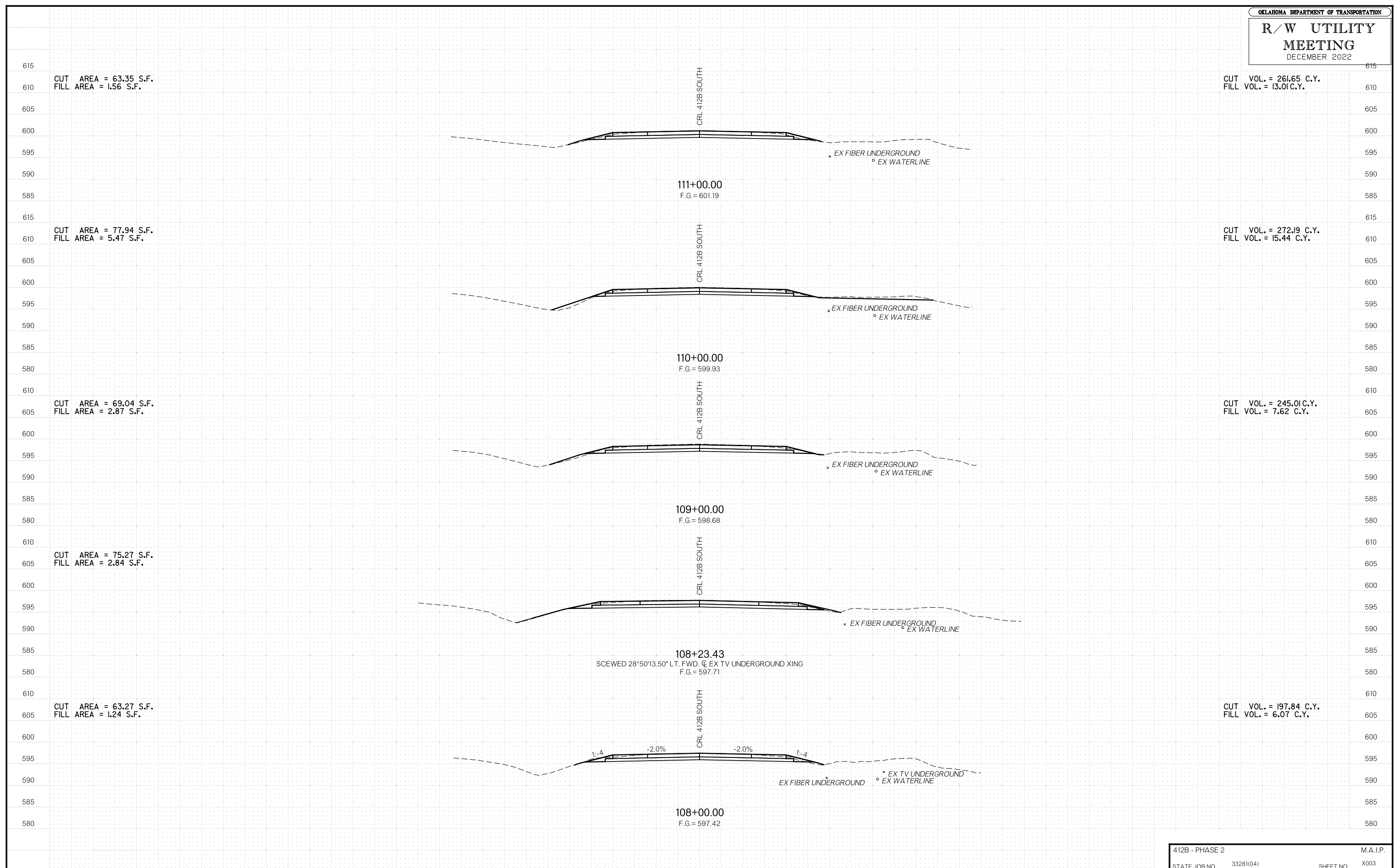
CUT VOL. = 80.95 C.Y.  
FILL VOL. = 12.61 C.Y.

CUT VOL. = 0.00 C.Y.  
FILL VOL. = 0.00 C.Y.



# R/W UTILITY MEETING

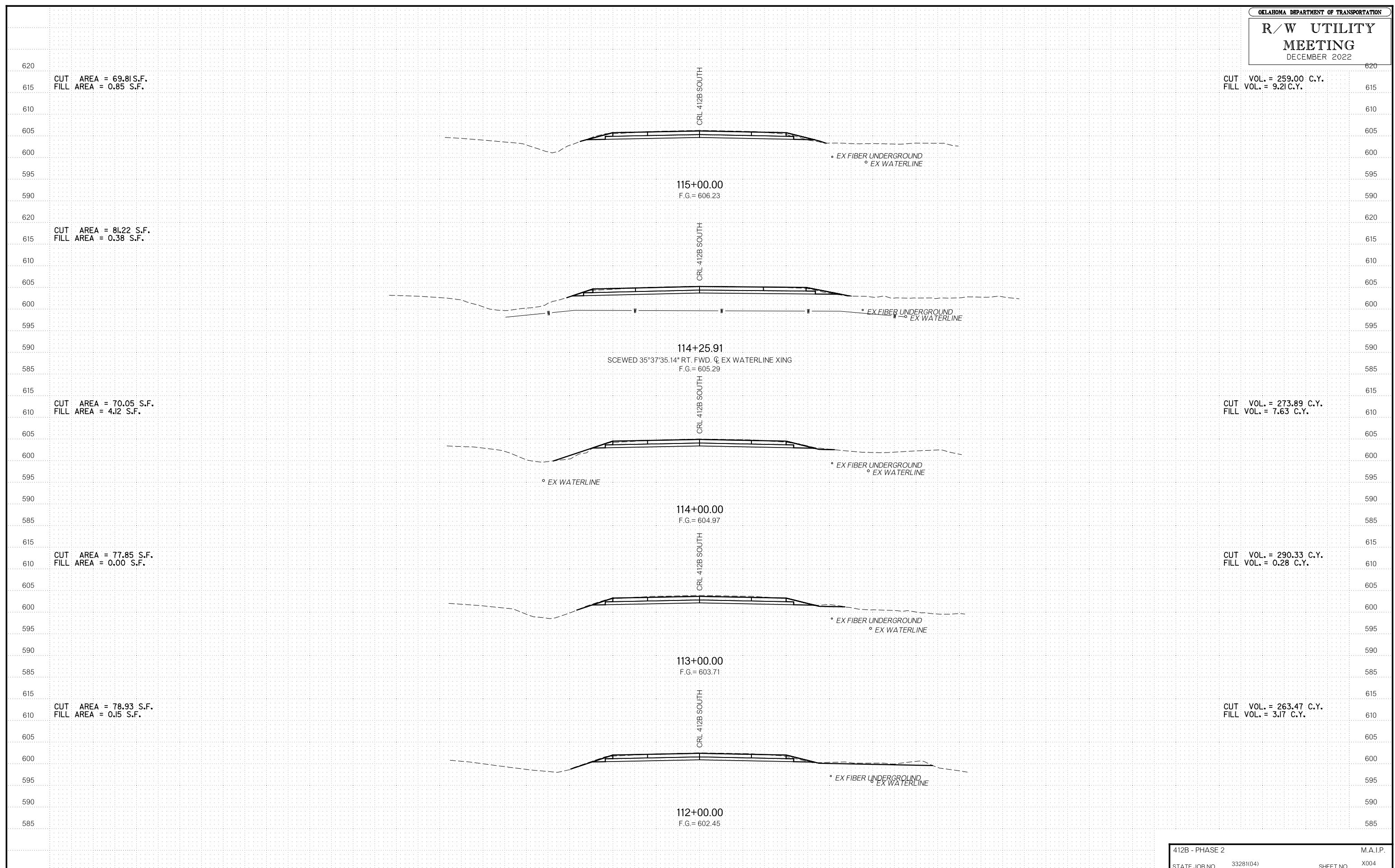
DECEMBER 2022



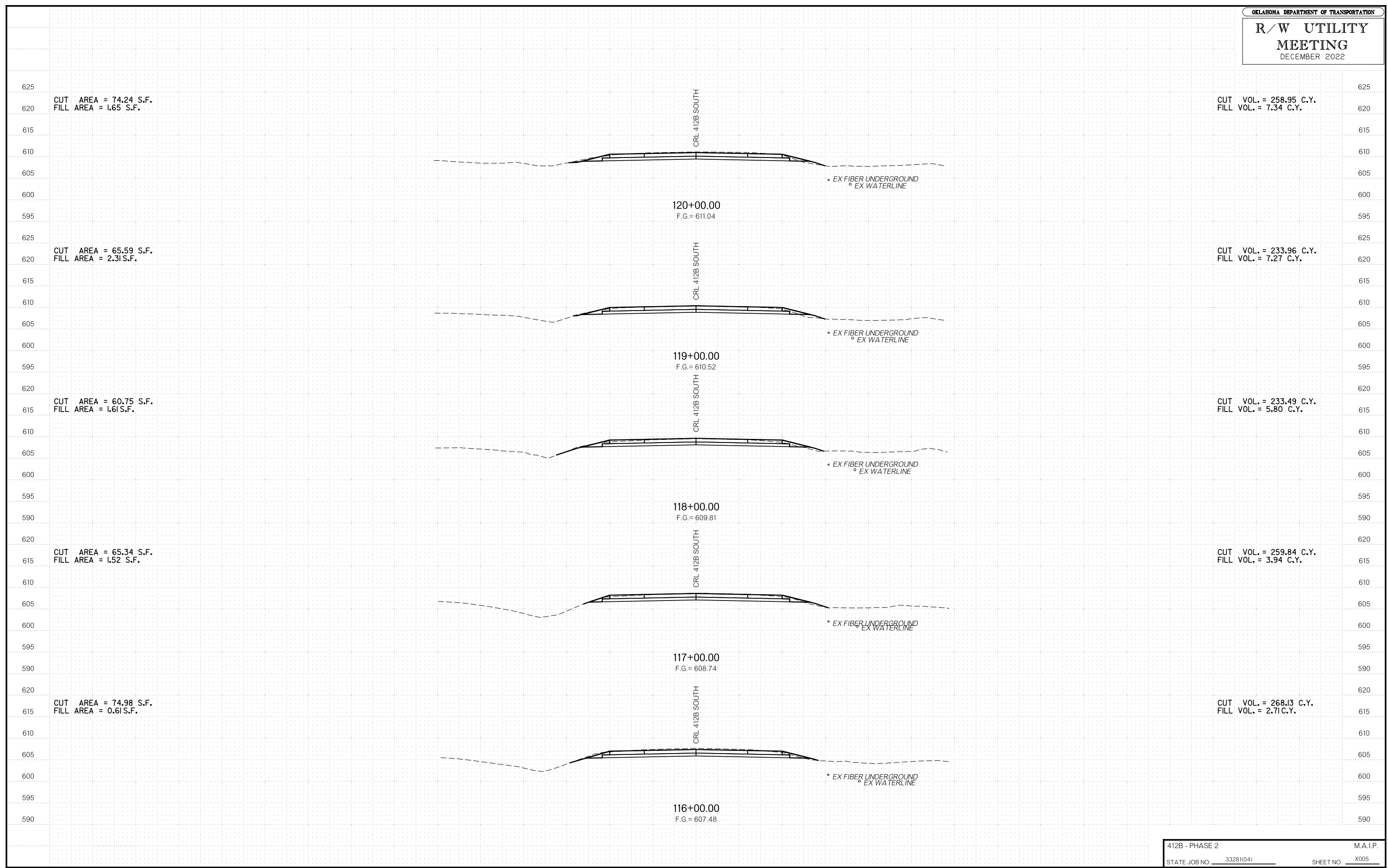


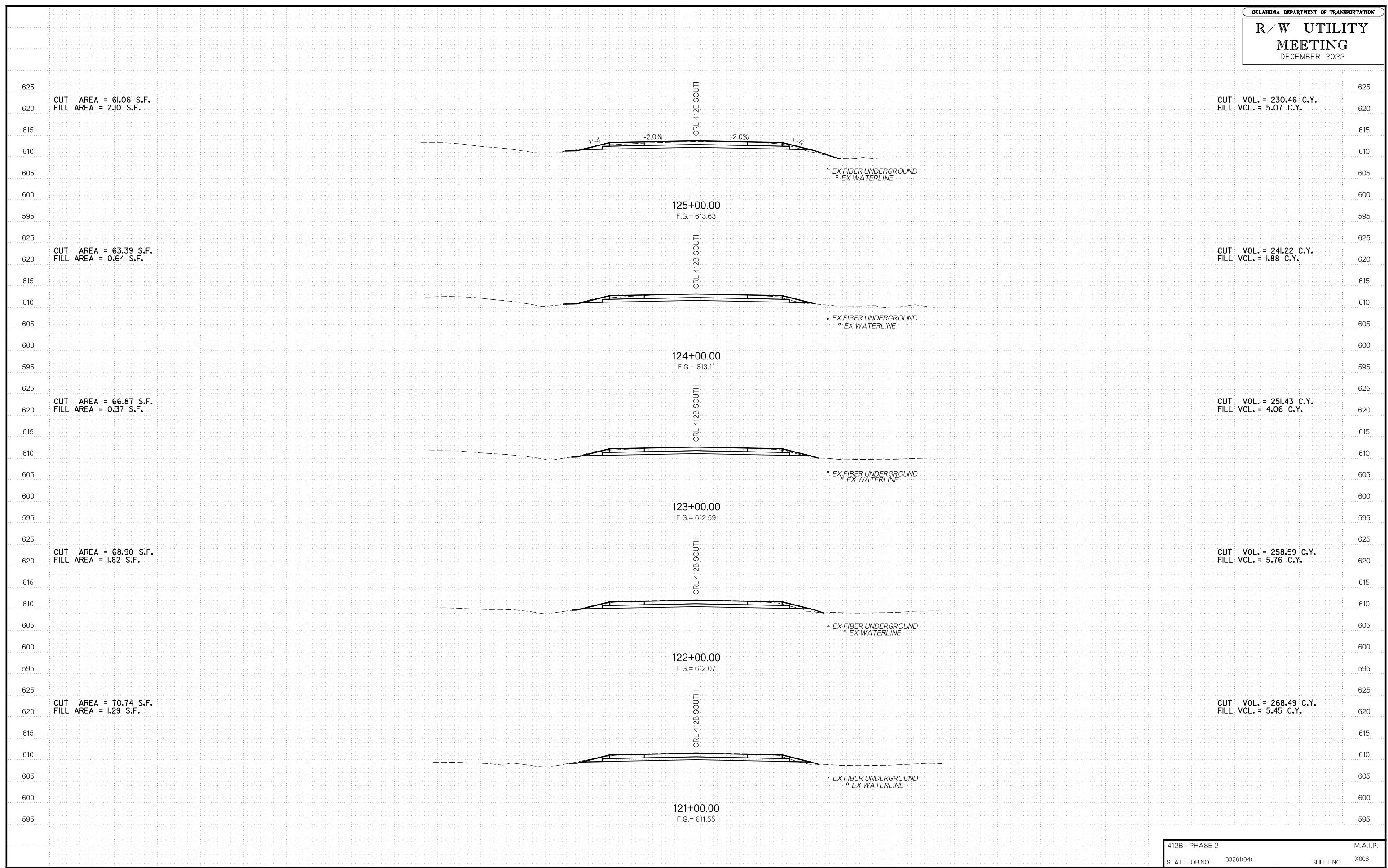
# R/W UTILITY MEETING

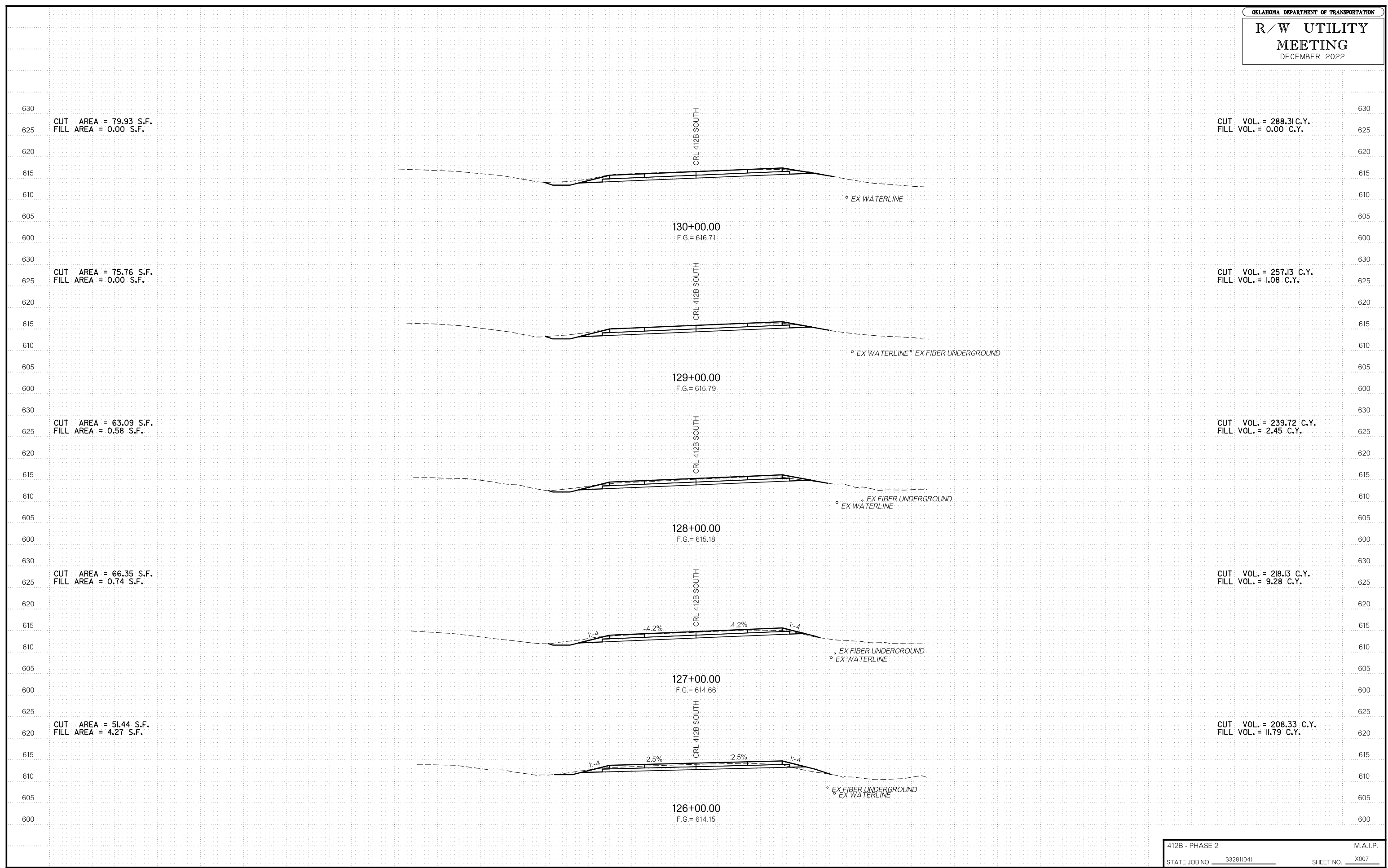
DECEMBER 2022



R/W UTILITY MEETING DECEMBER 2022

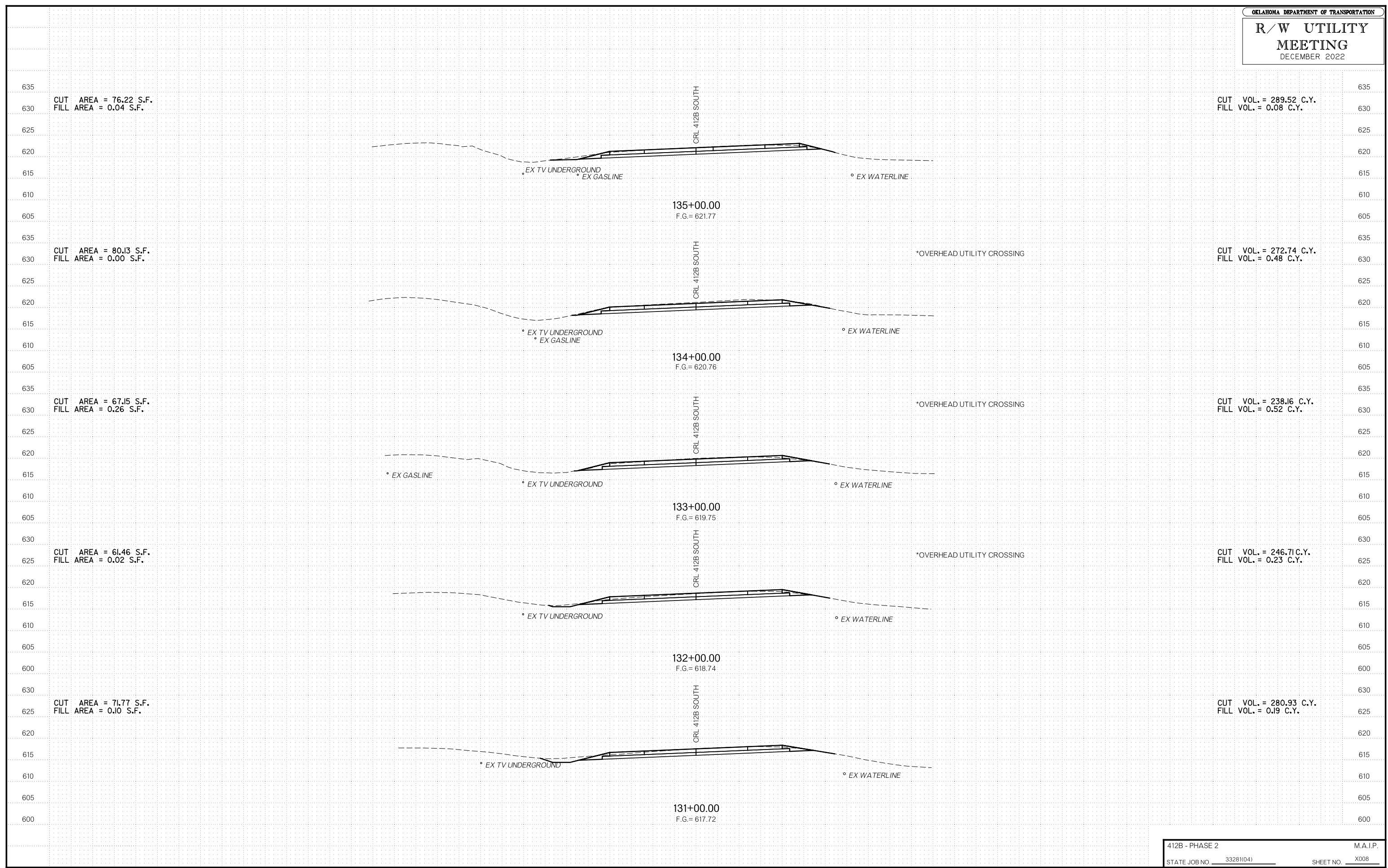






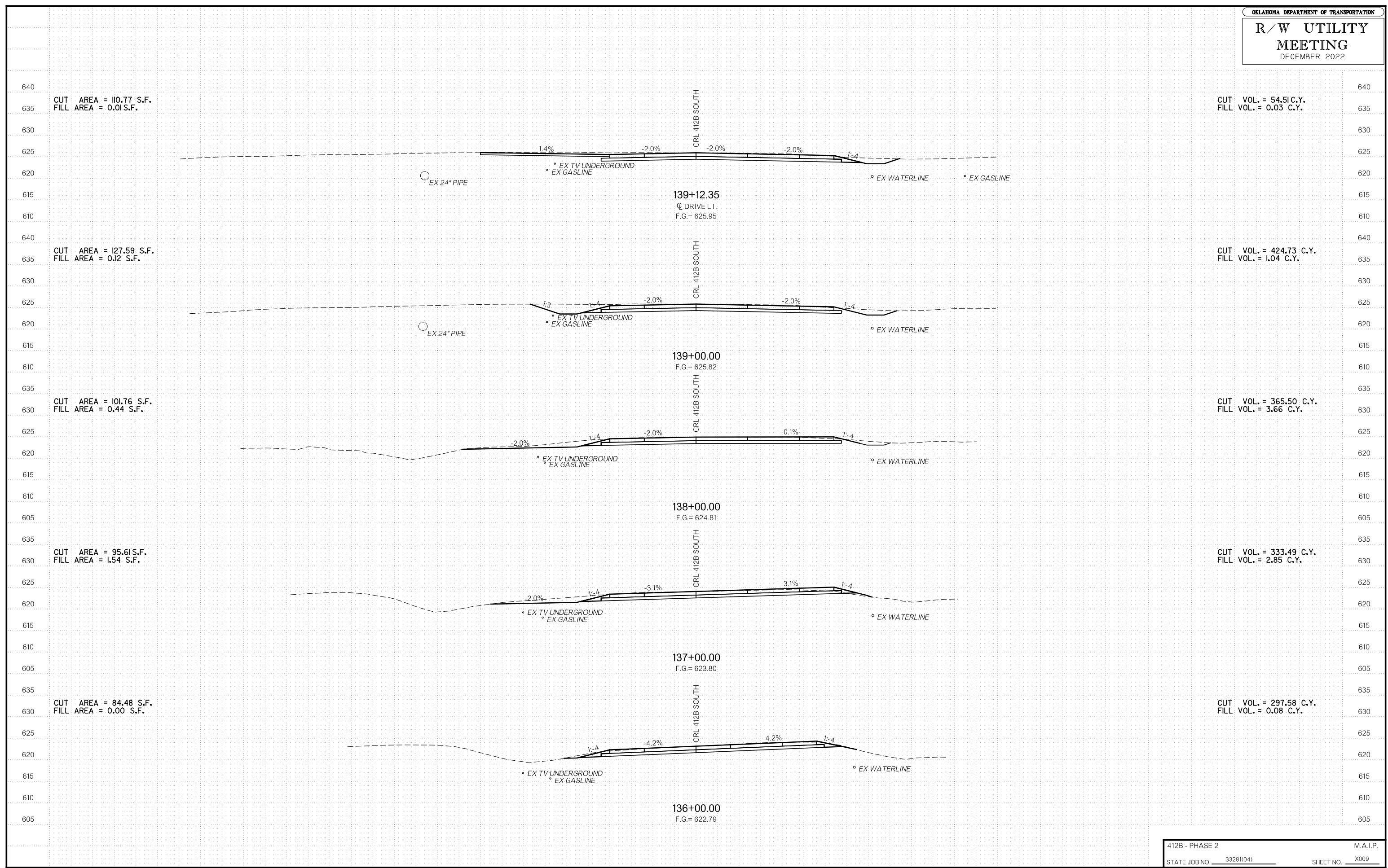
# R/W UTILITY MEETING

DECEMBER 2022



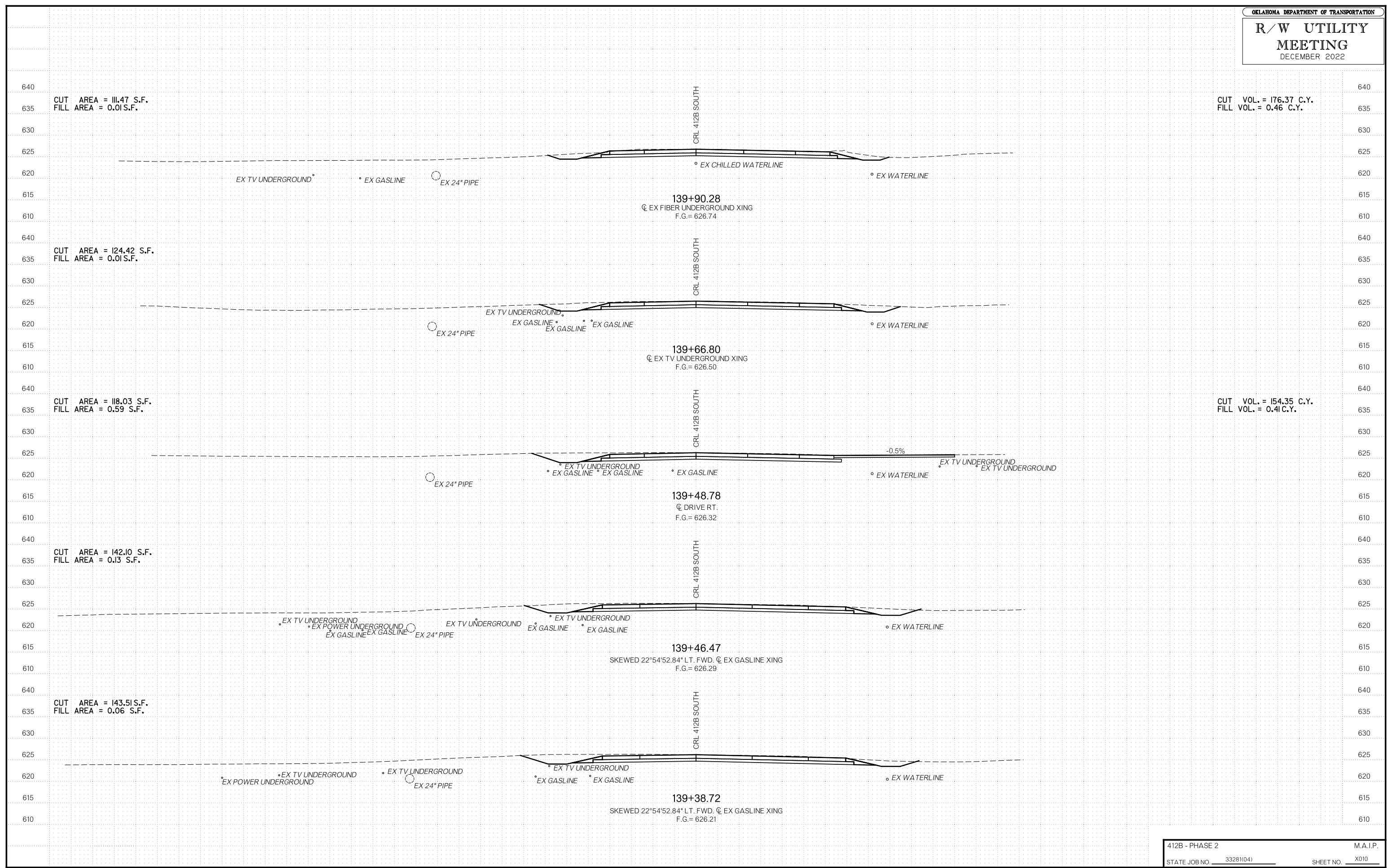
# R/W UTILITY MEETING

DECEMBER 2022



# R/W UTILITY MEETING

DECEMBER 2022



CUT AREA = 111.47 S.F.  
FILL AREA = 0.01 S.F.

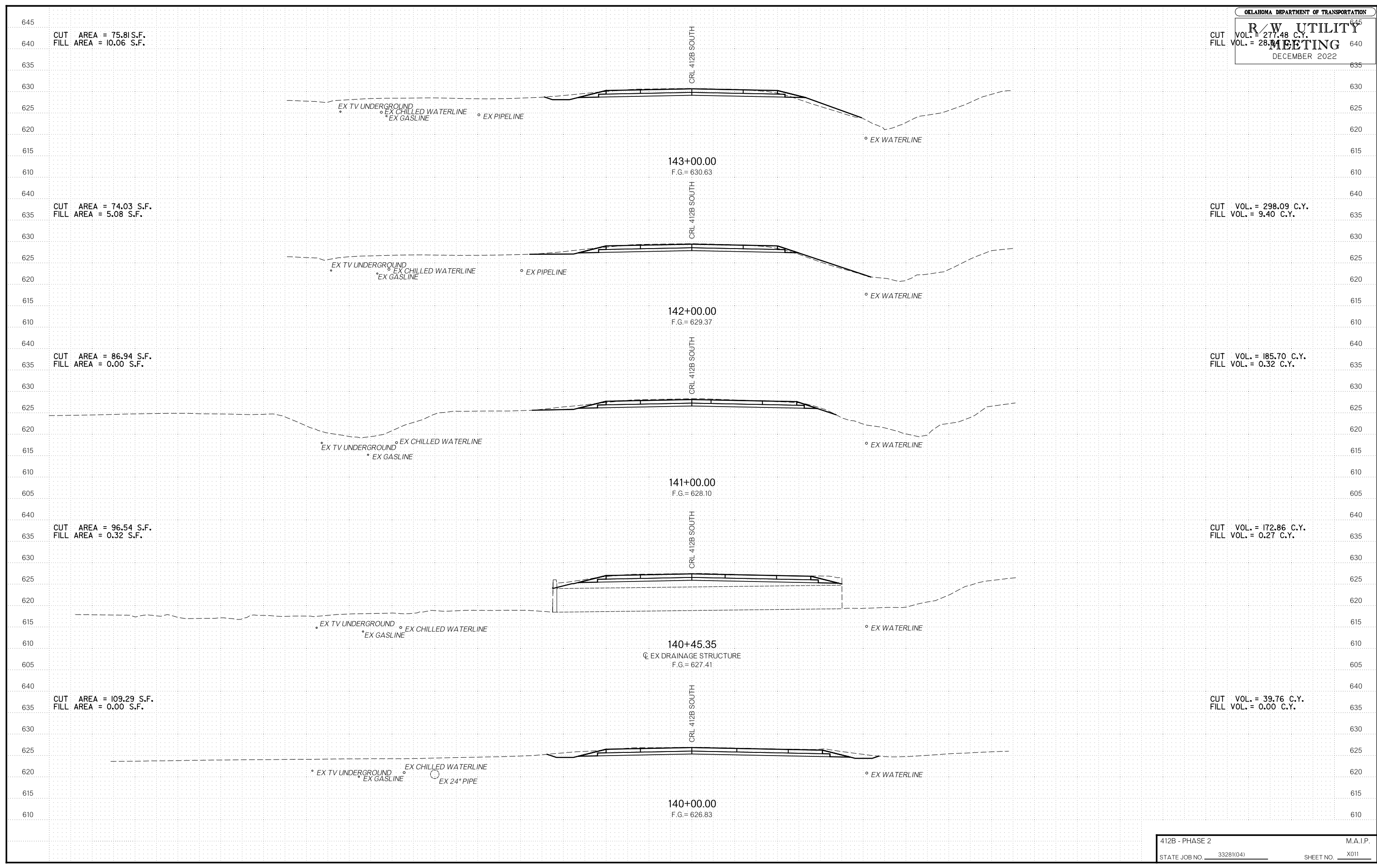
CUT VOL. = 176.37 C.Y.  
FILL VOL. = 0.46 C.Y.

CUT AREA = 124.42 S.F.  
FILL AREA = 0.01 S.F.

CUT VOL. = 154.35 C.Y.  
FILL VOL. = 0.41 C.Y.

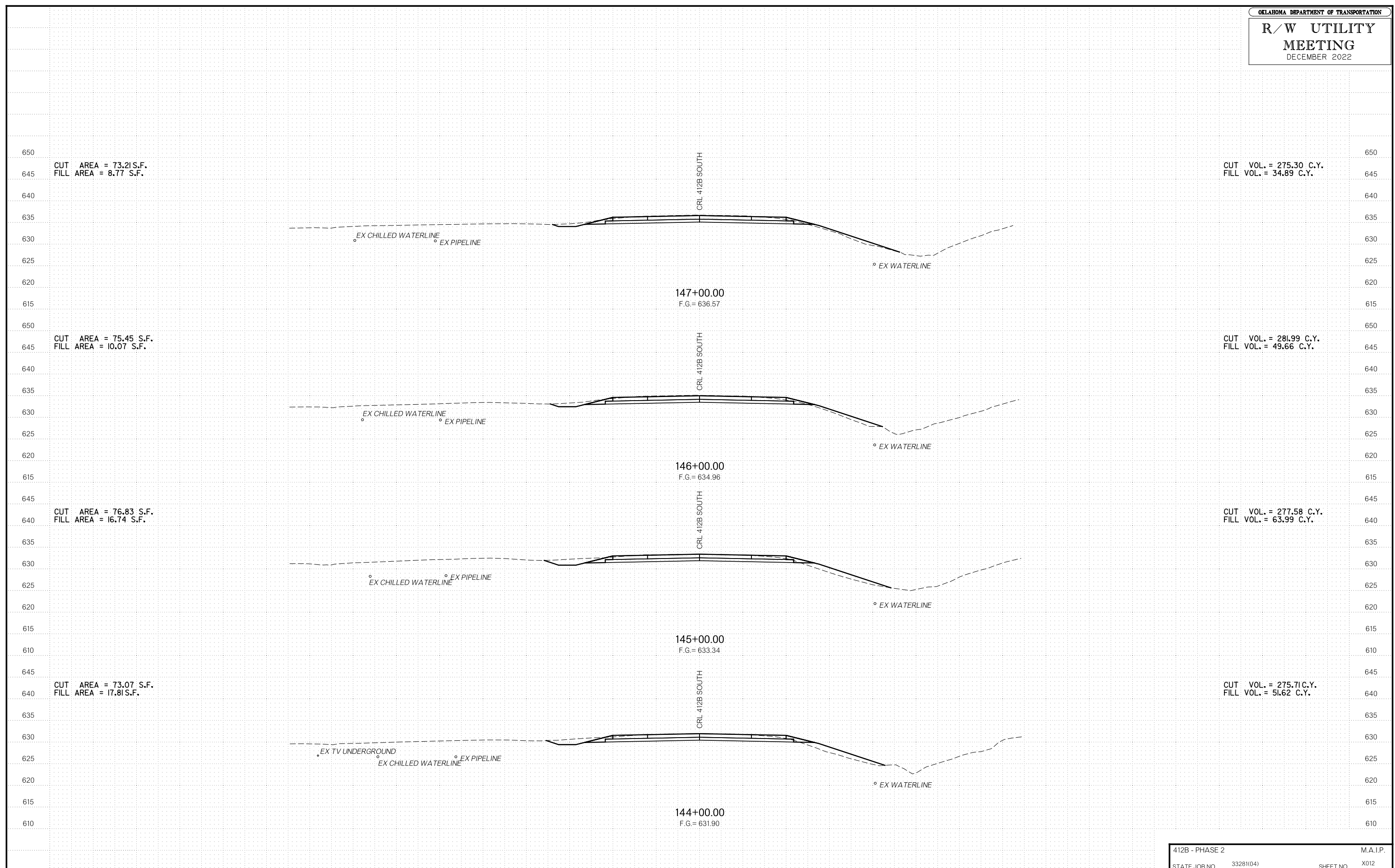
CUT AREA = 142.10 S.F.  
FILL AREA = 0.13 S.F.

CUT AREA = 143.51 S.F.  
FILL AREA = 0.06 S.F.





R/W UTILITY MEETING  
DECEMBER 2022



CUT AREA = 73.21 S.F.  
FILL AREA = 8.77 S.F.

CUT VOL. = 275.30 C.Y.  
FILL VOL. = 34.89 C.Y.

CUT AREA = 75.45 S.F.  
FILL AREA = 10.07 S.F.

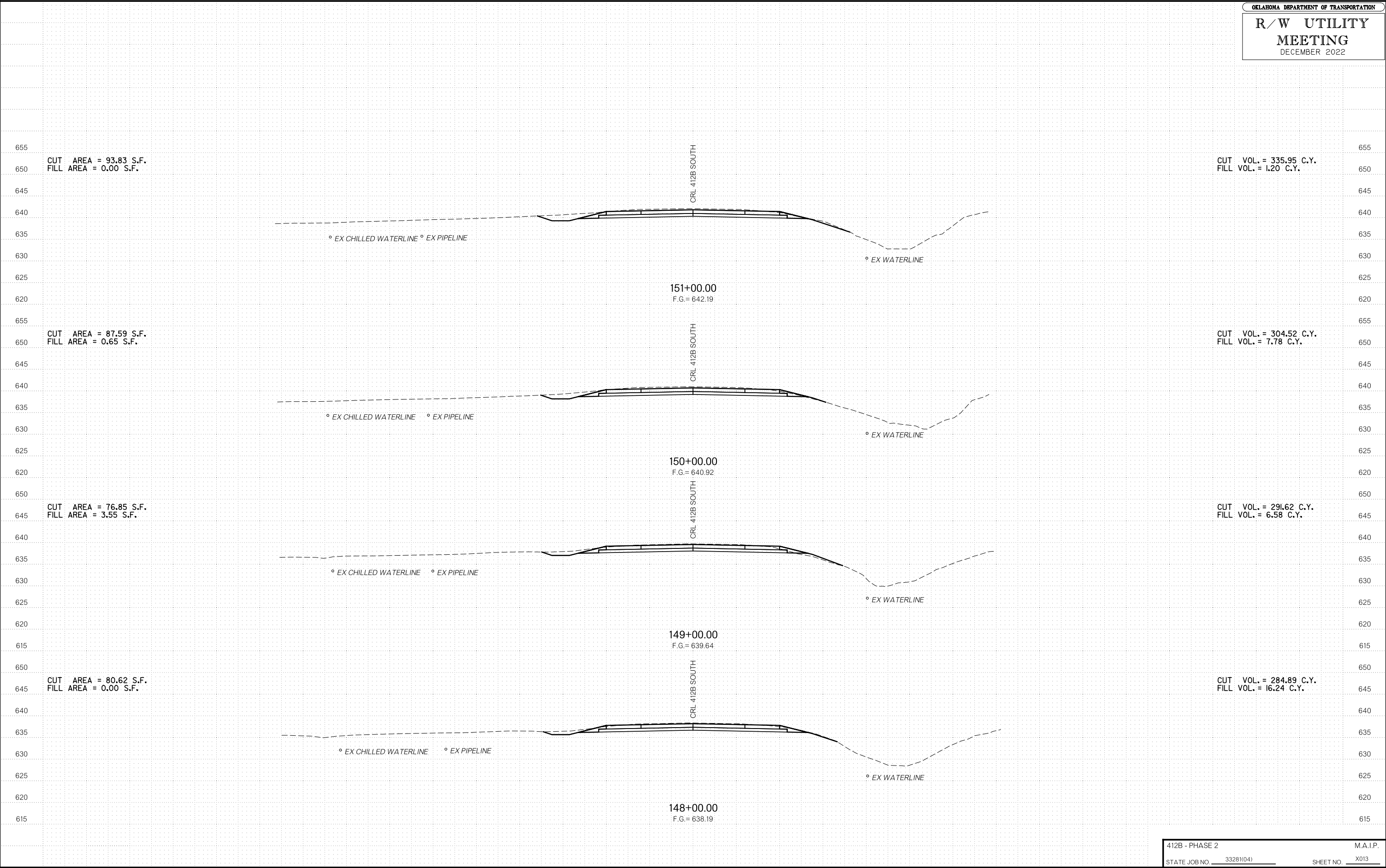
CUT VOL. = 281.99 C.Y.  
FILL VOL. = 49.66 C.Y.

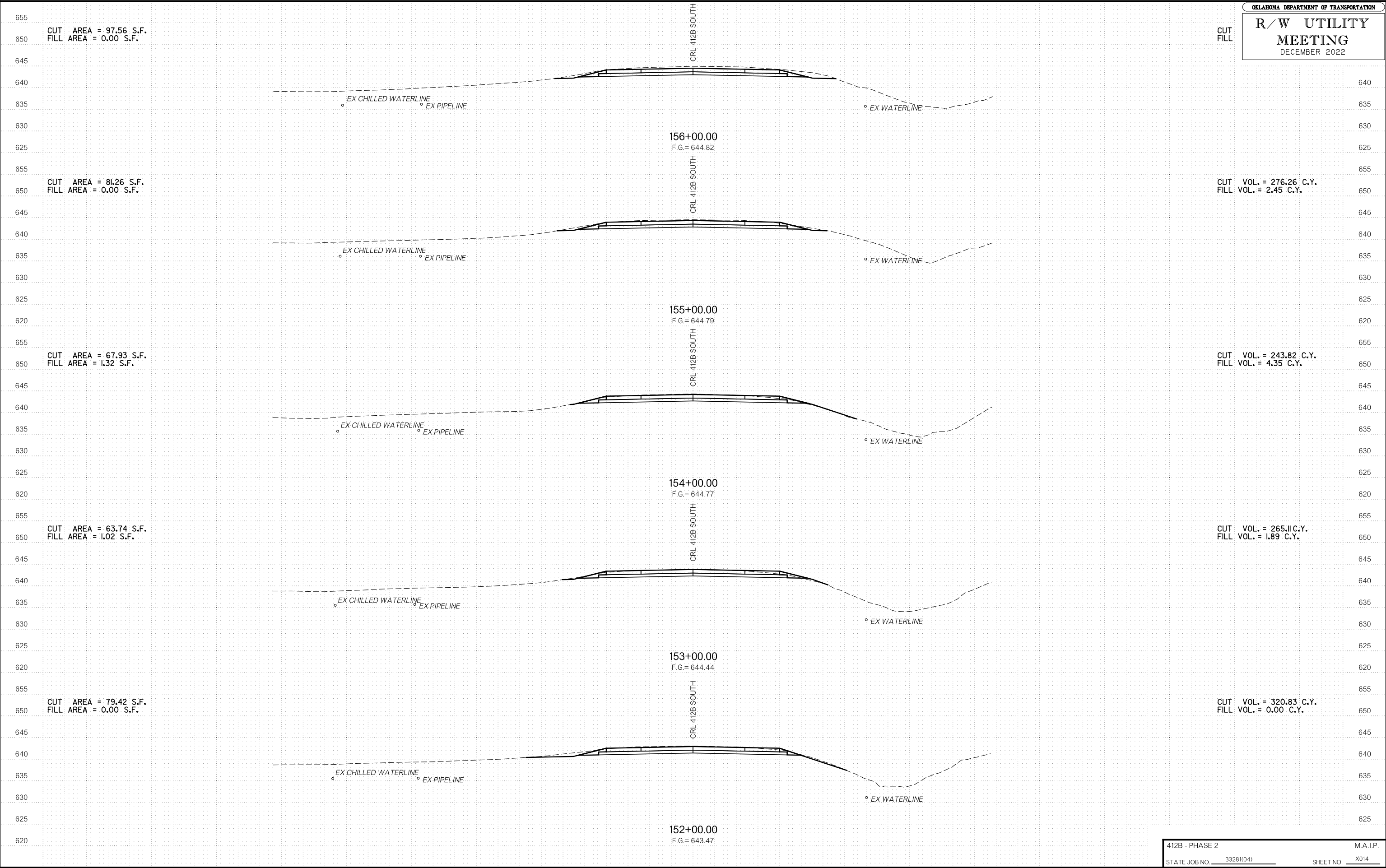
CUT AREA = 76.83 S.F.  
FILL AREA = 16.74 S.F.

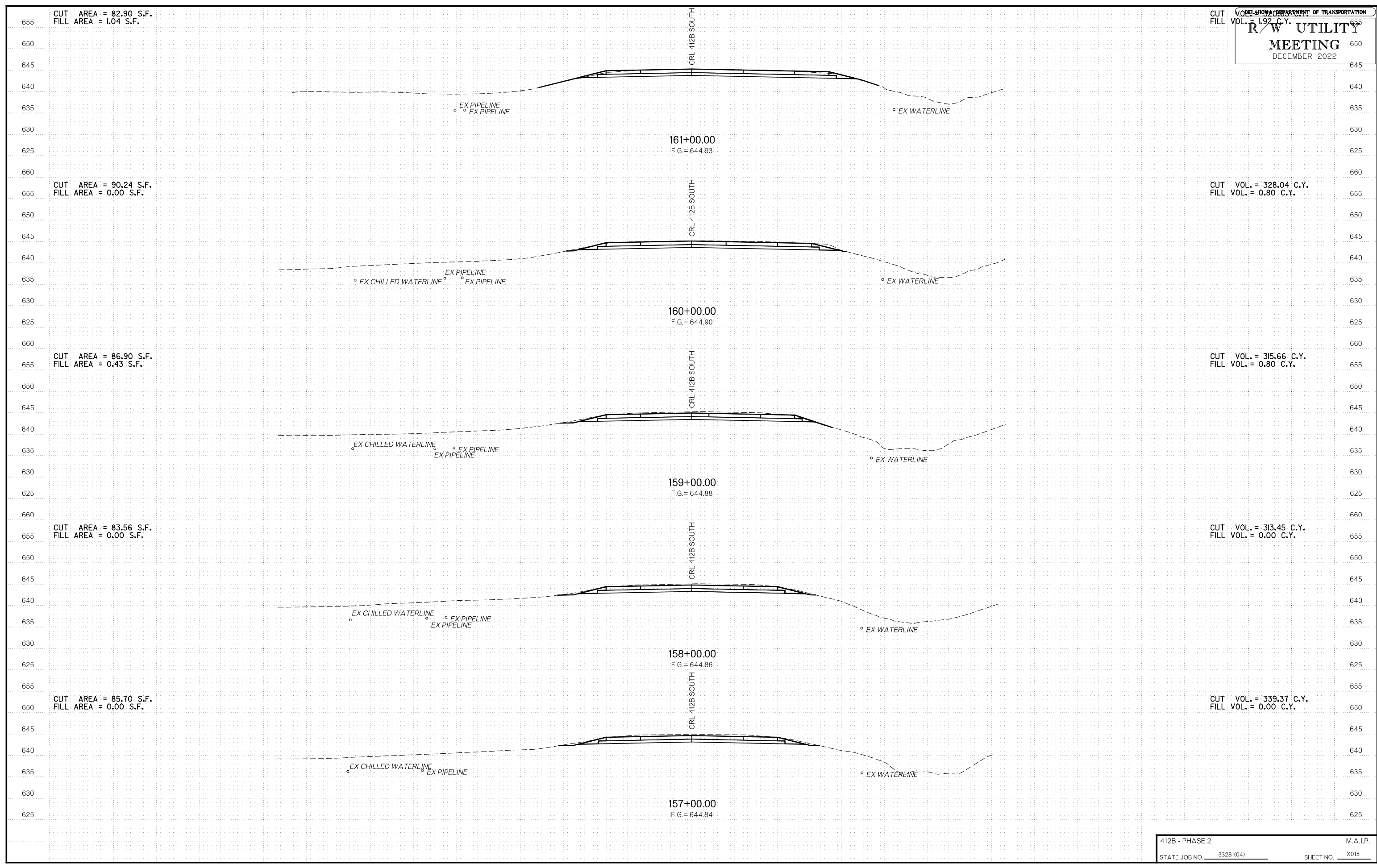
CUT VOL. = 277.58 C.Y.  
FILL VOL. = 63.99 C.Y.

CUT AREA = 73.07 S.F.  
FILL AREA = 17.81 S.F.

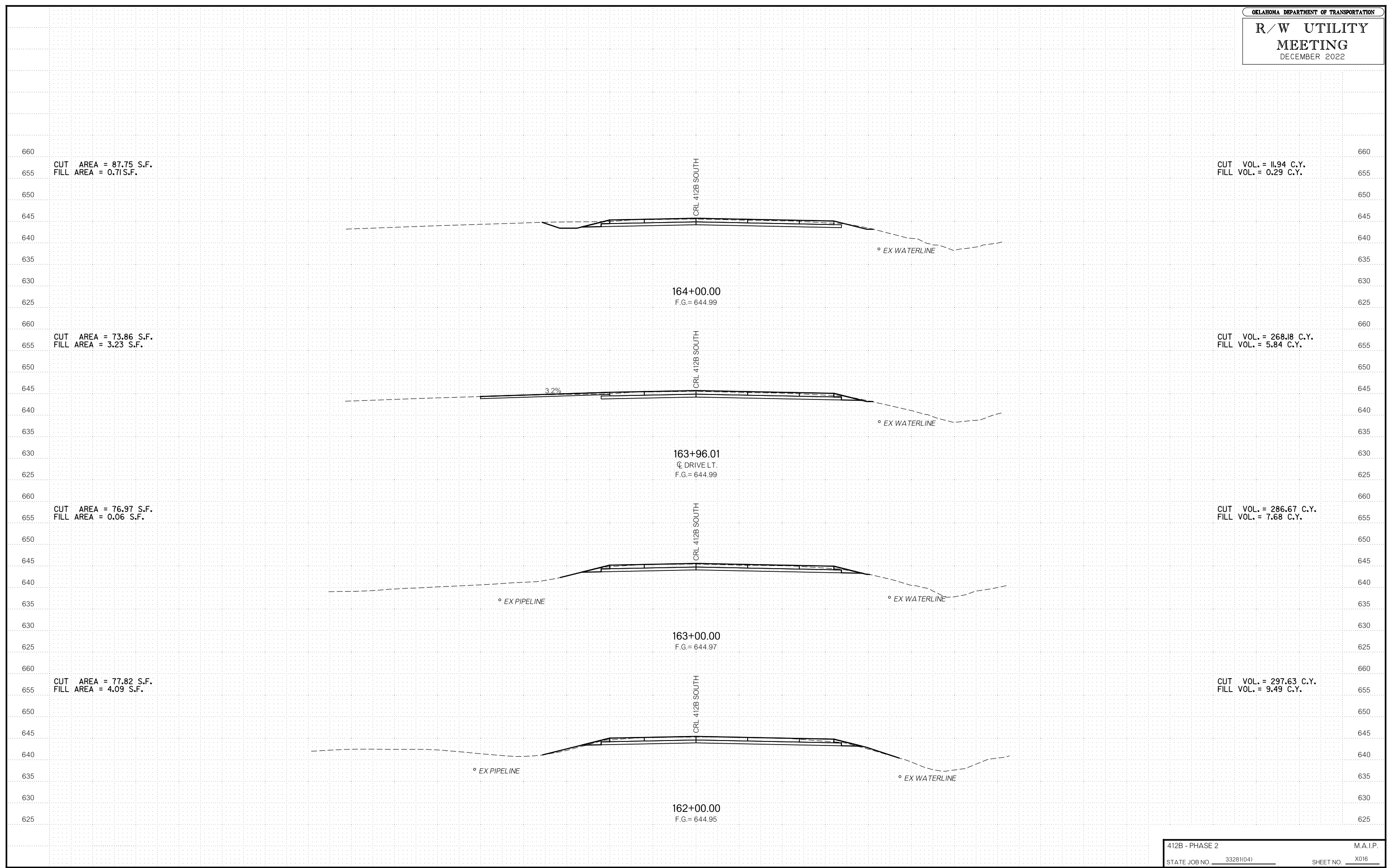
CUT VOL. = 275.71 C.Y.  
FILL VOL. = 51.62 C.Y.



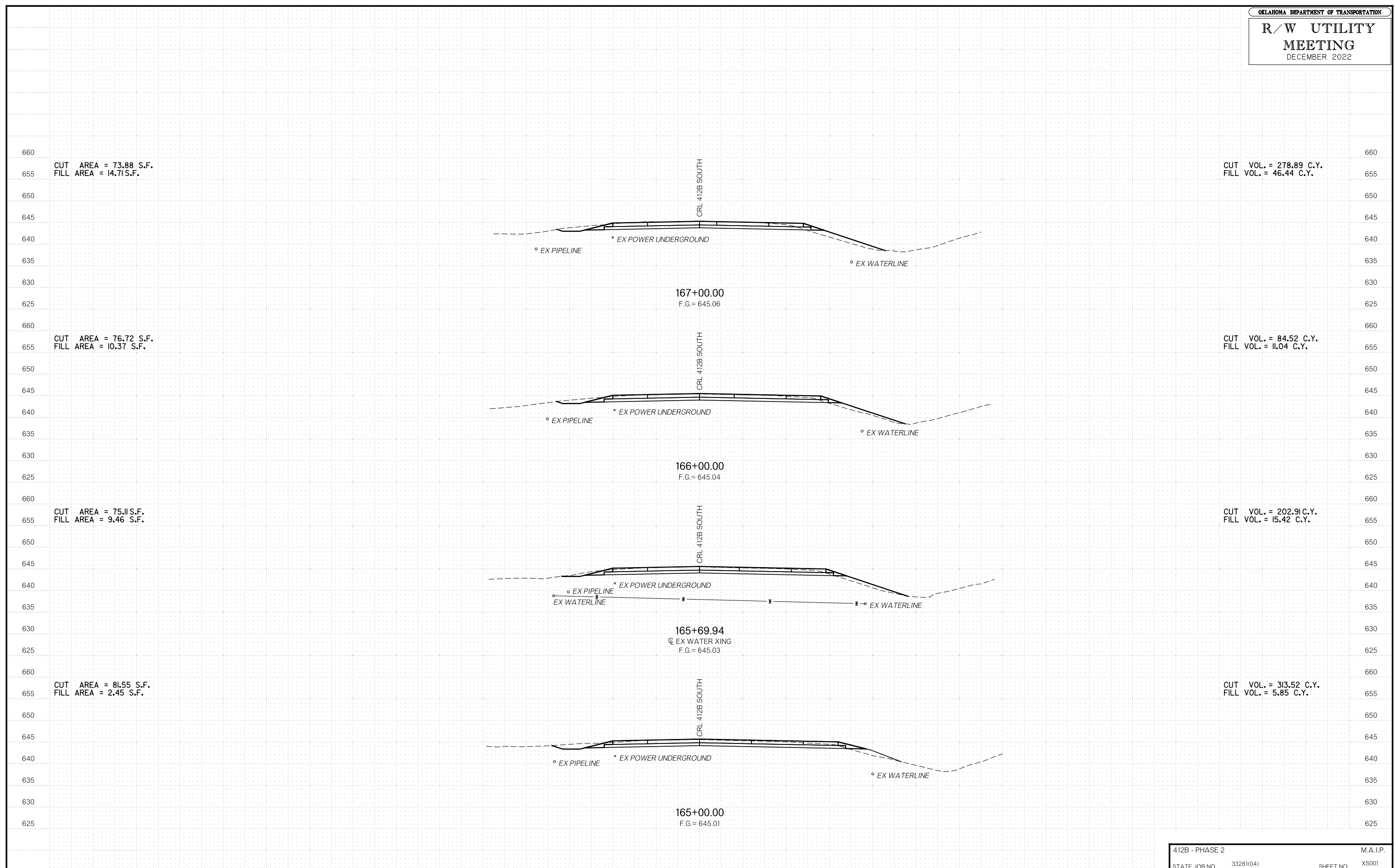


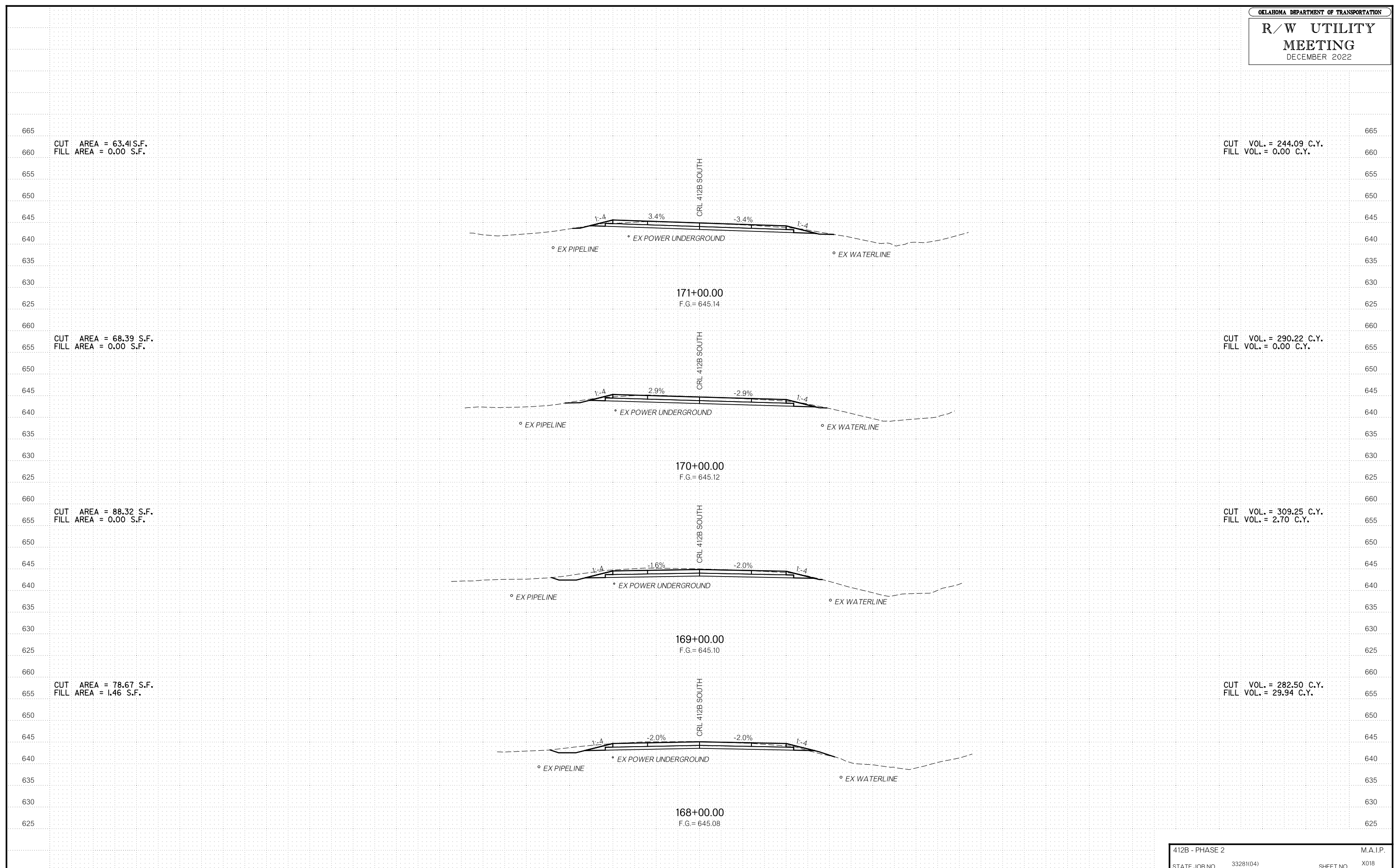


R/W UTILITY MEETING DECEMBER 2022



R/W UTILITY MEETING  
DECEMBER 2022





CUT AREA = 63.41 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 244.09 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 68.39 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 290.22 C.Y.  
FILL VOL. = 0.00 C.Y.

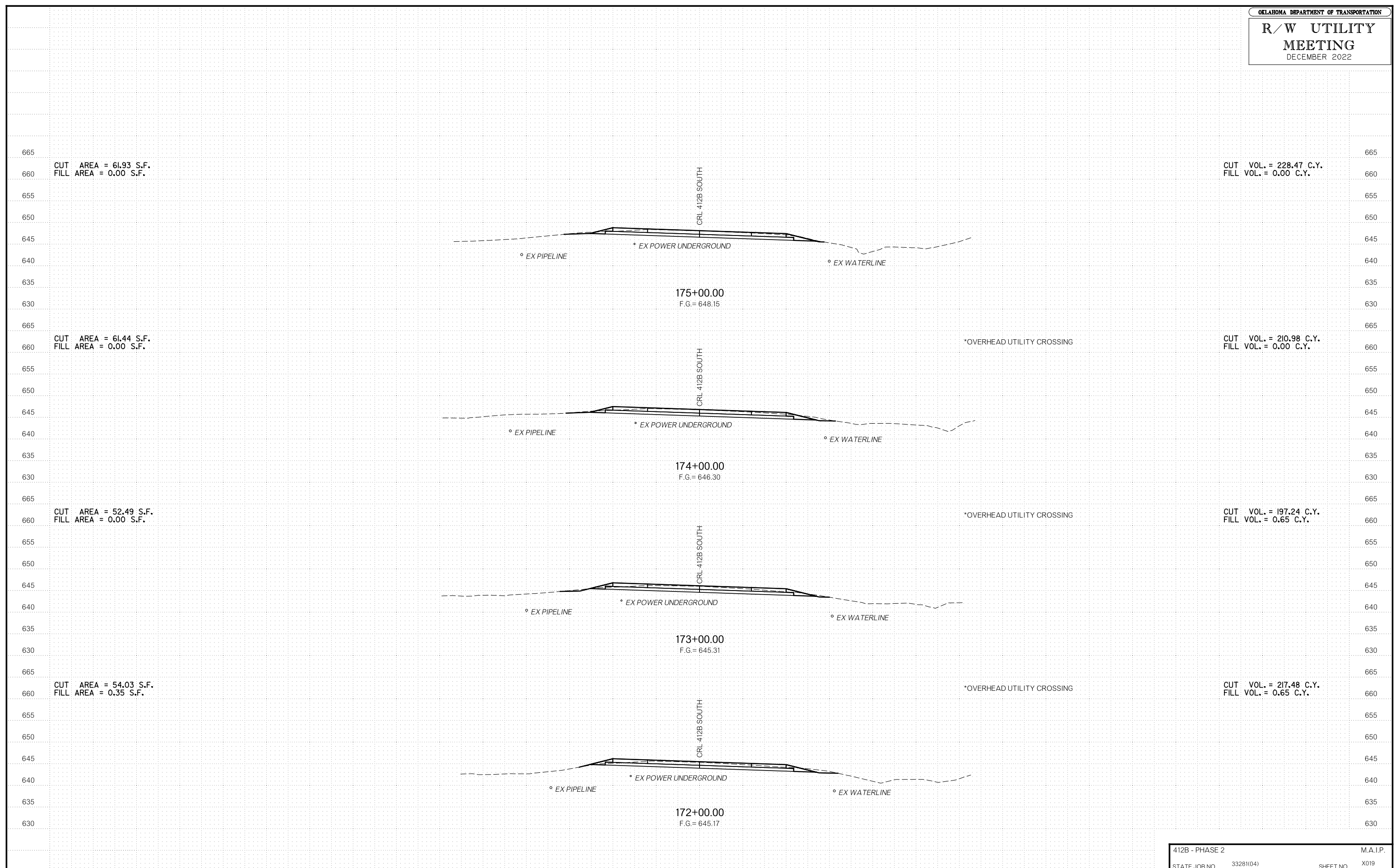
CUT AREA = 88.32 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 309.25 C.Y.  
FILL VOL. = 2.70 C.Y.

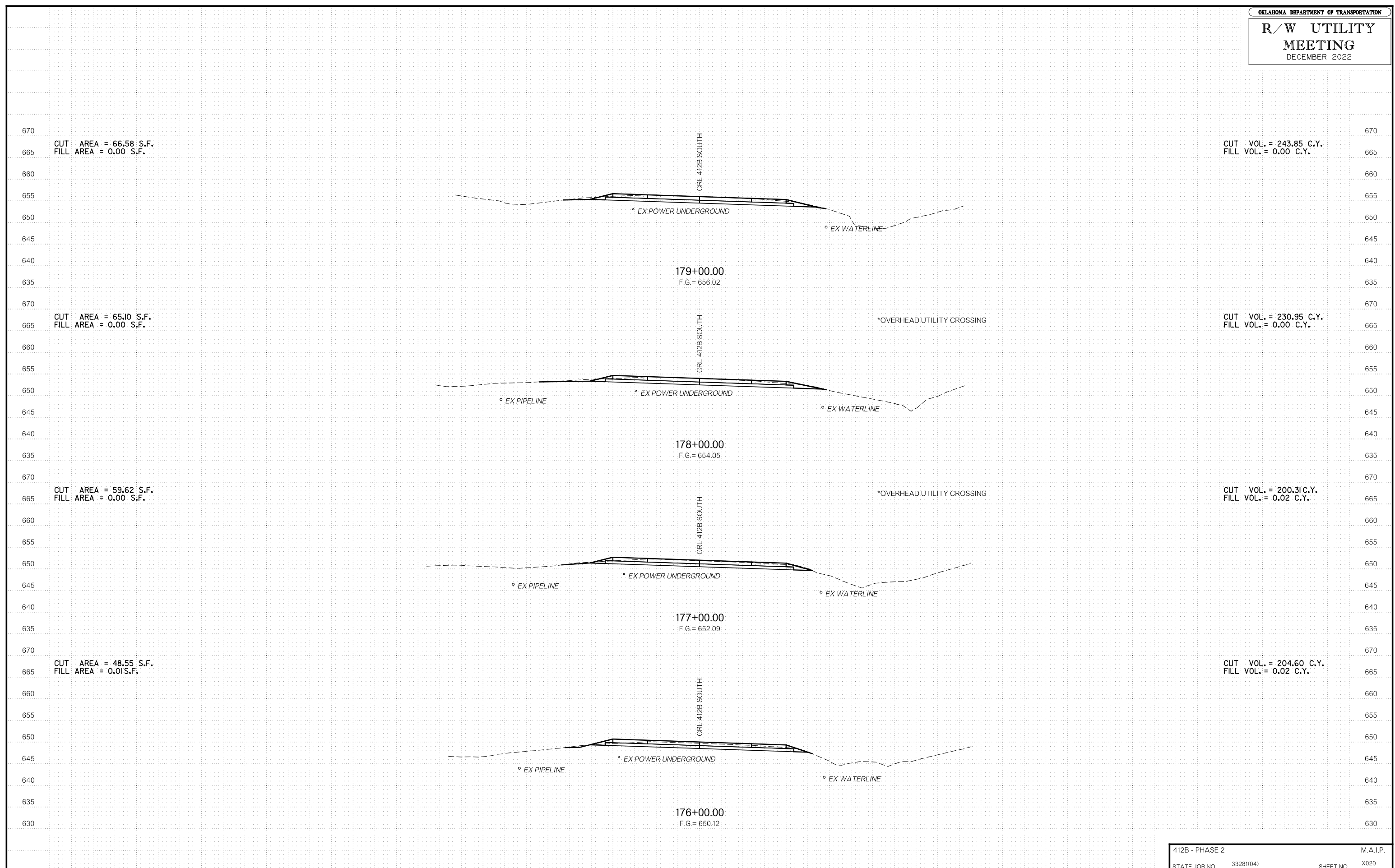
CUT AREA = 78.67 S.F.  
FILL AREA = 1.46 S.F.

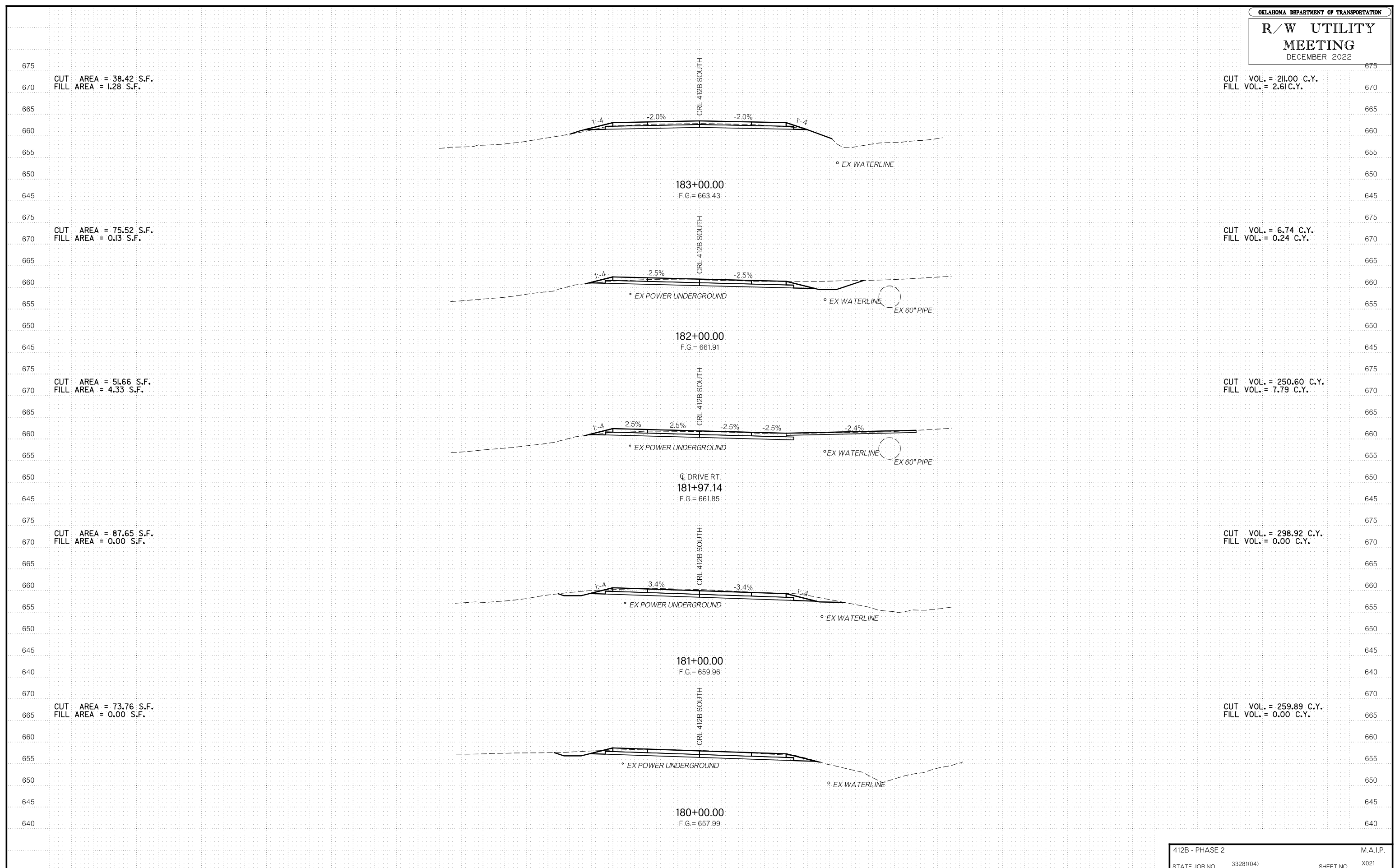
CUT VOL. = 282.50 C.Y.  
FILL VOL. = 29.94 C.Y.

R/W UTILITY MEETING DECEMBER 2022









CUT AREA = 38.42 S.F.  
FILL AREA = 1.28 S.F.

CUT VOL. = 211.00 C.Y.  
FILL VOL. = 2.61 C.Y.

CUT AREA = 75.52 S.F.  
FILL AREA = 0.13 S.F.

CUT VOL. = 6.74 C.Y.  
FILL VOL. = 0.24 C.Y.

CUT AREA = 51.66 S.F.  
FILL AREA = 4.33 S.F.

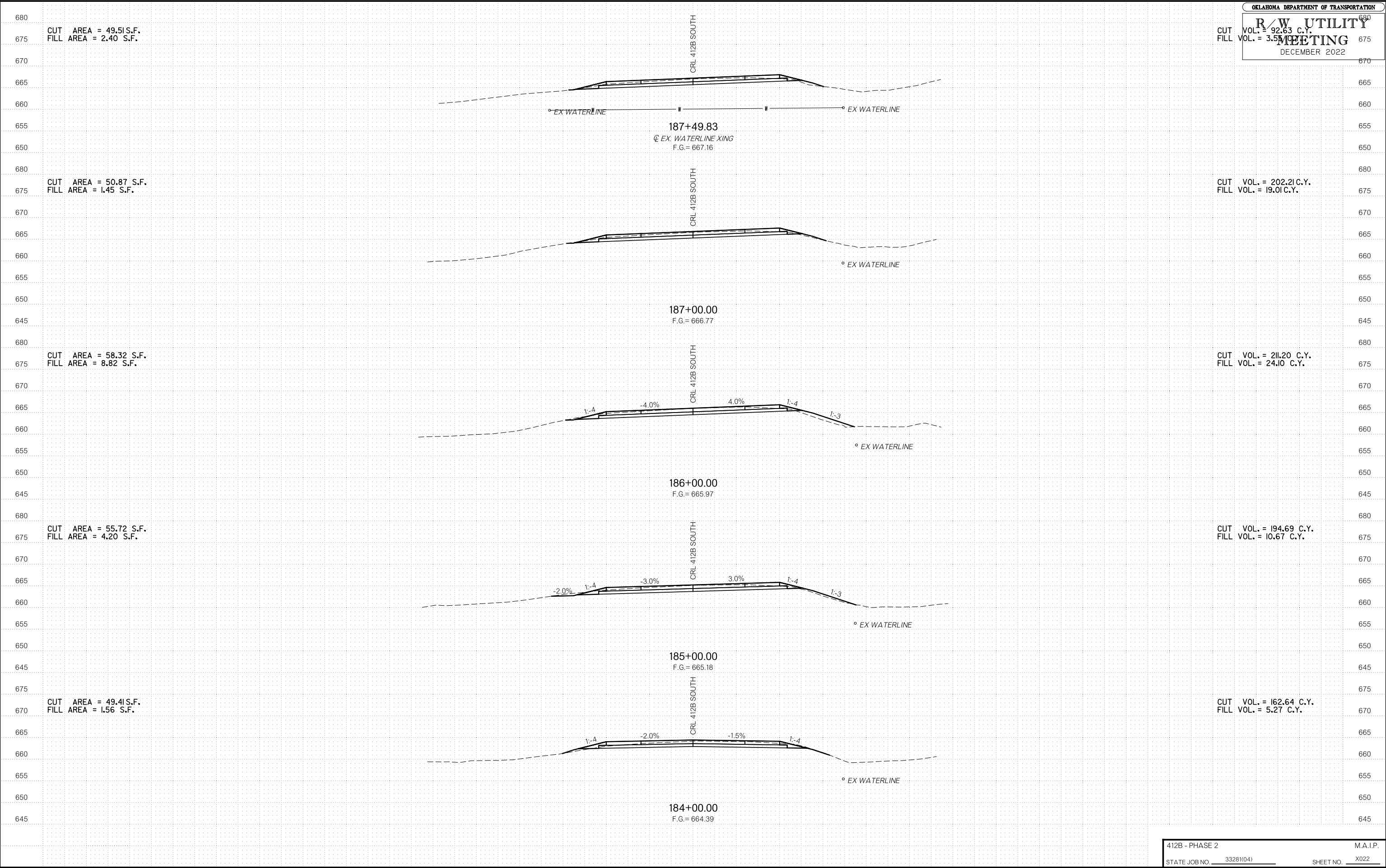
CUT VOL. = 250.60 C.Y.  
FILL VOL. = 7.79 C.Y.

CUT AREA = 87.65 S.F.  
FILL AREA = 0.00 S.F.

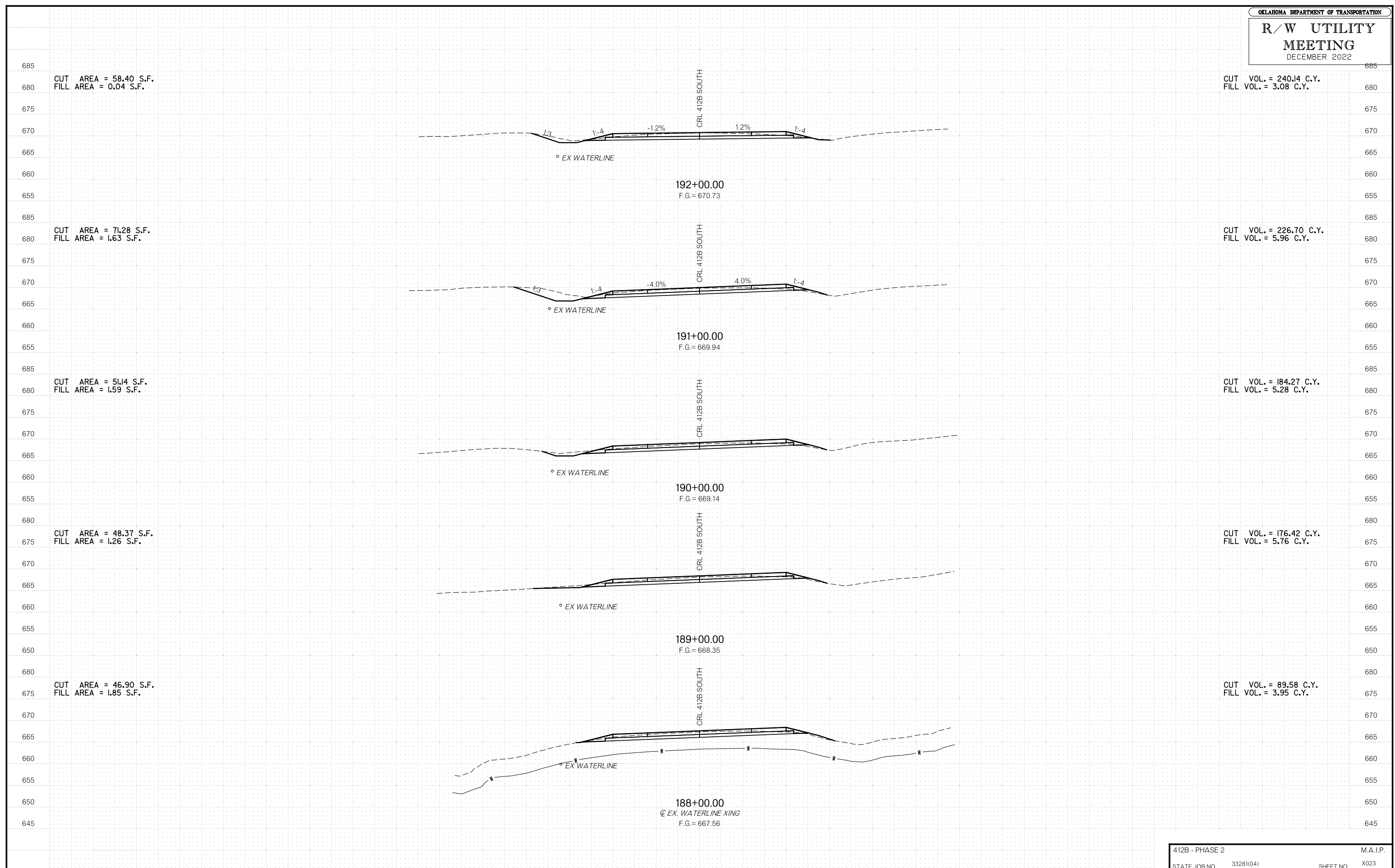
CUT VOL. = 298.92 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 73.76 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 259.89 C.Y.  
FILL VOL. = 0.00 C.Y.



R/W UTILITY MEETING DECEMBER 2022



CUT AREA = 58.40 S.F.  
FILL AREA = 0.04 S.F.

CUT VOL. = 240.14 C.Y.  
FILL VOL. = 3.08 C.Y.

CUT AREA = 71.28 S.F.  
FILL AREA = 1.63 S.F.

CUT VOL. = 226.70 C.Y.  
FILL VOL. = 5.96 C.Y.

CUT AREA = 51.14 S.F.  
FILL AREA = 1.59 S.F.

CUT VOL. = 184.27 C.Y.  
FILL VOL. = 5.28 C.Y.

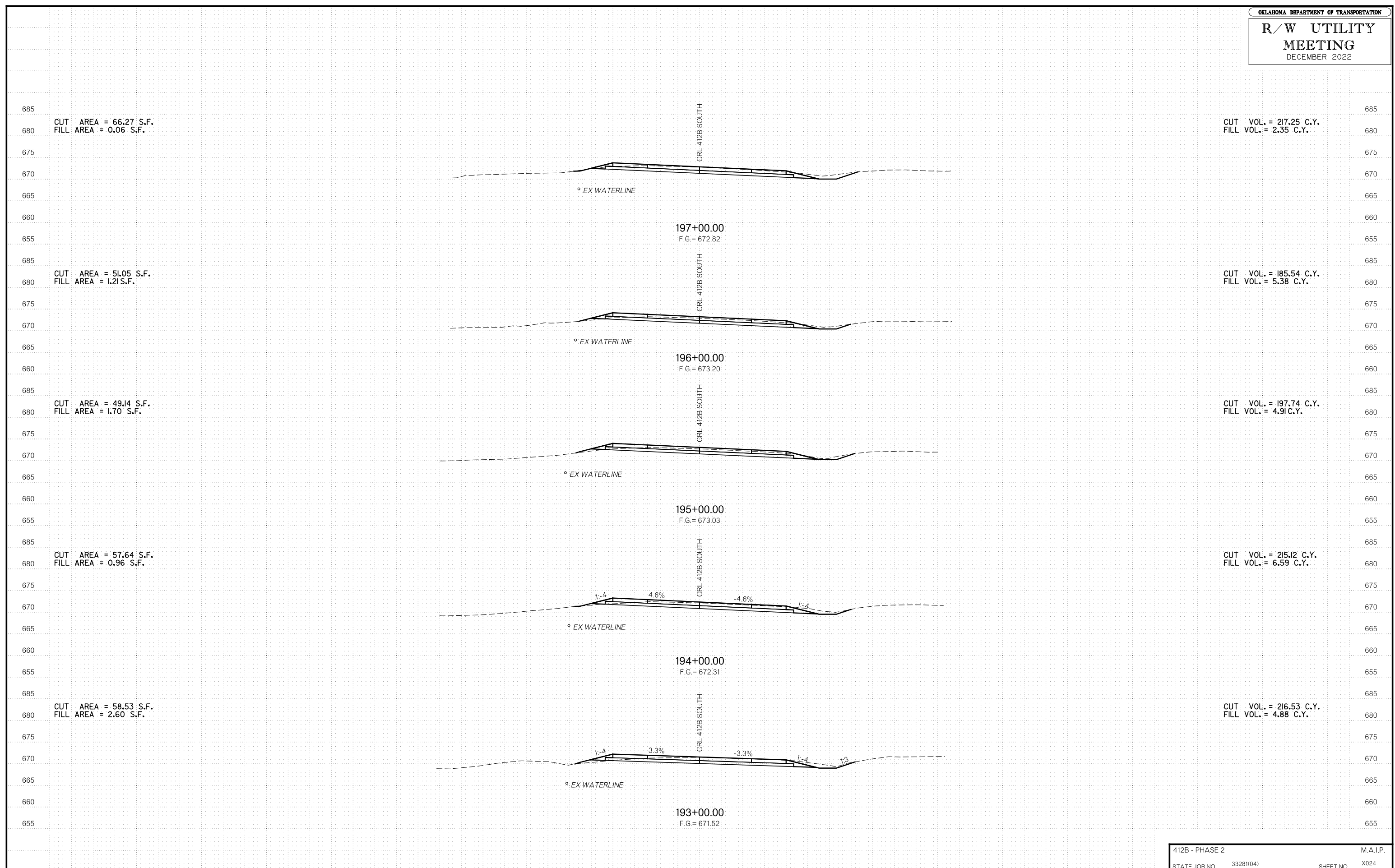
CUT AREA = 48.37 S.F.  
FILL AREA = 1.26 S.F.

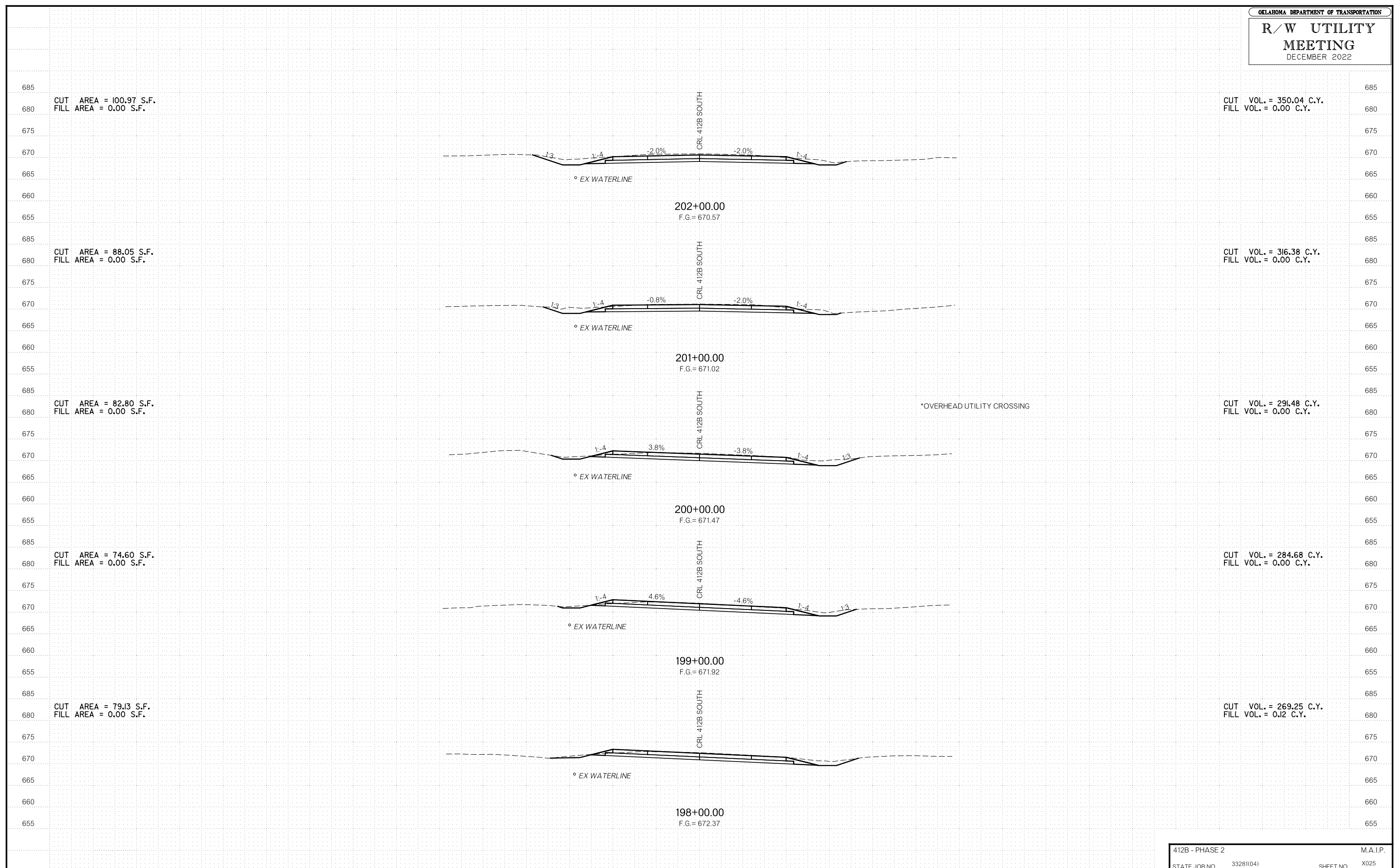
CUT VOL. = 176.42 C.Y.  
FILL VOL. = 5.76 C.Y.

CUT AREA = 46.90 S.F.  
FILL AREA = 1.85 S.F.

CUT VOL. = 89.58 C.Y.  
FILL VOL. = 3.95 C.Y.

R/W UTILITY MEETING DECEMBER 2022





\*OVERHEAD UTILITY CROSSING

CUT VOL. = 280.21 C.Y.  
FILL VOL. = 0.00 C.Y.

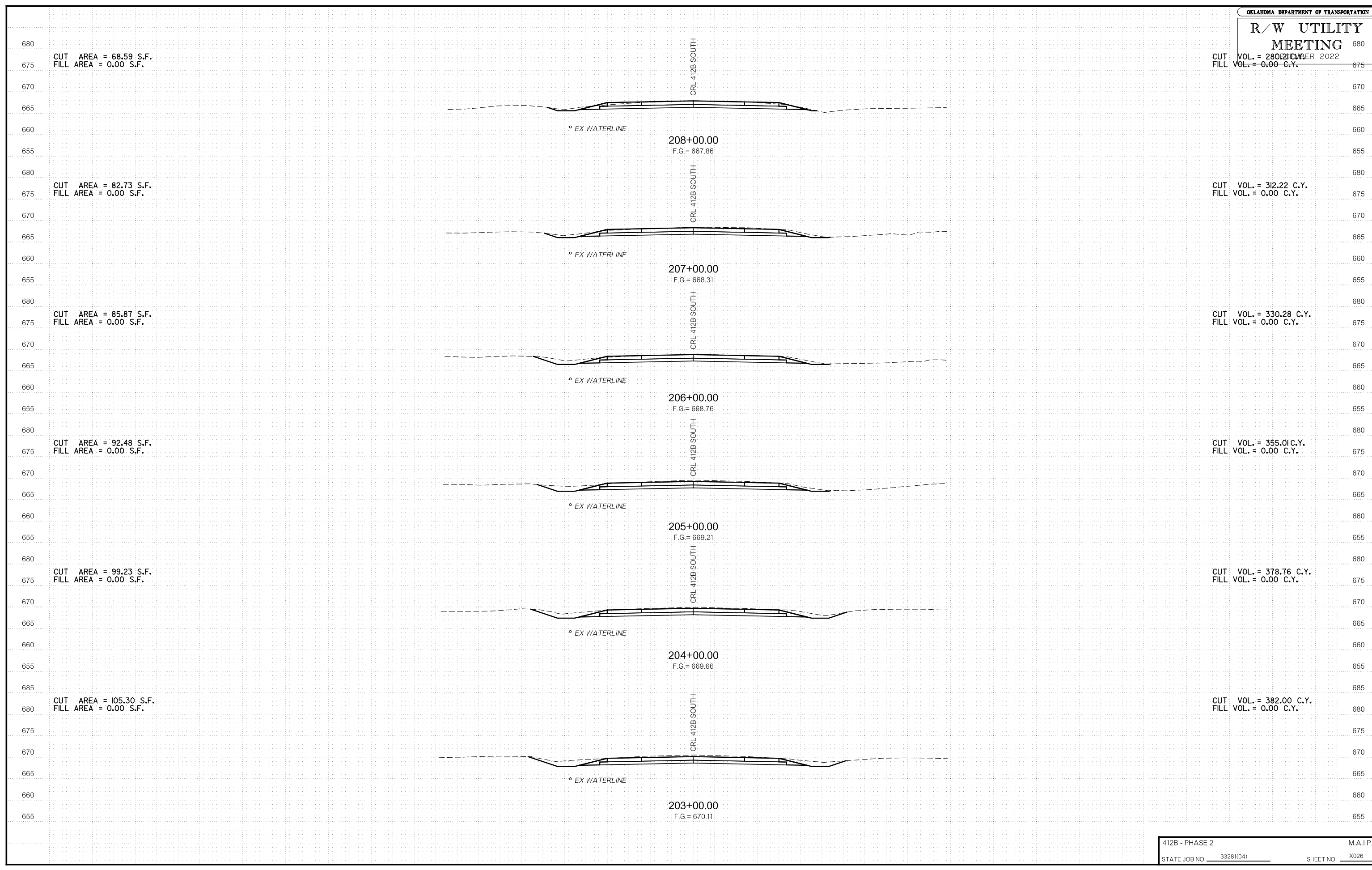
CUT VOL. = 312.22 C.Y.  
FILL VOL. = 0.00 C.Y.

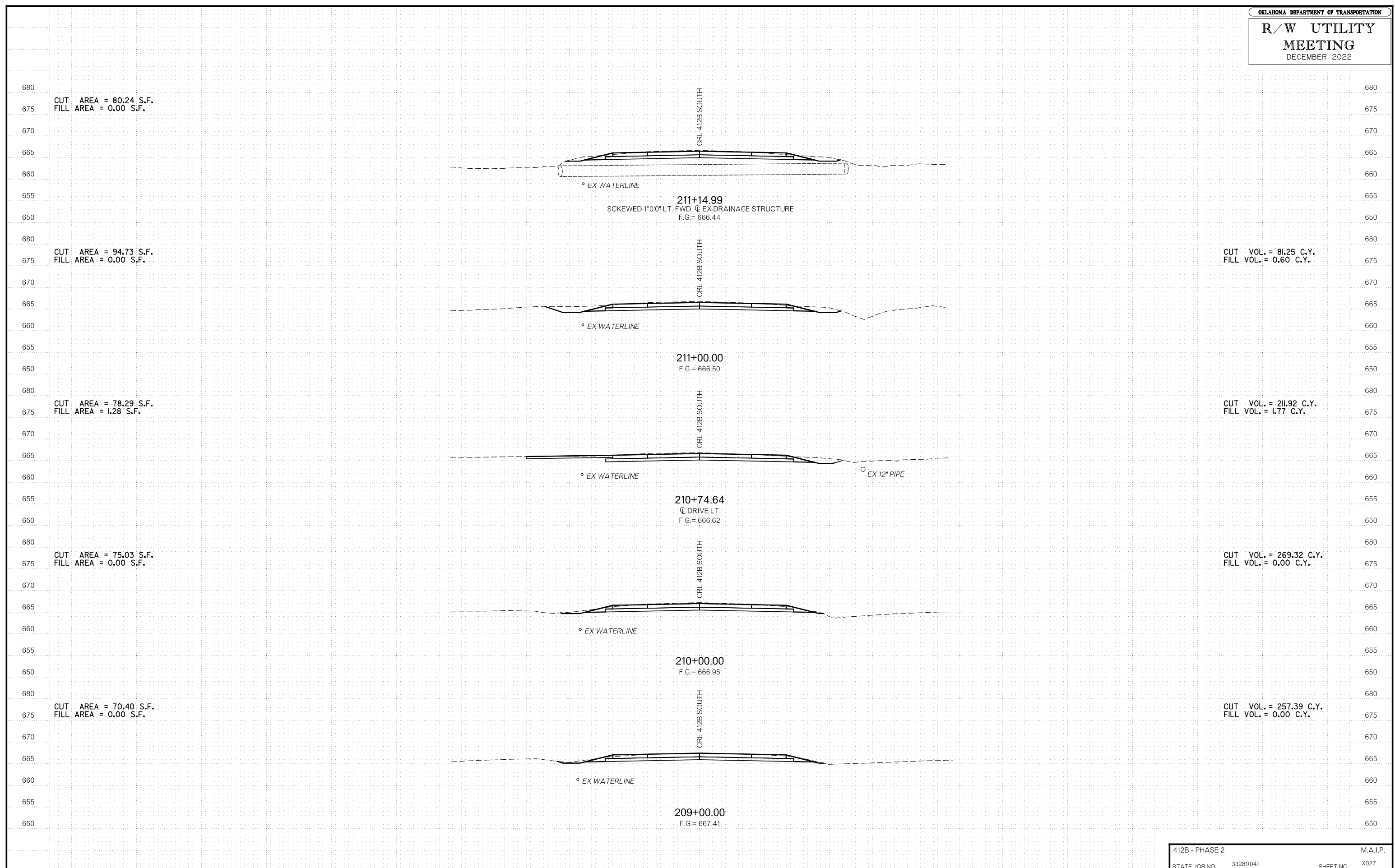
CUT VOL. = 330.28 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 355.01 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 378.76 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 382.00 C.Y.  
FILL VOL. = 0.00 C.Y.



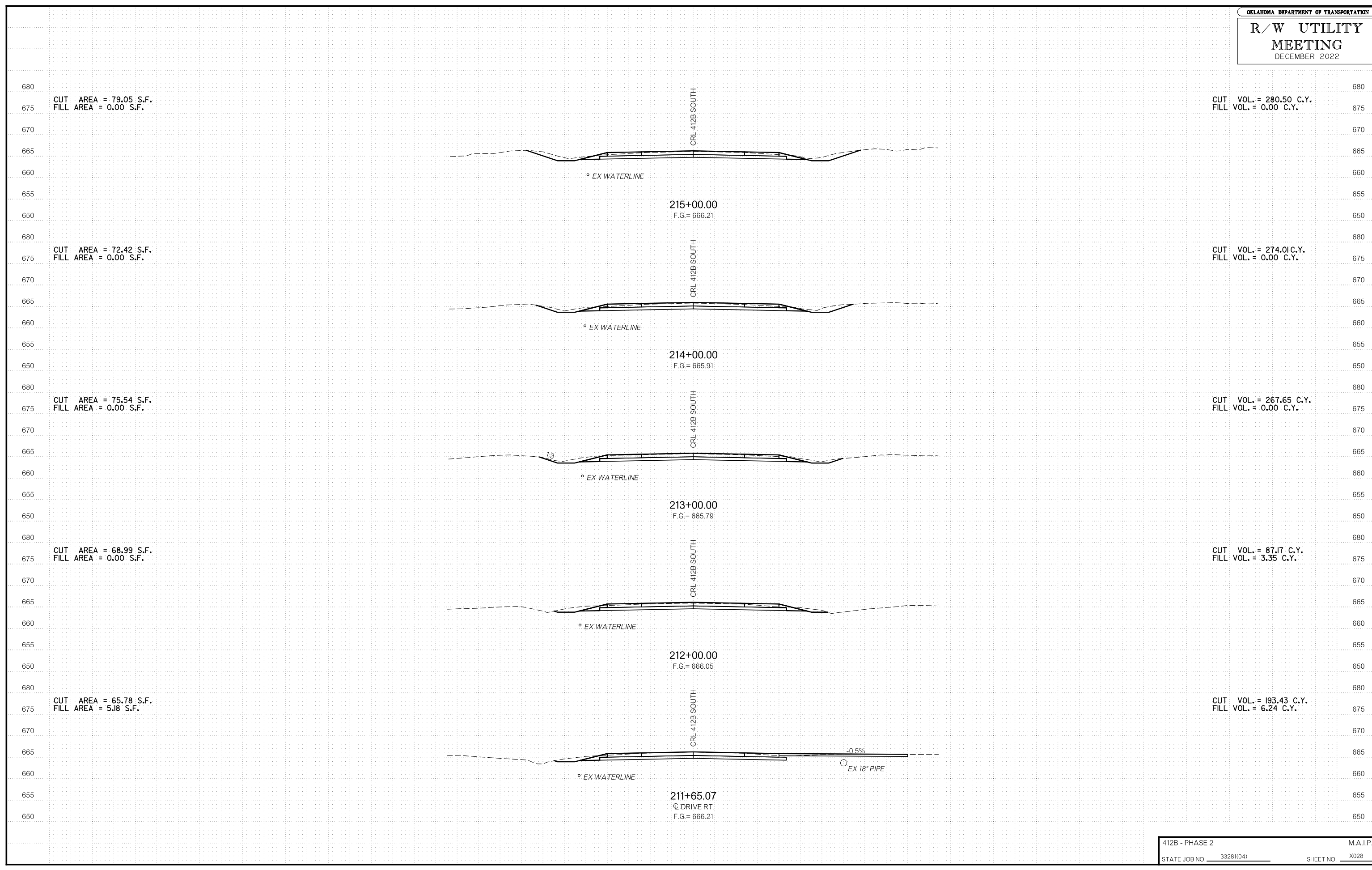




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4:44:54 PM

F:\2020\1001500\020-030-C-40-Design\Microstation\000T.DGN\WP2\_412B\C\_33281041-XSEC-28.dgn



CUT AREA = 79.05 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 280.50 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 72.42 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 274.01 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 75.54 S.F.  
FILL AREA = 0.00 S.F.

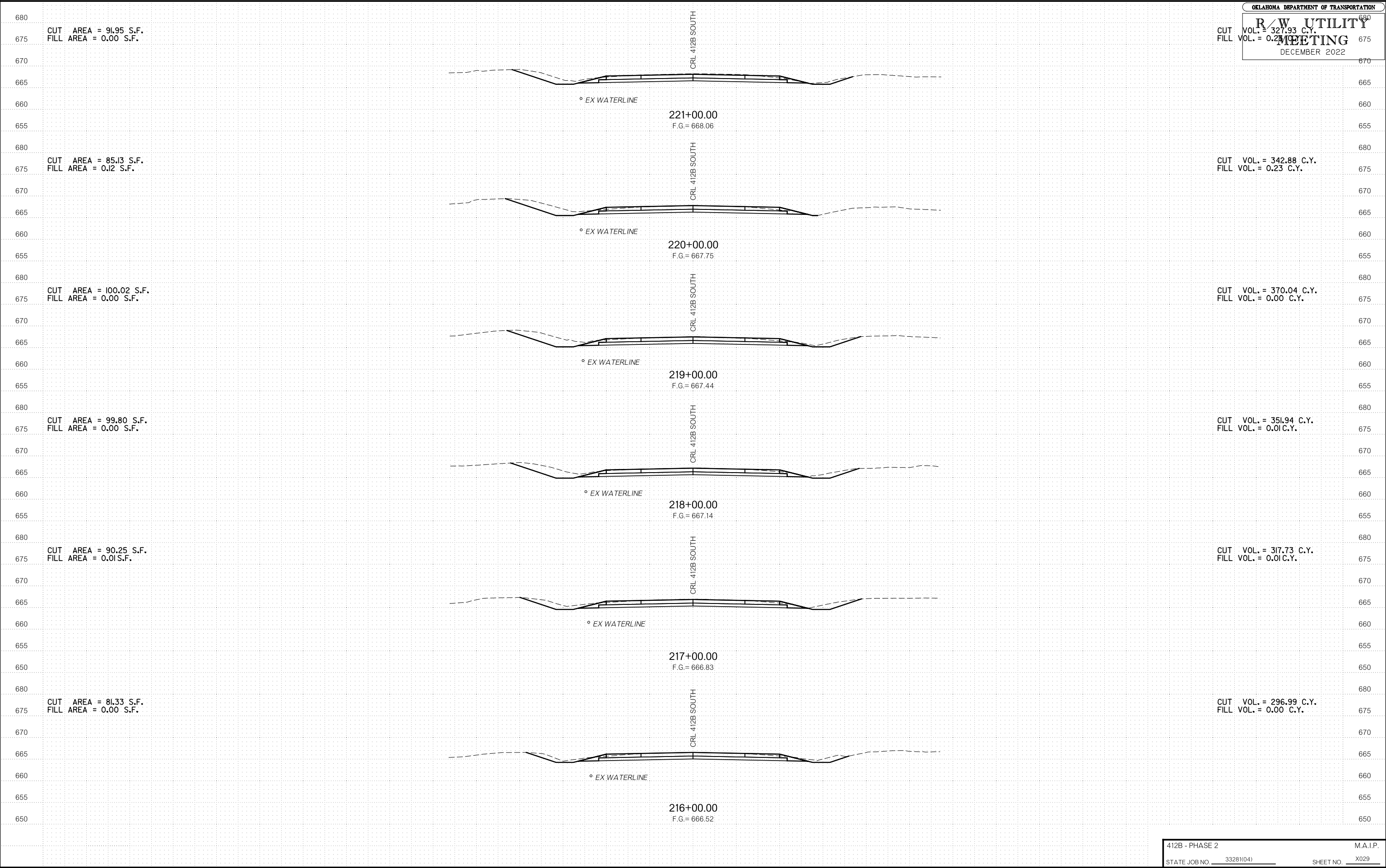
CUT VOL. = 267.65 C.Y.  
FILL VOL. = 0.00 C.Y.

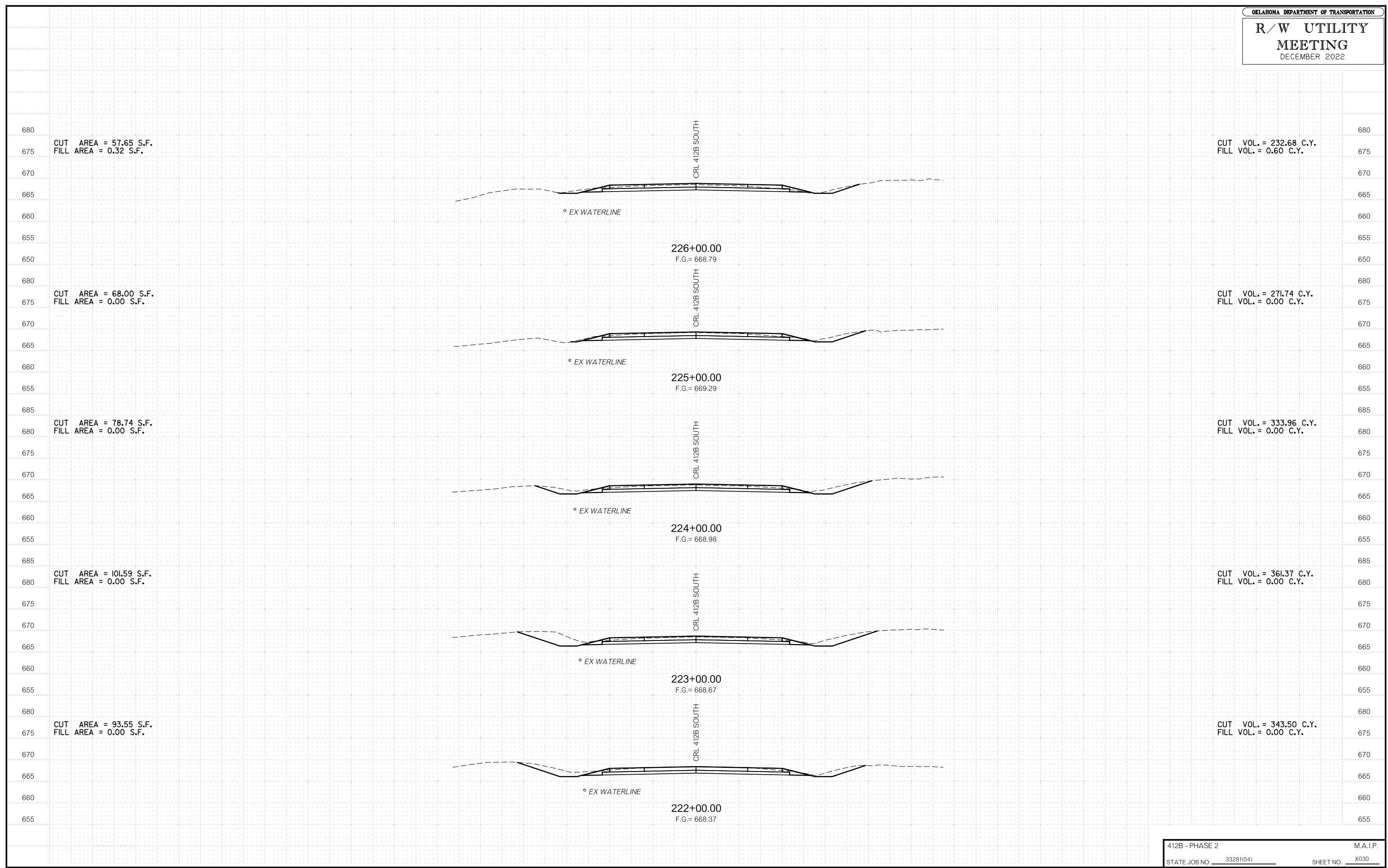
CUT AREA = 68.99 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 87.17 C.Y.  
FILL VOL. = 3.35 C.Y.

CUT AREA = 65.78 S.F.  
FILL AREA = 5.18 S.F.

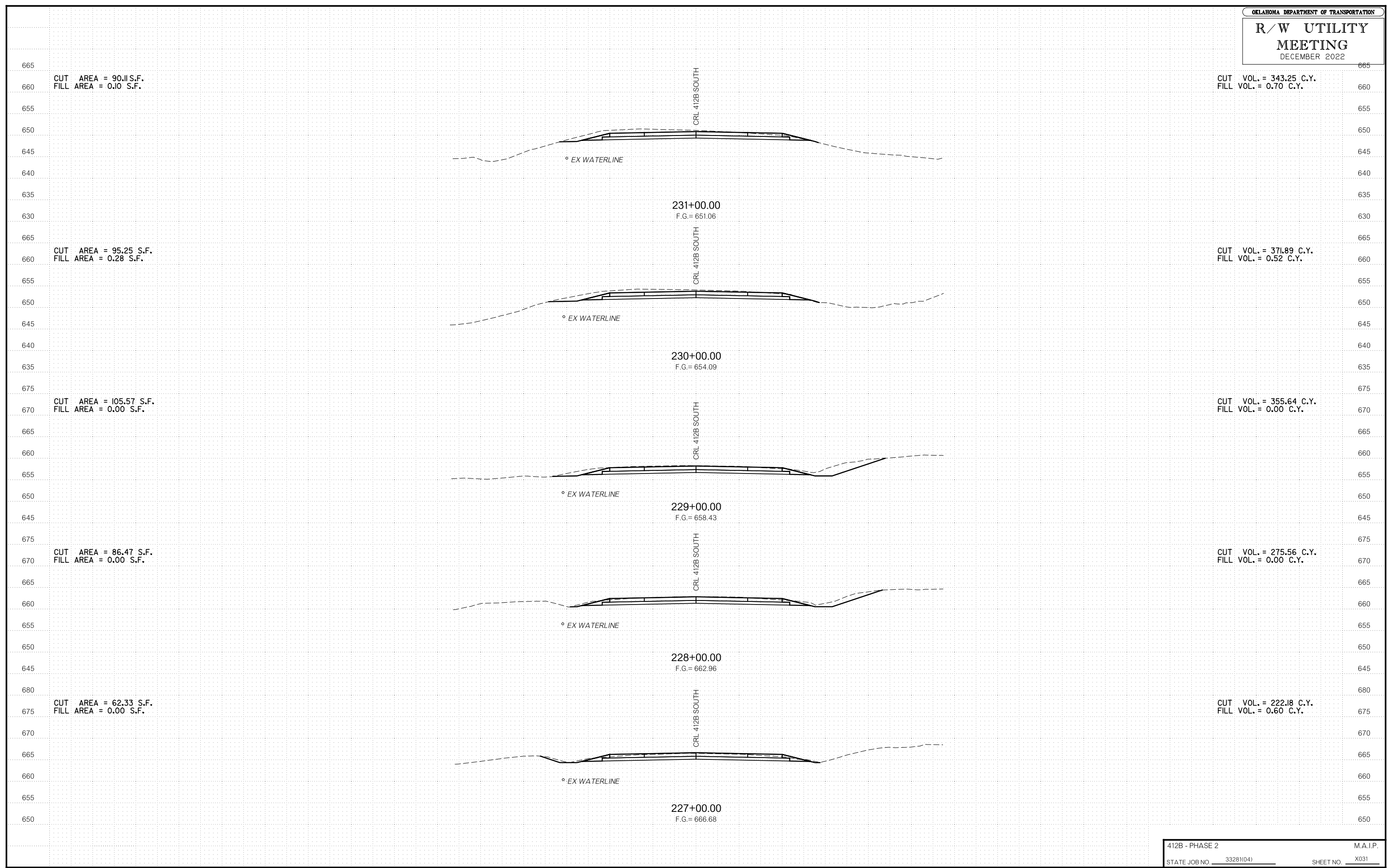
CUT VOL. = 193.43 C.Y.  
FILL VOL. = 6.24 C.Y.

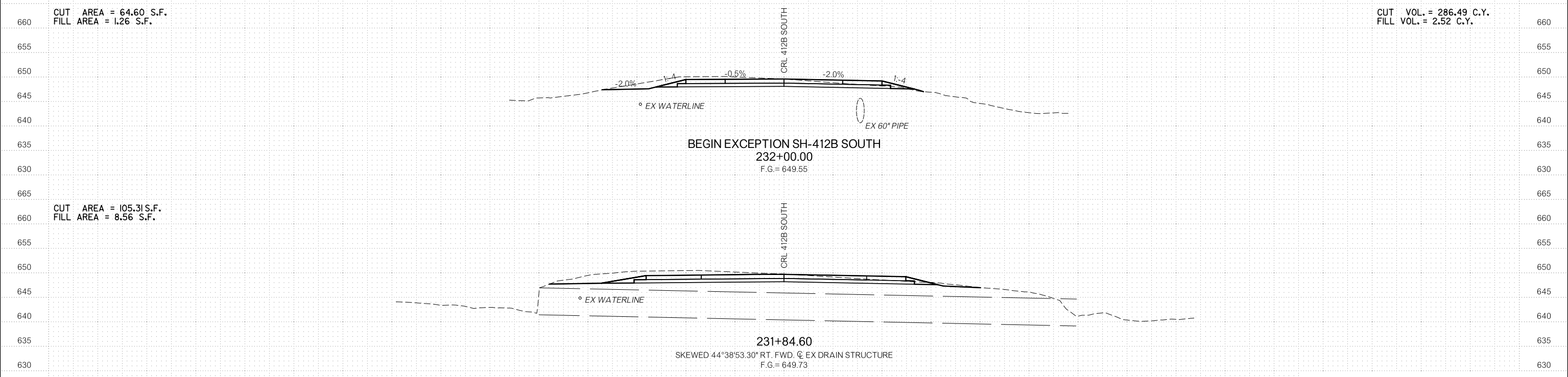


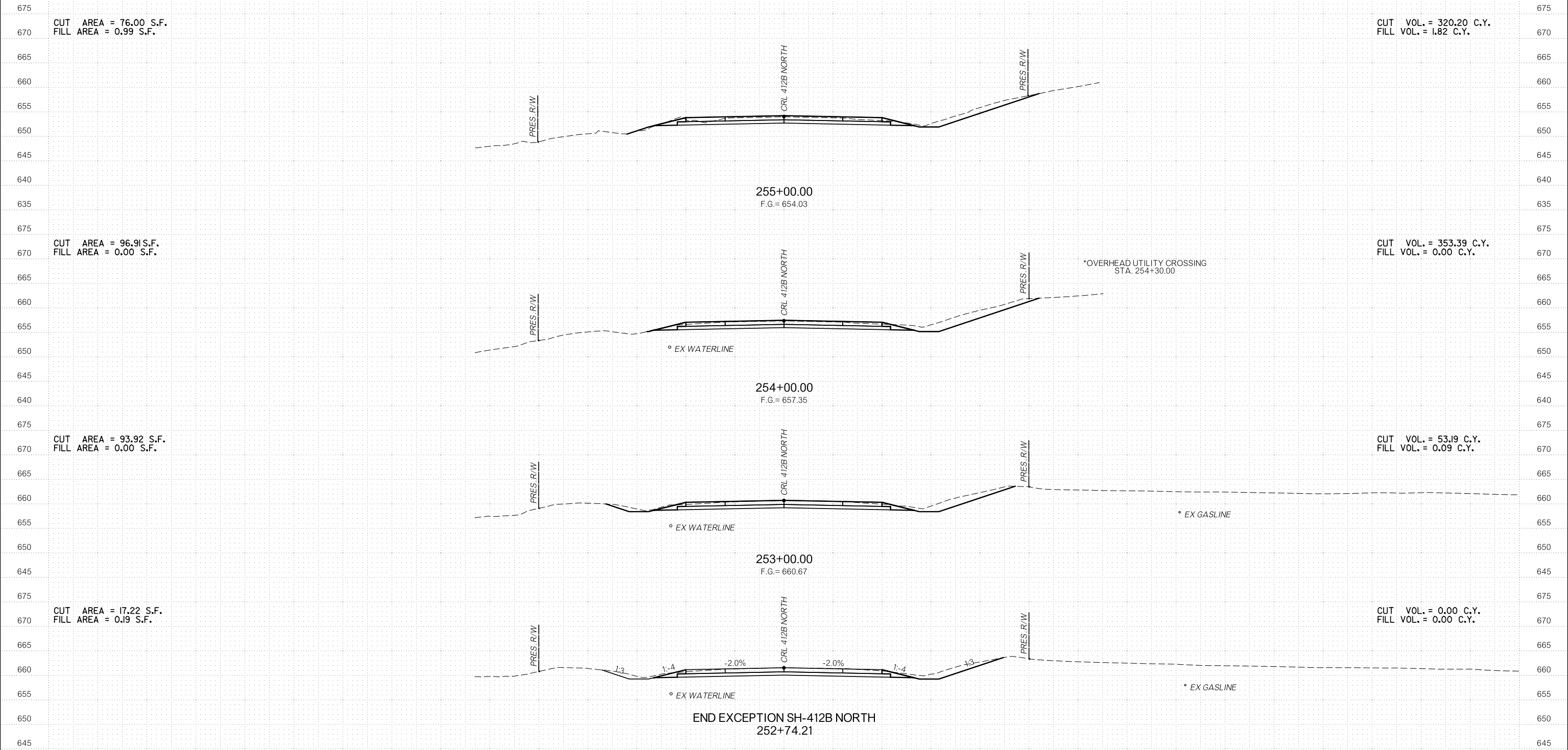


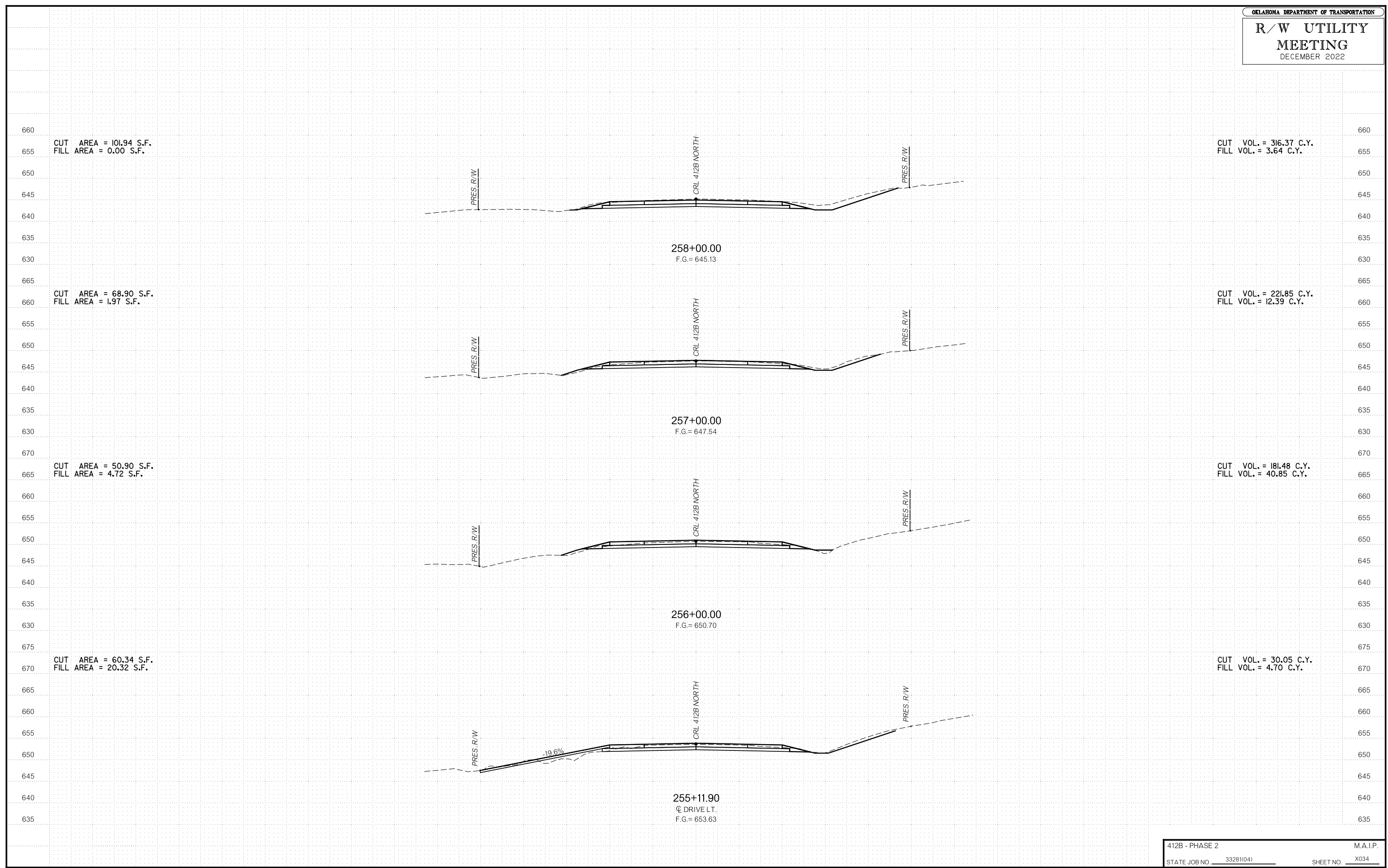
# R/W UTILITY MEETING

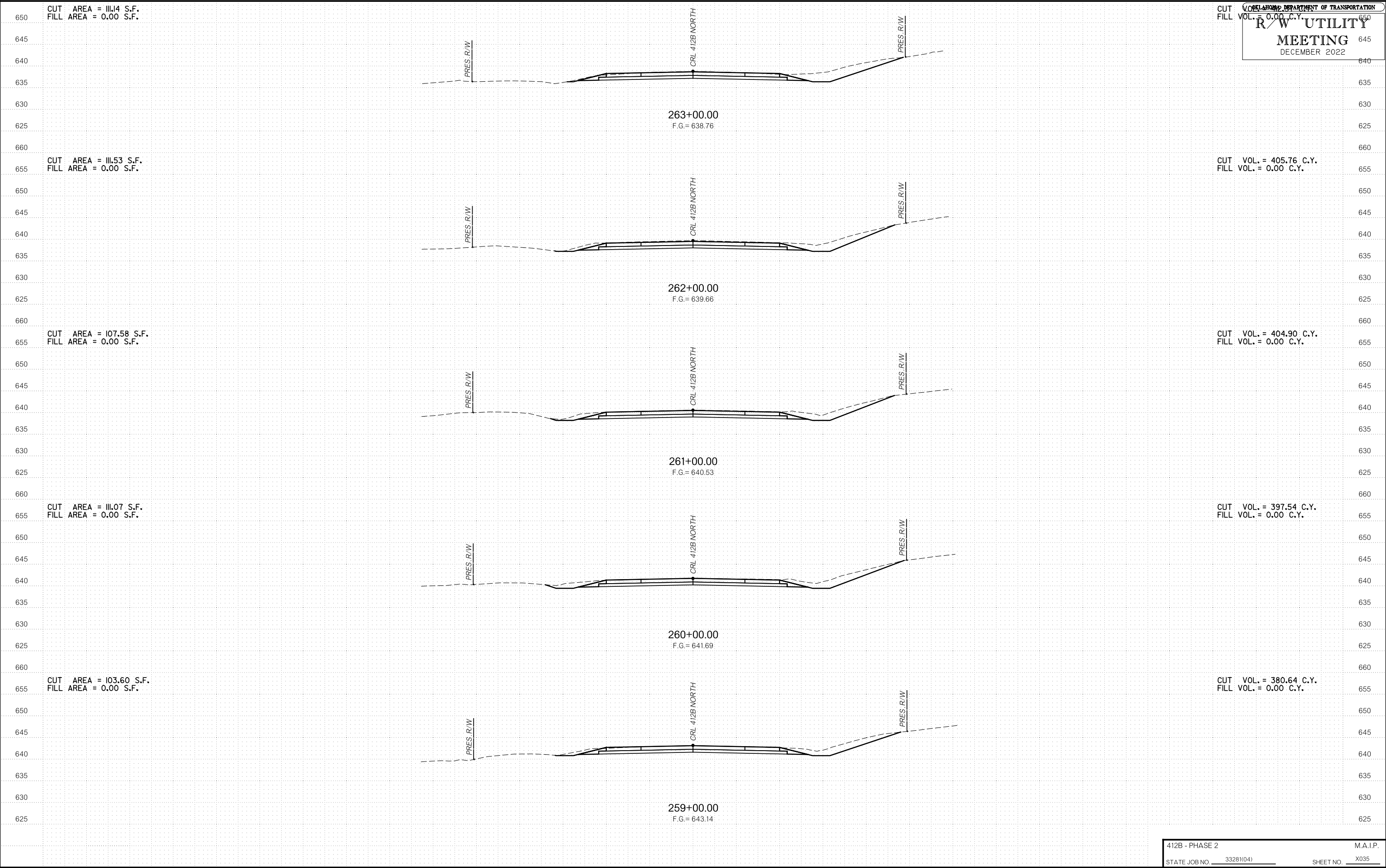
DECEMBER 2022



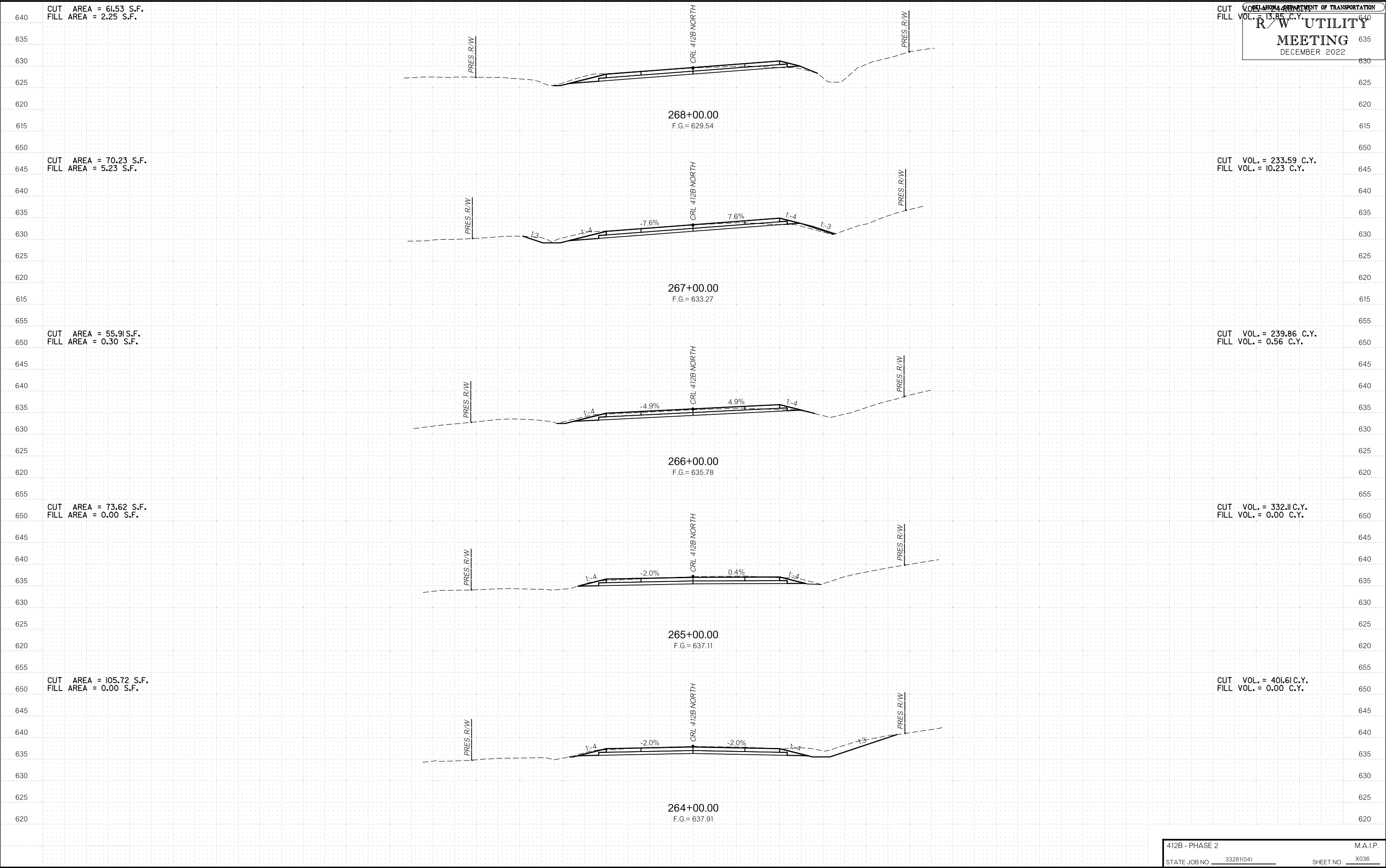






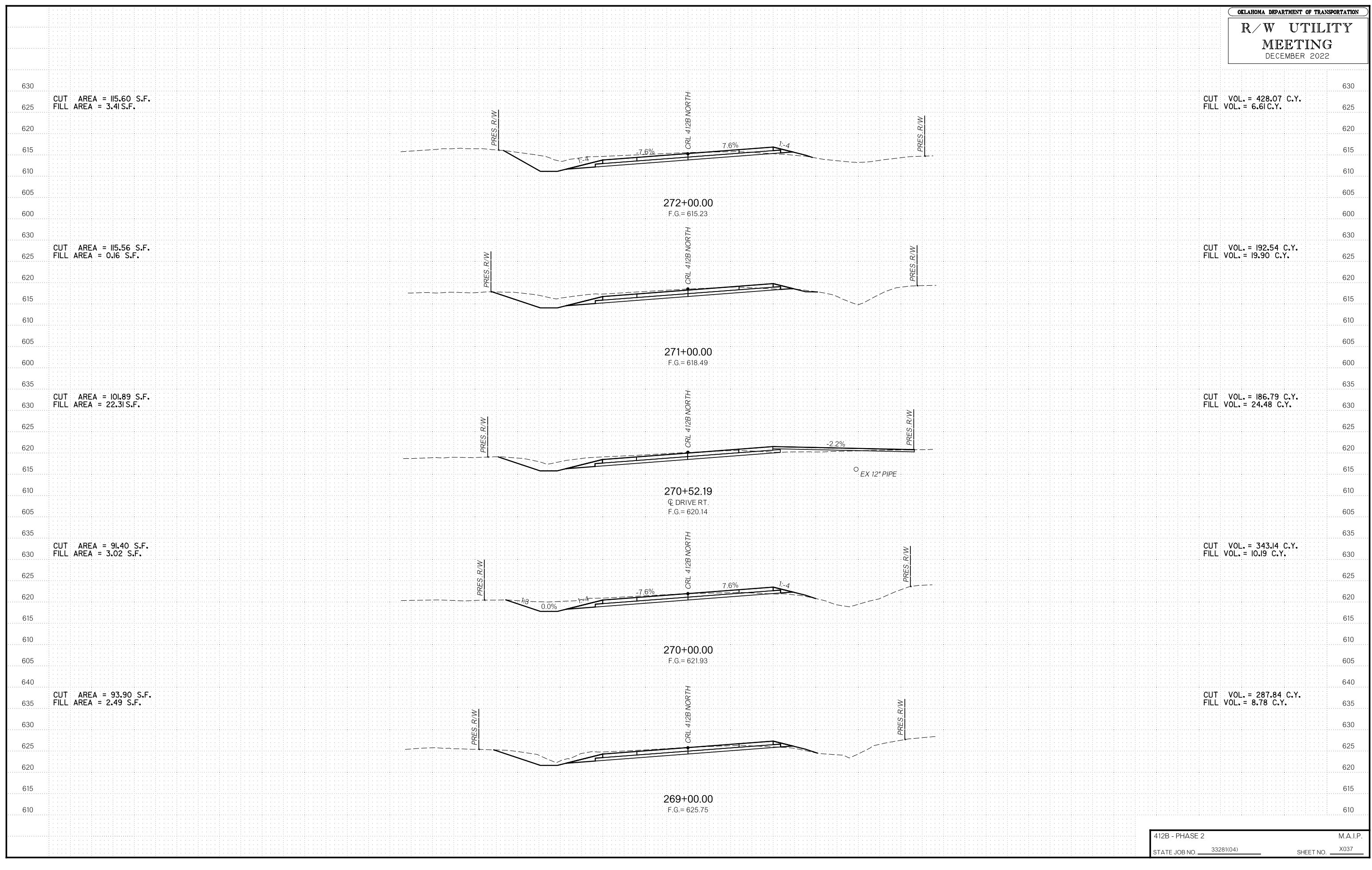


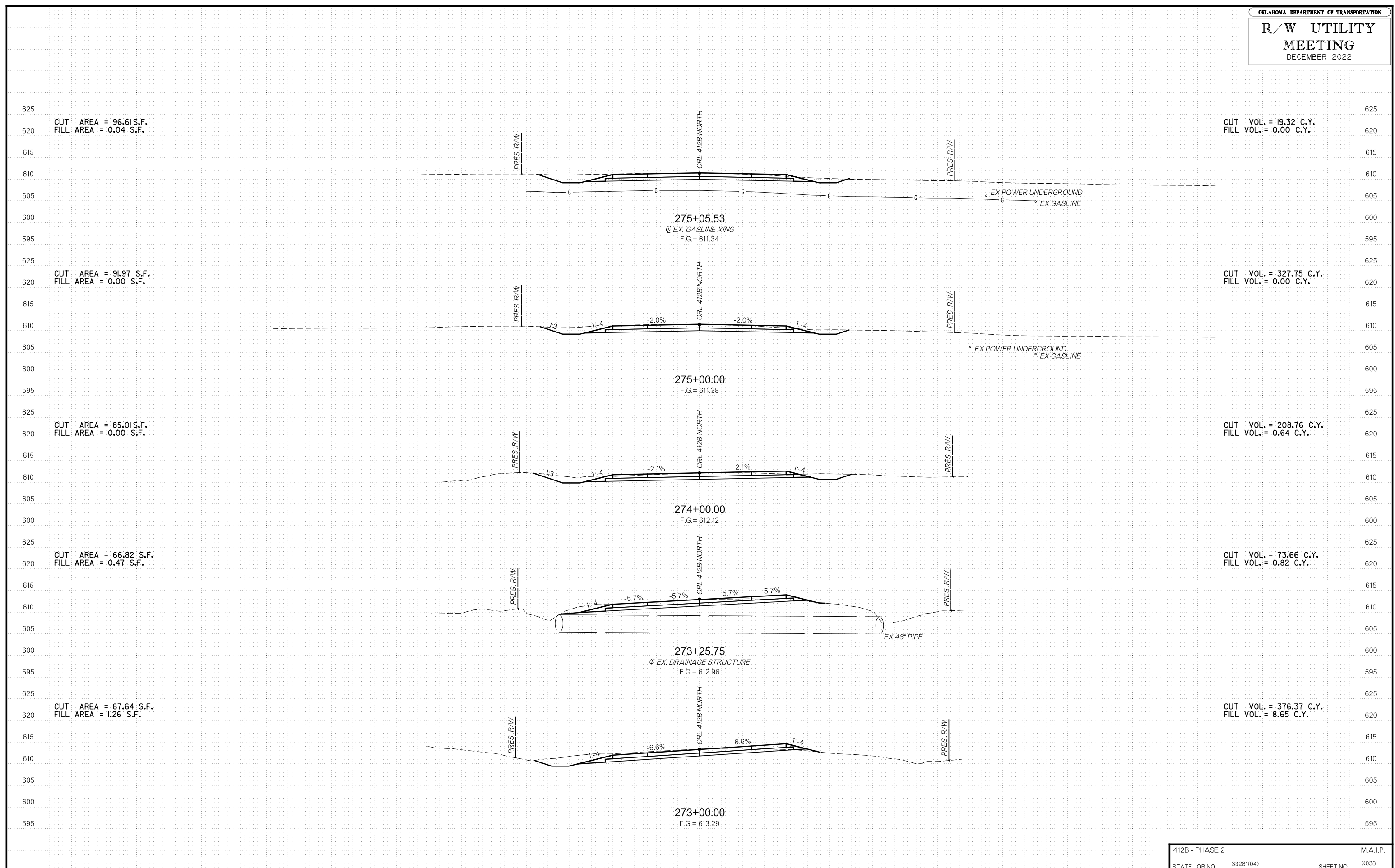




# R/W UTILITY MEETING

DECEMBER 2022





CUT AREA = 96.61 S.F.  
FILL AREA = 0.04 S.F.

CUT VOL. = 19.32 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 91.97 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 327.75 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT AREA = 85.01 S.F.  
FILL AREA = 0.00 S.F.

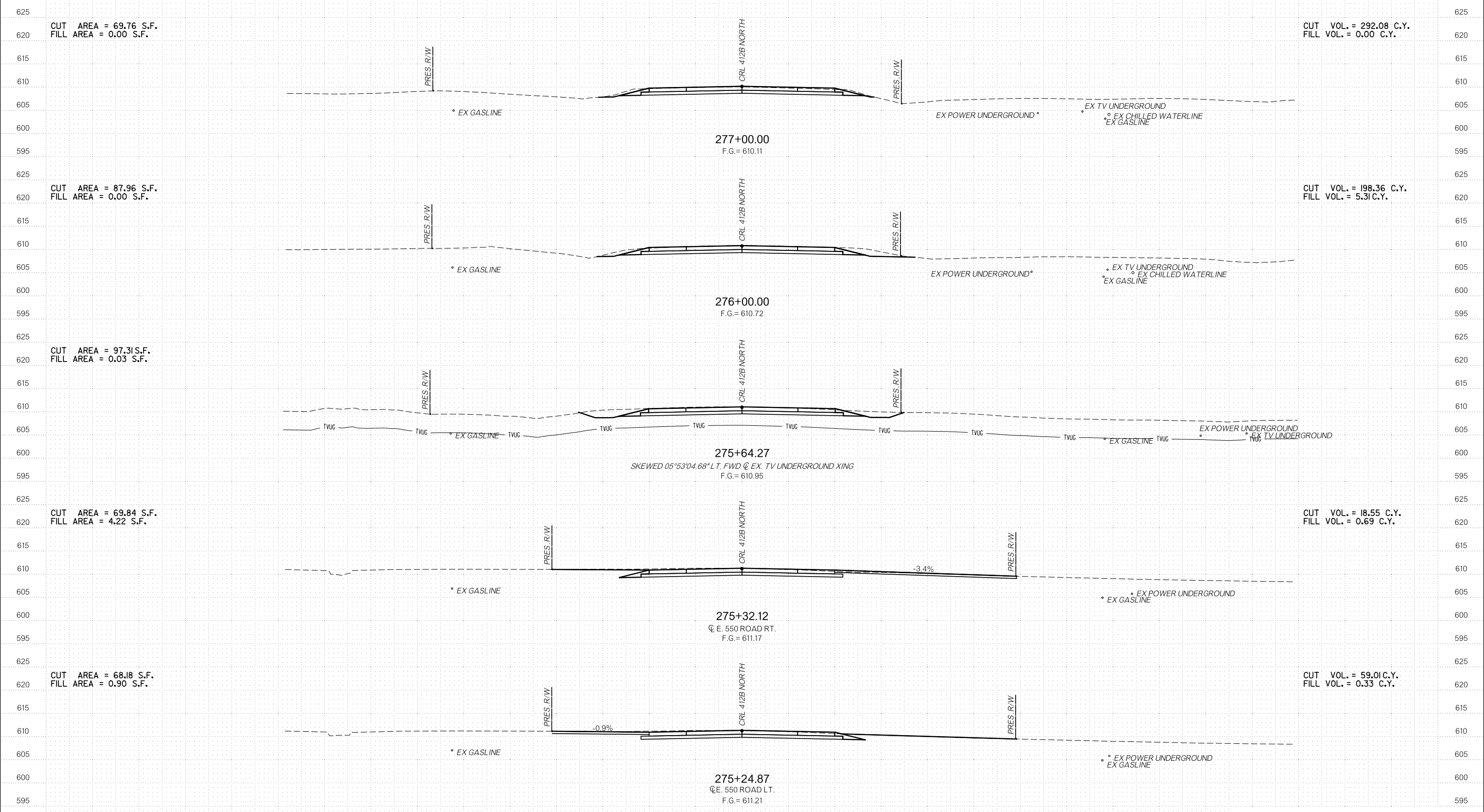
CUT VOL. = 208.76 C.Y.  
FILL VOL. = 0.64 C.Y.

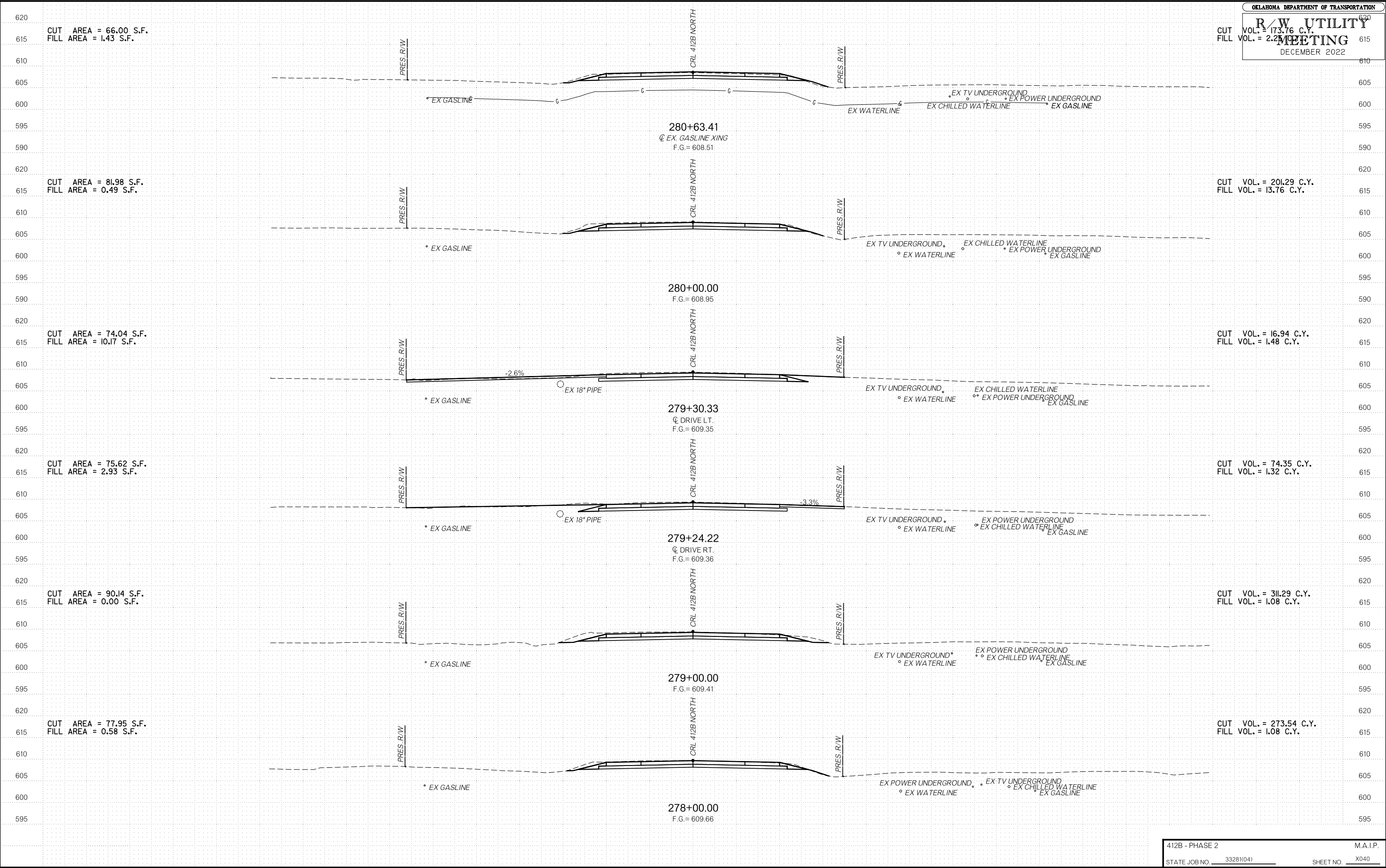
CUT AREA = 66.82 S.F.  
FILL AREA = 0.47 S.F.

CUT VOL. = 73.66 C.Y.  
FILL VOL. = 0.82 C.Y.

CUT AREA = 87.64 S.F.  
FILL AREA = 1.26 S.F.

CUT VOL. = 376.37 C.Y.  
FILL VOL. = 8.65 C.Y.





CUT AREA = 66.00 S.F.  
 FILL AREA = 1.43 S.F.

CUT VOL. = 173.76 C.Y.  
 FILL VOL. = 2.25 C.Y.

CUT AREA = 81.98 S.F.  
 FILL AREA = 0.49 S.F.

CUT VOL. = 201.29 C.Y.  
 FILL VOL. = 13.76 C.Y.

CUT AREA = 74.04 S.F.  
 FILL AREA = 10.17 S.F.

CUT VOL. = 16.94 C.Y.  
 FILL VOL. = 1.48 C.Y.

CUT AREA = 75.62 S.F.  
 FILL AREA = 2.93 S.F.

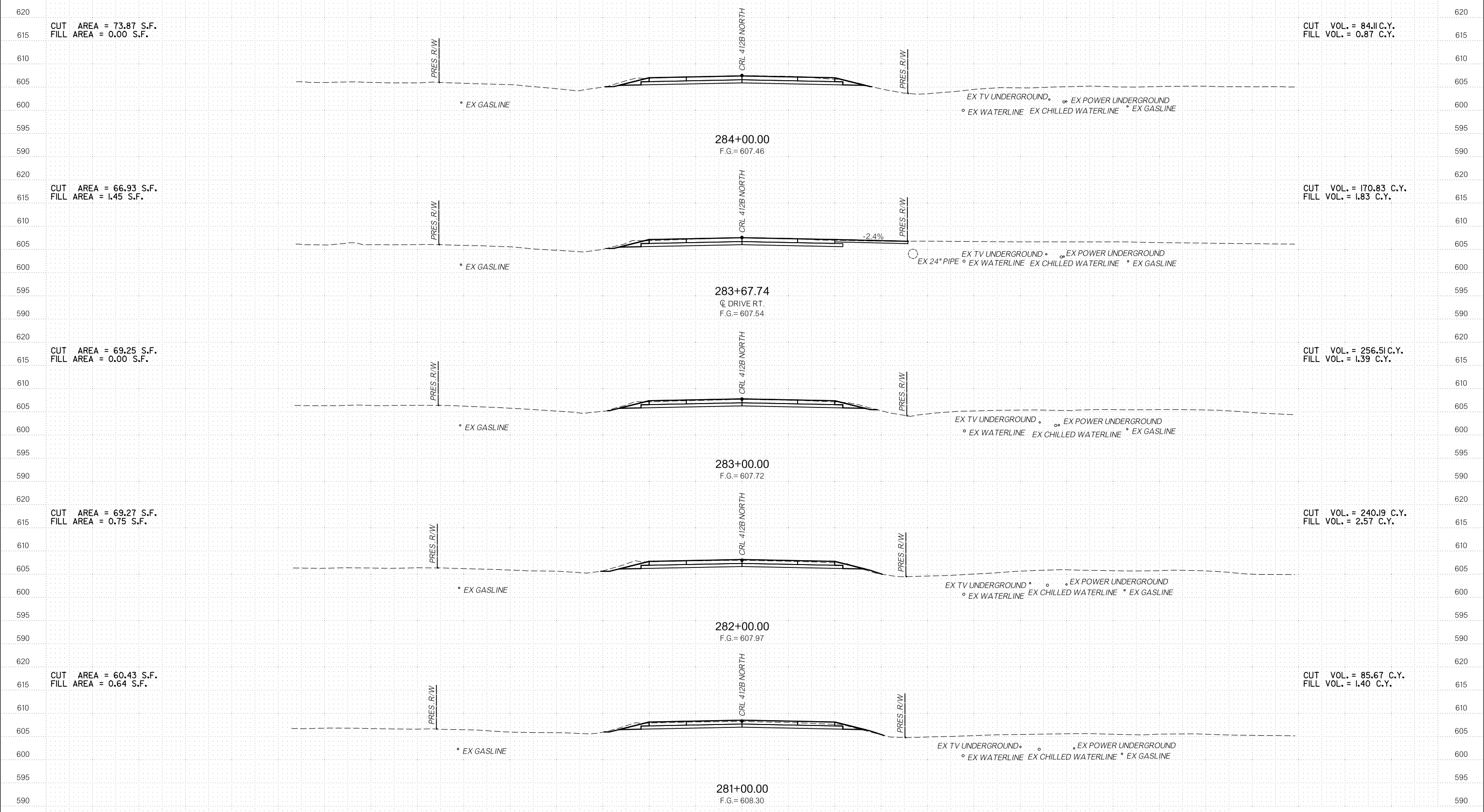
CUT VOL. = 74.35 C.Y.  
 FILL VOL. = 1.32 C.Y.

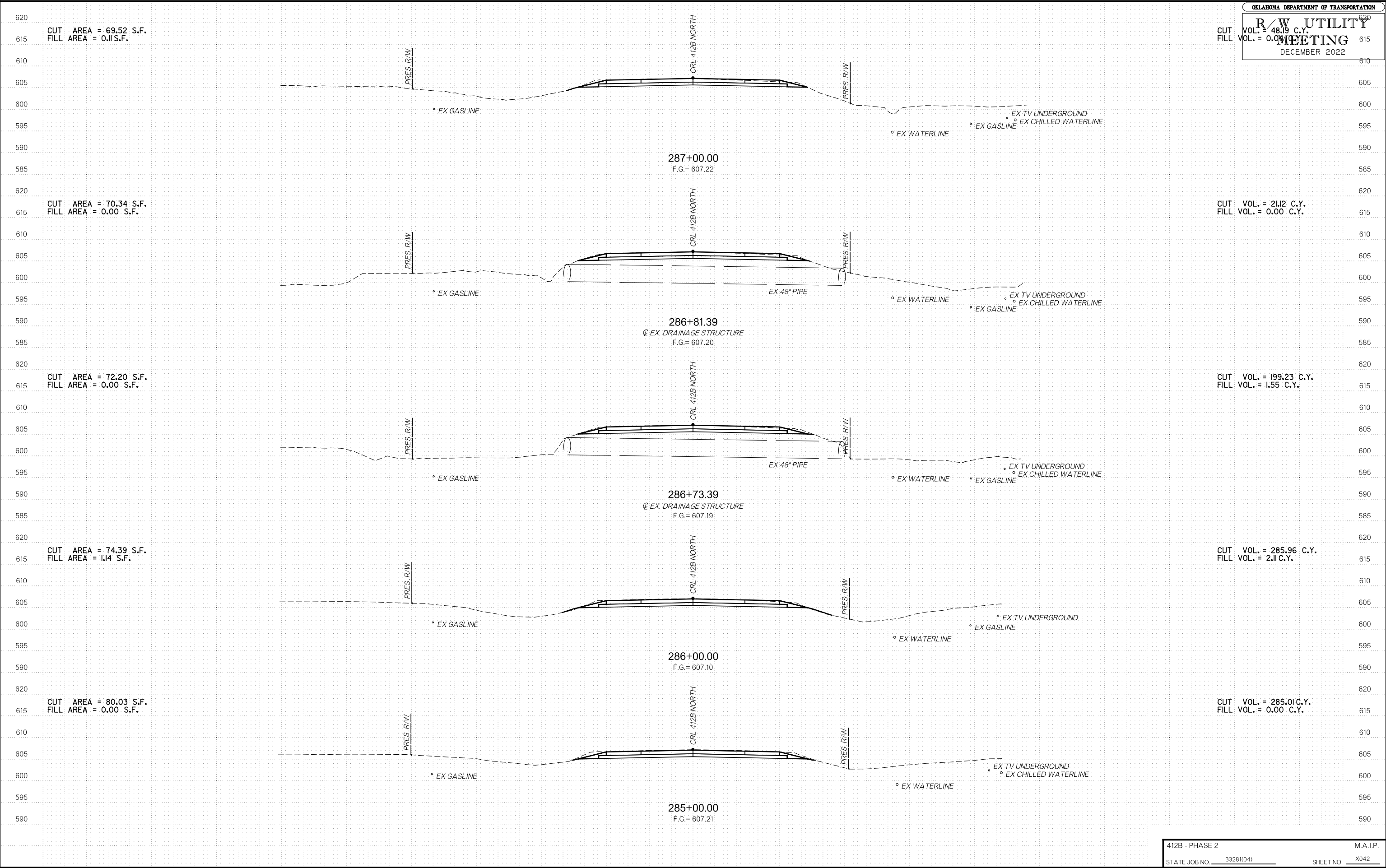
CUT AREA = 90.14 S.F.  
 FILL AREA = 0.00 S.F.

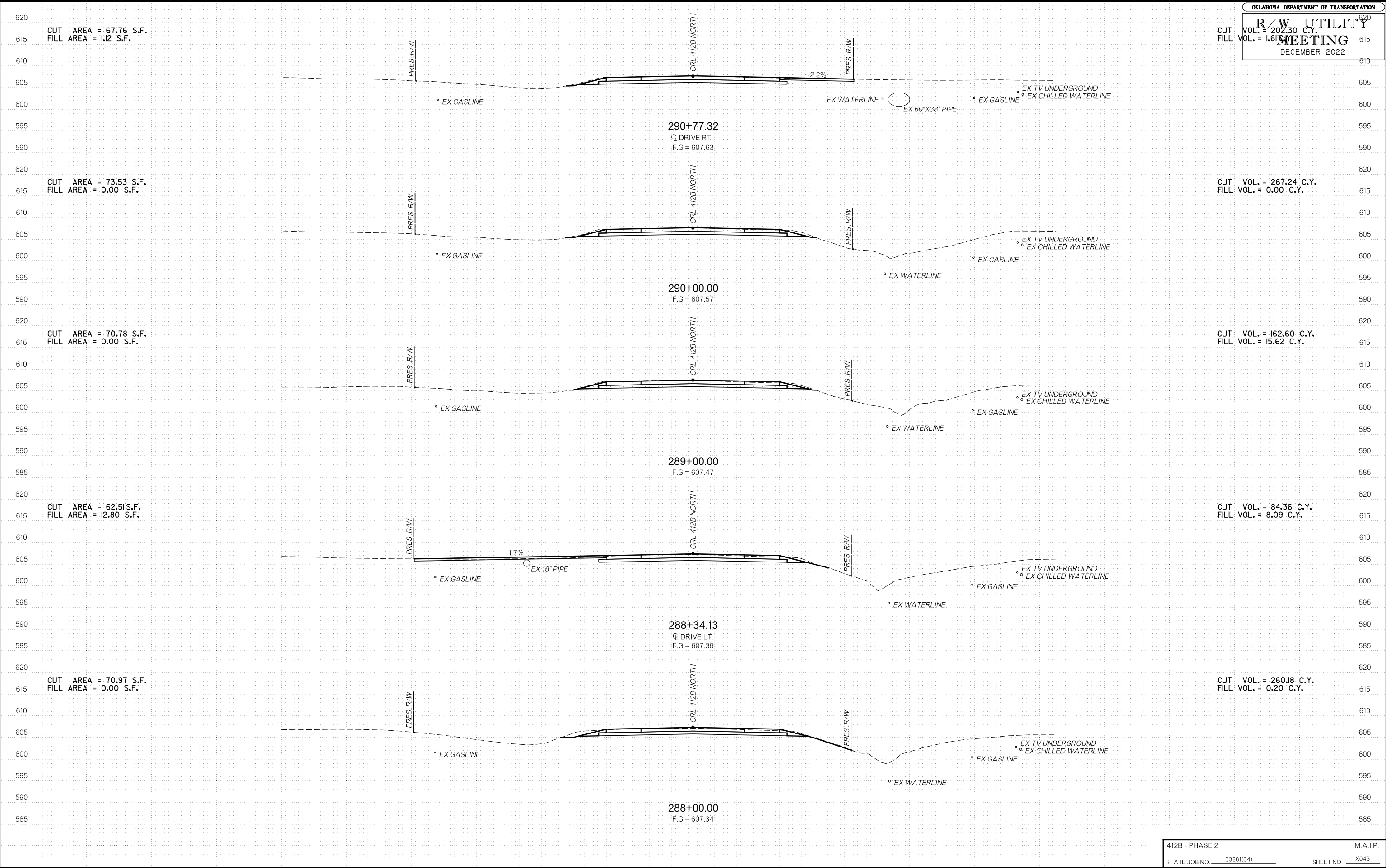
CUT VOL. = 311.29 C.Y.  
 FILL VOL. = 1.08 C.Y.

CUT AREA = 77.95 S.F.  
 FILL AREA = 0.58 S.F.

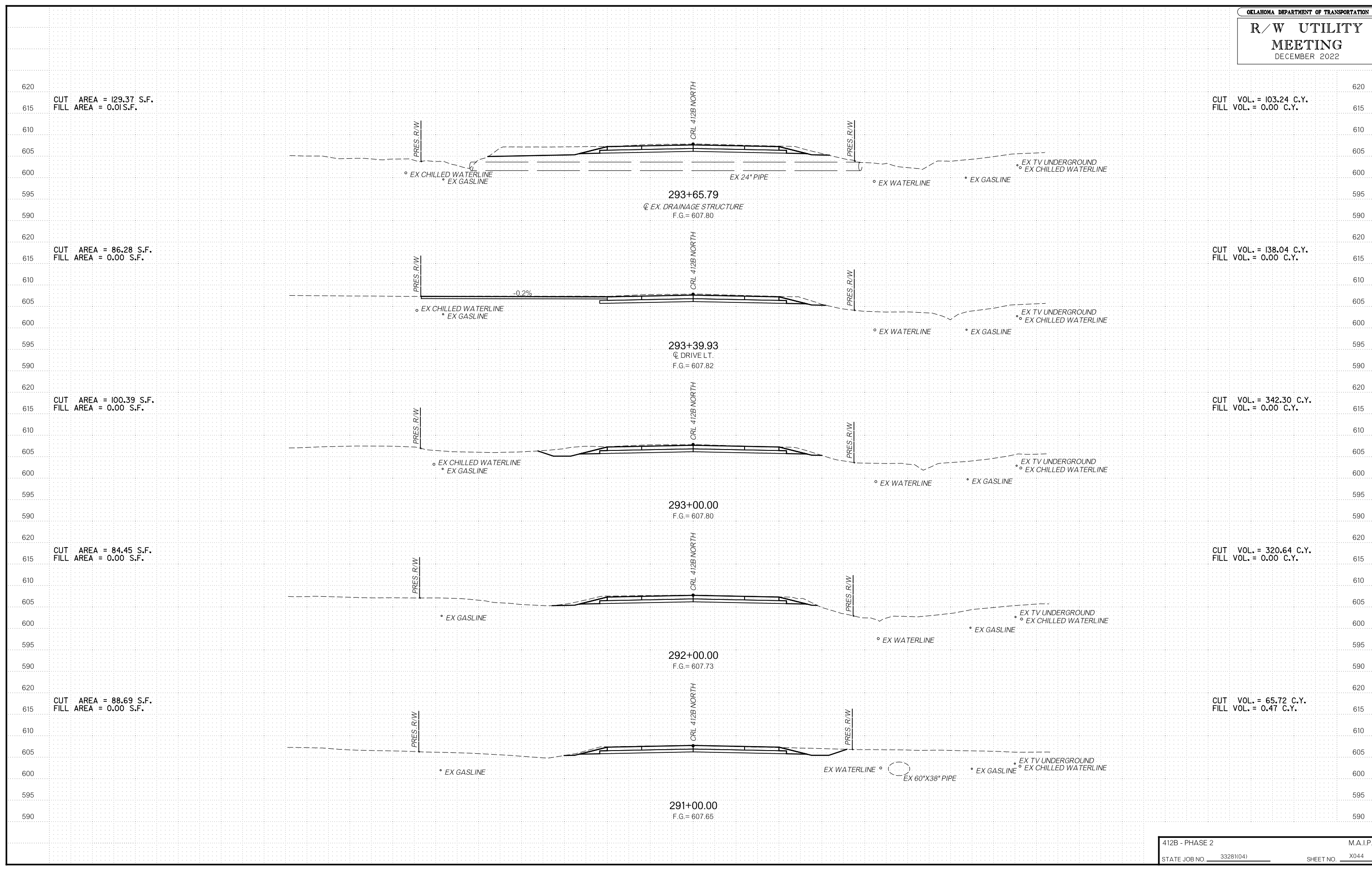
CUT VOL. = 273.54 C.Y.  
 FILL VOL. = 1.08 C.Y.

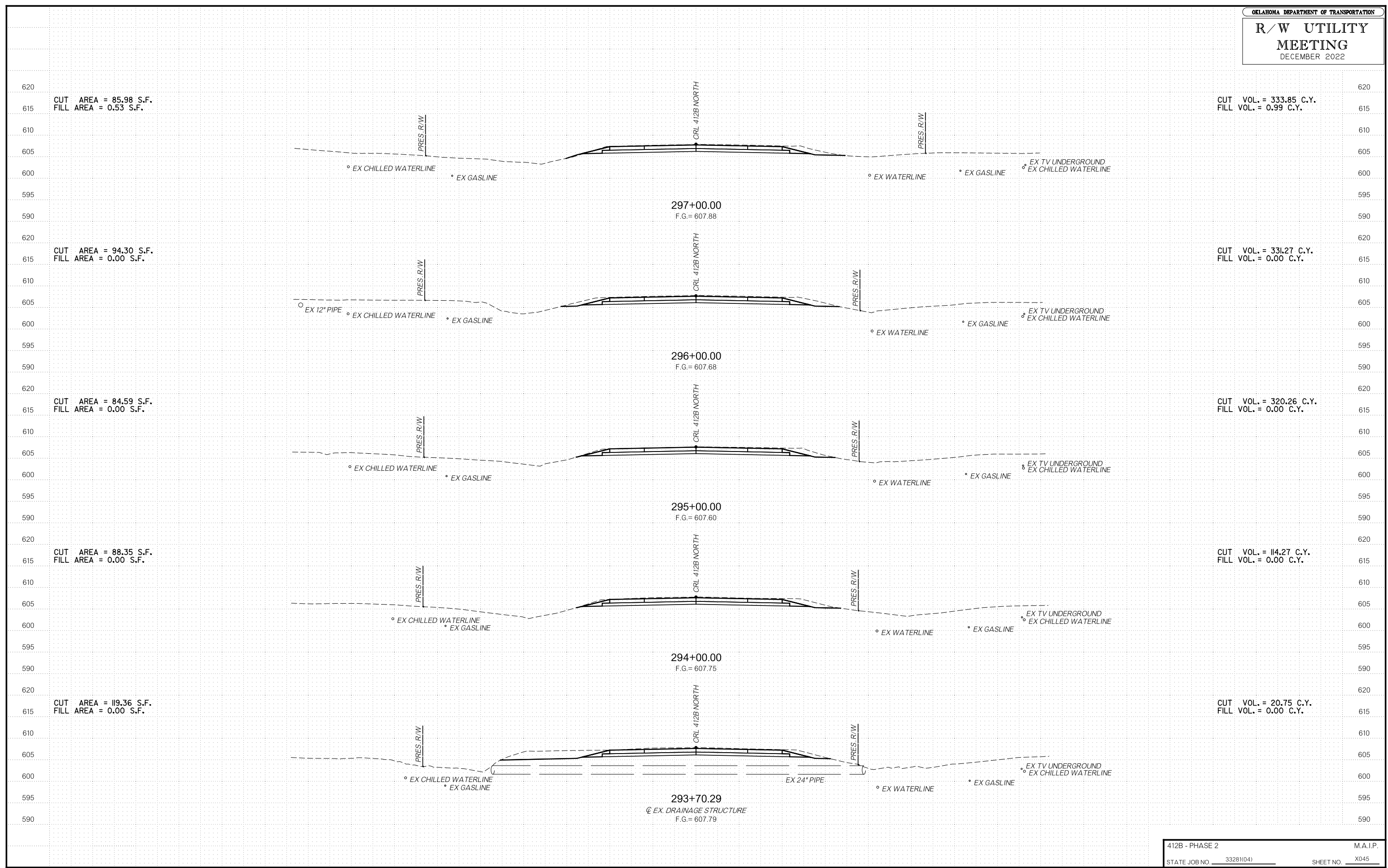




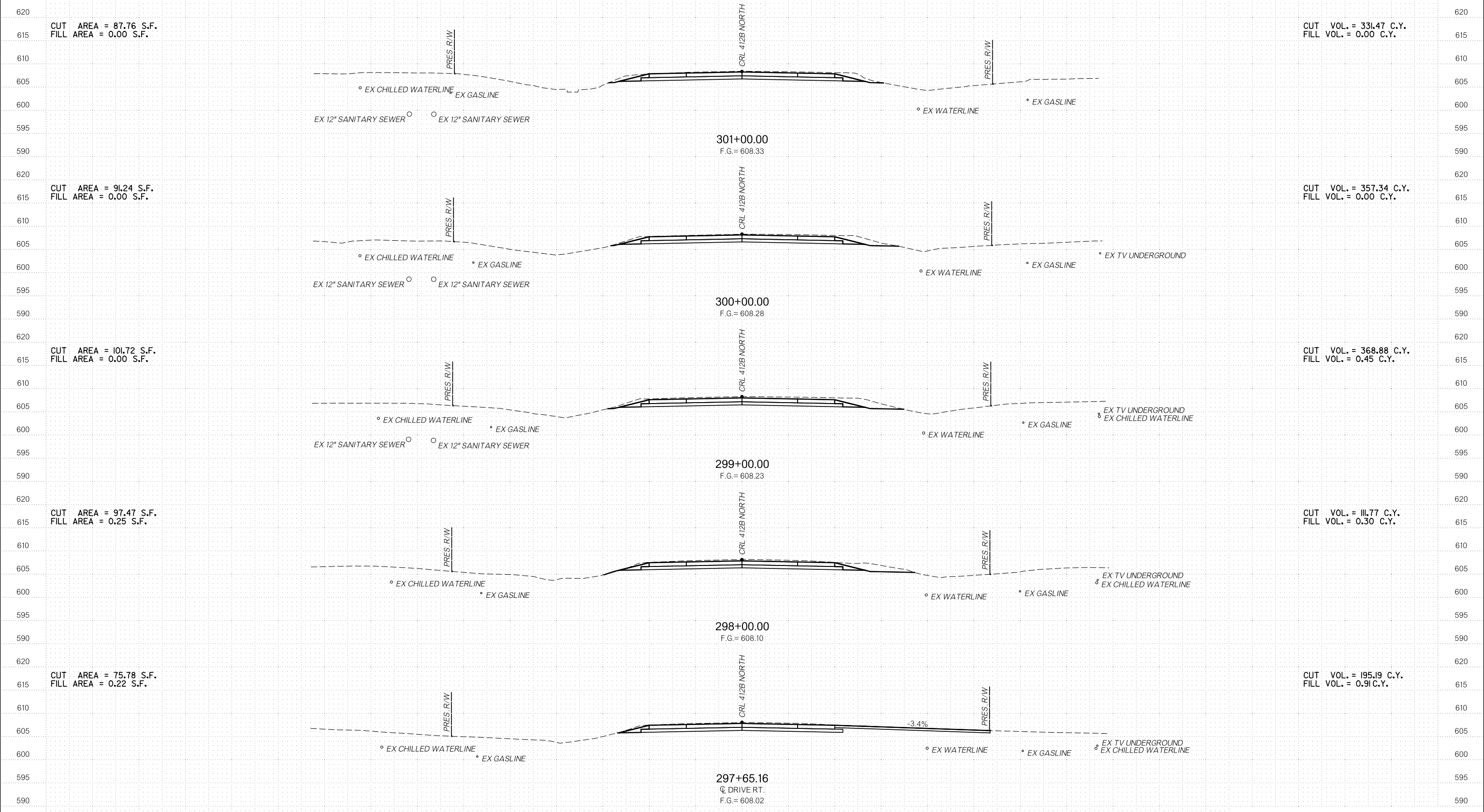


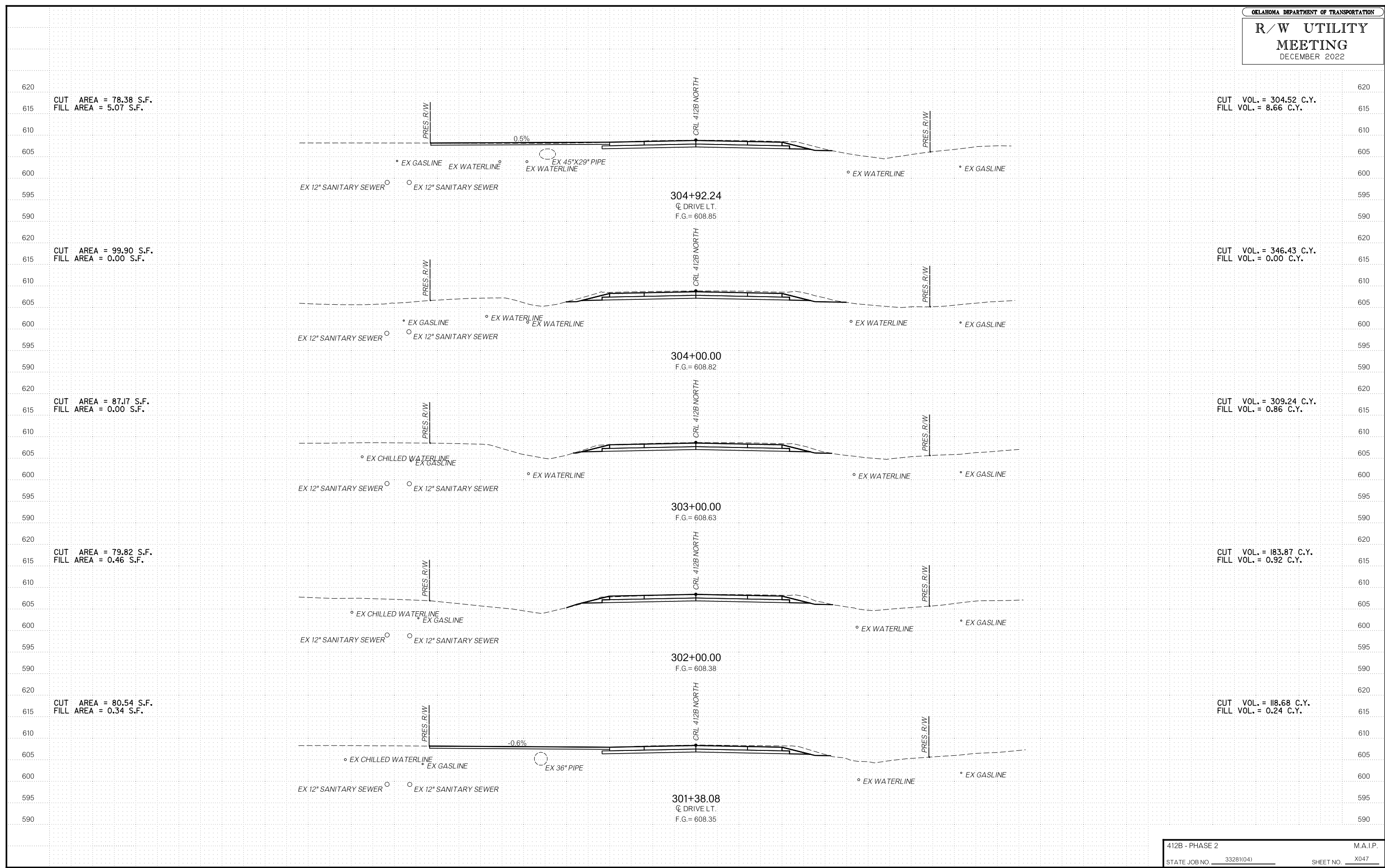


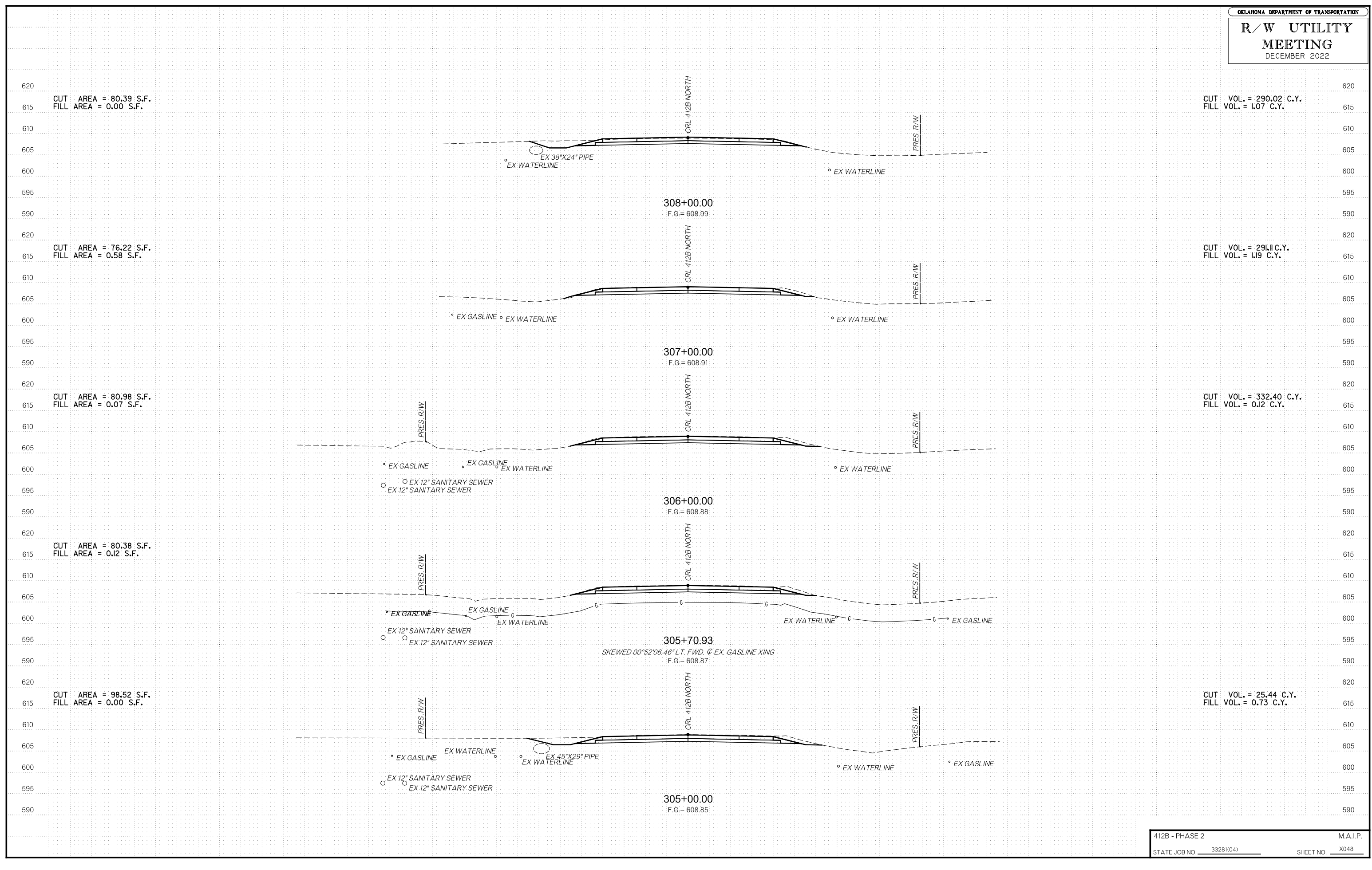




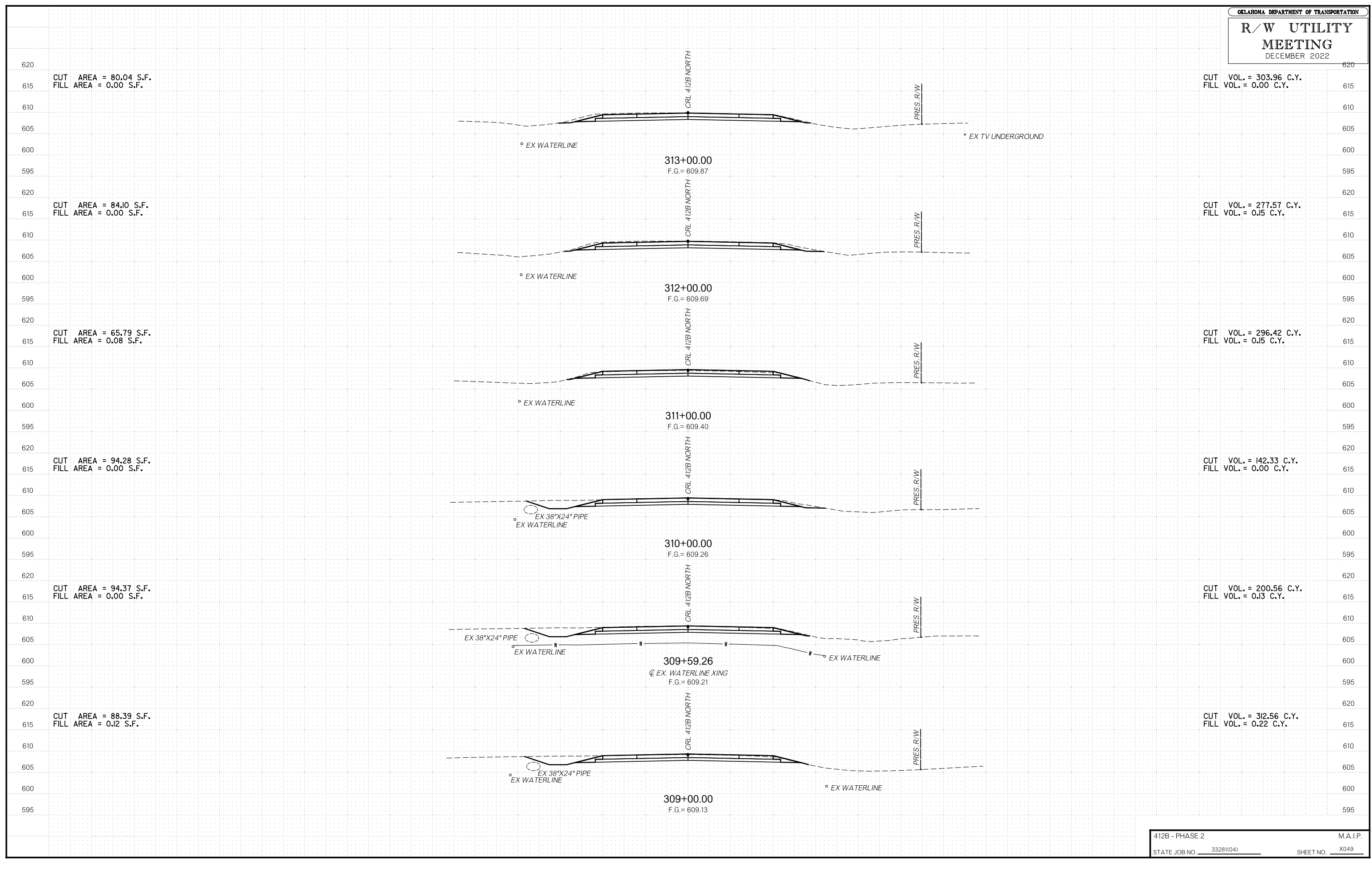
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

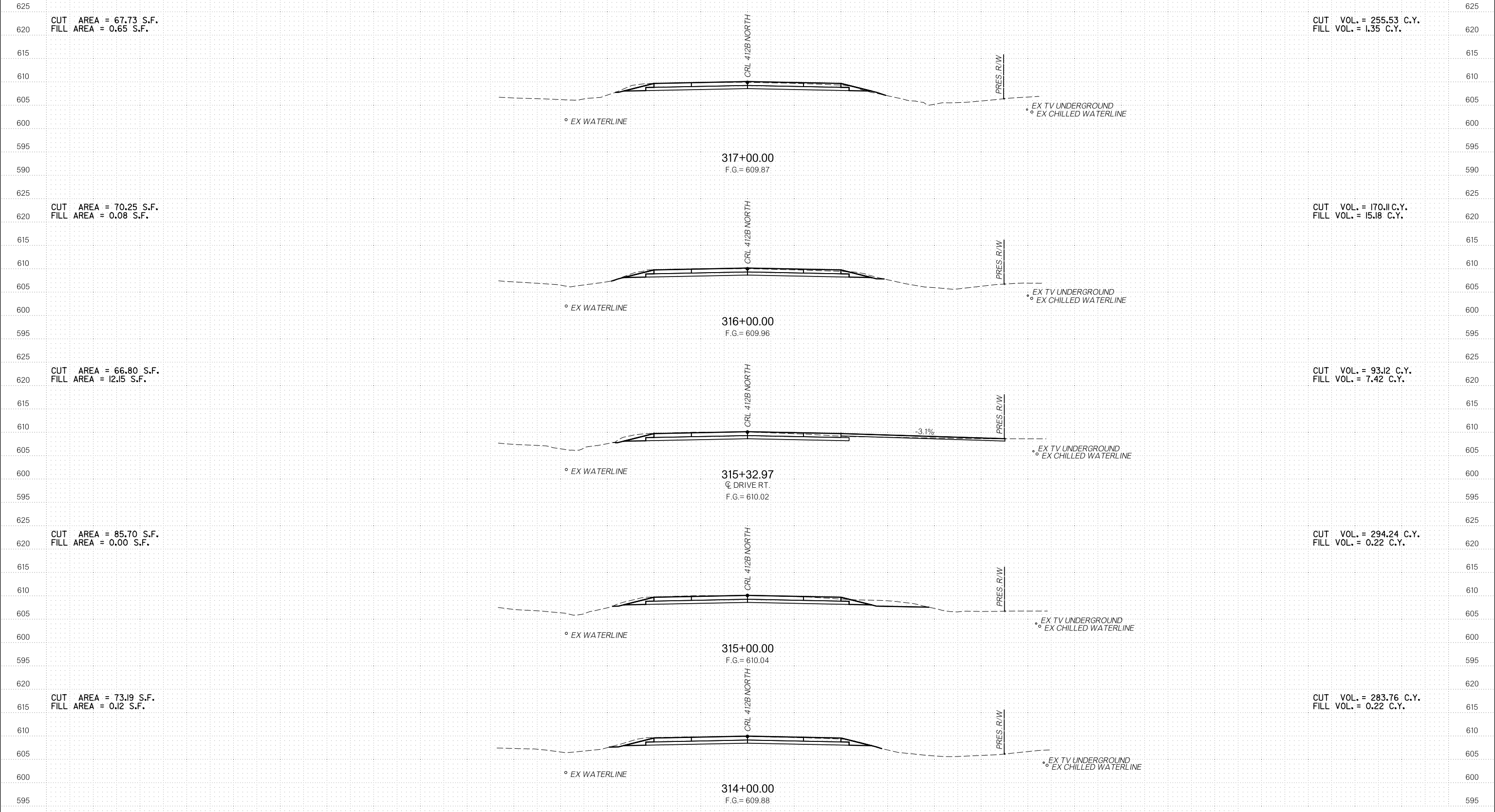


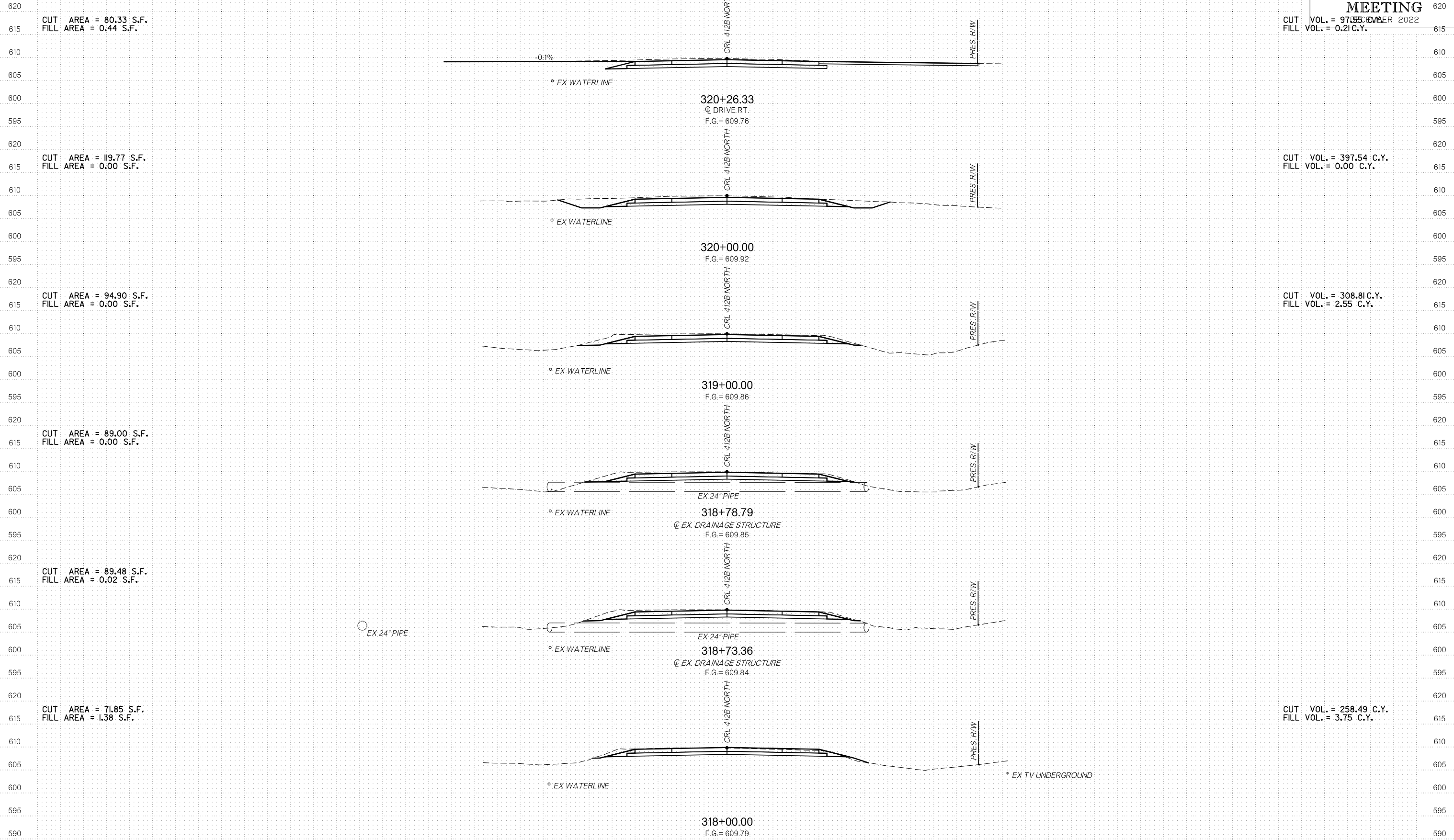




R/W UTILITY MEETING DECEMBER 2022

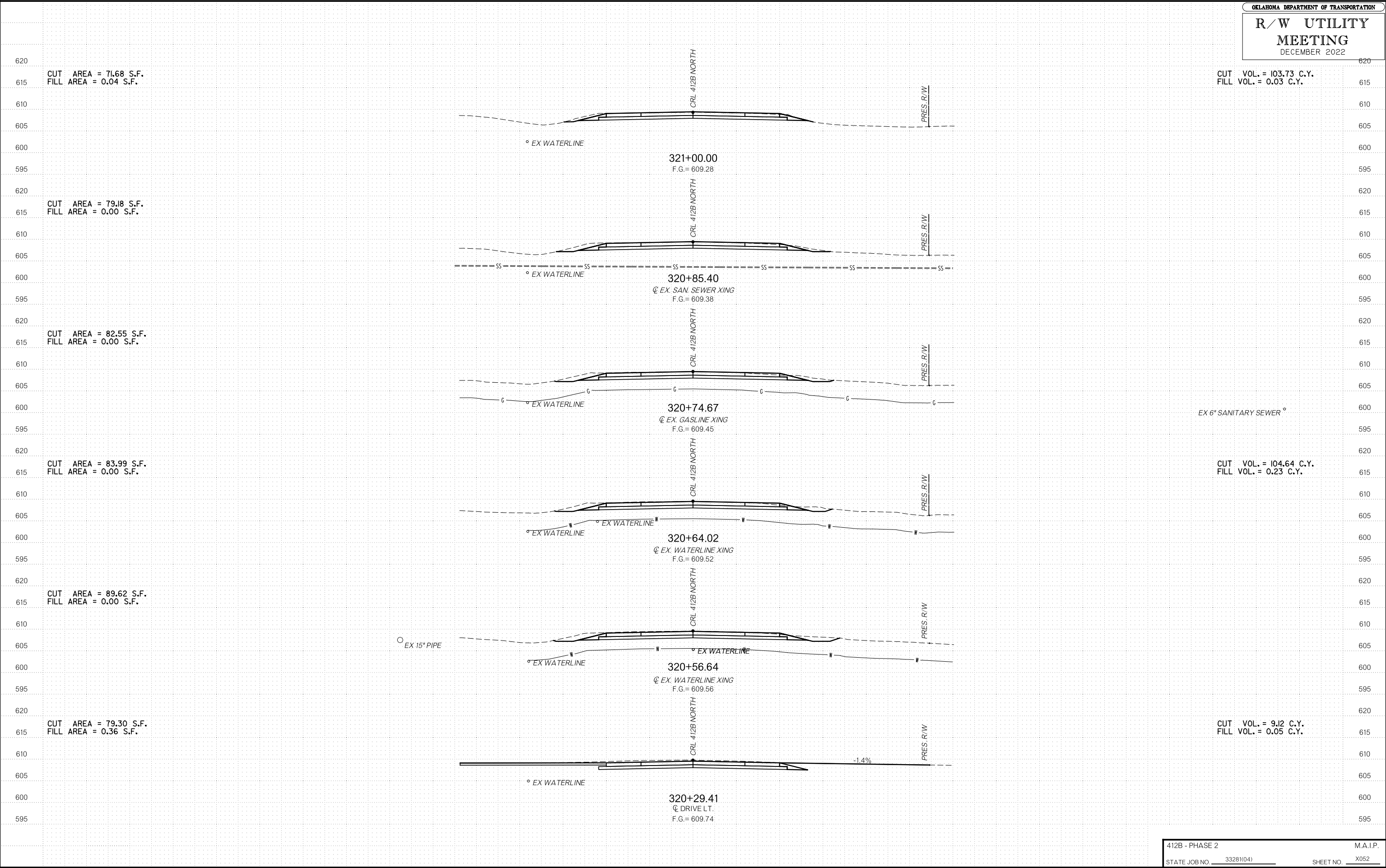


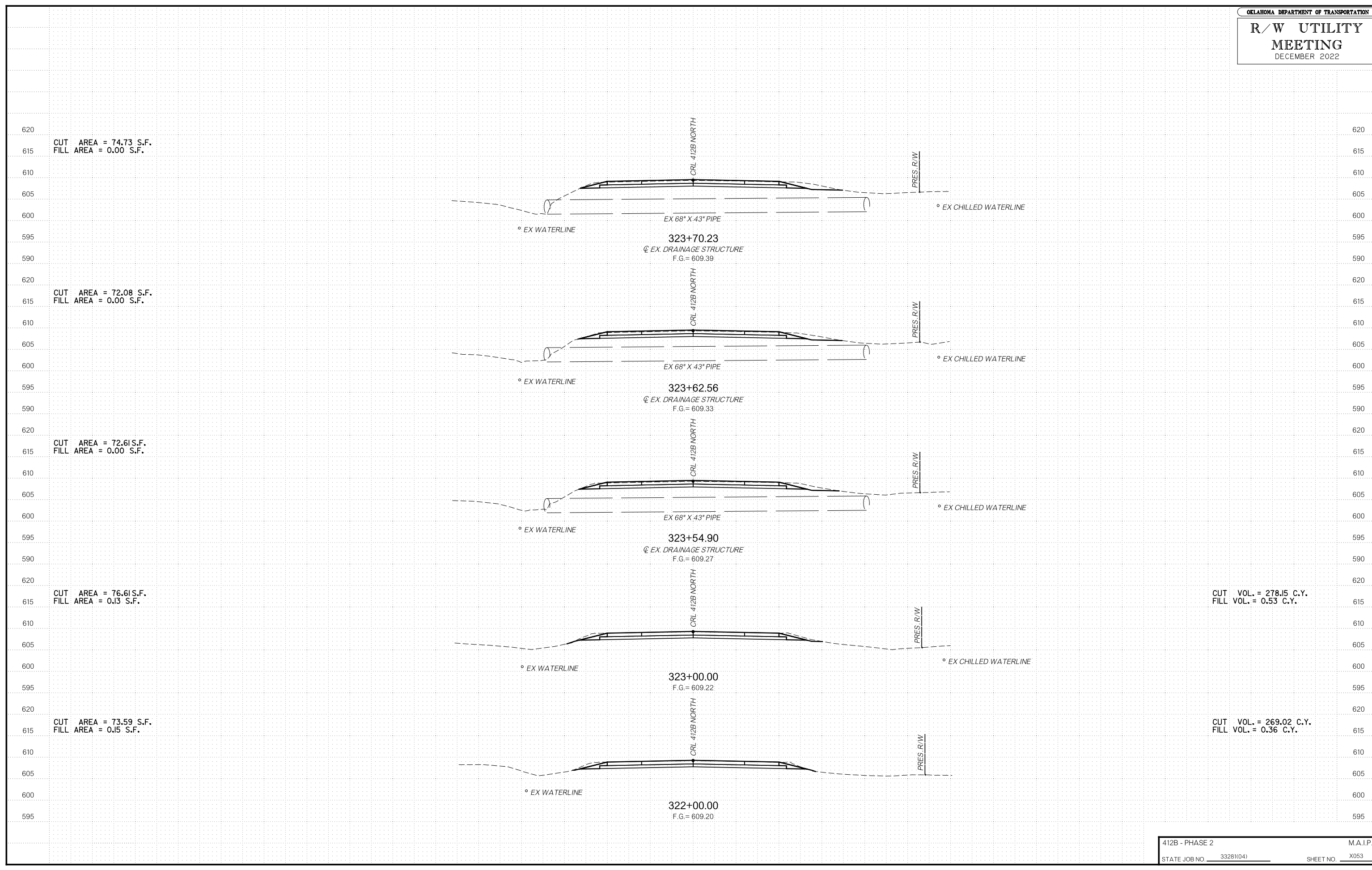






OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022





CUT AREA = 74.73 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 72.08 S.F.  
FILL AREA = 0.00 S.F.

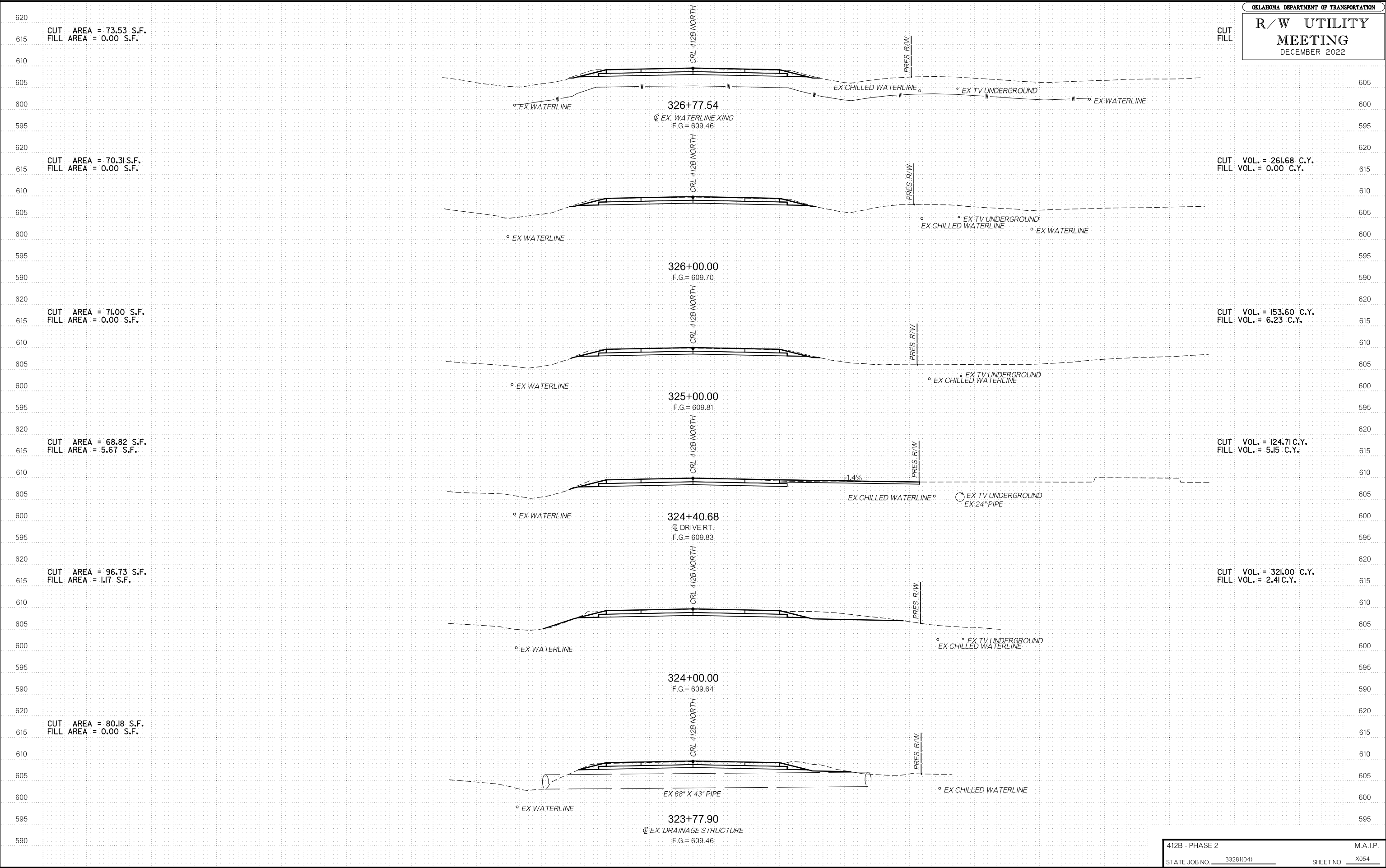
CUT AREA = 72.61 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 76.61 S.F.  
FILL AREA = 0.13 S.F.

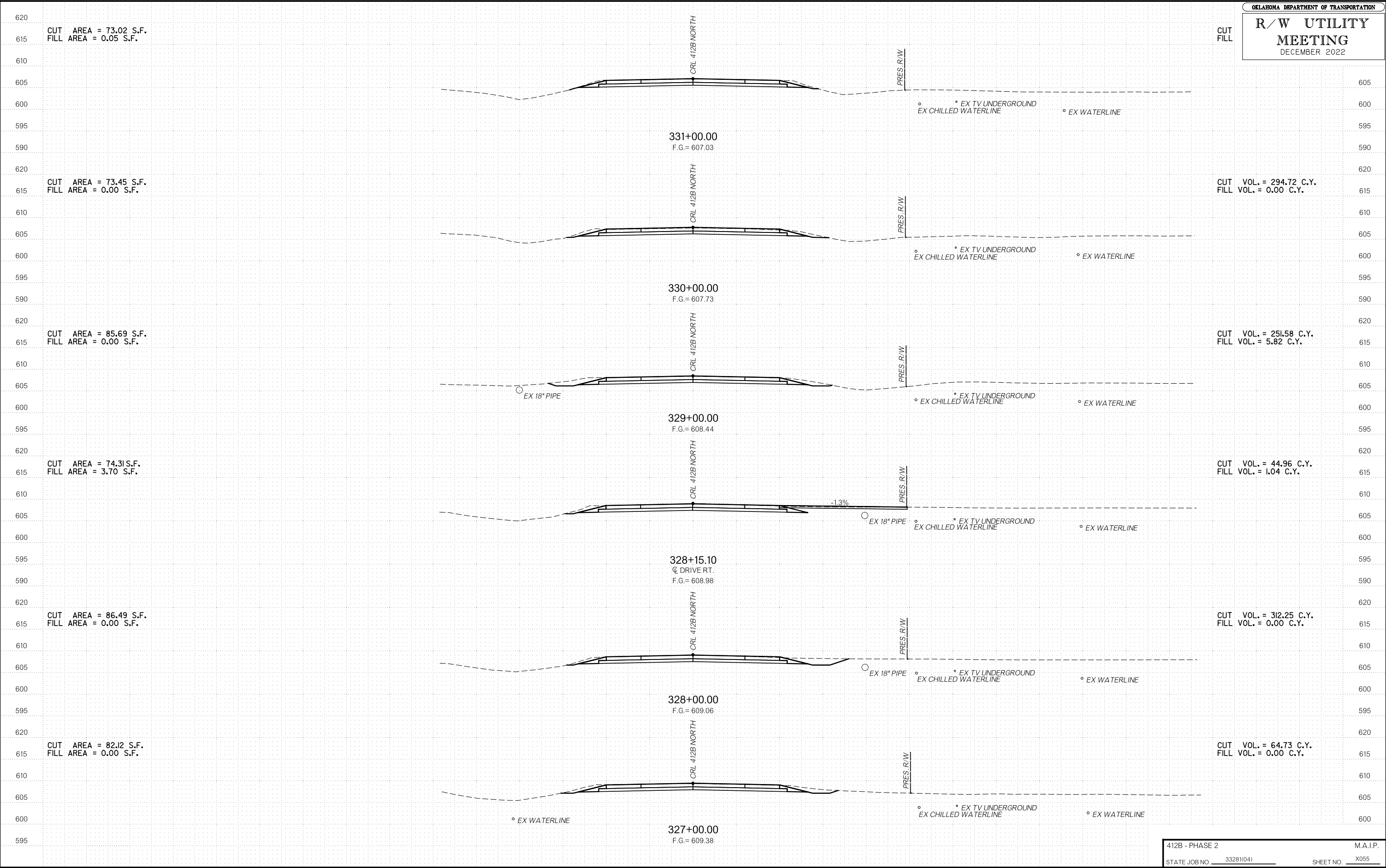
CUT AREA = 73.59 S.F.  
FILL AREA = 0.15 S.F.

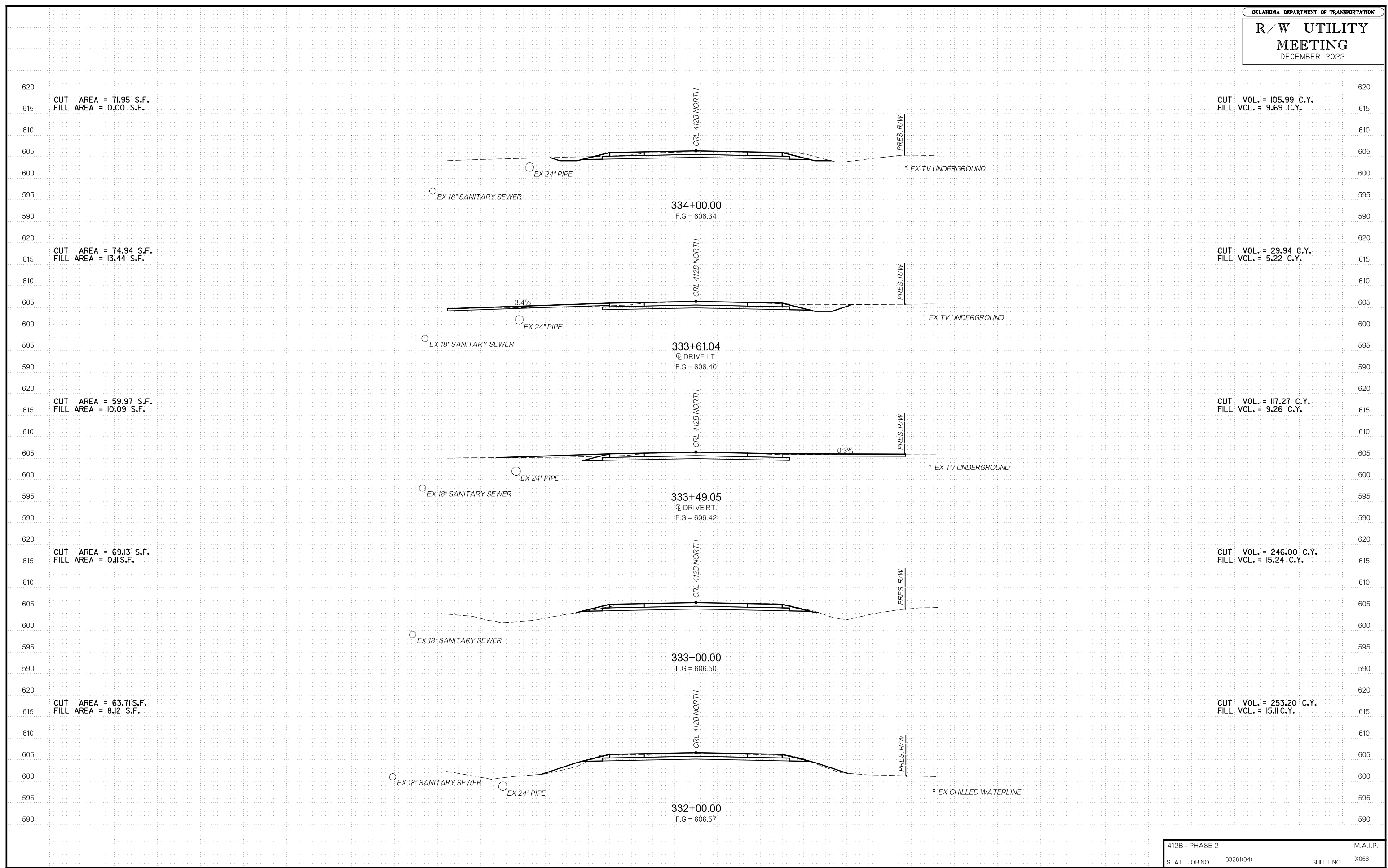
CUT VOL. = 278.15 C.Y.  
FILL VOL. = 0.53 C.Y.

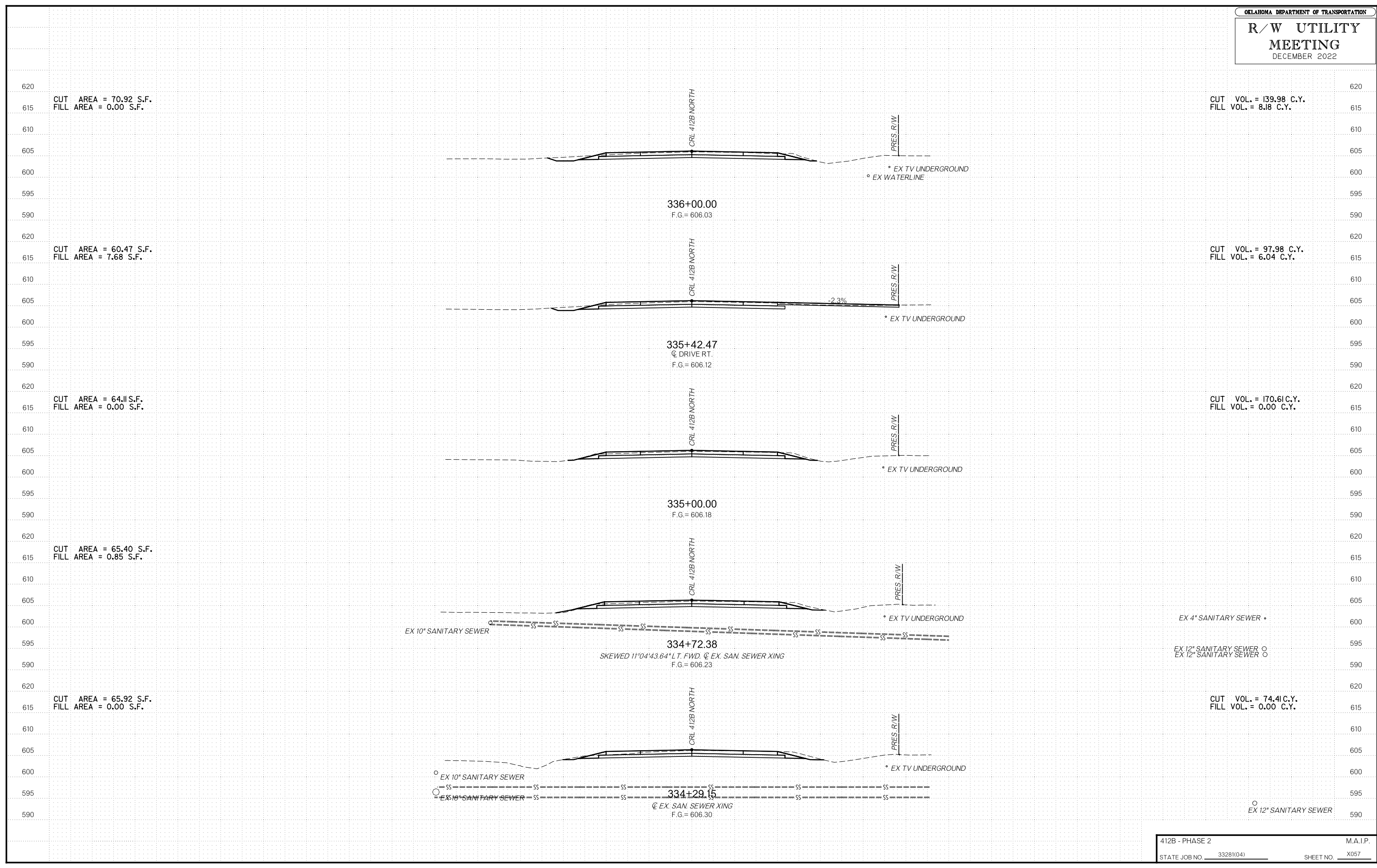
CUT VOL. = 269.02 C.Y.  
FILL VOL. = 0.36 C.Y.

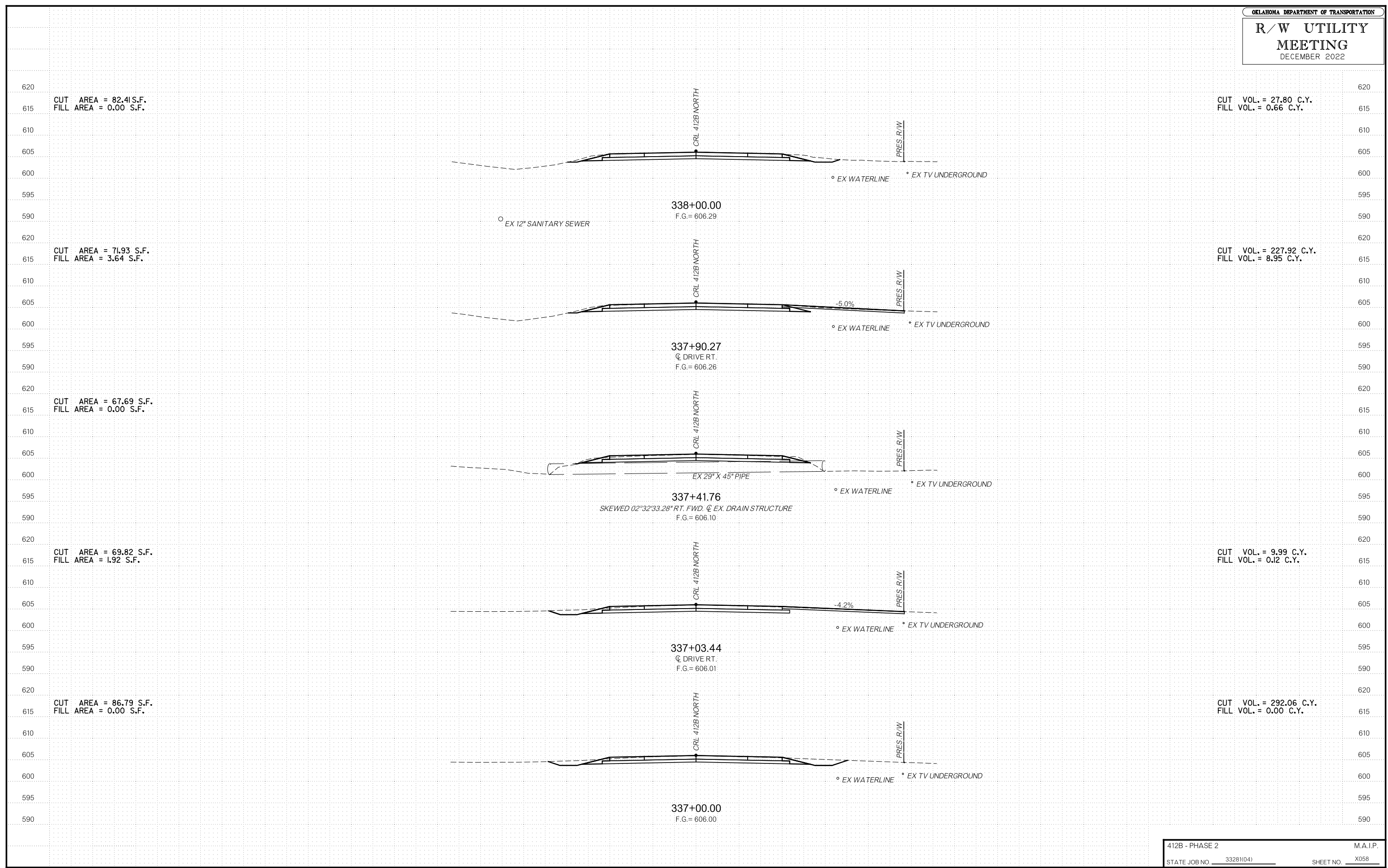


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022



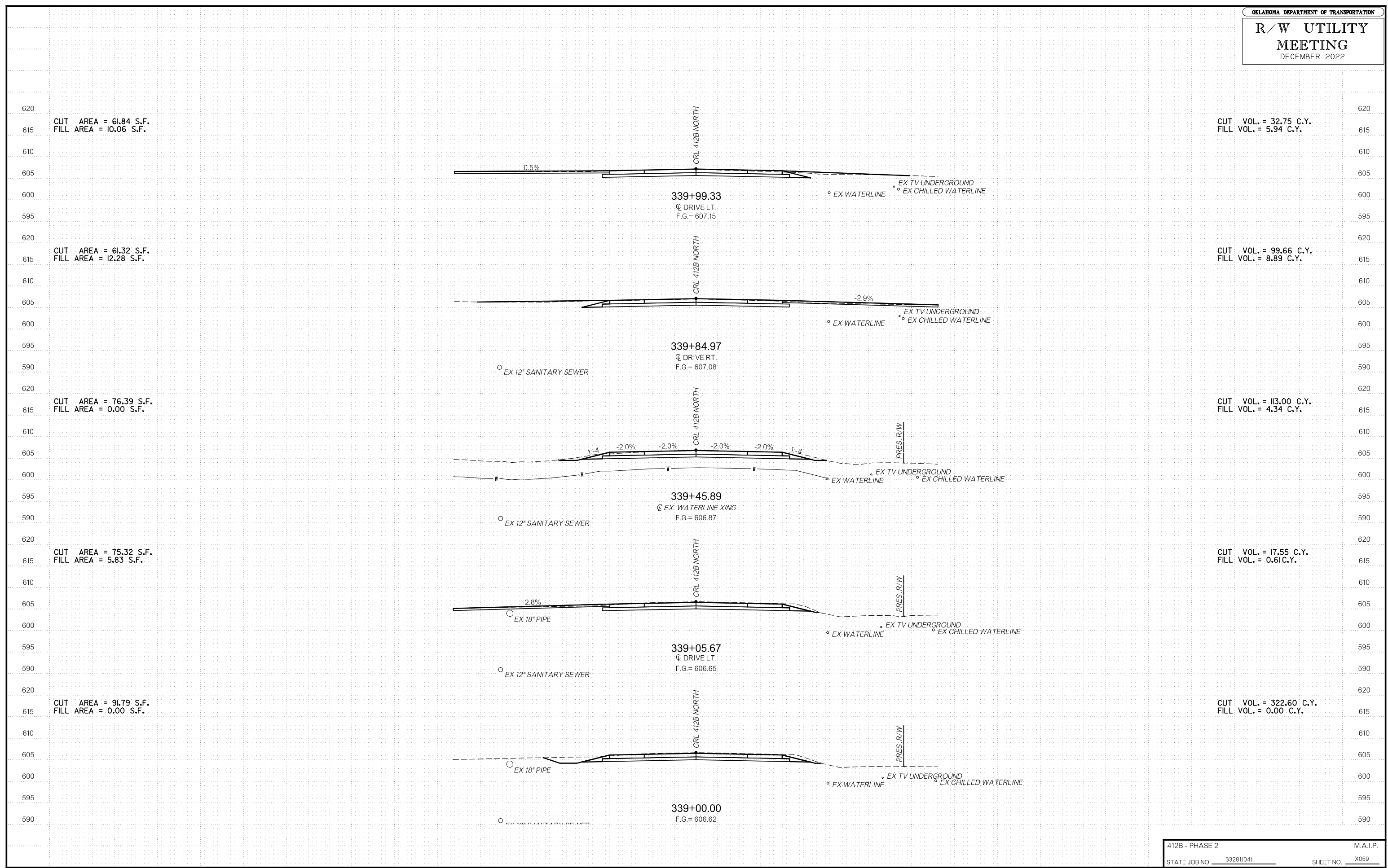






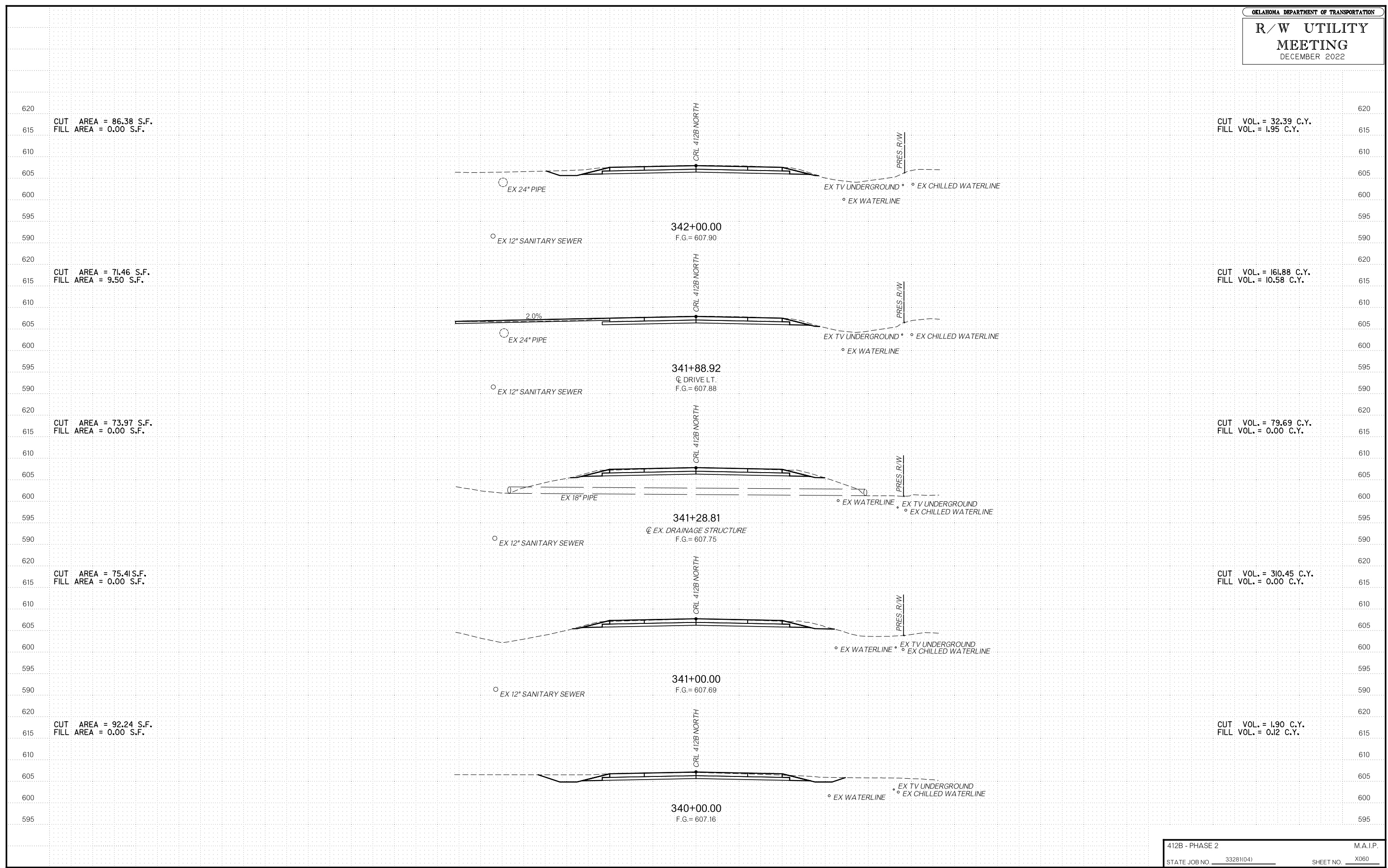
# R/W UTILITY MEETING

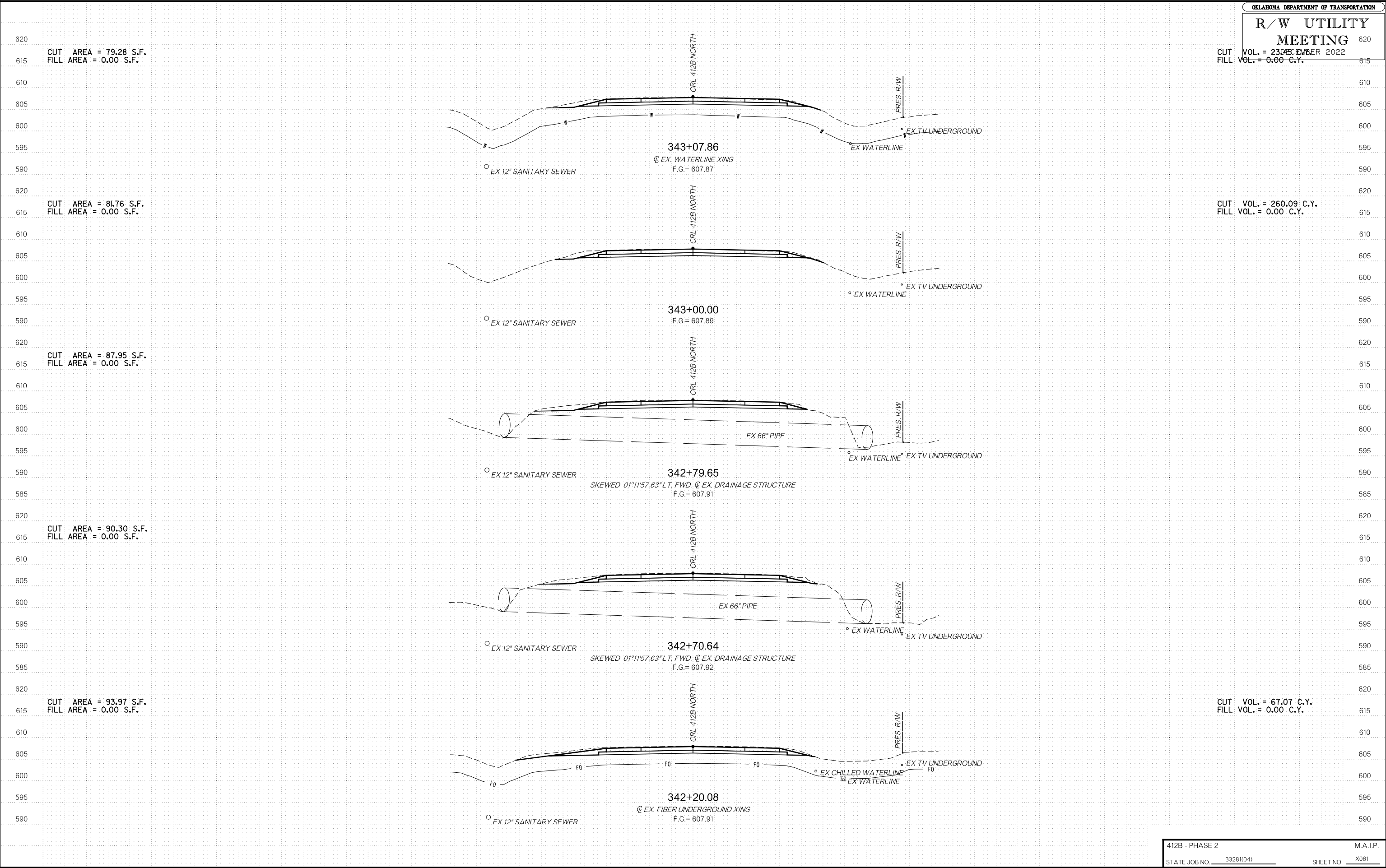
DECEMBER 2022





R/W UTILITY MEETING DECEMBER 2022





CUT AREA = 79.28 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 81.76 S.F.  
FILL AREA = 0.00 S.F.

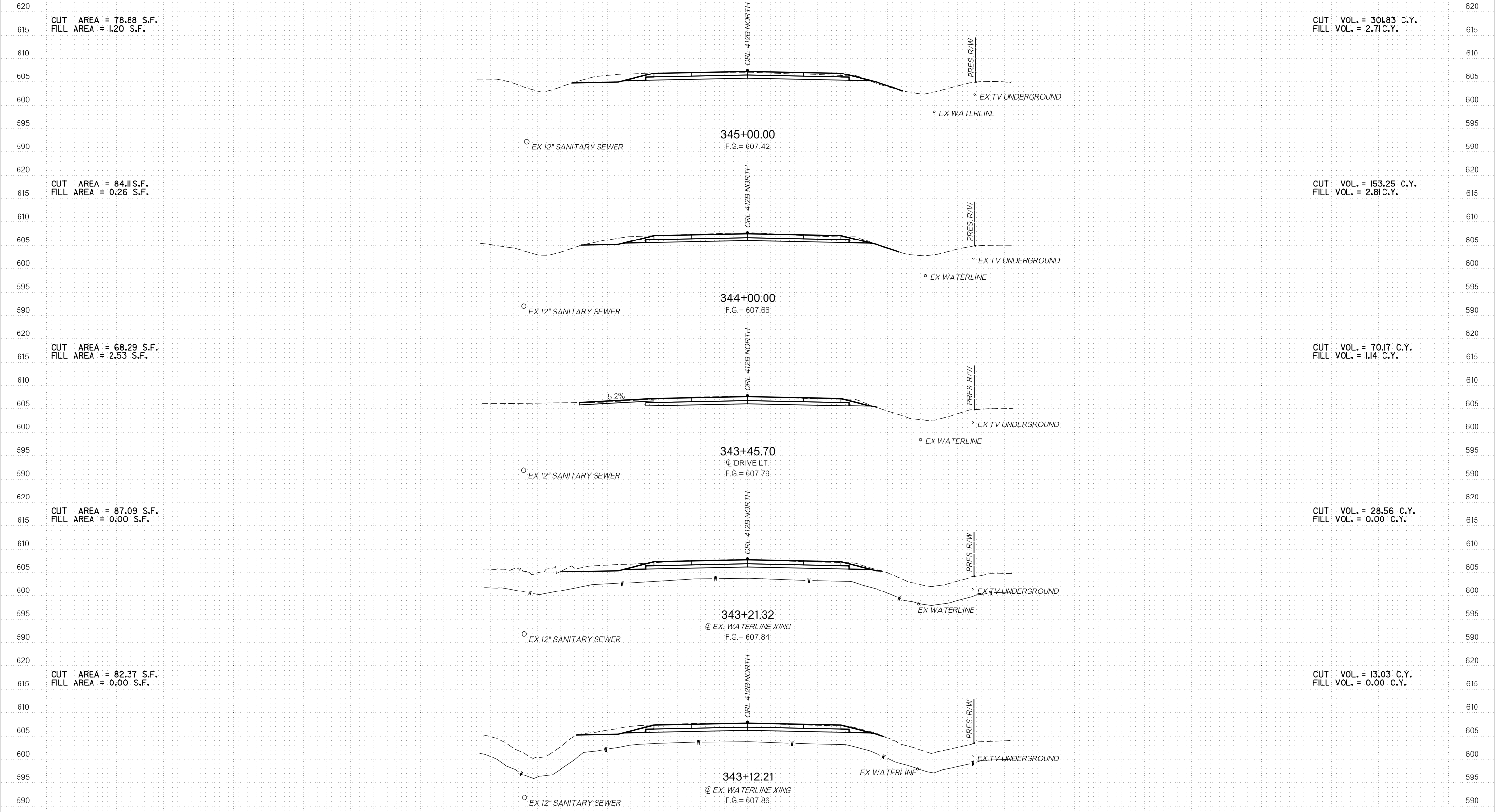
CUT AREA = 87.95 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 90.30 S.F.  
FILL AREA = 0.00 S.F.

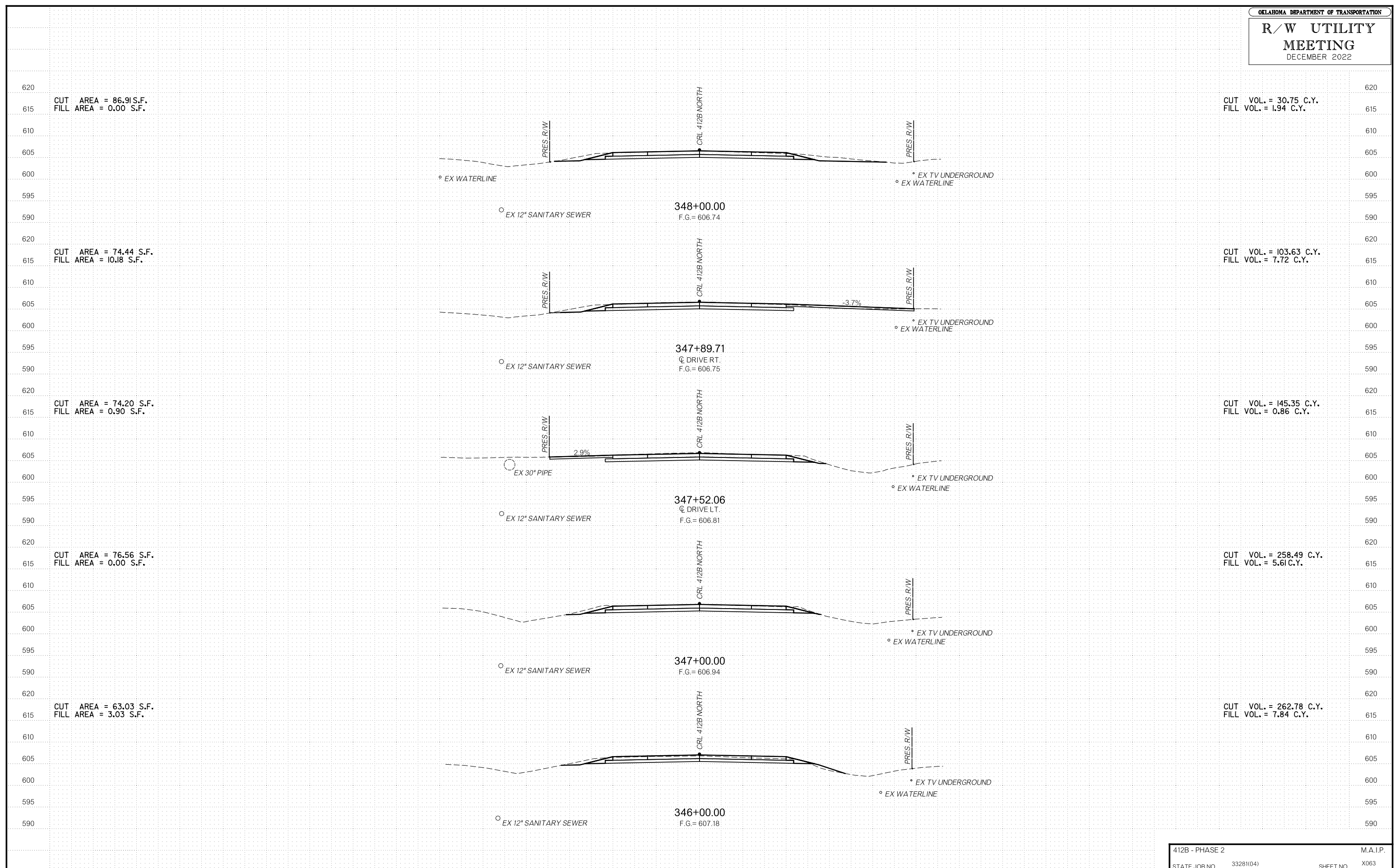
CUT AREA = 93.97 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 260.09 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 67.07 C.Y.  
FILL VOL. = 0.00 C.Y.



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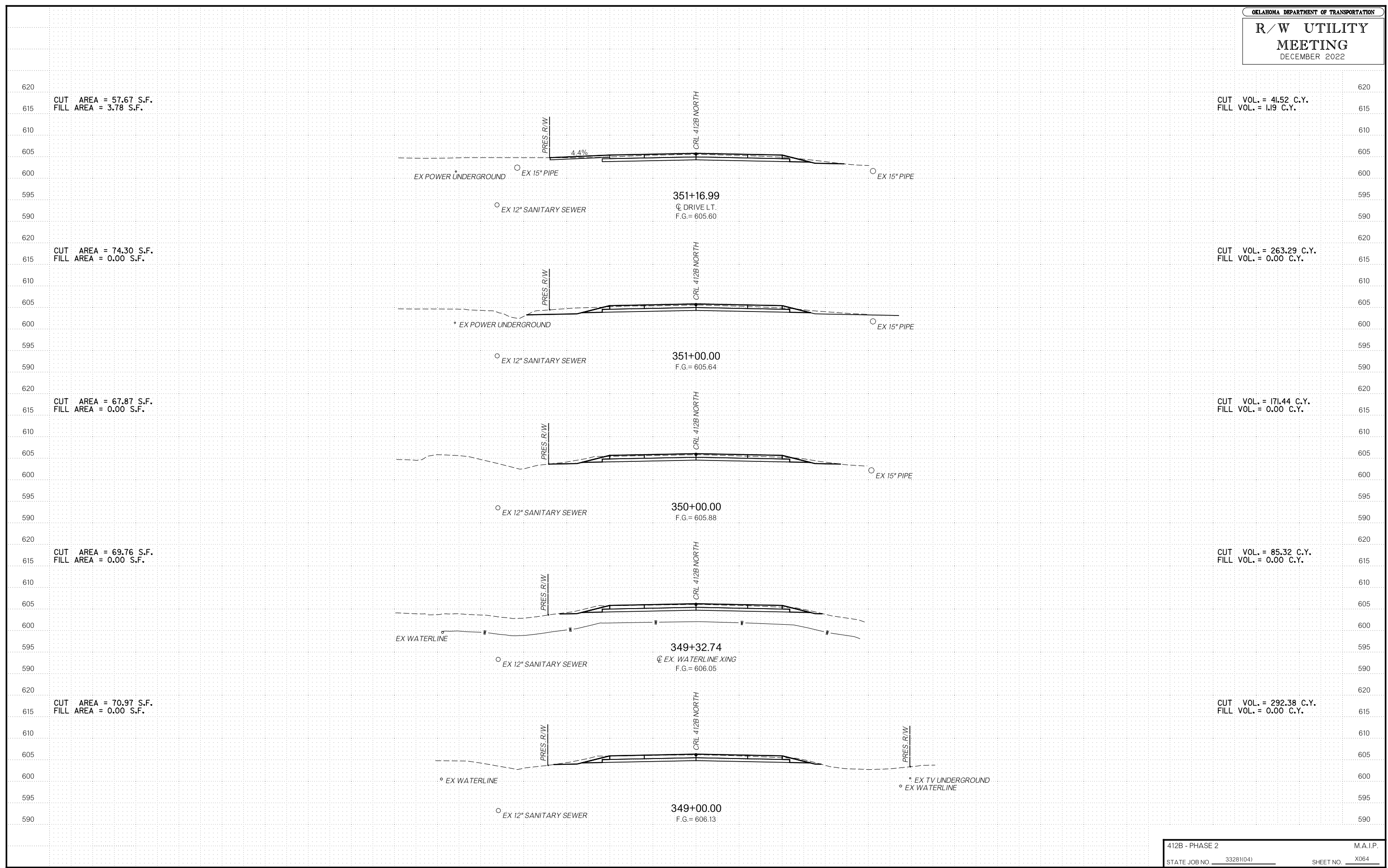
OKLAHOMA DEPARTMENT OF TRANSPORTATION

# R/W UTILITY MEETING

DECEMBER 2022

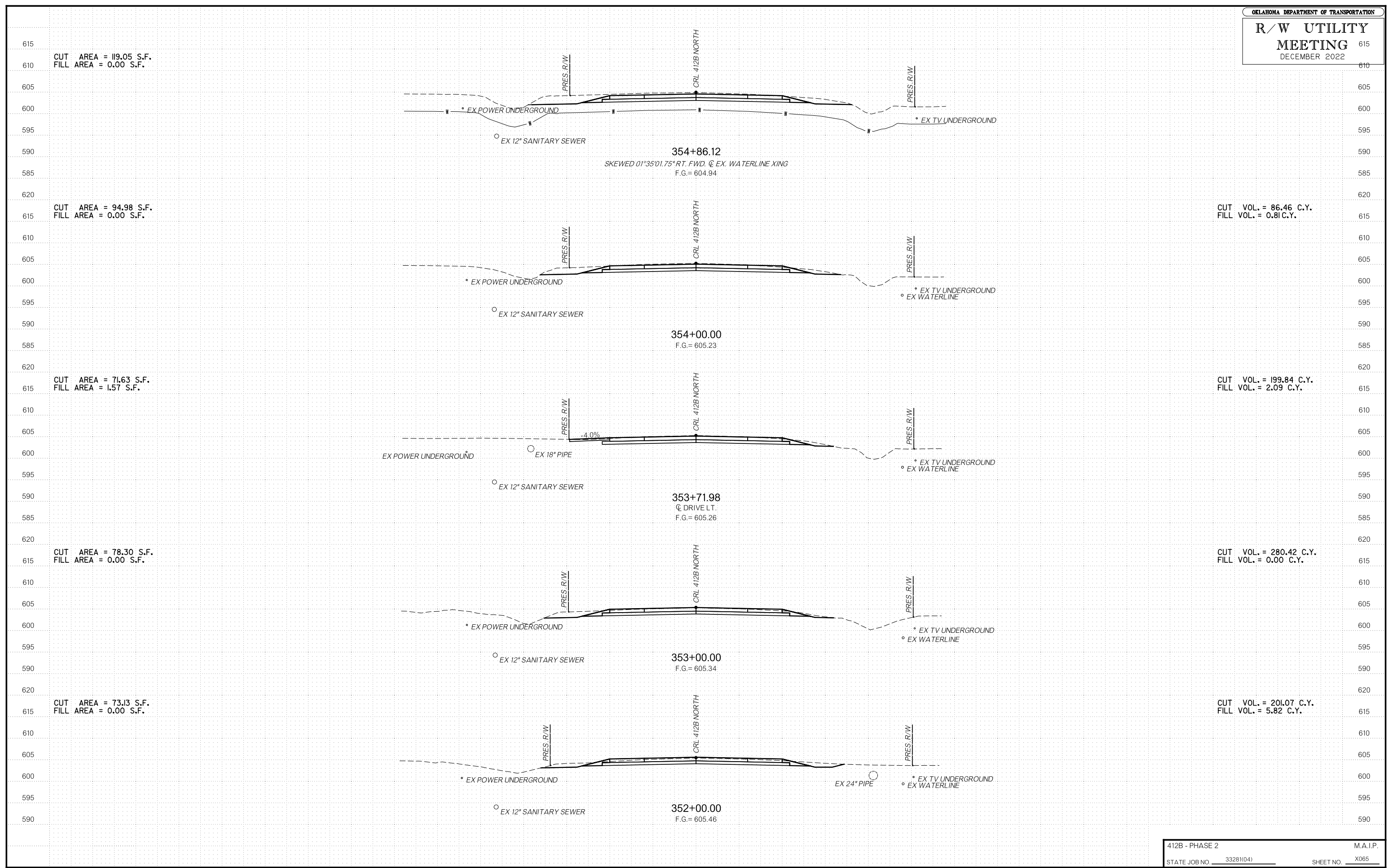
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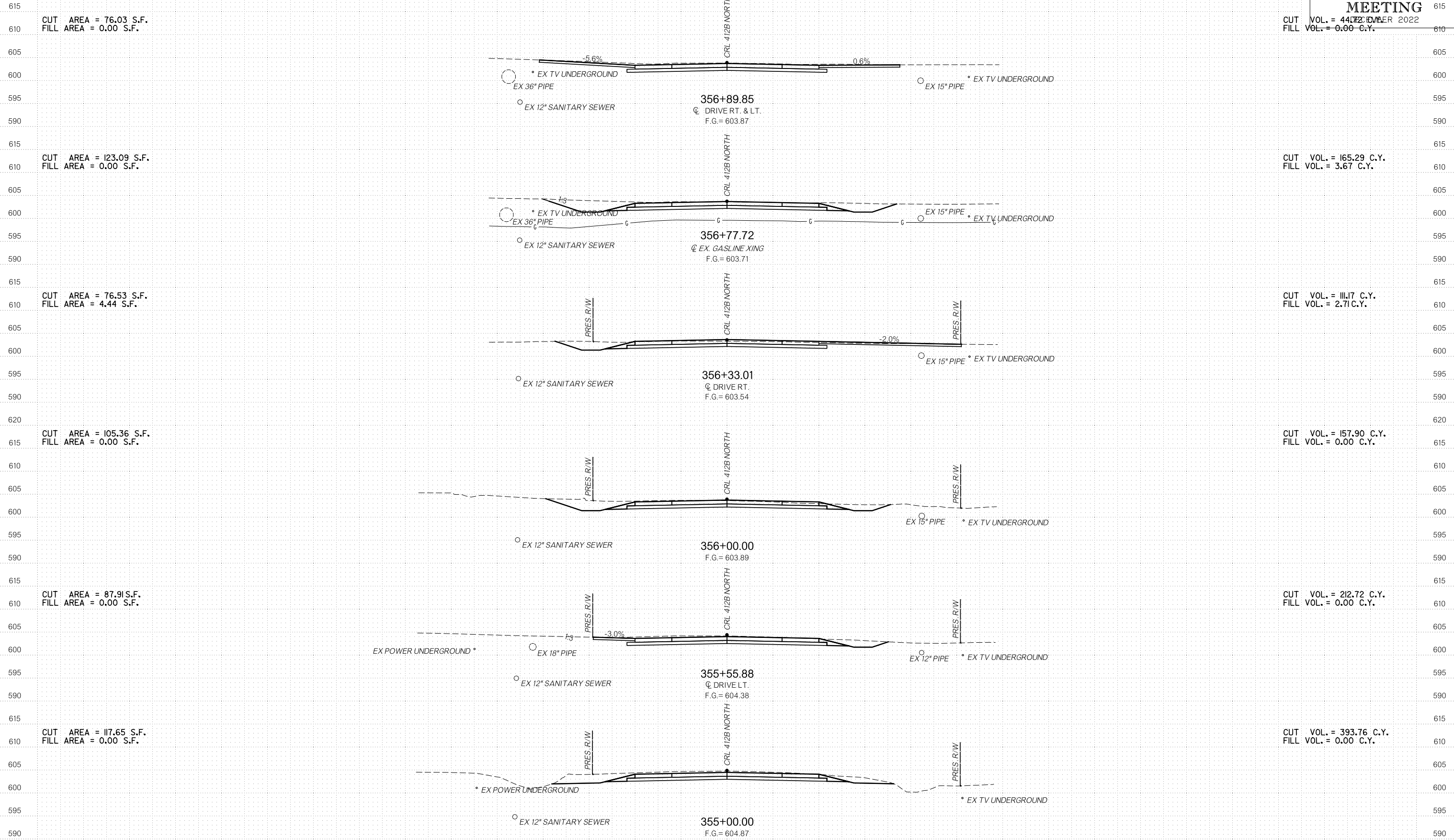
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412B - PHASE 2  
 STATE JOB NO. 33281(04) SHEET NO. X064  
 M.A.I.P.

150 100 50 0 50 100 150





CUT AREA = 76.03 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 123.09 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 76.53 S.F.  
FILL AREA = 4.44 S.F.

CUT AREA = 105.36 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 87.91 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 117.65 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 165.29 C.Y.  
FILL VOL. = 3.67 C.Y.

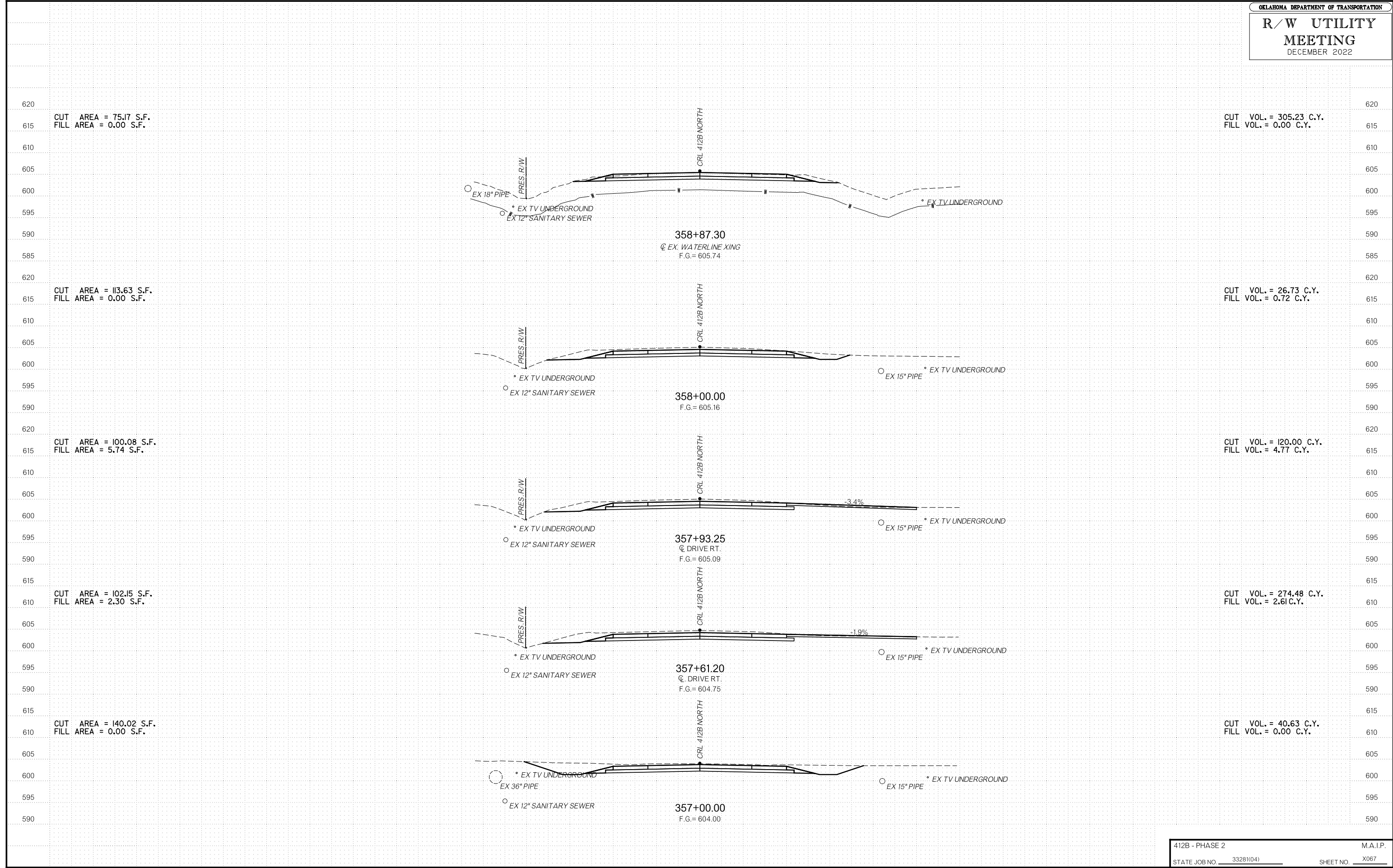
CUT VOL. = 111.7 C.Y.  
FILL VOL. = 2.71 C.Y.

CUT VOL. = 157.90 C.Y.  
FILL VOL. = 0.00 C.Y.

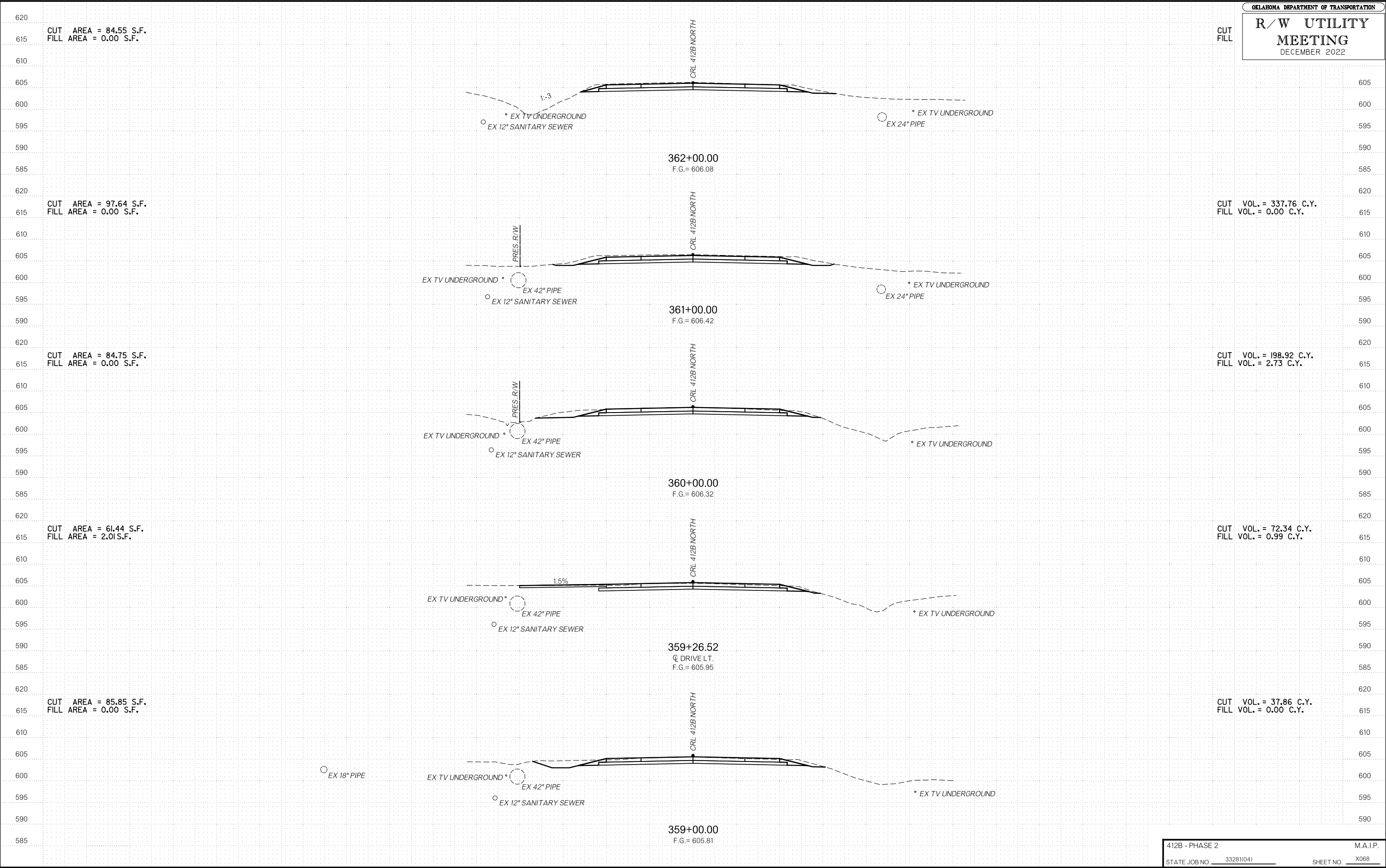
CUT VOL. = 212.72 C.Y.  
FILL VOL. = 0.00 C.Y.

CUT VOL. = 393.76 C.Y.  
FILL VOL. = 0.00 C.Y.

R/W UTILITY MEETING DECEMBER 2022







CUT AREA = 84.55 S.F.  
 FILL AREA = 0.00 S.F.

CUT  
 FILL

CUT AREA = 97.64 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 337.76 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 84.75 S.F.  
 FILL AREA = 0.00 S.F.

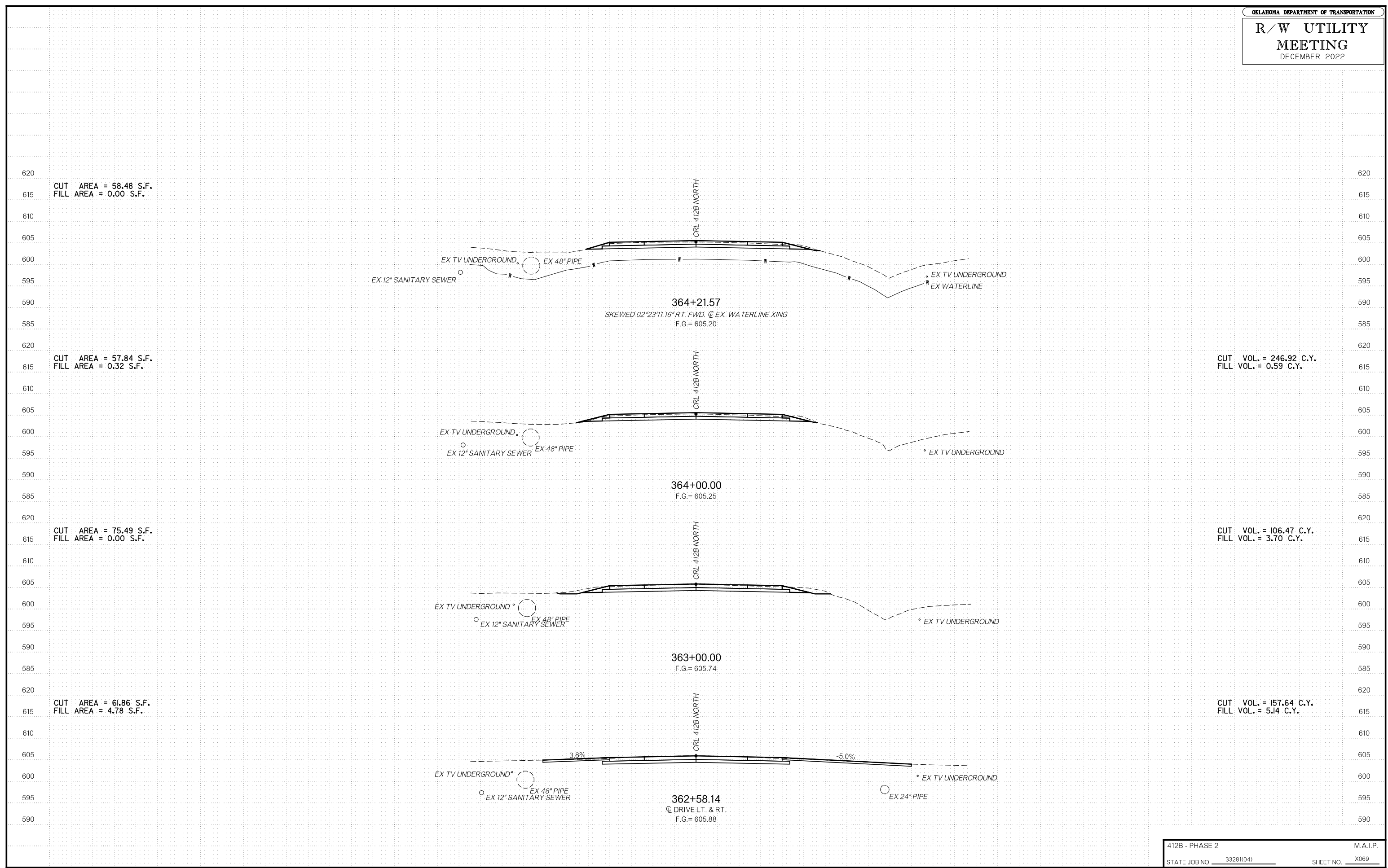
CUT VOL. = 198.92 C.Y.  
 FILL VOL. = 2.73 C.Y.

CUT AREA = 61.44 S.F.  
 FILL AREA = 2.01 S.F.

CUT VOL. = 72.34 C.Y.  
 FILL VOL. = 0.99 C.Y.

CUT AREA = 85.85 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 37.86 C.Y.  
 FILL VOL. = 0.00 C.Y.



CUT AREA = 58.48 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 57.84 S.F.  
FILL AREA = 0.32 S.F.

CUT AREA = 75.49 S.F.  
FILL AREA = 0.00 S.F.

CUT AREA = 61.86 S.F.  
FILL AREA = 4.78 S.F.

CUT VOL. = 246.92 C.Y.  
FILL VOL. = 0.59 C.Y.

CUT VOL. = 106.47 C.Y.  
FILL VOL. = 3.70 C.Y.

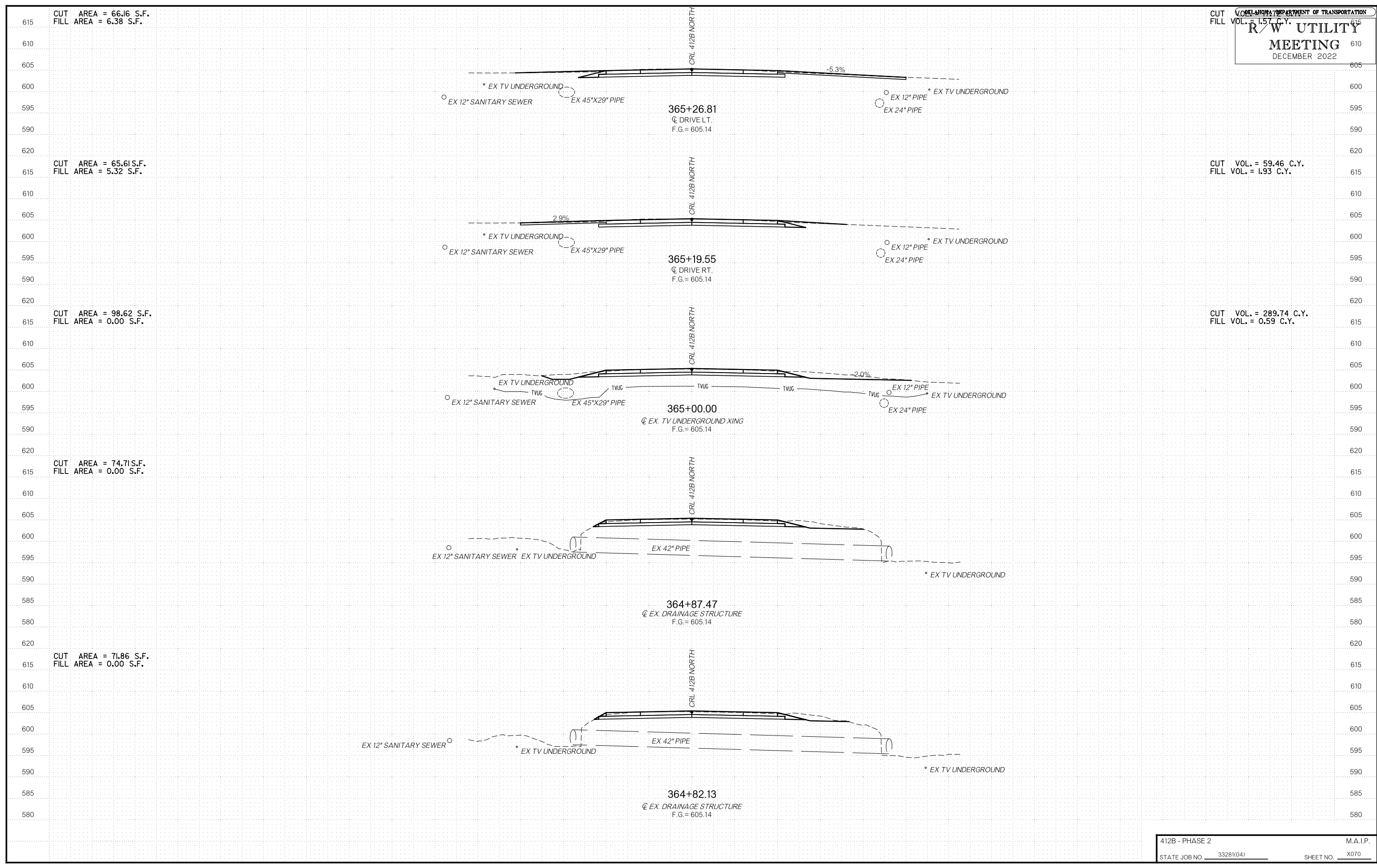
CUT VOL. = 157.64 C.Y.  
FILL VOL. = 5.14 C.Y.

364+21.57  
SKEWED 02°23'11.16" RT. FWD. @ EX. WATERLINE XING  
F.G. = 605.20

364+00.00  
F.G. = 605.25

363+00.00  
F.G. = 605.74

362+58.14  
@ DRIVE LT. & RT.  
F.G. = 605.88



CUT AREA = 66.16 S.F.  
 FILL AREA = 6.38 S.F.

CUT VOL. = 1.57 C.Y.  
 FILL VOL. = 0.00 C.Y.

CUT AREA = 65.61 S.F.  
 FILL AREA = 5.32 S.F.

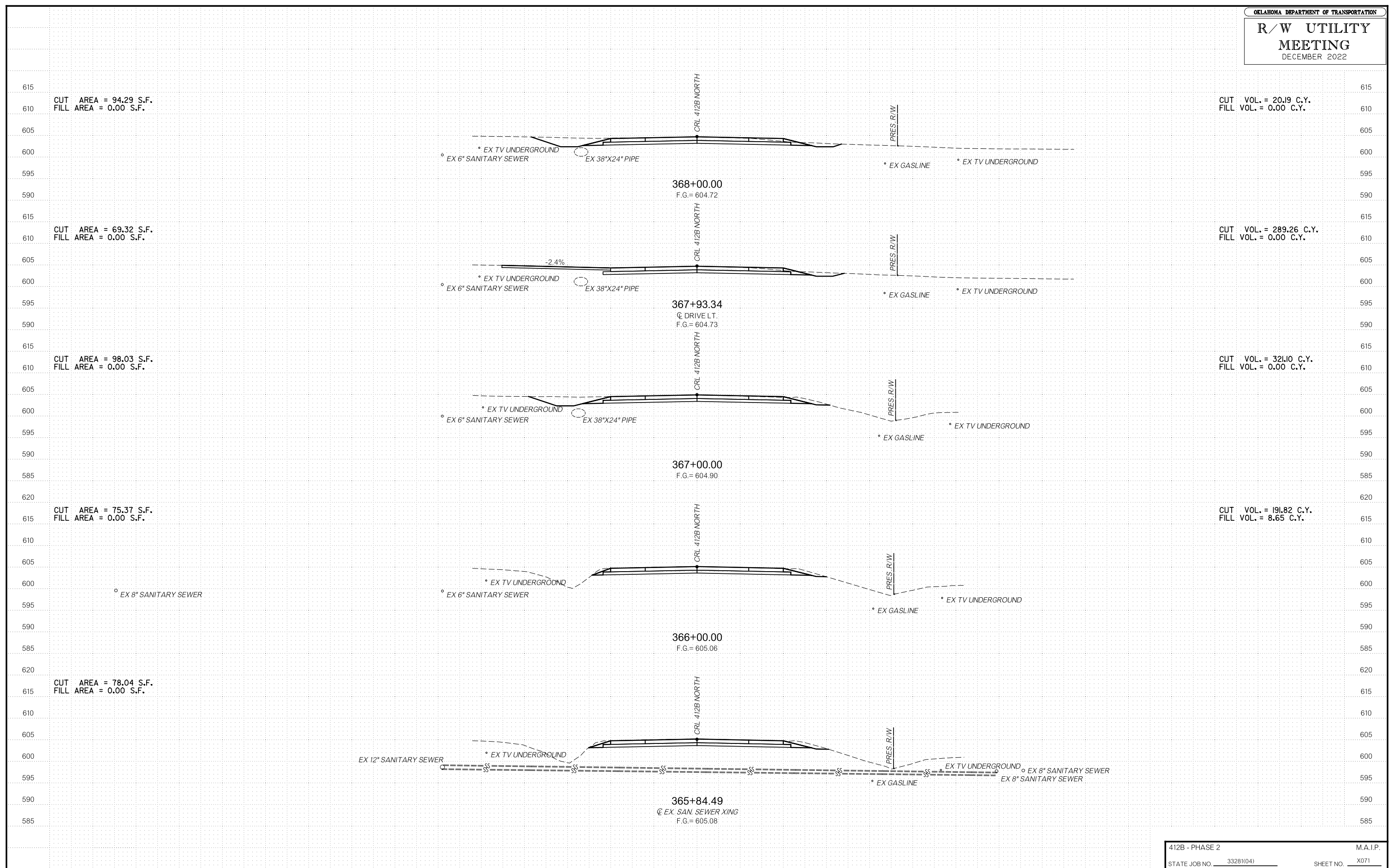
CUT VOL. = 59.46 C.Y.  
 FILL VOL. = 1.93 C.Y.

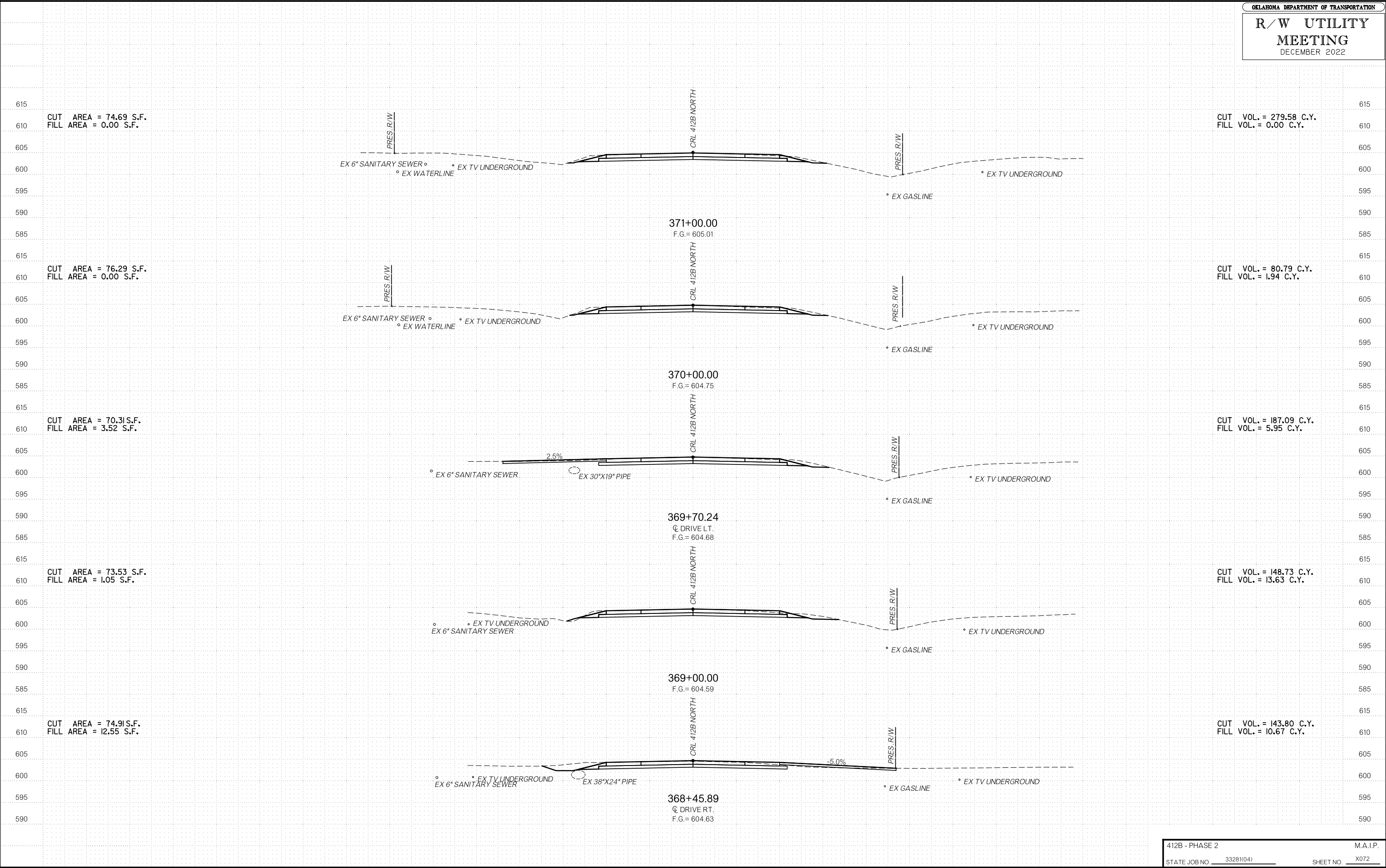
CUT AREA = 98.62 S.F.  
 FILL AREA = 0.00 S.F.

CUT VOL. = 289.74 C.Y.  
 FILL VOL. = 0.59 C.Y.

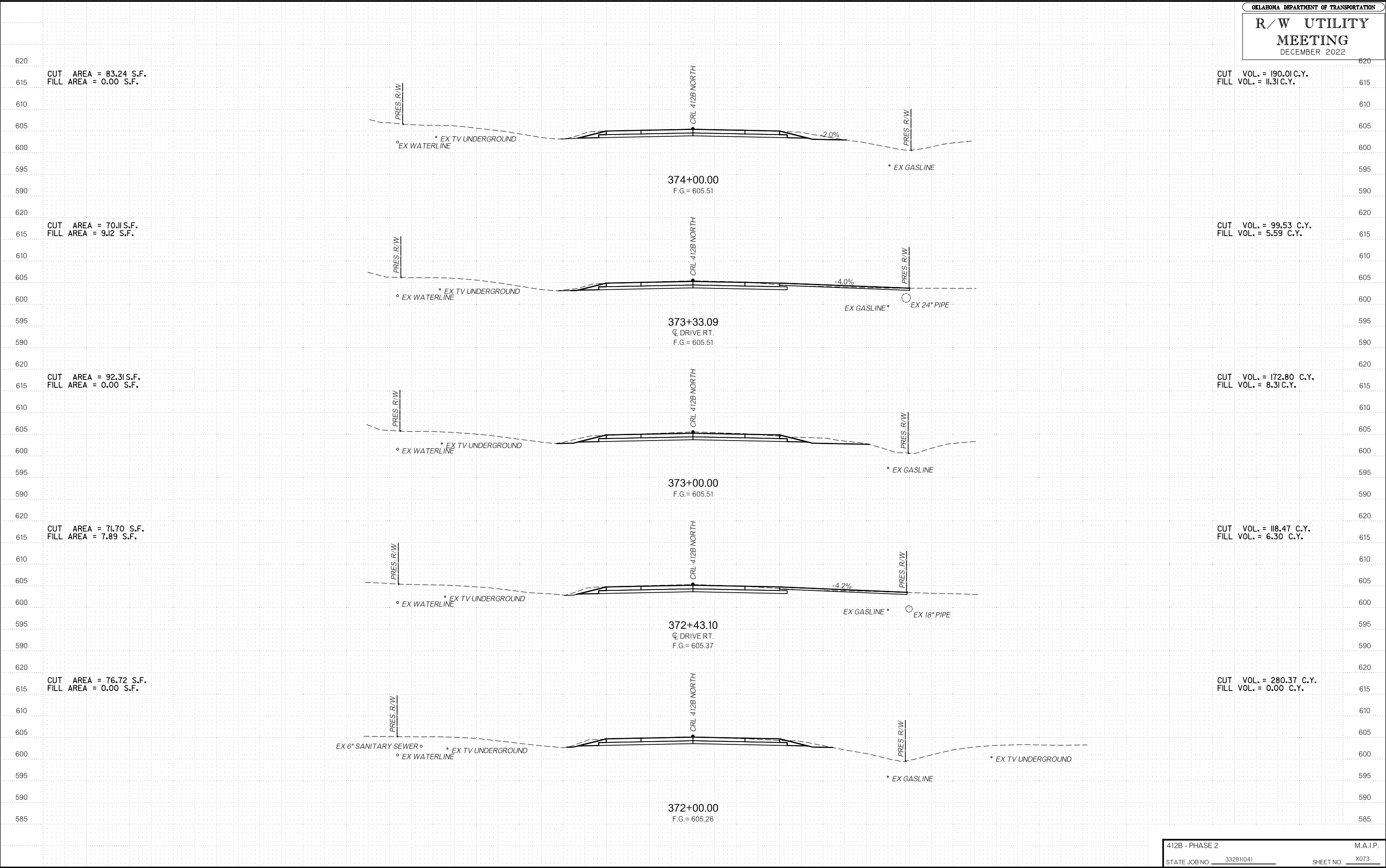
CUT AREA = 74.71 S.F.  
 FILL AREA = 0.00 S.F.

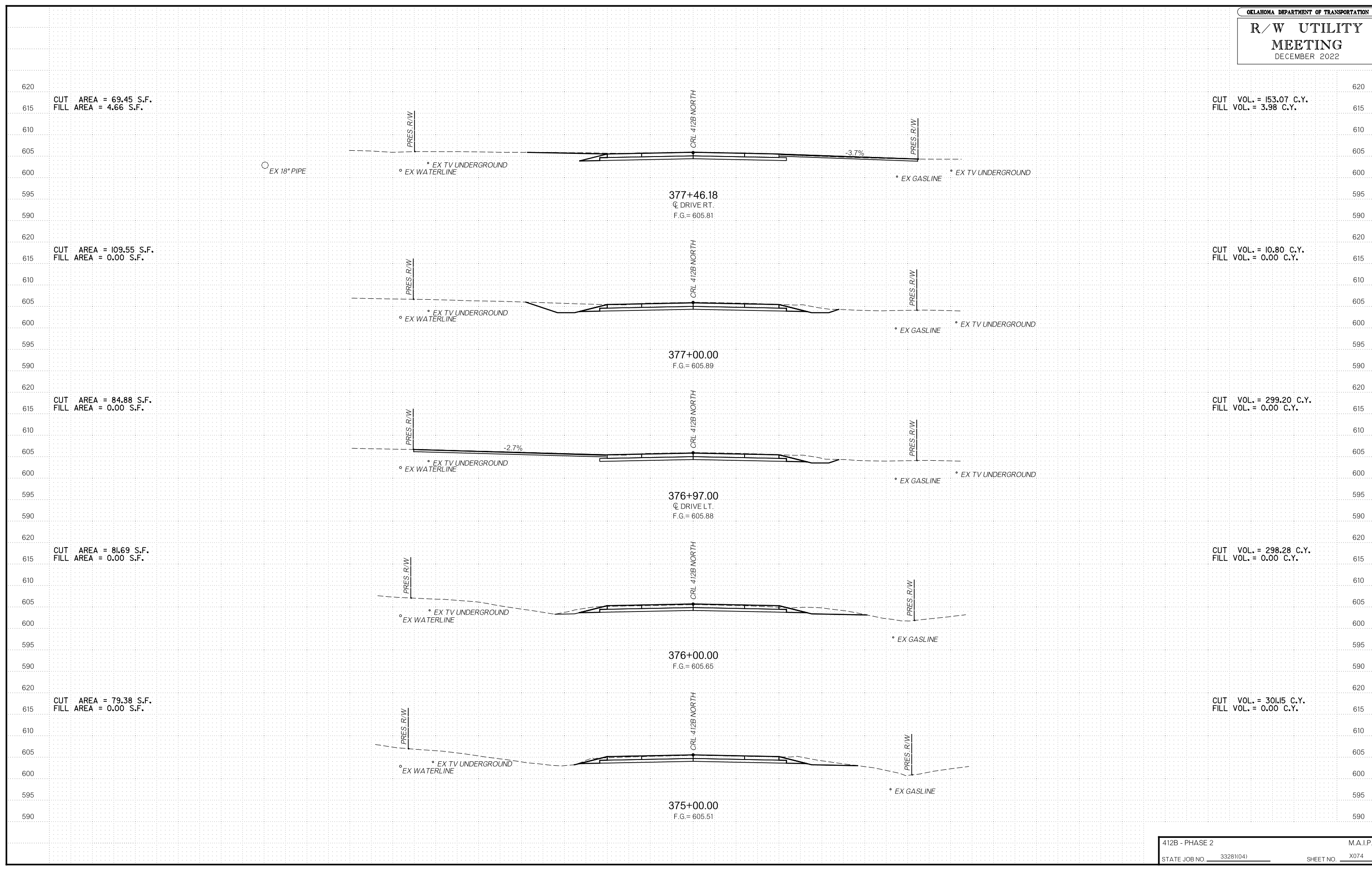
CUT AREA = 71.86 S.F.  
 FILL AREA = 0.00 S.F.

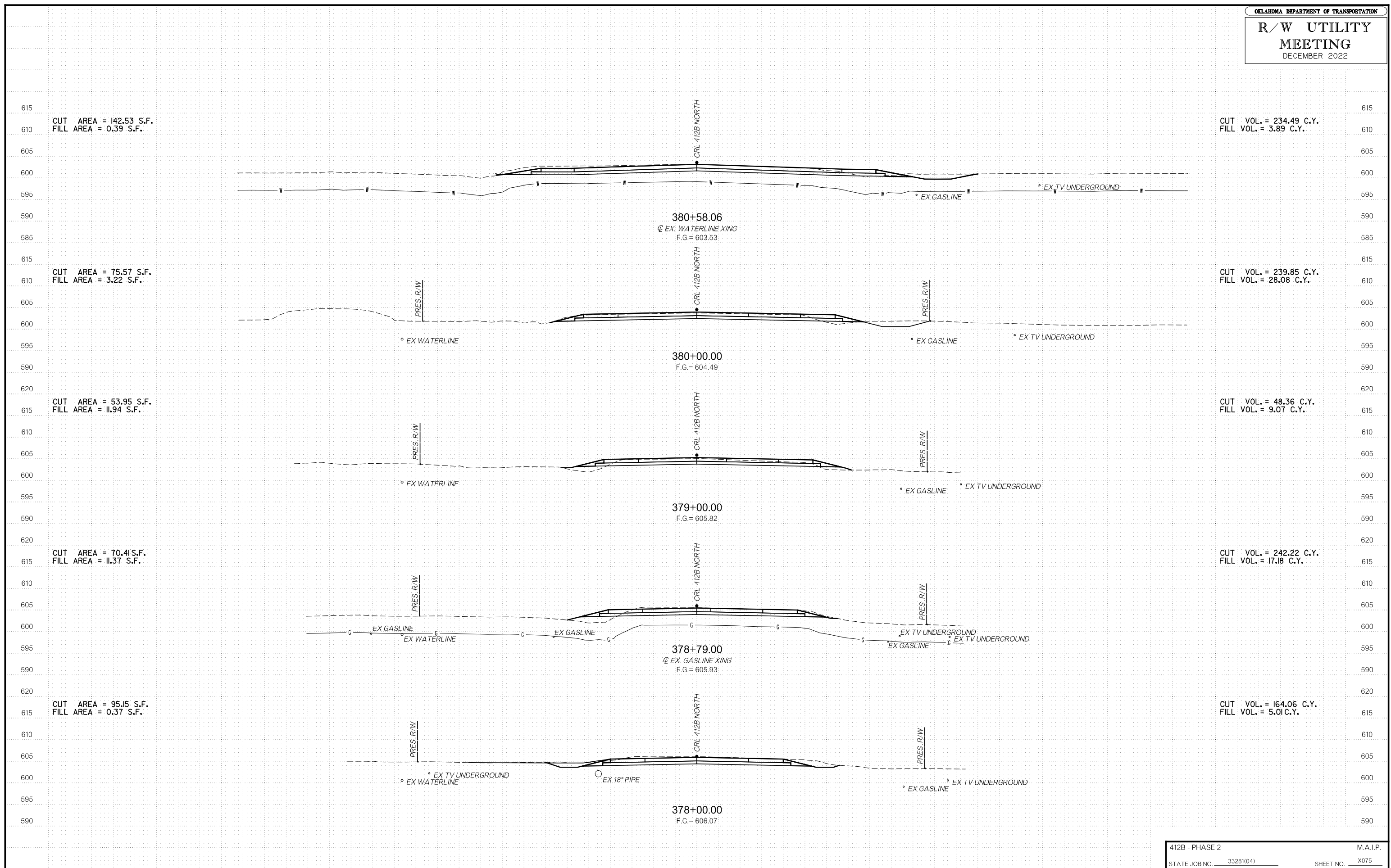




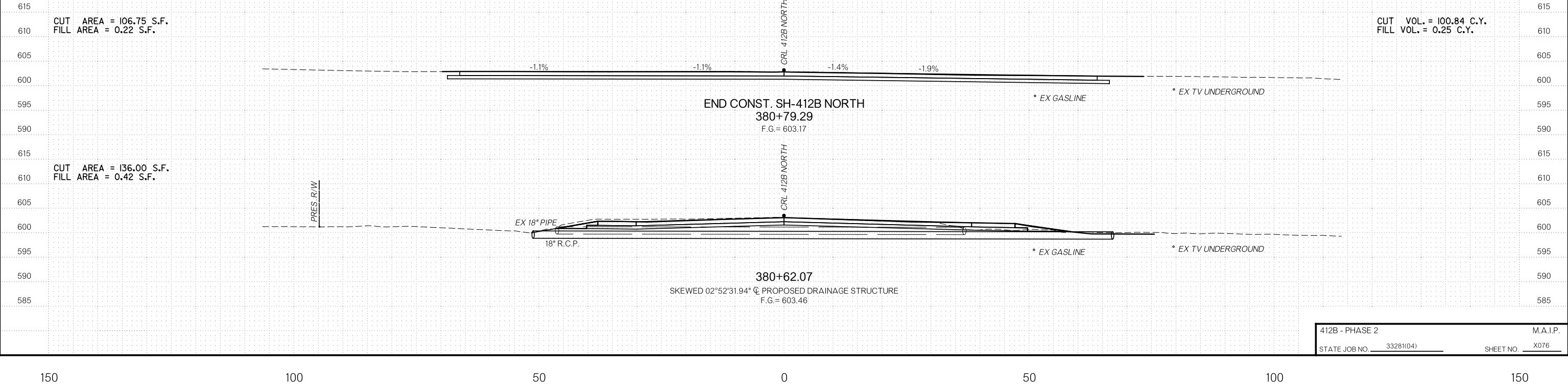
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022







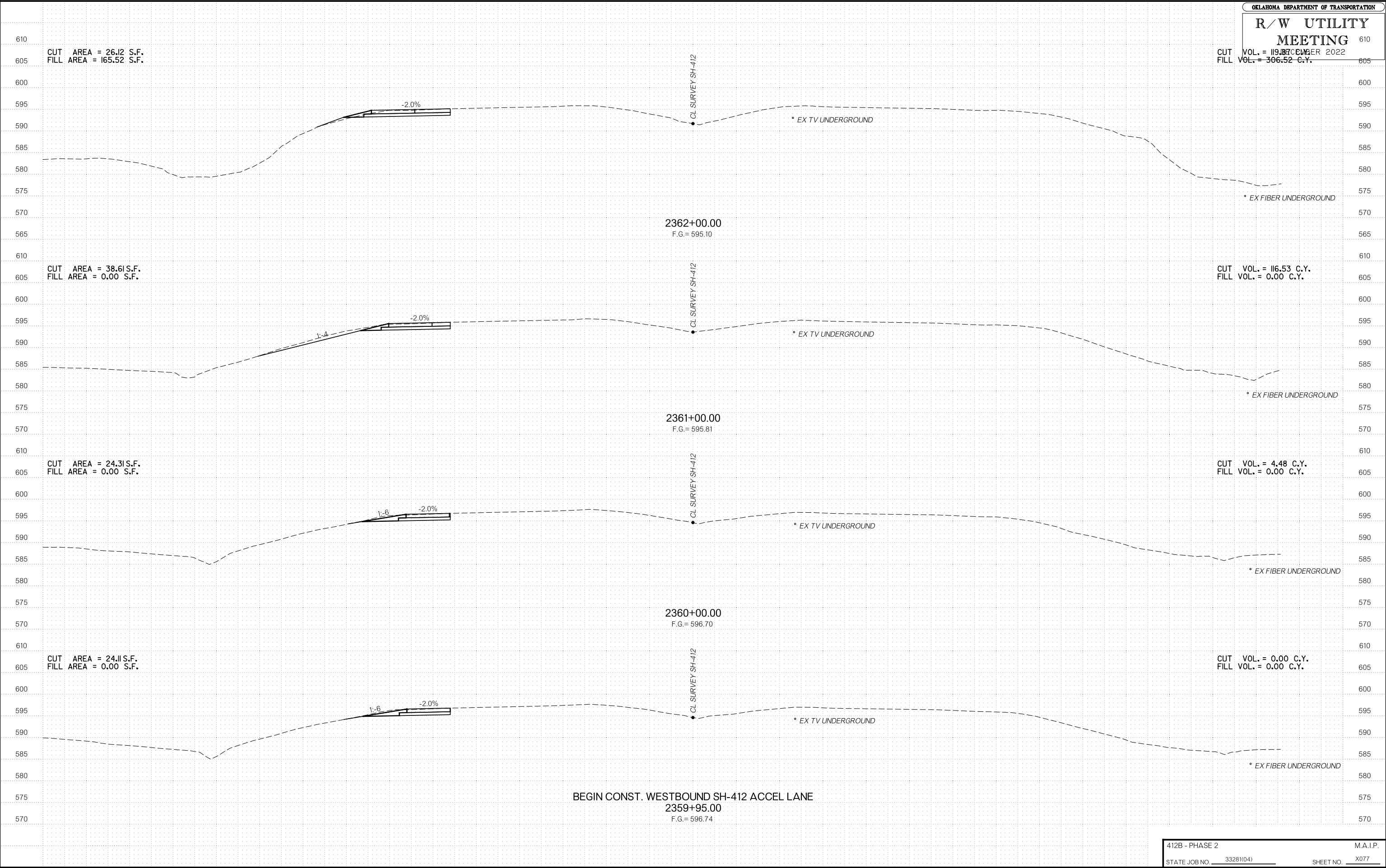




12/8/2022  
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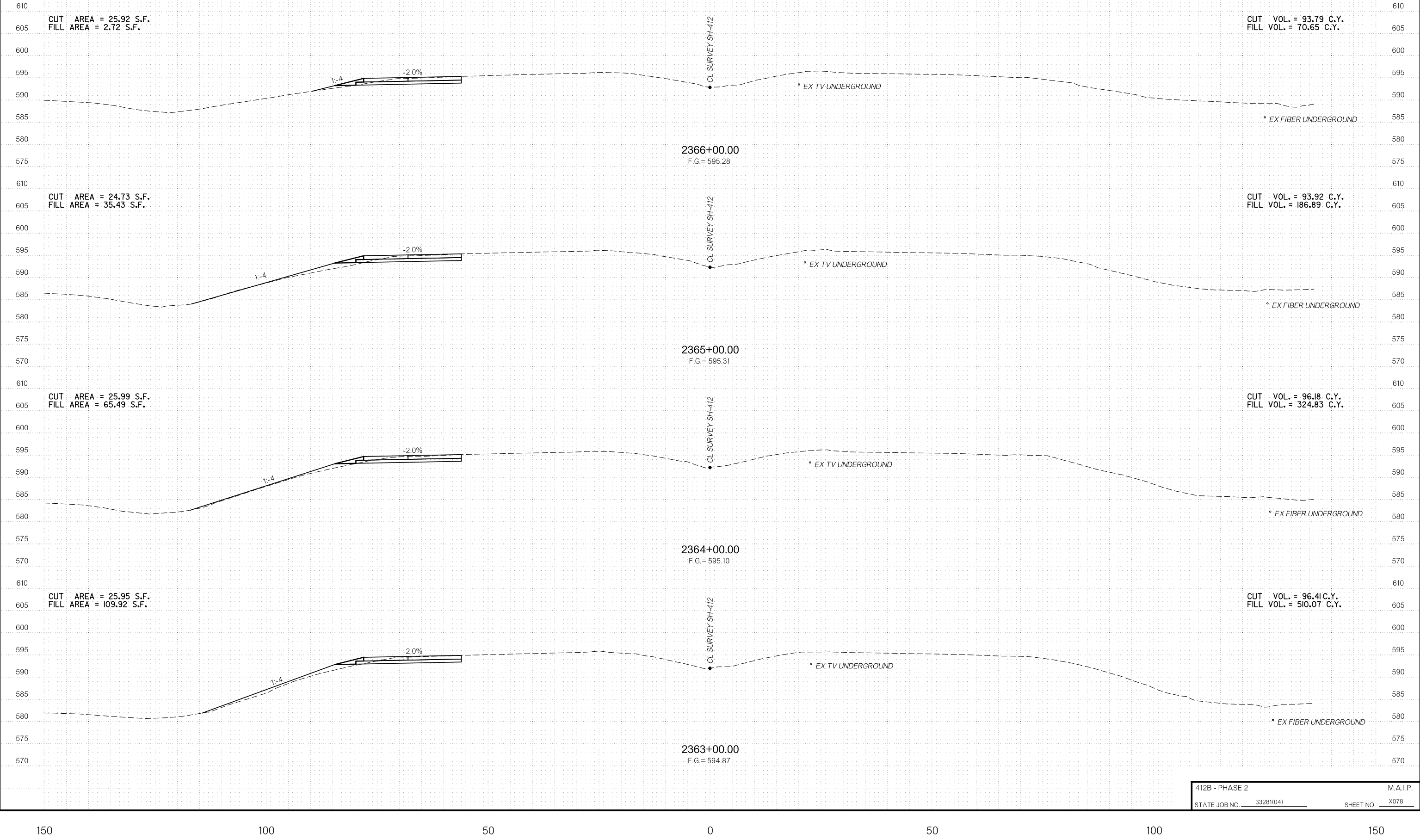
# R/W UTILITY MEETING

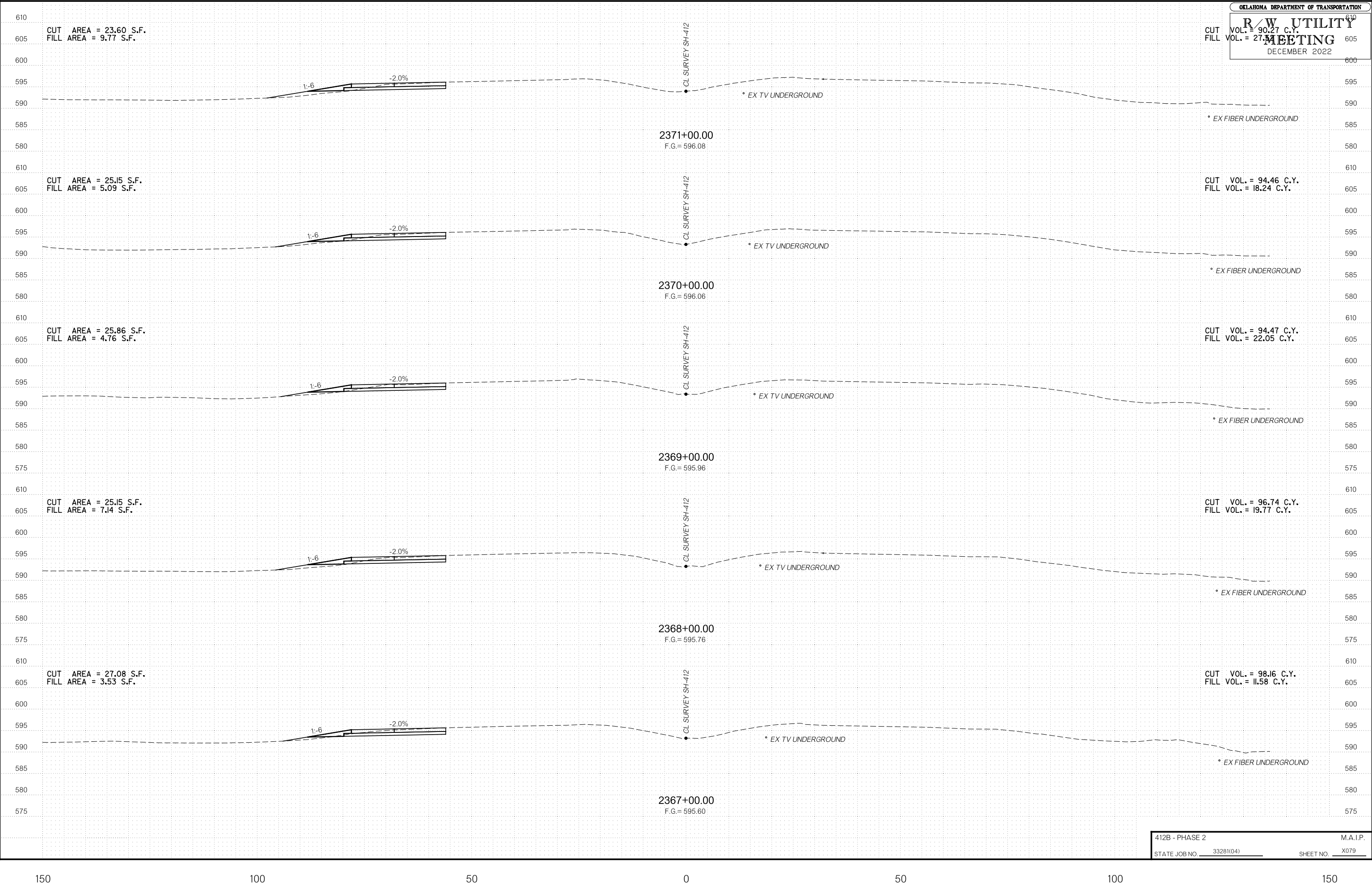
CUT VOL. = 119.87 C.Y.  
FILL VOL. = 306.52 C.Y.



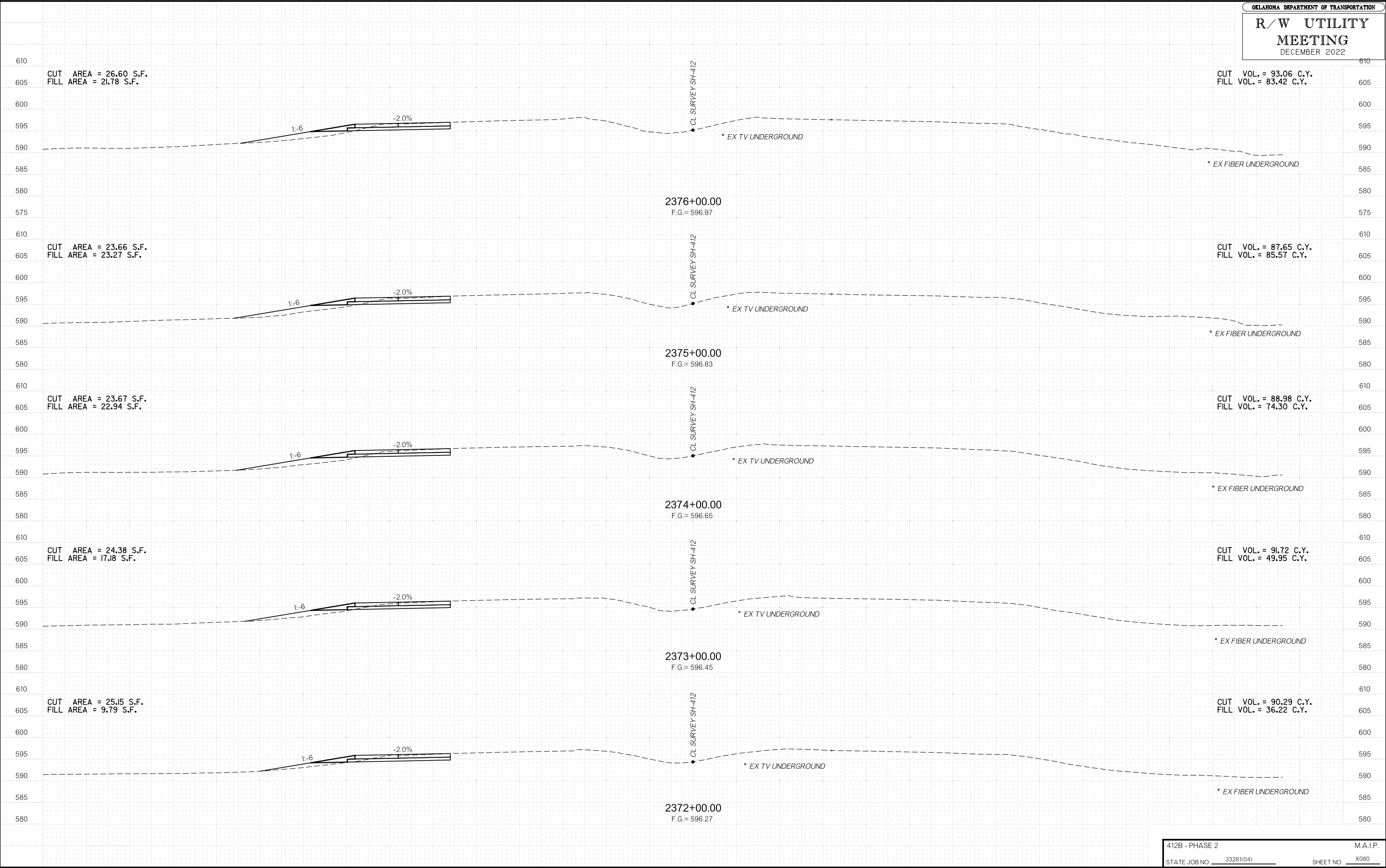
BEGIN CONST. WESTBOUND SH-412 ACCEL LANE  
2359+95.00  
F.G. = 596.74

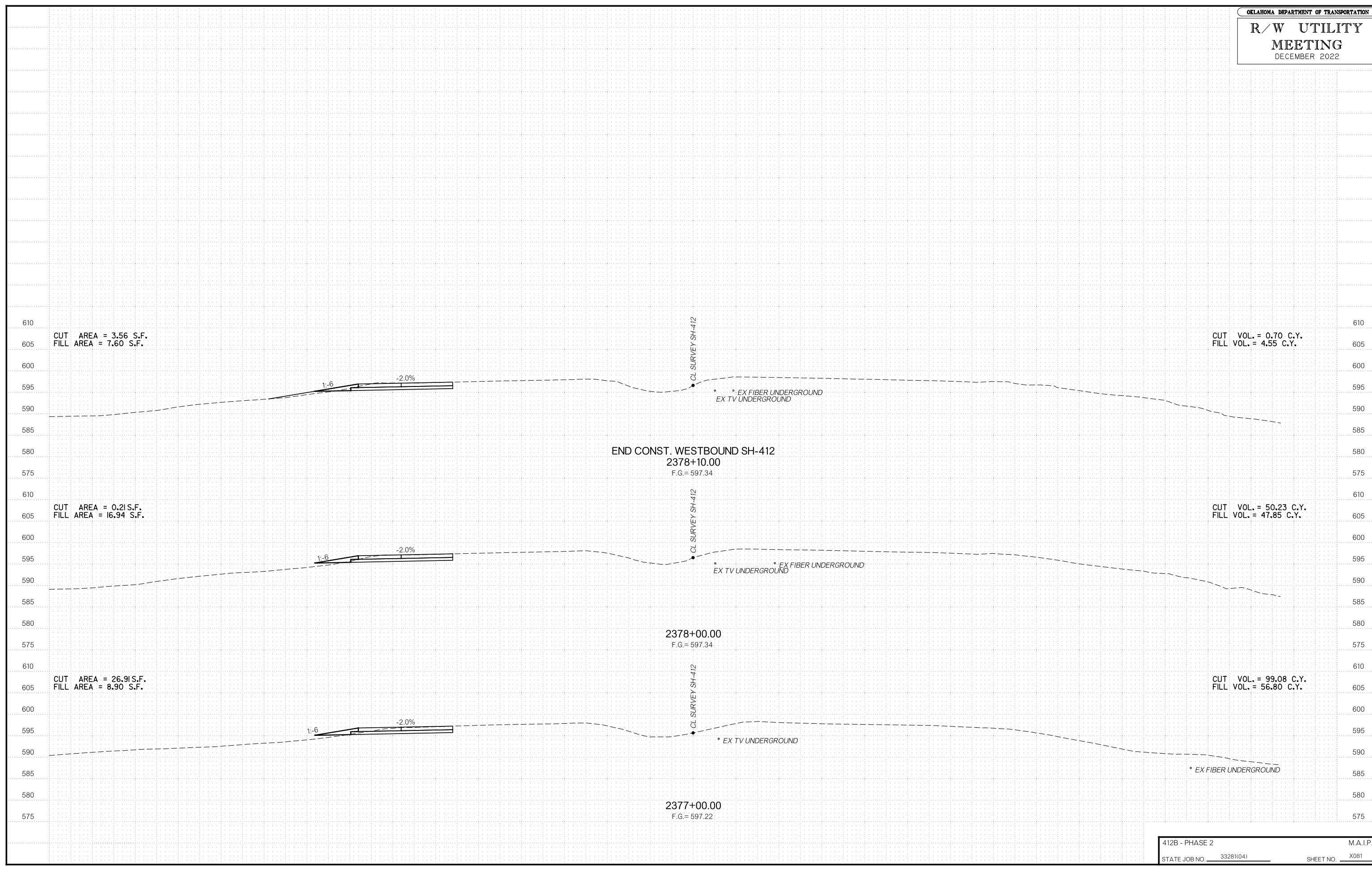
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022



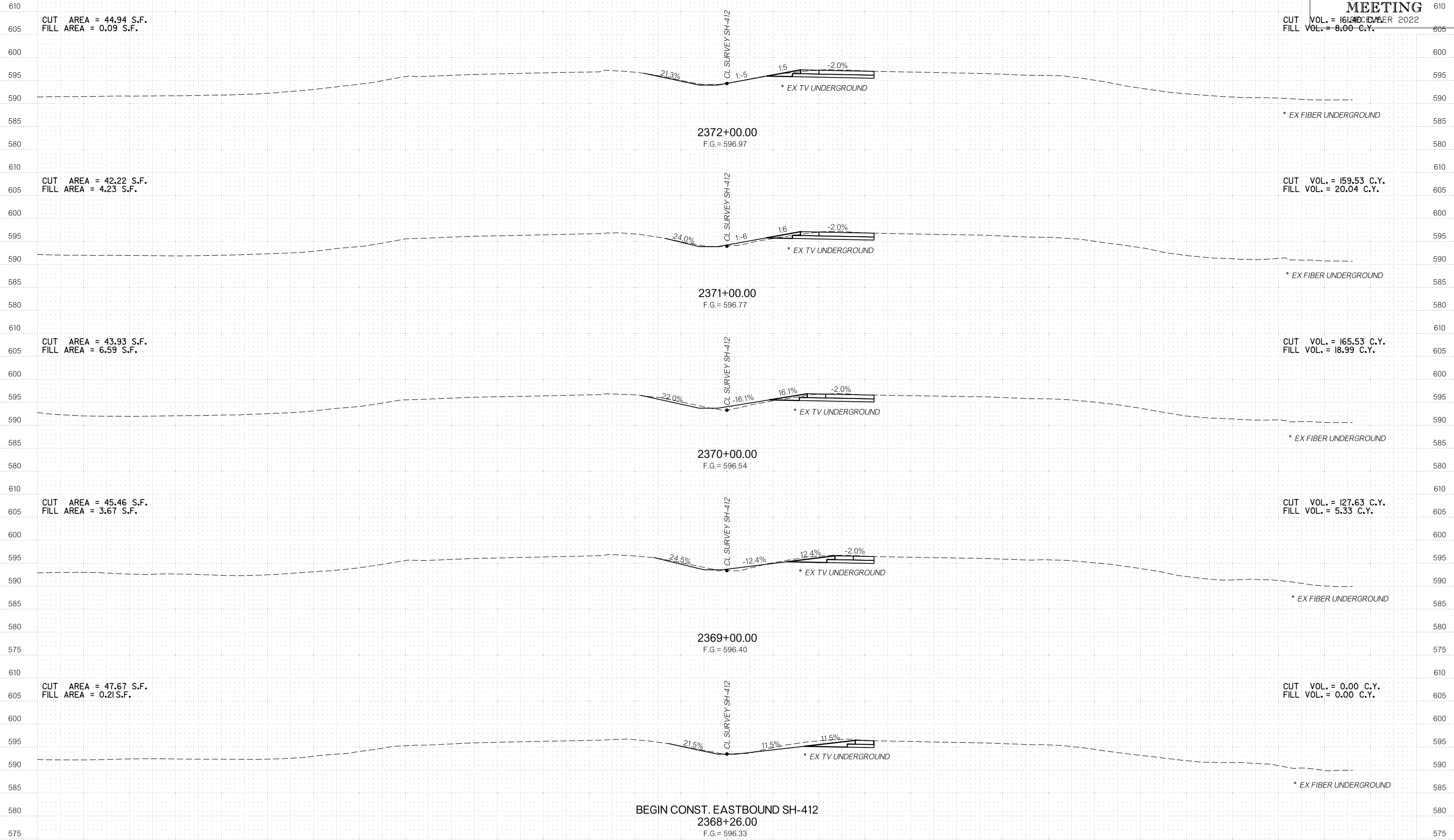


OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY MEETING**  
 DECEMBER 2022

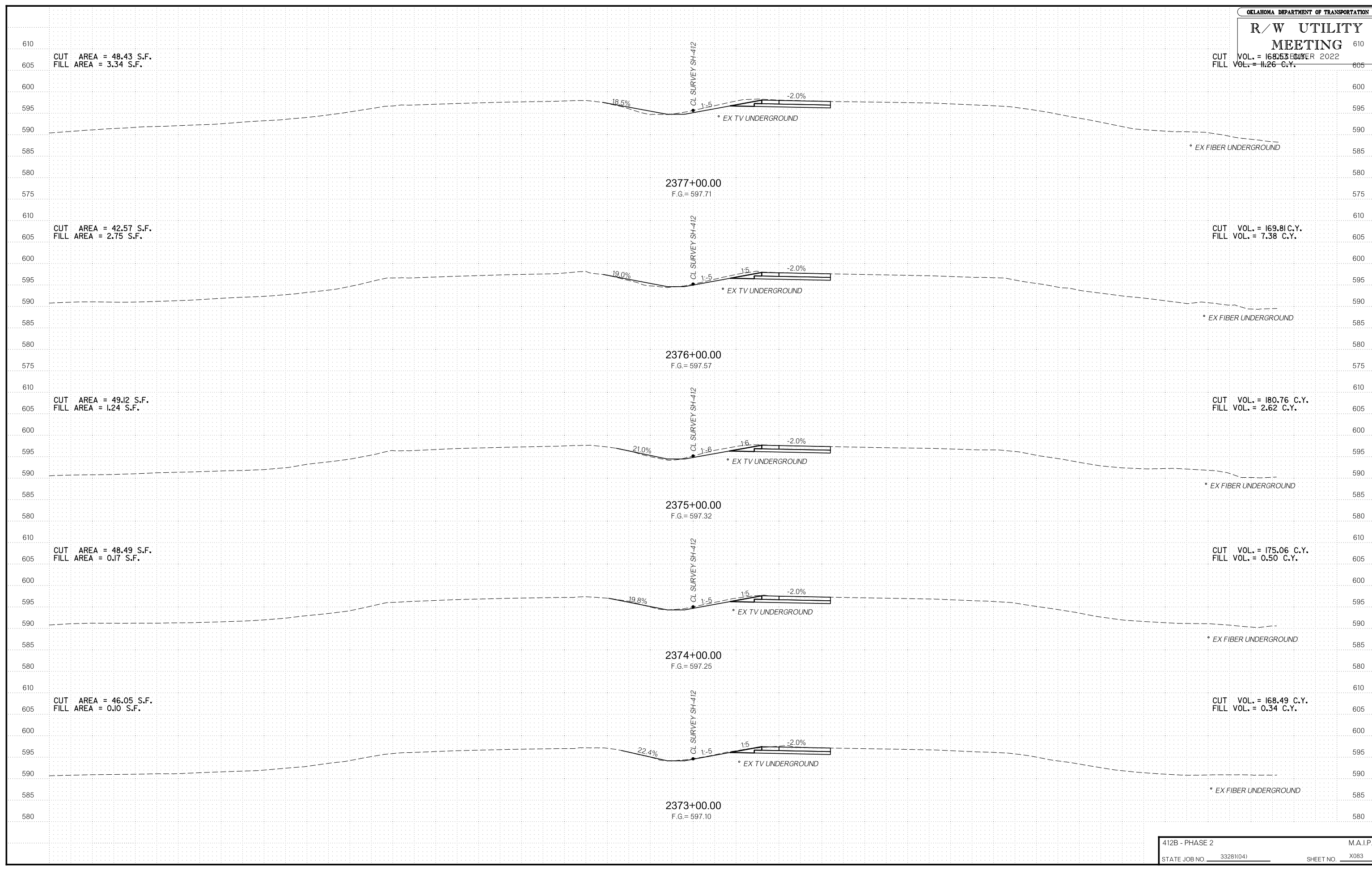




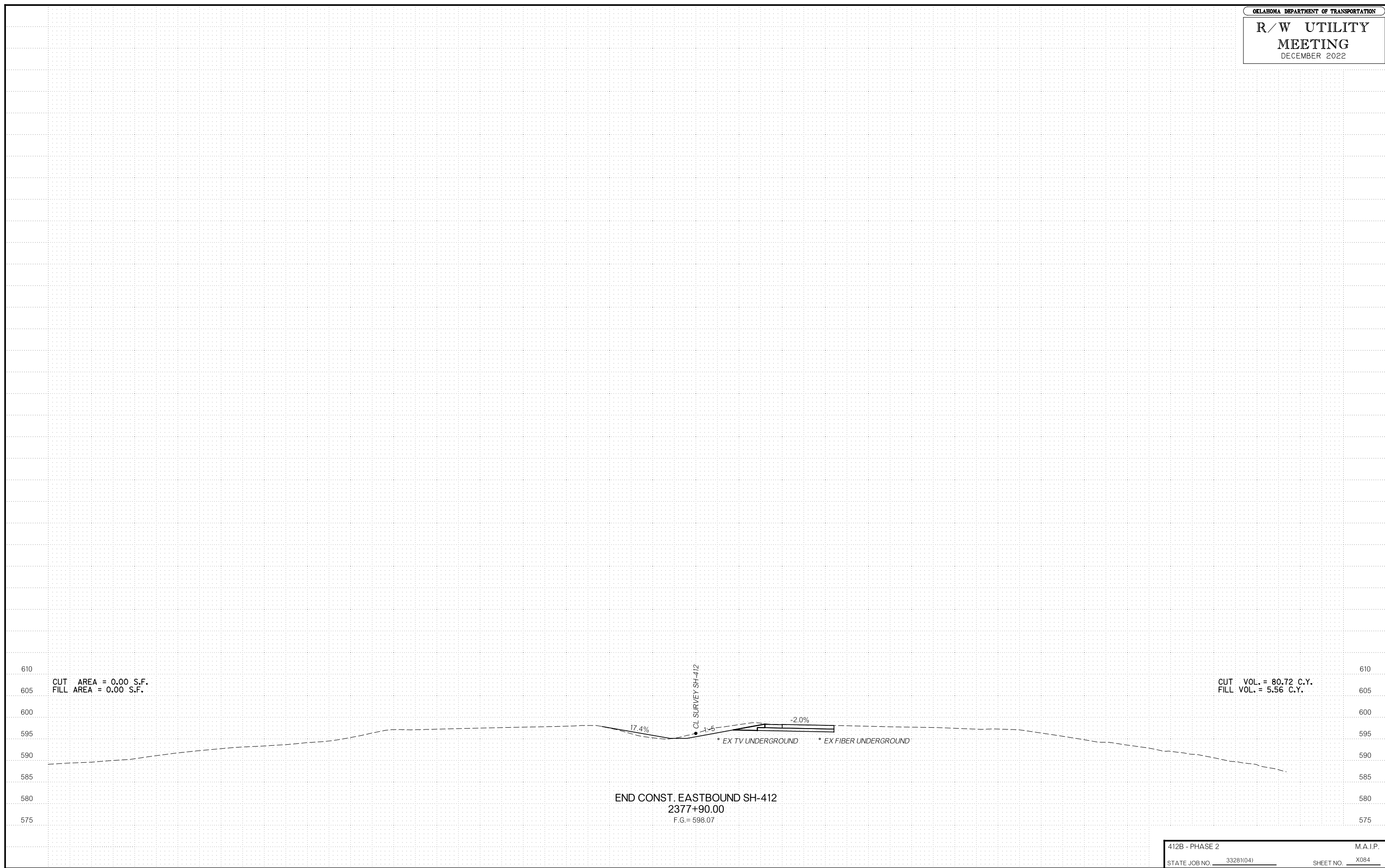
CUT VOL. = 161.40 C.Y.  
FILL VOL. = 8.00 C.Y.



BEGIN CONST. EASTBOUND SH-412  
2368+26.00  
F.G.=596.33



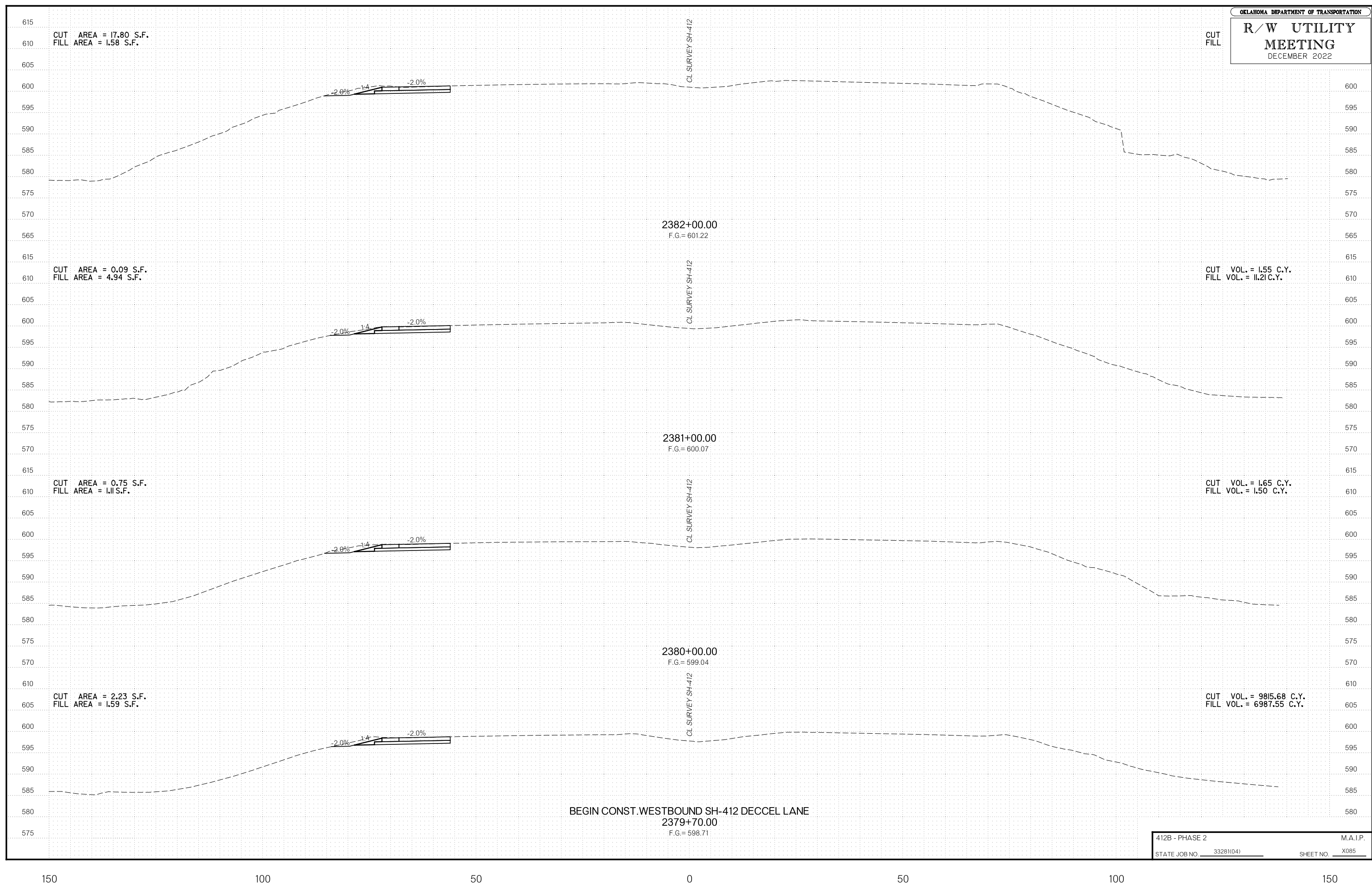




CUT AREA = 0.00 S.F.  
FILL AREA = 0.00 S.F.

CUT VOL. = 80.72 C.Y.  
FILL VOL. = 5.56 C.Y.

END CONST. EASTBOUND SH-412  
2377+90.00  
F.G. = 598.07



CUT AREA = 17.80 S.F.  
FILL AREA = 1.58 S.F.

CUT  
FILL

2382+00.00  
F.G. = 601.22

CUT VOL. = 1.55 C.Y.  
FILL VOL. = 11.21 C.Y.

CUT AREA = 0.09 S.F.  
FILL AREA = 4.94 S.F.

2381+00.00  
F.G. = 600.07

CUT VOL. = 1.65 C.Y.  
FILL VOL. = 1.50 C.Y.

CUT AREA = 0.75 S.F.  
FILL AREA = 1.11 S.F.

2380+00.00  
F.G. = 599.04

CUT VOL. = 9815.68 C.Y.  
FILL VOL. = 6987.55 C.Y.

CUT AREA = 2.23 S.F.  
FILL AREA = 1.59 S.F.

BEGIN CONST. WESTBOUND SH-412 DECCCEL LANE  
2379+70.00  
F.G. = 598.71

