OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

MAY 1, 2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. STP-XXXC(000)EC
BRIDGE AND APPROACH PLANS
SH-9 OVER FLAT ROCK CREEK & WALLACE CREEK

MCINTOSH COUNTY

CONTROL SECTION NO. 09-46-10
STATE JOB NO. 33793(04)

BRIDGE "A" LOCATION NO. 4610 1166X EXISTING NBI NO. 05447 NEW NBI NO. XXXXX
BRIDGE "B" LOCATION NO. 4610 1187X EXISTING NBI NO. 05448 NEW NBI NO. XXXXX

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS

SEE SHEET 0002 FOR INDEX OF SHEETS AND STANDARDS

STA. 1504+65.00
END INCIDENTAL CONST.

STA. 1500+40.33
END PROJECT
BEGIN INCIDENTAL CONST.

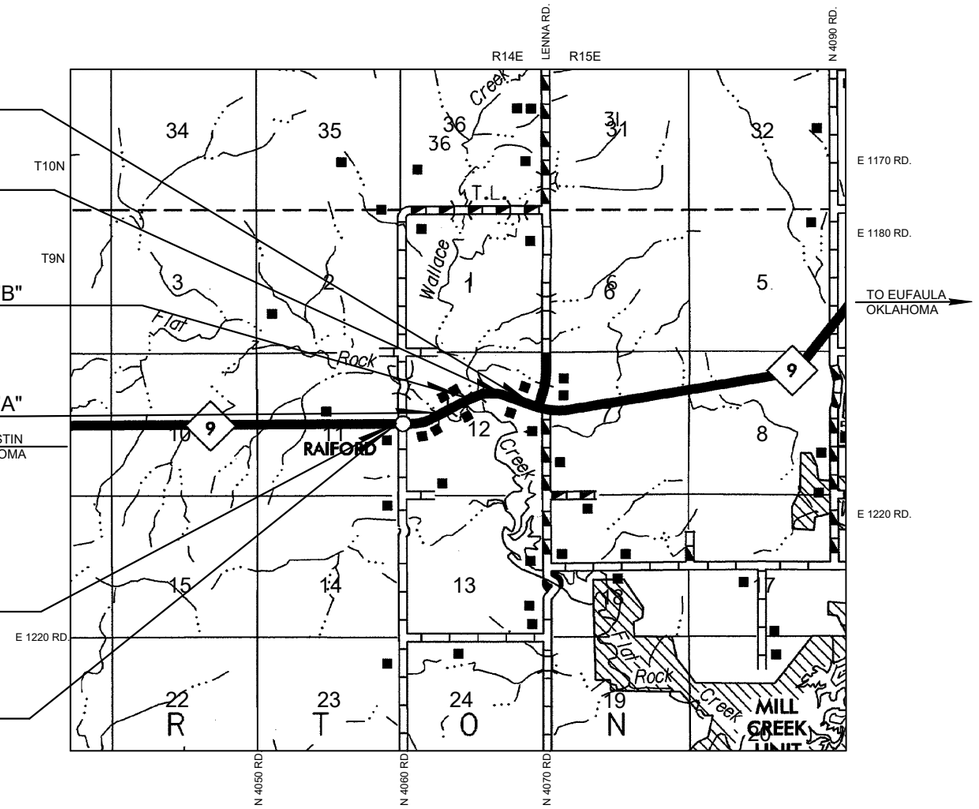
BEGIN STA. 1483+54.90
LENGTH = 74.48'
END STA. 1484+29.38
BRIDGE "B"

BEGIN STA. 1471+14.75
LENGTH = 178.50'
END STA. 1472+93.25
BRIDGE "A"

TO DUSTIN OKLAHOMA

STA. 1456+00.00
END INCIDENTAL CONST.
BEGIN PROJECT

STA. 1452+00.00
BEGIN INCIDENTAL CONST.

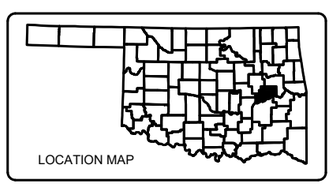


DESIGN DATA	
ADT 2022	= 1,200
ADT 2042	= 1,700
DHV (2-WAY)	= 210
K (DHV/ADT)	= 12%
D	= 57%
T (% DHV)	= 6%
T (% ADT)	= 8%
T³(% ADT)	= 5%
V	65MPH
20 YR FLEX ESALS	= 1.56M

SCALES 1"
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 2,640'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES. R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- R/W — RIGHT-OF-WAY FENCE



ROADWAY LENGTH	4187.19	FT.	0.793	MI.
BRIDGE "A" LENGTH	178.50	FT.	0.034	MI.
BRIDGE "B" LENGTH	74.48	FT.	0.014	MI.
PROJECT LENGTH			0.841	MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

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

OKLAHOMA Transportation

PREPARED AND SUBMITTED BY:

HOLLOWAY, UPDIKE & BELLEN, Inc.
818 East Side Boulevard
Post Office Box 1543
Muskogee, Oklahoma 74402
(918) 682-7811
NO. CA 219
EXPIRES 06/23

REGISTERED PROFESSIONAL ENGINEER — WESLEY M. STEWART — 24031 — OKLAHOMA

00/00/2022
DATE
WESLEY M. STEWART
P.E. NO. 24031

CEC

REGISTERED PROFESSIONAL ENGINEER — RYAN FRANCKA — 26497 — OKLAHOMA

00/00/2022
DATE
RYAN FRANCKA
P.E. NO. 26497

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR

SWO SWO 5445(1) PROJECT NO. 33793(04)
COUNTY MCINTOSH HIGHWAY SH-9 SHEET NO. 0001

P.E. NO : 28969(01)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

THE FOLLOWING STANDARD DRAWINGS WILL BE REQUIRED TO CONSTRUCT THIS JOB

2019 ROADWAY	2009 TRAFFIC CONTROL	2009 TRAFFIC SIGNING	2009 TRAFFIC SAFETY	2009 BRIDGE
BMPR-0	TCS1-1-01	DU1-1-00	GA31-1-00	TR4-2-00E
TESCA-0	TCS2-1-00	DU2-1-00	GHW1-1-00	EJ-SK-04E
IPD-0	TCS3-1-01	GMS1-1-00	GHW2-1-00	EJ-DTL-02E
RSF-0	TCS4-1-01	GMS2-1-00	RS1-2-00	HP1-2-01E
TSD-0	TCS5-1-00	PM3-1-00	SKT-1-00	RCB-C1-10(2-14)-01E
SCE-0	TCS6-1-02	SBS1-1-00	THRI-1-02	RCB-CW1-D4-30
SSS-2-1	TCS7-1-02	SBS2-1-00		RCB-CW3-D4-01E
ASCD-6-2	TCS8-1-00	SBS3-1-00		RCB-E1-H4-30-1-01E
LECS-5-2	TCS9-1-01	SBS4-1-00		RCB-E1-H4-30-2-01E
SMD-4-2	TCS10-1-00	SBS5-1-00		RCB-E1-H4-30-3-01E
CET4S-4-2	TCS11-1-01	SSA1-1-00		
SPI-5-2	TCS13-1-00	SSP1-1-02		
PBB-1-2	TCS14-1-00	SZSD1-1-00		
FHTMPP-2-1	TCS19-1-01	WSD1-1-00		
FHTCD-4-1	TCS20-1-00	WSD2-1-00		
SBI-5-2	TCS21-1-02	WSD3-1-00		
PUD-4-1	TCS22-1-00			
PDT-2-2	TCS23-1-00			
RWF2-3-1	TCS24-1-02			
SUEL1-4-1	TCS25-1-00			
SUEL3-4-1				

THE FOLLOWING SHEETS WILL BE REQUIRED TO COMPLETE THIS JOB

INDEX OF SHEETS

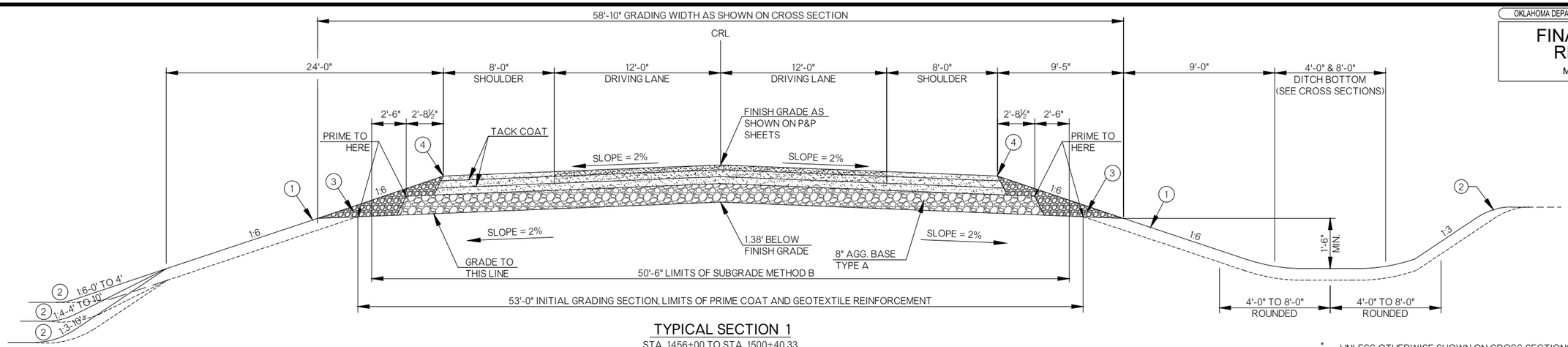
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			INDEX OF SHEETS
APPROVED			
SQUAD	hub	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. 0002

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

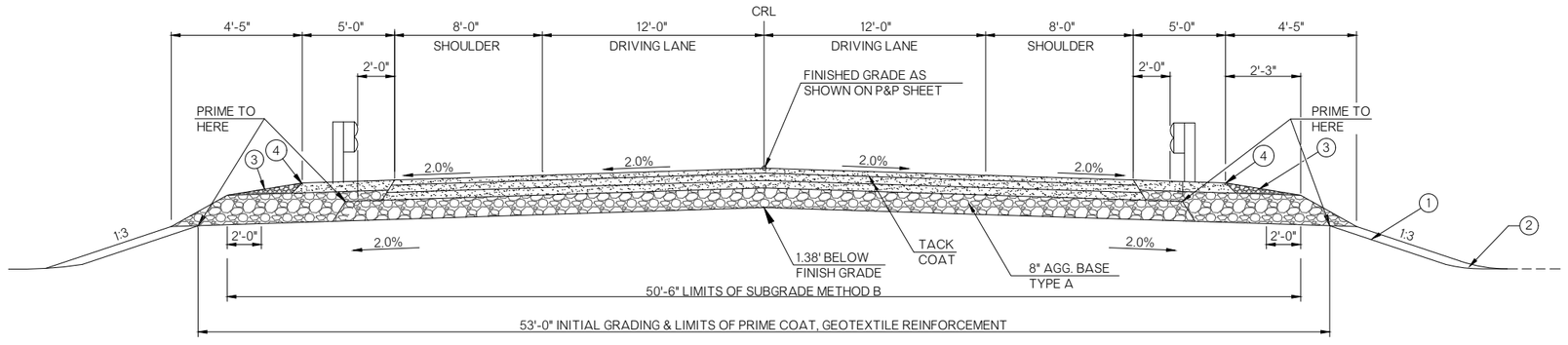
MAY 1, 2024



TYPICAL SECTION 1

STA. 1456+00 TO STA. 1500+40.33
EXCEPT BRIDGE "A"

ASPHALT CONCRETE REQUIREMENTS		
MAINLINE TYPICAL		
8.5" PAVT. STRUCTURE	12' DRIVING LANES	8' PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 PG 64-22 OK	2" SUPERPAVE TYPE S4 PG 64-22 OK
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 PG 64-22 OK	3" SUPERPAVE TYPE S3 PG 64-22 OK
BASE COURSE	3.5" SUPERPAVE TYPE S3 PG 64-22 OK	3.5" SUPERPAVE TYPE S3 PG 64-22 OK



TYPICAL SECTION 2

STA. 1468+82.50 TO STA. 1475+20.00
STA. 1481+69.82 TO STA. 1486+15.00

ASPHALT CONCRETE REQUIREMENTS			
MAINLINE TYPICAL			
8.5" PAVT. STRUCTURE	12' DRIVING LANES	8' PAVED SHOULDERS	5' GUARDRAIL WIDENING
SURFACE COURSE	2" SUPERPAVE TYPE S4 PG 64-22 OK	2" SUPERPAVE TYPE S4 PG 64-22 OK	4" SUPERPAVE TYPE S4 PG 64-22 OK
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 PG 64-22 OK	3" SUPERPAVE TYPE S3 PG 64-22 OK	
BASE COURSE	3.5" SUPERPAVE TYPE S3 PG 64-22 OK	3.5" SUPERPAVE TYPE S3 PG 64-22 OK	

* UNLESS OTHERWISE SHOWN ON CROSS SECTIONS.

(1) THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL WITHIN THE LIMITS OF CONSTRUCTION, APPROXIMATELY 5" DEEP, STOCKPILE THE MATERIAL AND REPLACE THE TOPSOIL ON THE FINISHED SLOPES OF THE GRADING SECTION. ALL ADDITIONAL COSTS NOT COVERED IN OTHER ITEMS SHALL BE INCLUDED IN THE LUMP SUM TOPSOIL ITEM AS FOLLOWS:

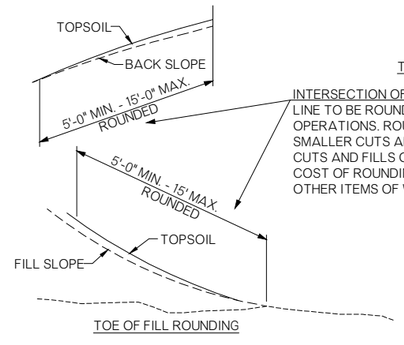
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(2) SEE ROUNDING DETAIL.

(3) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E.

(4) CONSTRUCT ASPHALT SAFETY EDGE AS SHOWN IN SPECIAL PROVISION 411-14 AND STANDARD PSE-1.

(5) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.



TOP OF CUT ROUNDING

INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF THE 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.

ROUNDING DETAIL

DESIGN	WS	11/21
DRAWN	FLK	11/21
CHECKED	WS	11/21
APPROVED		
SQUAD	HUB ENGINEERS	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

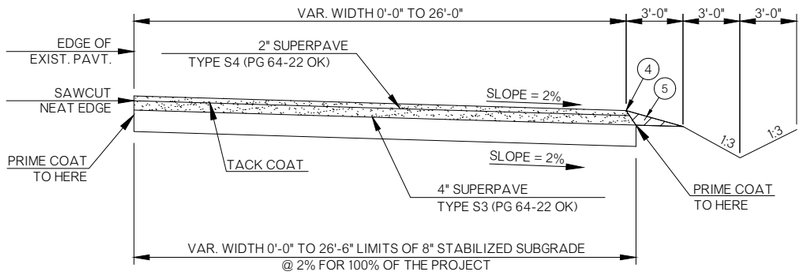
TYPICAL SECTIONS (1 OF 2)

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. 0003

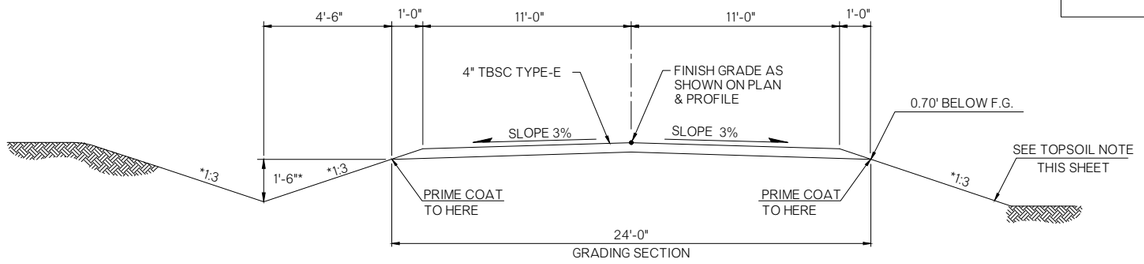
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

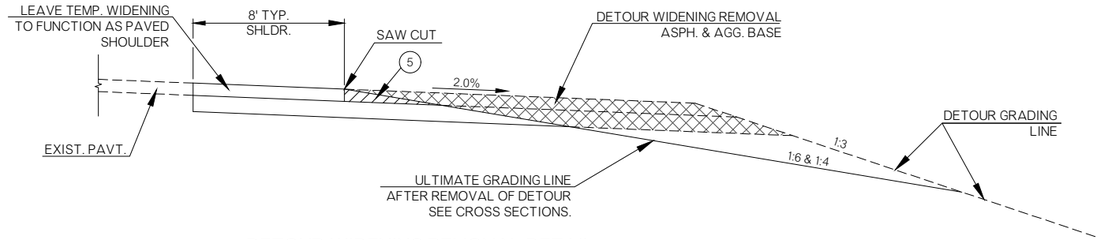


TEMPORARY WIDENING TYPICAL SECTION



COUNTY RD. TYPICAL SECTION

STA. 0+00 TO 10+00



DETOUR WIDENING REMOVAL DETAIL

DESIGN	WS	11/21
DRAWN	FLK	11/21
CHECKED	WS	11/21
APPROVED		
SQUAD	HUB ENGINEERS	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTIONS (2 OF 2)

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. 0004

HUB Engineers
Time of Plot: 5/3/2024 3:29 PM Plot Style: ODOT2021.CTB
G:\2021\21ODOT0253 SH 9 Bridges\DESIGN\Production Plans\33793(04)--TYPICAL SECTION.dwg

FINAL REVIEW PLANS
MAY 2024

GENERAL NOTES

SPECIFICATIONS -
COMPLY WITH THE REQUIREMENTS OF THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

EXISTING PLANS -
THE EXISTING STRUCTURE WAS ORIGINALLY CONSTRUCTED AS PART OF FEDERAL AID PROJECT NO. F-236 (96). CONSTRUCTION PLANS FOR THE EXISTING STRUCTURE(S) MAY BE OBTAINED FROM THE OFFICE SERVICES DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

PHYSICAL ADDRESS: OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 NE 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105
405-521-2586

FOR QUESTIONS AND CONCERNS REGARDING AS-BUILT PLANS, PLEASE EMAIL: ODOT-PlansLibrary@odot.org

PILE DRIVING -
USE A PILE DRIVING HAMMER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE AN AXIAL LOAD RESISTANCE EQUAL TO OR GREATER THAN THE FACTORED PILE REACTION WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SUBSECTION 514.03.A.(2) OF THE SPECIFICATIONS.

PILE CAPACITY -
THE REQUIRED PILE SIZE AND THE FACTORED PILE REACTION ARE SHOWN IN THE PLANS WITH THE FOUNDATION DATA. THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:

AXIAL LOAD RESISTANCE = PHI * [SQRT (E) * 0.875 * LG (10 * N)-50] (TONS)

WHERE:
- PHI = RESISTANCE FACTOR OF 0.4
- E = ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS. FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS, THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AND MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.
- N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.
- SQRT = SQUARE ROOT
- LG = LOGARITHM TO THE BASE 10

THE ABOVE FORMULA IS ONLY APPLICABLE WHEN CERTAIN CONDITIONS APPLY: THE PILE DRIVING HAMMER HAS A FREE FALL (GRAVITY & SINGLE ACTING HAMMERS ONLY); THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED; THE PENETRATION IS QUICK AND UNIFORM; THERE IS NO APPRECIABLE REBOUND OF THE HAMMER; AND A FOLLOWER IS NOT USED.
THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER.
IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA SHOWN ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

CONCRETE -
PROVIDE ALL PEDESTAL CONCRETE EDGES WITH A 3/4" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. PROVIDE ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE WITH A 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. USE SIZED LUMBER FOR ALL CHAMFER STRIPS.
EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

STRUCTURAL STEEL -
PROVIDE STRUCTURAL STEEL FOR ROLLED BEAMS AND ALL STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2). USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS. CAMBER BEAMS TO ACCOUNT FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE.
THE CONTRACTOR MAY SUBSTITUTE PLATE GIRDERS USING EQUIVALENT PLATE SIZES IN LIEU OF THE ROLLED BEAM SHAPES SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE 5/16" MINIMUM FILLET WELDS BETWEEN WEB AND FLANGES. NON-DESTRUCTIVE TESTING WILL BE REQUIRED AS APPROPRIATE.
THE CONTRACTOR MAY SUBSTITUTE A W40x183 ROLLED BEAM IN LIEU OF THE SPAN NO. 2 PLATE GIRDER SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE SIMILAR BEARING STIFFENERS AND CONNECTION PLATES. NON-DESTRUCTIVE TESTING WILL BE REQUIRED AS APPROPRIATE. PROVIDE STRUCTURAL STEEL FOR CHANNEL DIAPHRAGMS AND GUSSET PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). USE BOLTS CONFORMING TO AASHTO M164 (ASTM A325). PROVIDE ALL BOLTS, NUTS, WASHERS AND WELDING WITH WEATHERING CHARACTERISTICS.
THE CONTRACTOR MAY SUBSTITUTE A BENT PLATE DIAPHRAGM IN LIEU OF THE CHANNEL AND GUSSET PLATES SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE 1/2" MINIMUM PLATE THICKNESS FORMED IN THE SHAPE OF THE CHANNEL WITH 4" MINIMUM FLANGES. FABRICATE BENT PLATE DIAPHRAGM TO A DEPTH EQUAL TO OR GREATER THAN SHOWN FOR THE COMBINED CHANNEL AND GUSSET PLATE. ALL COST TO CONSTRUCT BENT PLATE DIAPHRAGM SHALL BE AT CONTRACTOR'S EXPENSE.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, CONTACT PLATES, AND BUILT-UP CONTACT ANGLES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

STAY-IN-PLACE DECK FORMS -
THE CONTRACTOR MAY USE STAY-IN-PLACE STEEL DECK FORMS IF THE MINIMUM DECK SLAB THICKNESS SHOWN IN THE PLANS IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. PREFORMED CORRUGATION FILLER, COMPOSED OF POLYSTYRENE OR OTHER MATERIAL, MAY BE USED IF BONDED TO THE DECK FORMS. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. THE TOTAL ADDITIONAL WEIGHT OF THE DECK FORM AND FILLER SHALL NOT EXCEED 5 P.S.F. THE DEPARTMENT CONSIDERS ALL COSTS OF STAY-IN-PLACE STEEL DECK FORMS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF CLASS AA CONCRETE.
THE CONTRACTOR MAY SUBSTITUTE STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS, AT NO ADDITIONAL COST TO THE DEPARTMENT, IF THE FOLLOWING CONDITIONS ARE MET:
(1) THE BRIDGE ENGINEER APPROVES SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS SUBMITTED BY THE CONTRACTOR.
(2) THE BRIDGE ENGINEER APPROVES A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND NEW REINFORCING SCHEDULE FOR THE DECK SLAB SUBMITTED BY THE CONTRACTOR.
(3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE, STRUCTURAL DESIGNS, AND CALCULATIONS ARE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA.

DECK SLAB -
EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGERS, TY-BAR CLIPS, INSERT WELD ANCHORS, OR OTHER APPURTENANCES, THAT WILL REMAIN IN PLACE IN THE DECK SLAB. EPOXY-COAT IN ACCORDANCE WITH AASHTO M284 OR GALVANIZE IN ACCORDANCE WITH AASHTO M111.
PLACE THE DECK SLAB CONCRETE ONE SPAN AT A TIME IN ACCORDANCE WITH SECTION 504.04.B OF THE SPECIFICATIONS. IN THE EVENT OF AN EMERGENCY, HALT THE PLACEMENT OF CONCRETE BY FORMING A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC OR AS DIRECTED BY THE ENGINEER. DO NOT PLACE ANY HEAVY EQUIPMENT ON THE FINISHED DECK SLAB WITHIN 5 FEET OF ANY CONSTRUCTION JOINT UNTIL CONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELAPSED SINCE CONCRETE PLACEMENT.
SEAL ALL DECK SLAB CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS. INCLUDE ALL COST OF EQUIPMENT AND LABOR FOR THE INSTALLATION OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER CRACK PREPARATION". INCLUDE ALL COST OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER RESIN". THE DEPARTMENT WILL NOT MEASURE THE PREPARATION AND SEALER OF EMERGENCY CONSTRUCTION JOINTS FOR PAYMENT.

STEEL BEAM BRACING FOR DECK SLAB PLACEMENT -
SUBMIT DRAWINGS OF THE BRACING SYSTEM TO THE BRIDGE ENGINEER FOR APPROVAL. BRACING SYSTEMS OTHER THAN THAT SHOWN IN THE PLANS MAY BE USED IF DESIGN CALCULATIONS AND DRAWINGS OF THE PROPOSED BRACING SYSTEM ARE SUBMITTED TO AND APPROVED BY THE BRIDGE ENGINEER. DRAWINGS AND CALCULATIONS OF THE PROPOSED SYSTEM SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. DO NOT PLACE DECK SLAB CONCRETE UNTIL THE BRACING SYSTEM IS APPROVED. THE DEPARTMENT CONSIDERS ALL COST FOR BRACING TO BE INCLUDED IN OTHER ITEMS OF WORK.
USE ADJUSTABLE CANTILEVER FORMING BRACKETS AT EXTERIOR BEAMS CAPABLE OF BEING ADJUSTED DURING THE PLACEMENT OF DECK SLAB CONCRETE IN ORDER TO MAINTAIN PROPER GRADES AT THE DECK SLAB OVERHANG. IF SHIMS ARE TO BE USED TO ADJUST THE FORMING BRACKETS, PROVIDE THE BRIDGE ENGINEER A METHOD TO PREDICT CRUSH AND SETTLEMENT OF SHIMS. BEAR THE LEG BRACE OF THE BRACKETS ON THE BEAM WEB AND WITHIN 6 INCHES OF THE BOTTOM FLANGE.
USE #4 EPOXY COATED REINFORCING STEEL WITH THREADED ENDS OR GALVANIZED ALL THREAD FOR TENSIONS TIES. PLACE TENSION TIES PERPENDICULAR TO THE BEAMS. ATTACH TENSION TIES TO THE TOP FLANGE PF THE BEAMS WITH TY-BAR CLIPS AS SHOWN IN THE PLANS. DO NOT WELD TY-BAR CLIPS TO THE TOP FLANGE OF THE BEAMS.
WEDGE HARDWOOD STRUTS, OR ANOTHER MATERIAL OF AN EQUIVALENT STRENGTH, BETWEEN THE BEAM WEBS WITHIN 6" OF THE BOTTOM FLANGE AT EACH TENSION TIE LOCATION.

WATER REPELLENT TREATMENT -
APPLY WATER REPELLENT TREATMENT TO THE BRIDGE IN MANNER CONSISTENT WITH THE DETAILS SHOWN IN THE PLANS.

SOFTWARE -
(1) WHITE ENGINEERING ASSOCIATES, INC. DECK SLAB DESIGN (VERSION 2.06, 10-12-07)
(2) WHITE ENGINEERING ASSOCIATES, INC. BRIDGE LOAD DISTRIBUTION (VERSION 1.10, 12-23-04)
(3) MDX STEEL LINE GIRDER DESIGN AND RATING (VERSION 6.5.655, 10-16-09)
(4) WHITE ENGINEERING ASSOCIATES, INC. ELASTOMERIC BEARING PAD DESIGN (VERSION 3.00, 12-30-09)
(5) WHITE ENGINEERING ASSOCIATES, INC. PIER DESIGN (VERSION 2.02, 09-24-07)
(6) IES VISUALANALYSIS (VERSION 4.01.013, 02-01-02)
(7) STRUCTUREPOINT SPCOLUMN (VERSION 7.00, 12-19)
(8) WHITE ENGINEERING ASSOCIATES, INC. ABUTMENT/RETAINING WALL DESIGN (VERSION 2.00, 10-19-07)

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

S.H.9 OVER FLAT ROCK & WALLACE CREEK McINTOSH COUNTY
BRIDGES "A" & "B"

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) | SHEET NO. AB01

L:\Active\21014\Drawings\AB01 Notes.dwg, 4/15/2024 9:41:50 AM, Deanne Brittian

FINAL REVIEW PLANS
MAY 2024

PAY ITEM NOTES

(BR-1) PAYMENT TO THE CONTRACTOR WILL BE BASED ON PLAN QUANTITIES.

(BR-2) THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE SUBSTRUCTURE AND APPROVED BY THE ENGINEER. IF NECESSARY, USE FORMS AT VERTICAL FACES AND REMOVE THE FORMS AFTER CONCRETE HARDENS. IF THE CONTRACTOR CHOOSES TO PLACE CONCRETE AGAINST THE SOIL, THE DEPARTMENT WILL PAY FOR SUBSTRUCTURE EXCAVATION COMMON IN ACCORDANCE WITH THE DIAGRAMS SHOWN IN THE PLANS.

(BR-3) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 107.5 C.Y. OF CLASS AA CONCRETE AND 21,520 LB. OF EPOXY COATED REINFORCING STEEL.

(BR-4) THE FIXED BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 1,185 LB. OF STAINLESS STEEL.

(BR-5) THE EXPANSION BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 2,365 LB. OF STAINLESS STEEL.

(BR-6) THE QUANTITY SHOWN FOR CLASS AA CONCRETE INCLUDES AN ESTIMATED 5.4 C.Y. FOR BEAM HAUNCHES.

(BR-7) PAYMENT TO THE CONTRACTOR WILL BE BASED ON PLAN QUANTITIES UNLESS ADDITIONAL PILING LENGTH IS REQUIRED. ADDITIONAL PILES, FURNISHED, AS AUTHORIZED BY THE ENGINEER, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE.

(BR-8) QUANTITY SHOWN INCLUDES TESTING AT EACH DRILLED SHAFT LOCATION.

(BR-9) QUANTITY SHOWN FOR SEALER RESIN ESTIMATED AT 0.011 GALLONS PER FOOT OF CONSTRUCTION JOINT.

(BR-10) QUANTITY SHOWN FOR RIPRAP ESTIMATED AT 120 LB. PER CUBIC FOOT.

(BR-11) QUANTITY SHOWN FOR FILTER BLANKET ESTIMATED AT 105 LB. PER CUBIC FOOT.

(BR-12) INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FILTER SAND AND COARSE) AND FILTER FABRIC IN THE CONTRACT UNIT PRICE OF "6" PERFORATED PIPE UNDERDRAIN ROUND". INSTALL AS SHOWN IN THE 0N PLANS AND ON STD. PUD-4.

(BR-13) THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL IN THE CONTRACT UNIT PRICE OF "6" NON-PERF. PIPE UNDERDRAIN RND". INSTALL AS SHOWN IN THE PLANS AND ON STD. PUD-4.

(BR-14) ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF REMOVING AND DISPOSING OF THE EXISTING BRIDGE IN ACCORDANCE WITH SUBSECTION 619.04.B OF THE SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING BRIDGE IS DESCRIBED AS (5) 10'x9'x37' R.C.B.

(BR-15) ITEM "TEMPORARY EARTH RETAINAGE" CONSISTS OF THE INSTALLATION AND REMOVAL OF THE TEMPORARY RETAINING STRUCTURES OR GEOGRID REINFORCED SOILS NECESSARY TO FACILITATE THE PROPOSED SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS. LOCATIONS OF POTENTIAL TEMPORARY RETAINAGE ARE FOR INFORMATIONAL PURPOSES ONLY AND HAVE NOT BEEN DESIGNED OR DETAILED. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ACTUAL LIMITS NEEDED BASED ON THE CHOSEN MEANS AND METHODS AND SUBMITTING DESIGN CALCULATIONS AND DRAWINGS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA, IN ACCORDANCE WITH SUBSECTION 502.04D OF THE SPECIFICATIONS. DO NOT BEGIN INSTALLATION UNTIL BRIDGE ENGINEER APPROVAL HAS BEEN RECEIVED. INCLUDE ALL COST ASSOCIATED WITH PROFESSIONAL SERVICES, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN THE CONTRACT UNIT PRICE.

(BR-16) ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF REMOVING AND DISPOSING OF THE EXISTING BRIDGE IN ACCORDANCE WITH SUBSECTION 619.04.B OF THE SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING BRIDGE IS DESCRIBED AS 60' STEEL I-BEAM SPAN BRIDGE WITH 26' CLEAR ROADWAY.

J.P. NO. 33793(04) 0200
BRIDGE "A"
NBI NO. xxxxx

PAY QUANTITIES

S.H.9 OVER FLAT ROCK CREEK
50'-75'-50' STEEL I - BEAM SPANS
40'-0" CLR. RDWY. WITH TR4 TRAFFIC RAILS
℄ STA. 1472+04.00, 30° RT. FWD. SKEW

ITEM NO.	ITEM DESCRIPTION		UNIT	TOTAL
501(B) 1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1, 2)	C.Y.	210
501(G) 1800	CLSM BACKFILL	(BR-1)	C.Y.	251.8
504(A) 5200	APPROACH SLAB	(BR-1, 3)	S.Y.	297.8
504(B) 5300	SAW-CUT GROOVING	(BR-1)	S.Y.	1,075.8
504(D) 5420	CONCRETE RAIL (TR4)	(BR-1)	L.F.	484.0
506(A) 7225	STRUCTURAL STEEL M270 GRADE 50W	(BR-1)	LB.	156,400
507(A) 8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1, 4)	EA.	10
507(B) 8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1, 5)	EA.	20
509(A) 0210	CLASS AA CONCRETE	(BR-1, 6)	C.Y.	200.1
509(B) 0320	CLASS A CONCRETE	(BR-1)	C.Y.	178.5
511(B) 2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB.	81,960
514(A) 5220	PILES, FURNISHED (HP 12x53)	(BR-7)	L.F.	346
514(B) 5320	PILES, DRIVEN (HP 12x53)		L.F.	346
514(K) 6200	(PL) PILOT HOLES		L.F.	270
514(L) 6300	PILE SPLICE, H-PILE (NON-BIDDABLE)		EA.	1
515(A) 7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	S.Y.	596
516(A) 8230	DRILLED SHAFTS 48" DIAMETER		L.F.	102
516(C) 8400	CROSSHOLE SONIC LOGGING	(BR-8)	EA.	1
517 9110	ELASTOMERIC COATING	(BR-1)	S.F.	1,334
518(B) 0300	SEALED EXPANSION JOINTS	(BR-1)	L.F.	49.2
523(A) 3200	SEALER CRACK PREPARATION	(BR-1)	L.F.	47
523(B) 3300	SEALER RESIN	(BR-1, 9)	GAL.	0.6
601(B) 1230	TYPE I-A PLAIN RIPRAP	(BR-10)	TON	1,200
601(C) 1310	TYPE I-A FILTER BLANKET	(BR-11)	TON	185
613(H) 6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-12)	L.F.	96
613(I) 6310	6" NON-PERF. PIPE UNDERDRAIN RND.	(BR-13)	L.F.	40
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-14)	L.SUM	1

J.P. NO. 33793(04) 0600
STAKING

PAY QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
642(B) 3300	CONSTRUCTION STAKING LEVEL II	L.SUM	1

J.P. NO. 33793(04) 0640
CONSTRUCTION

PAY QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
220 1100	SWPPP DOCUMENTATION AND MANAGEMENT	L.SUM	1
641 2100	MOBILIZATION	L.SUM	1

J.P. NO. 33793(04) 0201
BRIDGE "B"
NBI NO. xxxxx

PAY QUANTITIES

S.H.9 OVER WALLACE CREEK
(3) 20' x 12' x 97' LONG R.C.B.
℄ STA. 1483+92.00, 30°SKEW

ITEM NO.	ITEM DESCRIPTION		UNIT	TOTAL
202(A) 2210	UNCLASSIFIED EXCAVATION	(BR-1)	C.Y.	3,990
501(A) 1210	STRUCTURAL EXCAVATION UNCLASSIFIED	(BR-1)	C.Y.	730
502 3100	TEMPORARY EARTH RETAINAGE	(BR-15)	L.SUM	1
509(A) 0210	CLASS AA CONCRETE	(BR-1)	C.Y.	1,427.1
511(A) 2210	REINFORCING STEEL	(BR-1)	LB.	268,790
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-16)	L.SUM	1

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S.H.9 OVER FLAT ROCK & WALLACE CREEK McINTOSH COUNTY
BRIDGES "A" & "B"

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) SHEET NO. AB02

ENVIRONMENTAL MITIGATION NOTES

EARTHWORK NOTE:
THE CONTRACTOR MUST ENSURE THAT ANY MATERIAL INCORPORATED INTO THE PROJECT IS FREE OF ANY HAZARDOUS, INDUSTRIAL OR CONTAMINATED WASTE, REFER TO SUB-SECTIONS 106.01 AND 202.02 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

IMPORTED MATERIAL (EG. BORROW) - IF MATERIAL IS IMPORTED TO THE PROJECT AND AT ANY POINT THE MATERIAL IS DETERMINED BY THE ENGINEER TO INCLUDE ANY TYPE OF UNACCEPTABLE CONTAMINATION, THE MATERIAL MAY REQUIRE REMOVAL, IN WHOLE, OR IN PART. IF REMOVAL IS REQUIRED, THEN THE INITIAL PLACEMENT, REMOVAL AND PROPER DISPOSAL OF THIS MATERIAL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE DISPOSAL OF THE UNACCEPTABLE MATERIAL SHALL BE APPROVED BY THE ENGINEER, REFER TO SUB-SECTION 107.15 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

TO ASSIST THE CONTRACTOR, THE "OFF PROJECT FACILITY/BORROW SITE HAZARDOUS MATERIALS QUESTIONNAIRE" IS PROVIDED ON THE DEPARTMENT'S WEB SITE:

HTTPS://OKLAHOMA.GOV/CONTENT/DAM/OK/EN/ODOT/DOCUMENTS/OK-GOV-DOCS/PROGRAMS-AND-PROJECTS/ENVIRONMENTAL/HAZARD-QUESTIONNAIRE-2016.PDF

THIS QUESTIONNAIRE IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR SO THAT A CLEARER UNDERSTANDING OF THE CHARACTERISTICS OF THE PROPOSED SITE/ MATERIAL IS ACHIEVED. COMPLETION AND SUBMITTAL OF THIS FORM TO THE ENGINEER DOES NOT EXCUSE THE CONTRACTOR FROM PROVIDING MATERIALS THAT ARE FREE OF HAZARDOUS AND INDUSTRIAL COMPOSITION IN ACCORDANCE WITH SUB-SECTIONS 106.01 AND 202.02 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

NON-COMPLIANCE NOTE:
FAILURE TO IMPLEMENT THE COMMITMENTS SPECIFIED IN THE PLAN NOTES CAN RESULT IN NON-COMPLIANCE ISSUES ON THE PROJECT. WORK ACTIVITIES MAY BE SUSPENDED ON THE PROJECT, FOR AN UNDETERMINED DURATION, WHILE WORKING WITH REGULATORS TO BRING THE PROJECT BACK INTO COMPLIANCE. THE CONTRACTOR WILL NOT BE COMPENSATED FOR TIME LOST.

WATER QUALITY CONSERVATION NOTE:
APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE IMPACTS FROM STORM WATER DISCHARGES AND SEDIMENTATION IN STREAMS, AS ESTABLISHED BY THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY, SHALL BE CONSCIENTIOUSLY IMPLEMENTED THROUGHOUT THE PROPOSED CONSTRUCTION PERIODS, IN ORDER TO MINIMIZE ANY POTENTIAL IMPACTS TO ANY LISTED SPECIES. THE EFFECTIVENESS OF EROSION CONTROLS SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. HAZARDOUS MATERIALS, CHEMICALS, FUELS, LUBRICATING OILS, AND OTHER SUCH SUBSTANCES SHALL BE STORED AT LEAST 100 FEET FROM THE ORDINARY HIGH WATER MARK (OHWM). REFUELING OF CONSTRUCTION EQUIPMENT SHALL ALSO BE CONDUCTED AT LEAST 100 FEET FROM THE OHWMS. SEDIMENT AND EROSION CONTROLS SHALL BE INSTALLED AROUND STAGING AREAS TO PROHIBIT DISCHARGE OF MATERIALS FROM THESE SITES. CONSTRUCTION WASTE MATERIALS AND DEBRIS SHALL BE STOCKPILED AT LEAST 25 FEET OUTSIDE OF THE OHWMS, AND THESE MATERIALS SHALL BE REMOVED AND DISPOSED OF PROPERLY FOLLOWING COMPLETION OF THE PROJECT. PREVENTATIVE MEASURES MUST BE TAKEN TO PROHIBIT THE DISCHARGE OF CONTAMINANTS INTO ANY SURFACE WATERS.

AMERICAN BURYING BEETLE NOTE:
THE AMERICAN BURYING BEETLE IS A LARGE CARRION BURYING BEETLE THAT OCCURS WITHIN THE PROJECT LIMITS. ARTIFICIAL LIGHTING MAY BE USED DURING CONSTRUCTION FOR NIGHT ACTIVITIES IF THE EQUIPMENT SPECIFICATIONS OUTLINED IN SPECIAL PROVISION 656-5(A-B)19 FOR ABB ARE ADHERED TO AND MEASURES TO MINIMIZE USE OF ARTIFICIAL LIGHTING HAVE BEEN IMPLEMENTED. CARCASSES AND ALL FOOD TRASH SHALL CONTINUOUSLY BE REMOVED FROM THE PERMANENT AND TEMPORARY RIGHT-OF-WAY THROUGHOUT THE DURATION OF PROJECT ACTIVITIES. POLLUTION PREVENTION REQUIREMENTS AS SPECIFIED BY THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY GENERAL PERMIT OKRL0 FOR STORM WATER DISCHARGES SHALL BE IMPLEMENTED WHEN APPROPRIATE. ADDITIONALLY, ALL EQUIPMENT WILL BE FUELED, AND ALL FUEL AND MOTOR VEHICLE OIL WILL NOT BE STORED WITHIN AREAS OF NATIVE VEGETATION (IE. OUTSIDE OF ABB HABITAT).

BAT LIGHTING NOTE:
ALL TEMPORARY LIGHTING, IF USED, WILL BE DIRECTED AWAY FROM SUITABLE BAT HABITAT DURING THE ACTIVE SEASON FOR BATS (APRIL 1- NOVEMBER 15). IF ANY PERMANENT LIGHTING IS INSTALLED OR REPLACED, DOWNWARD-FACING FULL CUT-OFF LENS LIGHTS SHALL BE INSTALLED AND DIRECTED AWAY FROM WOODED AREAS AND STREAMS.

BALD EAGLE NOTE:
SUITABLE NESTING, ROOSTING OR FORAGING HABITAT FOR THE BALD EAGLE OCCURS WITHIN THE PROJECT'S ACTION AREA. THE BALD EAGLE NESTING SEASON IN OKLAHOMA EXTENDS FROM SEPTEMBER 16, THROUGH MAY 31. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST TO SCHEDULE A NEST SURVEY. NEST SEARCH SURVEYS CAN ONLY BE CONDUCTED WHEN LEAVES ARE NOT ON THE TREES TYPICALLY BETWEEN DECEMBER 1ST AND FEBRUARY 28TH. NO WORK MAY OCCUR WITHIN SUITABLE BALD EAGLE HABITAT, LOCATED THE FULL EXTENT OF THE PROJECT AREA, DURING THE NESTING SEASON (SEPTEMBER 16, THROUGH MAY 31) UNTIL THE COMPLETION OF THE SURVEY BY THE ODOT BIOLOGIST. IF NESTS ARE OBSERVED, A NO-WORK BUFFER UP TO A DISTANCE OF 660 FEET SHALL BE PLACED AROUND THE NEST. THE EXACT DISTANCE OF THE BUFFER ZONE SHALL BE ESTABLISHED BY THE ODOT BIOLOGIST IN CONSULTATION WITH US FISH AND WILDLIFE SERVICES. IF THE BUFFER CANNOT BE MAINTAINED, ALL CLEARING, EXTERNAL CONSTRUCTION AND LANDSCAPING ACTIVITIES, WITHIN THE BUFFER, SHALL BE CONDUCTED BETWEEN JUNE 1 AND SEPTEMBER 15 (OUTSIDE THE NESTING SEASON).

MIGRATORY BIRD NOTE:
MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST MIGRATORY BIRD SPECIES EXTENDS FROM MARCH 1 TO AUGUST 31. MIGRATORY BIRD NESTING USE OF THE SH-9 BRIDGES OVER WALLACE CREEK (NBI:05448) AND FLAT ROCK CREEK (NBI:05447) AND AN RCB (STA.1464+25) WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGES AND CULVERT SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28, THE BRIDGES AND CULVERT SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO MARCH 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

SPECIES	SEASONAL RESTRICTION PERIOD
BALD EAGLE	SEPTEMBER 16 – MAY 31
MIGRATORY BIRDS: SWALLOWS AND PHOEBES (NESTS PRESENT)	MARCH 1 – AUGUST 31

ENVIRONMENTAL MITIGATION NOTES

REVISIONS

REV. NO.	DESCRIPTION	DATE

ENVIRONMENTAL NOTES

DETAIL
REVIEW
APPROVED
ENVIRONMENTAL DIVISION

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) | SHEET NO. AE01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

ROADWAY GENERAL CONSTRUCTION NOTES:

IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION.OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-6543 OR 811.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING SECTION LINE ROADS TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-2 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 1 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

ALL TREES. BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITH THE FLOW OF WATER SHALL BE CLEANED OUT TO THE RIGHT-OF-WAY LINE, AT EACH STRUCTURE AND BRIDGE, IN A MANNER APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY RIGHT-OF-WAY FENCE AS REQUIRED. WHEN THE PORTION OF THE PROJECT THAT REQUIRED THIS FENCE IS COMPLETED, THE TEMPORARY FENCE SHALL BE REMOVED, AND PERMANENT RIGHT-OF-WAY FENCING SHALL BE RESTORED OR INSTALLED IN A MANNER APPROVED BY THE ENGINEER. ALL COST OF TEMPORARY FENCING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

ALL FLOWLINES THAT ARE TO BE FILLED SHALL BE THOROUGHLY TAMPED BEFORE CONSTRUCTION OR EXTENSION OF DRAINAGE STRUCTURES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

IN ORDER TO ALLEVIATE DUST CONDITIONS DURING GRADING OPERATIONS AND BEFORE PAVEMENT WORK IS COMPLETED, THE CONTRACTOR SHALL SPRINKLE GRADING AT INTERVALS APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS AND BACKFILLS ARE COMPLETED. EXCESS UNCLASSIFIED EXCAVATION MATERIAL DETERMINED BY THE ENGINEER TO BE SUITABLE FOR BACKFILL SHALL BE USED TO REDUCE ANY UNCLASSIFIED BORROW NEEDED. COST OF SECOND HANDLING SHALL BE INCLUDED IN OTHER ITEMS OF WORK. ANY REMAINING EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

PRIME COAT SHALL BE APPLIED TO THE SUBGRADE IMMEDIATELY AFTER FINAL COMPACTION AND SHAPING TO RETAIN MOISTURE FOR PROPER CHEMICAL REACTION OF THE SOIL ADDITIVE.

THE CONTRACTOR SHALL KEEP THE OPEN TRENCH DRAINED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

TEMPORARY SEEDING MIX SHALL BE AS FOLLOWS:

KINDS OF SEED TO BE FURNISHED	QUANTITY PER ACRE
PERENNIAL RYE GRASS (LODIUM PERENNE)	20 LBS. OF SEED
CRIMSON CLOVER (TRIFOLIUM INCARNATUM)	12 LBS. OF SEED

VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "ADHESIVE SPRAY METHOD", AS SPECIFIED IN 233.04B(1) OF THE STANDARD SPECIFICATIONS.

THE PLANTING OF TEMPORARY SEEDS SHALL BE RESTRICTED TO THE PERIOD FROM SEPTEMBER 1ST TO NOVEMBER 1ST OR MARCH 1ST TO JUNE 1ST.

AREAS ON WHICH SALVAGED TOPSOIL IS TO BE REPLACED SHALL HAVE 18-46-0 FERTILIZER APPLIED, AT THE RATE OF 150 POUNDS PER ACRE, JUST PRIOR TO THE REPLACEMENT OF SALVAGED TOPSOIL.

AT THE BEGINNING OF TURFING OPERATIONS, ANY AREAS INCLUDED IN PLANNED QUANTITIES THAT HAVE GROWN A SATISFACTORY VOLUNTEER TURF OF PERENNIAL GRASS, AS DETERMINED BY THE ENGINEER, SHALL BE FERTILIZED AND WATERED AS CALLED FOR ON THE PLANS, BUT SHALL NOT BE SEEDED, SODDED, OR SPRIGGED.

PIPE UNDERDRAIN QUANTITIES ESTIMATED ONLY. LOCATION, IF AND WHERE REQUIRED, TO BE DETERMINED BY THE ENGINEER.

SURFACING OF RETURNS, UNLESS OTHERWISE SHOWN ON THE PLANS, SHALL BE OF THE SAME MATERIAL (BASE AND SURFACE) AS THAT OF THE ABUTTING SHOULDER OF THE MAINLINE. BASE AND SURFACE THICKNESS SHALL BE THE THICKNESS SHOWN ON PLANS.

T.B.S.C. SURFACES SHALL BE SPRINKLED WITH WATER AND ROLLED WITH A PNEUMATIC ROLLER IN A MANNER APPROVED BY THE ENGINEER.

EXCESS ASPHALT AT JOINTS AND CRACKS IN EXISTING PAVEMENT SHALL BE REMOVED FLUSH TO TOP OF PAVING IN A MANNER APPROVED BY THE ENGINEER.

ROADWAY PAY QUANTITY NOTES:

R-1 PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.

R-3 INCLUDES 2500 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.

R-4 AN ESTIMATED QUANTITY OF 8000 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5" ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.

R-6 FOR TYPE A SALVAGE TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE OF AREA ON WHICH TOPSOIL IS TO BE REPLACED. FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER ESTIMATED AT 200 POUNDS PER 1,000 SQ. YD.

R-8 PRICE BID TO INCLUDE COST OF ALL NECESSARY MAINTENANCE, MAINTAINING DEVICE IN PROPER UPRIGHT POSITION, REMOVAL OF DEVICE, AND REMOVAL OF SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE DEVICE.

R-11 THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 12.0 ACRES.

R-15 QUANTITY BASED ON TWO APPLICATIONS.

R-18 ESTIMATED AT 165 POUNDS PER CU. FT.

R-21 PRIME COAT SHALL BE APPLIED AT AN ESTIMATED RATE OF 0.35 GAL. PER SQ. YD. WHEN APPLIED TO SUBGRADE, AND 0.25 GAL. PER SQ. YD. WHEN APPLIED TO AGGREGATE BASE. THE ACTUAL CUTBACK PRIME COAT REQUIRED FOR PLACEMENT OPERATIONS WILL BE DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DISTILLATION PERCENTAGE SHOWN IN SECTION 708.03 OF THE STANDARD SPECIFICATIONS.

R-25 ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.

R-35 ANY DRAINAGE STRUCTURE DESCRIBED AS TEMPORARY, SHALL AFTER COMPLETION OF THE PROJECT, BE REMOVED BY AND BECOME THE PROPERTY OF THE CONTRACTOR.

R-37 INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.

R-38 TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

R-39 MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.

R-41 INCLUDES 2% FOR GROUND MEASUREMENT.

R-42 ALL GATES AND GATE END POSTS FOR STRANDED WIRE FENCE (SWF) SHALL BE CONSTRUCTED AT THE SAME WIDTH AS THE EXISTING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

1. THE LIMITS OF CLEARING AND GRUBBING SHALL BE THE MINIMUM AMOUNT REQUIRED FOR CONSTRUCTION AND INSTALLATION OF NEW FENCE.
2. INCLUDES 100 TONS TO BE USED AS DIRECTED BY THE ENGINEER.
3. QUANTITY INCLUDES 3614 CY FOR USE IF ON-SITE MATERIAL IS UNSUITABLE, AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR MUST PROVIDE TESTING RESULTS FROM A CERTIFIED LAB THAT THE BORROW SITE IS FREE FROM DISPERSIVE CLAYS AS REQUIRED IN SECTION 202.02(A) IN THE 2009 SPEC BOOK BEFORE ANY MATERIAL CAN BE PLACED ON THE PROJECT. COST TO BE INCLUDED IN PAY ITEM FOR UNCLASSIFIED BORROW.
5. THE REMOVAL OF EXISTING PAVEMENT SHALL BE PERFORMED IN A MANNER THAT WOULD MINIMIZE DAMAGE TO THE ADJACENT PAVEMENT. NO COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR REPAIRING DAMAGE SUSTAINED DURING THE REMOVAL PROCESS. PAYMENT OF THIS ITEM SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS TO COMPLETE THE WORK AS SPECIFIED, INCLUDING ANY BASE REPAIR, LEVELING OR BACKFILL.
6. PRICE BID TO INCLUDE COST OF STANDARD BEDDING MATERIAL, COVER MATERIAL, AND TRENCH EXCAVATION.
7. ESTIMATED QUANTITY ONLY, TO BE USED AT THE DISCRETION OF THE ENGINEER.
8. INCLUDES ALL COSTS ASSOCIATED WITH REMOVING, STORING, AND RESETTING CATTLE GUARD AT STATION 1498+79 RT.
9. INCLUDES COST OF 22 GUARDRAIL DELINEATORS (TYPE 2, CODE 1).

PAY QUANTITIES (ROADWAY)

0300 ROADWAY — 33793(04)

SPEC. NO.	BAMS NO.	DESCRIPTION	PAY ITEM NOTES	UNIT	QUANTITY
201(A)	1200	CLEARING AND GRUBBING	1	LSUM	1.00
202(A)	2200	UNCLASSIFIED EXCAVATION	(R-1)	CY	11,608.00
202(D)	2500	UNCLASSIFIED BORROW	(R-3),3,4	CY	53,000.00
205(A)	6200	TYPE-A SALVAGED TOPSOIL	(R-4)	LSUM	1.00
221(B)	2300	TEMPORARY SILT FENCE	(R-8)	LF	5157.00
221(E)	2600	TEMPORARY SILT DIKE	(R-8)	LF	184.00
230(A)	7200	SOLID SLAB SODDING	(R-6),(R-7)	LF	46,408.00
233(A)	0200	VEGETATIVE MULCHING	(R-11)	AC	12.00
241	3100	MOWING	(R-15)	AC	24.00
303(A)	1200	AGGREGATE BASE TYPE A		CY	5,410.00
307(K)	4200	STABILIZED SUBGRADE		SY	7,693.00
310(B)	5300	SUBGRADE, METHOD B		SY	23,349.00
326(A)	1200	GEOTEXTILE REINFORCEMENT		SY	24,514.00
402(E)	2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-18),2	TON	8,410.00
407(B)	7300	TACK COAT		GAL	6,868.00
408	8100	PRIME COAT	(R-21)	GAL	16,742.00
411(B)	1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-25)	TON	10,056.00
411(C)	1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-25)	TON	2,103.00
501(A)	1200	STRUCTURAL EXCAVATION UNCLASSIFIED		CY	40.00
509(A)	0200	CLASS AA CONCRETE		CY	106.00
509(D)	0500	CLASS C CONCRETE		CY	15.00
511(A)	2200	REINFORCING STEEL		LB	18,482.00
611(G)	0362	INLET (SMD-TYPE 2B)		EA	1.00
613(A)	5216	24" R.C.PIPE CLASS III	6	LF	90.00
613(B)	5508	18" CORR. GALV. STEEL PIPE	(R-35),6	LF	450.00
613(B)	5528	36" CORR. GALV. STEEL PIPE	(R-35),6	LF	26.00
613(B)	5532	42" CORR. GALV. STEEL PIPE	(R-35),6	LF	120.00
613(H)	6200	6" PERFORATED PIPE UNDERDRAIN ROUND	6,7	LF	1,000.00
613(I)	6305	6" NON-PERF.PIPE UNDERDRAIN RND.	6,7	LF	500.00
613(M)	6960	TYPE A4 CULVERT END TREATMENT		EA	8.00
613(M)	6964	TYPE B4 CULVERT END TREATMENT		EA	1.00
613(Q)	7500	OUTLET LATERAL HEADWALL	7	EA	2.00
619(A)	6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-37),(R-38),(R-39)	LSUM	1.00
619(B)	6364	REMOVAL OF ASPHALT PAVEMENT	(R-38),5	SY	22,927.00
619(B)	6396	REMOVAL OF GUARDRAIL	(R-38)	LF	1,320.00
619(B)	6508	REMOVE AND RESET CATTLE GUARD	-	EA	1.00
619(C)	6600	SAWING PAVEMENT	6	LF	3,661.00
623	1100	(PL)GUARDRAIL CURBING		EA	4.00
623(A)	1200	BEAM GUARDRAIL W-BEAM SINGLE	9	LF	800.00
623(G)	1820	GUARDRAIL END TREATMENT (31")		EA	8.00
623(I)	2050	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")		EA	4.00
629(A)	7200	MAILBOX INSTALLATION-SINGLE		EA	3.00
629(E)	7600	MAILBOX		EA	3.00
624(C)	3405	FENCE-STYLE SWF (5 BARBED WIRE)	(R-41),(R-42)	LF	4453.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)
CHECKED			
APPROVED			
SQUAD	hub	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. **AR01**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
5/3/2024

TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

(C-2) EXISTING ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, AND SIGNING WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS. CONSTRUCTION TRAFFIC CONTROL WILL BE INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS.

(C-3) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

(TC-1) THE CONTRACTOR SHALL FURNISH AND INSTALL SUCH LIGHTS, SIGNS, BARRICADES, AND PROVIDE FLAGGERS NECESSARY FOR THE CONTROL, SAFETY, AND MAINTENANCE OF TRAFFIC WHEN INSTALLING, RELOCATING OR DELIVERING PORTABLE LONGITUDINAL BARRIER.

(TC-2) QUANTITY INCLUDES SUFFICIENT LENGTH OF PORTABLE LONGITUDINAL BARRIER TO PROVIDE FOR THE LONGEST SECTION SHOWN ON THE PLANS. THIS SAME BARRIER WILL BE USED ON OTHER DETOUR PHASES.

(TC-13) A PART, OR ALL, OF THIS ITEM IS INTENDED FOR REPLACEMENT OF REMOVED EXISTING CONFLICTING STRIPING.

(TC-16) PAINT SHALL CONFORM TO SECTION 711 "TRAFFIC STRIPE", OF THE O.D.O.T. STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
IF CONSTRUCTION TRAFFIC STRIPE PAINT IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND FAILS DURING THE FIRST SIX MONTHS OF SERVICE, REPLACEMENT WILL BE MADE AT THE CONTRACTOR'S EXPENSE AND SHALL BE ACCOMPLISHED IN A TIMELY MANNER UPON NOTIFICATION BY THE ENGINEER OF SUCH FAILURE. (NOTE FOR CONSULTANT OR DESIGNER: THIS NOTE SHALL BE USED ON ROADWAY PROJECTS WITH ADT GREATER THAN 10,000)

(TC-19) THIS ITEM INCLUDES AN ESTIMATED 12840 L.F. (4" WIDE) WHITE AND 12840 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.

(TC-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE, AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.

(TC-26) ALL CONSTRUCTION TRAFFIC CONTROL WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS, AND INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLETION OF THE PROJECT.

ALL SIGNS AND BARRICADES WHICH ARE SHOWN WITH TYPE 'A' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS. LIGHT HOURS.

(TC-28) INCLUDED IN THIS ITEM ARE ALL S.C.S (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 0.00 S.F. AND 6.25 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-29) INCLUDED IN THIS ITEM ARE ALL S.C.S (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 6.26 S.F. AND 15.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-30) INCLUDED IN THIS ITEM ARE ALL S.C.S (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 16.00 S.F. AND 32.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES (CONT.)

(TC-31) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE 33.0 S.F. AND OVER. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-32) SPECIAL CONSTRUCTION SIGNS 33.0 S.F. AND OVER SHALL BE CONSTRUCTED OF EXTRUDED ALUMINUM TO THE DIMENSIONS SHOWN ON THE PLANS. THE SIGNS SHALL BE INSTALLED EITHER ON WIDE FLANGE BEAM POSTS OR OVERHEAD SIGN STRUCTURES IN A MANNER APPROVED BY THE ENGINEER.

(TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956 (LATEST REVISION)

THE MANUFACTURER SHALL FURNISH TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-39) THE CONTRACTOR SHALL PROVIDE A PERSON, 24 HOURS A DAY, SEVEN DAYS A WEEK, AT THE CONSTRUCTION SITE TO MAINTAIN AND KEEP ALL TRAFFIC CONTROL DEVICES IN POSITION ANYTIME TRAFFIC IS DIRECTED AWAY FROM THE NORMAL TRAFFIC LANES OR ANYTIME THE ENGINEER DEEMS IT NECESSARY. THIS PERSON SHALL HOLD A CURRENT CERTIFICATION FROM THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) OR THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OTEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

(TC-44) PRICE BID FOR THIS ITEM SHALL INCLUDE ATTENUATOR MODULES, SAND, WOODEN PALLETS (IF REQUIRED), RELOCATION, AND MAINTENANCE

(TC-52) ANY USED _____*_____ TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.
CHANGEABLE MESSAGE SIGN
CONSTRUCTION ZONE IMPACT ATTENUATOR

(TC-58) INCLUDED IN THIS ITEM IS THE COST OF PROVIDING TWO (2) FLAGGERS FOR A 24 HOUR PERIOD OF TIME. DURING NON-DAYLIGHT HOURS THE FLAGGER STATIONS SHALL BE ADEQUATELY LIGHTED TO PROVIDE A SAFE WORK AREA FOR FLAGGERS. COST OF THIS LIGHTING WILL BE INCLUDED IN THE PRICE BID FOR FLAGGER.

(TC-61) ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTORS NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.

(TC-70) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER.

(TC-75) TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE THE SAME DAY THAT EXISTING PAVEMENT MARKINGS ARE REMOVED FROM ANY ROADWAY OPEN TO TRAFFIC. ALSO, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF FINAL STRIPING.

(TC-80) INCLUDED IN THIS ITEM SHALL BE ONE (1) ADDITIONAL UNIT TO BE USED AS A STAND-BY OR REPLACEMENT. THIS STAND-BY UNIT SHALL BE IMMEDIATELY ACCESSIBLE TO REPLACE A DAMAGED, STOLEN OR MALFUNCTIONING UNIT. THE AMOUNT OF TIME BETWEEN THE REMOVAL OF THE DAMAGED UNIT AND THE INSTALLATION OF THE STAND-BY UNIT SHALL BE NO MORE THAN TWENTY-FOUR (24) HOURS.

(TC-84) 360 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPARE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED.

(TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT: http://www.okladot.state.ok.us/traffic/qpl/index.php

(SP-2) PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE LOCATED ON WHERE DEEMED NECESSARY BY THE ENGINEER. CHANGEABLE MESSAGE SIGN SHALL BE PLACED ON THE PROJECT 14 DAYS IN ADVANCE OF THE START OF CONSTRUCTION.

300 TRAFFIC CONTROL — **PAY QUANTITIES (TRAFFIC)** — J/P NO. 33793(04)

Item No.	Spec. No.	Code No.	Description	Pay Item Notes	Bid Unit	Quantity
1	857(C)	9400	REMOVABLE PAVEMENT MARKING TAPE (4" WIDE)	(TC-13,16,19,21,26,61,75)	LF	25681
2	857(F)	9700	PAVEMENT MRKNG. REMOVAL(TRAF.STRP)	(TC-13,26,61,75)	LF	25681
3	871(B)	2300	CONST.ZONE IMPACT ATTEN.	(TC-1,21,26,39,44,52,80) (TS-36,37)	SD	330
4	877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2,21,26,27,39,68)	LF	1020
5	880(A)	6220	ARROW DISPLAY(TYPE C)	(TC-1,21,26,39,84,85)	SD	396
6	880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-1,21,26,28,33,39,84,85)	SD	11880
7	880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-1,21,26,29,33,39,84,85)	SD	2376
8	880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-1,21,26,30,31,32,33,39,84,85)	SD	13992
9	880(C)	6405	CONSTRUCTION BARRICADES(TYPE II)	(TC-1,21,26,39,84,85)	SD	132
10	880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-1,21,26,39,84,85)	SD	264
11	880(E)	6600	WARNING LIGHTS(TYPE A)	(TC-1,21,26,39,84)	SD	28644
12	880(E)	6610	WARNING LIGHTS(TYPE C)	(TC-1,21,26,39,84)	SD	40887
13	880(F)	6700	DRUMS	(TC-1,21,26,39,61,84)	SD	40887
14	880(I)	7000	FLAGGER	(TC-1,26,58,70,84)	SD	264
16	882(A)	8210	PORT.CHANGEABLE MESSAGE SIGN	(SP-2),(TC-1,21,26,39,44,52,84,85)	SD	792

DESIGN	JWH	4/24	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	JWH	4/24	SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)
CHECKED			
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO 337903 SHEET NO AT01

5/3/2024 GA2021121ODOTCI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDS\SHEETS\AT01-3379304-SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC).DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
5/3/2024

SIGNING & STRIPING GENERAL CONSTRUCTION NOTES:

(C-51) REMOVED MATERIAL TO BECOME PROPERTY OF CONSTRUCTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

(C-52) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE O.D.O.T. STANDARDS AND DETAIL DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

(C-53) ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY STRUCTURES, ROADWAY SURFACES, STRIPING, RAISED PAVEMENT MARKERS, GUARDRAIL, SLOPES, AND SIGNS SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

(C-54) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. SEE O.D.O.T. STANDARDS AND DETAIL DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

(C-56) ALL REGULATORY SIGNS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING.

ALL WARNING SIGNS SHALL HAVE FLUORESCENT YELLOW SHEETING. THE FLUORESCENT YELLOW SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) REQUIREMENTS FOR TYPE VIII SHEETING.

ALL GREEN AND BLUE SIGNS ON CONVENTIONAL HIGHWAYS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING.

ALL PANEL AND OVERHEAD SIGNS SHALL HAVE TYPE III HIGH INTENSITY BACKGROUND WITH TYPE VIII LEGENDS AND BORDERS. THE TYPE III BACKGROUND AND THE TYPE VIII LEGENDS AND BORDERS SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE 'A' CERTIFICATION IN ACCORDANCE WITH ODOT STANDARD SPECIFICATIONS, LATEST EDITION, SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON THE MATERIAL SUBMITTED FOR APPROVAL.

(C-57) ALL BROKEN CONCRETE INCLUDING OLD SIGN FOOTINGS WITH STUBS, WASTE MATERIAL AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THE DISPOSAL OF THIS MATERIAL. ANY PIPE POST OR WIDE FLANGE POST ABOVE THE OLD SIGN FOOTING SHALL BE CUT AND HANDLED AS PROPERTY OF THE STATE AND SHALL BE NEATLY STACKED ON THE JOB SITE, AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

(C-59) ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

(C-61) POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE, EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.

(C-65) ALL REMOVED SIGNS, SIGN POSTS, BOLTS, MISCELLANEOUS HARDWARE, AND DELINEATORS SHALL REMAIN THE PROPERTY OF THE STATE. THE CONTRACTOR SHALL NEATLY STACK SUCH REMOVED MATERIAL AT A LOCATION ON THE JOB SITE AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

(C-66) ALL SIGNS SHALL BE REMOVED FROM THE POSTS IN A SALVAGEABLE MANNER FOR REUSE. CARE SHALL BE TAKEN DURING REMOVAL AND TRANSPORTING TO ALLEVIATE DAMAGE OF MATERIALS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED DURING REMOVAL OF SIGNS AND SIGN POSTS.

(C-68) AFTER REMOVAL OF ANY SIGN FOOTINGS, THE HOLES SHALL BE FILLED WITH SOIL AND TAMPED AND SHAPED IN A MANNER APPROVED BY THE ENGINEER.

(C-69) FOR NEW OR EXISTING GROUND MOUNTED SIGNS, MAXIMUM STUB POST PROJECTION ABOVE FOOTING/GROUND LINE SHALL BE 1-3/4" + /- 1/4". MAXIMUM FOOTING PROJECTION ABOVE GROUND LINE SHALL BE NO MORE THAN 2". SHOULD ADDITIONAL SOIL BE REQUIRED, THE ENGINEER WILL DESIGNATE AN AREA TO OBTAIN ADDITIONAL SOIL. ALL ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

SIGNING & STRIPING PAY QUANTITY NOTES:

(TS-1) "REMOVAL OF SIGN FOOTINGS" SHALL MEAN THE REMOVAL OF AN EXISTING FOOTING WITH OR WITHOUT STUBS AND SHALL BE DISPOSED OF AS NOTED IN GENERAL CONSTRUCTION NOTES.

(TS-24) QUANTITY SHOWN INCLUDES 10,682 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 10,530 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

(TS-34) INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ANY EXISTING SIGNS TO BE REPLACED BY NEW ASSEMBLIES AND THE REMOVAL OF ANY EXISTING SIGNS THAT WILL BE IN CONFLICT WITH THE NEW ROADWAY OR NEW SIGNAGE.

301 TRAFFIC	PAY QUANTITIES				J/P NO 33793(04)
SPEC NO.	BAMS NO.	DESCRIPTION	PAY ITEM NOTES	BID UNIT	QUANTITY
413(B)	4310	RUMBLE STRIP-METHCD HMA-CYC		LF	9725
850(A)	1200	SHEET ALUMINUM SIGNS	(TS-1,34)	SF	50
851(C)	2420	2 1/4" SQUARE TUBE POST	(TS-1)	LF	88
856(A)	8200	TRAFFIC STRIPE (MULTI-POLY.)(4" WIDE)	(TS-24)	LF	21212

SIGNING SUMMARY TABLE

ITEM NO.	LOCATION	TYPE OF SIGN	POST SPACE L.F.	POST LENGTHS (L.F.) 2 1/4"X12 Ga. A	POST LENGTHS (L.F.) 2 1/4"X12 Ga. B	SIGN AREA (S.F.) SHEET ALUM.
1	1451+54.03 CRL RT	W1-2		11.00		6.25
2	1464+70.88 CRL RT	S3-1		11.00		6.25
3	1466+68.44 CRL RT	W8-13		11.00		6.25
4	1470+79.35 CRL LT	W1-2		11.00		6.25
5	1473+39.30 CRL RT	W1-2		11.00		6.25
6	1488+03.82 CRL LT	W8-13		11.00		6.25
7	1500+26.30 CRL RT	W1-2		11.00		6.25
8	1503+30.61 CRL LT	W1-2		11.00		6.25
TOTALS				88.00		50.00

STRIPING SUMMARY TABLE

LOCATION	4" YELLOW	4" WHITE
STA 1455+00 TO STA 1460+00	1610	1611
STA 1460+00 TO STA 1475+00	3000	3071
STA 1475+00 TO STA 1490+00	3000	3080
STA 1490+00 TO STA 1505+00	2920	2920
SUBTOTALS	10530	10682
TOTAL	21212	

RUMBLE STRIP SUMMARY TABLE

LOCATION	RUMBLE STRIP
STA 1455+00 TO STA 1460+00	809
STA 1460+00 TO STA 1475+00	2999
STA 1475+00 TO STA 1490+00	2998
STA 1490+00 TO STA 1505+00	2919
TOTALS	9725

DESIGN	JWH	4/24
DRAWN	JWH	4/24
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SUMMARY OF PAY QUANTITIES & NOTES (SIGNING & STRIPING)

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. AT02

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW
MAY 1, 2024

SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	STATION LOCATION	DESCRIPTION	DESIGN STANDARD	FLOWLINE IN	FLOWLINE OUT	STRUCTURAL INSTALLATION				C.G.S.P.			R.C.P.	C.E.T.		① STANDARD BEDDING MATERIAL, TYPE B	① TRENCH EXCAVATION	REMOVAL OF HEADWALL
						UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION UNCLASSIFIED	CLASS AA CONCRETE	REINFORCING STEEL	613(B)			613(A)	613(M)				
						202(A)	501(A)	509(A)	511(A)	18"	36"	42"	24"	TYPE A4	TYPE B4			619(B)
						C.Y.	C.Y.	C.Y.	LBS.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	C.Y.	EA.
	MAINLINE																	
C1	1464+43.00	EXTEND EXIST. 10'x4'x58.5' LG RCB SK 45° LF, 70' LT W/ 30° HDWL LT	RCB-C1-10(2-14),RCB-E1-H4-30-(1,2,3),RCB-CW1-D4-30, SBI-5	619.80	619.20	1851	40	106	18482									1
C2	1494+24.00	CONST. 24"x90' LG RCP CD W/ SMD TYPE 2A LT & 1:4 CET RT	SPI-5, PPBI-1, CET4S-4, FHTCP-4	613.83	612.19								90	1		62	103	
S1	1459+14.20 RT.	CONST. 18"x40' LG CGSP W/ CET	SPI-5, PPB-1, CET4S-4, FHTMPP-2							40					2	21	31	
S2	1467+14.70 RT.	CONST. 18"x40' LG CGSP W/ CET	SPI-5, PPB-1, CET4S-4, FHTMPP-2							40					2	21	31	
S3	1483+35.00 RT.	CONST. 18"x80' LG CGSP STUB INTO WING WALL W/ PCES	SPI-5, PPB-1, CET4S-4, FHTMPP-2							80					2	41	61	
S4	1498+79.00 RT.	CONST. 18"x40' LG CGSP W/ CET	SPI-5, PPB-1, CET4S-4, FHTMPP-2							40					2	21	31	
	TEMPORARY																	
T1	1459+10.00 RT.	CONST. 18"x250' LG CGSP	SPI-5, PPB-1, FHTMPP-2	638.40	634.00					250								
T2	1464+43.00 RT.	CONST. 2-42"x60' LG CGSP CD SK. 45° LF	SPI-5, PPB-1, FHTMPP-2	622.10	620.62							120						
T3	1502+16.00 RT.	CONST. 36"x26' LG CGSP	SPI-5, PPB-1, FHTMPP-2	616.16	616.10						26							
					TOTALS	1,851	40	106	18,482	450	26	120	90	1	2	166	257	1

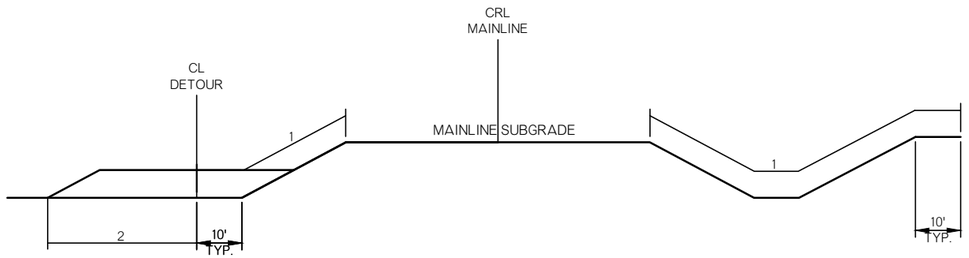
① COST INCLUDED IN PRICE BID FOR PIPE ON PAY QUANTITY SHEET.

SUMMARY OF TEMPORARY EROSION CONTROL

SHEET NUMBER	STATION (CTR. LINE OR REF. LINE)	DESCRIPTION	TEMPORARY SILT FENCE 221 (B) 2300	TEMPORARY SILT DIKE 221 (E) 2600	VEGETATIVE MULCHING 233 (A) 0200	
			LF	LF	ac	
R007	STA. 1455+00 TO 1477+00 LT	ALONG TOE OF SLOPE	1105	28	1.9	83761
	STA. 1455+00 TO 1477+00 RT	ALONG TOE OF SLOPE	1433	56	2.5	108775
R008	STA. 1477+00 TO 1505+00 LT	ALONG TOE OF SLOPE	719	42	2.3	100176
	STA. 1477+00 TO 1505+00 RT	ALONG TOE OF SLOPE	1431	21	2.9	124958
	MISCELLANEOUS 10%		469	37	2.4	
	TOTALS		5157	184	12.0	9.588377

SUMMARY OF EROSION CONTROL

SHEET NUMBER	STATION (CTR. LINE OR REF. LINE)	DESCRIPTION	SOLID SLAB SOD 230 (A)7199	
			SF	SY
R003	CRL STA 1452+00 TO STA 1462+00	LEFT ROADWAY	23340.85	2593
	CRL STA 1456+00 TO STA 1462+00	RIGHT ROADWAY	37207.9	4134
R004	CRL STA. 1462+00 TO STA. 1477+00	LEFT ROADWAY	60419.76	6713
	CRL STA. 1462+00 TO STA. 1477+00	RIGHT ROADWAY	71567.42	7952
R005	CRL STA. 1477+00 TO STA. 1492+00	LEFT ROADWAY	69005.43	7667
	CRL STA. 1477+00 TO STA. 1492+00	RIGHT ROADWAY	78236.55	8693
R006	CRL STA. 1492+00 TO STA. 1507+00	LEFT ROADWAY	31170.12	3463
	CRL STA. 1492+00 TO STA. 1507+00	RIGHT ROADWAY	46721.685	5191
	MISCELLANEOUS (10%)	INCIDENTALS	41766.9715	4641
	TOTALS			46408



EROSION CONTROL TYPICAL SECTIONS

1 - SOLID SLAB SODDING
2 - SOLID SLAB SODDING FOR AREAS OF DETOUR REMOVAL NOT COVERED BY MAINLINE SODDING
VEGETATIVE MULCH SHALL BE USED FOR TEMPORARY EROSION CONTROL

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SUMMARY SHEET (1 OF 3)
APPROVED			
SQUAD	hub	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. AX01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

SUMMARY OF SURFACING QUANTITIES

STATION TO STATION	LENGTH ①	OBLITERATE ABANDONED RDY 210	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SUBGRADE METHOD B 310(B)	GEOTEXTILE REINFORCEMENT 326(A)	T.B.S.C. TYPE E 402(E)	TACK COAT 407(B)	PRIME COAT 408	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	REMOVAL OF ASPHALT PAVEMENT 619(B)	SAWING PAVEMENT 619(C)
	FT	LF	CY	SY	SY	SY	TON	GAL	GAL	TON	TON	SY	LF
MAINLINE													
1456+00 TO 1462+00	600		673		3314	3481	416	798	1963	953.3	287.8	2052	30
1462+00 TO 1477+00	1500	1475	1426		7032	7380	597	1697	4167	2071.9	626.2	5182	
1477+00 TO 1492+00	1500	1066	1707		8418	8834	799	2030	4987	2480.0	749.4	4996	
1492+00 TO 1500+55	855	579	928		4585	4819	586	1093	2714	1230.0	370.8	3014	30
SUB-TOTALS		*3120*	*4734*		*23349*	*24514*	*2398*	*5618*	*13831*	*6735.2*	*2034.2*	*15244*	*60*
TEMPORARY WIDENING													
1452+00 TO 1466+33.10 RT	1433.10			3065				461	1074	1016.2		3055	1434
1474+75 TO 1481+93.2 LT	718.20			1456				220	511	481.6		1437	719
1490+15.3 TO 1504+64.68 RT	1449.39			3172				476	1111	1052.0		3191	1450
SUB-TOTALS				*7693*				*1157*	*2696*	*2549.8*		*7683*	*3601*
GUARDRAIL WIDENING													
1469+37.35 TO 1470+81.10 LT & RT			96				22			50.0			
1473+26.90 TO 1474+70.65 LT & RT			92				22			48.0			
347+51.15 TO 349+69.90 LT & RT			230				39			86.0			
SUB-TOTALS			*418*				*82*			*184.0*			
MISCELLANEOUS			*258*				*250*			*481.1*			
TOTALS		3,120	5,410	7,693	23,349	24,514	2,730	6,775	16,527	9,950	2,035	22,927	3,661

SUMMARY OF EARTHWORK

LOCATION / STATION (CTR. LINE OR REF. LINE)	202(A) UNCLASSIFIED EXCAVATION	EMBANKMENT (+20%)	UNCLASSIFIED BORROW 202(D)	EXCESS EXCAVATION	WASTE
	CY	CY	CY		CY
PHASE - 1					
MAINLINE - STA. 1467+00 TO 1478+00	*959*	*15,028*	14,069		
SUB-TOTAL	*959*	*15,028*	14,069		
PHASE - 2					
2A DETOUR 1 - STA. 1454+00 TO STA.1463+00	60	1		59	
2B MAINLINE - STA. 1456+00 TO STA. 1467+00	1,952	3,596	1,644		
2C DETOUR 2 - STA. 1478+00 TO STA. 1482+00		355	355		
SUB-TOTAL	*2,012*	*3,952*	1,999		
PHASE - 3					
3A MAINLINE - STA. 1477+00 TO STA.1494+00	4,497	32,273	27,776		
3B DETOUR 3 - STA. 1490+00 TO STA. 1504+65	147	3,114	2,967		
SUB-TOTAL	*4,644*	*35,387*	30,743		
PHASE - 4					
4A MAINLINE - STA. 1493+00 TO STA.1500+45	1,795	1077		718	
4B MAINLINE - STA.1477+00 TO STA.1481+00	347	422	75		
SUB-TOTAL	*2,142*	*1,499*	*75*		
SUB-TOTALS	*9,757*	*55,866*	*46,886*	*777*	
TOTALS	9,757	55,866	46,886	-	*777*

SUMMARY OF FENCE

STATION TO STATION	FENCE-STYLE SWF (5 BARBED WIRE) 624(C)
	LF
1454+09.00 to 1458+09.00 RT.	400
1460+43.00 to 1462+00.00 RT.	169
1462+00.00 to 1465+50.00 RT.	374
1472+09.00 to 1477+00.00 LT.	515
1477+00.00 to 1482+64.00 LT.	612
1479+50.00 to 1483+81.00 RT.	451
1485+29.00 to 1492+00.00 RT.	667
1492+00.00 to 1504+65.00 LT.	1265
TOTAL	4453

SUMMARY OF MAILBOX

STATION	LOCATION	MAILBOX INSTALLATION SINGLE 629(A)	MAILBOX 629(E)
		EA	EA
STA. 1459+00	LT	1	1
STA. 1477+00	LT	1	1
STA. 1479+50	LT	1	1
TOTAL		3	3

SUMMARY OF DRIVES

STATION	TYPE	LOCATION LT	LOCATION RT	WIDTH	LENGTH	RADIUS BK.	RADIUS AHD.	T.B.S.C. TYPE 'E' 402(E)	TACK COAT 407	PRIME COAT 408	3" SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	2" SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)
				FT.	FT.	FT.		TON	GALS	GALS	TON	TON
PERMANENT												
145+xx	SEC. RET.		■	22	40	25	25		20	47	23	15
1459+14	PVT. DRIVE		■	16	53	15	15		17	39	19	12
1467+14	FIELD ENT.		■	16	70	15	15	19				
1476+71	PVT. DRIVE	■		16	70	15	15		22	50	25	16
1479+83	PVT. DRIVE		■	30	62	15	15		34	79	39	25
1498+79	FIELD ENT.		■	16	67	15	15	18				
1501+58	FIELD ENT.		■	16	64	15	15	17				
TEMPORARY												
1459+14	TEMP. DRIVE		■	16	22	15	15	7				
1476+71	TEMP. DRIVE	■		16	123	15	15	31				
1498+79	TEMP. DRIVE		■	16	33	15	15	10				
1501+58	TEMP. DRIVE		■	16	42	15	15	12				
MISCELLANEOUS								56				
TOTAL								170	93	215	106	68

SCHEDULE OF GUARD RAIL

STATION TO STATION	LOCATION LT	LOCATION RT	ANCHOR UNITS GET 623(G) (31")	ANCHOR UNITS GUARDRAIL BRIDGE CON. THRIE BEAM (31") 623(I)	TOTAL PANEL LENGTH INCLUDING ANCHOR UNITS	BEAM GUARDRAIL (W-BEAM) SINGLE 623(A)	GUARDRAIL DELINEATORS (TYPE 2, CODE 1) 853	GUARDRAIL CURBING 623	REMOVAL OF GUARDRAIL 619(B)
			EA	EA	LF	LF	EA	EA	LF
1469+37.35 to 1470+81.10	■	■	2	2	287.5	150	6	2	
1473+26.90 to 1474+70.65	■	■	2	2	287.5	150	6	2	
347+51.15 TO 349+69.90	■	■	4		700	500	10		
1470+30.00 to 1472+04.00	■	■							328
1472+50.00 to 1474+35.00	■	■							330
1481+69.00 to 1483+32.00	■	■							332
1483+86.00 to 1485+52.00	■	■							330
TOTAL			8	4		800	22	4	1320

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	hub ENGINEERS	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SUMMARY SHEET (2 OF 3)

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. AX02

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
5/3/2024

TEMPORARY TRAFFIC CONTROL CONSTRUCTION PHASES SUMMARY TABLE

PHASE	REMOVABLE PAVEMENT MARKING TAPE (4" WIDE) 857 (C)	PAVEMENT MRKNG REMOVAL(TRAF.STRP) 857 (F)	CONST. ZONE IMPACT ATTEN 871 (B)	DELIVER PORTABLE LONGITUDINAL BARRIER 877 (B)	ARROW DISPLAY (TYPE C) 880 (A)	CONSTRUCTION SIGNS 0 TO 6.25 SF 880 (B)	CONSTRUCTION SIGNS 6.25 TO 15.99 SF 880 (B)	CONSTRUCTION SIGNS 16.00 TO 32.99 SF 880 (B)	CONSTRUCTION BARRICADES (TYPE III) 880 (C)	CONSTRUCTION BARRICADES (TYPE II) 880 (C)	WARNING LIGHTS (TYPE A) 880 (E)	WARNING LIGHTS (TYPE C) 880 (E)	DRUMS 880 (F)	FLAGGER 880 (I)	PORT. CHANGEABLE MESSAGE SIGN 882 (A)
	(LF)	(LF)	(SD)	(LF)	(SD)	(SD)	(SD)	(SD)	(SD)	(SD)	(SD)	(SD)	(SD)	(FD)	(SD)
PHASE 1	2781	2781	0	0	0	1680	720	1560	0	0	3960	3960	3960	80	240
PHASE 1	3032	3032	0	0	0	960	0	1560	0	0	2520	7560	7560		0
PHASE 1	152	152	0	0	120	960	0	1200	0	120	2280	0	0		0
PHASE 2	2311	2311	0	0	120	840	360	660	60	60	1980	3780	3780	40	120
PHASE 2	3032	3032	0	0	0	480	0	660	0	0	1140	2400	2400		0
PHASE 2	152	152	0	0	0	480	0	600	0	0	1080	0	0		0
PHASE 3	2772	2772	0	0	0	1470	630	1365	0	0	3465	2100	2100	70	210
PHASE 3	3039	3039	0	0	105	840	0	1050	105	0	1995	10920	10920		0
PHASE 3	152	152	0	0	0	840	0	1365	0	0	2205	0	0		0
PHASE 4	2772	2772	0	0	0	1050	450	975	0	0	2475	1500	1500	50	150
PHASE 4	3000	3000	300	927	75	600	0	750	75	0	1425	4950	4950		0
PHASE 4	152	152	0	0	0	600	0	975	0	0	1575	0	0		0
*MISCELLANEOUS	2335	2335	30	93	42	1080	216	1272	24	18	2610	3717	3717	24	72
GRAND TOTAL	**25681**	**25681**	**330**	**1020**	**462**	**11880**	**2376**	**13992**	**264**	**198**	**28710**	**40887**	**40887**	**264**	**792**

*10% INCREASE REQUESTED FOR MISCELLANEOUS PURPOSES TO BE USED AT THE DISCRETION OF DIVISION ONE FIELD ENGINEER

DRUMS MAY BE SUBSTITUTED FOR VERTICAL PANELS AT THE DISCRETION OF THE ENGINEER AS APPROVED BY DIVISION ONE TRAFFIC ENGINEER

TOTAL SIGN DAYS = CALENDAR DAYS
ADVANCE WARNING = 360
PHASE 1 : 120 CALENDAR DAYS
PHASE 2 : 60 CALENDAR DAYS
PHASE 3 : 105 CALENDAR DAYS
PHASE 4 : 75 CALENDAR DAYS

TRAFFIC CONTROL SUMMARY TABLE

PHASE	TIME	CONSTRUCTION SIGNS 16.00 TO 32.99 SF 880 (B)	CONSTRUCTION BARRICADES (TYPE III) 880 (C)	CONSTRUCTION BARRICADES (TYPE II) 880 (C)	DRUMS 880 (F)	ARROW DISPLAY (TYPE C) 880 (A)	CONST. ZONE IMPACT ATTEN 871 (B)
		EA	EA	EA	EA	EA	EA
PHASE 1	120	3	0	0	33	0	0
PHASE 1	120	3	0	0	63	0	0
PHASE 1	120	0	0	1	0	1	0
PHASE 2	60	1	1	1	63	2	0
PHASE 2	60	1	0	0	40	0	0
PHASE 2	60	0	0	0	0	0	0
PHASE 3	105	3	0	0	20	0	0
PHASE 3	105	0	1	0	104	1	0
PHASE 3	105	3	0	0	0	0	0
PHASE 4	75	3	0	0	20	0	0
PHASE 4	75	0	1	0	66	1	4
PHASE 4	75	3	0	0	0	0	0

ADVANCED WARNING SUMMARY TABLE

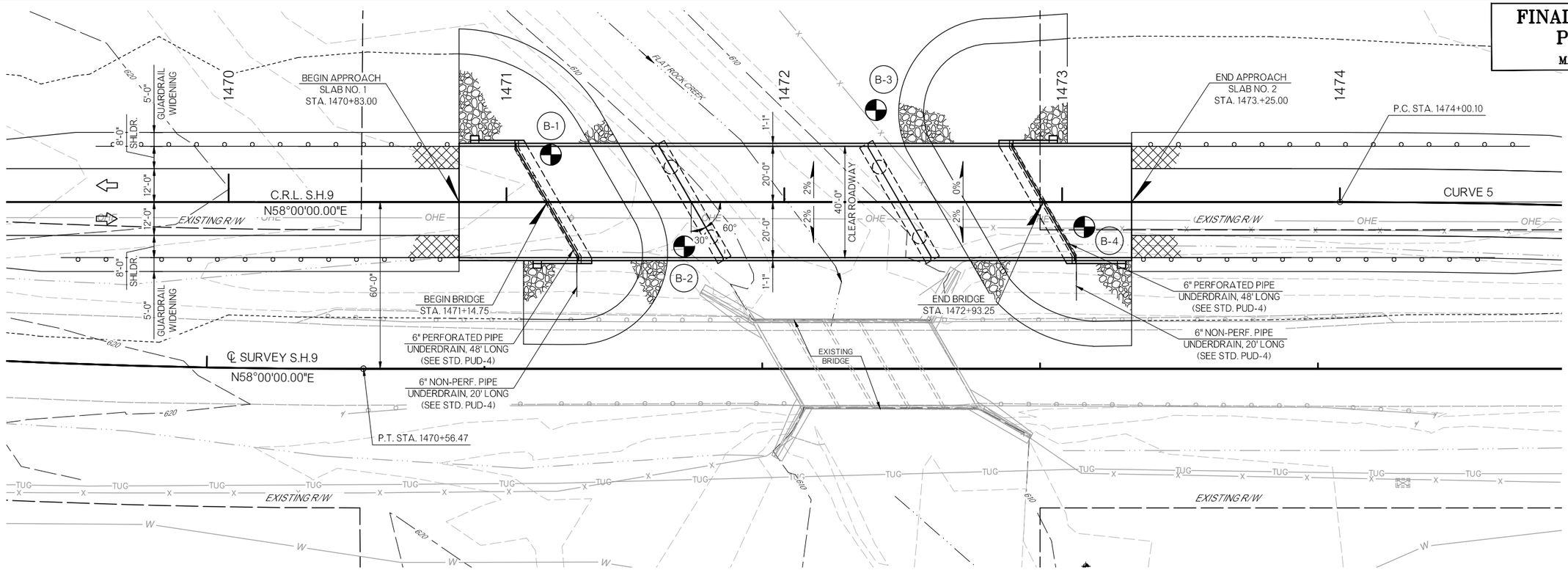
PHASE	TIME	CONST. SIGN 0 TO 6.25 SF 880 (B)	CONSTRUCTION SIGNS 6.25 TO 15.99 SF 880 (B)	CONSTRUCTION SIGNS 16.00 TO 32.99 SF 880 (B)	PORT. CHANGEABLE MESSAGE SIGN 882 (A)
		EA	EA	EA	EA
SH-9	120	14	6	10	2
N. 4060 RD.	120	8	0	10	0
N. 4070 RD.	120	8	0	10	0
SH-9	60	14	6	10	2
N. 4060 RD.	60	8	0	10	0
N. 4070 RD.	60	8	0	10	0
SH-9	105	14	6	10	2
N. 4060 RD.	105	8	0	10	0
N. 4070 RD.	105	8	0	10	0
SH-9	75	14	6	10	2
N. 4060 RD.	75	8	0	10	0
N. 4070 RD.	75	8	0	10	0

DESIGN	JWH	4/24	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	JWH	4/24	
CHECKED			SUMMARY SHEET (3 OF 3)
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. AX03

5/3/2024 G:\2021\21ODOTCI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDS\SHEETS\AX03-337930-4-SUMMARY SHEET (TRAFFIC).DGN

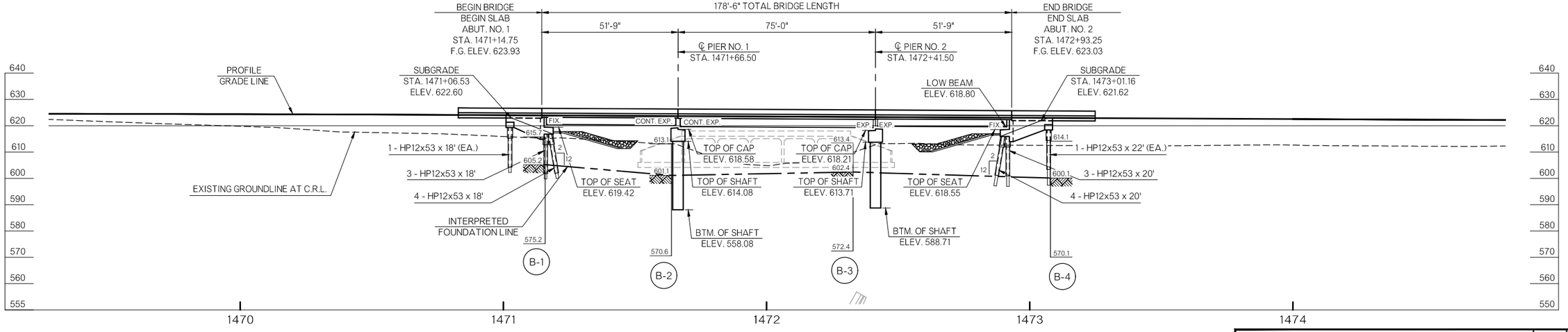
FINAL REVIEW PLANS
MAY 2024



PLAN
1"=20'

BM #2 60D NAIL IN 18" OAK TREE
STA. 1462+83.65, 43' RT. ELEV.=626.04

BM #3 60D NAIL IN 50" OAK TREE
STA. 1437+20, 71.8' RT. ELEV. = 614.18



ELEVATION
1"=20'

NOTE:
FOR DESIGN DATA, SUPER ELEVATION TRANSITION, INDEX OF SHEETS, VERTICAL PROFILE DATA, CURVE DATA, FOUNDATION DATA, HYDRAULIC SUMMARY AND SUMMARY OF BRIDGE QUANTITIES, SEE SHEET B002.

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

S.H.9 OVER FLAT ROCK CREEK McINTOSH COUNTY
BRIDGE "A"

GENERAL PLAN AND ELEVATION (1 OF 2)
50'-75'-50' STEEL I - BEAM SPANS
40'-0" CLR. RDWY. WITH TR4 TRAFFIC RAILS
℄ STA. 1472+04.00, 30° RT. FWD. SKEW

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) SHEET NO. B001

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FINAL REVIEW PLANS
MAY 2024

SUMMARY OF BRIDGE QUANTITIES

ITEM DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	210				210
CLSM BACKFILL	C.Y.	251.8				251.8
APPROACH SLAB	S.Y.				297.8	297.8
SAW-CUT GROOVING	S.Y.			793.4	282.4	1,075.8
CONCRETE RAIL (TR4)	L.F.			357.0	127.0	484.0
STRUCTURAL STEEL	LB.			156,400		156,400
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.			10		10
STAINLESS STEEL EXP. BEARING ASSEMBLY	EA.			20		20
CLASS AA CONCRETE	C.Y.			200.1		200.1
CLASS A CONCRETE	C.Y.	85.5	93.0			178.5
EPOXY COATED REINFORCING STEEL	LB.	10,930	14,560	56,470		81,960
PILES, FURNISHED (HP 12x53)	L.F.	346				346
PILES, DRIVEN (HP 12x53)	L.F.	346				346
(PL) PILOT HOLES	L.F.	270				270
PILE SPLICE (NON-BIDDABLE)	EA.	1				1
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	50	92	394	60	596
DRILLED SHAFTS 48" DIAMETER	L.F.		102			102
CROSSHOLE SONIC LOGGING	EA.		1			1
ELASTOMERIC COATING	S.F.	464	870			1,334
SEALED EXPANSION JOINTS	L.F.			49.2		49.2
SEALER CRACK PREPARATION	L.F.			47		47
SEALER RESIN	GAL.			0.6		0.6
TYPE I-A PLAIN RIPRAP	TON	1,200				1,200
TYPE I-A FILTER BLANKET	TON	185				185
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	96				96
6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	40				40
REMOVAL OF EXISTING BRIDGE STRUCTURE	L.SUM					1

FOUNDATION DATA

HP 12x53 PILING		
DESIGN CRITERIA	ABUTMENT 1	ABUTMENT 2
FACTORED PILE REACTION PILE LENGTH	60.0 TONS 18.0 FT.	60.0 TONS 22.0 FT.
48" DIAMETER DRILLED SHAFTS		
DESIGN CRITERIA	PIER NO. 1	PIER NO. 2
MINIMUM DEPTH INTO ROCK DEPTH OF ROCK NEGLECTED FOR FRICTION	13.0 FT 10.0 FT	13.0 FT 10.0 FT
UNIT BEARING RESISTANCE BEARING RESISTANCE FACTOR FACTORED BEARING RESISTANCE	60.0 TSF 0.7 527.8 TONS	60.0 TSF 0.7 527.8 TONS
UNIT FRICTION RESISTANCE FRICTION RESISTANCE FACTOR FACTORED FRICTION RESISTANCE	9.0 TSF 0.45 152.7 TONS	9.0 TSF 0.45 152.7 TONS
TOTAL FACTORED RESISTANCE TOTAL FACTORED REACTION	680.5 TONS 421 TONS	680.5 TONS 421 TONS

FACTORED PILE RESISTANCE:
DRIVE PILING THROUGH THE COMPACTED FILL AND TO A POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF A FACTORED AXIAL LOAD RESISTANCE EQUAL TO OR GREATER THAN THE FACTORED PILE REACTION IS NOT OBTAINED AT THIS ELEVATION, CONTINUE DRIVING UNTIL SUCH IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

HYDRAULIC SUMMARY

TOTAL DRAINAGE AREA = 8.92 SQ. MILES
CONTROLLED DRAINAGE AREA = 0.00 SQ. MILES
EFFECTIVE DRAINAGE AREA = 8.92 SQ MILES

FREQUENCY (YEARS)	DISCHARGE (CFS)	WATER SURFACE ELEVATION (FT)	VELOCITY (FPS)	CONTR. SCOUR (FT)	PIER SCOUR (FT)	TOTAL SCOUR (FT)
2	1,060	611.52	4.27			
5	1,980	613.62	5.10			
10	2,770	615.10	5.38			
25	3,950	617.01	5.90			
50	5,180	618.12	6.89			
100	6,090	618.79	7.64	5.09	7.63	12.72
OT = 500	9,710	621.23	10.15	11.03	7.87	18.90

LOW BEAM ELEVATION = 618.80

DESIGN DATA

CONCRETE CLASS A	f'c = 3 K.S.I.
CONCRETE CLASS AA	f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60)	fy = 60 K.S.I.
STRUCTURAL STEEL M270 (GRADE 50w)	Fy = 50 K.S.I.
STAINLESS STEEL A240 (TYPE 316)	Fy = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY-IN-PLACE DECK FORM ALLOWANCE

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE - STAINLESS STEEL

HL-93 INVENTORY RATING FACTOR: 1.51
HL-93 OPERATING RATING FACTOR: 1.96

INDEX OF SHEETS

2009 STANDARDS

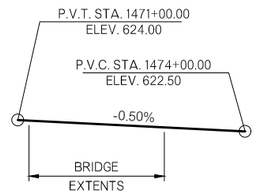
TR4-2-00E
EJ-SK-04E
EJ-DTL-02E
HP1-2-01E

2019 STANDARDS

LECS-5-2
PUD-4-1

CURVE 5 DATA

P.I. STA. = 1487+40.49
Δ = 51°09'42"
R = 2,800.0000'
D = 02°02'46.6"
T = 1,340.39'
L = 2,500.23'



VERTICAL PROFILE DATA

PREPARED BY:

DATE

RYAN FRANCKA
OKLAHOMA LICENSE NO. 26497

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

S.H.9 OVER FLAT ROCK CREEK McINTOSH COUNTY
BRIDGE "A"

GENERAL PLAN AND ELEVATION (2 OF 2)
50'-75'-50' STEEL I - BEAM SPANS
40'-0" CLR. RDWY. WITH TR4 TRAFFIC RAILS
℄ STA. 1472+04.00, 30° RT. FWD. SKEW

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

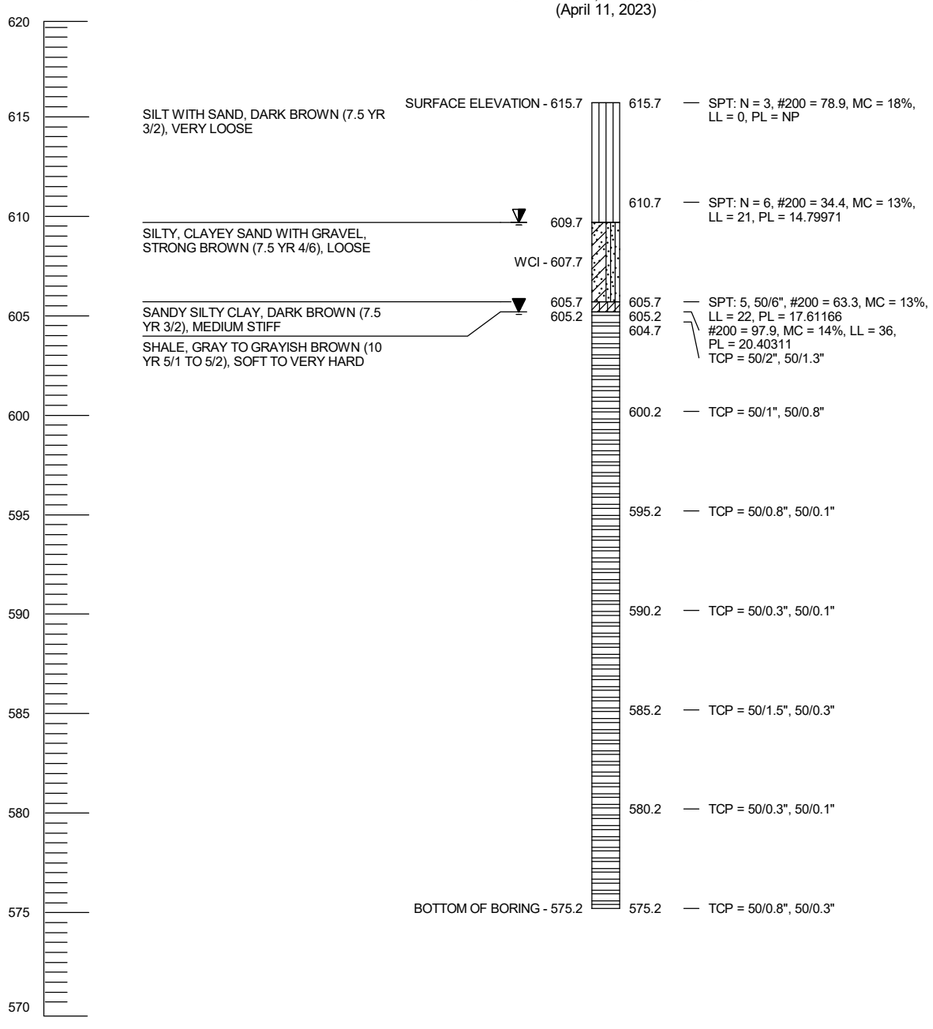
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) | SHEET NO. B002

L:\Active\21014\Drawings\PE5.dwg, 5/1/2024 9:02:06 AM, Deanne Brittian

REVISIONS		
REV. NO.	DESCRIPTION	DATE

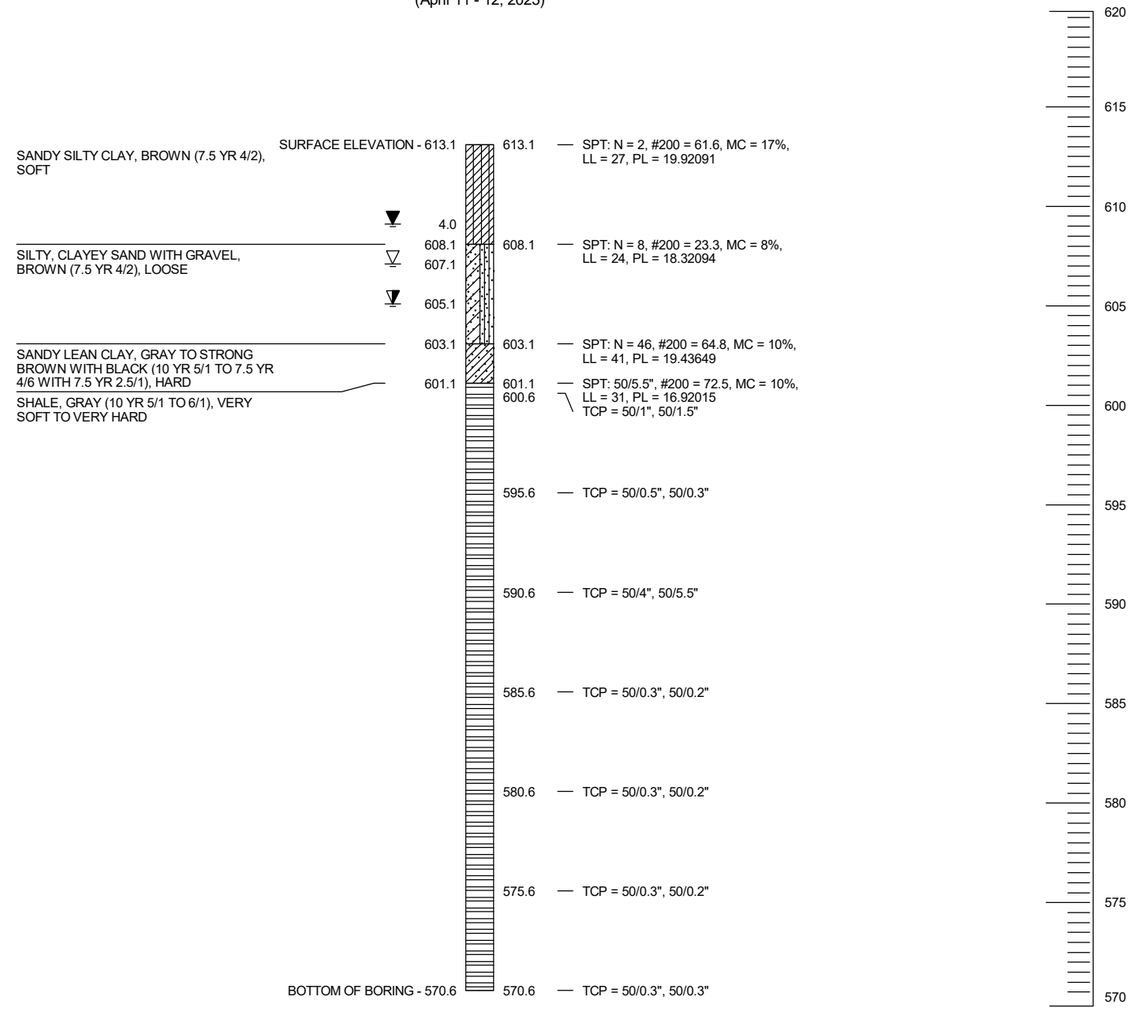
BORING NO. B-01

STATION 1471+16, 17' left OF ! SURVEY
(April 11, 2023)



BORING NO. B-02

STATION 1471+64, 16' right OF ! SURVEY
(April 11 - 12, 2023)



SITE GEOLOGY

THE GEOLOGY OF THE PROJECT SITE WAS RESEARCHED USING THE "DIVISION ONE ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE GEOLOGIC MAP OF THE "HYDROLOGIC ATLAS 1 OF OKLAHOMA," RECONNAISSANCE OF THE WATER RESOURCES OF THE FORT SMITH QUADRANGLE, EAST-CENTRAL OKLAHOMA," BY MELVIN V. MARCHER, U.S. GEOLOGICAL SURVEY, 1969.

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LEGEND

V. = VERY
FL. = FAIRLY
SL. = SLIGHTLY
LT. = LIGHT
MED. = MEDIUM
BRN. = BROWN
TR. = TRACE
DRK. = DARK
BLK. = BLACK

DCD = DIAMOND CORE DRILLING, ASTM D2113-83
SPT = STANDARD PENETRATION TEST, ASTM D1586
SS = SPLIT SPOON SAMPLER
N = NUMBER OF BLOWS PER 12 INCHES
MC = MOISTURE CONTENT
LL = LIQUID LIMIT
PL = PLASTIC LIMIT (NP=NO PLASTICITY)
#200 = PERCENT PASSING #200 SIEVE
UCS = UNCONFINED COMPRESSIVE STRENGTH
TCP = TEXAS CONE PENETROMETER
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▽ = WATER LEVEL WHILE DRILLING OR SAMPLING
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▼ = WATER LEVEL 24 HOURS AFTER DRILLING
= TOP OF ROCK

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

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RED ROCK CONSULTING

SH 9 BRIDGE OVER FLAT ROCK CREEK
MCINTOSH COUNTY, OKLAHOMA

SUBSURFACE PROFILE
(SHEET 1 OF 3)

Design	EDC	8/23
Detail	EDC	8/23
Check	JWB	8/23
Squad:		
Engr.:		

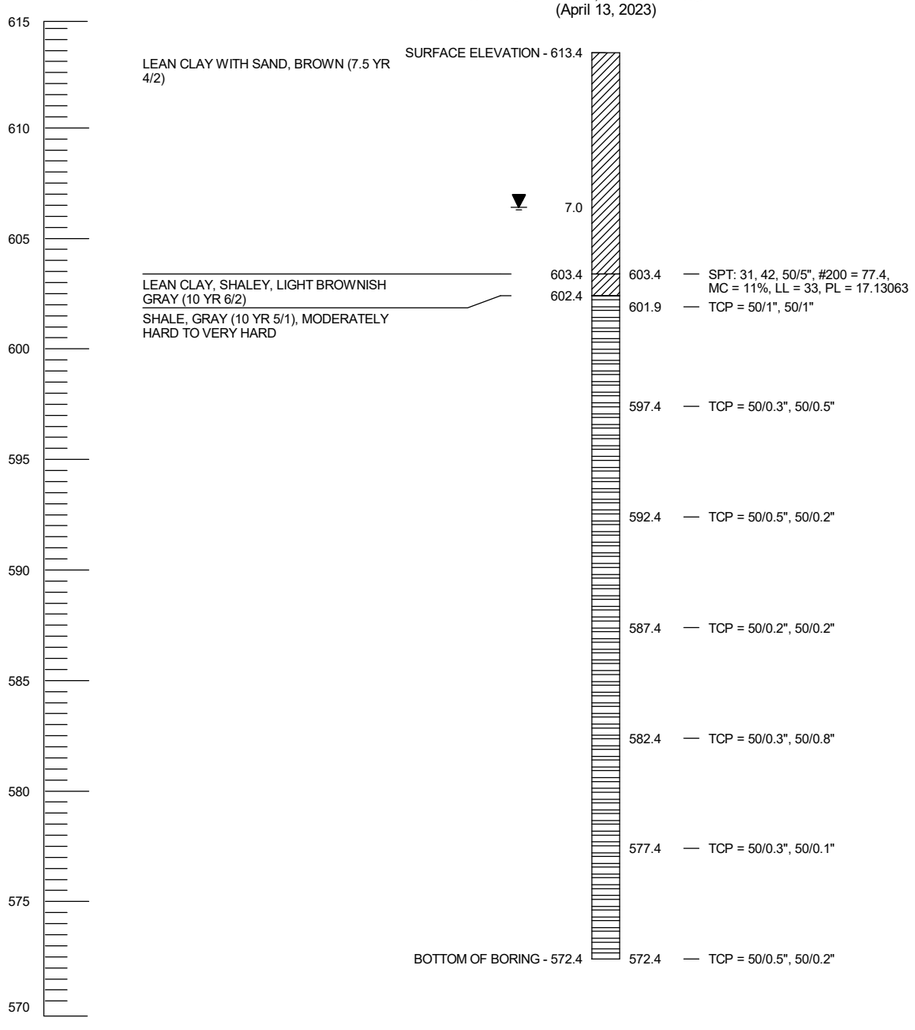
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B003

REVISIONS

REV. NO.	DESCRIPTION	DATE

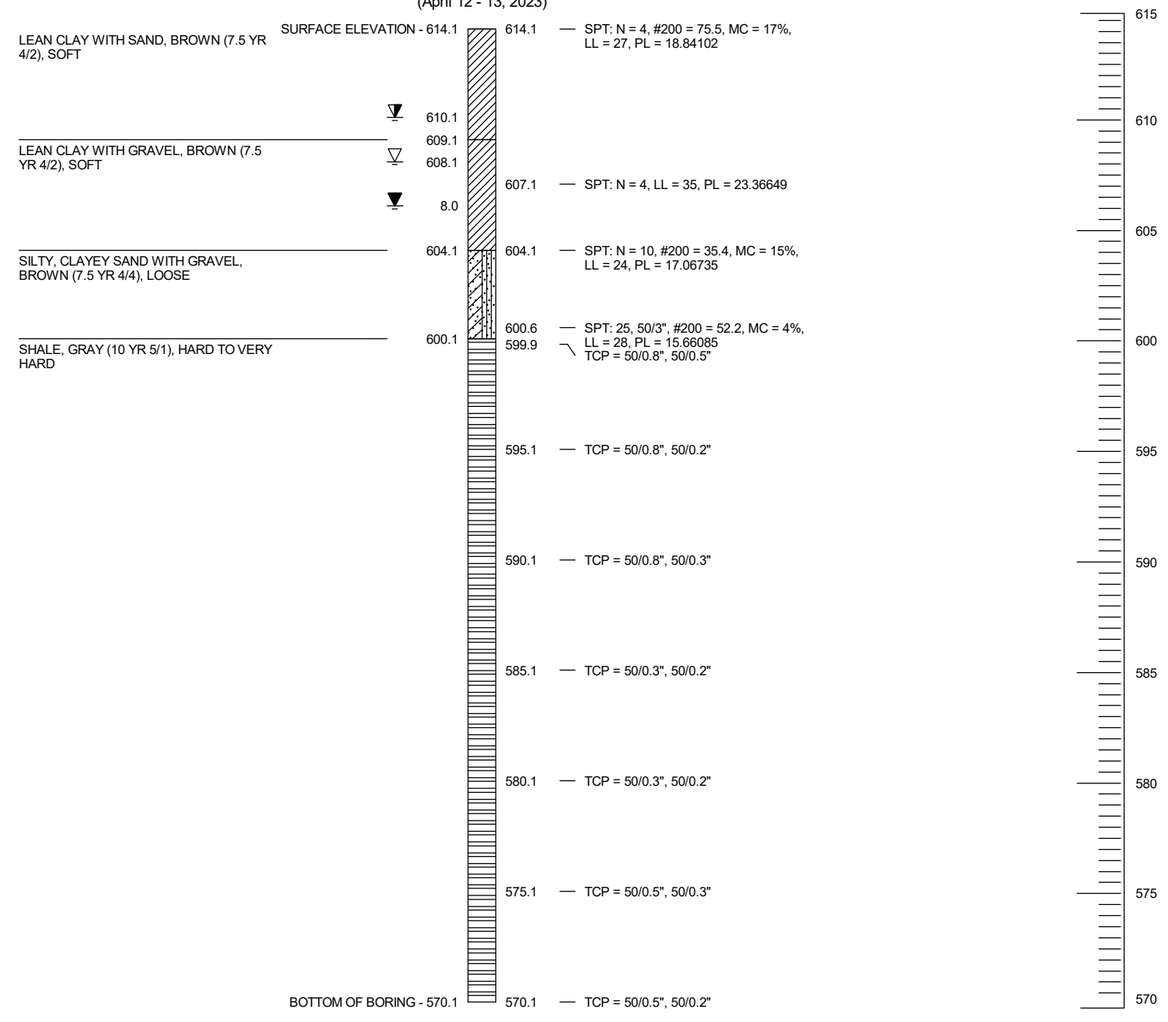
BORING NO. B-03

STATION 1472+33, 33' left OF ! SURVEY
(April 13, 2023)



BORING NO. B-04

STATION 1473+08, 9' right OF ! SURVEY
(April 12 - 13, 2023)



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SH 9 BRIDGE OVER FLAT ROCK CREEK — MCINTOSH COUNTY, OKLAHOMA

SUBSURFACE PROFILE
(SHEET 2 OF 3)

Design	EDC	8/23
Detail	EDC	8/23
Check	JWB	8/23
Squad:		
Engr.:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

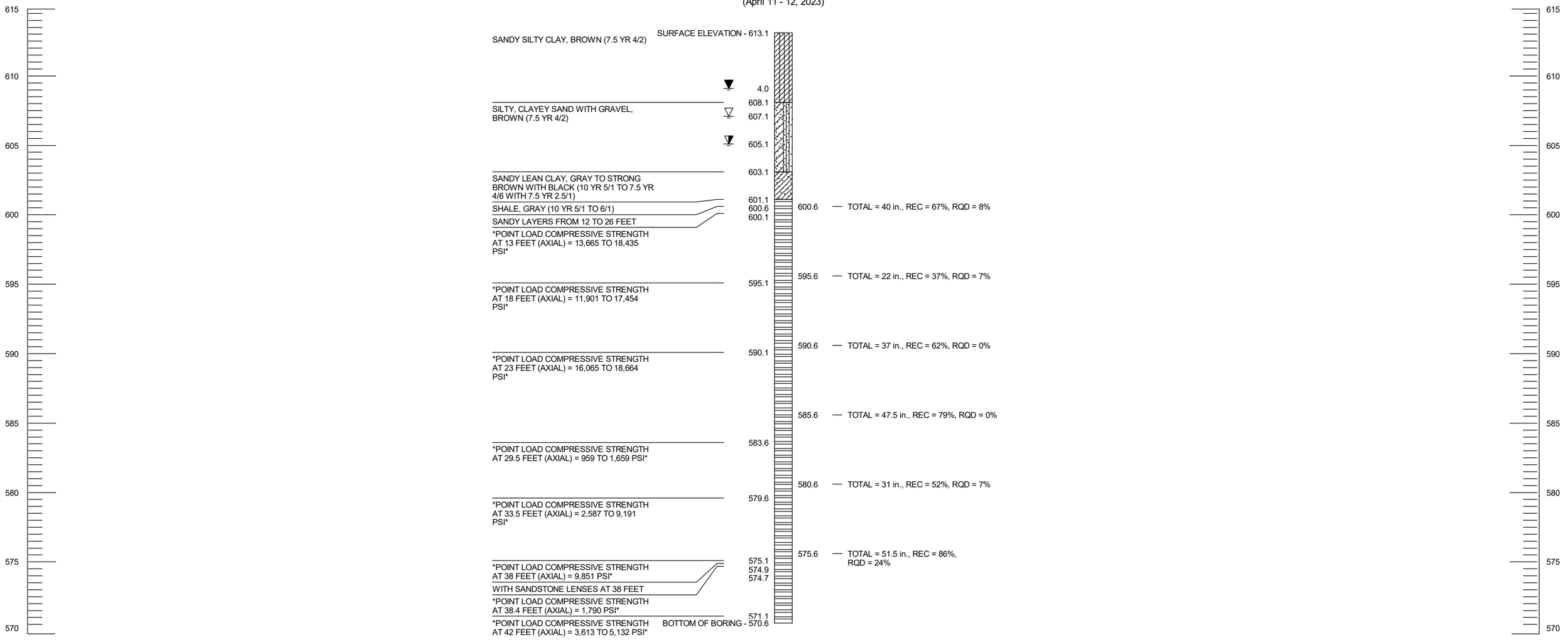
JOB PIECE NO. 33793(04) — SHEET NO. B004

REVISIONS

REV. NO.	DESCRIPTION	DATE

BORING NO. B-02A

STATION 1471+64, 16' right OF ! SURVEY
(April 11 - 12, 2023)



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RED ROCK CONSULTING

SH 9 BRIDGE OVER FLAT ROCK CREEK — MCINTOSH COUNTY, OKLAHOMA

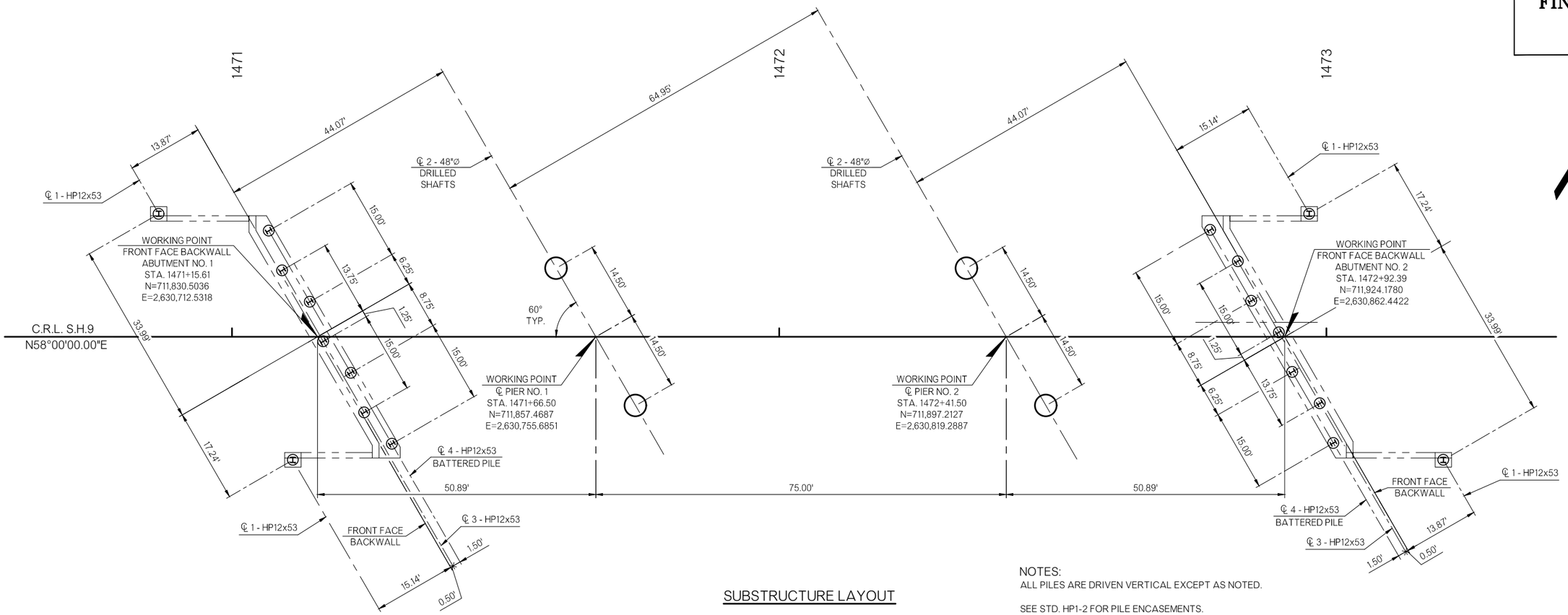
SUBSURFACE PROFILE
(SHEET 3 OF 3)

Design	EDC	8/23
Detail	EDC	8/23
Check	JWB	8/23
Squad:		
Engr.:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B005

FINAL REVIEW PLANS
MAY 2024



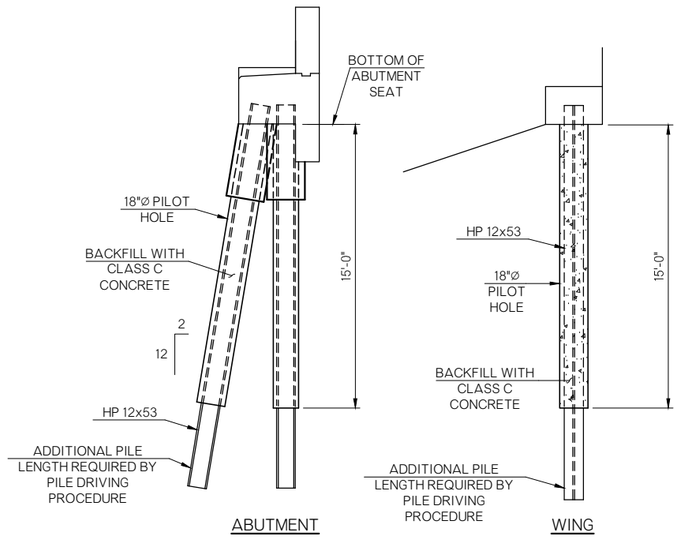
SUBSTRUCTURE LAYOUT

NOTES:
ALL PILES ARE DRIVEN VERTICAL EXCEPT AS NOTED.

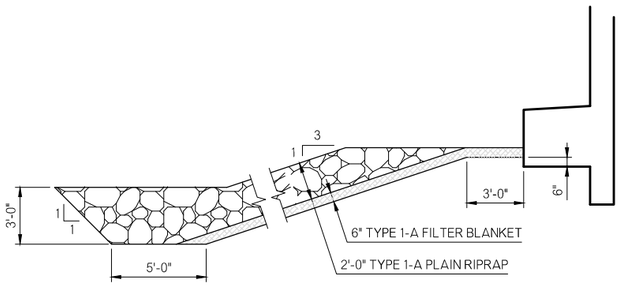
SEE STD. HP1-2 FOR PILE ENCASEMENTS.

ORIENT WEB FACE OF SEAT FOOTING PILES TO BE PERPENDICULAR TO THE FACE OF THE SEAT.

ORIENT WEB FACE OF WING PILES TO BE PERPENDICULAR TO THE FACE OF THE WING.



DETAIL OF PILOT HOLE



SECTION THRU RIPRAP AT BRIDGE SEAT

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

S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

SUBSTRUCTURE LAYOUT

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B006

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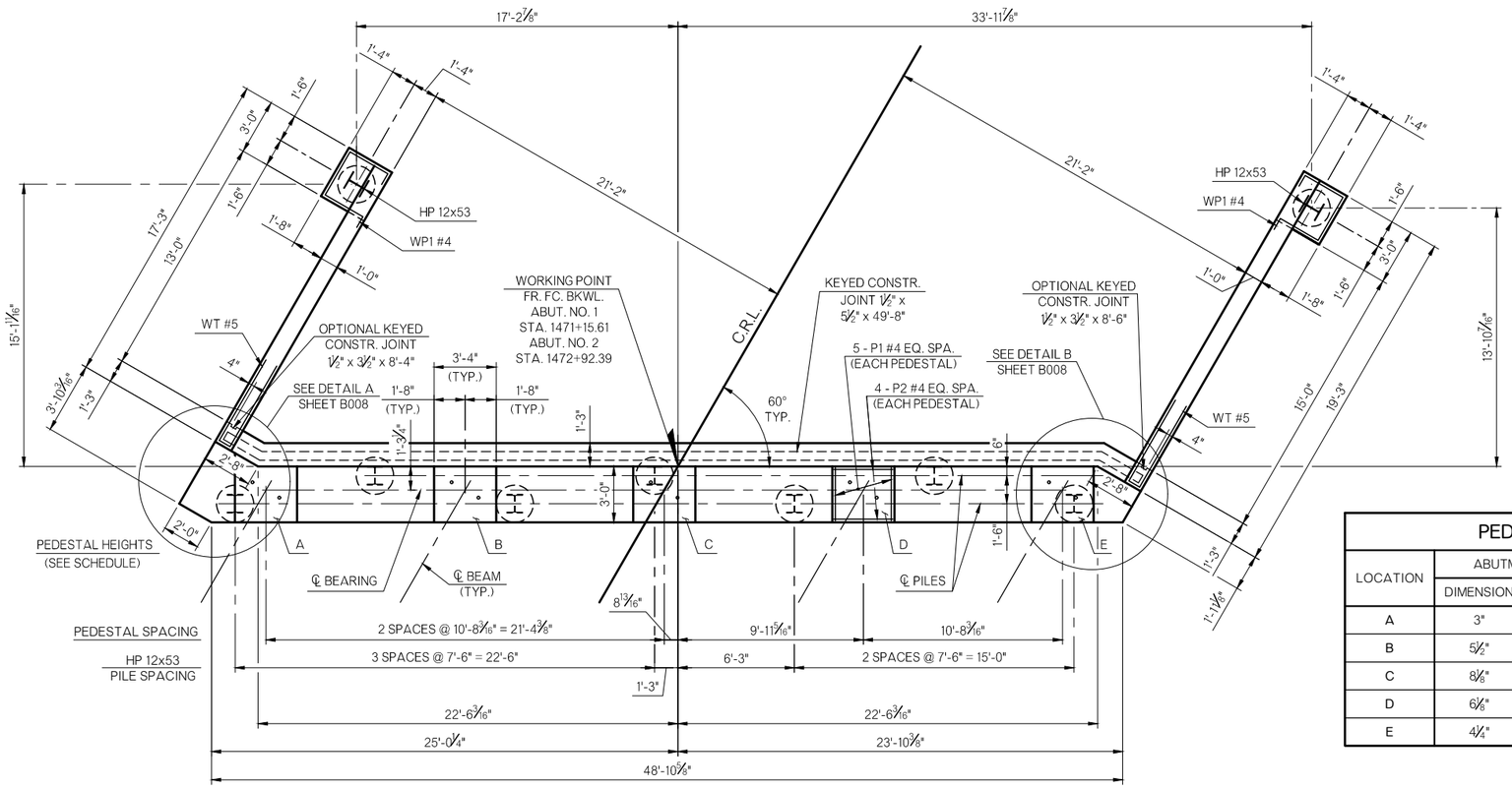
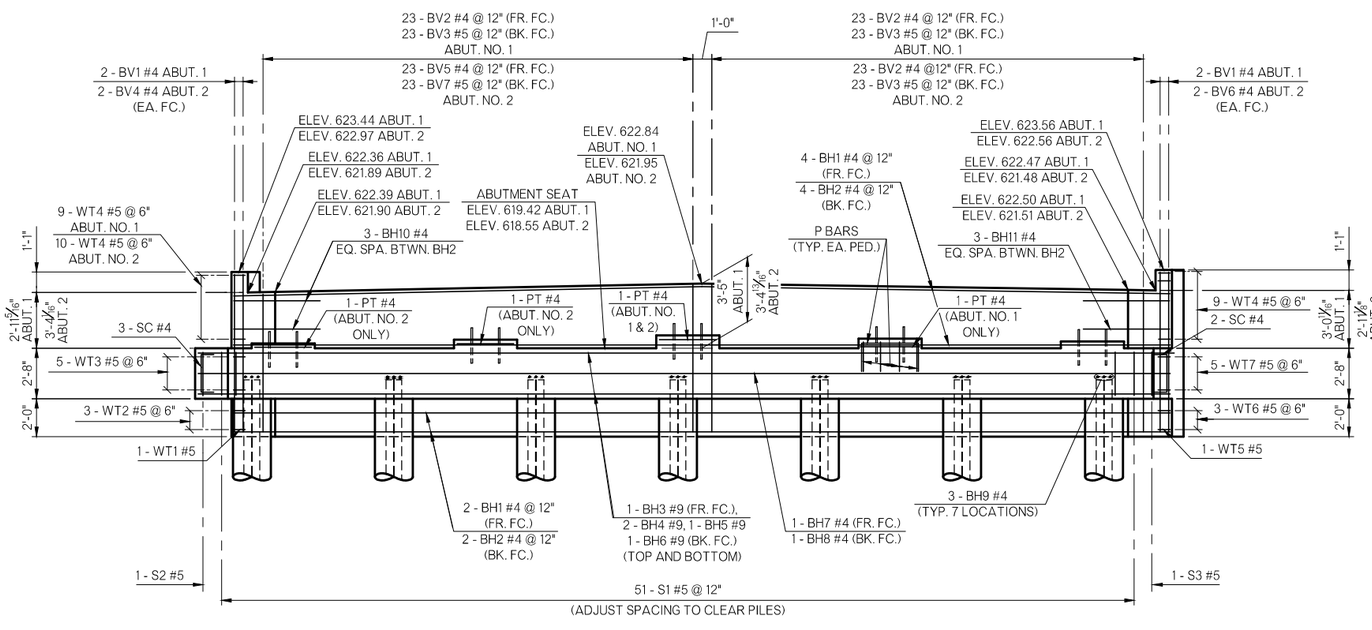
FINAL REVIEW PLANS
MAY 2024



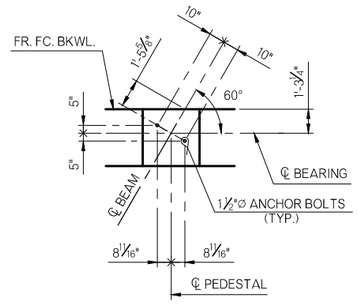
PLAN



ELEVATION

ABUT. NO. 1 ABUT. NO. 2

ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING MUST BE IN PLACE PRIOR TO PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.

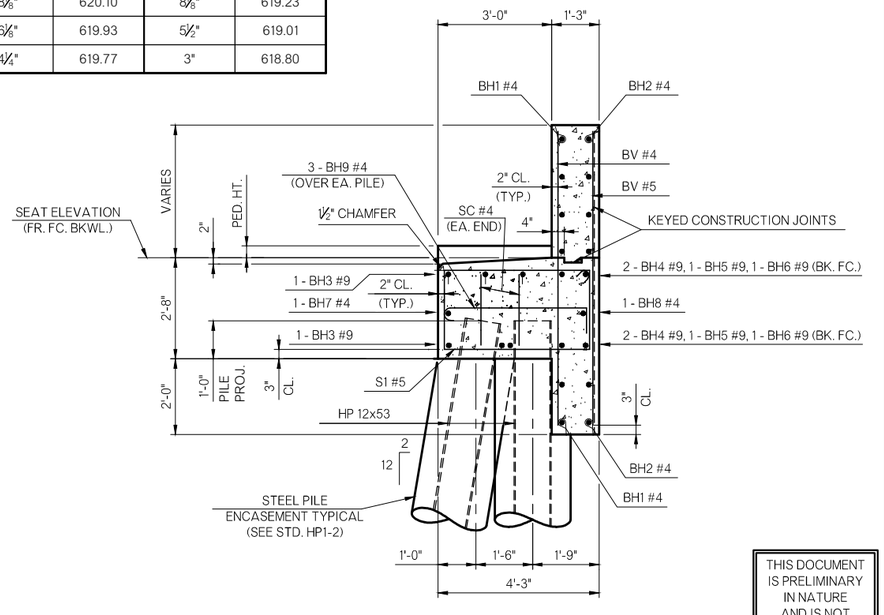


ANCHOR BOLT LAYOUT

FOR ANCHOR BOLT DETAILS, SEE SHEET B019

PEDESTAL HEIGHTS

LOCATION	ABUTMENT NO. 1		ABUTMENT NO. 2	
	DIMENSION	ELEVATION	DIMENSION	ELEVATION
A	3"	619.67	7⅞"	619.16
B	5½"	619.88	7⅞"	619.21
C	8⅛"	620.10	8⅛"	619.23
D	6⅛"	619.93	5½"	619.01
E	4¼"	619.77	3"	618.80



TYPICAL SECTION THRU SEAT

(PERPENDICULAR TO BACKWALL)

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NOTES:
FOR WING ELEVATIONS, SEE SHEET B008.

FOR ABUTMENT SURFACE TREATMENT DETAIL, QUANTITIES, BAR LIST AND BAR BENDS, SEE SHEET B009.

S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

ABUTMENT DETAILS
SHEET 1 OF 4
ABUTMENT DETAILS

Design	RMF
Detail	DRB
Check	AFW

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B007

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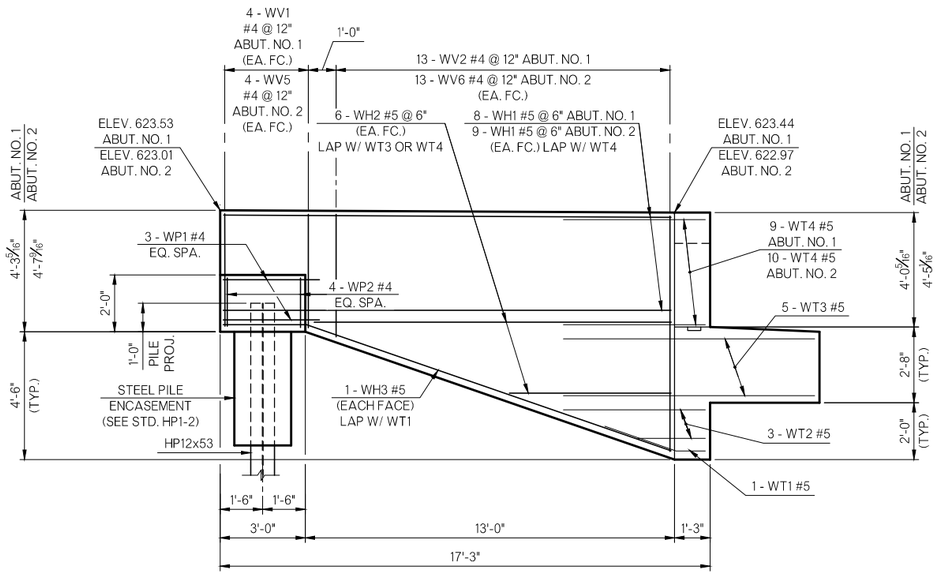
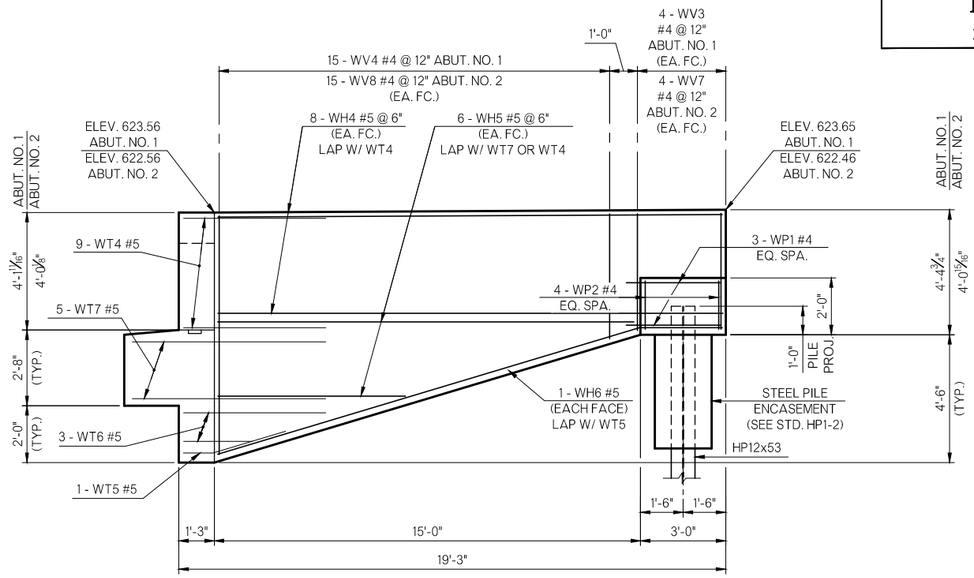
FINAL REVIEW PLANS
MAY 2024

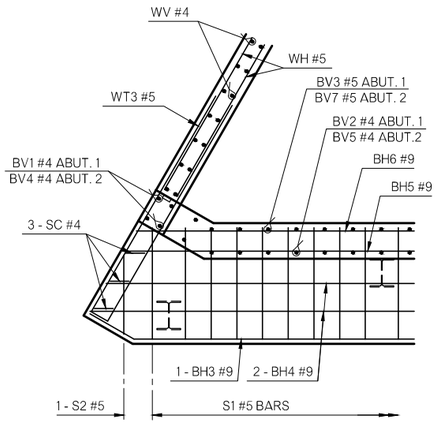


ABUTMENT NO. 1 SOUTH WING
ABUTMENT NO. 2 NORTH WING

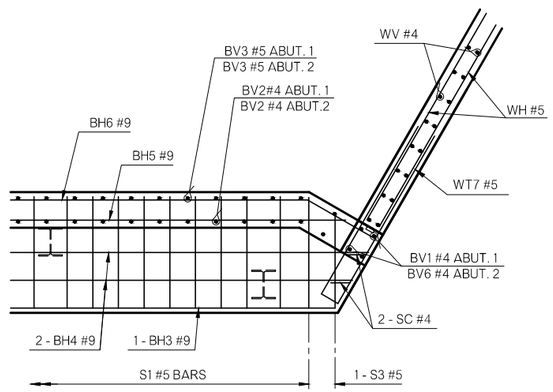


ABUTMENT NO. 1 NORTH WING
ABUTMENT NO. 2 SOUTH WING

WING ELEVATIONS

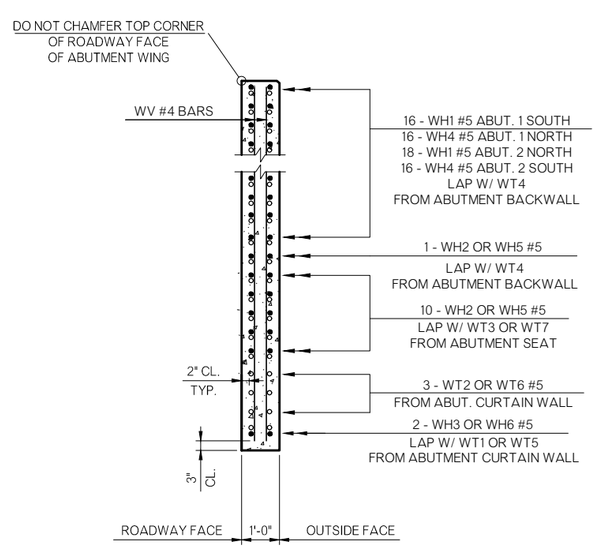


DETAIL A
(REINFORCING AT TOP OF SEAT)



DETAIL B
(REINFORCING AT TOP OF SEAT)

NOTE:
FOR BAR BENDS, BAR LIST, AND QUANTITIES, SEE SHEET B009.



SECTION THRU WING AT
BACK FACE OF ABUTMENT SEAT

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

S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

ABUTMENT DETAILS
SHEET 2 OF 4
ABUTMENT WING DETAILS

Design	RMF	
Detail	DRB	
Check	AFW	

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B008

L:\Active\21014\Drawings\flat rock\B008 Abutment 2 wings.dwg, 4/15/2024 9:24:38 AM, Deanne Brittian

FINAL REVIEW PLANS
MAY 2024

ABUTMENT BAR LIST

COMMON (ONE SHOWN, TWO REQUIRED)

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
	EPOXY COATED REINFORCING BARS					
	BH1	#4	6	BNT.	50'-0"	
	BH2	#4	6	BNT.	51'-4"	
	BH3	#9	2	BNT.	50'-6"	
	BH4	#9	4	STR.	50'-10"	
	BH5	#9	2	STR.	49'-8"	
	BH6	#9	2	BNT.	50'-1"	
	BH7	#4	1	BNT.	50'-6"	
	BH8	#4	1	BNT.	50'-1"	
	BH9	#4	21	BNT.	5'-1"	
	BH10	#4	3	BNT.	6'-11"	
	BH11	#4	3	BNT.	7'-5"	
	P1	#4	25	BNT.	6'-7"	
	P2	#4	20	BNT.	6'-11"	
	SC	#4	5	BNT.	3'-3"	
	S1	#5	51	BNT.	12'-11"	
	S2	#5	1	BNT.	10'-7"	
	S3	#5	1	BNT.	11'-9"	
(1)	WH2	#5	12	STR.	9'-0" AVG.	5'-5" TO 12'-7"
	WH3	#5	2	BNT.	16'-4"	
	WH4	#5	16	STR.	17'-8"	
(1)	WH5	#5	12	STR.	10'-5" AVG.	6'-3" TO 14'-7"
	WH6	#5	2	BNT.	18'-3"	
	WT1	#5	1	BNT.	8'-2"	
	WT2	#5	3	BNT.	8'-0" AVG.	5'-4" TO 10'-8"
	WT3	#5	5	BNT.	16'-8"	
	WT5	#5	1	BNT.	8'-2"	
	WT6	#5	3	BNT.	8'-2" AVG.	5'-8" TO 10'-8"
	WT7	#5	5	BNT.	12'-8"	
	WP1	#4	6	BNT.	8'-8"	
	WP2	#4	8	STR.	1'-7"	
	ABUTMENT NO. 1 ONLY					
	BV1	#4	8	STR.	8'-4"	
(2)	BV2	#4	46	STR.	7'-5" AVG.	7'-2" TO 7'-8"
(2)	BV3	#5	46	STR.	7'-5" AVG.	7'-2" TO 7'-8"
	PT	#4	2	BNT.	12'-1"	
	WH1	#5	16	STR.	15'-8"	
	WT4	#5	18	BNT.	8'-8"	
	WV1	#4	8	STR.	3'-10"	
(3)	WV2	#4	26	STR.	6'-2" AVG.	4'-2" TO 8'-2"
	WV3	#4	8	STR.	4'-0"	
(4)	WV4	#4	30	STR.	6'-4" AVG.	4'-3" TO 8'-5"

(1) 2 SETS OF 6
(2) 2 SETS OF 23
(3) 2 SETS OF 13
(4) 2 SETS OF 15

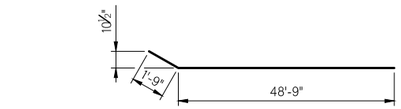
ABUTMENT BAR LIST (CONT 'D)

ABUTMENT NO. 2 ONLY

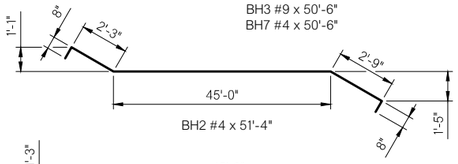
	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
	EPOXY COATED REINFORCING BARS					
	BV2	#4	23	STR.	7'-5" AVG.	7'-2" TO 7'-8"
	BV3	#5	23	STR.	7'-5" AVG.	7'-2" TO 7'-8"
	BV4	#4	4	STR.	8'-8"	
	BV5	#4	23	STR.	7'-8"	
	BV6	#4	4	STR.	8'-3"	
	BV7	#5	23	STR.	7'-8"	
	PT	#4	3	BNT.	12'-1"	
	WH1	#5	18	STR.	15'-8"	
	WT4	#5	19	BNT.	8'-8"	
	WV5	#4	8	STR.	4'-2"	
(3)	WV6	#4	26	STR.	6'-7" AVG.	4'-7" TO 8'-7"
	WV7	#4	8	STR.	3'-9"	
(4)	WV8	#4	30	STR.	6'-1" AVG.	4'-0" TO 8'-2"

ABUTMENT QUANTITIES

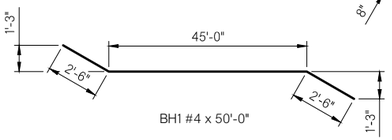
ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	95	95	210
CLSM BACKFILL	C.Y.	125.6	126.2	251.8
CLASS A CONCRETE	C.Y.	42.6	42.9	85.5
EPOXY COATED REINFORCING STEEL	LB.	5,430	5,500	10,930
PILES, FURNISHED (HP 12x53)	L.F.	162	184	346
PILES, DRIVEN (HP 12x53)	L.F.	162	184	346
(PL) PILOT HOLES	L.F.	135	135	270
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA.			1
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	25	25	50
ELASTOMERIC COATING	S.F.	231	233	464
TYPE I-A PLAIN RIPRAP	TON	540	660	1,200
TYPE I-A FILTER BLANKET	TON	85	100	185
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	48	48	96
6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	20	20	40



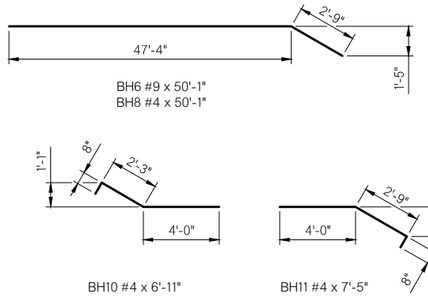
BH3 #9 x 50'-6"
BH7 #4 x 50'-6"



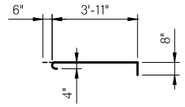
BH2 #4 x 51'-4"



BH1 #4 x 50'-0"

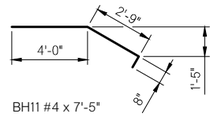


BH6 #9 x 50'-1"
BH8 #4 x 50'-1"

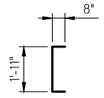


BH9 #4 x 5'-1"

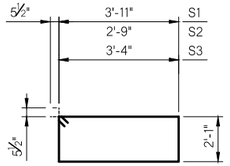
BH10 #4 x 6'-11"



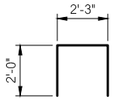
BH11 #4 x 7'-5"



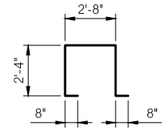
SC #4 x 3'-3"



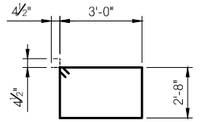
S1 #5 x 12'-11"
S2 #5 x 10'-7"
S3 #5 x 11'-9"



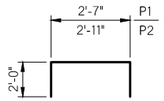
S2 #5 x 6'-3"



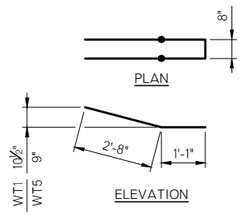
WP1 #4 x 8'-8"



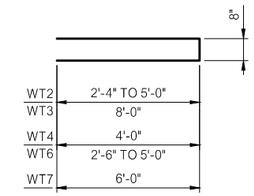
PT #4 x 12'-1"



P1 #4 x 6'-7"
P2 #4 x 6'-11"

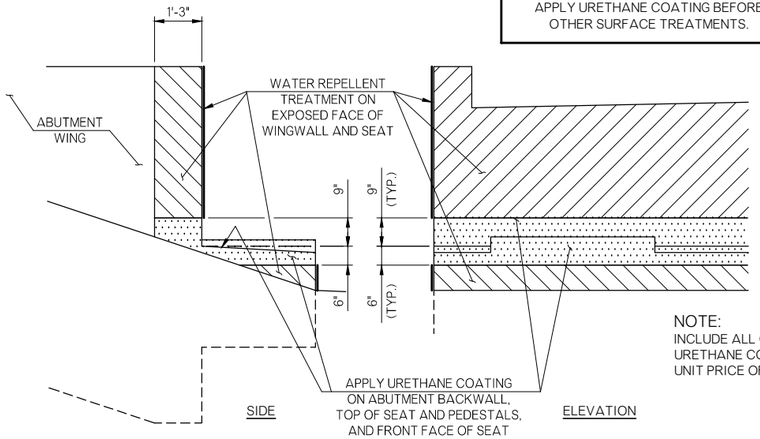


WT1 #5 x 8'-2"
WT5 #5 x 8'-2"



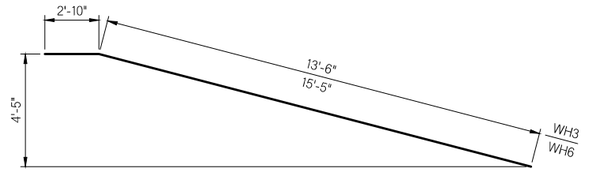
WT2 #5 x 8'-0" AVG.
WT3 #5 x 16'-8"
WT4 #5 x 8'-8"
WT6 #5 x 8'-2" AVG.
WT7 #5 x 12'-8"

MASK OFF BEARING PAD LOCATIONS PREVENTING URETHANE COATING FROM BEING APPLIED UNDER OR ON BEARINGS. APPLY URETHANE COATING BEFORE OTHER SURFACE TREATMENTS.



SURFACE TREATMENT DETAILS

NOTE:
INCLUDE ALL COSTS ASSOCIATED WITH URETHANE COATING IN THE CONTRACT UNIT PRICE OF "ELASTOMERIC COATING".



WH3 #5 x 16'-4"
WH6 #5 x 18'-3"

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

S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

ABUTMENT DETAILS
SHEET 3 OF 4
BAR BENDS AND BAR LIST

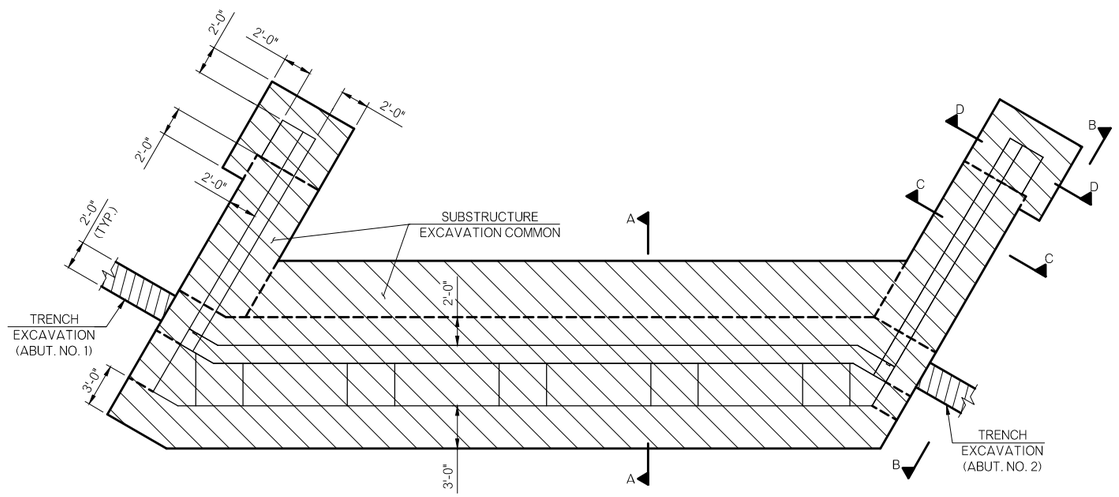
Design	RMF	
Detail	DRB	
Check	AFW	

CEC

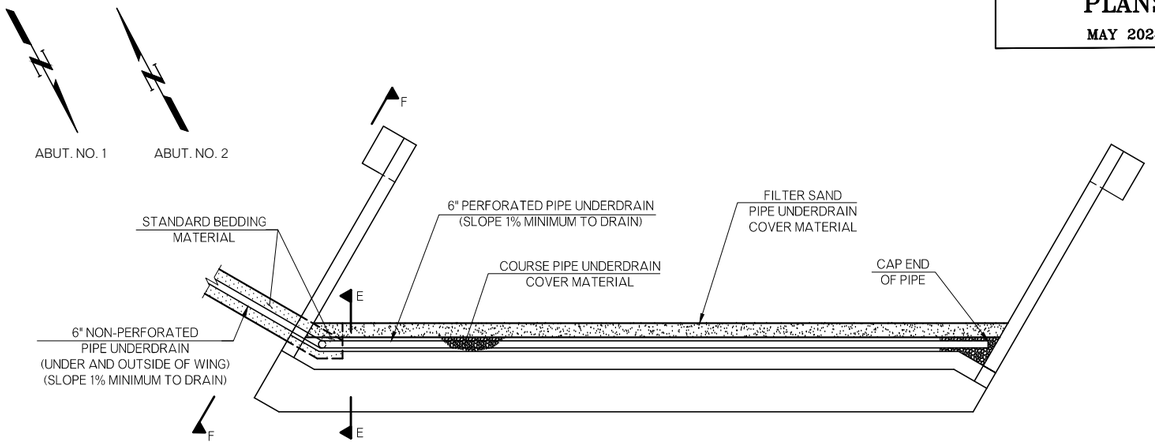
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B009

L:\Active\21014\Drawings\flat rock\B009 Abutment 3 bars.dwg, 4/25/2024 2:47:53 PM, Deanne Brittian

FINAL REVIEW PLANS
MAY 2024

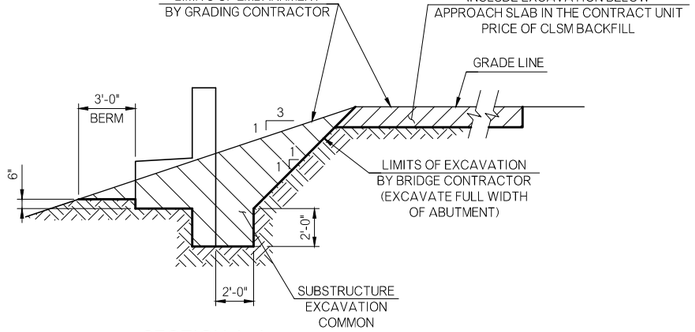


EXCAVATION PLAN



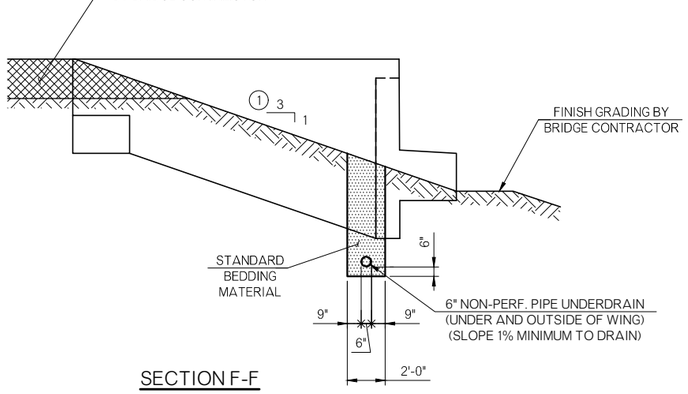
PLACE CLSM BACKFILL IN 2'-0" MAXIMUM LIFTS. DO NOT PLACE SUBSEQUENT LIFTS UNTIL PREVIOUS LIFT AS ATTAINED A STRENGTH OF 100 P.S.I. DO NOT PLACE CLSM BACKFILL UNTIL THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3000 P.S.I.

PIPE UNDERDRAIN PLAN
(ABUTMENT NO. 1 SHOWN, ABUTMENT NO. 2 SIMILAR)

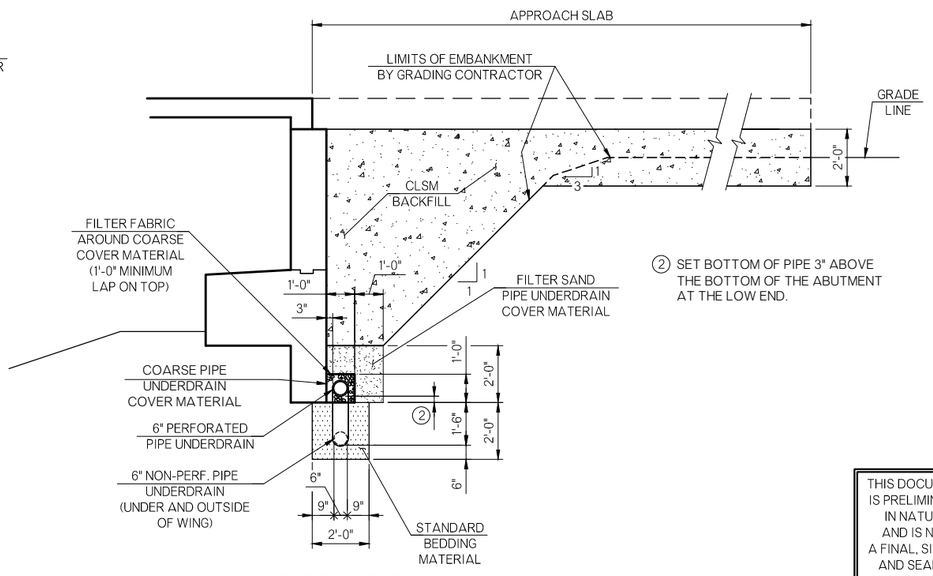


SECTION A-A

① SQUARE TO SEAT

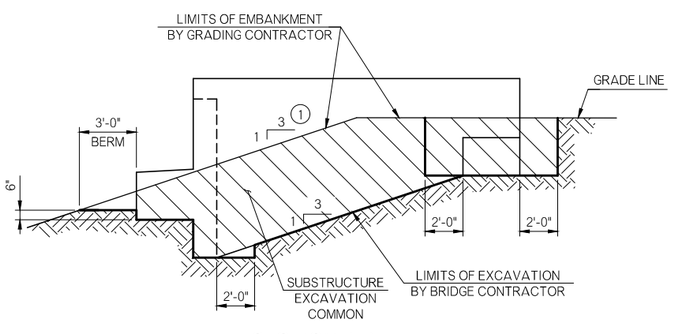


SECTION F-F

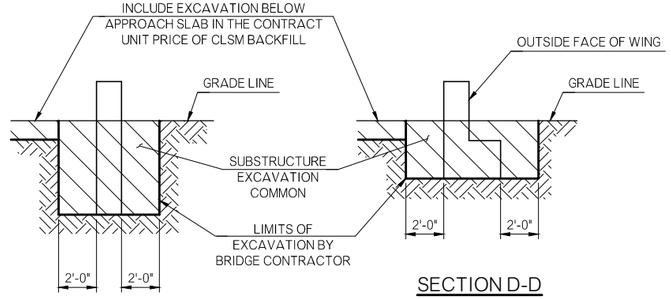


② SET BOTTOM OF PIPE 3" ABOVE THE BOTTOM OF THE ABUTMENT AT THE LOW END.

SECTION E-E



SECTION B-B



SECTION C-C

SECTION D-D

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

S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

ABUTMENT DETAILS
SHEET 4 OF 4
EXCAVATION AND PIPE UNDERDRAIN DETAILS

Design	RMF	
Detail	DRB	
Check	AFW	

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B010

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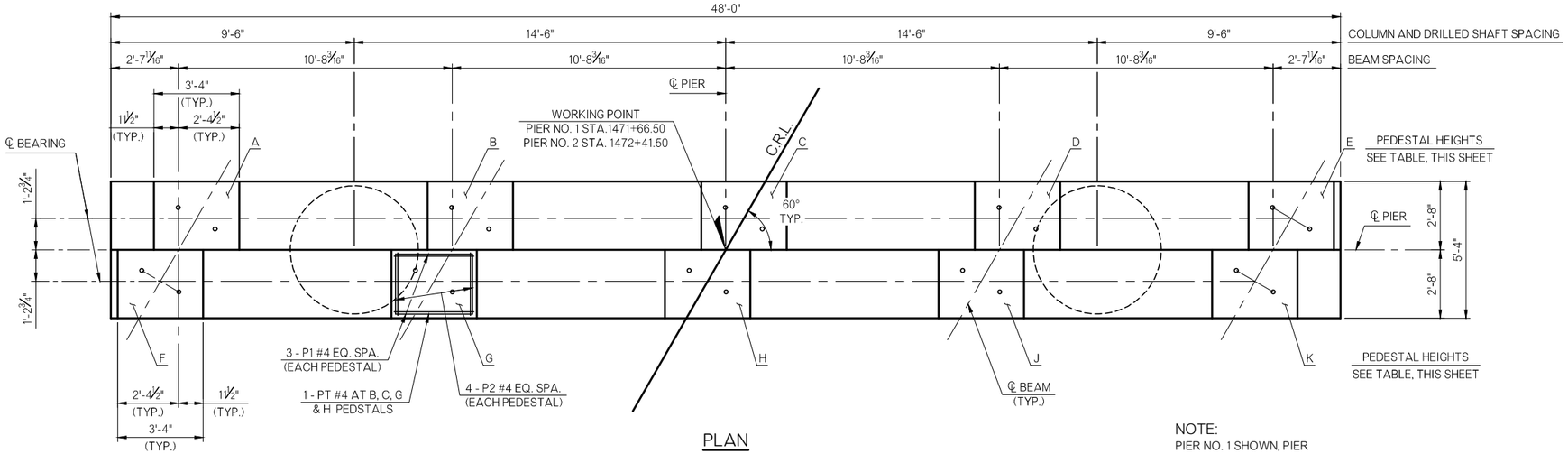
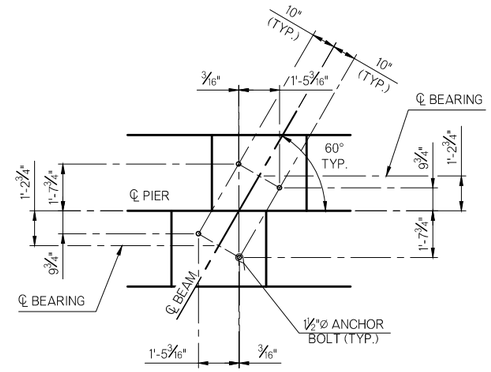
FINAL REVIEW PLANS
MAY 2024

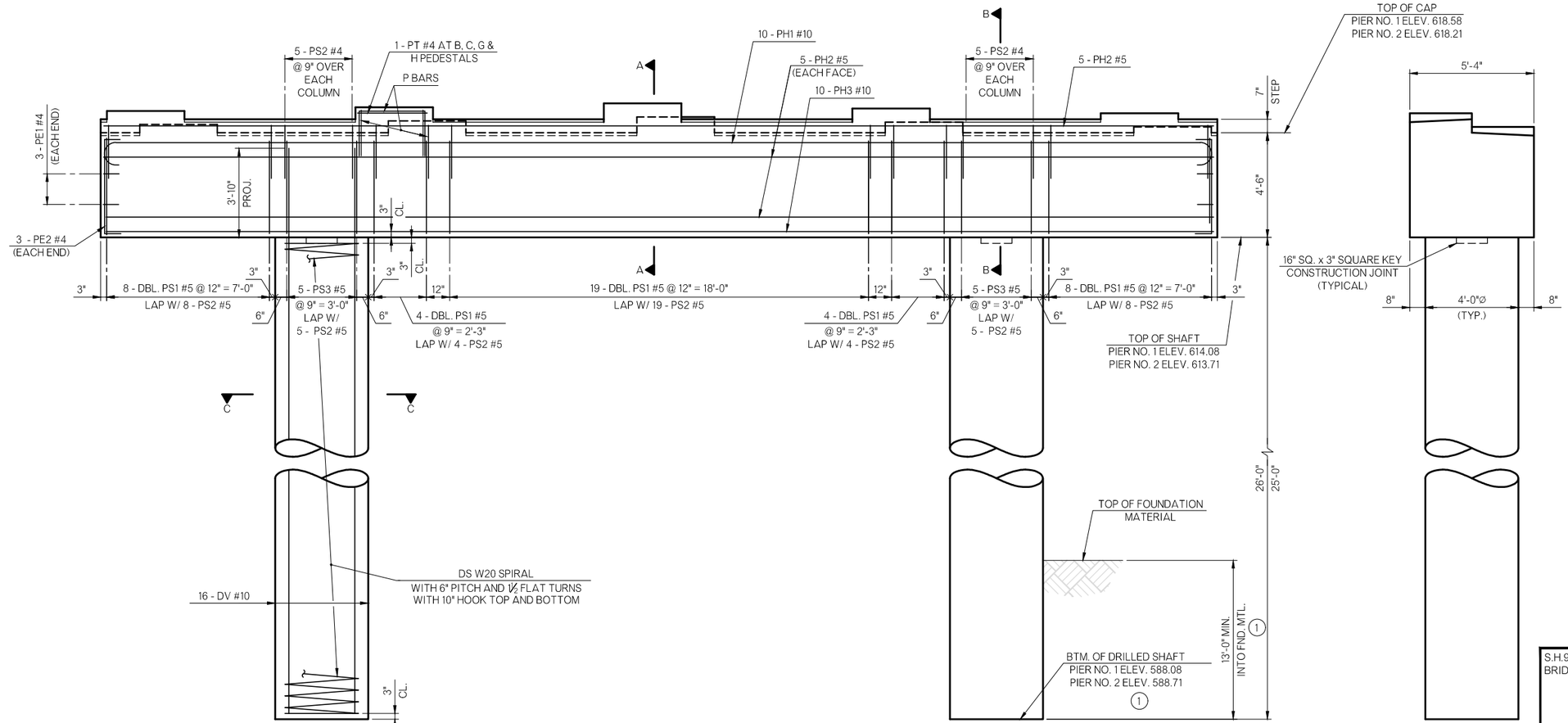


PLAN

NOTE:
PIER NO. 1 SHOWN, PIER NO. 2 SIMILAR WITH STEP OPPOSITE HAND.



ANCHOR BOLT LAYOUT
FOR BOLT DETAILS, SEE SHEET B019



ELEVATION

END VIEW

PEDESTAL HEIGHTS				
LOCATION	PIER NO. 1		PIER NO. 2	
	DIMENSION	ELEVATION	DIMENSION	ELEVATION
A	4¼"	618.93	4¼"	619.15
B	6⅛"	619.09	6⅛"	619.30
C	8⅛"	619.26	8⅛"	619.47
D	5½"	619.04	5½"	619.25
E	3"	618.83	3"	619.04
F	4½"	619.54	4⅜"	618.57
G	6⅜"	619.69	6⅜"	618.74
H	8¼"	619.85	8¼"	618.90
J	5¾"	619.64	5⅝"	618.68
K	3¼"	619.43	3⅛"	618.47

(1) INSTALL DRILLED SHAFTS THE SPECIFIED MINIMUM DISTANCE INTO ROCK, BUT IN NO CASE HIGHER THAN THE BOTTOM OF DRILLED SHAFT ELEVATION SHOWN.

NOTE:
FOR BAR LIST AND BAR BENDS, QUANTITY BLOCK, WATER REPELLENT TREATMENT DETAILS AND SECTIONS A-A AND B-B, SEE SHEET B012.

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

S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

PIER DETAILS
SHEET 1 OF 2
PIER NOS. 1 & 2 DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	

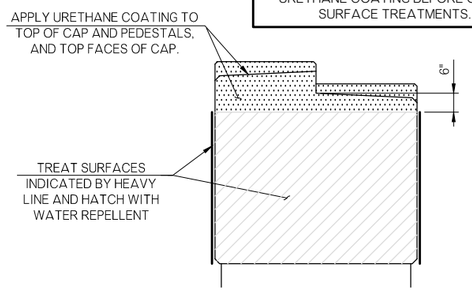
CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B011

L:\Active\21014\Drawings\flat rock\B011 Piers.dwg, 4/25/2024 2:06:59 PM, Deanne Brittian

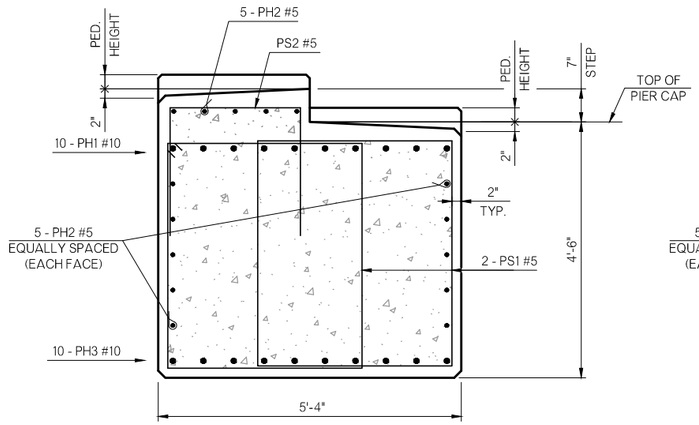
FINAL REVIEW PLANS
MAY 2024

MASK OFF BEARING PAD LOCATIONS TO PREVENT URETHANE COATING FROM BEING APPLIED UNDER BEARINGS. APPLY URETHANE COATING BEFORE OTHER SURFACE TREATMENTS.

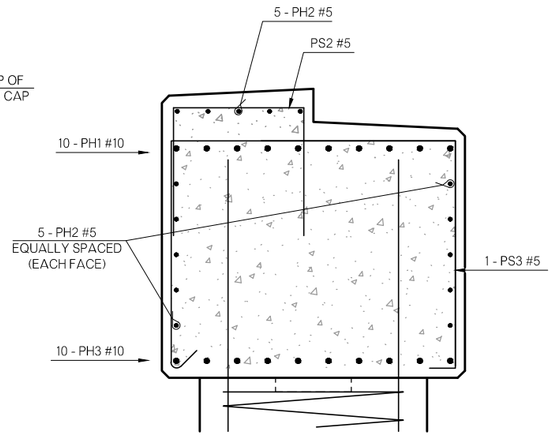


SURFACE TREATMENT DETAIL

NOTE:
INCLUDE ALL COSTS ASSOCIATED WITH URETHANE COATING IN THE CONTRACT UNIT PRICE OF "ELASTOMERIC COATING".

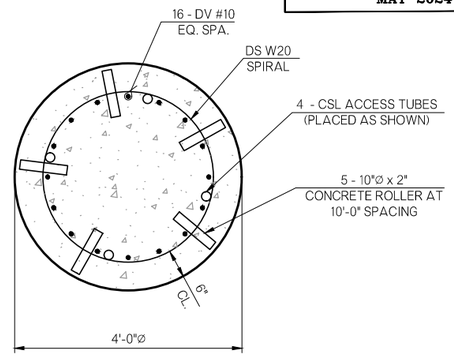


SECTION A-A



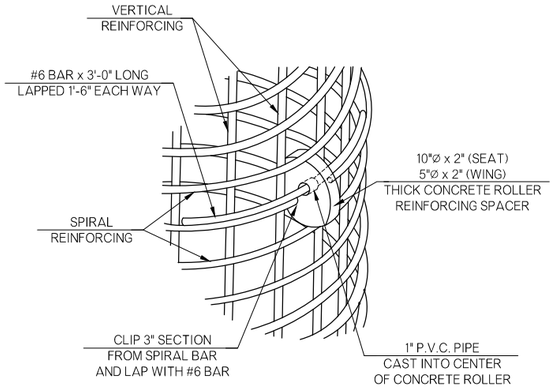
SECTION B-B

DIMENSIONS NOT SHOWN ARE SIMILAR TO SECTION A-A



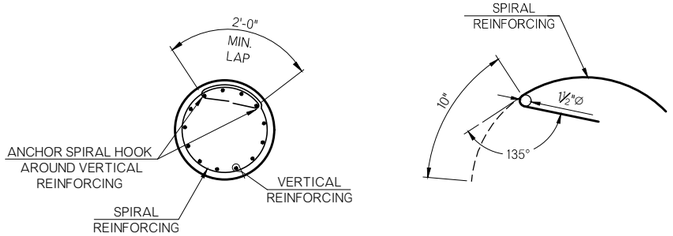
SECTION C-C

NOTE:
PIER NO. 1 SHOWN,
PIER NO. 2 OPP. HAND.



DRILLED SHAFT REINFORCING SPACER DETAIL

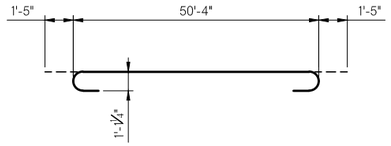
NOTE:
PROVIDE CONCRETE ROLLERS WITH A MINIMUM 28-DAY CONCRETE COMPRESSIVE STRENGTH OF 4,000 PSI. PLASTIC SPACERS AND/OR CONCRETE SLEDS MAY BE SUBSTITUTED IN ACCORDANCE WITH SECTION 516.04.C(4)(a) OF THE SPECIFICATIONS. SUBSTITUTION OF SLAB BOLSTERS OR HIGH CHAIRS WILL NOT BE ALLOWED.



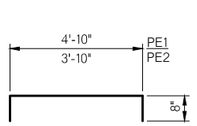
LAP DETAIL

HOOK DETAIL

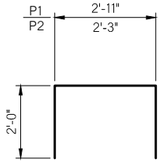
SPIRAL REINFORCING SPLICE DETAILS



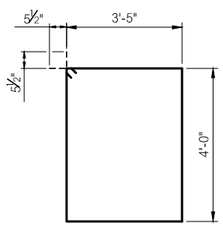
PH1 #10 x 50'-4"



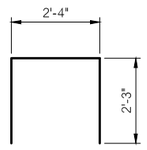
PE1 #4 x 6'-2"
PE2 #4 x 5'-2"



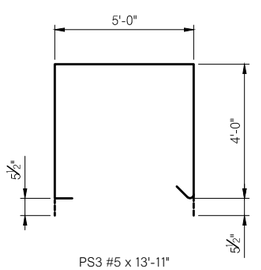
P1 #4 x 6'-11"
P2 #4 x 6'-3"



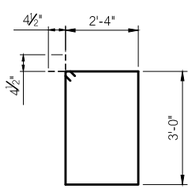
PS1 #5 x 15'-9"



PS2 #5 x 6'-10"



PS3 #5 x 13'-11"



PT #4 x 11'-5"

PIER QUANTITIES				
ITEM DESCRIPTION	UNIT	PIER NO. 1	PIER NO. 2	TOTAL
CLASS A CONCRETE	C.Y.	46.5	46.5	93.0
EPOXY COATED REINFORCING STEEL	LB.	7,280	7,280	14,560
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	46	46	92
DRILLED SHAFTS (48" DIAMETER)	L.F.	52	50	102
CROSSHOLE SONIC LOGGING	EA.			1
ELASTOMERIC COATING	S.F.	435	435	870

PIER BAR LIST
ONE SHOWN, TWO REQUIRED

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
P1	#4	30	BNT.	6'-11"
P2	#4	40	BNT.	6'-3"
PE1	#4	6	BNT.	6'-2"
PE2	#4	6	BNT.	5'-2"
PH1	#10	10	BNT.	50'-4"
PH2	#5	15	STR.	47'-6"
PH3	#10	10	STR.	47'-6"
PS1	#5	86	BNT.	15'-9"
PS2	#5	53	BNT.	6'-10"
PS3	#5	10	BNT.	13'-11"
PT	#4	4	BNT.	11'-5"

DRILLED SHAFT BAR LIST
PIER NO. 1 (1)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
DV1	#10	32	STR.	29'-7"
PLAIN REINFORCING				
(2) DS1	W20	2	BNT.	505'-2"

DRILLED SHAFT BAR LIST
PIER NO. 2 (1)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
DV2	#10	32	STR.	28'-7"
PLAIN REINFORCING				
(2) DS2	W20	2	BNT.	486'-7"

(1) INCLUDED IN CONTRACT UNIT PRICE OF "DRILLED SHAFTS 48" DIAMETER".

(2) LENGTH SHOWN DOES NOT ACCOUNT FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED FOR SPLICES. SEE SPLICE DETAIL THIS SHEET.

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S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

PIER DETAILS
SHEET 2 OF 2
PIER NOS. 1 & 2 DETAILS

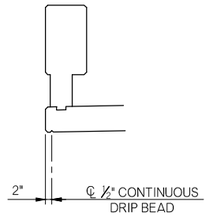
Design	RMF	
Detail	DRB	
Check	RMF	

CEC

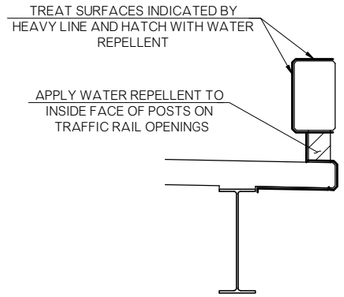
STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B012

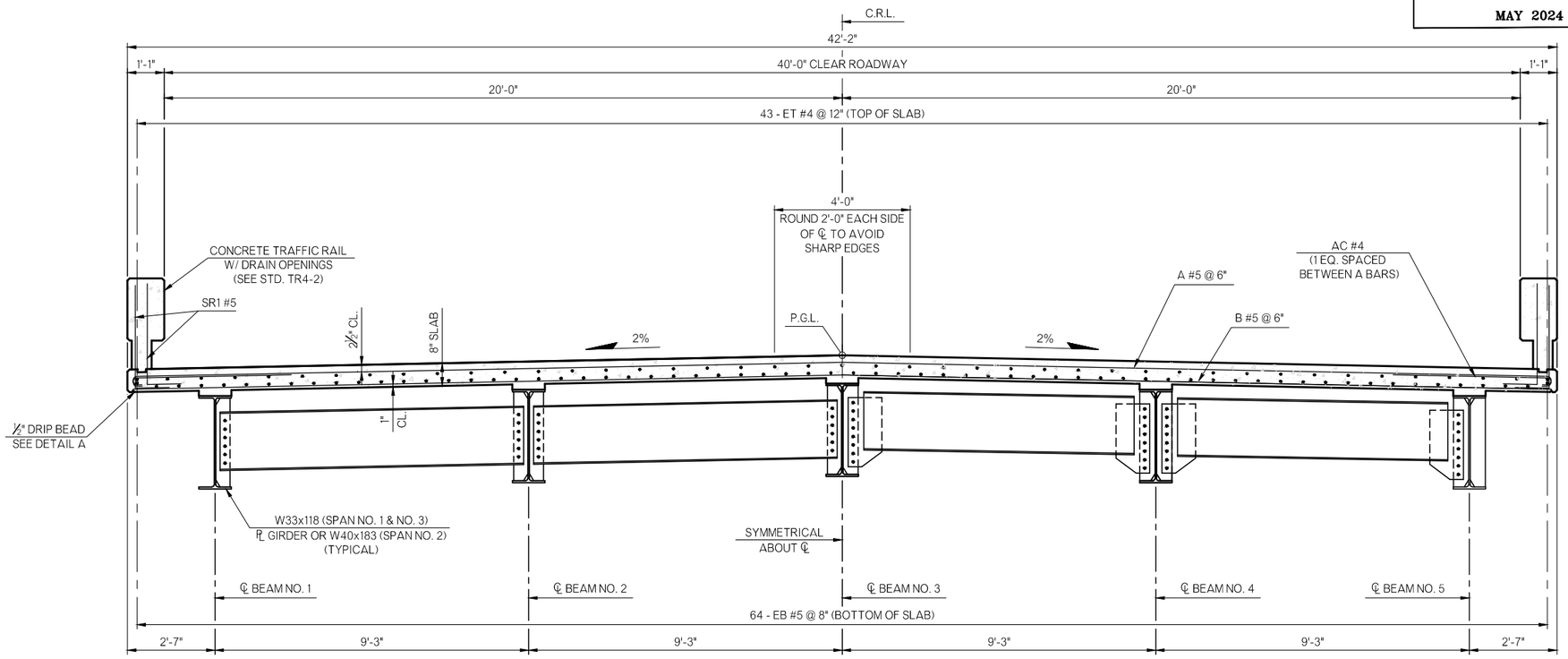
FINAL REVIEW PLANS
MAY 2024



DETAIL A



WATER REPELLENT TREATMENT DETAILS



HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

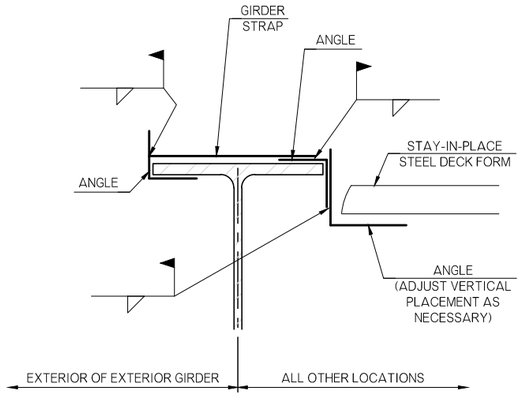
TYPICAL CROSS SECTION

(SPAN NO. 1 & 3 SHOWN, SPAN 2 SIMILAR)

NOTES:
FOR TRAFFIC RAIL LAYOUT, SEE SHEET B014.

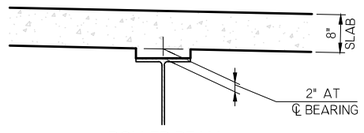
FOR BAR BENDS AND BAR LIST, SEE SHEET B022.

ROTATE HOOKS ON AC BARS TO MAINTAIN MINIMUM CLEARANCE.



STAY-IN-PLACE STEEL DECK FORM FLANGE CONNECTION DETAIL

NOTE:
DO NOT WELD TO THE TOP FLANGE OR STUDS. REPORT ANY ARC STRIKE, WELD SPLATTER OR WELDING ON TOP FLANGE TO BRIDGE ENGINEER IMMEDIATELY.



ROLLED BEAM

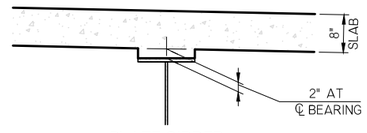


PLATE GIRDER

BEAM HAUNCH DETAILS

NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE GIRDERS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

SUPERSTRUCTURE QUANTITIES

ITEM	UNIT	TOTAL
SAW-CUT GROOVING	S.Y.	793.4
CONCRETE RAIL (TR4)	L.F.	357.0
STRUCTURAL STEEL M270 GRADE 50W	LB.	156,400
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.	10
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA.	20
CLASS AA CONCRETE	C.Y.	200.1
EPOXY COATED REINFORCING STEEL	LB.	56,470
WATER REPELLENT (VISUALLY INSPECTED)	LB.	394
SEALED EXPANSION JOINTS	L.F.	49.2
SEALER CRACK PREPARATION	L.F.	47
SEALER RESIN	GAL.	0.6

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S.H.9 OVER FLAT ROCK CREEK — McINTOSH COUNTY
BRIDGE "A"

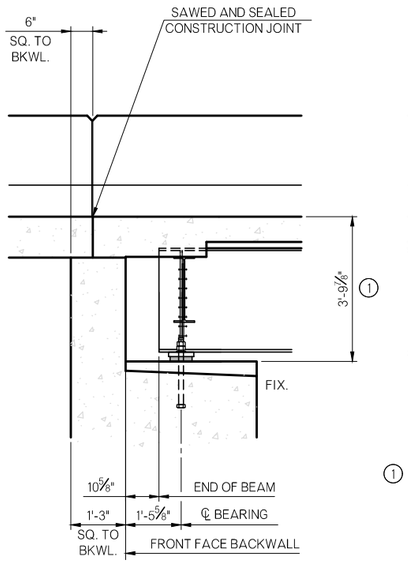
SUPERSTRUCTURE DETAILS
SHEET 1 OF 11
TYPICAL CROSS SECTION

Design	RMF	
Detail	DRB	
Check	RMF	DLW

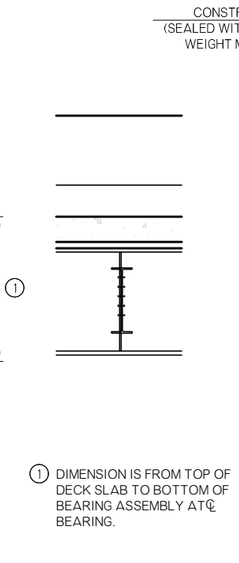
CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B013

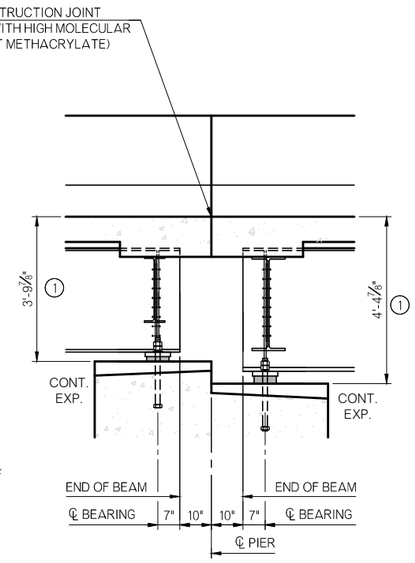
FINAL REVIEW PLANS
MAY 2024



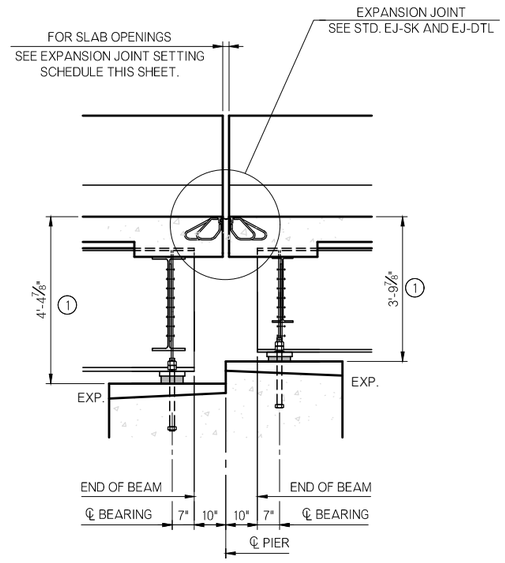
ABUTMENTS



INTERMEDIATE DIAPHRAGM



PIER NO. 1

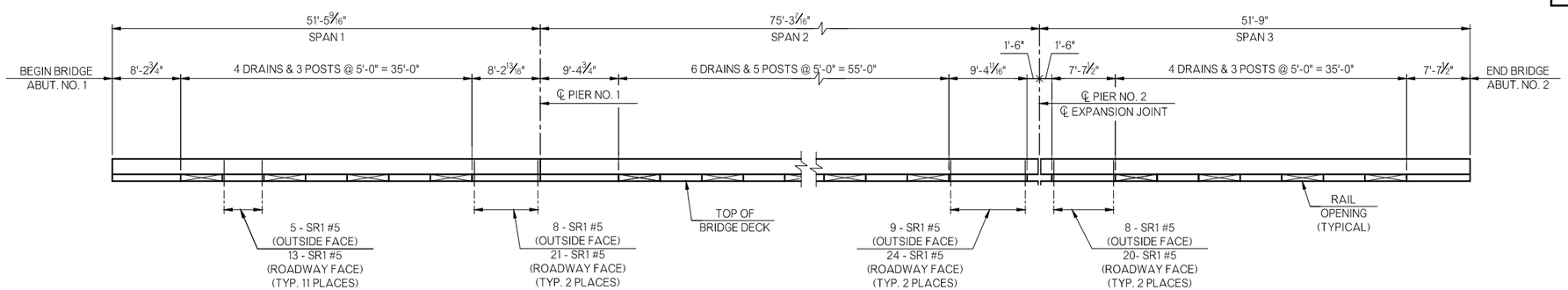


PIER NO. 2

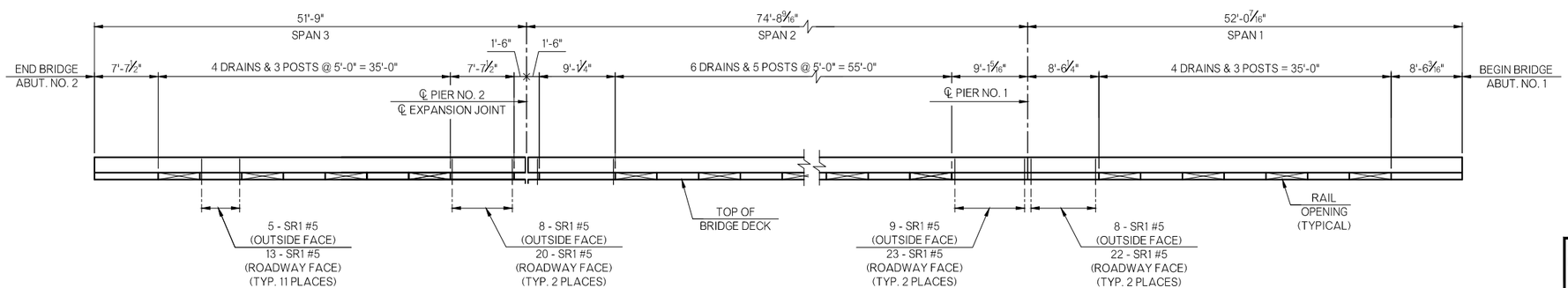
LONGITUDINAL SECTION
DIMENSIONS ALONG ℄ OF BEAM

EXPANSION JOINT SETTING SCHEDULE	
EXP. JOINT OPENING	TEMPERATURE (°F)
	PIER NO. 2
2⅝"	7
2½"	17
2⅜"	28
2¼"	39
2⅛"	49
2"	60
1⅞"	71
1¾"	81
1⅝"	92
1½"	103
1⅜"	113

INSTALL ALL DIAPHRAGMS AND TIGHTEN ALL BOLTS BEFORE PLACING CONCRETE FOR THE DECK SLAB OR APPLYING OTHER MASSIVE LOADS TO THE BEAMS.



NORTH TRAFFIC RAIL ELEVATION
(ROADWAY FACE)



SOUTH TRAFFIC RAIL ELEVATION
(ROADWAY FACE)

NOTES:
LONGITUDINAL DIMENSION ARE ALONG INSIDE FACE OF RAIL.

FOR ADDITIONAL DETAIL, SEE STD. TR4-2.

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S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

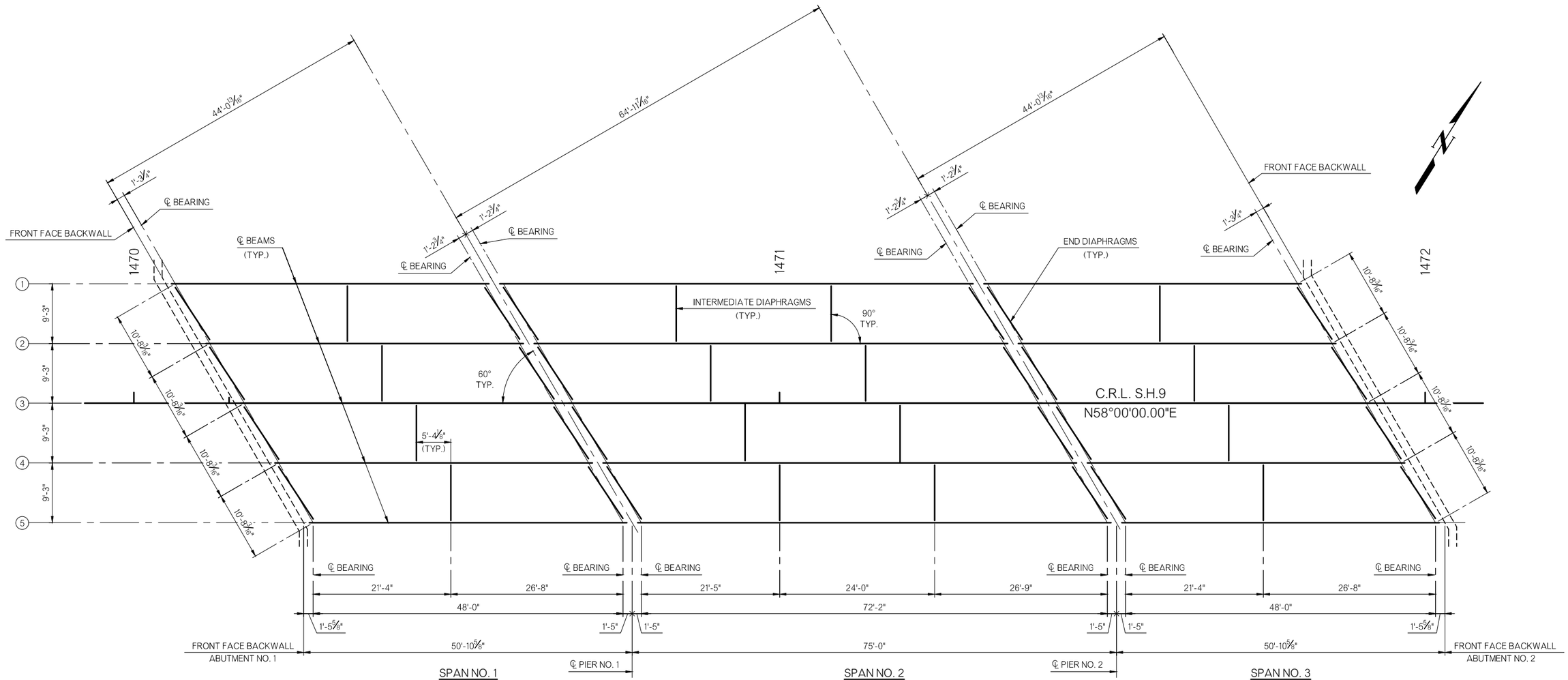
Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

SUPERSTRUCTURE DETAILS
SHEET 2 OF 11
LONGITUDINAL SECTION AND TRAFFIC RAIL ELEVATIONS

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B014

FINAL REVIEW PLANS
MAY 2024



BEAM FRAMING PLAN

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S.H.9 OVER FLAT ROCK CREEK — McINTOSH COUNTY
BRIDGE "A"

SUPERSTRUCTURE DETAILS
SHEET 3 OF 11
FRAMING PLAN

Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B015

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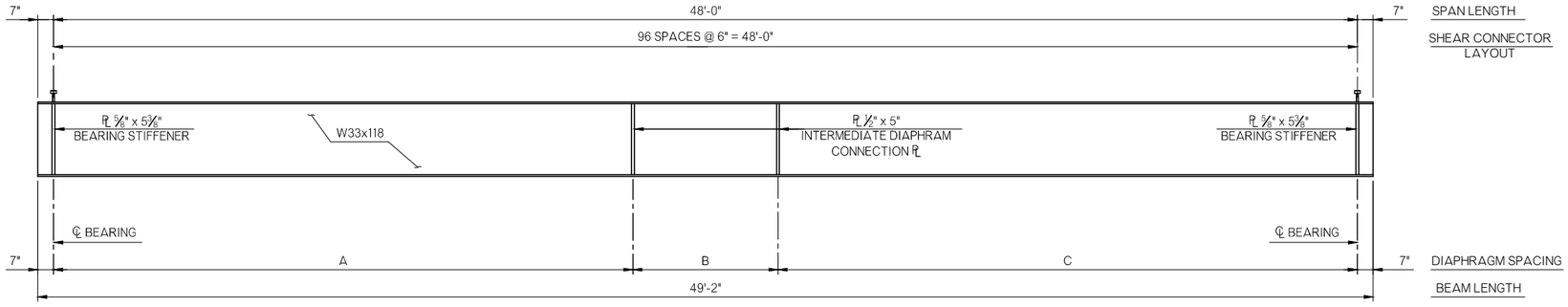
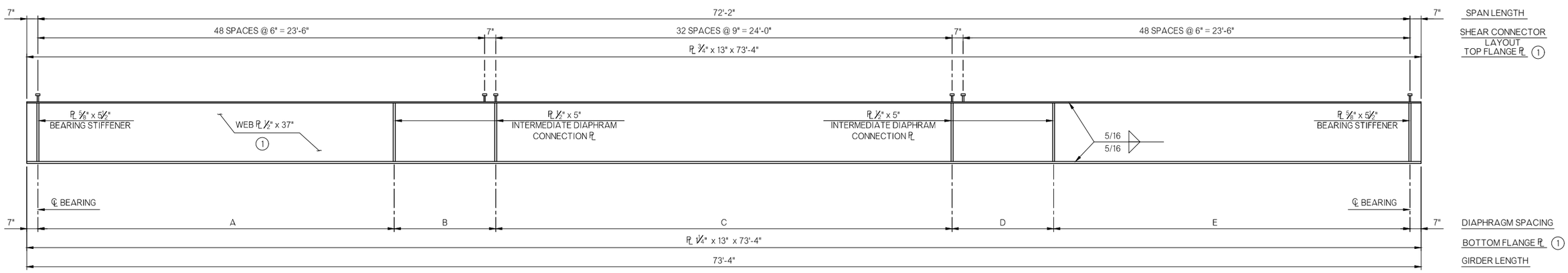
FINAL REVIEW PLANS
MAY 2024



ELEVATION
SPANS 1 AND 3

NOTES:
(1) PROVIDE STRUCTURAL STEEL TESTED FOR NON-FRACTURE CRITICAL V-NOTCH REQUIREMENTS FOR ZONE 2. SEE SHEET AB01.

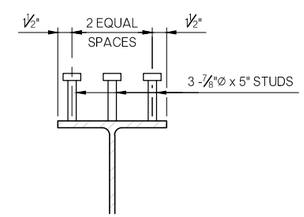
FOR DIAPHRAGM STIFFENER CONNECTION PLATES, SEE SHEETS B017 & B018.



ELEVATION
SPAN 2

BEAM DIMENSION TABLE

LOCATION	SPAN NO. 1 & NO. 3			SPAN NO. 2				
	A	B	C	A	B	C	D	E
BEAM 1	26'-8"	-	21'-4"	26'-9"	-	24'-0"	-	21'-5"
BEAM 2	21'-3 15/16"	5'-4⅛"	21'-4"	21'-4 15/16"	5'-4⅛"	18'-7⅞"	5'-4⅛"	21'-5"
BEAM 3	21'-3 15/16"	5'-4⅛"	21'-3 15/16"	21'-4 15/16"	5'-4⅛"	18'-7⅞"	5'-4⅛"	21'-4 15/16"
BEAM 4	21'-4"	5'-4⅛"	21'-3 15/16"	21'-5"	5'-4⅛"	18'-7⅞"	5'-4⅛"	21'-4 15/16"
BEAM 5	21'-4"	-	26'-8"	21'-5"	-	24'-0"	-	26'-9"



SHEAR CONNECTOR DETAIL
SPAN NO. 1 & NO. 3 SHOWN, SPAN 2 SIMILAR

NOTES:
THE STEEL DEFLECTIONS SHOWN AT THE TENTH POINTS ARE DUE TO THE STEEL WEIGHT OF THE BEAM AND DIAPHRAGMS.

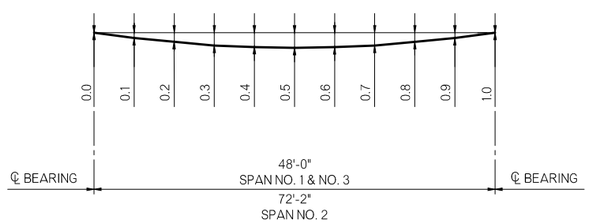
THE CONCRETE DEFLECTIONS SHOWN AT THE TENTH POINTS ARE DEFLECTIONS DUE TO DECK SLAB + HAUNCH + S.I.P. DECK FORMS + TRAFFIC RAIL. IT DOES NOT INCLUDE THE BEAM/GIRDER WEIGHT, DIAPHRAGMS, OR FUTURE WEARING SURFACE.

DEAD LOAD DEFLECTION SCHEDULE - SPAN NO. 1 & NO. 3

LOCATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
STEEL	0.00"	0.04"	0.07"	0.09"	0.11"	0.11"	0.11"	0.09"	0.07"	0.04"	0.00"
CONCRETE	0.00"	0.21"	0.40"	0.54"	0.64"	0.67"	0.64"	0.54"	0.40"	0.21"	0.00"

DEAD LOAD DEFLECTION SCHEDULE - SPAN NO. 2

LOCATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
STEEL	0.00"	0.12"	0.23"	0.31"	0.36"	0.38"	0.36"	0.31"	0.23"	0.12"	0.00"
CONCRETE	0.00"	0.58"	1.11"	1.52"	1.77"	1.86"	1.77"	1.52"	1.11"	0.58"	0.00"



DEAD LOAD DEFLECTION DIAGRAM

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S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

SUPERSTRUCTURE DETAILS
SHEET 4 OF 11
BEAM DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B016

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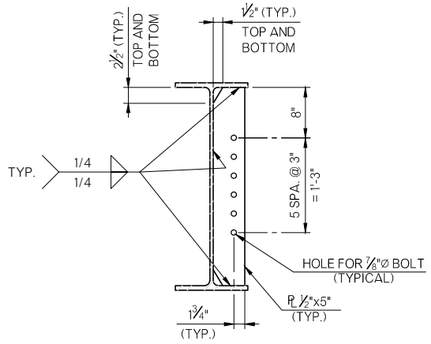
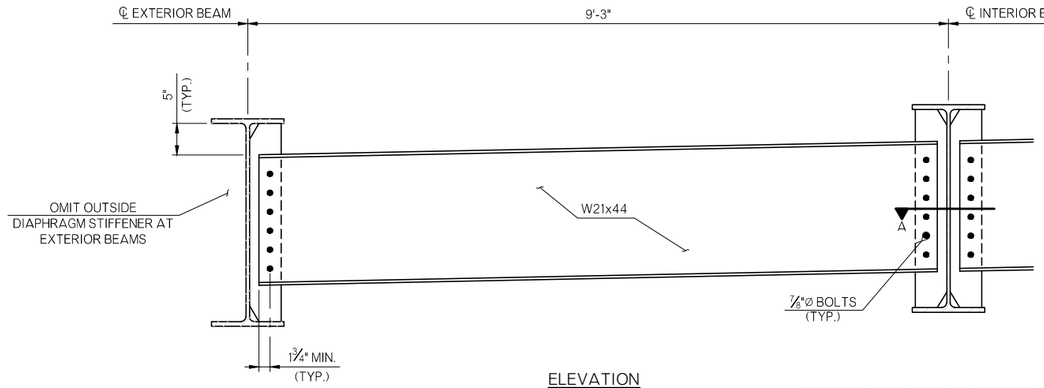
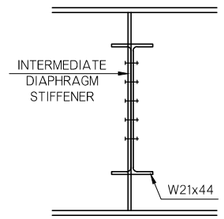
FINAL REVIEW PLANS
MAY 2024



INTERMEDIATE STIFFENER DETAILS
SPAN NO. 1 & NO. 3

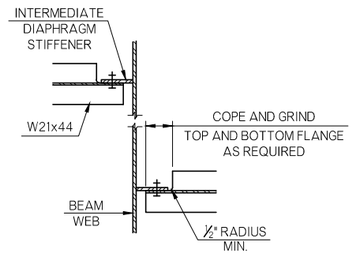


ELEVATION

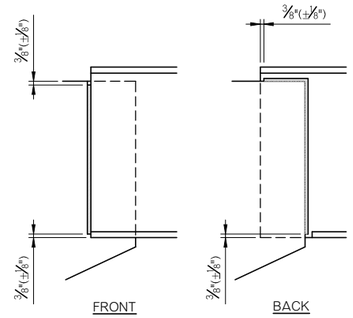


SECTION

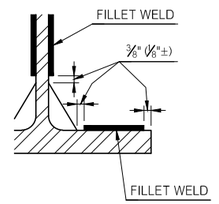
INTERMEDIATE DIAPHRAGM
SPAN NO. 1 & NO. 3



SECTION A

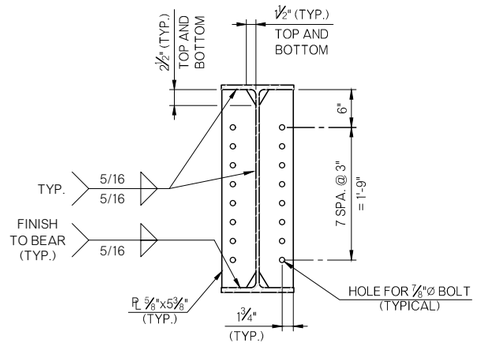


END DIAPHRAGM



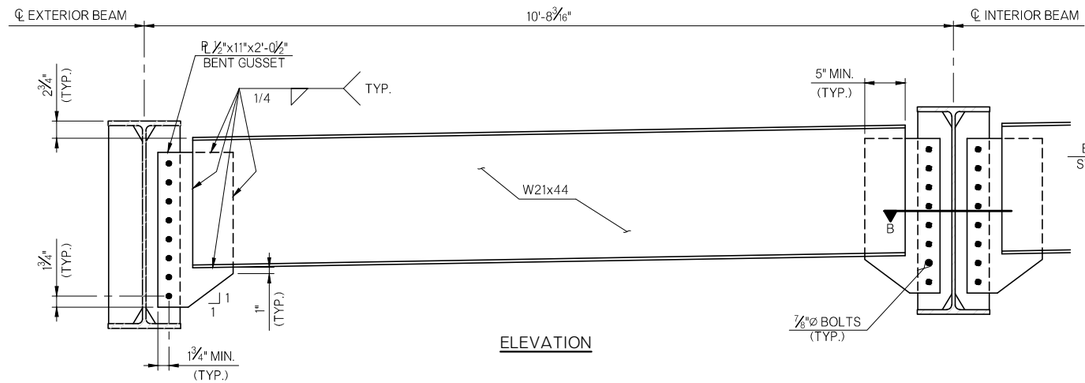
BEARING STIFFENER AND INTERMEDIATE DIAPHRAGM STIFFENER

WELD TERMINATIONS

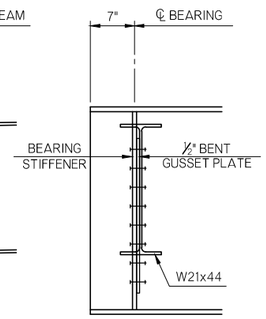


BEARING STIFFENER DETAILS
SPAN NO. 1 & NO. 3

NOTE:
OMIT HOLES AT OUTSIDE FACE OF EXTERIOR BEAMS

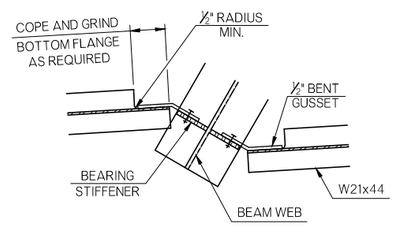


ELEVATION



SECTION

END DIAPHRAGM
SPAN NO. 1 & NO. 3



SECTION B

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

S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

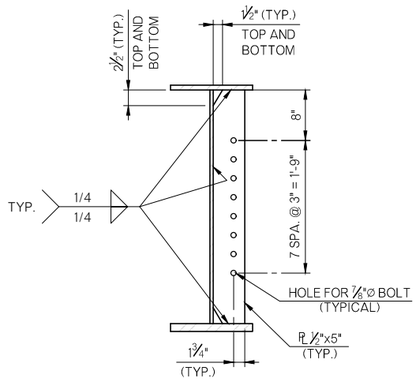
SUPERSTRUCTURE DETAILS
SHEET 5 OF 11
SPAN NO. 1 & NO. 3 DIAPHRAGM DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	DLW

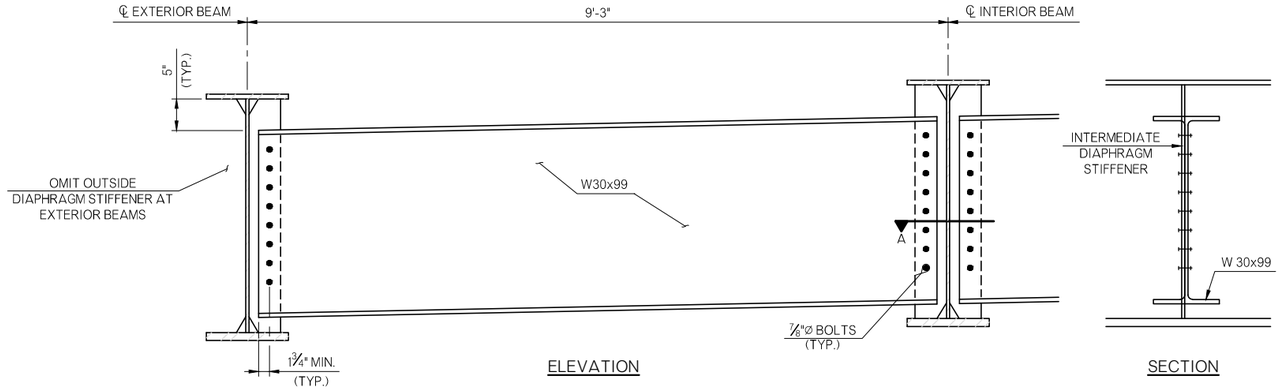
CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B017

FINAL REVIEW PLANS
MAY 2024



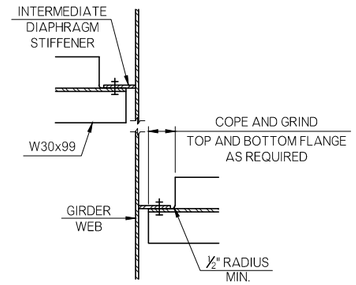
INTERMEDIATE STIFFENER DETAILS
SPAN NO. 2



ELEVATION

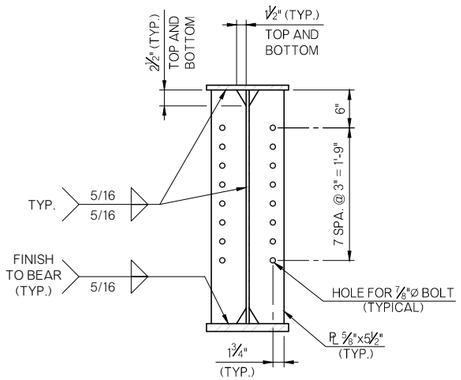
SECTION

INTERMEDIATE DIAPHRAGM
SPAN NO. 2



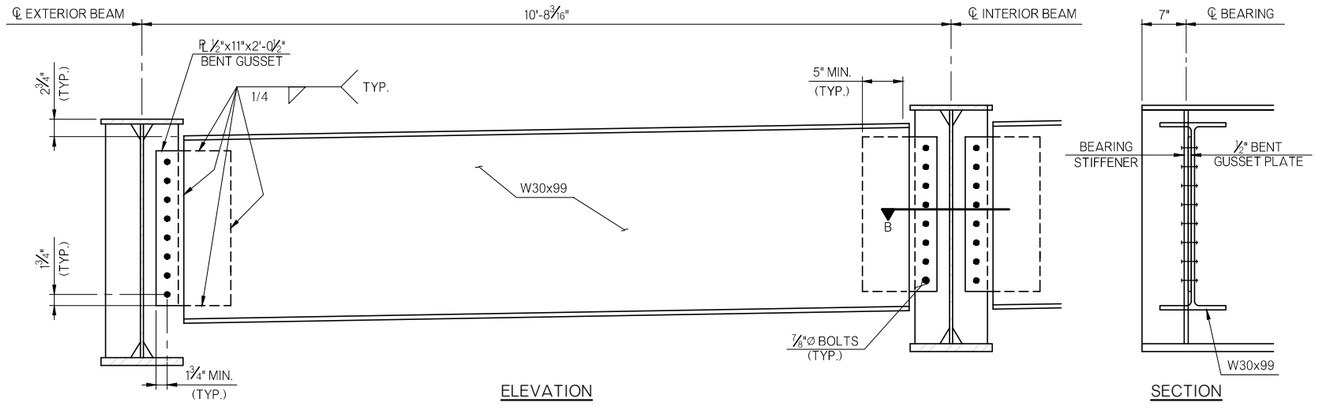
SECTION A

NOTE:
SEE SHEET B017, FOR WELD TERMINATION DETAILS.



BEARING STIFFENER DETAILS
SPAN NO. 2

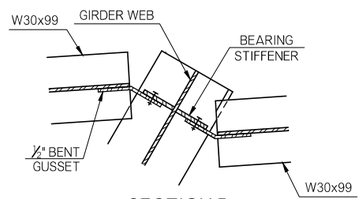
NOTE:
OMIT HOLES AT OUTSIDE FACE OF EXTERIOR BEAMS



ELEVATION

SECTION

END DIAPHRAGM
SPAN NO. 2



SECTION B

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

S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

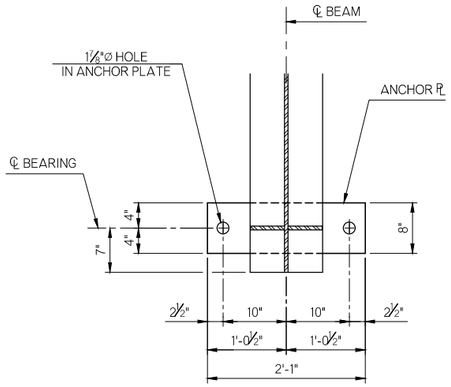
SUPERSTRUCTURE DETAILS
SHEET 6 OF 11
SPAN NO. 2 DIAPHRAGM DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	DLW

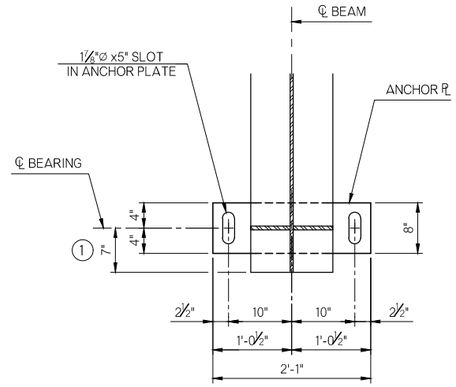
CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B018

FINAL REVIEW PLANS
MAY 2024

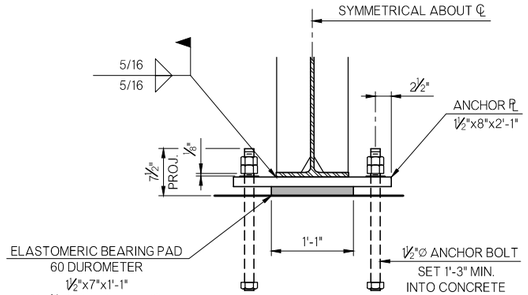


FIXED BEARING PLAN
SPAN NO. 1 & NO. 3

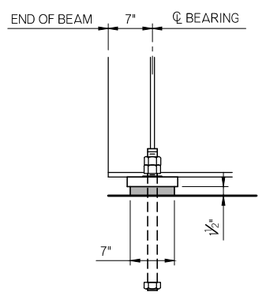


EXPANSION BEARING PLAN
SPAN NO. 2

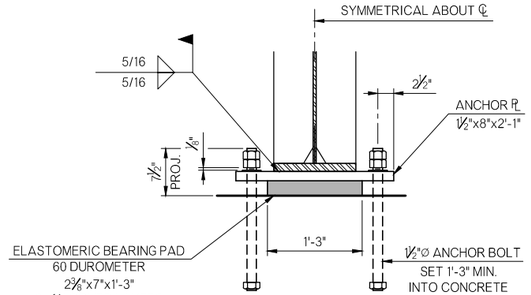
(1) CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF BEAMS. DIMENSIONS MAY VARY DEPENDING ON TEMPERATURE AT THE TIME OF BEAM SETTING.



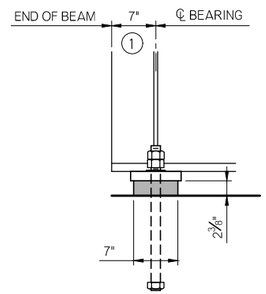
END VIEW



SIDE VIEW

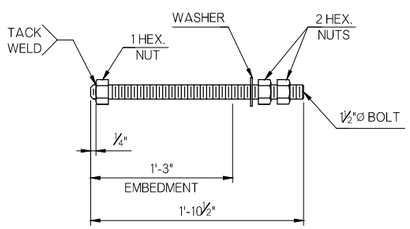


END VIEW



SIDE VIEW

BEARING DETAILS



ANCHOR BOLT DETAIL

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S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

SUPERSTRUCTURE DETAILS
SHEET 7 OF 11
BEARING DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B019

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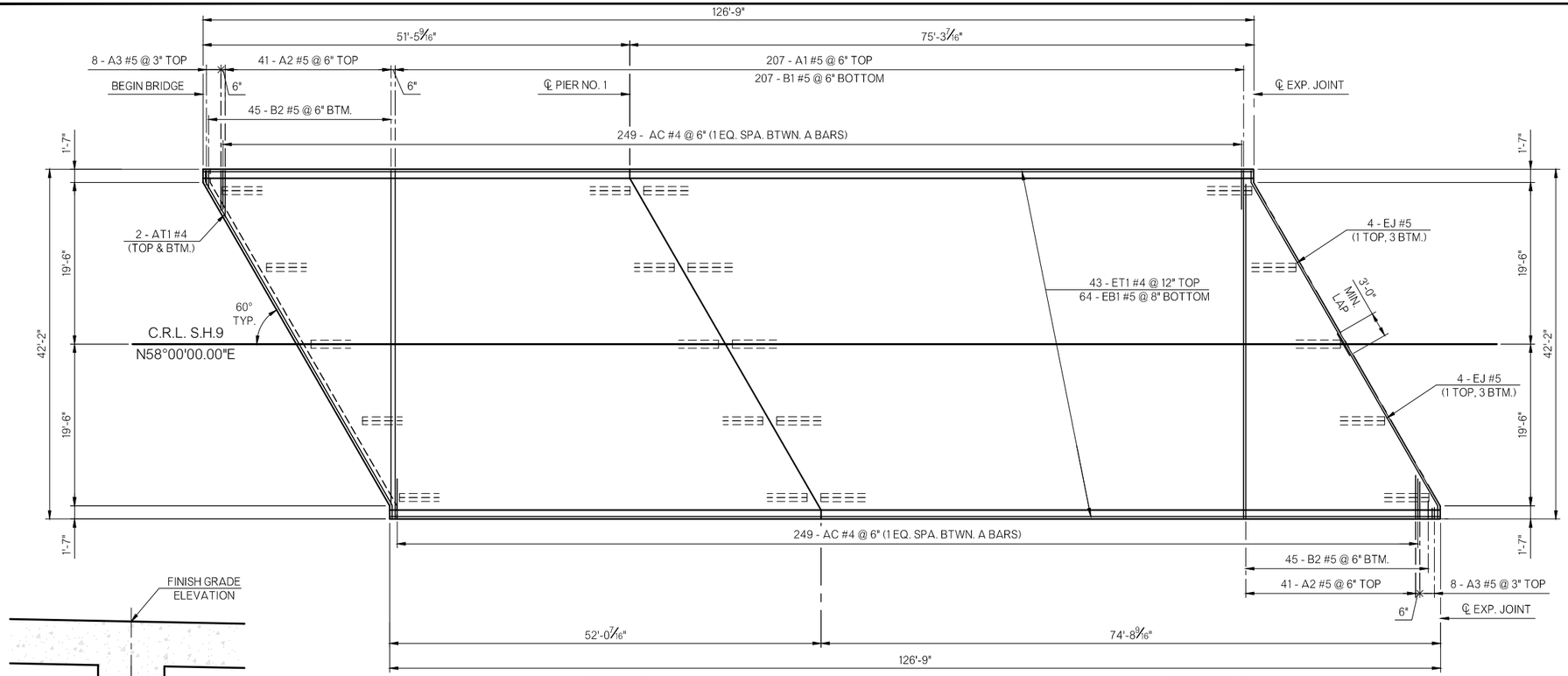
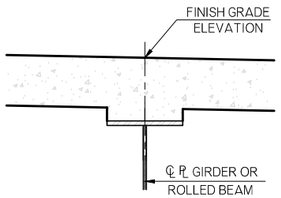
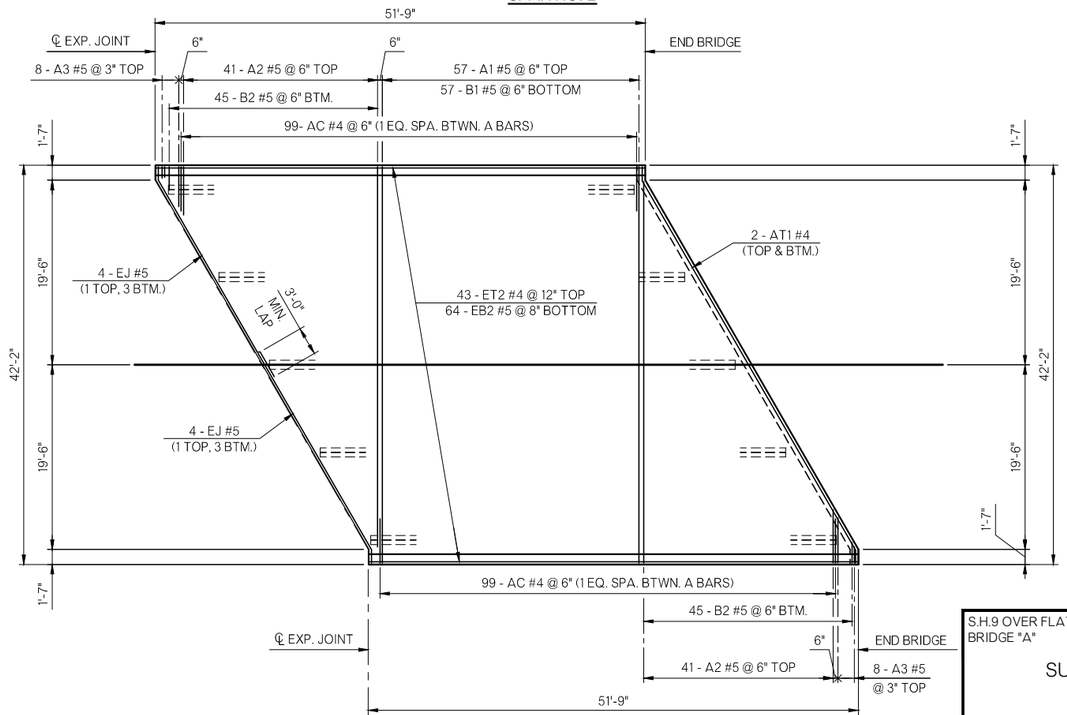
FINAL REVIEW PLANS
MAY 2024





FINISH GRADE
ELEVATION DIAGRAM

FINISH GRADE ELEVATION SCHEDULE											
LOCATION	℄ BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG.
SPAN NO. 1											
BEAM 1	623.60	623.57	623.55	623.53	623.50	623.48	623.45	623.43	623.41	623.38	623.36
BEAM 2	623.76	623.73	623.71	623.68	623.66	623.64	623.61	623.59	623.56	623.54	623.52
BEAM 3	623.91	623.89	623.87	623.84	623.82	623.79	623.77	623.75	623.72	623.70	623.67
BEAM 4	623.70	623.68	623.65	623.63	623.61	623.58	623.56	623.53	623.51	623.49	623.46
BEAM 5	623.49	623.47	623.44	623.42	623.40	623.37	623.35	623.32	623.30	623.28	623.25
SPAN NO. 2											
GIRDER 1	623.34	623.31	623.27	623.24	623.20	623.16	623.13	623.09	623.06	623.02	622.98
GIRDER 2	623.50	623.47	623.43	623.39	623.36	623.32	623.29	623.25	623.21	623.18	623.14
GIRDER 3	623.66	623.62	623.59	623.55	623.52	623.48	623.44	623.41	623.37	623.34	623.30
GIRDER 4	623.45	623.41	623.38	623.34	623.30	623.27	623.23	623.20	623.16	623.12	623.09
GIRDER 5	623.24	623.20	623.16	623.13	623.09	623.06	623.02	622.98	622.95	622.91	622.88
SPAN NO. 3											
BEAM 1	622.97	622.94	622.92	622.93	622.94	622.95	622.95	622.96	622.97	622.98	622.98
BEAM 2	623.13	623.11	623.10	623.09	623.08	623.07	623.07	623.06	623.05	623.04	623.03
BEAM 3	623.29	623.26	623.24	623.21	623.19	623.17	623.14	623.12	623.09	623.07	623.05
BEAM 4	623.07	623.05	623.03	623.00	622.98	622.95	622.93	622.91	622.88	622.86	622.83
BEAM 5	622.86	622.84	622.81	622.79	622.77	622.74	622.72	622.69	622.67	622.65	622.62



SLAB REINFORCING PLAN

NOTES:
ALL LONGITUDINAL DIMENSIONS ARE ALONG INSIDE FACE OF RAIL.

FOR TRAFFIC RAIL REINFORCING, SEE SHEET B014.

FOR FOR DIMENSION OF DECK BREAK AT THE ℄ OF JOINTS AND ADDITIONAL REINFORCING DETAILS AT END DIAPHRAGMS, SEE SHEET B021.

FOR BAR LIST AND BAR BENDS, SEE SHEET B022.

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S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

SUPERSTRUCTURE DETAILS
SHEET 8 OF 11
SLAB REINFORCING PLAN

Design	RMF	
Detail	DRB	
Check	DLW	DLW

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B020

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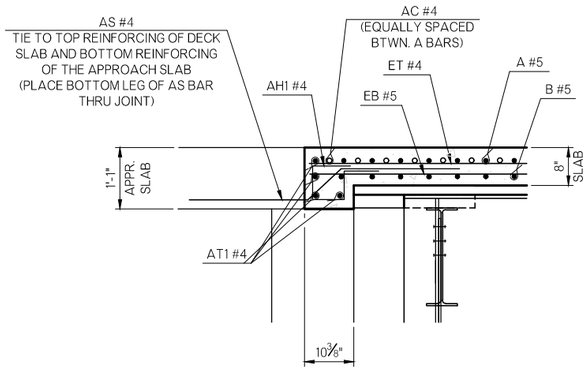
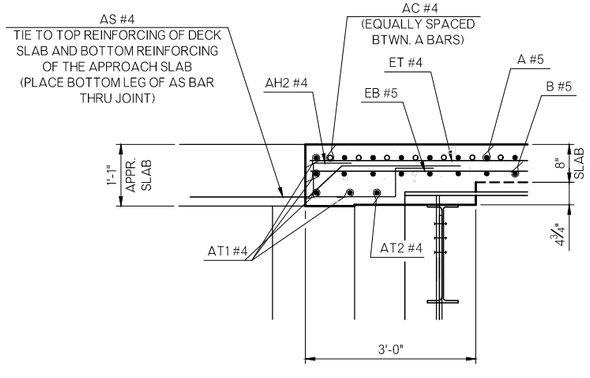
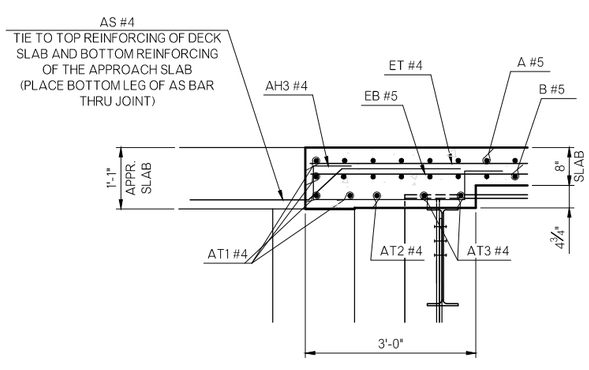
FINAL REVIEW PLANS
MAY 2024



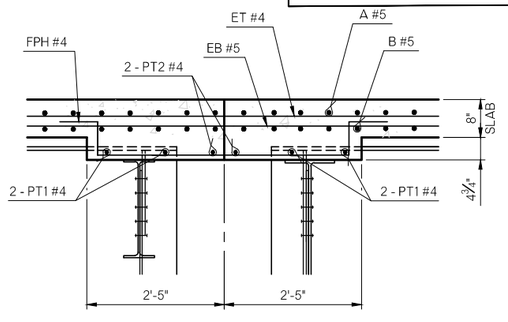
SECTION A



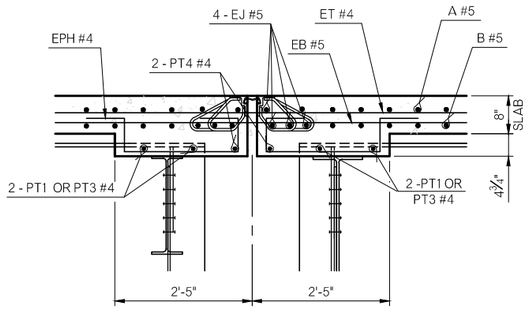
SECTION B



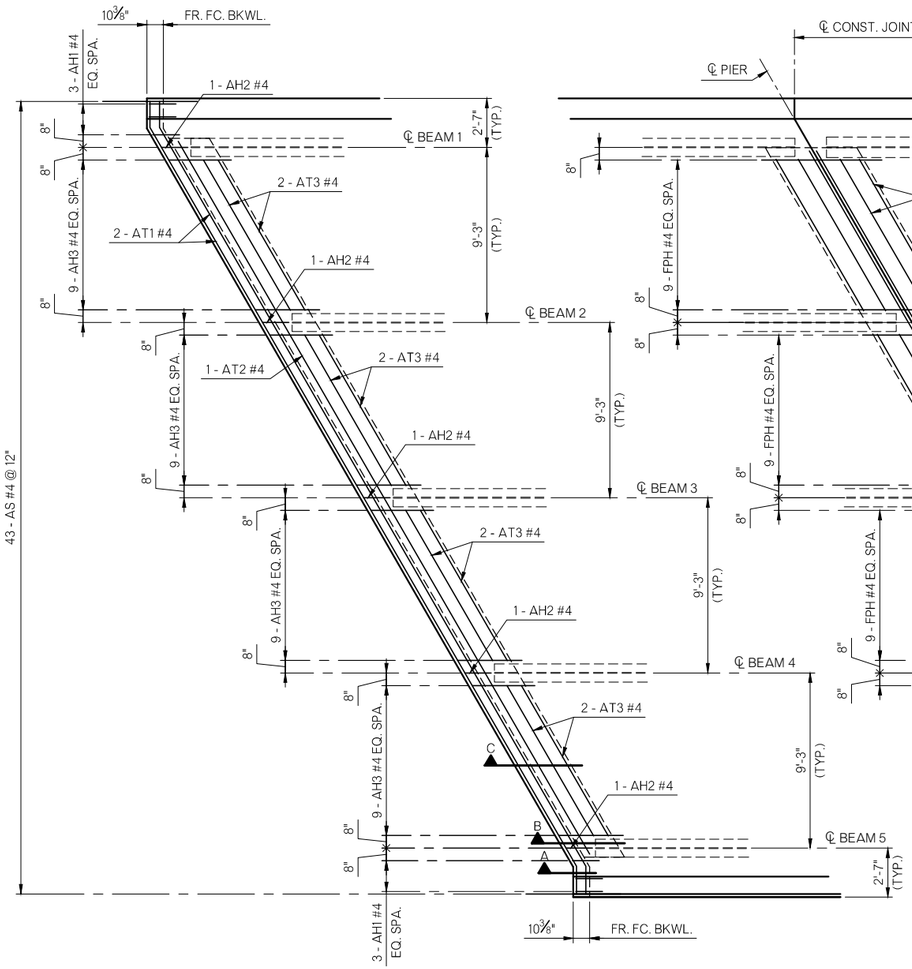
SECTION C



SECTION D

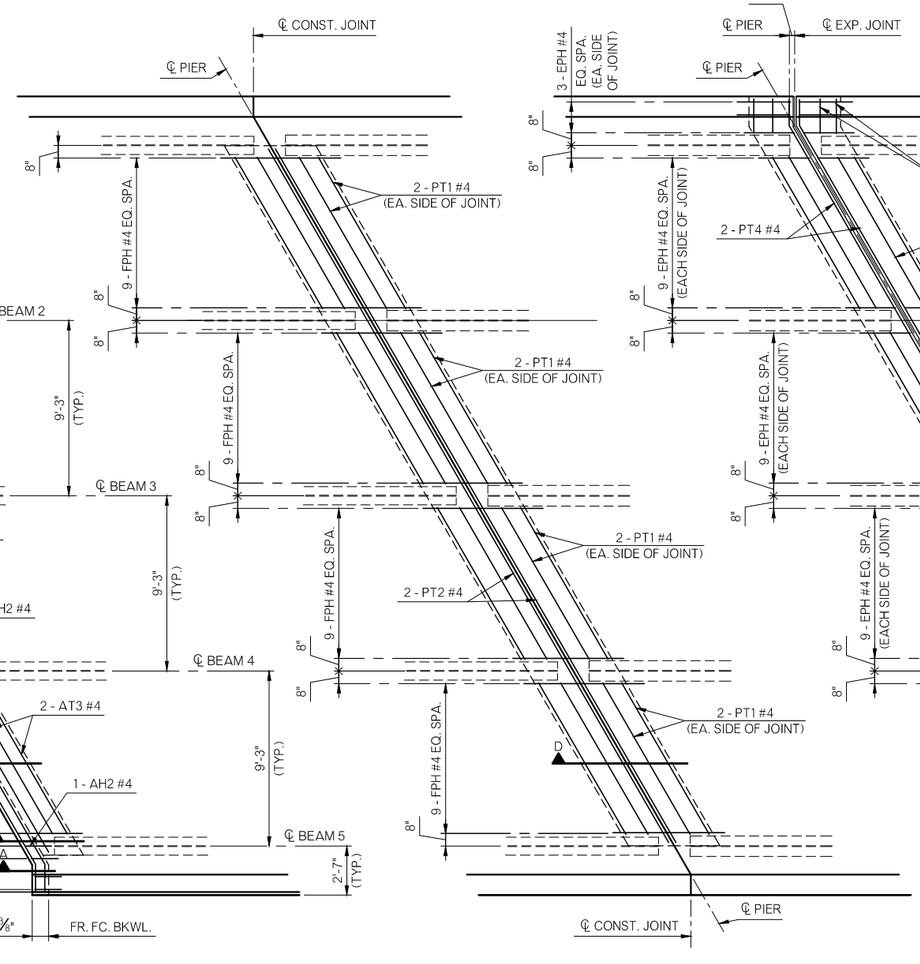


SECTION E

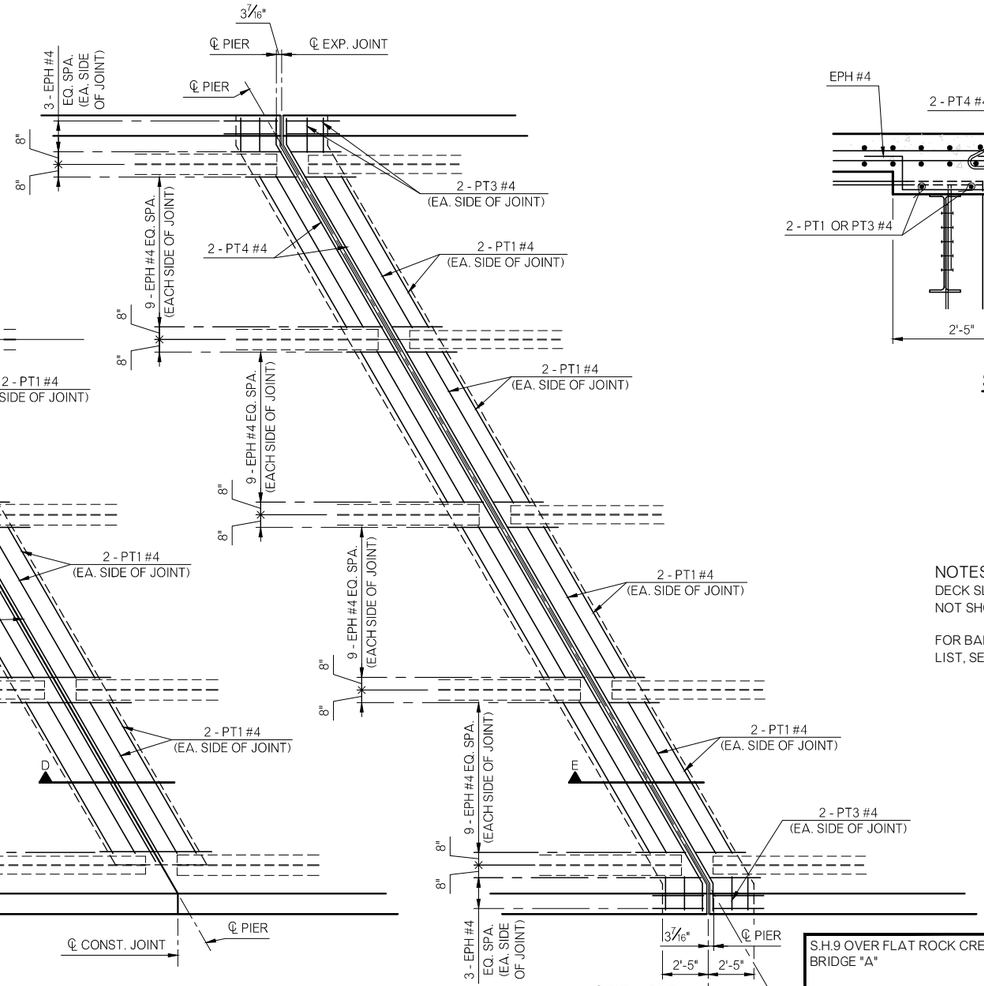


ABUTMENTS

ABUTMENT NO. 1 SHOWN
ABUTMENT NO. 2 OPPOSITE HAND



PIER NO. 1



PIER NO. 2

ADDITIONAL SLAB REINFORCING AT END DIAPHRAGMS

NOTES:
DECK SLAB REINFORCING NOT SHOWN FOR CLARITY.

FOR BAR BENDS AND BAR LIST, SEE SHEET B022.

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

S.H.9 OVER FLAT ROCK CREEK
BRIDGE "A"
McINTOSH COUNTY

SUPERSTRUCTURE DETAILS
SHEET 9 OF 11
SLAB REINFORCING DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B021

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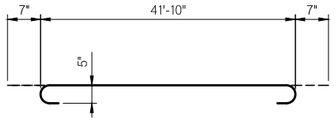
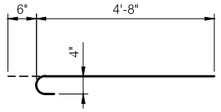
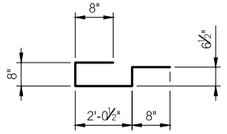
FINAL REVIEW PLANS
MAY 2024



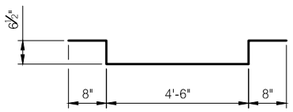
A1 #5 x 43'-0"



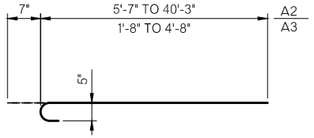
AC #4 x 5'-2"



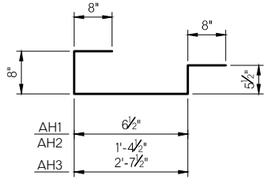
EPH #4 x 4'-7"



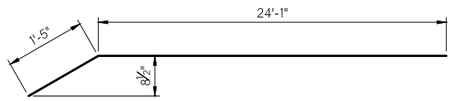
FPH #4 x 6'-11"



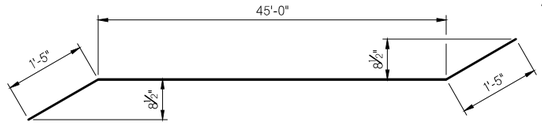
A2 #5 x 23'-6" AVG.
A3 #5 x 3'-9" AVG.



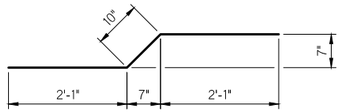
AH1 #4 x 3'-0"
AH2 #4 x 3'-10"
AH3 #4 x 5'-1"



EJ #5 x 25'-6"



AT1 #4 x 47'-10"
PT4 #4 x 47'-10"



AS #4 x 5'-0"

SUPERSTRUCTURE BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
	EPOXY COATED REINFORCING BARS					
	A1	#5	264	BNT.	43'-0"	
(1)	A2	#5	164	BNT.	23'-6" AVG.	6'-2" TO 40'-10"
(2)	A3	#5	32	BNT.	3'-9" AVG.	2'-3" TO 5'-3"
	AC	#4	696	BNT.	5'-2"	
	AH1	#4	12	BNT.	3'-0"	
	AH2	#4	10	BNT.	3'-10"	
	AH3	#4	72	BNT.	5'-1"	
	AS	#4	86	BNT.	5'-0"	
	AT1	#4	8	BNT.	47'-10"	
	AT2	#4	2	STR.	43'-5"	
	AT3	#4	16	STR.	9'-2"	
	B1	#5	264	STR.	41'-10"	
(3)	B2	#5	180	STR.	21'-2" AVG.	2'-1" TO 40'-3"
(4) (6)	EB1	#5	64	STR.	132'-6"	
	EB2	#5	64	STR.	51'-6"	
	EJ	#5	8	BNT.	25'-6"	
(5) (6)	ET1	#4	43	STR.	131'-6"	
	ET2	#4	43	STR.	51'-6"	
	EPH	#4	84	BNT.	4'-7"	
	FPH	#4	36	BNT.	6'-11"	
	PT1	#4	32	STR.	9'-2"	
	PT2	#4	2	STR.	42'-3"	
	PT3	#4	8	STR.	1'-8"	
	PT4	#4	2	BNT.	47'-10"	
(7)	SR1	#5	756	BNT.	4'-1"	

(1) 4 SETS OF 41 BARS
(2) 4 SETS OF 8 BARS
(3) 4 SETS OF 45 BARS
(4) INCLUDES 2 - 3'-0" MINIMUM LAP LENGTH
(5) INCLUDES 2 - 2'-6" MINIMUM LAP LENGTH
(6) DO NOT LAP WITHIN 10' OF CENTERLINE OF PIER
(7) SEE STD. TR4-2 FOR BAR BEND

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S.H.9 OVER FLAT ROCK CREEK McINTOSH COUNTY
BRIDGE "A"

SUPERSTRUCTURE DETAILS
SHEET 10 OF 11
BAR BENDS AND BAR LIST

Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) | SHEET NO. B022

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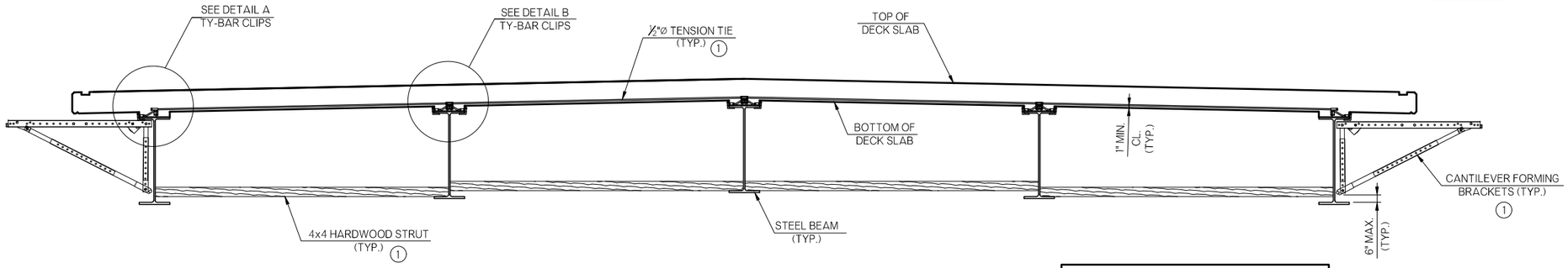
FINAL REVIEW PLANS
MAY 2024

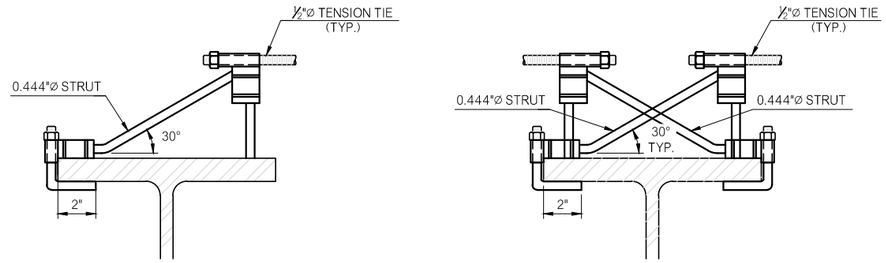


BEAM BRACING FOR DECK SLAB PLACEMENT

SPAN NO. 1 & NO. 3 SHOWN, SPAN 2 SIMILAR

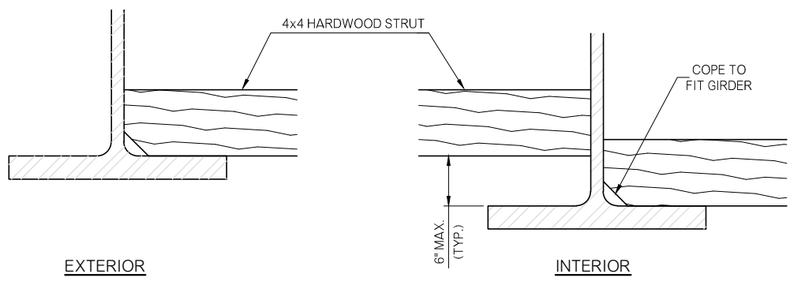
BRACING SYSTEM SHOWN FOR ILLUSTRATION PURPOSES ONLY. ALTERNATIVE SYSTEMS MAY BE CONSIDERED. SEE GENERAL NOTES FOR DESIGN REQUIREMENTS AND LIMITATIONS.

(1) SPACING OF FORMING BRACKETS, TENSION TIES, AND HARDWOOD STRUTS TO BE DETERMINED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA FOR THE LOADS ANTICIPATED DURING CONSTRUCTION. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION.



DETAIL A DETAIL B

TY-BAR CLIP DETAILS



EXTERIOR INTERIOR

HARDWOOD STRUT DETAIL

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

S.H.9 OVER FLAT ROCK CREEK McINTOSH COUNTY
BRIDGE "A"

SUPERSTRUCTURE DETAILS
SHEET 11 OF 11
BEAM BRACING DETAILS

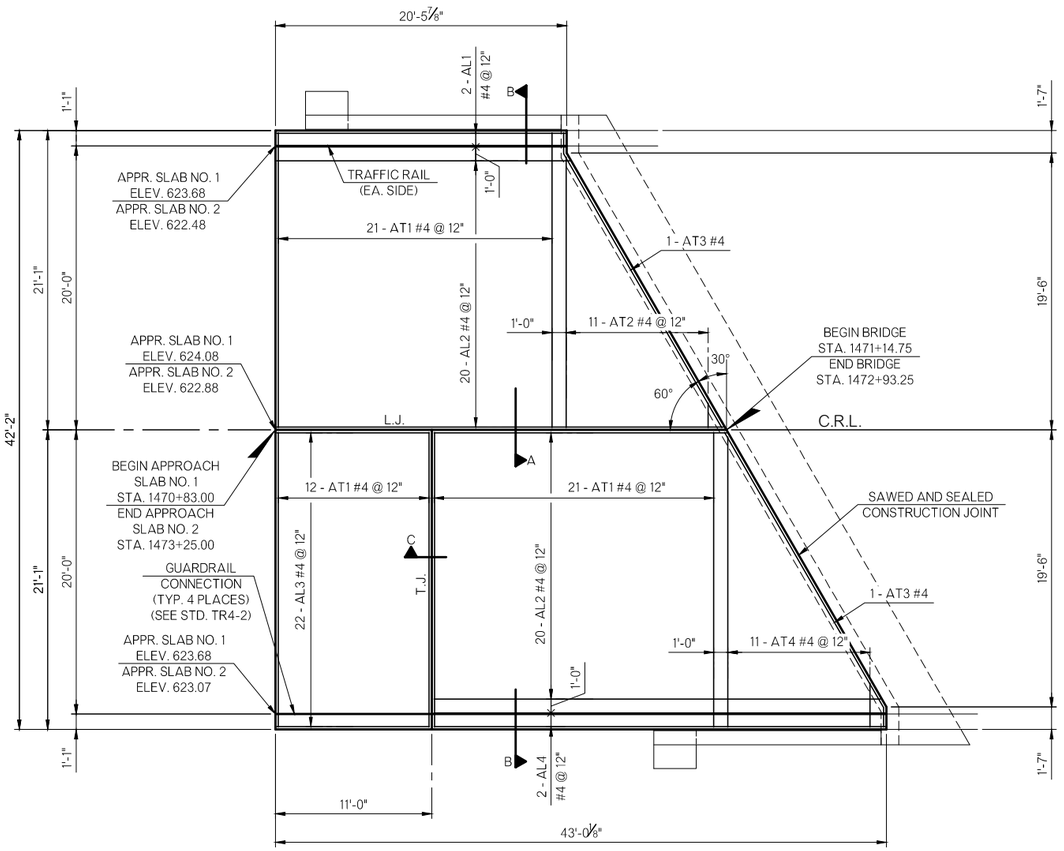
Design	RMF	
Detail	DRB	
Check	RMF	DLW

CEC

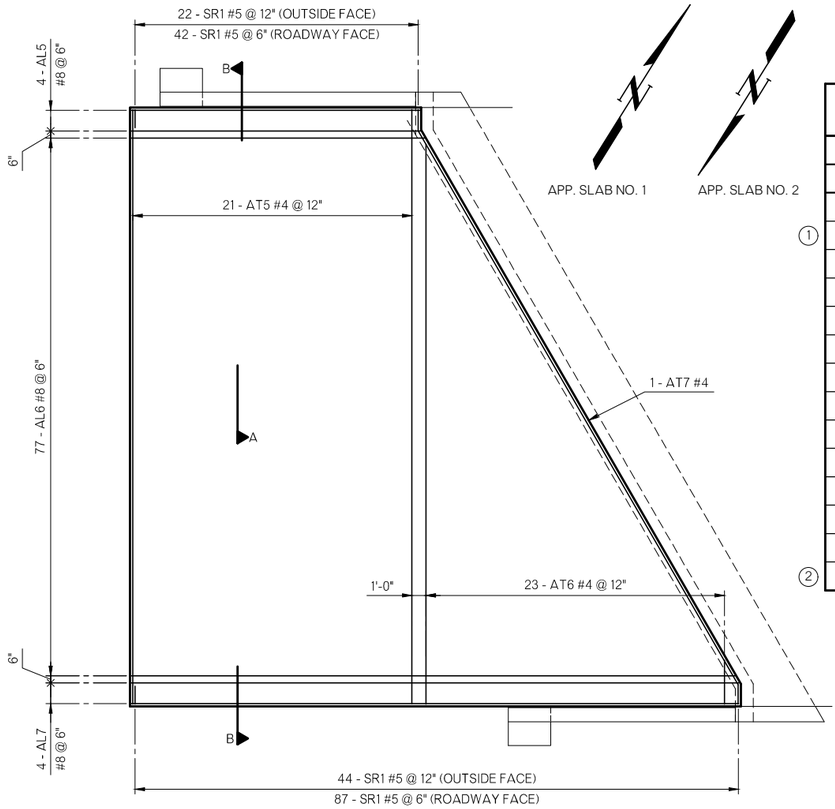
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) SHEET NO. B023

L:\Active\21014\Drawings\flat rock\B023 SS11 Beam bracing.dwg, 4/15/2024 2:06:19 PM, Deanne Brittian

FINAL REVIEW PLANS
MAY 2024



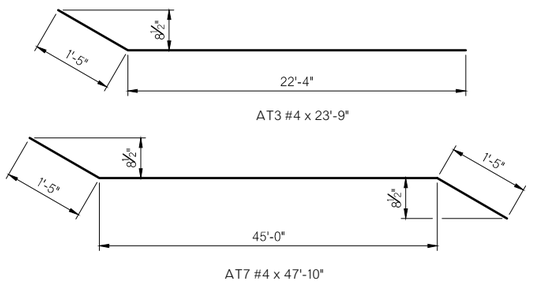
TOP REINFORCING MAT DETAIL



BOTTOM REINFORCING MAT DETAIL

APPROACH SLAB BAR LIST ONE SHOWN, TWO REQUIRED					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
EPOXY COATED REINFORCING BARS					
AL1	#4	2	STR.	20'-3"	
(1) AL2	#4	40	STR.	26'-0" AVG.	20'-7" TO 31'-5"
AL3	#4	22	STR.	10'-9"	
AL4	#4	2	STR.	31'-9"	
AL5	#8	4	STR.	20'-3"	
AL6	#8	77	STR.	31'-6" AVG.	20'-7" TO 42'-5"
AL7	#8	4	STR.	42'-10"	
AT1	#4	54	STR.	20'-9"	
AT2	#4	11	STR.	10'-4" AVG.	1'-8" TO 19'-0"
AT3	#4	2	BNT.	23'-9"	
AT4	#4	11	STR.	11'-8" AVG.	3'-0" TO 20'-4"
AT5	#4	21	STR.	41'-10"	
AT6	#4	23	STR.	21'-2" AVG.	3'-0" TO 39'-4"
(2) SR1	#5	195	BNT.	4'-1"	

(1) 2 SETS OF 20 BARS
(2) FOR BAR BEND, SEE STD. TR4-2



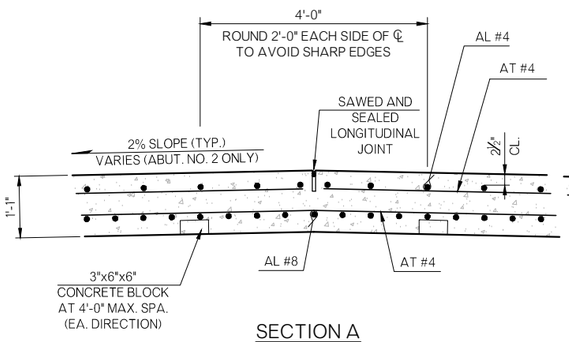
NOTES:
APPROACH SLAB NO. 1 SHOWN,
APPROACH SLAB NO. 2 ROTATE 180°

L.J. = SAWED AND SEALED LONGITUDINAL JOINT (SEE STD. LECS-5)
T.J. = SAWED AND SEALED TRANSVERSE JOINT (SEE STD. LECS-5)

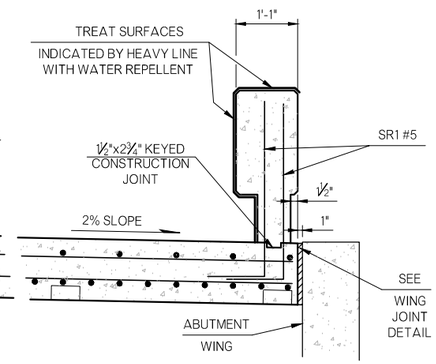
PLACE REINFORCING IN TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL JOINT. FOR ADDITIONAL DETAILS OF LONGITUDINAL JOINT, SEE STD. LECS-5.

FOR ADDITIONAL DETAIL OF CONCRETE TRAFFIC RAIL, SEE STD. TR4-2.

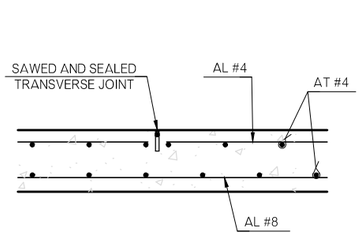
FOR ADDITIONAL DETAIL OF APPROACH SLAB AT ABUTMENT, SEE SHEET B014 AND B021.



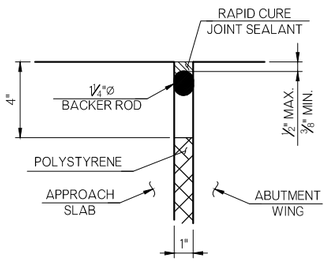
SECTION A



SECTION B



SECTION C



WING JOINT DETAIL

APPROACH SLAB QUANTITIES				
ITEM DESCRIPTION	UNIT	APP. SLAB NO. 1	APP. SLAB NO. 2	TOTAL
APPROACH SLAB	S.Y.	148.8	148.8	297.6
SAW-CUT GROOVING	S.Y.	141.2	141.2	282.4
CONCRETE RAIL (TR4)	L.F.	63.5	63.5	127.0
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	30	30	60

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S.H.9 OVER FLAT ROCK CREEK BRIDGE "A" — McINTOSH COUNTY

APPROACH SLAB DETAILS

Design	RMF
Detail	DRB
Check	AFW

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) — SHEET NO. B024

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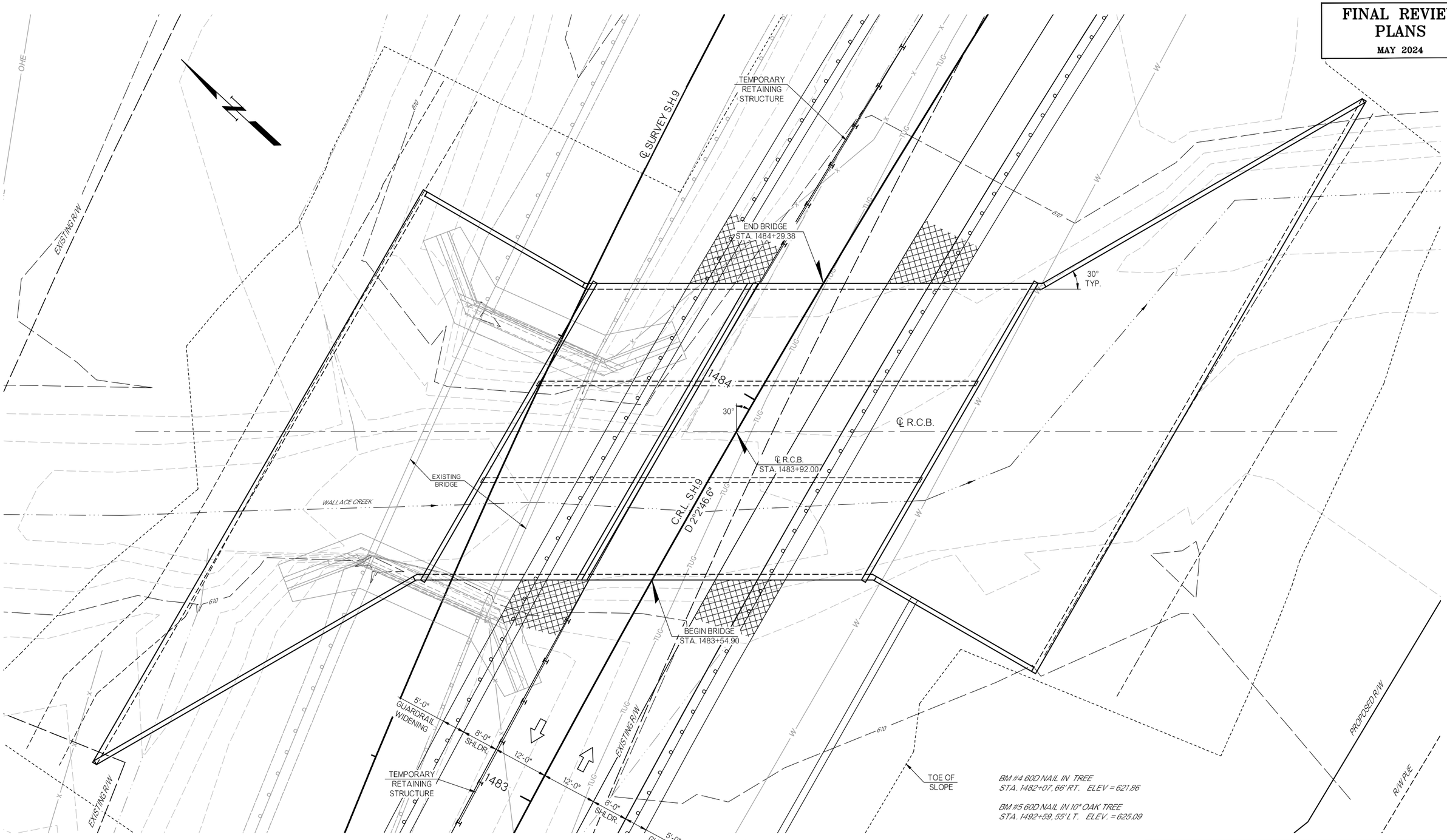
FINAL REVIEW PLANS
MAY 2024



PLAN
1"=10'

BM #4 60D NAIL IN TREE
STA. 1482+07, 66' RT. ELEV = 621.86

BM #5 60D NAIL IN 10" OAK TREE
STA. 1492+59, 55' LT. ELEV. = 625.09

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S.H.9 OVER WALLACE CREEK McINTOSH COUNTY
BRIDGE "B"

GENERAL PLAN AND ELEVATION (1 OF 2)

(3) 20' x 12' x 97' LONG R.C.B.
℄ STA. 1483+92.00, 30°SKEW

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 33793(04) SHEET NO. B025

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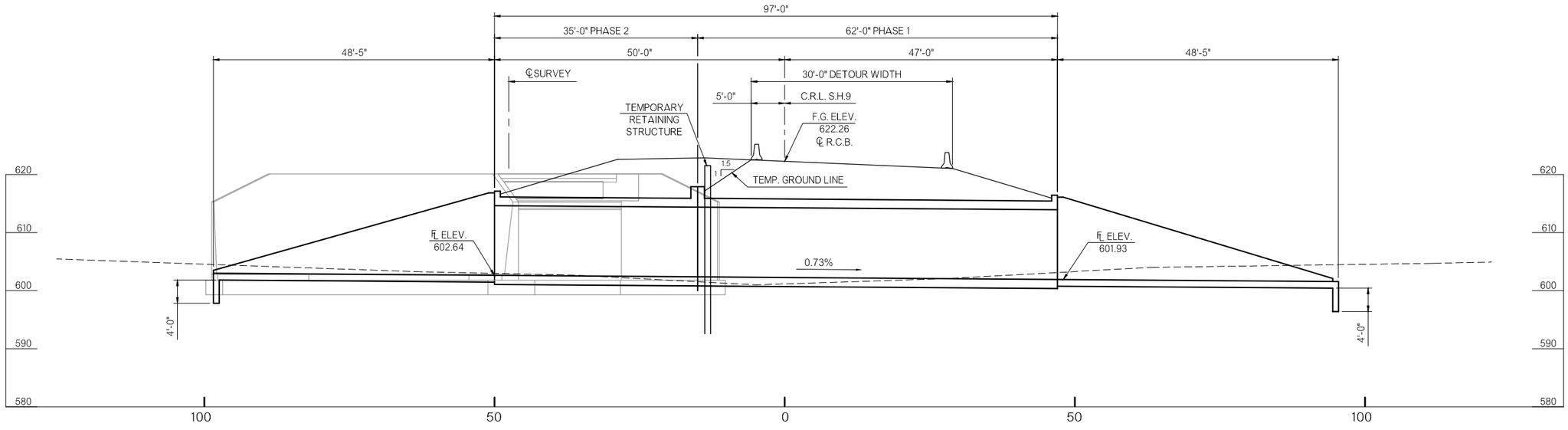
FINAL REVIEW PLANS
MAY 2024



ELEVATION
1"=10'

HYDRAULIC SUMMARY			
TOTAL DRAINAGE AREA = 5.76 SQ. MILES CONTROLLED DRAINAGE AREA = 0.00 SQ. MILES EFFECTIVE DRAINAGE AREA = 5.76 SQ. MILES			
FREQUENCY (YEARS)	DISCHARGE (CFS)	WATER SURFACE ELEVATION (FT)	VELOCITY (FPS)
2	939	609.60	2.09
5	1,780	611.22	3.20
10	2,500	612.41	4.17
25	3,580	614.28	5.97
50	4,740	616.34	7.90
100	5,580	617.42	9.30
500	8,900	621.89	14.67

SUMMARY OF QUANTITIES				
ITEM DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
UNCLASSIFIED EXCAVATION	C.Y.	2,640	1,350	3,990
STRUCTURAL EXCAVATION UNCLASSIFIED	C.Y.	510	220	730
TEMPORARY EARTH RETAINAGE	L.SUM			1
CLASS AA CONCRETE	C.Y.	840.0	587.1	1,427.1
REINFORCING STEEL	LB.	162,770	106,020	268,790

DESIGN DATA

LOAD AND RESISTANCE FACTOR DESIGN

CONCRETE CLASS AA f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60) fy = 60 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION WITH 2008 INTERIMS

HL-93 INVENTORY RATING FACTOR: 1.33
HL-93 OPERATING RATING FACTOR: 1.72

HORIZONTAL CURVE DATA

P.I. STA.1487+40.48
X = 2632090.4994
Y = 712691.5533
Δ = 051°09'42.16"
D = 002°02'46.60"
T = 1340.39
L = 2500.23
R = 2800.00
E = 0.054
V = 65 mph

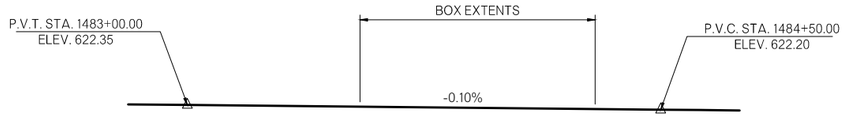
INDEX OF SHEETS

2009 STANDARDS

RCB-CW3-D4-30-01E
SBI-5-2

2019 STANDARDS

SBI-5-2



VERTICAL PROFILE DATA

PREPARED BY:

DATE

RYAN FRANCKA
OKLAHOMA LICENSE NO. 26497

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S.H.9 OVER WALLACE CREEK BRIDGE "B" — McINTOSH COUNTY

GENERAL PLAN AND ELEVATION (2 OF 2)
(3) 20' x 12' x 97' LONG R.C.B.
℄ STA. 1483+92.00, 30°SKEW

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B026

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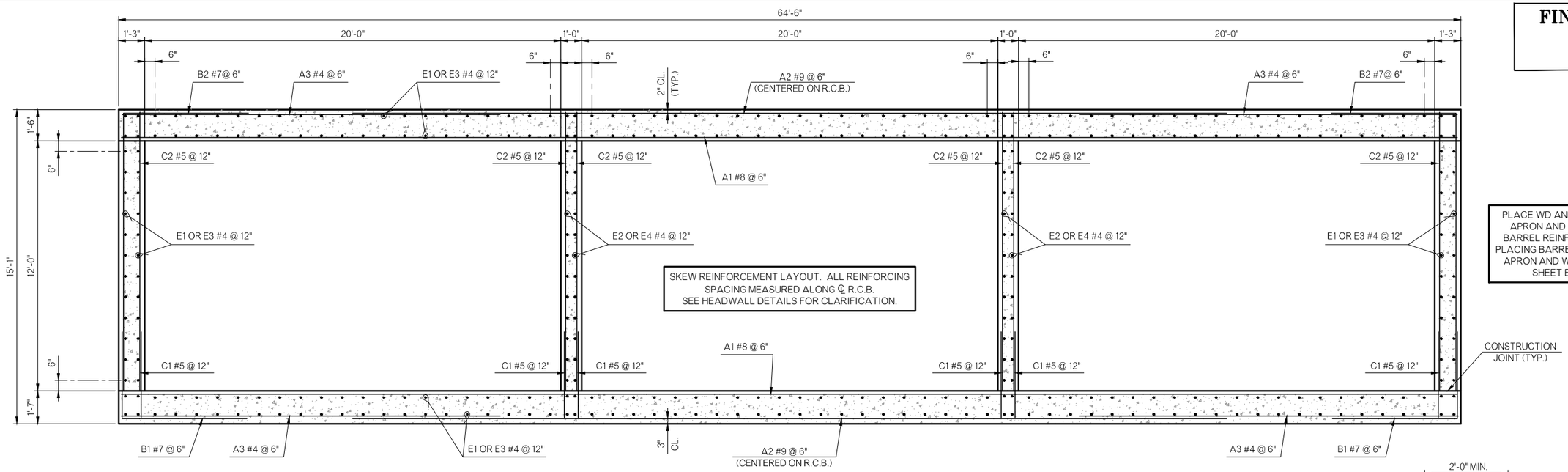
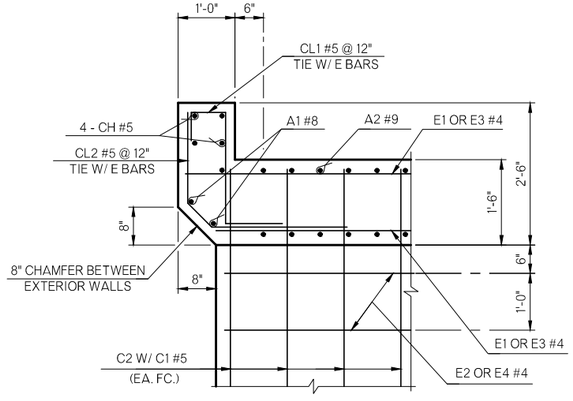
FINAL REVIEW PLANS
MAY 2024



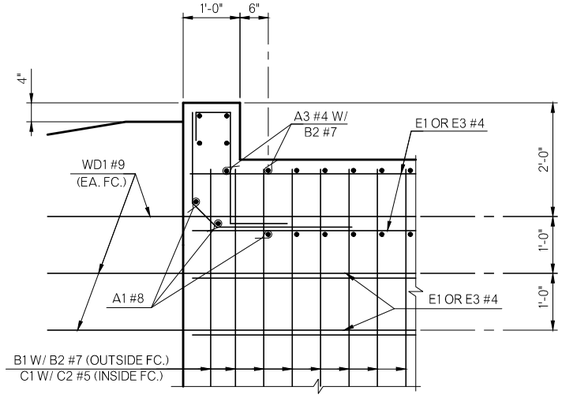
SKEW REINFORCEMENT LAYOUT. ALL REINFORCING SPACING MEASURED ALONG ℄ R.C.B. SEE HEADWALL DETAILS FOR CLARIFICATION.

PLACE WD AND AL BARS FROM APRON AND WINGS TIED TO BARREL REINFORCING BEFORE PLACING BARREL CONCRETE. SEE APRON AND WING DETAILS ON SHEET B029-B030.

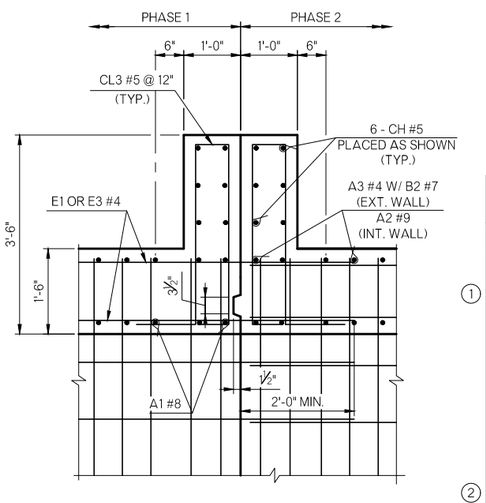
TYPICAL CROSS SECTION



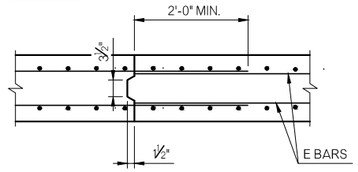
HEADWALL DETAIL AT INTERIOR WALL



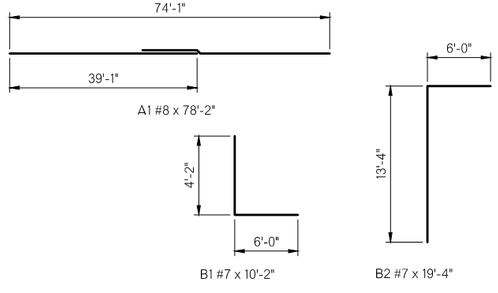
HEADWALL DETAIL AT EXTERIOR WALL

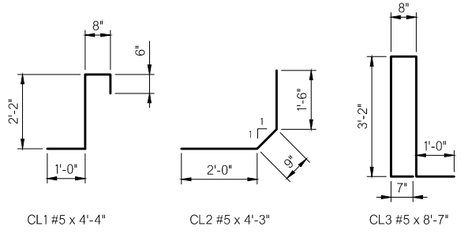


HEADWALL DETAIL AT PHASE LINE
(EXT. WALL SHOWN, INT. WALL SIM.)



TRANSVERSE CONSTRUCTION JOINT





BARREL AND HEADWALL BAR LIST
PHASE 1

	MARK	SIZE	NO.	FORM	LENGTH
	PLAIN REINFORCING				
(1)	A1	#8	246	STR.	78'-2"
	A2	#9	246	STR.	42'-0"
	A3	#4	492	STR.	18'-2"
	B1	#7	246	BNT.	10'-2"
	B2	#7	246	BNT.	19'-4"
	C1	#5	738	STR.	4'-2"
	C2	#5	738	STR.	13'-4"
(2)	CH	#5	10	STR.	77'-4"
	CL1	#5	75	BNT.	4'-4"
	CL2	#5	75	BNT.	4'-3"
	CL3	#5	75	BNT.	8'-7"
(3)	E1	#4	320	STR.	64'-0"
(3)	E2	#4	48	STR.	64'-0"

BARREL AND HEADWALL BAR LIST
PHASE 2

	MARK	SIZE	NO.	FORM	LENGTH
	PLAIN REINFORCING				
(1)	A1	#8	140	STR.	78'-2"
	A2	#9	140	STR.	42'-0"
	A3	#4	280	STR.	18'-2"
	B1	#7	140	BNT.	10'-2"
	B2	#7	140	BNT.	19'-4"
	C1	#5	420	STR.	4'-2"
	C2	#5	420	STR.	13'-4"
(2)	CH	#5	10	STR.	77'-4"
	CL1	#5	75	BNT.	4'-4"
	CL2	#5	75	BNT.	4'-3"
	CL3	#5	75	BNT.	8'-7"
	E3	#4	320	STR.	36'-10"
	E4	#4	48	STR.	36'-10"

(1) INCLUDES 1 - 4'-1" LAP. SEE BAR BENDS.
(2) INCLUDES 1 - 2'-7" LAP
(3) INCLUDES 1 - 2'-2" LAP

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S.H.9 OVER WALLACE CREEK — McINTOSH COUNTY
BRIDGE "B"

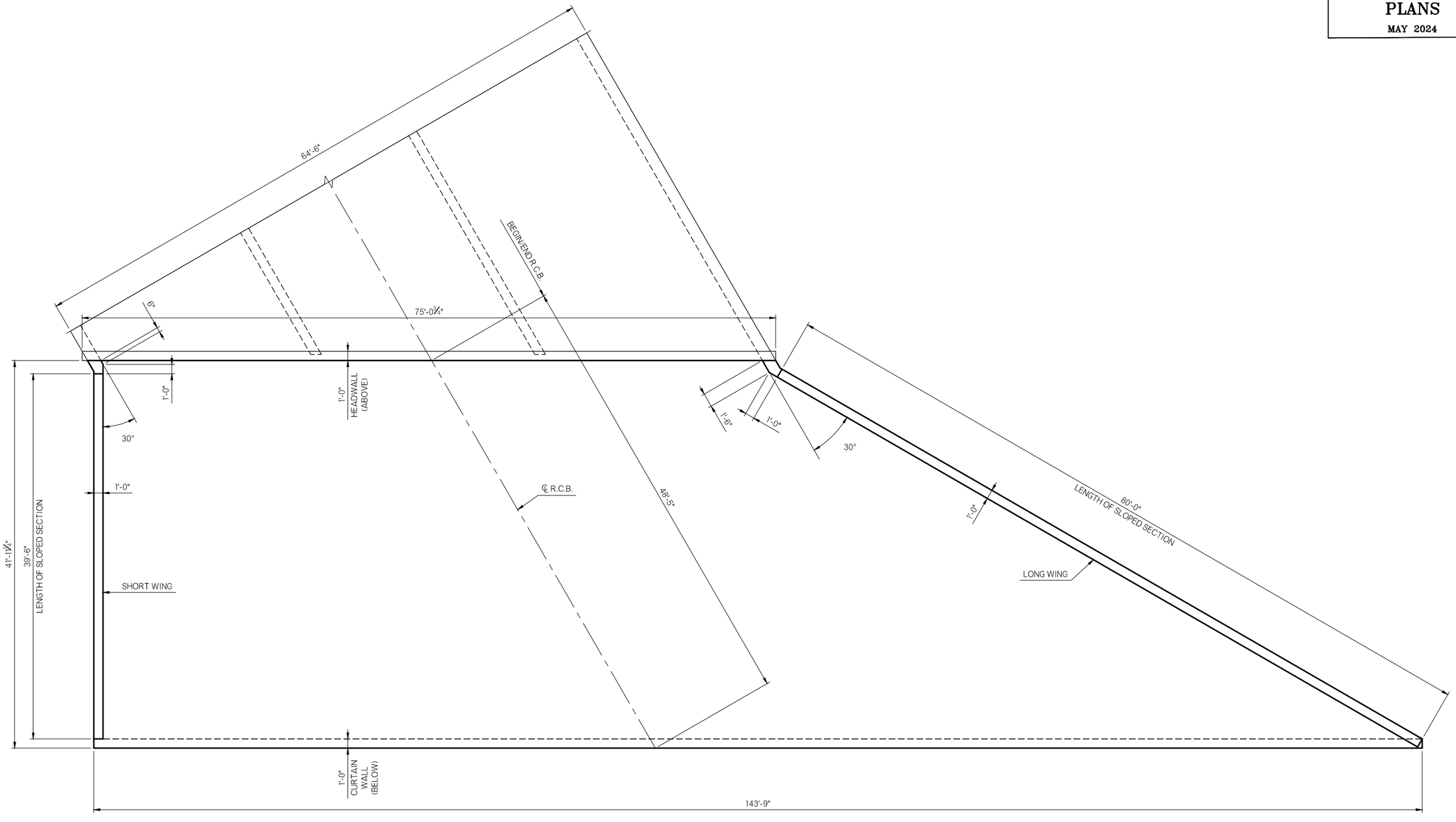
R.C.B. DETAILS
SHEET 1 OF 4
BARREL DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B027

FINAL REVIEW PLANS
MAY 2024



APRON & CURTAIN WALL PLAN

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S.H.9 OVER WALLACE CREEK — McINTOSH COUNTY
BRIDGE "B"

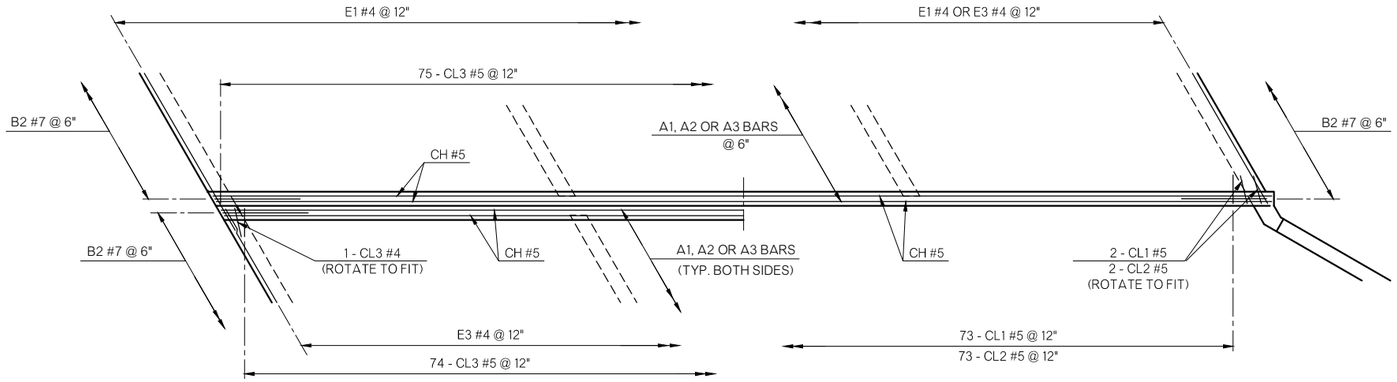
R.C.B. DETAILS
SHEET 2 OF 4
APRON DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04) — SHEET NO. B028

FINAL REVIEW PLANS
MAY 2024

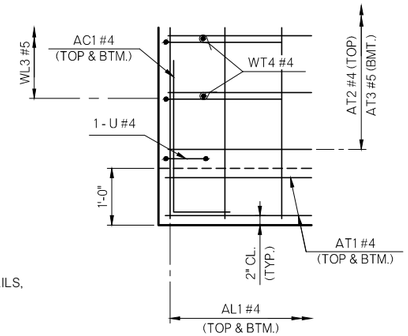


HALF SECTION AT CONST. JT.

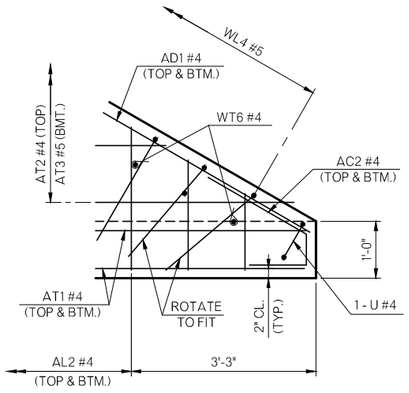
HALF SECTION AT APRON

HEADWALL REINFORCING PLAN

NOTE:
FOR CURTAIN WALL DETAILS, SEE STD. RCB-CW3-D4-30

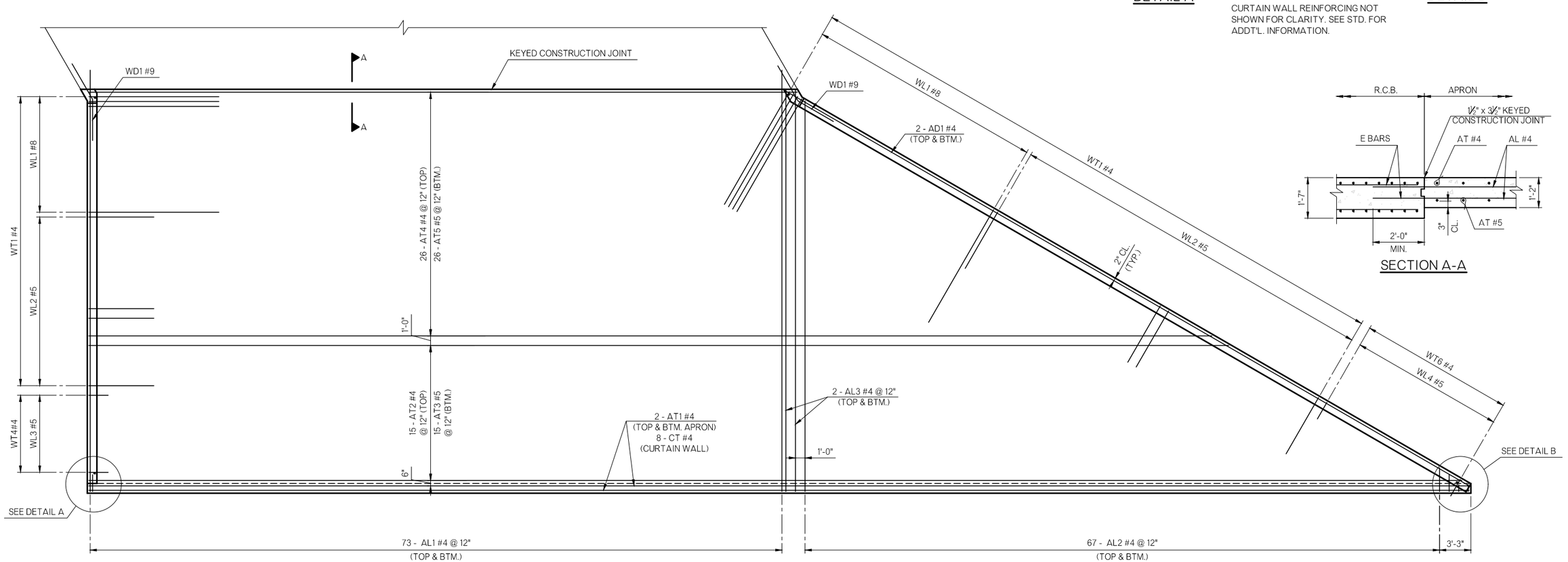


DETAIL A



DETAIL B

NOTE:
CURTAIN WALL REINFORCING NOT SHOWN FOR CLARITY. SEE STD. FOR ADDT'L. INFORMATION.



APRON & CURTAIN WALL REINFORCING PLAN

SECTION A-A

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

S.H.9 OVER WALLACE CREEK
BRIDGE "B"
McINTOSH COUNTY

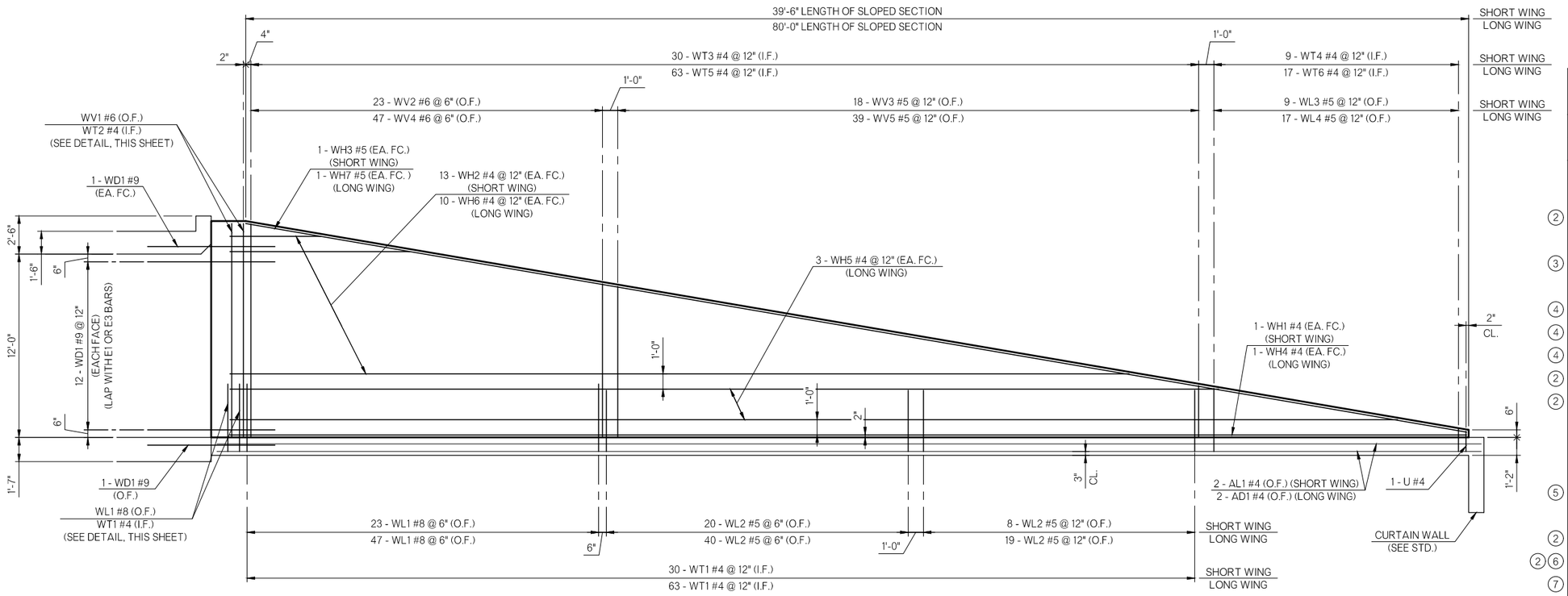
R.C.B. DETAILS
SHEET 3 OF 4
APRON DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	

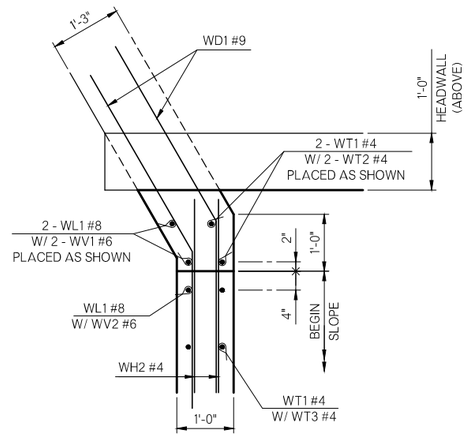
CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B029

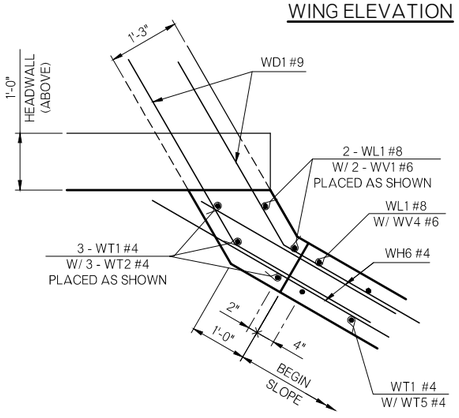
FINAL REVIEW PLANS
MAY 2024



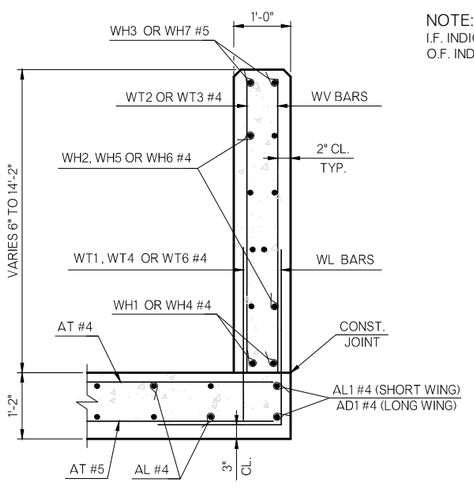
WING ELEVATION



SHORT WING DETAIL AT BARREL

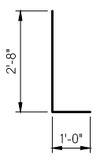


LONG WING DETAIL AT BARREL

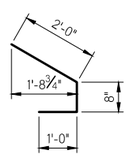


TYPICAL SECTION THRU WING

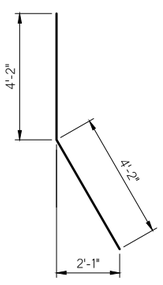
NOTE:
I.F. INDICATES INSIDE FACE OF WING.
O.F. INDICATES OUTSIDE FACE OF WING.



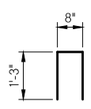
AC1 #4 x 3'-8"



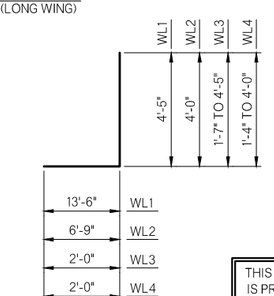
AC2 #4 x 3'-8"



WD1 #9 x 8'-4"



U #4 x 3'-2"



WL1 #8 x 17'-11"
WL2 #5 x 10'-9"
WL3 #5 x 5'-0" AVG.
WL4 #5 x 4'-8" AVG.

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

① END SECTION BAR LIST
ONE SHOWN, TWO REQUIRED

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
	PLAIN REINFORCING					
	AC1	#4	2	BNT.	3'-8"	
	AC2	#4	2	BNT.	3'-8"	
②	AD1	#4	2	STR.	84'-0"	
	AL1	#4	146	STR.	43'-9"	
③	AL2	#4	134	STR.	21'-6" AVG.	2'-6" TO 40'-6"
	AL3	#4	4	STR.	41'-9"	
④	AT1	#4	4	STR.	148'-4"	
④	AT2	#4	15	STR.	135'-5" AVG.	123'-4" TO 147'-6"
④	AT3	#5	15	STR.	135'-5" AVG.	123'-4" TO 147'-6"
②	AT4	#4	26	STR.	97'-6" AVG.	75'-10" TO 119'-2"
②	AT5	#5	26	STR.	97'-6" AVG.	75'-10" TO 119'-2"
	U1	#4	2	BNT.	3'-2"	
	WD1	#9	54	BNT.	8'-4"	
	WH1	#4	2	STR.	40'-4"	
⑤	WH2	#4	26	STR.	20'-7" AVG.	3'-3" TO 38'-0"
	WH3	#5	2	STR.	41'-7"	
②	WH4	#4	2	STR.	83'-4"	
②⑥	WH5	#4	6	STR.	72'-8" AVG.	66'-10" TO 78'-6"
⑦	WH6	#4	20	STR.	32'-2" AVG.	5'-10" TO 58'-6"
②	WH7	#5	2	STR.	83'-5"	
	WL1	#8	74	BNT.	17'-11"	
	WL2	#5	87	BNT.	10'-9"	
	WL3	#5	9	BNT.	5'-0" AVG.	3'-7" TO 6'-5"
	WL4	#5	17	BNT.	4'-8" AVG.	3'-4" TO 6'-0"
	WT1	#4	98	STR.	2'-10"	
	WT2	#4	5	STR.	14'-0"	
	WT3	#4	30	STR.	8'-10" AVG.	3'-10" TO 13'-10"
	WT4	#4	9	STR.	3'-0" AVG.	1'-7" TO 4'-5"
	WT5	#4	63	STR.	8'-7" AVG.	3'-4" TO 13'-10"
	WT6	#4	17	STR.	2'-8" AVG.	1'-4" TO 4'-0"
	WV1	#6	4	STR.	14'-0"	
	WV2	#6	23	STR.	11'-11" AVG.	10'-0" TO 13'-10"
	WV3	#5	18	STR.	6'-9" AVG.	3'-10" TO 9'-8"
	WV4	#6	47	STR.	12'-0" AVG.	10'-1" TO 13'-11"
	WV5	#5	39	STR.	6'-7" AVG.	3'-4" TO 9'-10"

① FOR CURTAIN WALL REINFORCING, SEE STD. RCB-CW3-D4-30
② INCLUDES 1 - 2'-6" LAP
③ 2 SETS OF 67 BARS
④ INCLUDES 2 - 2'-6" LAPS
⑤ 2 SETS OF 13 BARS
⑥ 2 SETS OF 3 BARS
⑦ 2 SETS OF 10 BARS

S.H.9 OVER WALLACE CREEK
BRIDGE "B"
McINTOSH COUNTY

R.C.B. DETAILS
SHEET 4 OF 4
WING DETAILS

Design	RMF	
Detail	DRB	
Check	RMF	

CEC

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33793(04)
SHEET NO. B030

L:\Active\21014\Drawings\wallace\B030 4 Wing details2.dwg, 4/16/2024 9:38:54 AM, Deanne Brittian

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

DRAINAGE STRUCTURE DESIGN RECORD

STR. NO.	DESIGN YEAR	CL STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	RUNOFF CURVE NUMBER WEIGHTED (ANTICIPATED)	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND FLOW	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	Tc TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL		DESIGN YEAR DISCHARGE		TW, DESIGN TAILWATER	ft INLET	ft OUTLET	STRUCTURE LENGTH	STRUCTURE SLOPE	MAX. ALLOWABLE HEADWATER	FLOW VELOCITY		TYPE OF HYDRAULIC CONTROL
													24HR RAINFALL IN		CUBIC FEET/SEC.								FEET/SEC.		
				ACRE		%	CN	FT.	%	FT.	%	MIN.	I25	I50	Q25	Q50	FT.	ELEVATION		FT	FT	Q25	V25	V50	
C1	50		EXTEND EXIST. 10'x4' RCB 70 LF LT	192.4	100% PASTURE	1.9	79	1200	4.0	4250	1.4	47.0	6.6	7.2	427.0	482.0	3.69	619.80	619.20	118.0	0.0095	627.5	5.96	6.17	INLET
C2	50		CONST. SMD W/ 24"X90' LG RCP	6.1	TIMBER	8.2	83	380	21.0	450	0.8	13.0	6.6	7.2	25.0	28.0	1.57	613.83	612.19	90.0	0.0033	618.5	8.53	9.30	OUTLET

TOTAL D.A. = 5.76 SQ. MI.
CONTROLLED D.A. = 0.00 SQ. MI.
EFFECTIVE D.A. = 5.76 SQ. MI.

TOTAL D.A. = 8.92 SQ. MI.
CONTROLLED D.A. = 0.00 SQ. MI.
EFFECTIVE D.A. = 8.92 SQ. MI.

BRIDGE "A"

STR. NO. C2
DA= 6.1 AC.

BRIDGE "A"

STR. NO. C1
DA= 192.4 AC.

RECEIVING WATERS = FLAT ROCK CREEK

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			DRAINAGE MAP
APPROVED			
SQUAD		ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R001

HUB Engineers
Time of Plot: 5/3/2024 1:22 PM Plot Style: MONOCHROME.STB
G:\2021\21D0012303 SH 9 Bridges\DESIGN\Production Plans\33793(03)-C1 DRAIN MAP.dwg

STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW
MAY 1, 2024

SITE DESCRIPTION

PROJECT LIMITS: S.H. 9 OVER FLAT ROCK CREEK AND WALLACE CREEK
APPROXIMATELY 4400 FEET

PROJECT DESCRIPTION: 2 BRIDGE REPLACEMENTS, RCB EXTENSION, APPROX. 4220 FEET NEW ROADWAY CONSTRUCTION

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:

1. PLACE TEMPORARY EROSION CONTROL DEVICES PRIOR TO ALL CONSTRUCTION ACTIVITY.
2. PERFORM CLEARING AND GRUBBING, PRESERVING ANY VEGETATION NOT IMPEDING CONSTRUCTION.
3. REMOVE AND STOCKPILE TOPSOIL. PROVIDE EROSION CONTROL DEVICES AS NEEDED TO PROTECT STOCKPILE.
4. AS GRADING IS COMPLETED, PLACE TEMPORARY MULCHING AND/OR SEEDING.
5. AS PERMANENT VEGETATION IS ESTABLISHED (70% COVER), TEMPORARY SEDIMENT
6. AS CONDITIONS WARRANT, THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, MAY MODIFY THE TYPE OR ARRANGEMENT OF THE SPECIFIC PRACTICE OR CONTROLS TO IMPROVE THEIR EFFECTIVENESS.

SOIL TYPE: CLAYEY SILT LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 23.79 ACRES

ESTIMATED AREA TO BE DISTURBED: 14.9 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 3.2 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 4.7 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.65

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°16'11" N, 95°46'47" W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: FLAT ROCK CREEK & WALLACE CREEK

SENSITIVE WATERS OR WATERSHEDS: YES ☐ NO ☒

303(d) IMPAIRED WATERS: YES ☐ NO ☒

IF YES, LIST IMPAIRMENT:

LOCATED IN A TMDL: YES ☐ NO ☒

LAKE THUNDERBIRD TMDL: YES ☐ NO ☒

MS4 ENTITY YES ☐ NO ☒

IF YES, LOCATION:

NOTE:
THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE MAP THAT ILLUSTRATES THE DRAINAGE PATTERNS/PATHWAYS AND RECEIVING WATERS FOR THIS PROJECT. THIS SHEET SHOULD ALSO BE USED WITH THE EROSION CONTROL SUMMARIES, PAY ITEMS, & NOTES.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- ____ TEMPORARY SEEDING
- _X_ PERMANENT SODDING, SPRIGGING OR SEEDING
- _X_ VEGETATIVE MULCHING
- _X_ SOIL RETENTION BLANKET
- _X_ PRESERVATION OF EXISTING VEGETATION
- ____ HYDROMULCH / HYDROSEED

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 14 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- _X_ STABILIZED CONSTRUCTION EXIT
- _X_ TEMPORARY SILT FENCE
- _X_ TEMPORARY SILT DIKES
- ____ TEMPORARY FIBER LOG
- ____ DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- ____ DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- ____ ROCK FILTER DAMS
- ____ TEMPORARY SLOPE DRAIN
- _X_ PAVED DITCH W/ DITCH LINER PROTECTION
- ____ TEMPORARY DIVERSION CHANNELS
- ____ TEMPORARY SEDIMENT BASINS
- ____ TEMPORARY SEDIMENT TRAPS
- ____ TEMPORARY SEDIMENT FILTERS
- _X_ TEMPORARY SEDIMENT REMOVAL
- _X_ RIP RAP
- ____ INLET PROTECTION
- ____ TEMPORARY BRUSH SEDIMENT BARRIERS
- ____ SANDBAG BERMS
- ____ TEMPORARY STREAM CROSSINGS
- ____ FLEXAMAT / ARTICULATED CONCRETE BLOCK
- ____ COMPOST FILTER SOCKS
- ____ EROSION CONTROL MATS AND BLANKETS

OFFSITE VEHICLE TRACKING:

- _X_ HAUL ROADS DAMPENED FOR DUST CONTROL
- _X_ LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- _X_ EXCESS DIRT ON ROAD REMOVED DAILY

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER FROM THE BEGINNING OF CONSTRUCTION UNTIL AN ACCEPTABLE VEGETATIVE COVER IS ESTABLISHED. INSPECTION BY THE CONTRACTOR AND ANY NECESSARY REPAIRS SHALL BE PERFORMED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCH AS RECORDED BY A NON-FREEZING RAIN GAUGE TO BE LOCATED ON SITE. POTENTIALLY ERODIBLE AREAS, DRAINAGEWAYS, MATERIAL STORAGE, STRUCTURAL DEVICES, CONSTRUCTION ENTRANCES AND EXITS ALONG WITH EROSION AND SEDIMENT CONTROL LOCATIONS ARE EXAMPLES OF SITES THAT NEED TO BE INSPECTED.

WASTE MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF CONSTRUCTION WASTE MATERIAL IS REQUIRED BY THE CONTRACTOR. MATERIALS INCLUDE STOCKPILES, SURPLUS, DEBRIS AND ALL OTHER BY-PRODUCTS FROM THE CONSTRUCTION PROCESS. PRACTICES INCLUDE DISPOSAL, PROPER MATERIALS HANDLING, SPILL PREVENTION AND CLEANUP MEASURES. CONTROLS AND PRACTICES SHALL MEET THE REQUIREMENTS OF ALL FEDERAL, STATE AND LOCAL AGENCIES.

HAZARDOUS MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTE MATERIALS IS REQUIRED. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING MANUFACTURER'S RECOMMENDATIONS, STATE AND FEDERAL REGULATIONS TO ENSURE CORRECT HANDLING, DISPOSAL, SPILL PREVENTION AND CLEANUP MEASURES. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: PAINTS, ACIDS, CLEANING SOLVENTS, CHEMICAL ADDITIVES, CONCRETE CURING COMPOUNDS AND CONTAMINATED SOILS.

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT MUST BE DOCUMENTED IN THE SWPPP, I.E., BORROW PITS, WORK ROADS, DISPOSAL SITES, ASPHALT/CONCRETE PLANTS, ETC. THE BASIC GOAL OF STORM WATER MANAGEMENT IS TO IMPROVE WATER QUALITY BY REDUCING POLLUTANTS IN STORM WATER DISCHARGES. RUNOFF FROM CONSTRUCTION SITES HAS A POTENTIAL FOR POLLUTION DUE TO EXPOSED SOILS AND THE PRESENCE OF HAZARDOUS MATERIALS USED IN THE CONSTRUCTION PROCESS. THE PREVENTION OF SOIL EROSION, CONTAINMENT OF HAZARDOUS MATERIALS AND/OR THE INTERCEPTION OF THESE POLLUTANTS BEFORE LEAVING THE CONSTRUCTION SITE ARE THE BEST PRACTICES FOR CONTROLLING STORM WATER POLLUTION.

THE FOLLOWING SECTIONS OF THE 2019 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

103.05	BONDING REQUIREMENTS
104.10	FINAL CLEANING UP
104.12	CONTRACTOR'S RESPONSIBILITY FOR WORK
104.13	ENVIRONMENTAL PROTECTION
106.08	STORAGE AND HANDLING OF MATERIAL
107.01	LAWS, RULES AND REGULATIONS TO BE OBSERVED
107.20	STORM WATER MANAGEMENT
220	MANAGEMENT OF EROSION, SEDIMENTATION, AND STORM WATER POLLUTION PREVENTION
221	TEMPORARY SEDIMENT CONTROL

IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, OCTOBER 18, 2022.

ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD AND/OR MUNICIPALITY FOR USE OF SURFACE, GROUND OR CITY WATER SOURCES FOR ACTIVITIES SUCH AS WATERING.

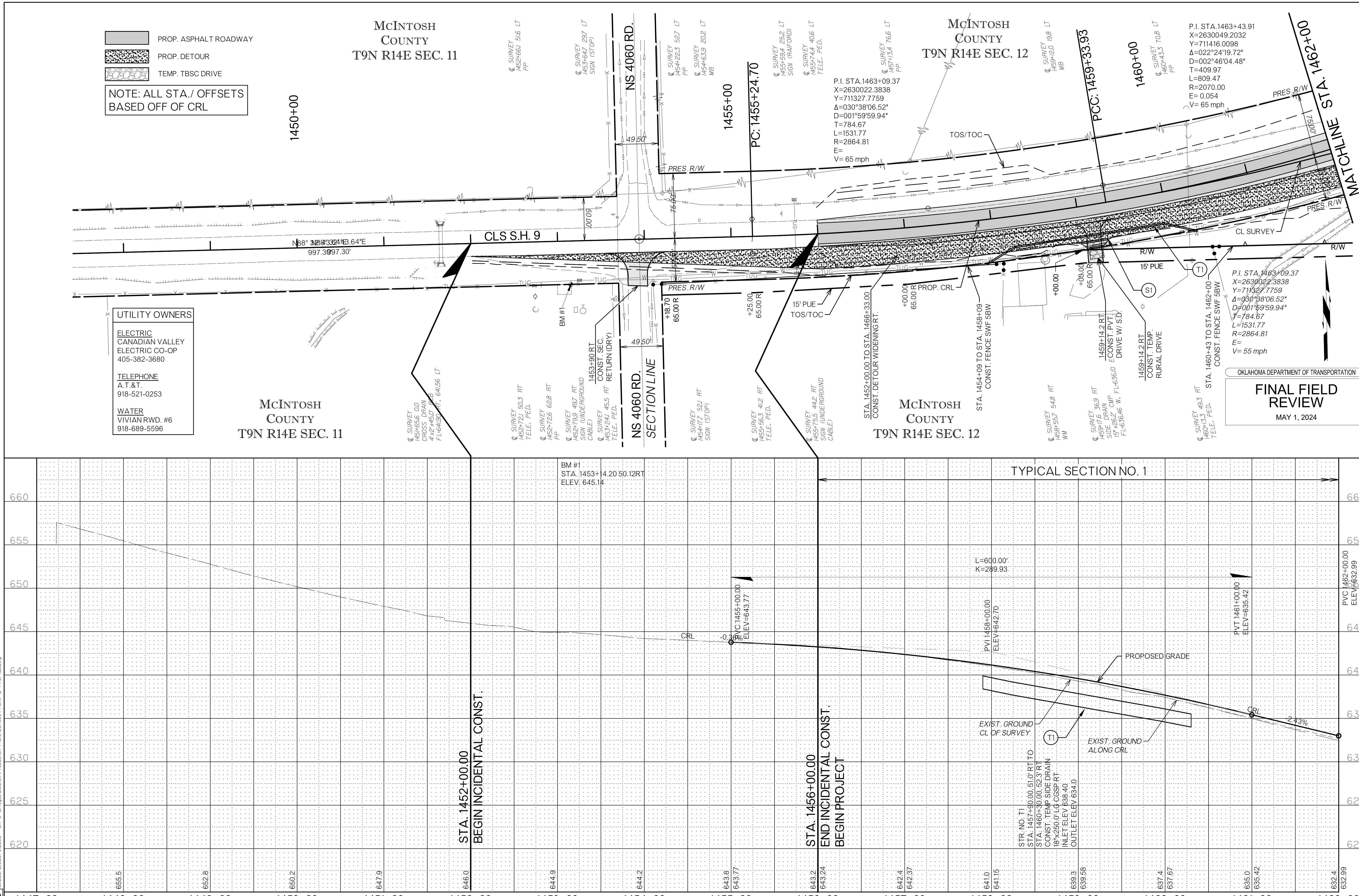
DESIGN	WS	11/21
DRAWN	AJ	11/21
CHECKED	WS	11/21
APPROVED		
SQUAD	HUB ENGINEERS	

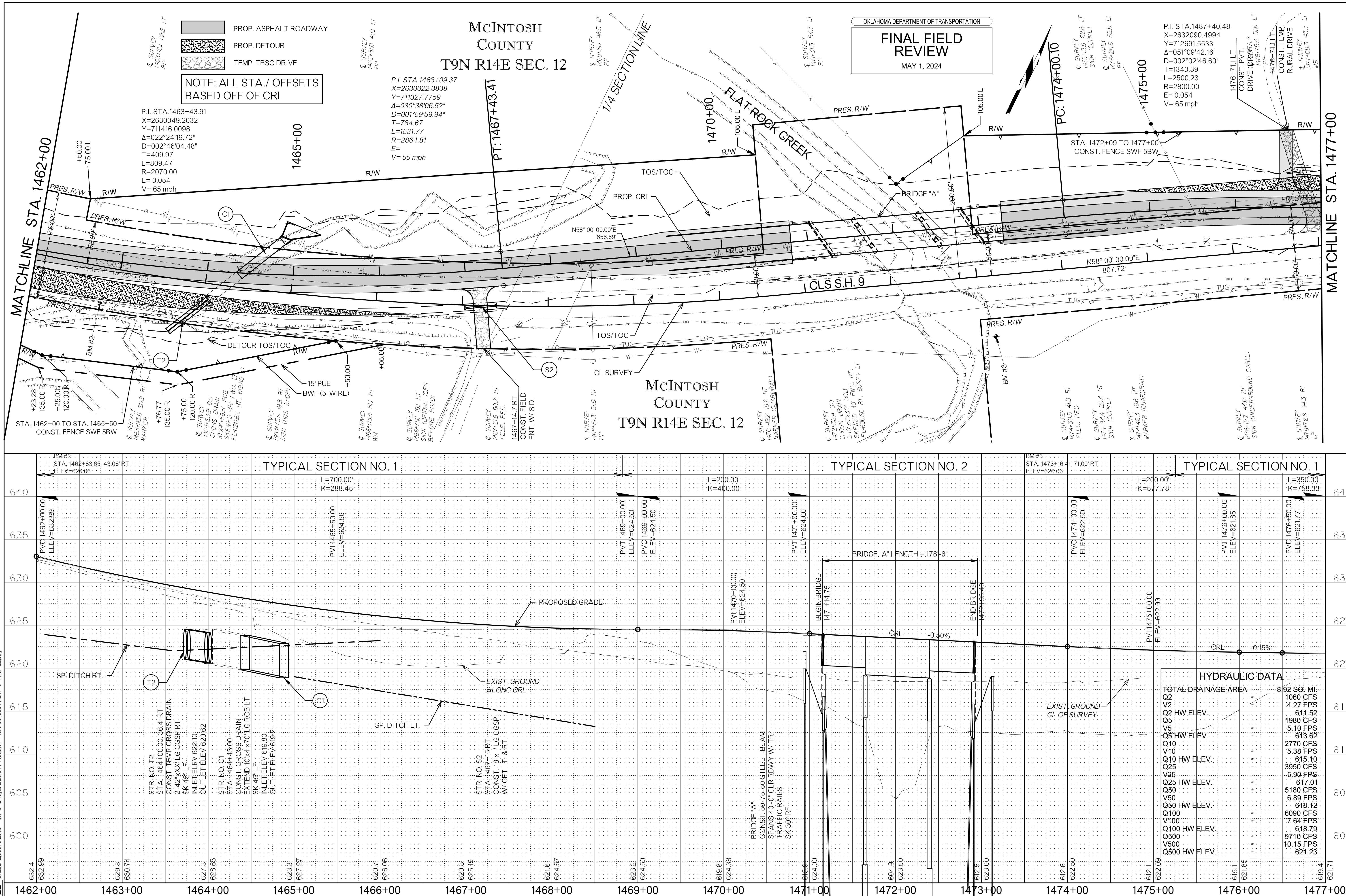
OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

STORM WATER MANAGEMENT PLAN

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R002

REVISED 8-1-2022


PROP. ASPHALT ROADWAY
PROP. DETOUR
TEMP. TBSC DRIVE
NOTE: ALL STA./ OFFSETS BASED OFF OF CRL
McINTOSH COUNTY T9N R14E SEC. 11
McINTOSH COUNTY T9N R14E SEC. 12
NS 4060 RD.
SECTION LINE
CLS S.H. 9
PRES. R/W
CL SURVEY
PROP. CRL
TOS/TOC
15' PUE
MATCHLINE STA. 1462+00
PC: 1455+24.70
PCC: 1459+33.93
P.I. STA.1463+09.37
X=2630022.3838
Y=711327.7759
Δ=030°38'06.52"
D=001°59'59.94"
T=784.67
L=1531.77
R=2864.81
E=
V= 65 mph
P.I. STA.1463+43.91
X=2630049.2032
Y=711416.0098
Δ=022°24'19.72"
D=002°46'04.48"
T=409.97
L=809.47
R=2070.00
E= 0.054
V= 65 mph
UTILITY OWNERS
ELECTRIC
CANADIAN VALLEY ELECTRIC CO-OP
405-382-3680
TELEPHONE
A.T.&T.
918-521-0253
WATER
VIVIAN RWD. #6
918-689-5596
1453+90 RT CONST. SEC. RETURN (DRY)
STA. 1452+00.00 TO STA. 1466+33.00 CONST. DETOUR WIDENING RT.
STA. 1454+09 TO STA. 1458+09 CONST. FENCE SWF 5BW
1459+14.2 RT CONST. PVT. DRIVE W/ S.D.
1459+14.2 RT CONST. TEMP. RURAL DRIVE
STA. 1460+43 TO STA. 1462+00 CONST. FENCE SWF 5BW
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD REVIEW
MAY 1, 2024
BM #1
STA. 1453+14.20 50.12RT
ELEV. 645.14
TYPICAL SECTION NO. 1
L=600.00'
K=289.93
PVC 1455+00.00 ELEV=643.77
PVI 1458+00.00 ELEV=642.70
PVT 1461+00.00 ELEV=635.42
PVC 1462+00.00 ELEV=632.99
PROPOSED GRADE
EXIST. GROUND CL OF SURVEY
EXIST. GROUND ALONG CRL
STA. 1452+00.00 BEGIN INCIDENTAL CONST.
STA. 1456+00.00 END INCIDENTAL CONST. BEGIN PROJECT
STR. NO. T1
STA. 1457+90.00, 51.0' RT TO STA. 1460+30.00, 52.3' RT
CONST. TEMP SIDE DRAIN
18"x250.0' LG CSSP RT
INLET ELEV 638.40
OUTLET ELEV 634.0
1447+00
1448+00
1449+00
1450+00
1451+00
1452+00
1453+00
1454+00
1455+00
1456+00
1457+00
1458+00
1459+00
1460+00
1461+00
1462+00


OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD REVIEW
MAY 1, 2024
McINTOSH COUNTY
T9N R14E SEC. 12
PROP. ASPHALT ROADWAY
PROP. DETOUR
TEMP. TBSC DRIVE
NOTE: ALL STA./ OFFSETS BASED OFF OF CRL
P.I. STA.1463+43.91
X=2630049.2032
Y=711416.0098
Δ=022°24'19.72"
D=002°46'04.48"
T=409.97
L=809.47
R=2070.00
E= 0.054
V= 65 mph
P.I. STA.1463+09.37
X=2630022.3838
Y=711327.7759
Δ=030°38'06.52"
D=001°59'59.94"
T=784.67
L=1531.77
R=2864.81
E=
V= 55 mph
P.I. STA.1487+40.48
X=2632090.4994
Y=712691.5533
Δ=051°09'42.16"
D=002°02'46.60"
T=1340.39
L=2500.23
R=2800.00
E= 0.054
V= 65 mph
MATCHLINE STA. 1462+00
MATCHLINE STA. 1477+00
1465+00
PT: 1467+43.41
1/4 SECTION LINE
1470+00
FLAT ROCK CREEK
PC: 1474+00.10
1475+00
R/W
PRES. R/W
TOS/TOC
PROP. CRL
BRIDGE "A"
N58° 00' 00.00"E 656.69'
N58° 00' 00.00"E 807.72'
CLS S.H. 9
DETOUR TOS/TOC
15' PUE
BWF (5-WIRE)
CL SURVEY
STA. 1472+09 TO 1477+00 CONST. FENCE SWF 5BW
STA. 1462+00 TO STA. 1465+50 CONST. FENCE SWF 5BW
1467+14.7 RT CONST. FIELD ENT. W/ S.D.
BM #2
BM #3
TYPICAL SECTION NO. 1
TYPICAL SECTION NO. 2
BM #2 STA. 1462+83.65 43.06' RT ELEV=626.06
BM #3 STA. 1473+16.41 71.00' RT ELEV=626.06
L=700.00' K=288.45
L=200.00' K=400.00
L=200.00' K=577.78
L=350.00' K=758.33
PVC 1462+00.00 ELEV=632.99
PVI 1465+50.00 ELEV=624.50
PVT 1469+00.00 ELEV=624.50
PVC 1469+00.00 ELEV=624.50
PVI 1470+00.00 ELEV=624.50
PVT 1471+00.00 ELEV=624.00
PVC 1474+00.00 ELEV=622.50
PVI 1475+00.00 ELEV=622.00
PVT 1476+00.00 ELEV=621.85
PVC 1476+50.00 ELEV=621.77
BRIDGE "A" LENGTH = 178'-6"
BEGIN BRIDGE 1471+14.75
END BRIDGE 1472+93.40
PROPOSED GRADE
CRL -0.50%
CRL -0.15%
SP. DITCH RT.
SP. DITCH LT.
EXIST. GROUND ALONG CRL
EXIST. GROUND CL OF SURVEY
STR. NO. T2 STA. 1464+00.00, 36.4' RT CONST. TEMP CROSS DRAIN 2-42"xXX' LG CGSP RT SK 45° LF INLET ELEV 622.10 OUTLET ELEV 620.62
STR. NO. C1 STA. 1464+43.00 CONST. CROSS DRAIN EXTEND 10'x4'x70' LG RCB LT SK 45° LF INLET ELEV 619.80 OUTLET ELEV 619.2
STR. NO. S2 STA. 1467+15 RT CONST. 18"x_' LG CGSP W/ CET LT. & RT.
BRIDGE "A" CONST. 50-75-50 STEEL I-BEAM SPANS 40'-0" CLR RDWY W/ TR4 TRAFFIC RAILS SK 30° RF
1462+00
1463+00
1464+00
1465+00
1466+00
1467+00
1468+00
1469+00
1470+00
1471+00
1472+00
1473+00
1474+00
1475+00
1476+00
1477+00

HYDRAULIC DATA

TOTAL DRAINAGE AREA	8.92 SQ. MI.
Q2	1060 CFS
V2	4.27 FPS
Q2 HW ELEV.	611.52
Q5	1980 CFS
V5	5.10 FPS
Q5 HW ELEV.	613.62
Q10	2770 CFS
V10	5.38 FPS
Q10 HW ELEV.	615.10
Q25	3950 CFS
V25	5.90 FPS
Q25 HW ELEV.	617.01
Q50	5180 CFS
V50	6.89 FPS
Q50 HW ELEV.	618.12
Q100	6090 CFS
V100	7.64 FPS
Q100 HW ELEV.	618.79
Q500	9710 CFS
V500	10.15 FPS
Q500 HW ELEV.	621.23

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

▨ PROP. ASPHALT ROADWAY
▨ PROP. DETOUR
▨ TEMP. TBSC DRIVE

NOTE: ALL STA./ OFFSETS BASED OFF OF CRL

HYDRAULIC DATA

TOTAL DRAINAGE AREA	=	5.76 SQ. MI.
Q2	=	939 CFS
V2	=	2.09 FPS
Q2 HW ELEV.	=	609.6
Q5	=	1780 CFS
V5	=	3.20 FPS
Q5 HW ELEV.	=	611.22
Q10	=	2500 CFS
V10	=	4.17 FPS
Q10 HW ELEV.	=	612.41
Q25	=	3580 CFS
V25	=	5.97 FPS
Q25 HW ELEV.	=	614.28
Q50	=	4740 CFS
V50	=	7.90 FPS
Q50 HW ELEV.	=	616.34
Q100	=	5580 CFS
V100	=	9.30 FPS
Q100 HW ELEV.	=	617.42
Q500	=	8900 CFS
V500	=	14.67 FPS
Q500 HW ELEV.	=	621.89

HUB Engineers Time of Plot: 5/3/2024 1:22 PM Plot Style: MONOCHROME.STB
G:\2023\2023OTC\2303 SH 9 Bridges\DESIGN\Production Plans\33793(04)-PLAN & PROFILE.dwg

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW
MAY 1, 2024

▨	PROP. ASPHALT ROADWAY
▩	PROP. DETOUR
░	TEMP. TBSC DRIVE

NOTE: ALL STA./ OFFSETS BASED OFF OF CRL

HUB Engineers Time of Plot: 5/3/2024 1:22 PM Plot Style: MONOCHROME.STB
G:\2021\2000T\C2303 SH 9 Bridges\DESIGN\Production Plans\33793(04)-PLAN & PROFILE.dwg

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

1450+00
N 4060 RD.
1455+00
PC: 1455+24.70
PRES. R/W
PCC: 1459+33.93
1460+00
P.I. STA.1463+43.91
X=2630049.2032
Y=711416.0098
Δ=022°24'19.72"
D=002°46'04.48"
T=409.97
L=809.47
R=2070.00
E=
V= 65 mph
MATCHLINE STA. 1462+00
S.H. 9
CL SURVEY
PROP. CRL
TUG
P.I. STA.1463+09.37
X=2630022.3838
Y=711327.7759
Δ=030°38'06.52"
D=001°59'59.94"
T=784.67
L=1531.77
R=2864.81
E=
V= 55 mph
KEY:
SILT FENCE
SILT DIKE
C1
1465+00
PT: 1467+43.41
1470+00
FLAT ROCK CREEK
P.I. STA.1487+40.48
X=2632090.4994
Y=712691.5533
Δ=051°09'42.16"
D=002°02'46.60"
T=1340.39
L=2500.23
R=2800.00
E=
V= 65 mph
PC: 1474+00.10
1475+00
1476+67.5 LT
CONST. RURAL DRIVE
MATCHLINE STA. 1477+00
1467+14.7 RT
CONST. FIELD ENT.

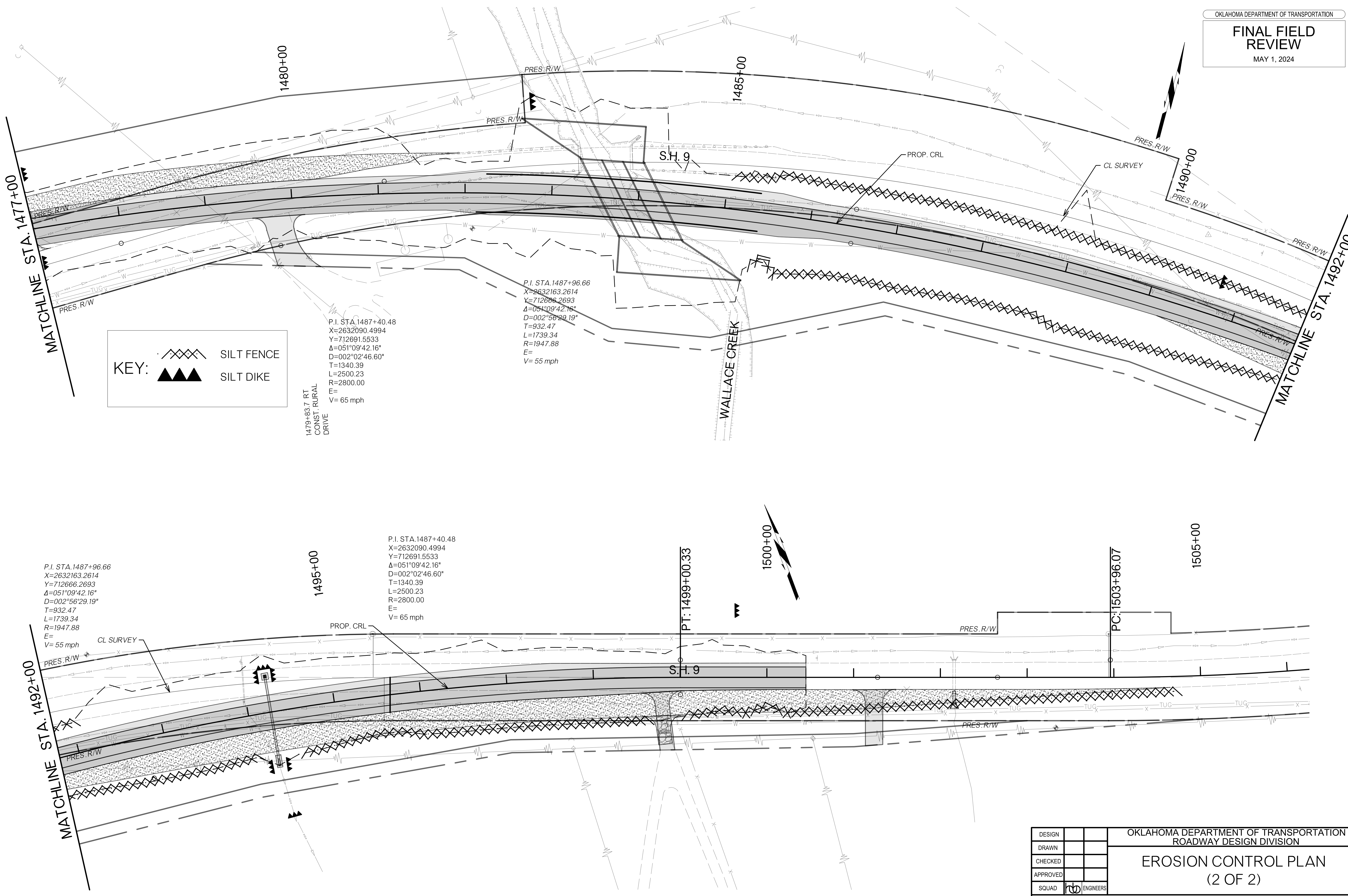
			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DESIGN			EROSION CONTROL PLAN (1 OF 2)
DRAWN			
CHECKED			
APPROVED			
SQUAD	hub	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R007

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024



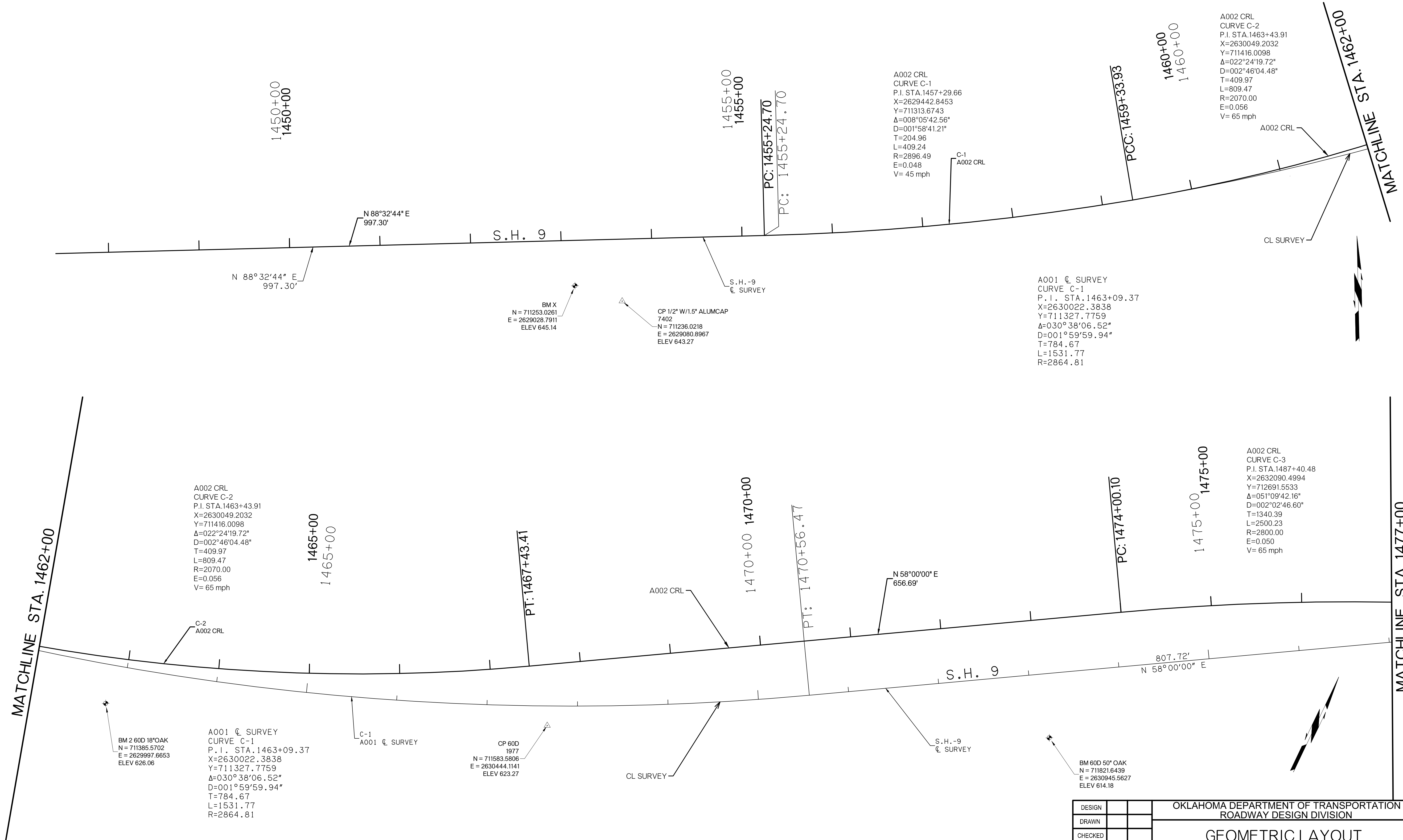
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			EROSION CONTROL PLAN (2 OF 2)
APPROVED			
SQUAD	hdb ENGINEERS		

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R008

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024



1450+00
1450+00
1455+00
1455+00
PC: 1455+24.70
PC: 1455+24.70
N 88°32'44" E
997.30'
S.H. 9
N 88°32'44" E
997.30'
S.H.-9
℄ SURVEY
BM X
N = 711253.0261
E = 2629028.7911
ELEV 645.14
CP 1/2" W/1.5" ALUMCAP
7402
N = 711236.0218
E = 2629080.8967
ELEV 643.27
A002 CRL
CURVE C-1
P.I. STA.1457+29.66
X=2629442.8453
Y=711313.6743
Δ=008°05'42.56"
D=001°58'41.21"
T=204.96
L=409.24
R=2896.49
E=0.048
V= 45 mph
C-1
A002 CRL
PCC: 1459+33.93
1460+00
1460+00
A002 CRL
CURVE C-2
P.I. STA.1463+43.91
X=2630049.2032
Y=711416.0098
Δ=022°24'19.72"
D=002°46'04.48"
T=409.97
L=809.47
R=2070.00
E=0.056
V= 65 mph
A002 CRL
MATCHLINE STA. 1462+00
CL SURVEY
A001 ℄ SURVEY
CURVE C-1
P.I. STA.1463+09.37
X=2630022.3838
Y=711327.7759
Δ=030°38'06.52"
D=001°59'59.94"
T=784.67
L=1531.77
R=2864.81
MATCHLINE STA. 1462+00
A002 CRL
CURVE C-2
P.I. STA.1463+43.91
X=2630049.2032
Y=711416.0098
Δ=022°24'19.72"
D=002°46'04.48"
T=409.97
L=809.47
R=2070.00
E=0.056
V= 65 mph
1465+00
1465+00
PT: 1467+43.41
1470+00
1470+00
PT: 1470+56.47
A002 CRL
N 58°00'00" E
656.69'
PC: 1474+00.10
1475+00
1475+00
A002 CRL
CURVE C-3
P.I. STA.1487+40.48
X=2632090.4994
Y=712691.5533
Δ=051°09'42.16"
D=002°02'46.60"
T=1340.39
L=2500.23
R=2800.00
E=0.050
V= 65 mph
MATCHLINE STA. 1477+00
C-2
A002 CRL
S.H. 9
807.72'
N 58°00'00" E
BM 2 60D 18"OAK
N = 711385.5702
E = 2629997.6653
ELEV 626.06
A001 ℄ SURVEY
CURVE C-1
P.I. STA.1463+09.37
X=2630022.3838
Y=711327.7759
Δ=030°38'06.52"
D=001°59'59.94"
T=784.67
L=1531.77
R=2864.81
C-1
A001 ℄ SURVEY
CP 60D
1977
N = 711583.5806
E = 2630444.1141
ELEV 623.27
CL SURVEY
S.H.-9
℄ SURVEY
BM 60D 50" OAK
N = 711821.6439
E = 2630945.5627
ELEV 614.18

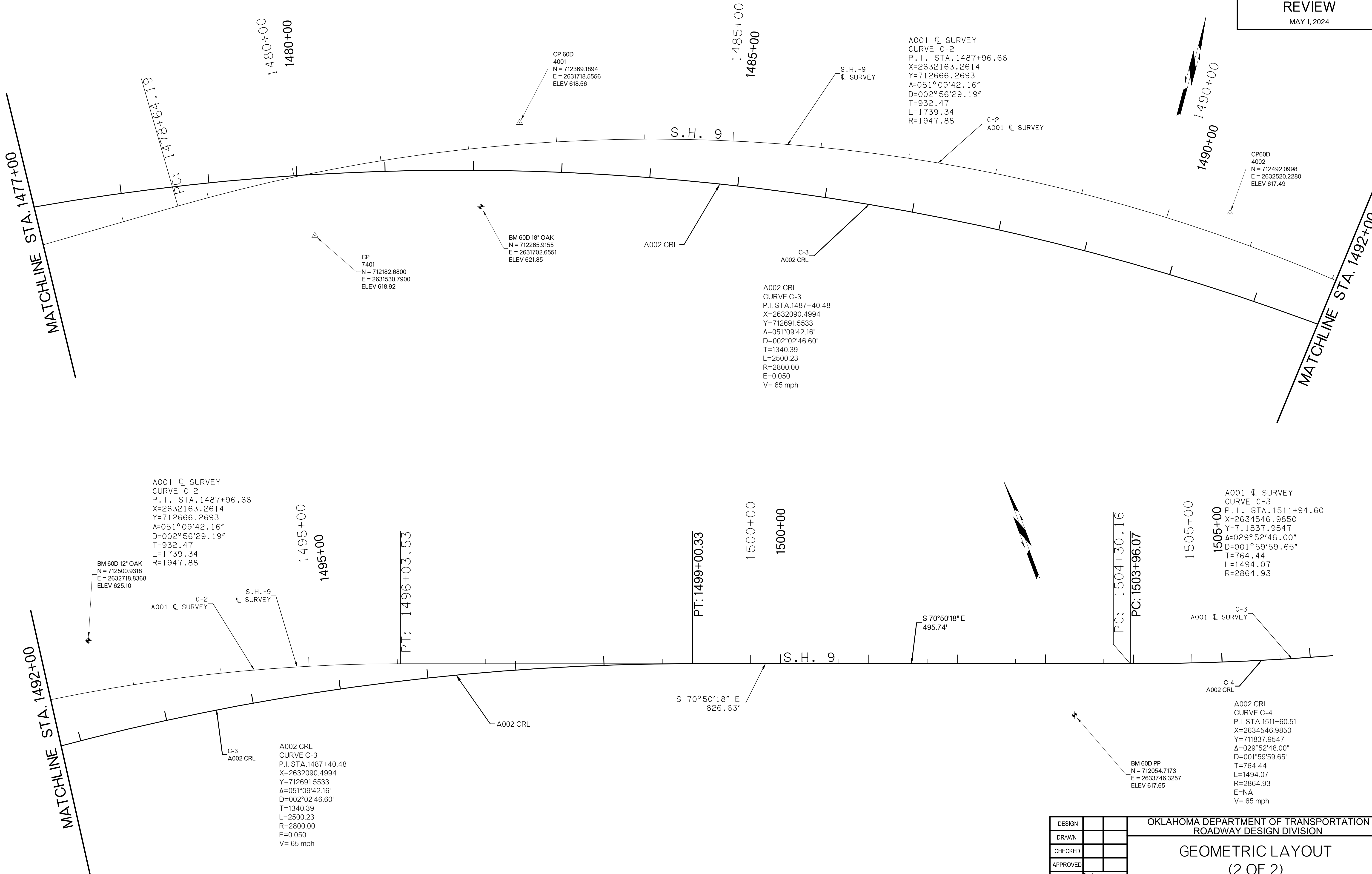
HUB Engineers
Time of Plot: 5/3/2024 2:06 PM Plot Style: ODOT2021.CTB
G:\2021\210DOTC12303 SH 9 Bridges\DESIGN\Production Plans\3379304-GEOMETRIC LAYOUT.dwg

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			GEOMETRIC LAYOUT (1 OF 2)
CHECKED			
APPROVED			
SQUAD	hb ENGINEERS		

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R009

FINAL FIELD REVIEW

MAY 1, 2024


MATCHLINE STA. 1477+00
PC: 1478+64.19
1480+00
1480+00
CP 60D
4001
N = 712369.1894
E = 2631718.5556
ELEV 618.56
1485+00
1485+00
S.H.-9
℄ SURVEY
S.H. 9
A001 ℄ SURVEY
CURVE C-2
P.I. STA.1487+96.66
X=2632163.2614
Y=712666.2693
Δ=051°09'42.16"
D=002°56'29.19"
T=932.47
L=1739.34
R=1947.88
C-2
A001 ℄ SURVEY
1490+00
1490+00
CP60D
4002
N = 712492.0998
E = 2632520.2280
ELEV 617.49
MATCHLINE STA. 1492+00
CP
7401
N = 712182.6800
E = 2631530.7900
ELEV 618.92
BM 60D 18" OAK
N = 712265.9155
E = 2631702.6551
ELEV 621.85
A002 CRL
C-3
A002 CRL
A002 CRL
CURVE C-3
P.I. STA.1487+40.48
X=2632090.4994
Y=712691.5533
Δ=051°09'42.16"
D=002°02'46.60"
T=1340.39
L=2500.23
R=2800.00
E=0.050
V= 65 mph
A001 ℄ SURVEY
CURVE C-2
P.I. STA.1487+96.66
X=2632163.2614
Y=712666.2693
Δ=051°09'42.16"
D=002°56'29.19"
T=932.47
L=1739.34
R=1947.88
BM 60D 12" OAK
N = 712500.9318
E = 2632718.8368
ELEV 625.10
1495+00
1495+00
PT: 1496+03.53
PT: 1499+00.33
1500+00
1500+00
PC: 1504+30.16
PC: 1503+96.07
1505+00
1505+00
A001 ℄ SURVEY
CURVE C-3
P.I. STA.1511+94.60
X=2634546.9850
Y=711837.9547
Δ=029°52'48.00"
D=001°59'59.65"
T=764.44
L=1494.07
R=2864.93
C-2
A001 ℄ SURVEY
S.H.-9
℄ SURVEY
S 70°50'18" E
495.74'
S.H. 9
C-3
A001 ℄ SURVEY
MATCHLINE STA. 1492+00
S 70°50'18" E
826.63'
A002 CRL
C-4
A002 CRL
C-3
A002 CRL
A002 CRL
CURVE C-3
P.I. STA.1487+40.48
X=2632090.4994
Y=712691.5533
Δ=051°09'42.16"
D=002°02'46.60"
T=1340.39
L=2500.23
R=2800.00
E=0.050
V= 65 mph
BM 60D PP
N = 712054.7173
E = 2633746.3257
ELEV 617.65
A002 CRL
CURVE C-4
P.I. STA.1511+60.51
X=2634546.9850
Y=711837.9547
Δ=029°52'48.00"
D=001°59'59.65"
T=764.44
L=1494.07
R=2864.93
E=NA
V= 65 mph

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			GEOMETRIC LAYOUT (2 OF 2)
APPROVED			
SQUAD	hb	ENGINEERS	

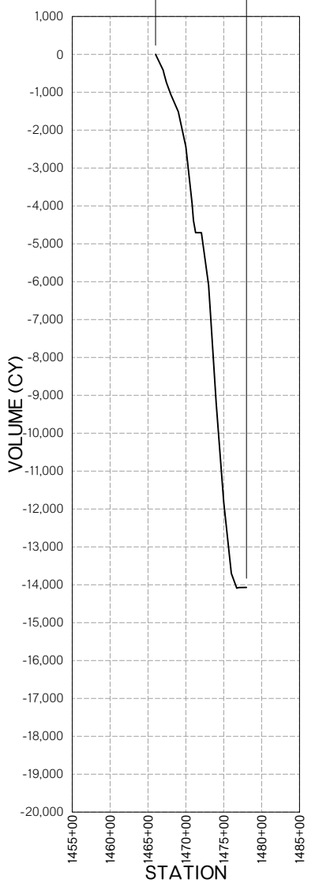
COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R010

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

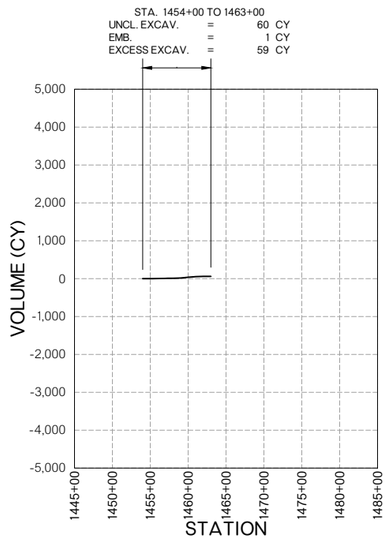
MAY 1, 2024

STA. 1467+00 to 1478+00
UNCL. EXCAV. = 957 CY
EMB. = 15,028 CY
UNCL. BORROW = 14,069 CY



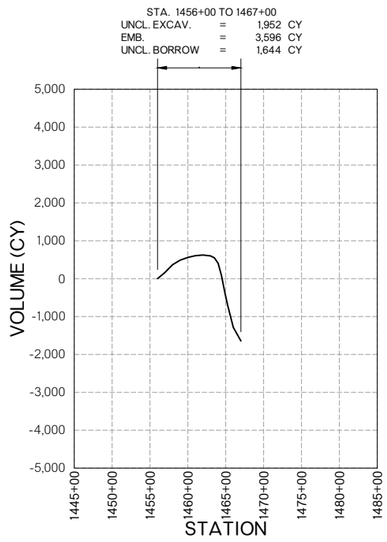
PHASE - 1
MAINLINE

STA. 1454+00 TO 1463+00
UNCL. EXCAV. = 60 CY
EMB. = 1 CY
EXCESS EXCAV. = 59 CY



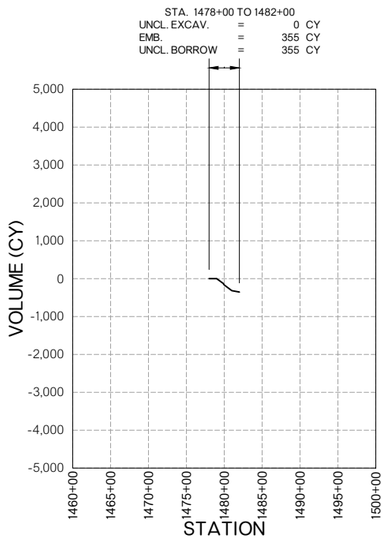
PHASE - 2A
DETOUR 1

STA. 1456+00 TO 1467+00
UNCL. EXCAV. = 1,952 CY
EMB. = 3,596 CY
UNCL. BORROW = 1,644 CY



PHASE - 2B
MAINLINE

STA. 1478+00 TO 1482+00
UNCL. EXCAV. = 0 CY
EMB. = 355 CY
UNCL. BORROW = 355 CY



PHASE - 2C
DETOUR 2

MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS ARE COMPLETED. IF CONTRACTOR OPERATIONS REQUIRE HIM TO STOCKPILE THE EXCESS EXCAVATION, THE COST OF THE SECOND HAULING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

MASS HAUL DIAGRAM PROVIDES FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CHARACTER OF MATERIAL ENCOUNTERED DURING CONSTRUCTION. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	hub	ENGINEERS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

MASS DIAGRAM
(1 0F 2)

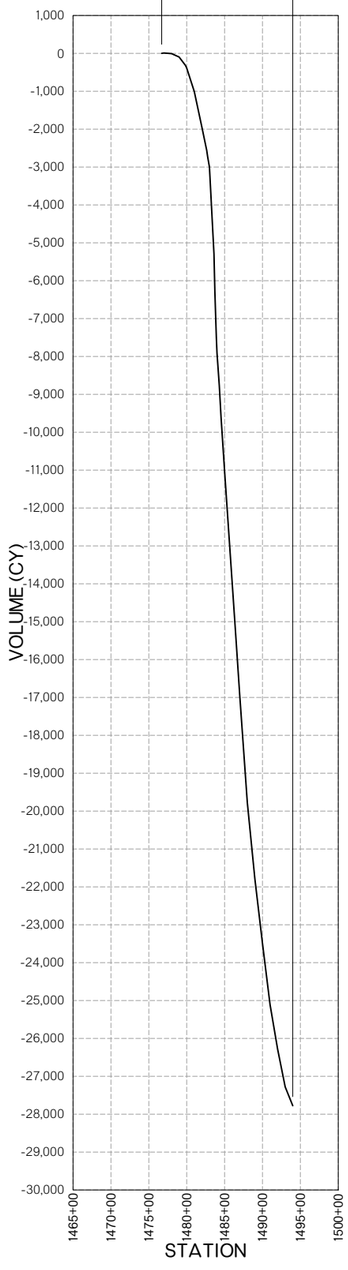
COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

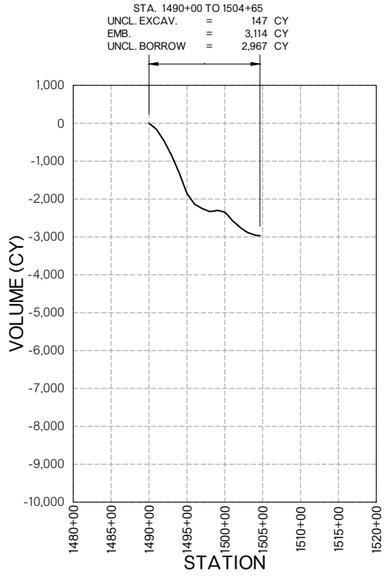
MAY 1, 2024

STA. 1477+00 TO 1494+00
UNCL. EXCAV. = 4,497 CY
EMB. = 32,273 CY
UNCL. BORROW = 27,776 CY



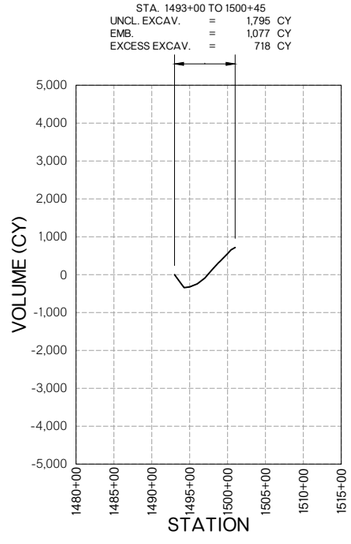
PHASE - 3A
MAINLINE

STA. 1490+00 TO 1504+65
UNCL. EXCAV. = 147 CY
EMB. = 3,114 CY
UNCL. BORROW = 2,967 CY



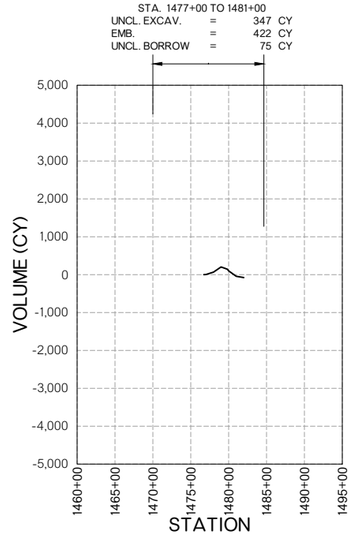
PHASE - 3B
DETOUR 3

STA. 1493+00 TO 1500+45
UNCL. EXCAV. = 1,795 CY
EMB. = 1,077 CY
EXCESS EXCAV. = 718 CY



PHASE - 4A
MAINLINE

STA. 1477+00 TO 1481+00
UNCL. EXCAV. = 347 CY
EMB. = 422 CY
UNCL. BORROW = 75 CY



PHASE - 4B
MAINLINE

MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS ARE COMPLETED. IF CONTRACTOR OPERATIONS REQUIRE HIM TO STOCKPILE THE EXCESS EXCAVATION, THE COST OF THE SECOND HAULING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

MASS HAUL DIAGRAM PROVIDES FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CHARACTER OF MATERIAL ENCOUNTERED DURING CONSTRUCTION. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS FILL RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	hub	ENGINEERS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

MASS DIAGRAM (2 OF 2)

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R012

HUB Engineers
Time of Plot: 5/3/2024 1:23 PM Plot Style: MONOCHROME.STB
G:\2021\21D0012303 SH 9 Bridges\DESIGN\Production Plans\33793(04)-MASS DIAGRAM.dwg

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

1450+00

1455+00

PC: 1455+24.70

1460+00

MATCHLINE STA. 1462+00

KEY:

OBLITERATE

ASPHALT REMOVAL

MATCHLINE STA. 1462+00

1465+00

1470+00

PT: 1470+56.47

1475+00

MATCHLINE STA. 1477+00

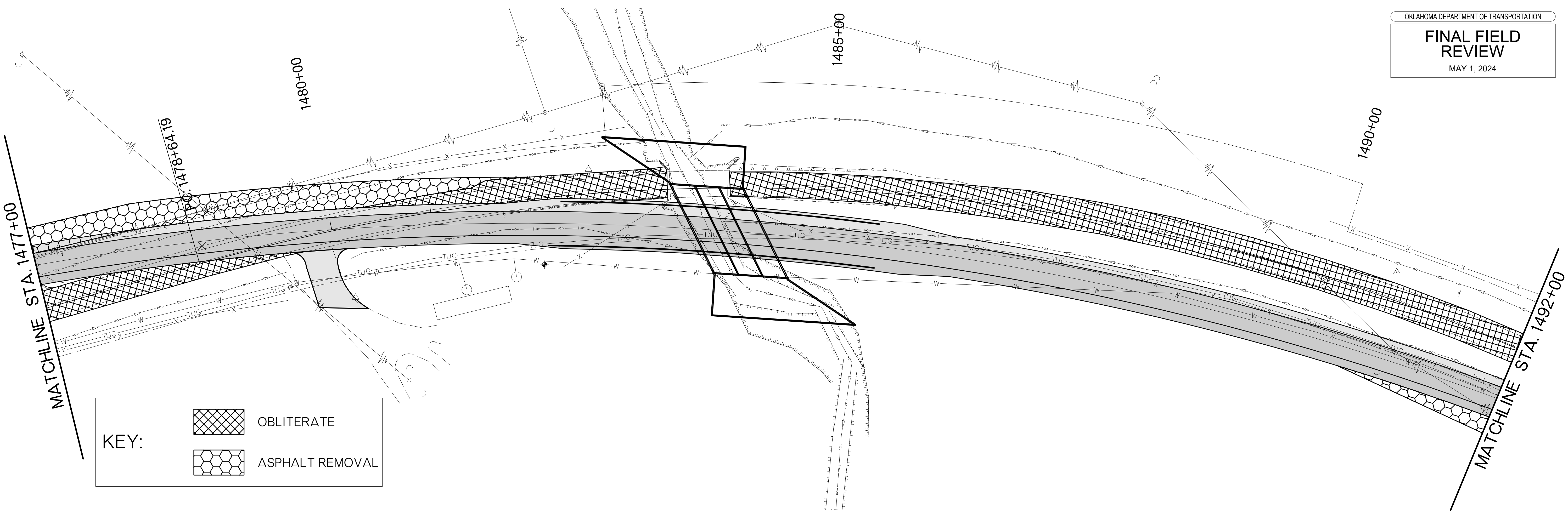
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			REMOVAL DETAILS (1 OF 2)
APPROVED			
SQUAD	hdb ENGINEERS		

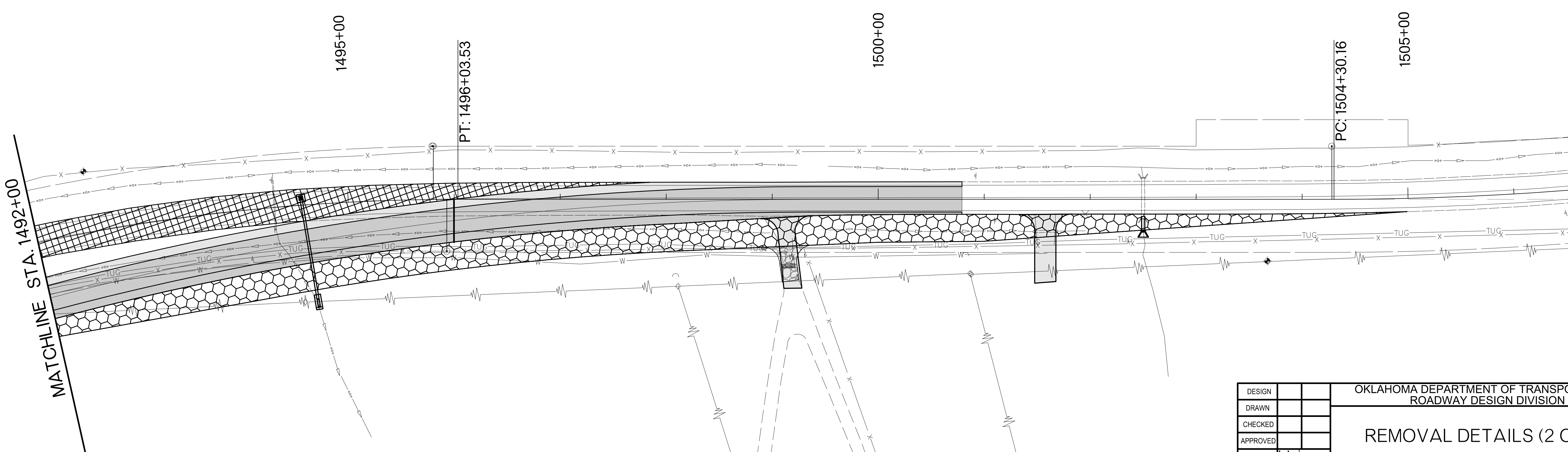
COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R013

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

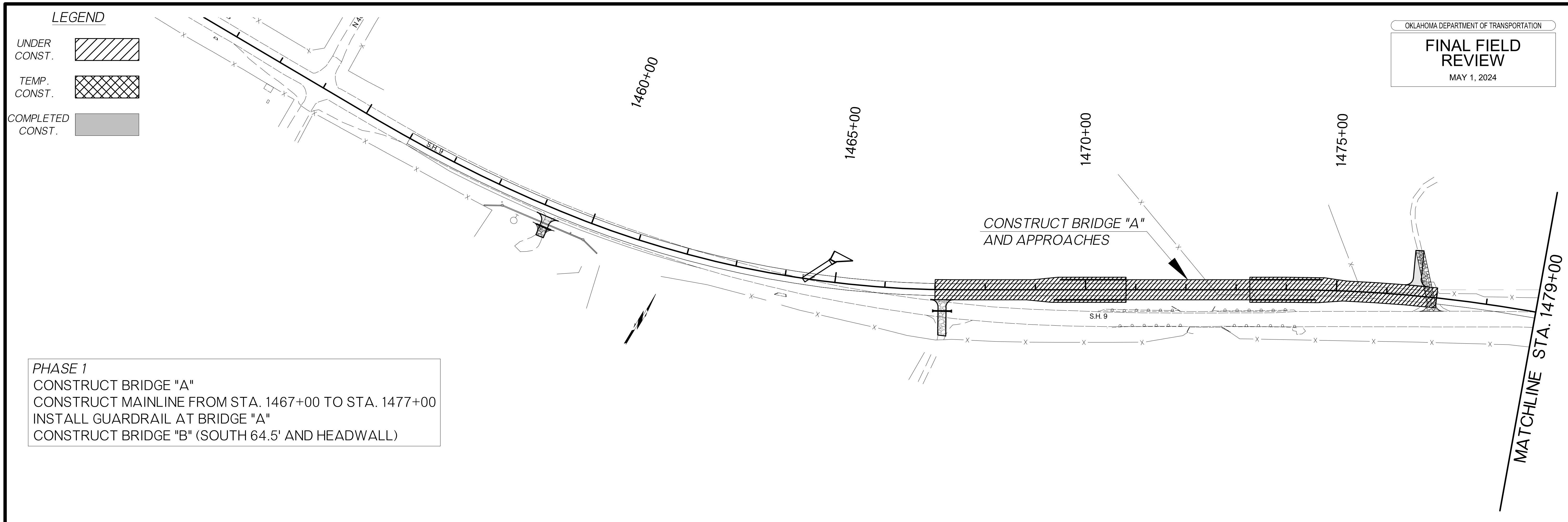
MAY 1, 2024



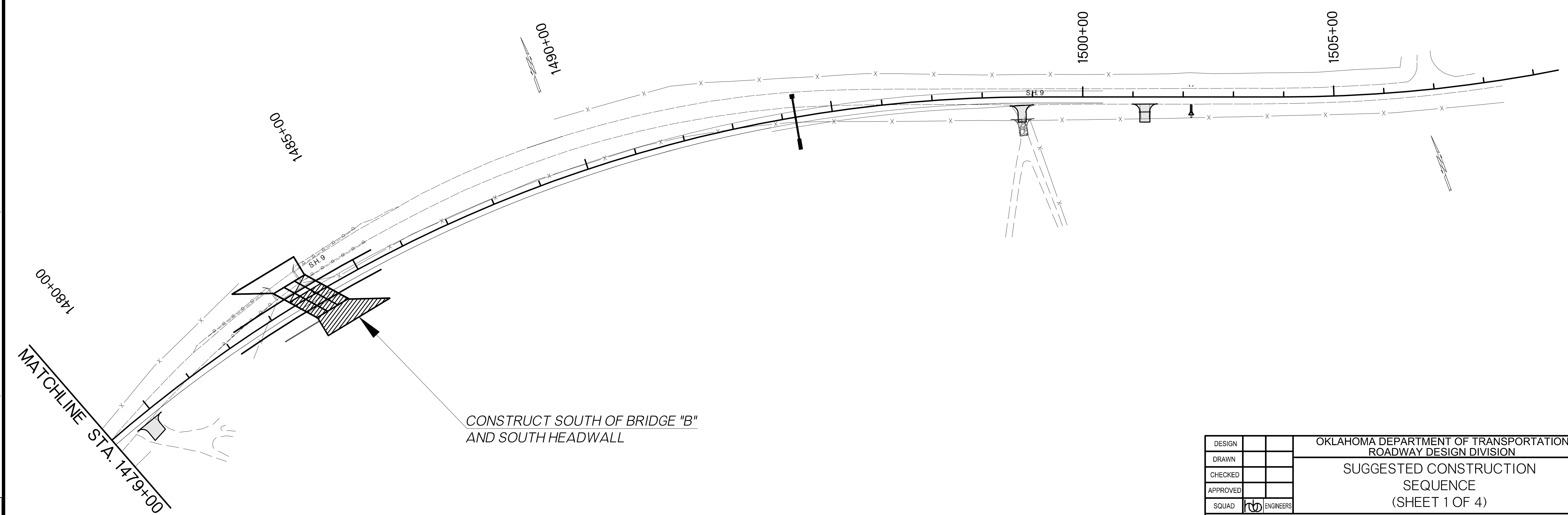


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		REMOVAL DETAILS (2 OF 2)
APPROVED		
SQUAD	hb ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R014



PHASE 1
CONSTRUCT BRIDGE "A"
CONSTRUCT MAINLINE FROM STA. 1467+00 TO STA. 1477+00
INSTALL GUARDRAIL AT BRIDGE "A"
CONSTRUCT BRIDGE "B" (SOUTH 64.5' AND HEADWALL)



OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD REVIEW
MAY 1, 2024

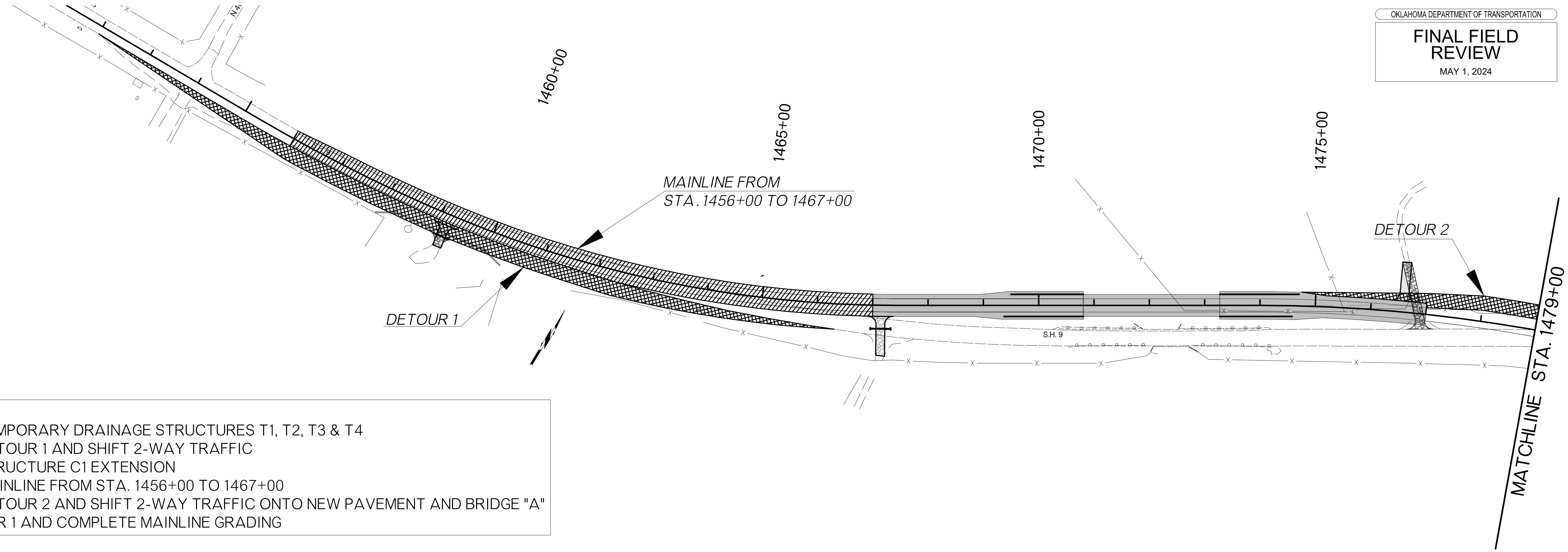
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			SUGGESTED CONSTRUCTION SEQUENCE (SHEET 1 OF 4)
CHECKED			
APPROVED			
SQUAD	hb	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R015

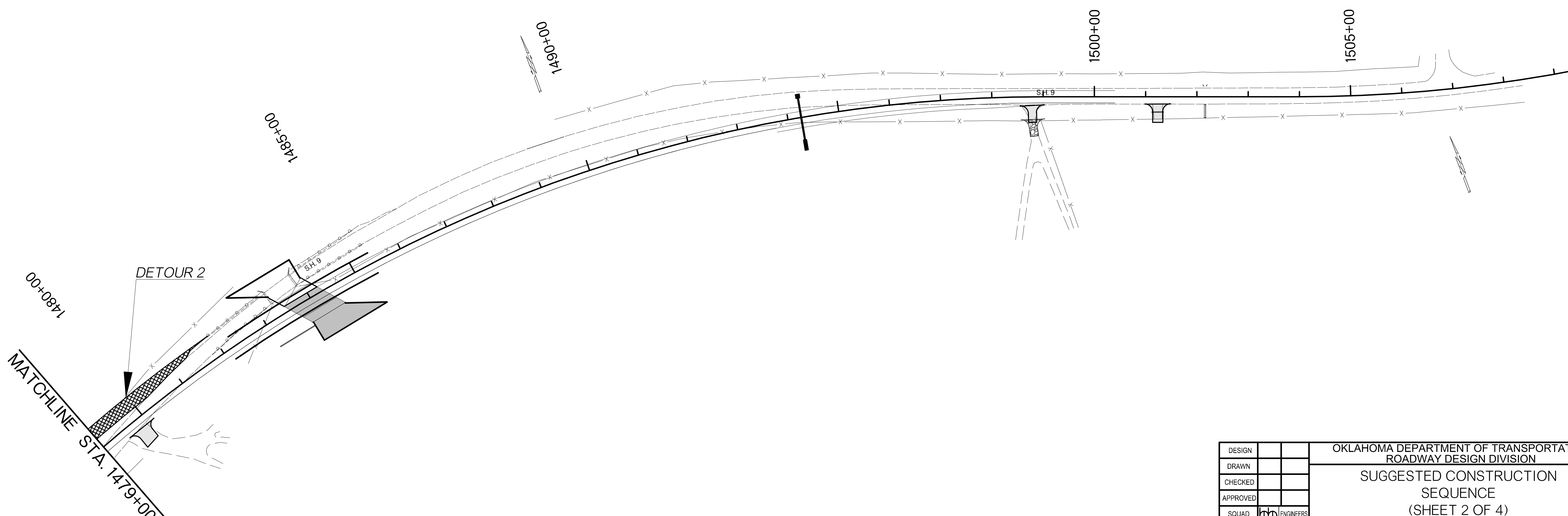
HUB Engineers Time of Plot: 5/3/2024 2:18 PM Plot Style: ODOT2021.CTB

LEGEND

- UNDER CONST.
- TEMP. CONST.
- COMPLETED CONST.



PHASE 2
CONSTRUCT TEMPORARY DRAINAGE STRUCTURES T1, T2, T3 & T4
CONSTRUCT DETOUR 1 AND SHIFT 2-WAY TRAFFIC
CONSTRUCT STRUCTURE C1 EXTENSION
CONSTRUCT MAINLINE FROM STA. 1456+00 TO 1467+00
CONSTRUCT DETOUR 2 AND SHIFT 2-WAY TRAFFIC ONTO NEW PAVEMENT AND BRIDGE "A"
REMOVE DETOUR 1 AND COMPLETE MAINLINE GRADING

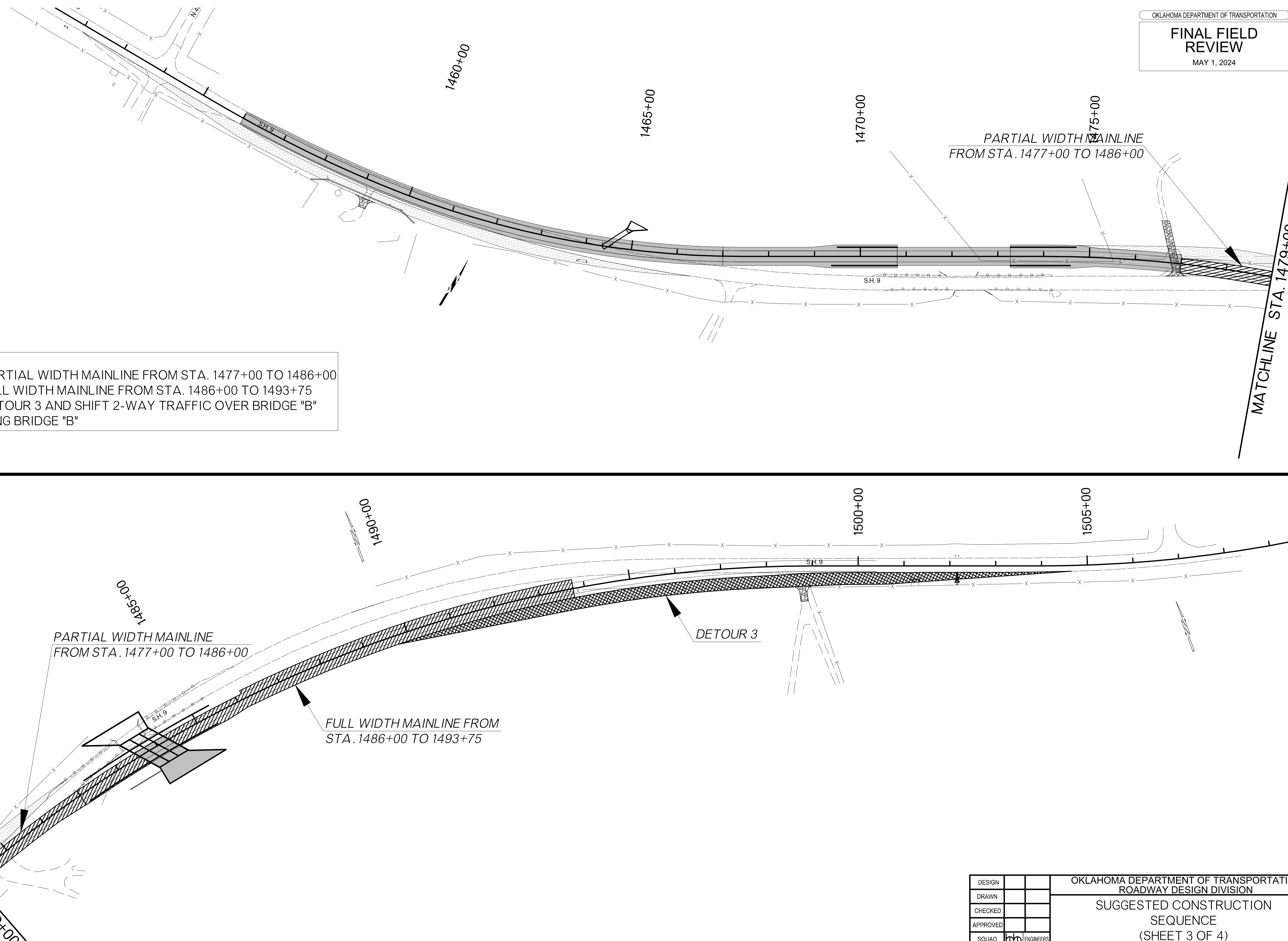


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		SUGGESTED CONSTRUCTION SEQUENCE (SHEET 2 OF 4)
CHECKED		
APPROVED		
SQUAD	ENGINEERS	

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R016

FINAL FIELD REVIEW
MAY 1, 2024

LEGEND
- UNDER CONST.
- TEMP. CONST.
- COMPLETED CONST.



PHASE 3
CONSTRUCT PARTIAL WIDTH MAINLINE FROM STA. 1477+00 TO 1486+00
CONSTRUCT FULL WIDTH MAINLINE FROM STA. 1486+00 TO 1493+75
CONSTRUCT DETOUR 3 AND SHIFT 2-WAY TRAFFIC OVER BRIDGE "B"
REMOVE EXISTING BRIDGE "B"

DESIGN	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	
CHECKED	SUGGESTED CONSTRUCTION SEQUENCE (SHEET 3 OF 4)
APPROVED	
SQUAD	ENGINEERS

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R017

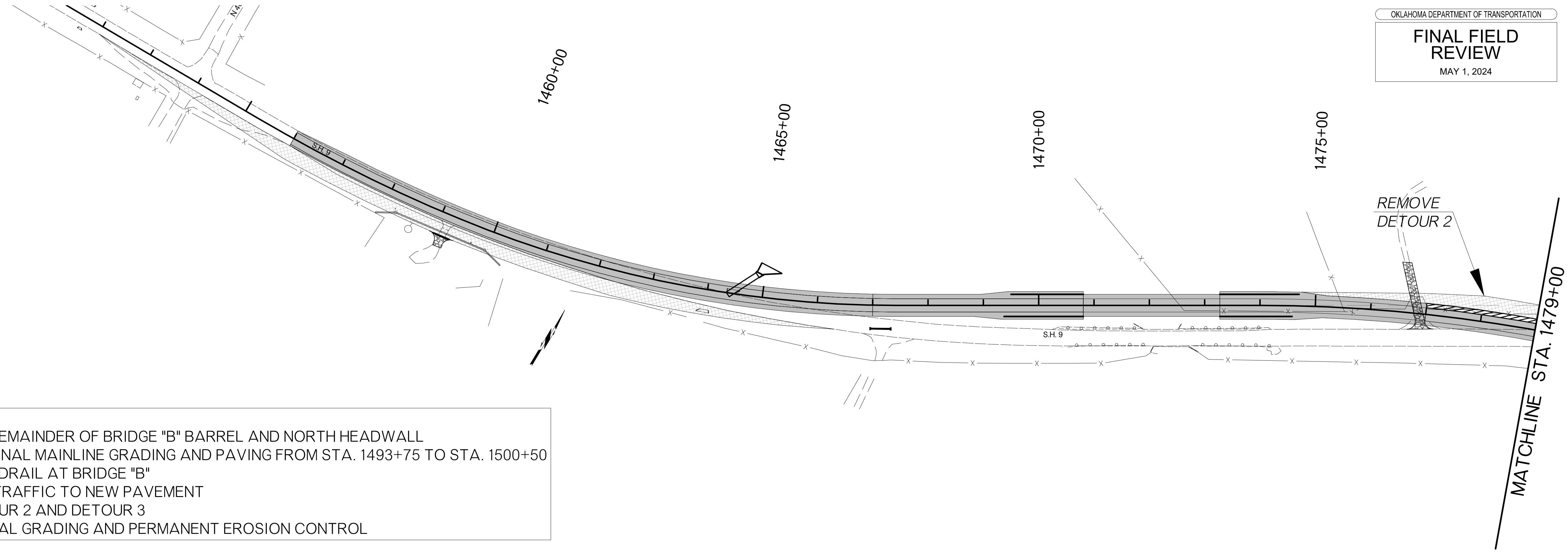
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

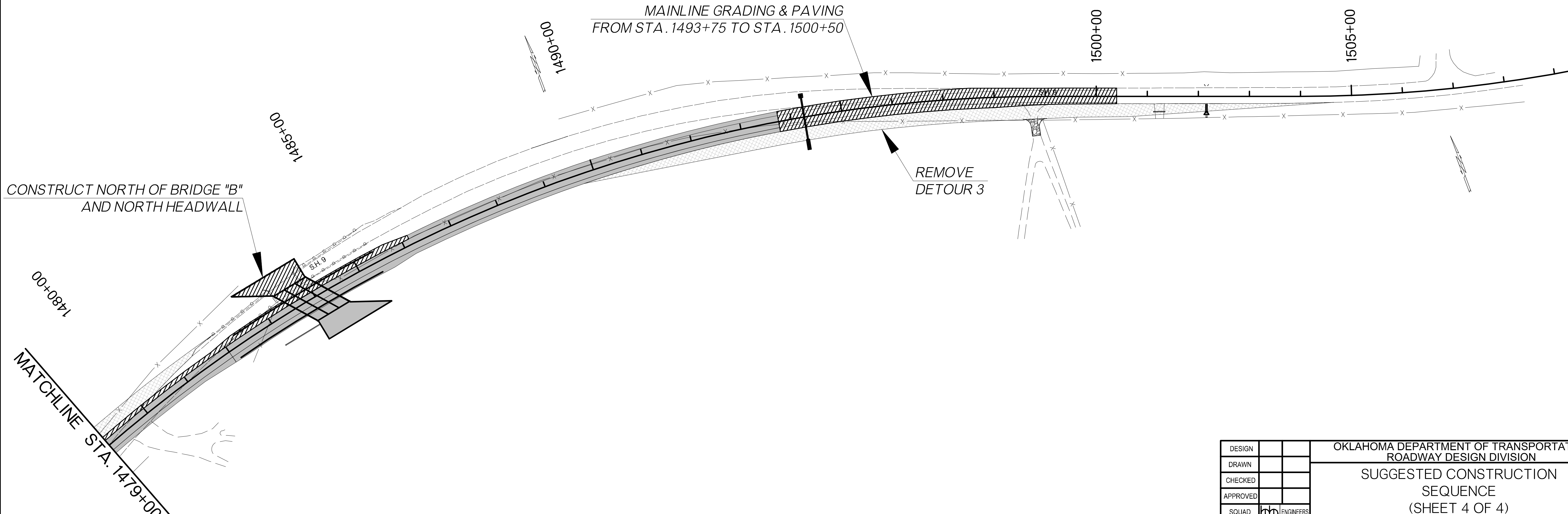
LEGEND

- UNDER CONST.
- TEMP. CONST.
- COMPLETED CONST.



PHASE 4

CONSTRUCT REMAINDER OF BRIDGE "B" BARREL AND NORTH HEADWALL
CONSTRUCT FINAL MAINLINE GRADING AND PAVING FROM STA. 1493+75 TO STA. 1500+50
INSTALL GUARDRAIL AT BRIDGE "B"
SHIFT 2-WAY TRAFFIC TO NEW PAVEMENT
REMOVE DETOUR 2 AND DETOUR 3
COMPLETE FINAL GRADING AND PERMANENT EROSION CONTROL



DESIGN	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	SUGGESTED CONSTRUCTION SEQUENCE (SHEET 4 OF 4)
CHECKED	
APPROVED	
SQUAD	hb ENGINEERS

COUNTY MCINTOSH HIGHWAY SH-9 STATE JOB NO. 33793(04) SHEET NO. R018

SURVEY DATA SHEETS

McINTOSH COUNTY
S.H. 9
SWO 5445(1)
STATE JOB NO. 33793(04)
PROJECT LOCATION

SURVEY CONTROL DATA

1. POSITIONAL CONTROL:

A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (1997), 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 DIFFERENTIAL LEVELING

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: July, 2021
SURVEY COMPLETED: October, 2021

SURVEY CREW MEMBERS:

Charles Chastain,	Professional Land Surveyor
Sean Johnsey	Transportation Specialist Level III
Byron Rogers,,	Transportation Specialist Level ,
Duncan Rae	Transportation Specialist Level II

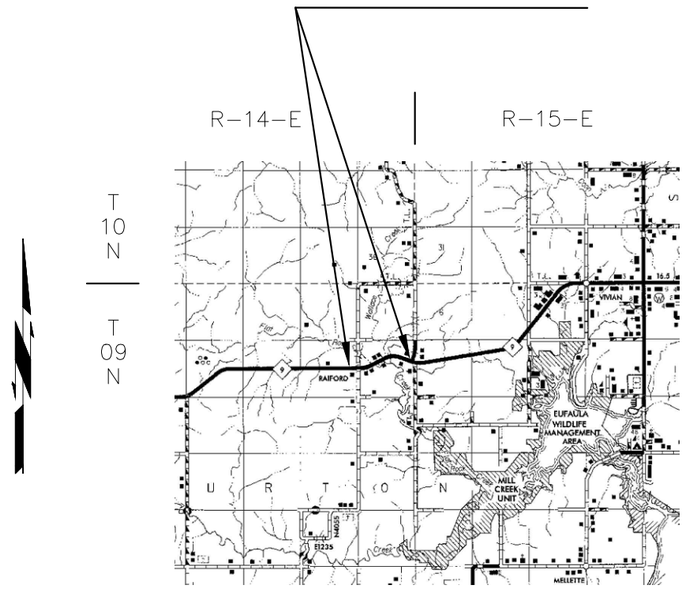
EQUIPMENT:

GPS EQUIPMENT Geomax 35 pro
SOKKIA BC02 AUTO LEVEL
SOKKIA IM–50S

SCALES 1"

SURVEY DATA SHEETS	1" = 50' TOWN
SURVEY DATA SHEETS	1" = 100'
GEOMETRIC DATA SHEETS	1" = 500'

SURVEY EXTENTS



McINTOSH CO

PROJECT LENGTH 5901.09 Ft. 1.12 MI.

BEGINNING STATION :1445+27.00
ENDING STATION :1504+28.09

INDEX OF SURVEY SHEETS

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

utility company owner's list

CANADIAN VALLEY ELECTRIC CO–OP 405–230–1423
AT&T COMMUNICATION 918–684–7479
VIVIAN RWD NO. 6 918–617–1136

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO No. 5445(1) Job/Piece 33793(04) Engr. Contract No. _____

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 Survey Instruction",
– its supplement, "Restoration of Lost or Obliterated Corners and Sub-division of Sections";
– "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Licensure 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.

Dated this 28th day of October 20 21

Land Surveyor _____
Signature

CHARLES W. CHASTAIN
Printed Name

Oklahoma Licensed Land Surveyor No. 1352

Certificate of Authorization No. 219 Exp. Date 6/30/23

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, JULY 25, 2013.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED JANUARY, 2011 GOVERN.

PLS	CWC		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DWC		SURVEY DATA SHEET
CHECKED	CWC		SWO 5445(1)
APPROVED			
CREW			

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S001

OKLAHOMA DEPARTMENT OF TRANSPORTATION October 28,2021

To: Chief of Surveys

From: Charles W. Chastain, Professional Land Surveyor

Subject: SWO 5445(1)-J/P 33793(04)-SH 9 Mcintosh county
Bridges over unnamed creek and Wallace creek, 6.0 & 6.2 miles
East of Junction 52

Historical Letter & Written Report

1. General

Survey Began: July 2021
Survey Completed: October 2021

Personnel on this survey:
Charles W. Chastain, PLS
Sean Johnsey PART CHEIF
Byron Rogers Survey Tech
Conner Scott Survey Tech
Duncan Rae Survey Tech

2. Assignment
This survey was assigned to me by Mr. Wes Stewart of Holloway, Updike and Bellen Engineering July 1 2021

3. Purpose
The purpose of this survey is to obtain adequate information for the design and reconstruction of the Roadway and obtain data for the replacement of 2 bridges

Limit- 200 feet each side of the centerline of the present highway 9

This survey began on POT station 1445+27.4 to P.C Station 1504+32.3 as

shown on S. A. 885(3) plans (extended back and ahead along the center of the

present highway 9)

5 Alignment

The centerline of survey is along the Identical centerline SH 9 established by recovered reference points as shown in the SAP 885(3)) plans. The alignment consist of a Tangent from POT Station 1445+27.40 then following along the existing center line and the alignment from the plans to station PC 1504+32.7

Stationing (A001) was established along SH 9 by following along the existing roadway center line of SH 9 back from station 1425+00 of the SAP 885(3) plans to set station POT 1445+27.40, then along the existing Roadway centerline from station 1445+27.40 from the plans to set station 1504+28.09 this survey

7 Horizontal Control:
Horizontal Control for this survey is NGS Oklahoma State Plane Coordinate System, Lambert Projection, North Zone, derived by static GPS submitted to and processes through OPUS Projects.

a) Static GPS methods were used to establish the following Secondary Control

b) A ground measurement was taken between the secondary control points to verify static GPS method distances.

c) All data contained in this survey is Grid Data, No Transformation was made to correct to the surface. Coordinates on the state plane grid do not reflect actual ground distances.

8. Vertical Control:
a) Vertical Control for this survey is NAVD88.

b) Vertical Control Points:
Derived from STATIC GPS utilizing Monuments NGS Z-6, PID FHO658 and R-5 PID FHO668 and processed by NGS opus projects., secondary control pins were networked to the monuments listed above

c) Differential leveling method was utilized to verify difference between all control points established by GPS methods and to set vertical Benchmark elevations for this Project.

PLS	CWC		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DWC		
CHECKED	CWC		SURVEY DATA SHEET
APPROVED			SWO 5445(1)
CREW			

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S002

d) All leveling was conducted with a Sokkia BC20. The project levels began at secondary CP 7402 as established from the primary control, differential leveling was run through the project benchmarks and secondary control forward and back to provide accurate vertical adjustment for the project

A benchmark list depicting newly established benchmarks, as well as results of the control leveling has been placed in the archived Microstation Design File. (See: SUBMITTED DATA BELOW).

9. Measurement Units:

The distances, coordinates, and elevations shown on this survey are in US SURVEY FEET. All angles and bearings shown are in degrees, minutes, and seconds.

10. Photo Controls:

There are no photo control points on this project.

11. Topography:

All topography information was obtained during the course of this survey by GPS RTK along with field conventional methods as directed by the ODOT Survey Specifications for primary and secondary highways.

12. Cross Section/DTM:

All surface feature information was obtained during the course of this survey by field conventional methods. (See: SUBMITTED DATA BELOW).

13. Underground Storage Tanks/Hazardous Waste Sites:

There were no Underground storage tanks/ Hazardous Waste Sites encountered during this survey.

14. Utilities:

All utility companies servicing the project extents were contacted after first contacting OKIE which does not respond to survey locate request, a list of utility owners was provided and Were contacted to provide the location information.

15. Land Ties:

Section 12 Township 9 North, Range 14 East of the IM, was surveyed within this survey by first checking the recorded corner records and field locating and verifying the position of existing corners and checking accuracies by applying The Oklahoma minimum standards for land surveys
.

16. Data Submitted:

A. Reports:
1) Transmittal Letter.
2) ODOT Form SD-7, Public and Privately Owned Utility List.
3) ODOT Form SD-11, Control Point Form,
4) ODOT Form SD-20, Survey Control.
5) ODOT Form SD-41, Surveyor's Certification.
6) COGO Data (Coordinate List With Alignments).
7) Benchmark and Check Level List.

B. Computer Files:= 1 DGN file of entire survey

Respectfully Submitted,

Charles W. Chastain, PLS Date 09/ 28/2021

PLS	CWC		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DWC		SURVEY DATA SHEET
CHECKED	CWC		SWO 5445(1)
APPROVED			
CREW			

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S003

PAGE 1 of 1

CHECK LEVELS SWO 5445(1) McINTOSH COUNTY,

BM NO.	RUN 1	RUN 2	RUN 3	MEAN	UNADJ. ELEV.	ADJ. DIFF.
M-46-342		+.02				
TO						
BM 1	+1.87	+1.86		+1.865	645.135	+.0010
TO						
BM 2	-17.21	-17.22		-17.225	626.045	-.002
TO						
BM 3	-29.09	-29.09		-29.090	614.18	-.003
TO						
M-46-343	-24.35	-24.33		-24.34	618.92	-.004
TO						
BM 4	-21.42	21.39		-21.405	621.865	-.006
TO						
BM 5	-18.18	-18.16		-18.17	625.10	-.007
TO						
BM 6	-25.64	-25.61		-25.625	617.66	-.009
TO						
M-46-343	+39.33	+39.33		+39.33	682.60	-.010

BENCH MARK LIST NAVD 88 DATUM SH 9

ELEV.	BM DESCRIPTION
DATUM 643.27	1.5" ALUM. CAP IN 1/2" IRON PIN M-43-342 64.19 RT STA. 1453+34.HWY 9
645.14	CHISELED X ON CONRETE SLAB 51.76 RT. STA 1453+14 HWY 9
626.04	60d NAIL IN 18" OAK TREE 43' RT. STA 1462+84 HWY 9
614.18	60d NAIL IN 50" OAK TREE 71.8 RT. STA. 1473+20 HWY 9 .
618.92	1.5" ALUMINUM CAP- SECONDARY PROJECT CONTROL 70.44 RT. STA 1480+10.75 SH 9
621.86	60d NAIL IN TREE 66' RT STA 1482+07
625.09	60d NAIL IN 10" OAK TREE 55' LT STA 1492+59
617.65	60d NAIL IN POWER POLE 58' RT STA 1503+67
682.59	1/2" IRON PIN WITH 1.5" ALUM. CAP 15.67' RT. STA. 892+38.22 SH 10

PLS	CWC	
DRAWN	DWC	
CHECKED	CWC	
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5445(1)

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S004

EXISTING ALIGNMENT REPORT

Project Name: SWO 5445(1).

Horizontal Alignment Name: A001
Description: CL Survey PRESENT HIGHWAY 9 from SAP No. 885(3). Style: Centerline
Element: Linear

	STATION		EASTING	NORTHING
350	POT 1445+27.40		2628240.9761	711283.1564
		TANGENT DIRECTION N88° 32' 43.64" E TANGENT DISTANCE 997.30		
351	PC 1455+24.70		2629237.9522	711308.4716
		DELTA 30° 38' 06" RADIUS 2,864.815 ARC LENGTH 1,531.77		
352	PT 1470+56.47		2630687.4951	711744.1082
		TANGENT DIRECTION N58° 00' 00.00" E TANGENT DISTANCE 807.72		
353	PC 1478+64.19		2631372.4841	712172.1368
		DELTA 51° 09' 42" RADIUS 1,947.88 ARC LENGTH 1,739.34		
354	PT 1496+03.53		2633044.0665	712360.2004
		TANGENT DIRECTION S70° 50' 17.84" E TANGENT DISTANCE 824.56		
355	POT 1504+28.09		2633822.9427	712089.5505

1	2629028.7911	711253.0281
2	2629997.8853	711385.5702
3	2630945.5827	711821.6439
4	2631702.6551	712265.9155
5	2632716.8368	712500.9316
6	2633746.3257	712054.7173
350	2628240.9761	711283.1564
351	2629237.9522	711308.4716
352	2630687.4951	711744.1082
353	2631372.4841	712172.1368
354	2633044.0665	712360.2004
355	2633822.9427	712089.5505
7400	2634228.325	712587.810
7401	2631530.7900	712182.6800
7402	2629080.885	711236.022
7600	2628239.7069	711333.1402
7601	2629081.3719	711354.5119
7602	2629050.9140	712625.2046
7603	2629100.3988	712626.3907
7604	2629130.2589	711380.7612
7605	2629236.0484	711383.4475
7606	2629832.5021	711489.5525
7607	2629839.3554	711465.5089
7608	2630880.2402	711786.0357
7609	2630581.7743	711813.8883
7610	2630788.0377	712042.7689
7611	2630867.5256	711815.5827
7612	2631345.9881	712214.5392
7613	2631727.5400	712399.8817
7614	2631708.6578	712452.2736
7615	2632463.5367	712587.2756
7616	2632462.0363	712517.2981
7617	2633080.4783	712407.4302
7618	2633716.3580	712178.8251
7619	2633726.5639	712202.4400
7620	2633847.5804	712160.3952
7621	2628242.2453	711233.1725
7622	2629083.7684	711254.5405
7623	2629114.2487	709884.2186
7624	2629163.7355	709885.4040
7625	2629133.2535	711255.7970
7626	2629239.2214	711258.4878
7627	2630712.9132	711701.0314
7628	2630818.9838	711531.4823
7629	2631026.5014	711881.1482
7630	2630920.5175	711830.7579
7631	2631398.9800	712129.7344
7632	2633027.6548	712312.9706
7633	2633806.5310	712042.3207
8000	2629073.5244	712714.1411
8001	2630392.1439	712745.7618
8002	2630417.9826	711650.6386
8003	2630420.5871	711540.7186
8004	2630425.5895	711328.7807
8005	2630433.3822	710898.8041
8006	2629115.2298	710875.2122
8007	2630917.5118	711337.5255
8008	2630911.5684	711589.3297
8009	2630378.8596	713308.5744
8010	2631897.8876	713331.1253
8011	2631430.3973	712148.9880
8012	2631579.2787	711978.5849
8013	2631729.2562	711981.1829
8014	2633016.8585	713353.7477
8015	2633001.7736	714013.1139
8016	2630363.2829	713968.5056
9000	2629044.0063	713946.2492
9001	2634439.7811	708763.1322
9002	2634320.9875	714035.4858
9003	2634380.3394	711399.0829
9004	2631682.5596	713980.7620
9005	2629107.3313	711305.3757
9006	2629170.6777	708884.2745
9007	2631805.1837	708713.8804
9020	2629145.7156	708885.7634
9021	2629145.3518	708882.2417
9022	2629194.7811	708886.3899
9023	2629107.3075	711305.3481
9024	2630836.5889	711894.0549
9025	2631743.8716	711352.2154

PLS	CWC	
DRAWN	DWC	
CHECKED	CWC	
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5445(1)

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S005

NGS OPUS-Projects 4.0.1 NETWORK ADJUSTMENT REPORT

==========

All coordinate accuracies reported here are 1x the formal
uncertainties from the solution. For additional information:
geodesy.noaa.gov/OPUS/Using_OPUS-Projects.html#accuracy

These positions were computed without any knowledge by the National
Geodetic Survey regarding the equipment or field operating procedures used.

SUBMITTED BY: cchastain
SOLUTION FILE NAME: network-final 11-2.sum
SOLUTION SOFTWARE: GPSCOM(2008.25)
SOLUTION DATE: 2021-11-02T09:53:11 UTC
STANDARD ERROR OF UNIT WEIGHT: 1.035
TOTAL NUMBER OF OBSERVATIONS: 165529
TOTAL NUMBER OF MARKS: 12
CONSTRAINED MARKS: 4 HORIZONTAL, 2 VERTICAL

eufa N35:15:33.49922 W095:36:12.72954 NAD_83(2011) @ 2010.0000
eufa 0.08cm 0.19cm NE SIGMAS

fame N35:20:37.25880 W095:38:45.00767 NAD_83(2011) @ 2010.0000
fame 0.05cm 0.19cm NE SIGMAS

okhv N34:54:47.37901 W094:37:05.09241 146.520m NAD_83(2011) @ 2010.0000
okhv 0.12cm 0.09cm 0.13cm NEU SIGMAS

okmu N35:43:00.06246 W095:24:05.82032 161.446m NAD_83(2011) @ 2010.0000
okmu 0.09cm 0.15cm 0.09cm NEU SIGMAS

tbm_ 1 181.403m NAD_83(2011) @ 2010.0000
tbm_ 0.20cm U SIGMA

z6_2 1 177.301m NAD_83(2011) @ 2010.0000
z6_2 0.20cm U SIGMA

START TIME: 2021-08-18T00:00:00 GPS
STOP TIME: 2021-08-19T23:59:30 GPS
FREQUENCY: L1-ONLY TO ION-FREE [BY BASELINE LENGTH]
OBSERVATION INTERVAL: 30 s
ELEVATION CUTOFF: 15 deg
TROPO INTERVAL: 7200 s [PIECEWISE LINEAR PARAMETERIZATION]
DD CORRELATIONS: ON

INCLUDED SOLUTION	RMS	SOFTWARE	RUN DATE
1) 2021-230 hwy9 horiz	1.6 cm	page5(2008.25)	2021-08-24T14:17 UTC
2) 2021-231 hwy9 vert	2.0 cm	page5(2008.25)	2021-08-24T14:38 UTC

BASELINE	LENGTH	RMS	OBS	OMITTED	FIXED	IN SOLUTION(S)
tbm_-okmc	18.736 km	2.1 cm	1607	2.0%	95.5%	2
z6_2-okmc	27.069 km	2.0 cm	1621	5.6%	96.2%	2
7402-okmc	30.130 km	1.7 cm	4650	3.1%	93.9%	1, 2
7400-okmc	30.255 km	1.9 cm	4566	3.5%	92.0%	1, 2
eufa-okmc	30.758 km	2.9 cm	1644	19.7%	92.5%	1
fame-okmc	38.723 km	2.5 cm	1473	20.4%	87.5%	1
okmu-okmc	84.705 km	1.7 cm	34313	4.0%	94.8%	1, 2
okad-okmc	95.186 km	1.9 cm	29793	8.8%	97.5%	1, 2
okhv-okmc	101.631 km	1.5 cm	17230	4.3%	100.0%	1
okte-okmc	110.639 km	1.7 cm	34551	3.2%	98.2%	1, 2
oktu-okmc	134.727 km	1.8 cm	34081	4.3%	98.6%	1, 2

PLS	CWC	
DRAWN	DWC	
CHECKED	CWC	
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5445(1)

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S006

MARK ESTIMATED - A PRIORI COORDINATE SHIFTS

7400 N: -0.008 m (0.001 m) E: -0.006 m (0.001 m) H: 0.255 m (0.003 m)

7402 N: -0.010 m (0.001 m) E: -0.006 m (0.001 m) H: -0.065 m (0.003 m)

eufa N: 0.004 m (0.001 m) E: 0.034 m (0.001 m) H: 0.064 m (0.005 m)

fame N: 0.001 m (0.000 m) E: 0.005 m (0.001 m) H: -0.088 m (0.006 m)

okad N: -0.008 m (0.001 m) E: -0.009 m (0.001 m) H: 0.009 m (0.002 m)

okhv N: -0.006 m (0.001 m) E: -0.003 m (0.001 m) H: 0.003 m (0.001 m)

okmc N: -0.002 m (0.001 m) E: -0.006 m (0.001 m) H: -0.001 m (0.001 m)

okmu N: -0.004 m (0.001 m) E: -0.017 m (0.001 m) H: 0.006 m (0.001 m)

okte N: 0.008 m (0.001 m) E: -0.011 m (0.001 m) H: -0.040 m (0.001 m)

oktu N: -0.007 m (0.001 m) E: -0.006 m (0.001 m) H: -0.016 m (0.001 m)

r-5 N: -0.004 m (0.001 m) E: 0.001 m (0.001 m) H: -0.019 m (0.002 m)

z6_2 N: -0.002 m (0.001 m) E: 0.004 m (0.001 m) H: -0.020 m (0.002 m)

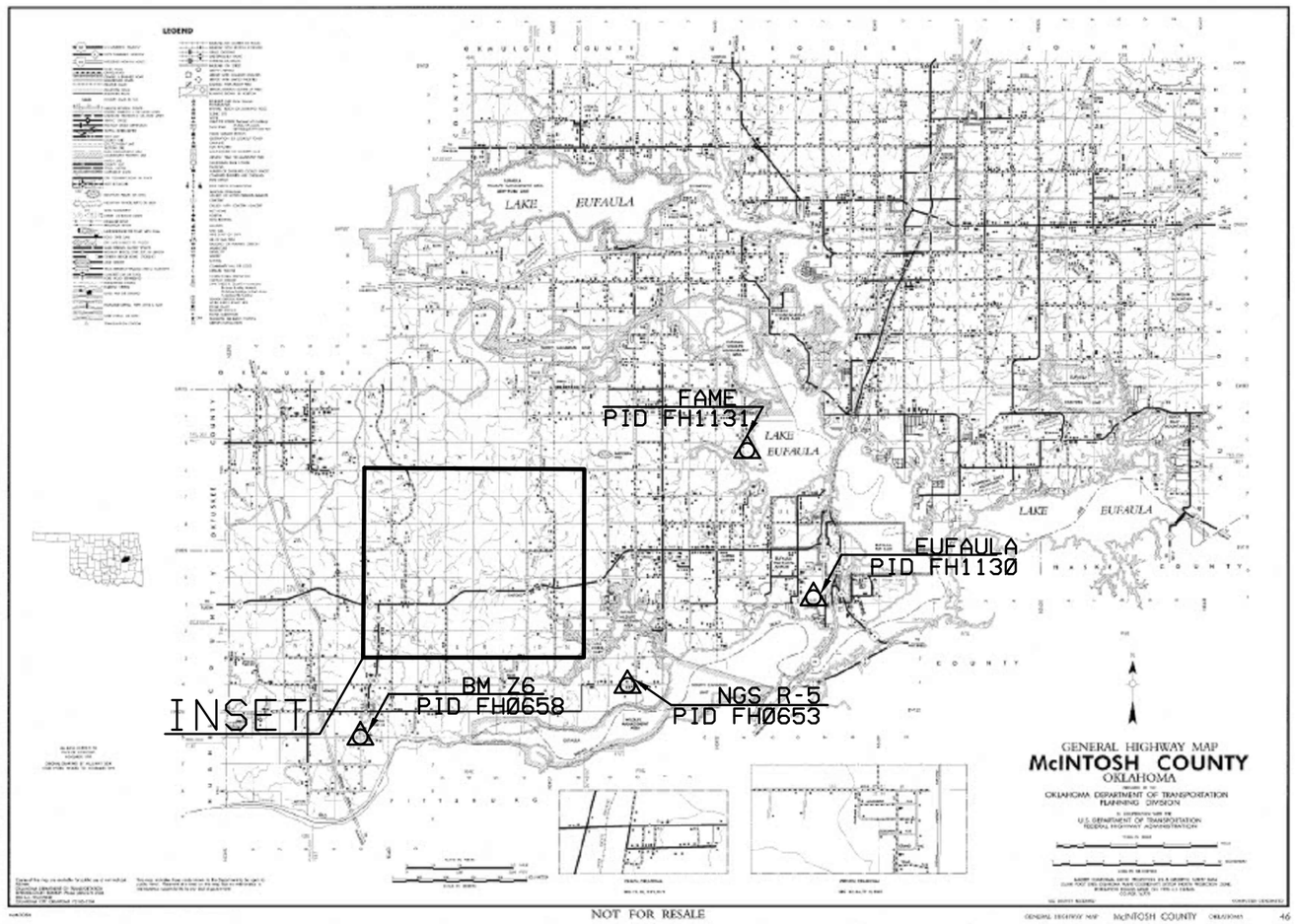
PLS	CWC	
DRAWN	DWC	
CHECKED	CWC	
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5445(1)

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S007



INSET

R-14-E | R-15-E

NS404	NS405	NS406	NS407	NS408	NS409	NS410	
28	27	26	25	30	29	28	EW117
33	34	35	36	31	32	33	EW118
4	3	2	1	6	5	4	EW119
9	10	11	12	7	8	9	EW120
16	15	14	13	18	17	16	EW121
Scale 0 MILES 1	22	23	24	19	20	21	EW122
21							EW123

END SWO 5445(1)
ALIGNMENT A001
STA. 1504+28.09

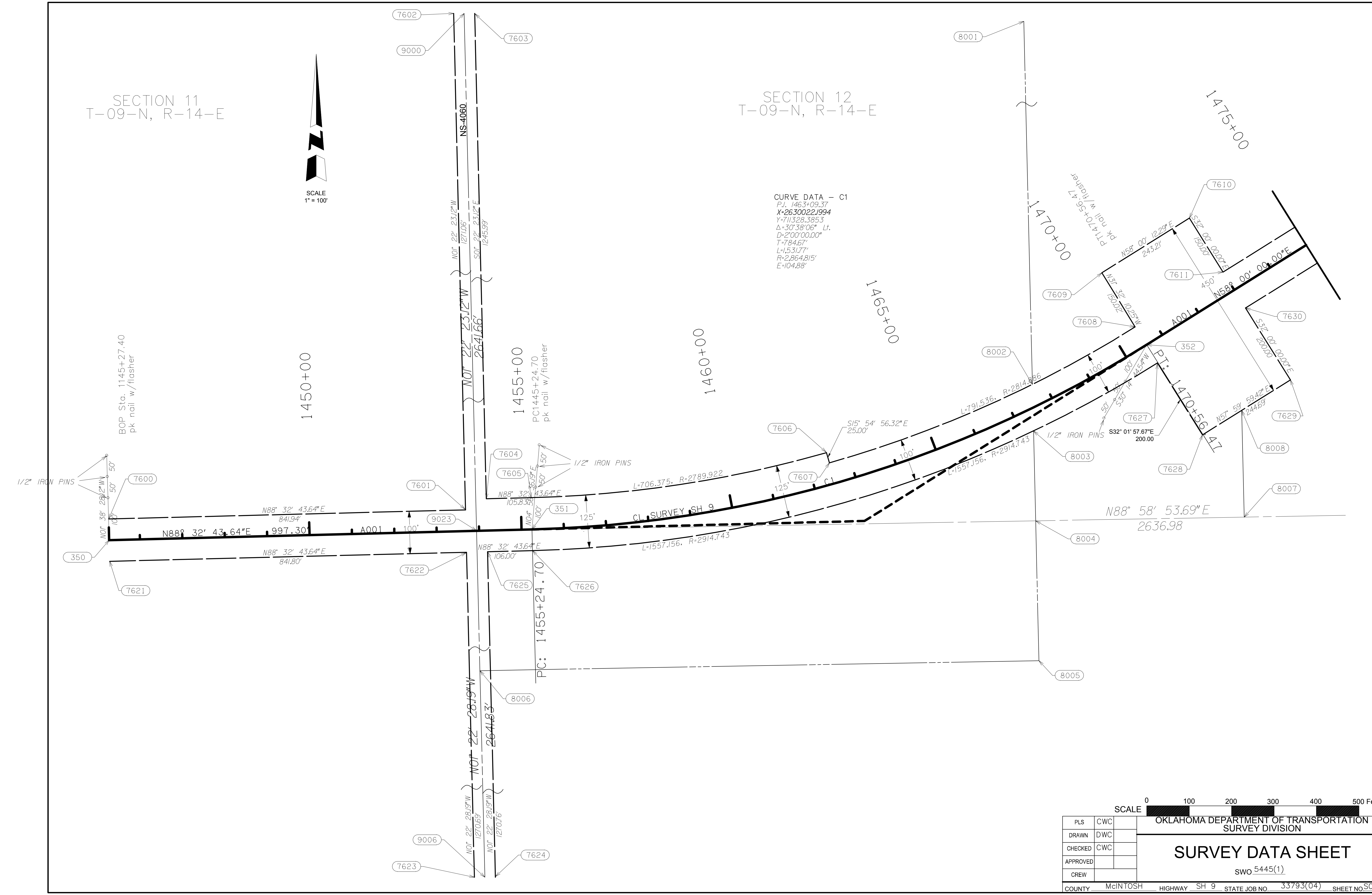
BEGIN SWO 5445(1)
ALIGNMENT A001
STA. 1445+27.40

T 10 N

T 9 N

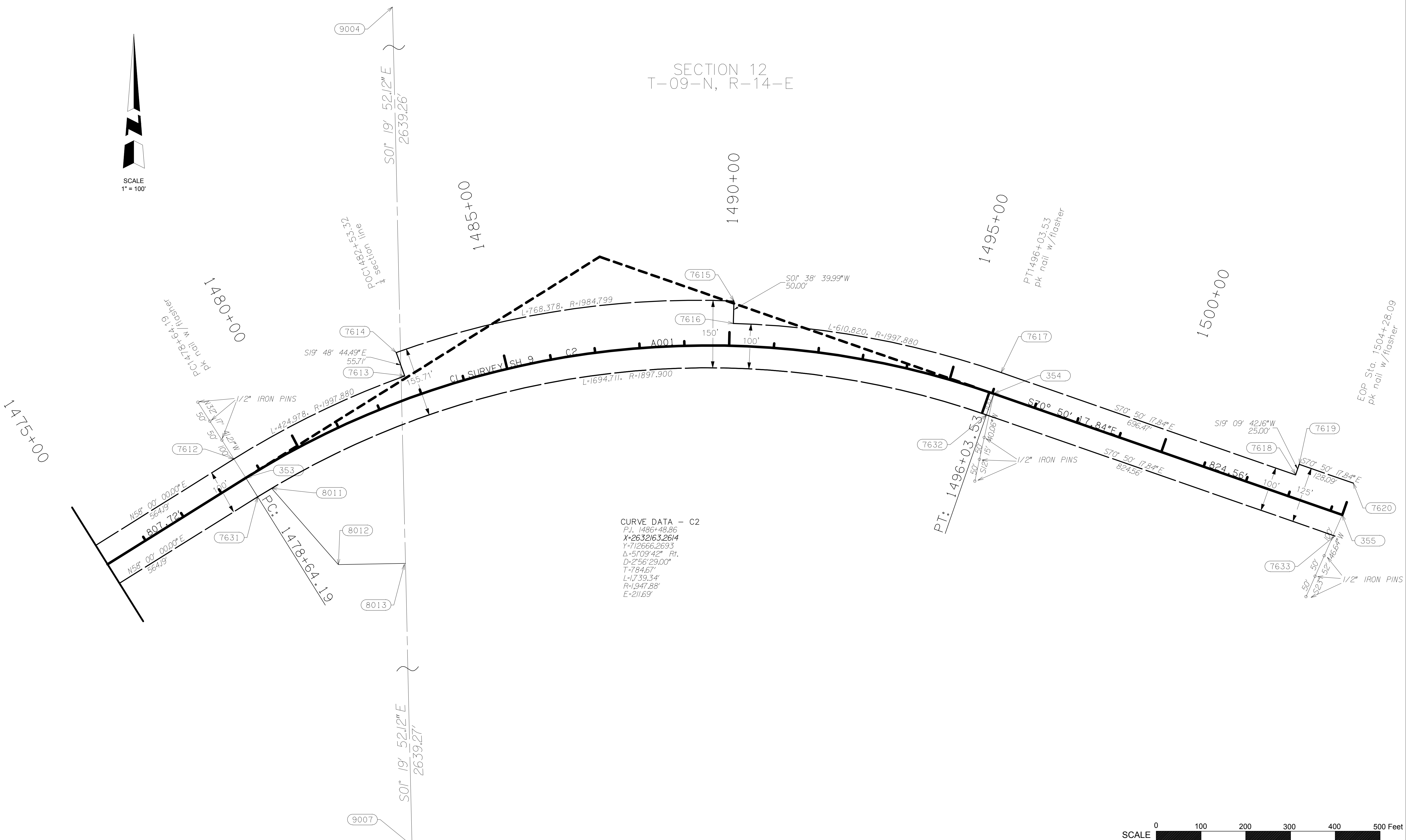
PLS	CWC		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DWC		
CHECKED	CWC		SURVEY DATA SHEET
APPROVED			SWO 5445(1)
CREW			

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO S008



SECTION 11
T-09-N, R-14-E
SECTION 12
T-09-N, R-14-E
SCALE
1" = 100'
NS-4060
CURVE DATA - C1
P.I. 1463+09.37
X=2630022.1994
Y=711328.3853
Δ=30°38'06" Lt.
D=2°00'00.00"
T=784.67'
L=1,531.77'
R=2,864.815'
E=104.88'
1450+00
1455+00
1460+00
1465+00
1470+00
1475+00
BOP Sta. 1145+27.40
pk nail w/flasher
PC1445+24.70
pk nail w/flasher
PT1470+56.47
pk nail w/flasher
PC: 1455+24.70
PT: 1470+56.47
N88° 32' 43.64"E 997.30'
CL SURVEY SH 9
N58° 00' 00.00"E
N88° 58' 53.69"E
2636.98
N01° 22' 23.12"W
2641.66'
N01° 22' 28.19"W
2641.83'
L=706.375, R=2789.922
L=791.536, R=2814.886
L=1557.156, R=2914.743
S15° 54' 56.32"E
25.00'
S32° 01' 57.67"E
200.00
1/2" IRON PINS

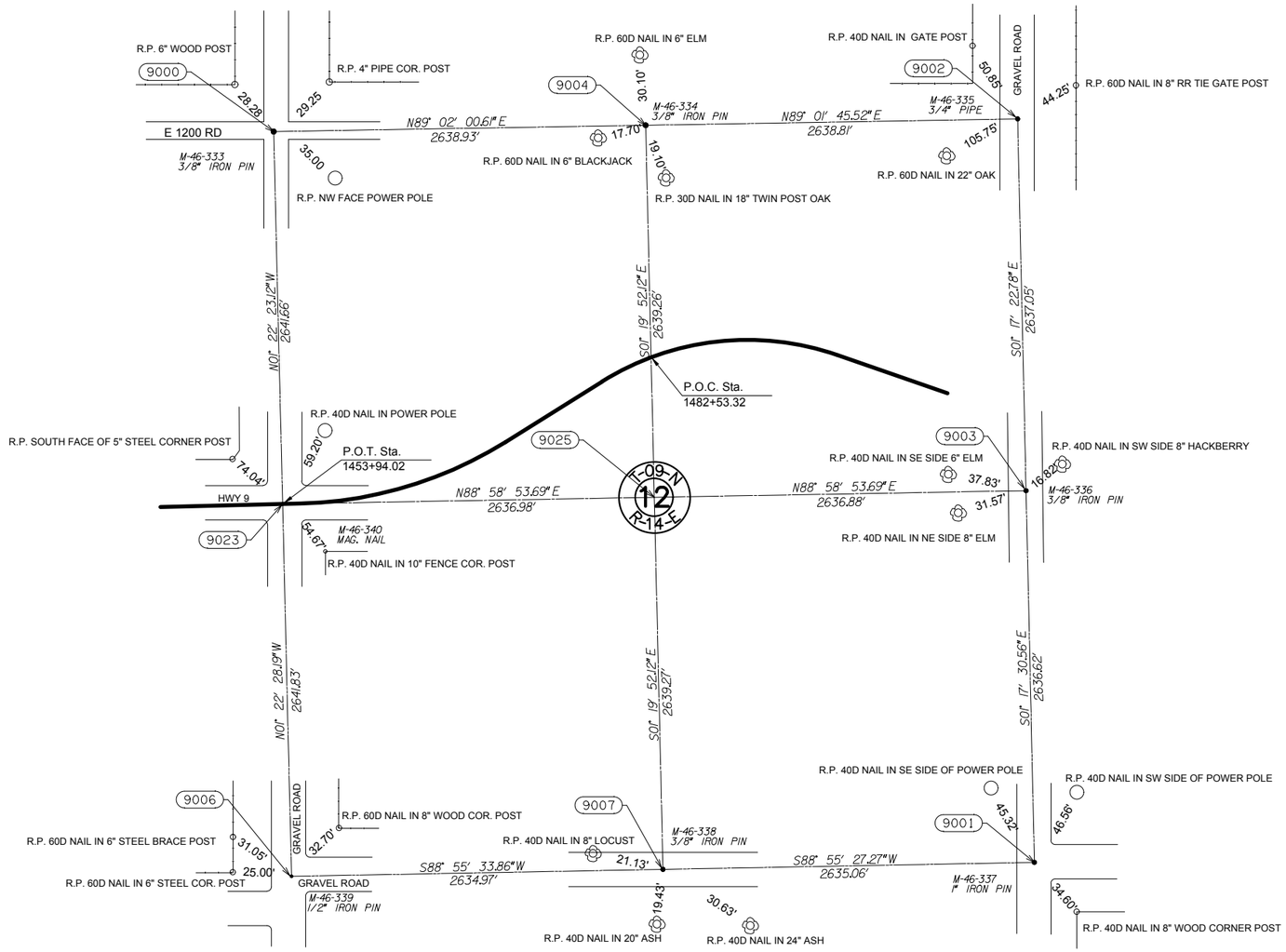
OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION
SURVEY DATA SHEET
SWO 5445(1)
PLS CWC | DRAWN DWC | CHECKED CWC | APPROVED | CREW
COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO. S009


SCALE
1" = 100'
SECTION 12
T-09-N, R-14-E
9004
S01° 19' 52.12" E
2639.26'
1475+00
1480+00
1485+00
1490+00
1495+00
1500+00
PC1478+64.19
pk nail w/flasher
POC1482+53.32
¼ section line
PT1496+03.53
pk nail w/flasher
EOP Sta. 1504+28.09
pk nail w/flasher
7615
S01° 38' 39.99" W
50.00'
7616
L=768.378, R=1984.799
L=610.820, R=1997.880
7614
S19° 48' 44.49" E
55.71'
7613
155.71'
150'
100'
CL SURVEY SH 9
C2
A001
L=1694.711, R=1897.900
L=424.978, R=1997.880
1/2" IRON PINS
7612
353
8011
8012
8013
7631
N58° 00' 00.00" E
564.19'
807.72'
PC: 1478+64.19
7617
354
7632
PT: 1496+03.53
S70° 50' 17.84" E
696.47'
824.56'
S19° 09' 42.16" W
25.00'
7618
7619
7620
355
7633
128.09'
125'
1/2" IRON PINS
CURVE DATA - C2
P.I. 1486+48.86
X=2632163.2614
Y=712666.2693
Δ=51°09'42" Rt.
D=2°56'29.00"
T=784.67'
L=1,739.34'
R=1,947.88'
E=211.69'
S01° 19' 52.12" E
2639.27'
9007

SCALE 0 100 200 300 400 500 Feet

PLS	CWC	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DWC	
CHECKED	CWC	SURVEY DATA SHEET
APPROVED		SWO 5445(1)
CREW		

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO. S010



SCALE 0 100 200 300 400 500 Feet

PLS	CWC	
DRAWN	DWC	
CHECKED	CWC	
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5445(1)

COUNTY McINTOSH HIGHWAY SH 9 STATE JOB NO. 33793(04) SHEET NO. S011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

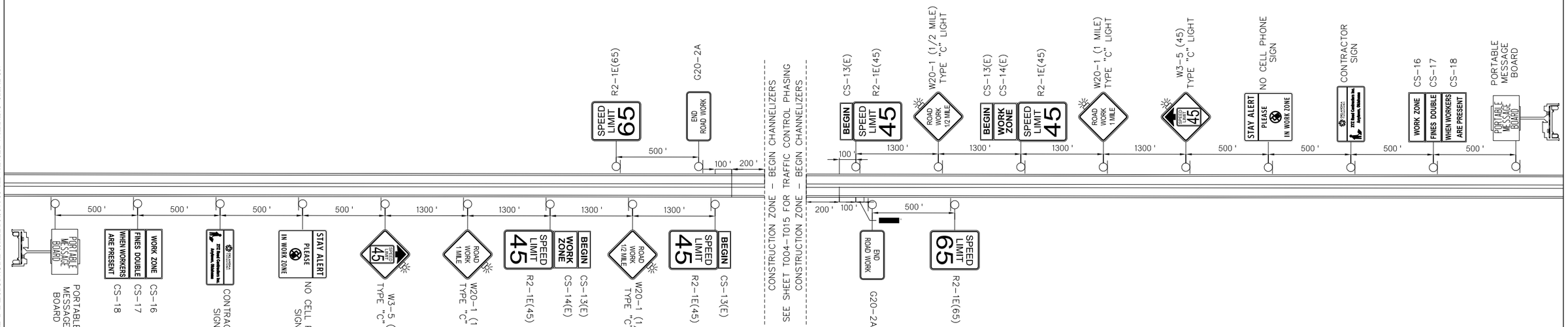
FINAL FIELD MEETING

5/3/2024

NOTE 1
THESE SIGNS SHALL BE COVERED OR TAKEN DOWN WHEN THE ROADWAY IS OPENED UP TO BOTH DIRECTIONS OF TRAFFIC.

NOTE 2
THE SPEED LIMIT SHALL BE SET TO 45 MPH ONLY WHILE WORKERS ARE PRESENT AND SHALL BE SET TO THE POSTED SPEED LIMIT WHEN NO WORKERS ARE PRESENT.

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. THE DETAIL SHOWN IS FOR CLOSURE OF THE NORTH DIRECTION OF TRAVEL. THE TRAFFIC CONTROL FOR THE CLOSURE OF THE SOUTH DIRECTION OF TRAVEL SHALL BE THE SAME EXCEPT OPPOSITE.



ALL DRIVES TO REMAIN OPEN.

WHEN NO WORK IS IS BEING PERFORMED AND TWO LANE TRAFFIC IS OPERATING FLAGGERS WILL NOT BE REQUIRED. WHENEVER FLAGGERS ARE NOT PRESENT, THE "FLAGGER" SIGNS SHALL BE REMOVED OR COVERED.

WHENEVER OR IF FLAGGERS ARE NEEDED, FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.

THE FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT CONTACT AT ALL TIMES AND SHALL BE POSITIONED TO PROTECT THE WORKERS.

IN INSTANCES WHERE SIGHT DISTANCE MAY BE RESTRICTED DUE TO A CREST VERTICAL CURVE, HORIZONTAL CURVE OR OTHER FACTORS, THE CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.

N

NOT TO SCALE

KEY

- DRUM W/ WARNING LIGHT (TYPE B)
- CHANNELIZING CONE W/ WARNING LIGHT (TYPE C)
- SIGN
- TRAFFIC FLOW

DESIGN	JWH	4/24
DRAWN	JWH	4/24
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

ADVANCED WARNING SH-9

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T001

5/3/2024 G:\2021\21ODOTCI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDS\SHEETS\337903-ADVANCEDWARNING-SH9.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

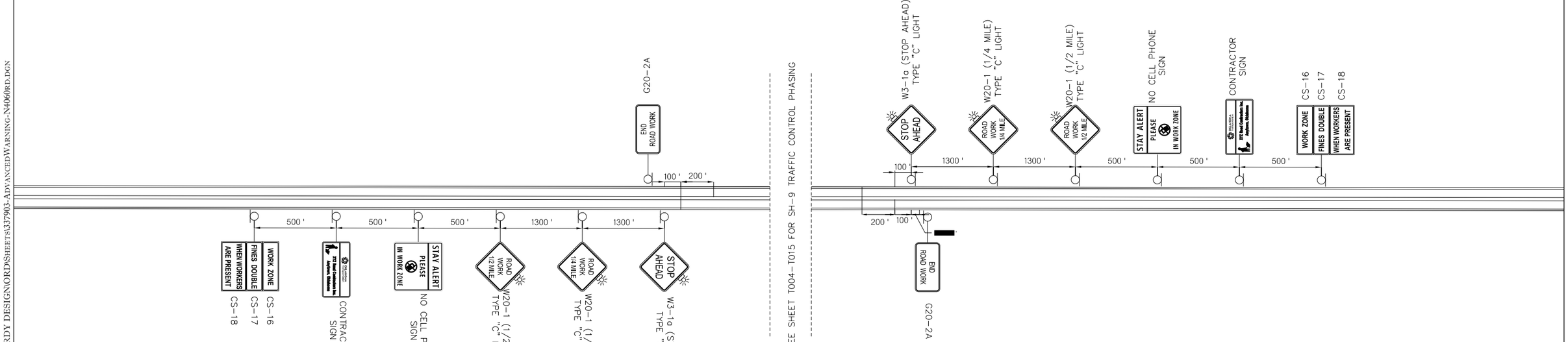
FINAL FIELD MEETING

5/3/2024

NOTE 1
THESE SIGNS SHALL BE COVERED OR TAKEN DOWN WHEN THE ROADWAY IS OPENED UP TO BOTH DIRECTIONS OF TRAFFIC.

NOTE 2
THE SPEED LIMIT SHALL BE SET TO 25 MPH ONLY WHILE WORKERS ARE PRESENT AND SHALL BE SET TO THE POSTED SPEED LIMIT WHEN NO WORKERS ARE PRESENT.

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. THE DETAIL SHOWN IS FOR CLOSURE OF THE NORTH DIRECTION OF TRAVEL. THE TRAFFIC CONTROL FOR THE CLOSURE OF THE SOUTH DIRECTION OF TRAVEL SHALL BE THE SAME EXCEPT OPPOSITE.



ALL DRIVES TO REMAIN OPEN.

KEY

- DRUM W/ WARNING LIGHT (TYPE B)
- CHANNELIZING CONE W/ WARNING LIGHT (TYPE C)
- SIGN
- TRAFFIC FLOW

NOT TO SCALE

DESIGN	JWH	4/24
DRAWN	JWH	4/24
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

ADVANCED WARNING N. 4060 RD.

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T002

5/3/2024 G:\2021\21ODOT\12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-ADVANCEDWARNING-N4060RD.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

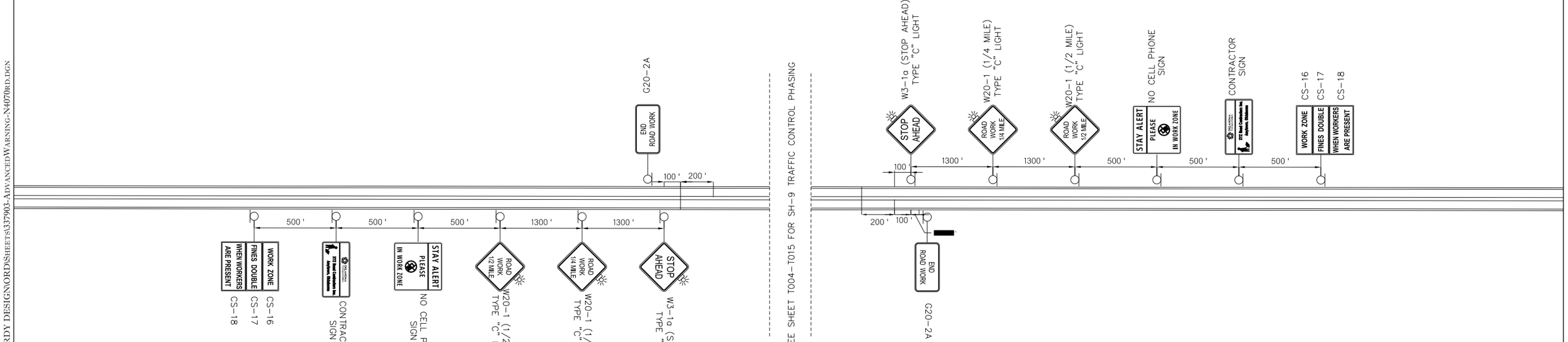
FINAL FIELD MEETING

5/3/2024

NOTE 1
THESE SIGNS SHALL BE COVERED OR TAKEN DOWN WHEN THE ROADWAY IS OPENED UP TO BOTH DIRECTIONS OF TRAFFIC.

NOTE 2
THE SPEED LIMIT SHALL BE SET TO 25 MPH ONLY WHILE WORKERS ARE PRESENT AND SHALL BE SET TO THE POSTED SPEED LIMIT WHEN NO WORKERS ARE PRESENT.

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. THE DETAIL SHOWN IS FOR CLOSURE OF THE NORTH DIRECTION OF TRAVEL. THE TRAFFIC CONTROL FOR THE CLOSURE OF THE SOUTH DIRECTION OF TRAVEL SHALL BE THE SAME EXCEPT OPPOSITE.



ALL DRIVES TO REMAIN OPEN.

KEY

- DRUM W/ WARNING LIGHT (TYPE B)
- CHANNELIZING CONE W/ WARNING LIGHT (TYPE C)
- SIGN
- TRAFFIC FLOW

NOT TO SCALE

DESIGN	JWH	4/24
DRAWN	JWH	4/24
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

ADVANCED WARNING N. 4070 RD.

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T003

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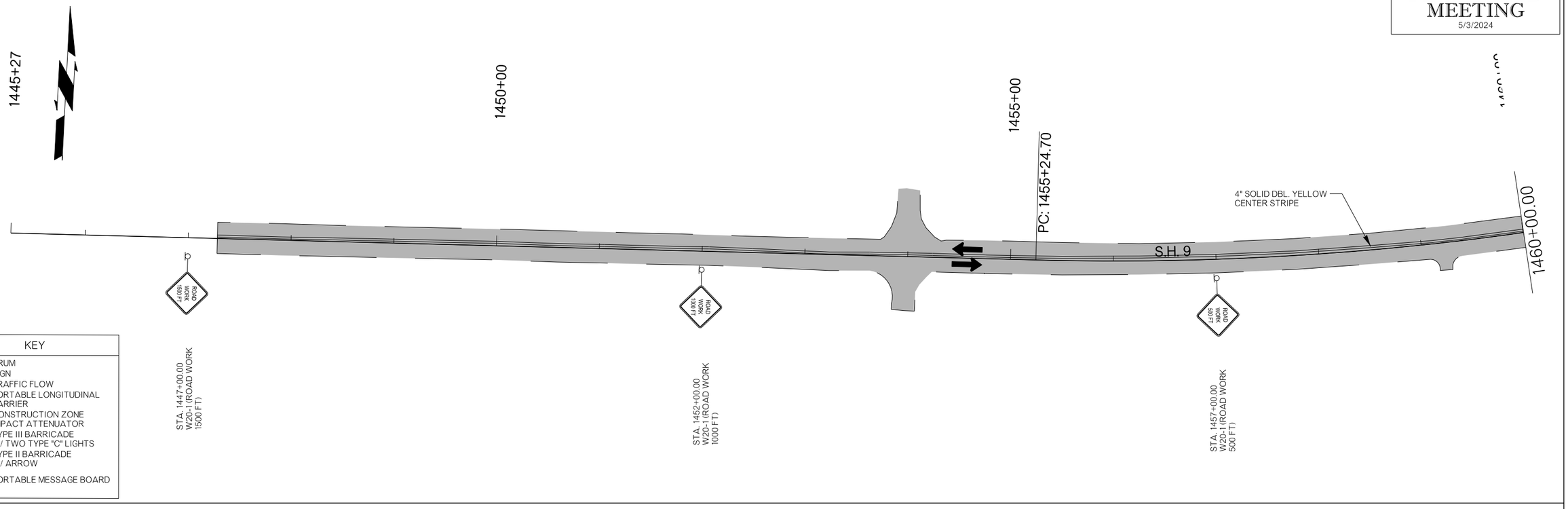
OKLAHOMA DEPARTMENT OF TRANSPORTATION

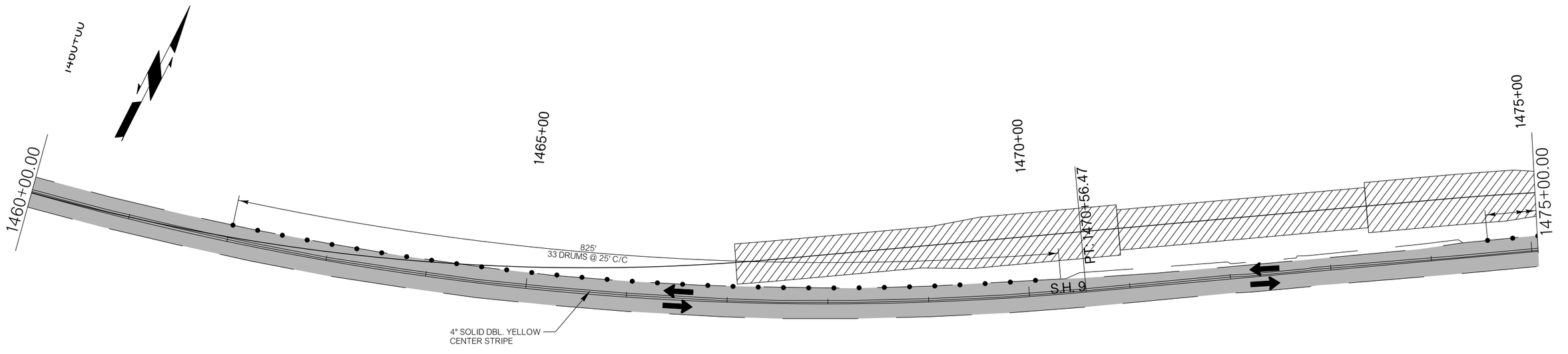
FINAL FIELD MEETING

5/3/2024



KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 1
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T004

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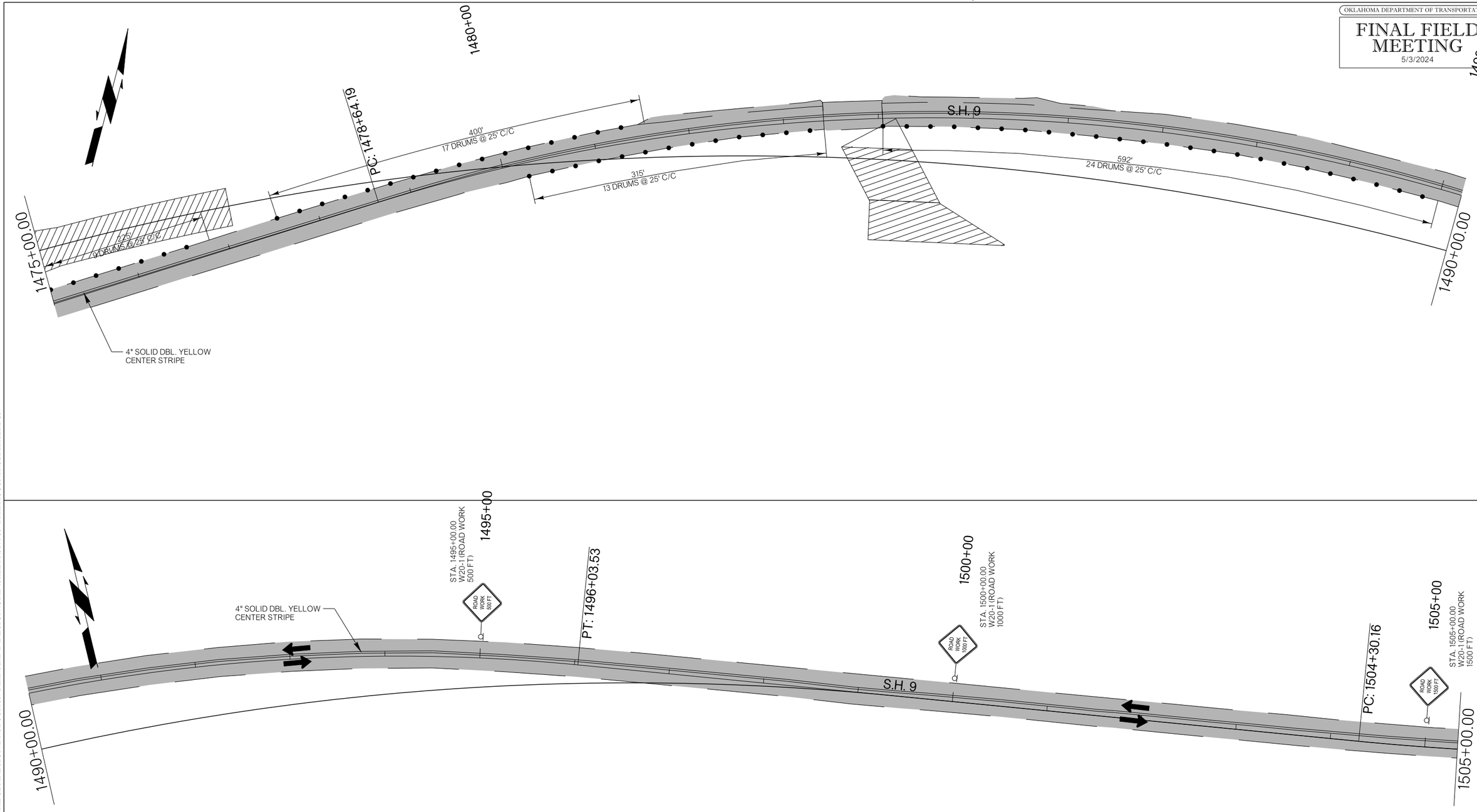
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



KEY	
●	DRUM
	SIGN
→	TRAFFIC FLOW
	PORTABLE LONGITUDINAL BARRIER
	CONSTRUCTION ZONE IMPACT ATTENUATOR
	TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
	TYPE II BARRICADE W/ ARROW
	PORTABLE MESSAGE BOARD

NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 1
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T005

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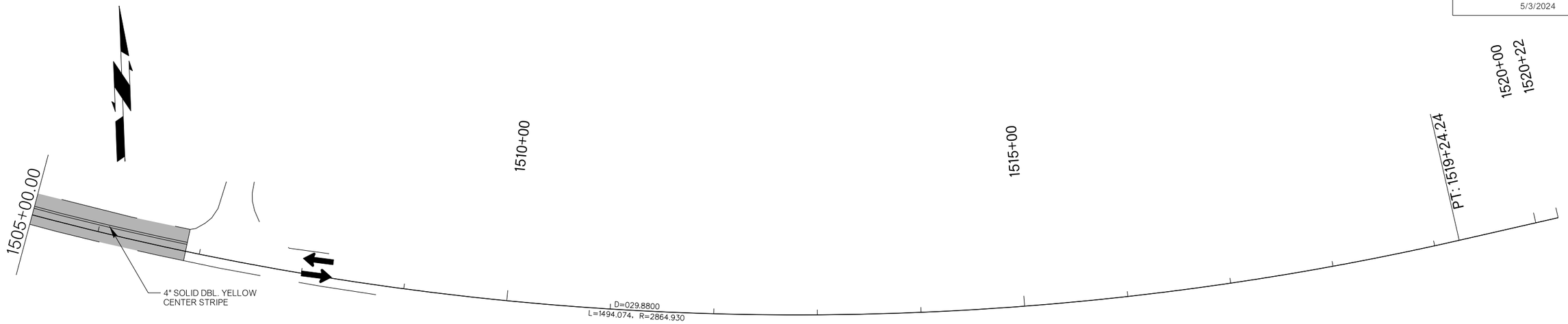
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 1
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T006

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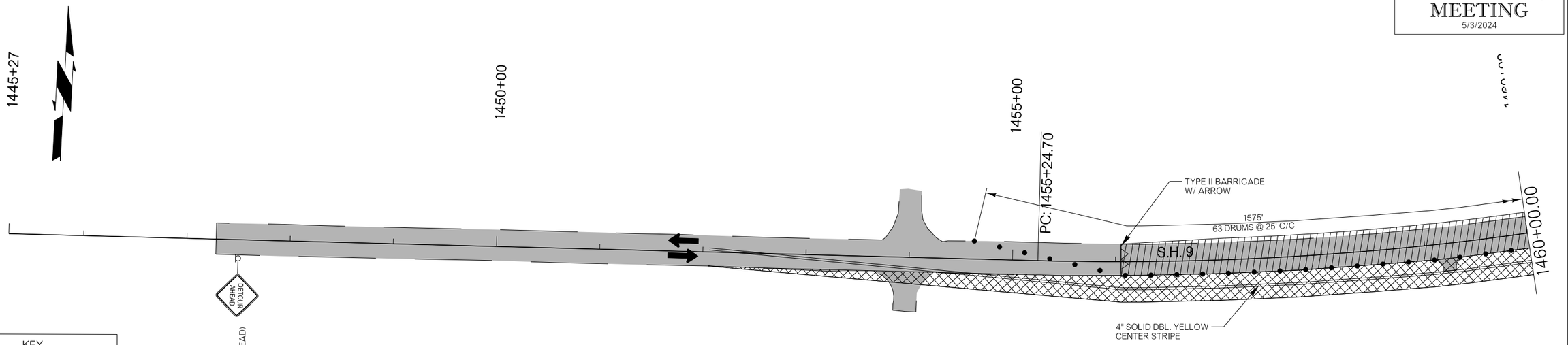
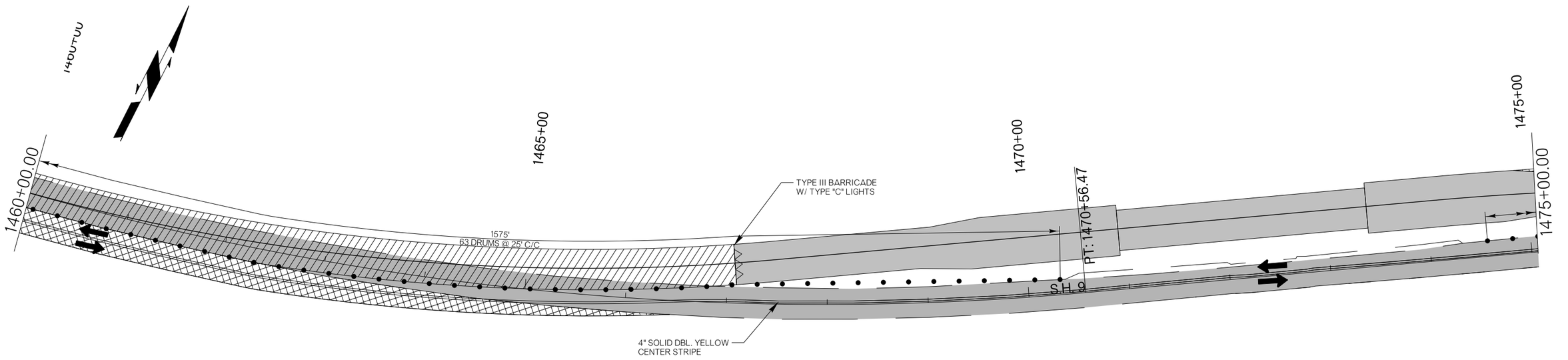
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



KEY	
●	DRUM
▷	SIGN
→	TRAFFIC FLOW
▭	PORTABLE LONGITUDINAL BARRIER
▬	CONSTRUCTION ZONE IMPACT ATTENUATOR
▲▲▲	TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
▲▲	TYPE II BARRICADE W/ ARROW
	PORTABLE MESSAGE BOARD



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 2
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T007

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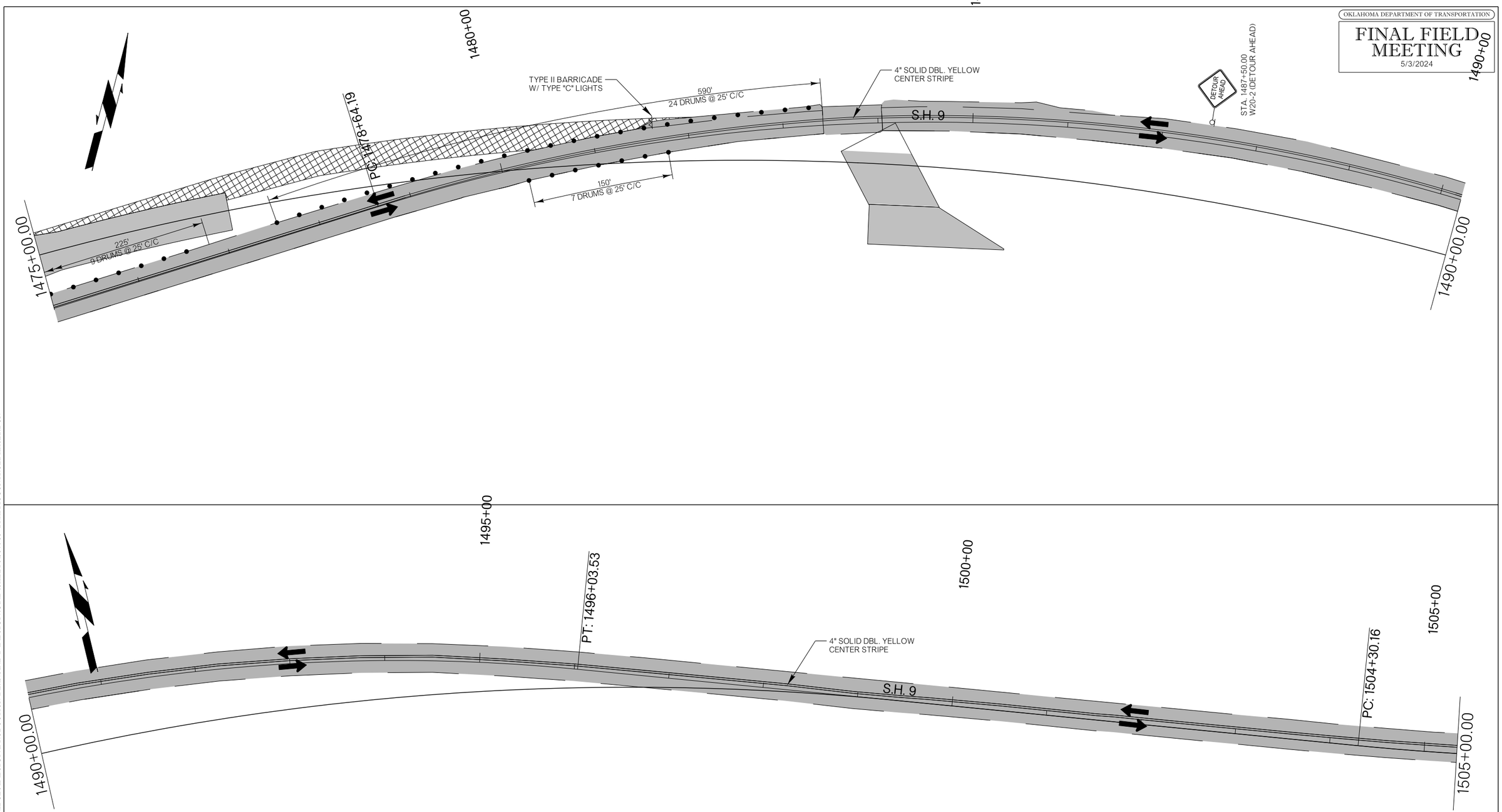
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		TRAFFIC CONTROL PHASE 2
APPROVED		
SQUAD		

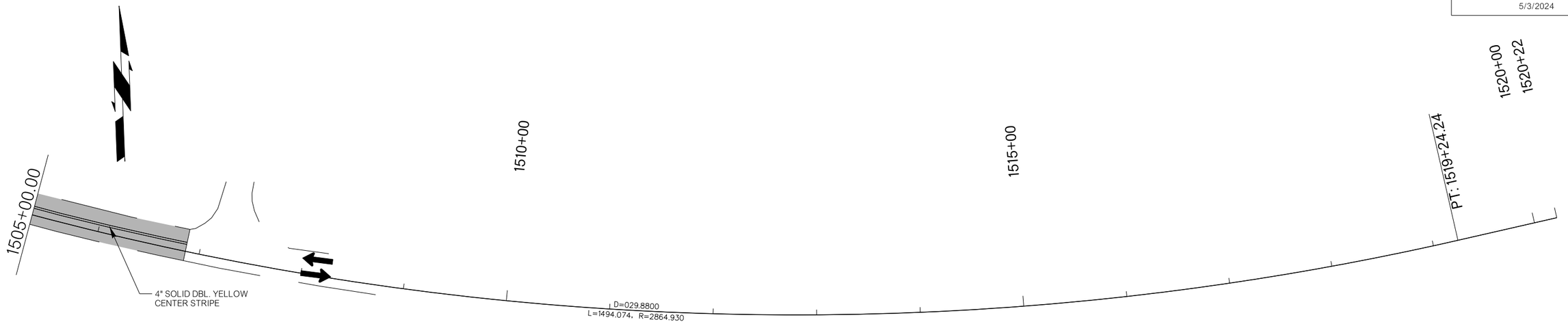
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T008

5/3/2024 G:\2021\21ODOTC12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-TRAFFICCONTROLPHASE2.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 2
APPROVED			
SQUAD			

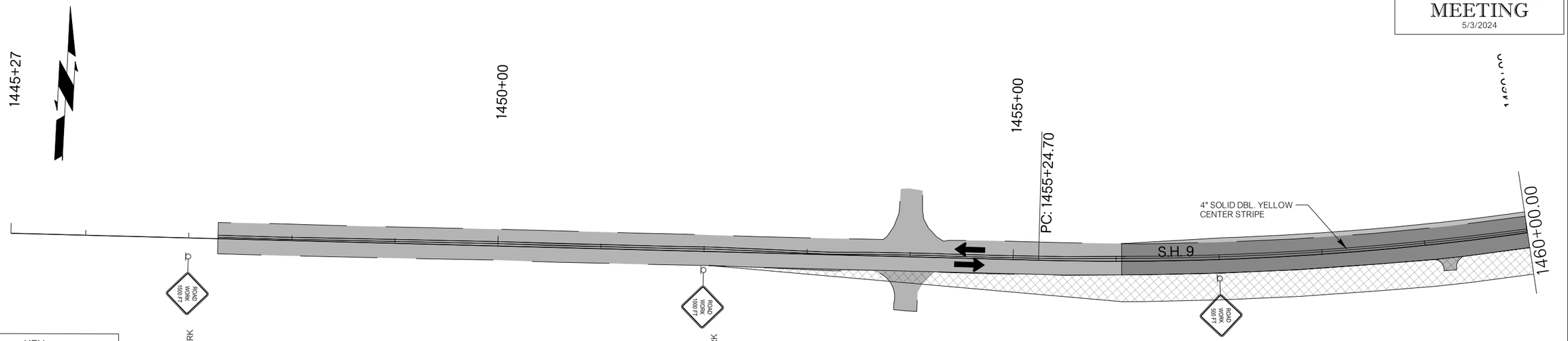
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T009

5/3/2024 G:\2021\21ODOTC12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-TRAFFICCONTROLPHASE2.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

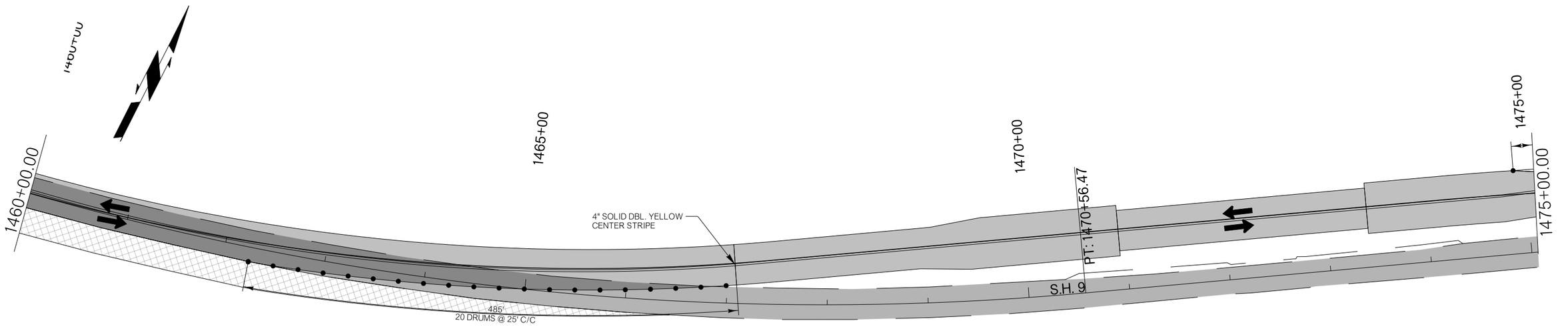
FINAL FIELD MEETING

5/3/2024



KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 3
APPROVED			
SQUAD			

COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T010

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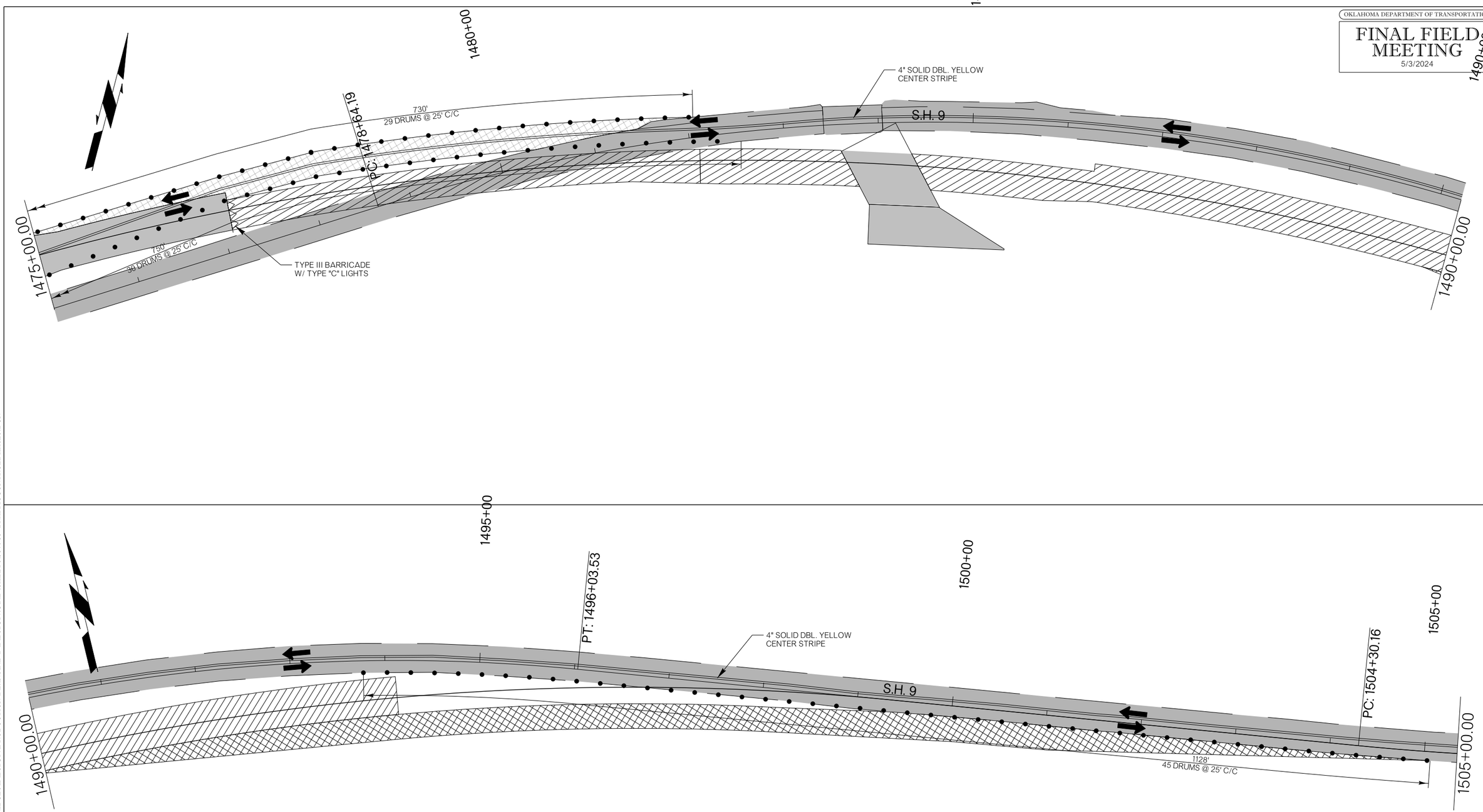
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



KEY	
●	DRUM
D	SIGN
→	TRAFFIC FLOW
▭	PORTABLE LONGITUDINAL BARRIER
▬	CONSTRUCTION ZONE IMPACT ATTENUATOR
⩚	TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
⩚	TYPE II BARRICADE W/ ARROW
	PORTABLE MESSAGE BOARD

NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 3
APPROVED			
SQUAD			

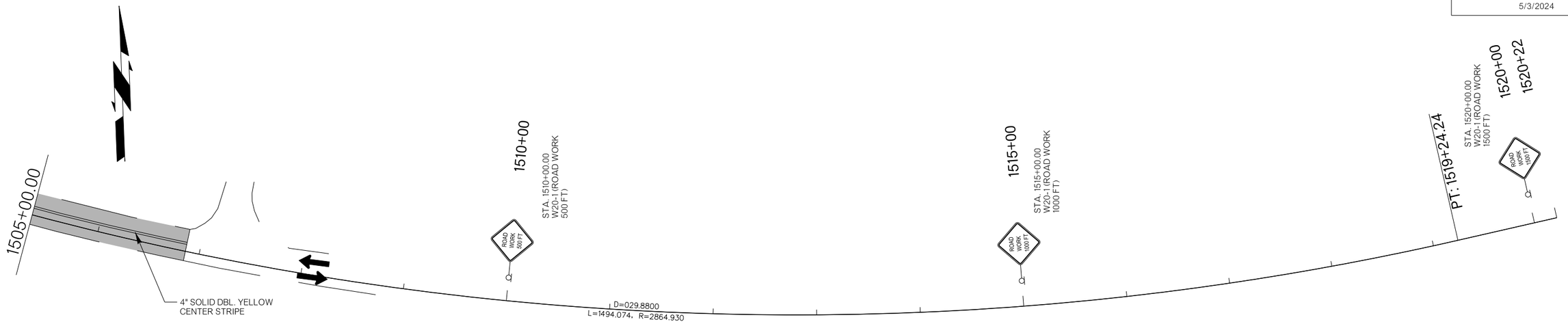
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T011

5/3/2024 G:\2021\21ODOTC12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDNSHEETS\337903-TRAFFICCONTROLPHASE3.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		TRAFFIC CONTROL PHASE 3
APPROVED		
SQUAD		

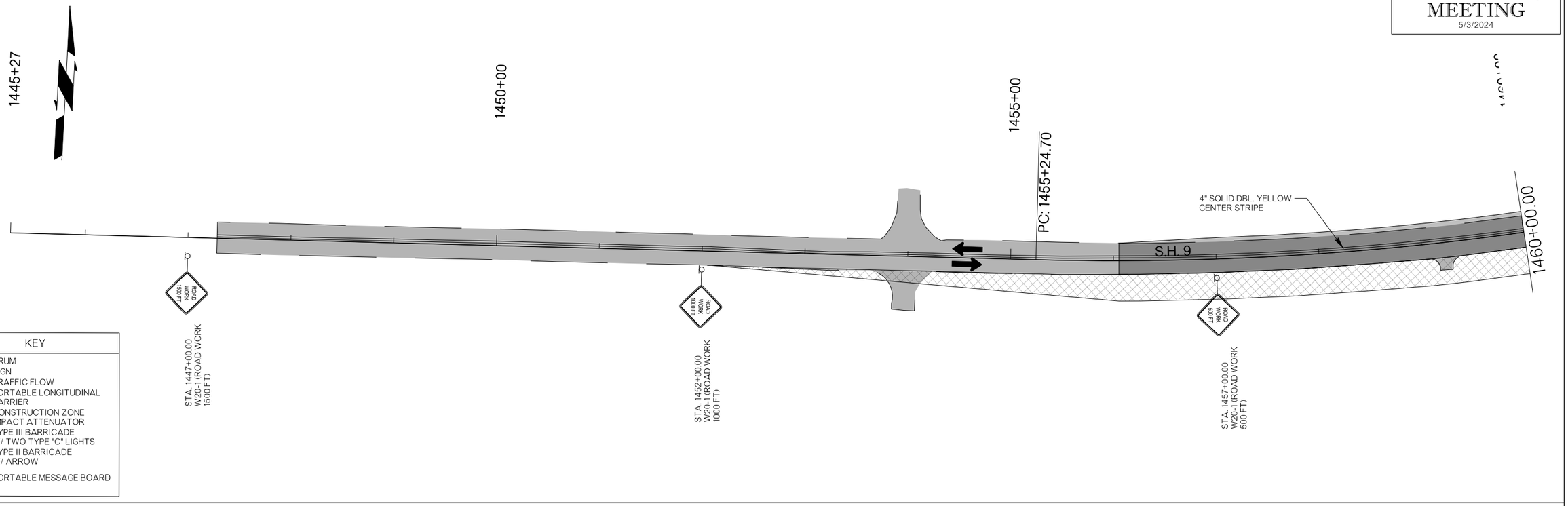
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T012

5/3/2024 G:\2021\21ODOTC12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-TRAFFICCONTROLPHASE3.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

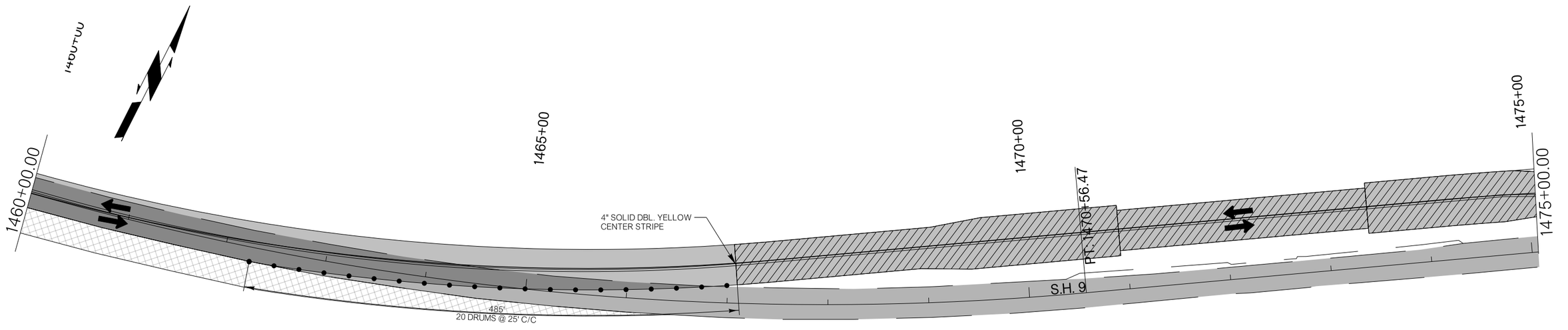
FINAL FIELD MEETING

5/3/2024



KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 4
APPROVED			
SQUAD			

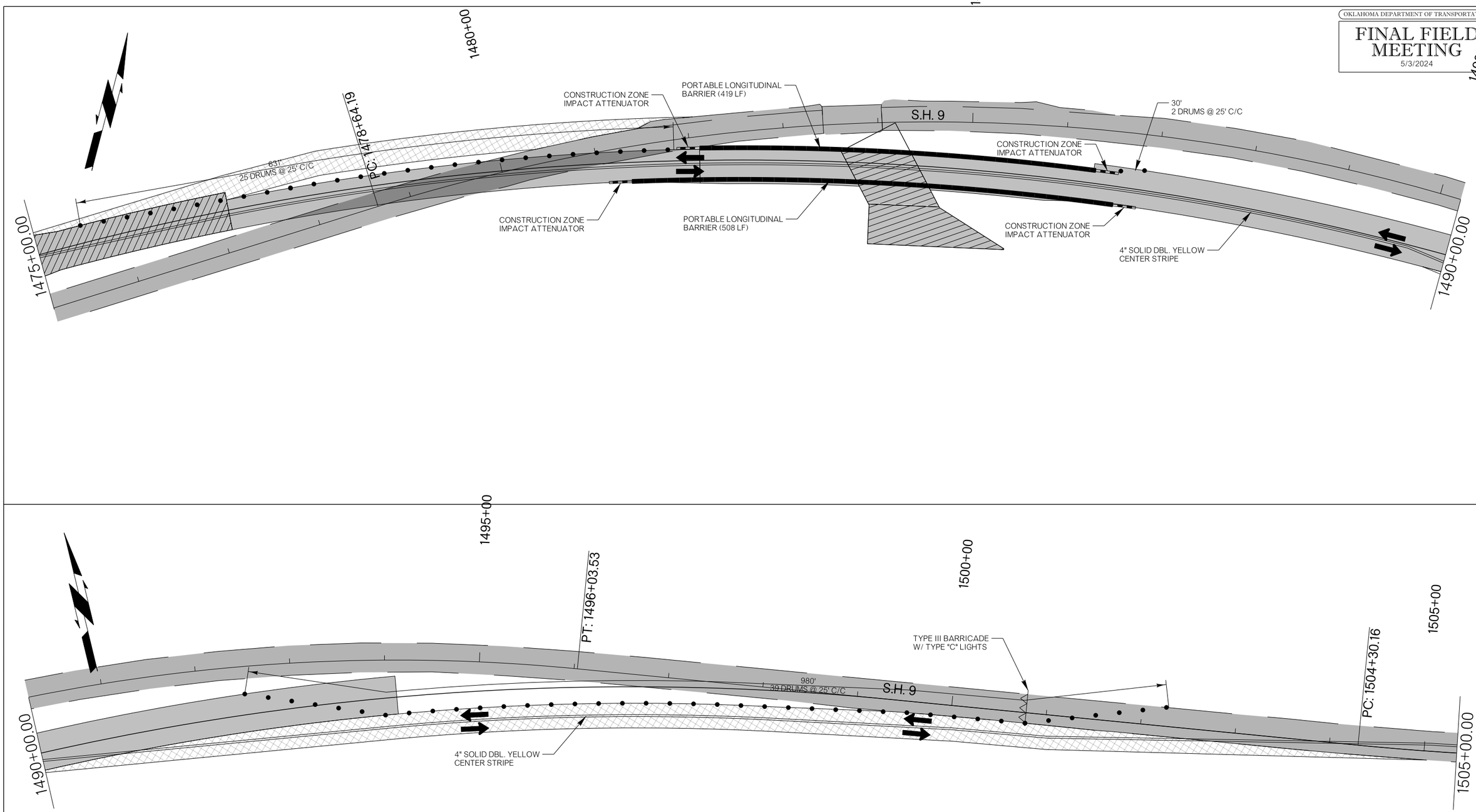
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T013

5/3/2024 G:\2021\21ODOTC12303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-TRAFFICCONTROLPHASE4.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



KEY	
●	DRUM
▷	SIGN
→	TRAFFIC FLOW
▭	PORTABLE LONGITUDINAL BARRIER
▬	CONSTRUCTION ZONE IMPACT ATTENUATOR
⩚	TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
⩚	TYPE II BARRICADE W/ ARROW
	PORTABLE MESSAGE BOARD

NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 4
APPROVED			
SQUAD			

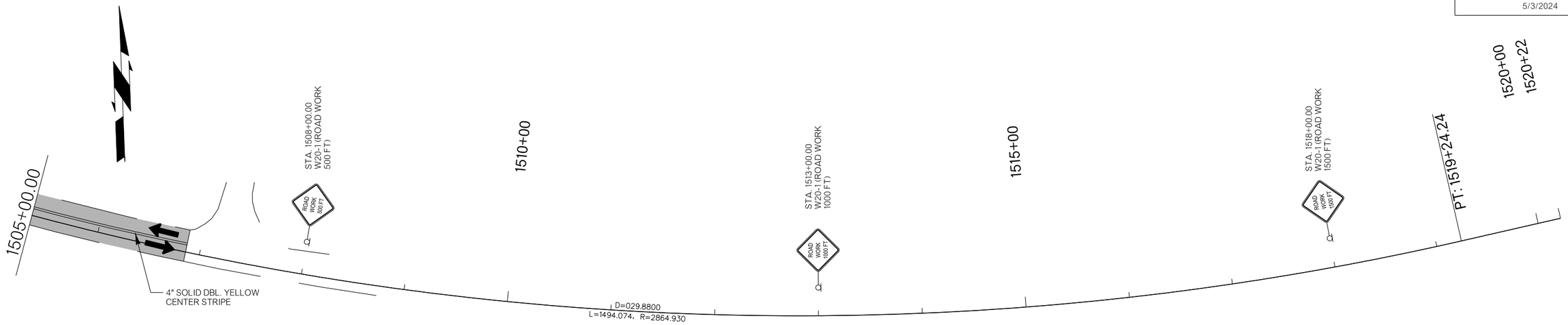
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T014

5/3/2024 G:\2021\21ODOTCI2303 SH 9 Bridges\DESIGN\Production Plans\RDY DESIGN\ORD\Sheets\337903-TrafficControlPhase4.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024



NOTE:
CONTRACTOR SHALL MAINTAIN 11 FOOT MINIMUM LANE WIDTHS AT ALL TIMES.

KEY

- DRUM
- SIGN
- TRAFFIC FLOW
- PORTABLE LONGITUDINAL BARRIER
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE W/ TWO TYPE "C" LIGHTS
- TYPE II BARRICADE W/ ARROW
- PORTABLE MESSAGE BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TRAFFIC CONTROL PHASE 4
APPROVED			
SQUAD			

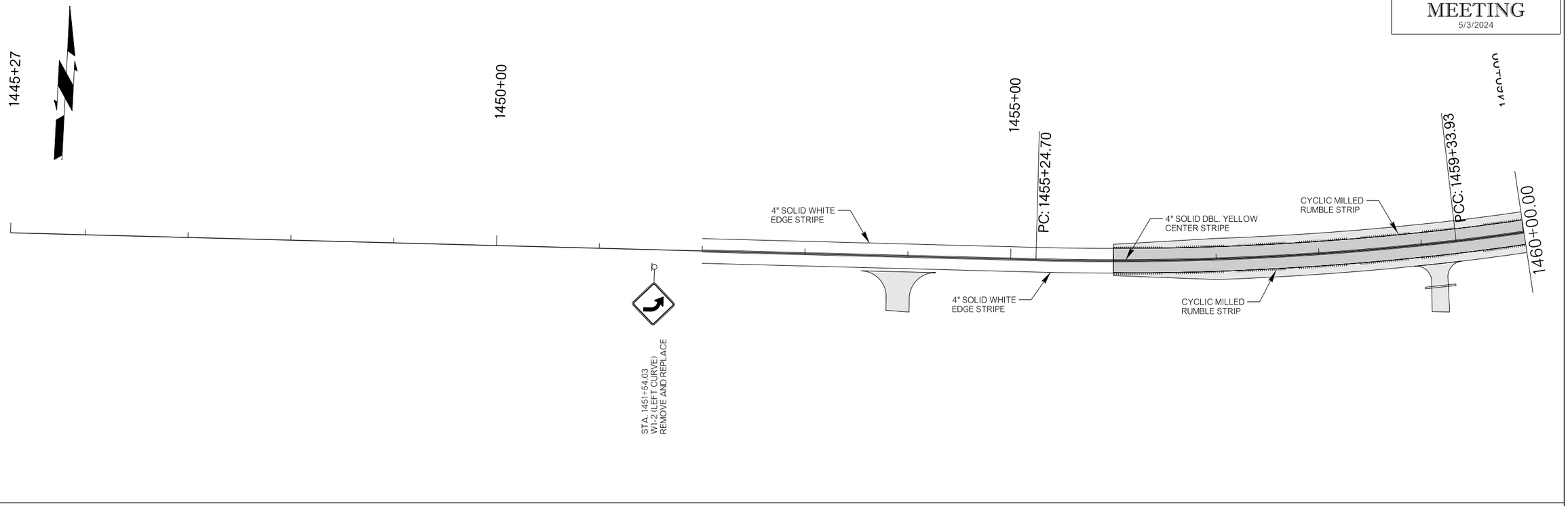
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T015

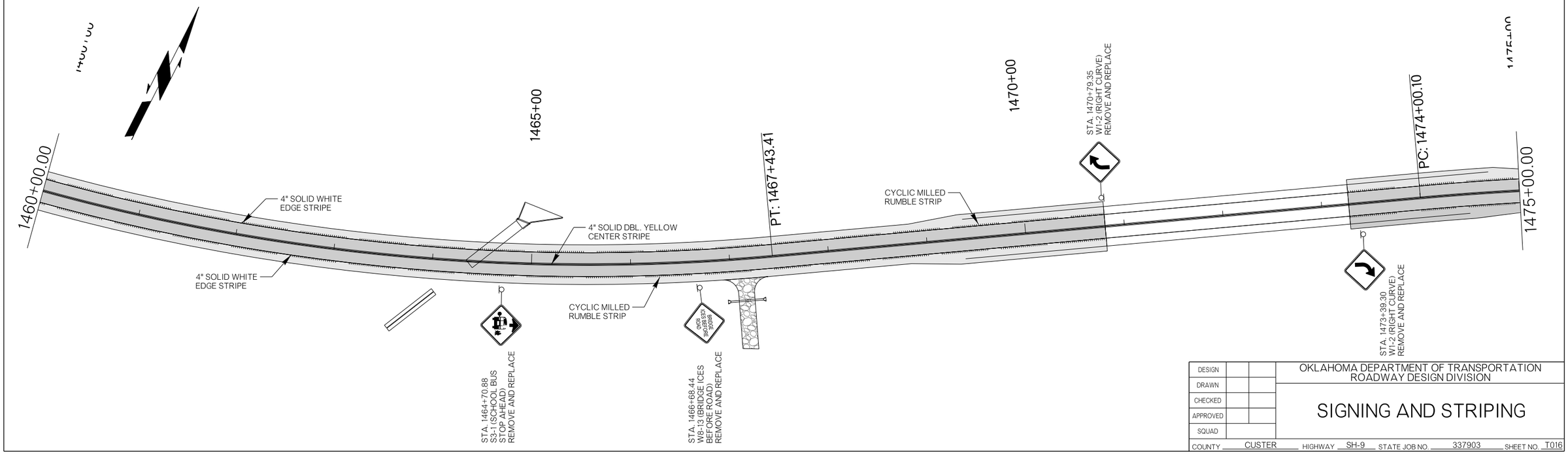
5/3/2024 G:\2021\21ODOTCI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORD\SHEETS\337903-TRAFFICCONTROLPHASE4.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024





DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SIGNING AND STRIPING
APPROVED			
SQUAD			

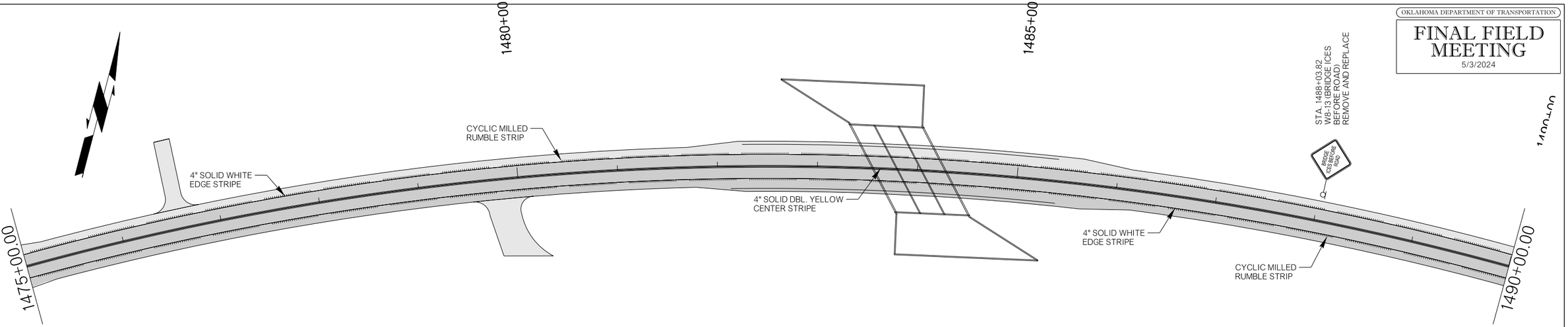
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T016

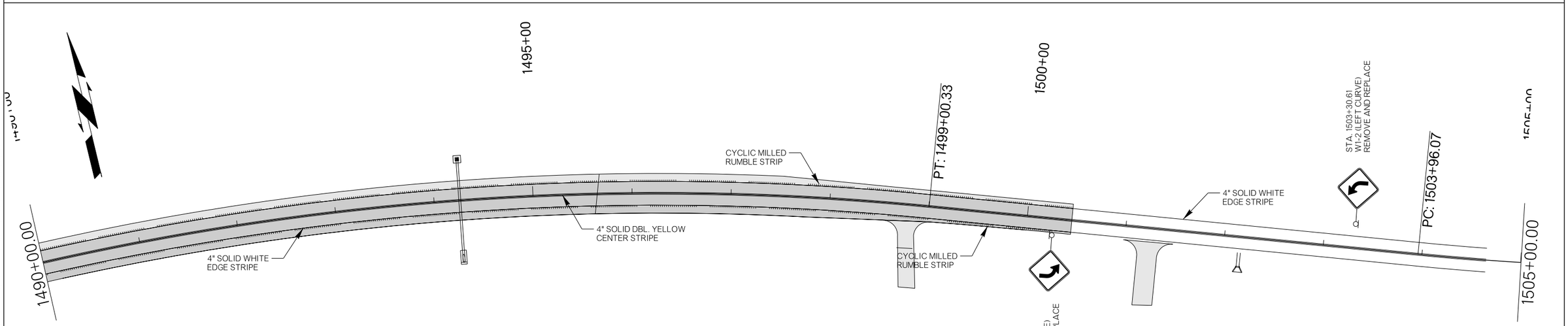
5/3/2024 G:\2021\21ODOTCI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDS\SHEETS\337903-SIGNSTRIPE.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/3/2024





DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			SIGNING AND STRIPING
APPROVED			
SQUAD			

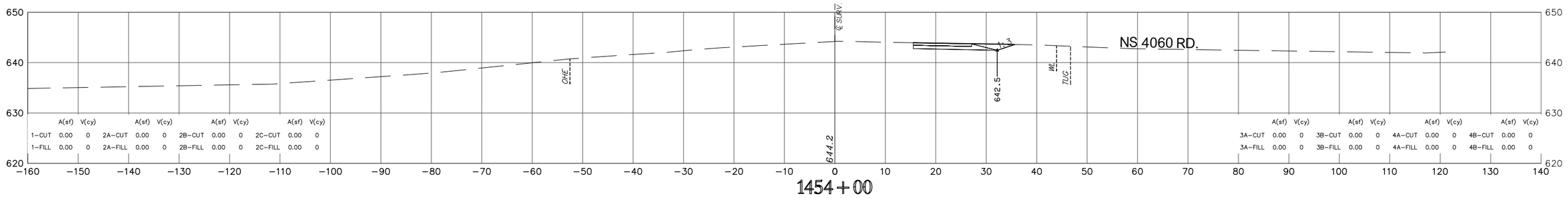
COUNTY CUSTER HIGHWAY SH-9 STATE JOB NO. 337903 SHEET NO. T017

5/3/2024 G:\2021\21ODOT\CI2303 SH 9 BRIDGES\DESIGN\PRODUCTION PLANS\RDY DESIGN\ORDS\SHEETS\337903-SIGNSTRIPE.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

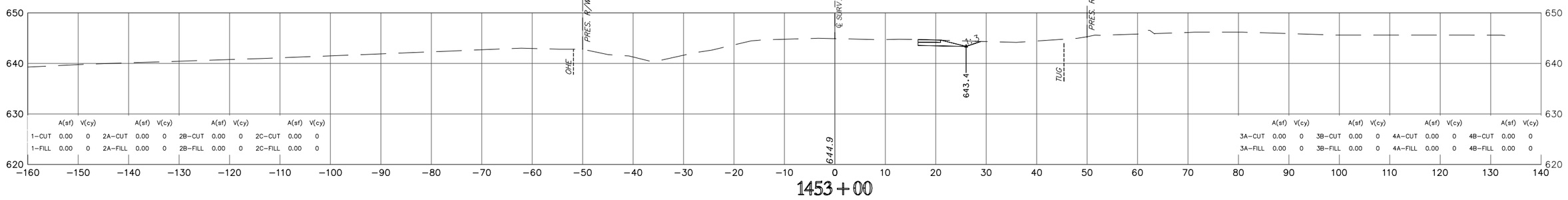
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

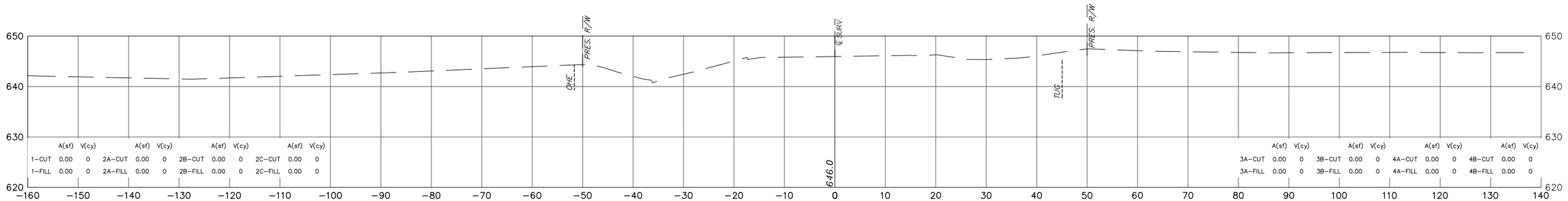
1454+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

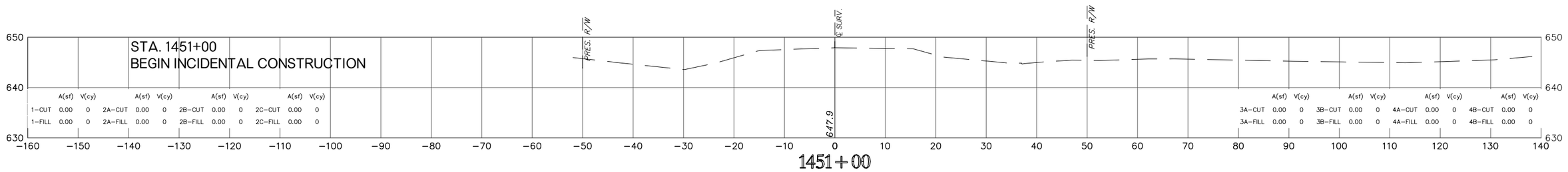
1453+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1452+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1451+00

STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X001

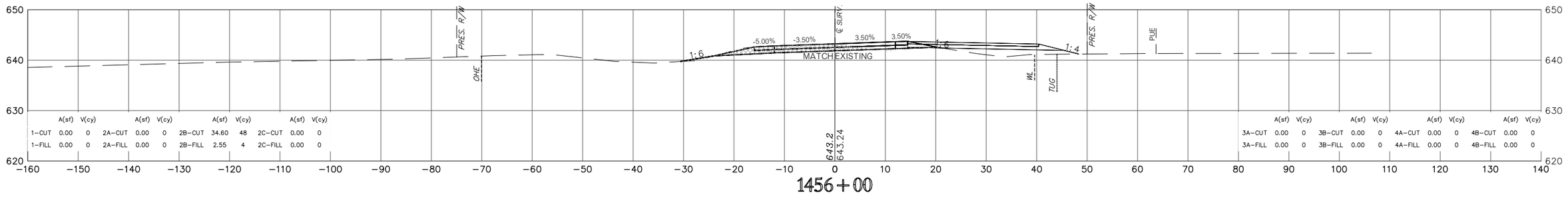
PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024

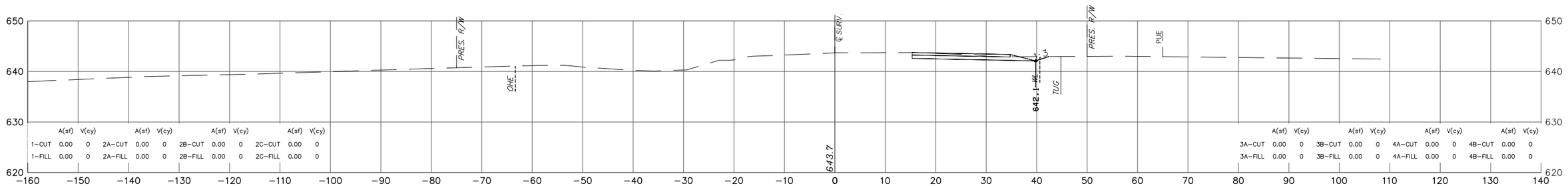
STA. 1456+00
BEGIN PROJECT
END INCIDENTAL CONSTRUCTION



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	34.60	48	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	2.55	4	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

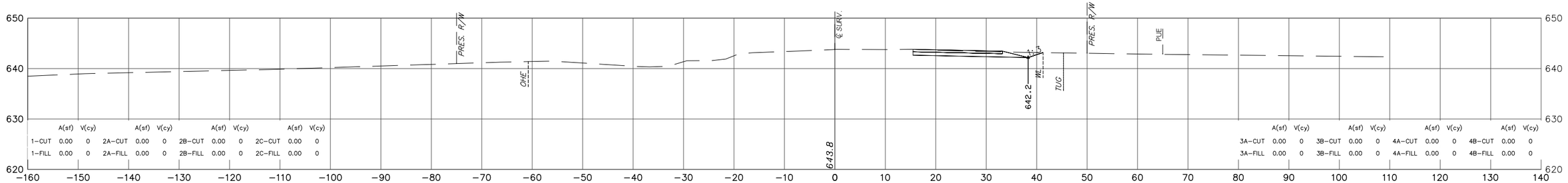
1456+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1455+24.70



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1455+00

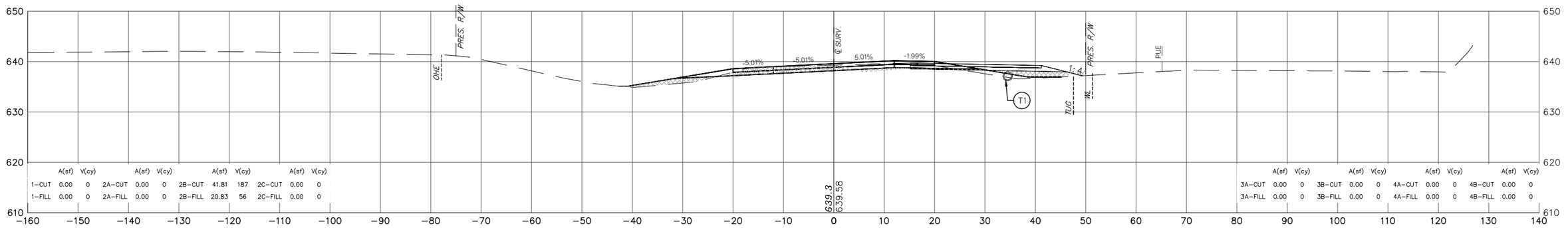
STATE JOB NO. 33793(04)
MACINTOSH COUNTY SHEET NO. X002

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

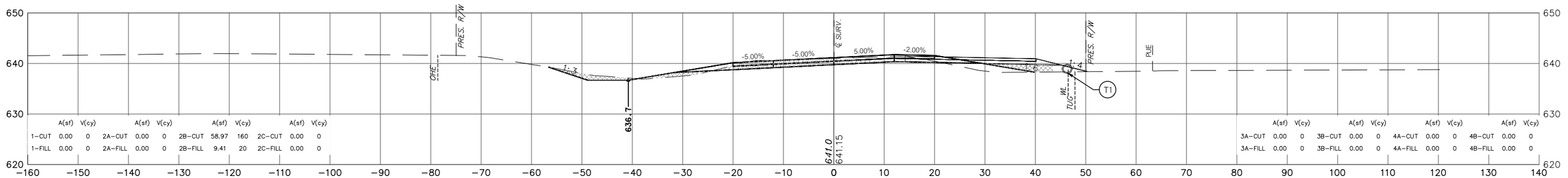
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	41.81	187	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	20.83	56	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

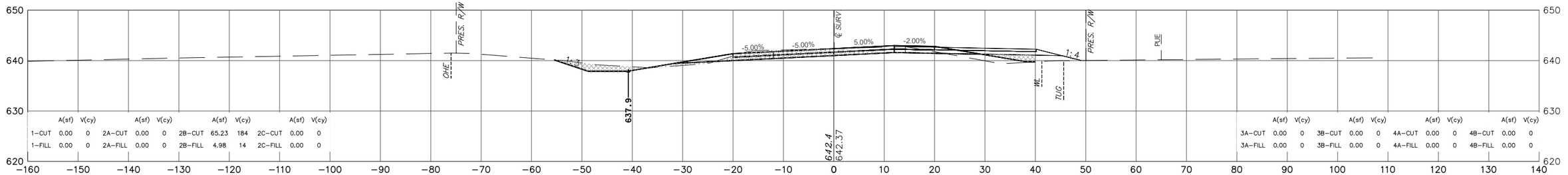
1459+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	58.97	160	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	9.41	20	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1458+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	65.23	184	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	4.98	14	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1457+00

STATE JOB NO. 33793(04)

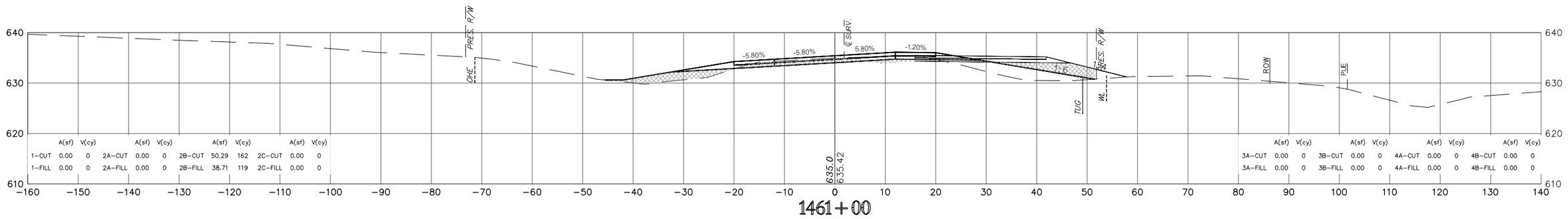
MACINTOSH COUNTY SHEET NO. X003

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

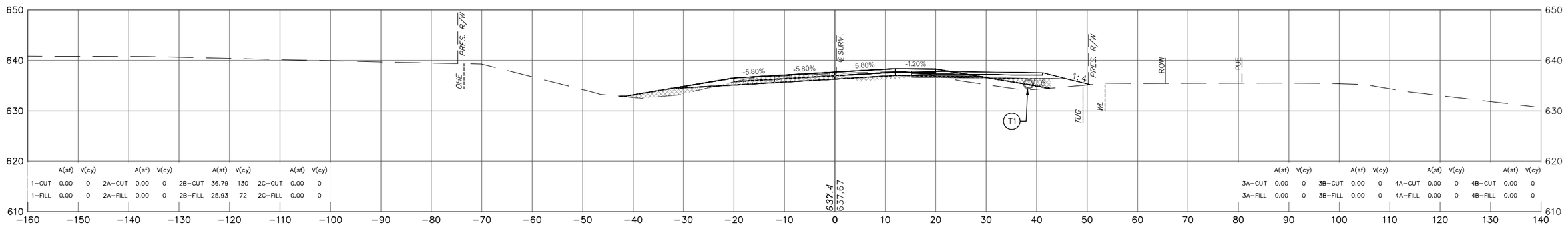
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	50.29	162	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	38.71	119	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

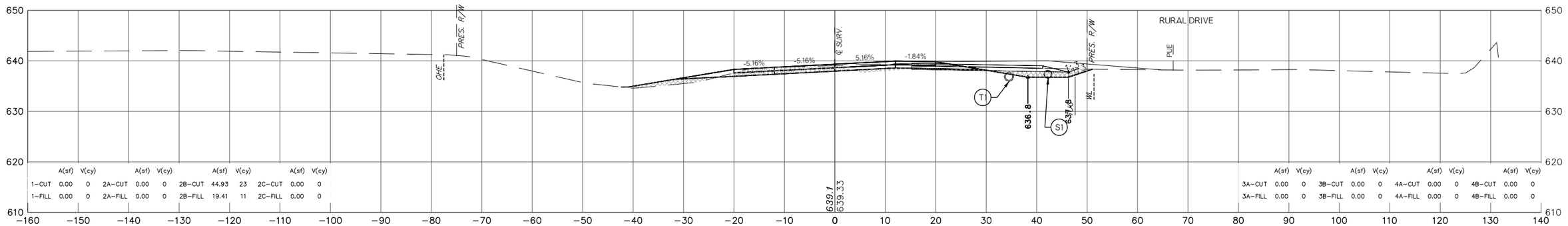
1461+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	36.79	130	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	25.93	72	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1460+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	44.93	23	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	19.41	11	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1459+14.20

STATE JOB NO. 33793(04)

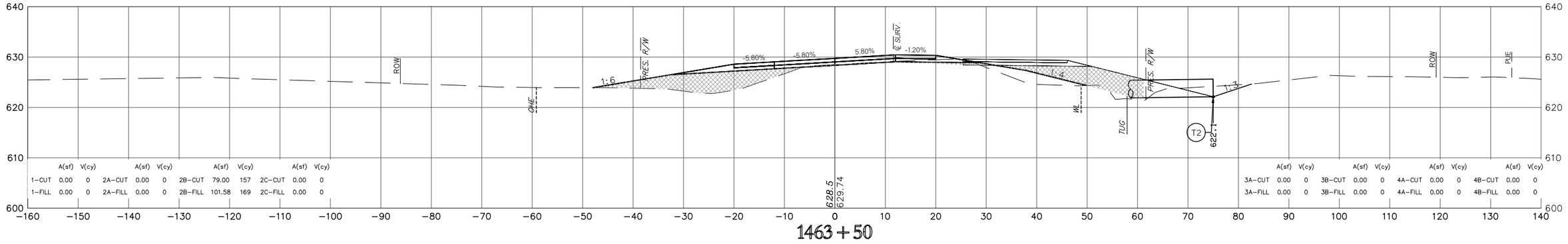
MACINTOSH COUNTY SHEET NO. X004

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

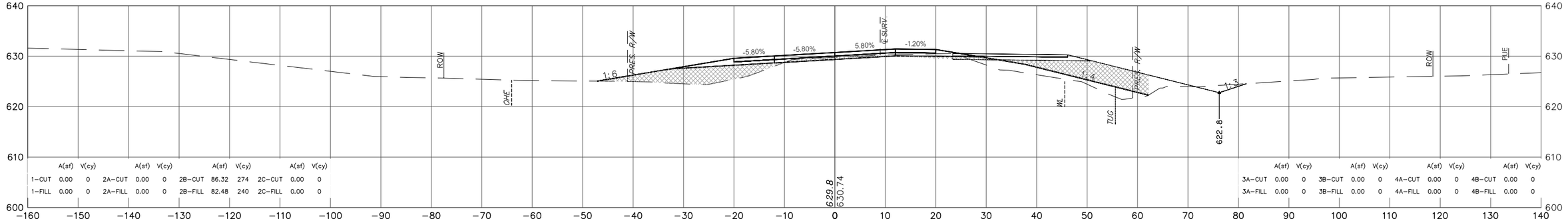
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	79.00	157	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	101.58	169	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

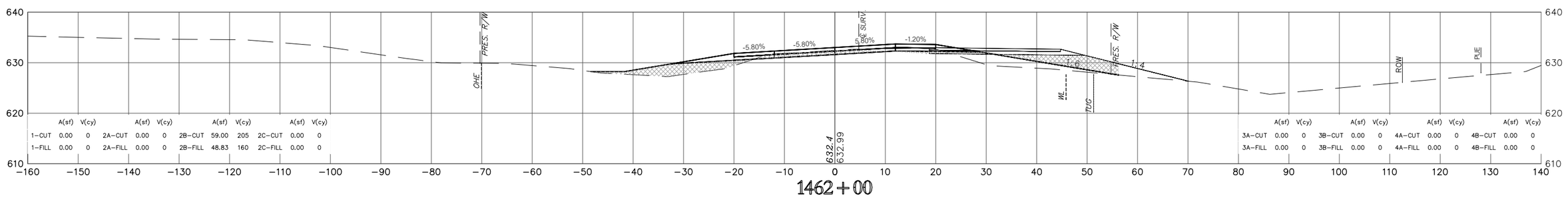
1463 + 50



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	86.32	274	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	82.48	240	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1463 + 00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	59.00	205	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	48.83	160	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1462 + 00

STATE JOB NO. 33793(04)

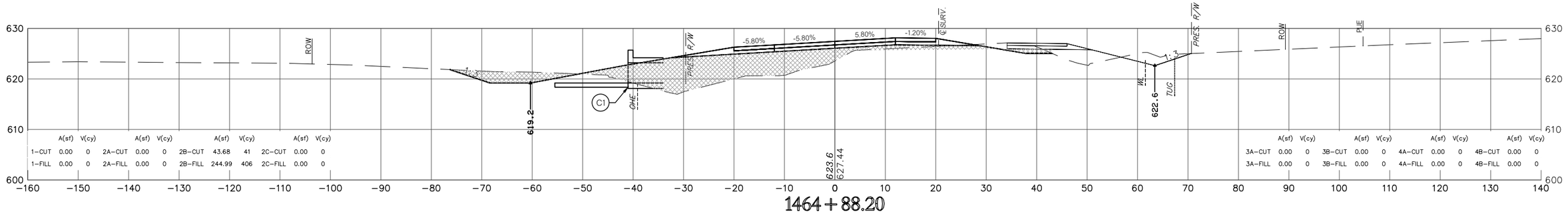
MACINTOSH COUNTY SHEET NO. X005

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

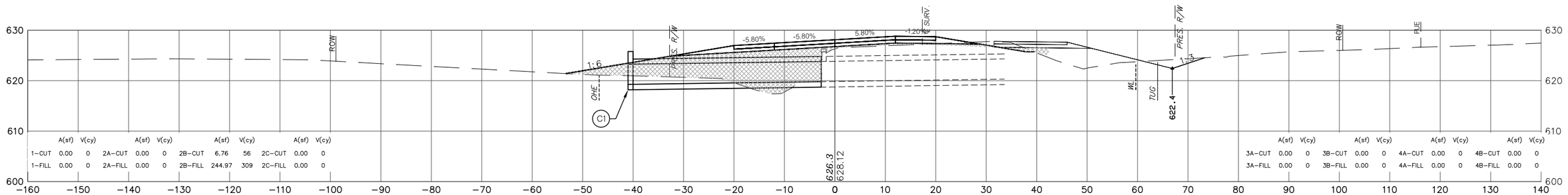
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	43.68	41	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	244.99	406	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

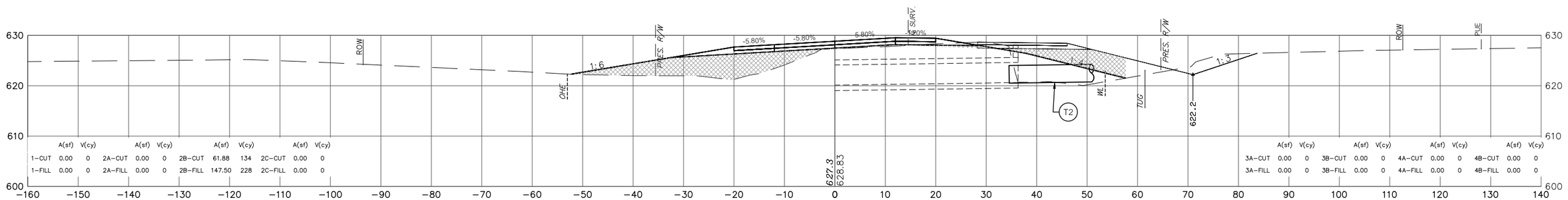
1464 + 88.20



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	6.76	56	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	244.97	309	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1464 + 43



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	61.88	134	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	147.50	228	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1464 + 00

STATE JOB NO. 33793(04)

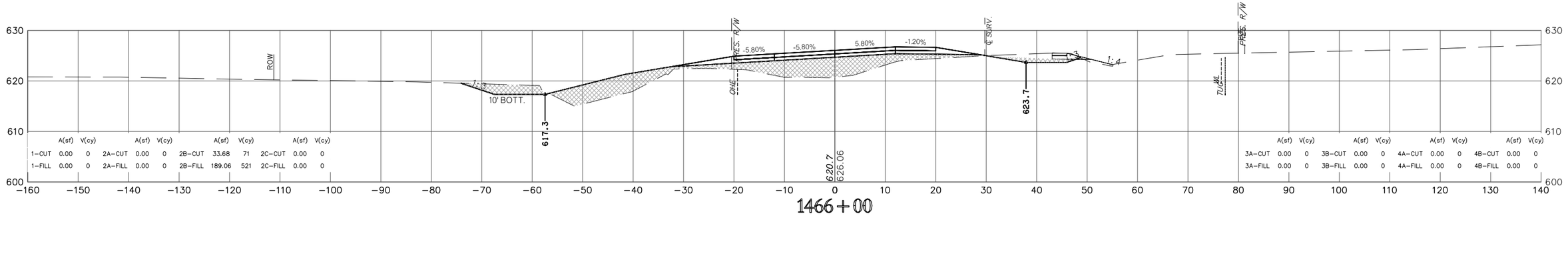
MACINTOSH COUNTY SHEET NO. X006

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

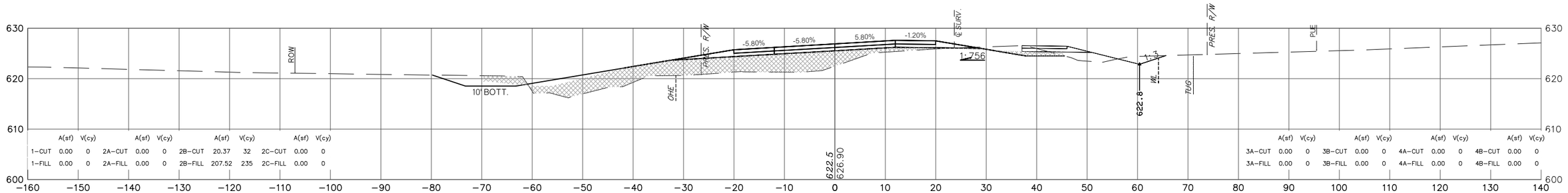
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	33.68	71	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	189.06	521	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

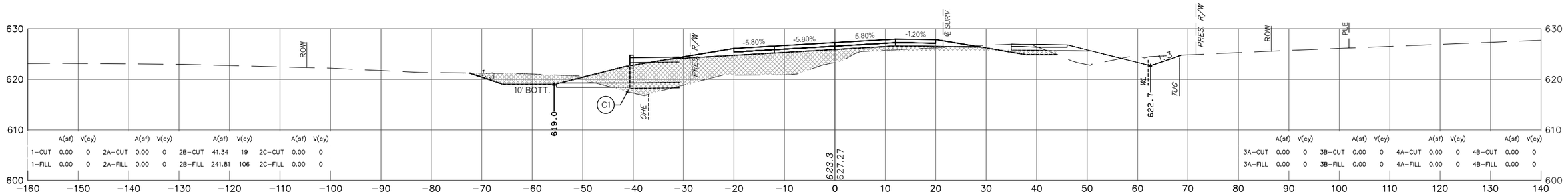
1466+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	20.37	32	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	207.52	235	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1465+28.30



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	41.34	19	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	241.81	106	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1465+00

STATE JOB NO. 33793(04)

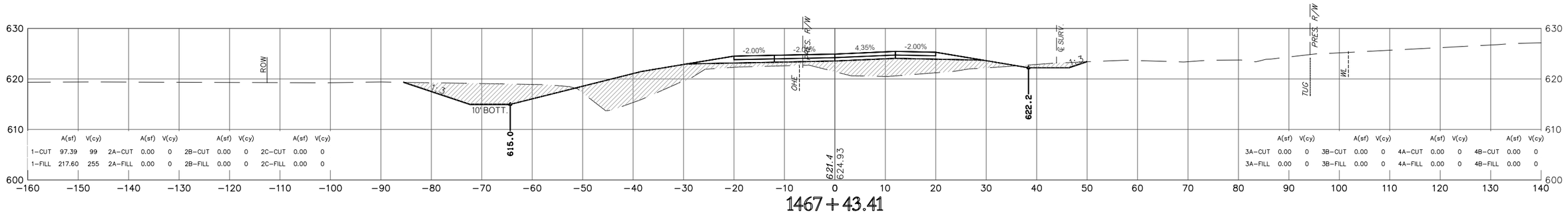
MACINTOSH COUNTY SHEET NO. X007

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

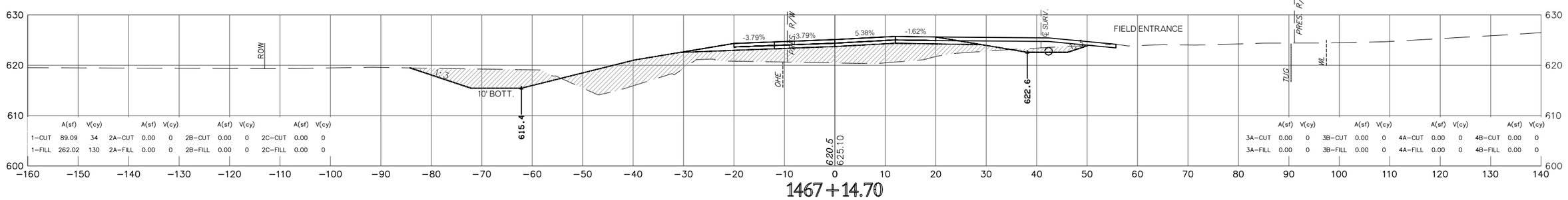
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

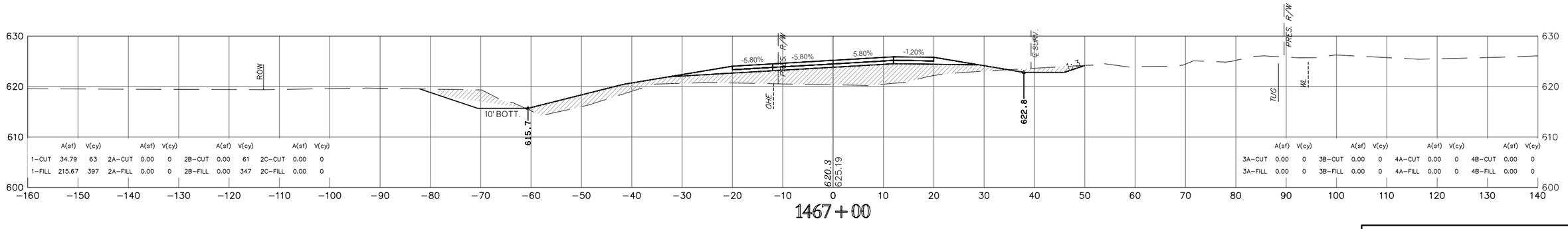
MAY 1, 2024



1467 + 43.41



1467 + 14.70



1467 + 00

STATE JOB NO. 33793(04)

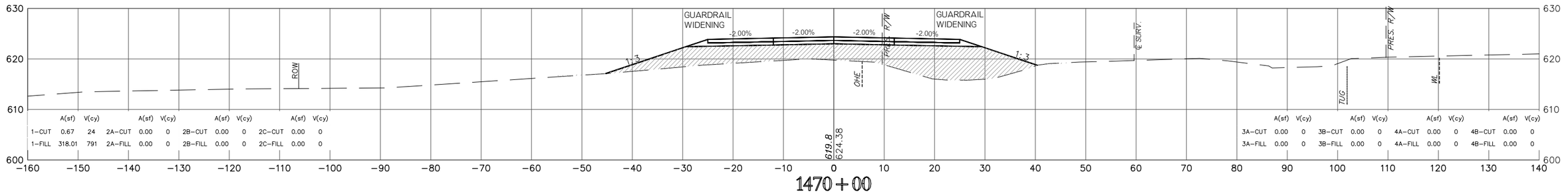
MACINTOSH COUNTY SHEET NO. X008

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

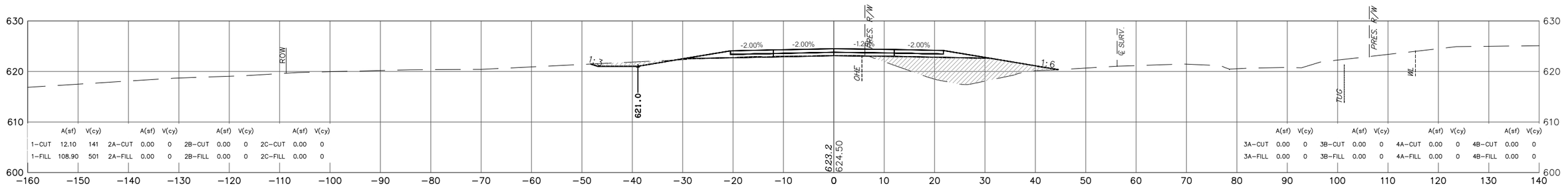
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.67	24	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	318.01	791	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

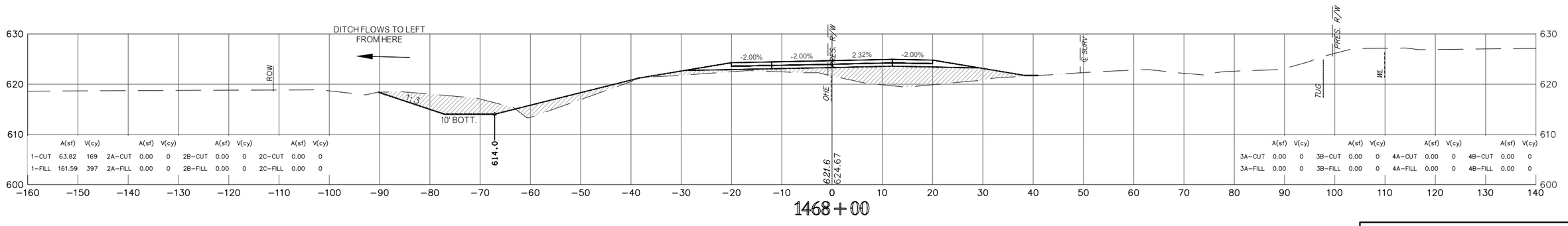
1470+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	12.10	141	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	108.90	501	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1469+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	63.82	169	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	161.59	397	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1468+00

STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X009

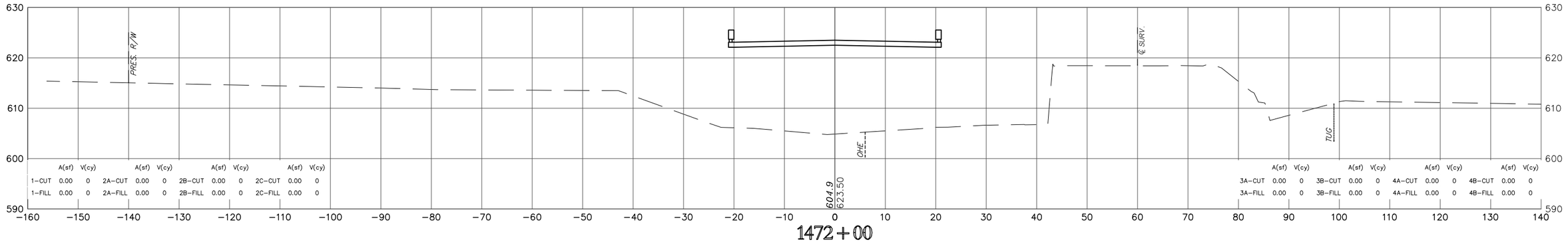
PH. 1 PH. 2A PH. 2B PH. 2C

PH. 3A PH. 3B PH. 4A PH. 4B

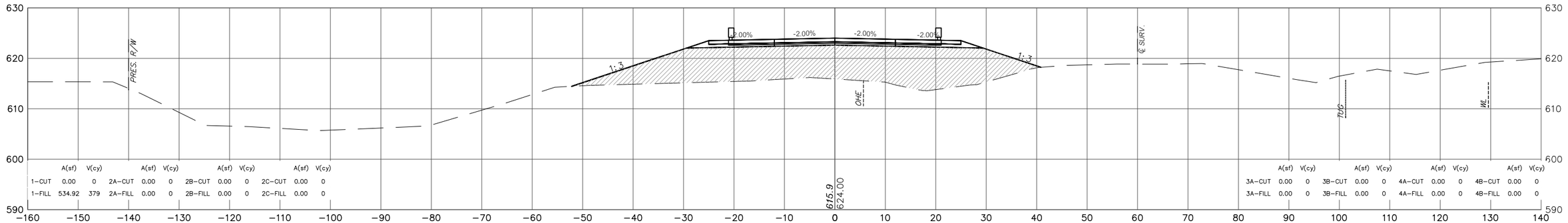
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

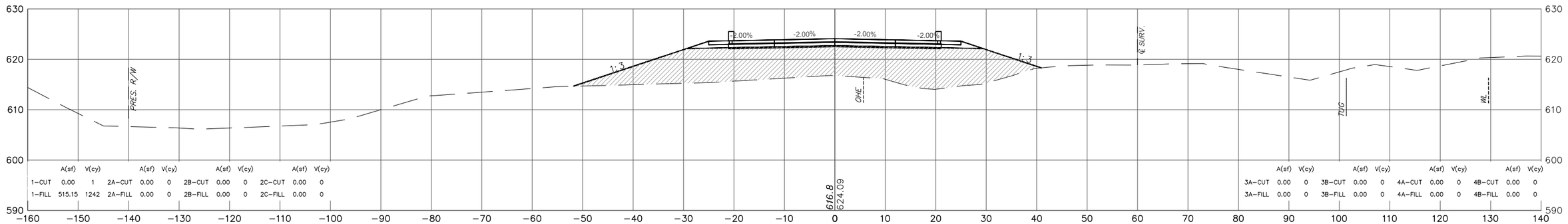
MAY 1, 2024



1472+00



1471+00



1470+80.50

STATE JOB NO. 33793(04)

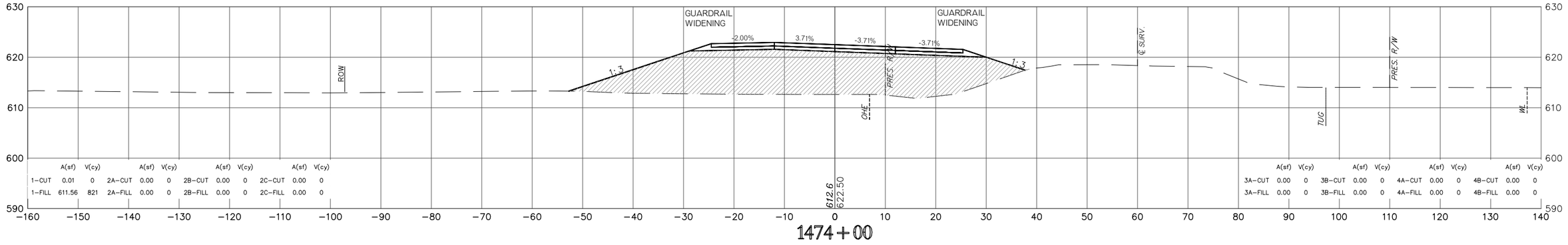
MACINTOSH COUNTY SHEET NO. X010

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

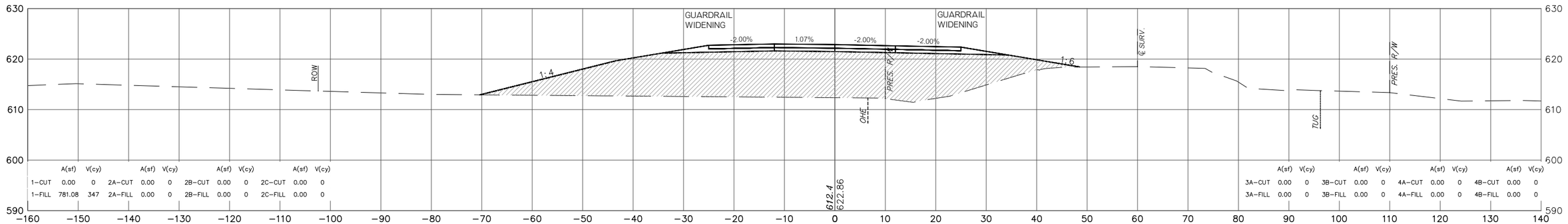
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.01	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	611.56	821	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

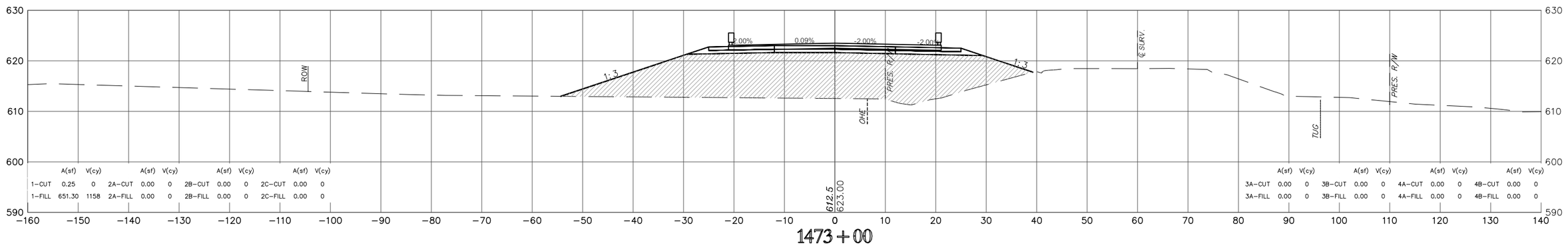
1474+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	781.08	347	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1473+27.50



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.25	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	651.30	1158	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

1473+00

STATE JOB NO. 33793(04)

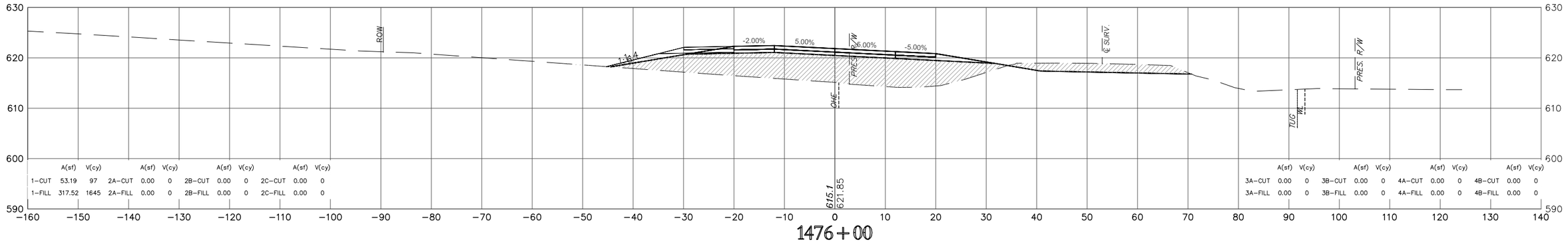
MACINTOSH COUNTY SHEET NO. X011

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

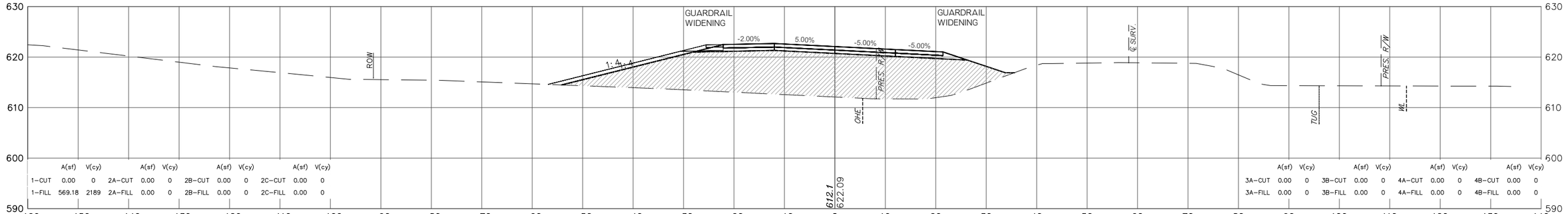
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	53.19	97	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	317.52	1645	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

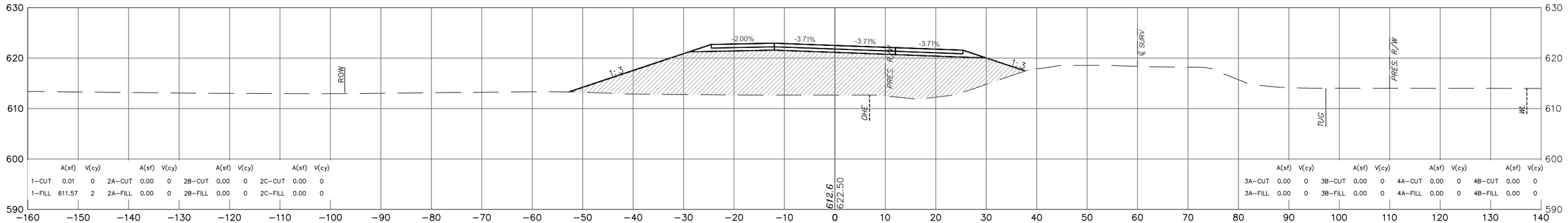
1476+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	569.18	2189	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1475+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.01	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	611.57	2	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1474+00.10

STATE JOB NO. 33793(04)

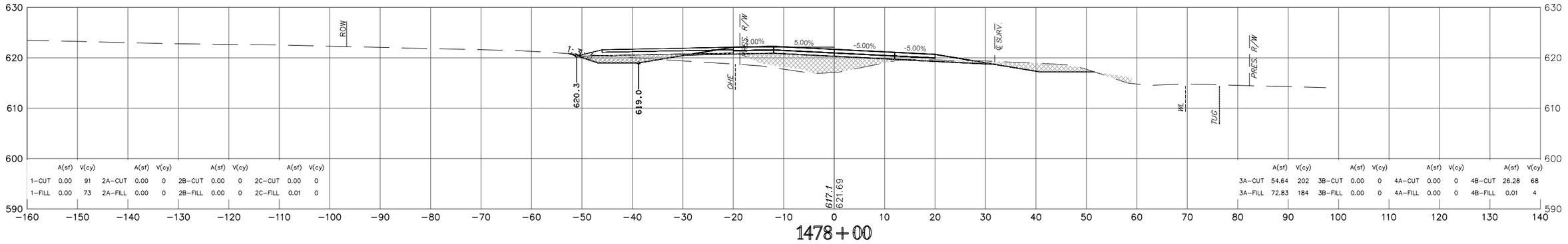
MACINTOSH COUNTY SHEET NO. X012

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

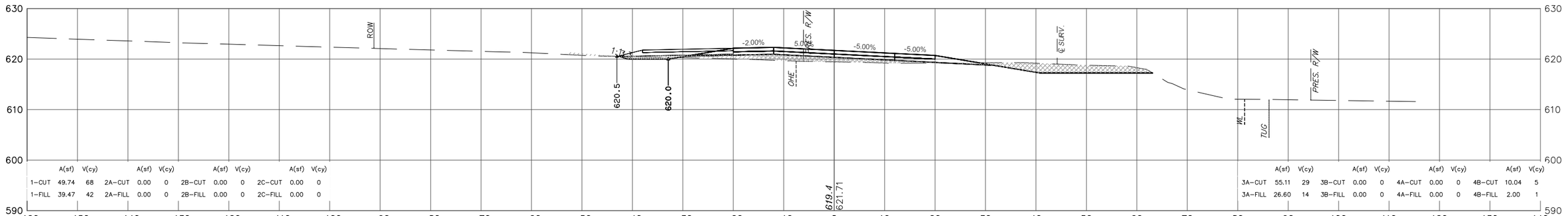
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	91	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0			
1–FILL	0.00	73	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.01	0			

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	54.64	202	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	26.28	68
3A–FILL	72.83	184	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.01	4

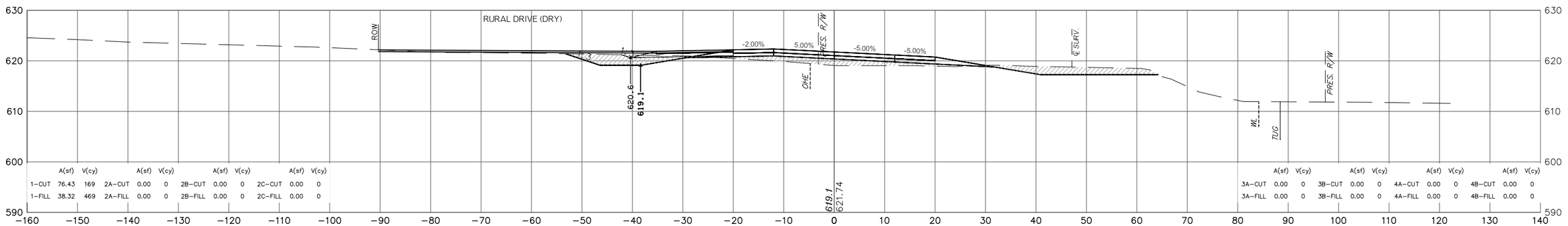
1478+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	49.74	68	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0			
1–FILL	39.47	42	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0			

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	55.11	29	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	10.04	5
3A–FILL	26.60	14	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	2.00	1

1477+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	76.43	169	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0			
1–FILL	38.32	469	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0			

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1476+71.10

STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X013

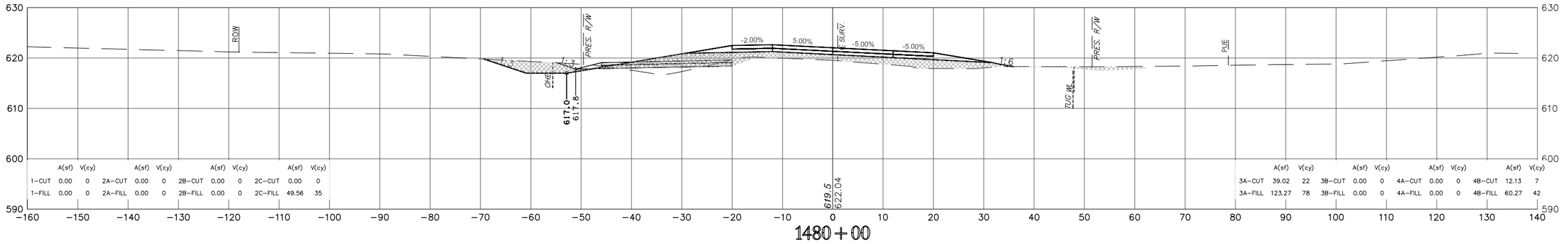
PH. 1 PH. 2A PH. 2B PH. 2C

PH. 3A PH. 3B PH. 4A PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

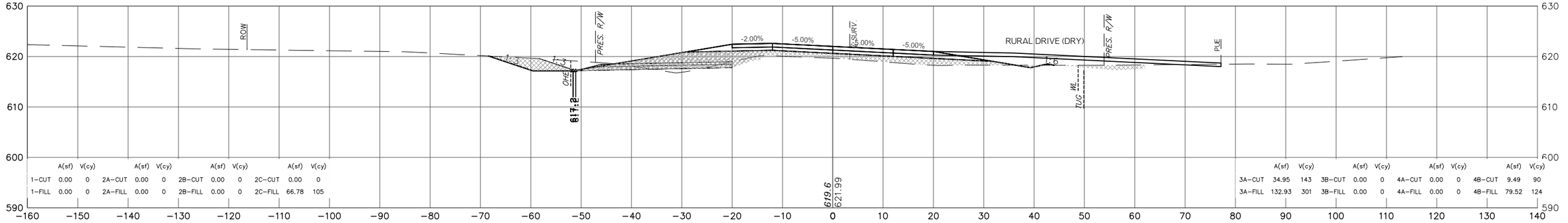
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	49.56	35

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	39.02	22	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	12.13	7
3A–FILL	123.27	78	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	60.27	42

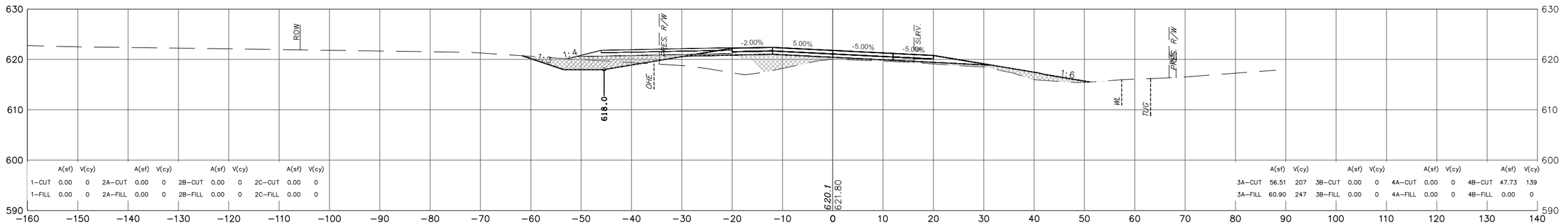
1480 + 00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	66.78	105

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	34.95	143	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	9.49	90
3A–FILL	132.93	301	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	79.52	124

1479 + 83.60



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	56.51	207	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	47.73	139
3A–FILL	60.90	247	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1479 + 00

STATE JOB NO. 33793(04)

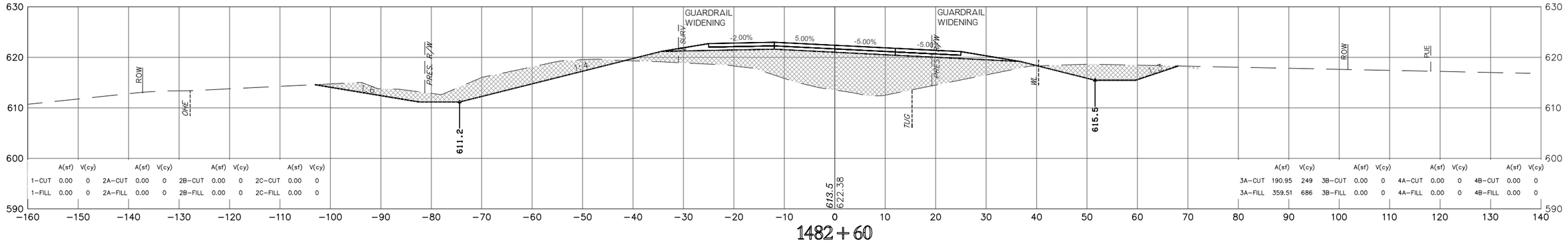
MACINTOSH COUNTY SHEET NO. X014

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

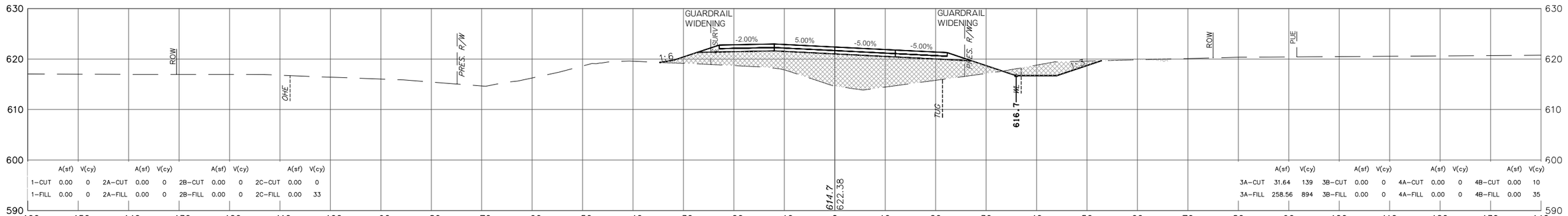
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	190.95	249	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	359.51	686	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	0

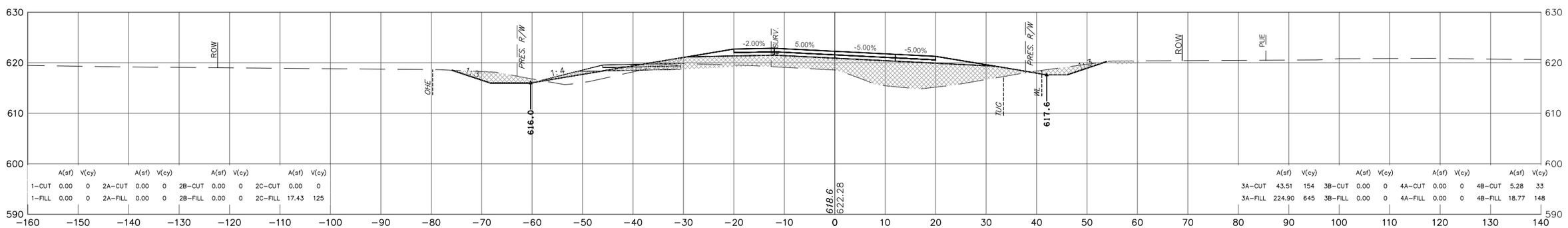
1482 + 60



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	33

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	31.64	139	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	0.00	10
3A−FILL	258.56	894	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	0.00	35

1482 + 00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	17.43	125

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	43.51	154	3B−CUT	0.00	0	4A−CUT	0.00	0	4B−CUT	5.28	33
3A−FILL	224.90	645	3B−FILL	0.00	0	4A−FILL	0.00	0	4B−FILL	18.77	148

1481 + 00

STATE JOB NO. 33793(04)

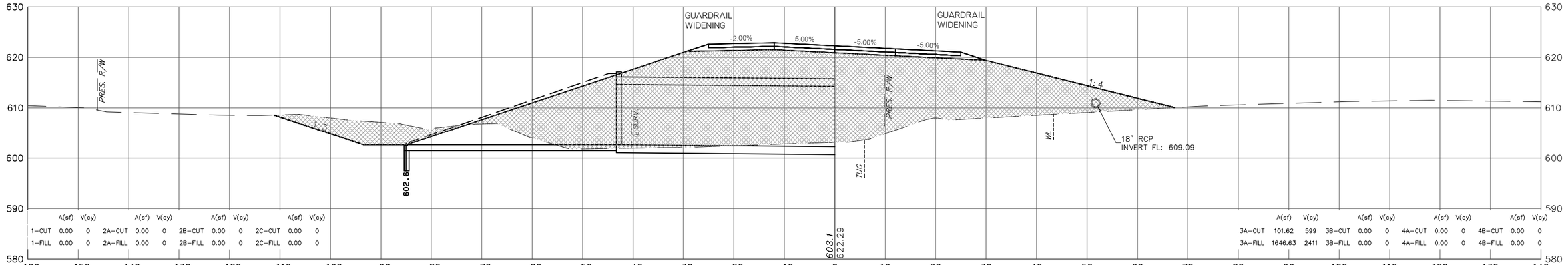
MACINTOSH COUNTY SHEET NO. X015

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

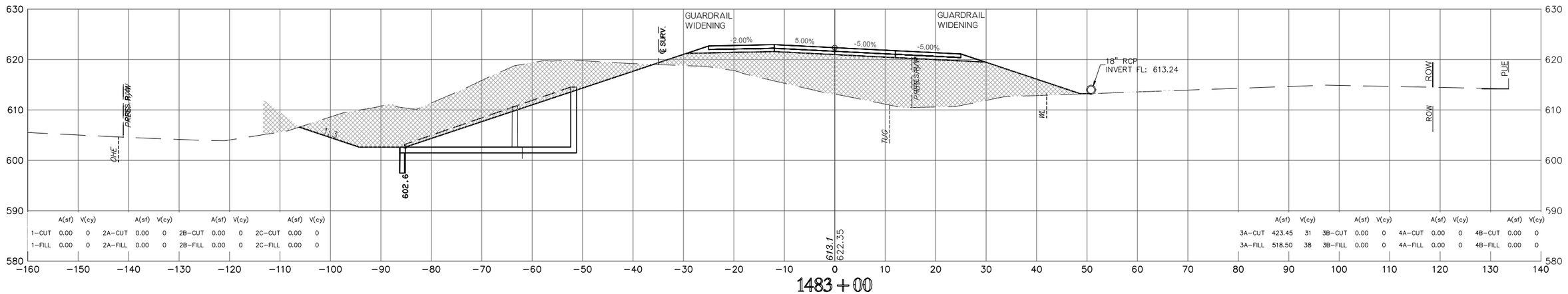
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	101.62	599	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	1646.63	2411	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1483 + 60



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	423.45	31	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	518.50	38	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1483 + 00

STATE JOB NO. 33793(04)

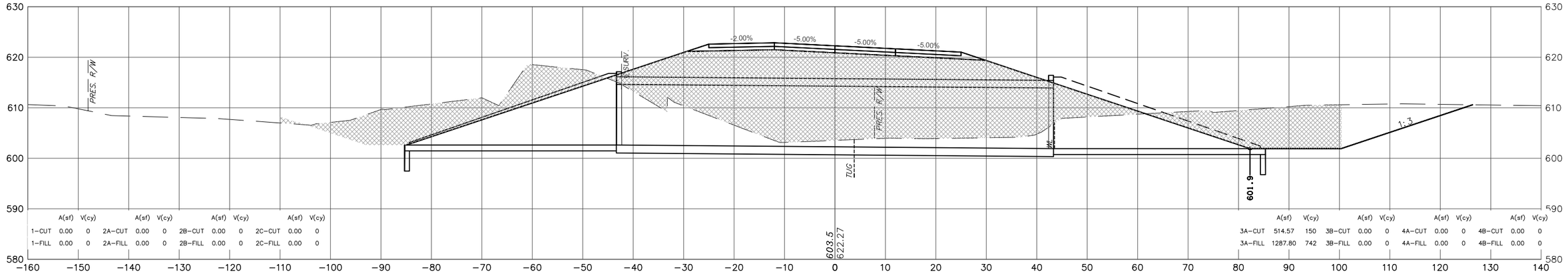
MACINTOSH COUNTY SHEET NO. X016

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

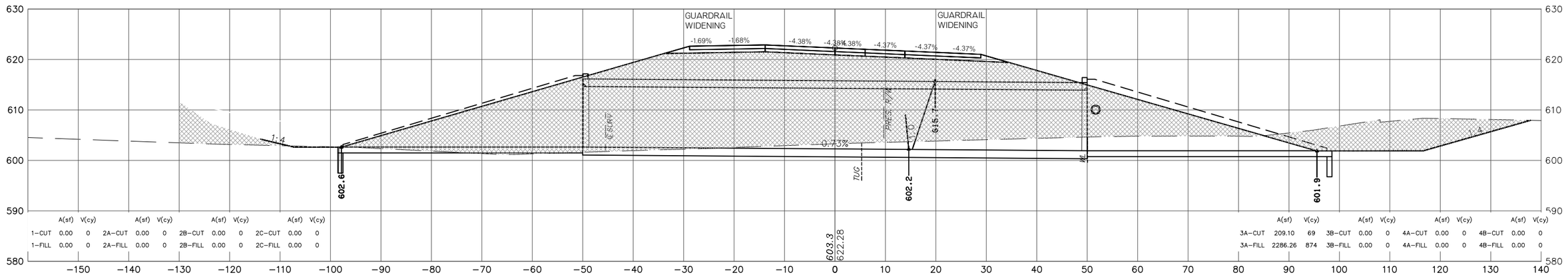
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	514.57	150	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	1287.80	742	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1483 + 83.21



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	209.10	69	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	2286.26	874	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1483 + 72

30° SKEW RF

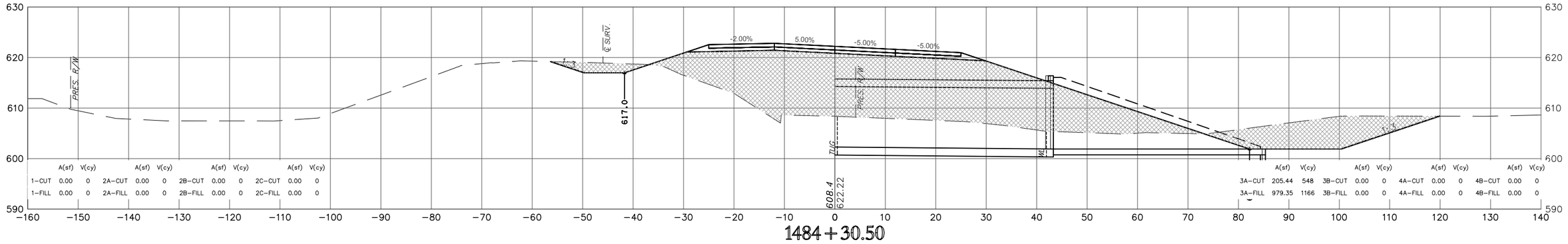
STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X017

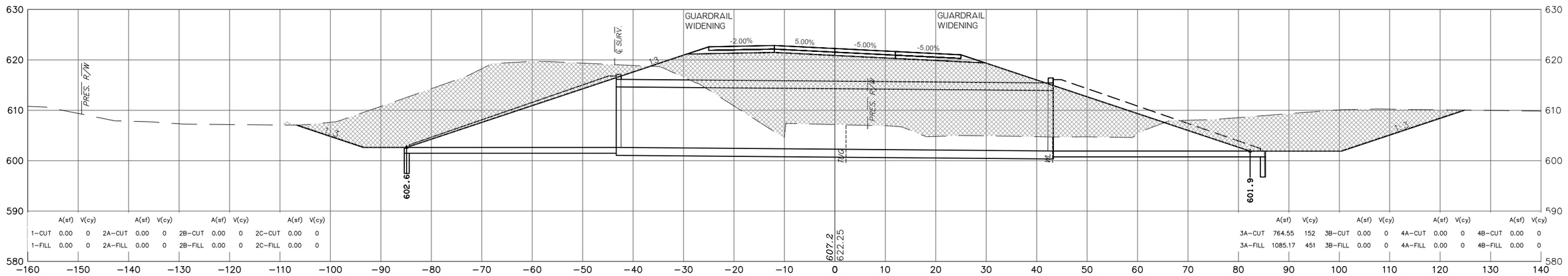
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW
MAY 1, 2024

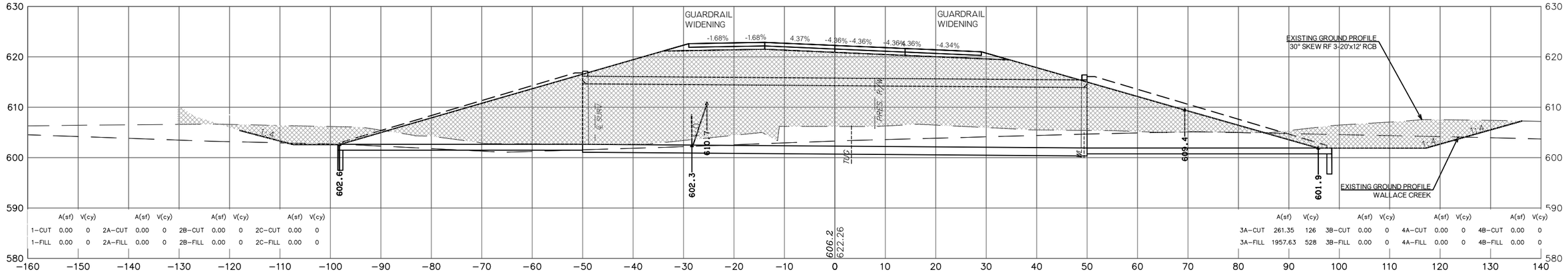
PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B



1484+30.50



1484+00



1483+92

30° SKEW RF

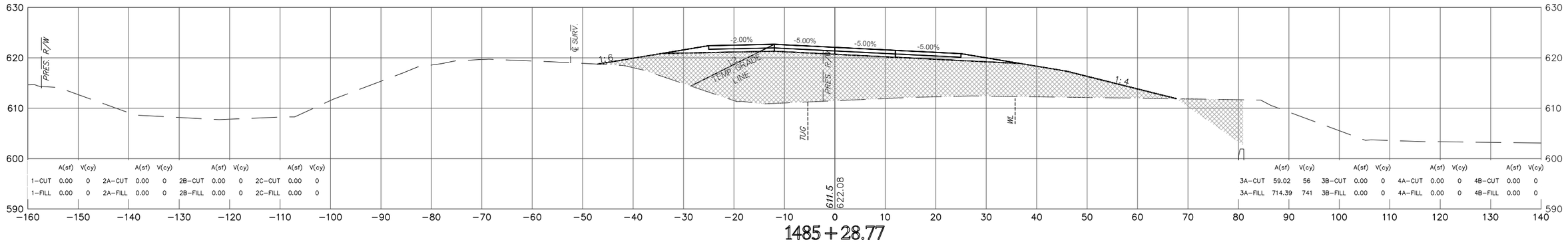
STATE JOB NO. 33793(04)
MACINTOSH COUNTY SHEET NO. X018

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

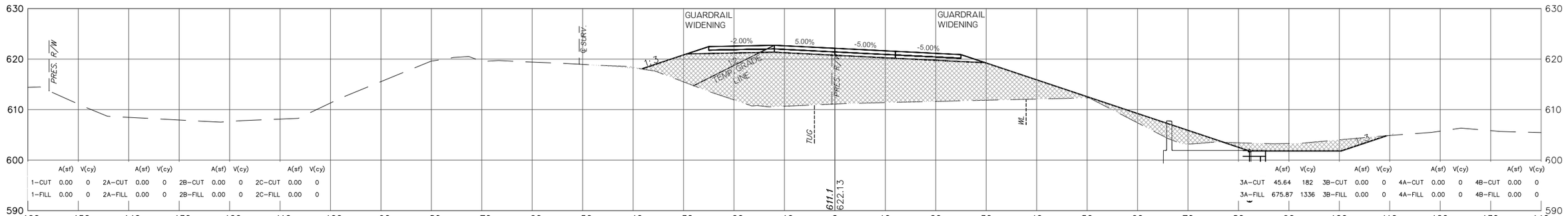
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

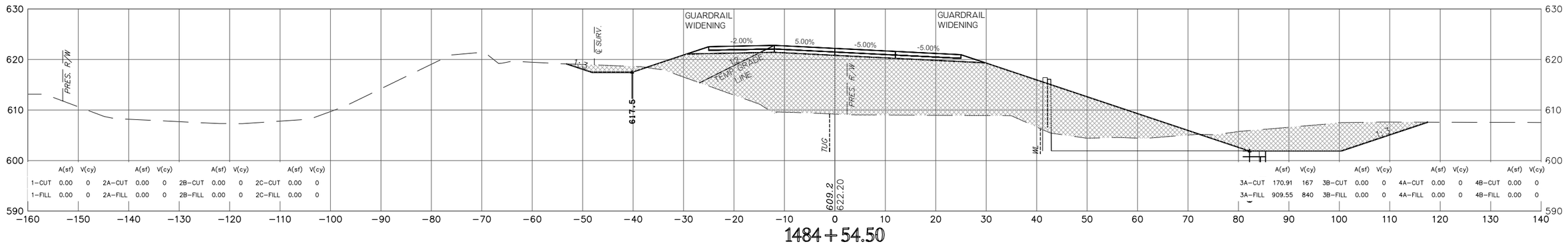
MAY 1, 2024



1485 + 28.77



1485 + 00



1484 + 54.50

STATE JOB NO. 33793(04)

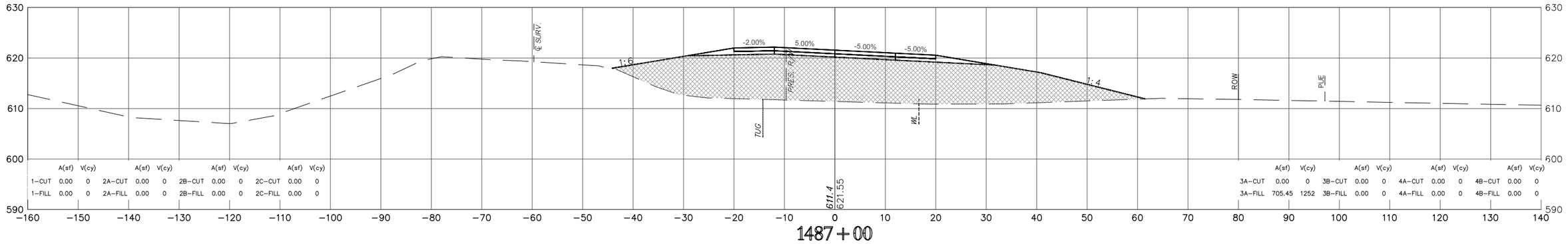
MACINTOSH COUNTY SHEET NO. X019

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

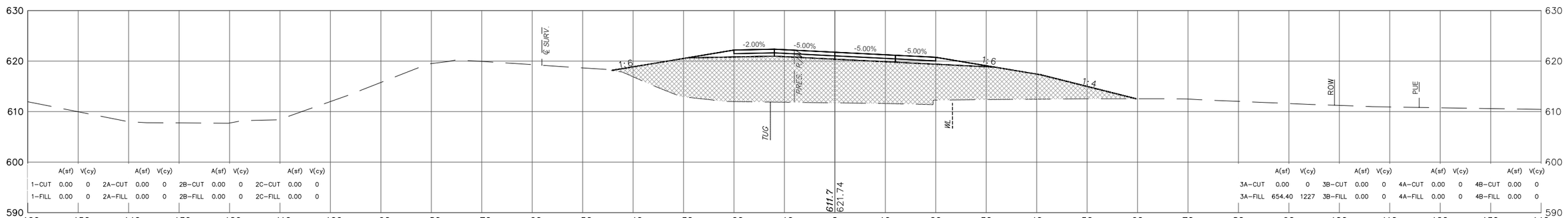
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	705.45	1252	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

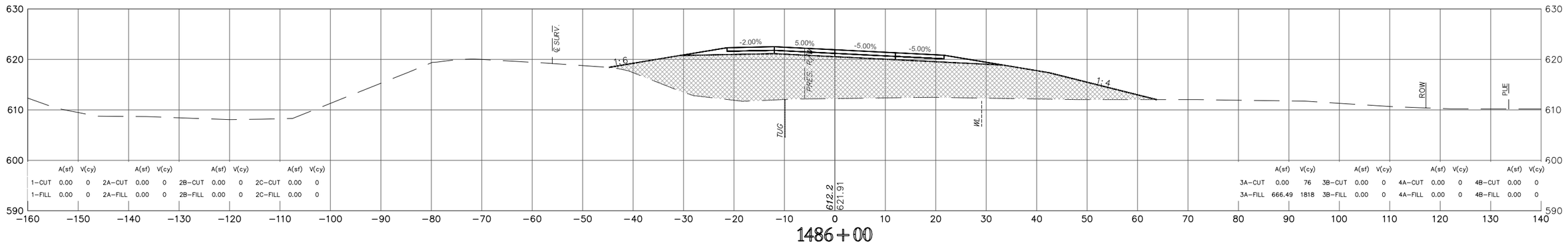
1487+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	654.40	1227	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1486+50.22



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	76	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	666.49	1818	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1486+00

STATE JOB NO. 33793(04)

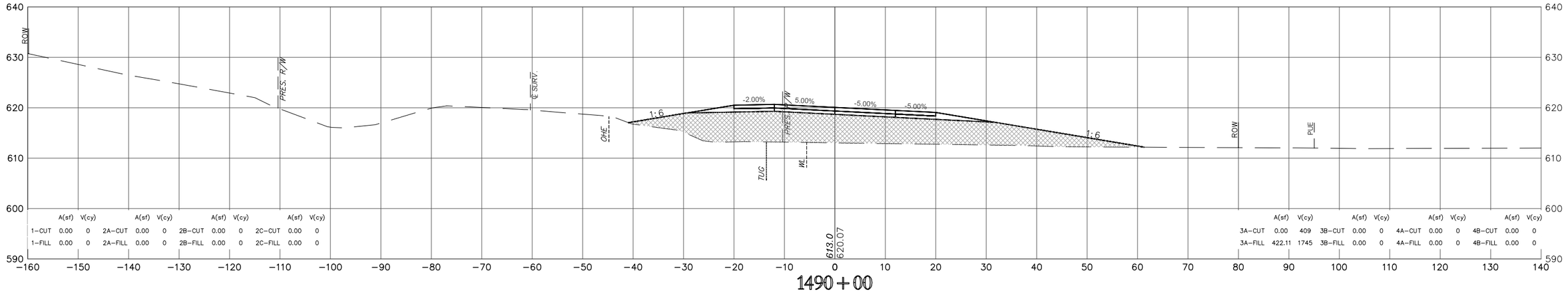
MACINTOSH COUNTY SHEET NO. X020

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

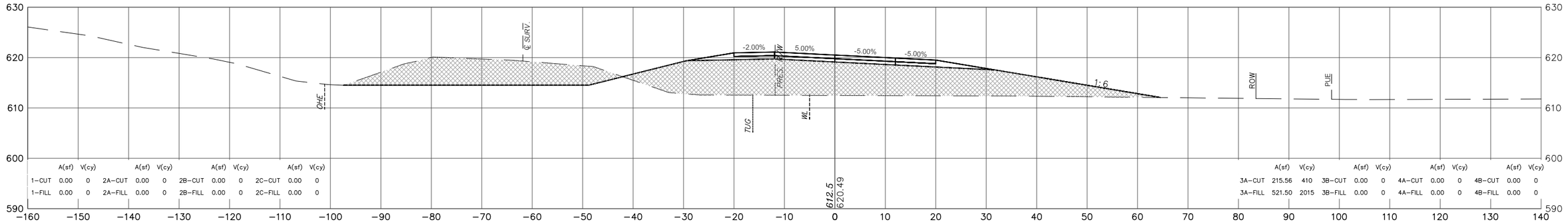
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	409	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	422.11	1745	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

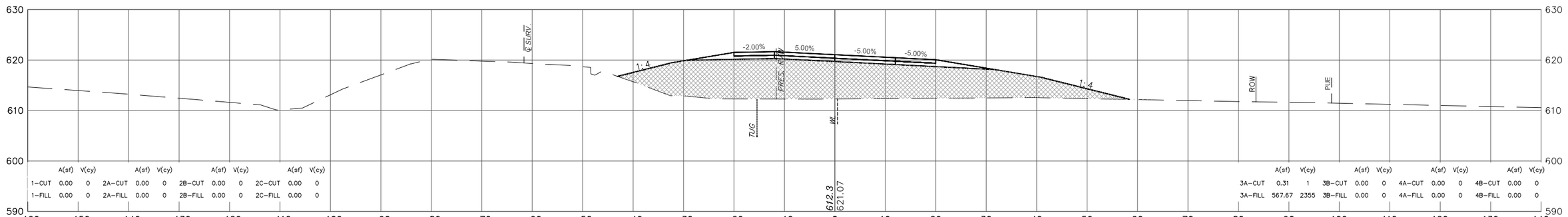
1490+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	215.56	410	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	521.50	2015	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1489+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.31	1	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	567.67	2355	3B–FILL	0.00	0	4A–FILL	0.00	0	4B–FILL	0.00	0

1488+00

STATE JOB NO. 33793(04)

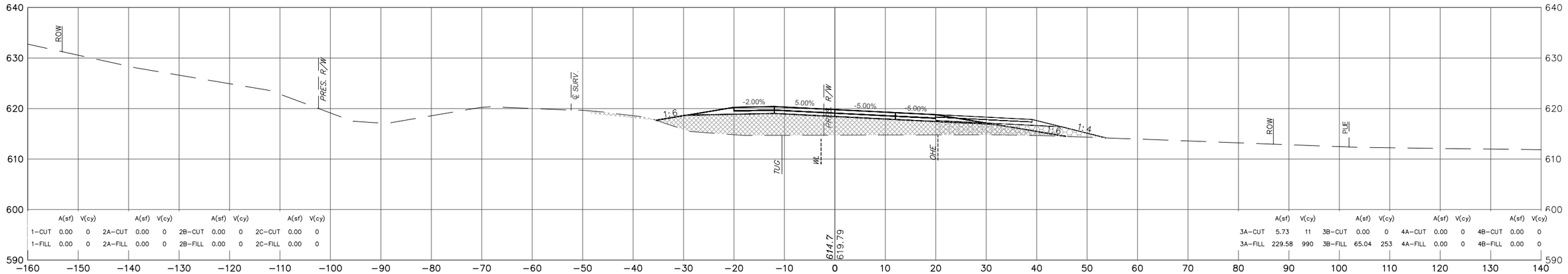
MACINTOSH COUNTY SHEET NO. X021

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

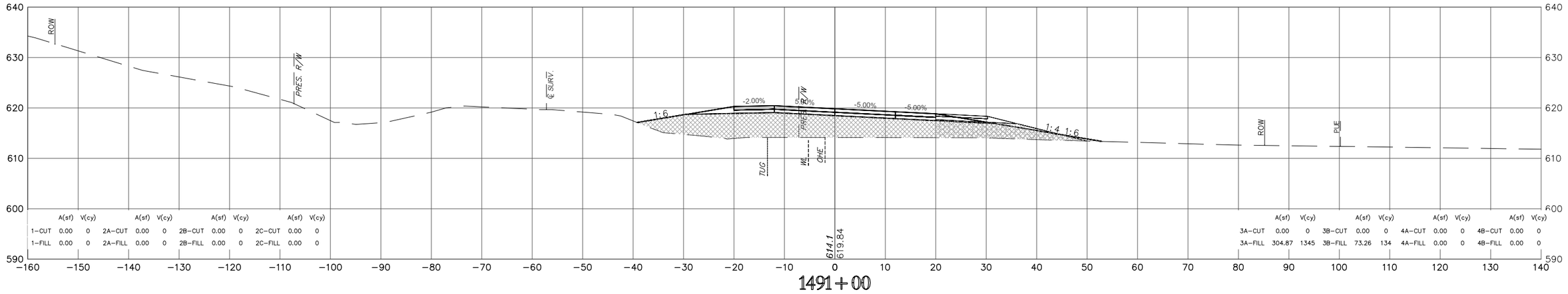
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	5.73	11	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	229.58	990	3B–FILL	65.04	253	4A–FILL	0.00	0	4B–FILL	0.00	0

1492+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	304.87	1345	3B–FILL	73.26	134	4A–FILL	0.00	0	4B–FILL	0.00	0

1491+00

STATE JOB NO. 33793(04)

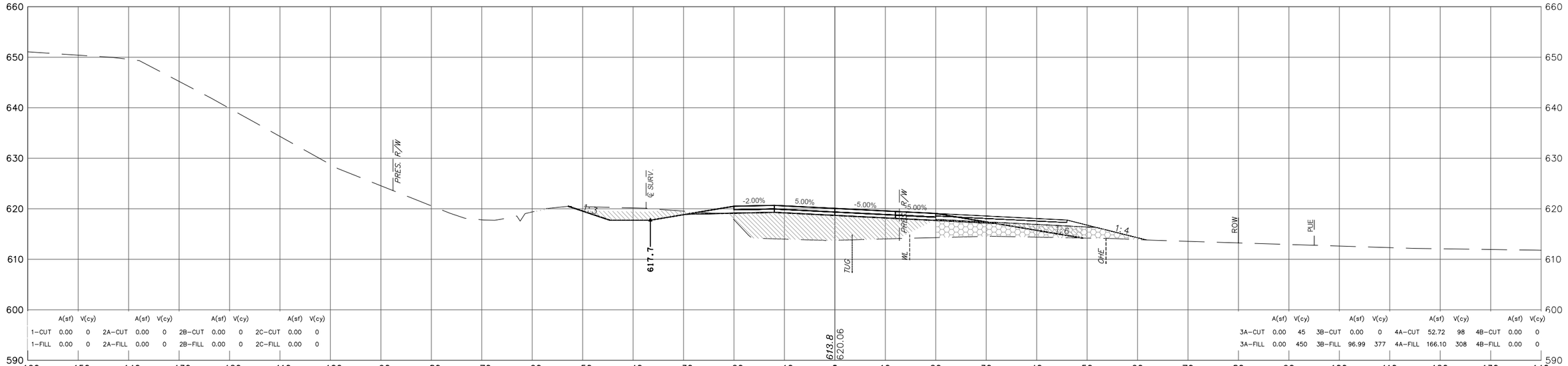
MACINTOSH COUNTY SHEET NO. X022

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

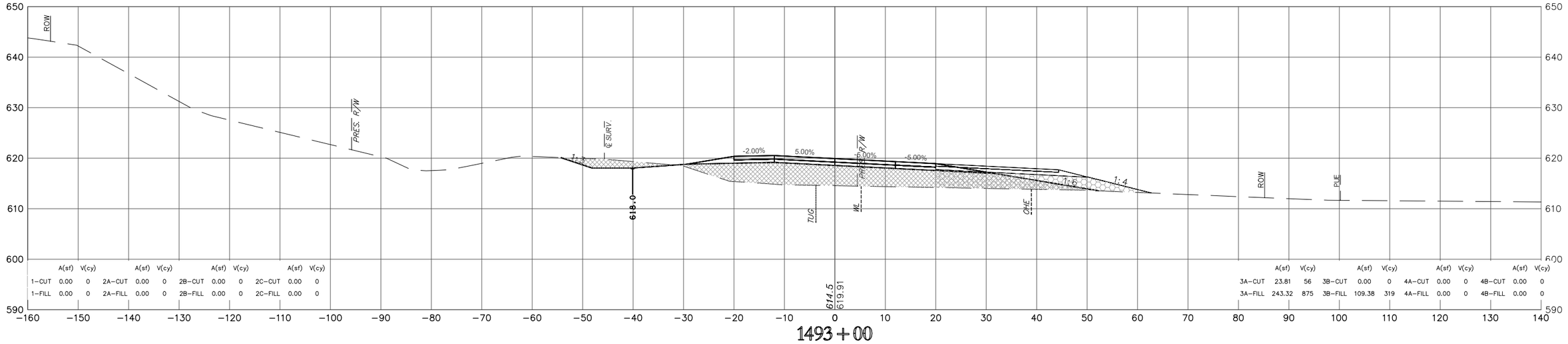
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	45	3B–CUT	0.00	0	4A–CUT	52.72	98	4B–CUT	0.00	0
3A–FILL	0.00	450	3B–FILL	96.99	377	4A–FILL	166.10	308	4B–FILL	0.00	0

1494+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	23.81	56	3B–CUT	0.00	0	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	243.32	875	3B–FILL	109.38	319	4A–FILL	0.00	0	4B–FILL	0.00	0

1493+00

STATE JOB NO. 33793(04)

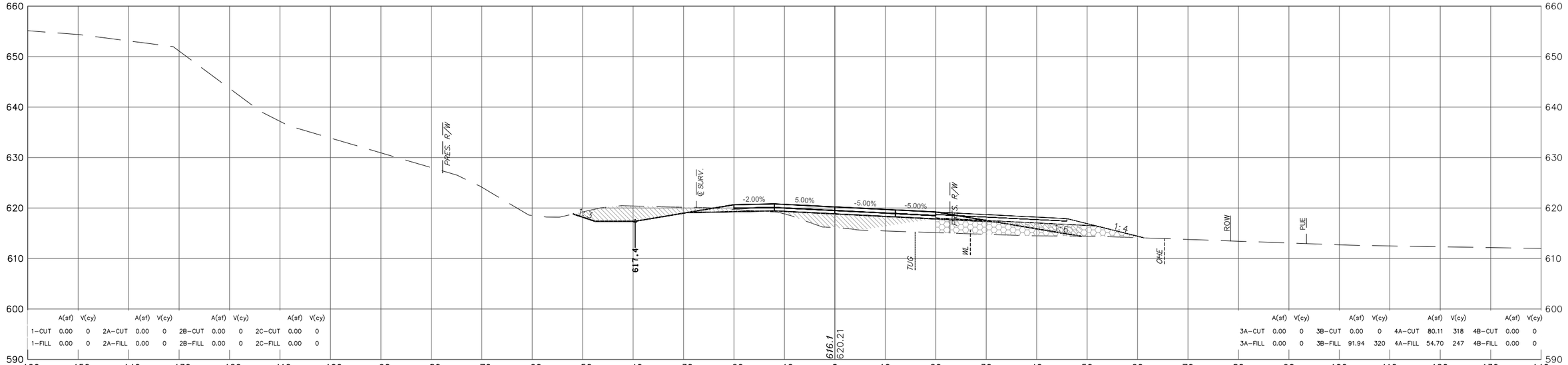
MACINTOSH COUNTY SHEET NO. X023

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

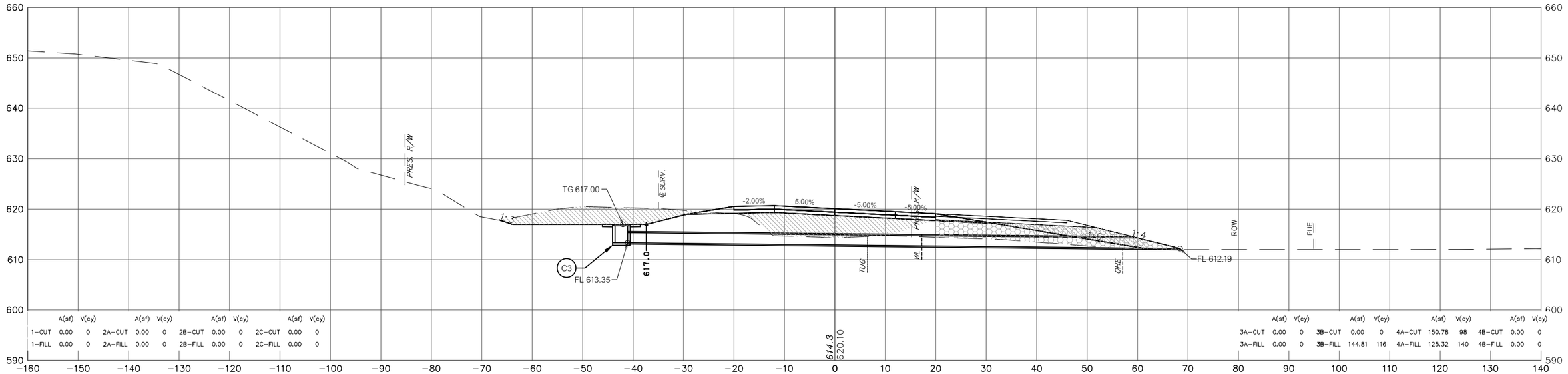
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	80.11	318	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	91.94	320	4A–FILL	54.70	247	4B–FILL	0.00	0

1495+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	150.78	98	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	144.81	116	4A–FILL	125.32	140	4B–FILL	0.00	0

1494+26

STATE JOB NO. 33793(04)

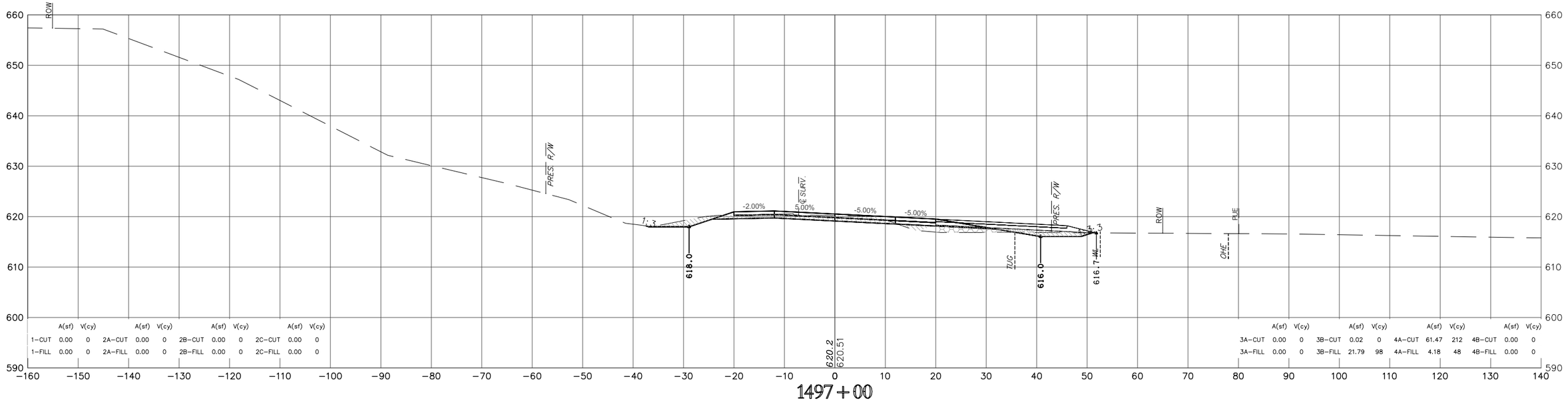
MACINTOSH COUNTY SHEET NO. X024

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

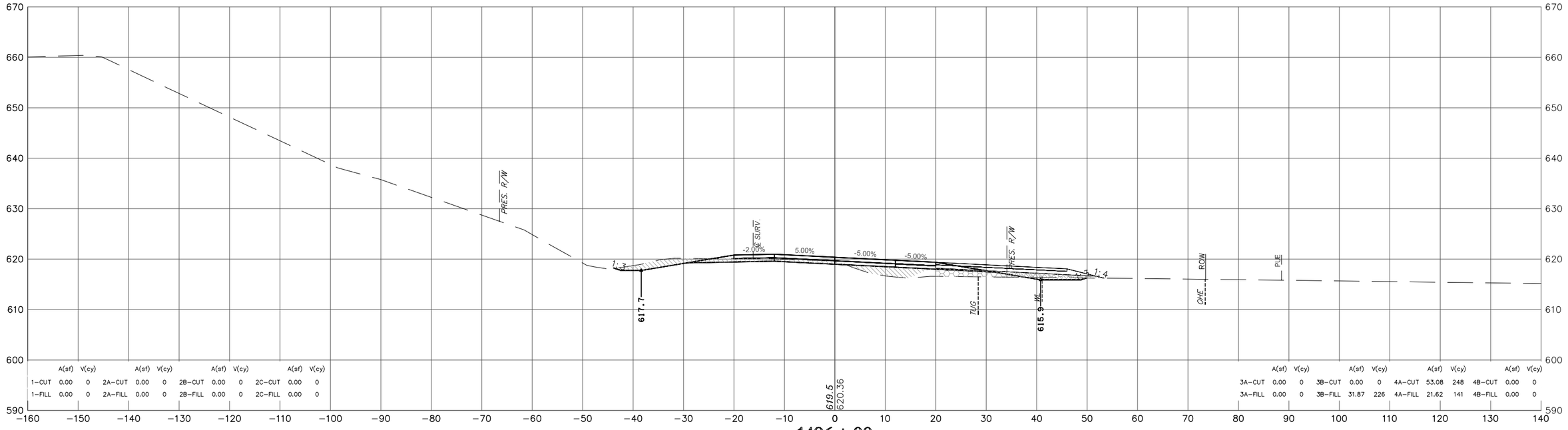
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.02	0	4A–CUT	61.47	212	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	21.79	98	4A–FILL	4.18	48	4B–FILL	0.00	0

1497+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.00	0	4A–CUT	53.08	248	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	31.87	226	4A–FILL	21.62	141	4B–FILL	0.00	0

1496+00

STATE JOB NO. 33793(04)

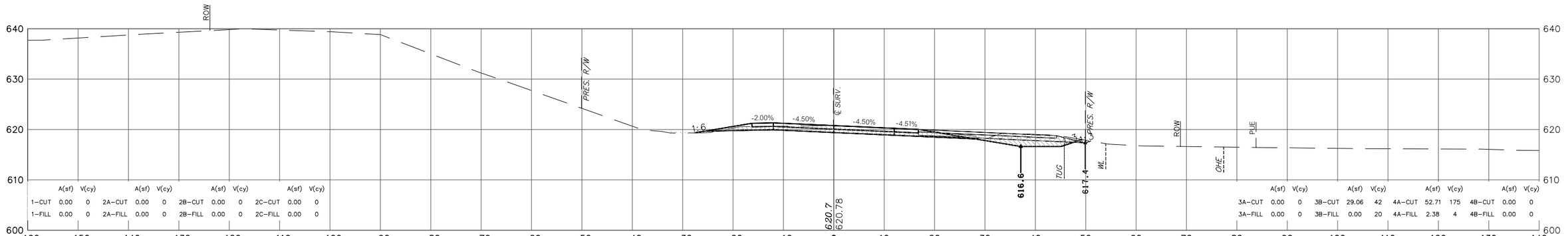
MACINTOSH COUNTY SHEET NO. X025

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

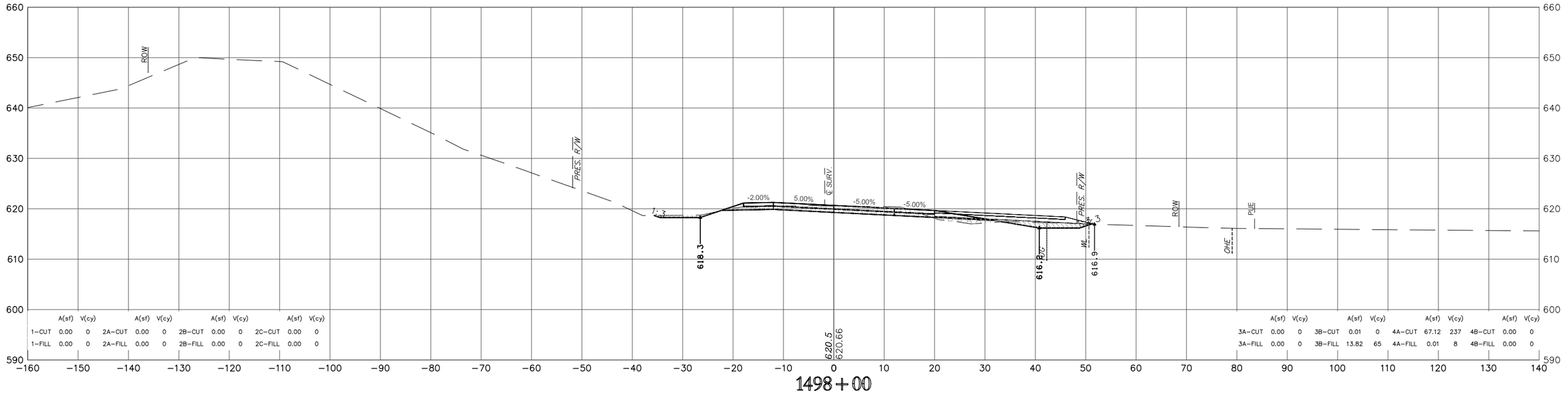
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	29.06	42	4A–CUT	52.71	175	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	0.00	20	4A–FILL	2.38	4	4B–FILL	0.00	0

1498 + 79.20



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	0.01	0	4A–CUT	67.12	237	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	13.82	65	4A–FILL	0.01	8	4B–FILL	0.00	0

1498 + 00

STATE JOB NO. 33793(04)

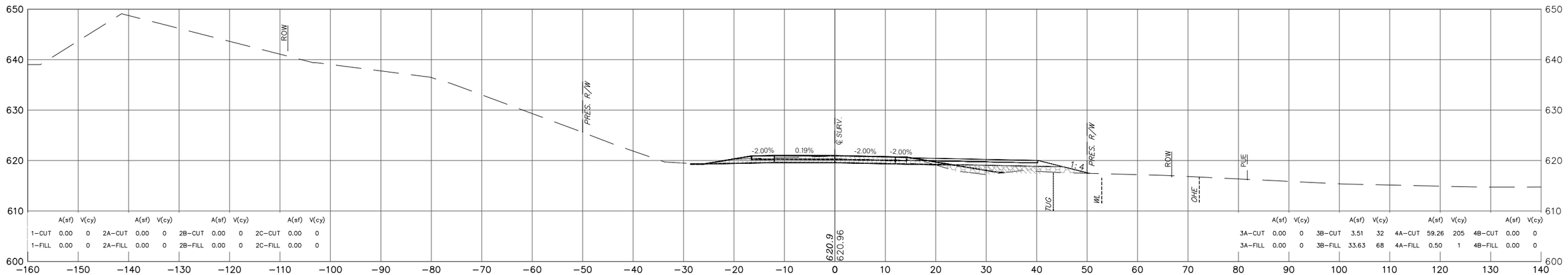
MACINTOSH COUNTY SHEET NO. X026

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

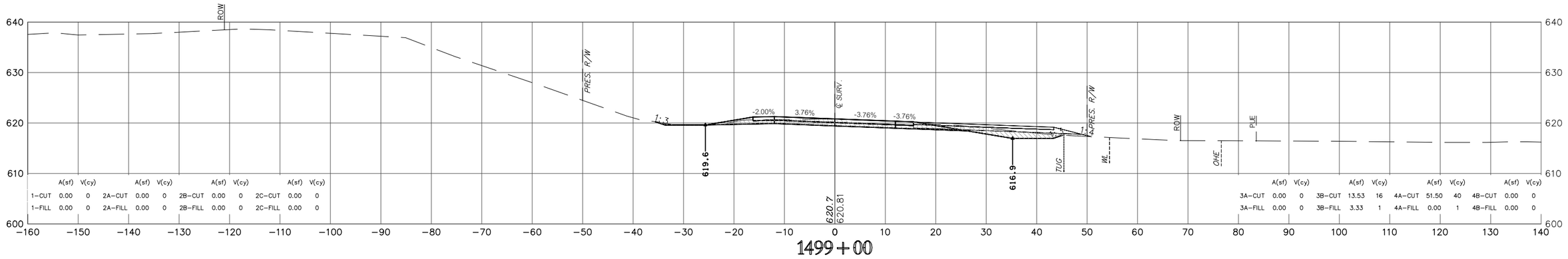
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	3.51	32	4A–CUT	59.26	205	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	33.63	68	4A–FILL	0.50	1	4B–FILL	0.00	0

1500+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	13.53	16	4A–CUT	51.50	40	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	3.33	1	4A–FILL	0.00	1	4B–FILL	0.00	0

1499+00

STATE JOB NO. 33793(04)

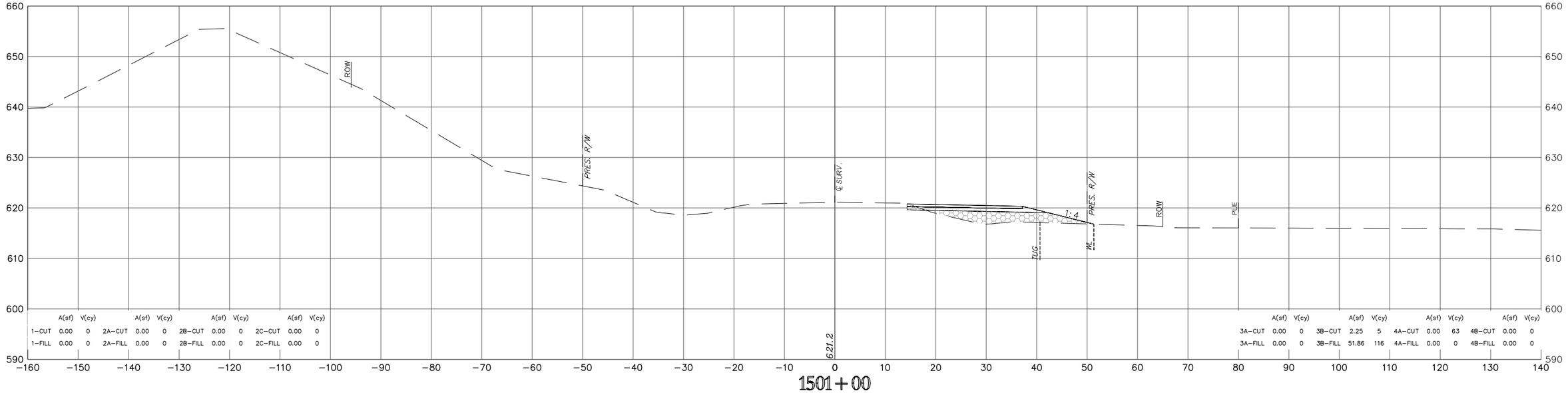
MACINTOSH COUNTY SHEET NO. X027

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

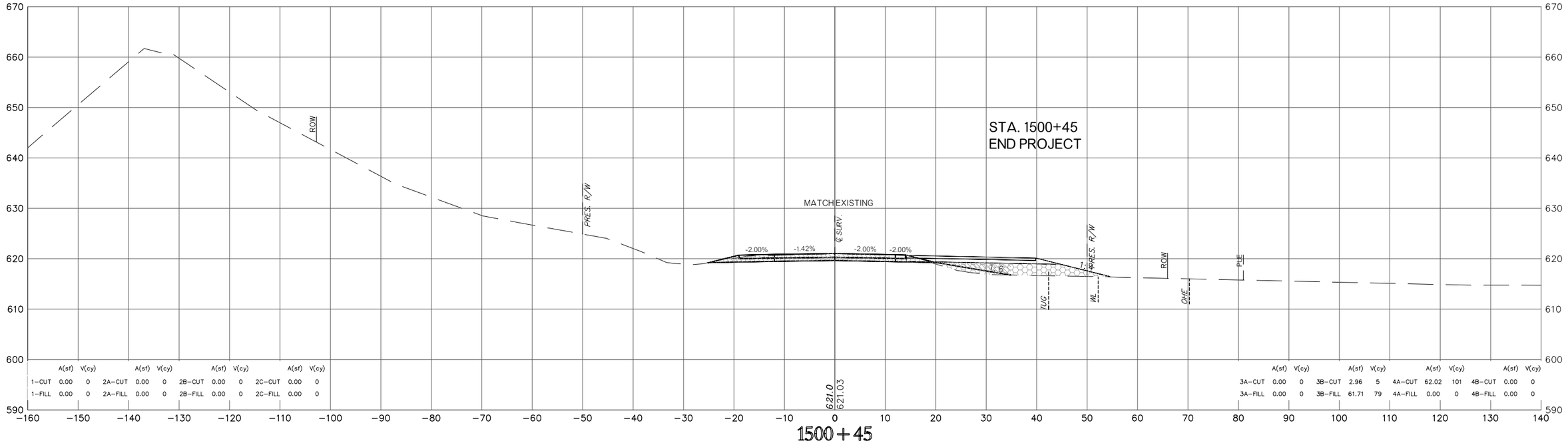
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	2.25	5	4A–CUT	0.00	63	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	51.86	116	4A–FILL	0.00	0	4B–FILL	0.00	0

1501+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	2.96	5	4A–CUT	62.02	101	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	61.71	79	4A–FILL	0.00	0	4B–FILL	0.00	0

1500+45

STATE JOB NO. 33793(04)

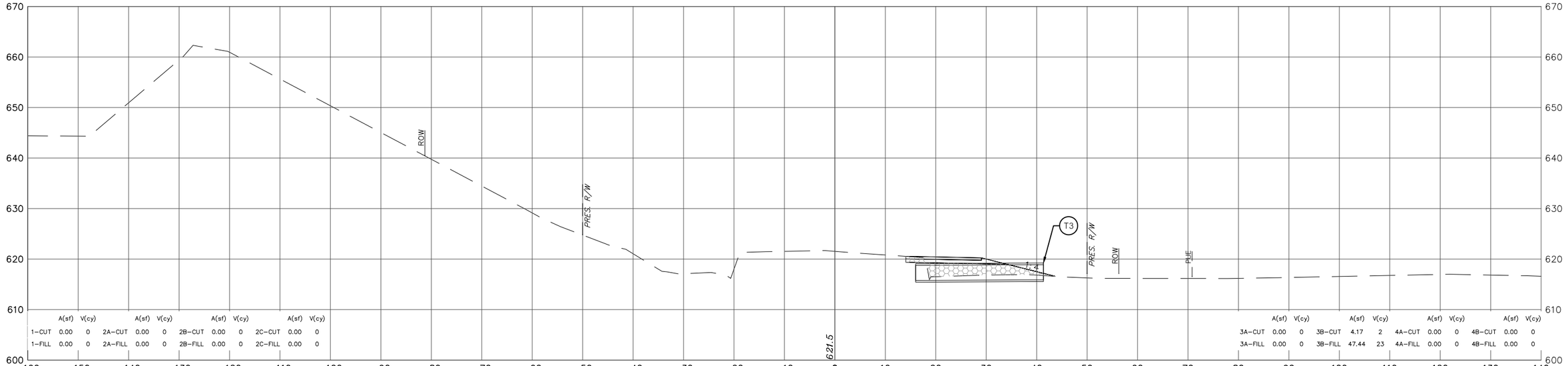
MACINTOSH COUNTY SHEET NO. X028

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

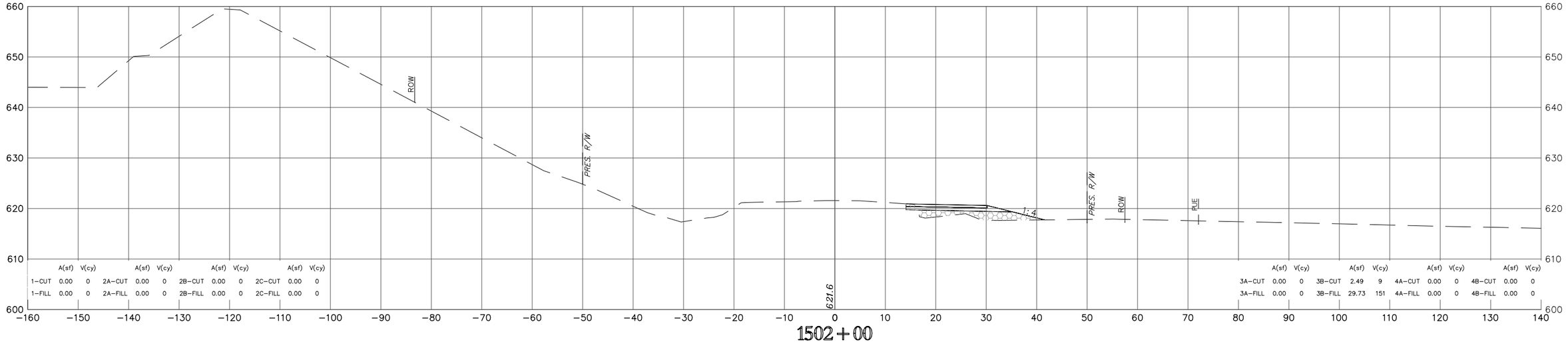
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	4.17	2	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	47.44	23	4A−FILL	0.00	0	4B−FILL	0.00	0

1502+16



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1−CUT	0.00	0	2A−CUT	0.00	0	2B−CUT	0.00	0	2C−CUT	0.00	0
1−FILL	0.00	0	2A−FILL	0.00	0	2B−FILL	0.00	0	2C−FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A−CUT	0.00	0	3B−CUT	2.49	9	4A−CUT	0.00	0	4B−CUT	0.00	0
3A−FILL	0.00	0	3B−FILL	29.73	151	4A−FILL	0.00	0	4B−FILL	0.00	0

1502+00

STATE JOB NO. 33793(04)

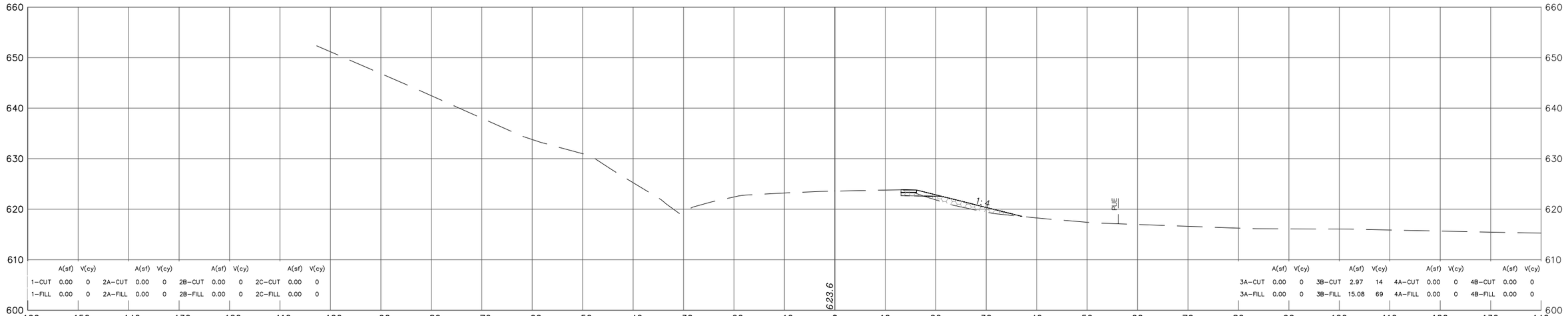
MACINTOSH COUNTY SHEET NO. X029

PH. 1 | PH. 2A | PH. 2B | PH. 2C | PH. 3A | PH. 3B | PH. 4A | PH. 4B

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

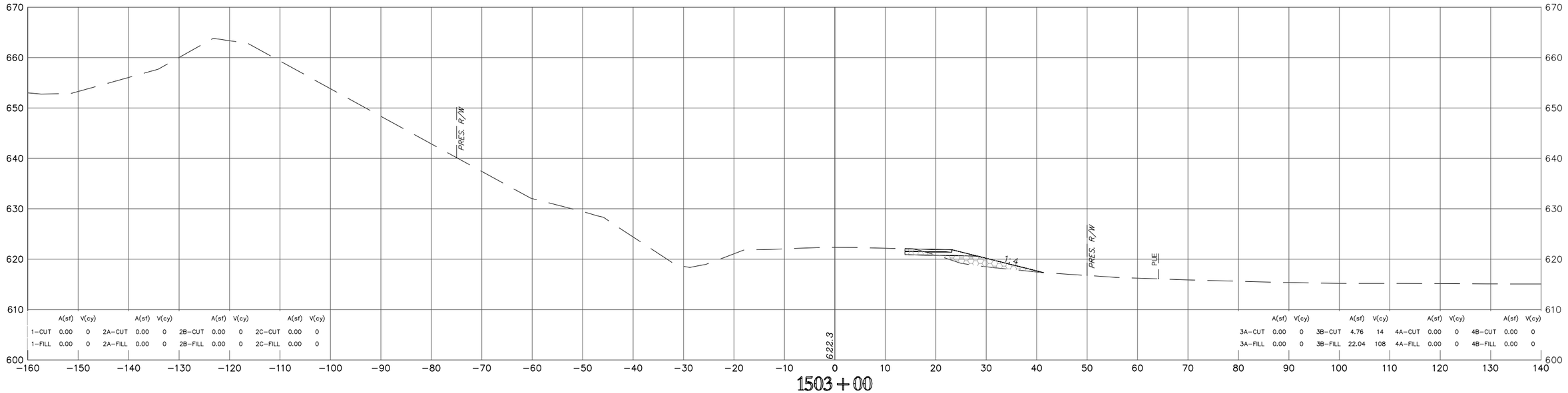
MAY 1, 2024



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	2.97	14	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	15.08	69	4A–FILL	0.00	0	4B–FILL	0.00	0

1504+00



	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
1–CUT	0.00	0	2A–CUT	0.00	0	2B–CUT	0.00	0	2C–CUT	0.00	0
1–FILL	0.00	0	2A–FILL	0.00	0	2B–FILL	0.00	0	2C–FILL	0.00	0

	A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)		A(sf)	V(cy)
3A–CUT	0.00	0	3B–CUT	4.76	14	4A–CUT	0.00	0	4B–CUT	0.00	0
3A–FILL	0.00	0	3B–FILL	22.04	108	4A–FILL	0.00	0	4B–FILL	0.00	0

1503+00

STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X030

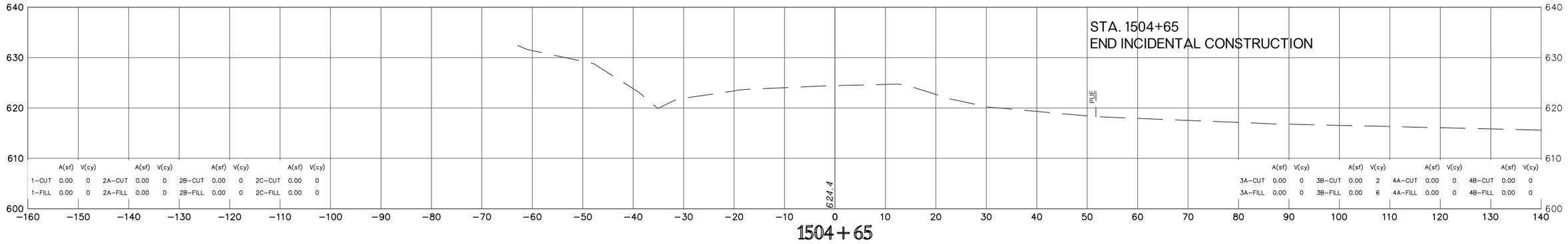
PH. 1 PH. 2A PH. 2B PH. 2C

PH. 3A PH. 3B PH. 4A PH. 4B

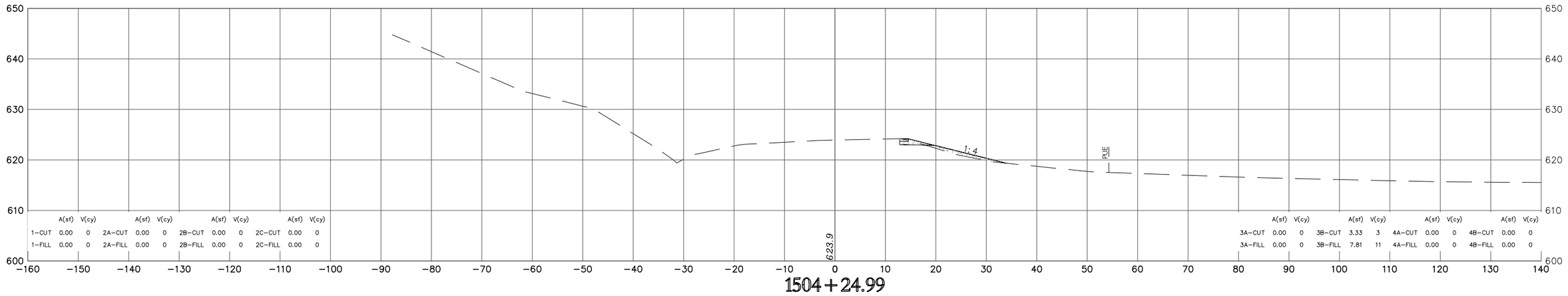
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD REVIEW

MAY 1, 2024



1504+65



1504+24.99

STATE JOB NO. 33793(04)

MACINTOSH COUNTY SHEET NO. X031