

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

A. HORIZONTAL CONTROL FOR THIS SURVEY IS THE OKLAHOMA DEPARTMENT OF TRANSPORTATION PLANE COORDINATE SYSTEM, LAMBERT PROJECTION (NORTH ZONE). ALL COORDINATES SHOWN ARE OKLAHOMA DEPARTMENT OF TRANSPORTATION PLANE COORDINATES WHICH WERE DERIVED BY MULTIPLYING THE USC&GS OKLAHOMA PLANE COORDINATES BY THE COMBINED ADJUSTMENT FACTOR OF 1.00010. THE OKLAHOMA DEPARTMENT OF TRANSPORTATION COORDINATE SYSTEM PLANE IS 2350 FEET ABOVE THE OKLAHOMA USC&GS PLANE.

B. ACCURACY - THIRD ORDER OR BETTER.

2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE USC&GS OKLAHOMA PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL.

3. VERTICAL CONTROLS:

A. LEVEL DATUM IS MEAN SEA LEVEL (USC&GS).

B. ACCURACY - THIRD ORDER OR BETTER.

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. I-IR-35-3(074)121 *
GRADING, SURFACING, DRAINAGE & BRIDGE PLANS

INTERSTATE HIGHWAY NO. I-35
OKLAHOMA COUNTY
CONTROL SECTION 35-55-15
STATE JOB NO. 00292(15) RDY.
00292(16) BRIDGE
BRIDGE 'G' STR.NO. 55150048
NBIS S045501514418US
BRIDGE 'P' STR.NO. 55150148
NBIS S045501518537US

NOTE: WHEREVER ON THESE PLANS THE PROJECT NUMBER I-IR-35-3(074)121 APPEARS, IT SHALL BE UNDERSTOOD TO MEAN:
I-IR-35-3(074)121 ROADWAY
IM-NHIY-35-3(246)121 BRIDGE

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE
1A	INDEX OF SHEETS

DESIGN DATA

ADT-(2020) = 110,000
DHW = 9%
D = 55%
T(%ADT) = 10%
V = 55 MPH
FLEX. ESALS = 60.0 MIL

SCALE

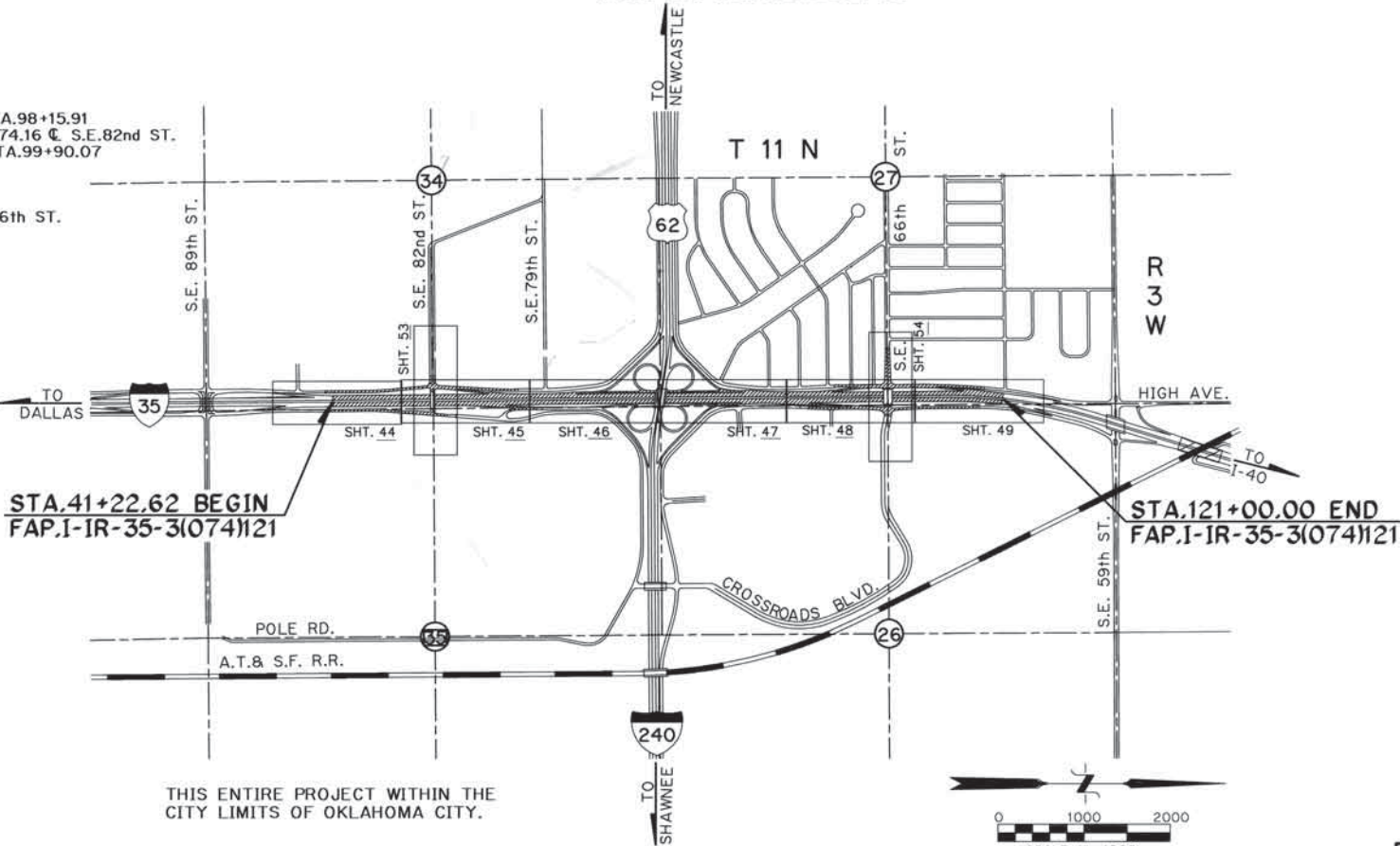
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1000'
LEVEL DATUM IS MEAN SEA LEVEL (U.S.C. & G.S.)
BEARINGS ARE GRID BEARINGS IN THE O.S.H.D. PLANE COORDINATE SYSTEM.

CONVENTIONAL SIGNS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- OIL WELLS
- BUILDINGS
- DRAINAGE STRUCTURES-IN-PLACE
- DRAINAGE STRUCTURES-NEW
- RIGHT-OF-WAY LINES-EXISTING
- RIGHT-OF-WAY LINES-NEW
- RIGHT-OF-WAY MARKERS-IN PLACE
- RIGHT-OF-WAY MARKERS-REMOVE & RESET
- RIGHT-OF-WAY MARKERS-NEW
- CONTROLLED ACCESS
- EXISTING SANITARY SEWERS
- EXISTING GAS LINES
- EXISTING WATER LINES
- EXISTING TELEPHONE CABLES UNDERGROUND
- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY

BEG. BR. STA. 98+15.91
BRIDGE 'G' BR. LG. = 174.16 @ S.E. 82nd ST.
END BR. STA. 99+90.07

EXIST. BRIDGE @ S.E. 66th ST.



THIS ENTIRE PROJECT WITHIN THE CITY LIMITS OF OKLAHOMA CITY.

ROADWAY LENGTH	7,977.38 FT.	1.511 MILES
BRIDGE LENGTH	0.00 FT.	0.000 MILES
PROJECT LENGTH	7,977.38 FT.	1.511 MILES
EQUATIONS	NONE	
EXCEPTIONS	NONE	

PREPARED AND SUBMITTED BY:

POE & ASSOCIATES INC.
Oklahoma City, Oklahoma

Jerry W. Edgin, P.E.
Okla. Registered Professional Engineer No. 13801
Date 7-17-01

E. Gene McCollom, P.E.
Okla. Registered Professional Engineer No. 6270
Date 7-17-01



OKLAHOMA DEPARTMENT
OF TRANSPORTATION

APPROVED DATE

DIRECTOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED DATE

DIVISION ADMINISTRATOR

F.A. Project No. I-IR-35-3(074)121 Sht. No. 1

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T14	DELETED
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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION	DATE				
MOD. SHEET DESCRIPTION	11/21/2001				
ADDED SHEET	11/21/2001				
ADDED SHEET	1/14/2002				
MOD. SHT. NO'S & STD'S	2/13/2002				
ADDED SHEET	3/1/2002				
ADDED SYM.-MOD.STDS.	3/14/2002				

THE FOLLOWING STANDARDS WILL BE REQUIRED FOR THIS PROJECT:

ROADWAY STDS.:

SMD-2-01E	CICI-2-00E	PR-2-00E	MB-3-01E
SPI-3-00E	SSIF-3-01E	ASCD-4-00E	ECM2-2-01E
SBI-3-00E	CIG-2-00E	CSCD-4-01E	TSC1-2-00E
GPI-3-00E	WCR-2-00E	PCPR-2-00E	TSC2-2-00E
SPDI-2-00E	MI-2-00E	LECS-3-01E	GRAU1-1-01E
PCES-3-00E	DC-2-01E	LTU-3-00E	GRH-3-00E
MFC-3-00E	FHTMP-4-00E	CRCP1-2-01E	TSD-1-00E
MJB-2-00E	FHTCP-2-00E	CRCP2-2-00E	GET-2-00E
SSCD-2-00E	RWF3-1-00E	PUD-2-00E	PED-2-00E

BRIDGE STDS.:

TR3-3-01E

TRAFFIC SIGNING & STRIPING STDS.:

PM4-1-01E	SIS4-1-00E	FGS1-1-00E
PM5-1-00E	SBS1-1-00E	FSG2-1-00E
PM6-1-00E	SBS2-1-00E	SPA1-1-00E
PM8-1-00E	SBS3-1-00E	OSS9-1-00E
MSD2-1-00E	SBS4-1-00E	OSS10-1-00E
MSD5-1-00E	GMS2-1-00E	IA1-1-00E
MSD6-1-00E	SSP1-1-00E	APC1-1-00E
SIS1-1-00E	SSA1-1-00E	OWE1-1-00E
SIS3-1-00E	SSA2-1-00E	

TRAFFIC OPERATIONS STDS.:

TCS1-1-02E	TCS9-1-00E	TCS45-1-00E	WSD1-1-00E
TCS2-1-00E	TCS10-1-00E	TCS47-1-00E	MSD1-1-00E
TCS3-1-00E	TCS12-1-00E	TCS65-1-00E	MSD3-1-00E
TCS4-1-00E	TCS13-1-00E	TCS88-1-00E	MSD4-1-00E
TCS5-1-00E	TCS14-1-00E	PM1-1-01E	GMS1-1-00E
TCS6-1-00E	TCS15-1-00E	PM3-1-01E	
TCS7-1-00E	TCS31-1-00E	RSD1-1-00E	
TCS8-1-00E	TCS32-1-00E	RSD2-1-00E	

OBSOLETE STDS.:

RCB-2H-1
RCB-1B-4
RCB-2B-6
MCB-W-7
SUEL-4-0
PTR-1-21

TRAFFIC LIGHTING & SIGNALIZATION STDS.:

CCD1-1-00E	PPD1-1-00E	ID1-1-00E
CCD2-1-00E	HL1-1-00E	ID2-1-00E
PBD1-1-00E	HL2-1-00E	SNS1-1-00E
GMF1-1-00E	UPD1-1-00E	TSSS1-1-00E
BMF1-1-00E	SPD1-1-00E	PWD1-1-00E
BBD1-1-00E	SCD1-1-00E	CFD1-1-00E
HLP1-1-00E	TWD1-1-00E	CC1-1-00E
HLP2-1-00E	PMAP1-1-00E	TSSP1-1-00E
HLP3-1-00E	SA1-1-00E	

Design	
Drawn	
Checked	
Approved	
Squad	POE

INDEX OF SHEETS

00292(15) RDY
State Job No. 00292(16) BRIDGE Sheet No. 1A

POINT COORDINATE TABLE				
PT. NO.	LOCATION AND DESCRIPTION	X COORDINATE	Y COORDINATE	SURVEY MARKER
1340	P.O.T. STA.40+00.00 @ SURVEY I-35	2,150,859.4955	139,019.3635	
1102	P.O.T. STA.53+36.45 @ SURVEY I-35 = P.O.T. STA.99+03.00 @ SURVEY S.E.82nd ST.	2,150,847.7807	140,357.7663	'X' ON CONC. BRIDGE DECK
1103	P.O.T. STA.79+77.14 @ SURVEY I-35 @ E-W SEC.LINE (112) P.O.T. STA.428+14.28 @ SURVEY I-240	2,150,824.6854	142,996.3594	
1084	P.I. STA.79+79.43 @ SURVEY I-35 (Δ=00°09'25.1"RT.)	2,150,824.6653	142,996.6493	
1150	P.O.T. STA.105+16.80 @ SURVEY I-35 @ 1/4 SEC.LINE (E-W 111.5)	2,150,808.8069	145,637.9625	'X' ON CONC. CENTER MED.
1146	P.O.T. STA.105+20.11 @ SURVEY I-35 = P.O.T. STA.209+02.99 @ SURVEY S.E. 66th ST.	2,150,808.7990	145,639.2743	'>' ON CONC. CENTER MED.
1060	P.C. CV. C-3 STA.113+17.69 @ SURVEY I-35	2,150,804.6077	146,336.8428	1/2" I.P.
1085	P.I. CV. C-3 STA.122+03.21 @ SURVEY I-35	2,150,799.2671	147,222.3499	1/2" I.P.
1226	P.O.C. STA.123+73.51 @ SURVEY I-35 @ N-S SEC.LIN (N-S 309)	2,150,895.3036	147,387.2604	
1075	P.T. CV. C-3 STA.130+74.83 @ SURVEY I-35	2,151,051.5446	146,068.1467	1/2" I.P.
1158	CENTER SECTION 34-T11N-R3W	2,148,902.8137	140,333.2668	1/2" I.P.
8941	P.O.T. STA.92+00.00 @ SURVEY S.E.82nd ST.	2,150,144.8130	140,350.9997	1/2" I.P.
8942	P.O.T. STA.93+73.00 @ SURVEY S.E. 82nd ST. = P.O.T. STA.100+00.00 @ SURVEY PROP. ACCESS RD.	2,150,317.8053	140,352.6649	1/2" I.P.
1111	P.I. STA.100+00.00 @ SURVEY S.E.82nd ST. ON-S SEC.LINE (309)	2,150,944.7763	140,358.7000	OHD MON.NO. 0-55-633
8945	P.O.T. STA.102+00.00 @ SURVEY S.E.82nd ST.	2,151,144.7704	140,360.2423	1/2" I.P.
1116	CENTER SECTION 35-T11N-R3W	2,153,587.0265	140,379.0762	3/8" I.P.
1151	N.W.1/4 CORNER N.E./4 SECTION 34, T11N-R3W	2,148,282.7996	142,972.2616	1/2" I.P.
1105	N.E. CORNER SECTION 34-T11N-R3W	2,150,921.6810	142,997.2769	'X' ON CONC. BRIDGE FLOOR
1115	N.E.1/4 CORNER N.W./4 SECTION 35-T11N-R3W	2,153,569.8022	143,016.2206	OHD MON.NO. 0-55-100
1108	P.O.T. STA.415+00 AHD. @ SURVEY I-240 (BEG.SURVEY)	2,149,516.7800	143,080.9645	1/2" I.P.
1234	P.C. CV.C-7 STA.420+07.57 @ SURVEY I-240	2,150,024.3309	143,086.7762	
1105	P.I. CV.C-7 STA.422+59.26 @ SURVEY I-240	2,150,276.0058	143,088.1622	P.K. NAIL
1237	P.T. CV.C-7 STA.425+09.66 @ SURVEY I-240	2,150,524.2414	143,046.6284	'X' ON TOP PAR. WALL
1227	P.O.T. STA.429+12.78 @ SURVEY I-240 ON N-S SEC.LINE (NS 309)	2,150,821.8313	142,980.1053	
1238	P.C. CV.C-8 STA.431+28.35 @ SURVEY I-240	2,151,134.4563	142,944.5298	'X' ON S.SIDE RET. WALL
1107	P.I. CV.C-8 STA.433+76.68 @ SURVEY I-240	2,151,379.3792	142,903.5503	P.K. NAIL
1240	P.T. CV.C-8 STA.436+23.77 @ SURVEY I-240	2,151,627.7003	142,905.3265	1/2" I.P.
1113	P.O.T. STA.441+00 @ SURVEY I-240 (END SURVEY)	2,152,103.9174	142,908.7329	1/2" I.P.
1152	CENTER SECTION 27-T11N-R3W	2,148,266.8029	145,612.0770	3/8" I.P.
1153	N.W.1/4 COR. S.W./4 SEC. 26-T11N-R3W	2,150,905.8084	145,638.9502	'X' ON CONC. MEDIAN
1157	CENTER SECTION 26-T11N-R3W	2,153,554.6702	145,654.2614	1/2" I.P.
1145	P.O.T. STA.203+00 @ SURVEY S.E.66th ST. (BEG.SURVEY)	2,150,205.8179	145,636.0021	P.K. NAIL
1228	P.O.T. STA.210+00 @ SURVEY S.E.66th @ N-S SEC.LINE (NS 309)	2,150,905.8033	145,639.6010	'X' ON CONC. MEDIAN
1254	P.C. CV.C-14 STA.210+93.00 @ SURVEY S.E.66th ST.	2,150,998.8062	145,640.3054	'X' ON CONC. MEDIAN
1147	P.I. CV.C-14 STA.211+43.00 @ SURVEY S.E.66th ST.	2,151,048.8055	145,640.5767	'X' ON CONC. CURB
1255	P.T. CV.C-14 STA.211+92.39 @ SURVEY S.E.66th ST.	2,151,097.0576	145,627.4718	'X' ON CONC. MEDIAN
1257	P.C. CV.C-15 STA.212+20.76 @ SURVEY S.E.66th ST.	2,151,124.4355	145,620.0362	'X' ON CONC. MEDIAN
1148	P.I. CV.C-15 STA.212+95.76 @ SURVEY S.E.66th ST.	2,151,196.8135	145,600.3787	1/2" I.P.
1258	P.T. CV.C-15 STA.213+69.84 @ SURVEY S.E.66th ST.	2,151,271.8130	145,600.7857	1/2" I.P.
1149	P.O.T. STA.214+00.00 @ SURVEY S.E.66th ST. (END SURVEY)	2,151,301.9699	145,600.9494	1/2" I.P.

POINT COORDINATE TABLE				
PT. NO.	LOCATION AND DESCRIPTION	X COORDINATE	Y COORDINATE	SURVEY MARKER
6600	P.O.T. STA.113+02.01 @ SURVEY ACCESS RD. = 530+04.11 P.O.T. STA.66+40.00 @ SURVEY I-35	2,150,306.4094	141,654.6889	P.K. NAIL
6604	P.O.T. STA.119+03.34 @ SURVEY ACCESS RD. @ S.E.79th ST.	2,150,306.3978	141,655.9576	
6606	P.C. CV. AR-1 STA.119+32.38 @ SURVEY ACCESS RD.	2,150,306.6929	142,264.8755	1/2" I.P.
6608	P.I. CV. AR-1 STA.120+07.41 @ SURVEY ACCESS RD.	2,150,299.5958	142,438.8818	1/2" I.P.
6604	P.T. CV. AR-1 STA.122+24.99 @ SURVEY ACCESS RD.	2,150,414.6368	142,847.6661	1/2" I.P.
6608	P.O.T. STA.122+78.86 @ SURVEY ACCESS RD. = 976.862 LT. P.O.T. STA.75+68.12 @ SURVEY I-35	2,150,481.4088	142,286.0837	'X' ON CONC. CURB

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	OKLA.				
DESCRIPTION		REVISIONS		DATE	
MOD. INCORRECT COORDINATE		SWO 292(1) SURVEY		09=10-2001	

Design		
Drawn	RLC	
Checked	JLH	
Approved		
Squad	POE	

SURVEY DATA
SHEET 3 OF 3

State Job No. 00292(15) RDY Sheet No. 4

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

2020 ADT
K=.....9%
D=.....55%
T(dhv).....6%
T(adt).....10%
T(3).....7%
AXLES.....15

SEC. 34, T11N, R3W

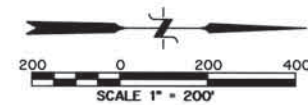
SEC. 27, T11N, R3W

SEC. 26, T11N, R3W

SEC. 35, T11N, R3W

S.E. 82ND ST.

BEGIN PROJECT
STA. 41+22.62



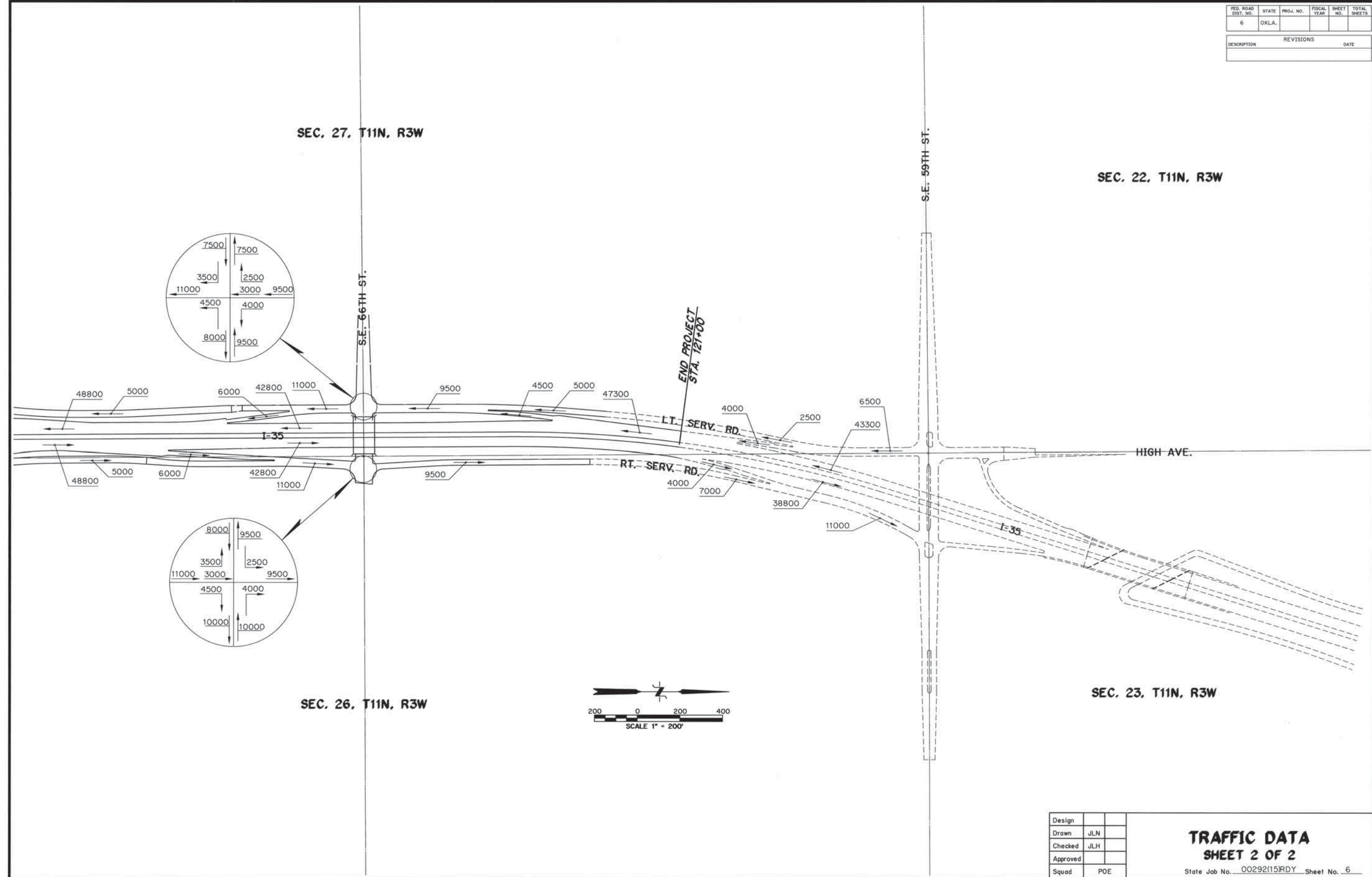
TRAFFIC COUNTS FURNISHED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION

Design	
Drawn	JLN
Checked	JLH
Approved	
Squad	POE

TRAFFIC DATA
SHEET 1 OF 2

State Job No. 00292(15)RDY Sheet No. 5

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

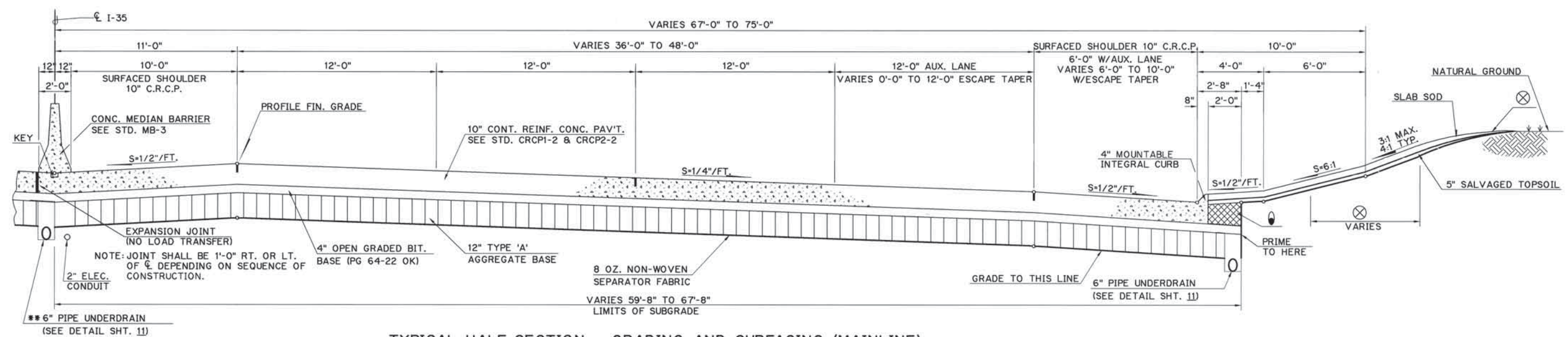


Design	
Drawn	JLN
Checked	JLH
Approved	
Squad	POE

TRAFFIC DATA SHEET 2 OF 2

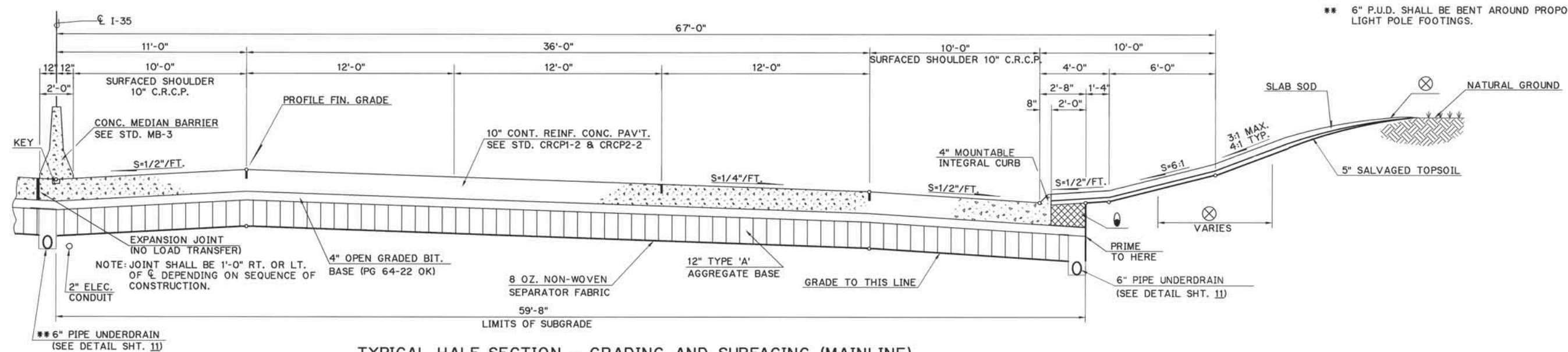
State Job No. 00292(15)RDY Sheet No. 6

REV. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
REVISIONS					DATE
ADDED NOTE					11/20/2001



TYPICAL HALF SECTION - GRADING AND SURFACING (MAINLINE)
 (MAINLINE W/AUXILIARY LANE OR ESCAPE TAPER)
 (SYMMETRICAL ABOUT CENTERLINE)
 SEE SHEET NO. 10 FOR VARIATIONS AT RETAINING WALLS

- ⊗ INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. 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. SEE ROUNDED DETAIL SHEET NO. 11.
- ⦿ TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.
- ** 6" P.U.D. SHALL BE BENT AROUND PROPOSED LIGHT POLE FOOTINGS.



TYPICAL HALF SECTION - GRADING AND SURFACING (MAINLINE)
 (SYMMETRICAL ABOUT CENTERLINE)
 SEE SHEET NO. 10 FOR VARIATIONS AT RETAINING WALLS

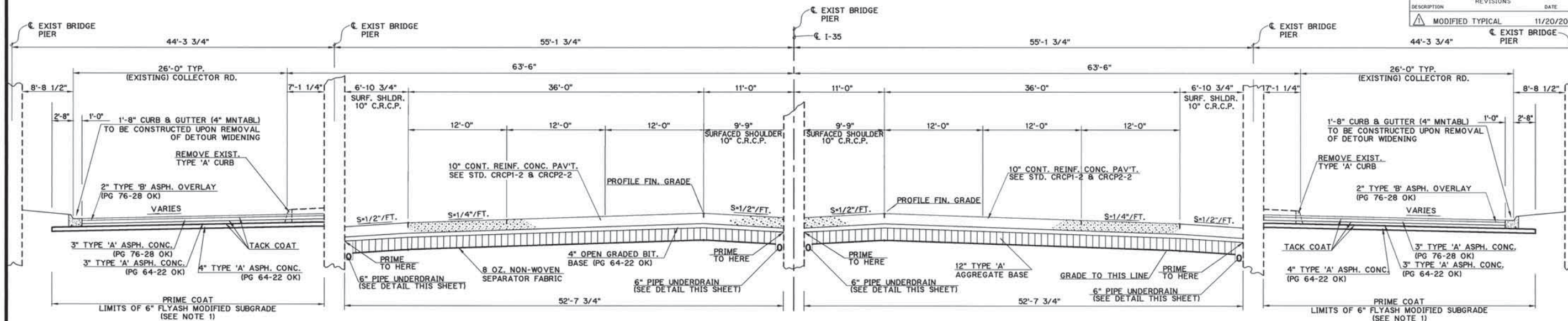
Design	JWE
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

TYPICAL CUT SECTION EXPRESSWAY

State Job No. 00292(15)RDY Sheet No. 7

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

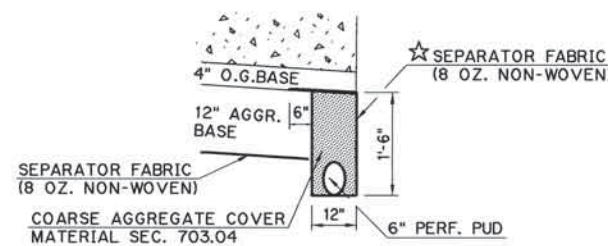
REVISIONS	DATE
MODIFIED TYPICAL	11/20/2001



TYPICAL SECTION MAINLINE UNDER I-240 BRIDGE STRUCTURE

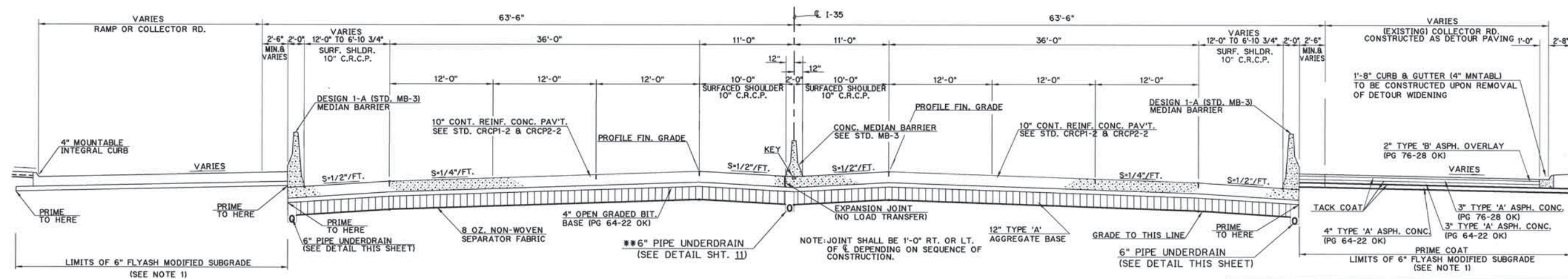
STA.79+13.29 TO STA.80+92.42 LT.
STA.78+94.20 TO STA.80+40.14 RT.

6" P.U.D. SHALL BE BENT AROUND PROPOSED LIGHT POLE FOOTINGS.



PIPE UNDERDRAIN DETAIL
6 SQ. FT. REQUIRED PER LINEAR FT.

NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.



TYPICAL SECTION MAINLINE THRU INTERCHANGE

Design	JWE
Drawn	RLC
Checked	JLH
Approved	JWE
Squad	POE

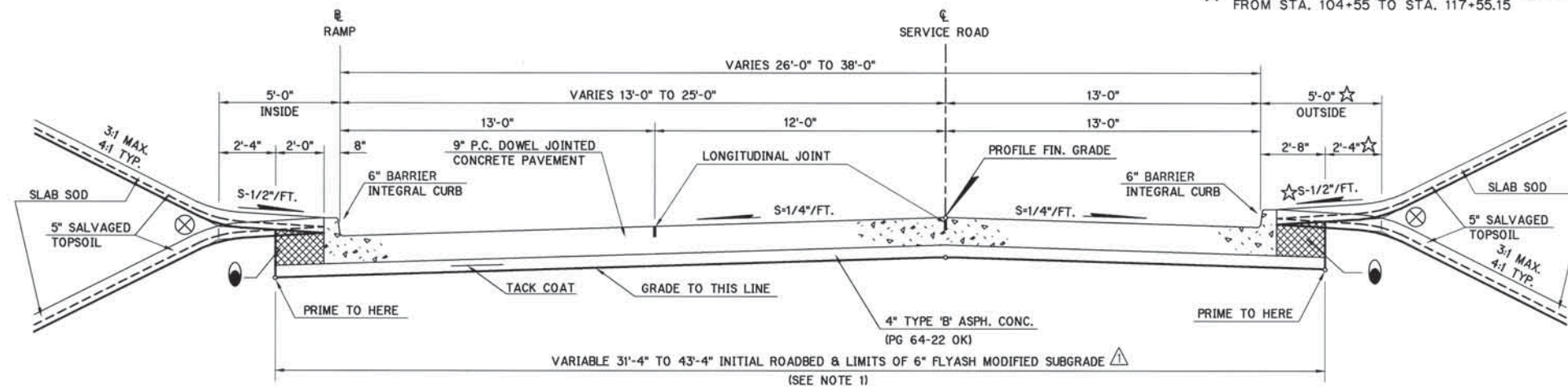
TYPICAL SECTION THRU INTERCHANGE

State Job No. 00292(15)RDY Sheet No. 8

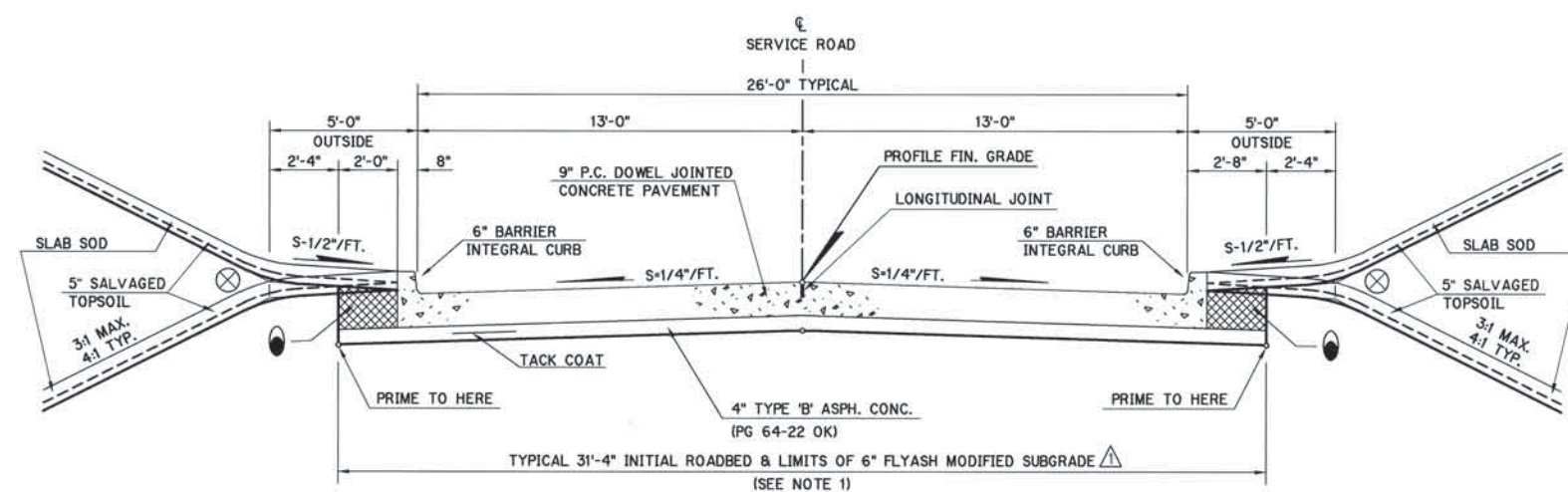
☆ SLOPE AND DIMENSION VARIES LEFT SERVICE ROAD
FROM STA. 104+55 TO STA. 117+55.15

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

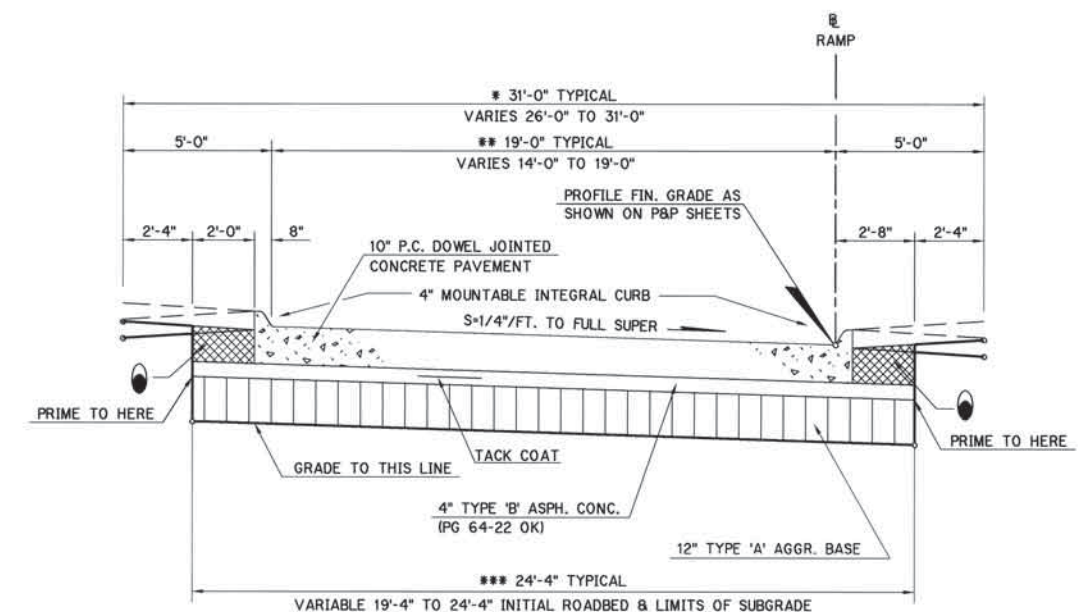
REVISIONS	DATE
MODIFY SUBGRADE	11/20/2001



TYPICAL GRADING & SURFACING SECTION - SERVICE ROAD THROUGH INTERCHANGE

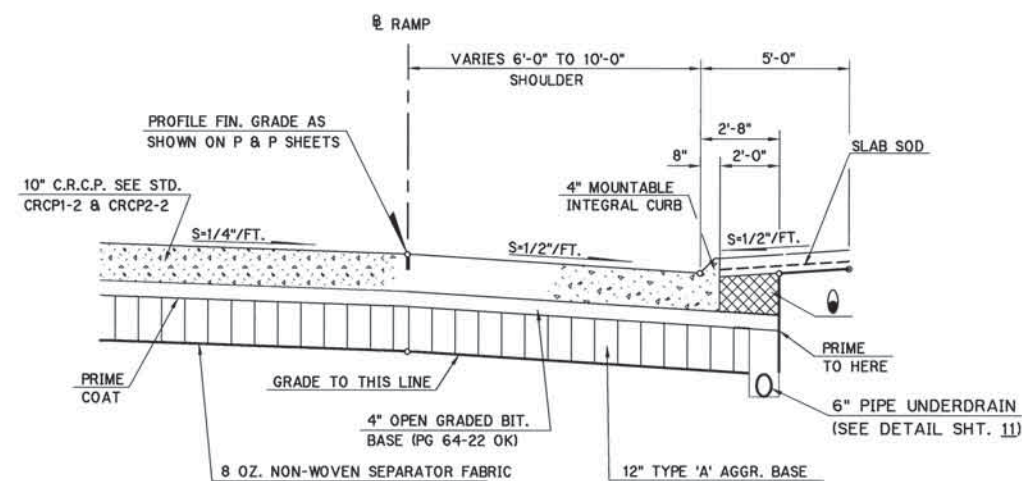


TYPICAL GRADING & SURFACING SECTION - 2 LANE SERVICE ROAD



TYPICAL GRADING & SURFACING SECTION - RAMPS

- * 32'-0" 240'B' CONNECTION RAMP
- ** 20'-0" 240'B' CONNECTION RAMP
- *** 25'-4" 240'B' CONNECTION RAMP (SEE SHEET 57)



TYPICAL SHOULDER AT RAMPS
IN CUT SECTION

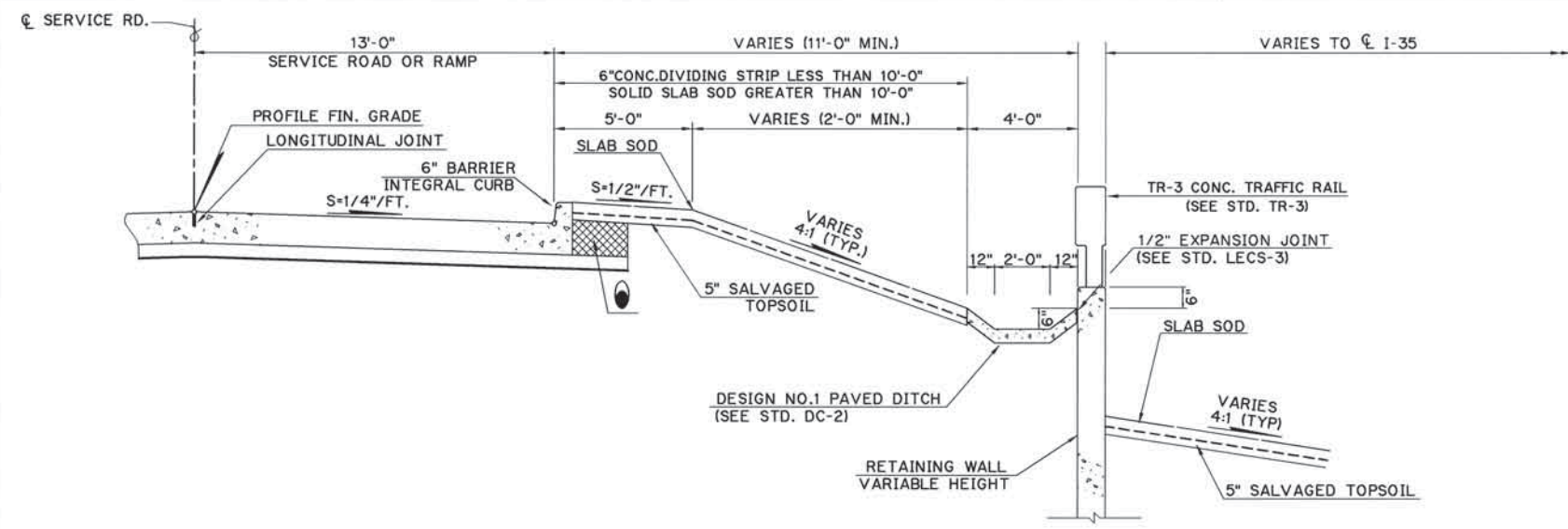
NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.

NOTE:
NO DOWELED CURB WILL BE ALLOWED ANYWHERE ON THIS PROJECT.

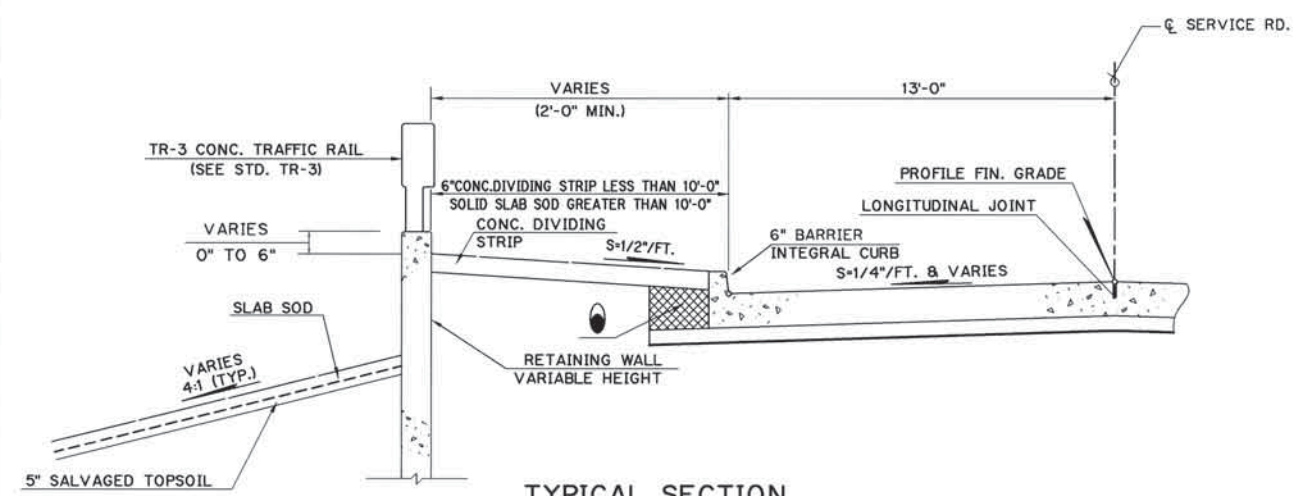
Design	JWE
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

TYPICAL SECTIONS
RAMPS & SERVICE ROADS

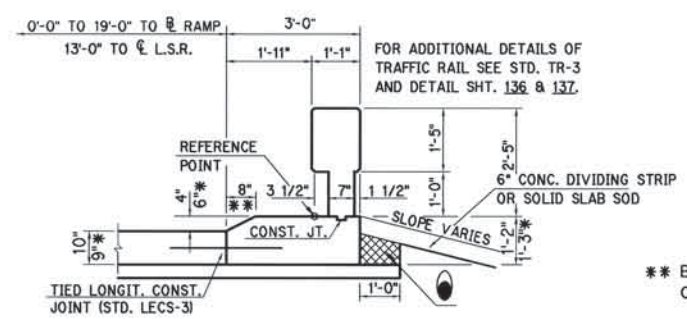
State Job No. 00292(15)RDY Sheet No. 9



TYPICAL SECTION



TYPICAL SECTION



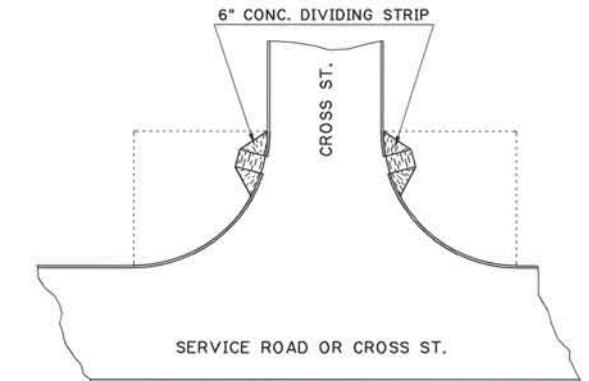
TYPICAL SECTION
SPECIAL SHOULDER BARRIER

STA. 57+38.62 TO STA. 59+00.93 RAMP 82 'C'
 STA. 100+66.05 TO STA. 101+66.05 RAMP 66 'A'
 * STA. 61+25.00 TO STA. 61+75.00 LT. SERVICE RD.

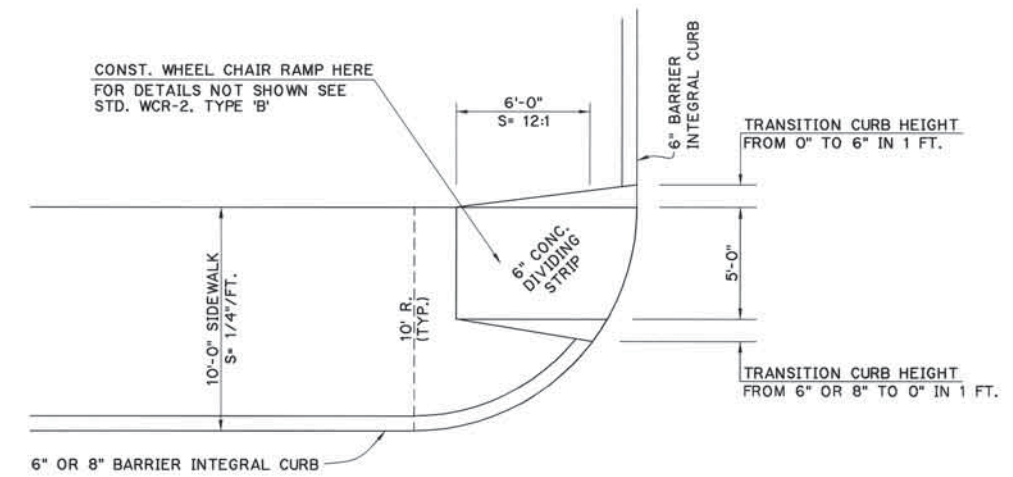
TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OR WORK.

** BARRIER ON LT. SERVICE RD. SHALL BE CONSTRUCTED WITH A 6" BARRIER CURB.

SCHEDULE OF WHEEL CHAIR RAMPS			
LOCATION (SEE DETAIL BELOW)	NO.	TYPE	REMARKS ■
S.E. 84th ST. & L.S.R.	LT.	2 A	
S.E. 82nd ST. & L.S.R.	LT.	2 D	
S.E. 82nd ST. & L.S.R.	RT.	2 SP.	SPECIAL
S.E. 82nd ST. & L.S.R.	CL	1 C	IN MEDIAN
S.E. 82nd ST. & R.S.R.	LT.	2 A	
S.E. 68th ST. & L.S.R.	LT.	2 A	
S.E. 67th ST. & L.S.R.	LT.	2 A	
S.E. 66th ST. & L.S.R.	LT.	2 D	
S.E. 66th ST. & L.S.R.	RT.	2 SP.	SPECIAL
S.E. 66th ST. & R.S.R.	LT.	2 SP.	SPECIAL
S.E. 66th ST. & R.S.R.	RT.	2 D	
FLYNN AVE. & R.S.R.	RT.	2 A	



TYPICAL WHEEL CHAIR RAMP
LOCATION DETAIL
(SEE STD. WCR-2)



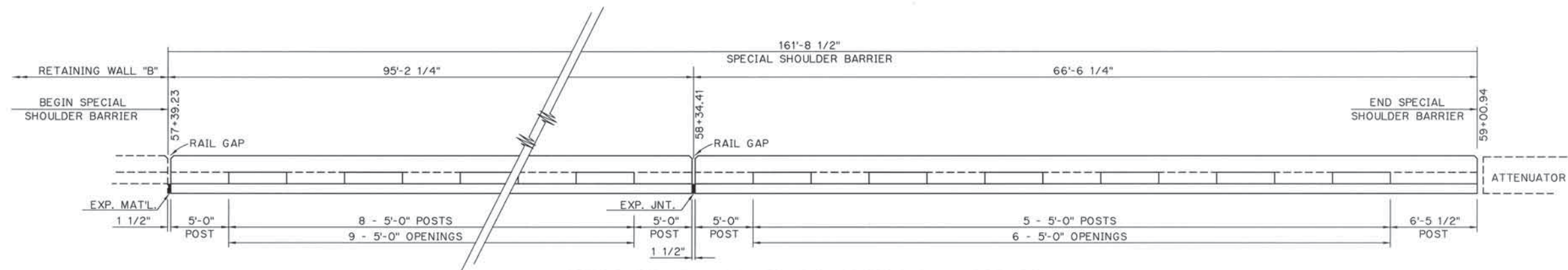
DETAILS SPECIAL WHEEL CHAIR RAMP

WHEN CONSTRUCTING WHEEL CHAIR RAMPS ADAAG REQUIREMENTS AS SHOWN IN SECTION 4.4.2.7 OF THE FHWA PUBLICATION "DESIGNING SIDEWALKS AND TRAILS" SHALL BE FOLLOWED. ADAAG STATES THAT "DETECTABLE WARNINGS ON WALKING SURFACES ARE REQUIRED TO BE TRUNCATED DOMES WITH A DIAMETER OF 0.9 INCHES, A HEIGHT OF 0.2 INCHES AND A CENTER-TO-CENTER SPACING OF 2.35 INCHES. DETECTABLE WARNINGS MUST OFFER A STRONG VISUAL CONTRAST TO ADJACENT PEDESTRIAN SURFACES AND AN INTEGRAL PART OF THE WALKING SURFACE.

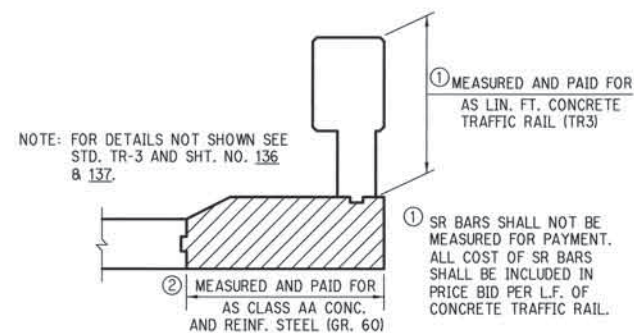
Design	JWE
Drawn	JJC RLC
Checked	JLH
Approved	JWE
Squad	POE

MISCELLANEOUS TYPICAL SECTIONS

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



POST SPACING ON SPECIAL BARRIER - RAMP 82 'C'

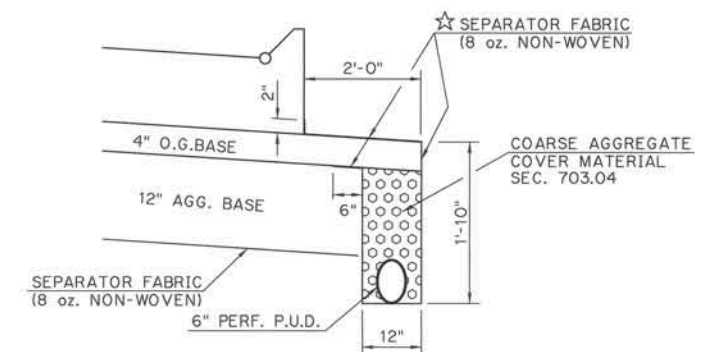


METHOD OF PAYMENT SPECIAL SHOULDER BARRIER

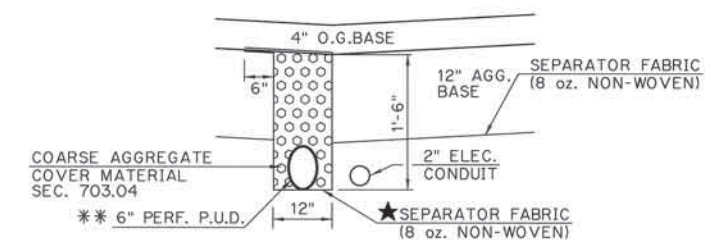
② QUANTITIES PER LINEAR FOOT		
CLASS AA CONCRETE	-	0.126 C.Y. *
GRADE 60 REINF. STEEL	-	11.74 LBS.
CLASS AA CONCRETE	-	0.138 C.Y. ***

* WITH 4" MOUNTABLE CURB.
*** WITH 6" BARRIER CURB.

SCHEDULE OF SPECIAL CONC. SHLD BARRIER					
ROADWAY	STATION TO STATION	TRAFFIC RAIL	CLASS AA CONCRETE	REINF. STEEL	
		L.F.	C.Y.	LBS.	
RAMP 82'C	57+39.23 TO 59+00.94	161.71	20.38	1898.48	
LT. SERVICE RD.	61+25.00 TO 61+75.00	50.00	6.90	587.00	
RAMP 66'A	100+66.05 TO 101+66.05	100.00	12.60	1174.00	
TOTALS		311.71	39.88	3659.48	



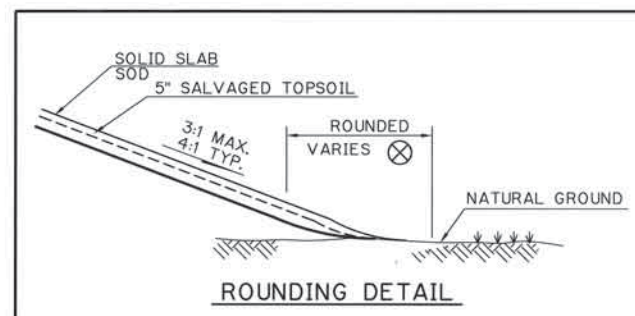
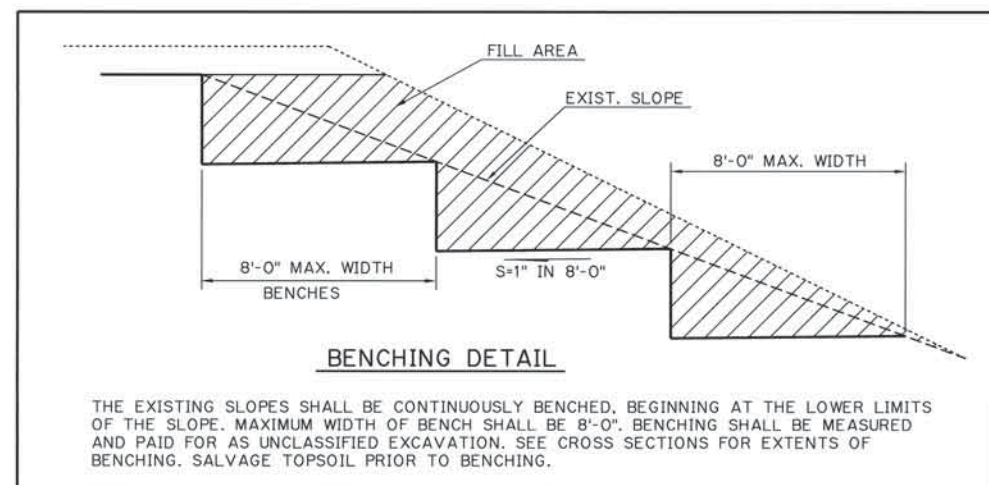
PIPE UNDERDRAIN EXTERIOR DETAIL
★ 7 SQ. FT. REQUIRED PER LINEAR FT.



PIPE UNDERDRAIN @ 4' DETAIL
★ 6 SQ. FT. REQUIRED PER LINEAR FT.

⊗ INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. 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. SEE ROUNDED DETAIL THIS SHEET.

** 6" P.U.D. SHALL BE BENT AROUND PROPOSED LIGHT POLE FOOTINGS.



Design	JWE
Drawn	JJC
Checked	JWE
Approved	JWE
Squad	POE

SPL. SHDLR. BARRIER CONCRETE TRAFFIC RAIL & MISC. DETAILS

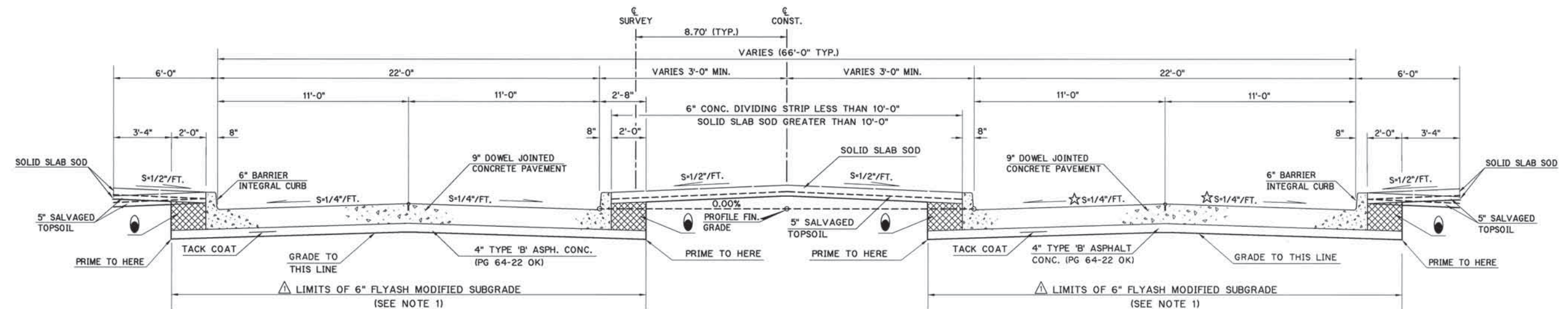
State Job No. 00292(15)RDY Sheet No. 11

NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.

⊗ INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. 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. SEE ROUNDED DETAIL SHEET NO. 11.

● TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION	DATE				
MODIFY SUBGRADE	11/20/2001				

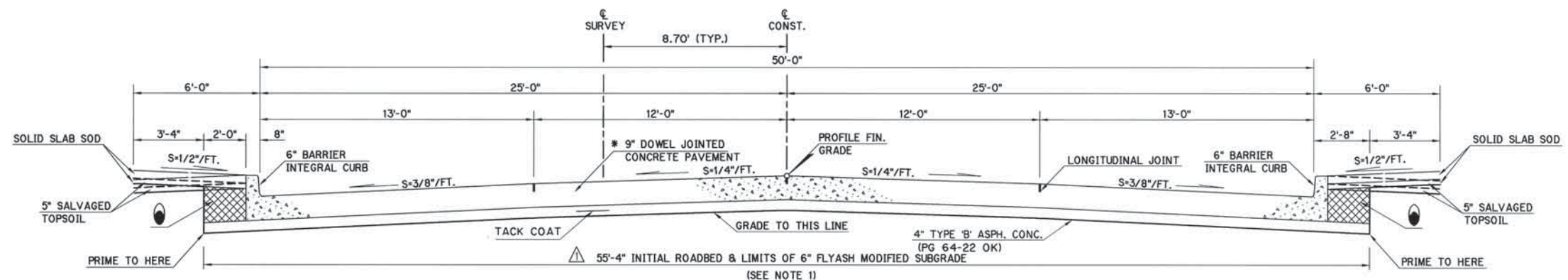


STA.93+20.06 TO STA.96+81.98

TYPICAL GRADING & SURFACING SECTION - S.E. 82ND ST.
WEST OF LEFT SERVICE ROAD
SYMMETRICAL ABOUT CENTERLINE

STA.95+81.98 TO STA.96+83.56

☆ SLOPE VARIES FROM CROSS SLOPE OF EXISTING PAVEMENT TO CROSS SLOPE OF PROPOSED PAVEMENT. (SEE INTERSECTION AND SPECIAL CONSTRUCTION DETAILS)



TYPICAL GRADING & SURFACING SECTION - S.E. 82ND ST.

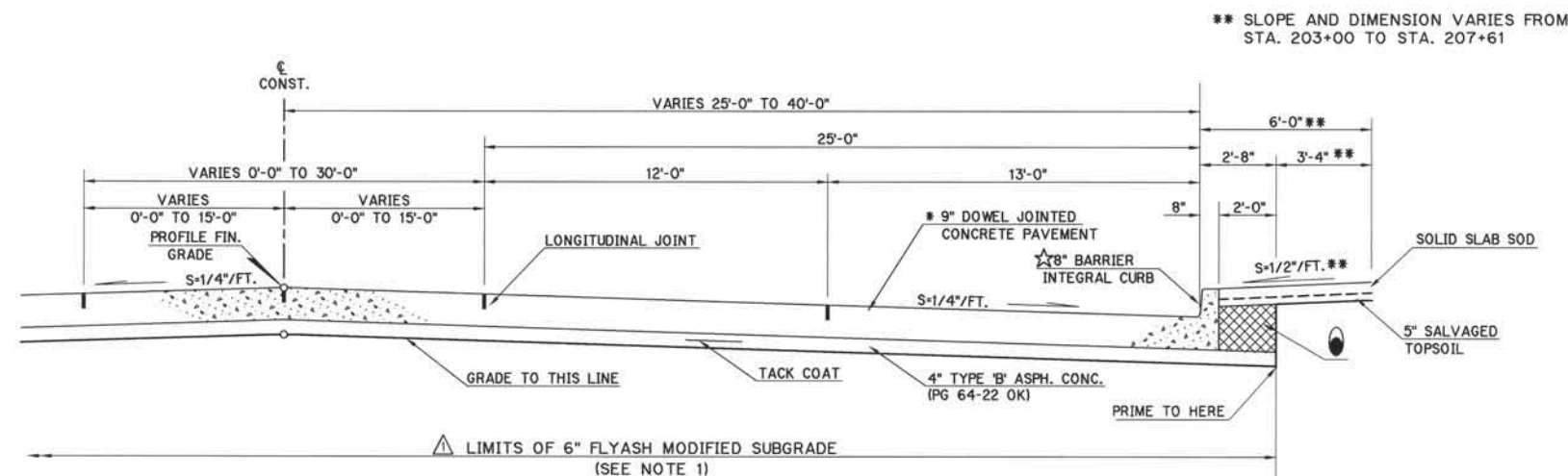
* NOTE: S.E. 82nd ST. BRIDGE APPROACHES SHALL BE CONSTRUCTED WITH 9" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT IN LIEU OF 9" DOWEL JOINTED PAVEMENT. FOR EXTENTS OF APPROACHES SEE JOINT LAYOUT SHT. 27.

Design	JWE
Drawn	JJC RLC
Checked	JLH
Approved	JWE
Squad	POE

TYPICAL SECTIONS
S.E. 82nd ST.

State Job No. 00292(15RDY) Sheet No. 12

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MODIFY SUBGRADE					11/20/2001



TYPICAL GRADING & SURFACING HALF SECTION

S.E. 66TH ST.

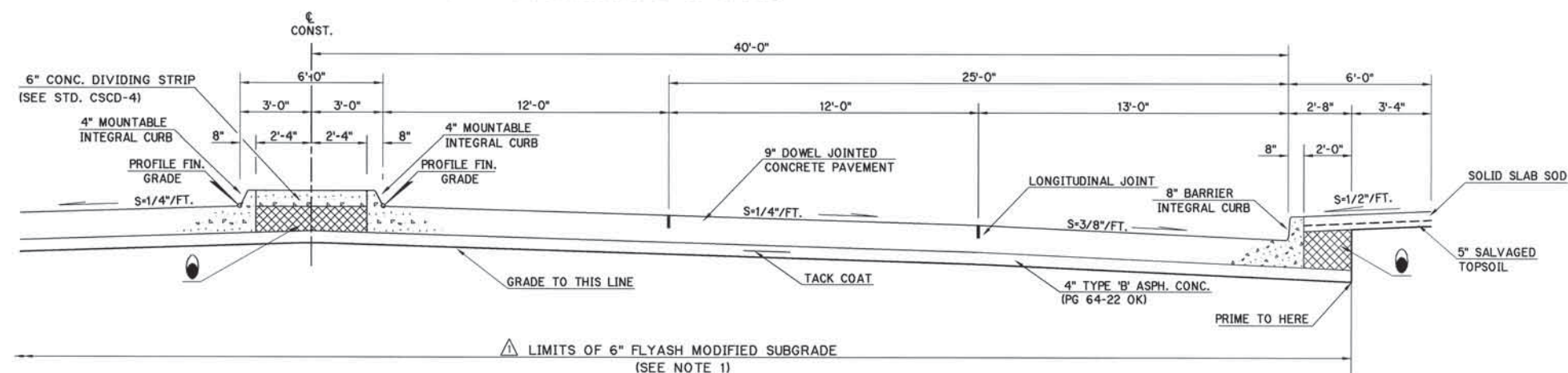
(SYMMETRICAL ABOUT CENTERLINE)

* NOTE: S.E. 66th ST. BRIDGE APPROACHES SHALL BE CONSTRUCTED WITH 9" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT IN LIEU OF 9" DOWEL JOINTED PAVEMENT. FOR EXTENTS OF APPROACHES SEE JOINT LAYOUT SHT. 98.

☆ TRANSITION LT. & RT. CURB FROM 8" TO 6" IN HEIGHT FROM STA. 203+40.97 TO STA. 203+50.97

TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.



TYPICAL GRADING & SURFACING HALF SECTION

S.E. 66TH ST.

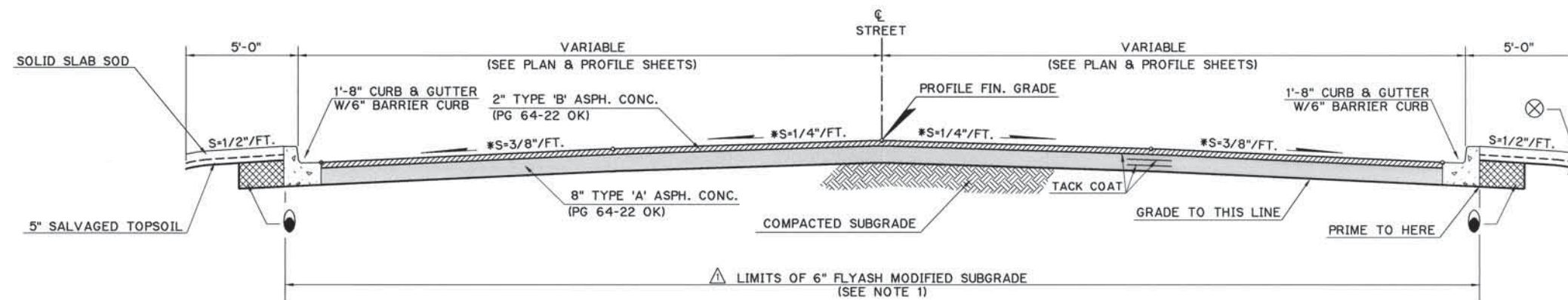
(SYMMETRICAL ABOUT CENTERLINE)
EAST OF RIGHT SERVICE RD.

Design	JJC	RLC
Drawn	JJC	RLC
Checked	JLH	
Approved	JWE	
Squad	POE	

TYPICAL SECTIONS
S.E. 66th ST.

State Job No. 00292(15)RDY Sheet No. 13

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
DESCRIPTION					
MODIFIED TYPICAL					11/20/2001



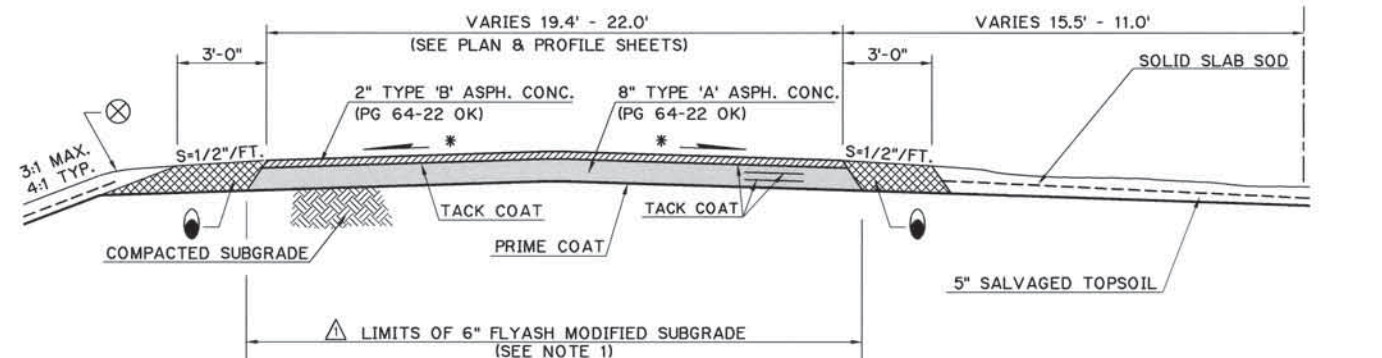
NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.

TYPICAL SECTION
TEMPORARY CONNECTIONS (S.E. 66th ST.)
STA. 203+00.00 TO STA. 203+40.97 S.E. 66th ST.

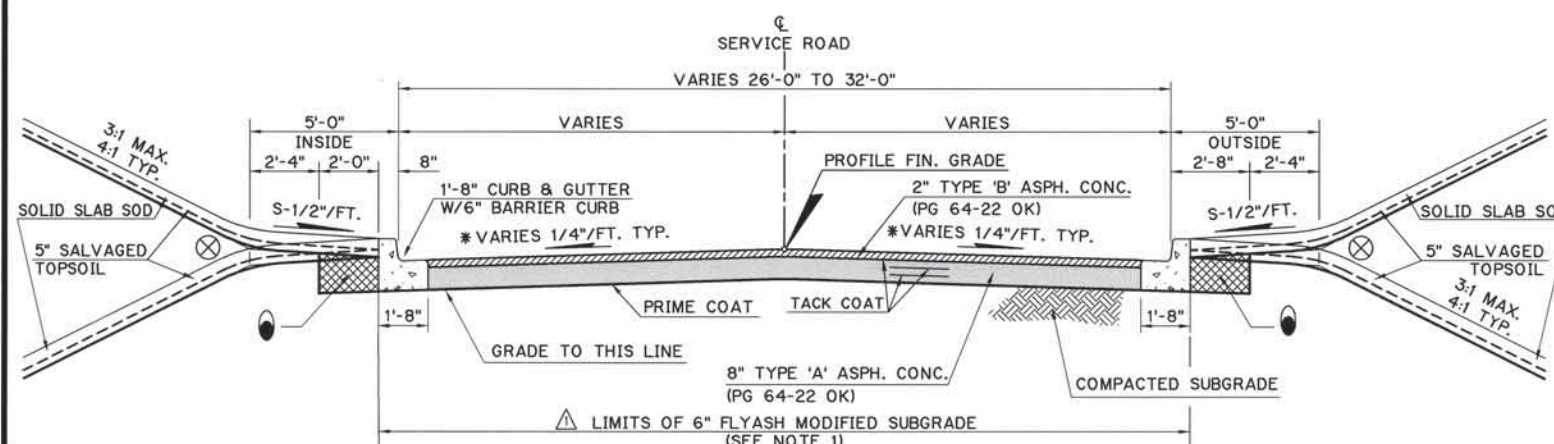
⊗ INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDDING DETAIL SHEET NO. 11.

● TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

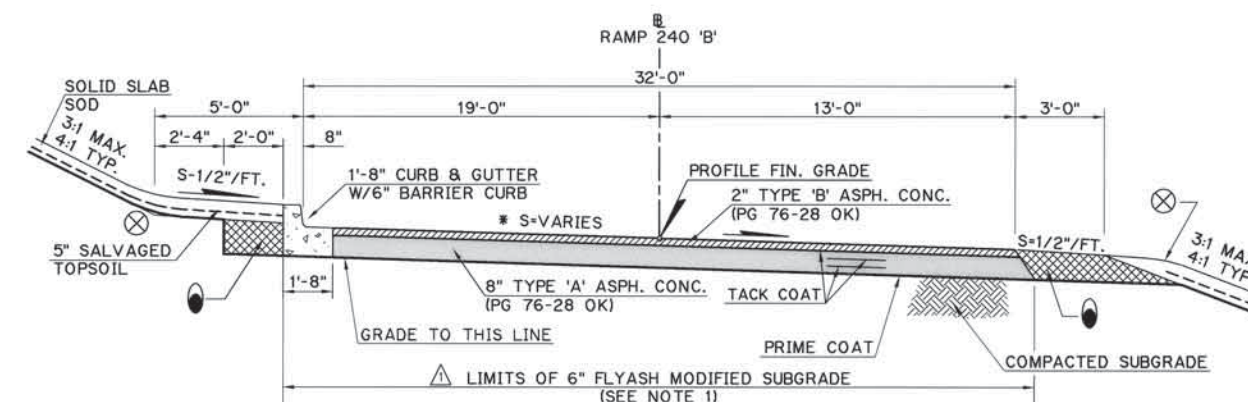
* SLOPE VARIES FROM CROSS SLOPE OF PROPOSED PAVEMENT TO CROSS SLOPE OF EXISTING PAVEMENT.



TYPICAL SECTION
TEMPORARY CONNECTIONS (S.E. 82nd ST.)
STA. 92+50.00 TO STA. 93+20.06 S.E. 82nd ST.



TYPICAL GRADING & SURFACING SECTION - SERVICE ROADS
TEMPORARY CONNECTION
STA. 62+50 TO STA. 63+20 L.S.R.
STA. 100+00 TO STA. 100+50 L.S.R.
STA. 55+00 TO STA. 56+00 R.S.R.
STA. 95+98.54 TO STA. 97+00 R.S.R.



TYPICAL GRADING & SURFACING SECTION - RAMP 240 'B'
TEMPORARY CONNECTION
STA. 65+38.06 TO 66+01.95

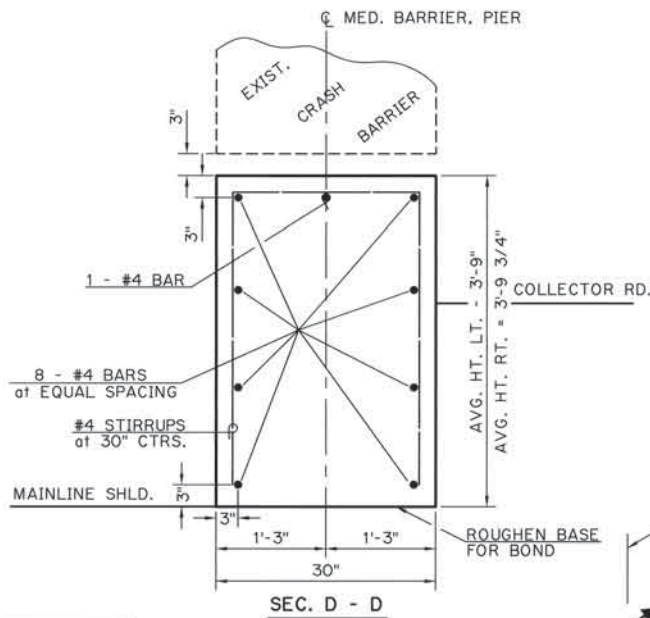
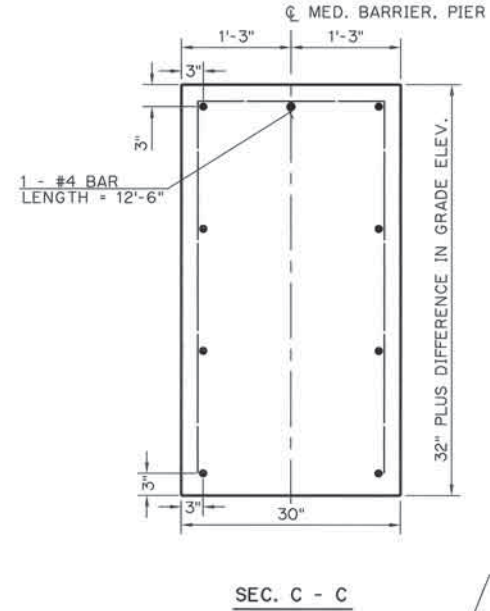
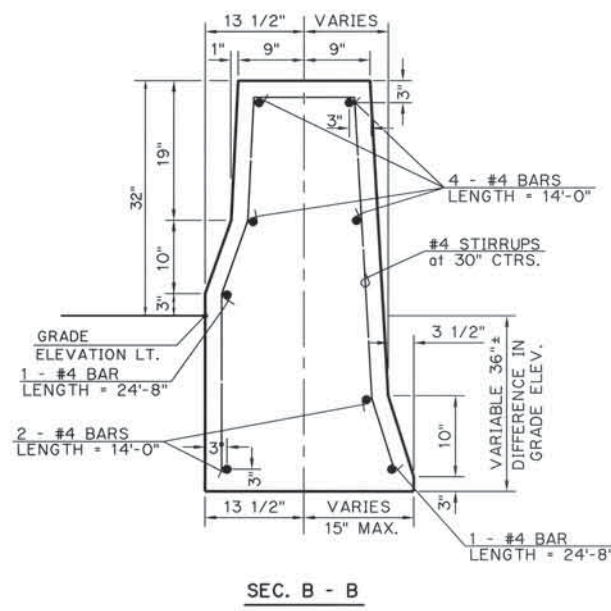
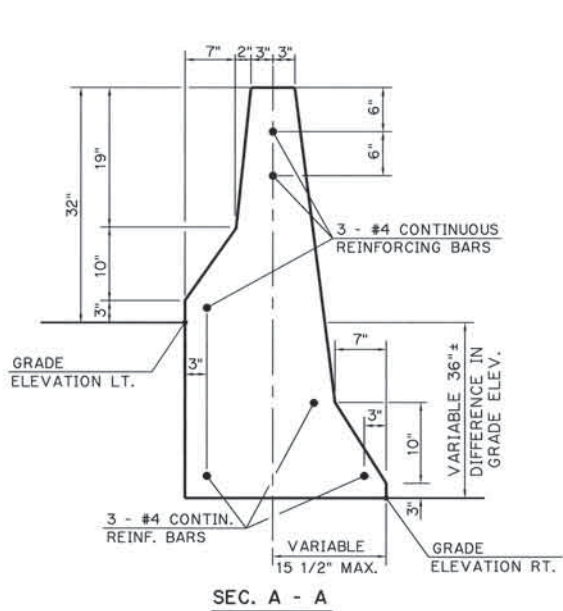
Design	JWE
Drawn	JJC RLC
Checked	JLH
Approved	JWE
Squad	POE

TYPICAL SECTIONS
TEMPORARY CONNECTIONS

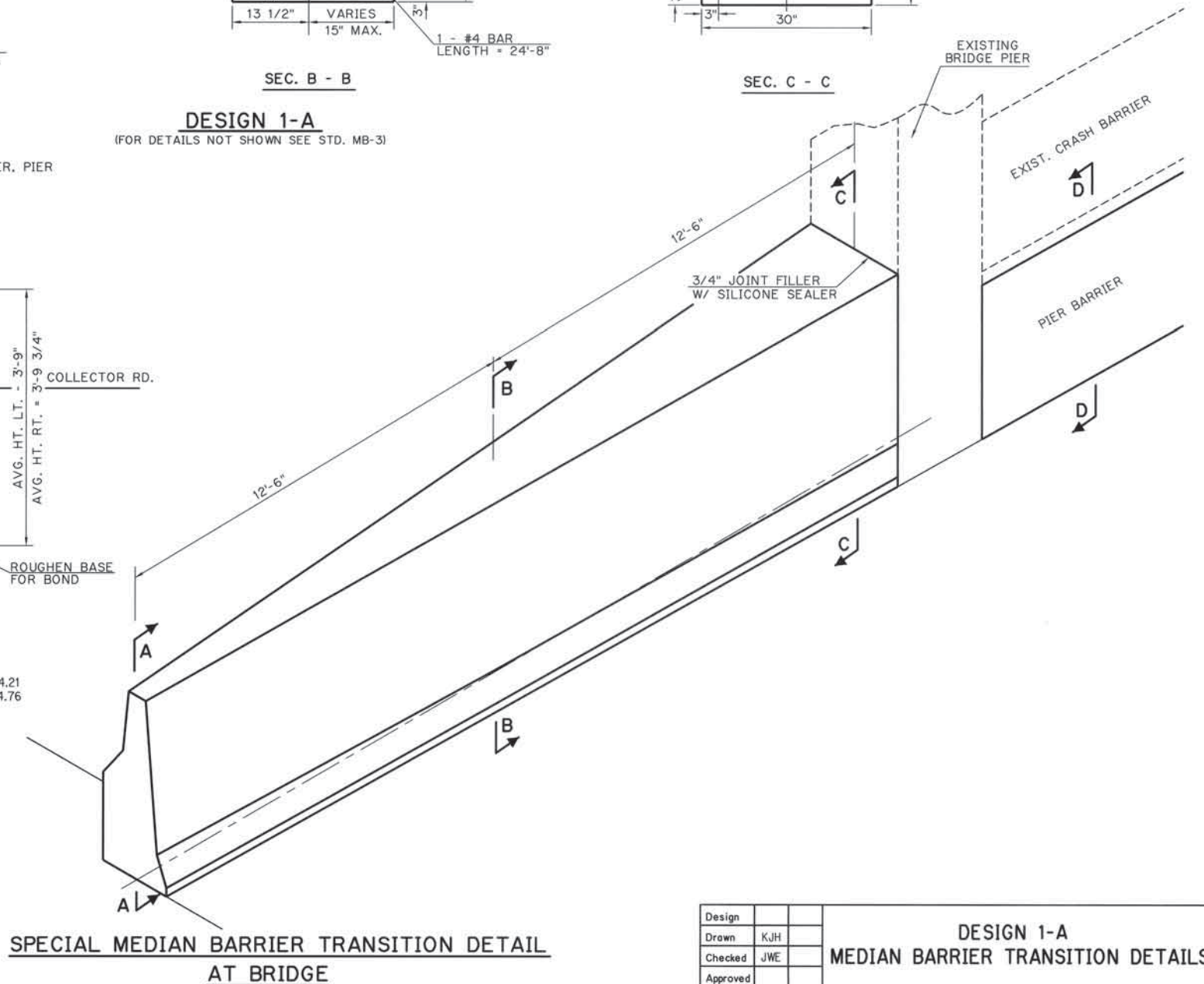
State Job No. 00292(15)RDY Sheet No. 14

SCHEDULE OF ELEVATIONS DESIGN 1-A MEDIAN BARRIER		
LOCATION: LEFT OF SOUTH BOUND LANES		
STATION @ S.B. LANES	GRADE ELEV. LEFT	GRADE ELEV. RIGHT
70+75	1281.65	1281.17
71+00	1281.95	1281.03
71+50	1282.65	1280.75
72+00	1283.08	1280.48
73+00	1283.07	1279.92
74+00	1282.52	1279.37
75+00	1281.47	1278.81
76+00	1280.96	1278.26
77+00	1280.58	1277.71
78+00	1279.88	1277.16
79+00	1279.05	1276.87
80+00	1279.16	1277.00
81+00	1279.21	1277.68
82+00	1279.66	1278.38
83+00	1280.59	1279.08
84+00	1281.25	1279.78
85+00	1282.64	1280.51
86+00	1282.88	1281.27
87+00	1283.85	1282.03
88+00	1284.15	1282.79
88+50	1284.25	1283.30
LOCATION RIGHT OF NORTH BOUND LANES		
STATION @ N.B. LANES	GRADE ELEV. LEFT	GRADE ELEV. RIGHT
75+00	1278.81	1279.22
75+50	1278.54	1281.73
76+00	1278.30	1281.34
77+00	1277.81	1280.88
78+00	1277.32	1279.96
79+00	1276.90	1279.85
80+00	1277.00	1279.73
81+00	1277.56	1279.53
82+00	1278.23	1280.18
83+00	1278.99	1280.57
84+00	1279.75	1281.77
85+00	1280.51	1282.50
86+00	1281.27	1283.64
87+00	1282.03	1283.54
88+00	1282.79	1283.53

SCHEDULE OF MEDIAN BARRIER					
LOCATION		LINEAR FEET	CL. 'A' CONC. C.Y.	REINF. STEEL LBS.	DESIGN
ROADWAY	STATION TO STATION				
MAINLINE RT.	75+00.00 TO 78+92.56		107.5	1049	DESIGN 1A
MAINLINE RT.	78+92.56 TO 79+17.56		10.1	170	TRANSITION
MAINLINE RT.	79+20.07 TO 80+14.76		28.1	665	PIER BARRIER
MAINLINE RT.	80+17.26 TO 80+42.26		8.8	167	TRANSITION
MAINLINE RT.	80+42.26 TO 88+50.00		165.5	2023	DESIGN 1A
MAINLINE LT.	70+75.00 TO 79+12.02		220.9	2236	DESIGN 1A
MAINLINE LT.	79+12.02 TO 79+37.02		8.5	167	TRANSITION
MAINLINE LT.	79+39.52 TO 80+34.21		27.7	665	PIER BARRIER
MAINLINE LT.	80+36.71 TO 80+61.71		8.0	156	TRANSITION
MAINLINE LT.	80+61.71 TO 88+50.00		160.6	2105	DESIGN 1A
TOTAL			745.7	9403	



PIER BARRIER
 BEG. BARRIER LT. 79+39.52 TO 80+34.21
 BEG. BARRIER RT. 79+20.07 TO 80+14.76
 TOTAL LENGTH BARRIER
 LT. = 79'-8"
 RT. = 79'-8"



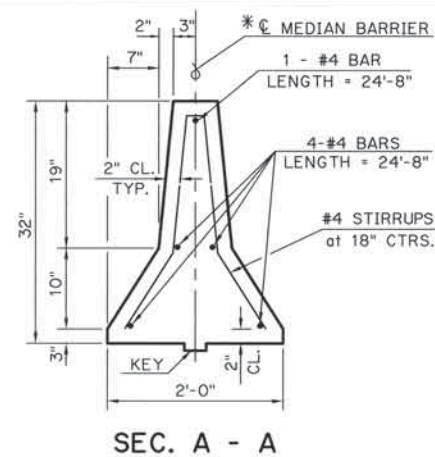
PED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
DESCRIPTION		REVISIONS		DATE	

Design	
Drawn	KJH
Checked	JWE
Approved	
Squad	POE

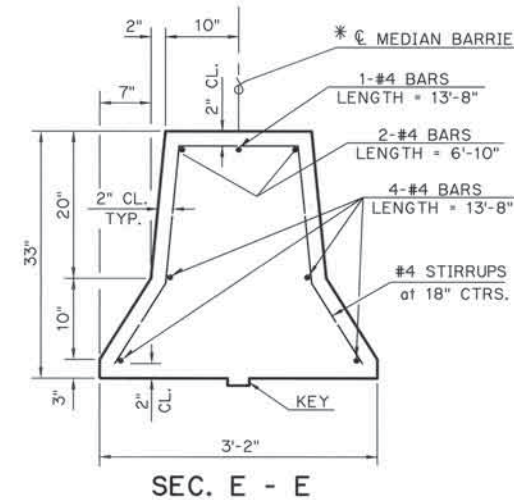
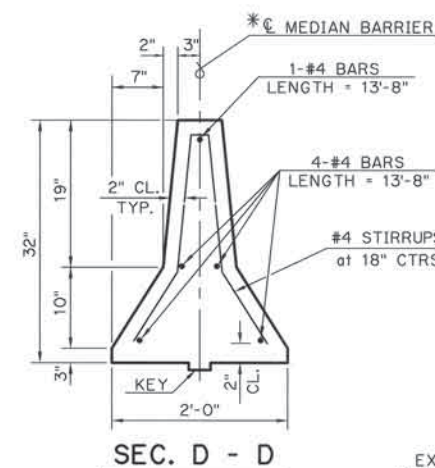
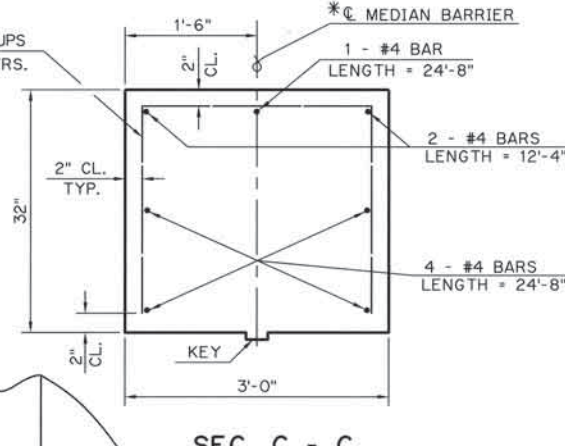
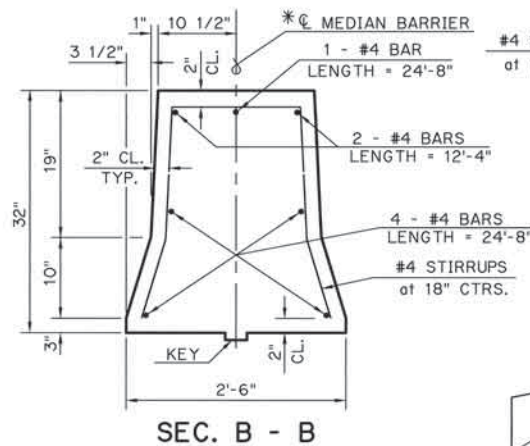
DESIGN 1-A
MEDIAN BARRIER TRANSITION DETAILS

State Job No. 00292(15)RDY Sheet No. 15

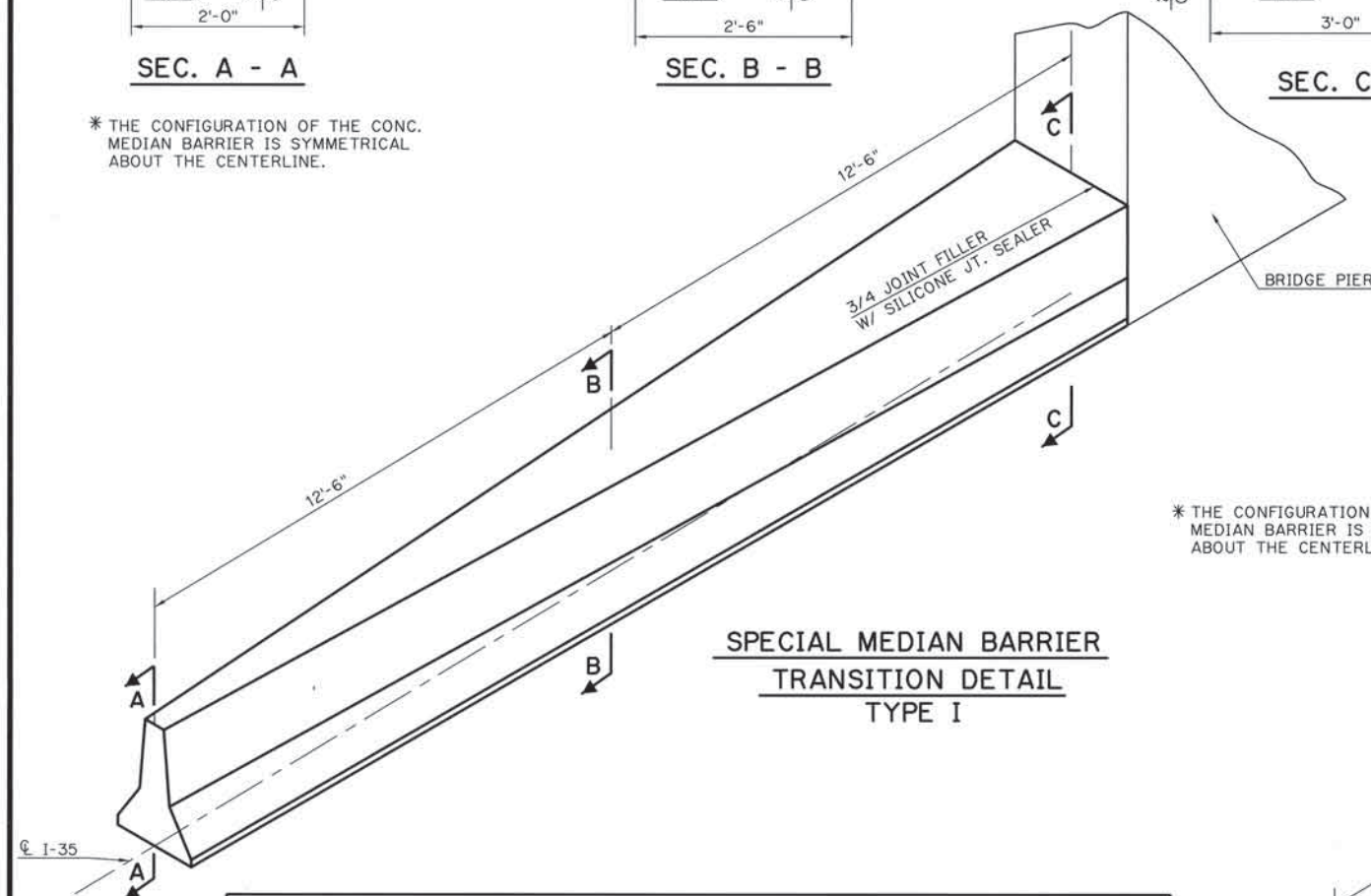
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



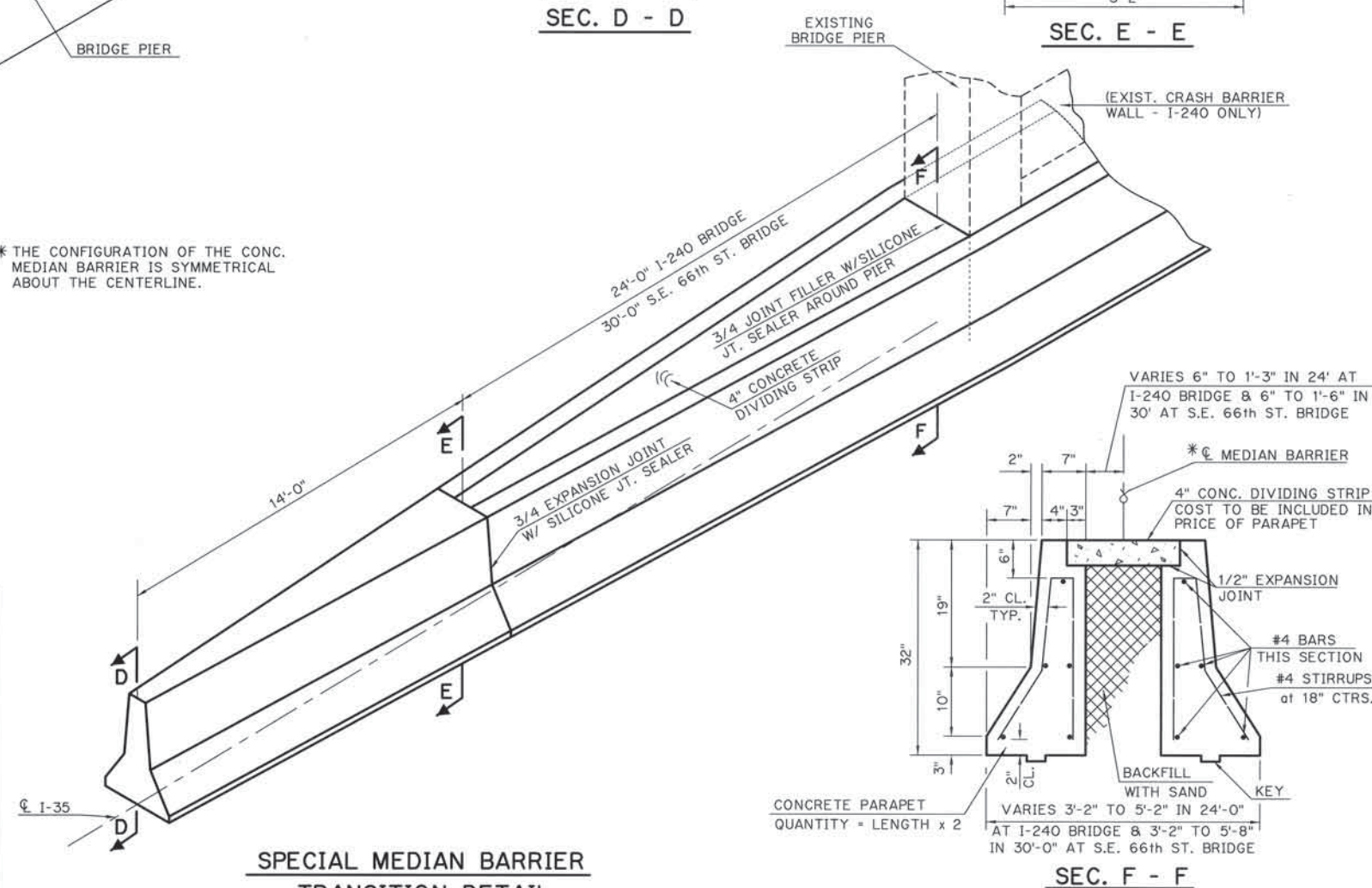
* THE CONFIGURATION OF THE CONC. MEDIAN BARRIER IS SYMMETRICAL ABOUT THE CENTERLINE.



NOTE: SEE STD. MB-3 FOR ADDITIONAL DETAILS



* THE CONFIGURATION OF THE CONC. MEDIAN BARRIER IS SYMMETRICAL ABOUT THE CENTERLINE.



VARIES 6" TO 1'-3" IN 24' AT I-240 BRIDGE & 6" TO 1'-6" IN 30' AT S.E. 66th ST. BRIDGE

VARIES 3'-2" TO 5'-2" IN 24'-0" AT I-240 BRIDGE & 3'-2" TO 5'-8" IN 30'-0" AT S.E. 66th ST. BRIDGE

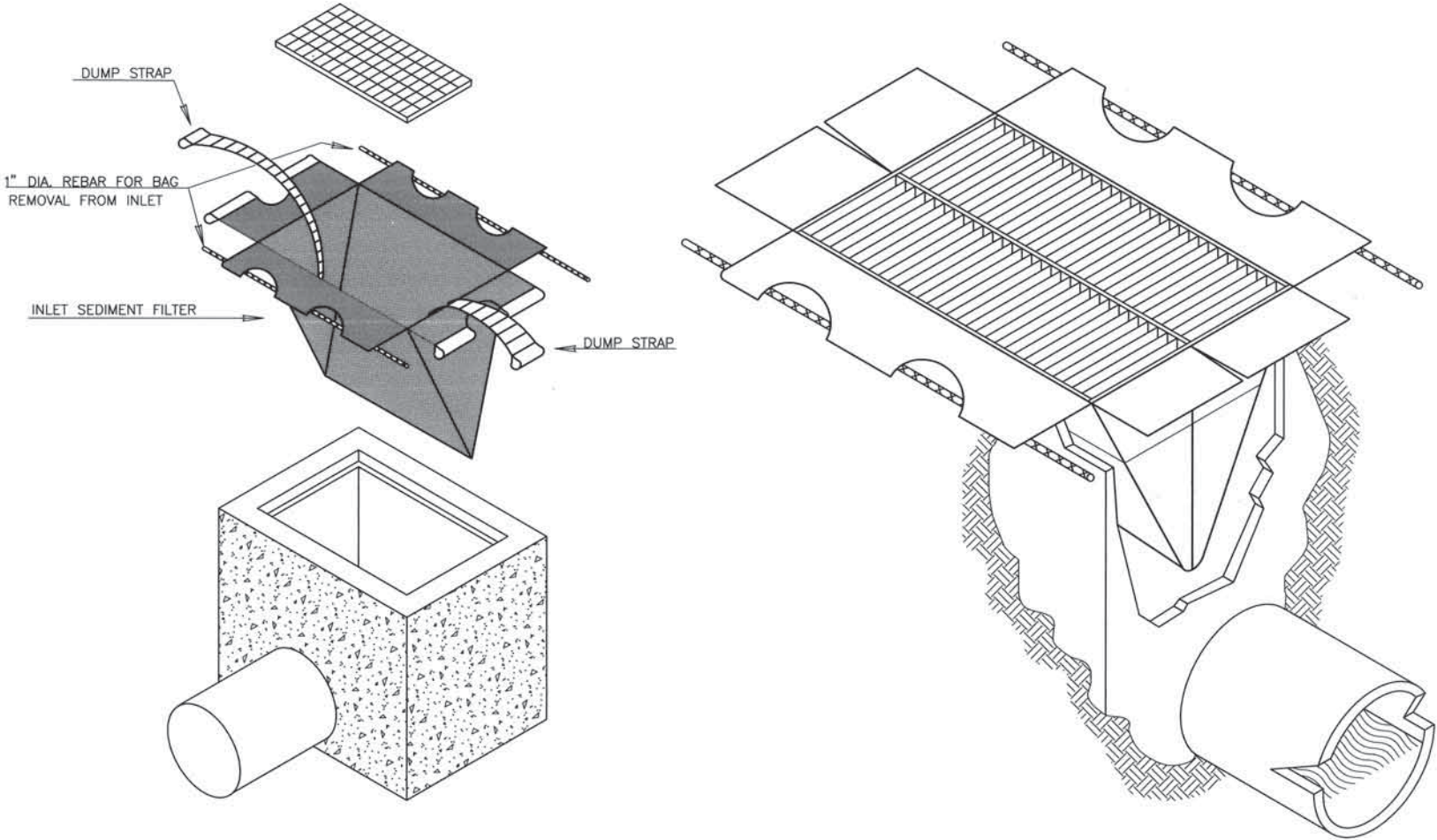
SCHEDULE OF MEDIAN BARRIER						
ROADWAY	LOCATION	STATION TO STATION	DESIGN	CONC. PARAPET	CL. 'A' CONC.	REINF. STEEL
			L.F.	L.F.	C.Y.	LBS.
MAINLINE	41+21.62 TO 52+75.75		1154.13		---	---
MAINLINE	52+75.75 TO 53+00.75				5.0	180
MAINLINE	53+58.75 TO 53+83.75				5.0	180
MAINLINE	53+83.75 TO 78+89.29		2505.54		---	---
MAINLINE	78+89.29 TO 79+03.29				2.2	95
MAINLINE	79+03.29 TO 80+50.99			295.40		
MAINLINE	80+50.99 TO 80+64.99				2.2	95
MAINLINE	80+64.99 TO 105+36.11		2471.12		---	---
MAINLINE	105+36.11 TO 105+50.11				2.2	95
MAINLINE	105+50.11 TO 106+90.14			280.06	---	---
MAINLINE	106+90.14 TO 107+04.14				2.2	95
MAINLINE	107+04.14 TO 121+00.00		1395.86		---	---
	TOTAL		7526.65	575.46	18.8	740

Design		
Drawn	KJW	JJC
Checked	JWE	
Approved		
Squad	POE	

MEDIAN BARRIER TRANSITION DETAILS

State Job No. 00292(15)RDY Sheet No. 16

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



INSTALLATION DETAIL

GENERAL NOTES

AN INLET SEDIMENT FILTER IS A WOVEN, POLYPROPLENE SACK PLACED INTO UNDERGROUND DRAINS DESIGNED TO TRAP SEDIMENT BEFORE IT ENTERS THE DRAINAGE SYSTEM. THE FILTER HAS FLAP POCKETS ALONG THE TOP EDGES AND EMPTYING STRAPS ATTACHED TO THE BOTTOM THAT REMAIN ABOVE THE GROUND AND ARE HELD IN PLACE BY THE GRATE. THE FILTER MUST NEVER BE ALLOWED TO BE OVER HALF FULL OF SEDIMENT OR THE DRAINAGE SYSTEM COULD BE POLLUTED, NOT FUNCTION AT ALL OR MAKE IT VERY DIFFICULT TO REMOVE. CONSEQUENTLY, REGULAR MAINTENANCE IS MANDATORY.

WHEN IT IS DETERMINED THAT THE FILTER NEEDS TO BE CLEANED, TWO PIECES OF 1" REBAR ARE INSERTED THROUGH THE FLAP POCKETS. THE GRATE IS REMOVED AND THE LIFTING BARS ARE ATTACHED TO AVAILABLE EQUIPMENT AND REMOVED TO A DUMPING AREA. ON THE GROUND, REMOVE THE LIFTING STRAPS FROM THE LIFTING BARS AND PLACED A LIFTING BARS THROUGH THE EMPTYING STRAPS. LIFT THE FILTER OFF THE GROUND BY THE EMPTYING STRAPS AND THE FILTER WILL TURN INSIDE OUT AND BE EMPTIED. IT MAY THEN BE RINSED AND REUSED OR DISPOSED.

THE GEOTEXTILE FABRIC SHALL BE WOVEN WITH THE FOLLOWING PROPERTIES:

PROPERTY	TEST METHOD	TEST RESULT
GRAB TENSILE	ASTM D-4632	300 lb (Min.)
GRAB ELONGATION	ASTM D-4632	20% (Max.)
PUNCTURE	ASTM D-4833	120 lb (Min.)
MULLEN BURST	ASTM D-3786	800 psi (Min.)
TRAPEZOID TEAR	ASTM D-4533	120 lb (Min.)
UV RESISTANCE	ASTM D-4355	70% @ 150hrs. (Min.)
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE (Max.)
FLOW RATE	ASTM D-4491	40 Gal./min./sq.ft. (Max.)
PERMITTIVITY	ASTM D-4491	0.55 sec. ⁻¹ (Max.)

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
243	(PL) INLET SEDIMENT FILTER	EACH

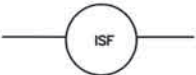
Design	
Drawn	
Checked	
Approved	
Squad	POE

TEMPORARY INLET SEDIMENT FILTER

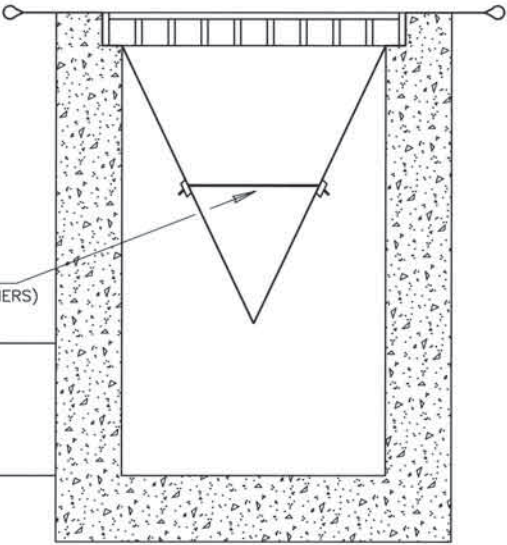
State Job No. 00292(15)RDY Sheet No. 17

SYMBOL

SYMBOL TO BE USED TO DENOTE DEVICE ON PLANS.



EXPANSION RESTRAINT
(1/4" NYLON ROPE, 2" FLAT WASHERS)



SIDE VIEW

STORMWATER POLLUTION PREVENTION PLAN

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

EROSION AND SEDIMENT CONTROLS

SITE DESCRIPTION

PROJECT LIMITS: FROM APPROXIMATELY S.E. 84th ST. & I-35 TO S.E. 62nd ST. & I-35. OKLAHOMA CITY, OKLAHOMA.

PROJECT DESCRIPTION: SIX LANE MAINLINE WITH RT. & LT. SERVICE ROADS AND INTERSECTION MODIFICATION AT S.E. 82nd ST. AND S.E. 66th ST.

- SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:
- 1. PLACE ALL TEMPORARY EROSION CONTROL DEVICES THAT WILL NOT INTERFERE WITH TOPSOIL SALVAGING OPERATIONS.
 - 2. PERFORM TOPSOIL SALVAGING OPERATIONS, PRESERVING ANY VEGETATION NOT IMPEDING CONSTRUCTION.
 - 3. PLACE REMAINING TEMPORARY EROSION CONTROL DEVICES AS REQUIRED OR NEEDED.
 - 4. PERFORM GRADING AND SURFACING OPERATIONS.
 - 5. PLACE PERMANENT EROSION CONTROL DEVICES ON ULTIMATE SLOPES.
 - 6. REMOVE TEMPORARY EROSION CONTROL DEVICES.

SPECIAL INSTRUCTIONS:

TOTAL AREA TO BE DISTURBED: 65 Acs.

NOTE: THIS AREA IS NORMALLY CALCULATED AS "R/W TO R/W" FOR THE EXTENTS OF THE PROJECT, INCLUDING ANY INCIDENTAL CONSTRUCTION. EACH PROJECT SHOULD BE ASSESSED INDIVIDUALLY.

WEIGHTED RUNOFF COEFFICIENT: 0.85

NOTE: THIS SHOULD BE DETERMINED BY THE HYDRAULIC DESIGNER FOR THE PROJECT. THIS VALUE SHOULD BE THE AVERAGE "C" FACTOR USED ON THE PROJECT. IT SHOULD BE BASED ON THE ANTICIPATED FUTURE LAND USE.

NAME OF RECEIVING WATERS: LIGHTNING CREEK

NOTE: THIS SHOULD DESCRIBE EACH NAMED CREEK, RIVER, OR BODY OF WATER WHICH IS RECEIVING STORM WATER RUNOFF.

NOTE: THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE OR SITE MAP THAT ILLUSTRATES THE DRAINAGE CHARACTERISTICS AND RECEIVING WATERS FOR EACH PROJECT. SEE SHEET NUMBER(S) 19 & 20

SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- X PERMANENT SODDING, SPRIGGING OR SEEDING
- X MULCHING
- SOIL RETENTION BLANKET
- X PRESERVATION OF EXISTING VEGETATION

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 21 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- TEMPORARY BRUSH SEDIMENT BARRIERS
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKES
- X TEMPORARY BALE BARRIERS
- DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- SANDBAG BERMS
- ROCK FILTER DAMS
- TEMPORARY SLOPE DRAIN
- X PAVED DITCH W/DITCH LINER PROTECTION
- TEMPORARY DIVERSION CHANNELS
- RIP RAP
- TEMPORARY STREAM CROSSINGS
- TEMPORARY SEDIMENT BASINS
- TEMPORARY SEDIMENT TRAPS
- X TEMPORARY SEDIMENT FILTERS
- TEMPORARY SEDIMENT REMOVAL
- INLET SEDIMENT FILTER
- STABILIZED CONSTRUCTION EXIT

OFFSITE VEHICLE TRACKING:

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

NOTES:

OTHER EROSION AND SEDIMENT CONTROLS

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 inches (as recorded by a non-freezing rain guage 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 (SW3P) is required to comply with the Oklahoma Pollution Discharge Elimination System (OPDES) regulations. This plan is developed 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) forms that have been filed with the Oklahoma Department of Environmental Quality (ODEQ). 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 Subsections of ODOT's Standard Specifications book should be noted:
- 103.05 Bonding Requirements
 - 104.10 Final Cleaning Up
 - 106.08 Storage and Handling of Materials
 - 107.01 Laws, Rules and RegulationsTo Be Observed
 - 107.15 Storm Water Management
 - 220.01 & 220.03 Temporary Erosion, Sedimentation, and Stormwater Pollution Prevention and Control

In addition:

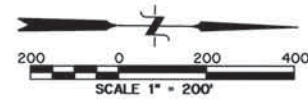
"EPA - Final NPDES General Permits for Storm Water Discharges From Construction Sites; Notices" Federal Register, Monday, July 6, 1998 - Volume 60, Number 128

"ODEQ General Permit (GP-005A) for Storm Water Discharges From Construction Activities within the State of Oklahoma". ODEQ, Water Quality Division, February 1, 1999.

Design		
Drawn	JJC	
Checked	LES	
Approved		
Squad	POE	

STORMWATER POLLUTION PREVENTION PLAN

State Job No. 00292(15)RDY Sheet No. 18

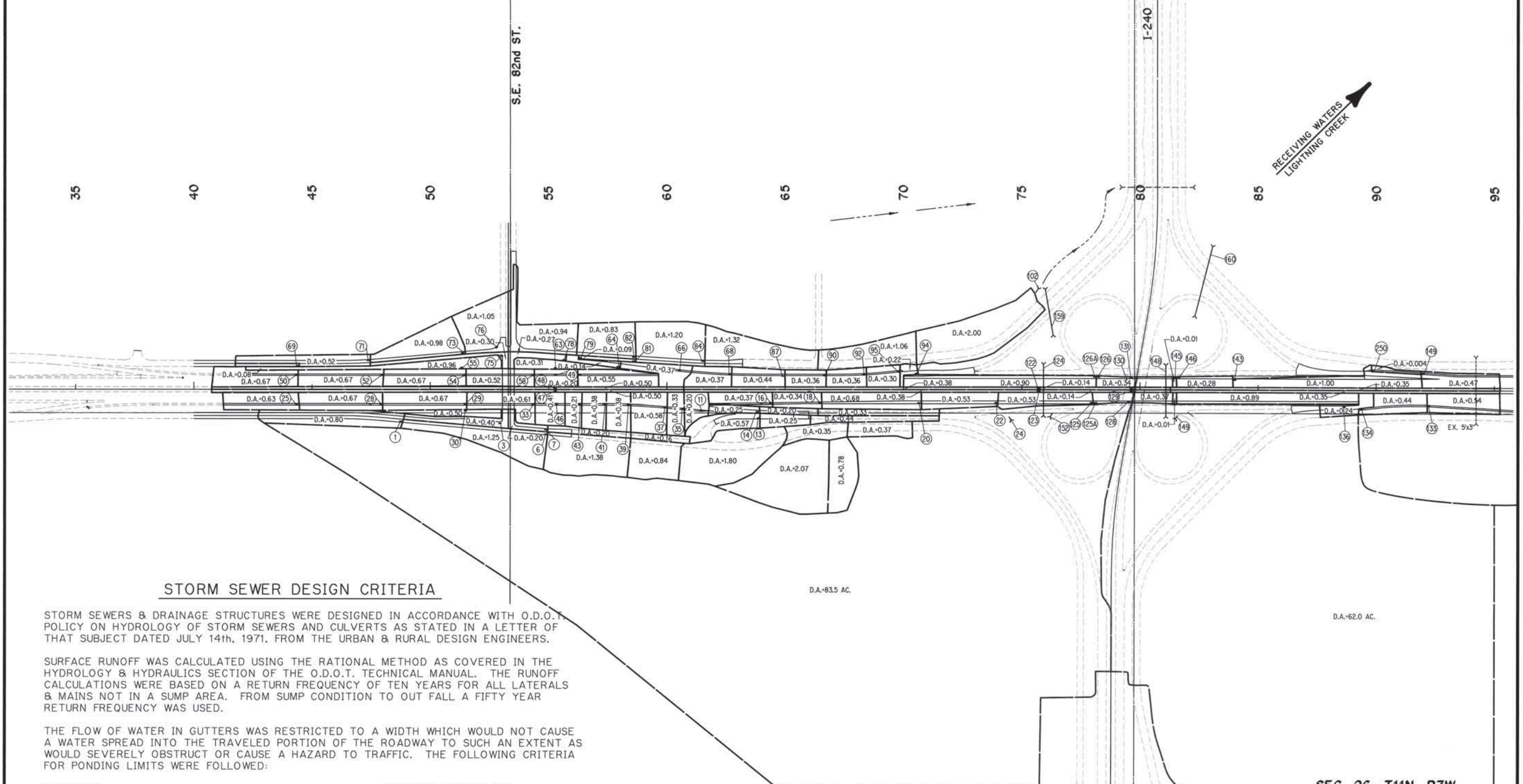


SEC. 34, T11N, R3W

SEC. 27, T11N, R3W

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	I-18-35 -3(074) 121			
DESCRIPTION		REVISIONS		DATE	

RECEIVING WATERS
LIGHTNING CREEK



STORM SEWER DESIGN CRITERIA

STORM SEWERS & DRAINAGE STRUCTURES WERE DESIGNED IN ACCORDANCE WITH O.D.O.T. POLICY ON HYDROLOGY OF STORM SEWERS AND CULVERTS AS STATED IN A LETTER OF THAT SUBJECT DATED JULY 14th, 1971, FROM THE URBAN & RURAL DESIGN ENGINEERS.

SURFACE RUNOFF WAS CALCULATED USING THE RATIONAL METHOD AS COVERED IN THE HYDROLOGY & HYDRAULICS SECTION OF THE O.D.O.T. TECHNICAL MANUAL. THE RUNOFF CALCULATIONS WERE BASED ON A RETURN FREQUENCY OF TEN YEARS FOR ALL LATERALS & MAINS NOT IN A SUMP AREA. FROM SUMP CONDITION TO OUT FALL A FIFTY YEAR RETURN FREQUENCY WAS USED.

THE FLOW OF WATER IN GUTTERS WAS RESTRICTED TO A WIDTH WHICH WOULD NOT CAUSE A WATER SPREAD INTO THE TRAVELED PORTION OF THE ROADWAY TO SUCH AN EXTENT AS WOULD SEVERELY OBSTRUCT OR CAUSE A HAZARD TO TRAFFIC. THE FOLLOWING CRITERIA FOR PONDING LIMITS WERE FOLLOWED:

FACILITY:

EXPRESSWAY & RAMPS

FRONTAGE ROADS & CROSS STREETS

PONDING LIMITED TO:

SHOULDERS OR 6 FT. WHERE NO
SHOULDER EXISTS.

13 FT.

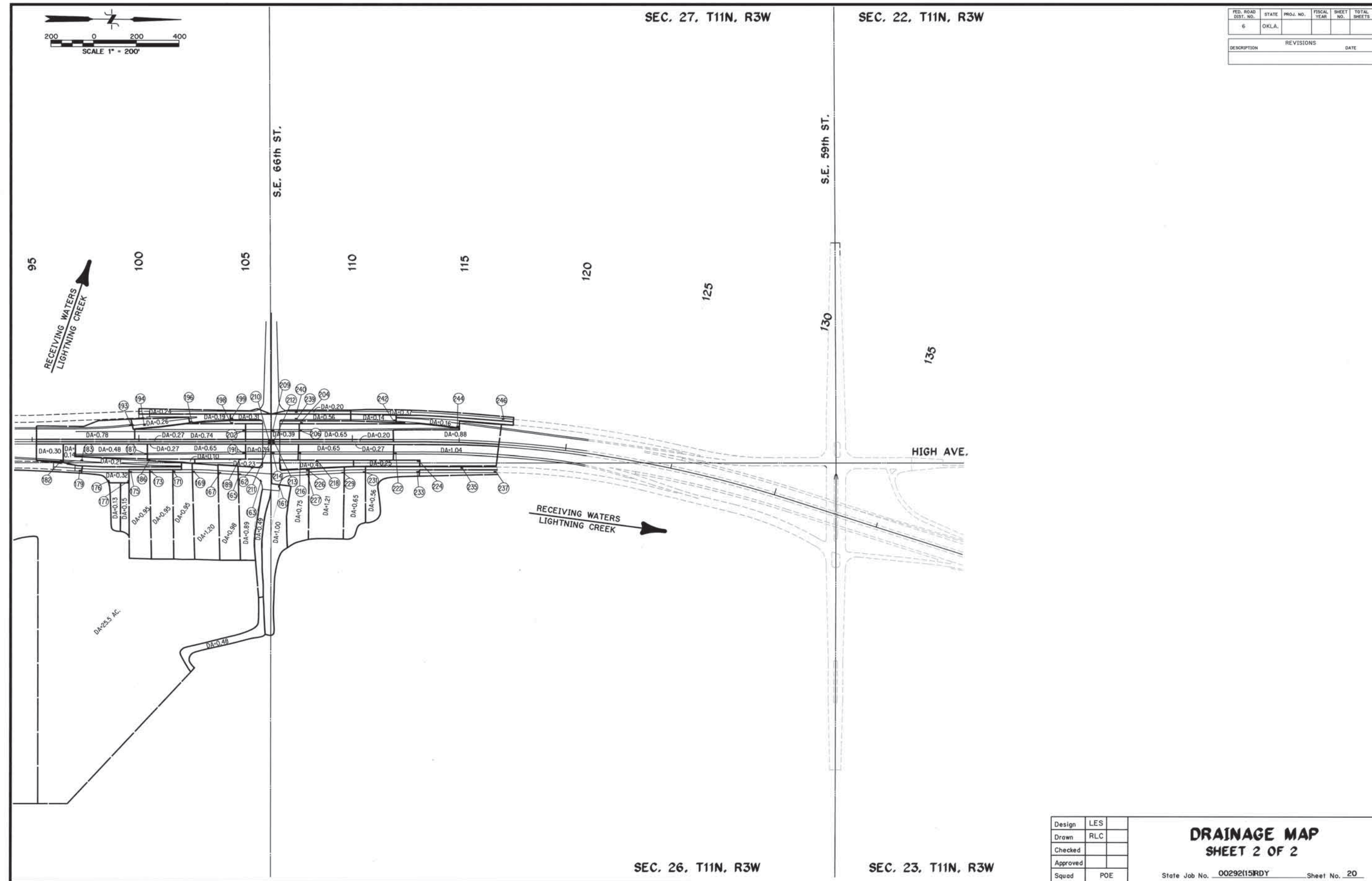
SEC. 35, T11N, R3W

SEC. 26, T11N, R3W

Design	
Drawn	RLC
Checked	
Approved	
Squad	POE

DRAINAGE MAP
SHEET 1 OF 2

State Job No. 00292(15)RDY Sheet No. 19



MAY 04, 2001 - 19:53:35
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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	

Design	LES
Drawn	RLC
Checked	
Approved	
Squad	POE

DRAINAGE MAP
SHEET 2 OF 2

State Job No. 00292(15RDY) Sheet No. 20

SEC. 26, T11N, R3W

SEC. 23, T11N, R3W

SEC. 27, T11N, R3W

SEC. 22, T11N, R3W

[illegible]

SUMMARY OF DRAINAGE STRUCTURES

DESIGN DATA																	QUANTITIES																															
STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION	DESCRIPTION	DESIGN	DRAINAGE AREA ACRES	RUNOFF COEFFICIENT %	FREQUENCY YEAR	INTENSITY "I"	Q CFS	GRADE OUT %	ELEVATIONS				REINFORCED CONCRETE PIPE ROUND						HORIZ. ELL. REINF. CONC. PIPE	PREFAB. CONC. END SECTION						TRENCH EXCAVATION C.Y.	STANDARD BEDDING MAT'L C.Y.	CLASS 'A' CONC.			REINFORCING STEEL LBS.	HEAVY WELD STEEL GRATE LBS.	STRUCTURE NO.												
												TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE	18"	24"	30"	36"	42"	60"		19"x20"	34"x43"	38"x60"	43"x68"	18"	30"			36"	42"	60"				19"x30"											
												LINEAR FEET						LINEAR FEET				EACH						C.Y.	C.Y.	C.Y.	LBS.	LBS.																
1	44	48+79.50	RSR	13RT	CONST. DBL. GRATE INLET W/4 ADD'L. OPNGS. & 5 L.F. 18" RCP TO STR. 2	CICI-2, DES. 2D	.80	.70	10	5.10	2.66	1.00	1318.38	1317.84	1314.34		5																			1												
2	44	48+79.50	RSR	20RT.	CONST 4'DIA. MANHOLE & 397 L.F. 18" RCP TO STR. 4	MJB-2, MFC-3			10	5.10	2.65	2.40		1319.00	1314.00	18"W=14.27	397																			2												
3	45	52+90	RSR	25LT.	CONST. DBL. GRATE INLET W/2 ADD'L. OPNGS. & 43 L.F. 18"RCP TO STR. 4	CICI-2, DES. 2B	.40	.85	10	6.24	1.97	0.50	1308.75	1308.21	1305.01		43																			3												
4	45	52+80	RSR	20RT.	CONST. 4' DIA. MANHOLE & 211 L.F. 18" RCP TO STR. 5	MJB-2, MFC-3			10	5.02	3.86	1.80		1309.70	1304.38	18"W=04.79, 18"S=04.38	211																				4											
5	45	54+95	RSR	20RT.	CONST. 4' DIA. MANHOLE & 5 L.F. 18" RCP TO STR. 6	MJB-2, MFC-3			10	4.97	3.83	1.00		1306.60	1300.40	18"S=00.52	5																				5											
6	45	54+95	RSR	13RT.	CONST. DBL. GRATE INLET W/4 ADD'L. OPNGS. & 22 L.F. 18" RCP TO STR. 7	CICI-2, DES. 2D	1.25	.70	10	5.08	3.80	1.00	1305.73	1305.19	1300.33	18"E=00.33	22																				6											
7	45	54+95	RSR	13LT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 11 LF 18" RCP TO STR. 8	CICI-2, DES. 1B	.20	.90	10	6.24	1.05	1.00	1305.73	1305.19	1300.07	18"E=00.07	11																				7											
8	45	54+95	RSR	26LT.	CONST. 4' DIA. MANHOLE & 341 LF 18" RCP TO STR.9	MJB-2, MFC-3			10	4.95	8.13	2.25		1306.10	1299.70	18"E=99.94	341																				8											
9	45	58+40	RSR	26LT.	CONST. 4' DIA. MANHOLE & 260 LF 18" RCP TO STR. 10	MJB-2, MFC-3			10	4.88	12.50	2.00		1299.60	1291.94	18"S=91.94, EX.18"E=92.94	260																				9											
10	45	61+04	RSR	26LT.	CONST. 4' DIA. MANHOLE & 126 LF 24" RCP TO STR. 12	MJB-2, MFC-3			10	4.83	15.99	0.60		1292.60	1284.78	18"S=86.66, EX.18"E=88.21	126																				10											
11	45	61+43RMP 240'B'	6RT.	CONST. SGL. GRATE INLET & 32 LF 18" RCP TO STR.12	CICI-2, DES. 1	.20	.76	10	5.73	.79	1.00	1288.74	1288.37	1285.17		32																				11												
12	45	61+78RMP 240'B'	7RT.	CONST. 4' DIA. MANHOLE & 221 LF 24" RCP TO STR. 15	MJB-2, MFC-3			10	4.79	16.47	0.70		1289.00	1284.00	18"S=84.82, 24"E=84.00	221																				12												
13	45	64+00	ML	122RT.	CONST. DBL. GRATE INLET W/2 ADD'L. OPNGS. & 33 LF 18" RCP TO STR. 14	CICI-2, DES. 2B	.57	.76	10	5.47	2.37	0.65	1286.99	1286.45	1283.25		33																			13												
14	45	64+00	ML	86.74RT.	CONST. DBL. GRATE INLET & 13 LF 18" RCP TO STR. 15	CICI-2, DES. 2	.25	.65	10	5.77	0.94	0.65	1286.81	1286.27	1283.03	18"E=83.03	13																				14											
15	45	64+00	ML	73RT.	CONST. 4' DIA. MANHOLE & 46 LF 24" RCP TO STR. 17	MJB-2, MFC-3			10	4.73	19.05	0.85		1287.25	1282.43	24"S=82.43, 18"E=82.93	46																				15											
16	45	64+50	ML	61.13RT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 5 LF 18" RCP TO STR. 17	CICI-2, DES. 1B	.37	.85	10	6.24	1.90	1.00	1286.84	1286.47	1283.47		5																			16												
17	45	64+50	ML	68.13RT.	CONST. 4' DIA. MANHOLE & 207 LF 24" RCP TO STR. 19	MJB-2, MFC-3			10	4.77	20.42	0.90		1287.00	1282.00	24"S=82.00, 18"W=83.40	207																				17											
18	46	66+60	ML	59RT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 5 LF 18" RCP TO STR. 19	CICI-2, DES. 1B	.34	.88	10	6.24	1.87	1.00	1285.01	1284.64	1281.44		5																			18												
19	46	66+60	ML	66RT.	CONST. 5' DIA. MANHOLE & 408 LF 30" RCP TO STR. 21	MJB-2, MFC-3			10	4.21	32.66	0.75		1285.75	1279.61	24"S=80.11, 18"W=81.37, EX.18"E=80.26	408																				19											
20	46	70+70	ML	59RT.	CONST. SGL. GRATE INLET W/3 ADD'L. OPNGS. & 10 LF 18" RCP TO STR. 21	CICI-2, DES. 1C	.68	.86	10	5.79	3.39	1.00	1281.53	1281.16	1277.66		10																				20											
21	46	70+70	ML	71RT.	CONST. 5' DIA. MANHOLE & 328 LF 30" RCP TO STR. 23	MJB-2, MFC-3			10	4.13	38.45	1.00		1283.23	1276.54	30"S=76.54, 18"W=77.54,EX.18"E=79.45	328																				21											
22	46	74+00	ML	59RT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 10 LF 18" RCP TO STR. 23	CICI-2, DES. 1B	.53	.87	10	5.70	2.63	1.00	1279.70	1279.33	1275.83		10																				22											
TOTALS THIS SHEET																	1403	600	736																													

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SUMMARY OF DRAINAGE STRUCTURES

SUMMARY OF DRAINAGE STRUCTURES

DESIGN DATA																QUANTITIES																												
STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION	DESCRIPTION	DESIGN	DRAINAGE AREA	RUNOFF COEFFICIENT	FREQUENCY	INTENSITY	Q	GRADE OUT	ELEVATIONS				REINFORCED CONCRETE PIPE ROUND						HORIZ. ELL. REINF. CONC. PIPE				PREFAB. CONC. END SECTION					TRENCH EXCAVATION	STANDARD BEDDING MAT'L	CLASS 'A' CONC.		REINFORCING STEEL	HEAVY WELD STEEL GRATE	STRUCTURE NO.							
												TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE							19"x30"	34"x53"	38"x60"	43"x68"	18"	30"	36"	42"	60"			19"x30"	SMALL STR.				LARGE STR.						
												18"	24"	30"	36"	42"	60"	19"x30"	34"x53"	38"x60"	43"x68"	18"	30"	36"	42"	60"	19"x30"	SMALL STR.	LARGE STR.															
												LINEAR FEET						LINEAR FEET				EACH					C.Y.	C.Y.	C.Y.	LBS.	LBS.													
23	46	74+00	ML	71'RT.	CONST. 5' DIA. MANHOLE & 81 LF 30" RCP TO STR. 24	MJB-2, MFC-3			10	4.09	39.89	1.10		1281.70	1273.24	30"S=73.24, 18"W=75.71			81										114.21	55.15					23									
24	46	74+60	ML	130'RT	CONST. 30" PREFABRICATED CONC. END SECTION TO CHANNEL	PCES-3									1272.31																				24									
25	44	44+50	ML	65'RT.	CONST DBL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 26	CICI-2, DES. 2B	.63	.85	10	6.24	3.14	1.00	1317.30	1316.93	1313.83			5											2.21	1.37					25									
26	44	44+50	ML	72'RT.	CONST. 4' DIA. MANHOLE & 346 LF 18" RCP TO STR. 28	MJB-2, MFC-3			10	6.24	3.12	3.45		1318.17	1311.17	18"W=13.76			346										355.45	152.93					26									
27	44	48+00	ML	65'RT.	CONST DBL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 28	CICI-2, DES. 2B	.67	.85	10	6.24	3.43	1.00	1304.73	1304.36	1300.26			5											2.21	1.37					27									
28	44	48+00	ML	72'RT.	CONST. 4' DIA. MANHOLE & 346 LF 18" RCP TO STR. 32	MJB-2, MFC-3			10	6.24	6.45	3.45		1305.60	1299.10	18"S=99.10, 18"W=00.19			346										377.83	157.36					28									
29	45	51+50	ML	65'RT.	CONST DBL. GRATE INLET W/4 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 32	CICI-2, DES. 2D	.67	.85	10	6.24	3.80	1.00	1291.49	1291.12	1288.02			5											4.44	2.74					29									
30	45	51+38.66	ML	91.42'RT.	CONST. DROP INLET & 11 LF 18" RCP TO STR. 31	SMD-2, TYPE 2	.50	.75	10	6.24	2.34	0.50		1305.25	1302.69			11											9.29	5.76					30									
31	45	51+50	ML	99.5'RT.	CONST. 4' DIA. MANHOLE & 24 LF 18" RCP TO STR. 32	MJB-2, MFC-3			10	6.24	2.34	0.50		1307.45	1287.17	18"SW=02.62			24										21.19	8.40					31									
32	45	51+50	ML	72'RT.	CONST. 4' DIA. MANHOLE & 296 LF 18" RCP TO STR. 34	MJB-2, MFC-3			10	6.05	12.34	1.65		1292.30	1287.03	18"S=87.03, 18"E=87.03, 18"W=87.97			296										248.21	126.41					32									
33	45	54+50	ML	65'RT.	CONST SGL. GRATE INLET W/3 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 34	CICI-2, DES. 1C	.61	.85	10	6.24	3.23	1.00	1285.91	1285.54	1282.44			5											2.21	1.37					33									
34	45	54+50	ML	72'RT.	CONST. 4' DIA. MANHOLE & 75 LF 24" RCP TO STR. 45	MJB-2, MFC-3			10	5.94	14.15	1.00		1286.78	1281.40	18"S=82.08, 18"W=82.37			75										80.73	42.01					34									
35	45	60+00 RMP 240'B'	6'RT.	CONST SGL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 36	CICI-2, DES. 1B	.33	.85	10	5.98	1.67	1.00	1288.82	1288.45	1285.35			5											2.21	1.37					35										
36	45	60+00 RMP 240'B'	13'RT.	CONST. 4' DIA. MANHOLE & 146 LF 18" RCP TO STR. 38	MJB-2, MFC-3			10	5.98	1.67	0.50		1289.90	1283.80	18"W=85.28			146										139.78	64.53					36										
37	45	58+50 RMP 240'B'	6'RT.	CONST SGL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 38	CICI-2, DES. 1B	.58	.80	10	5.74	2.49	1.00	1287.99	1287.62	1284.47			5											2.21	1.37					37										
38	45	58+50 RMP 240'B'	13'RT.	CONST. 4' DIA. MANHOLE & 96 LF 18" RCP TO STR. 40	MJB-2, MFC-3			10	5.73	4.07	0.50		1289.10	1283.05	18"N=83.05, 18"W=84.40			96										88.68	42.43					38										
39	45	57+50 RMP 240'B'	6'RT.	CONST SGL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 40	CICI-2, DES. 1B	.38	.85	10	6.23	2.10	1.00	1287.16	1286.79	1283.69			5											2.21	1.37					39										
40	45	57+50 RMP 240'B'	13'RT.	CONST. 4' DIA. MANHOLE & 106 LF 18" RCP TO STR. 42	MJB-2, MFC-3			10	5.67	5.96	0.50		1288.03	1282.55	18"N=82.55, 18"W=83.62			106										91.74	46.86					40										
41	45	56+40	ML	65'RT.	CONST SGL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 42	CICI-2, DES. 1B	.38	.85	10	6.24	2.02	1.00	1286.18	1285.81	1282.71			5										2.21	1.37					41										
42	45	56+40	ML	72'RT.	CONST. 4' DIA. MANHOLE & 61 LF 18" RCP TO STR. 44	MJB-2, MFC-3			10	5.61	7.68	0.70		1287.05	1282.00	18"N=82.00, 18"W=82.64			61									50.78	26.96					42										
43	45	55+75	ML	65'RT.	CONST SGL. GRATE INLET W/1 ADD'L OPNG. & 5 LF 18" RCP TO STR. 44	CICI-2, DES. 1A	.21	.85	10	6.24	1.16	1.00	1285.76	1285.39	1282.29			5										2.21	1.37					43										
44	45	55+75	ML	72'RT.	CONST. 4' DIA. MANHOLE & 44 LF 18" RCP TO STR. 45	MJB-2, MFC-3			10	5.58	8.64	0.90		1286.63	1281.55	18"N=81.55, 18"W=82.22			44									37.96	19.45					44										
TOTALS THIS SHEET																1521	75	81																										

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

Design	LES	
Drawn		
Checked	JWE	
Approved		
Squad	POE	

SUMMARY

OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 22

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION		DESCRIPTION	DESIGN	DRAINAGE AREA	RUNOFF COEFFICIENT	FREQUENCY	INTENSITY	Q	GRADE OUT	ELEVATIONS				QUANTITIES																												
																							TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE																			
													REINFORCED CONCRETE PIPE ROUND														HORIZ. ELL. REINF. CONC. PIPE				PREFAB. CONC. END SECTION						TRENCH EXCAVATION	STANDARD BEDDING MAT'L	CLASS 'A' CONC.		REINFORCING STEEL	HEAVY WELD STEEL GRATE	STRUCTURE NO.		
													18"	24"	30"	36"	42"	60"	19"x30"	34"x43"	38"x60"	43"x68"					18"	30"	36"	42"	60"	19"x30"	SMALL STR.	LARGE STR.	LBS.	LBS.									
														LINEAR FEET						LINEAR FEET				EACH						C.Y.	C.Y.	C.Y.	LBS.	LBS.											
45	45	55+27.55	ML	72'RT.	CONST. 4' DIA. MANHOLE & 5 LF 24" RCP TO STR. 46	MJB-2, MFC-3			10	5.56	21.84	2.00		1286.54	1280.50	24"S=80.62, 18"N=81.12		5										5.23	2.80					45											
46	45	55+27.55	ML	65'RT.	CONST. DBL. GRATE INLET & 62 LF 30" RCP TO STR. 47	CICI-2, DES. 2	.41	.85	50	8.22	3.04	0.50	1285.67	1285.30	1279.86	24"E=80.36			62									77.96	49.91					46											
47	45	55+27.55	ML	1'RT.	CONST. DBL. GRATE MEDIAN INLET AS PART OF STR.48	SPECIAL MED. 2-2	.50	.90	50	7.36	3.42			1285.96	1279.04	30"E=79.54																		47											
48	45	55+27.55	ML	1'LT.	CONST. DBL. GRATE MEDIAN INLET & 62 LF 36" RCP TO STR. 49	SPECIAL MED. 2-2	.50	.90	50	7.36	3.42	0.50		1285.96	1279.04													113.04	60.30					48											
49	45	55+27.55	ML	65'LT.	CONST. DBL. GRATE INLET & 6 LF 36" RCP TO STR. 60	CICI-2, DES. 2	.33	.85	50	8.22	2.65	0.50	1285.67	1285.30	1278.72	36"E=78.72				6								11.69	5.84					49											
50	44	44+50	ML	65'LT.	CONST. DBL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 51	CICI-2, DES. 2B	.67	.85	10	6.24	3.34	1.00	1317.30	1316.93	1313.83		5											2.21	1.37					50											
51	44	44+50	ML	72'LT.	CONST. 4' DIA. MANHOLE & 346 LF 18" RCP TO STR. 53	MJB-2, MFC-3			10	6.24	3.31	3.45		1318.17	1311.17	18"E=13.76	346											383.89	152.93					51											
52	44	48+00	ML	65'LT.	CONST. DBL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 53	CICI-2, DES. 2B	.38	.85	10	6.24	2.02	1.00	1304.73	1304.36	1301.26		5											2.21	1.37					52											
53	44	48+00	ML	72'LT.	CONST. 4' DIA. MANHOLE & 346 LF 18" RCP TO STR. 57	MJB-2, MFC-3			10	6.14	6.70	3.45		1305.60	1299.10	18"S=99.10, 18"W=01.19	346											347.58	157.35					53											
54	45	51+50	ML	65'LT.	CONST. DBL. GRATE INLET W/4 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 57	CICI-2, DES. 2D	.67	.85	10	6.24	3.80	1.00	1291.49	1291.12	1288.02		5											4.26	2.74					54											
55	45	51+38.51	ML	87'LT.	CONST. DROP INLET & 11 LF 18" RCP TO STR. 56	SMD-2, TYPE 2	.76	.75	10	6.24	3.55	0.50		1300.57	1298.01		11											9.37	5.76					55											
56	45	51+50	ML	95'LT.	CONST. 4' DIA. MANHOLE & 19 LF 18" RCP TO STR. 57	MJB-2, MFC-3			10	6.24	3.55	0.50		1303.20	1286.90	18"SE=97.46	19												20.71	8.41					56										
57	45	51+50	ML	72'LT.	CONST. 4' DIA. MANHOLE & 296 LF 24" RCP TO STR. 59	MJB-2, MFC-3			10	6.05	13.73	1.00		1292.30	1284.30	18"S=87.03, 18"W=86.79, 18"E=87.95	296											357.40	160.20					57											
58	45	54+50	ML	65'LT.	CONST. SGL. GRATE INLET W/3 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 59	CICI-2, DES. 1C	.58	.85	10	6.24	3.10	1.00	1285.91	1285.54	1282.44		5											2.21	1.37					58											
59	45	54+50	ML	72'LT.	CONST. 4' DIA. MANHOLE & 75 LF 24" RCP TO STR. 60	MJB-2, MFC-3			10	5.94	16.44	1.00		1286.78	1281.40	24"S=81.30, 18"E=82.37		75											80.73	42.01					59										
60	45	55+27.55	ML	72'LT.	CONST. 6' DIA. MANHOLE & 93 LF 42" RCP TO STR. 62	MJB-2, MFC-3			50	7.25	60.26	0.50		1286.54	1278.19	24"S=80.62, 36"E=78.69, 18"W=80.69				93								238.43	104.27					60											
61	45	56+25	ML	65'LT.	CONST. SGL. GRATE INLET W/2 ADD'L OPNGS. & 5 LF 18" RCP TO STR. 62	CICI-2, DES. 1B	.55	.85	10	6.24	2.70	1.00	1286.06	1285.69	1282.59		5											2.21	1.37					61											
62	45	56+25	ML	72'LT.	CONST. 6' DIA. MANHOLE & 186 LF 42" RCP TO STR. 65	MJB-2, MFC-3			50	7.21	63.03	0.50		1286.93	1277.70	42"S=77.70, 18"E=82.52				186								577.22	208.55					62											
63	45	55+20.72	ML	93'LT.	CONST. DROP INLET & 9 LF 18" RCP TO STR. 63A	SMD-2, TYPE 2	.31	.75	10	6.24	1.45	1.00		1297.43	1294.87		9											4.12	2.46					63											
63A	45	55+28	ML	103'LT.	CONST. 4' DIA. MANHOLE & 31 LF 18" RCP TO STR. 60	MJB-2, MFC-3			10	6.24	1.45	1.00		1300.20	1281.00	18"S=94.75	31											35.31	13.70					63A											
64	45	57+95 RMP 82'C		Ø	CONST. DBL. GRATE INLET & 26 LF 18" RCP TO STR. 65	CICI-2, DES. 2	.14	.90	10	6.24	0.72	37.00	1295.59	1295.22	1290.22		26											29.40	11.50					64											
65	45	58+15	ML	72'LT.	CONST. 6' DIA. MANHOLE & 232 LF 42" RCP TO STR. 67	MJB-2, MFC-3			50	7.13	64.85	0.55		1289.30	1276.75	42"S=76.75, 18"SW=80.05												883.05	260.12					65											
TOTALS THIS SHEET																	813	376	62	68	511											3188.23	1254.33												

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY

OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 23

SUMMARY OF DRAINAGE STRUCTURES

[illegible]

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 24

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

REVISIONS	DATE
DESCRIPTION	

SUMMARY OF DRAINAGE STRUCTURES	
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79	80
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97	98
99	100

DESIGN DATA														QUANTITIES																								
STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION	DESCRIPTION	DESIGN	DRAINAGE AREA ACRES	RUNOFF COEFFICIENT %	FREQUENCY YEAR	INTENSITY 1"	Q CFS	GRADE OUT %	ELEVATIONS				REINFORCED CONCRETE PIPE ROUND						HORIZ. ELL. REINF. CONC. PIPE				PREFAB. CONC. END SECTION					TRENCH EXCAVATION C.Y.	STANDARD BEDDING MAT'L C.Y.	CLASS 'A' CONC.			REINFORCING STEEL LBS.	HEAVY WELD STEEL GRATE LBS.	STRUCTURE NO.
												TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE	18"	24"	30"	36"	42"	60"	19"x30"	34"x53"	38"x60"	43"x68"	18"	30"	36"	42"	60"			19"x30"					
																																		SMALL STR.	LARGE STR.			
												LINEAR FEET						LINEAR FEET				EACH							C.Y.									
88	45	65+00	ML	72'LT.	CONST. 6' DIA. MANHOLE & 171 LF 60" RCP TO STR. 91	MJB-2, MFC-3			50	6.88	104.94	0.30		1287.20	1271.93	60°S+71.93, 18°E+82.78								171									992.51	318.27				88
89	46	66+60	ML	82'LT.	CONST. 4' DIA. MANHOLE & 16 LF 18" RCP TO STR. 91	MJB-2, MFC-3			10	5.29	2.59	1.00		1288.60	1280.00	EX.18°SW-83.49				16													18.59	7.07				89
90	46	66+75	ML	65'LT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 5 LF 18" RCP TO STR. 91	CICI-2, DES. 1B	.36	.85	10	6.24	1.96	1.00	1284.77	1284.40	1281.30					5												2.21	1.37				90	
91	46	66+75	ML	72'LT.	CONST. 6' DIA. MANHOLE & 171 LF 60" RCP TO STR. 93	MJB-2, MFC-3			50	6.91	110.98	0.30		1285.64	1271.40	60°S+71.40, 18°E+81.23, 18°SW+79.80								171									910.79	318.95				91
92	46	68+50 RMP 240'A'	6'LT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 5 LF 18" RCP TO STR. 93	CICI-2, DES. 1B	.36	.85	10	6.24	1.92	1.00	1282.85	1282.48	1279.38					5												2.21	1.37				92		
93	46	68+50 RMP 240'A'	13'LT.	CONST. 6' DIA. MANHOLE & 137 LF 60" RCP TO STR. 96	MJB-2, MFC-3			50	6.85	112.06	0.30		1283.72	1270.88	60°S+70.88, 18°E+79.31								137								688.20	254.99				93		
94	46	70+38.29RMP 240'A'	17.3'RT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 52 LF 18" RCP TO STR. 95	CICI-2, DES. 1 2A	.22	.80	10	6.24	1.12	1.00	1281.85	1281.48	1278.01					52												23.84	14.24				94		
95	46	69+91 RMP 240'A'	6'LT.	CONST. SGL. GRATE INLET W/2 ADD'L. OPNGS. & 5 LF 18" RCP TO STR. 96	CICI-2, DES. 1B	.30	.85	10	6.24	1.63	1.00	1282.17	1281.80	1277.49	18°NE+77.49				5												4.12	2.71				95		
96	46	69+91 RMP 240'A'	13'LT.	CONST. 6' DIA. MANHOLE & 79 LF 60" RCP TO STR. 97	MJB-2, MFC-3			50	6.78	113.97	0.30		1283.15	1270.45	60°S+70.45, 18°E+77.42								79								403.99	147.04				96		
97	46	70+74 RMP 240'A'	15'LT.	CONST. 6' DIA. MANHOLE & 81 LF 60" RCP TO STR. 98	MJB-2, MFC-3			50	6.77	117.47	0.30		1283.50	1270.20	60°S+70.20, EX.18°SW+78.48								81													97		
98	46	71+24.30	ML	170.6'LT.	CONST. 6' DIA. MANHOLE & 156 LF 60" RCP TO STR. 99	MJB-2, MFC-3			50	6.74	116.95	0.30		1284.20	1269.95	60°SE+69.95																812.48	290.36				98	
99	46	72+81.20	ML	189.6'LT.	CONST. 6' DIA. MANHOLE & 206 LF 60" RCP TO STR. 100	MJB-2, MFC-3			50	6.68	115.96	0.30		1281.70	1269.47	60°S+69.47								206								894.99	383.42				99	
100	52	74+57.81	ML	292.24'LT.	CONST. 6' DIA. MANHOLE & 196 LF 60" RCP TO STR. 102	MJB-2, MFC-3			50	6.60	114.72	0.30		1279.00	1268.84	60°S+68.84								196								788.74	364.80				100	
101		DELETED																																		101		
102	52	75+88.09	ML	437.83'LT.	CONST. 60" PREFABRICATED CONC. END SECTION TO CHANNEL	PCES-3									1268.27																	1				102		
103		DELETED																																		103		
104		DELETED																																		104		
105		DELETED																																		105		
106		DELETED																																		106		
107		DELETED																																		107		
108		DELETED																																		108		
109		DELETED																																		109		
TOTALS THIS SHEET																		83				1197				1					5542.67	2104.59						

SUMMARY OF DRAINAGE STRUCTURES (CONT.)	
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49	50
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87	88
89	90
91	92
93	94
95	96
97	98
99	100

[illegible]

* CONTRACTOR HAS THE OPTION BETWEEN JACKING, BORING OR TUNNELING W/TUNNEL LINER. COST WILL BE INCLUDED IN THE PRICE BID FOR 81 L.F. 60" R.C.PIPE.

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 25

SUMMARY OF DRAINAGE STRUCTURES																																							
DESIGN DATA																	QUANTITIES																						
STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION	DESCRIPTION	DESIGN	DRAINAGE AREA ACRES	RUNOFF COEFFICIENT C _C	FREQUENCY YEAR	INTENSITY "I"	Q CFS	GRADE OUT %	ELEVATIONS				REINFORCED CONCRETE PIPE ROUND						HORIZ. ELL. REINF. CONC. PIPE				PREFAB. CONC. END SECTION						TRENCH EXCAVATION C.Y.	STANDARD BEDDING MAT'L. C.Y.	CLASS 'A' CONC.			REINFORCING STEEL LBS.	HEAVY WELD STEEL GRATE LBS.	STRUCTURE NO.
												TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE	18"	24"	30"	36"	42"	60"	19"x30"	34"x53"	38"x60"	43"x68"	18"	30"	36"	42"	60"	19"x30"								
												LINEAR FEET						LINEAR FEET				EACH								C.Y.			LBS.						
110		DELETED																																			110		
111		DELETED																																			111		
112		DELETED																																			112		
113		DELETED																																			113		
114		DELETED																																			114		
115		DELETED																																			115		
116		DELETED																																			116		
117		DELETED																																			117		
118		DELETED																																			118		
119		DELETED																																			119		
120		DELETED																																			120		
121		DELETED																																			121		
122	46	75+75	ML	1'RT.	CONST. DBL. GRATE MEDIAN INLET AS PART OF STR. 123	SPECIAL MED.2-2	.38	.90	10	4.40	1.41					1279.02	1274.70																				122		
123	46	75+75	ML	1'LT.	CONST. DBL. GRATE MEDIAN INLET & 18 LF 18" RCP TO STR. 124	SPECIAL MED.2-2	.38	.90	10	4.40	1.41	12.00				1279.02	1274.70	18												15.34	7.96					123			
124	46	76+00	ML	℄	CONST.10'X3'X212.50' CL.RDY.RCB. 106.25RT. & 106.25LT. W/HDWLS. WINGS & APRONS	SPECIAL	83.50	.56	50	4.80	224.00	0.37				1271.40	IN=71.80. OUT=71.00																226.5	24150.0			124		
125	46	77+98	ML	55.28'RT.	CONST. DBL. GRATE MEDIAN INLET & 58 LF 18" RCP TO STR. 127	SPECIAL MED. 2	.43	.87	10	5.78	2.05	0.40				1277.12	1273.18	58											31.01	15.88						125			
125A	46	78+05	ML	55.17'RT.	CONST. SGL. GRATE MEDIAN INLET & 4 LF 18" RCP TO STR. 125	SPECIAL MED. 1	.01	.90	10	6.24	0.33	1.00				1277.08	1273.22	4											1.76	1.09						125A			
126	46	78+16	ML	58.94'LT.	CONST. DBL. GRATE MEDIAN INLET & 53 LF 18"																																		

[illegible]

← SEE NOTE 1

State Job No. 00292(15)RDY Sheet No. 26

DESIGN DATA

QUANTITIES

TOTALS THIS SHEET

QUANTITIES

△ NOTE 1 TO EXPEDITE CONSTRUCTION AND LESSEN RAMP CLOSURE PERIODS THE CONTRACTOR AT HIS OPTION MAY USE PRECAST CONCRETE BOX SECTIONS FOR OUTER PORTIONS OF STRUCTURES 124 AND 148. NO PRECAST STRUCTURE WILL BE ALLOWED UNDER 1-35 MAINLINE CONSTRUCTION.

← SEE NOTE 1 \triangle

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

State Job No. 00292(15)RDY Sheet No. 27

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	

DESCRIPTION	REVISIONS	DATE

SUMMARY OF DRAINAGE STRUCTURES

[illegible]

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

State Job No. 00292(15)RDY Sheet No. 28

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	P&P SHT. NO.	STATION	LOCATION	DESIGN DATA										QUANTITIES																						
				DESCRIPTION	DESIGN	DRAINAGE AREA ACRES	RUNOFF COEFFICIENT "C"	FREQUENCY YEAR	INTENSITY "I"	Q CFS	GRADE OUT %	ELEVATIONS				REINFORCED CONCRETE PIPE ROUND						HORIZ. ELL. REINF. CONC. PIPE				PREFAB. CONC. END SECTION				TRENCH EXCAVATION C.Y.	STANDARD BEDDING MAT'L C.Y.	CLASS 'A' CONC.		REINFORCING STEEL LBS.	HEAVY WELD STEEL GRATE LBS.	STRUCTURE NO.
												TOP OF CURB	TOP OF COVER OR GRATE	STR. FLOW LINE	STUB IN FLOW LINE	18"	24"	30"	36"	42"	60"	19"x30"	34"x53"	38"x60"	43"x68"	18"	30"	36"	42"			60"	19"x30"			
										LINEAR FEET				LINEAR FEET				EACH				C.Y.	C.Y.	C.Y.	LBS.	LBS.										
174	48	100+50	RSR	20'RT	CONST. 4' DIA. MANHOLE & 96 LF 30" RCP TO STR. 178	MJB-2, MFC-3			10	5.48	30.30	0.65		1294.55	1286.50	30°N-86.50, 18°W-90.10			96										157.66	65.23				174		
175	48	99+69	RSR	13'RT	CONST. 2'x10' GARY GRATE & 15 LF 18" RCP TO STR. 178	SPECIAL	.95	.80	10	5.66	4.72	1.00		1292.69	1289.19		15											6.81	4.11	6.53		480.82	862.75	175		
176	48	98+66	△ RSR	46'RT	CONST. SGL. GRATE INLET W/2 ADDNL. OPNGS. & 60 LF 18" RCP TO STR. 177	CICI-2, DES. 1B	.15	.90	10	6.24	.97	0.50	1294.11	1293.67	1290.47		60											21.63	15.06				176			
177	48	99+23	△ RSR	46'RT	CONST. SGL. GRATE INLET W/2 ADDNL. OPNGS. & 38 LF 18" RCP TO STR. 178	CICI-2, DES. 1B	.15	.90	10	6.24	.97	4.00	1294.12	1293.68	1290.00	18°S-90.18	38											21.14	11.78				177			
178	48	99+50	RSR	20'RT	CONST. 4' DIA. MANHOLE & 216 LF 30" RCP TO STR. 180	MJB-2, MFC-3			10	5.45	36.38	0.94		1294.20	1285.85	30°N-85.85, 18°W-89.06, 18°E-88.20		216										357.01	146.78				178			
179	48	97+32.02	RSR	13'LT	CONST. SGL. GRATE INLET W/2 ADDNL. OPNGS. & 30 LF 18" RCP TO STR. 180	CICI-2, DES. 1B	.32	.90	10	6.24	1.79	1.00	1290.58	1290.04	1286.19		30											17.24	8.51				179			
180	48	97+32.02	RSR	20'RT	CONST. 4' DIA. MANHOLE & 229 LF 30" RCP TO STR. 181	MJB-2, MFC-3			10	5.39	37.54	0.87		1291.95	1283.80	18°W-85.86, 30°N-83.80		229										345.82	156.65				180			
181	47	95+00	ML	128'RT	CONST. 4' DIA. MANHOLE & 72 LF 30" RCP TO EX. 5'x3' RCB #	MJB-2, MFC-3			10	5.32	37.09	0.87		1288.10	1281.78			72										108.73	49.26				181			
182	48	96+50	RMP 66'B	6'RT	CONST. SGL. GRATE INLET W/2 ADDNL. OPNGS. & 90 LF 18" RCP TO STR. 183	CICI-2, DES. 1B	.30	.85	10	6.24	1.59	0.50	1287.10	1286.73	1283.53		90											36.77	24.64				182			
183	48	97+43	RMP 66'B	19'RT	CONST. DBL. GRATE INLET W/2 ADDNL. OPNGS. & 107 LF 18" RCP TO STR. 184	CICI-2, DES. 2B	.35	.85	10	6.24	1.86	0.50	1286.80	1286.43	1281.00	18°S-83.07	107											105.35	47.29				183			
184	48	98+50	ML	67.9'RT	CONST. 4' DIA. MANHOLE & 196 LF 18" RCP TO STR. 188	MJB-2, MFC-3			10	6.10	3.35	1.00		1286.20	1280.45	18°S-80.45	196											172.04	86.63				184			
185	48	100+54.19	ML	80'RT	CONST. DROP INLET & 8 LF 18" RCP TO STR. 186	GPI-TYPE 1, DES. 1	.10	.80	10	6.24	.50	1.00	1291.73	1288.99			8											2.93	2.19				185			
186	48	100+45	ML	85'RT	CONST. 4' DIA. MANHOLE & 15 LF 18" RCP TO STR. 188	MJB-2, MFC-3			10	6.24	.50	1.00	1292.89	1277.50	18°N-88.89		15											16.84	6.64				186			
187	48	100+50	ML	60.04'RT	CONST. SGL. GRATE INLET W/2 ADDNL. OPNGS. & 5 LF 18" RCP TO STR. 188	CICI-2, DES. 1B	.48	.85	10	6.24	2.34	1.00	1282.11	1281.74	1278.64		5											2.21	1.37				187			
188	48	100+50	ML	67.04'RT	CONST. 4' DIA. MANHOLE & 446 LF 18" RCP TO STR. 192	MJB-2, MFC-3			10	6.00	6.06	1.90	1282.98	1277.00	18°S-78.45, 18°SE-77.32, 18°W-78.57	446												395.50	197.13				188			
189	48	104+79.19	ML	80'RT	CONST. DROP INLET & 14 LF 18" RCP TO STR. 190	SMD-2, TYPE 2	.23	.80	10	6.24	1.15	1.00	1288.93	1286.37			14											5.79	3.28				189			
190	48	104+92	ML	90'RT	CONST. 4' DIA. MANHOLE & 22 LF 18" RCP TO STR. 192	MJB-2, MFC-3			10	6.24	1.12	1.00	1292.50	1268.75	18°SW-86.22		22											20.97	8.84				190			
191	48	105+00	ML	57'RT	CONST. DBL. GRATE INLET W/2 ADDNL. OPNGS. & 5 LF 18" RCP TO STR. 192	CICI-2, DES. 2B	.65	.85	10	6.20	3.42	1.00	1272.39	1272.02	1268.92		5											2.21	1.37				191			
192	48	105+00	ML	64'RT	CONST. 4' DIA. MANHOLE & 125 LF 18" RCP TO STR. 215	MJB-2, MFC-3			10	5.86	10.19	1.26	1273.26	1268.45	18°S-68.45, 18°W-68.85, 18°E-68.49	125												107.15	55.25				192			
193	48	99+70	RMP 66'A	6'LT	CONST. DBL. GRATE INLET W/2 ADDNL. OPNGS. & 57 LF 18" RCP TO STR. 195	CICI-2, DES. 2B	.78	.85	10	6.12	3.68	1.00	1282.89	1282.52	1279.32		57											26.03	15.60				193			
194	48	100+29.68	RMP 66'A	6'LT	CONST. DBL. GRATE INLET W/2 ADDNL. OPNGS. & 5 LF 18" RCP TO STR. 195	CICI-2, DES. 2B	.26	.85	10	6.24	1.78	1.00	1282.61	1282.24	1279.14		5											1.97	1.37				194			
195	48	100+30	RMP 66'A	7'LT	CONST. 4' DIA. MANHOLE & 194 LF 18" RCP TO STR. 196	MJB-2, MFC-3			10	6.10	5.36	0.50	1283.30	1278.30	18°S-78.72, 18°E-79.07		194											212.85	87.57				195			
TOTALS THIS SHEET														1432				613								2144.65	996.55	6.53		480.82	862.75					

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

* STUB 30" RCP INTO EXIST. 5'x3' RCB
128' RT. STA. 94+26 ± E=1281.15

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 29

SUMMARY OF DRAINAGE STRUCTURES

[illegible]

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 30

SUMMARY OF DRAINAGE STRUCTURES

[illegible]

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

NOTE #1 - 38"x60" CL. III - 198 L.F.
38"x60" CL. IV - 173 L.F.

○ INDICATES CLASS IV PIPE

NOTE #2 - 38"x60" CL. III - 198 L.F.
38"x60" CL. IV - 669 L.F.

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 31

SUMMARY OF DRAINAGE STRUCTURES

[illegible]

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

[illegible]

○ INDICATES CLASS IV PIPE

NOTE #1 - 38"x60" CL. III - 269 L.F.
38"x60" CL. IV - 669 L.F.

Design	LES	
Drawn	JJC	
Checked	JWE	
Approved	JWE	
Squad	POE	

SUMMARY OF DRAINAGE STRUCTURES

State Job No. 00292(15)RDY Sheet No. 32

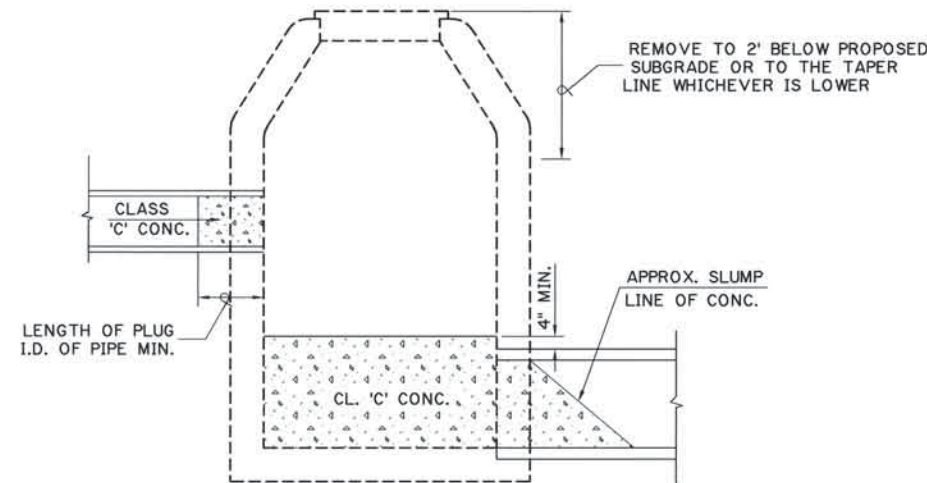
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

DESCRIPTION	REVISIONS	DATE
MOD. QUANTITIES		11/20/01

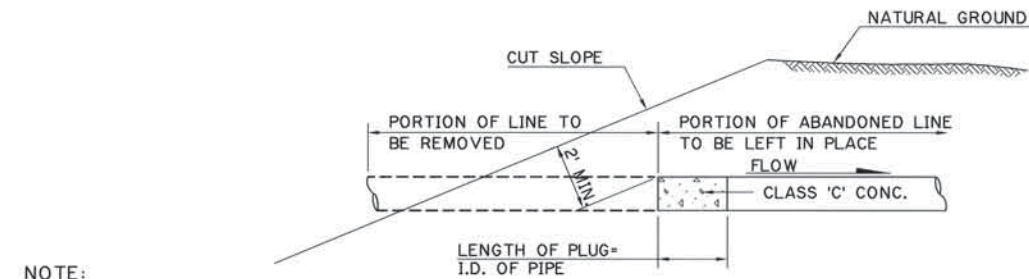
SUMMARY OF REMOVALS						
LOCATION	STATION TO STATION	REMOVAL OF CONCRETE PAVEMENT	REMOVAL OF ASPHALT PAVEMENT	REMOVAL OF CONC. CURB AND GUTTER	REMOVAL OF CONC. CURB	PAVEMENT SAWING
		S.Y.	S.Y.	L.F.	L.F.	L.F.
MAINLINE	STA. 35+00 - STA. 50+00		15204	6100		92
MAINLINE	STA. 50+00 - STA. 65+00		21322	6946		90
MAINLINE	STA. 65+00 - STA. 80+00		20527	4792		1275
MAINLINE	STA. 80+00 - STA. 95+00		18069	5621		1384
MAINLINE	STA. 95+00 - STA. 110+00		22871	6827		126
MAINLINE	STA. 110+00 - STA. 121+00		14500	5091		32
*CURB RELOCATION (IN AREAS OF DRIVES)					1100	1125
S.E. 82nd ST.	STA. 92+50 - STA. 100+66.17	488	1969	260	358	60
S.E. 66th ST.	STA. 203+00 - STA. 211+27.15		4211		1524	123
DETOUR NO. 1	STA. 41+20.87 - STA. 123+40.42		21013	3189		7669
DETOUR NO. 2	STA. 41+22.66 - STA. 121+00		20940	3196		6665
DETOUR NO. 3	STA. 61+98.97 - STA. 74+61.84		707			
DETOUR NO. 4	STA. 83+95.55 - STA. 97+04.63		695	207		209
DETOUR NO. 5	STA. 84+23 - STA. 93+80.48		541	221		223
EXWY. WIDENING	STA. 60+00 - STA. 95+00		5445			7000
SLIP RAMP NO. 1	STA. 70+23.19 - STA. 77+54.91		557			
SLIP RAMP NO. 2	STA. 409+34.14 - STA. 416+41.38		442	151		154
TOTAL		488	169,013	42,601	2,982	26,227

NOTE: REMOVAL QUANTITIES FOR INDEPENDANT ALIGNMENTS SHOWN ON REMOVAL SHEETS ARE INCLUDED IN QUANTITIES ABOVE PER SHEET.

* SEE SUMMARY OF DRIVEWAYS, SHEET 35.

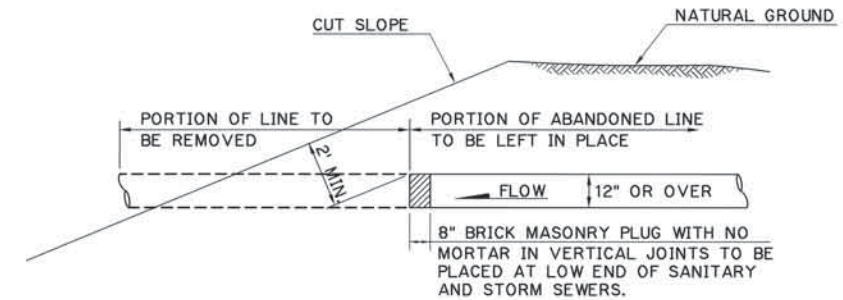


DETAIL OF REMOVAL OF MANHOLES, JUNCTION BOXES & INLETS



NOTE:

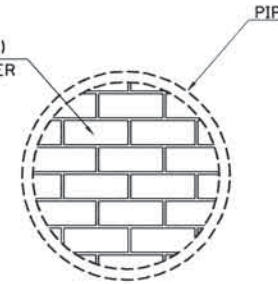
ALL PIPE LINES ABANDONED AND LEFT IN PLACE BY OTHERS AND STORM SEWERS, SANITARY SEWERS AND WATER LINES WHICH ARE ABANDONED UNDER THIS CONTRACT, SHALL BE REMOVED TO THE LIMITS OF CONSTRUCTION IN EXCAVATION SECTIONS AND PLUGGED AS SHOWN. IN EMBANKMENT SECTIONS "ABANDONED" SANITARY SEWER LINES AND WATER LINES "PLACED OUT OF SERVICE" SHALL BE PLUGGED AT BOTH ENDS. STORM SEWER, A PART OF WHICH WILL REMAIN IN SERVICE, SHALL BE PLUGGED AT THE R/W LINE.



METHOD OF PLUGGING ABANDONED PIPE LINES

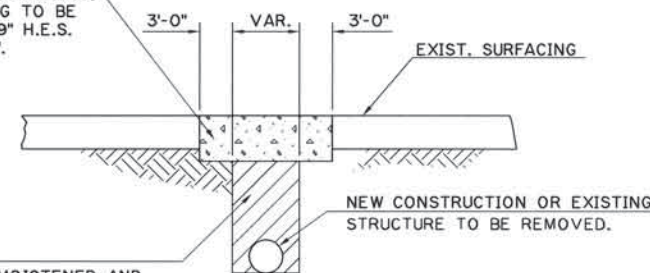
(COST OF PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID ON OTHER ITEMS OF WORK.)

CONST. PLUG (BRICK & MORTAR)
COST TO BE INCLUDED IN OTHER
ITEMS OF WORK.



DETAIL OF TEMPORARY PIPE PLUG

9" H.E.S. CONCRETE PAV'T. (PATCHING)
(COST OF REMOVING EXIST. SURFACING,
BACKFILLING AND COMPACTING TO BE
INCLUDED IN PRICE BID FOR 9" H.E.S.
P.C. CONC. PAV'T. (PATCHING).



BACKFILL AND COMPACT

BACKFILL MATERIAL SHALL BE MOISTENED AND COMPACTED IN LIFTS NOT TO EXCEED SIX (6) INCHES TO A DENSITY OF 95% STANDARD PROCTOR

PATCHING DETAIL

(WHERE IT IS NECESSARY TO CUT EXISTING SURFACING FOR REMOVAL OR CONSTRUCTION OF AN UNDERGROUND FACILITY)

GENERAL NOTES

- ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- CLASS 'C' CONCRETE SHALL BE PLACED IN THE BOTTOM OF EACH MANHOLE AS SHOWN. MANHOLE THEN SHALL BE REMOVED TO DEPTH SPECIFIED AND BACKFILLED IN ACCORDANCE WITH SEC. 619, OR FILLED WITH BRICK, BROKEN CONCRETE AND LOOSE SAND IN A MANNER TO ELIMINATE ALL VOIDS IN A MANNER APPROVED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR CLASS 'C' CONCRETE.
- THE REMOVAL OF SIDEWALKS, DRIVEWAYS, PARKING AREAS, FOUNDATIONS, FLOORS, RETAINING WALL, GUARDRAILS, ETC., AND ANY OTHER ITEM NOT SPECIFICALLY LISTED AS A REMOVAL PAY ITEM SHALL BE INCLUDED IN PRICE BID FOR CLEARING AND GRUBBING.
- INTEGRAL CURB REMOVED W/CONCRETE PAVING SHALL BE INCLUDED IN THE PRICE BID FOR REMOVAL OF CONCRETE PAVING S.Y.
- REMOVAL OF CONCRETE PAVING WITH ASPHALT OVERLAY SHALL BE INCLUDED IN THE PRICE BID FOR REMOVAL OF CONCRETE PAVING S.Y.
- EXISTING LIGHT POLES, LUMINAIRES AND FOOTINGS SHALL BE REMOVED BY THE CONTRACTOR. THE LIGHT POLES AND LUMINAIRES SHALL BE STOCKPILED ON SITE FOR PICK UP BY THEIR RESPECTIVE OWNERS. ALL OTHER MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

Design	
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

REMOVAL SUMMARY AND DETAILS

State Job No. 00292(15RDY) Sheet No. 33

SCHEDULE OF EDGE DRAIN						
LOCATION STATION TO STATION	6" PERF. PIPE UNDERDRAIN 613PI	EDGE DRAIN OUTLET LATERALS 6" SCH. 40 PVC	PIPE UNDERDRAIN COVER MATERIAL COARSE AGG. 703.04(a)	REMARKS		
	L.F.	TOTAL L.F.	C.Y.			
MAINLINE 41+22 TO 44+50	LT. 328	---	15.42	STUB INTO STR. 50		
MAINLINE 44+50 TO 48+00	LT. 350	---	16.45	STUB INTO STR. 52		
MAINLINE 48+00 TO 51+50	LT. 350	---	16.45	STUB INTO STR. 54		
MAINLINE 51+50 TO 54+50	LT. 300	---	14.10	STUB INTO STR. 58		
MAINLINE 54+50 TO 55+27	LT. 77	---	3.62	STUB INTO STR. 49		
MAINLINE 55+27 TO 59+65	LT. 438	---	20.59	STUB INTO STR. 49		
MAINLINE 59+65 TO 60+50	LT. 85	---	4.00	STUB INTO STR. 66		
MAINLINE 60+50 TO 62+75	LT. 225	---	10.58	STUB INTO STR. 68		
MAINLINE 62+75 TO 65+00	LT. 225	---	10.58	STUB INTO STR. 87		
MAINLINE 65+00 TO 66+75	LT. 175	---	8.23	STUB INTO STR. 90		
MAINLINE 66+75 TO 68+50	LT. 175	---	8.23	STUB INTO STR. 92		
MAINLINE 68+50 TO 69+91	LT. 141	---	6.63	STUB INTO STR. 95		
MAINLINE 69+91 TO 78+06	LT. 815	---	38.31	STUB INTO STR. 126A		
MAINLINE 78+06 TO 78+16	LT. 10	---	0.47	STUB INTO STR. 126		
MAINLINE 78+16 TO 79+34	LT. 118	---	5.55	STUB INTO STR. 131		
MAINLINE 79+34 TO 81+35	LT. 201	---	9.45	STUB INTO STR. 131		
MAINLINE 81+35 TO 81+49	LT. 14	---	0.66	STUB INTO STR. 146		
MAINLINE 81+49 TO 84+00	LT. 251	---	11.80	STUB INTO STR. 145		
MAINLINE 84+00 TO 89+51	LT. 551	---	25.90	STUB INTO STR. 144		
MAINLINE 89+80 TO 92+00	LT. 220	45	10.34	TIE TO UNDERDRAIN STA.89+51		
MAINLINE 92+00 TO 95+50	LT. 350	---	16.45	STUB INTO STR. 149		
MAINLINE 95+50 TO 99+70	LT. 420	---	19.74	STUB INTO STR. 193		
MAINLINE 99+70 TO 105+00	LT. 530	---	24.91	STUB INTO STR. 202		
MAINLINE 105+00 TO 106+29	LT. 129	---	6.06	STUB INTO STR. 209		
MAINLINE 106+29 TO 107+50	LT. 121	---	5.69	STUB INTO STR. 209		
MAINLINE 107+50 TO 115+00	LT. 750	---	35.25	STUB INTO STR. 206		
MAINLINE 115+30 TO 117+10	LT. 180	45	8.46	TIE TO UNDERDRAIN STA.115+00		
MAINLINE 117+10 TO 121+00	LT. 390	67	18.33	TIE TO UNDERDRAIN STA.121+00		
MAINLINE 41+22 TO 55+28	CL 1406	---	66.08	STUB INTO STR. 48		
MAINLINE 55+28 TO 60+50	CL 522	---	24.53	STUB INTO STR. 48		
MAINLINE 60+50 TO 75+75	CL 1525	---	71.68	STUB INTO STR. 123		
MAINLINE 75+75 TO 79+34	CL 359	---	16.87	STUB INTO STR. 130		
MAINLINE 79+34 TO 81+35	CL 201	---	9.45	STUB INTO STR. 130		
MAINLINE 81+35 TO 95+50	CL 1415	---	66.51	STUB INTO STR. 142		
MAINLINE 95+50 TO 106+16	CL 1066	---	50.10	STUB INTO STR. 210		
MAINLINE 106+16 TO 106+23	CL 7	---	0.33	STUB INTO STR. 212		
MAINLINE 106+23 TO 112+00	CL 577	---	27.12	STUB INTO STR. 212		
MAINLINE 112+00 TO 117+10	CL 510	---	23.97	STUB INTO STR. 221		
MAINLINE 117+10 TO 121+00	CL 400	62	18.80	TIE TO UNDERDRAIN STA.121+00 RT.		
MAINLINE 41+22 TO 44+50	RT. 328	---	15.42	STUB INTO STR. 25		
MAINLINE 44+50 TO 48+00	RT. 350	---	16.45	STUB INTO STR. 27		
MAINLINE 48+00 TO 51+50	RT. 350	---	16.45	STUB INTO STR. 29		
MAINLINE 51+50 TO 54+50	RT. 300	---	14.10	STUB INTO STR. 33		
MAINLINE 54+50 TO 55+27	RT. 77	---	3.62	STUB INTO STR. 46		
MAINLINE 55+27 TO 55+75	RT. 48	---	2.26	STUB INTO STR. 46		
MAINLINE 55+75 TO 56+40	RT. 65	---	3.06	STUB INTO STR. 43		
MAINLINE 56+40 TO 57+50	RT. 110	---	5.17	STUB INTO STR. 41		
MAINLINE 57+50 TO 58+50	RT. 100	---	4.70	STUB INTO STR. 39		
MAINLINE 58+50 TO 60+00	RT. 150	---	7.05	STUB INTO STR. 37		
MAINLINE 60+00 TO 60+65	RT. 65	---	3.06	STUB INTO STR. 35		
MAINLINE 60+65 TO 61+43	RT. 78	---	3.67	STUB INTO STR. 11		
MAINLINE 61+78 TO 64+50	RT. 272	---	12.78	STUB INTO STR. 16		
MAINLINE 64+50 TO 66+60	RT. 210	---	9.87	STUB INTO STR. 18		
MAINLINE 66+60 TO 70+70	RT. 410	---	19.27	STUB INTO STR. 20		
MAINLINE 70+70 TO 74+00	RT. 330	---	15.51	STUB INTO STR. 22		
MAINLINE 74+00 TO 77+98	RT. 398	---	18.71	STUB INTO STR. 125		
MAINLINE 77+98 TO 78+05	RT. 7	---	0.33	STUB INTO STR. 126A		
MAINLINE 78+05 TO 79+34	RT. 129	---	6.06	STUB INTO STR. 128		
MAINLINE 79+34 TO 81+45	RT. 211	---	9.92	STUB INTO STR. 128		
MAINLINE 81+45 TO 81+60	RT. 15	---	0.71	STUB INTO STR. 139		
MAINLINE 81+60 TO 89+27	RT. 767	---	36.05	STUB INTO STR. 138		
MAINLINE 89+37 TO 92+25	RT. 288	---	13.54	STUB INTO STR. 134		
MAINLINE 92+25 TO 95+50	RT. 325	---	15.28	STUB INTO STR. 133		
MAINLINE 95+50 TO 96+50	RT. 100	---	4.70	STUB INTO STR. 182		
MAINLINE 96+50 TO 96+73	RT. 23	---	1.08	STUB INTO STR. 182		
MAINLINE 97+03 TO 100+50	RT. 347	---	16.31	STUB INTO STR. 187		
MAINLINE 100+50 TO 105+00	RT. 450	---	21.15	STUB INTO STR. 191		
MAINLINE 105+00 TO 106+29	RT. 129	---	6.06	STUB INTO STR. 214		
MAINLINE 106+29 TO 107+50	RT. 121	---	5.69	STUB INTO STR. 214		
MAINLINE 107+50 TO 112+00	RT. 450	---	21.15	STUB INTO STR. 216		
MAINLINE 112+00 TO 117+10	RT. 510	---	23.97	STUB INTO STR. 222		
MAINLINE 117+10 TO 121+00	RT. 390	35	18.33	STUB INTO EX.JCT.BOX STA.121+32 RT		
TOTALS	23810	254	1119.17			

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
DESCRIPTION					REVISIONS
ADDED NOTE					DATE
					11/20/2001

SCHEDULE OF FENCING							
LOCATION STATION TO STATION	LENGTH L.F.	HEIGHT L.F.	STYLE	CLASS	GATE		REMARKS
					NUMBER	SIZE	
					EA.	FT.	
RT. SERV. RD. STA.53+90 TO STA.60+85	LT. 709	6	CLF	A			
LT. SERV. RD. STA.62+10 TO STA.74+00	RT. 1214	6	CLF	A			
RT. COLL. RD. STA.62+50 TO STA.75+00	LT. 1275	6	CLF	A			
RT. SERV. RD. STA.89+00 TO STA.94+50	LT. 561	6	CLF	A			
LT. SERV. RD. STA.90+00 TO STA.102+10	RT. 1234	6	CLF	A			
RT. SERV. RD. STA.111+50 TO STA.116+78	LT. 539	6	CLF	A			
LT. SERV. RD. STA.115+50 TO STA.117+55	RT. 209	6	CLF	A			
TOTAL 6" CLASS A	5741						

SEE STD. RWF3-1-(LATEST REVISION)

SUMMARY OF GRADING ESTIMATES				
LOCATION STATION TO STATION	EMB.+20%	UNCL. EXCAV.	UNCL. BORROW	EXCESS
	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.
MAINLINE 41+22.62 TO 121+00	1408	205427	---	204019
LT. SERV. RD. 40+00 TO 63+20	740	6881	---	6141
LT. SERV. RD. 100+00 TO 117+55.15	52	4624	---	4572
RT. SERV. RD. 40+00 TO 61+00	1836	4840	---	3004
RT. SERV. RD. 95+98.54 TO 116+78.21	667	8735	---	8068
S.E. 82nd ST. 93+20.06 TO 101+00	37	1388	---	1351
S.E. 66th ST. 203+00 TO 211+27.15	6	2728	---	2722
RAMP 82'C' 54+96.82 TO 63+74.28	---	4184	---	4184
RAMP 240'A' 67+36.65 TO 73+00.88	---	1923	---	1923
RAMP 240'B' 57+34.27 TO 66+01.95	3764	3501	---	---
RAMP 240'C' 86+60.42 TO 93+44.20	418	1011	---	593
RAMP 240'D' 86+43.59 TO 91+58.33	649	1350	---	701
RAMP 66'A' 97+04.63 TO 104+49.69	18	2988	---	2970
RAMP 66'B' 92+05.89 TO 103+59.46	490	3969	---	3479
RAMP 66'C' 109+55.03 TO 120+00	26	2827	---	2801
DETOUR NO.1 41+22 TO 121+00	2488	13503	---	11015
DETOUR NO.2 41+22 TO 121+00	3053	6953	---	3900
TOTALS	15652	276832	---	261443

25,000 C.Y. EXCESS EXCAVATION WILL BE STOCKPILED AT APPROX. STA. 37+00 CL SURVEY N.B. LANES I-35, BETWEEN NORTHBOUND AND SOUTHBOUND LANES. ACTUAL LOCATION TO BE DETERMINED BY RESIDENT ENGINEER PRIOR TO CONSTRUCTION. ALL OTHER EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

EDGE DRAIN GENERAL NOTES

LATERAL PIPES SHALL BE INSTALLED WITH A MINIMUM SLOPE OF 1% TO INSURE POSITIVE OUTFLOW.

ALL LATERAL PIPE OUTLETS SHOULD BE INSTALLED CONCURRENT WITH THE LONGITUDINAL DRAIN. EDGE DRAIN CANNOT BE LEFT IN PLACE LONGER THAN 72 HOURS WITHOUT LATERAL PIPE OUTLETS.

COST OF ALL FITTINGS, CAPS, RODENT SCREENS, AND INSTALLATION OF THESE ITEMS SHALL BE INCLUDED IN THE PRICE BID FOR EDGE DRAIN LATERAL, OR EDGE DRAIN COLLECTION SYSTEM.

CONNECTION OF THE 6" PVC PIPE LATERAL LINE TO THE OUTLET FITTING SHALL BE DONE IN A MANNER APPROVED BY THE ENGINEER. COST OF ALL FITTINGS, BONDING MATERIALS NEEDED TO MAKE THE PVC PIPE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR EDGE DRAIN LATERAL.

ALL EDGE DRAIN LATERALS SHALL BE CONSTRUCTED USING 6" PVC PIPES WHICH SHALL MEET AASHTO SPECIFICATIONS M-278.

COST OF TRENCH EXCAVATION AND BEDDING NECESSARY FOR EDGE DRAIN LATERAL SHALL NOT BE MEASURED FOR PAYMENT. COST SHALL BE INCLUDED IN PRICE BID FOR EDGE DRAIN LATERAL.

COST OF STUBBING EDGE DRAIN LATERALS INTO EXISTING OR PROPOSED STRUCTURES SHALL BE INCLUDED IN THE PRICE BID FOR EDGE DRAIN LATERAL.

Design	LES
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

GRADING ESTIMATES
MISC. SCHEDULES

State Job No. 00292(15)RDY Sheet No. 34

SUMMARY OF SURFACING QUANTITIES																								
LOCATION STATION TO STATION		OPEN GRADED BIT. BASE (PG 64-22 OK)	TACK COAT	PRIME COAT	ASPH. CONC. TYPE A (PG 64-22 OK)	ASPH. CONC. TYPE A (PG 76-28 OK)	ASPH. CONC. TYPE B (PG 64-22 OK)	ASPH. CONC. TYPE B (PG 76-28 OK)	TYPE 'A' STABILIZED AGGR. BASE	9" P.C. DOWEL JOINTED CONC. PAV.	10" P.C. DOWEL JOINTED CONC. PAV.	SEPARATOR FABRIC	9" P.C. CONC. PAV. (CONT. REINF.)	10" P.C. CONC. PAV. (CONT. REINF.)	CONCRETE CURB (4" MNTBLE. - INTEGRAL)	CONCRETE CURB (6" BAR. - INTEGRAL)	CONCRETE CURB (8" BAR. - INTEGRAL)	1'-8" COMBINED CURB & GUTTER (6" BARRIER)	1'-8" COMBINED CURB & GUTTER (4" MOUNTABLE)	6" CONCRETE DIVIDING STRIP	CLASS 'C' CONCRETE	2" COLDMILLING	FLY ASH	SUBGRADE MODIFICATION
		TON	GAL.	GAL.	TON	TON	TON	TON	C.Y.	S.Y.	S.Y.	S.Y.	S.Y.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	S.Y.	C.Y.	S.Y.	TON	S.Y.
MAINLINE STA.41+22.62 TO STA.50+00		2295.7		2770.7					4398.0			14851.1		12803.9	1754.8						37.7			
MAINLINE STA.50+00 TO STA.65+00		4090.7		4937.1					7836.7			25965.7		22942.5	3012.6						45.8			
MAINLINE STA.65+00 TO STA.80+00		3614.3		4362.0					6923.9			23246.0		20428.5	1573.4									
MAINLINE STA.80+00 TO STA.95+00		3821.0		4911.5					7319.4			24450.5		21669.7	1309.7									
MAINLINE STA.95+00 TO STA.110+00		3718.5		4487.8					7123.3			23667.1		20703.5	3003.3						70.6			
MAINLINE STA.110+00 TO STA.121+00		2813.4		3395.5					5389.6			17650.7		15680.0	2206.3						17.9			
▲	LT. SERV. RD. STA.40+00 TO STA.50+00		180.9	542.7			810.4			3171.7						2008.2				650.1			175.8	3618.0
▲	LT. SERV. RD. STA.50+00 TO STA.62+50		248.3	744.8			1113.0			4421.3					307.9	2075.1				59.1			241.5	4968.8
▲	TEMP. CONN. LT. SERV. RD. STA.62+50 TO STA.63+20		31.5	31.5	94.1		23.5											140.0				10.2	210.0	
▲	TEMP. CONN. LT. SERV. RD. STA.100+00 TO STA.100+50		22.5	22.5	67.2		16.8											100.0				7.3	150.0	
▲	LT. SERV. RD. STA.100+50 TO STA.110+00		238.4	715.4			1068.2		4361.3						275.7	1166.5	96.7			30.0			231.8	4769.3
▲	LT. SERV. RD. STA.110+00 TO STA.117+55.15		149.4	448.1			669.0		2644.2						553.7	478.3						145.2	2987.3	
▲	RT. SERV. RD. STA.40+00 TO STA.50+00		174.1	522.3			780.0		3037.8							1840.0				704.5			169.2	3482.0
▲	RT. SERV. RD. STA.50+00 TO STA.55+00		110.5	331.6			495.3		1995.6							969.3						107.5	2210.7	
▲	TEMP. CONN. RT. SERV. RD. STA.55+00 TO STA.56+00		45.9	46.5	138.5		33.8											200.0				15.1	310.0	
▲	TEMP. CONN. RT. SERV. RD. STA.96+00 TO STA.97+00		45.9	46.5	138.5		33.8											200.0				15.1	310.0	
▲	RT. SERV. RD. STA.97+00 TO STA.110+00		287.3	861.9			1287.1		5186.7						363.0	1852.4	56.2					279.3	5746.0	
▲	RT. SERV. RD. STA.110+00 TO STA.116+78.21		125.3	376.0			561.4		2203.5							1237.6				15.0		121.8	2506.7	
RAMP 82'C STA.56+22.20 TO STA.59+65.51			46.3	194.5			207.5	308.9			737.8				524.2					239.8				
RAMP 240'A STA.70+00.08 TO STA.73+00.88			45.9	193.0			205.9	306.4			846.6				373.9					14.2				
RAMP 240'B STA.61+78.12 TO STA.65+38.06			82.4	346.3			369.5	549.8			1461.3				895.4					68.9				
RAMP 240'C STA.86+60.42 TO STA.89+50.39			52.5	220.8			235.5	350.3			958.6				400.8					34.1				
RAMP 240'D STA.86+43.59 TO STA.89+27.39			42.6	179.1			191.1	284.4			763.3				273.9					23.0				
RAMP 66'A STA.99+79.06 TO STA.102+73.35			38.5	161.5			172.3	256.4			638.4				592.1					190.1				
RAMP 66'B STA.97+02.66 TO STA.102+00.56			65.7	275.8			294.1	467.8			1092.0				1002.1					1045.8				
RAMP 66'C STA.111+93.73 TO STA.114+94.82			39.1	164.1			174.9	260.3			647.2				608.7					360.1				
▲	TEMP. CONN. RAMP 240'B STA.65+36.11 TO STA.66+01.95		34.5	34.8		103.0		25.5										65.8				11.3	232.0	
▲	RT. COLLECTOR ROAD STA.72+25 TO STA.86+41.45		190.1	181.3		541.2		135.3														58.7	1208.7	
▲	LT. COLLECTOR ROAD STA.73+00 TO STA.86+61.11		216.3	216.1		645.5		161.4														70.0	1440.7	
▲	TEMP. CONN. S.E. 82nd ST. STA.92+50.00 TO STA.93+20.06		25.2	26.1	75.3		18.5															8.5	174.0	
▲	S.E. 82nd ST. STA.93+20.06 TO STA.100+66.17		144.3	343.7			513.4			1448.1			552.5			1069.4				277.1		111.4	2291.7	
▲	TEMP. CONN. S.E. 66th ST. STA.203+00.00 TO STA.203+40.97		29.1	29.0	86.7		21.7											82.0				9.4	193.3	
▲	S.E. 66th ST. STA.203+40.97 TO STA.211+27.15		423.7	635.2			948.4			3475.4			496.1		108.0					179.2		205.8	4234.7	
▲	DETOUR NO. 1		5602.3	4468.9	12990.2	1069.6	3232.0	713.1										1889	1300.0			4173.5	1447.9	29792.4
▲	DETOUR NO. 2		6095.8	4448.4	13137.9	444.3	3993.2	296.2										2732	464.0			8642.1	1441.3	29656.2
▲	DETOUR NO. 3		112.5	112.5	335.8		83.9															36.5	750.0	
▲	DETOUR NO. 4		104.1	104.1	311.0		77.8												207.0			33.7	694.0	
▲	DETOUR NO. 5		81.1	81.1	242.2		60.6												221.0			26.3	541.0	
▲	EXPRESSWAY WIDENING		1401.8	1426.3	4259.8		1028.3															462.2	9508.8	
▲	SLIP RAMP NO. 1		86.2	87.8	262.2		63.1															28.5	585.3	
▲	SLIP RAMP NO. 2		68.3	69.6	207.8		50.1											210.0				22.6	464.0	
▲	BUSINESS ACCESS (ESTIMATED)		177.8	274.7	820.4		199.2															89.0	1831.3	
▲	SHIELDS CONSTRUCTION BYPASS		1215.8					9085.2														72944.2		
TOTALS		20353.6	18081.9	43829.1	33167.6	2803.6	19033.3	10416.7	41775.2	31945.6	7145.2	129831.1	1048.6	114228.1	19139.5	12696.8	705.8	5618.8	2192.0	3891.0	172.0	85759.8	5582.9	114866.9

LOCATION AND DESCRIPTION	STATION TO STATION	VEG. MULCHING	SLAB SODDING	FERTILIZING (10-20-10)	FERTILIZING (0-46-0)	WATERING	TOPSOIL
		ACRES	S.Y.	TON	TON	M-GAL.	C.Y.
MAINLINE	40+00 TO 50+00	2.32	8327	0.83	0.13	333.08	1170
MAINLINE	50+00 TO 65+00	6.14	20149	2.01	0.31	805.96	2389
MAINLINE	65+00 TO 80+00	8.29	9222	0.92	0.14	368.88	556
MAINLINE	80+00 TO 95+00	5.88	5169	0.52	0.08	206.76	278
MAINLINE	95+00 TO 110+00	3.16	12839	1.28	0.20	513.56	1639
MAINLINE	110+00 TO 121+00	2.35	8518	0.85	0.13	340.72	1182
S.E. 82nd ST.	92+50 TO 101+00	0.46	1119	0.11	0.02	44.76	160
S.E. 66th ST.	203+00 TO 211+27.15	0.25	469	0.05	0.01	18.76	69
TOTALS		28.85	65812	6.57	1.02	2632.48	7443

EROSION CONTROL CONSTRUCTION NOTES

NO ERODIBLE EXPOSED AREAS WILL BE LEFT BARE OVER AN EXTENDED PERIOD OF TIME, AND THE ENGINEER WILL HAVE THE AUTHORITY TO DIRECT THE CONTRACTOR TO SHAPE AND FINISH ANY AREA AND TO BEGIN REPLACEMENT OF TOPSOIL IN THE AREA, ALL WITHOUT UNDUE DELAY.

TEMPORARY EROSION CONTROL

THE TEMPORARY VEGETATIVE EROSION CONTROL IS VEGETATIVE MULCH (STRAW) IT SHALL BE APPLIED ON ALL CUTS, FILLS, AND DISTURBED ERODIBLE AREAS IN LIEU OF THE PERMANENT ITEM THAT WAS HELD UP OR INTERRUPTED BY SEASONAL LIMITATIONS. THIS WORK SHALL BEGIN IMMEDIATELY AFTER REPLACEMENT OF TOPSOIL, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

LOCATION AND DESCRIPTION	STATION TO STATION	BALE BARRIER TYPE I	BALE BARRIER TYPE II	SEDIMENT FILTER TYPE 1-A	SEDIMENT FILTER TYPE 1-B	SLOPE DRAIN
		L.F.	L.F.	EACH	EACH	L.F.
MAINLINE	41+22.62 TO 50+00	---	500	7	---	---
MAINLINE	50+00 TO 65+00	---	2736	29	3	---
MAINLINE	65+00 TO 80+00	---	300	17	---	---
MAINLINE	80+00 TO 95+00	---	---	10	---	---
MAINLINE	95+00 TO 110+00	---	1650	30	5	---
MAINLINE	110+00 TO 121+00	---	1060	9	1	---
DETOUR NO.1 & NO.2	40+00 TO 121+00	264	---	2	---	---
		250*	4000*	15*	10*	250*
TOTALS		514	10246	119	19	250

* ESTIMATED QUANTITY, TO BE USED AS DIRECTED BY THE ENGINEER IF NEEDED.

PERMANENT EROSION CONTROL (VEGETATIVE ITEMS)

THE PERMANENT EROSION CONTROL VEGETATIVE ITEM IS SLAB SODDING. THIS PERMANENT ITEM SHALL BE CONSTRUCTED ONLY DURING THE SEASONAL PERIOD SHOWN ON THE PLANS, AS CUT AND FILL SECTIONS ARE BROUGHT TO GRADE AND CONSTRUCTED TO THE LINES AND DIMENSIONS SHOWN ON TYPICAL SECTIONS. THE SALVAGED TOPSOIL SHALL BE PROMPTLY REPLACED AND FINISHED. IMMEDIATELY AFTER REPLACEMENT OF THE TOPSOIL, THE PERMANENT EROSION CONTROL ITEM SHALL BE CONSTRUCTED. IF IN ACCORDANCE WITH SEASONAL LIMITATIONS, AS SHOWN ON THE PLANS, THIS WORK SHALL BEGIN PROMPTLY AND SHALL PROCEED WITHOUT UNDUE DELAY UNTIL COMPLETED OR UNTIL INTERRUPTED BY THE "OUT OF SEASON PERIOD". CONSTRUCTION OF THE ITEM SHALL BE RESUMED IMMEDIATELY WITH THE BEGINNING OF THE "IN SEASON PERIOD". THE PERMANENT EROSION CONTROL ITEM SHALL ALSO BE CONSTRUCTED ON THE AREAS THAT HAVE BEEN PREVIOUSLY TREATED WITH TEMPORARY ITEMS, AND THIS WORK SHALL BEGIN IMMEDIATELY WITH THE BEGINNING OF THE "IN SEASON PERIOD" FOR THE PERMANENT ITEM AND CONTINUE UNTIL COMPLETED OR UNTIL INTERRUPTED BY THE "OUT OF SEASON PERIOD".

TO CONSTRUCT PAVED DITCH BEHIND RETAINING WALLS (SEE STD. SSCD-2)

3" COLDMILL AND OVERLAY SHALL BE USED THROUGH 89th AND 27th INTERSECTIONS, FROM 100' NORTH OF THE BEGINNING OF TAPER FOR THE LEFT TURN LANE CONTINUING THROUGH 100' SOUTH OF SOUTH RETURN, ENTIRE S.B. INTERSECTION SHALL BE OVERLAYED TO THE RETURNS OF CROSS STREETS. CONTRACTOR SHALL BID ACCORDINGLY. (SEE DETAIL SHEET 14A)

MOD. QUANT. 2/28/2002

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

REVISIONS		DATE
DESCRIPTION		
MOD. DRIVE CONFIG		09-10-2001
ADDED DRIVE		09-10-2001
MODIFIED QUANTITIES		11/20/2001
ADDED ITEM		11/20/2001
MOD. CONFIG. & QUANT.		11/20/2001
MOD. QUANT.		1/14/2002

SCHEDULE OF DRIVEWAYS

P&P SHT. NO.	LOCATION	STATION	TYPE	QUANTITY			
				① H.E.S. CONCRETE			1'-8" CURB & GUTT. [6" BARR.] ②
				W.	L.	SQ.YD.	L.F.
	44 LT. SERV. RD.	41+93.5	2	32	17	70.0	
	44 LT. SERV. RD.	43+92.0	2	22	18	53.6	20.0
	44 LT. SERV. RD.	44+49.0	2	28	18	65.6	
	44 LT. SERV. RD.	45+72.5	2	30	18	69.6	
	45 LT. SERV. RD.	50+57.5	2	24	18	57.6	80.5
	45 LT. SERV. RD.	52+25.0	2	24	18	57.6	154.3
	45 LT. SERV. RD.	54+58.0	2	24	17	54.9	29.1
	45 LT. SERV. RD.	56+91.5	2	26	17	58.8	178.1
	45 LT. SERV. RD.	59+86.0	2	30	18	73.9	259.8
	45 LT. SERV. RD.	62+15.0	2	36	10	55.8	
	48 LT. SERV. RD.	102+32.0	2	22	2.5	11.0	
	48 LT. SERV. RD.	105+12.5	2	28	18.4	61.9	
	48 LT. SERV. RD.	107+73.0	2	32	14	60.6	104.1
▲	48 LT. SERV. RD.	108+47.0	2	34	13	58.7	
▲	48 LT. SERV. RD.	109+07.0	2	35	7.3	35.3	
▲	48 LT. SERV. RD.	109+64.1	2A	35	7.3	33.3	
▲	49 LT. SERV. RD.	110+13.7	2A	35	7.3	33.3	
▲	49 LT. SERV. RD.	111+13.2	2A	35	7.4	33.7	
▲	49 LT. SERV. RD.	111+58.0	2A	35	7.4	33.7	
▲	49 LT. SERV. RD.	112+22.5	2	26	9.3	35.5	
▲	49 LT. SERV. RD.	113+15.9	2A	30	10.0	38.6	
▲	49 LT. SERV. RD.	113+56.0	2A	30	10.0	38.6	
▲	49 LT. SERV. RD.	114+15.2	2	35	8.8	43.4	
▲	49 LT. SERV. RD.	114+79.9	2A	35	7.8	35.4	
▲	49 LT. SERV. RD.	115+24.9	2A	35	11.2	48.9	
▲	49 LT. SERV. RD.	117+39.0	2	36	10	49.4	
	44 RT. SERV. RD.	40+37.0	2	20	18	49.6	
	44 RT. SERV. RD.	42+96.0	2	26	18	61.6	
	44 RT. SERV. RD.	43+98.0	2	10	18	29.6	
	48 RT. SERV. RD.	96+13.5	2	30	15	59.6	153.7
	48 RT. SERV. RD.	99+82.0	2	20	27.5	70.7	
	48 RT. SERV. RD.	103+38.0	2	20	26	67.4	
	48 RT. SERV. RD.	104+30.0	2	26	18	61.6	
	48 RT. SERV. RD.	108+32.0	2	30	16	62.9	
	48 RT. SERV. RD.	109+36.0	2	22	13	41.4	
	49 RT. SERV. RD.	110+20.0	2	22	17	51.1	
	49 RT. SERV. RD.	110+89.0	2	24	21	65.6	
	49 RT. SERV. RD.	115+87.5	2	10	9	19.2	
	53 S.E. 82nd ST.	93+86.0 LT.	2	35	13	60.1	
	53 S.E. 82nd ST.	95+01.0 LT.	2A	30	14	53.6	
	53 S.E. 82nd ST.	95+47.0 LT.	2A	20	14	38.0	99.0
	53 S.E. 82nd ST.	95+87.0 RT.	2	10	13	19.2	
▲							
▲	54 S.E. 66th ST.	204+85.0 LT.	2A	34	15	62.0	
	54 S.E. 66th ST.	205+40.0 LT.	2A	32	15	58.7	
	54 S.E. 66th ST.	205+47.1 RT.	2	23	5	23.9	
	54 S.E. 66th ST.	205+96.0 LT.	2A	22	8.4	26.8	105.9
	TOTAL					2251.3	1184.5

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.		-		
REVISIONS					
DESCRIPTION	DATE				
REV. QUANT. PER R/W MOD.	09-10-2001				
REV.QUANT. PER CONST.REV.	11/20/2001				
REV.QUANT. PER R/W REQ.	11/20/2001				
REV.QUANT. / ITEM	1/14/2002				
REV.QUANT. / ITEM	2/28/2002				
ADDED NOTE	3/1/2002				
ADDED QUANT. / ITEM	3/1/2002				
REV. REVISION FLAG	3/8/2002				

⚠	REV. QUANT. PER R/W MOD.	09-10-2001
⚠	REV.QUANT. PER CONST.REV.	11/20/2001
⚠	REV.QUANT. PER R/W REQ.	11/20/2001
⚠	REV.QUANT. / ITEM	1/14/2002
⚠	REV.QUANT. / ITEM	2/28/2002
⚠	ADDED NOTE	3/1/2002
⚠	ADDED QUANT. / ITEM	3/1/2002
⚠	REV. REVISION FLAG	3/8/2002

SUMMARY OF PAY QUANTITIES (ROADWAY)

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
642	STAKING	(50) L.SUM	1
643	(SP) CONTRACTORS QUALITY CONTROL	L.SUM	1

PAY QUANTITY NOTES

- (F-1) INCLUDES 5,000 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK WHERE NO QUANTITY IS SHOWN ON P & P SHEETS.
- (F-7) EST. AT 120 LBS. PER CU. FT.
- (F-15) ESTIMATED AT 97.2 LBS. PER SQ. YD. (6"THICK) (SOIL EST. AT 120 LBS. PER CU. FT.)
- (F-25) EST. 0.05 GAL. PER SQ. YD. PRIOR TO DILUTION.
- (F-28) DETOUR PIPE REMOVED BY THE CONTRACTOR SHALL BECOME HIS PROPERTY AND BE DISPOSED OF BY HIM.
- (F-29) THE COLDMILLED SURFACE SHALL IMMEDIATELY BE FOG SEALED AT THE APPROXIMATE RATE OF 0.1 GALLONS PER SQUARE YARD. THE FOG SEAL SHALL BE A MIXTURE OF FIVE PARTS WATER AND ONE PART SS-1 EMULSIFIED ASPHALT. PAYMENT OF THIS ITEM WILL BE MEASURED BY THE GALLON PRIOR TO DILUTION. WATER USED IN THE DILUTION OF THE EMULSIFIED ASPHALT WILL NOT BE MEASURED FOR PAYMENT.
- (F-32) INCLUDES 2% FOR GROUND MEASUREMENT.
- (F-37) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SEC. 202.06 "UNCLASSIFIED EXCAVATION".
- (F-38) TRANSVERSE GROOVING WILL NOT BE REQUIRED.
- (F-40) WEIGHTS SHOWN ARE THE WEIGHTS OF THE STEEL GRATE AND DO NOT INCLUDE THE WEIGHT OF STEEL ANGLES, ANCHOR BOLTS OR WASHERS. PRICE BID PER POUND OF STEEL GRATE SHALL INCLUDE THE COST OF GRATES, STEEL ANGLES, ANCHOR BOLTS, AND WASHERS COMPLETE AND ACCEPTED IN PLACE.
- (F-43) TO BECOME THE PROPERTY AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.
- (F-48) TO BE APPLIED AT A TARGET RATE OF 0.25 GAL. OF RESIDUAL ASPHALT PER SQ. YD. OF FABRIC REINFORCEMENT, OR AS RECOMMENDED BY THE FABRIC MANUFACTURER.
- (F-54) PRICE BID TO INCLUDE THE COST OF 167 4" MOUNTABLE CURB INLETS.
0 6" MOUNTABLE CURB INLETS.
155 6" BARRIER CURB INLETS.
8 8" BARRIER CURB INLETS.
- (F-55) EST. 0.15 GAL. OF RESIDUAL ASPHALT ON TOP OF SUBGRADE AND 0.21 GAL. PER SQ. YD. ON TOP OF AGGREGATE BASE.
- (F-66) EST. AT 112 LBS. PER SQ. YD. PER 1" THICK.
- (F-70) PRIME COAT SHALL BE APPLIED TO THE SUBGRADE IMMEDIATELY AFTER FINAL COMPACTION AND SHAPING TO RETAIN MOISTURE FOR PROPER CHEMICAL REACTION OF THE SOIL ADDITIVE

Design	
Drawn	DAC
Checked	LES JLH
Approved	JWE
Squad	POE

SUMMARY OF PAY QUANTITIES (ROADWAY)

State Job No. 00292(15)RDY Sheet No. 36

SUMMARY OF PAY QUANTITIES (ROADWAY)

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
201	CLEARING AND GRUBBING (2, 13)	L.SUM	1
202(A)	(PL)UNCLASSIFIED EXCAVATION (F-1X1, 20, 48)	C.Y.	284,448
205	TYPE A - SALVAGED TOPSOIL (8, 48)	C.Y.	7,443
221	TEMPORARY SLOPE DRAINS	L.F.	250
222	TEMPORARY BALE BARRIER (34)	L.F.	10,760
224	TEMPORARY SEDIMENT FILTER (11, 34)	EA.	138
226	TEMPORARY SEDIMENT REMOVAL (44)	C.Y.	25
230(A)	SOLID SLAB SODDING (H-2, 5X9, 15)	S.Y.	65,812
233(A)	VEGETATIVE MULCHING (H-13)	AC.	29
234(A)	FERTILIZING (O-46-O) (H-31)	TON	1.1
241	MOWING	AC.	90
243	(PL) TEMPORARY INLET SEDIMENT FILTER	EA.	195
303	AGGREGATE BASE	C.Y.	41,775
317(A)	(SP) FLY ASH (F-15)	TON	5,398
317(B)	SUBGRADE MODIFICATION (F-70)	S.Y.	114,867
319	(SP) OPEN GRADED BITUMINOUS BASE (PG 64-22 OK) (10)	TON	20,354
325	SEPARATOR FABRIC (25)	S.Y.	129,831
403(E)	TRAFFIC BOUND SURF. CSE. TYPE 'E' (F-7X45)	TON	1,527
407	TACK COAT (F-25X24)	GAL.	18,082
408	PRIME COAT (F-55X16, 37)	GAL.	43,830
411(A)	(SP) ASPHALT CONCRETE TYPE A (PG 64-22 OK) (F-66X38)	TON	33,168
411(A)	(SP) ASPHALT CONCRETE TYPE A (PG 76-28 OK) (F-66)	TON	2,804
411(B)	(SP) ASPHALT CONCRETE TYPE B (PG 64-22 OK) (F-66X39)	TON	19,034
411(B)	(SP) ASPHALT CONCRETE TYPE B (PG 76-28 OK) (F-66)	TON	10,417
414(A1)	9" P.C. DOWEL JOINTED CONCRETE PAVEMENT	S.Y.	31,946
414(A1)	10" P.C. DOWEL JOINTED CONCRETE PAVEMENT	S.Y.	7,146
414(B)	9" H.E.S. CONCRETE (PATCHING) (22, 44)	S.Y.	175
414(D)	9" P.C. CONCRETE PAVEMENT (CONT.REINF.) (12, 23)	S.Y.	1,049
414(D)	10" P.C. CONCRETE PAVEMENT (CONT.REINF.) (23)	S.Y.	114,229
417	COLD MILLING PAVEMENT (F-29X46)	S.Y.	85,760
501(A)	STRUCTURAL EXCAVATION UNCLASSIFIED (29)	C.Y.	208
501(G)	CLSM BACKFILL (49)	C.Y.	200
504(E)	CONCRETE RAIL (TR3) (32, 40)	L.F.	5,442.3
504(F)	CONCRETE PARAPET (31, 40)	L.F.	576
509(A)	CLASS AA CONCRETE (19)	C.Y.	40
509(B)	CLASS A CONCRETE (28, 40, 47)	C.Y.	1,196.2
509(C)	CLASS A CONCRETE FOR SMALL STR. (27)	C.Y.	32.1
509(D)	CLASS C CONCRETE (30)	C.Y.	380
510(A)	RETAINING WALL	S.Y.	6,825
511(A)	REINFORCING STEEL (6, 47)	LBS.	75,460
535	(PL) CRUSHED ROCK (33)	TON	20
601(A)	TYPE I PLAIN RIPRAP	TON	45
601(E)	FILTER FABRIC (RIPRAP)	S.Y.	60
609(A)	CONCRETE CURB (4" MNTBLE-INTEGRAL) (14)	L.F.	19,140
609(A)	CONCRETE CURB (6" BAR.-INTEGRAL) (14)	L.F.	12,697
609(A)	CONCRETE CURB (8" BAR.-INTEGRAL) (14)	L.F.	706
609(B)	1'-8" COMB. CRB. & GUT.(6"BAR.)	L.F.	6,804
609(B)	1'-8" COMB. CRB. & GUT.(4" MNTABL.)	L.F.	2,192
610(B)	6" CONCRETE DRIVEWAY (H.E.S.) (F-38X22)	S.Y.	2,252
610(C)	6" CONCRETE DIVIDING STRIP (F-38X26)	S.Y.	3,925
611(A)	MANHOLE (4' DIAMETER)	EA.	80
611(A)	MANHOLE (5' DIAMETER)	EA.	3
611(A)	MANHOLE (6' DIAMETER)	EA.	13
611(B)	ADD'L. DEPTH IN MANHOLE (4' DIA.)	V.F.	229.1
611(B)	ADD'L. DEPTH IN MANHOLE (5' DIA.)	V.F.	6.1
611(B)	ADD'L. DEPTH IN MANHOLE (6' DIA.)	V.F.	100.0
611(C)	SPECIAL MANHOLE	C.F.	504
611(D)	MANHOLE FRAME & COVER	EA.	102
611(E)	INLET CICI DES. 1(STD.)	EA.	4
611(E)	INLET CICI DES. 1 (A)	EA.	5
611(E)	INLET CICI DES. 1 (B)	EA.	24
611(E)	INLET CICI DES. 1 (C)	EA.	3
611(E)	INLET CICI DES. 1 (2A)	EA.	3
611(E)	INLET CICI DES. 1 (A-B)	EA.	1
611(E)	INLET CICI DES. 1 (2C)	EA.	1
611(E)	INLET CICI DES. 2 (STD.)	EA.	10
611(E)	INLET CICI DES. 2 (B)	EA.	17
611(E)	INLET CICI DES. 2 (D)	EA.	13
611(E)	INLET CICI DES. 2 (2B)	EA.	1
611(E)	INLET CICI DES. 3 (D)	EA.	5

SUMMARY OF PAY QUANTITIES (ROADWAY)

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
611(E)	INLET GPI TYPE 1 (DES.1)	EA.	2
611(E)	INLET MED. BAR. DES.1	EA.	5
611(E)	INLET MED. BAR. DES.2	EA.	13
611(E)	INLET MED. BAR. DES.2-2	EA.	3
611(E)	INLET (SMD-TYPE 2)	EA.	7
611(F)	INLET CICI DES. 1 (ADD'L.DEPTH)	V.F.	29.6
611(F)	INLET CICI DES. 2 (ADD'L.DEPTH)	V.F.	48.4
611(F)	INLET CICI DES. 3 (ADD'L.DEPTH)	V.F.	4.6
611(F)	INLET GPI TYPE 1 (ADD'L.DEPTH)	V.F.	0.3
611(F)	INLET MED. BAR. DES.1 (ADD'L.DEPTH)	V.F.	6.8
611(F)	INLET MED. BAR. DES.2 (ADD'L.DEPTH)	V.F.	19.6
611(F)	INLET MED. BAR. DES.2-2 (ADD'L.DEPTH)	V.F.	7.5
611(G)	INLET FRM.& GRT. (SSIF-FRM. CIG-GRT-VG-F) (5)	EA.	186
611(K)	CAST IRON CURB INLETS (F-54)	EA.	330
611(L)	DROP INLET GRATE (GPI TYPE A)	EA.	2
611(L)	DROP INLET GRATE (GPI TYPE B)	EA.	2
611(L)	DROP INLET GRATE (24" SPDI) (17)	EA.	9
611(N)	(PL) HEAVY WELD STEEL GRATE (F-40)	LBS.	862.8
612(A)	MANHOLES ADJUST TO GRADE (44)	EA.	5
612(B)	MANHOLES REBUILT	EA.	1
612(F)	INLETS REBUILT	EA.	8
612(G)	VALVE BOXES ADJUST TO GRADE (44)	EA.	5
613(B)	18" R.C.PIPE CLASS III (21)	L.F.	11,637
613(B)	24" R.C.PIPE CLASS III (21)	L.F.	2,515
613(B)	30" R.C.PIPE CLASS III (21)	L.F.	1,797
613(B)	36" R.C.PIPE CLASS III (21)	L.F.	463
613(B)	42" R.C.PIPE CLASS III (21)	L.F.	732
613(B)	60" R.C.PIPE CLASS III (21)	L.F.	1,418
613(B)	19"x30" R.C.PIPE ELL. CL. HE-III (21)	L.F.	185
613(B)	34"x53" R.C.PIPE ELL. CL. HE-III (21)	L.F.	117
613(B)	38"x60" R.C.PIPE ELL. CL. HE-III (21)	L.F.	269
613(B)	38"x60" R.C.PIPE ELL. CL. HE-IV (21)	L.F.	669
613(B)	43"x68" R.C.PIPE ELL. CL. HE-IV (21)	L.F.	424
613(D)	18" CORR. GALV. STEEL PIPE (F-28X18)	L.F.	1,088
613(D)	24" CORR. GALV. STEEL PIPE (F-28X17)	L.F.	68
613(M)	18" PREFAB. CULVERT END SECTION, ROUND (42)	EA.	17
613(M)	30" PREFAB. CULVERT END SECTION, ROUND	EA.	1
613(M)	36" PREFAB. CULVERT END SECTION, ROUND	EA.	4
613(M)	60" PREFAB. CULVERT END SECTION, ROUND	EA.	1
613(P)	6" PERFORATED PIPE UNDERDRAIN RND. (3, 21)	L.F.	24,210
613(Q)	6" NON-PERF. PIPE UNDERDRAIN RND. (3, 21)	L.F.	400
613(R)	PIPE UNDERDRAIN COVER MATERIAL (4)	C.Y.	1,179
613(U)	36" JACKED CONDUIT	L.F.	395
613(U)	60" JACKED CONDUIT	L.F.	81
871	(PL) IMPACT ATTENUATOR (35, 36)	EA.	4
619(A)	REMOVAL OF STRUCTURES & OBSTRUCTIONS (F-37, 43X41)	L.SUM	1
619(B)	REMOVAL OF CONCRETE PAVEMENT (F-37, 43)	S.Y.	488
619(B)	REMOVAL OF ASPHALT PAVEMENT (F-37, 43)	S.Y.	169,013
619(B)	REMOVAL OF CONCRETE CURB AND GUTTER (F-37, 43)	L.F.	42,601
619(B)	REMOVAL OF CONCRETE CURB (F-37, 43)	L.F.	2,982
619(C)	SAWING PAVEMENT (44)	L.F.	26,258
624(D)	FENCE - STYLE CLF (6' HIGH CLASS A) (F-32)	L.F.	5,741
625(D)	REMOVE AND RECONSTRUCT GUARD RAIL	L.F.	150
627(I)	CONCRETE MEDIAN BARRIER, DESIGN 1 (40)	L.F.	7,527
629(A)	MAILBOX INSTALLATION - SINGLE (43, 44)	EA.	4
629(B)	MAILBOX INSTALLATION - MULTIPLE (43, 44)	EA.	4
629(D)	REMOVAL OF MAILBOX INSTALLATION (44)	EA.	8
640	FIELD OFFICE	EA.	1
641	MOBILIZATION	L.SUM	1
653(B)	EDGE DRAIN OUTLET LATERAL - NONPERFORATED	L.F.	254

EROSION CONTROL PAY QUANTITY NOTES

- (H-2) EST. AT 40 GAL. PER SQUARE YARD OF SODDING.
- (H-5) EST. AT 200 POUNDS OF 10-20-10 FERTILIZER PER 1,000 SQUARE YARDS OF SODDING.
- (H-13) THE QUANTITY ESTIMATED FOR TEMPORARY EROSION AND POLLUTION CONTROL IS 29 ACRES.
PERMANENT EROSION CONTROL WILL CONSIST OF SALVAGED TOPSOIL (TYPE A) AND SOLID SLAB SODDING.
VEGETATIVE MULCH WILL BE USED FOR ALL TEMPORARY EROSION CONTROL.
- (H-31) AREAS ON WHICH SALVAGED TOPSOIL IS TO BE PLACED SHALL HAVE 0-46-0 FERTILIZER APPLIED, AT THE RATE OF 150 LBS. PER ACRE, JUST PRIOR TO THE REPLACEMENT OF SALVAGED TOPSOIL.

PAY ITEM NOTES

- (1) INCLUDES 2,616 CU. YDS. FOR STORM SEWER STRUCTURES.
- (2) PRICE BID FOR "CLEARING AND GRUBBING" SHALL INCLUDE THE REMOVAL OF PAVED DRIVEWAYS, SIDEWALKS, FOUNDATIONS, PARKING AREAS, CONCRETE FLOORS, EXISTING, TREES, VEGETATION DEBRIS, SHEDS, FENCES, POLES, SIGNS, TEMPORARY DRAINAGE PIPES OR STRUCTURES, AND OTHER ITEMS NOT SPECIFICALLY PAID FOR AS REMOVAL ITEMS BUT WHICH ARE WITHIN THE PROJECT RIGHT OF WAY.
- (3) INCLUDES 23,810 L.F. 6" PERF. PIPE UNDERDRAIN (EDGE DRAINS) AND AN ESTIMATED 400 L.F. 6" PERF. & 400 L.F. 6" NON-PERF. PIPE UNDERDRAIN TO BE USED AS DIRECTED BY THE ENGINEER.
- (4) INCLUDES 1120 CU. YDS. FOR USE WITH PUD EDGE DRAIN AND AN ESTIMATED 59 CU. YDS. TO BE USED AS DIRECTED BY THE ENGINEER.
- (5) INCLUDES 46 TYPE A, 130 TYPE B, AND 10 TYPE C FRAMES. (SEE STD. SSIF-3-01E).
- (6) INCLUDES 10,143 LBS. TO CONSTRUCT CONC. MEDIAN BARRIERS, 61,657 LBS. TO CONSTRUCT STORM SEWER STRUCTURES, 3,660 LBS. TO CONSTRUCT SPECIAL SHOULDER BARRIER.
- (7) DELETED.
- (8) THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL WITHIN THE LIMITS OF CONSTRUCTION, APPROXIMATELY 5 INCHES DEEP. STOCKPILE THE MATERIAL AND REPLACE THE TOPSOIL ON THE FINISHED SLOPES OF THE GRADING SECTION. ALL ADDITIONAL COSTS NOT COVERED IN OTHER ITEMS SHALL BE INCLUDED IN THE LUMP SUM TOPSOIL ITEM AS FOLLOWS:
- EXCAVATION SECTIONS:
- THE VOLUME OF TOPSOIL IS INCLUDED IN THE UNCLASSIFIED EXCAVATION QUANTITIES. CONTRACTORS ARE TO INCLUDE ANY ADDITIONAL COSTS TO REMOVE, STOCKPILE AND REPLACE THE MATERIAL ON THE FINISHED GRADING SLOPES, IN THE LUMP SUM TOPSOIL ITEM.
- EMBANKMENT SECTIONS:
- DETERMINE THE AMOUNT OF TOPSOIL IN THESE AREAS AND INCLUDE ALL COSTS TO REMOVE, STOCKPILE AND REPLACE THE MATERIAL ON THE FINISHED GRADING SLOPES, IN THE LUMP SUM TOPSOIL ITEM.
- (9) COST OF WATERING AND FERTILIZER (10-20-10) SHALL BE INCLUDED IN THE PRICE BID FOR SLAB SOD.
- (10) EST. AT 87 LBS. PER SQ. YD. PER 1" THICK. INCLUDES ASPHALT AND AGGREGATE AND OTHER INGREDIENTS AS SPECIFIED IN THE JOB-MIX FORMULA.
- (11) INCLUDES 119 TYPE 1-A AND 19 TYPE 1-B SEDIMENT FILTERS.
- (12) TO BE USED AT BRIDGE ENDS. SEE SHEETS 97 & 100.
- (13) ANY WASTE EXCAVATION OR OTHER MATERIAL EXISTING ABOVE THE NATURAL LINE WILL BE REMOVED AS PART OF THE CLEARING AND GRUBBING ITEM AND WILL NOT BE PAID FOR AS UNCLASSIFIED EXCAVATION. CLEARING AND GRUBBING DEBRIS SHALL NOT BE PLACED IN THE DESIGNATED WASTE AREA.
- (14) NO DOWELED CURB WILL BE ALLOWED.
- (15) THE CONTRACTOR SHALL RECEIVE 60% PAYMENT AT THE TIME OF INSTALLATION AND 40% UPON PROOF OF GROWTH.
- (16) THE USE OF CUTBACK ASPHALT IS PROHIBITED.
- (17) TO BE USED FOR TEMPORARY DRAINAGE.
- (18) ESTIMATED 200 L.F. TO BE USED AS DIRECTED BY THE ENGINEER AND 888 L.F. TO BE USED FOR TEMPORARY DRAINAGE.
- (19) TO BE USED ON SPECIAL CONCRETE SHOULDER BARRIER, SEE SHEET 11 FOR LOCATION AND DETAILS.
- (20) 25,000 C.Y. EXCESS EXCAVATION WILL BE STOCKPILED AT APPROX. STA. 37+00 & SURVEY N.B. LANES 1-35, BETWEEN NORTHBOUND AND SOUTHBOUND LANES. ACTUAL LOCATION TO BE DETERMINED BY RESIDENT ENGINEER. ALL OTHER EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- (21) PRICE BID FOR THIS ITEM SHALL INCLUDE THE COST OF TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL.

PAY ITEM NOTES (CONT.)

- (22) ALL HIGH EARLY STRENGTH (H.E.S.) CONCRETE SHALL CONTAIN TYPE III CEMENT, OR HAVE A NON-CORROSIVE ACCELERATOR APPROVED BY THE ENGINEER.
- (23) SEE SPECIAL PROVISION 430-60A(A-D)91S.
- (24) INCLUDES 1430 GALS. FOR FOG SEAL.
- (25) INCLUDES 112,978 SQ. YDS. TO BE USED ON SUBGRADE AND 16,853 SQ.YDS. TO BE USED WITH 6" PUD UNDERDRAIN SYSTEM.
- (26) INCLUDES 34 SQ. YDS. FOR DRIVES AS SHOWN ON SHEET 77A. QUANTITY SHOWN INCLUDES WHEEL CHAIR RAMPS.
- (27) INCLUDES 32.1 CU.YDS. TO CONSTRUCT STORM SEWER STRUCTURES.
- (28) INCLUDES 764.5 CU. YDS. FOR MEDIAN BARRIERS AND 431.7 CU.YDS. FOR STORM SEWER STRUCTURES.
- (29) TO CONSTRUCT STORM SEWER STRUCTURES.
- (30) INCLUDES 31.5 CU. YDS. TO BE USED ON DRAINAGE PIPES UNDER RETAINING WALLS, 172.0 CU. YDS. FOR CONCRETE DITCH BEHIND RETAINING WALL AND 1 C.Y. TO CONSTRUCT DESIGN 1 CURB OPENING SHOWN ON SHT. 52. THE REMAINDER IS AN ESTIMATED QUANTITY. LOCATION, IF AND WHERE REQUIRED, IS TO BE DETERMINED BY THE ENGINEER.
- (31) PARAPET CONSTRUCTED IN MEDIAN SHALL BE USED AS BARRIER AROUND EXIST. BRIDGE PIERS.
- (32) INCLUDES 5130.6 L.F. TO BE USED ON RETAINING WALLS AND 311.7 L.F. TO BE USED ON SPECIAL SHOULDER BARRIER.
- (33) CRUSHED ROCK SHALL BE AASHTO NO. 57 DESIGNATION. INCLUDES 12.3 CU. YDS. TO BE USED AS BEDDING/CRADLE ON STORM SEWER UNDER RETAINING WALLS. CRUSHED ROCK ESTIMATED AT 120 LBS. PER CU. FT.
- (34) IF TEMPORARY BALE BARRIERS OR SEDIMENT FILTERS ARE DAMAGED THE CONTRACTOR SHALL REPAIR OR REPLACE SAID ITEMS AS EXPEDITIOUSLY AS POSSIBLE. THE COST SHALL BE INCURRED BY THE CONTRACTOR.
- (35) IMPACT ATTENUATOR SHALL BE A "QUADGUARD", MANUFACTURED BY ENERGY ABSORPTION SYSTEMS INC. OR A "TRACC", MANUFACTURED BY TRINITY INDUSTRIES INC., OR APPROVED EQUAL. THE UNITS MUST MEET NCHRP 350 LEVEL 3 REQUIREMENTS FOR A 65 MPH DESIGN SPEED. THE UNITS SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. PRICE BID SHALL INCLUDE 1 (ONE) REPLACEMENT PACKAGE PER IMPACT ATTENUATOR AND ALL COST FOR FURNISHING AND INSTALLING THE UNIT INCLUDING THE REINFORCED CONCRETE PAD AND BACKUP.
- (36) UPON COMPLETION OF THE PROJECT REPLACEMENT PACKAGES FOR THE IMPACT ATTENUATORS SHALL BE DELIVERED TO AN ODOT STORAGE YARD DESIGNATED BY THE ENGINEER.
- (37) CONTRACTOR MAY SUBSTITUTE TACK COAT FOR PRIME COAT WITH THE ENGINEERS APPROVAL.
- (38) INCLUDES AS ESTIMATED 821.00 TONS TO PROVIDE LOCAL BUSINESS ACCESS AS DIRECTED BY THE ENGINEER.
- (39) INCLUDES AS ESTIMATED 200.00 TONS TO PROVIDE LOCAL BUSINESS ACCESS AS DIRECTED BY THE ENGINEER.
- (40) ALL EXPOSED SURFACES OF PARAPET, MEDIAN BARRIER DES. 1 & DES. 1A (INCLUDING TRANSITIONS) AND CONCRETE RAIL SHALL BE RUBBED AND PAINTED. COLOR AND PAINT MANUFACTURER SHALL BE APPROVED BY THE ENGINEER. COST SHALL BE INCLUDED IN THE PRICE BID FOR PARAPET, MEDIAN BARRIER AND SPECIAL SHOULDER BARRIER RESPECTIVELY.
- (41) PRICE BID FOR THIS ITEM SHALL INCLUDE BUT NOT BE LIMITED TO REMOVAL OF EXISTING STORM SEWERS & APPURTENANCES, FOOTINGS, STRUCTURES, ABANDONED UTILITIES AND PIPELINES.
- (42) INCLUDES 13 END SECTIONS TO BE USED FOR TEMPORARY DRAINAGE.
- (43) UNIT PRICE BID FOR INSTALLATION (E.A.) SINGLE OR MULTIPLE, SHALL INCLUDE THE BOXES AND SUPPORT POST.
- (44) THIS IS AN ESTIMATED QUANTITY, LOCATION, IF AND WHERE REQUIRED, TO BE DETERMINED BY THE ENGINEER.
- (45) INCLUDES 27 TONS FOR DRIVES AND AN ESTIMATED 1500 TONS TO BE USED IF AND WHERE REQUIRED OR AS DIRECTED BY THE ENGINEER.
- (46) INCLUDES 69414 S.Y. 2" COLDMILLING AND 16346 S.Y. 3" COLDMILLING.
- (47) TO EXPEDITE CONSTRUCTION AND LESSEN RAMP CLOSURE PERIODS THE CONTRACTOR AT HIS OPTION MAY USE PRECAST CONCRETE BOX SECTIONS FOR OUTER PORTIONS OF STRUCTURES 124 AND 148. NO PRECAST STRUCTURE WILL BE ALLOWED UNDER I-35 MAINLINE CONSTRUCTION.
- (48) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 1988 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION - "PLAN QUANTITIES", SECTION 109.01 (b).
- (49) ESTIMATED QUANTITY, MAY BE USED IN PLACE OF GRANULAR BACKFILL FOR STRUCTURES 124 & 148 PRECAST SECTIONS AT THE CONTRACTORS DISCRETION.
- (50) ESTABLISHMENT OF HORIZONTAL AND VERTICAL CONTROL INCLUDING SETTING BENCHMARKS AND STAKING RIGHT-OF-WAY SHALL BE INCLUDED INT THE PRICE BID FOR "STAKING".

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION	DATE				
REV. NOTE PER CONST.	11/20/2001				
REV. NOTE PER R/W REQ.	11/20/2001				
REV. NOTE PER MEETING	12/27/2001				
ADDED/MODIFIED NOTE	01/14/2002				
ADDED NOTE	03/01/2002				

GENERAL CONSTRUCTION NOTES (ROADWAY)

- TREES OUTSIDE THE TOE OF FILL SLOPES AND THE TOP OF CUT SLOPES SHALL NOT BE DISTURBED EXCEPT WITH THE APPROVAL OF THE ENGINEER. ONLY A MINIMUM AMOUNT OF TREE REMOVAL SHALL BE DONE WHEN CONSTRUCTING A RIGHT-OF-WAY FENCE.
- AT ANY JOINT IN A CONCRETE STRUCTURE, THE CENTER OF THE FIRST REINFORCING BAR PARALLEL TO THAT JOINT SHALL BE A MAXIMUM OF TWO INCHES FROM THE EDGE OF THE CONCRETE.
- MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.
- IN ORDER TO ALLEVIATE DUST CONDITIONS DURING GRADING OPERATIONS AND BEFORE PAVEMENT WORK IS COMPLETED, THE CONTRACTOR SHALL SPRINKLE GRADING AT INTERVALS APPROVED BY THE ENGINEER. COST OF SPRINKLING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.
- ON PROJECTS WHERE BRIDGES ARE A SEPARATE CONTRACT, ANY EXCAVATION WASTED BY THE BRIDGE CONTRACTOR SHALL BE RE-HANDLED BY THE ROADWAY CONTRACTOR IN ACCORDANCE WITH EMBANKMENT REQUIREMENTS, AND RE-HANDLING PAID FOR AS "UNCLASSIFIED EXCAVATION" IN THE ROADWAY CONTRACT.
- THE ENGINEER SHALL CHECK RAMP GRADES AT RAMP TERMINALS AND MAKE ANY ADJUSTMENT OF THE GRADES AND SUPERELEVATIONS ON THE RAMPS WHICH ARE REQUIRED TO OBTAIN SMOOTH PROFILES FOR BOTH EDGES OF THE RAMP PAVEMENT. CROSS SLOPE BREAKOVER SHALL NOT EXCEED 0.05 FEET PER FOOT.
- PRIOR TO FINAL ACCEPTANCE ALL EXPOSED CURB SURFACES SHALL BE CLEANED OF ALL DISCOLORATION SUCH AS ASPHALT STAIN, TIRE MARKS, OR OTHER DISFIGUREMENT.
- IN AREAS WHERE PATCHING IS REQUIRED, UNDERCUTTING AND BACKFILLING OF SUBGRADE SHALL BE DONE IN A MANNER APPROVED BY THE ENGINEER. BACKFILL SHALL BE COMPACTED TO NOT LESS THAN 95% OF STANDARD DENSITY. COST OF UNDERCUTTING AND BACKFILLING TO BE INCLUDED IN OTHER ITEMS OF WORK.
- THE CONTRACTOR SHALL SEAL ANY CRACK THAT DEVELOPS IN THE ASPHALT CONCRETE SURFACE PRIOR TO FINAL INSPECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- THE CONTRACTOR SHALL KEEP THE OPEN TRENCH DRAINED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- ALL FLOWLINES THAT ARE TO BE FILLED SHALL BE THOROUGHLY TAMPED BEFORE CONSTRUCTION OR EXTENSION OF DRAINAGE STRUCTURES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- NOTE: THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY RIGHT-OF-WAY FENCE AS REQUIRED. WHEN THE PORTION OF THE PROJECT THAT REQUIRED THIS FENCE IS COMPLETED, THE TEMPORARY FENCE SHALL BE REMOVED, AND PERMANENT RIGHT-OF-WAY FENCING SHALL BE RESTORED OR INSTALLED IN A MANNER APPROVED BY THE ENGINEER. COST OF TEMPORARY FENCING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
1. FOR SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC SEE SHEET NO. 174.
2. S.W.B. TELEPHONE CO. WILL ADJUST ALL MANHOLES AND LINES THAT INTERFERE WITH OR ARE AFFECTED BY THE CONSTRUCTION.
3. NO PAYMENT WILL BE MADE FOR THE REMOVAL OF ABANDONED UTILITY PIPE LINES THAT INTERFERE WITH CONSTRUCTION. ALL COST TO BE INCLUDED IN OTHER ITEMS.
5. (CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE DUE TO RELOCATION PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE HE MAY INFLECT TO THE EXISTING UNDERGROUND UTILITIES WITHIN THE PROJECT AREA AS A RESULT OF HIS DIGGING, TRENCHING, BORING, ETC.. PRIOR TO DIGGING NEAR THE UTILITIES, THE CONTRACTOR SHALL CALL FOR A LIST OF ALL UNDERGROUND FACILITIES REGISTERED IN THE AREA OF CONSTRUCTION LISTED WITH THE FOLLOWING AGENCIES: THE "OKIE" NOTIFICATION CENTER (405) 840-5021 OR 1-800-522-6543.
6. DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. VEGETATIVE MULCHING - THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "MULCHING - TILLER METHOD" AS SPECIFIED IN 233.04(B)2 STANDARD SPECIFICATIONS.
7. SEASONAL PLANTING RESTRICTION.
8. A CONTRACTOR'S PROGRESS SCHEDULE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 108A OF THE 1999 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

Design			PAY QUANTITY NOTES (ROADWAY)
Drawn			
Checked	JWE		
Approved			
Squad	POE		
State Job No. 00292151RDY			Sheet No. 37

SUMMARY OF PAY QUANTITIES (TRAFFIC OPERATIONS)

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
627(G)	RELOC. OF PORT. TYPE PRECAST CONC.MED.BARR. (TO-1, 2)	L.F.	72.130
627(H)	DELIVER PORTABLE TYPE PRECAST MEDIAN BARRIER (TO-1, 2)(SP-5)	L.F.	66.580
855(A)	TRAFFIC STRIPE (PLASTIC) (4" WIDE) (TO-13)(TS-13)	L.F.	9.730
856(A)	CONST. TRAF. STRIPE (PAINT) (4" WIDE) (TO-17, 20, 75)	L.F.	120.168
856(C)	REMOVABLE PAVEMENT MARKING TAPE(4" WIDE) (TO-15, 16, 19, 75)	L.F.	1.500
856(G)	(PL) CONST.ZONE PAV.MKRS.(FELX TAB)TYP.2-1 (TO-20,21,60,61,73, 75)	EA.	28,460
859(A)	PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE) (TO-22)	L.F.	22.846
870(A)	SAND FILLED IMPACT ATTENUATION MODULE (TO-44, 52)	EA.	210
874(B)	RELOCATION OF CONSTRUCTION ZONE G.R.E.A.T. (SP-1)	EA.	2
878(A)	MODULAR GLARE SCREEN (TO-68)	EA.	2,160
880(A)	ARROW DISPLAY (TYPE C) (TO-79, 84)	S.D.	1,400
880(B)	CONSTRUCTION SIGNS 0 TO 6.25 S.F. (TO-23, 24, 28, 33, 79, 84)	S.D.	434,000
880(B)	CONSTRUCTION SIGNS 6.26 TO 15.99 S.F. (TO-23, 24, 29, 33, 84)	S.D.	126,000
880(B)	CONSTRUCTION SIGNS 16.0 TO 32.99 S.F. (TO-24, 30, 33, 35, 84)	S.D.	41,300
880(B)	CONSTRUCTION SIGNS 33.0 S.F. AND OVER (TO-24, 31, 32, 33, 35, 84)	S.D.	39,200
880(C)	BARRICADES (TYPE II) (TO-33, 70, 84)	S.D.	6,300
880(C)	BARRICADES (TYPE III) (TO-33, 84)	S.D.	42,000
880(C)	WING BARRICADES (TO-33, 84)	S.D.	12,600
880(D)	VERTICAL PANELS (TO-33, 70, 84)	S.D.	231,000
880(E)	WARNING LIGHTS (TYPE A) (TO-84)	S.D.	60,200
880(E)	WARNING LIGHTS (TYPE C) (TO-79, 84)	S.D.	704,900
880(F)	DRUMS (TO-33, 79, 84)	S.D.	589,400
880(G)	TUBE CHANNELIZERS (TO-21, 33, 61, 70, 84)	S.D.	34,300
880(H)	CONES (28" MEDIUM) (TO-70, 79, 84)	S.D.	7,000
880(L)	TRAFFIC SURVEILLANCE, POLICE (TO-70)(SP-6)	HOURL	110
882(B)	PORT. CHANGEABLE MESSAGE SIGN (TO-70, 84)	S.D.	6,300
890(A)	(PL) REMOVAL OF OVERHEAD SIGN STRUCTURE & SIGNS (SP-2)	L.CUM	1
890A/B	(PL) REMOVE & RESET OVERHEAD SIGN STRUCTURE (TS-28)	EA.	2
871	(PL) IMPACT ATTENUATOR (SP-3, 4)	EA.	1

TRAFFIC OPERATIONS PAY QUANTITY NOTES

- (TO-1) THE CONTRACTOR SHALL FURNISH AND INSTALL SUCH LIGHTS, SIGNS, BARRICADES, AND FLAGMEN AS MAY BE NECESSARY FOR THE CONTROL, SAFETY, AND MAINTENANCE OF TRAFFIC WHEN INITIALLY INSTALLING, RELOCATING OR DELIVERING PRECAST CONCRETE MEDIAN BARRIER.
- (TO-2) QUANTITY INCLUDES SUFFICIENT LENGTH OF MEDIAN BARRIER TO PROVIDE FOR THE LONGEST SECTION SHOWN ON THE PLANS. THIS SAME BARRIER WILL BE USED ON OTHER DETOUR PHASES.
- (TO-13) A PART, OR ALL, OF THIS ITEM IS INTENDED FOR REPLACEMENT OF REMOVED EXISTING CONFLICTING STRIPING.
- (TO-15) WHEN INSTALLED ON NEW CONCRETE PAVEMENT, PRICE BID SHALL INCLUDE REMOVAL OF CURING COMPOUND PRIOR TO INSTALLATION OF REMOVABLE PAVEMENT MARKING TAPE.
- (TO-16) IF THE PAVEMENT MARKING TAPE IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS AND IT FAILS DURING THE FIRST SIX MONTHS OF SERVICE, NO ADDITIONAL PAYMENT WILL BE MADE. REPLACEMENT WILL BE MADE AT THE CONTRACTOR'S EXPENSE AND SHALL BE ACCOMPLISHED IN A TIMELY MANNER UPON BEING NOTIFIED, BY THE ENGINEER, OF SUCH FAILURE.
- (TO-17) INCLUDES AN ESTIMATED 64,891 L.F. 4" WHITE AND 55,277 L.F. 4" YELLOW STRIPE.
- (TO-19) THIS ITEM INCLUDES AN ESTIMATED 750 L.F. (4" WIDE) WHITE AND 750 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL "3M CORP. DETOUR GRADE REMOVABLE TAPE SERIES 620" OR "LINEAR DYNAMICS INC., PRISMOLINE TRT" OR AN APPROVED EQUAL. COST FOR REMOVAL OF THE REMOVABLE TAPES LISTED SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.
- (TO-20) ALL STRIPING TO BE PLACED ON TEMPORARY SURFACES OR ON SURFACES SCHEDULED TO BE REMOVED SHALL BE DONE WITH PAINT, UNLESS OTHERWISE NOTED ON PLANS OR STANDARD DRAWINGS.
- (TO-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.
- (TO-22) AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL SHALL INCLUDE THE COST OF REMOVING STRIPE, ARROWS, WORDS AND SYMBOLS, AS SHOWN IN THE PLANS. THESE ITEMS MAY CONSIST OF PLASTIC, PAINT OR NON-REMOVABLE MARKING TAPE.
- (TO-23) QUANTITY SHOWN FOR THIS ITEM INCLUDES THOSE SIGNS WHICH COMPRISE THE ROUTE MARKER ASSEMBLIES USED TO INDICATE THE DETOUR ROUTE.
- (TO-24) QUANTITIES SHOWN FOR CONSTRUCTION SIGNING AND STRIPING HAVE BEEN INCREASED TO ALLOW FOR TRAFFIC CONTROL ON CROSS STREETS NOT SHOWN ON THE PLANS.

TRAFFIC OPERATIONS PAY QUANTITY NOTES (CONT.)

- (TO-28) INCLUDED IN THIS ITEM ARE ALL T.C.S. (TEMPORARY CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 0.00 S.F. AND 6.25 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.
- (TO-29) INCLUDED IN THIS ITEM ARE ALL T.C.S. (TEMPORARY CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 6.26 S.F. AND 15.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.
- (TO-30) INCLUDED IN THIS ITEM ARE ALL T.C.S. (TEMPORARY CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 16.00 S.F. AND 32.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.
- (TO-31) INCLUDED IN THIS ITEM ARE ALL T.C.S. (TEMPORARY CONSTRUCTION SIGNING) SIGNS WHICH ARE 33.0 S.F. AND OVER, ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.
- (TO-32) TEMPORARY CONSTRUCTION SIGNS 33.0 S.F. AND OVER SHALL BE CONSTRUCTED OF EXTRUDED ALUMINUM OR GALV. STEEL TO THE DIMENSIONS SHOWN ON THE PLANS. THE SIGNS SHALL BE INSTALLED EITHER ON WIDE FLANGE BEAM POSTS OR OVERHEAD SIGN STRUCTURES IN A MANNER APPROVED BY THE ENGINEER.
- (TO-33) REFLECTIVE SHEETING SHALL BE EITHER "3-M" BRAND HIGH INTENSITY SHEETING OR AN APPROVED EQUAL.
- (TO-35) IN THE COVERING OF EXISTING SIGNS, THE FOLLOWING METHOD SHALL BE USED.
(A) PANELS SHALL BE PLACED OVER THE PORTION OF THE SIGN TO BE COVERED.
(B) THESE PANELS SHALL BE CONSTRUCTED OF A DURABLE MATERIAL.
(C) THE PANELS, UNLESS OTHERWISE NOTED IN THE PLANS, SHALL BE OF A LIKE COLOR TO THE BACKGROUND OF THE SIGNS THEY ARE TO COVER.
(D) IN ATTACHING THE COVER PANEL, CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING SIGN BEYOND THE DRILLING OF NECESSARY HOLES FOR MOUNTING THE PANELS.
(E) IN ORDER TO PROTECT THE EXISTING SIGNS AND THEIR MESSAGES, ONE QUARTER INCH (1/4") SPACERS SHALL BE USED TO SEPARATE THE COVER PANELS FROM THE SIGNS IN PLACE. THESE SPACERS SHALL BE NO GREATER THAN 24" APART (VERTICAL OR HORIZONTAL).
- (TO-44) PRICE BID FOR THIS ITEM SHALL INCLUDE ATTENUATOR MODULES, SAND, WOODEN PALLETS (IF REQUIRED), RELOCATION, AND MAINTENANCE.
- (TO-52) ANY USED IMPACT ATTENUATORS TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.
- (TO-60) THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE EITHER "FLEX-O-LITE, "ASTRO-OPTICS", "APCO: RM-1-T", OR "STIMSONITE" BRAND CONSTRUCTION ZONE MARKERS OR AN APPROVED EQUAL. INSTALLATION, AND REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND O.D.O.T. STANDARD DRAWINGS TCS10-1-(LATEST REVISION) AND TCS11-1-(LATEST REVISION).
- (TO-61) ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTORS NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR TUBE CHANNELIZERS AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
- (TO-68) TO REMAIN THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE PROJECT.
- (TO-70) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER.
- (TO-73) QUANTITY SHOWN INCLUDES 15,650 EA. (WHITE) AND 12,810 EA. (YELLOW) CONSTRUCTION ZONE PAVEMENT MARKERS (FLEX TAB). THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE EITHER "DAVIDSON PLASTICS: MODEL TOM", OR AN APPROVED EQUAL. INSTALLATION AND REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN ON STANDARD DRAWING TCS10-1-(LATEST REVISION).
- (TO-75) TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE THE SAME DAY THAT EXISTING PAVEMENT MARKINGS ARE REMOVED FROM ANY ROADWAY OPEN TO TRAFFIC. ALSO, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO TO THE INSTALLATION OF FINAL STRIPING.
- (TO-79) DURING LANE CLOSURES, FOR THE PURPOSES OF OVERLAY, A COMBINATION OF CHANNELIZING DEVICES MAY BE USED FOR TRAFFIC CONTROL. THE COMBINATION SHALL BE DRUMS AND CONES. DRUMS SHALL BE REQUIRED (WITH CWI-8 SIGNS ATTACHED TO EVERY OTHER DRUM) THROUGH ALL TAPERS AND CONES SHALL BE USED THROUGH TANGENT SECTIONS. TYPICAL SPACING OF THESE DEVICES, BOTH DRUMS AND CONES, SHALL BE AS SHOWN ON TCS STANDARD DRAWINGS. ALL CONES USED ON THIS PROJECT SHALL HAVE A MINIMUM HEIGHT OF 28 INCHES.
- (TO-84) 700 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT ODOT STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.
- (SP-1) INCLUDED IN THIS PAY ITEM SHALL BE:
A. RESETTING OF G.R.E.A.T.-C.Z. ATTENUATOR FROM STA. 121+00 @ 1-35 TO STA. 116+30 L.S.R.
B. UPON COMPLETION OF THIS PROJECT, ATTENUATORS AT STA. 116+30+ L.S.R. AND STA. 41+22.62 @ 1-35 SHALL BE DELIVERED TO A LOCATION DESIGNATED BY THE ENGINEER.
- (SP-2) INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ALL FOOTINGS AS APPROVED BY THE ENGINEER. ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.
- (SP-3) THIS IMPACT ATTENUATOR IS FOR TEMPORARY INSTALLATION. IMPACT ATTENUATOR SHALL BE A "QUADGUARD", MANUFACTURED BY ENERGY ABSORPTION SYSTEMS INC. OR A "TRACC", MANUFACTURED BY TRINITY INDUSTRIES INC., OR APPROVED EQUAL. THE UNITS MUST MEET NCHRP 350 LEVEL 3 REQUIREMENTS FOR A 65 MPH DESIGN SPEED. THE UNITS SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. PRICE BID SHALL INCLUDE 1 (ONE) REPLACEMENT PACKAGE PER IMPACT ATTENUATOR AND ALL COST FOR FURNISHING AND INSTALLING THE UNIT INCLUDING THE REINFORCED CONCRETE PAD AND BACKUP.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
REVISIONS					
DESCRIPTION		DATE			
Δ	MOD. QUANTITIES	11/20/2001			
Δ	MOD. QUANTITIES	1/14/2002			
Δ	MOD. QUANTITIES	03/01/2002			
Δ	DELETED ITEM/NOTE	03/01/2002			
Δ	ADDED ITEM/NOTE	03/01/2002			

TRAFFIC OPERATIONS PAY QUANTITY NOTES (CONT.)

- (SP-4) THE COST OF MAINTAINING IMPACT ATTENUATOR REPLACEMENT PACKAGE IN STOCK SHALL BE INCLUDED IN THE UNIT PRICE BID. UPON COMPLETION OF THE PROJECT, IMPACT ATTENUATOR AND REPLACEMENT PACKAGE USED FOR TEMPORARY INSTALLATION SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- (SP-5) QUANTITIES HAVE BEEN PROVIDED FOR INSTALLATION ALL STATE-OWNED BARRIER. THE PAY ITEMS OR PORTIONS OF PAY ITEMS NOT UTILIZED WILL BE DELETED. BIDDERS ARE TO CONTACT THE DIVISION 4 ENGINEER TO DETERMINE WHERE STATE-OWNED BARRIER IS AVAILABLE TO BE PICKED UP.
- (SP-6) THIS QUANTITY SHALL BE PAID FOR AS ONE UNIT PER HOUR.
- (TS-13) QUANTITY SHOWN INCLUDES 5,254 L.F. TRAFFIC STRIPE (PLASTIC)(WHITE) AND 4,476 L.F. TRAFFIC STRIPE (PLASTIC)(YELLOW). TRAFFIC STRIPE (PLASTIC) WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE OR THE EQUIVALENT AMOUNT OF FOUR INCH (4") WIDE STRIPE WHEN A NARROWER OR WIDER STRIPE IS SPECIFIED IN THE PLANS OR STANDARD DRAWINGS.
- (TS-28) OVERHEAD SIGN STRUCTURES AND SIGNS THAT ARE TO BE REMOVED, RESET, AND/OR RELOCATED SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND STORED AT A SITE SELECTED BY THE ENGINEER. ANY DAMAGE TO THE STRUCTURES OR SIGNS DURING THE REMOVAL, TRANSPORTATION, STORAGE, RESETTING, RELOCATION OF THE STRUCTURE OR SIGN SHALL BE REPAIRED BY, AND AT THE EXPENSE OF THE CONTRACTOR.

TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

- (C-1) ANY SIGNS AND/OR DELINEATORS WHICH ARE TO BE REMOVED DURING THIS PROJECT WILL BE STORED IN A PROTECTED AREA DESIGNATED BY THE RESIDENT ENGINEER, UNTIL SUCH A TIME THAT THEY ARE TO BE RESET BY THE CONTRACTOR. COST OF THIS WORK TO BE INCLUDED IN OTHER ITEMS OF WORK.
- (C-3) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

TRAFFIC OPERATIONS GENERAL NOTES

THE REGULATORY SPEED LIMITS THROUGH THE WORK ZONE MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER WITH THE DOCUMENTED APPROVAL OF THE DIVISION ENGINEER IN ACCORDANCE WITH TITLE 47 OF THE OKLAHOMA MOTOR VEHICLE LAWS.

ANY EXISTING SIGNING IN PLACE WHICH IS IN CONFLICT WITH THE INDICATED CONSTRUCTION SIGNING AS SHOWN ON THE PLANS OR IN THE T.C.S. STANDARD DRAWINGS, SHALL BE EITHER COVERED OR REMOVED AND STORED FOR THE DURATION OF THE PROJECT. THESE SIGNS SHALL BE EITHER UNCOVERED OR REINSTALLED BY THE CONTRACTOR UPON COMPLETION OF WORK.

TEMPORARY CONSTRUCTION SIGNS NO.11, NO.18 AND BUSINESS ROUTING SIGN ARE TO BE USED WHEN AND WHERE DEEMED NECESSARY BY THE ENGINEER. SUFFICIENT QUANTITIES HAVE BEEN INCLUDED IN "SIGNS 16.0 TO 32.99 S.F." AND SIGNS 33.0 S.F. AND OVER".

FOR DIMENSIONS NOT SHOWN ON THE PLANS FOR PAVEMENT MARKINGS REFER TO PAVEMENT MARKING STANDARD DRAWINGS, PM1-1-LATEST REVISION.

TEMPORARY CONSTRUCTION SIGNS 1, 2, 3, 4, 11, 12, 13, 14, 15, 20, 21, 22 & 22A TO BE LOCATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SIGN SHALL BE FABRICATED OF EXTRUDED ALUMINUM OR GALVANIZED STEEL PANELS.

ANY EXISTING STRIPING WHICH IS IN CONFLICT WITH CONSTRUCTION STRIPING AS SHOWN ON THE PLANS OR ON THE T.C.S. STANDARD DRAWINGS, SHALL BE OBLITERATED TO PREVENT CONFUSION. PAINTING OVER EXISTING STRIPE DOES NOT MEET REQUIREMENTS OF REMOVAL OR OBLITERATION.

CONSTRUCTION ZONE PAVEMENT MARKERS MAY BE SUBSTITUTED FOR TRAFFIC STRIPE (PAINT) THROUGH TAPERS, TANGENTS AND CROSSTOVERS, THESE MARKERS SHALL BE INSTALLED ON 5' C/C. SEE ODOT STANDARD DRAWING TCS10-1-LATEST REVISION.

Design	RLC	
Drawn	JJC	
Checked	JLH	RLC
Approved	JWE	
Squad	POE	

PAY QUANTITY NOTES (TRAFFIC OPERATIONS)

State Job No. 0029215JRDY Sheet No. 38

REVISIONS		DATE
DESCRIPTION		
1	MOVED HMWM FROM SHT. 39 AND CREATED NEW SHT. 39A.	3-1-02



HMWM SEALING & REPAIR FOR BRIDGE DECKS:

This note is generally written in the imperative mood. In sentences using the imperative mood the subject, "the contractor" is implied. Reference to the Contractor is also implied in this language by the use of "shall", "shall be", or similar words and phrases. In material specifications, the subject may also be the supplier, fabricator, or manufacturer supplying material, products, or equipment for use on the project.

Wherever "directed", "required", "prescribed", or other similar words are used, the "direction", "requirement", or "order" of the Engineer is intended. Similarly, wherever "approved", "acceptable", "suitable", "satisfactory", or other similar words are used, the words mean "approved by", "acceptable to", or "satisfactory to" the Engineer. The word "will" generally pertains to decisions or actions of the Engineer.

DESCRIPTION. This work consists of using High Molecular Weight Methacrylate (HMWM) resin to fill, seal and bond construction joints in the bridge decks and approach slabs.

MATERIALS. Use HMWM resin as a topical treatment to fill construction joints in bridge decks, and approach slabs. The HMWM resin shall have a viscosity of 8 to 20 cps and readily flow by gravity into cracks narrower than 0.001 inches in width. The HMWM resin shall have a low volatility and shall not readily evaporate. Note that standard methyl methacrylate (MMA) resins are very volatile and are not suitable for filling joints or cracks. Do not use MMA.

Submit the manufacturer's product information to the Engineer for approval before purchasing the resin. The Engineer may require a trial application before approval. The Engineer will reject the use of poorly performing material.

CONSTRUCTION.

a) General. Treat the bridge deck and approach slabs with penetrating water repellent before application of HMWM resin.

Submit a work plan including, but not limited to, surface preparation techniques, materials to be used, and installation procedures.

b) HMWM Installation. Clean the exposed concrete surface of curing compounds, asphaltic materials and excess grout before treating with HMWM. Make certain the surfaces to be bonded together are dry before applying HMWM. Mask the slab approximately 1/2 inch on both sides of the crack in order to contain the HMWM. To keep the resin from flowing along the cross slope of the slab, it may be necessary to mask across the crack in one or two feet intervals. When masking across the crack is no longer necessary remove it and fill the void with resin. If the crack or joint extends to the bottom of the bridge deck, then seal the bottom of the crack so that the HMWM will not flow through.

Use a metallic drier and peroxide to catalyze the HMWM monomers to initiate polymerization. Sweep, squeegee, pour or spray the HMWM resin in the construction joint at a rate of approximately 1 gal./50 L.F. Allow resin to flow into the joints. It may be necessary to apply the HMWM resin several times in order to completely fill in the joint. To improve skid resistance, broadcast dry sandblasting sand into the final application of resin on the deck surface before the resin hardens.

Apply the resin when the concrete and air temperature is between 45 degrees F and 90 degrees F. Use approved specially formulated resins to apply outside this temperature range.

METHOD OF MEASUREMENT. The pay items "HMWM CRACK PREPARATION" and "HMWM RESIN" shown in the plans are estimated quantities and shall be used only at the discretion of the Engineer. Payment only for deck construction joint over exterior beams and approach slab construction joint will be allowed. Payment will not be made for wasted or unused material. Accepted HMWM joint repair shall be measured on the surface by the linear feet of joint and by the gallons of HMWM resin.

BASIS OF PAYMENT. Accepted quantities, measured as provided above, will be paid for at the contract unit price for:

HMWM CRACK PREPARATION	LIN.FT.
HMWM RESIN	GAL.

which shall be full compensation for performing the work as specified above and the furnishings of all materials, labor, tools, equipment and incidentals necessary to complete the work.

OKLAHOMA COUNTY

Design		
Drawn		
Checked		
Approved		
Squad	POE	

GENERAL NOTES (BRIDGE)
(CONT'D)

State Job No. 00292(16) BR. Sheet No. 39A

PAY QUANTITY SCHEDULE

0304 JP #00292(15)			
ITEM	DESCRIPTION	UNIT	QUANTITY
509(D) 0325	CLASS "C" CONCRETE	(ITS-4) C.Y.	1.830
511(A) 0332	REINFORCING STEEL	(ITS-4) LBS.	100.000
802(A) 8306	1-1/4 " GALV. STEEL ELECT. COND. EXPOSED	(ITS-6) L.F.	540.000
802(A) 8308	1-1/4 " GALV. STL. ELECT. COND. TRENCHED	(ITS-6) L.F.	200.000
802(B) 8340	2 " PVC SCH. 40 PLASTIC CONDUIT BORED	(ITS-1) L.F.	500.000
802(B) 8342	2 " PVC SCH. 40 PLASTIC CONDUIT TRENCHED	(ITS-1) L.F.	700.000
803 8066	PULL BOX (SIZE 11)	(ITS-3,6) EA.	2.000
803 8071	GROUND BOX (SIZE 11)	(ITS-6,14,18) EA.	1.000
810(A) 3118	SERVICE POLE	(ITS-2,5,9) EA.	2.000
811 8038	1/C NO. 4 ELECT. COND.	(ITS-2,5,9) L.F.	4700.000
811 8046	1/C NO. 12 ELECT. COND.	(ITS-7) L.F.	2350.000
834 8358	(PL) UNDERGROUND COMMUNICATION CABLE	(ITS-19,20) L.F.	3800.000
882(D) 8315	(PL) REM. CONTROL.CHANGEABLE MESSAGE SIGN	(ITS-28) S.D.	3500.000
882(E) 8353	(SP) SPECIAL TEST EQUIPMENT	(ITS-6,8,23) L.SUM	1.000
882(E) 8360	(PL) PROVIDE SERVICE/MAINTENANCE FOR CMS SIGNS	(ITS-26) HOUR	150.000
882(E) 8370	(SP) REM. CONTROL.CHANGEABLE MESSAGE SIGN SUPPORT SYSTEM	L.SUM	1.000
887(C) 8540	(SP) LED DYNAMIC MESSAGE SN.FLD.EQUP(18")	(ITS-6,10,11,13,16,22,24,25,27) EA.	2.000
890A/B 8758	(PL) REMOVE & RESET OVERHEAD SIGN STR.	(ITS-6,9,11,15,16,17) EA.	2.000
895 6551	CABINET	(ITS-6,12) EA.	7.000

PAY QUANTITY NOTES

- (ITS-1) ALL POLY (HDPE) CONDUIT RUNS LESS THAN 1000' (TRENCHED OR BORED) SHALL BE ONE CONTINUOUS PIECE OF CONDUIT, NO SPLICES OR JOINTS WILL BE ALLOWED.
- NO MORE THAN ONE FUSION JOINT PER 1000' ADDITIONAL FEET OF CONDUIT SHALL BE ALLOWED. FUSION COUPLING SHALL BE A CPN# 5754062 PUSAMATIC FUSION COUPLER BY CENTRAL PLASTICS, BOX 3129, SHAWNEE, OK 74802-3129, 405-273-8302 OR AN APPROVED EQUAL.
- ALL CONDUIT BORED SHALL BE PLACED IN A PROTECTIVE SLEEVE. COST OF SAID SLEEVE TO BE TO BE INCLUDED IN PRICE BID FOR BORING. ALL BORING SHALL BE A MINIMUM OF 36" BELOW THE ROADWAY/PAVED SHOULDER/CURB/SIDEWALK. ADDITIONAL DEPTH MAY BE NEEDED FOR BORES TO ENSURE 36" MINIMUM DEPTH UNDER ROADWAY/PAVED SHOULDER/CURB/SIDEWALK IS MAINTAINED.
- *POLY PIPE* MATERIAL SHALL BE HIGH DENSITY POLYETHYLENE (REFERRED TO STANDARD SPECIFICATION 709.02 (B) EXCEPT THE FOLLOWING REQUIREMENTS MUST BE MET:
- NEMA TC-2, GRADE 34, 100% VIRGIN RESIN MATERIAL AND PRE-LUBRICATED.
- ALL CONDUIT TERMINATIONS WILL BE PROTECTED WITH DUST CAPS. EACH DUST CAP MUST BE SECURED BY TAPE. ANY CONDUIT LEFT EXPOSED OVERNIGHT SHALL HAVE PROTECTIVE DUST CAPS INSTALLED AND SECURED.
- CONDUIT RUNS ARE SUGGESTED. ACTUAL ALIGNMENT OF RUNS MAY BE ALTERED WITHIN O.D.O.T. R/W, WITH TRAFFIC ENGINEERING DIVISIONS APPROVAL.
- ALL COST OF INSTALLATION, MATERIALS, LABOR AND INCIDENTALS NECESSARY TO INSTALL CONDUIT, DUST CAPS OR FUSION COUPLERS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- NO JOINTS OR KINKS OF ANY TYPE WILL BE ALLOWED IN THE UNDERGROUND POLY CONDUIT RUNS FOR THE C.M.S. SIGN. ALL CONDUIT BORED SHALL BE PLACED IN LARGER SLEAVES. ANY CONDUIT THAT IS DAMAGED OR KINKED WILL BE REPLACED BY THE CONTRACTOR AT HIS COST.
- IT IS SUGGESTED THAT THE CONDUIT RUNS SHALL BE INSTALLED IN THIS ORDER:
- GROUND/PULL BOXES TO BE INSTALLED FIRST,
 - BORING OF CONDUIT RUNS TO BE SECOND,
 - ANY NECESSARY TRENCHING OR DIGGING, THIRD.
- ANY DAMAGE TO CONDUIT (KINK, TEARING, CUTTING, ETC..) WILL RESULT IN THE CONDUIT BEING REJECTED AND REPLACED WITH NEW CONDUIT AT THE CONTRACTOR'S EXPENSE.
- FOR MORE INFORMATION ON HIGH DENSITY POLYETHYLENE, CONTACT CAREY L. HOLT OF INTEGEL CORP. AT 1 (800) 527-2168 OR JESSE C. WARREN AT DISTRIBUTION PRODUCTS AT 1 (800) 551-5108.

- (ITS-2) QUANTITY INCLUDES SERVICE GROUNDING.
- (ITS-3) PULL BOX SHALL BE PRE-CAST CONCRETE
- (ITS-4) TO BE USED FOR CONSTRUCTION OF CONCRETE APRON (APPROX 10'x15'x4') AROUND PULL BOXES AT SITE #1.
- (ITS-5) SEE SERVICE POLE DETAIL
- (ITS-6) TO BE USED TO MODIFY COMMUNICATIONS TO THE EXISTING OVERHEAD SIGN STRUCTURES FOR THE PLACEMENT OF TWO (2) CHANGABLE MESSAGE SIGNS AND SEVEN (7) COMMUNICATION CONTROLLER CABINETS.
- (ITS-7) THIS ITEM IS FOR LOCATING / TRACER WIRE TO BE LOCATED AND INSTALLED ADJACENT TO CONDUIT AND BE CONNECTED TOGETHER TO BE A CONTINUOUS RUN. MECHANICAL CONNECTIONS SHALL BE USED TO INSURE CONTINUOUS CONNECTION. ALL INCIDENTALS NECESSARY TO INSTALL THIS ITEM SHALL BE INCLUDED IN THE COST OF THIS ITEM WHETHER BORED, OR TRENCHED. EXPOSED CONDUIT SHALL HAVE THE LOCATING/ TRACER WIRE INSTALLED INSIDE THE CONDUIT. TRACE WIRE SHALL BE TERMINATED AT THE POLE MOUNTED CONTROLLER CABINET
- (ITS-8) SEE SPECIAL PROVISION *SPECIAL CMS/CMS TEST EQUIPMENT*. THIS ITEM SHALL BE DELIVERED NO LATER THAN 30 DAYS FROM THE ISSUE OF THE WORK ORDER.
- (ITS-9) COST FOR THIS ITEM INCLUDES ALL APPERTANANCES REQUIRED TO PROVIDE FULL ELECTRICAL SERVICE INCLUDING WOOD POLE AT BOTH OF THE C.M.S./D.M.S. SIGN INSTALLATIONS.
- (ITS-10) COST FOR THIS ITEM INCLUDES ALL APPERTANANCES NECESSARY FOR THE DELIVERY, MOUNTING AND INSTALLING OF EACH C.M.S./D.M.S. SIGNS.
- (ITS-11) COST FOR THIS ITEM INCLUDES THE MODIFICATION OF THE EXISTING SIGN LIGHTING CONDUIT. THE REMOVAL AND REPLACEMENT OF ANY WIRING INSIDE OF ANY CONDUIT BEING MODIFIED IS ALSO INCLUDED IN THE COST FOR THIS ITEM.
- (ITS-12) THESE SEVEN CABINET SHALL BE *U.S. TRAFFIC CORPORATION'S MODEL #332 CABINET* OR *SAFETRAN'S MODEL # 332 CABINET* OR AN APPROVED EQUAL. STANDARD CABINETS ARE TO INCLUDE THE FOLLOWING FEATURES:
- 19" MOUNTING RACKS, THERMOSTATICALLY CONTROLLED VENTILATION FANS, P.D.A. WITH RECEPICALES (MIN OF 6), THREE (3) SHELF ASSEMBLIES, ONE (1) DRAWER ASSEMBLY AND DOOR ALARMS FOR BOTH DOORS). THE BOTTOM OF SIX (6) OF THE SEVEN (7) CABINETS IS TO HAVE A 0.125 ALUMINUM BOTTOM PLATE WELDED ON. THE REMAINING CABINET IS TO BE GROUND MOUNTED AND SHALL BE DELIVERED TO ODOT'S RENO ANNEX BUILDING. THE WELDED BOTTOMS ARE TO ENSURE A WEATHER TIGHT SEAL FOR THE SIX (6) CABINETS BEING MOUNTED IN THE OVERHEAD SIGN STRUCTURE.
- (ITS-13) THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS (INCLUDING PERMITS) ASSOCIATED WITH SUPPLYING POWER AND TELEPHONE SERVICE TO C.M.S. LOCATIONS #1 & 2 INCLUDING OPERATION EXPENSES FOR THE DURATION OF THE PROJECT.
- (ITS-14) TO BE USED TO PROVIDE ACCESS TO EXISTING FIBER OPTIC CONDUIT AT LOCATION #1.
- (ITS-15) CONTRACTOR WILL EXTEND THE FRONT STRUT OF THE EXISTING OVERHEAD SIGN STRUCTURE AT LOCATION #1 AS SHOWN ON PLANS WHILE STRUCTURE HAS BEEN REMOVED FOR PLACEMENT OF THE CMS. COSTS FOR SUCH EXTENSION IS TO BE INCLUDED IN THE COST OF THIS PAY ITEM.
- (ITS-16) BID COST TO INCLUDE THE MODIFYING (SHIFTING RIGHT) OF THE EXISTING SIGNS, SIGN FACES, SIGN LIGHTING, CONDUIT, WIRING, WALKWAYS AND BRACING NECESSARY FOR THE PROPER PLACEMENT OF THE CMS ON THE EXISTING OVERHEAD SIGN STRUCTURES. COSTS FOR SUCH SHIFTING TO BE INCLUDED IN THE COST OF THIS PAY ITEM.
- (ITS-17) BID COST TO INCLUDE THE MODIFYING OF THE EXISTING HANDRAILS ON THE OVERHEAD SIGN STRUCTURE FOR THE PLACEMENT OF A GATE FOR ACCESS TO THE CMS. COST TO BE INCLUDED IN THE COST OF THIS PAY ITEM.
- (ITS-18) GROUND BOX TO BE POURED IN PLACE.
- (ITS-19) 8 PAIR TWISTED AWG #18 COPPER COMMUNICATION WIRE
- (ITS-20) TOTAL INCLUDES 1000' REEL DELIVERED TO THE RENO ANNEX (OKC) OVER AND BEYOND THE NEEDS OF THE MODIFYING OF THE SEVEN (7) CMS LOCATIONS. THE REMAINING CABLE IS TO REPLACE THE EXISTING COMMUNICATION CABLE FROM THE POLE MOUNTED CMS CONTROLLER TO THE NEW COMMUNICATION CONTROLLER CABINET (LEAVING A 6' COIL, THEN PROCEEDING TO THE EXISTING CMS. A SINGLE STAND OF MULE TAPE IS ALSO TO BE PULLED WITH NEW COMMUNICATION WIRE. THIS WILL REQUIRE THE RELOCATION OF THE EXISTING FLEXABLE CONDUIT NOW CONNECTING THE CMS TO BE REROUTED TO THE NEW COMMUNICATION CONTROLLER CABINET. A NEW FLEXABLE CONDUIT WILL NEED TO BE PLACED BETWEEN THE NEW COMMUNICATION CONTROLLER CABINET AND THE EXISTING CMS.
- * (ITS-21) DELETED
- * (ITS-22) SEE SPECIAL PROVISION FOR *L.E.D. DYNAMIC MESSAGE SIGN SYSTEM*.
- (ITS-23) COST FOR THIS ITEM TO INCLUDE THE CONSTRUCTION OF THIRTY (30) MAST CAPS. SEE MAST CAP DETAIL FOR DETAILS

- * (ITS-24) PAY ITEM TO INCLUDE THE COST OF FOUR UNITS CONSISTING OF SIX - 90 AMP HOUR BATTERIES EACH. BATTERIES SHALL BE 180 GKL - 90 AMP HOUR OR AN APPROVED EQUAL. CABINETS, WIRING AND ALL INCIDENTALS NECESSARY SHALL BE INCLUDED IN BID AMOUNT. BATTERIES SHALL BE PLACED ON A HEATING MAT TO INSURE LONG BATTERY LIFE. BATTERY BACKUP SHALL BE SIZED TO SUPPORT 2000 WATTS OF OUTPUT PER UNIT.

CABINETS SHALL BE WIRED TO PROVIDE ANY EQUIPMENT NECESSARY TO BE ABLE TO NOTIFY THE MAINTENANCE OR ODOT EMPLOYEE DESIGNATED WHEN ANY POWER FAILURE OCCURS OR BACKUP STARTS AND THE BATTERY BACKUP SYSTEM HAS TO SUPPLY POWER.

THESE SYSTEMS BATTERY BACKUP SYSTEMS SHALL BE A MYERS PBM-2000 UPS WITH A POWERBACK UPS POWER TRANSFER SWITCH (PTS) OR AN APPROVED EQUAL, INSTALLED IN A POLE MOUNTED CABINET ON ONE OF THE OVERHEAD SIGN STRUCTURE LEGS.

MYERS, POWERBACK CAN BE REACHED AT (800) 733-7872 OR AT *www.myerscustom.com*

THE BATTERY BACK UP SYSTEMS ARE TO BE INSTALLED ON EXISTING SIGNS AS DIRECTED BY THE ENGINEER.

- (ITS-25) THE COST FOR ONGOING ELECTRIC AND TELEPHONE SERVICE FOR THE SEVEN (7) EXISTING AND TWO (2) NEW DYNAMIC MESSAGE SIGN SYSTEMS IN THE OKC AREA. COSTS INCLUDED FOR THE ENTIRE PROJECT DURATION ARE TO BE INCLUDED IN THIS BID FOR THIS PROJECT. (AVERAGE COST FOR SUCH SERVICE IS APPROXIMATELY \$100 PER SIGN PER MONTH).
- (ITS-26) THE HOURLY RATE BID FOR THIS MAINTENANCE/SERVICE ITEM SHALL INCLUDE ALL COST ASSOCIATED WITH ANY PERSONNEL, VEHICLES, MAINTENANCE EQUIPMENT AND ANY INCIDENTALS NECESSARY FOR A 24 HOUR MAINTENANCE/SERVICE CALL. MAINTENANCE PERSONNEL MUST BE TRAINED BY THE MANUFACTURER. LETTER DOCUMENT SUCH TRAINING SHALL BE REQUIRED FOR VERIFICATION BY THE ENGINEER. A TWO HOUR (MAXIMUM) RESPONSE TIME FOR A MAINTENANCE/SERVICE CALL SHALL BE REQUIRED.
- (ITS-27) PRICE BID FOR THIS ITEM INCLUDES THE FABRICATION AND INSTALLATION OF A METAL LADDER SYSTEM WHICH INCORPORATES ACCESS LIMITING FEATURES AT THE BOTTOM OF THE LADDER (PAD LOCK CAPABLE) AND AN OSHA APPROVED ACCIDENTAL FALL PROTECTION DEVICE FOR THE TWO OVERHEAD SIGN STRUCTURES BEING RETROFITTED WITH DYNAMIC MESSAGE SIGNS. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF HIS DESIGN TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.
- * (ITS-28) SEE SPECIAL PROVISION #882 FOR REMOTE CONTROL CHANGEABLE MESSAGE SIGN AND SEE SPECIAL PROVISION #882 FOR REMOTE CONTROL CHANGEABLE MESSAGE SIGN SUPPORT SYSTEM.

GENERAL CONSTRUCTION NOTES

ALL GROUND BOXES SHALL BE CAST-IN-PLACE OR AN APPROVED EQUAL PRE-CAST DESIGN.

PULL ROPES SHALL BE MULETAPE BY NEPTCO, INC OR APPROVED EQUAL. NO GREATER THAN 600 POUND PULL STRENGTH.

COST FOR TRAFFIC CONTROL DURING THE INSTALLATION OF THE CMS/ITS SYSTEM TO BE INCLUDED IN OTHER ITEMS OF WORK

TRAFFIC ENGINEERING DIVISION (DESIGN)	REGISTERED PROFESSIONAL ENGINEER ALAN R. STEVENSON PROFESSIONAL ENGINEER NUMBER 17188 OKLAHOMA
DATE 3-8-02	

PAY QUANTITY SHEET (ITS)		Drawn AKR 10-01
		Design AKR 10-01
		Checked ARS 10-01
		TRAFFIC ENG. ALAN R. STEVENSON
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION DIVISION 4 STATE JOB NO. 00292(15)	SHEET NO. 40

OKLAHOMA COUNTY

GENERAL NOTES - FREEWAY TRAFFIC MANAGEMENT SYSTEM

THE CONTRACTOR SHALL PERMIT ALL ELECTRICAL WORK TO BE INSPECTED BY THE STATE.

THE ENGINEER SHALL APPROVE THE STARTING DATE FOR SYSTEM ACCEPTANCE TESTING AND, IF REQUIRED, SHALL TERMINATE THE SYSTEM TESTING BECAUSE OF MALFUNCTIONS OR OBVIOUS UNSUITABILITY OF THE EQUIPMENT.

THE CONTRACTOR SHALL BE REQUIRED TO PAY FOR ELECTRICAL ENERGY CONSUMED BY FIXTURES DURING THE PERIOD OF TRAIL OPERATION.

THE LOCATIONS OF ALL PULL BOXES, GROUND BOXES, CABINET FOUNDATIONS, AND STRUCTURES SHALL BE AS SHOWN ON THE PLANS AND MAY BE MOVED ONLY AS APPROVED BY THE ENGINEER IN WRITING.

THE METRIC DATA DIMENSIONS, IN PARENTHESES, AS SHOWN IN THE PLANS ARE FOR THE CONTRACTOR'S INFORMATION ONLY.

THE CONTRACTOR SHALL MAINTAIN THE MEDIAN OF THE FREEWAY IN A SERVICEABLE CONDITION, FREE OF OBSTRUCTIONS, AND ACCEPTABLE TO THE ENGINEER. SPECIAL CARE SHALL BE TAKEN TO ELIMINATE HAZARDS TO THE TRAVELING PUBLIC.

ANY OBSTRUCTIONS TO EXISTING DRAINAGE DUE TO THE CONTRACTOR'S OPERATION WILL BE REMOVED BY THE CONTRACTOR AS REQUIRED BY THE ENGINEER AT THE CONTRACTOR'S ENTIRE EXPENSE.

THE CONTRACTOR SHALL REPLACE ALL PAVEMENT AND SIDEWALKS DAMAGED BY HIS FORCES DURING CONSTRUCTION AT NO COST TO THE STATE.

THE CONTRACTOR SHALL TAKE CARE THAT THE EXISTING CURB, AND CURB AND GUTTER IS NOT DISCLORED OR DAMAGED DURING HIS OPERATIONS. IN THE EVENT OF DISCOLORATION, IT SHALL BE CLEANED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S SOLE EXPENSE. IN EVENT OF DAMAGE, IT SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S SOLE EXPENSE.

PRIOR TO DRILL SHAFT FABRICATION, THE DEPARTMENT WILL PROVIDE THE CONTRACTOR WITH THE VIEW ANGLE OFFSETS FOR EACH CHANGABLE MESSAGE SIGN (CMS) LOCATION. THESE OFFSETS WILL BE REQUIRED BY THE CONTRACTOR TO COORDINATE DRILL SHAFT ORIENTATION WITH THE SIGN MANUFACTURER FOR OPTIMUM CMS VIEW AXIS ALIGNMENT. THE NAME, ADDRESS AND CONTACT PERSON FOR THE CMS MANUFACTURER SHALL BE PROVIDED BY THE DEPARTMENT. PAYMENT SHALL NOT BE MADE DIRECTLY FOR SUCH COORDINATION, OR OTHER INCIDENTALS REQUIRED TO COMPLETE THIS WORK, BUT SHALL BE CONSIDERED SUBSIDIARY TO "DRILLED SHAFT FOUNDATION (54 IN)".

ALL LOCATIONS WHERE THE CONTRACTOR IS REQUIRED TO PLACE STRUCTURES AND/OR FOUNDATIONS IN THE CENTER MEDIAN, THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL 48 HOURS BEFORE ANY WORK IN MEDIAN IS DONE.

THE MAJOR COMPONENTS OF THE FREEWAY TRAFFIC MANAGEMENT (FTM) SYSTEM CONSISTS OF SIGN, DAIL-UP DATA, SYSTEM SUPPORT EQUIPMENT, CONDUITS, DRILLED SHAFT FOUNDATIONS, OVERHEAD SIGN SUPPORTS, ELECTRICAL SERVICES AND CHANGABLE MESSAGE SIGNS.

THE FTM SYSTEM SHALL BE COMPLETE AND ALL INCIDENTAL WORK, MATERIAL AND SERVICES NOT EXPLICITLY CALLED FOR IN THE SPECIFICATIONS, OR NOT SHOWN ON THE PLANS, WHICH MAY BE NECESSARY FOR A COMPLETE AND PROPERLY FUNCTIONING SYSTEM SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

THE QUANTITIES PROVIDED IN THE SHEET SUMMARY TABLES AND GENERAL NOTES ARE ESTIMATES TO BE USED FOR CONTRACTOR INFORMATION ONLY AND MAY NOT REFLECT THE ACTUAL QUANTITIES REQUIRED TO ACCOMPLISH THIS PROJECT.

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES OR THE UTILITY COORDINATING COMMITTEE FOR EXACT LOCATIONS PRIOR TO DRILLING FOR FOUNDATIONS OR ANY OTHER WORK THAT MIGHT INTERFERE WITH OR DAMAGE PRESENT FACILITIES. THE CONTRACTOR IS TO CONTACT THE APPROPRIATE UTILITY COMPANY PRIOR TO MAKING ANY ADJUSTMENTS. ANY DAMAGE DONE TO EXISTING WATER MAINS, GAS LINES, ETC ARE TO BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OR CITY. THE CONTRACTOR IS TO VERIFY ALL EXISTING WATER MAINS AND CONTACT THE CITY 48 HOURS PRIOR TO EXCAVATING NEAR WATER MAINS. ANY ADJUSTMENT NECESSARY TO UTILITIES SHALL BE COORDINATED WITH THE CITY.

CONDUIT HANGERS SHALL NOT BE ATTACHED DIRECTLY TO PRESTRESSED CONCRETE GIRDERS.

CONDUIT PLACED ALONG FRONTAGE ROADS SHALL HAVE A MINIMUM CLEARANCE OF SIX (6) FEET FROM BACK OF CURBS, UNLESS SUCH CLEARANCE SHALL INTERFERE WITH "STRAIGHT THROUGH" CONDUIT PLACEMENT. CONFLICT WITH RETAINING WALLS OR UTILITIES, OR INTRODUCED ADDITIONAL OR UNECESSARY RIGHT ANGLE BENDS INTO CABLE PATH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING, WITH THE ENGINEER'S APPROVAL, THE PLACEMENT OF CONDUIT AND GROUND BOXES TO ENSURE THE "STRAIGHT THROUGH" CONDUIT CONCEPT AND AVOID THE AFOREMENTIONED INTERFERENCE, CONFLICT, OR INTRODUCTION OF ADDITIONAL OR UNECESSARY BENDS. THE MINIMUM PLACEMENT DEPTH OF THE CONDUIT SHALL BE 24" UNLESS OTHERWISE APPROVED BY THE ENGINEER.

OPEN ENDS OF ALL CONDUIT SHALL BE FITTED WITH TEMPORARY CAPS OR PLUGS TO PREVENT ENTRY OF DIRT, DEBRIS AND/OR RODENTS DURING CONSTRUCTION.

CONDUIT ENTRY TO ALL GROUND BOXES SHALL BE PERPENDICULAR TO THE PERFORATED SIDEWALL. THE CONTRACTOR SHALL NOT USE 90 DEGREE OR RIGHT ANGLE FITTINGS TO ACHIEVE PERPENDICULAR CONDUIT ALIGNMENT. WHERE APPROVED BY THE ENGINEER, THE CONTRACTOR MAY USE LONG RADIUS BENDS. LONG RADIUS BENDS SHALL HAVE A THREE (3) FOOT MINIMUM RADIUS. WHERE CONDUIT IS PLACED BY JACKING OR BORING, THE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING THE CONDUIT PLACEMENT TO ACCOMIDATE PERPENDICULAR ENTRY AND LONG RADIUS BENDS.

ALL OPEN TRENCH/EXCAVATION SHALL BE BACKFILLED BY DUSK. THE CONTRACTOR SHALL NOT LEAVE ANY OPEN TRENCH/EXCAVATION OVERNIGHT OR AS DIRECTED BY THE ENGINEER.

ELECTRICAL SERVICES

LOCATION OF SERVICE POLES AS SHOWN ON THE LAYOUTS ARE APPROXIMATE. CONTACT LOCAL UTILITY COMPANIES FOR ELECTRIC SERVICE AND FOR EXACT LOCATIONS OF SERVICE POLES. APPROVAL OF SERVICE POLES USED WILL BE BY THE ENGINEER.

THE CIRCUIT BREAKERS AND WIRES FOR EACH CIRCUIT WILL BE IDENTIFIED AT THE SERVICE BOX USING IDENTIFICATION TAGS FOR EACH BREAKER

THE SERVICE POLE FOR EACH LOCATION SHALL SUPPLY 120/240V - 3 WIRE SINGLE PHASE CIRCUIT.

THE SERVICE ADDRESS OF THE UTILITY COMPANY AND "SURVEILLANCE" WILL BE STENCILLED IN ONE INCH HIGH BLACK LETTERS ON THE METER SIDE OF THE ENCLOSURE

A DECAL STATING "DANGER/HIGH VOLTAGE" WILL BE PLACED ON THE COVER OF THE ENCLOSURE ABOVE THE IDENTIFYING UTILITY COMPANY AND THE SURVEILLANCE LETTERING. THE SIZE OF THE DECAL AND LETTERING SHALL BE AS APPROVED BY THE ENGINEER.

NO PHOTO-ELECTRIC CONTROL, LIGHTING CONTRACTOR AND CONTROL UNIT "MANUAL OFF-AUTOMATIC" SHALL BE NEEDED IN THE SERVICE POLE (SEE ELECTRIC DETAIL 4 OF 4).

THE FURNISHING AND INSTALLING OF THE SERVICE POLE, METER BASES, GALVANIZED STEEL CONDUIT AND CONDUCTORS USED ON THE SERVICE POLES SHALL BE INCLUDED IN THE PRICE BID FOR "SERVICE POLE" PAY ITEM.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO ALL SERVICE POLES. ANY UTILITY ADJUSTMENTS REQUIRED TO PLACE THESE SERVICE POLES SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM. PAYMENT SHALL NOT BE MADE DIRECTLY FOR SUCH ADJUSTMENTS, OR OTHER INCIDENTALS REQUIRED TO COMPLETE THIS WORK BUT SHALL BE CONSIDERED SUBSIDIARY TO THE "SERVICE POLE" ITEM.

REV. NO.	DESCRIPTION	REVISIONS	DATE

PAY QUANTITY NOTES
(ITS)

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
SECTION 4	STATE JOB NO. 00292013
	SHEET NO. 40A

Drawn	AKR	10-01
Design	AKR	10-01
Checked	ARS	10-01
Traffic Engineering ALAN R. STEVENSON		

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS		DATE

ALL OVERHEAD STRUCTURE ELEVATIONS, DETAILS AND DIMENSIONS SHOWN IN THE PLANS SHALL BE FIELD CHECKED BY THE CONTRACTOR PRIOR TO FABRICATION FOR ACCURACY.

LOCATION OF OVERHEAD STRUCTURES SHALL BE VERIFIED IN THE FIELD, BY THE ENGINEER, PRIOR TO FOUNDATION INSTALLATION.

THE CONTRACTOR SHALL ACQUIRE AND BEAR CHARGES OF INSTALLING AND CONNECTING THE 5 DAIL-UP LINES FOR THE CMS. THE CONTRACOT SHALL PROVIDE AND INSTALL ALL INTERCONNECTING CABLES, AND CONNECTORS FROM THE PHONE SERVICE DROP TO THE TOP OF THE OVERHEAD SIGN SUPPORT STRUCTURE. AT LEAST TWENTY-FIVE (25) FEET OF TELEPHONE CABLE SHALL BE COILED ON TOP OF EACH OVERHEAD SIGN STRUCTURE. PAYMENT SHALL NOT NBE MADE FOR SUCH WORK, OR OTHER INCIDENTS REQUIRED TO COMPLETE THIS WORK BUT SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM "OVERHEAD SIGN STRUCTURES"

WITHIN THIRTY (30) DAYS AFTER THE AUTHORIZATION TO BEGIN WORK, THE CONTRACTOR SHALL PROVIDE SIX (6) COPIES OF DESCRIPTIVE MANUALS AND BROCHURES FOR EACH TYPE OF ELECTRONIC EQUIPMENT AND APPARATUS PROPOSED FOR THIS PROJECT. THESE DOCUMENTS SHALL CONTAIN SUFFICIENT TECHNICAL DATA FOR COMPLETE EVALUATION. INCOMPLETE SUBMITTLAS WILL NOT BE ACCEPTED. THE QUALITY, FUNCTION AND CAPABILITY OF EACH DELIVERED ITEM SHALL BE DISCRIBED. MANUALS OR BROCHURES SHALL BE ORIGINALS OR COPIES EQUAL IN QUALITY TO THE ORIGINALS. WHERE A BROCHURE DESCRIBES SEVERAL SIMULAR ITEMS, THE SPECIFIC ITEM BEING SUBMITTED SHALL BE HIGHLIGHTED. WHERE AN ITEM HAS SEVERAL OPTIONS OR ACCESSORIES, THE CONTRACTOR SHALL HIGHLIGHT THE OPTION OR ACCESSORIES HE INTENDS TO DELIEVER. ALL MANUALS, BROCHURES, AND DATA SHEETS RELATING TO A BID ITEM SHALL BE BOUND TOGETHER IN A FOLDER IDENTIFIED ON THE COVER WITH THE OKLAHOMA PROJECT NUMBER, TITLE AND JOB PIECE NUMBER.

SIX (6) COPIES OF DETAILED EQUIPMENT SUBMITTLAS AND SHOP DRAWINGS SHALL BE REQUIRED FOR EACH FABRICATED ITEM PROPOSED FOR THIS PROJECT AND SHALL BE SUBMITTED WITHIN THIRTY (30) DAYS AFTER THE AUTHORIZATION TO BEGIN WORK. THESE DRAWINGS SHALL BE PREPARED ON SHEETS 22 x 34 INCHES OR ON 11 x 17 INCH SHEETS, STAMPED WITH THE CONTRACTOR'S APPROVAL, SEQUENTALLY NUMBERED AND IDENTIFIED AS TO OKLAHOMA PROJECT NUMBER, TITLE AND JOB PIECE NUMBER.

THE ENGINEER, UPON APPROVAL OF THE SUBMITTALS, WILL INDICATE ANY CORRECTION TO THE DETAILS IN THE SUBMITTALS.

THE CONTRACTOR SHALL CORRECT ANY ERRORS IN THE SUBMITTLAS, AS DIRECTED BY THE ENGINEER, AND IF REQUIRED, SHALL RESUBMIT TO THE ENGINEER SIX (6) COPIES OF THE SAME. UPON APPROVAL OF THE CORRECTED DRAWINGS AND EQUIPMENT, THE CONTRACTOR MAY BEGIN WORK. NO CHANGE WILL BE PERMITTED IN THE LIST OF EQUIPMENT OR SHOP DRAWINGS ONCE APPROVED, UNLESS AUTHORIZED BY THE ENGINEER IN WRITING.

EQUIPMENT WILL NOT BE ACCEPTED FOR DILEVERY OR ANY PAYMENT MADE UNTIL THE EQUIPMENT, MATERIAL LISTS AND SHOP DRAWINGSA HAVE BEEN APPROVED BY THE ENGINEER. APPROVAL BY THE ENGINEER DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES TO MEET THE REQUIREMENTS OF THE SPECIFICATION AND PLANS.

ODOT, THROUGH ITS AUTHORIZED REPRESENTATIVE, RETAINS THE RIGHT TO INSPECT ALL STRUCTURES, EQUIPMENT AND MATERIALS USED IN THE PROJECT BEFORE, DURING AND AFTER INSTALLTION, ALSO THE RIGHT TO INSPECT THE WORK DURING THE PROCESS OF FABRICATION OR MANUFACTURE FOR THE PURPOSE OF DETERMINING IF THE PLANS AND SPECIFICATIONS UPON WHICH THE AWARD WAS MADE ARE BEING COMPLIED WITH AND BEING SATISFIED AS TO THE QUALITY OF THE MATERIAL AND WORKMANSHIP. SUCH INSPECTIONS WILL NOT RESLEASE FROM STRICT COMPLIANCE WITH SPECIFICATIONS WHEN THE WORK IS FINNALLY COMPLETED AND OFFERED FOR ACCEPTANCE.

THE CONTRACTOR SHALL PROVIDE SYSTEM SUPPORT DURING THE ENTIRE PROJECT, THIS INCLUDES ANY REQUIRED REVIEWS, COMPLETE "PARTS AND LABOR" ON SITE MAINTENANCE UNTIL FINAL ACCEPTANCE BY THE STATE. OPERATIONAL SUPPORT DURING THE SYSTEM INTERGRATION AND MANUFACTURER'S WARRENTIES AND GUARANTEES AT NO ADDITIONAL COST TO THE STATE.

UPON FINAL SYSTEM ACEPTANCE, THE CONTRACTOR SHALL FURNISH A SET OF "AS-BUILT" PLANS WHICH SHOWTHE ACTUAL EQUIPMENT INSTALLED AND CONSTRUCTION DETAILS.

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR PROVIDING COMPLETE ON-SITE PARTS AND LABOR SUPPORT FOR THE FURNISHING AND THE INSTALLATION OF THE TRAFFIC MANAGAMENT SYSTEM FOR THE DURATION OF THE ENTIRE PROJECT AND DURING THE WARRANTY PERIOD. DURING THE PROJECT, THE CONTRACTOR SHALL MAKE ANY ADJUSTMENTS OR REPAIRS WHICH MAY BE REQUIRED AND CORRECT ANY DEFECTS OR DAMAGES THAT MAY OCCUR AT HIS EXPENSE.

DURING THE WARRANTY PERIOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PARTS AND LABOR REQUIRED TO REPAIR, ON-SITE, ANY MANUFACTURER'S DEFECTS (MATERIALS OR WORKMANSHIP), DAMAGE CAUSED BY MANUFACTURER'S DEFECTS AND DAMAGE CAUSED BY THE CONTRACTOR DURING THE PERFORMANCE OF WARRANTY WORK. NATURAL DISASTERS OR OTHER EVENTS NOT DIRECTLY CONTROLLABLE BY THE CONTRACTOR ARE SPECIFICALLY EXEMPTED FROM WARRANTY.

DURING THE TEST PERIOD, THE CONTRACTOR SHALL MAKE ANY ADJUSTMENTS OR REPAIRS WHICH MAY BE REQUIRED AND REMEDY ANY DEFECTS OR DAMAGES THAT MAY OCCUR AT HIS EXPENSE.

NO TIME CHARGES WILL BE ASSESSED DURING THE NINTY (90) AND ONE HUNDRED EIGHTY (180) DAYS TEST PERIODS PROVIDED ALL OTHER WORK IS COMPLETED TO THE SATISFACTION OF THE ENGINEER.

SYSTEM SUPPORT EQUIPMENT: THIS ITEM SHALL GOVERN FOR THE FURNISHING OF SYSTEM SUPPPORT EQUIPMENT AS DETAILED IN THE SPECIAL SPECIFICATION AND AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

PAY QUANTITY NOTES (ITS)		Drawn	AKR	10-01
		Design	AKR	10-01
		Checked	ARS	10-01
		Traffic Engineering ALAN R. STEVENSON		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			
DIVISION 4	STATE JOB NO. 00250115		SHEET NO. 40B	
OKLAHOMA COUNTY				

PAY QUANTITIES SCHEDULE			
LIGHTING			
ITEM	DESCRIPTION	UNIT	QUANTITY
802(A) 8300	3/4" G. STEEL ELEC. CONDUIT EXPOSED	L.F.	475.00
802(A) 8306	1-1/4" G. STEEL ELEC. CONDUIT EXPOSED	L.F.	350.00
802(B) 8340	2" PVC SCHED. 40 PLASTIC CONDUIT BORED	L.F.	1,200.00
802(B) 8342	2" PVC SCHED 40 PLASTIC CONDUIT TRENCHED	L.F.	21,500.00
802(D) 8372	JUNCTION BOX (8" X 8" X 6")	E.A.	5.00
803 8065	PULL BOX SIZE I	E.A.	37.00
804(A) 2915	STRUCTURAL CONCRETE (TL-9)	CY	75.46
804(B) 2916	REINFORCING STEEL (TL-10)	LB	8,801.74
806(C) 8926	40' MTG. HT. POLE & 12' HLMA (G. STL.)	EA.	80.00
806(C) 8929	(PL) 40' MHP TWIN HLMA (G. STL.) (SP-10)	EA.	1.00
806(C) 8954	(PL) 45' MHP TWIN 10' & 10' HLMA (G. STL.)	EA.	39.00
807 8092	BREAKAWAY BASE (DESIGN B)	EA.	79.00
809(A) 8090	ROADWAY LUMINAIRE (TL-24, 25)	EA.	160.00
809(B) 8098	UNDERPASS LUMIN. (100 WATTS MV) (SP-1)	EA.	28.00
810(A) 3118	SERVICE POLE (TL-35, SP-12)	EA.	3.00
811 8038	1/C NO. 4 ELEC. CONDUCTOR (SP-2)	L.F.	49,864.00
811 8044	1/C NO. 10 ELEC. CONDUCTOR (SP-11)	L.F.	950.00
811 8046	2/C NO. 12 ELEC CONDUCTOR	L.F.	19,312.00
890(A) 8712	(PL) REMOVE LIGHT POLE (SP-7)(TL-44)(SP-8)	EA.	100.00

PAY QUANTITIES SCHEDULE			
LIGHTING (TEMPORARY LIGHTING)			
ITEM	DESCRIPTION	UNIT	QUANTITY
880(M) 8340	(SP) TEMPORARY ROADWAY LIGHTING ASSEMBLY (SP-9)	LM.DY.	55,000.00

TRAFFIC LIGHTING PAY QUANTITY NOTES

(TL-9) QUANTITIES INCLUDE STRUCTURAL CONCRETE TO BE USED FOR THE FOLLOWING:
GROUND MOUNTED FOOTINGS..... = 45.82 C.Y.

BARRIER MOUNTED FOOTINGS..... = 29.64 C.Y.

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TOTAL OF STRUCTURAL CONCRETE..... = 75.46 C.Y.

(TL-10) QUANTITIES INCLUDE REINFORCING STEEL TO BE USED FOR THE FOLLOWING:

GROUND MOUNTED FOOTINGS..... = 2,738.80 LBS.

BARRIER MOUNTED FOOTINGS..... = 6062.94 LBS.

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TOTAL OF REINFORCING STEEL..... = 8801.74 LBS.

(TL-24) 82- ROADWAY LUMINAIRES SHALL BE 250 WATT HIGH PRESSURE SODIUM, WITH CLEAR LAMP OF 28,000 LUMENS, ILLUMINATION ENGINEERING SOCIETY DISTRIBUTION AS FOLLOWS:
VERTICAL = M; LATERAL = TYPE 3; CONTROL = SEMICUTIDE;
O.D.O.T. FIXTURE STYLE = A1. SEE STD. HLD1-1-(LATEST REVISION).

(TL-25) 28- ROADWAY LUMINAIRES SHALL BE 310 WATT HIGH PRESSURE SODIUM, WITH CLEAR LAMP OF 37,000 LUMENS, ILLUMINATION ENGINEERING SOCIETY DISTRIBUTION AS FOLLOWS:
VERTICAL = M; LATERAL = TYPE 3; CONTROL = SEMICUTIDE;
O.D.O.T. FIXTURE STYLE = A1. SEE STD. HLD1-1-(LATEST REVISION).

(TL-35) SEE SERVICE POLE SCHEDULE FOR ADDITIONAL INFORMATION CONCERNING THE SERVICE POLE. CONTACT THE FOLLOWING PRIOR TO INSTALLATION:
PERSON'S NAME BANDY-SIANSBERRY..
WITH THE COMPANY/CITY OF OG&E..
COMPANY'S/CITY'S TELEPHONE NO. 553-5234..

(TL-44) INCLUDED IN THE COST OF THIS ITEM, THE CONTRACTOR SHALL EITHER COMPLETELY REMOVE THE EXISTING CONCRETE LIGHT POLE FOOTING(S) OR CUT OFF THE TOP PORTION OF THE FOOTING(S) TO A MINIMUM OF ONE FOOT BELOW GRADE. THE RESULTING HOLE(S) SHALL BE BACKFILLED, COMPACTED AND ALL DEBRIS DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

(SP-1) THE UNDERPASS LUMINAIRES SHALL BE HIGH PRESSURE SODIUM, CLEAR LAMP, 9,500 LUMENS, STYLE B1, SIMILAR TO EITHER AN AMERICAN ELECTRIC MODEL NO. 581-56611 OR A HOLOPANE MODEL NO. WLK2K-100HP-48-GR OR APPROVED EQUAL. THE PRICE BID IS INCLUDE COST OF SPECIAL BRACKETS (IF REQUIRED) FOR THE PROPER INSTALLATION OF THE FIXTURES.

(SP-2) FUSED "Y" CONNECTORS SHALL BE APPROVED BY THE ENGINEER AND INSTALLED AT EACH POLE BASE OR BRANCH CIRCUIT AS REQUIRED. THE COST OF THESE CONNECTORS SHALL BE INCLUDED IN THE PRICE BID FOR THE INSULATED CABLES.

(SP-7) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER.

(SP-8) INCLUDED IN THE PRICE BID FOR THIS ITEM SHALL BE THE REMOVAL OF EXISTING LIGHT POLES AND LUMINAIRES BY THE CONTRACTOR. THESE REMOVED ITEMS SHALL BECOME PROPERTY OF THE CITY OF OKLAHOMA CITY AND DELIVERED TO A STORAGE LOCATION DESIGNATED BY THE CITY.

(SP-9) TEMPORARY LIGHTING BASED ON 380 CALENDAR DAYS FOR THE DETOURS NO 1 & 2.

(SP-10) TWIN 10' & 10' HIGHWAY LIGHTING MAST ARMS.

(SP-11) FOR UNDERPASS LIGHTING.

(SP-12) INCLUDES MODIFICATION TO THE EXISTING SERVICE POLE, AS REQUIRED.

TRAFFIC LIGHTING CONSTRUCTION NOTES

(C-150) SYMBOLS AND LEGENDS ARE DIAGRAMMATIC ONLY AND LOCATIONS SHALL BE ADJUSTED FOR EXISTING FIELD CONDITIONS, BUT NO MAJOR ALTERATIONS OR RELOCATIONS WILL BE MADE WITHOUT FIRST CONSULTING WITH THE CHIEF TRAFFIC ENGINEER.

(C-152) ALL BROKEN CONCRETE, WASTE MATERIAL, AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT WILL BE MADE FOR THE DISPOSAL OF THIS MATERIAL.

(C-155) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE HE MAY INFLICT TO THE EXISTING UNDERGROUND UTILITIES WITHIN THE PROJECT AREA AS A RESULT OF HIS DIGGING, TRENCHING, BORING, ETC.... PRIOR TO DIGGING NEAR THE UTILITIES, THE CONTRACTOR SHALL CALL FOR A LIST OF ALL UNDERGROUND FACILITIES REGISTERED IN THE AREA OF CONSTRUCTION LISTED WITH THE FOLLOWING AGENCIES:
THE "OKIE" NOTIFICATION CENTER (405) 840-5032 OR 1-800-522-6543.
THE LOCAL COUNTY CLERK'S OFFICE.

DEPTH OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

(C-158) THE CONTRACTOR SHALL CONTACT THE BRIDGE DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FOR QUESTIONS CONCERNING COMPLIANCE AND INTERPRETATIONS TO THE A.A.S.H.T.O. "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

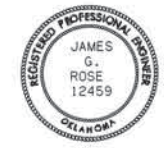
(C-159) THE LIGHT POLE NUMBER PLATES WILL BE FURNISHED TO THE CONTRACTOR BY O.G.&E.. THE POLES IN THE MEDIAN SHALL HAVE THE NUMBERS INSTALLED ON THE EAST SIDE OF THE LIGHT POLE. ALL OTHER POLES WILL BE READABLE FROM THE STREET SIDE OF THE POLE. THE CONTRACTOR SHALL INSTALL THESE NUMBER PLATES AS PER O.G.&E.'S RECOMMENDATIONS AFTER THE POLES ARE ERECTED.

PRIOR TO OG&E PROVIDING THE LIGHT POLE NUMBER PLATES THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH TWO SETS OF FINAL "AS BUILT" PLANS. ALL COST FOR INSTALLING THE NUMBERS AND PROVIDING THE PLANS SHALL BE INCLUDED IN OTHER ITEMS OF WORK. THE ENGINEER WILL MAIL ONE SET OF THE "AS BUILT" PLANS TO:
GLENN GOTTSCHALK
TELEPHONE NO. 553-9370
OG&E STREET LIGHT DEPARTMENT
321 N. HARVEY
OKLAHOMA CITY, OK. 73129

(C-160) THE CONTRACTOR SHALL COOPERATE WITH THE ENGINEER, THE CITY AND THE LOCAL UTILITY CO. TO KEEP THE EXISTING LIGHTING SYSTEM IN SERVICE AS MUCH AS POSSIBLE WHILE DOING THE WORK SPECIFIED BY THIS CONTRACT. IF TEMPORARY CONNECTIONS ARE FEASIBLE AND JUSTIFIABLE, THE ENGINEER MAY REQUIRE THAT THE CONTRACTOR PROVIDE THESE TEMPORARY POWER CONNECTIONS. TEMPORARY CONNECTIONS WILL BE PAID FOR AT THE UNIT BID FOR THE MATERIALS USED.

(C-163) THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A BOLT CIRCLE TEMPLATE(S). THE TEMPLATE(S) SHALL BE 1/4" THICK STEEL PLATE(S), AND BE PERMANENTLY LABELED WITH THE CONTRACTOR'S COMPANY NAME, BOLT CIRCLE DIAMETER AND THE ANCHOR BOLT DIAMETER. THE COST OF THE TEMPLATE(S) SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02
2	CHANGE UNIT		2/19/02

TRAFFIC ENGINEERING DIVISION (DESIGN)	
<i>James G. Rose</i> JAMES G. ROSE PROFESSIONAL ENGINEER 12459	
DATE 2/19/02	

PAY QUANTITY SHEET (LIGHTING)

Drawn	SRW	10-01
Design	SRW	10-01
Checked	JGR	10-01
Traffic Engineering JAMES G. ROSE		

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION DIVISION 4	STATE JOB NO. 00292 (15)	SHEET NO. 41
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OKLAHOMA COUNTY

SUMMARY OF PAY QUANTITIES			
ITEM	DESCRIPTION		QUANTITY
802(B) 8344	3" PVC SCH.40 PLASTIC CONDUIT BORED	L.F.	360
802(B) 8346	3" PVC SCH.40 PLASTIC CONDUIT TRENCHED	L.F.	50
802(B) 8342	2" PVC SCH.40 PLASTIC CONDUIT TRENCHED	L.F.	80
802(B) 8338	1 1/2" PVC SCH.40 PLASTIC CONDUIT TRENCHED	L.F.	630
802(B) 8336	1 1/2" PVC SCH.40 PLASTIC CONDUIT BORED	L.F.	150
802(B) 8334	1" PVC SCH.40 PLASTIC CONDUIT TRENCHED	L.F.	140
803 8065	PULL BOX (SIZE I)	EA.	7
803 8066	PULL BOX (SIZE II)	EA.	1
803 8067	PULL BOX (SIZE III)	EA.	9
804(A) 2915	STRUCTURAL CONCRETE	C.Y.	9.70
804(B) 2916	REINFORCING STEEL	LB.	1357
806(A) 8728	POLE & 30' T.S.MST.ARM(G.STL.)	EA.	1
806(A) 8730	POLE & 35' T.S.MST.ARM(G.STL.)	EA.	1
806(A) 8313	32' MH. POLE 45' T.S. & 10' LMA (G.STL.)	EA.	1
806(B) 8892	8' MTG.HT. T.S. PED. POLE(G.STL.)	EA.	4
809(A) 8090	(PL) ROADWAY LUMINIARE (TL-24)	EA.	1
811 8044	I/C No.10 ELECTRICAL CONDUCTOR	L.F.	120
811 8040	I/C No.6 ELECTRICAL CONDUCTOR (TR-12)	L.F.	150
825 8550	VEH. ACT. SOL. ST. TRAF. SIG. CON. ASM (TR-6) (SP-1)	EA.	1
828(A) 8135	SOL. STA. DIGITAL IND. VEH. LP. DET. (SP-3)	EA.	7
828(B) 8138	LOOP DETECTOR WIRE (SP-2) (SP-5)	L.F.	13,195
830 8000	PEDESTRIAN PUSH BUTTON	EA.	12
831 8231	1WAY3SEC. ADJ. SIG. HD.(MST.ARM.MTD.) S-6	EA.	8
831 8286	1WAY5SEC. ADJ. SIG. HD.(MST.ARM MTD.) S-19L	EA.	2
831 8295	1WAY2SEC. ADJ. PED.SIG. HD.(CLAMP MTD.) S-20	EA.	12
833 3030	BACKPLATE	EA.	10
834(A) 8207	5/C TRAF. SIG. ELECT. CABLE	L.F.	5338
834(A) 8208	7/C TRAF. SIG. ELECT. CABLE	L.F.	263
834(A) 8209	9/C TRAF. SIG. ELECT. CABLE	L.F.	580
834(A) 8210	12/C TRAF. SIG. ELECT. CABLE	L.F.	785
834(B) 8220	2/C SHIELDED LOOP DETECTOR LEAD-IN CABLE	L.F.	3400
850(C) 8118	MAST ARM MOUNTED SIGNS (ALUM.)	S.F.	96
890(A) 8726	(PL) REM. OF TRAFFIC SIG. EQUIPMENT (TR-24)	L.SUM	1
840(A) 8592	(PL) E.P.S. OPTICAL EMITTER (SP-4)	EA.	5
840(B) 8593	(PL) E.P.S. OPTICAL DETECTOR (SP-4)	EA.	4
840(C) 8594	(PL) E.P.S. OPTICAL DETECTOR CABLE (SP-4)	L.F.	1474
840(D) 8595	(PL) E.P.S. 2 CHANNEL PHASE SELECTOR (SP-4)	EA.	2

PAY QUANTITY NOTES

- (TL-24) ROADWAY LUMINAIRES SHALL BE 250 WATT HIGH PRESSURE SODIUM, WITH CLEAR LAMP OF 27,500 LUMENS, ILLUMINATION ENGINEERING SOCIETY DISTRIBUTION AS FOLLOWS: VERTICAL = MEDIUM; LATERAL = TYPE 3; CONTROL = SEMI; O.D.O.T. FIXTURE STYLE = A1. SEE STD. HLD-1-(LATEST REVISION).
- (TR-6) THE CONTROLLERS TO BE FURNISHED ON THIS PROJECT SHALL BE 8 PHASE VEHICLE ACTUATED SOLID STATE DIGITAL TRAFFIC SIGNAL CONTROLLERS. A MINIMUM OF 12 LOAD SWITCH RECEPTACLES SHALL BE FURNISHED AND WIRES TO THE MOUNTING FRAME. ALL WIRING FROM THE FIELD TERMINALS SHALL BE WIRED TO THE MOUNTING FRAME FOR AN 8 PHASE OPERATION. NO CABINET OR CONTROLLER WIRING SHALL BE REQUIRED EXCEPT FOR ADDITIONAL DETECTOR CONNECTING CABLES WHEN CONTROLLER IS EXPANDED FOR AN 8 PHASE OPERATION. THE CONTROLLER SHALL BE CAPABLE OF PERFORMING AS SHOWN ON THE PHASE AND SEQUENCE DIAGRAM. PEDESTRIAN ISOLATION SHALL BE PROVIDED IN THE CONTROLLER CABINET. ALL N.E.M.A. FUNCTIONS SHALL TERMINATE IN THE CONTROLLER CABINET.
- (TR-12) THIS ITEM SHALL BE USED TO SUPPLY POWER FROM THE POWER SOURCE(S) TO THE CONTROLLER CABINET(S)
- (TR-24) ALL TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE CITY. THE CONTRACTOR SHALL NEATLY STACK SUCH REMOVED MATERIAL AT A LOCATION ON THE JOB SITE AS DIRECTED BY THE ENGINEER. THE PRICE BID SHALL INCLUDE THE REMOVAL OF ALL FOOTINGS BELOW GROUND LEVEL OR AS DIRECTED BY THE ENGINEER. FOOTINGS TO BECOME THE PROPERTY OF THE CONTRACTOR.
- (SP-1) ALL TRAFFIC SIGNAL CONTROLLERS ON THIS PROJECT SHALL BE COMPLETELY COMPATIBLE WITH THE CITY'S EXISTING PEEK CLOSED LOOP SYSTEM AND SHALL BE CAPABLE OF UTILIZING ALL FEATURES OF THAT SYSTEM.
- (SP-2) THREE (3) TURNS OF LOOP DETECTOR WIRE ARE REQUIRED FOR 6'X6' LOOPS AND TWO (2) TURNS FOR 6'X30' LOOPS.
- (SP-3) CARD RACK DETECTORS SHALL BE FURNISHED ON THIS PROJECT.
- (SP-4) THE PRIORITY CONTROL SYSTEM SHALL INTERFACE WITH THE TRAFFIC CONTROLLER TO GIVE EMERGENCY VEHICLES APPROACHING THE INTERSECTION A GREEN WITH ALL OTHER INDICATIONS BEING RED. THE SYSTEM SHALL BE CAPABLE OF TWO PRIORITY LEVELS AND LOG THE LAST 100 EVENTS WITH TIME DATE STAMP. EMITTER SHALL BE SELECTABLE TO TRANSMIT UP TO 9999 VEHICLE CODES. ALL EQUIPMENT IN THE SYSTEM SHALL MEET NEMA ENVIRONMENTAL STANDARDS.
- THE MANUFACTURER OR MANUFACTURER'S REPRESENTATIVES SHALL PROVIDE ASSISTANCE TO THE CONTRACTOR OR AGENCY INSTALLING THE EQUIPMENT AS TO THE BEST LOCATION FOR THE DETECTOR PLACEMENT AT EACH INTERSECTION INVOLVED WITH THE PROJECT. ALL EQUIPMENT MUST BE PLAINLY MARKED AS TO THE MANUFACTURER OF THE EQUIPMENT TO PROVIDE CLEAR IDENTIFICATION AS TO THE MANUFACTURER'S MODEL AND SERIAL NUMBER OF EACH UNIT. NEMA CERTIFICATION TEST REPORTS SHALL BE PROVIDED UPON REQUEST BY THE ENGINEER.
- (SP-5) INCLUDED 10,075 L.F. FOR REPLACEMENT OF EXISTING LOOPS AT THE INTERSECTIONS BELOW:
- 1 - SHIELDS BLVD. & I-240
- S. LEG :
- 6'X30' 1 EA.
- 6'X6' 9 EA.
- W. LEG :
- 6'X30' 2 EA.
- 2 - SHIELDS BLVD. & S.E. 89th ST.
- N. LEG :
- 2-3'X30' 1 EA.
- 6'X6' 9 EA.
- S. LEG :
- 2-3'X30' 1 EA.
- 6'X6' 9 EA.
- E. LEG :
- 2-3'X30' 1 EA.
- 6'X6' 2 EA.
- W. LEG :
- 2-3'X30' 1 EA.
- 6'X6' 2 EA.
- 3- SHIELDS BLVD. & N.W. 27th ST. & JANEWAY AVE.
- N. LEGS :
- 6'X30' 6 EA.
- 6'X6' 3 EA.
- S. LEGS :
- 6'X30' 6 EA.
- E & W LEGS :
- 6'X30' 12 EA.

(REFERENCE F.A. PROJECT NO. IR-35-3(214)119 , SHEETS 19,22 AND 25 FOR LOOP DIAGRAMS OR CALL O.K.C. TRAFFIC MANAGEMENT (405) 297-2531



REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02

SIGNAL GENERAL CONSTRUCTION NOTES

- (C-155) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE HE MAY INFLICT TO THE EXISTING UNDERGROUND UTILITIES WITHIN THE PROJECT AREA AS A RESULT OF HIS DIGGING, TRENCHING, BORING, ETC.... PRIOR TO DIGGING NEAR THE UTILITIES, THE CONTRACTOR SHALL CALL FOR A LIST OF ALL UNDERGROUND FACILITIES REGISTERED IN THE AREA OF CONSTRUCTION LISTED WITH THE FOLLOWING AGENCIES:
THE "OKIE" NOTIFICATION CENTER (405) 840-5021 OR 1-800-522-6543.
THE LOCAL COUNTY CLERK'S OFFICE.
DEPTH OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

- (C-3) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.
- (C-150) SYMBOLS AND LEGENDS ARE DIAGRAMMATIC ONLY AND LOCATIONS SHALL BE ADJUSTED FOR EXISTING FIELD CONDITIONS, BUT NO MAJOR ALTERATIONS OR RELOCATIONS WILL BE MADE WITHOUT FIRST CONSULTING WITH THE CHIEF TRAFFIC ENGINEER.
- (C-151) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.
- (C-152) ALL BROKEN CONCRETE, WASTE MATERIAL, AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT WILL BE MADE FOR THE DISPOSAL OF THIS MATERIAL.
- (C-161) THE ITEMS THAT ARE TO BE REMOVED AND/OR RESET SHALL BE HANDLE WITH CARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OCCURRING DURING THESE OPERATIONS.

THE CITY OF OKLAHOMA CITY PUBLIC WORKS DEPARTMENT TRAFFIC MANAGEMENT DIVISION			
DESIGNED		SUMMARY OF PAY QUANTITIES (TRAFFIC SIGNALS) STATE JOB NO. 00292(15) RDY SHEET NO. 42	
DRAWN			
CHECKED			
APPROVED			

TRAFFIC SIGNING PAY QUANTITY NOTES

- (TS-1) "REMOVAL OF SIGN FOOTINGS" SHALL MEAN THE REMOVAL OF AN EXISTING FOOTING WITH OR WITHOUT STUBS AND SHALL BE DISPOSED OF AS NOTED IN GENERAL CONSTRUCTION NOTES.
- (TS-4) COST OF LIGHTING BALLAST AND PHOTO CELL SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- (TS-5) ELECTRICAL CONDUCTORS TO BE INSTALLED IN 3/4" CONDUIT FOR SIGN LIGHTING SHALL BE SOLID COPPER TYPE THW OR THWN 75 DEGREE CELSIUS 600 VOLT. LINE CONDUCTOR SHALL BE BLACK; NEUTRAL CONDUCTOR SHALL BE WHITE OR GRAY. AN ALTERNATE TYPE OF INSULATION MAY BE USED IF APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- (TS-7) ON THIS PROJECT HIGH-INTENSITY DEMOUNTABLE OR STICK-ON COPY SHALL BE CONSIDERED AN APPROVED EQUAL TO BUTTON COPY FOR THE LEGENDS AND BORDERS. THE LEGENDS AND BORDERS ON EACH SIGN SHALL BE OF THE SAME MATERIALS.
- (TS-13) QUANTITY SHOWN INCLUDES 60,970.00 L.F. TRAFFIC STRIPE (PLASTIC) (WHITE) AND 66,490.00 L.F. TRAFFIC STRIPE (PLASTIC) (YELLOW). TRAFFIC STRIPE (PLASTIC) WILL BE MEASURED BY THE LINEAR FOOT OF FOUR-INCH (4") WIDE TRAFFIC STRIPE OR THE EQUIVALENT AMOUNT OF FOUR-INCH (4") WIDE STRIPE WHEN A NARROWER OR WIDER STRIPE IS SPECIFIED IN THE PLANS OR STANDARD DRAWINGS.
- (TS-15) RAISED PAVEMENT MARKERS SHALL BE INSTALLED BY CLASS AND TYPE ACCORDING TO APPLICABLE O.D.O.T. STANDARD DRAWINGS.
- (TS-18) THE AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE) SHALL INCLUDE COST OF REMOVAL OF ARROWS, WORDS, AND SYMBOLS IF NECESSARY. THE PAVEMENT MARKING TO BE REMOVED SHALL BE CONSIDERED THERMOPLASTIC AND BID ACCORDINGLY.
- DURING REMOVAL OF EXISTING STRIPING AND REPLACEMENT WITH NEW STRIPING, PERMANENT STRIPING SHALL BE REPLACED WITHIN 48 HOURS AFTER OLD STRIPING IS REMOVED.
- (TS-20) INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH O.D.O.T. PLANS AND STANDARD DRAWINGS SS-1 AND SSPI-1 (LATEST REVISION).
- (TS-21) INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ANY EXISTING SIGNS TO BE REPLACED BY NEW ASSEMBLIES AND THE REMOVAL OF ANY EXISTING SIGNS THAT WILL BE IN CONFLICT WITH THE NEW ROADWAY OR NEW SIGNAGE.
- (TS-22) SEE STANDARD DRAWING 1A1-1 (LATEST REVISION). THESE MODULES SHALL BE DELIVERED TO A LOCATION SELECTED BY THE ENGINEER.
- (TS-23) PRICE BID FOR SAND FILLED IMPACT ATTENUATOR (S) SHALL INCLUDE THE COST FOR OM-1 SIGN(S), AND THE REMOVAL OF ANY OM-3 OR OM-3E SIGN(S), POST(S) AND FOOTING(S), IF PRESENT, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION ACCORDING TO PERTINENT O.D.O.T. STANDARD DRAWINGS.
- (TS-33) "REMOVAL OF EXISTING SIGNS" SHALL MEAN THE REMOVAL OF A COMPLETE SIGNING ASSEMBLY WHICH MAY INCLUDE MULTIPLE SIGNS, POSTS, OR FOOTINGS. IN THE CASE WHERE A FOOTING EXISTS ADJACENT TO A SIGN ASSEMBLY, REMOVAL OF THE FOOTING WILL BE PAID AS "REMOVAL OF SIGN FOOTINGS". WHEN APPROVED BY THE RESIDENT ENGINEER, FOOTINGS MAY BE OBLITERATED TO A POINT BELOW GROUND LEVEL IN LIEU OF BEING COMPLETELY REMOVED. SEE GENERAL CONSTRUCTION NOTES FOR DISPOSAL OF OLD CONCRETE FOOTING MATERIAL.
- (TS-43) THE PRICE BID FOR THIS ITEM SHALL INCLUDE THE FOLLOWING:
- (A) ONE OFFICIALLY MARKED OKLAHOMA HIGHWAY PATROL CAR (WHEN PROJECT INVOLVES A STATE OR FEDERAL HIGHWAY) OR A LOCAL CITY OR COUNTY LAW ENFORCEMENT VEHICLE. PRICE BID FOR THIS ITEM SHALL BE PAID ON A PER UNIT PER HOUR BASIS.
- (B) ONE LAW ENFORCEMENT OFFICER WITH JURISDICTIONAL AUTHORITY TO WRITE AND ISSUE TRAFFIC CITATIONS. THE LAW ENFORCEMENT OFFICER SHALL BE INSURED, LICENSED AND BONDED, IF REQUIRED, BY THE CONTRACTOR. THIS OFFICER SHALL BE SPECIFICALLY APPROVED AND ASSIGNED TO THIS WORK ACTIVITY.
- (C) THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH A LAW ENFORCEMENT AGENCY TO PROVIDE THE REQUIRED LAW ENFORCEMENT ON THIS PROJECT.
- (D) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS ANTICIPATED WEEKLY SCHEDULE TO THE ENFORCEMENT AGENCY TWO WEEKS IN ADVANCE OF THE WORK. THE WORK SCHEDULE WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- (SP-1) WALKWAYS TO BE USED ON THIS PROJECT SHALL BE UNISTRUT, G-9122, G-9222 OR AN APPROVED EQUAL. QUANTITY SHOWN IS FOR A 47" WIDE WALKWAY TO BE PLACED INSIDE THE BOX OF THE STRUCTURE. THE METHOD OF ATTACHING THE WALKWAY TO THE SIGN STRUCTURE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- (SP-2) WALKWAYS TO BE USED ON THIS PROJECT SHALL BE UNISTRUT, G-9122, G-9222 OR AN APPROVED EQUAL.
- (SP-3) LENGTH OF OVERHEAD SIGN STRUCTURES SHALL BE VERIFIED BY THE CONTRACTOR'S FIELD SURVEY, PRIOR TO CONSTRUCTION.
- (SP-4) INCLUDED IN THE PRICE BID FOR THIS ITEM SHALL BE A 40' OVERHEAD SIGN STRUCTURE "C-1" ALUMINUM OR GALVANIZED STEEL.
- (SP-5) GROUND MOUNT SIGNS THAT ARE TO BE REMOVED, RESET, AND/OR RELOCATED SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND STORED AT A SITE SELECTED BY THE ENGINEER. ANY DAMAGE TO THE STRUCTURES OR SIGNS DURING THE REMOVAL, TRANSPORTATION, STORAGE, RESETTING, AND/OR RELOCATION OF THE STRUCTURE OR SIGN SHALL BE REPAIRED BY, AND AT THE EXPENSE OF THE CONTRACTOR.
- * (SP-6) INCLUDED IN THE PRICE BID FOR THIS ITEM SHALL BE THE REMOVAL OF SEVEN OVERHEAD SIGN STRUCTURES AT STA.46+50, 59+80, STA.72+55, STA.87+00, STA.91+80, STA.98+30 AND STA.118+30 (APPROX.).
- (SP-7) INCLUDED IN THIS PAY ITEM IS PAVEMENT MARKING FOR SHIELDS BLVD.

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

- (C-51) REMOVED MATERIAL TO BECOME PROPERTY OF CONTRACTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE RESIDENT ENGINEER.
- (C-52) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.
- (C-53) ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY STRUCTURES, ROADWAY SURFACES, STRIPING, RAISED PAVEMENT MARKERS, GUARDRAIL, SLOPES, AND SIGNS SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER.
- (C-54) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. SEE STANDARD SPECIFICATIONS AND DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.
- (C-55) ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE 1999 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN.
- (C-56) HIGH INTENSITY REFLECTIVE SHEETING, TYPE III SHALL BE USED FOR THE FOLLOWING TYPE OF PERMANENT SIGNS:
1. ALL R1-1, R1-2, RS-1, AND RS-1A SIGNS
2. ALL YELLOW WARNING SIGNS.
3. ALL GREEN AND BLUE SIGNS ON INTERSTATES AND FREEWAYS.
4. ALL PANEL SIGNS.
- SUPER-ENGINEERING GRADE REFLECTIVE SHEETING, TYPE II SHALL BE USED ON ALL OTHER PERMANENT SIGNS OR SIGNS LISTED IN SIGN SUMMARY.
- (C-58) NO SPLICES SHALL BE PERMITTED IN ANY PIPE OR WIDE FLANGE SIGN POSTS.
- (C-59) ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.
- (C-60) THE SIGN PLACEMENT STATIONING AND LOCATIONS SHOWN ON THE PLAN SHEETS AND SUMMARY SHEETS ARE APPROXIMATE. EXACT STATIONING AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED.
- (C-61) POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE. EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.
- (C-62) THE COST OF REPLACEMENT OF MISSING OR DAMAGED EDGE STRIPE ON EXISTING SIGNS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- (C-63) ALL EXISTING AND NEW BREAKAWAY SIGN POSTS, PIPES AND WIDE FLANGE BEAMS SHALL HAVE SHEET METAL BOLT RETAINER PLATES AS SPECIFIED IN O.D.O.T. STD. POST-1 (LATEST REVISION). REPLACEMENT COST OF MISSING OR DAMAGED BOLT RETAINER PLATES AND ALL ASSOCIATED HARDWARE AND LABOR SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- (C-65) ALL REMOVED SIGNS, SIGN POSTS, BOLTS, MISCELLANEOUS HARDWARE, AND DELINEATORS SHALL REMAIN THE PROPERTY OF THE STATE. THE CONTRACTOR SHALL NEATLY STACK SUCH REMOVED MATERIAL AT A LOCATION ON THE JOB SITE AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.
- (C-66) ALL SIGNS SHALL BE REMOVED FROM THE POSTS IN A SALVAGEABLE MANNER FOR REUSE. CARE SHALL BE TAKEN DURING REMOVAL AND TRANSPORTING TO ALLEVIATE DAMAGE OF MATERIALS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED DURING REMOVAL OF SIGNS, AND SIGN POSTS.
- (C-67) THE REMOVAL OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE REMOVED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. AFTER REMOVAL, THE HOLES SHALL BE PATCHED WITH CONCRETE. THE NEW LOCATION OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE SAVED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. CONCRETE PATCHING, SAWING, LABOR, AND ALL OTHER ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- (C-68) AFTER REMOVAL OF ANY SIGN FOOTINGS, THE HOLES SHALL BE FILLED WITH SOIL AND TAMPED AND SHAPED IN A MANNER APPROVED BY THE RESIDENT ENGINEER.
- (C-69) FOR NEW OR EXISTING GROUND MOUNTED SIGNS, MAXIMUM STUB POST PROJECTION ABOVE FOOTING/GROUND LINE SHALL BE 1-3/4" ± 1/4". MAXIMUM FOOTING PROJECTION ABOVE GROUND LINE SHALL BE NO MORE THAN 2". SHOULD ADDITIONAL SOIL BE REQUIRED, THE RESIDENT ENGINEER WILL DESIGNATE AN AREA TO OBTAIN ADDITIONAL SOIL. ALL ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
- (C-72) UPRIGHT LENGTHS SHOWN ARE APPROXIMATE AND ACTUAL LENGTHS SHALL BE DETERMINED BY THE CONTRACTOR'S FIELD SURVEY.
- (C-73) DETAILS FOR MOUNTING SIGNS TO OVERHEAD STRUCTURES SHALL BE APPROVED BY THE ENGINEER AND SUBMITTED WITH SHOP DRAWINGS FOR OVERHEAD STRUCTURES. NO MOUNTING HOLES SHALL BE PERMITTED IN OVERHEAD STRUCTURES UPRIGHT MEMBERS.
- (C-76) CONTRACTOR SHALL PROVIDE THE ENGINEER A MINIMUM OF SEVEN (7) DAYS ADVANCE NOTICE FOR INSTALLATION OF OVERHEAD SIGN STRUCTURES AND OVERHEAD SIGNS. INSTALLATION SHOULD PREFERABLY BE ACCOMPLISHED ON SUNDAY BETWEEN 7:00 A.M. AND 10:00 A.M.

00292(15) P A Y Q U A N T I T I E S			
0301 SIGNING AND STRIPING			
ITEM	DESCRIPTION	UNIT	QUANTITY
802(A) 8300	3/4" GALV. STEEL ELECT. COND. EXPOSED	LF	460.000
804(A) 2915	STRUCTURAL CONCRETE	CY	373.96
804(B) 2916	REINFORCING STEEL	LB	13,606.000
809(D) 8453	OVERHEAD SIGN LUMINAIRE (TS-4)	EA	26.000
811 8044	1/C NO.10 ELECT. COND. (TS-5)	LF	620.000
850(A) 8110	SHEET ALUMINUM SIGNS (TS-20)	SF	872.850
850(B) 8112	EXTRUDED ALUMINUM PANEL SIGNS (TS-7)	SF	1,168.950
850(B) 8114	EXTRUDED ALUMINUM PANEL SIGNS (OVERHEAD) (TS-7)	SF	2,998.900
851(A) 3206	4" Ø 13 G. STL. WIDE FLANGE BM. POST	LF	191.300
851(A) 3207	6" Ø 15 G. STL. WIDE FLANGE BM. POST	LF	127.200
851(A) 3208	6" Ø 20 G. STL. WIDE FLANGE BM. POST	LF	48.400
851(A) 3210	8" Ø 31 G. STL. WIDE FLANGE BM. POST	LF	168.100
851(B) 3217	2 1/2" Ø 5.79 GALV. STL. PIPE POST (TS-20)	LF	300.000
851(B) 3218	3" Ø 7.58 GALV. STL. PIPE POST (TS-20)	LF	28.000
851(C) 8324	2" SQUARE TUBE POST (TS-20)	LF	375.000
851(C) 8327	2 1/4" SQUARE TUBE POST (TS-20)	LF	889.000
852(E) 8736	OVHD. SN. SR. WALKWAY & HANDRAIL - INTERNAL (ISP-1)	LF	620.000
852(E) 8742	OVHD. SN. SR. WALKWAY & HANDRAIL - EXTERNAL (ISP-2)	LF	620.000
852A/B 8943	OVHD. SN. STR. TYPE C-1 AL./G. STL. 50' (ISP-3)	EA	1.000
852A/B 8958	OVHD. SN. STR. TYPE C-1 AL./G. STL. 75' (ISP-3)	EA	1.000
852A/B 8964	OVHD. SN. STR. TYPE C-1 AL./G. STL. 80' (ISP-3)	EA	3.000
852A/B 8967	OVHD. SN. STR. TYPE C-1 AL./G. STL. 85' (ISP-3)	EA	1.000
852A/B 9006	OVHD. SN. STR. TYPE C-1 AL./G. STL. 150' (ISP-3)	EA	1.000
8521/J 9021	OVHD. SN. STR. TYPE (ISP-4)	LF	40.000
855(A) 8812	TRAFFIC STRIPE (PLASTIC) (4" WIDE) (TS-13) (SP-7)	LF	127,460.000
855(B) 8818	TRAFFIC STRIPE (PLASTIC) (ARROW) (ISP-7)	EA	24.000
855(B) 8821	TRAFFIC STRIPE (PLASTIC) (WORD) (ISP-7)	EA	20.000
857(A) 8947	PAVEMENT MARKERS CLASS 'C', TYPE 2C (TS-15)	EA	592.000
859(A) 8006	PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE) (TS-18)	LF	2000.000
870(A) 8011	SAND FILLED IMPACT ATTENUATION MODULE (TS-22, 23)	EA	114.000
880(L) 8911	TRAFFIC SURVEILLANCE, POLICE (TS-43)	HR	25.000
890(A) 8718	REMOVAL OF OVHD. SIGN STR. & SIGNS (TS-1, 33) (SP-6)	LSUM	1.000
890(A) 8720	REMOVAL OF GROUND MOUNTED SIGNS (TS-1, 33) (SP-5)	LSUM	1.000
890(A) 8722	REMOVAL OF EXISTING SIGNS (TS-21) (SP-5)	LSUM	1.000
890A/B 8760	REMOVE & RESET GROUND MOUNT SIGNS (TS-1) (SP-5)	EA	6.000

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	SHEET ADDED		2/12/02
*	VARIOUS CHANGES		3/4/02



PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING DIVISION
James Matthew Montgomery
DATE 3/4/02
OKLA. REG. NO. 17913



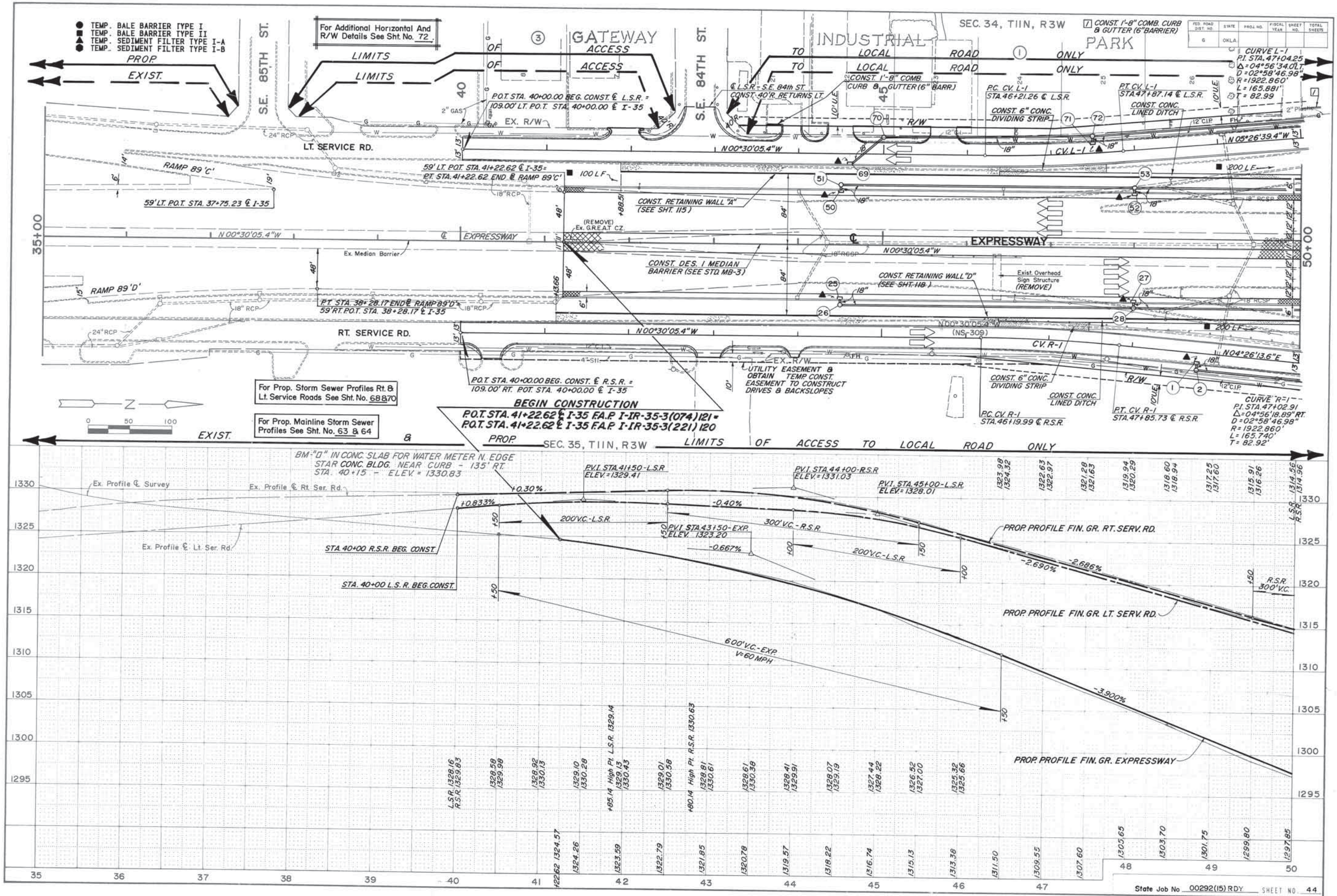
PAY QUANTITIES AND NOTES
(SIGNING AND STRIPING)

Drawn	SNG	11/01
Design	JMM	11/01
Checked	JMM	11/01
Traffic Engineering		
DESIGN GROUP 2		

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION
DIVISION IV | STATE JOB NO. 00292(15) | SHEET NO. 43

OKLAHOMA COUNTY



- TEMP. BALE BARRIER TYPE I
- TEMP. BALE BARRIER TYPE II
- ▲ TEMP. SEDIMENT FILTER TYPE I-A
- ▲ TEMP. SEDIMENT FILTER TYPE I-B

PROP.
EXIST.

SE. 85TH ST.

For Additional Horizontal And
R/W Details See Sht. No. 72

GATEWAY
ACCESS

SE. 84TH ST.

SEC. 34, T11N, R3W

CONST. 1'-8" COMB. CURB
& GUTTER (6" BARRIER)

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

CURVE L-1
PI STA. 47+04.25
Δ=04°56'34.0"LT
D=02°58'46.98"
R=1922.860'
L=165.881'
T=82.99'

35+00

50+00

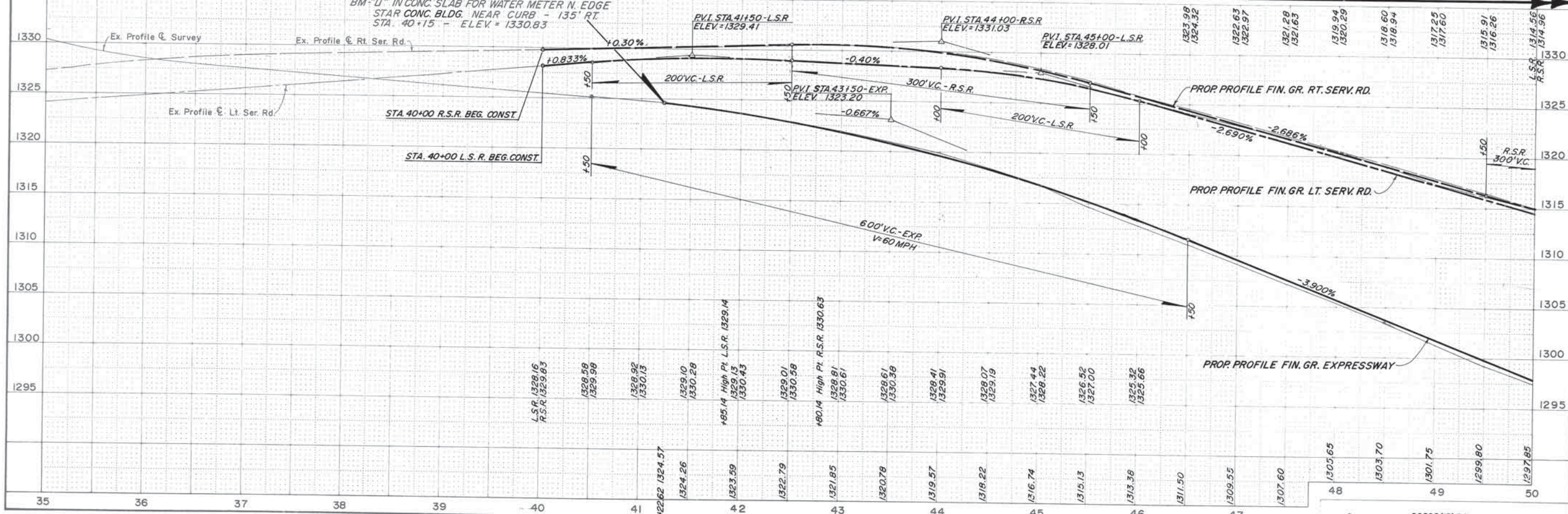


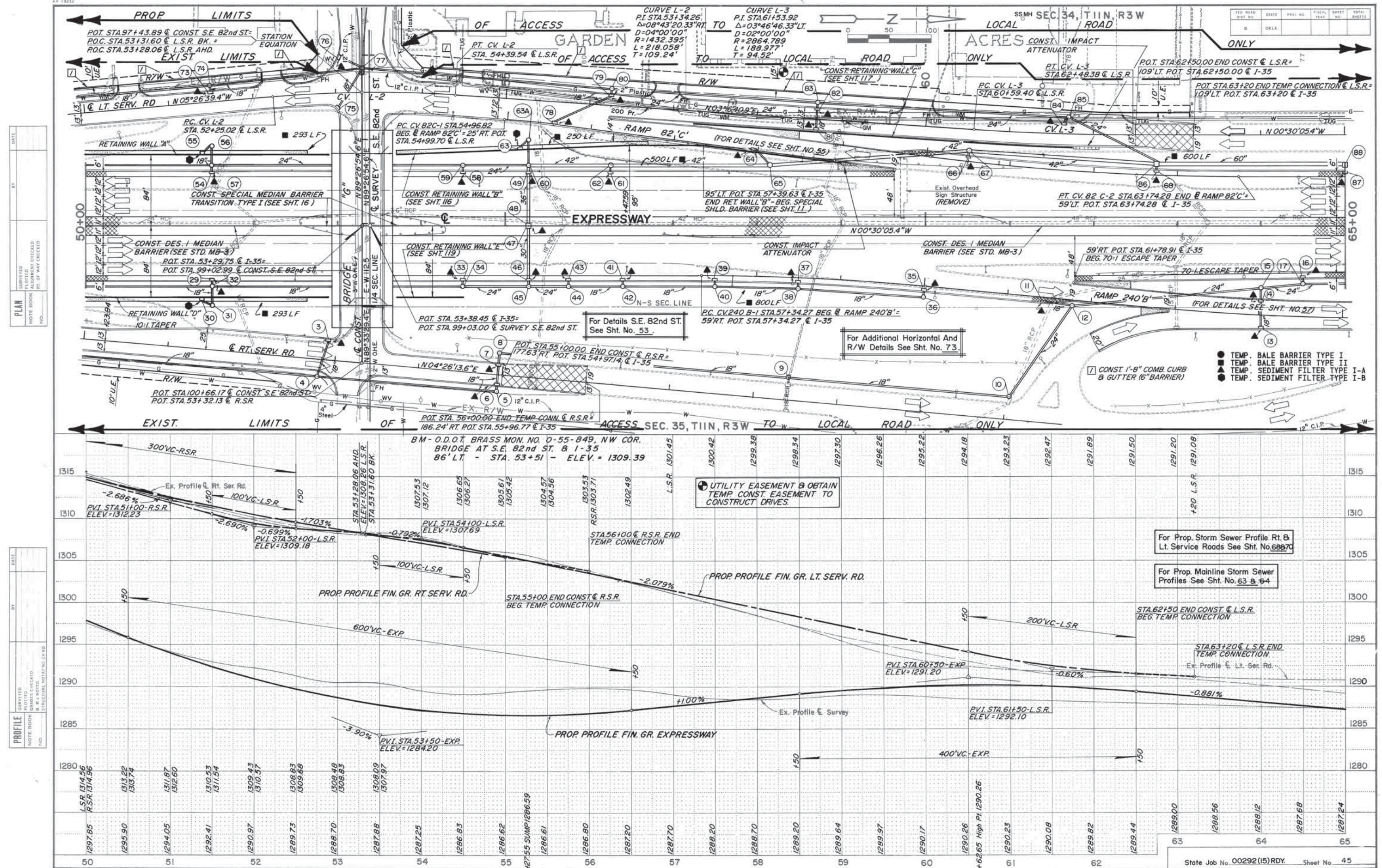
For Prop. Storm Sewer Profiles Rt. &
Lt. Service Roads See Sht. No. 68 & 70

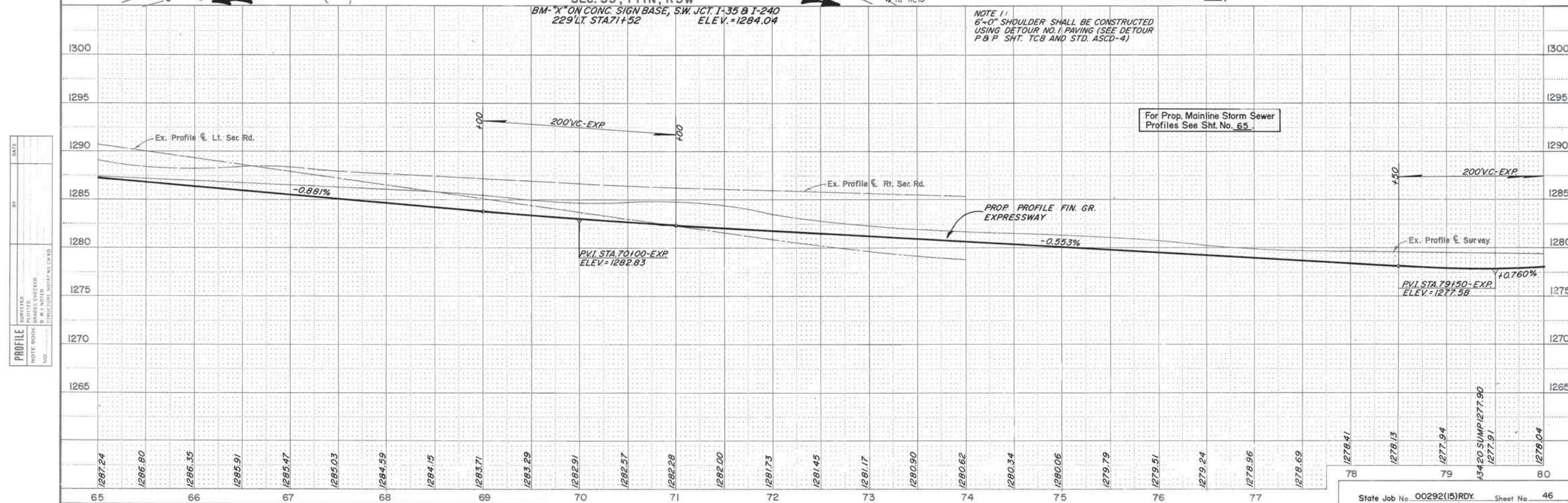
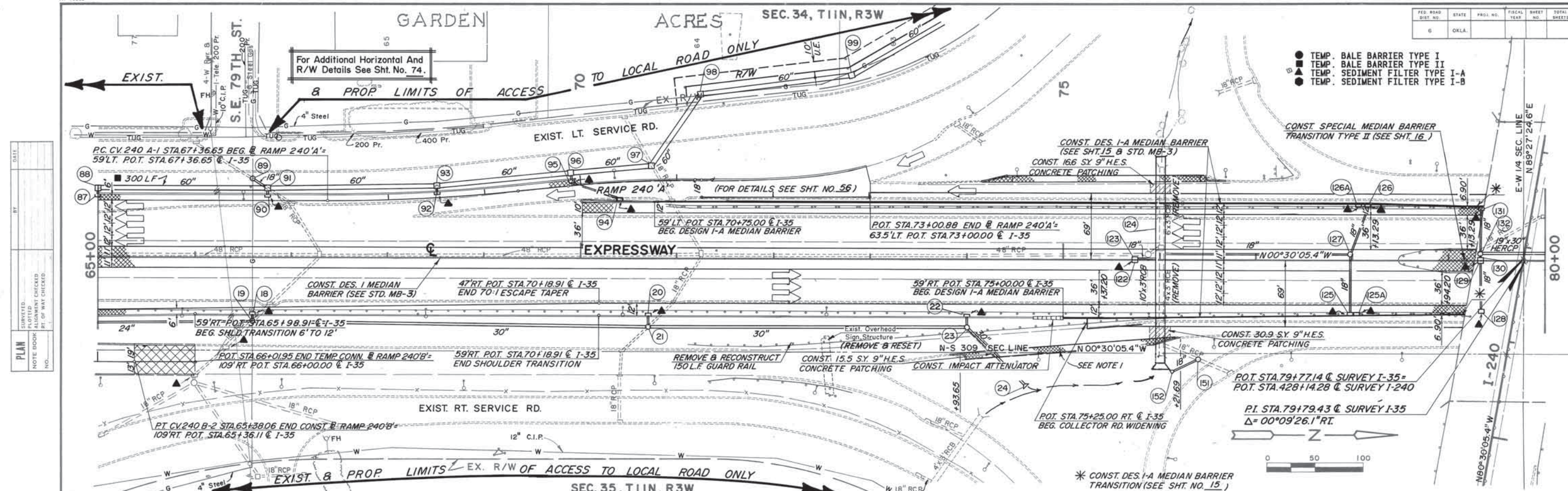
For Prop. Mainline Storm Sewer
Profiles See Sht. No. 63 & 64

BEGIN CONSTRUCTION
P.O.T. STA. 41+22.62 & I-35 F.A.P. I-IR-35-3(074)121 =
P.O.T. STA. 41+22.62 & I-35 F.A.P. I-IR-35-3(221)120

SEC. 35, T11N, R3W LIMITS OF ACCESS TO LOCAL ROAD ONLY

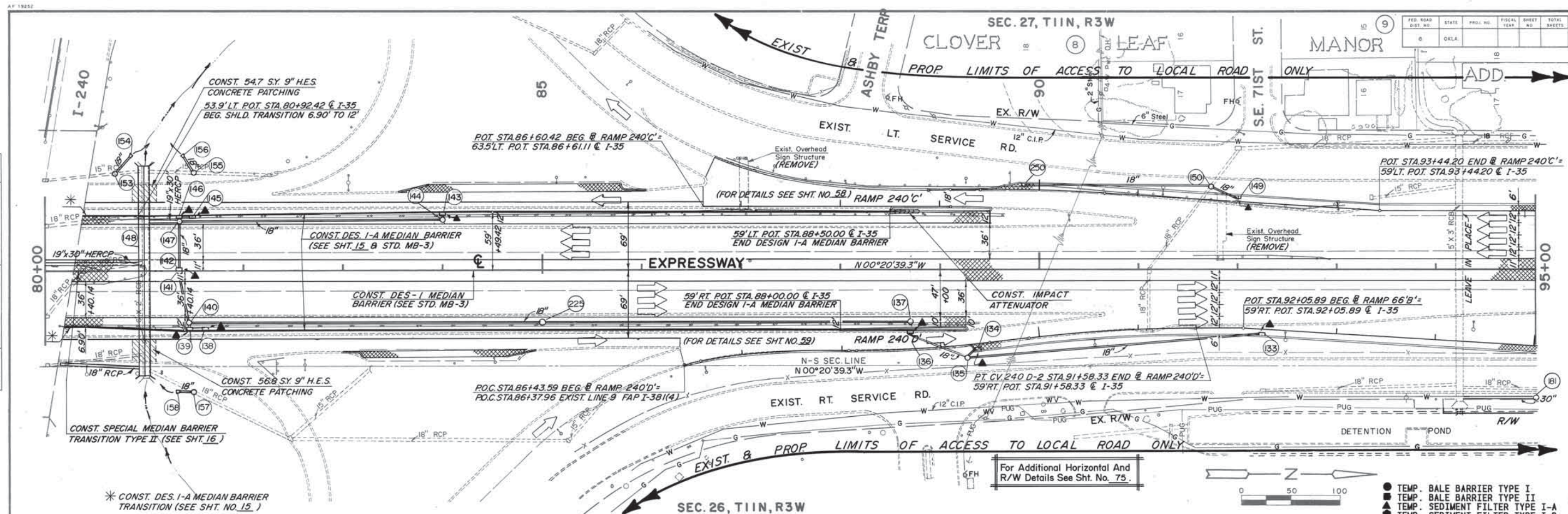




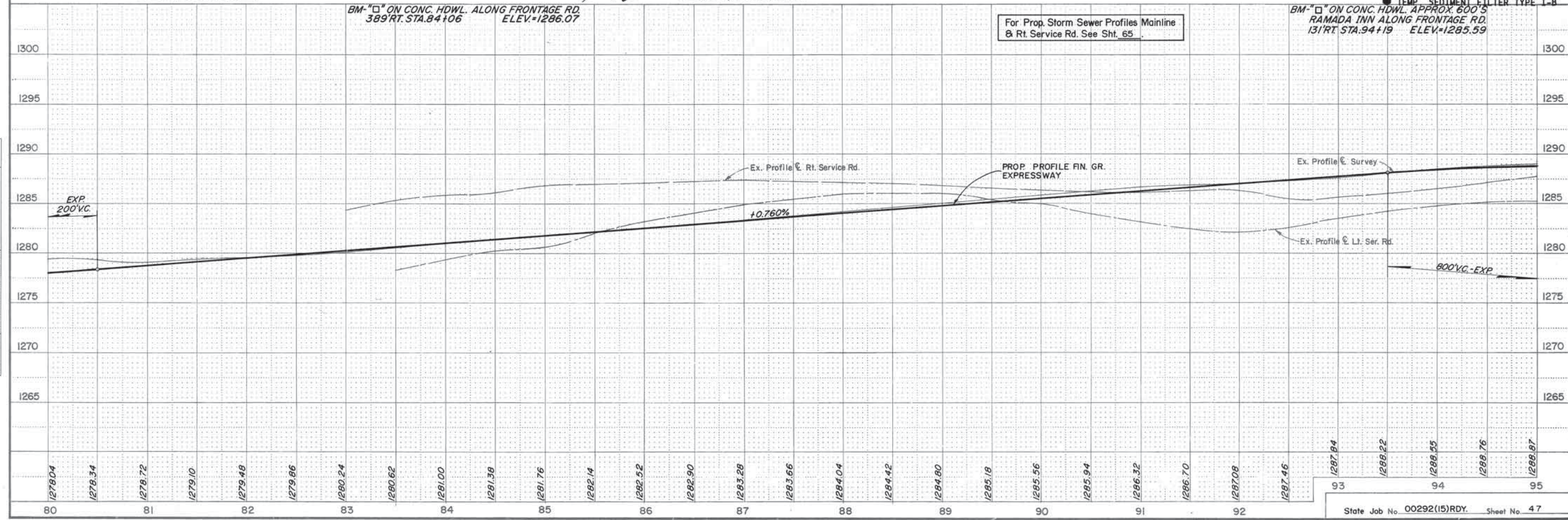


AT 19252

PLAN	DATE
	BY
	DESIGNED
	NOTED
NOTE BOOK	NO.
	BY
	DATE
	BY

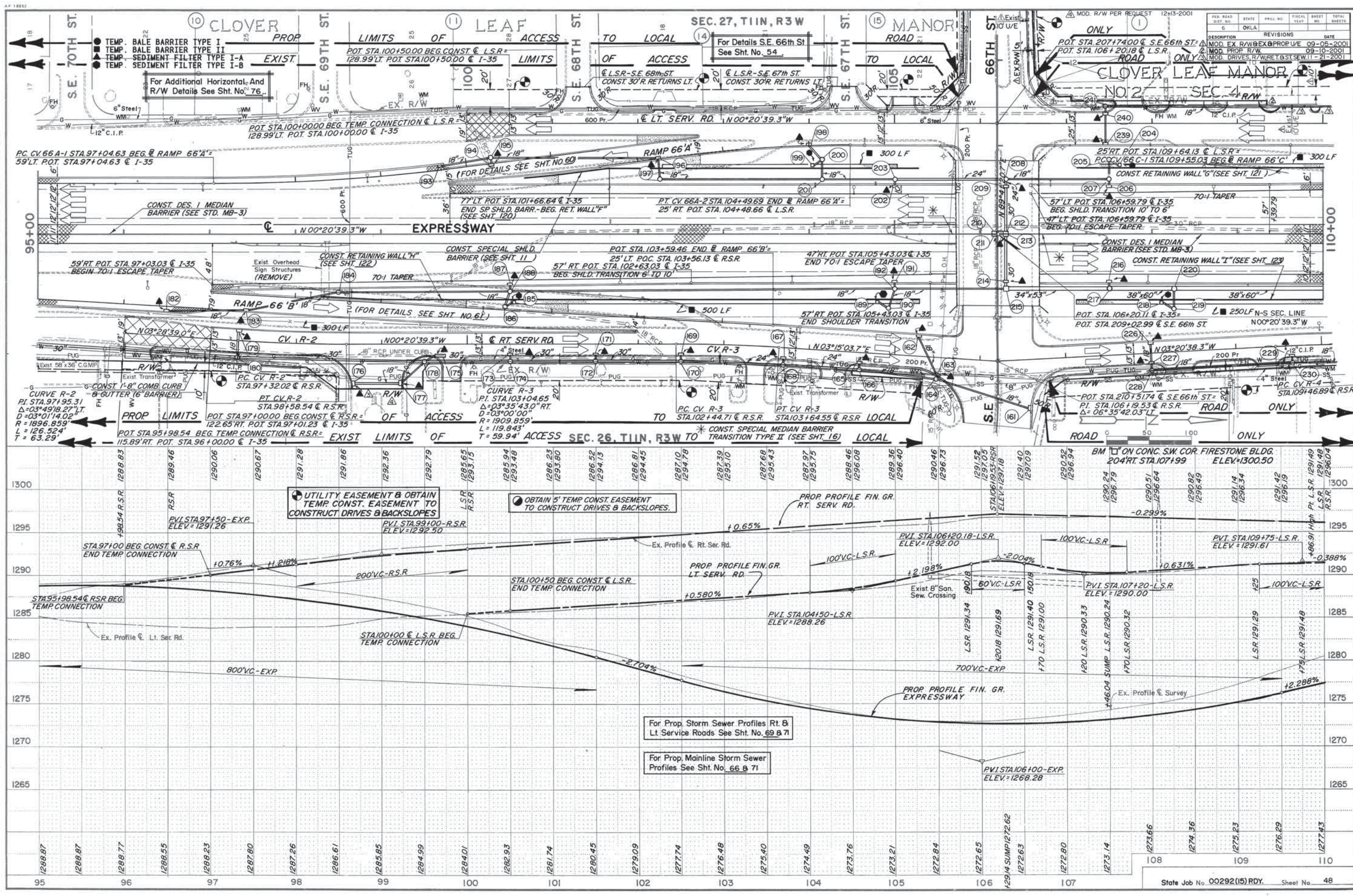


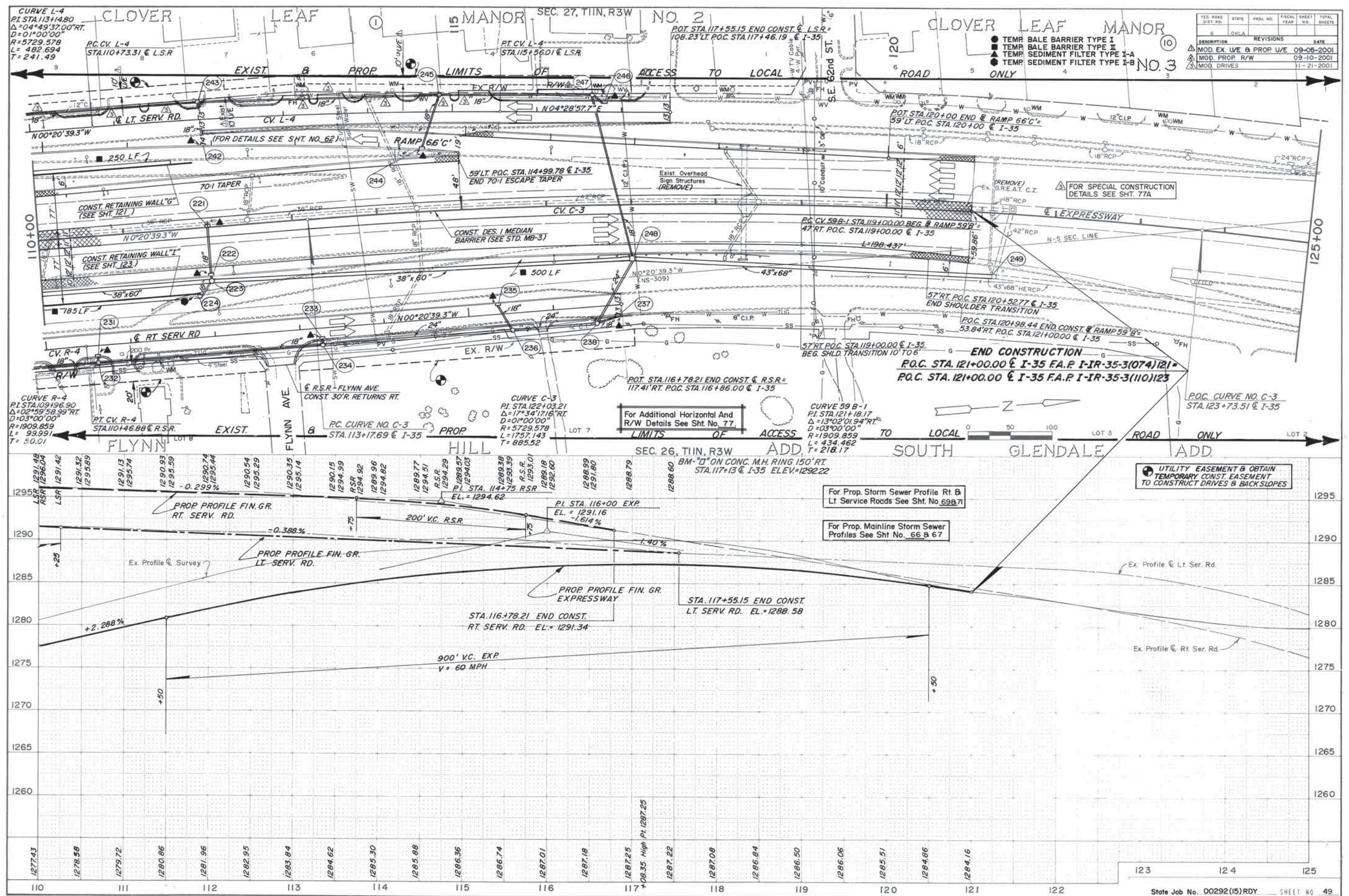
PROFILE	DATE
	BY
	DESIGNED
	NOTED
NOTE BOOK	NO.
	BY
	DATE
	BY



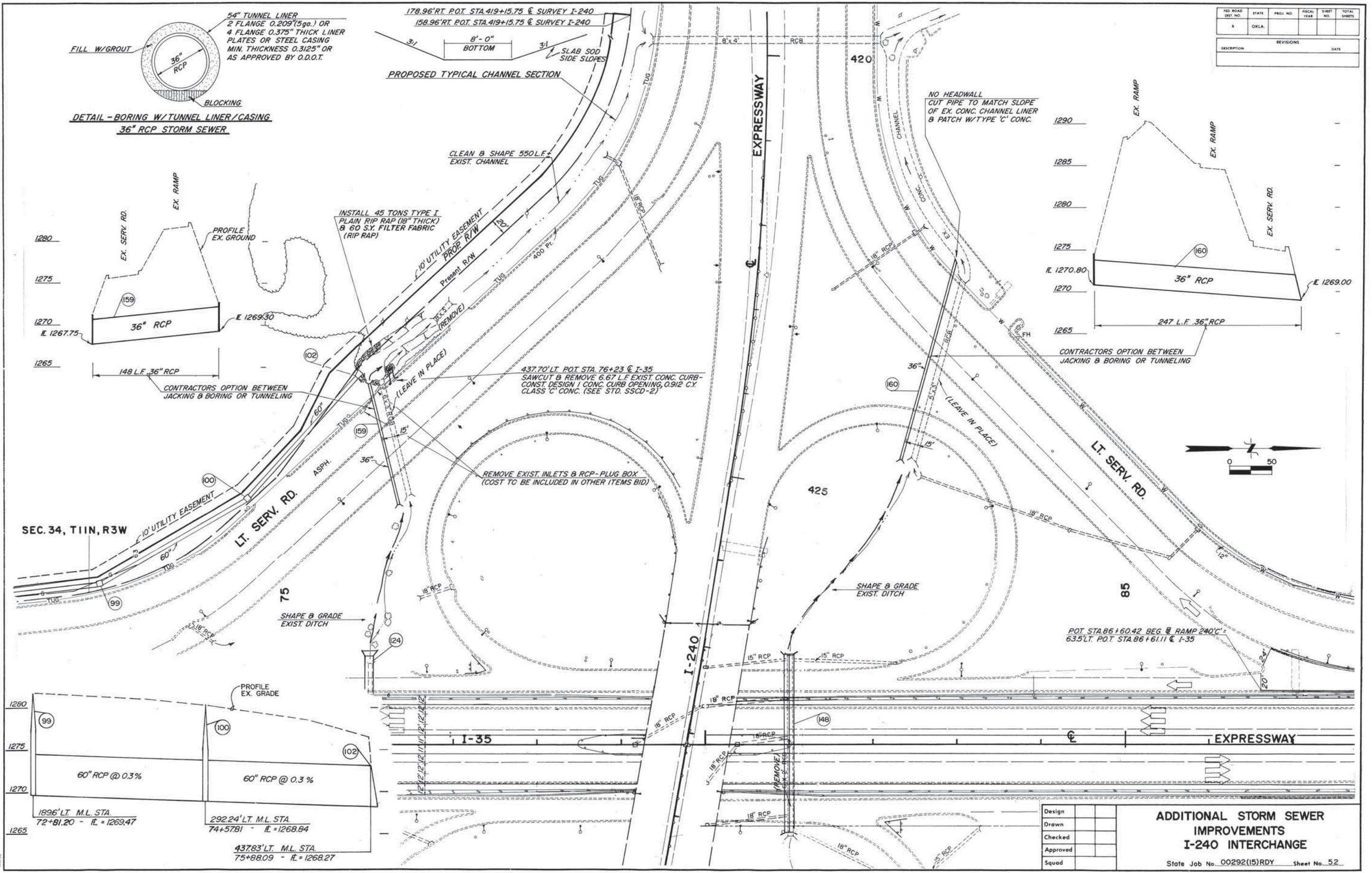
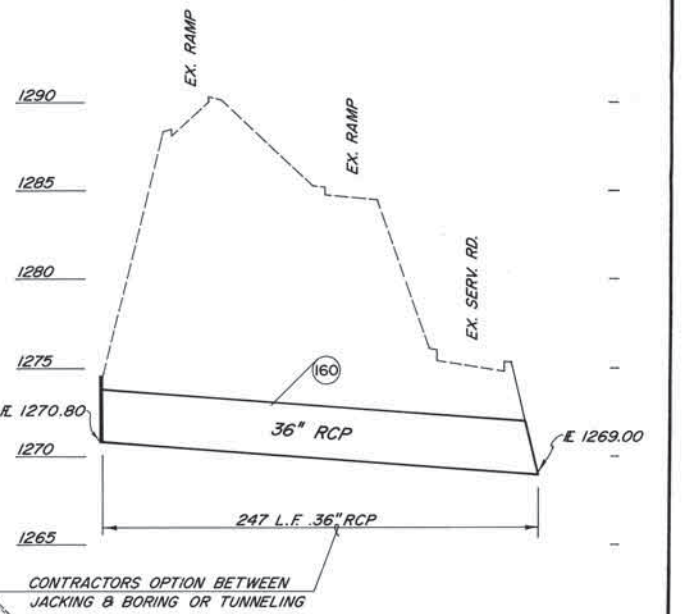
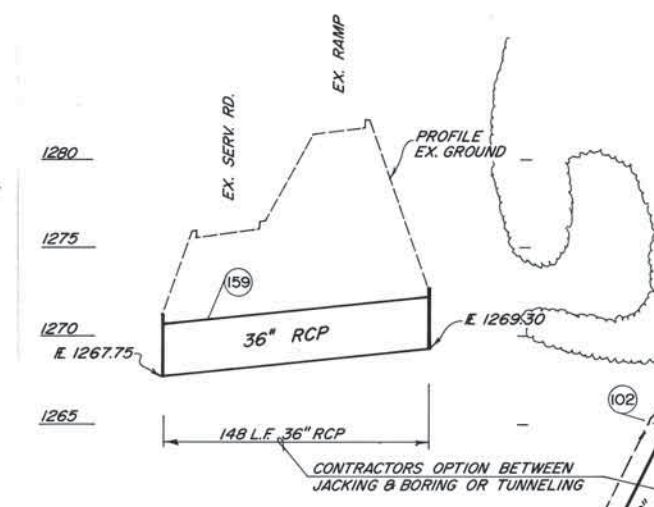
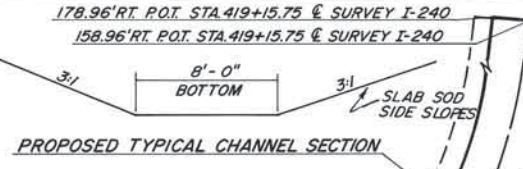
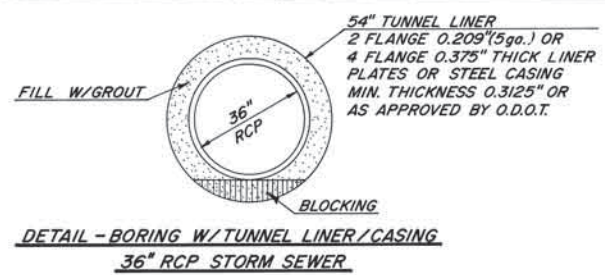
DATE	
BY	
REVISIONS	
NO.	
PLAN	
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DATE	
BY	
REVISIONS	
NO.	
PROFILE	
NO.	





FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	OKLA.				
REVISIONS					DATE



Design	
Drawn	
Checked	
Approved	
Squad	

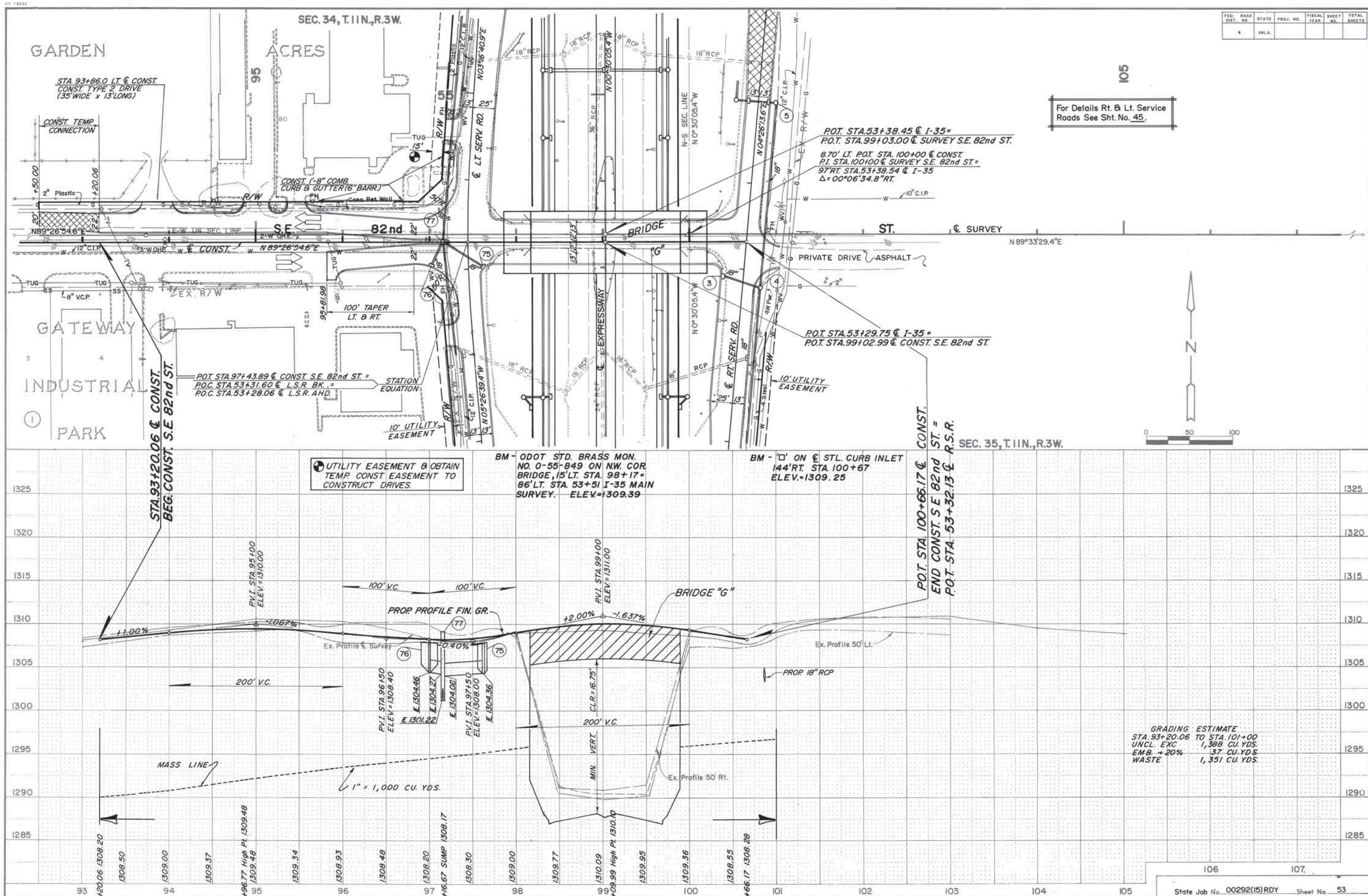
**ADDITIONAL STORM SEWER IMPROVEMENTS
I-240 INTERCHANGE**

State Job No. 00292(15)RDY Sheet No. 52

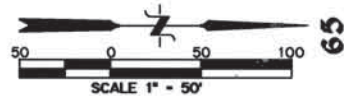
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

105

For Details Rt. & Lt. Service Roads See Sht. No. 45.







SEC.34, T11N, R3W

CURVE DATA 240 A-2
P.I. STA.70+53.04
 $\Delta = 05^{\circ}56'15.00''$ RT
 $D = 04^{\circ}30'00.00''$
 $R = 1273.2395$
 $L = 131.944'$
 $T = 66.03'$
 $V = 40$ MPH
 $e = 0.08\%$
 $S = 0.052\%$

CURVE DATA LT.EDGE RAMP
SPIRAL DATA
 $\theta_s = 12^{\circ}00'00.00''$
 $L_s = 150.00'$
 $A = 10.667'$
 $K = 74.890$
 $P = 2.614'$
 $X_c = 10.439$
 $Y_c = 149.343$

CURVE DATA
 $\Delta = 01^{\circ}47'14.22''$ LT.
 $D = 16^{\circ}00'00.00''$
 $R = 358.099'$
 $L = 11.171'$
 $T = 5.586'$

CURVE DATA 240 A-1
P.I. STA.68+35.70
 $\Delta = 05^{\circ}56'15.00''$ LT.
 $D = 03^{\circ}00'00.00''$
 $R = 1909.8593$
 $L = 197.917'$
 $T = 99.05'$
 $V = 50$ MPH
 $e = 0.08\%$
 $S = 0.053\%$

59°LT. P.O.T. STA.67+36.65 @ I-35 =
P.C.CV.240 A-1 STA.67+36.65 BEG. @ RAMP 240'A'

P.T.CV.240 A-1
STA.69+34.57 @ RAMP 240'A'

P.C.CV.240 A-2
STA.69+87.01 @ RAMP 240'A'

P.T.CV.240 A-2
STA.71+18.96 @ RAMP 240'A'

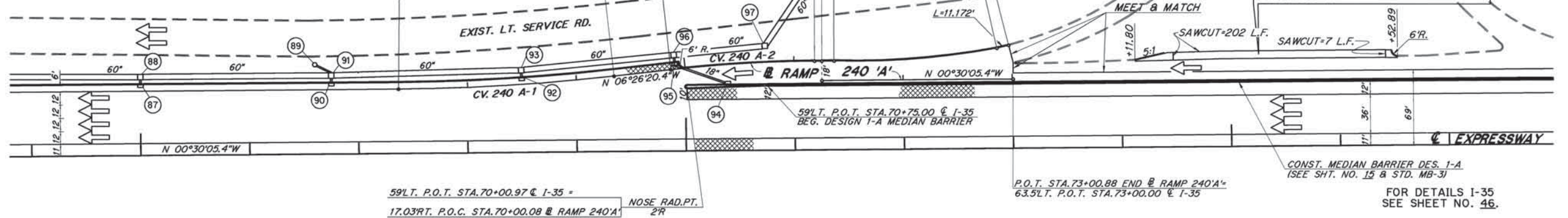
P.O.T. STA.71+25.65 @ RAMP 240'A'
SHIFT @ 18°RT. S=0.000%

T.S.18°LT. P.O.T. STA.71+36.83 @ RAMP 240'A'
81.5°LT. P.O.T. STA.71+35.95 @ I-35

91.94°LT. P.O.T. STA.72+85.30 @ I-35 =
S.C. LT. EDGE RAMP 240'A'

30.93°LT. P.O.T. STA.72+97.07 @ RAMP 240'A'
END LT. EDGE RAMP 240'A'

6'-0" SHOULDER SHALL BE CONSTRUCTED
USING DETOUR NO. 2 PAVING. (SEE
DETOUR PLAN & PROF. SHT. TCB AND
STD. ASCD-4)



59°LT. P.O.T. STA.70+00.97 @ I-35 =
17.03°RT. P.O.C. STA.70+00.08 @ RAMP 240'A'

NOSE RAD.PT.
2'R

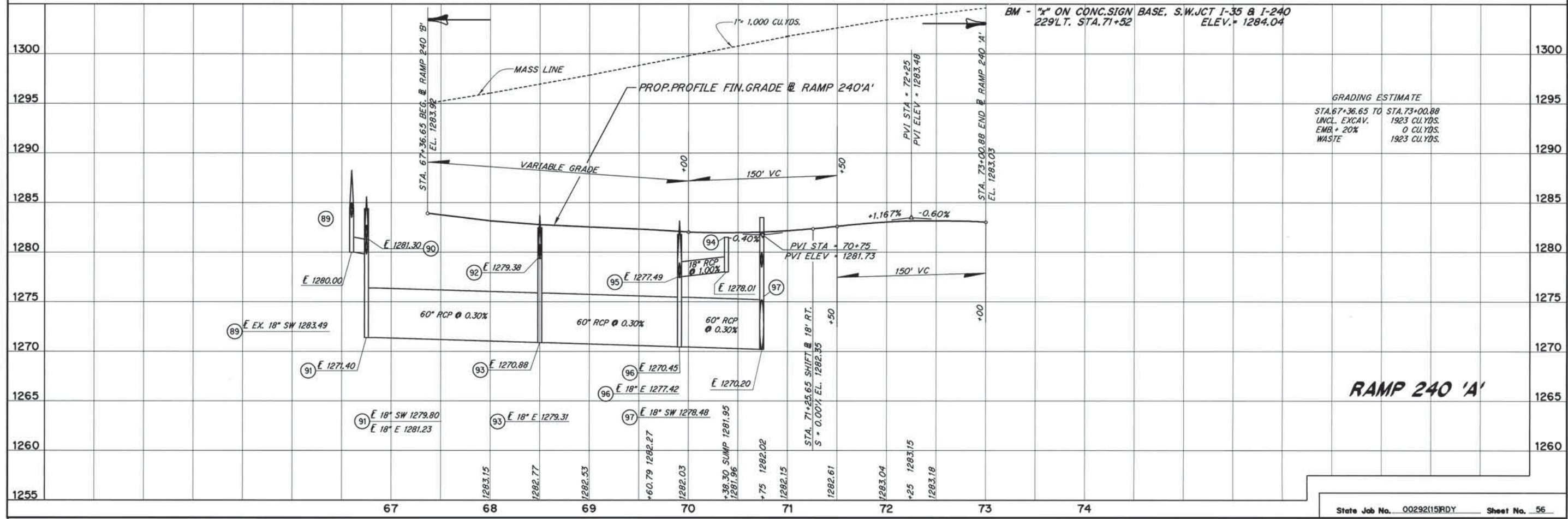
P.O.T. STA.73+00.88 END @ RAMP 240'A'
63.5°LT. P.O.T. STA.73+00.00 @ I-35

CONST. MEDIAN BARRIER DES. I-A
(SEE SHT. NO. 15 & STD. MB-3)

FOR DETAILS I-35
SEE SHEET NO. 46.

(N-S 309) SEC. LINE N 00°30'05.4"W

SEC.35, T11N, R3W




BM - "x" ON CONC.SIGN BASE, S.W.JCT I-35 & I-240
229°LT. STA.71+52 ELEV. = 1284.04

GRADING ESTIMATE
STA.67+36.65 TO STA.73+00.88
UNCL. EXCAV. 1923 CU.YDS.
EMB. + 20% 0 CU.YDS.
WASTE 1923 CU.YDS.

RAMP 240 'A'

State Job No. 00292(15)RDY Sheet No. 56

55

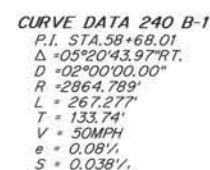


SCALE 1" = 50'

50

55

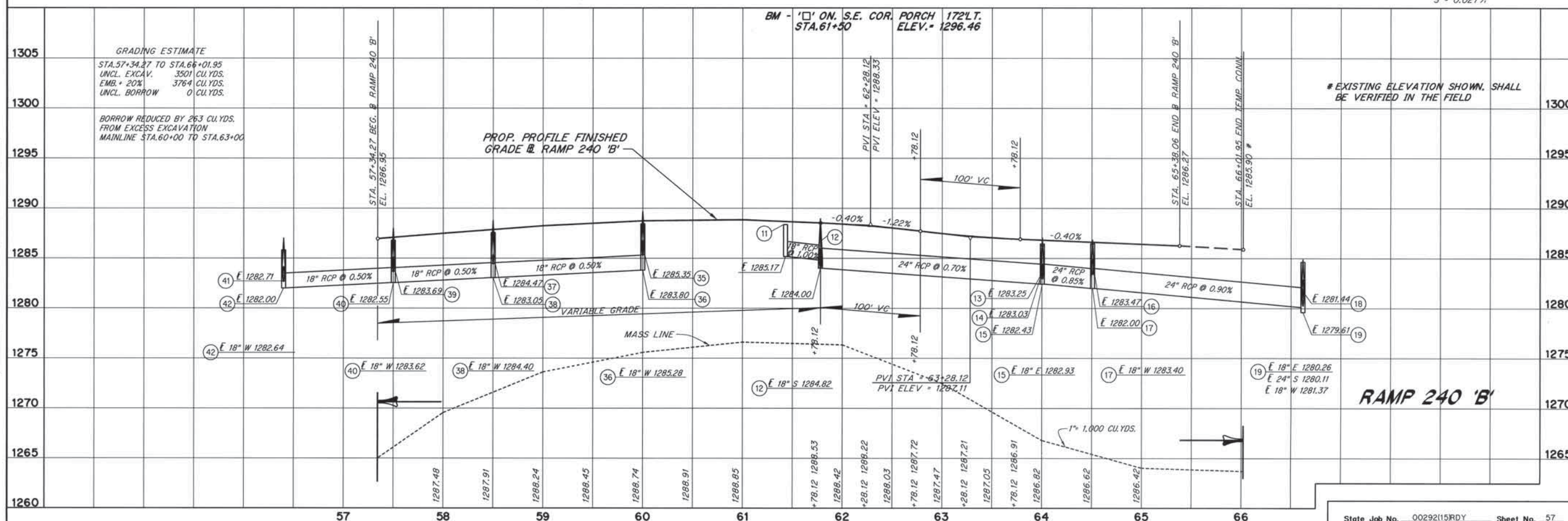
NOTE 2: TRANSITION CURB FROM 4" TO 0" IN
HEIGHT IN 10'-0"



CURVE DATA 240 B-2
P.I. STA. 64+04.51
 $\Delta = 05^{\circ}20'44.00''$ L.T.
 $D = 01^{\circ}59'59.78''$
 $R = 2864.876'$
 $L = 267.286'$
 $T = 133.74'$
 $V = 40$ MPH
 $e = 0.08\%$
 $S = 0.027\%$

FOR DETAILS I-35 & RT. SERVICE RD.
SEE SHEET NO. 45 & 46.

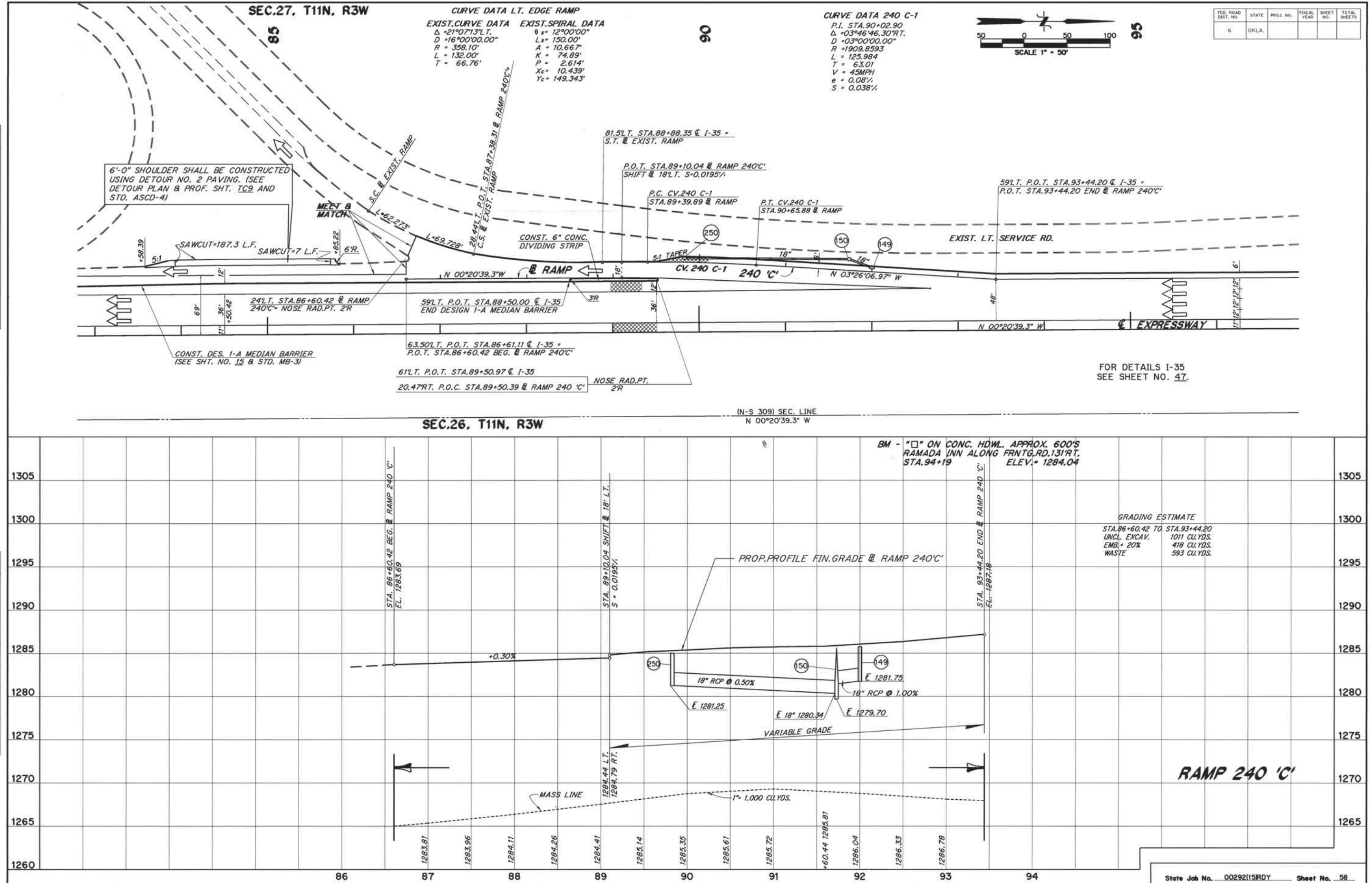
SEC.35, T11N, R3W

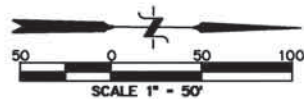


State Job No. 00292(15)RDY Sheet No. 57

PLAN	DATE	BY
REVIEWED		
PLATTED		
ALIGNED		
CHECKED		
NO.		

PROFILE	DATE	BY
REVIEWED		
PLATTED		
ALIGNED		
CHECKED		
NO.		





85

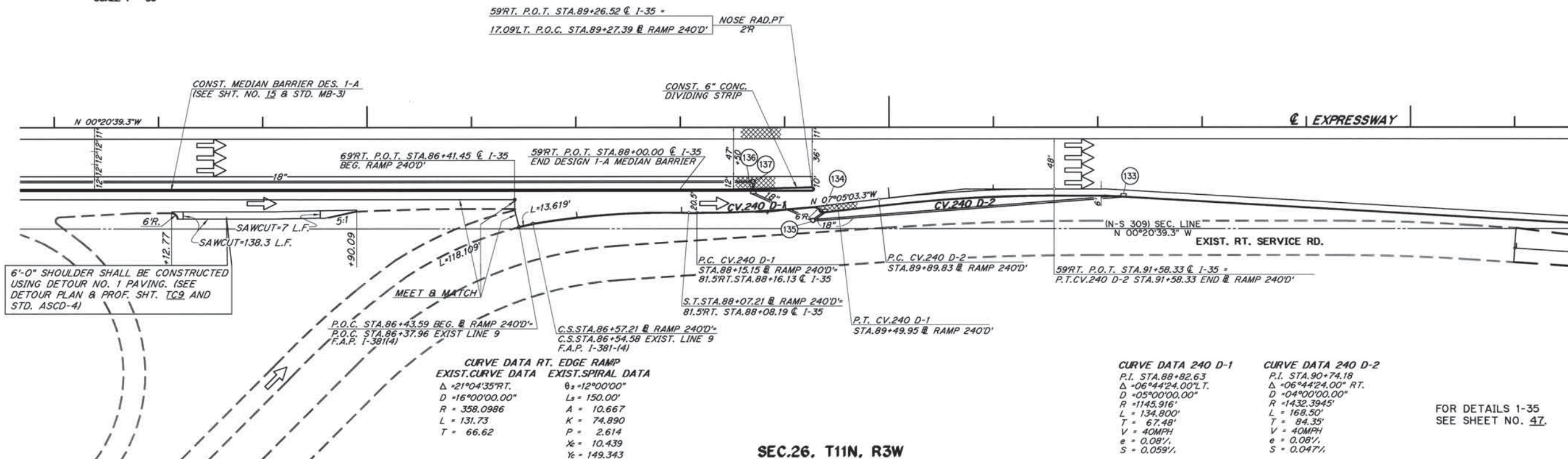
SEC.27, T11N, R3W

90

95

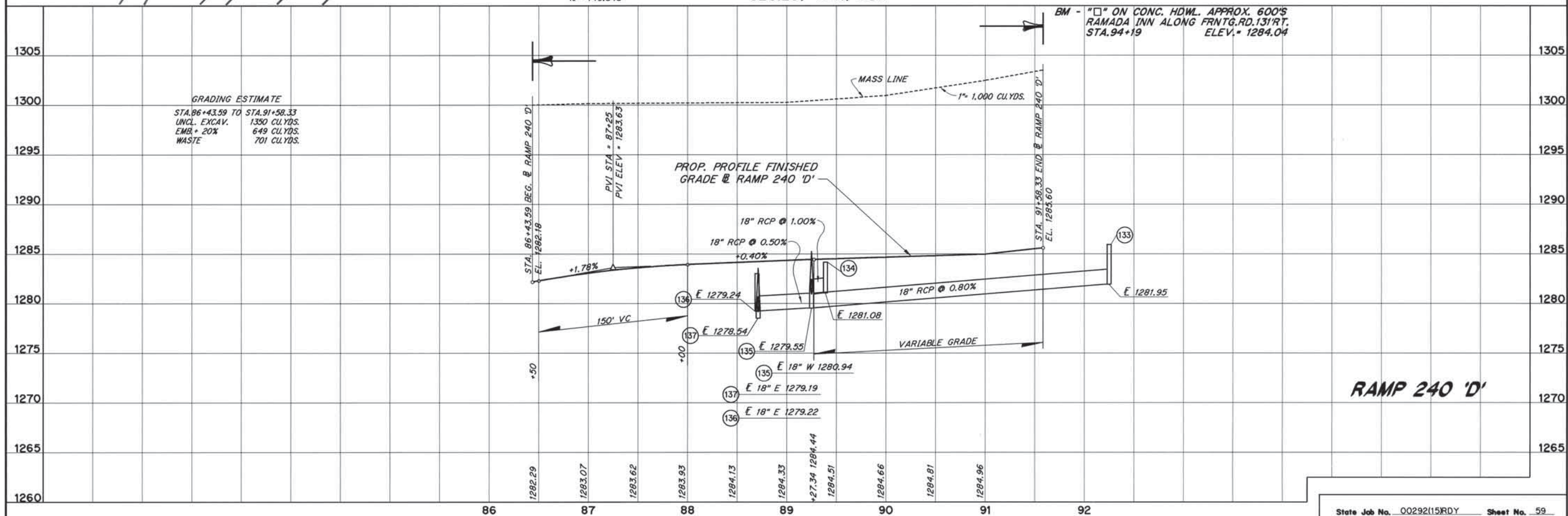
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

PLAN	DATE	BY	CHECKED	DATE
NO. 1				

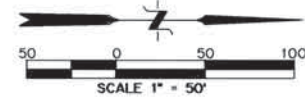


SEC.26, T11N, R3W

PROFILE	DATE	BY	CHECKED	DATE
NO. 1				



State Job No. 00292(15RDY) Sheet No. 59



SEC.27, T11N, R3W

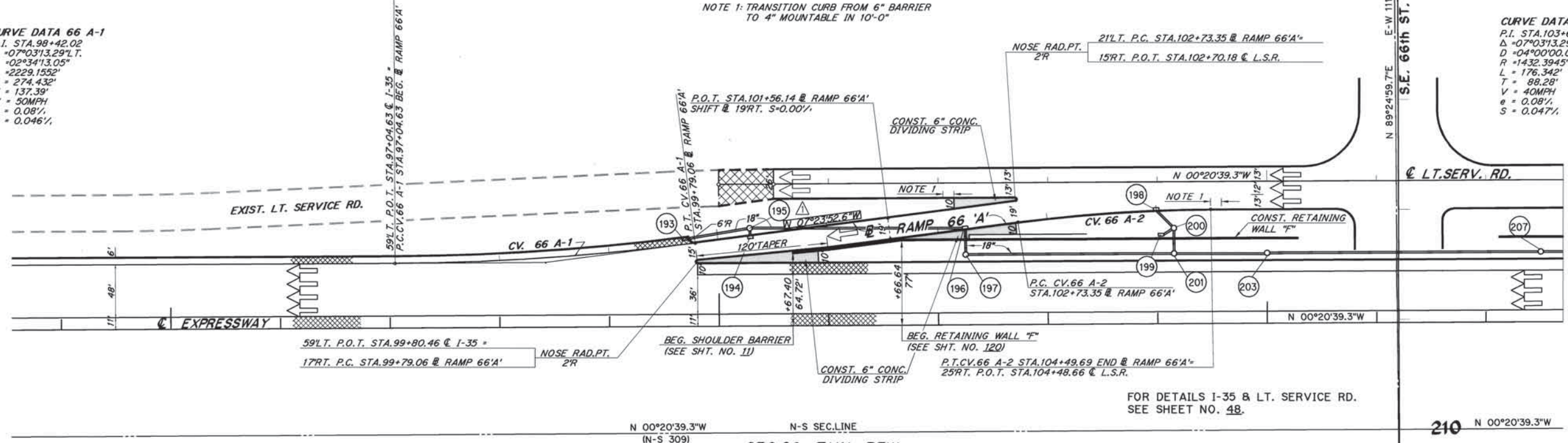
100

105

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION	REVISIONS		DATE		
1	CORRECTED STORM		11/21/2001		

CURVE DATA 66 A-1
P.I. STA.98+42.02
 $\Delta = 07^{\circ}03'13.29''$ L.T.
D = 02°34'13.05"
R = 2229.1552'
L = 274.432'
T = 137.39'
V = 50MPH
e = 0.081/
S = 0.0461/

CURVE DATA 66 A-2
P.I. STA.103+61.63
 $\Delta = 07^{\circ}03'13.29''$ R.T.
D = 04°00'00.00"
R = 1432.3945'
L = 176.342'
T = 88.28'
V = 40MPH
e = 0.081/
S = 0.0471/

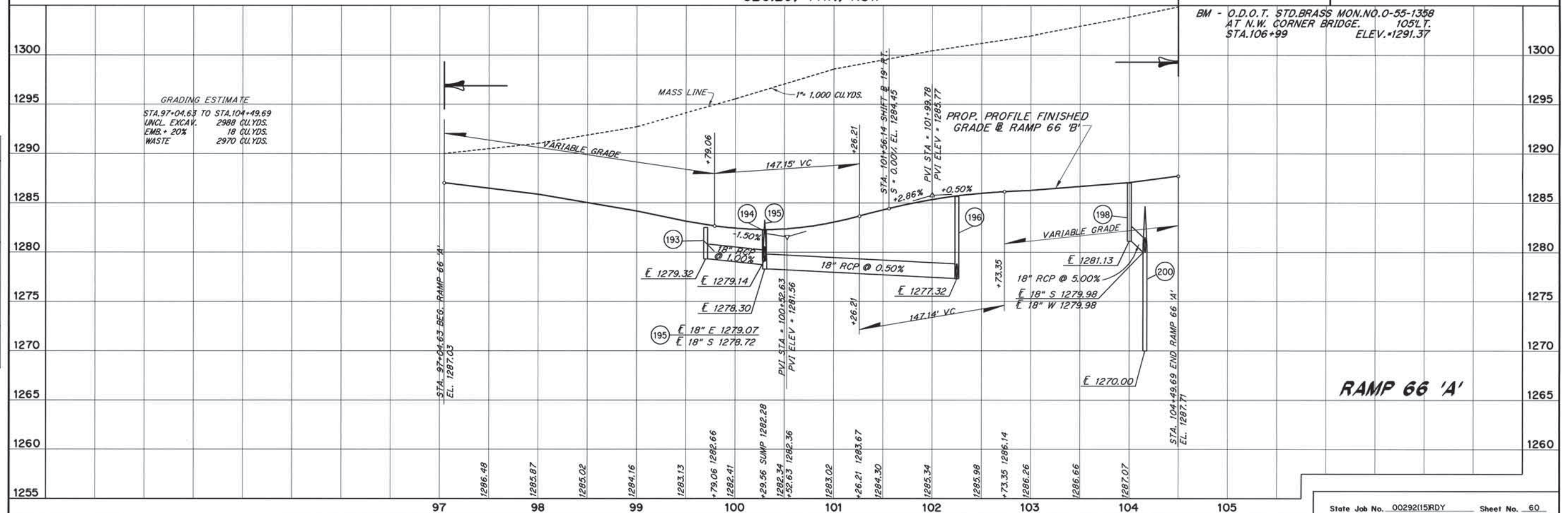


FOR DETAILS I-35 & LT. SERVICE RD.
SEE SHEET NO. 48.

210 N 00°20'39.3"W

GRADING ESTIMATE
STA. 97+04.63 TO STA. 104+49.69
UNCL. EXCAV. 2988 CU.YDS.
EMB. + 20% 18 CU.YDS.
WASTE 2970 CU.YDS.

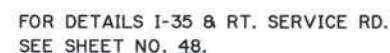
BM - O.D.O.T. STD. BRASS MON. NO. 0-55-1358
AT N.W. CORNER BRIDGE. 105° L.T.
STA. 106+99 ELEV. = 1291.37

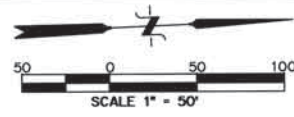


RAMP 66 'A'

State Job No. 00292(15RDY) Sheet No. 60

102





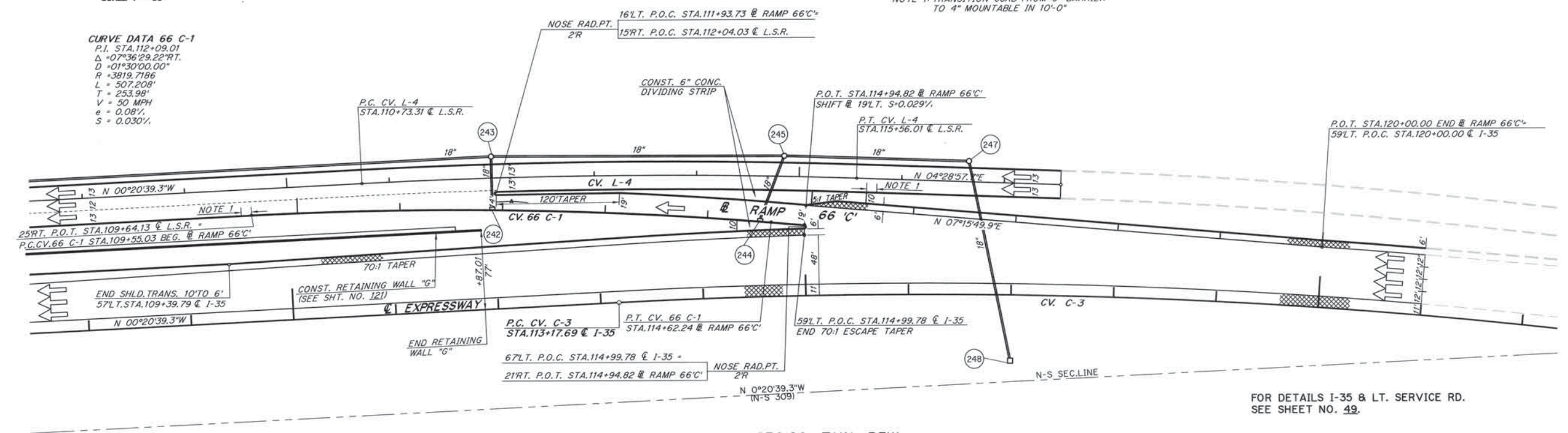
SEC.27, T11N, R3W

115

120

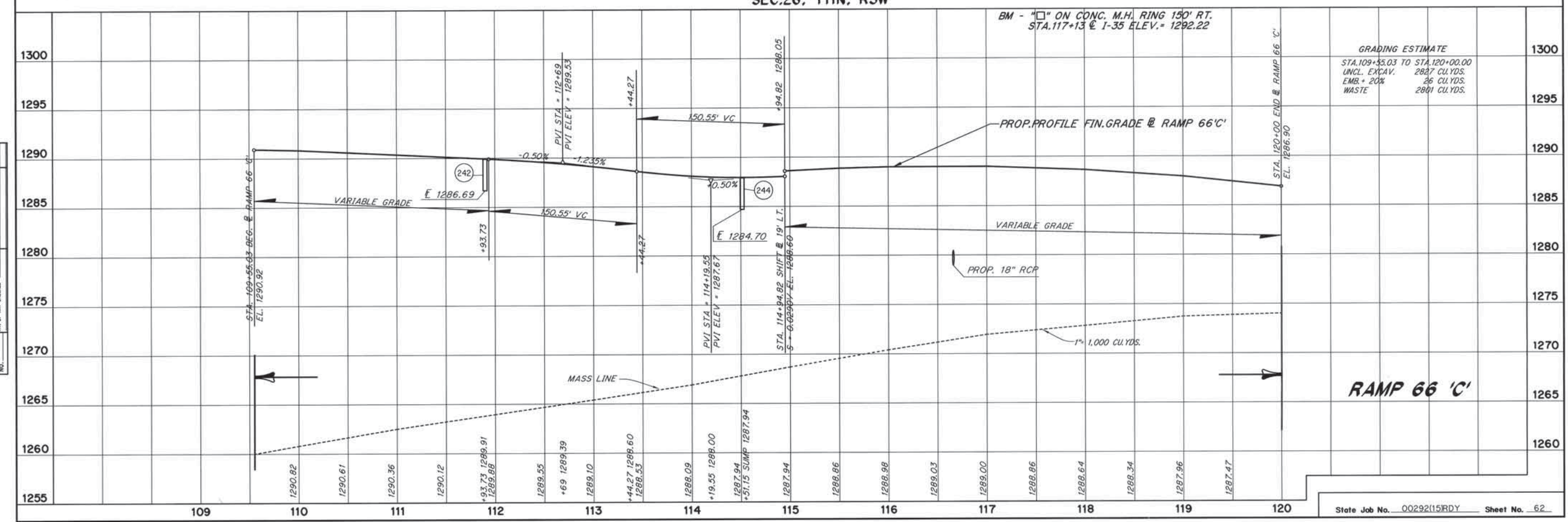
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

CURVE DATA 66 C-1
P.I. STA.112+09.01
 $\Delta = 07^{\circ}36'29.22''$ RT.
D = 01°30'00.00"
R = 3819.7186
L = 507.208'
T = 253.98'
V = 50 MPH
e = 0.08%
S = 0.030%
NOTE 1



FOR DETAILS I-35 & LT. SERVICE RD.
SEE SHEET NO. 49.

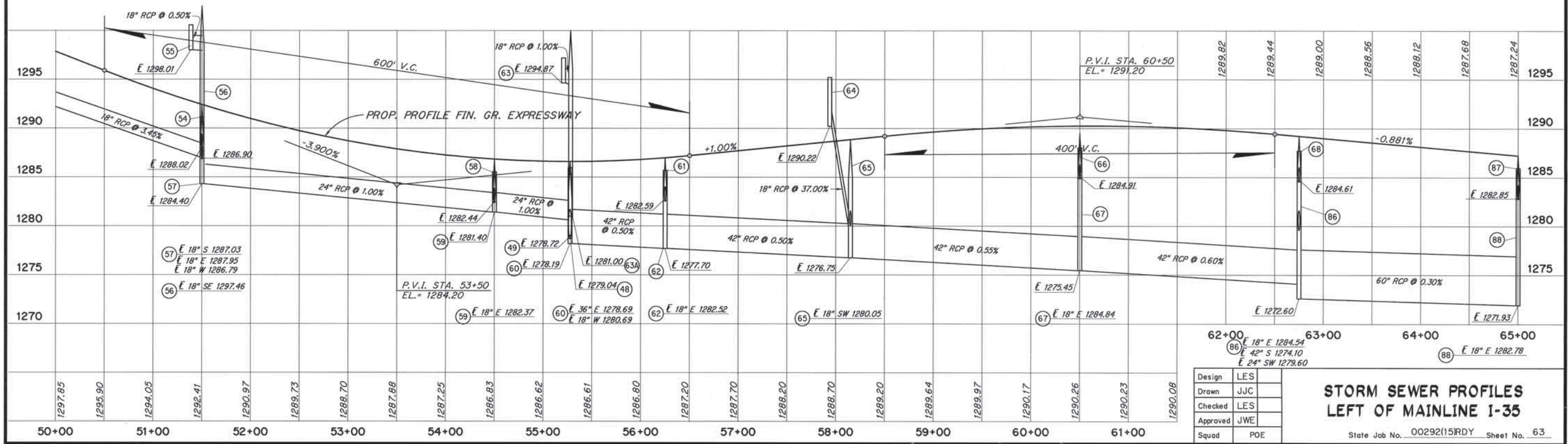
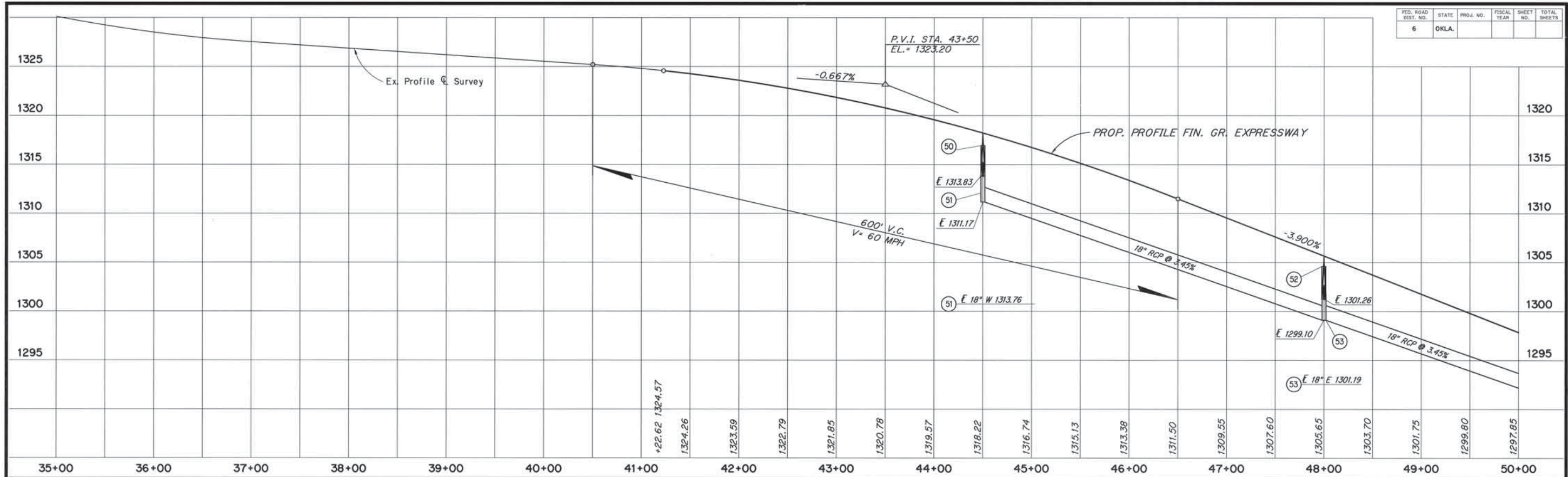
SEC.26, T11N, R3W



GRADING ESTIMATE

STA.109+55.03 TO STA.120+00.00	
UNCL. EXCAV.	2887 CU.YDS.
EMB. + 20% WASTE	26 CU.YDS.
	2801 CU.YDS.

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

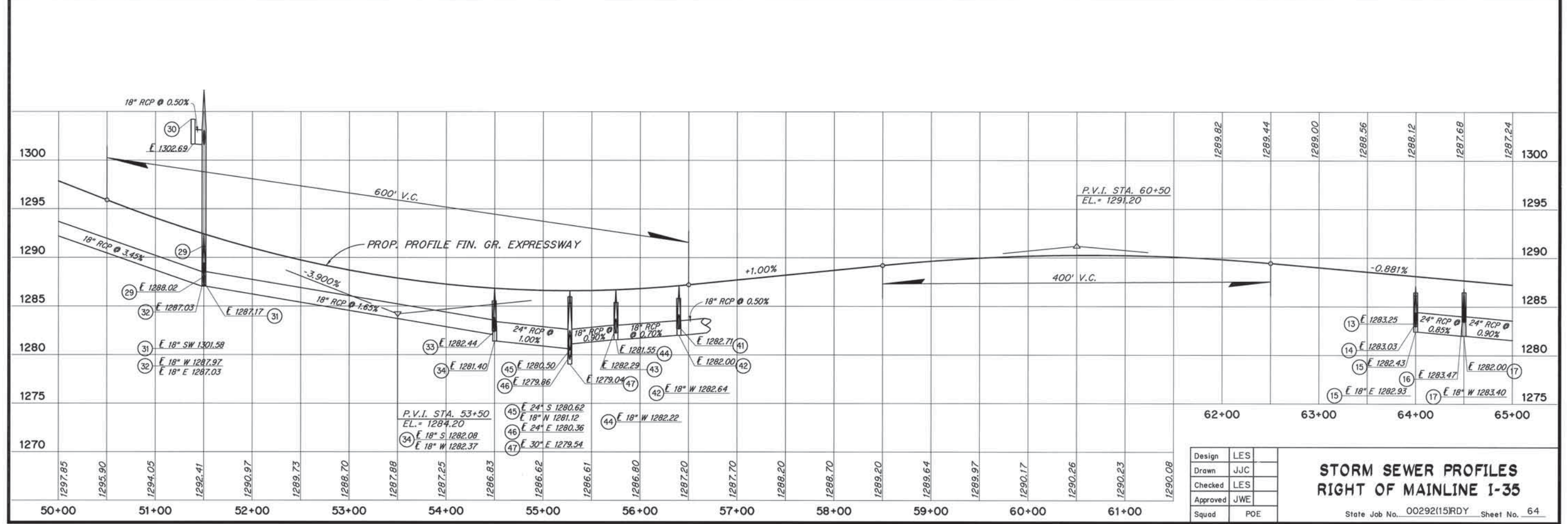
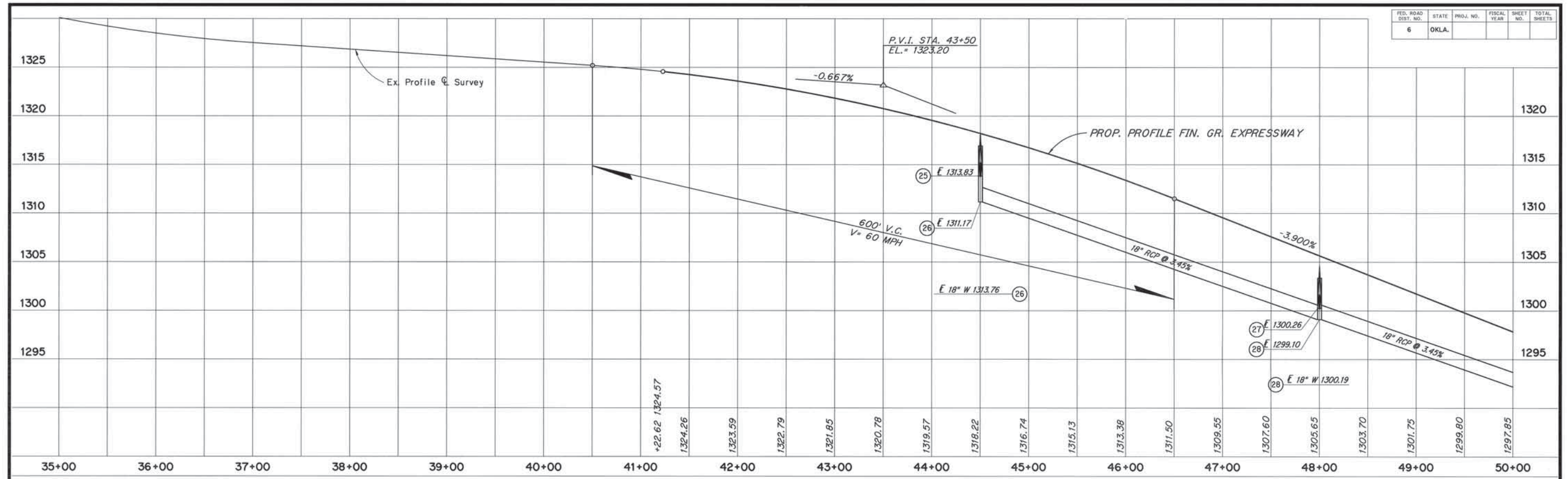


Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES LEFT OF MAINLINE I-35

State Job No. 00292(15)RDY Sheet No. 63

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

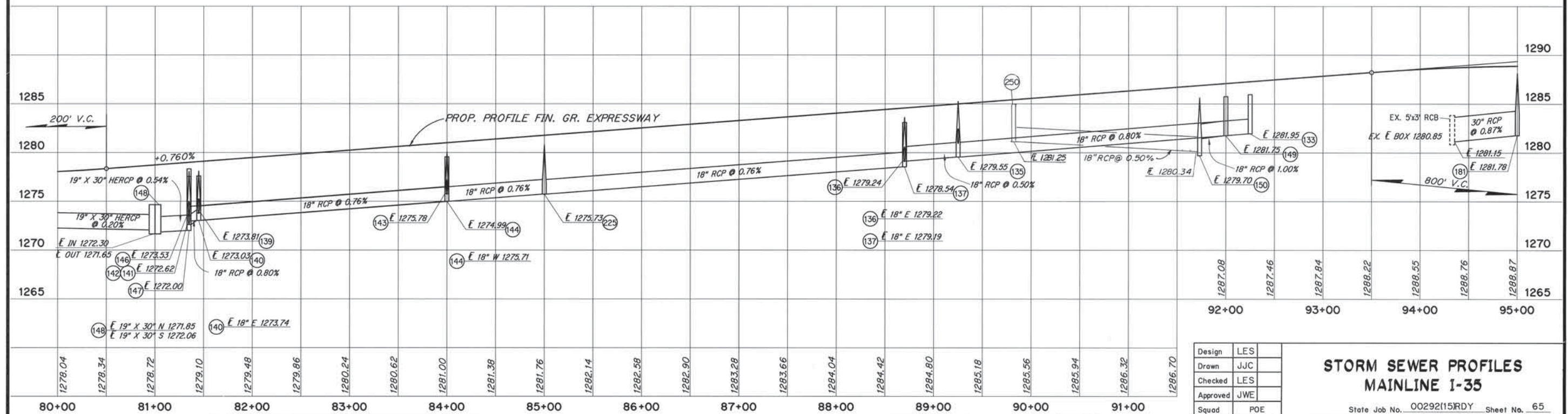
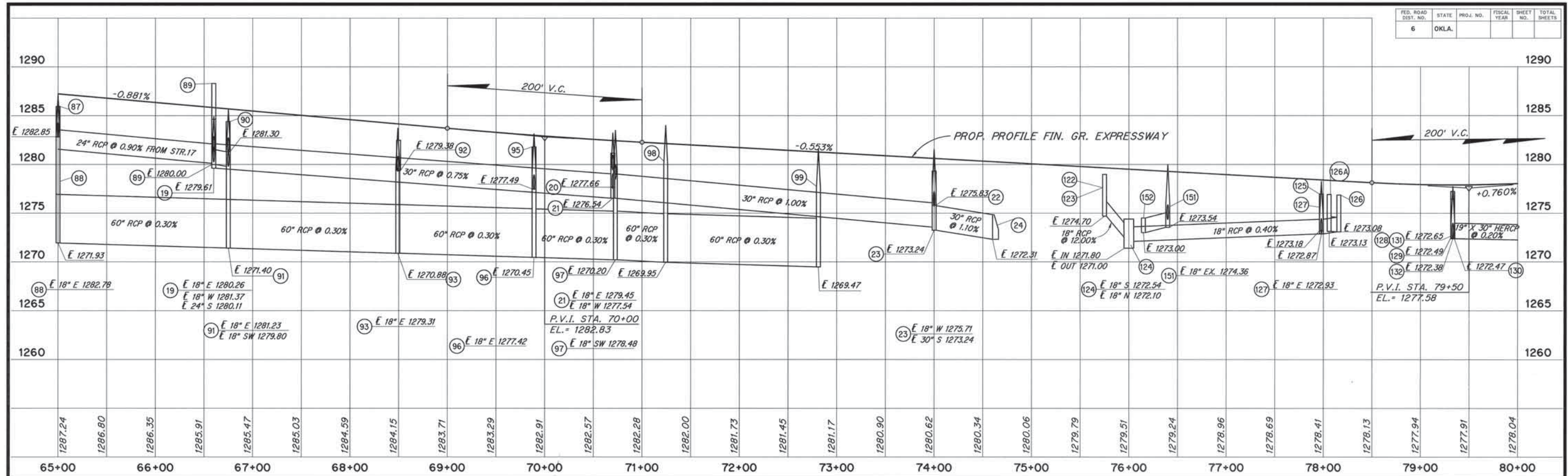


Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES RIGHT OF MAINLINE I-35

State Job No. 00292(15)RDY Sheet No. 64

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

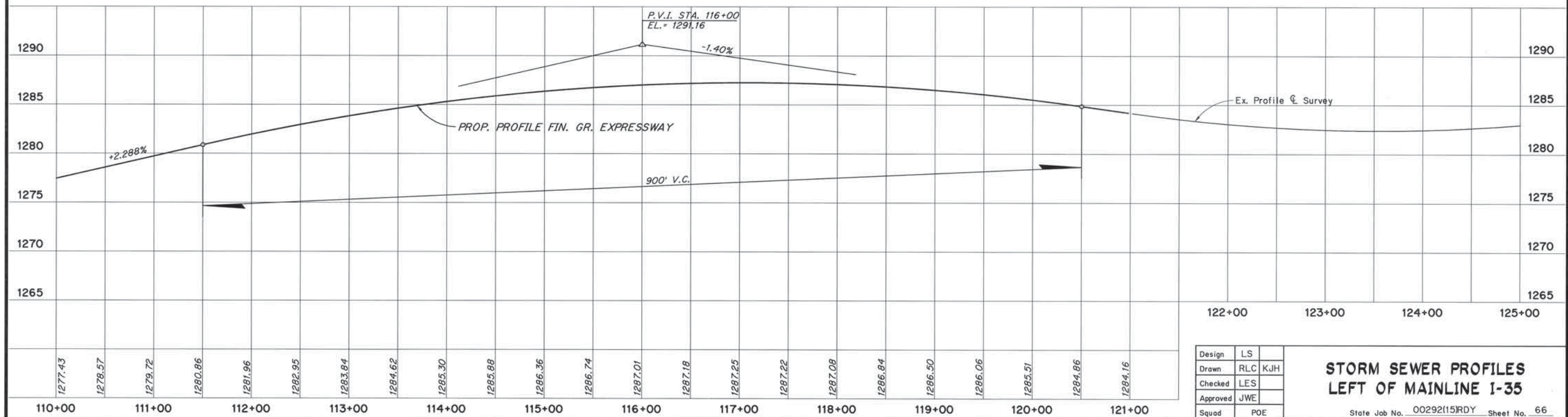
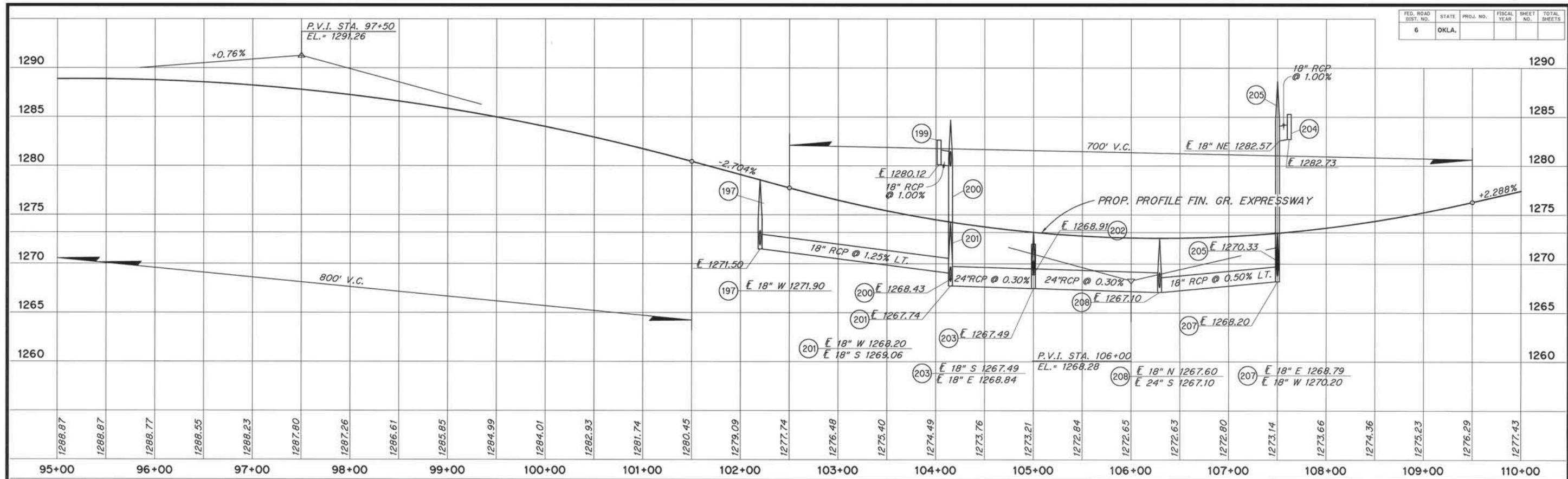


Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES MAINLINE 1-35

State Job No. 00292(15)RDY Sheet No. 65

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

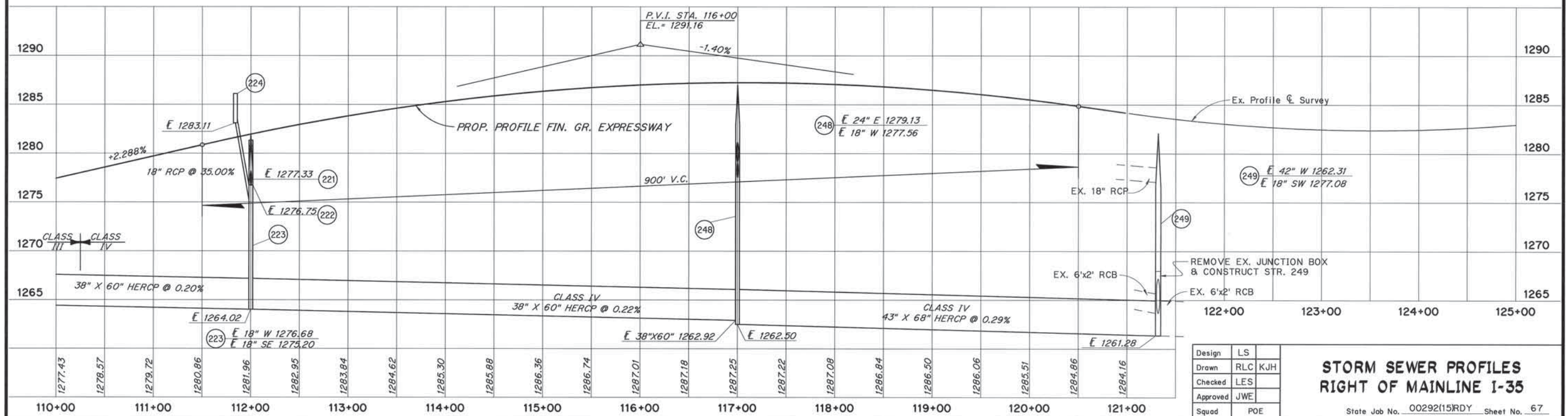
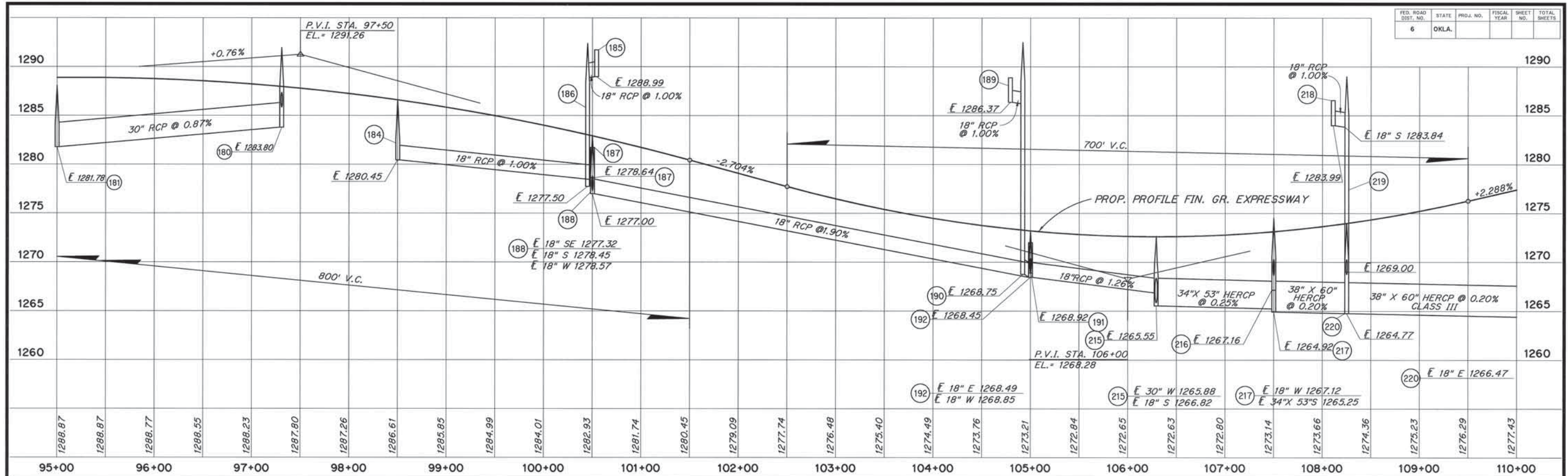


Design	LS
Drawn	RLC KJH
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES LEFT OF MAINLINE I-35

State Job No. 00292(15)RDY Sheet No. 66

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

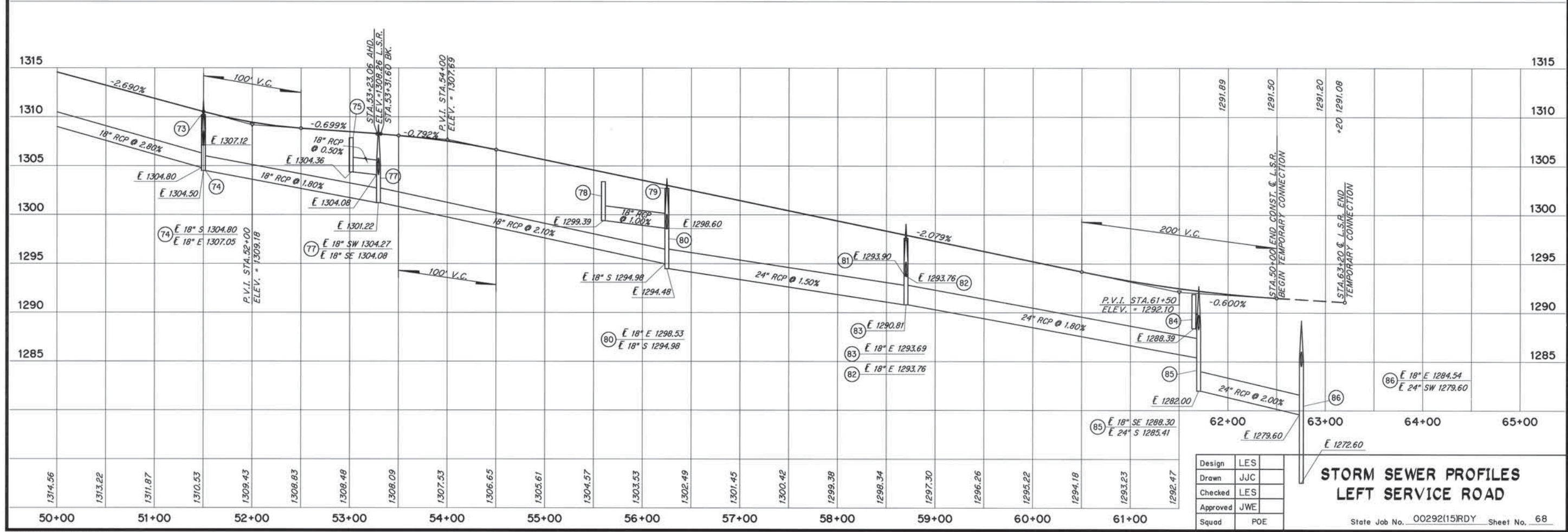
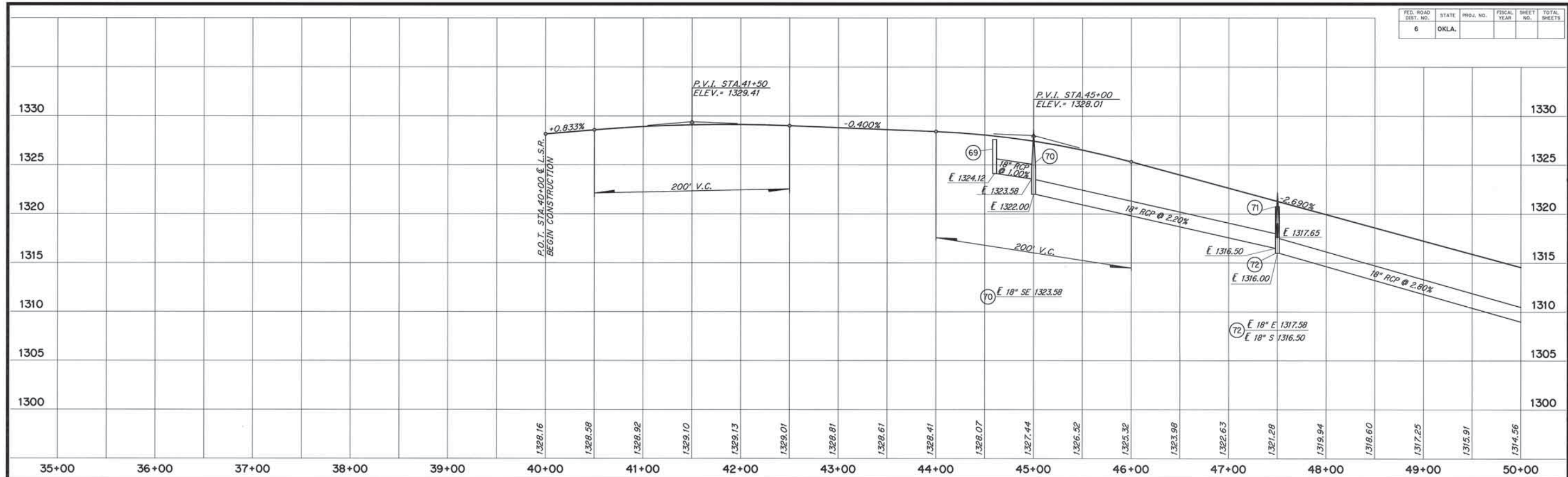


Design	LS
Drawn	RLC KJH
Checked	LES
Approved	JWE
Squad	POE

**STORM SEWER PROFILES
RIGHT OF MAINLINE I-35**

State Job No. 00292(15)RDY Sheet No. 67

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

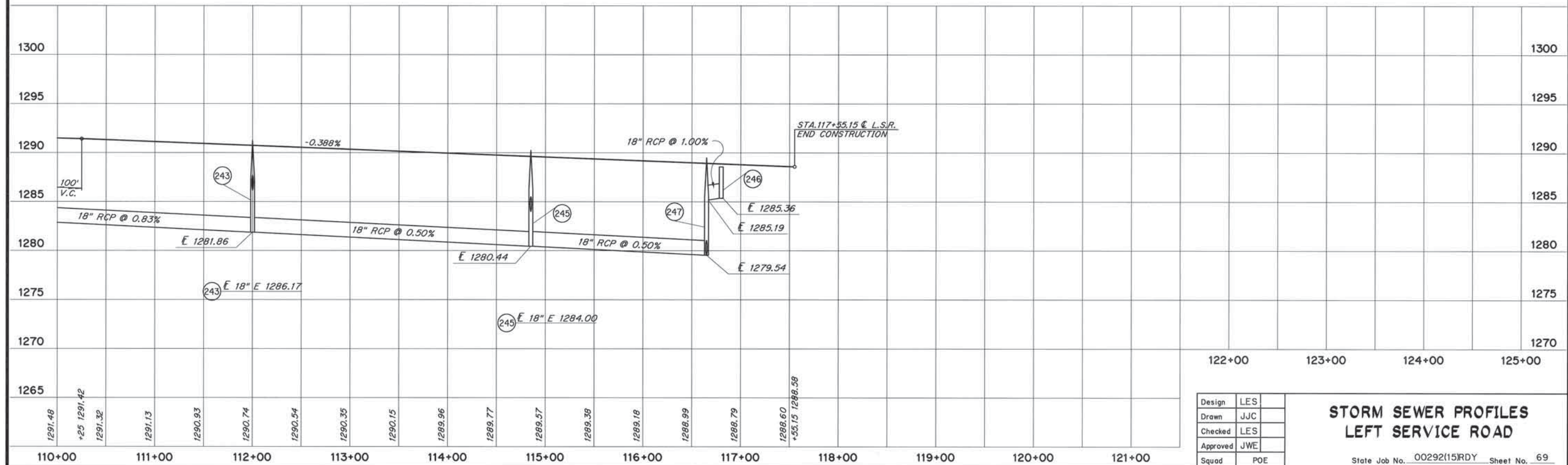
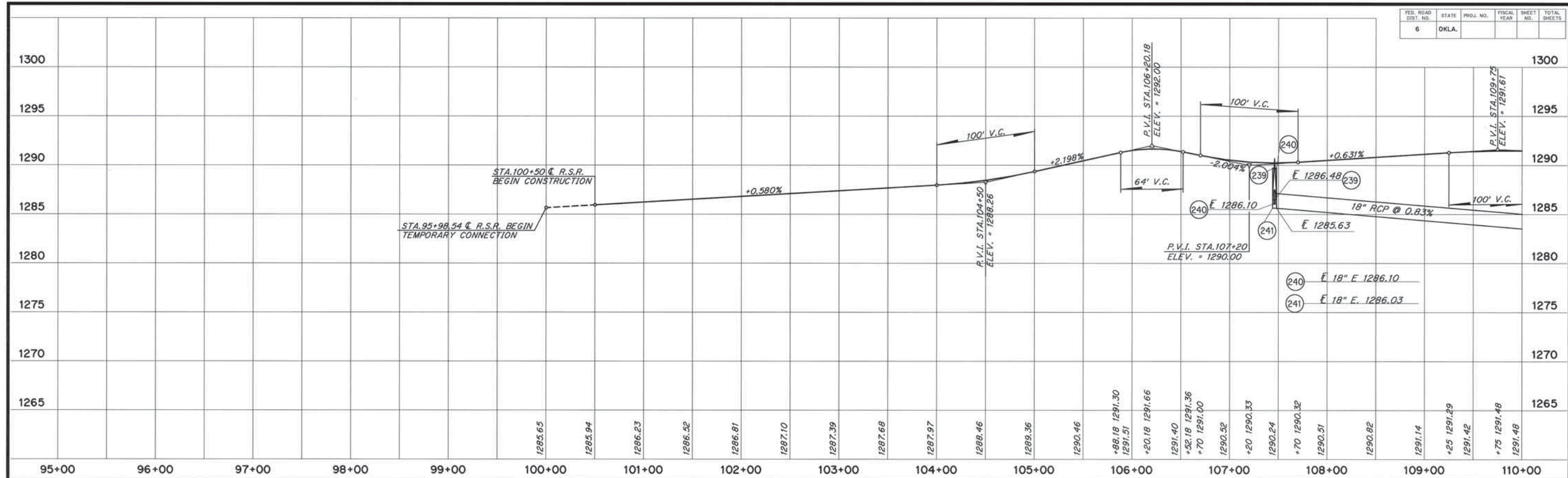


Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES LEFT SERVICE ROAD

State Job No. 00292(15)RDY Sheet No. 68

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

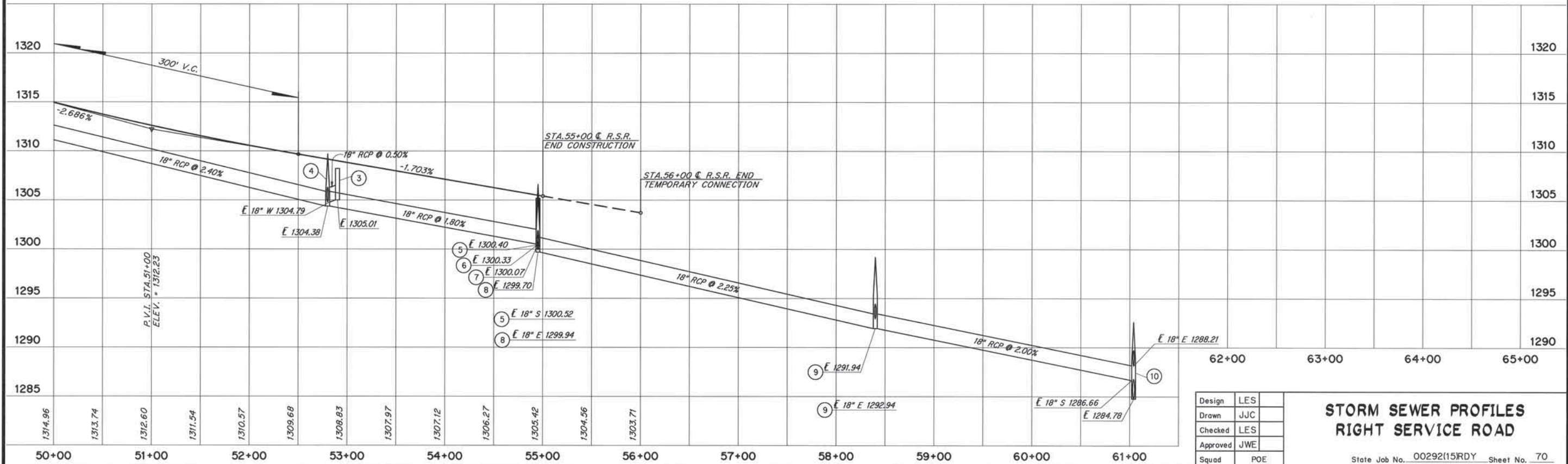
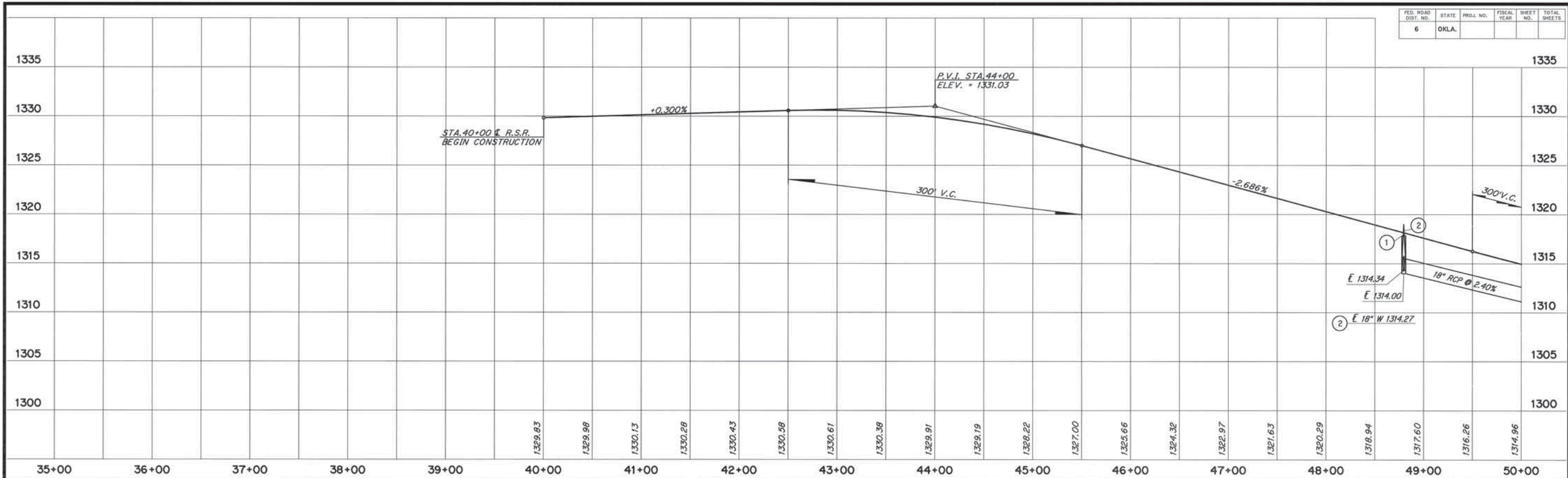


Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES LEFT SERVICE ROAD

State Job No. 00292(15)RDY Sheet No. 69

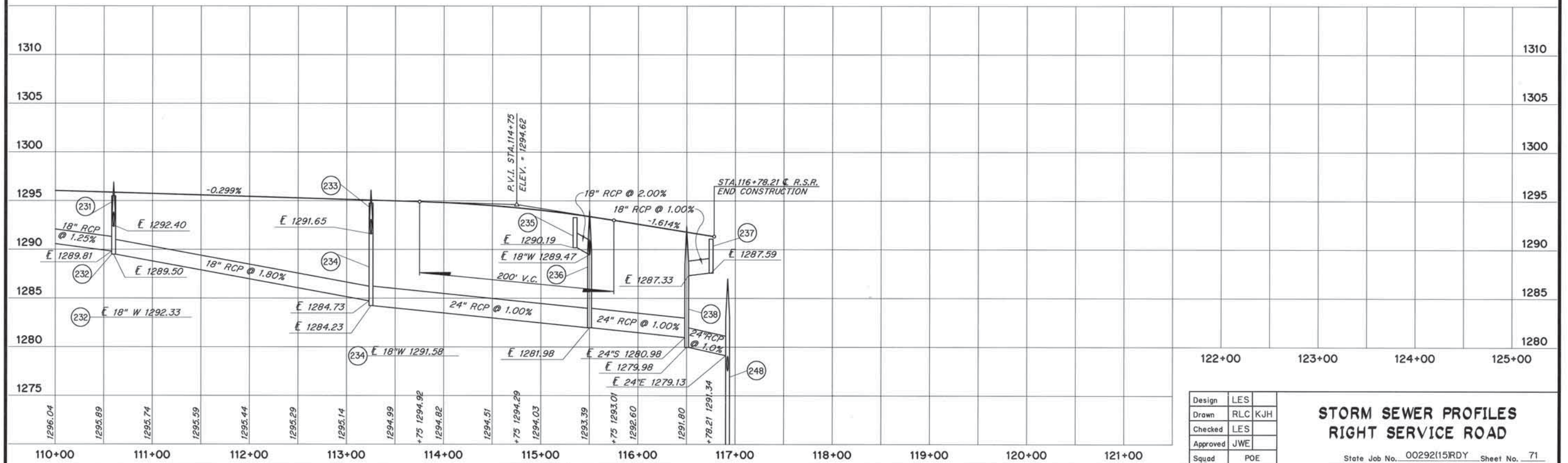
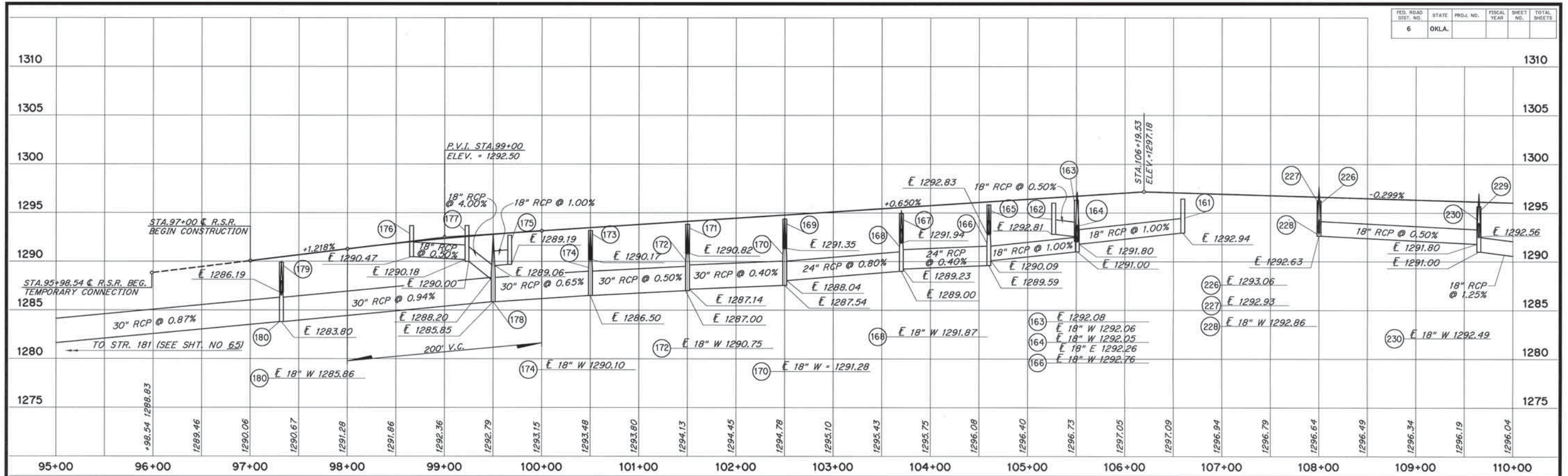
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				



Design	LES
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

**STORM SEWER PROFILES
RIGHT SERVICE ROAD**

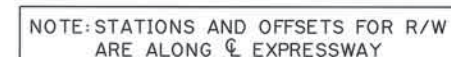
State Job No. 00292(15)RDY Sheet No. 70



Design	LES
Drawn	RLC KJH
Checked	LES
Approved	JWE
Squad	POE

STORM SEWER PROFILES RIGHT SERVICE ROAD

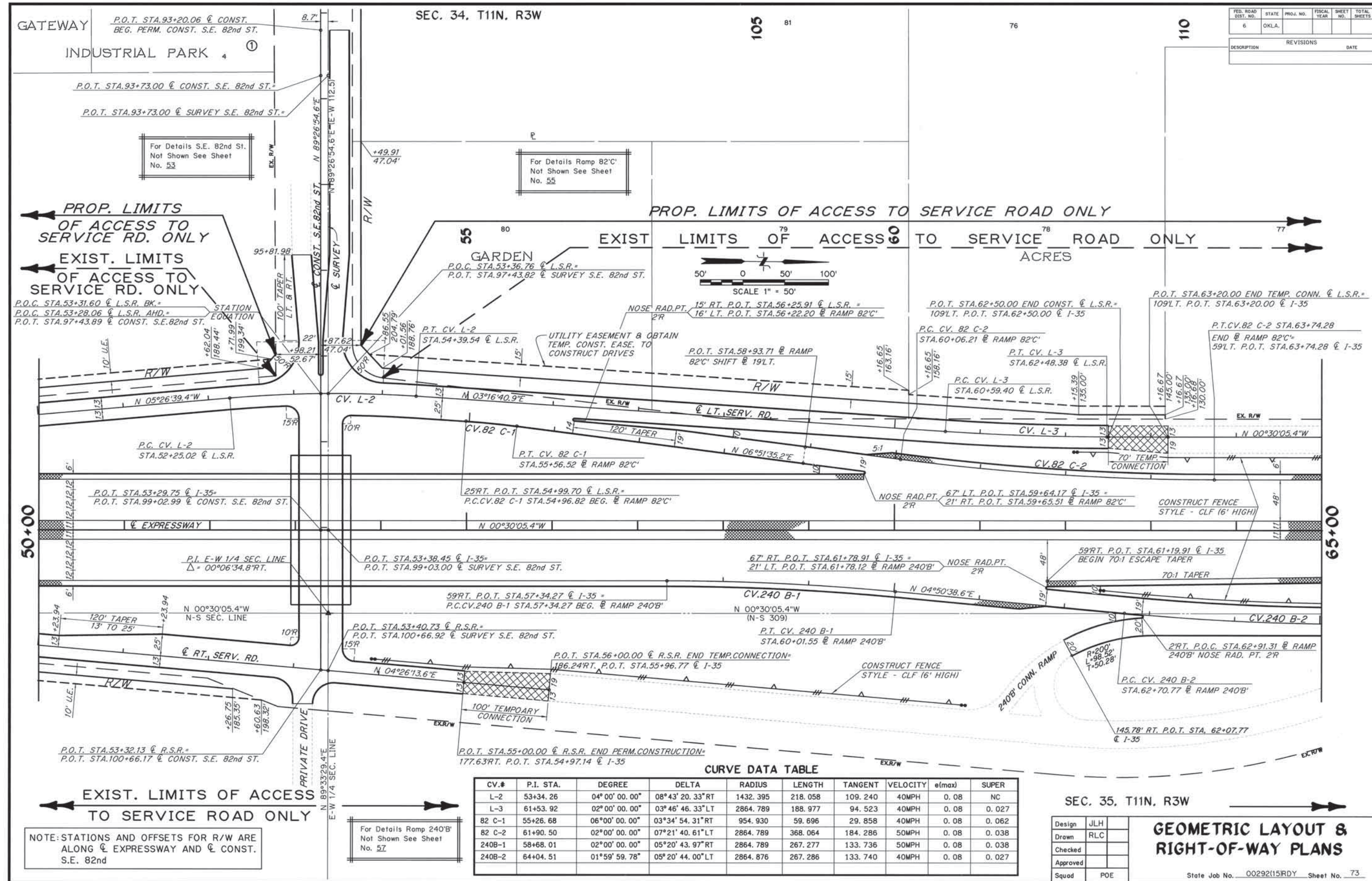
State Job No. 00292(15)RDY Sheet No. 71



CV.#	P.I. STA.	DEGREE	DELTA	RADIUS	LENGTH	TANGENT	VELOCITY	e(max)	SUPER
L-1	47+04.25	02° 58' 46.98"	04° 56' 34.00" LT	1922.860'	165.881'	82.992'	40MPH	0.08	NC
R-1	47+02.91	02° 58' 46.98"	04° 56' 18.89" RT	1922.860'	165.740'	82.921'	40MPH	0.08	NC


GEOMETRIC LAYOUT & RIGHT-OF-WAY PLANS

State Job No. 00292(15)RDY Sheet No. 72

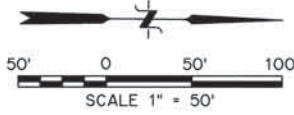


FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE

CV.#	P.I. STA.	DEGREE	DELTA	RADIUS	LENGTH	TANGENT	VELOCITY	e(max)	SUPER
L-2	53+34.26	04°00'00.00"	08°43'20.33"RT	1432.395	218.058	109.240	40MPH	0.08	NC
L-3	61+53.92	02°00'00.00"	03°46'46.33"LT	2864.789	188.977	94.523	40MPH	0.08	0.027
82 C-1	55+26.68	06°00'00.00"	03°34'54.31"RT	954.930	59.696	29.858	40MPH	0.08	0.062
82 C-2	61+90.50	02°00'00.00"	07°21'40.61"LT	2864.789	368.064	184.286	50MPH	0.08	0.038
240B-1	58+68.01	02°00'00.00"	05°20'43.97"RT	2864.789	267.277	133.736	50MPH	0.08	0.038
240B-2	64+04.51	01°59'59.78"	05°20'44.00"LT	2864.876	267.286	133.740	40MPH	0.08	0.027

SEC. 35, T11N, R3W					
Design	JLH		GEOMETRIC LAYOUT & RIGHT-OF-WAY PLANS		
Drawn	RLC				
Checked					
Approved					
Squad	POE				
			State Job No. <u>0029215RDY</u> Sheet No. <u>73</u>		

SEC. 34, T11N, R3W



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

GARDEN ACRES

EXIST. & PROP. LIMITS OF ACCESS TO SERV. ROAD ONLY

EXIST. & PROP. LIMITS OF ACCESS TO SERV. ROAD ONLY

CURVE DATA LT.EDGE RAMP	
SPIRAL DATA	CURVE DATA
$\theta_s = 12^{\circ}00'00.00''$	$\Delta = 01^{\circ}47'14.22''$ L.T.
$L_s = 150.00'$	$D = 16^{\circ}00'00.00''$
$A = 10.667'$	$R = 358.099'$
$K = 74.890$	$L = 11.171'$
$P = 2.614'$	$T = 5.586'$
$X_c = 10.439$	
$Y_c = 149.343$	

For Details Ramp 240'A' Not Shown See Sheet No. 56

CONST. MEDIAN BARRIER DES. 1-A (SEE SHT. NO. 15 & STD.MB-3)

MEET & MATCH

65+00

80+00

CONST. FENCE STYLE - CLF 16' HIGH

59' RT. P.O.T. STA. 65+98.91 @ I-35
BEG. SHLDR. TRANS. 6' TO 12'

59' RT. P.O.T. STA. 70+18.91 @ I-35
END SHLDR. TRANSITION

47' RT. P.O.T. STA. 70+18.91 @ I-35
END 70:1 ESCAPE TAPER

P.O.T. STA. 66+01.95 END @ TEMP. CONN. RAMP 240'B
109' RT. P.O.T. STA. 66+00.00 @ I-35

P.T. CV. 240 B-2 STA. 65+38.06 @ RAMP 240'B
240'B' END PERM. CONSTRUCTION = 109' RT. P.O.T. STA. 65+36.11 @ I-35

EXIST. & PROP. LIMITS OF ACCESS TO SERVICE ROAD ONLY

SEC. 35, T11N, R3W

CURVE DATA TABLE

CV.#	P.I. STA.	DEGREE	DELTA	RADIUS	LENGTH	TANGENT	VELOCITY	e(max)	SUPER
240A-1	68+35.70	03° 00' 00.00"	05° 56' 15.00" LT	1909.859	197.917	99.047	50MPH	0.08	0.053
240A-2	70+53.04	04° 30' 00.00"	05° 56' 15.00" RT	1273.239	131.944	66.031	40MPH	0.08	0.029
240B-2	64+04.51	01° 59' 59.78"	05° 20' 44.00" LT	2864.876	267.286	133.740	40MPH	0.08	0.027

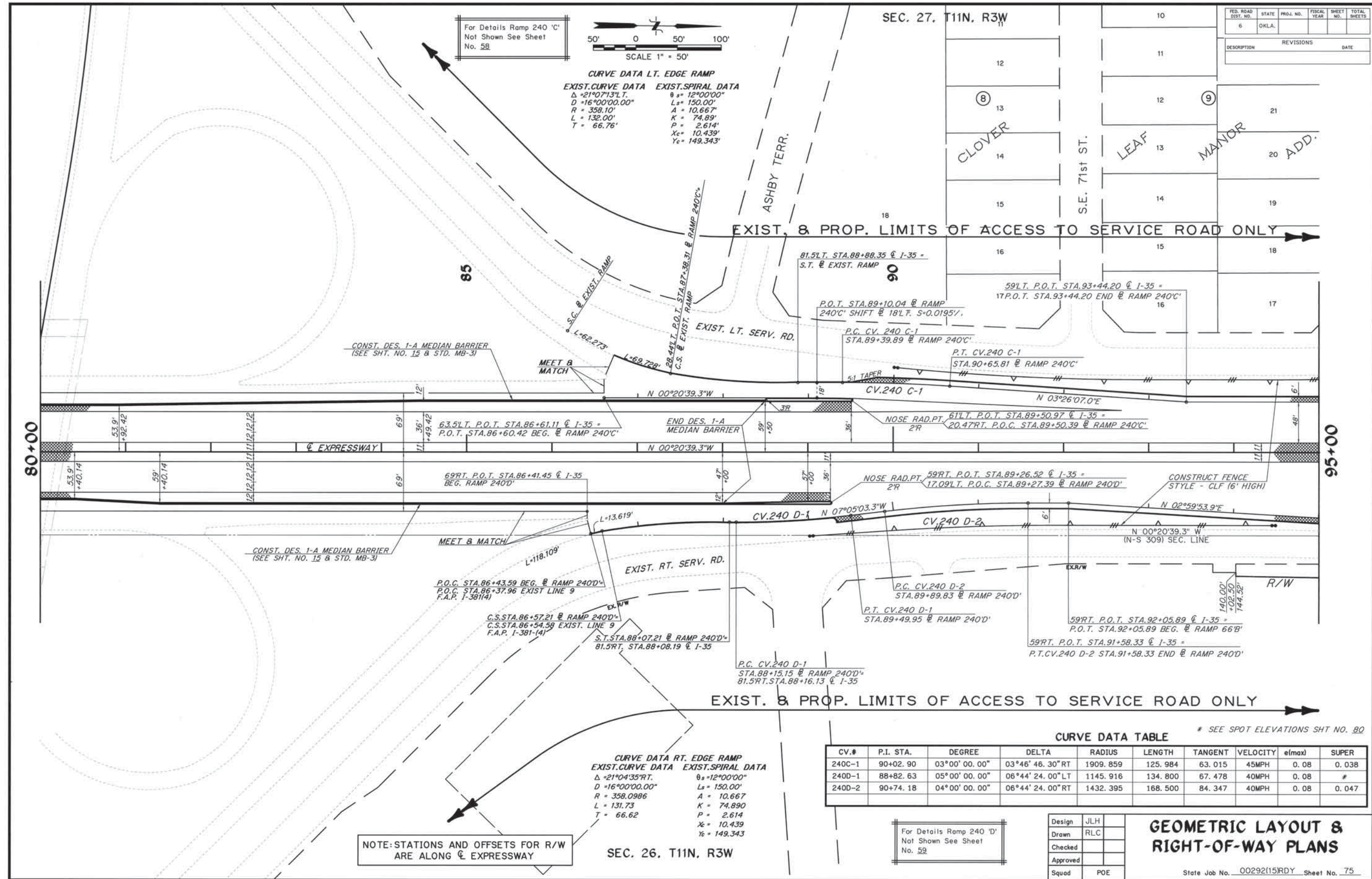
For Details Ramp 240'B' Not Shown See Sheet No. 57

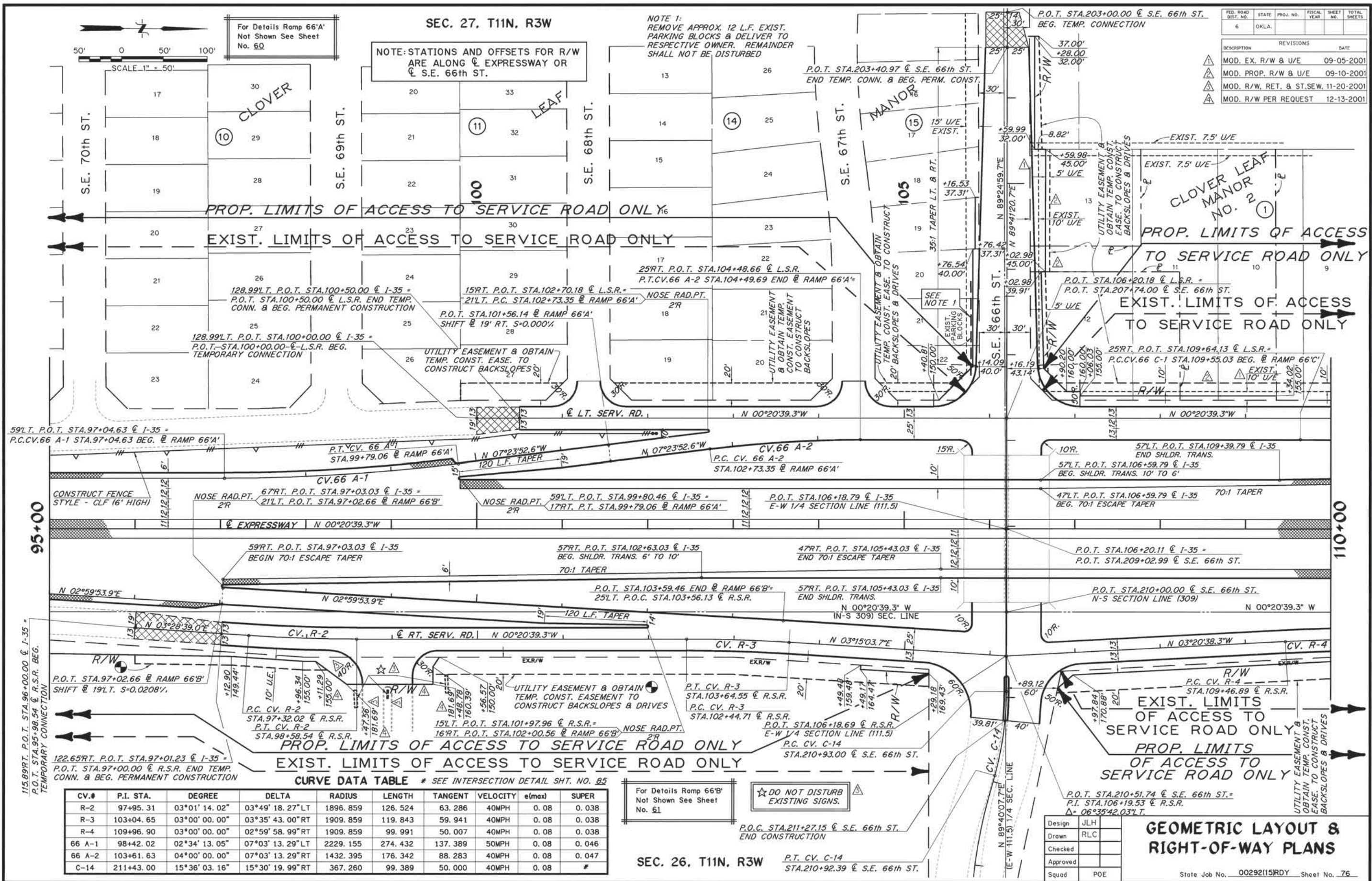
NOTE: STATIONS AND OFFSETS FOR R/W ARE ALONG @ EXPRESSWAY

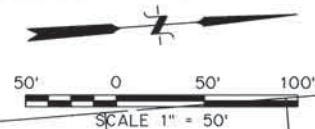
Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

GEOMETRIC LAYOUT & RIGHT-OF-WAY PLANS

State Job No. 00292(15)RDY Sheet No. 74

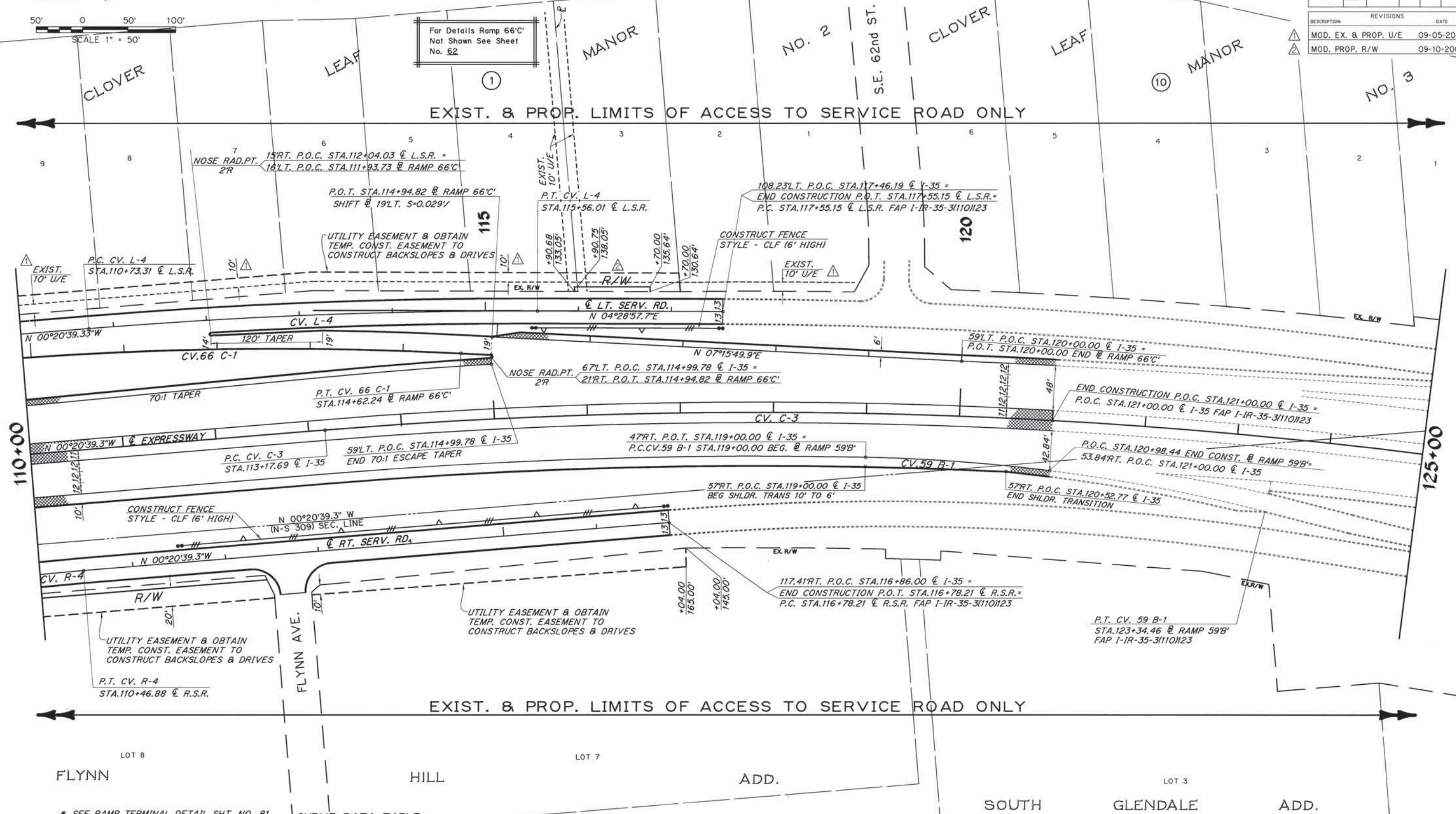






SEC. 27, T11N, R3W

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MOD. EX. & PROP. U/E					09-05-2001
MOD. PROP. R/W					09-10-2001



* SEE RAMP TERMINAL DETAIL SHT. NO. 81

CURVE DATA TABLE

CV.#	P.I. STA.	DEGREE	DELTA	RADIUS	LENGTH	TANGENT	VELOCITY	e(max)	SUPER
C-3	122+03.21	01°00' 00.00"	17°34' 17.16" RT	5729.578	1757.143	885.523	60MPH	0.08	0.029
L-4	113+14.80	01°00' 00.00"	04°49' 37.00" RT	5729.578	482.694	241.490	40MPH	0.08	NC
R-4	109+96.90	03°00' 00.00"	02°59' 58.99" RT	1909.859	99.991	50.007	40MPH	0.08	0.038
66 C-1	112+09.01	01°30' 00.00"	07°36' 29.22" RT	3819.719	507.208	253.977	50MPH	0.08	0.030
59 B-1	121+18.17	03°00' 00.00"	13°02' 01.94" RT	1909.859	434.462	218.173	50MPH	0.08	*

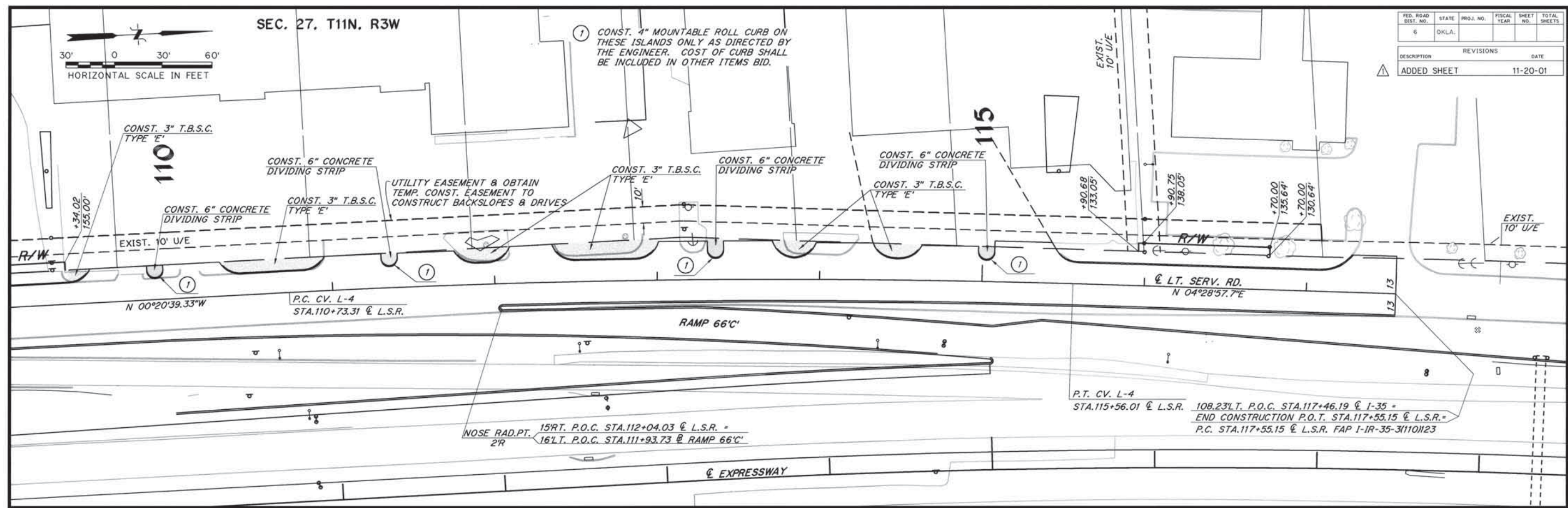
SEC. 26, T11N, R3W

NOTE: STATIONS AND OFFSETS FOR R/W ARE ALONG @ EXPRESSWAY

Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

GEOMETRIC LAYOUT & RIGHT-OF-WAY PLANS

State Job No. 00292(15)RDY Sheet No. 77



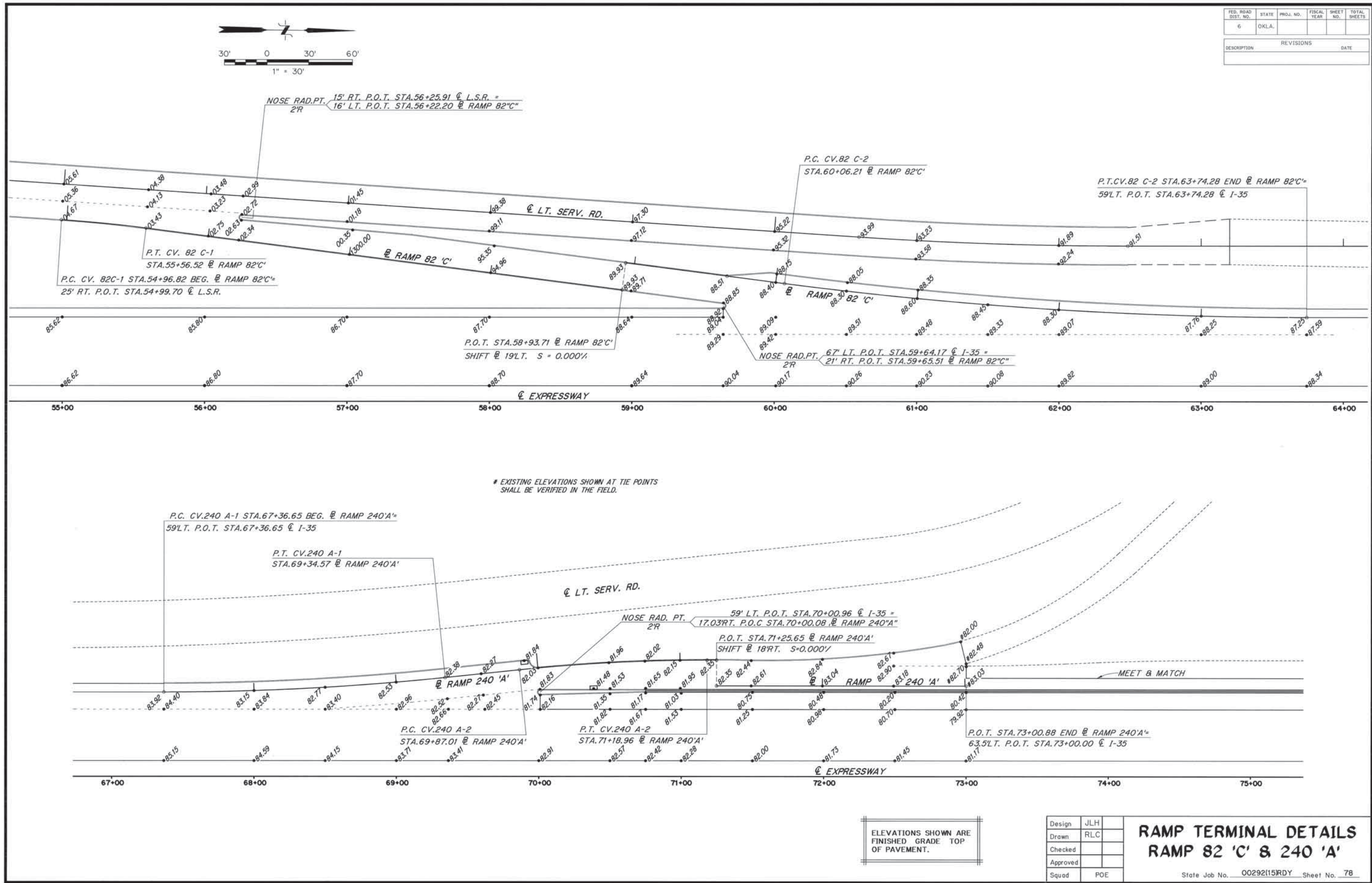
NOTE: STATIONS AND OFFSETS FOR R/W
ARE ALONG CL EXPRESSWAY

Design	
Drawn	
Checked	
Approved	
Squad	POE

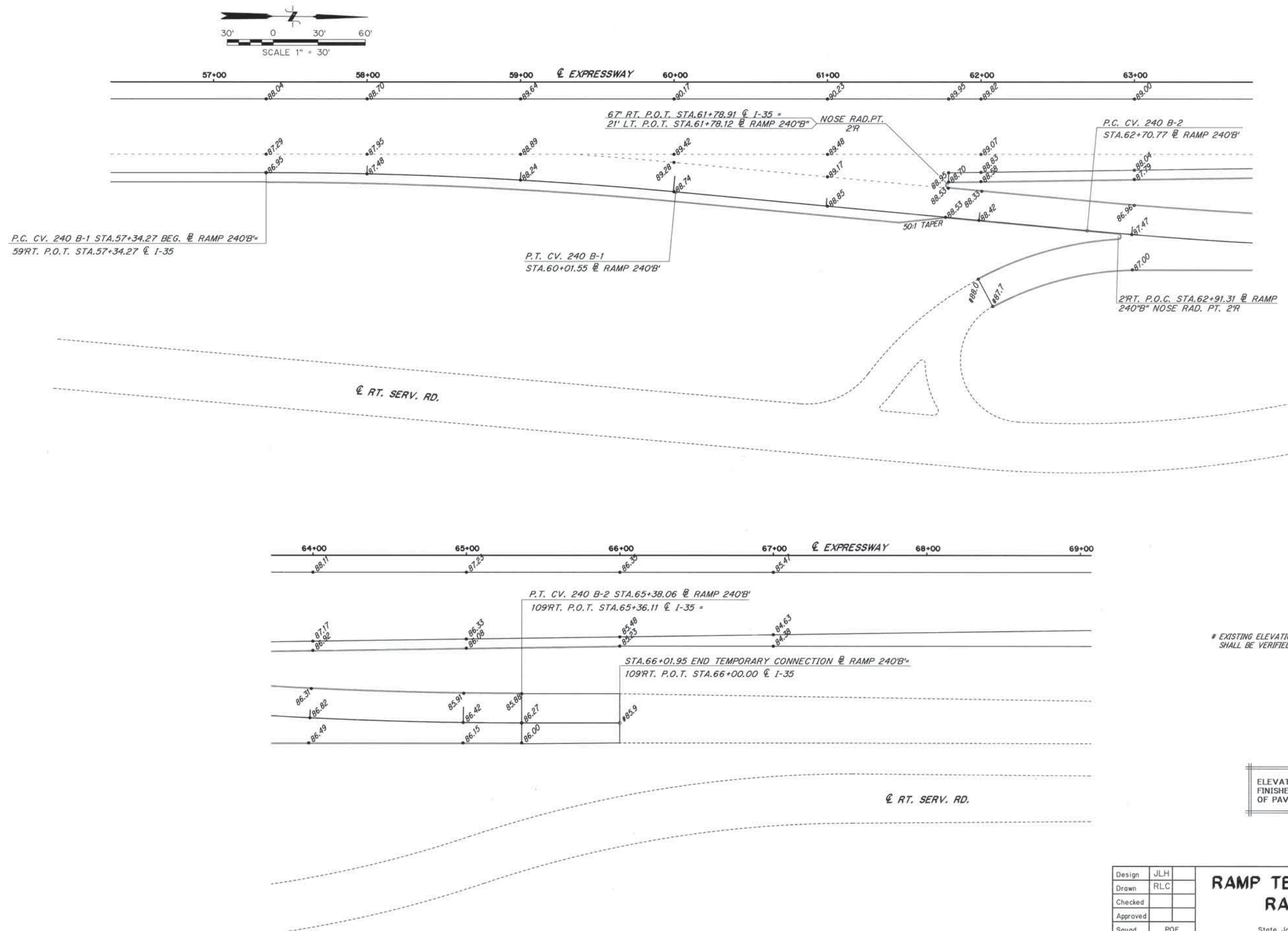
SPECIAL CONSTRUCTION
DETAILS

State Job No. 00292(15RDY) Sheet No. 77A

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



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

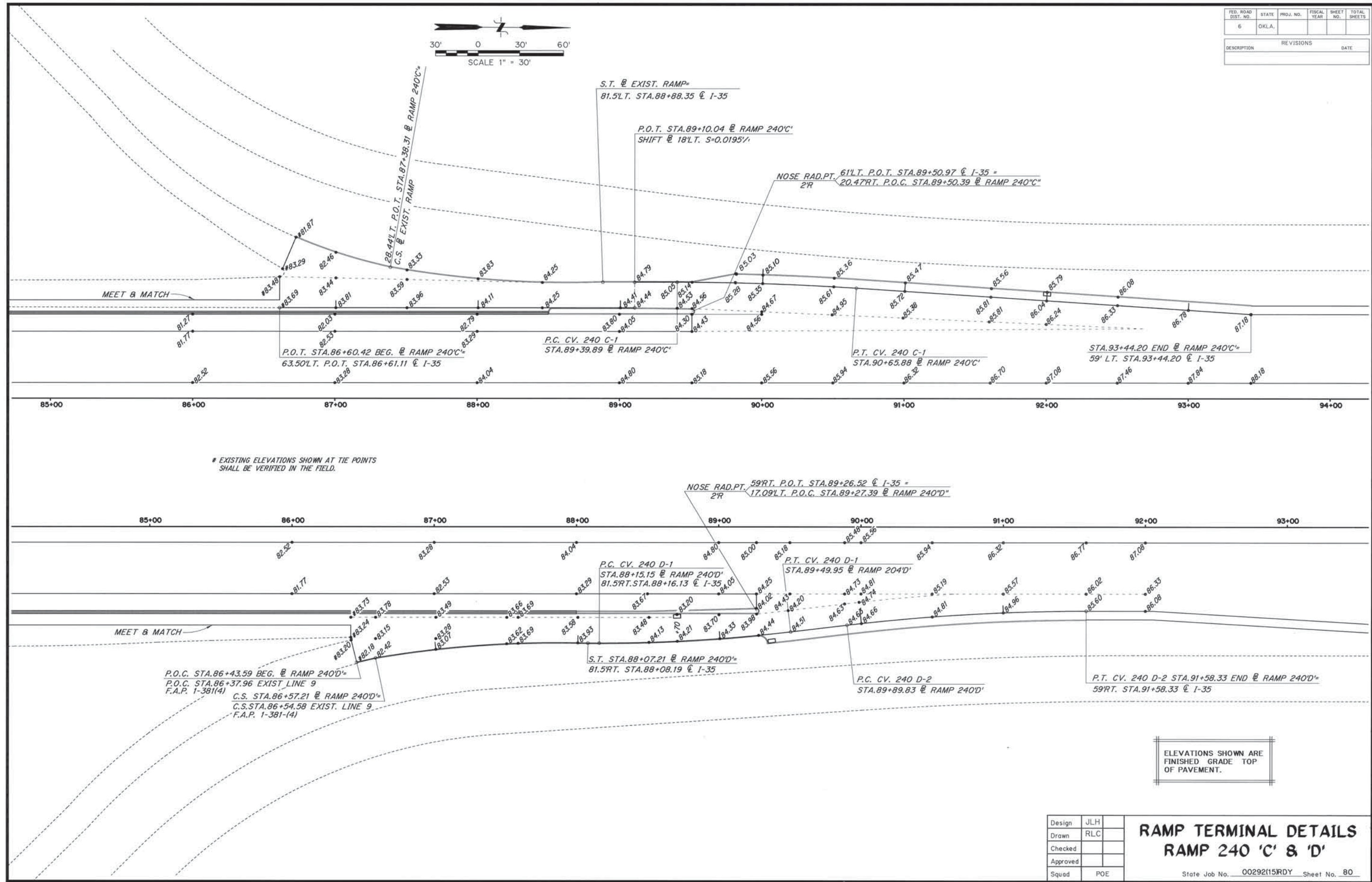


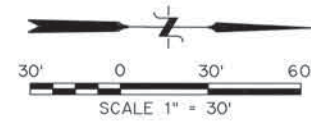
Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

RAMP TERMINAL DETAILS RAMP 240 'B'

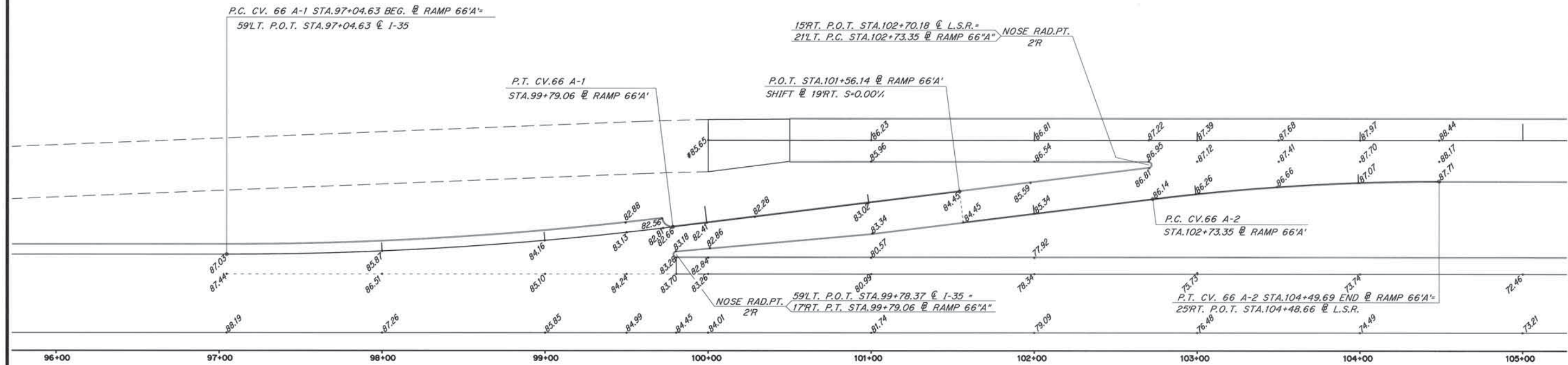
State Job No. 00292(15)RDY Sheet No. 79

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

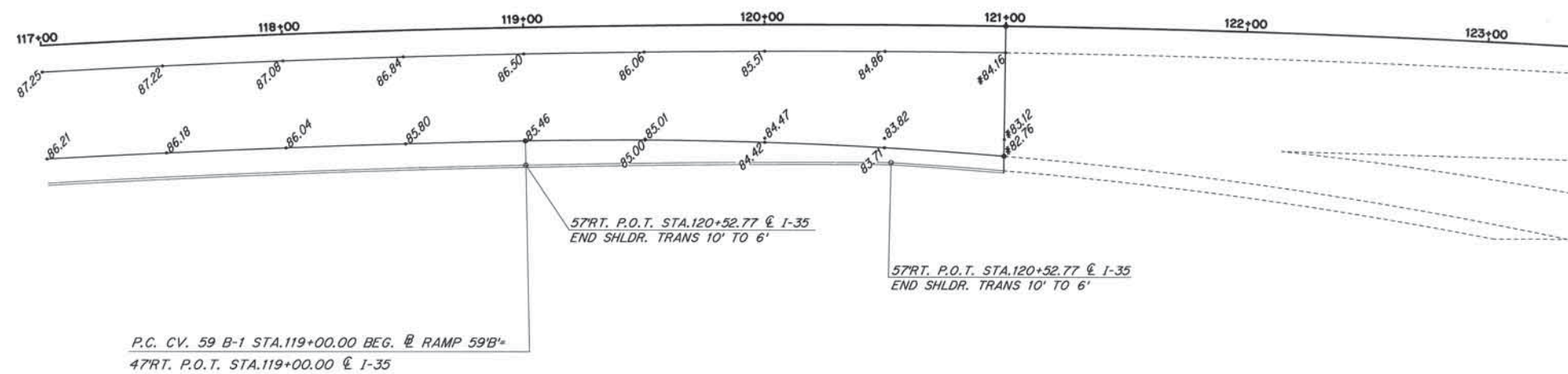




FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



* EXISTING ELEVATIONS SHOWN AT TIE POINTS
SHALL BE VERIFIED IN THE FIELD.

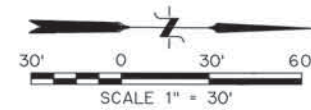


ELEVATIONS SHOWN ARE
FINISHED GRADE TOP
OF PAVEMENT.

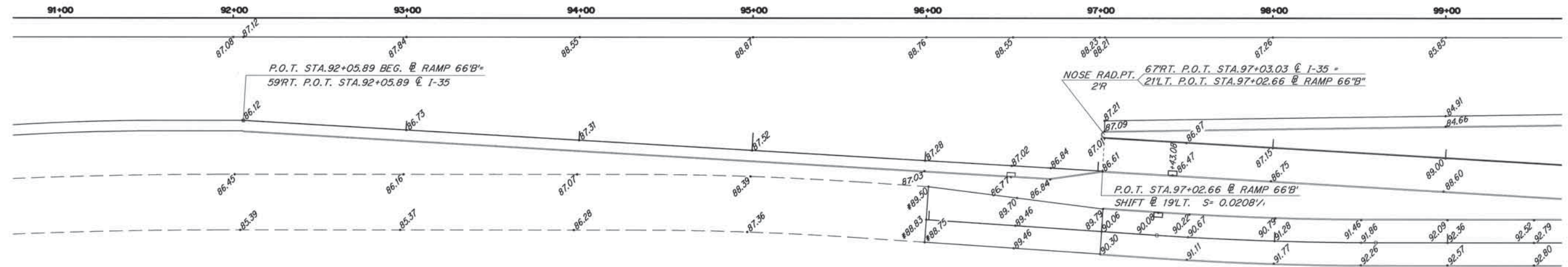
Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

RAMP TERMINAL DETAILS RAMP 66 'A' & 59 'B'

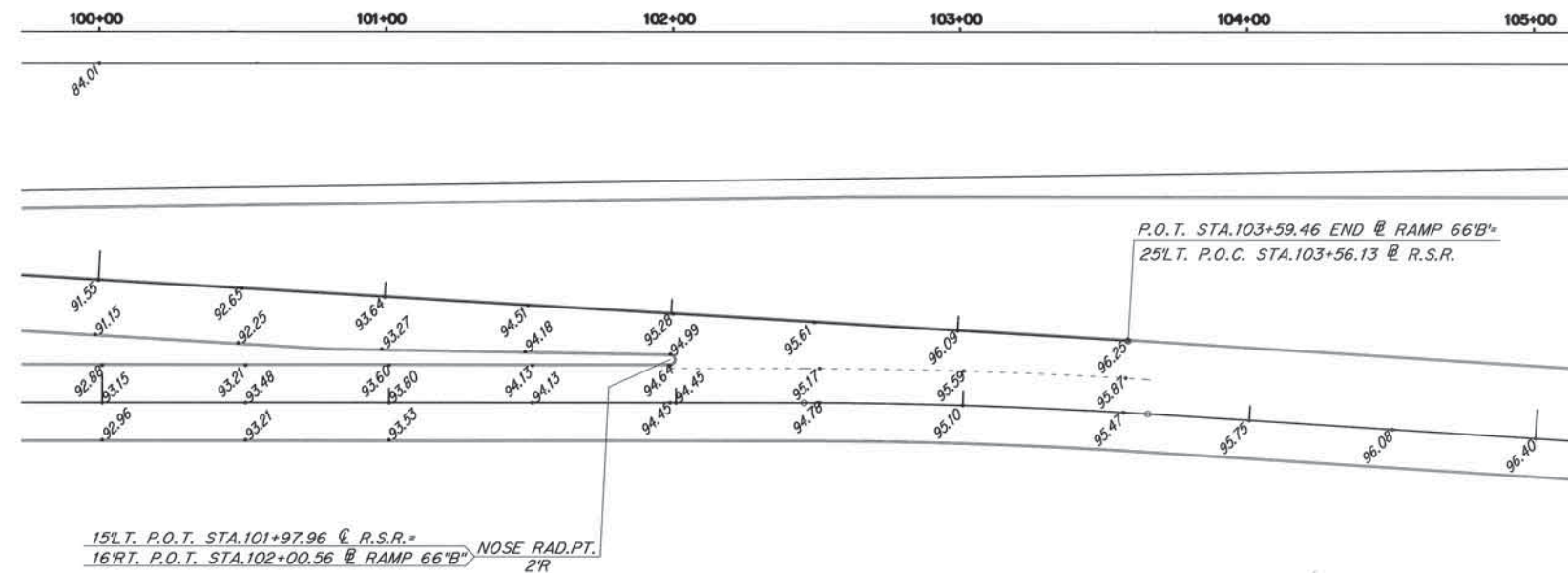
State Job No. 00292(15)RDY Sheet No. 81



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



* EXISTING ELEVATIONS SHOWN AT TIE POINTS SHALL BE VERIFIED IN THE FIELD.



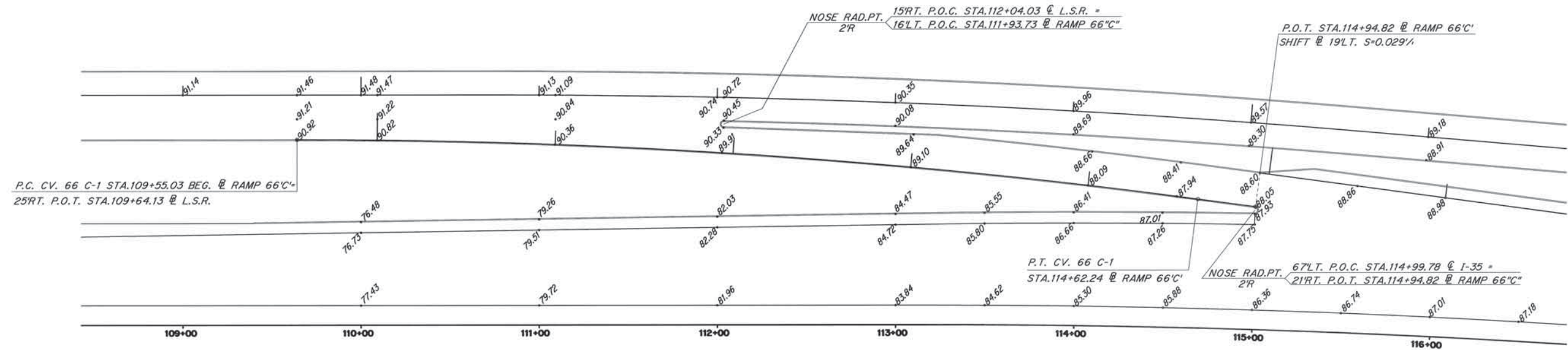
ELEVATIONS SHOWN ARE
FINISHED GRADE TOP
OF PAVEMENT.

Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

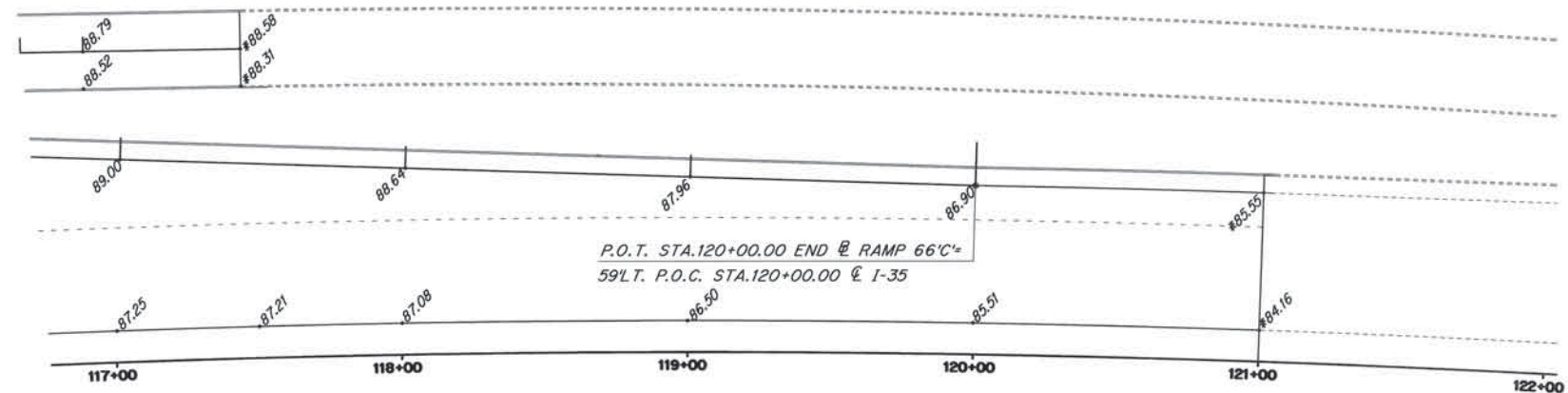
RAMP TERMINAL DETAILS RAMP 66 'B'

State Job No. 00292(15)RDY Sheet No. 82

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



EXISTING ELEVATIONS SHOWN AT TIE POINTS
SHALL BE VERIFIED IN THE FIELD.

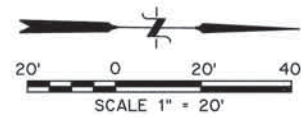


ELEVATIONS SHOWN ARE
FINISHED GRADE TOP
OF PAVEMENT.

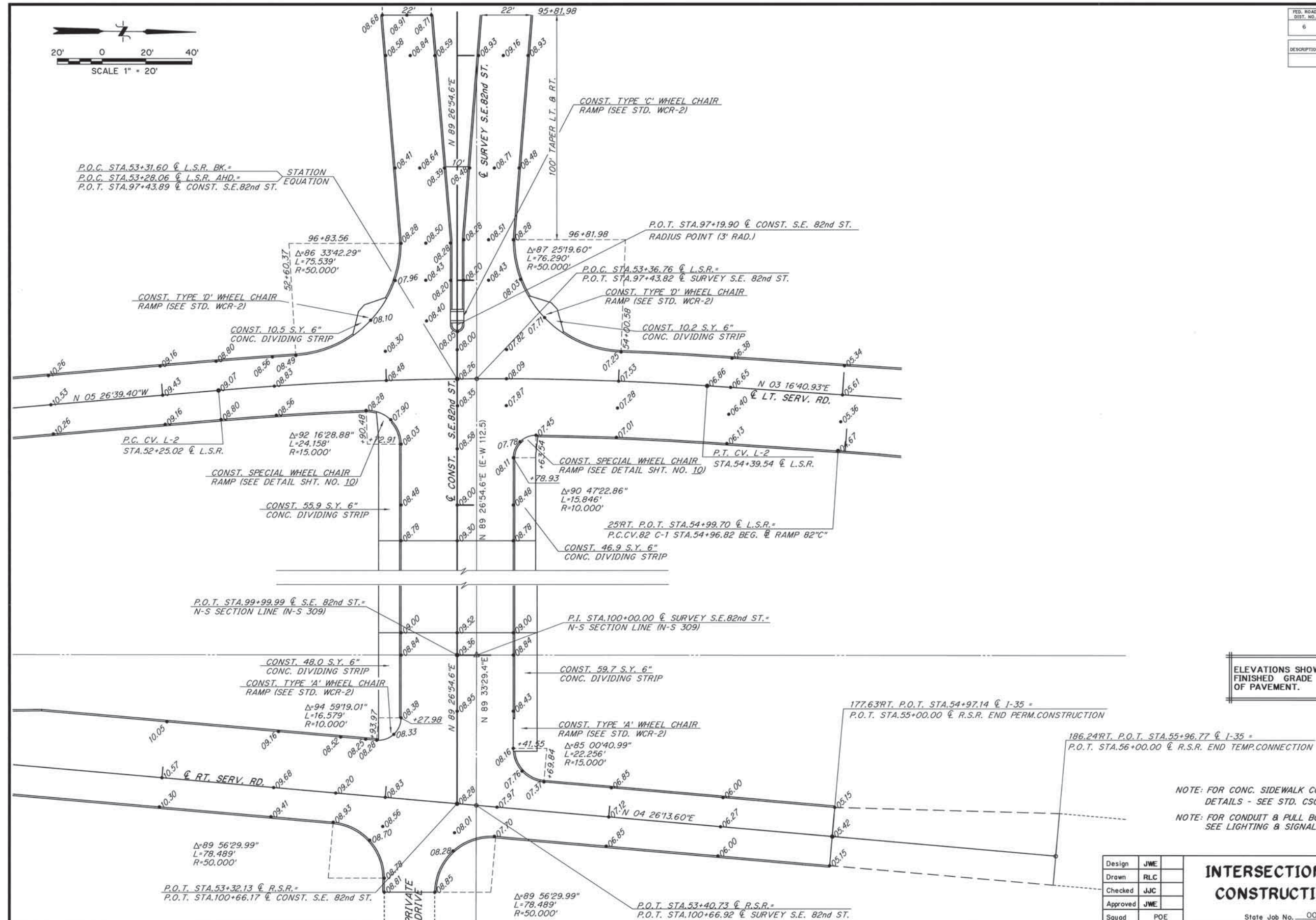
Design	JLH
Drawn	RLC
Checked	
Approved	
Squad	POE

RAMP TERMINAL DETAILS RAMP 66 'C'

State Job No. 0029215RDY Sheet No. 83



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



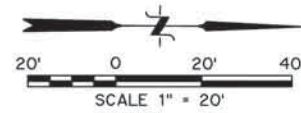
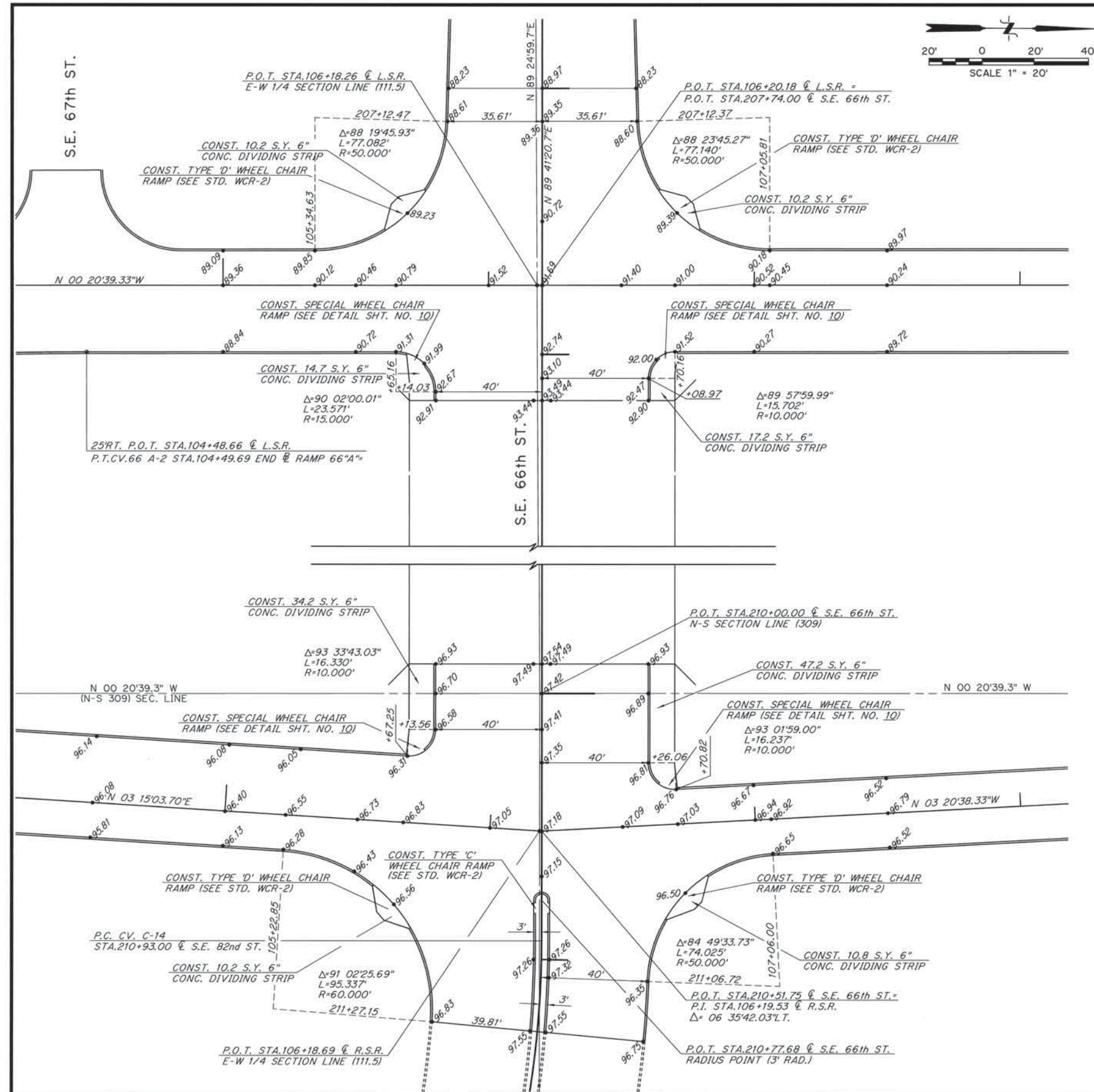
ELEVATIONS SHOWN ARE
FINISHED GRADE TOP
OF PAVEMENT.

NOTE: FOR CONC. SIDEWALK CONSTRUCTION
DETAILS - SEE STD. CSCD-4.
NOTE: FOR CONDUIT & PULL BOX LOCATIONS
SEE LIGHTING & SIGNALIZATION PLANS.

Design	JWE
Drawn	RLC
Checked	JJC
Approved	JWE
Squad	POE

INTERSECTION & SPECIAL CONSTRUCTION DETAILS

State Job No. 00292(15)RDY Sheet No. 84



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

ELEVATIONS SHOWN ARE
FINISHED GRADE TOP
OF PAVEMENT.

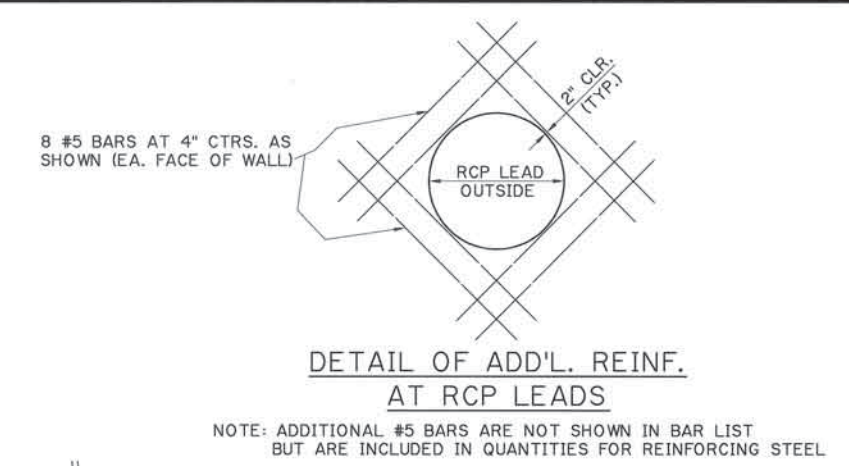
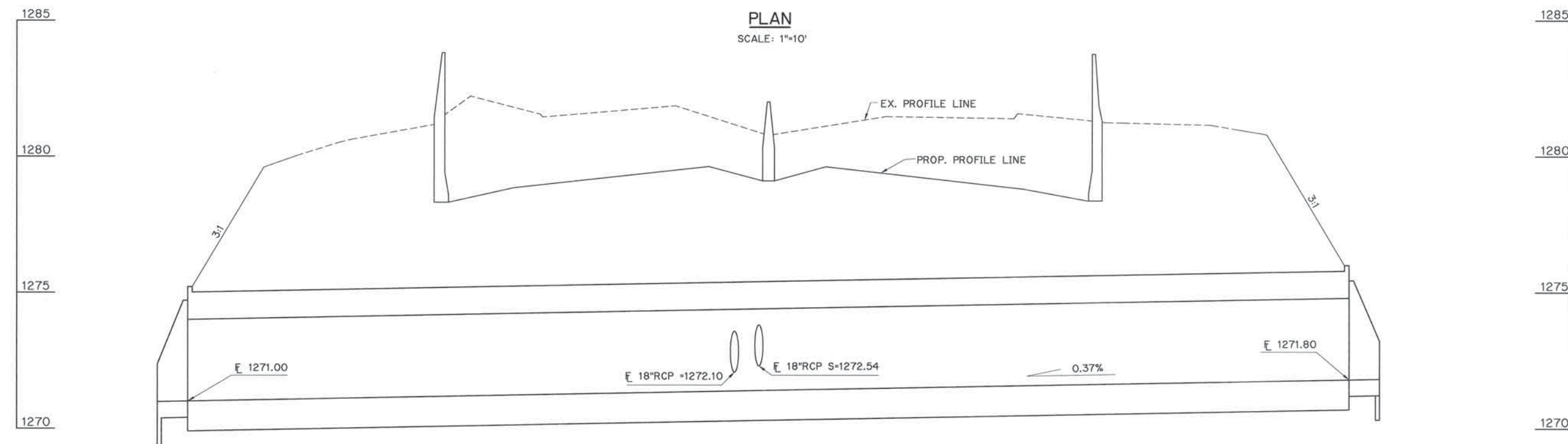
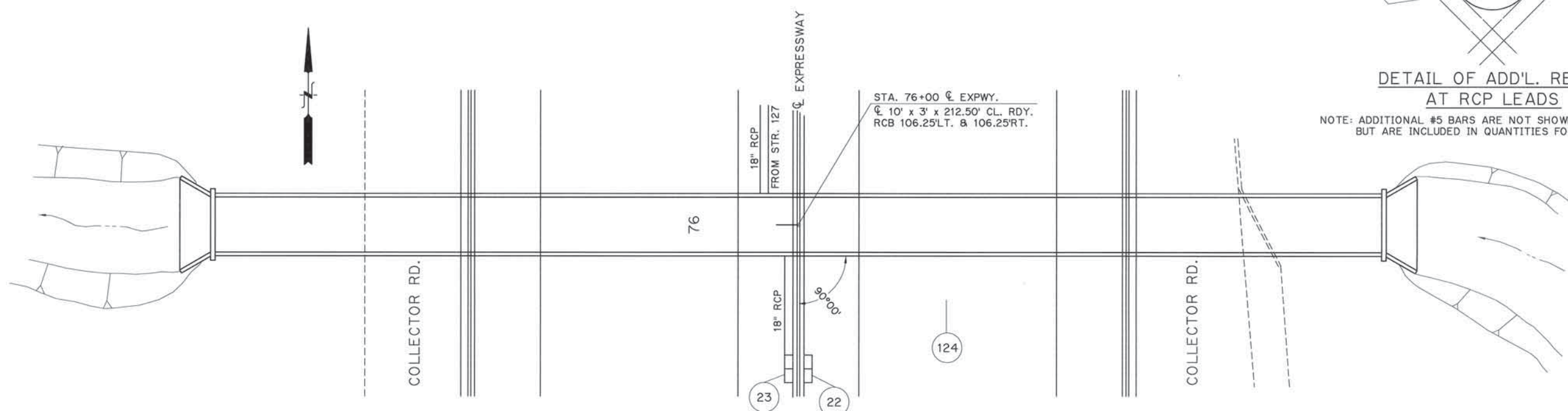
NOTE: FOR CONC. SIDEWALK CONSTRUCTION
DETAILS - SEE STD. CSCD-4.

NOTE: FOR CONDUIT & PULL BOX LOCATIONS
SEE LIGHTING & SIGNALIZATION PLANS.

Design	JWE
Drawn	RLC
Checked	JJC
Approved	JWE
Squad	POE

INTERSECTION & SPECIAL CONSTRUCTION DETAILS

State Job No. 00292(15)RDY Sheet No. 85

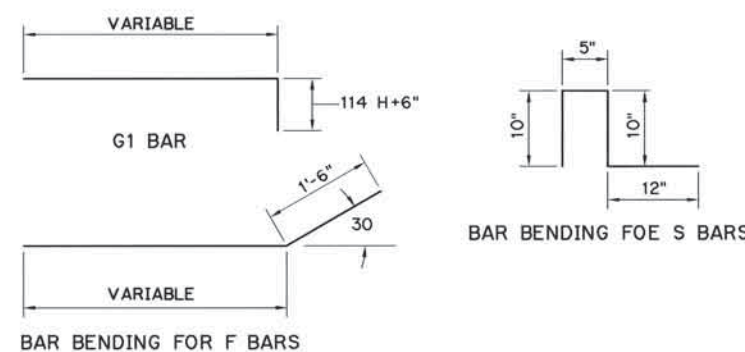
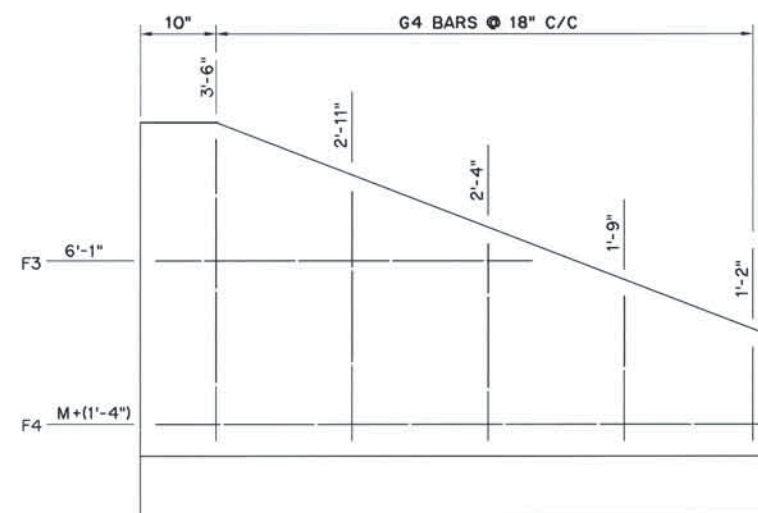
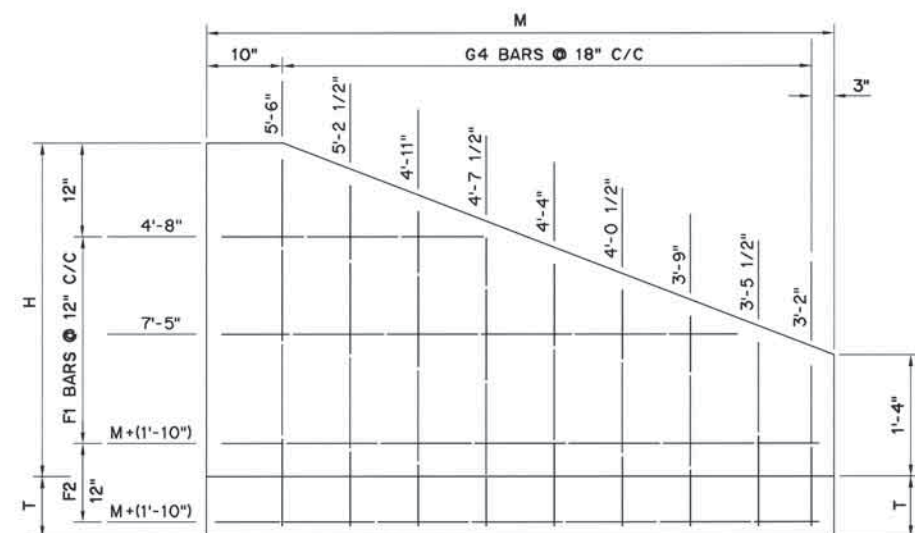


Design	LES	
Drawn	JLN	
Checked	LES	
Approved		
Squad	POE	

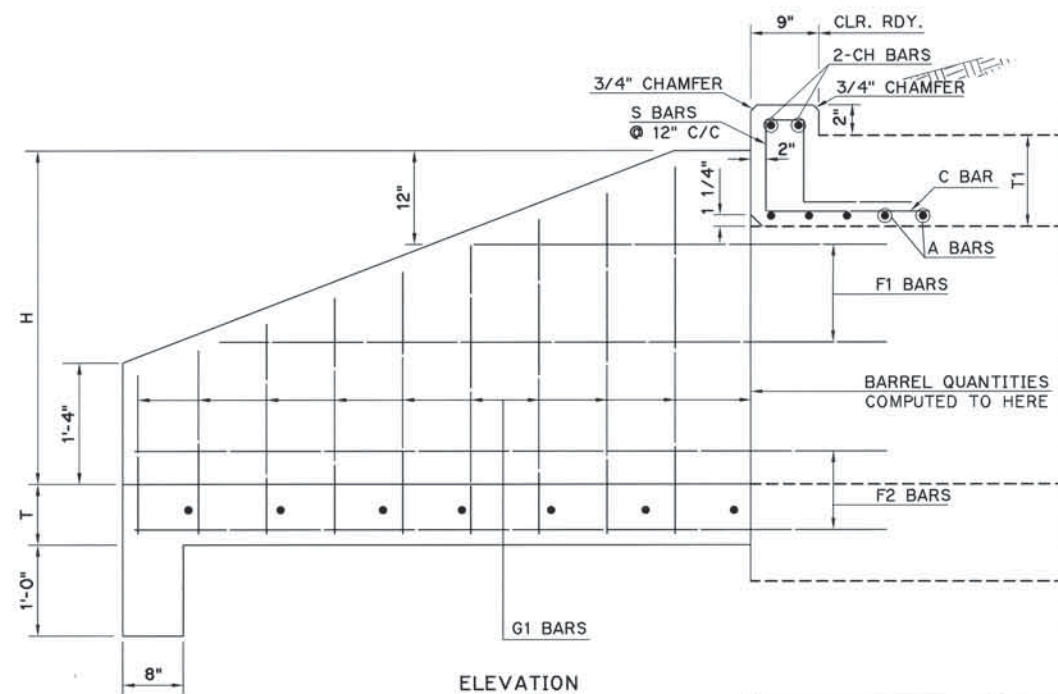
DETAIL STR. NO. 124

State Job No. 00292(15)RDY Sheet No. 86

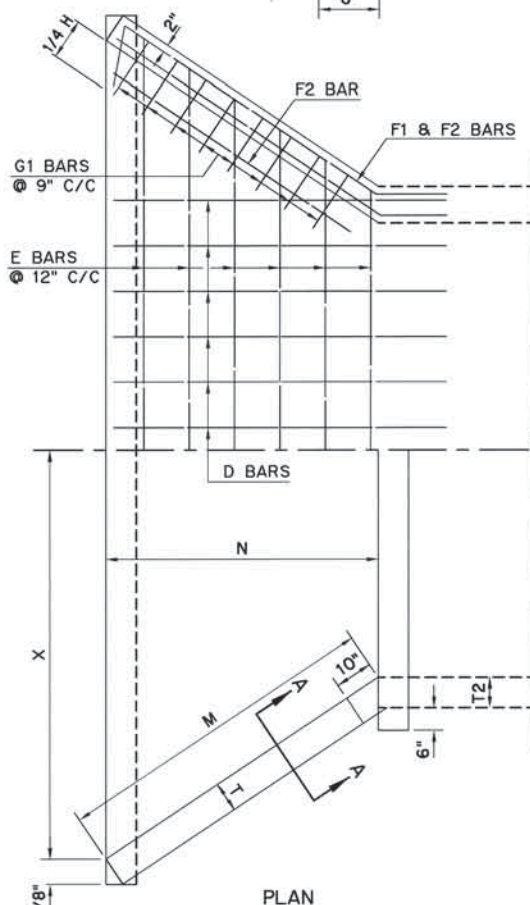
WING DIMENSIONS					REINFORCING BARS																												TOTAL ONE HEADWALL													
					APRON								TWO WINGS																ONE CURB																	
					D BARS				E BARS				F1 BARS				F2 BARS				F3 BARS				F4 BARS				G1 BARS						G4 BARS				CH BARS				S BARS			
X	T	H	M	N	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	AVG. LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	AVG. LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	AVG. LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	AVG. LENGTH	CONC. CU. YD.	STEEL LBS.				
9.63'	8"	3'-8"	6'-11"	6'-0"	12	#4		6'-10"	6	#4		14'-7"	4	#4		6'-1"	6	#4		8'-9"	2	#4		6'-1"	2	#4		8'-3"	18	#4		4'-4"	10	#4		2'-4"	2	#4		11'-8"	13	#4		3'-1"	3.81	294



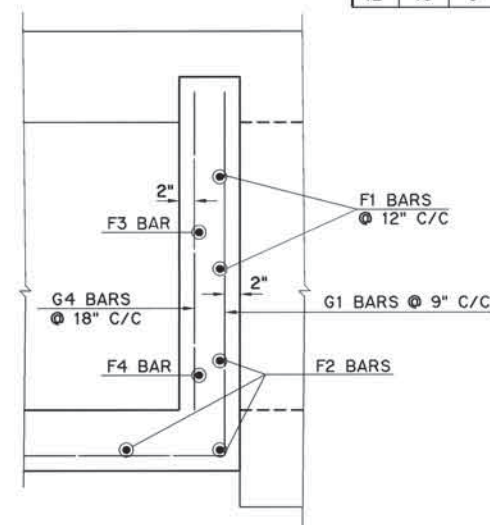
DETAIL HEADWALL FOR 10' X 3' RCB



ELEVATION



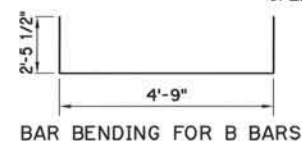
PLAN



SECTION A-A

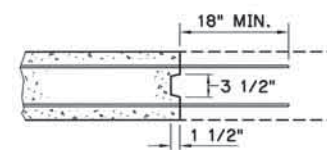
DIMENSIONS						REINFORCING BARS												QUANTITIES PER LINEAR FT. BARREL	
						A BARS				B BARS				C BARS					
T1	T1+1"	T2	V	P	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	# LENGTH	STEEL LBS.	CONC. CU. YD.	
12"	13"	8"	5'-1"	11'-4"	856	#6	6"	11'-0"	428	#6	12"	9'-8"	22	#4	18"	218'-2"	110.108	1.023	

* INCLUDES 3 LAP SPLICES @ 1'-6"



BAR BENDING FOR B BARS

DESIGN DATA
LOAD FACTOR DESIGN
Pc = 3,000 P.S.I.
Fy = 60,000 P.S.I.



CONSTRUCTION JOINT

THE MAXIMUM SPACING OF THE CONSTRUCTION JOINT SHALL BE 100 FT. LONGITUDINAL REINFORCING STEEL SHALL EXTEND THRU THE JOINT A MINIMUM OF 18 INCHES AND THE LONGITUDINAL STEEL IN THE ADJOINING SECTION SHALL BE LAPPED 18 INCHES WITH THIS STEEL.

WHEN NO CONSTRUCTION JOINTS ARE INDICATED ON THE PLANS, THE CONSTRUCTION JOINT MAY BE USED WHEN THE BARREL LENGTH EXCEEDS 60 FEET AND BE USED WHEN THE LENGTH EXCEEDS 100 FT.

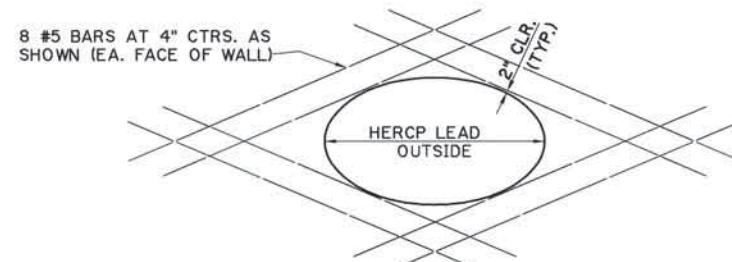
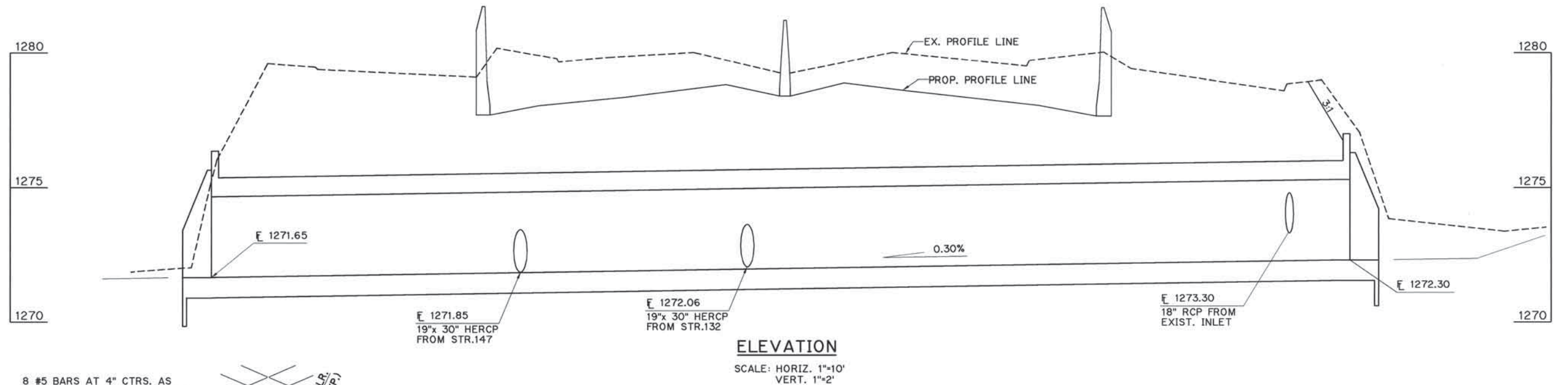
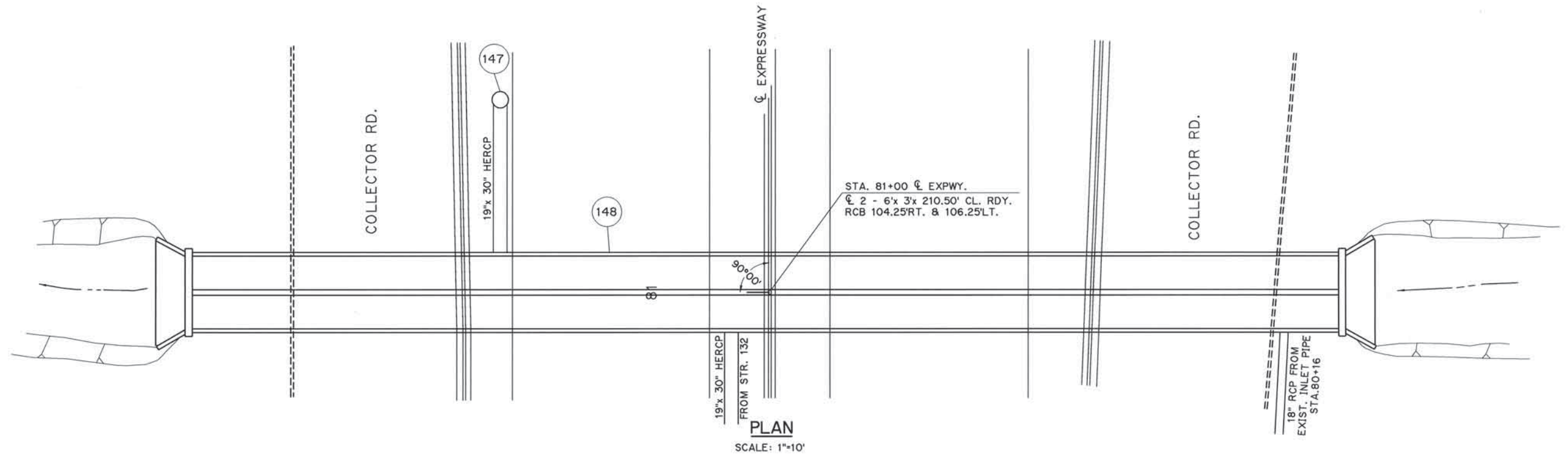
EXTEND LONGITUDINAL REINFORCING STEEL 18 INCHES MINIMUM THRU THE JOINT. STEEL SHALL BE LAPPED 18 INCHES WITH LONGITUDINAL STEEL OF ADJOINING SECTION.

QUANTITIES STR. 124		
ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	226.54
REINFORCING STEEL	LB.	24,150
UNCL. EXCAVATIONS	C.Y.	1369
STR. EXCAV., UNCL.	C.Y.	114

Design	LES
Drawn	JLN
Checked	LES
Approved	
Squad	POE

DETAILS STR. NO. 124

State Job No. 00292(15)RDY Sheet No. 87



**DETAIL OF ADD'L. REINF.
AT HERCP LEADS**

NOTE: ADDITIONAL #5 BARS ARE NOT SHOWN IN BAR LIST
BUT ARE INCLUDED IN QUANTITIES FOR REINFORCING STEEL

NOTE: FOR DETAIL SEE STD. RCB-2B DESIGN 6
AND STD. MCB W

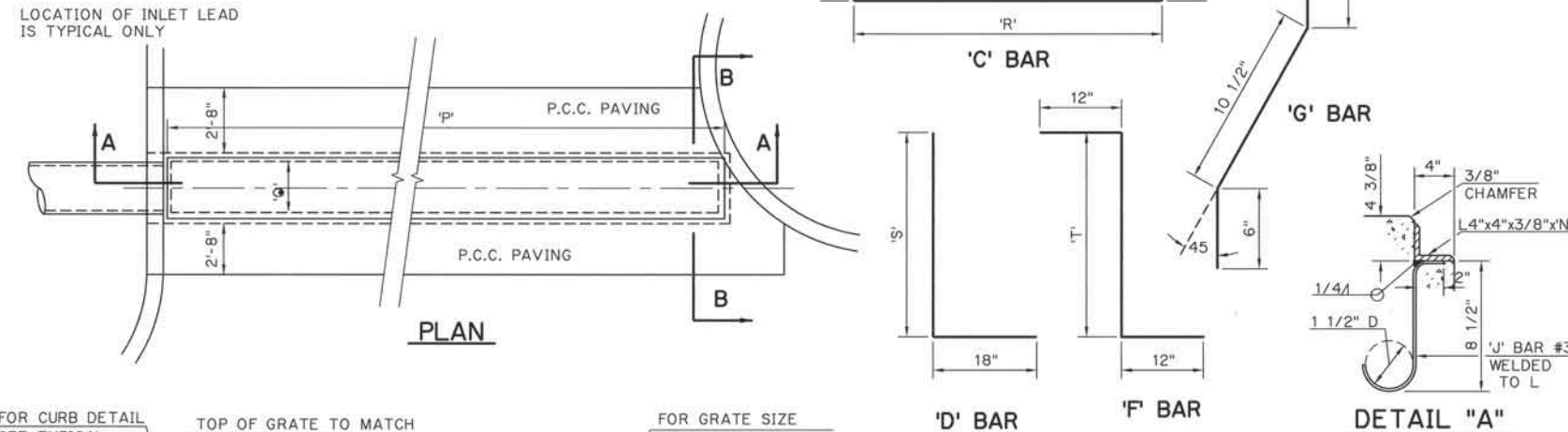
Design	LES
Drawn	JLN
Checked	LES
Approved	
Squad	POE

DETAIL STR. NO. 148

State Job No. 00292(15)RDY Sheet No. 88

REVISIONS	
DESCRIPTION	DATE

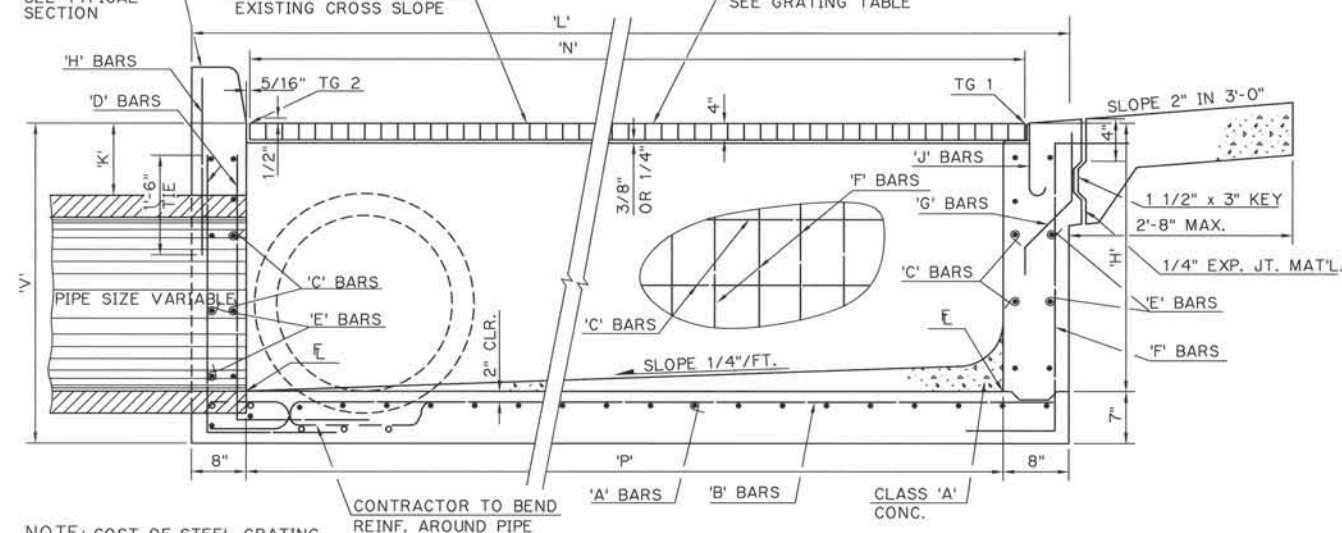
STR.	V	K	H	L	N	W	P	Q	R	S	T
175	4'-1"	1'-9 1/2"	3'-6"	11'-4"	10'-6 1/2"	2'-6 1/2"	10'-0"	2'-0"	14'-4"	-	3'-6"



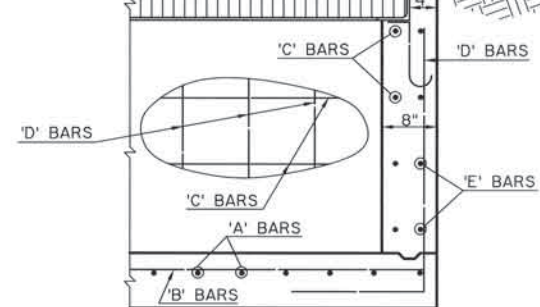
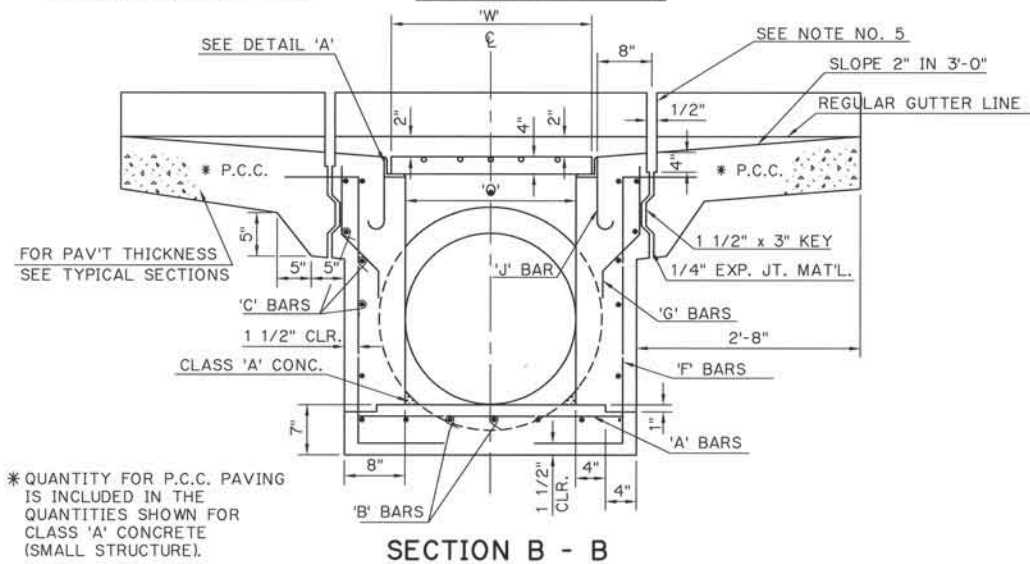
STR. NO.	TG 1	TG 2	€
175	1292.69	1292.69	1289.19

STR.	SPAN ⊙	TYPE	LBS/ SQ. FT.	B.B. DIMENSION
175	2'-0"	HWI-C-400	32.2	4"x 1/4"x 1 5/8"

	①	②	③	④
STR.	NO CURBS NO APRON	1 CURB 3 APRONS	2 CURBS 2 APRONS	NO CURB 4 APRONS
175				1



NOTE: COST OF STEEL GRATING
SUPPORTS TO BE INCLUDED
IN COST OF GRATING
(INCLUDED IN SUPPORTS ARE
L4x4x3/8, WELDS, & 'J' BARS).



DETAIL - CLASS 1

FOR DETAILS NOT SHOWN SEE SEC'S. A-A & B-B

NOTE:

1. USE TYPE AND DIMENSION SHOWN ABOVE FOR GARY HEAVY-WELD STEEL GRATING OR EQUAL.
2. GRATE WIDTH = '0' + 6 1/2"
3. GRATE SHALL HAVE TRIM BANDING AT THE ENDS OF ALL PANELS.
4. GRATE PANELS SHALL BE SPOT WELDED TOGETHER WITH THE EXCEPTION OF THE END PANEL OVER THE OUTLET PIPE TO BE FOR MAINTENANCE ACCESS.
5. SEE STD. LECS-3 FOR ADDITIONAL DETAILS. PROVIDE 1/4" OF TOP SURFACE. TOP 4" TO BE 1/2" IN WIDTH TO CONFORM TO DIMENSIONS FOR 1/2" EXPANSION JOINT ON STD. LECS-3.
6. CUT ALL BARS AS NECESSARY TO PERMIT PLACEMENT OF R.C.P.

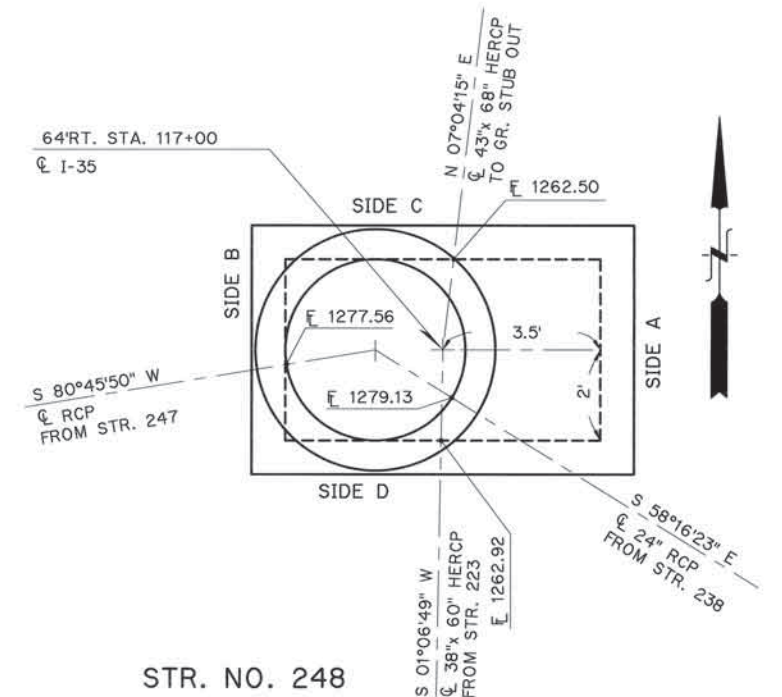
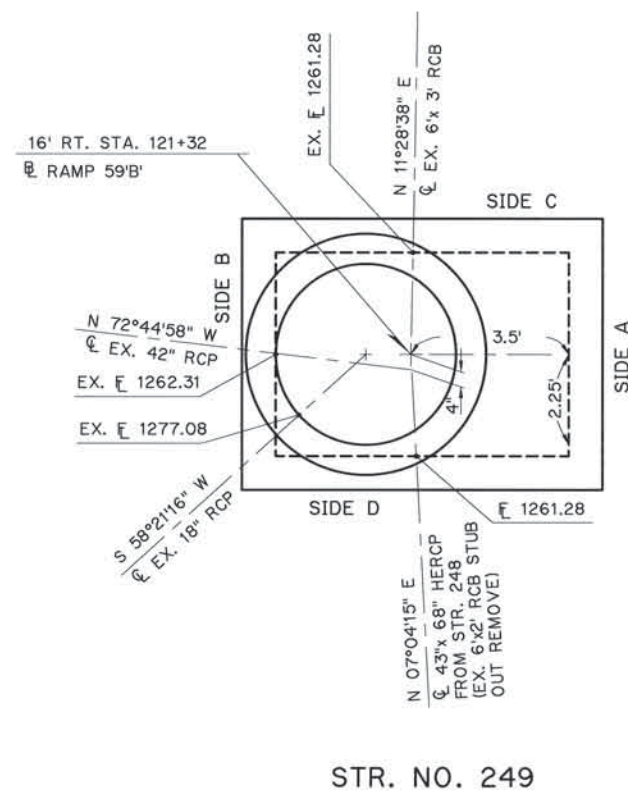
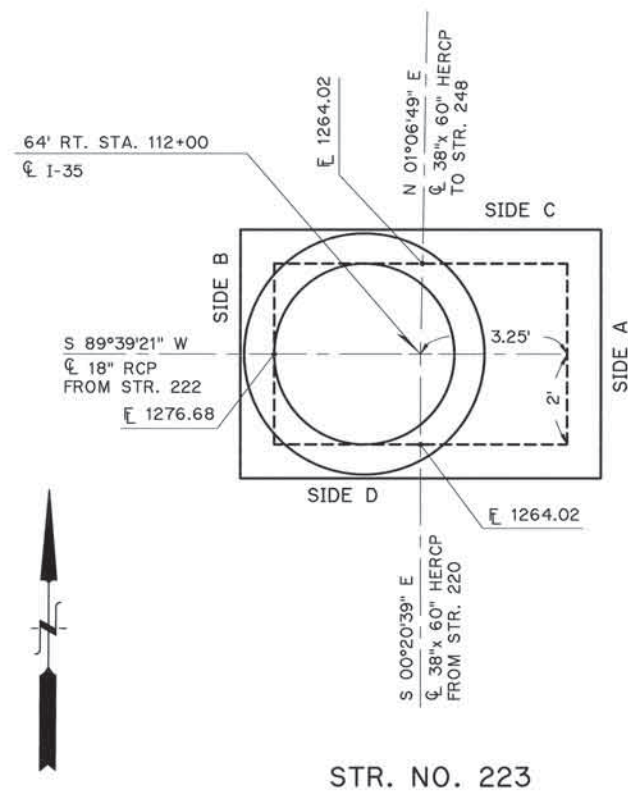
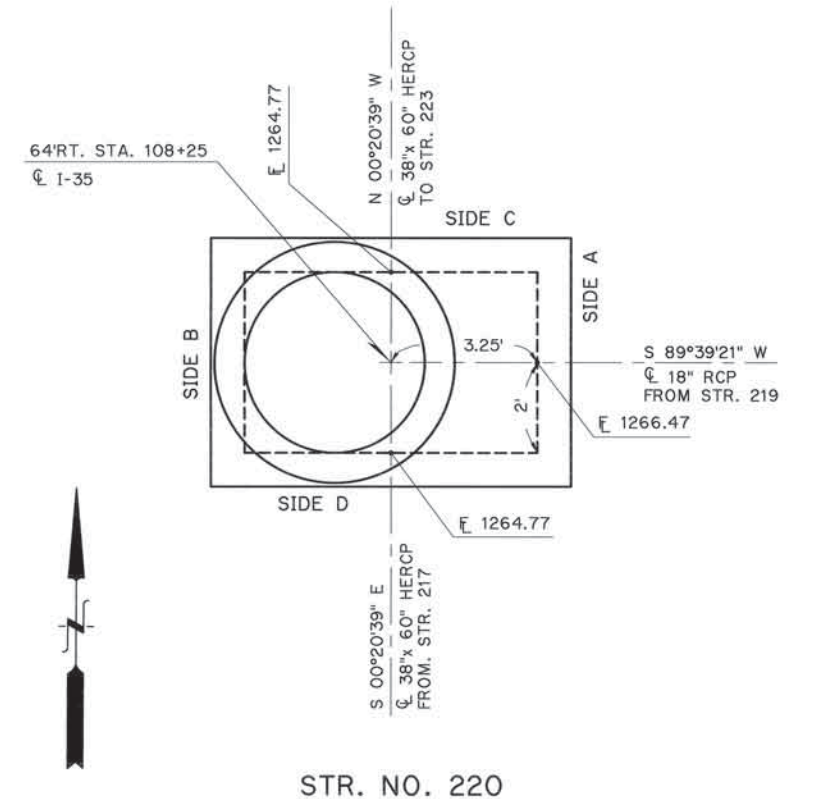
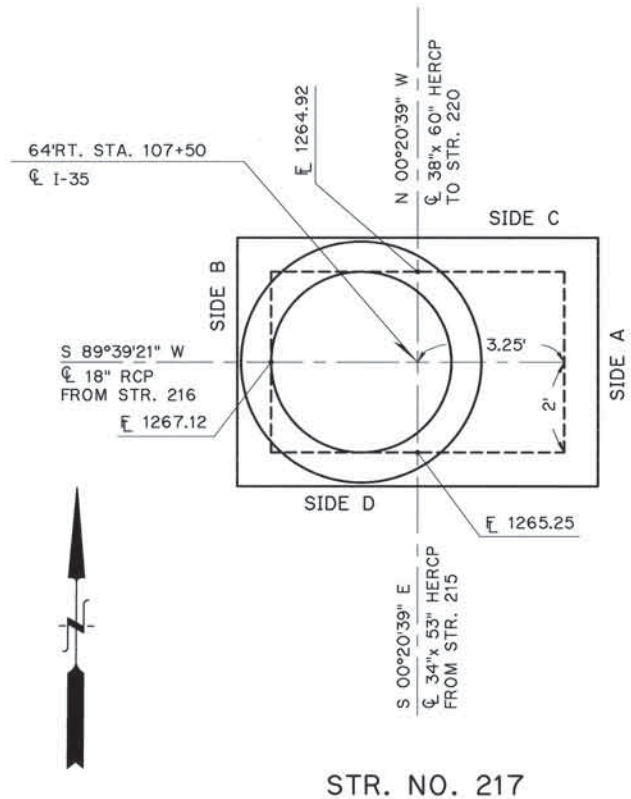
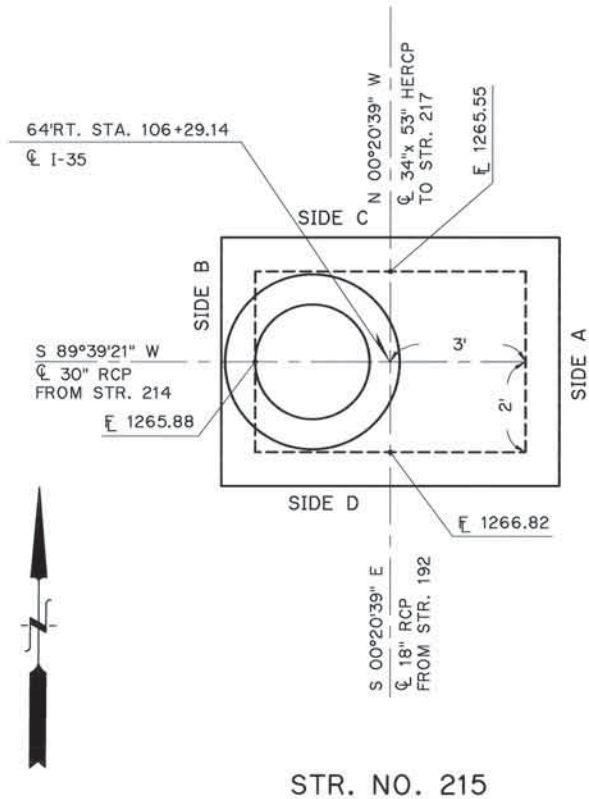
MARK	SIZE	FORM	SPACE C/C	NUMBER		MARK	LENGTH	
					175			17
A	#5	STR.	6"	23		A	3'	
B	#5	STR.	6"	7		B	11'	
C	#4	BENT	9"	10		C	12'	
D	#4	BENT	9"	-		D	-	
E	#4	STR.	12"	8		E	3'	
F	#4	BENT	6"	52		F	5'	
G	#4	BENT	12"	26		G	2'	
H	#4	STR.	9"	-		H	-	
J	#3	BENT	12"	26		J	1'	

ITEM	UNIT	STR. 17
CLASS 'A' CONCRETE	C.Y.	6.5:
REINFORCING STEEL	LB.	480.8:
HEAVY WELD STEEL GRATING	LB.	862.7:
STRUCTURAL EXCAV. UNCL.	C.Y.	0.8:
UNCL. EXCAVATION	C.Y.	10.0:

Drawn	KJW	JLM
Checked	JWE	JWE
Approved		
Squad	POE	

GARY GRATE DETAILS

State Job No. 00292(15)RDY Sheet No. 89

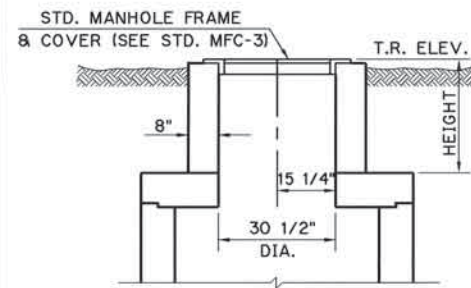


Design	LS
Drawn	JLN
Checked	
Approved	
Squad	POE

SPECIAL JUNCTION BOX
ORIENTATION DIAGRAMS

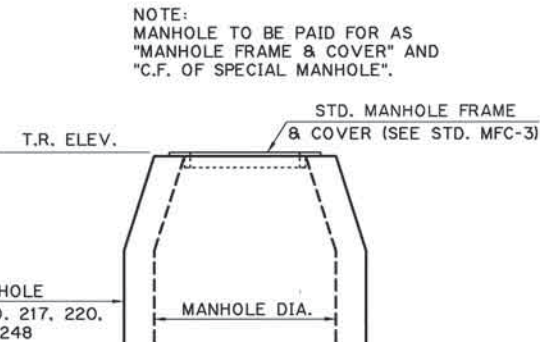
State Job No. 00292(15RDY) Sheet No. 90

NOTE:
MANHOLE TO BE PAID FOR AS
"MANHOLE FRAME & COVER" AND
CLASS A CONCRETE.

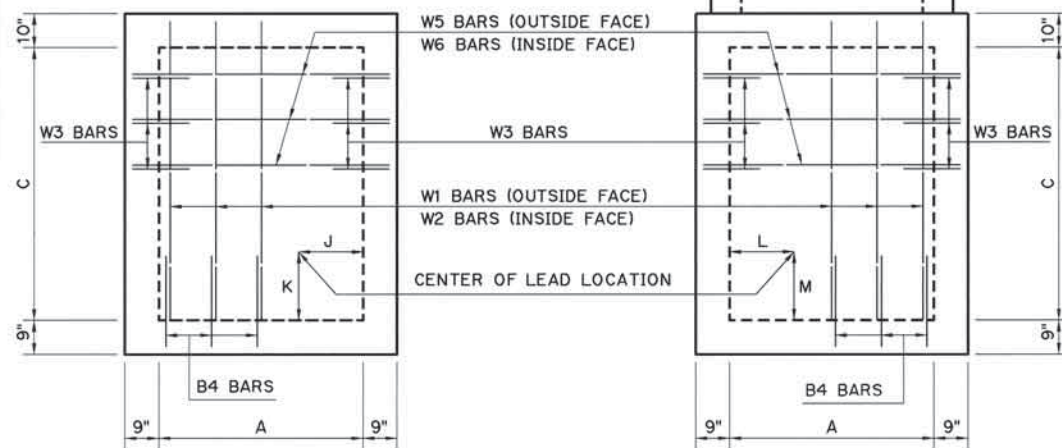


MANHOLE RISER DETAIL
STR. NO. 215

NOTE:
MANHOLE SHALL BE SECURED TO
TOP OF JUNCTION BOX IN A MANNER
SATISFACTORY TO THE ENGINEER TO
PREVENT SLIPPAGE DURING BACKFILL
CONSTRUCTION.

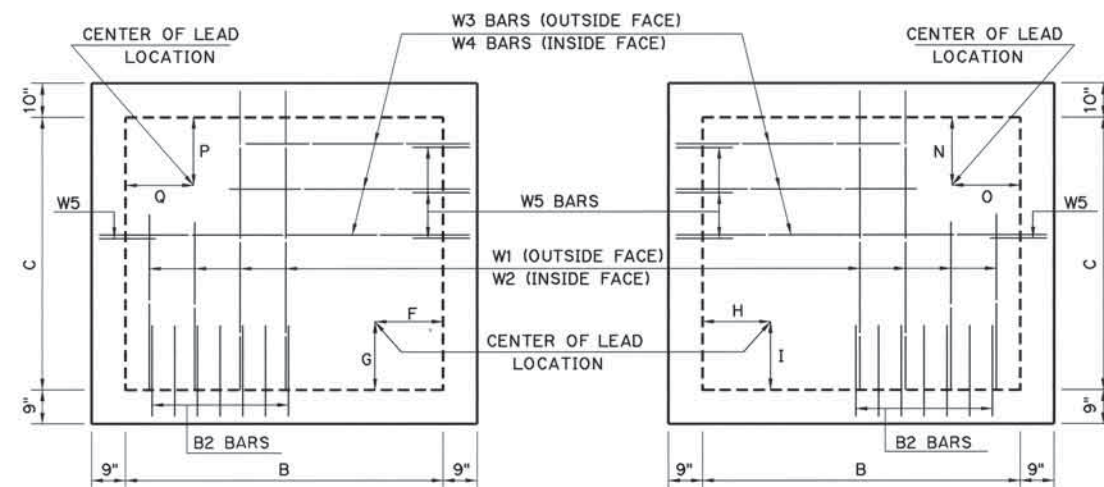


MANHOLE
STR. NO. 217, 220,
223, & 248



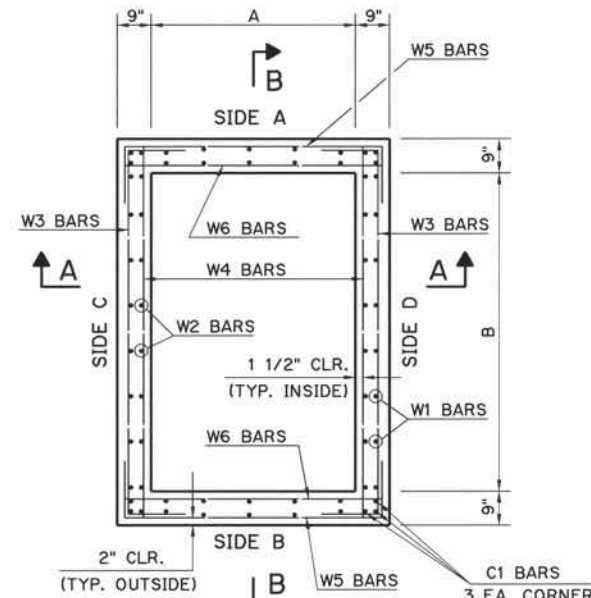
ELEVATION - SIDE A

ELEVATION - SIDE B

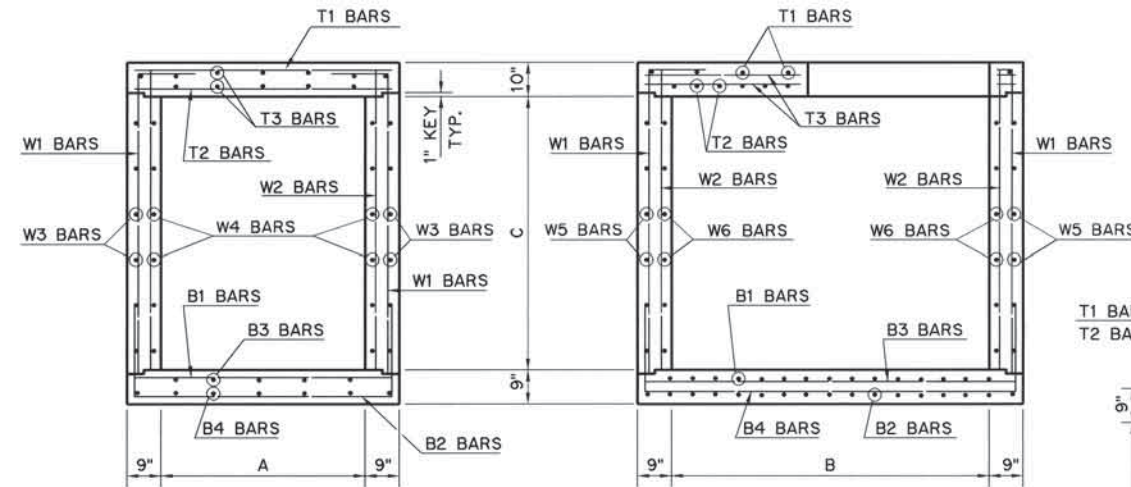


ELEVATION - SIDE C

ELEVATION - SIDE D

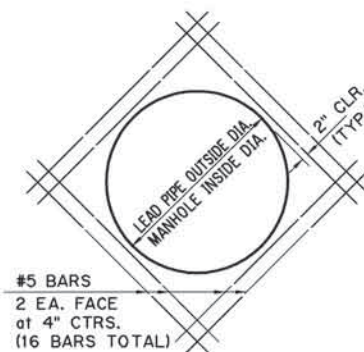


PLAN SECTION



SEC. A - A

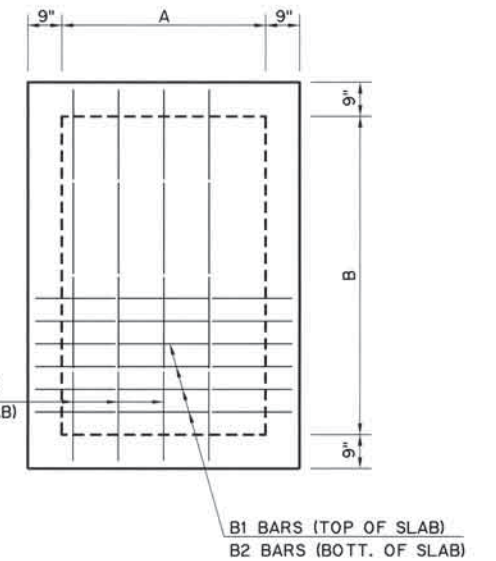
SEC. B - B



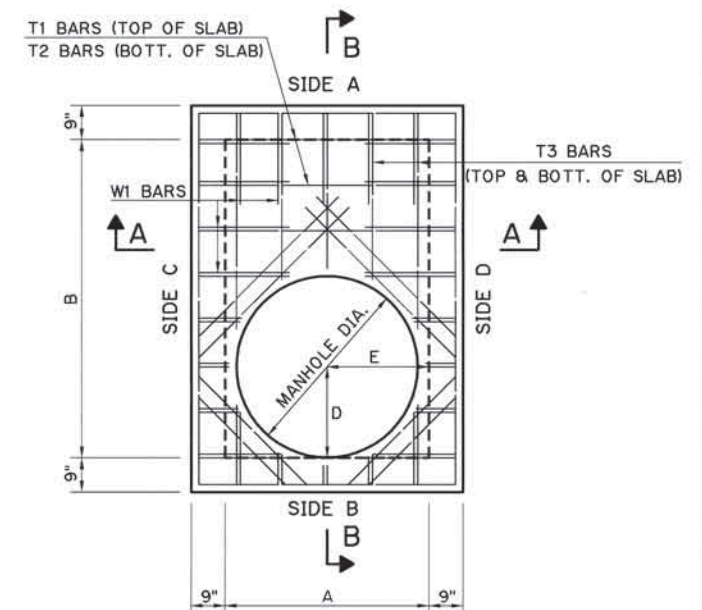
DETAIL OF ADD'L REINF.
AT LEAD PIPES & MANHOLE

(BARS SHOWN ARE INCLUDED IN
REINFORCING STEEL QUANTITY)

NOTE:
ALL CONCRETE TO BE CLASS A
ALL REINFORCING STEEL TO BE GRADE 60
F_c = 3000 P.S.I.
F_s = 60,000 P.S.I.



BOTTOM SLAB



TOP SLAB

NOTE:
CUT ALL BARS AS NECESSARY TO PERMIT
PLACEMENT OF R.C.P. LEADS & MANHOLE
ACCESS. PORTIONS OF BARS NOT USED
IN CONSTRUCTION TO BECOME PROPERTY
OF THE CONTRACTOR & SHALL BE DISPOSED
OF IN A MANNER SATISFACTORY TO THE
ENGINEER.

CONSTRUCT ROUNDED INVERTS IN BOTTOM
OF JUNCTION BOX AND SLOPE TO OUTLET
PIPE.

FOR ORIENTATION DIAGRAMS SEE SHEET
NO. 90.

FOR DIMENSION SCHEDULE, BAR LISTS, BENT
BAR DETAILS AND QUANTITIES SEE SHEET
NO. 92.

Design	MMS	LS
Drawn	DAC	JLN
Checked		
Approved		
Squad	POE	

JUNCTION BOX DETAILS
STR. 215, 217, 220, 223 & 248

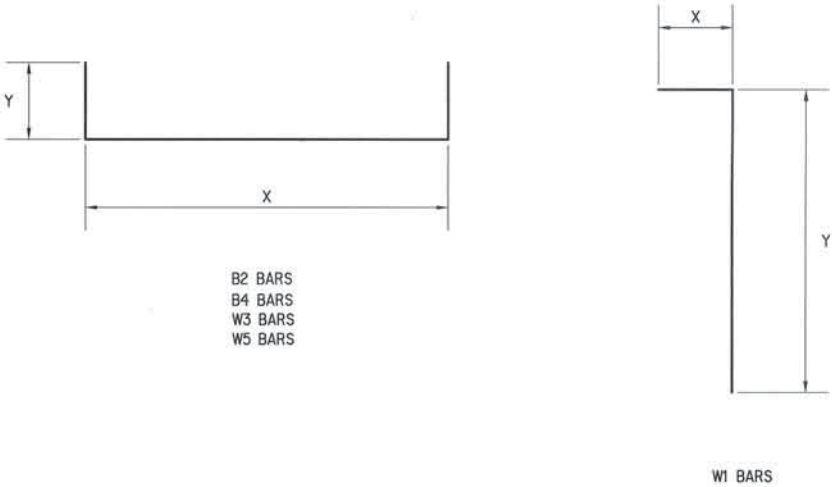
State Job No. 00292(15)RDY Sheet No. 91

SCHEDULE OF REINFORCING BARS

STR. NO.	W1 (BENT)						W2				W3 (BENT)						W4				W5 (BENT)						W6				T1				T2				T3			
	NO.	SIZE	SPA.	LENGTH	X	Y	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	X	Y	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	X	Y	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH
215	24	#4	12"	6'-9"	2'-0"	4'-9"	24	#4	12"	4'-7"	10	#4	12"	9'-8"	7'-2"	1'-3"	10	#4	12"	7'-3"	10	#4	12"	7'-8"	5'-2"	1'-3"	10	#4	12"	5'-2"	8	#5	12"	5'-2"	13	#5	6"	5'-2"	10	#4	12"	7'-2"
217	24	#4	12"	6'-9"	2'-0"	4'-9"	24	#4	12"	4'-7"	10	#4	12"	10'-2"	7'-8"	1'-3"	10	#4	12"	7'-9"	10	#4	12"	7'-8"	5'-2"	1'-3"	10	#4	12"	5'-2"	9	#5	12"	5'-2"	14	#5	6"	5'-2"	10	#4	12"	7'-8"
220	24	#4	12"	6'-9"	2'-0"	4'-9"	24	#4	12"	4'-7"	10	#4	12"	10'-2"	7'-8"	1'-3"	10	#4	12"	7'-9"	10	#4	12"	7'-8"	5'-2"	1'-3"	10	#4	12"	5'-2"	9	#5	12"	5'-2"	14	#5	6"	5'-2"	10	#4	12"	7'-8"
223	46	#4	6"	6'-9"	2'-0"	4'-9"	46	#4	6"	4'-7"	10	#4	12"	10'-2"	7'-8"	1'-3"	10	#4	12"	7'-9"	10	#4	12"	7'-8"	5'-2"	1'-3"	10	#4	12"	5'-2"	9	#5	12"	5'-2"	14	#5	6"	5'-2"	10	#4	12"	7'-8"
248	48	#4	6"	7'-3"	2'-0"	5'-3"	48	#4	6"	5'-1"	10	#4	12"	10'-8"	8'-2"	1'-3"	10	#4	12"	8'-3"	10	#4	12"	7'-8"	5'-2"	1'-3"	10	#4	12"	5'-2"	9	#5	12"	5'-2"	15	#6	6"	5'-2"	10	#4	12"	8'-2"

SCHEDULE OF REINFORCING BARS

STR. NO.	B1				B2 (BENT)						B3				B4 (BENT)						C1			
	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	X	Y	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	X	Y	NO.	SIZE	SPA.	LENGTH
215	7	#5	12"	5'-2"	9	#5	12"	9'-2"	5'-2"	2'-0"	5	#4	12"	7'-2"	6	#4	12"	11'-2"	7'-2"	2'-0"	12	#5	AS SHOWN	4'-8"
217	8	#5	12"	5'-2"	9	#5	12"	9'-2"	5'-2"	2'-0"	5	#4	12"	7'-8"	6	#4	12"	11'-8"	7'-8"	2'-0"	12	#5	AS SHOWN	4'-8"
220	8	#5	12"	5'-2"	9	#5	12"	9'-2"	5'-2"	2'-0"	5	#4	12"	7'-8"	6	#4	12"	11'-8"	7'-8"	2'-0"	12	#5	AS SHOWN	4'-8"
223	14	#5	6"	5'-2"	16	#5	6"	9'-2"	5'-2"	2'-0"	5	#4	12"	7'-8"	6	#4	12"	11'-8"	7'-8"	2'-0"	12	#5	AS SHOWN	4'-8"
248	15	#5	6"	5'-2"	17	#5	6"	9'-2"	5'-2"	2'-0"	5	#4	12"	8'-2"	6	#4	12"	12'-2"	8'-2"	2'-0"	12	#5	AS SHOWN	5'-2"



SCHEDULE OF DIMENSIONS

STR. NO.	A	B	C	D	E	F	G	H	I	J	K	L	M
215	4'-0"	6'-0"	4'-0"	1'-3 1/2"	2'-0"	3'-0"	1'-5"	3'-0"	2'-0 1/4"	—	—	2'-0"	1'-7"
217	4'-0"	6'-6"	4'-0"	2'-0"	2'-0"	3'-3"	1'-7"	3'-3"	1'-9"	—	—	2'-0"	2'-11 1/2"
220	4'-0"	6'-6"	4'-0"	2'-0"	2'-0"	3'-3"	1'-7"	3'-3"	1'-7"	2'-0"	2'-5 1/2"	—	—
223	4'-0"	6'-6"	4'-0"	2'-0"	2'-0"	3'-3"	1'-7"	3'-3"	1'-7"	—	—	—	—
248	4'-0"	7'-0"	4'-6"	2'-0"	2'-0"	3'-6"	1'-9 1/2"	3'-6"	2'-0"	—	—	—	—

SCHEDULE OF ELEVATIONS

STR. NO.	STR. FL.	R.C.P. LEADS									MANHOLES		MANHOLE RISERS		MANHOLE LEADS								
		LOC.	SIZE	ELEV.	LOC.	SIZE	FL ELEV.	LOC.	SIZE	FL ELEV.	LOC.	DIA.	TR ELEV.	LOC.	HEIGHT	TR ELEV.	BEARING	DIA.	FL ELEV.	BEARING	DIA.	FL ELEV.	
215	1265.55	F-G	34"x 53"	1265.55	H-I	18"	1266.82	L-M	30"	1265.88	---	---	---	---	D-E	2.06'	1272.44	---	---	---	---	---	---
217	1264.92	F-G	38"x 60"	1264.92	H-I	34"x 53"	1265.25	L-M	18"	1267.12	D-E	4'	1273.01	---	---	---	---	---	---	---	---	---	---
220	1264.77	F-G	38"x 60"	1264.77	H-I	38"x 60"	1264.77	J-K	18"	1266.47	D-E	4'	1273.83	---	---	---	---	---	---	---	---	---	---
223	1264.02	F-G	38"x 60"	1264.02	H-I	38"x 60"	1264.02	---	---	---	D-E	4'	1281.83	---	---	---	---	S 89°39'21" W	18"	1276.68	N 45°20'39" W	18"	1275.20
248	1262.50	F-G	43"x 68"	1262.50	H-I	38"x 60"	1262.92	---	---	---	D-E	4'	1286.70	---	---	---	---	S 80°45'50" W	18"	1277.56	S 58°16'23" E	24"	1279.13

QUANTITIES STR. 215

ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	4.7
REINFORCING STEEL	LB.	1045
SPECIAL MANHOLE	C.F.	----
MANHOLE FRAME AND COVER	EA.	1

QUANTITIES STR. 217

ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	3.9
REINFORCING STEEL	LB.	1090
SPECIAL MANHOLE	C.F.	28.1
MANHOLE FRAME AND COVER	EA.	1

QUANTITIES STR. 220

ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	3.8
REINFORCING STEEL	LB.	1210
SPECIAL MANHOLE	C.F.	34.6
MANHOLE FRAME AND COVER	EA.	1

QUANTITIES STR. 223

ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	3.9
REINFORCING STEEL	LB.	1320
SPECIAL MANHOLE	C.F.	123.1
MANHOLE FRAME AND COVER	EA.	1

QUANTITIES STR. 248

ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	4.3
REINFORCING STEEL	LB.	1550
SPECIAL MANHOLE	C.F.	183.5
MANHOLE FRAME AND COVER	EA.	1

Design	MMS	LS
Drawn	DAC	JLN
Checked		
Approved		
Squad	POE	

JUNCTION BOX SCHEDULE
STR. 215, 217, 220, 223 & 248

State Job No. 00292115RDY Sheet No. 92

NOTE: CUT ALL BARS AS NECESSARY TO PERMIT PLACEMENT OF R.C.P. LEADS & MANHOLE ACCESSES. PORTIONS OF BARS NOT USED IN CONSTRUCTION TO BECOME THE PROPERTY OF THE CONTRACTOR & SHALL BE DISPOSED OF IN A MANNER SATISFACTORY TO THE ENGINEER.

NOTE: CONSTRUCT ROUNDED INVERTS FOR ALL PIPE LEADS THROUGH JUNCTION BOXES.

W1 BARS (OUT SIDE OF SLAB)
W2 BARS (IN SIDE OF SLAB)
W3 BARS (OUT SIDE OF SLAB)
W4 BARS (IN SIDE OF SLAB)
CENTER OF LEAD LOCATION
G
H
I
J
T1 BARS
T2 BARS
T3 BARS
T4 STIRRUPS
C3-#4 BAR @ EA. COR.
W5 BARS
W6 BARS
W2 BARS
W1 BARS
B1 BARS
B3 BARS
B2 BARS
B4 BARS
C3-#4 BAR @ EA. CORNER
B1 BARS (TOP OF SLAB)
B2 BARS (BOTT. OF SLAB)
B3 BARS (TOP OF SLAB)
B4 BARS (BOTT. OF SLAB)

ELEVATION - SIDE C

ELEVATION - SIDE D

SECTION B-B

BOTTOM SLAB

PLAN SECTION

TOP SLAB

NOTE: MANHOLE TO BE PAID FOR AS
"MANHOLE FRAME & COVER" AND
"C.F. OF SPECIAL MANHOLE"

NOTE: MANHOLE SHALL BE SECURED TO TOP
OF JUNCTION BOX IN A MANNER
SATISFACTORY TO THE ENGINEER TO
PREVENT SLIPPAGE DURING BACKFILL
CONSTRUCTION.

ADD 'L. REINF. DETAIL AROUND
LEAD PIPE & MANHOLE
(BARS SHOWN THIS DETAIL INCLUDED IN
QUANTITY FOR REINFORCING STEEL)

4 1/2" HOOK
10 1/2"
14"
#4 X 3'-8"
T4 BARS

Diagram of a single W1 bar with length L .

Diagram illustrating the corner joint detail. The vertical leg has a height dimension N , and the horizontal leg has a length dimension M . The reinforcement bars are labeled $W3, W5, B2, \& B4$ BARS.

ELEVATION - SIDE B

ELEVATION - SIDE A

SECTION A-A

NOTE:
ALL CONCRETE TO BE CLASS A
ALL REINFORCING TO BE GRADE 60
f'c = 3000 psi
f_s = 60,000 psi

Design	EGM	
Drawn	JN	
Checked		
Approved		
Squad	POE	

JUNCTION BOX DETAILS
STR. 249

State Job No. 00292(15)RDY Sheet No. 93

SCHEDULE OF REINFORCING BARS																																															
STR. NO.	W1 (BENT)						W2				W3 (BENT)						W4				W5 (BENT)						W6				T1				T2				T3				T4 (BENT)				
	NO.	SIZE	SPA.	LENGTH	K	L	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	M	N	NO.	SIZE	SPA.	LENGTH	M	N	NO.	SIZE	SPA.	LENGTH	M	N	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH			
249	24	#4	12"	8'-6"	6'-6"	2'-0"	24	#4	12"	7'-2"	22	#4	6"	10'-8"	8'-2"	1'-3"	12	#5	12"	8'-2"	22	#4	6"	8'-2"	5'-8"	1'-3"	12	#4	12"	5'-8"	7	#4	12"	5'-8"	15	#6	6"	5'-8"	10	#4	12"	8'-2"	9	#4	6"	3'-8"	

SCHEDULE OF REINFORCING BARS																																	
STR. NO.	B1				B2 (BENT)						B3				B4 (BENT)						C1				C2				C3				
	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	M	N	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	M	N	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	NO.	SIZE	SPA.	LENGTH	
249	15	#5	6"	5'-8"	7	#4	12"	10'-2"	5'-8"	2'-3"	9	#6	6"	8'-2"	5	#4	12"	12'-8"	8'-2"	2'-3"	12	#5	AS SHOWN	7'-2"	4	#4	AS SHOWN	8'-2"	4	#4	AS SHOWN	5'-8"	

SCHEDULE OF DIMENSIONS									
STR. NO.	A	B	T	E	F	G	H	II	J
249	7'-0"	5'-6"	12"	2'-4"	2'-9 1/2"	3'-6"	1'-6"	3'-6"	1'-9 1/2"

SCHEDULE OF ELEVATIONS																
STR. NO.	STR. FL	LEADS										4' O M.H.				
		LOC.	SIZE	ELEV.	LOC.	SIZE	FL ELEV.	LOC.	SIZE	FL ELEV.	TR ELEV.	BEARING	DIA.	FL ELEV.	BEARING	DIA.
249	1261.28	E-F	42"	1262.31	G-H	6'x3'	1261.28	I-J	43"x68"	1261.28	1282.08	S 58°21'16" W	18"	1277.08		

QUANTITIES STR. 249		
ITEM	UNIT	TOTAL
CLASS "A" CONCRETE	C.Y.	4.9
REINFORCING STEEL	LB.	1780
SPECIAL MANHOLE	C.F.	134.5
MANHOLE FRAME AND COVER	EA.	1

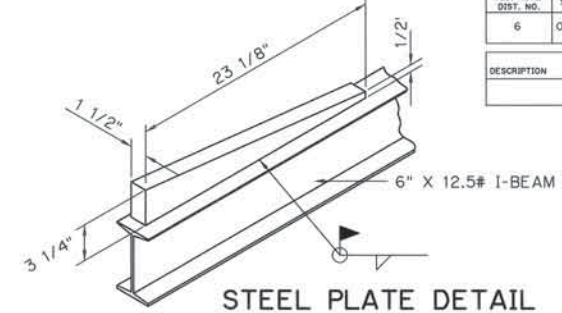
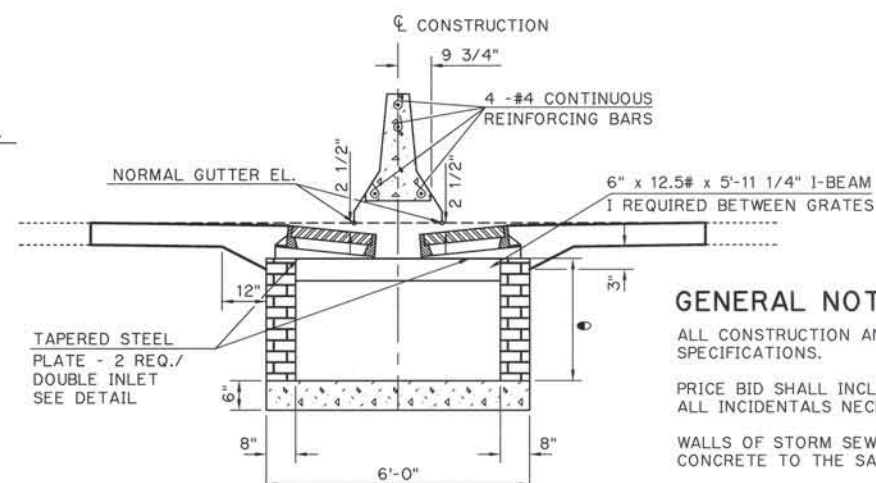
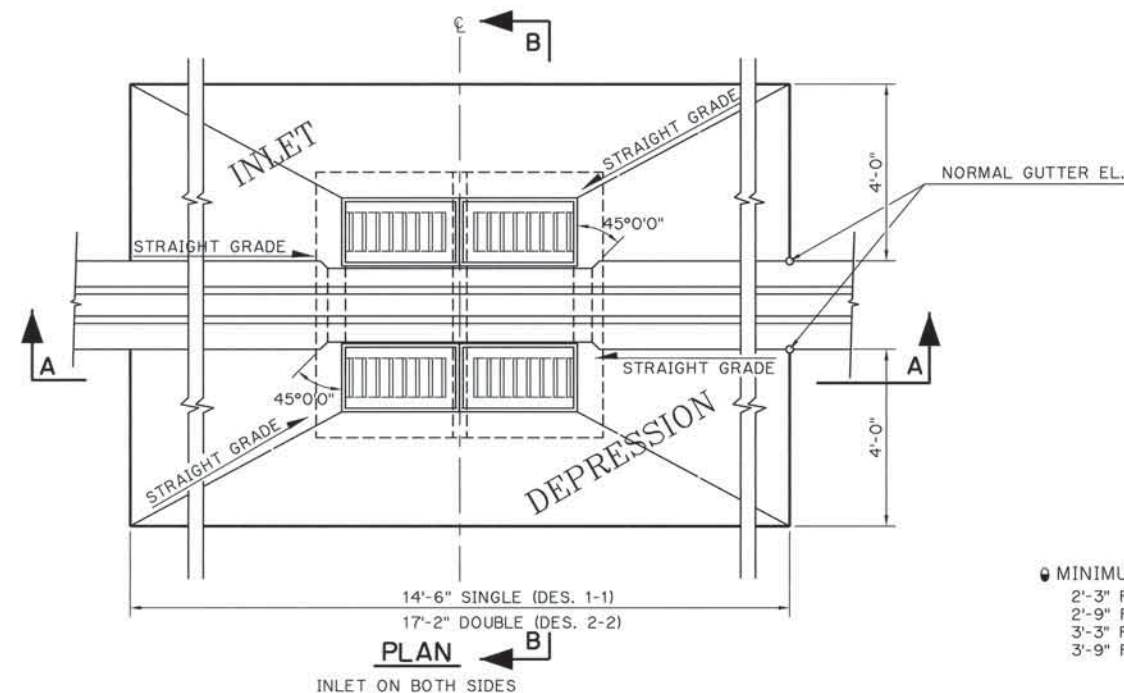
Design	MMS	LS
Drawn	DAC	JLN
Checked		
Approved		
Squad	POE	

JUNCTION BOX SCHEDULE

STR. 249

State Job No. 0029215RDY Sheet No. 94

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



GENERAL NOTES:

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

PRICE BID SHALL INCLUDE PAYMENT FOR MATERIALS, LABOR, PIPE SLEEVES, EXPANSION JOINTS, AND ALL INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION.

WALLS OF STORM SEWER INLETS MAY BE OF BRICK MASONRY AS SHOWN OR OF POURED CLASS A CONCRETE TO THE SAME DIMENSIONS.

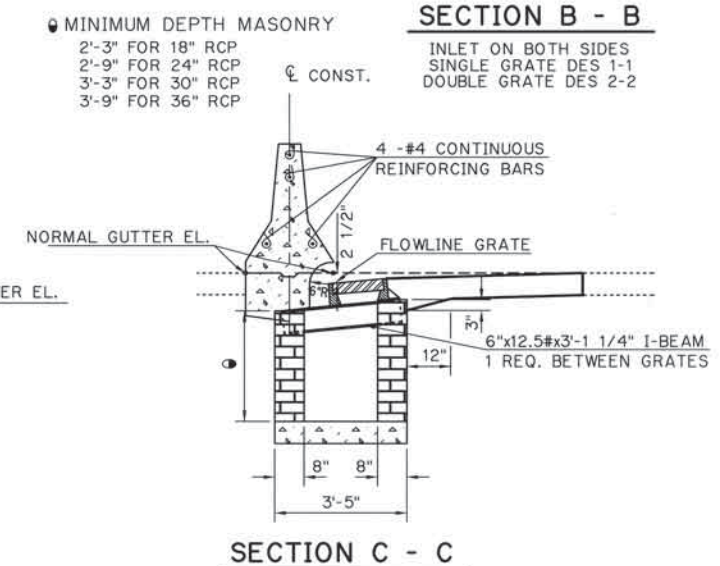
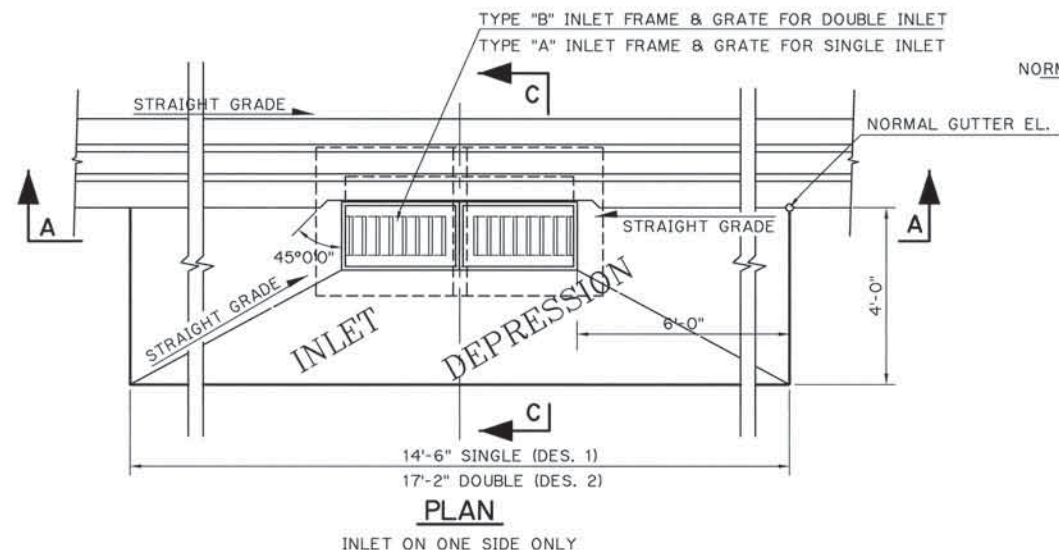
JOINTS IN THE BARRIER ARE NOT REQUIRED WHEN BARRIER IS PLACED ON FLEXIBLE BASE OR SURFACING. WHEN THE BARRIER IS PLACED ON P.C. CONCRETE SURFACING, THE ONLY JOINTS REQUIRED ARE THOSE THAT SHALL MATCH THE JOINTS ON THE RIGID SURFACING.

SEE STANDARDS SSIF-3 & CIG-2 FOR AVAILABLE INLET FRAME & GRATES TO BE USED ON SINGLE (DES. 1 / DES. 1-1) OR DOUBLE (DES. 2 / DES. 2-2) INLETS.

COST OF STRUCTURAL STEEL I-BEAMS TO BE INCLUDED IN PRICE BID FOR INLET FRAME AND GRATE.

UNLESS OTHERWISE SPECIFIED, ALL EXPOSED CONCRETE SURFACES SHALL HAVE A FINISH IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS.

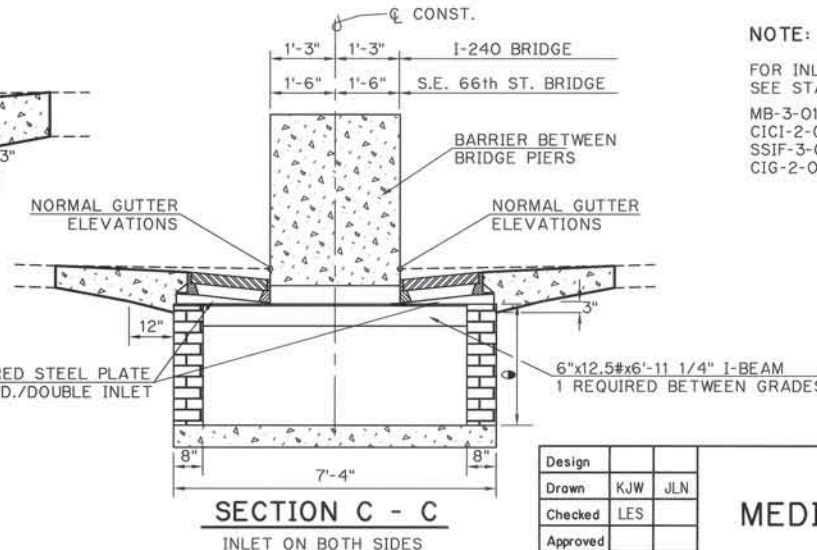
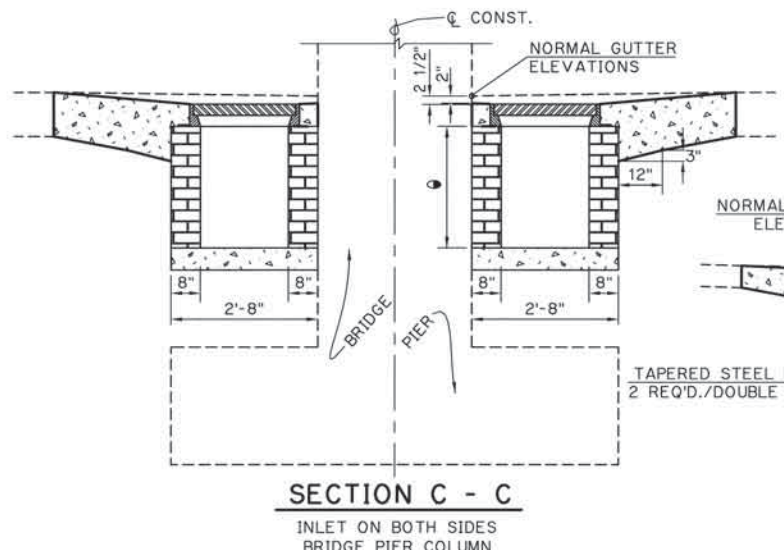
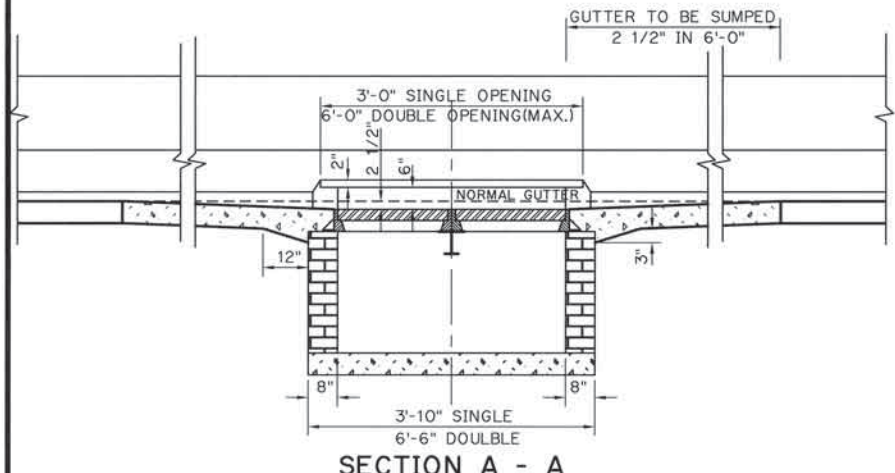
WHEN THE INLET IS BUILT IN NEW CONCRETE PAVEMENT, THE APRON AROUND THE INLET MAY BE BUILT INTEGRAL WITH PAVEMENT, OR MAY BE SEPARATE AND OF THE SIZE SHOWN IN THE PLAN OF INLETS ON THIS SHEET. THE THICKNESS SHALL BE THE SAME AS THE CONCRETE PAVEMENT. IF CONSTRUCTED IN ANY OTHER AREA OR IN EXISTING PAVEMENT, THE APRON AROUND THE INLET SHALL BE OF THE SIZE SHOWN IN THE PLAN ON THIS SHEET AND BUILT OF P.C. CONCRETE TO A MINIMUM 8 INCH THICKNESS.



BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
611(E)	INLET MED. BAR. DES 1	EA.
611(E)	INLET MED. BAR. DES 1-1	EA.
611(E)	INLET MED. BAR. DES 2	EA.
611(E)	INLET MED. BAR. DES 2-2	EA.
611(F)	INLET MED. BAR. DES 1 (ADD'L. DEPTH)	V.F.
611(F)	INLET MED. BAR. DES 1-1 (ADD'L. DEPTH)	V.F.
611(F)	INLET MED. BAR. DES 2 (ADD'L. DEPTH)	V.F.
611(F)	INLET MED. BAR. DES 2-2 (ADD'L. DEPTH)	V.F.
611(G)	INLET FRM. & GRT. (SSIF-FRM, CIG-GRT-VG-F)	EA.

NOTE:

FOR INLET DETAILS NOT SHOWN
SEE STANDARDS
MB-3-01E
CIG-2-00E
SSIF-3-01E
CIG-2-00E

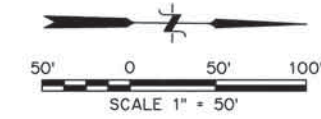


Design		
Drawn	KJW	JLN
Checked	LES	
Approved		
Squad	POE	

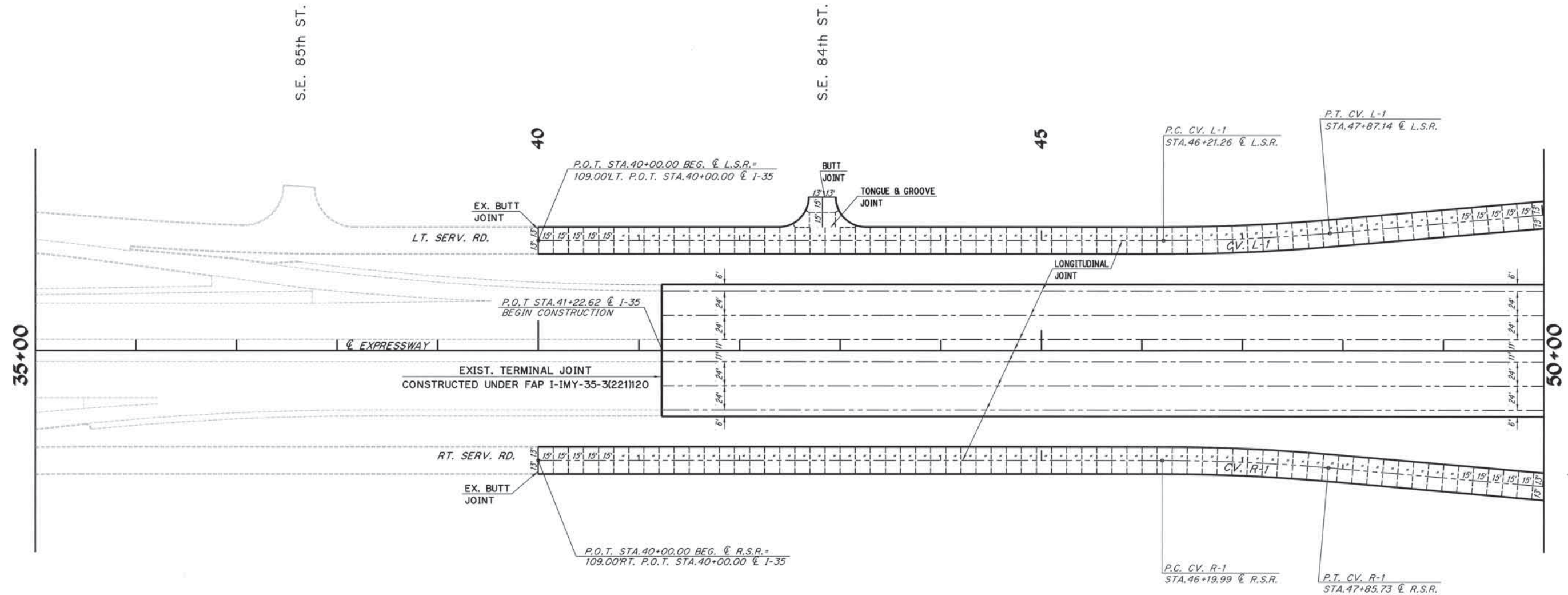
SPECIAL MEDIAN INLET DETAILS

State Job No. 00292115RDY Sheet No. 95

SEC. 34, T11N, R3W



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



LEGEND

——	EXPANSION JOINT
——	TONGUE & GROOVE JOINT
----	CONTRACTION JOINT
----	LONGITUDINAL JOINT

FOR DETAILS NOT SHOWN
SEE STD. LECS-3-01E,
LTU-3-00E, CRCP1-2-01E
& CRCP2-2-00E.

Design	JJC
Drawn	RLC
Checked	
Approved	
Squad	POE

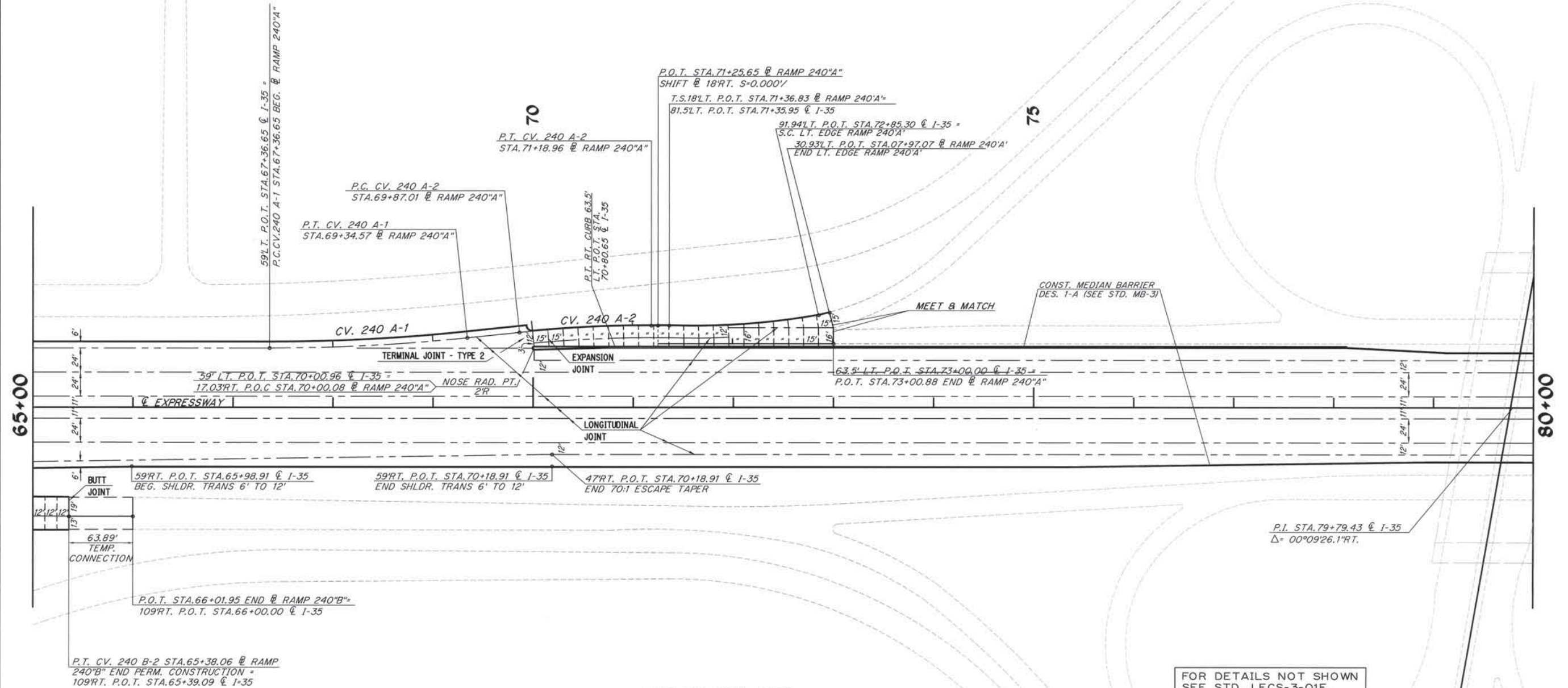
JOINT LAYOUT
SHEET 1 OF 6

State Job No. 00292(15)RDY Sheet No. 96

SEC. 35, T11N, R3W

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

REVISIONS:	
DESCRIPTION	DATE



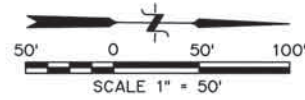
FOR DETAILS NOT SHOWN
SEE STD. LECS-3-01E,
LTU-3-00E, CRCP1-2-01E
& CRCP2-2-00E.

Design	JJC	
Drown	RLC	
Checked		
Approved		
Squad	POE	

JOINT LAYOUT
SHEET 3 OF 6

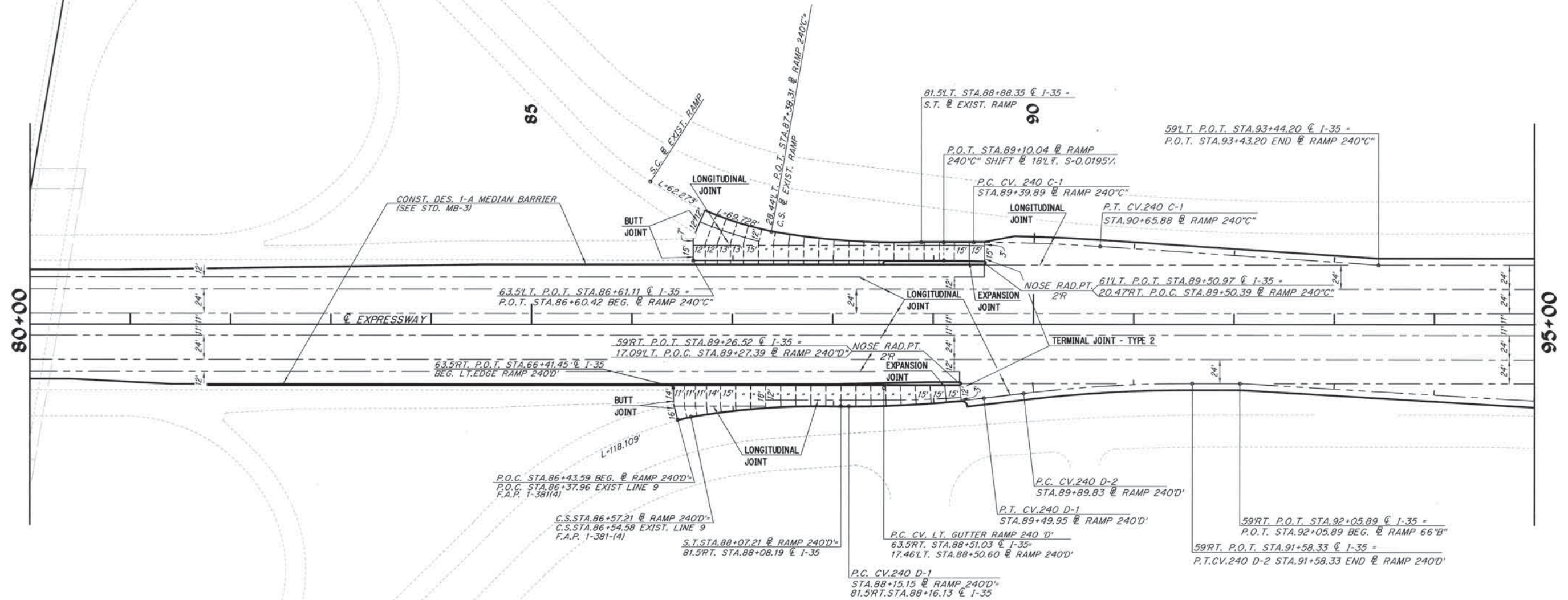
State Job No. 00292(15)RDY Sheet No. 98

JUN 12, 2001 - 09:24:43
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SEC. 27, T11N, R3W

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



FOR DETAILS NOT SHOWN
SEE STD. LECS-3-01E,
LTU-3-00E, CRCP1-2-01E
& CRCP2-2-00E.

LEGEND

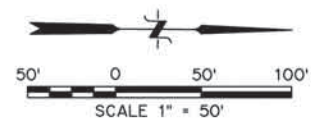
- EXPANSION JOINT
- TONGUE & GROOVE JOINT
- CONTRACTION JOINT
- LONGITUDINAL JOINT

Design	JJC
Drawn	RLC
Checked	
Approved	
Squad	POE

JOINT LAYOUT
SHEET 4 OF 6

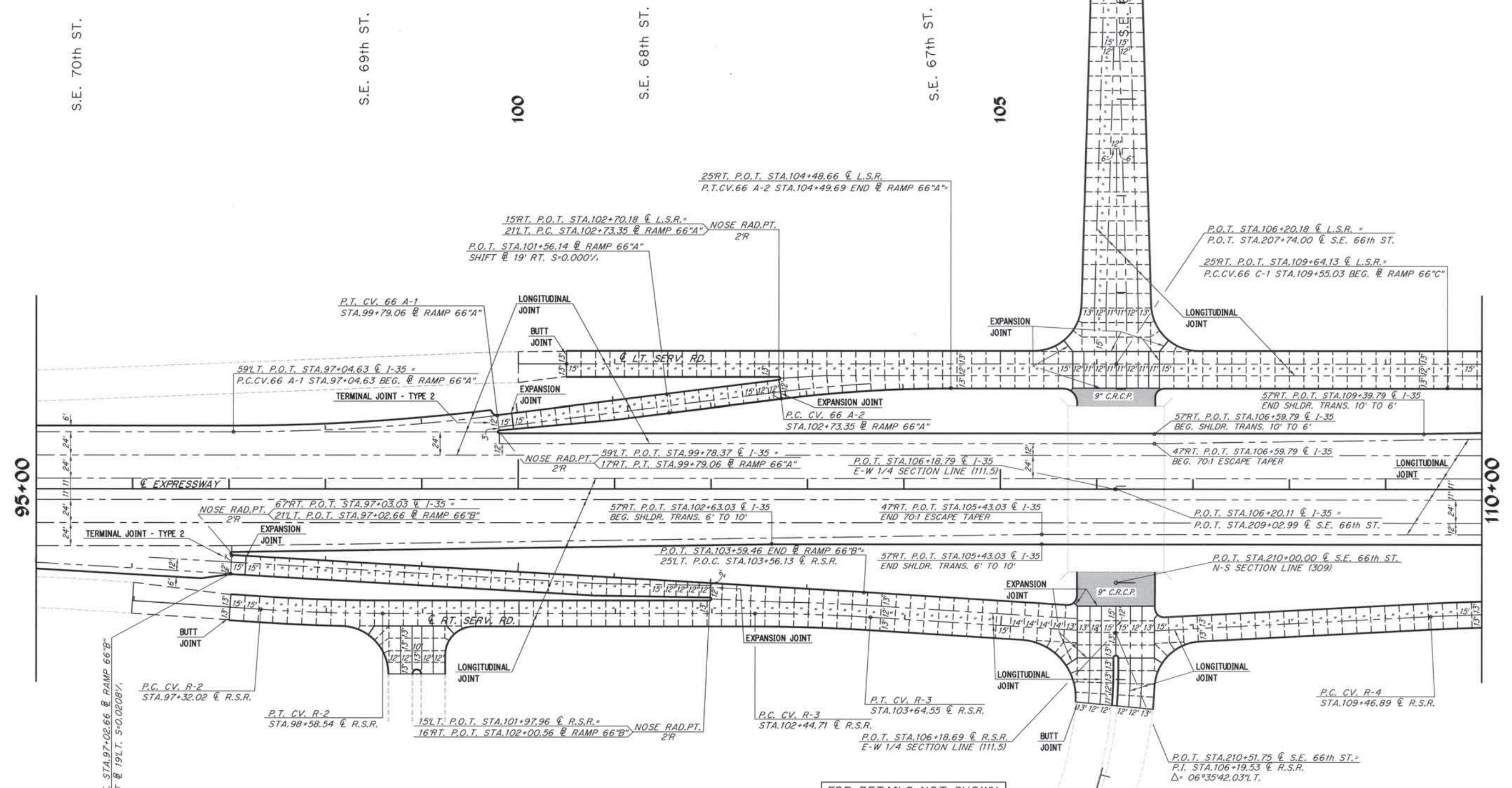
State Job No. 00292(15)RDY Sheet No. 99

SEC. 26, T11N, R3W



SEC. 27, T11N, R3W

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



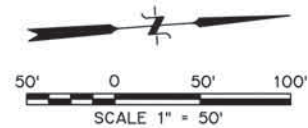
LEGEND	
	EXPANSION JOINT
	TONGUE & GROOVE JOINT
	CONTRACTION JOINT
	LONGITUDINAL JOINT

FOR DETAILS NOT SHOWN
SEE STD. LECS-3-01E,
LTU-3-00E, CRCP1-2-01E
& CRCP2-2-00E.

Design	JJC
Drawn	RLC
Checked	
Approved	
Squad	POE

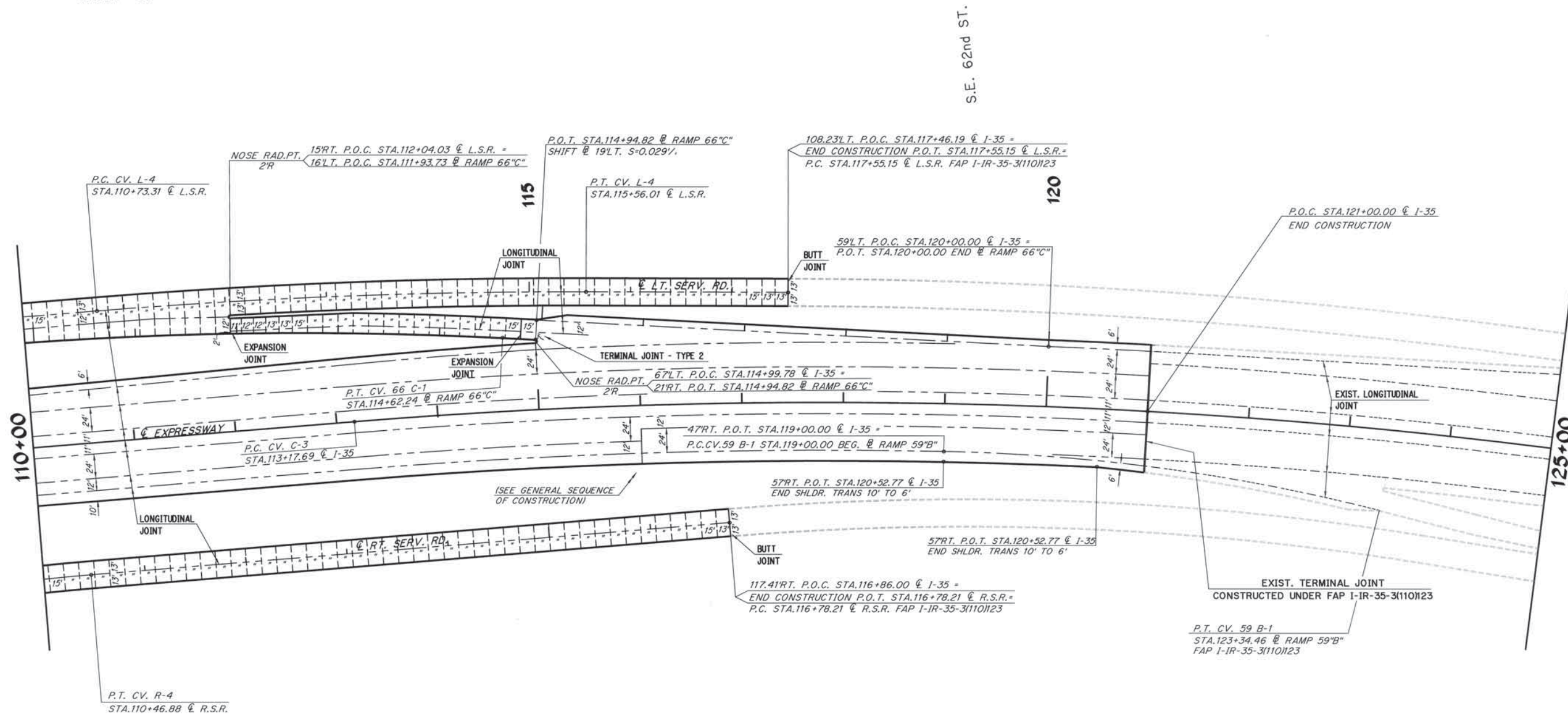
JOINT LAYOUT
SHEET 5 OF 6

State Job No. 00292115RDY Sheet No. 100



SEC. 27, T11N, R3W

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



LEGEND

—	EXPANSION JOINT
—	TONGUE & GROOVE JOINT
---	CONTRACTION JOINT
---	LONGITUDINAL JOINT

FOR DETAILS NOT SHOWN
SEE STD. LECS-3-01E,
LTU-3-00E, CRCP1-2-01E
& CRCP2-2-00E.

Design	JJC
Drawn	RLC
Checked	
Approved	
Squad	POE

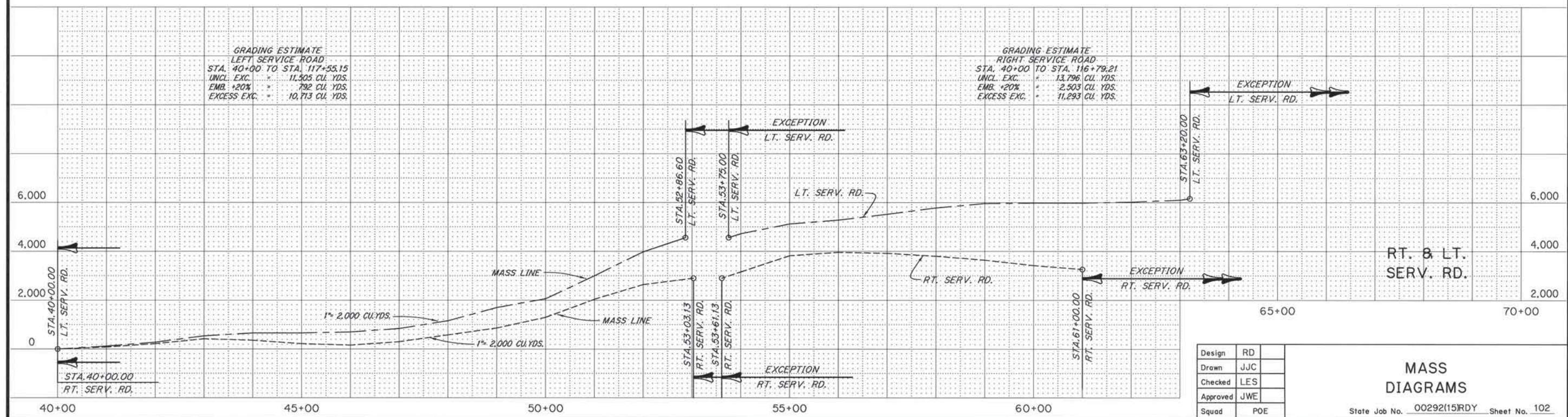
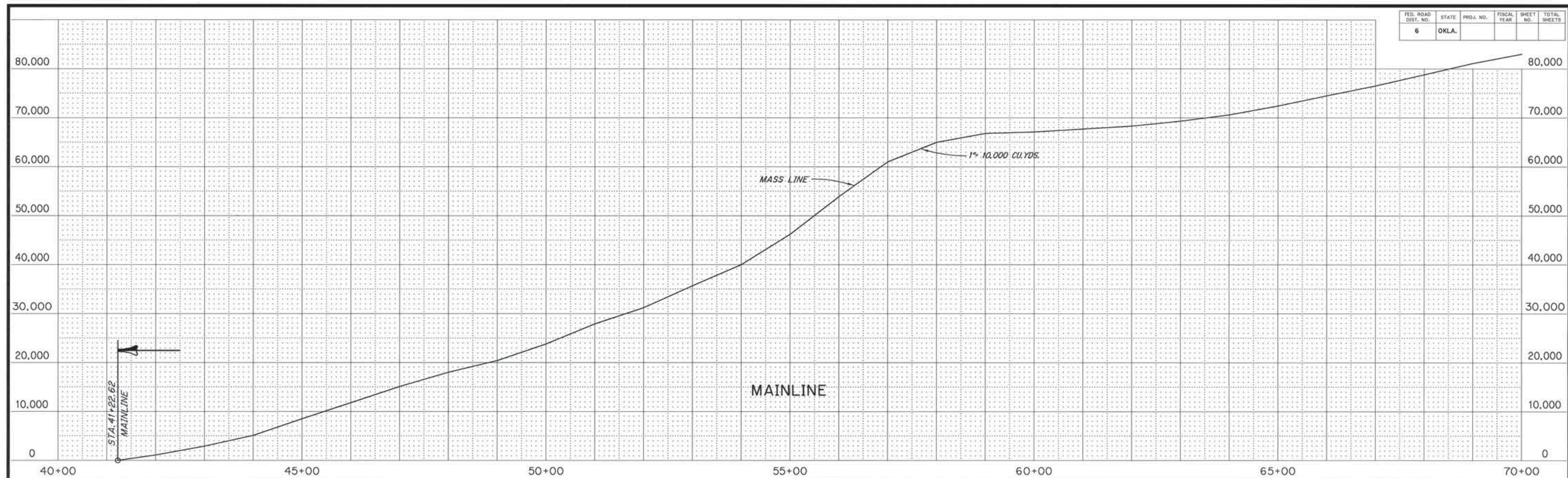
JOINT LAYOUT

SHEET 6 OF 6

State Job No. 00292(15)RDY Sheet No. 101

SEC. 26, T11N, R3W

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

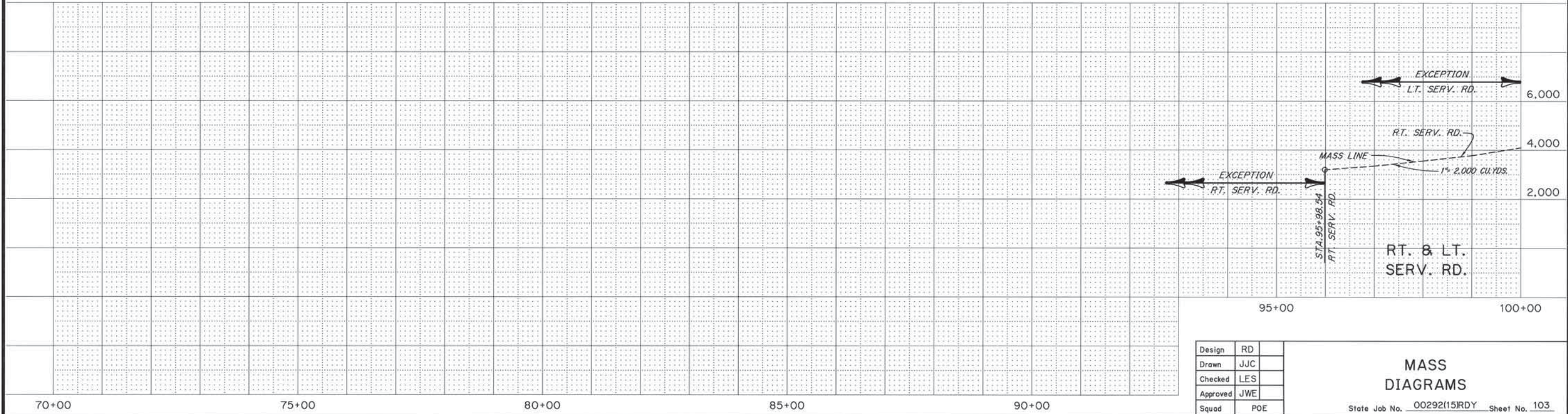
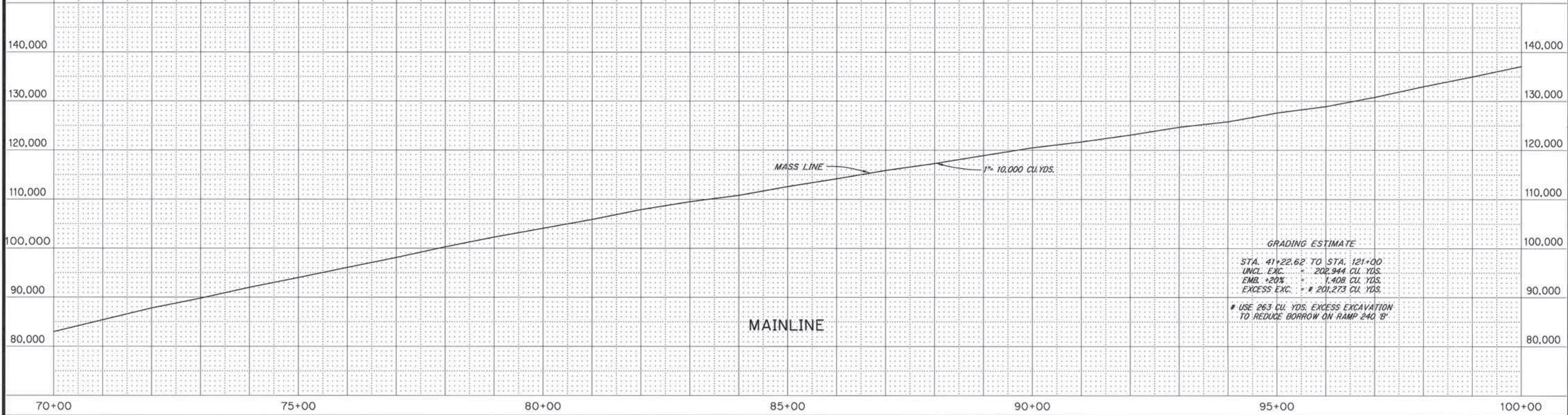


Design	RD
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

MASS DIAGRAMS

State Job No. 00292(15)RDY Sheet No. 102

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

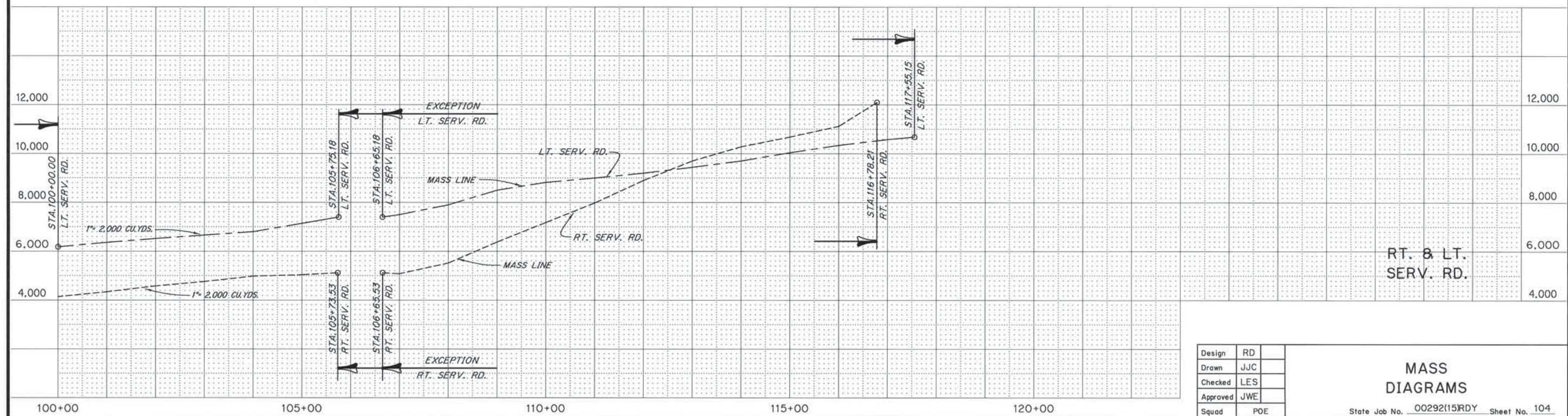
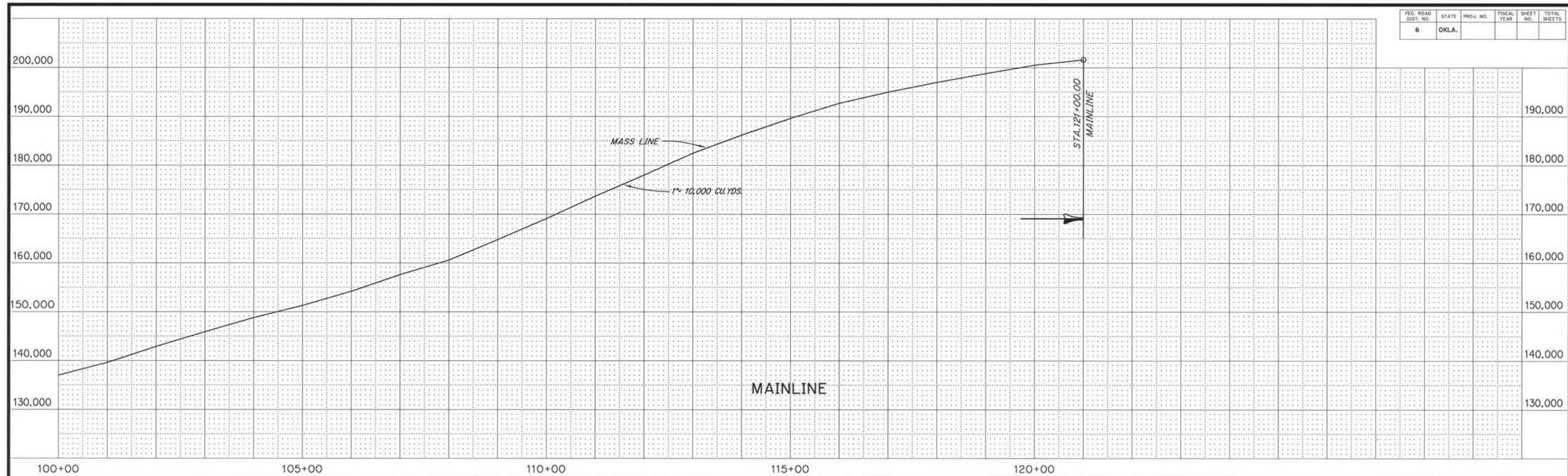


Design	RD
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

MASS DIAGRAMS

State Job No. 00292(15)RDY Sheet No. 103

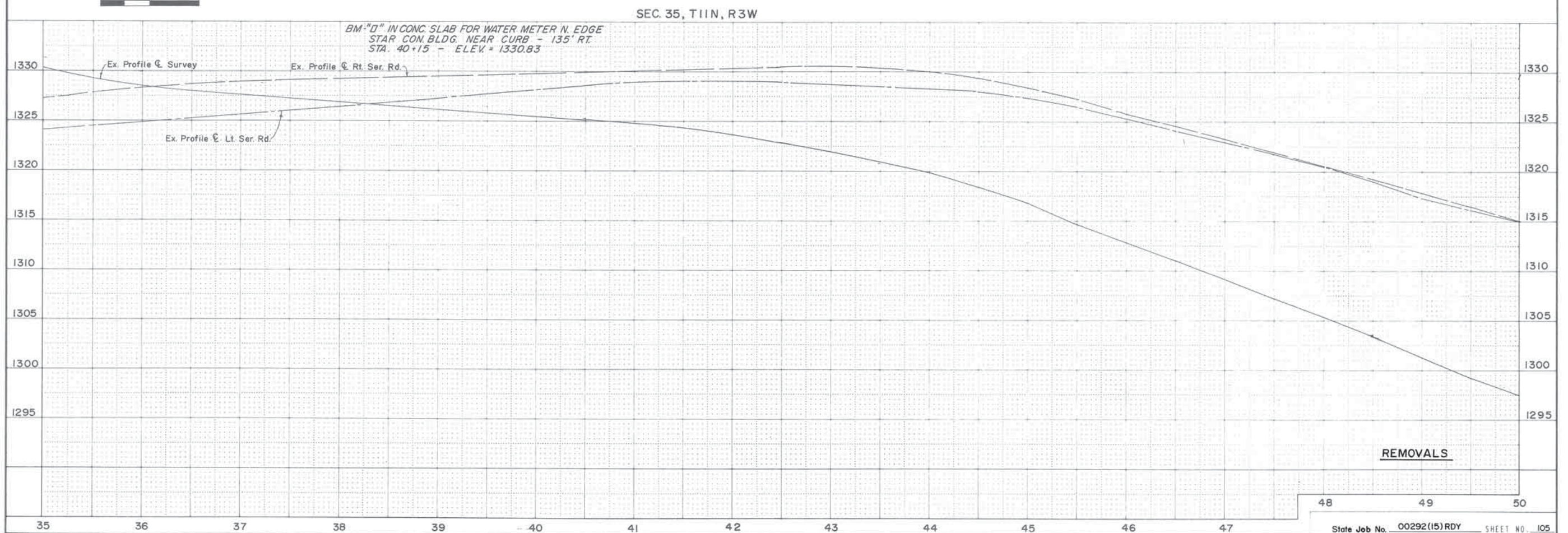
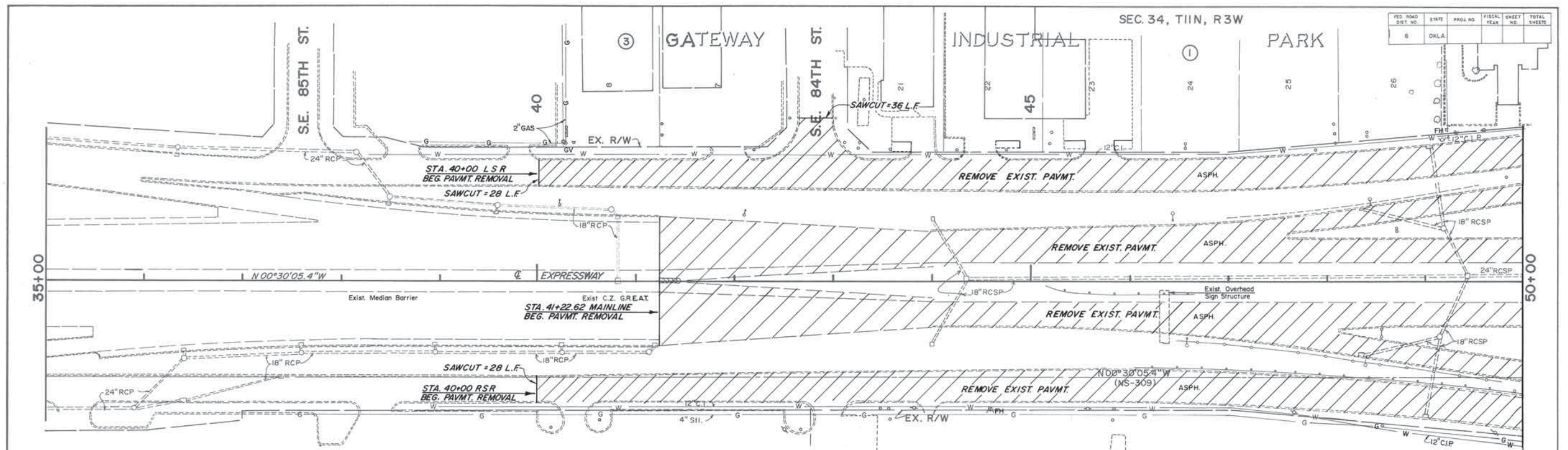
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				



Design	RD
Drawn	JJC
Checked	LES
Approved	JWE
Squad	POE

MASS DIAGRAMS

State Job No. 00292(15)RDY Sheet No. 104



AP 18252

POT. STA. 53+38.45 @ I-35=
POT. STA. 99+03.00 @ S.E. 82nd ST.

GARDEN

SEC. 34, T11N, R3W

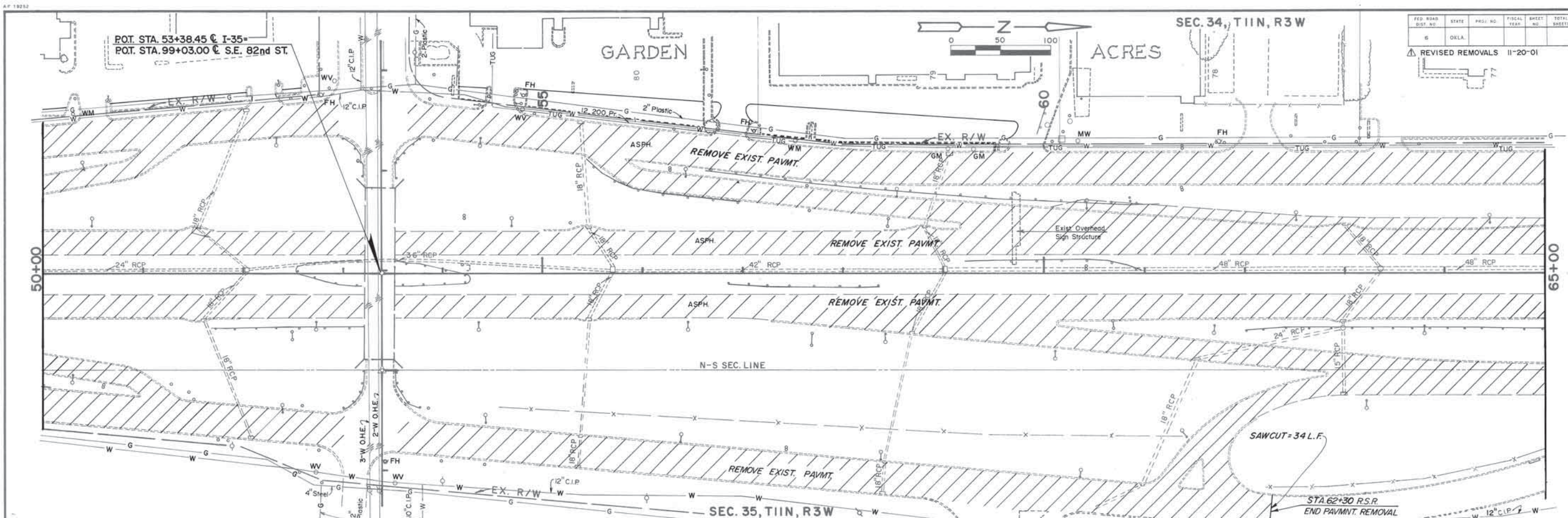
ACRES

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.			77	

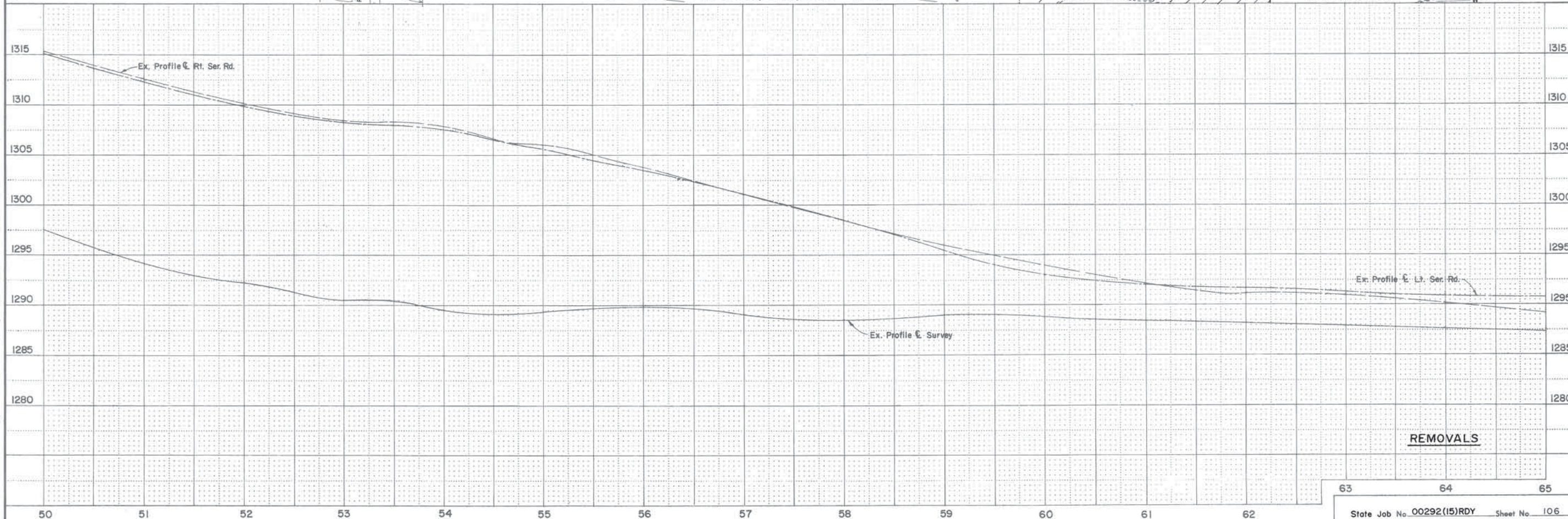
REVISER REMOVALS 11-20-01



PLAN	DATE	BY
SUBMITTED NOTE BOOK ALIGNMENT CHECKED RT. OF WAY CHECKED		



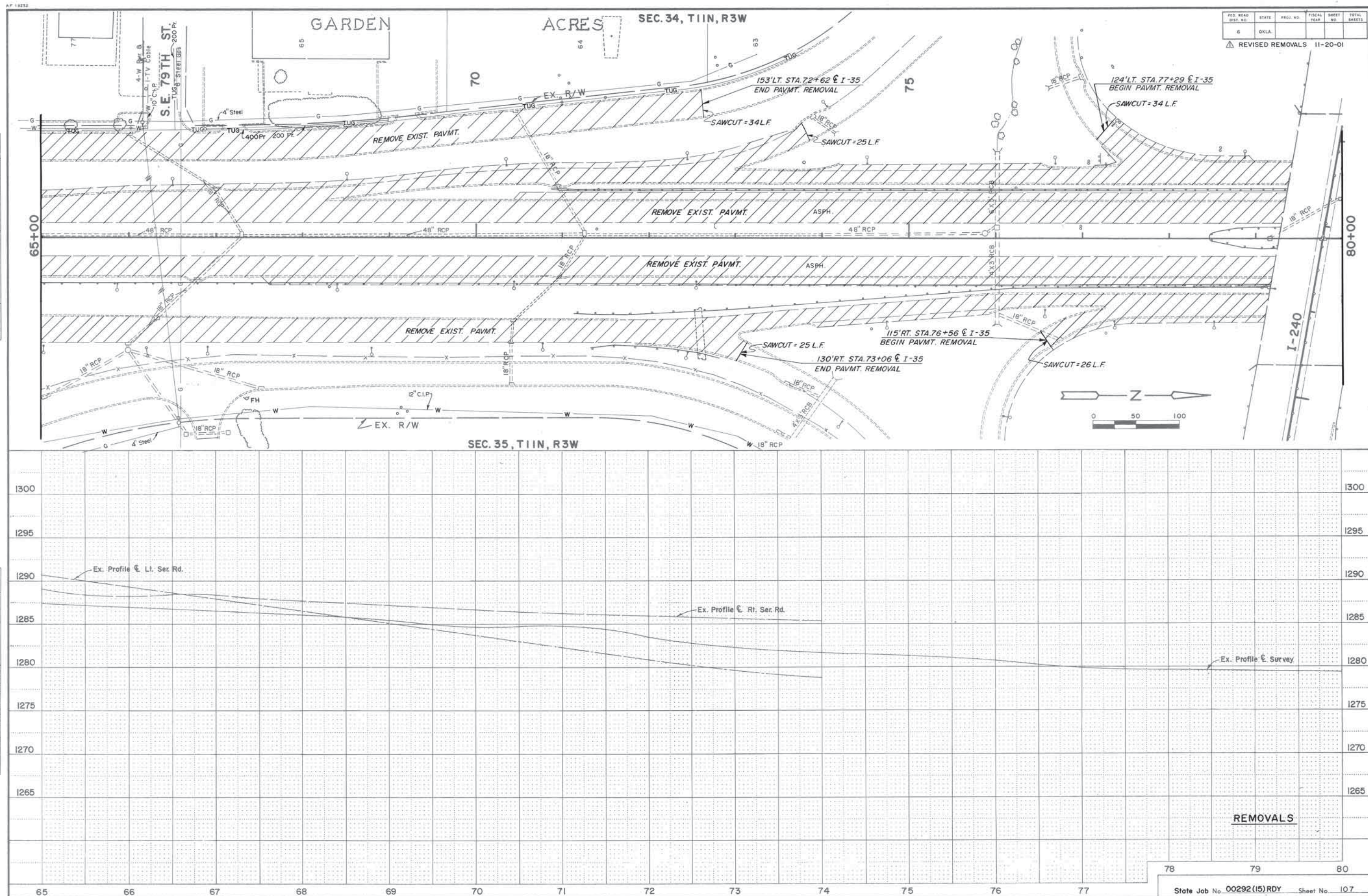
PROFILE	DATE	BY
SUBMITTED NOTE BOOK GRADES CHECKED B.M. & NOTED STRUCTURE NOTATIONS CHECKED		



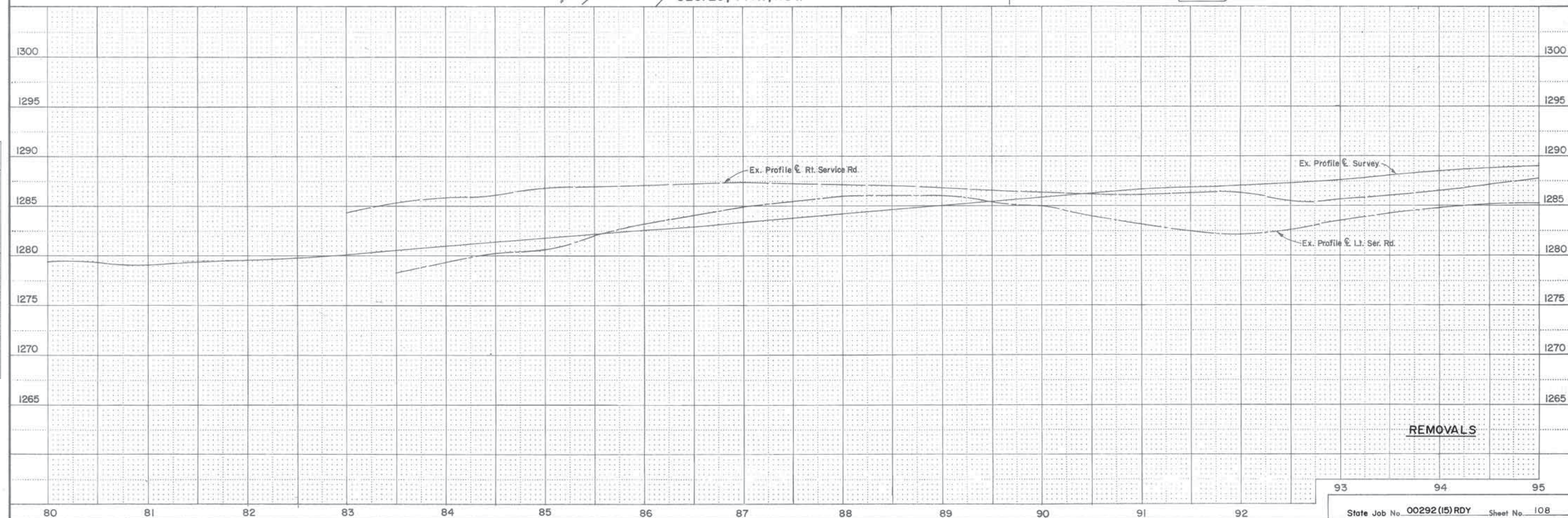
AP 18252

PLAN	DATE
	BY
	REVISIONS
	NO.

PROFILE	DATE
	BY
	REVISIONS
	NO.

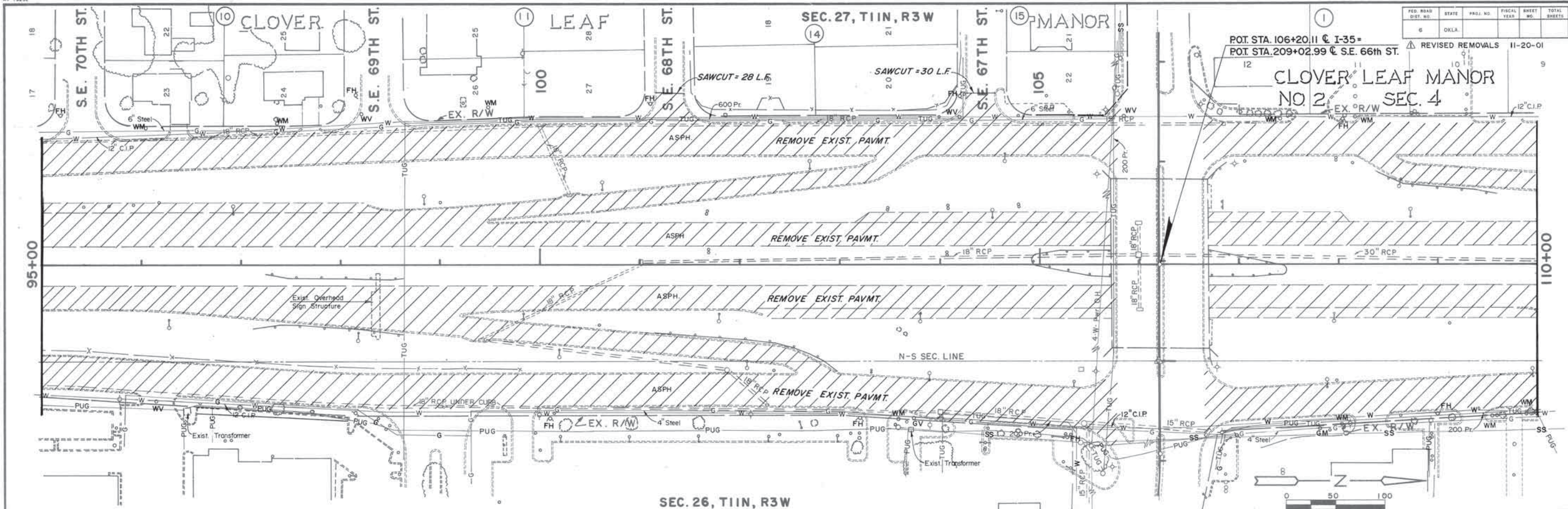


FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.			11-20-01	

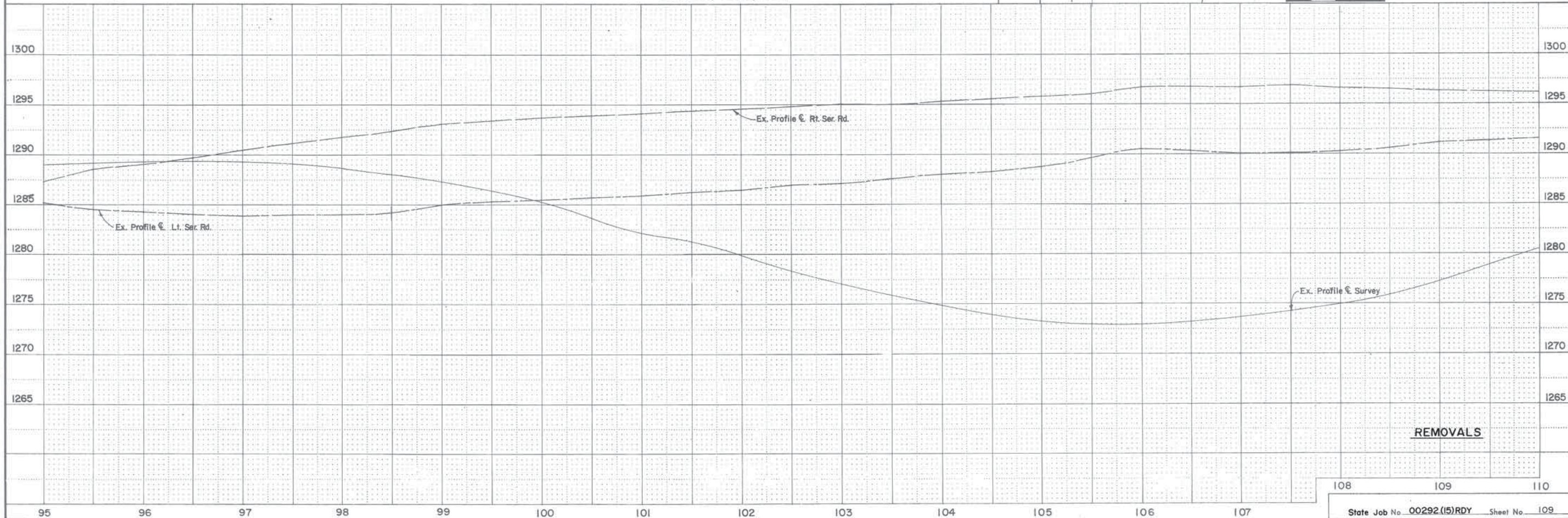


AF 1902

PLAN	DATE
	BY
	SURVEYED
	NOTE BOOK



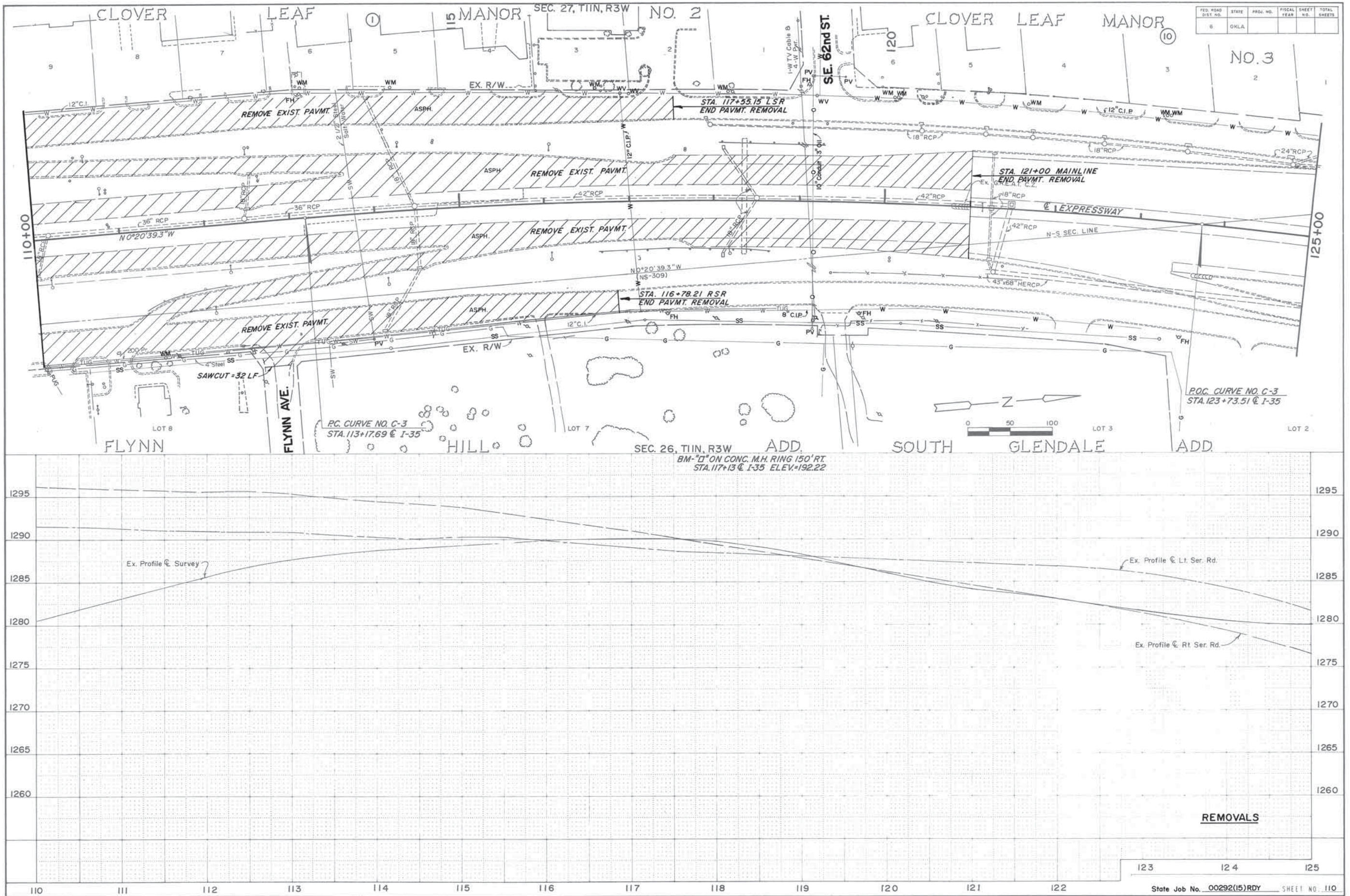
PROFILE	DATE
	BY
	SURVEYED
	NOTE BOOK

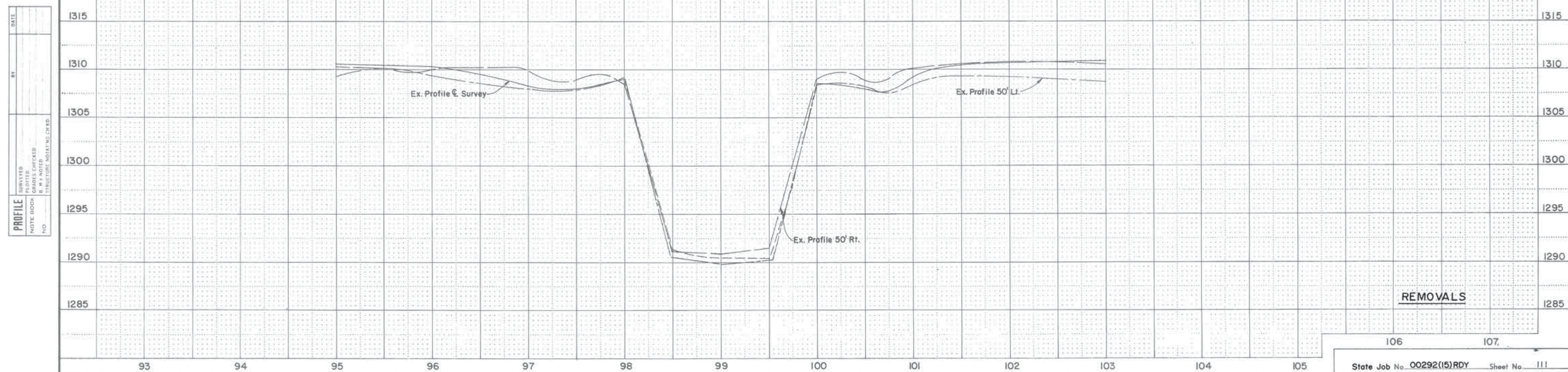
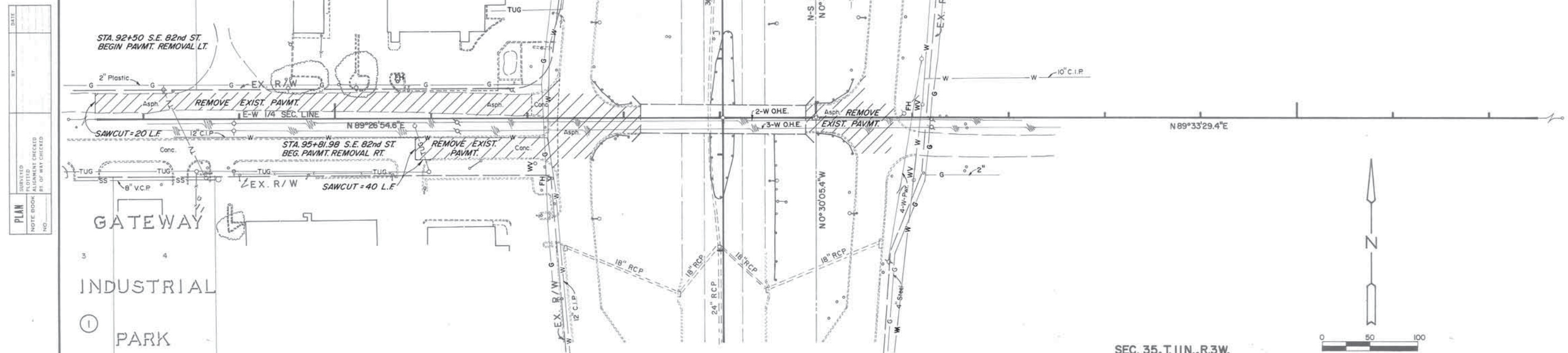


REMOVALS

108 109 110

State Job No. 00292(15)RDY Sheet No. 109

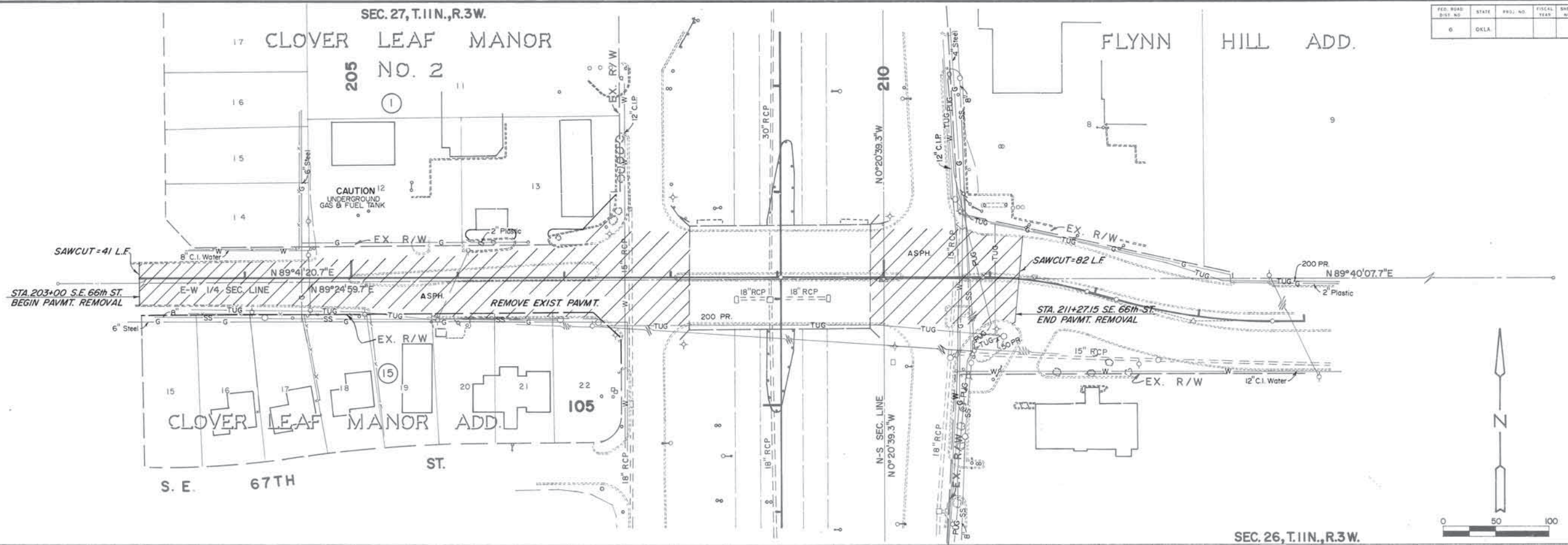




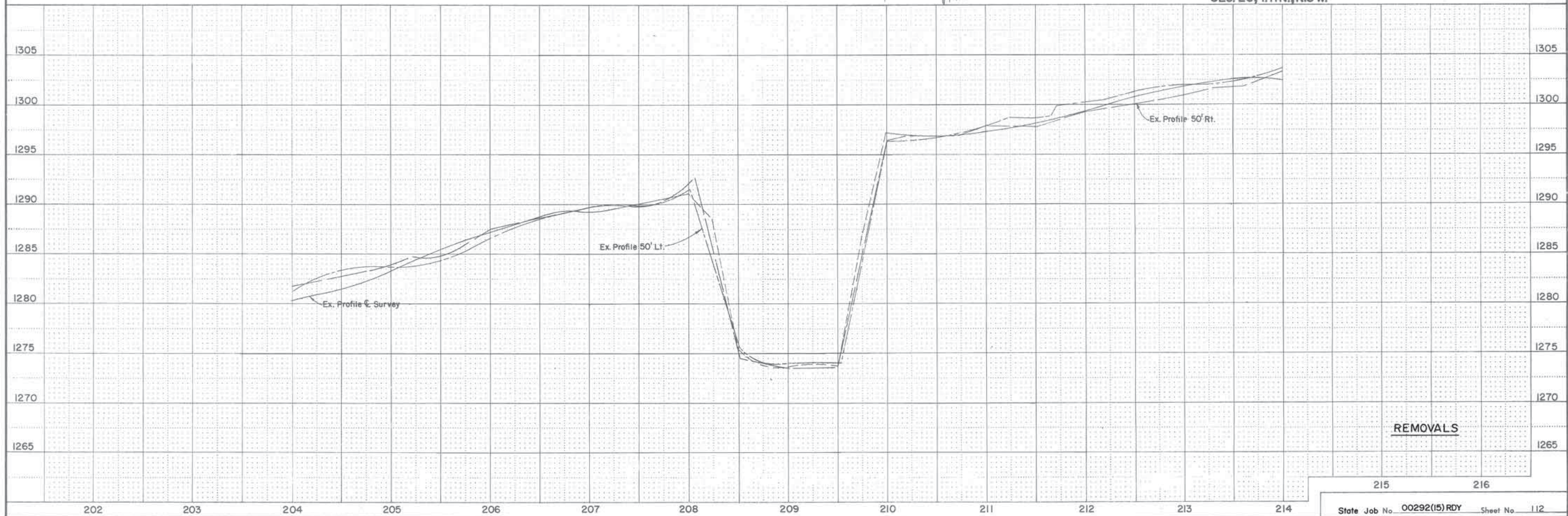
44 19252

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

PLAN	SURVEYED	DATE
	NOTE BOOK	BY
	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	

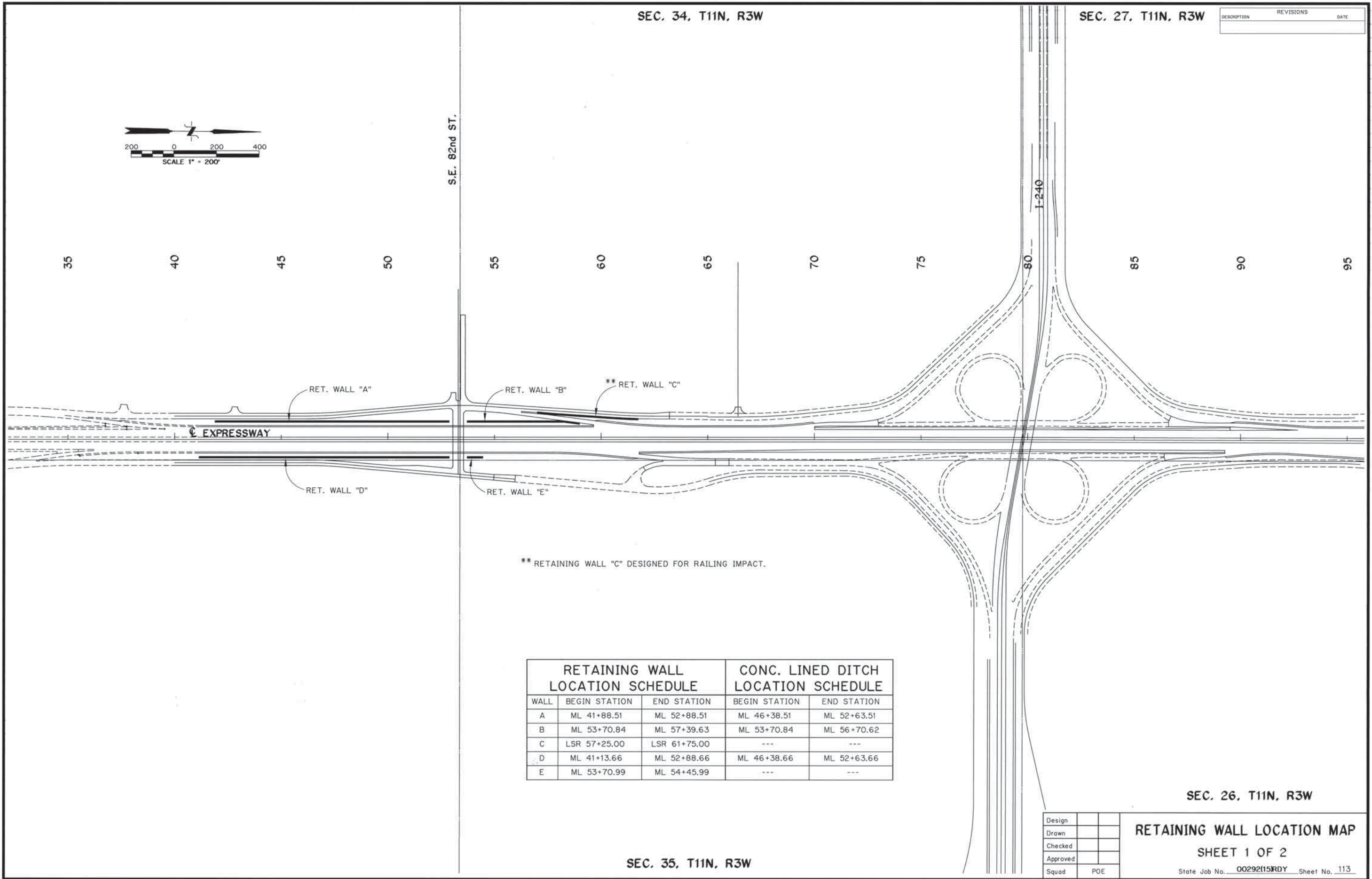


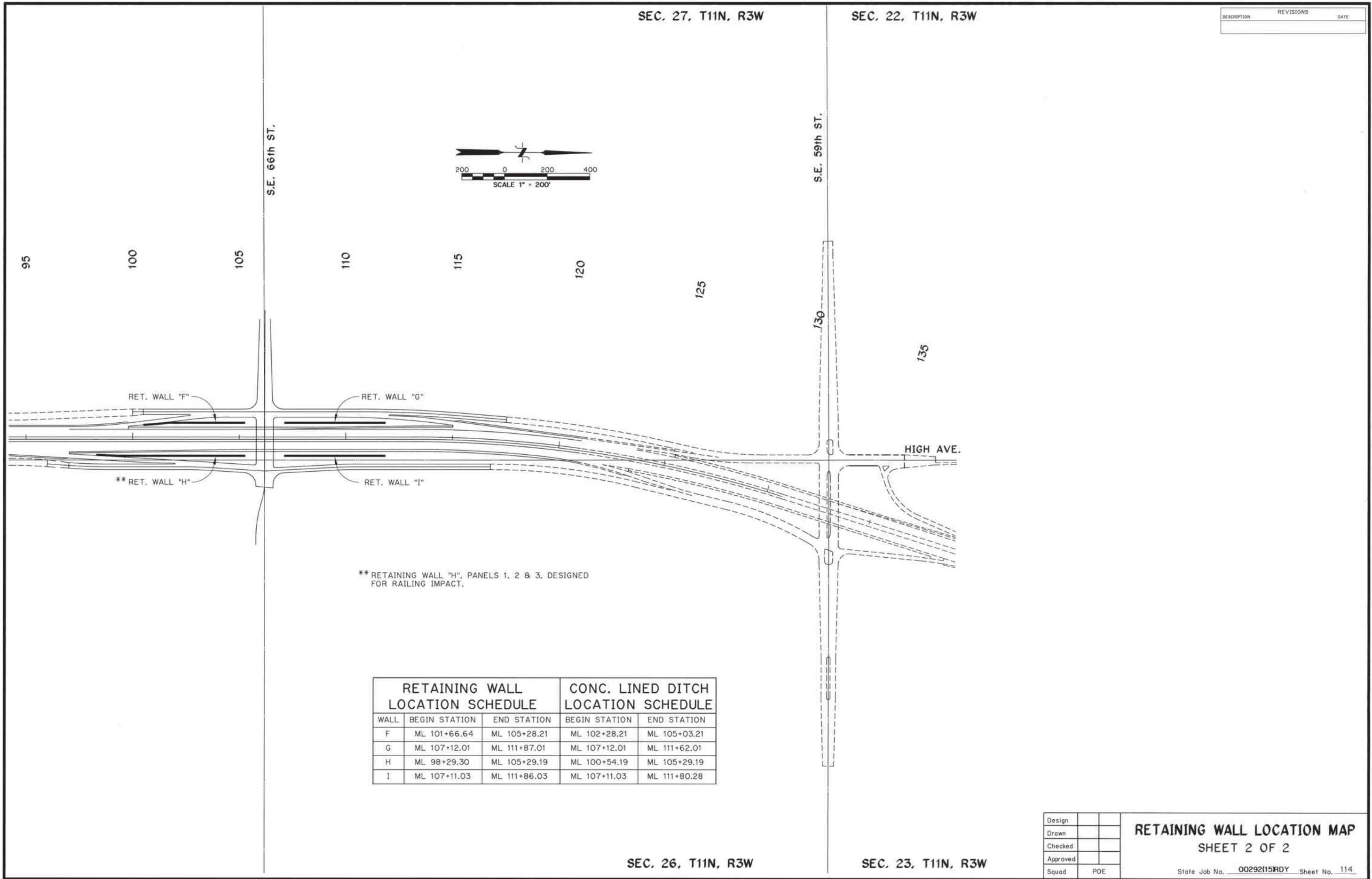
PROFILE	SURVEYED	DATE
	NOTE BOOK	BY
	GRADE CHECKED	
	CONSTRUCTION NOTES CHECKED	



State Job No. 00292(15)RDY Sheet No. 112

S.E. 66th. ST.



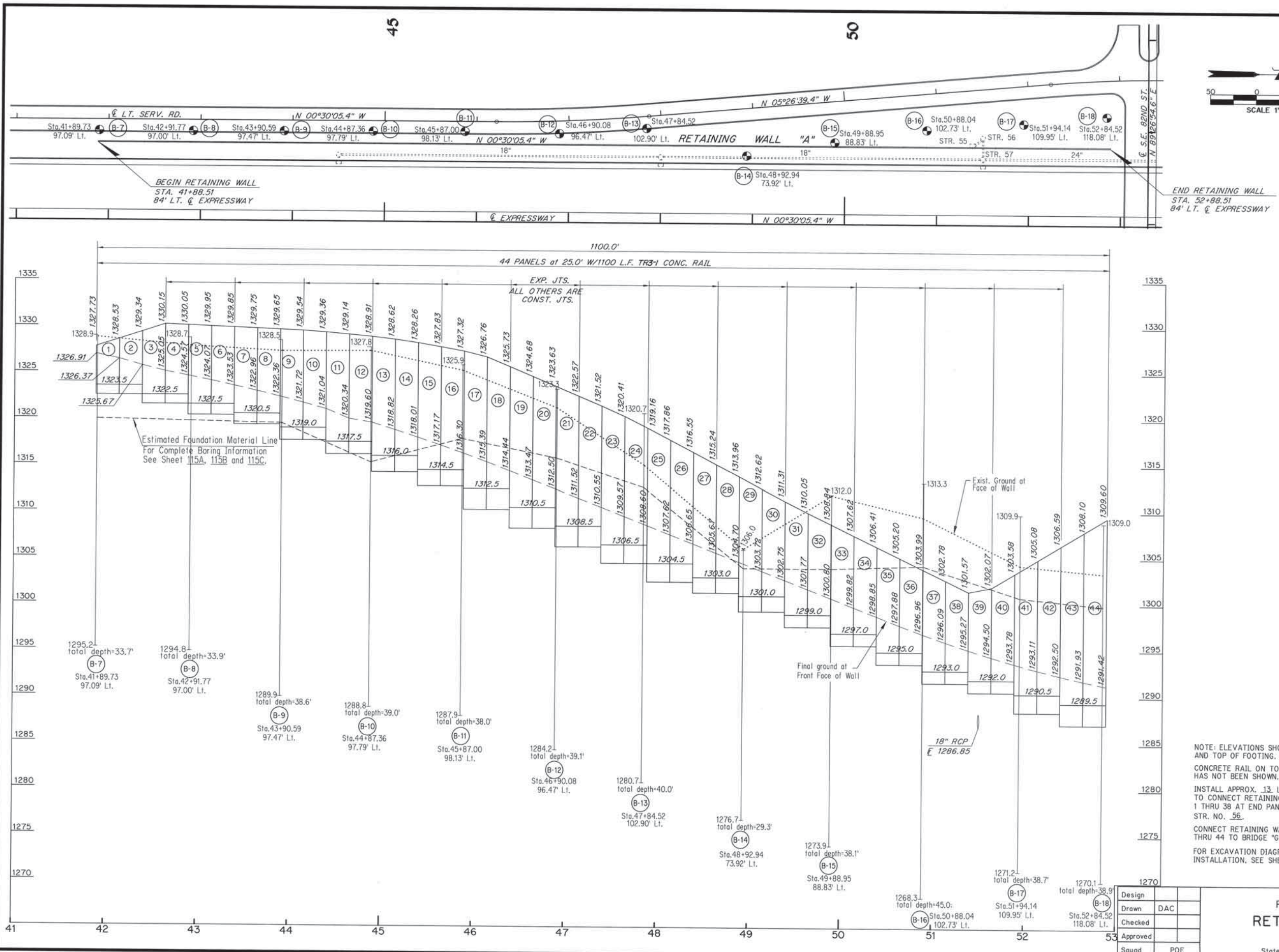
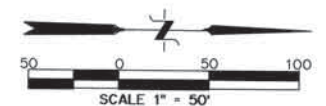


Design	
Drawn	
Checked	
Approved	
Squad	POE

RETAINING WALL LOCATION MAP
SHEET 2 OF 2

State Job No. 00292(15)RDY Sheet No. 114

DESCRIPTION	REVISIONS	DATE



PLAN AND PROFILE RETAINING WALL "A"

Design	DAC
Drawn	DAC
Checked	
Approved	
Squad	POE

State Job No. 00292(15)RDY. Sheet No. 115

Unconfined Compression Test Results for Boring No. B-7	
Elev.	PSF
1326.9	*4000
1323.9	*5000
1320.4	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-8	
Elev.	PSF
1326.7	*3500
1320.2	*9000

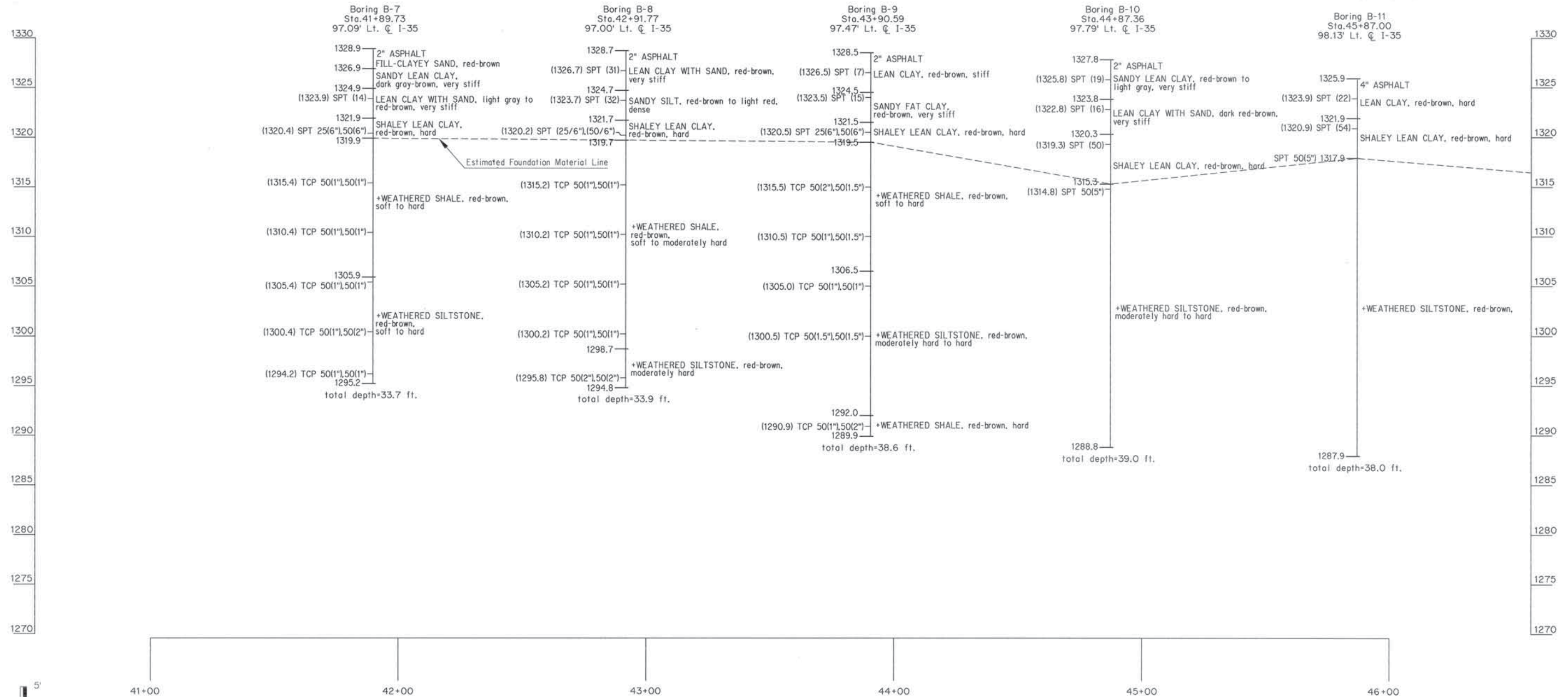
*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-10	
Elev.	PSF
1319.3	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-11	
Elev.	PSF
1323.9	*9000
1320.9	*9000

*Calibrated Hand Pentrometer



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

W = Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

FOUNDATION REPORT RETAINING WALL "A" (SHEET 1 OF 4)

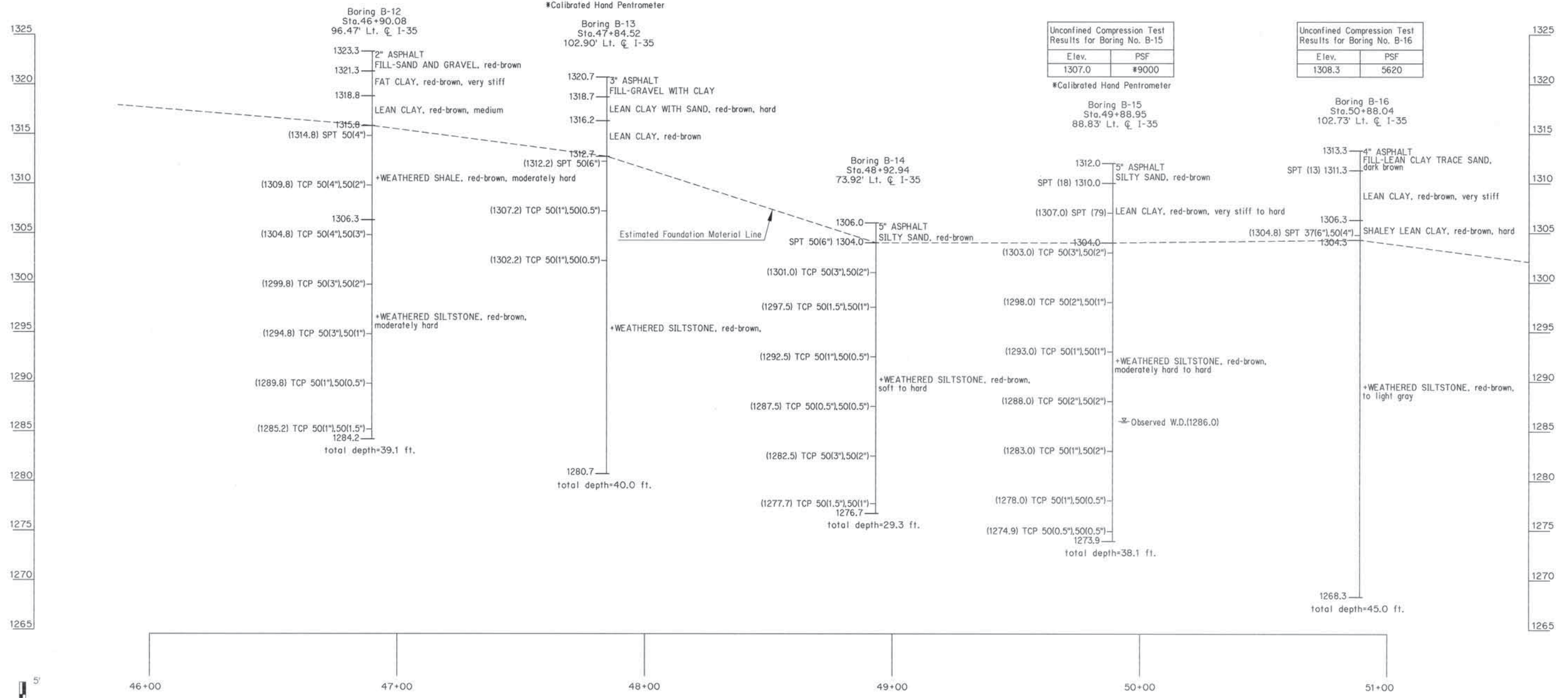
State Job No. 00292(15)RDY Sheet No. 115A

Unconfined Compression Test Results for Boring No. B-12	
Elev.	PSF
1321.3	5300
1318.3	1700

Unconfined Compression Test Results for Boring No. B-13	
Elev.	PSF
1318.7	*9000

Unconfined Compression Test Results for Boring No. B-15	
Elev.	PSF
1307.0	*9000

Unconfined Compression Test Results for Boring No. B-16	
Elev.	PSF
1308.3	5620



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

- NOTES:**
1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
 2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "A"**
(SHEET 2 OF 4)

State Job No. 00292(15)RDY Sheet No. 115B

1325
1320
1315
1310
1305
1300
1295
1290
1285
1280
1275
1270
1265

Unconfined Compression Test Results for Boring No. B-17	
Elev.	PSF
1307.9	8960+
1304.9	7680

Boring B-17
Sta. 51+94.14
109.95' Lt. @ 1-35

Boring B-18
Sta. 52+84.52
118.08' Lt. @ 1-35

1309.9 VEGETATION & 3" TOPSOIL

1309.0 VEGETATION & 3" TOPSOIL

LEAN CLAY, red-brown, very stiff to hard

LEAN CLAY, red-brown, very stiff

(1301.4) SPT-24(6") 50(4")

(1300.5) SPT 8(6") 50(6")

1300.9

1300.0

Estimated Foundation Material Line

(1296.4) TCP 50(5") 50(5")

(1293.5) TCP 50(4") 50(3")

(1291.4) TCP 50(3") 50(2.5")

+WEATHERED SILTSTONE,
red-brown.

(1288.5) TCP 50(1") 50(1") +WEATHERED SILTSTONE, red-brown.

(1286.4) TCP 50(2.5") 50(3")

(1279.9) TCP 50(4") 50(3")

(1278.5) TCP 50(4") 50(3")

(1274.9) TCP 50(1.5") 50(1.5")

(1275.5) TCP 50(4") 50(3")

(1272.2) TCP 50(1.5") 50(1.5")

(1271.1) TCP 50(3") 50(2")

1271.2

1270.1

total depth=38.7 ft.

total depth=38.9 ft.

51+00

52+00

53+00

54+00

55+00

56+00

5'
0
5'
VERTICAL
SCALE IN FEET

20' 0 20'
HORIZONTAL
SCALE IN FEET

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "A"**
(SHEET 3 OF 4)

State Job No. 00292(15)RDY Sheet No. 115C

Nov. 1997

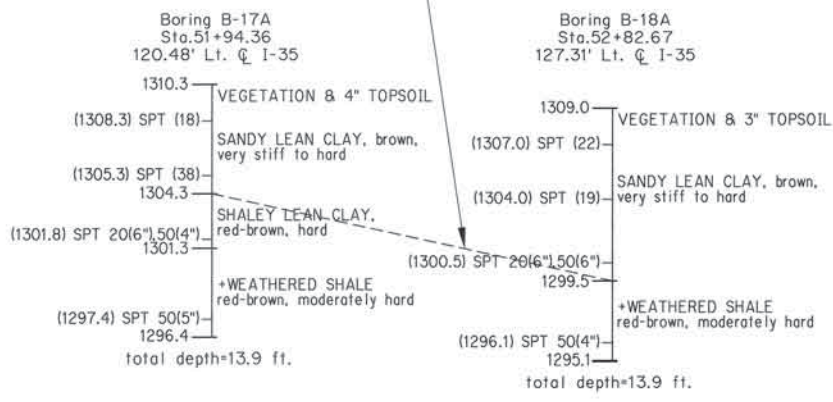
JUNE 15, 2001
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1325
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1275
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1265

Unconfined Compression Test Results for Boring No. B-17	
Elev.	PSF
1305.3	#9000

#Calibrated Hand Pentrometer



VERTICAL
SCALE IN FEET



HORIZONTAL
SCALE IN FEET

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

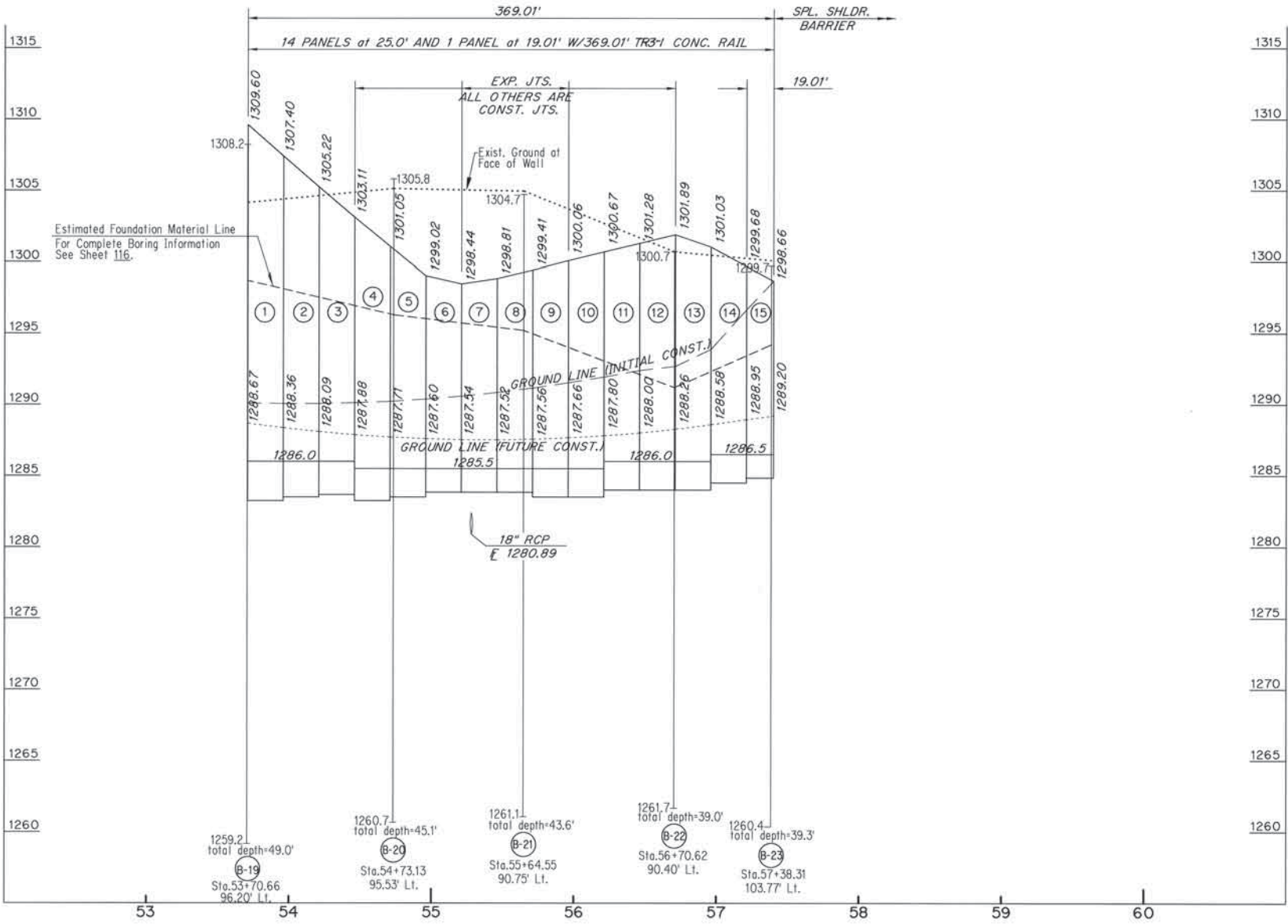
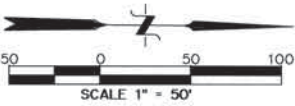
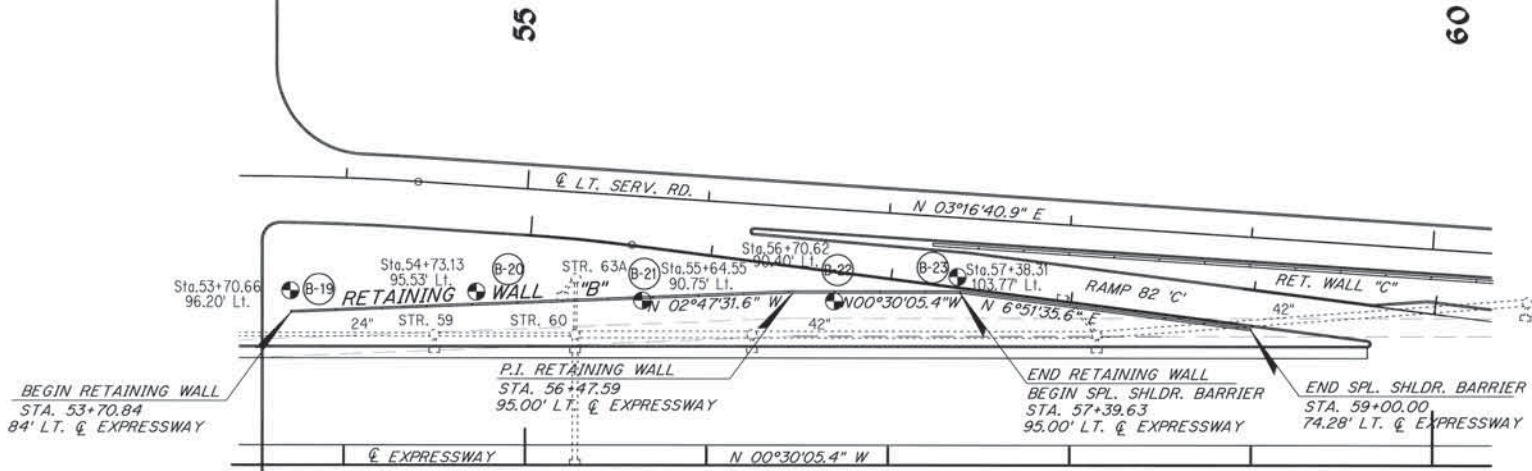
Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "A"**
(SHEET 4 of 4)

State Job No. 00292(15)RDY Sheet No. 115D

DESCRIPTION	REVISIONS	DATE



NOTE: ELEVATIONS SHOWN ARE TOP OF WALL AND TOP OF FOOTING.

CONCRETE RAIL ON TOP OF RETAINING WALL HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.

CONNECT RETAINING WALL UNDERDRAIN AT BEGIN WALL TO BRIDGE "G" UNDERDRAIN. INSTALL APPROX. 12' L.F. NON-PERF. PIPE UNDERDRAIN AT PANEL 7 TO CONNECT TO RETAINING WALL UNDERDRAIN AND STUB INTO DRAINAGE STR. NO. 63A.

FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN INSTALLATION, SEE SHEET NO. 133 AND STD. PUD-2.

Design		
Drawn	DAC	
Checked		
Approved		
Squad	POE	

PLAN AND PROFILE
RETAINING WALL "B"

State Job No. 00292(15RDY) Sheet No. 116

Unconfined Compression Test Results for Boring No. B-19	
Elev.	PSF
1303.2	*9000
1299.7	*9000

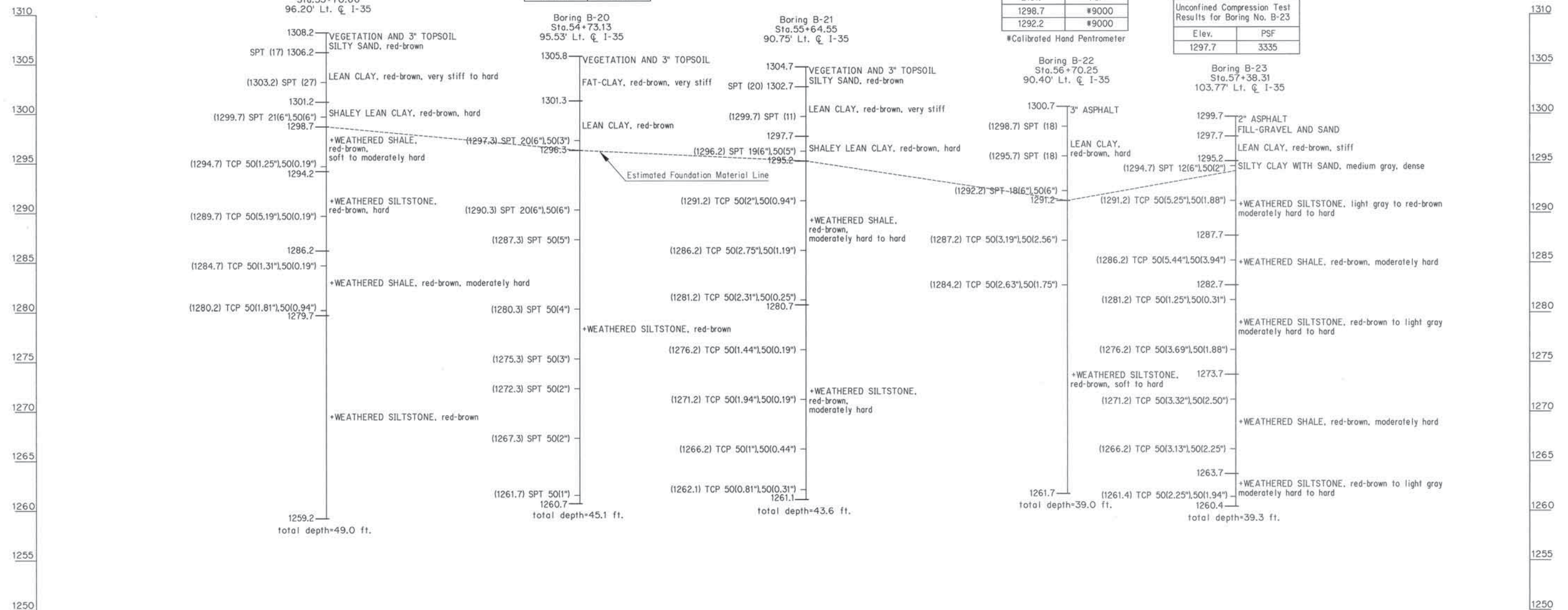
*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-20	
Elev.	PSF
1303.8	5445

Unconfined Compression Test Results for Boring No. B-22	
Elev.	PSF
1298.7	*9000
1292.2	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-23	
Elev.	PSF
1297.7	3335



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

— Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

FOUNDATION REPORT RETAINING WALL "B" (SHEET 1 OF 2)

State Job No. 00292(15)RDY Sheet No. 116A

Nov. 1997

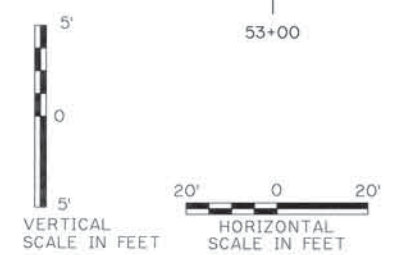
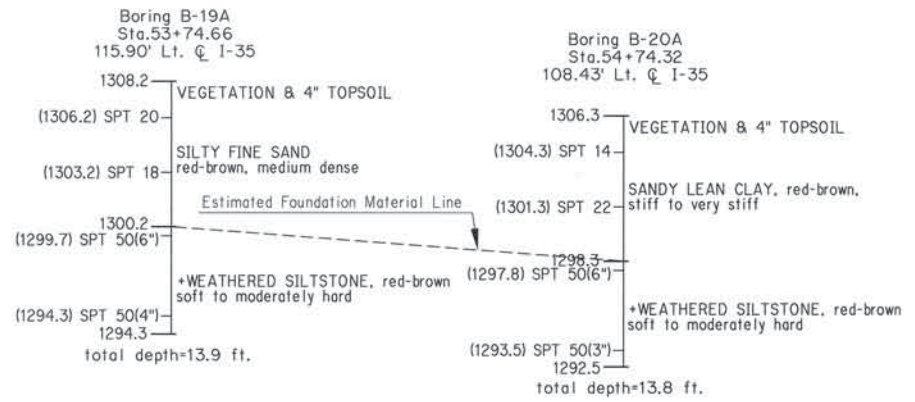
JUNE 15, 2001
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1305
1300
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1280
1275
1270
1265

Unconfined Compression Test Results for Boring No. B-20A	
Elev.	PSF
1301.3	*5000

*Calibrated Hand Pentrometer



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

- NOTES:**
1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
 2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

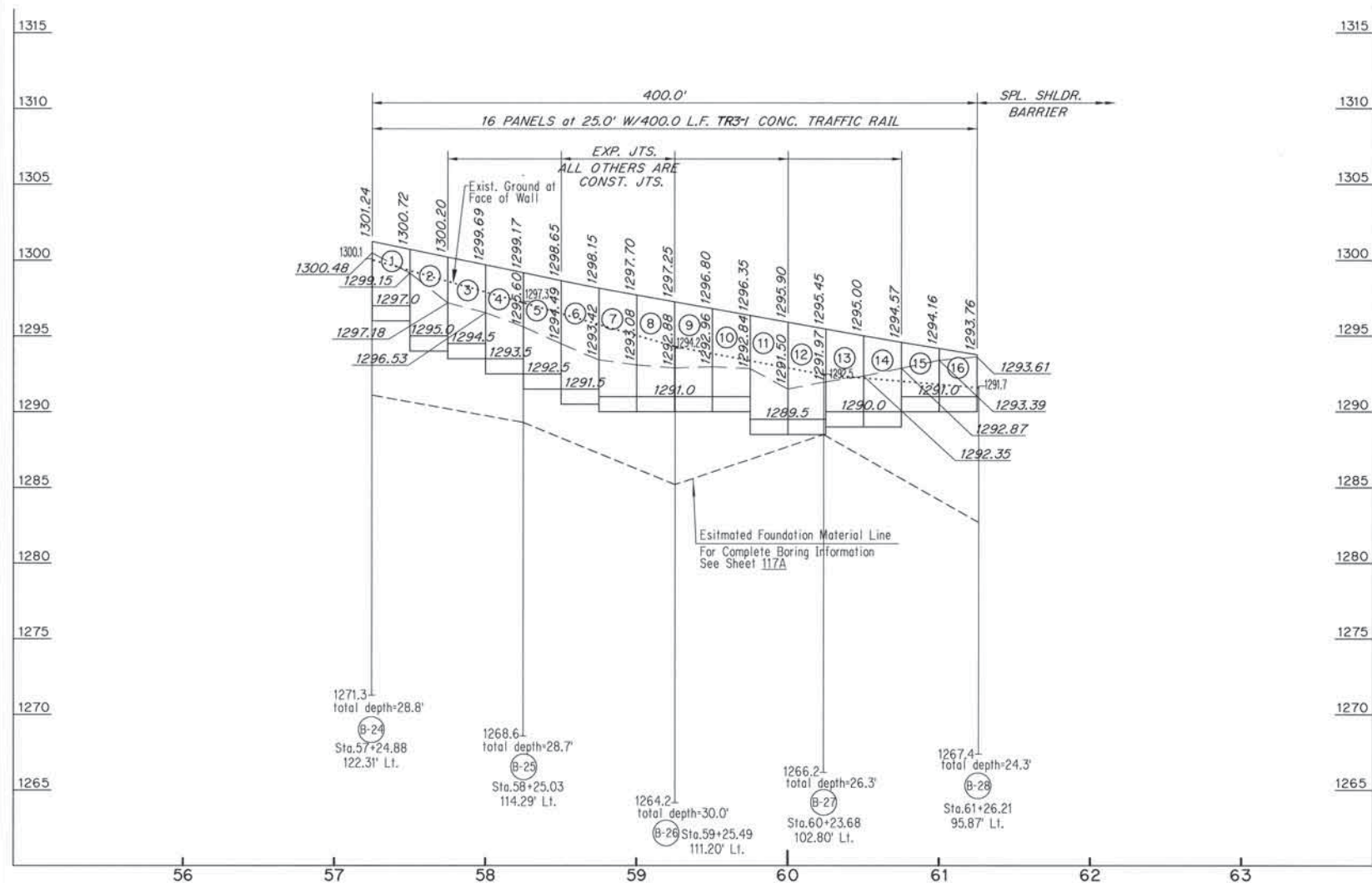
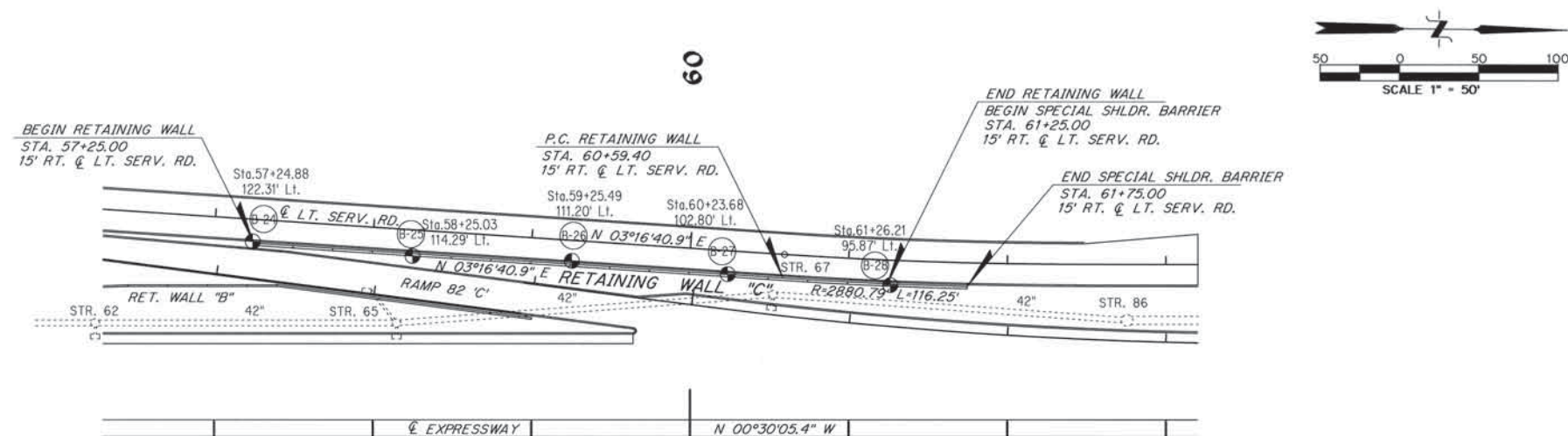
Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "B"**
(SHEET 2 of 2)

State Job No. 00292(15)RDY Sheet No. 116B

DESCRIPTION	REVISIONS	DATE



Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE
RETAINING WALL "C"

State Job No. 00292(15)RDY Sheet No. 117

Unconfined Compression Test Results for Boring No. B-24	
Elev.	PSF
1295.1	*9000
1291.6	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-25	
Elev.	PSF
1295.3	2700
1292.3	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-26	
Elev.	PSF
1289.2	*9000
1285.7	*9000

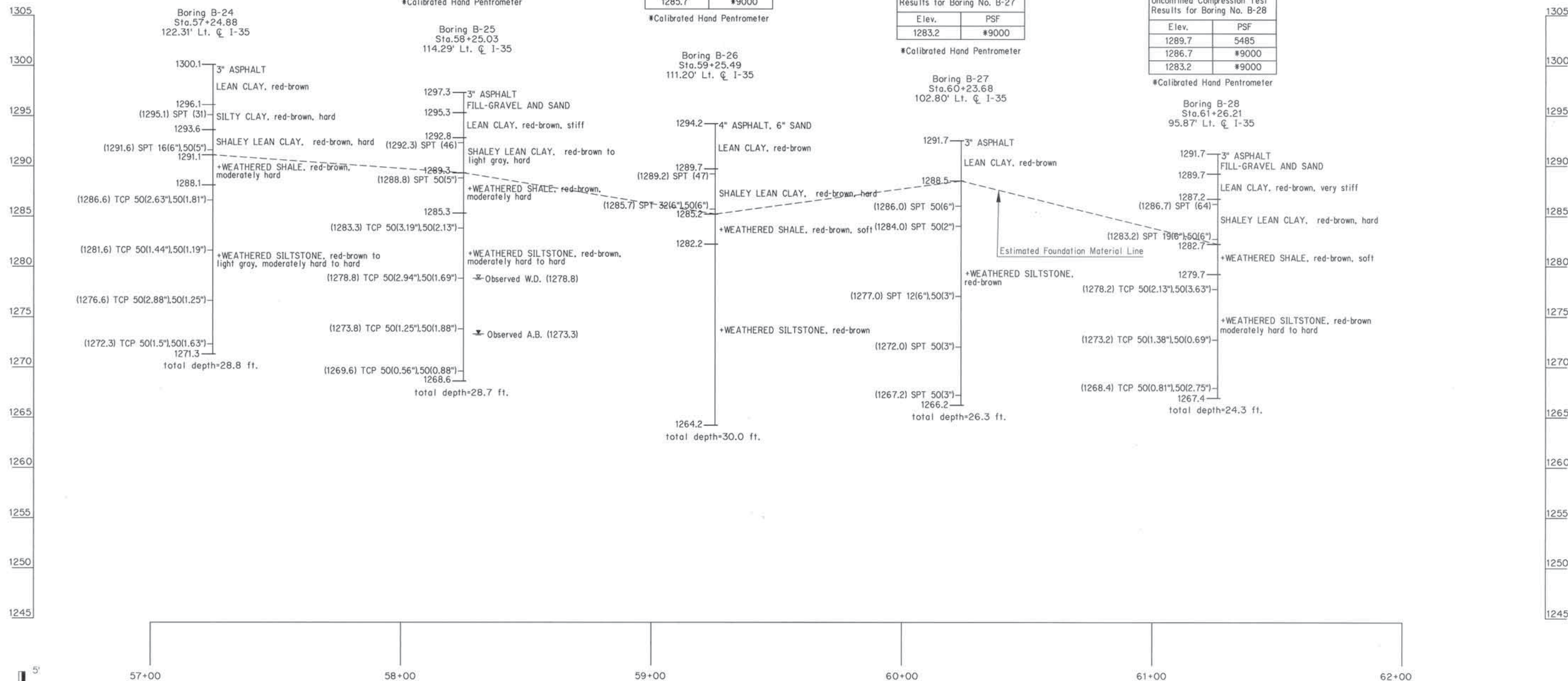
*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-27	
Elev.	PSF
1283.2	*9000

*Calibrated Hand Pentrometer

Unconfined Compression Test Results for Boring No. B-28	
Elev.	PSF
1289.7	5485
1286.7	*9000
1283.2	*9000

*Calibrated Hand Pentrometer



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

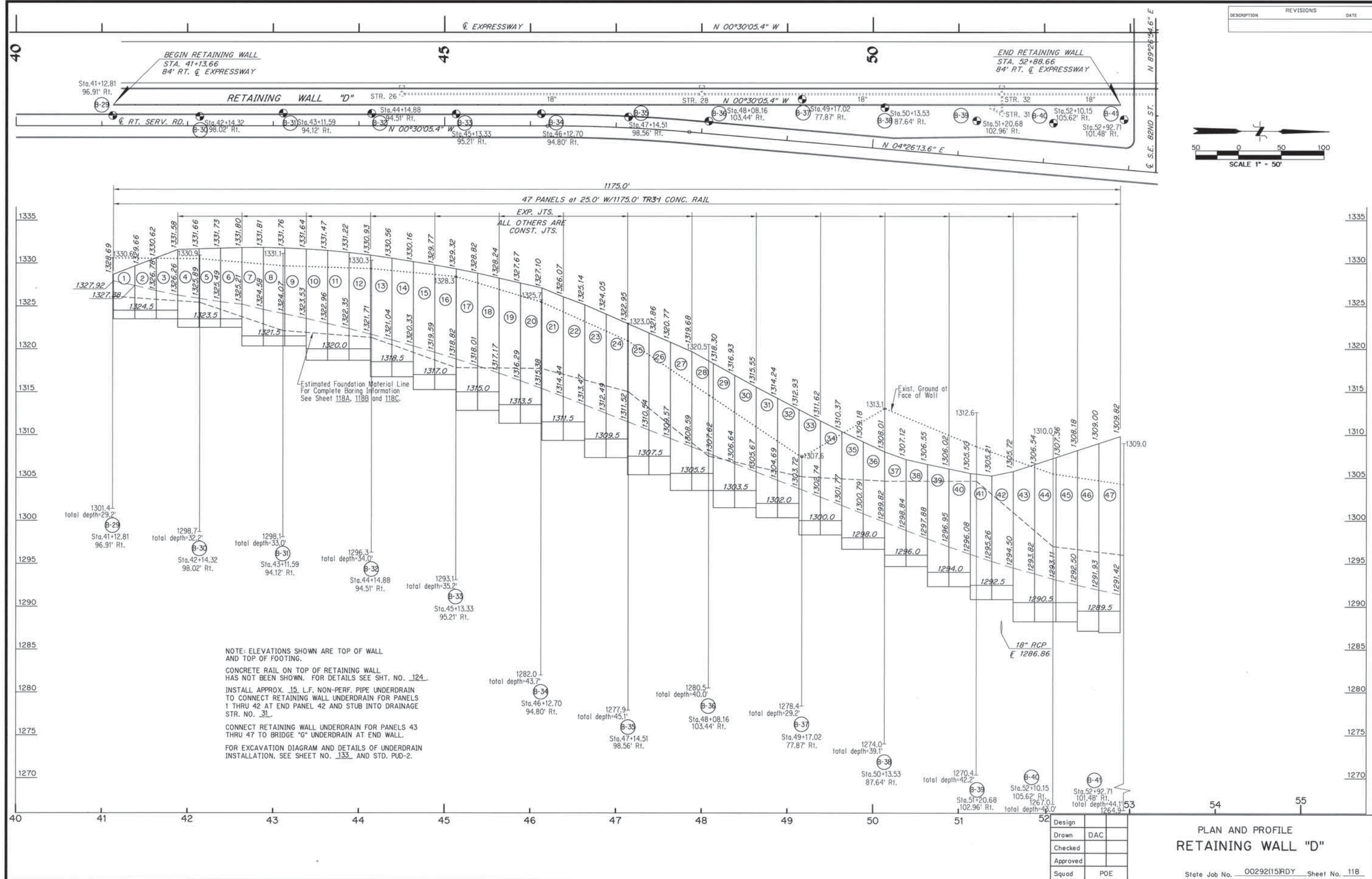
+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

- Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

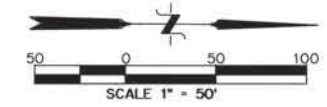
Design	
Drawn	
Checked	
Approved	
Squad	POE

FOUNDATION REPORT RETAINING WALL "C" (SHEET 1 OF 1)

State Job No. 00292(15)RDY Sheet No. 117A



DESCRIPTION	REVISIONS	DATE

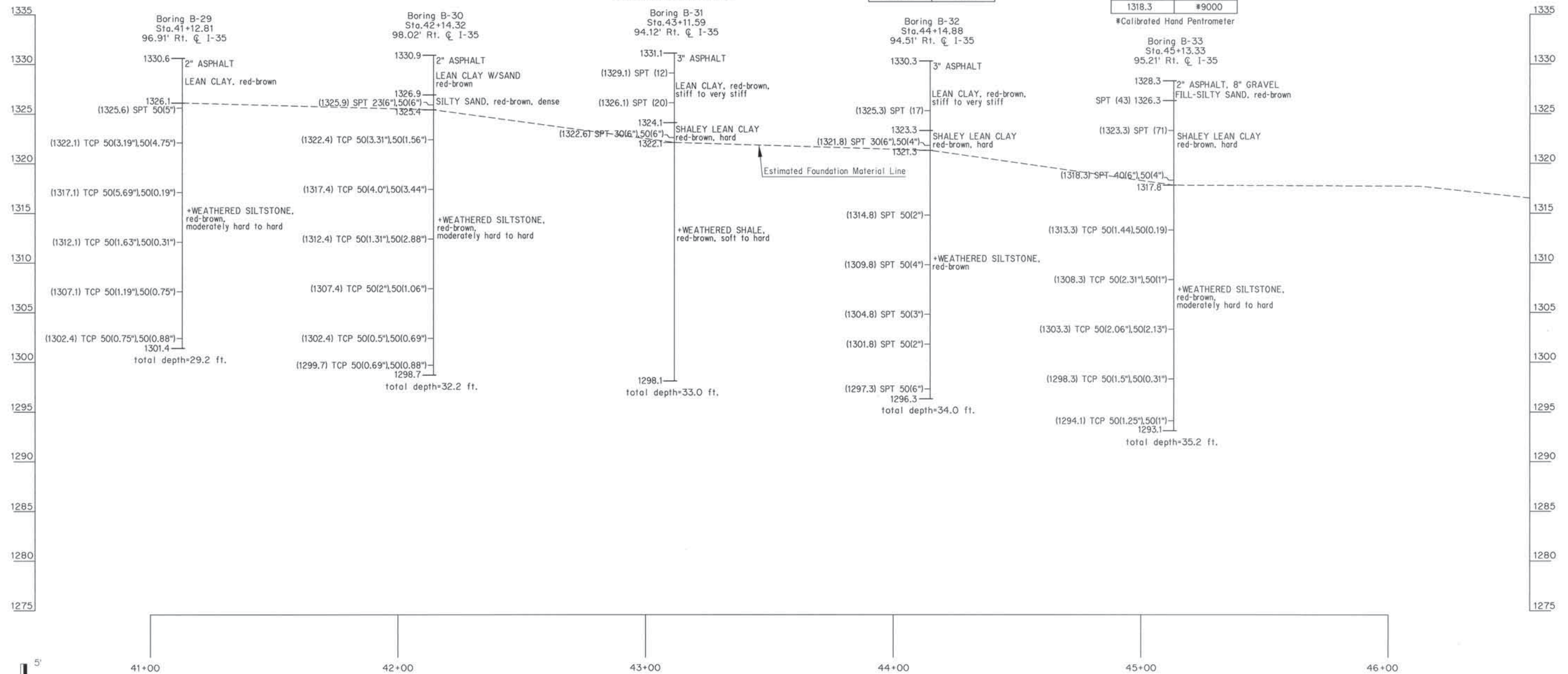


NOTE: ELEVATIONS SHOWN ARE TOP OF WALL AND TOP OF FOOTING.
CONCRETE RAIL ON TOP OF RETAINING WALL HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.
INSTALL APPROX. 15 L.F. NON-PERF. PIPE UNDERDRAIN TO CONNECT RETAINING WALL UNDERDRAIN FOR PANELS 1 THRU 42 AT END PANEL 42 AND STUB INTO DRAINAGE STR. NO. 31.
CONNECT RETAINING WALL UNDERDRAIN FOR PANELS 43 THRU 47 TO BRIDGE "G" UNDERDRAIN AT END WALL.
FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN INSTALLATION, SEE SHEET NO. 133 AND STD. PUD-2.

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE
RETAINING WALL "D"

State Job No. 00292(15)RDY Sheet No. 118



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "D"
(SHEET 1 OF 4)**

State Job No. 00292(15)RDY Sheet No. 118A

Unconfined Compression Test Results for Boring No. B-34	
Elev.	PSF
1323.7	#9000
1320.7	#9000

*Calibrated Hand Pentrometer
Boring B-34
Sta. 46+12.70
94.80' Rt. \angle I-35

Unconfined Compression Test Results for Boring No. B-35	
Elev.	PSF
1321.0	3264
1318.0	3073

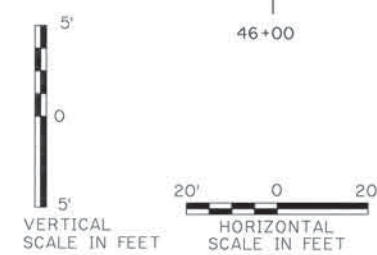
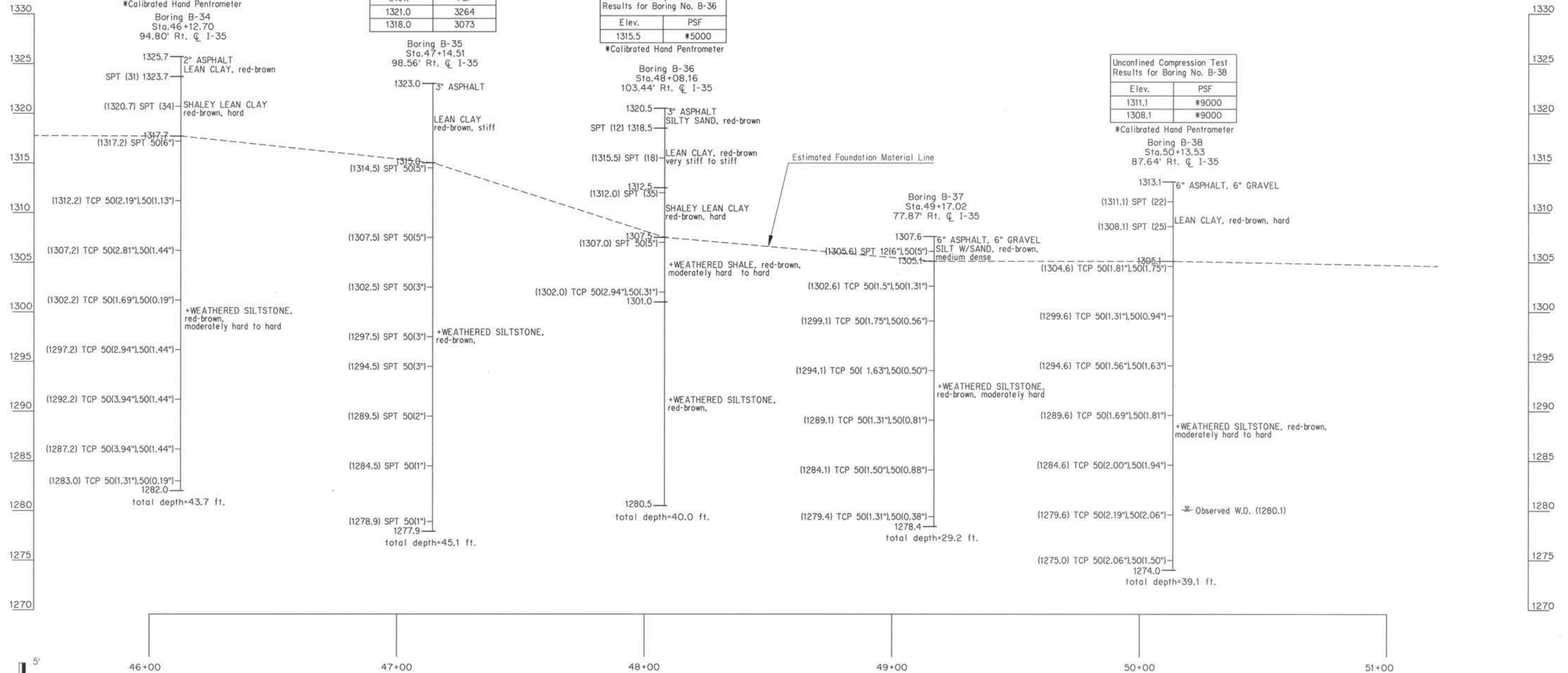
Boring B-35
Sta. 47+14.51
98.56' Rt. \angle I-35

Unconfined Compression Test Results for Boring No. B-36	
Elev.	PSF
1315.5	#5000

*Calibrated Hand Pentrometer
Boring B-36
Sta. 48+08.16
103.44' Rt. \angle I-35

Unconfined Compression Test Results for Boring No. B-38	
Elev.	PSF
1311.1	#9000
1308.1	#9000

*Calibrated Hand Pentrometer
Boring B-38
Sta. 50+13.53
87.64' Rt. \angle I-35



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

- NOTES:**
1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
 2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

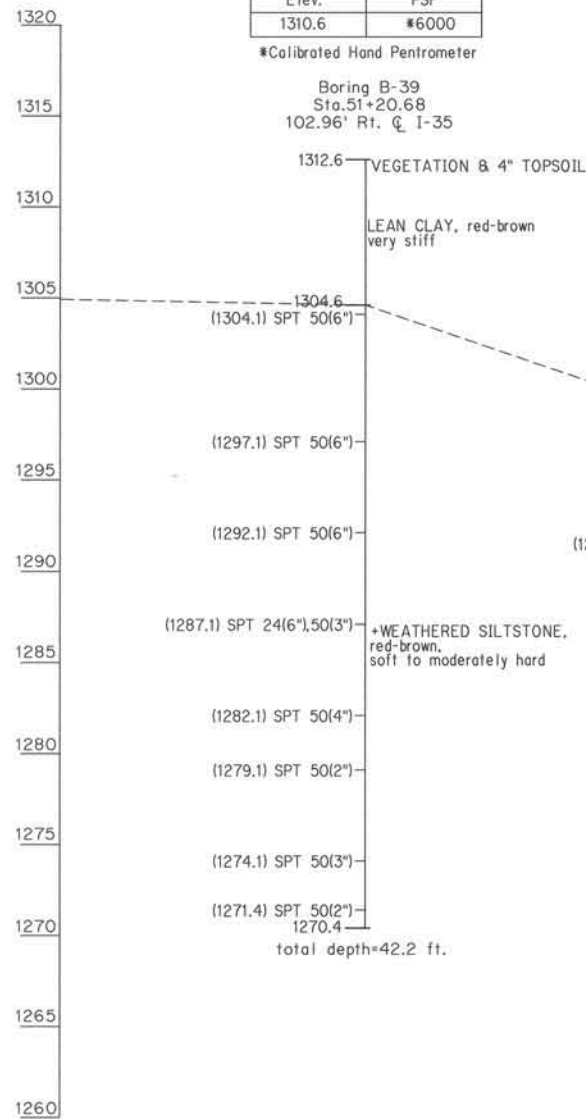
FOUNDATION REPORT RETAINING WALL "D" (SHEET 2 OF 4)

State Job No. 00292(15)RDY Sheet No. 118B

Unconfined Compression Test Results for Boring No. B-39	
Elev.	PSF
1310.6	*6000

*Calibrated Hand Pentrometer

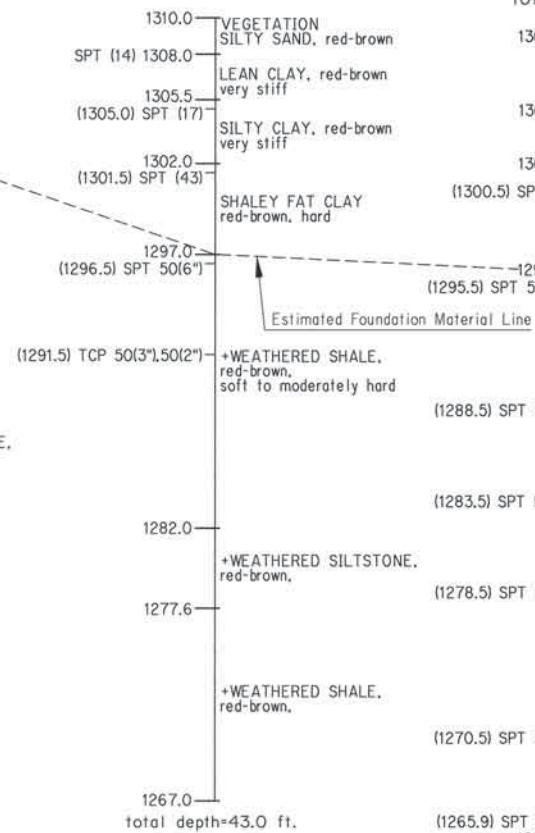
Boring B-39
Sta. 51+20.68
102.96' Rt. C 1-35



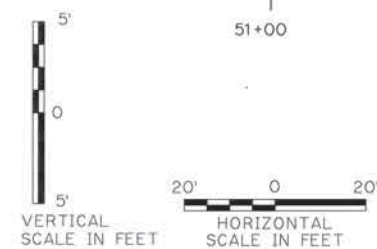
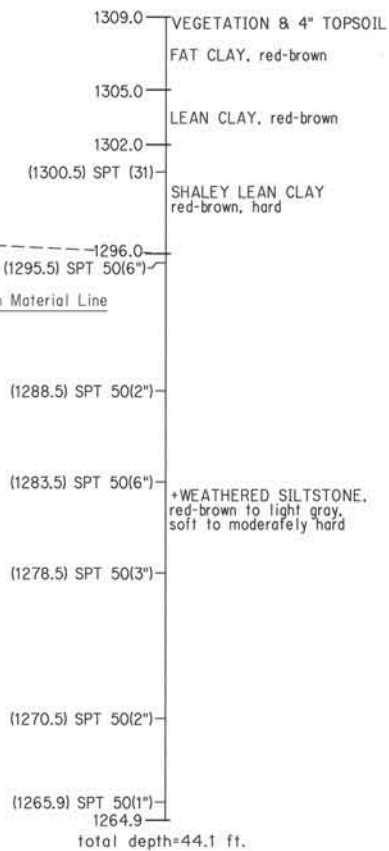
Unconfined Compression Test Results for Boring No. B-40	
Elev.	PSF
1305.0	*6000
1301.5	*9000

*Calibrated Hand Pentrometer

Boring B-40
Sta. 52+10.15
105.62' Rt. C 1-35



Boring B-41
Sta. 52+92.71
101.48' Rt. C 1-35



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

FOUNDATION REPORT RETAINING WALL "D" (SHEET 3 OF 4)

State Job No. 00292(15)RDY Sheet No. 118C

1320
1315
1310
1305
1300
1295
1290
1285
1280
1275
1270
1265
1260

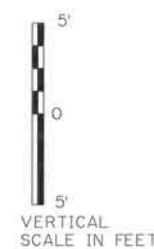
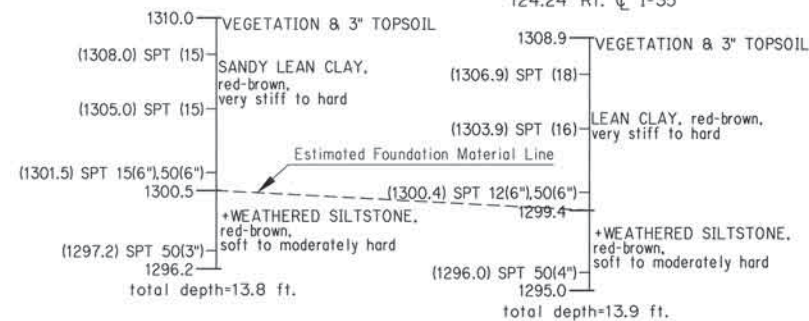
1320
1315
1310
1305
1300
1295
1290
1285
1280
1275
1270
1265
1260

Unconfined Compression Test Results for Boring No. B-40A	
Elev.	PSF
1305.0	*6000
1301.5	*9000

*Calibrated Hand Pentrometer
Boring B-40A
Sta. 52+10.60
118.32' R1. C I-35

Unconfined Compression Test Results for Boring No. B-41A	
Elev.	PSF
1306.9	*6000
1303.9	*7000
1300.4	*9000

*Calibrated Hand Pentrometer
Boring B-41A
Sta. 52+92.86
124.24' R1. C I-35



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

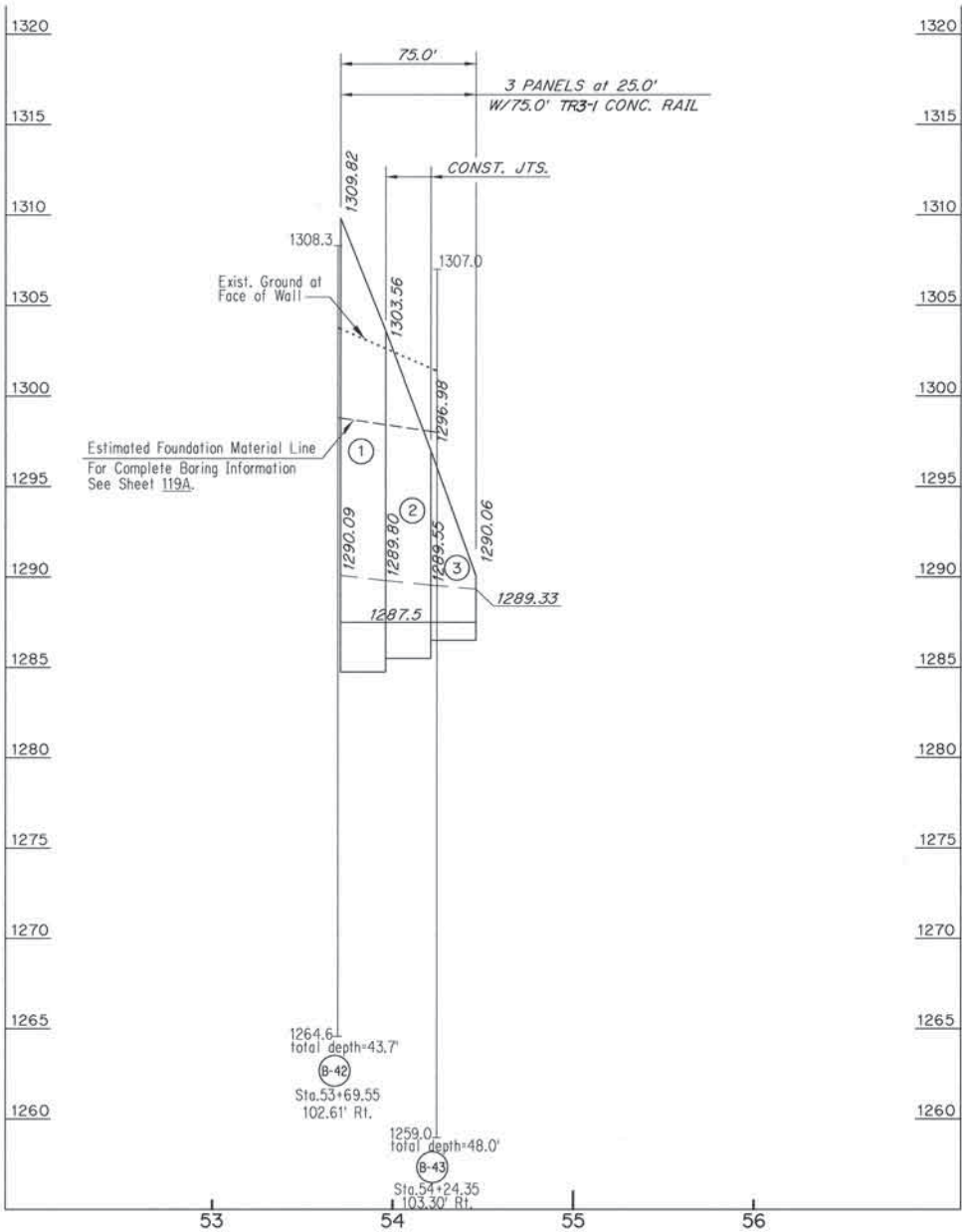
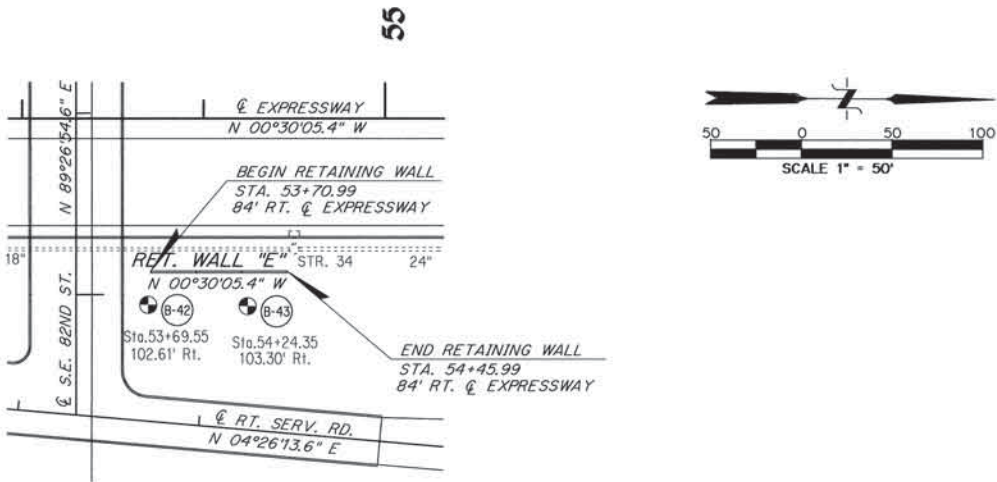
Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "D"
(SHEET 4 of 4)**

State Job No. 00292(15)RDY Sheet No. 118D

DESCRIPTION	REVISIONS	DATE



NOTE: ELEVATIONS SHOWN ARE TOP OF WALL
AND TOP OF FOOTING.

CONCRETE RAIL ON TOP OF RETAINING WALL
HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.

CONNECT RETAINING WALL UNDERDRAIN AT BEGIN WALL
TO BRIDGE "G" UNDERDRAIN. INSTALL APPROX. 13 L.F.
NON-PERF. PIPE UNDERDRAIN AT END WALL TO CONNECT
TO RETAINING WALL UNDERDRAIN AND STUB INTO DRAINAGE
STR. NO. 34.

FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN
INSTALLATION, SEE SHEET NO. 133 AND STD. PUD-2.

Design		
Drawn	DAC	
Checked		
Approved		
Squad	POE	

PLAN AND PROFILE
RETAINING WALL "E"

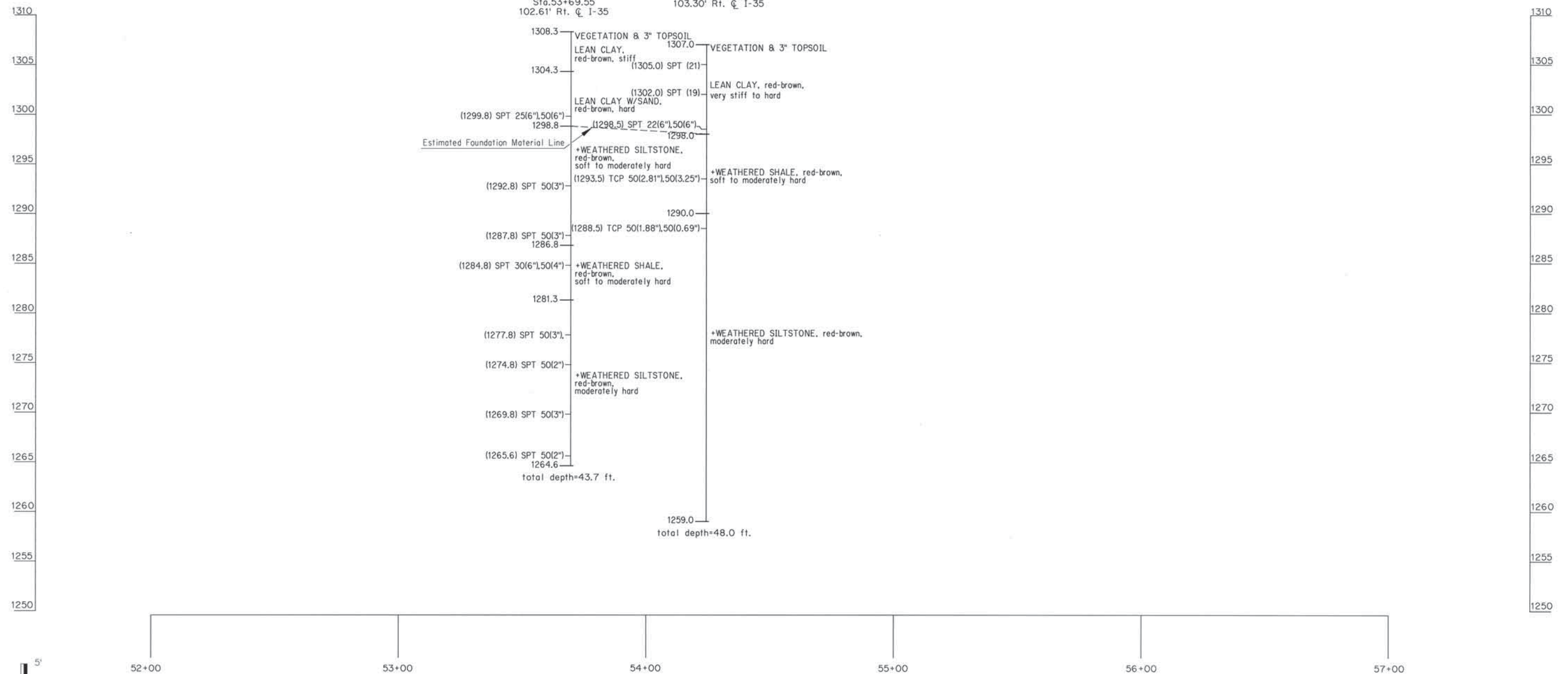
State Job No. 00292(15)RDY Sheet No. 119

Unconfined Compression Test Results for Boring No. B-42	
Elev.	PSF
1303.3	*9000

*Calibrated Hand Pentrometer
Boring B-42
Sta. 53+69.55
102.61' Rt. Q 1-35

Unconfined Compression Test Results for Boring No. B-43	
Elev.	PSF
1305.0	*9000
1298.5	*9000

*Calibrated Hand Pentrometer
Boring B-43
Sta. 54+24.35
103.30' Rt. Q 1-35



SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "E"**
(SHEET 1 OF 1)

State Job No. 00292(15)RDY Sheet No. 119A

1310
1305
1300
1295
1290
1285
1280
1275
1270
1265
1260
1255
1250

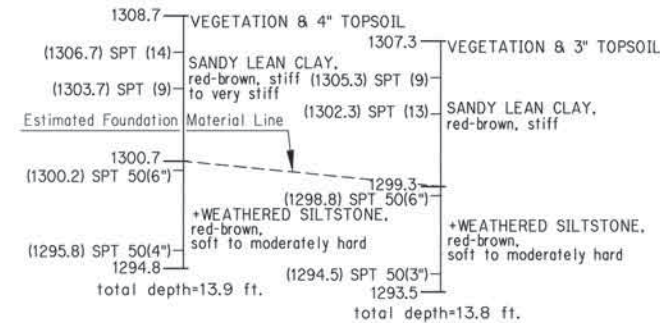
1310
1305
1300
1295
1290
1285
1280
1275
1270
1265
1260
1255
1250

Unconfined Compression Test Results for Boring No. B-43A	
Elev.	PSF
1305.3	#3000

*Calibrated Hand Pentrometer

Boring B-42A
Sta. 53+67.40
111.44' Rt. C I-35

Boring B-43A
Sta. 54+24.14
115.62' Rt. C I-35



VERTICAL
SCALE IN FEET



HORIZONTAL
SCALE IN FEET

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

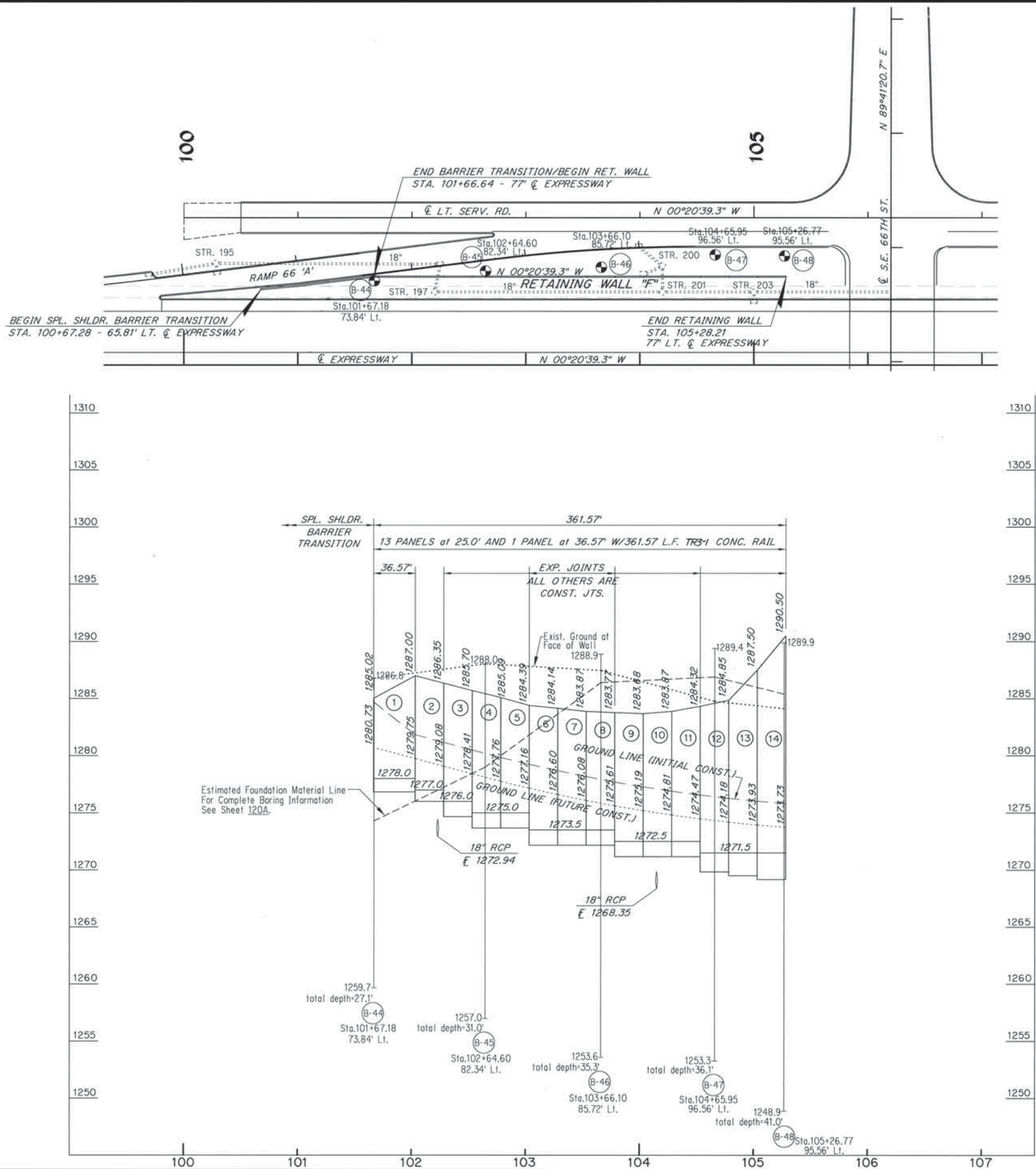
-W- Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "E"
(SHEET 1a)**

State Job No. 00292(15RDY) Sheet No. 119B

DESCRIPTION	REVISIONS	DATE



Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE
RETAINING WALL "F"

State Job No. 00292(15RDY) Sheet No. 120

1300
1295
1290
1285
1280
1275
1270
1265
1260
1255
1250
1245
1240

1300
1295
1290
1285
1280
1275
1270
1265
1260
1255
1250
1245
1240

Unconfined Compression Test Results for Boring No. B-44	
Elev.	PSF
1284.8	*9000
1281.8	*9000
1278.3	*9000

*Calibrated Hand Penetrometer
Boring B-44
Sta.101+67.18
73.84' Lt. ϕ 1-35

Unconfined Compression Test Results for Boring No. B-45	
Elev.	PSF
1286.0	5313

Boring B-45
Sta.102+64.60
82.34' Lt. ϕ 1-35

Boring B-46
Sta.103+66.10
85.72' Lt. ϕ 1-35

Boring B-47
Sta.104+65.95
96.56' Lt. ϕ 1-35

Boring B-48
Sta.105+26.77
95.56' Lt. ϕ 1-35

1286.8 5" ASPHALT
(1284.8) SPT (44)
(1281.8) SPT (59)
(1278.3) SPT (40)
1274.3
(1273.3) TCP 50(2.44"),50(1.75")
1268.3 TCP 50(1.63"),50(1.19")
(1263.3) TCP 50(0.81"),50(1.00")
(1260.7) TCP 50(0.75"),50(0.31")
1259.7
total depth=27.1 ft.

(1278.5) SPT 22(6"),50(6")
1279.0

Estimated Foundation Material Line

1288.0 6" ASPHALT
LEAN CLAY, red-brown, very stiff to hard
(1278.5) SPT 22(6"),50(6")
1279.0
+WEATHERED SILTSTONE, red-brown, soft to hard
1257.0
total depth=31.0 ft.

1288.9 VEGETATION & 3" TOPSOIL
1286.4 SILTY SAND, red-brown
(1286.9) SPT 22(6"),50(6")
(1283.9) TCP 50(1.88"),50(1.31")
+WEATHERED SANDSTONE, red-brown
(1280.4) TCP 50(2.00"),50(1.88")
1275.9
(1275.4) TCP 50(2.81"),50(0.19")
(1270.4) TCP 50(1.13"),50(0.88")
(1265.4) TCP 50(1.19"),50(0.63")
(1260.4) TCP 50(1.75"),50(2.31")
1253.6
total depth=35.3 ft.

1289.4 VEGETATION & 3" TOPSOIL
1286.9 SILTY SAND, red-brown, medium dense
(1284.4) SPT 50(6")
(1278.9) SPT 50(6")
(1275.9) SPT 50(2")
(1269.4) SPT 50(4")
(1265.9) SPT 50(3")
(1259.4) SPT 50(1")
(1254.3) SPT 50(0.5")
1253.3
total depth=36.1 ft.

1289.9 VEGETATION & 4" TOPSOIL
1285.4 SANDY SILT, red-brown
(1284.9) SPT 50(4")
+WEATHERED SANDSTONE, red-brown, poorly cemented
(1281.4) TCP 50(2.81"),50(1.88")
1274.9
(1276.4) TCP 50(1.69"),50(0.94")
(1271.4) TCP 50(0.88"),50(0.69")
+WEATHERED SILTSTONE, red-brown, moderately hard to hard
+WEATHERED SILTSTONE, W/SANDSTONE SEAMS, red-brown to light gray
1264.9
+WEATHERED SILTSTONE, red-brown
1248.9
total depth=41.0 ft.

101+00

102+00

103+00

104+00

105+00

106+00

5'
0
5'
VERTICAL SCALE IN FEET

20' 0 20'
HORIZONTAL SCALE IN FEET

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

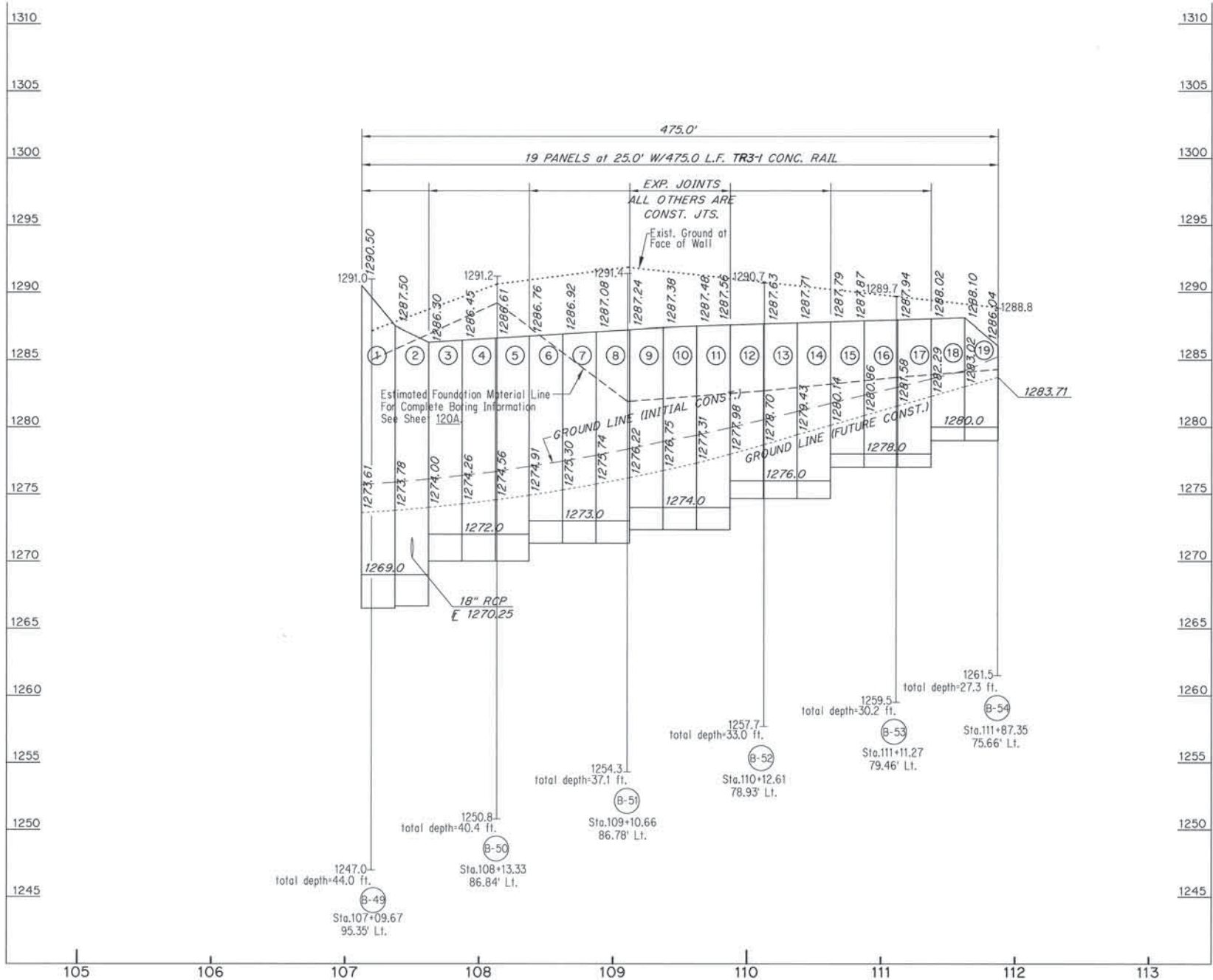
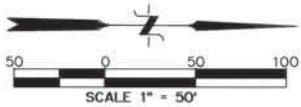
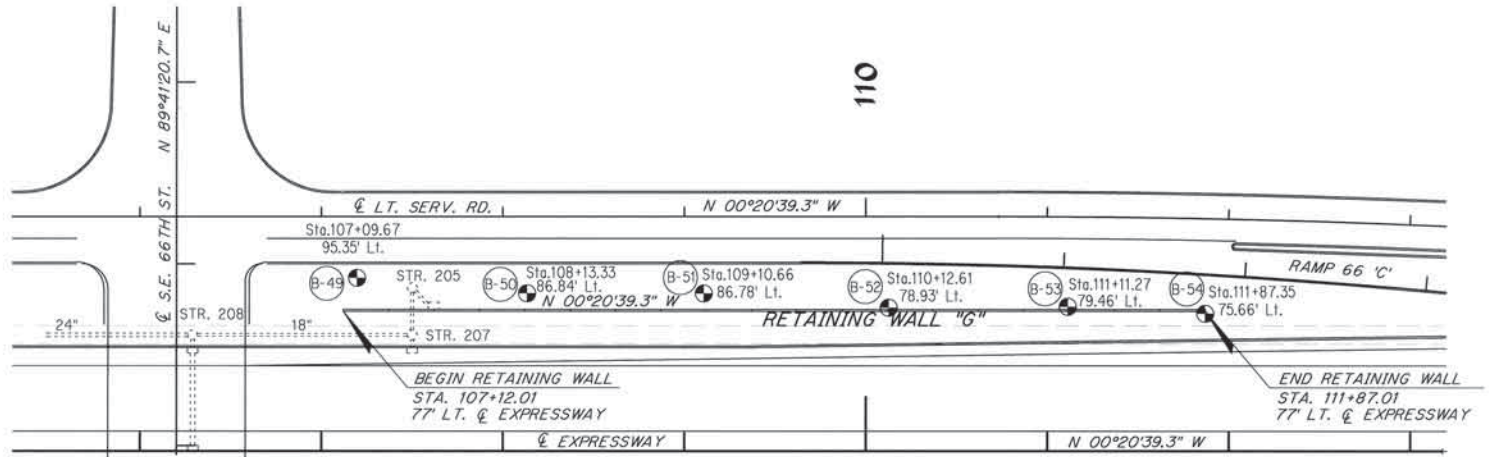
**FOUNDATION REPORT
RETAINING WALL "F"**
(SHEET 1 OF 1)

State Job No. 00292(15)RDY Sheet No. 120A

Nov. 1997

JUNE 15, 2001
G:\BRIDGE\2271\PROJECT 4\PMR\BORE.DWG

DESCRIPTION	REVISIONS	DATE



NOTE: ELEVATIONS SHOWN ARE TOP OF WALL AND TOP OF FOOTING.

CONCRETE RAIL ON TOP OF RETAINING WALL HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.

INSTALL APPROX. 16' L.F. NON-PERF. PIPE UNDERDRAIN TO CONNECT TO RETAINING WALL UNDERDRAIN AND STUB THRU RET. WALL AT MIDPOINT OF PANEL 2 AND INTO MANHOLE DRAINAGE STRUCTURE NO. 207.

FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN INSTALLATION, SEE SHEET NO. 133. AND STD. PUD-2.

INSTALL A 9" CENTERBULB WATERSTOP AT BEGIN OF PANEL 1. SEE SHEET NO. 134. FOR DETAILS.

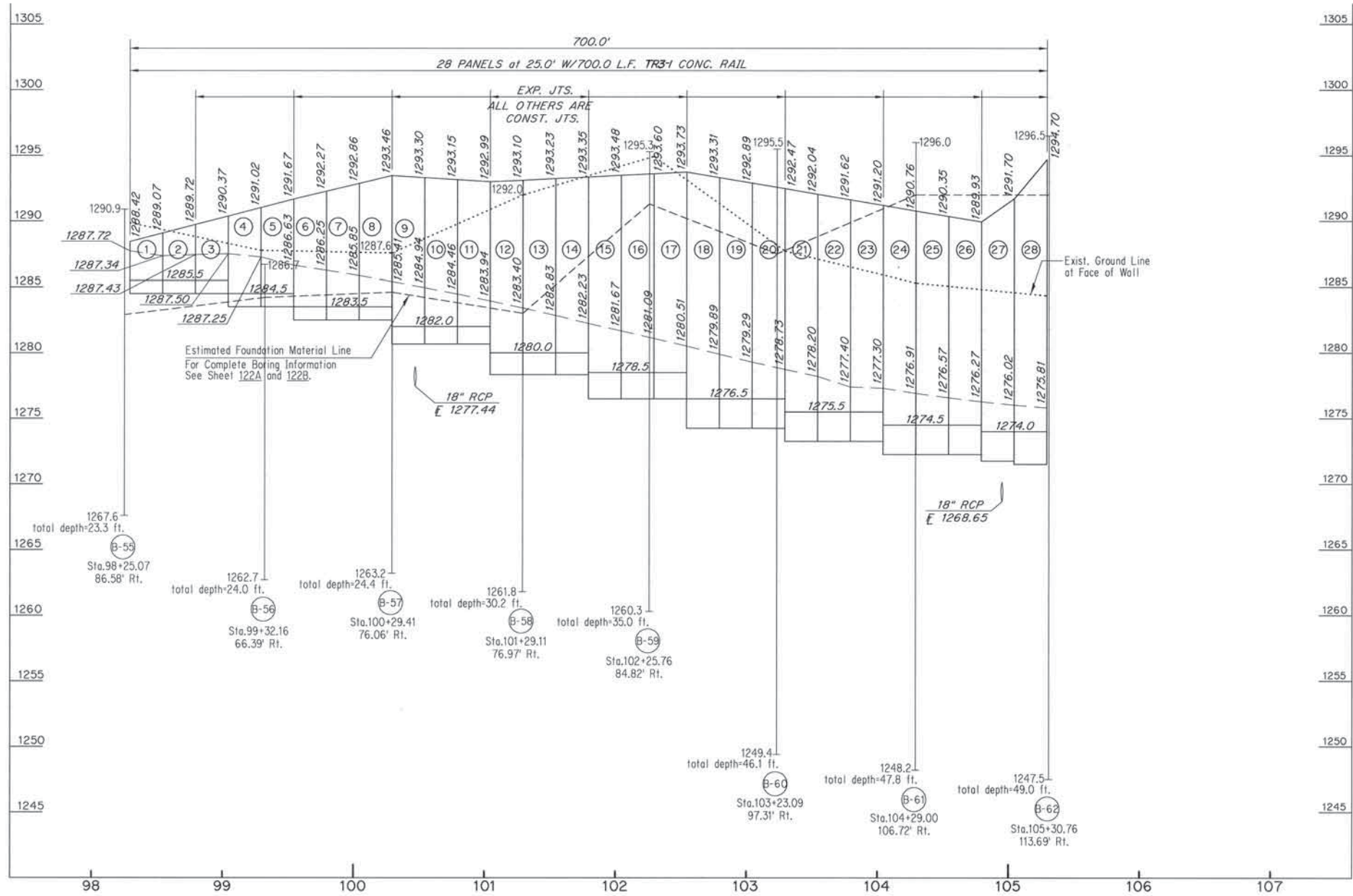
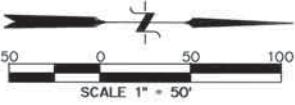
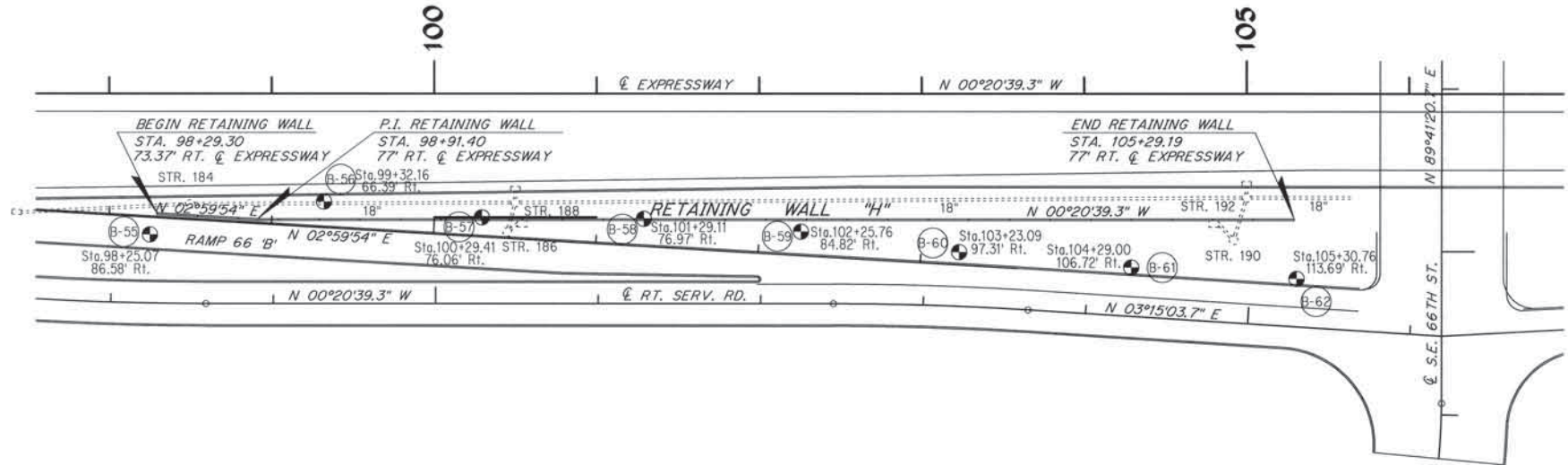
NOTE: FOR DETAIL OF 18" RCP PIPE EXTENDING THRU WALL, SEE SHEET NO. 134.

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE RETAINING WALL "G"

State Job No. 00292(15)RDY Sheet No. 121

DESCRIPTION	REVISIONS	DATE



NOTE: ELEVATIONS SHOWN ARE TOP OF WALL AND TOP OF FOOTING.

CONCRETE RAIL ON TOP OF RETAINING WALL HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.

INSTALL APPROX. 39' L.F. NON-PERF. PIPE UNDERDRAIN TO CONNECT TO RETAINING WALL UNDERDRAIN AT END WALL AND STUB INTO DRAINAGE STR. NO. 190.

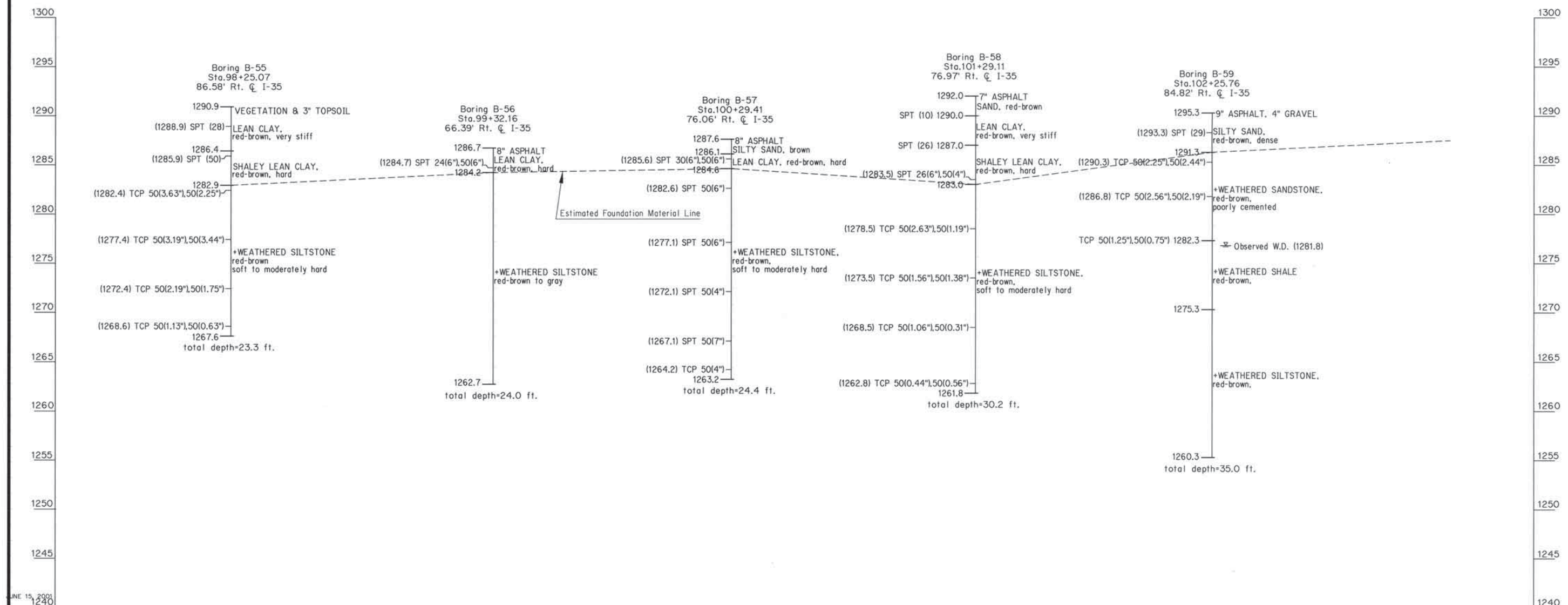
FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN INSTALLATION, SEE SHEET NO. 133 AND STD. PUD-2.

INSTALL A 9" CENTERBULB WATERSTOP AT THE END OF PANEL 28. SEE SHEET NO. 134 FOR DETAILS.

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE
RETAINING WALL "H"

State Job No. 00292(15)RDY Sheet No. 122



Nov. 1997

JUNE 15, 2001

6:\BRIDGE\2271\PROJECT 4\PIRMBORE.DWG

5'

0

5'

VERTICAL SCALE IN FEET

20'

0

20'

HORIZONTAL SCALE IN FEET

SITE GEOLOGY:

The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.

2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling

TCP = Texas Cone Penetrometer

SPT = Standard Penetration Test

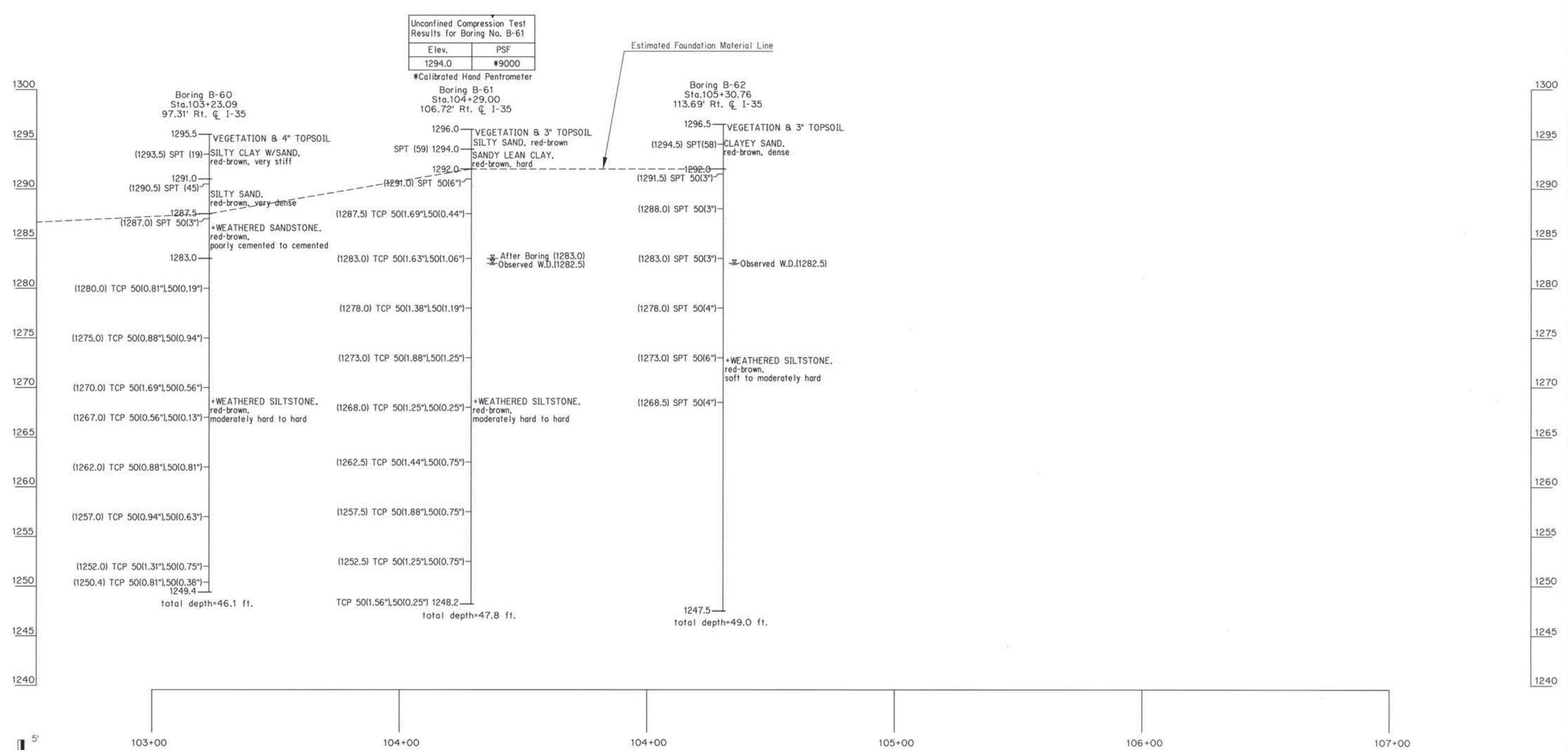
Design	
Drawn	
Checked	
Approved	
Squad	POE

FOUNDATION REPORT

RETAINING WALL "H"

(SHEET 1 OF 2)

State Job No. 00292(15RDY) Sheet No. 122A



Unconfined Compression Test Results for Boring No. B-61	
Elev.	PSF
1294.0	*9000

*Calibrated Hand Penetrometer

Boring B-61
Sta. 104+29.00
106.72' Rl. ϕ 1-35

Estimated Foundation Material Line

Boring B-62
Sta. 105+30.76
113.69' Rl. ϕ 1-35

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

NOTES:

1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final pay quantities.

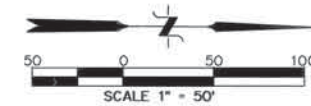
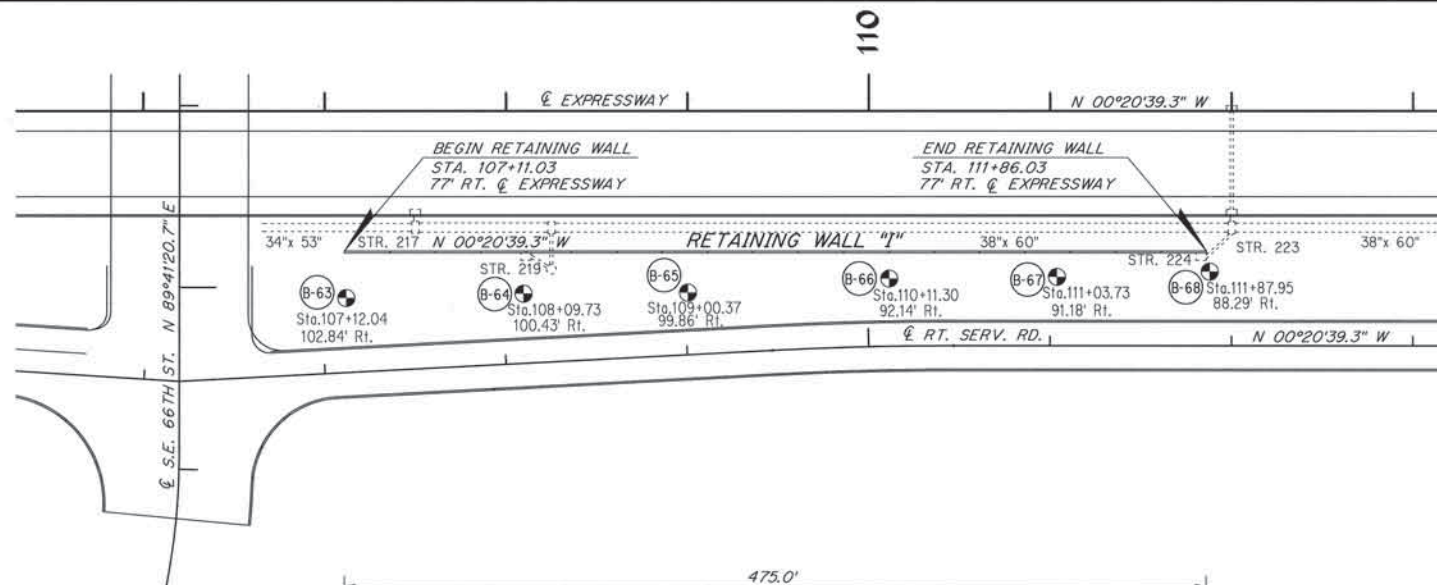
* Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

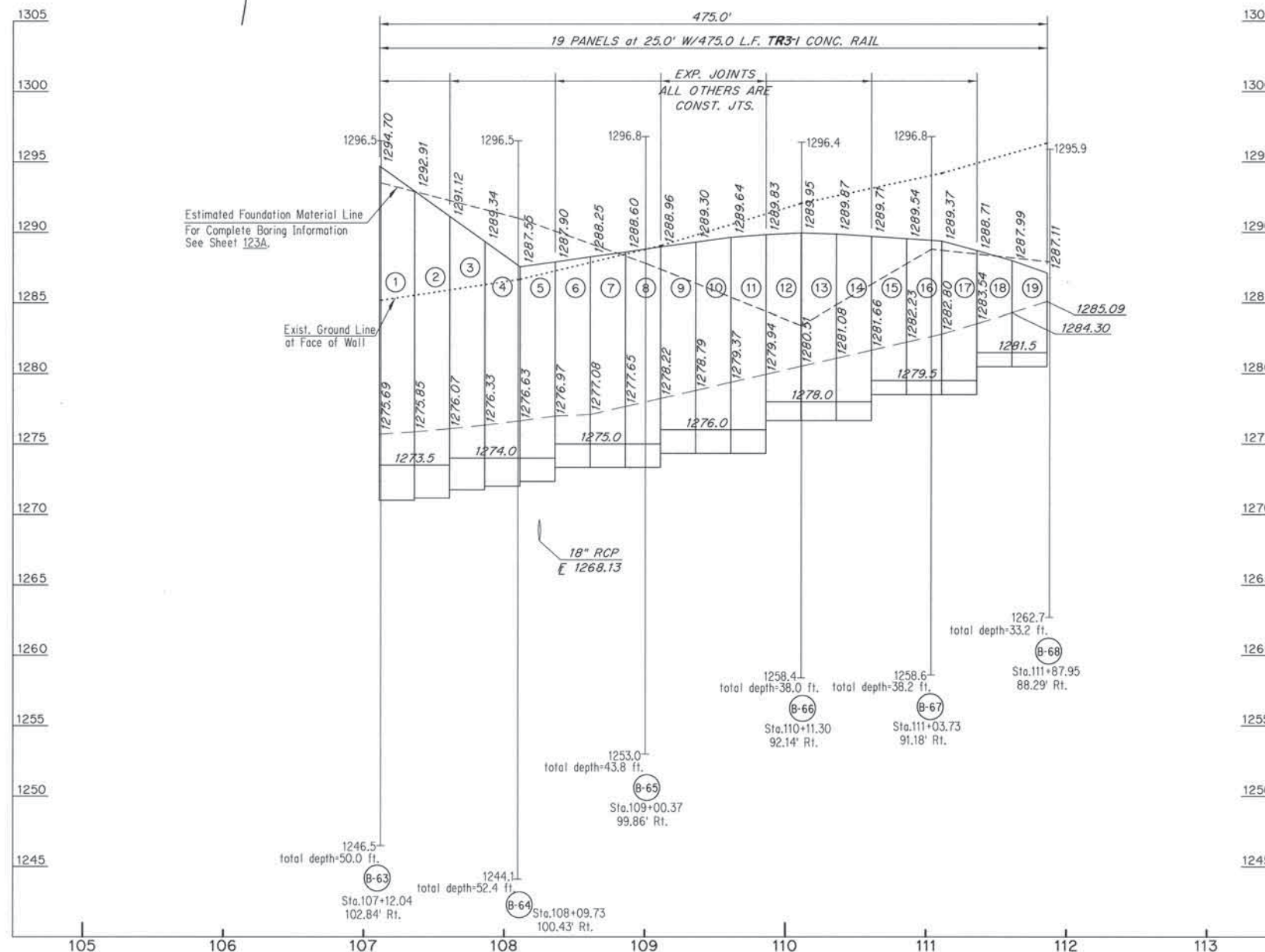
Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "H"
(SHEET 2 OF 2)**

State Job No. 00292(15)RDY Sheet No. 122B



DESCRIPTION	REVISIONS	DATE



NOTE: ELEVATIONS SHOWN ARE TOP OF WALL AND TOP OF FOOTING.
 CONCRETE RAIL ON TOP OF RETAINING WALL HAS NOT BEEN SHOWN. FOR DETAILS SEE SHT. NO. 124.
 INSTALL APPROX. 114' L.F. NON-PERF. PIPE UNDERDRAIN TO CONNECT TO RETAINING WALL UNDERDRAIN AT BEGIN WALL AND STUB INTO DRAINAGE STR. NO. 219.
 FOR EXCAVATION DIAGRAM AND DETAILS OF UNDERDRAIN INSTALLATION, SEE SHEET NO. 133 AND STD. PUD-2.
 INSTALL A 9" CENTERBULB WATERSTOP AT BEGIN PANEL 1. SEE SHEET NO. 134 FOR DETAILS.

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

PLAN AND PROFILE
 RETAINING WALL "I"

State Job No. 00292(15)RDY Sheet No. 123



Unconfined Compression Test Results for Boring No. B-64

Elev.	PSF
1294.5	6326
1291.5	#9000

Unconfined Compression Test Results for Boring No. B-65

Elev.	PSF
1291.8	#6000
1288.3	#9000

Unconfined Compression Test Results for Boring No. B-66

Elev.	PSF
1287.9	#9000

Unconfined Compression Test Results for Boring No. B-67

Elev.	PSF
1294.8	#9000
1291.8	#9000

Unconfined Compression Test Results for Boring No. B-68

Elev.	PSF
1290.9	#9000

SITE GEOLOGY:
The project is located in the Salt Plains Formation of the Hennessey Geological Group of the Permian Age. This formation consists of shales and siltstones and grades southward into Purcell Sandstone. Its average thickness is 200 feet.

- NOTES:**
1. Water Level Elevations were obtained at the time of borings and may fluctuate throughout the year.
 2. Estimated Foundation Material Line shown was used to calculate plan foundation quantities. Actual location of foundation material may affect final poy quantities.

+ Classification estimated from disturbed samples. Core samples and petrographic analysis may reveal other rock types.

Water Level measured at time of drilling
TCP = Texas Cone Penetrometer
SPT = Standard Penetration Test

Design	
Drawn	
Checked	
Approved	
Squad	POE

**FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 1 OF 1)**

State Job No. 00292(15RDY) Sheet No. 123A

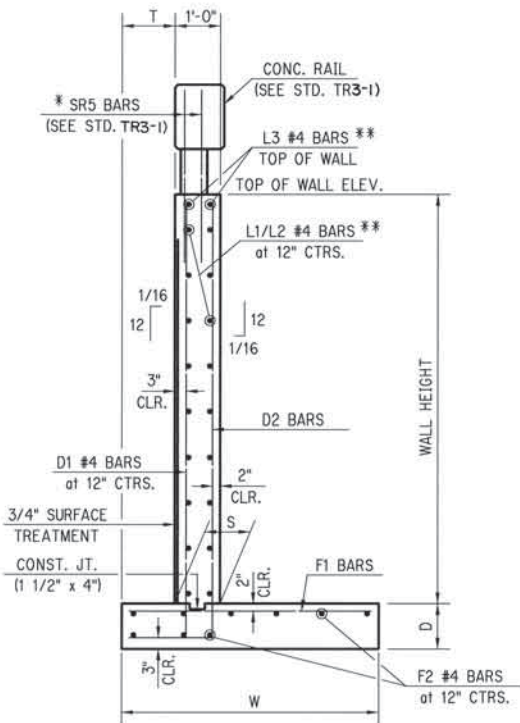


Nov. 1997

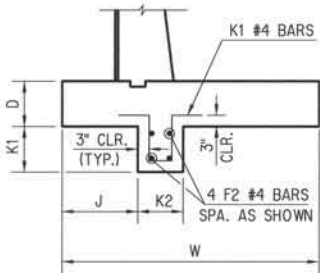
* NOTE: SR5 BARS FOR CONCRETE TRAFFIC RAIL ON RETAINING WALLS SHALL NOT BE MEASURED FOR PAYMENT. ALL COST OF SR5 BARS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF CONCRETE RAIL (TR3). SR5 BARS SHALL BE TIED IN PLACE BEFORE THE RETAINING WALL IS POURED.

**NOTE: L1 BARS ARE UNIFORM LENGTH BARS. L2 BARS ARE VARIABLE LENGTH BARS TO BE PLACED IN UPPER PORTION OF WALL WHEN NECESSARY. L3 BARS ARE TO BE PLACED AT TOP OF WALL (1 EA. FACE) AND SHALL FOLLOW PROFILE OF WALL. SEE LONGIT. REINFORCING DETAIL ON BAR LIST SHEETS.

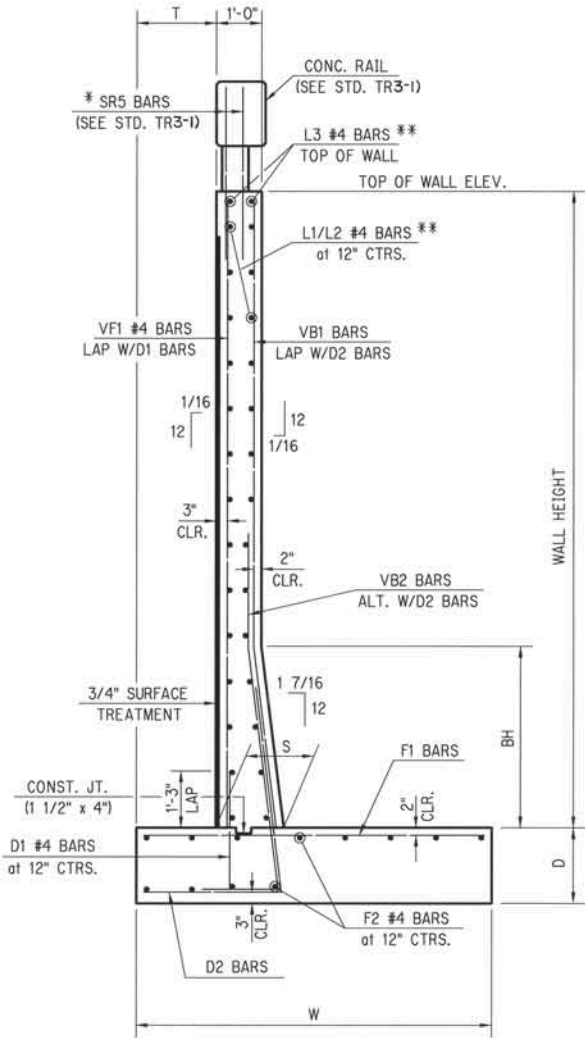
NOTE: FOR ADDITIONAL DETAILS OF CONCRETE TRAFFIC RAIL, SEE SHT. NO.'S. 134, 135 AND 137.



TYPICAL SECTION
RETAINING WALL TYPE "A"



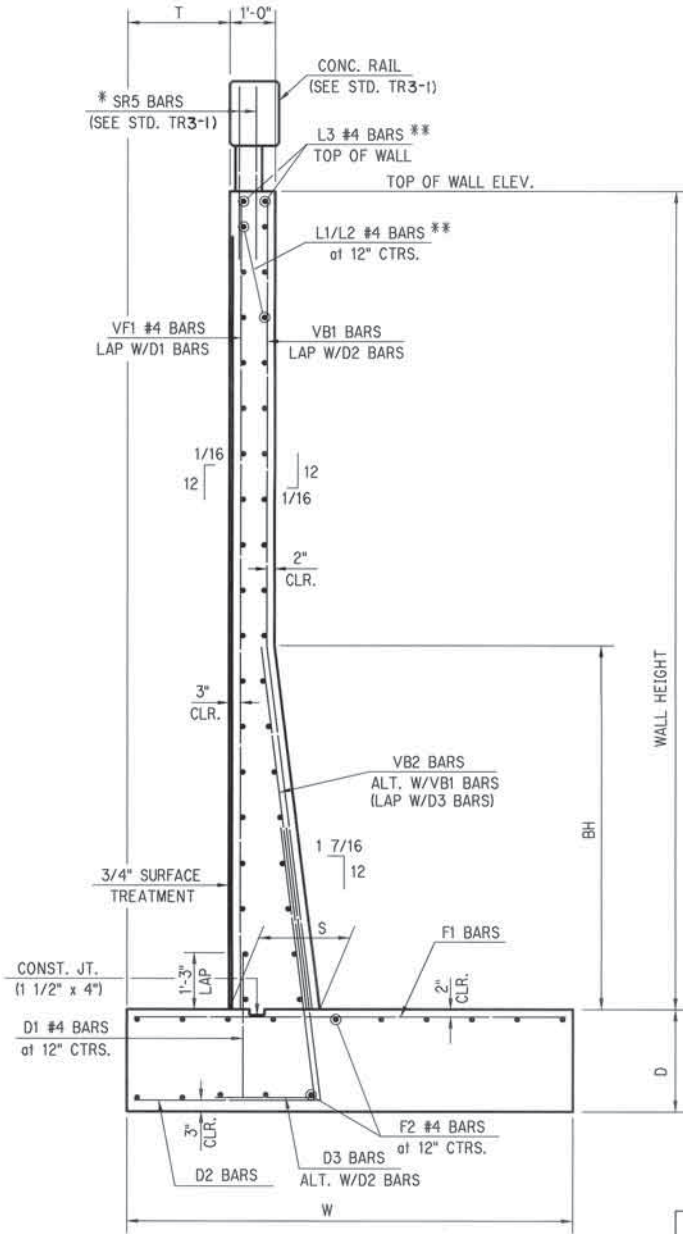
TYP. FOOTING SECTION W/KEY
RETAINING WALL TYPE "A" OR "B"
(IN SOIL FOUNDATION)
(EXCEPT WALL "C")



TYPICAL SECTION
RETAINING WALL TYPE "B"

FOUNDATION PRESSURES WALL "C" ONLY

	GROUP I	GROUP III	
TYPE "A" WALL	0.77	0.91	TONS/SQ. FT.



TYPICAL SECTION
RETAINING WALL TYPE "C"

NOTE: FOR EXCAVATION DIAGRAM AND UNDERDRAIN INSTALLATION DETAILS, SEE SHEET NO. 133.

DESIGN DATA

DESIGN : AASHTO SPECIFICATIONS, 1996 AND INTERIMS.
LOAD FACTOR DESIGN :
CLASS A CONCRETE $F_c = 3,000$ P.S.I.
REINFORCING STEEL (GRADE 60) $F_y = 60,000$ P.S.I.

FOUNDATION PRESSURES

	(IN SOIL)	(IN ROCK)	
TYPE "A" WALL	1.08	1.17	TONS/SQ. FT.
TYPE "B" WALL	1.20	2.00	TONS/SQ. FT.
TYPE "C" WALL	---	3.50	TONS/SQ. FT.

Design	EGM	
Drawn	DAC	11-95
Checked		
Approved		
Squad	POE	

RETAINING WALL SECTIONS

State Job No. 00292115RDY Sheet No. 124

RETAINING WALL SCHEDULE																			
WALL	PANEL		DIMENSIONS												QUANTITIES				
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING									PAY ITEMS		NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2	RET. WALL	CONC. RAILING	CLASS A CONC.	REINF. STEEL	
																			FT.
A	1	A	25'	4.23	5.03	4.63	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	12.9	25'	11.2	1053	
	2	A	25'	5.03	5.84	5.43	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	15.1	25'	12.0	1115	
	3	A	25'	6.84	7.65	7.24	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	20.1	25'	13.7	1253	
	4	A	25'	7.55	7.65	7.60	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	21.1	25'	14.0	1288	
	5	A	25'	8.45	8.55	8.50	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	23.7	25'	17.2	1971	
	6	A	25'	8.35	8.45	8.40	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	23.3	25'	17.1	1965	
	7	A	25'	9.25	9.35	9.30	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	25.9	25'	17.9	2061	
	8	A	25'	9.15	9.25	9.20	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	25.6	25'	17.8	2053	
	9	B	25'	10.54	10.65	10.60	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	29.4	25'	22.6	2458	
	10	B	25'	10.36	10.54	10.45	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	29.0	25'	22.5	2418	
	11	B	25'	11.64	11.86	11.75	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	32.7	25'	23.7	2541	
	12	B	25'	11.41	11.64	11.53	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	32.0	25'	23.5	2501	
	13	B	25'	12.62	12.91	12.77	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	35.4	25'	31.6	3392	
	14	B	25'	12.26	12.62	12.44	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	34.6	25'	31.3	3372	
	15	B	25'	13.33	13.76	13.55	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	37.7	25'	32.3	3462	
	16	B	25'	12.82	13.33	13.08	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	36.3	25'	31.9	3408	
	17	B	25'	14.26	14.82	14.54	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	40.4	25'	42.7	4232	
	18	B	25'	13.23	14.26	13.75	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	38.2	25'	42.0	4152	
	19	B	25'	14.18	15.23	14.71	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	40.9	25'	42.9	4238	
	20	B	25'	13.13	14.18	13.66	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	37.9	25'	41.9	4144	
	21	B	25'	14.07	15.13	14.60	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	40.6	25'	42.8	4227	
	22	B	25'	13.02	14.07	13.55	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	37.7	25'	41.8	4134	
	23	B	25'	13.91	15.02	14.46	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.2	25'	32.1	2938	
	24	B	25'	12.66	13.91	13.29	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	36.9	25'	31.1	2834	
	25	B	25'	13.36	14.66	14.01	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	38.9	25'	31.7	2897	
	26	B	25'	12.05	13.36	12.70	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	35.3	25'	30.5	2776	
	27	B	25'	12.24	13.55	12.89	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	35.8	25'	25.0	2066	
	28	B	25'	10.96	12.24	11.60	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	32.2	25'	23.8	1968	
	29	B	25'	11.62	12.96	12.29	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	34.1	25'	24.4	2024	
	30	B	25'	10.31	11.62	10.96	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	30.4	25'	23.2	1917	
	31	B	25'	11.05	12.31	11.68	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.4	25'	19.4	1653	
	32	B	25	9.84	11.05	10.44	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	29.0	25'	18.2	1572	
	33	B	25'	10.62	11.84	11.23	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	31.2	25'	19.0	1625	
	34	B	25'	9.41	10.62	10.02	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	27.8	25'	17.8	1538	
	35	B	25'	10.20	11.41	10.81	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	30.0	25'	18.6	1593	
	36	B	25'	8.99	10.20	9.60	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	26.7	25'	17.4	1514	
	37	B	25'	9.78	10.99	10.38	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	28.9	25'	18.2	1567	
	38	B	25'	8.57	9.78	9.18	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	25.4	25'	17.1	1488	
	39	B	25'	9.57	10.07	9.82	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	27.2	25'	17.7	1532	
	40	B	25'	10.07	11.58	10.83	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	30.1	25'	18.6	1592	
	41	B	25'	13.08	14.58	13.83	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	38.4	25'	31.6	2872	
	42	B	25	14.58	16.09	15.33	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	42.6	25'	32.9	3016	
	43	C	25'	17.09	18.60	17.85	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	49.6	25'	46.1	4716	
	44	C	25'	18.60	20.10	19.35	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	53.8	25'	47.5	4877	

RETAINING WALL SCHEDULE																			
WALL	PANEL		DIMENSIONS												QUANTITIES				
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING									PAY ITEMS		NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2	RET. WALL	CONC. RAILING	CLASS A CONC.	REINF. STEEL	
																			FT.
B	1	C	25'	21.40	23.60	22.50	14'-0"	13'-0"	2'-9"	2'-9"	2'-9"	---	---	---	62.6	25'	65.3	7070	
	2	C	25'	19.22	21.40	20.31	12'-0"	12'-0"	2'-6"	2'-6"	2'-6"	---	---	---	56.4	25'	54.9	5252	
	3	C	25'	17.11	19.22	18.16	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	50.4	25'	46.4	4753	
	4	C	25'	15.55	17.61	16.58	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	46.0	25'	39.5	3472	
	5	B	25'	13.52	15.55	14.53	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.3	25'	32.2	2940	
	6	B	25'	12.94	13.52	13.23	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.8	25'	25.3	2085	
	7	B	25'	12.94	13.31	13.13	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.4	25'	25.2	2081	
	8	B	25'	13.31	13.91	13.61	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.8	25'	25.6	2136	
	9	B	25'	13.91	14.56	14.24	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	39.6	25'	31.9	2701	
	10	B	25'	14.56	15.17	14.87	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	41.3	25'	32.5	2974	
	11	B	25'	14.67	15.28	14.98	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	41.6	25'	32.6	2978	
	12	B	25'	15.28	15.89	15.59	6'-0"	9'-3"	2'-0"	2'-0"	1'-9"	---	---	---	43.3	25'	33.6	3132	
	13	B	25'	15.03	15.89	15.46	6'-0"	9'-3"	2'-0"	2'-0"	1'-9"	---	---	---	43.0	25'	33.5	3113	
	14	B	25'	13.18	14.53	13.86	6'-0"	9'-3"	2'-0"	2'-0"	1'-9"	---	---	---	38.4	25'	32.0	2968	
	15	B	19.01'	12.16	13.18	12.67	4'-0"	8'-3"	1'-8"	1'-9"	1'-6"	---	---	---	26.8	19'	19.3	1720	
C	1	A	25'	3.72	4.24	3.98	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	11.0	25'	8.3	942	
	2	A	25'	5.20	5.72	5.46	---	5'-6"	1'-0"	1'-0"	1'-0"	---	---	---	15.2	25'	10.1	1130	
	3	A	25'	5.19	5.70	5.45	---	5'-6"	1'-0"	1'-0"	1'-0"	---	---	---	15.1	25'	10.1	1129	
	4	A	25'	5.67	6.19	5.93	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	16.4	25'	11.3	1250	
	5	A	25'	6.15	6.67	6.41	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	17.8	25'	11.7	1263	
	6	A	25'	6.65	7.15	6.90	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	19.1	25'	12.2	1331	
	7	A	25'	6.70	7.15	6.93	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	19.2	25'	12.2	1331	
	8	A	25'	6.25	6.70	6.48	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	18.0	25'	11.8	1293	
	9	A	25'	5.80	6.25	6.03	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	16.8	25'	11.4	1234	
	10	A	25'	5.35	5.80	5.58	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	15.4	25'	10.9	1203	
	11	A	25'	6.40	6.85	6.63	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	18.4	25'	11.9	1311	
	12	A	25'	5.95	6.40	6.18	---	6'-3"	1'-0"	1'-0"	1'-0"	---	---	---	17.1	25'	11.5	1246	
	13	A	25'	5.00	5.45	5.23	---	5'-6"	1'-0"	1'-0"	1'-0"	---	---	---	14.6	25'	9.9	1091	
	14	A	25'	4.57	5.00	4.79	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	13.3	25'	9.1	1036	
	15	A	25'	3.16	3.57	3.37	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	9.3	25'	7.7	891	
	16	A	25'	2.76	3.16	2.96	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	8.2	25'	7.4	843	

Design		
Drawn	DAC	
Checked		
Approved		
Squad	POE	

RETAINING WALL SCHEDULE
WALLS "A", "B" AND "C"

State Job No. 00292115RDY Sheet No. 125

RETAINING WALL SCHEDULE																		
WALL	PANEL		DIMENSIONS											QUANTITIES				
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING								PAY ITEMS		NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2	RET. WALL	CONC. RAILING	CLASS A CONC.	REINF. STEEL
															S.Y.	L.F.	C.Y.	LB.
D	1	A	25'	4.19	5.16	4.68	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	13.0	25'	11.3	1056
	2	A	25'	5.16	6.12	5.64	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	15.7	25'	12.2	1131
	3	A	25'	6.12	7.08	6.60	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	18.3	25'	13.1	1205
	4	A	25'	8.08	8.16	8.12	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	22.6	25'	14.5	1314
	5	A	25'	8.16	8.23	8.20	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	22.8	25'	14.5	1318
	6	A	25'	8.23	8.30	8.27	---	6'-6"	1'-0"	9"	1'-0"	1'-3"	1'-0"	1'-0"	23.0	25'	14.6	1319
	7	A	25'	10.30	10.31	10.30	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	28.7	25'	18.8	2160
	8	A	25'	10.26	10.31	10.29	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	28.6	25'	18.8	2160
	9	A	25'	10.14	10.26	10.20	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	28.3	25'	18.7	2157
	10	B	25'	11.47	11.64	11.56	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	32.1	25'	23.5	2535
	11	B	25'	11.22	11.47	11.35	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	31.6	25'	23.3	2491
	12	B	25'	10.93	11.22	11.08	2'-0"	9'-0"	1'-4"	1'-0"	1'-3"	1'-9"	1'-3"	1'-3"	30.8	25'	23.0	2480
	13	B	25'	12.06	12.43	12.24	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	34.0	25'	31.1	3338
	14	B	25'	11.66	12.06	11.86	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	33.0	25'	30.8	3320
	15	B	25'	12.77	13.16	12.96	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	36.0	25'	31.8	3403
	16	B	25'	12.32	12.77	12.55	4'-0"	10'-9"	1'-9"	1'-6"	1'-6"	2'-6"	1'-3"	1'-3"	34.9	25'	31.4	3384
	17	B	25'	13.82	14.32	14.07	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	39.1	25'	42.3	4177
	18	B	25'	13.24	13.82	13.53	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	37.6	25'	41.8	4141
	19	B	25'	14.17	14.74	14.46	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	40.1	25'	42.6	4221
	20	B	25'	13.60	14.17	13.89	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	38.6	25'	42.1	4165
	21	B	25'	14.57	15.60	15.09	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	41.9	25'	43.2	4266
	22	B	25'	13.64	14.57	14.11	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	39.2	25'	42.3	4177
	23	B	25'	14.55	15.64	15.10	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	42.0	25'	43.2	4266
	24	B	25'	13.45	14.55	14.00	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	38.9	25'	42.2	4170
	25	B	25'	14.36	15.45	14.91	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	41.4	25'	43.0	4254
	26	B	25'	13.27	14.36	13.81	6'-0"	12'-6"	2'-2"	2'-3"	1'-9"	3'-6"	1'-6"	1'-6"	38.3	25'	42.0	4165
	27	B	25'	14.18	15.27	14.72	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.9	25'	32.4	2960
	28	B	25'	12.80	14.18	13.49	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	37.4	25'	31.2	2851
	29	B	25'	13.43	14.80	14.11	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	39.2	25'	31.8	2907
	30	B	25'	12.05	13.43	12.74	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	35.3	25'	30.5	2781
	31	B	25'	12.24	13.55	12.89	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	35.8	25'	25.0	2068
	32	B	25	10.93	12.24	11.58	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	32.2	25'	23.7	1969
	33	B	25'	11.62	12.93	12.27	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	34.1	25'	24.4	2024
	34	B	25'	10.37	11.62	10.99	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	30.6	25'	23.2	1919
	35	B	25'	11.18	12.37	11.77	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.7	25'	19.5	1660
	36	B	25'	10.01	11.18	10.60	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	29.4	25'	18.4	1582
	37	B	25'	11.12	12.01	11.57	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.1	25'	19.3	1649
	38	B	25'	10.55	11.12	10.83	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	30.1	25'	18.6	1598
	39	B	25'	12.02	12.55	12.28	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	34.1	25'	24.4	2009
	40	B	25'	11.50	12.02	11.76	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	32.7	25'	23.9	1987
	41	B	25'	12.71	13.00	12.85	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	35.7	25'	24.9	2068
	42	B	25	12.71	13.22	12.96	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.0	25'	25.0	2072
	43	C	25'	15.22	16.04	15.63	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	43.4	25'	38.7	3393
	44	C	25'	16.04	16.86	16.45	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	45.7	25'	39.4	3463
	45	C	25'	16.86	17.68	17.27	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	48.0	25'	40.2	3522
	46	C	25'	18.68	19.50	19.09	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	53.0	25'	47.2	4843
	47	C	25'	19.50	20.32	19.91	12'-0"	12'-0"	2'-6"	2'-6"	2'-6"	---	---	---	55.3	25'	54.6	5214

RETAINING WALL SCHEDULE																		
WALL	PANEL		DIMENSIONS											QUANTITIES				
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING								PAY ITEMS		NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2	RET. WALL	CONC. RAILING	CLASS A CONC.	REINF. STEEL
				FT.	FT.	FT.												
E	1	C	25'	16.06	22.32	19.19	14'-0"	13'-0"	2'-9"	2'-9"	2'-9"	---	---	---	53.3	25'	62.2	6675
	2	B	25'	9.48	16.06	12.77	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	35.4	25'	30.6	2787
	3	A	25'	2.56	9.48	6.02	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	16.8	25'	10.8	1127
															105.5	75	103.6	10589
F	1	A	36.57'	7.02	9.00	8.01	---	7'-9"	1'-2"	9"	1'-0"	1'-3"	1'-0"	1'-0"	32.6	36.6'	21.7	2356
	2	A	25'	9.35	10.00	9.68	---	6'-0"	1'-0"	1'-0"	1'-0"	---	---	---	26.9	25'	14.5	1589
	3	B	25'	9.70	10.35	10.03	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	27.9	25'	17.8	1538
	4	B	25'	10.09	10.70	10.40	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	28.9	25'	18.2	1570
	5	B	25'	9.39	10.09	9.74	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	27.1	25'	17.6	1529
	6	B	25'	10.64	10.89	10.77	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	29.9	25'	18.5	1595
	7	B	25'	10.37	10.64	10.51	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	29.2	25'	18.3	1586
	8	B	25'	10.27	10.37	10.32	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	28.7	25'	18.1	1548
	9	B	25'	11.18	11.27	11.22	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	31.2	25'	19.0	1613
	10	B	25'	11.18	11.37	11.27	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	31.3	25'	19.0	1614
	11	B	25'	11.37	11.82	11.60	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.2	25'	19.3	1659
	12	B	25'	12.82	13.35	13.09	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.3	25'	25.1	2079
	13	B	25'	13.35	16.00	14.68	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.8	25'	32.3	2946
	14	C	25'	16.00	19.00	17.50	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	48.7	25'	45.8	4687
G	1	C	25'	18.50	21.50	20.00	12'-0"	12'-0"	2'-6"	2'-6"	2'-6"	---	---	---	55.6	25'	54.6	5224
	2	C	25'	17.30	18.50	17.90	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	49.7	25'	46.1	4756
	3	B	25'	14.30	14.45	14.38	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	39.9	25'	32.1	2910
	4	B	25'	14.45	14.61	14.53	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.3	25'	32.2	2920
	5	B	25'	14.61	14.76	14.69	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.8	25'	32.3	2962
	6	B	25'	13.76	13.92	13.84	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	38.4	25'	25.8	2145
	7	B	25'	13.92	14.08	14.00	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	38.9	25'	26.0	2153
	8	B	25'	14.08	14.24	14.16	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	39.3	25'	26.1	2158
	9	B	25'	13.24	13.38	13.31	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.0	25'	25.3	2087
	10	B	25'	13.38	13.48	13.43	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.3	25'	25.4	2094
	11	B	25'	13.48	13.56	13.52	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.6	25'	25.5	2099
	12	B	25'	11.56	11.63	11.60	2'-0"	6'-9"	1'-4"	1'-4"	1'-3"	---	---	---	32.2	25'	19.3	1657
	13	B	25'	11.63	11.71	11.67	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.4	25'	19.4	1660
	14	B	25'	11.71	11.79	11.75	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.7	25'	19.4	1663
	15	A	25'	9.79	9.87	9.83	---	5'-8"	1'-0"	1'-0"	1'-0"	---	---	---	27.3	25'	14.3	1495
	16	A	25'	9.87	9.94	9.91	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	27.6	25'	14.4	1500
	17	A	25'	9.94	10.02	9.98	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	27.7	25'	14.5	1506
	18	A	25'	8.02	8.10	8.06	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	22.3	25'	12.7	1317
	19	A	25'	6.04	8.10	7.07	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	19.7	25'	11.8	1231

RETAINING WALL SCHEDULE																		
WALL	PANEL		DIMENSIONS											QUANTITIES				
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING								RET. WALL S.Y.	CONC. RAILING L.F.	NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2			CLASS A CONC. C.Y.	REINF. STEEL LB.
				FT.	FT.	FT.												
H	1	A	25'	2.92	3.57	3.25	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	9.0	25'	7.6	863
	2	A	25'	3.57	4.22	3.90	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	10.8	25'	8.2	939
	3	A	25'	4.22	4.87	4.54	---	5'-0"	1'-0"	1'-0"	1'-0"	---	---	---	12.7	25'	8.8	1013
	4	A	25'	5.87	6.52	6.19	---	5'-3"	1'-0"	1'-0"	1'-0"	---	---	---	17.2	25'	10.6	850
	5	A	25'	6.52	7.17	6.85	---	5'-3"	1'-0"	1'-0"	1'-0"	---	---	---	19.0	25'	11.2	913
	6	A	25'	8.17	8.77	8.47	---	6'-0"	1'-0"	1'-0"	1'-0"	---	---	---	23.6	25'	13.4	1465
	7	A	25'	8.77	9.36	9.06	---	6'-0"	1'-0"	1'-0"	1'-0"	---	---	---	25.2	25'	13.9	1514
	8	A	25'	9.36	9.96	9.66	---	6'-0"	1'-0"	1'-0"	1'-0"	---	---	---	26.8	25'	14.5	1587
	9	B	25'	11.30	11.46	11.38	2'-0"	7'-3"	1'-4"	1'-6"	1'-3"	---	---	---	31.6	25'	19.7	1825
	10	B	25'	11.15	11.30	11.22	2'-0"	7'-3"	1'-4"	1'-6"	1'-3"	---	---	---	31.2	25'	19.6	1820
	11	B	25'	10.99	11.15	11.07	2'-0"	7'-3"	1'-4"	1'-6"	1'-3"	---	---	---	30.8	25'	19.4	1814
	12	B	25'	12.99	13.10	13.05	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.2	25'	25.1	2077
	13	B	25'	13.10	13.23	13.17	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.6	25'	25.2	2083
	14	B	25'	13.23	13.35	13.29	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.9	25'	25.3	2088
	15	B	25'	14.85	14.98	14.92	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	41.4	25'	32.6	2976
	16	B	25'	14.98	15.10	15.04	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	41.8	25'	32.7	2983
	17	B	25'	15.10	15.23	15.17	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	42.1	25'	32.8	2990
	18	C	25'	16.81	17.23	17.02	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	47.3	25'	39.9	3510
	19	C	25'	16.39	16.81	16.60	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	46.1	25'	39.6	3487
	20	C	25'	15.97	16.39	16.18	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	45.0	25'	39.2	3430
	21	C	25'	16.54	16.97	16.76	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	46.6	25'	39.7	3494
	22	C	25'	16.12	16.54	16.33	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	45.3	25'	39.3	3435
	23	C	25'	15.70	16.12	15.91	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	44.2	25'	38.9	3411
	24	C	25'	16.26	16.70	16.48	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	45.8	25'	39.4	3472
	25	C	25'	15.85	16.26	16.06	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	44.6	25'	39.1	3421
	26	C	25'	15.43	15.85	15.64	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	43.4	25'	38.7	3397
	27	C	25'	15.93	17.70	16.82	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	46.7	25'	39.8	3495
	28	C	25'	17.70	20.70	19.20	12'-0"	12'-0"	2'-6"	2'-6"	2'-6"	---	---	---	53.3	25'	53.9	5140

RETAINING WALL SCHEDULE																		
WALL	PANEL		DIMENSIONS												QUANTITIES			
	NO.	TYPE	PANEL LGTH.	WALL HEIGHT			FOOTING								PAY ITEMS		NON-PAY ITEM	
				MIN.	MAX.	AVG.	BH	W	D	T	S	J	K1	K2	RET. WALL S.Y.	CONC. RAILING L.F.	CLASS A CONC. C.Y.	REINF. STEEL LB.
I	1	C	25'	19.41	21.20	20.31	12'-0"	12'-0"	2'-6"	2'-6"	2'-6"	---	---	---	56.4	25'	54.9	5256
	2	C	25'	17.62	19.41	18.52	10'-0"	11'-0"	2'-4"	2'-4"	2'-3"	---	---	---	51.4	25'	46.7	4788
	3	C	25'	15.34	17.12	16.23	8'-0"	9'-10"	2'-3"	2'-3"	2'-0"	---	---	---	45.1	25'	39.2	3445
	4	B	25'	13.55	15.34	14.44	6'-0"	9'-0"	2'-0"	2'-0"	1'-9"	---	---	---	40.1	25'	32.1	2934
	5	B	25'	13.55	13.90	13.72	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	38.1	25'	25.7	2138
	6	B	25'	12.90	13.25	13.08	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.3	25'	25.1	2079
	7	B	25'	13.25	13.60	13.43	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.3	25'	25.4	2094
	8	B	25'	13.60	13.96	13.78	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	38.3	25'	25.8	2142
	9	B	25'	12.96	13.30	13.13	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	36.4	25'	25.2	2079
	10	B	25'	13.30	13.64	13.47	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	37.4	25'	25.5	2124
	11	B	25'	13.64	13.83	13.74	4'-0"	7'-10"	1'-8"	1'-9"	1'-6"	---	---	---	38.2	25'	25.7	2140
	12	B	25'	11.83	11.95	11.89	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	33.0	25'	19.6	1669
	13	B	25'	11.87	11.95	11.91	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	33.1	25'	19.6	1669
	14	B	25'	11.71	11.87	11.79	2'-0"	6'-9"	1'-4"	1'-6"	1'-3"	---	---	---	32.8	25'	19.5	1664
	15	A	25'	10.04	10.21	10.13	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	28.1	25'	14.6	1516
	16	A	25'	9.87	10.04	9.96	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	27.7	25'	14.5	1503
	17	A	25'	9.21	9.87	9.54	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	26.4	25'	14.1	1470
	18	A	25'	6.49	7.21	6.85	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	19.0	25'	11.6	1207
	19	A	25'	5.61	6.49	6.05	---	5'-8"	1'-0"	1'-2"	1'-0"	---	---	---	16.8	25'	10.8	1124

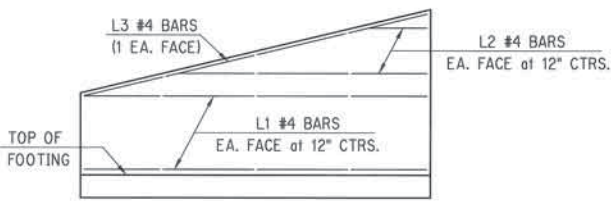
Design		
Drawn	DAC	
Checked		
Approved		
Squad	POE	

RETAINING WALL SCHEDULE
WALLS "H" AND "I"

State Job No. 00292115RDY Sheet No. 127

RETAINING WALL BAR LIST

WALL	PANEL			L1 #4 BARS at 12" CTRS.			L2 #4 BARS at 12" CTRS.			L3 #4 BARS			D1 #4 BARS at 12" CTRS.			D2 BARS ALT. W/D2 (BENT BAR)							D3 BARS ALT. W/D2 (BENT BAR)							VF1 #4 BARS at 12" CTRS. (LAP W/D1 BARS)				VB1 BARS LAP W/D2 BARS (BENT BAR)								VB2 BARS ALT. W/VB1 (BENT BAR-TYPE 'B') (LAP W/D3-TYPE 'C')								K1 #4 BARS SPA. W/D2 BARS (BENT BAR)					F1 BARS				F2 #4 BARS at 12" CTRS.	
	NO.	TYPE	LENGTH	NO.	LENGTH	LENGTH VAR.	NO.	LENGTH	LENGTH VAR.	SIZE	NO.	SPA.	X	Y	Z	LENGTH	LENGTH VAR.	SIZE	NO.	SPA.	X	Y	LENGTH	NO.	LENGTH	LENGTH VAR.	SIZE	NO.	SPA.	X	Y	Z	LENGTH	LENGTH VAR.	SIZE	NO.	SPA.	X	Y	Z	LENGTH	NO.	X	Y	Z	LENGTH	SIZE	NO.	SPA.	LENGTH	NO.	LENGTH								
B	1	C	25'	44	24'-8"	2	14'-2"	---	2	24'-9"	26	3'-9"	---	#8	26	12"	5'-5"	7'-7"	---	13'-0"	---	#8	25	12"	1'-4"	7'-7"	8'-11"	26	22'-4" AVG.	21'-3" TO 23'-5"	#8	26	12"	14'-1"	7'-3"	9'-5"	22'-5" AVG.	21'-4" TO 23'-6"	#8	25	12"	---	12'-1"	---	12'-1"	---	---	---	---	---	#8	50	6"	12'-6"	19	24'-6"				
	2	C	25'	38	24'-8"	4	17'-9" AVG.	12'-0" TO 23'-6"	2	24'-9"	26	3'-6"	---	#7	26	12"	4'-10"	6'-4"	---	11'-2"	---	#7	25	12"	1'-2"	6'-4"	7'-6"	26	20'-1" AVG.	19'-6" TO 21'-2"	#7	26	12"	12'-1"	7'-0"	9'-2"	20'-2" AVG.	19'-1" TO 21'-3"	#7	25	12"	---	12'-1"	---	12'-1"	---	---	---	---	---	#7	50	6"	11'-6"	18	24'-6"				
	3	C	25'	34	24'-8"	4	16'-3" AVG.	10'-4" TO 22'-2"	2	24'-9"	26	3'-4"	---	#7	26	12"	4'-5"	6'-2"	---	10'-7"	---	#7	25	12"	1'-2"	6'-2"	7'-4"	26	17'-11 1/2" AVG.	16'-11" TO 19'-0"	#7	26	12"	10'-1"	6'-11"	9'-0"	18'-0 1/2" AVG.	17'-0" TO 19'-1"	#7	25	12"	---	10'-1"	---	10'-1"	---	---	---	---	---	#7	50	6"	10'-6"	16	24'-6"				
	4	C	25'	32	24'-8"	2	15'-4"	---	2	24'-9"	26	3'-3"	---	#6	26	12"	4'-1"	5'-1"	---	9'-2"	---	#6	25	12"	1'-0"	5'-1"	6'-1"	26	16'-5" AVG.	15'-5" TO 17'-5"	#6	26	12"	8'-0"	7'-5"	9'-5"	16'-5" AVG.	15'-5" TO 17'-5"	#6	25	12"	---	8'-0"	2'-0"	10'-0"	---	---	---	---	---	#6	50	6"	9'-4"	15	24'-6"				
	5	B	25'	28	24'-8"	2	14'-10"	---	2	24'-9"	26	3'-0"	---	#6	26	12"	3'-6"	4'-10"	---	8'-4"	---	#6	25	12"	---	---	---	26	14'-4" AVG.	13'-4" TO 15'-4"	#6	26	12"	6'-0"	7'-4"	9'-4"	14'-4" AVG.	13'-4" TO 15'-4"	#6	25	12"	1'-0"	7'-10"	1'-6"	10'-4"	---	---	---	---	---	#6	50	6"	8'-6"	13	24'-6"				
	6	B	25'	26	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12"	3'-0"	4'-0"	---	7'-0"	---	#5	26	12"	---	---	---	26	13'-0 1/2" AVG.	12'-9" TO 13'-4"	#5	26	12"	4'-0"	8'-9"	9'-4"	13'-0 1/2" AVG.	12'-9" TO 13'-4"	#5	25	12"	10"	5'-5"	2'-6"	8'-9"	---	---	---	---	---	#5	50	6"	7'-4"	12	24'-6"				
	7	B	25'	26	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12"	3'-0"	4'-0"	---	7'-0"	---	#5	26	12"	---	---	---	26	12'-11 1/2" AVG.	12'-9" TO 13'-2"	#5	26	12"	4'-0"	8'-9"	9'-2"	12'-11 1/2" AVG.	12'-9" TO 13'-2"	#5	25	12"	10"	5'-5"	2'-6"	8'-9"	---	---	---	---	---	#5	50	6"	7'-4"	12	24'-6"				
	8	B	25'	28	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12"	3'-0"	4'-0"	---	7'-0"	---	#5	26	12"	---	---	---	26	13'-5 1/2" AVG.	13'-2" TO 13'-9"	#5	26	12"	4'-0"	9'-2"	9'-9"	13'-5 1/2" AVG.	13'-2" TO 13'-9"	#5	25	12"	10"	5'-5"																	



K1 BARS

State Job No. 00292(15)RDY Sheet No. 129

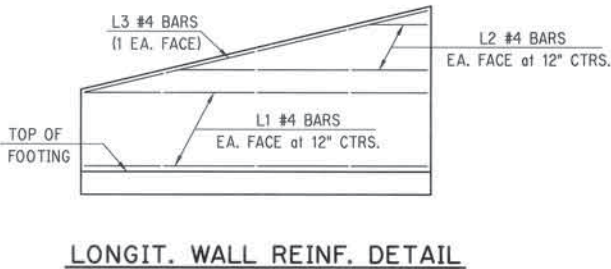
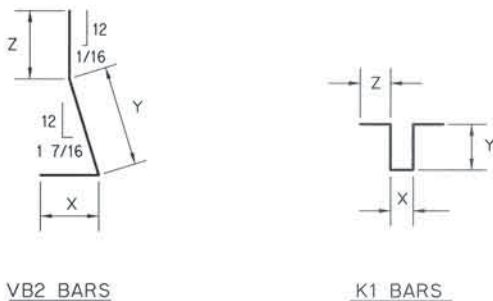
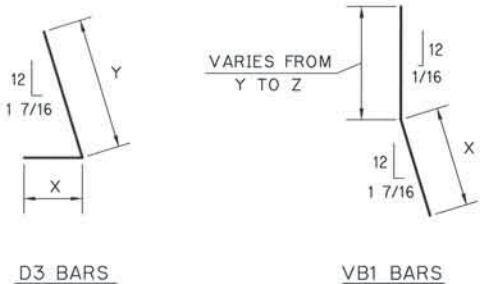
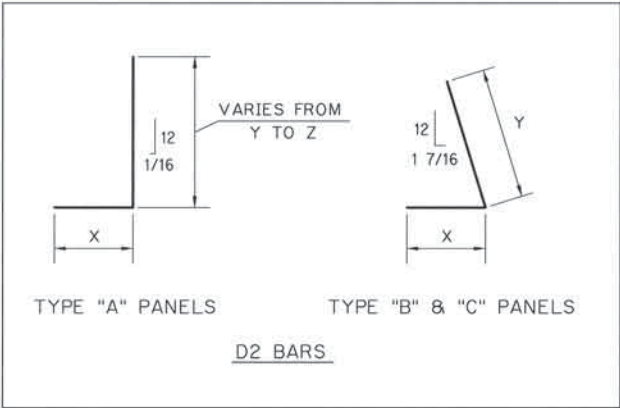
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RETAINING WALL BAR LIST	
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D

DESCRIPTION	REVISIONS	DATE

RETAINING WALL BAR LIST

[illegible]

ALL BENT BAR DIMENSIONS
ARE OUT TO OUT.

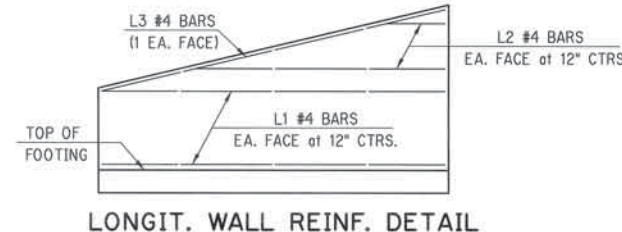
Design	EGM	
Drawn	DAC	11-95
Checked		
Approved		
Squad	POE	

RETAINING WALL DETAILS
BAR LIST - WALLS "E", "F" & "G"

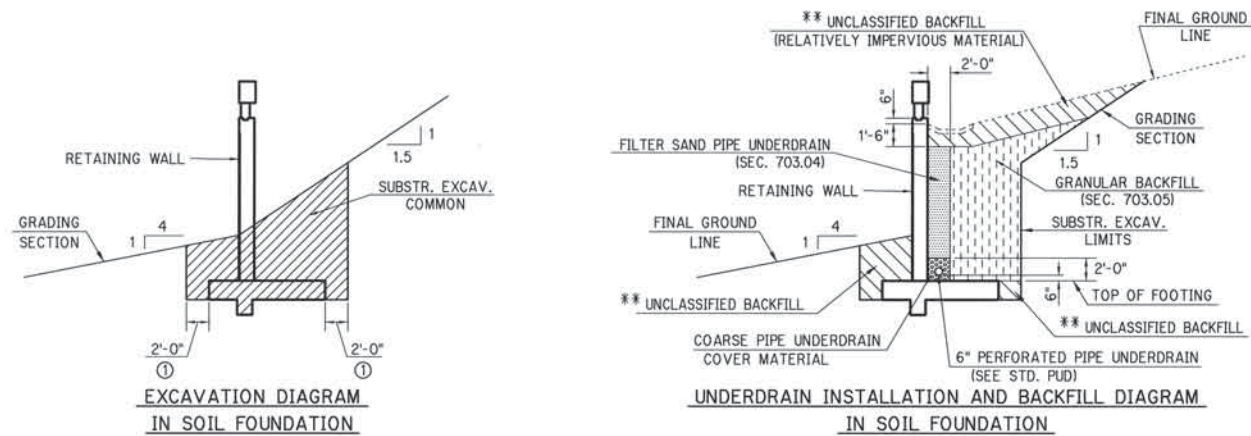
State Job No. 00292(15)RDY Sheet No. 131

DESCRIPTION	REVISIONS	DATE

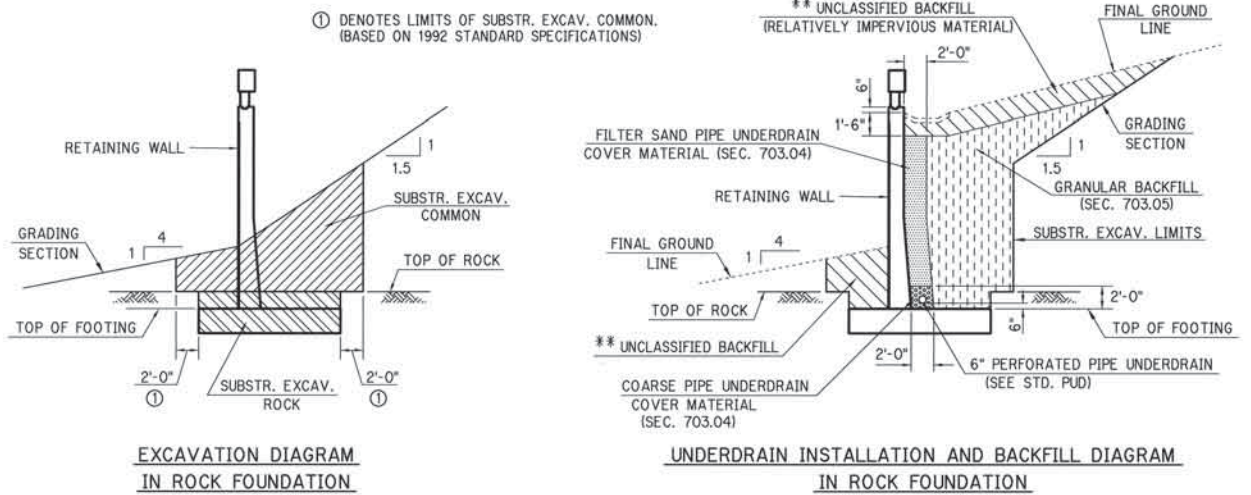
1	C	25'	40	24'-8"	2	11'-11"	---	2	24'-9"	26	3'-6"	---	#7	26	12'	4'-10"	6'-4"	---	11'-2"	---	---	#7	25	12'	1'-2"	6'-4"	7'-6"	26	20'-1 1/2" AVG.	19'-3"	TO 21'-0"	#7	26	12'	12'-1"	7'-3"	9'-0"	20'-2 1/2" AVG.	19'-4"	TO 21'-1"	#7	25	12'	---	12'-1"	---	12'-1"	---	---	#7	50	6'	11'-6"	18	24'-6"
2	C	25'	36	24'-8"	2	14'-10"	---	2	24'-9"	26	3'-4"	---	#7	26	12'	4'-5"	6'-2"	---	10'-7"	---	---	#7	25	12'	1'-2"	6'-2"	7'-4"	26	18'-4" AVG.	17'-5"	TO 19'-3"	#7	26	12'	10'-1"	5'-3"	18'-5" AVG.	17'-6"	TO 19'-4"	#7	25	12'	---	10'-1"	---	10'-1"	---	---	#7	50	6'	10'-6"	16	24'-6"	
3	C	25'	32	24'-8"	2	10'-10"	---	2	24'-9"	26	3'-3"	---	#6	26	12'	4'-11"	5'-1"	---	9'-2"	---	---	#6	25	12'	1'-0"	5'-1"	6'-1"	26	16'-0 1/2" AVG.	15'-2"	TO 16'-11"	#6	26	12'	8'-0"	7'-2"	8'-11"	16'-0 1/2" AVG.	15'-2"	TO 16'-11"	#6	25	12'	---	8'-0"	2'-0"	10'-0"	---	---	#6	50	6'	9'-4"	15	24'-6"
4	B	25'	28	24'-8"	2	13'-10"	---	2	24'-9"	26	3'-0"	---	#6	26	12'	3'-6"	4'-10"	---	8'-4"	---	---	#6	26	12'	6'-0"	7'-4"	9'-2"	26	14'-3" AVG.	13'-4"	TO 15'-2"	#6	26	12'	6'-0"	7'-4"	9'-2"	14'-3" AVG.	13'-4"	TO 15'-2"	#6	25	12'	1'-0"	7'-10"	1'-6"	10'-4"	---	---	#6	50	6'	8'-6"	13	24'-6"
5	B	25'	28	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	9'-4"	9'-8"	26	13'-6" AVG.	13'-4"	TO 13'-8"	#5	26	12'	4'-0"	9'-4"	9'-8"	13'-6" AVG.	13'-4"	TO 13'-8"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
6	B	25'	26	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	8'-9"	9'-1"	26	12'-11" AVG.	12'-9"	TO 13'-1"	#5	26	12'	4'-0"	8'-9"	9'-1"	12'-11" AVG.	12'-9"	TO 13'-1"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
7	B	25'	26	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	9'-1"	9'-5"	26	13'-3" AVG.	13'-1"	TO 13'-5"	#5	26	12'	4'-0"	9'-1"	9'-5"	13'-3" AVG.	13'-1"	TO 13'-5"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
8	B	25'	28	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	9'-5"	9'-9"	26	13'-7" AVG.	13'-5"	TO 13'-9"	#5	26	12'	4'-0"	9'-5"	9'-9"	13'-7" AVG.	13'-5"	TO 13'-9"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
9	B	25'	26	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	8'-9"	9'-1"	26	12'-11" AVG.	12'-9"	TO 13'-1"	#5	26	12'	4'-0"	8'-9"	9'-1"	12'-11" AVG.	12'-9"	TO 13'-1"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
10	B	25'	26	24'-8"	2	22'-4"	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	9'-1"	9'-5"	26	13'-3" AVG.	13'-1"	TO 13'-5"	#5	26	12'	4'-0"	9'-1"	9'-5"	13'-3" AVG.	13'-1"	TO 13'-5"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
11	B	25'	28	24'-8"	--	---	---	2	24'-8"	26	2'-8"	---	#5	26	12'	3'-0"	4'-0"	---	7'-0"	---	---	#5	26	12'	4'-0"	9'-5"	9'-8"	26	13'-6 1/2" AVG.	13'-5"	TO 13'-8"	#5	26	12'	4'-0"	9'-5"	9'-8"	13'-6 1/2" AVG.	13'-5"	TO 13'-8"	#5	25	12'	10'	5'-5"	2'-6"	8'-9"	---	---	#5	50	6'	7'-4"	12	24'-6"
12	B	25'	24	24'-8"	--	---	---	2	24'-8"	26	2'-4"	---	#4	26	12'	2'-5"	3'-2"	---	5'-7"	---	---	#4	26	12'	2'-0"	9'-8"	9'-9"	26	11'-8 1/2" AVG.	11'-8"	TO 11'-9"	#4	26	12'	2'-0"	9'-8"	9'-9"	11'-8 1/2" AVG.	11'-8"	TO 11'-9"	#4	25	12'	10'	3'-1"	4'-0"	7'-11"	---	---	#4	50	6'	6'-3"	10	24'-6"
13	B	25'	24	24'-8"	--	---	---	2	24'-8"	26	2'-4"	---	#4	26	12'	2'-5"	3'-2"	---	5'-7"	---	---	#4	26	12'	2'-0"	9'-8"	9'-9"	26	11'-8 1/2" AVG.	11'-8"	TO 11'-9"	#4	26	12'	2'-0"	9'-8"	9'-9"	11'-8 1/2" AVG.	11'-8"	TO 11'-9"	#4	25	12'	10'	3'-1"	4'-0"	7'-11"	---	---	#4	50	6'	6'-3"	10	24'-6"
14	B	25'	24	24'-8"	--	---	---	2	24'-8"	26	2'-4"	---	#4	26	12'	2'-5"	3'-2"	---	5'-7"	---	---	#4	26	12'	2'-0"	9'-6"	9'-8"	26	11'-7" AVG.	11'-6"	TO 11'-8"	#4	26	12'	2'-0"	9'-6"	9'-8"	11'-7" AVG.	11'-6"	TO 11'-8"	#4	25	12'	10'	3'-1"	4'-0"	7'-11"	---	---	#4	50	6'	6'-3"	10	24'-6"
15	A	25'	20	24'-8"	--	---	---	2	24'-8"	26	10'-8 1/2" AVG.	10'-8"	10'-9"	#6	31	10'	1'-9"	10'-8"	10'-9"	12'-5 1/2" AVG.	12'-5"	TO 12'-6"	#6	31	10'	1'-9"	10'-5"	10'-7"	26	12'-3" AVG.	12'-3"	TO 12'-4"	#6	31	10'	1'-9"	10'-5"	10'-7"	12'-3" AVG.	12'-2"	TO 12'-4"	#6	31	10'	5'-2"	9	24'-6"								
16	A	25'	20	24'-8"	--	---	---	2	24'-8"	26	10'-6" AVG.	10'-5"	TO 10'-7"	#6	31	10'	1'-9"	10'-5"	10'-7"	12'-3" AVG.	12'-2"	TO 12'-4"	#6	31	10'	1'-9"	10'-5"	10'-7"	26	12'-3" AVG.	12'-3"	TO 12'-4"	#6	31	10'	1'-9"	10'-5"	10'-7"	12'-3" AVG.	12'-2"	TO 12'-4"	#6	31	10'	5'-2"	9	24'-6"								
17	A	25'	18	24'-8"	2	20'-2"	---	2	24'-8"	26	10'-1" AVG.	9'-9"	TO 10'-5"	#6	31	10'	1'-9"	9'-9"	10'-5"	11'-10" AVG.	11'-6"	TO 12'-2"	#6	31	10'	1'-9"	9'-9"	10'-5"	26	11'-10" AVG.	11'-6"	TO 12'-2"	#6	31	10'	1'-9"	9'-9"	10'-5"	11'-10" AVG.	11'-6"	TO 12'-2"	#6	31	10'	5'-2"	9	24'-6"								
18	A	25'	14	24'-8"	--	---	---	2	24'-8"	26	7'-5" AVG.	7'-1"	TO 7'-9"	#6	31	10'	1'-9"	7'-1"	7'-9"	9'-2" AVG.	8'-10"	TO 9'-6"	#6	31	10'	1'-9"	7'-1"	7'-9"	26	8'-10" AVG.	8'-10"	TO 9'-6"	#6	31	10'	1'-9"	7'-1"	7'-9"	9'-2" AVG.	8'-10"	TO 9'-6"	#6	31	10'	5'-2"	9	24'-6"								
19	A	25'	12	24'-8"	--	---	---	2	24'-8"	26	6'-7 1/2" AVG.	6'-2"	TO 7'-1"	#6	31	10'	1'-9"	6'-2"	7'-1"	8'-4 1/2" AVG.	7'-11"	TO 8'-10"	#6	31	10'	1'-9"	6'-2"	7'-1"	26	8'-4 1/2" AVG.	7'-11"	TO 8'-10"	#6	31	10'	1'-9"	6'-2"	7'-1"	8'-4 1/2" AVG.	7'-11"	TO 8'-10"	#6	31	10'	5'-2"	9	24'-6"								



JUNE 15, 2001
G:\BRIDGE\2271\PROJECT4\P4RWBAR.DWG

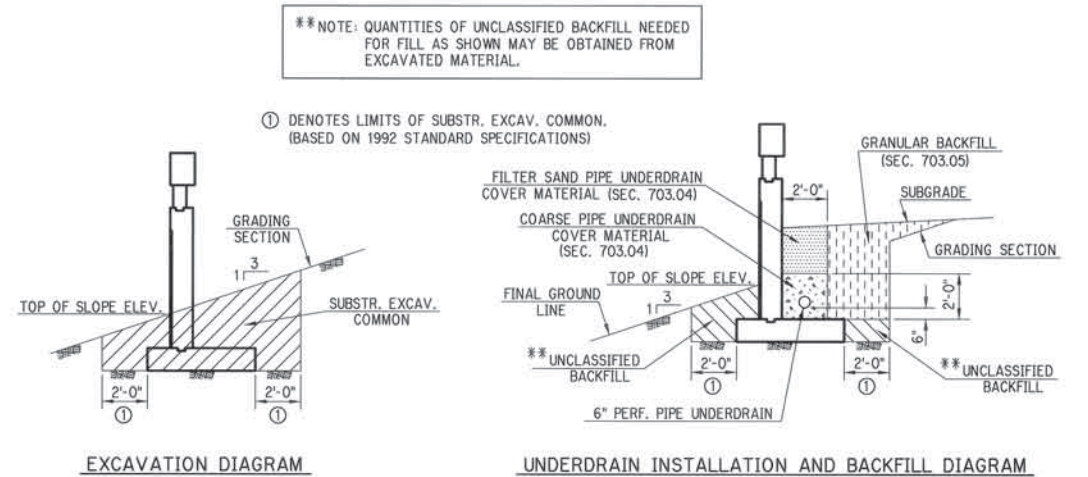


** NOTE: QUANTITIES OF UNCLASSIFIED BACKFILL NEEDED FOR FILL AS SHOWN MAY BE OBTAINED FROM EXCAVATED MATERIAL.



NOTE: THE FOUNDATION MATERIAL SHALL NOT BE DISTURBED OUTSIDE THE NEAT LINES OF THE FOOTING BELOW THE TOP OF ROCK OR TOP OF FOOTING, WHICHEVER IS LOWER.

TYPICAL EXCAVATION AND UNDERDRAIN INSTALLATION DETAILS
WALLS "A", "B", "D", "E", "F", "G", "H" AND "I"

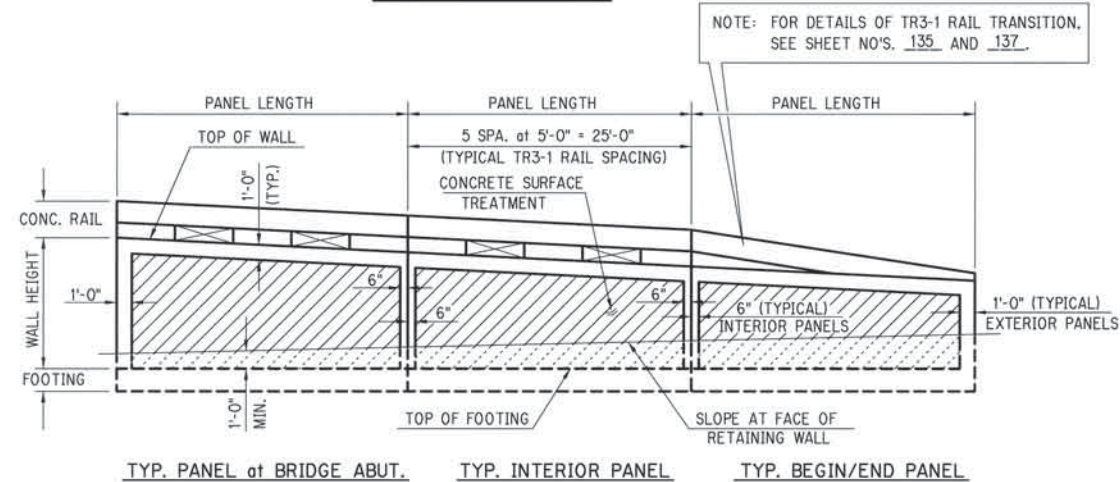
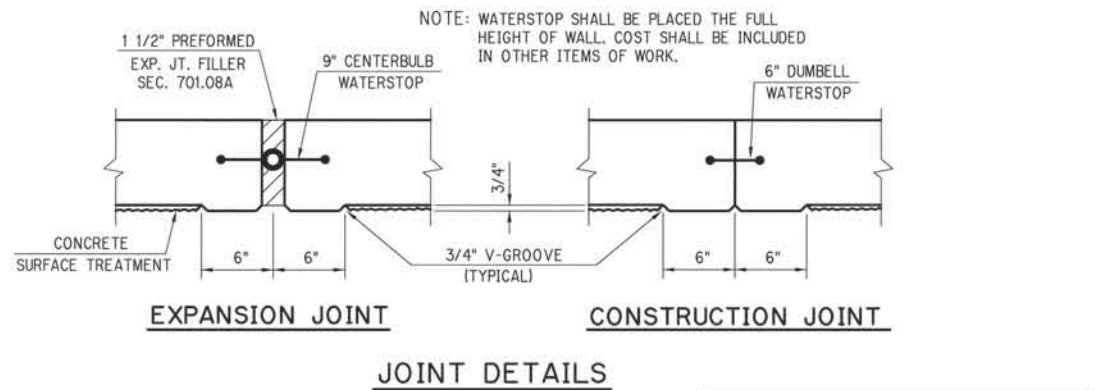


TYPICAL EXCAVATION AND UNDERDRAIN INSTALLATION DETAILS
WALL "C" ONLY

Design	EGM
Drawn	DAC 11-95
Checked	
Approved	
Squad	POE

RETAINING WALL DETAILS
EXCAVATION DIAGRAMS AND
UNDERDRAIN INSTALLATION

State Job No. 00292115RDY Sheet No. 133



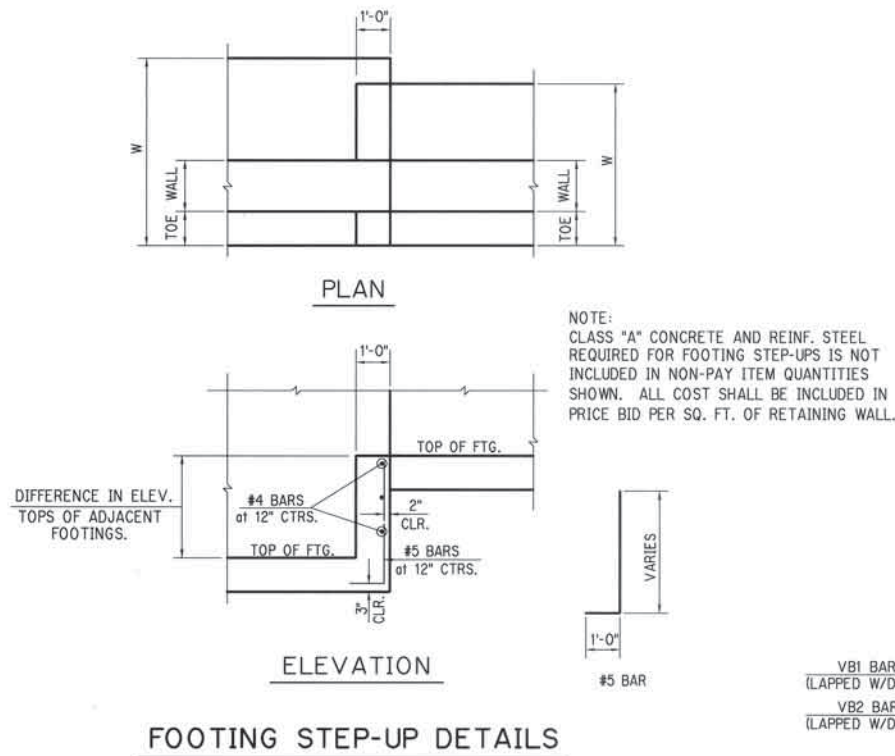
CONCRETE SURFACES OF RETAINING WALLS SHALL HAVE A TEXTURED APPEARANCE AS INDICATED ON THE PLANS.

THE TEXTURED SURFACES WILL HAVE A 3/4" VERTICAL RELIEF, "FRACTURED GRANITE" OR "RANDOM SPLIT FACE ROCK" APPEARANCE AS PRODUCED BY USING FORM LINERS MANUFACTURED BY SYMONS CORPORATION (FRACTURED GRANITE), OR L.M. SCOFIELD COMPANY (RANDOM SPLIT FACE ROCK).

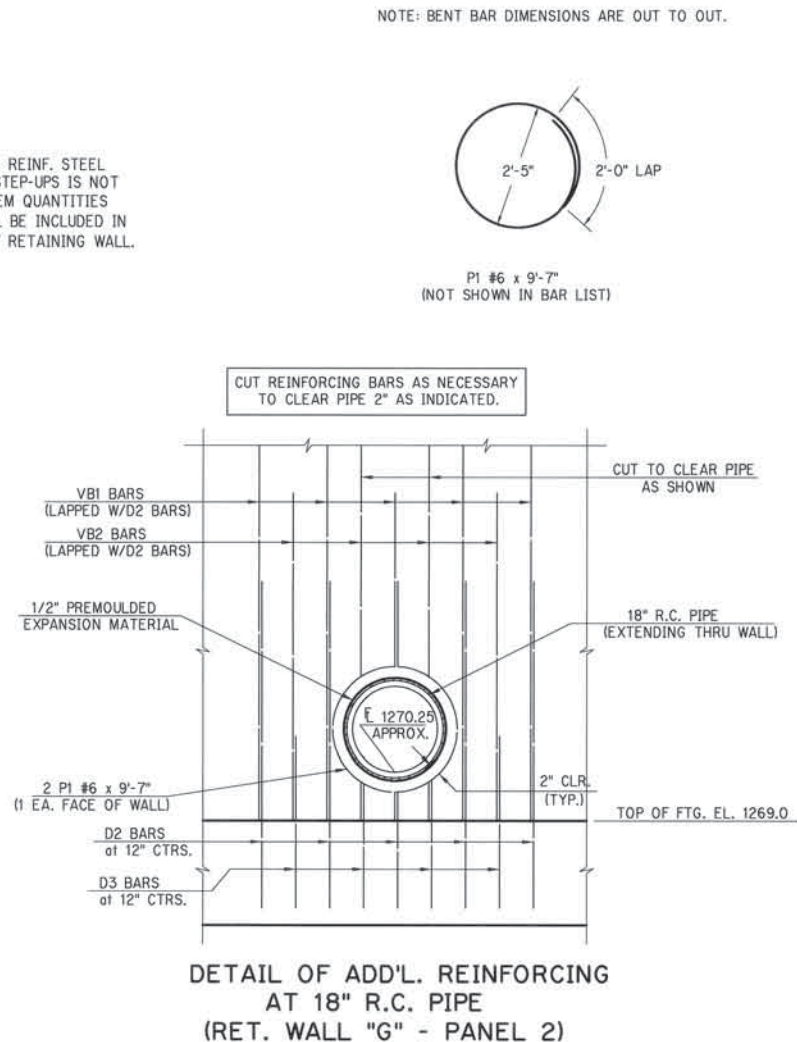
THE FORM LINING MATERIAL SHALL BE FULL SIZED COMMERCIAL PANELS, AND JOINTS SHALL BE LINED UP, IN SO FAR AS IS PRACTICAL. NO SCRAP OR ODD SIZED PIECES WILL BE USED. PROVISIONS WILL BE MADE IN ADJUSTMENT OF FORMS TO CORRECT ANY DEFORMATIONS. FORM LINERS MUST BE SEALED AT ALL ENDS, EDGES, JOINTS, AND TIE HOLES TO PREVENT DISCOLORATION, SANDSTREAKING AND FINS ON CONCRETE SURFACES. ALL CHAMFER STRIPS FOR V-GROOVES MUST BE WELL OILED TO FACILITATE STRIPPING. AS SOON AS FORMS ARE REMOVED, ALL DISCONTINUITY OF RELIEF PATTERN, PARTICULARLY AT PANEL BUTT JOINTS, SHALL BE DRESSED IN A MANNER APPROVED BY THE ENGINEER.

THE CONTRACTOR WILL FURNISH THE BRIDGE ENGINEER WITH A 12" x 18" SAMPLE PANEL FINISHED IN THE MANNER THE CONCRETE WALL TREATMENT IS TO BE FINISHED FOR APPROVAL.

ALL COST OF CONCRETE WALL TREATMENT INCLUDING FINISHING, FORM LINERS, LABOR, MATERIALS, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



FOOTING STEP-UPS	
WALL	PANELS
A	30 & 31, 32 & 33, 34 & 35, 36 & 37
C	10 & 11
D	6 & 7, 38 & 39, 36 & 37
G	2 & 3, 11 & 12, 14 & 15, 17 & 18
H	8 & 9, 11 & 12
I	11 & 12, 14 & 15, 17 & 18



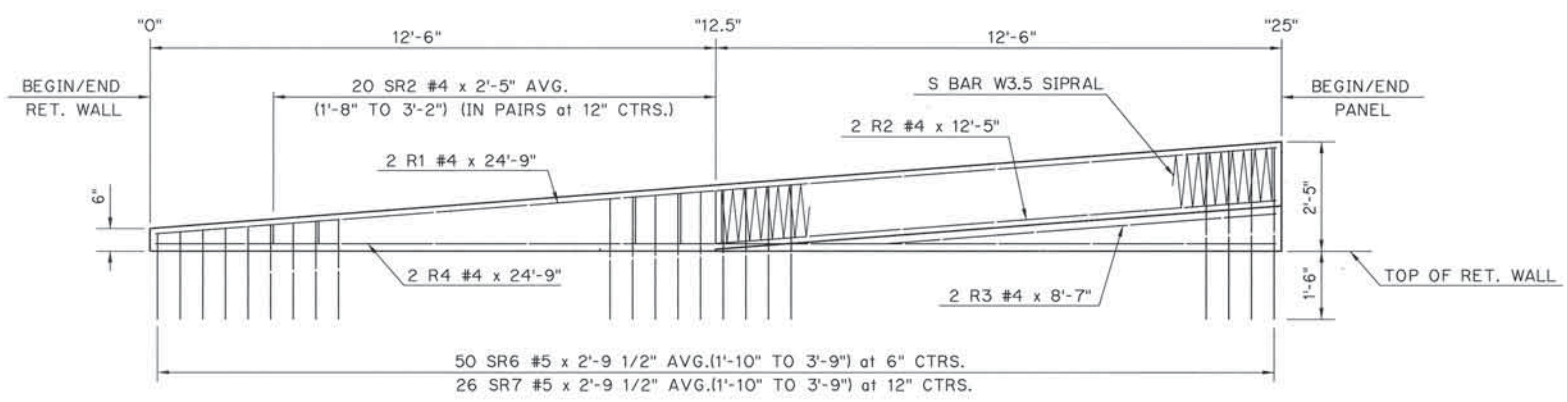
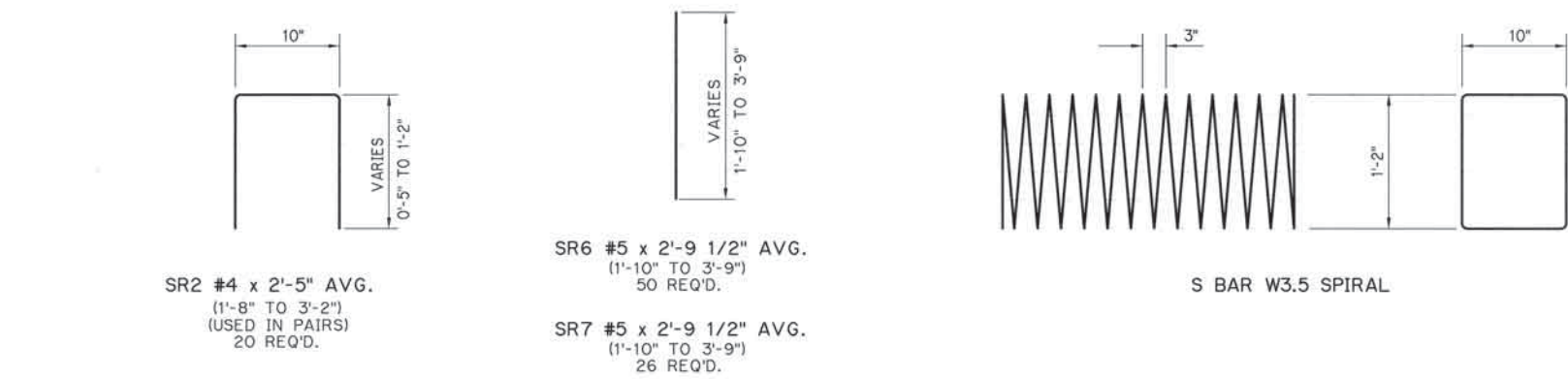
SUMMARY OF RETAINING WALL QUANTITIES												
ITEM		UNIT	WALL A	WALL B	WALL C	WALL D	WALL E	WALL F	WALL G	WALL H	WALL I	TOTAL
PAY ITEMS	RETAINING WALL	S.Y.	1427.4	640.7	244.9	1624.2	105.5	451.7	676.7	981.2	671.9	6824.2
	CONCRETE RAIL (TR3)	L.F.	1100.0	369.0	400.0	1175.0	75.0	361.6	475.0	700.0	475.0	5130.6
NON-PAY ITEMS	CLASS A CONCRETE	C.Y.	1155.5	529.8	167.5	1372.4	103.6	305.2	477.2	768.1	475.6	5354.9
	REINFORCING STEEL	LB.	112,013	49,375	18,524	131,312	10,589	27,909	43,537	69,492	43,041	505,792
	SUBSTR. EXCAV. COMMON	C.Y.	2234	---	593	2653	---	---	24	---	---	5504
	SUBSTR. EXCAV. ROCK	C.Y.	828	1267	---	894	159	739	1136	1304	811	7138
	6" PERF. PIPE UNDERDRAIN	L.F.	1135	377	409	1210	75	367	486	712	483	5254
	6" NON-PERF. PIPE UNDERDRAIN	L.F.	13	12	37	15	13	35	16	39	114	294
	PIPE UNDERDRAIN COVER MAT'L.	C.Y.	794	367	112	909	63	247	378	551	377	3798
	TRENCH EXCAVATION	C.Y.	3	3	9	4	4	8	4	9	26	70
	STANDARD BEDDING MAT'L.	C.Y.	2	2	6	3	2	6	3	6	17	47
	GRANULAR BACKFILL	C.Y.	2728	1085	230	3240	257	406	913	2047	1224	12,130
	3/4" CONC. SURFACE TREATMENT	S.F.	11,265	5163	1749	12,923	876	3604	5395	7817	5339	54,131

Design	EGM	
Drawn	DAC	11-95
Checked		
Approved		
Squad	POE	

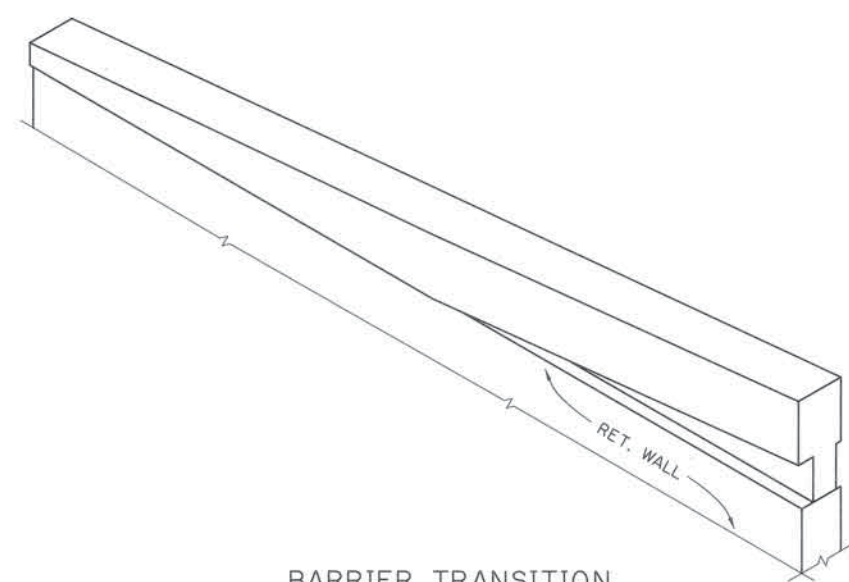
RETAINING WALL
MISCELLANEOUS DETAILS
AND SUMMARY OF QUANTITIES

State Job No. 00292115RDY Sheet No. 134

DESCRIPTION	REVISIONS	DATE

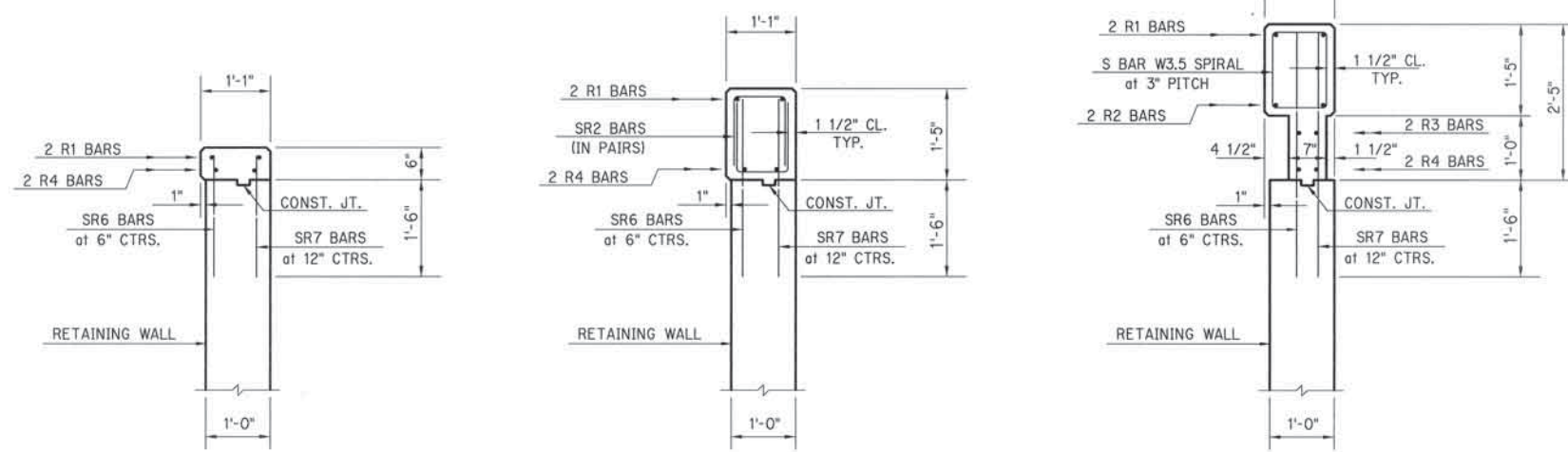


BARRIER TRANSITION
ELEVATION



BARRIER TRANSITION
PICTORIAL

NOTE: ALL COST OF TRANSITION TO BE INCLUDED
PRICE BID PER L.F. OF CONCRETE RAIL (TR3).

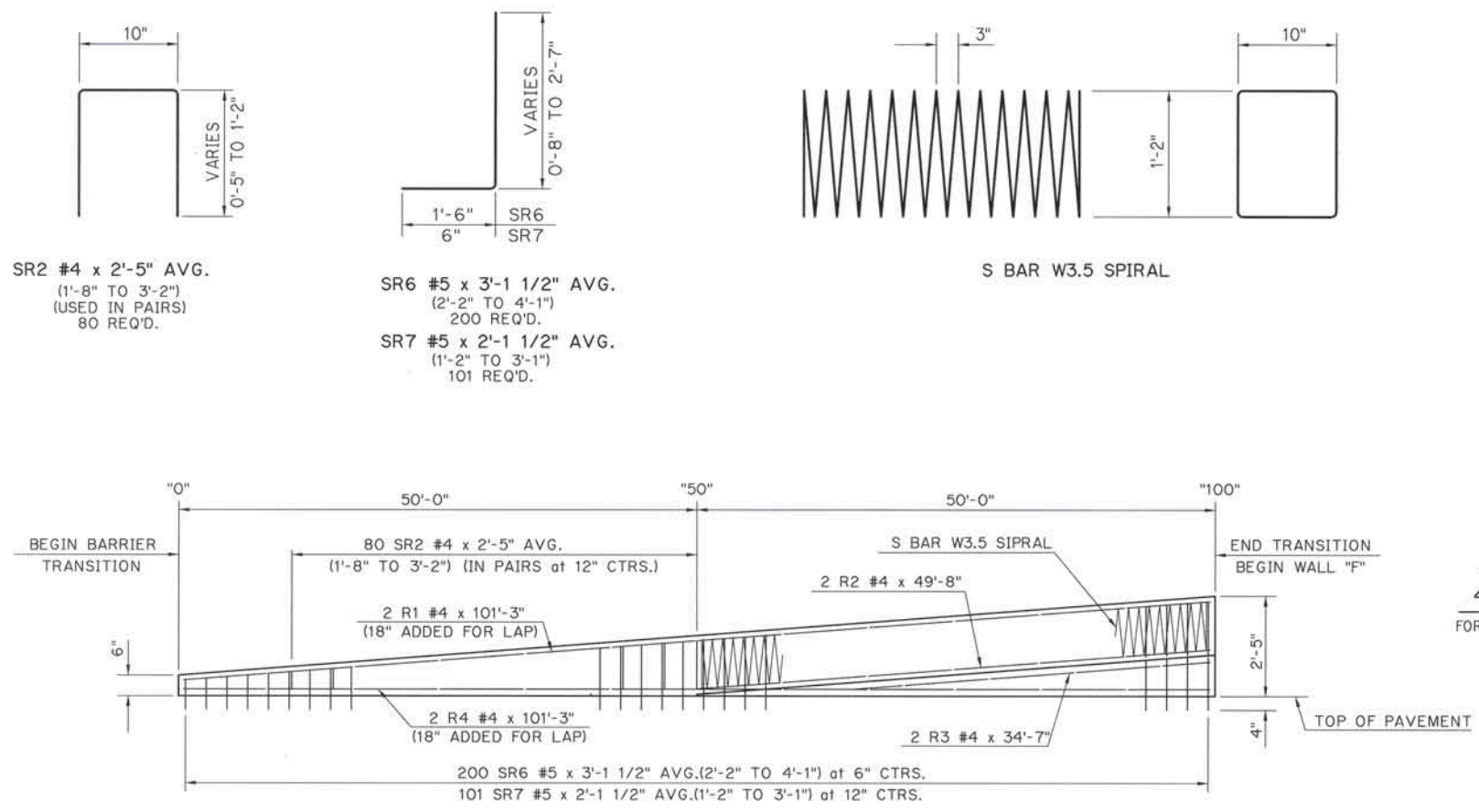


TRANSITION SCHEDULE	
WALL	PANEL
"A"	1
"D"	1
"E"	3
"G"	19
"H"	1
"I"	19

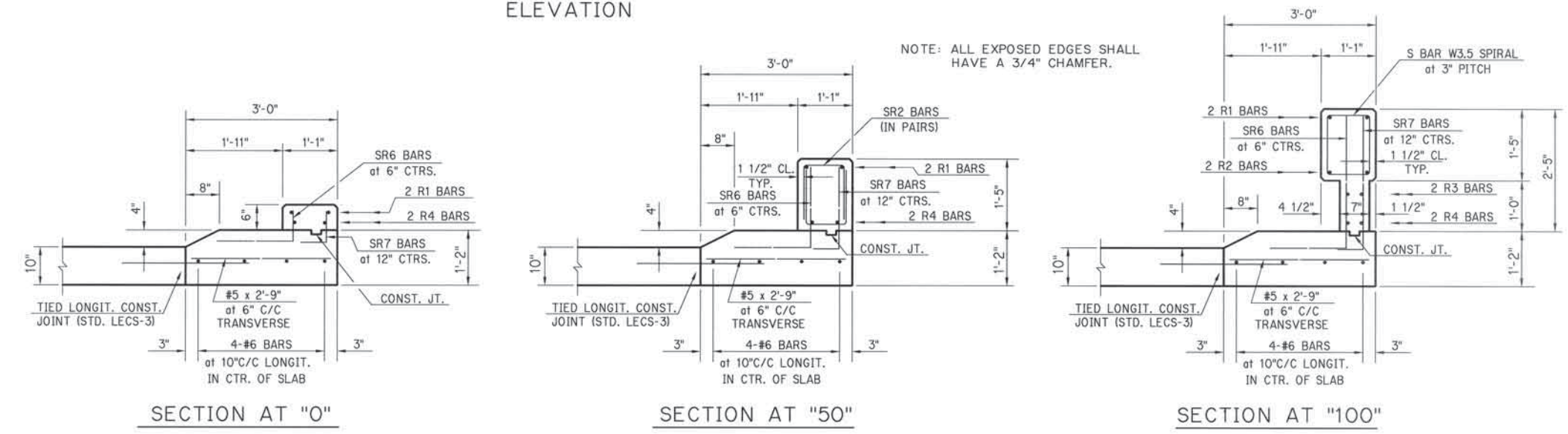
NOTE: ALL EXPOSED EDGES SHALL
HAVE A 3/4" CHAMFER.

Design			CONC. TRAFFIC RAIL TRANSITION AT BEGIN OR END PANEL OF RETAINING WALL
Drawn	DAC		
Checked			
Approved			
Squad	POE		
State Job No. 00292115RDY			Sheet No. 135

DESCRIPTION	REVISIONS	DATE



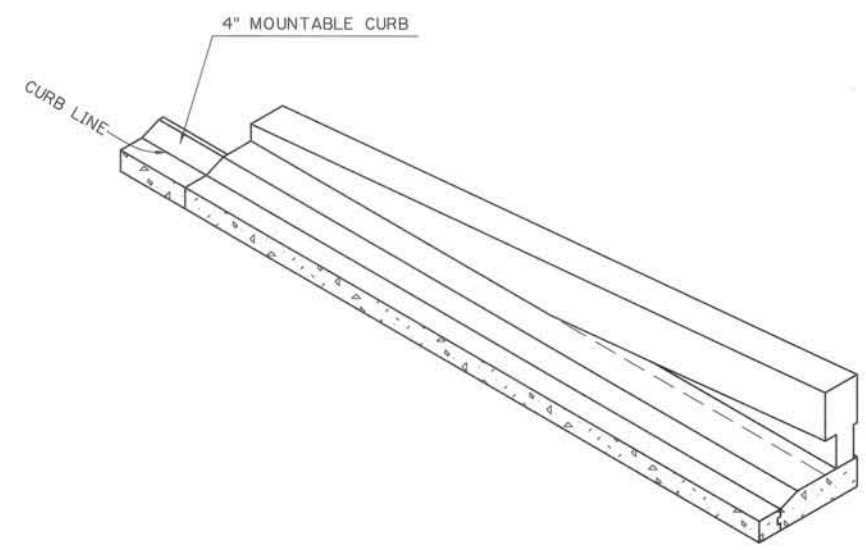
BARRIER TRANSITION
ELEVATION



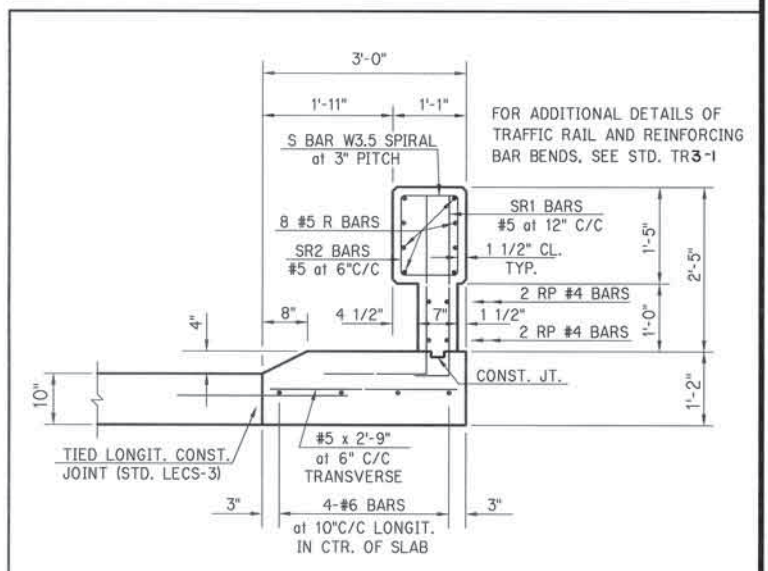
BARRIER TRANSITION DETAILS

TO BE USED AT
RET. WALL "F".
SEE RET. WALL PLAN & PROFILE SHEET.

TYPICAL SECTION
4" MOUNTABLE CURB
FOR ADDITIONAL DETAILS SEE STD. CSCD-4



BARRIER TRANSITION
PICTORIAL



SPECIAL SHOULDER BARRIER

NOTE: FOR COST OF SPECIAL SHOULDER
BARRIER SEE SHT. NO. 11.

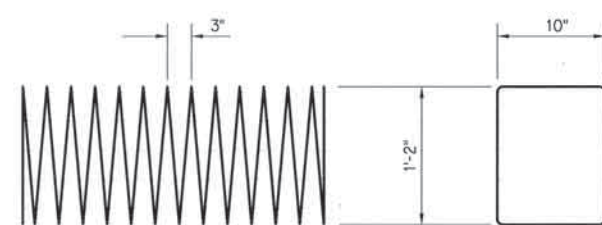
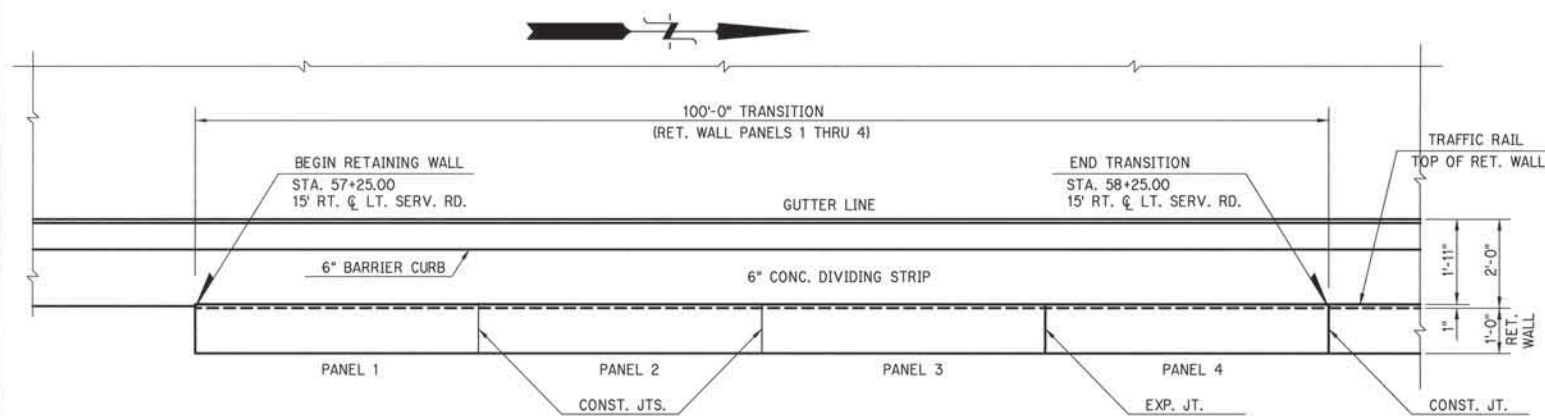
TO BE USED AT
WALL "B"
SEE RET. WALL PLAN & PROFILE SHEETS.

Design	RD	
Drawn	JLN	DAC
Checked	JWE	
Approved		
Squad	POE	

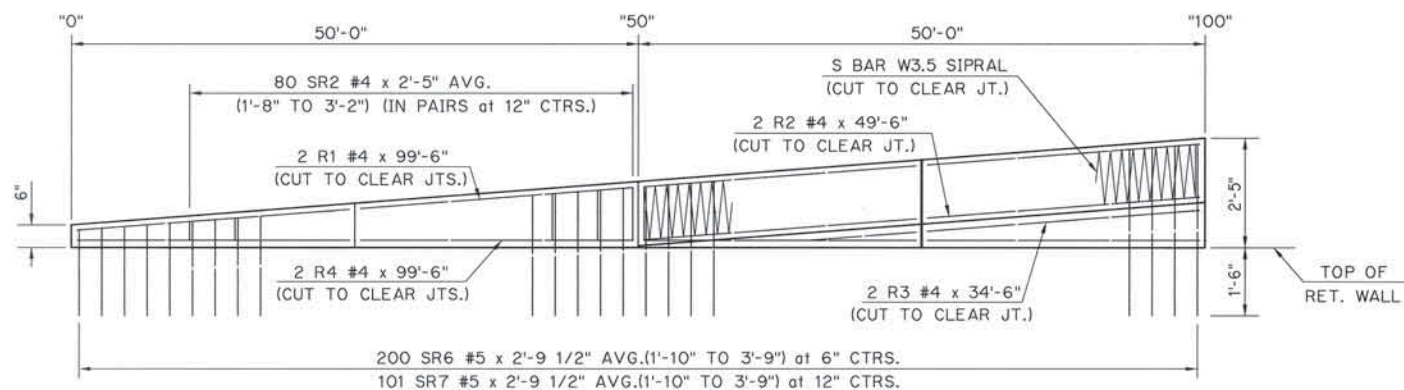
SPECIAL SHOULDER BARRIER
AND
BARRIER TRANSITION DETAILS

State Job No. 0029215RDY Sheet No. 136

DESCRIPTION	REVISIONS	DATE



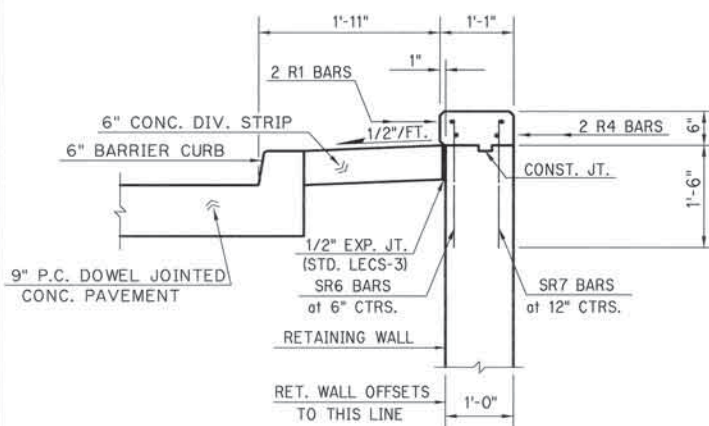
S BAR W3.5 SPIRAL



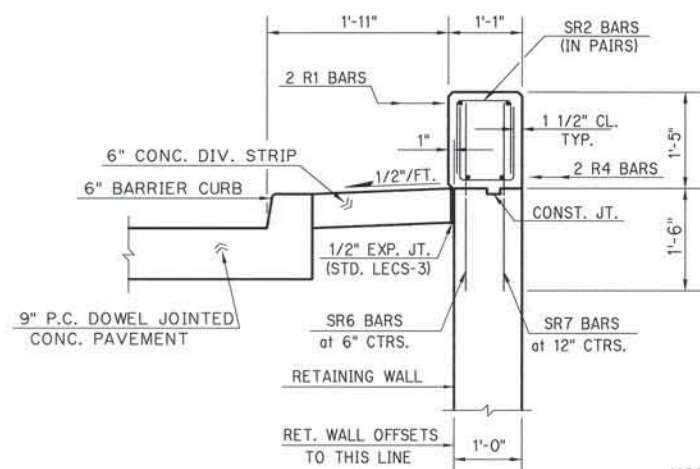
NOTE: CUT ALL LONGITUDINAL REINFORCING STEEL AND SPIRAL BAR TO CLEAR AT CONST. AND EXPANSION JOINTS AS SHOWN.

BARRIER TRANSITION
ELEVATION

NOTE: FOR DETAILS OF TRAFFIC RAIL AND GENERAL NOTES, SEE STD. TR3-1

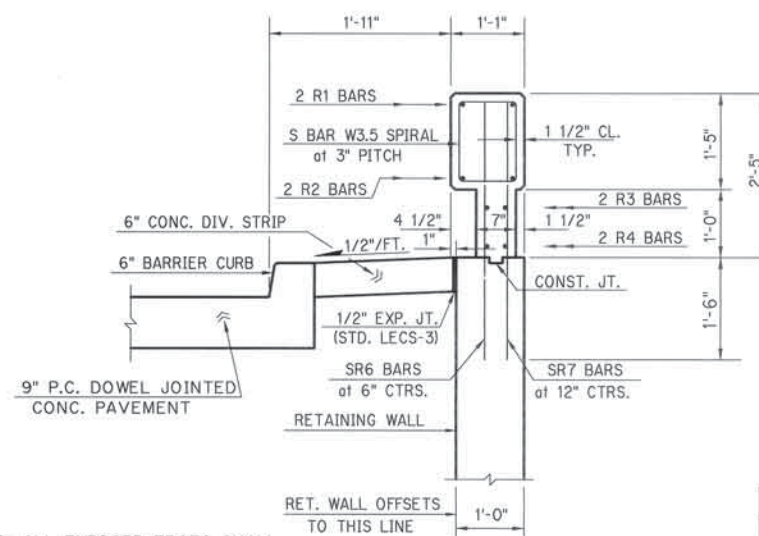


SECTION AT "0"

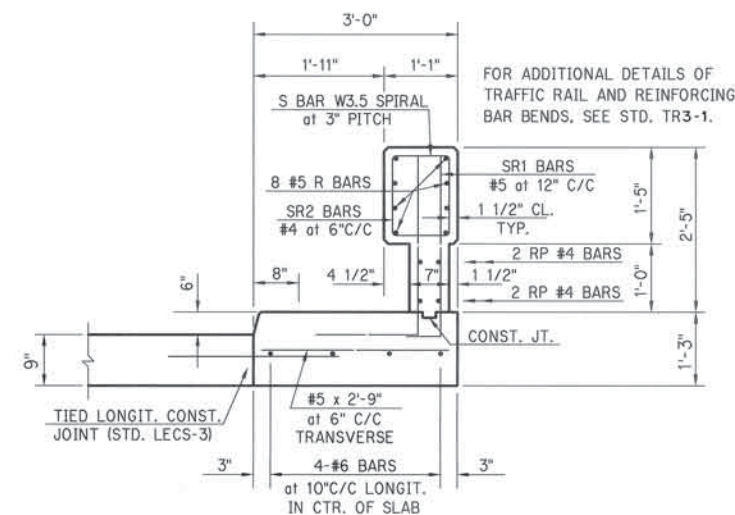


SECTION AT "50"

NOTE: ALL EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER.

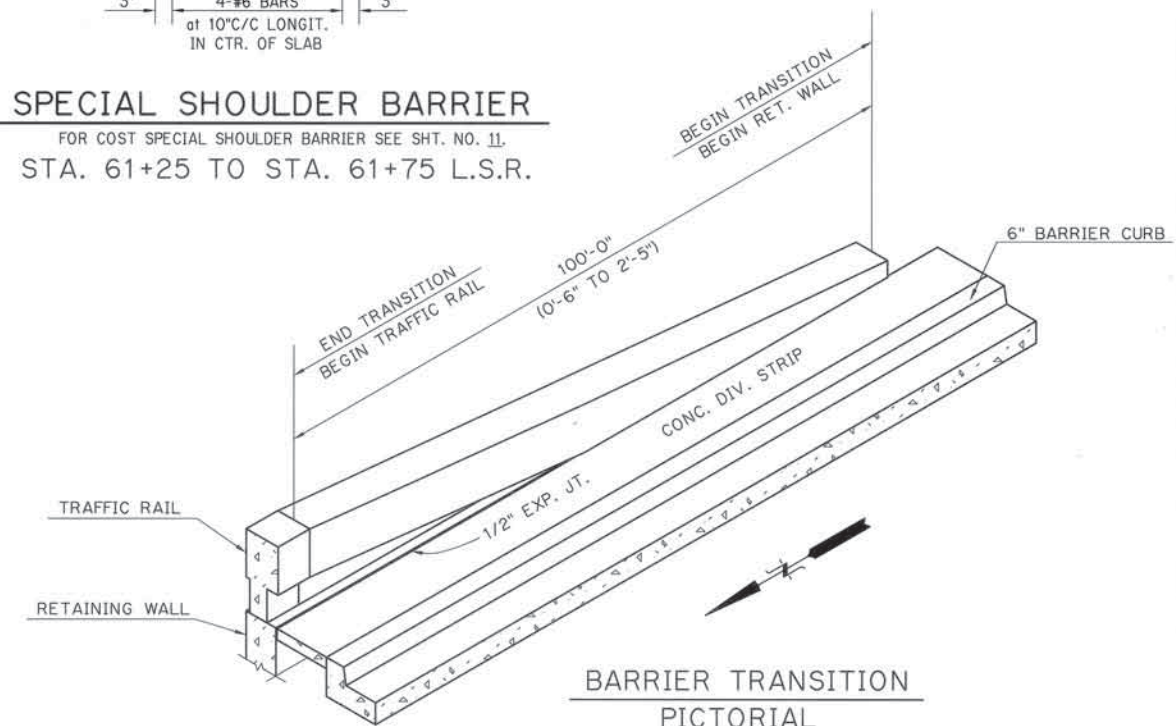


SECTION AT "100"



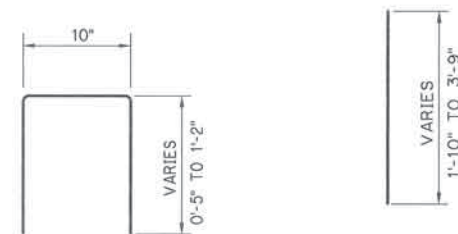
SPECIAL SHOULDER BARRIER

FOR COST SPECIAL SHOULDER BARRIER SEE SHT. NO. 11.
STA. 61+25 TO STA. 61+75 L.S.R.



BARRIER TRANSITION
PICTORIAL

NOTE: ALL COST OF TRANSITION TO BE INCLUDED IN PRICE BID PER L.F. OF CONCRETE RAIL (TR3)



SR2 #4 x 2'-5" AVG.
(1'-8" TO 3'-2")
(USED IN PAIRS)
80 REQ'D.

SR6 #5 x 2'-9 1/2" AVG.
(1'-10" TO 3'-9")
200 REQ'D.

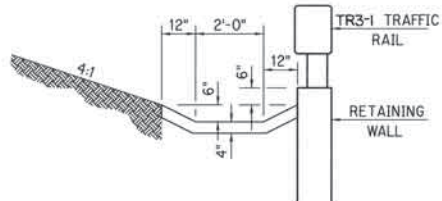
SR7 #5 x 2'-9 1/2" AVG.
(1'-10" TO 3'-9")
101 REQ'D.

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

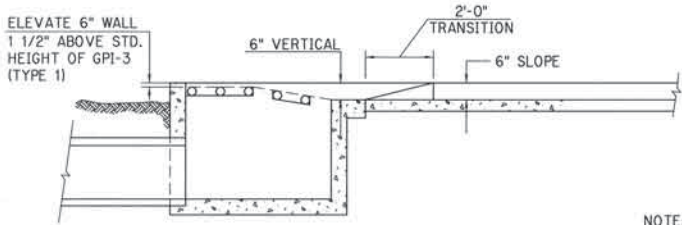
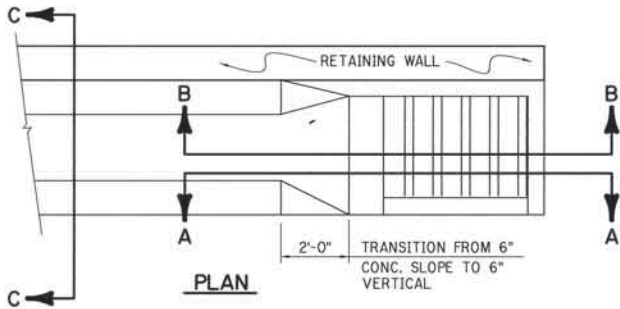
CONC. TRAFFIC RAIL TRANSITION RETAINING WALL "C"

State Job No. 00292(15)RDY Sheet No. 137

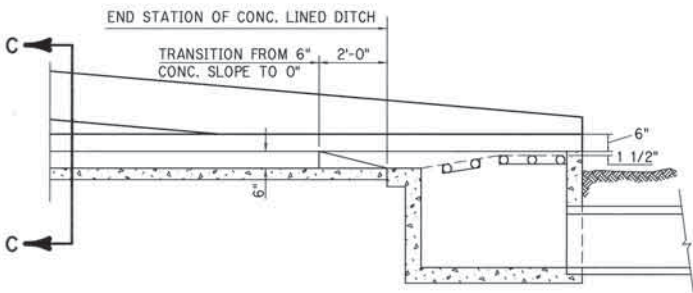
DESCRIPTION	REVISIONS	DATE



SECTION C-C
TYP. SEC. THRU CONC. DITCH



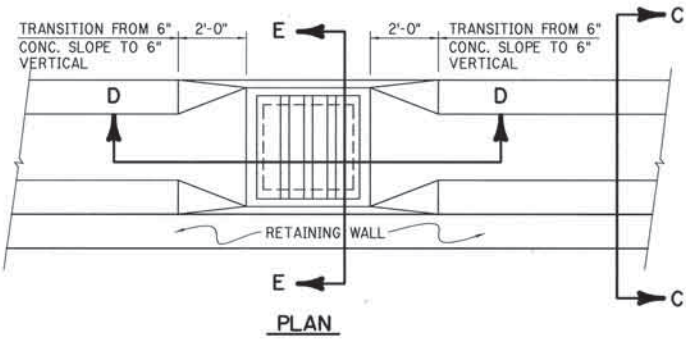
SECTION A-A



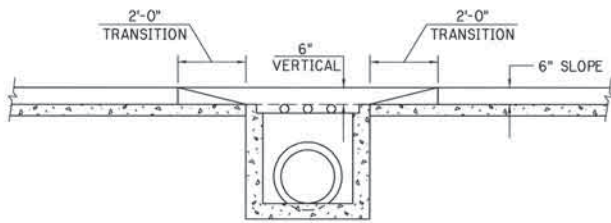
SECTION B-B

DETAILS OF DRAIN INLET AT END OF
RETAINING WALL
TYPICAL FOR STRUCTURE NO. 224.

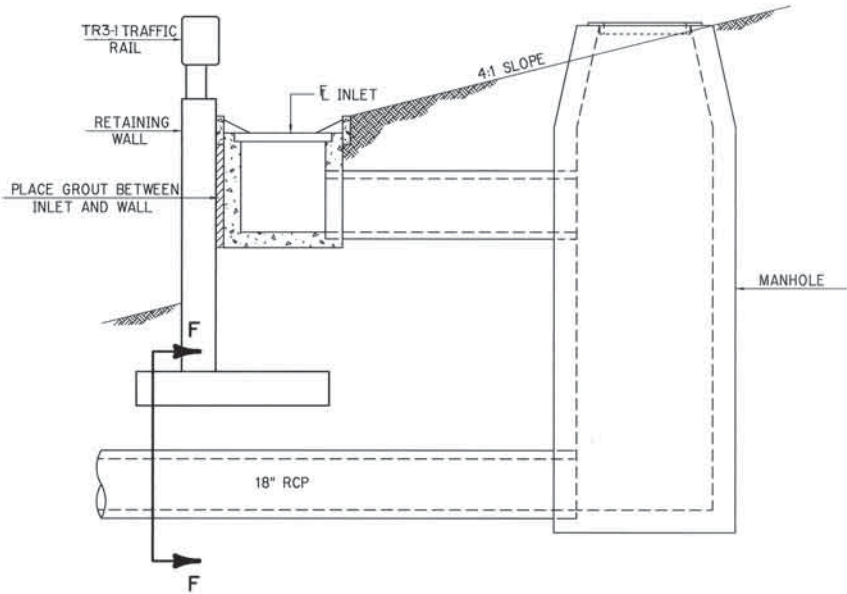
LOCATIONS OF STORM SEWER CROSSINGS							
WALL	PANEL	STA.	DESCRIPTION	BOTT. FTG. ELEV.	PIPE ELEV.	CLASS "C" CONC.	COARSE AGGREG.
"A"	39	51+50	18" RCP	1291.00	1286.85	5.1 C.Y.	1.5 C.Y.
"B"	7	55+28	18" RCP	1283.83	1280.89	3.3 C.Y.	1.7 C.Y.
"D"	42	51+50	18" RCP	1290.83	1286.86	4.8 C.Y.	1.5 C.Y.
"F"	2	102+23	18" RCP	1276.00	1272.94	3.9 C.Y.	1.7 C.Y.
"H"	10	104+15	18" RCP	1271.17	1268.35	2.8 C.Y.	1.4 C.Y.
"I"	9	100+47	18" RCP	1280.67	1277.44	2.7 C.Y.	1.2 C.Y.
"J"	27	104+95	18" RCP	1271.75	1268.65	3.8 C.Y.	1.8 C.Y.
"K"	5	108+25	18" RCP	1272.33	1268.13	5.1 C.Y.	1.5 C.Y.
TOTALS						31.5 C.Y.	12.3 C.Y.



PLAN

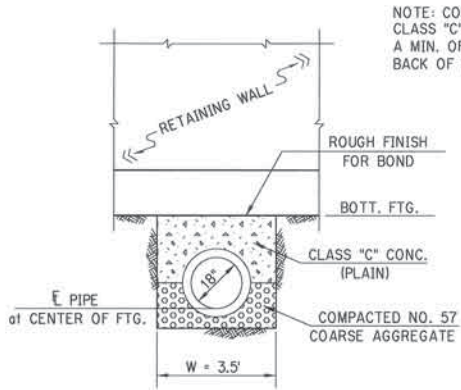


SECTION D-D

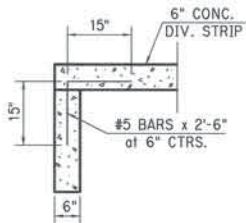


SECTION E-E

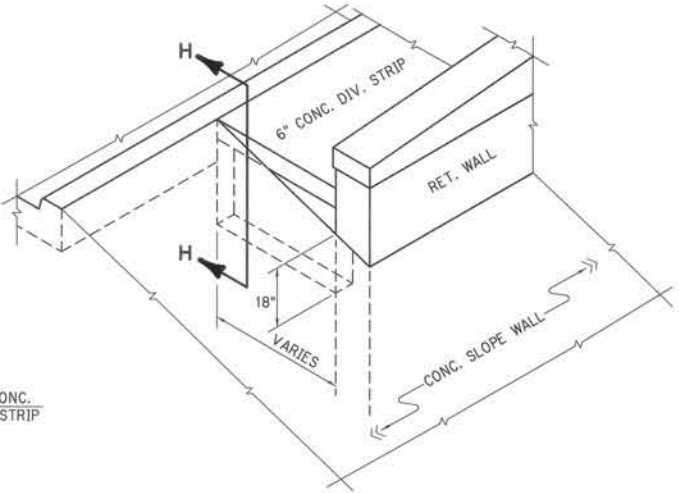
DETAILS OF SMD INLET
INSTALLATION IN PAVED DITCH



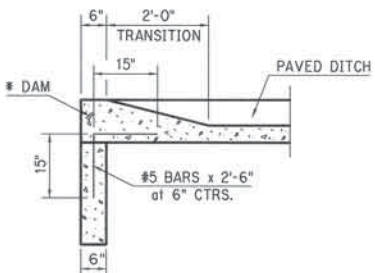
SECTION F-F
TYPICAL DETAIL OF NEW STORM SEWER
18" RCP BENEATH RETAINING WALL



SECTION H-H

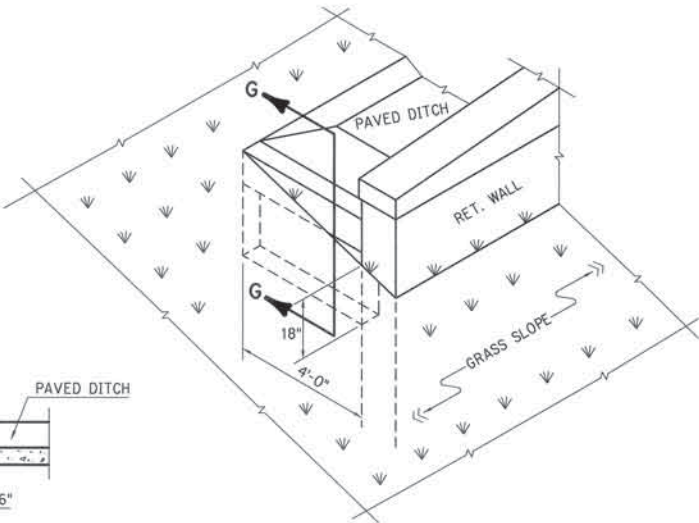


PICTORIAL VIEW
CONC. DIVIDING STRIP AT END OF WALL



SECTION G-G

* NOTE: DAM TO BE OMITTED
WHEN AT LOW END OF
RETAINING WALL.



PICTORIAL VIEW
PAVED DITCH AT END OF WALL

Design	
Drawn	DAC
Checked	
Approved	
Squad	POE

DETAILS OF
RETAINING WALL APPURTENANCES

State Job No. 00292(15)RDY Sheet No. 138

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	LOC. 163		1/24/2000

COMMUNICATION CONTROLLER LOCATION #3
COMMUNICATION CONTROLLER LOCATION #4
COMMUNICATION CONTROLLER LOCATION #5

COMMUNICATION CONTROLLER LOCATION #6

COMMUNICATION CONTROLLER LOCATION #7

DYNAMIC MESSAGE (C.M.S.)
SITE LOCATIONS
(INCIDENTAL WORK LOCATIONS)
OKC AREA

LOCATION #2

LOCATION #1



DYNAMIC MESSAGE (C.M.S.)
SIGN LOCATIONS

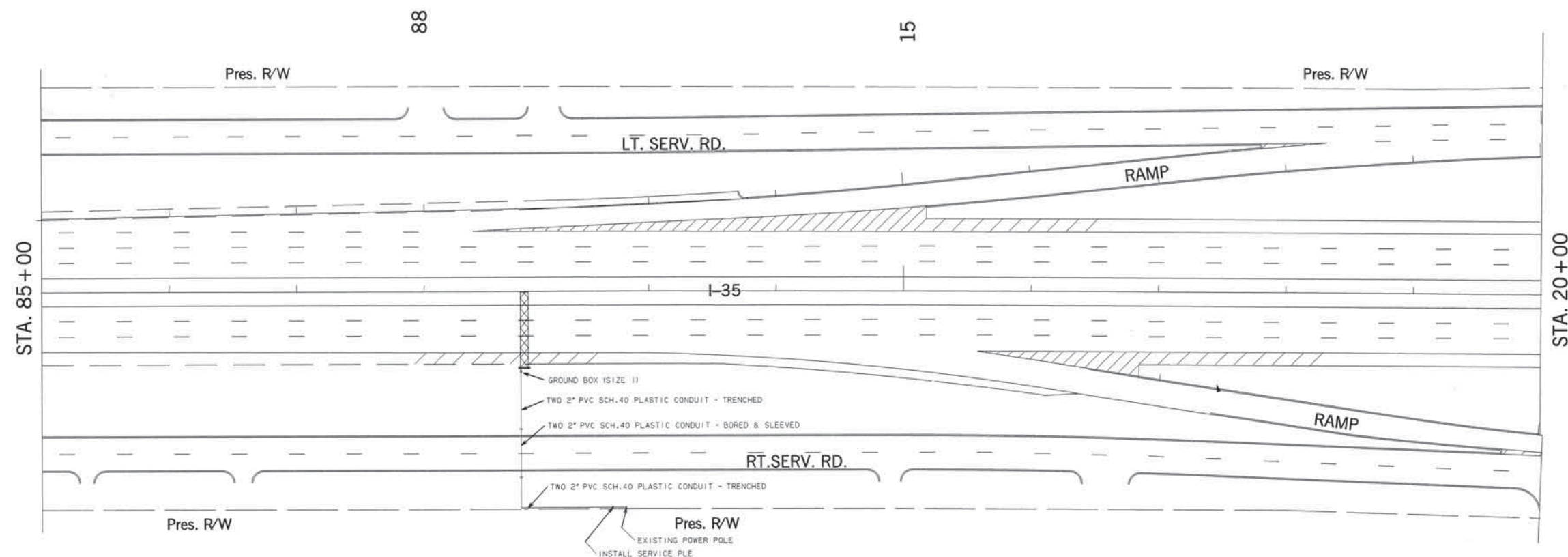
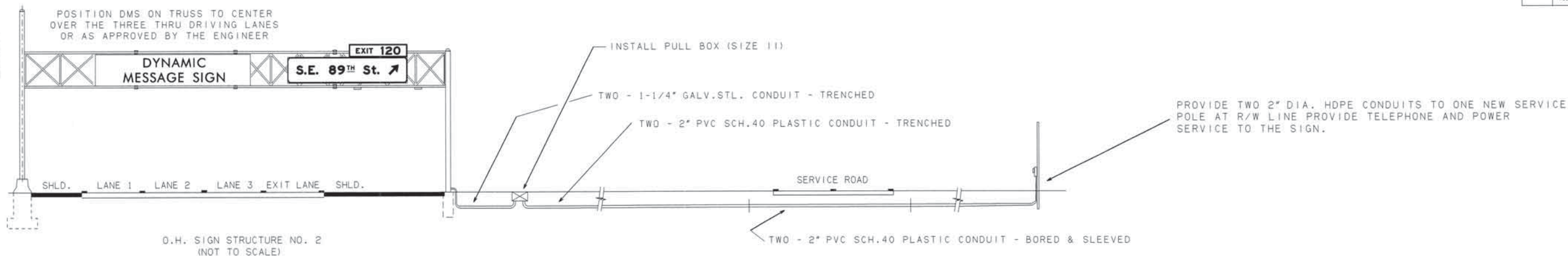
DRAWN	AKR	10-01
DESIGN	AKR	10-01
CHECKED	ARS	10-01

TRAFFIC ENGINEERING
ALAN R. STEVENSON

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
DIVISION 4	STATE JOB NO. 00292(15)
	SHEET NO. ITS-1

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE
ADD	ITEMS		02/20/02



C.M.S. LOCATION SITE #1 I-35 AND 89TH STREET STA. 88+75			Design	AKR	10-01
			Check	AKR	10-01
			Approved	ARS	10-01
			Traffic Engineering ALAN STEVENSON		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION				
	DIVISION 4	STATE JOB NO. 00292(15)			SHT NO. ITS-2

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	ITEMS ADDED		FEB 20 2002

88



Design	AKR	10-01
Check	AKR	10-01
Approved	ARS	10-01
Traffic Engineering ALAN STEVENSON		

C.M.S. LOCATION SITE #1
I-35 AND 89TH STREET
STA. 88+75

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION
DIVISION STATE JOB NO. 00292(15) SHT NO. ITS-3

OKLAHOMA COUNTY

℄ I-35

TWO 2" PVC SCH.40 PLASTIC CONDUIT - TRENCHED

TWO 2" PVC SCH.40 PLASTIC CONDUIT - BORED & SLEEVED

TWO 2" PVC SCH.40 PLASTIC CONDUIT - TRENCHED

100' APPROX.

R-O-W

Pres. RW

INSTALL SERVICE PLE

EXISTING POWER POLE

PROVIDE TWO 2" DIA. HDPE CONDUITS TO ONE NEW SERVICE
POLE AT R/W LINE PROVIDE TELEPHONE AND POWER
SERVICE TO THE SIGN.

EXISTING "C-1" OVERHEAD SIGN STRUCTURE

TWO - 1-1/4" GALV. STL. CONDUIT - TRENCHED

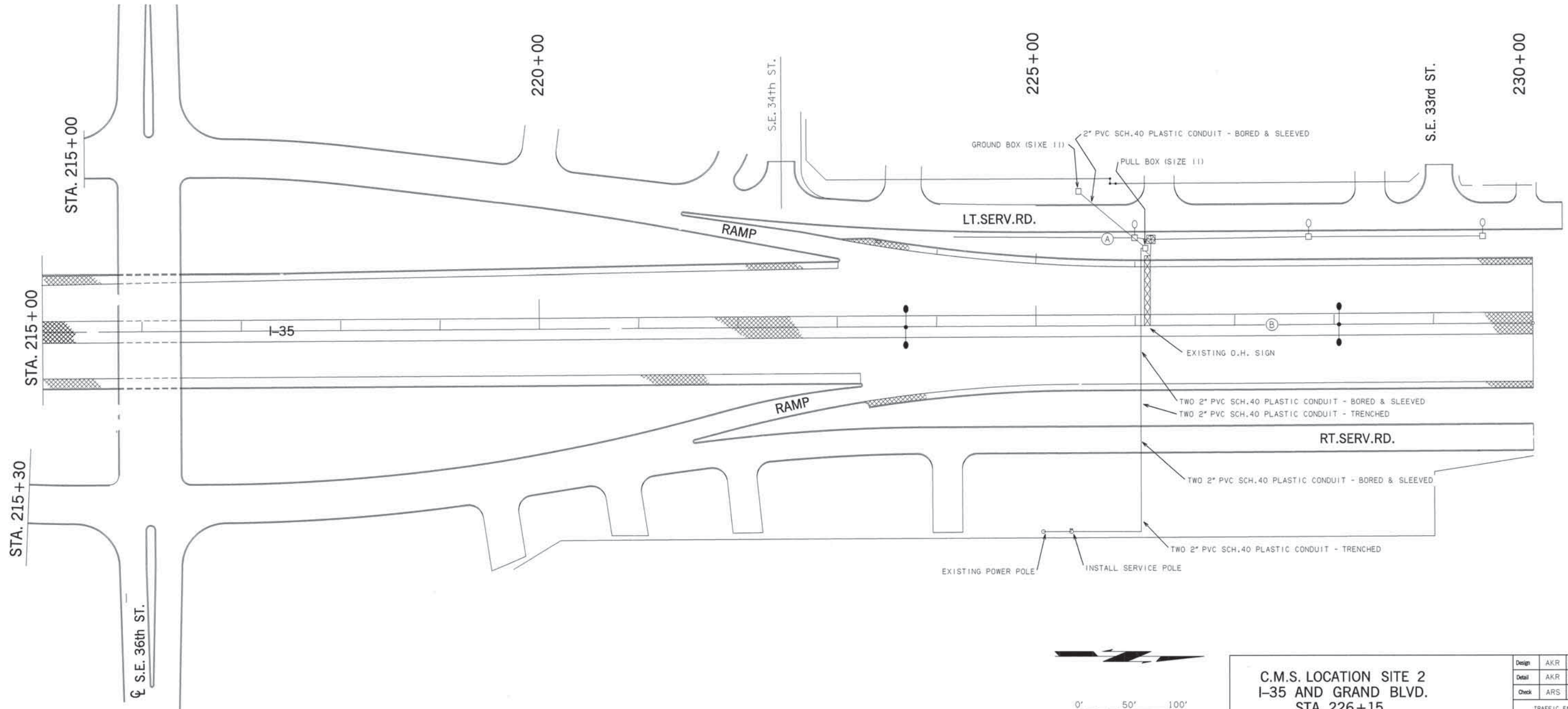
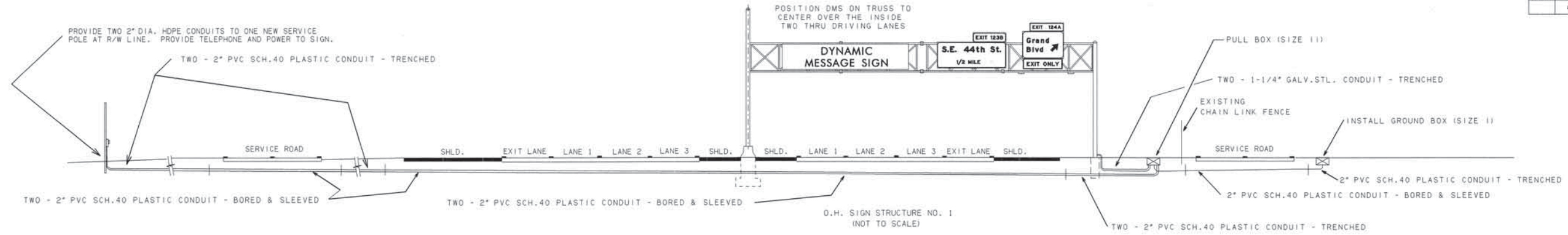
PULL BOX (SIZE 11)

TWO - 2" PVC SCH.40 PLASTIC CONDUIT - TRENCHED



SCALE

REV. NO.	DESCRIPTION	REVISIONS	DATE
ADD	ITEMS		02/20/02



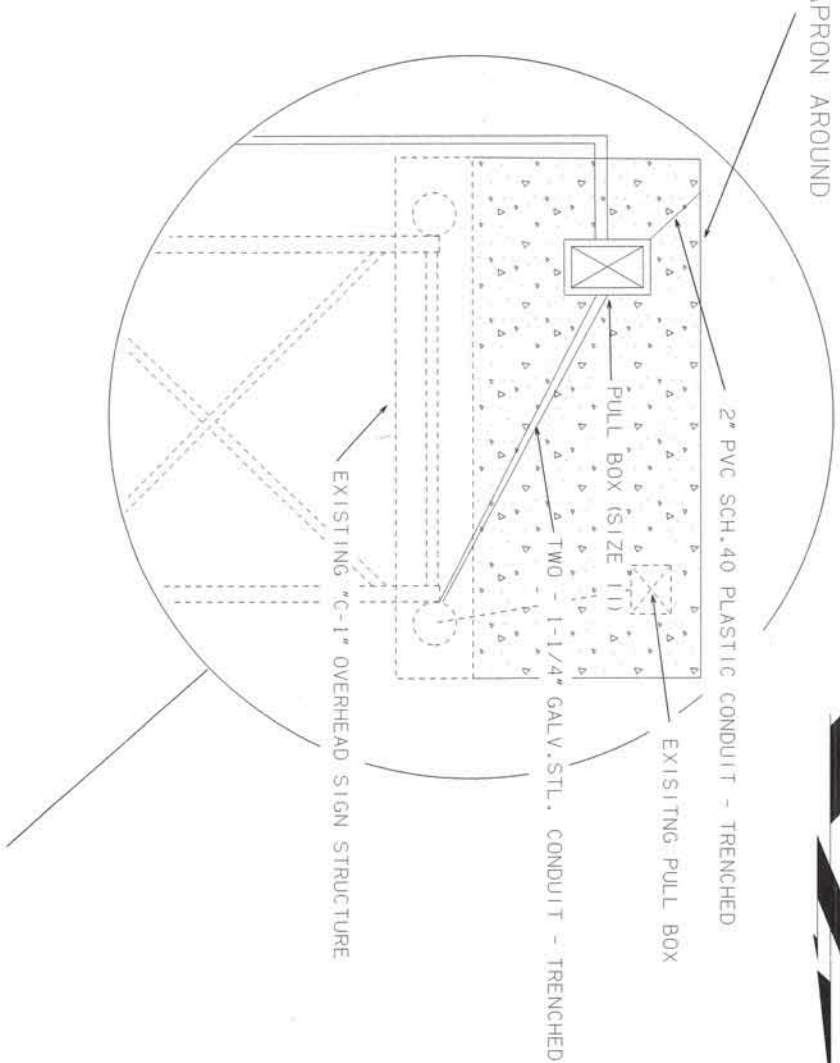
C.M.S. LOCATION SITE 2 I-35 AND GRAND BLVD. STA. 226+15			Design	AKR	10-01
			Detail	AKR	10-01
			Check	ARS	10-01
			TRAFFIC ENG. ALAN R. STEVENSON		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
DIV. NO. 4		PROJ. NO. 00292(15)		SHEET NO. ITS-4	

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE

CONSTRUCT A 4" CONCRETE APRON AROUND BOTH PULL BOXES

225+00



GROUND BOX (SIZE 11)

2" PVC SCH.40 PLASTIC CONDUIT - BORED & SLEEVED

PULL BOX (SIZE 11)

LT.SERV.RD.

145'

EXISTING O.H. SIGN

TWO 2" PVC SCH.40 PLASTIC CONDUIT - BORED & SLEEVED

TWO 2" PVC SCH.40 PLASTIC CONDUIT - TRENCHED

40'

TWO 2" PVC SCH.40 PLASTIC CONDUIT - BORED & SLEEVED

APPROX. 150'

TWO 2" PVC SCH.40 PLASTIC CONDUIT - TRENCHED

EXISTING POWER POLE

INSTALL SERVICE POLE

PROVIDE TWO 2" DIA. HDPE CONDUITS TO ONE NEW SERVICE POLE AT R/W LINE. PROVIDE TELEPHONE AND POWER TO SIGN.



SCALE

C.M.S. LOCATION SITE 2
I-35 AND GRAND BLVD.
STA. 226+15

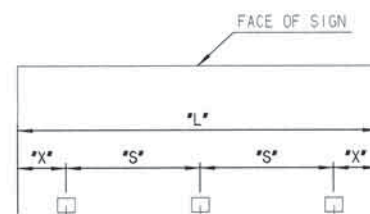
Design	AKR	10-01
Detail	AKR	10-01
Check	ARS	10-01
TRAFFIC ENG. ALAN R. STEVENSON		

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION
DIVISION NO. 4 PROJ. NO. 00292(15) SHEET NO. ITS-5

OKLAHOMA COUNTY

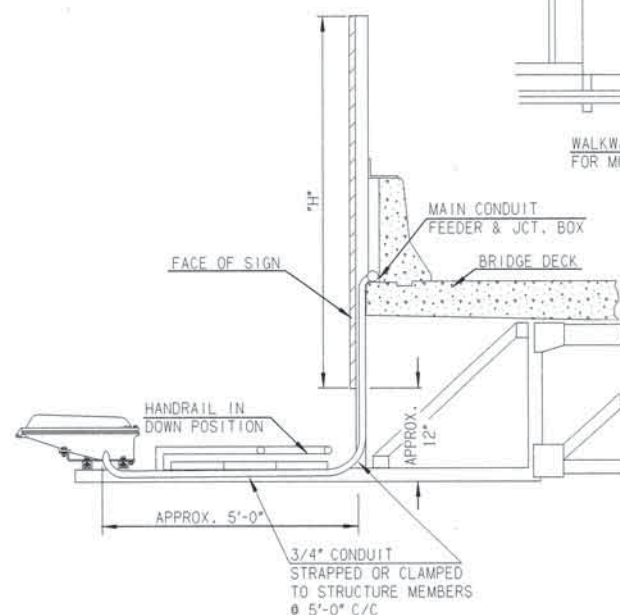
REV. NO.	DESCRIPTION	REVISIONS	DATE



SPACING SCHEDULE				
LENGTH OF SIGN "L" FT.	NO. OF LUMINAIRES EA.	"X" FT.	"S" FT.	
1'-0" TO 8'-0"	1	5	—	
8'-1" TO 10'-0"	1	10	—	
10'-1" TO 12'-0"	1	10	—	
12'-1" TO 14'-0"	1	10	—	
14'-1" TO 16'-0"	1	10	—	
16'-1" TO 18'-0"	2	10	8	
18'-1" TO 20'-0"	2	10	10	
20'-1" TO 24'-0"	2	12	12	
24'-1" TO 26'-0"	2	14	14*	
26'-1" TO 29'-0"	2	16	16*	
29'-1" TO 32'-0"	3	10	10	
32'-1" TO 36'-0"	3	12	12	
36'-1" TO 40'-0"	3	14	14*	

TYPICAL SIGNLIGHT SPACING

* FOR SIGNS TALLER THAN 14' THE SIGN LIGHTS SHOULD BE SPACED NO MORE THAN 12' APART.



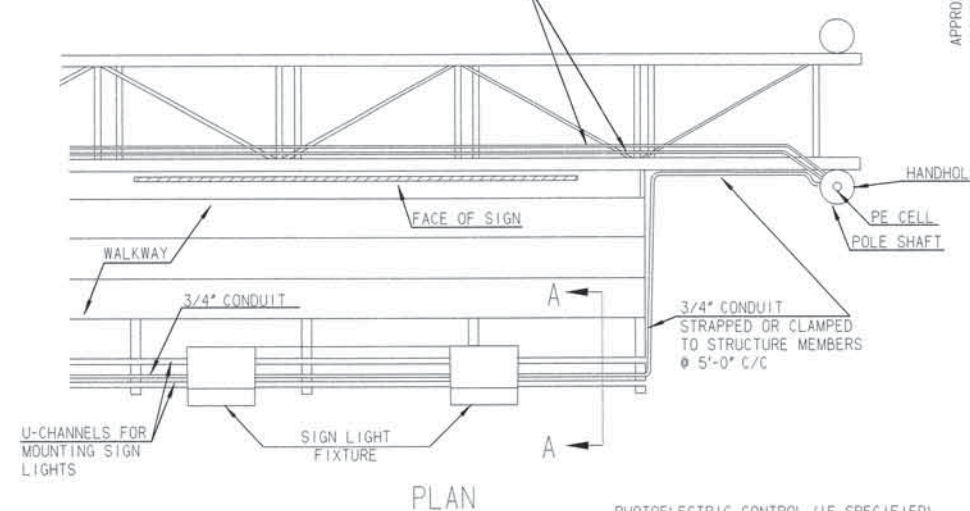
TYPICAL BRIDGE MOUNTED SIGN AND SIGN LIGHT ANGLE DETAIL

DMS SIGN/CAMERA CONDUIT

TWO 1-1/4" CONDUITS
STRAPPED OR CLAMPED
TO STRUCTURE MEMBERS
@ 5'-0" C/C

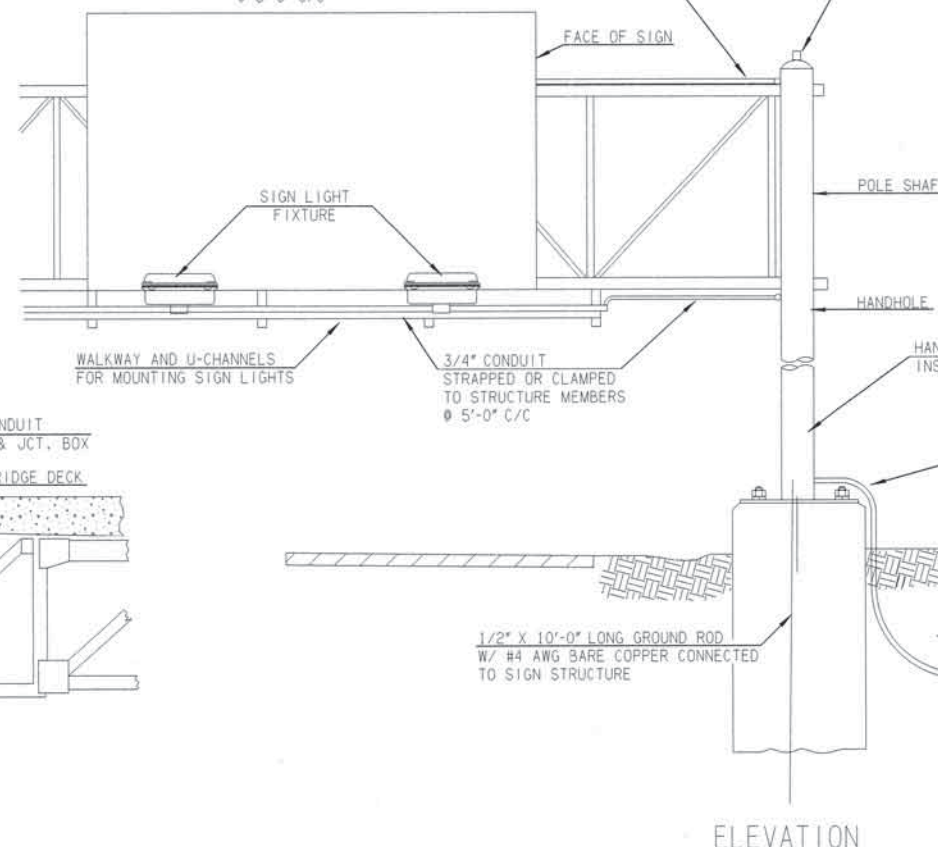
WIRING COLOR CODE:

120 V - BLACK-LINE, WHITE-NETURAL
240 V - BLACK & RED-LINE, WHITE-NETURAL
480 V - BLACK-LINE, WHITE-NETURAL



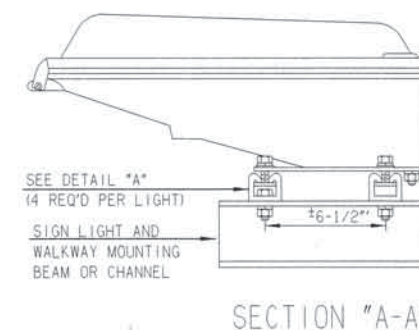
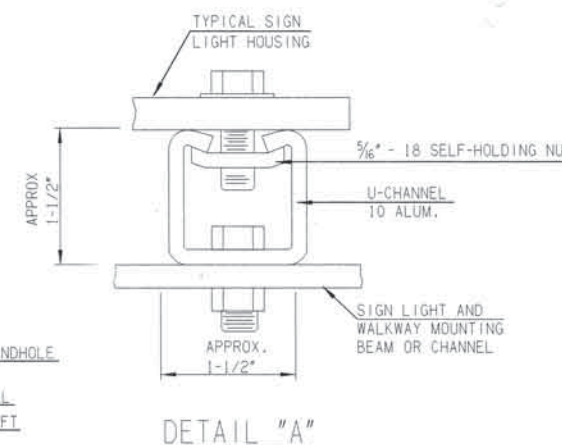
DMS SIGN/CAMERA CONDUIT

TWO 1-1/4" CONDUITS
STRAPPED OR CLAMPED
TO STRUCTURE MEMBERS
@ 5'-0" C/C



ELEVATION

TYPICAL CONDUIT INSTALLATION DETAILS FOR EXISTING STRUCTURES



SECTION "A-A"

DMS SIGN CONDUIT

TWO 1-1/4" CONDUITS
CONNECTED TO 1-1/4" NIPPLES
WELDED INTO POST

MATERIAL SPECIFICATIONS

- THE U-CHANNEL FOR THE LIGHT FIXTURE MOUNTING BRACKET SHALL BE EXTRUDED ALUMINUM ALLOY 6062-T6, UNLESS OTHERWISE SPECIFIED.
- ALL MISC. HARDWARE: NUTS, BOLTS, WASHERS, CLIPS, ECT... SHALL BE NON-CORROSIVE MATERIAL, EITHER S.S. ALUMINUM OR GALV. STEEL, IN CONFORMANCE TO SECTION 720.
- THE EXPOSED CONDUIT AND FITTINGS ATTACHED TO THE OVERHEAD SIGN STRUCTURE SHALL BE ALUMINUM.
- THE SIGN LIGHT FIXTURE SHALL BE A MERCURY VAPOR 175 WATT, 480 VOLT, UNLESS OTHERWISE SPECIFIED. THE FIXTURE SHALL BE A HOLOPHANE PANEL-VUE, MODEL PANL-100HP-48-S-G-S-L-4BOLT-DOORPROP-LAMP 4-BOLT OR OTHER APPROVED EQUAL. LAMPS SHALL BE CLEAR UNLESS OTHERWISE SPECIFIED.
- THE PHOTO ELECTRIC CONTROL SHALL BE RATED 105 TO 285 VOLTS, 1000 WATT INCANDESCENT LOAD OR 1800 VA HID LOAD, SIMILAR TO A FISHER-PRICE MODEL 66908-ELS, TORK MODEL 2007, OR APPROVED EQUAL.
- FUSED CONNECTOR, GROUND ROD AND CLAMP SHALL BE IN ACCORDANCE WITH STD SCD1-1 (LATEST REV.).
- THE BRANCH CIRCUIT CONDUCTORS INSTALLED FOR SIGN LIGHTING SHALL BE STANDED OR SOLID NO. 10 AWG, TYPE THW, TYPE UF OR THWN, 75 DEG. CELSIUS, 600 VOLT, UNLESS OTHERWISE SPECIFIED. AN ALTERNATE TYPE INSULATION MAY BE USED IF APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- PULL BOX SHALL BE IN ACCORDANCE WITH PULL BOX DETAIL (SHEET 42)
- EXPOSED CONDUITS SHALL BE ATTACHED TO THE SIGN STRUCTURE WITH STAINLESS STEEL STRAPS.

GENERAL NOTES

- FOR ADDITIONAL CONSTRUCTION DETAILS OF THE SIGN STRUCTURES SEE LATEST REVISION OF THE OVERHEAD SIGN STRUCTURE (OSS1-1 TO OSS10-1) AND OWE1-1 STANDARDS.
- AN APPROVED WATERPROOF FUSED IN-LINE CONNECTOR SHALL BE INSTALLED AT THE HANDHOLE OF THE OVERHEAD STRUCTURE. IN A JUNCTION BOX OR IN THE PULL BOX ADJACENT TO THE STRUCTURE IF NO HANDHOLE IS AVAILABLE.
- IN THE EVENT THERE IS NO GROUND ROD LOCATED IN THE FOOTING OF THE SIGN STRUCTURES, A 1/2" X 6' - 0" LONG COPPER BONDED GROUND ROD WITH CLAMP SHALL BE INSTALLED IN THE PULL BOX ADJACENT TO THE STRUCTURE AND A GROUND WIRE (NO. 4 AWG BARE COPPER) SHALL BE CONNECTED FROM THE GROUND ROD TO THE UPRIGHT OF THE SIGN STRUCTURE.
- CONDUIT CONNECTION DETAILS FOR BRIDGE MOUNTED OVERHEAD SIGN STRUCTURES SEE, STD CCD1-1 AND CCD2-1 (LATEST REV.).
- FOR ELECTRICAL SPLICE A CONNECTOR DETAILS SEE STD SCD1-1 (LATEST REV.).
- IF SPECIFIED IN THE PLANS THE CONTRACTOR SHALL REMOVE THE EXISTING SIGN LIGHTS, CONNECTING CONDUIT AND CONDUCTORS AND INSTALL NEW SIGN LIGHT FIXTURES, OR REINSTALL ANY EXISTING SIGN LIGHT SO SPECIFIED, AS SHOWN IN THE PLANS. THE SALVAGED ALUMINUM CONNECTING CONDUIT MAY BE REUSED IF NOT DAMAGED. NEW CONDUCTORS SHALL BE INSTALLED IN ANY REINSTALLED CONDUIT. ALL UNUSED SALVAGED SIGN LIGHTS, AND CONDUIT SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CHECK EACH OVERHEAD SIGN STRUCTURE FOR THE REQUIRED IN-LINE FUSE HOLDER AND FUSE, AND INSTALL A NEW HOLDER WITH A 15 AMP. FUSE, MINIMUM IF NONE EXISTS.
- A EXISTING (FLOURESCENT) SIGN LIGHT MOUNTING U-CHANNEL MAY BE REQUIRED TO BE RELOCATED TO ACCOMMODATE THE NEW MERCURY VAPOR SIGN LIGHT MOUNTING BRACKET HOLE SPACING.

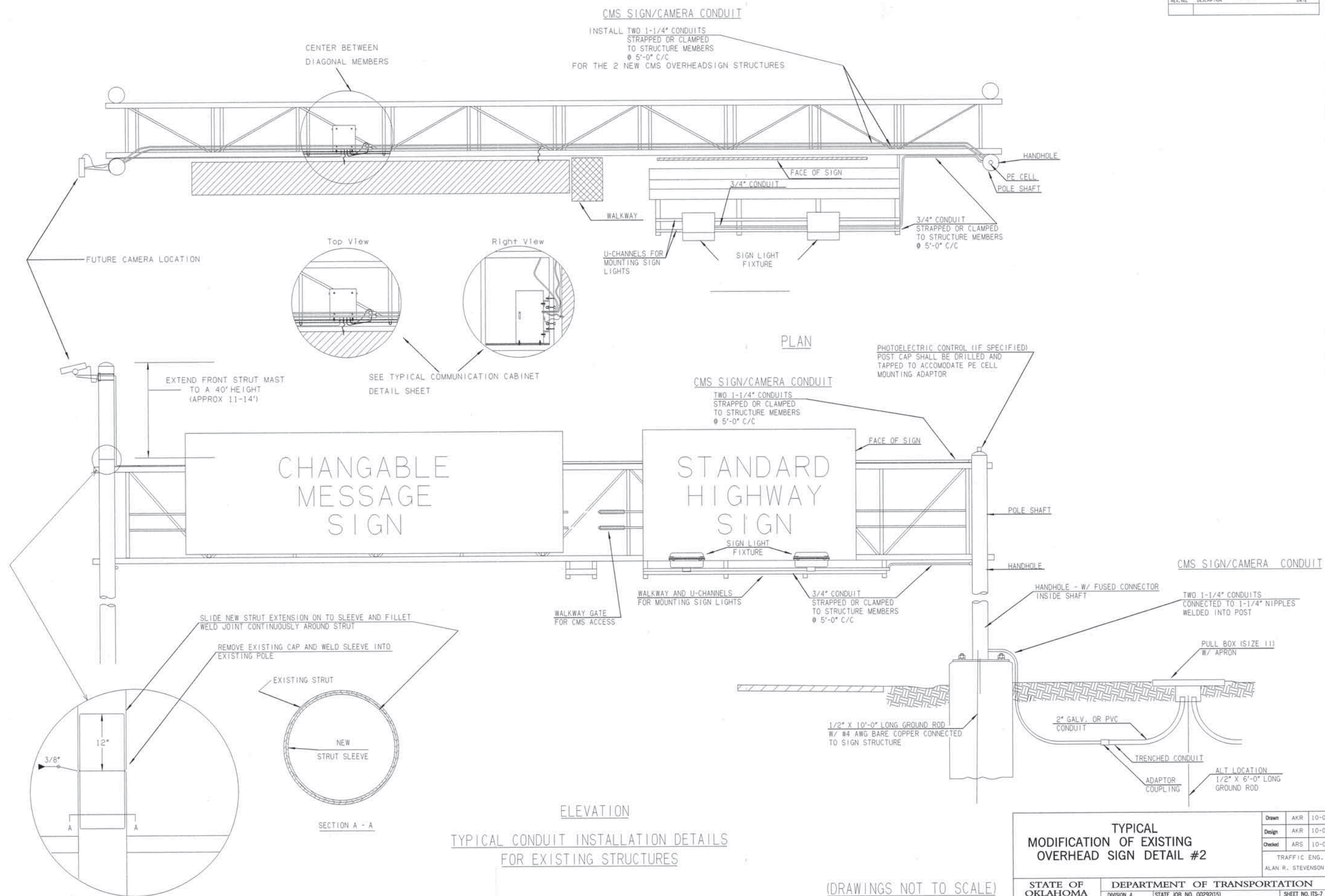
(DRAWINGS NOT TO SCALE)

MODIFICATION OF EXISTING OVERHEAD SIGN DETAIL

Drawn	AKR	10-01
Design	AKR	10-01
Checked	ARS	10-01
TRAFFIC ENG.		
ALAN R. STEVENSON		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION
DIVISION 4		STATE JOB NO. 0029215
		SHEET NO. ITS-6

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE



(DRAWINGS NOT TO SCALE)

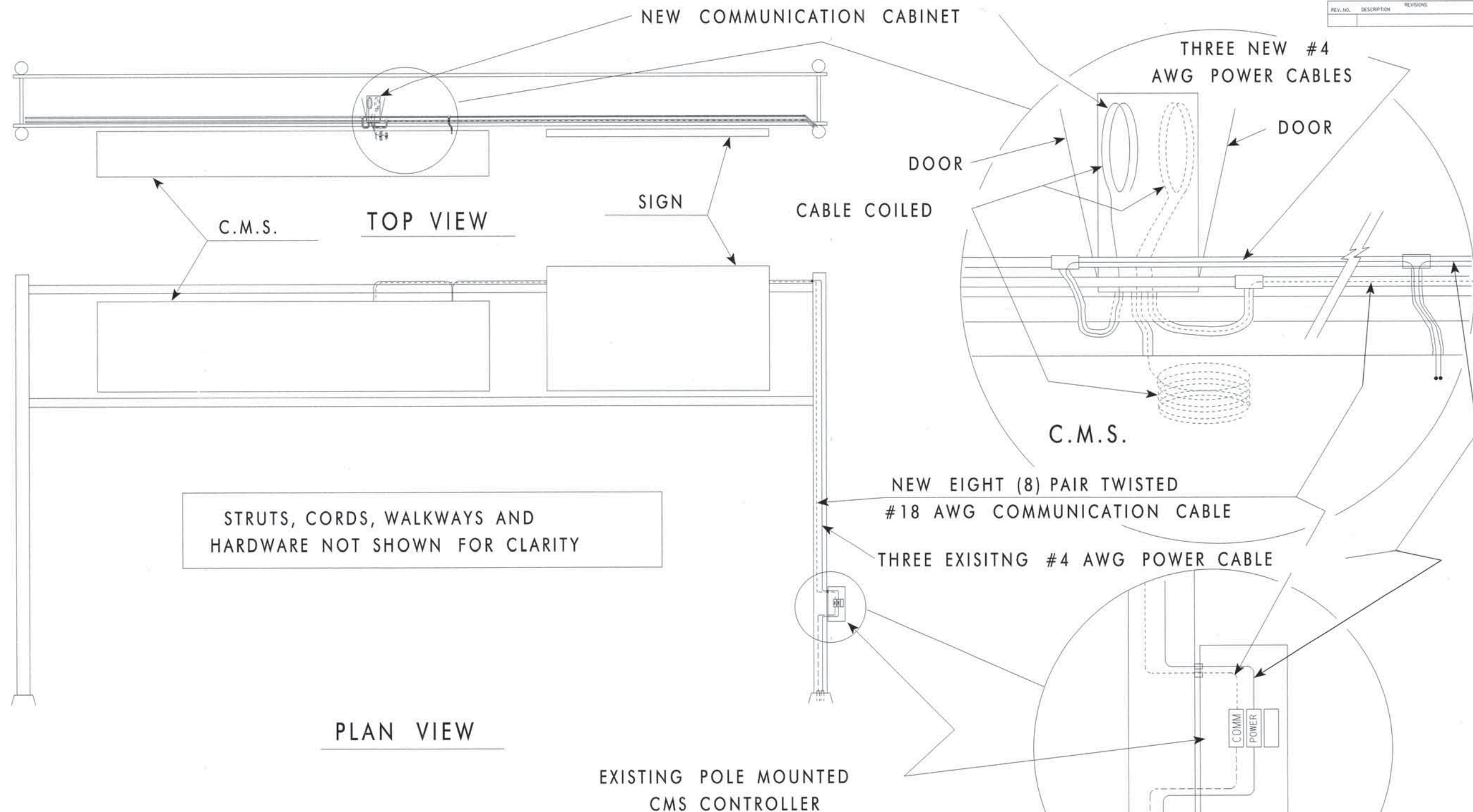
TYPICAL
MODIFICATION OF EXISTING
OVERHEAD SIGN DETAIL #2

Drawn	AKR	10-0
Design	AKR	10-0
Checked	ARS	10-0
TRAFFIC ENG.		
ALAN R. STEVENSON		

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION		
DIVISION 4	STATE JOB NO. 00292(15)	SHEET NO. 1

OKLAHOMA COUNT



NOTES:
THREE NEW #4 AWG WIRES RUN FROM CMS TO NEW COMMUNICATION CONTROLLER UTILIZING EXISTING CONDUIT.

PULL EXISTING COMMUNICATION WIRE AND REPLACE WITH NEW EIGHT (8) PAIR TWISTED AWG #18 FROM EXISITNG POLE MOUNTED CMS CONTROL BOX TO NEW COMMUNICATION CONTROLLER CABINET, LEAVE SIX (6) FOOT COIL AND CONTINUE ON TO CMS LEAVING THIRTY (30) FOOT COIL, ALL IN ONE CONTINUOUS RUN OF WIRE.

TYPICAL OVERHEAD SIGN
CABLE ROUTING DETAIL

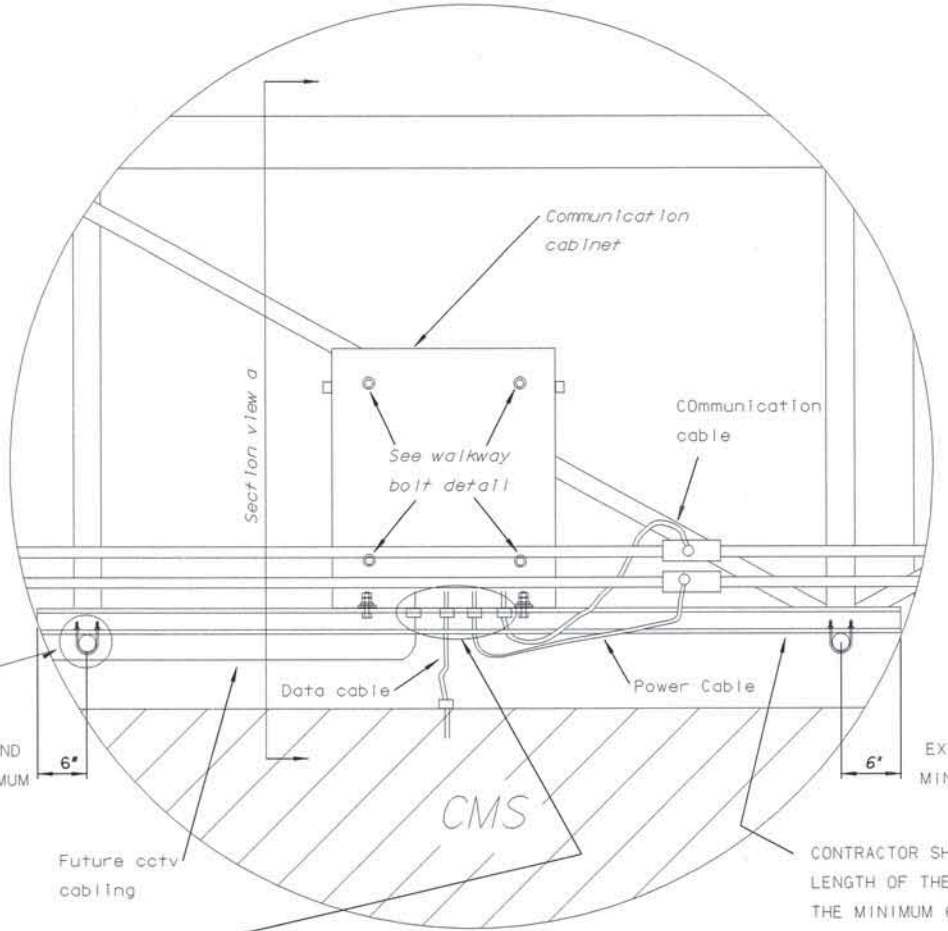
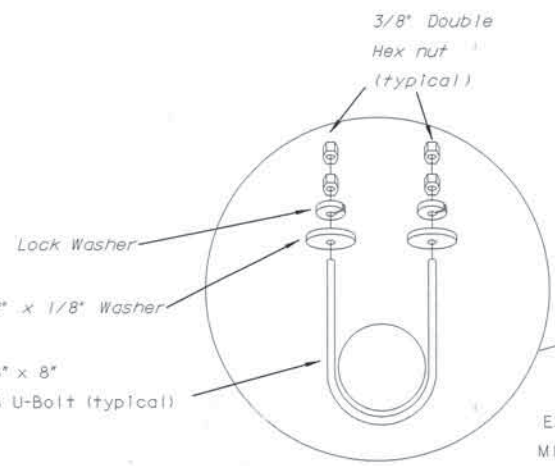
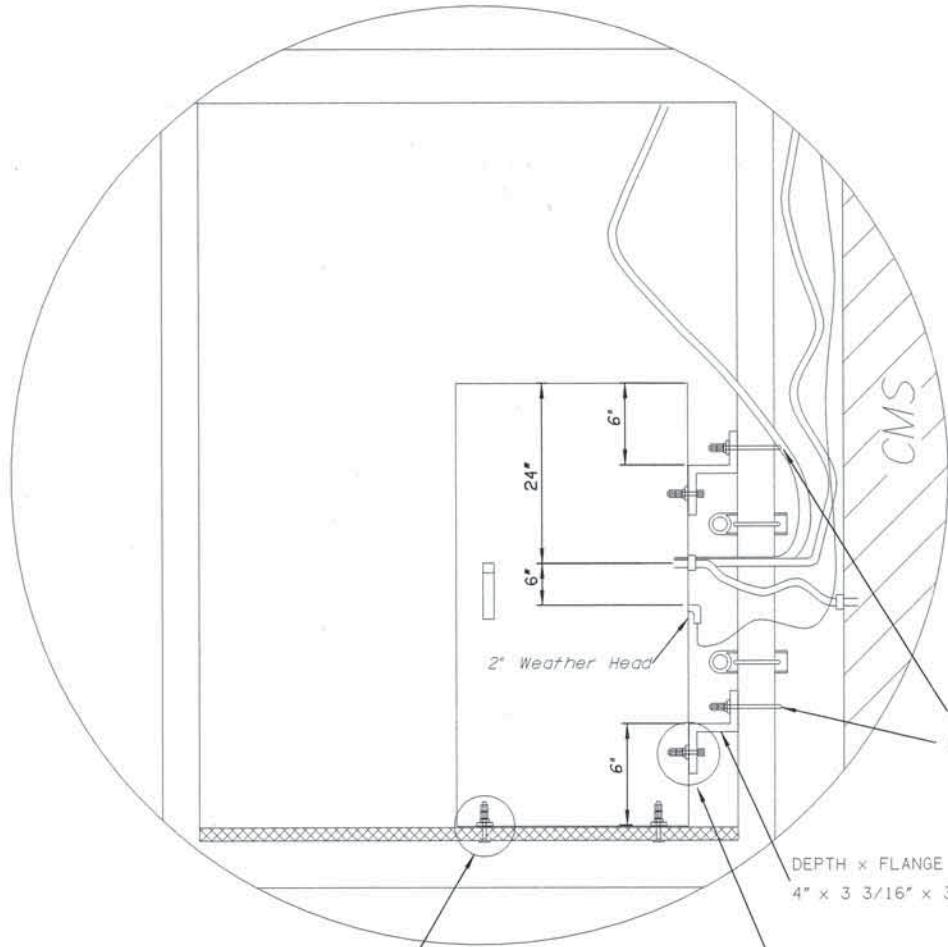
Drawn	AKR	10-01
Design	AKR	10-01
Checked	ARS	10-01
Traffic Engineering		
ALAN R. STEVENSON		

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
DIVISION 4	STATE JOB NO. 00292115
SHEET NO. ITS-8	
OKLAHOMA COUNTY	

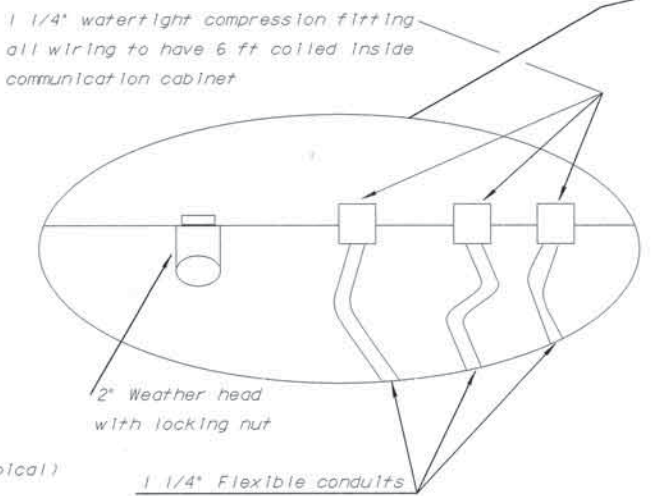
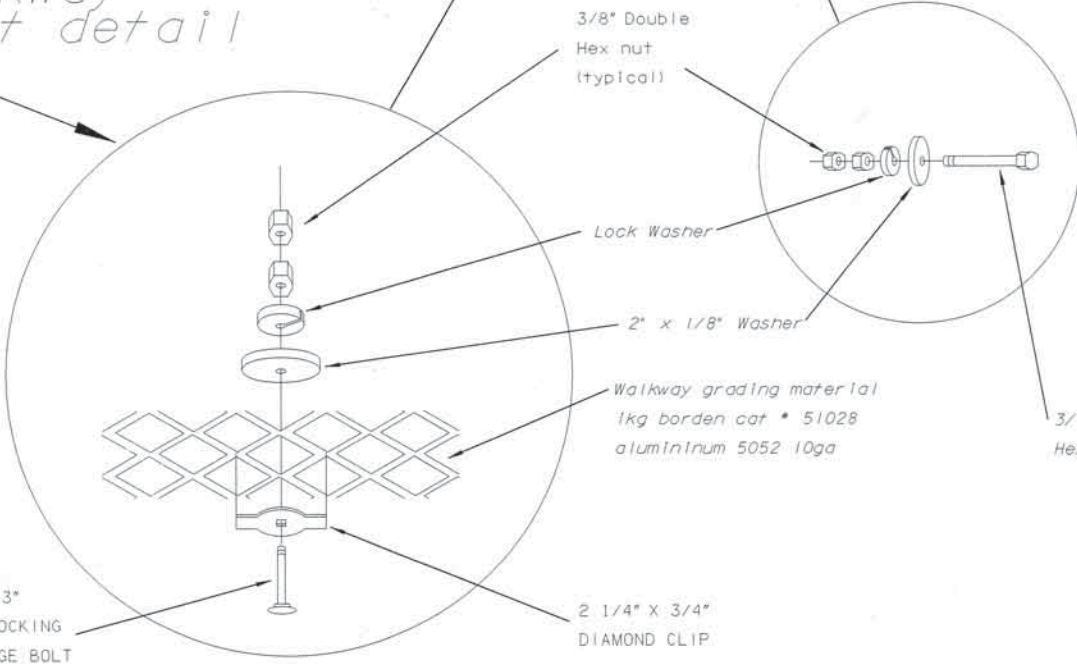
SECTION VIEW A

Top View

REV. NO.	DESCRIPTION	REVISIONS	DATE



Walkway
bolt detail



NOTES:

CONTRACTOR TO PULL THREE (3) NEW #4 AWG FROM EXISTING CMS TO NEW COMMUNICATION CABINET UTILIZING EXISTING CONDUIT TO POWER NEW COMMUNICATION CABINET

EXISTING 8 PAIR TWISTED COMMUNICATION WIRE IS TO BE REPLACED BETWEEN THE CMS AND THE POLE MOUNTED CMS CONTROLLER. NEW 8 PAIR TWISTED AWG#18 AND MULE TAPE TO BE PULLED FROM THE EXISTING CMS CONTROLLER CABINET ON BASE OF POLE TO THE NEW COMMUNICATION CONTROLLER CABINET, LEAVE SIX (6) FOOT COIL IN CABINET AND CONTINUING ON WITH THIS CABLE/MULE TAPE TO THE CMS LEAVING A TWENTY (20) FOOT COIL OF CABLE IN CMS. ALL IN ONE CONTINUOUS RUN OF CABLE IN THE EXISTING CONDUIT. THE EXISTING FLEXIBLE CABLE GOING TO CMS IS TO BE RE-ROUTED TO THE NEW COMMUNICATION CABINET AND THE INSTALLATION OF A NEW FLEXIBLE FROM THE NEW COMMUNICATION CABINET TO THE EXISTING CMS.

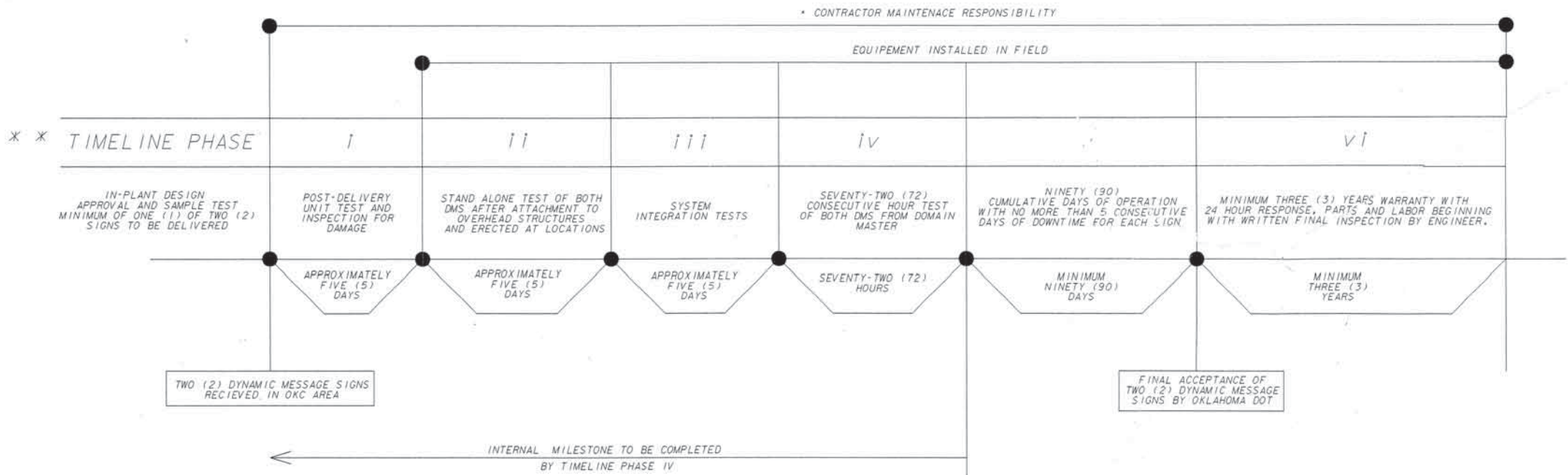
ALL MATERIALS, BOLTS, NUTS, AND WASHERS TO BE GALVANIZED OR STAINLESS STEEL

(DRAWINGS NOT TO SCALE)

TYPICAL COMMUNICATION CABINET DETAIL		Drawn	AKR	10-01
		Design	AKR	10-01
		Checked	ARS	10-01
		TRAFFIC ENG. ALAN R. STEVENSON		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
DIVISION 4		STATE JOB NO. 00292(15)		SHEET NO. ITS-9
OKLAHOMA COUNTY				

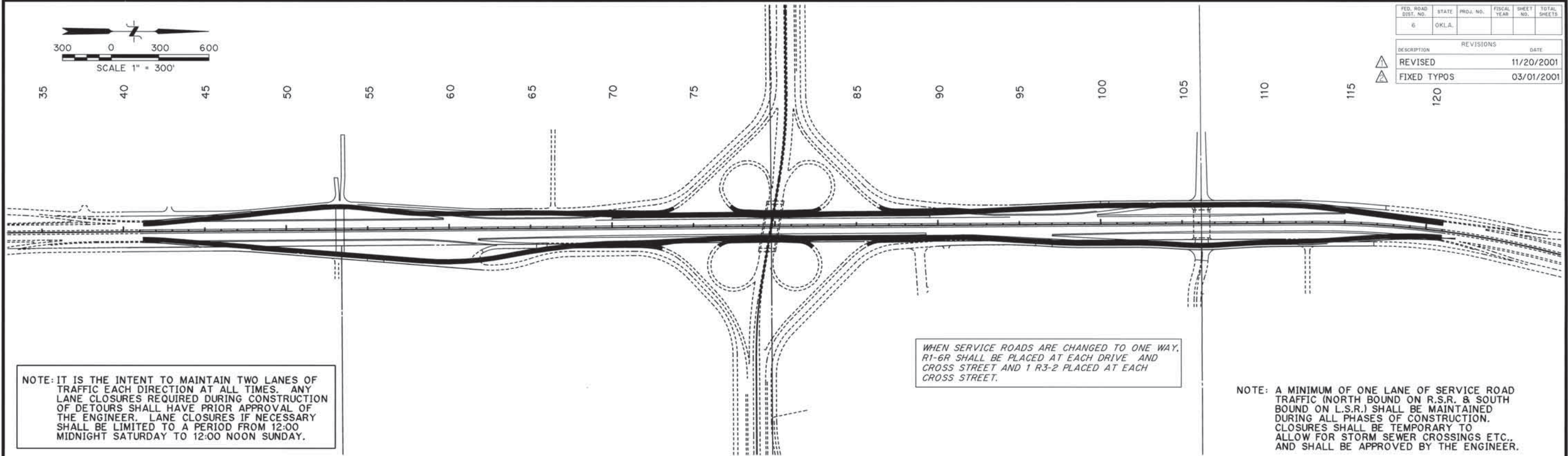
TRFPC42 G:\wv2\cbb\2001\JPO029215\00th-09.dgn 7:59:34 AM 2/12/02

REV. NO.	DESCRIPTION	REVISIONS	DATE



- * THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING COMPLETE ON SITE PARTS AND LABOR SUPPORT FOR THE INSTALLATION OF THE TWO (2) DYNAMIC MESSAGE SIGNS FROM DATE OF EQUIPEMENT DELIVERY TO THE END OF OF THE THREE (3) YEAR WARRANTY PERIOD
- * * EACH PHASE OF TESTING MUST BE APPROVED AS "PASSED" ON EACH OF THE TWO (2) SIGNS PRIOR TO BEGINNING THE NEXT PHASE

TIMELINE PHASES OF TESTING AND ACCEPTANCE		Drawn	AKR	10-01
		Design	AKR	10-01
		Checked	ARS	10-01
		TRAFFIC ENG. ALAN R. STEVENSON		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
DIVISION 4		STATE JOB NO. 0029205		SHEET NO. ITS-11



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION					REVISIONS
REVISED					DATE
FIXED TYPOS					11/20/2001
					03/01/2001

GENERAL SEQUENCE OF CONSTRUCTION

- PHASE I
- STEP 1 COLDMILL AND OVERLAY 3 LANES OF SOUTHBOUND SHIELDS BLVD. FROM I-240 TO JCT. I-35. TRAFFIC LOOPS ALONG SHIELDS BLVD. SHALL BE REPLACED AS SOON AS OVERLAY IS COMPLETE(SEE SIGNAL PAY QUANTITY SHEET FOR QUANTITIES AND LOCATION). LAYOUT & IMPLEMENT I-35 SOUTHBOUND ALTERNATE ROUTE AT SHIELDS BLVD(SEE SHTS TC16 & TC17). CONSTRUCT NORTH HALF (WESTBOUND LANES) S.E. 82nd ST. FROM STA.93+20.06 TO STA.96+84+ AND SOUTH HALF (EASTBOUND LANES) FROM STA.95+81.98 TO STA.96+83.56 WHILE MAINTAINING TRAFFIC. CONSTRUCT STRUCTURES 97 THRU 102 WITH CONNECTING R.C. PIPE. CONSTRUCT S.E. 66th ST. FROM BEG. STA.203+40.97 TO STA.207+12.37, INCLUDING TEMPORARY CONNECTION, WHILE MAINTAINING TRAFFIC. CONTRACTOR MAY BEGIN CONSTRUCTION ON STORM SEWER STRUCTURES 159 AND 160. CONSTRUCT A PORTION OF STRUCTURES 124 AND 148 (EAST & WEST 30'+). CONSTRUCT STORM SEWER STRS. 23 AND 24 WITH CONNECTING R.C.PIPE WHILE MAINTAINING ONE LANE NORTHBOUND COLLECTOR ROAD TRAFFIC. CONSTRUCT STORM SEWER STRUCTURE 151-158 WITH CONNECTING R.C. PIPE. CONSTRUCT RIGHT SERVICE ROAD FULL WIDTH STA.40+00 TO STA.42+50+. CLOSE NORTH BOUND EXIT RAMP AT S.E. 82nd ST. CONSTRUCT THE OUTSIDE LANE OF RIGHT SERVICE ROAD STA.42+50+ TO STA.55+00 INCLUDING STORM SEWER STRUCTURES 1, 2 & 4 THRU 10, T-3 AND THE EAST 13' OF TEMPORARY CONNECTION. CONSTRUCT LEFT SERVICE RD. FULL WIDTH STA.40+00 TO STA.43+30+, INCLUDING S.E. 84th ST. RETURN. CONSTRUCT OUTSIDE LANE LEFT SERVICE ROAD STA.43+30+ TO STA.62+50. INCLUDING ALL APPLICABLE STORM SEWER, S.E. 82nd ST. RETURN AND THE WEST 13' OF TEMPORARY CONNECTION. CLOSE EXISTING SOUTHBOUND EXIT RAMP AT S.E. 82nd AND PLACE BARRIER ALONG SHOULDER OF EXISTING SOUTH BOUND LANES MAINLINE LT. OF STA.58+00+ THEN NORTHERLY ALONG OUTSIDE EDGE EXISTING PAVEMENT TO STA. 74+00+ @ RAMP 240"A". CONSTRUCT STORM SEWER STRUCTURES 65, 67, 86, 88, 89, 91, 93, 95 & 96 WITH CONNECTING R.C. PIPE. CONSTRUCT OUTSIDE LANE LEFT SERVICE ROAD STA.100+50 TO STA.117+55.15, INCLUDING ALL APPLICABLE STORM SEWER, S.E. 66th ST. RETURN AND WEST 13' OF TEMPORARY CONNECTION. CONSTRUCT OUTSIDE LANE RT. SERVICE ROAD STA.97+00 TO STA.116+78.21, INCLUDING ALL APPLICABLE STORM SEWER, S.E. 66th ST. RETURN AND THE EAST 13' OF TEMPORARY CONNECTION. CONSTRUCT TEMPORARY DRAINAGE STRUCTURE T-12.
- STEP 2 WIDEN EXISTING ASPHALT PAVEMENT MAINLINE FROM STA.60+00 TO 95+00 ON BOTH NORTH AND SOUTHBOUND INSIDE LANES WHILE MAINTAINING TWO LANES OF TRAFFIC EACH DIRECTION PLACE PORTABLE MEDIAN BARRIER ON APPROXIMATE CENTERLINE EXPRESSWAY WITH PORTABLE ATTENUATOR AT EACH END. CONSTRUCT IMPROVEMENTS TO S.W. SERVICE RD.(SEE SHT NO. TC8 & TC14. CONSTRUCT SLIP RAMP 1 & 2. CONSTRUCT TEMPORARY WIDENING EXISTING RAMP 240"C" AND LEFT AND RIGHT COLLECTOR RDS. THIS WIDENING IS TO BE CONSTRUCTED WHILE MAINTAINING THRU TRAFFIC. PLACE PORTABLE BARRIER ON EXISTING PAVEMENT 42.5' RIGHT AND LEFT OF MAINLINE CENTERLINE AND INSIDE EDGES OF RAMPS AND COLLECTOR ROADS (SEE TRAFFIC CONTROL PLANS PHASE I, STEP 3 & 4 FOR BARRIER PLACEMENT AND LOCATION). DIVERT RAMP AND COLLECTOR ROAD TRAFFIC TO NEW WIDENING.
- STEP 3 CONSTRUCT RIGHT COLLECTOR ROAD PERMANENT WIDENING FROM STA.75+00+ TO STA.86+41+. INCLUDING MEDIAN BARRIER AND IMPACT ATTENUATOR, WHILE MAINTAINING TRAFFIC. CONSTRUCT LEFT COLLECTOR ROAD PERMANENT WIDENING STA.73+00+ TO STA.86+61+. INCLUDING MEDIAN BARRIER AND IMPACT ATTENUATOR. CONSTRUCT STRUCTURES 124 AND 148 FROM 47'LT. @ MAINLINE WEST TO NEWLY CONSTRUCTED SECTION AND FROM 47'RT. OF @ MAINLINE EAST TO NEWLY CONSTRUCTED SECTION. CONSTRUCT WEST (SOUTHBOUND) I-35 MAINLINE OUTSIDE SHOULDER STA.70+00+ TO STA.89+50+ AND FROM 47' LT. WEST TO 59' LEFT STA.89+50+ TO STA.91+00+, INCLUDING ALL APPLICABLE STORM SEWER. CONSTRUCT MAINLINE FROM 47'RT. EAST STA.75+00+ TO STA.86+44+, INCLUDING ALL APPLICABLE STORM

- PHASE I, CONTINUED
- STEP 4 SEWER. CONSTRUCT TEMPORARY DRAINAGE STRUCTURES T-7, T-8, T-9 AND T-10. PLACE BARRIER ALONG RIGHT AND LEFT SERVICE RDS. (SEE TRAFFIC CONTROL PLANS FOR BARRIER PLACEMENT AND LOCATION), AND RESTRICT LOCAL SERVICE ROAD TRAFFIC TO ONE LANE (S.B. ON LEFT SERV. RD. AND N.B. ON RIGHT SERV. RD.) IN THE OUTER LANE OF SERVICE ROADS. CLOSE EXISTING EXIT AND ENTRANCE RAMPS SOUTH OF S.E. 82nd STREET. CONSTRUCT IMPROVEMENTS TO THE REMAINDER OF EXISTING SERVICE ROADS AND CONSTRUCT DETOUR WIDENING OF SERVICE ROADS. CONSTRUCT TEMPORARY DRAINAGE STRUCTURES T-1, T-2, T-4, T-5, T-6, T-11 AND T-13. CONSTRUCT DETOURS 1 AND 2. DETOUR NORTHBOUND EXPRESSWAY TRAFFIC ONTO DETOUR NO.1 AND SOUTH BOUND EXPRESSWAY TRAFFIC ONTO DETOUR NO.2.
- PHASE II
- STEP 1 CLOSE E.B. I-240 TO N.B. I-35 RAMP AND ROUTE TRAFFIC AS SHOWN SHEET TC14B. WHILE MAINTAINING EXPRESSWAY TRAFFIC ON DETOUR 1 AND 2. REMOVE AND CONSTRUCT BRIDGE "G" (S.E. 82nd). CONSTRUCT THE INSIDE 70' MAINLINE (35'LT. & 35'RT.) STA.41+22.62 TO STA.47+90+. CONSTRUCT RETAINING WALL "D" STA.49+00 TO STA.52+88.66 AND RET. WALL "E" STA.53+70.99 TO STA.54+50.99, INCLUDING STRUCTURES 30 & 31 WITH STUBOUT TO STR. 32. CONSTRUCT RETAINING WALL"A" STA.49+00 TO STA.52+88.51 AND RETAINING WALL "B" STA.53+70.84 TO STA.56+47.59, INCLUDING STRUCTURES 55, 56, 63 AND 63A WITH STUB-OUTS TO STRS. 57 & 60. CONSTRUCT MAINLINE FULL WIDTH STA.47+90 TO STA.59+60+ WITH STORM SEWER STRUCTURES 27 THRU 49 AND STRUCTURES 52 THRU 63A WITH CONNECTING R.C. PIPE, INCLUDING 42" RCP FROM STR. 62 TO STR. 65. CONSTRUCT WEST (S.B. LANES) I-35 MAINLINE FULL WIDTH EXCEPT FOR OUTSIDE SHOULDERS. STA.59+60+ TO STA.67+36.65, INCLUDING STORM SEWER STRUCTURES 66 & 68 WITH CONNECTING R.C. PIPE. CONSTRUCT EAST (N.B.LANES) I-35 MAINLINE FULL WIDTH FROM STA.59+60+ TO STA.75+00+, INCLUDING RAMP 240"B" WITH STORM SEWER STR.10 THRU 22 AND CONNECTING R.C.PIPE AND 30" R.C.PIPE FROM STR.21 TO 23. CONSTRUCT THE WEST 19' OF TEMPORARY CONNECTION RAMP 240"B". CONSTRUCT REMAINDER OF STRUCTURES 124 AND 148. CONSTRUCT WEST (S.B. LANES) I-35 MAINLINE FULL WIDTH, EXCEPT FOR SHOULDERS FROM STA.67+36.65 TO STA. 89+50+, AND WEST 59' STA.89+50+ TO STA.97+04+, INCLUDING ALL APPLICABLE STORM SEWER. CONSTRUCT EAST (N.B.LANES) I-35 MAINLINE FULL WIDTH, FROM STA.75+00 TO STA.91+00+, INCLUDING ALL APPLICABLE STORM SEWER. CONSTRUCT THE INSIDE 59' OF THE EAST (N.B.LANES) I-35 FROM STA.91+00+ TO STA.97+00+, INCLUDING APPLICABLE STORM SEWER. CONSTRUCT EAST (N.B. LANES) I-35 FULL WIDTH FROM STA.97+00+ TO STA.116+00+, INCLUDING APPLICABLE STORM SEWER AND RETAINING WALLS "H" & "I". CONSTRUCT WEST (S.B.LANES) I-35 MAINLINE FULL WIDTH STA.97+04+ TO STA.115+00+, INCLUDING ALL APPLICABLE STORM SEWER AND RETAINING WALLS "F" & "G". MODIFY EXISTING BRIDGE AT S.E. 66th STREET. CONSTRUCT THE INSIDE 35' OF THE WEST (S.B.LANES) I-35 MAINLINE FROM STA.115+00+ TO STA.121+00, INCLUDING SECTION OF 18" R.C. PIPE. CONSTRUCT THE INSIDE 23' OF THE EAST (N.B.LANES) I-35 MAINLINE STA.116+00+ TO STA.121+00, INCLUDING SECTION OF 18" R.C.PIPE. CONSTRUCT DETOUR NO. 3. CONSTRUCT DETOUR NO.4. CONSTRUCT TEMPORARY DRAINAGE STRUCTURE T-14. CONSTRUCT DETOUR NO. 5.

- PHASE III
- STEP 1 PLACE MAINLINE SOUTHBOUND TRAFFIC ON THE TWO INSIDE LANES OF THE NEWLY CONSTRUCTED SOUTHBOUND PAVEMENT. PLACE NORTHBOUND TRAFFIC ON THE TWO INSIDE LANES OF THE NEWLY CONSTRUCTED NORTHBOUND PAVEMENT (TWO 10' LANES FROM STA.116+00+ TO STA.121+00). DETOURS

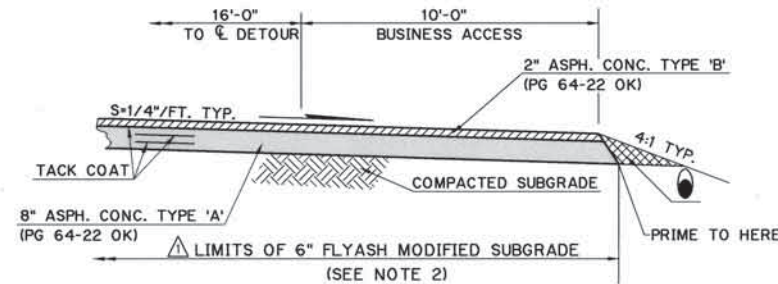
- PHASE III, STEP 1, CONTINUED
- STEP 1 NO.3, 4 & 5 WILL BE USED FOR I-240 ACCESS TRAFFIC. LOCAL SERVICE ROAD TRAFFIC WILL REMAIN IN PLACE. REMOVE NORTH END DETOUR NO.1 AND CONSTRUCT THE REMAINDER OF EAST (N.B.LANES) I-35 MAINLINE STA.116+00+ TO STA.121+00 COMPLETE. OPEN THIS SECTION FULL WIDTH(SEE TRAFFIC CONTROL PLANS SHEET NO.TC39 FOR DETAILS). CONSTRUCT RAMP 66"B" FROM STA.95+00+ TO 103+59+ EXCEPT FOR SHOULDERS. CONSTRUCT RIGHT SERVICE ROAD FROM STA. 98+00+ TO STA. 116+78.61 COMPLETE WITH TEMPORARY CONNECTION AND ALL APPLICABLE STORM SEWER. CONSTRUCT RAMP 240 "A" FULL WIDTH FROM STA.67+36.65 TO STA.72+00+ AND THE INSIDE 16' STA.72+00+ TO STA. 73+00.88, INCLUDING ALL APPLICABLE STORM SEWER. CONSTRUCT INSIDE 15+ OF RAMP 240"C" FROM STA.86+60.42 TO STA.89+50+. COMPLETE CONSTRUCTION OF RAMP 240 "C" FROM STA.89+50+ TO STA.93+44.20, EXCEPT FOR SHOULDERS. CONSTRUCT INSIDE 18' TO 12' OF RAMP 240 "D" (SEE JOINT LAYOUT) FROM BEG. STA.86+42+ TO STA.91+00+, INCLUDING STRS. 136 AND 137 WITH 42 L.F. STUBOUT TO STRUCTURE 135. CONSTRUCT WIDENING OF SOUTHBOUND I-35 TO WESTBOUND I-240 AND WESTBOUND I-240 TO NORTHBOUND I-35 RAMPS.
- STEP 2 REMOVE REMAINDER DETOURS NO.1 & 2. AND CONSTRUCT REMAINDER OF I-35 MAINLINE STA.41+22.62 TO STA.47+90+ COMPLETE. CONSTRUCT REMAINDER OF RETAINING WALLS "A" & "D". CONSTRUCT RAMP 82"C" COMPLETE. INCLUDING REMAINDER OF RETAINING WALL "B" STA.56+47.59 TO STA.57+39.63 AND SPECIAL SHOULDER BARRIER. CONSTRUCT REMAINDER OF LEFT SERVICE ROAD STA.43+30+ TO STA.62+50 COMPLETE. INCLUDING ALL APPLICABLE STORM SEWER, RETAINING WALL "C" AND REMAINDER OF TEMP. CONNECTION. CONSTRUCT REMAINDER RIGHT SERVICE ROAD STA.42+50+ TO STA.55+00, INCLUDING ALL APPLICABLE STORM SEWER AND REMAINDER OF TEMPORARY CONNECTION. CONSTRUCT REMAINDER OF S.E. 82nd ST. COMPLETE. CONSTRUCT REMAINDER OF WEST (S.B.LANES) I-35 MAINLINE STA.59+60+ TO STA.STA.67+36.65 COMPLETE. CONSTRUCT REMAINDER OF RAMPS 66"B", 240"A", 240"C" AND 240"D" COMPLETE. CONSTRUCT THE REMAINDER OF TEMPORARY CONNECTION RAMP 240"B". COMPLETE CONSTRUCTION OF EAST (N.B.LANES) I-35 MAINLINE FROM RAMP 240"D" TO STA.97+00+, INCLUDING ALL APPLICABLE STORM SEWER. CONSTRUCT THE REMAINDER OF RIGHT SERVICE ROAD FROM STA.97+00 TO STA.98+00+ COMPLETE WITH TEMPORARY CONNECTION AND ALL APPLICABLE STORM SEWER. CONSTRUCT REMAINDER OF LEFT SERVICE ROAD STA.100+00 TO STA.116+78.21 COMPLETE WITH TEMPORARY CONNECTION AND ALL APPLICABLE STORM SEWER. CONSTRUCT RAMP 66"A" COMPLETE. INCLUDING SPECIAL SHOULDER BARRIER AND ALL APPLICABLE STORM SEWER. CONSTRUCT RAMP 66 "C" COMPLETE WITH ALL APPLICABLE STORM SEWER. COMPLETE CONSTRUCTION OF WEST (S.B.LANES) I-35 MAINLINE STA.115+00+ TO STA.121+00 COMPLETE. COMPLETE CONSTRUCTION OF S.E. 66th STREET. RESET OVERHEAD SIGN STRUCTURES.
- STEP 3 REMOVE BARRIER FROM SERVICE ROADS AND OPEN ENTIRE FACILITY TO TRAFFIC.

Design	
Drawn	
Checked	
Approved	
Squad	POE

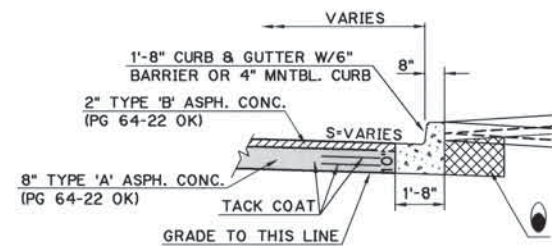
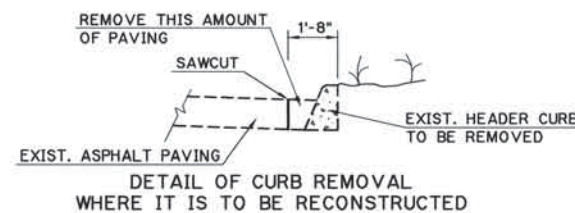
DETOUR LAYOUT & GENERAL SEQUENCE OF CONSTRUCTION

State Job No. 0029213RDPY Sheet No. TC1

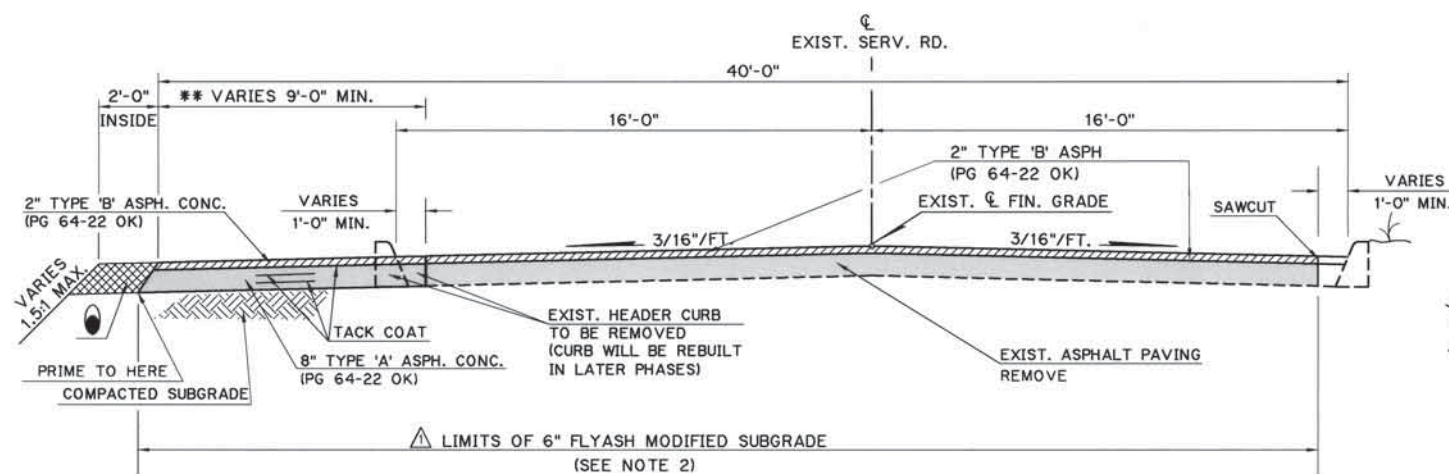
NOTE 2:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.



**TYPICAL SECTION
BUSINESS ACCESS**



**TYPICAL SECTION
FOR THE RECONSTRUCTION OF EXISTING PAVEMENT
REMOVED FOR DETOUR CONSTRUCTION
(SEE STD. ASCD-4-LATEST REVISION)**

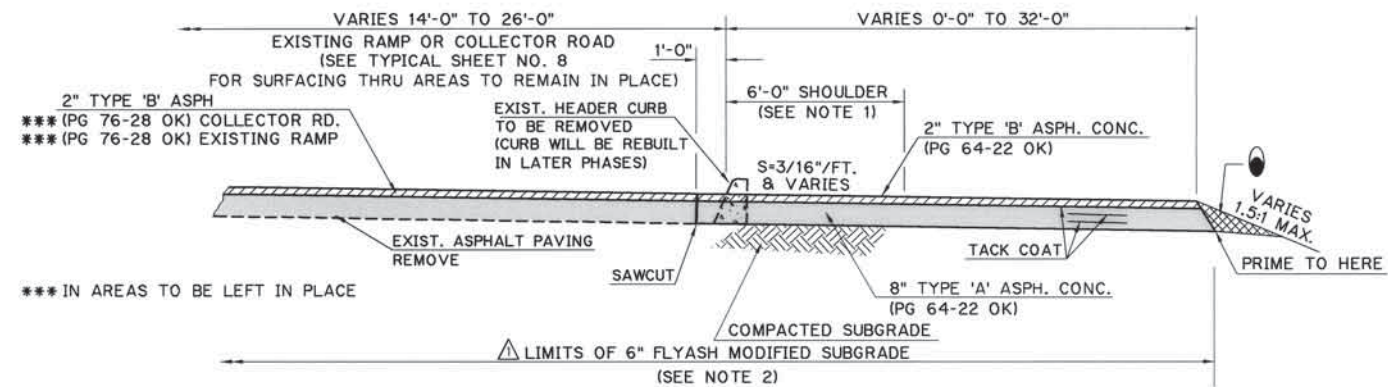


SECTION WHERE CURB EXISTS

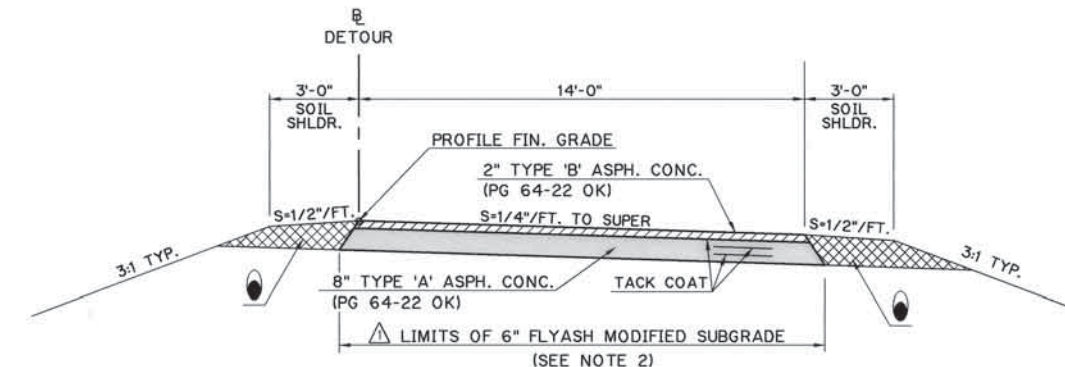
TYPICAL SECTION - SERVICE ROAD TEMPORARY WIDENING FOR DETOURS

9'-0" IS TYPICAL & MINIMUM WIDTH
ACTUAL WIDTH OF REMOVAL & WIDENING VARIES AT CERTAIN LOCATIONS

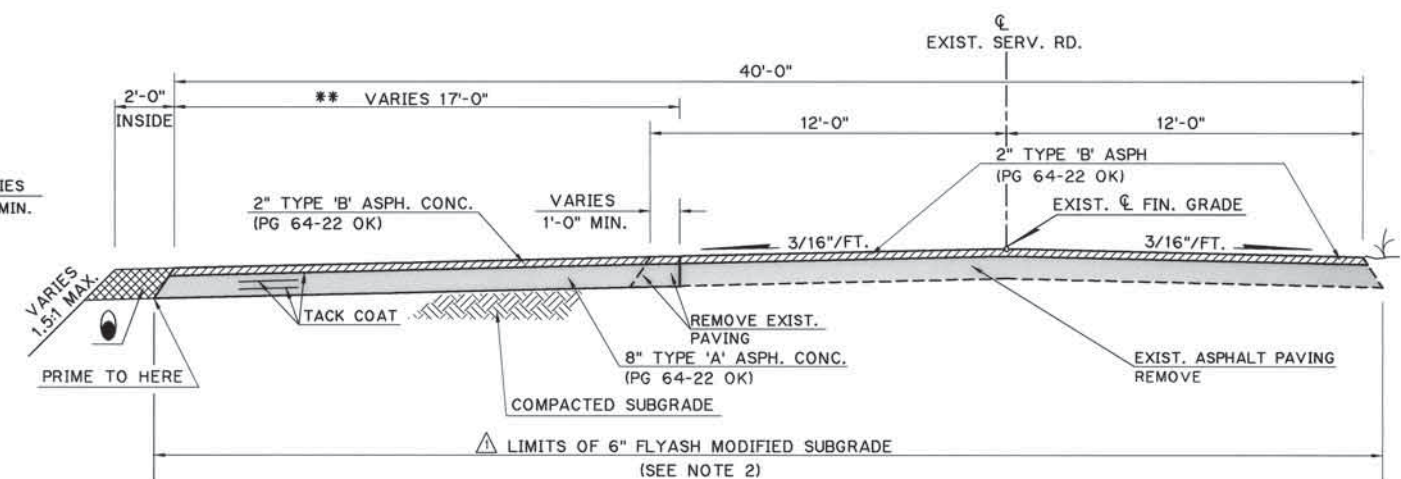
NOTE 1:
IN AREAS DESIGNATED ON PLANS. THIS PORTION OF DETOUR PAVING SHALL BE LEFT IN PLACE.



**TYPICAL SECTION - WIDENING
EXISTING RAMPS & COLLECTOR ROADS
THROUGH INTERCHANGE**



**TYPICAL SECTION
DETOUR NO. 3, 4 & 5
AND
SLIP RAMP NO. 1 & 2**



SECTION WHERE NO CURB EXISTS

Design		
Drawn	JJC	RLC
Checked	JLH	
Approved	JWE	
Squad	POE	

**TYPICAL SECTIONS
FOR DETOURS &
TEMPORARY WIDENING**

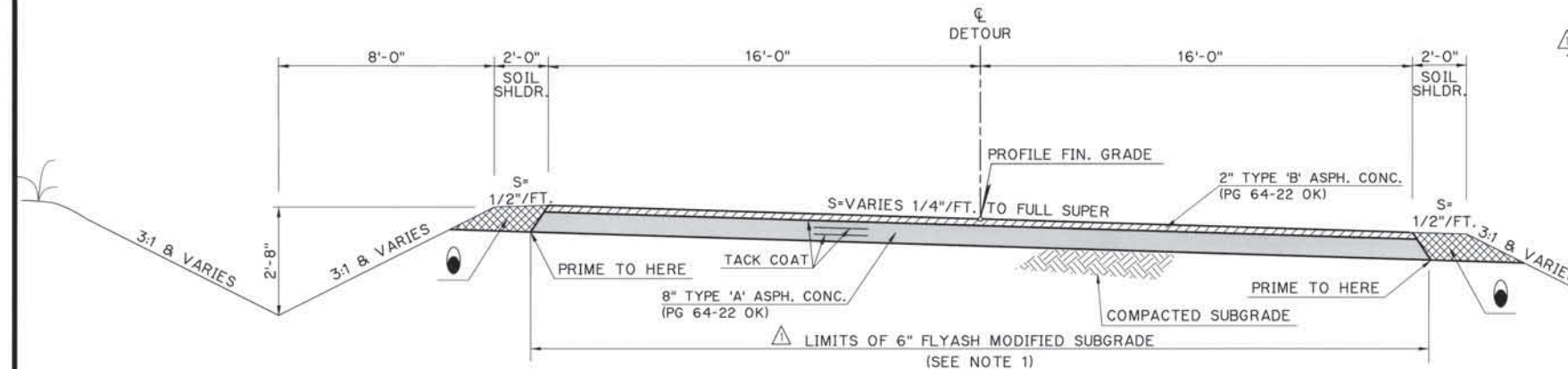
State Job No. 00292(15) RDY. Sheet No. TC2

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MODIFIED TYPICAL					11/20/2001

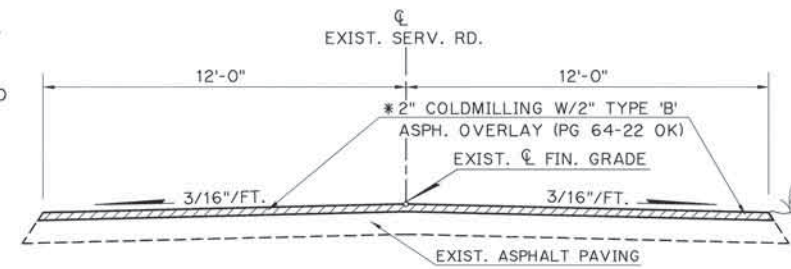
NOTE 1:
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.

* THE COLDMILLING SURFACE SHALL IMMEDIATELY BE FOG SEALED AT THE APPROXIMATE RATE OF 0.1 GALLONS PER SQUARE YARD. THE FOG SEAL SHALL BE A MIXTURE OF 5 PARTS WATER AND 1 PART EMULSIFIED ASPHALT. WATER USED IN THE DILUTION OF EMULSIFIED ASPHALT WILL NOT BE MEASURED FOR PAYMENT. THE FOG SEAL SHALL BE MEASURED AND PAID FOR AS TACK COAT.

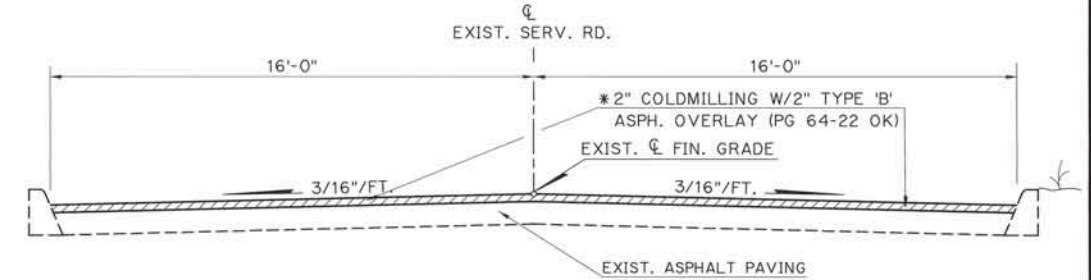
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
△	MODIFIED TYPICAL				11/20/2001
△	MODIFIED TYPICAL				1/14/2002
△	MODIFIED WIDENING				2/28/2002



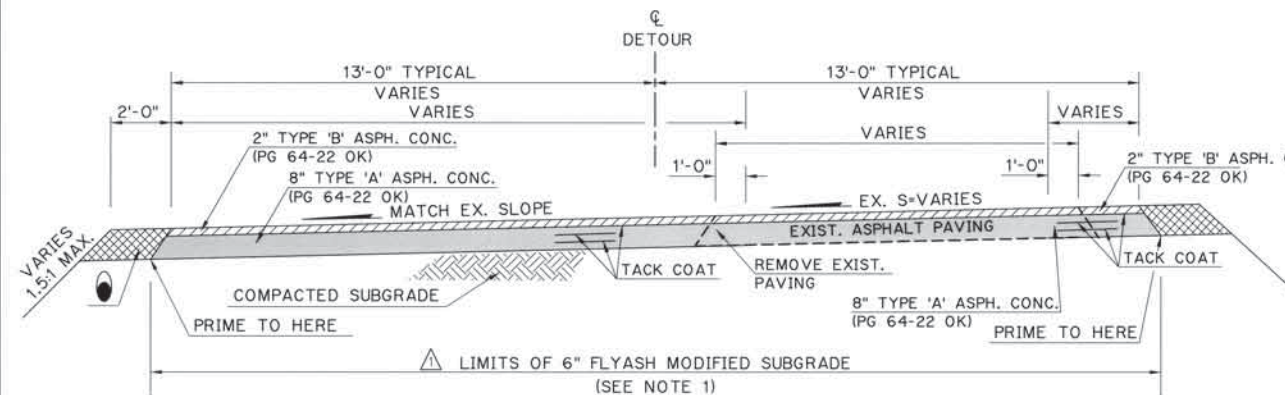
TYPICAL SECTION - EXPRESSWAY DETOUR CONNECTION



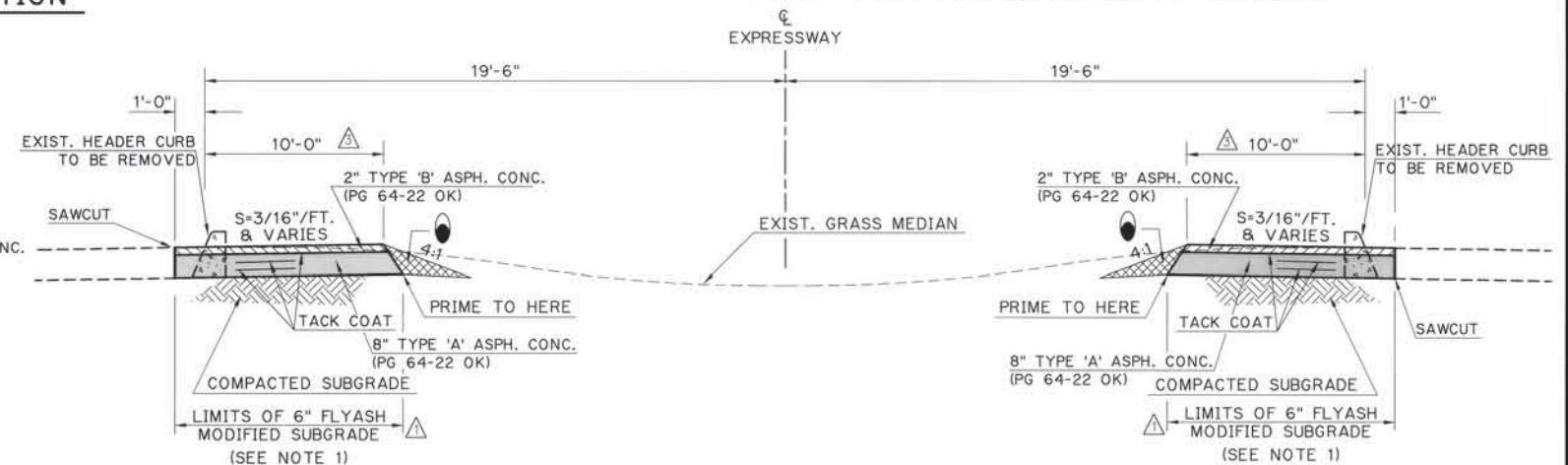
TYPICAL SECTION - SERVICE ROAD OVERLAY



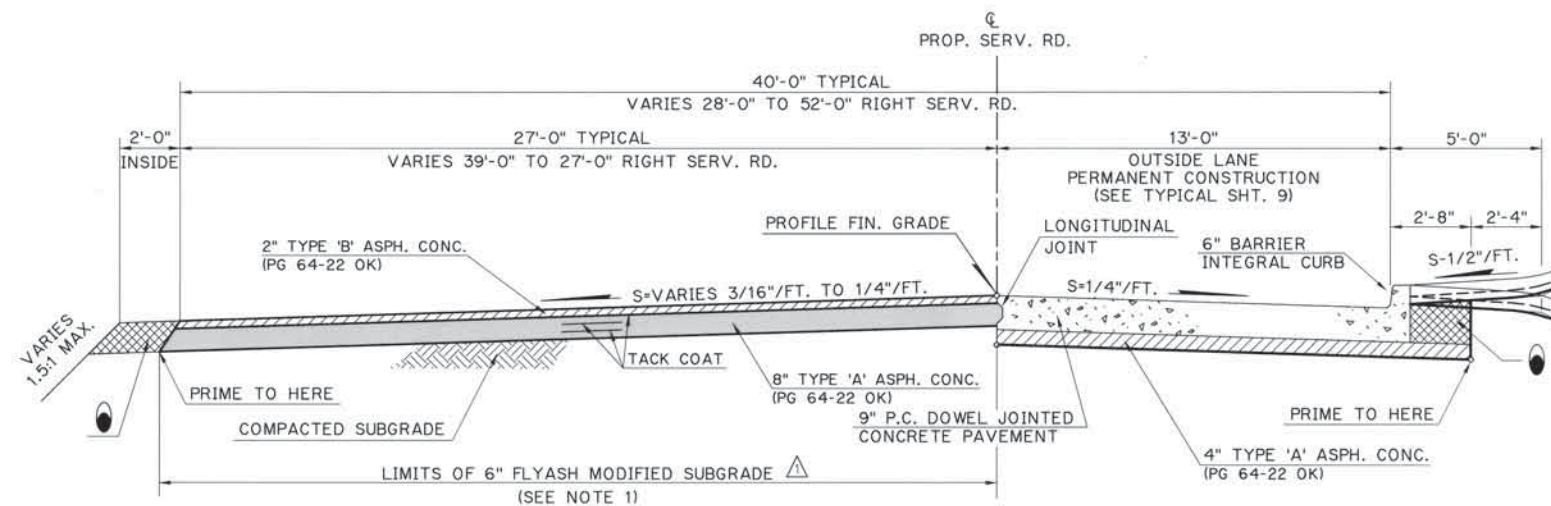
TYPICAL SECTION - SERVICE ROAD & SHIELDS OVERLAY
(SEE SHT. TC14A FOR VARIATION ST SHIELDS)



TYPICAL SECTION DETOUR NO. 2



TYPICAL SECTION - EXPRESSWAY WIDENING
STA.60+00 TO STA.95+00



TYPICAL SECTION - SERVICE ROAD TEMPORARY WIDENING FOR DETOURS
WHERE OUTSIDE LANE IS CONSTRUCTED INITIALLY

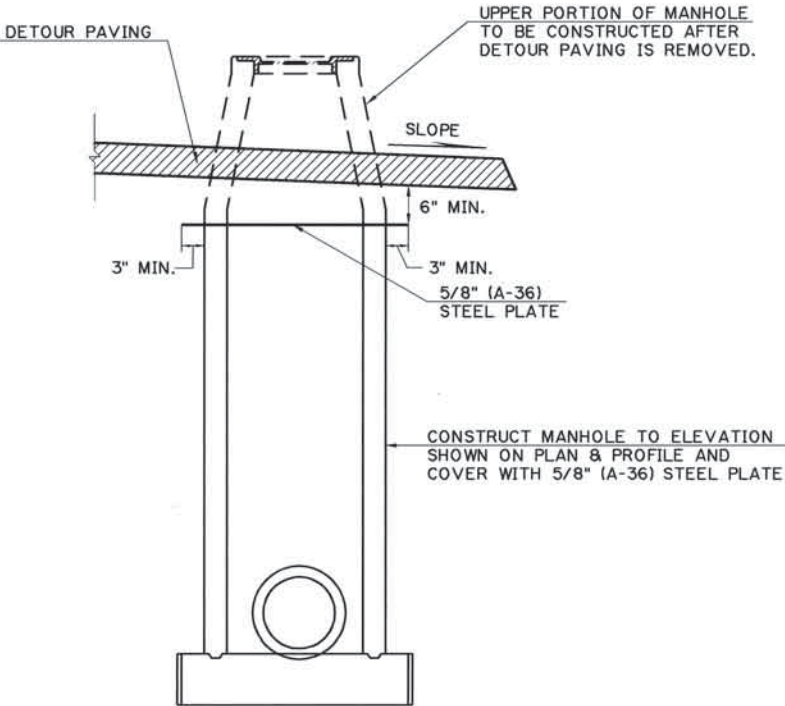
TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

Design	JWE
Drawn	JJC
Checked	JWE
Approved	JWE
Squad	POE

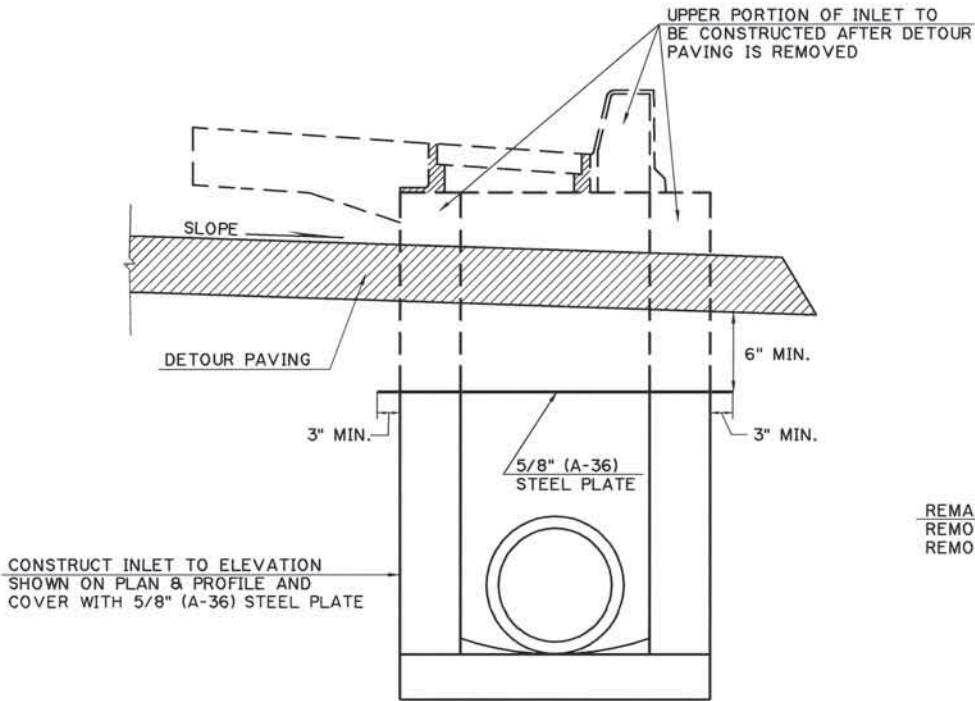
TYPICAL SECTIONS DETOURS & TEMPORARY WIDENING

State Job No. 00292(15)RDY. Sheet No. TC3

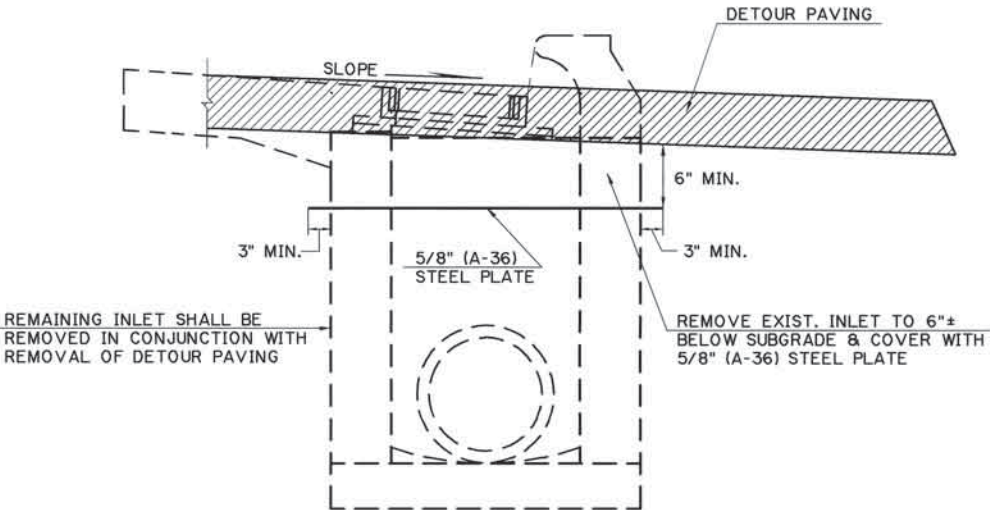
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



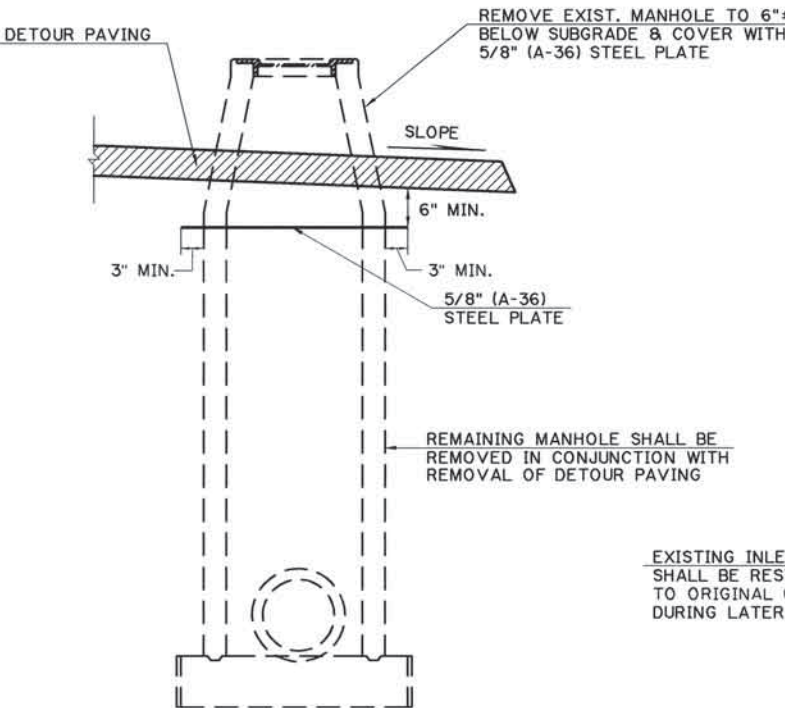
DETAIL OF PROPOSED MANHOLE CONSTRUCTION DURING DETOUR PHASING



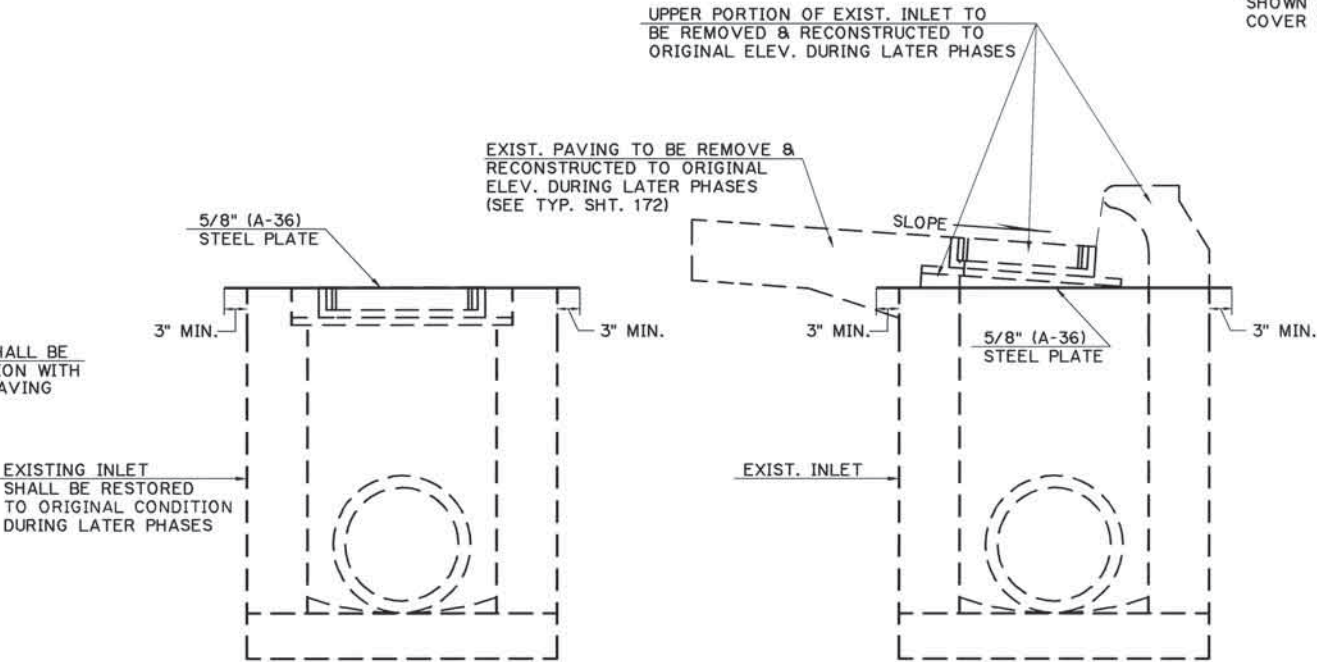
DETAIL OF PROPOSED INLET CONSTRUCTION DURING DETOUR PHASING



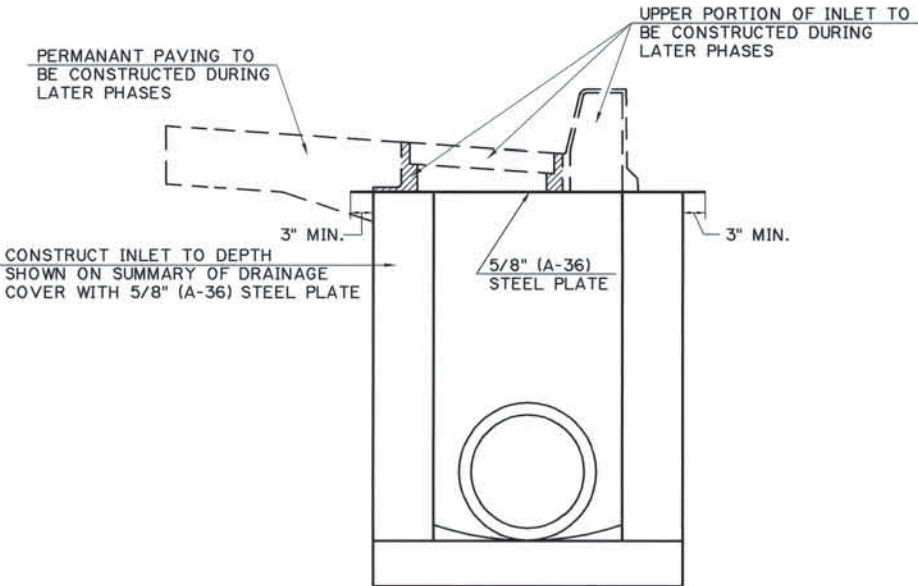
DETAIL OF EXISTING INLET REMOVAL DURING DETOUR PHASING



DETAIL OF EXISTING MANHOLE REMOVAL DURING DETOUR PHASING



DETAIL OF EXISTING INLETS REMAINING IN PLACE DURING DETOUR PHASING TO BE COVERED & PROTECTED



DETAIL OF PROPOSED INLET CONSTRUCTION DURING DETOUR PHASING TO BE COVERED & PROTECTED

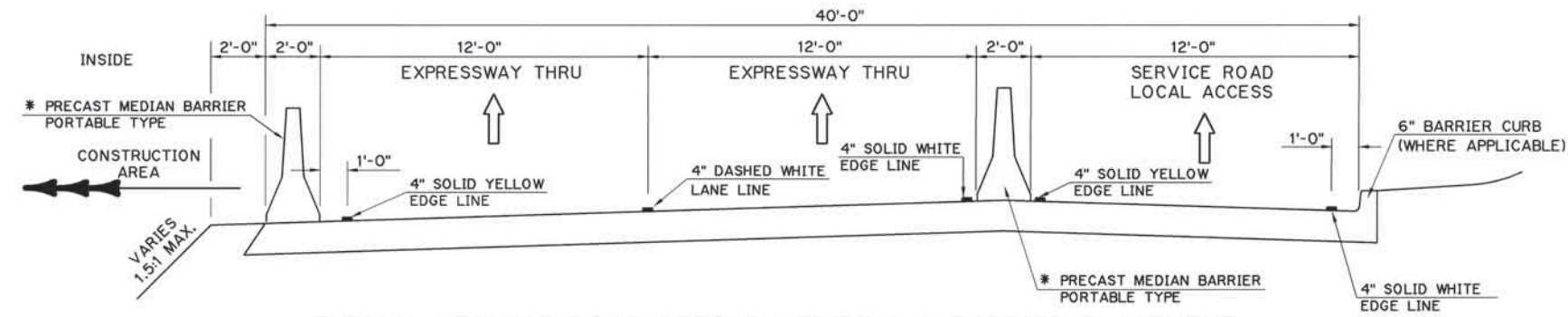
NOTE: COST OF STEEL PLATE TO BE INCLUDED IN OTHER ITEMS OF WORK.

Design	
Drawn	JLN
Checked	JWE
Approved	JWE
Squad	POE

SPECIAL CONSTRUCTION DETAILS FOR TEMPORARY DRAINAGE

State Job No. 00292(15)RDY Sheet No. TC4

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

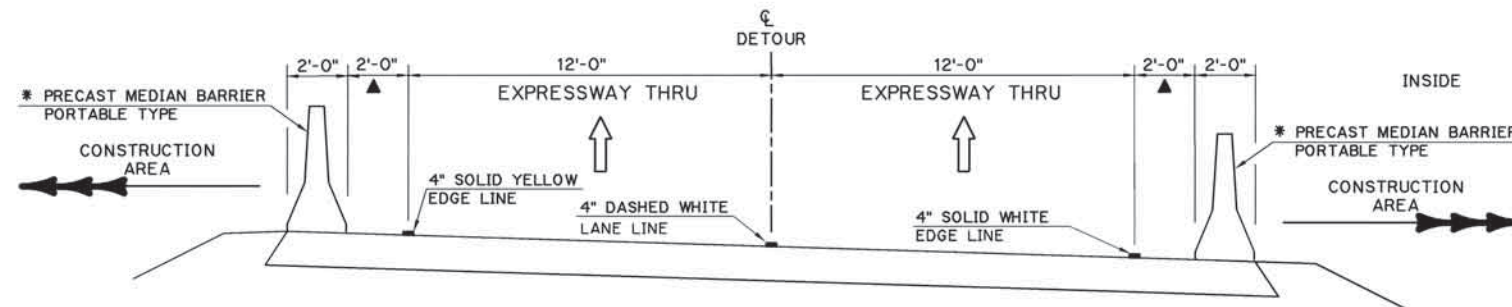


TYPICAL SERVICE ROAD DETOUR STRIPING & BARRIER PLACEMENT

NOTE: FOR DIMENSIONS NOT SHOWN FOR PAVEMENT MARKINGS SEE ODOT STANDARD DRAWINGS PM1-1 AND PM4-1-LATEST REVISIONS.

ALL STRIPING TO BE PLACED ON TEMPORARY SURFACES OR ON SURFACES SCHEDULED TO BE REMOVED SHALL BE DONE WITH PAINT UNLESS OTHERWISE NOTED ON THE PLANS OR STANDARD DRAWINGS. ALL FINAL OR FINISHED SURFACES SHALL BE STRIPED WITH EITHER REMOVABLE PAVEMENT MARKING TAPE OR CONSTRUCTION ZONE PAVEMENT MARKERS, UNLESS OTHERWISE NOTED ON PLANS. THE USE OF REMOVABLE PAVEMENT MARKING TAPE SHOULD BE RESTRICTED TO THOSE LOCATIONS REQUIRING SHORT LENGTHS OF STRIPE TO BE INSTALLED FOR SHORT PERIODS OF TIME.

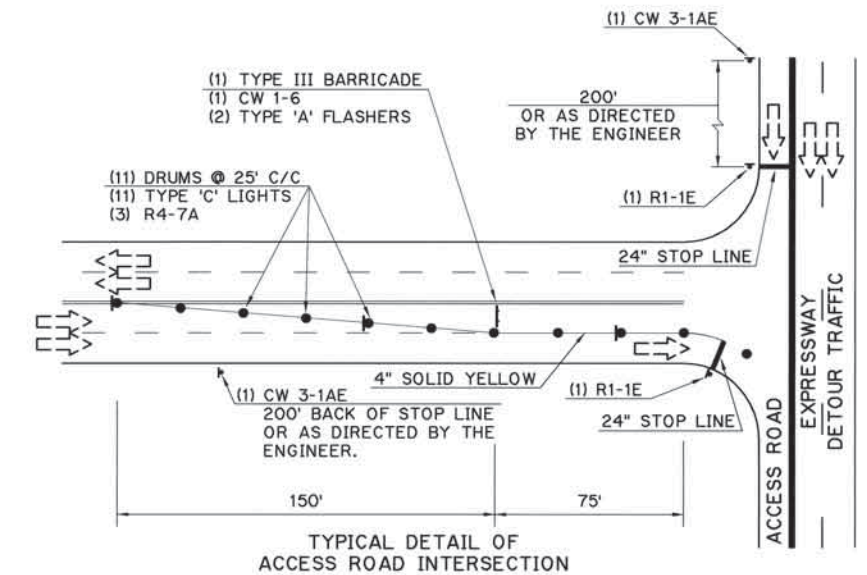
FOR PLACEMENT OF CONSTRUCTION ZONE PAVEMENT MARKERS SEE ODOT STANDARD DRAWING TCD10-1-LATEST REVISION.



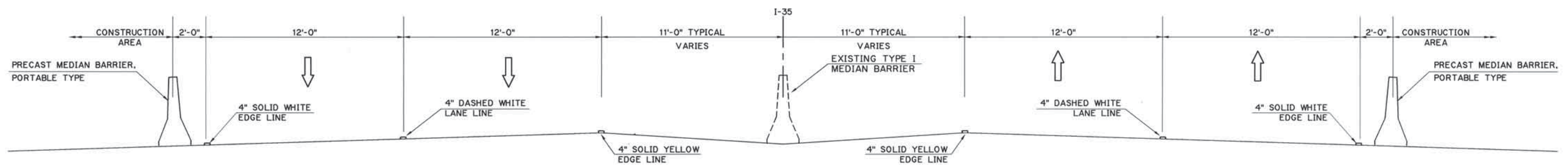
TYPICAL EXPRESSWAY DETOUR CONNECTION STRIPING & BARRIER PLACEMENT

▲ THIS DIMENSION CAN BE REDUCED WHERE DETOUR ABUTTS NEW SLAB CONSTRUCTION AND MORE CONSTRUCTION ROOM IS NECESSARY.

* TYPICAL PORTABLE MEDIAN BARRIER PLACEMENT AT LOCATIONS SHOWN ON TRAFFIC CONTROL PLANS & WHEN REQUIRED FOR WORK AREA PROTECTION.



TYPICAL DETAIL OF ACCESS ROAD INTERSECTION

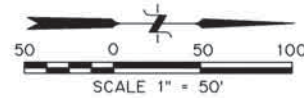


TYPICAL STRIPING & BARRIER PLACEMENT

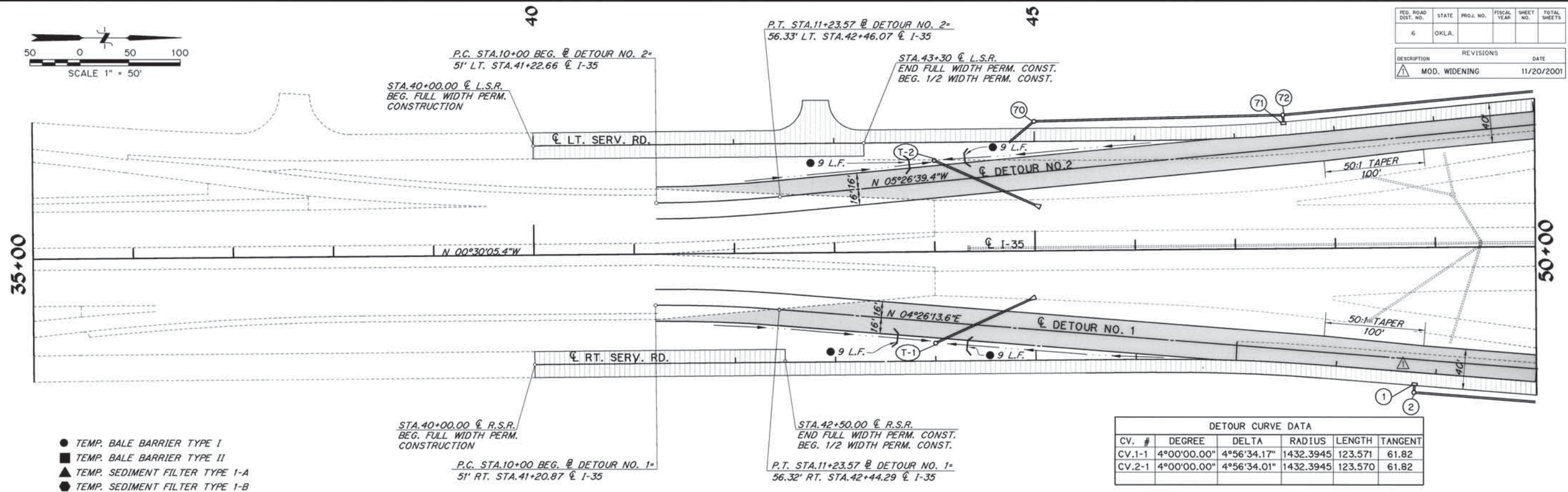
Design	JWE
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

TYPICAL SECTIONS STRIPING & BARRIER PLACEMENT FOR DETOURS

State Job No. 00292(15)RDY Sheet No. TC5

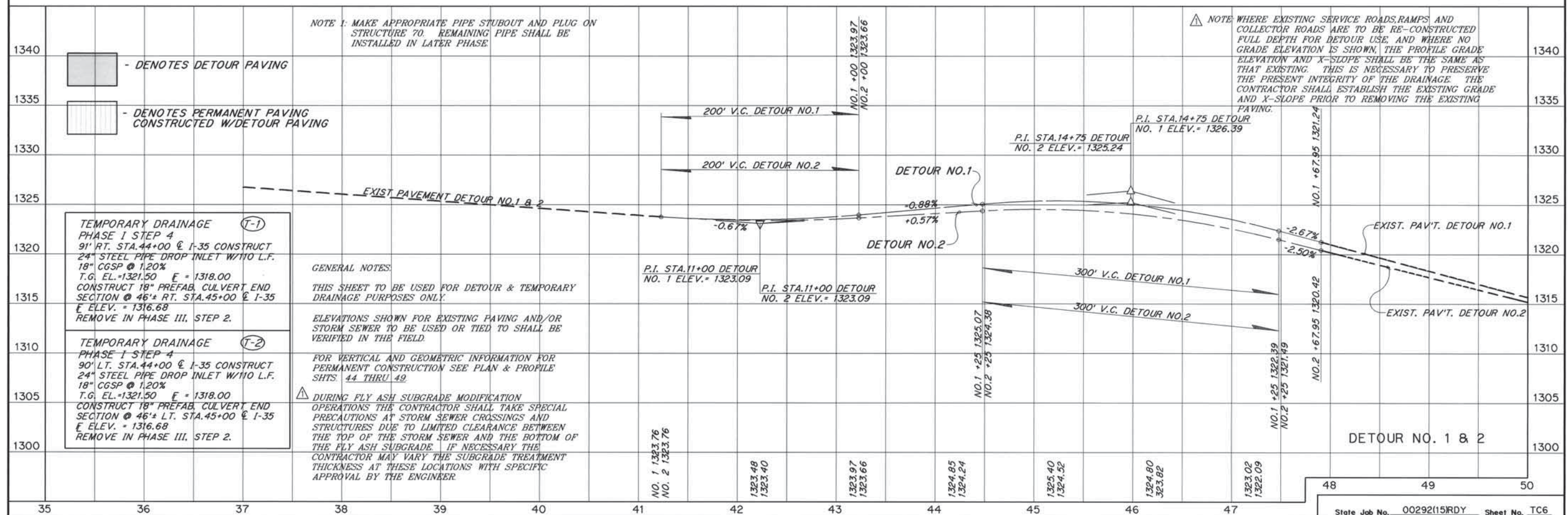


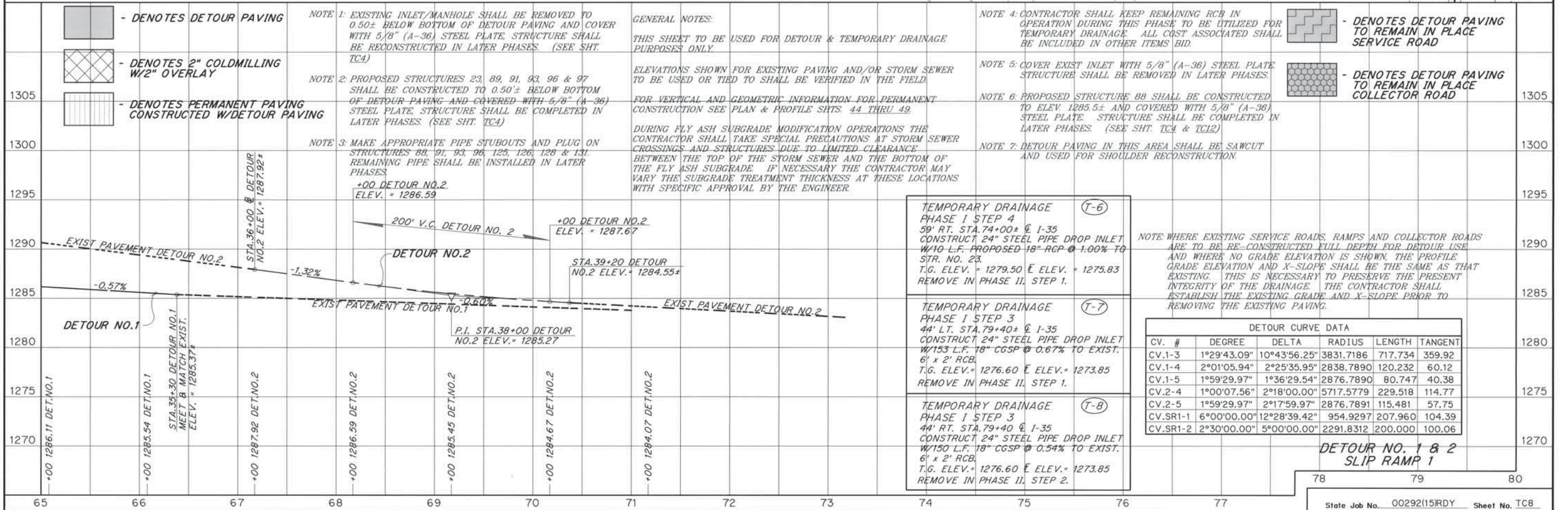
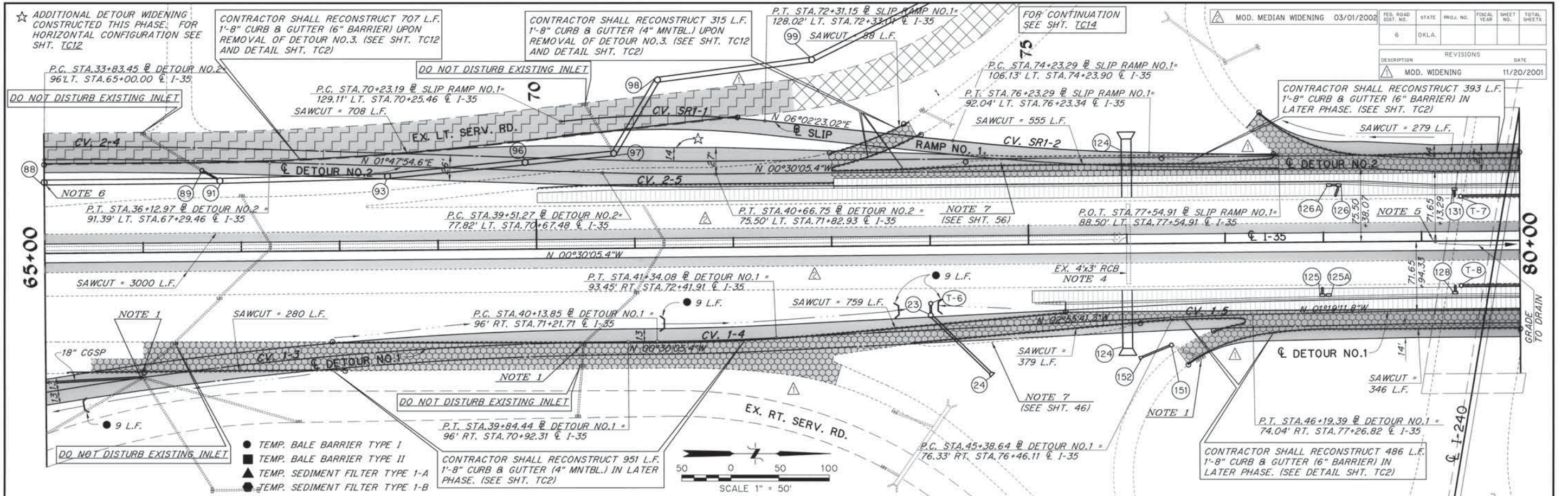
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MOD. WIDENING					11/20/2001



DETOUR CURVE DATA					
CV. #	DEGREE	DELTA	RADIUS	LENGTH	TANGENT
CV.1-1	4°00'00.00"	4°56'34.17"	1432.3945	123.571	61.82
CV.2-1	4°00'00.00"	4°56'34.01"	1432.3945	123.570	61.82

- TEMP. BALE BARRIER TYPE I
- TEMP. BALE BARRIER TYPE II
- ▲ TEMP. SEDIMENT FILTER TYPE 1-A
- TEMP. SEDIMENT FILTER TYPE 1-B

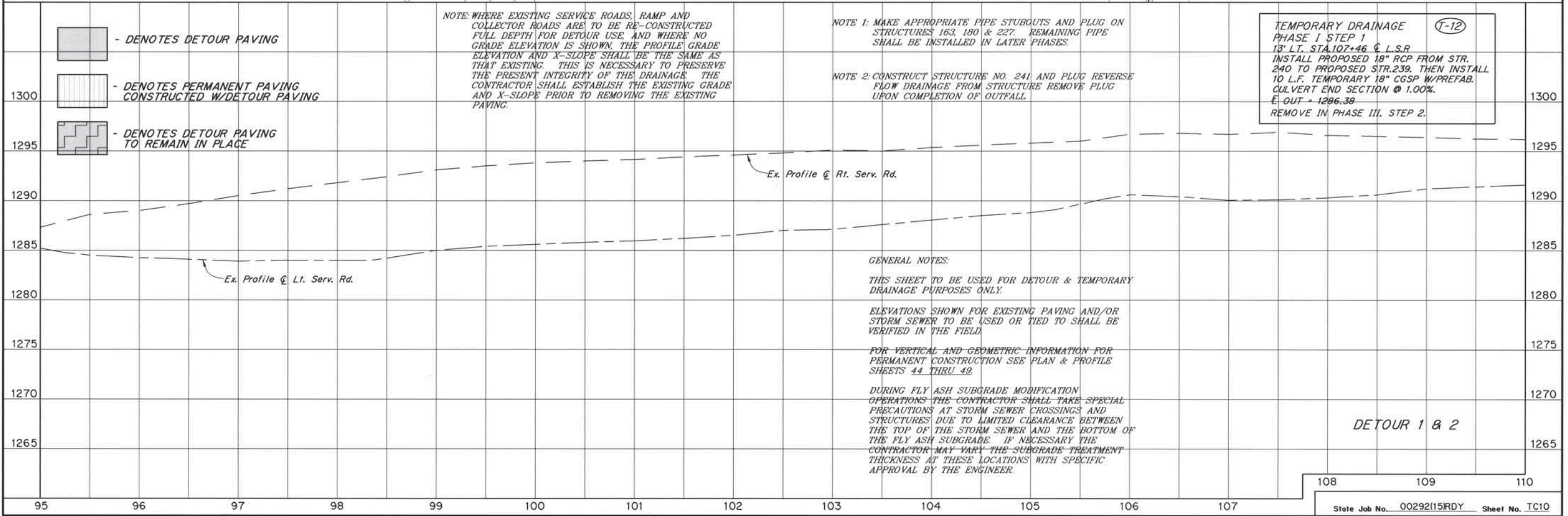
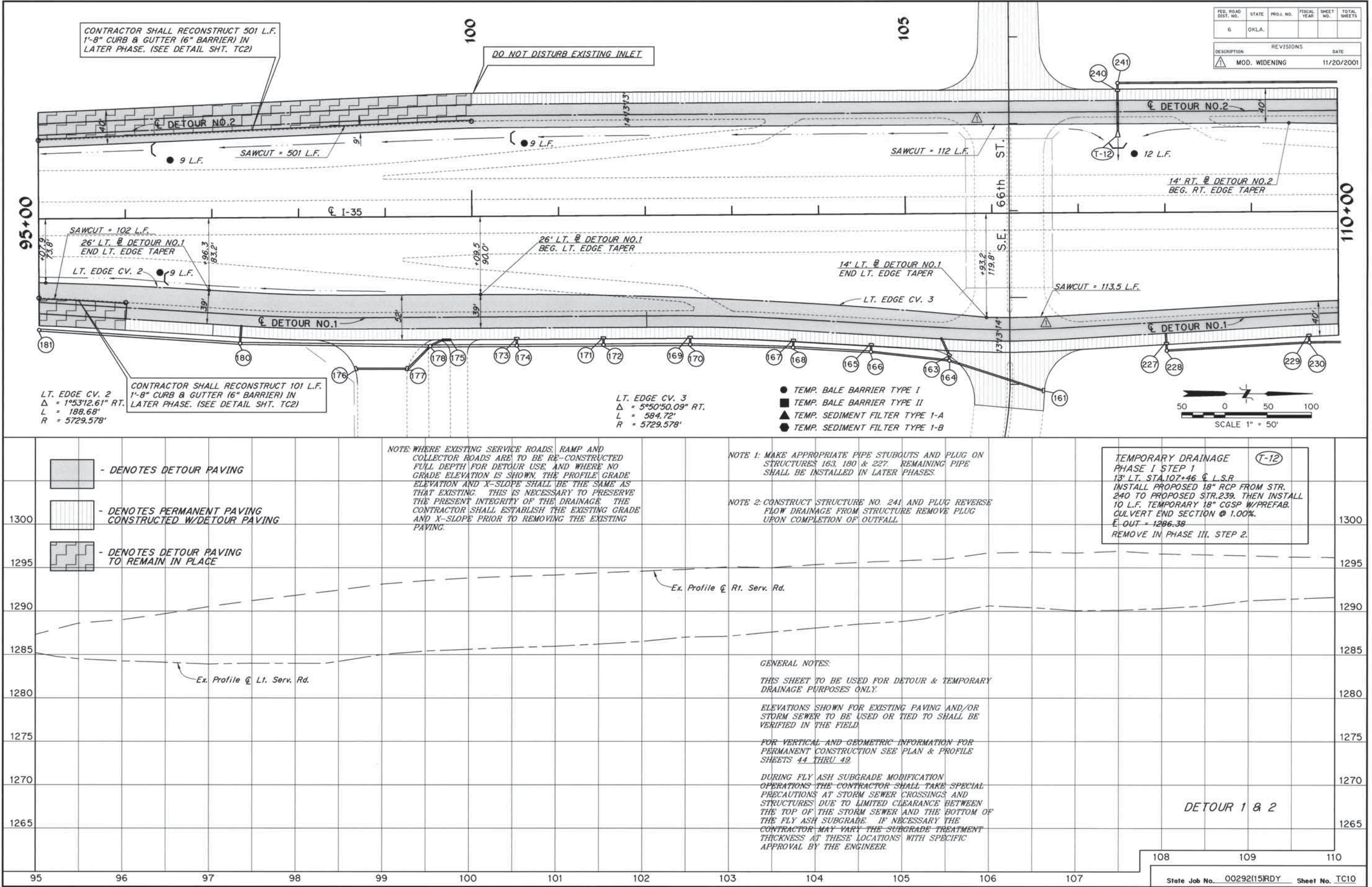


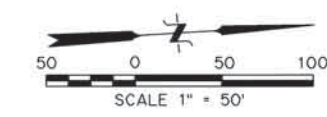
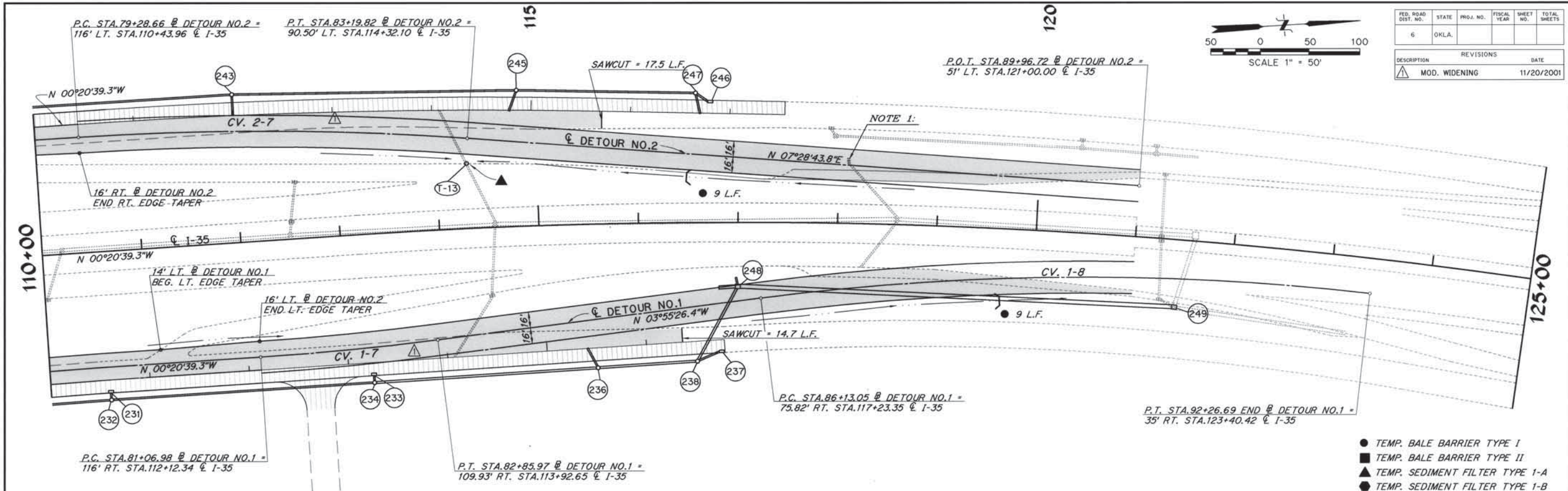




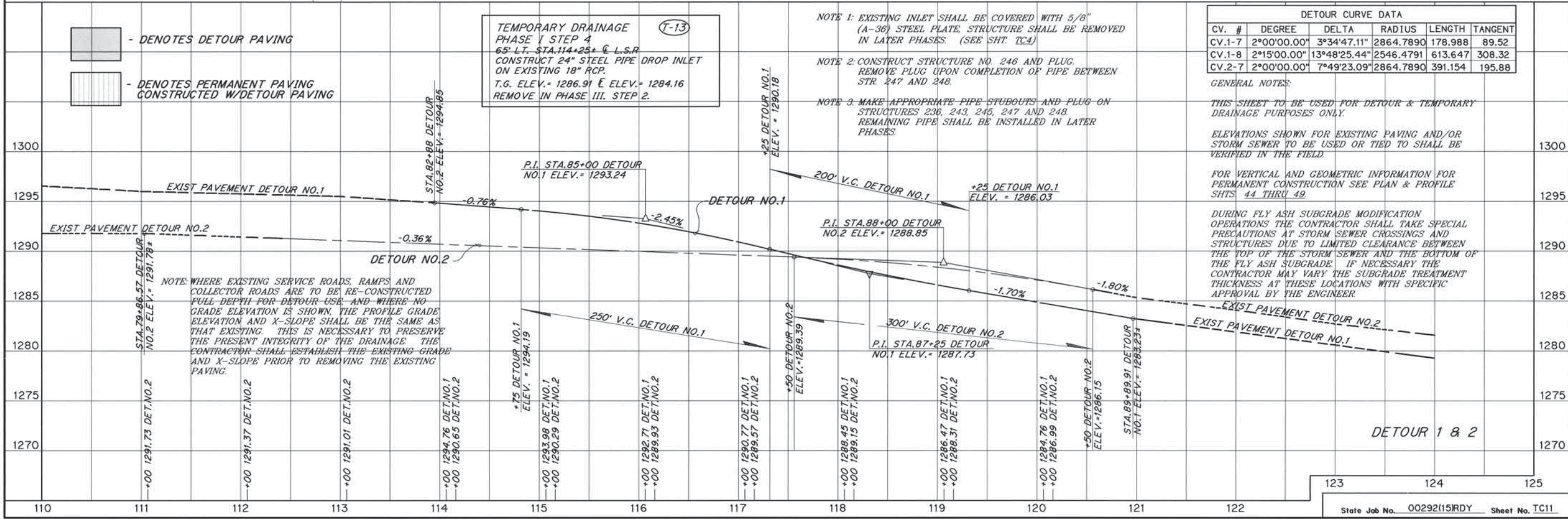
DETOUR NO. 2 = N 02°38'05.3"W

1305
1300





FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION			REVISIONS	DATE	
MOD. WIDENING				11/20/2001	



- DENOTES DETOUR PAVING
- DENOTES PERMANENT PAVING CONSTRUCTED W/DETOUR PAVING

TEMPORARY DRAINAGE PHASE I STEP 4
 65' LT. STA. 114+25 @ L.S.P. CONSTRUCT 24" STEEL PIPE DROP INLET ON EXISTING 18" RCP. T.G. ELEV. = 1286.91 E ELEV. = 1284.16 REMOVE IN PHASE III, STEP 2.

- NOTE 1: EXISTING INLET SHALL BE COVERED WITH 5/8" (A-36) STEEL PLATE. STRUCTURE SHALL BE REMOVED IN LATER PHASES (SEE SHT. TC4)
- NOTE 2: CONSTRUCT STRUCTURE NO. 246 AND PLUG. REMOVE PLUG UPON COMPLETION OF PIPE BETWEEN STR. 247 AND 248.
- NOTE 3: MAKE APPROPRIATE PIPE STUBOUTS AND PLUG ON STRUCTURES 236, 243, 245, 247 AND 248. REMAINING PIPE SHALL BE INSTALLED IN LATER PHASES.

CV. #	DEGREE	DELTA	RADIUS	LENGTH	TANGENT
CV. 1-7	2°00'00.00"	3°34'47.11"	2864.7890	178.988	89.52
CV. 1-8	2°15'00.00"	13°48'25.44"	2546.4791	613.647	308.32
CV. 2-7	2°00'00.00"	7°49'23.09"	2864.7890	391.154	195.88

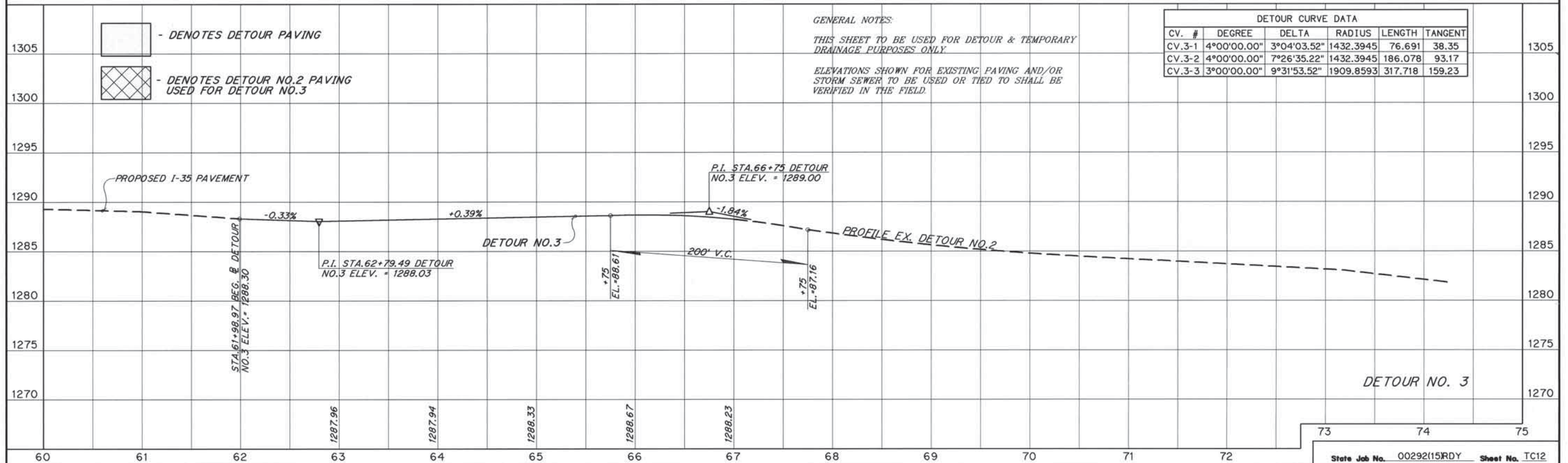
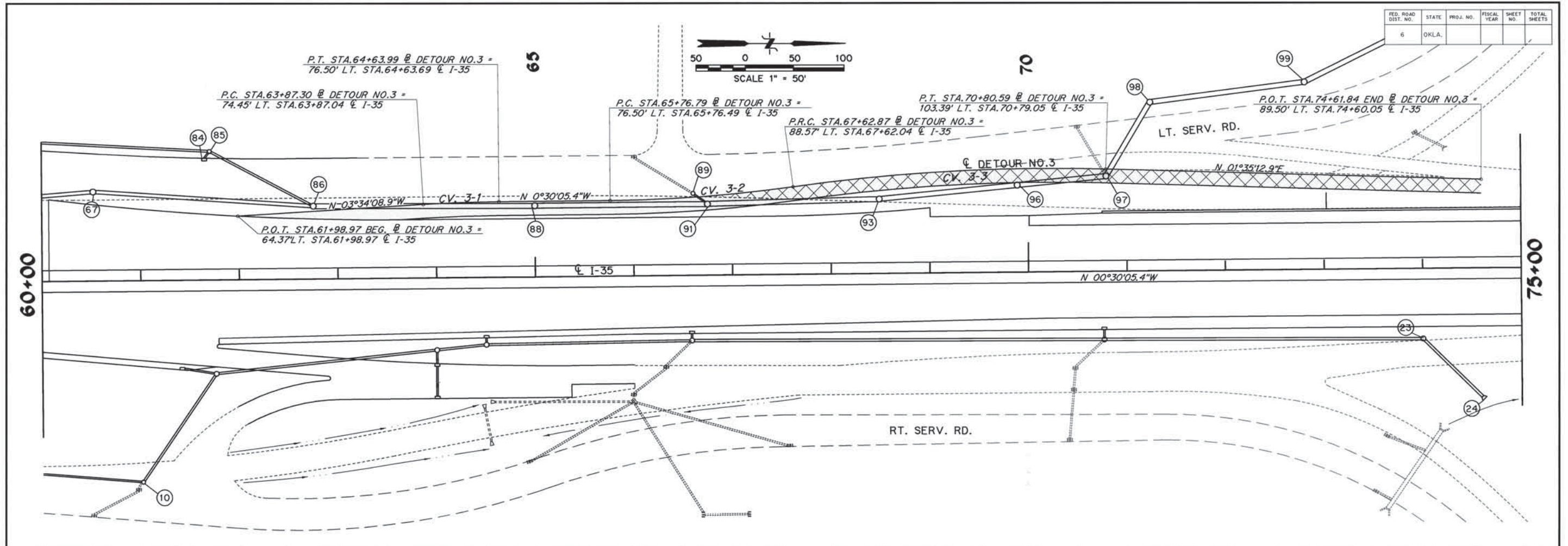
GENERAL NOTES:

THIS SHEET TO BE USED FOR DETOUR & TEMPORARY DRAINAGE PURPOSES ONLY.

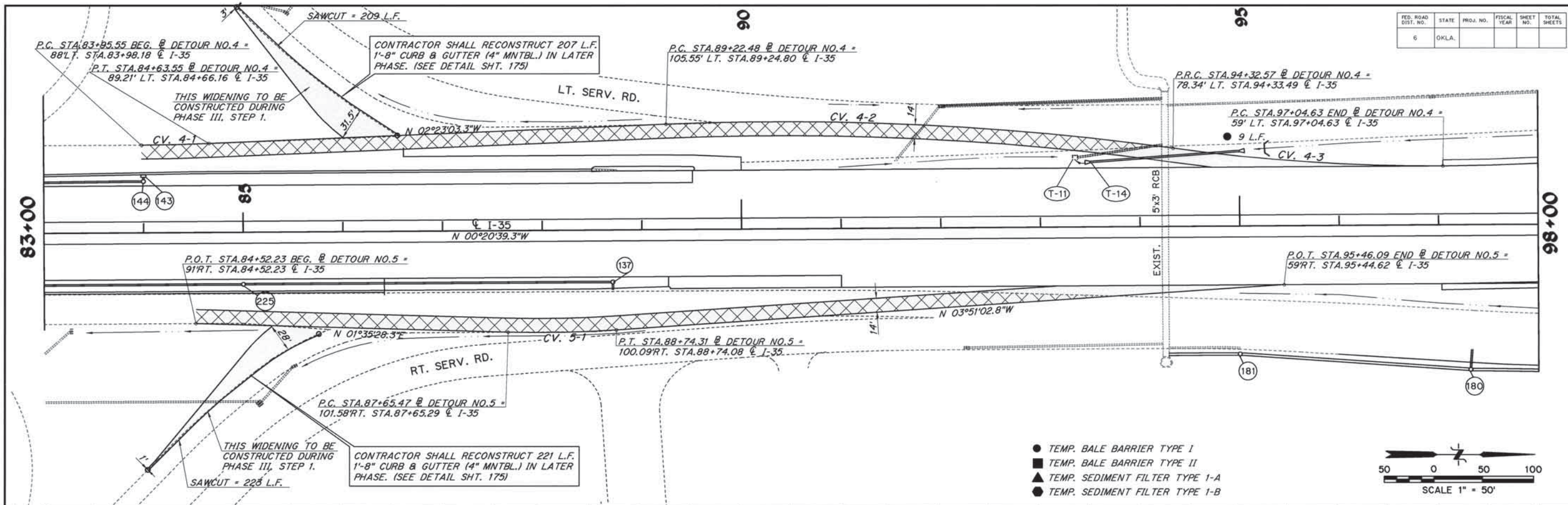
ELEVATIONS SHOWN FOR EXISTING PAVING AND/OR STORM SEWER TO BE USED OR TIED TO SHALL BE VERIFIED IN THE FIELD.

FOR VERTICAL AND GEOMETRIC INFORMATION FOR PERMANENT CONSTRUCTION SEE PLAN & PROFILE SHTS. 44 THRU 49.

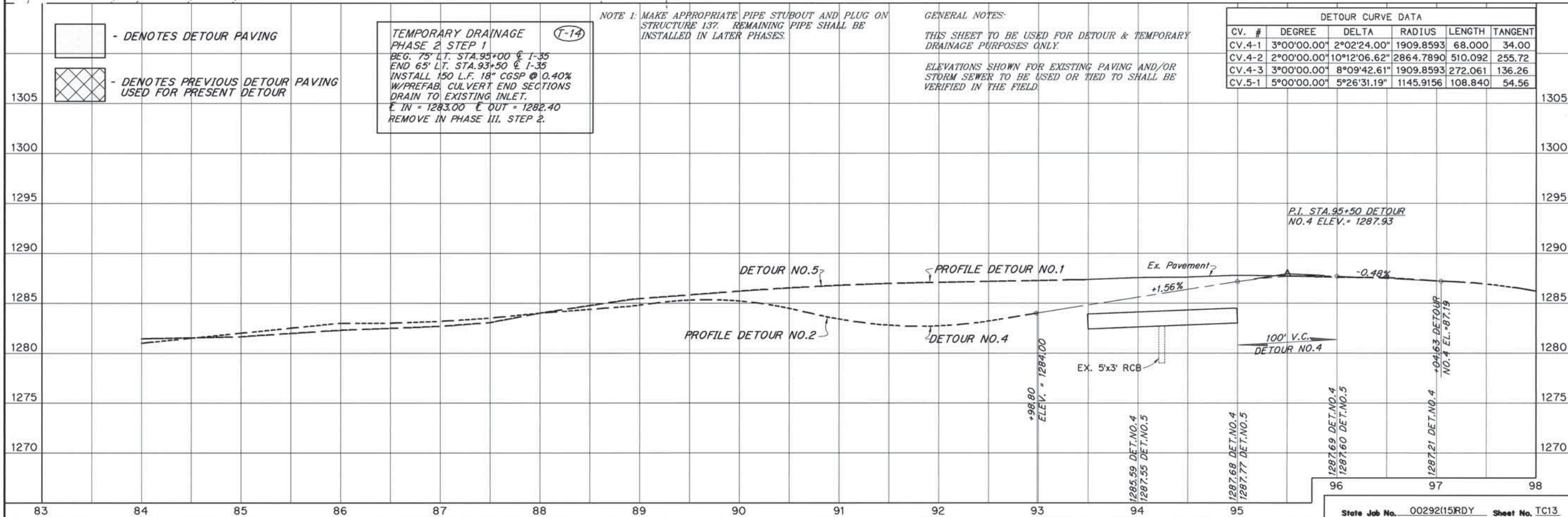
DURING FLY ASH SUBGRADE MODIFICATION OPERATIONS THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS AT STORM SEWER CROSSINGS AND STRUCTURES DUE TO LIMITED CLEARANCE BETWEEN THE TOP OF THE STORM SEWER AND THE BOTTOM OF THE FLY ASH SUBGRADE. IF NECESSARY THE CONTRACTOR MAY VARY THE SUBGRADE TREATMENT THICKNESS AT THESE LOCATIONS WITH SPECIFIC APPROVAL BY THE ENGINEER.



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



- TEMP. BALE BARRIER TYPE I
- TEMP. BALE BARRIER TYPE II
- ▲ TEMP. SEDIMENT FILTER TYPE 1-A
- TEMP. SEDIMENT FILTER TYPE 1-B

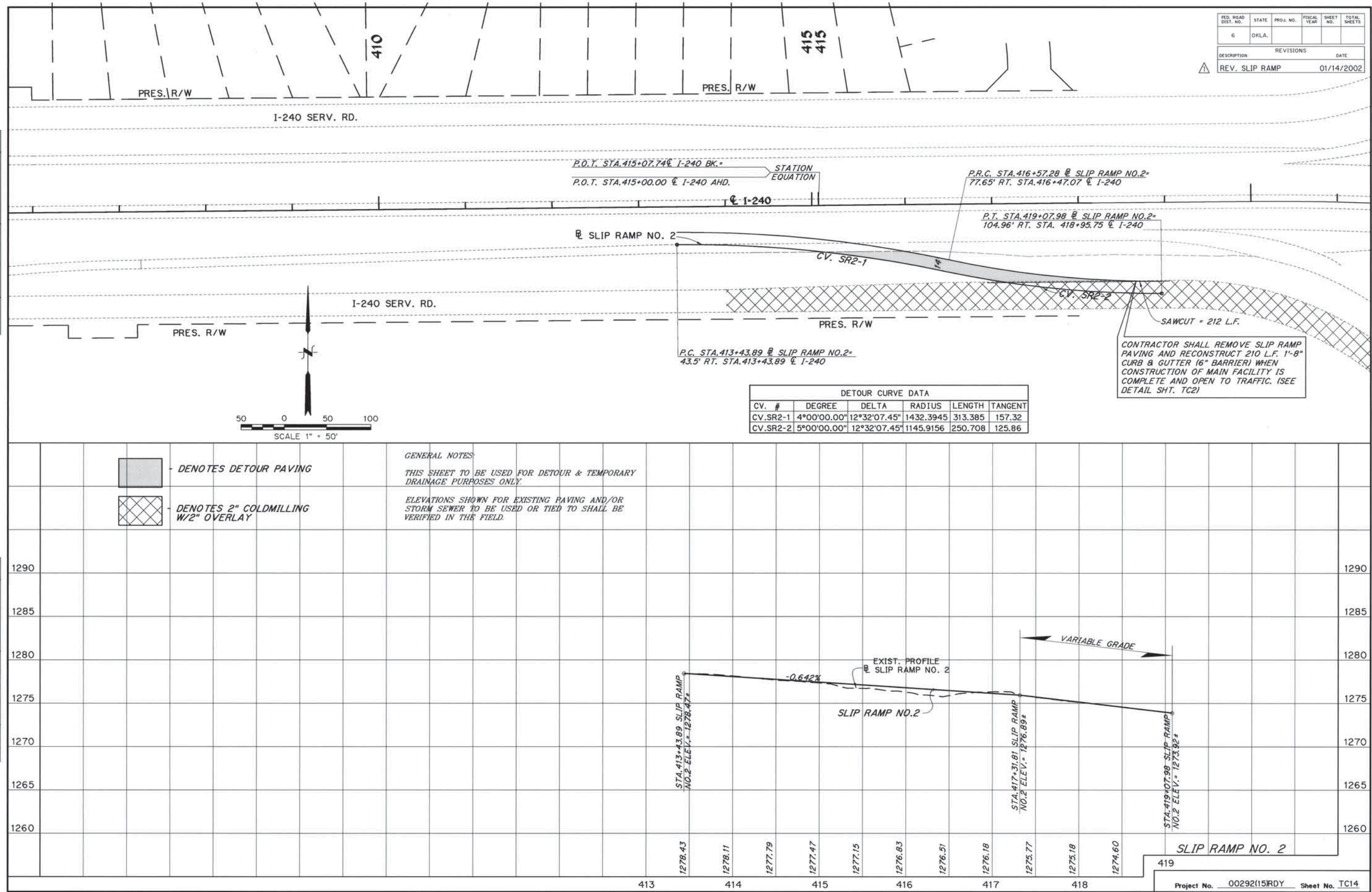


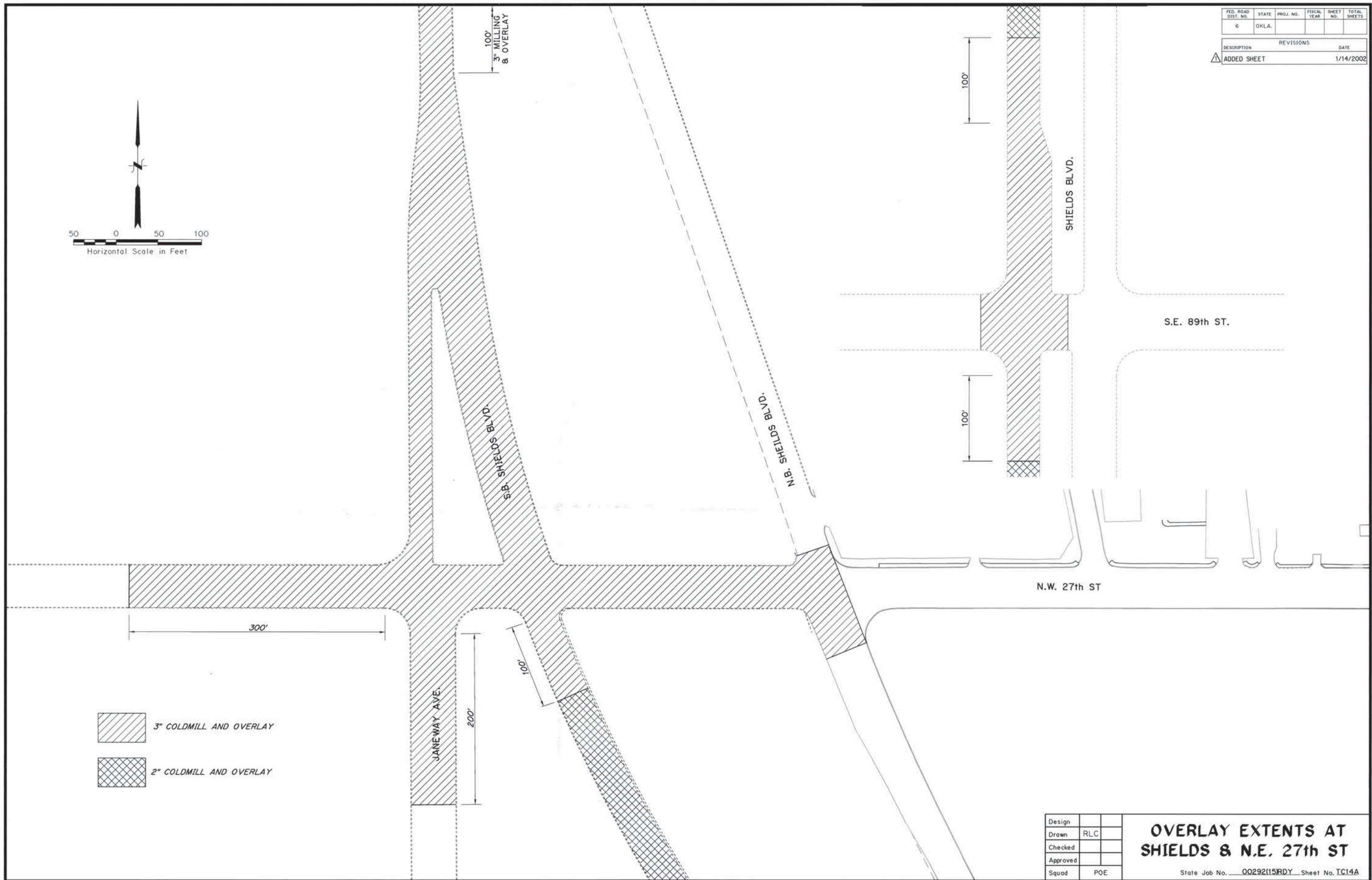
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

REVISIONS	DATE
REV. SLIP RAMP	01/14/2002

PLAN	DATE
BY	
CHECKED	
NO.	

PROFILE	DATE
BY	
CHECKED	
NO.	





JAN 22, 2002 - 09:52:10
G:\PROJECTS\2271P4\PLAN-EXTENTS-OVRLAY.DWG

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
ADDED SHEET					1/14/2002

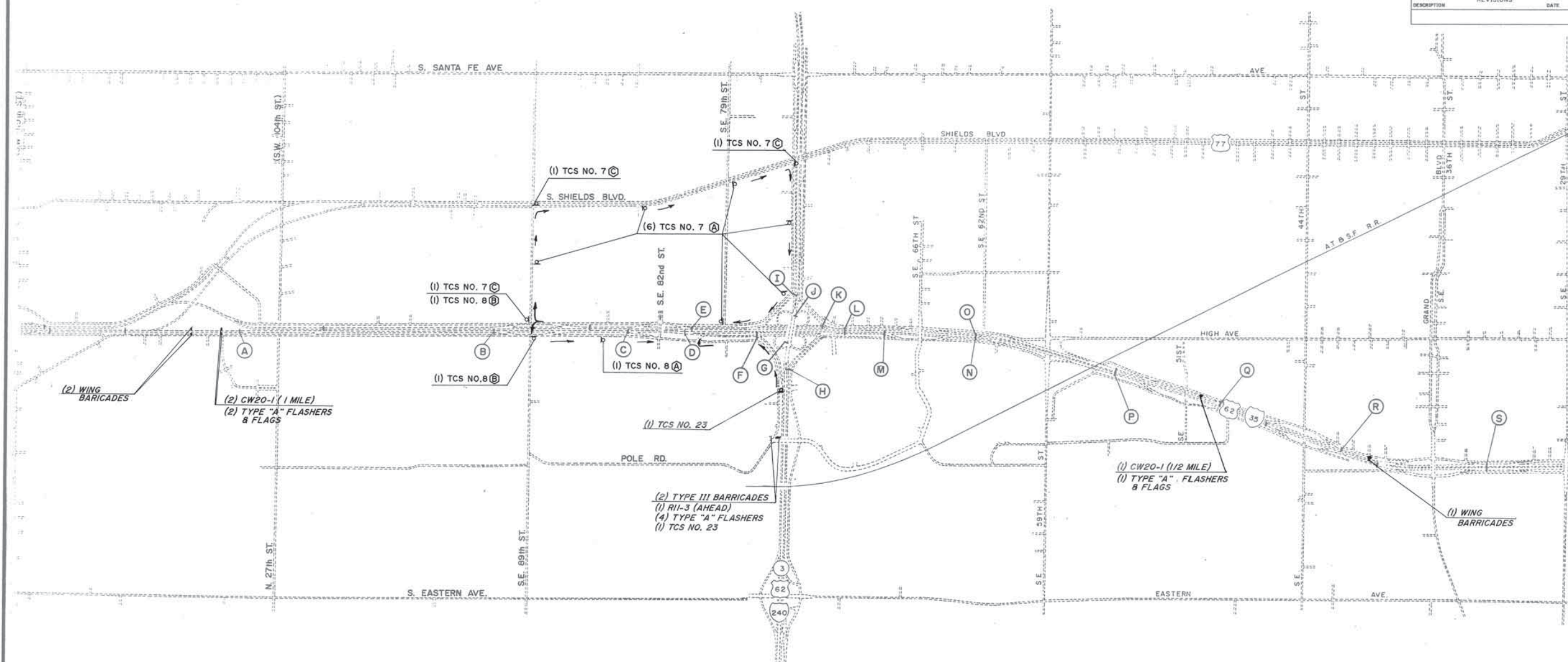
Design	
Drawn	RLC
Checked	
Approved	
Squad	POE

**OVERLAY EXTENTS AT
SHIELDS & N.E. 27th ST**

State Job No. 0029215RDY Sheet No. TC14A



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



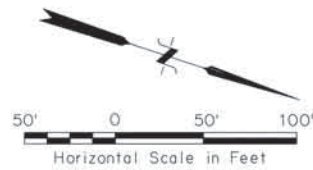
EXISTING OVERHEAD SIGN STRUCTURES

- (A) REMAINS UNCHANGED THIS PHASE (D) REMAINS UNCHANGED THIS PHASE (G) REMAINS UNCHANGED THIS PHASE (J) REMAINS UNCHANGED THIS PHASE (M) REMAINS UNCHANGED THIS PHASE (P) REMAINS UNCHANGED THIS PHASE (R) ADD TCS NO. 1 TO THE LEFT OF S.E. 51st ST. SIGN ASSEMBLY
- (B) REMAINS UNCHANGED THIS PHASE (E) REMOVE S.E. 82nd ST. SIGN ASSEMBLY AND REPLACE WITH TCS NO. 21 (H) ADD TCS NO. 11 TO THE LEFT OF THE LEFT SIGN ASSEMBLY (K) REMOVE DURING THIS PHASE (N) REMAINS UNCHANGED THIS PHASE (Q) REMAINS UNCHANGED THIS PHASE (S) REMAINS UNCHANGED THIS PHASE
- (C) REMAINS UNCHANGED THIS PHASE (F) REMOVE DURING THIS PHASE (I) ADD TCS NO. 11 TO THE LEFT OF THE LEFT SIGN ASSEMBLY (L) REMOVE S.E. 82nd ST. SIGN ASSEMBLY AND REPLACE WITH TCS NO. 21 (O) REMAINS UNCHANGED THIS PHASE

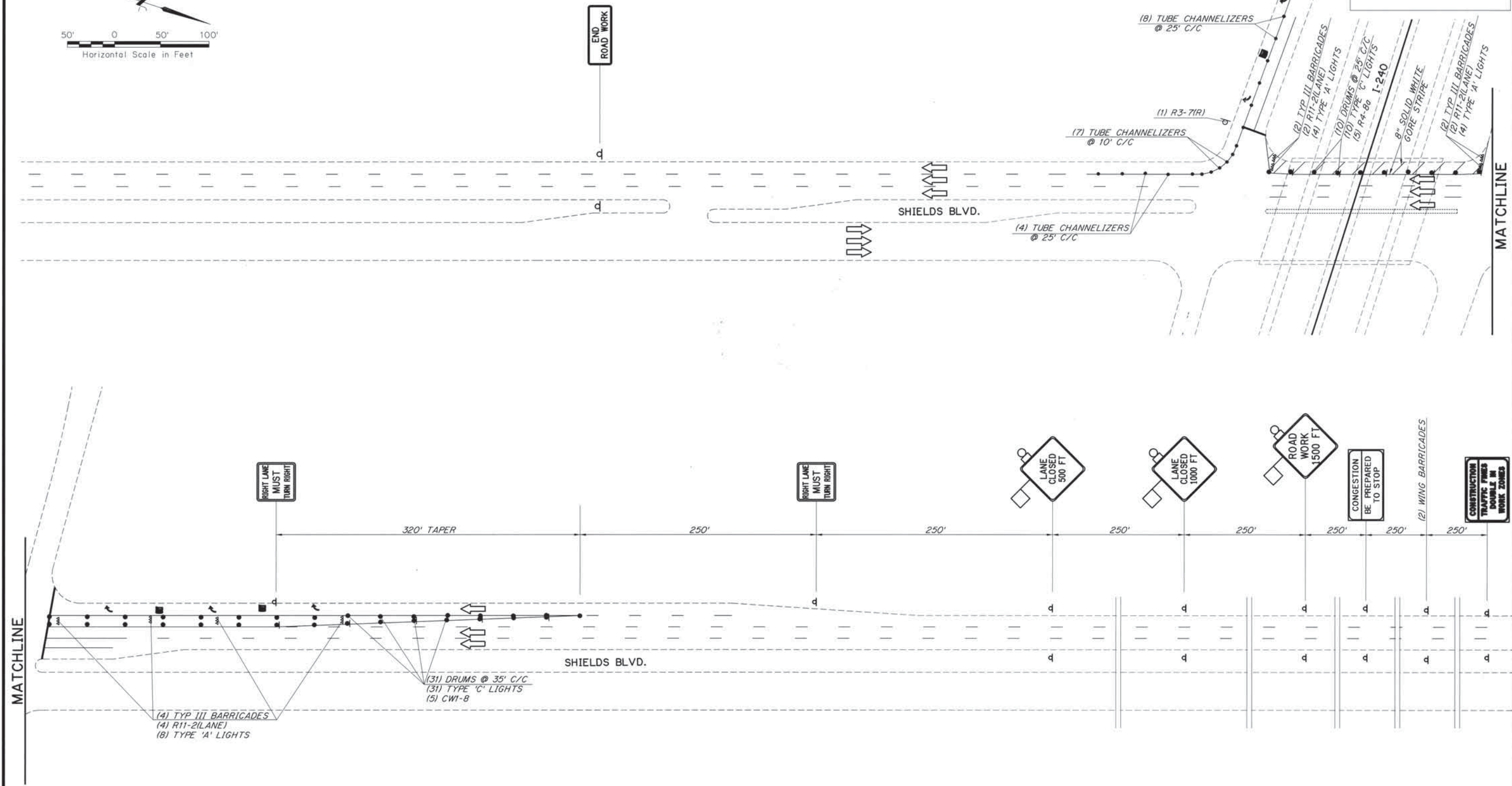
Design	RLC
Drawn	JJC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLAN ADVANCE SIGNING PHASE I, STEPS 1 & 2

State Job No. 00292(15RDY) Sheet No. TC15



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

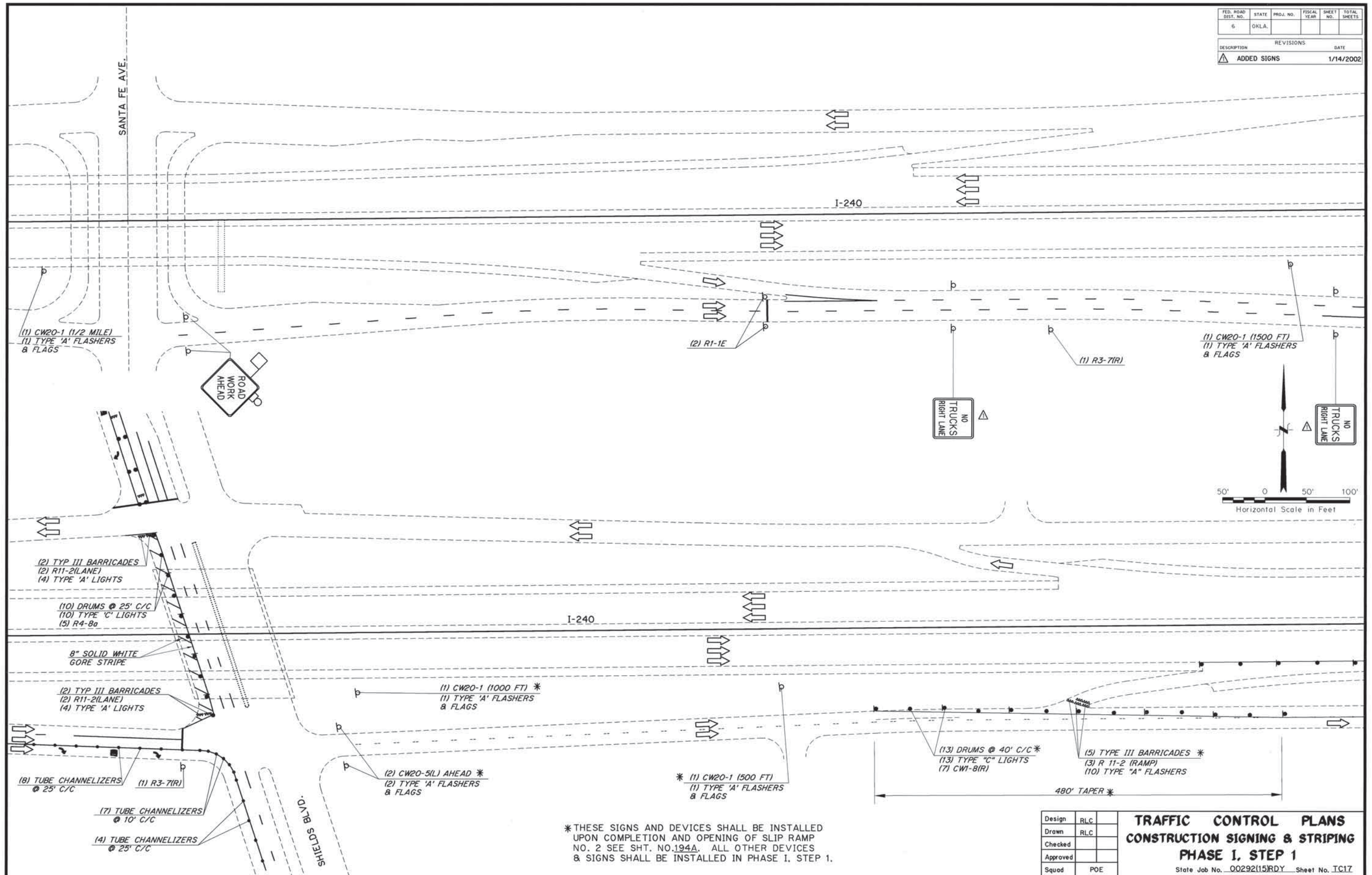


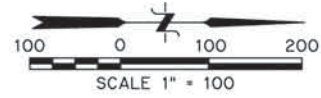
MATCHLINE

MATCHLINE

Design	RLC	TRAFFIC CONTROL PLANS CONSTRUCTION SIGNING & STRIPING PHASE 1, STEP 1 State Job No. 00292(15)RDY Sheet No. TC16
Drawn	RLC	
Checked		
Approved		
Squad	POE	

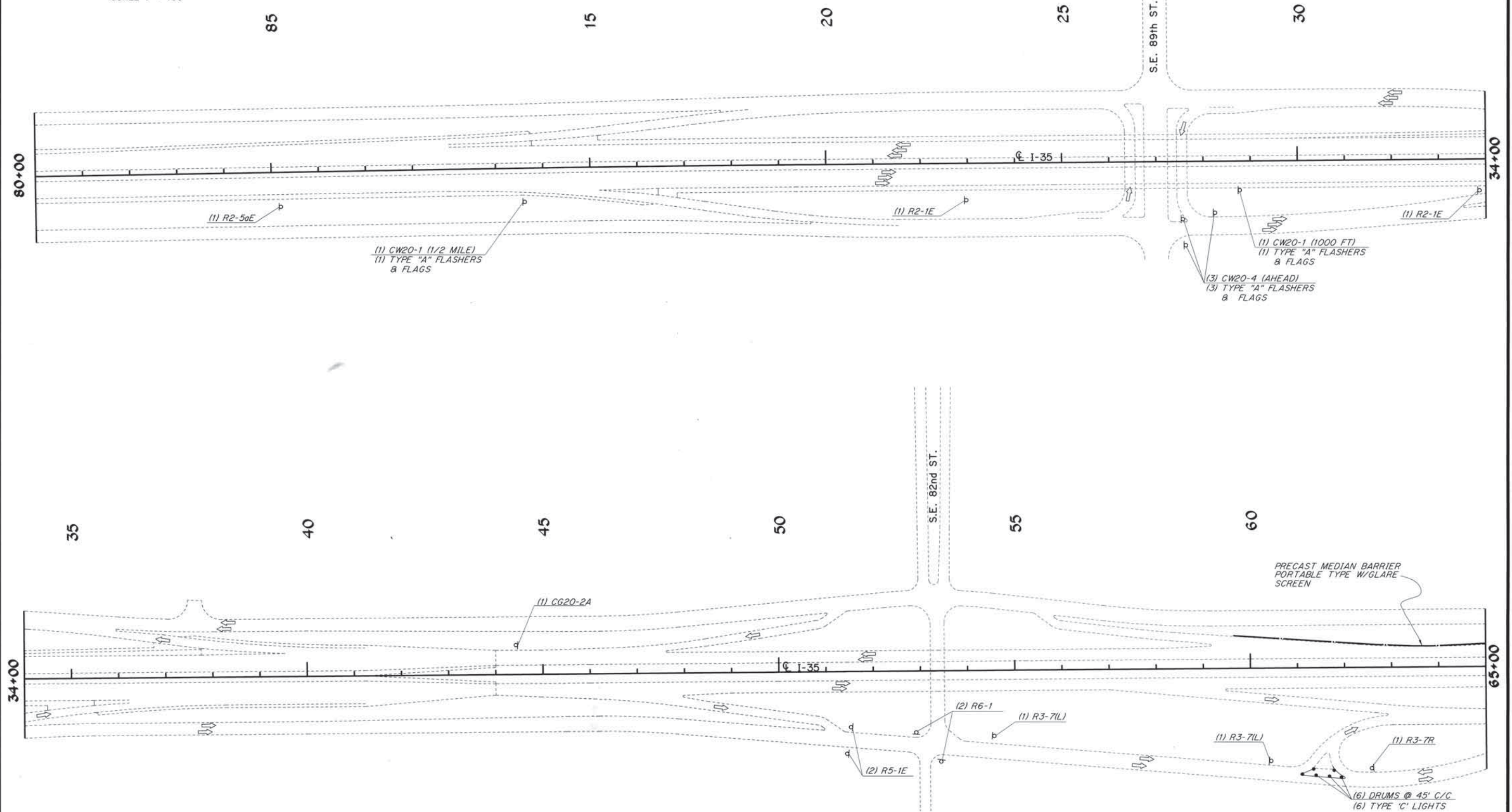
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
ADDED SIGNS					1/14/2002





ACCESS TO BUSINESSES
SHALL BE MAINTAINED
AT ALL TIMES

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

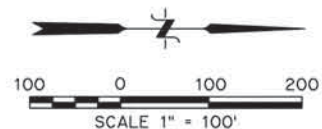


Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

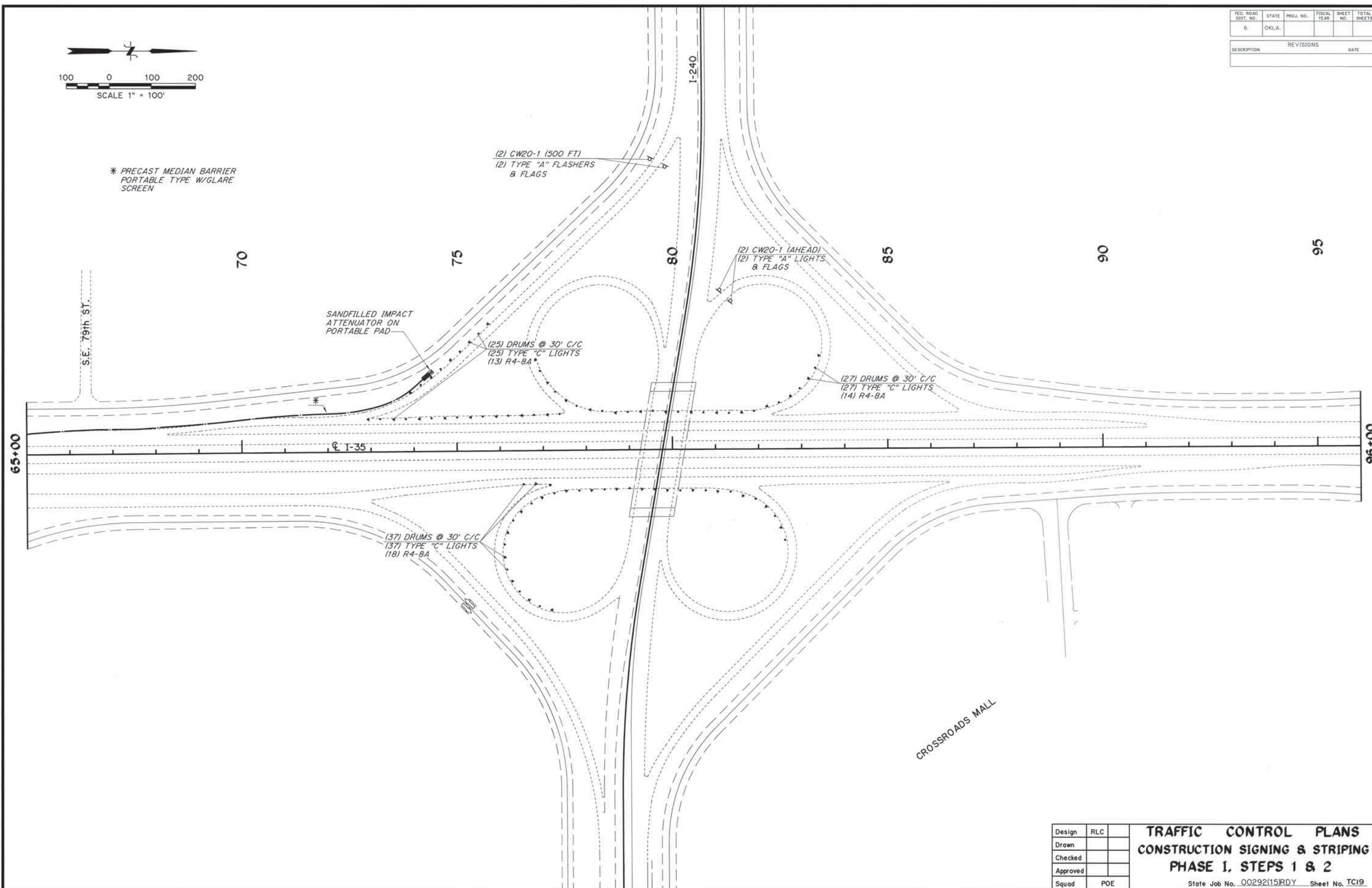
TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE 1, STEPS 1 & 2

State Job No. 00292(15)RDY Sheet No. TC18

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

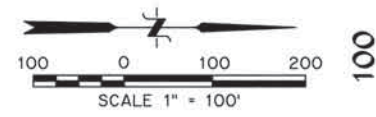


* PRECAST MEDIAN BARRIER
PORTABLE TYPE W/GLARE
SCREEN

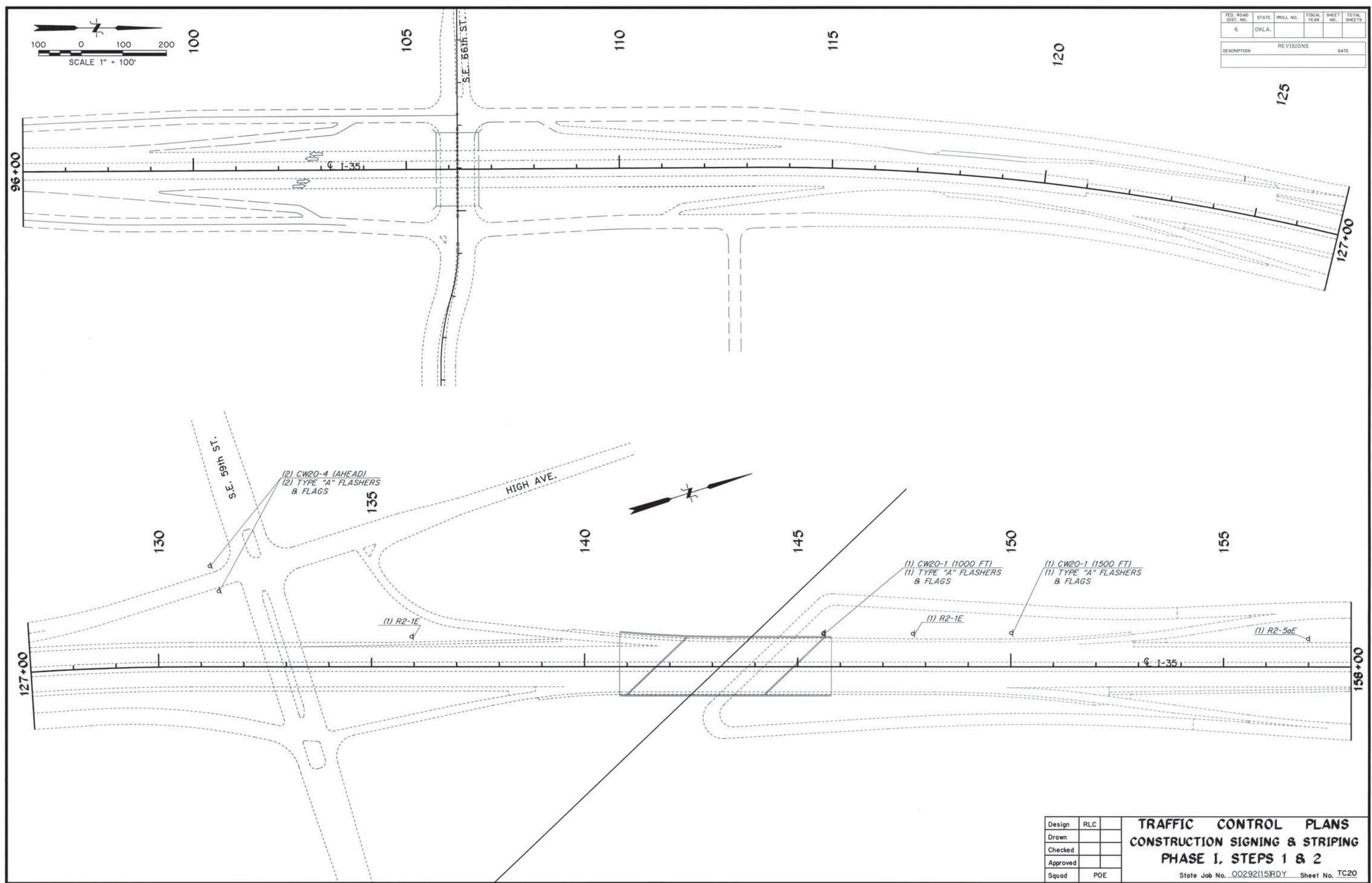


Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE 1, STEPS 1 & 2
State Job No. 00292(15)RDY Sheet No. TC19



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

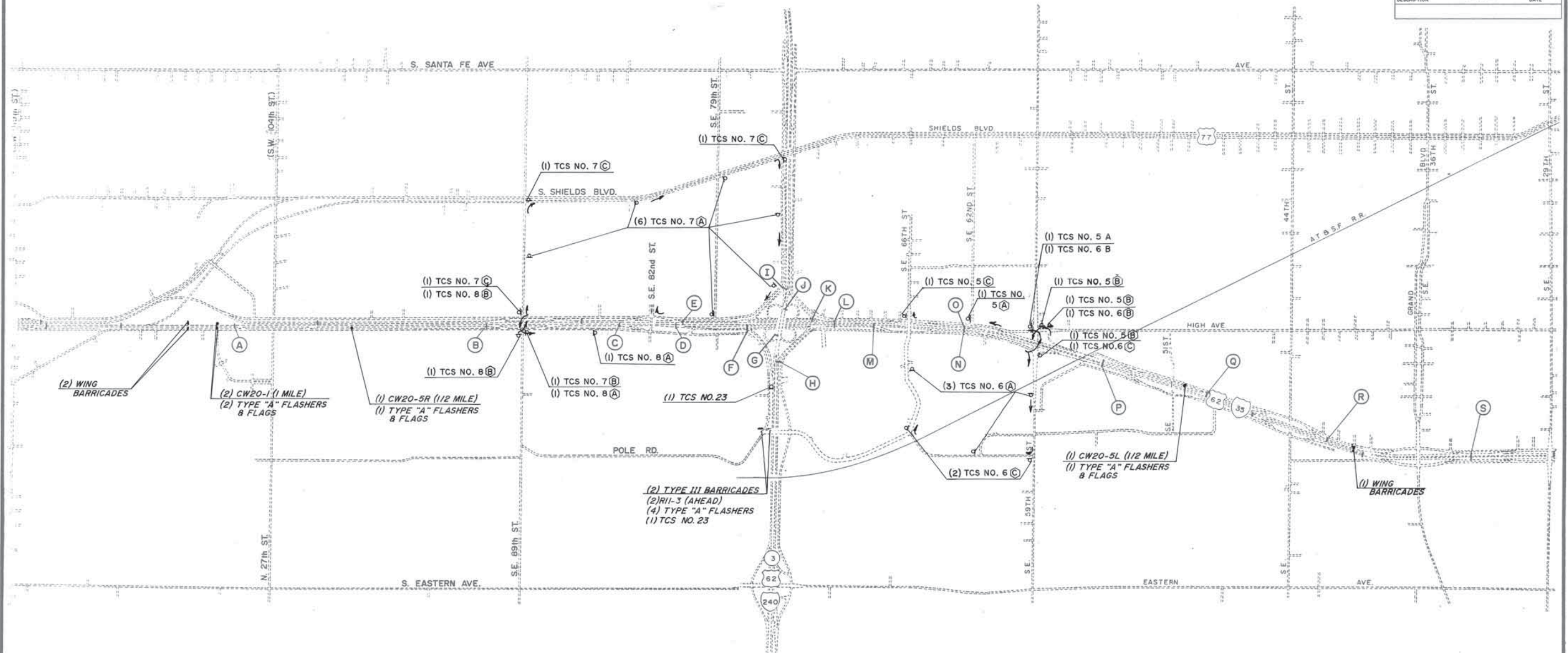


Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE 1, STEPS 1 & 2
State Job No. 00292(15)RDY Sheet No. TC20



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



EXISTING OVERHEAD SIGN STRUCTURES

- (A) REMAINS UNCHANGED THIS PHASE (D) REMOVE DURING THIS PHASE (G) REMAINS UNCHANGED THIS PHASE (J) REMAINS UNCHANGED THIS PHASE (M) REMOVE S.E. 66th ST. SIGN ASSEMBLY AND REPLACE WITH TCS NO. 20 (P) REMOVE S.E. 66th ST. SIGN ASSEMBLY AND REPLACE WITH TCS NO. 20 (R) T.C.S NO. 1 SHALL REMAIN IN PLACE
- (B) REMOVE S.E. 82nd ST. SIGN ASSEMBLY AND REPLACE WITH TCS NO. 21. (E) REMOVE DURING THIS PHASE (H) TCS NO. 11 REMAINS IN PLACE (K) REMOVED PHASE I, STEPS 1 & 2 (N) REMOVE DURING THIS PHASE SHALL BE RESET UPON COMPLETION OF PROJECT (Q) ADD TCS NO. 20 TO THE LEFT OF S.E. 59th ST. SIGN ASSEMBLY (S) REMAINS UNCHANGED THIS PHASE.
- (C) REMOVE DURING THIS PHASE (F) REMOVED PHASE I, STEPS 1 & 2 (I) TCS NO. 11 REMAINS IN PLACE REMOVE OR LOWER I-35 SOUTH SIGN ASSEMBLY. (L) TCS NO. 21 REMAINS IN PLACE (O) REMOVE DURING THIS PHASE, SHALL BE RESET UPON COMPLETION OF PROJECT

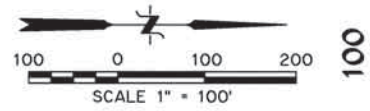
Design	RLC
Drawn	JJC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLAN
ADVANCE SIGNING
PHASE I, STEPS 3 & 4
State Job No. 00292(15RDY) Sheet No. TC21



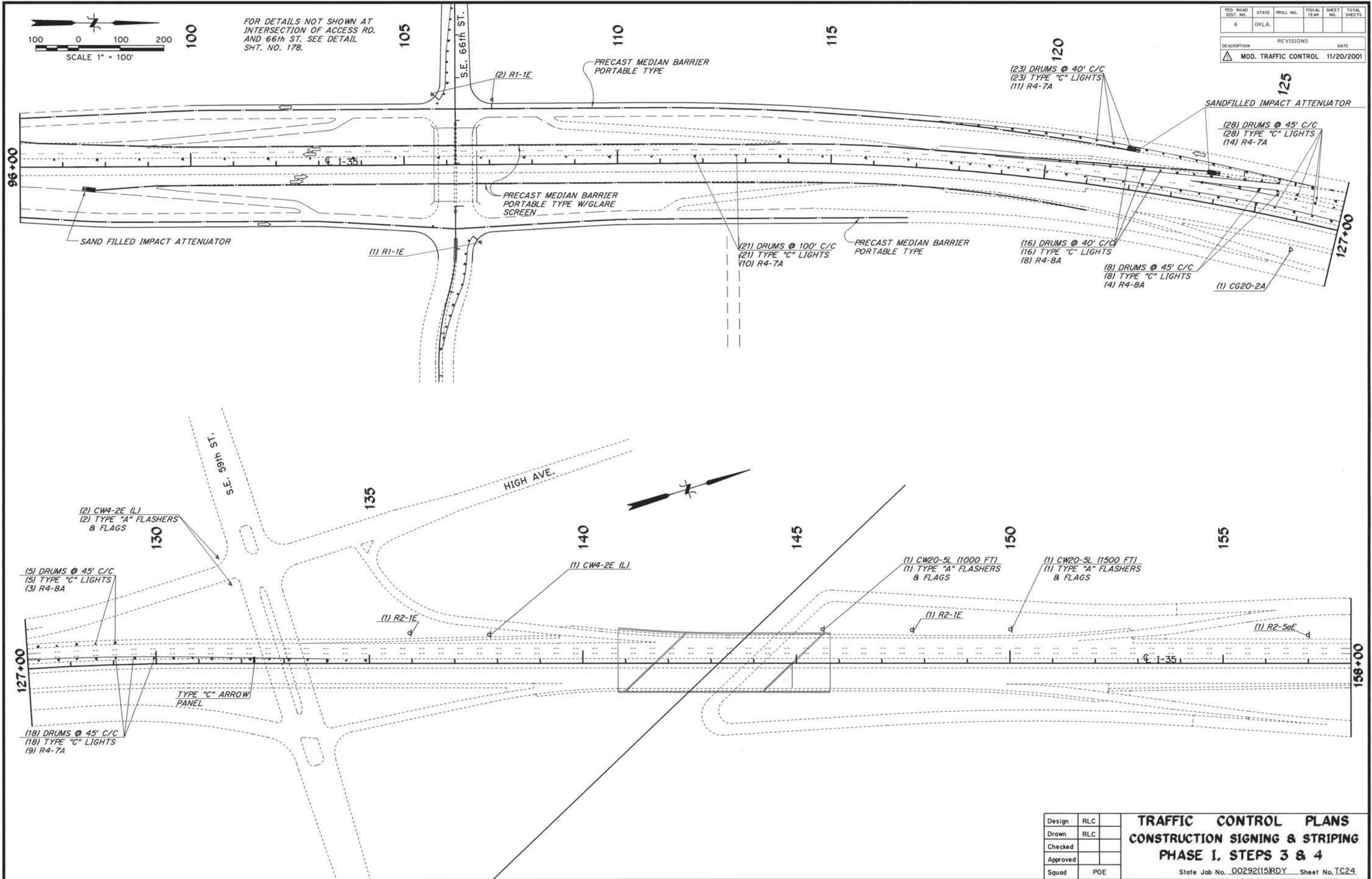
TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE I, STEPS 3 & 4

State Job No. 00292(15)RDY Sheet No. TC23



FOR DETAILS NOT SHOWN AT
INTERSECTION OF ACCESS RD.
AND 66th ST. SEE DETAIL
SHT. NO. 178.

PED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MOD. TRAFFIC CONTROL					11/20/2001

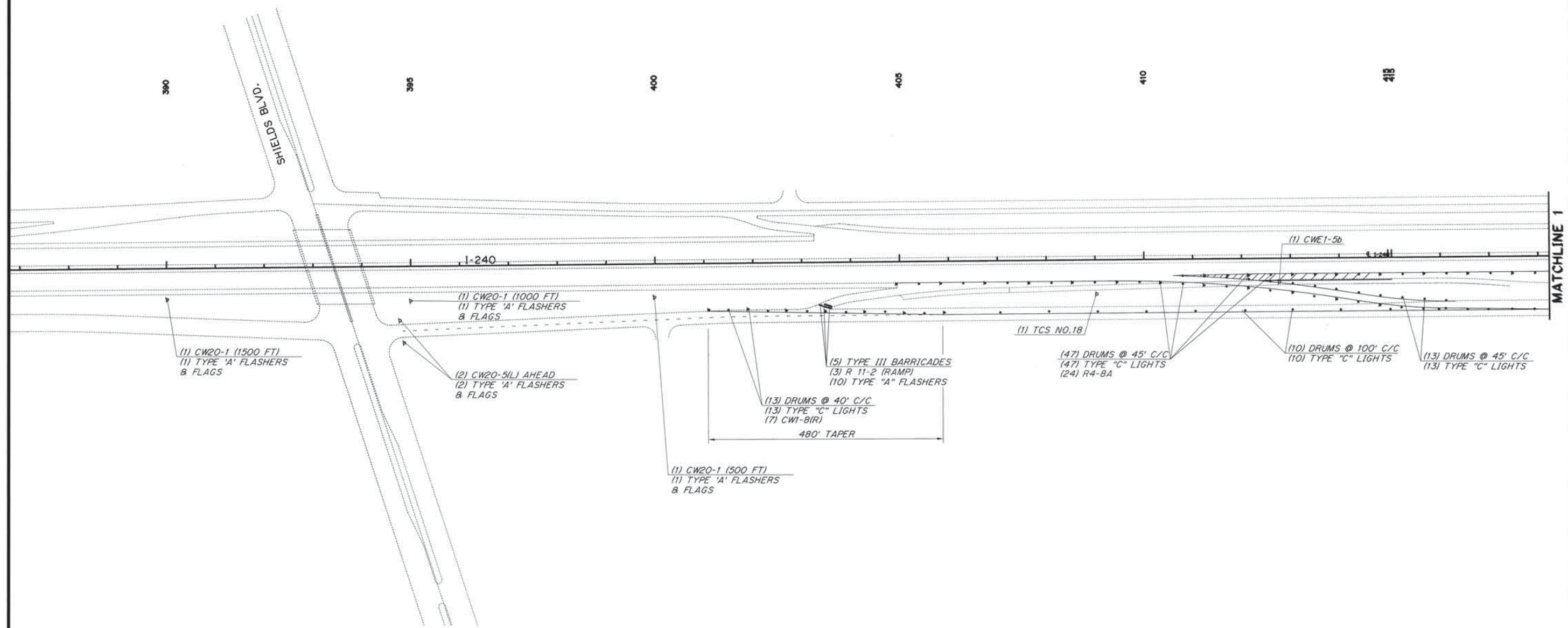
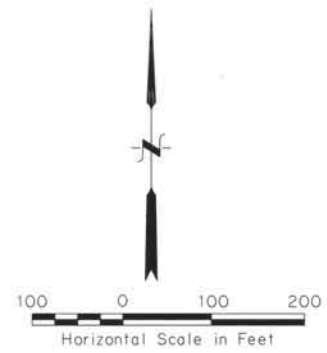


Design	RLC
Drawn	RLC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE 1, STEPS 3 & 4

State Job No. 00292(15)RDY Sheet No. TC24

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



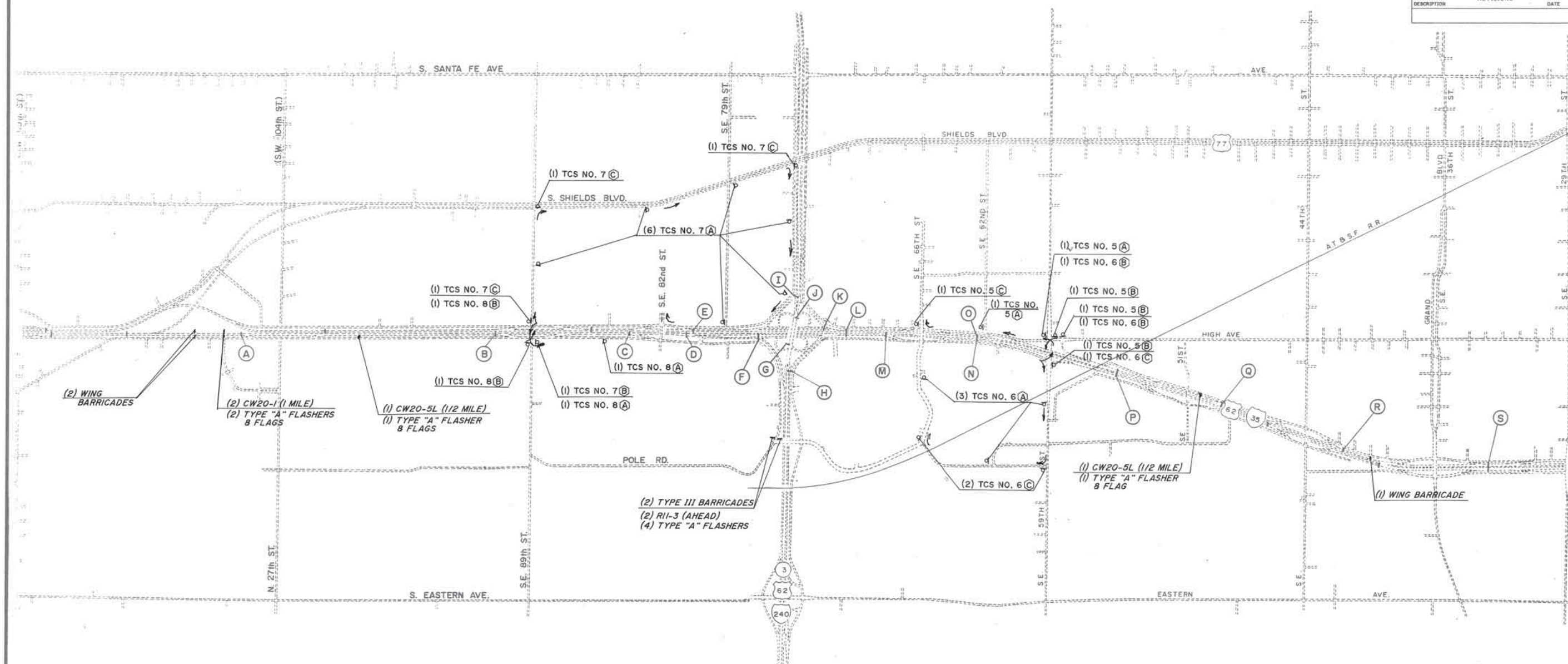
Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

**TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE 1, STEPS 3 & 4**

State Job No. 00292(15)RDY Sheet No. TC25



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



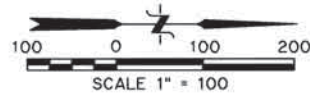
EXISTING OVERHEAD SIGN STRUCTURES

- (A) REMAINS UNCHANGED THIS PHASE (D) REMOVED PHASE I, STEPS 3 & 4 (G) REMAINS UNCHANGED THIS PHASE (J) REMAINS UNCHANGED THIS PHASE (M) REMOVE DURING THIS PHASE (P) TCS NO. 20 REMAINS IN PLACE (R) TCS NO. 1 SHALL REMAIN IN PLACE
 (B) TCS NO. 21 REMAINS IN PLACE (E) REMOVED PHASE I, STEPS 3 & 4 (H) TCS NO. 11 REMAINS IN PLACE (K) REMOVED PHASE I, STEPS 1 & 2 (N) REMOVED PHASE I, STEPS 3 & 4 (Q) TCS NO. 20 REMAINS IN PLACE (S) REMAINS UNCHANGED THIS PHASE
 (C) REMOVED DURING PHASE I, STEPS 3 & 4 (F) REMOVED PHASE I, STEPS 1 & 2 (I) TCS NO. 11 REMAINS IN PLACE (L) REMOVED PHASE I, STEPS 3 & 4 (O) REMOVED PHASE I, STEPS 3 & 4

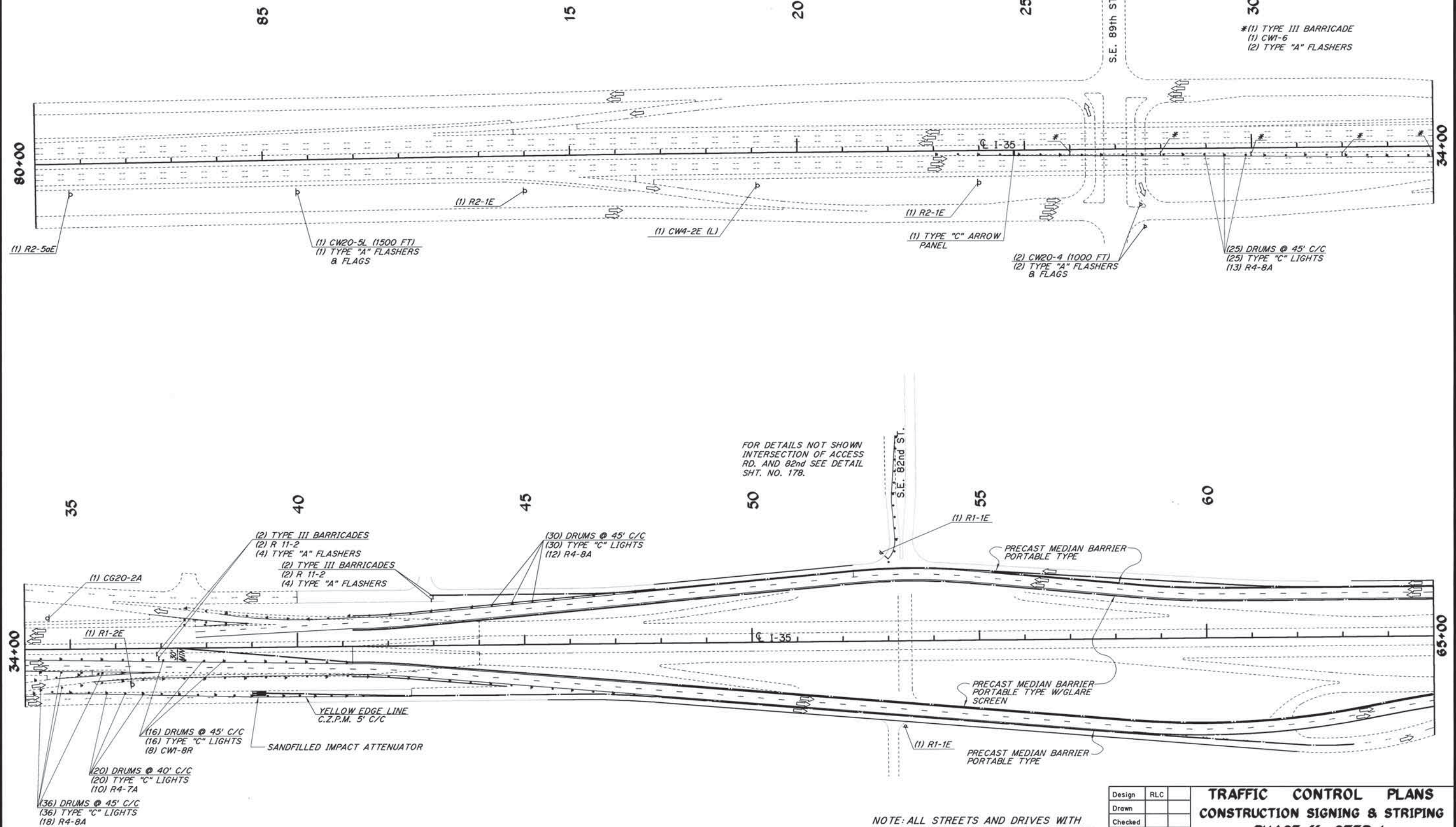
Design	RLC
Drawn	JJC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLAN ADVANCE SIGNING PHASE II

State Job No. 00292(15)RDY Sheet No. TC26



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION				DATE	
MOD. TRAFFIC CONTROL				11/20/2001	



NOTE: ALL STREETS AND DRIVES WITH ACCESS TO SERVICE ROADS SHALL BE POSTED RIGHT TURN ONLY.

Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS **CONSTRUCTION SIGNING & STRIPING** **PHASE II, STEP 1**

State Job No. 00292(15)RDY Sheet No. TC27

(17) DRUMS @ 45' C/C
 (17) TYPE "C" LIGHTS
 (9) R4-8A
 PRECAST MEDIAN BARRIER
 PORTABLE TYPE
 S.E. 79th ST.
 65+00
 SANDFILLED IMPACT ATTENUATOR
 (1) R1-2E
 (1) CW4-1(L)
 (29) DRUMS @ 40' C/C
 (29) TYPE "C" LIGHTS
 (15) CW1-8R
 (1) TCS NO.13
 (1) CW1-5b
 BEG. P.C.M.B. BEHIND DES.1-A
 MEDIAN BARRIER
 I-35
 PERM. G.R.E.A.T. IMPACT
 ATTENUATOR
 PRECAST MEDIAN BARRIER
 PORTABLE TYPE W/GLARE
 SCREEN
 (10) TYPE III BARRICADE
 (6) R11-2 (RAMP)
 (20) TYPE "A" FLASHERS
 (11) TCS NO. 22
 (124) VERTICAL PANELS @ 40' C/C
 (62) TYPE "C" LIGHTS
 SANDFILLED IMPACT ATTENUATOR
 (23) DRUMS @ 40' C/C
 (23) TYPE "C" LIGHTS
 (12) CW1-8R
 (2) CG20-2A
 CROSSROADS MALL
 MATCHLINE 1
 I-240
 70
 75
 80
 85
 90
 (108) VERTICAL PANELS @ 40' C/C
 (54) TYPE "C" LIGHTS
 PRECAST MEDIAN BARRIER
 PORTABLE TYPE
 BEG. P.C.M.B. BEHIND DES.1-A
 MEDIAN BARRIER
 (1) R1-2E
 (1) R1-2E

NOTE: ALONG EASTBOUND I-240 CONTRACTOR SHALL PLACE
 PORTABLE CHANGEABLE MESSAGE SIGN BEFORE EACH RAMP
 AT MAY AVE., PENNSYLVANIA AVE., WESTERN AVE., SANTA
 FE AVE. AND SHIELDS BLVD., STATING THAT THE RAMP TO
 NORTHBOUND I-35 IS CLOSED TAKE ALTERNATE ROUTE.

100 0 100 200
 SCALE 1" = 100'

Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC
 CONSTRUCTION
 PH

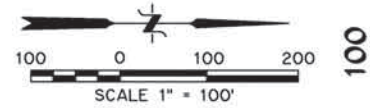
Design	RLC	
Drawn		
Checked		
Approved		
Squad	POE	

TRAFFIC CONTROL PLANS

CONSTRUCTION SIGNING & STRIPING

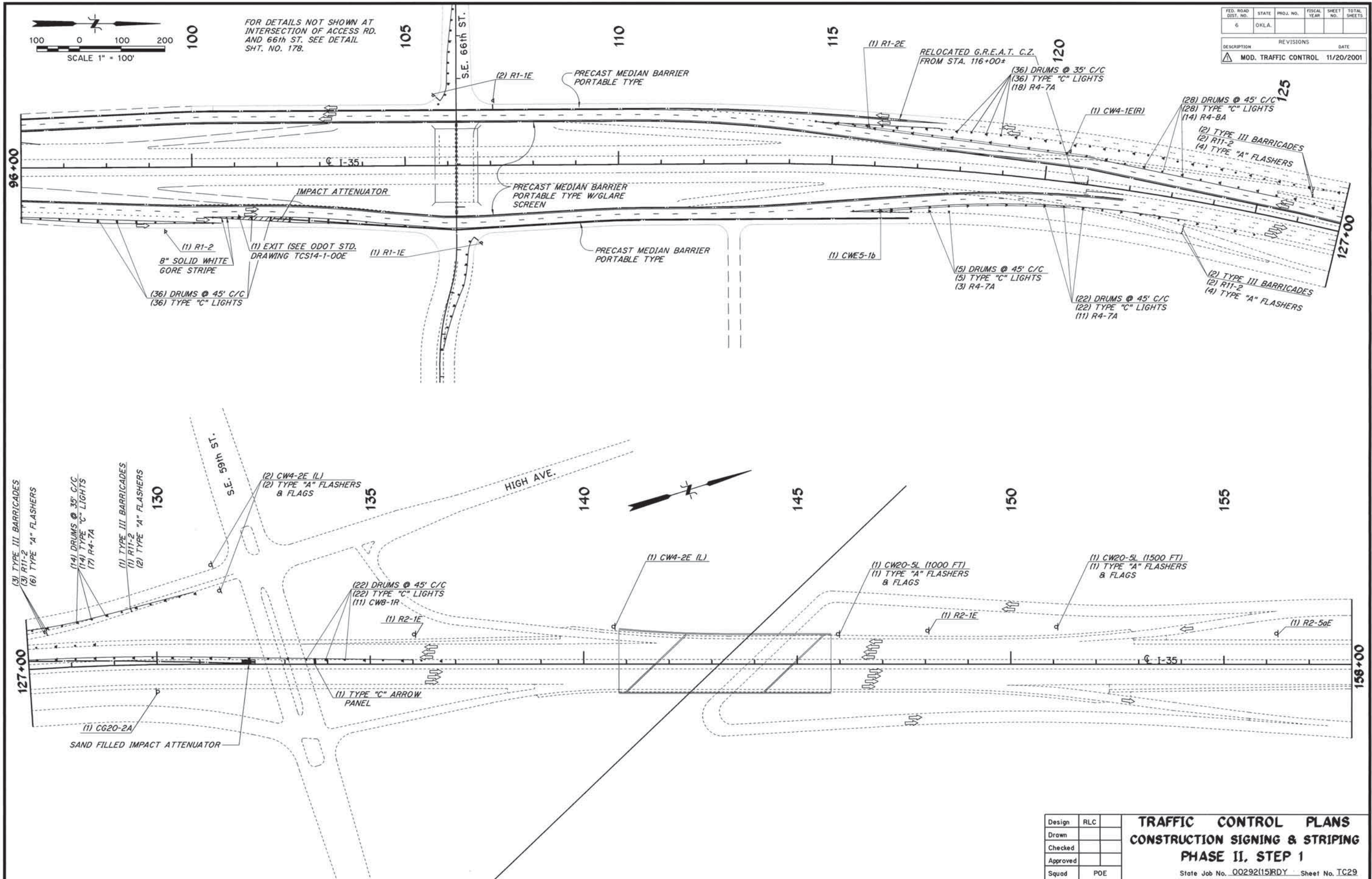
PHASE II, STEP 1

State Job No. 00292(15)RDY Sheet No. TC28



FOR DETAILS NOT SHOWN AT
INTERSECTION OF ACCESS RD.
AND 66th ST. SEE DETAIL
SHT. NO. 178.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MOD. TRAFFIC CONTROL					11/20/2001

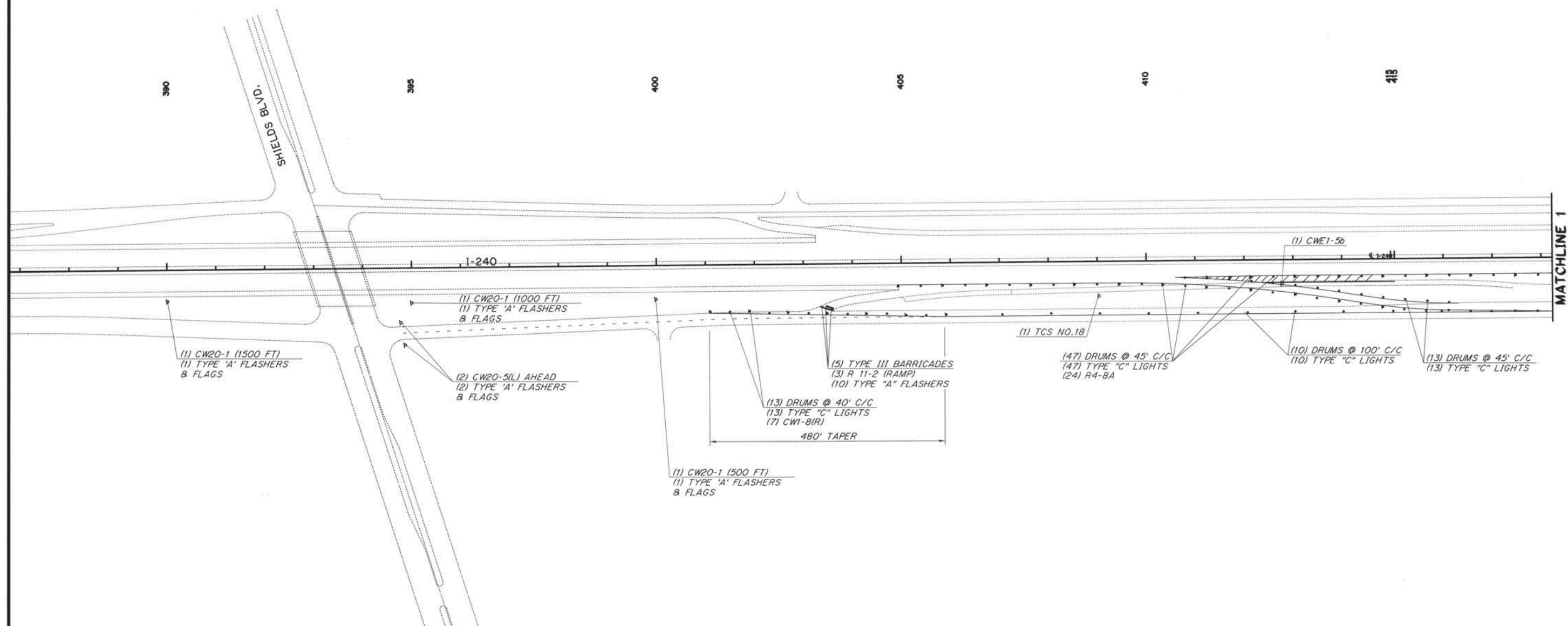
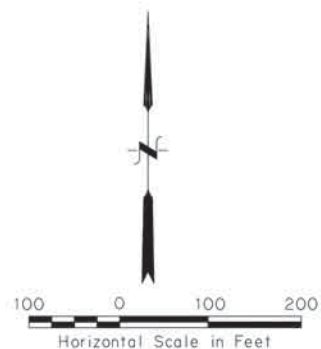


Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE II, STEP 1

State Job No. 00292(15)RDY Sheet No. TC29

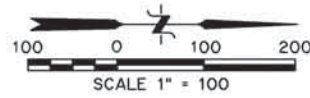
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	



Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

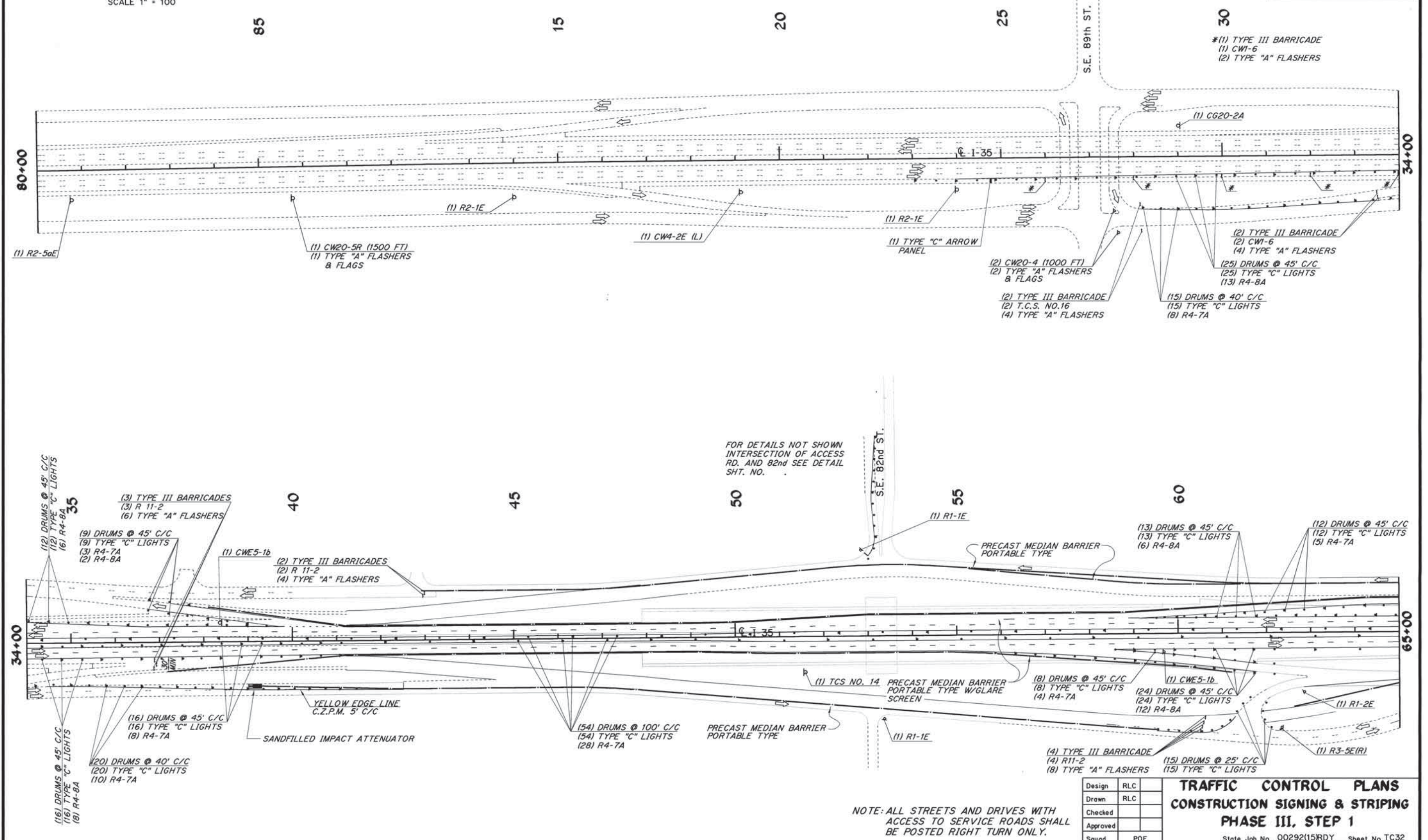
**TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE II, STEP 1**

State Job No. 00292(15)RDY Sheet No. TC30



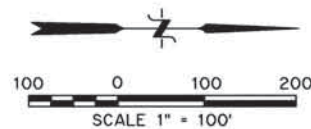
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

REVISIONS	DATE
MOD. TRAFFIC CONTROL	11/20/2001

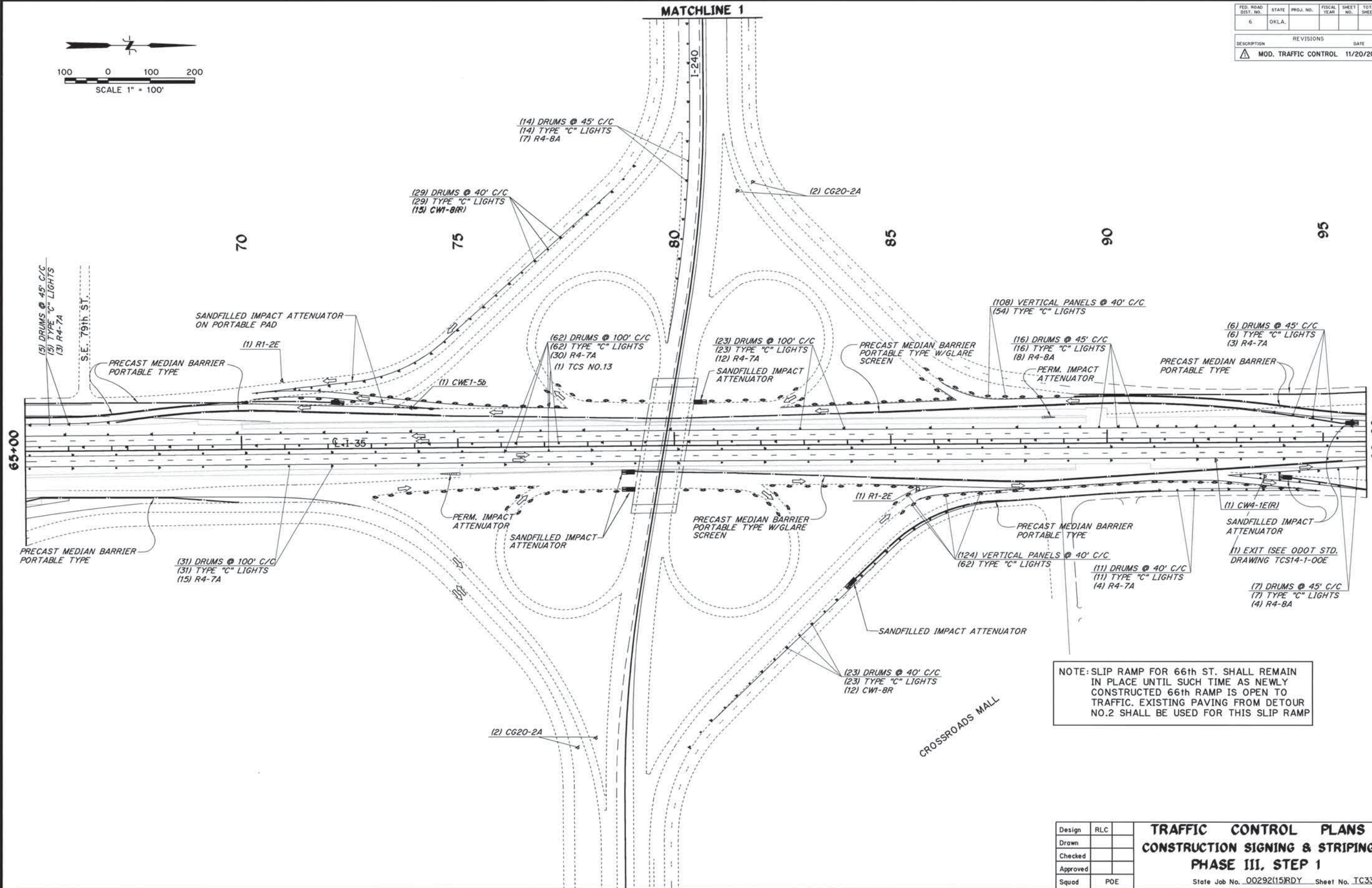


Design	RLC
Drawn	RLC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS	
CONSTRUCTION SIGNING & STRIPING	
PHASE III, STEP 1	
State Job No. 00292(15)RDY Sheet No. TC.32	



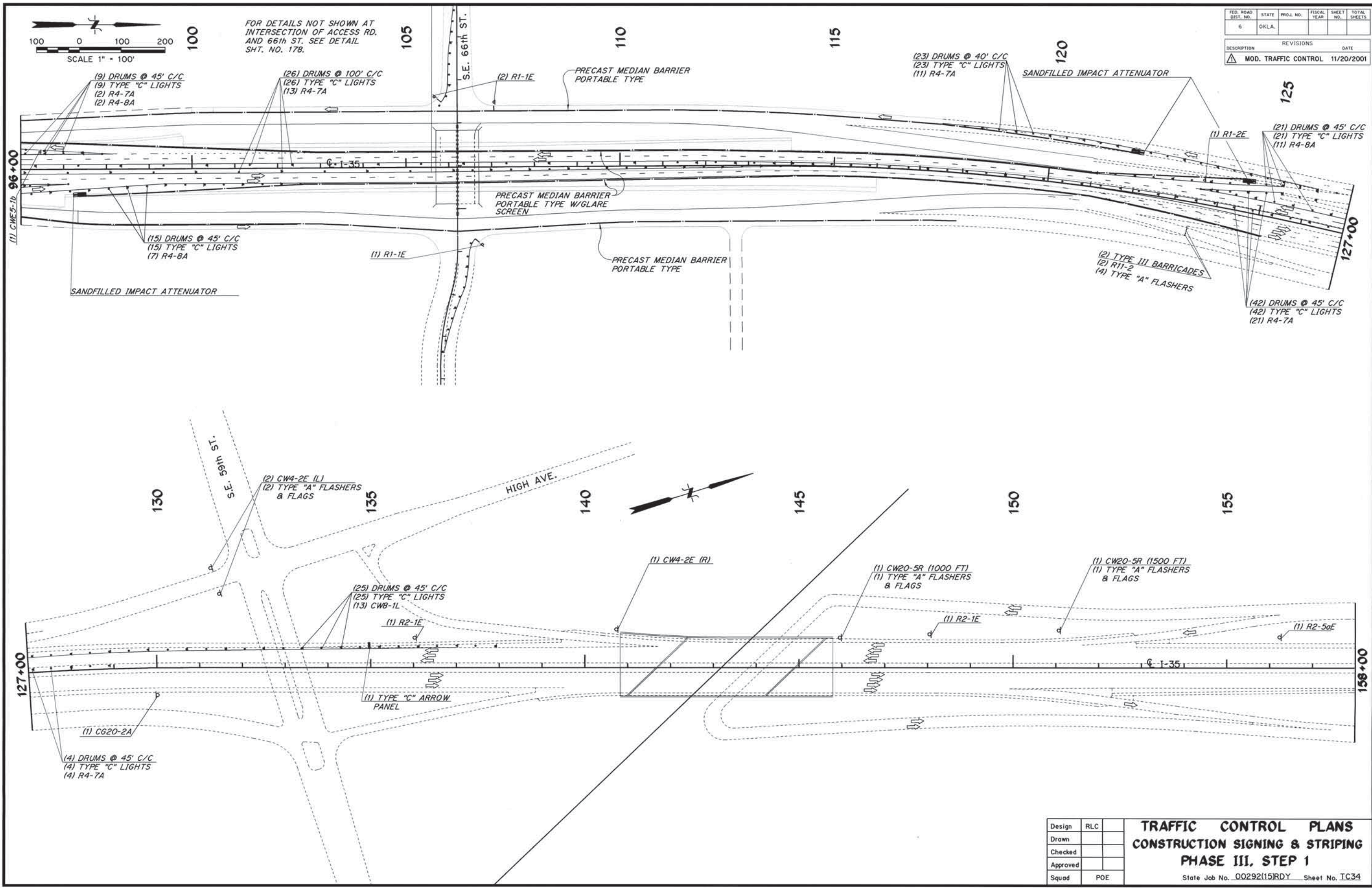
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION					REVISIONS
MOD. TRAFFIC CONTROL					DATE
					11/20/2001



Design	RLC	
Drawn		
Checked		
Approved		
Squad	POE	

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 1

State Job No. 00292(15)RDY Sheet No. TC33



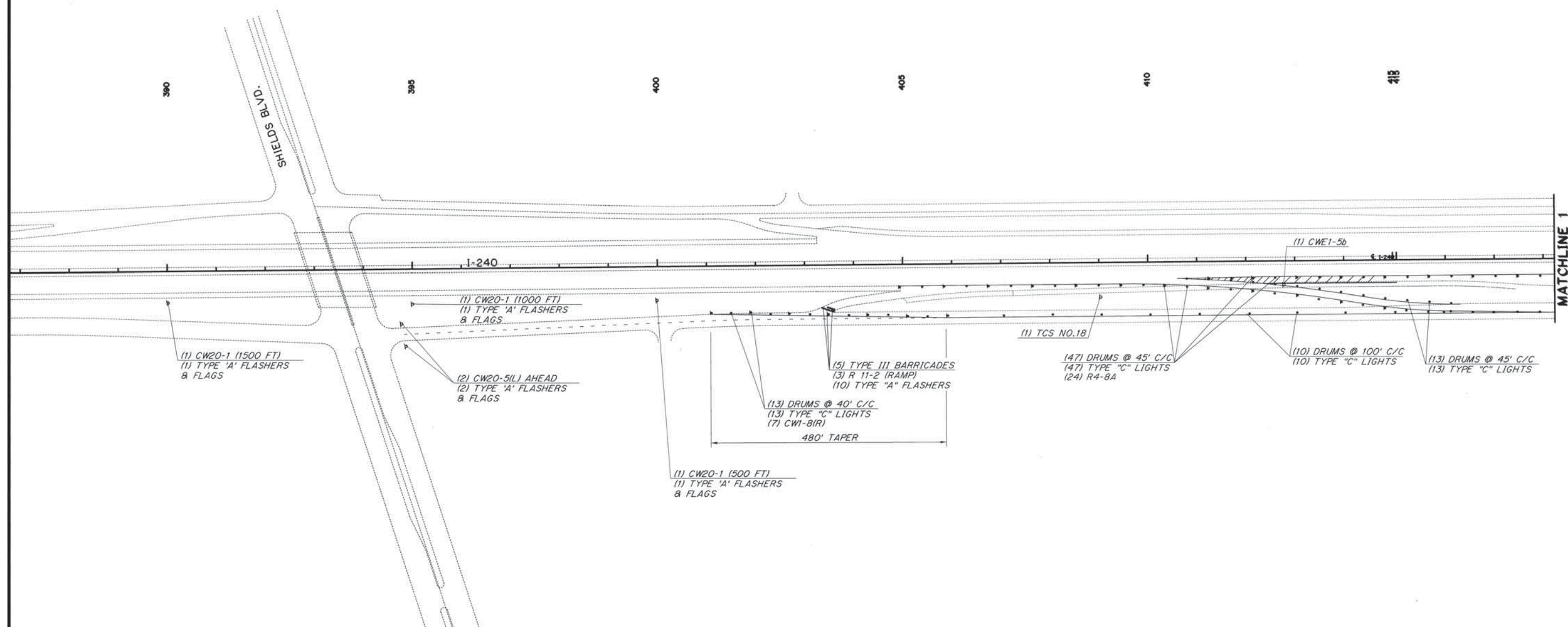
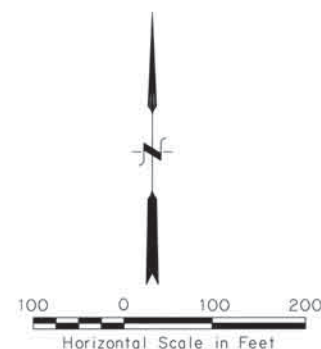
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS		DATE	
MOD. TRAFFIC CONTROL				11/20/2001	

Design	RLC		
Drawn			
Checked			
Approved			
Squad	POE		

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 1

State Job No. 00292(15)RDY Sheet No. 1C34

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



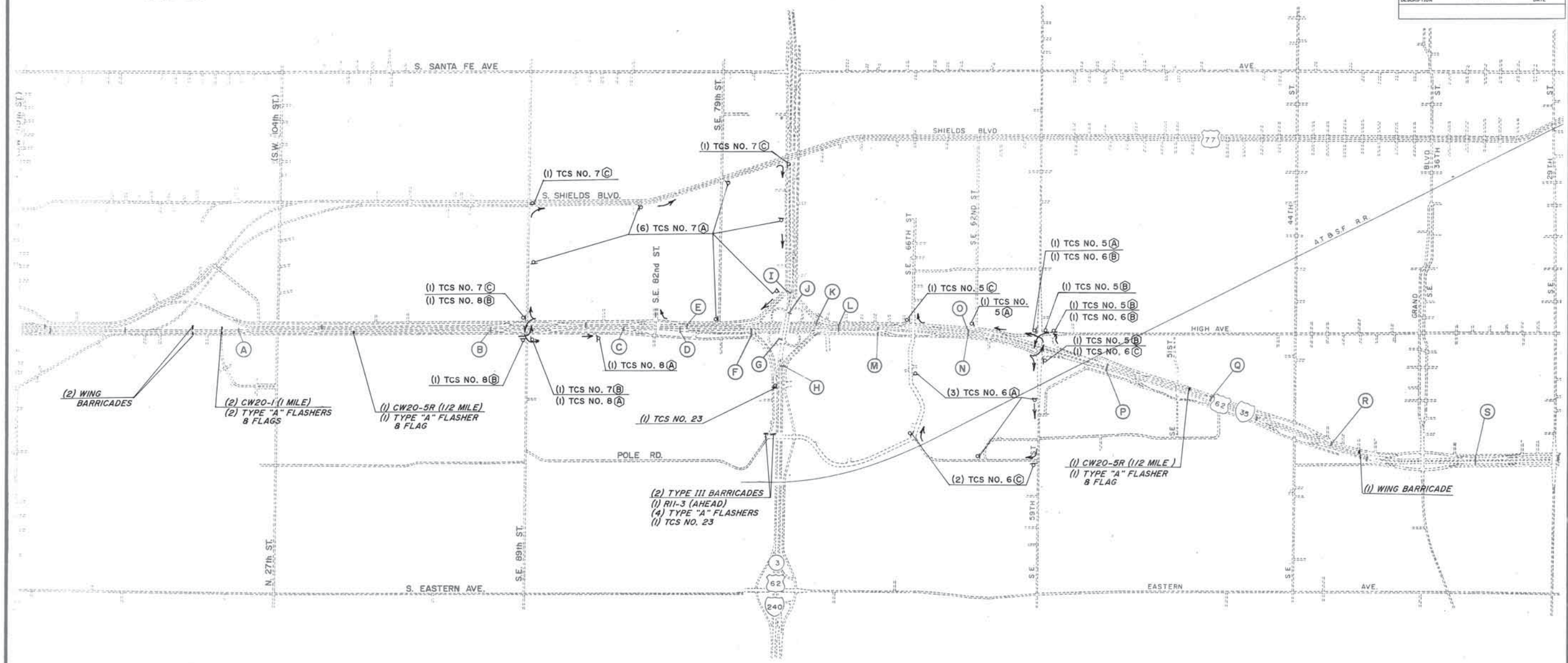
Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

**TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 1**

State Job No. 00292(15)RDY Sheet No. TC35



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



EXISTING OVERHEAD SIGN STRUCTURES

- (A) REMAINS UNCHANGED THIS PHASE (D) REMOVED PHASE I, STEPS 3 & 4 (G) REMAINS UNCHANGED THIS PHASE (J) REMAINS UNCHANGED THIS PHASE (M) REMOVED PHASE II (P) TCS NO. 20 REMAINS IN PLACE (R) TCS NO. 1 SHALL REMAIN IN PLACE
- (B) TCS NO. 21 REMAINS IN PLACE (E) REMOVED PHASE I, STEPS 3 & 4 (H) TCS NO. 11 REMAINS IN PLACE (K) REMOVED PHASE I, STEPS 1 & 2 (N) RESET UPON COMPLETION OF THIS PHASE (Q) TCS NO. 20 REMAINS IN PLACE (S) REMAINS UNCHANGED THIS PHASE
- (C) REMOVED PHASE I, STEPS 3 & 4 (F) REMOVED PHASE I, STEPS 3 & 4 (I) TCS NO. 11 REMAINS IN PLACE (L) REMOVED PHASE I, STEPS 3 & 4 (O) RESET UPON COMPLETION OF THIS PHASE

Design	RLC
Drawn	JJC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLAN
ADVANCE SIGNING
PHASE III, STEP 2
State Job No. 00292(15RDY) Sheet No. TC36

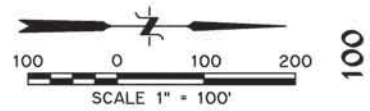
NOTE: SLIP RAMP FOR 82nd ST. SHALL REMAIN IN PLACE UNTIL SUCH TIME AS NEWLY CONSTRUCTED 82nd ST. RAMP IS OPEN TO TRAFFIC. SEE GENERAL SEQUENCE OF CONSTRUCTION PHASE III STEP 2.

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 2

Design	RLC	Drawn	Checked	Approved	Squad	POE

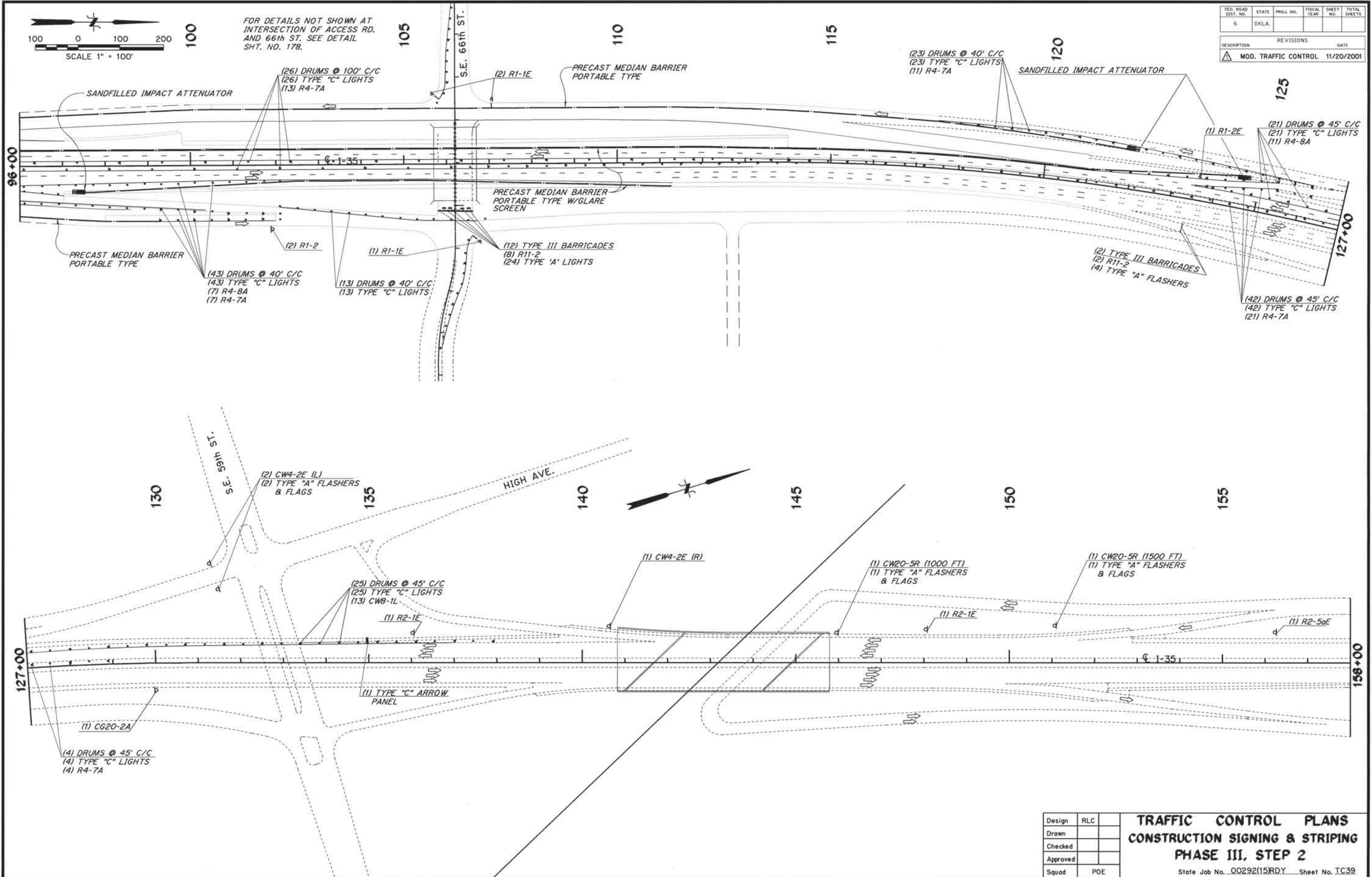
State Job No. 00292(15)RDY Sheet No. IC38

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 2
State Job No. 00292(15RDY) Sheet No. IC38



FOR DETAILS NOT SHOWN AT
INTERSECTION OF ACCESS RD.
AND 66th ST. SEE DETAIL
SHT. NO. 178.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
MOD. TRAFFIC CONTROL					11/20/2001

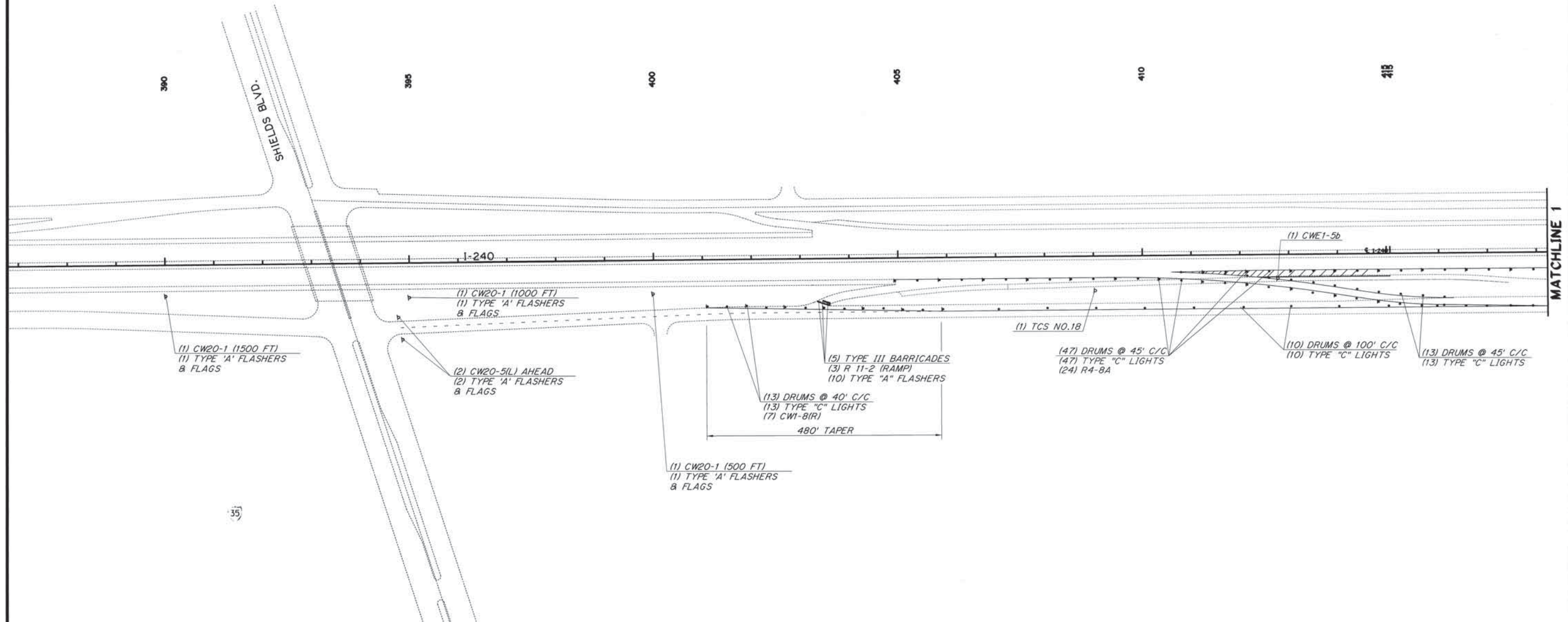
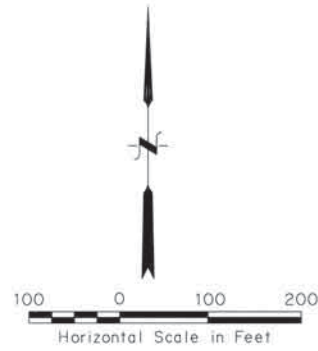


Design	RLC
Drawn	
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLANS
CONSTRUCTION SIGNING & STRIPING
PHASE III, STEP 2

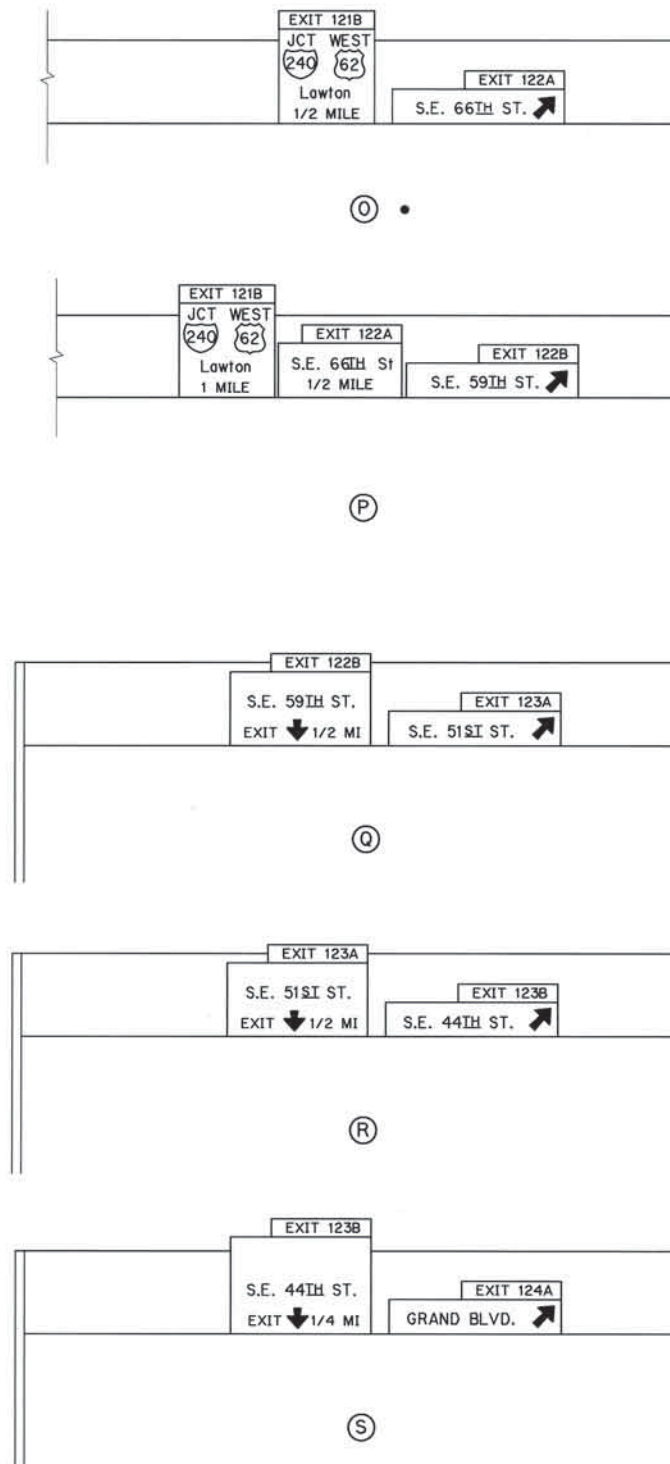
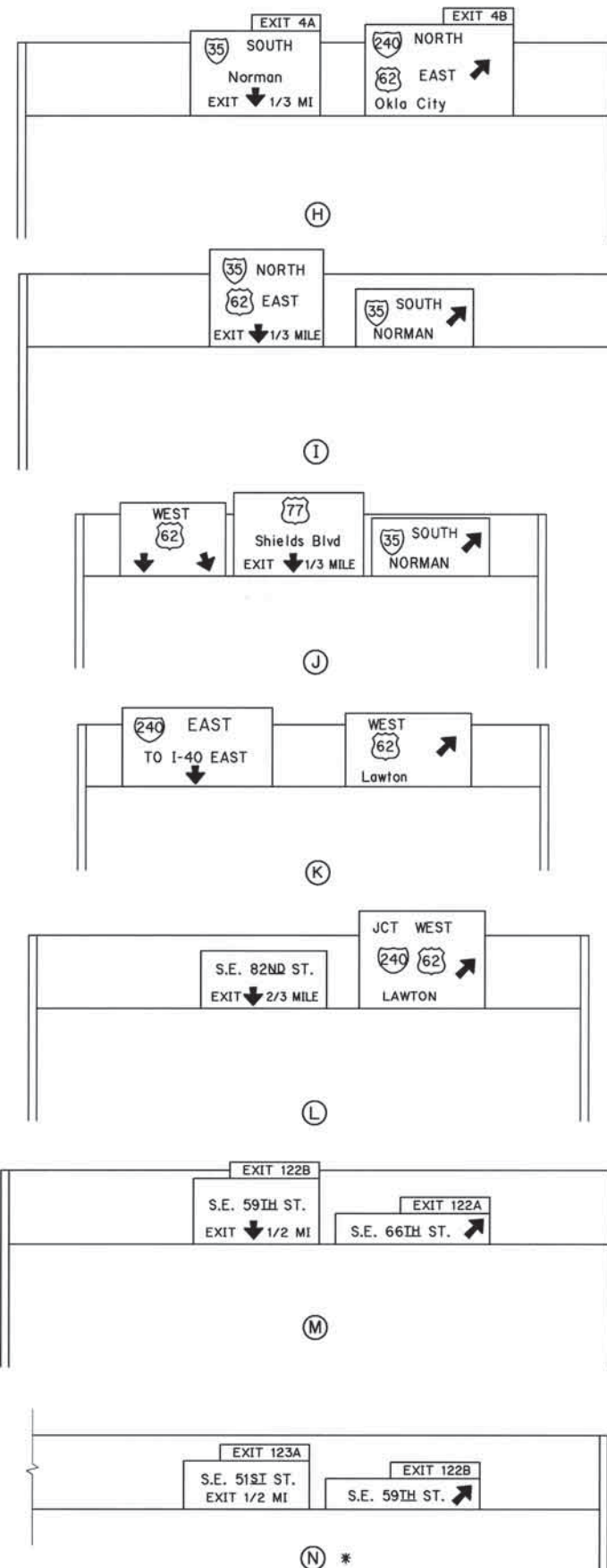
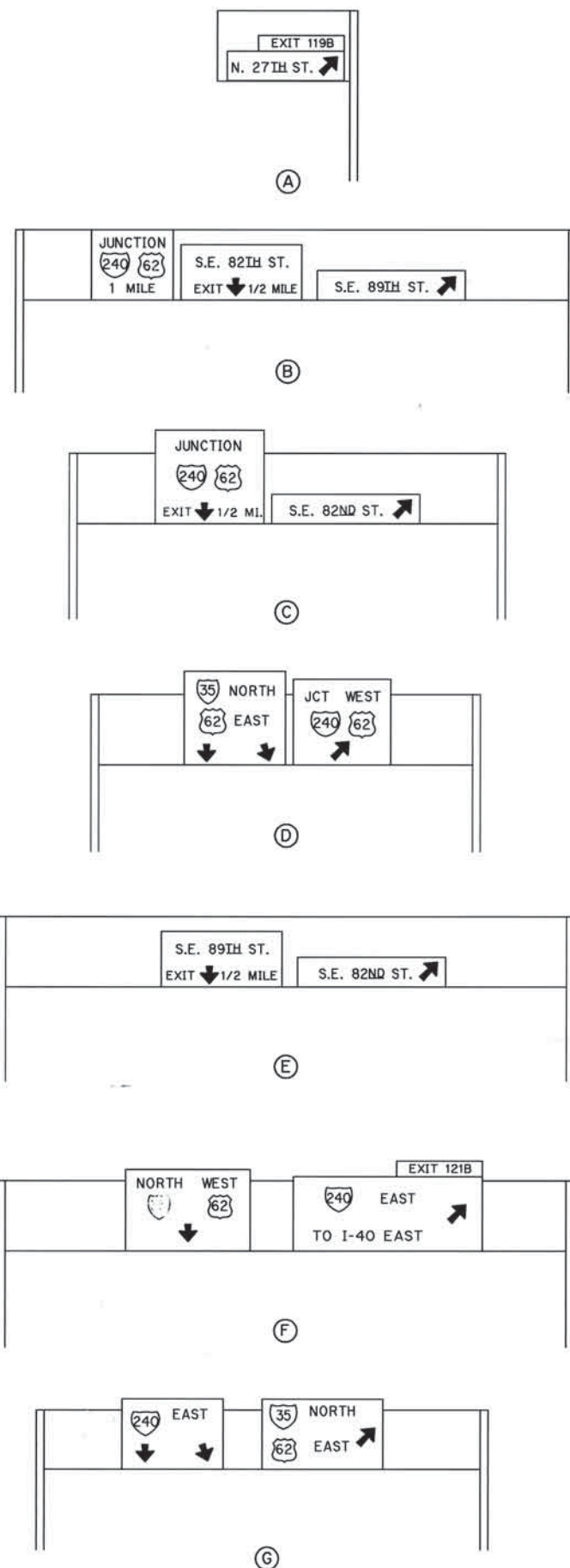
State Job No. 00292(15)RDY Sheet No. TC39

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



Design	RLC	TRAFFIC CONTROL PLANS CONSTRUCTION SIGNING & STRIPING PHASE III, STEP 2 State Job No. 00292(15)RDY Sheet No. TC40
Drawn		
Checked		
Approved		
Squad	POE	

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



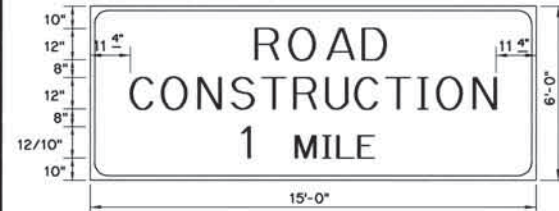
* SAME STRUCTURE AS (O) THIS HALF IS OVER SOUTHBOUND LANES I-35.
 • SAME STRUCTURE AS (N) THIS HALF IS OVER NORTHBOUND LANES I-35.

Design	JJC
Drawn	JJC
Checked	JLH
Approved	JWE
Squad	POE

TRAFFIC CONTROL PLAN **CONSTRUCTION SIGNING & STRIPING** **TEMPORARY CONSTRUCTION SIGNS**

State Job No. 00292115RDY Sheet No. TC41

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	IR-35-3(2201)124			
REVISIONS					DATE
DESCRIPTION					
ADDED SIGN					12/17/2001



TEMPORARY CONSTRUCTION SIGN NO. 1



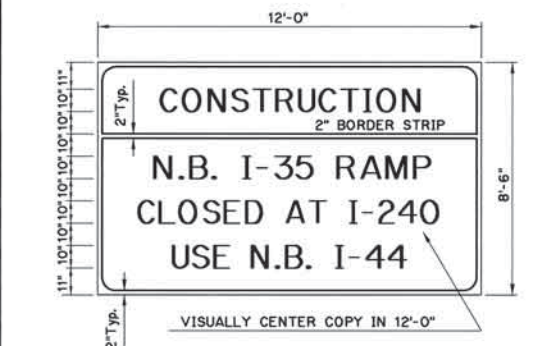
TEMPORARY CONSTRUCTION SIGN NO. 2



TEMPORARY CONSTRUCTION SIGN NO. 3



TEMPORARY CONSTRUCTION SIGN NO. 4



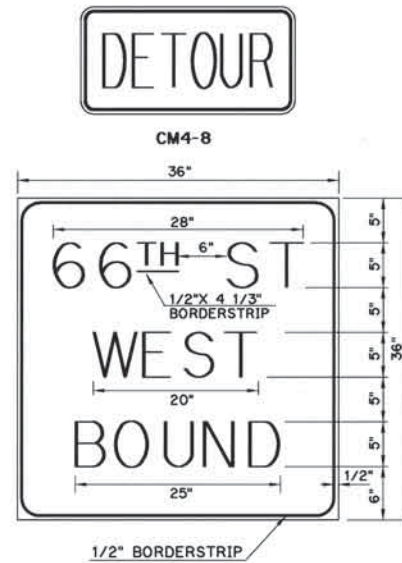
▲ * TEMPORARY CONSTRUCTION SIGN NO. 4A
LEGEND
BACKGROUND TOP BLACK (NON-REFLECTORIZED)
BACKGROUND BOTTOM WHITE (REFLECTORIZED)

▲ * TEMPORARY CONSTRUCTION SIGN NO. 4A SHALL BE INSTALLED DURING PHASE 2, WHEN RAMP FROM E.B. I-240 TO N.B. I-35 IS CLOSED. SIGN PLACED IN AT LEAST 2 LOCATIONS, AS APPROVED BY THE ENGINEER.

NOTE: DIRECTIONAL ARROW ON T.C.S. ASSEMBLY SIGN NO.5 THRU 10 SHALL BE DENOTED ON THESE PLANS AS (A), (B), (C).

T.C.S. ASSEMBLY NO.5 THRU 10 ARE TO BE INSTALLED AT LOCATIONS INDICATED ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.

T.C.S. NOS. 1 THRU 6 SHALL BE BLACK (NON-REFLECTORIZED) LEGEND AND ORANGE (REFLECTORIZED) BACKGROUND.

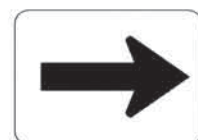


TEMPORARY CONSTRUCTION SIGN NO. 5

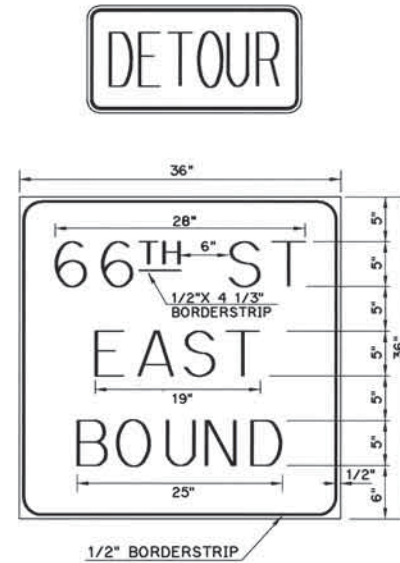
(A) = CM6-3



(B) = CM6-1(L)

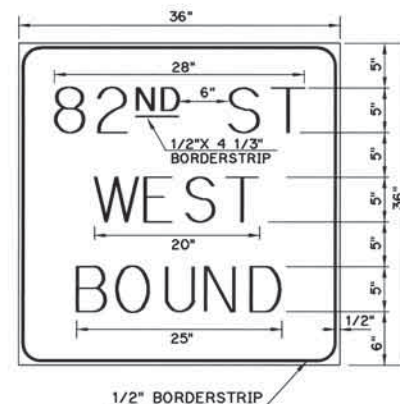


(C) = CM6-1(R)



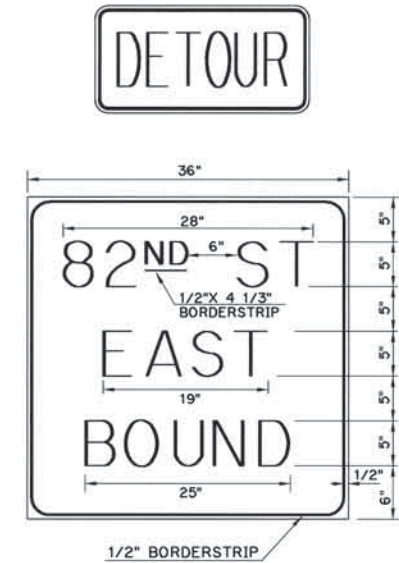
TEMPORARY CONSTRUCTION SIGN NO. 6

(A)



TEMPORARY CONSTRUCTION SIGN NO. 7

(A)



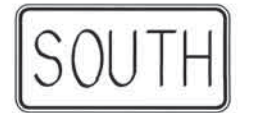
TEMPORARY CONSTRUCTION SIGN NO. 8

(A)



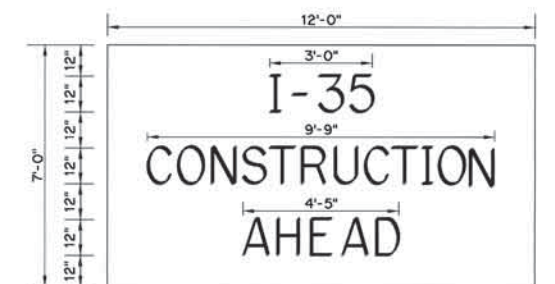
TEMPORARY CONSTRUCTION SIGN NO. 9

(A)



TEMPORARY CONSTRUCTION SIGN NO. 10

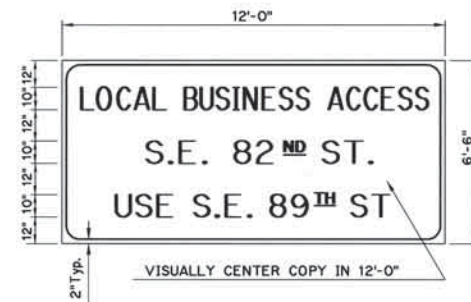
(A)



LEGEND
LEGEND BLACK (NON-REFLEC.)
BACKGROUND ORANGE (REFLEC.)
TEMPORARY CONSTRUCTION SIGN NO. 11

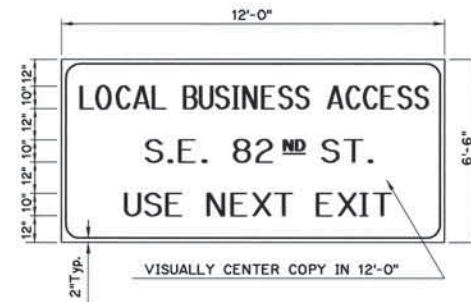
Design	RLC
Drawn	RLC
Checked	
Approved	
Squad	POE

TRAFFIC CONTROL PLAN
CONSTRUCTION SIGNING & STRIPING
TEMPORARY CONSTRUCTION SIGNS
State Job No. 00292(15RDY) Sheet No. TC42



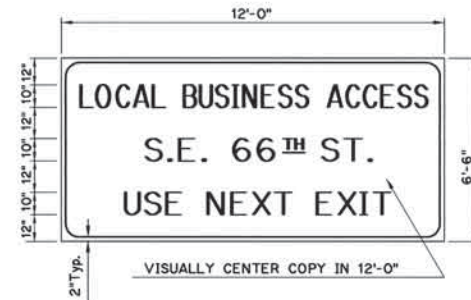
TEMPORARY CONSTRUCTION SIGN NO. 12

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
WHITE (REFLECTORIZED)



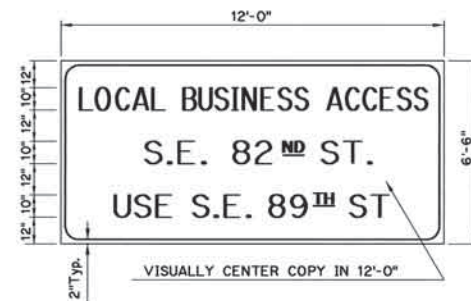
TEMPORARY CONSTRUCTION SIGN NO. 13

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
WHITE (REFLECTORIZED)



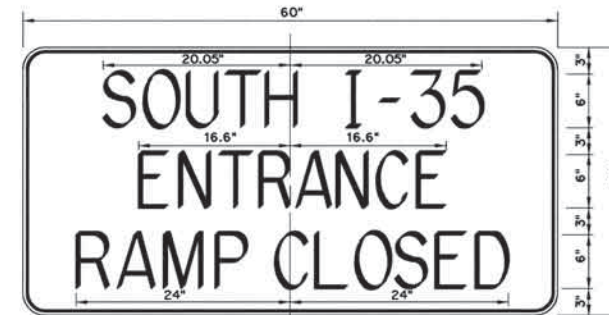
TEMPORARY CONSTRUCTION SIGN NO. 14

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
WHITE (REFLECTORIZED)



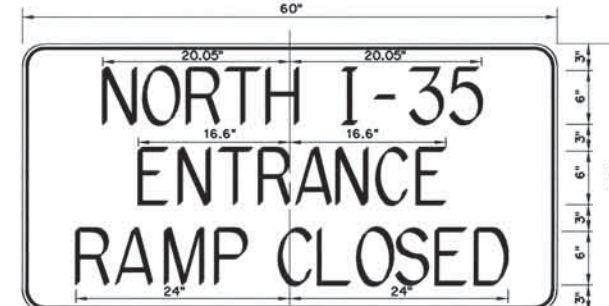
TEMPORARY CONSTRUCTION SIGN NO. 15

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
WHITE (REFLECTORIZED)



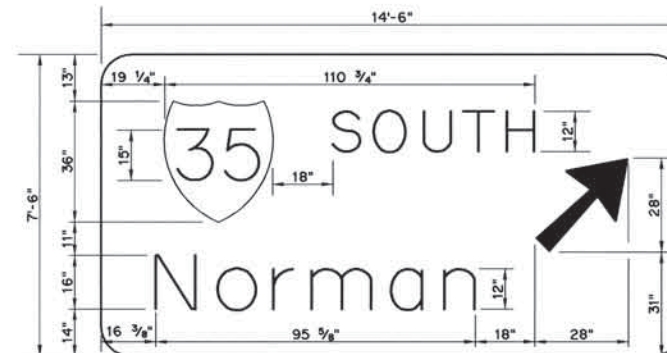
TEMPORARY CONSTRUCTION SIGN NO. 16

LEGEND & BORDER BLACK (NON-REFLEC.)
BACKGROUND WHITE (REFLEC.)
BORDER 3/4"
MARGIN 1/2"
SIGN BLANK B-6030



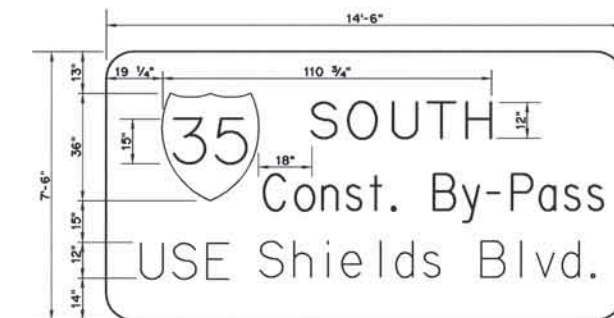
TEMPORARY CONSTRUCTION SIGN NO. 17

LEGEND & BORDER BLACK (NON-REFLEC.)
BACKGROUND WHITE (REFLEC.)
BORDER 3/4"
MARGIN 1/2"
SIGN BLANK B-6030



TEMPORARY CONSTRUCTION SIGN NO. 18

LEGEND
BACKGROUND WHITE (REFLECTORIZED)
GREEN (NON-REFLECTORIZED)



TEMPORARY CONSTRUCTION SIGN NO. 18A

LEGEND
BACKGROUND WHITE (REFLECTORIZED)
GREEN (NON-REFLECTORIZED)



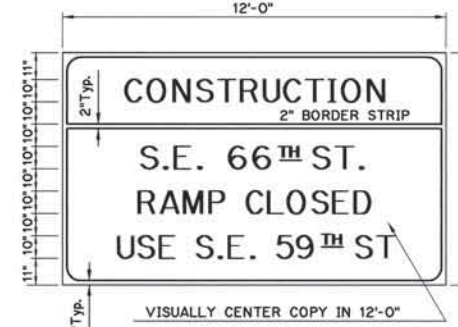
TEMPORARY CONSTRUCTION SIGN NO. 18A

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
ORANGE (REFLECTORIZED)



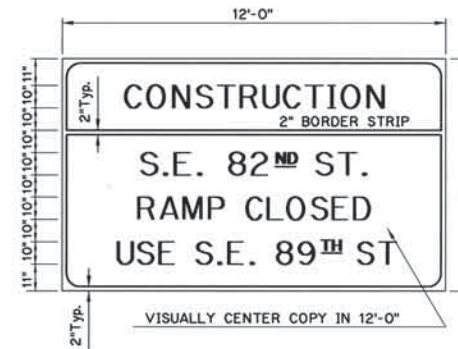
TEMPORARY CONSTRUCTION SIGN NO. 19

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
WHITE (REFLECTORIZED)
LETTER SERIES "C"



TEMPORARY CONSTRUCTION SIGN NO. 20

LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
ORANGE (REFLECTORIZED)



TEMPORARY CONSTRUCTION SIGN NO. 21

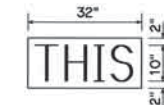
LEGEND
BACKGROUND BLACK (NON-REFLECTORIZED)
ORANGE (REFLECTORIZED)

NOTE FOR TCS NO. 18B
VISUALLY CENTER LENDEND
ADD THIS SIGN TO TOP OF ALL
SHIELDS BLVD. SIGN ASSEMBLIES
ON EAST BOUND I-240

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	IR-35-312201	124		
REVISIONS					
DESCRIPTION	DATE				
MODIFIED SIGN	1/14/2002				

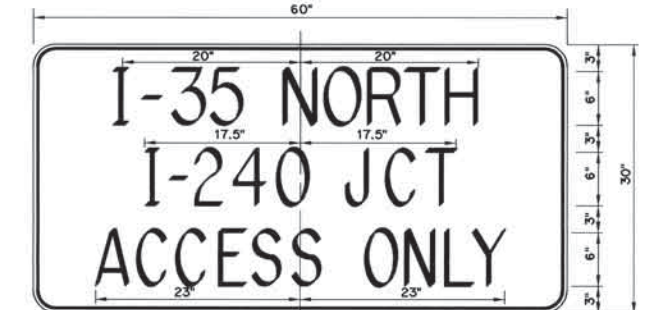


TEMPORARY CONSTRUCTION SIGN NO. 22



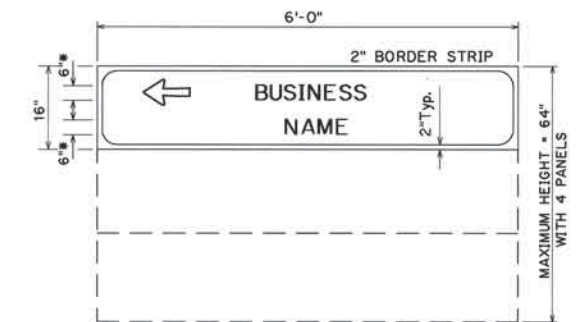
TEMPORARY CONSTRUCTION SIGN NO. 22-A

USE T.C.S. NO.22 AND REPLACE THE
WORD NEXT WITH THE WORD THIS.



TEMPORARY CONSTRUCTION SIGN NO. 23

LEGEND & BORDER BLACK (NON-REFLEC.)
BACKGROUND WHITE (REFLEC.)
BORDER 3/4"
MARGIN 1/2"
SIGN BLANK B-6030
LETTER C



* SERIES OF LETTERING DEPENDS UPON LENGTH OF LEGEND.
(MAXIMUM LENGTH OF BUSINESS NAME PER LINE IS 5'-4")
ALL BUSINESS ROUTING SIGNS SHALL BE SHEET ALUMINUM WITH
REFLECTORIZED WHITE LEGEND ON REFLECTORIZED BLUE BACKGROUND.

TYPICAL BUSINESS ROUTING SIGN

Design	RLC	TRAFFIC CONTROL PLAN
Drawn	RLC	CONSTRUCTION SIGNING & STRIPING
Checked		TEMPORARY CONSTRUCTION SIGNS
Approved		State Job No. 00292(15RDY) Sheet No. TC43
Squad	POE	

LIGHT POLE SCHEDULE

LOCATION		FOOTING			POLE ASSEMBLY						REMARKS	
STATION (CTR. LINE OR REF. LINE)	CLEARANCE DISTANCE	TYPE OF FOOTING DESIGN NO. OR SIZE	STRUCTURAL CONC.	REINFORCING STEEL	BREAKAWAY BASE DESIGN NUMBER	MOUNTING HEIGHT	ARM NO. 1	ARM NO. 2	WATTS (H.P.S.)	L.E.S. DISTR. TYPE		L/C NO. 12 AWG TYPE
L-10 40	120+65 87' RT. (L-1-35)	10' GWF-24x78	.58	33.40	B	40	10	10	250	MS3	200	---
L-5 41	39+90 130' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 42	41+60 132' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 43	43+25 134' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 44	45+00 140' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 45	46+65 135' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 46	46+39 142' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 47	41+50 132' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 48	43+30 132' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 49	45+15 132' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 50	46+33 135' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-5 51	48+69 101' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 52	50+25 160' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 53	51+93 175' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 54	54+19 122' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 55	56+05 105' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 56	58+10 150' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 57	59+95 137' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 58	61+85 135' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 59	50+46 130' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 60	52+37 125' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 61	54+40 145' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 62	56+25 155' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 63	58+35 175' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 64	59+73 127' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 65	61+48 145' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 66	63+15 142' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 67	64+60 87' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 68	69+37 90' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 69	71+05 90' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 70	71+70 100' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 71	73+36 165' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 72	74+35 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 73	76+50 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 74	78+50 100' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 75	85+05 130' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 76	86+95 130' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 77	88+85 127' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 78	70+85 127' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 79	72+50 135' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 80	74+55 100' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 81	74+32 250' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 82	76+32 90' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-7 83	78+02 100' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 84	81+62 100' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 85	83+62 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 86	85+65 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 87	86+70 165' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 88	87+98 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 89	89+99 90' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 90	92+00 80' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 91	94+00 75' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 92	80+70 100' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 93	82+75 93' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 94	84+50 93' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 95	86+55 100' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 96	88+30 90' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 97	90+10 80' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 98	103+30 90' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-8 99	101+80 75' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 100	103+50 92' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 101	105+20 92' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 102	107+05 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 103	108+87 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 104	96+89 98' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 105	98+65 110' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 106	100+43 152' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 107	102+23 85' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 108	103+45 95' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 109	105+67 107' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 110	107+55 120' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-9 111	109+30 107' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 112	110+75 95' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 113	112+75 90' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 114	114+33 100' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 115	116+30 90' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 116	118+28 80' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 117	111+20 107' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 118	113+00 107' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 119	114+80 105' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 120	116+57 90' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 121	118+50 88' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-10 122	120+33 83' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 123	54+34 103' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 124	61+50 103' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 125	99+02 19' RT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
L-6 126	99+02 19' LT (L-1-35)	10' GWF-24x60	.58	33.40	B	40	12	---	250	MS3	118	---
IN CONC. SLOPE WALL.												
PIER MTD. LIGHT POLE (NOTE #1)												
PIER MTD. LIGHT POLE (NOTE #1)												
TOTAL /Subtotal/ GRAND TOTAL												
45.82 2,638.6 79-B 1 = 10'-10'/40' 82=250W 9,640 19												

NOTE • 1. EXTRA LENGTH POLE. SEE STD. DETAIL - PMBDI-1-00E

REV. NO.		DESCRIPTION	REVISIONS	DATE
1		NEW SHEET		2/12/02

LIGHTING SCHEDULES

Drawn	SRW	10-01
Design	SRW	10-01
Checked	SJH	10-01
Traffic Engineering JAMES G. ROSE		

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION		
DIVISION 4	STATE JOB NO. 00292(15)	SHEET NO. L-1

OKLAHOMA COUNTY

BARRIER LIGHT POLE AND FOOTING SCHEDULE

SHEET NUMBER	ITEM NUMBER	LOCATION		FOOTING				ANCHOR BOLT		POLE ASSEMBLY				REMARKS				
		STATION (CTR. LINE OR REF. LINE)	OFFSET DISTANCE FROM CENTER LINE	TYPE OF FOOTING DESIGN NO. AND SIZE	ESTIMATED DIFFERENCE IN GRADE OF DESIGN 1A MEDIAN BARRIER	STRUCTURAL CONC.	REINFORCING STEEL	QUANTITY	DIAM. x LENGTH	BOLT CIRCLE DIAM.	MOUNTING HEIGHT	MAST ARM			LUMINAIRE		JC NO. 12 AVG TYPE THW ELECTRICAL COND.	LIGHTING ARRESTOR
												ARM NO. 1	ARM NO. 2		WATTS (H.P.S.)	I.E.S. DISTR. TYPE		
			FT.		IN.	C.Y.	LBS.	EA.	IN.	IN.	FT.	LF.	LF.			LF.		
L-5	1	41+35 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-5	2	43+52 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-5	3	45+65 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-5	4	47+86 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-6	5	50+03 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-6	6	52+29 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-6	7	54+40 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-6	8	56+41 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-6	9	58+42 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-6	10	60+43 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-6	11	62+44 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-6	12	64+45 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	13	66+46 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	14	67+47 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	15	70+48 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	16	72+49 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-7	17	74+50 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	18	76+51 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-7	19	78+52 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-8	20	81+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-8	21	83+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-8	22	85+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-8	23	87+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-8	24	89+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-8	25	91+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-8	26	93+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-8	27	95+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-9	28	97+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-9	29	99+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-9	30	101+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-9	31	103+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-9	32	105+00 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-9	33	107+40 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
L-9	34	109+35 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-10	35	111+30 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-10	36	113+25 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-10	37	115+20 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-10	38	117+20 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	--- (1)	
L-10	39	119+15 (℄ 1-35)	0'	BMF24x78	0	.76	155.46	4	1-1/4x48	13	45	10	10	2-310	MS3	248	1 (1)	
																	12	
		TOTALS				29.64	6,062.94				39			78		9,672	12	

(1) SEE MEDIAN BARRIER STD BMF1-1-00E

39 BARRIER MOUNTED LIGHT POLES SHALL BE 45' MOUNTING HEIGHT WITH
TWIN 12" HIGH RISE MAST ARMS SIMILAR TO THE POLES ON ADJOINING PROJECTS.
78 LUMINAIRES SHALL BE 310 WATT HPS, TYPE M-S-III, ROADWAY LUMINAIRES.

SERVICE POLE SCHEDULE

SHEET NUMBER	SERVICE POLE NUMBER	LOCATION		TYPE	SECONDARY VOLTAGE AND NO. PHASE	CONTROLLER						WOOD POLE		METER		REMARKS
		STATION (CTR. LINE OR REF. LINE)	QUANTITY			RATING		CIRCUIT LOADING		N = NEW E = EXISTING	TOTAL LENGTH	CLASS	IM = INSTALL METER NM = NOT METERED	DISCONNECT SWITCH 2-POLE 600 VOLT (NOTE 1)		
						NO. OF POLES / CONTROLLER	AMP/REE RATING OF CONTACTS	CIRCUIT ID.	ESTIMATED AMPS./ MIN. FUSE SIZE							
															EA.	
*1	---	STA. 26+40 214' RT (C- 135)	UG/1	480-1	2	2	60	E	26	35	E	30	6	NM	XXX	RE-WIRE EXISTING CONTROLLER ADDING CIRCUIT (B).
L-6	1	STA. 56+36 214' RT (C- 135)	UG/1	480-1	1	2	60	F	11	20						
								G	20	30						
								H	16	25						
								J	18	25						
								K	28	35	N	30	6	NM	XXX	
*2	---	STA. 419+25 140' LT (C- 1240)	UG/1	480-1	1	2	60	C	34	45	E	30	6	NM	XXX	
								D	20	25						
L-8	2	STA. 91+00 165' LT (C- 135)	UG/1	480-1	1	2	60	L	24	30	N	30	6	NM	XXX	
								M	26	35						
L-9	3	STA. 109+00 150' RT (C- 135)	UG/1	480-1	1	2	60	N	24	30	N	30	6	NM	XXX	
*3	---	STA. 133+80 60' RT (C- 135)	UG/1	480-1	1	2	60	A	38	50	E	30	6	NM	XXX	ADDING TO EXISTING CIRCUIT
								B	26	35						

- *1 CIRCUIT (E), (F), (G) & (H) ARE FROM EXISTING SERVICE POLE NO. 2 @ STA. 26+40, 60' LT FROM PROJECT NO. 1-IMY-35-31211120
- *2 CIRCUIT (C) & (D) ARE FROM EXISTING SERVICE POLE NO. 2 @ STA. 419+25, 140' LT OFF OF 1-240 ON PROJECT NO. 1R-35-31411120
- *3 CIRCUIT (A) & (B) ARE FROM EXISTING SERVICE POLE NO. 1 @ STA. 133+80, 140' LT ON PROJECT NO. 1R-35-31110123

LIGHT POLE REMOVAL SCH.

SHEET NUMBER	ITEM NUMBER	LOCATION		REMARKS
		STATION (CTR. LINE OR REF. LINE)		
L-5	1	42+25	67' LT (E 1-35)	NOTE (1)
L-5	2	44+40	62' LT (E 1-35)	NOTE (1)
L-5	3	46+45	61' LT (E 1-35)	NOTE (1)
L-5	4	48+43	85' LT (E 1-35)	NOTE (1)
L-5	5	42+50	58' RT (E 1-35)	NOTE (1)
L-5	6	44+53	58' RT (E 1-35)	NOTE (1)
L-5	7	46+50	65' RT (E 1-35)	NOTE (1)
L-5	8	48+50	86' RT (E 1-35)	NOTE (1)
L-6	9	50+39	110' LT (E 1-35)	NOTE (1)
L-6	10	50+50	53' LT (E 1-35)	NOTE (1)
L-6	11	52+45	131' LT (E 1-35)	NOTE (1)
L-6	12	52+75	55' LT (E 1-35)	NOTE (1)
L-6	13	54+40	126' LT (E 1-35)	NOTE (1)
L-6	14	54+70	54' LT (E 1-35)	NOTE (1)
L-6	15	56+47	105' LT (E 1-35)	NOTE (1)
L-6	16	56+18	55' LT (E 1-35)	NOTE (1)
L-6	17	58+55	89' LT (E 1-35)	NOTE (1)
L-6	18	58+88	54' LT (E 1-35)	NOTE (1)
L-6	19	60+53	74' LT (E 1-35)	NOTE (1)
L-6	20	62+58	60' LT (E 1-35)	NOTE (1)
L-6	21	64+58	58' LT (E 1-35)	NOTE (1)
L-6	22	52+47	56' RT (E 1-35)	NOTE (1)
L-6	23	52+40	132' RT (E 1-35)	NOTE (1)
L-6	24	54+38	54' RT (E 1-35)	NOTE (1)
L-6	25	54+48	143' RT (E 1-35)	NOTE (1)
L-6	26	56+43	161' RT (E 1-35)	NOTE (1)
L-6	27	56+50	69' RT (E 1-35)	NOTE (1)
L-6	28	57+42	178' RT (E 1-35)	NOTE (1)
L-6	29	58+47	87' RT (E 1-35)	NOTE (1)
L-6	30	60+18	87' RT (E 1-35)	NOTE (1)
L-6	31	61+32	197' RT (E 1-35)	NOTE (1)
L-6	32	61+40	156' RT (E 1-35)	NOTE (1)
L-6	33	61+72	60' RT (E 1-35)	NOTE (1)
L-6	34	63+25	148' RT (E 1-35)	NOTE (1)
L-6	35	63+80	52' RT (E 1-35)	NOTE (1)
L-7	36	63+43	69' LT (E 1-35)	NOTE (1)
L-7	37	70+10	93' LT (E 1-35)	NOTE (1)
L-7	38	72+50	98' LT (E 1-35)	NOTE (1)
L-7	39	73+43	159' LT (E 1-35)	NOTE (1)
L-7	40	74+50	98' LT (E 1-35)	NOTE (1)
L-7	41	76+70	95' LT (E 1-35)	NOTE (1)
L-7	42	78+92	105' LT (E 1-35)	NOTE (1)
L-7	43	65+05	160' RT (E 1-35)	NOTE (1)
L-7	44	65+90	64' RT (E 1-35)	NOTE (1)
L-7	45	66+97	95' RT (E 1-35)	NOTE (1)
L-7	46	68+20	59' RT (E 1-35)	NOTE (1)
L-7	47	68+88	137' RT (E 1-35)	NOTE (1)
L-7	48	70+22	57' RT (E 1-35)	NOTE (1)
L-7	49	70+86	126' RT (E 1-35)	NOTE (1)
L-7	50	72+42	56' RT (E 1-35)	NOTE (1)
L-7	51	72+54	146' RT (E 1-35)	NOTE (1)
L-7	52	74+11	225' RT (E 1-35)	NOTE (1)
L-7	53	74+78	104' RT (E 1-35)	NOTE (1)
L-7	54	75+32	216' RT (E 1-35)	NOTE (1)
L-7	55	76+54	87' RT (E 1-35)	NOTE (1)
L-7	56	77+32	110' RT (E 1-35)	NOTE (1)
L-7	57	78+42	103' RT (E 1-35)	NOTE (1)
L-8	58	83+05	90' LT (E 1-35)	NOTE (1)
L-8	59	85+15	92' LT (E 1-35)	NOTE (1)
L-8	60	85+32	105' LT (E 1-35)	NOTE (1)
L-8	61	87+50	113' LT (E 1-35)	NOTE (1)
L-8	62	89+32	105' LT (E 1-35)	NOTE (1)
L-8	63	91+10	69' LT (E 1-35)	NOTE (1)
L-8	64	92+95	63' LT (E 1-35)	NOTE (1)
L-8	65	94+95	62' LT (E 1-35)	NOTE (1)
L-8	66	80+40	106' RT (E 1-35)	NOTE (1)
L-8	67	82+62	96' RT (E 1-35)	NOTE (1)
L-8	68	84+54	87' RT (E 1-35)	NOTE (1)
L-8	69	85+21	104' LT (E 1-35)	NOTE (1)
L-8	70	86+66	105' LT (E 1-35)	NOTE (1)
L-8	71	88+57	95' LT (E 1-35)	NOTE (1)
L-8	72	90+56	76' LT (E 1-35)	NOTE (1)
L-8	73	92+40	71' LT (E 1-35)	NOTE (1)
L-8	74	94+30	57' LT (E 1-35)	NOTE (1)
L-9	75	96+92	60' LT (E 1-35)	NOTE (1)
L-9	76	98+85	70' LT (E 1-35)	NOTE (1)
L-9	77	102+40	57' LT (E 1-35)	NOTE (1)
L-9	78	102+70	105' LT (E 1-35)	NOTE (1)
L-9	79	104+50	57' LT (E 1-35)	NOTE (1)
L-9	80	104+70	105' LT (E 1-35)	NOTE (1)
L-9	81	108+73	57' LT (E 1-35)	NOTE (1)
L-9	82	96+59	65' RT (E 1-35)	NOTE (1)
L-9	83	98+33	75' RT (E 1-35)	NOTE (1)
L-9	84	100+33	95' LT (E 1-35)	NOTE (1)

LIGHT POLE REMOVAL SCH.

SHEET NUMBER	SIGN NUMBER	LOCATION		REMARKS
		STATION (CTR. LINE OR REF. LINE)		
L-9	85	101+64	56' RT (E 1-35)	NOTE (1)
L-9	86	102+07	105' RT (E 1-35)	NOTE (1)
L-9	87	103+60	57' RT (E 1-35)	NOTE (1)
L-9	88	103+90	106' RT (E 1-35)	NOTE (1)
L-9	89	107+94	115' LT (E 1-35)	NOTE (1)
L-9	90	107+96	58' RT (E 1-35)	NOTE (1)
L-9	91	109+96	108' RT (E 1-35)	NOTE (1)
L-10	92	110+71	95' LT (E 1-35)	NOTE (1)
L-10	93	110+88	55' LT (E 1-35)	NOTE (1)
L-10	94	112+61	87' LT (E 1-35)	NOTE (1)
L-10	95	114+42	80' LT (E 1-35)	NOTE (1)
L-10	96	116+10	60' LT (E 1-35)	NOTE (1)
L-10	97	117+88	70' LT (E 1-35)	NOTE (1)
L-10	98	119+89	59' LT (E 1-35)	NOTE (1)
L-10	99	110+17	57' RT (E 1-35)	NOTE (1)
L-10	100	112+05	114' RT (E 1-35)	NOTE (1)
L-10	101	112+27	58' RT (E 1-35)	NOTE (1)
L-10	102	114+13	83' RT (E 1-35)	NOTE (1)
L-10	103	115+98	60' RT (E 1-35)	NOTE (1)
L-10	104	118+00	60' RT (E 1-35)	NOTE (1)
L-10	105	119+70	60' RT (E 1-35)	NOTE (1)
L-10	105	120+65	87' RT (E 1-35)	NOTE (1)
TOTAL = 100				

NOTE (1): INCLUDES THE REMOVAL OF THE EXISTING CONCRETE FOOTING.

UNDERPASS LIGHTING SCHEDULE

SHEET NUMBER	LOCATION (CTR. LINE OR REF. LINE)	NEW					REMARKS
		100 W H.P.S.	MOUNTING BRACKET NO.	3/4" GAL. STEEL CONDUIT	1/2" NO. 10 AWG TYPE THW	JUNCTION BOX (8"x8"x10")	
L-3	STA. 53+30 (E - 1-35) S.E. 82nd ST.)	4	--	75	150	1	
L-4	STA. 80+00 (E - 1-35)	18	--	300	600	3	
L-3	STA. 106+10 (E - 1-35) S.E. 66th ST.)	6	--	100	200	1	
TOTAL		28	--	475	950	5	

SHEET ESTIMATE SCHEDULE

SHEET NUMBER	CONDUITS			CONDUCTORS			PULL BOX (SIZE 1)	JUNCTION BOX (8"x8"x6")	REMARKS
	TRENCHED 2" PVC SCH. 40 L.F.	PUSHED OR BORED 2" PVC SCH. 40 L.F.	EXPOSED 1-1/4" RIGID G. STL. L.F.	EXPOSED 3/4" RIGID G. STL. L.F.	INSULATED COPPER 1/2" NO. 10 AWG TYPE THW L.F.	INSULATED COPPER 1/2" NO. 4 AWG TYPE XHHW L.F.	INSULATED COPPER 1/2" NO. 12 AWG TYPE L.F.		
L-5	3290	100	-	-	-	-	-	6580	
L-6	4300	250	150	-	-	-	-	8600	
L-7	3080	280	-	-	-	-	-	6160	
L-8	3925	240	-	-	-	-	-	8104	
L-9	3495	295	200	-	-	-	-	7000	
L-10	3410	85	-	-	-	-	-	6840	
TOTAL		21,500	1,200	350	*1	*1	49,864	*2	37

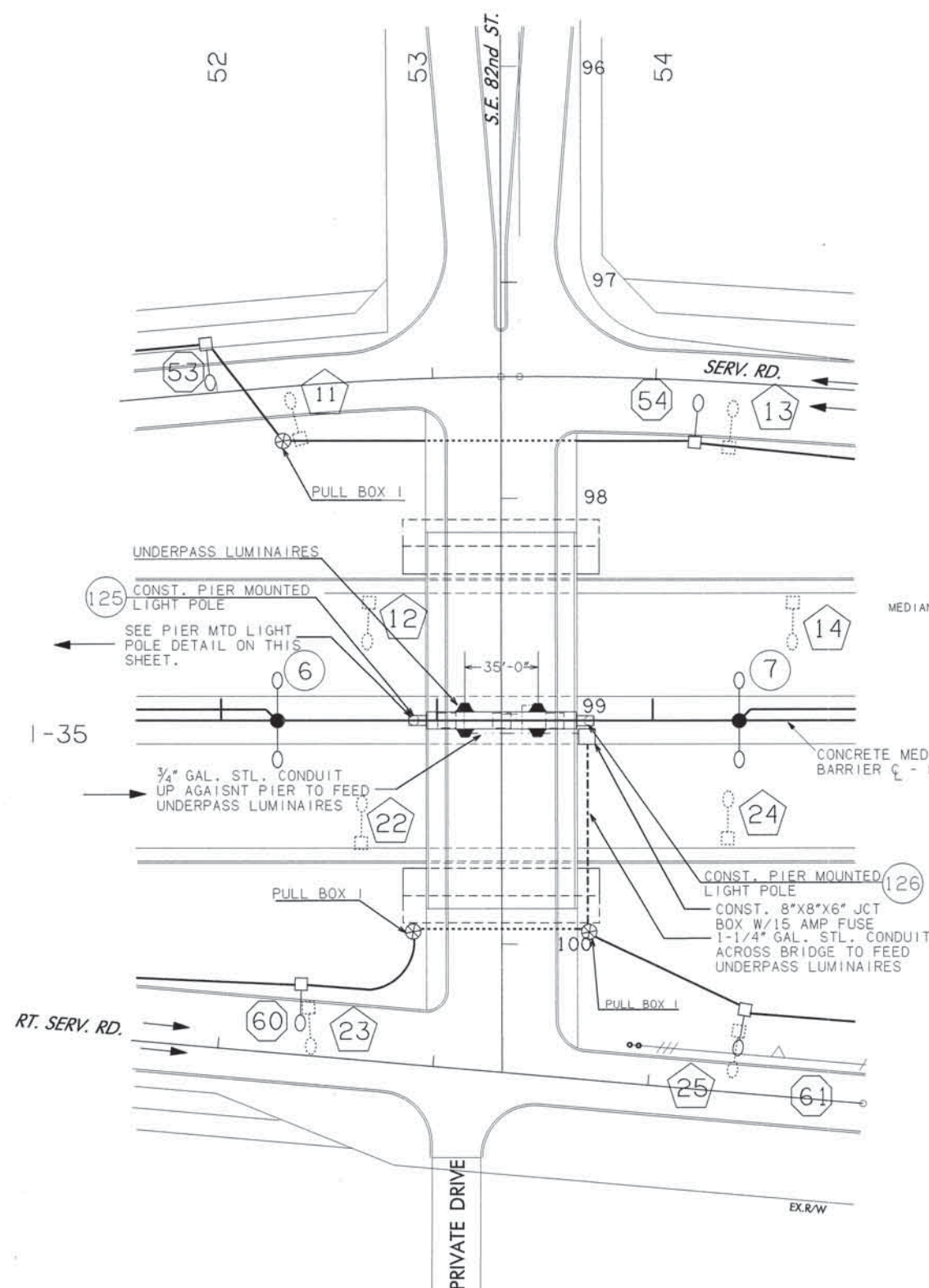
*1. SEE UNDERPASS SCHEDULE ON THIS SHEET.

*2. SEE LIGHT POLE SCHEDULES ON SHEET L-1.

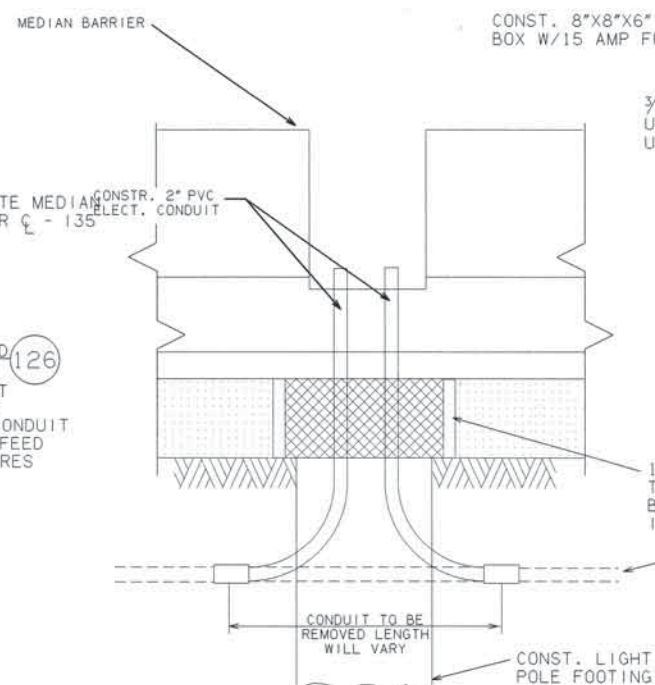
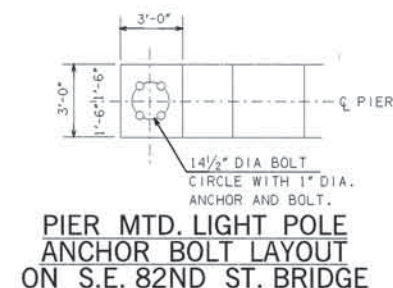
LIGHTING SCHEDULES

Drawn	SRW	10-01
Design	SRW	10-01
Checked	SJH	10-01
Traffic Engineering JAMES G. ROSE		

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02

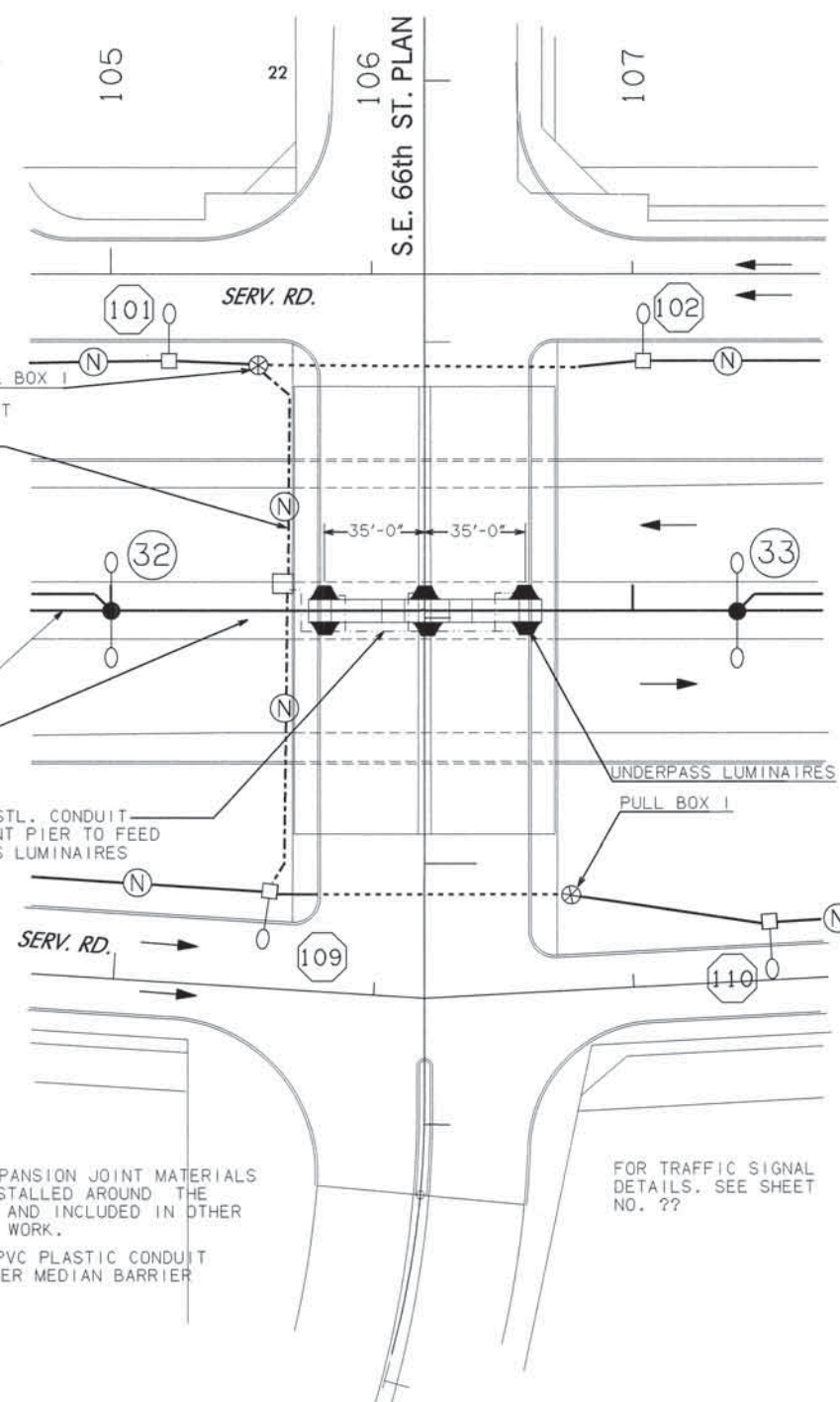


S.E. 82nd ST. PLAN

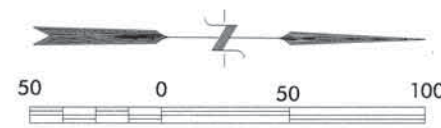


TYPICAL CONDUIT SPLICE FOR LIGHT POLE FOOTING

ANCHOR BOLTS AND REINFORCING STEEL ARE NOT SHOWN FOR CLARITY. SEE MEDIAN BARRIER LIGHT POLE FOOTING SCH. FOR LOCATIONS. SEE STD SHT. - BMF1-1-00E



S.E. 66th ST. PLAN



UNDERPASS LIGHTING DETAILS
(S.E. 66th ST. & S.E. 82nd ST.)

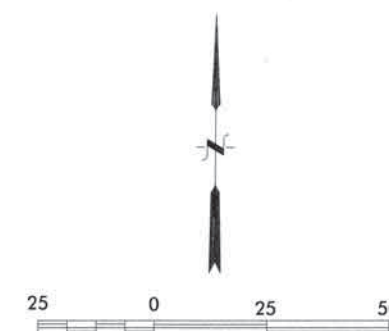
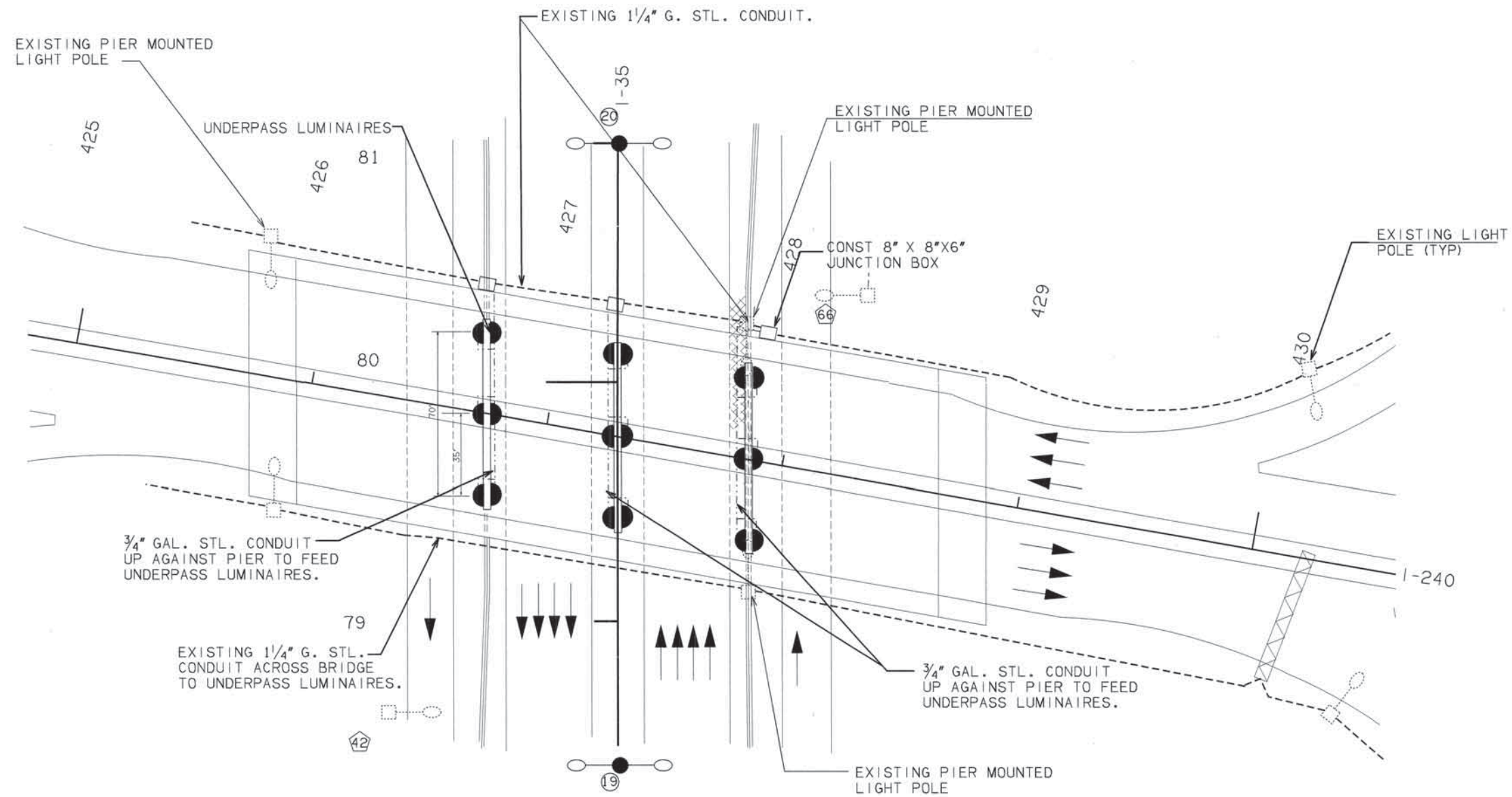
STATE OF OKLAHOMA	DIVISION 4	STATE JOB NO. 0029205	SHEET NO. L-3
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Drawn	SRW	10-01
Design	SRW	10-01
Checked	JGR	10-01
Traffic Engineering JAMES G. ROSE		

OKLAHOMA COUNTY

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REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02

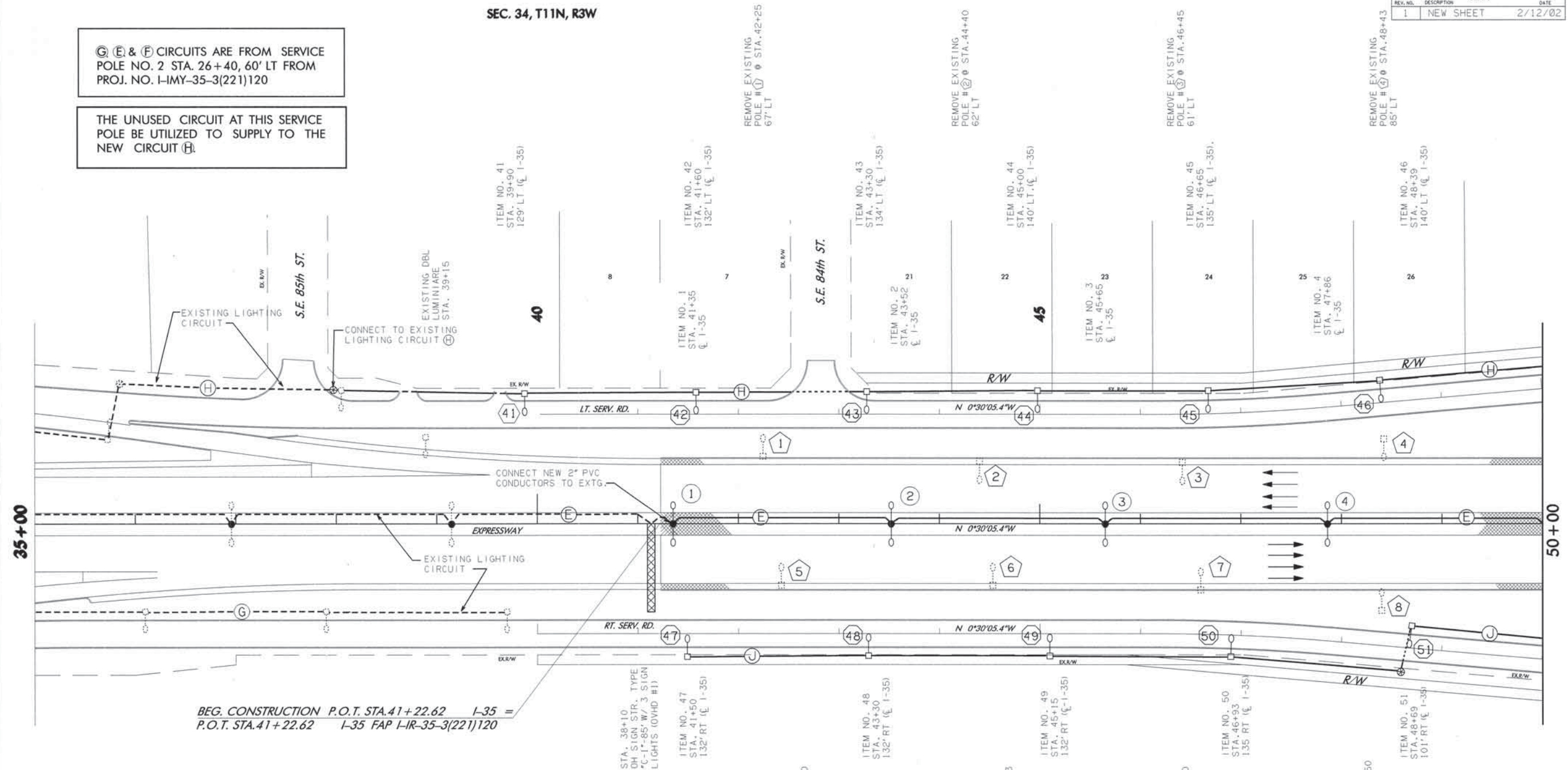


UNDERPASS LIGHTING DETAILS (I-240 & I-35 BRIDGE)			
Drawn	SRW	10-01	
Design	SRW	10-01	
Checked	JGR	10-01	
Traffic Engineering JAMES G. ROSE			
STATE OF OKLAHOMA	DIVISION 4	STATE JOB NO. 0029205	SHEET NO. L-4
OKLAHOMA COUNTY			

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REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02

THE UNUSED CIRCUIT AT THIS SERVICE
POLE BE UTILIZED TO SUPPLY TO THE
NEW CIRCUIT (H).



SEC. 35, T11N, R3W

-

SEC. 35, T11N, R3W

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	DIVISION 4	STATE JOB NO. 00292 (15)	SHEET NO. 1-5

Drawn	SRW	10-01
Design	SRW	10-01
Checked	SRW	10-01
Traffic Engineering JAMES G. ROSE		

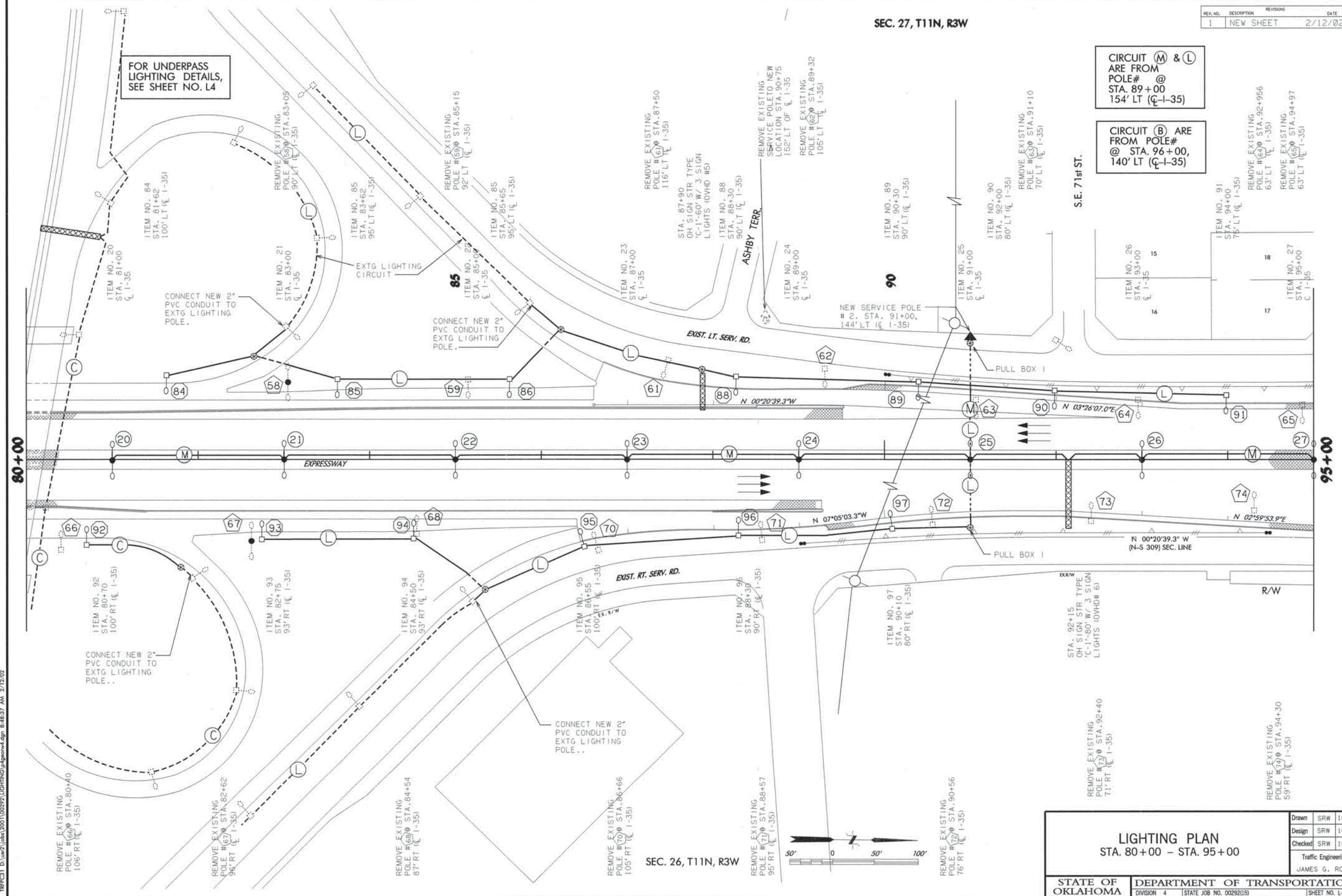
OKLAHOMA COUNTY





CIRCUIT (M) & (L)
ARE FROM
POLE# @
STA. 89+00
154' LT (C-1-35)

CIRCUIT (B) ARE
FROM POLE#
@ STA. 96+00,
140' LT (C-1-35)



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SEC. 26, T11N, R3W

LIGHTING PLAN
STA. 80+00 - STA. 95+00

STATE OF
OKLAHOMA

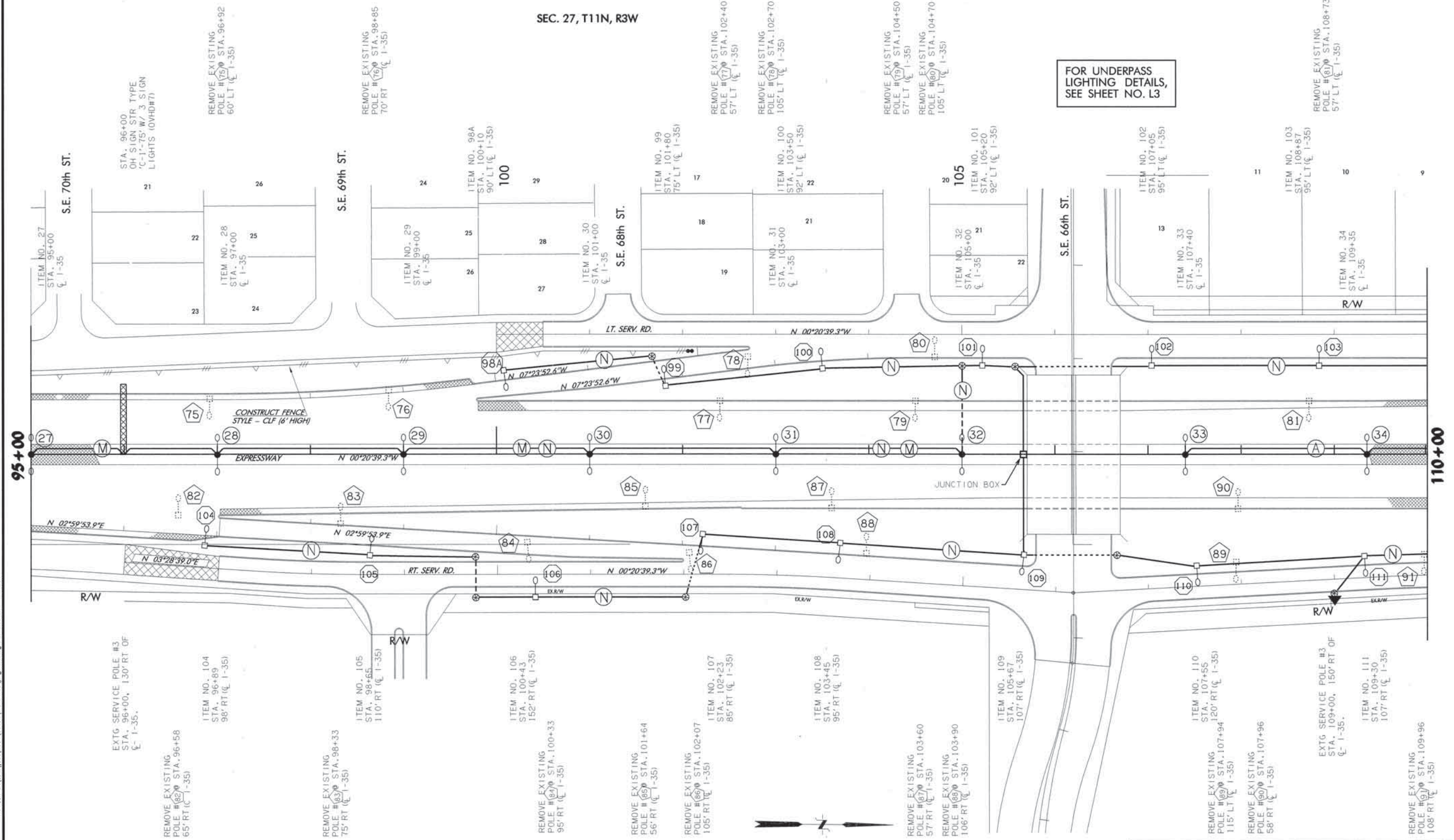
DEPARTMENT OF TRANSPORTATION		
DIVISION 4	STATE JOB NO. 00292(15)	SHEET NO. L-8

Drawn	SRW	10-01
Design	SRW	10-01
Checked	SRW	10-01
Traffic Engineering		
JAMES G. ROSE		

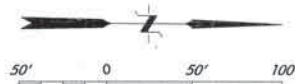
OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02

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CIRCUIT (N) ARE FROM POLE# @ STA. 96+00



SEC. 26, T11N, R3W

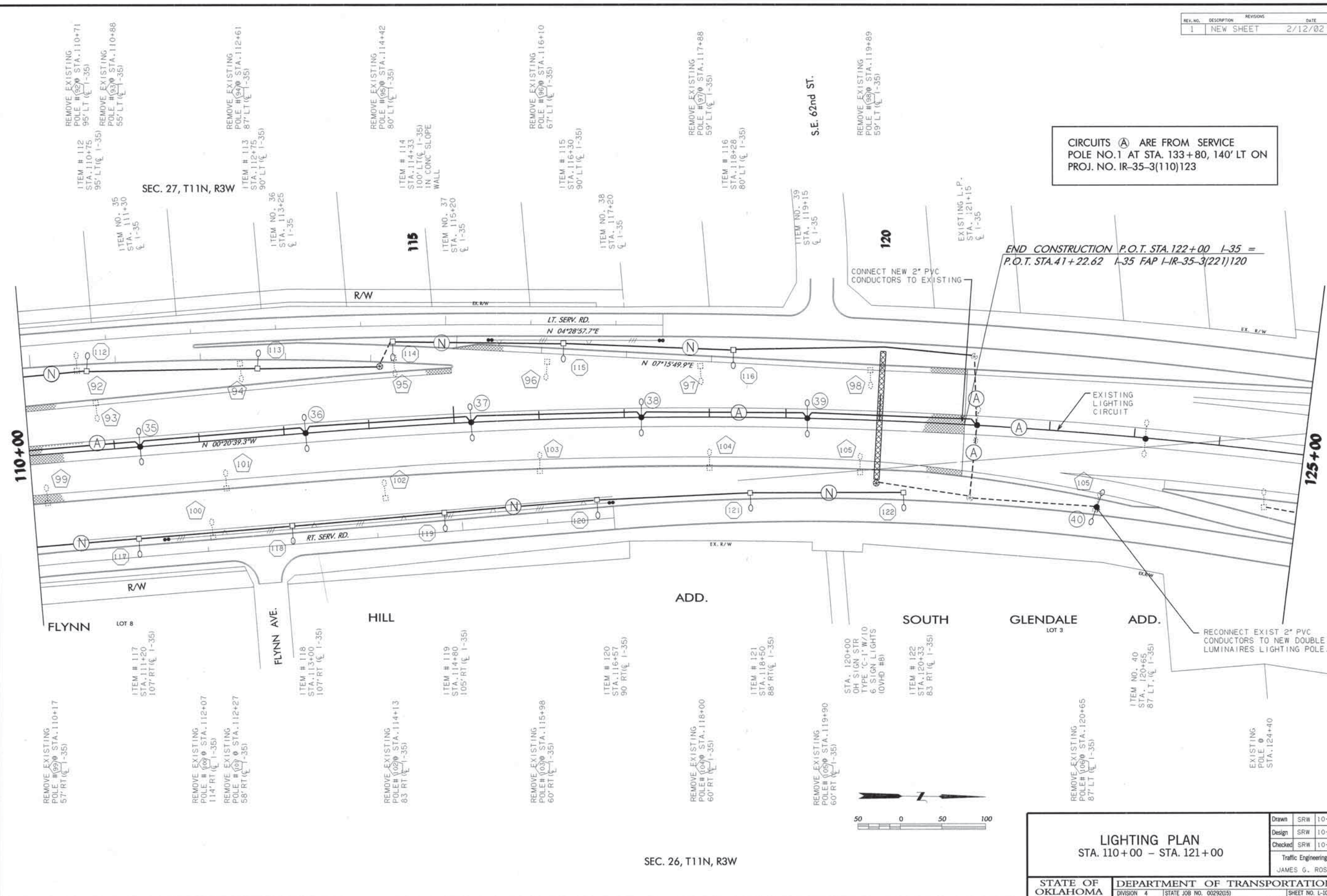
FOR UNDERPASS LIGHTING DETAILS, SEE SHEET NO. L3

<p>LIGHTING PLAN STA. 95+00 - STA. 110+00</p>		Drawn	SRW	10-01
		Design	SRW	10-01
		Checked	SJH	10-01
		Traffic Engineering JAMES G. ROSE		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			
DIVISION 4	STATE JOB NO. 00292(15)	SHEET NO. L-9		

OKLAHOMA COUNTY

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	NEW SHEET		2/12/02

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CIRCUITS A ARE FROM SERVICE POLE NO.1 AT STA. 133+80, 140' LT ON PROJ. NO. IR-35-3(110)123

END CONSTRUCTION P.O.T. STA. 122+00 1-35 = P.O.T. STA. 41+22.62 1-35 FAP I-IR-35-3(221)120

LIGHTING PLAN
STA. 110+00 - STA. 121+00

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
DIVISION 4	STATE JOB NO. 00292(15)

Drawn	SRW	10-01
Design	SRW	10-01
Checked	SRW	10-01
Traffic Engineering	JAMES G. ROSE	

OKLAHOMA COUNTY

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02

TABLE 1 SIGNAL HEADS					
SIGNAL HEAD No.	NUMBER & TYPE	MOUNTING	VISOR	BACKPLATE	NOTES
1,12	2-ONEWAY(S-19L)	MASTARM	V-1	B-2	NEW
2,3,6,7,10,11,13,14	8-ONEWAY(S-6)	MASTARM	V-1	B-2	NEW
4,5,8,9	4-ONEWAY(S-6)	MASTARM	V-1	B-2	EXISTING
15,16,17,18,19,20,21,22,23,24,25,26	12-ONEWAY(S-20)	CLAMP MTD	V-3	-	NEW

TABLE 2 MAST ARMS & POLES				
LOCATION	TYPE	MAST ARM	FOUNDATION	NOTES
"B"	SINGLE	40' TS MAST ARM	-	EXISTING
"C"	SINGLE	30' TS MAST ARM	S-30	NEW
"D"	SINGLE	40' TS MAST ARM	-	EXISTING
"E","F","Q","R"	PED. POLE	8' MT. HT.	F-3	NEW
"H"	SINGLE	35' TS MAST ARM	S-35	NEW
"I"	32'MH.COMB.	45' TS MAST ARM & 10' LUM.	S-45	NEW
"G"	SINGLE	45' TS MAST ARM	-	EXISTING

LEGEND	
.....	1 1/2" ELECT. CONDUIT
-----	2" ELECT. CONDUIT
-----	3" ELECT. CONDUIT
-----	EXISTING CONDUIT
□	SIZE I PULL BOX
□	EXISTING PULL BOX
□	SIZE III PULL BOX
□	SIGNAL HEAD W/BACKPLATE
□	SIGNAL HEAD WITHOUT BACKPLATE
□	WALK AND DON'T WALK
□	CONTROLLER
□	PEDESTRIAN PUSH BUTTON
□	DETECTOR LOOP
□	STREET NAME SIGN
□	LUMINAIRE WITH MAST ARM
□	LUMINAIRE BY OTHER
□	MAST ARM WITH POLE
□	MAST ARM POLE W/ABOVE SYMBOLS
□	SIGNAL HEAD No. (TABLE 1)

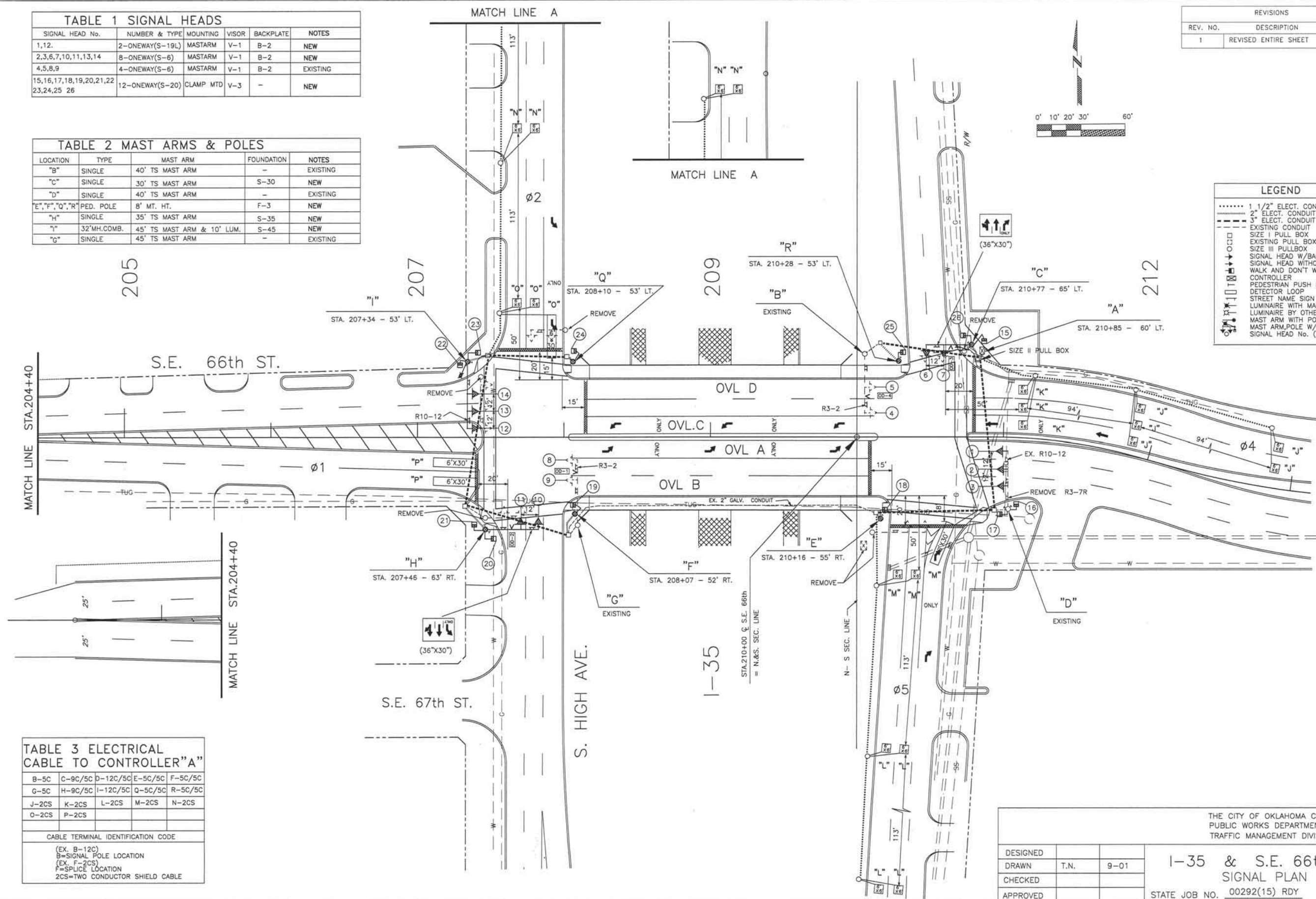
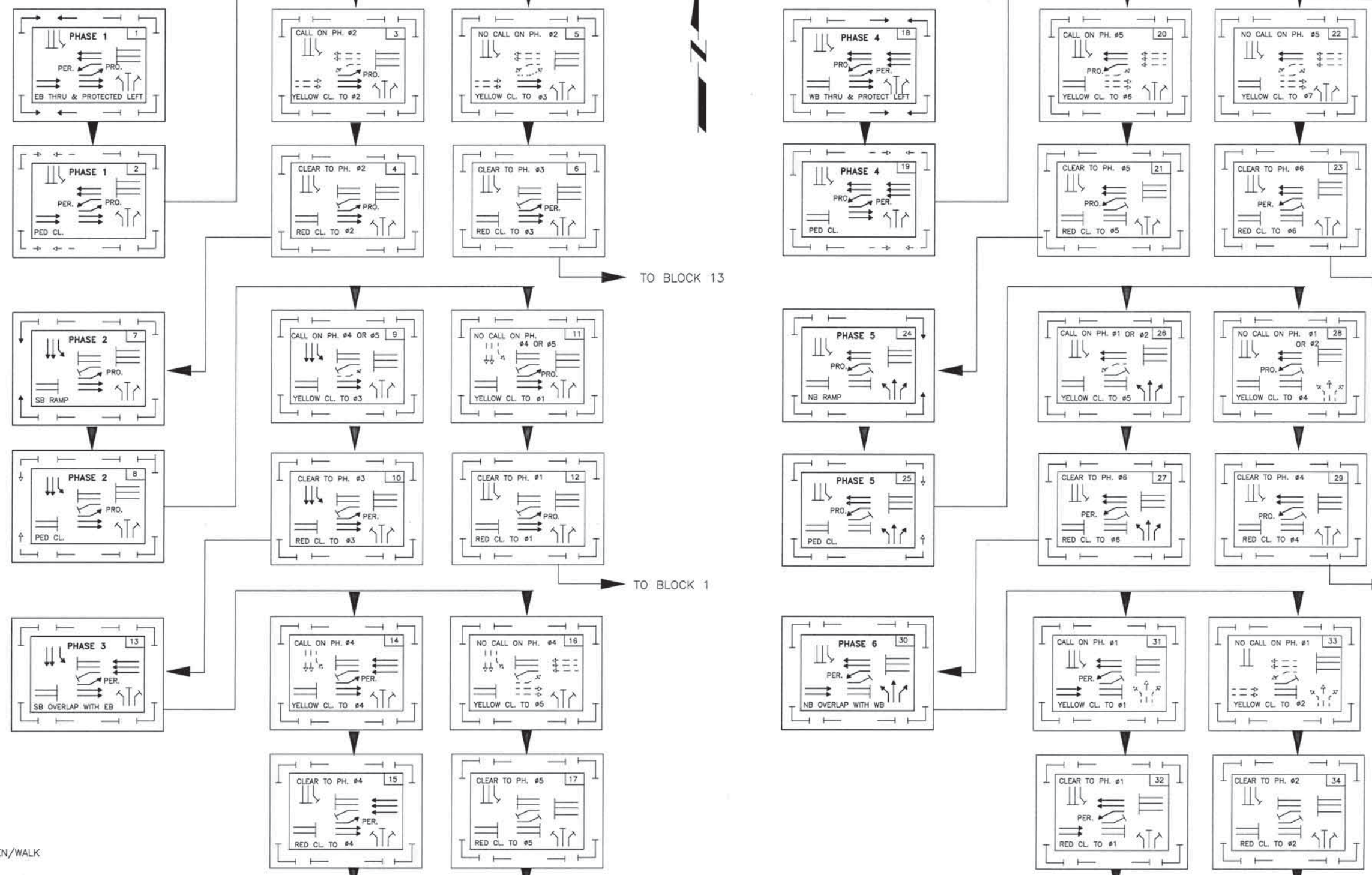


TABLE 3 ELECTRICAL CABLE TO CONTROLLER "A"					
B-5C	C-9C/5C	D-12C/5C	E-5C/5C	F-5C/5C	
G-5C	H-9C/5C	I-12C/5C	Q-5C/5C	R-5C/5C	
J-2CS	K-2CS	L-2CS	M-2CS	N-2CS	
O-2CS	P-2CS				
CABLE TERMINAL IDENTIFICATION CODE					
(EX. B-12C)					
B=SIGNAL POLE LOCATION					
(EX. F-2CS)					
F=SPLICE LOCATION					
2CS=TWO CONDUCTOR SHIELD CABLE					

THE CITY OF OKLAHOMA CITY PUBLIC WORKS DEPARTMENT TRAFFIC MANAGEMENT DIVISION		
DESIGNED		
DRAWN	T.N.	9-01
CHECKED		
APPROVED		
I-35 & S.E. 66th ST. SIGNAL PLAN		
STATE JOB NO. 00292(15) RDY SHEET NO. T 8		

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02



KEY:

- ◀ GREEN/WALK
- ◀ YELLOW/FDW YELLOW/FDW
- RED

PER - PERMISSIVE TURN ON GREEN BALL
 PRO - PROTECTED TURN ON GREEN ARROW

TO BLOCK 18

TO BLOCK 24

TO BLOCK 13

TO BLOCK 1

TO BLOCK 30

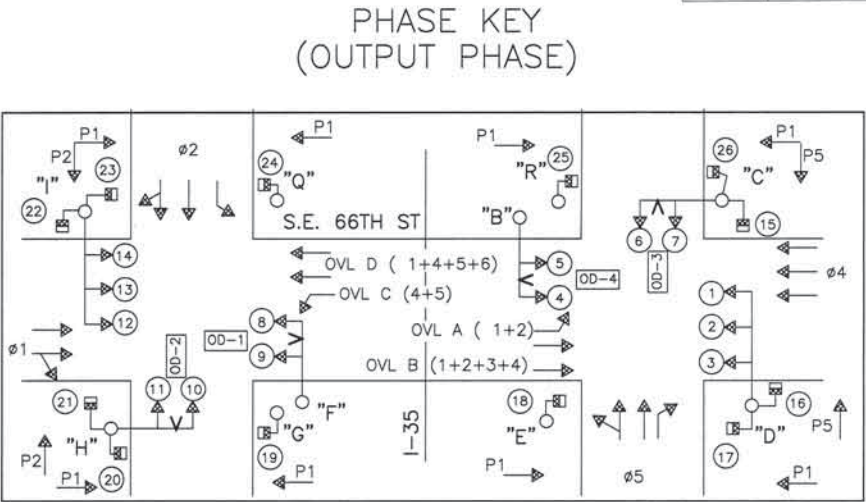
TO BLOCK 18

TO BLOCK 1

TO BLOCK 7

THE CITY OF OKLAHOMA CITY PUBLIC WORKS DEPARTMENT TRAFFIC MANAGEMENT DIVISION		
DESIGNED		I-35 & S.E. 66th ST. PHASING DIAGRAM STATE JOB NO. 00292(15) RDY SHEET NO. T 9
DRAWN		
CHECKED		
APPROVED		

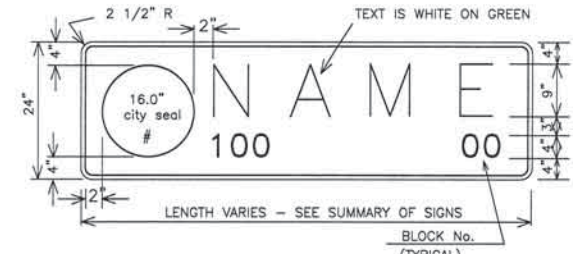
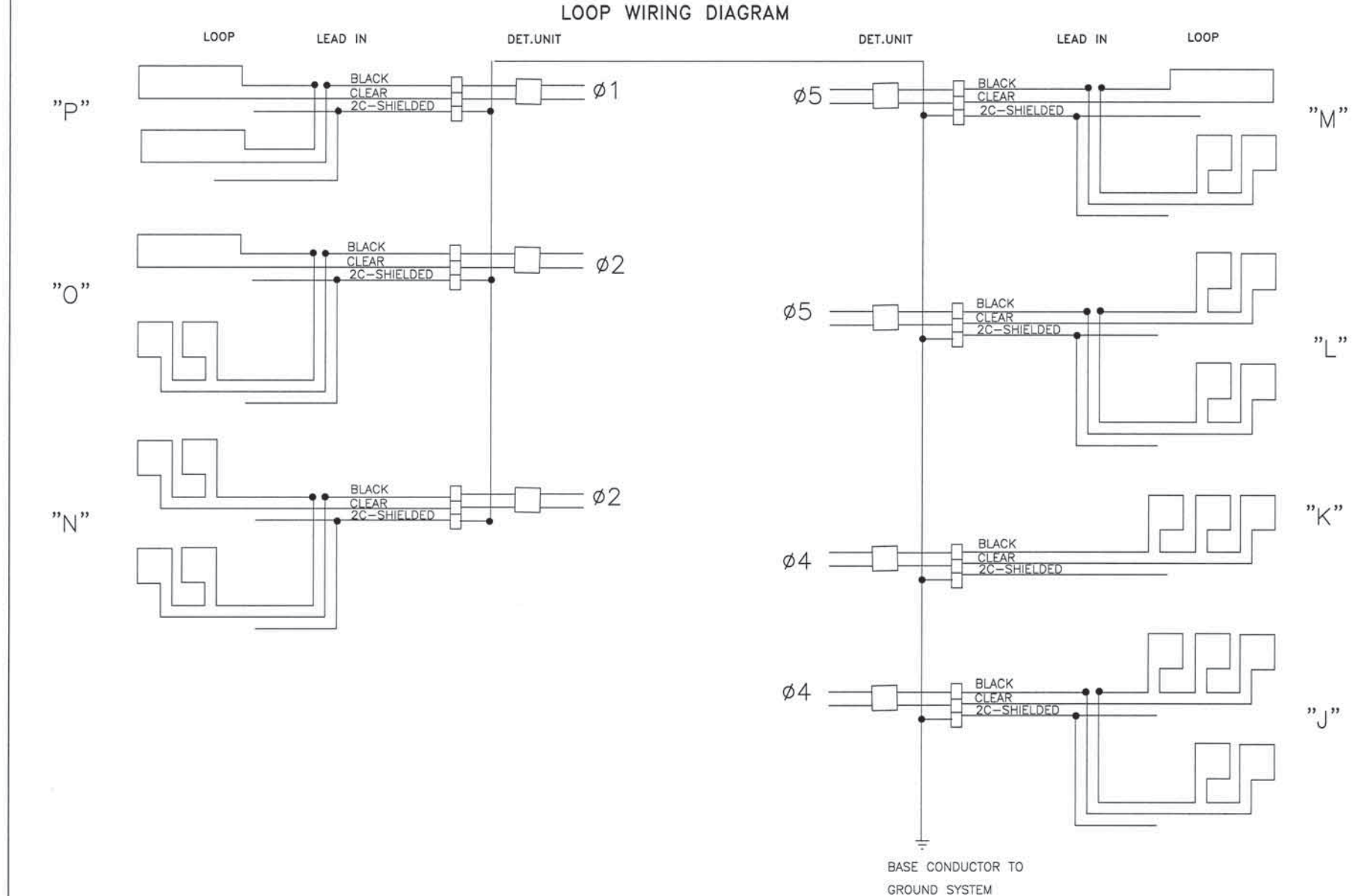
SEQUENCE SIGNAL INDICATIONS													
BLK.	PHASE DESIGNATION (TIMING PHASE)	SIGNAL HEAD NUMBER											
		8+9	1	9+10	2+3	12	13+14	4+5	6+7	19+20 23+24	20+21	17+18 25+26	15+16
1	EB THRU & PROTECTED LEFT (#1)	G	←G	R	G	G	G	R	R	W	DW	DW	DW
2	PED CL. TO #2	G	←G	R	G	G	G	R	R	FDW	DW	DW	DW
3	EB YELLOW CL. TO #2	Y	←G	R	G	Y	Y	R	R	DW	DW	DW	DW
4	EB RED CL. TO #2	R	←G	R	G	R	R	R	R	DW	DW	DW	DW
5	EB YELLOW CL. TO #3	Y	←Y	R	G	Y	Y	R	R	DW	DW	DW	DW
6	EB RED CL. TO #3	R	G	R	G	R	R	R	R	DW	DW	DW	DW
7	SB RAMP (#2)	R	←G	G	G	R	R	R	R	DW	W	DW	DW
8	PED CL. TO #3 OR #1	R	←G	G	G	R	R	R	R	DW	FDW	DW	DW
9	EB YELLOW CL. TO #3	R	←Y	G	G	R	R	R	R	DW	DW	DW	DW
10	EB RED CL. TO #3	R	G	G	G	R	R	R	R	DW	DW	DW	DW
11	EB YELLOW CL. TO #1	R	←G	Y	G	R	R	R	R	DW	DW	DW	DW
12	EB RED CL. TO #1	R	←G	R	G	R	R	R	R	DW	DW	DW	DW
13	SB OVERLAP WITH WB (#3)	R	G	G	G	R	R	G	R	DW	DW	DW	DW
14	SB YELLOW CL. TO #4	R	G	Y	G	R	R	G	R	DW	DW	DW	DW
15	SB RED CL. TO #4	R	G	R	G	R	R	G	R	DW	DW	DW	DW
16	WB YELLOW CL. #5	R	Y	Y	Y	R	R	Y	R	DW	DW	DW	DW
17	WB RED CL. TO #5	R	R	R	R	R	R	R	R	DW	DW	DW	DW
18	WB THRU & PROTECTED LEFT (#4)	R	G	R	G	←G	G	G	R	DW	DW	W	DW
19	PED CL. TO #5 OR #6	R	G	R	G	←G	G	G	R	DW	DW	FDW	DW
20	WB YELLOW CL. TO #5	R	Y	R	Y	←G	G	Y	R	DW	DW	DW	DW
21	WB RED CL. TO #5	R	R	R	R	←G	G	R	R	DW	DW	DW	DW
22	WB YELLOW CL. TO #6	R	Y	R	Y	←Y		Y	R	DW	DW	DW	DW
23	WB RED CL. TO #6	R	R	R	R	G	G	R	R	DW	DW	DW	DW
24	NB RAMP (#5)	R	R	R	R	←G	G	R	G	DW	DW	DW	W
25	PED CL. TO #5	R	R	R	R	←G	G	R	G	DW	DW	DW	FDW
26	NB YELLOW CL. TO #6	R	R	R	R	←Y	G	R	G	DW	DW	DW	DW
27	NB RED CL. TO #6	R	R	R	R	G	G	R	G	DW	DW	DW	DW
28	NB YELLOW CL. TO #4	R	R	R	R	←G	G	R	Y	DW	DW	DW	DW
29	NB RED CL. TO #4	R	R	R	R	←G	G	R	R	DW	DW	DW	DW
30	NB OVERLAP WITH EB (#6)	G	R	R	R	G	G	R	G	DW	DW	DW	DW
31	NB YELLOW CL. TO #1	G	R	R	R	G	G	R	Y	DW	DW	DW	DW
32	NB RED CL. TO #1	G	R	R	R	G	G	R	R	DW	DW	DW	DW
33	NB YELLOW CL. TO #2	Y	R	R	R	Y	Y	R	Y	DW	DW	DW	DW
34	NB RED CL. TO #2	R	R	R	R	R	R	R	R	DW	DW	DW	DW



REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02

THE CITY OF OKLAHOMA CITY PUBLIC WORKS DEPARTMENT TRAFFIC MANAGEMENT DIVISION		
DESIGNED		
DRAWN		
CHECKED		
APPROVED		
I-35 & S.E. 66th ST. PHASING DIAGRAM		
STATE JOB NO. 00292(15) RDY SHEET NO. I 10		

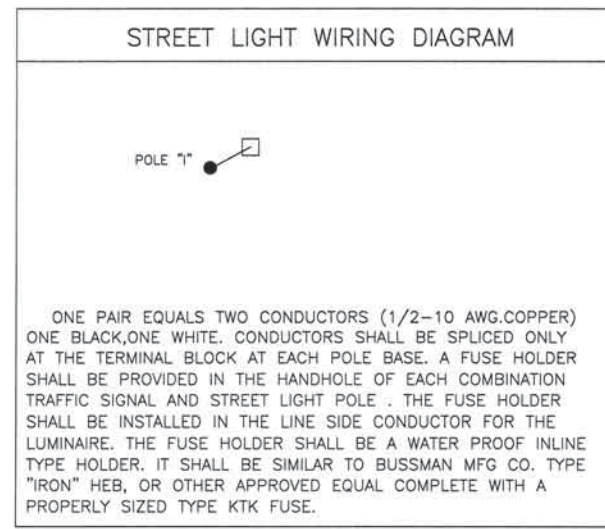
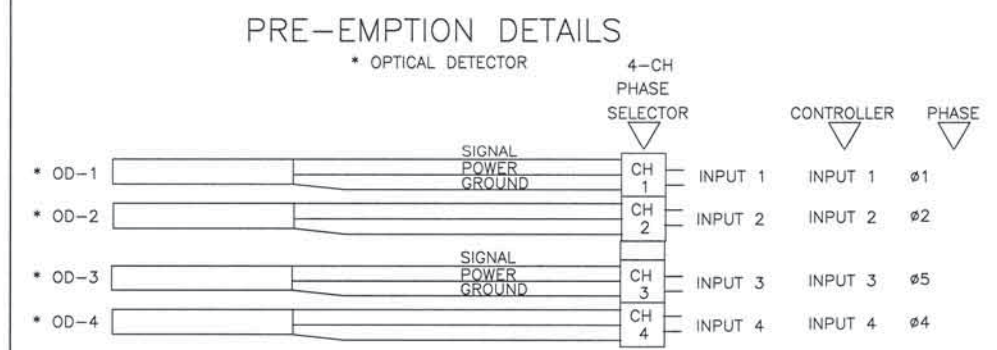
REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02



MAST ARM STREET MARKER
NOT TO SCALE

CITY SEAL TO BE FURNISHED BY OKLAHOMA CITY
CONTACT OKC TRAFFIC MGMT. DIV. AT (405) 297-2531

MESSAGE	FONT	LOCATION	SIZE
STREET NAME	HIGHWAY C (UPPER CASE)	CENTERED HORIZONTALLY BETWEEN BORDER AND CITY SEAL, 4.0" OFFSET FROM TOP OF SIGN BLANK	9.0"
BLOCK NO.	HIGHWAY D	ALIGN STREET NAME AND HUNDRED BLOCKS VERTICALLY, 4.0" OFFSET FROM BOTTOM OF SIGN BLANK	4.0"
OKLAHOMA CITY SEAL		2.0" OFFSET FROM THE LEFT, 4.0" OFFSET FROM THE TOP AND BOTTOM	16.0"
BORDER			1.0"



SUMMARY OF MAST ARM MOUNTED SIGNS						
MESSAGE	LOCATION	NO. OF SIGNS	A	HEIGHT	SQ.FT. 1 SIGN AREA	TOTAL SIGN AREA SQ.FT.
○ S. HIGH AVE. 6700 6600	"I"	1	72"	48"	24	24
◀ SOUTH I-35						
○ S. HIGH AVE. 6600 6700	"F"	1	72"	48"	24	24
SOUTH I-35 ▶						
○ S.E. 66th ST. 900 800	"H"	1	72"	24"	12	12
○ S.E. 66th ST. 800 900	"C"	1	72"	24"	12	12
○ NORTH I-35 ◀	"D"	1	72"	24"	12	12
○ NORTH I-35 ▶	"B"	1	72"	24"	12	12
TOTAL						96

THE CITY OF OKLAHOMA CITY
PUBLIC WORKS DEPARTMENT
TRAFFIC MANAGEMENT DIVISION

DESIGNED

DRAWN

CHECKED

APPROVED

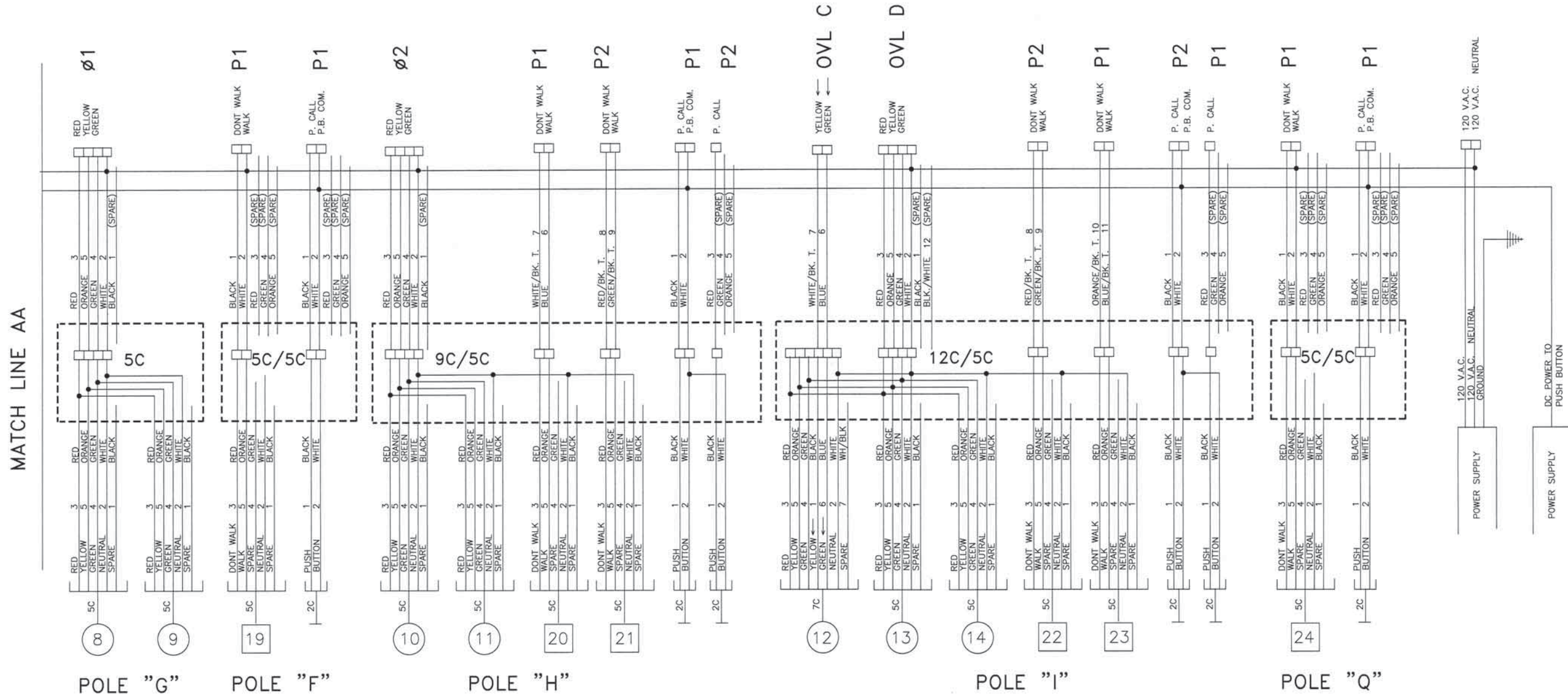
I-35 & S.E. 66th ST.

LOOP DIAGRAM

STATE JOB NO. 00292(15) RDY

SHEET NO. 1 11

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	REVISED ENTIRE SHEET	2/12/02



DESIGNED	
DRAWN	
CHECKED	
APPROVED	

THE CITY OF OKLAHOMA CITY
PUBLIC WORKS DEPARTMENT
TRAFFIC MANAGEMENT DIVISION

I-35 & S.E. 66th ST.
WIRING DIAGRAM

STATE JOB NO. 00292(15) RDY

SHEET NO. T 13

REV. NO.	DESCRIPTION	REVISION	DATE
1	SHEET ADDED		2/12/02

- LATERAL CLEARANCE SHALL BE THE DISTANCE FROM THE EDGE OF THE SHOULDER/ROADWAY TO THE EDGE OF THE SIGN. LATERAL CLEARANCES NOT SHOWN SHALL BE ACCORDING TO STANDARD DRAWING GMS1-1 (LATEST REVISION).

Drawn	SNG	10/01
Design	JMM	10/01
Checked	JMM	10/01
Traffic Engineering DESIGN GROUP 2		

OKLAHOMA COUNTY

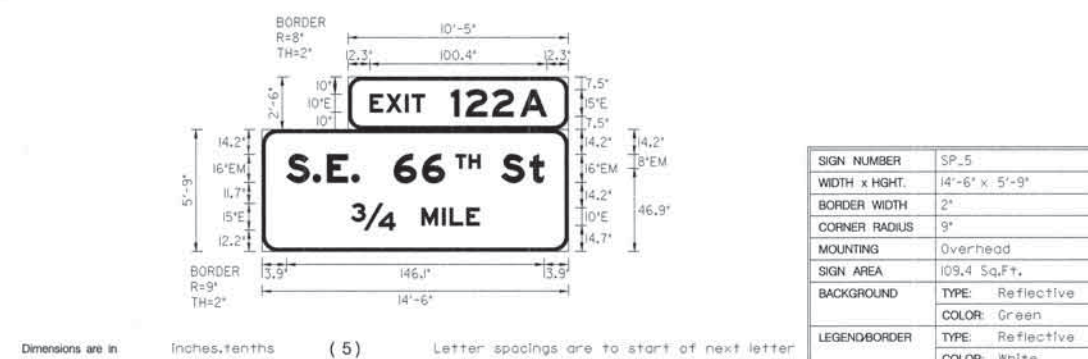
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* LATERAL CLEARANCE SHALL BE THE DISTANCE FROM THE EDGE OF THE SHOULDER/ROADWAY TO THE EDGE OF THE SIGN. LATERAL CLEARANCES NOT SHOWN SHALL BE ACCORDING TO STANDARD DRAWING GMS1-1 (LATEST REVISION).

SIGN SUMMARY SHEET I-35			Drawn	SNG	10/01
			Design	JMM	10/01
			Checked	JMM	10/01
			Traffic Engineering DESIGN GROUP 2		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
DIVISION 4		STATE JOB NO. 00292(15)		SHEET NO. T16	

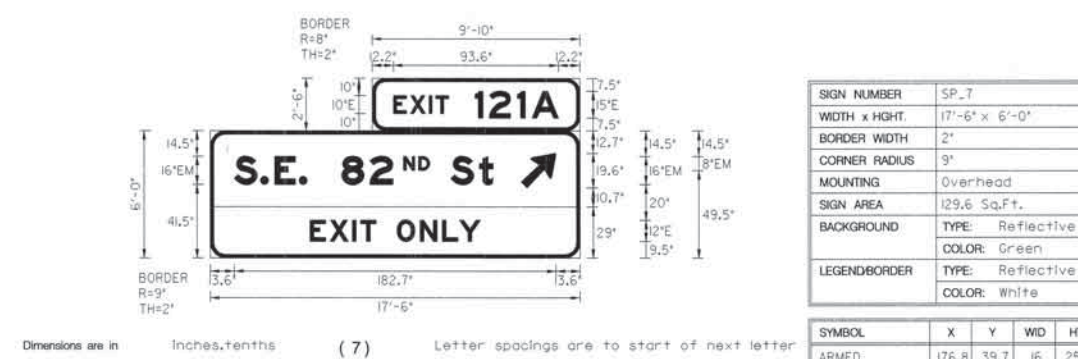
TRPC31 F:\RA-4g 11:45:31 AM 2/12/02

REV. NO.		DESCRIPTION		REVISIONS		DATE										
1		SHEET ADDED				2/12/02										
<div>IM3-3 SOUTH NORTH IM3-1</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM6-3 ↑ ↗ IM5-1(R)</div>	<div>IM3-3 SOUTH NORTH IM3-1</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM5-1(L) ↙ → IM6-1(R)</div>	<div>NORTH IM3-1</div> <div>35 IM1-1(2)</div> <div>↙ IM5-2(L)</div>	<div>IM3-3 SOUTH NORTH IM3-1</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM5-1(L) ↙ ↑ IM6-3</div>	<div>SOUTH IM3-3</div> <div>35 IM1-1(2)</div> <div>← IM6-1(L)</div>	ROUTE ASSEMBLY NO. <u>1</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>2</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>3</u> 9.06 SQ. FT.		ROUTE ASSEMBLY NO. <u>4</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>5</u> 9.06 SQ. FT.			
<div>IM3-1 NORTH SOUTH IM3-3</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM6-3 ↑ ↗ IM5-1(R)</div>	<div>IM3-1 NORTH SOUTH IM3-3</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM5-1(L) ↙ → IM6-1(R)</div>	<div>SOUTH IM3-3</div> <div>35 IM1-1(2)</div> <div>↑ IM6-3</div>	<div>NORTH IM3-1</div> <div>35 IM1-1(2)</div> <div>← IM6-1(L)</div>	<div>NORTH IM3-1E</div> <div>35 IM1-1E(2)</div>		ROUTE ASSEMBLY NO. <u>6</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>7</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>8</u> 9.06 SQ. FT.		ROUTE ASSEMBLY NO. <u>9</u> 9.06 SQ. FT.		ROUTE ASSEMBLY NO. <u>10</u> 12.125 SQ. FT.		
<div>SOUTH IM3-3E</div> <div>35 IM1-1E(2)</div>	<div>IM3-1 NORTH SOUTH IM3-3</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM5-1(L) ↙ ↑ IM6-3</div>	<div>SOUTH IM3-3</div> <div>35 IM1-1(2)</div> <div>↙ IM5-2(L)</div>	<div>IM3-1 NORTH SOUTH IM3-3</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM6-1(L) ← ↑ IM6-3</div>	<div>IM3-3 SOUTH NORTH IM3-1</div> <div>IM1-1(2) 35 35 IM1-1(2)</div> <div>IM6-1(L) ← ↑ IM6-3</div>		ROUTE ASSEMBLY NO. <u>11</u> 12.125 SQ. FT.		ROUTE ASSEMBLY NO. <u>12</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>13</u> 9.06 SQ. FT.		ROUTE ASSEMBLY NO. <u>14</u> 18.12 SQ. FT.		ROUTE ASSEMBLY NO. <u>15</u> 18.12 SQ. FT.		
ROUTE ASSEMBLY SHEET												Drawn SNG 10-01	Design SNG 10-01	Checked JMM 10-01	Traffic Engineering	DESIGN GROUP 2
STATE OF OKLAHOMA												DEPARTMENT OF TRANSPORTATION				
DIVISION IV												STATE JOB NO. 00292(05)				
OKLAHOMA COUNTY												SHEET NO. 117				



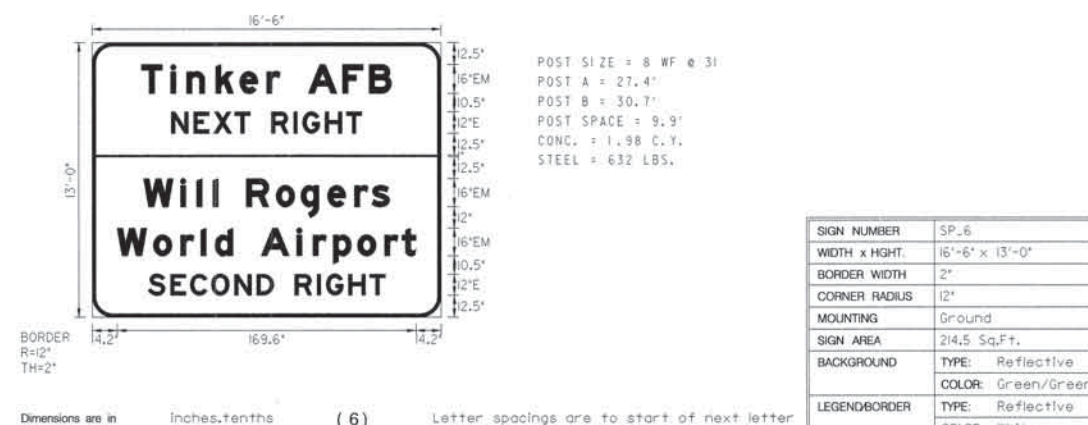
Dimensions are in Inches, tenths (5) Letter spacings are to start of next letter

LETTER POSITIONS (X)												LENGTH	SERIES/SIZE
E	X	I	T		I	2	2	A					E10,E15
61.3	9.4	10.7	3.8	7.3	15	8.3	15.1	15.9	15	12.3		100.4	
S	.	E	.		6	6		T	H	S	+		EM16,EM8,EM16/12
13.9	14.9	8.2	13.8	4	20.2	16.1	12.7	6.2	7.5	6.4	12	146.1	
3/4		M	I	L	E								E15,E10
50.6	25	15	11.8	4.3	9.4	7.3	50.6					72.8	



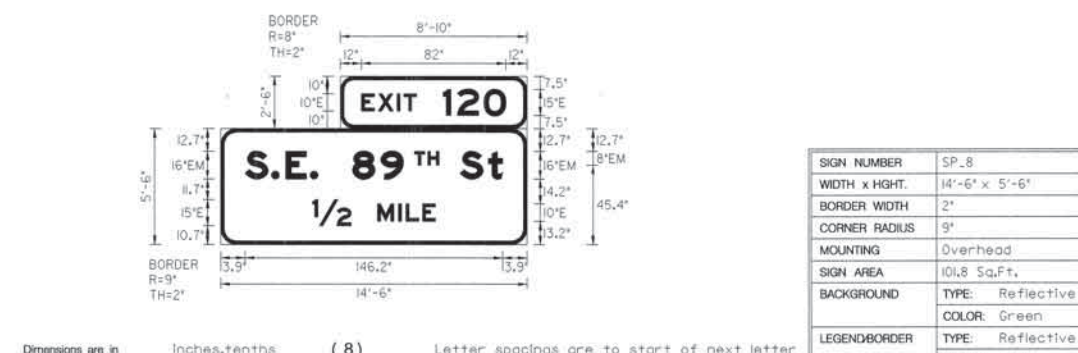
Dimensions are in Inches, tenths (7) Letter spacings are to start of next letter

LETTER POSITIONS (X)												LENGTH	SERIES/SIZE
E	X	I	T		I	2	I	A					E10,E15
104.2	9.4	10.7	3.8	7.3	15	8.3	15.8	8.3	15	12.2		93.6	
S	.	E	.		8	2		N	D	S	+		EM16,EM8,EM16/12
13.6	14.9	8.2	13.8	4	20.1	16.1	13.1	6.1	8.4	6.4	11.9	147.1	
E	X	I	T		O	N	L	Y					E12
56.6	11.3	12.8	4.6	8.8	12	13	12.7	9.6	12	56.6		96.8	



Dimensions are in Inches, tenths (6) Letter spacings are to start of next letter

LETTER POSITIONS (X)												LENGTH	SERIES/SIZE
T	I	n	k	e	r		A	F	B				EM16/12
28	16.4	9.3	16.4	13.7	15.3	7.8	16	19.3	15.1	12.8	28	141.9	
N	E	X	T		R	I	G	H	T				E12
45	12.7	11.3	12	8.8	12	12.7	5.2	12.7	12.1	8.8	45	108	
W	I	I	I		R	O	G	E	R	S			EM16/12
29.2	20.9	9.3	9.2	3	16	16.9	14.1	15.2	15.3	9.8	10.2	29.2	139.7
W	O	R	I	D		A	I	R	P	O	R	+	EM16/12
14.2	20.5	15.5	11.5	7.9	10.3	16	20.1	9.3	11.5	13.7	15.5	9.8	169.6
S	E	C	O	N	D		R	I	G	H	T		E12
31.8	12.7	11.3	12.1	13	12.7	9.6	12	12.7	12.1	8.8	31.8	134.5	



Dimensions are in Inches, tenths (8) Letter spacings are to start of next letter

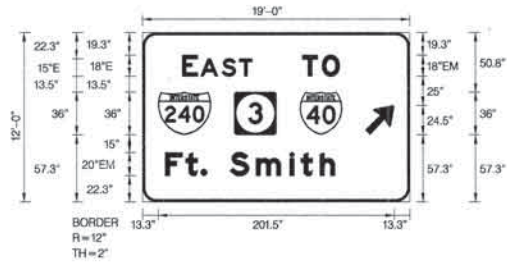
LETTER POSITIONS (X)												LENGTH	SERIES/SIZE
E	X	I	T		I	2	O						E10,E15
80	9.4	10.7	3.8	7.3	15	8.3	15.1	12.4	12			82	
S	.	E	.		8	9		T	H	S	+		EM16,EM8,EM16/12
13.9	14.9	8.2	13.8	4	20.1	16.1	12.8	6.3	7.5	6.4	12	146.2	
1/2		M	I	L	E								E15,E10
52.1	22	15	11.8	4.3	9.4	7.3	52.1					69.8	

SIGNING DETAIL
5 - 8

Drawn SNG 10-01
Design JMM 10-01
Checked JMM 10-01
Traffic Engineering
DESIGN GROUP 2

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
DIVISION 4 STATE JOB NO. 00292(15) SHEET NO. T19

OKLAHOMA COUNTY

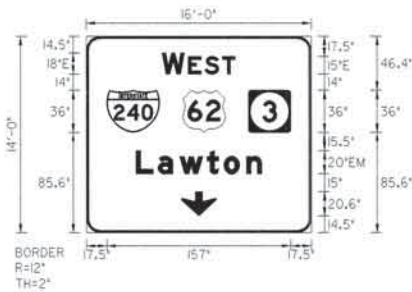


SIGN NUMBER	SP_9
WIDTH x HGT.	19'-0" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	228.0 Sq.Ft.
BACKGROUND	TYPE: Reflective
LEGEND/BORDER	COLOR: Green
	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
ML_6	78.3	57.3	36	36
ML_1	13.3	57.3	45	36
ML_1	134.3	57.3	36	36
ARMED	190.3	57.3	20	31.5

Dimensions are in Inches, tenths (9) Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
T	O										EM8
136.3	16.9	15	59.8							31.9	
E	A	S	T								E18,E15
33.9	13.2	2.3	18.1	15.1	11	134.4				59.7	
F	t	.	S	m	l	t	h				EM20/15
19.3	17.5	12.7	5	20	22.4	28.7	9.5	16.3	12.8	63.8	
										144.9	



SIGN NUMBER	SP_10
WIDTH x HGT.	16'-0" x 14'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	224.0 Sq.Ft.
BACKGROUND	TYPE: Reflective
LEGEND/BORDER	COLOR: Green
	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
ML_6	138.5	85.6	36	36
ML_1	17.5	85.6	45	36
ML_4	82.5	85.6	36	36
ARDOWN	81	14.5	30	20.6

Dimensions are in Inches, tenths (10) Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
W	E	S	T								E18,E15
64.8	18.9	3.4	14.1	15.1	11	64.8				62.5	
L	o	w	t	o	n						EM20/15
42.3	18.7	18.6	23.3	14.6	19.3	12.8	42.4			107.3	

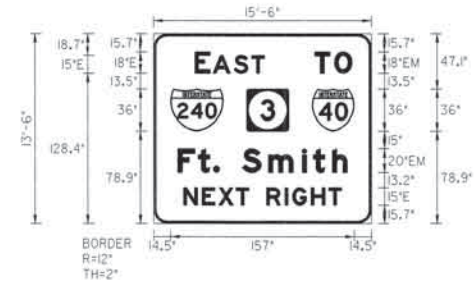


SIGN NUMBER	SP_11
WIDTH x HGT.	19'-0" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	209.0 Sq.Ft.
BACKGROUND	TYPE: Reflective
LEGEND/BORDER	COLOR: Green
	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
ARMED	190.3	53.8	20	31.5
ML_1	13.3	49.8	45	36
ML_4	78.3	49.8	36	36
ML_6	134.3	49.8	36	36

Dimensions are in Inches, tenths (11) Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
W	E	S	T								E18,E15
60.5	18.9	3.4	14.1	15.1	11	105				62.5	
L	o	w	t	o	n						EM20/15
38.1	18.7	18.6	23.3	14.6	19.3	12.8	82.6			107.3	

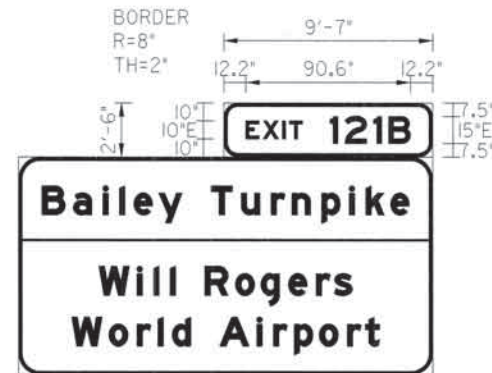


SIGN NUMBER	SP_12
WIDTH x HGT.	15'-6" x 13'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	209.3 Sq.Ft.
BACKGROUND	TYPE: Reflective
LEGEND/BORDER	COLOR: Green
	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
ML_1	14.5	78.9	45	36
ML_6	79.5	78.9	36	36
ML_1	135.5	78.9	36	36

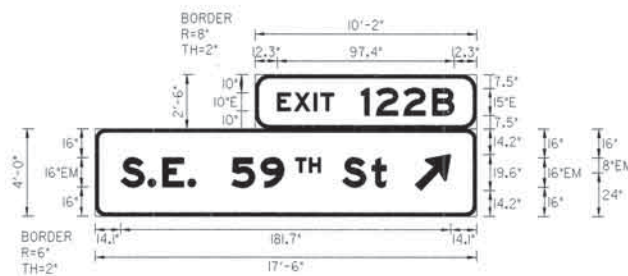
Dimensions are in Inches, tenths (12) Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
T	O										EM8
137.6	16.9	15	16.6							31.9	
E	A	S	T								E18,E15
35.2	13.2	2.3	18.1	15.1	11	91.2				59.7	
F	t	.	S	m	l	t	h				EM20/15
20.6	17.5	12.6	5	20	22.4	28.7	9.5	16.3	12.8	20.6	
N	E	X	T		R	I	G	H	T		E15
25.5	15.8	14.1	15	11	15	15.8	6.4	15.8	15.1	25.5	
										135.1	



POST SIZE = 8 WF @ 31
POST A = 24.6'
POST B = 28.4'
POST SPACE = 11.4'
CONC. = 1.98 C.Y.
STEEL = 632 LBS.

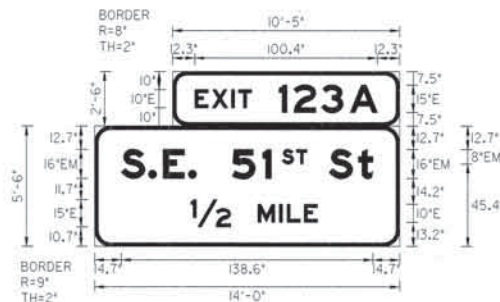
EXISTING SIGN NO. 18
NEW EXIT SIGN



SIGN NUMBER	SP.19
WIDTH x HIGHT	17'-6" x 4'-0"
BORDER WIDTH	2"
CORNER RADIUS	6"
MOUNTING	Overhead
SIGN AREA	95.4 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

Dimensions are in Inches, tenths (19) Letter spacings are to start of next letter

LETTER POSITIONS (X)															LENGTH		SERIES SIZE	
E	X	I	T		I	2	2	B										E10, E15
100.3	9.4	10.7	3.8	7.3	15	8.3	15.1	15.9	12	12.3								97.4
S	.	E	.		5	9		T	H	S	†							EM16, EM8, EM16/12
14.1	14.9	8.2	13.8	4	20.2	16.1	12.8	6.3	7.5	6.4	12	16.1	8	49.6				146.2



SIGN NUMBER	SP.20
WIDTH x HIGHT	14'-0" x 5'-6"
BORDER WIDTH	2"
CORNER RADIUS	9"
MOUNTING	Overhead
SIGN AREA	103.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

Dimensions are in Inches, tenths (20) Letter spacings are to start of next letter

LETTER POSITIONS (X)															LENGTH		SERIES SIZE	
E	X	I	T		I	2	3	A										E10, E15
55.3	9.4	10.7	3.8	7.3	15	8.3	15.1	15.9	15	12.3								100.4
S	.	E	.		5	9		S	T	S	†							EM16, EM8, EM16/12
14.7	14.9	8.2	13.8	4	20.2	16.9	4.7	5.9	8.1	5.9	12	16.1	8	14.7				138.6
1/2		M	I	L	E													E15, E10
53	22	15	11.8	4.3	9.4	7.3	45.3											69.8



EXISTING SIGN NO. 21
NEW EXIT SIGN



POST SIZE = 4 WF @ 13
POST A = 19.6'
POST B = 21.7'
POST SPACE = 6.6'
CONC. = .72 C.Y.
STEEL = 130 LBS.

SIGN NUMBER	SP.23
WIDTH x HIGHT	11'-0" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
SIGN AREA	66.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT
ML1	13.7	38.6	30	24
ML6	94.3	38.6	24	24
ML4	57	38.6	24	24
ARMED	98.4	12.4	13.3	20.9

Dimensions are in Inches, tenths (22) Letter spacings are to start of next letter

LETTER POSITIONS (X)															LENGTH		SERIES SIZE	
W	E	S	T															E12, E10
48.3	12.6	2.1	9.4	10.1	7.3	42.3												41.5
L	a	w	t	o	n													EM13.3/10
13.7	12.5	12.3	15.5	9.7	12.9	8.5	47											71.4



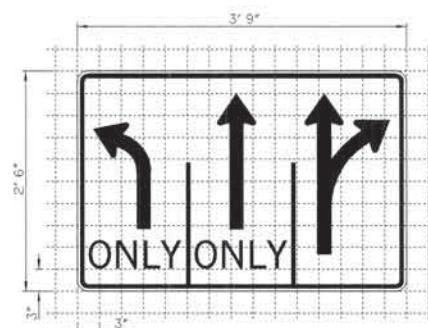
POST SIZE = 6 WF @ 15
POST A = 19.575'
POST B = 21.3
POST SPACE = 6.9
CONCRETE = 1.52
STEEL = 258
SIGN AREA = 80.5

SIGN NUMBER	XR1
WIDTH x HIGHT	11'-6" x 7'-0"
BORDER WIDTH	2"
CORNER RADIUS	11"
MOUNTING	Ground
SIGN AREA	80.5 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

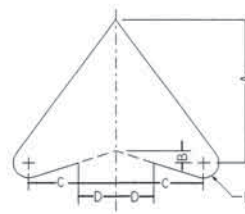
Dimensions are in Inches, tenths (XR1) Letter spacings are to start of next letter

LETTER POSITIONS (X)															LENGTH		SERIES SIZE	
C	r	o	s	s	r	o	a	d	s									EM13.3/10
13.1	15	8.4	11.4	11.1	12.5	8.4	11.7	12.5	12.3	8.4	13.1							111.8
M	a	i	i															EM13.3/10
48.8	16.8	13.6	7.6	2.5	48.8													40.5
N	E	X	T		E	X	I	T										E10
29.9	10.5	9.4	10	7.3	10	9.4	10.7	3.8	7.3	29.6								78.5

SIGNING DETAIL
18 - 22 & XR1



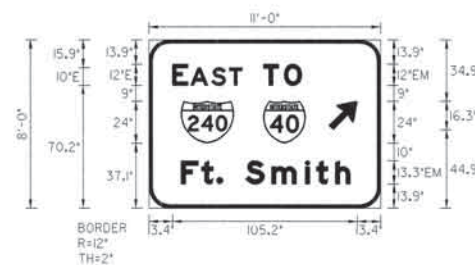
(23)



(24)

SIGN SIZE	DIMENSIONS				
	A	B	C	D	E
30" X 20"	8-7/8"	11-1/16"	5"	2-3/16"	7/8"
36" X 36"	10-5/8"	13-1/16"	6"	2-5/8"	1-1/16"
48" X 48"	14-5/16"	1-1/16"	8"	3-1/4"	1-3/8"

* ARROW DETAIL

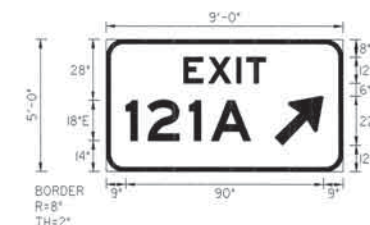


Dimensions are in Inches, tenths (25) Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
E		A	S	T										E12, E10
13.4	8.8	1.4	12.1	10.1	7.3	7.9							39.6	
T	O													EM12
6.5	11.9	10	45.1										21.9	
F	t	.		S	m	i	t	h						EM13.3/10
18.2	11.6	8.4	3.3	13.3	14.9	19.1	6.3	10.9	8.5	17.5			96.3	

POST SIZE = 6 WF @ 15
POST A = 21.6'
POST B = 23.8'
POST SPACE = 6.6'
CONC. = 1.52 C.Y.
STEEL = 258 LBS.

SIGN NUMBER	SP-25
WIDTH x HIGHT.	11'-0" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
SIGN AREA	88.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White
SYMBOL	X Y WID HT
ARMED	102.3 44.9 13.3 20.9
MI, I	6.5 37.1 24 24
MI, J	18.2 37.1 30 24

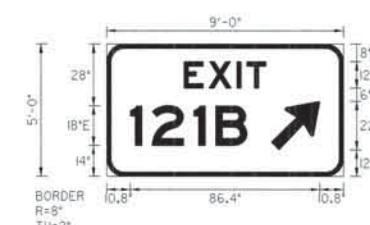


E5-1a(121A)

Dimensions are in Inches, tenths Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
E	X	I	T											E12
35.4	11.3	12.8	4.5	8.8	35.2								37.5	
I	2	I	A											E18
9	9.9	19	10	18	42.1								56.9	

SIGN NUMBER	E5-1a(121A)
WIDTH x HIGHT.	9'-0" x 5'-0"
BORDER WIDTH	2"
CORNER RADIUS	8"
MOUNTING	Ground
SIGN AREA	45.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White
SYMBOL	X Y WID HT
ARMED	76.9 12 18 28.4

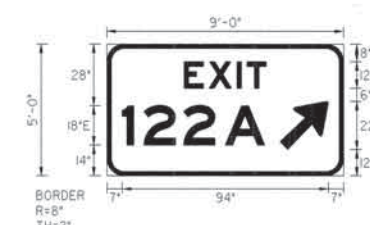


E5-1a(121B)

Dimensions are in Inches, tenths Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
E	X	I	T											E12
35.3	11.3	12.8	4.5	8.8	35.3								37.5	
I	2	I	B											E18
10.8	9.9	19	10	14.4	43.9								53.3	

SIGN NUMBER	E5-1a(121B)
WIDTH x HIGHT.	9'-0" x 5'-0"
BORDER WIDTH	2"
CORNER RADIUS	8"
MOUNTING	Ground
SIGN AREA	45.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White
SYMBOL	X Y WID HT
ARMED	75.1 12 18 28.4



E5-1a(122A)

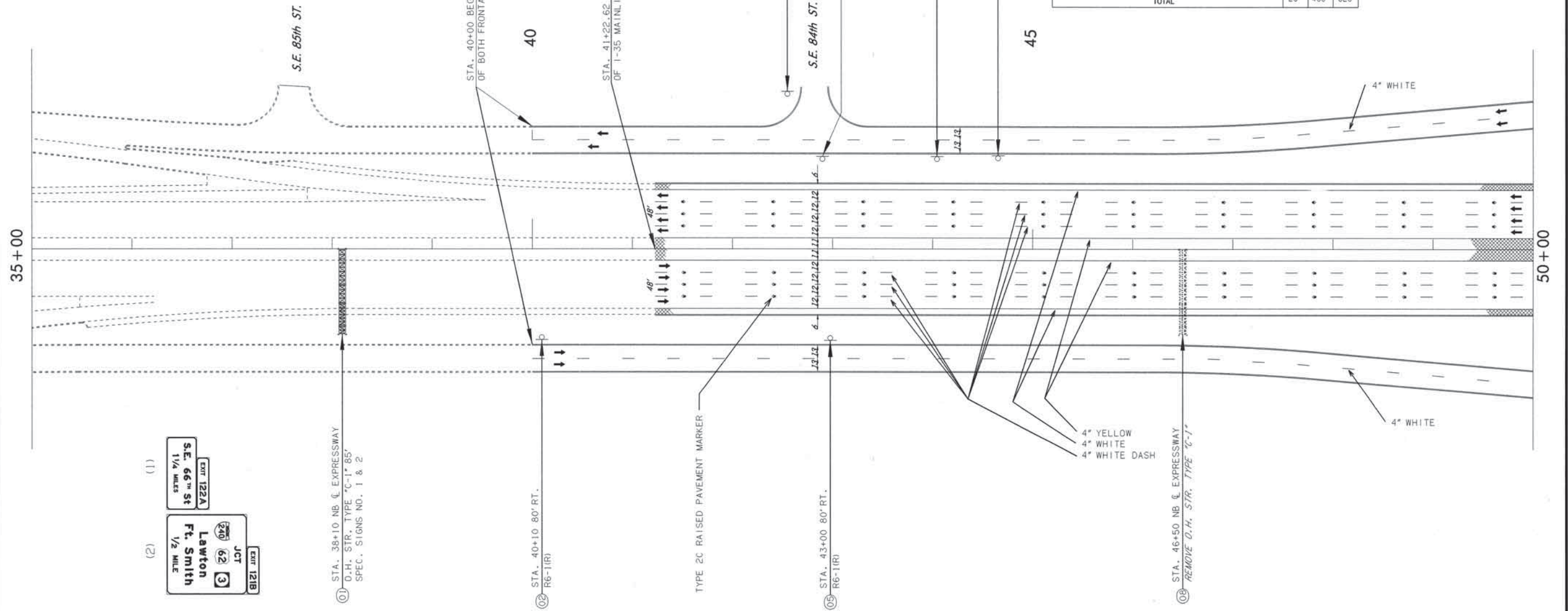
Dimensions are in Inches, tenths Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
E	X	I	T											E12
35.3	11.3	12.8	4.5	8.8	35.3								37.5	
I	2	2	A											E18
7	9.9	18.1	19.1	18	36								65.1	

SIGN NUMBER	E5-1a(122A)
WIDTH x HIGHT.	9'-0" x 5'-0"
BORDER WIDTH	2"
CORNER RADIUS	8"
MOUNTING	Ground
SIGN AREA	45.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White
SYMBOL	X Y WID HT
ARMED	79 12 18 28.4

SIGNING DETAIL
23 - 25

TRF031 P:\P\N\N\T.dgn 11:22:14 AM 2/12/02



OVERHEAD SIGN LIGHT SCHEDULE					
SHEET NUMBER	SIGN NUMBER	LOCATION STATION (CTR. LINE OR REF. LINE)	NEW		
			175 W. M.V. SIGN LIGHTS	3/4" G. STL CONDUIT	1/2" NO. 10 AWG TYPE THW
T-24	OVHD# 1	STA. 38+10 (E - I-35) (NORTHBOUND)	3	70	90
T-25	OVHD# 2	STA. 57+00 (E - I-35) (NORTHBOUND)	3	50	70
T-26	OVHD# 3	STA. 65+30 (E - I-35) (SOUTHBOUND)	3	70	90
T-26	OVHD# 4	STA. 71+50 (E - I-35) (RAMP)	3	40	60
T-27	OVHD# 5	STA. 87+90 60' LT. (E - I-35) (RAMP)	3	30	50
T-27	OVHD# 6	STA. 92+15 (E - I-35) (NORTHBOUND)	3	50	70
T-28	OVHD# 7	STA. 96+00 (E - I-35) (SOUTHBOUND)	3	50	70
T-29	OVHD# 8	STA. 120+00 (E - I-35)	6	120	70
TOTAL			26	460	620

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	SHEET ADDED		2/12/02

(1)

EXIT 122A
S.E. 66th St
1 1/4 MILES

(2)

JCT
EXIT 121B
Lawton
Ft. Smith
1/2 MILE



SIGNING AND STRIPING
DETAILS

STATE OF
OKLAHOMA

DIVISION IV

DEPARTMENT OF TRANSPORTATION

STATE JOB NO. 00292(15)

SHEET NO. T24

OKLAHOMA COUNTY

Drawn SNG 10/01

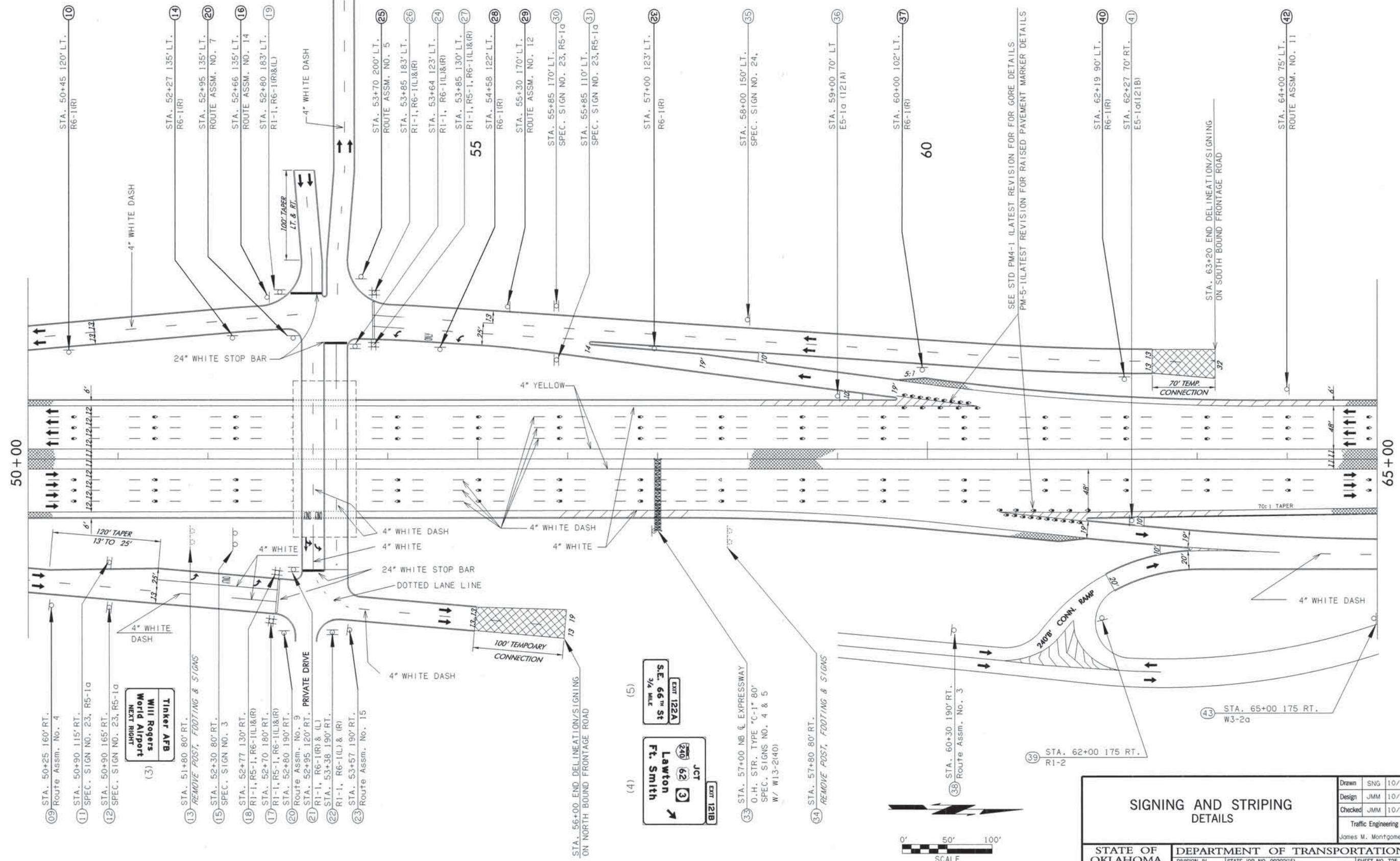
Design JMM 10/01

Checked JMM 10/01

Traffic Engineering
James M. Montgomery

TRFPC31 F:\PNSHT2.dgn 11/22/02 AM 2/12/02

REV. NO.	DESCRIPTION	REVISIONS	DATE
1	SHEET ADDED		2/12/02



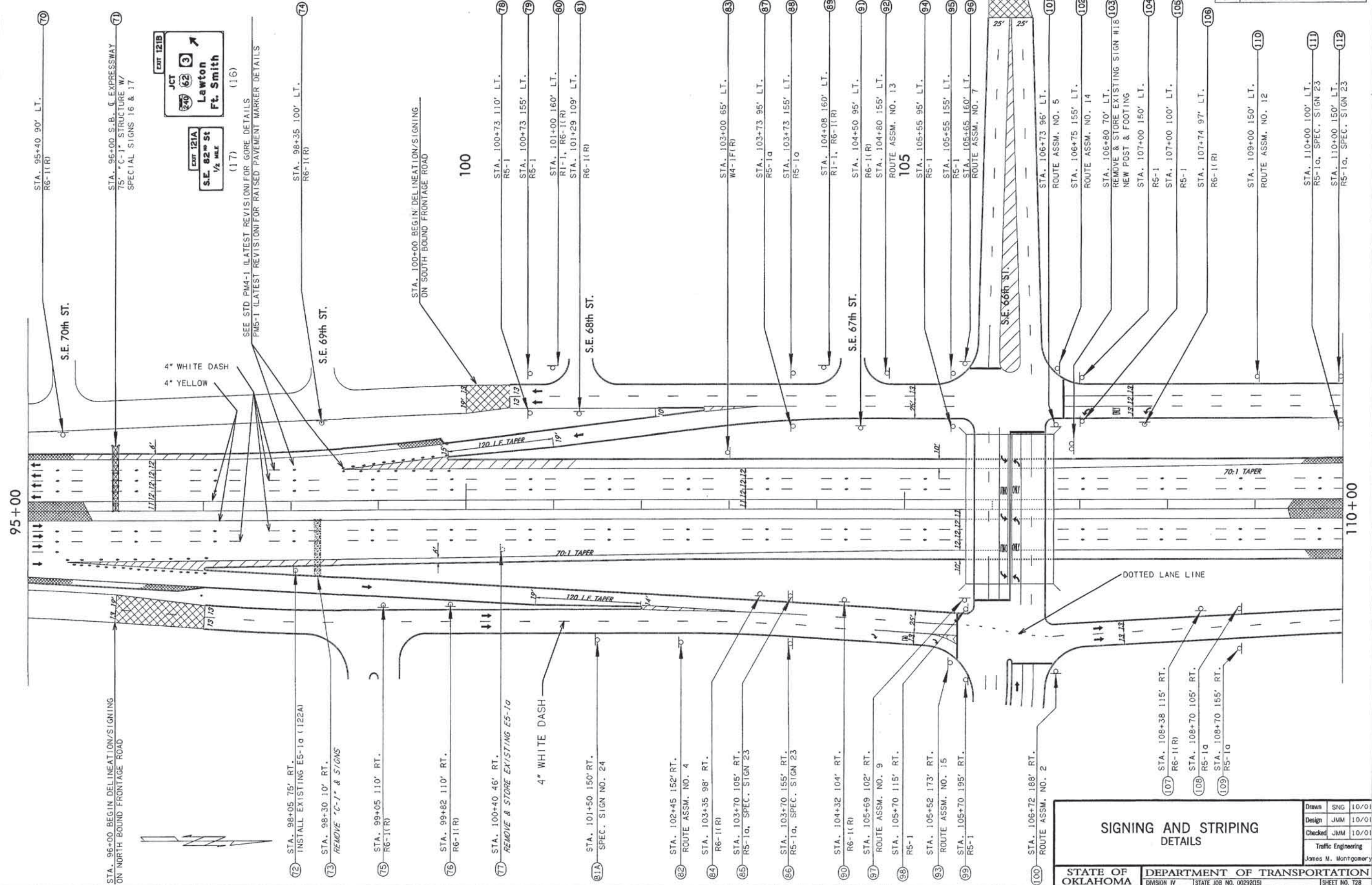
SIGNING AND STRIPING DETAILS

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
DIVISION IV	STATE JOB NO. 00292(15)
	SHEET NO. 125

Drawn	SNG	10/01
Design	JMM	10/01
Checked	JMM	10/01
Traffic Engineering		
James M. Montgomery		

OKLAHOMA COUNTY

REV. NO.		DESCRIPTION	REVISIONS	DATE
1		SHEET ADDED		2/12/02

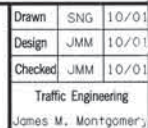


SIGNING AND STRIPING DETAILS

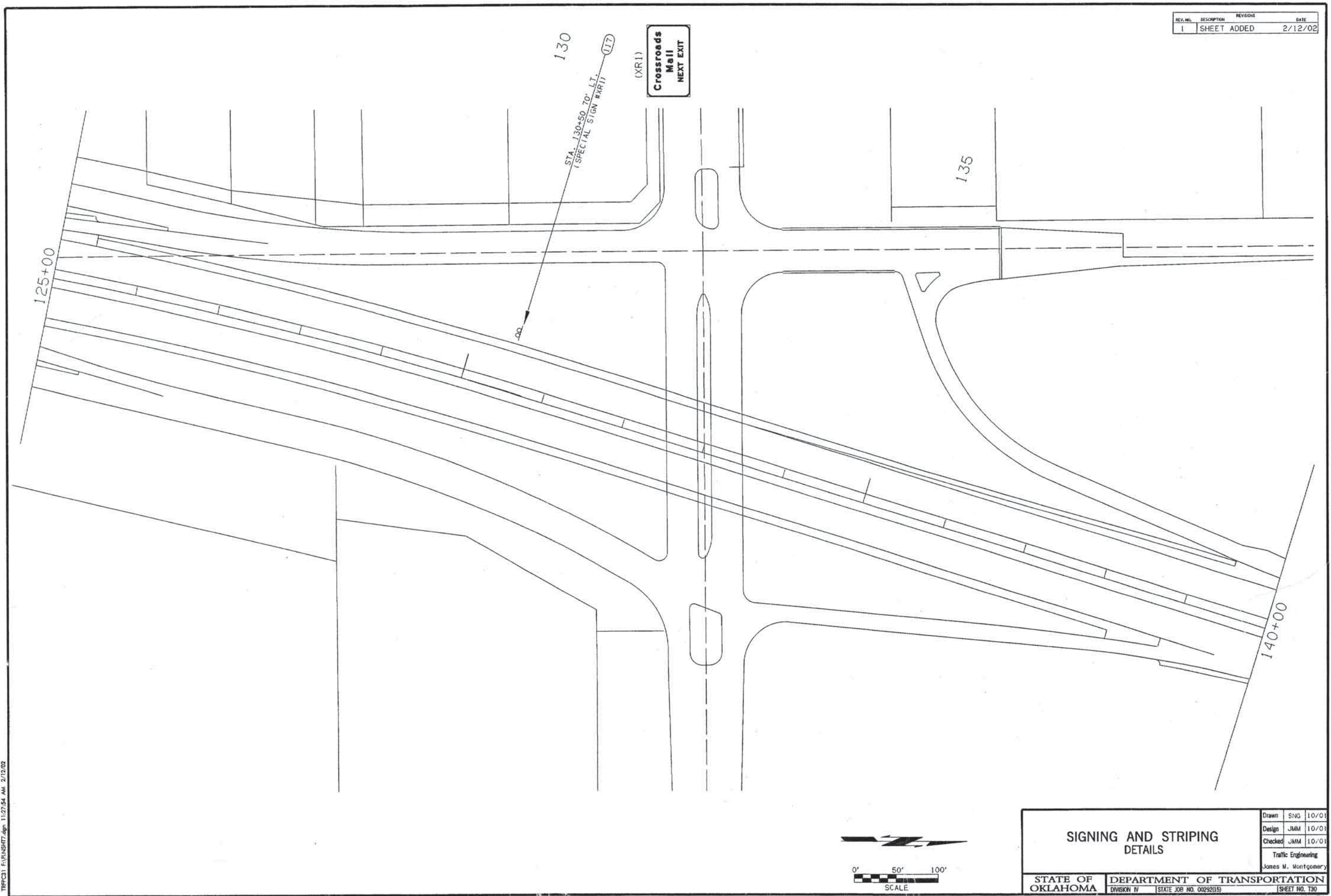
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	DIVISION IV	STATE JOB NO. 00292(15)	SHEET NO. T28

Drawn	SNG	10/01
Design	JMM	10/01
Checked	JMM	10/01

Traffic Engineering
James M. Montgomery



TRPC31 F:\BLSH77.dgn 11:27:54 AM 2/12/02



REV. NO.	DESCRIPTION	REVISIONS	DATE
1	SHEET ADDED		2/12/02



SIGNING AND STRIPING
DETAILS

STATE OF
OKLAHOMA

DIVISION IV

STATE JOB NO. 00292015

Drawn	SNG	10/01
Design	JMM	10/01
Checked	JMM	10/01
Traffic Engineering James M. Montgomery		

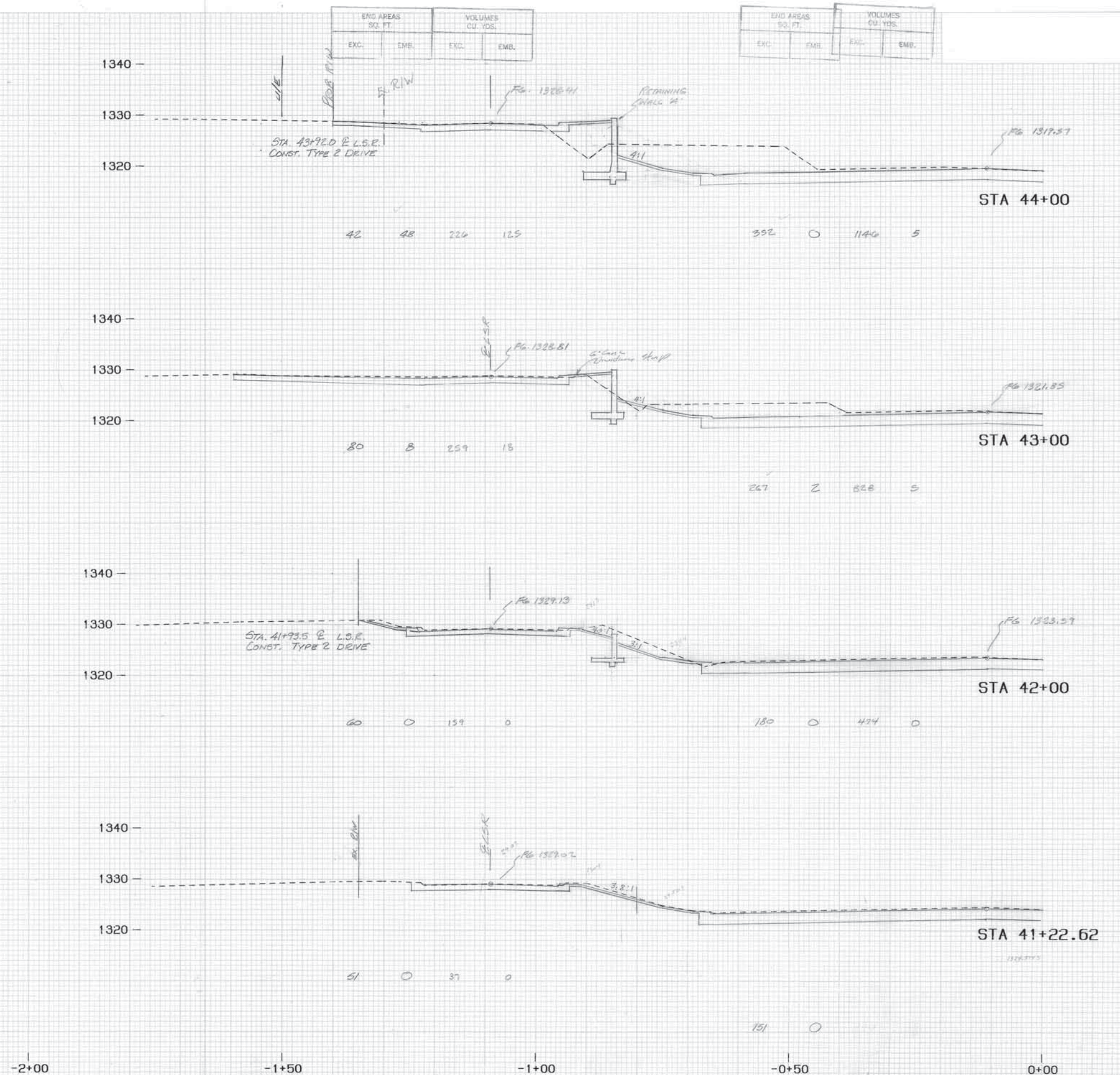
SHEET NO. 130
OKLAHOMA COUNTY

FINAL SURVEY
DATE: 10/1/83
BY: J. L. BROWN
NO. 1000000000

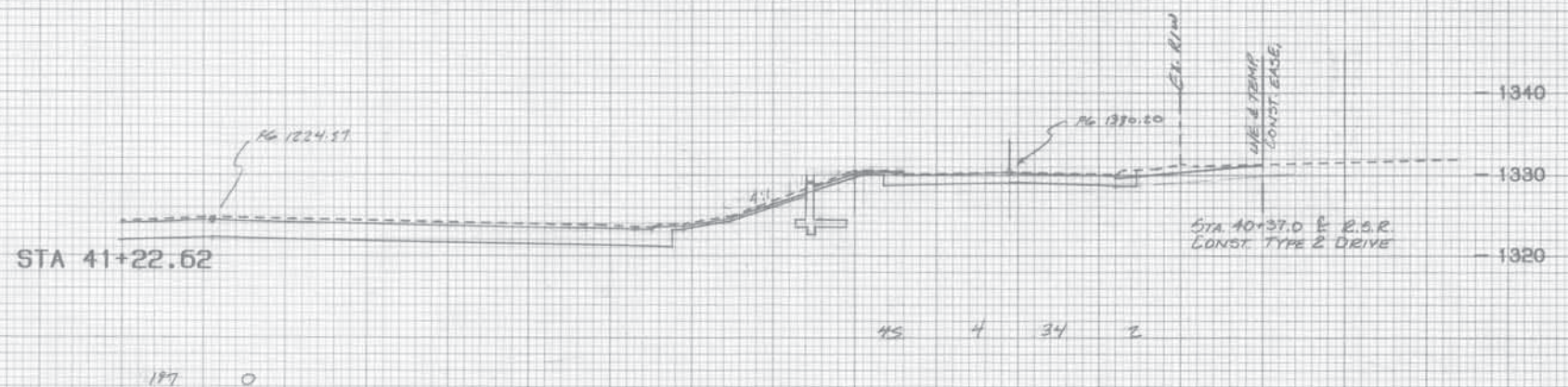
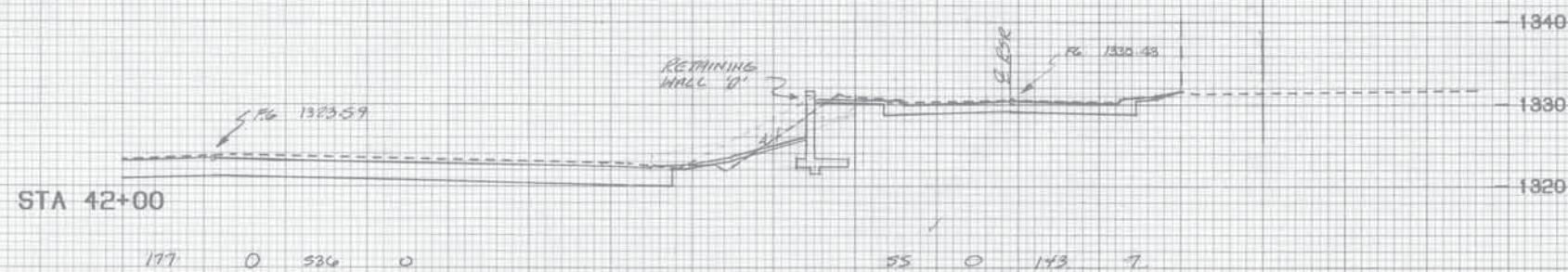
ORIGINAL SURVEY
DATE: 10/1/83
BY: J. L. BROWN
NO. 1000000000

CUT
END AREAS SHOWN INCLUDE
AREAS OF ITEMS PAID FOR
AS REMOVALS.

FILLS
END AREAS SHOWN INCLUDE
ADDITIONAL AREAS FOR
REPLACEMENT OF EXIST. ITEMS
REMOVED.



END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



FINAL SURVEY	DATE	BY	CHKD

ORIGINAL SURVEY	DATE	BY	CHKD

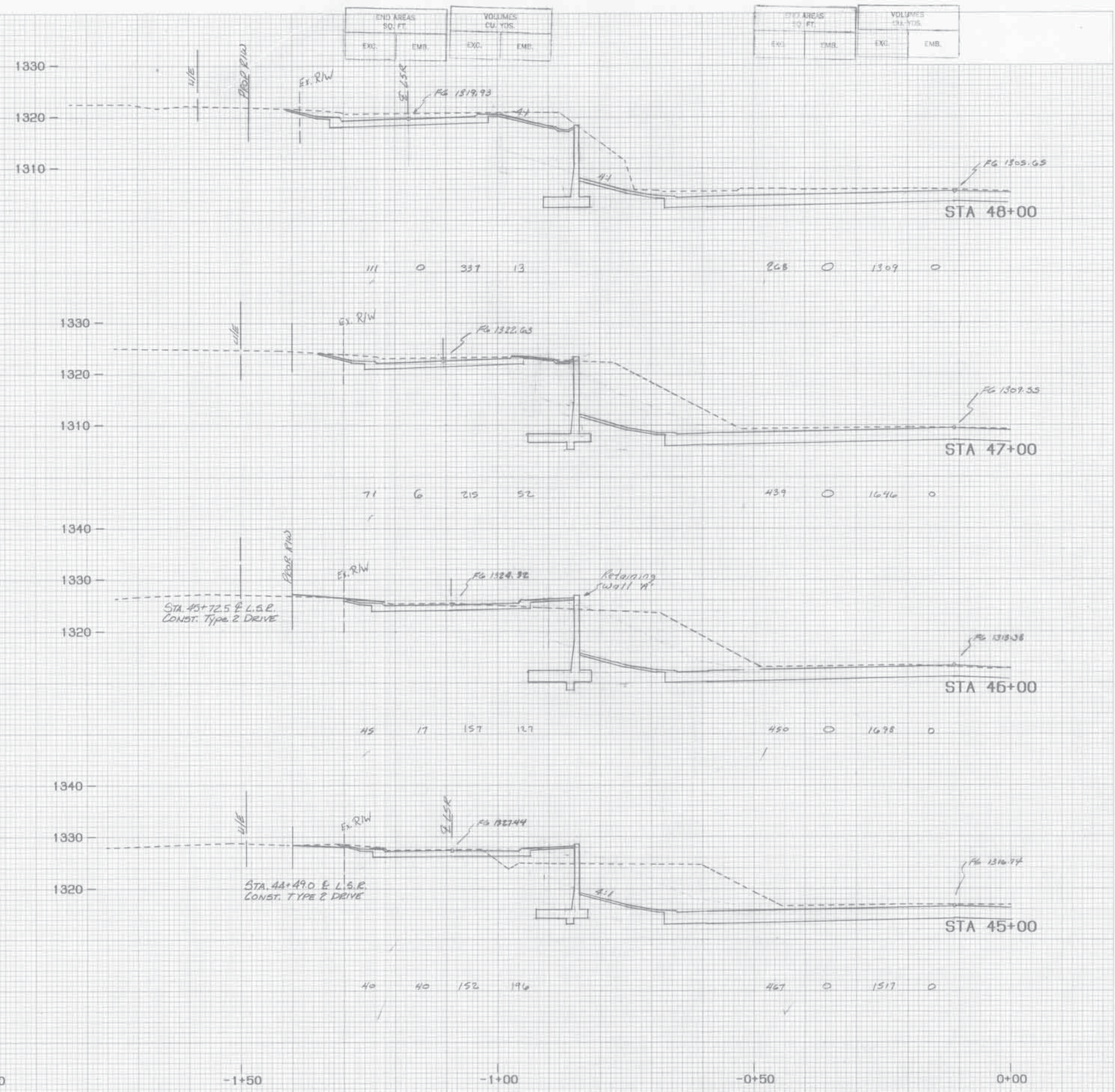


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

PLT*EX.X-BEC.M.L.STA.45+00-48+00 (L/2) - 4921 10.051PF, 14 402 25-Feb-93 10:35 AM / 2271-4-1
STA 45+00 TO STA 48+00 M.L. LT.

State Job No. 00292(15)RDY SHT. X3 3

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

PLT*EX.X-BEC.M.L.STA.45+00-48+00 (L/2) - 4921 10.051PF, 14 402 25-Feb-93 10:35 AM / 2271-4-1
STA 45+00 TO STA 48+00 M.L. LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



STA 45+00 TO STA 48+00 ML PT

DATE	
BY	
CHECKED	
APPROVED	
PROJECT	
LOCATION	
DATE	
BY	
CHECKED	
APPROVED	

DATE	
BY	
CHECKED	
APPROVED	
PROJECT	
LOCATION	
DATE	
BY	
CHECKED	
APPROVED	

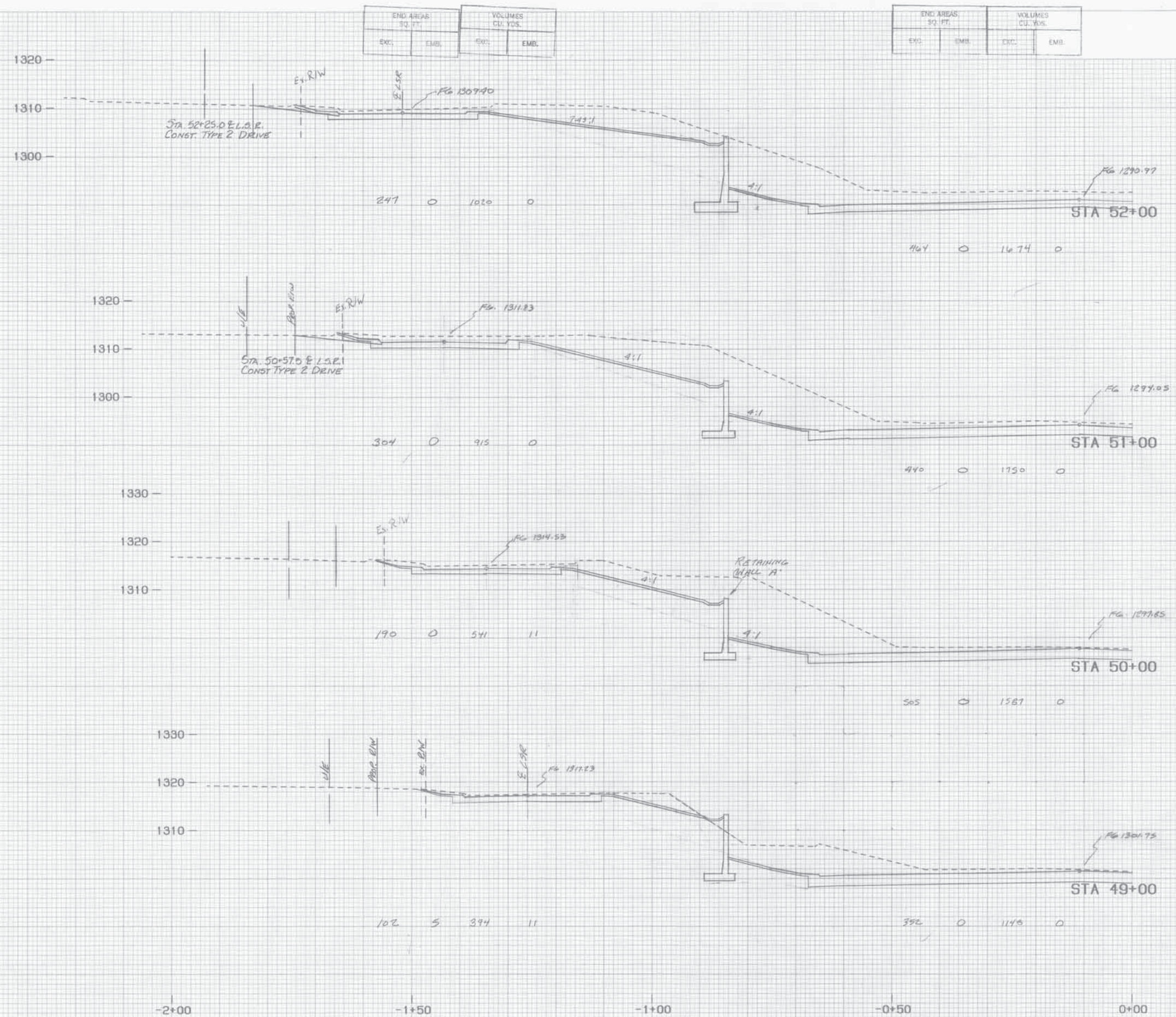


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

PLT-EX.X-BEC.M.L.STA.49+00-52+00 (L/2) - 4921 (0.85) PF, 14 403 25-Feb-93 10:38 AM / 2271-4-1
STA 49+00 TO STA 52+00 M.L. LT.

State Job No. 00292(15)RDY SH. X5

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

PLT-EX.X-BEC.M.L.STA.49+00-52+00 (L/2) - 4921 (0.85) PF, 14 403 25-Feb-93 10:38 AM / 2271-4-1
STA 49+00 TO STA 52+00 M.L. LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

FINAL	DATE
SURVEY	BY
DESIGNED	BY
CHECKED	BY
IN CHARGE	BY
NOTED	BY
APPROVED	BY

ORIGINAL	DATE
SURVEY	BY
DESIGNED	BY
CHECKED	BY
IN CHARGE	BY
NOTED	BY
APPROVED	BY

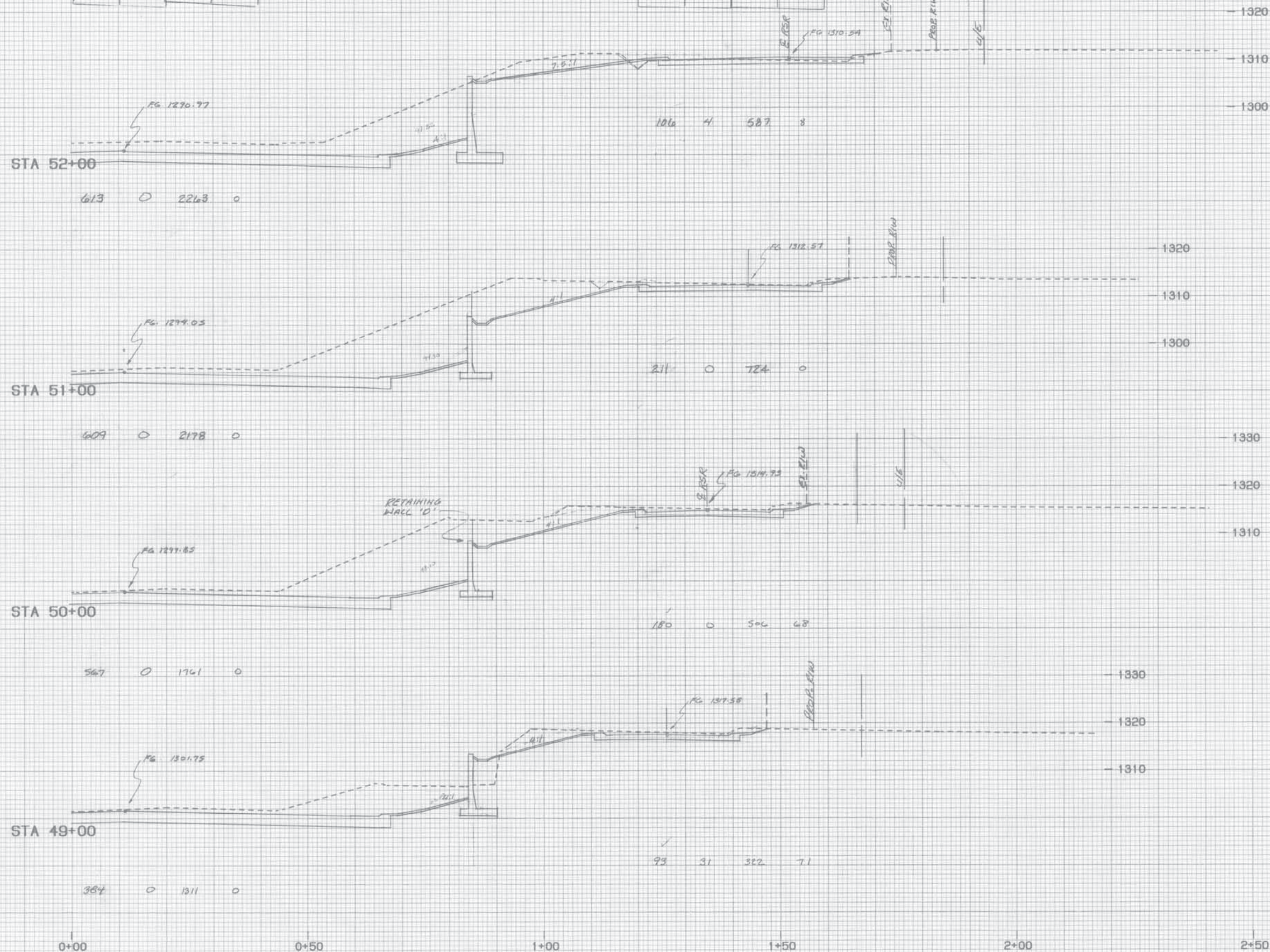


PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L. STA. 49+00-52+00 (R/2) - 492110.003 PF: 14 453 26-Feb-93 10:44 AM / 2271-4-1

STA 49+00 TO STA 52+00 ML RT.

State Job No. 00292(15) RDY SHT. X6

2+50

*PLT*EX, X-SEC, H.L. STA. 49+00-52+00 (R/2) - 492110.003 PF: 14 453 26-Feb-93 10:44 AM / 2271-4-1

STA 49+00 TO STA 52+00 ML RT.

ORIGINAL SURVEY	DATE	BY	DATE
PLASTER			
THINLAY			
AREA			
NOTED FROM			

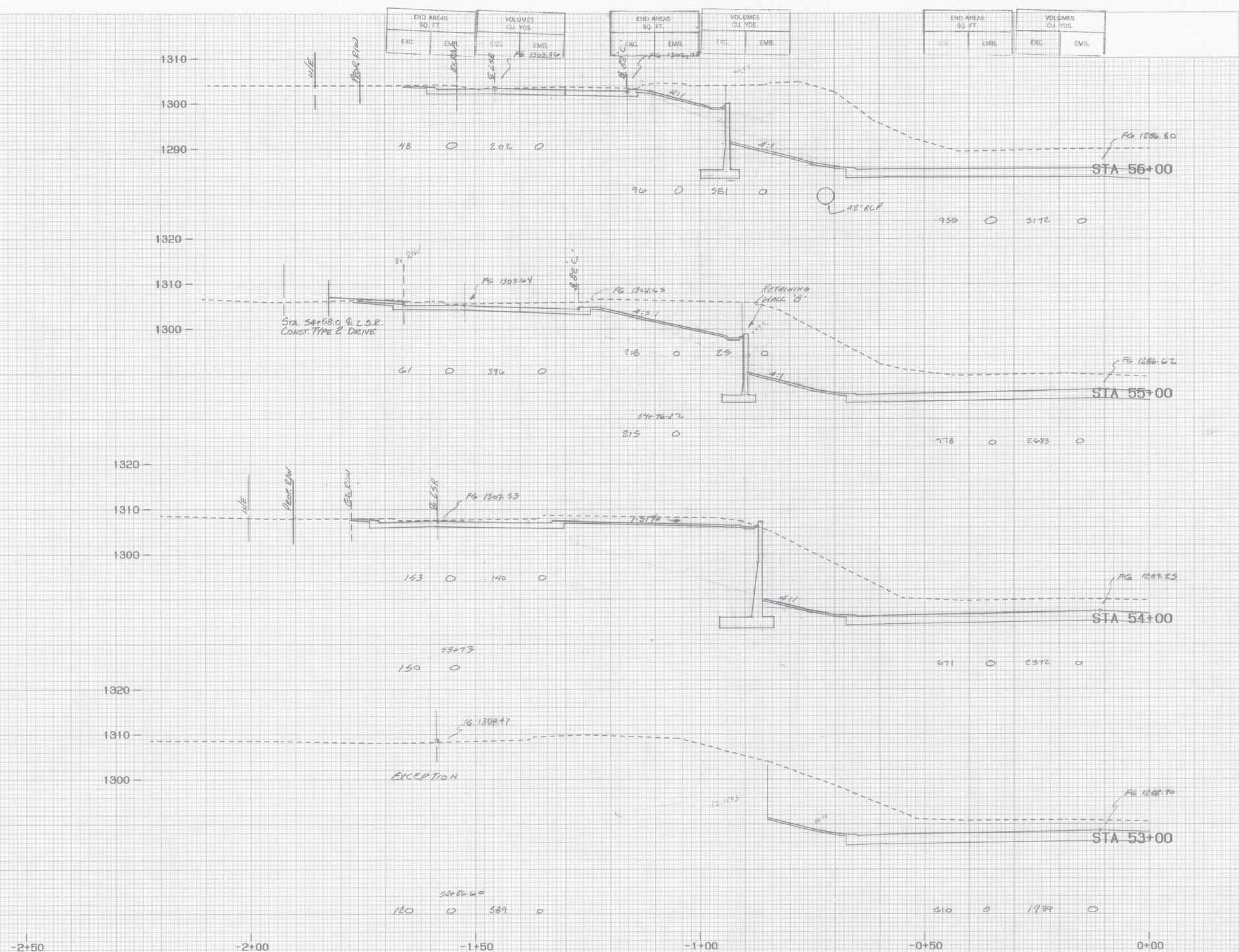


PLATE 3-FULL CROSS SECTION-FULL LINE

*PLT*EX.X-DEC.N.L.STA.53+00-56+00 (L/2) - 4921 10.851 PF. 14 404 26-Feb-93 10:39 AM / 2271-4-1

STA 53+00 TO STA 56+00 M.L. LT

State Job No. 00292(15) RDY SHT. X7

0:50 0:00

-0+50

PLATE 3-FULL CROSS SECTION-FULL LINE
10/13/2006

*PLT*EX,X-BEC,H,L,STA.53+00-55+00 (L/2) - 4921 10.651 PF: 14 404 26-Feb-93 10:39 AM / 2271-4-1

STA 53+00 TO STA 56+00 M.L. LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



FINAL SURVEY	DATE
DATE	
BY	
FOR	
BY	
FOR	

ORIGINAL SURVEY	DATE
DATE	
BY	
FOR	
BY	
FOR	

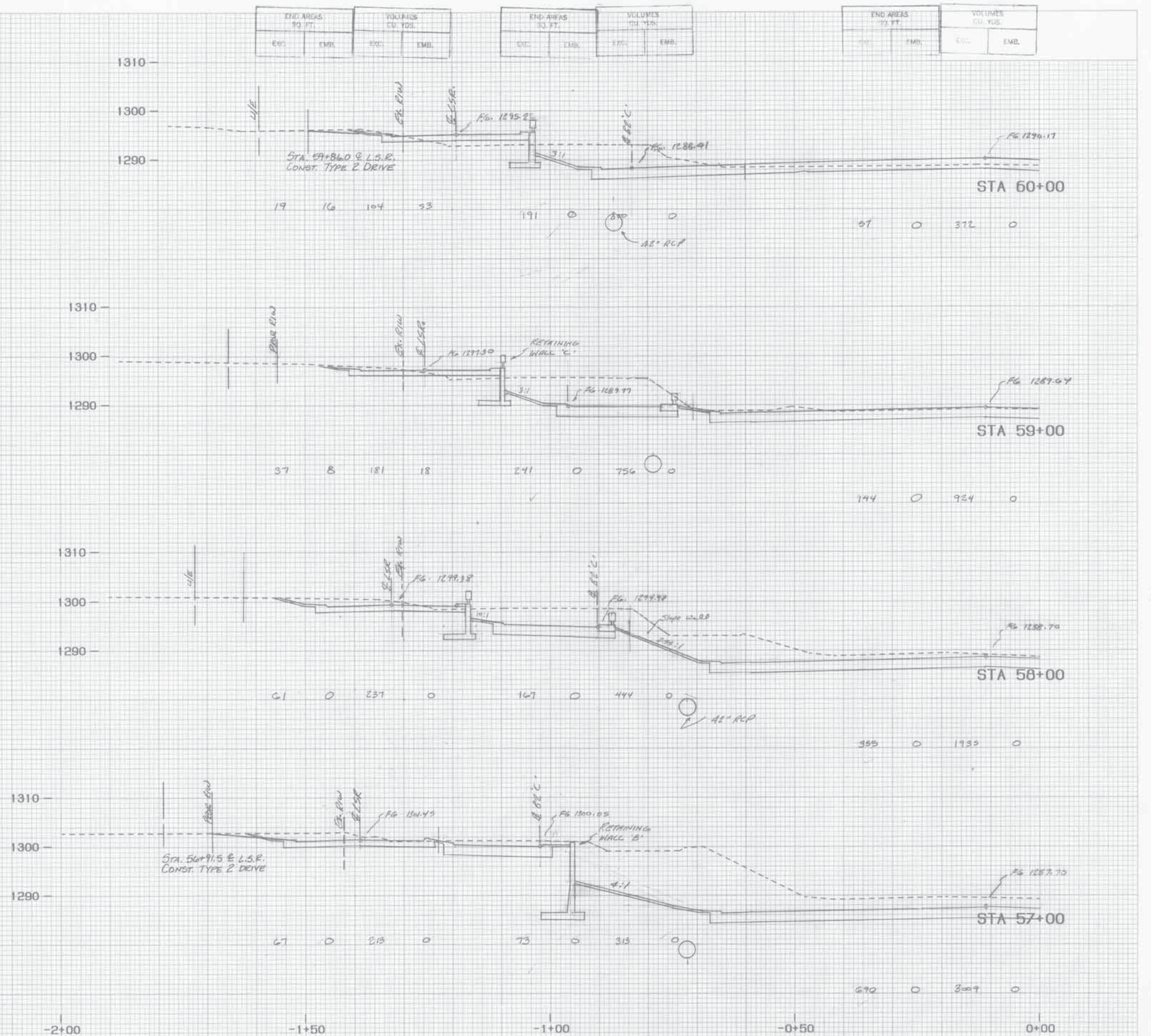


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-BED.M.L. STA. 57+00-60+00 (L/2) - 4921 (0, 65) PF. 14 405 25-Feb-93 10:39 AM / 2271-4-1

STA 57+00 TO STA 60+00 ML. LT.

State Job No. 00292(15)RDY SH. X9

*PLT*EX.X-BED.M.L. STA. 57+00-60+00 (L/2) - 4921 (0, 65) PF. 14 405 25-Feb-93 10:39 AM / 2271-4-1

STA 57+00 TO STA 60+00 ML. LT.

DATE: _____
 BY: _____
 CHECKED: _____
 FINAL SURVEY
 PROJECT NO.: _____
 SHEET NO.: _____

DATE: _____
 BY: _____
 CHECKED: _____
 ORIGINAL SURVEY
 PROJECT NO.: _____
 SHEET NO.: _____

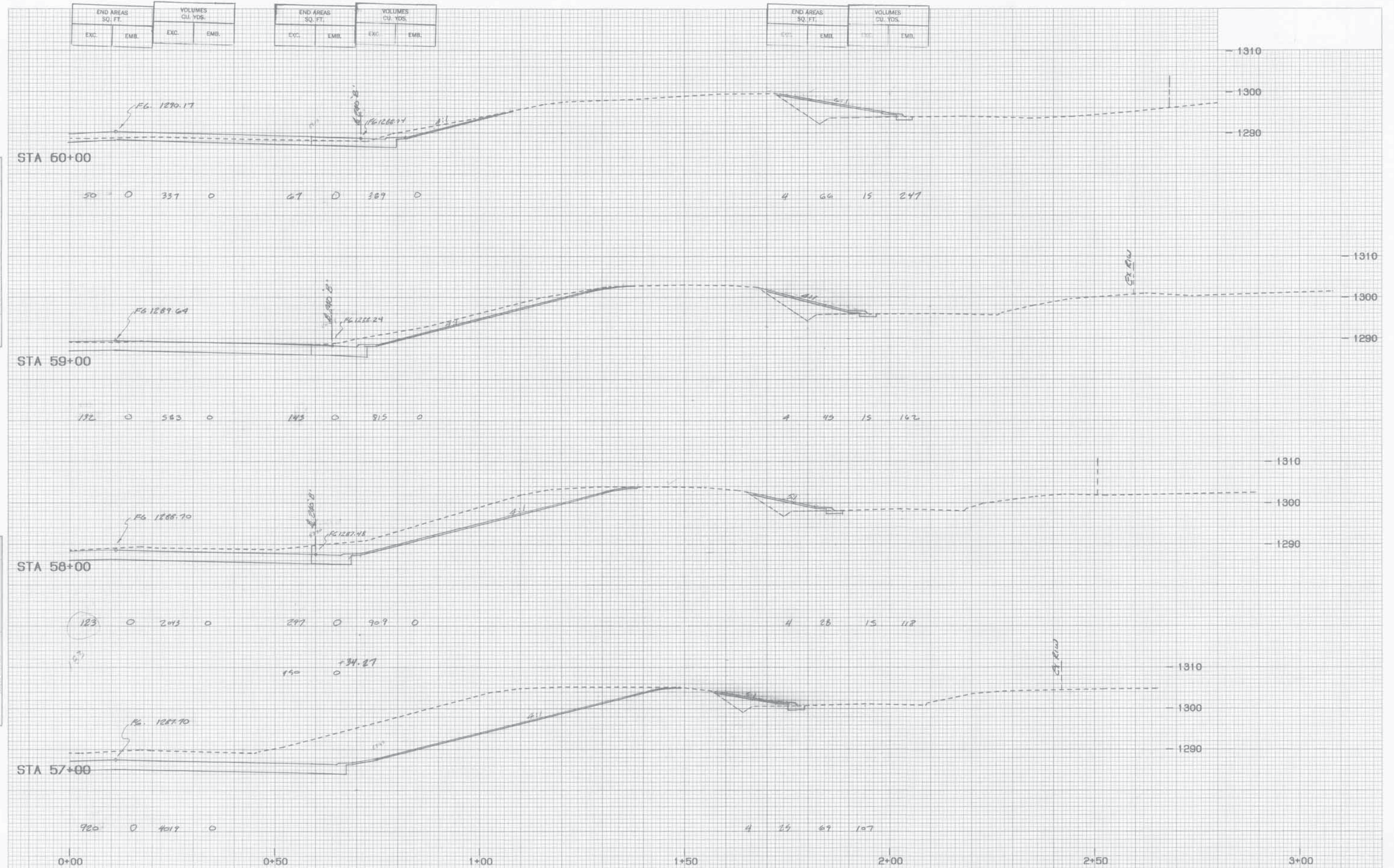


PLATE 3-FULL CROSS SECTION-FULL LINE
 PRINTED IN U.S.A.

*PLT*EX, X-BED, H.L. STA. 57+00-60+00 (R/2) - 4821 (0.85) PF: 14 485 25-Feb-83 10:44 AM / 2271-4-1
 STA 57+00 TO STA 60+00 HL RT.

State Job No. 00292(15) RDY SHT. X10

*PLT*EX, X-BED, H.L. STA. 57+00-60+00 (R/2) - 4821 (0.85) PF: 14 485 25-Feb-83 10:44 AM / 2271-4-1
 STA 57+00 TO STA 60+00 HL RT.

DATE	BY	REVIEWED	DATE

DATE	BY	REVIEWED	DATE

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

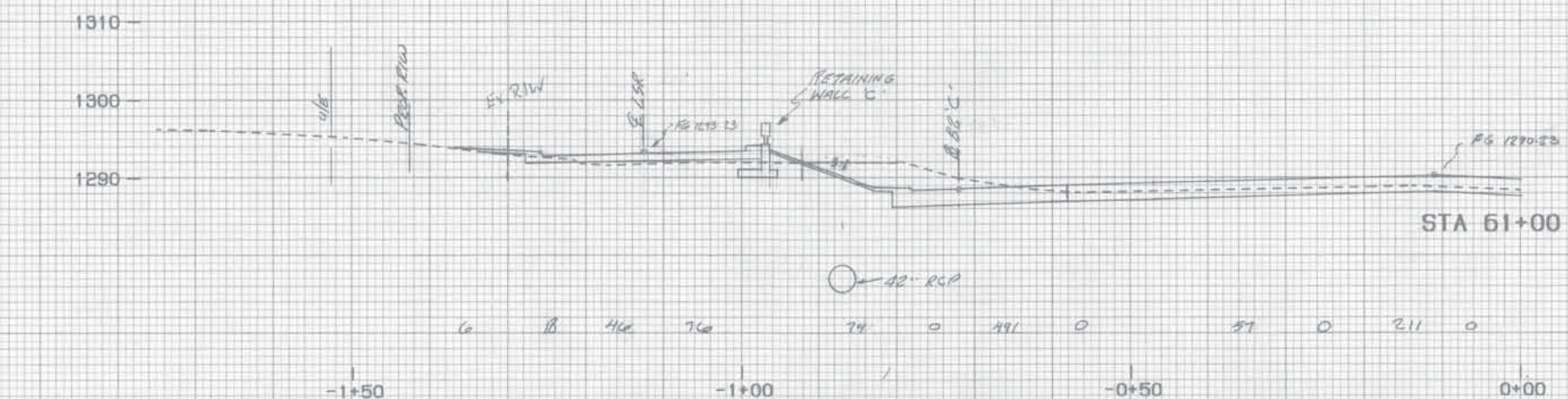
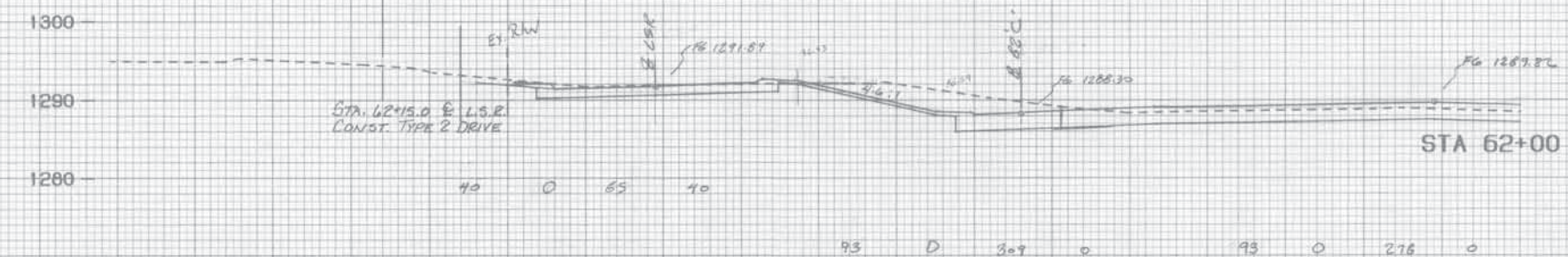
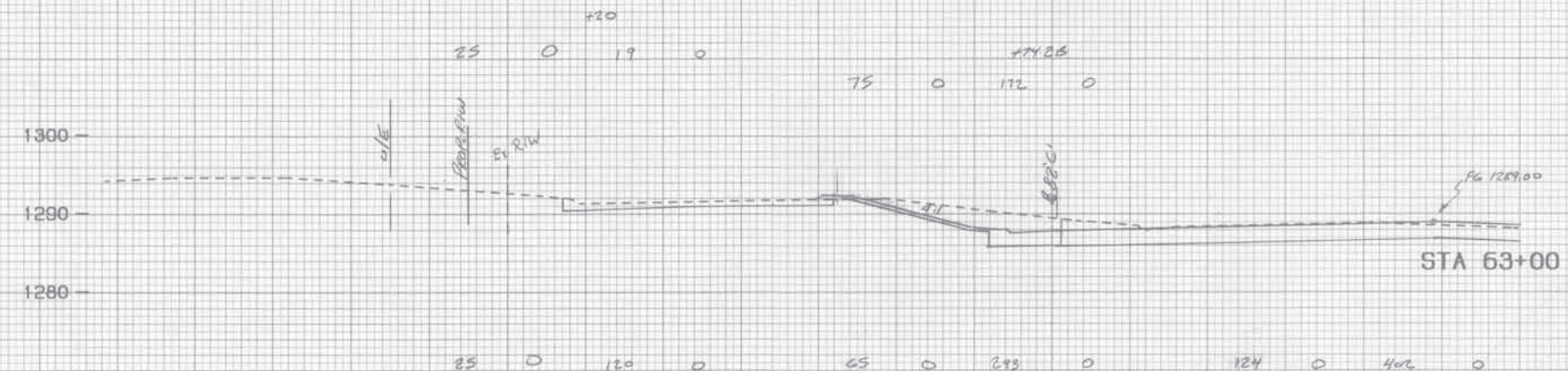
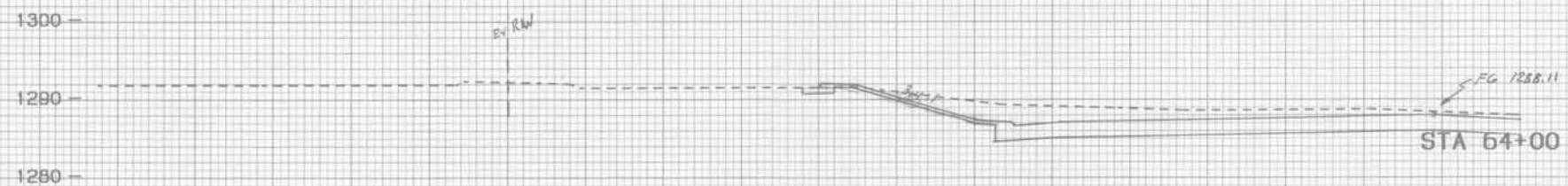


PLATE 3-FULL CROSS SECTION-FULL LINE
W/TELONE
PRINTED IN U.S.A.

*PLT*EX, X-BEC, H.L. STA. 61+00-64+00 (L/2) - 4921 10, 803 PF, 14 406 26-Feb-93 10:39 AM / 2271-4-1

STA 61+00 TO STA 64+00 M.L. LT

State Job No. 00292(15)RDY SHT. X11

*PLT*EX, X-BEC, H.L. STA. 61+00-64+00 (L/2) - 4921 10, 803 PF, 14 406 26-Feb-93 10:39 AM / 2271-4-1

STA 61+00 TO STA 64+00 M.L. LT

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	BY	REVIEWED	DATE
		APPROVED	
		NOTED	
		REMARKS	

DATE	BY	REVIEWED	DATE
		APPROVED	
		NOTED	
		REMARKS	

STA 54+00

219 0 663 0 71 267 294 1433

STA 53+00

150 0 509 0 88 358 270 1040

STA 52+00

165 0 331 0 58 110 191 245

STA 51+00

54 0 193 0 45 0 207 0

4 31 15 210

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L. STA. 51+00-54+00 (R/2) - 4921 (D, 85) PF: 14 456 25-Feb-93 10:45 AM / 2271-4-1
STA 51+00 TO STA 54+00 HL. RT.

State Job No. 00292(15) RDY SHT. X12

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L. STA. 51+00-54+00 (R/2) - 4921 (D, 85) PF: 14 456 25-Feb-93 10:45 AM / 2271-4-1
STA 51+00 TO STA 54+00 HL. RT.

FINAL SURVEY	DATE	BY
DESIGNED BY		
CHECKED BY		
IN CHARGE		
PROJECT NO.		
SECTION		

ORIGINAL SURVEY	DATE	BY
DESIGNED BY		
CHECKED BY		
IN CHARGE		
PROJECT NO.		
SECTION		

END AREAS SQ. FT.		VOLUMES CU. YDS.		END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.	EXC.	EMB.	EXC.	EMB.

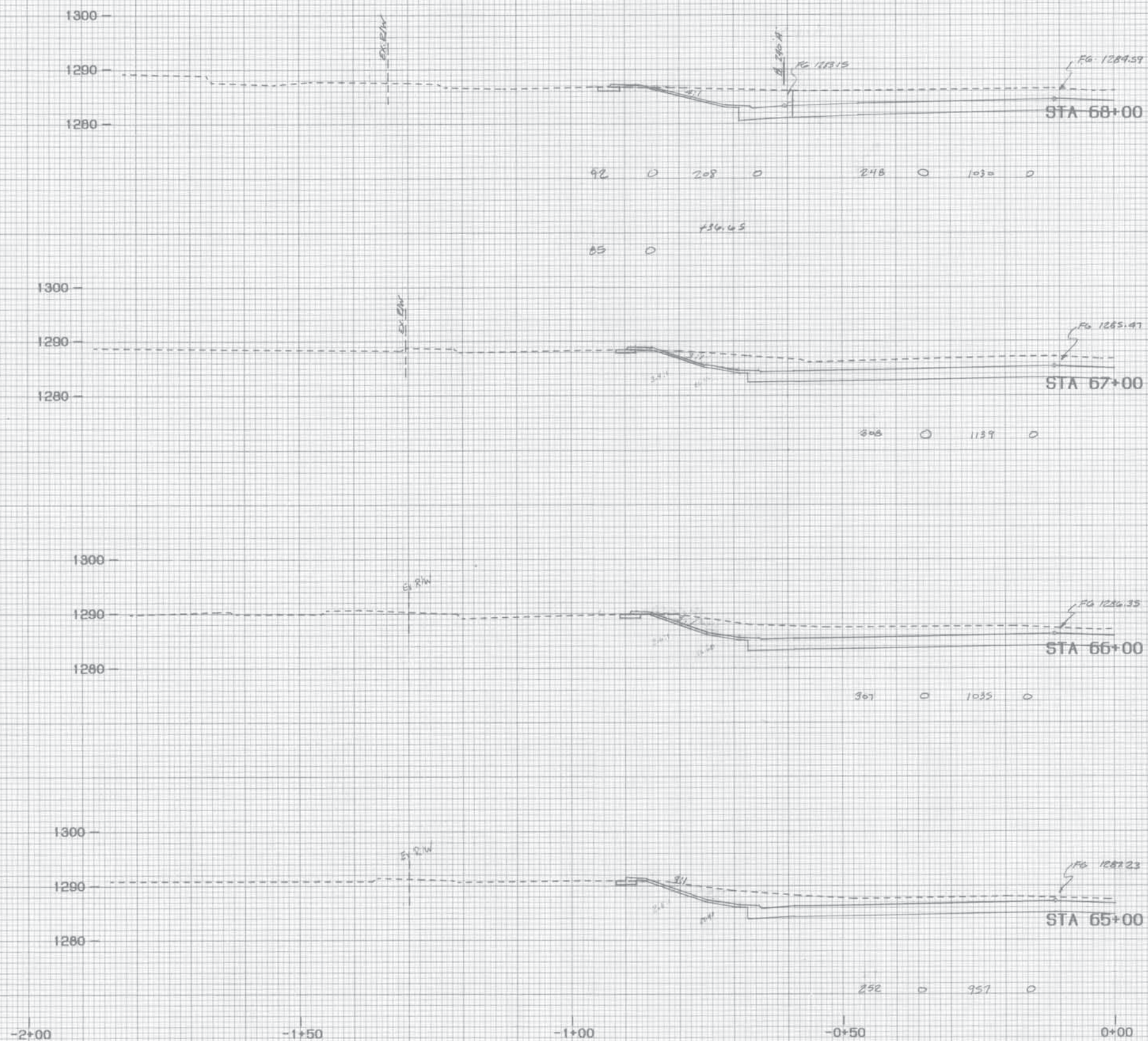


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.M.L.STA.65+00-68+00 (L/2) - 492110.001 PF: 14 407 26-Feb-93 10:30 AM / 2271-4-1

STA 65+00 TO STA 68+00 M.L. LT.

State Job No. 00292(15)RDY SHT. X13

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.M.L.STA.65+00-68+00 (L/2) - 492110.001 PF: 14 407 26-Feb-93 10:30 AM / 2271-4-1

STA 65+00 TO STA 68+00 M.L. LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	BY	REVIEWED	DATE
		APPROVED	
		DESIGNED	
		CHECKED	
		IN CHARGE	

DATE	BY	REVIEWED	DATE
		APPROVED	
		DESIGNED	
		CHECKED	
		IN CHARGE	

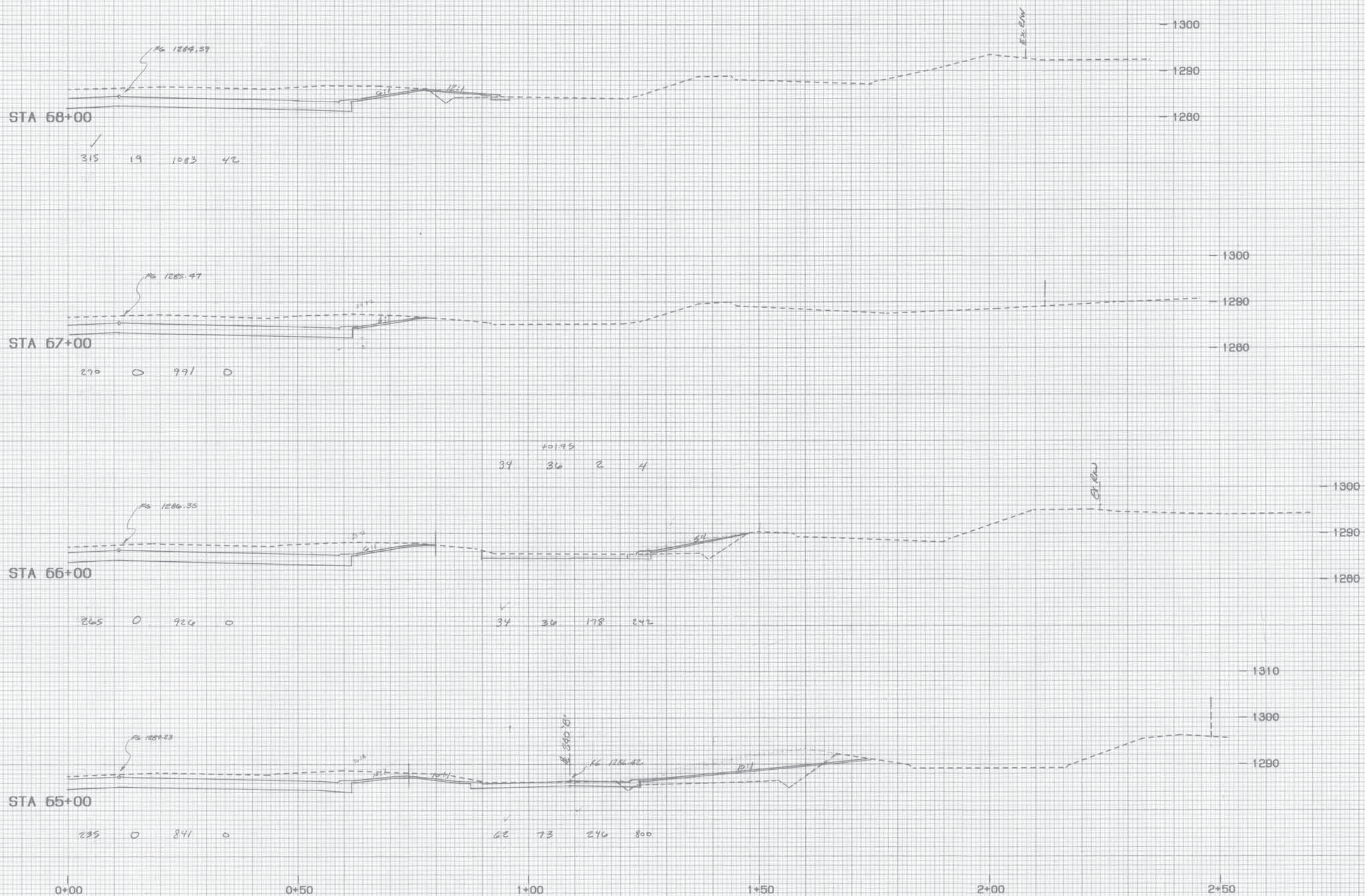


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX-X-SEC.N.L.STA.65+00-68+00 (R/2) - 4921 10,853 PF: 14 457 25-Feb-93 10:45 AM / 2271-4-1

STA 65+00 TO STA 68+00 HL RT.

State Job No. 00292(15)RDY 5HT. X14

*PLT*EX-X-SEC.N.L.STA.65+00-68+00 (R/2) - 4921 10,853 PF: 14 457 25-Feb-93 10:45 AM / 2271-4-1

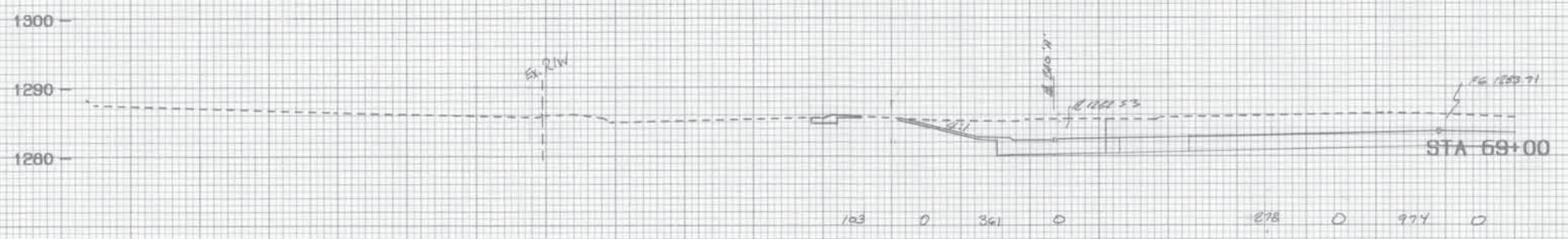
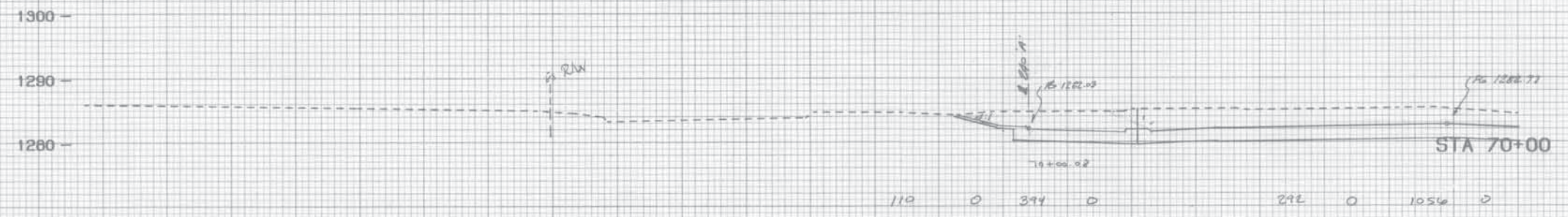
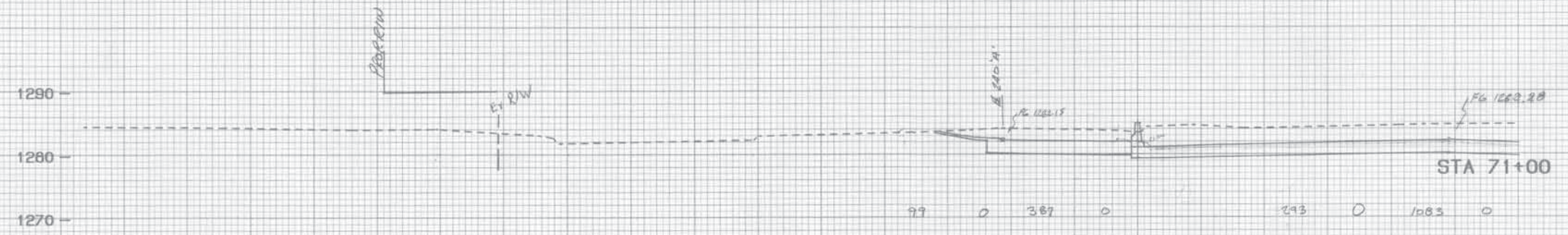
STA 65+00 TO STA 68+00 HL RT.

FINAL SURVEY	DATE
PROJECT	BY
NOTE BOOK	DATE
NO.	DATE

ORIGINAL SURVEY	DATE
PROJECT	BY
NOTE BOOK	DATE
NO.	DATE

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



-2+50 -2+00 -1+50 -1+00 -0+50 0+00

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 69+00-72+00 (L/2) - 4921 10, 051 PF: 14 408 28-Feb-93 10:40 AM / 2271-4-1
STA 69+00 TO STA 72+00 ML LT.

State Job No. 00292(15)RDY SHT 15

-2+50 -2+00 -1+50 -1+00 -0+50 0+00

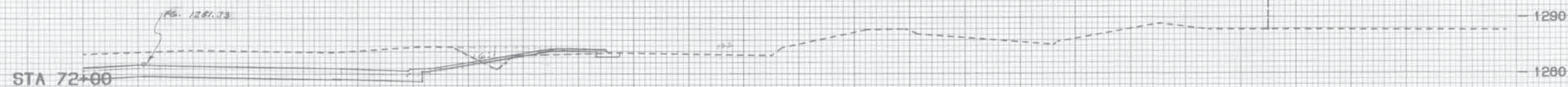
PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 69+00-72+00 (L/2) - 4921 10, 051 PF: 14 408 28-Feb-93 10:40 AM / 2271-4-1
STA 69+00 TO STA 72+00 ML LT.

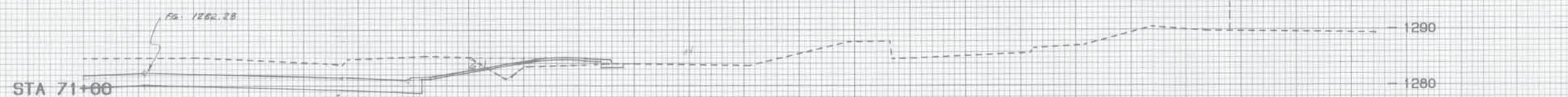
END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	
BY	
REVIEWED	
APPROVED	
DATE	
BY	
REVIEWED	
APPROVED	

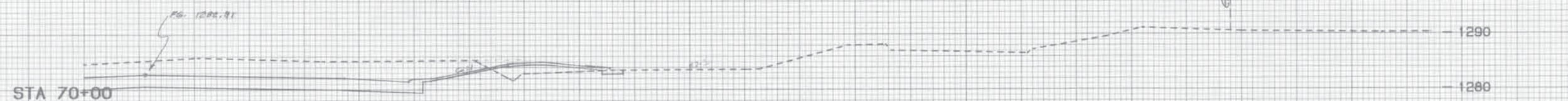
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BY	
REVIEWED	
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DATE	
BY	
REVIEWED	
APPROVED	



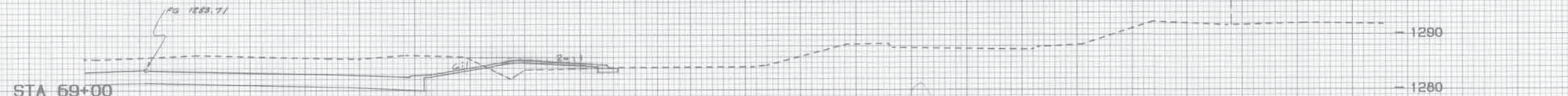
340 15 1298 89



350 25 1319 104



362 22 1340 94



305 20 1259 80

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX-X-BEC.M.L.STA.69+00-72+00 (R/2) - 4921 (0.00) PF: 14 458 25-Feb-93 10:45 AM / 2271-4-1

STA 69+00 TO STA 72+00 ML. RT.

State Job No. 00292(15) RDY SHT. XIV

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX-X-BEC.M.L.STA.69+00-72+00 (R/2) - 4921 (0.00) PF: 14 458 25-Feb-93 10:45 AM / 2271-4-1

STA 69+00 TO STA 72+00 ML. RT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE

BY

FINAL SURVEY

REVISION

DATE

BY

REVISION

DATE

BY

DATE

BY

ORIGINAL SURVEY

REVISION

DATE

BY

REVISION

DATE

BY

The main profile view graph displays elevation on the vertical axis (1270 to 1290 feet) against stationing on the horizontal axis (-3+00 to 0+00). A dashed line represents the existing ground profile, while a solid line shows the proposed grade. Cross-sections are detailed at four stations: STA 73+00, STA 74+00, STA 75+00, and STA 76+00. At STA 73+00, the cross-section shows a 10'x3' embankment and a 12'x10' cut. At STA 74+00, STA 75+00, and STA 76+00, the cross-sections show varying amounts of excavation and embankment. Handwritten notes include 'Prop. Plan' near STA 74+00 and '10'x3' and '12'x10' near STA 73+00.

HIGHWAY DESIGN 400 SHEET
 PLATE 3-FULL CROSS SECTION FULL LINE
 W. TELSON
 PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 73+00-76+00 (L/2) - 4021 (0.05) PF: 14 408 26-Feb-93 10:40 AM / 2271-4-1

STA 73+00 TO STA 76+00 ML. LT

State Job No. 00292 (15) RDY SHT. X17

The bottom profile view graph displays elevation on the vertical axis (1270 to 1290 feet) against stationing on the horizontal axis (-3+00 to 0+00). A dashed line represents the existing ground profile, while a solid line shows the proposed grade. Cross-sections are detailed at four stations: STA 73+00, STA 74+00, STA 75+00, and STA 76+00. At STA 73+00, the cross-section shows a 10'x3' embankment and a 12'x10' cut. At STA 74+00, STA 75+00, and STA 76+00, the cross-sections show varying amounts of excavation and embankment. Handwritten notes include 'Prop. Plan' near STA 74+00 and '10'x3' and '12'x10' near STA 73+00.

HIGHWAY DESIGN 400 SHEET
 PLATE 3-FULL CROSS SECTION FULL LINE
 W. TELSON
 PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 73+00-76+00 (L/2) - 4021 (0.05) PF: 14 408 26-Feb-93 10:40 AM / 2271-4-1

STA 73+00 TO STA 76+00 ML. LT

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	BY	REVIEWED	DATE

DATE	BY	REVIEWED	DATE

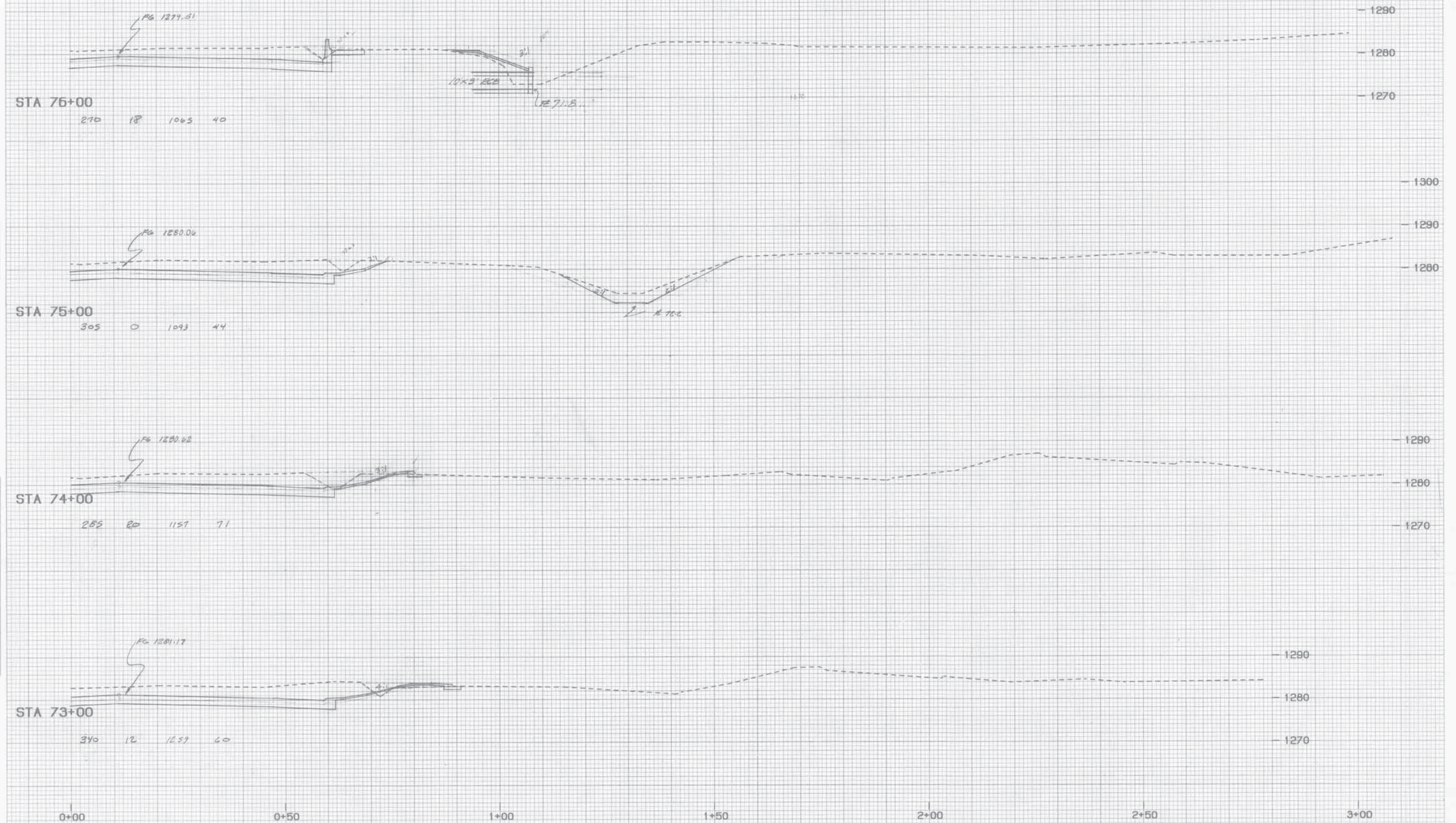


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 73+00-76+00 (R/2) - 4921 (0.85) PF: 14 459 25-Feb-93 10:45 AM / 2271-4-1

STA 73+00 To STA 76+00 ML. RT.

State Job No. 00292(15) RDY SH. X18

18

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 73+00-76+00 (R/2) - 4921 (0.85) PF: 14 459 25-Feb-93 10:45 AM / 2271-4-1

STA 73+00 To STA 76+00 ML. RT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	BY	REVIEWED	DATE
		APPROVED	
		PROJECT NO.	
		SCALE	

DATE	BY	REVIEWED	DATE
		APPROVED	
		PROJECT NO.	
		SCALE	

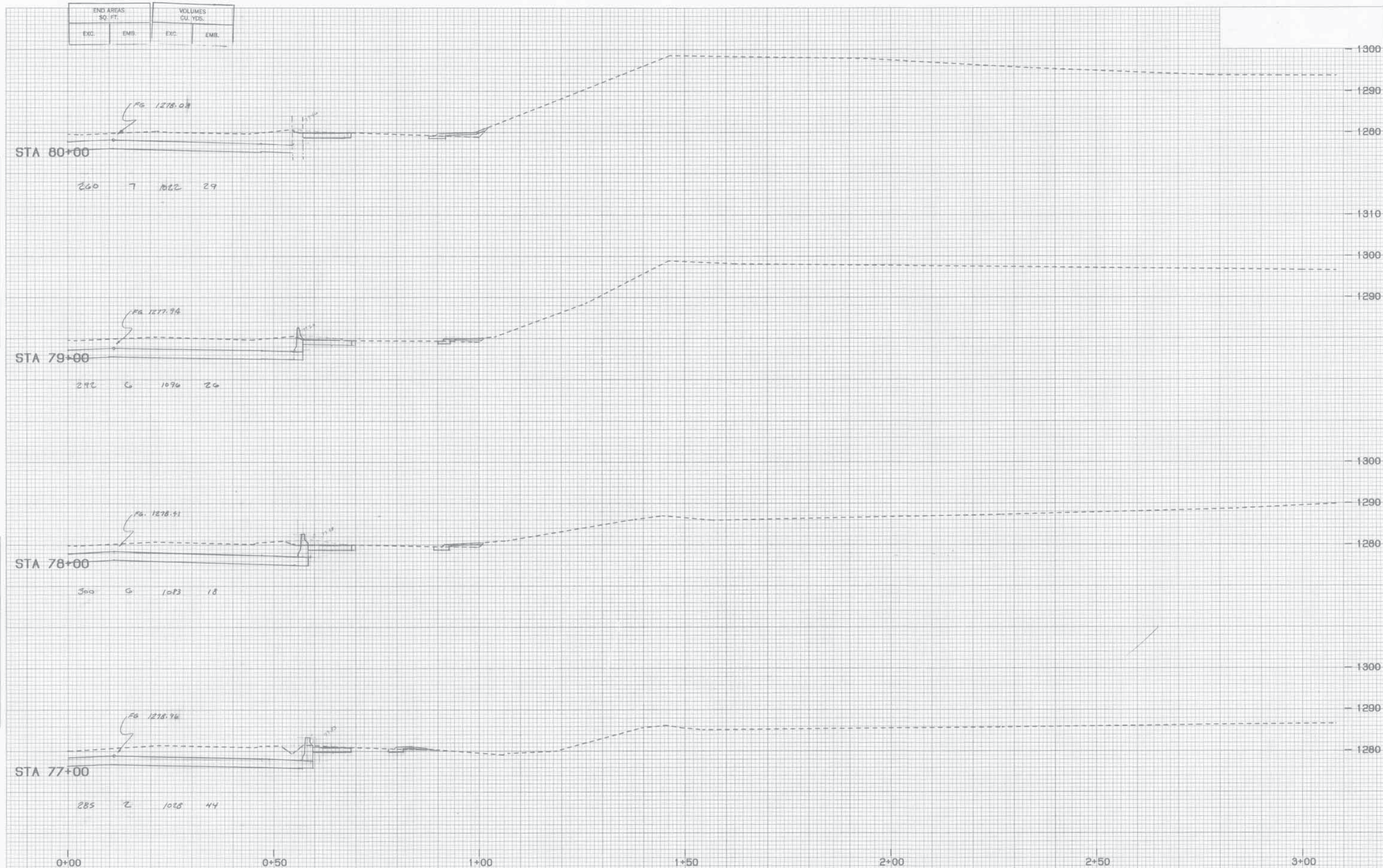


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.77+00-80+00 (R/2) - 4921 (D.85) PF, 14 450 25-Feb-93 10:45 AM / 2271-4-1

STA 77+00 TO STA 80+00 ML RT.

State Job No 00292 (15) RDY SH. X20

20

0+00 0+50 1+00 1+50 2+00 2+50 3+00

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.77+00-80+00 (R/2) - 4921 (D.85) PF, 14 450 25-Feb-93 10:45 AM / 2271-4-1

STA 77+00 TO STA 80+00 ML RT.

FINAL SURVEY	REVIEWER PLATELET TEMPLATE WHITE BLOOD COUNT	BY	DATE



ORIGINAL SURVEY	BY	DATE
SUBMITTED		11
REVIEWED		11
APPROVED		
DATE		
NAME		
ADDRESS		



*PLT=EX.X=SEC.H.L.6TA.81+00-84+00 (L/2) - 4921 (0.85) PF: 14 411 25-Feb-93 10:40 AM / 2271-4-

STA 81+00 TO STA 89+00 ML. LT.

State Job No. 00292 (15) RDY SHT. X211 21

*PLT*EX,X-SEC,M.L.8TA,61+00-84*00 (L/2) - 4021 (0.55) PF: 14 411 26-Feb-83 10:40 AM / 2271-4-

STA 81+00 TO STA 84+00 ML LT

FINAL SURVEY	BY	DATE
REVIEWED		
PLANNED		
TEMPLATE		
DATE		

ORIGINAL SURVEY	BY	DATE
SUBMITTED		
PLASTER		
TEMPLATE		
NOTE BOOK		
SWAY		

PLATE 3-FULL CROSS SECTION-FULL LINE
IN TELETYPE

*PLT*EX.X-SEC.H.L.STA.61+00-64+00 (R/2) - 4921 (0.86) PF: 14 461 25-Feb-93 10:45 AM / 2271-4-1

STA 81+00 To STA 84+00 ML RT.

State Job No. D0292 (15) RDY SHT X22

2:50 3:00

[illegible]

*PLT*EX.X-SEC.H.L.STA.61+00-64+00 (R/2) - 4921 10.851 PF: 14 451 25-Feb-93 10:45 AM / 2271-4-1

STA 81+00 To STA 84+00 M/L RT.

FINAL SURVEY	DATE
DATE	
BY	
REVIEWED	
APPROVED	
DATE	
BY	
REVIEWED	
APPROVED	

ORIGINAL SURVEY	DATE
DATE	
BY	
REVIEWED	
APPROVED	
DATE	
BY	
REVIEWED	
APPROVED	

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

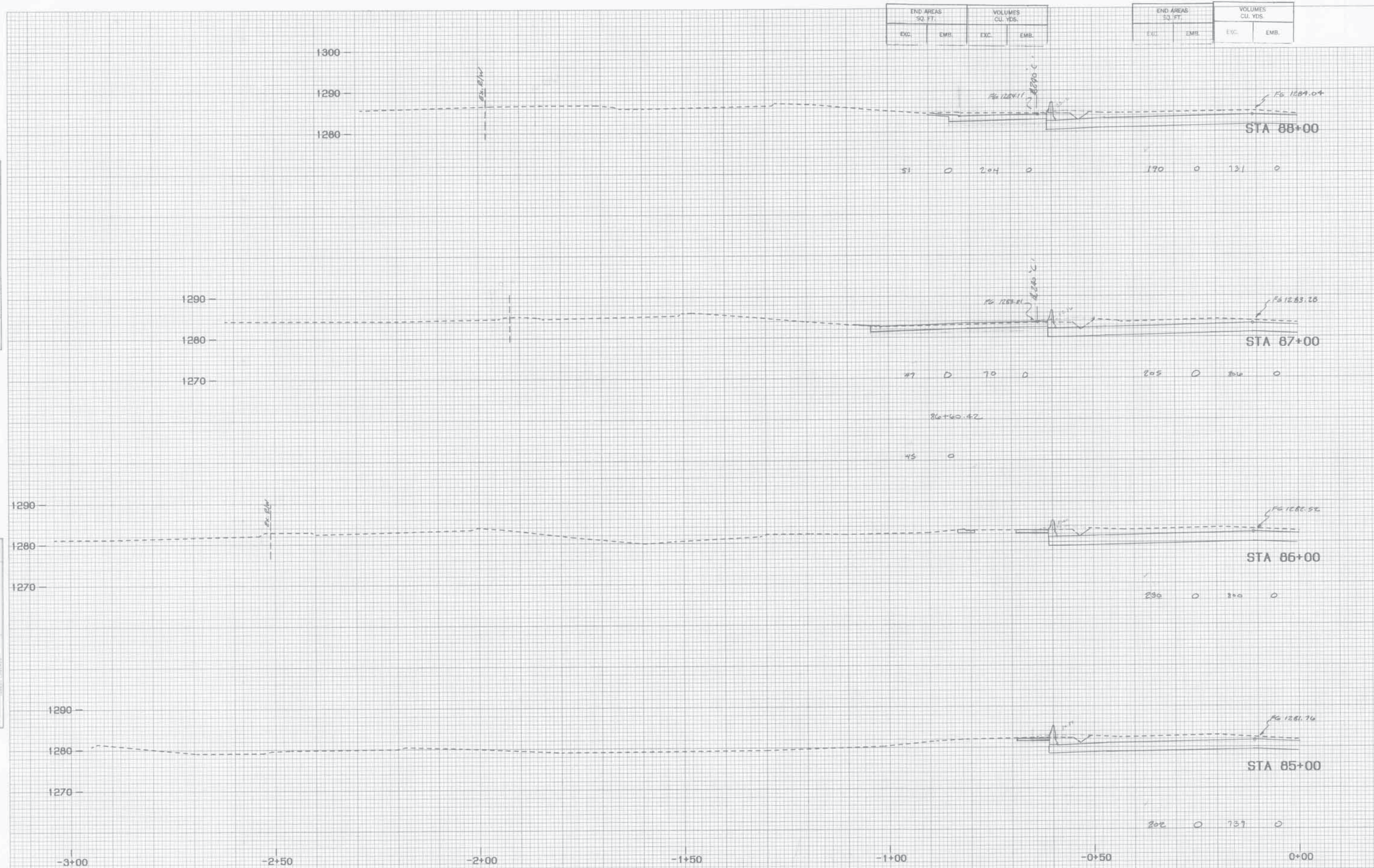


PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.85+00-88+00(L/2) - 4821 (0.85) PF, 14 412 25-Feb-93 10:41 AM / 2271-4-1

STA. 85+00 TO STA. 88+00 M.L. LT.

State Job No. 00292(15)RDY SHT. X23

-3+00	-2+50	-2+00	-1+50	-1+00	-0+50	0+00
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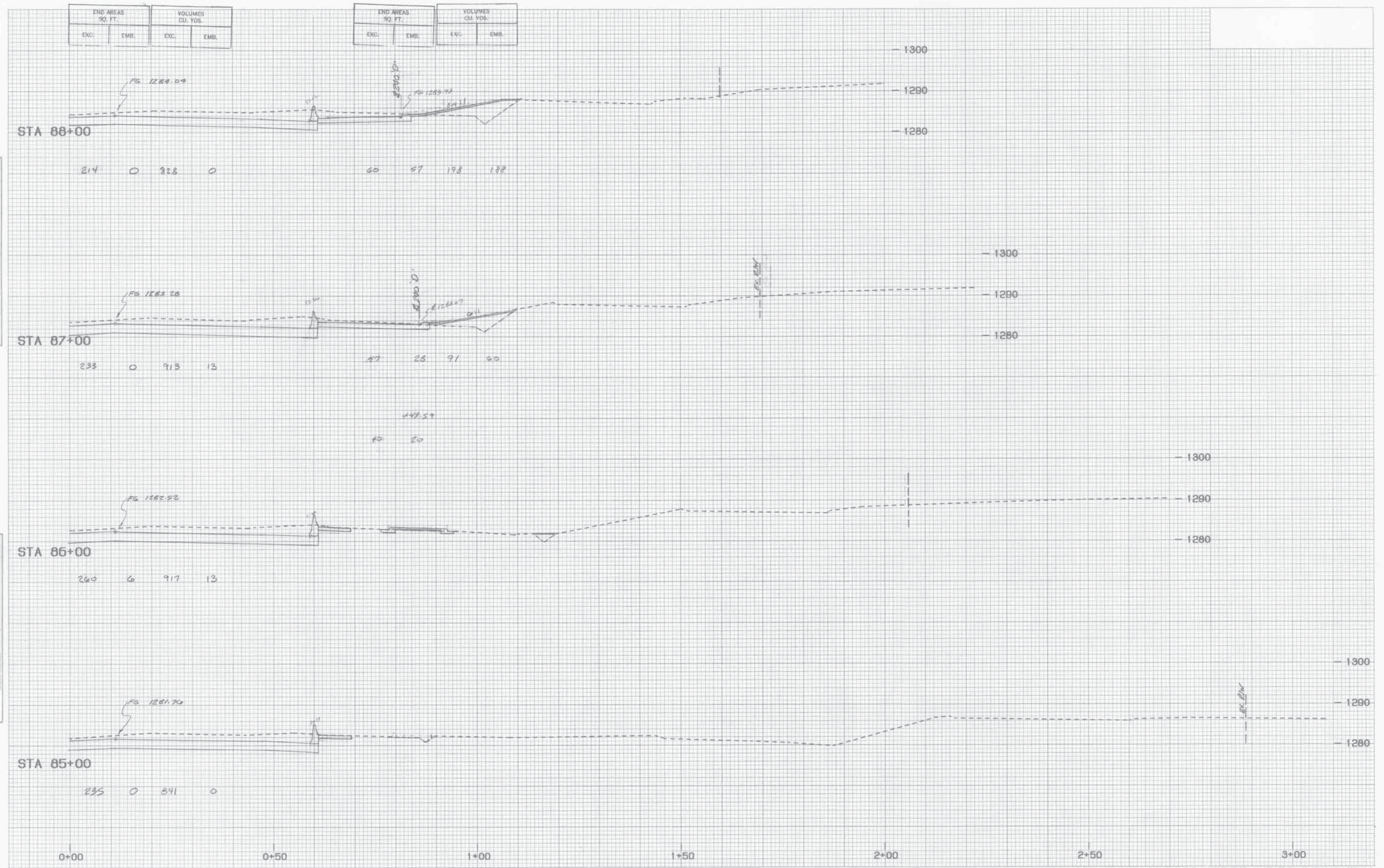
PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.85+00-88+00(L/2) - 4821 (0.85) PF, 14 412 25-Feb-93 10:41 AM / 2271-4-1

STA. 85+00 TO STA. 88+00 M.L. LT.

DATE	BY
FINAL SURVEY	

DATE	BY
ORIGINAL SURVEY	



ROADWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 11/15/2008
 PRINTED IN U.S.A.

*PLT*EX, X-SEC, H.L., STA. 85+00-88+00 (R/L) - 4921 (0.00) PF: 14 462 28-Feb-93 10:45 AM / 2271-4-1

STA 85+00 TO STA 88+00 ML RT.

State Job No. 00292(15) RDY SH. X24

*PLT*EX, X-SEC, H.L., STA. 85+00-88+00 (R/L) - 4921 (0.00) PF: 14 462 28-Feb-93 10:45 AM / 2271-4-1

STA 85+00 TO STA 88+00 ML RT.

DATE	BY	REVIEWED	DATE
		APPROVED	
FINAL SURVEY		NOTE BOOK	
DATE		DATE	

DATE	BY	REVIEWED	DATE
		APPROVED	
ORIGINAL SURVEY		NOTE BOOK	
DATE		DATE	

END AREAS SQ. FT.		VOLUMES CU. YDS.		END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.	EXC.	EMB.	EXC.	EMB.

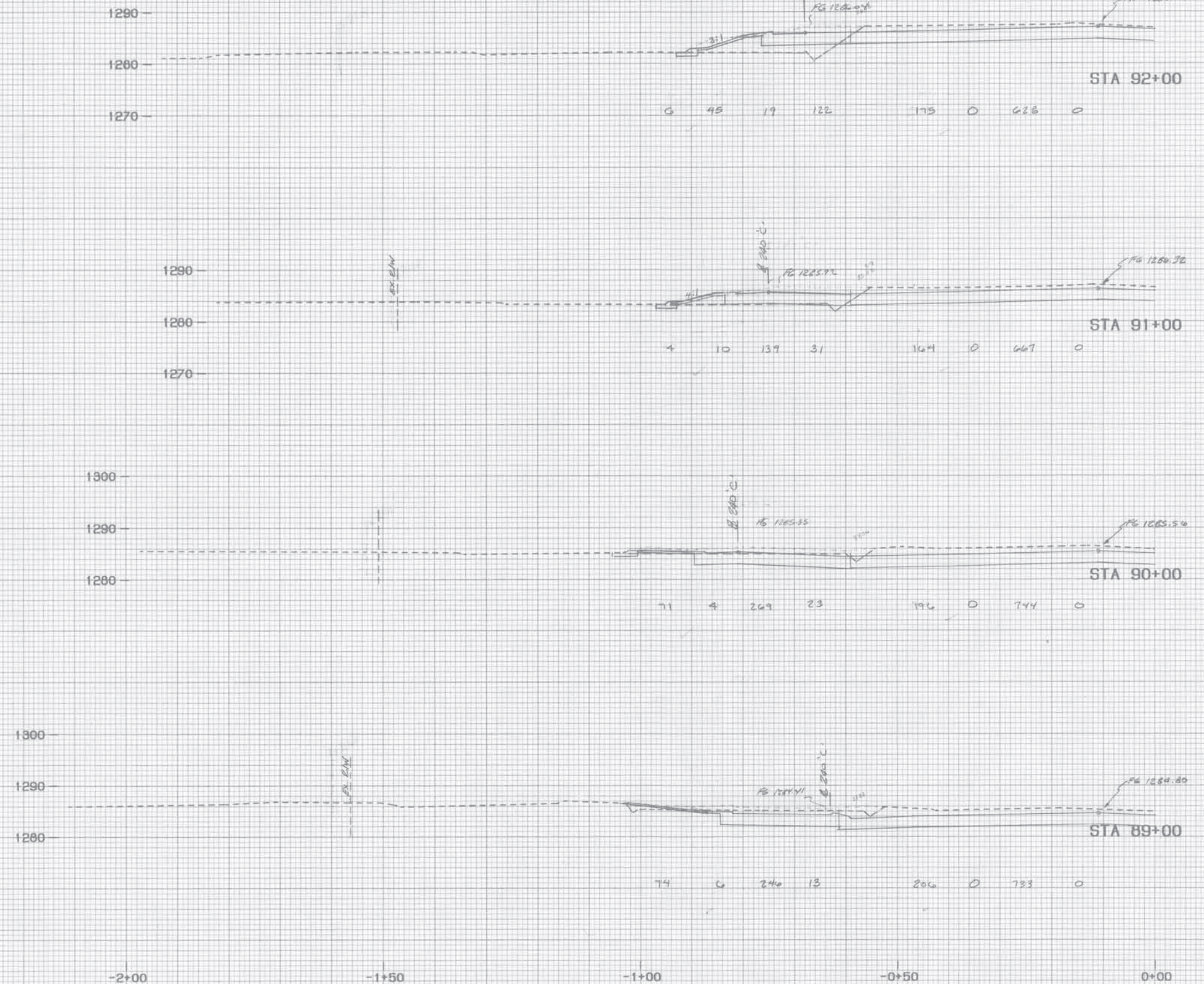


PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.N.L.STA.89+00-92+00 L/2 - 4821 10.051 PF. 14 413 25-Feb-93 10:41 AM / 2271-4-1

STA 89+00 TO STA 92+00 ML LT

State Job No. 00292(15)RDY SH.T. x25 25

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-SEC.N.L.STA.89+00-92+00 L/2 - 4821 10.051 PF. 14 413 25-Feb-93 10:41 AM / 2271-4-1

STA 89+00 TO STA 92+00 ML LT

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

STA 92+00

230 0 665 0

158.33
90 0 216 7

STA 91+00

129 0 619 0

110 6 343 40

STA 90+00

205 0 793 0

75 12 265 127

STA 89+00

263 0 809 0

68 45 237 267

ROADWAY PERMANENT AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
WISCONSIN
PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.89+00-92+00 (R/2) - 492110.051 PF: 14 453 25-Feb-93 10:47 AM / 2271-4-1

STA. 89+00 TO STA 92+00 ML RT.

State Job No. 00292(15)RDY SH. XLV

ROADWAY PERMANENT AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
WISCONSIN
PRINTED IN U.S.A.

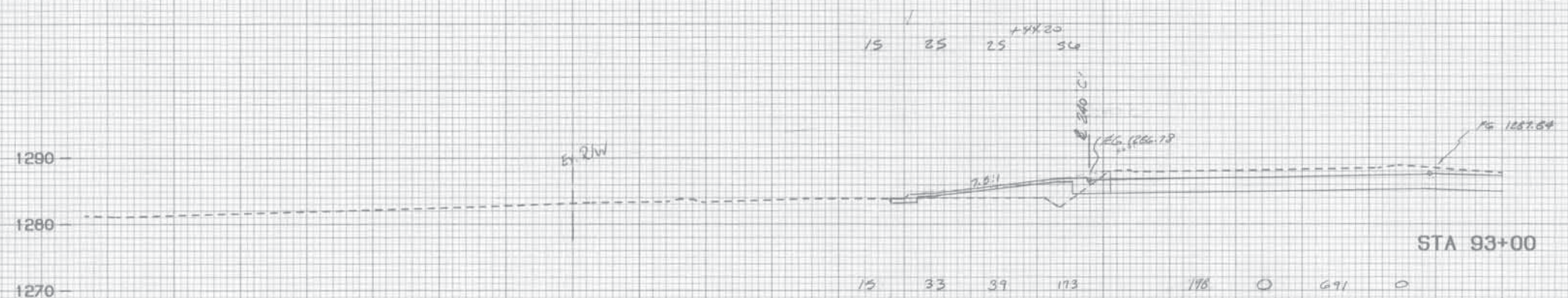
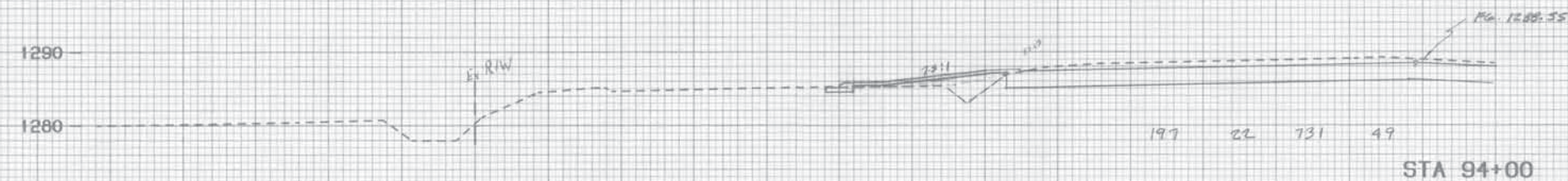
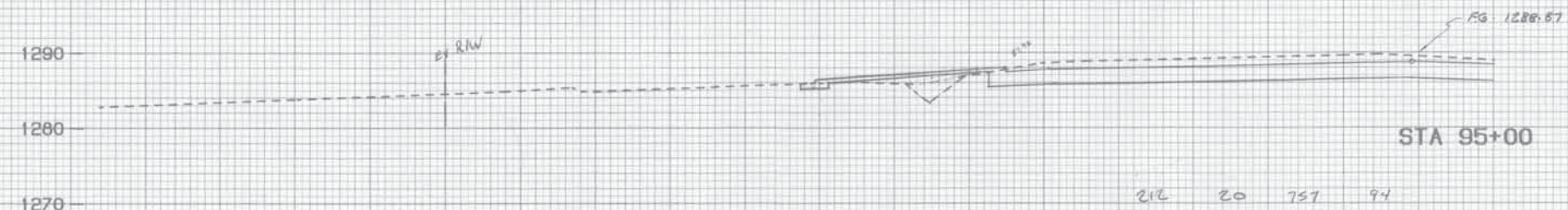
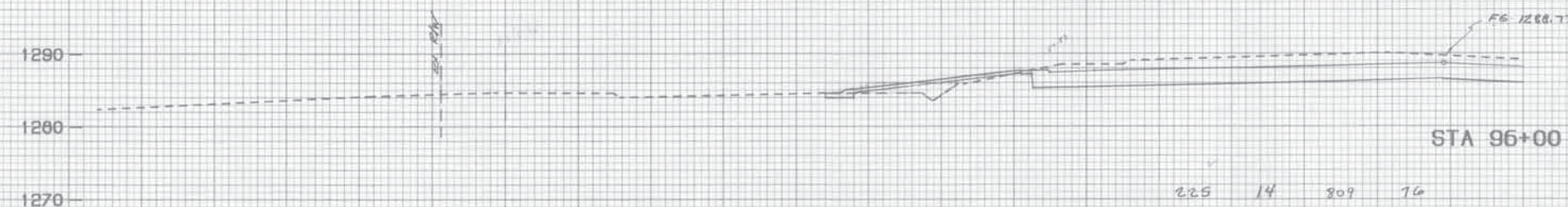
*PLT*EX.X-SEC.H.L.STA.89+00-92+00 (R/2) - 492110.051 PF: 14 453 25-Feb-93 10:47 AM / 2271-4-1

STA. 89+00 TO STA 92+00 ML RT.

FINAL SURVEY	DATE	BY	SCALE
DATE			
BY			
SCALE			

ORIGINAL SURVEY	DATE	BY	SCALE
DATE			
BY			
SCALE			

END AREAS SQ. FT.		VOLUMES CU. YDS.		END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.	EXC.	EMB.	EXC.	EMB.



-2+50 -2+00 -1+50 -1+00 -0+50 0+00

PLATE 3-FULL CROSS SECTION-FULL LINE
WITELINE
PRINTED IN U.S.A.

*PLT*EX.X-BEC.H.L.BTA.93+00-96+00(L/2) - 4921(10,95)PF: 14 414 25-Feb-93 10:41 AM / 2271-4-1

STA. 93+00 TO STA 96+00 M.L. LT.

State Job No. 00292(15)RDY SH.T. X27 27

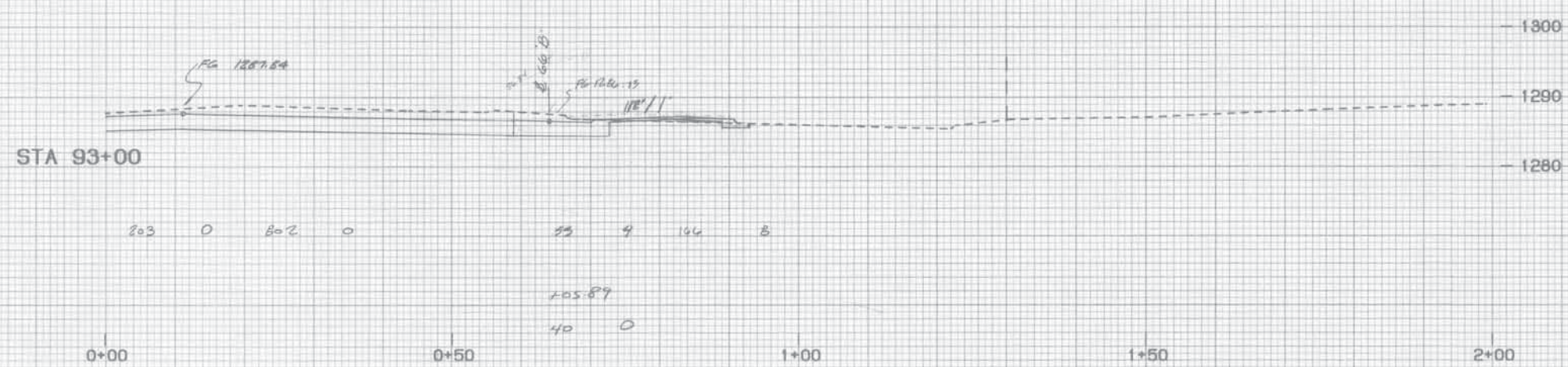
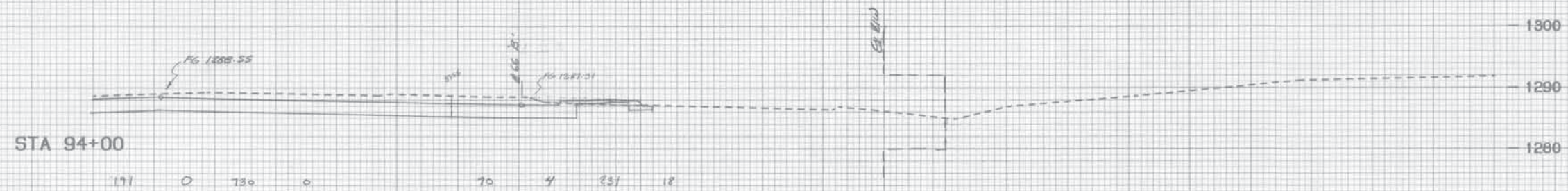
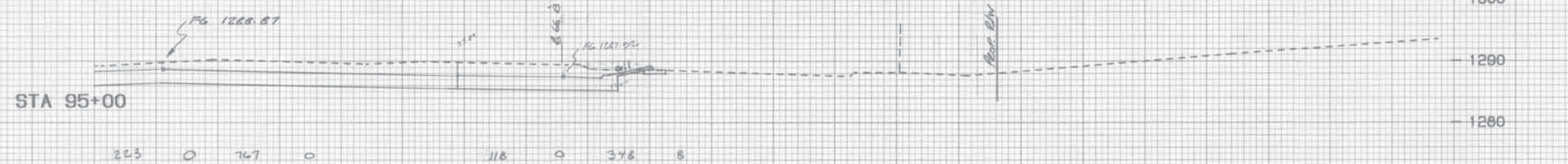
-2+50 -2+00 -1+50 -1+00 -0+50 0+00

PLATE 3-FULL CROSS SECTION-FULL LINE
WITELINE
PRINTED IN U.S.A.

*PLT*EX.X-BEC.H.L.BTA.93+00-96+00(L/2) - 4921(10,95)PF: 14 414 25-Feb-93 10:41 AM / 2271-4-1

STA. 93+00 TO STA 96+00 M.L. LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

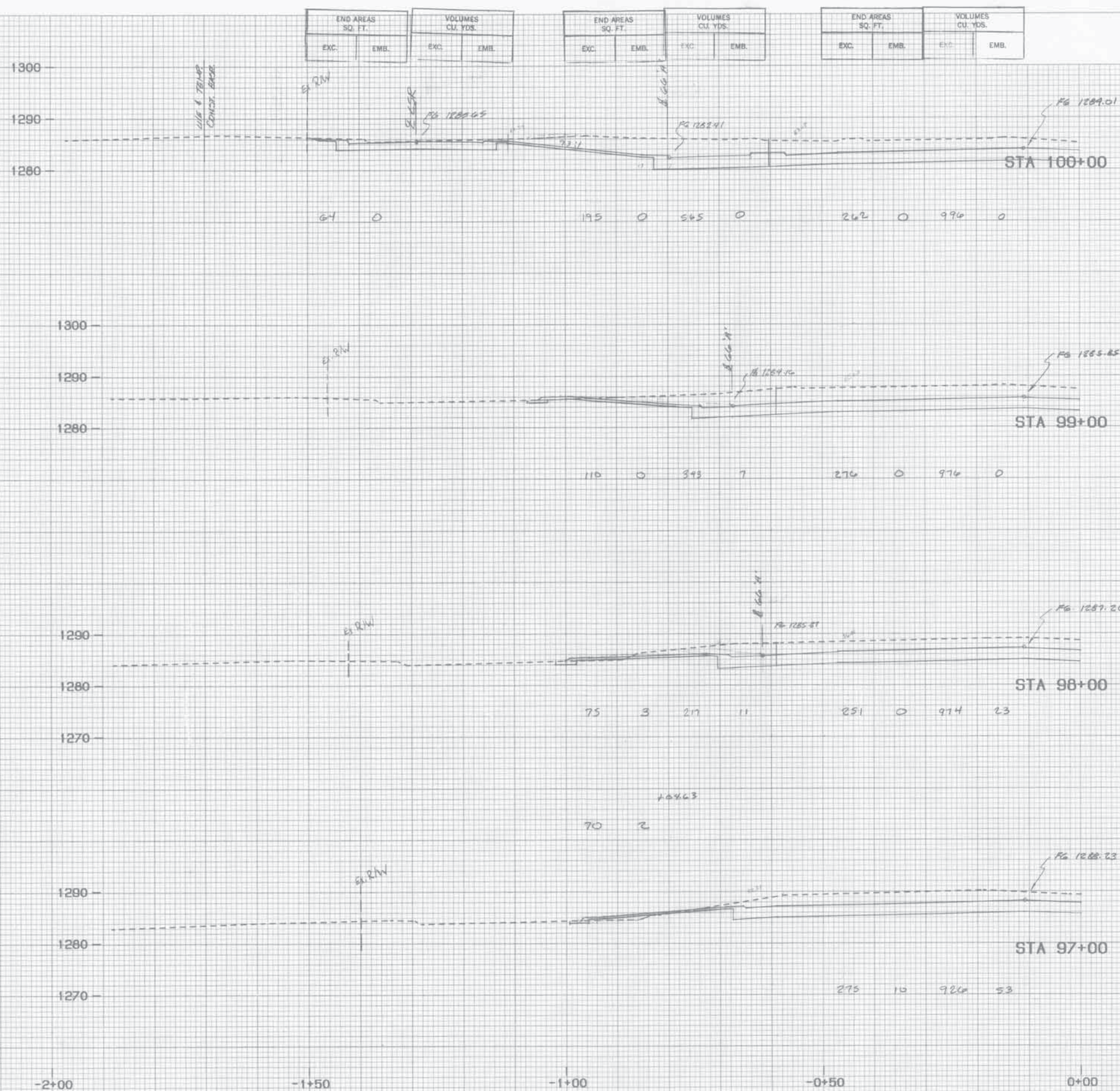


State Job No. 00292 (15) RDY SHT. X28

*PLT*EX,X-SEC.H.L.STA.93+00-96+00 (R/W) - 4821 (0.85) PF: 14 454 26-Feb-93 10:47 AM / 2271-4-1

STA 93+00 TO STA 96+00 ML RT.

ORIGINAL SURVEY	SUBJECT	BY	DATE
	PLANT		
	TEMPERATURE		
	WIND DIRECTION		
	WIND FORCE		
	WIND SPEED		
	WIND BEARING		
	WIND VELOCITY		
	WIND PRESSURE		
	WIND DIRECTION		
	WIND FORCE		
	WIND SPEED		
	WIND BEARING		
	WIND VELOCITY		
	WIND PRESSURE		



HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 9" TELEPHONE
 PRINTED IN U.S.A.

*PLT*EX.X-SEC.M.L. STA. 97+00-100+00 IL/2 - 492110.851 PF: 14 415 25-Feb-93 10:42 AM / 2271-4-1

STA. 97+00 TO STA 100+00 ML LT.

State Job No. 00292(15)RDY SH. T. X29

2

HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 9" TELEPHONE
 PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.8TA.97+00-100+00 Q/L/2 - 4921 10.651 PF: 14 415 25-Fab-93 10:42 AM / 2271-4-1

STA. 77+00 TO STA 100+00 ML LT.

DATE	BY
REVIEWED	DATE
APPROVED	DATE
FINAL SURVEY	DATE

DATE	BY
REVIEWED	DATE
APPROVED	DATE
ORIGINAL SURVEY	DATE

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

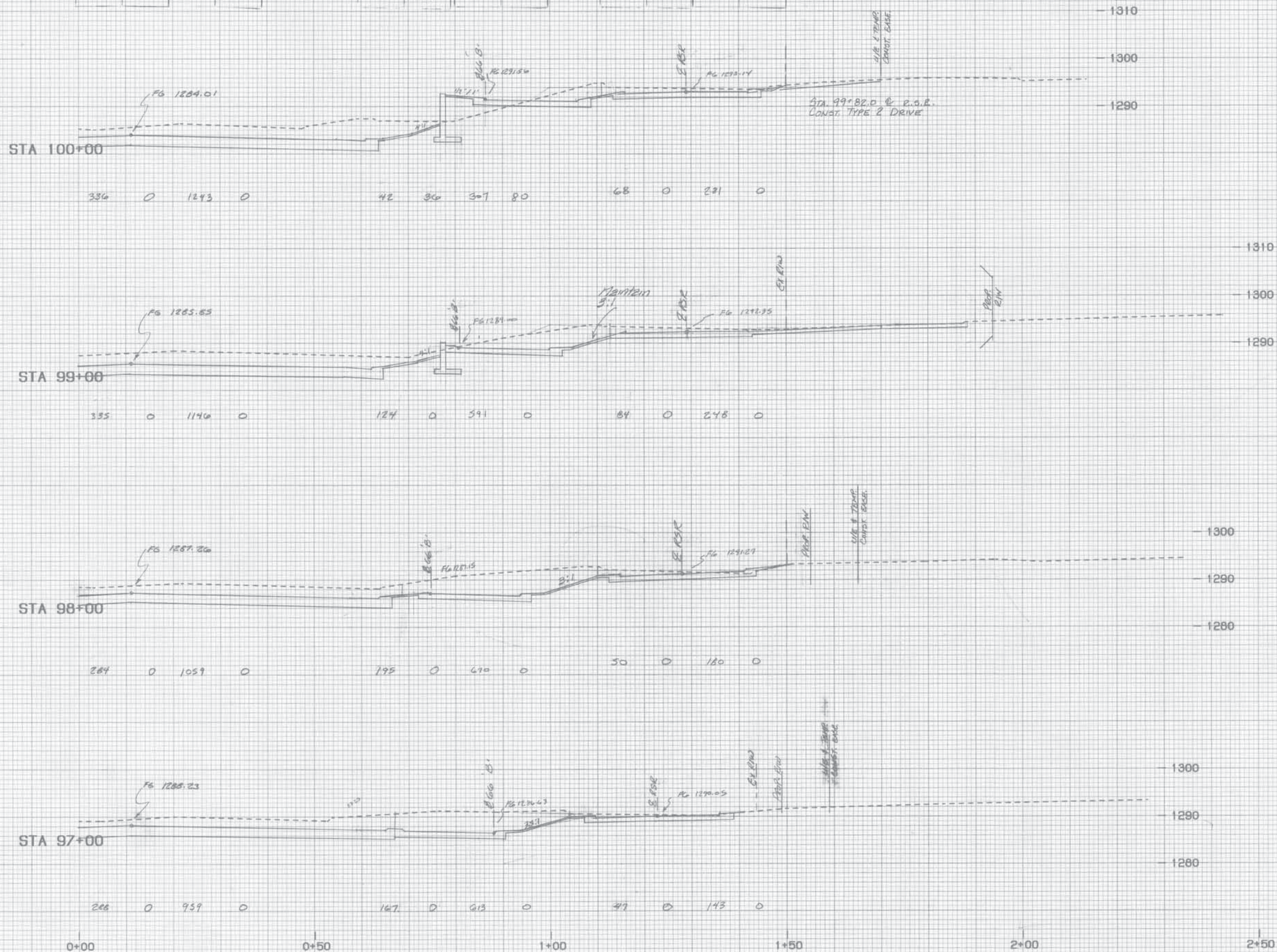


PLATE 3-FULL CROSS SECTION-FULL LINE
WILEY
PRINTED IN U.S.A.

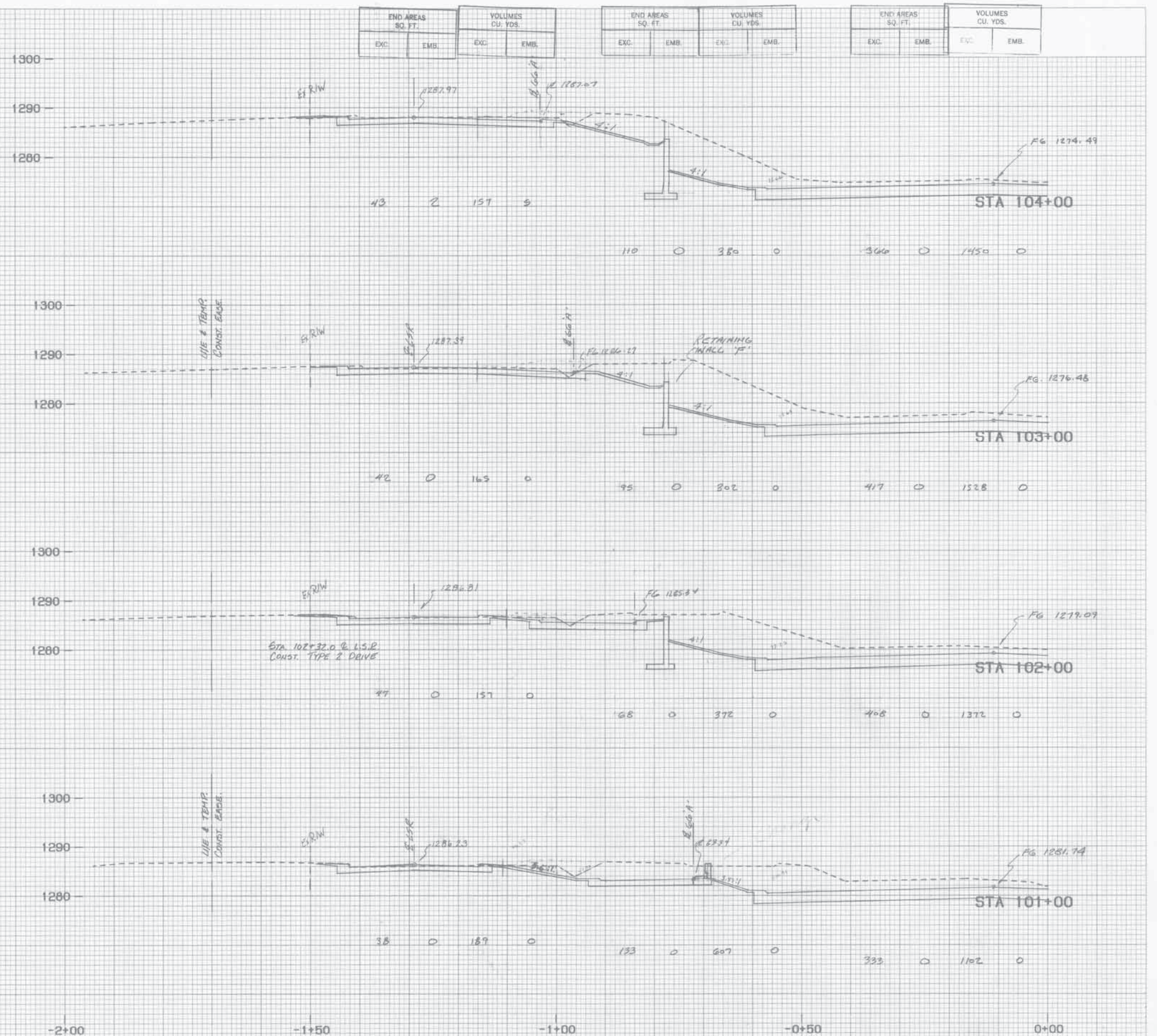
*PLT*EX-X-SEC.M.L. STA. 97+0-100+00 (R/2) - 4921 (D. 05) PF: 14 465 25-Feb-93 10:47 AM / 2271-4-1
STA 97+00 TO STA 100+00 M.L. RT.

State Job No. 00292(15)RDY SH. X30 30

PLATE 3-FULL CROSS SECTION-FULL LINE
WILEY
PRINTED IN U.S.A.

*PLT*EX-X-SEC.M.L. STA. 97+0-100+00 (R/2) - 4921 (D. 05) PF: 14 465 25-Feb-93 10:47 AM / 2271-4-1
STA 97+00 TO STA 100+00 M.L. RT.

ORIGINAL SURVEY	REF.	DATE
SUBMITTED		
ALISTED		
TOPOLATY		
WHITE ROOM		
SHED		



HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 4" TELEPHONE
 PRINTED IN U.S.A.

*PLT*EX.X-BEC.N.L.5TA.101+0-104+00 IL/2 ~ 4921 (0.85) PF; 14 415 25-Feb-93 10:42 AM / 2271-4-1

STA 101+00 TO STA 104+00 M.L. LT.

State Job No. 00292(15)RDY SH7 X31

56

HIGHWAY FEDERAL X10 SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 10" TALL
 PRINTED IN U.S.A.

*PLT*EX.X*SEC.H.L.BTA,101+0-104+00 (L/2 - 4921 (0.85) PF: 14 416 25-Feb-93 10:42 AM / 2271-4-1

STA 101+00 TO STA 104+00 M.L. LT.

DATE	BY
REVIEWED	DATE
APPROVED	DATE
NOTED	DATE
REVISIONS	DATE

DATE	BY
REVIEWED	DATE
APPROVED	DATE
NOTED	DATE
REVISIONS	DATE

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLTWEX-X-BEC-N.L. STA. 101+00 TO 104+00 (R/L) - 4921 10.001 PF. 14 456 25-Feb-93 10:47 AM / 2271-4-1

STA 101+00 TO STA 104+00 ML. RT.

State Job No. 00292(15)RDY SHT. X32

32

0+00

0+50

1+00

1+50

2+00

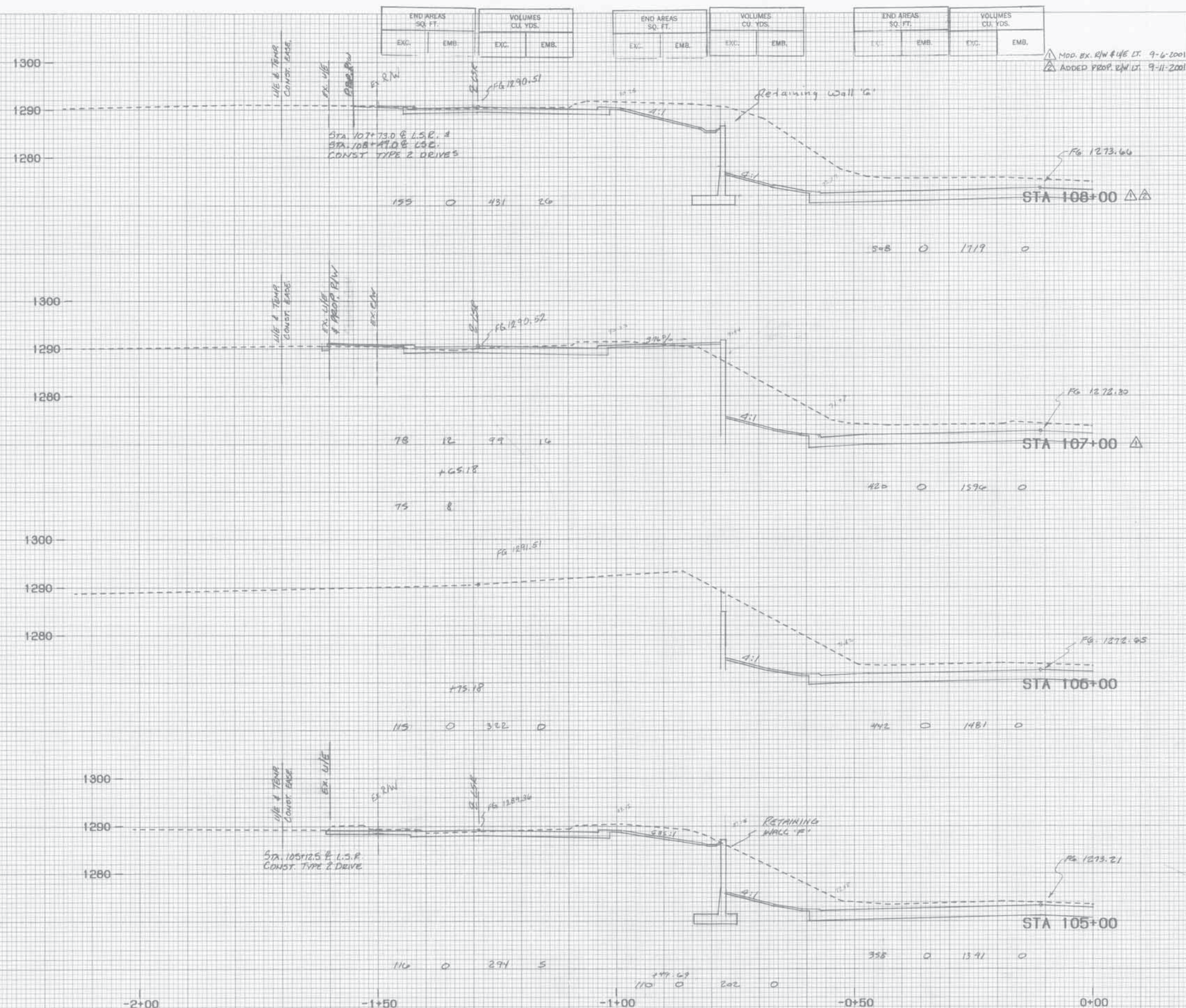
2+50

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLTWEX-X-BEC-N.L. STA. 101+00 TO 104+00 (R/L) - 4921 10.001 PF. 14 456 25-Feb-93 10:47 AM / 2271-4-1

STA 101+00 TO STA 104+00 ML. RT.

ORIGINAL SURVEY	SURVISED REGISTER	BY _____	DATE _____
	TOTALITY ANALYSIS		



ROADWAY FEDERAL LID SHEET
PLATE 3-FULL CROSS SECTION FULL LID
WTELENE
PRINTED IN U.S.A.

*PLT*EX,X-SEC,H,L,STA,105+0-106+00 IL/2 - 492110,651PF; 14 417 26-Fab-93 10:42 AM / 2271-4-1

STA. 105+00 TO STA 108+00 ML. LT.

State Job No. 00292 (15) RDY SHT. x33 33

PLATE 3-FULL CROSS SECTION-FULL L/W
WIDELINE

*PLT*EX.X-SEC.M.L.BTA.105+0-100+00 0/2 - 4921 10.05 PF: 14 417 25-FEB-93 10:42 AM / 2271-4-

STA. 105+00 TO STA 108+00 M.L. LT.

DATE	BY	CHKD

DATE	BY	CHKD



PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX-X-SEC.H.L.STA.105+0-108+00 R/2 - 492110.801 PF: 14 457 25-Feb-93 10:46 AM / 2271-4-1

STA 105+00 To STA 108+00 H.L. RT.
State Job No. 00292 (15) RDY SHT. X34

PLATE 3-FULL CROSS SECTION FULL LINE
PRINTED IN U.S.A.

*PLT*EX-X-SEC.H.L.STA.105+0-108+00 R/2 - 492110.801 PF: 14 457 25-Feb-93 10:46 AM / 2271-4-1

STA 105+00 To STA 108+00 H.L. RT.

DATE	BY	REVIEWED	DATE
FINAL SURVEY	DESIGNED	CHECKED	DATE

DATE	BY	REVIEWED	DATE
ORIGINAL SURVEY	DESIGNED	CHECKED	DATE

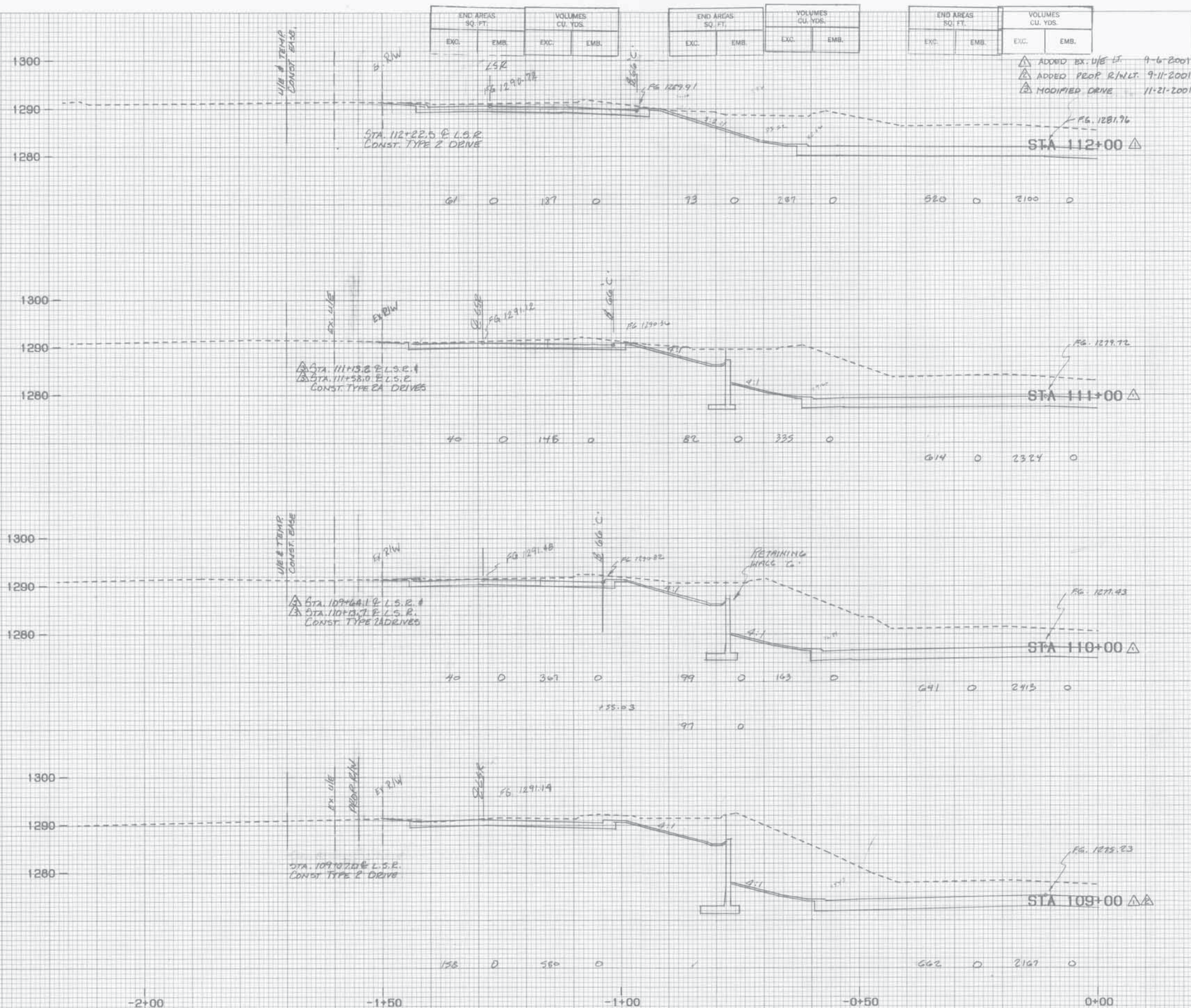


PLATE 3-FULL CROSS SECTION-FULL LINE
W/TELONE
PRINTED IN U.S.A.

*PLT*EX.X-BEC.N.L.STA.109+0-112+00 D/L/2 - 492110.001 PF. 14 418 26-Feb-93 10:42 AM / 2271-4-1
STA 109+00 TO STA 112+00 ML LT.

State Job No 00292(15)RDY SHY X35 85

*PLT*EX.X-BEC.N.L.STA.109+0-112+00 D/L/2 - 492110.001 PF. 14 418 26-Feb-93 10:42 AM / 2271-4-1
STA 109+00 TO STA 112+00 ML LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.
152	16	152	16
1295.44			

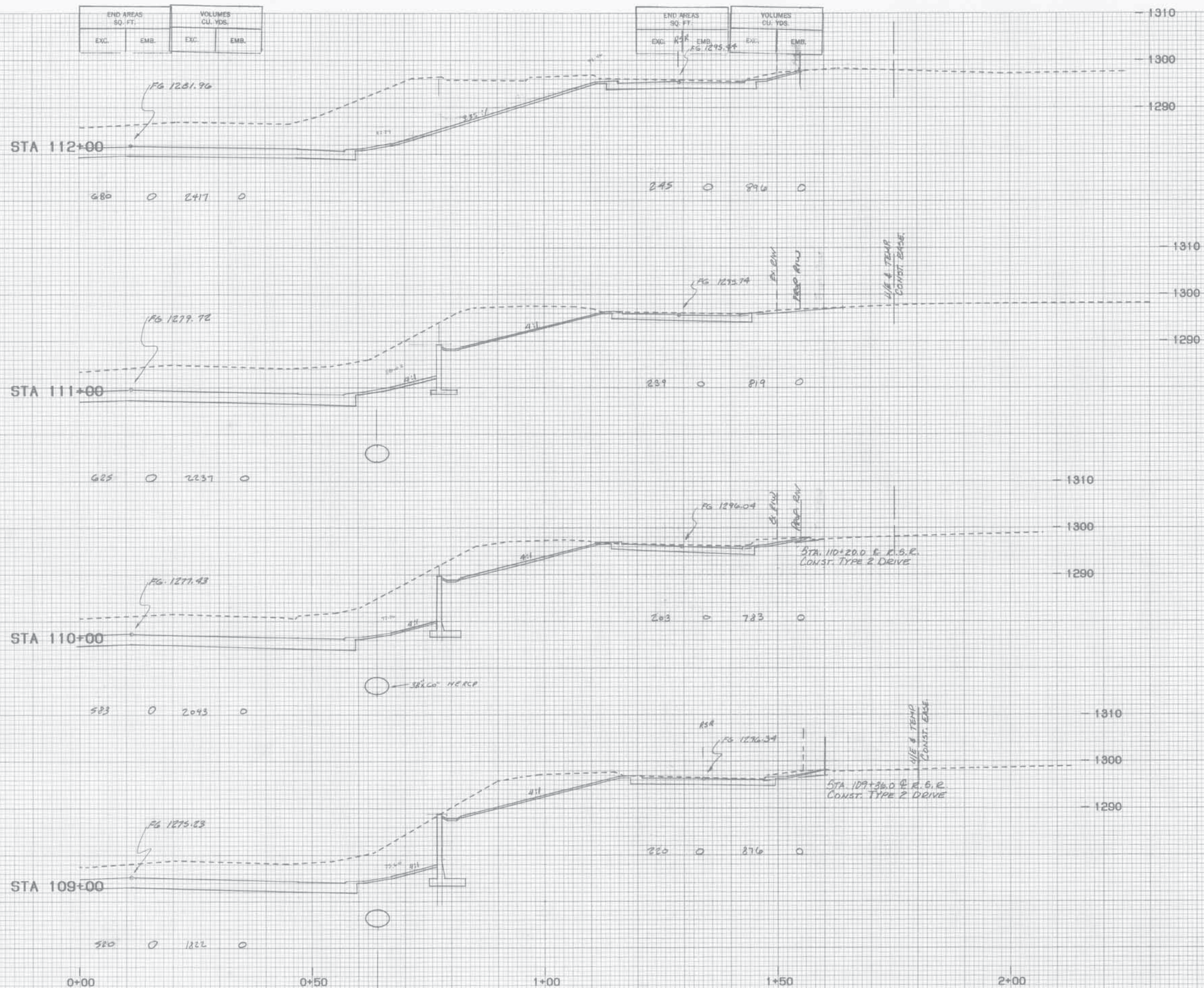


PLATE 3-FULL CROSS SECTION-FULL LINE
SPLENDIDE
PRINTED IN U.S.A.

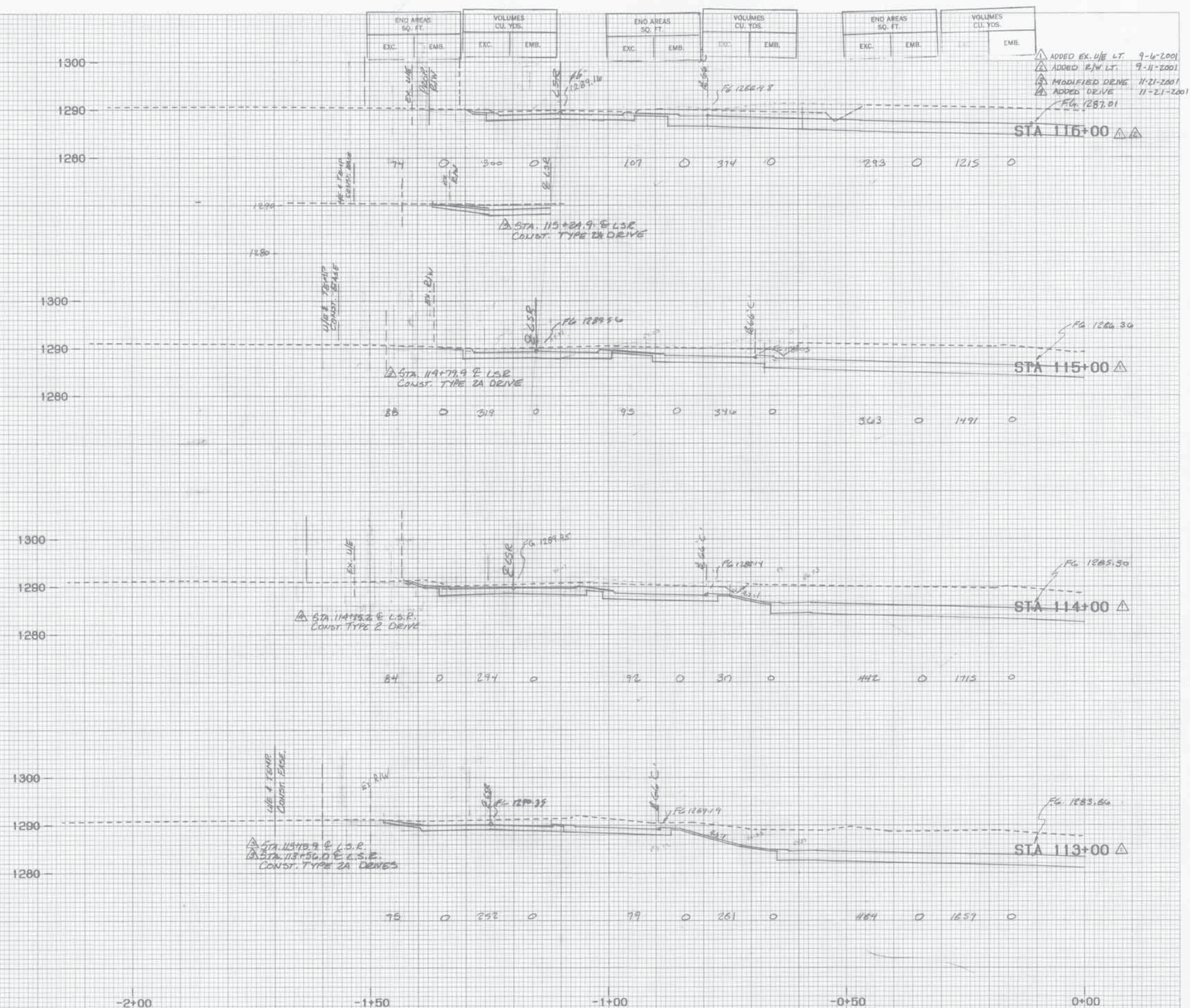
*PLT*EX.X-BEC.N.L.STA.109+0-112+00 BR/2 - 4821 10.853 PF; 14 458 26-Feb-83 10:48 AM / 2271-4-1

State Job No. 00292 (15) RDY SHT X36

*PLT*EX.X-BEC.H.L.STA.109+0-112+00 R/2 - 4921 (0.85) PF: 14 458 25-Feb-83 10:48 AM / 2271-4-1

STA 109+00 TO STA 112+00 ML RT

ORIGINAL SURVEY	REVIEWED BY	DATE
PLASTER		
TABLETS		
NOTE BOOK		
KEY		



HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 17 TELEPHONE
 PRINTED IN U.S.A.

*PLT*EX-Y-REC-H.I. STA. 113+0-115+00.0 / 2 - 492110.051PF, 14 419 25-Feb-93 10:43 AM / 2271-4-9

STA 113+00 TO STA 116+00 ML LT

State Job No. 00292(15)RDY SHT. X37

PLATE 3-FULL CROSS SECTION FULL LINE
90° BEND
MADE IN U.S.A.

*PLT*EX-X-SEC-M.L. STA. 113+0-115+00 0/2 - 4921 (0.65) PF, 14 41R 26-Feb-83 10:43 AM / 2271-4-1

STA 113+00 TO STA 116+00 ML LT

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

DATE	BY	REVIEWED	DATE	BY	REVIEWED

DATE	BY	REVIEWED	DATE	BY	REVIEWED

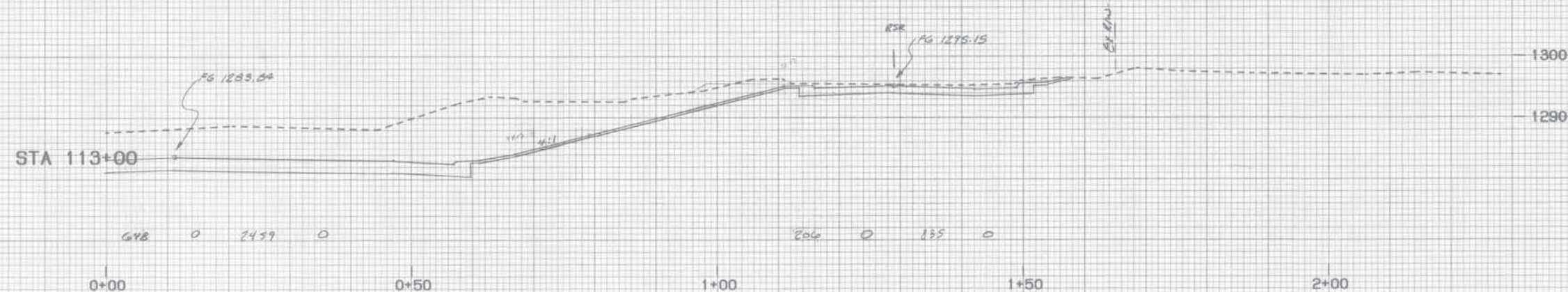
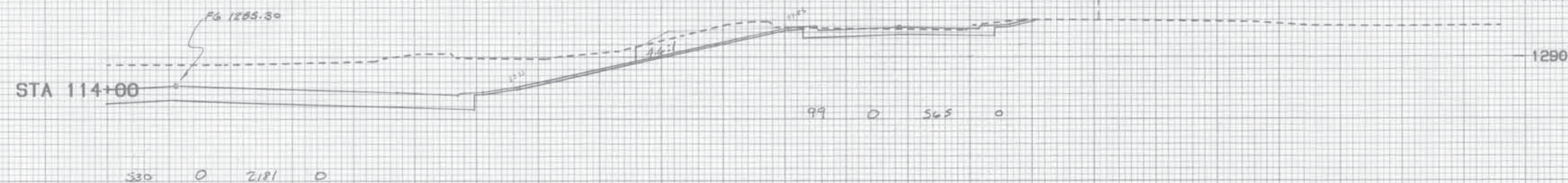
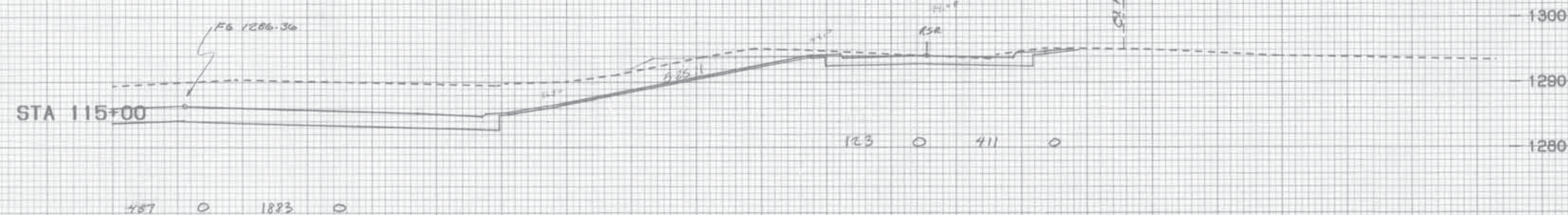
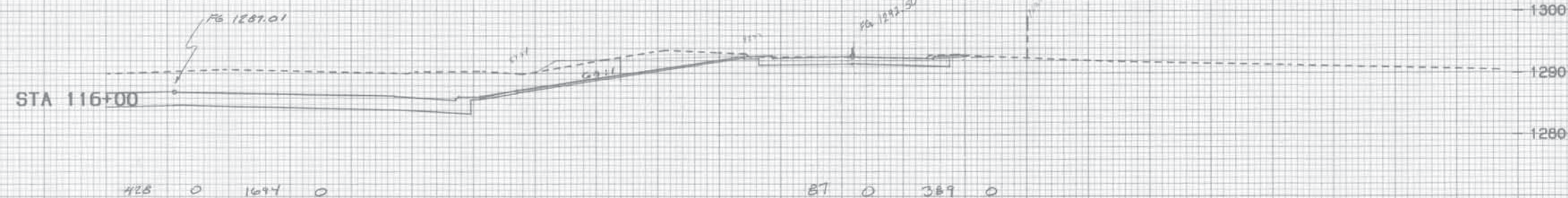


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-BED.R.L.STA.113+0-116+00 R/L2 - 482110.051 PF: 14 459 25-Feb-93 10:48 AM / 2271-4-1

STA 113+00 to STA 116+00 HL RT

State Job No. 00292 (15) RDY

SHT. X38

0+00

0+50

1+00

1+50

2+00

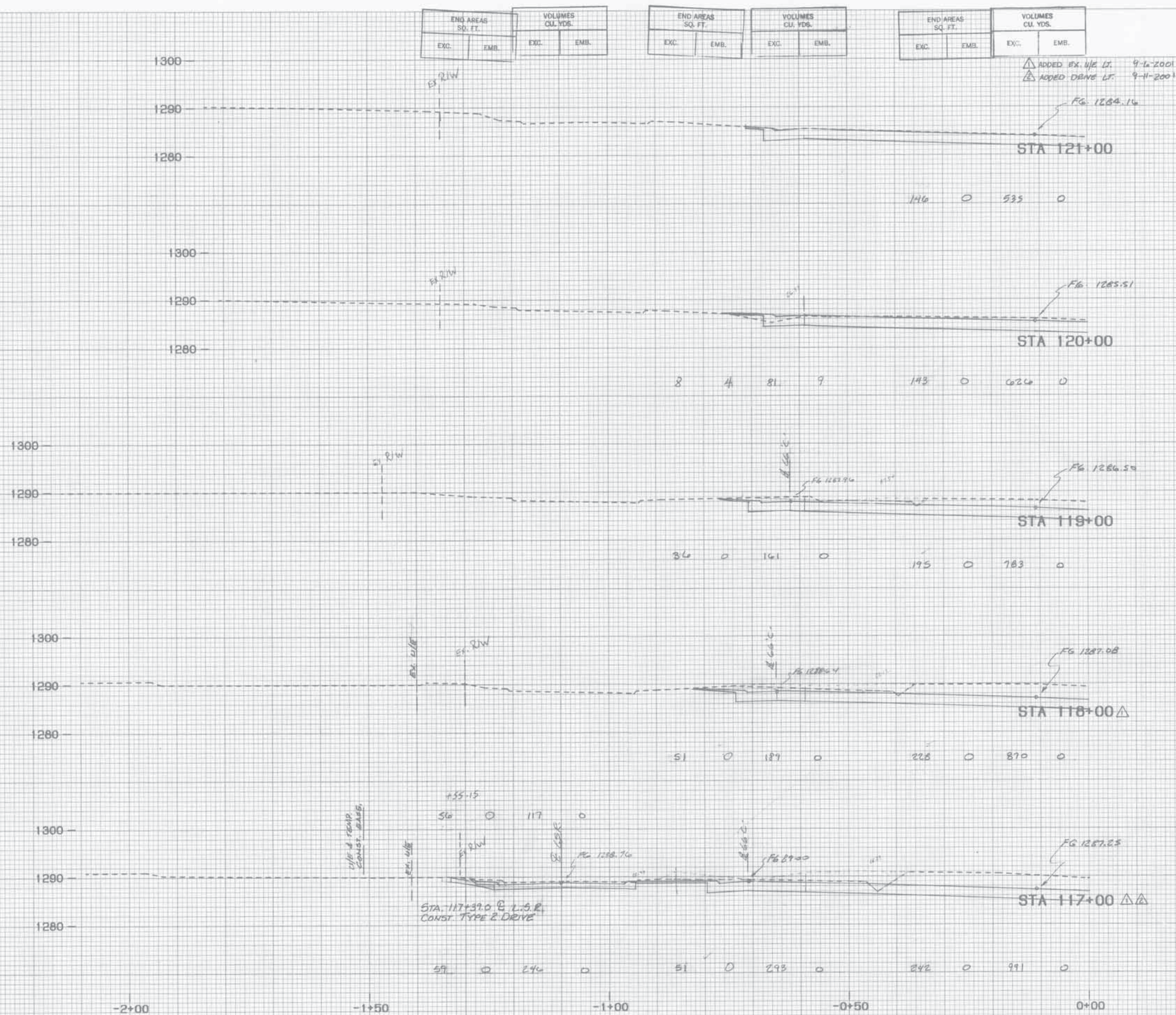
2+50

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-BED.R.L.STA.113+0-116+00 R/L2 - 482110.051 PF: 14 459 25-Feb-93 10:48 AM / 2271-4-1

STA 113+00 to STA 116+00 HL RT

ORIGINAL SURVEY	BY	DATE
REVISED		
PLOTTED		
TRANSFERS		
FILED		



HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 TELETYPE
 PRINTED IN U.S.A.

*PLT*EX.X-SEC.H.L.STA.117+0-120+00 (L/2 - 4921 10.65) PF: 14 420 25-Feb-83 11:07 AM / 2271-4-

STA 117+00 To STA 121+00 ML LT

State Job No. 00292(15) RDY SHT. X39

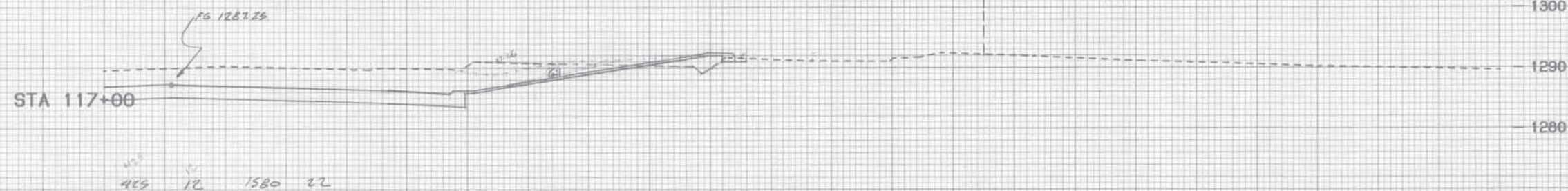
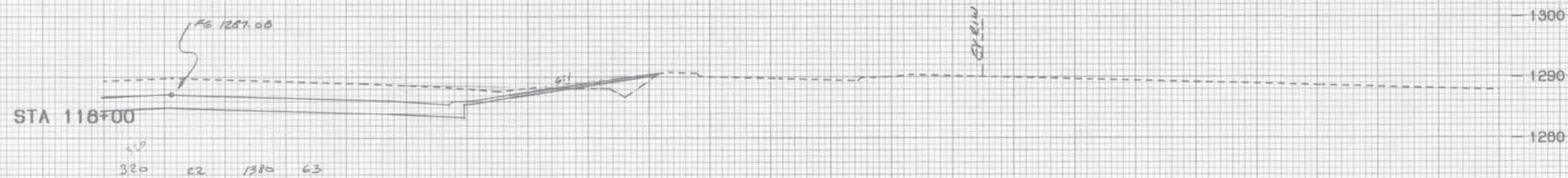
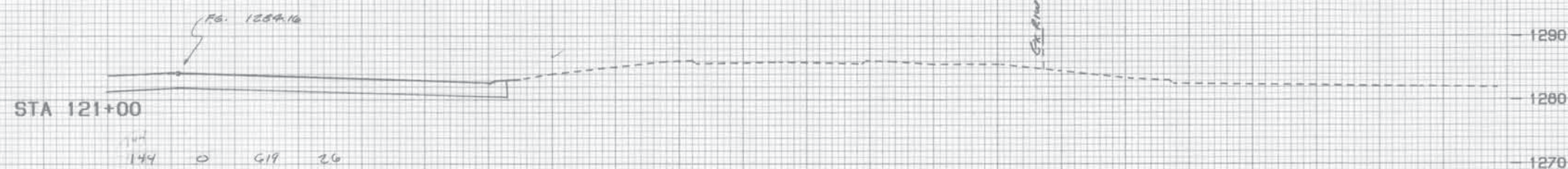
HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 9712616
 PRINTED IN U.S.A.

*FLT*EX.X-SEC.H.L.BTA.117+0-120+00 L/2 - 4921 (0.65) PF, 14 420 25-Feb-93 11:07 AM / 2271-4-

STA 117+00 To STA 121+00 ML LT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

STA 121+00 E I-95 F.A.P. I. I.R. 95-3(07Y) 121
END CONST.



0+00 0+50 1+00 1+50 2+00 2+50

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-BED,N.L.BTA,117+0-120+0(BR/2) - 4821 10,951 PF, 14 470 25-Feb-93 10:45 AM / 2271-4-1
STA 117+00 TO STA 121+00 M4 RT.

State Job No. 00292(15)RDY SHT. X40

0+00 0+50 1+00 1+50 2+00 2+50

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

*PLT*EX.X-BED,N.L.BTA,117+0-120+0(BR/2) - 4821 10,951 PF, 14 470 25-Feb-93 10:45 AM / 2271-4-1
STA 117+00 TO STA 121+00 M4 RT.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

HIGHWAY FEDERAL AID SHEET
 PLATE 3-FULL CROSS SECTION-FULL LINE
 MTELETYPE
 PRINTED IN U.S.A.

PLT,PLN,EX.X-8EC.8.E.82nd STA.92+-95+ - 49210.551PF; 43 401 01-Mar-93 01:30 PM / 2271-4-1

STA 92+00 TO STA 95+00 SE. 82ND ST.

State Job No. 00292(15) RDY SHT. X41 41

PLT,PLN,EX,X-8EC,S,E,82nd STA,82+-85+ - 4921 (0.86)PF, 43 401 01-Mar-93 01:30 PM / 2271-4-1

STA 92+00 TO STA 95+00 SE. 82ND ST.

DATE	BY	REVIEWED	DATE
		APPROVED	
FINAL SURVEY		NOTE BOOK	
NO.		DATE	

DATE	BY	REVIEWED	DATE
		APPROVED	
ORIGINAL SURVEY		NOTE BOOK	
NO.		DATE	

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

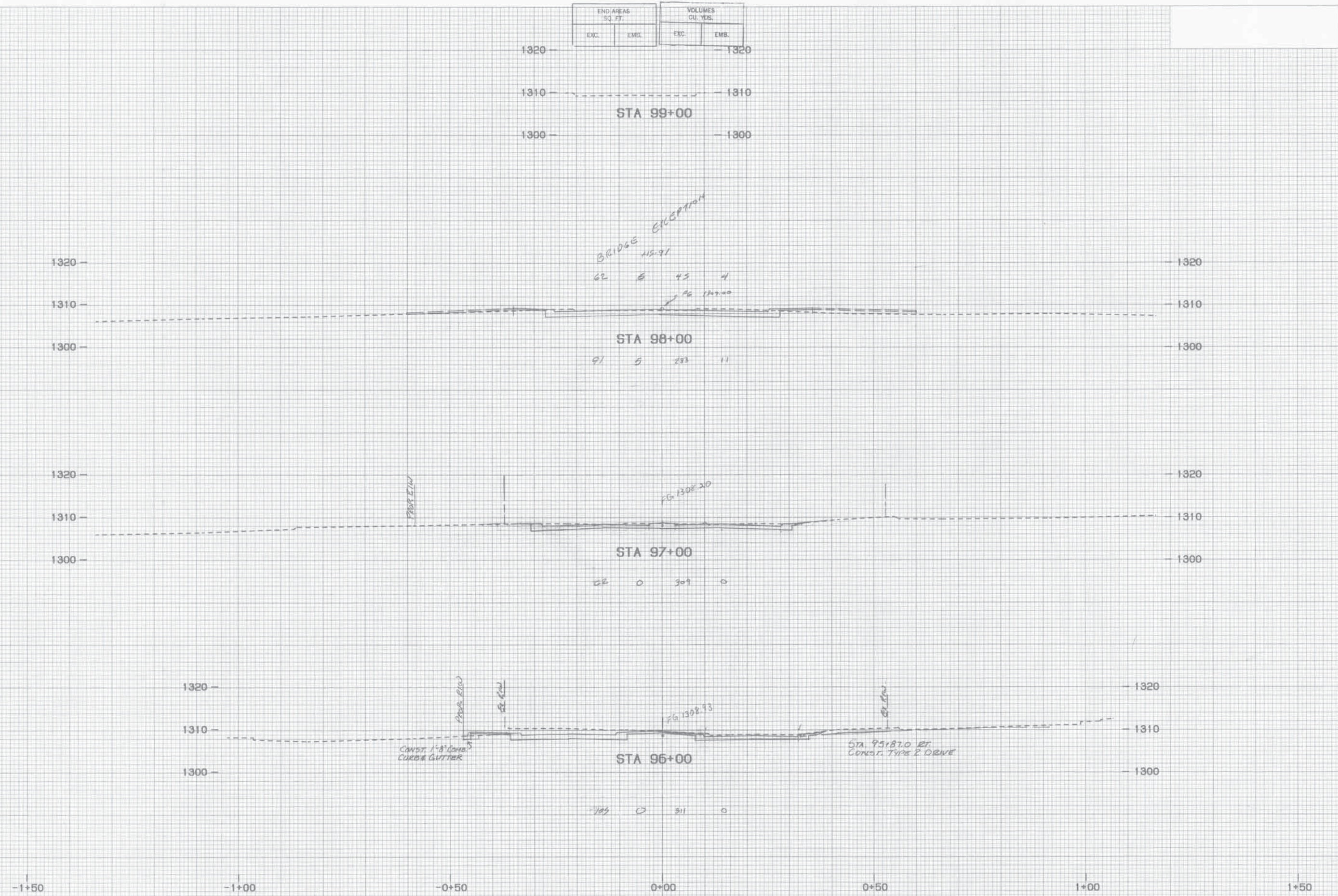


PLATE 3-FULL CROSS SECTION FULL LINE
W/TELEPHONE
PRINTED IN U.S.A.

PLT. PLN. EX. X-BEC. S.E. 82nd STA. 96+00+0 - 492110.003 PF. 43 402 01-Mar-93 01:30 PM / 2271-4-1
STA 96+00 TO STA 99+00 SE. 82ND ST.

State Job No. 00292(15) RDY SHT. X42

PLT. PLN. EX. X-BEC. S.E. 82nd STA. 96+00+0 - 492110.003 PF. 43 402 01-Mar-93 01:30 PM / 2271-4-1
STA 96+00 TO STA 99+00 SE. 82ND ST.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

FINAL SURVEY	DATE	
	BY	
	PROJECT	
	ROUTE	
	SECTION	

ORIGINAL SURVEY	DATE	
	BY	
	PROJECT	
	ROUTE	
	SECTION	

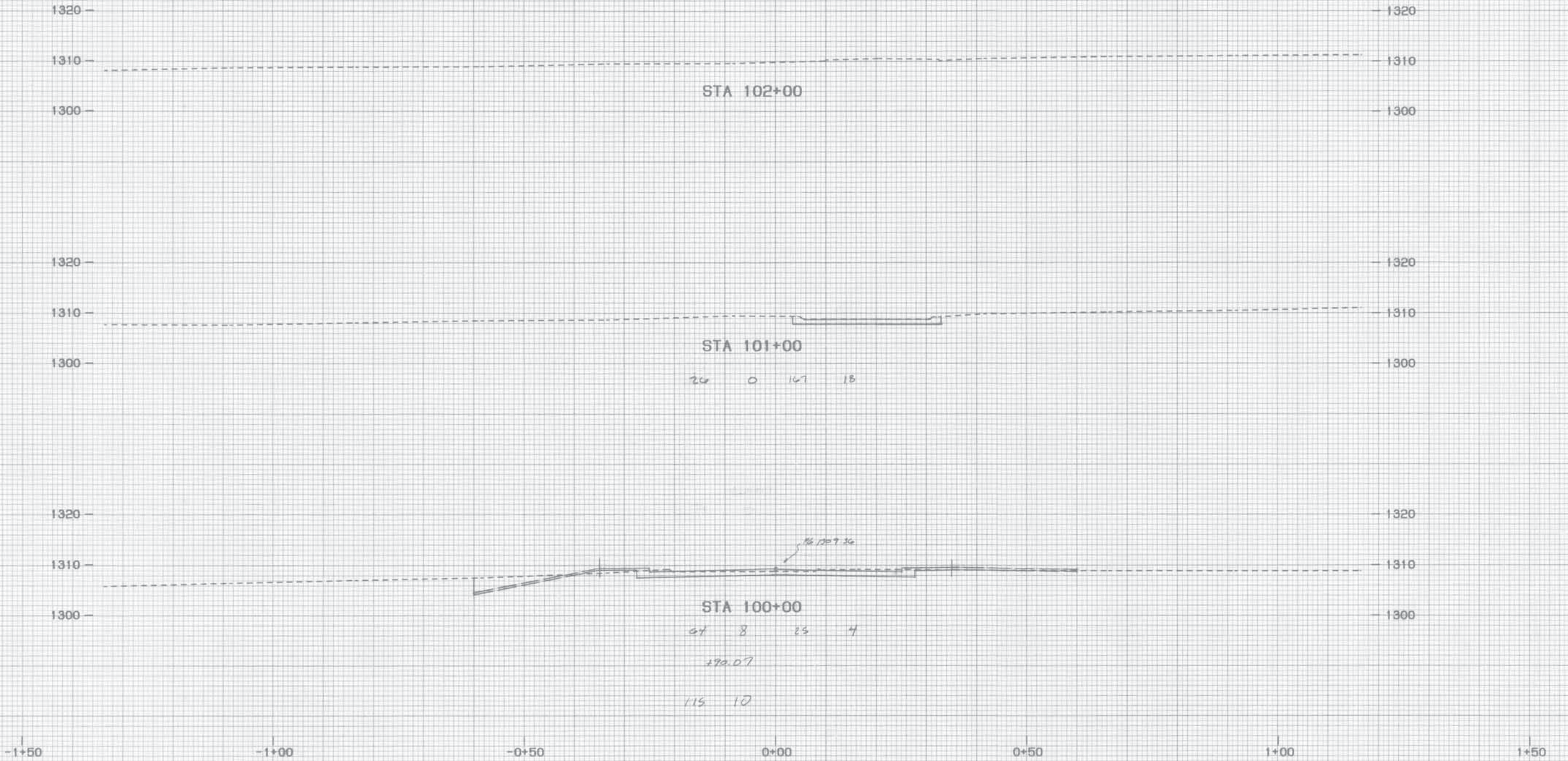


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

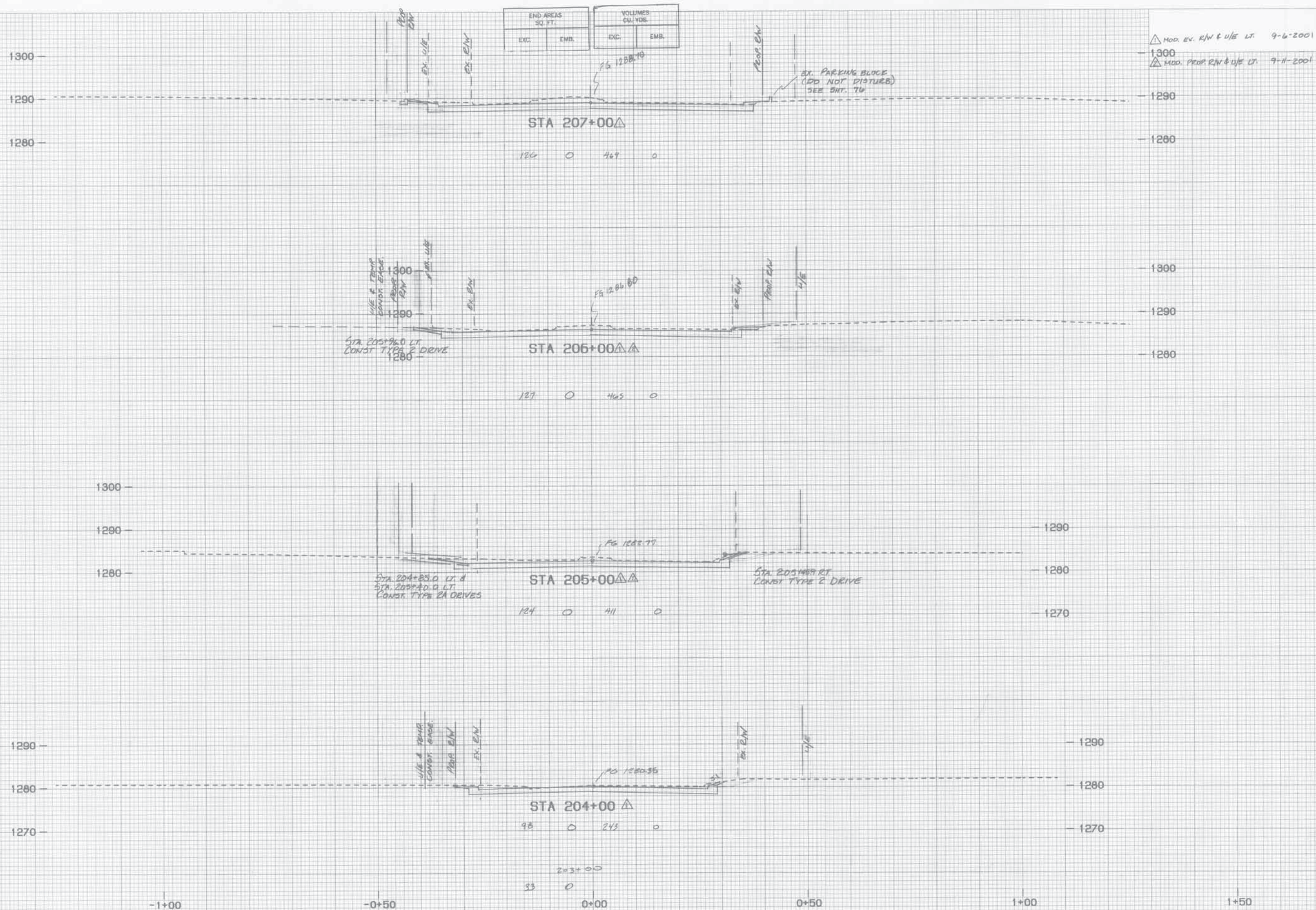
PLT, PLN, EX, X-BEC, S.E. 82nd STA. 100+102 - 492110.861 PF, 43 403 01-Mar-93 01:29 PM / 2271-4-1

STA 100+00 To STA 102+00 SE 82nd ST

State Job No. 00292(15)RDY SH. X43 43

PLT, PLN, EX, X-BEC, S.E. 82nd STA. 100+102 - 492110.861 PF, 43 403 01-Mar-93 01:29 PM / 2271-4-1

STA 100+00 To STA 102+00 SE 82nd ST

[illegible]

CONST. EX'G X-SEC. 9.E.65th STA. 204-207 - 4921 [0.65] PF: 45 401 01-Mar-93 01:52 PM / 2271-4-

STA 204+00 TO STA 207+00 SE 66TH ST.

State Job No. 00292(15) RDY SHT. X44

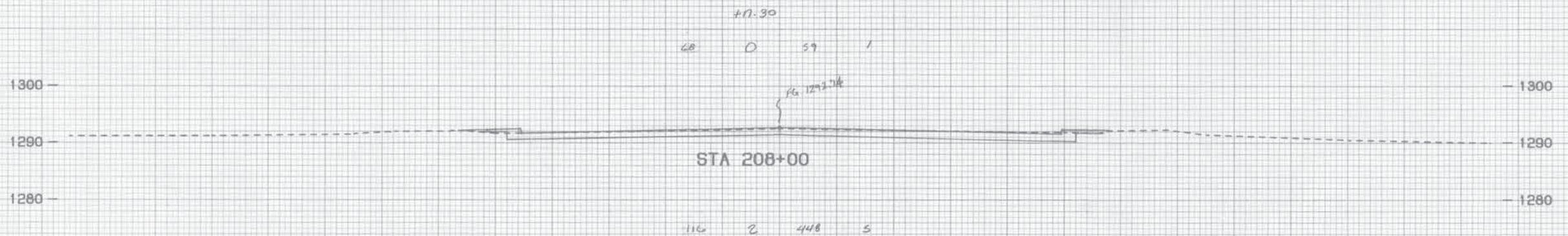
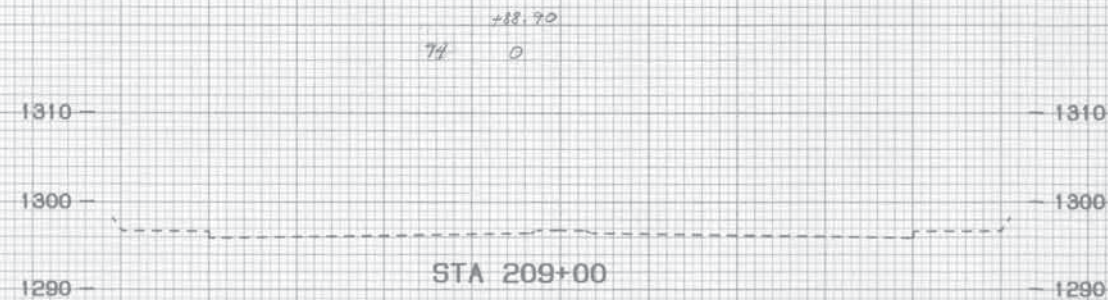
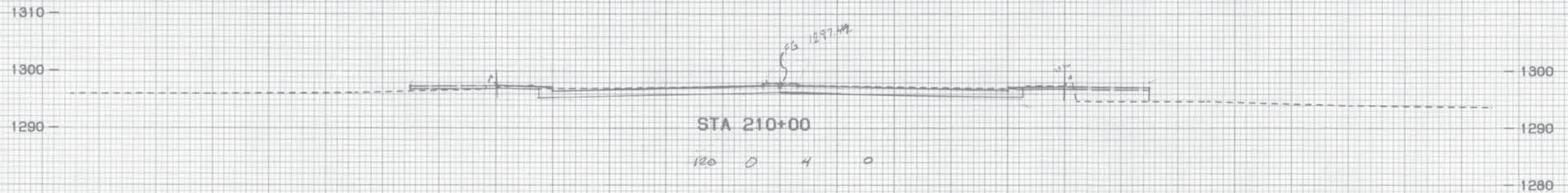
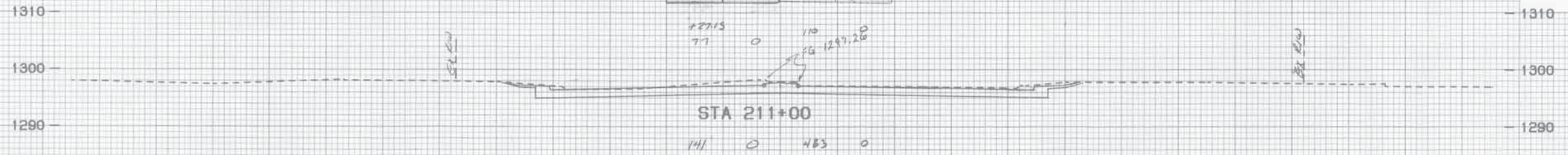
1+00	1+50
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CONST. EX'G X-SEC. 5.2.651h STA. 204-207 - 4921 (0.65) PF: 45 401 01-Mar-93 01:52 PM / 2271-4-

STA 204+00 TO STA 207+00 SE 66TH ST.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.



CONSTR. EX'G X-SEC. S.E. 66th STA. 208-211 - 492110.001 PF: 45 402 01-Mar-93 01:52 PM / 2271-4-1

CONSTR. EX'G X-SEC. S.E. 66th STA. 208-211 - 492110.001 PF: 45 402 01-Mar-93 01:52 PM / 2271-4-1

STA 208+00 TO STA 211+00 SE 66th ST
State Job No. 00292(15) RDY SHT. X45 45

CONSTR. EX'G X-SEC. S.E. 66th STA. 208-211 - 492110.001 PF: 45 402 01-Mar-93 01:52 PM / 2271-4-1

STA 208+00 TO STA 211+00 SE 66th ST

DATE	BY	PROJECT	NO.
		STATE	
		COUNTY	
		TOWNSHIP	
		RANGE	
		SECTION	
		DATE	

DATE	BY	PROJECT	NO.
		STATE	
		COUNTY	
		TOWNSHIP	
		RANGE	
		SECTION	
		DATE	

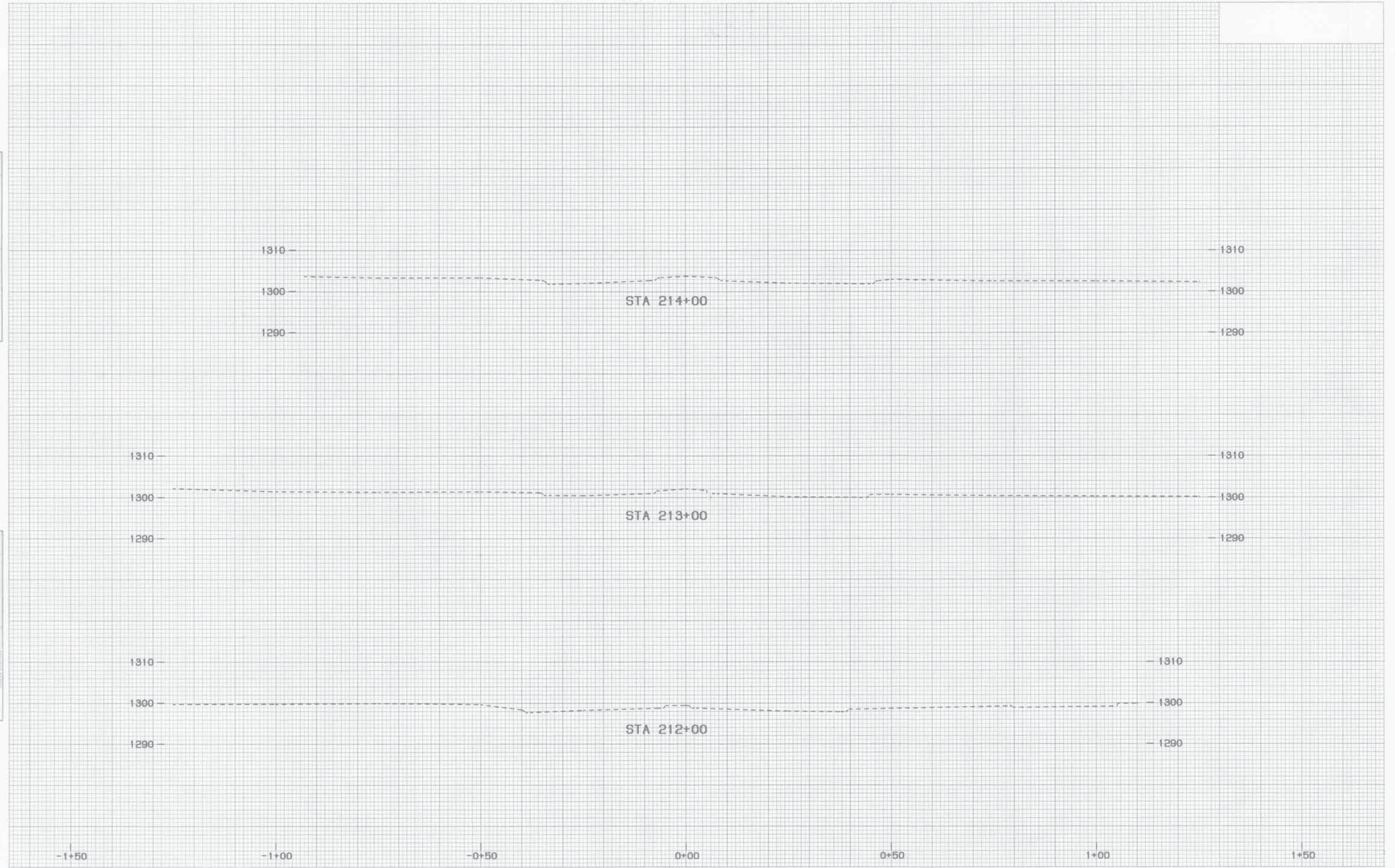


PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

CONST. EX'G X-SEC. S.E. 66th STA. 212-214 - 492110.851 PF: 45 403 01-Mar-93 01:53 PM / 2271-4-1
STA 212+00 TO STA 214+00 SE 66TH ST

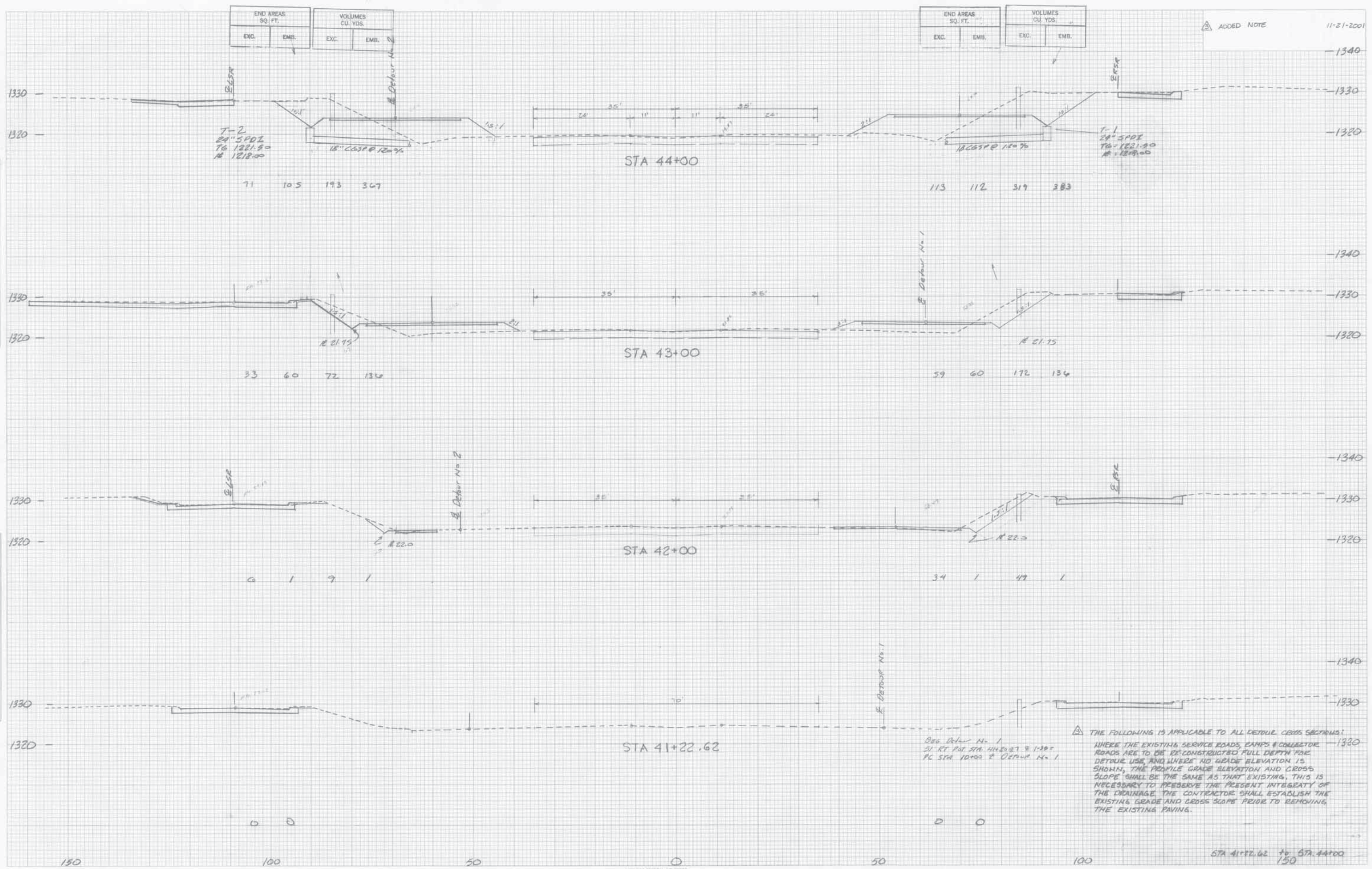
State Job No. 00292(15) RDY SH. X41e 46

PLATE 3-FULL CROSS SECTION-FULL LINE
PRINTED IN U.S.A.

CONST. EX'G X-SEC. S.E. 66th STA. 212-214 - 492110.851 PF: 45 403 01-Mar-93 01:53 PM / 2271-4-1
STA 212+00 TO STA 214+00 SE 66TH ST

FINAL SURVEY

ORIGINAL SURVEY



ADDED NOTE 11-21-2001

THE FOLLOWING IS APPLICABLE TO ALL DETOUR CROSS SECTIONS:
WHERE THE EXISTING SERVICE ROADS, CAMPS & COLLECTOR ROADS ARE TO BE RE-CONSTRUCTED FULL DEPTH FOR DETOUR USE AND WHERE NO GRADE ELEVATION IS SHOWN, THE PROFILE GRADE ELEVATION AND CROSS SLOPE SHALL BE THE SAME AS THAT EXISTING. THIS IS NECESSARY TO PRESERVE THE PRESENT INTEGRITY OF THE DRAINAGE. THE CONTRACTOR SHALL ESTABLISH THE EXISTING GRADE AND CROSS SLOPE PRIOR TO REMOVING THE EXISTING PAVING.

Orig. Detour No. 1
SI. RT. Pat. STA. 41+22.62 & 1+30.5
PC STA 10+00 & Detour No. 1

STA 41+22.62 to STA 44+00
150

Detours SHY X 47

State Job No. 00292(15) RDY

STA 41+22.62 to STA 44+00
150

Detours SHY X 47

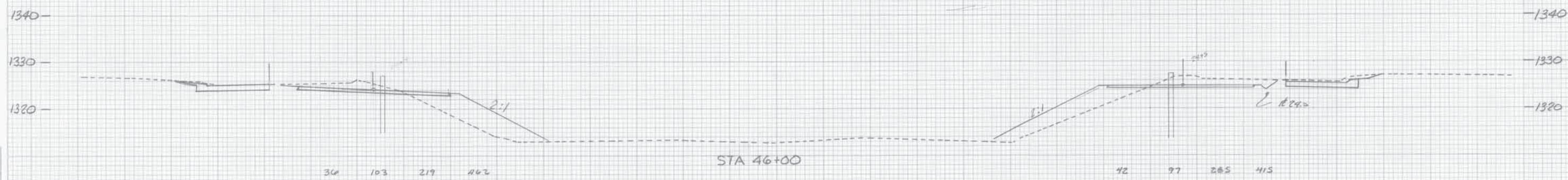
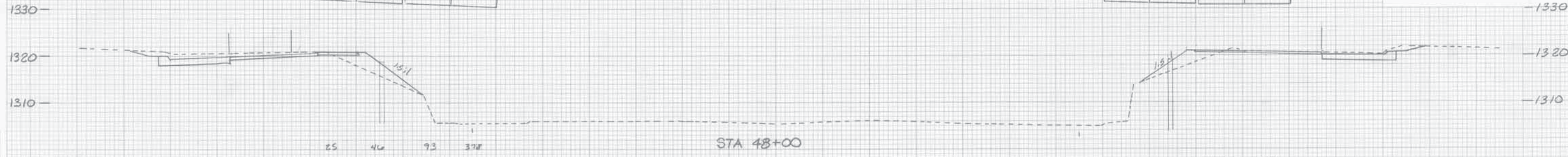
PLATE 3-FULL CROSS SECTION FULL LINE
AUTOMATIC PLOTTER
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION FULL LINE
AUTOMATIC PLOTTER
PRINTED IN U.S.A.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

△ MODIFIED WIDENING 11-21-2001



STA 46+00 to STA 48+00

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
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Detours 5ht. x48 54
State Job No. 00292 (15) RDY

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours 5ht. x48 54

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

STA 52+00

26 0 63 7

STA 51+00

8 3 26 29

STA 50+00

6 10 20 67

STA 49+00

5 20 19 100

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

STA 49+00 to STA 52+00 Rt.

Detours Sht X49 SS
State Job No. 00292 (15) RDY

Detours Sht X49 SS

FINAL SURVEY	DATE	BY	CHKD
DESIGN	DATE	BY	CHKD
CONSTRUCTION	DATE	BY	CHKD
AS-BUILT	DATE	BY	CHKD

CHIEF ENGINEER	DATE	BY	CHKD
DESIGNER	DATE	BY	CHKD
DRAWN	DATE	BY	CHKD
CHECKED	DATE	BY	CHKD

EMB AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

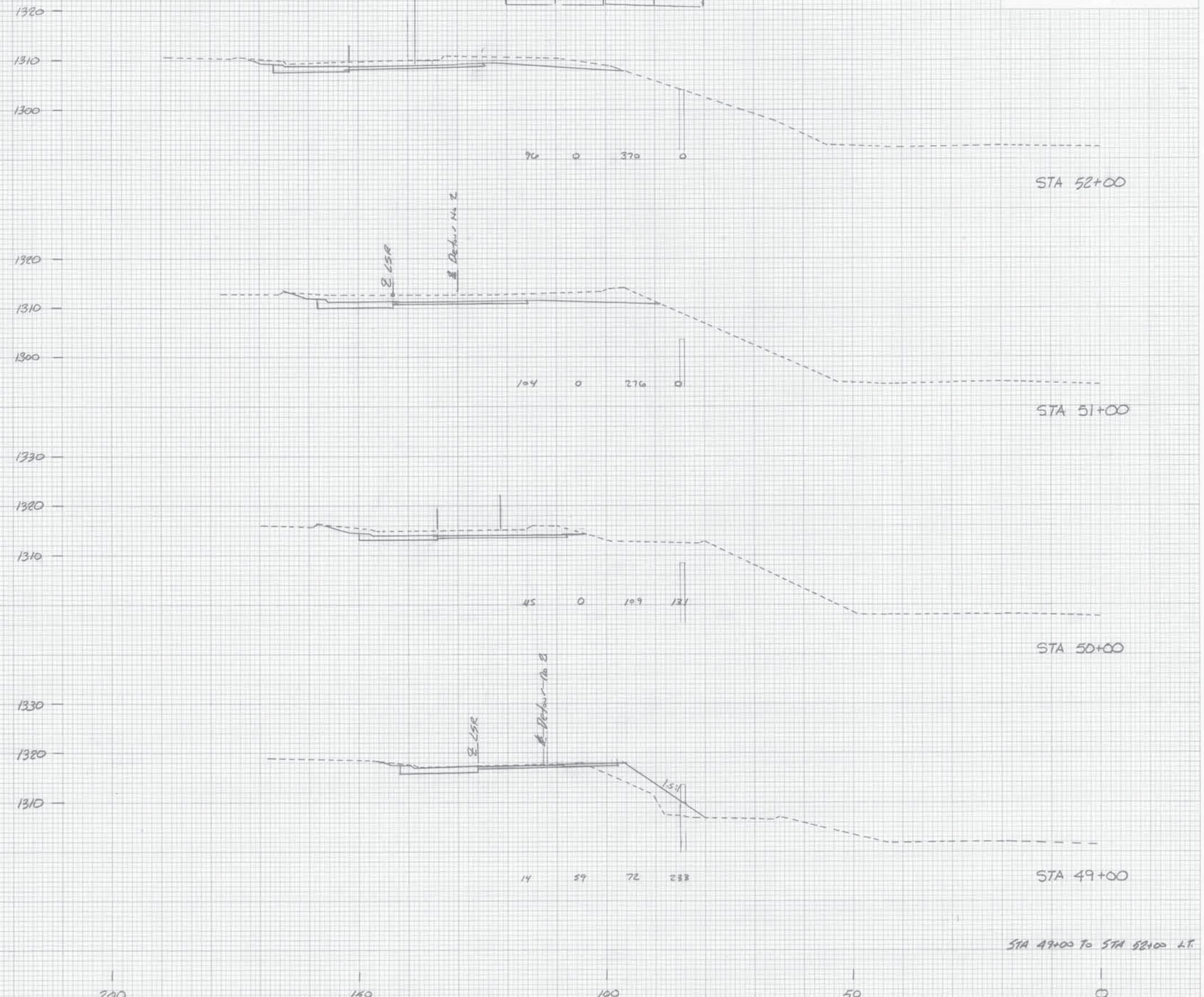


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sh. x50
State Job No. 00292 (15) RDY

Detours Sh. x50

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

STA 56+00

36 0 118 0

STA 55+00

25 0 98 0

STA 54+00

28 0 85 0

STA 53+00

18 0 81 0

STA 53+00 to STA 56+00 Rt

Detours Sht. X51 57
State Job No. 00292 (15) RDY

Detours Sht. X51 57

FINAL SURVEY	DATE	BY	CHKD
DATE	BY	CHKD	

ORIGINAL SURVEY	DATE	BY	CHKD
DATE	BY	CHKD	

EMB. AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

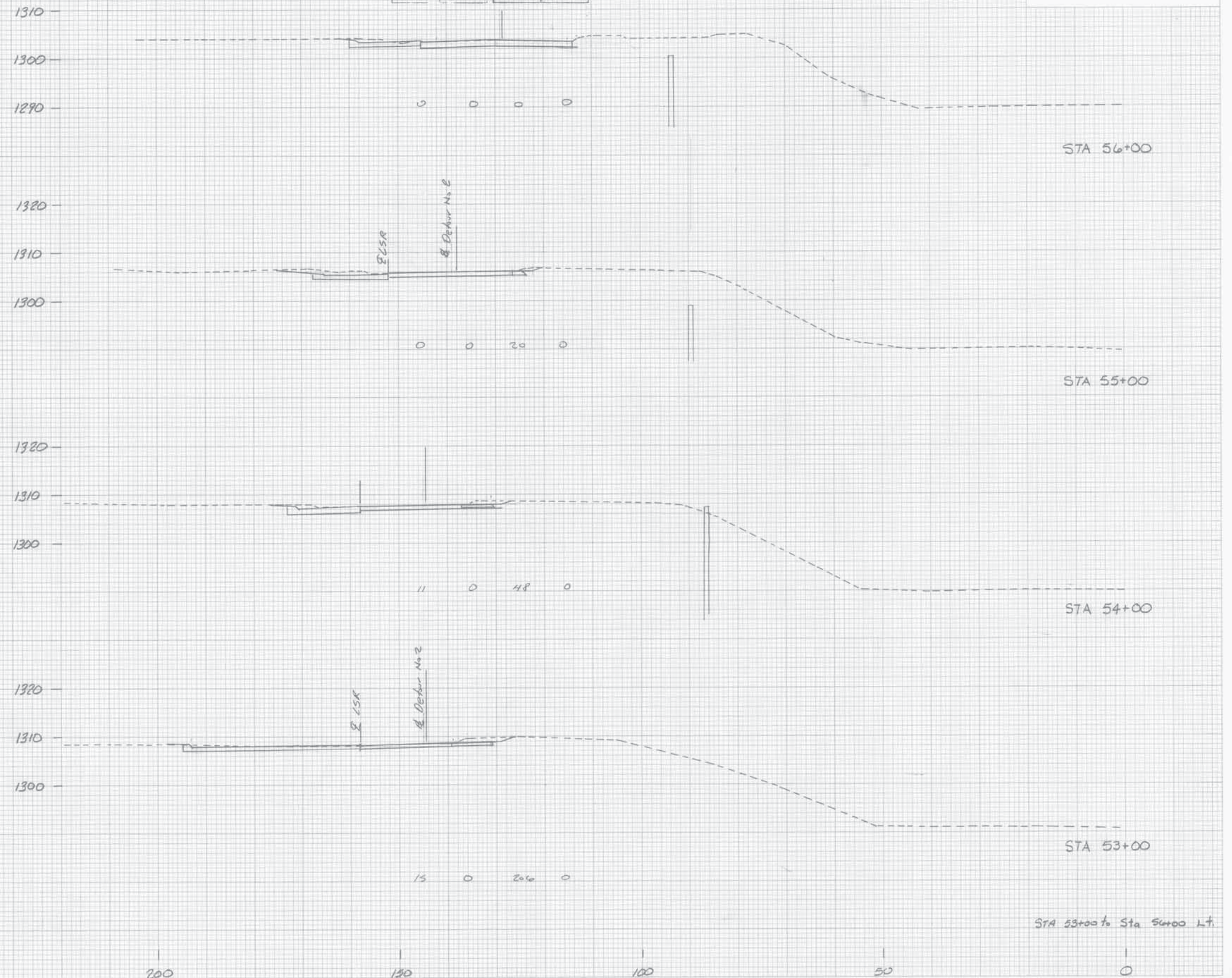


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sht. X52
State Job No. 00292(15) RDY

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sht. X52

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

△ MODIFIED WIDENING 11-21-2001

FINAL SURVEY	DATE	BY
DESIGN	DATE	BY
CHECKED	DATE	BY
APPROVED	DATE	BY

ORIGINAL SURVEY	DATE	BY
DESIGN	DATE	BY
CHECKED	DATE	BY
APPROVED	DATE	BY

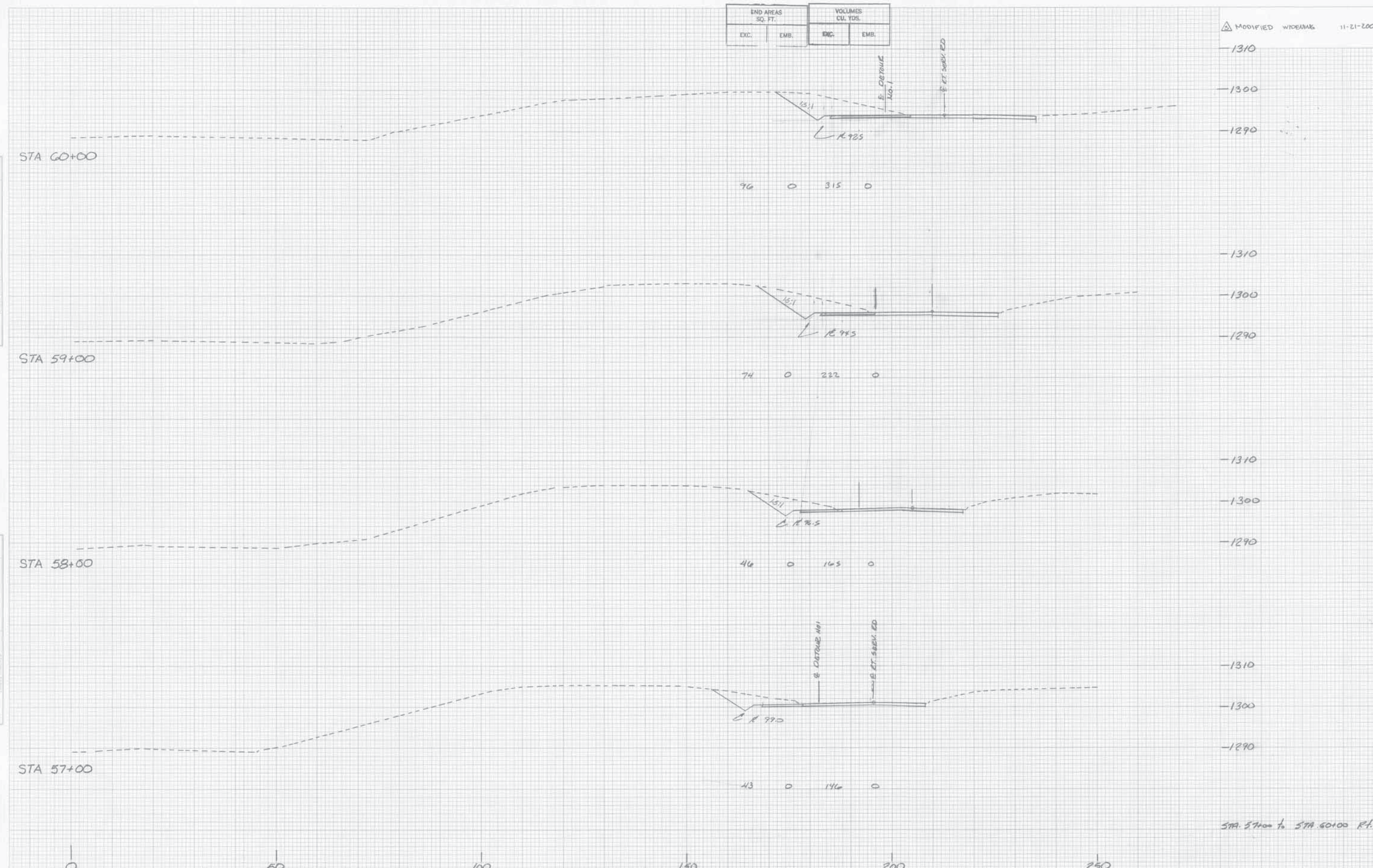


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

STA 57+00 to STA 60+00 R/L

Detours sh. x53 29
State Job No. D0292(15)RDY

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours sh. x53 29

FINAL SURVEY	DATE	BY	CHKD

ORIGINAL SURVEY	DATE	BY	CHKD

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

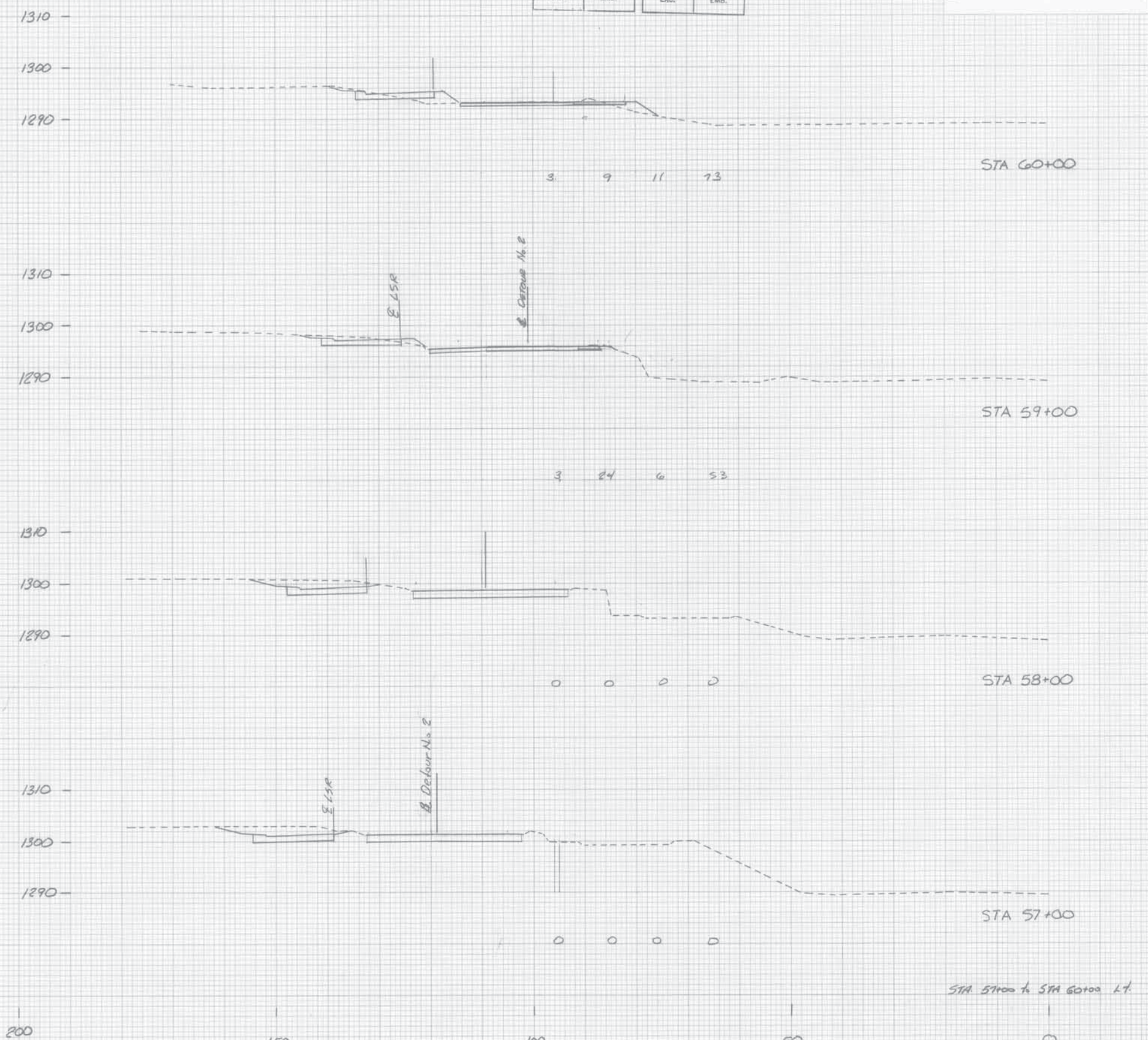


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PROJECT NO. 00292(15) RDY

Detours Sht. X54 60
State Job No. 00292(15) RDY

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PROJECT NO. 00292(15) RDY

Detours Sht. X54 60

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.
15.1			

MODIFIED WIDENING 11-21-2001

1310

1300

1290

1310

1300

1290

1310

1300

1290

1310

1300

1290

STA. 61100 to STA. 61100 RT.

Detours G/ SH. X55
State Job No 00292(15) RDY

Detours G/ SH. X55

FINAL
SURVEY
DATE 11-21-2001
BY J. J. JONES

ORIGINAL
SURVEY
DATE 11-21-2001
BY J. J. JONES

STA 64+00

STA 63+00

STA 62+00

STA 61+00

8' DUMP 240' 0"

8' 84.25

377 0 15.13 0

8' 84.0

1140 0 1056 0

8' 87.5

130 0 372 0

8' 87.5

71 0 309 0

PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

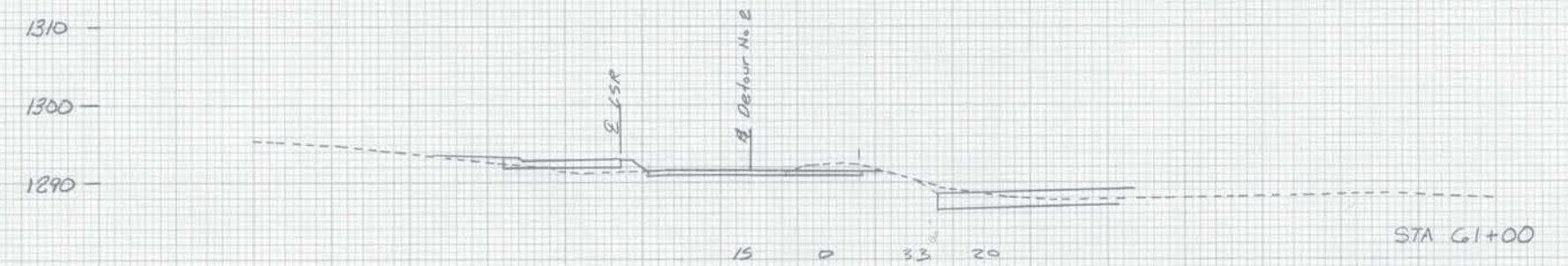
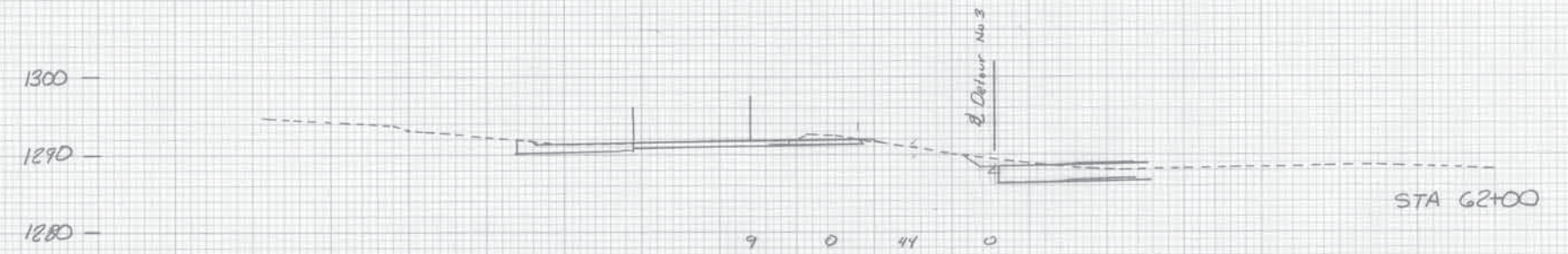
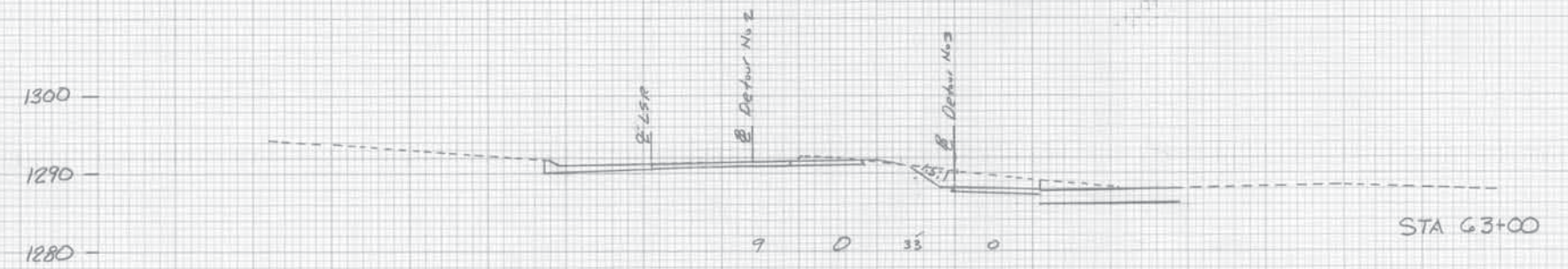
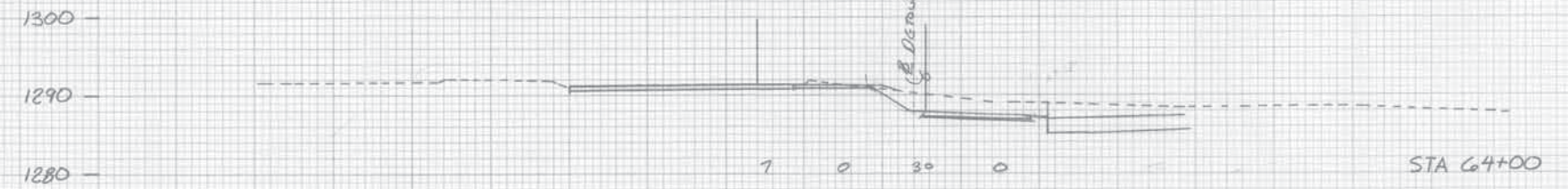
PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

FINAL SURVEY	DATE	BY	REVISION

ORIGINAL SURVEY	DATE	BY	REVISION

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001



STA 61+00 TO STA 64+00 LT

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sh. X56 C2
State Job No. 00292 (15) RDY

Detours Sh. X56 C2

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

STA 68+00

E Detour No. 1

18 0 128 0

STA 67+00

E Detour No. 1

51 0 274 0

STA 66+00

97 0 598 0

STA 65+00

224 0 1117 0

PLATE 3-FULL CROSS SECTION FULL LINE
ADDITIONAL PRINTOUT
PRINTED IN U.S.A.

STA. 65+00 To STA. 68+00 R.T.

Detours sht X5763
State Job No. 00292 (15) RDY

Detours sht X5763

FINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 PROJECT: [Signature]
 SHEET: [Signature]

ORIGINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 PROJECT: [Signature]
 SHEET: [Signature]

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

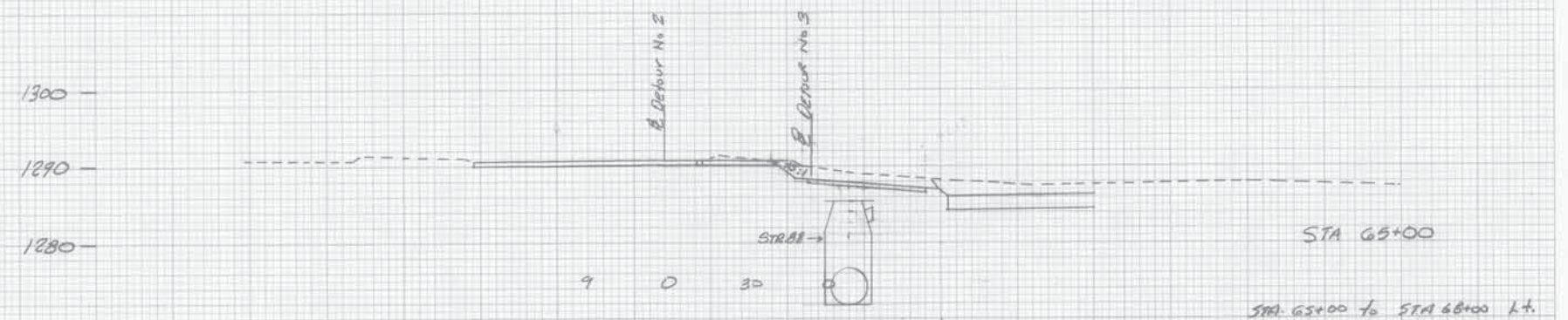
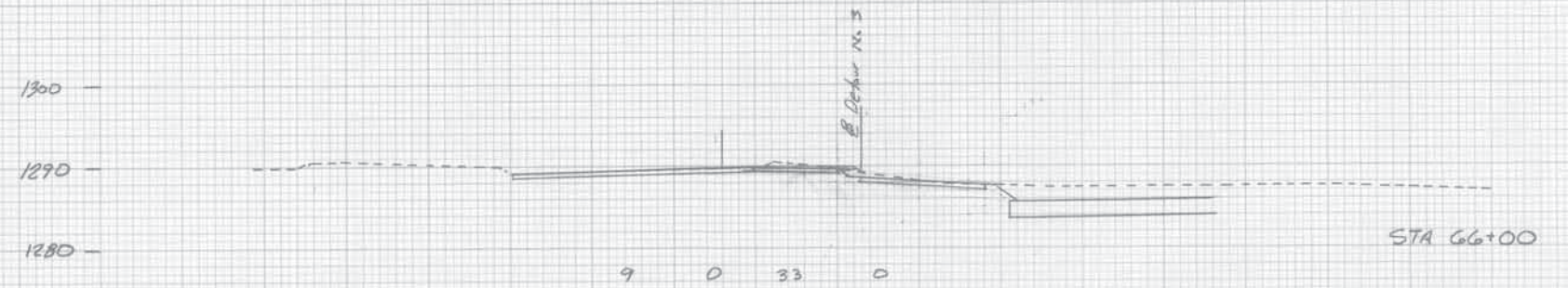
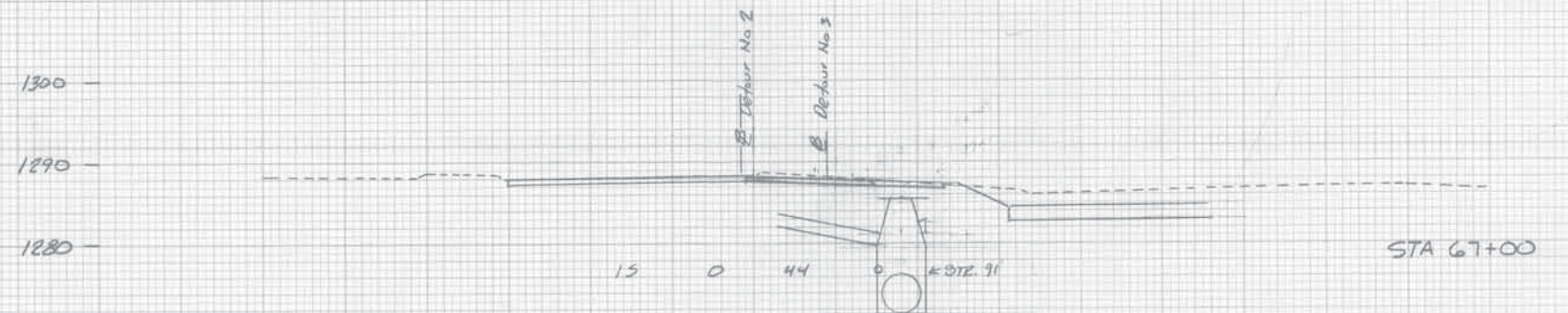
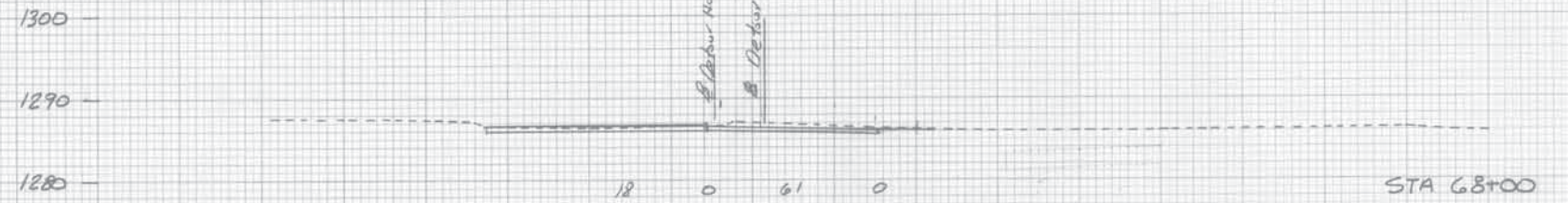


PLATE 3-FULL CROSS SECTION-FULL LINE
 PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION-FULL LINE
 PRINTED IN U.S.A.

Detours Sht. X58 64
 State Job No. 00292(15) RDY

Detours Sht. X58 64

FINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 PROJECT: [Signature]

ORIGINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 PROJECT: [Signature]

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

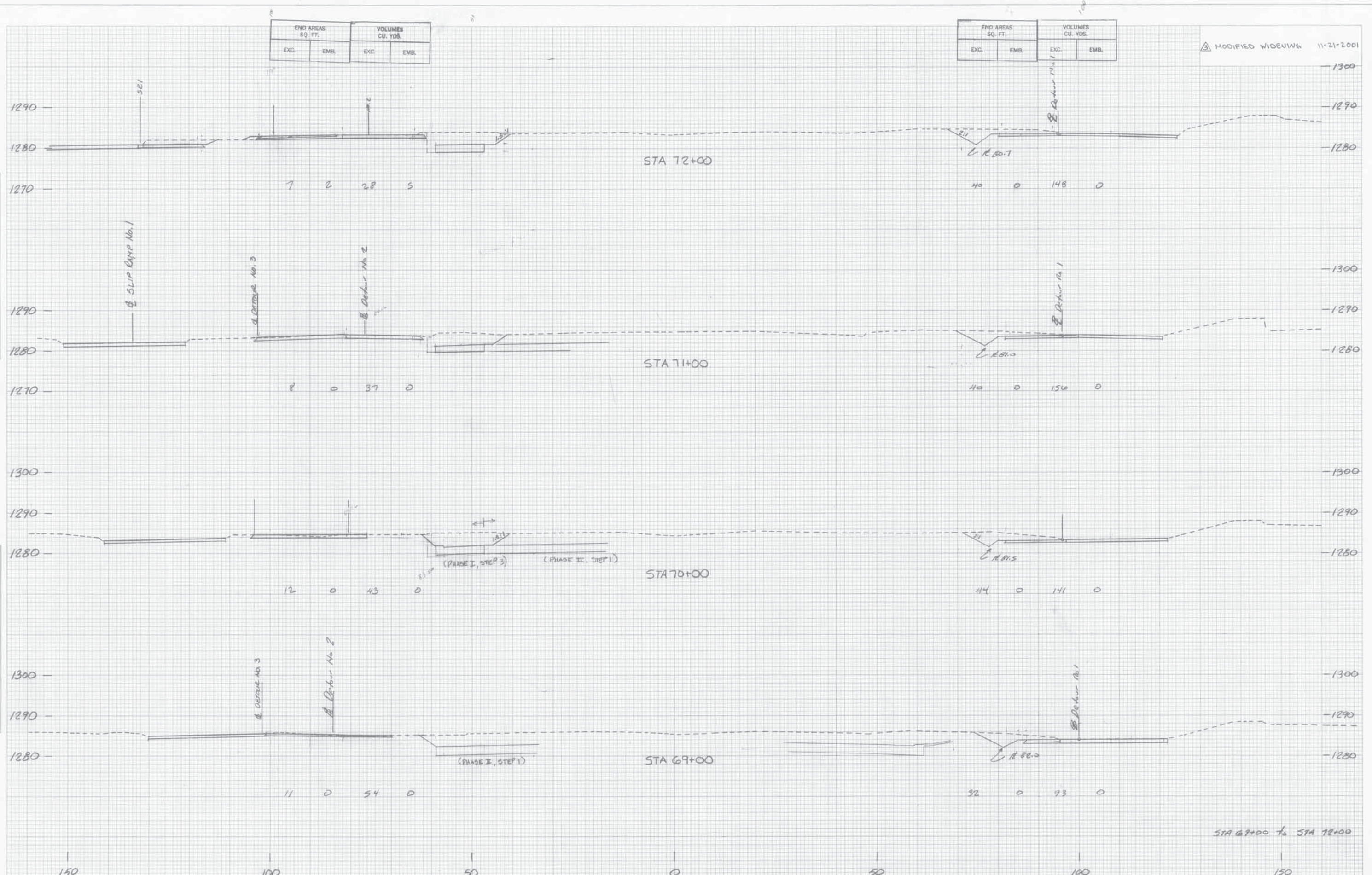


PLATE 3-FULL CROSS SECTION-FULL LINE
 NATIONAL HIGHWAY SYSTEM
 PRINTED IN U.S.A.

Detours 3ht X59 53
 State Job No. 00292 (15) RDY

Detours 3ht X59 53

FINAL SURVEY
DATE: 11-21-2001
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

ORIGINAL SURVEY
DATE: 11-21-2001
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

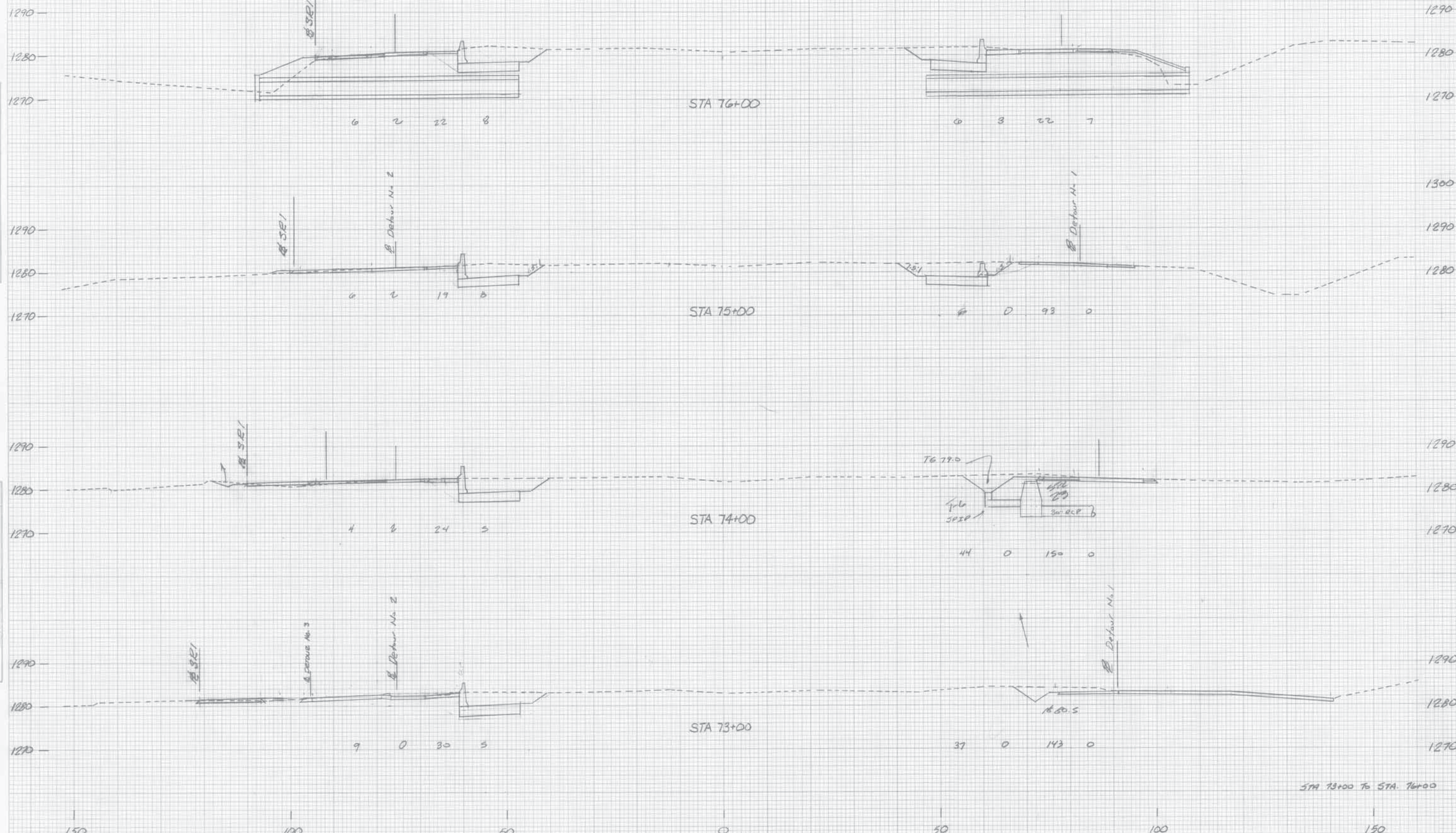


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL PRINTING

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL PRINTING

Detours 5ht X 60
State Job No. 00292(15) RDY

Detours 5ht X 60

FINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO. 00292 (15) RDY
 SHEET NO. 61

ORIGINAL SURVEY
 DATE: 11-21-2001
 BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO. 00292 (15) RDY
 SHEET NO. 61

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001



PLATE 3-FULL CROSS SECTION-FULL LINE
 NATIONAL HIGHWAY
 PRINTED IN U.S.A.

Detours Sht. X61
 State Job. No. 00292 (15) RDY

PLATE 3-FULL CROSS SECTION-FULL LINE
 NATIONAL HIGHWAY
 PRINTED IN U.S.A.

Detours Sht. X61

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

△ MODIFIED WIDENING (11-21-200)

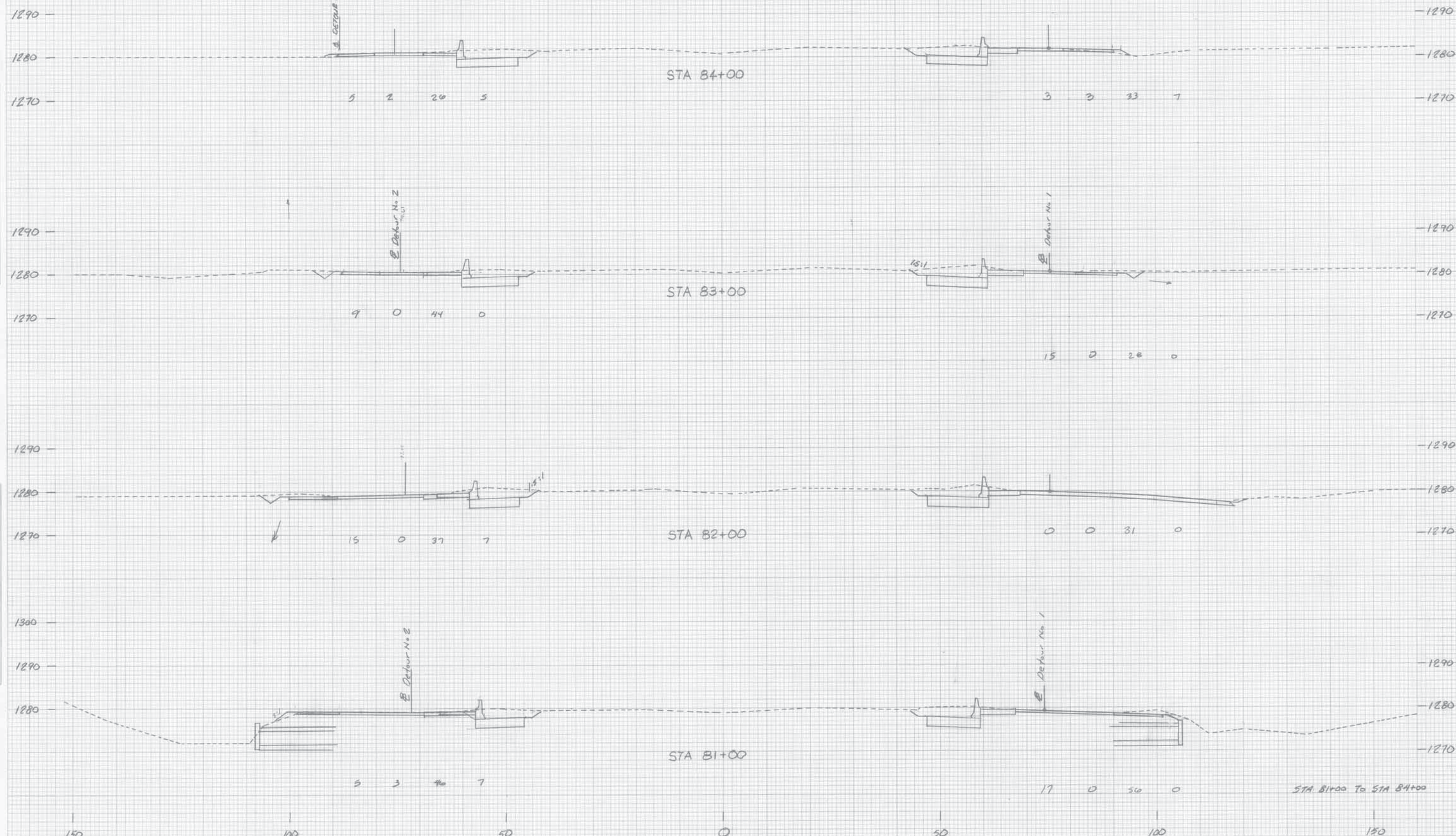


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL PERMITS
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL PERMITS
PRINTED IN U.S.A.

Detours Sht. X62 62
State Job No. 00292 (15) RDY

Detours Sht. X62 62

FINAL
SURVEY
DATE: 11-21-2001
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

ORIGINAL
SURVEY
DATE: 11-21-2001
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

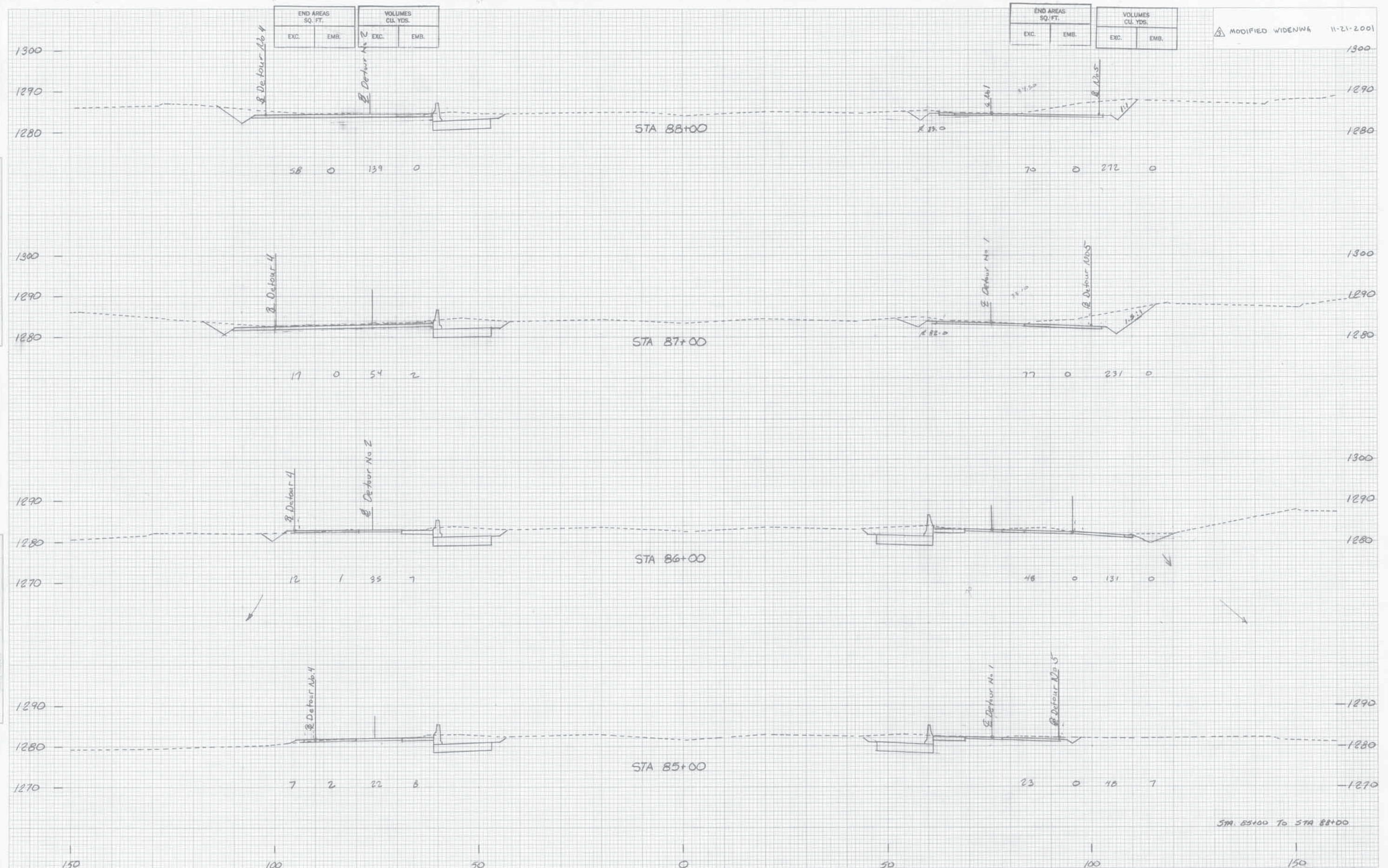


PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sht. X63
State Job No. 00292 (15) RDY

Detours Sht. X63

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001



PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL PRINTING
PRINTED IN U.S.A.

Detours Sht. X64
State Job No. 00292(15) RDY

Detours Sht. X64

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

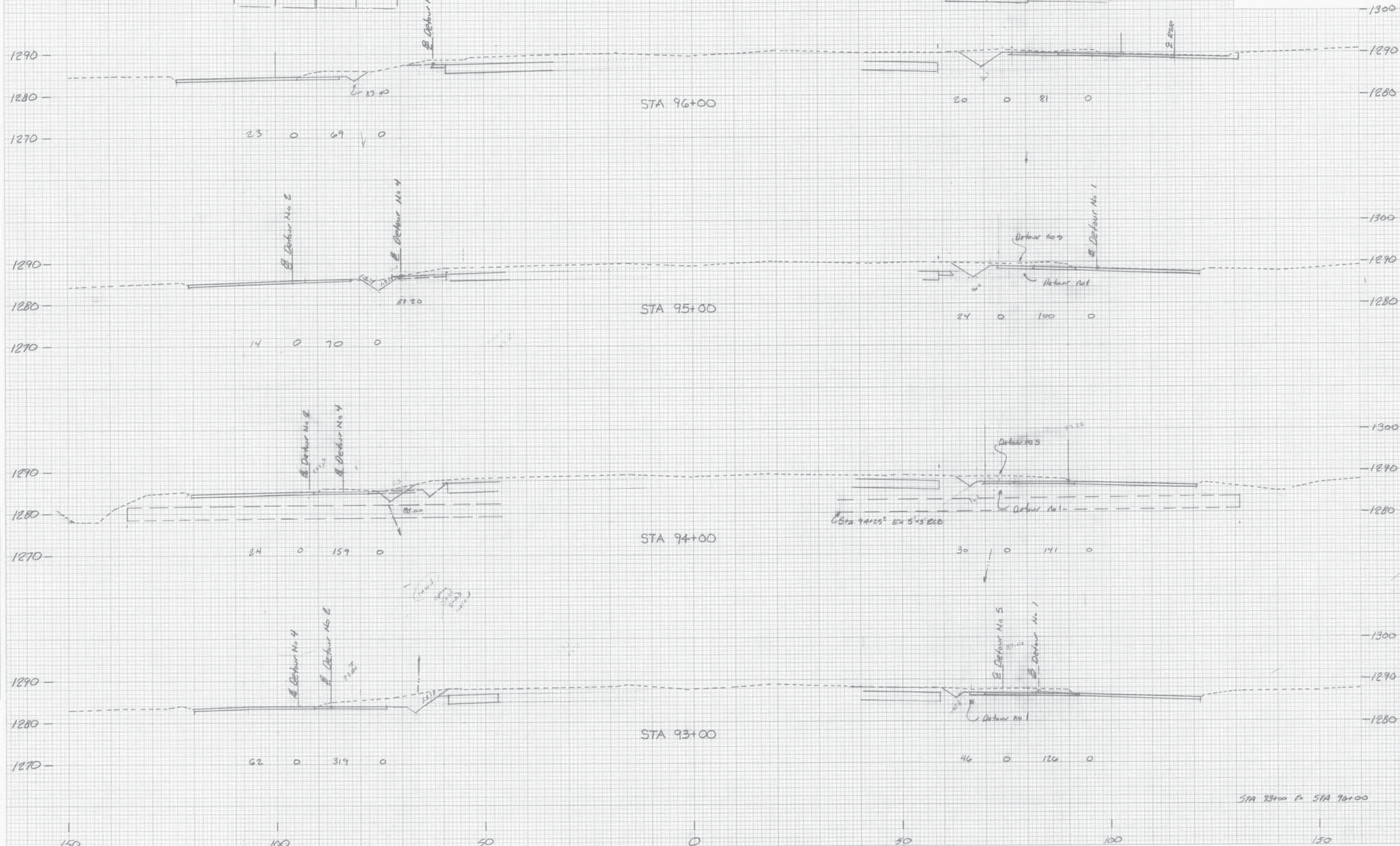


PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
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Detours Sht. X65/
State Job No. 00292(15) RDY

PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Sht. X65/

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001

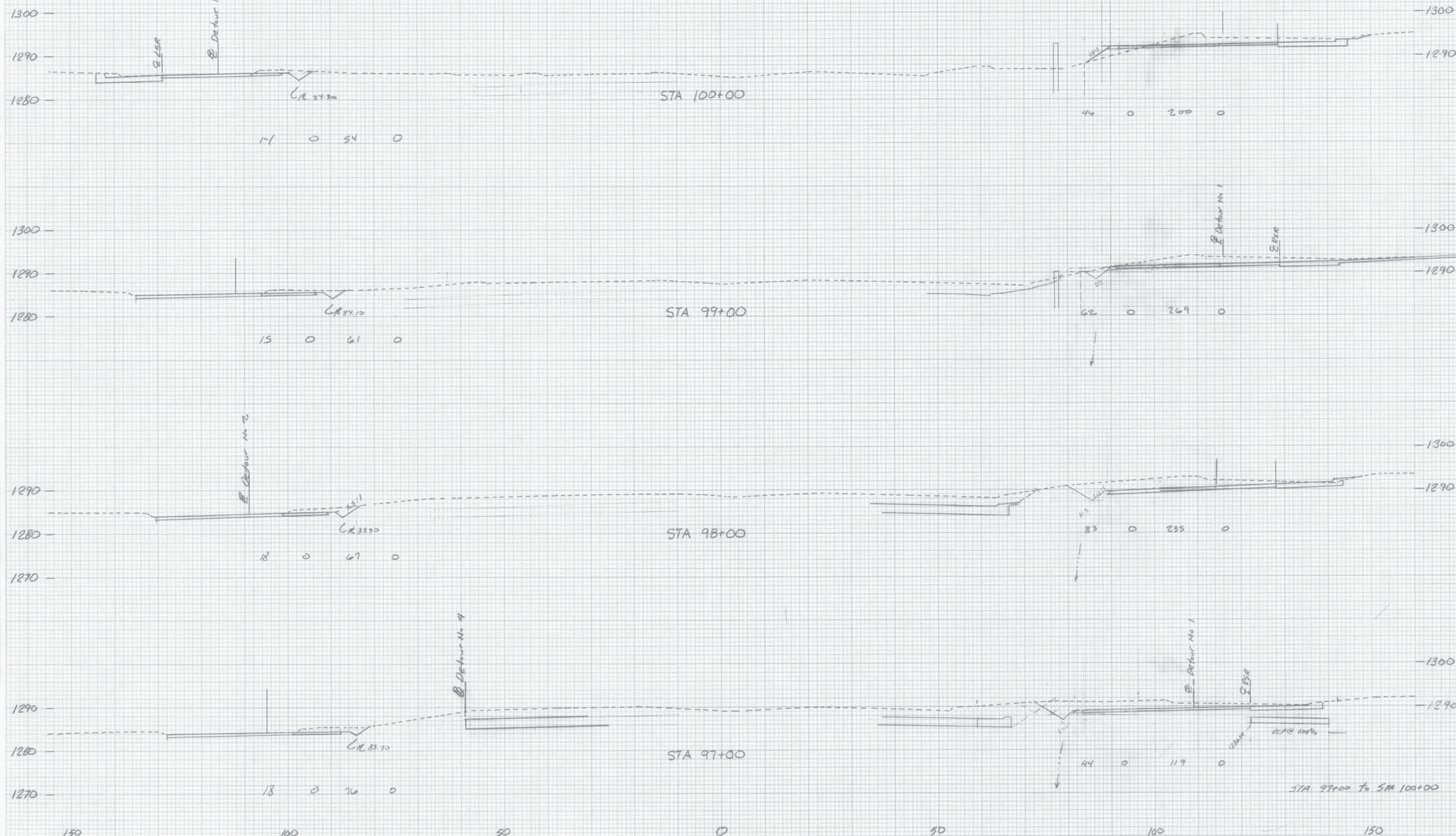


PLATE 3-FULL CROSS SECTION FULL LINE
AUTOMATIC PRINTING
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION FULL LINE
AUTOMATIC PRINTING
PRINTED IN U.S.A.

Detours Sht. X166 7L
State Job No. 00292(15) RDY

Detours Sht. X166 7L

FINAL SURVEY
DATE: 11-21-2001
BY: [Signature]
PROJECT: [Signature]
SHEET: 33

ORIGINAL SURVEY
DATE: 11-21-2001
BY: [Signature]
PROJECT: [Signature]
SHEET: 33

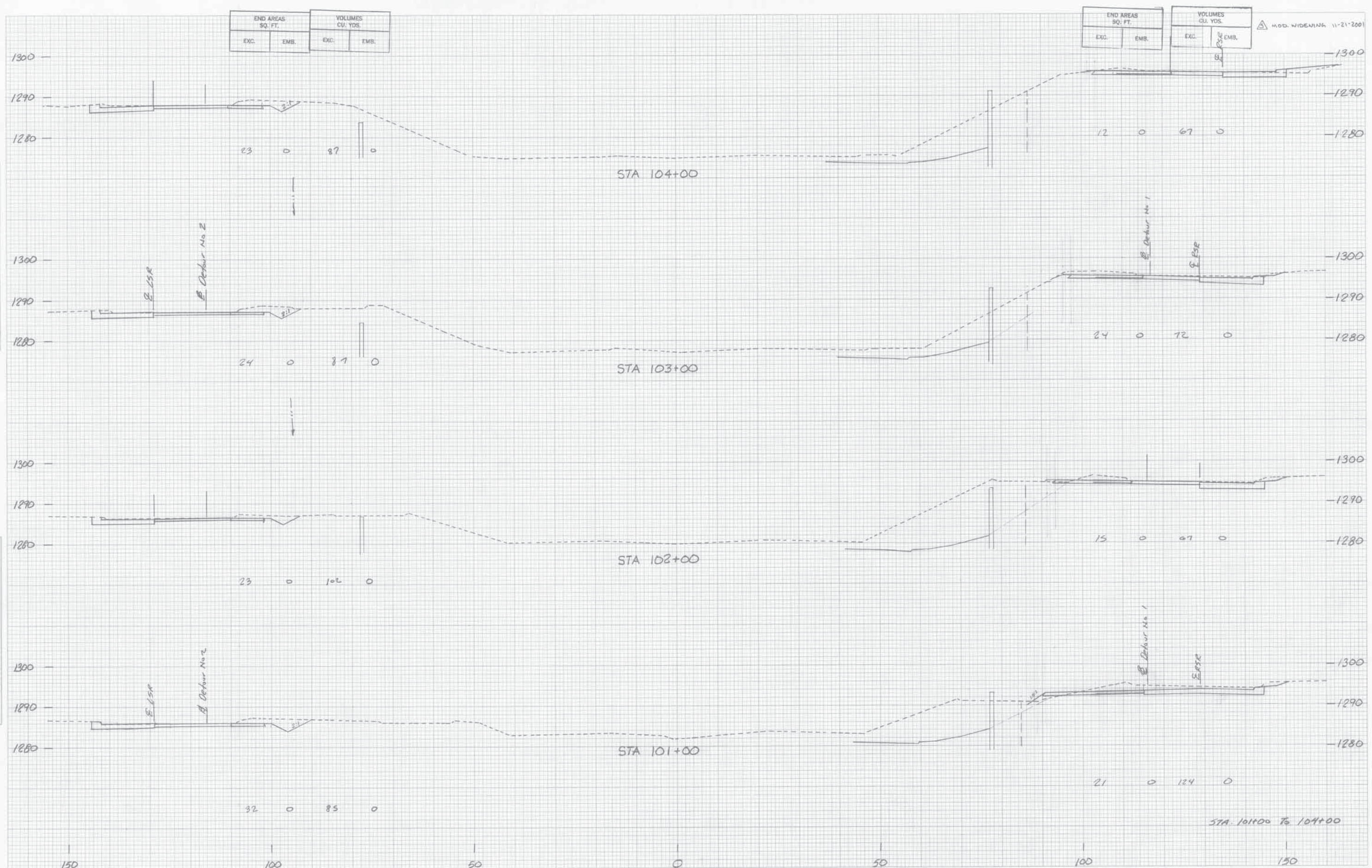


PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL PRINTING

PLATE 3-FULL CROSS SECTION FULL LINE
NATIONAL PRINTING

Detours Sht. X67 33
State Job No. 00292(15) RDY

Detours Sht. X67 33

FINAL SURVEY
 DATE: 11-21-2008
 BY: [Signature]
 PROJECT: [Signature]
 DRAWING: [Signature]

ORIGINAL SURVEY
 DATE: 11-21-2008
 BY: [Signature]
 PROJECT: [Signature]
 DRAWING: [Signature]

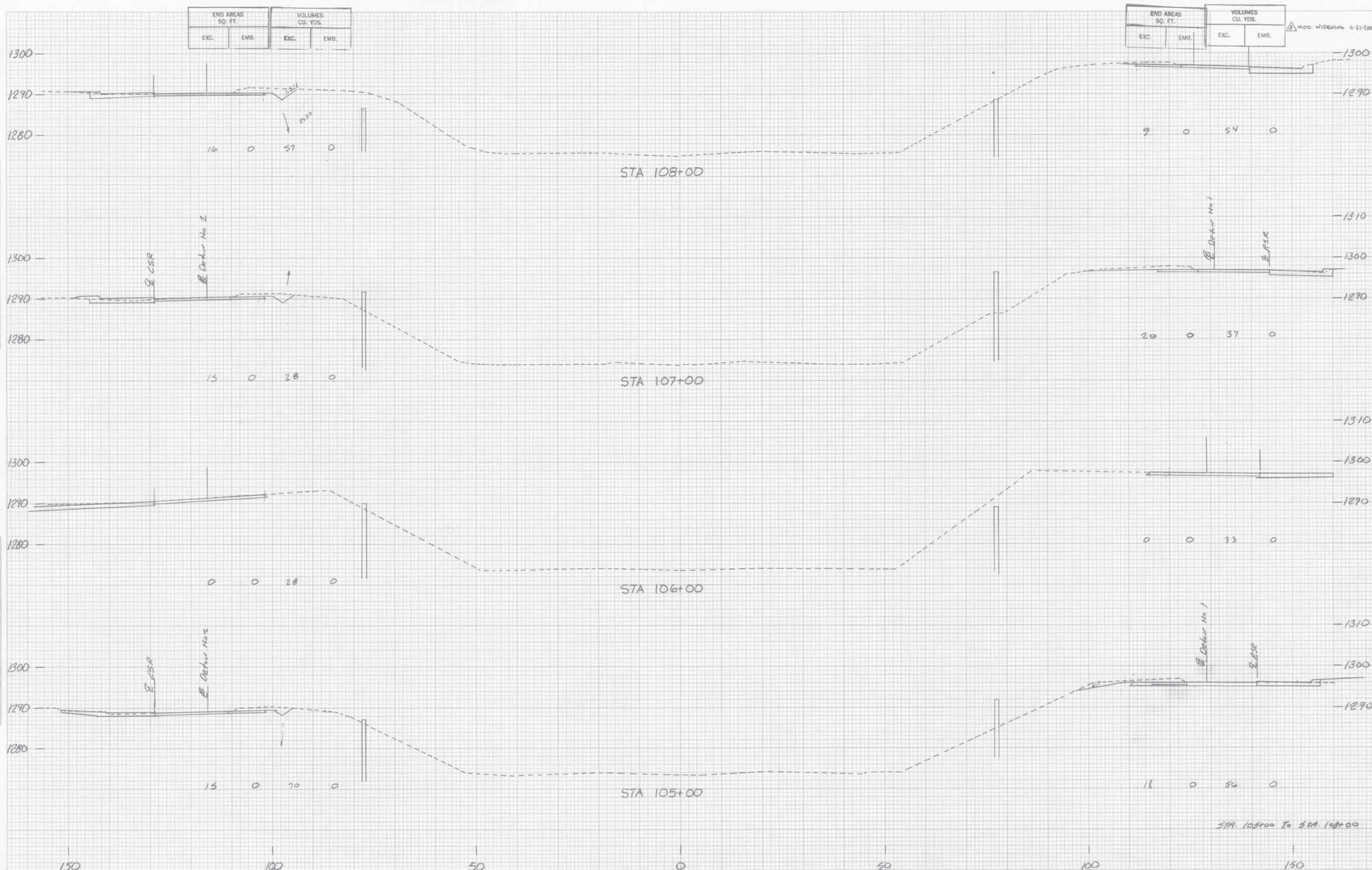


PLATE 3-FULL CROSS SECTION FULL LINE
 NATIONAL PORTFOLIO
 PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION FULL LINE
 NATIONAL PORTFOLIO
 PRINTED IN U.S.A.

Detours Sht. X6874
 State Job No. 00292(15) RDY

Detours Sht. X6874

FINAL SURVEY
DATE: 11-11-2001
BY: [Signature]
PROJECT: [Signature]
SHEET: 11-11-2001

ORIGINAL SURVEY
DATE: 11-11-2001
BY: [Signature]
PROJECT: [Signature]
SHEET: 11-11-2001



PLATE 3-FULL CROSS SECTION-FULL LINE
AUTOMATIC PLOTTER
PRINTED IN U.S.A.

Detours Sht. X169
State Job No. 00292(15) RDY

Detours Sht. X169

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MOD. WIDENING 11-21-2001

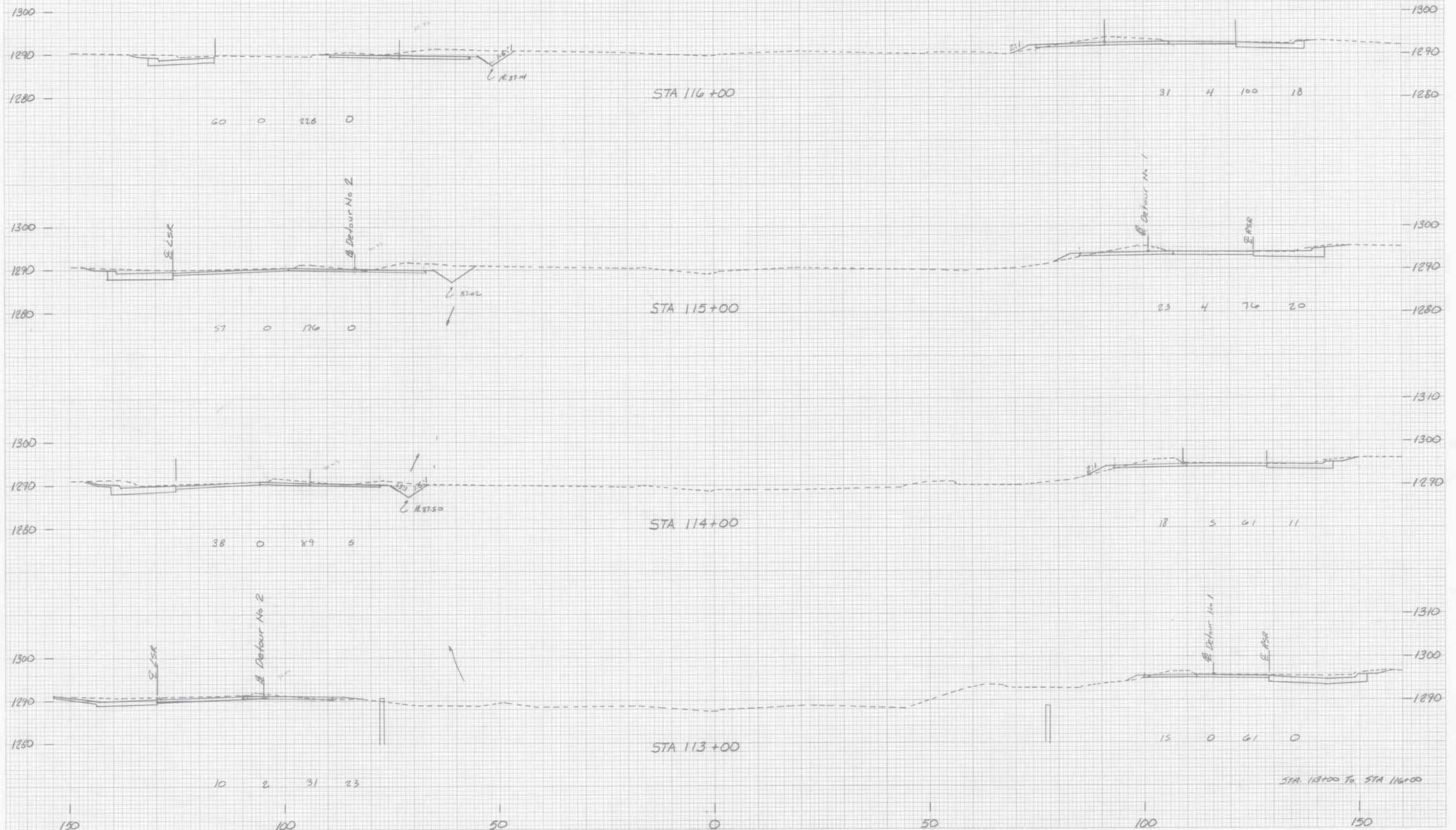


PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

PLATE 3-FULL CROSS SECTION-FULL LINE
NATIONAL HIGHWAY
PRINTED IN U.S.A.

Detours Shl. x70
State Job No. 00292(15) RDY

Detours Shl. x70

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

END AREAS SQ. FT.		VOLUMES CU. YDS.	
EXC.	EMB.	EXC.	EMB.

MODIFIED WIDENING 11-21-2001



STA. 117+00 To STA. 121+00

DETOURS SHt. X-71

Site Job No. 00292(15) RDY.

DETOURS SHt. X-71