

OKLAHOMA DEPARTMENT OF TRANSPORTATION						
PROJ. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS	DATE			

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
**STATE HIGHWAY**  
FEDERAL AID PROJECT NO. J2-4356(007)  
GRADE, DRAIN, & SURFACE  
SH-66  
**OKLAHOMA COUNTY**

CONTROL SECTION NO. 66-55-10  
STATE JOB NO. 24356(07)  
BRIDGE "A" LOCATION NO. 5510-0650X (EXCEPTION)  
EXISTING NBI NO. 26455

BEGIN STA. 489+63.80  
LENGTH = 145.01' BRIDGE "A"  
END STA. 491+08.81

INDEX OF SHEETS

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R009	DRIVEWAY DETAIL SHEET 453+74.30 RT
R010	DRIVEWAY DETAIL SHEET 455+33.51 LT
R011	DRIVEWAY DETAIL SHEET 456+77.00 LT
R012	DRIVEWAY DETAIL SHEET A 475+92.00 RT
R013	DRIVEWAY DETAIL SHEET A 476+89.00 LT
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R023	CURB INLET JUNCTION BOX DETAIL
S001-S011	SURVEY DATA SHEETS
T001-T017	TRAFFIC CONTROL DETAIL SHEETS
T018-T022	SIGNING AND STRIPING DETAIL SHEETS
X001-X033	CROSS SECTION SHEETS

TRAFFIC DESIGN

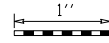
PROJECT ENGINEER: RYAN CAMPBELL, PE  
SQUAD SUPERVISOR:

ROADWAY DESIGN

SQUAD SUPERVISOR: DOMINIC WINN  
SQUAD MEMBERS: DORIAN WILLIAMS

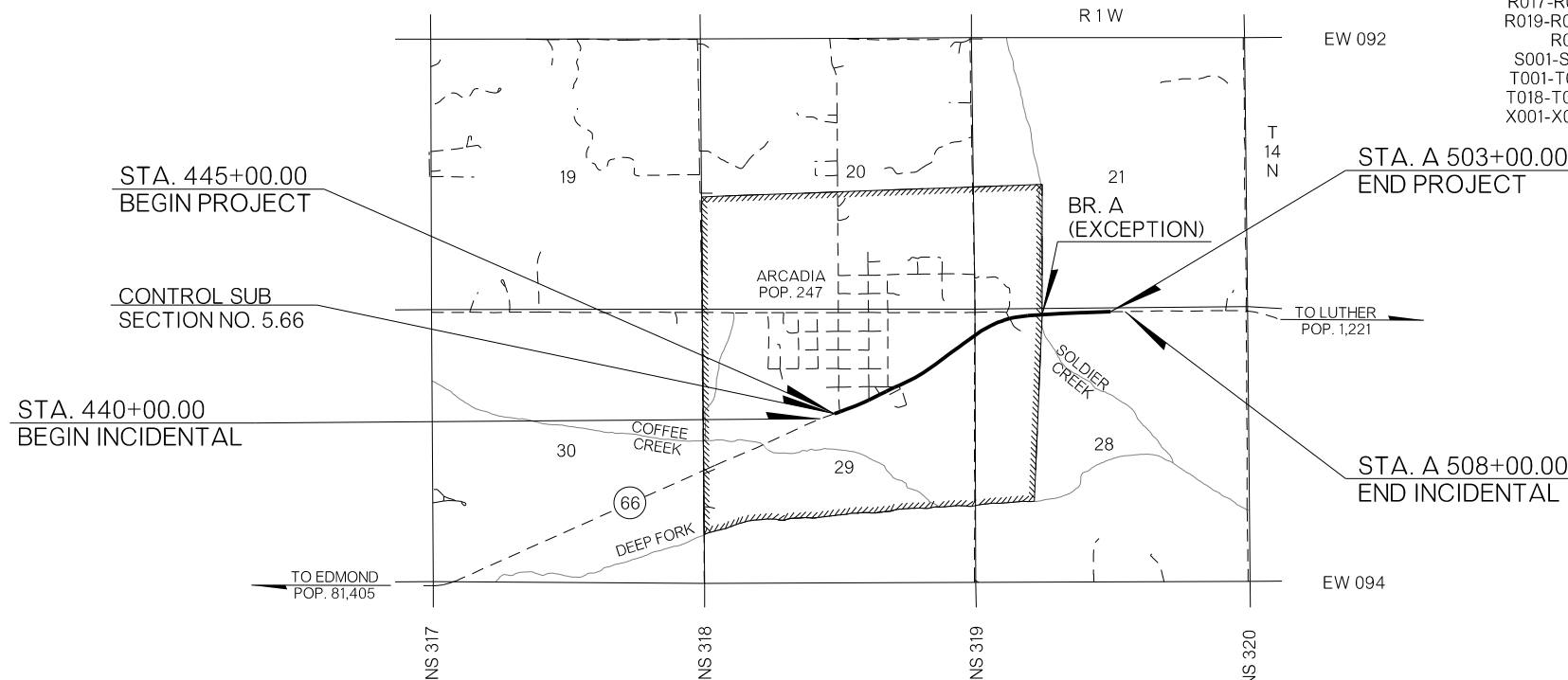
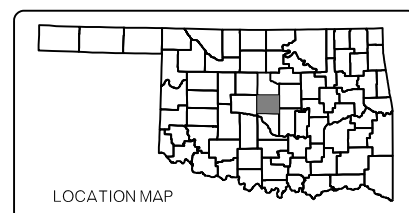
ENGINEERING MANAGER: BENJAMIN MOORE, PE  
ENGINEER: BENJAMIN MOORE

DESIGN DATA	
ADT 2025	= 5,400
ADT 2055	= 6,700
DHV (2-WAY)	= 670
K (DHV/ADT)	= 10%
D	= 55%
T (% DHV)	= 7%
T (% ADT)	= 7%
T <sup>2</sup> (% ADT)	= 4%
V	= 35 MPH
20 YR FLEXALS	= 3.38M

SCALES   
PLAN 1" = 100'  
PROFILE HOR. 1" = 100'  
VER. 1" = 10'  
LAYOUT MAP 1" = 1,760'

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
	OIL WELL
	DRAINAGE STRUCTURES - IN PLACE
	DRAINAGE STRUCTURES - NEW
	RIGHT-OF-WAY LINES - EXISTING
	RIGHT-OF-WAY LINES - NEW
	CONTROLLED ACCESS
	RIGHT-OF-WAY FENCE




THE FOLLOWING STANDARD DRAWINGS WILL BE NEEDED:

ROADWAY (2019)	BRIDGE (2009)	TRAFFIC (2009)
BMPR-0	RCB-C2-8(2-12)-01E	TCS1-1-01
TESCA-0	RCB-CW2-D4-0-01E	PM1-1-03
IPD-0		TCS2-1-00
RSF-0		PM3-1-02
TSO-0		TCS3-1-01
SSS-2-1		PM6-1-00
ASCD-6-1		TCS4-1-01
CSCD-6-2		RSD1-1-00
PED-4-1		TCS5-1-00
PSE-2-1		WSD1-1-00
SMD-4-2		TCS6-1-02
CET4S-4-2		WSD2-1-00
CET6S-4-2		TCS8-1-00
SSCD-4-1		WSD3-1-00
CI-2-2		TCS9-1-01
SSIF-5-1		SBS1-1-00
CIG-4-1		TCS10-1-00
MJB-4-2		SBS2-1-00
SPI-5-2		TCS11-1-01
PBB-1-2		SBS3-1-00
FHTCP-4-1		TCS12-1-00
SBI-5-2		GMS1-1-00
PUD-4-1		TCS13-1-00
RDI-4-1		SSP1-1-02
DC-4-1		TCS14-1-00
PDT-2-2		SSA1-1-00
SUEL3-4-1		SSA2-1-00
		TCS21-1-02
		TCS24-1-02

ROADWAY LENGTH ----- 5,620.77 FT. 1.064 MI.


PROJECT LENGTH ----- 1.064 MI.

EQUATION : P.T. STA. 457+53.54 C.R.L. BK. = 457+51.77 @ SURVEY AHD. (1.77')  
EXCEPTION: BRIDGE - STA. A 489+45.78 TO STA. A 491+26.78 (181')



OKLAHOMA  
Transportation

PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
DESIGN DIVISION



DATE APPROVED \_\_\_\_\_

BY \_\_\_\_\_

CHIEF ENGINEER

DATE APPROVED \_\_\_\_\_

BY \_\_\_\_\_

DIVISION ADMINISTRATOR

SWO 516(1)

PROJECT NO. J2-4356(007)

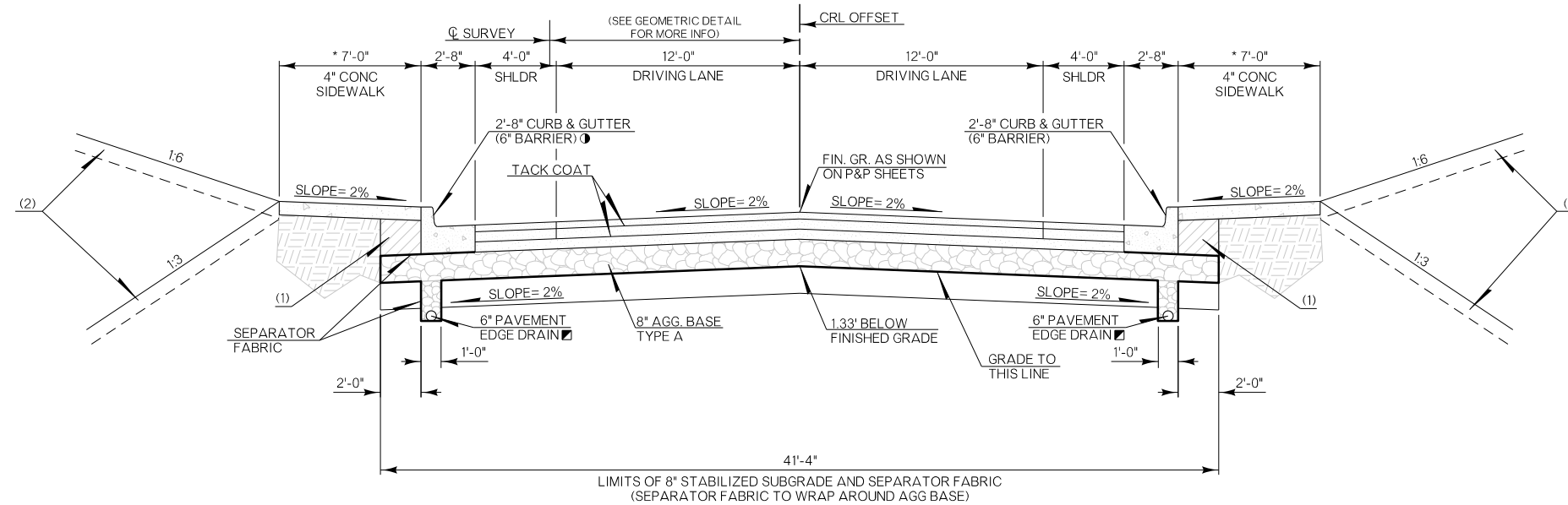
COUNTY OKLAHOMA

HIGHWAY SH-66

SHEET NO. 0001

P.E. NO. : 24356(01)

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



**TYPICAL NO. 1**

STA 445+00.00 TO STA A 459+25.00

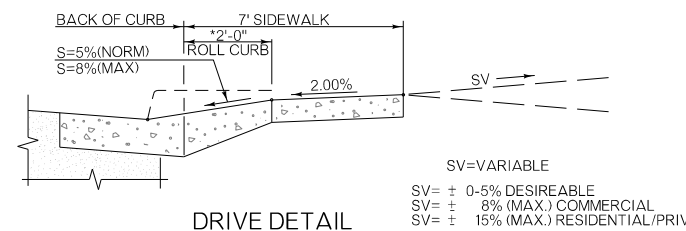
\* NO SIDEWALK RIGHT SIDE STA 445+00.00 TO STA 449+99.00

\* NO SIDEWALK LEFT SIDE STA 445+00.00 TO STA 446+54.60 & STA 456+13.47 TO STA A 459+25.00

- STA 451+42.24 TO STA 451+48.24 CURB HEIGHT TRANSITION FROM 6" TO 0"
- STA 451+48.24 TO STA 451+88.31 CURB HEIGHT MAINTAINS 0"
- STA 451+88.31 TO STA 451+94.31 CURB HEIGHT TRANSITION FROM 0" TO 6"

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

■ SEE STANDARD PED-4



**DRIVE DETAIL**

FOR ADDITIONAL DETAILS SEE POLICY ON DRIVEWAY REGULATIONS FOR OKLA. HIGHWAYS  
 \*SUPERCEDES STANDARD ASCD-4 EXCLUDES DRIVES AT:  
 446+37.35 LT  
 455+33.51 LT  
 A 475+92.00 RT  
 A 476+89.00 LT  
 A 478+60.00 LT

(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCL. BORROW. ESTIMATED AT 0.19 TONS/LF.

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

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

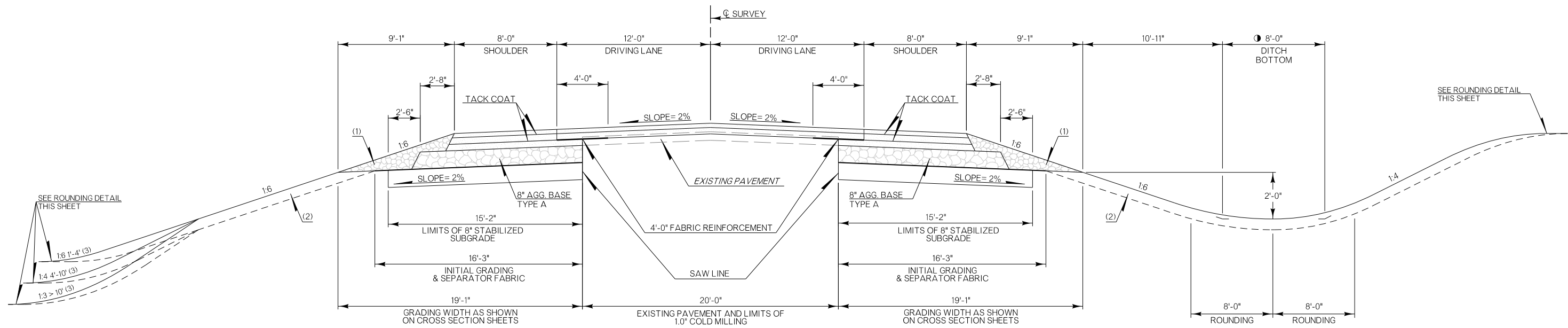
**ROUNDING DETAIL**

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



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		<b>TYPICAL SECTION</b>				
CHECKED							
APPROVED							
SQUAD	WINN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0002

11/12/2025 pw:\oktransportation-pw.bentley.com\oktransportation-pw-01\Documents\Projects\Division 4\JP24356-07\Roadway\Plan Sheets\Sheets\0003-2435607-Typical Section Sheet 2



**TYPICAL NO 2**  
 STA A 459+25.00 TO STA A 471+40.00  
 ① A 459+25.00 TO A 471+40.00 LT 4'-0"  
 A 459+25.00 TO A 471+40.00 RT 4'-0"

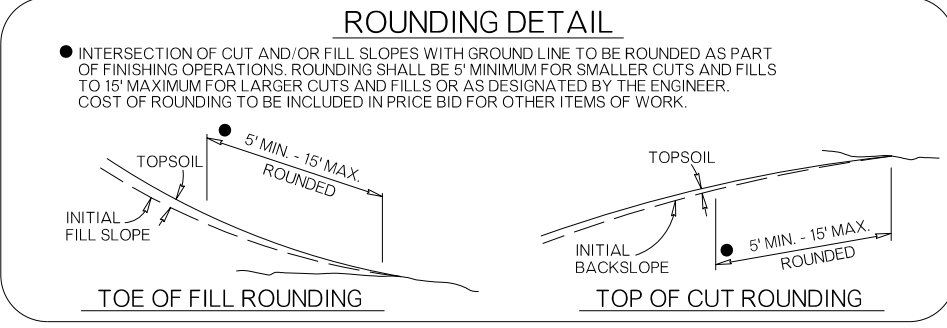
PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

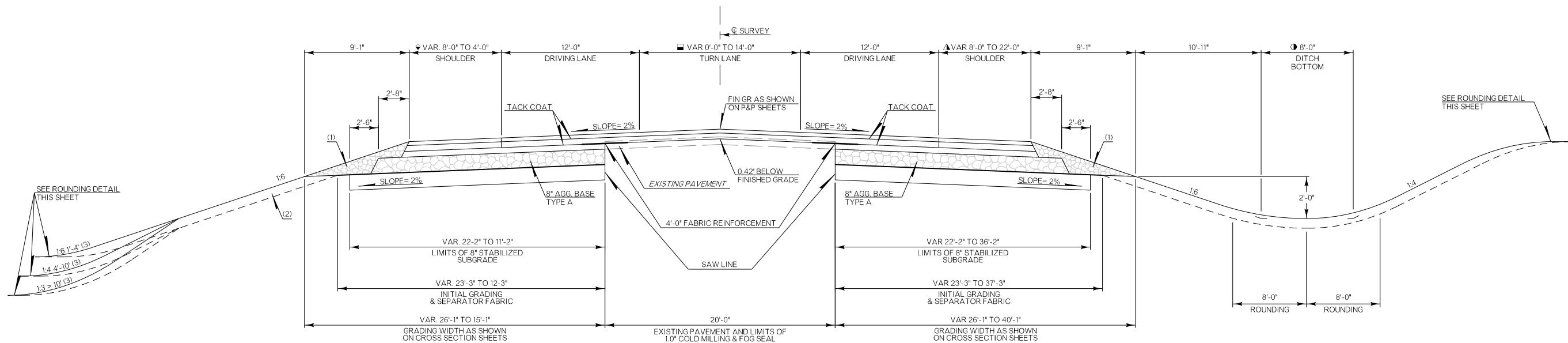
(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

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

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

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.





**TYPICAL NO 3**  
STA A 471+40.00 TO STA A 482+00.00

- ▲ A 471+40.00 TO A 475+40.00 TRANSITION 0'-0" TO 14'-0"  
A 475+40.00 TO A 477+90.00 MAINTAIN 14'-0"  
A 477+90.00 TO A 481+90.00 TRANSITION 14'-0" TO 0'-0"
- ▲ A 474+18.23 TO A 474+55.23 TRANSITION 8'-0" TO 22'-0"  
A 474+55.23 TO A 476+13.62 MAINTAIN 22'-0"  
A 477+90.00 TO A 482+00.00 TRANSITION 8'-0" TO 11'-6"
- ◆ A 477+90.00 TO A 482+00.00 TRANSITION 8'-0" TO 4'-0"
- A 471+40.00 TO A 482+00.00 LT 4'-0"  
A 471+40.00 TO A 475+25.00 RT 4'-0"  
A 476+12.50 TO A 476+89.00 RT 4'-0"

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) BACKFILL NOTE:  
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

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

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

**ROUNDING DETAIL**

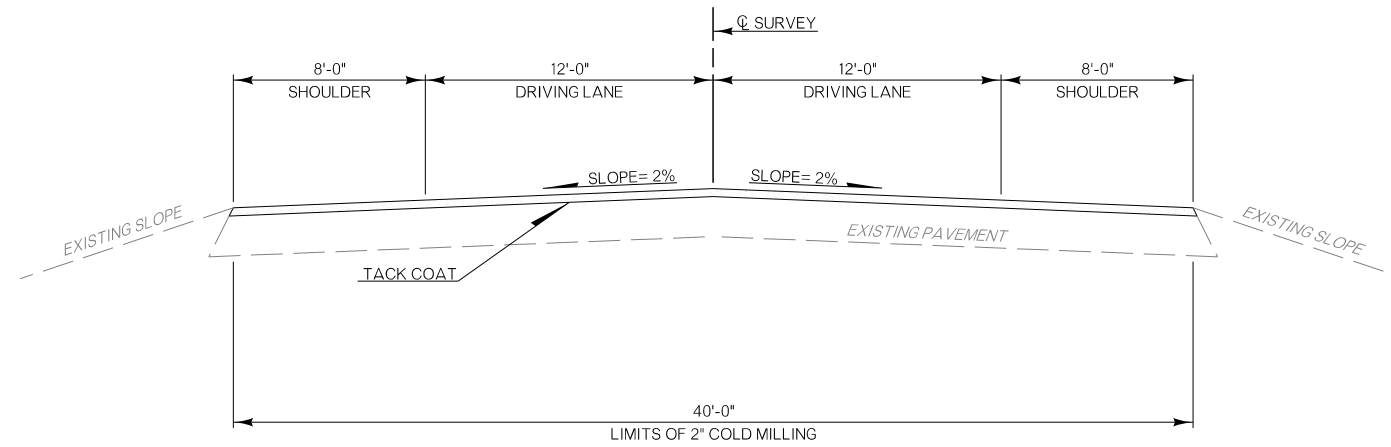
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		<b>TYPICAL SECTION</b>				
CHECKED							
APPROVED							
SQUAD	WINN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0004

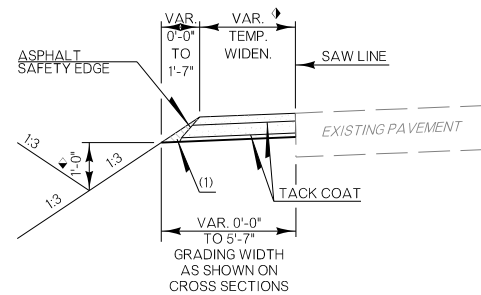
FED. ROAD DIST. NO.	STATE	JOB PREFIX NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE
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**TYPICAL NO. 4**  
 STA. A 482+00.00 TO STA. A 489+45.78  
 STA. A 491+26.78 TO STA. A 503+00.00

PAVEMENT REQUIREMENT		
2" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)



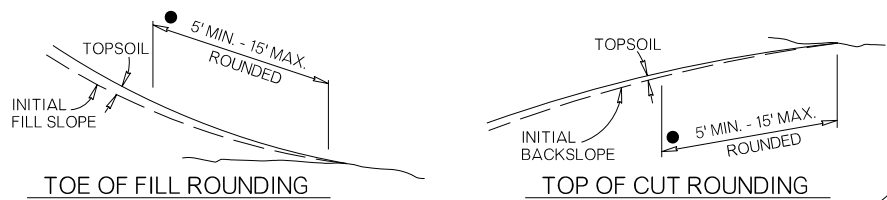
**TEMPORARY WIDENING TYPICAL**  
 STA. 446+85.00 TO STA. 449+00.00 (A001)  
 STA. 457+02.13 TO STA. A 460+00.00

- VARIES:
- 4'-0" TO 4'-0" FROM 446+85.00 TO 449+00.00 (A001)
- 1'-1" TO 4'-0" FROM 457+02.13 TO 457+50.00
- 4'-0" TO 0'-6" FROM A 459+25.00 TO A 460+00.00
- VARIES:
- 0'-6" TO 1'-0" FROM 457+02.13 TO 457+14.00
- 0'-6" TO 0'-6" FROM 457+50.00 TO A 458+50.20

PAVEMENT REQUIREMENT	
6" PAVT. STRUCTURE	VAR. TEMP. WIDENING
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	1" SUPERPAVE TYPE S3 (PG 64-22 OK)

**ROUNDING DETAIL**

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



(1) BACKFILL NOTE:  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.  
 COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	XB		
CHECKED			
APPROVED			
SQUAD	WINN		
COUNTY	OKLAHOMA	HIGHWAY SH-66 STATE JOB NO. 24356(07) SHEET NO. 0005	

**TYPICAL SECTION**

**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.

**ENVIRONMENTAL MITIGATION NOTES**

**CULTURAL RESOURCES AVOIDANCE NOTES:**

THE ROADBED PAVEMENT MUST NOT EXTEND BEYOND THE EXISTING NORTHERN PAVEMENT LINES IN THE VICINITY OF THE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED ROUND BARN AND BROOKS BUILDING IN ARCADIA. THE 60% PLANS DATED JUNE 4, 2018 ACCURATELY ILLUSTRATED AVOIDANCE OF THE NRHP-LISTED ARCADIA ROUND BARN AND THE NRHP-ELIGIBLE BROOKS BUILDING, IN COMPLIANCE WITH ODOT'S COMMITMENT TO AVOID THESE HISTORIC PROPERTIES. ANY CHANGES TO THE PLANS WILL REQUIRE RE-CONSULTATION WITH STATE HISTORIC PRESERVATION OFFICE (SHPO)

**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 AT 405-521-2515 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 BETWEEN STA. 00+00 AND STA. 501+00.00 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 1000 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 BIRD SPECIES EXTENDS FROM MARCH 1 TO AUGUST 31. THE PROJECT WAS SURVEYED FOR MIGRATORY BIRD NESTS IN AUGUST 2018. ALTHOUGH NO NESTS WERE OBSERVED ON ANY OF THE STRUCTURES INVOLVED IN THIS PROJECT (MIGRATORY BIRD NESTING USE OF THE SOLDIER CREEK BRIDGE (NBI:26455) WAS OBSERVED, HOWEVER, THIS BRIDGE IS AN EXCEPTION AND WILL NOT BE WORKED ON). THE SURVEY IS VALID ONLY UNTIL THE START OF THE 2019 NESTING SEASON (BEGINNING MARCH 1). THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 IF ANY BIRD USE OF THE EXISTING STRUCTURES IS OBSERVED. IF BIRDS ARE OBSERVED THEN PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE AND CULVERTS SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. THE BRIDGE AND CULVERTS MAY 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.

**HAZARDOUS WASTE NOTE:**

STATION	OCC FACILITY NO./CASE NO.	FACILITY
454+50 TO 456+50 25FT LT	55-12920/064-2323	66 LAKE STOP

PETROLEUM CONTAMINATION MAY EXIST AT OR NEAR THE REFERENCED LEAKING UNDERGROUND STORAGE TANK (LUST) SITE. BASED ON THE AVAILABLE INFORMATION, CONTAMINATION IS NOT EXPECTED TO AFFECT CONSTRUCTION ACTIVITIES, BUT IS STILL POSSIBLE. IN THE EVENT CONTAMINATED SOIL OR GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL ADHERE TO ODOT'S HAZARDOUS MATERIALS SPECIFICATION 107.15 AND NOTIFY THE RESIDENT ENGINEER, WHO MAY THEN CONTACT THE ENVIRONMENTAL PROGRAMS DIVISION AT (405) 521-3050 FOR ASSISTANCE.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

<b>ENVIRONMENTAL NOTES</b>	DETAIL	
	REVIEW	
	APPROVED	
	ENVIRONMENTAL DIVISION	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07) SHEET NO. AE01

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

SUGGESTED SEQUENCE OF CONSTRUCTION

**Phase 1**

Traffic Movement:

Narrow traffic to one lane at a time using a portable traffic signal system from approx. station A 471+00 to station A 476+00. Use the existing westbound lanes for traffic movement.

Construction:

Construct right side of the structure 13 extension as well as the right shoulder from station A 473+00 to station A 474+50, excluding final lift of asphalt.

**Phase 2**

Traffic Movement:

Narrow traffic to one lane at a time using a portable traffic signal system from approx. station A 471+00 to station A 476+00. Use the existing eastbound lanes for traffic movement.

Construction:

Construct left side of the structure 13 extension as well as the left shoulder from station A 473+00 to station A 474+50, excluding final lift of asphalt.

**Phase 3**

Traffic Movement:

Flag traffic to one lane at a time as necessary.

Construction:

Construct remainder of right shoulder widening & right turn lane, excluding final lift of asphalt, from station A 459+25 to station A 473+00 and from station A 474+50 to station A 482+00. Also, construct right driving lane mill & overlay from station A 459+25 to station A 482+00, excluding final lift of asphalt. Also, construct structures 14 & 15

**Phase 4**

Traffic Movement:

Flag traffic to one lane at a time as necessary.

Construction:

Construct remainder of left shoulder widening and mill & overlay, excluding final lift of asphalt, from station A 459+25 to station A 473+00 and from station A 474+50 to station A 482+00. Also, construct left driving lane mill & overlay from station A 459+25 to station A 482+00, excluding final lift of asphalt.

**Phase 5A**

Traffic Movement:

Flag traffic to one lane at a time as necessary.

Construction:

Construct temporary pavement from station 446+85 to station 449+00. Construct temporary pavement from station 457+02.13 to station A 460+00.

**Phase 5B**

Traffic Movement:

Narrow traffic to one lane at a time using a portable traffic signal system from approx. station 443+84 to station A 461+50. Use the existing westbound lanes and temporary pavement for traffic movement. Close Division Street and Main Street in Arcadia at the intersection of those streets and Oklahoma State Highway 66. Detour this traffic to Odor Street using E 1<sup>st</sup> Street.

Construction:

Construct right side of mainline from station 445+00 to station A 459+25, excluding final lift of asphalt. Also, construct structures 3, 6, 9, 10, & 12 as well as the pipes that connect them. Construct structure T1.

**Phase 6**

Traffic Movement:

Narrow traffic to one lane at a time using a portable traffic signal system from approx. station 443+84 to station A 461+50. Use the existing eastbound lanes and temporary pavement for traffic movement. Close Division Street and Main Street in Arcadia at the intersection of those streets and Oklahoma State Highway 66. Detour this traffic to Odor Street using E 1<sup>st</sup> Street.

Construction:

Construct left side of mainline from station 445+00 to station A 459+25, excluding final lift of asphalt. Also, construct structures 1, 2, 4, 5, 7, 8, & 11 as well as the pipes that connect them. Construct structure T2.

**Phase 7**

Traffic Movement:

Flag traffic to one lane at a time as necessary.

Construction:

Mill pavement from station A 482+00 to station A 489+45.78 & from station A 491+26.78 to station A 503+00. Also, add final lift of asphalt from station 445+00 to station A 503+00.

11/12/2025 pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/AR02-2435607-Suggested Sequence of Construction.dgn

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION		
DRAWN	DW		<b>SUGGESTED SEQUENCE OF CONSTRUCTION</b>		
CHECKED					
APPROVED					
SQUAD	WINN				
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)
				SHEET NO.	AR02



### SUMMARY OF DRIVEWAYS

LOCATION			TYPE	LENGTH	WIDTH	RADII		TACK COAT 407(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	CONC. CURB (6" MINIBLE -INTEGRAL) 609(A)	6" CONC. DRIVEWAY 610(B)
CRL STATION	LT	RT				LT	RT					
446+37.35	X		6" CONC. ST. RETURN	17	28	25	25					84.73
446+40.00		X	ASPHALT	18	24	15	15	7.83	14.77	5.73		14.58
447+00.00		X	ASPHALT	39.5	24	15	15	16.83	31.72	12.35		14.58
447+38.71	X		6" CONCRETE DRIVE	18.25	22	15	15					55.34
449+10.00		X	ASPHALT	28	20	25	25	12.99	24.51	9.52		14.09
449+89.80		X	6" CONCRETE DRIVE	28	20	25	25					89.81
452+60.78	X		6" CONC.ST. RETURN	26	27	25	25					179.23
453+74.30		X	6" CONCRETE DRIVE	24	23	15	15					64.96
454+95.40		X	6" CONCRETE DRIVE	13.5	24	15	15					46.78
455+33.51	X		6" CONCRETE DRIVE	18.75	160	15	15					344.44
456+30.00		X	ASPHALT	35.5	24	15	15	16.34	30.79	11.99		12.56
456+77.00	X		CONC. STREET RETURN	32.5	27	35	27				95.50	154.55
A 458+40.41		X	ASPHALT	36	20	15	15	14.02	26.47	10.26		10.78
A 458+87.59		X	ASPHALT	47	24	15	15	20.92	39.42	15.36		13.97
A 475+92.00		X	ASPHALT & RETURN	87.5	24	60	30	67.33	128.55	50.02		
A 476+89.00	X		ASPHALT & RETURN	49.5	24	30	20	26.81	51.80	19.87		
A 478+60.00	X		6" CONCRETE DRIVE	93	40	25	25					443.14
TOTALS=								183.07	348.03	135.10	95.50	1,543.54

### SUMMARY OF TEMPORARY SEDIMENT CONTROLS

LOCATION				TEMPORARY SILT FENCE 221(B)	TEMPORARY SEDIMENT FILTER 221(D)	TEMPORARY SILT DIKE 221(E)
STATION TO STATION (BASED ON CRL)	LT	RT	DESCRIPTION			
				LF	EA	LF
445+00.00 TO A459+24.99	X		ALONG TOE OF SLOPE	1,458.00		
445+00.00 TO A459+24.99		X	ALONG TOE OF SLOPE	1,433.00		
452+00.00	X		AROUND CURB INLET			28.00
454+30.00	X		AROUND CURB INLET			28.00
454+60.00		X	AROUND CURB INLET			21.00
455+00.00	X		AROUND DROP INLET			14.00
456+33.00	X		AROUND CURB INLET			21.00
456+80.00		X	AROUND CURB INLET			14.00
457+21.88	X		AROUND CURB INLET			21.00
A 458+13.62		X	AROUND CURB INLET			14.00
A 458+13.62		X	AROUND DROP INLET		1.00	
A 458+63.44		X	AROUND DROP INLET		1.00	
A 459+25.00 TO A 482+00.00		X	ALONG BOTTOM OF FORESLOPE	2,284.00		
A 459+25.00 TO A 482+00.00	X		ALONG BOTTOM OF FORESLOPE	2,280.00		
A 474+20.00		X	ACROSS DITCH BOTTOM			7.00
A 474+62.00		X	ACROSS DITCH BOTTOM			7.00
A 475+01.50		X	ACROSS DITCH BOTTOM			7.00
A 475+48.00		X	ACROSS DITCH BOTTOM			14.00
A 476+28.00	X		ACROSS DITCH BOTTOM			7.00
A 476+40.00	X		ACROSS DITCH BOTTOM			7.00
A 476+46.50		X	ACROSS DITCH BOTTOM			7.00
A 476+52.00	X		ACROSS DITCH BOTTOM			7.00
A 476+85.00	X		ACROSS DITCH BOTTOM			7.00
A 477+18.50		X	ACROSS DITCH BOTTOM			14.00
A 477+55.00	X		ACROSS DITCH BOTTOM			7.00
A 477+97.50		X	ACROSS DITCH BOTTOM			14.00
A 478+63.00		X	ACROSS DITCH BOTTOM			14.00
A 478+75.00	X		ACROSS DITCH BOTTOM			7.00
A 478+80.00		X	ACROSS DITCH BOTTOM			14.00
A 479+38.50		X	ACROSS DITCH BOTTOM			14.00
A 480+22.00		X	ACROSS DITCH BOTTOM			14.00
A 480+45.00	X		ACROSS DITCH BOTTOM			7.00
A 480+97.00		X	ACROSS DITCH BOTTOM			14.00
A 481+68.00		X	ACROSS DITCH BOTTOM			14.00
TOTALS=				7,455.00	2.00	364.00

### SUMMARY OF SIDEWALK

STATION TO STATION (CRL)	LEFT	RIGHT	4" CONCRETE SIDEWALK 610(A)	TACTILE WARNING DEVICE-NEW (TYPE B) 610(I)
			SY	SF
446+54.61 TO 447+27.13	X		51.49	
446+60.00	X			23.00
447+50.29 TO 452+40.79	X		383.51	
449+40.00 TO 449+57.62		X	13.21	
449+49.26	X			10.00
449+49.28		X		10.00
450+04.80 TO 453+63.63		X	274.94	
452+35.00	X			24.00
452+73.00 TO 454+52.44	X		135.64	
452+88.50	X			24.00
453+85.59 TO 454+82.76		X	71.71	
455+08.72 TO 456+16.89		X	80.26	
456+14.33 TO 456+61.13	X		39.08	
456+53.50	X			11.50
456+90.11 TO 457+16.42	X		19.56	
456+95.00	X			11.50
TOTALS=			1,069.40	114.00

● INCLUDES ROUND BARN CONNECTOR SIDE WALK

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN	DW	<h2>SUMMARY SECTION</h2>	
CHECKED			
APPROVED			
SQUAD	WINN		
COUNTY	OKLAHOMA	HIGHWAY	SH-66
		STATE JOB NO.	24356(07)
		SHEET NO.	AR04

11/12/2025 pw:/oktransportation-pw.bentley.com:oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/AR04-2435607-Summary Sheet.dgn

SUMMARY OF DITCH TREATMENT									
LOCATION			LENGTH	CONCRETE LINER				DITCH LINER PROTECTION 229	REVETMENT MATRESSES 602(B)
CRL STATION TO CRL STATION	LT	RT		BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE 509(D)	DESIGN NO.		
			LF	FT	EA	CY		LF	SY
A 459+25.00 TO A 476+25.00	X		1,691	4	18	218.66	2A	1,691.00	
A 459+25.00 TO A 472+75.00		X	1,359	4	15	175.82	2A	1,359.00	
A 472+75.00 TO A 473+00.00		X	25	▲6	0	3.80	2A	25.00	
A 473+00.00 TO A 474+20.00		X	120	8	3	21.90	2A	120.00	
A 473+57.75 TO A 473+98.50		X							138.00
TOTALS=						420.18		3,195.00	138.00

▲ AVERAGE WIDTH - TRANSITIONS FROM 4' TO 8'

SUMMARY OF EROSION CONTROL						
LOCATION			SOLID SLAB SODDING 230(A)		SEEDING METHOD B 232(B)	
STATION TO STATION (BASED ON CRL)	LT	RT	WORK AREA	SY	WORK AREA	WITH VEGETATIVE MULCH PROTECTION
						AC
445+00.00 TO A459+25.00		X	1	3,759.00	2	0.78
445+00.00 TO A459+25.00	X		1	2,394.00	2	0.49
A459+25.00 TO A482+00.00		X	1	5,179.00	2	1.85
A459+25.00 TO A482+00.00	X		1	6,005.00	2	2.22
TOTALS=				17,337.00		5.34



### PERMANENT EROSION CONTROL TYPICAL SECTION

- 1 - SOLID SLAB SODDING
- 2 - SEEDING METHOD B

TEMPORARY SEEDING AND VEGETATIVE MULCH SHALL BE USED FOR TEMPORARY EROSION CONTROL  
VEGETATIVE MULCH WILL ALSO BE USED AS PROTECTION OVER THE PERMANENT SEEDING.

SUMMARY OF EARTHWORK					
STATION TO STATION (CRL)	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT +15%	EXCESS EXCAVATION	UNCLASSIFIED BORROW 202(D)	WASTE
	CY	CY	CY	CY	CY
PHASE 1 MAINLINE					
STA A 473+00.00 TO STA A 474+50.00	534.00	124.00	◆ -		410.00
PHASE 2 MAINLINE					
STA A 473+00.00 TO STA A 474+50.00	248.00	235.00	◆ -		13.00
PHASE 3 MAINLINE					
STA A 459+25.00 TO STA A 473+00.00	2,227.00	902.00	◆ -		1,325.00
STA A 474+50.00 TO STA A482+00.00	1,212.00	5.00	◆ -		1,207.00
PHASE 4 MAINLINE					
STA A 459+25.00 TO STA A 473+00.00	2,255.00	1,455.00	◆ -		800.00
STA A 474+50.00 TO STA A482+00.00	2,359.00	81.00	◆ -		2,278.00
PHASE 5A TEMPORARY WIDENING					
STA 446+85.00 TO STA 449+00.00	25.00	0.00	◆ -		25.00
PHASE 5A TEMPORARY WIDENING					
STA 457+02.13 TO STA A 460+00.00	30.00	19.00	◆ -		11.00
PHASE 5B MAINLINE					
STA 445+00.00 TO STA A 459+25.00	953.00	440.00	◆ -		513.00
PHASE 6 MAINLINE					
STA 445+00.00 TO STA A 459+25.00	871.00	328.00	◆ -		543.00
TOTALS=	10,714.00	3,589.00			7,125.00

◆ EXCESS EXCAVATION TO BECOME WASTE AND BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION		
DRAWN	DW		<h2>SUMMARY SECTION</h2>		
CHECKED					
APPROVED					
SQUAD	WINN				
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)
				SHEET NO.	AR05

**SUMMARY OF SIGN QUANTITIES FOR URBAN AREA FOR REGULATORY SIGNS**

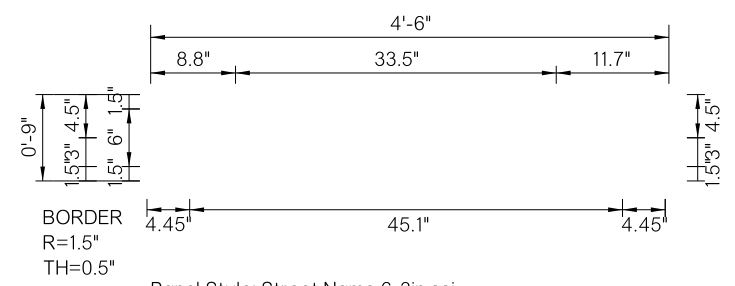
SIGN NO.	APPROXIMATE LOCATION	SIGN DESIGNATION	POST KIND	SQUARE TUBE POST				ROUND POST				POST SPACING FT.	FOOTING DESIGN NO.	STRUCTURAL CONCRETE 804 C.Y.	REINFORCING STEEL 804 LBS.	SIGN AREA S.F.	TRAFFIC ITEM EA	REMOVAL OF EXISTING SIGNS 805(A) 8/24 EA	REMOVAL & RESET EXIST. SIGNS 805(D) 8/56 EA	REMARKS	
				2"		2.5"		2"		2.5"											
				A	B	A	B	A	B	A	B										
1	444+00 RT.	W1-4(R)E W/ W13-1PE(20)	2 1/2" PIPE									18.00							INSTALL NEW SIGNS AND POST		
2	445+00 RT.	W11-2E W/ W16-2PE(400)														1.00			NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.		
3	446+09 LT.	EXIST. R1-1 W/ W4-4														1.00			REMOVE EXIST. SIGNS AND POST		
4	446+17 LT.	R1-1E W/ SPEC. SIGN NO. 1 & 2 & W4-4	2 1/2" PIPE									18.00							INSTALL NEW SIGNS AND POST		
5	446+61 LT.	EXIST. 4XD3-1															1.00		REMOVE EXIST. SIGNS AND POST		
6	447+40 RT.	W1-6E	2" PIPE					14.50	14.50			3.00	A-2	0.06					INSTALL NEW SIGN AND POST		
7	448+38 RT.	EXIST. W11-2															1.00		REMOVE EXIST. SIGN AND POST		
8	448+81 RT.																1.00		ROUND BARN SIGN, REMOVE & RESET		
9	449+00 LT.	W1-6E	2" PIPE					14.50	14.50			3.00	A-2	0.06					INSTALL NEW SIGN AND POST		
10	449+44 RT.	W11-2E W/ W16-7PE														1.00			NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.		
11	449+58 LT.	W11-2E W/ W16-7PE														1.00			NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.		
12	450+31 LT.	EXIST. W11-2															1.00		REMOVE EXIST. SIGN AND POST		
13	450+80 LT.	EXIST. R2-1(45)															1.00		REMOVE EXIST. SIGNS AND POST		
14	451+00 LT.	R2-1	2 1/2" PIPE									15.50		A-3	0.40	48.00	5.00		INSTALL NEW SIGN AND POST		
15	452+32 LT.	EXIST. R1-1 W/ W4-4															1.00		REMOVE EXIST. SIGNS AND POST		
16	452+36 LT.	R1-1E W/ SPEC. SIGN NO. 1 & 3 & W4-4	2 1/2" PIPE									18.00		A-3	0.40	48.00	15.71		INSTALL NEW SIGNS AND POST		
17	452+94 LT.	EXIST. 3XD3-1															1.00		REMOVE EXIST. SIGNS AND POST		
18	453+00 LT.	W1-4(R)E W/ W13-1PE(20)	2 1/2" PIPE									18.00		A-3	0.40	48.00	20.00		INSTALL NEW SIGNS AND POST		
19	453+76 LT.	EXIST. W11-2															1.00		REMOVE EXIST. SIGN AND POST		
20	454+00 LT.	W11-2E W/ W16-2PE(400)														1.00			NEW CROSSWALK WARNING SIGN WITH RFB. SIGN, POST, & HARDWARE INCLUDED IN COST.		
21	456+44 LT.	EXIST. R1-1 W/ 2XD3-1															1.00		REMOVE EXIST. SIGNS AND POST		
22	456+46 LT.	R1-1E W/ SPEC. SIGN NO. 1 & 4 & W4-4	2 1/2" PIPE									18.00		A-3	0.40	48.00	15.71		INSTALL NEW SIGNS AND POST		
23	457+20 RT.	EXIST. W1-2															1.00		REMOVE EXIST. SIGN AND POST		
24	458+14 LT.	EXIST. W1-2															1.00		REMOVE EXIST. SIGN AND POST		
25	459+27 RT.	EXIST. R2-1															1.00		REMOVE EXIST. SIGN AND POST		
26	460+00 RT.	R2-1(45)	2 1/2" SQ TUBE					15.50								5.00			INSTALL NEW SIGN AND POST		
27	461+00 RT.	W1-2(L) W/ W13-1P	2 1/2" SQ TUBE					16.00								8.50			INSTALL NEW SIGNS AND POST		
28	462+00 LT.	R2-1															1.00		REMOVE EXIST. SIGNS AND POST		
29	462+00 LT.	R2-1	2 1/2" SQ TUBE					15.50								5.00			INSTALL NEW SIGN AND POST		
30	462+55 RT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
31	463+61 RT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
32	464+67 RT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
33	466+00 LT.	W1-2(L) W/ W13-1P(35)	2 1/2" SQ TUBE					16.00								18.25			INSTALL NEW SIGNS AND POST		
34	473+31 LT.	EXIST. W1-2															1.00		REMOVE EXIST. SIGN AND POST		
35	474+00 RT.	EXIST. W1-2															1.00		REMOVE EXIST. SIGN AND POST		
36	474+00 RT.	W1-10A W/ W13-1P(35)	2 1/2" SQ TUBE					16.00								18.25			REMOVE EXIST. SIGN AND POST		
37	475+52 LT.	EXIST R2-1															1.00		REMOVE EXIST. SIGN AND POST		
38	476+38 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
39	476+58 LT.	R1-1E W/ SPEC. SIGN NOS. 1 & 5 & W4-4PE	2 1/2" SQ TUBE					18.00								19.34			INSTALL NEW SIGNS AND POST		
40	476+61 LT.	EXIST. R1-1 W/ 4XD3-1															1.00		REMOVE EXIST. SIGNS AND POST		
41	476+62 RT.	EXIST. R1-1															1.00		REMOVE EXIST. SIGN AND POST		
42	476+62 RT.	R1-1E W/ SPEC. SIGN NOS. 1 & 5 & W4-4PE	2 1/2" SQ TUBE					18.00								19.34			INSTALL NEW SIGNS AND POST		
43	477+57 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
44	478+26 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
45	478+97 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
46	479+94 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
47	481+12 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
48	482+32 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
49	483+50 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
50	483+65 LT.	EXIST. R1-1															1.00		REMOVE EXIST. SIGN AND POST		
51	483+68 LT.	R1-1E W/W4-4PE	2 1/2" SQ TUBE					18.00								11.96			INSTALL NEW SIGNS AND POST		
52	484+70 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
53	485+89 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
54	487+07 LT.	EXIST. R2-1															1.00		REMOVE EXIST. SIGN AND POST		
55	487+07 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
56	487+07 RT.	EXIST. R2-1															1.00		REMOVE EXIST. SIGN AND POST		
57	488+00 LT.	R2-1E(45)	2 1/2" SQ TUBE					17.00								12.00			INSTALL NEW SIGN AND POST		
58	488+00 RT.	R2-1E(45)	2 1/2" SQ TUBE					17.00								12.00			INSTALL NEW SIGN AND POST		
59	488+27 LT.	2-W1-8	2 1/2" PIPE									14.00		A-3	0.40	48.00	16.00		INSTALL NEW SIGNS AND POST		
60	489+27 LT.	W1-10A W/ W13-1P(35)	2 1/2" SQ TUBE					16.00								18.25			REMOVE EXIST. SIGN AND POST		
61	498+00 LT.	EXIST. R2-5C W/ R21-2P															1.00		REMOVE EXIST. SIGNS AND POST		
62	498+00 LT.	R3-5(45)	2 1/2" SQ TUBE					16.00								18.25			INSTALL NEW SIGN AND POST		
								199.00				59.00			315.50						
												8.52		1008.00		523.65		4.00	22.00	1.00	

DIVISION 4 SH066		OKLAHOMA COUNTY		DETAIL:	RC	12/23
SIGN SUMMARY			CHECK:			
			ENGINEER:	RC	12/23	
GROUP:			EM: CAMPBELL			
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 24356(07)		SHEET NO. AT03



REVISIONS		
REV. NO.	DESCRIPTION	DATE

SIGN DETAIL  
1:15



Panel Style: Street Name 6-3in.ssi  
M.U.T.C.D.: 2009 Edition

Dimensions are in inches.tenths Letter locations are paneledge to lower left corner

SIGN NUMBER	Special Sign No. 5
WIDTH x HGHT.	4'-6" x 0'-9"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
SIGN AREA	3.38 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT

LETTER POSITIONS (X)													LENGTH	SERIESSIZE
N														C 2000
4.5													2.0	
A	n	d	e	r	s	o	n							C 2000
9.2	15.1	19.5	24.1	28.5	31.1	34.5	39.1						33.4	
R	d													C 2000
45.4	47.8												4.2	

DIVISION 4 SH066	OKLAHOMA COUNTY	DETAIL:	RC	12/23
SPECIAL SIGN DETAILS (SHEET 2 OF 2)		CHECK:		
		ENGINEER:	RC	12/23
		GROUP: EM:	CAMPBELL	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. AT05	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

# U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT CONDITIONS

## 404 PERMIT INFORMATION

NATIONWIDE PERMIT NO. NWP-14

TO BE PROVIDED AT A LATER DATE

SECTION 404 OF THE CLEAN WATER ACT REQUIRES PRIOR AUTHORIZATION FROM SECRETARY OF THE ARMY (CORPS) FOR THE DISCHARGE OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES.

- NO PRE-CONSTRUCTION NOTIFICATION REQUIRED: PROJECT DOES NOT REQUIRE NOTIFICATION TO THE US ARMY CORPS OF ENGINEERS (USACE) IN ORDER TO COMMENCE.
- PRE-CONSTRUCTION NOTIFICATION REQUIRED: RESIDENT ENGINEER MUST NOTIFY THE USACE WITHIN 30 DAYS OF THE START OF CONSTRUCTION AND 30 DAYS PRIOR TO COMPLETION OF CONSTRUCTION, FORMS LOCATED IN THE CONTRACT.
- INDIVIDUAL PERMIT: WILL BE MONITORED CLOSELY BY THE USACE.
- GENERAL PERMIT: PROJECT WITHIN A DESIGNATED CRITICAL RESOURCE WATER AND WILL REQUIRE PRE-CONSTRUCTION NOTIFICATION SEE ABOVE FOR EXPLANATION OF PRE-CONSTRUCTION NOTIFICATION.
- NO PERMIT REQUIRED

SWT TRACKING NO. N/A

## SPECIAL CONDITIONS

## PERMIT GENERAL CONDITIONS

THE CONTRACTOR SHALL BE RESPONSIBLE BUT NOT LIMITED TO THE FOLLOWING HIGHLIGHTS OF THE 404 PERMIT (SEE CONTRACT FOR COMPLETE LIST):

**TEMPORARY FILLS:**  
 APPROPRIATE MEASURES MUST BE TAKEN TO MAINTAIN NORMAL DOWNSTREAM FLOWS AND MINIMIZE FLOODING TO THE MAXIMUM EXTENT PRACTICABLE. WHEN TEMPORARY STRUCTURES (WORK ROADS, WORK PADS, ETC.) WORK, AND DISCHARGES, INCLUDING COFFERDAMS, ARE NECESSARY FOR CONSTRUCTION ACTIVITIES, ACCESS FILLS, OR DE WATERING OF CONSTRUCTION SITES. TEMPORARY FILLS MUST CONSIST OF MATERIALS, AND BE PLACED IN A MANNER, THAT WILL NOT BE ERODED BY EXPECTED HIGH FLOWS. TEMPORARY FILLS MUST BE REMOVED IN THEIR ENTIRETY AND THE AFFECTED AREAS RETURNED TO PRE-CONSTRUCTION ELEVATIONS. THE AREAS AFFECTED BY TEMPORARY FILLS MUST BE RE VEGETATED, AS APPROPRIATE.

**NAVIGATION:**  
 NO ACTIVITY MAY CAUSE MORE THAN A MINIMAL ADVERSE EFFECT ON NAVIGATION WITHIN A NAVIGABLE WATER OF THE U.S. IF THIS PROJECT IS LOCATED WITHIN A NAVIGABLE WATER OF THE U.S., IT WILL BE IDENTIFIED IN THE SPECIAL CONDITIONS.

**AQUATIC LIFE MOVEMENTS & ADVERSE EFFECTS FROM IMPOUNDMENTS:**  
 NO ACTIVITY MAY LARGELY DISRUPT THE NECESSARY LIFE CYCLE MOVEMENTS OF THOSE SPECIES INDIGENOUS TO THE BODY OF WATER, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA. CULVERTS WILL BE DESIGNED TO PROVIDE SUFFICIENT PASSAGE FOR AQUATIC LIFE AND INSTALLED TO MAINTAIN LOW FLOW. RATE OF FLOW CANNOT BE MADE HIGHER THAN WHAT WAS PRIOR TO THE START OF CONSTRUCTION. EROSION CONTROL MEASURES SHOULD BE UTILIZED AROUND THE PERIMETER OF NEW STRUCTURES TO AVOID SILT BUILD UP. CAUTION SHOULD BE TAKEN TO MINIMIZE HARM IF CONSTRUCTION ACTIVITIES TAKE PLACE WITHIN A STREAM OR RIVER CHANNEL AND CREATE A CONFINED BODY OF WATER, CAUSE ADVERSE EFFECTS TO THE AQUATIC SYSTEM IN ANY WAY, AND/OR RESTRICTING ITS FLOW.

**MANAGEMENT OF WATER FLOWS:**  
 CONSTRUCTION ACTIVITIES MAY NOT IMPEDE THE PASSAGE OF NORMAL OR HIGH FLOWS. TO THE GREATEST EXTENT POSSIBLE, THE PRE- CONSTRUCTION COURSE, CONDITIONS, CAPACITY AND LOCATION OF OPEN WATERS MUST BE MAINTAINED. THIS INCLUDES STREAM CANALIZATION AND STORM WATER MANAGEMENT.

**SUITABLE MATERIAL:**  
 NO ACTIVITY MAY USE UNSUITABLE MATERIAL (E.G., TRASH, DEBRIS, CAR BODIES, ASPHALT, ETC.). MATERIALS USED FOR CONSTRUCTION OR DISCHARGED MUST BE FREE FROM TOXIC POLLUTANTS IN TOXIC AMOUNTS (SEE SECTION 307 OF CLEAN WATER ACT).

**PROPER MAINTENANCE:**  
 ANY AUTHORIZED STRUCTURE OR FILL SHALL BE PROPERLY MAINTAINED, INCLUDING MAINTENANCE TO ENSURE PUBLIC SAFETY AND COMPLIANCE WITH APPLICABLE NATION WIDE PERMIT GENERAL CONDITIONS, AS WELL AS ANY ACTIVITY- SPECIFIC CONDITIONS ADDED BY THE DISTRICT ENGINEER TO AN NATIONWIDE PERMIT AUTHORIZATION

**HAZARDOUS MATERIALS:**  
 HAZARDOUS MATERIALS, CHEMICALS, FUELS, LUBRICATING OILS AND OTHER SUCH SUBSTANCES SHOULD BE STORED AWAY FROM ANY STREAM OR RIVER CHANNEL (SEE SECTION 307 OF CLEAN WATER ACT)

**EQUIPMENT:**  
 HEAVY EQUIPMENT WORKING IN WETLANDS OR MUDFLATS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE; FOR EXAMPLE IF WETLANDS ARE PRESENT WITHIN THE CONSTRUCTION, THE FOOTPRINT WILL BE SHOWN ON THE PLANS. MEASURES SHOULD BE TAKEN TO PREVENT DISCHARGE INTO ANY WATERS OF THE STATE (e.g. CONCRETE WASHOUT).

**SOIL EROSION AND SEDIMENT CONTROLS:**  
 APPROPRIATE SOIL EROSION AND SEDIMENT CONTROLS MUST BE USED AND MAINTAINED IN EFFECTIVE OPERATING CONDITION DURING CONSTRUCTION, AND ALL EXPOSED SOILS AND OTHER FILLS, AS WELL AS ANY WORK WITHIN STREAM OR RIVER CHANNELS OR BANKS, MUST BE PERMANENTLY STABILIZED AS SOON AS POSSIBLE.

**404 COMPLIANCE:**  
 IN ORDER TO REMAIN COMPLIANT WITH THE 404 PERMIT, THE PROJECT MUST COMPLY WITH ALL FEDERAL ENVIRONMENTAL PROTECTION LAWS ASSOCIATED AND, THE ENVIRONMENTAL COMMITMENTS AS SHOWN ON THE PLANS. THIS INCLUDES BUT IS NOT LIMITED TO COMPLIANCE WITH ALL ENVIRONMENTAL NOTES IN THE PLANS, INCLUDING CULTURAL RESOURCES, HAZARDOUS WASTE, BIOLOGICAL FOR PROTECTED SPECIES, AND DEQ STORM WATER REGULATIONS AS THEY PERTAIN TO THE SWMP SHEET WITHIN THE PLANS. ALL OF THE 404 PERMIT GENERAL AND SPECIFIC CONDITIONS MUST BE ADHERED TO. A COPY OF THESE CONDITIONS CAN BE FOUND IN THE CONTRACT WITH THE 404 PERMIT.

## PERMIT GENERAL CONDITIONS

**FUELING:**  
 ALL FUELING AND SERVICING OF VEHICLES AND EQUIPMENT SHALL BE DONE ABOVE THE ORDINARY HIGH WATER MARK (OHWM).

**MATERIAL STORAGE:**  
 STORE MATERIAL AND FUEL OUTSIDE OF THE ORDINARY HIGH WATER MARK OR ANY AREA LIKELY TO FLOOD.

**DEBRIS STORAGE:**  
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY MATERIALS, DEBRIS, OR REFUSE WHICH HAS FALLEN INTO ANY STREAM OR RIVER CHANNELS RESULTING FROM THE EXECUTION OF THE PROJECT AS SOON AS POSSIBLE

SEE NATIONWIDE PERMIT 14 IN THE CONTRACT

## 401 CERTIFICATION CONDITIONS

THE CONTRACTOR SHALL BE RESPONSIBLE BUT NOT LIMITED TO THE FOLLOWING HIGHLIGHTS OF THE 401 CERTIFICATION (SEE CONTRACT FOR COMPLETE LIST):

- ALL SPILLS OF FUEL OR POLLUTANTS IN EXCESS OF FIVE GALLONS SHALL BE REPORTED TO ODEQ WITHIN 24 HRS AND REPORTED TO POLLUTION PREVENTION HOTLINE (1-800-522-0206)
- ALL FUELING AND SERVICING OF VEHICLES AND EQUIPMENT SHALL BE DONE OUTSIDE THE ORDINARY HIGH WATER MARK
- THE PERMITTEE SHALL PROVIDE ACCESS TO THE PROPERTY TO ODEQ FOR INSPECTIONS.
- ANY STOCKPILE SHALL BE ABOVE ORDINARY HIGH WATER MARK AND REMOVED FROM LIKELY FLOOD ZONE
- BEST MANAGEMENT PRACTICES SHOULD BE USED TO CONTROL SOIL EROSION AND MAINTAIN COMPLIANCE WITH WATER QUALITY STANDARDS.
- FOR ANY PROJECT THAT INVOLVES BANK STABILIZATION, THE PERMITTEE SHALL CONSIDER INSTALLING BIOENGINEERING PRACTICES IN PLACE OF STRUCTURAL PRACTICES (RIPRAP) TO MINIMIZE IMPACTS TO AQUATIC RESOURCES

<b>SECTION 404 PERMIT COMPLIANCE</b>		DETAIL		
		REVIEW		
		APPROVED		
		ENVIRONMENTAL DIVISION		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 24356(07)	SHEET NO. E001	

11/12/2025 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R001-2435607-DRAINAGE DESIGN RECORD.DGN

DRAINAGE DESIGN RECORD																																			
STRUCTURE NO.	DESIGN YEAR	CL STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	LENGTH OF DRAINAGE AREA				SLOPE OF DRAINAGE AREA				ANTICIPATED FUTURE LAND USE	SLOPE OF WATERSHED	C* RUNOFF COEFFICIENT	T <sub>c</sub> TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL AND CHECK YEAR RAINFALL					DESIGN YEAR DISCHARGE AND CHECK YEAR DISCHARGE					FL INLET	FL OUTLET	LENGTH	ALLOW. HEADWATER	TW DEPTH	STRUCT. SLOPE	OUTLET VELOCITY	TYPE OF HYDRAULIC CONTROL	ADDITIONAL DETAILS
					OVERLAND		CHANNEL		OVERLAND		CHANNEL						INCHES PER HOUR					CUBIC FEET PER/SEC.													
					ACRE	LF	LF	LF	%	%	%	%					MIN	I5	I10	I25	I50	I100	Q5	Q10	Q25	Q50									
14	25	A473+73.30	EXTEND EXIST 2-7" X 3.5' X 26.6' RDY RCB 35.28' LG LT & 37.26' LGRT	250.00	840	5000			3	0.5	PAVED, RESIDENTIAL	2.0	0.525	56.36	2.27	2.63	3.19	3.57	4.04	298.40	345.02	461.06	562.46	662.64	946.90	946.71	93.79	952.53	2.78	0.010	10.98	INLET			



DESIGN	JO		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN			<b>DRAINAGE DESIGN RECORD</b>				
CHECKED	BM						
APPROVED							
SQUAD	WINN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R001

# STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

## SITE DESCRIPTION

PROJECT LIMITS: SH-66: RESURFACE FROM 5.56 MI. EAST OF I-35 APROX. 0.58 MILES THROUGH ARCADIA

PROJECT DESCRIPTION: GRADE, DRAIN, & SURFACE

**SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:** PRIOR TO INITIATING SOIL DISTURBING ACTIVITIES, THE CONTRACTOR WILL INSTALL ALL PERIMETER TEMPORARY SEDIMENT CONTROLS SPECIFIED. STRIP, STOCKPILE AND STABILIZE TOPSOIL. CLEAR AND GRUB ONLY IN NECESSARY AREAS, PRESERVING AS MUCH NATIVE VEGETATION AS POSSIBLE. INSTALL, MAINTAIN AND/OR MOVE TEMPORARY SEDIMENT ITEMS WITH CONSTRUCTION OPERATIONS AS PRACTICAL. IF DIRECTED BY THE ENGINEER, PLANT TEMPORARY SEEDING. REPLACE SALVAGED TOPSOIL AND DEVICES WHEN AN ACCEPTABLE VEGETATIVE COVER (AT LEAST 70%) HAS BEEN ATTAINED. AS SITE CONDITIONS WARRANT, THE CONTRACTOR MAY CHOOSE TO MODIFY THE TYPE OR ARRANGEMENT OF SPECIFIED PRACTICES TO IMPROVE THEIR EFFECTIVENESS AS APPROVED BY THE ENGINEER. THE CONTRACTOR WILL MAINTAIN A LOG OF THE DATES OF MAJOR SOIL DISTURBANCE ACTIVITIES, AND ALSO THE DATES OF INSTALLATION OF EROSION CONTROL MEASURES. OF MAJOR SOIL DISTURBANCE ACTIVITIES, AND ALSO THE DATES OF INSTALLATION OF EROSION CONTROL MEASURES.

SOIL TYPE: CL, ML, SC, SM

TOTAL AREA OF THE CONSTRUCTION SITE: 19.55 ACRES

ESTIMATED AREA TO BE DISTURBED: 3.62 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 5.16 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 6.03 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.49

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°39'55.67"N 97°19'7.73"W

### PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: COFFEE CREEK, DEEP FORK, CANADIAN RIVER, SOLDIER CREEK

SENSITIVE WATERS OR WATERSHEDS: YES  NO

303(d) IMPAIRED WATERS: YES  NO

IF YES, LIST IMPAIRMENT: MACROINVERTEBRATE BIO, ENTEROCOCCUS, FISH BIO

LOCATED IN A TMDL: YES  NO

LAKE THUNDERBIRD TMDL: YES  NO

MS4 ENTITY: YES  NO

IF YES, LOCATION: CITY OF EDMOND & OKLAHOMA COUNTY

### 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
- PERMANENT SODDING, SPRIGGING OR SEEDING
- VEGETATIVE MULCHING
- SOIL RETENTION BLANKET
- 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:

- STABILIZED CONSTRUCTION EXIT
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKES
- TEMPORARY FIBER LOG
- DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- ROCK FILTER DAMS
- TEMPORARY SLOPE DRAIN
- PAVED DITCH W/ DITCH LINER PROTECTION
- TEMPORARY DIVERSION CHANNELS
- TEMPORARY SEDIMENT BASINS
- TEMPORARY SEDIMENT TRAPS
- TEMPORARY SEDIMENT FILTERS
- TEMPORARY SEDIMENT REMOVAL
- 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:

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

### NOTES:

REPLACE WITH ANY NOTES

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### 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.

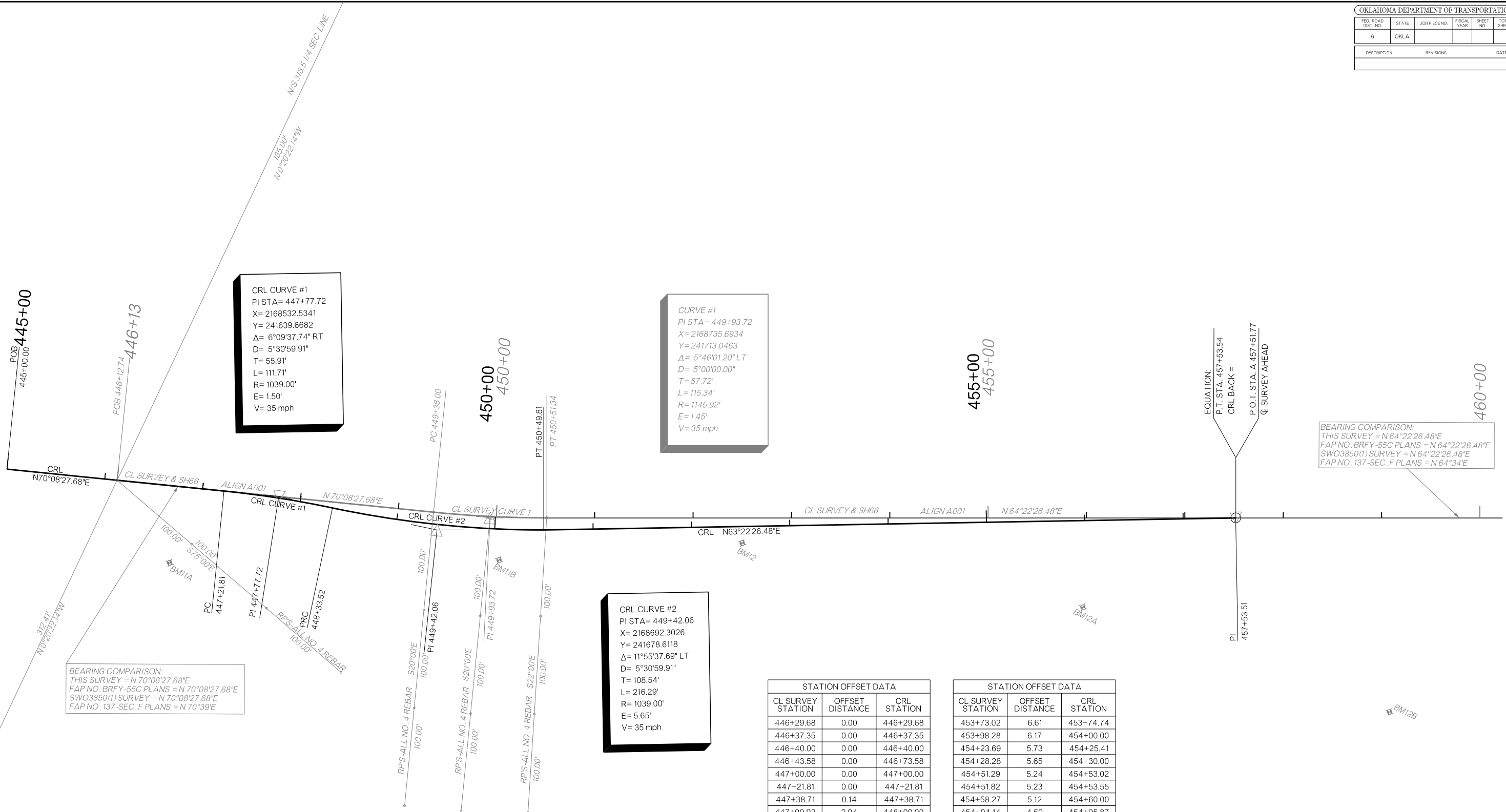
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD	WINN		
COUNTY - OKLAHOMA			HIGHWAY - SH-66
			STATE JOB NO - JP24356(07)
			SHEET NO - R002

## STORM WATER MANAGEMENT PLAN

11/12/2025 pw://oktransportation-pw-bentley.com:oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R002-2435607-Storm Water Management Plan.dgn

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

11/12/2025 pw:\oktransportation-pw-bentley.com\oktransportation-pw-01\Documents\Projects\Division 4\UP24356-07\Roadway\Plan Sheets\Sheets\R003-2435607-Geometric Detail Sheet.dgn



**CRL CURVE #1**  
 PI STA= 447+77.72  
 X= 2168532.5341  
 Y= 241639.6682  
 $\Delta = 6^{\circ}09'37.74''$  RT  
 D=  $5^{\circ}30'59.91''$   
 T= 55.91'  
 L= 111.71'  
 R= 1039.00'  
 E= 1.50'  
 V= 35 mph

**CURVE #1**  
 PI STA= 449+93.72  
 X= 2168735.6934  
 Y= 241713.0463  
 $\Delta = 5^{\circ}46'01.20''$  LT  
 D=  $5^{\circ}00'00.00''$   
 T= 57.72'  
 L= 115.34'  
 R= 1145.92'  
 E= 1.45'  
 V= 35 mph

**CRL CURVE #2**  
 PI STA= 449+42.06  
 X= 2168692.3026  
 Y= 241678.6118  
 $\Delta = 11^{\circ}55'37.69''$  LT  
 D=  $5^{\circ}30'59.91''$   
 T= 108.54'  
 L= 216.29'  
 R= 1039.00'  
 E= 5.65'  
 V= 35 mph

BEARING COMPARISON:  
 THIS SURVEY = N 70°08'27.68"E  
 FAP NO. BRFY-55C PLANS = N 70°08'27.68"E  
 SWO3850(1) SURVEY = N 70°08'27.68"E  
 FAP NO. 137-SEC. F PLANS = N 70°39'E

BEARING COMPARISON:  
 THIS SURVEY = N 64°22'26.48"E  
 FAP NO. BRFY-55C PLANS = N 64°22'26.48"E  
 SWO3850(1) SURVEY = N 64°22'26.48"E  
 FAP NO. 137-SEC. F PLANS = N 64°34'E

STATION OFFSET DATA		
CL SURVEY STATION	OFFSET DISTANCE	CRL STATION
446+29.68	0.00	446+29.68
446+37.35	0.00	446+37.35
446+40.00	0.00	446+40.00
446+43.58	0.00	446+43.58
447+00.00	0.00	447+00.00
447+21.81	0.00	447+21.81
447+38.71	0.14	447+38.71
447+99.92	2.94	448+00.00
448+33.30	6.00	448+33.52
448+99.58	11.01	449+00.00
449+09.57	11.40	449+10.00
449+89.00	12.27	449+90.00
449+98.90	12.30	450+00.00
450+27.88	12.32	450+29.29
450+34.07	12.31	450+35.55
450+48.18	12.29	450+49.81
450+69.31	11.91	450+70.98
450+98.33	11.41	451+00.00
451+98.31	9.66	452+00.00
452+14.50	9.38	452+16.19
452+38.98	8.95	452+40.67
452+98.30	7.91	453+00.00

STATION OFFSET DATA		
CL SURVEY STATION	OFFSET DISTANCE	CRL STATION
453+73.02	6.61	453+74.74
453+98.28	6.17	454+00.00
454+23.69	5.73	454+25.41
454+28.28	5.65	454+30.00
454+51.29	5.24	454+53.02
454+51.82	5.23	454+53.55
454+58.27	5.12	454+60.00
454+94.14	4.50	454+95.87
454+98.27	4.42	455+00.00
455+31.77	3.84	455+33.51
455+98.25	2.68	456+00.00
456+11.72	2.44	456+13.47
456+28.25	2.16	456+30.00
456+31.25	2.10	456+33.00
456+50.01	1.78	456+51.77
456+78.24	1.28	456+80.00
456+88.05	1.11	456+89.81
456+98.24	0.93	457+00.00
457+00.50	0.89	457+02.27
457+23.47	0.49	457+25.24
457+32.78	0.33	457+34.55
457+51.73	0.00	457+53.51

DESIGN	XB	
DRAWN	XB	
CHECKED		
APPROVED		
SQUAD	WINN	

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION

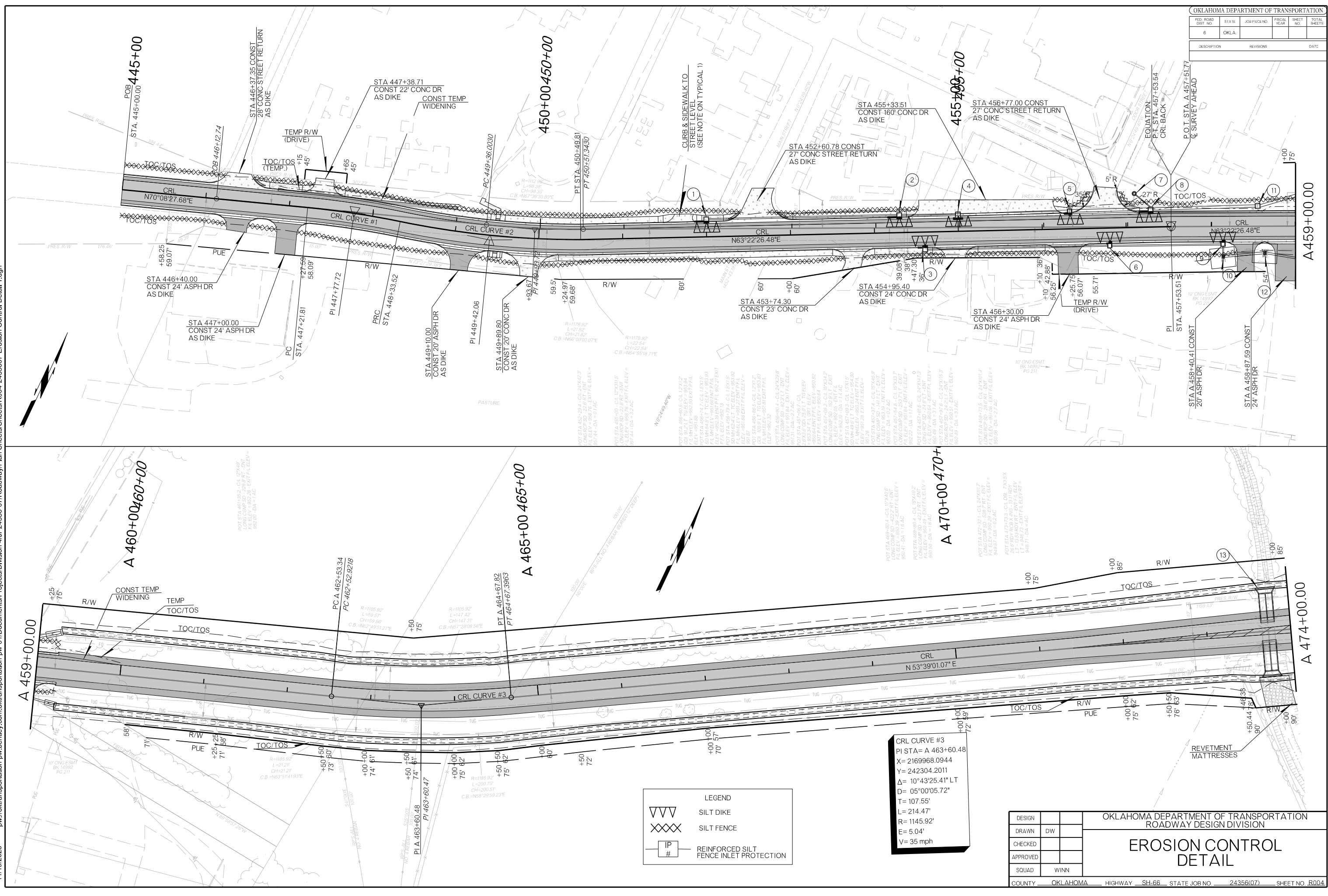
## GEOMETRIC DETAIL

COUNTY OKLAHOMA HIGHWAY SH-66 STATE JOB NO. 24356(07) SHEET NO. R003

11/19/2025 pw:\oktransportation-pw.bentley.com\oktransportation-pw-01\Documents\Projects\Division 4\UP24356-07\Roadway\Plan Sheets\Sheets\R004-2435607-Erosion Control Detail 1.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE

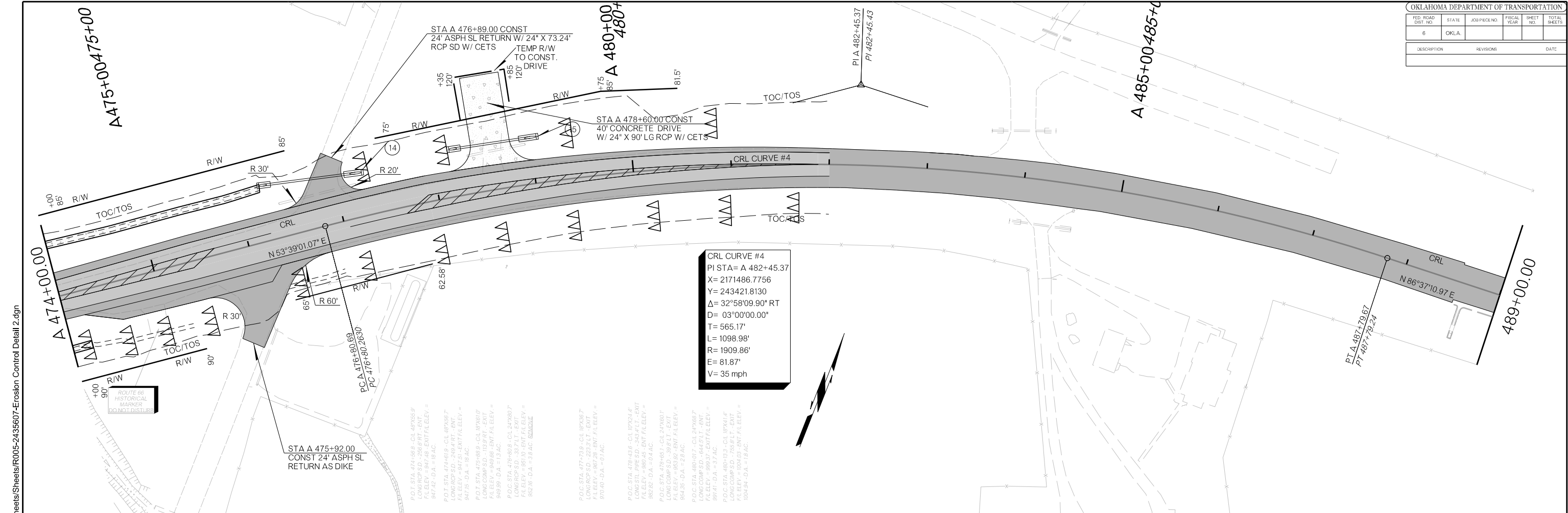


LEGEND	
VVV	SILT DIKE
XXXX	SILT FENCE
IP #	REINFORCED SILT FENCE INLET PROTECTION

**CRL CURVE #3**  
 PI STA= A 463+60.48  
 X= 2169968.0944  
 Y= 242304.2011  
 Δ= 10°43'25.41" LT  
 D= 05°00'05.72"  
 T= 107.55'  
 L= 214.47'  
 R= 1145.92'  
 E= 5.04'  
 V= 35 mph

OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION			
EROSION CONTROL DETAIL			
DESIGN			
DRAWN	DW		
CHECKED			
APPROVED			
SQUAD	WINN		
COUNTY	OKLAHOMA	HIGHWAY	SH-66
STATE JOB NO.	24356(07)	SHEET NO.	R004

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	303 PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



**CRL CURVE #4**  
 PI STA = A 482+45.37  
 X = 2171486.7756  
 Y = 243421.8130  
 Δ = 32°58'09.90" RT  
 D = 03°00'00.00"  
 T = 565.17'  
 L = 1098.98'  
 R = 1909.86'  
 E = 81.87'  
 V = 35 mph

P.O.C. STA. 474+68.8 - CL 48765.9  
 LONG RCP S.D. - 256.6 RT - ENT.  
 FILELEV. = 847.48 - ENT FILELEV. =  
 847.42 - DA = 16 AC.

P.O.T. STA. 474+61.9 - CL 48768.7  
 LONG RCP S.D. - 249.4 RT - ENT.  
 FILELEV. = 847.93 - ENT FILELEV. =  
 847.89 - DA = 16 AC.

P.O.C. STA. 475+88.9 - CL 48761.9  
 LONG RCP S.D. - 256.6 RT - ENT.  
 FILELEV. = 847.93 - ENT FILELEV. =  
 847.89 - DA = 16 AC.

P.O.C. STA. 476+80.8 - CL 48768.7  
 LONG RCP S.D. - 33.7 LT - ENT.  
 FILELEV. = 861.00 - ENT FILELEV. =  
 862.16 - DA = 3.8 AC - BERM/OLE

P.O.C. STA. 477+73.9 - CL 48768.7  
 LONG RCP S.D. - 33.7 LT - ENT.  
 FILELEV. = 867.28 - ENT FILELEV. =  
 875.46 - DA = 0.1 AC.

P.O.C. STA. 478+43.6 - CL 48762.4  
 LONG STL PRES D. - 343.4 LT - ENT  
 FILELEV. = 880.45 - ENT FILELEV. =  
 882.32 - DA = 0.4 AC.

P.O.C. STA. 478+65.1 - CL 47760.1  
 LONG COMP S.D. - 39.8 FLT - ENT  
 FILELEV. = 865.02 - ENT FILELEV. =  
 864.56 - DA = 2.8 AC.

P.O.C. STA. 480+01.7 - CL 47768.7  
 LONG COMP S.D. - 64.8 FLT - ENT  
 FILELEV. = 865.02 - ENT FILELEV. =  
 861.41 - DA = 3.7 AC.

P.O.C. STA. 480+03.3 - CL 48761.9  
 LONG COMP S.D. - 75.5 FLT - ENT  
 FILELEV. = 864.03 - ENT FILELEV. =  
 864.94 - DA = 1.8 AC.

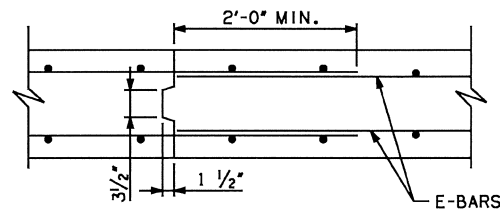
LEGEND	
	SILT DIKE
	SILT FENCE
	REINFORCED SILT FENCE INLET PROTECTION

11/19/2025 pw:/oktransportation-pw.bentley.com:oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R005-2435607-Erosion Control Detail 2.dgn

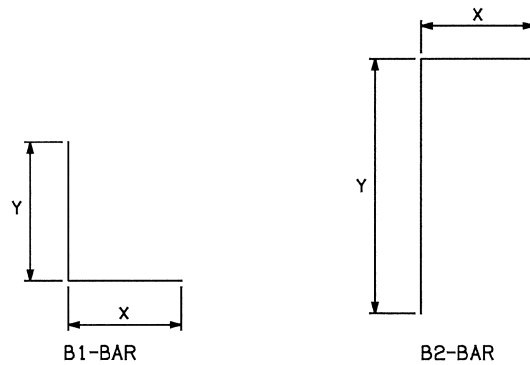
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION		
DRAWN	DW		<b>EROSION CONTROL DETAIL</b>		
CHECKED					
APPROVED					
SQUAD	WINN				
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)
				SHEET NO.	R005

11/12/2025 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R006-2435607-RCB BARREL DETAIL STR 14.DGN

SECTION DIMENSIONS											REINFORCING STEEL																				SECTION DIMENSIONS														
S	H	T	U	W	Z	A-1 BARS				A-2 BARS				A-3 BARS				B-1 BARS				B-2 BARS				C-1 BARS				C-2 BARS				E1-BARS AT 12" MAX			E2-BARS AT 12" MAX			S	H				
						SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	"X"	"Y"	LENGTH	WEIGHT PER FT.	SIZE	SPA	"X"	"Y"	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	NO.	SIZE			WEIGHT PER FT.	NO.	SIZE	WEIGHT PER FT.
7'	4'	11"	12"	10"	10"	#5	6"	16'-2"	67.5	#5	6"	5'-3"	21.9	#4	12"	16'-2"	21.6	#4	6"	1'-8"	2'-1"	3'-9"	10.0	#4	6"	1'-8"	4'-9"	6'-5"	17.1	#4	12"	2'-1"	5.6	#4	12"	4'-9"	12.7	80	#4	53.5	24	#4	16.0	7'	4'



TRANSV. CONSTR. JOINT



BAR BEND DIAGRAMS

NOTE: ALL \*X\* DIMENSIONS ARE HORIZONTAL IN BARREL SECTION.  
ALL \*Y\* DIMENSIONS ARE VERTICAL IN BARREL SECTION.

SECTION DIMENSIONS		QUANTITIES	
S	H	CONC. (C.Y.)	REINF. (LB.)
7'	4'	1.54	225.9

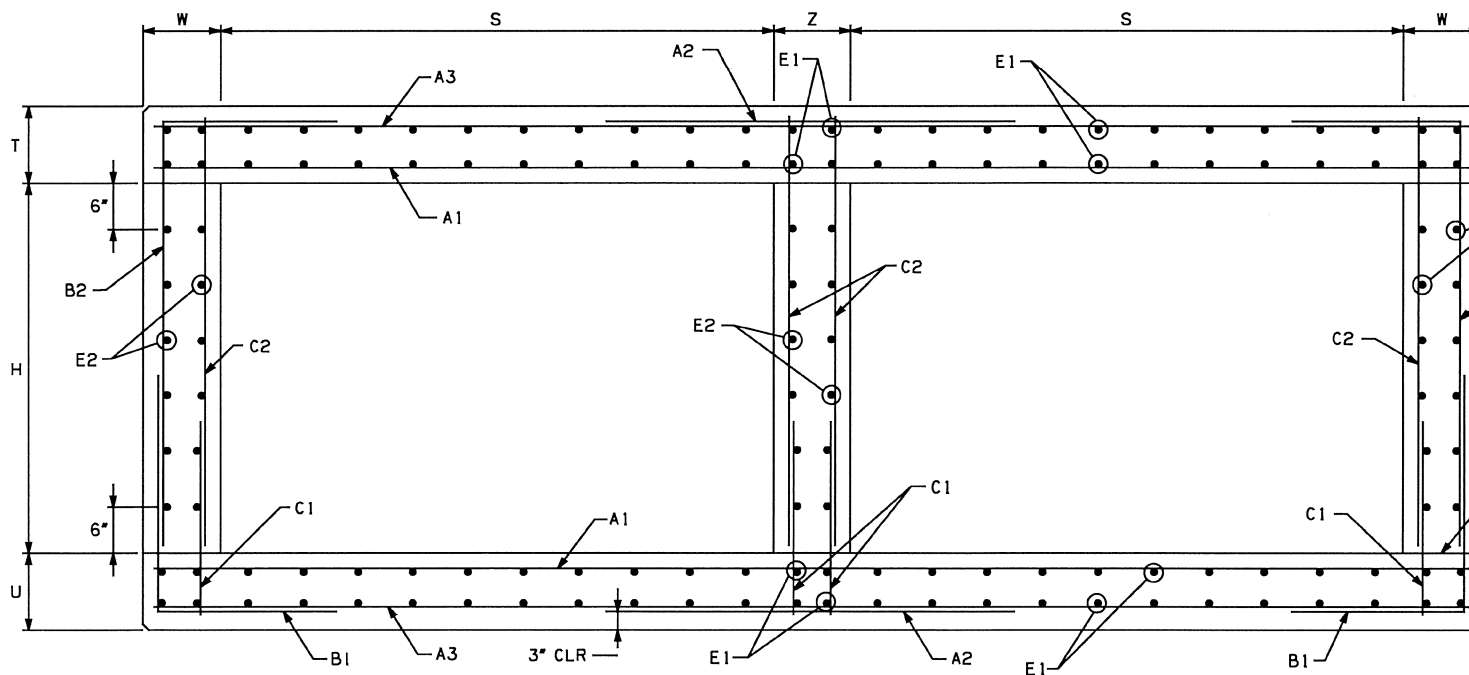
DESIGN DATA:

- DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIM SPECIFICATIONS FROM 2008.
- DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
- MATERIALS:  
CONCRETE (CLASS AA)  $f'_c = 4$  KSI  
REINFORCING STEEL  $f_y = 60$  KSI

GENERAL NOTES:

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL CONCRETE EDGES SHALL HAVE A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.
- ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.
- THE QUANTITY FOR REINFORCING STEEL DOES NOT INCLUDE LAP SPLICES OF E1-BARS OR E2-BARS IN THE LENGTH OF THE BARREL OR AT TRANSVERSE CONSTRUCTION JOINTS. THE SPLICE LENGTH FOR E-BARS SHALL BE 24" MINIMUM. THE NUMBER OF SPLICES USED IS TO BE APPROVED BY THE ENGINEER. REINFORCING STEEL FOR SPLICES SHALL NOT BE MEASURED FOR PAYMENT, AND ALL COSTS WILL BE INCLUDED IN THE UNIT BID PRICE FOR REINFORCING STEEL.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE PLACED IN ALL CULVERTS 100 FT. OR MORE IN LENGTH. JOINTS SHALL BE SPACED AT 60 FT. MAX.
- REINFORCING STEEL SHALL BE CONTINUOUS THROUGH THE TRANSVERSE CONSTRUCTION JOINT AND EXTEND A MIN. OF 24" INTO ADJACENT SECTION.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
509.06 (A)	CLASS AA CONCRETE	C.Y.
511.06 (A)	REINFORCING STEEL	LB.



BARREL SECTION

NOTE: NUMBER AND SPACING OF E-BARS SHOWN MAY NOT BE REPRESENTATIVE OF ACTUAL CULVERT SECTIONS, SEE SCHEDULE ABOVE FOR NUMBER AND SPACING OF E-BARS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB/PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	DATE
6	OKLA					
DESCRIPTION		REVISIONS		DATE		

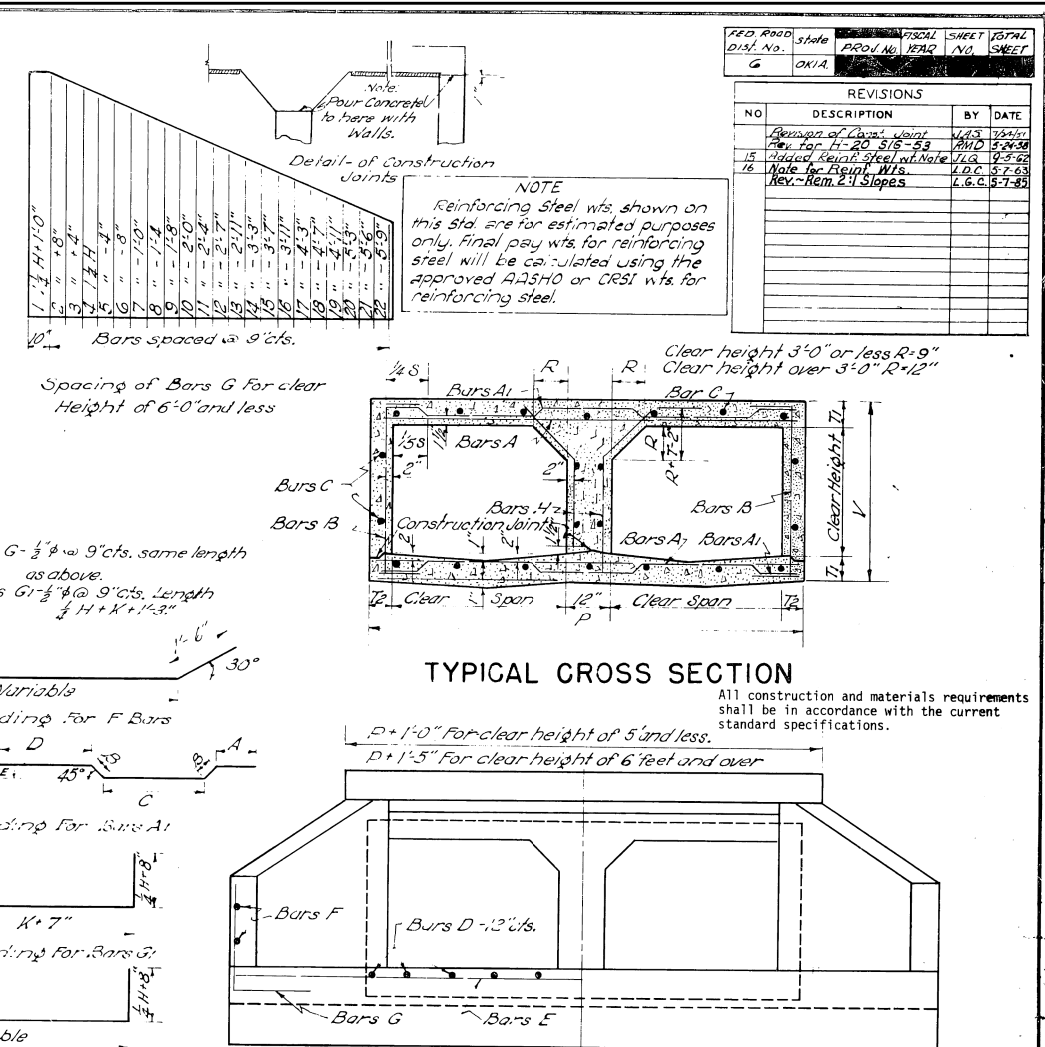
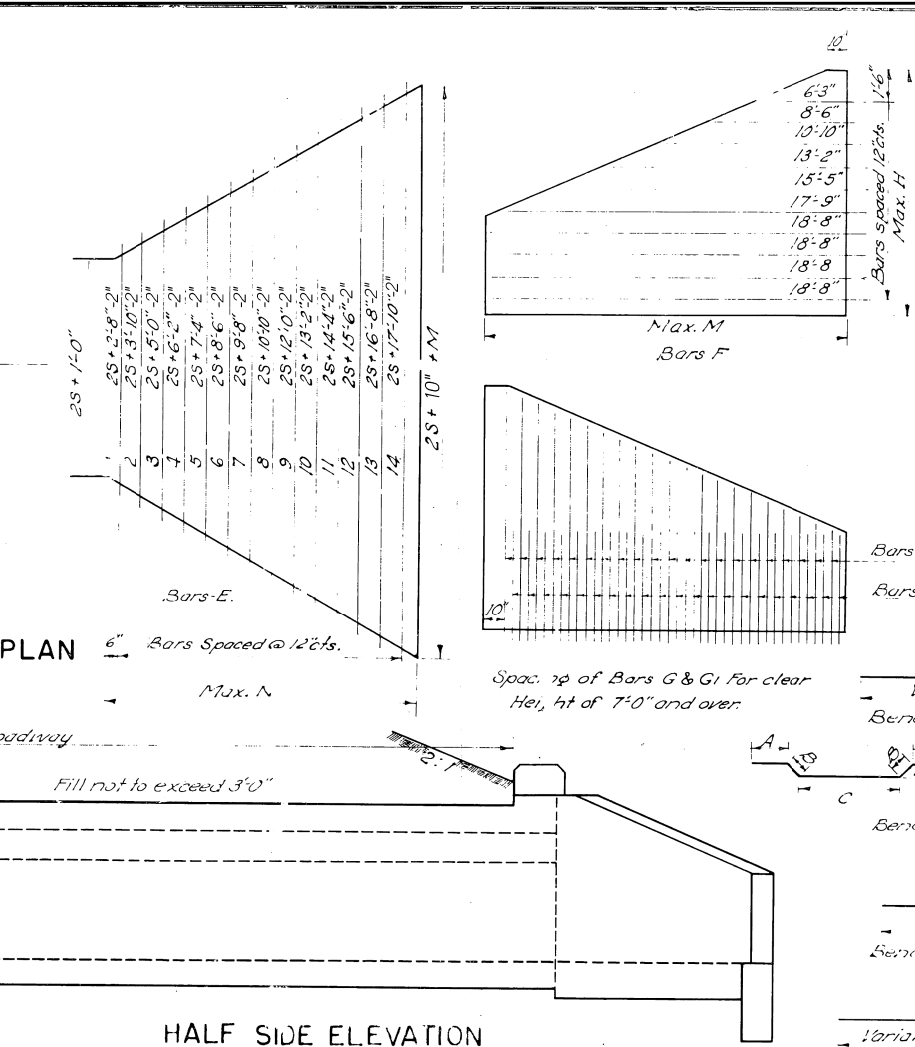
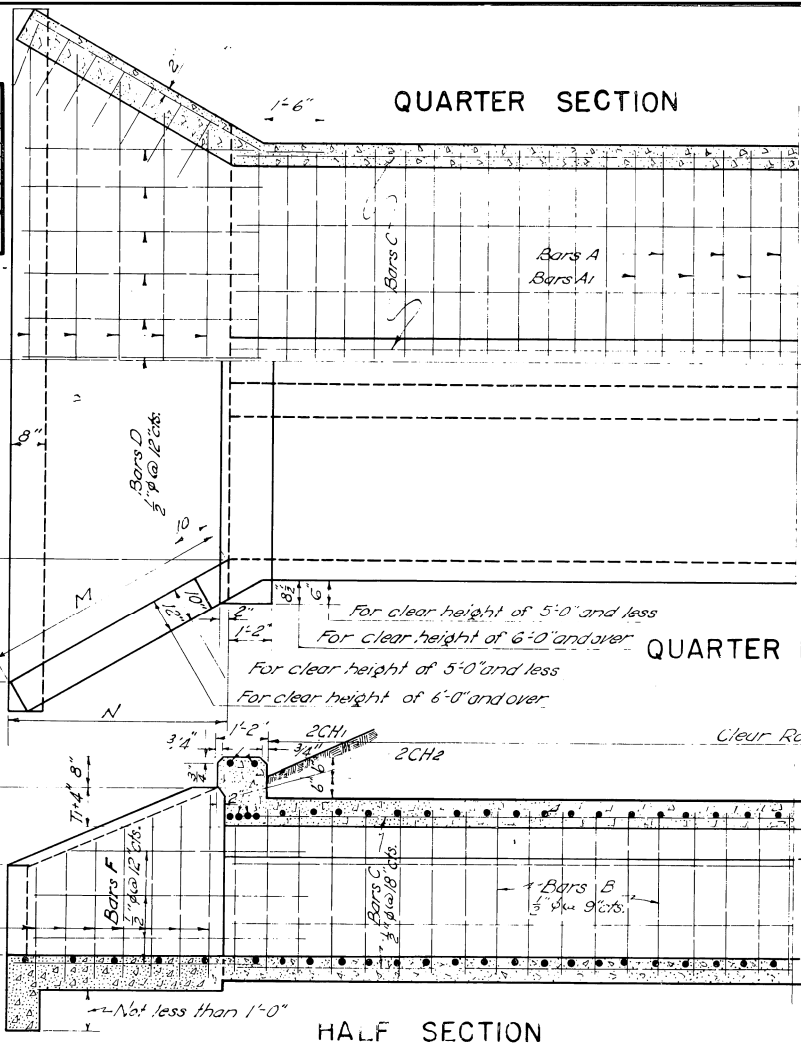
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN	BM	<h2>RCB BARREL DETAIL STR 14</h2>					
CHECKED							
APPROVED							
SQUAD	WINN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R006

PW: // OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R007-2435607-END SECTION & HEADWALL DETAIL STR 14.DGN

Span	Clear Area	Additional Steel/ft
4	16	0
5	16.5	18.522
6	17	24.840
7	17.5	31.158
8	18	37.476
9	18.5	43.794
10	19	50.112

Use above in Interstate System  
Revisions for H-20-56-53 & PPM 20-4 loading  
Bars E 5/8" @ 12" cts.

Bars G 5/8" @ 9" cts. for clear height of 5'-0" and less, for 7'-0" and over see diagram for spacing.



NO	DESCRIPTION	BY	DATE
1	Revision of Detail	W.D.S.	12/15/11
2	Rev. Top H-20 S15-53	PHD	5/2/12
3	Change in Head Wall Height	W.D.S.	12/15/11
4	Note for Final Wts.	A.D.C.	5/2/12
5	Rev. Rem. 2:1 Slopes	L.G.C.	5-7-12

NOTE  
Reinforcing Steel wts shown on this std are for estimated purposes only. Final pay wts for reinforcing steel will be calculated using the approved AASHTO or CEST wts for reinforcing steel.

All construction and materials requirements shall be in accordance with the current standard specifications.

\* Note: The weight of the CH1 & CH2 Bars is included in the weight of the Total Quantities for 30 and 36 Rtu

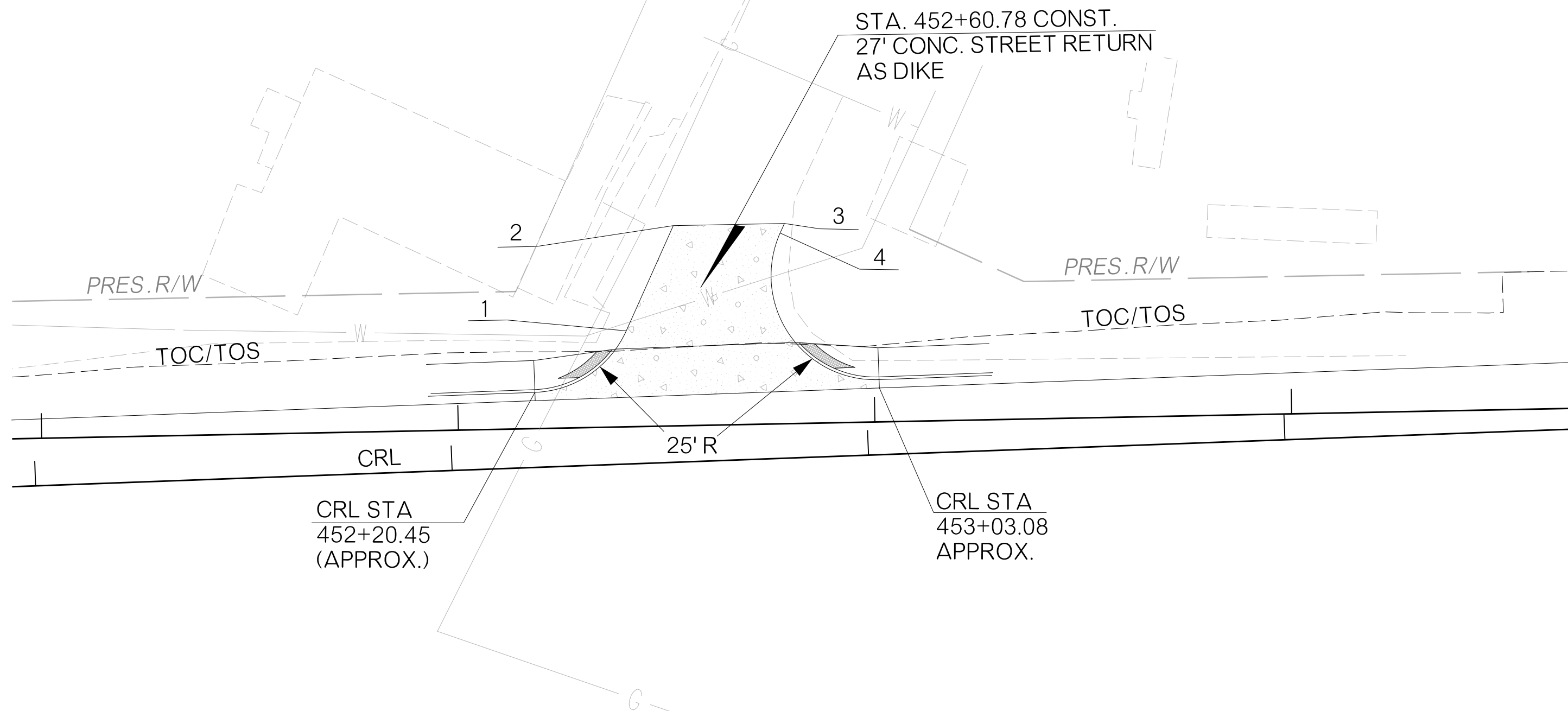
Design No.	Clear Span Ft.	Clear Area Sq. Ft.	Dimensions				Reinforcing Steel					Quantities		Conc. in Two Curbs cu yds.	Conc. in one Curbs Per Ft. of depth	
			H	K	M	N	Bars D	Bars E	Bars F	Bars G	Bars G1	Steel	C.I. Conc.			
1	2'-0"	16	2'-11"	1'-5"	4'-3"	3'-8"	11	4'-2"	4	4	6'-5"	10	108	1.94	0.89	0.383
2	2'-6"	20	3'-5"	1'-7"	5'-0"	4'-1"	11	4'-8"	4	2	6'-3"	12	124	2.43	0.89	0.382
3	3'-0"	24	3'-11"	1'-9"	5'-8"	4'-11"	11	5'-3"	5	2	6'-3"	14	162	2.97	0.89	0.320
4	4'-0"	32	4'-11"	2'-1"	7'-2"	5'-3"	11	6'-3"	6	4	Var.	18	222	4.09	0.91	0.235
5	5'-0"	40	5'-11"	2'-3"	8'-6"	6'-3"	13	7'-0"	7	2	6'-3"	14	125	2.20	1.05	0.471
6	6'-0"	48	6'-11"	2'-5"	10'-0"	7'-3"	13	8'-0"	8	2	6'-3"	16	142	2.73	1.05	0.431
7	7'-0"	56	7'-11"	2'-7"	11'-4"	8'-0"	13	9'-0"	9	2	6'-3"	18	183	3.31	1.05	0.452
8	8'-0"	64	8'-11"	2'-9"	12'-8"	8'-9"	13	10'-0"	10	4	Var.	18	240	4.50	1.07	0.487
9	9'-0"	72	9'-11"	3'-1"	14'-2"	9'-6"	13	11'-0"	11	4	Var.	22	327	5.93	1.10	0.522
10	10'-0"	80	10'-11"	3'-3"	15'-6"	10'-3"	13	12'-0"	12	8	Var.	30	424	7.24	1.13	0.602
11	11'-0"	88	11'-11"	3'-5"	17'-0"	11'-0"	13	13'-0"	13	2	6'-3"	12	138	2.43	1.22	0.426
12	12'-0"	96	12'-11"	3'-7"	18'-4"	11'-7"	13	14'-0"	14	2	6'-3"	14	162	3.06	1.22	0.484
13	13'-0"	104	13'-11"	3'-9"	19'-8"	12'-4"	13	15'-0"	15	2	6'-3"	16	189	3.64	1.25	0.503
14	14'-0"	112	14'-11"	4'-1"	21'-2"	13'-4"	13	16'-0"	16	4	Var.	20	266	5.00	1.25	0.540
15	15'-0"	120	15'-11"	4'-3"	22'-6"	14'-4"	13	17'-0"	17	4	Var.	24	360	6.46	1.27	0.575
16	16'-0"	128	16'-11"	4'-5"	24'-0"	15'-4"	13	18'-0"	18	6	Var.	28	447	8.93	1.30	0.619
17	17'-0"	136	17'-11"	4'-7"	25'-4"	16'-4"	13	19'-0"	19	3	6'-3"	14	310	3.68	1.37	0.387
18	18'-0"	144	18'-11"	4'-9"	26'-8"	17'-4"	13	20'-0"	20	2	6'-3"	16	231	4.38	1.37	0.605
19	19'-0"	152	19'-11"	5'-1"	28'-2"	18'-4"	13	21'-0"	21	4	Var.	20	325	5.90	1.37	0.642
20	20'-0"	160	20'-11"	5'-3"	29'-6"	19'-4"	13	22'-0"	22	6	Var.	24	409	7.51	1.59	0.677
21	21'-0"	168	21'-11"	5'-5"	31'-0"	20'-4"	13	23'-0"	23	6	Var.	28	502	10.17	1.62	0.722
22	22'-0"	176	22'-11"	5'-7"	32'-4"	21'-4"	13	24'-0"	24	8	Var.	32	618	13.45	1.62	0.759
23	23'-0"	184	23'-11"	5'-9"	33'-8"	22'-4"	13	25'-0"	25	8	Var.	36	743	17.82	1.63	0.794
24	24'-0"	192	24'-11"	6'-1"	35'-2"	23'-4"	13	26'-0"	26	3	6'-3"	14	340	4.33	1.90	0.690
25	25'-0"	200	25'-11"	6'-3"	36'-6"	24'-4"	13	27'-0"	27	3	6'-3"	16	364	5.13	1.90	0.708
26	26'-0"	208	26'-11"	6'-5"	38'-0"	25'-4"	13	28'-0"	28	4	Var.	20	365	5.74	1.90	0.743
27	27'-0"	216	27'-11"	6'-7"	39'-4"	26'-4"	13	29'-0"	29	6	Var.	24	455	8.59	1.93	0.780
28	28'-0"	224	28'-11"	6'-9"	40'-8"	27'-4"	13	30'-0"	30	6	Var.	28	556	11.32	1.96	0.823
29	29'-0"	232	29'-11"	7'-1"	42'-2"	28'-4"	13	31'-0"	31	8	Var.	32	668	15.14	1.96	0.860
30	30'-0"	240	30'-11"	7'-3"	43'-6"	29'-4"	13	32'-0"	32	8	Var.	36	794	19.70	1.97	0.897
31	31'-0"	248	31'-11"	7'-5"	45'-0"	30'-4"	13	33'-0"	33	10	Var.	40	937	25.07	1.98	0.932
32	32'-0"	256	32'-11"	7'-7"	46'-4"	31'-4"	13	34'-0"	34	12	Var.	44	1093	32.74	1.38	0.969
33	7'-4"	56	5'-2"	2'-3"	7'-7"	6'-6"	17	7'-0"	7	4	Var.	4	306	5.54	1.41	0.593

General Notes  
All exposed edges shall have 3/4" chamfer.  
All reinforcing steel shall be deformed round bars. The design and table are based upon net areas of bars as follows - 5/8" - 0.1963 sq. in. 3/4" - 0.2088 sq. in. 7/8" - 0.442 sq. in. Other sizes may be used, provided they are spaced so as to give as much net sectional area per ft. width of slab. Plans showing such changed sizes and spacing must be approved.  
Unless otherwise specified, all exposed concrete surfaces shall have a finish in accordance with the current standard specifications.  
See Revisions for H-20-516 Loading  
Design Data  
Conc. slab 6' span 8 1/2" - 106 Lbs. LL.M. 909 x 40 = 36,360 #  
Dirt Fill 100 " I = 30% L.L. = 10,910 #  
Paving 7" 87 " 1/2" 293 x 667 x 12 = 19,550 #  
Total D.L. 293 " Total M.M. = 66,820 in #  
LL 909 " 6'-8" 909 " 55 " 10,000 " 1818

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
**END SECTION AND HEADWALL DETAILS**  
**STR 14**

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB/PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



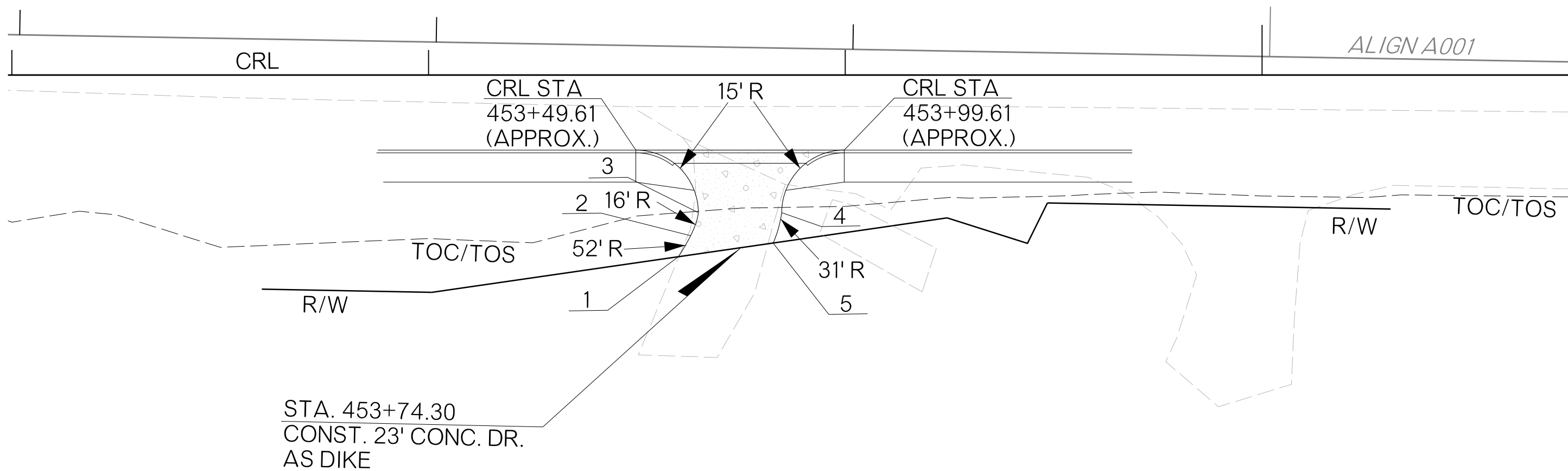
POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	452+42.88	BACK OF RETURN	31.96'
2	452+55.08	BACK OF DRIVE	56.76'
3	452+81.76	BACK OF DRIVE	56.29'
4	452+80.65	BACK OF RETURN	54.04'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WINN	
COUNTY OKLAHOMA		HIGHWAY SH-66
		STATE JOB NO. 24356(07)
		SHEET NO. R008

11/12/2025 PW:///OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R008-2435607-DRIVEWAY DETAIL SHEET 452+60.78 LT.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB/PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

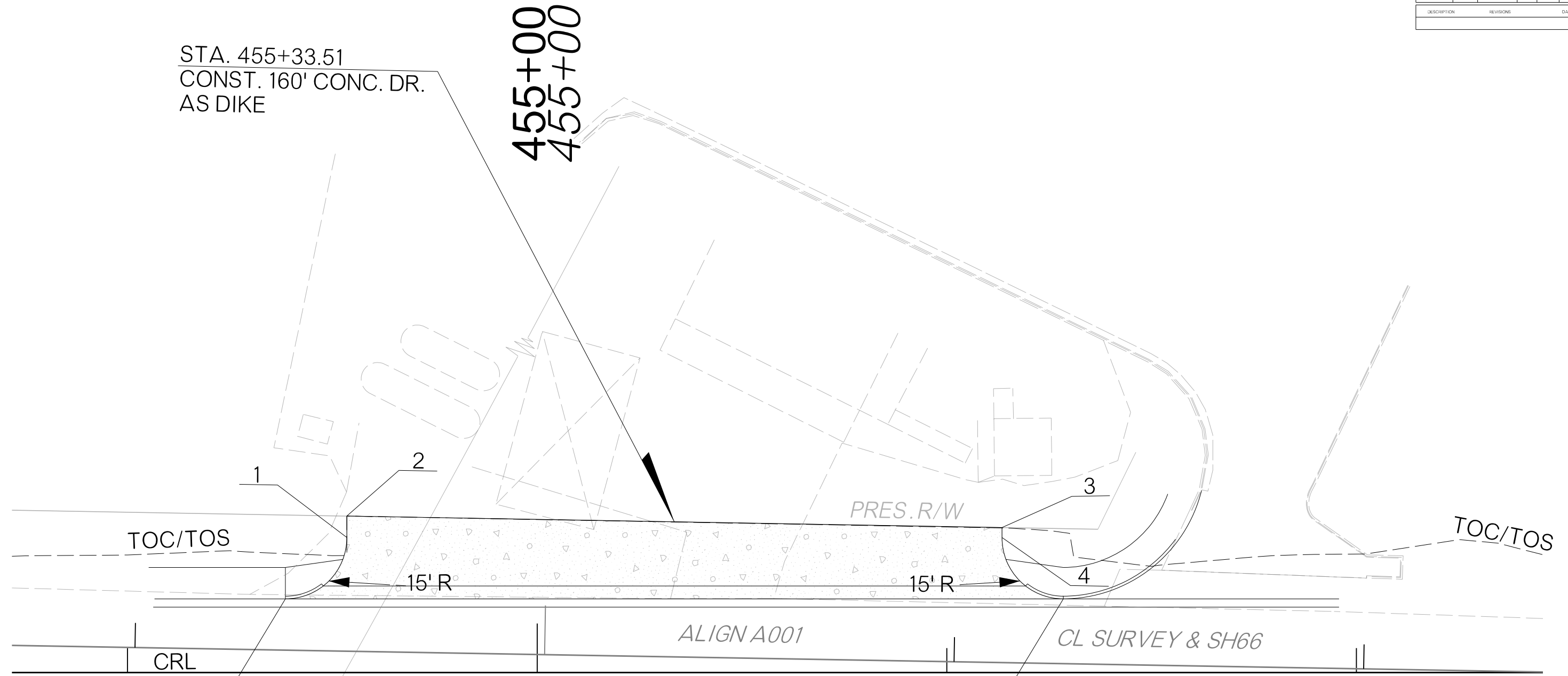
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POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	453+59.79	BACK OF DRIVE	43.57'
2	453+62.75	CHANGE IN RADII	38.52'
3	453+64.61	BACK OF RETURN	33.00'
4	453+84.61	BACK OF RETURN	33.00'
5	453+82.56	BACK OF DRIVE	40.29'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN	DW	<b>DRIVEWAY DETAIL SHEET</b> <b>453+74.30 RT</b>					
CHECKED							
APPROVED							
SQUAD	WINN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R009

PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/ROADWAY/PLAN SHEETS/SHEETS/R010-24356-07/ROADWAY/PLAN SHEETS/DRIVEWAY DETAIL SHEET 455+33.51 LT.DGN



STA. 455+33.51  
CONST. 160' CONC. DR.  
AS DIKE

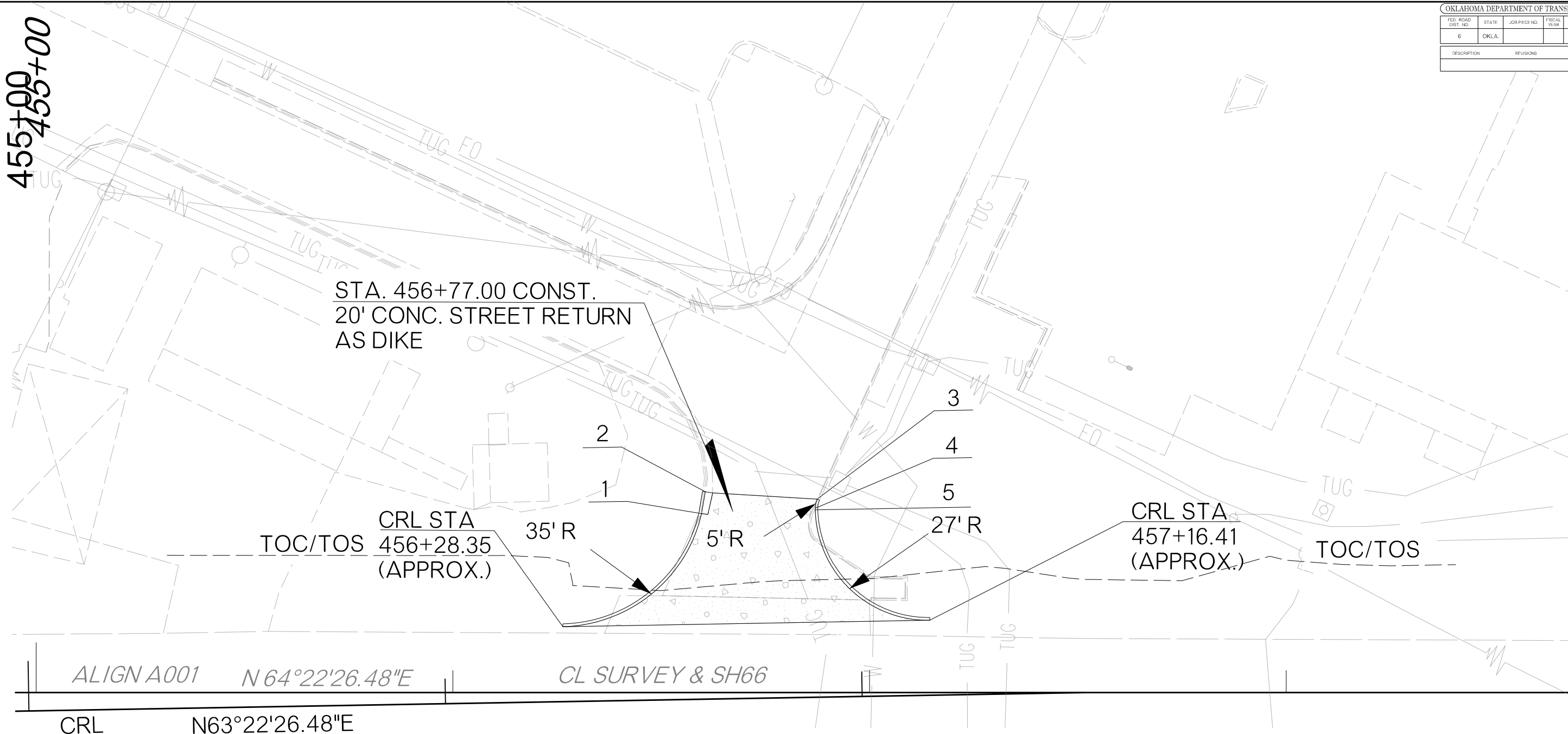
455+00  
455+00

CRL STA  
454+38.42  
(APPROX.)

CRL STA  
456+28.35  
(APPROX.)

POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	454+53.42	BACK OF RETURN	33.00'
2	454+53.42	BACK OF DRIVE	38.24'
3	456+13.35	BACK OF DRIVE	35.45'
4	456+13.35	BACK OF RETURN	33.00'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION						
DRAWN	DW	<b>DRIVEWAY DETAIL SHEET</b> <b>455+33.51 LT</b>						
CHECKED								
APPROVED								
SQUAD	WINN							
COUNTY		OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R010



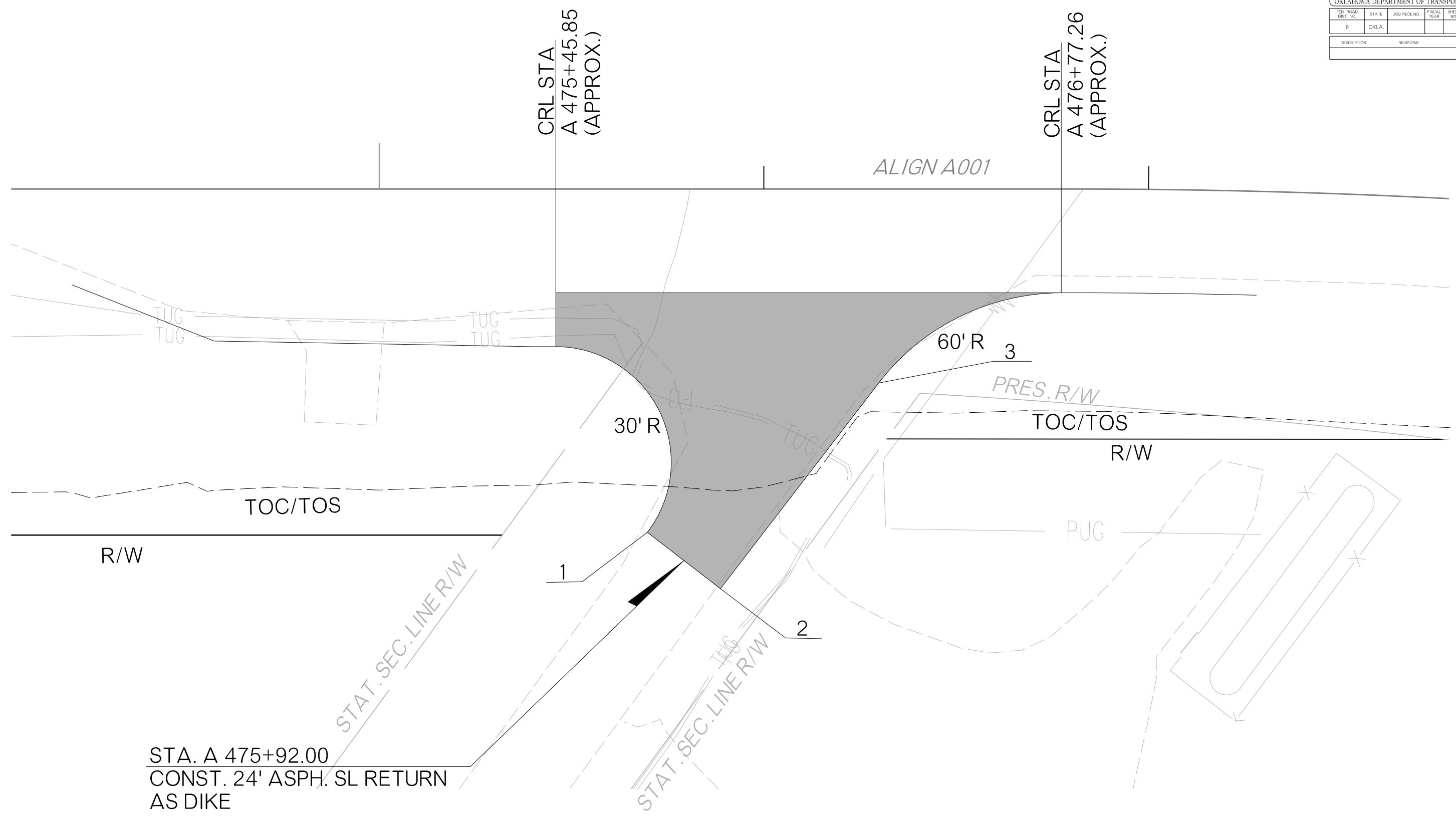
POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	456+62.10	BACK OF RETURN	44.55'
2	456+63.08	BACK OF DRIVE	49.78'
3	456+89.89	BACK OF DRIVE	47.54'
4	456+89.41	BEGIN 5' RADIUS	45.38'
5	456+89.41	BACK OF RETURN	45.00'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION						
DRAWN	DW	<b>DRIVEWAY DETAIL SHEET</b> <b>456+77.00 LT</b>						
CHECKED								
APPROVED								
SQUAD	WINN							
COUNTY		OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	R011

11/12/2025 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R011-2435607-DRIVEWAY DETAIL SHEET 456+77.00 LT.DGN

11/12/2025 PW:///OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/ROADWAY/PLAN SHEETS/SHEETS/R012-2435607-DRIVEWAY DETAIL SHEET A 475+92.00 RT.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB/PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

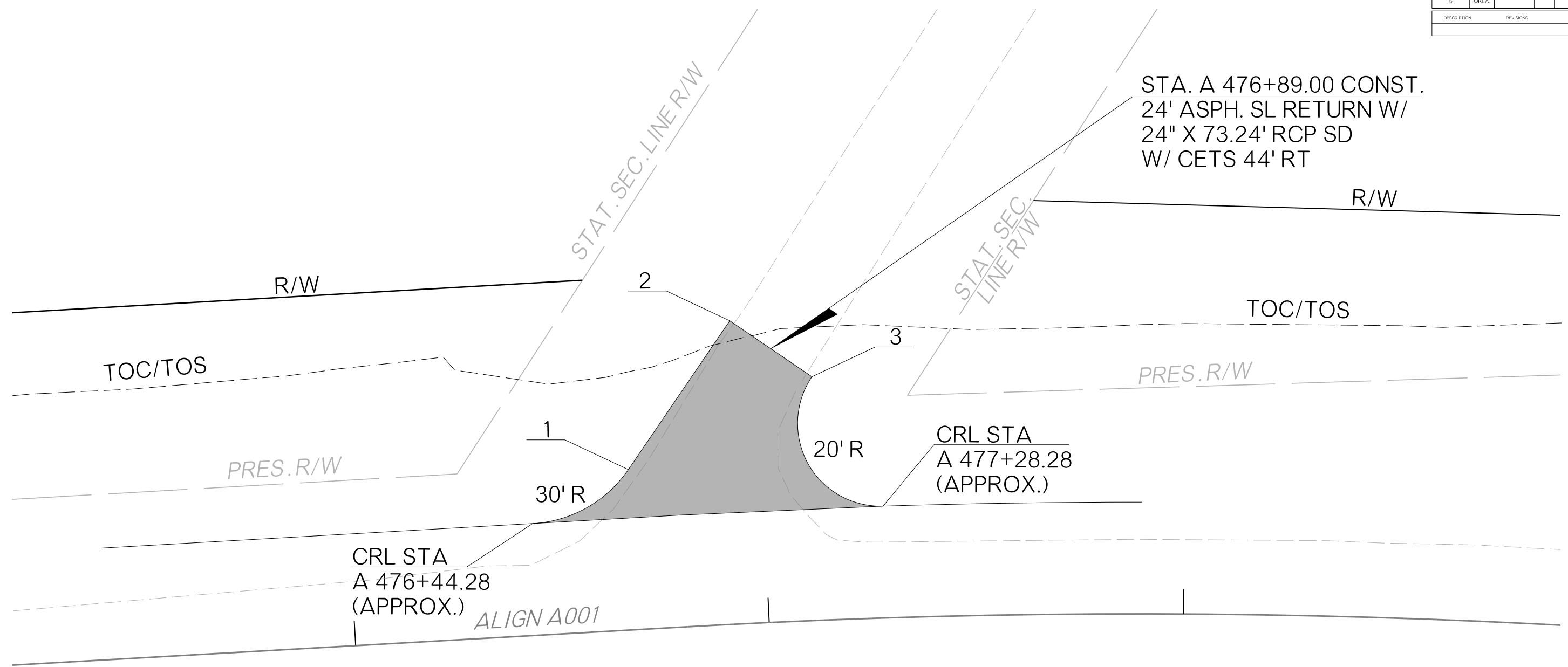


STA. A 475+92.00  
CONST. 24' ASPH. SL RETURN  
AS DIKE

POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	A 475+69.63	BACK OF RETURN/DRIVE	89.29'
2	A 475+88.66	BACK OF DRIVE	103.92'
3	A 476+29.79	BACK OF RETURN	50.43'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION			
DRAWN	DW	<b>DRIVEWAY DETAIL SHEET</b> <b>A 475+92.00 RT</b>			
CHECKED					
APPROVED					
SQUAD	WINN				
COUNTY		OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO. 24356(07)
					SHEET NO. R012

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB/PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



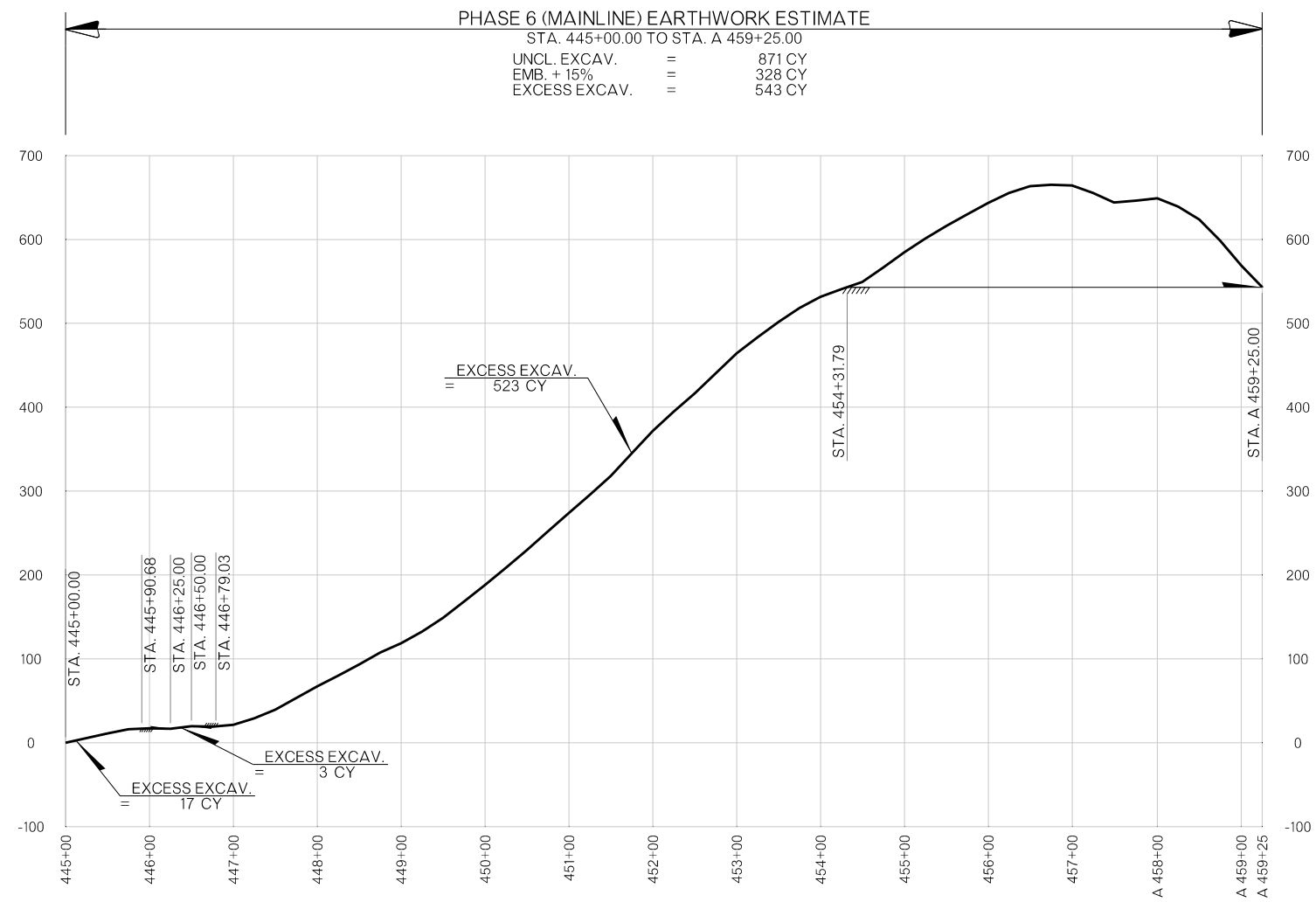
POINT	CRL STATION (APPROX.)	DESCRIPTION	OFFSET
1	A 476+68.06	BACK OF RETURN	38.71'
2	A 476+94.05	BACK OF DRIVE	73.25'
3	A 477+12.61	BACK OF RETURN/DRIVE	58.86'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	DW	
CHECKED		
APPROVED		
SQUAD	WINN	
COUNTY OKLAHOMA		HIGHWAY SH-66
		STATE JOB NO. 24356(07)
		SHEET NO. R013

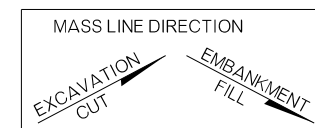
11/12/2025 PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/DIVISION 4/JP24356-07/ROADWAY/PLAN SHEETS/SHEETS/R013-2435607-DRIVEWAY DETAIL SHEET A 476+89.00 LT.DGN

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PICKUP NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

11/12/2025 pw://oktransportation-pw.bentley.com/oktransportation-pw-01/Documents/Projects/Division 4/JP24356-07/Roadway/Plan Sheets/Sheets/R016-24356-07-Mainline Ph 6 Mass Diagram.dgn



MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. 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			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION		
DRAWN	DW		<b>MAINLINE PH 6 MASS DIAGRAM</b>		
CHECKED					
APPROVED					
SQUAD					
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)
				SHEET NO.	R016

FED. ROAD DIST. NO.	STATE	JOB/PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS	DATE		

**MAINLINE PH 1 EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 473+00.000	0.000	0.000
A 473+10.000	18.426	3.615
A 473+20.000	19.655	4.356
A 473+30.000	31.250	4.288
A 473+40.000	39.758	5.148
A 473+50.000	46.023	6.334
A 473+60.000	41.183	9.491
A 473+70.000	15.696	29.185
A 473+80.000	3.386	42.010
A 473+90.000	14.985	18.677
A 474+00.000	44.585	0.695
A 474+10.000	51.760	0.017
A 474+20.000	55.551	0.000
A 474+30.000	56.847	0.000
A 474+40.000	49.980	0.003
A 474+50.000	44.919	0.001
<b>TOTALS</b>	<b>534.003</b>	<b>123.819</b>

**MAINLINE PH 2 EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 473+00.000	0.000	0.000
A 473+10.000	24.996	10.474
A 473+20.000	24.943	11.046
A 473+30.000	24.255	11.455
A 473+40.000	23.567	11.932
A 473+50.000	21.628	13.063
A 473+60.000	17.192	16.138
A 473+70.000	12.465	26.508
A 473+80.000	2.428	39.365
A 473+90.000	10.962	27.711
A 474+00.000	15.177	14.791
A 474+10.000	14.171	12.582
A 474+20.000	13.674	11.968
A 474+30.000	13.957	10.780
A 474+40.000	14.256	9.089
A 474+50.000	14.636	7.983
<b>TOTALS</b>	<b>248.306</b>	<b>235.041</b>

**MAINLINE PH 3 EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 459+25.000	0.000	0.000
A 459+50.000	52.382	8.482
A 459+75.000	48.414	7.919
A 460+00.000	44.329	7.977
A 460+25.000	44.182	8.064
A 460+50.000	43.901	9.161
A 460+75.000	43.239	10.563
A 461+00.000	42.251	11.482
A 461+25.000	41.932	11.000
A 461+50.000	41.388	10.172
A 461+75.000	40.074	10.033
A 462+00.000	37.341	12.133
A 462+25.000	36.189	16.097
A 462+50.000	35.826	21.129
A 462+75.000	36.973	26.469
A 463+00.000	37.920	28.520
A 463+25.000	39.499	28.290
A 463+50.000	39.942	27.842
A 463+75.000	40.513	28.568
A 464+00.000	41.413	28.826
A 464+25.000	43.606	29.259
A 464+50.000	44.044	29.185
A 464+75.000	41.546	28.899
A 465+00.000	38.756	25.551
A 465+25.000	37.484	23.910
A 465+50.000	36.865	21.530
A 465+75.000	37.437	19.260
A 466+00.000	37.262	19.555
A 466+25.000	36.921	20.344

**MAINLINE PH 3 EAV REPORT (CONT.)**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 466+50.000	36.260	20.751
A 466+75.000	35.566	19.879
A 467+00.000	34.702	17.897
A 467+25.000	33.744	15.113
A 467+50.000	33.0270	13.009
A 467+75.000	33.151	12.810
A 468+00.000	33.488	13.547
A 468+25.000	33.777	15.099
A 468+50.000	33.869	16.896
A 468+75.000	34.569	17.269
A 469+00.000	35.423	16.958
A 469+25.000	36.206	16.381
A 469+50.000	36.886	15.709
A 469+75.000	37.701	15.402
A 470+00.000	38.543	15.386
A 470+25.000	39.294	15.459
A 470+50.000	40.849	14.274
A 470+75.000	42.981	11.614
A 471+00.000	43.452	10.462
A 471+25.000	44.557	10.079
A 471+50.000	45.834	10.122
A 471+75.000	47.406	10.432
A 472+00.000	48.871	10.274
A 472+25.000	50.401	9.584
A 472+50.000	52.101	8.902
A 472+75.000	50.269	9.238
A 473+00.000	51.855	9.493
A 473+25.000	0.405	0.069
A 473+50.000	0.000	0.000
A 473+75.000	0.000	0.000
A 474+00.000	0.000	0.000
A 474+25.000	0.000	0.000
A 474+50.000	0.000	0.000
A 474+75.000	109.367	0.000
A 475+00.000	94.585	0.035
A 475+25.000	84.012	0.075
A 475+50.000	75.335	0.063
A 475+75.000	63.003	0.763
A 476+00.000	80.121	0.022
A 476+25.000	70.935	0.027
A 476+50.000	41.474	0.032
A 476+75.000	31.506	0.164
A 477+00.000	31.522	0.073
A 477+25.000	35.369	0.000
A 477+50.000	37.501	0.002
A 477+75.000	38.239	0.026
A 478+00.000	36.528	0.059
A 478+25.000	33.791	0.127
A 478+50.000	31.330	0.177
A 478+75.000	28.616	0.163
A 479+00.000	26.237	0.133
A 479+25.000	24.341	0.074
A 479+50.000	22.705	0.052
A 479+75.000	23.183	0.003
A 480+00.000	22.736	0.000
A 480+25.000	23.124	0.000
A 480+50.000	23.860	0.021
A 480+75.000	22.802	0.254
A 481+00.000	21.895	0.204
A 481+25.000	21.680	0.151
A 481+50.000	20.169	0.442
A 481+75.000	18.076	1.407
A 482+00.000	18.233	1.015
<b>TOTALS</b>	<b>3,439.188</b>	<b>907.373</b>

**MAINLINE PH 4 EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 459+25.000	0.000	0.000
A 459+50.000	44.899	24.569
A 459+75.000	44.613	23.624
A 460+00.000	45.502	22.444
A 460+25.000	47.080	21.402
A 460+50.000	49.036	20.807
A 460+75.000	53.634	22.154

**MAINLINE PH 4 EAV REPORT (CONT.)**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 461+00.000	53.216	23.581
A 461+25.000	51.031	24.869
A 461+50.000	45.919	26.286
A 461+75.000	42.416	28.065
A 462+00.000	40.732	29.899
A 462+25.000	45.249	31.675
A 462+50.000	49.090	31.582
A 462+75.000	30.590	23.671
A 463+00.000	31.078	18.937
A 463+25.000	30.734	16.564
A 463+50.000	29.050	15.230
A 463+75.000	28.087	15.594
A 464+00.000	29.740	15.209
A 464+25.000	30.331	14.476
A 464+50.000	30.008	14.746
A 464+75.000	28.732	19.219
A 465+00.000	30.871	26.739
A 465+25.000	33.772	28.044
A 465+50.000	32.657	29.028
A 465+75.000	31.724	30.301
A 466+00.000	30.747	31.839
A 466+25.000	29.252	32.837
A 466+50.000	27.827	32.209
A 466+75.000	29.567	31.340
A 467+00.000	31.910	30.559
A 467+25.000	32.975	29.862
A 467+50.000	33.377	30.052
A 467+75.000	34.160	30.404
A 468+00.000	35.301	30.292
A 468+25.000	36.310	30.135
A 468+50.000	37.098	29.907
A 468+75.000	37.802	29.442
A 469+00.000	37.530	29.451
A 469+25.000	38.348	29.800
A 469+50.000	39.027	30.116
A 469+75.000	39.099	30.433
A 470+00.000	39.190	30.872
A 470+25.000	40.975	30.654
A 470+50.000	42.561	30.586
A 470+75.000	46.235	30.710
A 471+00.000	48.447	30.943
A 471+25.000	49.731	30.927
A 471+50.000	50.722	30.147
A 471+75.000	54.837	28.702
A 472+00.000	59.860	26.890
A 472+25.000	63.361	24.746
A 472+50.000	64.877	23.245
A 472+75.000	66.051	23.994
A 473+00.000	67.867	25.335
A 473+25.000	0.533	0.203
A 473+50.000	0.000	0.000
A 473+75.000	0.000	0.000
A 474+00.000	0.000	0.000
A 474+25.000	0.000	0.000
A 474+50.000	0.000	0.000
A 474+75.000	47.240	15.862
A 475+00.000	52.332	10.698
A 475+25.000	58.924	8.270
A 475+50.000	63.201	6.163
A 475+75.000	66.877	4.216
A 476+00.000	72.993	2.943
A 476+25.000	75.359	4.585
A 476+50.000	58.254	4.819
A 476+75.000	87.080	0.056
A 477+00.000	123.024	0.001
A 477+25.000	115.243	1.957
A 477+50.000	80.277	8.218
A 477+75.000	86.700	5.995
A 478+00.000	96.062	4.138
A 478+25.000	96.759	2.059
A 478+50.000	108.198	0.243
A 478+75.000	139.497	0.001
A 479+00.000	124.527	0.012
A 479+25.000	106.687	0.054
A 479+50.000	100.625	0.000
A 479+75.000	92.064	0.000

**MAINLINE PH 4 EAV REPORT (CONT.)**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
A 480+00.000	79.686	0.000
A 480+25.000	61.060	0.283
A 480+50.000	55.823	0.004
A 480+75.000	51.638	0.028
A 481+00.000	49.794	0.003
A 481+25.000	51.461	0.000
A 481+50.000	51.790	0.028
A 481+75.000	51.924	0.000
A 482+00.000	53.794	0.000
<b>TOTALS</b>	<b>4,614.256</b>	<b>1,535.978</b>

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		ROADWAY DESIGN DIVISION
CHECKED		<b>END AREA VOLUME REPORTS</b>
APPROVED		
SQUAD		
COUNTY	OKLAHOMA	

**TEMP. WIDENING PH 5A EAV REPORT**  
(445+00.00 to 449+00.00)

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
446+85.000	0.000	0.000
446+90.000	0.493	0.000
447+00.000	1.007	0.000
447+10.000	1.127	0.000
447+20.000	1.175	0.000
447+30.000	1.193	0.000
447+40.000	1.196	0.000
447+50.000	1.121	0.000
447+60.000	1.041	0.000
447+70.000	1.351	0.000
447+80.000	1.399	0.000
447+90.000	1.251	0.000
448+00.000	1.252	0.000
448+10.000	1.254	0.000
448+20.000	1.255	0.000
448+30.000	1.254	0.000
448+40.000	1.217	0.000
448+50.000	1.191	0.000
448+60.000	1.181	0.000
448+70.000	1.209	0.000
448+80.000	1.197	0.000
448+90.000	1.092	0.000
449+00.000	0.899	0.000
<b>TOTALS</b>	<b>25.354</b>	<b>0.000</b>

**TEMP. WIDENING PH 5A EAV REPORT**  
(457+02.13 to A 460+00.00)

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
457+02.130	0.000	0.000
457+10.000	1.298	0.000
457+20.000	1.624	0.000
457+30.000	1.450	0.001
457+40.000	1.049	0.002
457+50.000	1.557	0.001
A 457+60.000	2.834	0.000
A 457+70.000	2.339	0.000
A 457+80.000	2.339	0.000
A 457+90.000	2.289	0.000
A 458+00.000	1.932	0.000
A 458+10.000	1.613	0.000
A 458+20.000	1.598	0.000
A 458+30.000	1.488	0.003
A 458+40.000	1.563	0.001
A 458+50.000	1.353	0.000
A 458+60.000	0.756	0.000
A 458+70.000	0.476	0.857
A 458+80.000	0.399	1.856
A 458+90.000	0.338	2.195
A 459+00.000	0.270	2.355
A 459+10.000	0.194	2.391
A 459+20.000	0.173	2.410
A 459+30.000	0.196	2.298
A 459+40.000	0.199	1.757
A 459+50.000	0.199	1.247
A 459+60.000	0.199	0.830
A 459+70.000	0.199	0.499
A 459+80.000	0.199	0.255
A 459+90.000	0.199	0.099
A 460+00.000	0.194	0.024
<b>TOTALS</b>	<b>30.514</b>	<b>19.080</b>

**MAINLINE PH 5B EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
445+00.00	0.000	0.000
445+25.00	10.096	7.581
445+50.00	10.536	6.652
445+75.00	10.714	5.803
446+00.00	10.542	3.569
446+25.00	9.750	5.811
446+50.00	9.257	5.672
446+75.00	8.918	6.327
447+00.00	9.398	8.181
447+25.00	11.250	9.368
447+50.00	12.969	11.663
447+75.00	11.045	15.214
448+00.00	8.861	17.153
448+25.00	9.077	15.154
448+50.00	14.534	11.628
448+75.00	19.493	7.716
449+00.00	24.082	3.766
449+25.00	30.518	0.890
449+50.00	40.283	0.000
449+75.00	43.889	0.000
450+00.00	47.302	0.007
450+25.00	49.887	0.000
450+50.00	44.089	0.000
450+75.00	34.805	0.033
451+00.00	30.804	0.043
451+25.00	32.044	0.074
451+50.00	29.320	0.545
451+75.00	21.812	1.819
452+00.00	15.269	3.465
452+25.00	16.319	6.216
452+50.00	27.133	3.679
452+75.00	18.501	13.554
453+00.00	16.503	14.370
453+25.00	12.578	12.157
453+50.00	8.438	10.837
453+75.00	14.877	6.491
454+00.00	16.505	4.495
454+25.00	16.870	2.734
454+50.00	17.278	1.926
454+75.00	18.520	1.063
455+00.00	18.300	1.286
455+25.00	16.815	2.090
455+50.00	15.398	2.272
455+75.00	14.470	2.540
456+00.00	13.302	2.973
456+25.00	11.907	3.917
456+50.00	10.831	5.694
456+75.00	7.030	11.421
457+00.00	4.772	17.649
457+25.00	4.063	22.070
457+50.00	3.344	26.687
A 457+75.00	3.727	29.554
A 458+00.00	3.958	28.188
A 458+25.00	3.418	27.164
A 458+50.00	4.909	10.644
A 458+75.00	6.627	7.474
A 459+00.00	8.208	7.266
A 459+25.00	8.194	5.313
<b>TOTALS</b>	<b>953.374</b>	<b>439.861</b>

**MAINLINE PH 6 EAV REPORT**

STATION	CUT VOLUME (CY)	FILL VOLUME (CY) (+15%)
445+00.00	0.000	0.000
445+25.00	11.946	6.549
445+50.00	12.050	6.480
445+75.00	10.575	5.580
446+00.00	7.945	6.760
446+25.00	7.544	7.986
446+50.00	8.925	6.008
446+75.00	6.819	7.166
447+00.00	8.316	6.163
447+25.00	10.918	3.248
447+50.00	14.397	3.975
447+75.00	16.280	2.359
448+00.00	14.911	1.009
448+25.00	14.862	2.250
448+50.00	16.248	2.965
448+75.00	18.201	4.013
449+00.00	18.273	7.053
449+25.00	19.474	5.661
449+50.00	21.727	5.159
449+75.00	24.204	4.941
450+00.00	25.127	5.400
450+25.00	26.458	5.865
450+50.00	26.501	5.215
450+75.00	26.496	4.405
451+00.00	25.674	3.804
451+25.00	26.185	4.434
451+50.00	27.029	4.537
451+75.00	29.083	2.231
452+00.00	28.494	1.795
452+25.00	26.010	2.977
452+50.00	24.796	2.914
452+75.00	24.525	0.803
453+00.00	24.476	0.432
453+25.00	20.314	1.081
453+50.00	18.852	0.791
453+75.00	16.949	0.505
454+00.00	14.354	0.994
454+25.00	11.595	2.359
454+50.00	11.088	2.413
454+75.00	17.374	0.290
455+00.00	18.088	0.000
455+25.00	16.424	0.000
455+50.00	14.913	0.000
455+75.00	14.081	0.000
456+00.00	13.472	0.000
456+25.00	12.178	0.193
456+50.00	10.728	2.650
456+75.00	6.721	4.959
457+00.00	5.320	6.315
457+25.00	2.320	10.982
457+50.00	4.346	15.749
A 457+75.00	6.865	4.765
A 458+00.00	8.818	5.963
A 458+25.00	7.250	17.425
A 458+50.00	5.479	20.628
A 458+75.00	4.030	29.379
A 459+00.00	2.524	31.902
A 459+25.00	2.183	28.231
<b>TOTALS</b>	<b>870.731</b>	<b>327.708</b>

PW://OKTRANSPORTATION-PW.BENTLEY.COM/OKTRANSPORTATION-PW-01/DOCUMENTS/PROJECTS/ROADWAY/PLAN SHEETS/SHEETS/R018-24356-07/ROADWAY/PLAN SHEETS/END AREA VOLUME REPORTS.DGN

11/12/2025

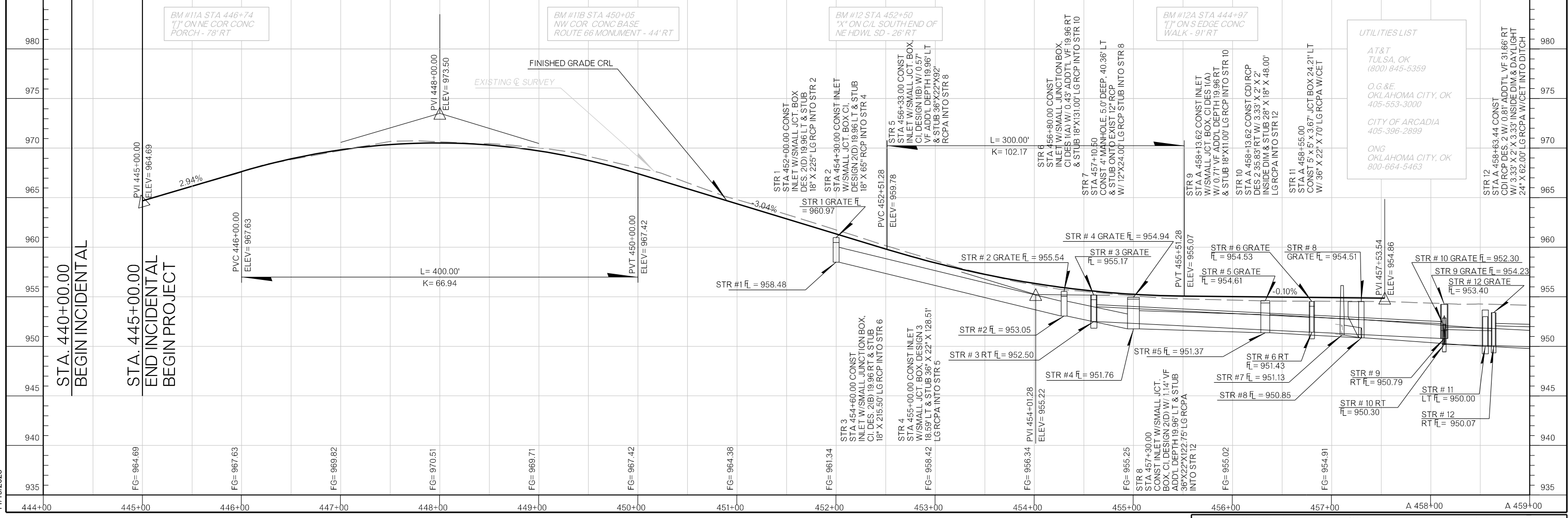
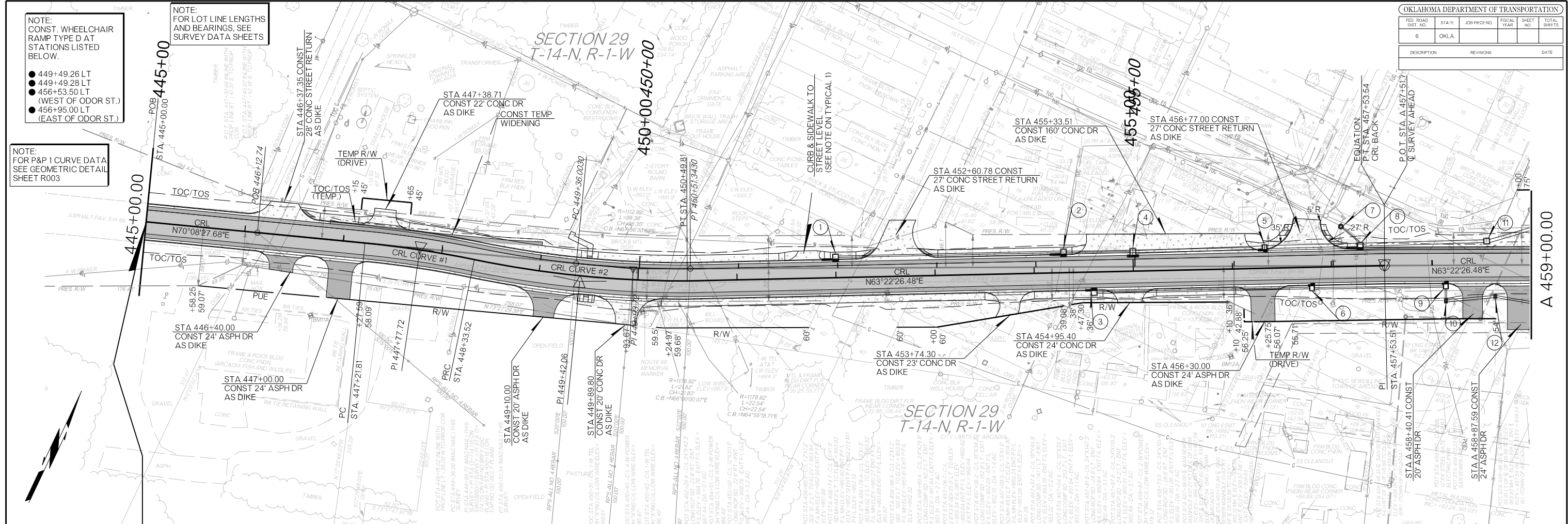
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY <u>OKLAHOMA</u> HIGHWAY <u>SH-66</u> STATE JOB NO. <u>24356(07)</u> SHEET NO. <u>R018</u>			<b>END AREA VOLUME REPORTS</b>

NOTE:  
CONST. WHEELCHAIR RAMP TYPE D AT STATIONS LISTED BELOW.

- 449+49.26 LT
- 449+49.28 LT
- 456+53.50 LT (WEST OF ODOR ST.)
- 456+95.00 LT (EAST OF ODOR ST.)

NOTE:  
FOR P&P 1 CURVE DATA SEE GEOMETRIC DETAIL SHEET R003

NOTE:  
FOR LOT LINE LENGTHS AND BEARINGS, SEE SURVEY DATA SHEETS



- UTILITIES LIST**
- AT&T  
TULSA, OK  
(800) 845-5359
  - O.G.&E  
OKLAHOMA CITY, OK  
405-553-3000
  - CITY OF ARCADIA  
405-396-2899
  - ONG  
OKLAHOMA CITY, OK  
800-664-5463

11/19/2025

OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS		DATE		

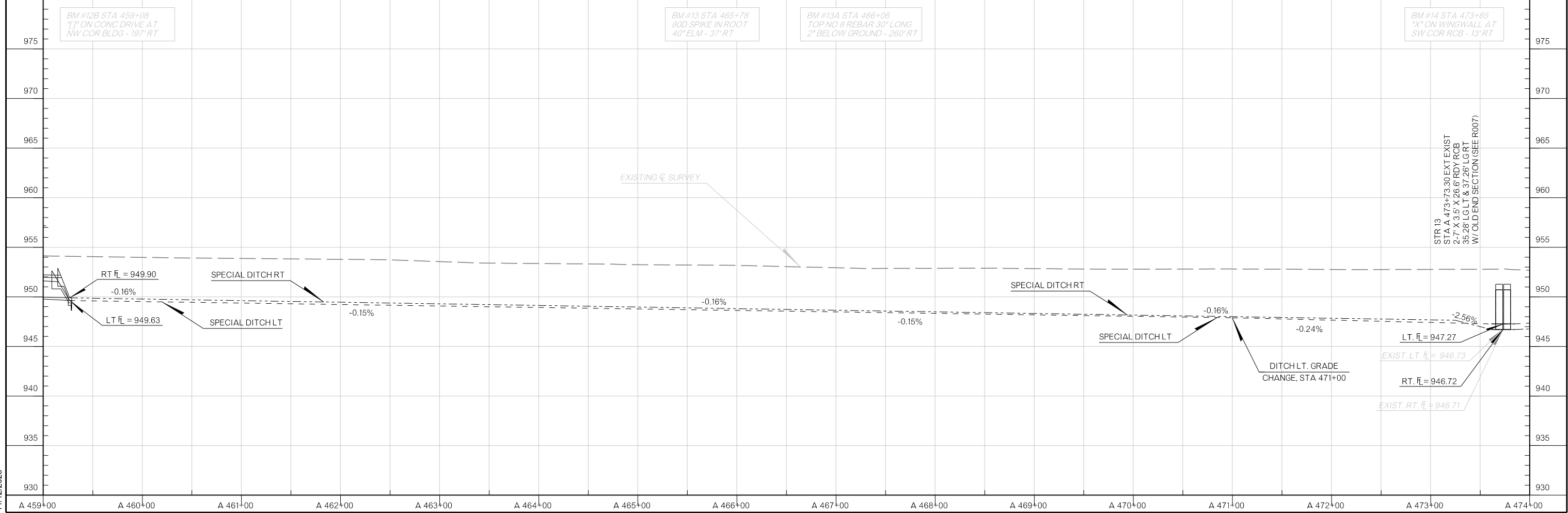
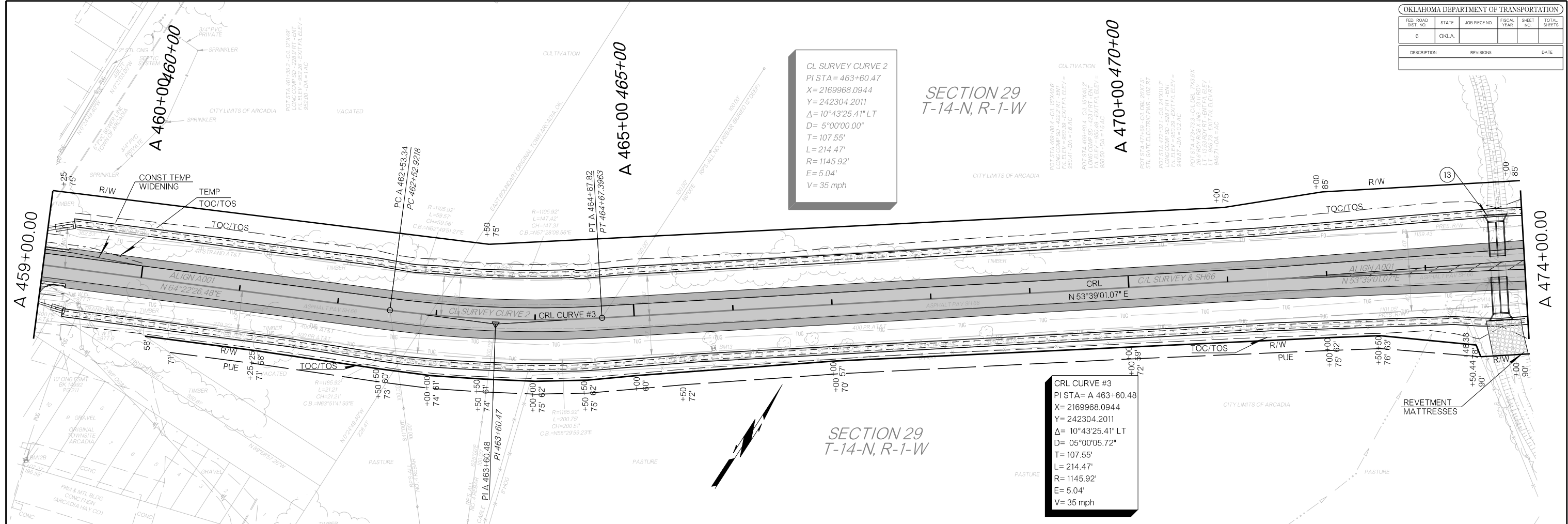
CL SURVEY CURVE 2  
 PI STA = 463+60.47  
 X = 2169968.0944  
 Y = 242304.2011  
 $\Delta = 10^{\circ}43'25.41''$  LT  
 D = 5^{\circ}00'00.00"  
 T = 107.55'  
 L = 214.47'  
 R = 1145.92'  
 E = 5.04'  
 V = 35 mph

CULTIVATION  
 POT STA 469+80.4 - C/L 15'W40.6'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.41 - DA = 18 AC  
 POT STA 469+80.4 - C/L 15'W40.7'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.50 - DA = 18 AC  
 POT STA 470+00 - C/L 15'W40.7'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.50 - DA = 18 AC  
 POT STA 470+00 - C/L 15'W40.7'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.50 - DA = 18 AC  
 POT STA 470+00 - C/L 15'W40.7'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.50 - DA = 18 AC  
 POT STA 470+00 - C/L 15'W40.7'  
 LONG COMP. SD. = 432.2' RT - ENT  
 982.50 - DA = 18 AC

CRL CURVE #3  
 PI STA = A 463+60.48  
 X = 2169968.0944  
 Y = 242304.2011  
 $\Delta = 10^{\circ}43'25.41''$  LT  
 D = 05^{\circ}00'05.72"  
 T = 107.55'  
 L = 214.47'  
 R = 1145.92'  
 E = 5.04'  
 V = 35 mph

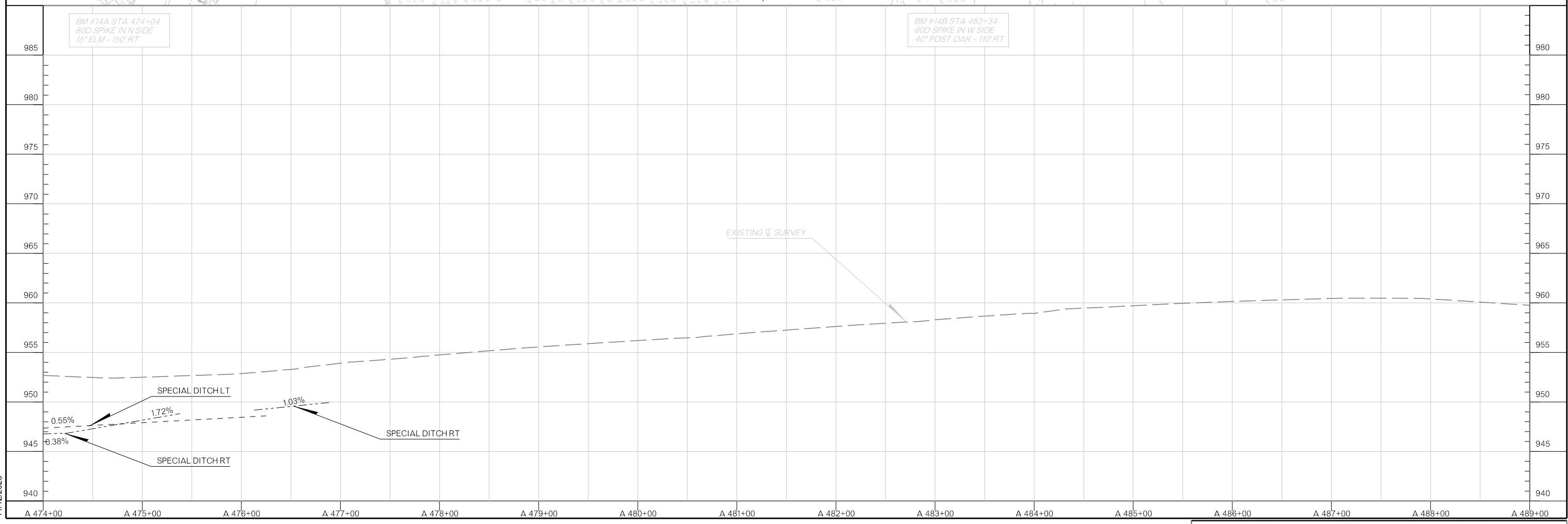
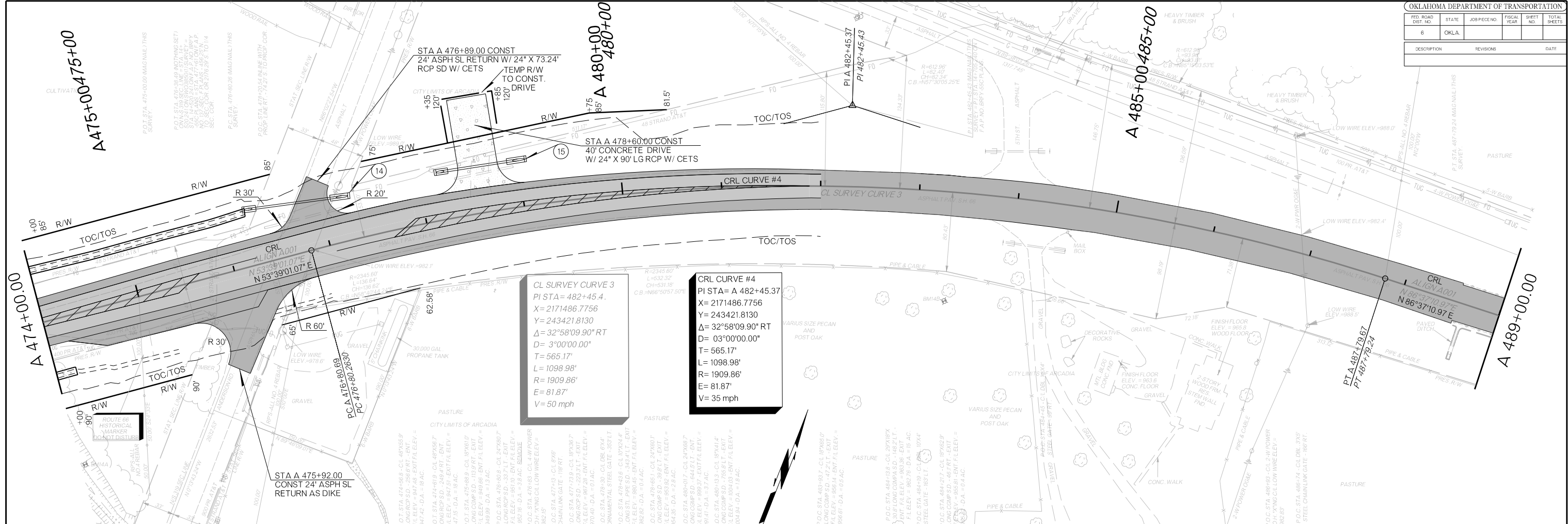
SECTION 29  
 T-14-N, R-1-W

SECTION 29  
 T-14-N, R-1-W



11/12/2025

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



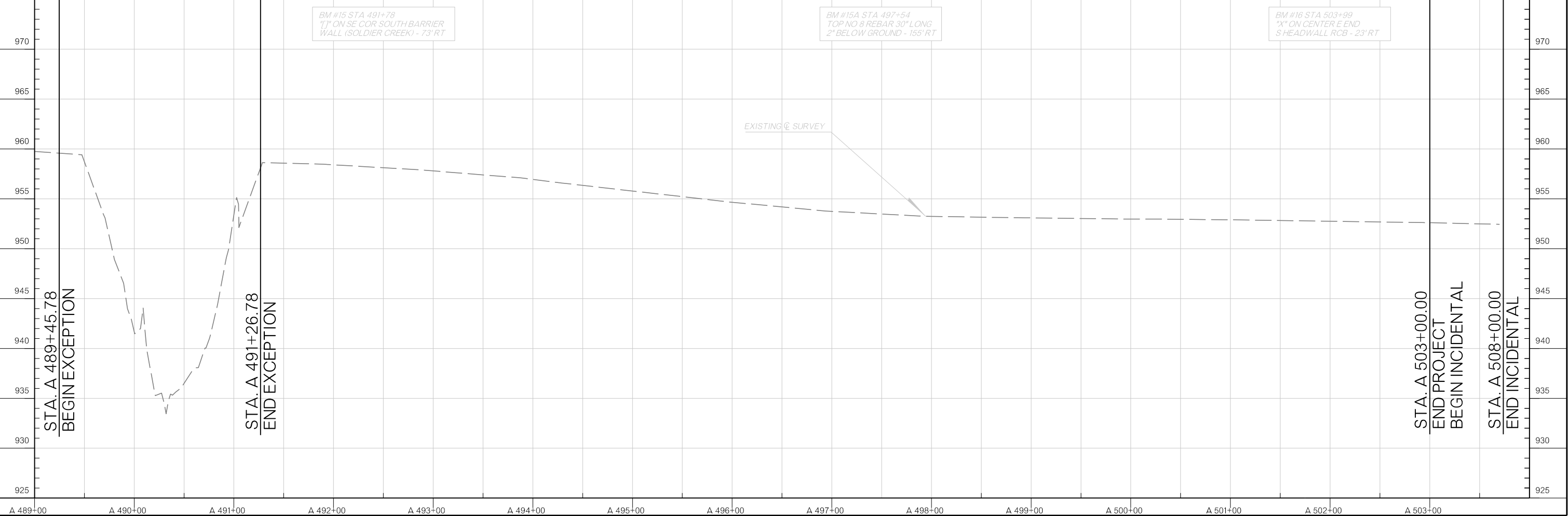
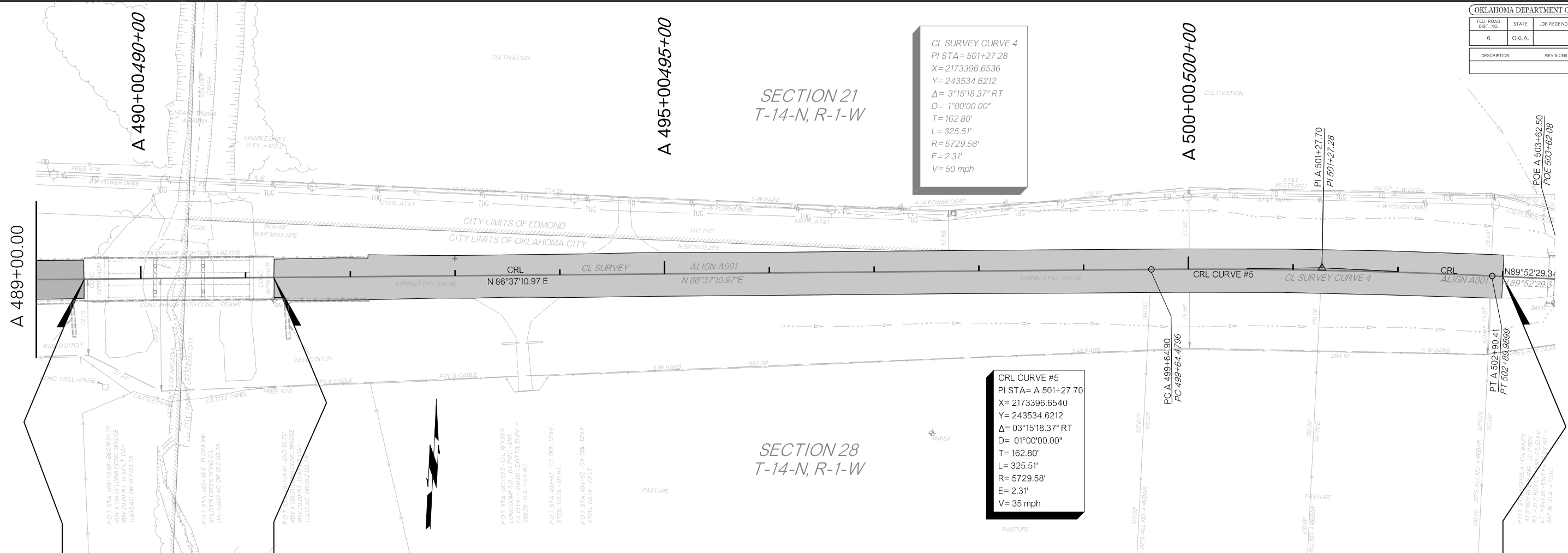
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.					
DESCRIPTION		REVISIONS	DATE			

**CL SURVEY CURVE 4**  
 PI STA = 501+27.28  
 X = 2173396.6536  
 Y = 243534.6212  
 $\Delta = 3^{\circ}15'18.37''$  RT  
 D =  $1^{\circ}00'00.00''$   
 T = 162.80'  
 L = 325.51'  
 R = 5729.58'  
 E = 2.31'  
 V = 50 mph

**CRL CURVE #5**  
 PI STA = A 501+27.70  
 X = 2173396.6540  
 Y = 243534.6212  
 $\Delta = 03^{\circ}15'18.37''$  RT  
 D =  $01^{\circ}00'00.00''$   
 T = 162.80'  
 L = 325.51'  
 R = 5729.58'  
 E = 2.31'  
 V = 35 mph

**SECTION 21**  
 T-14-N, R-1-W

**SECTION 28**  
 T-14-N, R-1-W

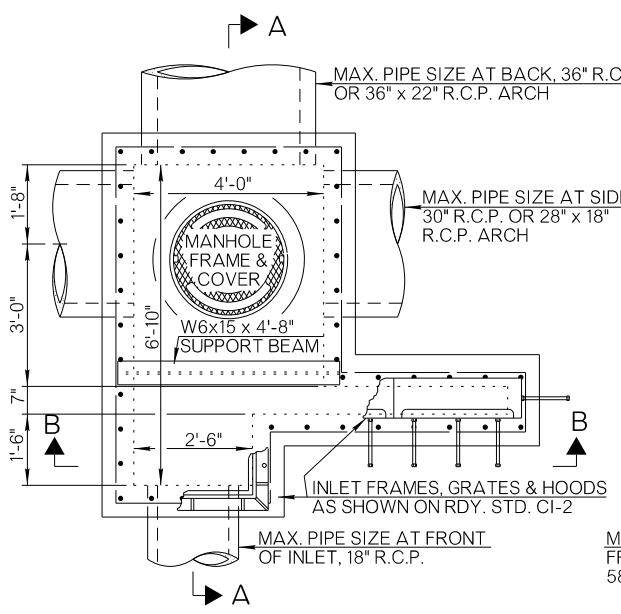


BM #15 STA 491+78  
 "I" ON SE COR SOUTH BARRIER WALL (SOLDIER CREEK) - 73' RT

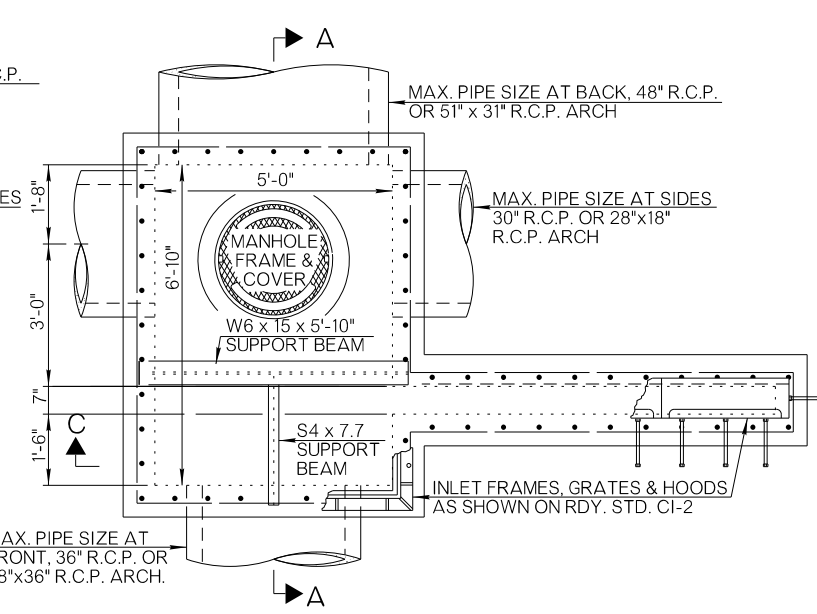
BM #15A STA 497+54  
 TOP NO 8 REBAR 30" LONG 2" BELOW GROUND - 155' RT

BM #16 STA 503+99  
 "X" ON CENTER E END S HEADWALL RCB - 23' RT

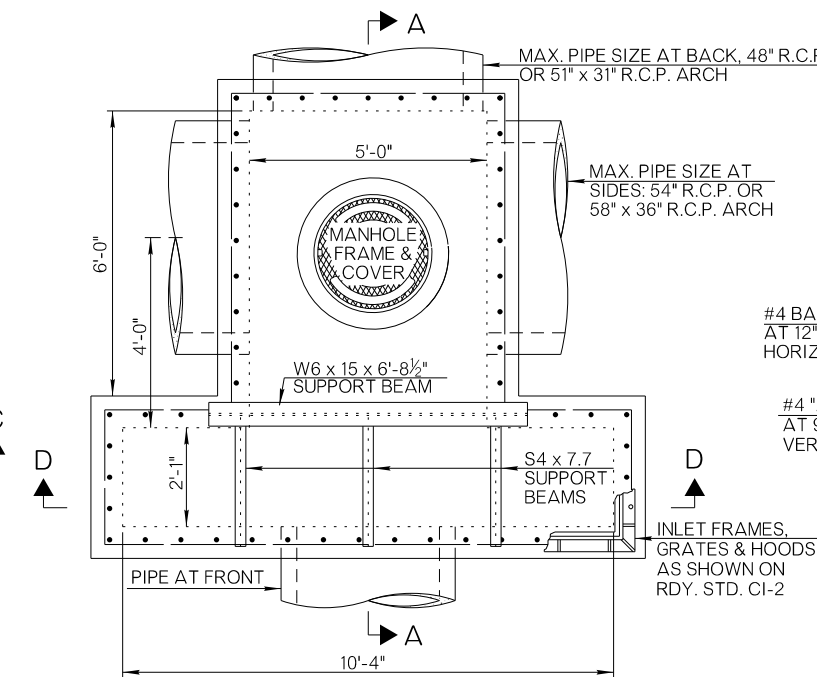
11/12/2025



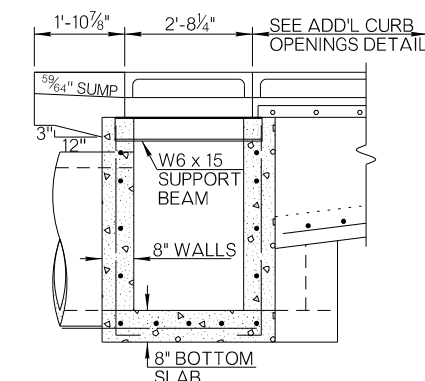
PLAN - DESIGN 1B W/SMALL JCT. BOX



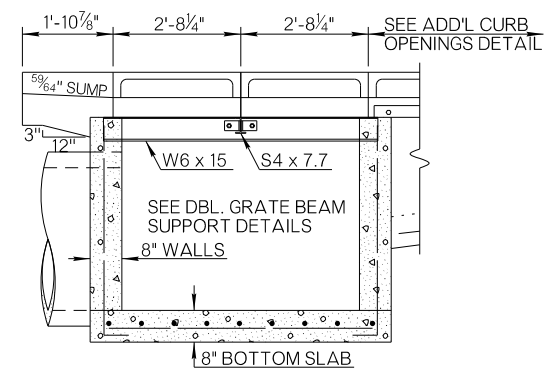
PLAN - DESIGN 2C W/SMALL JCT. BOX



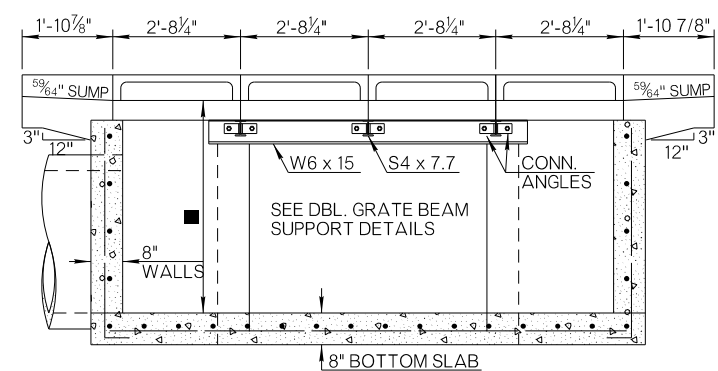
PLAN - DESIGN 3(STD.) W/LARGE JCT. BOX (MULTIPLE DOUBLE GRATING)



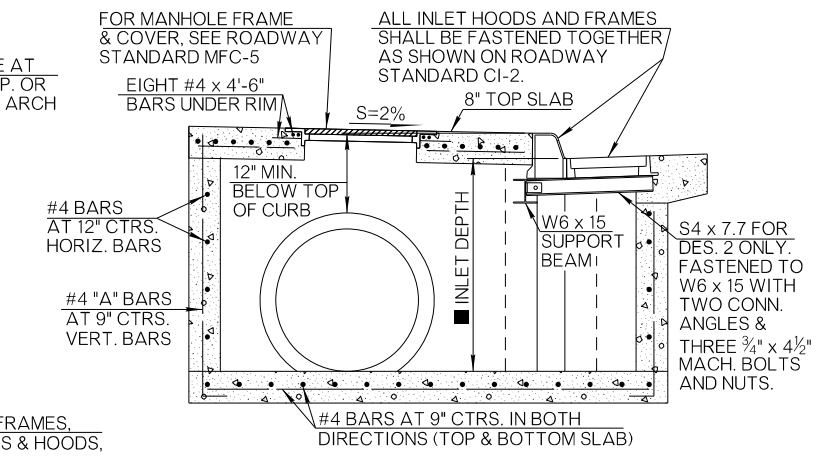
SECTION B - B



SECTION C - C



SECTION D - D

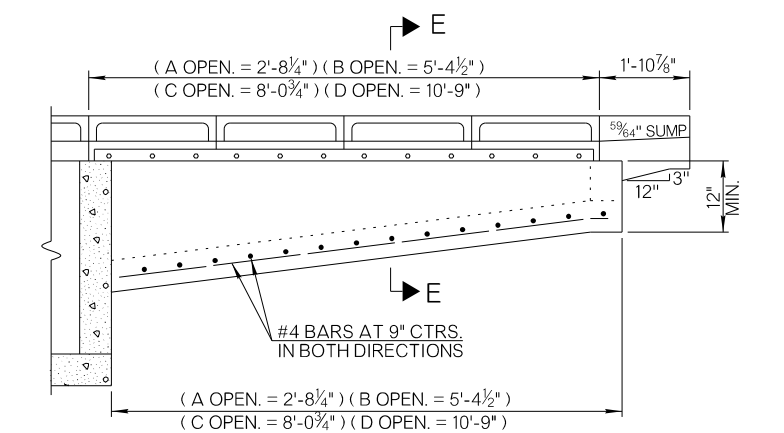


SECTION A - A

#4 "A" BAR (VERTICAL BARS)

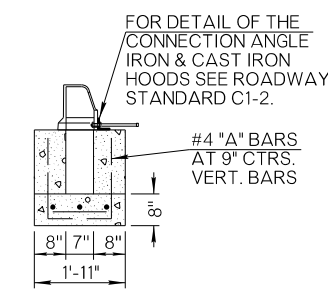
GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
- WHEN THE INLET IS BUILT IN NEW CONCRETE PAVEMENT, THE APRON AROUND THE INLET MAY BE BUILT INTEGRAL WITH PAVEMENT, OR SEPARATELY. THE THICKNESS SHALL BE THE SAME AS THE CONCRETE PAVEMENT OR CURB AND GUTTER. IF CONSTRUCTED IN ANY OTHER AREA OR IN EXISTING PAVEMENT, THE APRON AROUND THE INLET SHALL BE BUILT OF P.C. CONCRETE TO A MINIMUM 8 INCH THICKNESS.
- THERE WILL BE NO DEDUCTION OF PAYMENT FOR CONCRETE CURB AND GUTTER OR P.C. CONCRETE THRU THE EXTENTS OF THE CAST IRON CURB HOODS. DEDUCTION WILL BE MADE FOR PAYMENT ON INTEGRAL CURB THRU THE EXTENTS OF THE CAST IRON CURB HOODS.
- VARIOUS DETAILS NOT SHOWN ON THIS SHEET, SHALL BE CONSTRUCTED AS SHOWN ON ROADWAY STANDARD CI-2, INCLUDING THE SUMP IN THE ROADWAY PAVING APRON, THE CONNECTION OF CAST IRON HOODS TO ANGLE IRON, AND THE CONNECTION OF CAST IRON HOODS TO THE INLET FRAMES.
- PRICE BID FOR INLET W/JUNCTION BOX, SHALL INCLUDE ALL COST OF MATERIALS AND LABOR ASSOCIATED WITH UNCLASSIFIED EXCAVATION, STRUCTURAL EXCAVATION, CLASS A CONCRETE, REINFORCING STEEL, MANHOLE FRAME & COVER, INLET FRAMES & GRATES, CURB HOODS, CONNECTION ANGLES, CONNECTION BOLTS AND SUPPORT BEAMS.

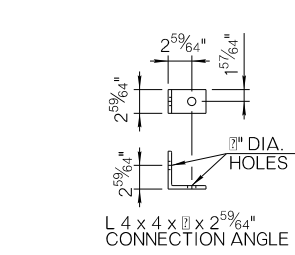


ADDITIONAL CURB OPENINGS

STANDARD INLET DEPTH	
INLET W/ SMALL JUNCTION BOX	2'-8" FOR 18" R.C.P. & 28" x 18" REINF. CONC. ARCH PIPE 3'-2" FOR 24" R.C.P. & 36" x 22" REINF. CONC. ARCH PIPE 3'-8" FOR 30" R.C.P. & 43" x 26" REINF. CONC. ARCH PIPE 4'-2" FOR 36" R.C.P. & 58" x 36" REINF. CONC. ARCH PIPE
W/LARGE JUNCTION BOX	4'-8" FOR 42" R.C.P. 5'-2" FOR 48" R.C.P.



SECTION E - E



DOUBLE GRATE SUPPORT BEAM DETAILS

NOTE: S 4 x 7.7 SUPPORT BEAM(S) SHALL BE CONNECTED TO DOUBLE GRATE SUPPORT BEAMS USING CONNECTION ANGLES & 3/4" x 2" MACHINE BOLTS & NUTS AS REQUIRED.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
611 (G)	INLET W/SMALL JUNCTION BOX, CI, DES. 1	EA.
611 (G)	INLET W/LARGE JUNCTION BOX, CI, DES. 1	EA.
611 (H)	ADD'L DEPTH IN INLET W/SJB, CI, DES. 1	V.F.
611 (H)	ADD'L DEPTH IN INLET W/LJB, CI, DES. 1	V.F.

- INLET DESIGN AND CURB DESIGNATION SHALL BE SPECIFIED, I.E. DESIGN 1(B) OR 2(STD.)
- THE INLET DESIGN NO. SHALL BE SPECIFIED, I.E. DESIGN 1, 2 OR 3.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		DETAIL OF CURB INLET W/ JUNCTION BOX	
CHECKED			
APPROVED			
SQUAD			
COUNTY	OKLAHOMA	HIGHWAY	SH-66
		STATE JOB NO.	24356(07)
			SHEET NO R023

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

- A. HORIZONTAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (1993), LAMBERT PROJECTION (NORTH ZONE) USED CONTROLS SET UNDER SW03850(1) SURVEY.
- B. ACCURACY - THE PRIMARY CONTROL NETWORK, THE SECONDARY CONTROL NETWORK AND SECTION BOUNDARIES FOR THIS SURVEY ARE IN GENERAL COMPLIANCE WITH THE NGS SECOND ORDER, CLASS II STANDARDS FOR HORIZONTAL CONTROL (1:20,000).

2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. 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.
- B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY IS WITHIN THE CLOSURE REQUIREMENT OF NOAA/NGS "CLASSIFICATION, STANDARDS OF ACCURACY, AND GENERAL SPECIFICATIONS OF GEODETIC CONTROL SURVEYS" (FEB. 1974, REPRINTED FEB. 1977) THIRD ORDER STANDARDS AS A MINIMUM.

SURVEY BEGAN: April 20, 2015.  
SURVEY COMPLETED: June 4, 2015.

Derrick E. Anderson, Professional Land Surveyor Level II  
Charles W. Pauley, Transportation Specialist Level V  
Brandon C. Burnett, Transportation Specialist Level IV  
Jimmie R. Wallace, Jr., Transportation Specialist Level IV  
Lloyd R. Teeter, Transportation Specialist IV

EQUIPMENT:

- Leica TCRA1203 Total Station W/Allegro Data Collector
- Leica Viva GPS Sensors With Data Collector
- Leica GPS1200 GPS Sensor
- Wild NA-2 Automatic Level
- Leica DNA-10 Electronic Level



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

CONVENTIONAL SYMBOLS

	RAILROADS
	RANGE & TOWNSHIP
	SECTION LINES
	QUARTER SECTION LINES
	FENCES
	EXISTING ROADS
	BASE LINE
	TELEPHONE & TELEGRAPH
	POWER LINES
	BUILDINGS
	OILWELL
	DRAINAGE STRUCTURES - IN PLACE

Utility Companies:  
A.T.&T. - Tulsa, Ok. - 800-845-5359 - B.J. USIC Locator - 405-250-7628  
O.G.&E. - Oklahoma City, Ok. - 405-553-3000 - B.J. USIC Locator - 405-250-7628  
City of Arcadia - 405-396-2899  
ONG - Oklahoma City, Ok. - 800-664-5463 - B.J. USIC Locator - 405-250-7628

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

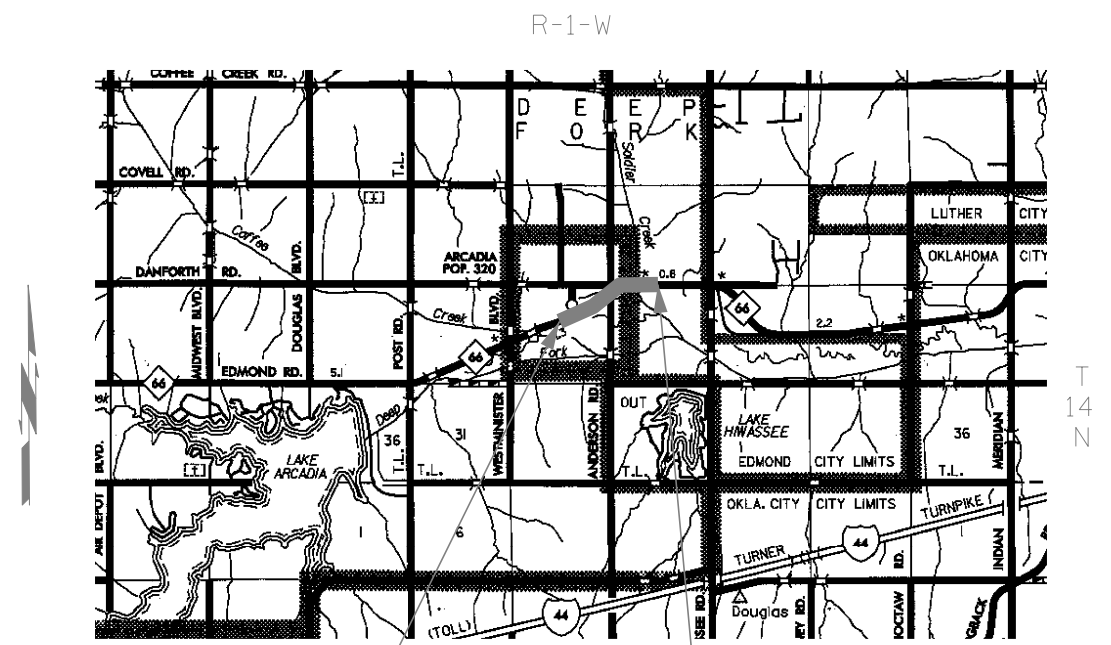
# SURVEY DATA SHEETS

## OKLAHOMA COUNTY S.H. 66 SWO 5161(1) STATE JOB NO. 24356(07)

INDEX OF SURVEY SHEETS

- 1. TITLE SHEET & SURVEYORS CERTIFICATION
- 2. HISTORICAL LETTER & WRITTEN REPORT
- 3-5. BENCHMARK LIST, COGO POINT LIST, ALIGNMENT REPORT
- 6-11. SURVEY DATA SHEET

PROJECT LOCATION



SURVEY EXTENTS

Electronic File Transfer Disclaimer:  
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STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

SWO 5161(1) Job/Piece 24356 (07) 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 Surveying Instructions";
- its supplement, "Restoration of Lost or Obliterated Corners and Subdivision of Sections";
- "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Registration for Professional Engineers and Land Surveyors; and
- sound land surveying practices;

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

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

Dated this 4th day of June 2015.

Land Surveyor \_\_\_\_\_  
Signature  
Derrick E. Anderson  
Printed Name

Oklahoma Registered Land Surveyor No. 1551

Certificate of Authorization No. \_\_\_\_\_ Exp. Date \_\_\_\_\_



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, JUNE 11, 2001.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED SEPTEMBER 11, 2001 GOVERN.  
SDS I OF II

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
PLS	DEA
DRAWN	DEA
CHECKED	
APPROVED	DRD
CREW	Tecumseh

SURVEY DATA SHEET

SWO 5161 (1) STATE JOB NO. 24356(07) SHEET NO. 5001

Date: June 4, 2015

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION		REVISIONS		DATE	

To Mr. William L. Tockett, Chief of Surveys  
 From Derrick E. Anderson, Professional Land Surveyor  
 Subject SW05161(1) - J/P No.24356(07) - S.H. 66 - Oklahoma County,  
 From N-S 318.5 Section Line, east 1.1 miles to the N-S 319.5 Section Line.

HISTORICAL LETTER AND WRITTEN REPORT

GENERAL:  
 Survey Began: April 20, 2015  
 Survey Completed: June 4, 2015

Personnel on this survey:

Derrick E. Anderson Professional Land Surveyor Lv.II  
 Charles W. Pauley Transportation Specialist Lv.V  
 Brandon C. Burnett Transportation Specialist Lv.IV  
 Jimmie R. Wallace Transportation Specialist Lv.IV  
 Lloyd R. Teeter Transportation Specialist Lv.IV

Previous Surveys & Projects relevant to this project:

SW01550(1) - U.S. 66 survey - This survey was from west of Arcadia, east to the Lincoln County line.  
 By: William W. Vaughn, Chief of Party, dated July 9, 1949.

SW03850(1) - U.S. 66 survey - This survey was for the replacement of Coffee & Soldier Creek on the west & east edge of Arcadia.  
 By: Monte King, PLS, ODOT, dated July 10, 1997.

FASP No. 137 - Sec. F - U.S. 66 Plans - U.S. 66 plans beginning approximately 2.5 miles west of Arcadia, thence easterly approximately 4.8 miles.  
 Department of Highways, dated 1928.

FAP No. BRFY-55C - U.S. 66 (Metric) Plans - U.S. 66 plans at Coffee Creek at the west edge of Arcadia and Soldier Creek at the east edge of Arcadia.  
 ODOT, dated May, 2001.

SW04589(1) - U.S. 66 survey - This survey began at Post Rd., thence easterly to the west edge of Arcadia.  
 By: Derrick E. Anderson, PLS, ODOT, dated August, 2011.

SW04718(1) - U.S. 66 survey - This survey was from the N-S 319.5 Section Line just east of Arcadia, thence easterly to Luther.  
 By: Derrick E. Anderson, PLS, ODOT, dated May, 2012.

ASSIGNMENT:  
 Authorization for this survey came verbally from Mr. Larry G. Williams, Assistant Chief of Surveys, on April 13, 2015.

PURPOSE: The purpose of this project is to obtain and provide adequate data to design construction plans to widen and resurface S.H. 66.

SURVEY LIMITS:  
 This survey begins at the N-S 318.5 Section Line at the west edge of Arcadia, thence easterly along present S.H. 66, 1.1 miles to the N-S 319.5 Section Line, just east of Arcadia.

Work on this project was done by the Tecumseh Survey Crew, under the direct supervision of Charles W. Pauley, Transportation Specialist Lv. V.

SURVEY METHOD:  
 This survey was performed using a combination of conventional field methods and Lidar.

ALIGNMENT:  
 The centerline of this survey is along and identical to the centerline as depicted on FAP No. BRFY-55C S.H. 66 (Metric) plans. Centerline PI's on the new alignment at Soldier Creek were established from coordinates shown on FAP No. BRFY-55C Plans.

STATIONING:  
 Stationing on this survey was derived by assigning a station value of 446+12.74 to the beginning of this survey and carried the station forward or easterly to ending station 503+62.08, without any equations.

HORIZONTAL CONTROL:  
 Horizontal Control for this survey is NGS NAD83(1993) as established during SW03850(1) survey.  
 ODOT Control Monument 0-55-1404 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1405 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1406 (established under SW03850(1) survey).  
 ODOT Control Monument 0-55-1407 (established under SW03850(1) survey).  
 (See submitted SD Form #20 for complete control information).

COORDINATES:  
 Coordinates shown on this survey are the National Geodetic Survey (NGS) Oklahoma State Plane Coordinate System of 1983(1993), North Zone, established during SW03850(1) survey by Monte King, PLS, ODOT, Ada Survey Office .

VERTICAL CONTROL:  
 Vertical control datum for this survey is NGS NAVD88 datum. Bench Marks used this survey were established under SW04589(1) survey. Bench Marks established or used this survey are within the requirements of NGS 3rd order standards as a minimum.

MEASUREMENT UNITS:  
 The distances, coordinates, and elevations shown on this survey are in U.S. Survey Feet. All angles and bearings shown are in degrees, minutes, and seconds.

TOPOGRAPHY:  
 The following topography information was obtained during the course of this survey:  
 - Drainage Structure  
 - Flow lines of drain crossing were located 1000' upstream and 2000' downstream.  
 - Utilities  
 All other DTM and topography data will be obtained by using Lidar at a later date.

POTENTIAL ENVIRONMENTAL CONCERNS:  
 Septic System - 126' Lt. Sta. 447+09  
 10,000 Gallon Unleaded Gasoline Tank - 62' Lt. Sta. 454+69  
 8,000 Gallon Diesel/Gasoline Tank - 73' Lt. Sta. 454+74  
 Monitoring Well - 96.8' Rt. Sta. 450+92.2  
 Monitoring Well - 59.0' Lt. Sta. 454+56.2  
 Monitoring Well - 80.1' Lt. Sta. 454+73.2  
 Monitoring Well - 50.8' Lt. Sta. 454+78.4  
 Monitoring Well - 61.0' Lt. Sta. 455+01.9  
 Monitoring Well - 80.8' Rt. Sta. 455+04.2  
 Monitoring Well - 34.8' Rt. Sta. 455+08.4  
 Monitoring Well - 43.3' Lt. Sta. 455+16.8  
 Monitoring Well - 107.1' Rt. Sta. 455+51.4  
 Monitoring Well - 31.4' Lt. Sta. 455+67.0  
 Monitoring Well - 97.4' Rt. Sta. 455+67.7  
 Monitoring Well - 172.0' Rt. Sta. 455+72.5  
 Monitoring Well - 99.7' Lt. Sta. 455+73.4  
 Monitoring Well - 128.5' Rt. Sta. 455+83.1  
 Monitoring Well - 22.1' Lt. Sta. 456+06.7  
 Monitoring Well - 130.3' Rt. Sta. 456+07.7  
 Monitoring Well - 36.7' Rt. Sta. 456+37.7  
 Monitoring Well - 153.2' Rt. Sta. 456+93.2

UTILITIES:  
 All utility companies that have services within the limits of this project was contacted during the course of this survey. Utilities depicted on the Microstation Design file is shown in the locations which the locator from each utility company marked their lines in the field. No Depth information on utilities was given by any of the owning utility companies.

RIGHT OF WAY:  
 Right of Way shown on this survey was taken from deeds provided by ODOT Right of Way Division and FAP No. 137-Sec. F - U.S. 66 Plans.

PROPERTY OWNERS:  
 All information on property lines and corners shown were computed using information obtained from the Oklahoma County Courthouse without actual field ties to all existing evidence. The original town of Arcadia was established this survey by locating all existing old buildings, block and lot corners in place.

LAND TIES:  
 Land ties for this survey consisted of the establishment of the corners of the following sections: Section 20, T-14-N, R-1-W, I.M., Also, Sections 21, 28 & 29, T-16-N, R-1-W, I.M. were setup and used under SW04589(1) and SW04718(1) surveys by this crew. For detailed information about each of the corners established on this survey see Survey Data Sheets 10 thru 11 on the main design file.

Derrick E. Anderson, PLS  
 ODOT Survey Division  
 Tecumseh Survey Office

Scale:  
 1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION  SURVEY DATA SHEET
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SW0 5161 1 ( ) PROJECT NO. 24356(07) SHEET NO. 5002			

Check Levels				SW05161(1)		Bench Mark List		Page 1 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM UE 9 A					1059.47	BM UE 9 A	U.S.G.S. UE 9 A, 1.1 mile south along rd. from BM, near the cor. of secs. 11, 12, 13 and 14, T-14-N, R-2-W, 42' N., 26' W. and 0.5' lower than center of crossroads, on the N.E. wingwall of a conc. bridge, a chiseled square painted "UE 9 A 1059.1"	
to	+13.89	+13.88	+13.885	+13.88				
TBM1					1073.35	TBM1	TBM	
to	+0.74	+0.73	+0.735	+0.74				
TBM2					1074.09	TBM2	TBM	
to	-22.07	-22.07	-22.07	-22.07				
TBM3					1052.02	TBM3	TBM	
to	-69.37	-69.36	-69.365	-69.37				
TBM4					982.65	TBM4	TBM	
to	+72.44	+72.43	+72.435	+72.44				
TBM5					1055.09	TBM5	TBM	
to	+22.04	+22.04	+22.04	+22.04				
TBM6					1077.13	TBM6	TBM	
to	-66.37	-66.37	-66.37	-66.37				
TBM7					1010.76	TBM7	TBM	
to	-44.12	-44.12	-44.12	-44.12				
BM1					966.64	BM1	"I" on S. end conc. footing - 60' Lt. Sta. 347+38	
to	-2.12	-2.11	-2.115	-2.11				
BM2					964.53	BM2	"I" on wingwall at S.E. cor. RCB - 44' Rt. Sta. 354+38	
to	+0.17	+0.16	+0.165	+0.16				
BM3					964.69	BM3	80d spike in E. side 5' Elm - 337' Rt. Sta. 359+69	
to	+5.82	+5.82	+5.82	+5.82				
BM4					970.51	BM4	80d spike in W. side 15' Elm - 138' Rt. Sta. 366+02	
to	-9.13	-9.13	-9.13	-9.13				
BM5					961.38	BM5	80d spike in W. side 12' Elm - 83' Rt. Sta. 375+60	
to	+1.73	+1.73	+1.73	+1.73				
BM6					963.11	BM6	80d spike in root W. side 14' Elm - 112' Rt. Sta. 381+89	

Check Levels				SW05161(1)		Bench Mark List		Page 2 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM6					963.11	BM6	80d spike in root W. side 14' Elm - 112' Rt. Sta. 381+89	
to	-0.82	-0.82	-0.82	-0.82				
BM7					962.29	BM7	80d spike in N. side 6' Elm - 145' Rt. Sta. 388+19	
to	-2.39	-2.38	-2.385	-2.39				
TBM8					959.90	TBM8	Mag Nail on S. edge SH66	
to	+1.90	+1.90	+1.90	+1.90				
BM8					961.80	BM8	80d spike in root N. side 48' Post Oak - 282' Rt. Sta. 405+37	
to	-1.60	-1.62	-1.61	-1.61				
BM9					960.19	BM9	"I" on S. end conc. gutter W. drive - 197' Rt. Sta. 416+82	
to	+3.78	+3.78	+3.78	+3.78				
BM10					963.97	BM10	"X" on W. end S. bridge railing - 41' Rt. Sta. 428+69	
to	-7.13	-7.13	-7.13	-7.13				
BM11					956.84	BM11	"I" on wingwall at N.W. cor. RCB - 40' Lt. Sta. 442+95	
to	+3.17	+3.17	+3.17	+3.17				
BM12					960.01	BM12	"X" on C/L south end of N.E. hdwl. S.D. - 26' Rt. Sta. 452+50	
to	-8.30	-8.30	-8.30	-8.30				
BM13					951.71	BM13	80d spike in root 40' Elm - 37' Rt. Sta. 465+78	
to	+1.53	+1.52	+1.525	+1.53				
BM14					953.24	BM14	"X" on wingwall at S.W. cor. RCB - 13' Rt. Sta. 473+65	
to	+7.73	+7.73	+7.73	+7.74				
BM15					960.98	BM15	"I" on S.E. cor. south barrier wall (Soldier Creek) - 73' Rt. Sta. 491+78	
to	-10.00	-10.01	-10.005	-10.00				
BM16					950.98	BM16	"X" on center E. end S. hdwl. RCB - 23' Rt. Sta. 503+99	
to	+2.41	+2.41	+2.41	+2.40				
BM17					953.38	BM17	"X" on N.E. wingwall - 16' Lt. Sta. 515+80	
to	+14.70	+14.67	+14.685	+14.68				
BM18					968.06	BM18	"I" on S.W. cor. conc. Tel. Ped. base - Lt. of C/L SH66 No Stationing not within limits of survey.	

Check Levels				SW05161(1)		Bench Mark List		Page 3 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM18					968.06	BM18	"I" on S.W. cor. conc. Tel. Ped. base - Lt. of C/L SH66 No Stationing not within limits of survey.	
to	+32.27	+32.26	+32.265	+32.27				
BM19					1000.33	BM19	80d spike in east side 10' BlackJack - Lt. of C/L SH66 No stationing not within limits of survey.	
to	+24.15	+24.13	+24.14	+24.13				
BM20					1024.46	BM20	80d spike in S.W. side 20' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-18.00	-18.00	-18.00	-18.00				
BM21					1006.46	BM21	"I" on S.E. wingwall RCB - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-29.34	-29.34	-29.34	-29.34				
BM22					977.12	BM22	80d spike in south side 18' BlackJack - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-33.88	-33.91	-33.895	-33.90				
BM23					943.22	BM23	80d spike in N.E. side 15' Elm - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+2.19	+2.18	+2.185	+2.18				
BM24					945.40	BM24	"I" on S.W. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-3.42	-3.42	-3.42	-3.42				
BM25					941.98	BM25	"I" on N.W. cor. conc. footing for high voltage tower - Rt. of C/L SH66 - No Stationing not within limits of survey.	
to	+8.34	+8.33	+8.335	+8.33				
BM26					950.31	BM26	80d spike in E. side 20' Post Oak - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-8.55	-8.52	-8.535	-8.54				
BM27					941.77	BM27	"I" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+9.53	+9.53	+9.53	+9.53				
BM28					951.30	BM28	80d spike in S.E. side 24' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.	
to	-19.76	-19.77	-19.765	-19.77				
BM29					931.53	BM29	80d spike in N.E. side 10' Ash - Rt. of C/L SH66 No stationing not within limits of survey.	
to	+1.86	+1.86	+1.86	+1.86				
BM30					933.39	BM30	"I" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.	
to	-2.36	-2.36	-2.36	-2.36				
BM31					931.03	BM31	80d spike in N.W. side 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.	

Scale:  
1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SURVEY DATA SHEET			
SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 003			

Check Levels				SW05161(1)		Bench Mark List		Page 4 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM31					931.03	BM31 80d spike in N.W. side 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+1.94	+1.95	+1.945	+1.94				
BM32					932.97	BM32 80d spike in root N. side twin 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-1.38	-1.38	-1.38	-1.38				
BM33					931.59	BM33 80d spike in N.W. side 20' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+0.49	+0.49	+0.49	+0.48				
BM34					932.07	BM34 80d spike in root E. side 15' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-2.86	-2.86	-2.86	-2.86				
BM35					929.21	BM35 80d spike in root N. side 18' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-1.19	-1.20	-1.195	-1.20				
BM36					928.01	BM36 "[I]" on S.E. cor. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+3.52	+3.53	+3.525	+3.53				
BM37					931.54	BM37 80d spike in root E. side 10' Hackberry - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+21.43	+21.43	+21.43	+21.42				
BM38					952.96	BM38 1" iron pin 34" long set in conc. - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-16.79	-16.79	-16.79	-16.79				
BM39					936.17	BM39 "[I]" on N.W. cor. N. headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-3.15	-3.17	-3.16	-3.16				
BM40					933.01	BM40 80d spike in S.E. side twin 12' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-0.49	-0.49	-0.49	-0.50				
BM41					932.51	BM41 80d spike in W. side 8' Elm - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-8.48	-8.50	-8.49	-8.49				
BM42					924.02	BM42 "[I]" on N.W. cor. wingwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+16.36	+16.35	+16.355	+16.35				
BM43					940.37	BM43 80d spike in S.E. side 24' Post Oak - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-11.04	-11.04	-11.04	-11.04				
BM44					929.33	BM44 R.R. spike in N. side 16' Post Oak - 185' Rt. of C/L SH66 No stationing not within limits of survey = BM2 on SW03342(2) survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 6 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM57					910.94	BM57 "[I]" on S.W. cor. curb E. end of Deep Fork River bridge - Rt. of C/L SH66 - No stationing not within limits of survey.		
to	-14.58	-14.58	-14.58	-14.58				
BM58					896.36	BM58 "[I]" on N.E. cor. of north headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+1.88	+1.88	+1.88	+1.88				
BM59					898.24	BM59 "X" on W. end of south headwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+32.66	+32.66	+32.66	+32.65				
BM60					930.89	BM60 ODOT Monument Number 0-55-1684 set under SW04579(1) survey - ODOT 2" Brass Cap - 24' Rt. of C/L SH66 No stationing not within limits of survey.		
to	-31.42	-31.42	-31.42	-31.42				
BM61					899.47	BM61 "[I]" on S.E. cor. south conc. hdwl. at Wildhorse Creek - 40' Rt. of C/L SH66 - No stationing not within limits of survey = BM1-A on SW04579(1) survey.		
to	+3.52	+3.52	+3.52	+3.52				
BM62					902.99	BM62 "[I]" on N.W. cor. retaining wall 150' Lt. of C/L SH66 - No stationing not within limits of survey = BM1 on SW04579(1) survey = BM20 on SW03342(1) survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 5 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM44					929.33	BM44 R.R. spike in N. side 16' Post Oak - 185' Rt. of C/L SH66 No stationing not within limits of survey = BM2 on SW03342(2) survey.		
to	-12.07	-12.08	-12.075	-12.08				
BM45					917.25	BM45 "[I]" on S.E. cor. conc. slab - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-5.25	-5.25	-5.25	-5.25				
BM46					912.00	BM46 R.R. spike in N. side 18' Post Oak - 117' Rt. of C/L SH66 No stationing not within limits of survey = BM4 on SW03342(2) survey.		
to	+1.99	+1.99	+1.99	+1.99				
BM47					913.99	BM47 "[I]" on S.E. wingwall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-0.88	-0.88	-0.88	-0.88				
BM48					913.11	BM48 "X" on S.E. cor. of E. headwall - 54' Lt. of C/L SH66 No stationing not within limits of survey = BM5 on SW03342(1) survey.		
to	-2.51	-2.51	-2.51	-2.52				
BM49					910.59	BM49 80d spike in W. side 18' Elm - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+17.54	+17.53	+17.535	+17.54				
BM50					928.13	BM50 "[I]" on N.W. cor. of south barrier wall - Rt. of C/L SH66 No stationing not within limits of survey.		
to	-3.26	-3.25	-3.255	-3.26				
BM51					924.87	BM51 80d spike in W. side 18' Post Oak - Rt. of C/L SH66 No stationing not within limits of survey.		
to	+16.95	+16.96	+16.955	+16.95				
BM52					941.82	BM52 "X" on S.W. cor. second step of church - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-22.73	-22.73	-22.73	-22.73				
BM53					919.09	BM53 "[I]" on N.E. cor. headwall - 19' Lt. of C/L SH66 No stationing not within limits of survey = BM12 on SW03342(2) survey.		
to	+5.63	+5.62	+5.625	+5.62				
BM54					924.71	BM54 80d spike in N. side Power Pole - 47' Lt. of C/L SH66 No stationing not within limits of survey = BM13 on SW03342(2) survey.		
to	-12.00	-12.00	-12.00	-12.00				
BM55					912.71	BM55 80d spike in S. side 6' Elm - Lt. of C/L SH66 No stationing not within limits of survey.		
to	-7.19	-7.21	-7.20	-7.21				
BM56					905.50	BM56 "[I]" on S.E. cor. of south headwall - Lt. of C/L SH66 No stationing not within limits of survey.		
to	+5.44	+5.44	+5.44	+5.44				
BM57					910.94	BM57 "[I]" on S.W. cor. curb E. end of Deep Fork River bridge - Rt. of C/L SH66 - No stationing not within limits of survey.		

Check Levels				SW05161(1)		Bench Mark List		Page 7 of 7
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM11					956.84	BM11 "[I]" on wingwall at N.W. cor. RCB - 40' Lt. Sta. 442+95 Level Source:		
to	+11.86	+11.86	+11.86	+11.86				
BM11A					968.70	BM11A "[I]" on N.E. cor. conc. porch - 78' Rt. Sta. 446+74		
to	-0.07	-0.07	-0.07	-0.07				
BM11B					968.63	BM11B N.W. cor. conc. base Route 66 Monument - 44' Rt. Sta. 450+05		
to	-8.62	-8.62	-8.62	-8.62				
BM12					960.01	BM12 "X" on C/L south end of N.E. hdwl. S.D. - 26' Rt. Sta. 452+50 Level Source:		
to	-5.48	-5.48	-5.48	-5.47				
BM12A					954.54	BM12A "[I]" on S. edge conc. walk - 91' Rt. Sta. 444+97		
to	+0.09	+0.09	+0.09	+0.09				
BM12B					954.63	BM12B "[I]" on conc. drive at N.W. cor. bldg. - 197' Rt. Sta. 459+08		
to	-2.94	-2.92	-2.93	-2.92				
BM13					951.71	BM13 80d spike in root 40' Elm - 37' Rt. Sta. 465+78 Level Source:		
to	+2.30	+2.30	+2.30	+2.30				
BM13A					954.01	BM13A Top No. 8 rebar 30" long 2" below ground - 260' Rt. Sta. 466+06		
to								
BM14					953.24	BM14 "X" on wingwall at S.W. cor. RCB - 13' Rt. Sta. 473+65 Level Source:		
to	-2.37	-2.37	-2.37	-2.37				
BM14A					950.87	BM14A 80d spike in N. side 15' Elm - 150' Rt. Sta. 474+04		
to	+5.58	+5.58	+5.58	+5.58				
BM14B					956.45	BM14B 80d spike in W. side 40' Post Oak - 110' Rt. Sta. 483+34		
to								
BM15					960.98	BM15 "[I]" on S.E. cor. south barrier wall (Soldier Creek) - 73' Rt. Sta. 491+78 Level Source:		
to	-10.61	-10.59	-10.60	-10.60				
BM15A					950.38	BM15A Top No. 8 rebar 30" long 2" below ground - 155' Rt. Sta. 497+54		

Scale:  
1"=50'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SURVEY DATA SHEET			
SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5004			

*PT. NO.	X-COORD.	Y-COORD.	ELEVATION
11	2168064.93205	241513.30630	956.84
11A	2168461.91650	241531.03460	968.70 <sup>1/4</sup>
11B	2168762.64260	241578.28850	968.63 <sup>1/4</sup>
12	2168978.04926	241800.87955	960.01
12A	2169318.63830	241891.78660	954.54 <sup>1/4</sup>
12B	2169645.70820	241930.61230	954.63 <sup>1/4</sup>
13	2170165.72723	242403.70176	951.71
13A	2170320.77070	242241.09430	954.01 <sup>1/4</sup>
14	2170785.36359	242889.49573	953.24
14A	2170897.82710	242802.65480	950.87 <sup>1/4</sup>
14B	2171644.89450	243271.82920	956.45 <sup>1/4</sup>
15	2172399.04481	243454.38053	960.98
15A	2173032.86750	243358.25030	950.38 <sup>1/4</sup>
16	2173619.70602	243512.06239	950.98 <sup>1/4</sup>
17	2174800.92040	243559.02670	953.38 <sup>1/4</sup>
30	2170886.68890	242979.98180	
500	2168377.36806	241583.62447	
501	2169907.13951	242275.74814	
502	2169907.14516	242274.96518	
503	2170997.92980	243062.06676	
7700	2168377.16063	241618.63609	
7701	2168670.19679	241724.47646	
7702	2168761.13073	241761.94083	
7703	2168773.46239	241767.76338	
7704	2168781.06288	241771.40916	
7705	2168920.59327	241839.33993	
7706	216960.44624	241857.46529	
7707	2169000.30921	241876.57666	
7708	2169139.82960	241943.50142	
7709	2169159.76109	241953.06210	
7710	2169299.28148	242019.98687	
7711	2169329.17870	242034.32789	
7712	2169405.50047	242070.93771	
7713	2169468.00288	242100.91870	
7714	2169498.59632	242115.59368	
7715	2169507.71126	242119.96591	
7716	2169529.98373	242130.64951	
7717	2169529.98373	242136.96097	
7718	2169806.81312	242320.94864	
7719	2170031.00934	242400.16473	
7720	2170964.82854	243087.37110	
7721	2170963.24050	243485.25940	
7722	2170663.24086	243484.79352	
7723	2170662.60286	243550.79261	
7724	2170962.60250	243551.25849	
7725	2170954.21512	244101.19453	
7726	2171020.21883	244101.45465	
7727	2171028.60621	243551.51861	
7728	2171715.96742	243555.90554	
7729	2171809.45102	243570.67282	
7730	2173037.81480	243571.40215	
7731	2173266.24820	243604.85916	
7732	2173557.64002	243613.41104	
7733	2173630.41312	243598.83302	
7734	2171045.52877	243162.64281	
7735	2171044.23971	243485.61706	
7736	2171450.00073	243444.41240	
7737	2171519.44476	243488.65065	
7738	2168377.57553	241548.61286	
7739	2168692.61740	241662.40138	
7740	2168761.69148	241689.82359	
7741	2169781.58791	241698.69985	
7742	2168802.00704	241708.25537	
7743	2168921.11002	241765.38637	
7744	2168960.97299	241784.50773	
7745	2169000.83596	241803.62910	
7746	2169140.35635	241870.55386	
7747	2169160.28783	241880.11455	
7748	2169299.80823	241947.03931	
7749	2169329.70545	241961.38033	
7750	2169359.60268	241975.72136	
7751	2169496.15843	242040.94376	
7752	2169496.15843	242040.94376	
7753	2169519.13618	242040.90314	
7754	2169558.52838	242071.14150	
7755	2169561.55584	242064.83005	
7756	2169574.18174	242070.88640	
7757	2169636.68415	242100.86739	
7758	2169907.46289	242230.96418	
7759	2170078.42631	242335.73158	
7760	2170965.22382	242988.33424	
7761	2170968.91905	242062.48766	
7762	2171034.91852	242062.75107	
7763	2171031.09588	242020.52037	
7764	2171636.21350	243300.37503	
7765	2171850.40788	243332.99668	
7766	2171912.47323	243369.85460	
7767	2172224.77242	243392.54651	
7768	2172296.06363	243361.80815	
7769	2173274.55230	243451.60397	
7770	2173558.60509	243460.00407	
7771	2173631.82239	243473.99504	
7772	2168661.42154	241721.30697	
7773	2168173.15072	241602.28508	
7774	2168367.17514	241615.02948	
7775	2168346.17980	241599.55992	
7776	2168186.94662	241439.61527	
7777	2169888.42189	242221.62028	
7778	2169853.82232	242293.75120	
8000	2168374.65858	242041.25127	
8001	2168759.11469	242041.13433	
8002	2168779.11526	242041.12825	
8003	2168919.11922	242041.08566	
8004	2168999.12148	242041.06132	
8005	2169139.12544	242041.01874	
8006	2169159.12600	242041.01265	
8007	2169271.29986	242040.97007	
8008	2169374.47882	242071.25133	
8009	2169568.90372	242071.07356	
8010	2169328.91418	242070.96101	
8011	2168998.68822	242101.06146	
8012	2169138.69218	242101.01887	
8013	2169158.69275	242101.01279	
8014	2169298.69670	242100.97020	
8015	2169358.69840	242100.95195	
8016	2168996.52194	242401.01954	
8017	2169136.52590	242401.01346	
8018	2169156.52646	242401.01346	
8019	2169296.53042	242400.97887	
8020	2169356.53212	242400.95262	

*PT. NO.	X-COORD.	Y-COORD.	ELEVATION
8021	2169496.53608	242400.91004	
8022	2169504.92089	242575.66499	
8023	2169792.92075	242575.95541	
8024	2168956.30418	242431.07437	
8025	2169326.31464	242430.96182	
8026	2169505.80729	242430.90772	
8027	2169506.09866	242460.95276	
8028	2169496.10282	242460.91017	
8029	2169786.23031	243516.43161	
8030	2170578.68935	243517.66225	
8031	2169353.93258	242760.95343	
8032	2169493.93654	242760.91084	
8033	2170579.52234	243308.95392	
8034	2170996.94184	243309.60214	
8035	2168377.58105	241547.67849	
8036	2168761.85376	241661.81055	
8037	2168781.81148	241667.73815	
8038	2168921.51551	241709.21380	
8039	2168943.93095	241721.08656	
8040	2169001.34639	241732.94176	
8041	2169141.05042	241774.43497	
8042	2169161.00813	241780.36257	
8043	2169300.71217	241821.85578	
8044	2169330.64874	241830.74718	
8045	2169360.58532	241839.63859	
8046	2169500.28935	241881.13180	
8047	2169500.28935	241881.13180	
8048	2169909.11221	242002.55544	
8049	2169908.83616	242040.79461	
8050	2169908.61963	242070.78467	
8051	2169908.40290	242100.78474	
8052	2170086.87723	242055.35306	
8053	2170129.58455	241911.56125	
8054	2171001.48812	242170.52355	
8055	2168760.45053	241856.13915	
8056	2168514.46127	241588.33301	
8057	2168379.43208	241235.27582	
8058	2170172.29186	241767.76944	
8059	2170158.05609	241815.70004	
8060	2171001.90398	242066.32258	
8061	217231.82622	243526.72244	
8062	2172270.29205	246165.33140	
8063	2170998.57289	242900.93948	
8064	2171148.56811	242901.54378	
8065	2171147.80979	243091.54227	
8066	2168375.48605	241901.25373	
8067	2168525.48605	241901.20875	
8068	2168525.75267	241856.20954	
8069	2168375.75268	241856.25452	
8070	2168660.44771	241856.16914	
8071	2168549.60935	241476.38084	
8072	2168612.89411	241495.35320	
8073	2168643.09070	241398.98122	
8074	2168592.80590	241383.89186	
8075	2168600.87851	241358.17930	
8076	2168573.55607	241350.30658	
8077	2168500.08830	241584.04293	
8078	2168188.45730	241178.55429	
8079	2170974.44104	243311.15977	
8080	2170963.93123	243313.46658	
8081	2170953.15769	243315.83127	
8082	2170847.44442	243325.56018	
8083	2170788.01166	243338.09380	
8084	2170677.00387	243395.21036	
8085	2170627.08055	243423.15562	
8086	2170586.32182	243443.93033	
8087	2170578.99215	243443.26286	
8088	2169898.17937	243516.60546	
8089	216963.68592	241408.80386	
8090	2172325.09020	240892.35530	
9000	2165777.21129	238230.99139	
9001	2165749.51361	240871.48922	
9002	2165722.79210	243510.50659	
9003	2168397.16693	238242.13714	
9004	2168381.54733	240878.28211	
9005	2168365.92222	243514.22597	
9006	217017.12287	238253.28288	
9007	2171006.61571	240885.79668	
9008	2170996.10885	243518.31048	
9009	2170955.84780	246158.10940	
9010	2170915.20790	248797.87380	
9011	2173655.58510	238262.82080	
9012	2173643.56460	240898.91400	
9013	2173631.54360	243535.13440	
9014	2173584.73630	246172.55340	
9015	2173537.96470	248807.95830	
9016	2176294.04760	238272.35870	
9017	2176275.03400	240912.00400	
9018	2176256.02050	243551.64930	
9019	2176208.36110	246186.96840	
9020	2176160.70180	248822.28750	
9206	2165685.29940	246148.50520	
9207	2165647.76150	248786.22270	
9208	2168281.22001	248790.96472	
9209	2168345.64401	246152.35302	
9995	2171634.82570	243302.49145	
9996	2171848.81423	243334.37225	
9997	2171910.98874	243370.87777	
9998	2171967.44269	243374.65715	
9999	2172223.81429	243492.48998	
10000	2172295.15433	243362.04336	
10001	2173077.78520	243434.30526	
10002	2173275.70547	243452.48436	
10003	2		

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Angle Of Variance  
 At P.O.T. Sta. 446+12.74  
 X = 2168377.3681  
 Y = 241583.6245  
 Lat. = 35°39'42.32027"  
 Long. = 97°19'37.75751"  
 θ = -0°23'49.48"

CURVE DATA  
 P.I. Sta. 449+93.72  
 X = 2168735.6934  
 Y = 241713.0463  
 Δ = 5°46'01.20" L.  
 D = 500'00"  
 T = 57.719'  
 L = 115.340'  
 R = 1145.916'  
 E = 1.453'

Bearing Comparison:  
 This Survey = N 70°08'27.68"E  
 FAP No. BRFY-55C Plans = N 70°08'27.68"E  
 SW03850(1) Survey = N 70°08'27.68"E  
 FAP No. 137-Sec. F Plans = N 70°39'E

P.O.T. Sta. 446+12.74 (Mag Nail) on N/S 318.5 1/4 sec. line - begin SW0516(1) - J/P No. 24356(07) - SW06 Oklahoma County survey - Sta. 46+12.74 - SW04569(1) survey - SW0516(1) Sta. 59+39.35 on SW03850(1) survey - J/P No. 137-Sec. F Plans - on F.A.P. No. 889-7-13-591-993 705.34 S to cent. sec. - plans - 1930.64' N to 1/4 sec. cor.

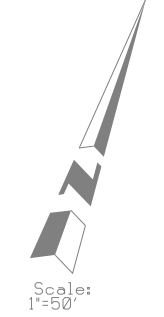
P.O.T. Sta. 447+30.06 inline with prop. line Rt. - 41.51' S to prop. cor.  
 P.O.T. Sta. 447+45.07 inline with prop. line Rt. - 42.18' S to prop. cor.

P.O.T. Sta. 449+15.02 inline with prop. line Lt. - 35.00' N to prop. cor.  
 P.C. Sta. 449+36.00 (Mag Nail) this survey.  
 P.I. Sta. 449+93.72 (Mag Nail) this survey.  
 S.W. 03850(1) P.I. Sta. 57+14.15 on 137-Sec. F Plans - J/P No. BRFY-55C  
 114.15 on F.A.P. No. BRFY-55C  
 114.15 on F.A.P. No. BRFY-55C  
 F.A.P. No. 137-Sec. F Plans.

SECTION 29  
 T-14-N, R-1-W

Original Townsite Arcadia

Original Townsite Arcadia



OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
PLS	DEA
DRAWN	DEA
CHECKED	
APPROVED	DRD
CREW	Tecumseh

SURVEY DATA SHEET

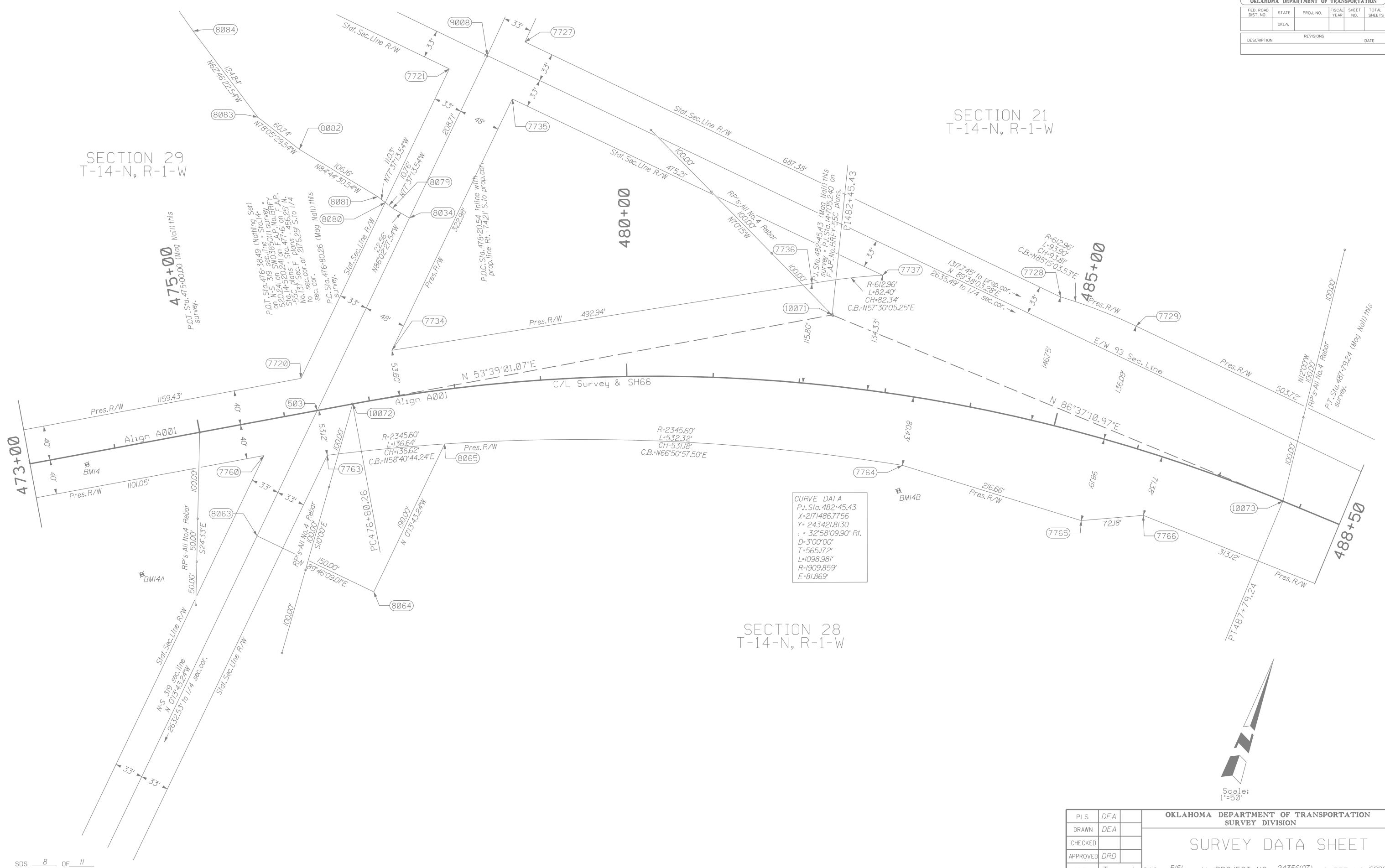
SWO 5161 ( ) PROJECT NO. 24356(07) SHEET NO. 5006



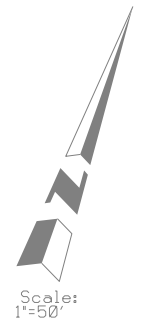
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION		REVISIONS		DATE	

SECTION 29  
T-14-N, R-1-W

SECTION 21  
T-14-N, R-1-W



CURVE DATA  
 P.I. Sta. 482+45.43  
 X=2171486.7756  
 Y=243421.8130  
 D=3°00'00"  
 T=565.172'  
 L=1098.981'  
 R=1909.859'  
 E=81.869'



PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	

SURVEY DATA SHEET

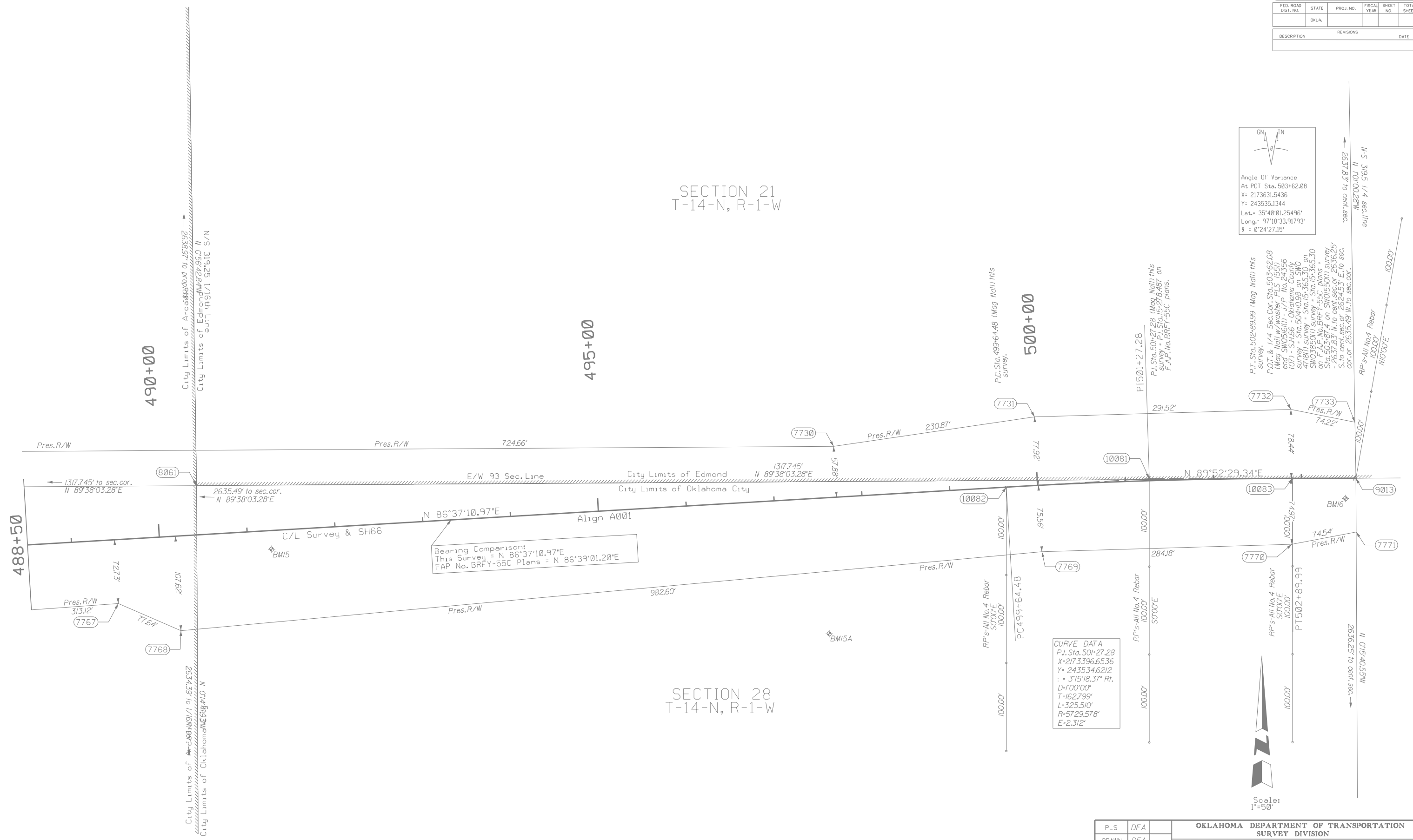
SWO 5161 / ( ) PROJECT NO. 24356(07) SHEET NO. 5008

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS		DATE

SECTION 21  
T-14-N, R-1-W

SECTION 28  
T-14-N, R-1-W

Angle of Variance  
At POT Sta. 503+62.08  
X = 2173631.5436  
Y = 243535.1344  
Lat. = 35°40'01.25496"  
Long. = 97°18'33.91793"  
θ = 0°24'27.15"



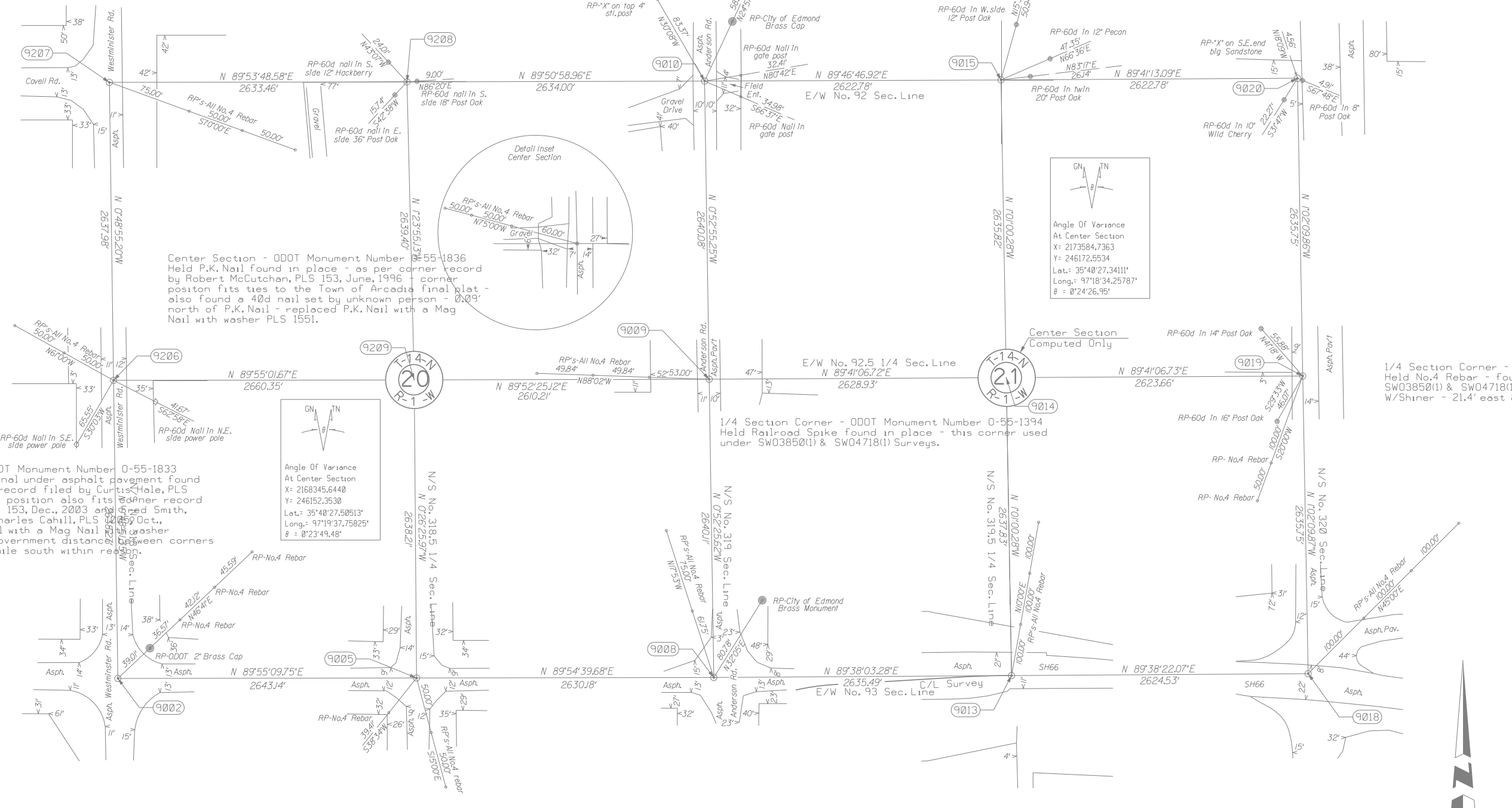
**CURVE DATA**  
P.I. Sta. 501+27.28  
X = 2173396.6536  
Y = 243534.6212  
Δ = 3°15'18.37" Rt.  
D = 100.00'  
T = 162.799'  
L = 325.510'  
R = 5729.578'  
E = 2.312'

PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
SURVEY DATA SHEET		
		SWO 5161 / ( ) PROJECT NO. 24356(07) SHEET NO. 5009

OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
	OKLA.					
DESCRIPTION					REVISIONS	DATE

Note: Reference's shown are not to scale.

Section Corner - ODOT Monument Number 0-55-1834 1/4 Section Corner - ODOT Monument Number 0-55-1394 1/4 Section Corner - ODOT Monument Number 0-55-1394 1/4 Section Corner - ODOT Monument Number 0-55-1403  
 Held No. 3 Rebar found in place - as per corner record filed by Robert McCutchan, PLS 153, March, 1998 and Robert McCutchan, PLS 153, June, 1996 - corner used under SW03850(1) & SW04718(1) Surveys.  
 Held No. 4 Rebar found in place - this corner used during SW03850(1) & SW04718(1) Surveys.  
 Held No. 4 Rebar W/Cap found in place - corner used during SW03850(1) & SW04718(1) Surveys - also found a Mag Nail - 17.7' east & 8.2' north - also found a No.5 Rebar 45.6' east & 14.3' north.



1/4 Section Corner - ODOT Monument Number 0-55-1833  
 Mag Nail over strong signal under asphalt pavement found in place as per corner record filed by Curtis Hale, PLS 1084, April, 2015 - corner position also fits corner record by Robert McCutchan, PLS 153, Dec., 2003 and Charles Smith, PLS 917, Oct., 1986 and Charles Cahill, PLS 1005, Oct., 1980 - replaced Mag Nail with a Mag Nail with washer PLS 1551 - corner fits government distance between corners 0.5 mile north and 0.5 mile south within rebar.

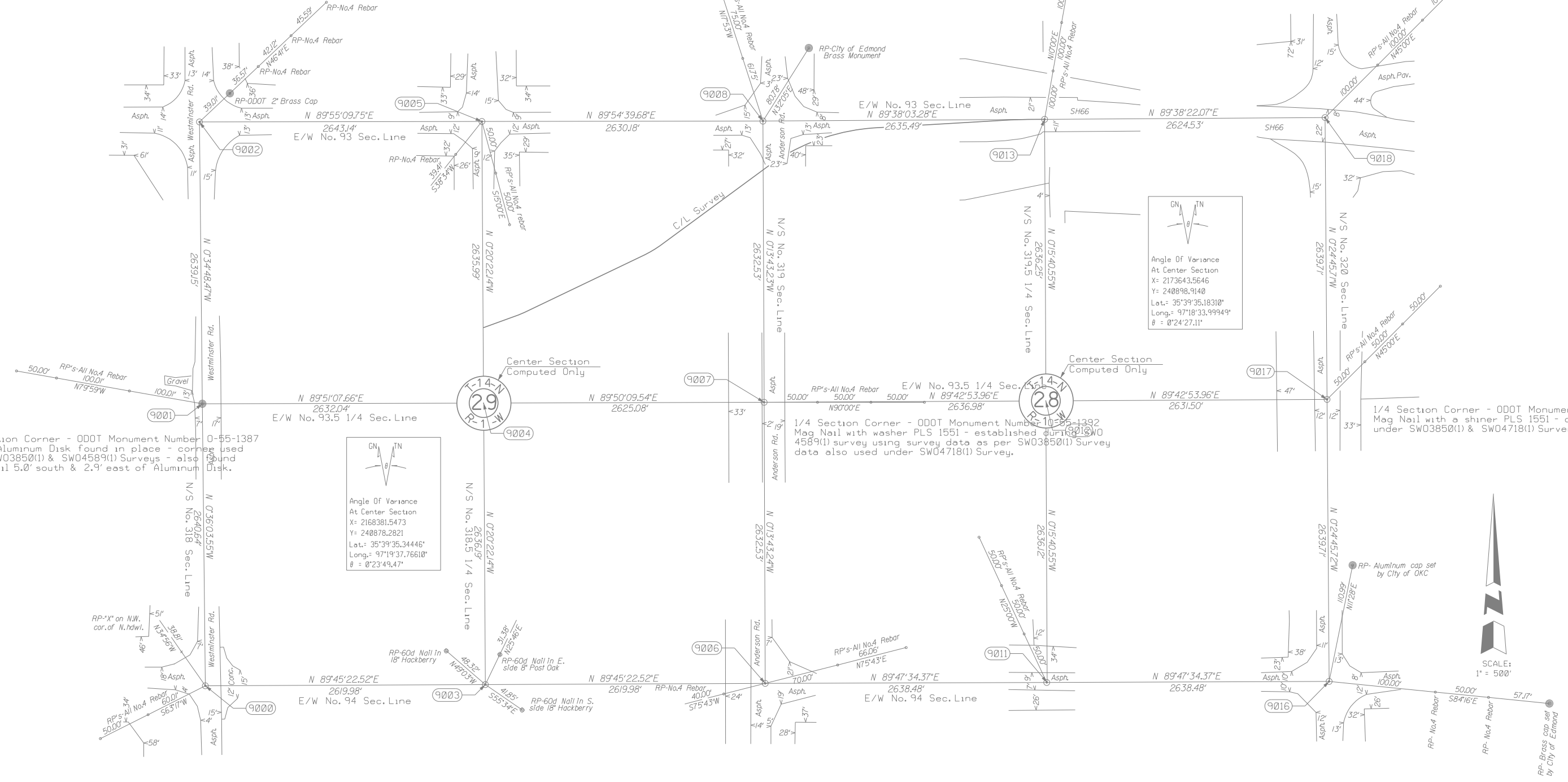
1/4 Section Corner - ODOT Monument Number 0-55-1402  
 Held No. 4 Rebar - found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a P.K. Nail W/Shiner - 21.4' east & 2.2' north.

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION		
PLS	DEA	
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5010

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

Note: Reference's shown are not to scale.

Section Corner - ODOT Monument Number 0-55-1388  
 Set Mag Nail with washer PLS 1551 under SW04589(1) and replaced P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1) & SW04589(1) Surveys - also found a 60d nail 0.4' west & 0.1' north of corner established.  
 Section Corner - ODOT Monument Number 0-55-1389  
 Held & replaced old P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1), SW04589(1), SW04589(1), SW04718(1) & SW01550(1) Surveys - corner fits ties to the original town-site of Arcadia - corner position also fits corner record filed by Robert McCutchan, PLS 153.  
 Section Corner - ODOT Monument Number 0-55-1390  
 Held & replaced old P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1), SW04718(1) & SW01550(1) Surveys - also found a Mag Nail w/shiner 1276 - 5.6' west.  
 Section Corner - ODOT Monument Number 0-55-1391  
 Held & replaced old P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1), SW04718(1) & SW01550(1) Surveys - also found a Mag Nail w/shiner PLS 1551 - corner position under SW03850(1) & SW04718(1) Surveys.  
 Section Corner - ODOT Monument Number 0-55-1401  
 Held & replaced old P.K. Nail with a Mag Nail with shiner pipe found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a Mag Nail w/shiner PLS 1551 - corner position under SW03850(1) & SW04718(1) Surveys.



1/4 Section Corner - ODOT Monument Number 0-55-1387  
 Held a Aluminum Disk found in place - corner used under SW03850(1) & SW04589(1) Surveys - also found a P.K. Nail 5.0' south & 2.9' east of Aluminum Disk.

Angle Of Variance  
 At Center Section  
 X= 2168381.5473  
 Y= 240878.2821  
 Lat.= 35°39'35.34446"  
 Long.= 97°19'37.76610"  
 θ = 0°23'49.47"

1/4 Section Corner - ODOT Monument Number 0-55-1392  
 Mag Nail with washer PLS 1551 - established during SW04589(1) survey using survey data as per SW03850(1) Survey data also used under SW04718(1) Survey.

1/4 Section Corner - ODOT Monument Number 0-55-1393  
 Mag Nail with a shiner PLS 1551 - corner position under SW03850(1) & SW04718(1) Surveys.

Section Corner - ODOT Monument Number 0-55-1386  
 Mag Nail with washer PLS 1551 - corner position held under SW03850(1) & SW04589(1) Surveys - this corner position also fits corner record filed by Robert McCutchan, PLS 153.  
 Section Corner - ODOT Monument Number 0-55-1387  
 Held No. 4 rebar with plastic cap PLS 1271 found in place - corner was established under SW03850(1) Survey and also used under SW04589(1) Survey.  
 Section Corner - ODOT Monument Number 0-55-1388  
 Held No. 3 with cap MAPCO PLS 153 - corner used under SW03850(1), SW04589(1) & SW04718(1) Surveys - corner also filed by James Yager, PLS 1006 - also found a No. 3 rebar with cap 0.6' north & 0.3' west of corner held.  
 Section Corner - ODOT Monument Number 0-55-1396  
 Held No. 4 Rebar - found in place - corner used under SW03850(1) & SW04718(1) Surveys - also found a pin used under SW03850(1) & SW04718(1) Surveys.  
 Section Corner - ODOT Monument Number 0-55-1399  
 Held No. 3 Rebar w/cap - found in place - corner used under SW03850(1) & SW04718(1) Surveys.

OKLAHOMA DEPARTMENT OF TRANSPORTATION		
SURVEY DIVISION		
PLS	DEA	
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	

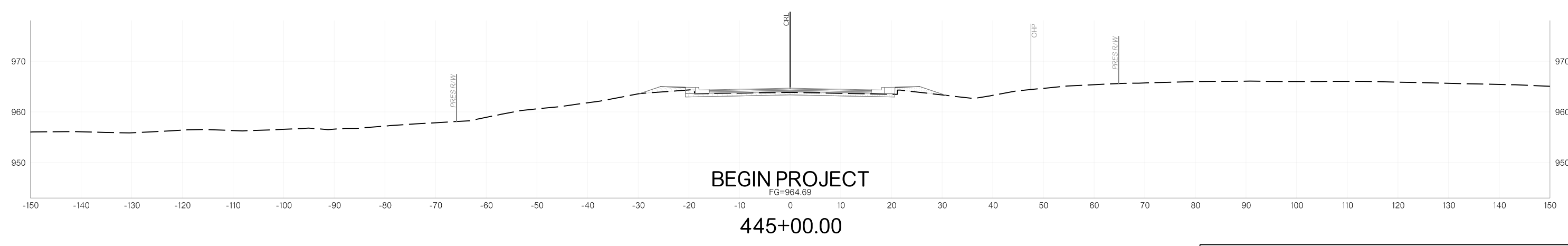
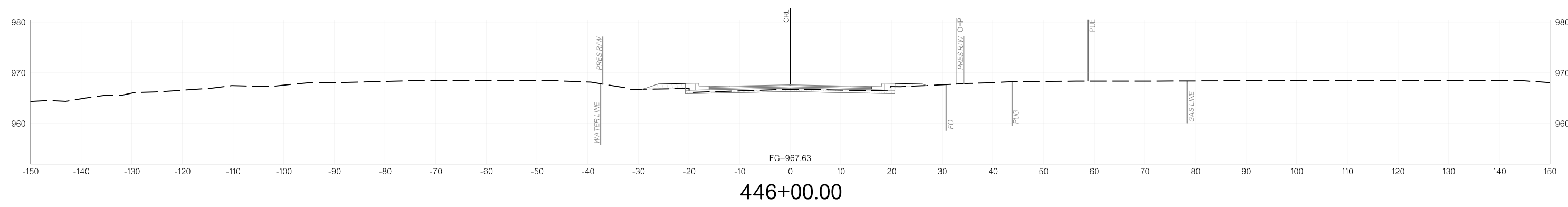
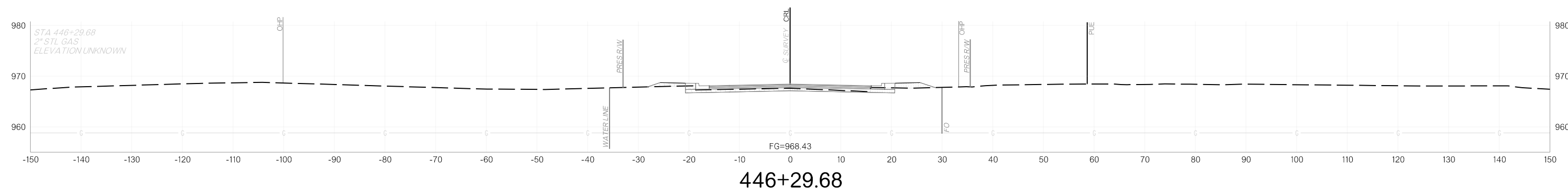
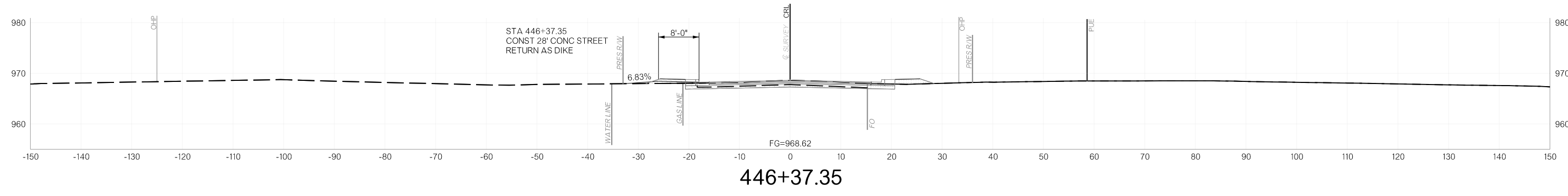
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SWO 5161 (1) PROJECT NO. 24356(07) SHEET NO. 5011





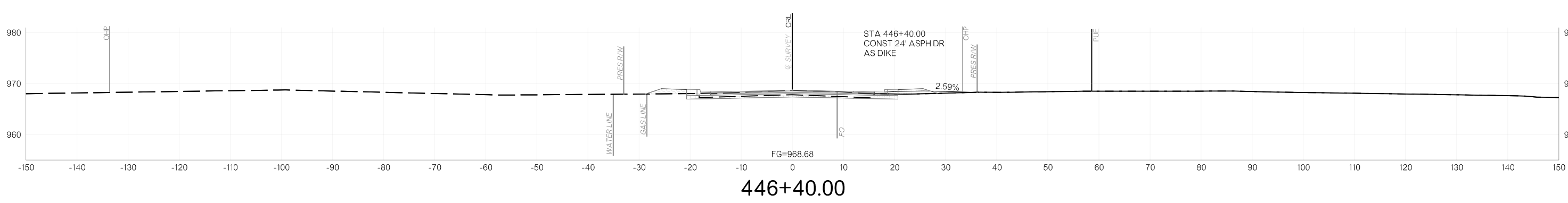
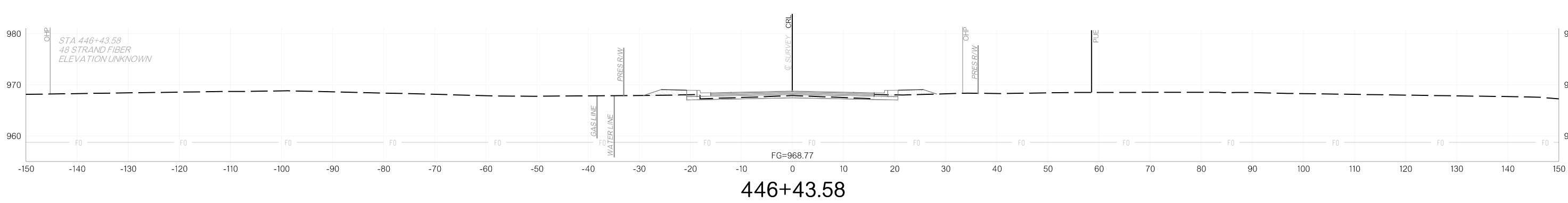
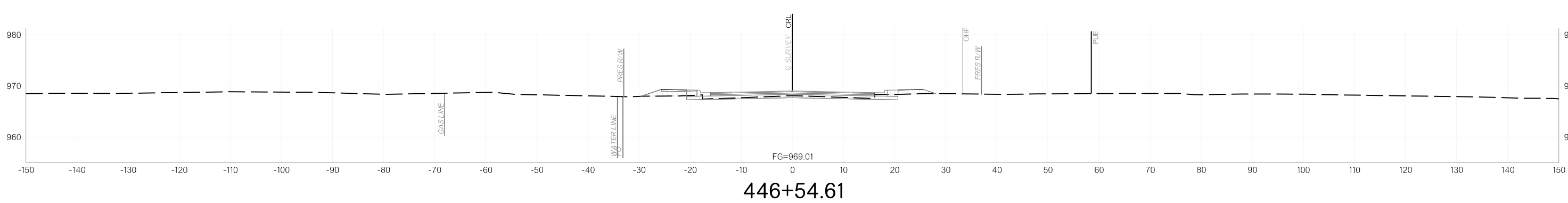
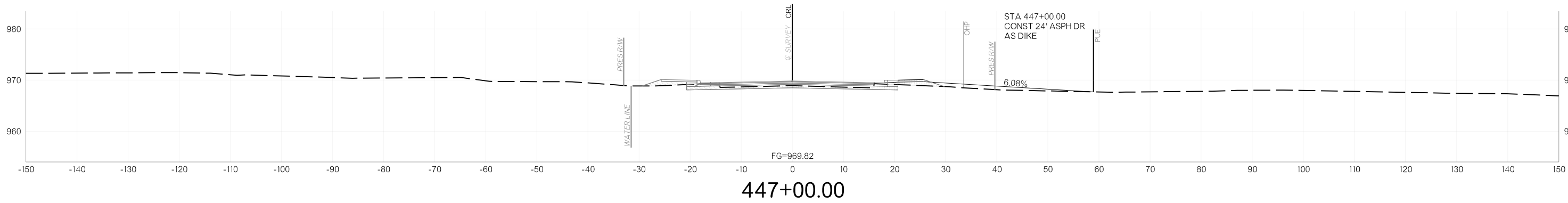
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6	OKLA.				
DESCRIPTION		REVISIONS	DATE		



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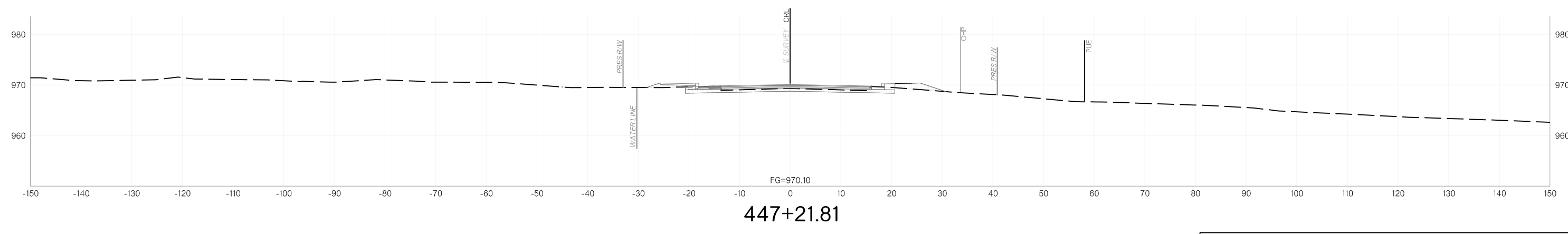
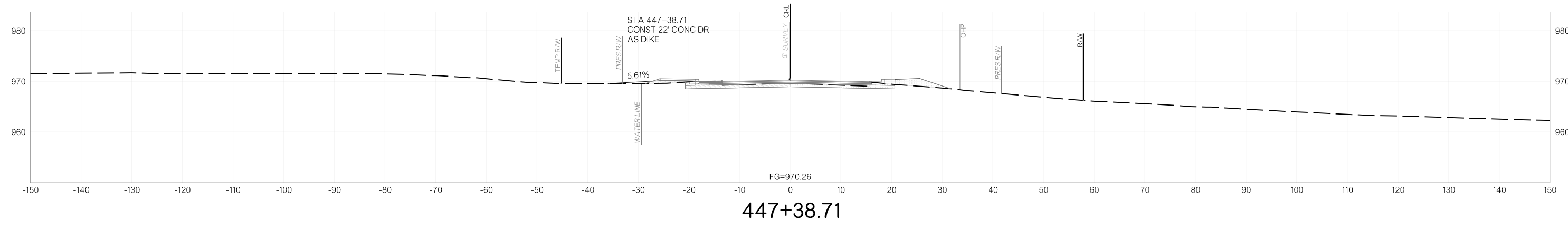
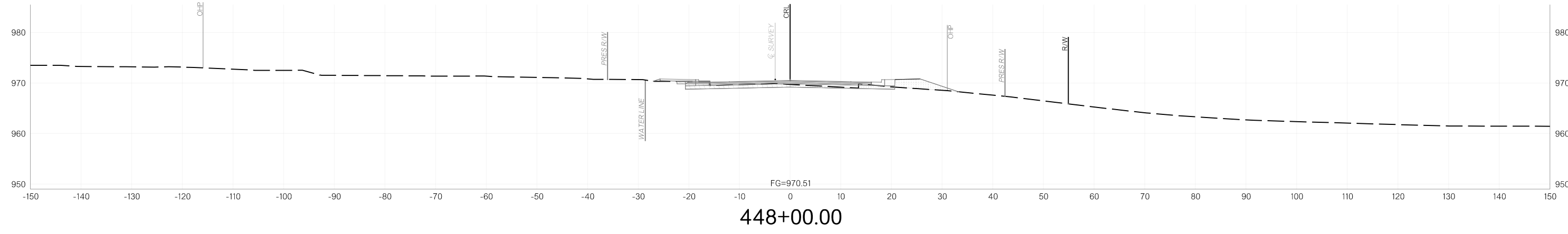
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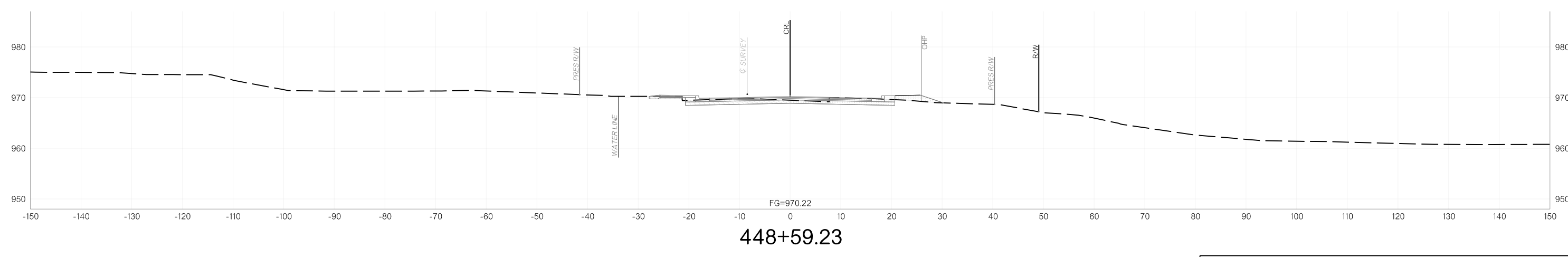
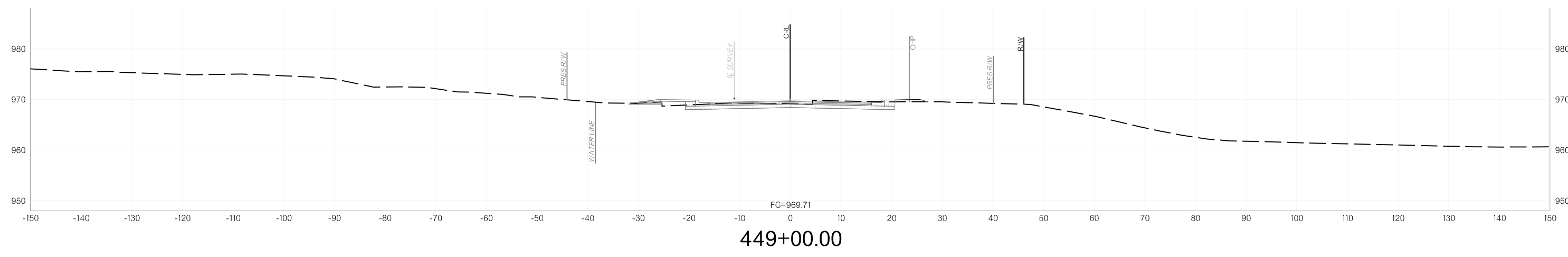
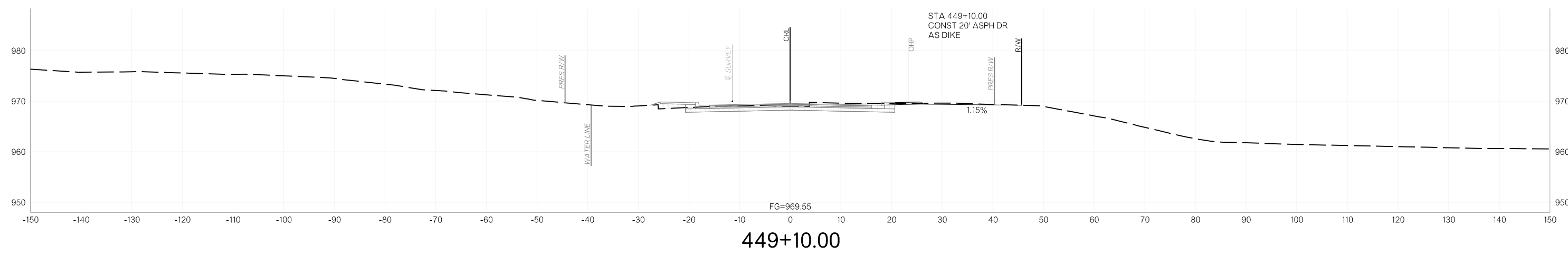
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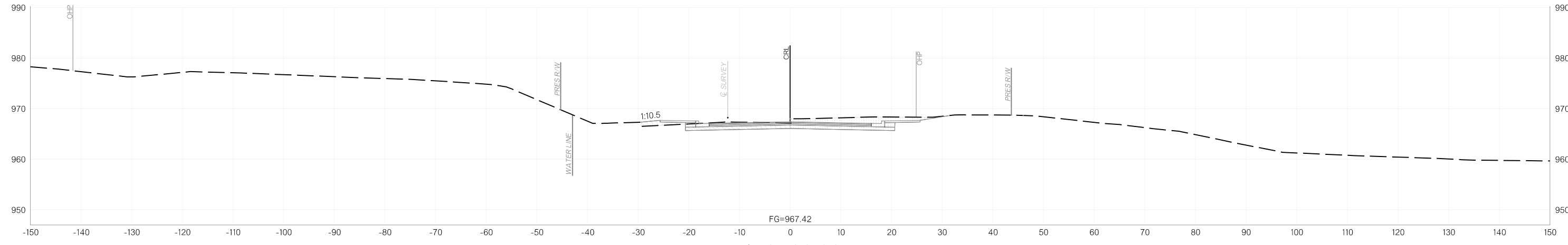


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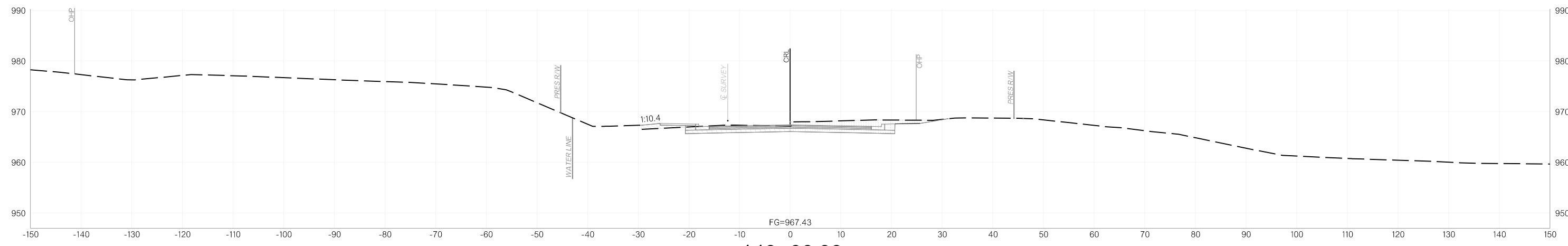


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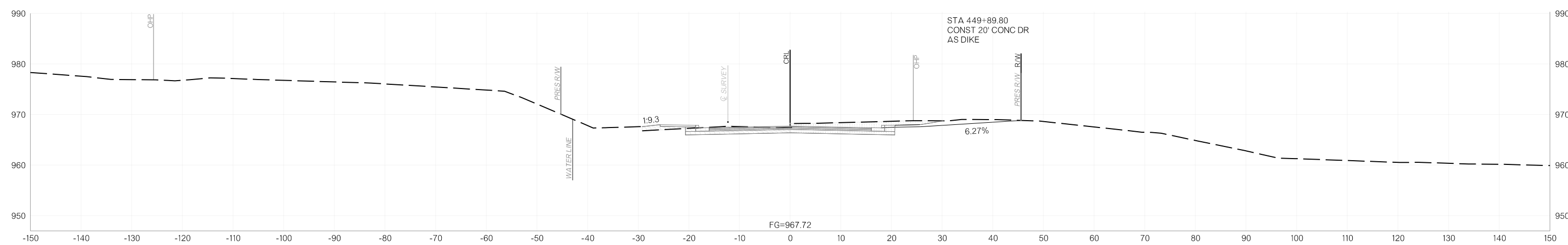
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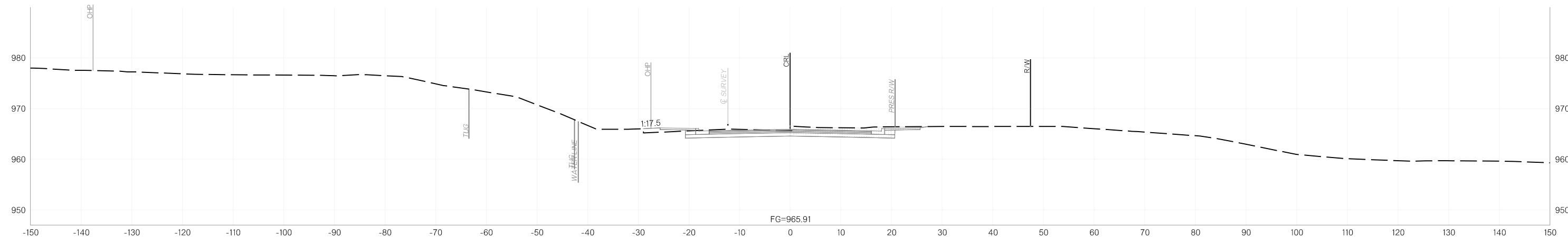
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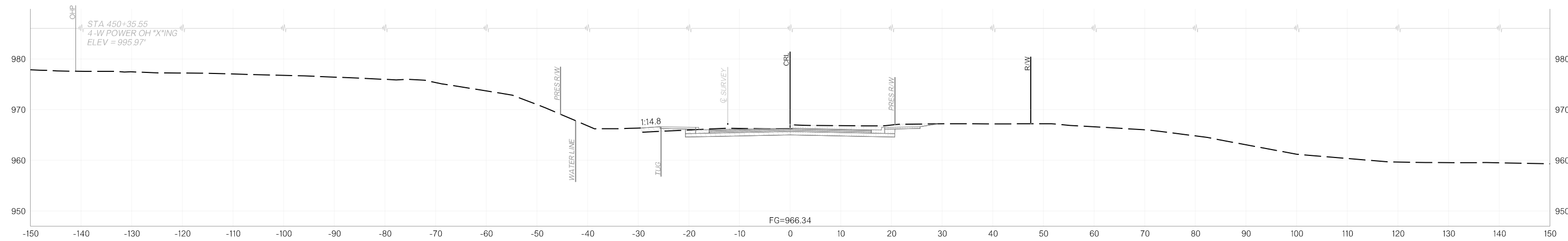
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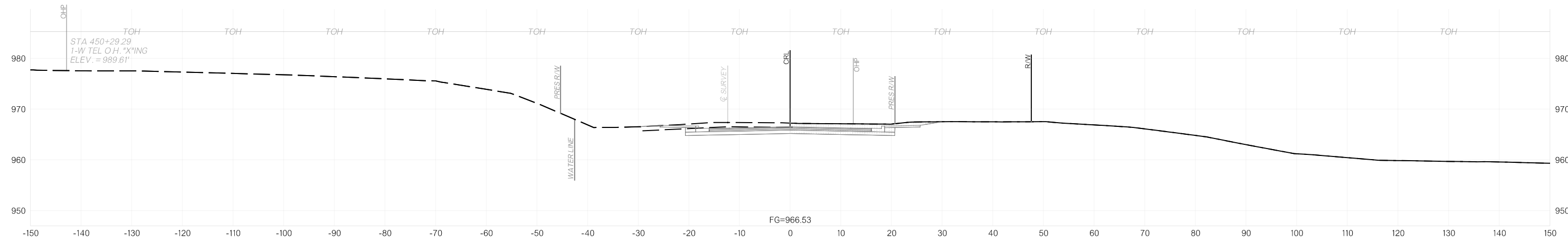
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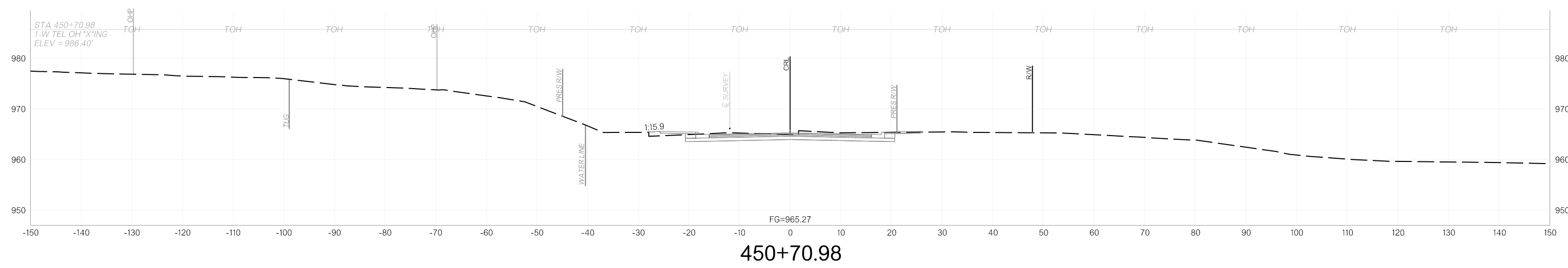
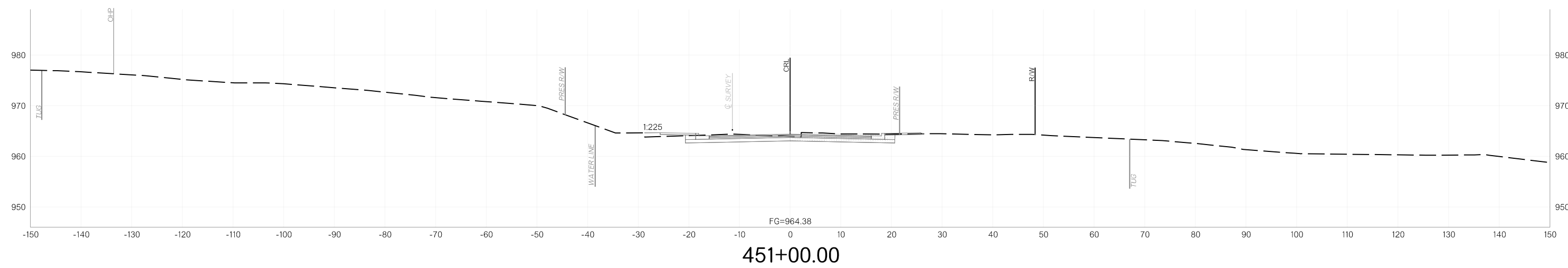
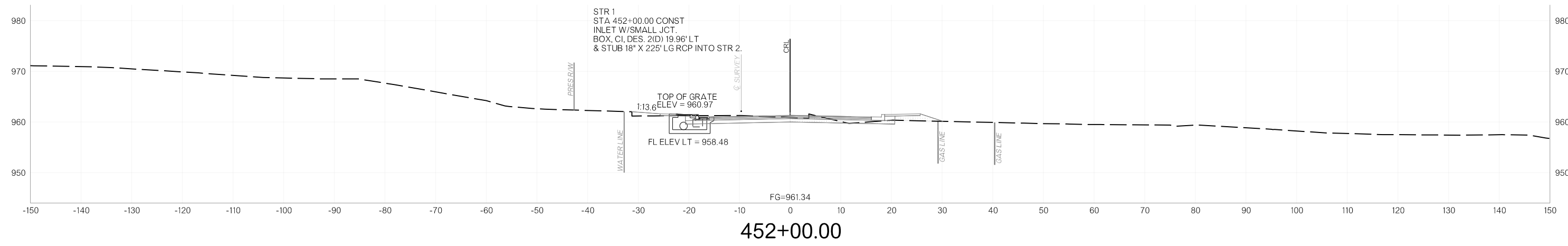
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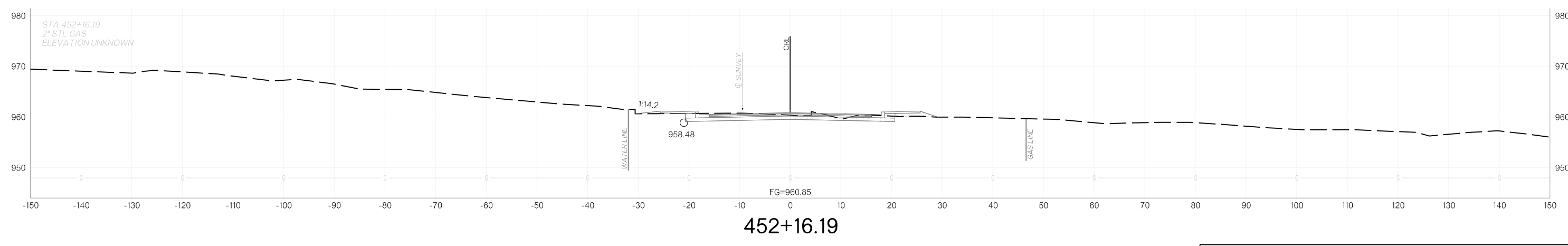
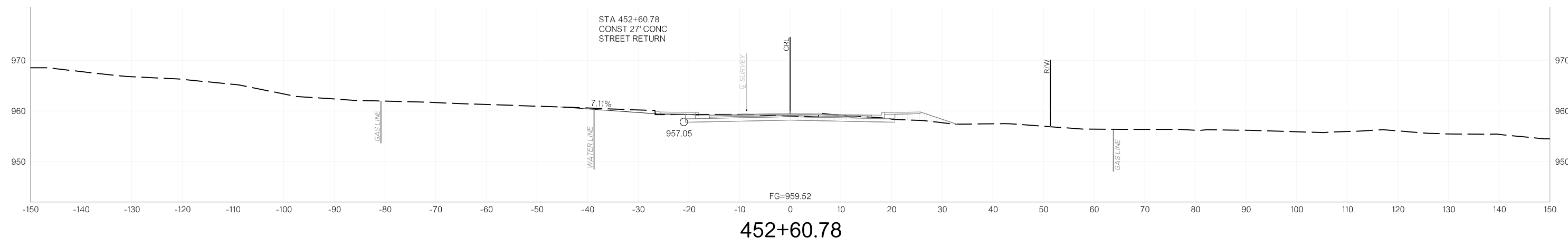
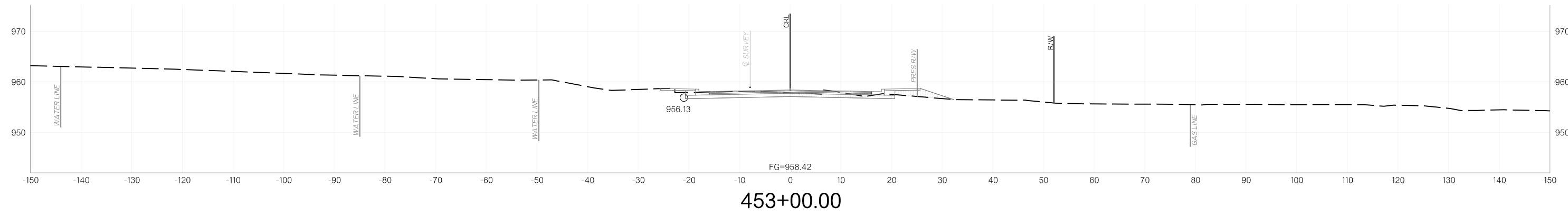
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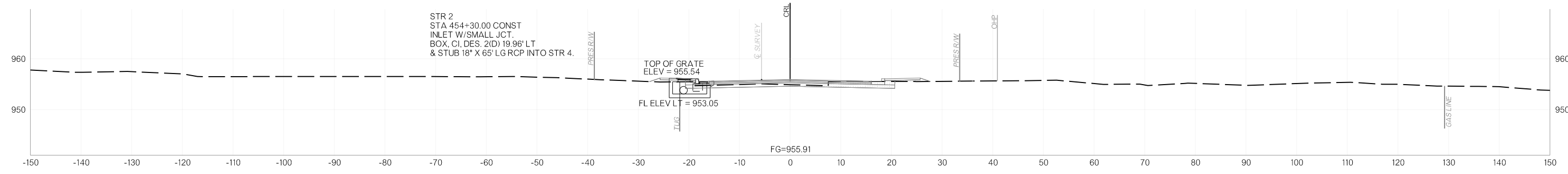
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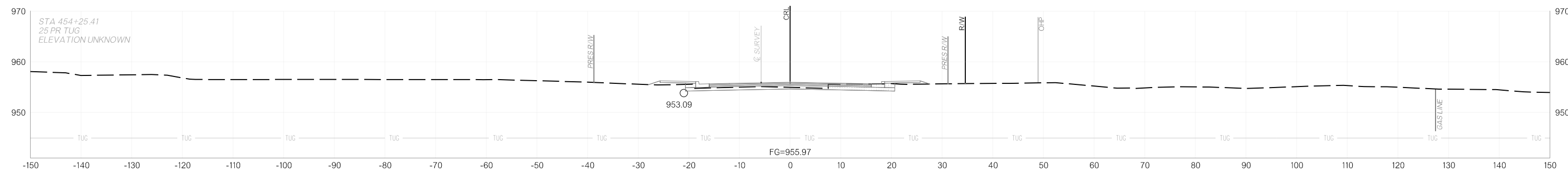


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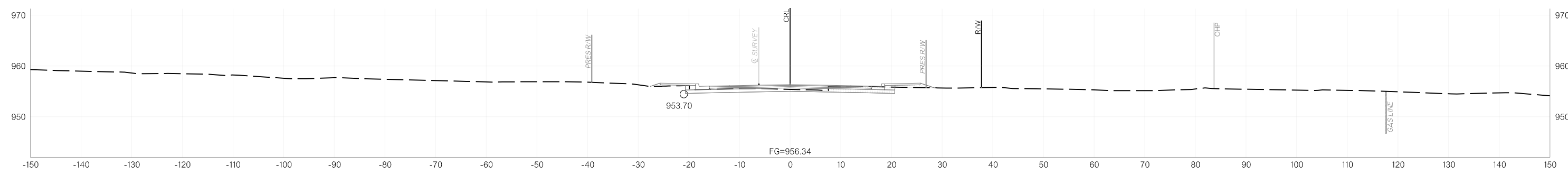
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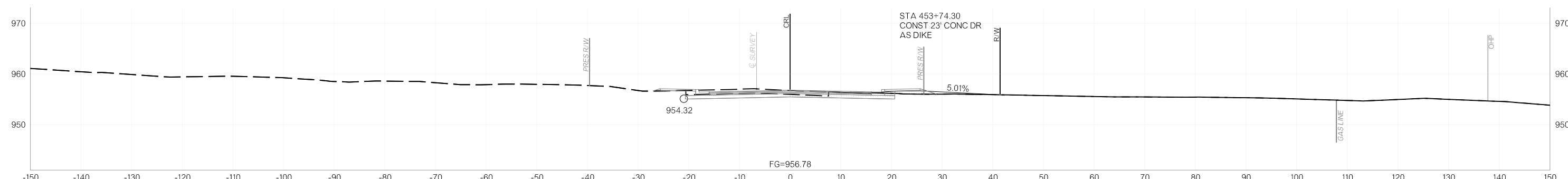
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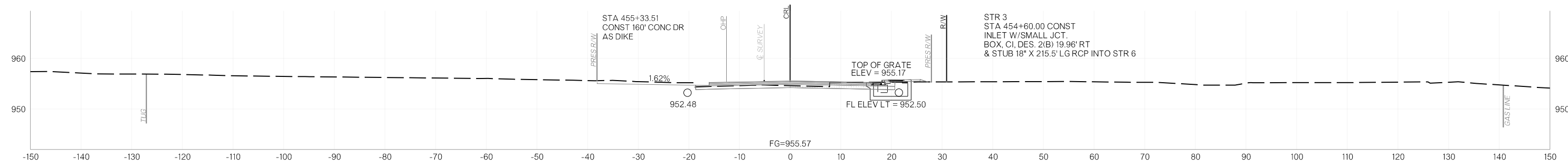
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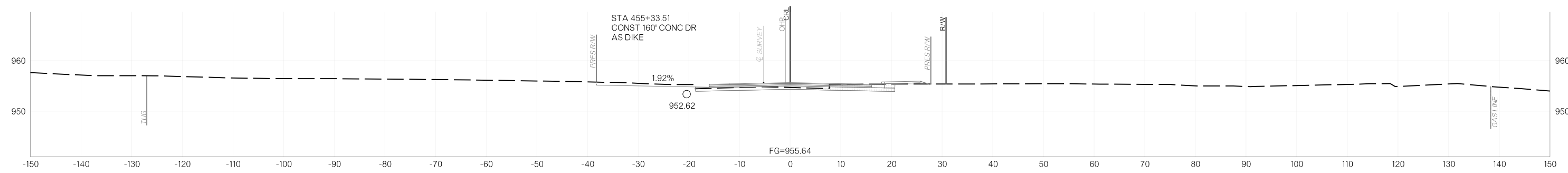
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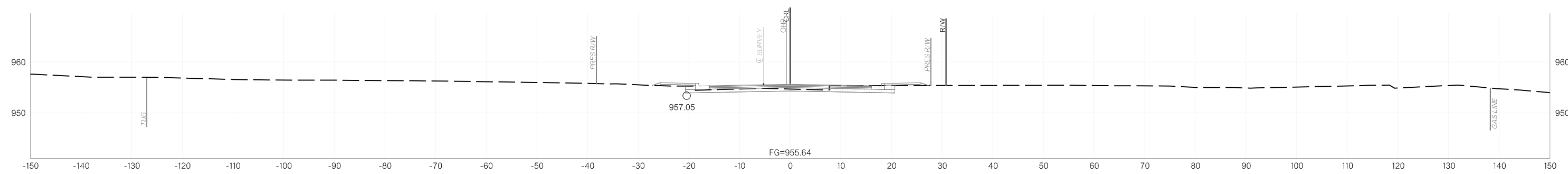
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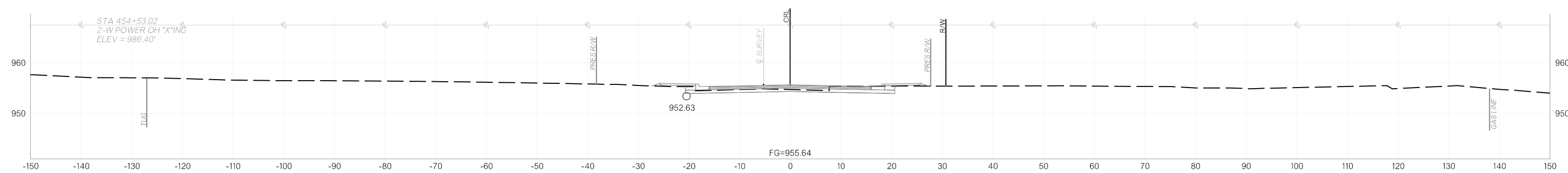
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454+53.55



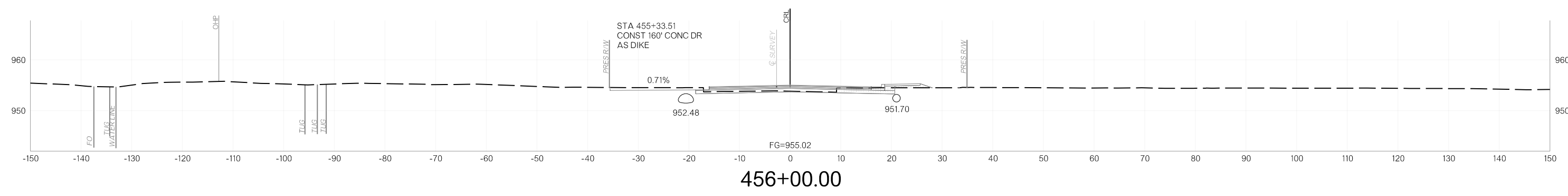
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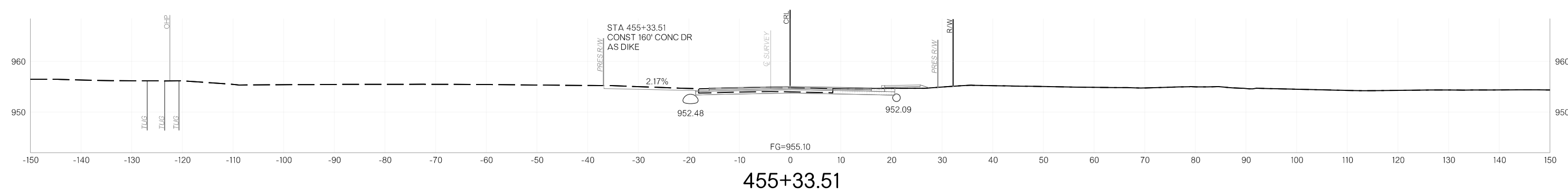
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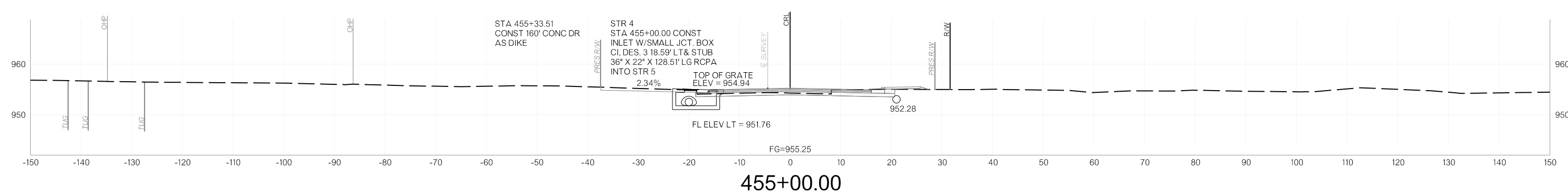
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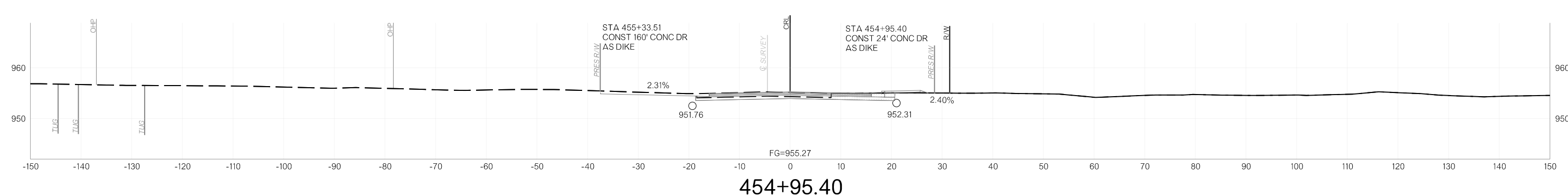
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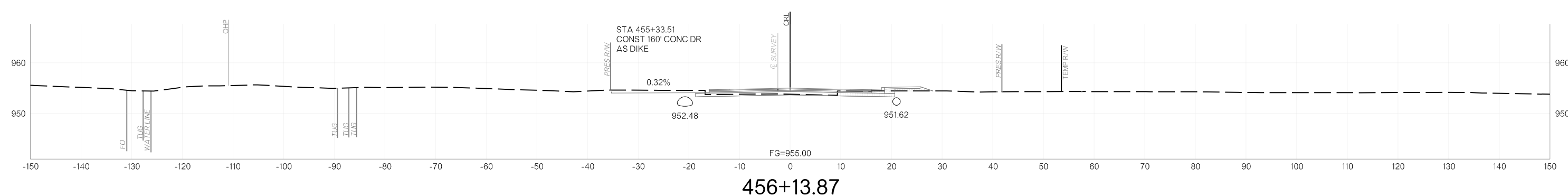
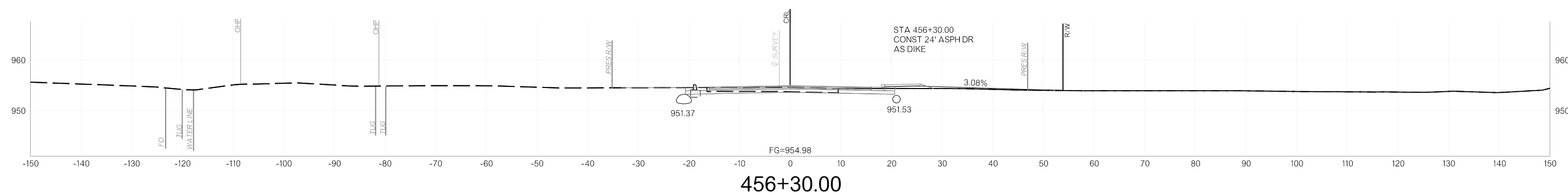
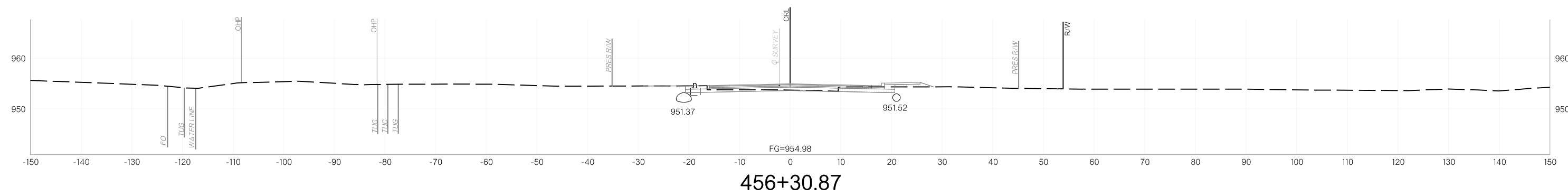
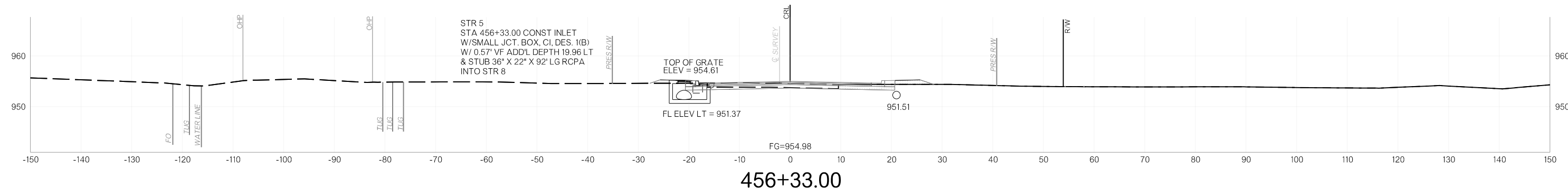
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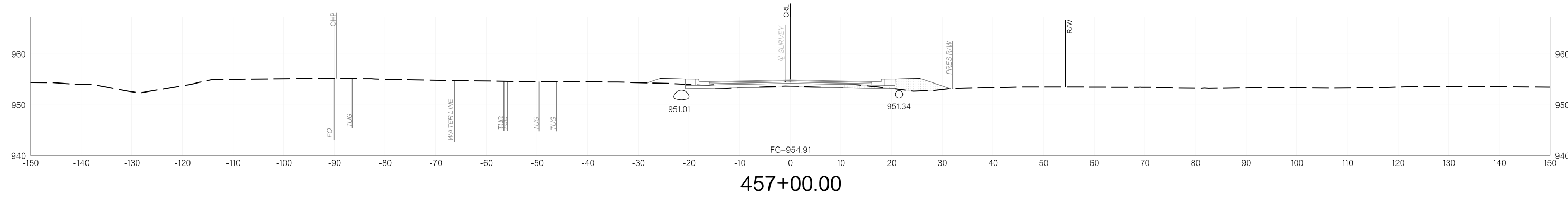
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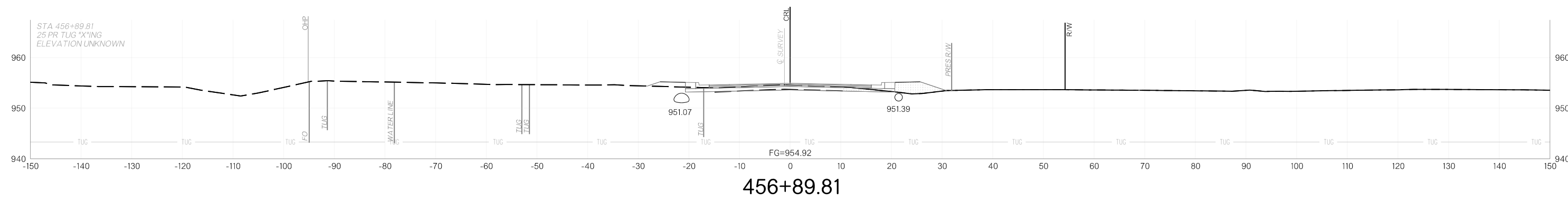


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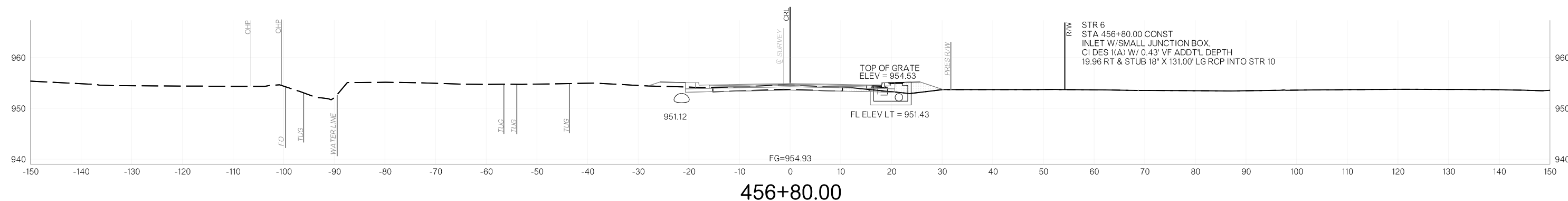
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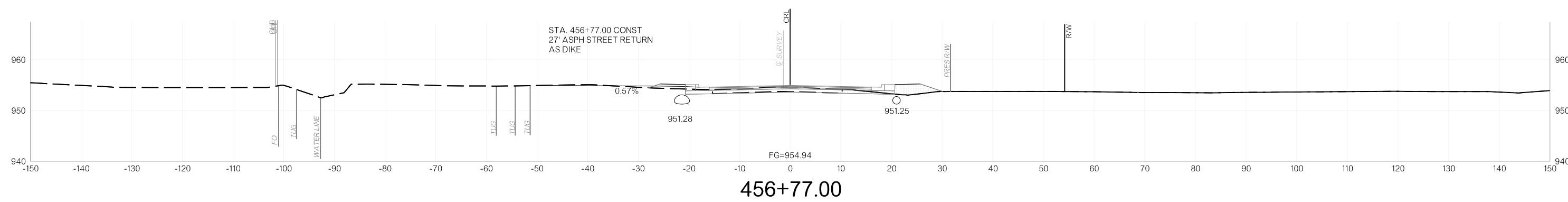
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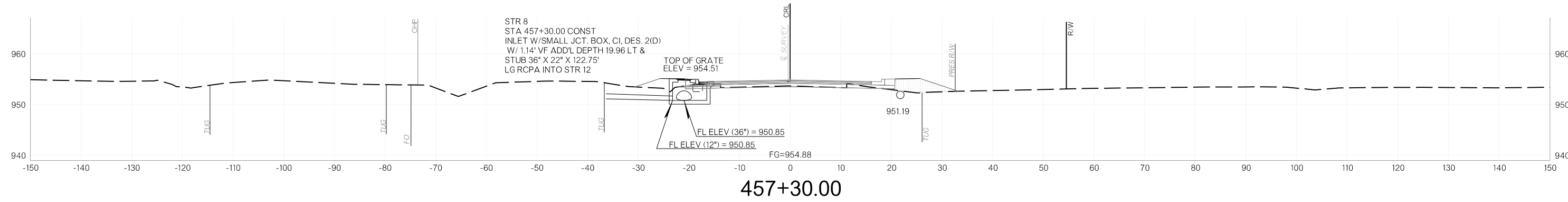
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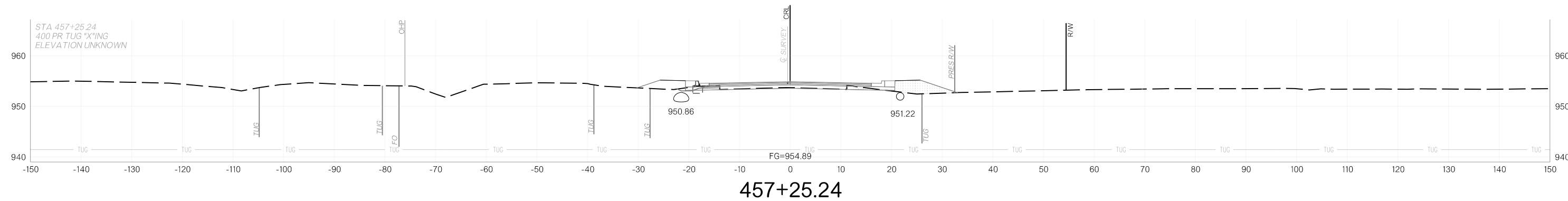
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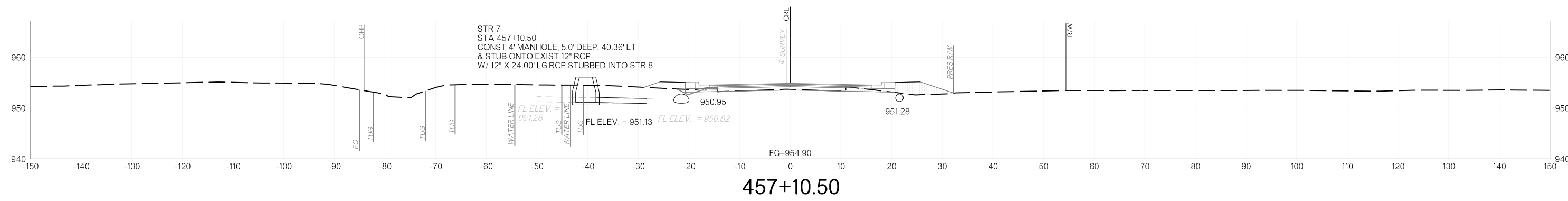
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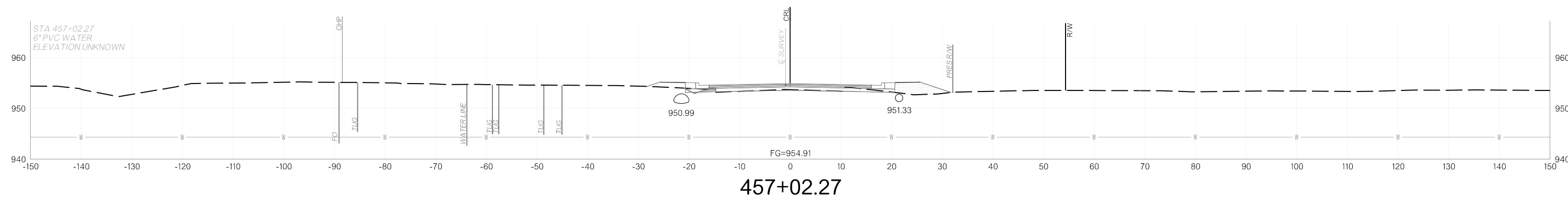
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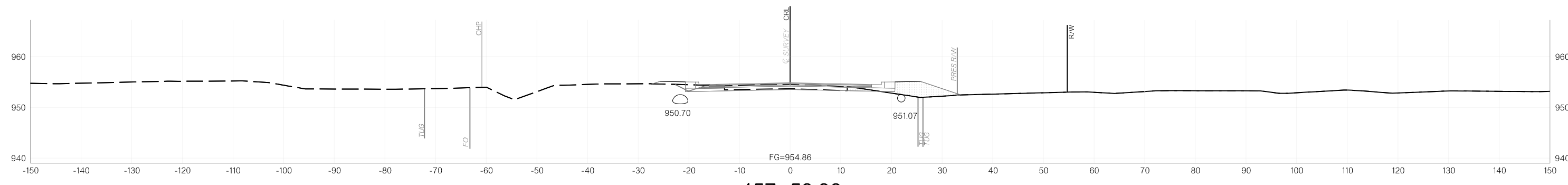
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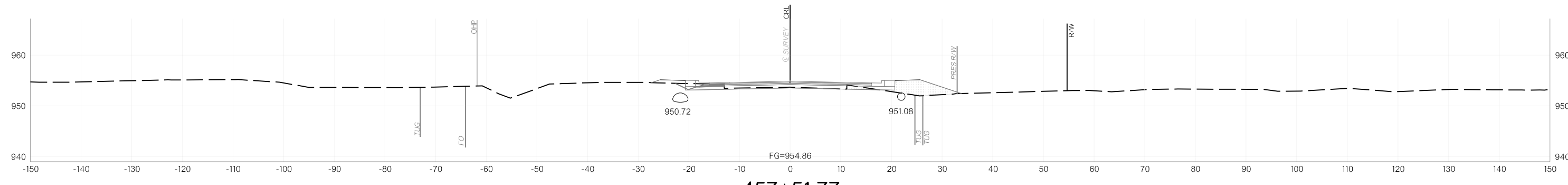
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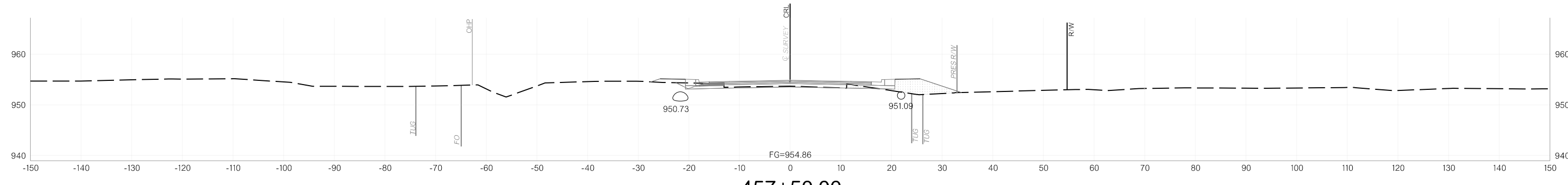
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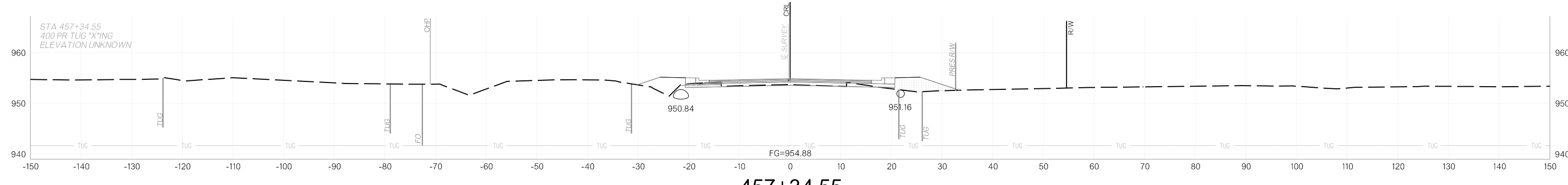
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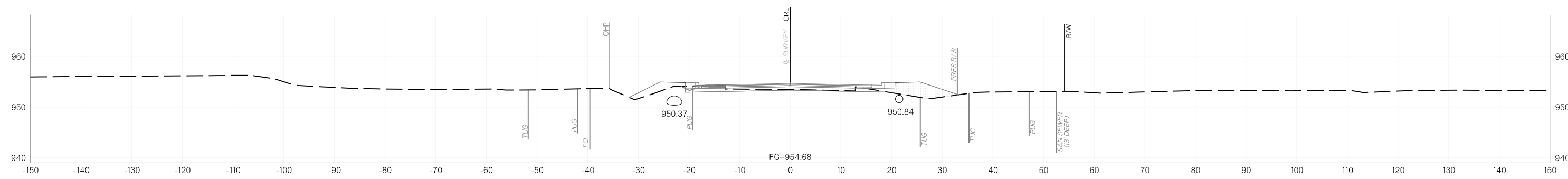
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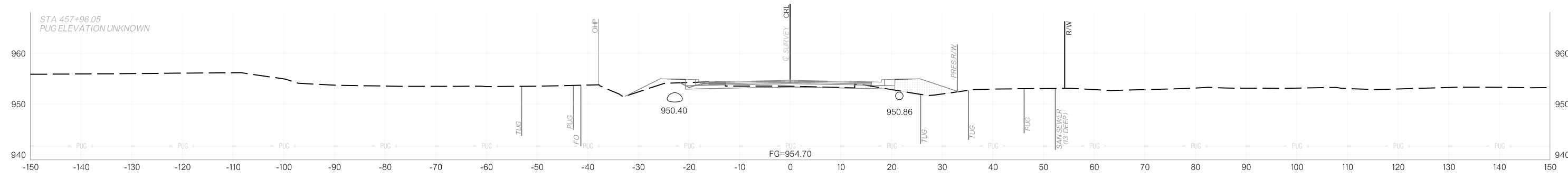
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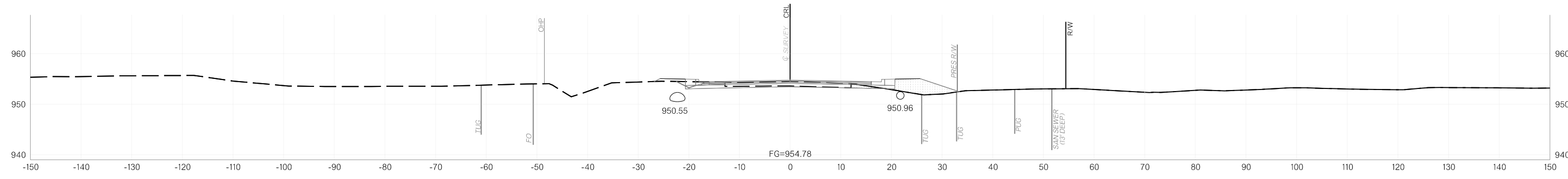
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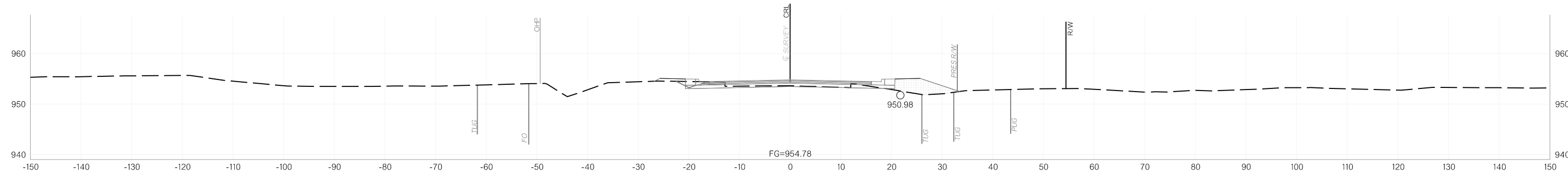
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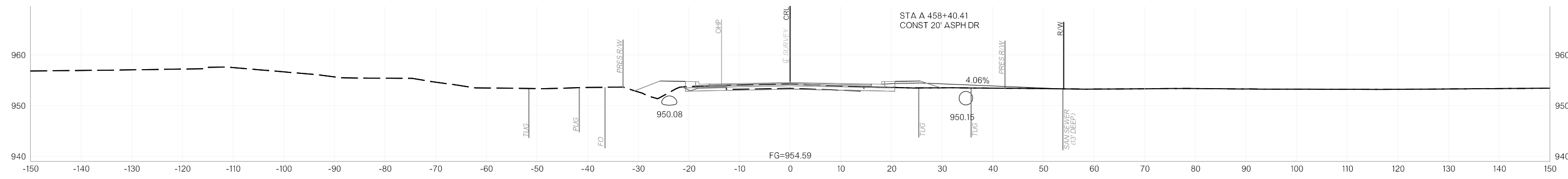
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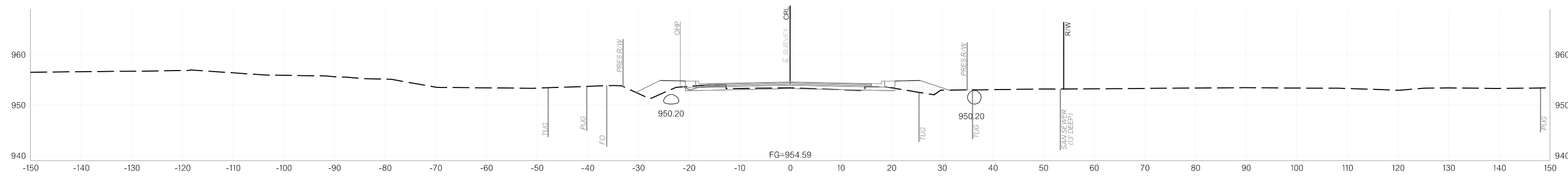
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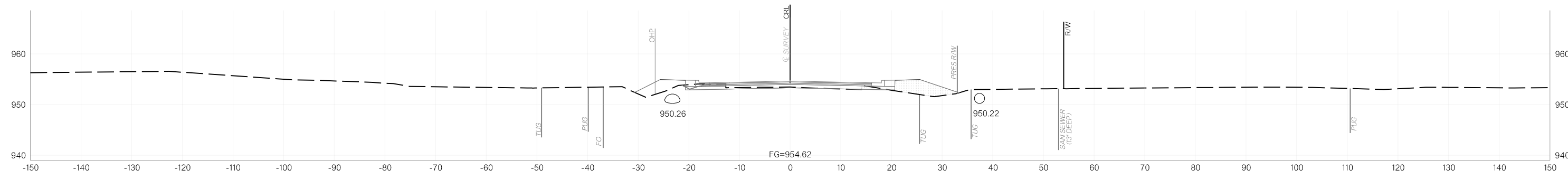
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FED. ROAD DIST. NO.	STATE	JOB/PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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DESCRIPTION		REVISIONS	DATE		



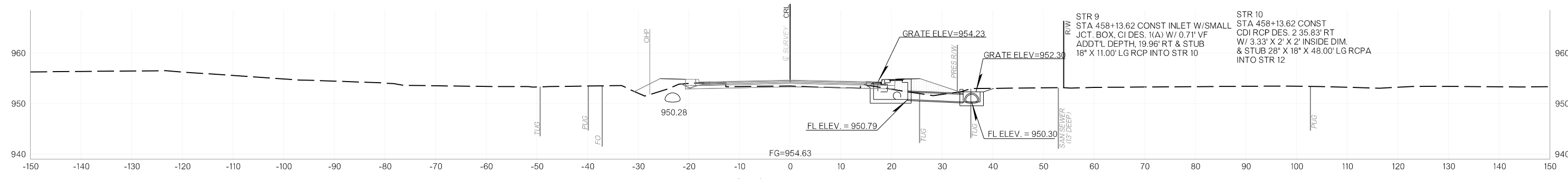
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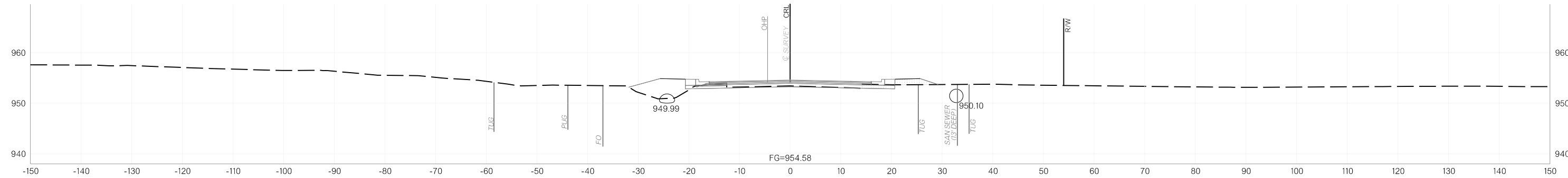
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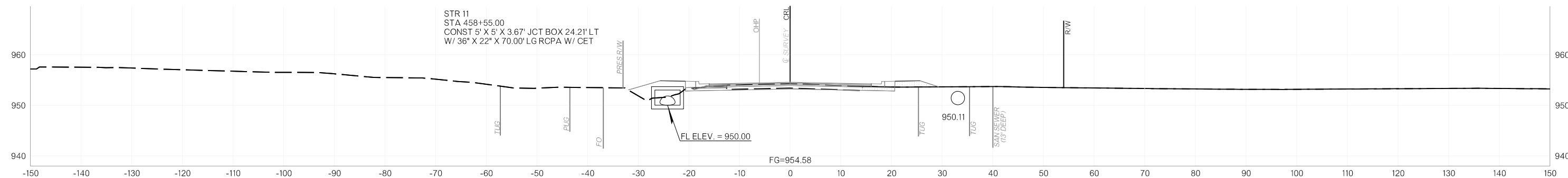
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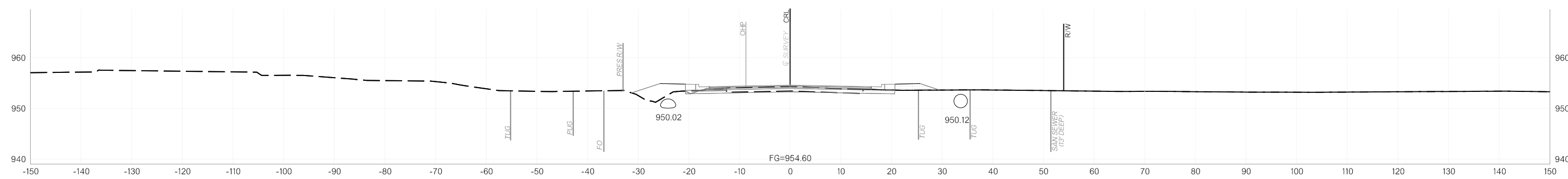
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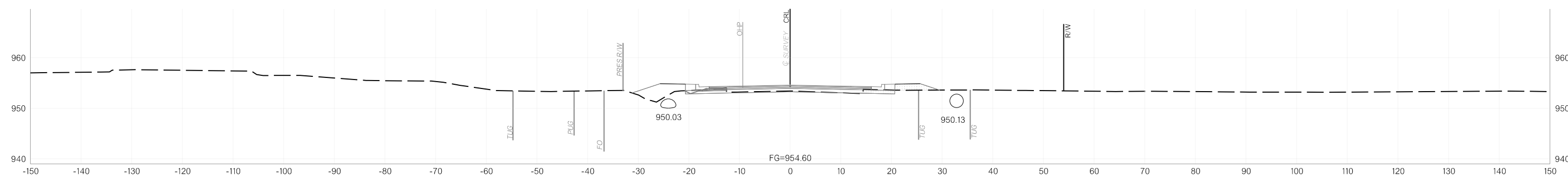
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A 458+55.00



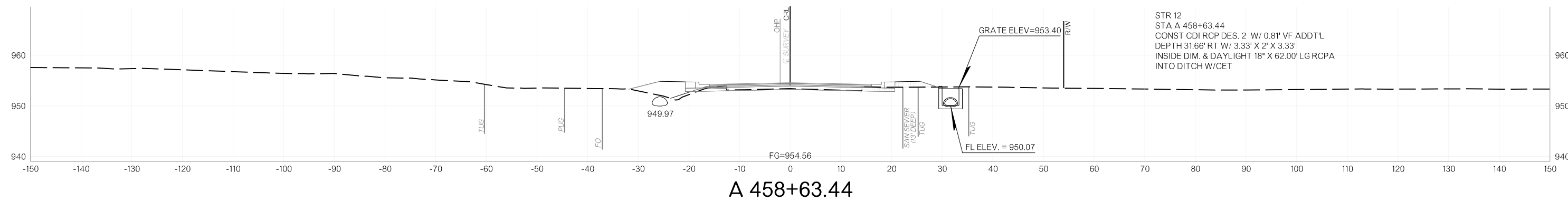
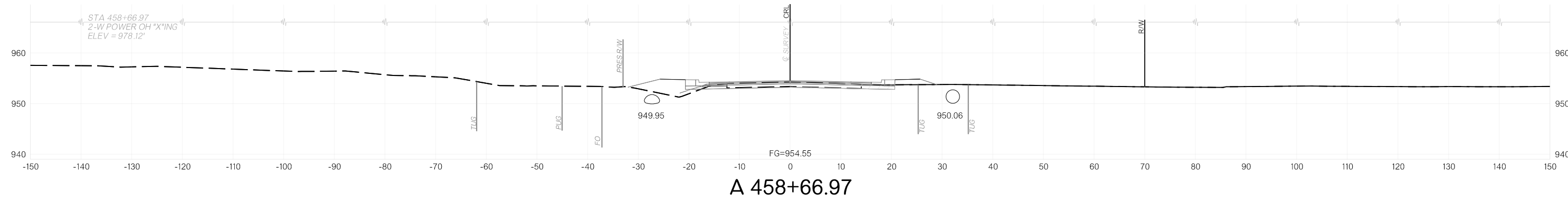
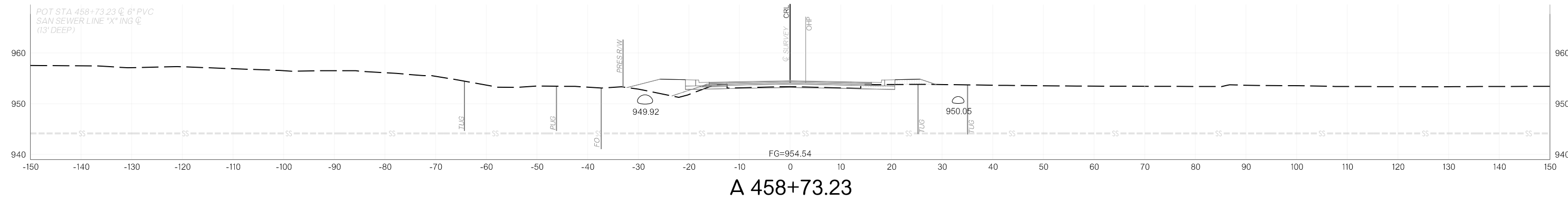
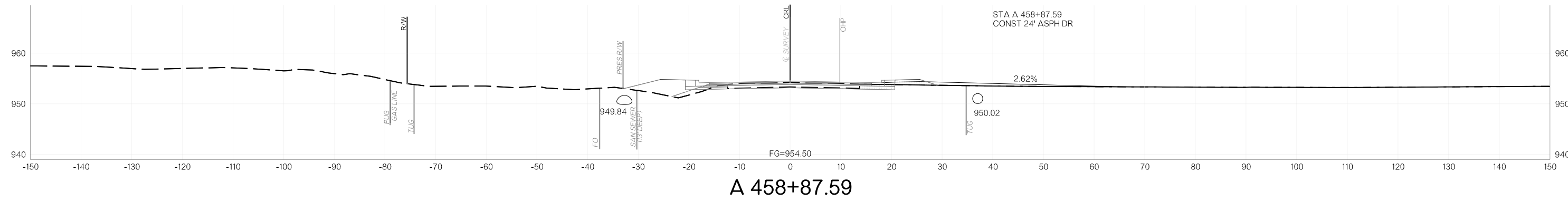
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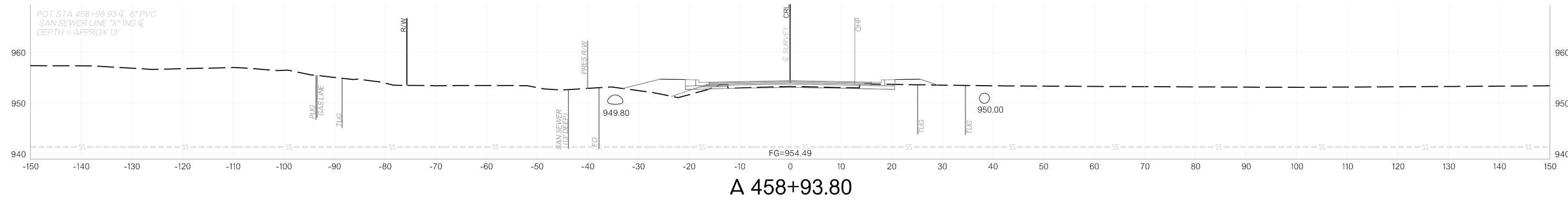
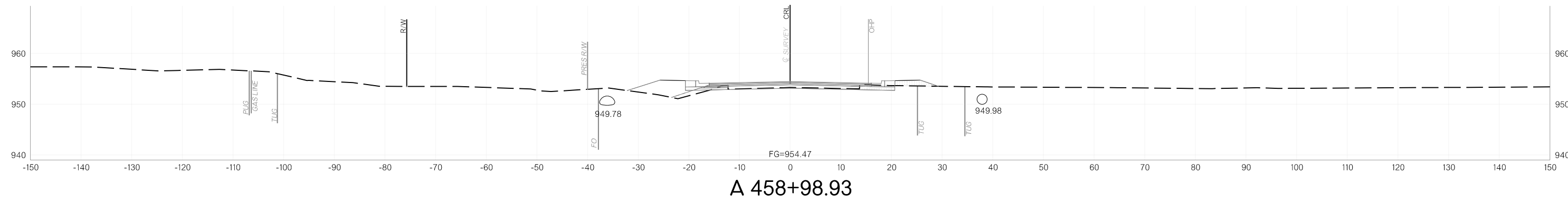
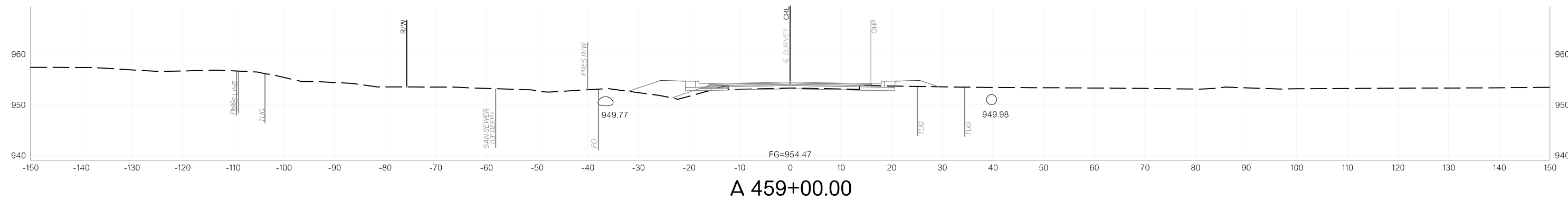
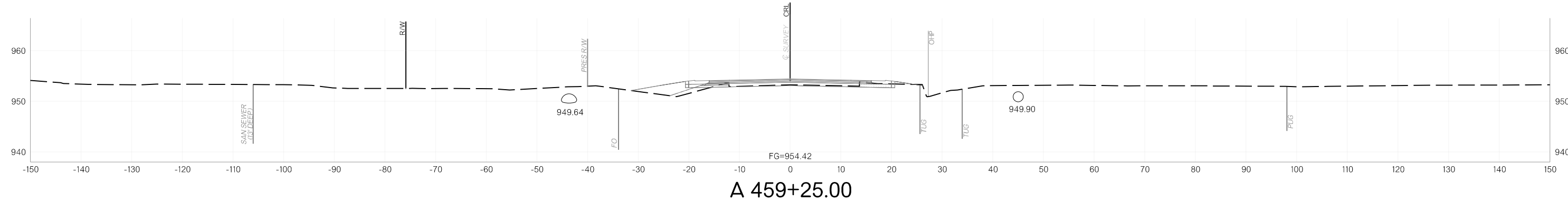
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DESCRIPTION		REVISIONS		DATE	



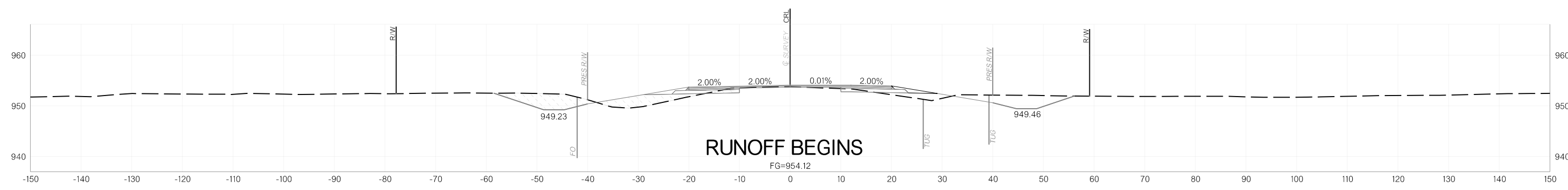
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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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DESCRIPTION		REVISIONS		DATE	



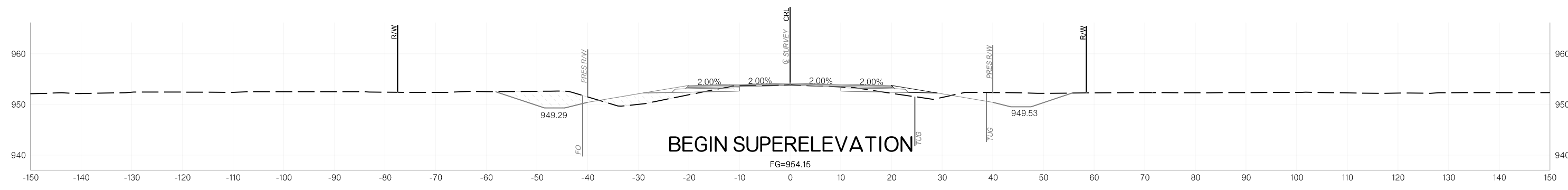
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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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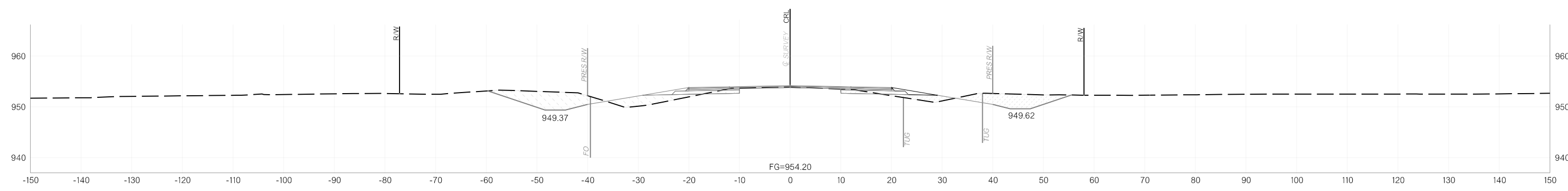
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**A 461+95.17**

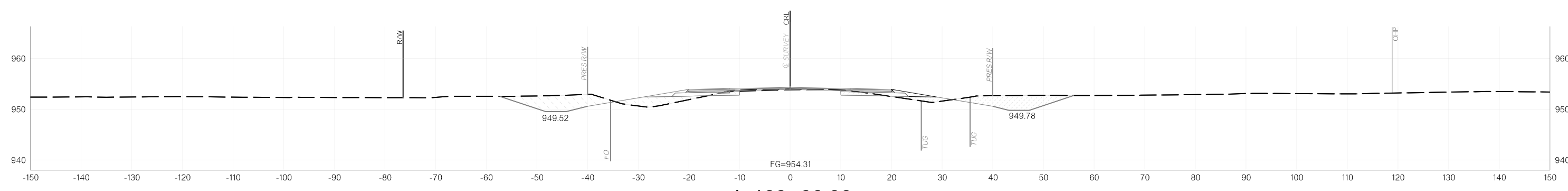


**BEGIN SUPERELEVATION**

**A 461+56.17**



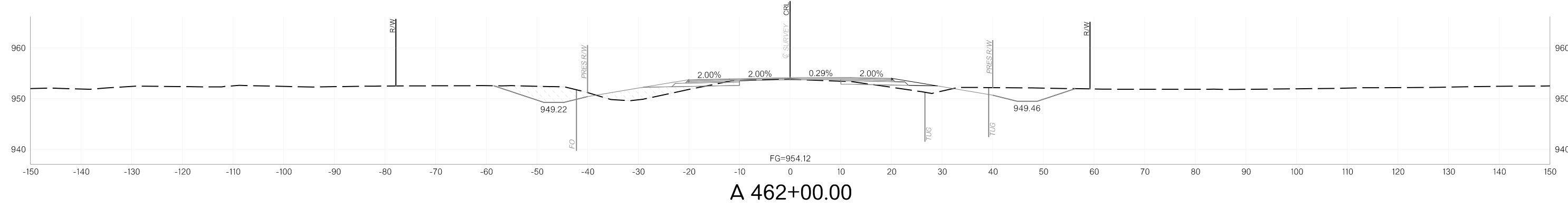
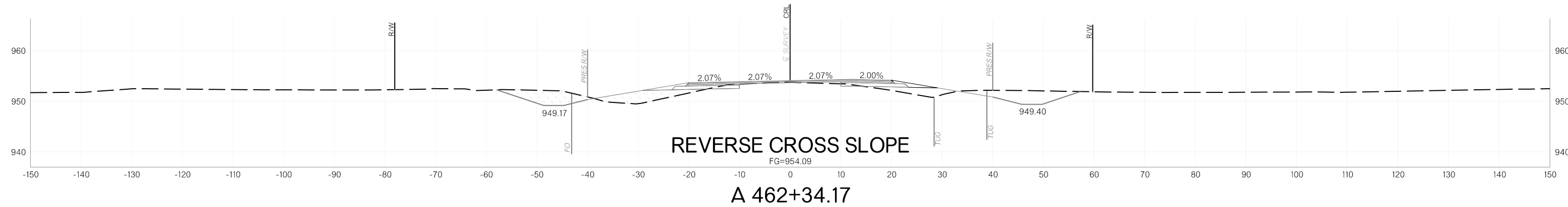
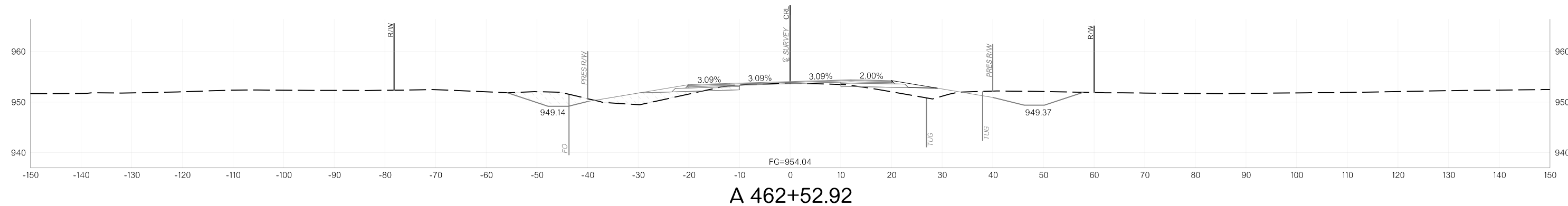
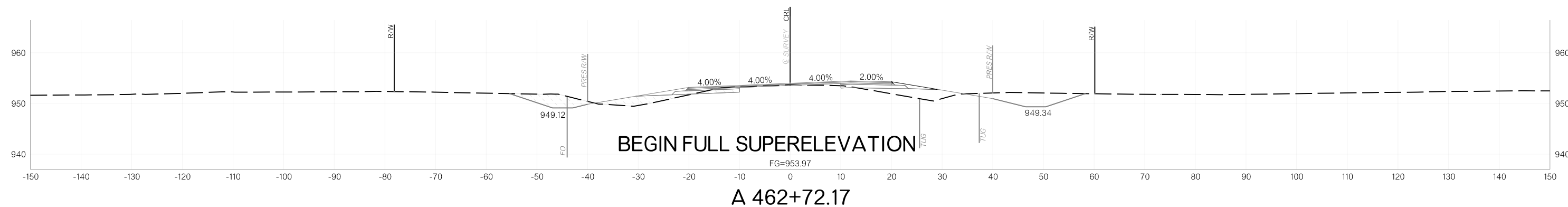
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**A 460+00.00**

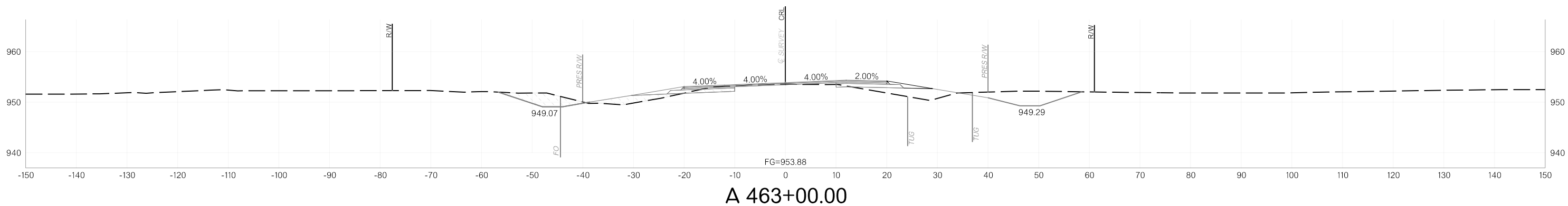
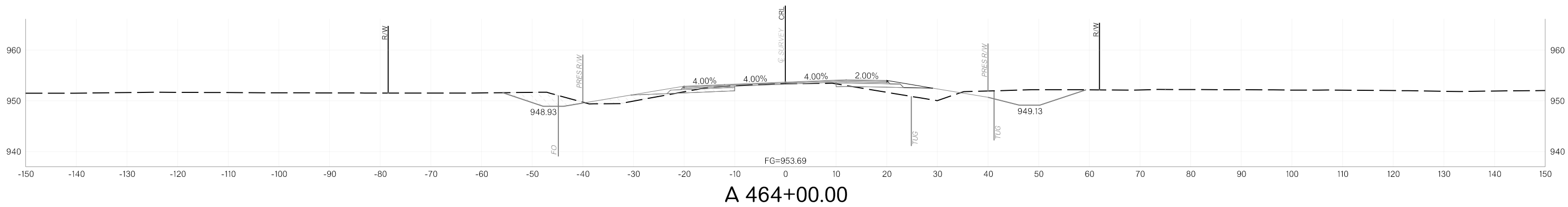
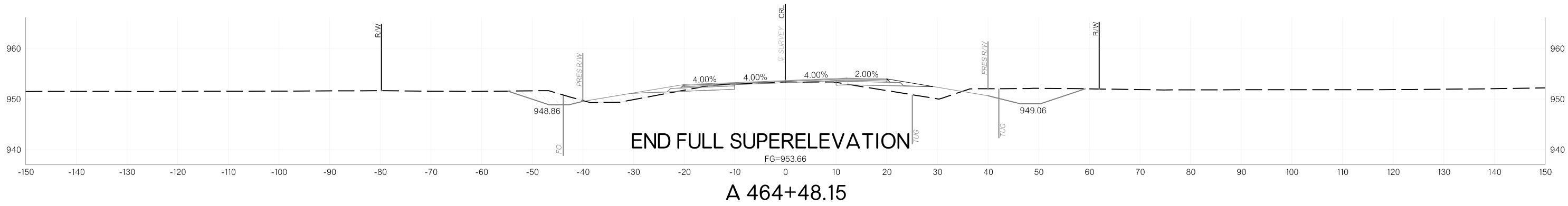
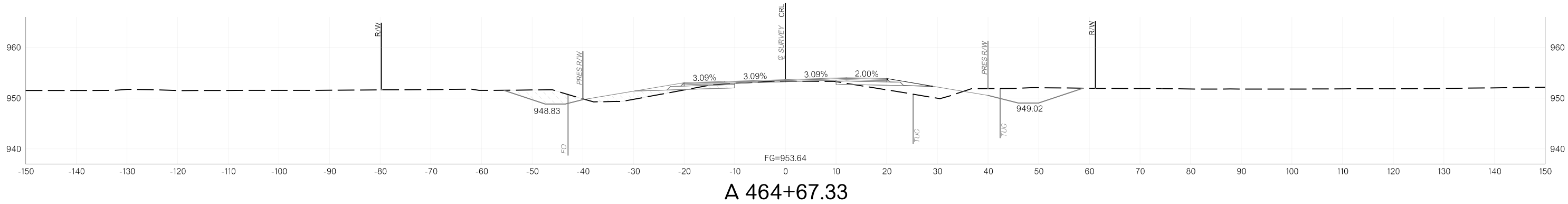
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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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6	OKLA.				
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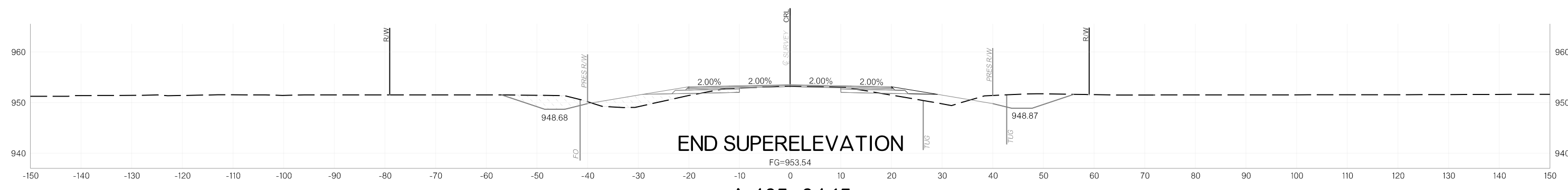
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DESCRIPTION		REVISIONS	DATE		

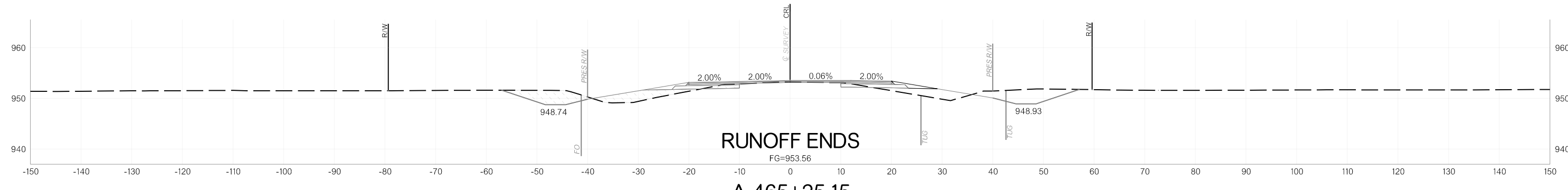


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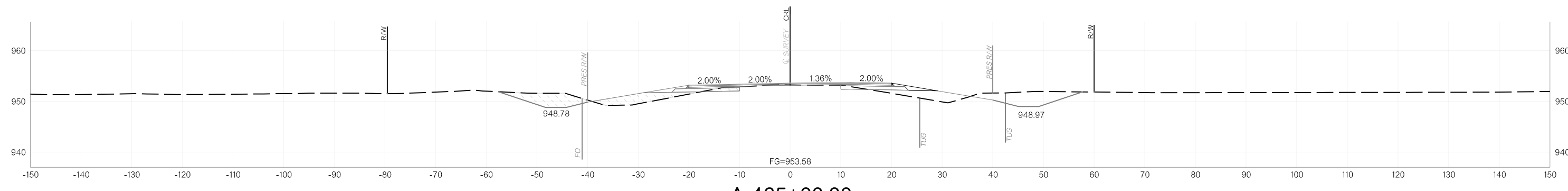
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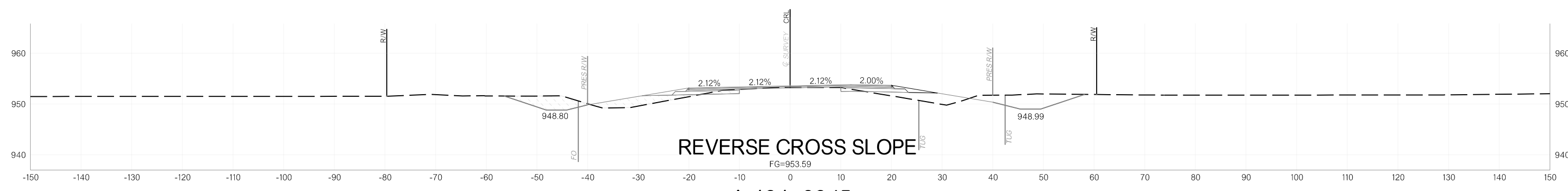
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A 465+25.15



A 465+00.00

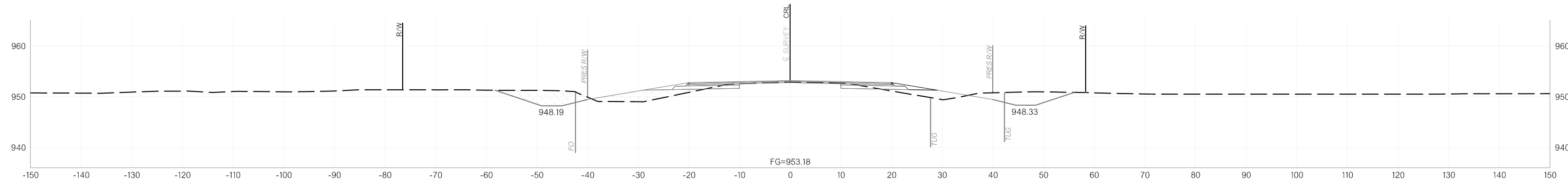


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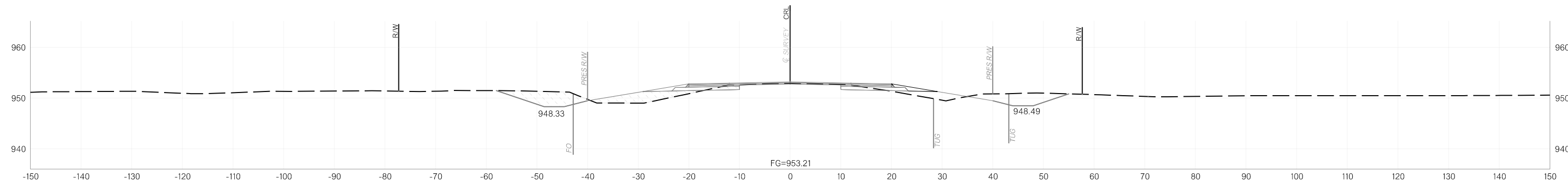
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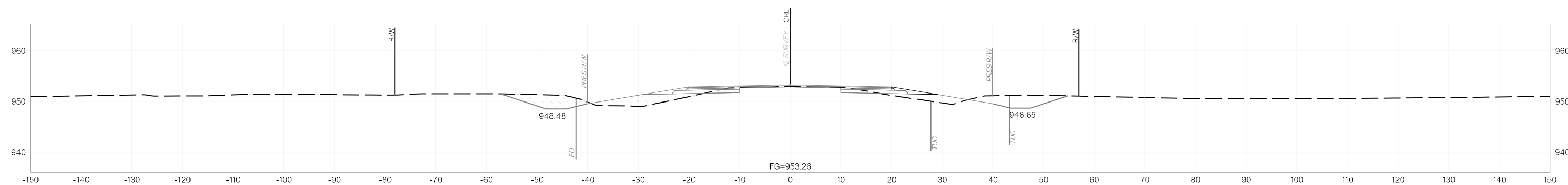
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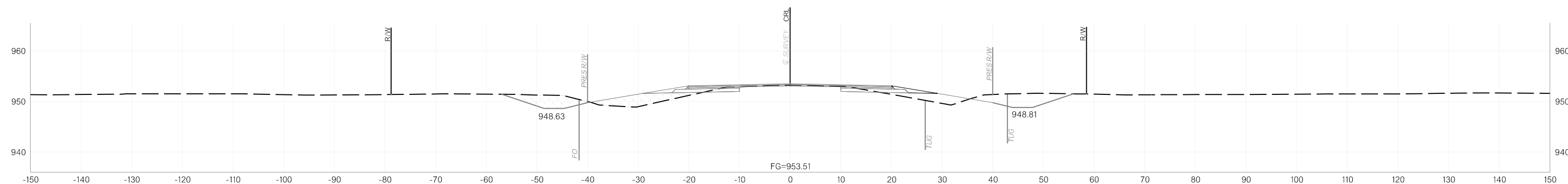
A 469+00.00



A 468+00.00



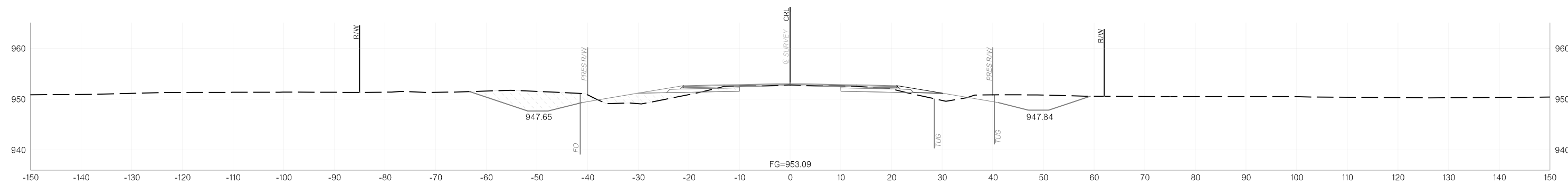
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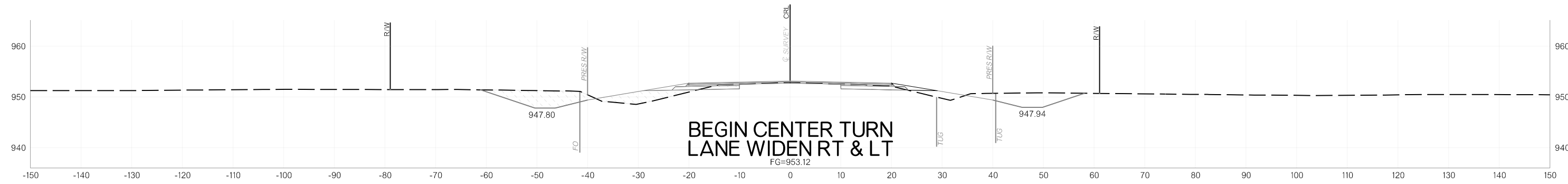
A 466+00.00

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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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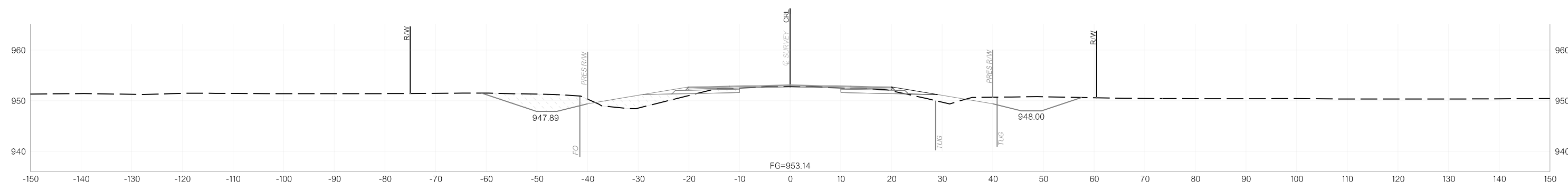


A 472+00.00

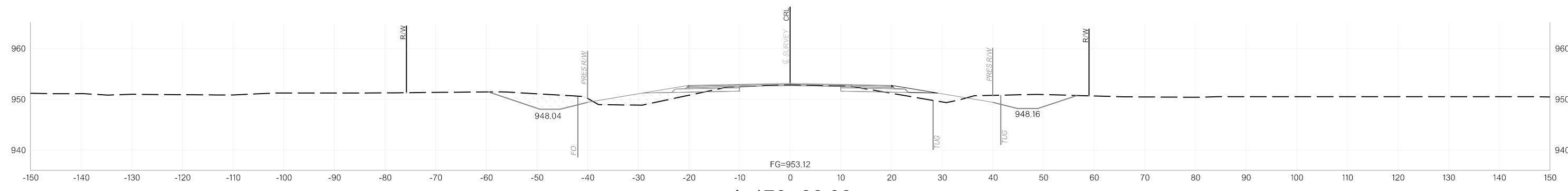


BEGIN CENTER TURN  
LANE WIDEN RT & LT

A 471+40.00



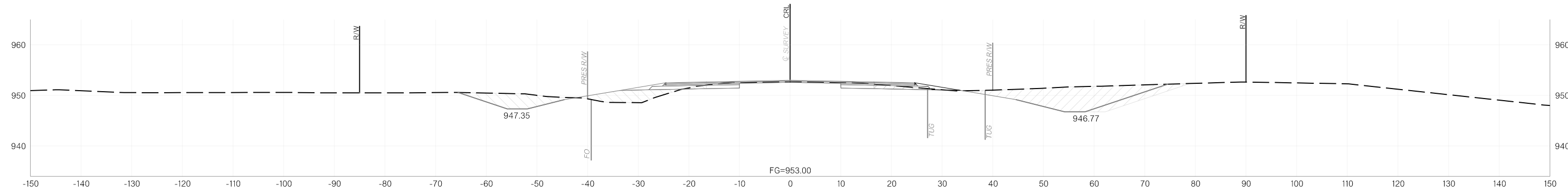
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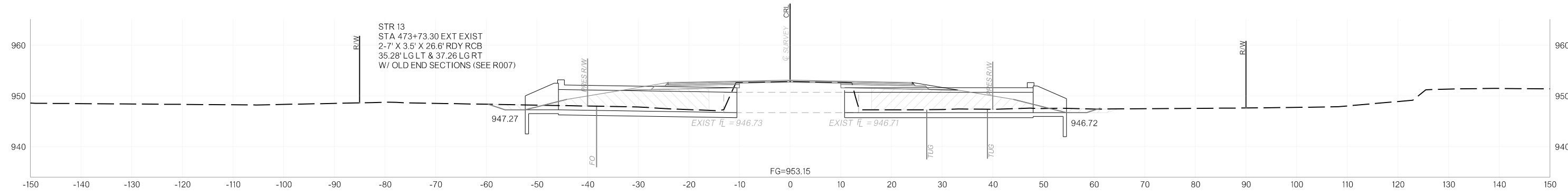
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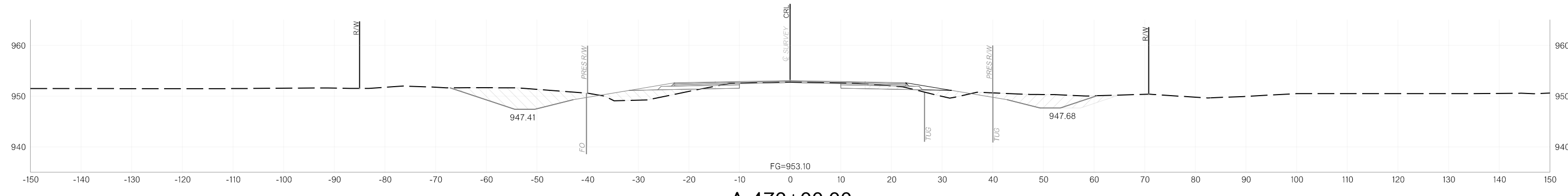
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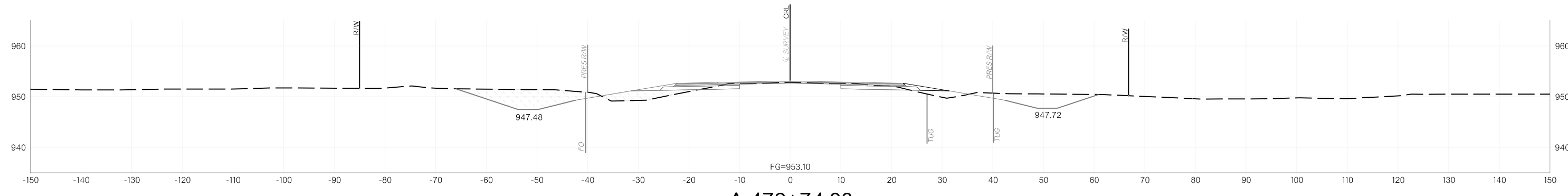
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A 473+73.30



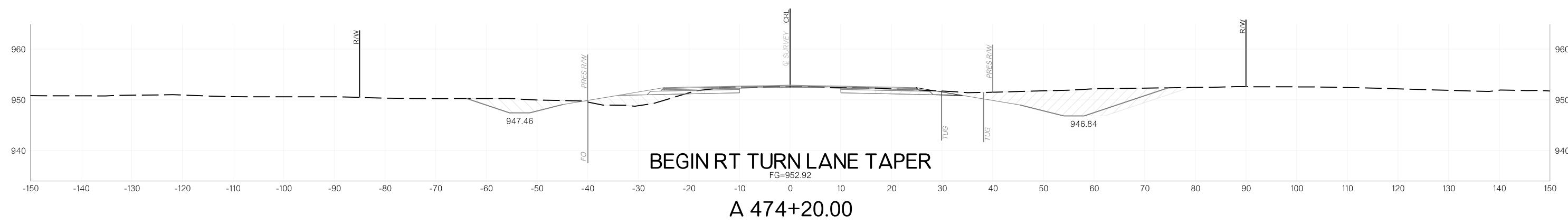
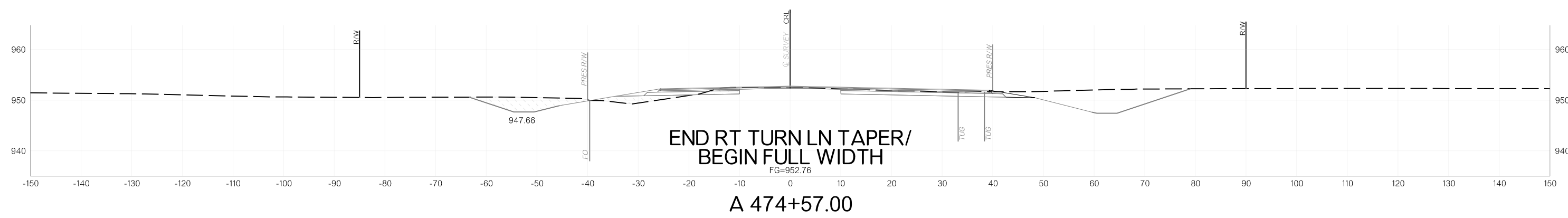
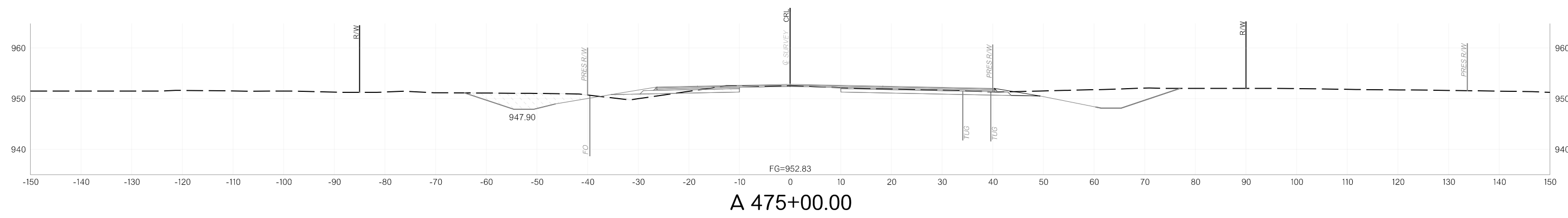
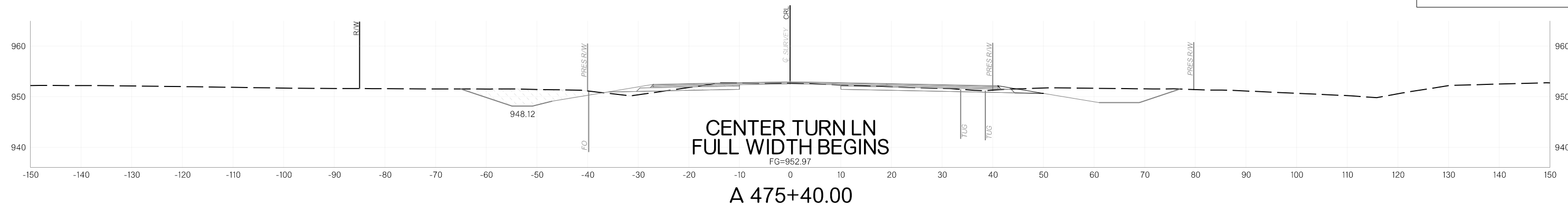
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A 472+74.93

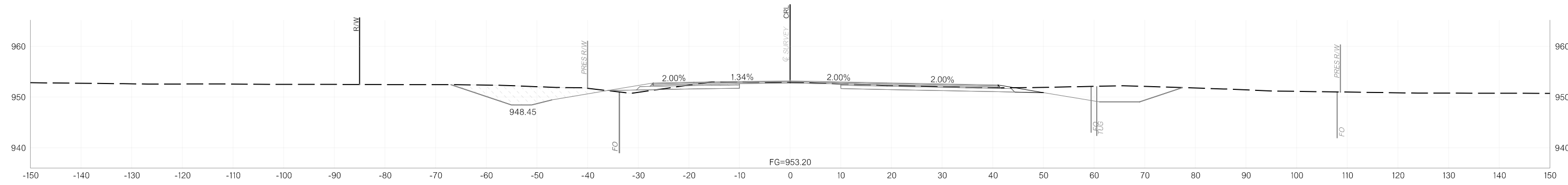
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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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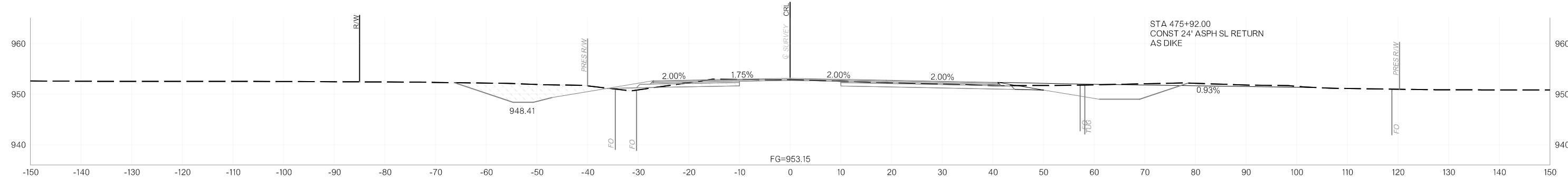


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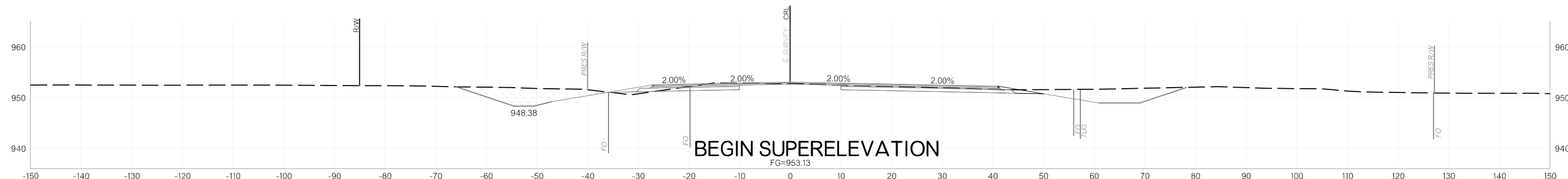
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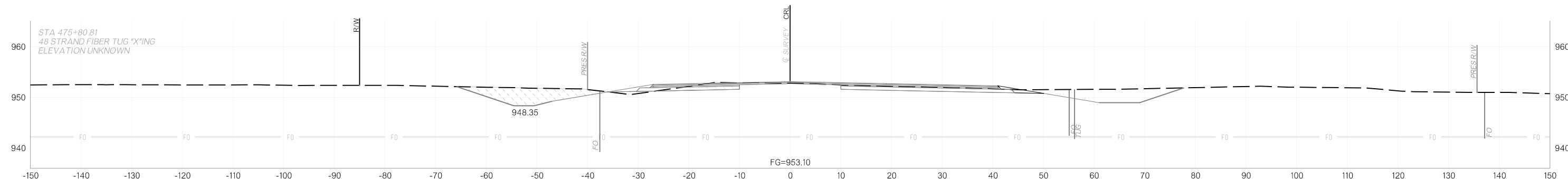
A 476+00.00



A 475+92.00



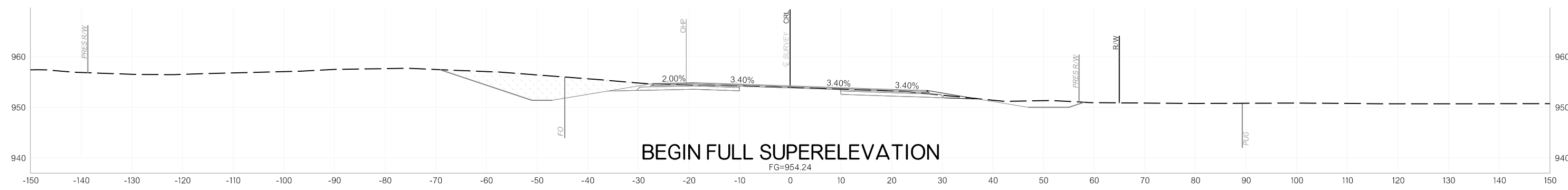
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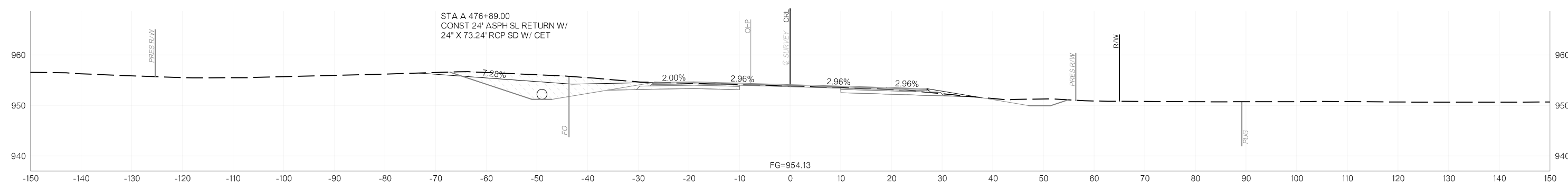
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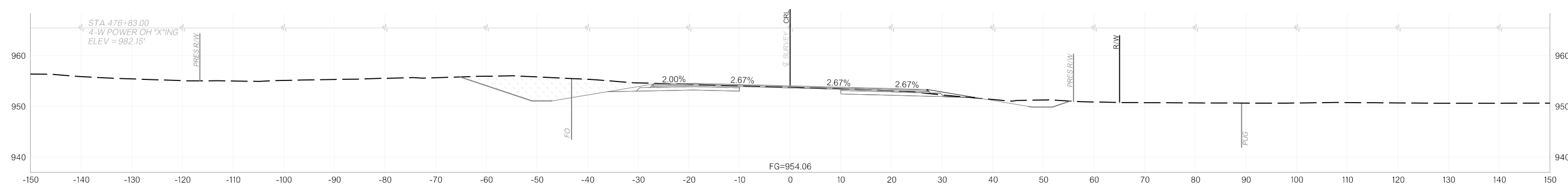
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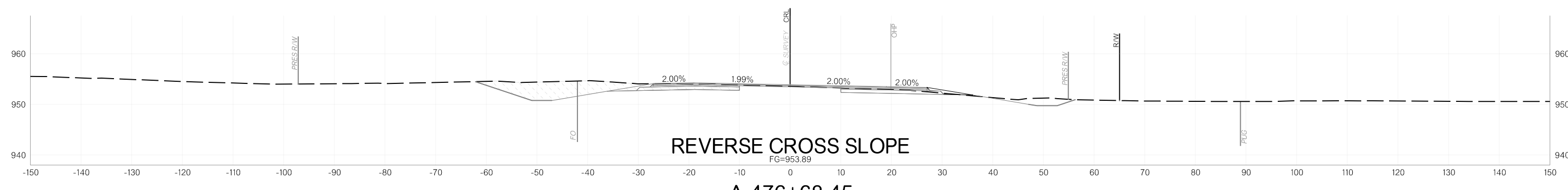
A 476+97.45



A 476+89.00



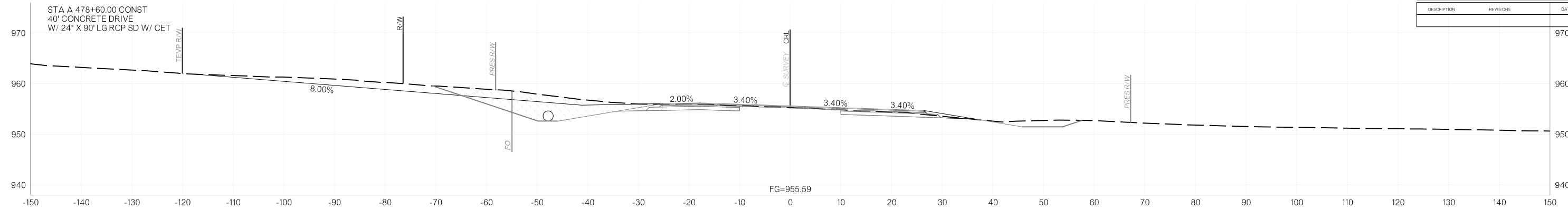
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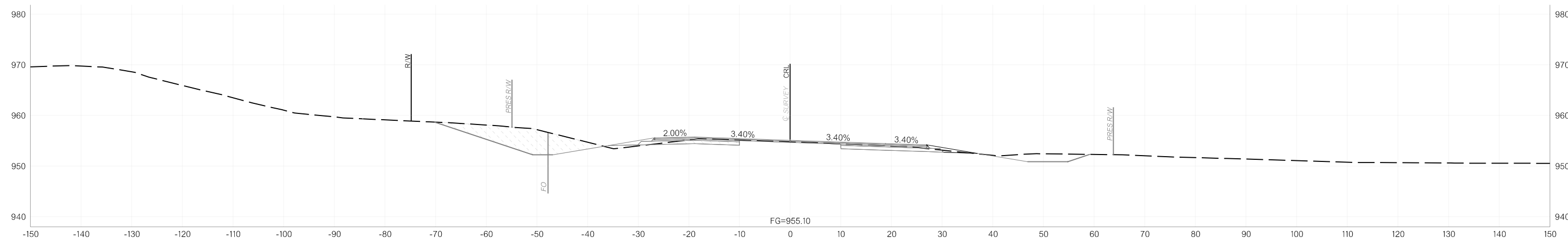
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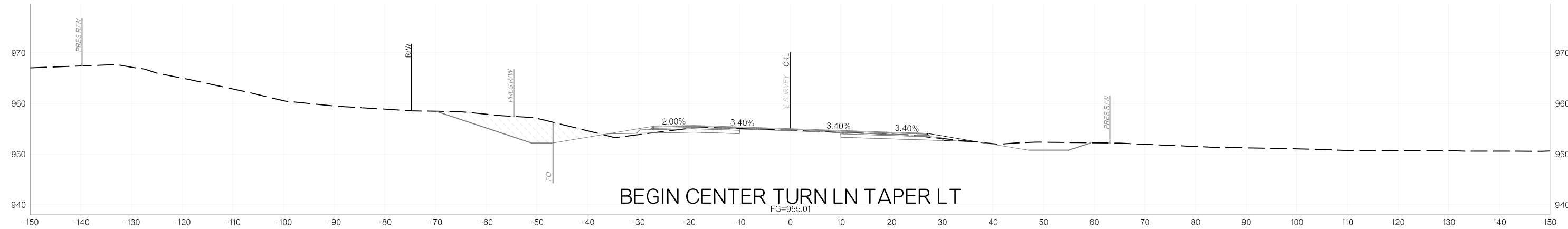
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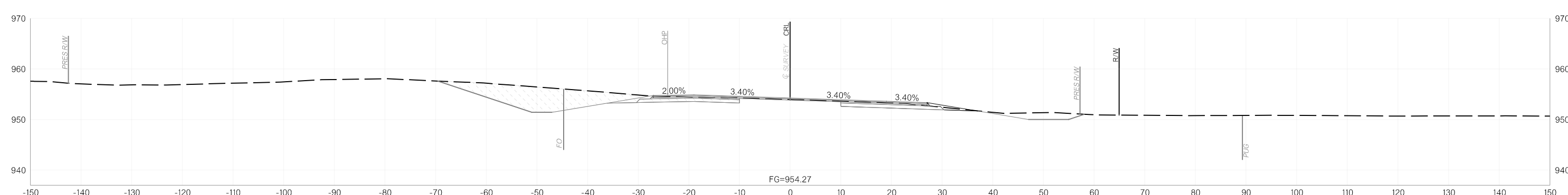
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A 478+00.00



A 477+90.00

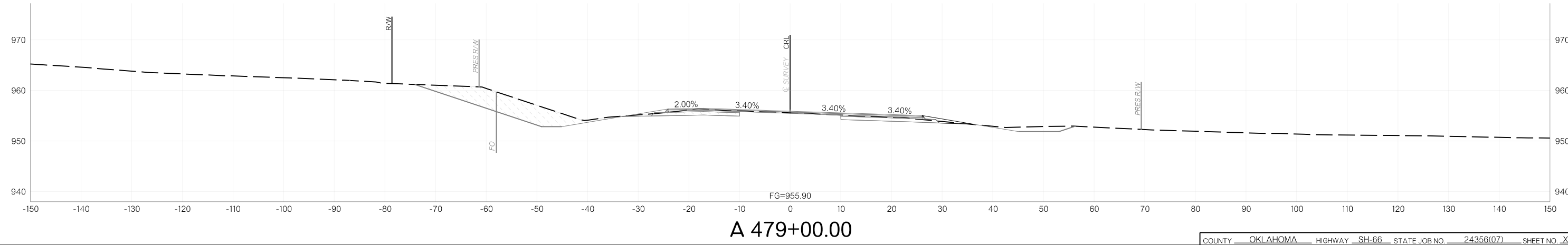
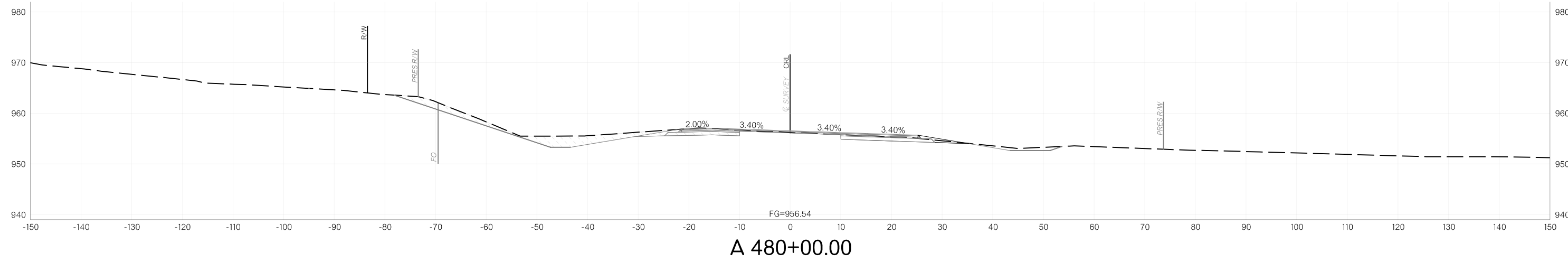
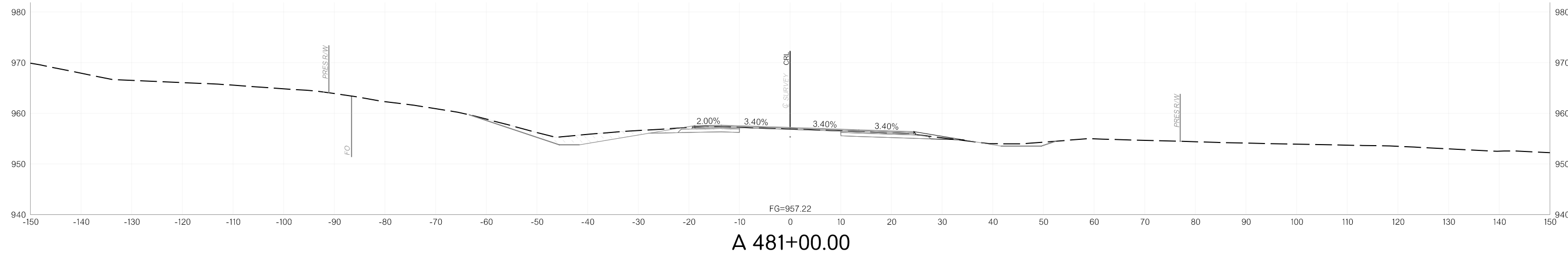


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OKLAHOMA DEPARTMENT OF TRANSPORTATION					
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