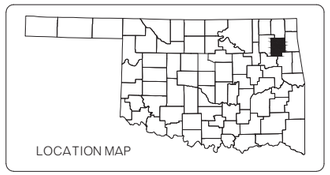
FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS



DISTRICT VIII

APPROX. CENTER OF PROJECT
LATITUDE: 36°21'48.01" N
LONGITUDE: 95°17'37.22" W

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

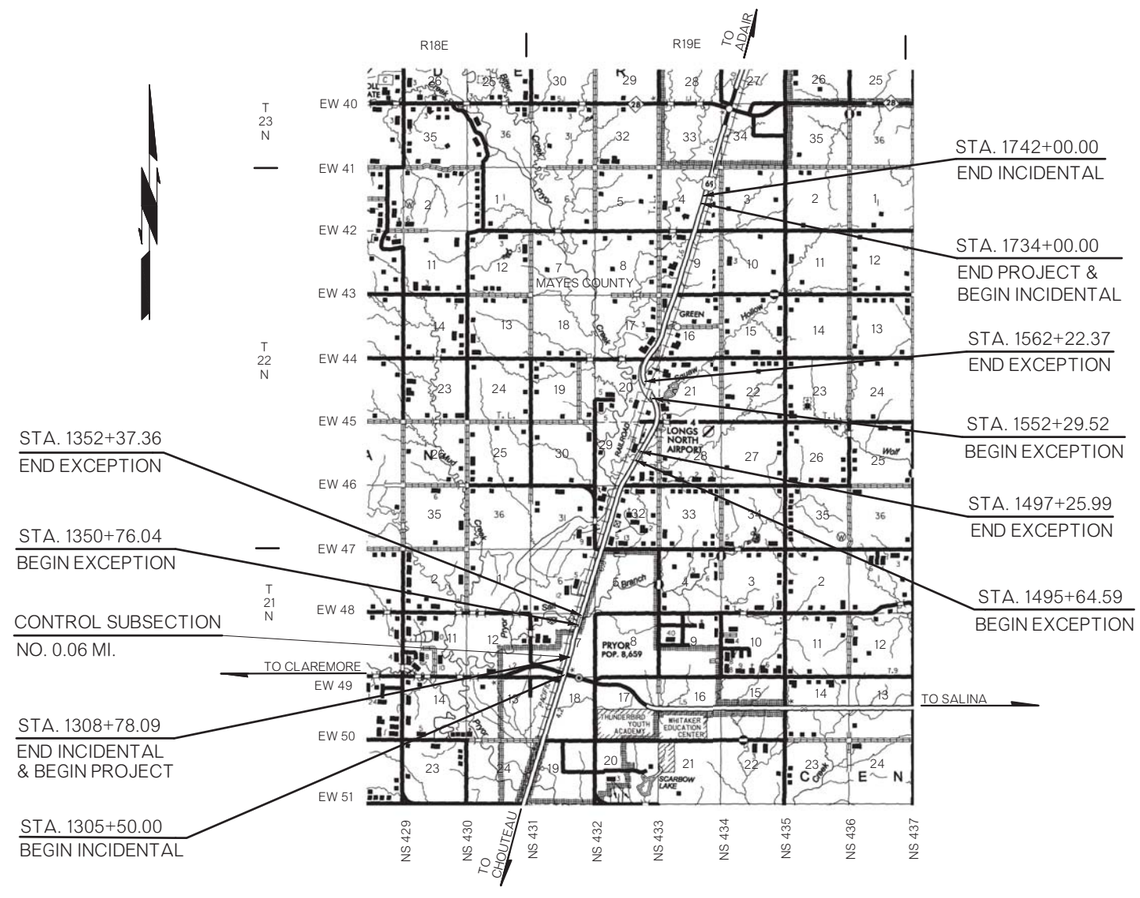
PLAN OF PROPOSED

U.S. HIGHWAY

FEDERAL AID PROJECT NO. J3-1963(004)
PAVEMENT REHABILITATION PLANS
U.S. HIGHWAY 69

MAYES COUNTY

CONTROL SECTION NO. 69-49-04
STATE JOB NO. 31963(04)



DESIGN DATA

	URBAN	RURAL
AADT 2028	= 22,075	= 12,639
AADT 2058	= 28,749	= 17,282
DHV (1-WAY)	= 1,582	= 865
K (DHV/AADT)	= 11%	= 10%
D	= 59%	= 54%
T (% AADT)	= 31%	= 31%
T^3(% AADT)	= 28%	= 28%
V	= 45 MPH	= 65 MPH
30 YR RIGID ESALS	= 166.86M	= 88.77M

SCALES
PLAN 1" = 20' & 50'
PROFILE HOR. 1" = 20' & 50'
VER. 1" = 10'
LAYOUT MAP 1" = 5,280'

CONVENTIONAL SYMBOLS

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

THIS PROJECT IS PARTIALLY LOCATED WITHIN THE CORPORATE AND URBAN LIMITS OF THE CITY OF PRYOR.

NOTE: PROJECT LENGTH BASED ON CRL STATIONING

ROADWAY LENGTH	41,206.34 FT.	7.804 MI.
BRIDGE LENGTH	00.00 FT.	0.00 MI.
PROJECT LENGTH		7.804 MI.

EQUATIONS : NONE

EXCEPTIONS :

STA. 1350+76.04 TO STA. 1352+37.36	LENGTH= 161.32 FT.
STA. 1495+64.59 TO STA. 1497+25.99	LENGTH= 161.40 FT.
STA. 1552+29.52 TO STA. 1562+22.37	LENGTH= 992.85 FT.

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	31963(04)		0001	424

DESCRIPTION	REVISIONS	DATE

INDEX OF SHEETS

0001	TITLE
0002-0010	TYPICALS
AE01	ENVIRONMENTAL NOTES
AR01	RAILROAD NOTES
AR02-AR03	SUMMARY OF PAY QUANTITIES & GENERAL NOTES (ROADWAY)
AR04-AR08	SUMMARIES
AR09-AR15	DRAINAGE SUMMARIES
AT01	SUMMARY OF PAY QUANTITIES & GENERAL NOTES (TRAFFIC)
AT02	SUMMARY OF PAY QUANTITIES & GENERAL NOTES (SIGNING)
AT03	SUMMARY OF PAY QUANTITIES & NOTES (LIGHTING)
E001	SECTION 404 PERMIT COMPLIANCE
R001-R005	DRAINAGE AREA MAPS
R006	STORM WATER MANAGEMENT PLAN
R007-R024	EROSION CONTROL
R025-R027	DISTURBED AREA TABLES
R028-R030	SPECIAL INLET DRAIN DETAILS
R031-R046	GEOMETRICS
R047-R080	SUGGESTED SEQUENCE OF CONSTRUCTION
R081-R098	REMOVALS
R099-R117	JOINT LAYOUT
R118-R119	MASS DIAGRAMS
R120-R126	PLAN AND PROFILE URBAN
R127-R131	PLAN AND PROFILE STORM SEWER LEFT
R132-R138	PLAN AND PROFILE STORM SEWER RIGHT
R139-R166	PLAN AND PROFILE RURAL
S001-S037	SURVEY DATA SHEET
T001-T017	CONSTRUCTION TRAFFIC CONTROL
T018-T020	SIGN SUMMARY
T021-T039	SIGNING & PAVEMENT MARKING
T040-T041	LIGHTING PLAN
T042	LIGHT POLE SCHEDULE
X001-X149	CROSS SECTIONS

2019 STANDARD ODOT DRAWINGS
ROADWAY

BMPR-0	CI-2-3
TESCA-0	SSIF-5-1
IPD-0	CIG-4-1
RSF-0	MFC-5-2
TSD-0	MJB-4-2
TRFD-0	PRM-1-3
CWA-0	PMD-1-1
SSS-2-1	PCDIP-0
ASCD-6-1	CCI-1-0
CSCD-6-3	CCI-2-0
LECS-5-3	MCI-1-0
LTU-5-1	MCI-2-0
PCPR-4-2	MCI-3-0
PED-4-1	PBB-1-4
PSE-2-1	SBI-5-2
PSMD-2-3	MI-4-2
SMD-4-3	RDI-4-1
CET4S-4-3	DC-4-2
CET6S-4-3	PDT-2-3
PCES-5-2	SUEL1-4-1
SCES-4-1	SUEL2-4-1
CDIP-2-3	SUEL3-4-1
SSCD-4-2	WCR-4-3
PCI-1-2	TWD-2-3

2009 STANDARD ODOT DRAWINGS
TRAFFIC

SIGNING		LIGHTING	CONTROL	
PM1-1-03	MSD4-1-00	CCD1-1-00	TCS1-1-01	TCS11-1-01
PM2-1-01	MSD5-1-00	PBD1-1-00	TCS2-1-00	TCS13-1-00
PM3-1-02	SBS1-1-00	GMF1-2-01	TCS3-1-01	TCS14-1-00
PM5-1-00	SBS2-1-00	HLBP1-1-01	TCS4-1-01	TCS15-1-00
PM6-1-00	SBS3-1-00	HLGN1-1-01	TCS5-1-00	TCS18-1-01
PM8-1-01	SBS4-1-00	HLPD1-1-00	TCS6-1-02	TCS19-1-01
RSD1-1-00	SBS5-1-00	PPD1-2-00	TCS8-1-00	TCS20-1-00
RSD2-1-00	GMS1-1-00	HLD1-2-01	TCS9-1-01	TCS21-1-02
WSD1-1-00	SSP1-1-02	HLD2-2-01	TCS10-1-00	
WSD2-1-00	SSA1-1-00	HLMA3-1-01		
WSD3-1-00	SSA2-1-00	SPD1-1-00		
SZSD1-1-00	FGS1-1-00	SCD1-1-00		
MSD1-1-00	FGS2-1-01	TEWD1-2-00		
MSD3-1-01	SPA1-1-00			

BRIDGE

RCB-C1-3&4&5(2-20)-01E	RCB-E1-H3-30-2-01E
RCB-C1-6(2-14)-01E	RCB-E1-H3-30-3-01E
RCB-E1-H3-0-1-01E	RCB-CW1-D4-0-01E
RCB-E1-H3-0-2-01E	RCB-CW1-D4-30-01E
RCB-E1-H3-30-1-01E	

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SURVEYING
PLANNING
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Oklahoma 73104
T: 405.840.7094
F: 405.840.9116
www.srbok.com
NORMAN
2500 McGee Drive,
Suite 100
Norman, OK 73072
T: 405.418.2288
F: 405.418.2289
srb@srbok.com
CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2027

SUBMITTED FOR APPROVAL BY:

Gregory Don Allen 9-4-2025

GREGORY DON ALLEN
REGISTERED PROFESSIONAL ENGINEER NO. 16191

REGISTERED PROFESSIONAL ENGINEER
GREGORY DON ALLEN
16191
OKLAHOMA

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

SWO 5357(1) PROJECT NO. J3-1963(004)
COUNTY MAYES HIGHWAY US-69 SHEET NO. 0001

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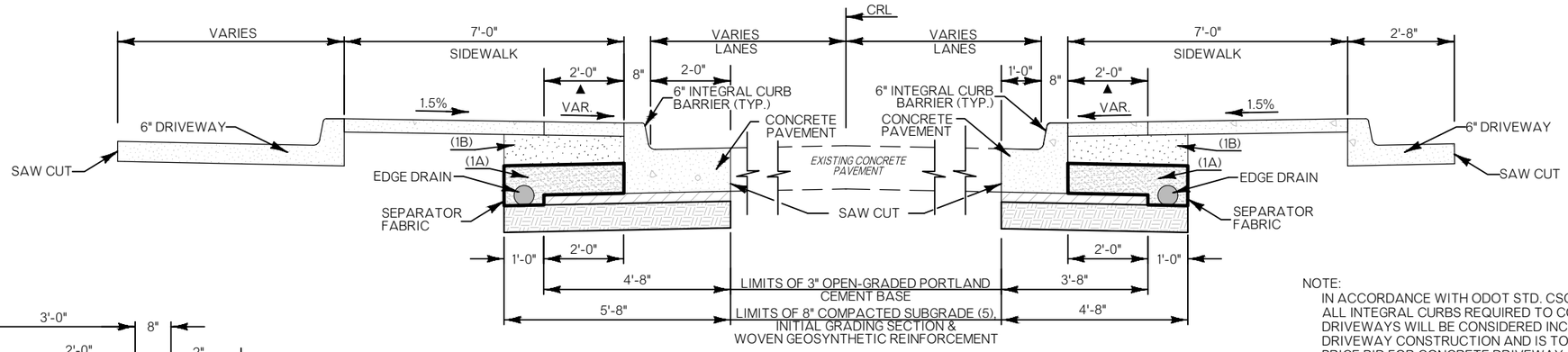


▲ STAMPED AND STAINED CONCRETE.

▲ STAMPED AND STAINED CONCRETE.

TYPICAL SECTION 1

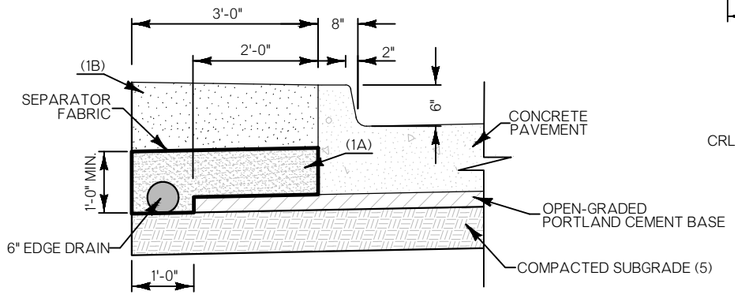
CRL US-69 STA. 1306+09.21 TO STA. 1308+78.09 (LT. SIDE)

CRL US-69 STA. 1308+25.18 TO STA. 1308+78.09 (RT. SIDE)

PAVEMENT REQUIREMENT	
16" PAVT. STRUCTURE	LANES
SURFACE COURSE	13" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" OPEN-GRADED PORTLAND CEMENT BASE

NOTE:
IN ACCORDANCE WITH ODOT STD. CSCD-6 (LATEST REV), ALL INTEGRAL CURBS REQUIRED TO CONSTRUCT DRIVEWAYS WILL BE CONSIDERED INCIDENTAL TO DRIVEWAY CONSTRUCTION AND IS TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DRIVEWAY.

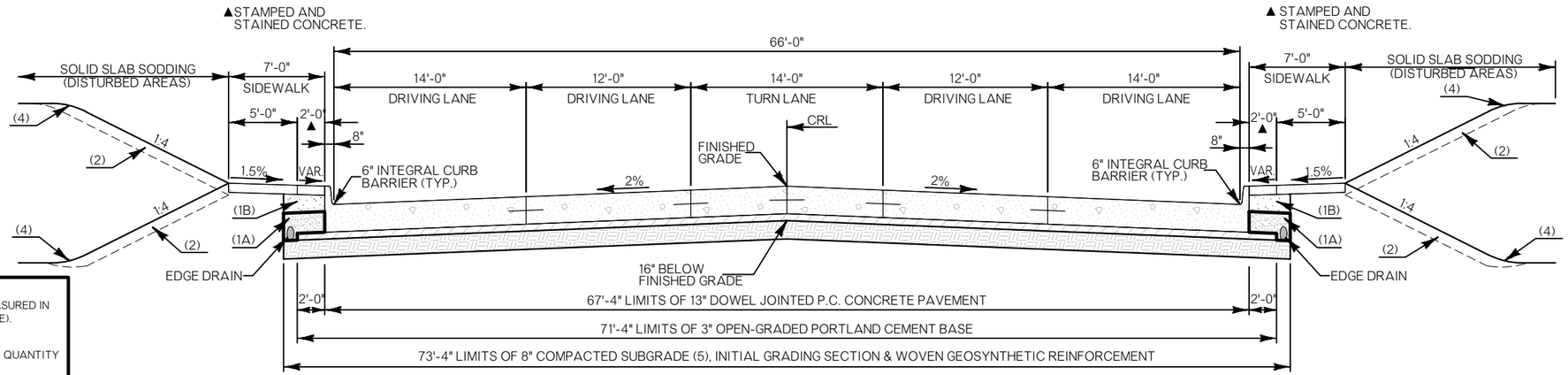
ALL CURBS OR SLOPED CONCRETE REQUIRED TO TIE SIDEWALKS TO ADJACENT FEATURES WILL BE CONSIDERED INCIDENTAL TO SIDEWALK CONSTRUCTION AND IS TO BE INCLUDED IN THE PRICE BID FOR 4" SIDEWALK.



EDGE DRAIN & INTEGRAL CURB DETAIL

6" BARRIER

N.T.S.



TYPICAL SECTION 2

CRL US-69 STA. 1308+78.09 TO STA. 1330+58.57

PAVEMENT REQUIREMENT	
16" PAVT. STRUCTURE	LANES
SURFACE COURSE	13" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" OPEN-GRADED PORTLAND CEMENT BASE

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 0.32 TON PER LF (0.16 TON PER SIDE).

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

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

(4) FOR ROUNDING DETAIL SEE SHEET 0004

(5) COMPACTED SUBGRADE NOTE:
TO BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY AND WITHIN 2% OF OPTIMUM MOISTURE CONTENT PER SECTION 202.04A.(5)(b)(2). MOISTURE CONTENT SHALL BE VERIFIED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT SECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0002

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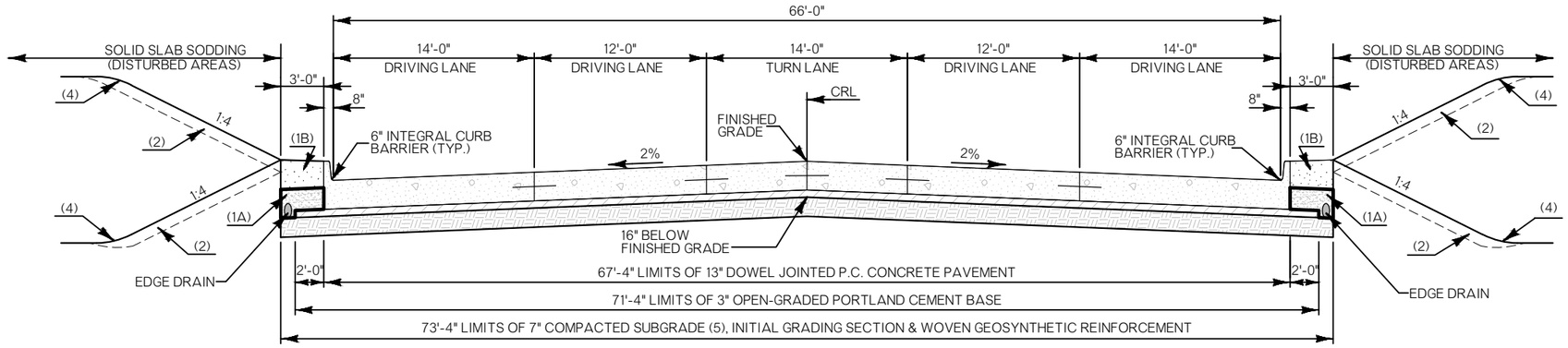
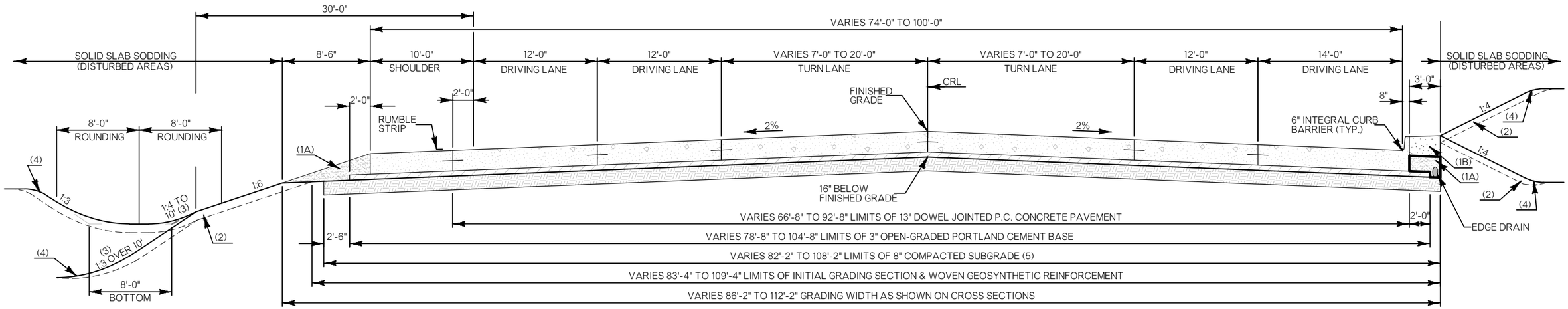


TYPICAL SECTION 3

CRL US-69 STA. 1330+58.57 TO STA. 1337+80.34

PAVEMENT REQUIREMENT	
16" PAVT. STRUCTURE	LANES
SURFACE COURSE	13" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" OPEN-GRADED PORTLAND CEMENT BASE



TYPICAL SECTION 4

CRL US-69 STA. 1337+80.34 TO STA. 1344+13.06

PAVEMENT REQUIREMENT		
16" PAVT. STRUCTURE	LANES	10'-0" OUTSIDE SHOULDER
SURFACE COURSE	13" DOWEL JOINTED PC CONCRETE	13" PC CONCRETE
BASE COURSE	3" OPEN-GRADED PORTLAND CEMENT BASE	3" OPEN-GRADED PORTLAND CEMENT BASE

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 0.32 TON PER LF. (0.16 TON PER SIDE) IN TYPICAL 3 AND 0.50 TON PER LF (0.34 TON LEFT SIDE & 0.16 TON RIGHT SIDE) IN TYPICAL 4.

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

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

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

(4) FOR ROUNDING DETAIL SEE SHEET 0004

(5) COMPACTED SUBGRADE NOTE:
TO BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY AND WITHIN 2% OF OPTIMUM MOISTURE CONTENT PER SECTION 202.04A.(5)(b)(2). MOISTURE CONTENT SHALL BE VERIFIED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT SECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICALS
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0003

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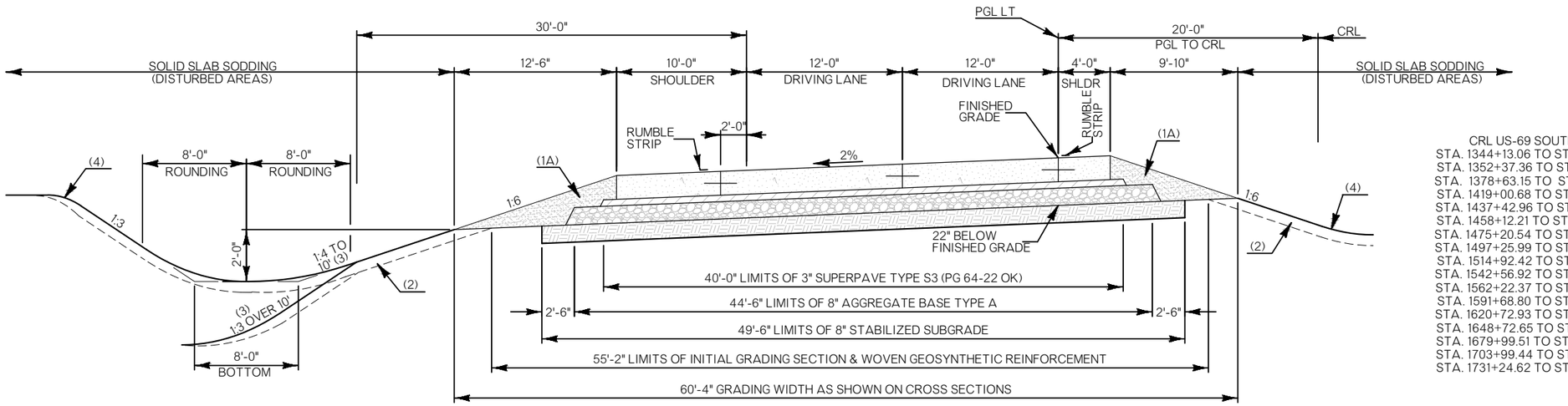
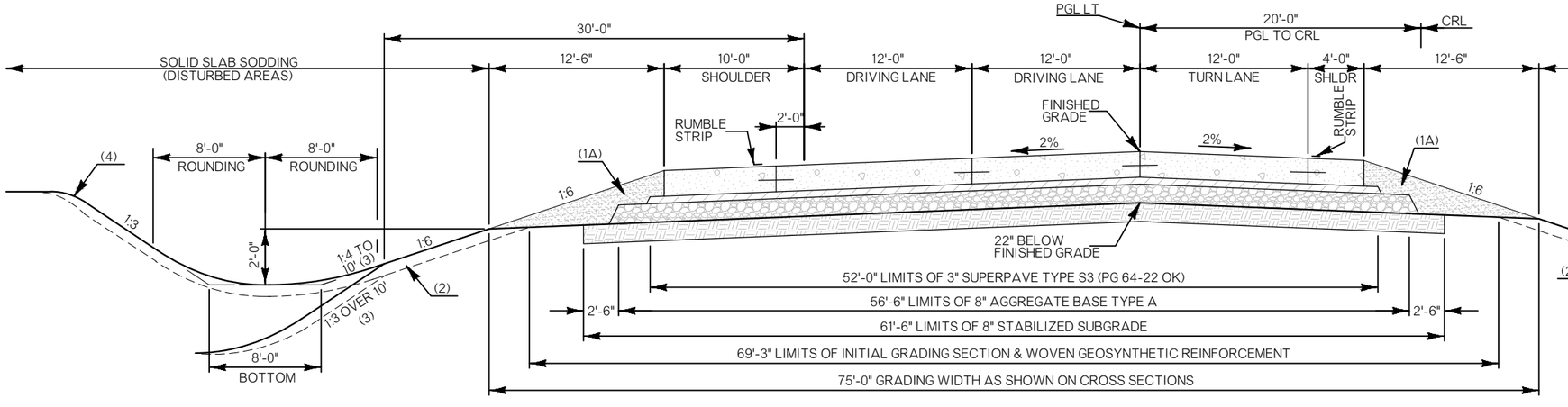


CRL US-69 SOUTHBOUND
STA. 1344+13.06 TO STA. 1350+76.04
STA. 1352+37.36 TO STA. 1372+70.10
STA. 1378+63.15 TO STA. 1413+07.68
STA. 1419+00.68 TO STA. 1431+49.96
STA. 1437+42.96 TO STA. 1452+19.21
STA. 1458+12.21 TO STA. 1469+27.54
STA. 1475+20.54 TO STA. 1495+64.59
STA. 1497+25.99 TO STA. 1508+99.42
STA. 1514+92.42 TO STA. 1529+21.35
STA. 1542+56.92 TO STA. 1547+23.72
STA. 1562+22.37 TO STA. 1585+75.80
STA. 1591+68.80 TO STA. 1614+79.93
STA. 1620+72.93 TO STA. 1642+79.30
STA. 1648+72.65 TO STA. 1674+06.51
STA. 1679+99.51 TO STA. 1698+06.48
STA. 1703+99.44 TO STA. 1725+31.62
STA. 1731+24.62 TO STA. 1734+00.00

TYPICAL SECTION 5

PAVEMENT REQUIREMENT		
14" PAVT. STRUCTURE	DRIVING LANES & INSIDE SHOUDER	8'-0" OUTSIDE SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE	11" PC CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)



CRL US-69 SOUTHBOUND
STA. 1372+70.10 TO STA. 1376+83.13
STA. 1413+07.68 TO STA. 1417+20.68
STA. 1431+49.96 TO STA. 1435+62.96
STA. 1452+19.21 TO STA. 1456+32.21
STA. 1469+27.54 TO STA. 1473+40.54
STA. 1508+99.42 TO STA. 1513+12.42
STA. 1529+21.35 TO STA. 1540+75.84
STA. 1547+23.72 TO STA. 1551+36.72
STA. 1585+75.80 TO STA. 1589+88.80
STA. 1614+79.93 TO STA. 1618+92.93
STA. 1642+79.30 TO STA. 1646+92.46
STA. 1674+06.51 TO STA. 1678+19.51
STA. 1698+06.48 TO STA. 1702+19.48
STA. 1725+31.62 TO STA. 1729+44.62

TYPICAL SECTION 6

PAVEMENT REQUIREMENT		
14" PAVT. STRUCTURE	DRIVING LANES & INSIDE SHOUDER	8'-0" OUTSIDE SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE	11" PC CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 1.05 TON PER LF. (0.61 TON LEFT SIDE & 0.44 TON RIGHT SIDE) IN TYPICAL 5 AND 1.22 TON PER LF (0.61 TON PER SIDE) IN TYPICAL 6.

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

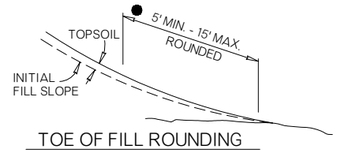
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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

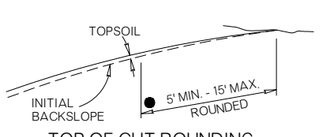
(4) FOR ROUNDING DETAIL SEE THIS SHEET.

ROUNDING DETAIL

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



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICALS
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0004

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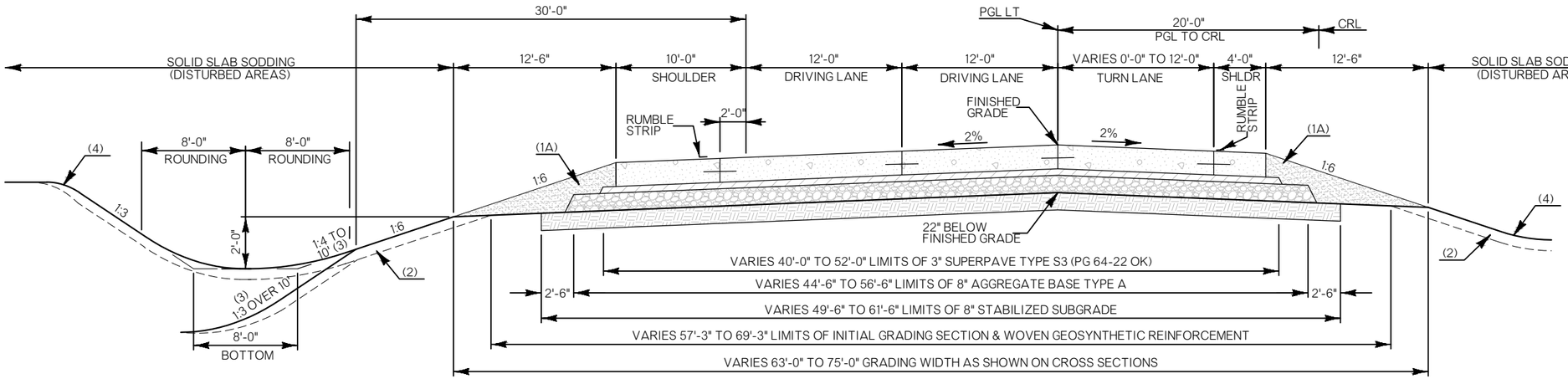
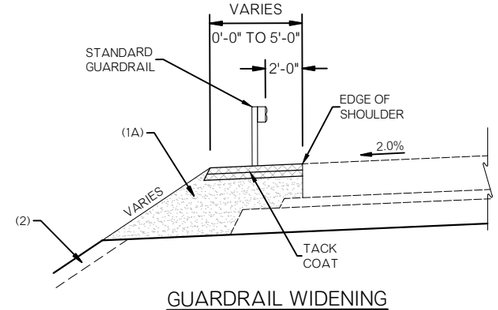


CRL US-69 SOUTHBOUND
STA. 1376+83.13 TO STA. 1378+63.15
STA. 1417+20.68 TO STA. 1419+00.68
STA. 1435+62.96TO STA. 1437+42.96
STA. 1456+32.21 TO STA. 1458+12.21
STA. 1473+40.54 TO STA. 1475+20.54
STA. 1513+12.42 TO STA. 1514+92.42
STA. 1540+75.84 TO STA. 1542+56.92
STA. 1551+36.72 TO STA. 1552+29.52
STA. 1589+88.80 TO STA. 1591+68.80
STA. 1618+92.93 TO STA. 1620+72.93
STA. 1646+92.46 TO STA. 1648+72.65
STA. 1678+19.51 TO STA. 1679+99.51
STA. 1702+19.48 TO STA. 1703+99.44
STA. 1729+44.62 TO STA. 1731+24.62

TYPICAL SECTION 7

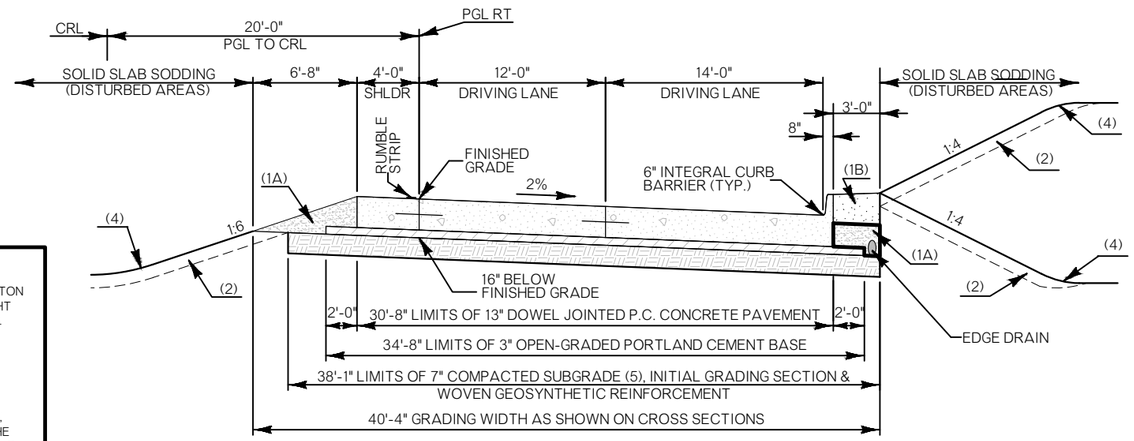
PAVEMENT REQUIREMENT		
14" PAVT. STRUCTURE	DRIVING LANES & INSIDE SHOUDER	8'-0" OUTSIDE SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE	11" PC CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)



GUARDRAIL WIDENING

CRL US-69 SOUTHBOUND
STA. 1352+37.36 TO STA. 1354+77.38 (LT. SIDE)
STA. 1352+37.36 TO STA. 1355+39.88 (RT. SIDE)
STA. 1497+25.98 TO STA. 1499+66.00 (LT. SIDE)
STA. 1497+25.98 TO STA. 1500+28.50 (RT. SIDE)

PAVEMENT REQUIREMENT	
4" PAVT. STRUCTURE	GUARDRAIL WIDENING
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)



TYPICAL SECTION 8

CRL US-69 NORTHBOUND
STA. 1344+13.06 TO STA. 1344+43.60

PAVEMENT REQUIREMENT	
16" PAVT. STRUCTURE	DRIVING LANES & SHOULDER
SURFACE COURSE	13" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" OPEN-GRADED PORTLAND CEMENT BASE

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 1.22 TON PER LF (0.61 TON PER SIDE) IN TYPICAL 7 AND 0.42 TON PER LF (0.26 TON LEFT SIDE & 0.16 TON RIGHT SIDE) IN TYPICAL 8 AND AN ADDITIONAL 0.09 TON PER LF IN GUADRAIL WIDENING.

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

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

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

(4) FOR ROUNDING DETAIL SEE SHEET 0004.

(5) COMPACTED SUBGRADE NOTE:
TO BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY AND WITHIN 2% OF OPTIMUM MOISTURE CONTENT PER SECTION 202.04A.(5)(b)(2). MOISTURE CONTENT SHALL BE VERIFIED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT SECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0005

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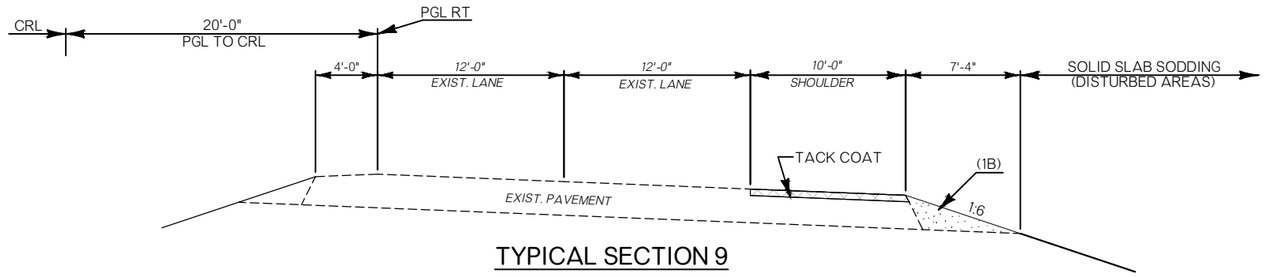
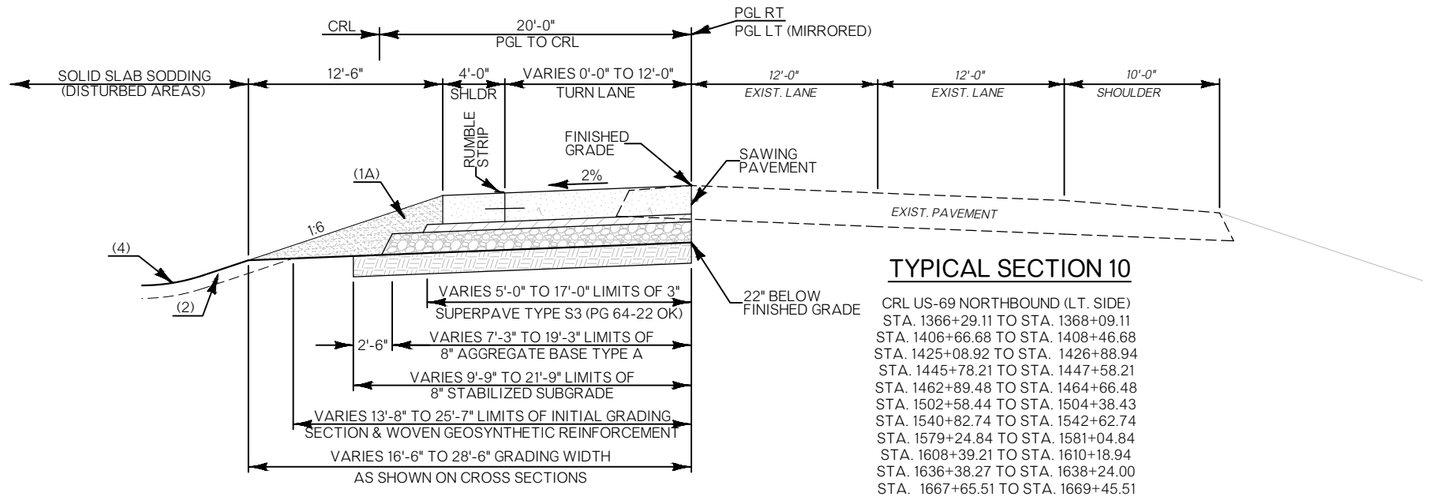


TYPICAL SECTION 9

CRL US-69 NORTHBOUND (RT. SIDE)
STA. 1344+43.60 TO STA. 1350+76.04
STA. 1352+37.36 TO STA. 1495+63.48
STA. 1497+25.45 TO STA. 1518+71.90
STA. 1544+39.49 TO STA. 1552+98.92
STA. 1562+85.80 TO STA. 1736+92.72

PAVEMENT REQUIREMENT	
2" PAVT. STRUCTURE	SHOULDER
MILL	2"
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)



TYPICAL SECTION 10

CRL US-69 NORTHBOUND (LT. SIDE)
STA. 1366+29.11 TO STA. 1368+09.11
STA. 1406+66.68 TO STA. 1408+46.68
STA. 1425+08.92 TO STA. 1426+88.94
STA. 1445+78.21 TO STA. 1447+58.21
STA. 1462+89.48 TO STA. 1464+66.48
STA. 1502+58.44 TO STA. 1504+38.43
STA. 1540+82.74 TO STA. 1542+62.74
STA. 1579+24.84 TO STA. 1581+04.84
STA. 1608+39.21 TO STA. 1610+18.94
STA. 1636+38.27 TO STA. 1638+24.00
STA. 1667+65.51 TO STA. 1669+45.51
STA. 1691+65.48 TO STA. 1693+45.48
STA. 1718+90.62 TO STA. 1720+70.62
CRL US-69 SOUTHBOUND (RT. SIDE) (MIRRORED)
STA. 1552+29.52 TO STA. 1553+16.72

PAVEMENT REQUIREMENT	
14" PAVT. STRUCTURE	TURN LANE & SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 0.61 TON PER LF.

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(4) FOR ROUNDING DETAIL SEE SHEET 0004.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0006

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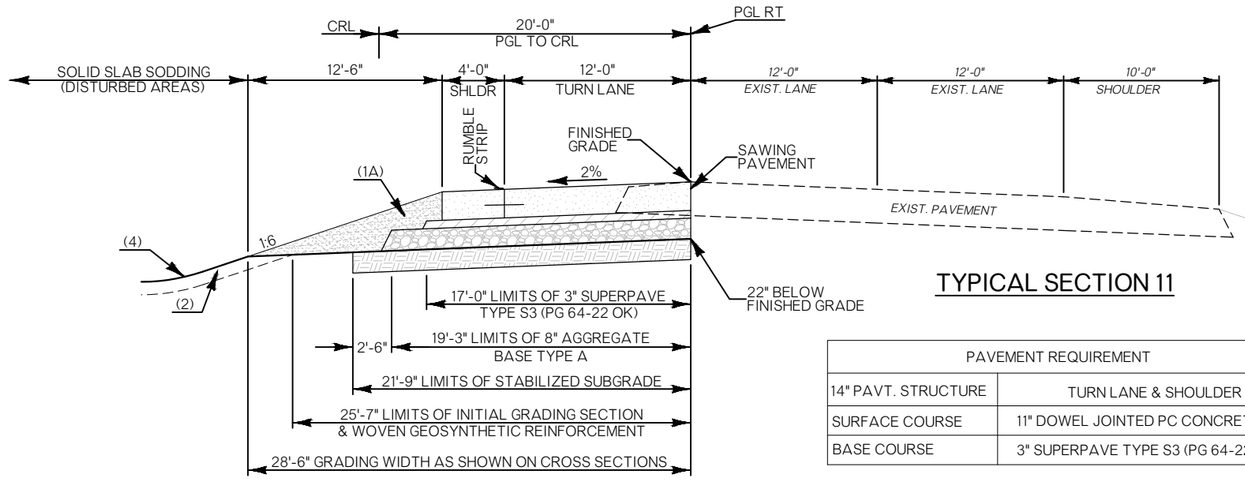
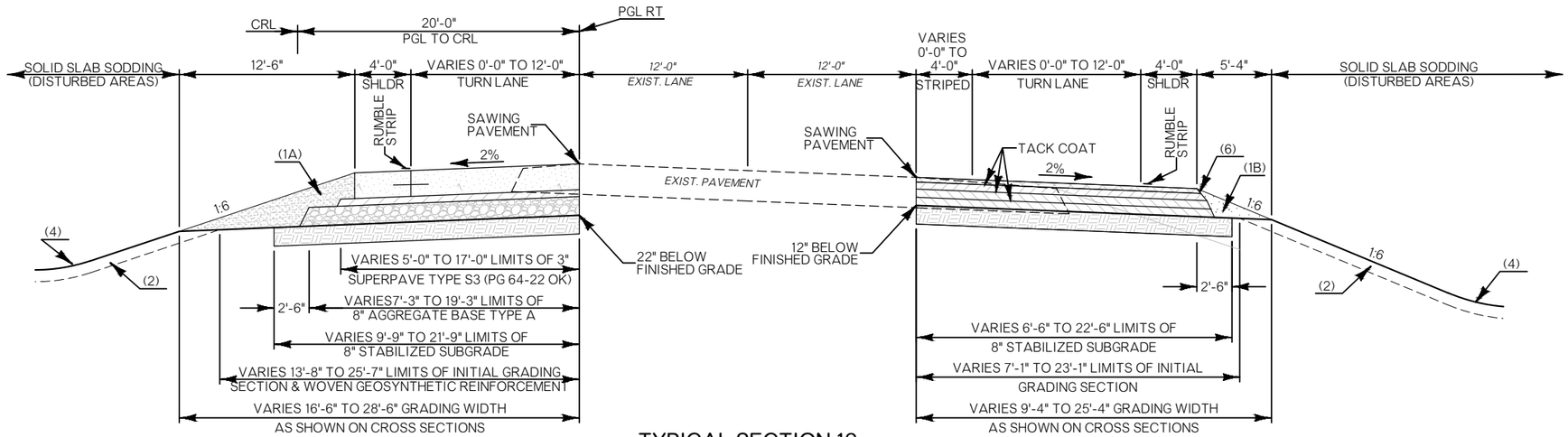


TYPICAL SECTION 11

PAVEMENT REQUIREMENT	
14" PAVT. STRUCTURE	TURN LANE & SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

CRL US-69 NORTHBOUND (LT. SIDE)
STA. 1368+09.11 TO STA. 1372+22.11
STA. 1408+46.68 TO STA. 1412+59.68
STA. 1426+88.94 TO STA. 1431+01.96
STA. 1447+58.21 TO STA. 1451+71.21
STA. 1464+66.48 TO STA. 1468+79.48
STA. 1504+38.43 TO STA. 1508+51.42
STA. 1542+62.74 TO STA. 1546+75.74
STA. 1581+04.84 TO STA. 1585+17.84
STA. 1610+18.94 TO STA. 1614+31.94
STA. 1638+24.00 TO STA. 1642+31.27
STA. 1669+45.51 TO STA. 1673+58.51
STA. 1693+45.48 TO STA. 1697+58.48
STA. 1720+70.62 TO STA. 1724+83.62



TYPICAL SECTION 12

CRL US-69 NORTHBOUND
STA. 1518+71.90 TO STA. 1521+11.90 (RT. SIDE)
STA. 1522+70.28 TO STA. 1524+50.28 (LT. SIDE)

PAVEMENT REQUIREMENT			
14" PAVT. STRUCTURE	LEFT TURN LANE & SHOULDER	12" PAVT. STRUCTURE	RIGHT TURN LANE & SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE	SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
			3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
			3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1A) BACKFILL NOTE:
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(1B) BACKFILL NOTE:
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(4) FOR ROUNDING DETAIL SEE SHEET 0004

(6) SAFETY EDGE TO BE USED INSTEAD OF TRADITIONAL 1:1 SLOPE AND COST TO BE INCLUDED IN OTHER ITEMS OF WORK, AS NO ADDITIONAL QUANTITY HAS BEEN INCLUDED.

		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN		TYPICALS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0007

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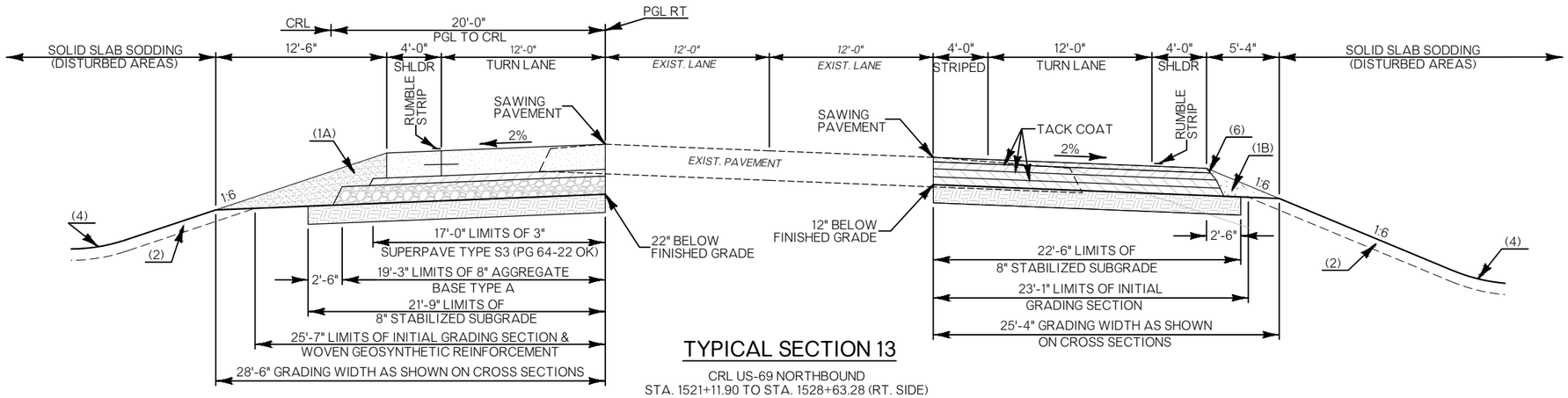
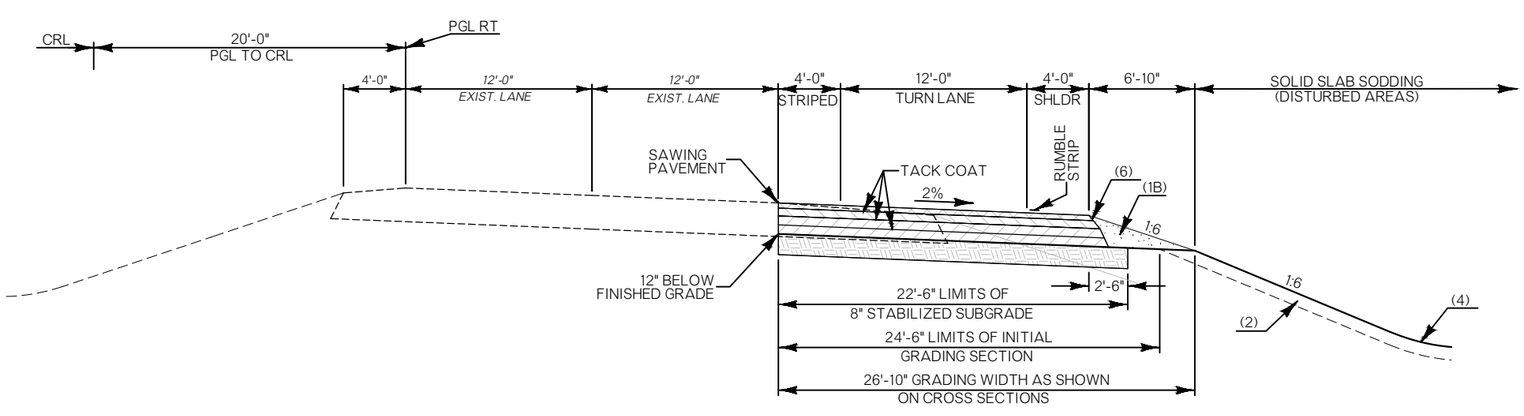


TYPICAL SECTION 13

CRL US-69 NORTHBOUND
STA. 1521+11.90 TO STA. 1528+63.28 (RT. SIDE)
STA. 1524+50.28 TO STA. 1528+63.28 (LT. SIDE)

PAVEMENT REQUIREMENT			
14" PAVT. STRUCTURE	LEFT TURN LANE & SHOULDER	12" PAVT. STRUCTURE	RIGHT TURN LANE & SHOULDER
SURFACE COURSE	11" DOWEL JOINTED PC CONCRETE	SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
			3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
			3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION 14

CRL US-69 NORTHBOUND (RT. SIDE)
STA. 1528+63.28 TO STA. 1541+46.04

PAVEMENT REQUIREMENT	
12" PAVT. STRUCTURE	RIGHT TURN LANE & SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1A) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. QUANTITY IS COMPUTED AT 0.61 TON PER LF.

(1B) BACKFILL NOTE:
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(4) FOR ROUNDING DETAIL SEE SHEET 0004

(6) SAFETY EDGE TO BE USED INSTEAD OF TRADITIONAL 1:1 SLOPE AND COST TO BE INCLUDED IN OTHER ITEMS OF WORK, AS NO ADDITIONAL QUANTITY HAS BEEN INCLUDED.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0008

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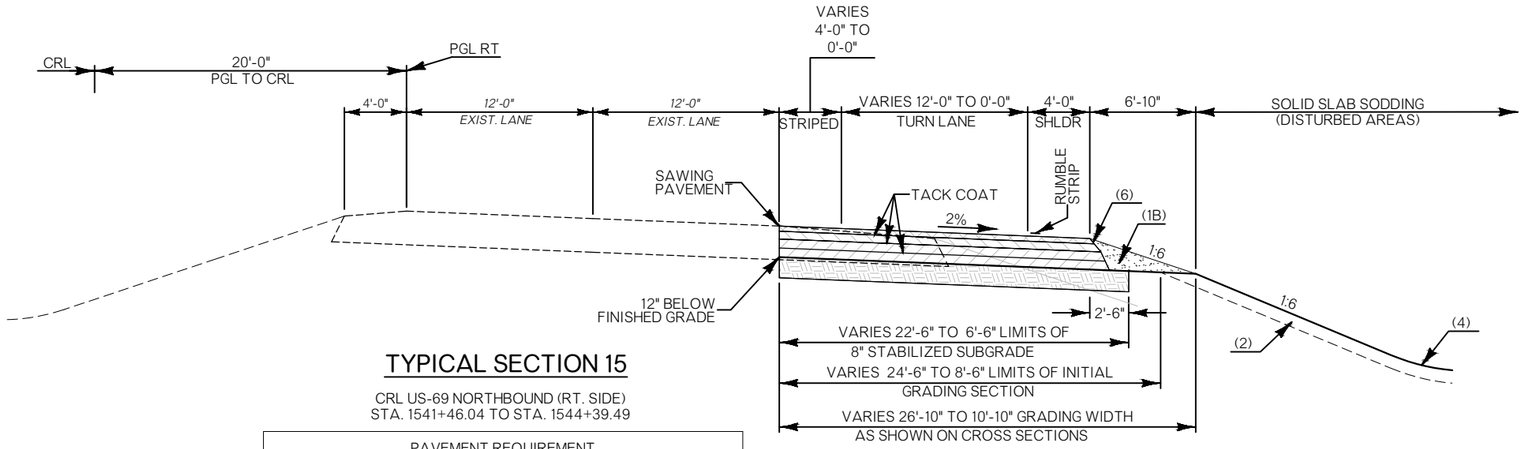
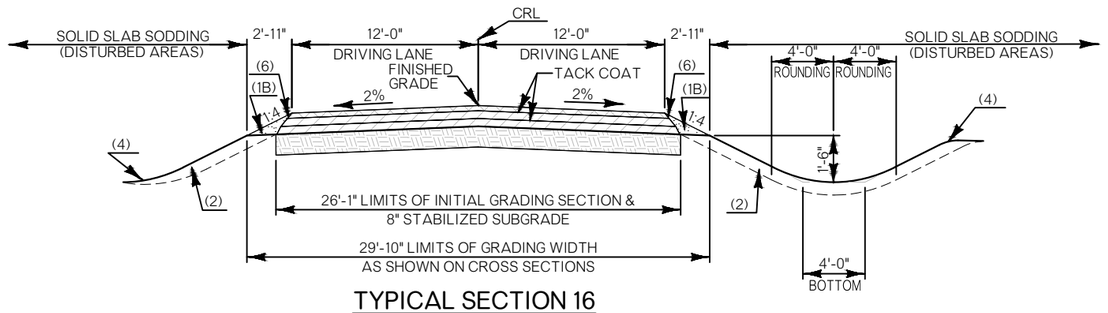


TYPICAL SECTION 15

CRL US-69 NORTHBOUND (RT. SIDE)
STA. 1541+46.04 TO STA. 1544+39.49

PAVEMENT REQUIREMENT	
12" PAVT. STRUCTURE	RIGHT TURN LANE & SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION 16

CRL W 450
STA. 10+90.24 TO STA. 13+82.12

PAVEMENT REQUIREMENT	
8" PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(4) FOR ROUNDING DETAIL SEE SHEET 0004

(6) SAFETY EDGE TO BE USED INSTEAD OF TRADITIONAL 1:1 SLOPE AND COST TO BE INCLUDED IN OTHER ITEMS OF WORK, AS NO ADDITIONAL QUANTITY HAS BEEN INCLUDED.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0009

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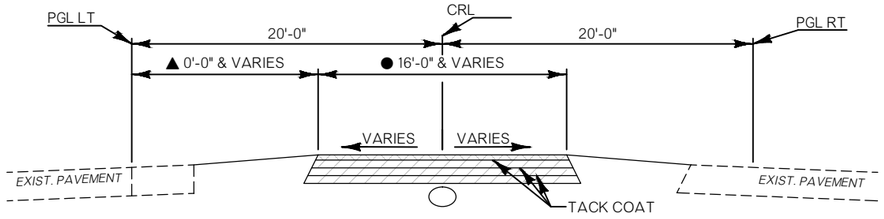


FOR DETAILS NOT SHOWN SEE PLAN & PROFILE SHEETS

TEMPORARY DETOUR CROSSOVER TYPICAL

CRL US-69

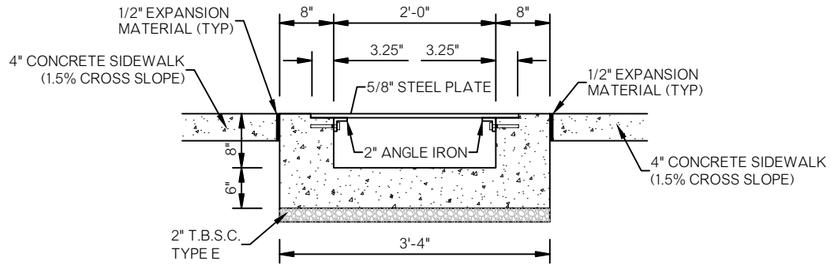
CROSSOVER 1:	STA. 1344+12.58	TO	STA. 1344+37.34	▲3'-0"	● VARIES 10'-5" TO 16'-0"
	STA. 1344+37.34	TO	STA. 1345+17.04	▲VARIES 3'-0" TO 21'-0"	● 16'-0"
	STA. 1345+17.04	TO	STA. 1346+59.14	▲VARIES 21'-0" TO 37'-4"	● VARIES 16'-0" TO 0'-0"
CROSSOVER 2:	STA. 1485+75.92	TO	STA. 1487+63.18	▲4'-0"	● VARIES 0'-0" TO 16'-0"
	STA. 1487+63.18	TO	STA. 1488+81.94	▲VARIES 4'-0" TO 20'-5"	● 16'-0"
	STA. 1488+81.94	TO	STA. 1490+95.90	▲VARIES 20'-5" TO 36'-9"	● VARIES 16'-0" TO 0'-0"
CROSSOVER 3:	STA. 1498+86.69	TO	STA. 1500+75.89	▲VARIES 36'-0" TO 20'-2"	● VARIES 0'-0" TO 16'-0"
	STA. 1500+75.89	TO	STA. 1501+92.44	▲VARIES 20'-2" TO 4'-0"	● 16'-0"
	STA. 1501+92.44	TO	STA. 1503+84.07	▲4'-0"	● VARIES 16'-0" TO 0'-0"
CROSSOVER 4:	STA. 1549+17.78	TO	STA. 1551+39.29	▲VARIES 37'-10" TO 24'-2"	● VARIES 0'-0" TO 21'-9"
	STA. 1551+39.29	TO	STA. 1552+99.07	▲VARIES 15'-10" TO 5'-2"	● VARIES 21'-9" TO 32'-0"
	STA. 1552+99.07 RT	TO	STA. 1554+76.33 RT	▲VARIES 21'-0" TO 35'-9"	● VARIES 14'-6" TO 0'-0"
	STA. 1552+99.07 LT	TO	STA. 1554+88.31 LT	▲VARIES 5'-2" TO 3'-8"	● VARIES 13-9" TO 0'-0"
CROSSOVER 5:	STA. 1650+51.39 RT	TO	STA. 1652+40.50 RT	▲VARIES 36'-3" TO 20'-0"	● VARIES 0'-0" TO 16'-2"
	STA. 1650+51.65 LT	TO	STA. 1652+40.50 LT	▲4'-0"	● VARIES 0'-0" TO 16'-0"
	STA. 1652+40.50	TO	STA. 1653+00.00	▲VARIES 4'-0" TO 11'-11"	● VARIES 32'-4" TO 16'-2"
	STA. 1653+00.00	TO	STA. 1653+58.96	▲VARIES 11'-11" TO 4'-0"	● VARIES 16'-2" TO 32'-4"
	STA. 1653+58.96 RT	TO	STA. 1655+39.64 RT	▲VARIES 20'-0" TO 36'-1"	● VARIES 16'-2" TO 0'-0"
	STA. 1653+58.96 LT	TO	STA. 1655+49.36 LT	▲4'-0"	● VARIES 16'-0" TO 0'-0"
CROSSOVER 6:	STA. 1735+96.88	TO	STA. 1737+73.01	▲VARIES 36'-4" TO 22'-7"	● VARIES 2'-3" TO 16'-0"
	STA. 1737+73.01	TO	STA. 1739+42.20	▲VARIES 22'-7" TO 0'-0"	● 16'-0"
	STA. 1739+42.20	TO	STA. 1741+95.59	▲0'-0"	● VARIES 16'-0" TO 2'-0"

PAVEMENT REQUIREMENT	
11" PAVT. STRUCTURE	TEMPORARY MEDIAN CROSSOVER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

FASTEN PLATE TO BOTH SIDES OF FLUME WALLS WITH WELDED 2" ANGLE IRON AND 1/2"X4" ANCHOR BOLTS 6" IN FROM EACH END AND A MAXIMUM SPACING OF 1'-0" ALONG THE LENGTH OF THE COVERPLATE.

NOTE:
STEEL PLATE TO EXTEND 2'-0" BEYOND BOTH EDGES OF SIDEWALK WIDTH WHERE POSSIBLE.

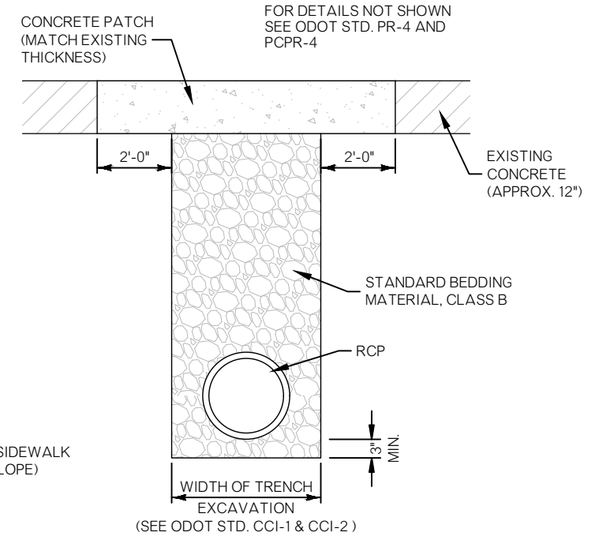
ALL ASSOCIATED COSTS TO CONSTRUCT CONCRETE FLUME SHALL BE INCLUDED IN UNIT PRICE BID PER CY FOR CLASS A CONCRETE.



FLUME DETAIL

NTS

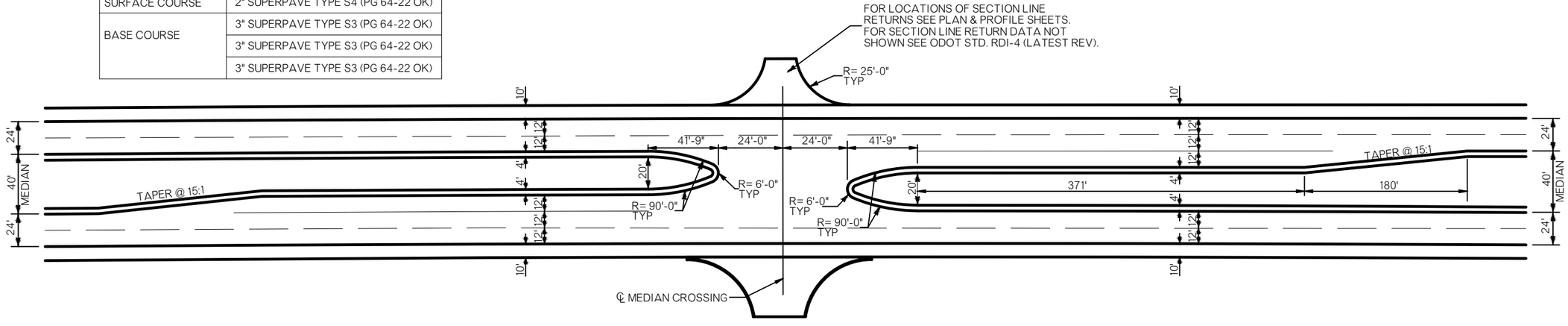
CRL US-69
STA. 1306+78.20 LT
STA. 1313+54.12 RT



CONCRETE PATCH DETAIL

NTS

CRL US-69
STA. 1305+97.96 TO STA. 1307+70.39
STA. 1313+17.19
STA. 1330+71.57



TYPICAL MEDIAN OPENING DETAIL

NTS

CRL US-69
STA. 1372+46.11
STA. 1412+83.68
STA. 1431+25.96
STA. 1451+95.21
STA. 1469+03.46
STA. 1508+75.42
STA. 1528+92.38
STA. 1546+99.78
STA. 1585+46.80
STA. 1614+55.94
STA. 1642+55.30
STA. 1673+82.51
STA. 1697+82.48
STA. 1725+07.62

(1B) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TYPICALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. 0010

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REVISIONS		
REV. NO.	DESCRIPTION	DATE
⚠	UPDATED NOTES	5-18-2026
⚠	NOTE REMOVED	5-18-2026

ENVIRONMENTAL MITIGATION NOTES

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

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

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

https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/projects/environmental/hazardous-materials/pdfs/hazard-questionnaire-2016.pdf

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

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

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

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

⚠ **BAT CULVERT SEASONAL RESTRICTION NOTE:**
A VISUAL BRIDGE/CULVERT BAT INSPECTION, CONDUCTED DURING THE 2025 ACTIVE SEASON, WAS NEGATIVE FOR ALL LISTED AND PROPOSED BAT SPECIES. WORK ON THE BRIDGE/CULVERT MAY PROCEED WITHOUT RESTRICTION. INSPECTION RESULTS ARE VALID THROUGH MAY 14, 2027. IF BRIDGE/CULVERT PAINTING, REPAIR, RETROFIT, MAINTENANCE, REHABILITATION OR DEMOLITION IS NOT COMPLETED BY MAY 14, 2027, THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST TO SCHEDULE ANOTHER BAT BRIDGE INSPECTION. INSPECTIONS CAN ONLY BE CONDUCTED BETWEEN MAY 15, AND AUGUST 15. NO WORK ON THE BRIDGE/CULVERT CAN OCCUR BETWEEN MAY 15, 2027 AND THE COMPLETION OF THE NEW INSPECTION. IF THE INSPECTION FINDS EVIDENCE OF BAT USE, BRIDGE/CULVERT PAINTING, REPAIR, RETROFIT, MAINTENANCE, REHABILITATION OR DEMOLITION SHALL ONLY BE PERMITTED BETWEEN NOVEMBER 16, AND MARCH 14 (WHEN BATS ARE HIBERNATING IN CAVES). IF THE TRICOLORED BAT IS LISTED AS THREATENED OR ENDANGERED THEN ADDITIONAL COORDINATION WITH THE ODOT ENVIRONMENTAL PROGRAMS DIVISION AND RE-CONSULTATION WITH USFWS WILL BE REQUIRED.

⚠ **BAT TREE REMOVAL SEASONAL RESTRICTION NOTE:**

ENVIRONMENTAL MITIGATION NOTES

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

⚠ **BALD EAGLE NOTE:**
THE BALD EAGLE NESTING SEASON IN OKLAHOMA EXTENDS FROM SEPTEMBER 16, THROUGH MAY 31. A BALD EAGLE SURVEY WAS COMPLETED FOR THIS PROJECT IN FEBRUARY 2026. NO NESTS WERE OBSERVED WITHIN THE EXPECTED IMPACT AREA. SURVEY RESULTS ARE VALID ONLY FOR THE NESTING SEASON IN WHICH THE SURVEY WAS PERFORMED. IF CONSTRUCTION ACTIVITIES HAVE BEGUN, BUT ARE NOT COMPLETED BY SEPTEMBER 16, 2026 THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST. THE ODOT BIOLOGIST SHALL SCHEDULE ANY ADDITIONAL SURVEYS THAT MAY BE REQUIRED AS SOON AS LEAVES FALL OFF THE TREES (APPROXIMATELY NOVEMBER 1). BECAUSE NO NESTS WERE OBSERVED DURING THE INITIAL SURVEY, AND IT CAN TAKE A PAIR OF EAGLES ONE TO THREE MONTHS TO CONSTRUCT A NEW NEST, IF CONSTRUCTION ACTIVITIES HAVE BEGUN BEFORE OCTOBER 31, 2026 THEY MAY CONTINUE WHILE ADDITIONAL NEST SEARCH SURVEYS ARE CONDUCTED AFTER LEAF-OFF. IF CONSTRUCTION ACTIVITIES HAVE NOT BEGUN BY OCTOBER 31, 2026 A NEW NEST SURVEY SHALL BE COMPLETED BY THE ODOT BIOLOGIST BEFORE CONSTRUCTION ACTIVITIES CAN BEGIN. NEST SEARCH SURVEYS CAN ONLY BE CONDUCTED WHEN LEAVES ARE NOT ON THE TREES TYPICALLY BETWEEN DECEMBER 1ST AND FEBRUARY 28TH. IF NESTS ARE OBSERVED, UP TO A 660 FOOT NO-WORK BUFFER SHALL BE PLACED AROUND THE NEST. THE EXACT DISTANCE OF THE BUFFER ZONE SHALL BE ESTABLISHED BY THE ODOT BIOLOGIST IN CONSULTATION WITH US FISH AND WILDLIFE SERVICES. IF THE BUFFER CANNOT BE MAINTAINED, ALL CLEARING, EXTERNAL CONSTRUCTION AND LANDSCAPING ACTIVITIES WITHIN THE BUFFER SHALL BE CONDUCTED BETWEEN JUNE 1 AND SEPTEMBER 15 (OUTSIDE THE NESTING SEASON).

MIGRATORY BIRD NOTE:
MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST MIGRATORY BIRD SPECIES EXTENDS FROM MARCH 1 TO AUGUST 31. MIGRATORY BIRD NESTING USE OF THE CULVERTS LOCATED AT STA#: 395+00 AND STA#: 362+00 WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGES AND CULVERTS SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28, THE BRIDGES AND CULVERTS SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO MARCH 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.
ALTHOUGH NO NESTS WERE OBSERVED ON ALL OTHER STRUCTURES, THE BIRDS MAY OCCUPY THE STRUCTURES IN THE FUTURE. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST IF ANY BIRD USE OF THESE STRUCTURES IS OBSERVED. IF BIRDS ARE OBSERVED THEN PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGES AND CULVERTS SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28 (WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED).

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SPECIES	SEASONAL RESTRICTION PERIOD	ACTION TO MODIFY SEASONAL RESTRICTION
BAT BRIDGES, CULVERTS 3-FT AND GREATER, AND/OR STRUCTURES/BUILDINGS	MARCH 15 – NOVEMBER 14	INSPECTION SURVEY
BALD EAGLE	SEPTEMBER 16 – MAY 31	SURVEY
MIGRATORY BIRDS: SWALLOWS AND PHOEBES	MARCH 1 – AUGUST 31	NETTING REQUIRED

CULTURAL RESOURCES OFF-SITE AVOIDANCE NOTE:
LOCATIONS OUTSIDE THE PROJECT AREA IN THE FOLLOWING AREA MUST NOT BE UTILIZED FOR BORROW, EQUIPMENT STAGING, HAUL ROADS, SPOIL DUMPS OR ANY OFF-SITE PROJECT-RELATED ACTIVITY.
T22N R19E:
SECTION 20: SE¼ SE¼

ENVIRONMENTAL NOTES

DETAIL
REVIEW
APPROVED
ENVIRONMENTAL DIVISION

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 31963(04) | SHEET NO. AE01

RAILROAD NOTES

UNION PACIFIC RAILROAD COMPANY NOTES

NOTIFICATION OF WORK:

THE CONTRACTOR WILL BE REQUIRED TO ENTER INTO A UNION PACIFIC RAILROAD COMPANY'S RIGHT OF ENTRY AGREEMENT. UPON RECEIPT OF THE EXECUTED RIGHT OF ENTRY AGREEMENT, THE CONTRACTOR SHALL NOTIFY THE RAILROAD TEN (10) WORKING DAYS PRIOR TO ENTERING ONTO THE RAILROADS RIGHT-OF-WAY. TO AVOID HAZARDS, THE UNION PACIFIC RAILROAD COMPANY MAY HAVE A REPRESENTATIVE PRESENT, IF DEEMED NECESSARY, FOR THE PURPOSE OF INSPECTION AND THE ISSUANCE OF ANY APPROPRIATE INSTRUCTIONS FOR RAILROAD OPERATIONS DURING THE ASPHALT PAVEMENT REHAB WORK ON US-69 IN MAYES COUNTY AS IT RELATES TO THE UNION PACIFIC RAILROAD COMPANY'S PROPERTY.
(MILE POST 462.38 TO 460.88 CHEROKEE SUBDIVISION)

THE CONTRACTOR SHALL NOTIFY:

MR. MIKE DALY
MANAGER OF TRACK MAINTENANCE
UNION PACIFIC RAILROAD COMPANY
2015 CRAWFORD
PARSONS, KS 67357
PHONE: 303-204-8790

MDALY@UP.COM

MR. JOHN PLEBANEK
RESIDENT PROJECT MANAGER
ALFRED BENESCH & COMPANY
1300 W. CANAL ST. SUITE 150
MILWAUKEE, WI 53233
PHONE: 414-294-8685

JPLEBANEK@BENESCH.COM

FLAGGING AND INSURANCE:

FLAGGING AND INSURANCE SHALL BE PROVIDED AS SPECIFIED IN SECTION 107 OF THE STANDARD SPECIFICATIONS AND IN THE SPECIAL PROVISIONS FOR RAILROAD FLAGGING (SEE PROPOSAL FOR SPECIAL PROVISIONS) AND WHAT IS STATED IN THE UNION PACIFIC RAILROAD COMPANY'S RIGHT OF ENTRY AGREEMENT. UNION PACIFIC RAILROAD COMPANY, AT THEIR DISCRETION, SHALL PROVIDE FLAGGING FOR THE RAILROAD DURING CONSTRUCTION OPERATIONS.

THE CONTRACTOR IS REQUIRED TO REIMBURSE UNION PACIFIC RAILROAD COMPANY FOR FLAGGING SERVICES PROVIDED.

THE CONTRACTOR SHALL ALSO FURNISH SATISFACTORY EVIDENCE TO THE STATE OF OKLAHOMA THAT THEY HAVE PROVIDED INSURANCE OF THE KINDS AND AMOUNTS AS SPECIFIED IN THE SPECIAL PROVISIONS FOR RAILROAD INSURANCE AND IN THE UNION PACIFIC COMPANY'S RIGHT OF ENTRY AGREEMENT.

PRE-WORK MEETING:

PRIOR TO WORKING ON THE UNION PACIFIC RAILROAD COMPANY'S RIGHT-OF-WAY OR IN THE VICINITY OF THEIR TRACKS, YOU MUST CONTACT THE LOCAL MANAGER OF TRACK MAINTENANCE FOR THE UNION PACIFIC RAILROAD COMPANY TO COORDINATE YOUR WORK. IT IS VITAL THAT YOU HAVE CONTACT WITH THE UNION PACIFIC RAILROAD COMPANY MANAGER OF TRACK MAINTENANCE PRIOR TO GETTING ON THE RAILROAD'S PROPERTY.

COORDINATION WITH RAILROAD

THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS IN A MANNER WHICH WILL NOT DELAY OR INTERFERE WITH TRAIN OPERATIONS. CONSTRUCTION ACTIVITY WITHIN 25 (TWENTY-FIVE) FEET OF ACTIVE TRACKS WILL REQUIRE A FLAGMAN TO BE PROVIDED BY THE UNION PACIFIC RAILROAD COMPANY AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE UNION PACIFIC RAILROAD COMPANY MANAGER OF TRACK MAINTENANCE, A MINIMUM OF 30 (THIRTY) CALENDAR DAYS IN ADVANCE OF WHEN FLAGGING IS REQUIRED.

SPECIAL PERMISSION MUST BE OBTAINED FROM THE UNION PACIFIC RAILROAD COMPANY BEFORE MOVING ANY EQUIPMENT OR OTHER OBJECT WHICH COULD MAKE THE TRACK IMPASSABLE IF IT FELL WITHIN THE AREA SHOWN ON THE CONSTRUCTION CLEARANCE DIAGRAM.

RAILROAD FLAGGERS, PROTECTIVE SERVICES, AND PROTECTIVE DEVICES WILL BE REQUIRED, BUT NOT LIMITED TO, EVENTS WHEN:

- THE CONTRACTOR WORK ACTIVITIES ARE WITHIN 25 (TWENTY-FIVE) FEET OF THE TRACK, MEASURED FROM THE TRACK CENTERLINE.
- ACTIVITIES ARE OVER OR UNDER THE TRACK.
- CRANES OR SIMILAR EQUIPMENT WILL NOT BE POSITIONED WHERE THEY COULD FOUL THE TRACK IF THEY TIPPED OVER OR EXPERIENCED SOME OTHER CATASTROPHIC EVENT.
- IN THE OPINION OF THE UNION PACIFIC RAILROAD COMPANY REPRESENTATIVE:
  - IT IS NECESSARY TO SAFEGUARD THE UNION PACIFIC RAILROAD COMPANY PROPERTY, EMPLOYEES, TRAINS, ENGINES, AND FACILITIES.
  - WHEN ANY EXCAVATION IS PERFORMED BELOW THE BOTTOM OF THE ELEVATIONS AND TRACK OR OTHER UNION PACIFIC RAILROAD COMPANY FACILITIES MAY BE SUBJECT TO MOVEMENT OR SETTLEMENT.
  - WHEN WORK IN ANY WAY INTERFERES WITH SAFE OPERATION OF TRAINS AND TIMETABLE SPEEDS.
  - WHEN ANY HAZARD IS PRESENTED TO RAILROAD TRACK, SIGNALS, COMMUNICATIONS, ELECTRICAL, OR OTHER FACILITIES EITHER DUE TO PERSON, MATERIAL, EQUIPMENT, OR BLASTING IN THE AREA.

RAILROAD NOTES (CONTINUED)

UPRR GENERAL CONSTRUCTION REQUIREMENTS:

- 1. ALL WORK WITHIN 25' OF TRACK, OVER TRACK, OR WITH POTENTIAL TO FOUL TRACK REQUIRES UPRR FLAGMAN TO BE ON SITE.
- 2. ALL EQUIPMENT, MATERIALS, AND PERSONNEL SHALL REMAIN OUTSIDE THE MINIMUM CONSTRUCTION CLEARANCE ENVELOPE, EXCEPT WHEN WITHIN PRE-DETERMINED TRACK CURFEWS.
- 3. ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT WITHIN 50 FEET DURING THE APPROACH AND PASSAGE OF A TRAIN.
- 4. NO EQUIPMENT OR OUTRIGGERS SHALL BE SUPPORTED BY THE TRACK BALLAST, SUB-BALLAST, TIES OR RAILS AT ANY TIME.
- 5. STORAGE AND STAGING AREAS ARE NOT PERMITTED WITHIN UPRR RIGHT OF WAY, EXCEPT WITHIN PRE-APPROVED ZONES SUCH AS EASEMENTS.
- 6. TEMPORARY TRACK CROSSINGS MUST BE APPROVED BY UPRR'S LOCAL OPERATING UNIT AND UPRR MANAGER OF INDUSTRY AND PUBLIC PROJECTS PRIOR TO START OF CONSTRUCTION.
- 7. TRACK CROSSINGS AND USE OF UPRR ACCESS ROADS / HAUL ROADS MUST BE COORDINATED WITH THE UPRR FLAGMAN (AND YARD MASTER, IF WITHIN YARD LIMITS).
- 8. TEMPORARY DRAINAGE STRUCTURES AND/OR BMP'S SHALL NOT DIRECT STORMWATER TOWARDS UPRR TRACKS OR ACCESS ROADS.
- 9. UNATTENDED EXCAVATIONS WITHIN UPRR RIGHT OF WAY SHALL BE PROPERLY SECURED BY FENCING AND/OR COVERING(S) PER OSHA REQUIREMENTS.
- 10. ALL UTILITIES WITHIN UPRR RIGHT OF WAY MUST BE IDENTIFIED AND MARKED PRIOR TO START OF CONSTRUCTION. UPRR CALL BEFORE YOU DIG 24/7 : 1-800-336-9193

RAIL TRAFFIC:

THE UNION PACIFIC RAILROAD COMPANY HAS 12 TRAINS PER DAY AT 50 MPH, ON WAGONER SUBDIVISION. RAIL TRAFFIC IS FOR INFORMATION PURPOSES ONLY. ACTUAL RAIL TRAFFIC MAY VARY.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		RAILROAD NOTES
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR01

Z:\116691\DRAWINGS\PAY QUANTITIES AND GENERAL NOTES.DWG 5/13/2026 7:54 AM

GENERAL CONSTRUCTION NOTES

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

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

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

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

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

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

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

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

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

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

VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "MULCHING-TILLER METHOD", AS SPECIFIED IN 233.04B(2) OF THE STANDARD SPECIFICATIONS.

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

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

THE CONTRACTOR SHALL REMOVE AND RESET MAILBOXES AS NECESSARY. MAILBOXES ARE TO BE MAINTAINED IN AN UPRIGHT POSITION AND ACCESSIBLE TO MAIL CARRIER'S CAR DURING CONSTRUCTION. ANY DAMAGE TO BOXES OR SUPPORTS SHALL BE REPAIRED BY THE CONTRACTOR. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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

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

PRIOR TO FINAL ACCEPTANCE, ALL EXPOSED CURB SURFACES SHALL BE CLEANED OF ALL DISCOLORATION SUCH AS ASPHALT STAIN, TIRE MARKS, OR OTHER DISFIGUREMENT.

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

GENERAL A.D.A. NOTES

ALL FEATURES OF THIS PROJECT INCLUDING, BUT NOT LIMITED TO, PATHS, SIDEWALKS, CURB RAMPS, AND CROSSWALK MARKINGS WILL COMPLY WITH PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG), PUBLISHED AUGUST 8, 2023. WHERE SPECIAL LIMITATIONS OF EXISTING FEATURES WITHIN THE LIMITS OF THE PROJECT PREVENT FULL COMPLIANCE WITH PROWAG, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE ENGINEER UPON DISCOVERY OF SUCH FEATURES. THE CONTRACTOR WILL NOT PROCEED WITH ANY OF THE WORK WHICH IS NOT IN FULL COMPLIANCE WITH PROWAG WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER. ANY WORK WHICH IS NOT PERFORMED WITHIN THE GUIDELINES OF PROWAG FOR WHICH THE CONTRACTOR DOES NOT HAVE WRITTEN APPROVAL WILL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

THE CROSS SLOPE FOR PATHS, SIDEWALKS, AND RAMPS WITHIN THE LIMITS OF AN ACCESSIBLE ROUTE WILL NOT EXCEED 1:50 OR 2%.

RAMP LONGITUDINAL SLOPES WILL NOT EXCEED 1:12 OR 8.33%.

THE CONTINUOUS PATH'S CROSS SLOPE WILL NOT EXCEED 2% THROUGH DRIVEWAYS. SEE DRIVEWAY DETAIL ON O.D.O.T. STANDARD DRAWING WCR-3 AND/OR SPECIAL DRIVEWAY DETAILS.

SIDEWALK AND RAMP LOCATIONS HAVE BEEN DEPICTED WITHOUT KNOWLEDGE OF ULTIMATE UTILITY STRUCTURES LOCATIONS. LOCATIONS WILL BE ADJUSTED TO AVOID ABOVE GRADE UTILITY STRUCTURES SUCH AS UTILITY POLES, RISERS, GUY ANCHORS, AND OTHER ABOVE GRADE APPURTENANCES. NO SUCH STRUCTURES WILL BE ALLOWED WITHIN THE "PEDESTRIAN ACCESS ROUTE" AS DEFINED BY PROWAG

SUGGESTED SEQUENCE OF CONSTRUCTION

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUMMARY OF PAY QUANTITIES & GENERAL NOTES (ROADWAY)
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR02

Z:\116591\DRAWINGS\PAY QUANTITIES AND GENERAL NOTES.DWG 8/11/2025 3:23 PM

JP 31963(04)
MAYES COUNTY
0100 ROADWAY

PAY QUANTITIES - ROADWAY

ITEM NUMBER	DESCRIPTION		UNIT	QUANTITY
201(A)1200	CLEARING AND GRUBBING		LSUM	1.00
202(A)2200	UNCLASSIFIED EXCAVATION	(11)	CY	93,471.00
202(D)2500	UNCLASSIFIED BORROW	(R-3)	CY	1,000.00
205(A)6200	TYPE A-SALVAGED TOPSOIL	(R-4, 6)	LSUM	1.00
210 0100	OBLITERATING ABANDONED ROAD		LF	179.00
221(B)2300	TEMPORARY SILT FENCE	(R-8)	LF	54,065.00
221(C)2400	TEMPORARY SEDIMENT FILTER	(R-8)	EA	81.00
221(E)2600	TEMPORARY SILT DIKE	(R-8)	LF	1,806.00
221(F)2730	TEMPORARY ROCK FILTER DAM TYPE 4	(R-8)	CY	71.00
230(A)7200	SOLID SLAB SODDING	(R-6, 7)	SY	241,476.00
233(A)0200	VEGETATIVE MULCHING	(3) (R-11)	AC	49.89
241 3100	MOWING	(R-15)	AC	275.72
303(A)1200	AGGREGATE BASE TYPE A	(R-16)	CY	49,815.00
307(K)4200	STABILIZED SUBGRADE	(R-19)	SY	251,644.00
319(B)9300	OPEN-GRADED PORTLAND CEMENT BASE		SY	30,861.00
326(A)1200	GEOTEXTILE REINFORCEMENT		SY	305,465.00
402(E)2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(9) (R-20)	TON	51,279.00
407(B)7300	TACK COAT	(R-25)	GAL	5,627.00
411(B)1320	SUPERPAVE, TYPE S3(PG 70-28 OK)	(R-26)	TON	959.00
411(B)1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-26)	TON	38,415.00
411(C)1420	SUPERPAVE, TYPE S4(PG 70-28 OK)	(R-26)	TON	633.00
411(C)1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-26)	TON	5,526.00
412 3100	COLD MILLING PAVEMENT		SY	37,120.00
414(A)5200	P.C.CONCRETE PAVEMENT(PLACEMENT)		SY	33,843.00
414(B)5300	DOWEL JOINTED P.C.C.PAVT.(PLACEMENT)		SY	185,941.00
414(E)5600	FULL DEPTH P.C.C. PATCH (PLACEMENT)		SY	520.00
414(G)5800	P.C. CONCRETE FOR PAVEMENT		CY	69,023.00
501(A)1200	STRUCTURAL EXCAVATION UNCLASSIFIED		CY	48.00
509(A)0200	CLASS AA CONCRETE		CY	151.00
509(B)0300	CLASS A CONCRETE	(10)	CY	2.00
509(C)0400	CLASS A CONCRETE, SMALL STRUCTURES		CY	5.00
509(D)0500	CLASS C CONCRETE	(R-33)	CY	1,770.00
511(A)2200	REINFORCING STEEL		LB	20,437.00
609(A)4230	CONC.CURB(6" BARRIER-INTEGRAL)		LF	8,500.00
610(A)5200	4" CONCRETE SIDEWALK	(1,6)	SY	2,286.00
610(B)5310	6" CONCRETE DRIVEWAY	(5)	SY	4,666.00
610(I)6000	TACTILE WARNING DEVICE-NEW	(8)	SF	157.00
610(J)6100	(PL) STAMPED CONCRETE FINISH	(2)	SY	474.00
611(A)7210	MANHOLE (4' DIA.)	(R-35)	EA	4.00
611(C)7300	REPLACEMENT OF MANHOLE FRAME & COVER		EA	3.00
611(G)0304	INLET W/SMALL JCT. BOX, CI, DES. 3		EA	1.00
611(G)0350	INLET (SMD-TYPE 1)	(R-35)	EA	2.00
611(G)0354	INLET (SMD-TYPE 2)	(R-35)	EA	14.00
611(G)0362	INLET (SMD-TYPE 2B)	(R-35)	EA	1.00
611(G)7700	SPECIAL INLET DRAIN	(R-34)	EA	16.00
611(G)7754	INLET CI DES. 2 (STD)	(R-34, 35)	EA	4.00
611(G)7786	INLET CI DES. 3 (STD)	(R-34, 35)	EA	40.00
611(H)0414	ADD'L DEPTH IN INLET CI DES. 2	(R-35)	VF	4.00
611(H)0422	ADD'L DEPTH IN INLET CI DES. 3	(R-35)	VF	33.00
611(L)1600	JUNCTION BOXES		CF	30.00
612(C)3400	INLET ADJUST TO GRADE		EA	7.00
613(A)5208	18" R.C.PIPE CLASS III	(7)	LF	1,065.00
613(A)5216	24" R.C.PIPE CLASS III	(7)	LF	3,258.00
613(A)5220	30" R.C.PIPE CLASS III	(7)	LF	375.00
613(A)5224	36" R.C.PIPE CLASS III	(7)	LF	10.00
613(A)5350	22" X 13" R.C.PIPE ARCH CLASS A-III	(7)	LF	620.00
613(A)5358	28" X 18" R.C.PIPE ARCH CLASS A-III	(7)	LF	602.00
613(A)5378	58" X 36" R.C.PIPE ARCH CLASS A-III	(7)	LF	142.00
613(B)5516	24" CORR. GALV. STEEL PIPE	(7)	LF	372.00
613(B)5524	30" CORR. GALV. STEEL PIPE	(7)	LF	50.00
613(B)5604	21" X 15" CORR. GALV. STEEL PIPE ARCH	(7) (R-37)	LF	2,503.00
613(J)6400	EDGE DRAIN CONDUIT-PERFORATED	(4)	LF	25,232.00
613(K)6500	EDGE DRAIN OUTLET LATERAL-NONPERFORATED	(4)	LF	3,440.00
613(L)6612	22" X 13" PREFAB. CULVERT END SEC., ARCH		EA	3.00
613(L)6728	36" PREFAB. CULVERT END SEC., ROUND		EA	2.00
613(M)6964	TYPE B4 CULVERT END TREATMENT		EA	33.00
613(M)6968	TYPE C4 CULVERT END TREATMENT		EA	4.00
613(M)7004	TYPE A6 CULVERT END TREATMENT		EA	1.00
613(M)7008	TYPE B6 CULVERT END TREATMENT		EA	1.00
613(N)7160	TYPE D6 SLOPED CONCRETE END SECTION		EA	1.00
613(Q)7500	OUTLET LATERAL HEADWALL		EA	41.00
619(A)6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-39, 40)	LSUM	1.00
619(B)6360	REMOVAL OF CONCRETE PAVEMENT	(R-40, 41)	SY	159,525.00
619(B)6364	REMOVAL OF ASPHALT PAVEMENT	(R-40, 41)	SY	50,743.00
619(B)6380	REMOVAL OF CONCRETE DRIVEWAY	(R-40, 41)	SY	3,951.00

JP 31963(04)
MAYES COUNTY
0100 ROADWAY

PAY QUANTITIES - ROADWAY (CONT'D.)

ITEM NUMBER	DESCRIPTION		UNIT	QUANTITY
619(B)6384	REMOVAL OF ASPHALT DRIVEWAY	(R-40, 41)	SY	2,643.00
619(B)6388	REMOVAL OF CONCRETE CURB OPENING	(R-40, 41)	SY	51.00
619(B)6396	REMOVAL OF GUARDRAIL	(R-40, 41)	LF	1,590.00
619(B)6400	REMOVAL OF CURB	(R-40, 41)	LF	4,455.00
619(B)6404	REMOVAL OF SIDEWALK	(R-40, 41)	SY	230.00
619(C)6600	SAWING PAVEMENT		LF	20,971.00
623(A)1200	BEAM GUARDRAIL W-BEAM SINGLE		LF	825.00
623(G)1820	GUARDRAIL END TREATMENT (31")		EA	4.00
623(I)2050	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")		EA	4.00
625(D)4500	REMOVE AND RECONSTRUCT GUARDRAIL		LF	240.00
853 5175	GUARDRAIL DELINEATORS(TYPE 2, CODE 1)		EA	24.00

JP 31963(04)
MAYES COUNTY
0600 STAKING

PAY QUANTITIES - STAKING

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
642(B)3300	CONSTRUCTION STAKING LEVEL II	LSUM	1.00

JP 31963(04)
MAYES COUNTY
0640 CONSTRUCTION

PAY QUANTITIES - CONSTRUCTION

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
220 1100	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641 2110	MOBILIZATION	LSUM	1.00

GENERAL PLAN NOTES

(1) ALL WHEELCHAIR RAMPS TO BE CONSTRUCTED AS 6" SIDEWALK IN LIEU OF 4" SIDEWALK. ADDITIONAL COSTS TO BE INCLUDED IN THE 4" SIDEWALK PAY ITEM.

(2) STAMPED CONCRETE NOTE: BOMANITE-BOMACRON PATTERNED CONCRETE OR EQUAL, USE BRICK RUNNING BOND PATTERN, COLONIAL RED COLOR. PAINTING OF STAMPED CONCRETE IS PROHIBITED. PATTERN AND COLOR TO BE APPROVED BY THE ENGINEER.

(3) THE 106.43 ACRES OF TEMPORARY EROSION AND SEDIMENT CONTROL INCLUDES 49.89 ACRES OF VEGETATIVE MULCH AND 56.54 ACRES OF SUBGRADE BEING PERMANENTLY PAVED.

(4) PRICE BID TO INCLUDE COST OF SEPARATOR FABRIC.

(5) ALL INTEGRAL CURBS REQUIRED TO CONSTRUCT DRIVEWAYS WILL BE CONSIDERED INCIDENTAL TO DRIVEWAY CONSTRUCTION AND IS TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DRIVEWAY.

(6) ALL CURBS OR SLOPED CONCRETE REQUIRED TO TIE SIDEWALKS TO ADJACENT FEATURES WILL BE CONSIDERED INCIDENTAL TO SIDEWALK CONSTRUCTION AND IS TO BE INCLUDED IN THE PRICE BID FOR 4" SIDEWALK.

(7) PRICE BID SHALL INCLUDE TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL WHERE APPLICABLE. SEE SUMMARY SHEETS AR09-AR15 FOR APPROXIMATE QUANTITIES.

(8) TYPE B DOMED TILE SYSTEM TO BE INSTALLED AS DIRECTED BY THE ENGINEER.

(9) INCLUDES 2,935 TONS TO BE USED FOR TEMPORARY DRIVES. SEE SHEET AR05 FOR DETAILS.

(10) ALL ASSOCIATED COSTS TO CONSTRUCT CONCRETE FLUME SHALL BE INCLUDED IN UNIT PRICE BID PER CY FOR CLASS A CONCRETE.

(11) INCLUDES 2,400 C.Y. ADDITIONAL EXCAVATION FOR TEMPORARY CROSSOVERS.

PAY QUANTITY NOTES

(R-3) INCLUDES 1,000 C.Y. FOR DRIVEWAY, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.

(R-4) AN ESTIMATED QUANTITY OF 33,539 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5" ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.

(R-6) FOR 205(A) TYPE A-SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.

FOR 230(A) SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1000 SQ. YDS.

(R-7) FOR 230(A) SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQ. YD.

(R-8) PRICE BID TO INCLUDE COST OF ALL NECESSARY MAINTENANCE OF THE DEVICE IN ITS PROPER INSTALLATION POSITION AT ALL TIMES, THE REMOVAL OF SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE DEVICE, AND REMOVAL OF THE DEVICE.

(R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 49.89 ACRES.

(R-15) QUANTITY BASED ON TWO APPLICATIONS.

(R-16) PAYMENT FOR THIS ITEM WILL BE THE THEORETICAL CROSS SECTION MULTIPLIED BY THE INSTALLED LENGTH.

(R-19) PRICE BID TO INCLUDE THE CHEMICAL ADDITIVE(S) TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CLASSIFY THE SOIL AND DETERMINE THE APPROPRIATE ADDITIVE(S).

(R-20) ESTIMATED AT 140 LBS. PER CU. FT.

(R-25) ESTIMATED AT 0.060 AND 0.085 GALLONS PER SQUARE YARD OF ORIGINAL EMULSION OF TACK COAT (BEFORE DILUTION FOR APPLICATION) IN ACCORDANCE WITH SECTION 407.04.C. OF THE STANDARD SPECIFICATIONS. THE APPLICATION RATES VARY ACCORDING TO THE TYPE OF SURFACE THE TACK COAT IS APPLIED TO; SEE TABLE 407:1 FOR THESE APPLICATION RATES.

(R-26) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.

(R-33) QUANTITY INCLUDES AN ESTIMATED 150 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER.

(R-34) PRICE BID TO INCLUDE COST OF 0-4" MOUNTABLE CURB HOODS, 0-6" MOUNTABLE CURB HOODS, 222-6" BARRIER CURB HOODS, 0-8" BARRIER CURB HOODS.

(R-35) THE PRECAST CONCRETE OPTION MAY BE USED INSTEAD, PER DIRECTION OF THE ENGINEER.

(R-37) ANY DRAINAGE STRUCTURE DESCRIBED AS TEMPORARY, SHALL AFTER COMPLETION OF THE PROJECT, BE REMOVED BY AND BECOME THE PROPERTY OF THE CONTRACTOR.

(R-39) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.

(R-40) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

(R-41) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SUMMARY OF PAY QUANTITIES & GENERAL NOTES (ROADWAY)
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR03

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SUMMARY OF SURFACING

SHEET NO.	STATION EXTENTS	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	OPEN-GRADED PORTLAND CEMENT BASE 319(B)	GEOTEXTILE REINFORCEMENT 326(A)	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	TACK COAT 407(B)	SUPERPAVE, TYPE S3 (PG 70-28 OK) 411(B)	SUPERPAVE, TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE, TYPE S4 (PG 70-28 OK) 411(C)	SUPERPAVE, TYPE S4 (PG 64-22 OK) 411(C)	P.C. CONCRETE PAVEMENT (PLACEMENT) 414(A)	DOWEL JOINTED P.C.C. PAVT. (PLACEMENT) 414(B)	FULL DEPTH P.C.C. PATCH (PLACEMENT) 414(E)	P.C. CONCRETE FOR PAVEMENT 414(G)	CONC. CURB (6" BARRIER INTEGRAL) 609(A)	4" CONCRETE SIDEWALK 610(A)	(PL) STAMPED CONCRETE FINISH 610(J)
		CY	SY	SY	SY	TON	GAL	TON	TON	TON	TON	SY	SY	SY	CY	LF	SY	SY
	US-69																	
	URBAN																	
R120	STA. 1305+50.00 TO STA. 1309+00.00			362.23	406.74	246.56							378.23	407.40	283.70	1,069	511.02	64.17
R121	STA. 1309+00.00 TO STA. 1315+00.00			4,738.95	4,863.97	363.12							4,483.36	73.28	1,645.45	1,726	711.61	151.30
R122	STA. 1315+00.00 TO STA. 1321+00.00			4,736.72	4,860.63	359.88							4,482.61		1,618.72	1,401	692.83	182.24
R123	STA. 1321+00.00 TO STA. 1327+00.00			4,737.49	4,861.78	360.99							4,482.87		1,618.82	1,229	370.48	76.23
R124	STA. 1327+00.00 TO STA. 1333+00.00			4,685.85	4,784.33	305.13							4,477.28	38.67	1,630.76	1,229		
R125	STA. 1333+00.00 TO STA. 1339+00.00			5,030.70	5,204.08	422.54							4,781.46		1,726.65	1,300		
R126	STA. 1339+00.00 TO STA. 1345+00.00	127.24	627.65	5,225.62	6,235.40	494.20	33.87		166.28		24.07	77.29	5,402.02		1,951.89	546		
	RURAL																	
R139	STA. 1345+00.00 TO STA. 1360+00.00	1,492.94	7,362.75		8,205.62	1,417.64	173.57		1,134.19		219.14	1,189.94	4,462.27		1,727.07			
R140	STA. 1360+00.00 TO STA. 1375+00.00	2,136.98	10,474.21		11,718.38	1,996.21	149.66		1,448.88		195.64	1,370.53	6,800.90		2,496.84			
R141	STA. 1375+00.00 TO STA. 1390+00.00	1,747.24	8,566.92		9,563.92	1,572.29	147.59		1,186.64		192.91	1,333.35	5,364.20		2,046.47			
R142	STA. 1390+00.00 TO STA. 1405+00.00	1,672.84	8,250.00		9,194.45	1,588.47	146.95		1,127.00		192.06	1,333.34	5,000.00		1,935.19			
R143	STA. 1405+00.00 TO STA. 1420+00.00	2,297.72	11,231.05		12,597.99	2,127.74	172.72		1,564.14		225.98	1,450.29	7,389.96		2,701.22			
R144	STA. 1420+00.00 TO STA. 1435+00.00	2,252.40	11,027.20		12,337.91	2,086.16	167.75		1,529.90		219.44	1,450.28	7,186.08		2,638.91			
R145	STA. 1435+00.00 TO STA. 1450+00.00	1,896.34	9,353.29		10,534.46	1,889.52	147.85		1,275.95		193.25	1,333.34	5,833.81		2,189.98			
R146	STA. 1450+00.00 TO STA. 1465+00.00	2,036.49	9,943.30		11,127.73	1,851.32	146.35		1,388.76		191.28	1,333.35	6,522.20		2,400.33			
R147	STA. 1465+00.00 TO STA. 1480+00.00	2,061.02	10,052.95		11,235.36	1,849.49	155.65		1,407.45		203.54	1,333.35	6,634.45		2,434.62			
R148	STA. 1480+00.00 TO STA. 1495+00.00	1,672.84	8,250.00		9,194.45	1,588.47	240.92		1,401.29		245.52	1,333.34	5,000.00		1,935.19			
R149	STA. 1495+00.00 TO STA. 1510+00.00	1,839.97	9,030.45		10,089.60	1,726.59	239.34		1,559.60		253.76	1,190.37	5,822.92		2,142.96			
R150	STA. 1510+00.00 TO STA. 1525+00.00	1,876.98	10,578.66		10,378.84	1,814.10	393.84	202.08	1,753.34	133.09	188.23	1,333.34	5,824.97		2,187.28			
R151	STA. 1525+00.00 TO STA. 1540+00.00	2,213.75	14,876.87		12,014.29	1,913.00	828.41	633.84	3,028.28	419.02	188.23	1,333.98	7,343.41		2,651.44			
R152	STA. 1540+00.00 TO STA. 1555+00.00	1,984.33	10,507.53		10,888.40	1,831.83	477.36	122.68	2,055.48	80.65	258.24	1,170.45	6,509.11		2,346.56			
R153	STA. 1555+00.00 TO STA. 1570+00.00	867.27	4,277.14		4,766.77	823.53	68.58		584.29		89.62	691.26	2,592.21		1,003.28			
R154	STA. 1570+00.00 TO STA. 1585+00.00	1,887.01	9,329.70		10,494.68	1,902.13	144.03		1,264.96		188.23	1,311.69	5,779.89		2,166.89			
R155	STA. 1585+00.00 TO STA. 1600+00.00	1,913.19	9,316.55		10,364.16	1,657.01	167.80		1,310.39		219.56	1,354.99	6,082.37		2,272.54			
R156	STA. 1600+00.00 TO STA. 1615+00.00	2,026.08	9,955.80		11,116.19	1,909.70	158.97		1,368.89		207.93	1,352.36	6,352.86		2,354.38			
R157	STA. 1615+00.00 TO STA. 1630+00.00	1,785.74	8,747.68		9,806.32	1,660.25	144.03		1,214.31		188.23	1,314.32	5,544.05		2,095.62			
R158	STA. 1630+00.00 TO STA. 1645+00.00	2,054.51	10,073.46		11,261.96	1,917.85	150.24		1,392.33		196.40	1,333.48	6,516.77		2,398.70			
R159	STA. 1645+00.00 TO STA. 1660+00.00	1,756.64	8,627.02		9,657.82	1,652.36	311.91		1,665.03		288.06	1,333.35	5,377.02		2,050.40			
R160	STA. 1660+00.00 TO STA. 1675+00.00	2,017.35	9,906.10		11,064.95	1,895.81	144.03		1,364.26		188.23	1,333.35	6,349.96		2,347.69			
R161	STA. 1675+00.00 TO STA. 1690+00.00	1,794.19	8,796.02		9,856.10	1,674.01	144.03		1,218.74		188.23	1,333.34	5,546.02		2,102.03			
R162	STA. 1690+00.00 TO STA. 1705+00.00	2,138.62	10,451.76		11,726.17	1,981.25	151.28		1,455.95		197.78	1,333.36	6,895.70		2,514.46			
R163	STA. 1705+00.00 TO STA. 1720+00.00	1,709.76	8,441.42		9,261.73	1,655.75	144.03		1,149.72		188.23	1,340.42	5,121.54		1,972.33			
R164	STA. 1720+00.00 TO STA. 1735+00.00	1,990.20	9,710.43		10,874.81	1,808.09	144.03		1,358.11		188.23	1,244.47	6,440.91		2,348.33			
R165	STA. 1735+00.00 TO STA. 1742+00.00						142.44		350.59		97.53							
	W 450																	
R166	STA. 10+90.25 TO STA. 14+07.39		1,025.09				207.10		293.03		94.93							
	TOTALS:	49,249.64	248,791.00	29,517.56	300,549.99	48,342.99	5,612.41	958.60	38,017.78	632.76	5,512.65	33,842.93	182,781.41	519.35	67,936.70	8,500.00	2,285.94	473.94

SUMMARY OF GUARDRAIL

SHEET NO.	STATION EXTENTS	SOUTHBOUND	NORTHBOUND	BEAM GUARDRAIL W-BEAM SINGLE 623(A)	GUARDRAIL END TREATMENT (31") 623(G)	GUARDRAIL BRIDGE CONN-THRIE BEAM (31") 623(I)	GUARDRAIL DELINEATORS (TYPE 2, CODE 1) 853	TOTAL PANEL LENGTH INCLUDING ANCHOR UNITS
				LF	EA	EA	EA	LF
	MAINLINE							
R139	STA. 1352+37.36 TO STA. 1354+77.38 LT.	X		175.00	1	1	5	240.02
R139	STA. 1352+37.36 TO STA. 1355+39.88 RT.	X		237.50	1	1	7	302.52
R149	STA. 1497+25.98 TO STA. 1499+66.00 LT.	X		175.00	1	1	5	240.02
R149	STA. 1497+25.98 TO STA. 1500+28.50 RT.	X		237.50	1	1	7	302.52
	TOTALS			825.00	4	4	24	

DESIGN	
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CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR04

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SUMMARY OF DRIVES & RETURNS

SHEET NO.	LOCATION STATION	LT.	RT.	TYPE	LENGTH	WIDTH	DRIVE RADII R1	DRIVE RADII R2	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	OPEN-GRADED PORTLAND CEMENT BASE 319(B)	GEOTEXTILE REINFORCEMENT 326(A)	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E) ◄	TACK COAT 407(B)	SUPERPAVE, TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE, TYPE S4 (PG 64-22 OK) 411(C)	DOWEL JOINTED P.C.C. PAVT.(PLACEMENT) 414(B)	P.C. CONCRETE FOR PAVEMENT 414(G)	6" CONCRETE DRIVEWAY 610(B)
					FT	FT	FT	FT	CY	SY	SY	SY	TON	GAL	TON	TON	SY	CY	SY
	US-69																		
R120	STA 1307+53.36	X		DRIVE	14.00	41.00	4.22	15					33.01						118.80
R120	STA 1308+44.27	X		DRIVE	18.00	34.00	10	15					30.35						91.11
R121	STA 1309+08.75		X	DRIVE	16.50	36.00	10	10					31.82						102.49
R121	STA 1309+12.48	X		DRIVE	17.00	26.00	15	10											68.31
R121	STA 1309+57.15	X		DRIVE	17.00	18.00	10	15					16.07						52.51
R121	STA 1309+69.11		X	DRIVE	16.00	36.00	10	10					31.50						77.73
R121	STA 1310+12.32	X		DRIVE	16.75	30.00	15	10											75.09
R121	STA 1310+28.11		X	DRIVE	15.75	24.00	10	5											68.45
R121	STA 1310+70.32	X		DRIVE	17.00	36.00	10	15					32.13						79.93
R121	STA 1310+76.11		X	DRIVE	16.00	24.00	5	10					21.00						71.09
R121	STA 1311+35.11		X	DRIVE	16.50	24.00	10	10					21.21						54.70
R121	STA 1312+22.69	X		DRIVE	17.00	36.00	15	15					32.13						76.08
R121	STA 1312+43.86		X	DRIVE	16.50	24.00	15	10					21.21						50.73
R121	STA 1313+16.87		X	RETURN	30.00	26.00	25	25			132.05	140.80	54.10				113.51	40.99	
R121	STA 1314+59.60		X	DRIVE	17.00	30.00	10	15					26.78						219.52
R122	STA 1315+70.87		X	DRIVE	17.00	30.00	15	8					26.78						106.76
R122	STA 1316+10.96		X	DRIVE	16.50	24.00	8	12											53.23
R122	STA 1316+22.24	X		DRIVE	16.00	30.00	15	15					26.25						63.22
R122	STA 1317+21.00		X	DRIVE	17.50	30.00	15	15					27.04						66.53
R122	STA 1317+63.02	X		DRIVE	16.00	36.00	15	15					31.50						73.30
R122	STA 1317+86.10		X	DRIVE	17.00	30.00	15	15											66.83
R122	STA 1318+66.08		X	DRIVE	13.00	30.00	15	10					24.68						52.37
R122	STA 1319+58.58	X		DRIVE	15.50	36.00	15	15											72.06
R122	STA 1320+35.83		X	RETURN	35.00	35.00	25	25			194.21	202.81	70.33				172.21	62.19	
R122	STA 1320+36.26	X		DRIVE	15.50	25.00	15	15					21.66						52.23
R123	STA 1322+08.19	X		DRIVE	15.50	36.00	15	15					31.19						171.46
R123	STA 1322+15.30		X	DRIVE	17.50	30.00	15	15					27.04						68.84
R123	STA 1322+56.42	X		DRIVE	15.00	24.00	15	12					20.58						46.93
R123	STA 1323+90.10		X	RETURN	44.50	24.00	25	25			217.73	226.38	61.34				194.63	70.29	
R123	STA 1324+24.90	X		DRIVE	15.00	28.00	12	12					24.01						51.91
R123	STA 1325+52.29	X		DRIVE	14.50	26.00	15	15					22.07						52.49
R123	STA 1326+74.56	X		DRIVE	15.00	34.00	15	15					29.16						66.07
R124	STA 1327+79.19	X		DRIVE	15.00	27.00	15	15					23.15						54.81
R124	STA 1327+88.43		X	DRIVE	18.00	30.00	15	15					27.30						70.39
R124	STA 1328+79.48		X	DRIVE	18.00	36.00	15	15					32.76						82.16
R124	STA 1329+99.14	X		RETURN	31.00	29.00	25	25			154.85	162.63	57.94				134.33	48.51	
R124	STA 1330+23.31		X	RETURN	33.75	24.00	25	25			161.29	169.63	55.31				139.90	50.52	
R124	STA 1332+23.17		X	DRIVE	18.00	24.00	15	15					21.84						58.07
R125	STA 1333+03.46		X	DRIVE	16.50	24.00	15	15					22.05						54.07
R125	STA 1334+52.63		X	RETURN	121.00	37.00	25	25			483.12	508.06	182.60				420.30	151.78	
R125	STA 1335+74.63		X	DRIVE	62.50	30.00	15	15					51.71						236.99
R125	STA 1337+11.46		X	DRIVE	32.00	26.00	15	10					30.49						108.36
R125	STA 1337+53.25		X	DRIVE	14.50	20.00	10	15					16.98						24.00
R125	STA 1338+78.28		X	DRIVE	14.00	18.00	15	15					15.75						30.46
R126	STA 1341+46.90		X	DRIVE	21.50	30.00	15	15					33.86						68.24
R126	STA 1343+59.66		X	DRIVE	28.50	36.00	15	15					46.31						99.87
R140	STA 1372+37.76	X		RETURN	45.25	26.00	25	25	45.56	229.97		282.85	104.60		29.37		160.06	53.36	
R141	STA 1387+14.10	X		RETURN	44.75	20.00	25	25	41.15	210.19		263.17	71.06		26.00		140.15	46.72	
R143	STA 1412+80.90	X		RETURN	45.00	24.00	25	25	45.22	228.23		280.61	101.34		29.14		158.97	52.99	
R146	STA 1451+92.57	X		RETURN	40.50	24.00	25	25	41.75	210.64		259.63	111.53		26.70		146.54	48.85	
R149	STA 1508+76.18	X		RETURN	59.00	26.00	25	25	53.00	269.99		334.64	121.46		33.72		182.66	60.89	
R150	STA 1511+06.26	X		DRIVE	57.50	23.00	15	15					34.00						125.06
R150	STA 1513+04.29	X		DRIVE	56.00	12.00	15	15					30.36						80.85
R150	STA 1516+35.84	X		DRIVE	67.00	10.00	15	15					54.68						85.64
R150	STA 1518+06.89	X		DRIVE	67.00	12.00	15	15					26.42						100.32
R150	STA 1519+48.37	X		DRIVE	67.00	12.00	15	15					21.13						96.70
R151	STA 1528+93.04 ★	X		RETURN	25.00	24.00	25	25											
R151	STA 1528+93.04 ★		X	RETURN	53.00	56.00	50	50											
R152	STA 1546+99.45	X		RETURN	128.75	26.00	25	25	124.67	628.02		768.41	223.25		80.50		440.23	146.75	
R154	STA 1585+48.46	X		RETURN	35.00	28.00	35	35	46.15	230.46		279.45	101.65		30.20		166.26	55.42	
R156	STA 1614+35.89	X		RETURN	66.50	26.00	25	25	63.86	322.71		394.04	133.96		41.19		225.17	75.06	
				SUBTOTAL 1 :					461.36	2,330.21	1,343.25	4,273.11	2,548.43	0.00	296.82	0.00	2,794.92	964.32	3,646.76

▲ TBSC QUANTITY TO BE USED FOR TEMPORARY DRIVE CONSTRUCTION.

★ STREET RETURN QUANTITIES AT STA. 1528+93.04 ARE INCLUDED UNDER SUMMARY OF SURFACING.

SUMMARY OF DRIVES & RETURNS (CONT'D.)

SHEET NO.	LOCATION STATION	LT.	RT.	TYPE	LENGTH	WIDTH	DRIVE RADII R1	DRIVE RADII R2	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	OPEN-GRADED PORTLAND CEMENT BASE 319(B)	GEOTEXTILE REINFORCEMENT 326(A)	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E) ◄	TACK COAT 407(B)	SUPERPAVE, TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE, TYPE S4 (PG 64-22 OK) 411(C)	DOWEL JOINTED P.C.C. PAVT.(PLACEMENT) 414(B)	P.C. CONCRETE FOR PAVEMENT 414(G)	6" CONCRETE DRIVEWAY 610(B)
					FT	FT	FT	FT	CY	SY	SY	SY	TON	GAL	TON	TON	SY	CY	SY
	US-69																		
R157	STA 1620+20.44	X		DRIVE	61.25	12.00	15	15											92.37
R157	STA 1623+19.06	X		DRIVE	62.00	18.00	50	50											241.65
R158	STA 1642+22.99	X		RETURN	51.00	24.00	25	25	50.99	258.13		317.84	113.84		32.73		178.22	59.41	
R159	STA 1662+10.19	X		DRIVE	51.00	12.00	15	15											78.56
R159	STA 1673+79.93	X		DRIVE	51.00	13.00	15	15					16.84						84.26
R161	STA 1697+66.18	X		RETURN	51.00	26.00	25	25	52.47	264.64		323.39	113.34		33.91		185.47	61.83	
R161	STA 1701+73.38	X		DRIVE	51.00	36.00	25	25											233.02
R163	STA 1724+92.21	X		DRIVE	51.00	20.00	25	25					25.90						143.05
R163	STA 1731+89.11	X		DRIVE	55.50	22.00	15	15					116.38						146.19
	W 450																		
R166	STA 11+69.19	X		DRIVE	34.00	20.00	25	30						14.05	32.79	13.09			
				SUBTOTAL 2 :					103.46	522.77	0.00	641.23	386.30	14.05	99.43	13.09	363.69	121.24	1,019.10
				SUBTOTAL 1 :					461.36	2,330.21	1,343.25	4,273.11	2,548.43	0.00	296.82	0.00	2,794.92	964.32	3,646.76
				TOTAL :					564.82	2,852.98	1,343.25	4,914.34	2,934.73	14.05	396.25	13.09	3,158.61	1,085.56	4,665.86

▲ TBSC QUANTITY TO BE USED FOR TEMPORARY DRIVE CONSTRUCTION.

DESIGN	
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR05

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SUMMARY OF EROSION CONTROL

SHEET NO.	STATION EXTENTS	SOLID SLAB SODDING 230(A)	* WATERING	FERTILIZING (10-20-10) *	FERTILIZING (18-46-0) *	MOWING 241
		SY	KGAL	TON	TON	AC
	US-69					
	URBAN					
R120	STA. 1305+50.00 TO STA. 1309+00.00	0.00	0.00	0.00	0.00	0.00
R121	STA. 1309+00.00 TO STA. 1315+00.00	147.08	5.88	0.01	0.00	0.00
R122	STA. 1315+00.00 TO STA. 1321+00.00	292.70	11.71	0.03	0.00	0.00
R123	STA. 1321+00.00 TO STA. 1327+00.00	472.58	18.90	0.05	0.01	0.00
R124	STA. 1327+00.00 TO STA. 1333+00.00	1,263.99	50.56	0.13	0.02	0.25
R125	STA. 1333+00.00 TO STA. 1339+00.00	1,610.17	64.41	0.16	0.02	0.45
R126	STA. 1339+00.00 TO STA. 1345+00.00	1,865.91	74.64	0.19	0.03	0.30
	RURAL					
R139	STA. 1345+00.00 TO STA. 1360+00.00	6,937.58	277.50	0.69	0.11	4.91
R140	STA. 1360+00.00 TO STA. 1375+00.00	8,476.62	339.06	0.85	0.13	5.39
R141	STA. 1375+00.00 TO STA. 1390+00.00	10,144.81	405.79	1.01	0.16	5.49
R142	STA. 1390+00.00 TO STA. 1405+00.00	9,206.35	368.25	0.92	0.14	5.40
R143	STA. 1405+00.00 TO STA. 1420+00.00	7,344.25	293.77	0.73	0.11	4.76
R144	STA. 1420+00.00 TO STA. 1435+00.00	7,583.76	303.35	0.76	0.12	4.94
R145	STA. 1435+00.00 TO STA. 1450+00.00	8,687.30	347.49	0.87	0.13	5.80
R146	STA. 1450+00.00 TO STA. 1465+00.00	7,745.75	309.83	0.77	0.12	5.72
R147	STA. 1465+00.00 TO STA. 1480+00.00	9,277.68	371.11	0.93	0.14	6.70
R148	STA. 1480+00.00 TO STA. 1495+00.00	10,313.39	412.54	1.03	0.16	7.44
R149	STA. 1495+00.00 TO STA. 1510+00.00	6,606.53	264.26	0.66	0.10	6.02
R150	STA. 1510+00.00 TO STA. 1525+00.00	12,974.37	518.97	1.30	0.20	6.12
R151	STA. 1525+00.00 TO STA. 1540+00.00	15,131.32	605.25	1.51	0.23	5.84
R152	STA. 1540+00.00 TO STA. 1555+00.00	9,358.18	374.33	0.94	0.15	5.63
R153	STA. 1555+00.00 TO STA. 1570+00.00	4,555.20	182.21	0.46	0.07	3.32
R154	STA. 1570+00.00 TO STA. 1585+00.00	8,233.41	329.34	0.82	0.13	6.21
R155	STA. 1585+00.00 TO STA. 1600+00.00	9,266.93	370.68	0.93	0.14	3.54
R156	STA. 1600+00.00 TO STA. 1615+00.00	9,649.43	385.98	0.96	0.15	7.46
R157	STA. 1615+00.00 TO STA. 1630+00.00	8,729.31	349.17	0.87	0.14	7.28
R158	STA. 1630+00.00 TO STA. 1645+00.00	7,558.48	302.34	0.76	0.12	4.82
R159	STA. 1645+00.00 TO STA. 1660+00.00	8,617.05	344.68	0.86	0.13	3.87
R160	STA. 1660+00.00 TO STA. 1675+00.00	9,287.99	371.52	0.93	0.14	3.54
R161	STA. 1675+00.00 TO STA. 1690+00.00	8,523.18	340.93	0.85	0.13	4.29
R162	STA. 1690+00.00 TO STA. 1705+00.00	8,803.14	352.13	0.88	0.14	3.54
R163	STA. 1705+00.00 TO STA. 1720+00.00	10,618.03	424.72	1.06	0.16	3.86
R164	STA. 1720+00.00 TO STA. 1735+00.00	8,652.60	346.10	0.87	0.13	3.62
R165	STA. 1735+00.00 TO STA. 1742+00.00	2,520.82	100.83	0.25	0.04	0.64
	W 450					
R166	STA. 10+90.25 TO STA. 14+07.39	1,019.32	40.77	0.10	0.02	0.71
	TOTALS	241,475.21	* 9,659.01	* 24.15	* 3.74	137.86

* FOR INFORMATIONAL PURPOSES ONLY.

SUMMARY OF REMOVALS

SHEET NO.	STATION EXTENTS	OBLITERATING ABANDONED ROAD 210	COLD MILLING PAVEMENT 412	REMOVAL OF CONCRETE PAVEMENT 619(B)	REMOVAL OF ASPHALT PAVEMENT 619(B)	REMOVAL OF CONCRETE DRIVEWAY 619(B)	REMOVAL OF ASPHALT DRIVEWAY 619(B)	REMOVAL OF CONCRETE CURB OPENING 619(B)	REMOVAL OF GUARDRAIL 619(B)	REMOVAL OF CURB 619(B)	REMOVAL OF SIDEWALK 619(B)	SAWING PAVEMENT 619(C)	REMOVE AND RECONSTRUCT GUARDRAIL 625(D)
		LF	SY	SY	SY	SY	SY	SY	LF	LF	SY	LF	LF
	US-69												
R081	STA. 1305+50.00 TO STA. 1309+00.00			380.91	59.53	352.89				345	62.68	1,213	
R081	STA. 1309+00.00 TO STA. 1315+00.00			178.53	4,113.00	1,285.59	206.90	5.50		740	125.22	736	
R082	STA. 1315+00.00 TO STA. 1321+00.00				4,373.80	521.87	207.33	24.95		912	41.81	451	
R082	STA. 1321+00.00 TO STA. 1327+00.00				4,318.83	746.58	178.05	3.07		587		400	
R083	STA. 1327+00.00 TO STA. 1333+00.00				4,424.20	332.78	203.98	13.05		768		221	
R083	STA. 1333+00.00 TO STA. 1339+00.00	93		225.09	4,600.09	519.52	88.09	3.62		712		190	
R084	STA. 1339+00.00 TO STA. 1345+00.00		63.41	1,073.87	4,433.29	57.07	514.65			391		321	
R085	STA. 1345+00.00 TO STA. 1360+00.00		1,509.48	5,654.55	472.78				633			142	
R085	STA. 1360+00.00 TO STA. 1375+00.00		1,592.11	6,301.76	881.66							709	
R086	STA. 1375+00.00 TO STA. 1390+00.00		1,595.53	6,274.16	181.29							124	
R086	STA. 1390+00.00 TO STA. 1405+00.00		1,593.43	6,274.81	407.08							112	
R087	STA. 1405+00.00 TO STA. 1420+00.00		1,920.36	6,267.22	932.36							711	
R087	STA. 1420+00.00 TO STA. 1435+00.00		1,816.58	6,303.25	1,095.36							787	
R088	STA. 1435+00.00 TO STA. 1450+00.00		1,619.69	6,350.15	639.80		198.64					684	
R088	STA. 1450+00.00 TO STA. 1465+00.00		1,603.16	6,366.52	768.50				287			499	
R089	STA. 1465+00.00 TO STA. 1480+00.00		1,666.92	6,324.74	525.33				28			473	
R089	STA. 1480+00.00 TO STA. 1495+00.00		1,579.61	6,319.18	505.55							401	
R090	STA. 1495+00.00 TO STA. 1510+00.00		1,347.58	5,627.66	1,347.82				642			1,087	
R090	STA. 1510+00.00 TO STA. 1525+00.00		934.02	6,279.15	1,390.17	133.89	281.75					1,031	
R091	STA. 1525+00.00 TO STA. 1540+00.00			6,261.11	5,314.93							2,095	
R091	STA. 1540+00.00 TO STA. 1555+00.00	51	2,548.44	5,073.73	2,442.51							2,007	240
R092	STA. 1555+00.00 TO STA. 1570+00.00		746.96	3,316.84								38	
R092	STA. 1570+00.00 TO STA. 1585+00.00		1,447.08	6,397.61	298.24							572	
R093	STA. 1585+00.00 TO STA. 1600+00.00		1,720.65	6,255.16	619.98							151	
R093	STA. 1600+00.00 TO STA. 1615+00.00	35	1,353.60	6,282.97	994.96							688	
R094	STA. 1615+00.00 TO STA. 1630+00.00		1,276.54	6,269.26	204.14		88.04					37	
R094	STA. 1630+00.00 TO STA. 1645+00.00		1,319.89	6,228.67	895.55							709	
R095	STA. 1645+00.00 TO STA. 1660+00.00		1,341.35	6,286.22	882.13							754	
R095	STA. 1660+00.00 TO STA. 1675+00.00		1,247.40	6,214.42	739.10		143.31					703	
R096	STA. 1675+00.00 TO STA. 1690+00.00		1,302.96	6,225.47	88.10								
R096	STA. 1690+00.00 TO STA. 1705+00.00		1,299.30	6,194.44	1,007.99		222.50					760	
R097	STA. 1705+00.00 TO STA. 1720+00.00		1,257.96	6,275.69	44.14							113	
R097	STA. 1720+00.00 TO STA. 1735+00.00		1,247.77	5,758.29	786.99		308.90					637	
R098	STA. 1735+00.00 TO STA. 1742+00.00		168.17	283.44	953.07							1,415	
	TOTALS	179.00	37,119.95	159,524.87	50,742.27	3,950.19	2,642.14	50.19	1,590.00	4,455.00	229.71	20,971.00	240.00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SUMMARIES
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR06

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SUMMARY OF ADA RAMPS

SHEET NO.	LOCATION STATION	LEFT	RIGHT	RAMP TYPE	TACTILE WARNING DEVICE-NEW 610(I)
					SF
	US-69				
R120	STA. 1306+17.35	X		A/B	10.00
R120	STA. 1306+19.86		X	B	10.00
R120	STA. 1306+28.87		X	B	10.00
R120	STA. 1306+28.97	X		A/B	10.00
R120	STA. 1307+32.37	X		B	--
R120	STA. 1307+73.87	X		B	--
R120	STA. 1307+75.61		X	B	9.00
R120	STA. 1307+94.89		X	B	8.00
R120	STA. 1308+29.74	X		B	--
R120	STA. 1308+70.91	X		B	--
R120	STA. 1308+88.95		X	B	--
R120	STA. 1308+94.38	X		B	--
R121	STA. 1309+27.79	X		B	--
R121	STA. 1309+28.35		X	B	--
R121	STA. 1309+45.78	X		B	--
R121	STA. 1309+48.84		X	B	--
R121	STA. 1309+70.94	X		B	--
R121	STA. 1309+89.33		X	B	--
R121	STA. 1309+92.37	X		B	--
R121	STA. 1310+07.86		X	B	--
R121	STA. 1310+29.37	X		B	--
R121	STA. 1310+34.78		X	B	--
R121	STA. 1310+50.28	X		B	--
R121	STA. 1310+69.44		X	B	--
R121	STA. 1310+91.97	X		B	--
R121	STA. 1310+96.13		X	B	--
R121	STA. 1311+31.54		X	B	--
R121	STA. 1312+01.04	X		B	--
R121	STA. 1312+45.08	X		B	--
R121	STA. 1312+98.97		X	A/B	10.00
R121	STA. 1313+35.48		X	A/B	10.00
R121	STA. 1314+44.40		X	B	--
R121	STA. 1314+79.41		X	B	--
R122	STA. 1315+49.05		X	B	--
R122	STA. 1315+84.06		X	B	--
R122	STA. 1315+97.78		X	B	--
R122	STA. 1316+03.31	X		B	--
R122	STA. 1316+41.11	X		B	--
R122	STA. 1317+41.37	X		B	--
R122	STA. 1317+84.67	X		B	--
R122	STA. 1318+45.81		X	B	--
R122	STA. 1318+82.91		X	B	--
R122	STA. 1319+36.93	X		B	--
R122	STA. 1319+80.23	X		B	--
R122	STA. 1320+14.41		X	B	10.00
R122	STA. 1320+19.00	X		B	--
R122	STA. 1320+52.87	X		B	--
R122	STA. 1320+57.84		X	B	10.00
R123	STA. 1322+19.52	X		B	--
R123	STA. 1322+40.93	X		B	--
R123	STA. 1322+69.81	X		B	--
R123	STA. 1323+58.86		X	B	10.00
R123	STA. 1324+08.87	X		B	--
R123	STA. 1324+10.28		X	B	10.00
R123	STA. 1324+40.80	X		B	--
R124	STA. 1329+78.00	X		B	10.00
R124	STA. 1329+97.13		X	B	10.00
R124	STA. 1330+22.02	X		B	10.00
R124	STA. 1330+45.57		X	B	10.00
			TOTALS:		157.00

SUMMARY OF TEMPORARY SEDIMENT CONTROLS

SHEET NO.	STATION EXTENTS	TEMPORARY SILT FENCE 221(B)	TEMPORARY SEDIMENT FILTER 221(C)	TEMPORARY SILT DIKE 221(E)	TEMPORARY ROCK FILTER DAM TYPE 4 221(F)
		LF	EA	LF	CY
	US-69				
R007	STA. 1305+50.00 TO STA. 1309+00.00		4		
R007	STA. 1309+00.00 TO STA. 1315+00.00		14		
R008	STA. 1315+00.00 TO STA. 1321+00.00		16		
R008	STA. 1321+00.00 TO STA. 1327+00.00		11	42	
R009	STA. 1327+00.00 TO STA. 1333+00.00	223	9	84	
R009	STA. 1333+00.00 TO STA. 1339+00.00	538	5		
R010	STA. 1339+00.00 TO STA. 1345+00.00	604	2		
R011	STA. 1345+00.00 TO STA. 1360+00.00	2,854			20.27
R011	STA. 1360+00.00 TO STA. 1375+00.00	2,243	2	63	
R012	STA. 1375+00.00 TO STA. 1390+00.00	1,513		105	
R012	STA. 1390+00.00 TO STA. 1405+00.00	1,512	2	70	
R013	STA. 1405+00.00 TO STA. 1420+00.00	1,525		63	
R013	STA. 1420+00.00 TO STA. 1435+00.00	1,497	1	70	
R014	STA. 1435+00.00 TO STA. 1450+00.00	1,512	2	98	6.98
R014	STA. 1450+00.00 TO STA. 1465+00.00	2,570	3	28	6.98
R015	STA. 1465+00.00 TO STA. 1480+00.00	3,014	1		3.84
R015	STA. 1480+00.00 TO STA. 1495+00.00	3,004	1		3.49
R016	STA. 1495+00.00 TO STA. 1510+00.00	2,682	1	14	
R016	STA. 1510+00.00 TO STA. 1525+00.00	1,518		140	3.49
R017	STA. 1525+00.00 TO STA. 1540+00.00	1,540	2	98	
R017	STA. 1540+00.00 TO STA. 1555+00.00	2,260	1	56	
R018	STA. 1555+00.00 TO STA. 1570+00.00	1,498			2.09
R018	STA. 1570+00.00 TO STA. 1585+00.00	3,056			
R019	STA. 1585+00.00 TO STA. 1600+00.00	2,117	1	63	
R019	STA. 1600+00.00 TO STA. 1615+00.00	1,906		98	2.44
R020	STA. 1615+00.00 TO STA. 1630+00.00	1,513	1	126	3.49
R020	STA. 1630+00.00 TO STA. 1645+00.00	1,817		84	4.54
R021	STA. 1645+00.00 TO STA. 1660+00.00	2,080	1	56	3.49
R021	STA. 1660+00.00 TO STA. 1675+00.00	1,647		119	
R022	STA. 1675+00.00 TO STA. 1690+00.00	2,615	1	28	5.70
R022	STA. 1690+00.00 TO STA. 1705+00.00	1,807		126	
R023	STA. 1705+00.00 TO STA. 1720+00.00	1,500		105	
R023	STA. 1720+00.00 TO STA. 1735+00.00	1,699		56	3.49
R024	STA. 1735+00.00 TO STA. 1742+00.00	201		14	
	TOTALS	54,065.00	81.00	1,806.00	70.29

SUMMARY OF FLUME

SHEET NO.	STATION	LEFT	RIGHT	FLUME LENGTH	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	CLASS A CONCRETE 509(B)	✱STEEL PLATE
				LF	TON	CY	SF
	US-69						
R120	STA. 1306+78.22	X		8.50	0.18	0.81	18.05
R121	STA. 1313+54.12		X	9.00	0.38	0.86	22.88
				TOTALS	0.56	1.67	40.93

✱ FOR INFORMATIONAL PURPOSES ONLY. COSTS TO BE INCLUDED IN UNIT PRICE BID PER CY FOR CLASS A CONCRETE.

SUMMARY OF DITCH TREATMENT

SHEET NO.	STATION EXTENTS	LT	CTR	RT	LENGTH	BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE 509(D)	DESIGN NO.
					LF	FT	EA	CY	
	US-69								
R126, R139	STA. 1344+16.77 TO STA. 1350+76.04		X		659.27	4	8	85.42	2A
R139-R140	STA. 1352+37.36 TO STA. 1363+50.00		X		1,112.64	4	13	144.08	2A
R142-R143	STA. 1393+00.00 TO STA. 1412+43.04		X		1,943.04	4	21	251.30	2A
R143	STA. 1412+00.00 TO STA. 1412+52.58	X			52.58	8	2	9.75	2A
R143	STA. 1413+06.58 TO STA. 1413+46.47	X			39.89	8	2	7.51	2A
R143	STA. 1418+00.00 TO STA. 1419+00.00		X		100.00	4	2	13.10	2A
R146-R147	STA. 1462+00.00 TO STA. 1468+47.00		X		647.00	6	8	100.04	2A
R147-R148	STA. 1469+50.00 TO STA. 1487+00.00		X		1,750.00	4	19	226.35	2A
R149	STA. 1495+00.00 TO STA. 1495+64.60		X		64.60	4	2	8.59	2A
R149	STA. 1497+26.00 TO STA. 1508+36.20		X		1,110.20	4	13	143.77	2A
R150	STA. 1516+56.11 TO STA. 1517+88.33	X			132.22	8	3	24.06	2A
R150	STA. 1517+00.00 TO STA. 1519+00.00		X		200.00	4	3	26.02	2A
R150	STA. 1518+27.27 TO STA. 1519+28.37	X			101.10	8	3	18.56	2A
R151	STA. 1526+96.30 TO STA. 1528+45.10		X		148.80	4	3	19.49	2A
R151	STA. 1528+20.20 TO STA. 1528+59.28	X			39.08	4	2	5.34	2A
R151	STA. 1529+13.97 TO STA. 1530+00.00	X			86.03	8	2	15.67	2A
R154	STA. 1576+00.00 TO STA. 1578+00.00		X		200.00	4	3	26.02	2A
R155	STA. 1591+69.00 TO STA. 1599+25.00	X			756.00	8	9	135.71	2A
R156	STA. 1603+92.15 TO STA. 1605+50.00	X			157.85	8	3	28.59	2A
R156	STA. 1605+50.92 TO STA. 1614+20.31		X		869.39	3	10	56.78	1
R157	STA. 1622+00.00 TO STA. 1624+00.00		X		200.00	4	3	26.02	2A
R158	STA. 1632+00.00 TO STA. 1634+00.00		X		200.00	4	3	26.02	2A
R158-R159	STA. 1644+50.00 TO STA. 1647+50.00		X		300.00	2	4	15.89	1
R159	STA. 1657+00.00 TO STA. 1660+00.00		X		300.00	4	4	38.94	2A
R161-R162	STA. 1689+00.00 TO STA. 1691+50.00		X		250.00	4	4	32.57	2A
R163-R164	STA. 1719+50.00 TO STA. 1723+75.00	X			425.00	8	6	76.51	2A
R163-R164	STA. 1719+50.00 TO STA. 1724+67.17		X		517.17	3' AVG.	7	33.85	1
	W 450								
R166	STA. 12+06.84 TO STA. 13+84.33	X			177.49	4	3	23.15	2A
				TOTALS	12,539.35			1,619.10	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SUMMARIES
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR07

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SUMMARY OF PIPE EDGE DRAIN

STATION EXTENTS	LT	MEDIAN LT/RT	RT	EDGE DRAIN CONDUIT-PERFORATED 613(J) LF	EDGE DRAIN OUTLET LATERAL NON-PERFORATED 613(K) LF	OUTLET LATERAL HEADWALL 613(Q) EA	OUTLET LOCATIONS AND NOTES
US-69							
STA. 1306+09 TO STA. 1337+80	X		X	6,127			TIE INTO PROPOSED INLETS
STA. 1337+80 TO STA. 1344+13			X	633	105		TIE INTO STR. 79 CET
STA. 1366+96 TO STA. 1372+76		RT		580	86	1	STA. 1366+96 ~74' LT @ 1%
					78	1	STA. 1369+86 ~74' LT @ 1%
STA. 1372+76 TO STA. 1378+63		LT		587	10		TIE INTO STR. 82 @ 2%
					78	1	STA. 1372+65 ~74' LT @ 1%
STA. 1407+36 TO STA. 1413+12		RT		576	87	1	STA. 1407+36 ~76' LT @ 1%
					80	1	STA. 1410+24 ~76' LT @ 1%
STA. 1413+12 TO STA. 1418+00		LT		488	78	1	STA. 1413+12 ~74' LT @ 1%
					66	1	STA. 1418+00 ~76' LT @ 2%
STA. 1425+17 TO STA. 1431+55		RT		638	10		TIE INTO STR. 88 @ 2%
					83	1	STA. 1431+55 ~76' LT @ 2%
STA. 1431+55 TO STA. 1436+70		LT		515	10		TIE INTO STR. 89 @ 2%
					64	1	STA. 1436+70 ~76' LT @ 2%
STA. 1445+78 TO STA. 1452+24		RT		646	10		STA. 1447+58, EX. INLET @ 2%
					10		TIE INTO STR. 90 @ 2%
					83	1	STA. 1452+24 ~76' LT @ 2%
STA. 1452+24 TO STA. 1458+13		LT		589	72	1	STA. 1455+00 ~77' LT @ 2%
					10		TIE INTO STR. 92 @ 2%
STA. 1462+89 TO STA. 1469+31		RT		642	10		TIE INTO STR. 93 @ 2%
					10		TIE INTO STR. 93 @ 2%
STA. 1462+89 TO STA. 1475+21		LT		1,232	10		TIE INTO STR. 93 @ 2%
					10		TIE INTO STR. 93 @ 2%
					65	1	STA. 1467+71 ~82' LT @ 2%
					75	1	STA. 1470+21 ~80' LT @ 2%
					72	1	STA. 1472+71 ~76' LT @ 2%
STA. 1502+58 TO STA. 1509+03		RT		645	10		TIE INTO STR. 96 @ 2%
					10		TIE INTO STR. 96 @ 2%
STA. 1509+03 TO STA. 1514+93		LT		590	10		TIE INTO STR. 98 @ 2%
					72	1	STA. 1512+00 ~76' LT @ 2%
STA. 1522+70 TO STA. 1529+26		RT		656	10		TIE INTO STR. 103 @ 2%
					10		TIE INTO STR. 103 @ 2%
STA. 1529+26 TO STA. 1532+57		LT		331	69	1	STA. 1529+26 ~74' LT @ 3.3%
					10		TIE INTO STR. 104 @ 2%
STA. 1540+83 TO STA. 1547+28		RT		645	92	1	STA. 1540+83 ~76' LT @ 3.68%
					81	1	STA. 1543+39 ~77' LT @ 3.68%
					10		TIE INTO STR. 106 @ 2%
STA. 1462+89 TO STA. 1475+21		LT		2,838	69	1	STA. 1565+00 ~86' LT @ 2%
					74	1	STA. 1568+00 ~91' LT @ 2%
					71	1	STA. 1571+00 ~88' LT @ 2%
					70	1	STA. 1574+00 ~86' LT @ 1%
					10		TIE INTO STR. 108 @ 2%
					10		TIE INTO STR. 108 @ 2%
					74	1	STA. 1579+25 ~91' LT @ 1%
					78	1	STA. 1582+25 ~95' LT @ 1%
					88	1	STA. 1585+90 ~88' LT @ 2%
					10		TIE INTO STR. 109 @ 2%
STA. 1579+25 TO STA. 1586+18		RT		693	36		STA. 1579+25, TIE INTO LT SIDE OUTLET LATERAL @ 1%
					36		STA. 1582+25, TIE INTO LT SIDE OUTLET LATERAL @ 1%
STA. 1608+39 TO STA. 1615+22		RT		683	92	1	STA. 1608+39 ~76' LT @ 1%
					75	1	STA. 1612+80 ~76' LT @ 1%
STA. 1614+84 TO STA. 1620+73		LT		589	80	1	STA. 1614+84 ~77' LT @ 2%
					12		TIE INTO STR. 111 @ 2%
STA. 1636+38 TO STA. 1642+83		RT		645	94	1	STA. 1636+38 ~78' LT @ 1%
STA. 1642+83 TO STA. 1648+73		LT		590	76	1	STA. 1642+83 ~72' LT @ 1%
					56	1	STA. 1648+73 ~74' LT @ 2%
STA. 1667+65 TO STA. 1674+10		RT		645	90	1	STA. 1667+65 ~74' LT @ 1%
					78	1	STA. 1670+65 ~74' LT @ 1%
STA. 1674+10 TO STA. 1680+00		LT		590	71	1	STA. 1677+00 ~76' LT @ 2%
					57	1	STA. 1680+00 ~74' LT @ 2%
STA. 1691+65 TO STA. 1698+11		RT		646	101	1	STA. 1691+65 ~85' LT @ 2%
					78	1	STA. 1694+65 ~74' LT @ 1.49%
STA. 1719+32 TO STA. 1725+36		RT		604	88	1	STA. 1719+32 ~74' LT @ 1.39%
					88	1	STA. 1725+36 ~80' LT @ 2%
STA. 1725+36 TO STA. 1731+25		LT		589	69	1	STA. 1728+25 ~74' LT @ 1.4%
					58	1	STA. 1731+25 ~74' LT @ 2%
			TOTALS	25,232	3,440	41	

SUMMARY OF EARTHWORK QUANTITIES

CONSTRUCTION PHASE	UNCLASSIFIED EXCAVATION 202(A) CY	EMBANKMENTS CY	EMBANKMENT +15% COMP. CY	EXCESS EXCAVATION CY	UNCLASSIFIED BORROW 202(D) CY
US-69					
PHASE 1A	255	2,521	2,899		2,644
PHASE 1B	1,966	677	779	1,187	
PHASE 2	6,088	18	21	6,067	
PHASE 3	4,867	196	225	4,642	
PHASE 4A	22,418	4,235	4,870	17,548	
PHASE 4B	19,617	675	776	18,841	
PHASE 4C	14,511	2,936	3,376	11,135	
PHASE 4D	20,488	1,602	1,843	18,645	
W 450	754	2	3	751	
TOTALS	90,210	12,860	14,789	★ 75,421	★ 0

★ QUANTITY SHOWN HAS BEEN REDUCED BY 2,644 C.Y. OF EXCESS EXCAVATION BEING USED FROM PHASE 4B PERMANENT DITCH LT CONSTRUCTION NEAR W 450 SECTION LINE ROAD.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SUMMARIES
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR08

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SUMMARY OF TEMPORARY DRAINAGE STRUCTURES

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	DESIGN	SIDE DRAIN AND CROSS DRAIN FLOW		21" X 15" CORR. GALV. STEEL PIPE-ARCH 613(B)	TYPE A6 CULVERT END TREATMENT 613(M)		STANDARD BEDDING MATERIAL, CLASS B *	TRENCH EXCAVATION *
					FL IN	FL OUT	LF	EA		CY	CY
		US-69						GR	NG		
1	R148	1488+35.91	CONST. 21"X15"X520' LG CGSPA SD 2' LT. W/ 2-TYPE A6 CETS	CET6S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3	626.57	622.81	520		2	234.00	350.68
2	R149	1501+35.38	CONST. 21"X15"X498' LG CGSPA SD 2' LT. W/ 2-TYPE A6 CETS	CET6S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3	628.75	628.25	498		2	224.10	335.85
3	R152	1552+21.81	CONST. 21"X15"X488' LG CGSPA SD 0' LT. W/ 2-TYPE A6 CETS	CET6S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3	673.88	660.41	488		2	219.60	329.10
4	R159	1652+95.73	CONST. 21"X15"X488' LG CGSPA SD 0' LT. W/ 2-TYPE A6 CETS	CET6S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3	663.31	657.60	488		2	219.60	329.10
5	R165	1738+53.08	CONST. 21"X15"X509' LG CGSPA SD 0' LT. W/ 2-TYPE A6 CETS	CET6S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3	668.70	666.76	509		2	229.05	343.27
				TOTALS:			2,503	10		1,126.35 *	1,688.00 *

* FOR INFORMATIONAL PURPOSES ONLY.

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR09

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SUMMARY OF DRAINAGE STRUCTURE DESIGNS

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	DESIGN	TOP OF RIM	TOP OF GRATE	SIDE DRAIN AND CROSS DRAIN FLOW		INLET FRAME & GRATE *	CAST IRON HOOD *
							FL IN	FL OUT		
		US-69							EA	EA
1	R127	1307+21.33	CONST. DES. 3 (STD) CI 31.03' LT. W/22*X13*X60' LG RCPA STUBBED INTO STR. 2	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.18	625.29	625.26	4	4
2	R132	1307+21.33	CONST. 4' MH 32.07' RT W/28*X18*X121' LG RCPA STUBBED INTO EXIST. MH	MFC-5-2, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3	628.50		624.63	624.48		
3	R132	1307+67.10	CONST. SPECIAL INLET 31.62' RT. W/28*X18*X42' LG RCPA STUBBED INTO STR. 2	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.40	624.66	624.63	4	0
4	R127	1308+15.00	CONST. DES. 3 (STD) CI 31.15' LT. W/18*X104' LG RCP STUBBED INTO STR. 6	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.79	625.26	625.05	4	4
5	R132	1308+73.72	CONST. DES. 3 (STD) CI 32.91' RT. W/24*X47' LG RCP STUBBED INTO STR. 7	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.41	624.82	624.72	4	4
6	R128	1309+26.20	CONST. SPECIAL INLET 33.00' LT. W/24*X97' LG RCP STUBBED INTO STR. 9	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.31	624.55	624.36	4	0
7	R133	1309+28.12	CONST. SPECIAL INLET 32.84' RT. W/24*X56' LG RCP STUBBED INTO STR. 8	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.31	624.72	624.61	4	0
8	R133	1309+88.88	CONST. SPECIAL INLET 33.00' RT. W/24*X62' LG RCP STUBBED INTO STR. 10	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.23	624.61	624.48	4	0
9	R128	1310+27.97	CONST. SPECIAL INLET 33.00' LT. W/24*X75' LG RCP STUBBED INTO STR. 11	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.17	624.36	624.21	4	0
10	R133	1310+58.13	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X46' LG RCP STUBBED INTO STR. 12	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.13	624.48	624.39	4	4
11	R128	1311+10.68	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X61' LG RCP STUBBED INTO STR. 14	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.05	624.21	624.09	4	4
12	R133	1311+14.88	CONST. DES. 3 (STD) CI 33.00' RT. W/ 24*X50' LG RCP STUBBED INTO STR. 13	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.05	624.39	624.29	4	4
13	R133	1311+78.02	CONST. SPECIAL INLET 33.00' RT. W/30"X80' LG RCP STUBBED INTO STR. 15	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		627.96	623.79	623.62	6	6
14	R128	1311+82.10	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X120' LG RCP STUBBED INTO STR. 16	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		627.95	624.09	623.85	4	4
15	R133	1312+74.23	CONST. SPECIAL INLET 33.00' RT. W/30"X16' LG RCP STUBBED INTO STR. 17	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		627.90	623.62	623.58	6	6
16	R128	1313+17.19	CONST. DES. 3 (STD) CI 33.00' LT. W/6'X3'X128" RCB STUBBED INTO STR. 20	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, SBI-5-2, RCB-C1-6(2-14)-01E		627.82	622.85	622.45	8	8
17	R133	1313+17.19	CONST. 39.40' LG GRATED STREET INLET 40.32' RT. W/2-58"X36"X71' LG RCPA STUBBED INTO STR. 16	SSCD-4-2, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R030		627.75	623.08	622.85		
18	R133	1313+36.16	CONST. 3'X3'X3.33' JCT BOX 51.53' RT. W/ MH FRAME AND COVER W/24*X10' LG RCP STUBBED INTO STR. 17	MFC-5-2, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3	628.29		624.77	624.08		
19	R133	1313+63.20	CONST. SPECIAL INLET 33.00' RT. W/30*X24' LG RCP STUBBED INTO STR. 17	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		627.87	623.69	623.58	4	4
20	R128	1314+16.50	CONST. STD. 6'X3' HEADWALL 119.77' LT. W/APRON & WINGS & 5'X3'X6' LG RCB STUBBED INTO EXIST. STR.	SBI-5-2, RCB-C1-3&4&5(2-20)-01E, RCB-E1-H3-0-1-01E, RCB-E1-H3-0-2-01E, RCB-CW1-D4-0-01E			622.45	622.45		
21	R133	1314+95.86	CONST. SPECIAL INLET 33.00' RT. W/30*X122' LG RCP STUBBED INTO STR. 18	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		628.07	624.25	623.69	4	4
22	R129	1315+10.96	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.10	624.93	623.91	4	4
23	R134	1315+67.93	CONST. SPECIAL INLET 33.00' RT. W/30*X57" LG RCP STUBBED INTO STR. 21	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.23	624.45	624.25	14	0
24	R129	1315+86.98	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.27	625.10	624.27	4	4
25	R129	1315+93.11	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.41' LT.	MFC-5-2, SHEET AR11	628.85					
26	R134	1316+43.59	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X58' LG RCP STUBBED INTO STR. 23	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.39	625.09	624.95	6	6
27	R129	1316+57.44	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.42	625.25	624.62	4	4
28	R129	1317+21.89	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.56	625.39	624.91	4	4
29	R134	1317+66.98	CONST. SPECIAL INLET 33.00' RT. W/24*X113' LG RCP STUBBED INTO STR. 26	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		628.65	625.27	625.09	4	0
30	R129	1317+96.71	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.48' LT.	MFC-5-2, SHEET AR11	629.29					
31	R129	1318+01.96	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.73	625.56	625.24	4	4
32	R134	1318+22.04	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X48' LG RCP STUBBED NTO STR. 29	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.77	625.34	625.27	4	4
33	R134	1318+96.53	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X64' LG RCP STUBBED INTO STR. 32	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.93	625.43	625.34	4	4
34	R129	1318+96.75	CAP EXIST. INLET 38.48' LT.	SHEET AR11						
								SUBTOTALS	★ 128	★ 90

★ FOR INFORMATIONAL PURPOSES ONLY.

SUMMARY OF DRAINAGE STRUCTURE DESIGNS (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	DESIGN	TOP OF RIM	TOP OF GRATE	SIDE DRAIN AND CROSS DRAIN FLOW		INLET FRAME & GRATE *	CAST IRON HOOD *
							FL IN	FL OUT		
		US-69							EA	EA
35	R129	1318+97.71	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		628.94	625.77	625.54	4	4
36	R129	1319+96.84	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.23' LT.	MFC-5-2, SHEET AR11	629.72					
37	R129	1319+97.52	CONST. DES. 3 (STD) CI 33.00' LT. W/24*X2' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		629.17	626.00	625.99	4	4
38	R134	1320+16.03	EXTEND EXIST. 3'X2' RCB 12.00' RT.	SBI-5-2, RCB-C1-3&4&5(2-20)-01E			626.42	626.38		
39	R134	1320+18.72	CONST. DES. 3 (STD) CI 68.45' RT. W/24*X2' LG RCP STUBBED INTO EXIST. STR. 38	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		629.71	626.42	626.42	8	8
40	R134	1320+55.84	CONST. 3.75'X5'X3' JCT. BOX W/DES. 3 (STD) CI 92.21' RT. STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3		629.61	626.65		4	4
41	R134	1320+73.00	CONST. DES. 2 (STD) CI 41.34' LT. W/18*X12' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		629.48	626.81	626.46	2	2
42	R129	1320+83.23	CONST. SPECIAL INLET 33.00' RT W/28*X18*X23' LG RCPA STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		629.42	626.67	626.62	2	2
43	R129	1320+84.15	CONST. DES. 3 (STD) CI 33.00' LT. W/18*X18' LG RCP STUBBED INTO EXIST. STR.	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		629.42	626.54	626.46	6	6
44	R135	1321+67.77	CONST. SPECIAL INLET 33.00' RT. W/28*X18*X77' LG RCPA STUBBED INTO STR. 42	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		629.71	626.85	626.71	4	4
45	R130	1322+42.50	CONST. SPECIAL INLET 33.00' LT. W/18*X147' LG RCP STUBBED INTO STR. 43	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R028		629.98	626.98	626.54	6	0
46	R135	1322+51.23	CONST. SPECIAL INLET 33.00' RT. W/28*X18*X73' LG RCPA STUBBED INTO STR. 44	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		630.01	626.98	626.85	4	4
47	R130	1323+45.74	CONST. SPEC. DES. TYPE 1 SMD 42.40' LT. W/18*X6.31' LG RCP STUBBED INTO STR. 48	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3		630.50	628.27	627.55		
48	R130	1323+45.74	CONST. DES. 2 (STD) CI 33.00' LT. W/18*X97' LG RCP STUBBED INTO STR. 45	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.34	627.34	626.98	2	2
49	R135	1323+63.57	CONST. 4' MH 35.00' RT. W/28*X18*X106' LG RCPA STUBBED INTO STR. 46	MFC-5-2, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3	630.44		627.11	626.98		
50	R135	1323+69.57	CONST. DES. 3 (STD) CI 56.61' RT. W/24*X16' LG RCP STUBBED INTO STR. 49	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.74	627.27	627.11	4	4
51	R135	1324+00.27	CONST. DES. 3 (STD) CI 59.24' RT. W/18*X29' LG RCP STUBBED INTO STR. 50	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.05	628.05	627.77	4	4
52	R135	1324+31.27	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X61' LG RCP STUBBED INTO STR. 49	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.63	627.46	627.11	4	4
53	R135	1325+04.06	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X63' LG RCP STUBBED INTO STR. 52	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.77	627.60	627.46	4	4
54	R130	1325+23.26	CONST. SPEC. DES. TYPE 1 SMD 42.30' LT. W/18*X1.50' LG RCP STUBBED INTO STR. 55	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3		630.97	628.76	628.72		
55	R130	1325+23.26	CONST. 4' MH 36.50' LT. W/22*X13*X105' LG RCPA STUBBED INTO STR. 57	MFC-5-2, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3		631.23	628.49	628.07		
56	R135	1326+28.08	CONST. DES. 3 (STD) CI 33.00' RT. W/18*X53' LG RCP STUBBED INTO STR. 59	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.75	628.08	628.03	4	4
57	R130	1326+36.00	CONST. DES. 2 (STD) CI 33.00' LT. W/18*X102' LG RCP STUBBED INTO STR. 61	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.74	626.36	626.16	2	2
58	R130	1326+37.46	CONST. PCES 45.75' LT. W/22*X13*X12' LG RCPA STUBBED INTO STR. 57	PCES-5-2, CCI-1-0, CCI-2-0, PBB-1-3			628.74	626.78		
59	R135	1326+90.58	CONST. DES. 3 (STD) CI 33.00' RT. W/18*x53' LG RCP STUBBED INTO STR. 62	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.70	628.03	627.97	4	4
60	R131	1327+43.09	CONST. PCES 49.03' LT. W/22*X13*X12' LG RCPA STUBBED INTO STR. 61	PCES-5-2, CCI-1-0, CCI-2-0, PBB-1-3			628.69	627.30		
61	R131	1327+43.09	CONST. 4' MH 52.78' LT. W/18*X82' LG RCP STUBBED INTO STR. 63	MFC-5-2, MJB-4-2, CCI-1-0, CCI-2-0, PBB-1-3	631.12		626.16	626.00		
62	R136	1327+53.06	CONST. DES. 3 (STD) CI 33.00' RT. W/18*X80' LG RCP STUBBED INTO STR. 64	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.64	627.97	627.79	4	4
63	R131	1328+32.90	CONST. DES. 3 (STD) CI 33.00' LT. W/18*X103' LG RCP STUBBED INTO STR. 66	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.58	626.00	625.80	4	4
64	R136	1328+42.09	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X100' LG RCP STUBBED INO STR. 67	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.57	627.29	627.21	4	4
65	R131	1329+45.09	CONST. PCES 54.75' LT. W/22*X13*X19' LG RCPA STUBBED INTO STR. 66	PCES-5-2, CCI-1-0, CCI-2-0, PBB-1-3			627.10	627.02		
66	R131	1329+46.58	CONST. SPECIAL INLET 33.00' LT. W/28*X18*X94' LG RCPA STUBBED INTO DITCH W/TYPE B4 CET	CET4S-4-3, SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3, SHEET R029		630.50	625.80	625.41	4	4
67	R136	1329+54.28	CONST. DES. 3 (STD) CI 33.00' RT. W/24*X43' LG RCP STUBBED INTO STR. 68	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.50	627.21	627.15	6	6
68	R136	1330+09.67	CONST. 4'X3'X36' LG RCB 94.34' RT. W/TYPE D6 SCES FL IN @ SCES=626.65	SCES-4-1, SBI-5-2, RCB-C1-3&4&5(2-20)-01E			627.15	626.52		
								SUBTOTALS	★ 94	★ 88

★ FOR INFORMATIONAL PURPOSES ONLY.

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR10

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SUMMARY OF DRAINAGE STRUCTURE DESIGNS (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	DESIGN	TOP OF RIM	TOP OF GRATE	SIDE DRAIN AND CROSS DRAIN FLOW		INLET FRAME & GRATE *	CAST IRON HOOD *
							℄ IN	℄ OUT		
		US-69								
69	R131	1330+71.62	CONST. DES. 2 (STD) CI 33.00' LT. W/24"X24' LG RCP STUBBED INTO DITCH W/TYPE B4 CET	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.63	626.27	626.01	2	2
70	R136	1330+74.31	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X64' LG RCP STUBBED INTO STR. 69	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.63	626.46	626.27	4	4
71	R136	1331+45.40	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X61' LG RCP STUBBED INTO STR. 70	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.81	626.64	626.46	4	4
72	R136	1332+57.07	CONST. DES. 3 (STD) CI 33.82' RT. W/24"X101' LG RCP STUBBED INTO STR. 71	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.00	627.00	626.64	4	4
73	R137	1333+37.05	CONST. DES. 3 (STD) CI 34.99' RT. W/24"X70' LG RCP STUBBED INTO STR. 72	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.01	627.35	627.00	4	4
74	R137	1335+01.36	CONST. DES. 3 (STD) CI 35.77' RT. W/24"X150' LG RCP STUBBED INTO STR. 73	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.38	627.70	627.36	6	6
75	R137	1336+10.92	CONST. DES. 3 (STD) CI 35.09' RT. W/24"X96' LG RCP STUBBED INTO STR. 74	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.55	627.90	627.70	4	4
76	R137	1337+83.56	CONST. DES. 3 (STD) CI 33.44' RT. W/24"X56' LG RCP STUBBED INTO STR. 77	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.83	628.24	628.21	4	4
77	R137	1338+49.36	CONST. DES. 3 (STD) CI 34.14' RT. W/24"X251' LG RCP STUBBED INTO STR. 78	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.72	628.13	627.88	4	4
78	R138	1341+11.89	CONST. DES. 3 (STD) CI 41.35' RT. W/24"X200' LG RCP STUBBED INTO STR. 79	SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		631.00	627.25	626.77	4	4
79	R138	1343+21.56	CONST. DES. 3 (STD) CI 43.76' RT. W/24"X231' LG RCP STUBBED INTO DITCH W/TYPE B4 CET	CET4S-4-3, SSCD-4-2, CI-2-3, SSIF-5-1, CIG-4-1, CCI-1-0, CCI-2-0, PBB-1-3		630.50	626.61	625.77	4	4
80	R140	1360+95.98	ADJUST EXIST. STR. TO GRADE 0.40' RT	SMD-4-3		624.62				
81	R140	1372+36.14	CONST. 24"X54' LG RCP SD 78.53' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			628.36	628.07		
82	R140	1374+95.70	CONST. TYPE 2 SMD 5.73' RT STUBBED INTO EXIST. STR.	SMD-4-3		632.03	628.01			
83	R141	1387+14.88	CONST. 24"X50' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			638.47	637.95		
84	R142	1392+96.20	ADJUST EXIST. STR. TO GRADE 0.59' RT.	SMD-4-3		644.35				
85	R142	1398+06.11	ADJUST EXIST. STR. TO GRADE 0.30' RT.	SMD-4-3		644.93				
86	R143	1412+80.90	CONST. 24"X54' LG RCP SD 78.96' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			645.08	644.98		
87	R144	1421+15.34	CONST. TYPE 2 SMD 0.29' RT. STUBBED INTO EXIST. STR.	SMD-4-3		645.81	643.23			
88	R144	1429+94.80	ADJUST EXIST. STR. TO GRADE 4.44' LT.	SMD-4-3		642.63				
89	R145	1435+91.64	CONST. TYPE 2 SMD 5.76' RT STUBBED INTO EXIST. STR.	SMD-4-3		639.73	634.92			
90	R146	1451+00.00	CONST. TYPE 2 SMD 3.85' LT. W/24"X337' LG RCP STUBBED SOUTH TO EX. STR. AND CAP EX. STR.	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3, SHEET AR11		634.93	631.83	630.63		
91	R146	1451+92.57	CONST. 24"X50' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			631.63	631.39		
92	R146	1458+18.37	CONST. TYPE 2 SMD 0' RT. W/4'X3'X10' LG RCB STUBBED INTO EXIST. STR.	SMD-4-3, SBI-5-2, RCB-C1-3&4&5(2-20)-01E		625.92	620.94	620.91		
93	R146	1464+92.21	CONST. TYPE 2 SMD 5.52' LT. STUBBED INTO EXIST. STR.	SMD-4-3		623.01	605.00			
94	R147	1474+94.86	CONST. TYPE 2 SMD 0.57' RT. STUBBED INTO EXIST. STR.	SMD-4-3		622.51	615.75			
95	R148	1483+94.07	CONST. TYPE 2 SMD 0.00' LT. STUBBED INTO EXIST. STR.	SMD-4-3		622.66	615.56			
96	R149	1505+96.40	CONST. TYPE 2 SMD 4.78' LT. W/ 18"X10' LG RCP STUBBED INTO EXIST. STR.	SMD-4-3		628.24	624.52	623.88		
97	R149	1508+74.77	CONST. 30"X76' LG RCP SD 89.68' LT. W/2 TYPE C4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			623.38	621.48		
98	R149	1509+31.86	CONST. TYPE 2 SMD 5.65' RT W/22"X13"X333' LG RCPA STUBBED TO STR. 96	CET6S-4-3, CCI-1-0, CCI-2-0, PBB-1-3		629.23	626.67	624.52		
99	R150	1511+06.26	CONST. 30"X50' LG CGSP SD 82.45' LT. W/2 TYPE C4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			626.91	626.25		
100	R150	1513+04.29	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			630.33	629.97		
								SUBTOTALS	* 44	* 44

* FOR INFORMATIONAL PURPOSES ONLY.

SUMMARY OF DRAINAGE STRUCTURE DESIGNS (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	DESIGN	TOP OF RIM	TOP OF GRATE	SIDE DRAIN AND CROSS DRAIN FLOW		INLET FRAME & GRATE *	CAST IRON HOOD *
							℄ IN	℄ OUT		
		US-69								
101	R150	1516+35.84	CONST. 24"X36' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			633.12	632.95		
102	R150	1519+48.37	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			633.01	632.78		
103	R151	1526+94.35	ADJUST EXIST. STR. TO GRADE 4.20' LT.	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3		628.38				
104	R151	1531+20.00	CONST. TYPE 2B SMD 5.26' RT. W/36"X10' LG RCP STUBBED INTO EX. STR. W/PCES @ D.S. END OF EX. STR.	SMD-4-3, PCES-5-2, CCI-1-0, CCI-2-0, PBB-1-3		629.75	622.04	621.99		
105	R152	1543+10.11	EXTEND EXIST. 36"X203' LG RCP 2.90' LT. W/PCES	PCES-5-2, CCI-1-0, CCI-2-0, PBB-1-3			638.30	638.25		
106	R152	1545+94.80	CONST. TYPE 2 SMD 3.49' LT. W/18"X10' LG RCP STUBBED INTO EXIST. STR.	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3		650.39	646.59	646.53		
107	R152	1547+52.81	CONST. TYPE 2 SMD 8.95' RT W/18"X157' LG RCP STUBBED INTO STR. 106	SMD-4-3, CCI-1-0, CCI-2-0, PBB-1-3		655.58	647.37	646.59		
108	R154	1577+09.48	ADJUST. EXIST. STR. TO GRADE 1.83' LT.	SMD-4-3		648.75				
109	R155	1587+93.82	CONST. TYPE 2 SMD 8.31' RT. W/24"X95' LG RCP STUBBED LT TO DITCH W/TYPE B6 CET	SMD-4-3, CET6S-4-3, CCI-1-0, CCI-2-0, PBB-1-3		652.36	649.26	648.20		
110	R157	1615+96.63	EXTEND EXIST. 4'X3' RCB CD 19' LT. W/SKEWED HDWL, WINGS & APRON	SBI-5-2, RCB-C1-3&4&5(2-20)-01E, RCB-E1-H3-30-1-01E, RCB-E1-H3-30-2-01E, RCB-E1-H3-30-3-01E, RCB-CW1-D4-30-01E			651.79	651.76		
111	R157	1616+40.26	CONST. TYPE 2 SMD 8.07' RT TIED TO EXIST. RCP	SMD-4-3		658.58	654.10			
112	R157	1620+20.44	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			660.41	659.36		
113	R157	1623+19.06	CONST. 24"X60' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			661.89	661.64		
114	R158	1642+22.99	CONST. 24"X54' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			662.65	662.25		
115	R159	1655+49.26	ADJUST EXIST. STR. TO GRADE 0.05' RT.	SMD-4-3		659.32				
116	R162	1697+66.18	CONST. 24"X54' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			658.13	657.45		
117	R162	1698+48.26	CONST. TYPE 2 SMD 5.03' RT W/22"X13"X79' LG RCPA CD STUBBED LT TO DITCH W/TYPE A6 CET	SMD-4-3, CET6S-4-3, CCI-1-0, CCI-2-0, PBB-1-3		662.37	659.81	659.12		
118	R162	1701+73.38	CONST. 24"X60' LG CGSP SD 81.53' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			664.50	663.34		
119	R164	1724+92.21	CONST. 24"X48' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			672.02	671.89		
120	R164	1731+89.11	CONST. 24"X48' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS	CET4S-4-3, MCI-1-0, MCI-2-0, MCI-3-0, PBB-1-3			668.84	668.60		
		W 450								
121	R166	11+70.64	CONST. 28"X18"X66' LG RCPA SD 23.87' LT. W/2 TYPE B4 CETS	CET4S-4-3, CCI-1-0, CCI-2-0, PBB-1-3			637.07	632.89		
								SUBTOTALS	* 0	* 0

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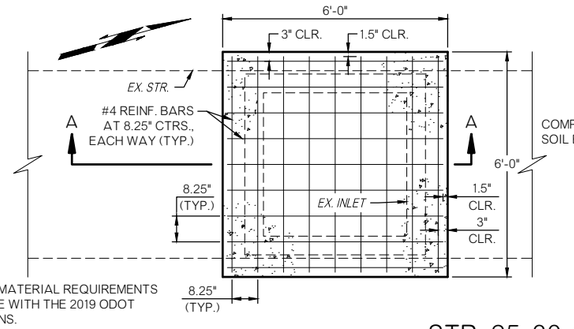
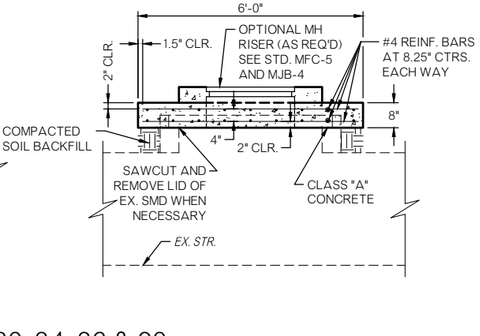


PLAN VIEW
N.T.S.



SECTION A-A
N.T.S.

STR. 25, 30, 34, 36 & 90
CAP DETAIL FOR EX. STRUCTURES

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
2. EXISTING SMD SHALL BE SAWCUT AT THE BASE OF THE EXISTING SMD GRATE WHEN NECESSARY.
3. COST OF SLAB MATERIALS (INCLUDING REINFORCING STEEL), LABOR, SAWCUT AND INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR "509(C) CLASS A CONCRETE, SMALL STRUCTURES".

DESIGN	
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SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR11

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SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	UNCLASSIFIED EXCAVATION 202(A)	STRUCTURAL EXCAVATION UNCLASSIFIED 501(A)	CLASS AA CONCRETE 509(A)	CLASS A CONCRETE, SMALL STRUCTURES 509(C)	REINFORCING STEEL 511(A)	MANHOLE (4' DIA.) 611(A)	REPLACEMENT OF MANHOLE FRAME & COVER 611(C)	INLET W/ SMALL JCT. BOX, CI DES. 3 611(G)	INLET (SMD-TYPE 1) 611(G)	INLET (SMD-TYPE 2) 611(G)	INLET (SMD-TYPE 2B) 611(G)	SPECIAL INLET DRAIN 611(G)	INLET CI 611(G)		ADD.'L DEPTH IN INLET CI 611(H)		JUNCTION BOXES 611(L)	INLET ADJUST TO GRADE 612(C)	R.C. PIPE CLASS III 613(A)				R.C. PIPE ARCH CLASS A-III 613(A)			CORR. GALV. STEEL PIPE 613(B)		22"X13" PREFAB. CULVERT END SEC., ARCH 613(L)	36" PREFAB. CULVERT END SEC., ROUND 613(L)	CULVERT END TREATMENT 613(M)								TYPE D6 SLOPED CONCRETE END SECTION 613(N)		STANDARD BEDDING MATERIAL, CLASS B *	TRENCH EXCAVATION *
																DES. 2 (STD)	DES. 3 (STD)	DES. 2	DES. 3			18"	24"	30"	36"	22"X13"	28"X18"	58"X36"	24"	30"			TYPE B4		TYPE C4		TYPE A6		TYPE B6					
				CY	CY	CY	CY	LB	EA	EA	EA	EA	EA	EA	EA	EA	EA	VF	VF	CF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	GR	NG	GR	NG	GR	NG	GR	NG	GR	NG	CY	CY
		US-69																																									
1	R127	1307+21.33	CONST. DES. 3 (STD) CI 31.03' LT. W/22"X13"X60' LG RCPA STUBBED INTO STR. 2														1		0.22							60																38.60	38.40
2	R132	1307+21.33	CONST. 4' MH 32.07' RT W/28"X18"X121' LG RCPA STUBBED INTO EXIST. MH						1																		121																99.70	100.16
3	R132	1307+67.10	CONST. SPECIAL INLET 31.62' RT. W/28"X18"X42' LG RCPA STUBBED INTO STR. 2												1												42																34.61	34.77
4	R127	1308+15.00	CONST. DES. 3 (STD) CI 31.15' LT. W/18"X104' LG RCP STUBBED INTO STR. 6														1		0.86			104																				17.68	62.38
5	R132	1308+73.72	CONST. DES. 3 (STD) CI 32.91' RT. W/24"X47' LG RCP STUBBED INTO STR. 7														1		0.92				47																			9.87	36.71
6	R128	1309+26.20	CONST. SPECIAL INLET 33.00' LT. W/24"X97' LG RCP STUBBED INTO STR. 9												1								97																			20.37	75.75
7	R133	1309+28.12	CONST. SPECIAL INLET 32.84' RT. W/24"X56' LG RCP STUBBED INTO STR. 8												1								56																			11.76	43.73
8	R133	1309+88.88	CONST. SPECIAL INLET 33.00' RT. W/24"X62' LG RCP STUBBED INTO STR. 10												1								62																			13.02	48.42
9	R128	1310+27.97	CONST. SPECIAL INLET 33.00' LT. W/24"X75' LG RCP STUBBED INTO STR. 11												1								75																			15.75	58.57
10	R133	1310+58.13	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X46' LG RCP STUBBED INTO STR. 12														1		0.98				46																			9.66	35.92
11	R128	1311+10.68	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X61' LG RCP STUBBED INTO STR. 14														1		1.17				61																			12.81	47.64
12	R133	1311+14.88	CONST. DES. 3 (STD) CI 33.00' RT. W/ 24"X50' LG RCP STUBBED INTO STR. 13														1		0.99				50																			10.50	39.05
13	R133	1311+78.02	CONST. SPECIAL INLET 33.00' RT. W/30"X80' LG RCP STUBBED INTO STR. 15												1									80																			21.60	78.83
14	R128	1311+82.10	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X120' LG RCP STUBBED INTO STR. 16														1		1.19				120																			25.20	93.71
15	R133	1312+74.23	CONST. SPECIAL INLET 33.00' RT. W/30"X16' LG RCP STUBBED INTO STR. 17												1									16																			4.32	15.77
16	R128	1313+17.19	CONST. DES. 3 (STD) CI 33.00' LT. W/6'X3'X128" RCB STUBBED INTO STR. 20	413.44	28.32	70.40		8,998.40									1		2.30																							
17	R133	1313+17.19	CONST. 39.40' LG GRATED STREET INLET 40.32' RT. W/2-58"X36"X71' LG RCPA STUBBED INTO STR. 16			17.39		2,914.24																			142																141.40	311.59
18	R133	1313+36.16	CONST. 3'X3'X3.33' JCT BOX 51.53' RT. W/ MH FRAME AND COVER W/24"X10' LG RCP STUBBED INTO STR. 17				0.53													29.32			10																			2.10	7.81
19	R133	1313+63.20	CONST. SPECIAL INLET 33.00' RT. W/30"X24' LG RCP STUBBED INTO STR. 17												1									24																			6.48	23.65
20	R128	1314+16.50	CONST. STD. 6'X3' HEADWALL 119.77' LT. W/APRON & WINGS & 5'X3'X6' LG RCB STUBBED INTO EXIST. STR.	117.22	4.61	15.56		2,574.00																																		
21	R133	1314+95.86	CONST. SPECIAL INLET 33.00' RT. W/30"X122' LG RCP STUBBED INTO STR. 18												1									122																			32.94	120.21
22	R129	1315+10.96	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
23	R134	1315+67.93	CONST. SPECIAL INLET 33.00' RT. W/30"X57' LG RCP STUBBED INTO STR. 21												1									57																			15.39	56.16
24	R129	1315+86.98	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
25	R129	1315+93.11	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.41' LT.				0.79			1																																
26	R134	1316+43.59	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X58' LG RCP STUBBED INTO STR. 23														1		0.63				58																			12.18	45.30
27	R129	1316+57.44	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
28	R129	1317+21.89	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
29	R134	1317+66.98	CONST. SPECIAL INLET 33.00' RT. W/24"X113' LG RCP STUBBED INTO STR. 26												1								113																			23.73	88.24
30	R129	1317+96.71	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.48' LT.				0.79			1																																
31	R129	1318+01.96	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
32	R134	1318+22.04	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X48' LG RCP STUBBED NTO STR. 29														1		0.76				48																			10.08	37.49
33	R134	1318+96.53	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X64' LG RCP STUBBED INTO STR. 32														1		0.83				64																			13.44	49.98
34	R129	1318+96.75	CAP EXIST. INLET 38.48' LT.				0.89																																		
			SUBTOTALS 1:	530.66	32.93	103.35	3.00	14,486.64	1	2	0	0	0	0	11	0	16	0	13.35	29.32	0	104.00	917.00	299.00	0	60.00	163.00	142.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	605.29 *	1,558.09 *

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR12

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SUMMARY OF DRAINAGE STRUCTURES (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	UNCLASSIFIED EXCAVATION 202(A)	STRUCTURAL EXCAVATION UNCLASSIFIED 501(A)	CLASS AA CONCRETE 509(A)	CLASS A CONCRETE, SMALL STRUCTURES 509(C)	REINFORCING STEEL 511(A)	MANHOLE (4' DIA.) 611(A)	REPLACEMENT OF MANHOLE FRAME & COVER 611(C)	INLET W/ SMALL JCT. BOX, CI DES. 3 611(G)	INLET (SMD-TYPE 1) 611(G)	INLET (SMD-TYPE 2) 611(G)	INLET (SMD-TYPE 2B) 611(G)	SPECIAL INLET DRAIN 611(G)	INLET CI 611(G)		ADD.'L DEPTH IN INLET CI 611(H)		JUNCTION BOXES 611(L)	INLET ADJUST TO GRADE 612(C)	R.C. PIPE CLASS III 613(A)				R.C. PIPE ARCH CLASS A-III 613(A)			CORR. GALV. STEEL PIPE 613(B)		22"X13" PREFAB. CULVERT END SEC., ARCH 613(L)	36" PREFAB. CULVERT END SEC., ROUND 613(L)	CULVERT END TREATMENT 613(M)								TYPE D6 SLOPED CONCRETE END SECTION 613(N)		STANDARD BEDDING MATERIAL, CLASS B	TRENCH EXCAVATION
																DES. 2 (STD)	DES. 3 (STD)	DES. 2	DES. 3			18"	24"	30"	36"	22"X13"	28"X18"	58"X36"	24"	30"			TYPE B4		TYPE C4		TYPE A6		TYPE B6					
				CY	CY	CY	CY	LB	EA	EA	EA	EA	EA	EA	EA	EA	EA	VF	VF	CF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	GR	NG	GR	NG	GR	NG	GR	NG	GR	NG	CY	CY
		US-69																																									
35	R129	1318+97.71	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST STR.														1		0.50				2																			0.42	1.57
36	R129	1319+96.84	CAP & ADD MANHOLE COVER TO EXIST. INLET 38.23' LT.				0.79			1																																
37	R129	1319+97.52	CONST. DES. 3 (STD) CI 33.00' LT. W/24"X2' LG RCP STUBBED INTO EXIST. STR.														1		0.50				2																			0.42	1.57
38	R134	1320+16.03	EXTEND EXIST. 3'X2' RCB 12.00' RT.	24.45	1.19	3.12		447.60																																
39	R134	1320+18.72	CONST. DES. 3 (STD) CI 68.45' RT. W/24"X2' LG RCP STUBBED INTO EXIST. STR. 38														1		0.62				2																			0.42	1.57
40	R134	1320+55.84	CONST. 3.75'X5'X3' JCT. BOX W/DES. 3 (STD) CI 92.21' RT. STUBBED INTO EXIST. STR.								1								0.29																						
41	R129	1320+73.00	CONST. DES. 2 (STD) CI 41.34' LT. W/18"X12' LG RCP STUBBED INTO EXIST. STR.														1						12																			2.04	7.20
42	R134	1320+83.23	CONST. SPECIAL INLET 33.00' RT W/28"X18"X23' LG RCPA STUBBED INTO EXIST. STR.													1												23														4.83	21.73
43	R129	1320+84.15	CONST. DES. 3 (STD) CI 33.00' LT. W/18"X18' LG RCP STUBBED INTO EXIST. STR.														1		0.21				18																			3.06	10.80
44	R135	1321+67.77	CONST. SPECIAL INLET 33.00' RT. W/28"X18"X77' LG RCPA STUBBED INTO STR. 42													1												77														16.17	63.74
45	R130	1322+42.50	CONST. SPECIAL INLET 33.00' LT. W/18"X147' LG RCP STUBBED INTO STR. 43													1							147																			24.99	88.17
46	R135	1322+51.23	CONST. SPECIAL INLET 33.00' RT. W/28"X18"X73' LG RCPA STUBBED INTO STR. 44													1												73														15.33	60.43
47	R130	1323+45.74	CONST. SPEC. DES. TYPE 1 SMD 42.40' LT. W/18"X6.31' LG RCP STUBBED INTO STR. 48									1											6.31																			1.08	3.79
48	R130	1323+45.74	CONST. DES. 2 (STD) CI 33.00' LT. W/18"X97' LG RCP STUBBED INTO STR. 45														1		0.33				97																			16.49	58.18
49	R135	1323+63.57	CONST. 4' MH 35.00' RT. W/28"X18"X106' LG RCPA STUBBED INTO STR. 46						1																			106														22.26	87.74
50	R135	1323+69.57	CONST. DES. 3 (STD) CI 56.61' RT. W/24"X16' LG RCP STUBBED INTO STR. 49														1		0.80					16																		3.36	12.50
51	R135	1324+00.27	CONST. DES. 3 (STD) CI 59.24' RT. W/18"X29' LG RCP STUBBED INTO STR. 50														1		0.33				29																			4.93	17.40
52	R135	1324+31.27	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X61' LG RCP STUBBED INTO STR. 49														1		0.50					61																		12.81	45.57
53	R135	1325+04.06	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X63' LG RCP STUBBED INTO STR. 52														1		0.50					63																		13.23	49.20
54	R130	1325+23.26	CONST. SPEC. DES. TYPE 1 SMD 42.30' LT. W/18"X1.50' LG RCP STUBBED INTO STR. 55									1											1.50																			0.26	0.90
55	R130	1325+23.26	CONST. 4' MH 36.50' LT. W/22"X13"X105' LG RCPA STUBBED INTO STR. 57						1																			105														19.95	67.20
56	R135	1326+28.08	CONST. DES. 3 (STD) CI 33.00' RT. W/18"X53' LG RCP STUBBED INTO STR. 59														1						53																			9.01	31.79
57	R130	1326+36.00	CONST. DES. 2 (STD) CI 33.00' LT. W/18"X102' LG RCP STUBBED INTO STR. 61														1		1.71				102																			17.34	61.18
58	R130	1326+37.46	CONST. PCES 45.75' LT. W/22"X13"X12' LG RCPA STUBBED INTO STR. 57																									12														2.28	7.68
59	R135	1326+90.58	CONST. DES. 3 (STD) CI 33.00' RT. W/18"x53' LG RCP STUBBED INTO STR. 62														1						53																			9.01	31.79
60	R131	1327+43.09	CONST. PCES 49.03' LT. W/22"X13"X12' LG RCPA STUBBED INTO STR. 61																									12														2.28	7.68
61	R131	1327+43.09	CONST. 4' MH 52.78' LT. W/18"X82' LG RCP STUBBED INTO STR. 63						1														82																			13.94	49.18
62	R136	1327+53.06	CONST. DES. 3 (STD) CI 33.00' RT. W/18"X80' LG RCP STUBBED INTO STR. 64														1						80																			13.60	47.99
63	R131	1328+32.90	CONST. DES. 3 (STD) CI 33.00' LT. W/18"X103' LG RCP STUBBED INTO STR. 66														1		1.91				103																			17.51	61.78
64	R136	1328+42.09	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X100' LG RCP STUBBED INO STR. 67														1		0.61					100																			21.00	78.09
65	R131	1329+45.09	CONST. PCES 54.75' LT. W/22"X13"X19' LG RCPA STUBBED INTO STR. 66																									19														3.61	12.16
66	R131	1329+46.58	CONST. SPECIAL INLET 33.00' LT. W/28"X18"X94' LG RCPA STUBBED INTO DITCH W/TYPE B4 CET													1												94														19.74	77.81
67	R136	1329+54.28	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X43' LG RCP STUBBED INTO STR. 68														1		0.62					43																			9.03	33.58
68	R136	1330+09.67	CONST. 4'X3'X36" LG RCB 94.34' RT. W/TYPE D6 SCES ft. IN @ SCES=627.15	100.95	5.75	15.48		1,684.80																																	1			
			SUBTOTALS 2:	125.40	6.94	18.60	0.79	2,132.40	3	1	1	2	0	0	5	3	14	2.04	7.39	0	0	783.81	289.00	0	0	148.00	373.00	0	0	0	3	0	1	0	0	0	1					300.40 ★	1,099.97 ★

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR13

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SUMMARY OF DRAINAGE STRUCTURES (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	UNCLASSIFIED EXCAVATION 202(A)	STRUCTURAL EXCAVATION UNCLASSIFIED 501(A)	CLASS AA CONCRETE 509(A)	CLASS A CONCRETE, SMALL STRUCTURES 509(C)	REINFORCING STEEL 511(A)	MANHOLE (4' D)A.) 611(A)	REPLACEMENT OF MANHOLE FRAME & COVER 611(C)	INLET W/ SMALL JCT. BOX, CI DES. 3 611(G)	INLET (SMD-TYPE 1) 611(G)	INLET (SMD-TYPE 2) 611(G)	INLET (SMD-TYPE 2B) 611(G)	SPECIAL INLET DRAIN 611(G)	INLET CI 611(G)		ADD.'L DEPTH IN INLET CI 611(H)		JUNCTION BOXES 611(L)	INLET ADJUST TO GRADE 612(C)	R.C. PIPE CLASS III 613(A)				R.C. PIPE ARCH CLASS A-III 613(A)			CORR. GALV. STEEL PIPE 613(B)		22"X13" PREFAB. CULVERT END SEC., ARCH 613(L)	36" PREFAB. CULVERT END SEC., ROUND 613(L)	CULVERT END TREATMENT 613(M)								TYPE D6 SLOPED CONCRETE END SECTION 613(N)		★STANDARD BEDDING MATERIAL, CLASS B	TRENCH ★ EXCAVATION
																DES. 2 (STD)	DES. 3 (STD)	DES. 2	DES. 3			18"	24"	30"	36"	22"X13"	28"X18"	58"X36"	24"	30"			TYPE B4		TYPE C4		TYPE A6		TYPE B6					
				CY	CY	CY	CY	LB	EA	EA	EA	EA	EA	EA	EA	EA	EA	VF	VF	CF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA											CY	CY
		US-69																														GR	NG	GR	NG	GR	NG	GR	NG	GR	NG		
69	R131	1330+71.62	CONST. DES. 2 (STD) CI 33.00' LT. W/24"X24' LG RCP STUBBED INTO DITCH W/TYPE B4 CET													1		1.69					24									1										5.04	18.75
70	R136	1330+74.31	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X64' LG RCP STUBBED INTO STR. 69														1		1.50				64																			29.13	49.98
71	R136	1331+45.40	CONST. DES. 3 (STD) CI 33.00' RT. W/24"X61' LG RCP STUBBED INTO STR. 70														1		1.50				61																			12.81	47.64
72	R136	1332+57.07	CONST. DES. 3 (STD) CI 33.82' RT. W/24"X101' LG RCP STUBBED INTO STR. 71														1		1.33				101																			21.21	78.87
73	R137	1333+37.05	CONST. DES. 3 (STD) CI 34.99' RT. W/24"X70' LG RCP STUBBED INTO STR. 72														1		0.99				70																			14.70	54.67
74	R137	1335+01.36	CONST. DES. 3 (STD) CI 35.77' RT. W/24"X150' LG RCP STUBBED INTO STR. 73														1		1.01				150																			31.50	117.13
75	R137	1336+10.92	CONST. DES. 3 (STD) CI 35.09' RT. W/24"X96' LG RCP STUBBED INTO STR. 74														1		0.98				96																			20.16	74.97
76	R137	1337+83.56	CONST. DES. 3 (STD) CI 33.44' RT. W/24"X56' LG RCP STUBBED INTO STR. 77														1		0.92				56																			11.76	43.73
77	R137	1338+49.36	CONST. DES. 3 (STD) CI 34.14' RT. W/24"X251' LG RCP STUBBED INTO STR. 78														1		0.92				251																			52.71	196.00
78	R138	1341+11.89	CONST. DES. 3 (STD) CI 41.35' RT. W/24"X200' LG RCP STUBBED INTO STR. 79														1		1.08				200																			42.00	156.18
79	R138	1343+21.56	CONST. DES. 3 (STD) CI 43.76' RT. W/24"X231' LG RCP STUBBED INTO DITCH W/TYPE B4 CET														1		1.22				231												1							48.51	180.38
80	R140	1360+95.98	ADJUST EXIST. STR. TO GRADE 0.40' RT																			1																				
81	R140	1372+36.14	CONST. 24"X54' LG RCP SD 78.53' LT. W/2 TYPE B4 CETS																				54												2								
82	R140	1374+95.70	CONST. TYPE 2 SMD 5.73' RT STUBBED INTO EXIST. STR.										1																													
83	R141	1387+14.88	CONST. 24"X50' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS																				50												2								
84	R142	1392+96.20	ADJUST EXIST. STR. TO GRADE 0.59' RT.																			1																				
85	R142	1398+06.11	ADJUST EXIST. STR. TO GRADE 0.30' RT.																			1																				
86	R143	1412+80.90	CONST. 24"X54' LG RCP SD 78.96' LT. W/2 TYPE B4 CETS																				54												2								
87	R144	1421+15.34	CONST. TYPE 2 SMD 0.29' RT. STUBBED INTO EXIST. STR.										1																													
88	R144	1429+94.80	ADJUST EXIST. STR. TO GRADE 4.44' LT.																			1																				
89	R145	1435+91.64	CONST. TYPE 2 SMD 5.76' RT STUBBED INTO EXIST. STR.										1																													
90	R146	1451+00.00	CONST. TYPE 2 SMD 3.85' LT. W/24"X337' LG RCP STUBBED SOUTH TO EX. STR. AND CAP EX. STR.				0.89						1											337																	70.77	263.16
91	R146	1451+92.57	CONST. 24"X50' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS																				50												2								
92	R146	1458+18.37	CONST. TYPE 2 SMD 0' RT. W/4'X3'X10' LG RCB STUBBED INTO EXIST. STR.	31.36	1.60	4.30		468.00					1																													
93	R146	1464+92.21	CONST. TYPE 2 SMD 5.52' LT. STUBBED INTO EXIST. STR.										1																													
94	R147	1474+94.86	CONST. TYPE 2 SMD 0.57' RT. STUBBED INTO EXIST. STR.										1																													
95	R148	1483+94.07	CONST. TYPE 2 SMD 0.00' LT. STUBBED INTO EXIST. STR.										1																													
96	R149	1505+96.40	CONST. TYPE 2 SMD 4.78' LT. W/ 18"X10' LG RCP STUBBED INTO EXIST. STR.										1										10																			1.70	6.00
97	R149	1508+74.77	CONST. 30"X76' LG RCP SD 89.68' LT. W/2 TYPE C4 CETS																					76												2							
98	R149	1509+31.86	CONST. TYPE 2 SMD 5.65' RT W/22"X13"X333' LG RCPA STUBBED TO STR. 96																									333													63.27	213.12
99	R150	1511+06.26	CONST. 30"X50' LG CGSP SD 81.85' LT. W/2 TYPE C4 CETS																													50				2							
100	R150	1513+04.29	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																												40				2							
			SUBTOTALS 3:	31.36	1.60	4.30	0.89	468.00	0	0	0	0	9	0	0	1	10	1.69	11.45	0	4	10.00	1,849.00	76.00	0	333.00	0	0	40.00	50.00	0	0	12	4	0	0	0					425.27 ★	1,500.58 ★

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DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR14

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SUMMARY OF DRAINAGE STRUCTURES (CONT'D)

STRUCTURE NO.	SHEET NO.	STATION	DESCRIPTION	UNCLASSIFIED EXCAVATION 202(A)	STRUCTURAL EXCAVATION UNCLASSIFIED 501(A)	CLASS AA CONCRETE 509(A)	CLASS A CONCRETE, SMALL STRUCTURES 509(C)	REINFORCING STEEL 511(A)	MANHOLE (4' DIA.) 611(A)	REPLACEMENT OF MANHOLE FRAME & COVER 611(C)	INLET W/ SMALL JCT. BOX, CI DES. 3 611(G)	INLET (SMD-TYPE 1) 611(G)	INLET (SMD-TYPE 2) 611(G)	INLET (SMD-TYPE 2B) 611(G)	SPECIAL INLET DRAIN 611(G)	INLET CI 611(G)		ADD.'L DEPTH IN INLET CI 611(H)		JUNCTION BOXES 611(L)	INLET ADJUST TO GRADE 612(C)	R.C. PIPE CLASS III 613(A)				R.C. PIPE ARCH CLASS A-III 613(A)			CORR. GALV. STEEL PIPE 613(B)		22"X13" PREFAB. CULVERT END SEC., ARCH 613(L)	36" PREFAB. CULVERT END SEC., ROUND 613(L)	CULVERT END TREATMENT 613(M)								TYPE D6 SLOPED CONCRETE END SECTION 613(N)		STANDARD BEDDING * MATERIAL, CLASS B	TRENCH * EXCAVATION
																DES. 2 (STD)	DES. 3 (STD)	DES. 2	DES. 3			18"	24"	30"	36"	22"X13"	28"X18"	58"X36"	24"	30"			TYPE B4		TYPE C4		TYPE A6		TYPE B6					
				CY	CY	CY	CY	LB	EA	EA	EA	EA	EA	EA	EA	EA	EA	VF	VF	CF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA										CY	CY
		US-69																															GR	NG	GR	NG	GR	NG	GR	NG	GR	NG		
101	R150	1516+35.84	CONST. 24"X36' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											36				2									
102	R150	1519+48.37	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											40				2									
103	R151	1526+94.35	ADJUST EXIST. STR. TO GRADE 4.20' LT.																		1																							
104	R151	1531+20.00	CONST. TYPE 2B SMD 5.26' RT. W/36"X10' LG RCP STUBBED INTO EX. STR. W/PCES @ D.S. END OF EX. STR.											1												10					1											3.20	12.15
105	R152	1543+10.11	EXTEND EXIST. 36"X203' LG RCP 2.90' LT. W/PCES																												1											0.93	3.52
106	R152	1545+94.80	CONST. TYPE 2 SMD 3.49' LT. W/18"X10' LG RCP STUBBED INTO EXIST. STR.										1									10																				1.70	6.00
107	R152	1547+52.81	CONST. TYPE 2 SMD 8.95' RT W/18"X157' LG RCP STUBBED INTO STR. 106										1									157																				26.69	94.17
108	R154	1577+09.48	ADJUST. EXIST. STR. TO GRADE 1.83' LT.																		1																							
109	R155	1587+93.82	CONST. TYPE 2 SMD 8.31' RT. W/24"X95' LG RCP STUBBED LT TO DITCH W/TYPE B6 CET										1											95																1		19.95	74.19
110	R157	1615+96.63	EXTEND EXIST. 4'X3' RCB CD 19' LT. W/SKEWED HDWL, WINGS & APRON	173.26	6.42	24.27		3,349.20																																		
111	R157	1616+40.26	CONST. TYPE 2 SMD 8.07' RT TIED TO EXIST. RCP										1																															
112	R157	1620+20.44	CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											40				2									
113	R157	1623+19.06	CONST. 24"X60' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											60				2									
114	R158	1642+22.99	CONST. 24"X54' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS																					54										2									
115	R159	1655+49.26	ADJUST EXIST. STR. TO GRADE 0.05' RT.																		1																							
116	R162	1697+66.18	CONST. 24"X54' LG RCP SD 78.52' LT. W/2 TYPE B4 CETS																					54										2									
117	R162	1698+48.26	CONST. TYPE 2 SMD 5.03' RT W/22"X13"X79' LG RCPA CD STUBBED LT TO DITCH W/TYPE A6 CET										1															79										1				15.01	50.56
118	R162	1701+73.38	CONST. 24"X60' LG CGSP SD 81.53' LT. W/2 TYPE B4 CETS																											60				2									
119	R164	1724+92.21	CONST. 24"X48' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											48				2									
120	R164	1731+89.11	CONST. 24"X48' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS																											48				2									
		W 450																																									
121	R166	11+70.64	CONST. 28"X18"X66' LG RCPA SD 23.87' LT. W/2 TYPE B4 CETS																								66								2									
SUBTOTALS 4:				173.26	6.42	24.27	0	3,349.20	0	0	0	0	5	1	0	0	0	0	0	0	3	167.00	203.00	0	10.00	79.00	66.00	0	332.00	0	0	2	20	0	1	1	0			67.48	240.59
SUBTOTALS 3:				31.36	1.60	4.30	0.89	468.00	0	0	0	0	9	0	0	1	10	1.69	11.45	0	4	10.00	1,849.00	76.00	0	333.00	0	0	40.00	50.00	0	0	12	4	0	0	0			425.27	1,500.58
SUBTOTALS 2:				125.40	6.94	18.60	0.79	2,132.40	3	1	1	2	0	0	5	3	14	2.04	7.39	0	0	783.81	289.00	0	0	148.00	373.00	0	0	0	3	0	1	0	0	0	1			300.40	1,099.97
SUBTOTALS 1:				530.66	32.93	103.35	3.00	14,486.64	1	2	0	0	0	0	11	0	16	0	13.35	29.32	0	104.00	917.00	299.00	0	60.00	163.00	142.00	0	0	0	0	0	0	0	0	0			605.29	1,558.09
TOTAL:				860.68	47.89	150.52	4.68	20,436.24	4	3	1	2	14	1	16	4	40	3.73	32.19	29.32	7	1,064.81	3,258.00	375.00	10.00	620.00	602.00	142.00	372.00	50.00	3	2	33	4	1	1	1			1,398.44 *	4,399.23 *

★ FOR INFORMATIONAL PURPOSES ONLY.

DESIGN	
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APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE SUMMARIES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AR15

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DESCRIPTION	REVISIONS	DATE

TRAFFIC GENERAL CONSTRUCTION NOTES

REMOVED MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, AND SIGNING WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING WILL BE DONE ACCORDING TO STANDARDS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION", AND AS SHOWN ON TCS STANDARD DRAWINGS.

ALL FIELD MEASUREMENTS PREVAIL ON INSTALLATION AND REMOVAL.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES." CHANNELIZING DEVICES SHALL HAVE A MINIMUM HEIGHT OF 36 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES, AND SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY DEVICE DURING CONSTRUCTION.

ALL WASTE MATERIAL AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THE DISPOSAL OF THIS MATERIAL.

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

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

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

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

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

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

NO SPLICES SHALL BE PERMITTED IN ANY PIPE OR WIDE FLANGE SIGN POSTS.

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE. EXACT STATIONS 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.

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

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. FGS1-1-(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.

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

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

"THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 24 HOUR CALL AS NEEDED AS DETERMINED BY THE ENGINEER. THIS PERSON SHALL HOLD A CURRENT CERTIFICATION FROM THE AMERICAN TRAFFIC SAFETY ASSOCIATION (ATSSA) OR THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OTEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR."

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

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

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

(TC-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 THE PLANS OR STANDARD DRAWINGS. TEMPORARY PAVEMENT MARKINGS PLACED ON FINISHED PAVEMENT OR EXISTING PAVEMENT TO REMAIN IN PLACE SHALL USE ONE OF THE FOLLOWING METHODS:
* REMOVABLE PAVEMENT MARKING TAPE
* CLASS A PAVEMENT MARKERS

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

(TC-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.

(TC-24) QUANTITIES SHOWN FOR CONSTRUCTION SIGNING AND STRIPING HAVE BEEN INCREASED TO ALLOW FOR TRAFFIC CONTROL ON CROSS STREETS NOT SHOWN ON THE PLANS.

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

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

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

THE MANUFACTURER SHALL FURNISH A TYPE "D" CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-52) ANY USED TRUCK MOUNTED ATTENUATORS, CHANGEABLE MESSAGE SIGNS AND CONSTRUCTION ZONE IMPACT ATTENUATOR 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.

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

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

(TC-73) QUANTITY SHOWN INCLUDES 2,300 EA (WHITE) AND 1,800 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 TCS21-1-(LATEST REVISION).

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

(TC-76) ANY TRUCK MOUNTED ATTENUATOR USED ON THIS PROJECT SHALL HAVE PASSED ALL MANDATORY AND OPTIONAL TESTS LISTED IN NCHRP 350, TL-3 CRITERIA. THIS ITEM IS TO BE USED WHERE SHOWN IN THE STANDARD DRAWINGS OR AT THE DISCRETION OF THE ENGINEER ON SHADOW VEHICLES PROTECTING THE WORK AREAS AND TEMPORARY ROADSIDE HAZARDS.

(TC-77) TRUCK MOUNTED ATTENUATORS ARE TO BE INSTALLED ON NON-STATE OWNED TRUCKS HAVING A MINIMUM GROSS WEIGHT RATING OF 15,000 POUNDS. EACH OF THESE TRUCKS SHALL ALSO BE EQUIPPED WITH AN ARROW DISPLAY (TYPE B).

(TC-84) 450 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.

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

TRAFFIC SPECIAL PAY QUANTITY NOTES

(SP-1) SIGN PLACEMENT LOCATIONS WILL BE AT THE DISCRETION OF THE ENGINEER.

(SP-2) PRICE BID FOR THIS PAY ITEM INCLUDES THE INITIAL PLACEMENT AND SUBSEQUENT REPLACEMENT DURING CONSTRUCTION TO MAINTAIN THE ADEQUATE DELINEATIONS.

(SP-3) TYPE 'D' LIGHTS ARE REQUIRED.

(SP-4) CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE PROJECT 14 DAYS IN ADVANCE OF THE START DATE.

(SP-5) 150 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THIS SIGN DAY PAY ITEMS.

(SP-6) PRICE BID FOR THIS PAY ITEM INCLUDES HIGH LEVEL WARNING DEVICE.

(SP-7) THIS PAY ITEM SHALL INCLUDE PEDESTRIAN CHANNELIZING DEVICES IN CONFORMANCE WITH SECTION 6K.02 AND FIGURE 6K-2 IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 11TH EDITION (MUTCD, 11TH EDITION). DETECTION PLATES AND HAND-TRAILING EDGES AS SHOWN SHALL BE MOUNTED AT THE HEIGHT SHOWN, ON TO A MOUNTING DEVICES AS APPROVED BY THE RESIDENT AND/OR CONSTRUCTION ENGINEER FROM ODOT DISTRICT 8. MOUNTING HARDWARE SHALL NOT PRESENT A TRIP HAZARD FOR PEDESTRIANS WITHIN THE TRAVELED WAY.

MAYES COUNTY
JP 31963(04)
0340 TRAFFIC CONTROL

PAY QUANTITIES - TRAFFIC CONTROL

ITEM	DESCRIPTION		UNIT	QUANTITY
857(A)9205	CONSTRUCTION TRAFFIC STR.(PAINT)(6" WIDE)	(SP-8)(TC-70)	LF	10,800
857(C)9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE)	(SP-9)(TC-70)	LF	2,800
858(A)0224	PAVE.MARKERS CLASS A TYPE 2-C	(SP-2)(TC-20,21,61,70,75)	EA	2,300
858(A)0228	PAVE.MARKERS CLASS A TYPE 2-D	(SP-2)(TC-20,21,61,70,75)	EA	1,800
857(F)9700	PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	(TC-22,70,84)	LF	12,840
871(B)2300	CONST.ZONE IMPACT ATTEN.	(TC-84)	SD	900
876(A)3210	(PL)TRUCK MOUNTED ATTENUATOR	(TC-70,76,77,84)	SD	900
877(B)4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2)	LF	16,825
877(C)4400	RELOCATION OF PORT. LONGITUDINAL BARRIER	(TC-1)	LF	25,325
878(B)5300	MODULAR GLARE SCREEN (TEMPORARY)	(TC-26,33,84)	SD	46,800
880(A)6220	ARROW DISPLAY(TYPE C)	(TC-84)	SD	900
880(B)6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26,33,84)	SD	15,750
880(B)6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26,33,84)	SD	9,900
880(B)6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(SP-6)(TC-24,26,33,84)	SD	12,600
880(C)6405	CONSTRUCTION BARRICADES(TYPE II)	(SP-7)(TC-26,84)	SD	2,700
880(C)6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84)	SD	9,900
880(D)6500	VERTICAL PANELS	(SP-5)(TC-26,84)	SD	6,000
880(E)6607	WARNING LIGHTS (TYPE B)	(TC-26,84)	SD	23,400
880(E)6616	WARNING LIGHTS (TYPE D)	(TC-26,84)	SD	15,300
880(F)6700	DRUMS	(SP-3)(TC-26,84)	SD	15,300
880(G)6805	CHANNELIZER CONES	(TC-26,84)	SD	11,250
882(A)8210	PORT.CHANGEABLE MESSAGE SIGN	(SP-1,4)(TC-26,52,85)	SD	900

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUMMARY OF PAY QUANTITIES & GENERAL NOTES (TRAFFIC)
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AT01

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DESCRIPTION	REVISIONS	DATE

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

REMOVED MATERIAL TO BECOME PROPERTY OF CONTRACTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

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

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

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

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

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

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

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

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

NO SPLICES SHALL BE PERMITTED IN ANY PIPE OR WIDE FLANGE SIGN POSTS.

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE. EXACT STATIONS 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.

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

THE COST OF REPLACEMENT OF MISSING OR DAMAGED EDGE STRIP ON EXISTING SIGNS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

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. FGS1-1-(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.

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 DISTRICT PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

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.

THE REMOVAL OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE REMOVED IN A MANNER APPROVED BY THE ENGINEER. AFTER REMOVAL, THE HOLES SHALL BE PATCHED WITH CONCRETE. THE NEW LOCATION OF SIGN FOOTINGS IN CONCRETE ISLANDS SHALL BE SAWED IN A MANNER APPROVED BY THE ENGINEER. CONCRETE PATCHING, SAWING, LABOR, AND ALL OTHER ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

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

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

WHERE EXISTING SIGNS NEED RE-ADJUSTMENT TO KEEP THE SIGN 1" ABOVE THE FUSE PLATE TO COMPLY WITH STD. FGS1-1 AND FGS2-1-(LATEST REVISION), THE CONTRACTOR SHALL CUT ANY WIDE FLANGE SIGN POSTS THAT EXTEND ABOVE THE SIGN. THE CUT SURFACE SHALL BE GROUND SMOOTH AND GIVEN A HEAVY AND THOROUGH COAT OF ZINC-RICH PAINT IN A MANNER APPROVED BY ENGINEER.

TRAFFIC SIGNING PAY QUANTITY NOTES

(TS-33) 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 SSA1-1 AND SSP1-1-(LATEST REVISION).

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

TRAFFIC SPECIAL PAY QUANTITY NOTES NOTES

(SP-7) QUANTITY SHOWN INCLUDES 90,260 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(SP-8) FOR STATIONS AND LOCATIONS OF THE SIGN REMOVAL AND RELOCATONS, ARE AS SHOWN ON SIGNING & PAVEMENT MARKING SHEETS AND SIGN SUMMARY , ARE APPROXIMATE. EXACT STATIONS 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.

(SP-9) QUANTITY SHOWN INCLUDES 111,710 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(WHITE), AND 14,350 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(BLACK) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(SP-10) QUANTITY SHOWN INCLUDES 4,540 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(WHITE) AND 0 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.

(SP-11) QUANTITY SHOWN INCLUDES 1,120 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(WHITE) AND 1,460 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(YELLOW) AND WILL BE MEASURED BYTHE LINEAR FOOT OF TWELVE INCH (12") WIDE TRAFFIC STRIPE.

(SP-12) QUANTITY SHOWN INCLUDES 830 L.F. TRAFFIC STRIPE (PLURAL-COMPONENT)(WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.

(SP-13) ITEM SHALL CONSIST OF THE SHUR-TITE SHUR-FLEX DRIVEABLE DELINEATORS. DELINEATOR SHALL HAVE 48" MOUNTING HEIGHT, BE WHITE IN COLOR, AND INCLUDE WHITE REFLECTIVE SHEETING FACING TRAFFIC RED REFLECTIVE SHEETING ON BACK AND BE INSTALLED WITH THREE COMPONENT DESIGN SYSTEM. ITEM SHALL INCLUDE THE REMOVAL OF EXISTING DELINEATORS. SEE GENERAL CONSTRUCTION NOTES FOR DISPOSAL OF MATERIALS.

(SP-13) ITEM LOCATION 1545+38 163' LT. PERMANENT TYPE III(A) BARRICADE SEE ODOT TRAFFIC CONTROL STANDARD TRAFFIC CONTROL DEVICES TCS4-1(LAT. REV.).

MAYES COUNTY
JP 31963(04)
0300 SIGNING & STRIPING

PAY QUANTITIES - SIGNING & STRIPING

ITEM	DESCRIPTION		UNIT	QUANTITY
413(B)4310	RUMBLE STRIP-METHOD HMA-CYC		LF	37,462.00
413(D)4510	RUMBLE STRIP METHOD PCC-CYC		LF	81,452.00
804(A)2200	STRUCTURAL CONCRETE		CY	1.18
804(B)2300	REINFORCING STEEL		LB	194.00
805(D)3528	(PL)REMOVE & RESET EXISTING SIGNS	(SP-8)	EA	5.00
850(A)1200	SHEET ALUMINUM SIGNS	(TS-33)	SF	1,573.00
850(B)1310	EXTRUDED ALUMINUM PANEL SIGNS	(TS-33)	SF	43.00
851(A)2200	4"@13 GALV.STL.WD.FLANGE BM.POST	(TS-34)	LF	41.00
851(B)2315	3"@7.58 GALV. STL.PIPE POST	(TS-34)	LF	34.00
851(C)2415	2" SQUARE TUBE POST	(TS-34)	LF	3,204.00
853 5130	DELINEATORS(TYPE 1, CODE 1, FLEXIBLE)	(SP-13)	EA	81.00
856(A)8207	(SP) TRAFFIC STRIPE(PLURAL-COMPONENT)(6" WIDE)	(SP-7,9)	LF	216,320.00
856(A)8211	(SP) TRAFFIC STRIPE(PLURAL-COMPONENT)(8" WIDE)	(SP-10)	LF	4,540.00
856(A)8215	(SP) TRAFFIC STRIPE(PLURAL-COMPONENT)(12" WIDE)	(SP-11)	LF	2,580.00
856(A)8219	(SP) TRAFFIC STRIPE(PLURAL-COMPONENT)(24" WIDE)	(SP-12)	LF	830.00
856(B)8307	(SP) TRAFFIC STRIPE(PLURAL-COMP)(ARROWS)		EA	103.00
880(C)6425	PERMANENT BARRICADE UNIT	(SP-13)	EA	1.00

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY OF PAY QUANTITIES & GENERAL NOTES (SIGNING)

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. AT02

z:\1166591\Drawings\TRAFFIC SHEETS\31963O4-AT02-PQ (SIGNING).dwg 8/20/2025 12:13 PM

DESCRIPTION	REVISIONS	DATE

GENERAL CONSTRUCTION NOTES

CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, ENGLISH, AS APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019, EXCEPT AS MODIFIED BY THE PLANS OR SPECIAL PROVISIONS.

THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN.

THE CONTRACTOR SHALL NOTIFY O.D.O.T. DISTRICT 8 AND THE CITY OF PRYOR AT LEAST FOURTEEN (14) DAYS PRIOR TO STARTING WORK.

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
THE LOCAL COUNTY CLERK'S OFFICE
THE CITY OF PRYOR
PRYOR MUNICIPAL UTILITY BOARD

TRAFFIC LIGHTING GENERAL CONSTRUCTION NOTES

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 TRAFFIC ENGINEER DIVISION AT (405) 521-2861.

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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE THEY MAY INFLICT TO THE EXISTING UNDERGROUND UTILITIES WITHIN THE PROJECT AREA AS A RESULT OF THEIR 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 811 OR 1-800-522-6543 OR WWW.CALLOKIE .COM OR THE LOCAL COUNTY CLERK'S OFFICE.

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

TRAFFIC LIGHTING PAY QUANTITY NOTES

(TL-9) QUANTITIES INCLUDE STRUCTURAL CONCRETE TO BE USED FOR THE FOLLOWING:
GROUND MOUNTED FOOTINGS..... = 29.6 C.Y.

(TL-10) QUANTITIES INCLUDE REINFORCING STEEL TO BE USED FOR THE FOLLOWING:
GROUND MOUNTED FOOTINGS..... = 5,112 LBS.

(TL-16) 18 - 40' MTG. HT. POLES WITH 8' HLMA (G.STL.) ARE TO BE MOUNTED ON BREAKAWAY BASES. SEE STD.'S HLP1-1, HLP2-1, AND HLP3-1-(LATEST REVISIONS) AND LIGHT POLE SCHEDULE.

(TL-23) 18 - ROADWAY LUMINAIRES SHALL BE LED 279W COBRA HEAD, BRAND AEL, STOCK# ATBL-G-MVOLT-R3-MP-P7, OR APPROVED EQUAL.

(TL-34) INCLUDES 1 - 30 FT. TOTAL LENGTH WOOD SERVICE POLE(S), CLASS 6.

(TL-35) SEE SERVICE POLE SCHEDULE; FOR ADDITIONAL INFORMATION CONCERNING THE SERVICE POLE, CONTACT THE FOLLOWING PRIOR TO INSTALLATION:

PERSON'S NAME . . . . . BRENT CHILDERS.
WITH THE COMPANY/CITY OF . . . . . PRYOR MUNICIPAL UTILITY BOARD.
COMPANY'S/CITY'S TELEPHONE NO. (918) 825-2101.

(TL-43) ALL REMOVED SERVICE POLES, LIGHT POLES, MAST ARMS, LUMINAIRES, BREAKAWAY BASES AND PERTINENT EQUIPMENT SHALL BECOME THE PROPERTY OF THE CITY OF PRYOR. THE CONTRACTOR SHALL NEATLY STACK THE REMOVED ITEMS IN AN AREA DESIGNATED BY THE ENGINEER WITHIN THE PROJECT LIMITS. THE ITEMS THAT ARE TO BE REMOVED SHALL BE HANDLED WITH CARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OCCURRING DURING THESE OPERATIONS.

(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.

ADDITIONAL TRAFFIC LIGHTING PAY QUANTITY NOTES

(L-1) ALL LIGHT POLES REMOVED SHALL BECOME THE PROPERTY OF THE PRYOR MUNICIPAL UTILITY BOARD. 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.

(L-2) 18 - LIGHT POLES WITH SINGLE MONOTUBE MAST ARMS, 8' LONG, SHALL BE USED. NOMINAL MOUNTING HEIGHT SHALL BE 40'.

(L-3) QUANTITY INCLUDES ONE (1) PULL BOX (SIZE I) TO BE INSTALLED ADJACENT TO EACH ROADSIDE LIGHT POLE LOCATION. THE EXACT LOCATION OF THESE PULL BOXES SHALL BE DETERMINED BY THE CONTRACTOR BASED ON FIELD CONDITIONS.

(L-4) ITEM QUANTITY INCLUDES AN ADDITIONAL 10% CONTINGENCY FOR FOR ELEVATION CHANGES, WIRE TERMINATIONS, VERTICAL TRANSITION AREAS, AND OTHER INCIDENTAL ITEMS.

(L-5) ALUMINUM WIRING SHALL BE USED FOR ALL UNDERGROUND CONDUITS.

(L-6) PAY ITEM QUANTITY IS PROVIDED FOR USE INSIDE OF LIGHT POLES. PRICE BID SHALL INCLUDE COSTS OF ALL CONNECTIONS WITHIN THE LIGHT POLES AND LUMINAIRES.

(TP-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 2009 SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

JP 31963(04)
0330
TRAFFIC LIGHTING

PAY QUANTITIES - TRAFFIC LIGHTING

ITEM		DESCRIPTION		UNIT	QUANTITY
802(B)	0320	2" PVC SCH.40 PLASTIC CONDUIT BORED	(L-4)(TP-1)	LF	2,420.00
802(B)	0324	2" PVC SCH.40 PLASTIC CONDUIT TRENCHED	(L-4)(TP-1)	LF	1,550.00
803(A)	1210	PULL BOX(SIZE I)	(L-3)	EA	27.00
804(A)	2200	STRUCTURAL CONCRETE	(TL-9)(TP-1)	CY	30.00
804(B)	2300	REINFORCING STEEL	(TL-10)(TP-1)	LB	5,112.00
805(A)	3228	(PL)REMOVAL OF LIGHT POLE	(TL-43,44)(L-1)	EA	24.00
806(C)	4508	40' MTG & 8' HLMA(G.STL.)	(TL-16)(L-2)	EA	18.00
807	5120	BREAKAWAY BASE (DES. B)	(TL-16)	EA	18.00
809(A)	7200	ROADWAY LUMINAIRE	(TL-23)	EA	18.00
810(A)	8200	SERVICE POLE	(TL-34,35)	EA	1.00
811	9115	1/C NO.4 ELECT.COND.	(L-4,5)(TP-1)	LF	13,530.00
811	9130	1/C NO.10 ELECT.COND.	(L-6)(TP-1)	LF	1,800.00

LICENSED PROFESSIONAL ENGINEER
JUSTIN R. WILLIS
27254
OKLAHOMA
05/13/2026

1111 N. LEE AVE.
SUITE 236
OKLAHOMA CITY, OK 73103
PHONE: (405) 384-5127
OK CA #5860 Exp.06/30/2027
LEE ENGINEERING

DESIGN	JRW
DRAWN	JMJ
CHECKED	JRW
APPROVED	DMS
SQUAD	LEE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY OF PAY QUANTITIES & NOTES (LIGHTING)

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. JP 31963(04) SHEET NO AT03

REVISIONS		
REV. NO.	DESCRIPTION	DATE

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

404 PERMIT INFORMATION

NATIONWIDE PERMIT NO. 14

☐ TO BE PROVIDED AT A LATER DATE

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

☑ NO PRE-CONSTRUCTION NOTIFICATION REQUIRED: PROJECT DOES NOT REQUIRE NOTIFICATION TO THE US ARMY CORPS OF ENGINEERS (USACE) IN ORDER TO COMMENCE.

☐ PRE-CONSTRUCTION NOTIFICATION REQUIRED: RESIDENT ENGINEER MUST NOTIFY THE USACE WITHIN 30 DAYS OF THE START OF CONSTRUCTION AND 30 DAYS PRIOR TO COMPLETION OF CONSTRUCTION, FORMS LOCATED IN THE CONTRACT.

☐ INDIVIDUAL PERMIT: WILL BE MONITORED CLOSELY BY THE USACE.

☐ GENERAL PERMIT: PROJECT WITHIN A DESIGNATED CRITICAL RESOURCE WATER AND WILL REQUIRE PRE-CONSTRUCTION NOTIFICATION SEE ABOVE FOR EXPLANATION OF PRE-CONSTRUCTION NOTIFICATION.

☐ NO PERMIT REQUIRED

SWT TRACKING NO. NA

SPECIAL CONDITIONS

PERMIT GENERAL CONDITIONS

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

TEMPORARY FILLS:

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

NAVIGATION:

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

AQUATIC LIFE MOVEMENTS & ADVERSE EFFECTS FROM IMPOUNDMENTS:

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

MANAGEMENT OF WATER FLOWS:

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

SUITABLE MATERIAL:

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

PROPER MAINTENANCE:

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

HAZARDOUS MATERIALS:

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

EQUIPMENT:

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

SOIL EROSION AND SEDIMENT CONTROLS:

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

404 COMPLIANCE:

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

PERMIT GENERAL CONDITIONS

FUELING:

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

MATERIAL STORAGE:

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

DEBRIS STORAGE:

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

SEE NATIONWIDE PERMIT 14 IN THE CONTRACT

401 CERTIFICATION CONDITIONS

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

☑ ALL SPILLS OF FUEL OR POLLUTANTS IN EXCESS OF FIVE GALLONS SHALL BE REPORTED TO ODEQ WITHIN 24 HRS AND REPORTED TO POLLUTION PREVENTION HOTLINE (1-800-522-0206)

☑ ALL FUELING AND SERVICING OF VEHICLES AND EQUIPMENT SHALL BE DONE OUTSIDE THE ORDINARY HIGH WATER MARK

☑ THE PERMITTEE SHALL PROVIDE ACCESS TO THE PROPERTY TO ODEQ FOR INSPECTIONS.

☑ ANY STOCKPILE SHALL BE ABOVE ORDINARY HIGH WATER MARK AND REMOVED FROM LIKELY FLOOD ZONE

☑ BEST MANAGEMENT PRACTICES SHOULD BE USED TO CONTROL SOIL EROSION AND MAINTAIN COMPLIANCE WITH WATER QUALITY STANDARDS.

☑ FOR ANY PROJECT THAT INVOLVES BANK STABILIZATION, THE PERMITTEE SHALL CONSIDER INSTALLING BIOENGINEERING PRACTICES IN PLACE OF STRUCTURAL PRACTICES (RIPRAP) TO MINIMIZE IMPACTS TO AQUATIC RESOURCES

SECTION 404 PERMIT COMPLIANCE

DETAIL		
REVIEW		
APPROVED		
ENVIRONMENTAL DIVISION		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 31963(04) | SHEET NO. E001

Revised 2/14/2017

RECIEVING WATERS:
ADAIR CREEK
PRYOR CREEK
SALT BRANCH

SCALE: 1"=140'

1305+79
1310+00
1315+00
1320+00
1325+00
1330+00
1335+00
1340+00
1345+00
STA. 1346+00

US-69

E. GRAHAM AVE.
NE 1ST STREET
NE 2ND STREET
NE 3RD STREET
NE 5TH STREET

DA 1 0.26 AC
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DA 79 0.54 AC

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		DRAINAGE AREA MAPS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R001

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SUMMARY OF STORM SEWERS

STRUCTURE NO.	STATION / OFFSET	TOP OF GRATE	STRUCTURE FLOWLINE	INLET (TYPE)					STORM SEWER DESIGN CRITERIA				
				SMD	CI	CI	CI	GRATED STREET INLET	DA.	DESIGN YEAR	INLET "Q"	INTERCEPT "Q"	BYPASS "Q"
				SP. DES TYPE 1	2 (STD.)	3 (STD.)	SPEC. INLET						
				EA.	EA.	EA.	EA.	EA.	ACRE		CFS	CFS	CFS
1	1307+21.33 31.03' LT.	628.18	625.29			1			0.26	10	1.80	1.67	0.13
3	1307+67.10 31.62' RT.	628.40	624.66				1		0.54	50	4.60	4.60	0.00
4	1308+15.00 31.15' LT.	628.79	625.26			1			0.23	10	1.55	1.53	0.02
5	1308+73.72 32.91' RT.	628.41	624.82			1			0.31	10	1.89	1.82	0.07
6	1309+26.20 33.00' LT.	628.31	624.55				1		0.29	10	1.94	1.77	0.17
7	1309+28.12 32.84' RT.	628.31	624.72				1		0.16	10	1.22	1.14	0.08
8	1309+88.88 33.00' RT.	628.23	624.61				1		0.16	10	1.22	1.15	0.07
9	1310+27.97 33.00' LT.	628.17	624.36				1		0.26	10	1.87	1.71	0.16
10	1310+58.13 33.00' RT.	628.13	624.48			1			0.50	10	2.99	2.85	0.14
11	1311+10.68 33.00' LT.	628.05	624.21			1			0.20	10	1.58	1.53	0.05
12	1311+14.88 33.00' RT.	628.05	624.39			1			0.18	10	1.44	1.39	0.05
13	1311+78.02 33.00' RT.	627.96	623.79				1		0.88	10	5.02	4.94	0.08
14	1311+82.10 33.00' LT.	627.95	624.09			1			0.18	10	1.29	1.25	0.04
15	1312+74.23 33.00' RT.	627.90	623.62				1		0.41	10	2.74	2.71	0.03
16	1313+17.19 33.00' LT.	627.82	622.85			1			0.49	50	4.12	4.12	0.00
17	1313+17.19 40.32' RT.	627.75	623.08					1	24.39	50	60.78	60.78	0.00
19	1313+63.20 33.00' RT.	627.87	623.69				1		0.43	10	2.85	2.74	0.11
21	1314+95.86 33.00' RT.	628.07	624.25				1		0.26	10	1.82	1.77	0.05
22	1315+10.96 33.00' LT.	628.10	924.93			1			0.08	10	0.76	0.74	0.02
23	1315+67.93 33.00' RT.	628.23	624.45				1		1.24	10	6.87	6.77	0.10
24	1315+86.98 33.00' LT.	628.27	625.10			1			0.41	10	2.77	2.60	0.17
26	1316+43.59 33.00' RT.	628.39	625.09			1			0.51	10	3.30	3.21	0.09
27	1316+57.44 33.00' LT.	628.42	625.25			1			0.24	10	1.74	1.66	0.08
28	1317+21.89 33.00' LT.	628.56	625.39			1			0.25	10	1.85	1.76	0.09
29	1317+66.98 33.00' RT.	628.65	625.27				1		0.24	10	1.70	1.62	0.08
31	1318+01.96 33.00' LT.	628.73	625.56			1			0.32	10	2.28	2.15	0.13
32	1318+22.04 33.00' RT.	628.77	625.34			1			0.24	10	1.77	1.68	0.09
33	1318+96.33 33.00' RT.	628.93	625.43			1			0.29	10	1.94	1.84	0.10
35	1318+97.71 33.00' LT.	628.94	625.77			1			0.30	10	2.11	2.00	0.11
37	1319+97.52 33.00' LT.	629.17	626.00			1			0.26	10	1.78	1.69	0.09
39	1320+18.72 68.45' RT.	629.71	626.42			1			1.97	10	6.29	6.29	0.00
40	1320+55.84 92.21' RT.	629.61	626.65			1			17.27	10	46.34	46.34	0.00
41	1320+73.00 41.34' LT.	629.48	626.81		1				0.09	50	1.63	1.63	0.00
42	1320+83.23 33.00' RT.	629.42	626.67				1		0.27	10	1.99	1.75	0.24
43	1320+84.15 33.00' LT.	629.42	626.54			1			0.33	10	2.28	2.21	0.07
44	1321+67.77 33.00' RT.	629.71	626.85				1		0.48	10	3.20	2.99	0.21
45	1322+42.50 33.00' LT.	629.98	626.98				1		0.30	10	2.23	2.07	0.16
46	1322+51.23 33.00' RT.	630.01	626.98				1		0.37	10	3.02	2.83	0.19
47	1323+45.74 42.40' LT.	630.50	628.27	1					0.37	10	2.57	2.57	0.00
48	1323+45.74 33.00' LT.	630.34	627.34		1				0.34	10	2.06	1.92	0.14
50	1323+69.57 56.61' RT.	630.74	627.27			1			0.88	10	5.06	4.63	0.43
51	1324+00.27 52.24' RT.	631.05	628.05			1			0.29	10	1.91	1.79	0.12
52	1324+31.27 33.00' RT.	630.63	627.46			1			0.24	10	1.76	1.65	0.11
53	1325+04.06 33.00' RT.	630.77	627.60			1			0.20	10	1.40	1.32	0.08
54	1325+23.26 42.30' LT.	630.97	628.76	1					0.15	10	0.96	0.96	0.00
56	1326+28.08 33.00' RT.	630.75	628.08			1			0.24	10	1.69	1.65	0.04
57	1326+36.00 33.00' LT.	630.74	626.36		1				0.07	10	0.50	0.47	0.03
59	1326+90.58 33.00' RT.	630.70	628.03			1			0.19	10	1.36	1.33	0.03
62	1327+53.06 33.00' RT.	630.64	627.97			1			0.23	10	1.52	1.48	0.04
63	1328+32.90 33.00' LT.	630.58	626.00			1			0.19	10	1.19	1.16	0.03
64	1328+42.09 33.00' RT.	630.57	627.29			1			0.21	10	1.52	1.48	0.04
66	1329+46.58 33.00' LT.	630.50	625.80				1		0.24	50	2.24	2.24	0.00
67	1329+54.28 33.00' RT.	630.50	627.21			1			0.44	50	3.88	3.88	0.00
69	1330+71.62 33.00' LT.	630.63	626.27		1				0.11	10	0.75	0.65	0.10
70	1330+74.31 33.00' RT.	630.63	626.46			1			0.15	10	1.14	1.09	0.05
71	1331+45.40 33.00' RT.	630.81	626.64			1			0.20	10	1.47	1.40	0.07
72	1332+57.07 33.82' RT.	631.00	627.00			1			0.20	10	1.60	1.52	0.08
73	1333+37.05 34.99' RT.	631.01	627.35			1			0.36	10	2.54	2.37	0.17
74	1335+01.36 35.77' RT.	631.38	627.70			1			0.62	10	3.98	3.84	0.14
75	1336+10.92 35.09' RT.	631.55	627.90			1			0.31	10	1.99	1.88	0.11
76	1337+83.56 33.44' RT.	631.83	628.24			1			0.74	10	4.93	4.46	0.47
77	1338+49.36 34.14' RT.	631.72	628.13			1			0.45	10	3.35	3.09	0.26
78	1341+11.89 41.35' RT.	631.00	627.25			1			0.80	10	5.50	5.26	0.24
79	1343+21.56 43.76' RT.	630.50	626.61			1			0.54	10	3.70	3.57	0.13

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		DRAINAGE AREA MAPS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R002

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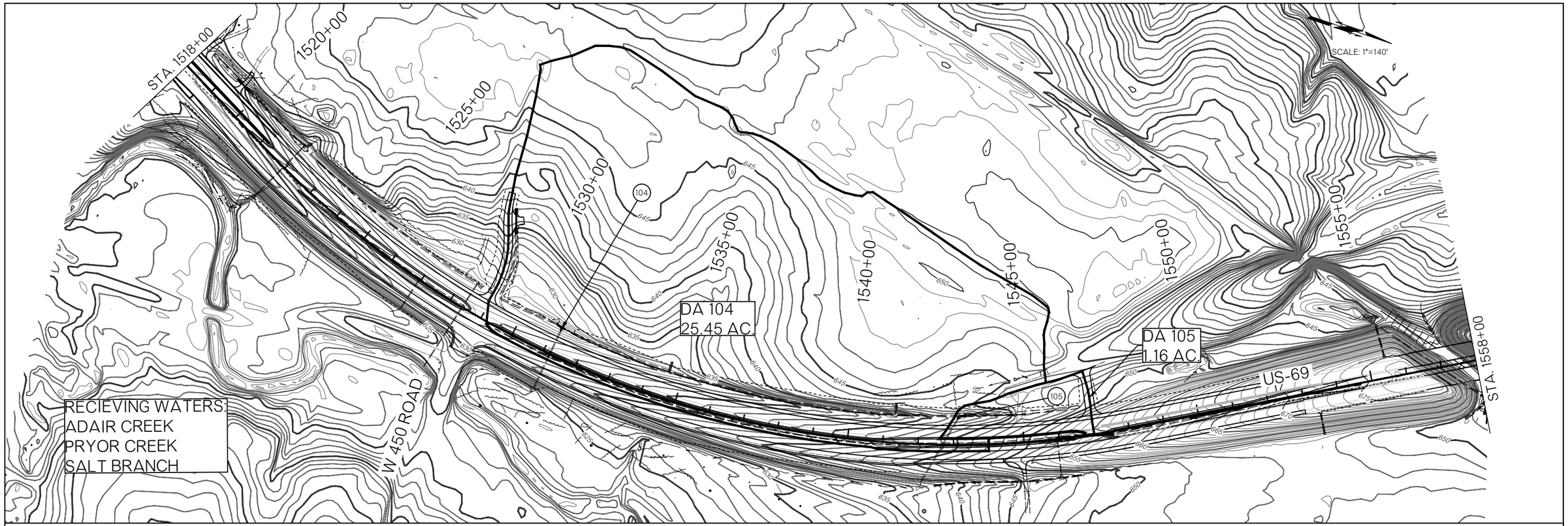

DRAINAGE STRUCTURE DESIGN RECORD

STRUCTURE NO.	DESIGN YEAR	CENTERLINE STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	LENGTH OF DRAINAGE AREA	SLOPE OF DRAINAGE AREA	ANTICIPATED LAND USE	AVERAGE SLOPE OF WATERSHED	C: WEIGHTED RUNOFF COEFFICIENT	T.C.: TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL AND CHECK YEAR RAINFALL					DESIGN YEAR DISCHARGE AND CHECK YEAR DISCHARGE					FLOW LINE INLET	FLOW LINE OUTLET	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	DESIGN TAILWATER	OUTLET VELOCITY	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL	REMARKS
					OVERLAND	OVERLAND					INCHES PER HOUR					CUBIC FEET PER SEC.												
				ACRES	LF	%		%		MIN.	I_5	I_{10}	I_{25}	I_{50}	I_{100}	Q_5	Q_{10}	Q_{25}	Q_{50}	Q_{100}	ELEVATION		FT./FT.	ELEV.	FT.	FT./SEC.	ELEV.		
104	50	1531+20.00	36" RCP	25.45	1563.78	0.49%	PASTURE/RESIDENTIAL	0.49%	0.35	41.48	2.51	2.91	3.50	4.02	4.55	22.34	25.92	31.17	35.85	40.49	622.34	621.30	0.0061	633.59	1.09	8.46	625.38	INLET	
105	50	1543+10.11	36" RCP	1.16	409.62	3.83%	PASTURE/PAVED	3.83%	0.65	16.75	4.19	4.79	5.68	6.45	7.21	3.16	3.61	4.28	4.87	5.44	638.60	635.14	0.0154	647.48	0.27	6.79	639.23	INLET	
109	50	1587+93.82	TYPE 2 SMD W/ 24" RCP X-DRAIN	0.90	909.96	0.61%	GRASSED MEDIAN	0.61%	0.44	32.48	2.91	3.37	4.04	4.63	5.23	1.27	1.46	1.76	2.02	2.27	649.26	648.20	0.0110	653.14	0.21	4.91	652.52	INLET	CONTROLLING HEADWATER ELEVATION DETERMINED WITH HYDRAULIC TOOLBOX MEDIAN/DITCH DROP-INLET ANALYSIS
110	50	1516+96.63	4'X3'RCB	47.03	2404.74	0.86%	PASTURE	0.86%	0.35	43.51	2.43	2.83	3.40	3.91	4.42	40.07	46.53	55.97	64.39	72.72	652.43	651.76	0.0041	659.14	1.65	8.03	655.93	OUTLET	
117	50	1698+48.26	TYPE 2 SMD W/ 22X13" RCPA X-DRAIN	1.89	2641.33	0.49%	GRASSED MEDIAN	0.49%	0.35	50.88	2.21	2.57	3.09	3.56	4.01	1.46	1.70	2.04	2.35	2.66	659.81	659.12	0.009	663.54	0.21	4.59	662.55	INLET	CONTROLLING HEADWATER ELEVATION DETERMINED WITH HYDRAULIC TOOLBOX MEDIAN/DITCH DROP-INLET ANALYSIS

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DRAINAGE AREA MAPS
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R003

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STA. 1585+00

1595+00

1600+00

1605+00

1610+00

1615+00

1620+00

1625+00

STA. 1630+00

DA 109
0.90 AC.

109

US-69

110

SCALE: 1"=140'

DA 110
47.03 AC.

W 435 ROAD

RECIEVING WATERS:
ADAIR CREEK
PRYOR CREEK
SALT BRANCH

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		DRAINAGE AREA MAPS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R004

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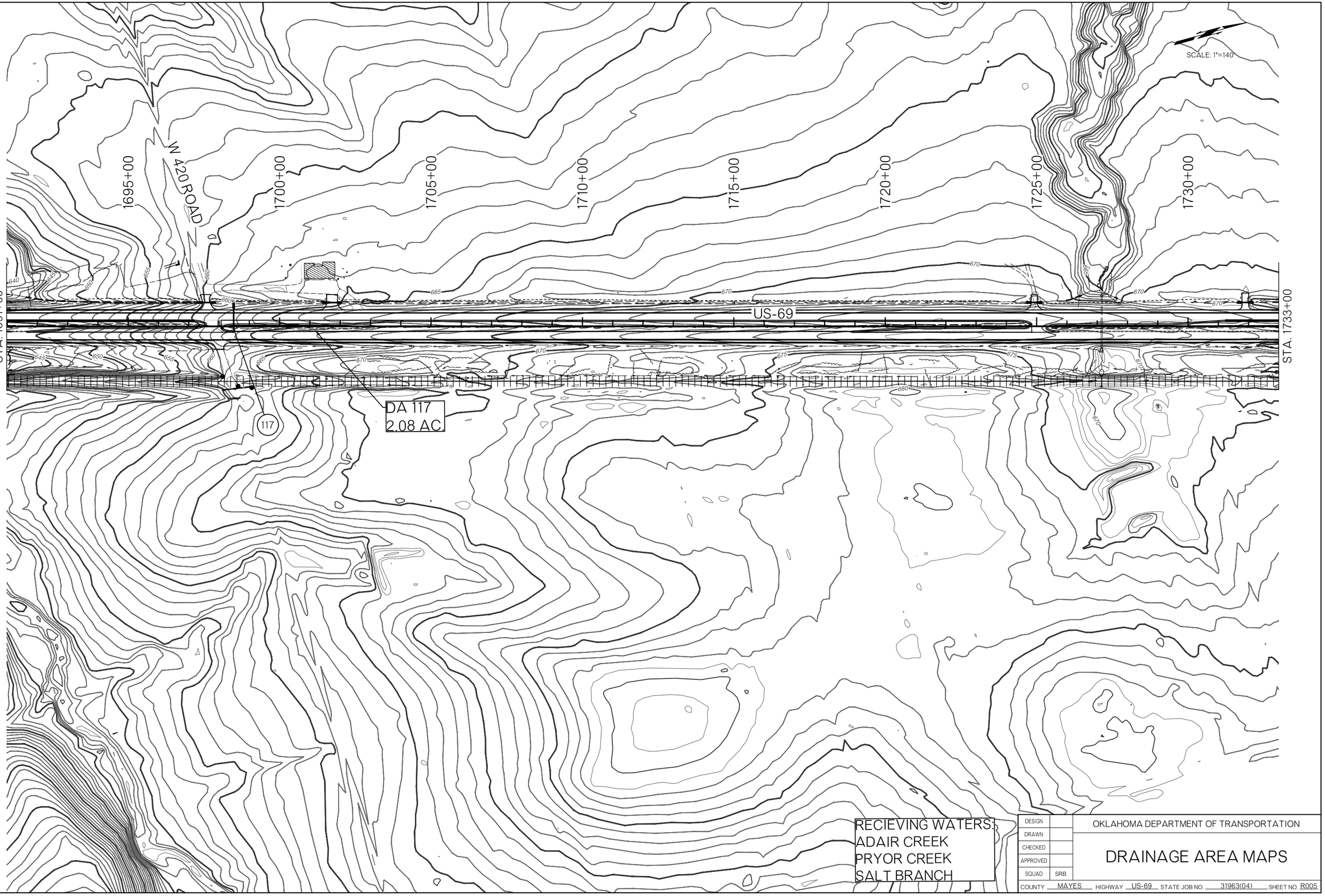

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		DRAINAGE AREA MAPS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R005

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STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

SITE DESCRIPTION

PROJECT LIMITS: US-69: FROM SH-20 IN THE CITY OF PRYOR, EXTENDING NORTH APPROXIMATELY 8.0 MILES.

PROJECT DESCRIPTION: REPLACE EXISTING CURB AND GUTTER SECTION WITHIN THE CITY OF PRYOR AND REPLACE THE SOUTHBOUND LANES OF THE DIVIDED HIGHWAY NORTH OF PRYOR UTILIZING TEMPORARY AND/OR PERMANENT EROSION CONTROL DEVICES.

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

SOIL TYPE: DENNIS SILT LOAM, TALOKA SILT LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 260.96 ACRES

ESTIMATED AREA TO BE DISTURBED: 106.43 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 80.68 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 86.21 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.55

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 36°21'48.01" N 95°17'37.22" W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: PRYOR CREEK, SALT BRANCH, & ADAIR CREEK

SENSITIVE WATERS OR WATERSHEDS: YES [ ] NO [X]

303(d) IMPAIRED WATERS: YES [X] NO [ ]

IF YES, LIST IMPAIRMENT: DO & FISH_BIO (PRYOR CREEK)

LOCATED IN A TMDL: YES [ ] NO [X]

LAKE THUNDERBIRD TMDL: YES [ ] NO [X]

MS4 ENTITY YES [ ] NO [X]

IF YES, LOCATION:

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

REVISED 2-18-2026

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

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

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

IN ADDITION:

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

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

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STORM WATER MANAGEMENT PLAN

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R006

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1305+79

STA. 1309+00

TOC/TOS

TEMP. SED FILTER

℄ SURVEY US-69

CRL US-69

1B

1A

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1

1310+00

STA. 1309+00

STA. 1315+00

1B

1C

1A

1D

LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R007

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SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

1315+00

1320+00

STA. 1315+00

STA. 1321+00

1C

1D

CRL US-69

℄ SURVEY US-69

TEMP. SED FILTER

TOC/TOS

TSF

SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

1325+00

STA. 1321+00

STA. 1327+00

1C

1D

2B

2A

CRL US-69

℄ SURVEY US-69

TEMP. SED FILTER

TOC/TOS

SILT DIKE

TUG

TSF

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	RFDH 4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		EROSION CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R008

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SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

STA. 1327+00

STA. 1333+00

1330+00

SILT DIKE

TEMP. SED FILTER

TOC/TOS

SILT FENCE
223 LF

2

2B

2C

2A

2D

CRL US-69

℄ SURVEY US-69

SEC. 7
T-21-N, R-19-E

1335+00

SCALE: 1"=20'

STA. 1333+00

STA. 1339+00

SILT FENCE
368 LF

SILT FENCE
170 LF

2C

2D

3B

3A

℄ SURVEY US-69

CRL SURVEY US-69

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE

TEMP. SILT FENCE

TEMP. SEDIMENT FILTER

TEMP. ROCK FILTER DAM

DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

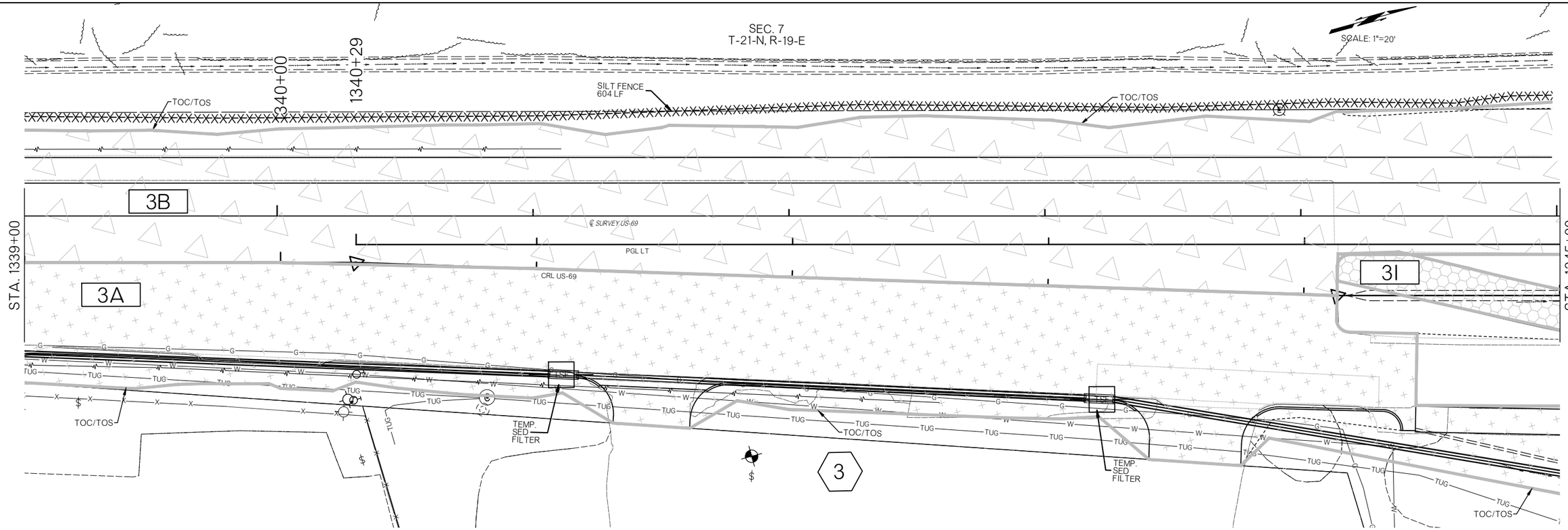
DISTURBED AREA CALLOUT ##

DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R009

Z:\11659\DRAWINGS\31963O4-EROSION 20.DWG 9/5/2025 8:45 AM



LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	RFD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R010

Z:\116591\DRAWINGS\319630A-EROSION 20.DWG 9/5/2025 8:45 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=50'

SEC. 6
T-21-N, R-19-E

1345+00 | 1350+00 | 1355+00 | 1360+00

STA. 1345+00 | STA. 1360+00

ROCK FILTER DAM TYPE 4
SILT FENCE 627 LF
ROCK FILTER DAM TYPE 4
ROCK FILTER DAM TYPE 4
ROCK FILTER DAM TYPE 4
ROCK FILTER DAM TYPE 4
ROCK FILTER DAM TYPE 4
SILT FENCE 810 LF
ROCK FILTER DAM TYPE 4
ROCK FILTER DAM TYPE 4

TOC/TOS
TOC/TOS
TOC/TOS
TOC/TOS

3
3B
3H
3D
3I
3A
3C

PGL LT
CRL US-69
℄ EXIST. SURVEY

SILT FENCE 230 LF
SILT FENCE 203 LF
SILT FENCE 202 LF
SILT FENCE 782 LF

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	WD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

SEC. 6
T-21-N, R-19-E

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

1360+00 | 1365+00 | 1370+00 | 1375+00

STA. 1360+00 | STA. 1375+00

TOC/TOS
SILT FENCE 731 LF
SILT DIKE
SILT DIKE
SILT DIKE
TOC/TOS

3H
3D
3C
3J
3E

PGL LT
CRL US-69
℄ EXIST. SURVEY

PI: 1372+56.69
PI: 1372+58.16

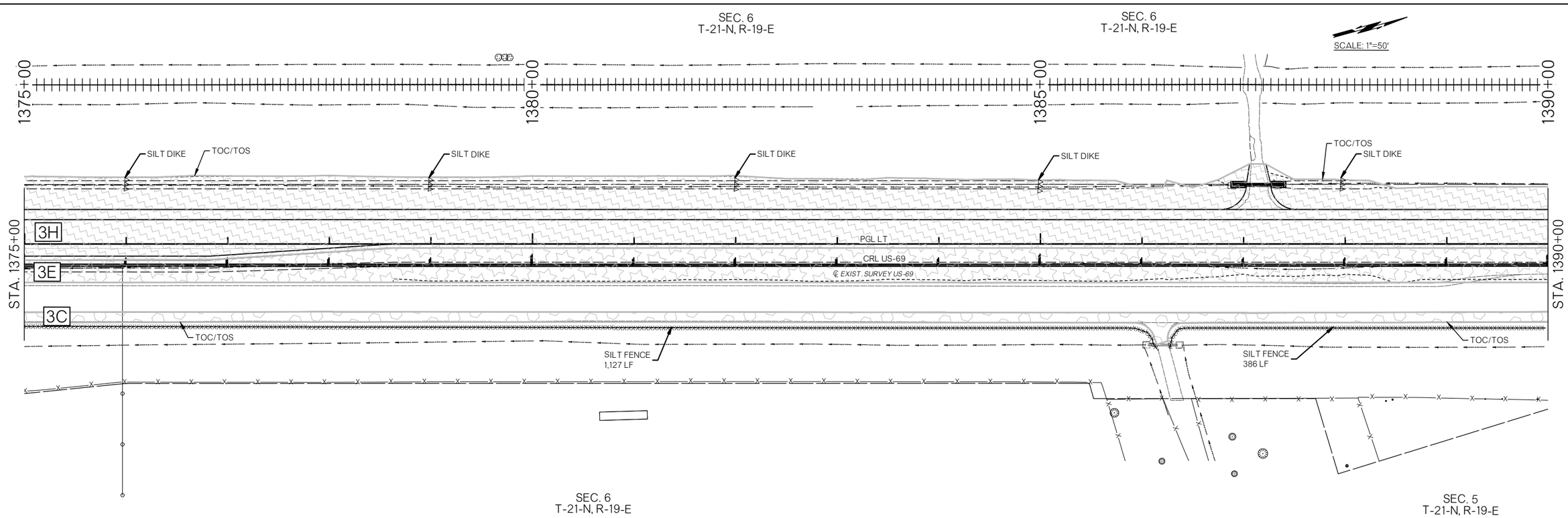
TEMP. SEDIMENT FILTER
TEMP. SEDIMENT FILTER
TOC/TOS
SILT FENCE 1,261 LF
SILT FENCE 251 LF
TOC/TOS

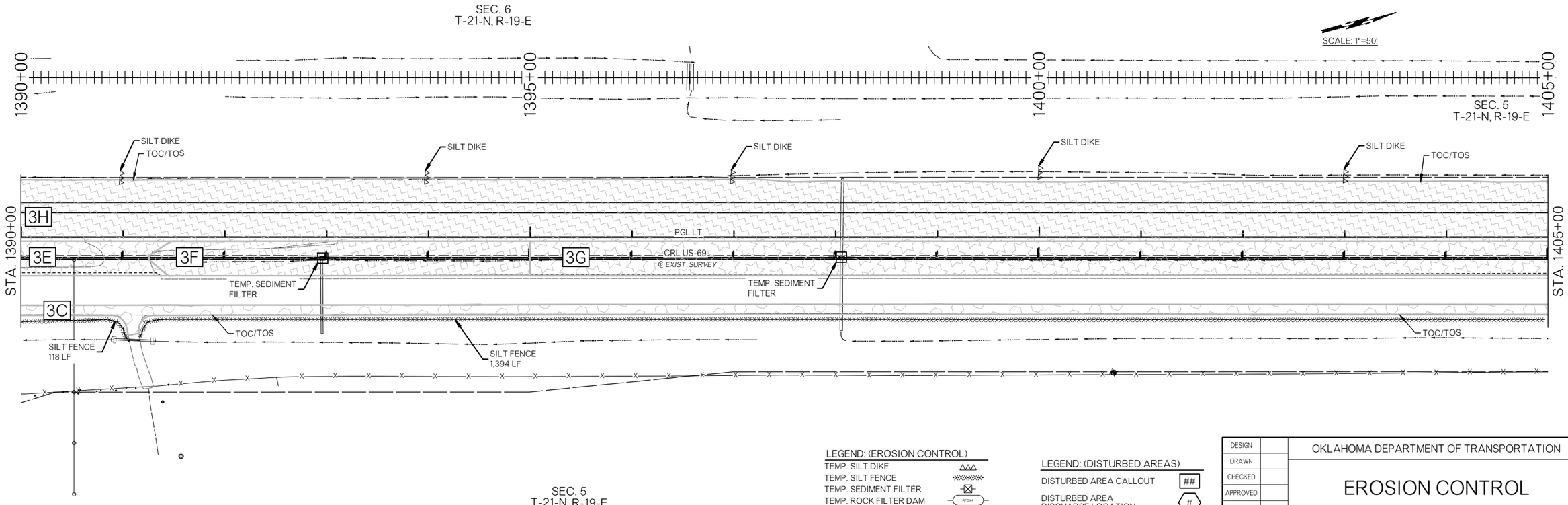
SEC. 6
T-21-N, R-19-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R011

Z:\116591\DRAWINGS\319630A-EROSION_50.DWG 9/5/2025 9:05 AM





LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM (RFD#)
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

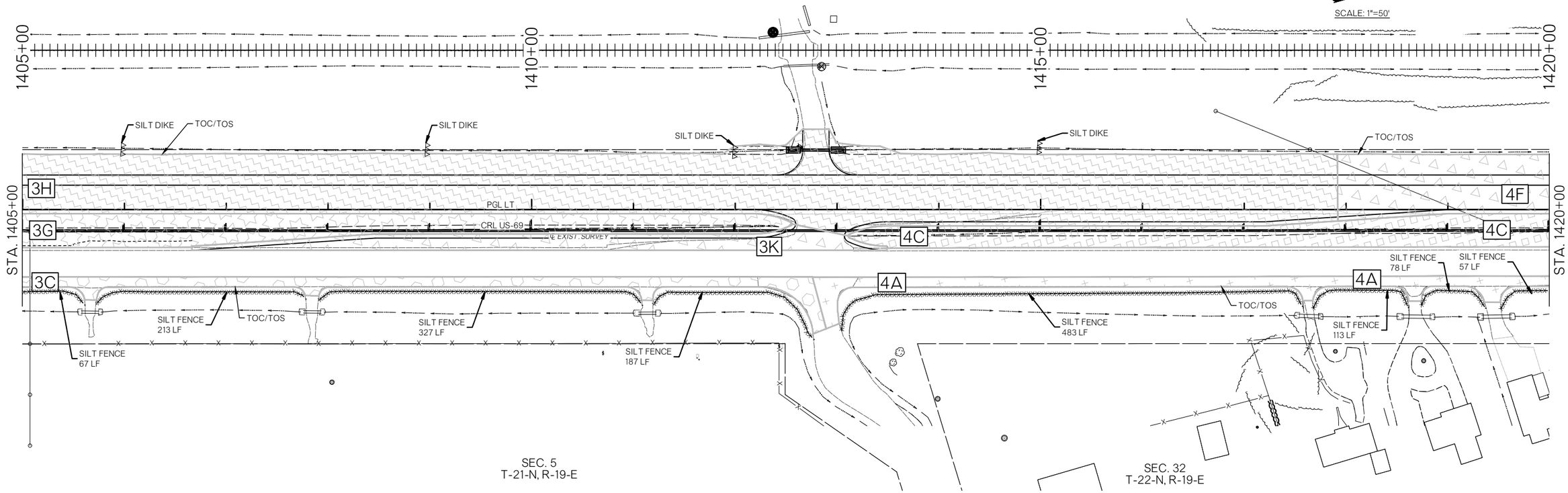
- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R012

Z:\116591\DRAWINGS\319630~EROSION_50.DWG 9/5/2025 9:05 AM

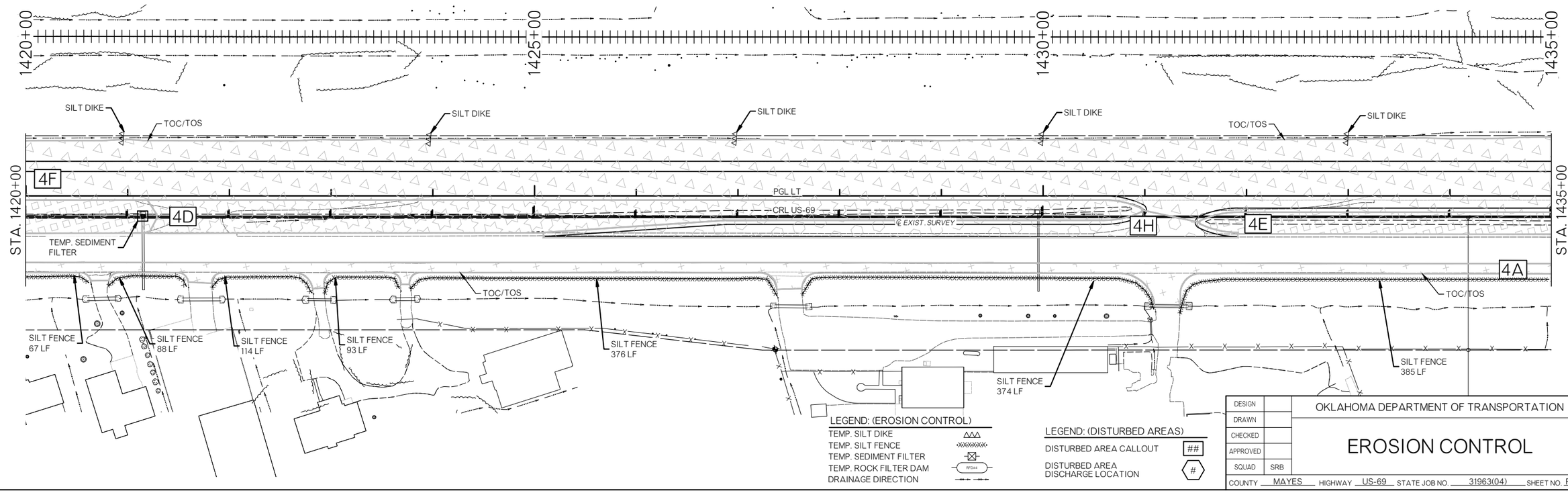
SCALE: 1"=50'



SEC. 5
T-21-N, R-19-E

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM (RFD#)
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

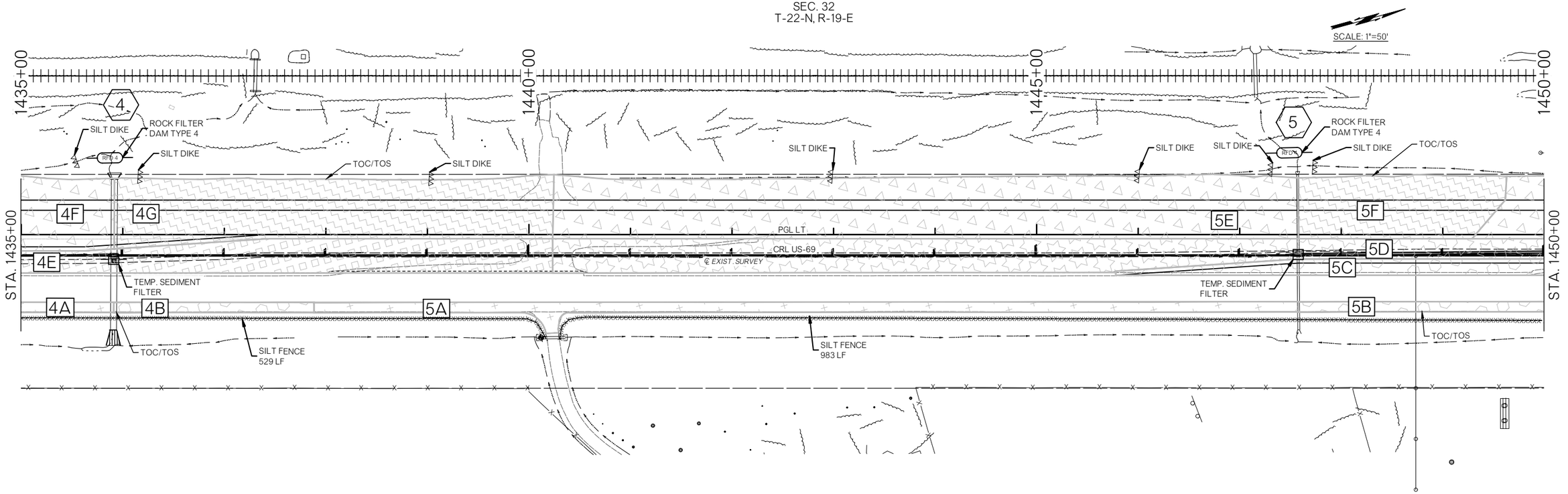
- DISTURBED AREA CALLOUT (##)
- DISTURBED AREA DISCHARGE LOCATION (#)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		EROSION CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

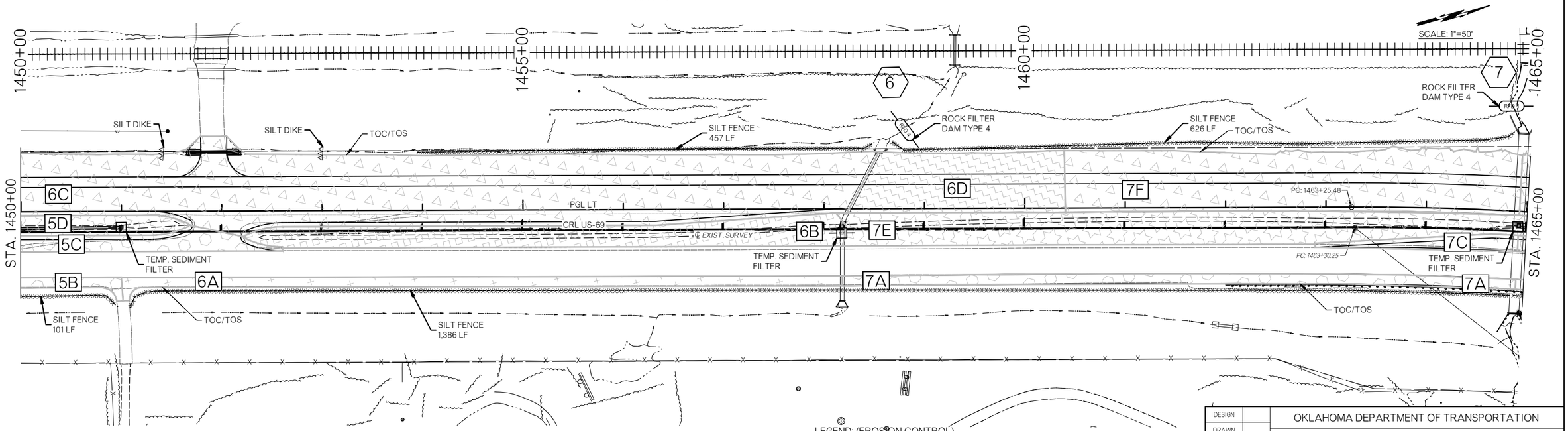
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R013

Z:\116591\DRAWINGS\319630A-EROSION_50.DWG 9/5/2025 9:05 AM

SEC. 32
T-22-N, R-19-E



SEC. 32
T-22-N, R-19-E



LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM
- DRAINAGE DIRECTION

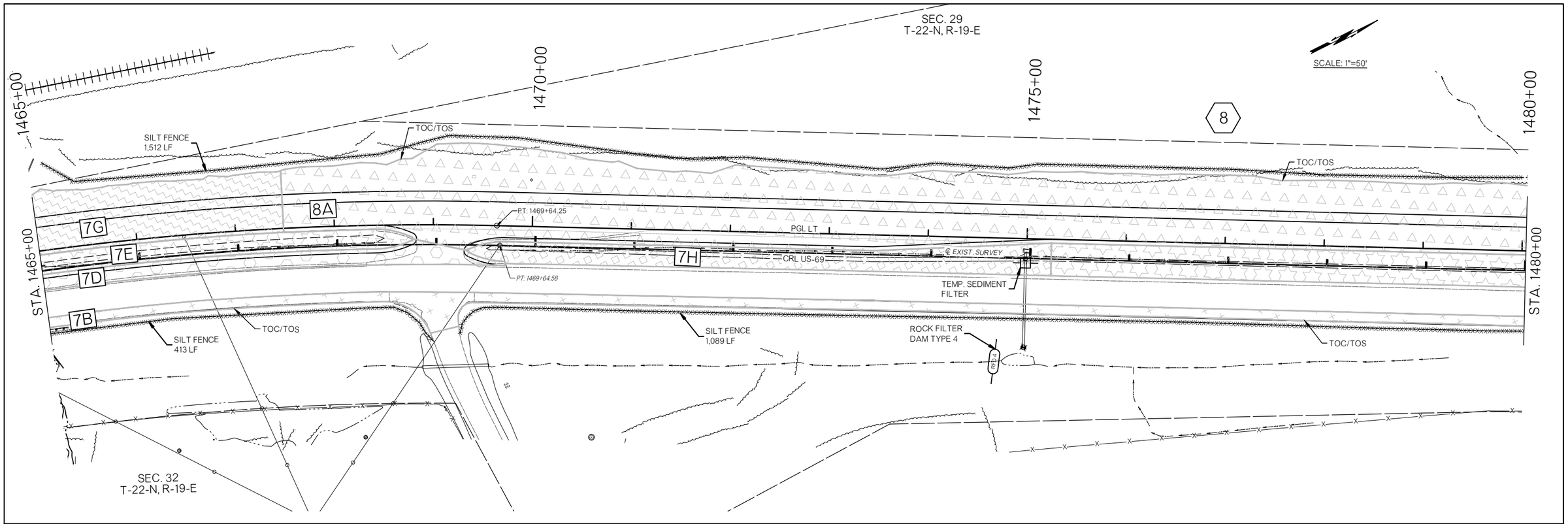
LEGEND: (DISTURBED AREAS)

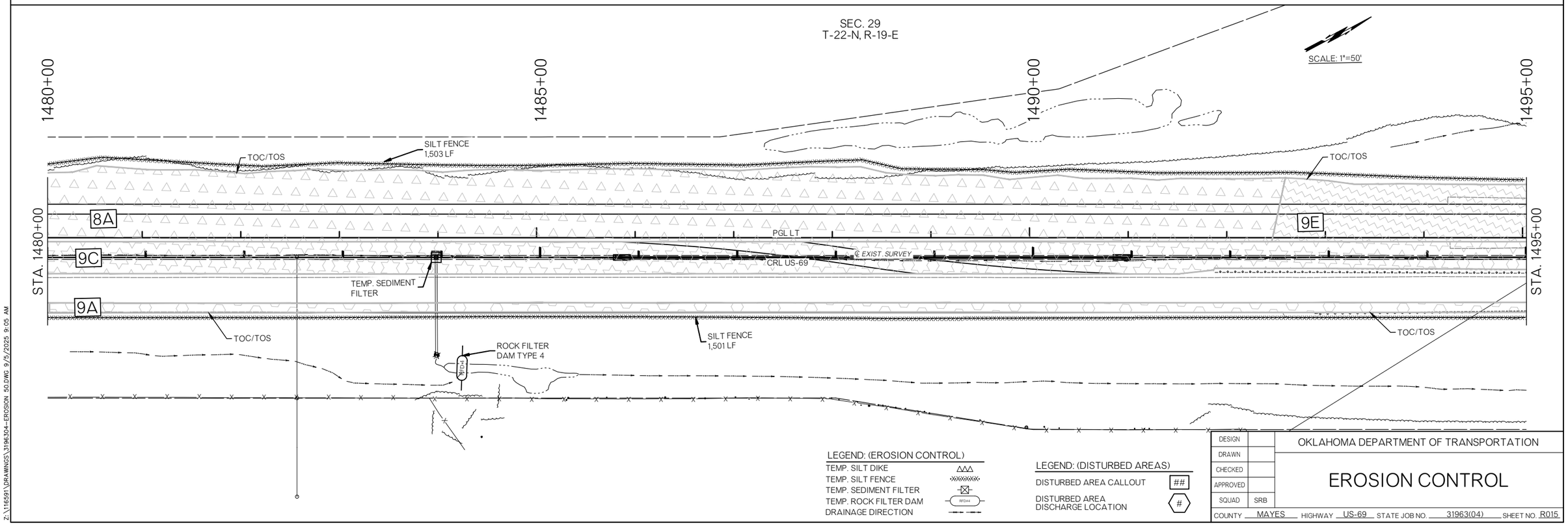
- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R014

Z:\116591\DRAWINGS\319630A-EROSION_50.DWG 9/5/2025 9:05 AM





LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R015

Z:\11659\DRAWINGS\31963O4-EROSION 50.DWG 9/5/2025 9:05 AM

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1495+00 | 1500+00 | 1505+00 | 1510+00

STA. 1495+00 | STA. 1510+00

9 | 9A | 9B | 9C | 9D | 9E | 9F | 9G

SILT FENCE
97 LF

SILT FENCE
79 LF

SILT FENCE
1,213 LF

SILT FENCE
1,293 LF

SILT DIKE

TOC/TOS

PGL LT

℄ EXIST. SURVEY

CRL US-69

TEMP. SEDIMENT
FILTER

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1510+00 | 1515+00 | 1520+00 | 1525+00

STA. 1510+00 | STA. 1525+00

9B | 9D | 9F | 10 | 10A | 11 | 11A | 11B | 11C | 12A

SILT DIKE

TOC/TOS

PGL LT

℄ EXIST. SURVEY

CRL US-69

PC: 1521+20.89

PC: 1521+21.93

SILT FENCE
1,518 LF

ROCK FILTER
DAM TYPE 4

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	XXXXXXX
TEMP. SEDIMENT FILTER	⊠
TEMP. ROCK FILTER DAM	RFD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R016

Z:\116591\DRAWINGS\3196304-EROSION_50.DWG 9/5/2025 9:05 AM

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1525+00 | 1530+00 | 1535+00 | 1540+00

STA. 1525+00 | STA. 1540+00

SILT DIKE | TOC/TOS | SILT DIKE | SILT DIKE | SILT DIKE | SILT DIKE | SILT DIKE | SILT DIKE | TOC/TOS

12A | 11B | 11C | 11A | 13D | 13B | 13C | 13A | 14A

PGL LT | CRL US-69 | ℄ EXIST. SURVEY

TOC/TOS | TEMP. SEDIMENT FILTER | SILT FENCE 402 LF | TEMP. SEDIMENT FILTER | SILT FENCE 1,138 LF | TOC/TOS

SEC. 29
T-22-N, R-19-E

12 | 13 | 14

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1540+00 | 1545+00 | 1550+00 | 1555+00

STA. 1540+00 | STA. 1555+00

SILT DIKE | TOC/TOS | SILT DIKE | SILT DIKE | SILT FENCE 202 LF | SILT FENCE 645 LF | TOC/TOS

13D | 13C | 14C | 14B | 14D | 14A | 15A | 14B

PGL LT | CRL US-69 | ℄ EXIST. SURVEY

PT: 1548+05.34 | PT: 1548+26.82

TOC/TOS | SILT FENCE 560 LF | TEMP. SEDIMENT FILTER | SILT FENCE 853 LF | TOC/TOS | TIE TO EXISTING GUARDRAIL

15

LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R017

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SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1555+00
1560+00
1565+00
1570+00

STA. 1555+00
STA. 1570+00

TOC/TOS
PC: 1560+91.44
PC: 1561+07.54
PGL LT
CRL US-69
℄ EXIST. SURVEY
TIE TO EXISTING GUARDRAIL
SILT FENCE 831 LF
SILT FENCE 667 LF
ROCK FILTER DAM TYPE 4

14B
16A
16B
16C
16D
16E

16

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1575+00
1580+00
1585+00

STA. 1570+00
STA. 1585+00

SILT FENCE 1,560 LF
SILT FENCE 1,496 LF
TOC/TOS
PGL LT
CRL US-69
℄ EXIST. SURVEY

16B
16C
16D
16E

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	RFDam
DRAINAGE DIRECTION	

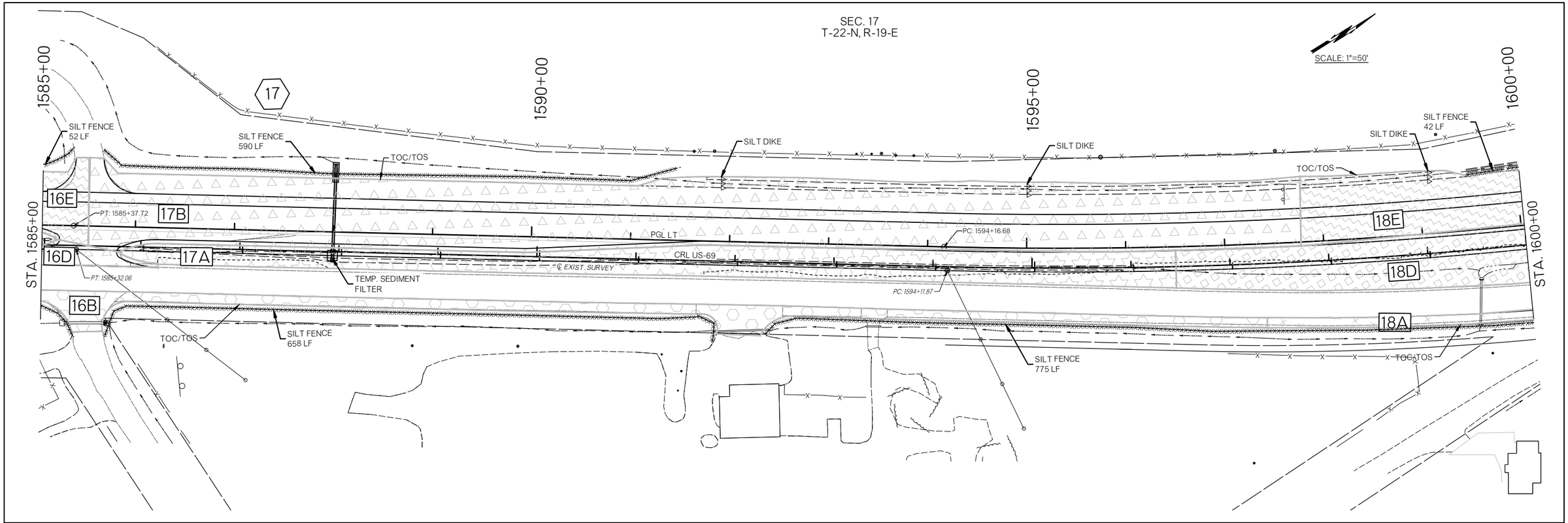
LEGEND: (DISTURBED AREAS)

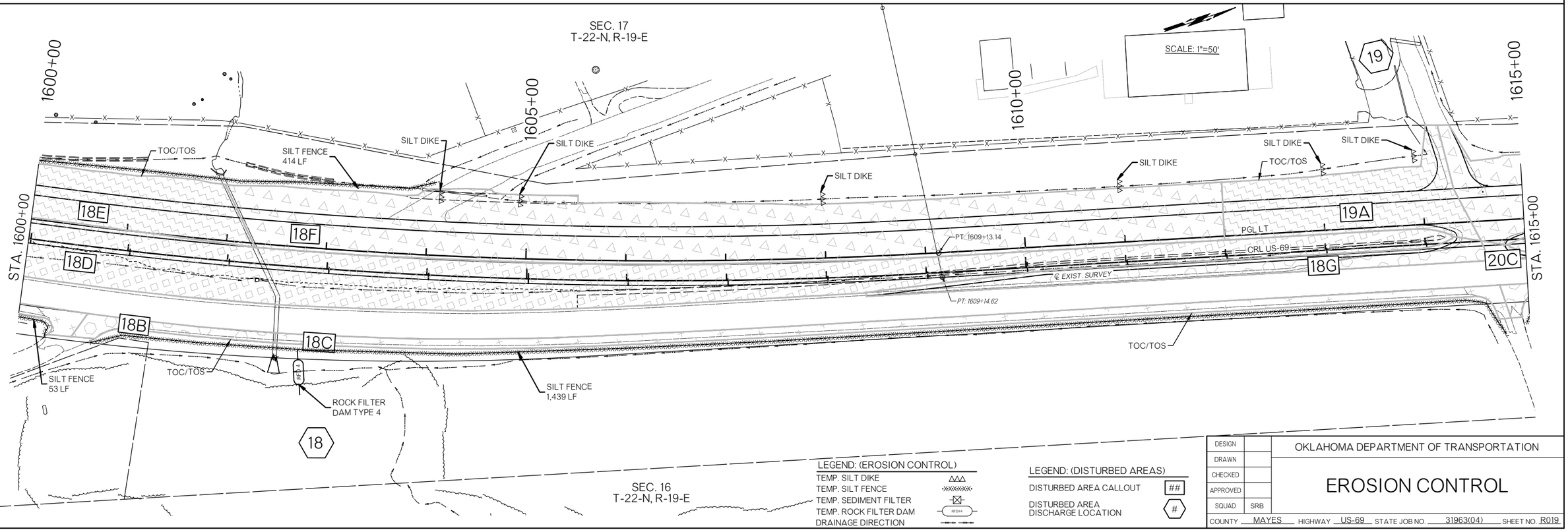
DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		EROSION CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R018

Z:\11659\DRAWINGS\31963O4-EROSION 50.DWG 9/5/2025 9:05 AM





LEGEND: (EROSION CONTROL)

- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. SEDIMENT FILTER
- TEMP. ROCK FILTER DAM (RFD#4)
- DRAINAGE DIRECTION

LEGEND: (DISTURBED AREAS)

- DISTURBED AREA CALLOUT ##
- DISTURBED AREA DISCHARGE LOCATION #

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R019

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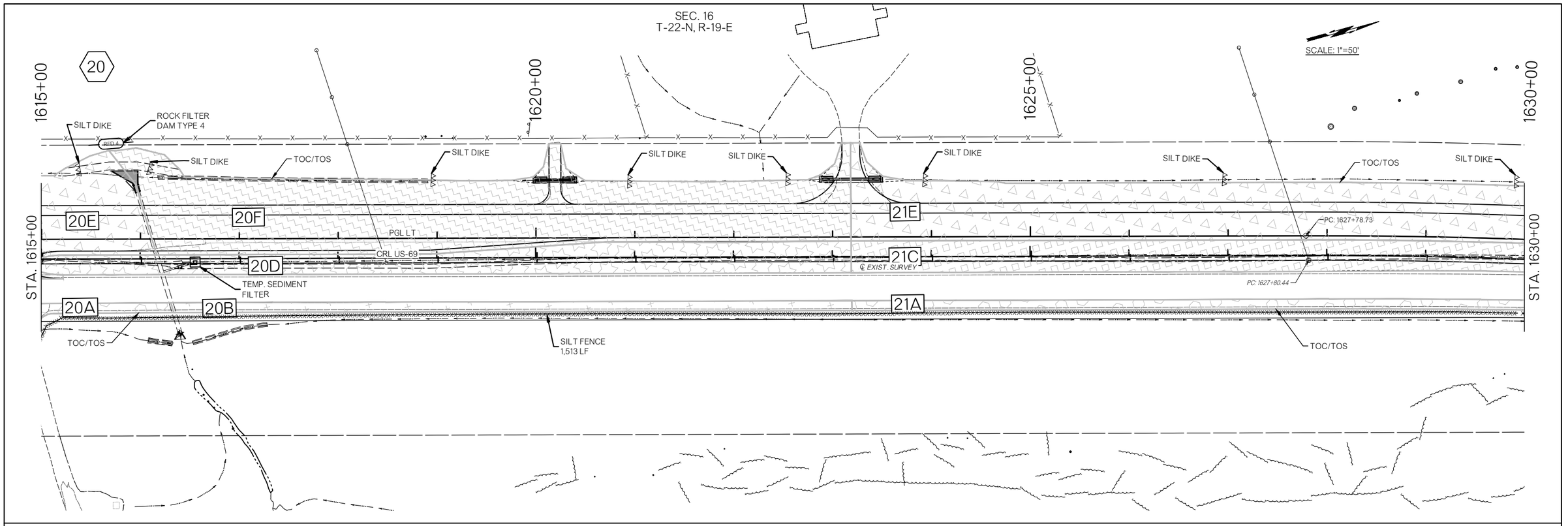
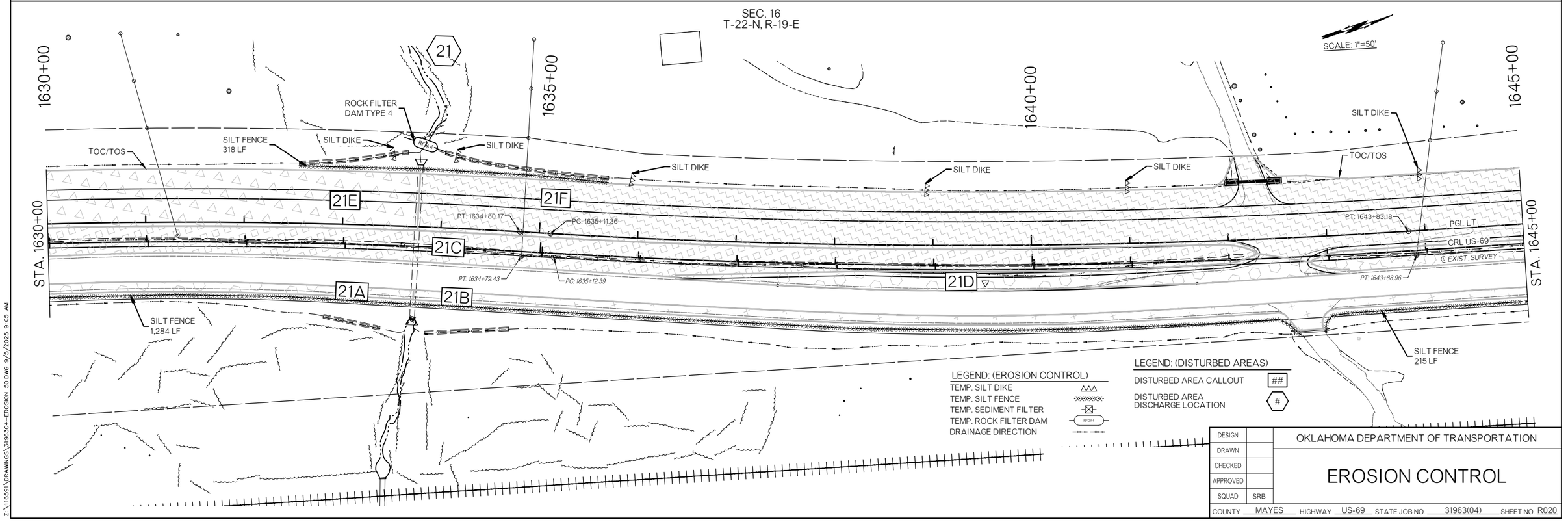




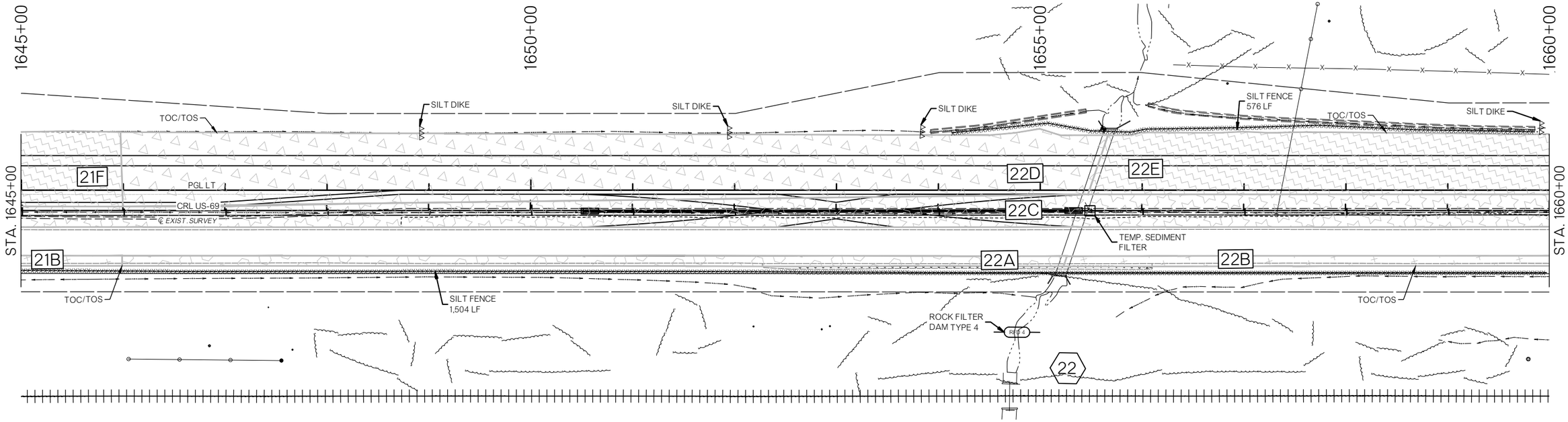
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R020

Z:\116591\DRAWINGS\319630A-EROSION_50.DWG 9/5/2025 9:05 AM

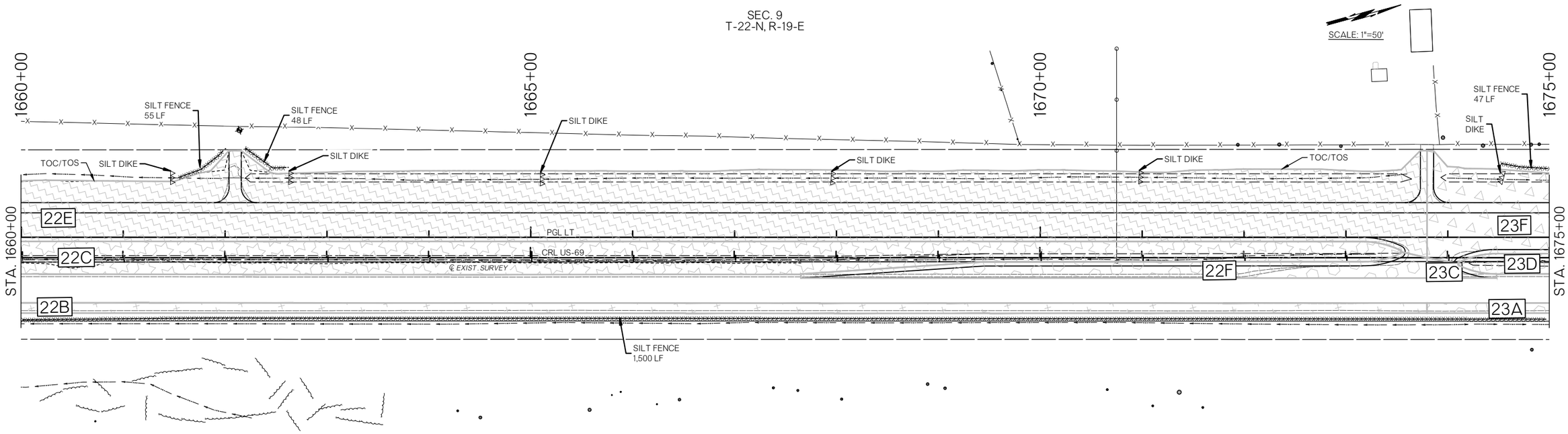
SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'



SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	ΔΔΔ
TEMP. SILT FENCE	XXXXXXX
TEMP. SEDIMENT FILTER	⊠
TEMP. ROCK FILTER DAM	RFD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R021

Z:\116591\DRAWINGS\319630A-EROSION_50.DWG 9/5/2025 9:05 AM

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1675+00 | 1680+00 | 1685+00 | 1690+00

STA. 1675+00 | STA. 1690+00

SILT FENCE 502 LF
TOC/TOS
SILT DIKE
SILT DIKE
SILT FENCE 573 LF
TOC/TOS
SILT FENCE 40 LF
RFD 4
ROCK FILTER DAM TYPE 4
23F
23D
PGL LT
CRL US-69
℄ EXIST. SURVEY
23G
TEMP. SEDIMENT FILTER
23A
23B
TOC/TOS
SILT FENCE 1,500 LF
TOC/TOS

SEC. 9
T-22-N, R-19-E

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

1690+00 | 1695+00 | 1700+00 | 1705+00

STA. 1690+00 | STA. 1705+00

TOC/TOS
SILT FENCE 296 LF
SILT DIKE
SILT DIKE
SILT DIKE
SILT DIKE
SILT DIKE
TOC/TOS
SILT DIKE
23G
PGL LT
CRL US-69
℄ EXIST. SURVEY
23D
23H
23D
23B
TOC/TOS
SILT FENCE 810 LF
SILT FENCE 701 LF
TOC/TOS

LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	RFD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

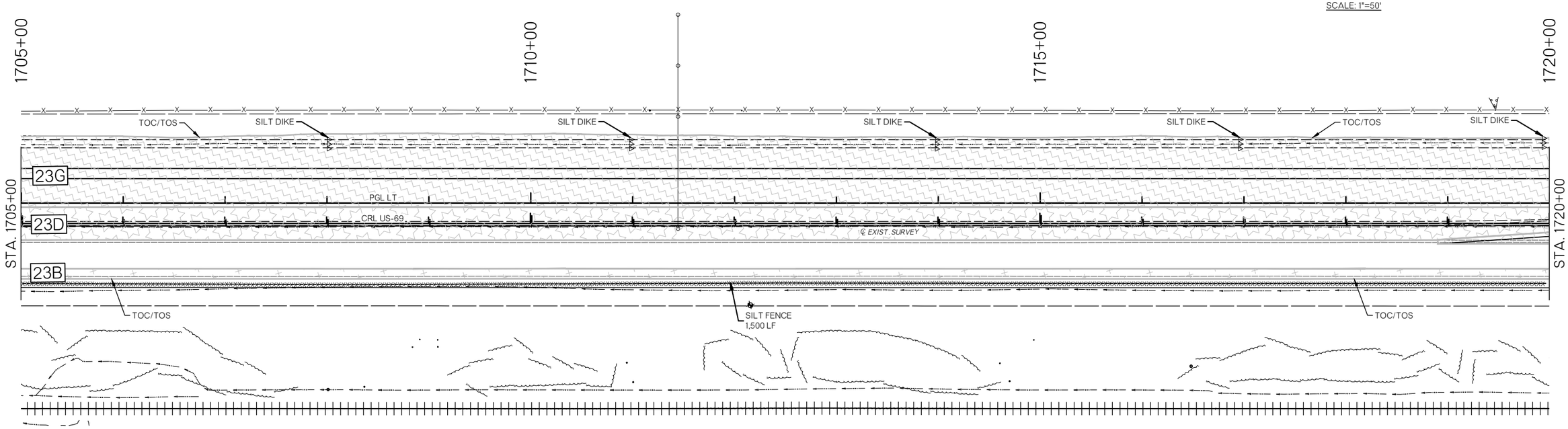
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R022

Z:\116591\DRAWINGS\319630+-EROSION_50.DWG 9/5/2025 9:05 AM

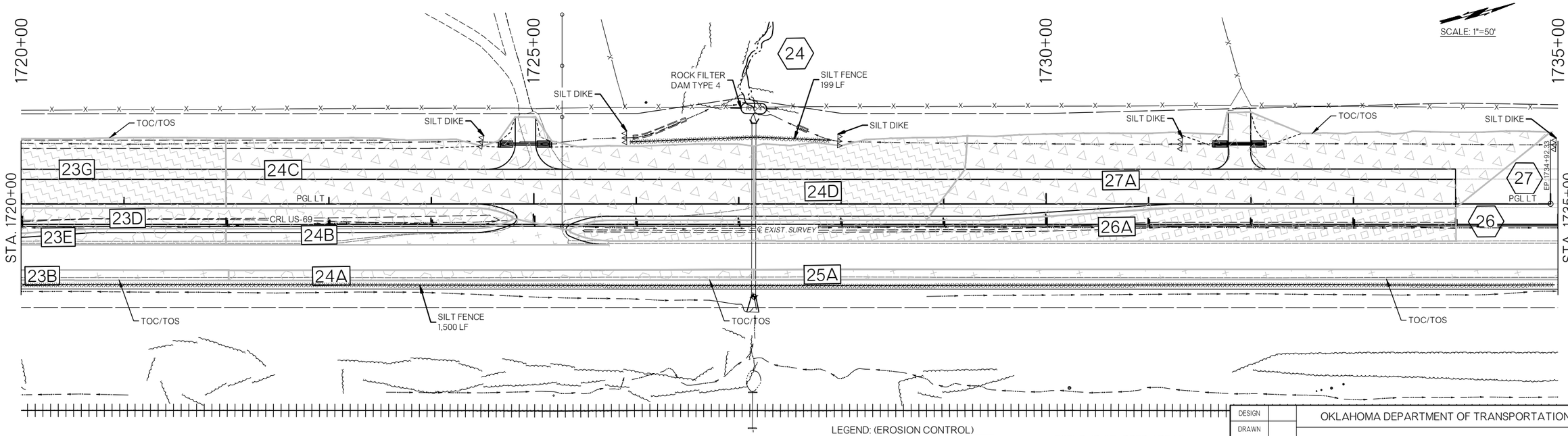
SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	
TEMP. SEDIMENT FILTER	
TEMP. ROCK FILTER DAM	RFD#4
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

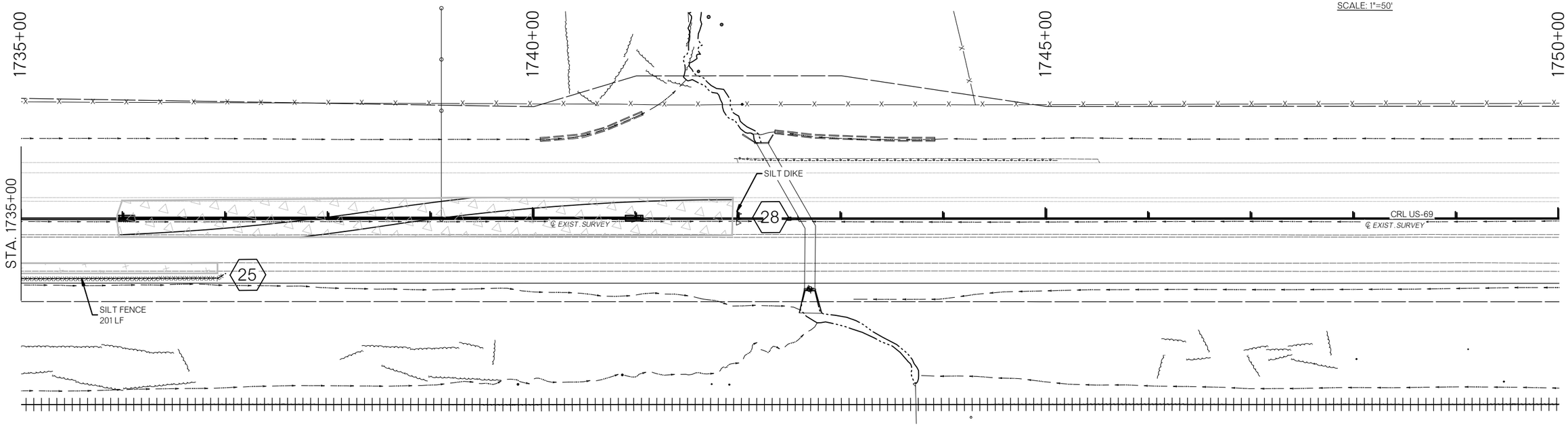
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		EROSION CONTROL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R023

Z:\116591\DRAWINGS\319630 4-EROSION 50.DWG 9/5/2025 9:05 AM

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	·x·x·x·x·x·
TEMP. SEDIMENT FILTER	-⊠-
TEMP. ROCK FILTER DAM	RF044
DRAINAGE DIRECTION	

LEGEND: (DISTURBED AREAS)

DISTURBED AREA CALLOUT	##
DISTURBED AREA DISCHARGE LOCATION	#

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R024

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DESCRIPTION	REVISIONS	DATE

JP 31963(04) US 69 in Mayes Co.								Phase 1				Phase 2				Phase 3			
Outfall Location		Disturbed Area Extents						Distrurbed Area (Ac)				Distrurbed Area (Ac)				Distrurbed Area (Ac)			
Outfall Number	Outfall Station	Area No.	Upstream Station	Downstream Station	Str. No.	Station	Outfall Condition	Str.	Sheet Flow	Ditch Flow	Sediment Control Measure	Str.	Sheet Flow	Ditch Flow	Sediment Control Measure	Str.	Sheet Flow	Ditch Flow	Sediment Control Measure
1	1314+16.50	1A	1307+94.40	1314+16.50	19	1314+16.50	Structure	0.65			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		1B	1306+09.21	1314+16.00	19	1314+16.50	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.79			Std. Erosion Control Measures
		1C	1324+24.90	1314+16.50	19	1314+16.50	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.03			Std. Erosion Control Measures
		1D	1323+77.99	1314+16.50	19	1314+16.50	Structure	1.09			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	1.74								1.82			
2	1330+45.33	2A	1323+77.99	1330+45.33	EX. 6'X3' RCB	1330+45.33	Structure	0.76			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		2B	1324+24.90	1330+45.33	EX. 6'X3' RCB	1330+45.33	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.72			Std. Erosion Control Measures
		2C	1337+10.00	1330+45.33	EX. 6'X3' RCB	1330+45.33	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.59			Std. Erosion Control Measures
		2D	1337+11.45	1330+45.33	EX. 6'X3' RCB	1330+45.33	Structure	0.83			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	1.59								1.31			
3	1351+61.32	3A	1337+11.45	1350+73.09	SALT CREEK BRIDGE	1351+61.32	Structure	1.11			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		3B	1337+10.00	1350+76.04	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.73			Std. Erosion Control Measures
		3C	1412+82.94	1352+36.55	SALT CREEK BRIDGE	1351+61.32	Structure	1.45			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		3D	1372+18.11	1360+95.69	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures	1.33			Std. Erosion Control Measures				Std. Erosion Control Measures
		3E	1391+47.87	1374+95.70	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures	1.31			Std. Erosion Control Measures				Std. Erosion Control Measures
		3F	1395+00.00	1392+95.44	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures	0.28			Std. Erosion Control Measures				Std. Erosion Control Measures
		3G	1412+55.68	1398+06.11	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures	1.19			Std. Erosion Control Measures				Std. Erosion Control Measures
		3H	1417+92.07	1352+37.36	SALT CREEK BRIDGE	1351+61.32	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	9.71			Std. Erosion Control Measures
		3I	1344+13.40	1346+59.20	SALT CREEK BRIDGE	1351+61.32	Structure	0.06			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		3J	1373+11.86	1366+29.30	SALT CREEK BRIDGE	1351+61.32	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		3K	1413+49.37	1406+66.70	SALT CREEK BRIDGE	1351+61.32	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	3.08				4.11				11.44			
4	1435+92.78	4A	1412+82.92	1435+92.78	EX. 6'X3' RCB	1435+92.78	Structure	0.62			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		4B	1437+88.69	1435+92.78	EX. 6'X3' RCB	1435+92.78	Structure	0.05			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		4C	1413+11.68	1421+15.32	EX. 6'X3' RCB	1435+92.78	Structure				Std. Erosion Control Measures	0.47			Std. Erosion Control Measures				Std. Erosion Control Measures
		4D	1421+28.87	1429+95.56	EX. 6'X3' RCB	1435+92.78	Structure				Std. Erosion Control Measures	0.58			Std. Erosion Control Measures				Std. Erosion Control Measures
		4E	1431+53.96	1435+92.78	EX. 6'X3' RCB	1435+92.78	Structure				Std. Erosion Control Measures	0.53			Std. Erosion Control Measures				Std. Erosion Control Measures
		4F	1417+92.07	1435+92.78	EX. 6'X3' RCB	1435+92.78	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	2.60			Std. Erosion Control Measures
		4G	1440+25.00	1435+92.78	EX. 6'X3' RCB	1435+92.78	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.60			Std. Erosion Control Measures
		4H	1425+08.92	1431+91.74	EX. 6'X3' RCB	1435+92.78	Structure	0.24			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	0.91				1.58				3.20			
5	1447+58.84	5A	1437+88.69	1447+58.84	EX. 24"RCP	1447+58.84	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		5B	1451+00.05	1447+58.84	EX. 24"RCP	1447+58.84	Structure	0.08			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		5C	1452+60.97	1447+58.84	EX. 24"RCP	1447+58.84	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		5D	1440+23.70	1447+58.84	EX. 24"RCP	1447+58.84	Structure				Std. Erosion Control Measures	0.72			Std. Erosion Control Measures				Std. Erosion Control Measures
		5E	1440+23.70	1447+58.84	EX. 24"RCP	1447+58.84	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.02			Std. Erosion Control Measures
		5F	1449+63.29	1447+58.84	EX. 24"RCP	1447+58.84	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.27			Std. Erosion Control Measures
							SUB-TOTAL	0.54				0.72				1.29			
6	1458+39.09	6A	1451+00.05	1458+39.09	EX. 4'X3' RCB	1458+39.09	Structure	0.17			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		6B	1452+23.20	1458+39.09	EX. 4'X3' RCB	1458+39.09	Structure				Std. Erosion Control Measures	0.31			Std. Erosion Control Measures				Std. Erosion Control Measures
		6C	1449+63.29	1458+39.09	EX. 4'X3' RCB	1458+39.09	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.40			Std. Erosion Control Measures
		6D	1460+39.91	1458+39.09	EX. 4'X3' RCB	1458+39.09	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.28			Std. Erosion Control Measures
							SUB-TOTAL	0.17				0.31				1.68			
7	1464+93.15	7A	1458+19.47	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure	0.16			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		7B	1480+01.90	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure	0.37			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		7C	1462+89.47	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure	0.05			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		7D	1469+69.19	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure	0.18			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		7E	1458+12.20	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure				Std. Erosion Control Measures	0.65			Std. Erosion Control Measures				Std. Erosion Control Measures
		7F	1460+39.91	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.63			Std. Erosion Control Measures
		7G	1467+49.13	1464+93.15	EX.10'X10' RCB	1464+93.15	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.36			Std. Erosion Control Measures
		7H	1469+31.55	1474+96.22	EX.10'X10' RCB	1464+93.15	Structure				Std. Erosion Control Measures	0.30			Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	0.76				0.95				0.99			
8	1467+49.13 THRU 1492+55.46	8A					Sheet Flow				Std. Erosion Control Measures				Std. Erosion Control Measures		4.23		Std. Erosion Control Measures
							SUB-TOTAL										4.23		

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

DISTURBED AREA TABLES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R025

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DESCRIPTION	REVISIONS	DATE

JP 31963(04) US 69 in Mayes Co.								Phase 1				Phase 2				Phase 3			
9	1497+25.99	9A	1480+01.90	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure	0.35			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		9B	1518+06.15	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure	0.45			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		9C	1475+20.67	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure				Std. Erosion Control Measures	1.49			Std. Erosion Control Measures				Std. Erosion Control Measures
		9D	1517+82.84	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure				Std. Erosion Control Measures	1.13			Std. Erosion Control Measures				Std. Erosion Control Measures
		9E	1492+55.46	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.43			Std. Erosion Control Measures
		9F	1518+07.58	1497+25.99	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	3.33			Std. Erosion Control Measures
		9G	1502+58.44	1509+41.21	SQUAW HOLLOW CREEK BRIDGE	1497+25.99	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	1.03				2.62				3.76			
10	1521+95.83	10A	1518+07.58	1521+95.83	EX. 24" RCP	1521+95.83	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.68			Std. Erosion Control Measures
							SUB-TOTAL									0.68			
11	1518+06.15 THRU 1528+92.64	11A					Sheet Flow		1.27		Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		11B					Sheet Flow		0.22		Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		11C					Sheet Flow				Std. Erosion Control Measures		0.61		Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL		1.49				0.61						
12	1526+96.05	12A	1522+20.84	1526+96.05	EX. 24" RCP TO SQUAW HOLLOW CREEK	1526+96.05	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.49			Std. Erosion Control Measures
							SUB-TOTAL									1.49			
13	1529+45.45	13A	1528+92.64	1533+61.98			Ditch			0.58	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		13B	1528+92.38	1529+63.27			Ditch			0.02	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		13C	1529+25.34	1545+47.38			Ditch				Std. Erosion Control Measures			0.77	Std. Erosion Control Measures				Std. Erosion Control Measures
		13D	1543+03.48	1531+20.16			Ditch				Std. Erosion Control Measures				Std. Erosion Control Measures			3.29	Std. Erosion Control Measures
							SUB-TOTAL			0.60				0.77				3.29	
14	1534+45.00	14A	1533+61.98	1552+98.86			Ditch			1.31	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		14B	1545+47.38	1556+64.98			Ditch				Std. Erosion Control Measures			0.54	Std. Erosion Control Measures				Std. Erosion Control Measures
		14C	1546+93.54	1543+03.48			Ditch				Std. Erosion Control Measures				Std. Erosion Control Measures			0.81	Std. Erosion Control Measures
		14D	1540+82.50	1547+64.96			Ditch			0.23	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL			1.54				0.54				0.81	
15	1546+93.54 THRU 1553+16.72	15A					Sheet Flow				Std. Erosion Control Measures				Std. Erosion Control Measures		0.93		Std. Erosion Control Measures
							SUB-TOTAL										0.93		
16	1567+64.23	16A	1597+34.87	1567+64.23	EX.4'X3' RCB	1567+64.23	Structure	0.11			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		16B	1562+22.40	1567+64.23	EX.4'X3' RCB	1567+64.23	Structure	0.73			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		16C	1558+67.86	1577+05.99	EX.4'X3' RCB	1567+64.23	Structure				Std. Erosion Control Measures		1.82		Std. Erosion Control Measures				Std. Erosion Control Measures
		16D	1585+47.76	1567+64.23	EX.4'X3' RCB	1567+64.23	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.74			Std. Erosion Control Measures
		16E	1585+46.76	1567+64.23	EX.4'X3' RCB	1567+64.23	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	2.44			Std. Erosion Control Measures
		16E			EX.4'X3' RCB	1567+64.23	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	1.07					1.82			3.18			
17	1585+71.77	17A	1596+45.86	1587+85.03		1585+71.77	Ditch				Std. Erosion Control Measures			0.66	Std. Erosion Control Measures				Std. Erosion Control Measures
		17B	1597+75.01	1585+71.77		1585+71.77	Ditch				Std. Erosion Control Measures				Std. Erosion Control Measures			1.96	Std. Erosion Control Measures
							SUB-TOTAL							0.66				1.96	
18	1602+36.01	18A	1597+34.87	1600+53.99	EX.4'X3' RCB	1602+36.01	Structure	0.09			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		18B	1600+53.99	1602+36.01	EX.4'X3' RCB	1602+36.01	Structure	0.05			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		18C	1614+81.32	1602+36.01	EX.4'X3' RCB	1602+36.01	Structure	0.29			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		18D	1614+27.87	1602+32.40	EX.4'X3' RCB	1602+36.01	Structure				Std. Erosion Control Measures	1.64			Std. Erosion Control Measures				Std. Erosion Control Measures
		18E	1597+75.01	1602+36.01	EX.4'X3' RCB	1602+36.01	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.59			Std. Erosion Control Measures
		18F	1612+00.19	1602+36.01	EX.4'X3' RCB	1602+36.01	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.38			Std. Erosion Control Measures
		18G	1614+63.37	1608+39.25	EX.4'X3' RCB	1602+36.01	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.21			Std. Erosion Control Measures
							SUB-TOTAL	0.43				1.64				2.18			
19	1613+89.38	19A	1612+00.19	1614+55.92			Ditch				Std. Erosion Control Measures				Std. Erosion Control Measures			0.35	Std. Erosion Control Measures
							SUB-TOTAL											0.35	

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

DISTURBED AREA TABLES

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R026

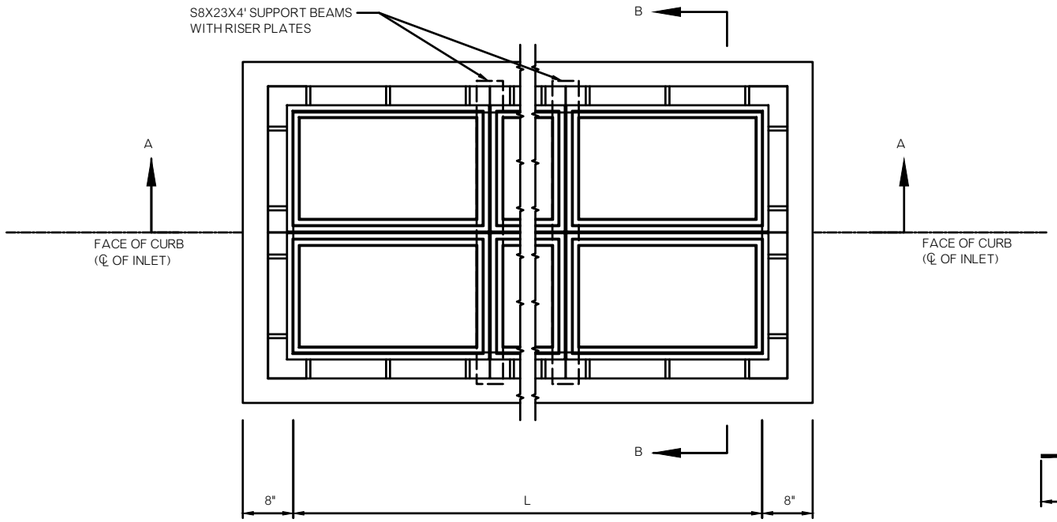
DESCRIPTION	REVISIONS	DATE

JP 31963(04) US 69 in Mayes Co.								Phase 1				Phase 2				Phase 3			
20	1616+48.48	20A	1614+81.32	1616+48.48	EX.4'X3' RCB	1616+48.48	Structure	0.05			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		20B	1623+19.76	1616+48.48	EX.4'X3' RCB	1616+48.48	Structure	0.16			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		20C	1614+63.37	1615+21.87	EX.4'X3' RCB	1616+48.48	Structure	0.02			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		20D	1623+19.20	1616+54.50	EX.4'X3' RCB	1616+48.48	Structure				Std. Erosion Control Measures	0.47			Std. Erosion Control Measures				Std. Erosion Control Measures
		20E	1614+31.49	1616+48.48	EX.4'X3' RCB	1616+48.48	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.35			Std. Erosion Control Measures
		20F	1623+18.82	1616+48.48	EX.4'X3' RCB	1616+48.48	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.21			Std. Erosion Control Measures
							SUB-TOTAL	0.23				0.47				1.56			
21	1633+71.97	21A	1623+19.76	1633+71.97	EX.5'X3' RCB	1633+71.97	Structure	0.24			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		21B	1645+99.21	1633+71.97	EX.5'X3' RCB	1633+71.97	Structure	0.30			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		21C	1623+19.20	1633+61.69	EX.5'X3' RCB	1633+71.97	Structure				Std. Erosion Control Measures	1.26			Std. Erosion Control Measures				Std. Erosion Control Measures
		21D	1643+21.20	1636+38.28	EX.5'X3' RCB	1633+71.97	Structure	0.25			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		21E	1623+18.82	1633+71.97	EX.5'X3' RCB	1633+71.97	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.44			Std. Erosion Control Measures
		21F	1645+97.65	1633+71.97	EX.5'X3' RCB	1633+71.97	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.80			Std. Erosion Control Measures
							SUB-TOTAL	0.79				1.26				3.24			
22	1654+89.81	22A	1645+99.21	1654+89.81	EX.10'X5' RCB	1654+89.81	Structure	0.21			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		22B	1673+79.91	1654+89.81	EX.10'X5' RCB	1654+89.81	Structure	0.43			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		22C	1645+83.31	1655+48.21	EX.10'X5' RCB	1654+89.81	Structure				Std. Erosion Control Measures	1.90			Std. Erosion Control Measures				Std. Erosion Control Measures
		22D	1645+97.65	1654+89.81	EX.10'X5' RCB	1654+89.81	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	1.44			Std. Erosion Control Measures
		22E	1673+79.95	1654+89.81	EX.10'X5' RCB	1654+89.81	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	2.81			Std. Erosion Control Measures
		22F	1673+79.95	1667+65.52	EX.10'X5' RCB	1654+89.81	Structure				Std. Erosion Control Measures	0.21			Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	0.64				2.11				4.25			
23	1689+42.41	23A	1673+79.91	1689+42.41	EX.10'X10' RCB	1689+42.41	Structure	0.36			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		23B	1722+02.56	1689+42.41	EX.10'X10' RCB	1689+42.41	Structure	0.76			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		23C	1673+79.95	1674+48.20	EX.10'X10' RCB	1689+42.41	Structure	0.02			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		23D	1624+79.63	1689+03.33	EX.10'X10' RCB	1689+42.41	Structure				Std. Erosion Control Measures	3.15			Std. Erosion Control Measures				Std. Erosion Control Measures
		23E	1722+00.01	1718+90.63	EX.10'X10' RCB	1689+42.41	Structure	0.09			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		23F	1673+79.95	1689+42.41	EX.10'X10' RCB	1689+42.41	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	2.34			Std. Erosion Control Measures
		23G	1721+99.71	1689+42.41	EX.10'X10' RCB	1689+42.41	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	5.41			Std. Erosion Control Measures
		23H	1698+48.27	1691+65.49	EX.10'X10' RCB	1689+42.41	Structure	0.23			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL	1.46				3.15				7.75			
24	1727+19.88	24A	1722+02.56	1727+19.88	EX.4'X3' RCB	1727+19.88	Structure	0.12			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		24B	1722+00.01	1727+19.88	EX.4'X3' RCB	1727+19.88	Structure	0.14			Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
		24C	1721+99.71	1727+19.88	EX.4'X3' RCB	1727+19.88	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.86			Std. Erosion Control Measures
		24D	1729+23.66	1727+19.88	EX.4'X3' RCB	1727+19.88	Structure				Std. Erosion Control Measures				Std. Erosion Control Measures	0.34			Std. Erosion Control Measures
							SUB-TOTAL	0.26								1.20			
25	1733+99.23	25A	1727+19.88	1733+99.23			Ditch			0.22	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL			0.22									
26	1734+00.47	26A	725+35.61	1734+00.47			Ditch				Std. Erosion Control Measures			0.50	Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL							0.50					
27	1734+92.72	27A	1727+19.88	1734+92.72			Ditch				Std. Erosion Control Measures				Std. Erosion Control Measures			0.96	Std. Erosion Control Measures
							SUB-TOTAL											0.96	
28	1742+00.00	28A	1735+95.00	1742+00.00			Ditch			0.51	Std. Erosion Control Measures				Std. Erosion Control Measures				Std. Erosion Control Measures
							SUB-TOTAL			0.51									

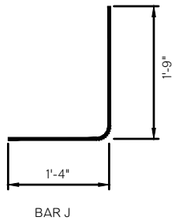
z:\1165911\Drawings\3196304-Disturbed Area Tables.dwg 9/1/2025 8:37 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		DISTURBED AREA TABLES
APPROVED		
SQUAD		

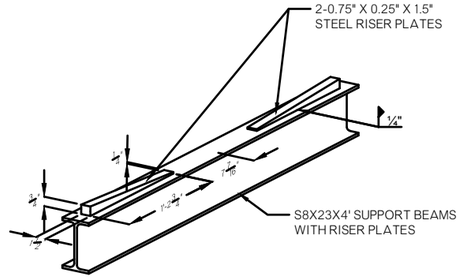
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R027



PLAN
(DOUBLE GRATES)

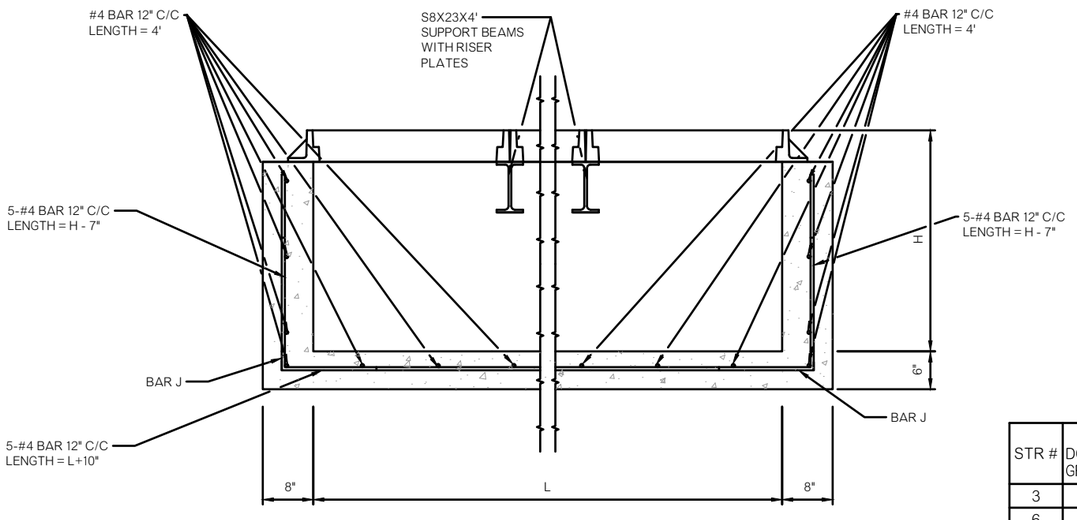


BAR J



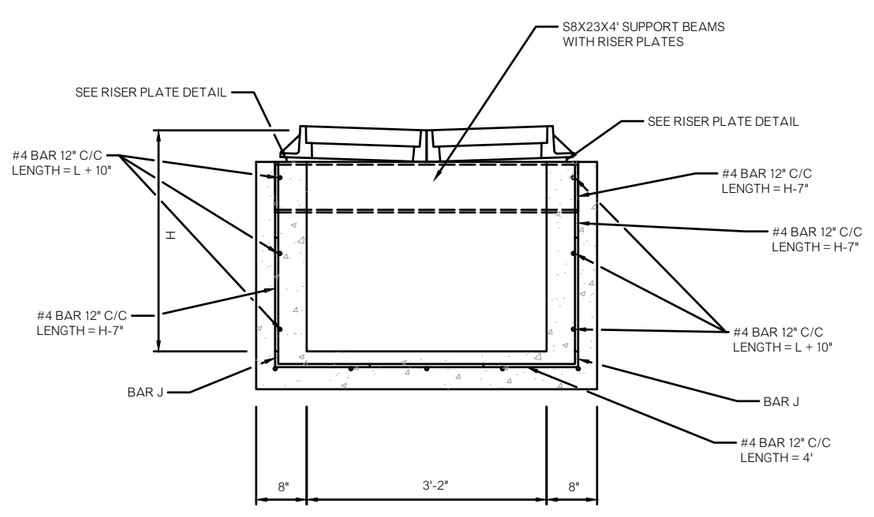
SUPPORT BEAM WITH RISER PLATE
DETAIL

1. H = TG - ℄
   L = 2.69(N) - 0.19
   N = NUMBER OF DOUBLE GRATES
   (TG, ℄ AND NUMBER OF GRATE INFORMATION DERIVED FROM STRUCTURE INFORMATION ON PLANS)
2. ALL SPECIAL INLET DRAIN WALLS AND FOOTINGS ARE REQUIRED TO BE CONSTRUCTED WITH CLASS A CONCRETE AND #4 REINFORCING STEEL BARS 12" C/C. REINFORCING STEEL BARS TO HAVE A MINIMUM CLEARANCE OF 2".
3. ALL MATERIALS AND LABOR ASSOCIATED WITH CONSTRUCTING THE SPECIAL INLET DRAIN TO BE INCLUDED IN PRICE BID FOR "611G 7700 SPECIAL INLET DRAIN"
4. FOR DETAILS NOT SHOWN SEE STANDARDS "CI-2, SSIF-5, CIG-4" (LATEST VERSIONS)



SECTION A-A

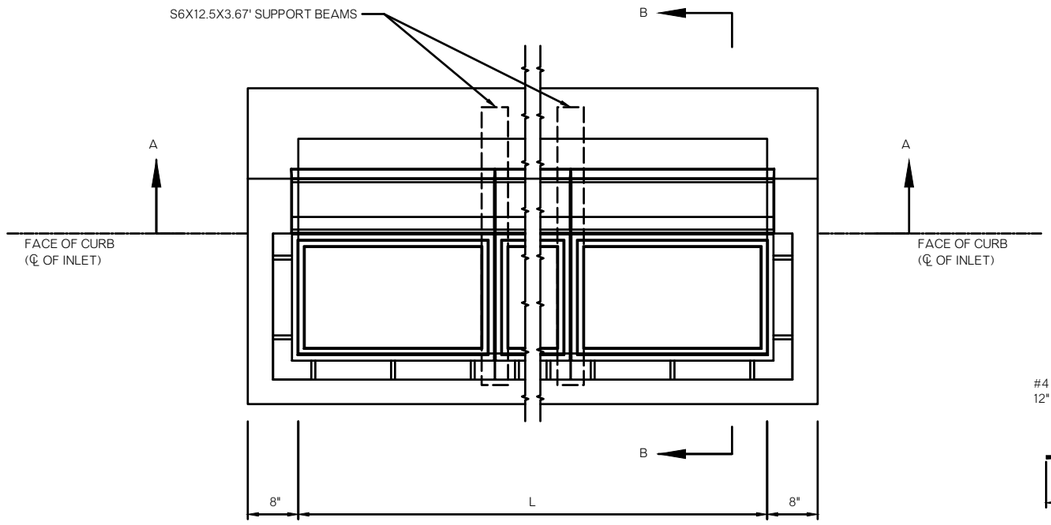
STR #	# DOUBLE GRATES	INLET FRAME & GRATE	CAST IRON HOOD
3	2	4	0
6	2	4	0
7	2	4	0
8	2	4	0
9	2	4	0
23	7	14	0
29	2	4	0
45	3	6	0



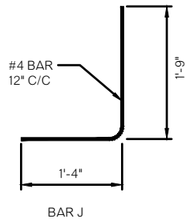
SECTION B-B

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SPECIAL INLET DRAIN DETAILS
CHECKED		
APPROVED		
SQUAD		

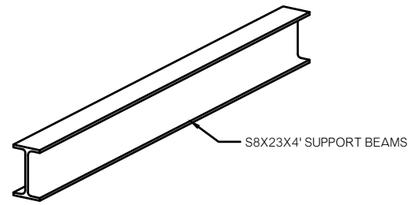
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R028



PLAN
(SINGLE GRATES)



BAR J



SUPPORT BEAM
DETAIL

1. H = TG - ℄
   L = 2.69(N) - 0.19
   N = NUMBER OF DOUBLE GRATES
   (TG, ℄ AND NUMBER OF GRATE INFORMATION DERIVED FROM STRUCTURE INFORMATION ON PLANS)
2. ALL SPECIAL INLET DRAIN WALLS AND FOOTINGS ARE REQUIRED TO BE CONSTRUCTED WITH CLASS A CONCRETE AND #4 REINFORCING STEEL BARS 12" C/C. REINFORCING STEEL BARS TO HAVE A MINIMUM CLEARANCE OF 2".
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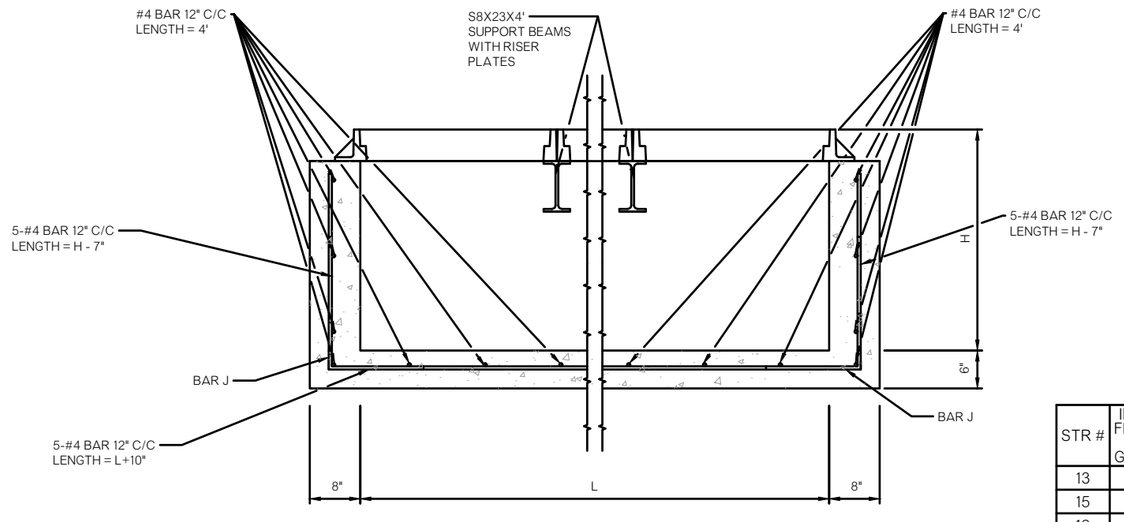
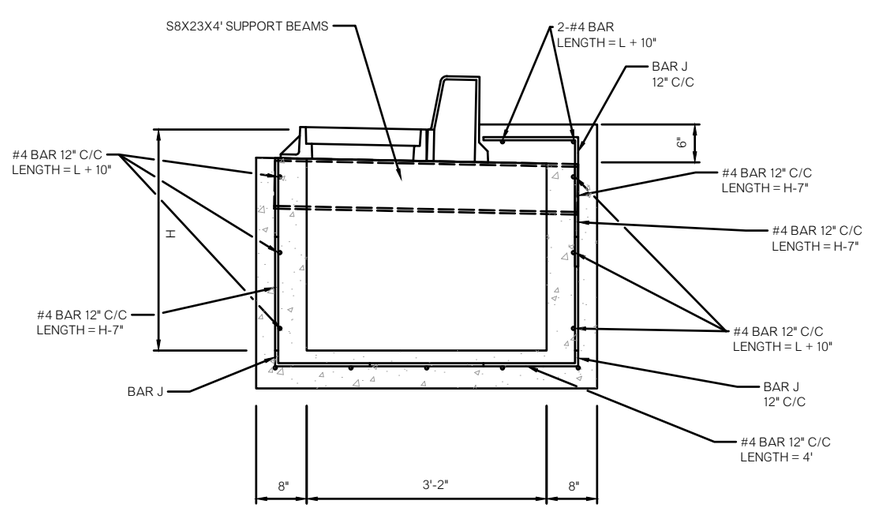
4. FOR DETAILS NOT SHOWN SEE STANDARDS "CI-2, SSIF-5, CIG-4" (LATEST VERSIONS)



SECTION A-A

STR #	INLET FRAME & GRATE	CAST IRON HOOD
13	6	6
15	6	6
19	4	4
21	4	4
41	2	2
44	4	4
46	4	4
66	4	4



SECTION B-B

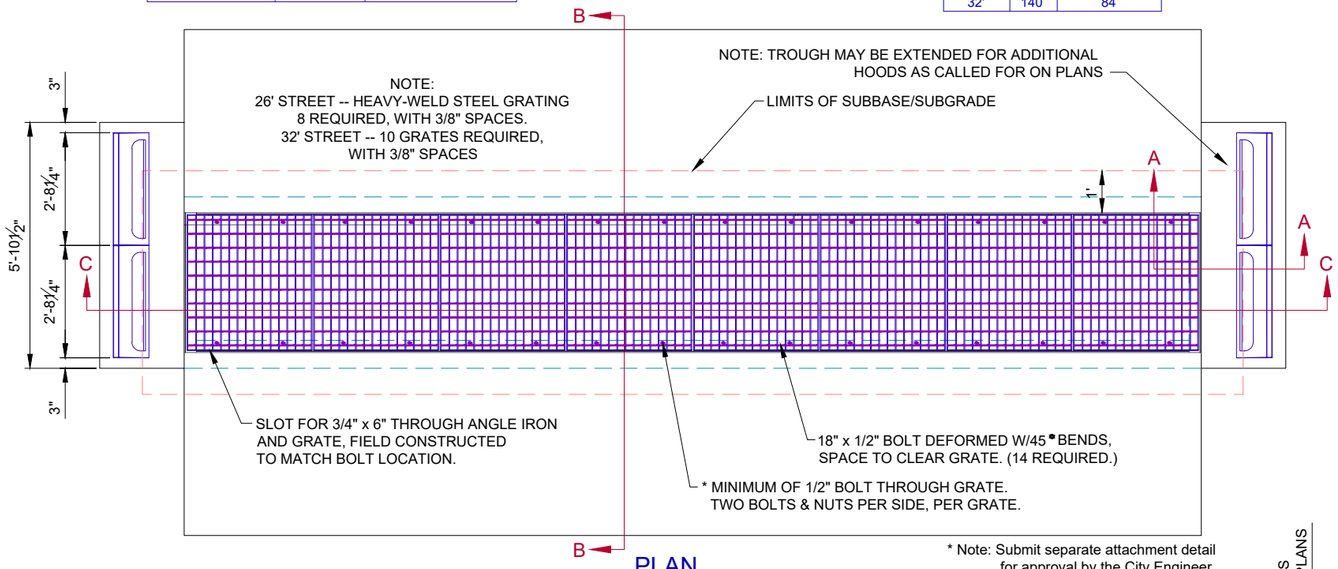
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SPECIAL INLET DRAIN DETAILS
CHECKED		
APPROVED		
SQUAD		

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R029

QUANTITIES OF ANGLE IRON FOR CURB INLETS		
# OF CAST HOODS	# OF PIECES	LENGTH OF 3" x 3" ∠
2 - 0	1	5' - 1 5/8"
2 - 1	1	10' - 6 1/8"
2 - 2	1	15' - 10 5/8"
2 - 3	2	10' - 6 1/8"

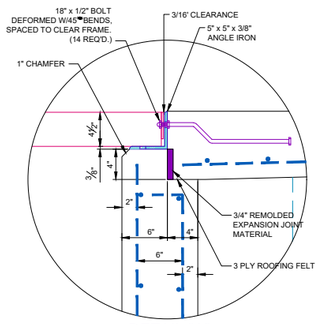
VARIABLE DIMENSION FOR ALL CURB CASTINGS			
	A	B	C
6" CURB FACE	7"	11 3/8"	8 1/4"
8" CURB FACE	9"	13 3/8"	10 1/4"

INLET CAPACITIES (CFS)		
STREET WIDTH	IKG GRATE	
	SUMP	ON GRADE (NOT IN SUMP)
26'	112	67
32'	140	84

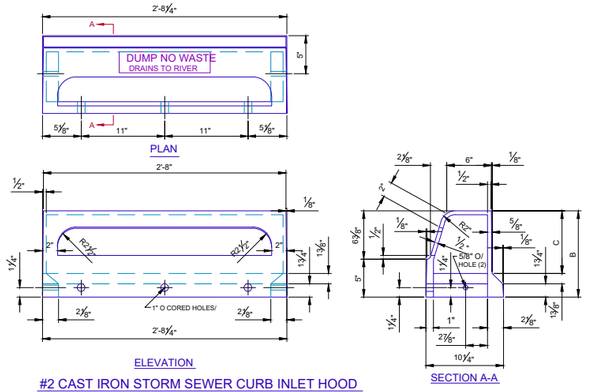


PLAN

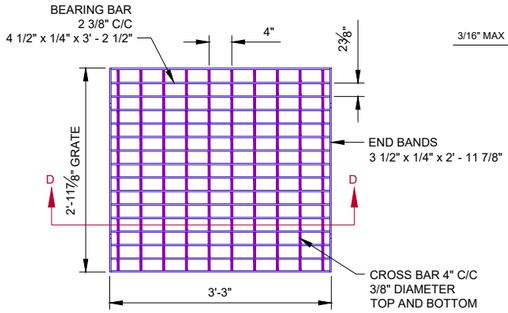
* Note: Submit separate attachment detail for approval by the City Engineer.



DETAIL "A"
ALTERNATE "A" ONLY

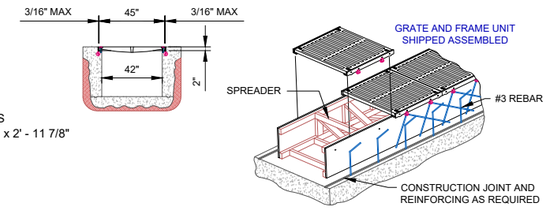


#2 CAST IRON STORM SEWER CURB INLET HOOD



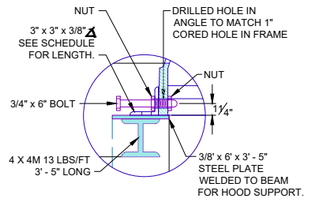
16 BEARING BARS 4 1/2" X 1/4" x 3' - 2 1/2" LONG SPACED AT 2 3/8" C/C.
OVERALL DIMENSIONS 3' - 3" X 2' - 11 7/8" ARRANGED WITH 4 1/2" X 1/4" BEARING BARS
3' - 2 1/2" LONG WITH END BANDING 3 1/2" 1/4" END BANDS 2' 11 7/8" LONG & 3/8"
CROSS BARS TOP AND BOTTOM, 4" C/C SPACED AS SHOWN.

IKG INDUSTRIES IRVING HEAVY - WELD
GALVANIZED STEEL GRATING TYPE HE
ALTERNATE "A" ONLY



NEENAH FOUNDRY -- Type R-4999-NX w/ Type C Frame
OR APPROVED EQUIVALENT

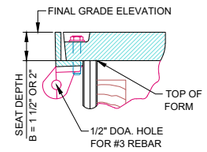
ALTERNATE "B" ONLY
To be installed as per manufacturer's specifications.



DETAIL "B"

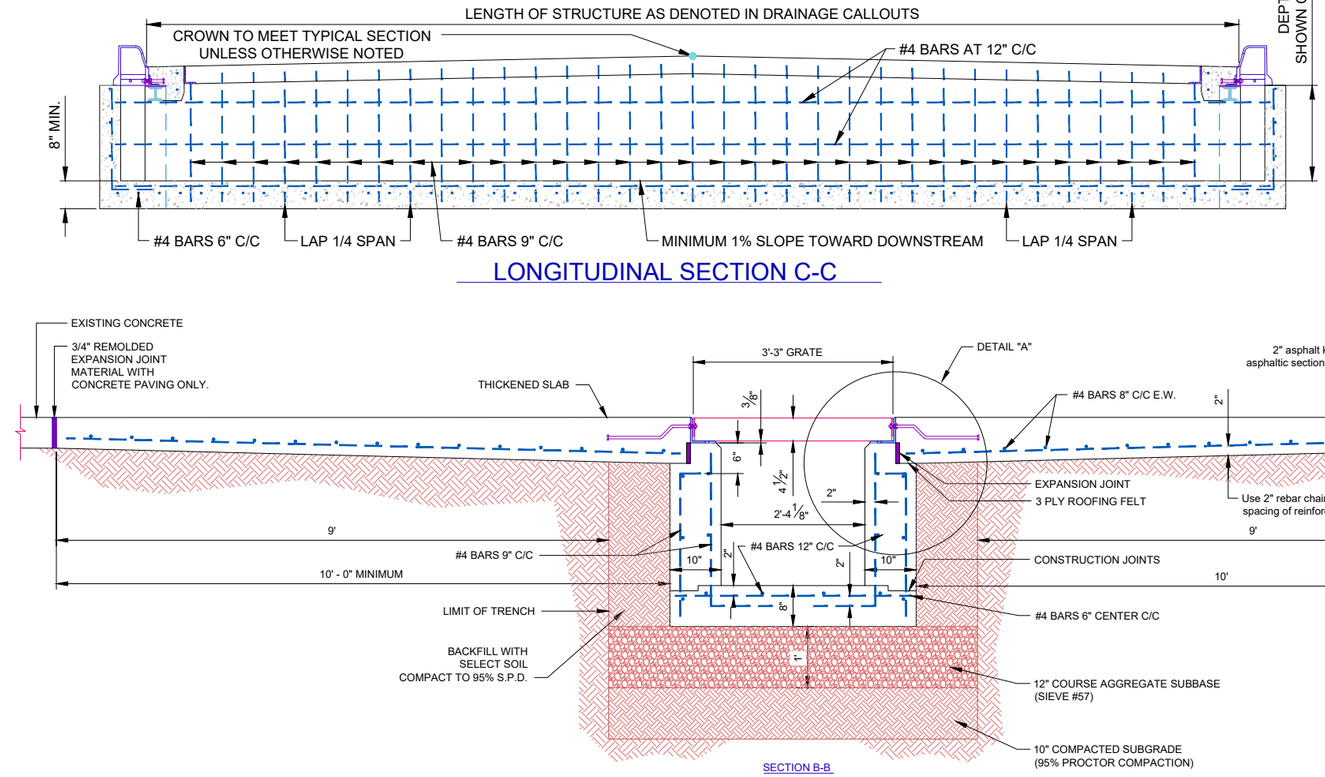
NOTE: ANGLE IRON TO BE BOLTED TO CURB WITH 3(3/4" x 6") MACHINE BOLTS IN EACH CURB SECTION

ALTERNATE "A" ONLY



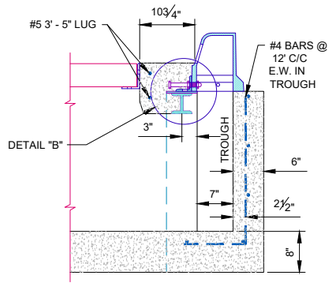
DETAIL "B"

ALTERNATE "B" ONLY



LONGITUDINAL SECTION C-C

SECTION B-B



SECTION A-A
DETAIL FOR IRVING GRATE

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
509(A)	CLASS AA CONCRETE	CY
511(A)	REINFORCING STEEL	LB

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SPECIAL INLET DRAIN DETAILS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R030

SEC. 18
T-21-N, R-19-E

SEC. 7
T-21-N, R-19-E

ALL R.P.'S CUT "X"

2.67'

74.60'

N89° 59' W

138.58'

NS 431.5 ℄

EW 49 ℄

1305+79

1310+00

1315+00

SCALE: 1"=50'

BP: 1305+79.00

℄ EXIST. SURVEY
CRL US-69

N15° 21' 17.11"E
N15° 16' 28.00"E

BP: 1305+79.00
N=487085.8385
E=2758518.2300

POT A001 STA. 1313+42.02 ℄ EXIST. SURVEY=
POT STA. 1313+42.02 CRL CROSSING
N=487821.9081
E=2758719.2430

ALL R.P.'S
#4 REBAR
FLUSH

50
50
50
50
N07°08'W

50
50
50
S74°38'E

ALL R.P.'S
MAG

STA. 1315+00

BP: 1305+79.00
N=487086.1217
E=2758517.1987

℄ EXIST. SURVEY
CRL US-69

1.07'

BP: 1305+79.00
N=487085.8385
E=2758518.2300

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R031

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SEC. 7
T-21-N, R-19-E

SCALE: 1"=50'

1315+00 | 1320+00 | 1325+00 | 1330+00

STA. 1315+00

CRL US-69
℄ EXIST. SURVEY US-69

N15° 16' 28.00"E
N15° 21' 17.11"E

50 | 50 | 50 | S7°47'38"E | ALL R.P.'S MAG

50 | 50 | 50 | N88°51'47"E

PC: 1325+29.55
CRL US-69

PC: 1325+26.39
℄ EXIST. SURVEY US-69

ALL R.P.'S #4 REBAR FLUSH

S88°51'47"W | 50 | 47.87 | 52.14

PI STA:1327+01.61
N=489133.0075
E=2759079.1071
Δ= 7° 00' 00.29" LT.

CURVE 9

PI STA:1327+04.40
N=489136.1602
E=2759078.1517
Δ= 6° 59' 06.70" LT.

50 | 50 | 50 | N85°54'E | ALL R.P.'S #4 REBAR FLUSH

CURVE 1

PT: 1328+76.40
℄ EXIST. SURVEY US-69

ALL R.P.'S #4 REBAR FLUSH

N59°59'49"W | 50 | 46.26 | 53.74

PT: 1328+78.81
CRL US-69

N8° 17' 21.30"E
N8° 18' 16.47"E

STA. 1330+00

CURVE DATA
CURVE 9
CRL US-69
PI STA 1327+04.40
Δ=6°59'06.70" LT
R=2864.79'
D=2°00'00.00"
T=174.85'
L=349.26'
C=349.04'
E=5.33
S=NO SUPER
emax=SUEL2-4-1
V=45 MPH

CURVE DATA
CURVE 1
℄ EXIST. SURVEY
PI STA 1327+01.61
Δ=7°00'00.29" LT
R=2864.79'
D=2°00'00.00"
T=175.22'
L=350.00'
C=349.79'
E=5.35

SEC. 7
T-21-N, R-19-E

SCALE: 1"=50'

1330+00 | 1335+00 | 1340+00 | 1345+00

STA. 1330+00

264.00' | N88° 42' 28.70"E | 51.3 | 264.00' | 50 | 50

1/4 SECTION LINE POT
A001 STA. 1330+28.16
N=489456.5592 E=2759126.3343

N8° 17' 21.30"E
N8° 18' 16.47"E

CRL US-69

PC: 1332+53.62
CRL US-69

PC: 1334+52.63
℄ EXIST. SURVEY US-69

CURVE 10

ALL R.P.'S #4 REBAR FLUSH

30 | 30 | 30.84 | S65°08'W | 67.15

N38°08'W | 20.12 | 76.88

PI STA:1334+70.48
N=489894.6671
E=2759188.6606
Δ= 7° 07' 54.00" RT.

PI STA:1336+31.15
N=490053.2262
E=2759213.4273
Δ= 7° 07' 53.68" RT.

CURVE 2

PT: 1336+86.78
CRL US-69

PT: 1338+09.21
℄ EXIST. SURVEY US-69

ALL R.P.'S #4 REBAR FLUSH

42.50 | 55 | N52°42'W | 4.47.50

℄ EXIST. SURVEY US-69

N15° 26' 10.47"E

N15° 25' 15.30"E

PGL LT

CRL US-69

N17° 21' 46.05"E

20'

PI STA:1340+29.42
N=490434.0175
E=2759337.4343
Δ= 1° 56' 30.75" RT.

PI STA:1344+13.06
N=490800.1800
E=2759451.9216
Δ= 1° 56' 30.75" LT.

STA. 1345+00

CURVE DATA
CURVE 2
℄ EXIST. SURVEY
PI STA 1336+31.15
Δ=7°07'53.68" RT
R=2864.79'
D=2°00'00.00"
T=178.82'
L=356.68'
C=356.35'
E=5.56

CURVE DATA
CURVE 10
CRL US-69
PI STA 1334+70.48
Δ=7°07'54.00" RT
R=3480.00'
D=1°38'47.15"
T=216.86'
L=433.16'
C=432.88'
E=6.75
S=2.80%
emax=8%
V=45 MPH

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R032

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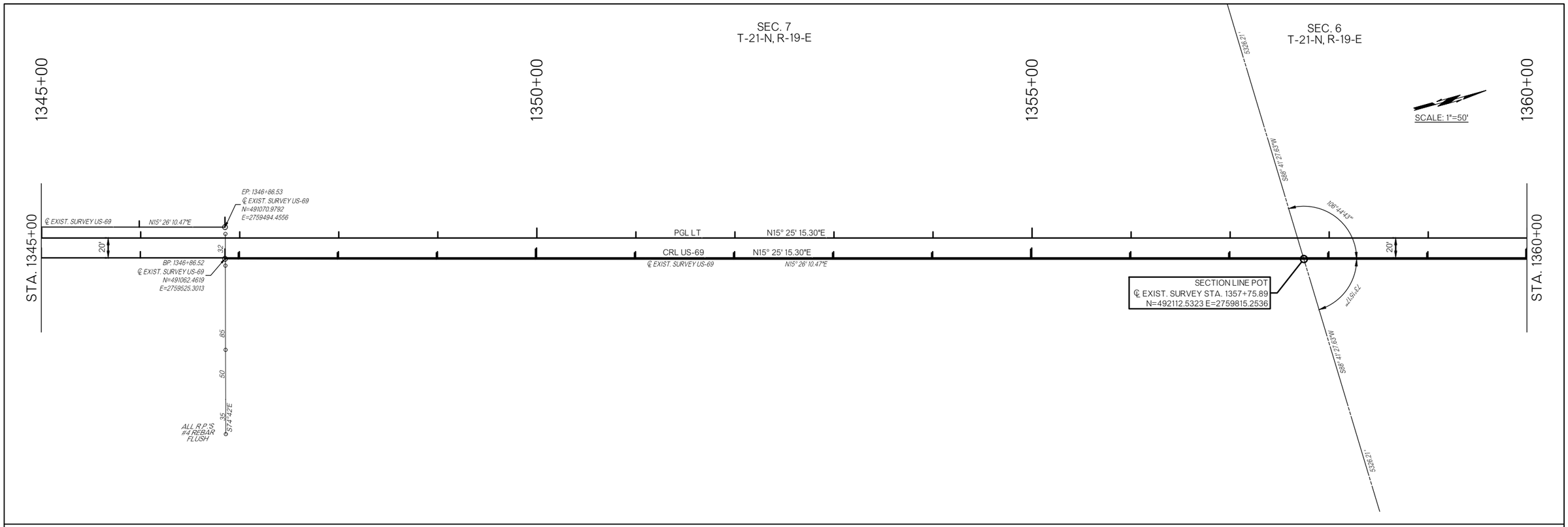
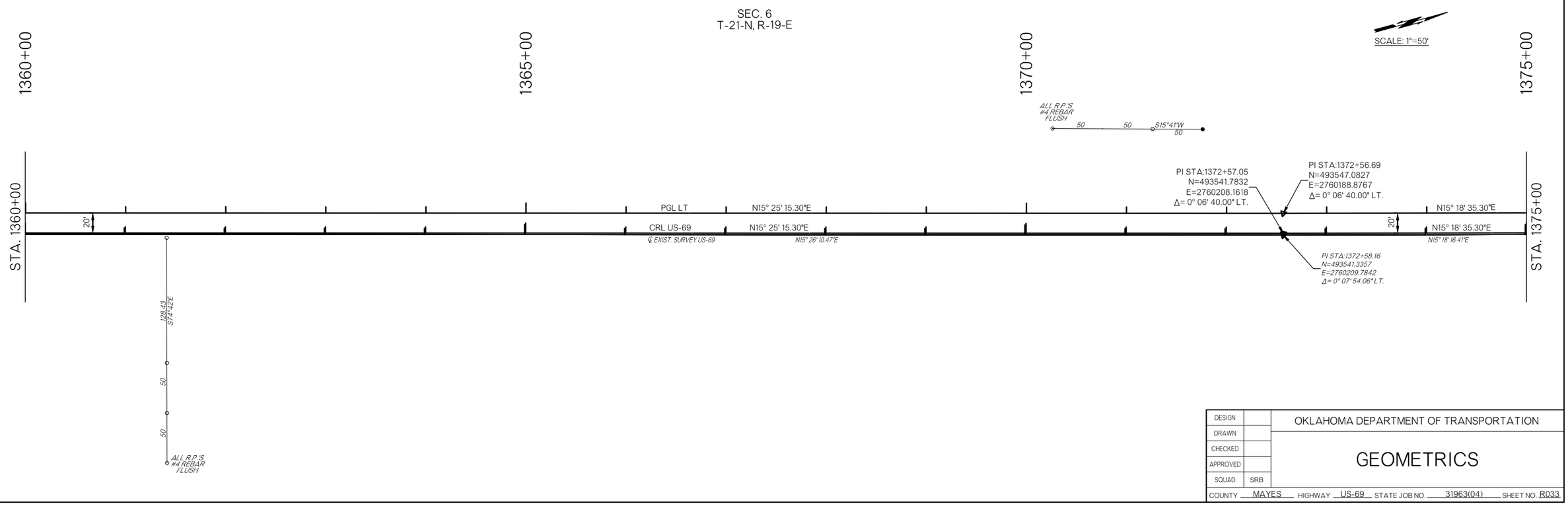




DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R033

Z:\116591\DRAWINGS\319630A-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

1375+00 | 1380+00 | 1385+00 | 1390+00

STA. 1375+00

20'

PGL LT N15° 18' 35.30"E

CRL US-69 N15° 18' 35.30"E

℄ EXIST. SURVEY US-69 N15° 18' 16.41"E

20'

STA. 1390+00

125.74

50

S74°42'E

50

ALL R.P.'S #4 REBAR FLUSH

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

SEC. 5
T-21-N, R-19-E

1390+00 | 1395+00 | 1400+00 | 1405+00

STA. 1390+00

20'

PGL LT N15° 18' 35.30"E

CRL US-69 N15° 18' 35.30"E

℄ EXIST. SURVEY US-69 N15° 18' 16.41"E

20'

STA. 1405+00

130

50

S74°42'E

50

ALL R.P.'S #4 REBAR FLUSH

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

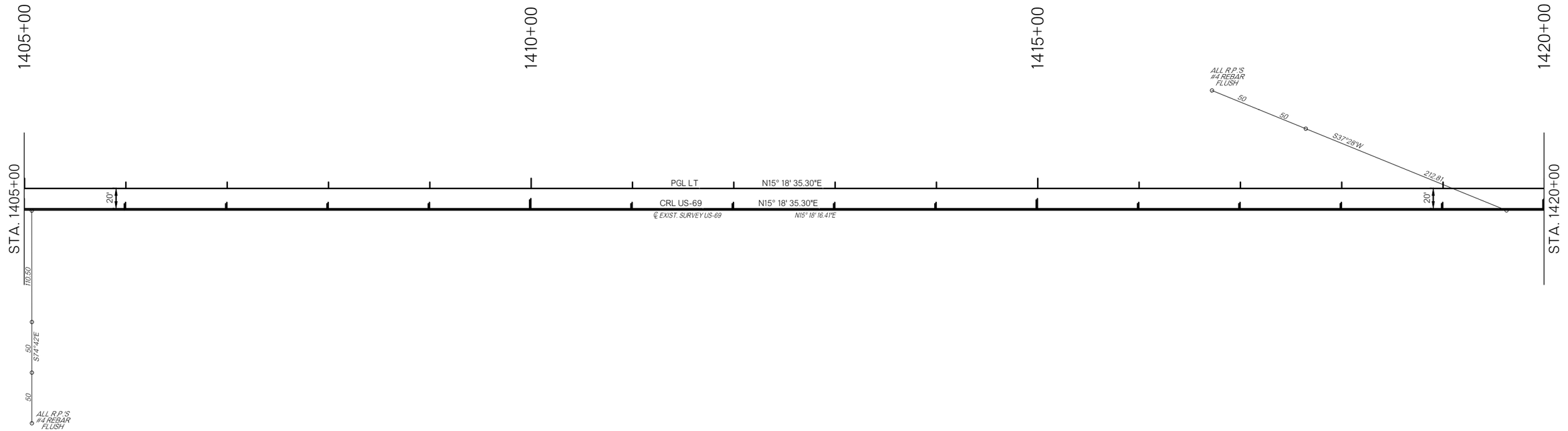
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R034

Z:\116591\DRAWINGS\31963(04)-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 5
T-21-N, R-19-E

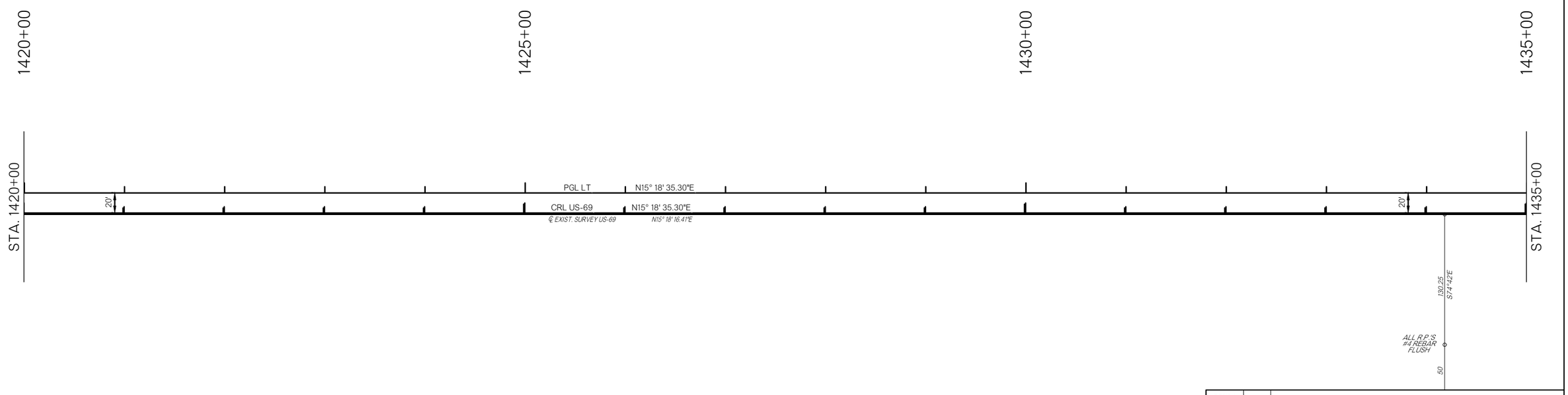
SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R035

Z:\116591\DRAWINGS\31963(04)-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

1435+00 | 1440+00 | 1445+00 | 1450+00

STA. 1435+00

20'

PGL LT N15° 18' 35.30"E

CRL US-69 N15° 18' 35.30"E

℄ EXIST. SURVEY US-69 N15° 18' 16.41"E

20'

STA. 1450+00

130.12

50 S74°42'E

50

ALL R.P.'S #4 REBAR FLUSH

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

1450+00 | 1455+00 | 1460+00 | 1465+00

50 S15°41'W 50 50

ALL R.P.'S #4 REBAR FLUSH

STA. 1450+00

20'

PGL LT N15° 18' 35.30"E

CRL US-69 N15° 18' 35.30"E

℄ EXIST. SURVEY US-69 N15° 18' 16.41"E

PC: 1463+25.48 CRL US-69

20'

PC: 1463+25.86 CRL US-69

PC: 1463+30.25 ℄ EXIST. SURVEY US-69

CURVE 3

STA. 1465+00

272.32

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R036

Z:\116591\DRAWINGS\319630A-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1465+00 | 1470+00 | 1475+00 | 1480+00

STA. 1465+00 | STA. 1480+00

CURVE DATA
CURVE 17
PGL LT
PI STA 1466+46.18
Δ=12°41'12.00" RT
R=2884.79'
D=1°59'10.08"
T=320.69'
L=638.76'
C=637.46'
E=17.77
S=5.80%
emax=8%
V=65 MPH

PI STA:1466+46.18
N=502603.3540
E=2762668.0581
Δ= 12° 41' 12.00"

PI STA:1466+44.33
N=502595.9288
E=2762686.7613
Δ= 12° 41' 12.00"

PT: 1469+64.25
CRL US-69

CURVE 17
CURVE 11
CURVE 3

PI STA:1466+48.72
N=502598.8724
E=2762688.3922
Δ= 12° 41' 12.14"

PT: 1469+60.19
CRL US-69

PT: 1469+64.58
℄ EXIST. SURVEY US-69

20'

PGL LT N27° 59' 47.30"E

℄ EXIST. SURVEY N27° 59' 10.80"E

CRL US-69 N27° 59' 47.30"E

20'

CURVE DATA
CURVE 11
CRL US-69
PI STA 1466+44.33
Δ=12°41'12.00" RT
R=2864.79'
D=2°00'00.00"
T=318.47'
L=634.33'
C=633.04'
E=17.65
S=5.80%
emax=8%
V=65 MPH

CURVE DATA
CURVE 3
℄ EXIST. SURVEY
PI STA 1466+48.72
Δ=12°41'12.14" RT
R=2864.79'
D=2°00'00.00"
T=318.47'
L=634.34'
C=633.04'
E=17.65

S47°13'E
190

S29°39'E
192.44

111.69
S74°42'E

82.85

ALL R.P.'S
#4 REBAR
FLUSH

72.23

72.23

111.69

82.85

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1480+00 | 1485+00 | 1490+00 | 1495+00

STA. 1480+00 | STA. 1495+00

20'

PGL LT N27° 59' 47.30"E

℄ EXIST. SURVEY N27° 59' 10.80"E

CRL US-69 N27° 59' 47.30"E

20'

S62°00'E
143

50

50

ALL R.P.'S
#4 REBAR
FLUSH

S03°57'E
430.80

50

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R037

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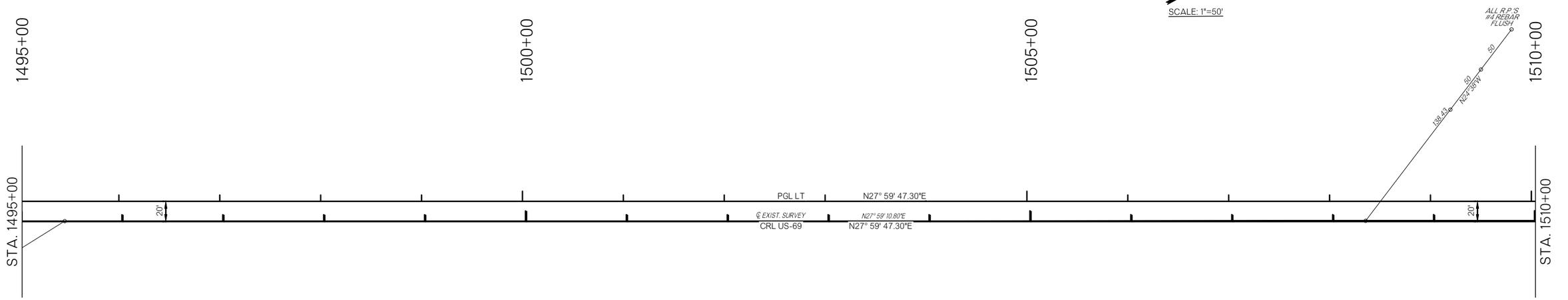
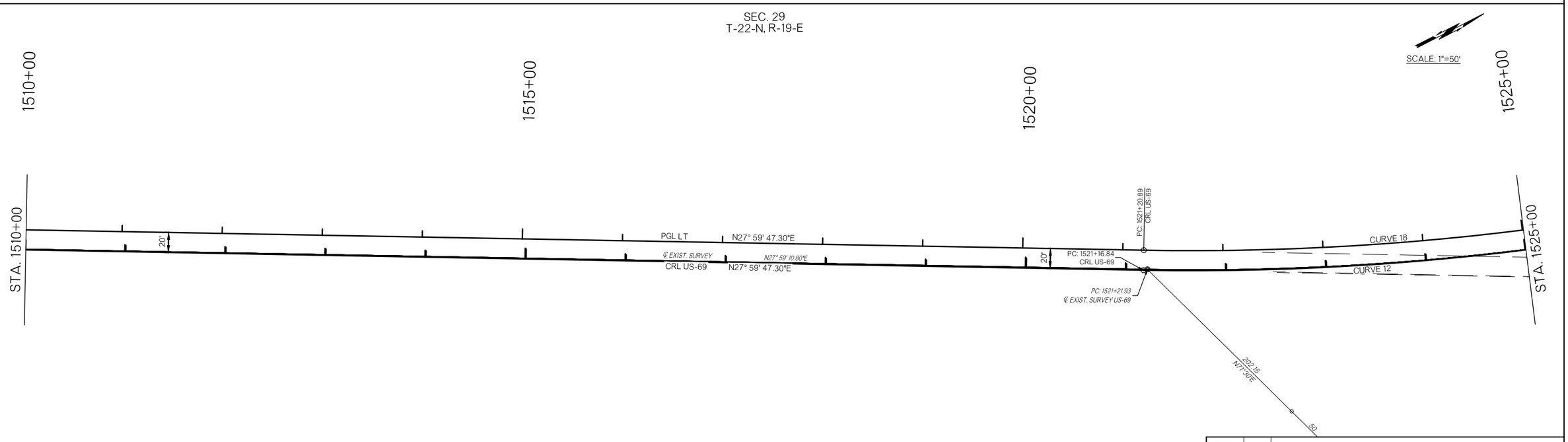
SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'



SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R038

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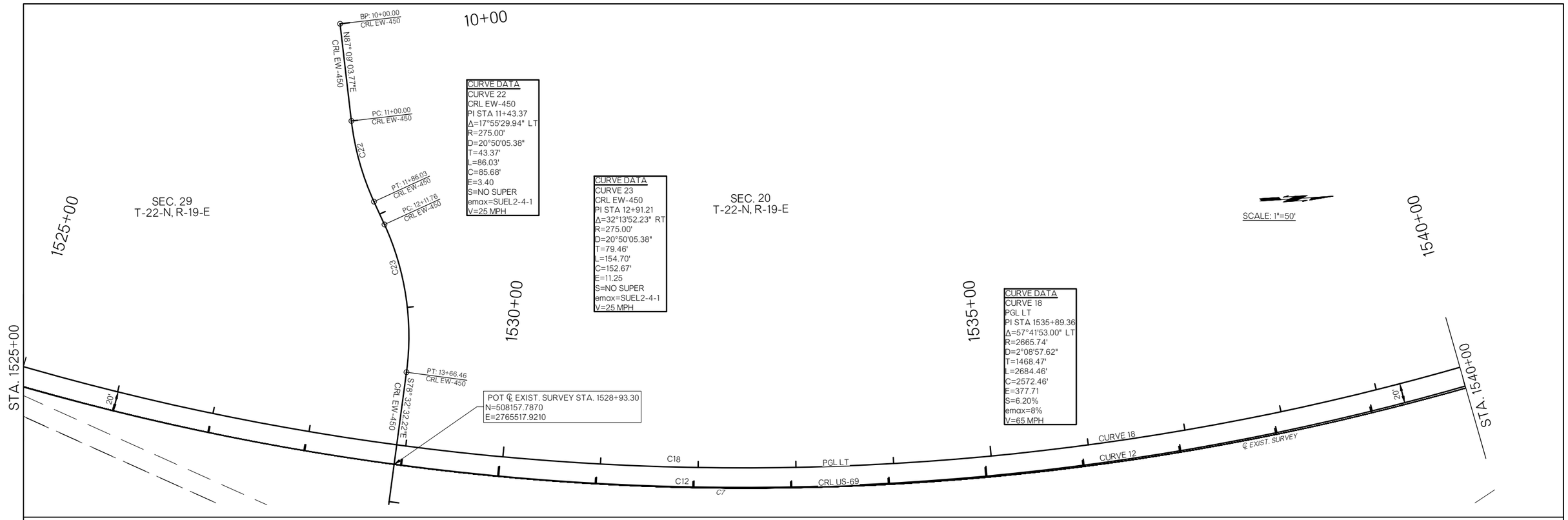

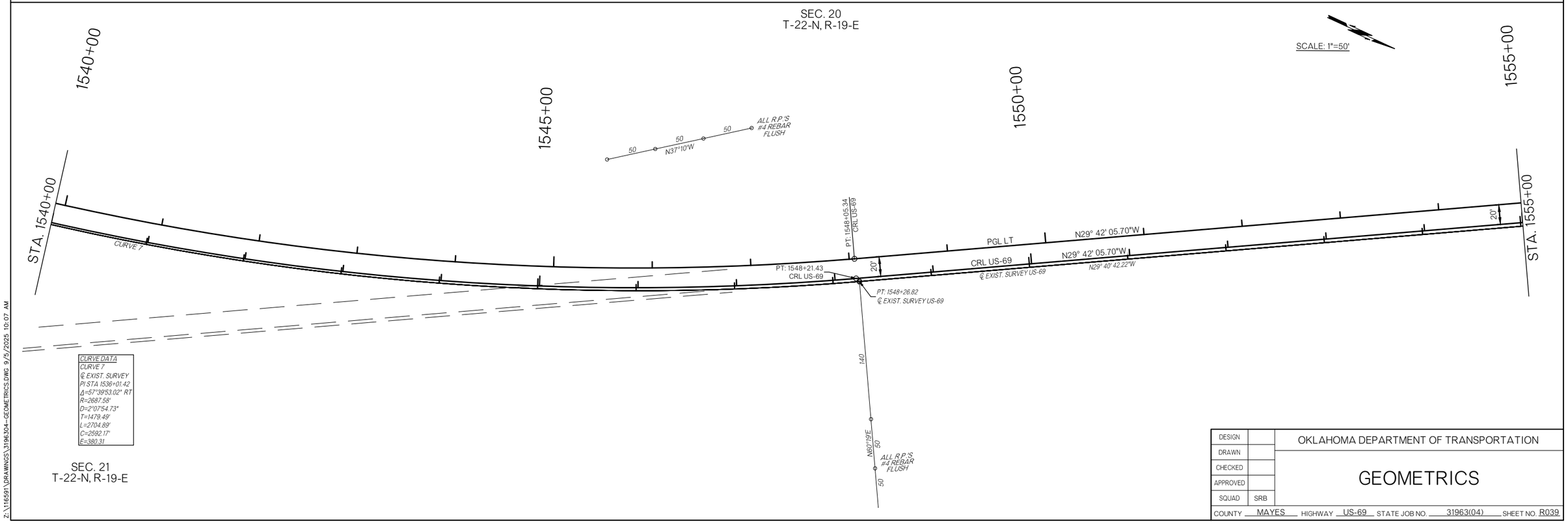

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R039

Z:\116591\DRAWINGS\319630A-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1555+00

1560+00

1565+00

STA. 1555+00

STA. 1570+00

PC: 1560+91.44
CRL US-69

PC: 1561+07.53
CRL US-69

PC: 1561+07.54
℄ EXIST. SURVEY US-69

PGL LT N29° 42' 05.70"W

CRL US-69 N29° 42' 05.70"W

℄ EXIST. SURVEY US-69 N29° 40' 42.22"W

CURVE 19

CURVE 13

20'

20'

N68°11'E
171.62

171.62
N64°51'E

245.46

50

50

ALL R.P.'S
#4 REBAR
FLUSH

CURVE DATA
CURVE 13
CRL US-69
PI STA 1574+58.77
Δ=63°01'53.00" RT
R=2203.68'
D=2°36'00.02"
T=1351.25'
L=2424.28'
C=2303.87'
E=381.29
S=7.00%
emax=8%
V=65 MPH

SEC. 20
T-22-N, R-19-E

SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'

1575+00

1580+00

1585+00

STA. 1570+00

STA. 1585+00

CURVE DATA
CURVE 19
PGL LT
PI STA 1574+54.95
Δ=63°01'53.00" RT
R=2223.68'
D=2°34'35.83"
T=1363.51'
L=2446.28'
C=2324.78'
E=384.75
S=7.00%
emax=8%
V=65 MPH

CURVE 19

CURVE 13

PGL LT

CRL US-69

20'

20'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R040

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SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'

1585+00 | 1590+00 | 1595+00 | 1600+00

STA. 1585+00

PT: 1585+17.72
CRL US-69

PT: 1585+31.81
CRL US-69

PT: 1585+32.06
℄ EXIST. SURVEY US-69

159.02

50

N69°7'35"E

50

ALL R.P.'S
#4 REBAR
FLUSH

20'

PGL LT N33° 19' 47.30"E

CRL US-69 N33° 19' 47.30"E

℄ EXIST. SURVEY US-69

N33° 19' 38.00"E

PC: 1594+16.68
CRL US-69

PC: 1594+10.77
CRL US-69

PC: 1594+11.87
℄ EXIST. SURVEY US-69

77.19

S83°7'54"E

50

50

ALL R.P.'S
#4 REBAR
FLUSH

20'

STA. 1600+00

SEC. 16
T-22-N, R-19-E

SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'

1600+00 | 1605+00 | 1610+00 | 1615+00

STA. 1600+00

CURVE DATA
CURVE 14
CRL US-69
PI STA 1601+68.41
Δ=18°01'59.00" LT
R=4774.65'
D=1°12'00.00"
T=757.64'
L=1502.76'
C=1496.56'
E=59.74
S=3.80%
emax=8%
V=65 MPH

CURVE DATA
CURVE 20
PGL LT
PI STA 1601+71.15
Δ=18°01'59.00" LT
R=4754.65'
D=1°12'18.17"
T=754.47'
L=1496.46'
C=1490.29'
E=59.49
S=3.80%
emax=8%
V=65 MPH

20'

CURVE 20

CURVE 14

PI STA:1601+71.15
N=514817.3860
E=2765534.7975

PI STA:1601+68.41
N=514809.0485
E=2765553.2517

ALL R.P.'S
#4 REBAR
FLUSH

150
N83°54'W

126.17

PT: 1609+13.14
CRL US-69

PT: 1609+13.52
CRL US-69

PT: 1609+14.62
℄ EXIST. SURVEY US-69

PGL LT N15° 17' 48.30"E

CRL US-69 N15° 17' 48.30"E

℄ EXIST. SURVEY US-69

N15° 17' 39.16"E

20'

STA. 1615+00

SEC. 16
T-22-N, R-19-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R041

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SEC. 16
T-22-N, R-19-E

SCALE: 1"=50'

1615+00

1620+00

1625+00

1630+00

STA. 1615+00

STA. 1630+00

ALL R.P.'S #4 REBAR FLUSH

50

50

S87°15'W

1261.9

ALL R.P.'S #4 REBAR FLUSH

50

50

S87°15'W

1261.9

PC: 1627+78.73
CRL US-69

PGL LT N15° 17' 48.30"E

CRL US-69 N15° 17' 48.30"E

℄ EXIST. SURVEY US-69 N15° 17' 39.16"E

PC: 1627+79.11
CRL US-69

PC: 1627+80.44
℄ EXIST. SURVEY US-69

SEC. 16
T-22-N, R-19-E

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1630+00

1635+00

1640+00

1645+00

STA. 1630+00

STA. 1645+00

ALL R.P.'S #4 REBAR FLUSH

50

50

N86°51'W

126.19

ALL R.P.'S #4 REBAR FLUSH

50

50

N86°51'W

120

ALL R.P.'S #4 REBAR FLUSH

50

50

N63°41'W

117.66

CURVE DATA
CURVE 15
CRL US-69
PI STA 1631+29.04
Δ=6°59'24.00" RT
R=5729.58'
D=1°00'00.00"
T=349.93'
L=699.00'
C=698.57'
E=10.68
S=3.20%
emax=8%
V=65 MPH

CURVE DATA
CURVE 21
PGL LT
PI STA 1631+29.88
Δ=6°59'24.00" RT
R=5749.58'
D=0°59'47.48"
T=351.16'
L=701.44'
C=701.01'
E=10.71
S=3.20%
emax=8%
V=65 MPH

CURVE DATA
CURVE 22
PGL LT
PI STA 1639+47.81
Δ=6°59'38.68" LT
R=7141.97'
D=0°48'08.07"
T=436.45'
L=871.82'
C=871.28'
E=13.32
S=2.80%
emax=8%
V=65 MPH

PI STA:1631+29.88
N=517683.3325
E=2766318.6570
Δ= 6° 59' 24.00" RT.

CURVE 21

CURVE 15

PI STA:1631+29.04
N=517676.8779
E=2766337.6262
Δ= 6° 59' 24.00" RT.

PI STA:1631+30.37
N=517678.2171
E=2766342.8901
Δ= 6° 59' 23.70" RT.

PT: 1634+80.17
CRL US-69

PT: 1634+78.11
CRL US-69

PT: 1634+79.43
℄ EXIST. SURVEY US-69

N22° 17' 12.30"E

PC: 1635+11.36
CRL US-69
N22° 17' 12.30"E

PC: 1635+09.30
CRL US-69

PC: 1635+12.39
℄ EXIST. SURVEY US-69

N22° 17' 02.87"E

PI STA:1639+47.81
N=518440.9694
E=2766629.1819
Δ= 6° 59' 38.68" LT.

PGL LT

CURVE 22

CRL US-69

CURVE 16

CURVE 8

℄ EXIST. SURVEY

PI STA:1639+46.98
N=518434.5155
E=2766648.1513
Δ= 6° 59' 38.68" LT.

PI STA:1639+51.22
N=518438.5694
E=2766654.4877
Δ= 7° 00' 45.22" LT.

CURVE DATA
CURVE 8
℄ EXIST. SURVEY
PI STA 1639+51.22
Δ=7°00'45.22" LT
R=7162.02'
D=0°47'59.98"
T=438.84'
L=876.58'
C=876.03'
E=13.43

CURVE DATA
CURVE 16
CRL US-69
PI STA 1639+46.98
Δ=6°59'38.68" LT
R=7161.97'
D=0°48'00.00"
T=437.67'
L=874.26'
C=873.72'
E=13.36
S=2.80%
emax=8%
V=65 MPH

PT: 1643+83.18
CRL US-69

PT: 1643+83.56
CRL US-69

N15° 17' 33.62"E

N15° 17' 33.62"E

N15° 16' 17.65"E

PT: 1643+88.96
℄ EXIST. SURVEY US-69

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R042

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SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1645+00 | 1650+00 | 1655+00 | 1660+00

STA. 1645+00

PGL LT N15° 17' 33.62"E

CRL US-69 N15° 17' 33.62"E

℄ EXIST. SURVEY US-69 N15° 16' 17.65"E

STA. 1660+00

ALL R.P.'S #4 REBAR FLUSH

50 50 50

S15°52'W

ALL R.P.'S #4 REBAR FLUSH

35 50 126.77

N63°41'W

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1660+00 | 1665+00 | 1670+00 | 1675+00

STA. 1660+00

PGL LT N15° 17' 33.62"E

CRL US-69 N15° 17' 33.62"E

℄ EXIST. SURVEY US-69 N15° 16' 17.65"E

STA. 1675+00

ALL R.P.'S #4 REBAR FLUSH

50 50 126.77

N63°41'W

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R043

Z:\116591\DRAWINGS\319630A-GEOMETRICS.DWG 9/5/2025 10:07 AM

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1675+00

1680+00

1685+00

1690+00

ALL R.P.'S #4 REBAR FLUSH

32.27'

32.27'

N72°57'W

135.69

STA. 1675+00

PGL LT N15° 17' 33.62"E

℄ EXIST. SURVEY US-69 N15° 16' 17.65"E

CRL US-69 N15° 17' 33.62"E

STA. 1690+00

SEC. 9
T-22-N, R-19-E

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

1690+00

1695+00

1700+00

1705+00

ALL R.P.'S #4 REBAR FLUSH

50

S15°52'W

50

50

ALL R.P.'S #4 REBAR FLUSH

50

50

N83°14'W

111.23

STA. 1690+00

CRL US-69 N15° 17' 33.62"E

PGL LT N15° 17' 33.62"E

℄ EXIST. SURVEY US-69 N15° 16' 17.65"E

STA. 1705+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R044

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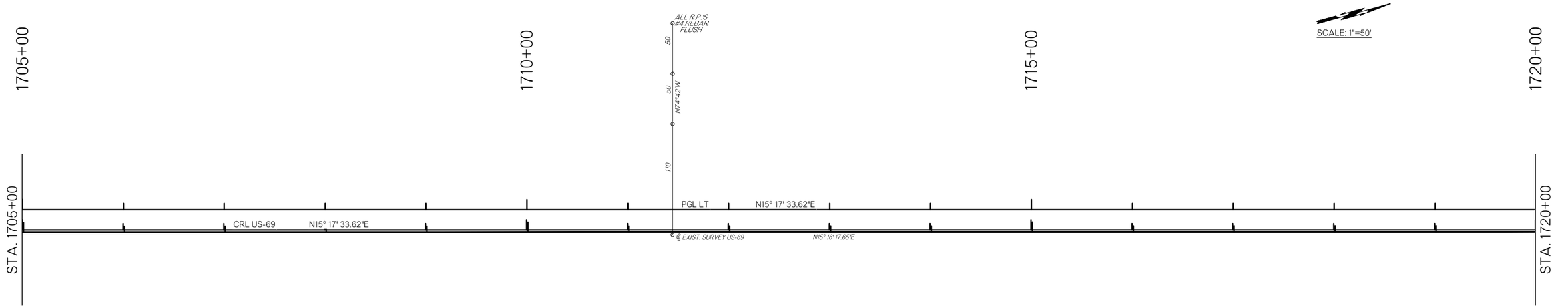
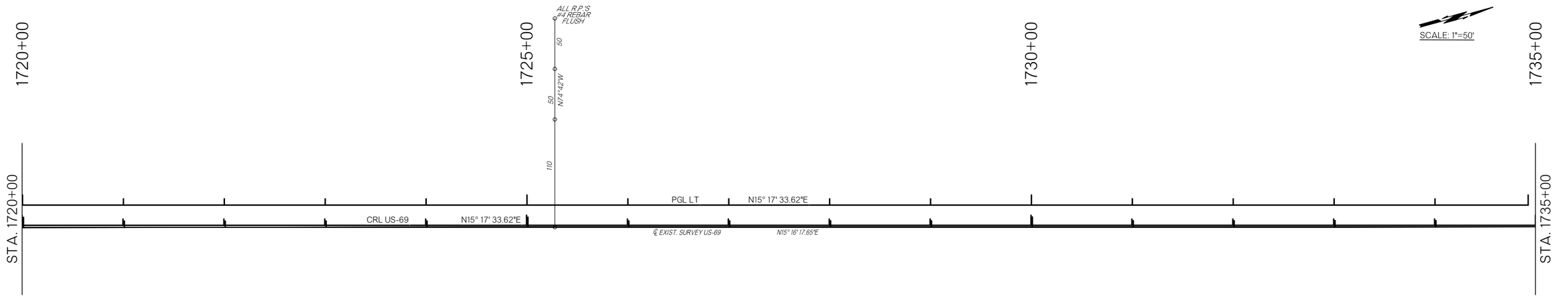
SEC. 4
T-22-N, R-19-E



SEC. 4
T-22-N, R-19-E



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R045

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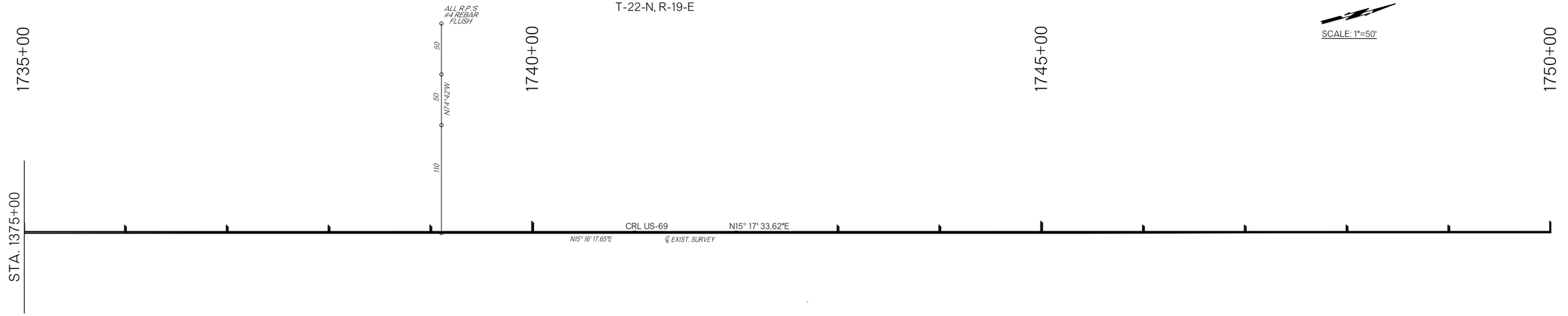
SEC. 4
T-22-N, R-19-E



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		GEOMETRICS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R046

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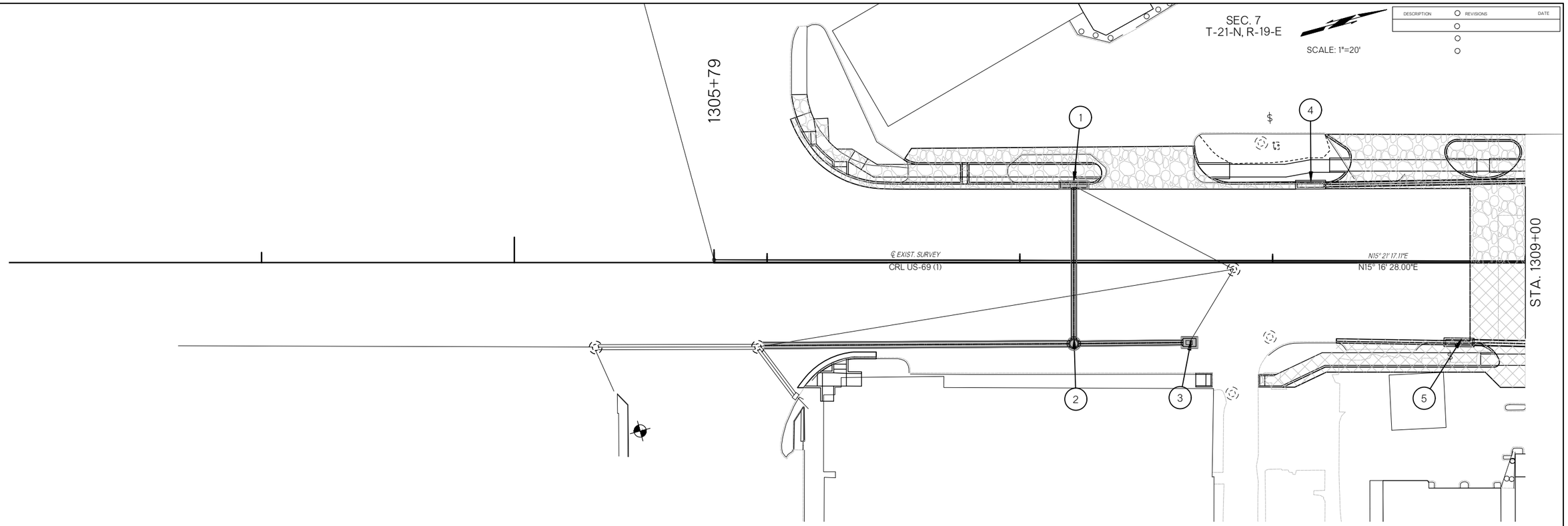


NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

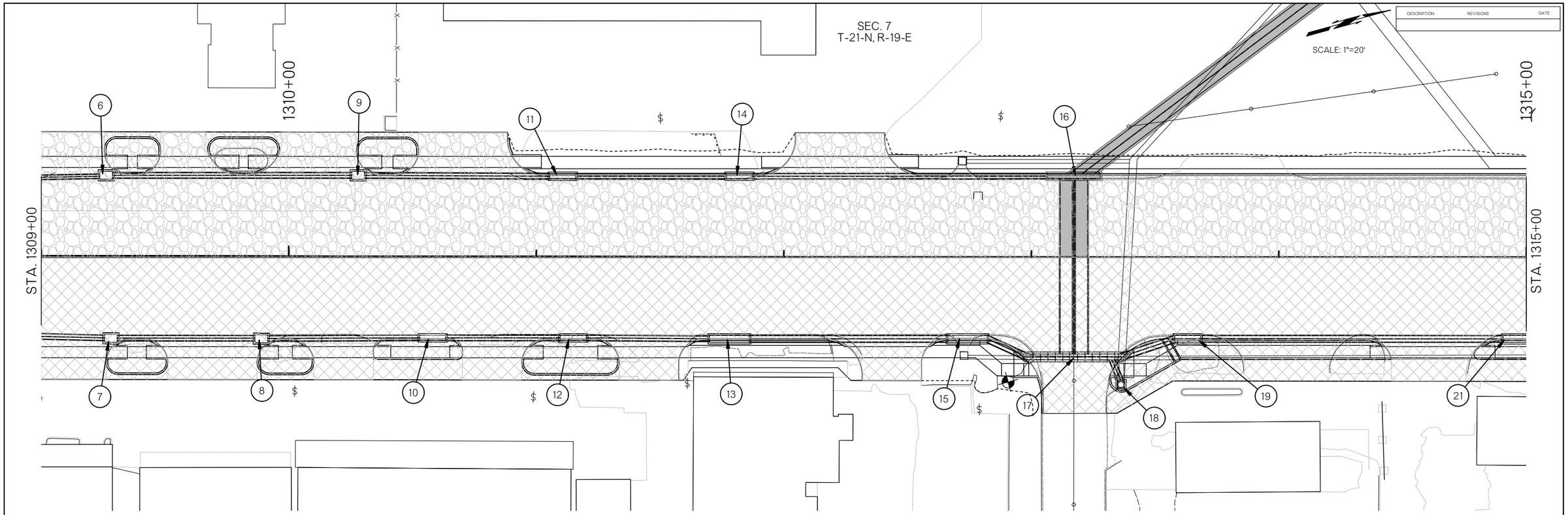
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUGGESTED SEQUENCE OF CONSTRUCTION
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R047



NOTES:

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- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

- PHASE 1A
- PHASE 1B
- PHASE 2
- PHASE 3
- PHASE 4A
- PHASE 4B
- PHASE 4C
- PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R048

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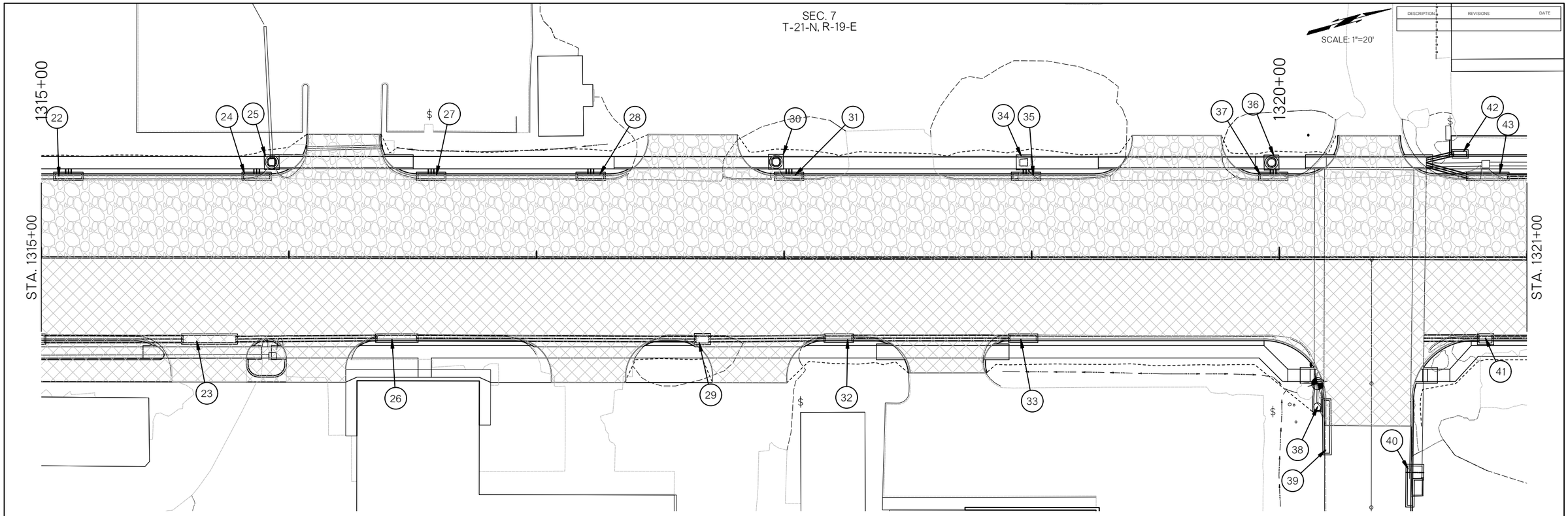

NOTES:

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- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
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PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUGGESTED SEQUENCE OF CONSTRUCTION
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R049

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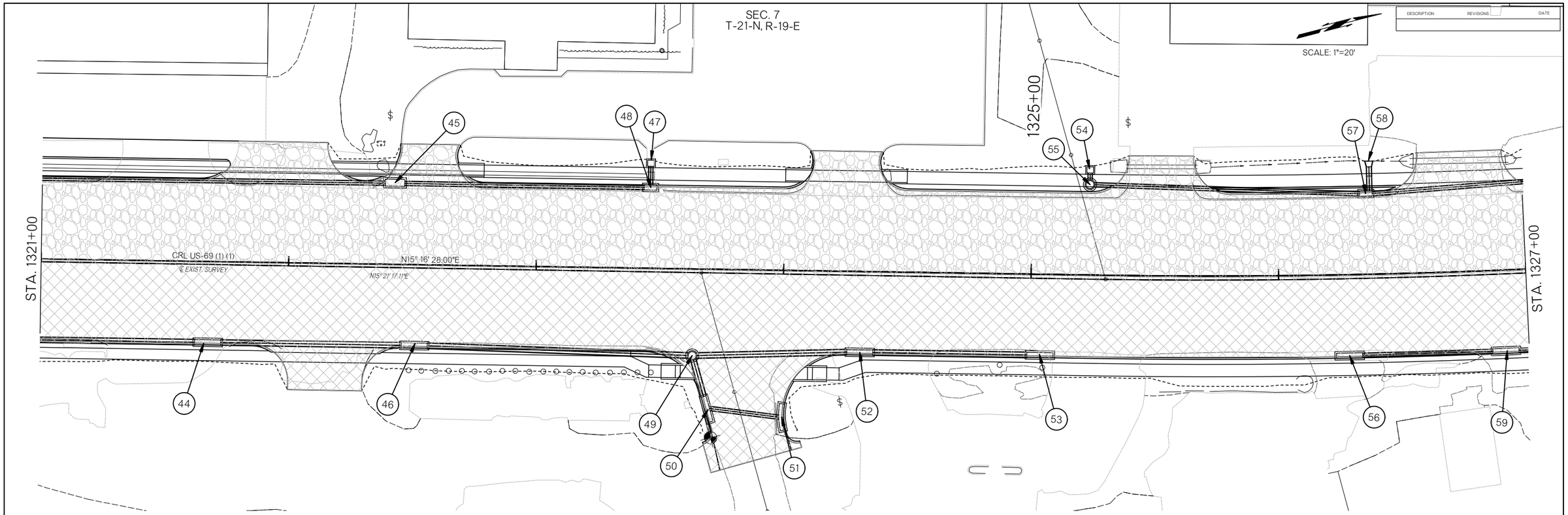

NOTES:

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- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
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PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUGGESTED SEQUENCE OF CONSTRUCTION
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R050

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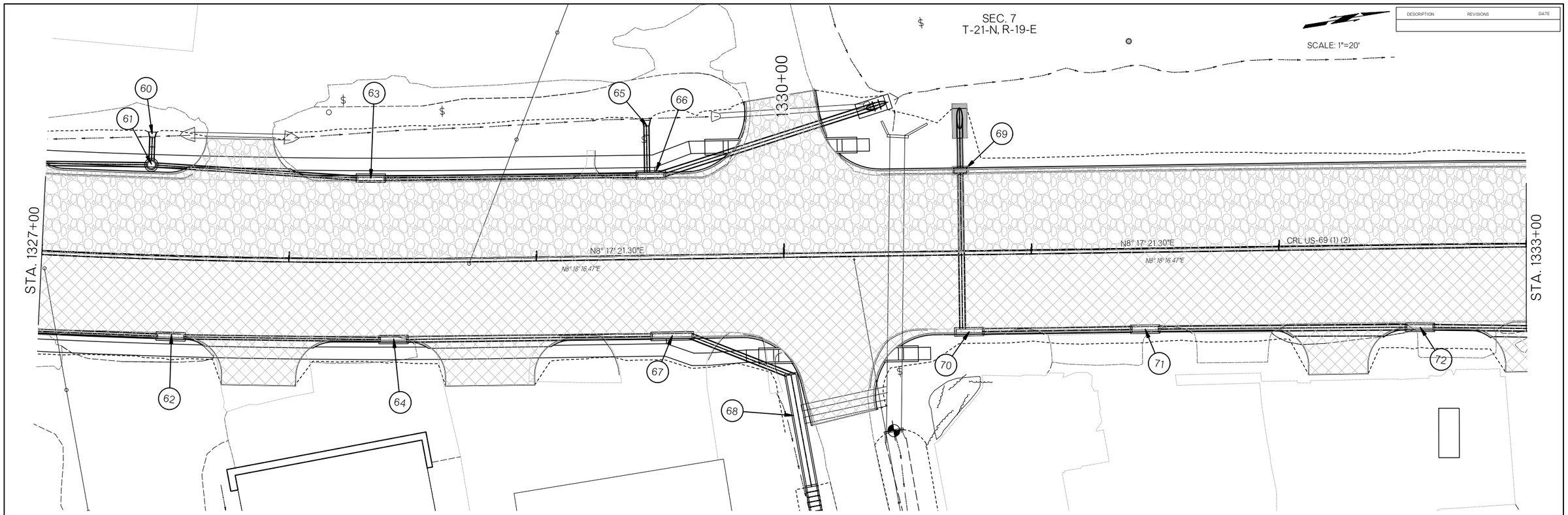

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- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R051

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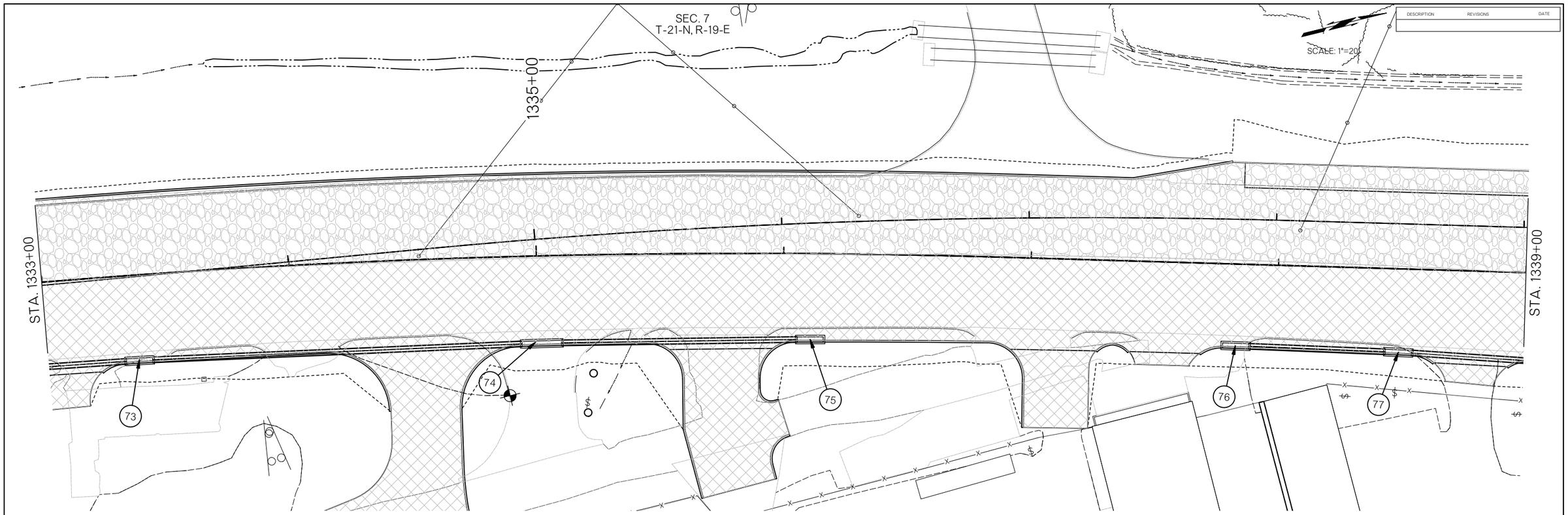

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R052

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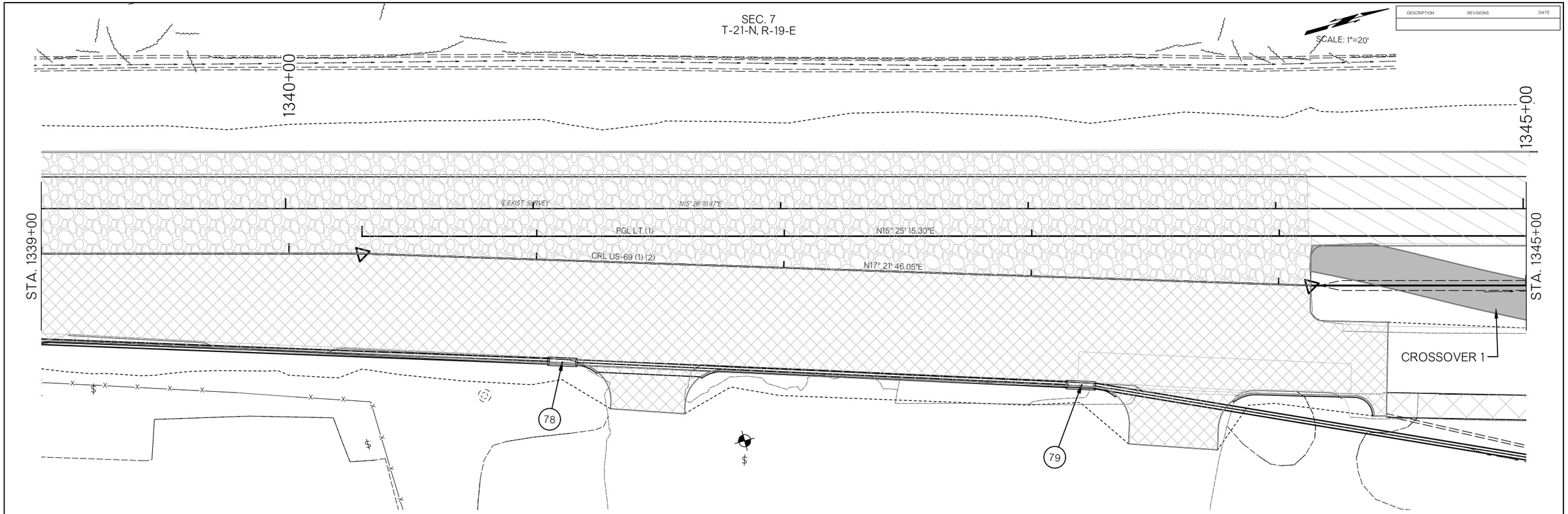

DESCRIPTION	REVISIONS	DATE

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- ONLY ALTERNATING SIDE STREET CLOSURES WILL BE ALLOWED.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R053

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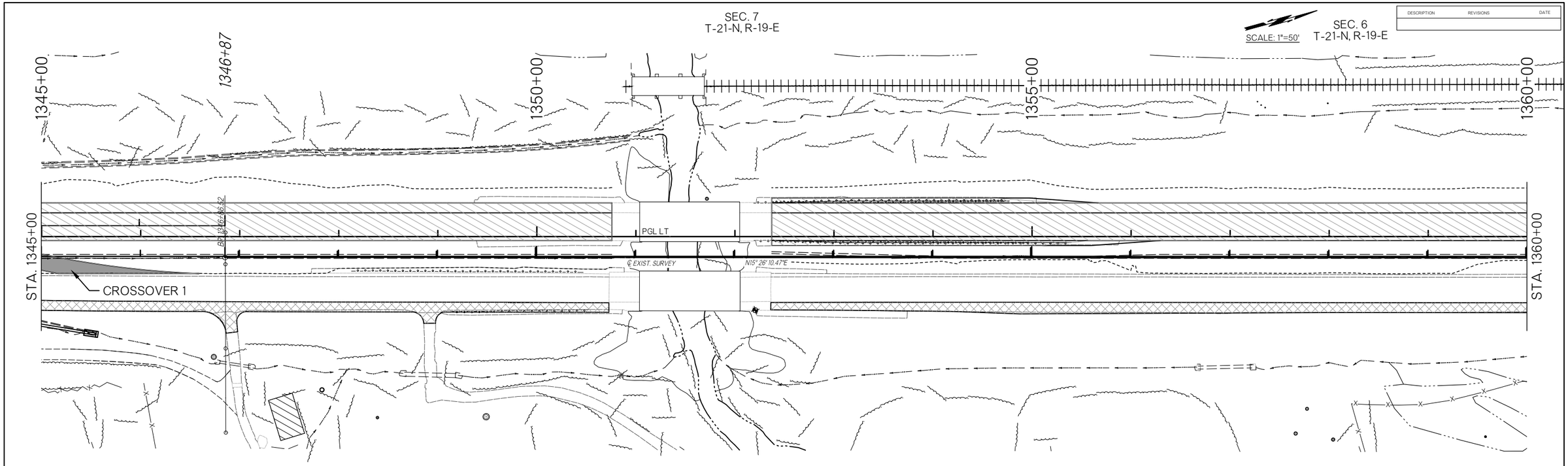
DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

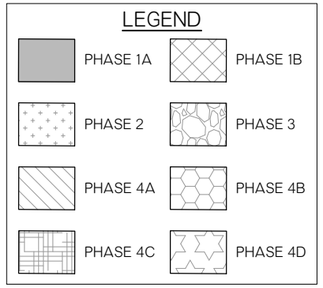
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

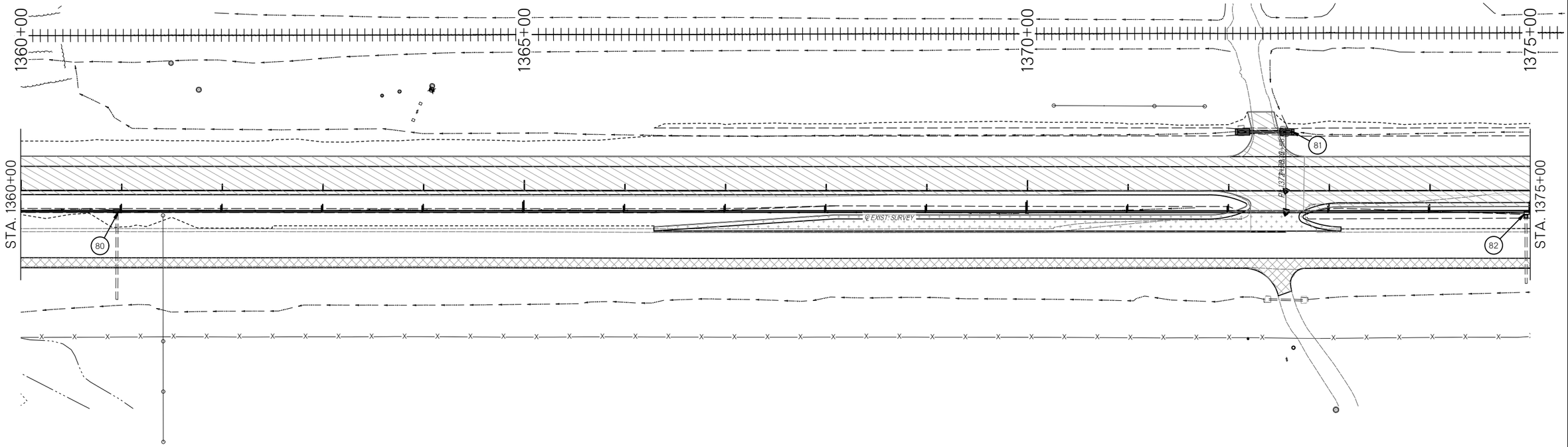
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R054

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

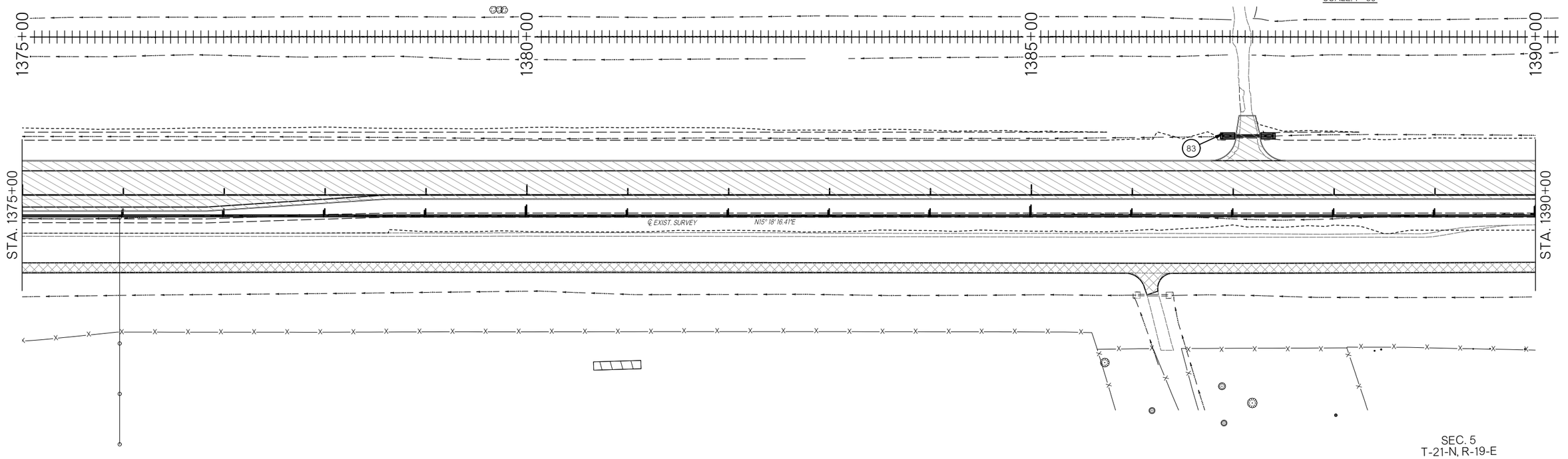
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R055

SEC. 6
T-21-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



SEC. 5
T-21-N, R-19-E

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

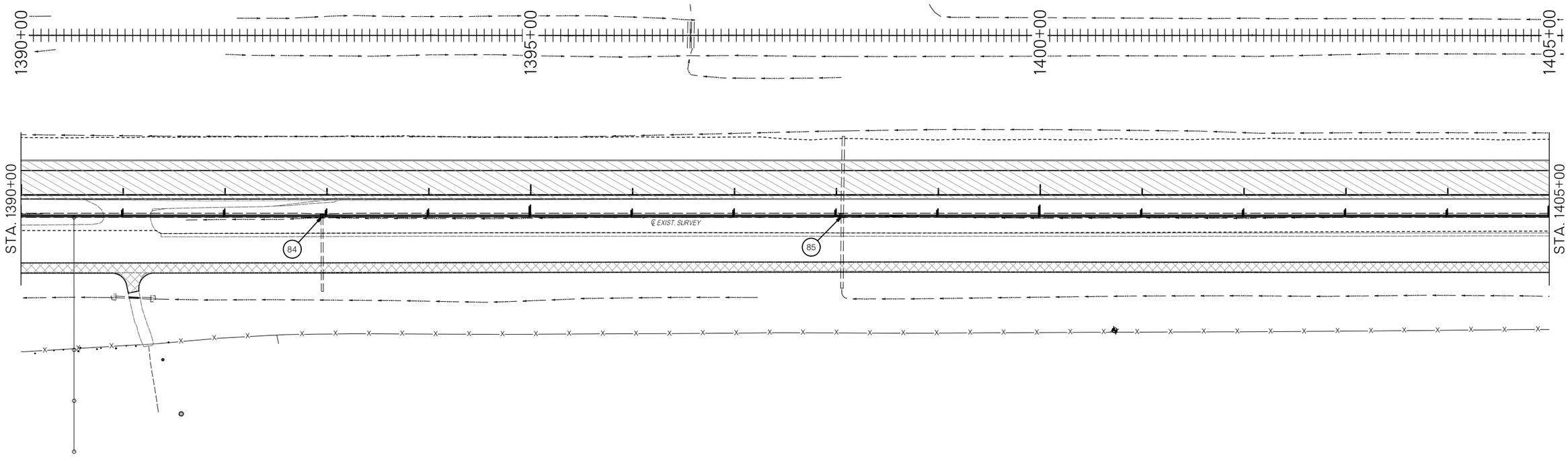
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R056

DESCRIPTION	REVISIONS	DATE

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

SEC. 5
T-21-N, R-19-E



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

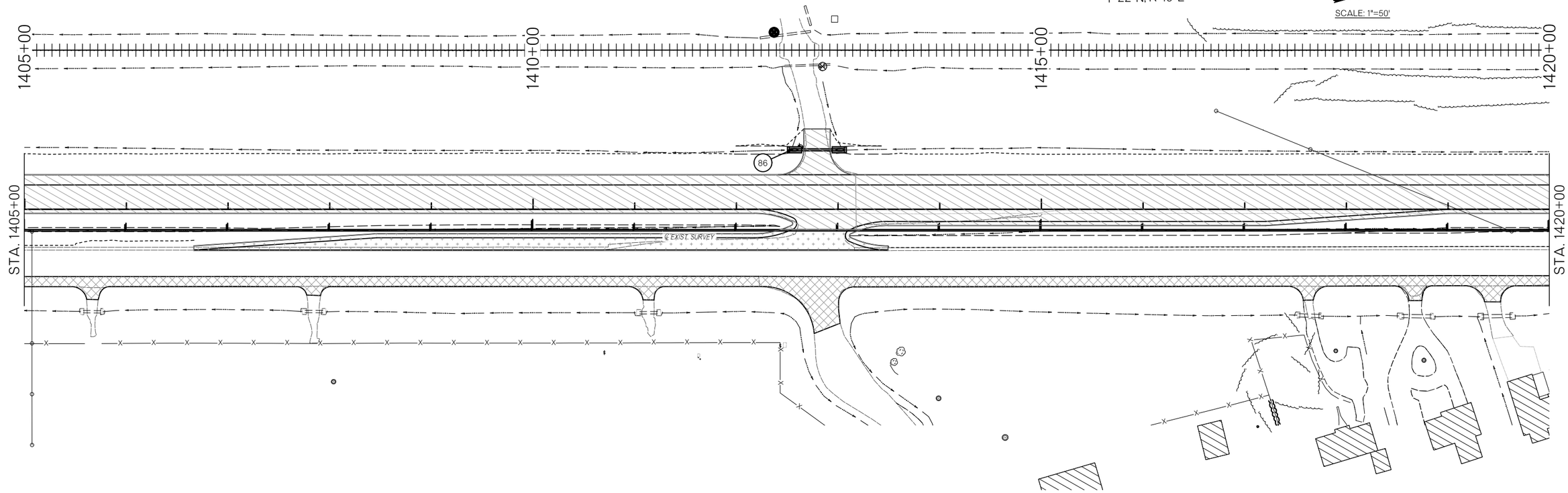
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R057



DESCRIPTION	REVISIONS	DATE

NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

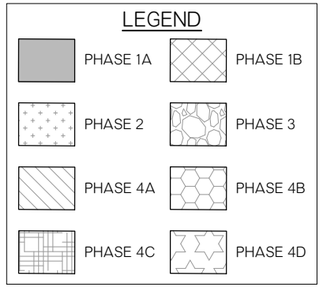
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

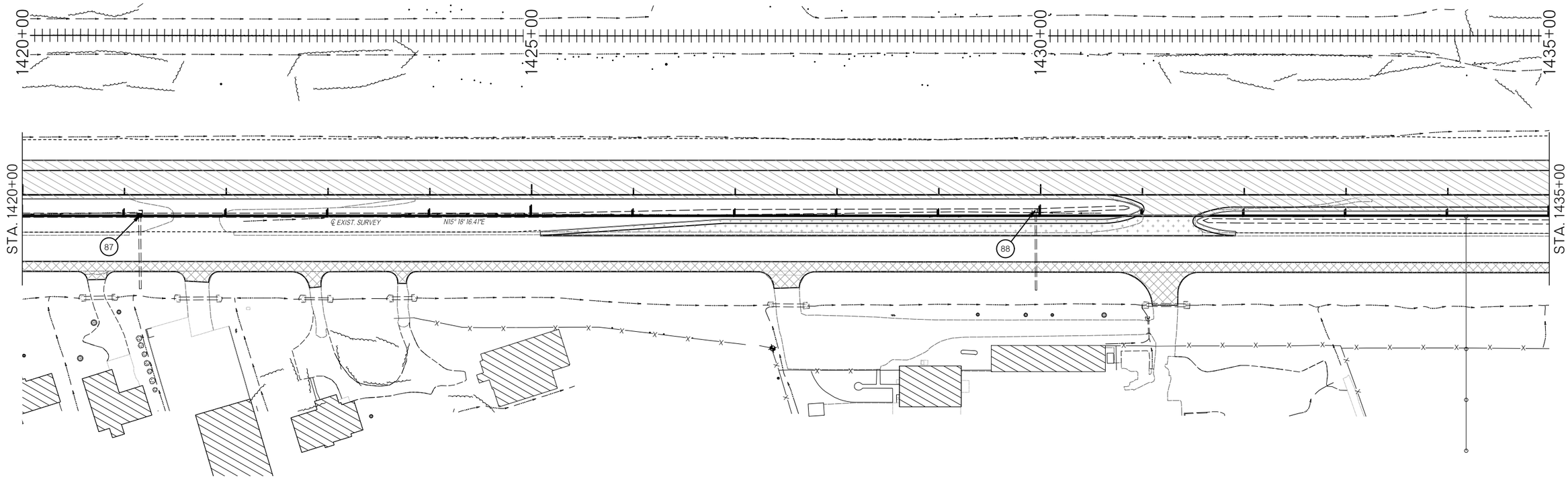
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R058

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



NOTES:

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- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

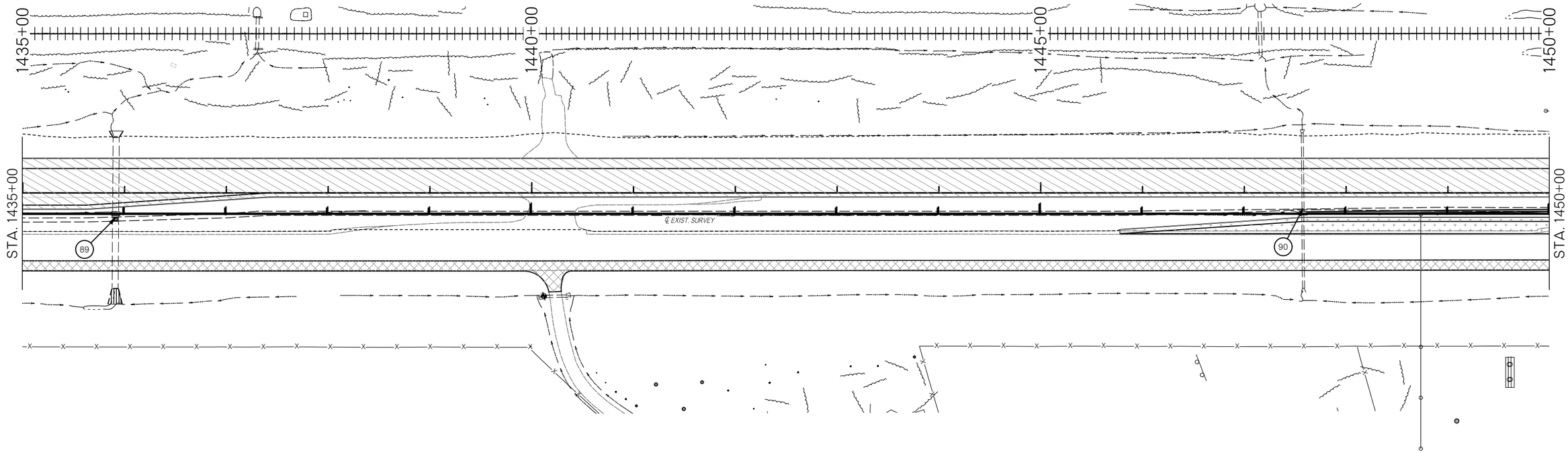
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R059

DESCRIPTION	REVISIONS	DATE

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



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PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

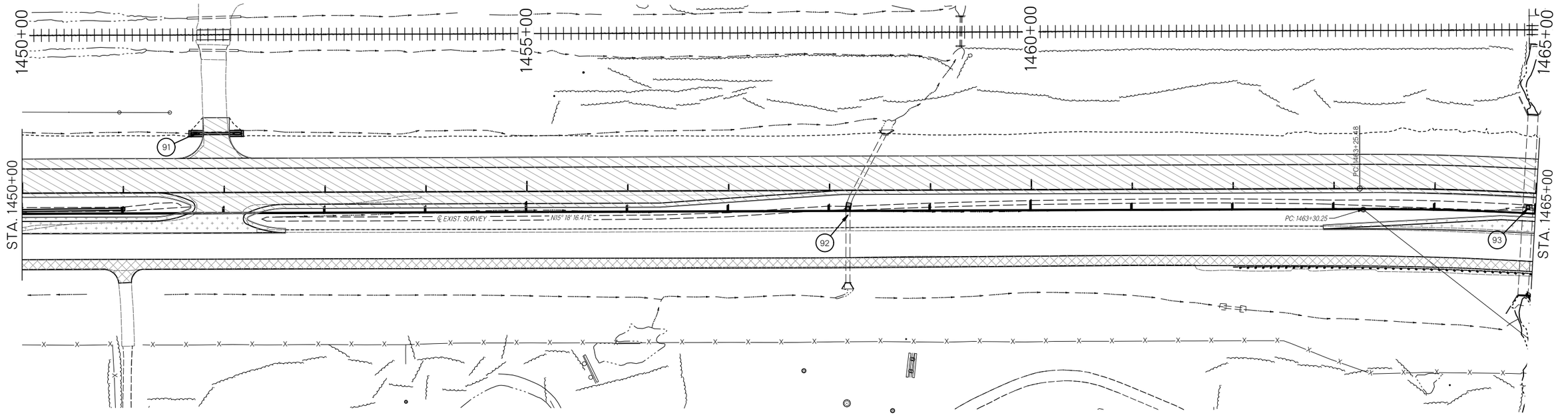
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R060

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

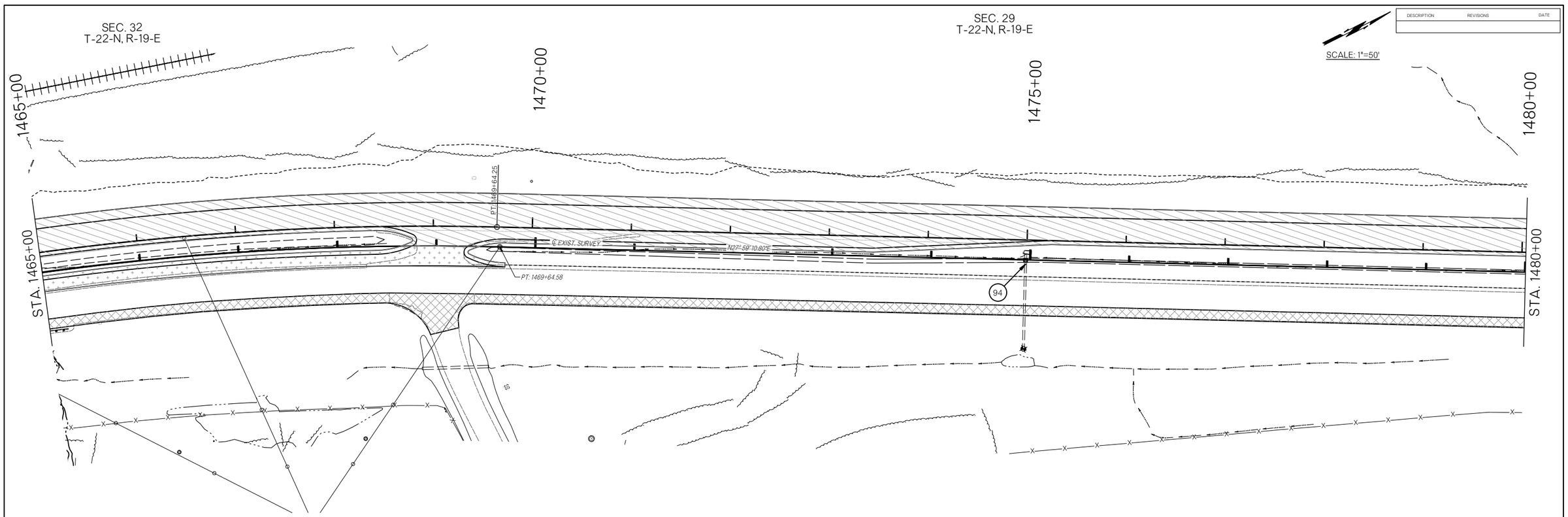
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R061



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

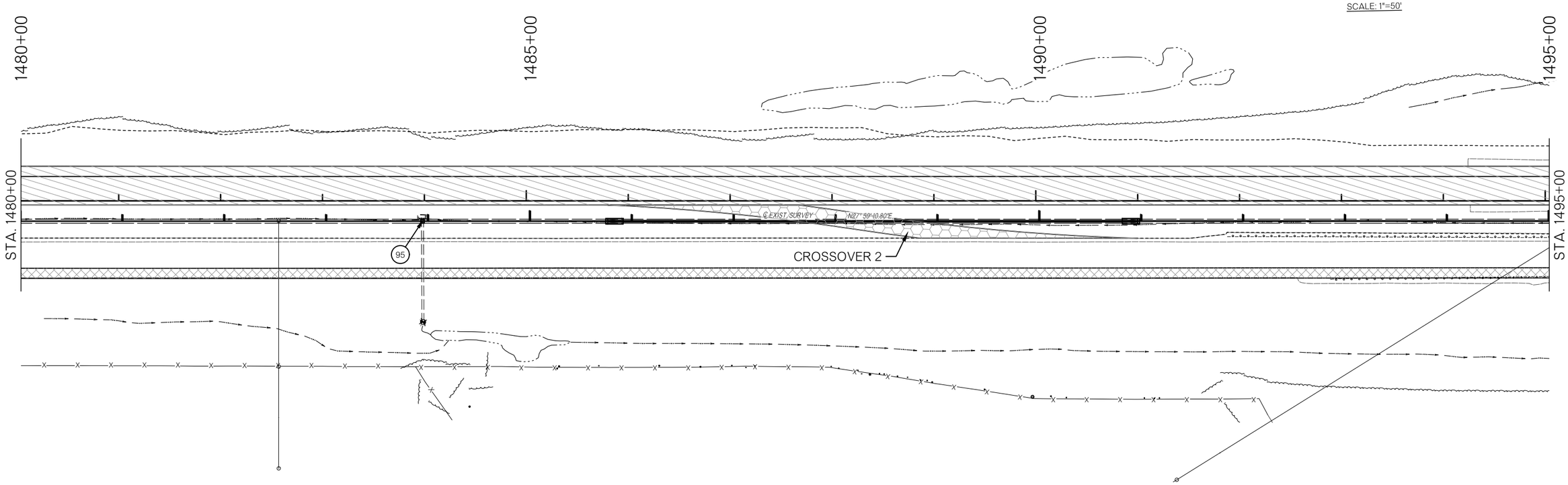
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R062

SEC. 29
T-22-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

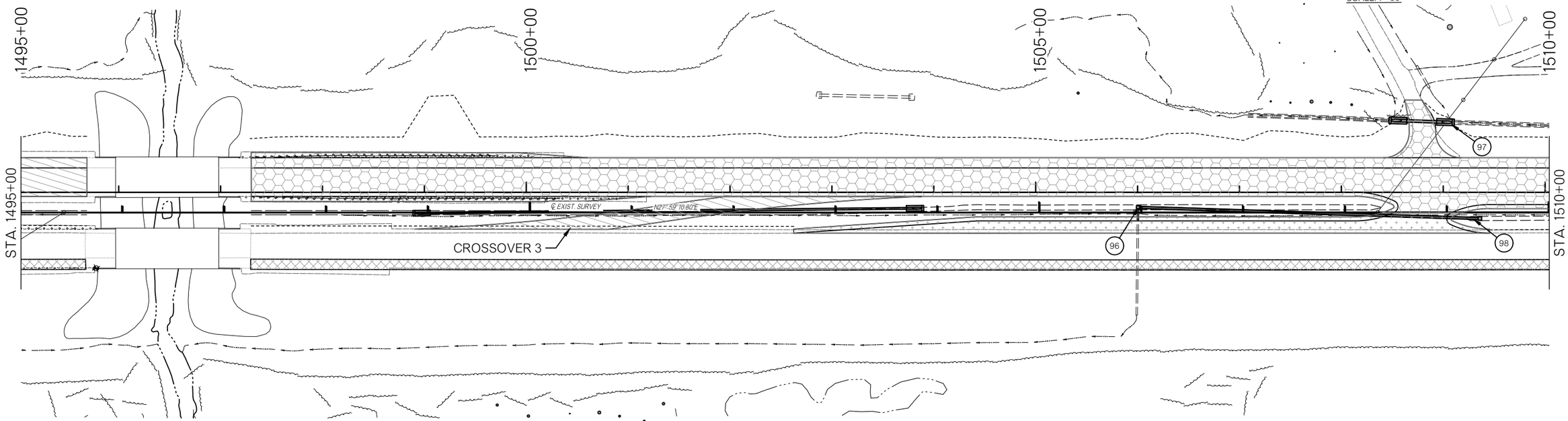
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R063

SEC. 29
T-22-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

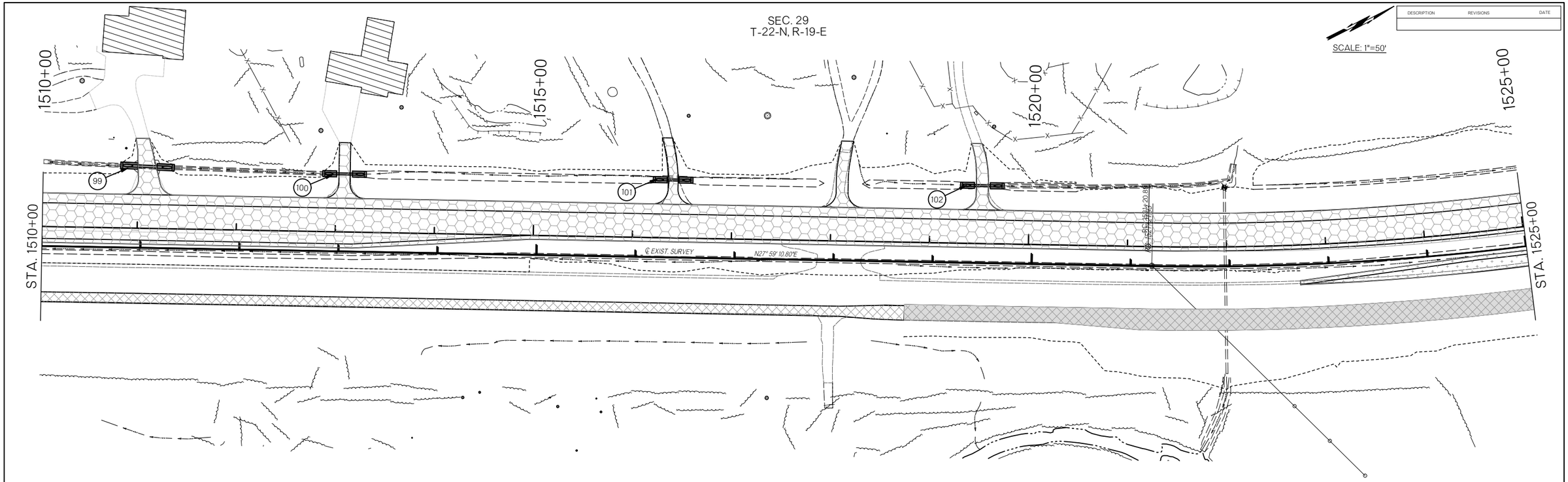
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R064



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

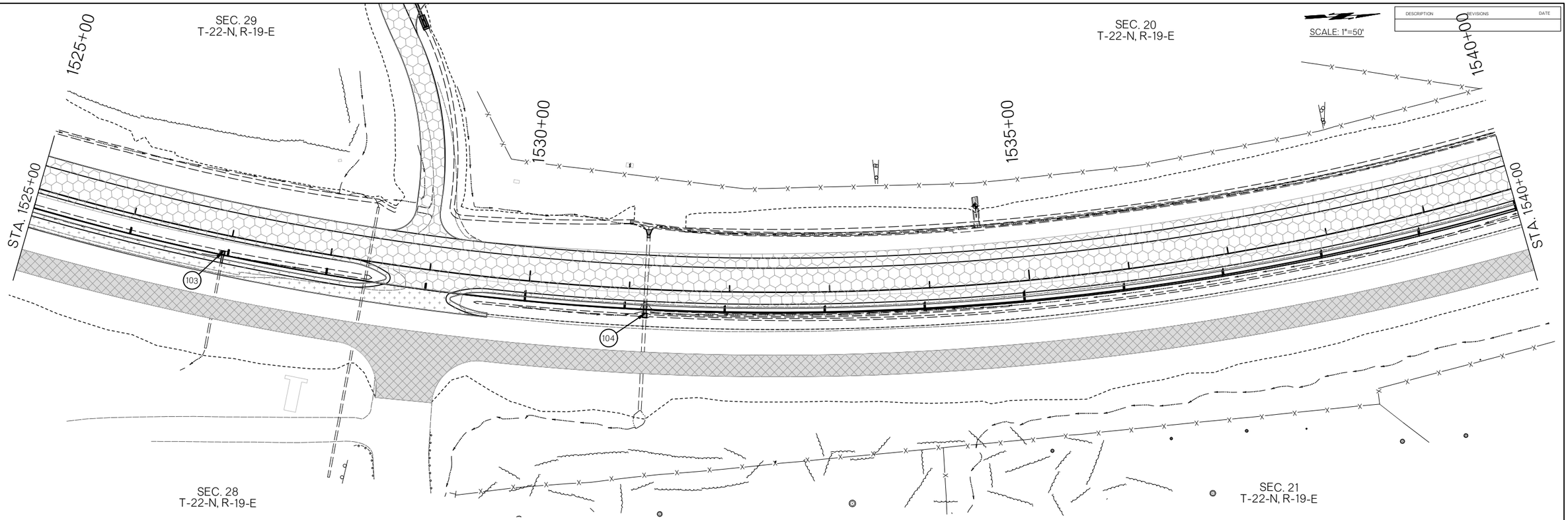
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R065



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

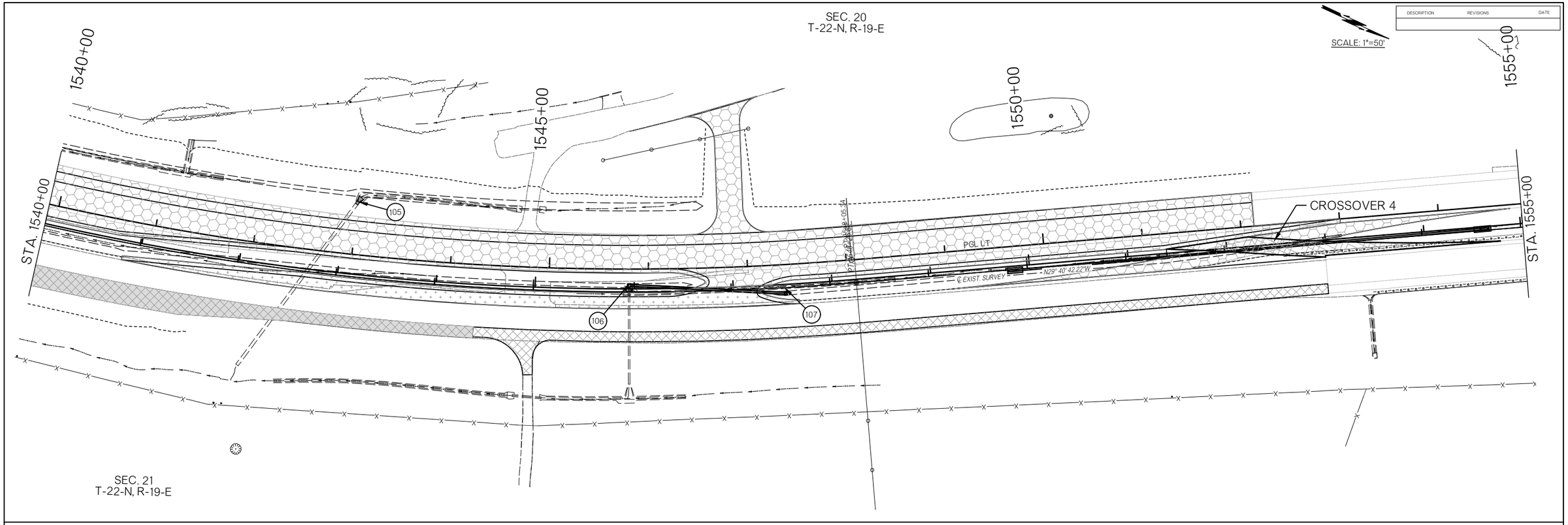
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R066



DESCRIPTION	REVISIONS	DATE

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

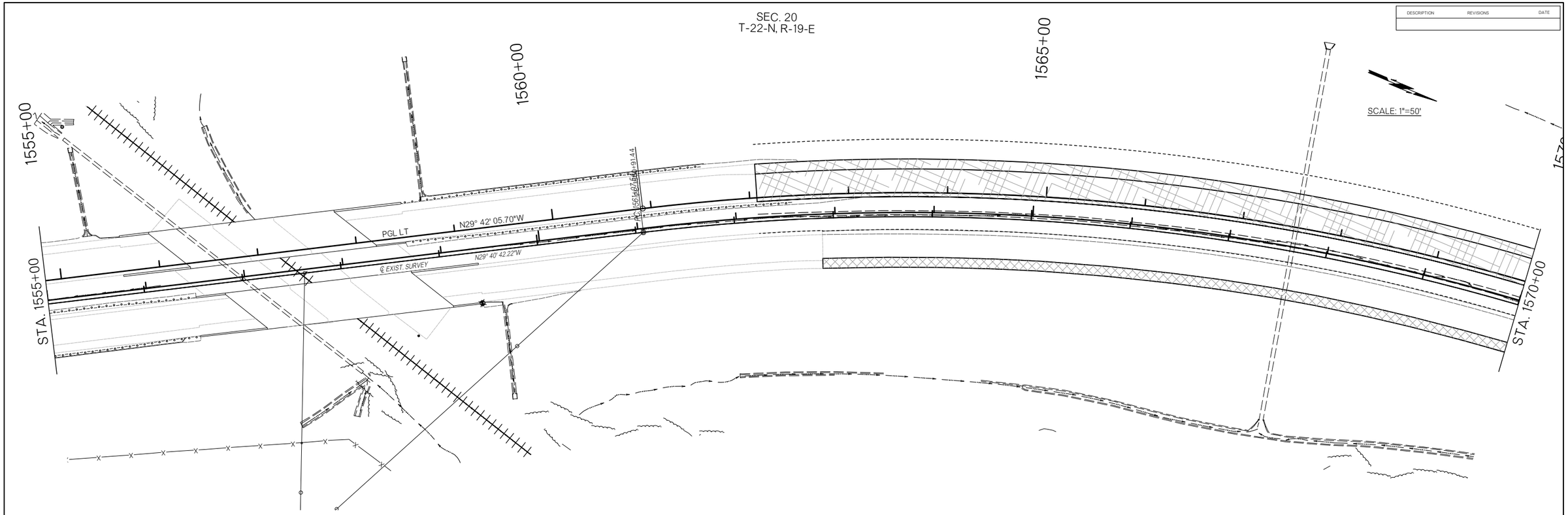
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R067

DESCRIPTION	REVISIONS	DATE



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
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PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

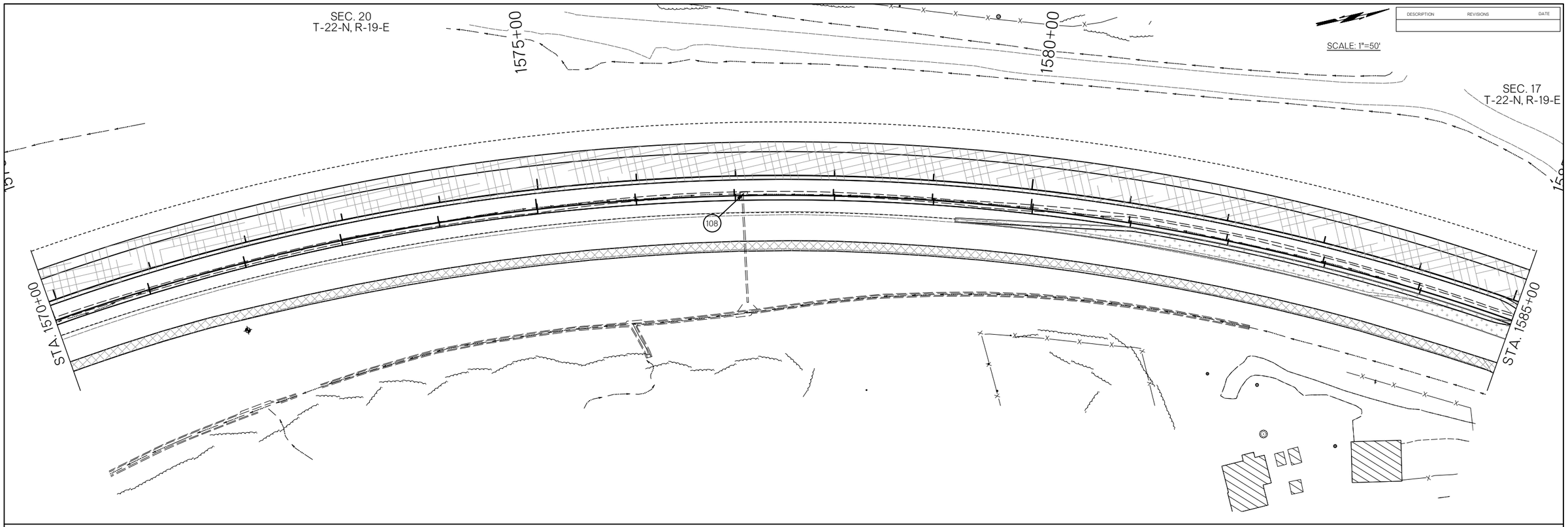
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SUGGESTED SEQUENCE OF CONSTRUCTION
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R068



DESCRIPTION	REVISIONS	DATE

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- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

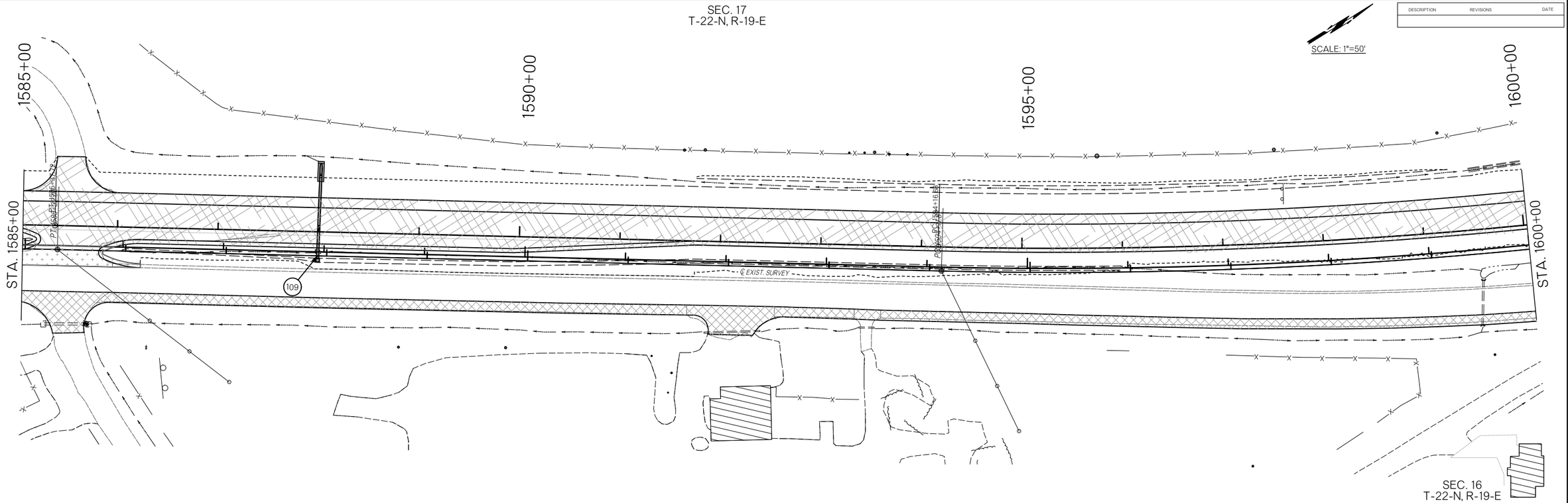
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R069

DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

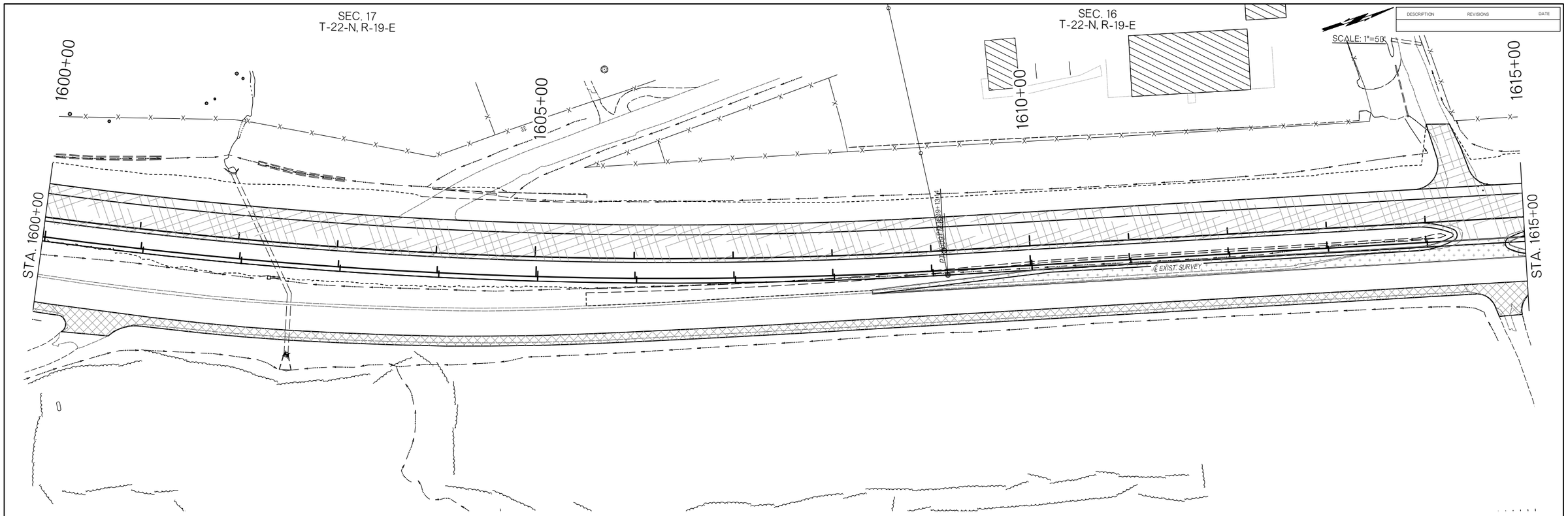
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R070



NOTES:

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PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

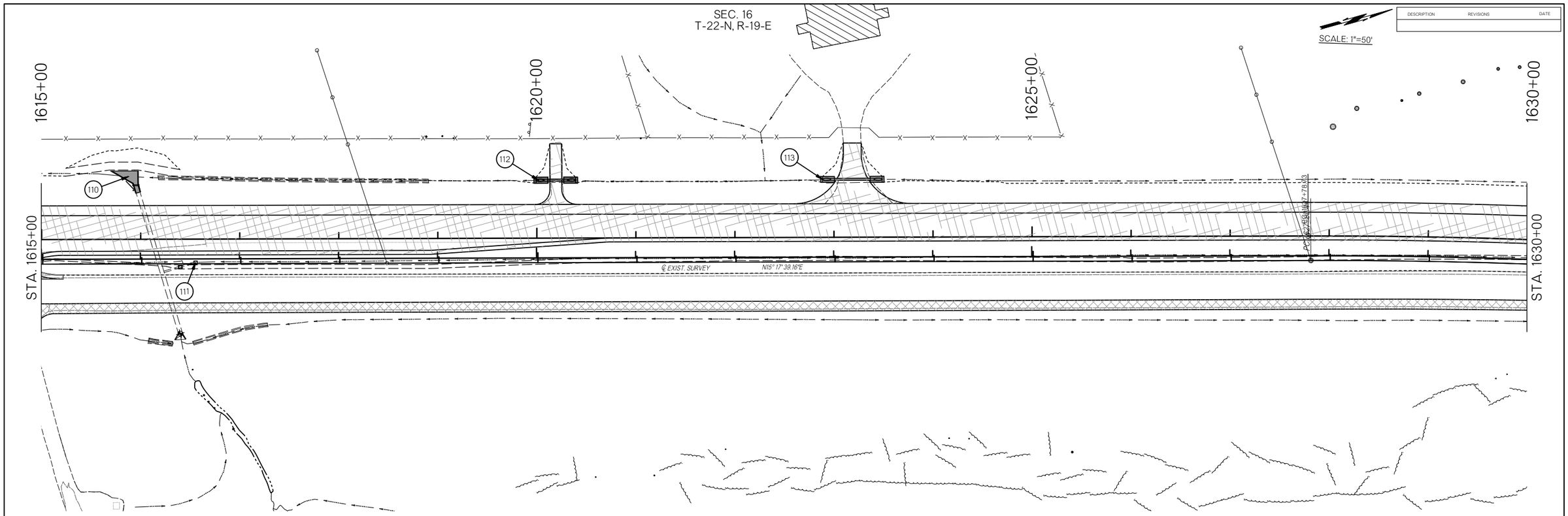
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R071



NOTES:

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PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

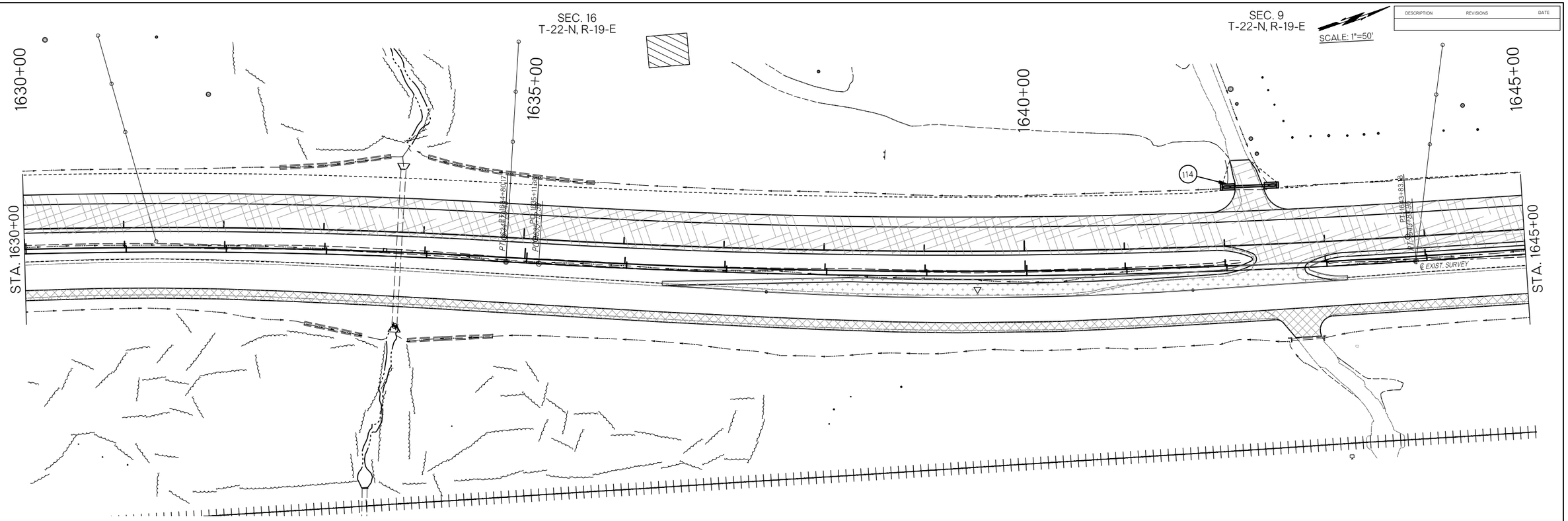
- PHASE 1A
- PHASE 1B
- PHASE 2
- PHASE 3
- PHASE 4A
- PHASE 4B
- PHASE 4C
- PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R072



DESCRIPTION	REVISIONS	DATE

NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
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PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

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PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

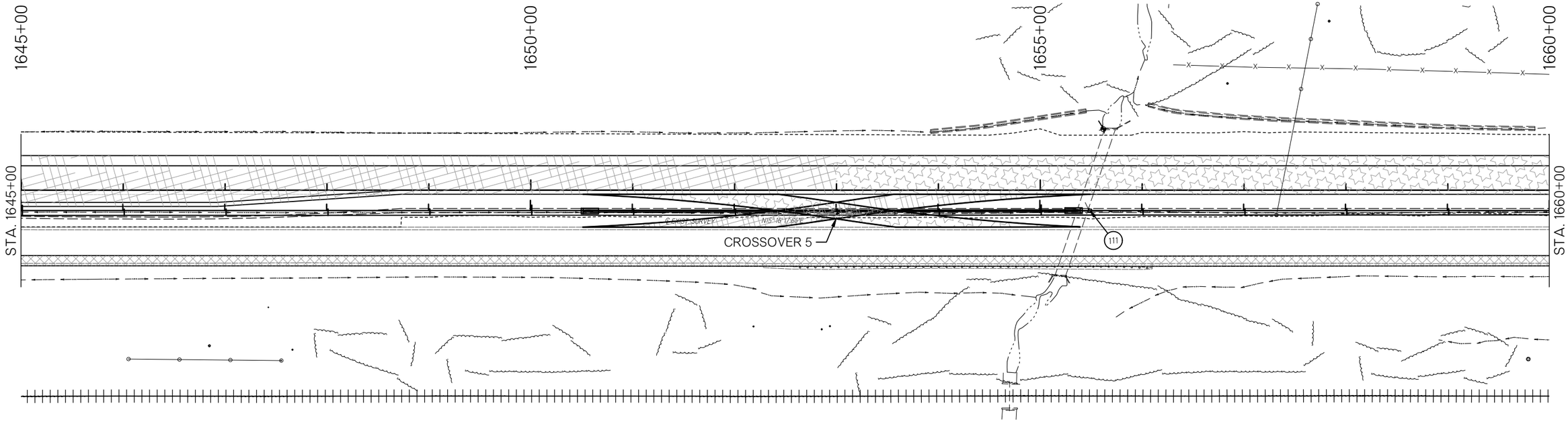
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R073

SEC. 9
T-22-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

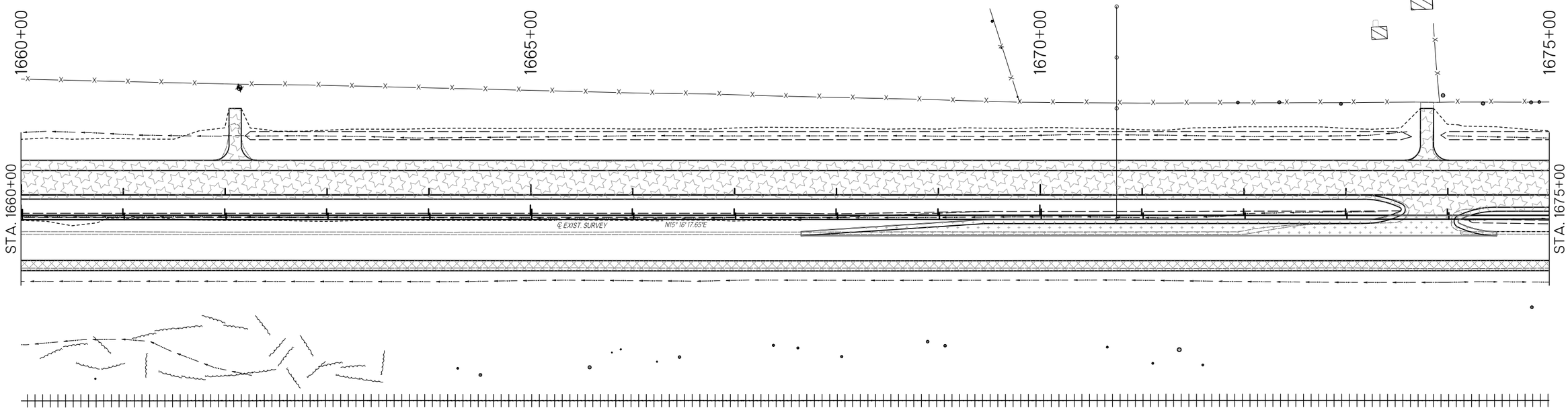
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R074

SEC. 9
T-22-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

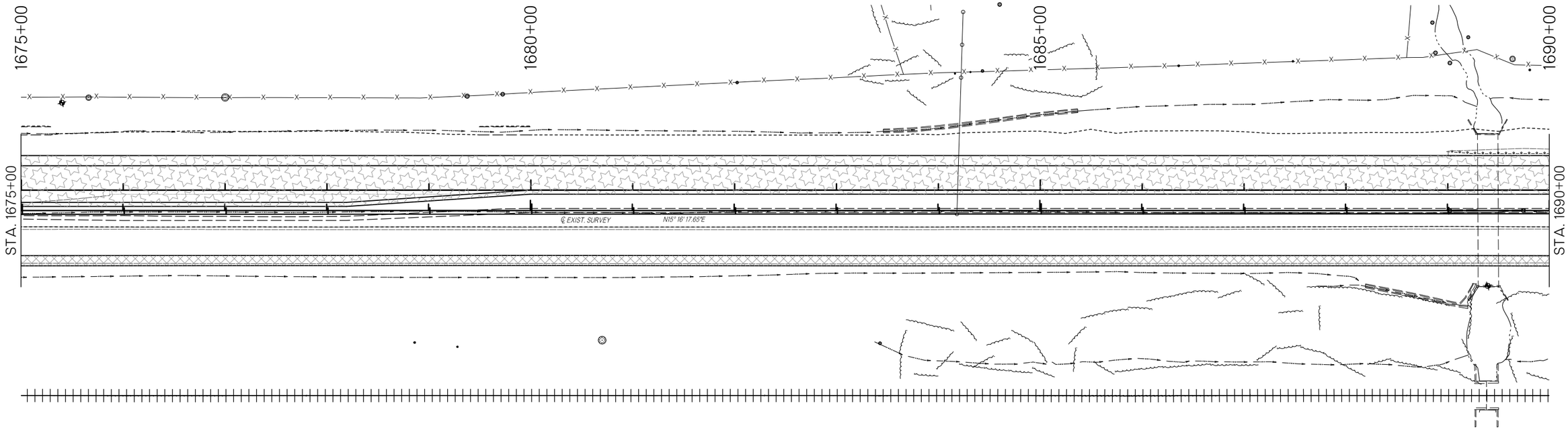
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R075

SEC. 9
T-22-N, R-19-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



NOTES:

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- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

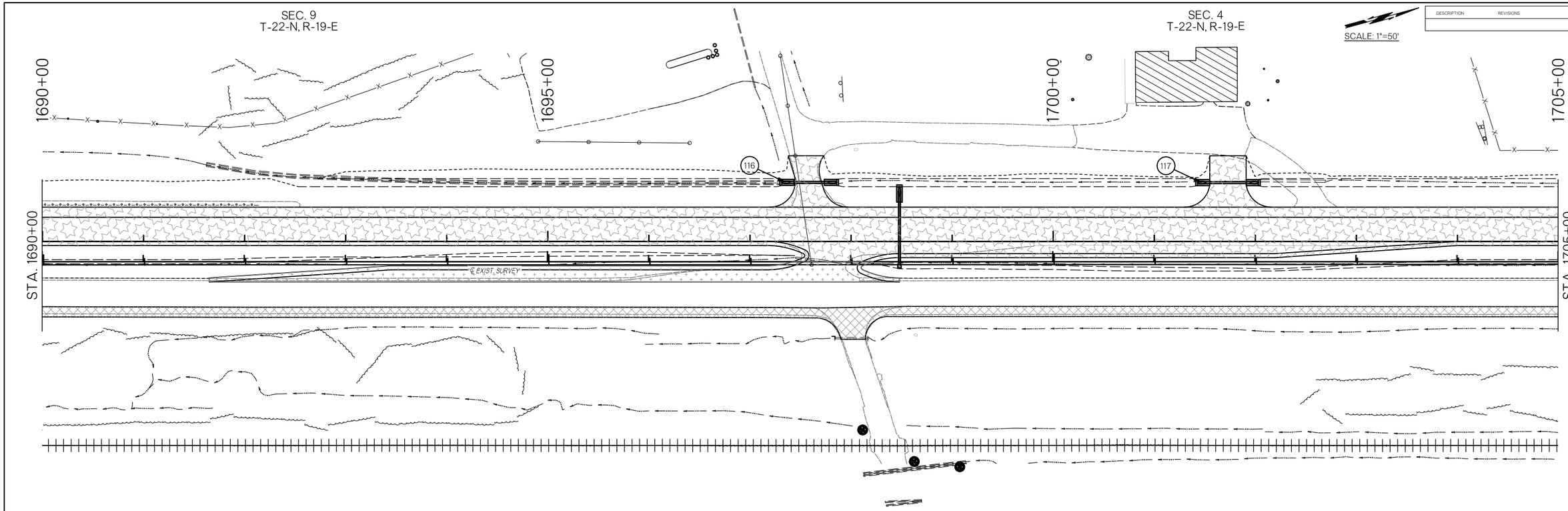
PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R076



DESCRIPTION	REVISIONS	DATE

NOTES:

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- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
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PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

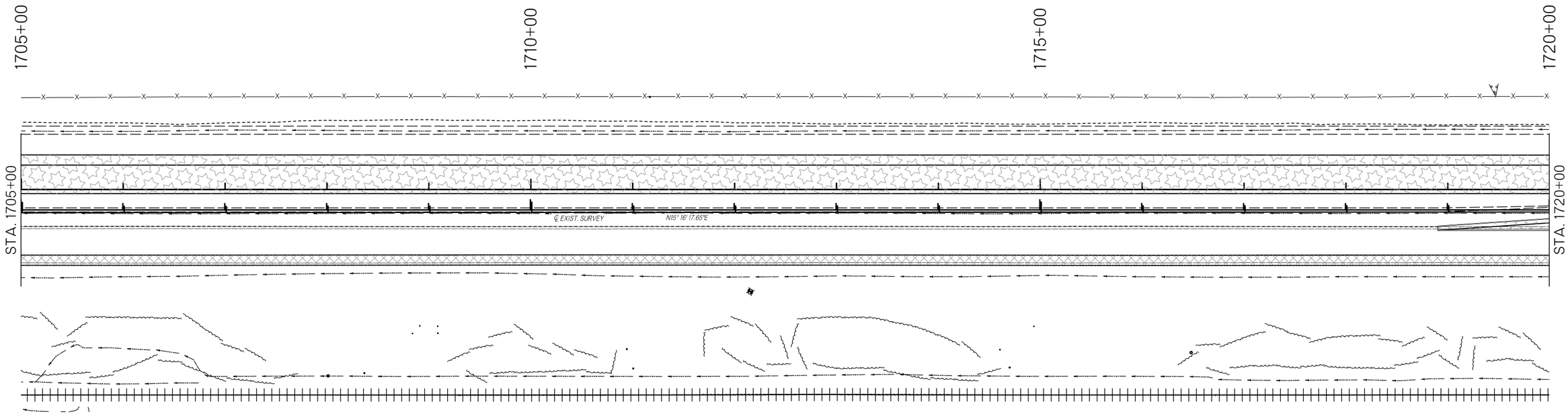
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R077

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



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- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

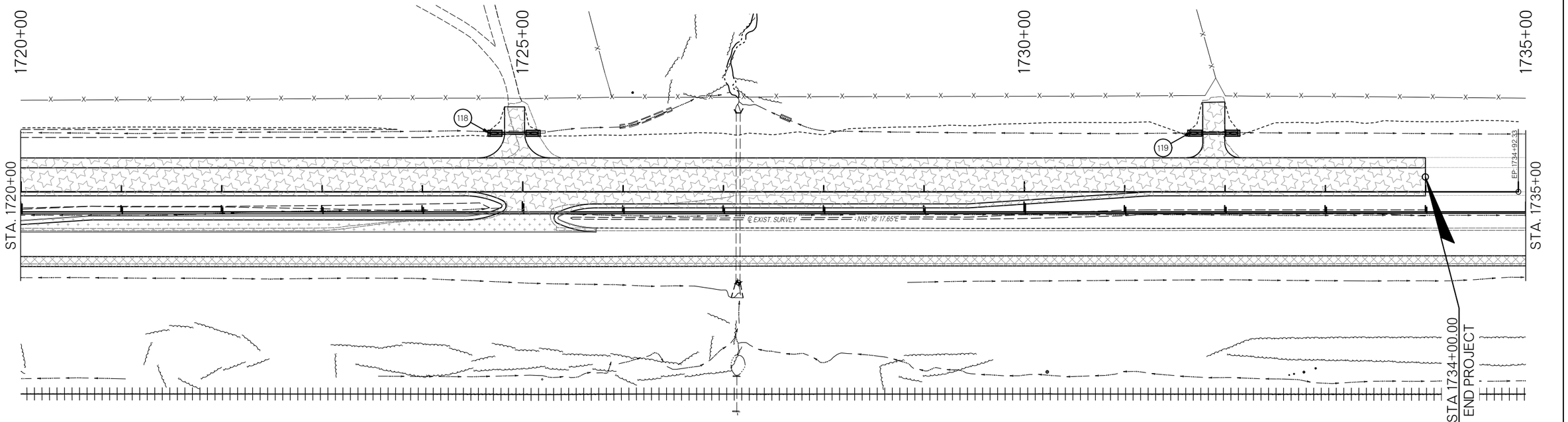
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R078

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A | PHASE 1B
PHASE 2 | PHASE 3
PHASE 4A | PHASE 4B
PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

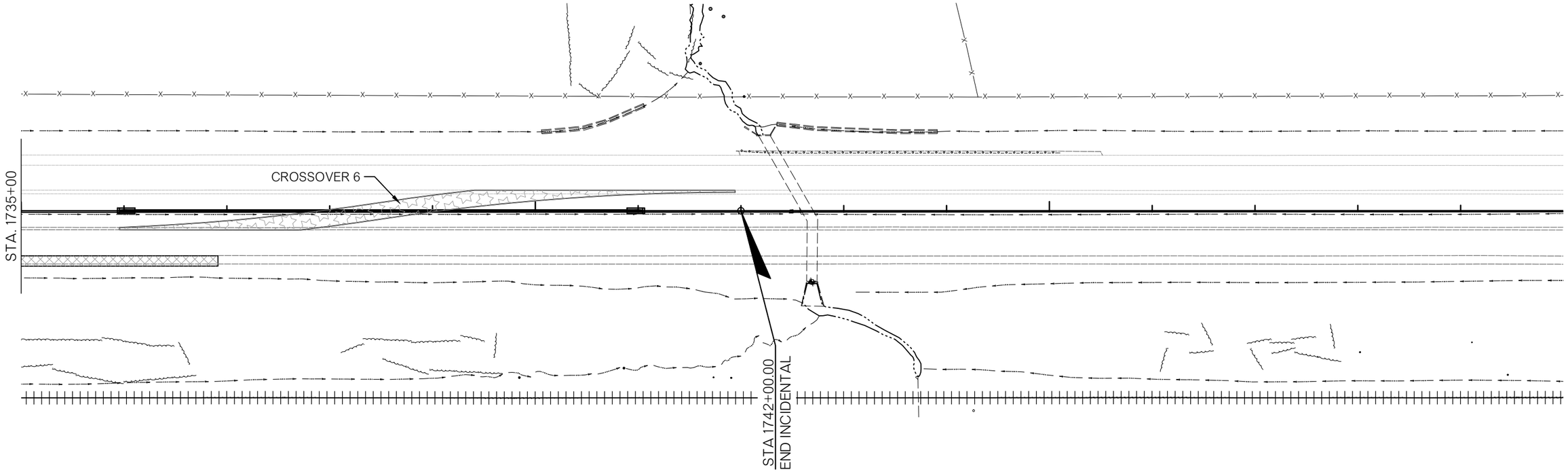
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R079

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



NOTES:

- ADDITIONAL SUB-PHASES MIGHT BE REQUIRED TO ENSURE A MINIMUM OF ONE LANE OPEN IN EACH DIRECTION AT ALL TIMES.
- SECTION LINE ROADS AND MEDIAN OPENINGS WITHIN THE CLOSURE EXTENTS WILL ONLY HAVE RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS.
- ANY CLOSURES OR PHASED CONSTRUCTION DONE IN THE ROCKLAHOMA RD. AREA WILL NOT BE PERMITTED DURING "ROCKLAHOMA" OR THE "BORN & RAISED" MUSIC FESTIVAL.

PHASE 1A

- CONSTRUCT STRUCTURE NUMBERS 1, 2 & 3 SUCH THAT NORTHBOUND AND SOUTHBOUND TRAFFIC IS ABLE TO UTILIZE THE EXISTING SIGNALS AT THE INTERSECTION WITH SH-20.
- CONSTRUCT THE DOWNSTREAM HALF OF STRUCTURE 17 AND STRUCTURE 70 AND CONSTRUCT STRUCTURE 16 AND STRUCTURE 69 BY MOVING THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- MOVE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1518+71.90 TO STATION 1544+39.49.
- CONSTRUCT TEMPORARY DETOUR CROSSOVER 1.
- BEGIN WORKING ON THE RIGHT TURN AND ACCEL/DECEL LANES FOR ROCKLAHOMA ROAD FROM STATION 1518+71.90 TO STATION 1544+39.49.

PHASE 1B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 4.
- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE AND THE NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE UTILIZING TEMPORARY DETOUR CROSSOVER 1 BUILT IN PHASE 1A.
- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE.
- BOP TO STATION 1344+13.06 COMPLETE ALL OF THE NORTHBOUND CONSTRUCTION.
- FROM STATION 1344+13.06 TO EOP COMPLETE WORK FOR THE RIGHT SIDE OF NORTHBOUND US-69 INCLUDING THE MILL AND OVERLAY OF THE OUTSIDE SHOULDER AND THE COMPLETION OF THE RIGHT TURN AND ACCEL/DECEL LANES AT ROCKLAHOMA ROAD.

PHASE 2

PHASE 2 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO EOP.

- FROM STATION 1344+13.06 TO EOP MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
- CONSTRUCT THE LEFT TURN LANES FOR NORTHBOUND US-69 FROM STATION 1344+13.06 TO EOP.

PHASE 3

PHASE 3 FROM BOP TO STATION 1344+13.06 CAN BEGIN ONCE THE APPLICABLE ITEMS OF PRIOR PHASES ARE COMPLETE BY MOVING SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AT STATION 1344+13.06.

- FROM BOP TO STATION 1344+13.06 MOVE THE SOUTHBOUND TRAFFIC TO THE NORTHBOUND INSIDE LANE AND MOVE THE NORTHBOUND TRAFFIC TO THE NORTHBOUND OUTSIDE LANE.
- CONSTRUCT THE WEST HALF OF THE PAVING AND DRAINAGE FROM BOP TO STATION 1344+13.06.

PHASE 4

- THE PHASE 4 WORK CAN BE DONE IN ANY DESIRED ORDER ONE SECTION AT A TIME AS LONG AS THE ACCESS TO NOT MORE THAN TWO ADJACENT SECTION LINE ROADS IS BLOCKED AT A TIME AND REQUIRED CROSSOVERS ARE CONSTRUCTED.
- RIGHT TURNS ON AND OFF OF US-69 WILL ONLY BE ALLOWED TO THE SECTION LINE ROADS THAT ARE BLOCKED WITHIN A PHASE.

PHASE 4A

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 3.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1344+13.06 TO STATION 1501+35.38.
- FROM STATION 1344+13.06 TO STATION 1495+64.60 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4B

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 2.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1488+19.87 TO STATION 1552+32.51.
- FROM STATION 1497+25.99 TO STATION 1552+29.52 CONSTRUCT THE SOUTHBOUND PAVING INCLUDING THE WORK FOR SECTION EW-450.

PHASE 4C

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 5.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1552+32.51 TO STATION 1653+00.00.
- FROM STATION 1562+22.37 TO STATION 1653+00.00 CONSTRUCT THE SOUTHBOUND PAVING.

PHASE 4D

- CONSTRUCT TEMPORARY DETOUR CROSSOVER 6.
- MOVE THE NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE AND THE SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE FROM STATION 1653+00.00 TO STATION 1738+51.44.
- FROM STATION 1653+00.00 TO EOP CONSTRUCT THE SOUTHBOUND PAVING.

LEGEND

PHASE 1A	PHASE 1B
PHASE 2	PHASE 3
PHASE 4A	PHASE 4B
PHASE 4C	PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R080

Z:\116591\DRAWINGS\319630 4-SEQUENCE 50.DWG 9/5/2025 10:22 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1305+79

STA. 1309+00

REMOVAL OF SIDEWALK
40.50 SY

REMOVAL OF CURB
64 LF

SAWING PAVEMENT
117 LF

REMOVAL OF CONCRETE
DRIVEWAY 132.14 SY

REMOVAL OF CONCRETE
DRIVEWAY 152.01 SY

REMOVAL OF CURB
118 LF

SAWING PAVEMENT
265 LF

REMOVAL OF CURB
90 LF

SAWING PAVEMENT
327 LF

REMOVAL OF CURB
6 LF

REMOVAL OF ASPHALT
PAVEMENT 59.53 SY

REMOVAL OF CONCRETE
PAVEMENT 126.49 SY

N15° 16' 28.00"E
CRL US-69

N15° 21' 17.11"E
EXIST. SURVEY

SAWING PAVEMENT
377 LF

REMOVAL OF CONCRETE
PAVEMENT 254.42 SY

REMOVAL OF CURB
34 LF

REMOVAL OF CURB
5 LF

REMOVAL OF CURB
28 LF

REMOVAL OF SIDEWALK
19.43 SY

REMOVAL OF
LIGHT POLE *

REMOVAL OF SIDEWALK
2.75 SY

SAWING PAVEMENT
23 LF

REMOVAL OF CONCRETE
DRIVEWAY 4.96 SY

SAWING PAVEMENT
104 LF

REMOVAL OF CONCRETE
DRIVEWAY 63.78 SY

STA. 1315+00

* FOR INFORMATIONAL PURPOSES ONLY. SEE LIGHTING PLANS FOR DETAILS.

REMOVAL QUANTITIES		
CONCRETE PAVEMENT	SY	380.91
ASPHALT PAVEMENT	SY	59.53
CONCRETE DRIVEWAY	SY	352.89
CURB	LF	345
SIDEWALK	SY	62.68
SAWING PAVEMENT	LF	1,213

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1310+00

1315+00

STA. 1309+00

STA. 1315+00

REMOVAL OF CURB
52 LF

SAWING PAVEMENT
199 LF

REMOVAL OF CONCRETE
DRIVEWAY 413.51 SY

REMOVAL OF CURB
104 LF

SAWING PAVEMENT
58 LF

REMOVAL OF CONCRETE
DRIVEWAY 111.45 SY

REMOVAL OF CURB
115 LF

REMOVAL OF CONCRETE
DRIVEWAY 47.32 SY

REMOVAL OF CURB
95 LF

REMOVAL OF
LIGHT POLE *

REMOVAL OF
LIGHT POLE *

REMOVAL OF ASPHALT
PAVEMENT 4,113.00 SY

REMOVAL OF CONCRETE
CURB OPENING 2.75 SY

REMOVAL OF CONCRETE
PAVEMENT 178.53 SY

N15° 16' 28.00"E
CRL US-69

REMOVAL OF ASPHALT
DRIVEWAY 23.21 SY

N15° 21' 17.11"E
EXIST. SURVEY

REMOVAL OF
LIGHT POLE *

REMOVAL OF CURB
37 LF

REMOVAL OF CURB
117 LF

REMOVAL OF
LIGHT POLE *

REMOVAL OF CURB
48 LF

REMOVAL OF CURB
86 LF

REMOVAL OF ASPHALT
DRIVEWAY 62.46 SY

REMOVAL OF SIDEWALK
77.69 SY

REMOVAL OF ASPHALT
DRIVEWAY 16.13 SY

REMOVAL OF CURB
39 LF

REMOVAL OF ASPHALT
DRIVEWAY 43.17 SY

REMOVAL OF CURB
33 LF

REMOVAL OF ASPHALT
DRIVEWAY 5.64 SY

SAWING PAVEMENT
214 LF

REMOVAL OF ASPHALT
DRIVEWAY 21.51 SY

REMOVAL OF CONCRETE
DRIVEWAY 453.15 SY

REMOVAL OF ASPHALT
DRIVEWAY 34.78 SY

REMOVAL OF SIDEWALK
47.53 SY

REMOVAL OF CURB
14 LF

SAWING PAVEMENT
56 LF

REMOVAL OF CONCRETE
DRIVEWAY 61.32 SY

REMOVAL OF CONCRETE
CURB OPENING 2.75 SY

SAWING PAVEMENT
66 LF

REMOVAL OF CONCRETE
DRIVEWAY 25.72 SY

SAWING PAVEMENT
143 LF

REMOVAL OF CONCRETE
DRIVEWAY 173.12 SY

REMOVAL QUANTITIES		
CONCRETE PAVEMENT	SY	178.53
ASPHALT PAVEMENT	SY	4,113.00
CONCRETE DRIVEWAY	SY	1,285.59
ASPHALT DRIVEWAY	SY	206.90
CONCRETE CURB OPENING	SY	5.50
CURB	LF	740
SIDEWALK	SY	125.22
SAWING PAVEMENT	LF	736

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R081

Z:\11659\DRAWINGS\31963O4-REMOVALS 20.DWG 8/6/2025 10:00 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1315+00

1320+00

STA. 1315+00

STA. 1321+00

REMOVAL OF CONCRETE DRIVEWAY 66.99 SY

SAWING PAVEMENT 30 LF

REMOVAL OF CONCRETE CURB OPENING 9.78 SY

REMOVAL OF CURB 119 LF

REMOVAL OF CURB 112 LF

REMOVAL OF ASPHALT PAVEMENT 4,373.80 SY

REMOVAL OF CONCRETE CURB OPENING 3.64 SY

REMOVAL OF CONCRETE DRIVEWAY 66.50 SY

SAWING PAVEMENT 33 LF

REMOVAL OF CONCRETE CURB OPENING 4.60 SY

SAWING PAVEMENT 36 LF

REMOVAL OF CONCRETE DRIVEWAY 71.04 SY

REMOVAL OF CONCRETE CURB OPENING 2.97 SY

REMOVAL OF CONCRETE CURB OPENING 1.44 SY

REMOVAL OF ASPHALT DRIVEWAY 8.96 SY

REMOVAL OF LIGHT POLE ★

REMOVAL OF CURB 62 LF

REMOVAL OF CONCRETE CURB OPENING 2.52 SY

REMOVAL OF CURB 7 LF

REMOVAL OF ASPHALT DRIVEWAY 17.91 SY

REMOVAL OF ASPHALT DRIVEWAY 102.70 SY

REMOVAL OF CONCRETE DRIVEWAY 81.49 SY

SAWING PAVEMENT 207 LF

REMOVAL OF CURB 10 LF

REMOVAL OF CONCRETE DRIVEWAY 51.80 SY

REMOVAL OF CURB 82 LF

REMOVAL OF LIGHT POLE ★

N15° 16' 28.00"E
CRL US-69

REMOVAL OF CURB 42 LF

REMOVAL OF CURB 196 LF

N15° 21' 17.11"E
EXIST. SURVEY

REMOVAL OF CURB 183 LF

REMOVAL OF CONCRETE DRIVEWAY 26.21 SY

REMOVAL OF LIGHT POLE ★

REMOVAL OF SIDEWALK 41.81 SY

REMOVAL OF CONCRETE DRIVEWAY 84.88 SY

SAWING PAVEMENT 29 LF

REMOVAL OF CURB 49 LF

REMOVAL OF CONCRETE DRIVEWAY 8.79 SY

REMOVAL OF CONCRETE DRIVEWAY 60.26 SY

SAWING PAVEMENT 32 LF

REMOVAL OF CURB 50 LF

REMOVAL OF CONCRETE DRIVEWAY 3.91 SY

SAWING PAVEMENT 47 LF

REMOVAL OF ASPHALT DRIVEWAY 77.76 SY

SAWING PAVEMENT 37 LF

★ FOR INFORMATIONAL PURPOSES ONLY. SEE LIGHTING PLANS FOR DETAILS.

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES

ASPHALT PAVEMENT	SY	4,373.80
CONCRETE DRIVEWAY	SY	521.87
ASPHALT DRIVEWAY	SY	207.33
CONCRETE CURB OPENING	SY	24.95
CURB	LF	912
SIDEWALK	SY	41.81
SAWING PAVEMENT	LF	451

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1325+00

STA. 1321+00

STA. 1327+00

REMOVAL OF ASPHALT DRIVEWAY 5.80 SY

REMOVAL OF CONCRETE DRIVEWAY 63.73 SY

REMOVAL OF CURB 46 LF

REMOVAL OF CONCRETE DRIVEWAY 72.74 SY

REMOVAL OF CURB 22 LF

REMOVAL OF CONCRETE DRIVEWAY 54.00 SY

REMOVAL OF CURB 88 LF

REMOVAL OF LIGHT POLE ★

SAWING PAVEMENT 65 LF

REMOVAL OF CURB 73 LF

REMOVAL OF CONCRETE CURB OPENING 3.07 SY

REMOVAL OF CONCRETE DRIVEWAY 60.33 SY

SAWING PAVEMENT 29 LF

REMOVAL OF ASPHALT PAVEMENT 4,318.83 SY

REMOVAL OF CURB 116 LF

REMOVAL OF CONCRETE DRIVEWAY 52.76 SY

SAWING PAVEMENT 26 LF

REMOVAL OF ASPHALT DRIVEWAY 57.30 SY

REMOVAL OF CONCRETE DRIVEWAY 16.08 SY

REMOVAL OF CURB 88 LF

REMOVAL OF CURB 8 LF

SAWING PAVEMENT 34 LF

REMOVAL OF LIGHT POLE ★

N15° 21' 17.11"E
EXIST. SURVEY

N15° 16' 28.00"E
CRL US-69

REMOVAL OF ASPHALT DRIVEWAY 22.90 SY

REMOVAL OF CONCRETE DRIVEWAY 5.22 SY

REMOVAL OF ASPHALT DRIVEWAY 5.06 SY

REMOVAL OF CONCRETE DRIVEWAY 19.38 SY

REMOVAL OF CURB 38 LF

REMOVAL OF LIGHT POLE ★

REMOVE BOLLARDS ▲

REMOVAL OF LIGHT POLE ★

REMOVAL OF CURB 22 LF

REMOVAL OF CONCRETE DRIVEWAY 123.88 SY

SAWING PAVEMENT 23 LF

REMOVAL OF CONCRETE DRIVEWAY 59.57 SY

REMOVAL OF CURB 28 LF

REMOVAL OF CURB 45 LF

SAWING PAVEMENT 22 LF

SAWING PAVEMENT 120 LF

REMOVAL OF CONCRETE DRIVEWAY 89.02 SY

REMOVAL OF ASPHALT DRIVEWAY 42.09 SY

REMOVAL OF CURB 13 LF

REMOVAL OF CONCRETE DRIVEWAY 85.18 SY

REMOVAL OF CONCRETE DRIVEWAY 44.69 SY

REMOVAL OF ASPHALT DRIVEWAY 44.90 SY

SAWING PAVEMENT 81 LF

REMOVAL QUANTITIES

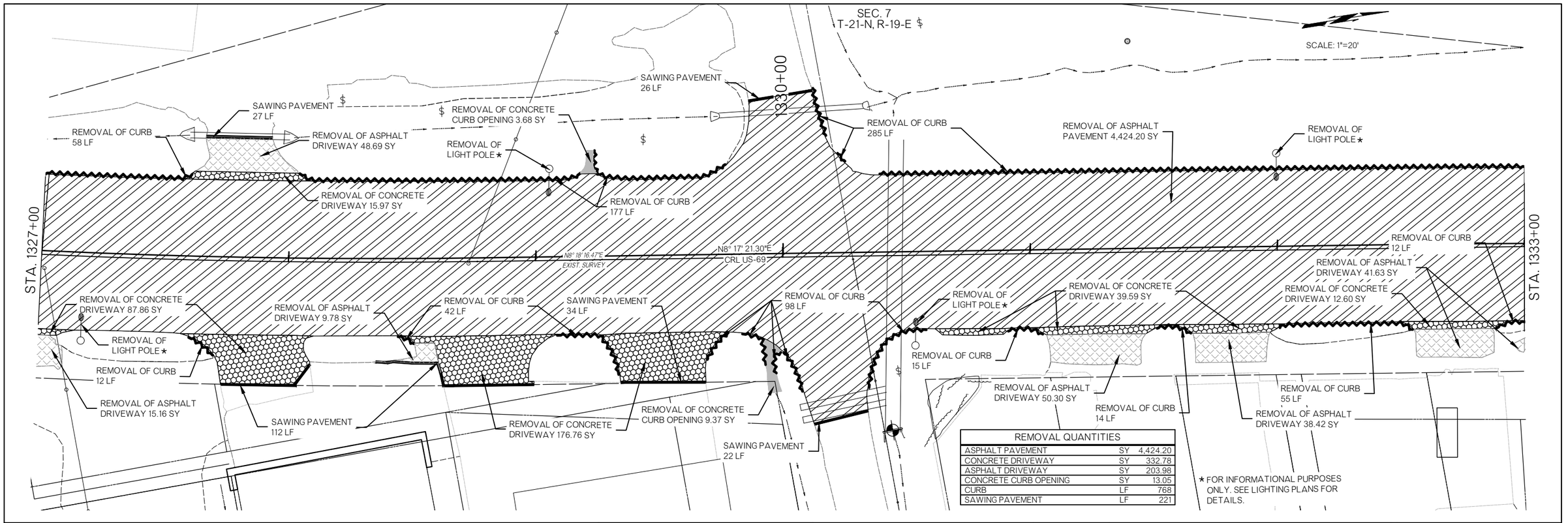
ASPHALT PAVEMENT	SY	4,318.83
CONCRETE DRIVEWAY	SY	746.58
ASPHALT DRIVEWAY	SY	178.05
CONCRETE CURB OPENING	SY	3.07
CURB	LF	587
SAWING PAVEMENT	LF	400

▲ INCLUDED WITH STRUCTURES AND OBSTRUCTIONS

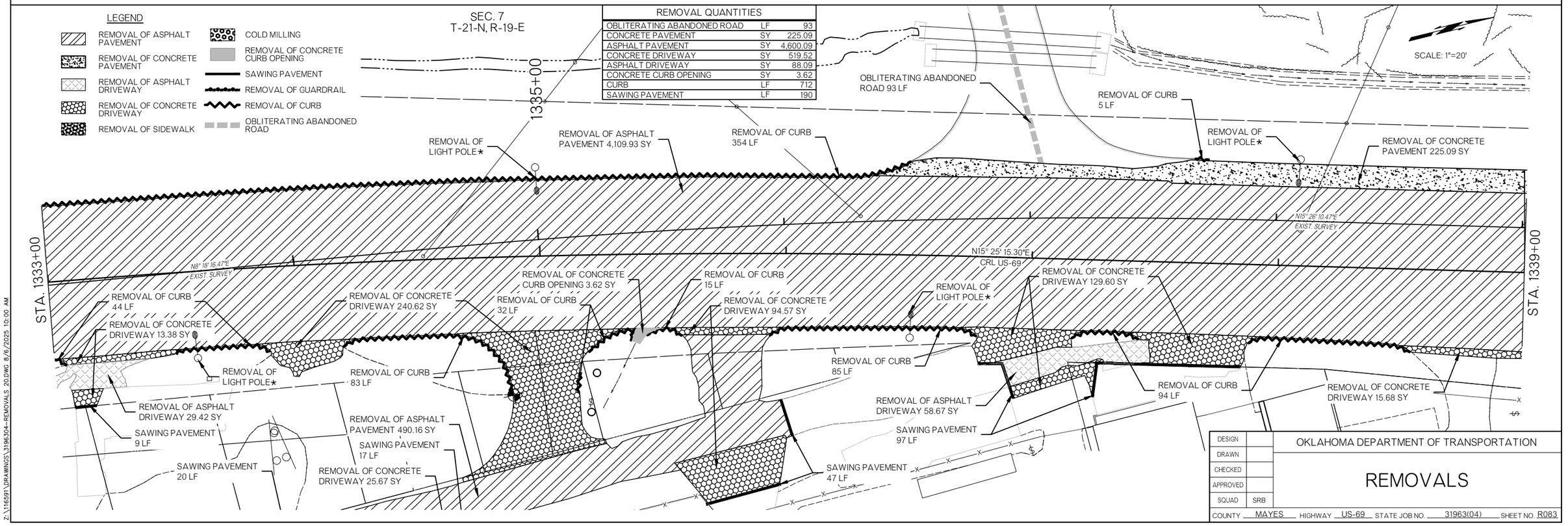
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R082

Z:\11659\DRAWINGS\31963O4-REMOVALS 20.DWG 8/6/2025 10:00 AM



REMOVAL QUANTITIES		
ASPHALT PAVEMENT	SY	4,424.20
CONCRETE DRIVEWAY	SY	332.78
ASPHALT DRIVEWAY	SY	203.98
CONCRETE CURB OPENING	SY	13.05
CURB	LF	768
SAWING PAVEMENT	LF	221



REMOVAL QUANTITIES		
OBLITERATING ABANDONED ROAD	LF	93
CONCRETE PAVEMENT	SY	225.09
ASPHALT PAVEMENT	SY	4,600.09
CONCRETE DRIVEWAY	SY	519.52
ASPHALT DRIVEWAY	SY	88.09
CONCRETE CURB OPENING	SY	3.62
CURB	LF	712
SAWING PAVEMENT	LF	190

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

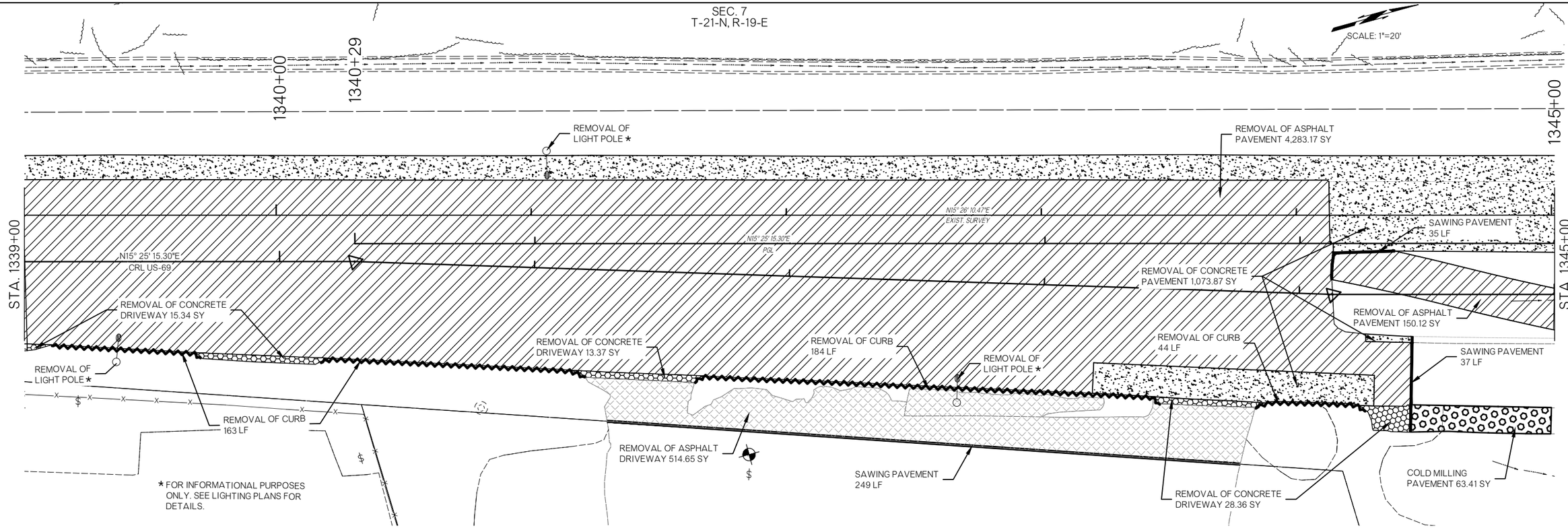
REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R083

Z:\11659\DRAWINGS\31963O4-REMOVALS 20.DWG 8/6/2025 10:00 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'



LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	63.41
CONCRETE PAVEMENT	SY	1,073.87
ASPHALT PAVEMENT	SY	4,433.29
CONCRETE DRIVEWAY	SY	57.07
ASPHALT DRIVEWAY	SY	514.65
CURB	LF	391
SAWING PAVEMENT	LF	321

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REMOVALS

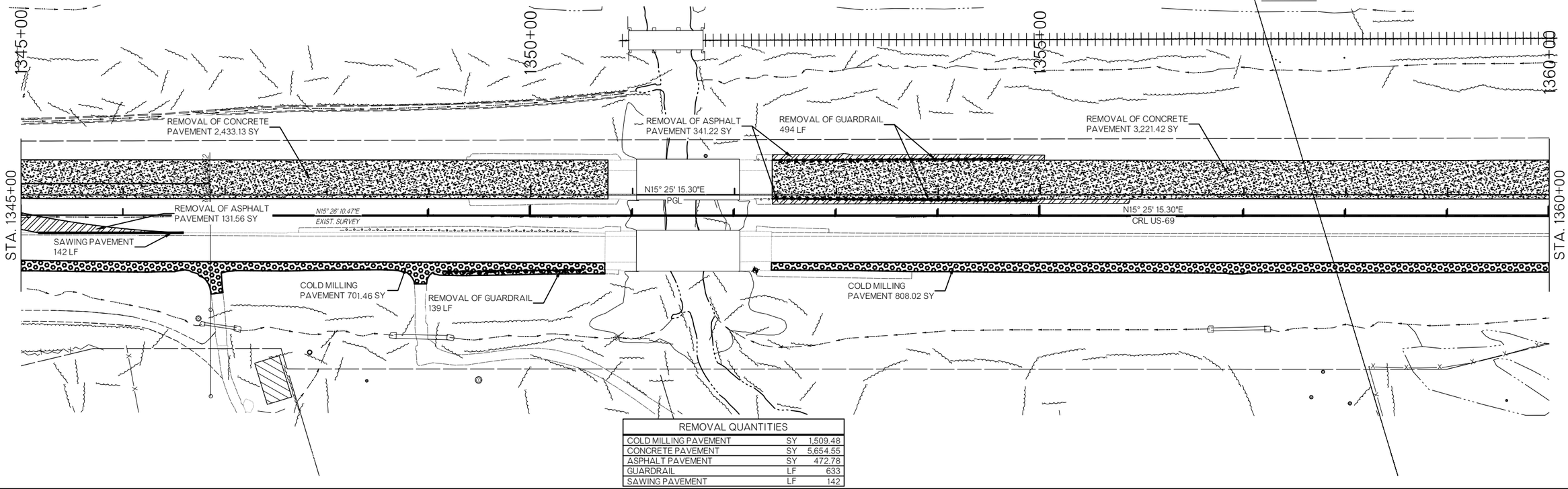
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R084

Z:\11659\DRAWINGS\31963O4-REMOVALS 20.DWG 8/6/2025 10:00 AM

SEC. 7
T-21-N, R-19-E

SEC. 6
T-21-N, R-19-E

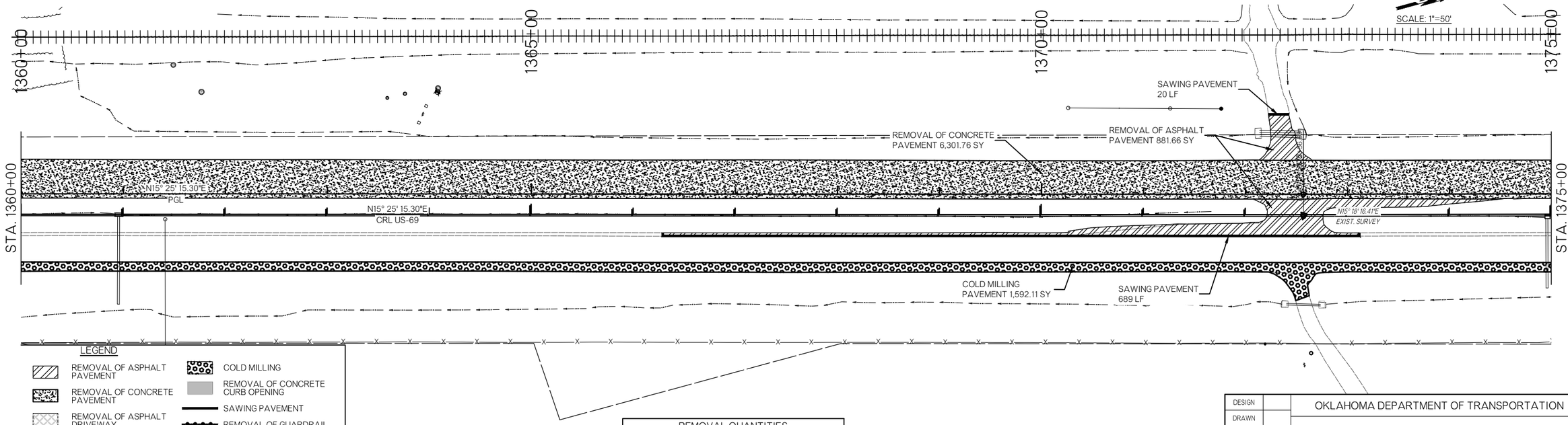
SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,509.48
CONCRETE PAVEMENT	SY	5,654.55
ASPHALT PAVEMENT	SY	472.78
GUARDRAIL	LF	633
SAWING PAVEMENT	LF	142

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,592.11
CONCRETE PAVEMENT	SY	6,301.76
ASPHALT PAVEMENT	SY	881.66
SAWING PAVEMENT	LF	709

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

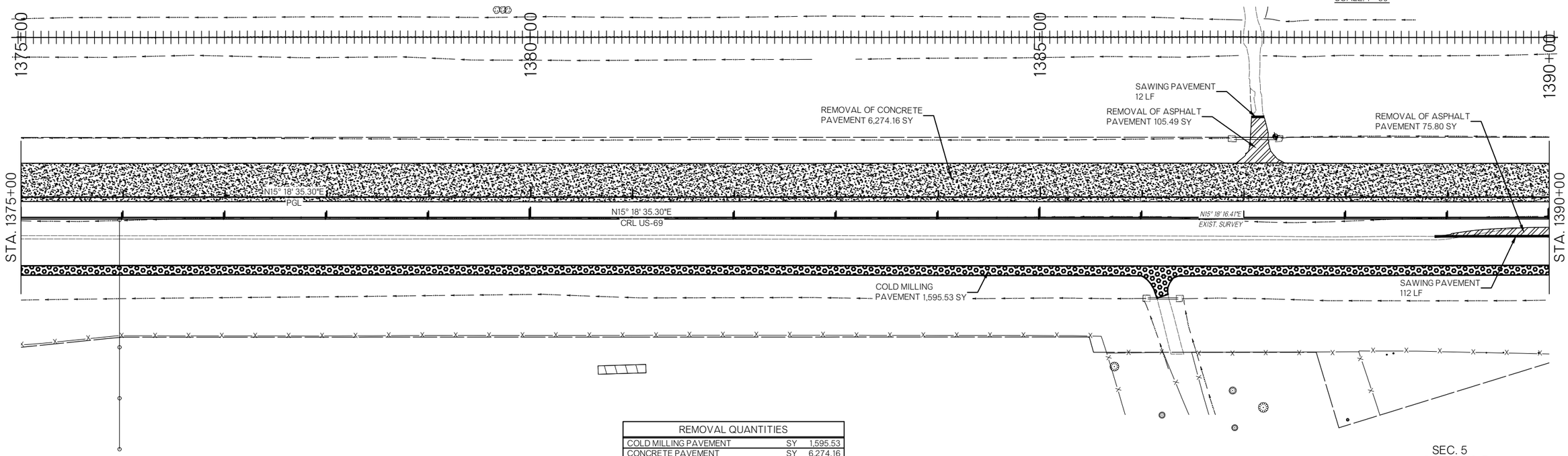
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R085

Z:\116591\DRAWINGS\319630A-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'



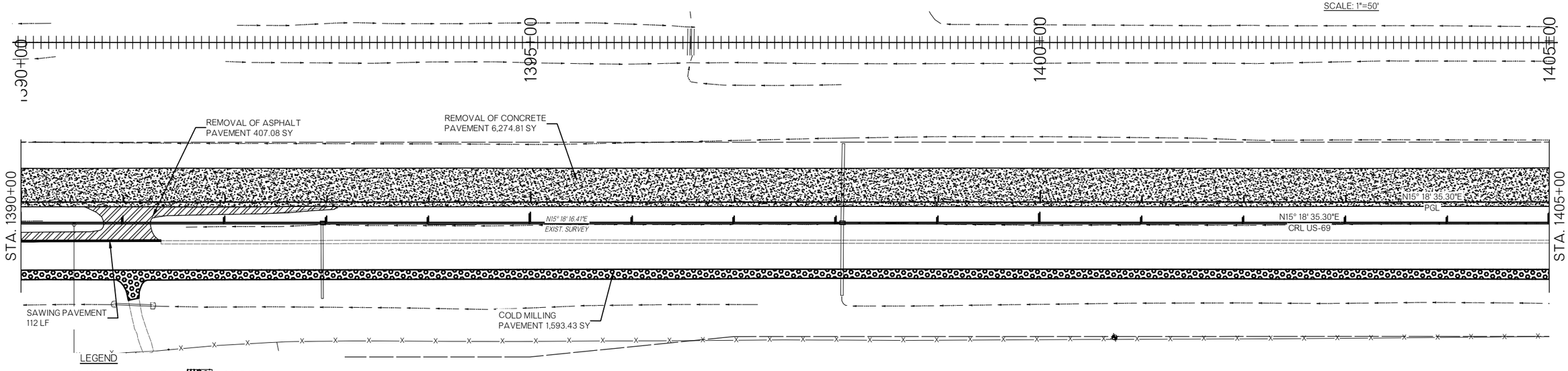
SEC. 5
T-21-N, R-19-E

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,595.53
CONCRETE PAVEMENT	SY	6,274.16
ASPHALT PAVEMENT	SY	181.29
SAWING PAVEMENT	LF	124

SEC. 6
T-21-N, R-19-E

SEC. 5
T-21-N, R-19-E

SCALE: 1"=50'



LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,593.43
CONCRETE PAVEMENT	SY	6,274.81
ASPHALT PAVEMENT	SY	407.08
SAWING PAVEMENT	LF	112

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R086

Z:\116591\DRAWINGS\319630\4-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 5
T-21-N, R-19-E

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

1410+00

1415+00

1420+00

STA. 1405+00

STA. 1420+00

SAWING PAVEMENT
21 LF

REMOVAL OF CONCRETE
PAVEMENT 6,267.22 SY

REMOVAL OF ASPHALT
PAVEMENT 932.36 SY

N15° 18' 35.30"E
PGL

N15° 18' 16.41"E
EXIST. SURVEY

N15° 18' 35.30"E
CRL US-69

SAWING PAVEMENT
690 LF

COLD MILLING
PAVEMENT 1,920.36 SY

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,920.36
CONCRETE PAVEMENT	SY	6,267.22
ASPHALT PAVEMENT	SY	932.36
SAWING PAVEMENT	LF	711

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

1425+00

1430+00

1435+00

STA. 1420+00

STA. 1435+00

REMOVAL OF ASPHALT
PAVEMENT 397.85 SY

REMOVAL OF CONCRETE
PAVEMENT 6,303.25 SY

REMOVAL OF ASPHALT
PAVEMENT 697.51 SY

N15° 18' 35.30"E
PGL

N15° 18' 16.41"E
EXIST. SURVEY

N15° 18' 35.30"E
CRL US-69

SAWING PAVEMENT
96 LF

COLD MILLING
PAVEMENT 1,816.58 SY

SAWING PAVEMENT
691 LF

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,816.58
CONCRETE PAVEMENT	SY	6,303.25
ASPHALT PAVEMENT	SY	1,095.36
SAWING PAVEMENT	LF	787

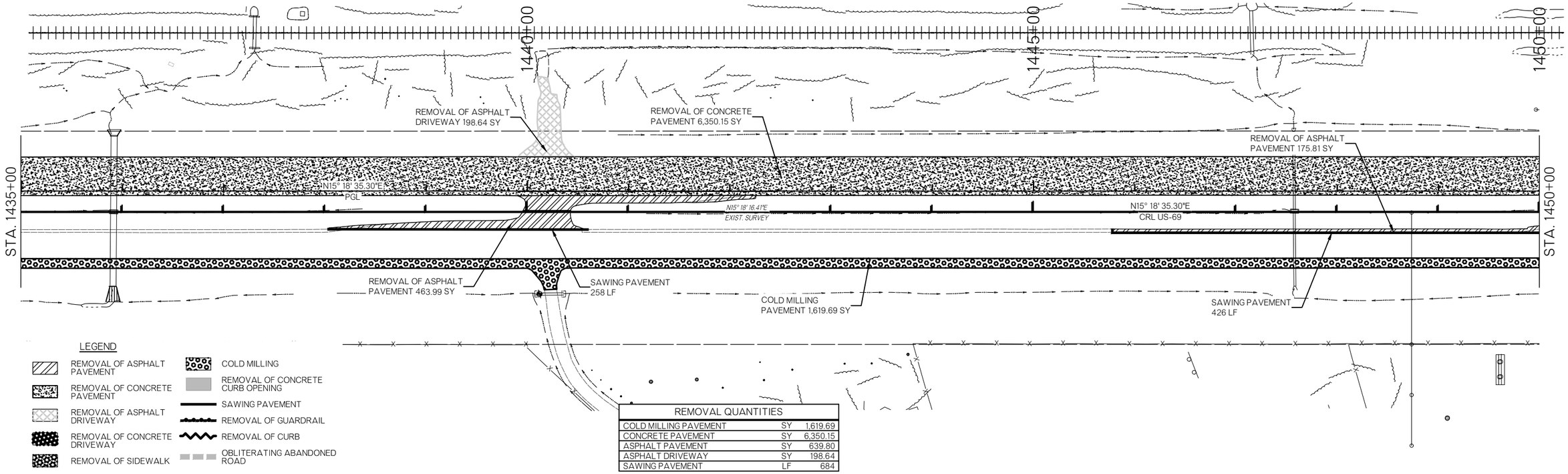
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R087

Z:\116591\DRAWINGS\319630A-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



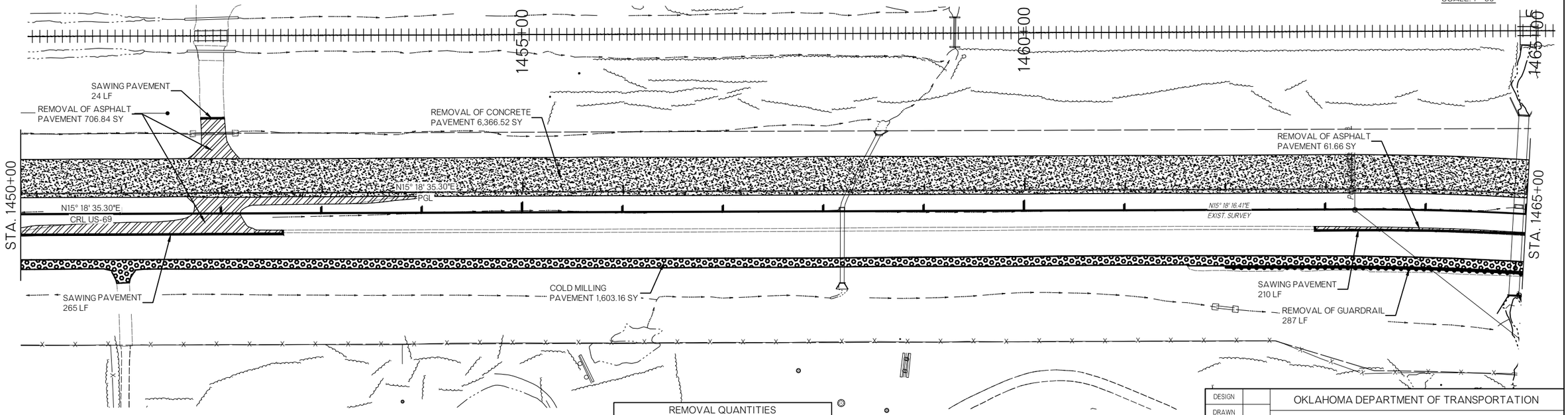
LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,619.69
CONCRETE PAVEMENT	SY	6,350.15
ASPHALT PAVEMENT	SY	639.80
ASPHALT DRIVEWAY	SY	198.64
SAWING PAVEMENT	LF	684

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,603.16
CONCRETE PAVEMENT	SY	6,366.52
ASPHALT PAVEMENT	SY	768.50
GUARDRAIL	LF	287
SAWING PAVEMENT	LF	499

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R088

Z:\116591\DRAWINGS\319630A-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 32
T-22-N, R-19-E

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1470+00

1475+00

1480+00

STA. 1465+00

STA. 1480+00

REMOVAL OF CONCRETE PAVEMENT 6,324.74 SY

REMOVAL OF ASPHALT PAVEMENT 525.33 SY

N27° 59' 47.30"E

PGL

N27° 59' 47.30"E

CRL US-69

N27° 59' 10.80"E

EXIST. SURVEY

SAWING PAVEMENT 473 LF

COLD MILLING PAVEMENT 1,666.92 SY

REMOVAL OF GUARDRAIL 28 LF

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,666.92
CONCRETE PAVEMENT	SY	6,324.74
ASPHALT PAVEMENT	SY	525.33
GUARDRAIL	LF	28
SAWING PAVEMENT	LF	473

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1485+00

1490+00

1495+00

STA. 1480+00

STA. 1495+00

REMOVAL OF CONCRETE PAVEMENT 6,319.18 SY

N27° 59' 10.80"E

EXIST. SURVEY

PGL LT

REMOVAL OF ASPHALT PAVEMENT 505.55 SY

N27° 59' 47.30"E

CRL US-69

SAWING PAVEMENT 401 LF

COLD MILLING PAVEMENT 1,579.61 SY

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,579.61
CONCRETE PAVEMENT	SY	6,319.18
ASPHALT PAVEMENT	SY	505.55
SAWING PAVEMENT	LF	401

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R089

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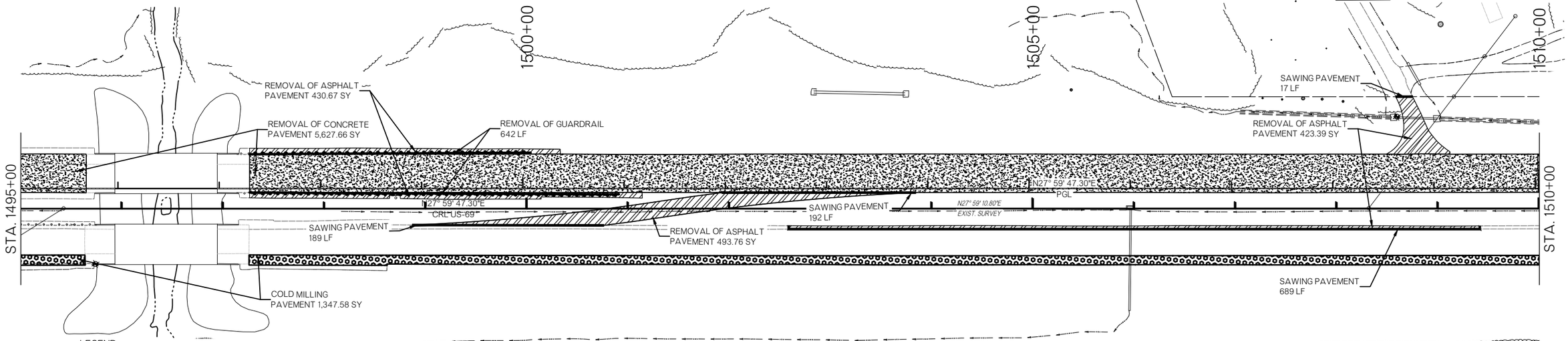
SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'



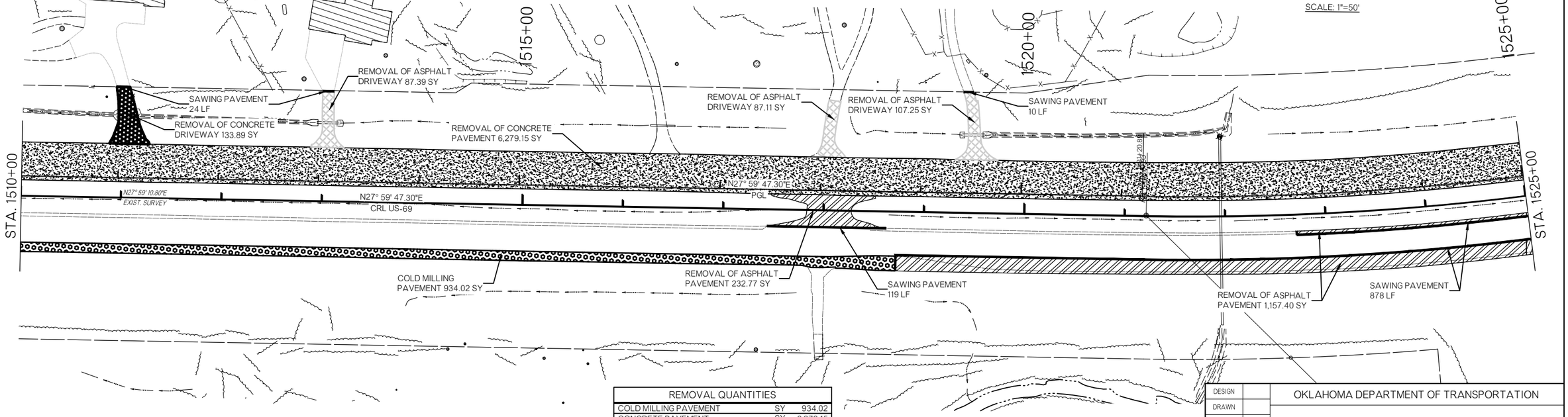
LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,347.58
CONCRETE PAVEMENT	SY	5,627.66
ASPHALT PAVEMENT	SY	1,347.82
GUARDRAIL	LF	642
SAWING PAVEMENT	LF	1,087

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	934.02
CONCRETE PAVEMENT	SY	6,279.15
ASPHALT PAVEMENT	SY	1,390.17
CONCRETE DRIVEWAY	SY	133.89
ASPHALT DRIVEWAY	SY	281.75
SAWING PAVEMENT	LF	1,031

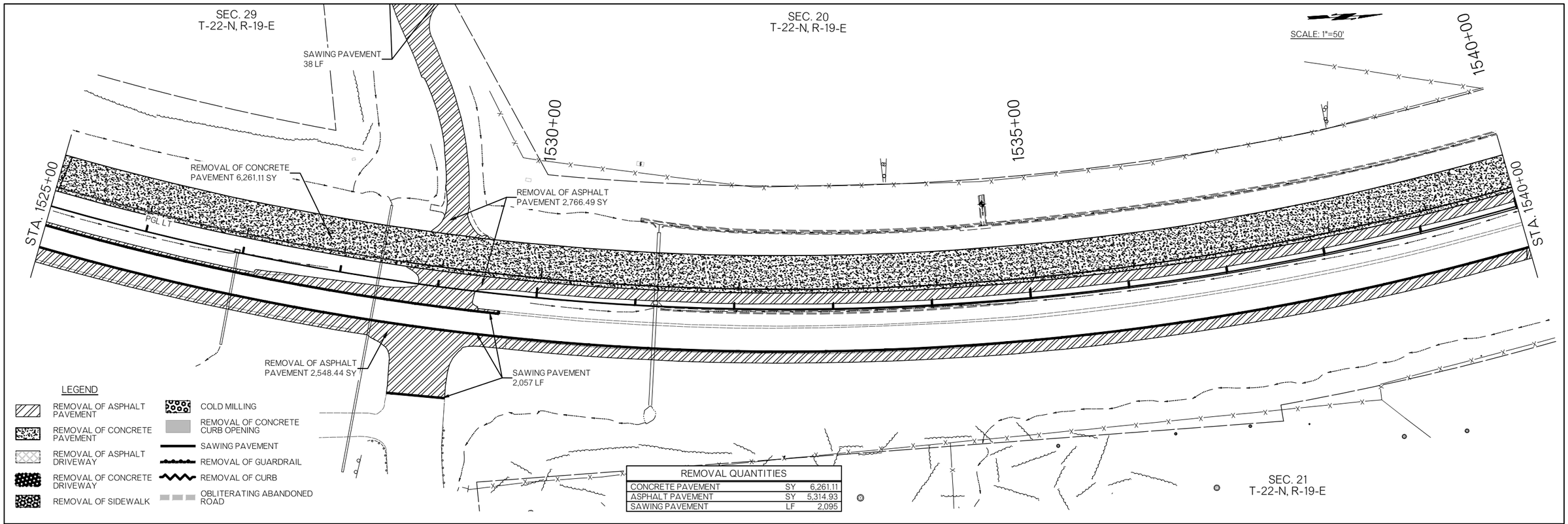
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

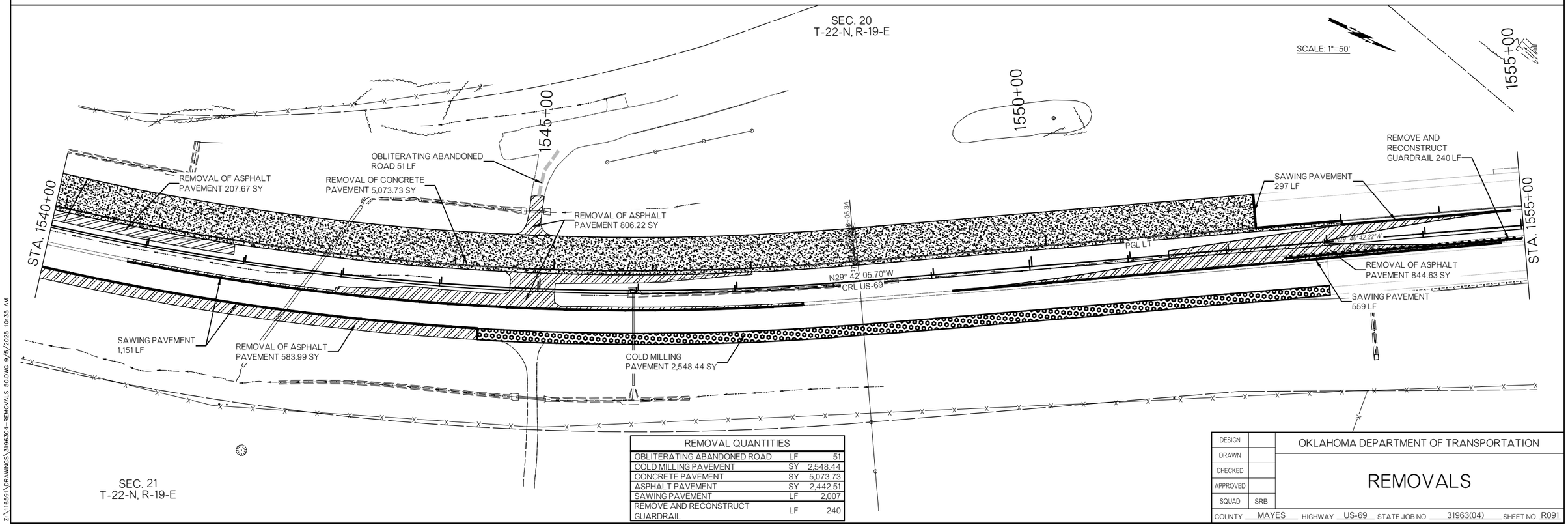
REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R090

Z:\116591\DRAWINGS\31963O4-REMOVALS 50.DWG 9/5/2025 10:35 AM



REMOVAL QUANTITIES		
CONCRETE PAVEMENT	SY	6,261.11
ASPHALT PAVEMENT	SY	5,314.93
SAWING PAVEMENT	LF	2,095



REMOVAL QUANTITIES		
OBLITERATING ABANDONED ROAD	LF	51
COLD MILLING PAVEMENT	SY	2,548.44
CONCRETE PAVEMENT	SY	5,073.73
ASPHALT PAVEMENT	SY	2,442.51
SAWING PAVEMENT	LF	2,007
REMOVE AND RECONSTRUCT GUARDRAIL	LF	240

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R091

Z:\11659\DRAWINGS\31963O4-REMOVALS_50.DWG 9/5/2025 10:35 AM

SEC. 20
T-22-N, R-19-E

1560+00

1565+00

SCALE: 1"=50'

SAWING PAVEMENT
38 LF

REMOVAL OF CONCRETE
PAVEMENT 3,316.84 SY

1567+67.64 1+91.44

N29° 42' 05.70"W

N29° 42' 05.70"W

N29° 40' 42.22"W

EXIST. SURVEY

PGL

CRL US-69

STA. 1555+00

STA. 1570+00

COLD MILLING
PAVEMENT 746.96 SY

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	746.96
CONCRETE PAVEMENT	SY	3,316.84
SAWING PAVEMENT	LF	38

SEC. 20
T-22-N, R-19-E

1575+00

1580+00

SCALE: 1"=50'

SEC. 20
T-22-N, R-19-E

REMOVAL OF CONCRETE
PAVEMENT 6,397.61 SY

PGL LT

CRL US-69

COLD MILLING
PAVEMENT 1,447.08 SY

SAWING PAVEMENT
572 LF

REMOVAL OF ASPHALT
PAVEMENT 298.24 SY

STA. 1570+00

STA. 1585+00

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,447.08
CONCRETE PAVEMENT	SY	6,397.61
ASPHALT PAVEMENT	SY	298.24
SAWING PAVEMENT	LF	572

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R092

Z:\11659\DRAWINGS\31963O4-REMOVALS_50.DWG 9/5/2025 10:35 AM

SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'

1590+00

1595+00

1600+00

STA. 1585+00

STA. 1600+00

SAWING PAVEMENT
30 LF

REMOVAL OF ASPHALT
PAVEMENT 619.98 SY

REMOVAL OF CONCRETE
PAVEMENT 6,255.16 SY

N33° 19' 38.00"E
EXIST. SURVEY

N33° 19' 47.30"E
CRL US-69

PGL LT

SAWING PAVEMENT
121 LF

COLD MILLING
PAVEMENT 1,720.65 SY

SEC. 16
T-22-N, R-19-E

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,720.65
CONCRETE PAVEMENT	SY	6,255.16
ASPHALT PAVEMENT	SY	619.98
SAWING PAVEMENT	LF	151

SEC. 17
T-22-N, R-19-E

SEC. 16
T-22-N, R-19-E

SCALE: 1"=50'

1605+00

1610+00

1615+00

STA. 1600+00

STA. 1615+00

REMOVAL OF ASPHALT
PAVEMENT 157.76 SY

OBLITERATING ABANDONED
ROAD 35 LF

REMOVAL OF CONCRETE
PAVEMENT 6,282.97 SY

SAWING PAVEMENT
23 LF

REMOVAL OF ASPHALT
PAVEMENT 837.20 SY

N15° 17' 48.30"E
PGL

N15° 17' 48.30"E
CRL US-69

COLD MILLING
PAVEMENT 1,353.60 SY

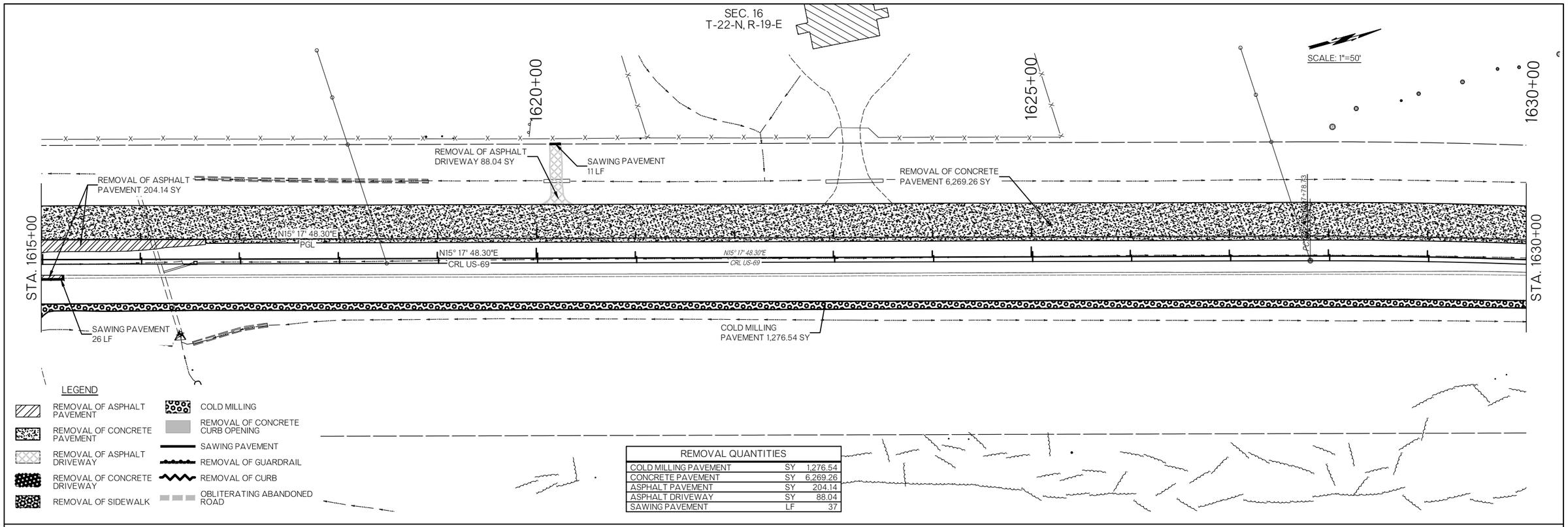
SAWING PAVEMENT
665 LF

REMOVAL QUANTITIES		
OBLITERATING ABANDONED ROAD	LF	35
COLD MILLING PAVEMENT	SY	1,353.60
CONCRETE PAVEMENT	SY	6,282.97
ASPHALT PAVEMENT	SY	994.96
SAWING PAVEMENT	LF	688

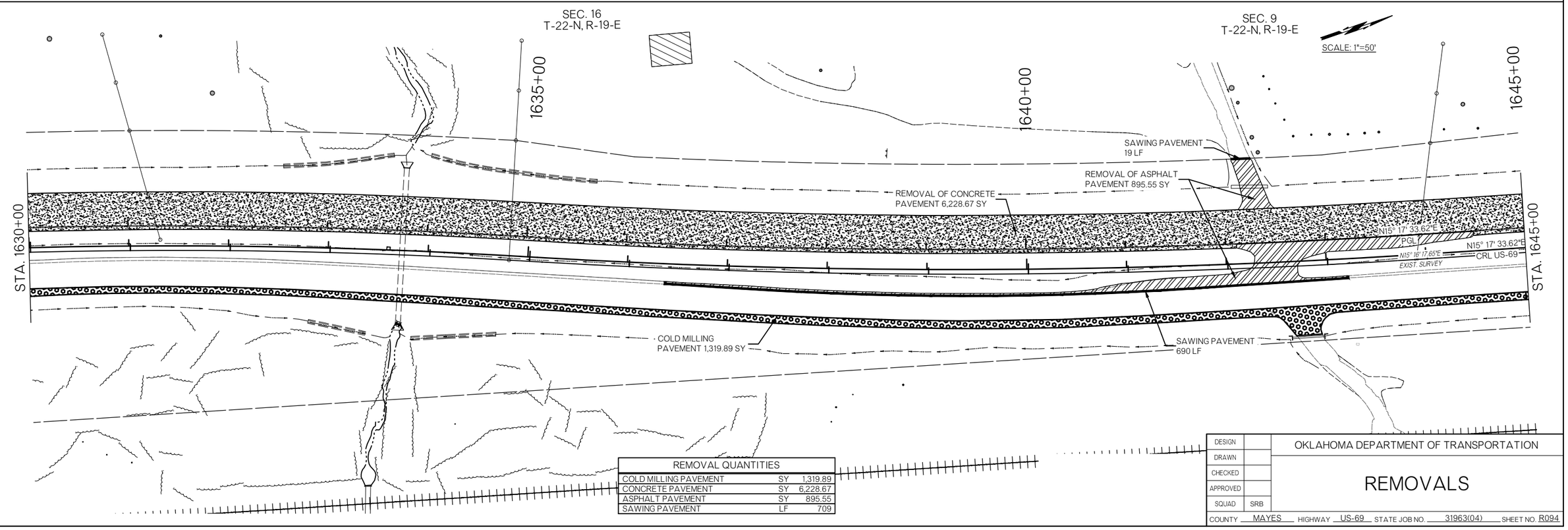
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R093

Z:\11659\1\DRAWINGS\31963O4-REMOVALS_50.DWG 9/5/2025 10:35 AM



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,276.54
CONCRETE PAVEMENT	SY	6,269.26
ASPHALT PAVEMENT	SY	204.14
ASPHALT DRIVEWAY	SY	88.04
SAWING PAVEMENT	LF	37



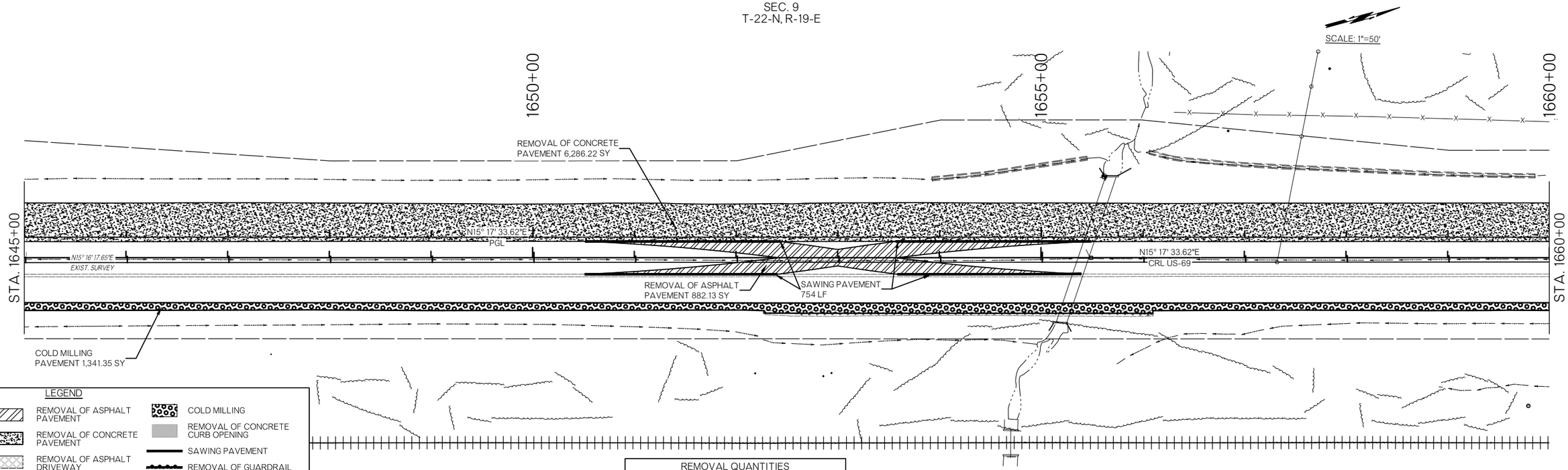
REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,319.89
CONCRETE PAVEMENT	SY	6,228.67
ASPHALT PAVEMENT	SY	895.55
SAWING PAVEMENT	LF	709

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R094

Z:\116591\DRAWINGS\319630\4-REMOVALS_50.DWG 9/5/2025 10:35 AM

SEC. 9
T-22-N, R-19-E

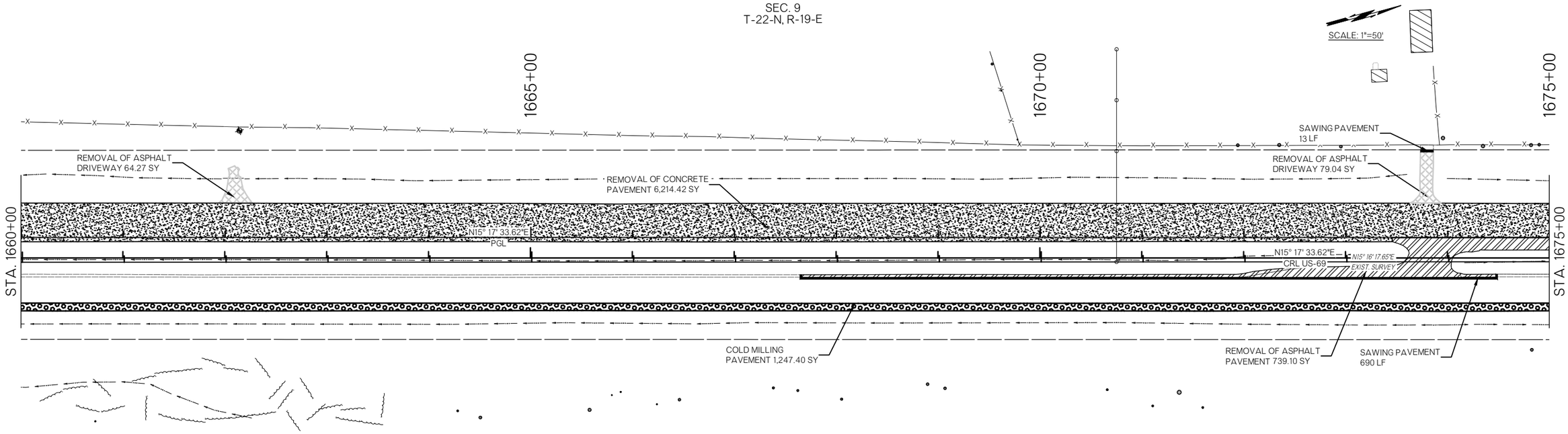


LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,341.35
CONCRETE PAVEMENT	SY	6,286.22
ASPHALT PAVEMENT	SY	882.13
SAWING PAVEMENT	LF	754

SEC. 9
T-22-N, R-19-E



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,247.40
CONCRETE PAVEMENT	SY	6,214.42
ASPHALT PAVEMENT	SY	739.10
ASPHALT DRIVEWAY	SY	143.31
SAWING PAVEMENT	LF	703

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

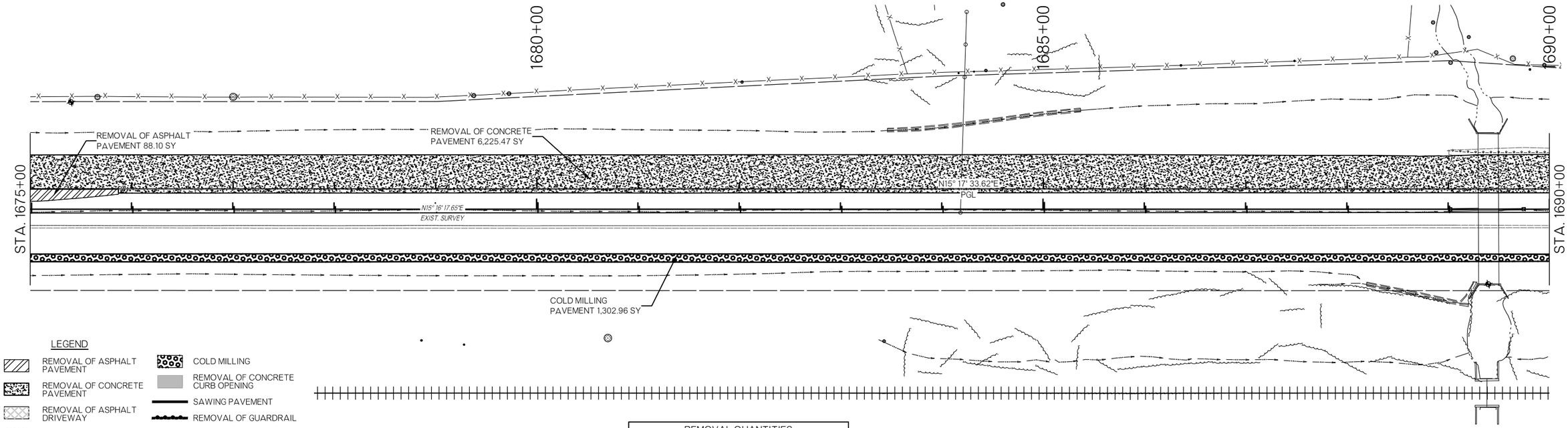
REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R095

Z:\116591\DRAWINGS\319630A-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

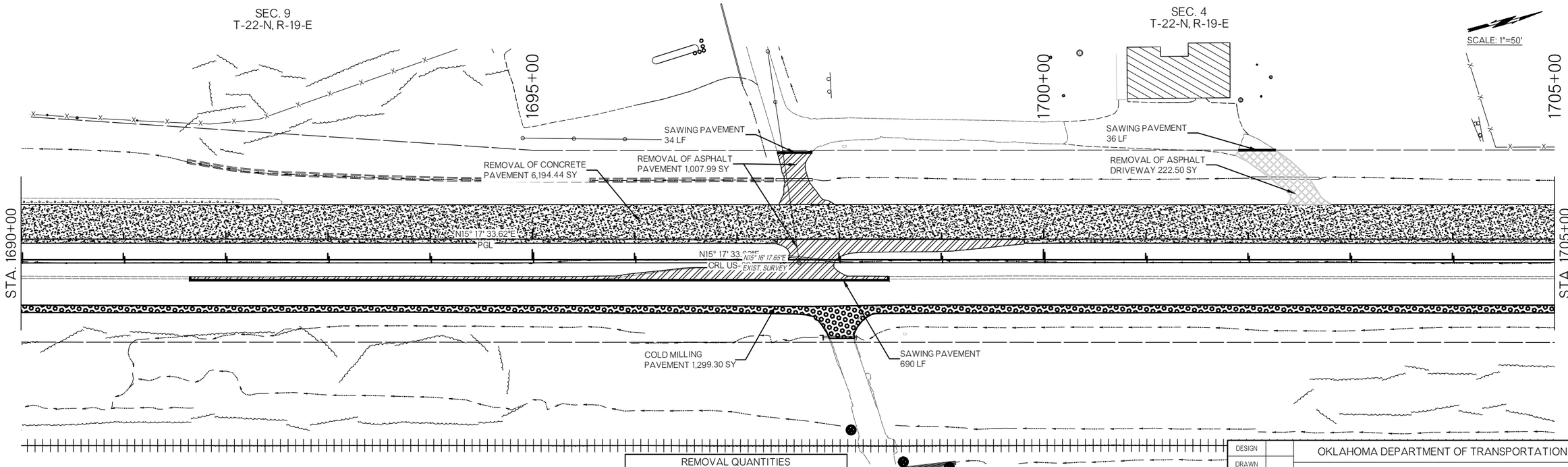
- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,302.96
CONCRETE PAVEMENT	SY	6,225.47
ASPHALT PAVEMENT	SY	88.10

SEC. 9
T-22-N, R-19-E

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,299.30
CONCRETE PAVEMENT	SY	6,194.44
ASPHALT PAVEMENT	SY	1,007.99
ASPHALT DRIVEWAY	SY	222.50
SAWING PAVEMENT	LF	760

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

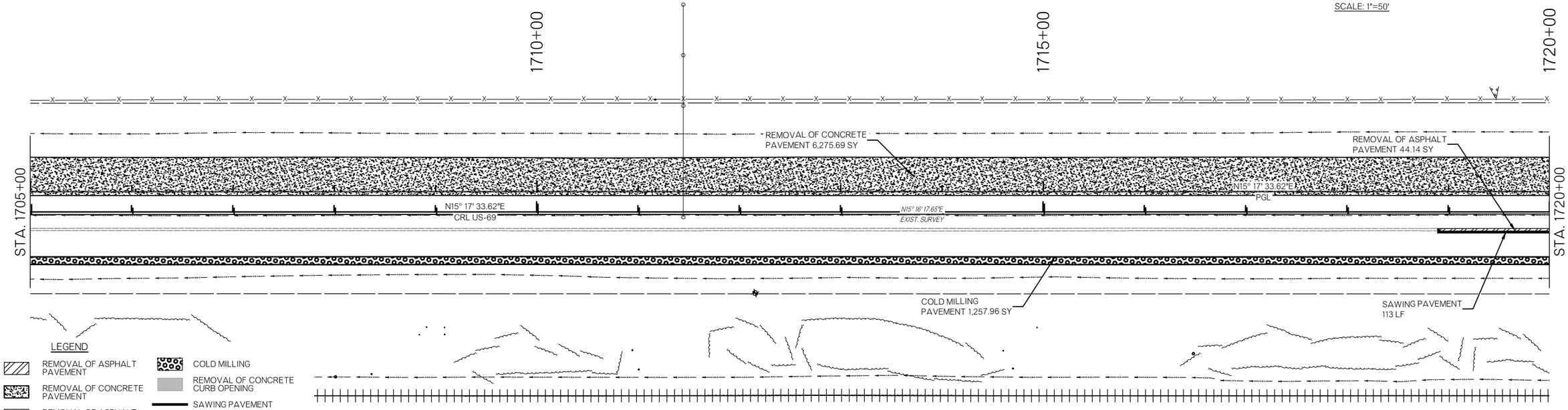
REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R096

Z:\16591\DRAWINGS\31963O4-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



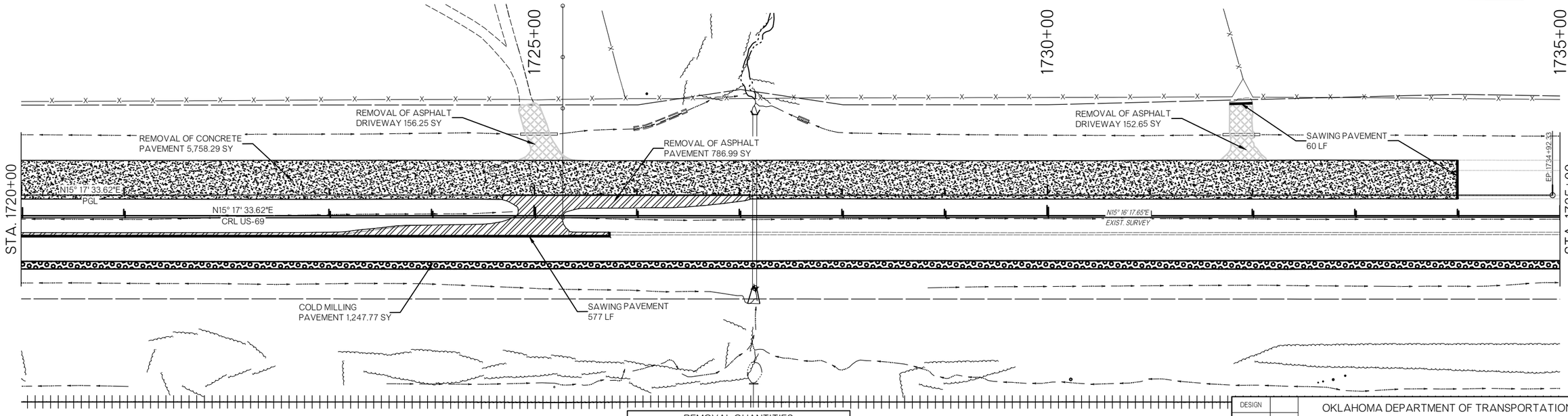
LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,257.96
CONCRETE PAVEMENT	SY	6,275.69
ASPHALT PAVEMENT	SY	44.14
SAWING PAVEMENT	LF	113

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	1,247.77
CONCRETE PAVEMENT	SY	5,758.29
ASPHALT PAVEMENT	SY	786.99
ASPHALT DRIVEWAY	SY	308.90
SAWING PAVEMENT	LF	637

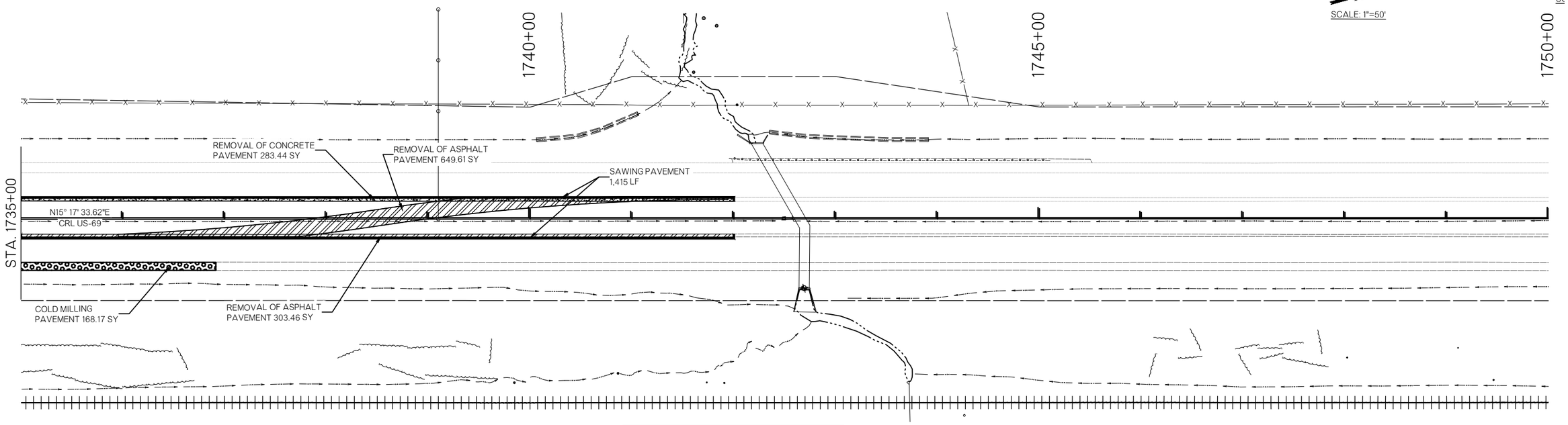
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		REMOVALS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R097

Z:\116591\DRAWINGS\319630A-REMOVALS_50.DWG 9/5/2025 10:35 AM

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



REMOVAL QUANTITIES		
COLD MILLING PAVEMENT	SY	168.17
CONCRETE PAVEMENT	SY	283.44
ASPHALT PAVEMENT	SY	953.07
SAWING PAVEMENT	LF	1,415

LEGEND

- REMOVAL OF ASPHALT PAVEMENT
- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF ASPHALT DRIVEWAY
- REMOVAL OF CONCRETE DRIVEWAY
- REMOVAL OF SIDEWALK
- COLD MILLING
- REMOVAL OF CONCRETE CURB OPENING
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CURB
- OBLITERATING ABANDONED ROAD

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

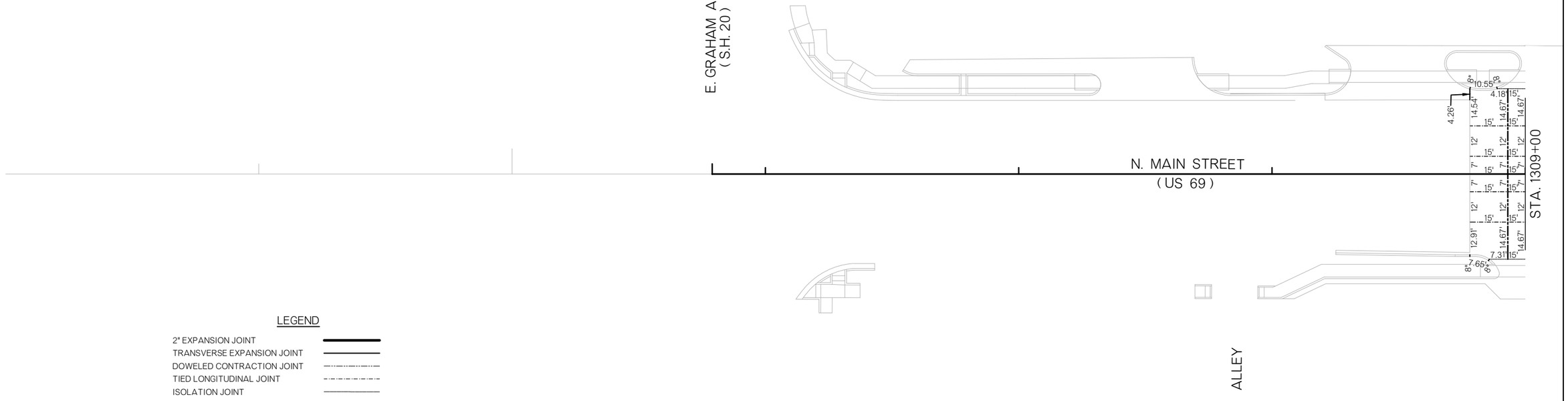
REMOVALS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R098

Z:\116591\DRAWINGS\319630A-REMOVALS 50.DWG 9/5/2025 10:35 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

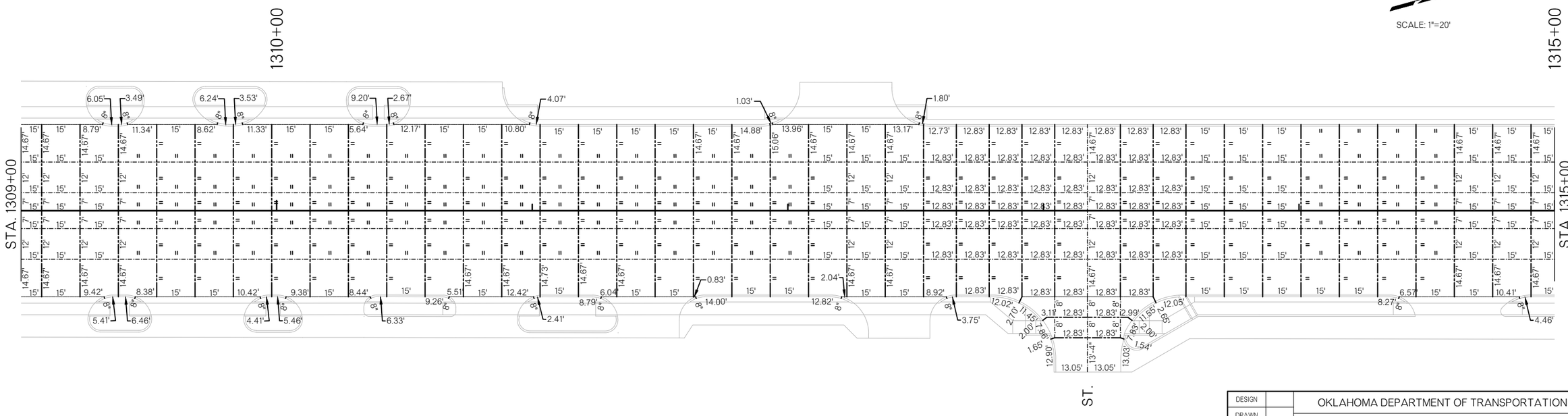


LEGEND

2" EXPANSION JOINT	━━━━
TRANSVERSE EXPANSION JOINT	────
DOWELED CONTRACTION JOINT	─·─·─
TIED LONGITUDINAL JOINT	─·─·─
ISOLATION JOINT	────

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'



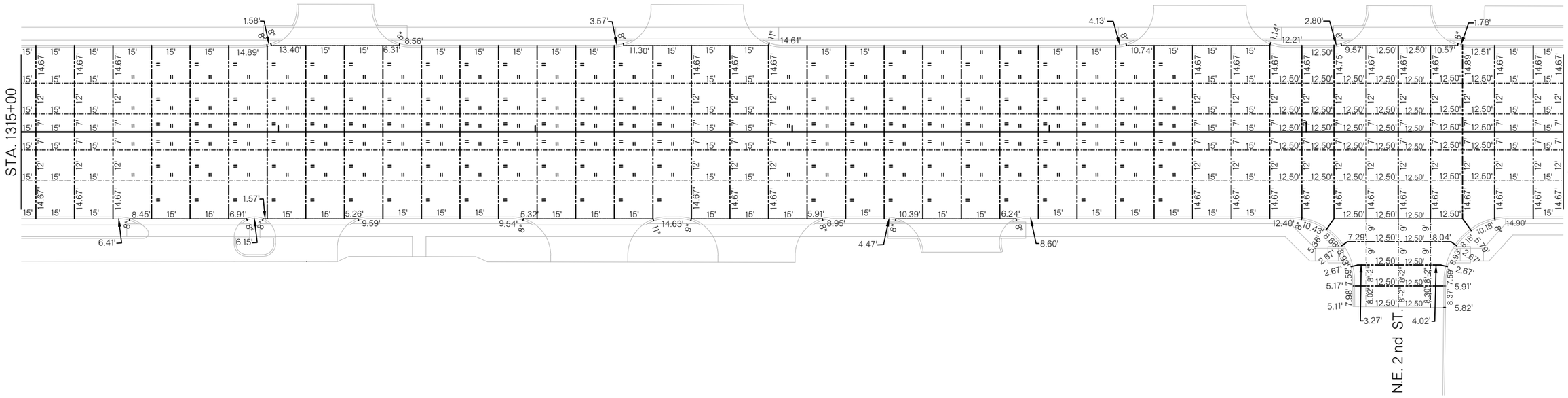
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R099

Z:\116591\DRAWINGS\319630~JOINT 20.DWG 9/5/2025 10:46 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'



SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

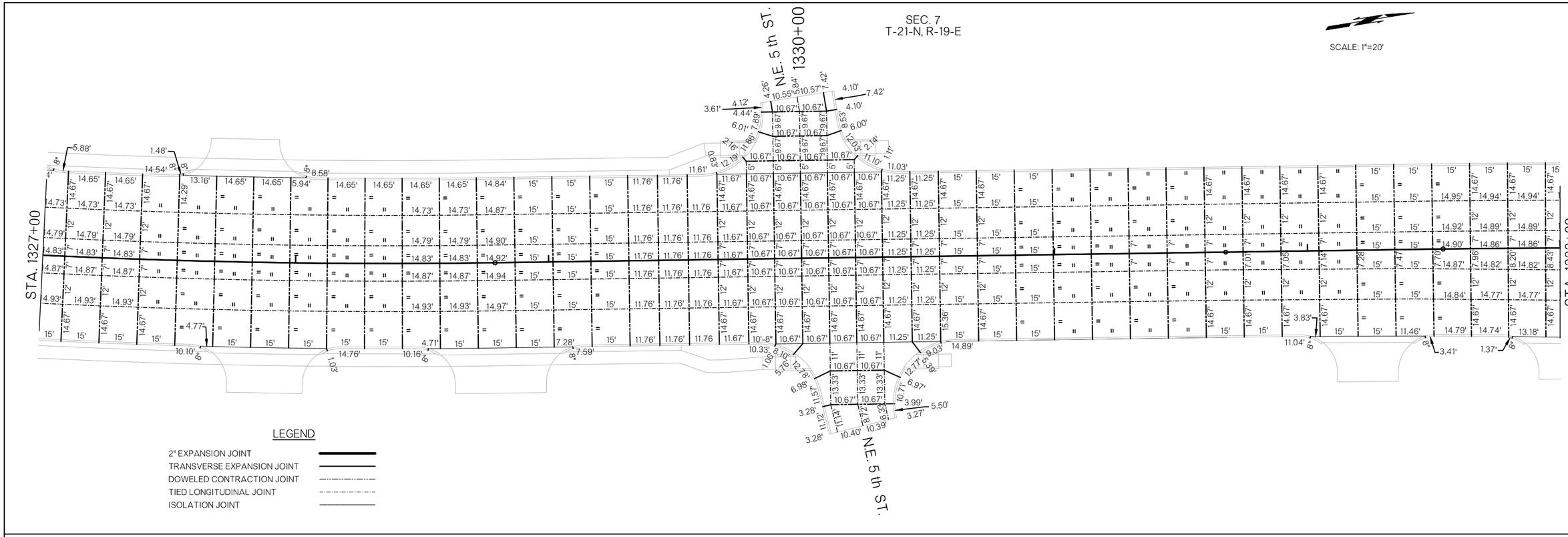
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R100

Z:\116591\DRAWINGS\319630~JOINT 20.DWG 9/5/2025 10:46 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

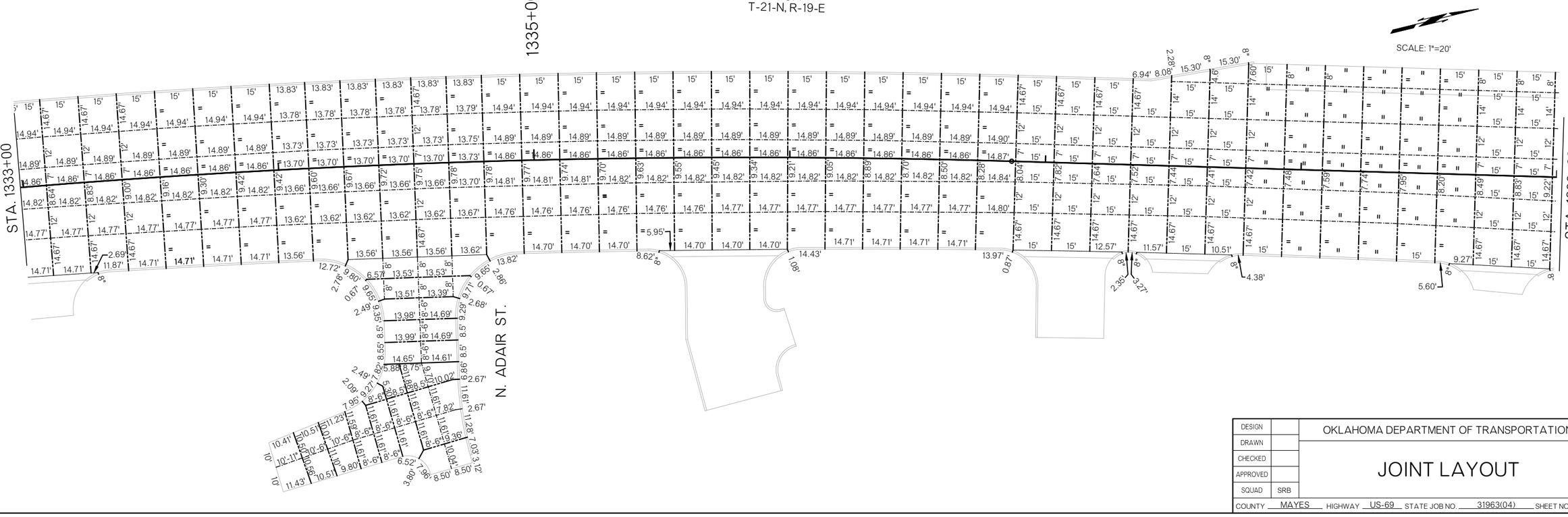


LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

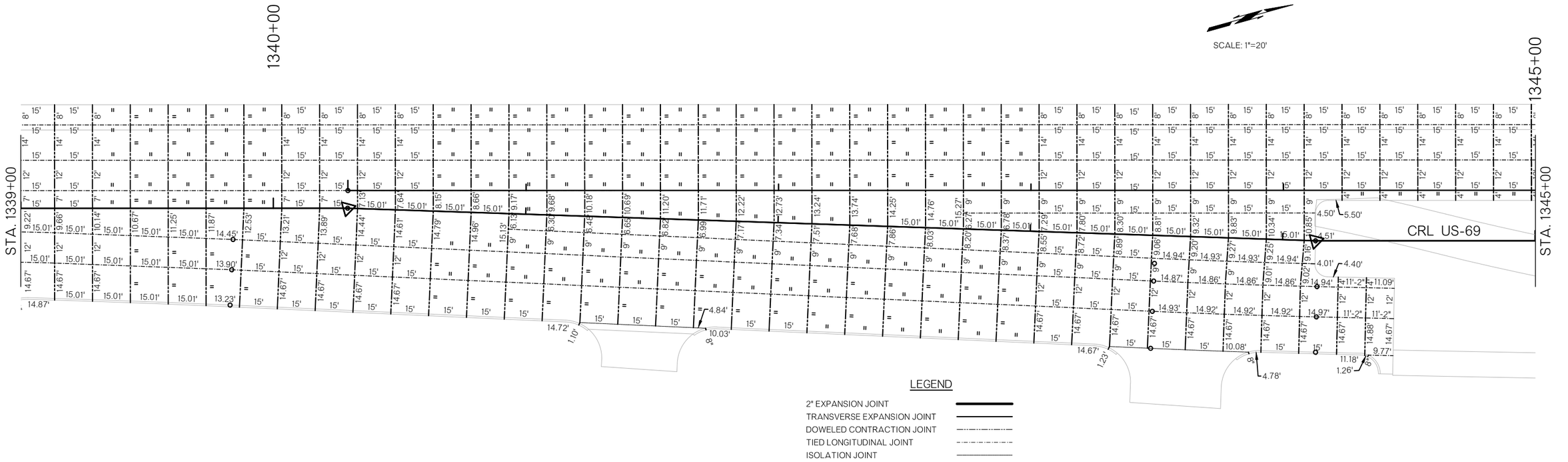


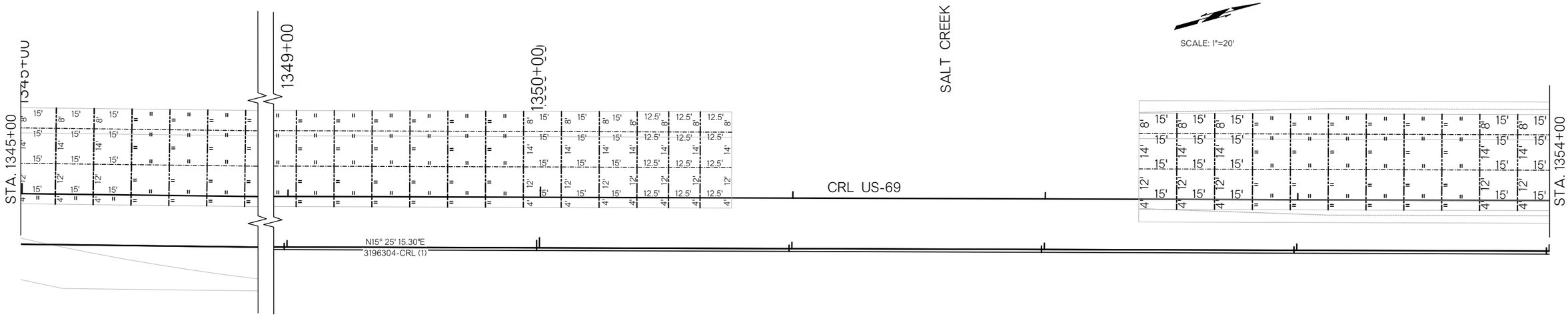
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R101

Z:\116591\DRAWINGS\319630~JOINT 20.DWG 9/5/2025 10:46 AM

SEC. 7
T-21-N, R-19-E





DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R102

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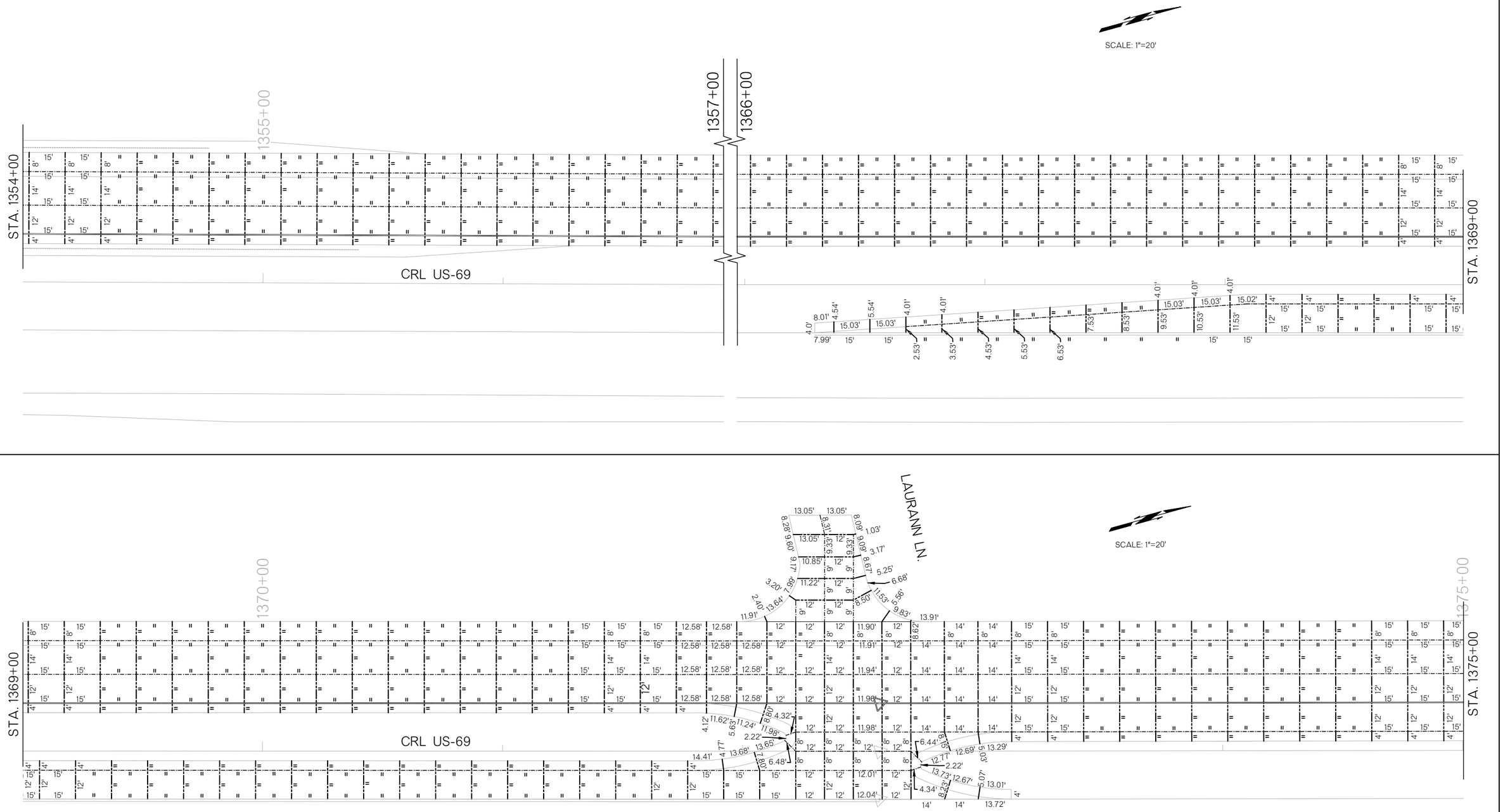


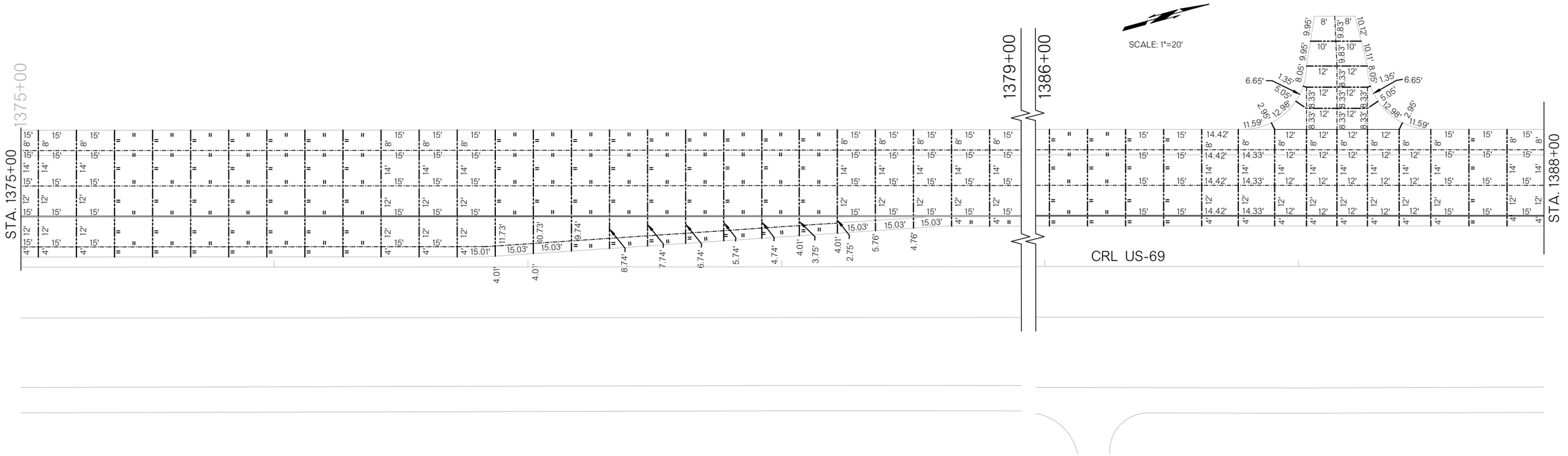
LEGEND

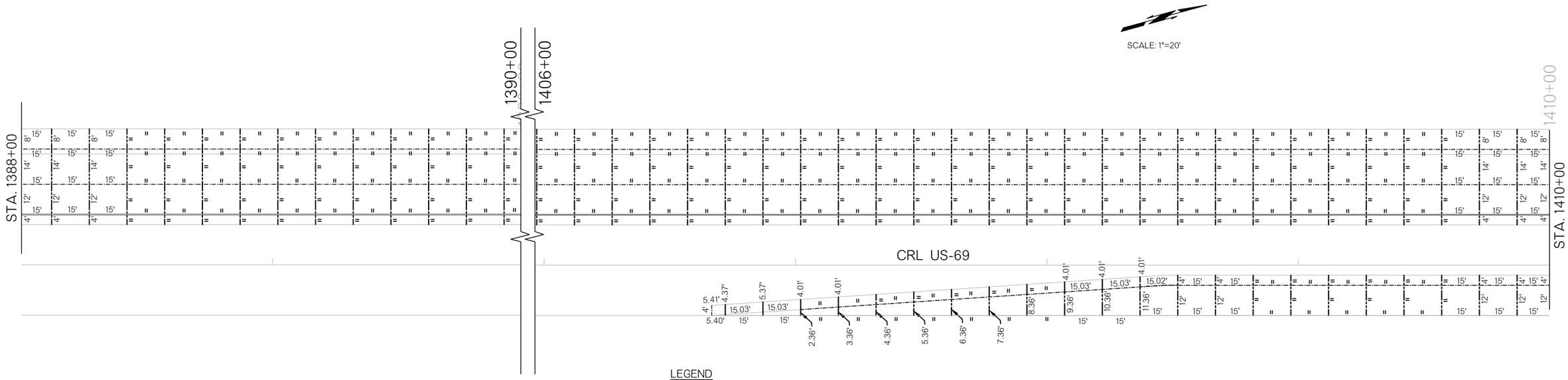
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R103

Z:\16591\DRAWINGS\31963(04)--JOINT 30.DWG 9/5/2025 11:10 AM





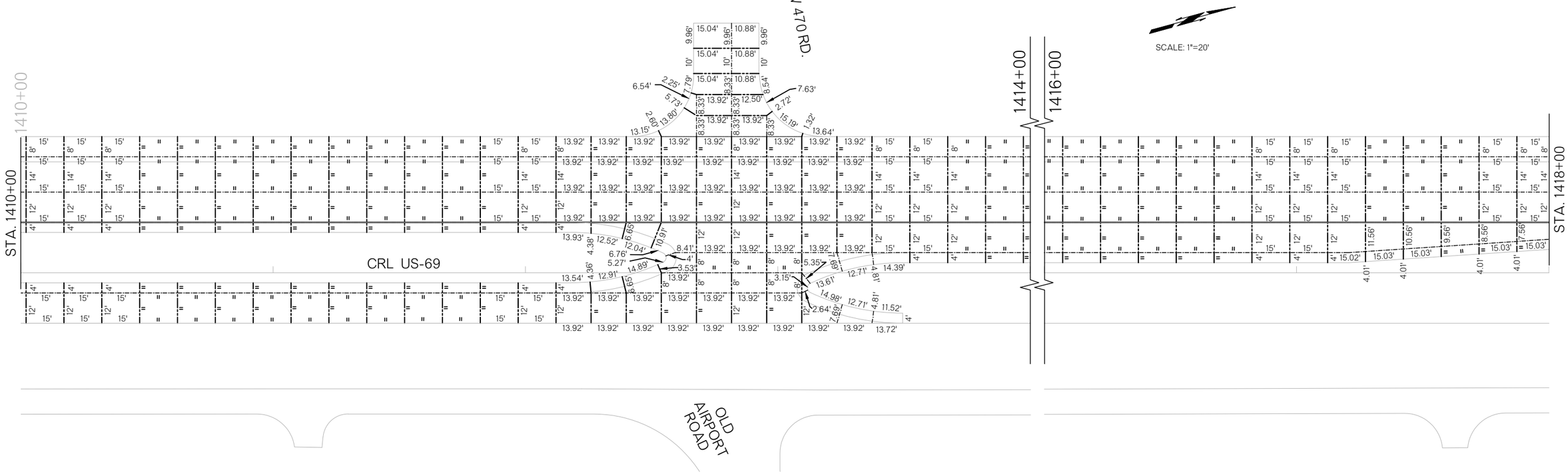
LEGEND

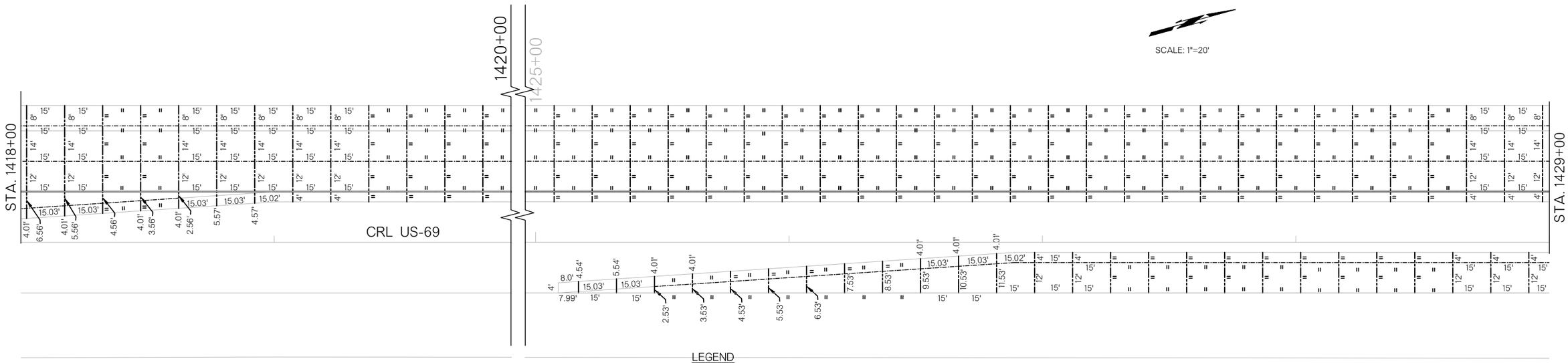
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R104

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM





LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R105

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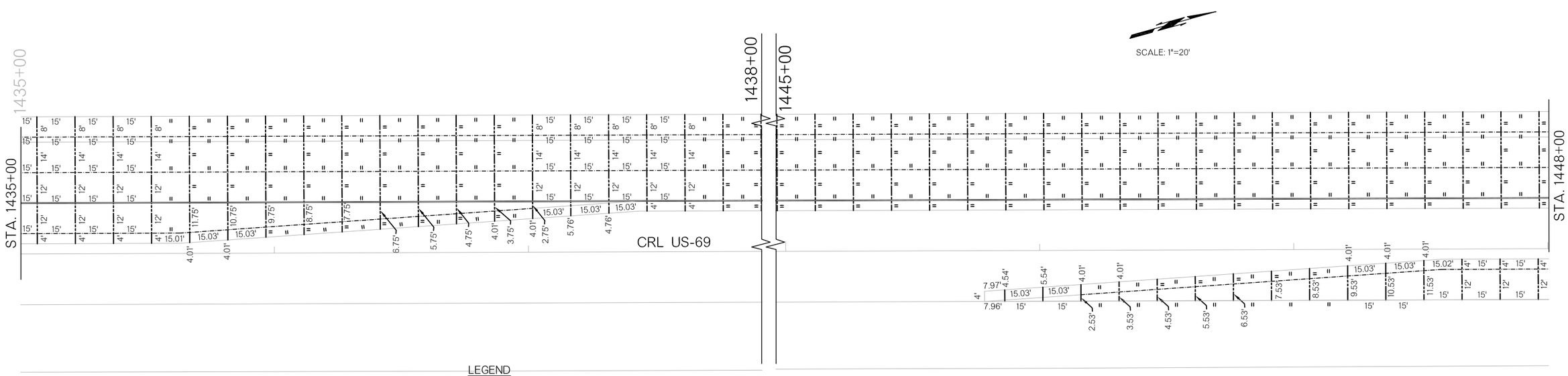


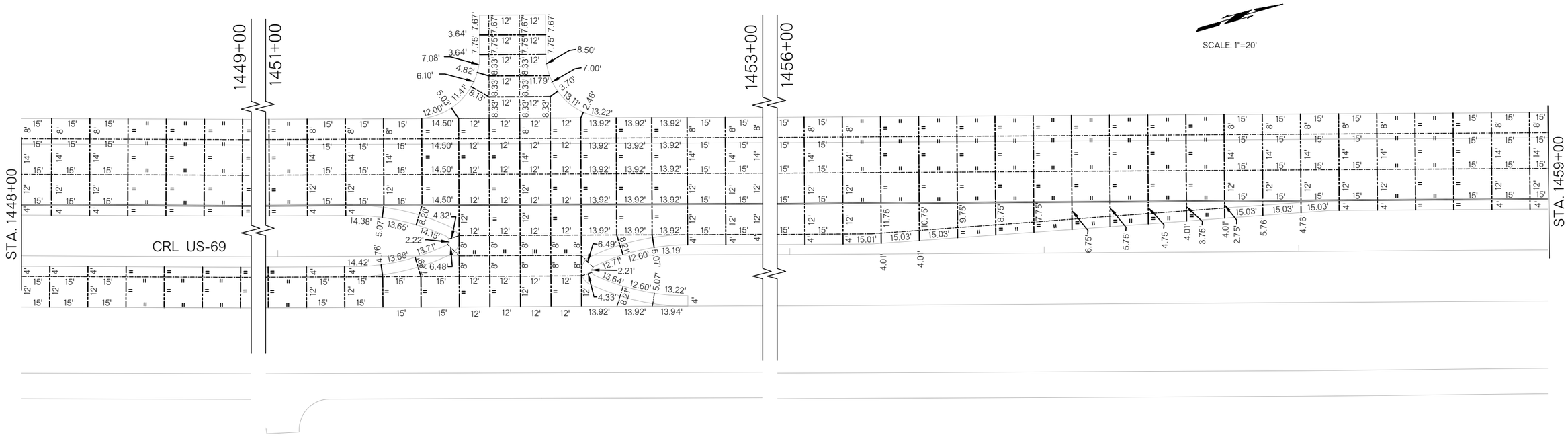
LEGEND

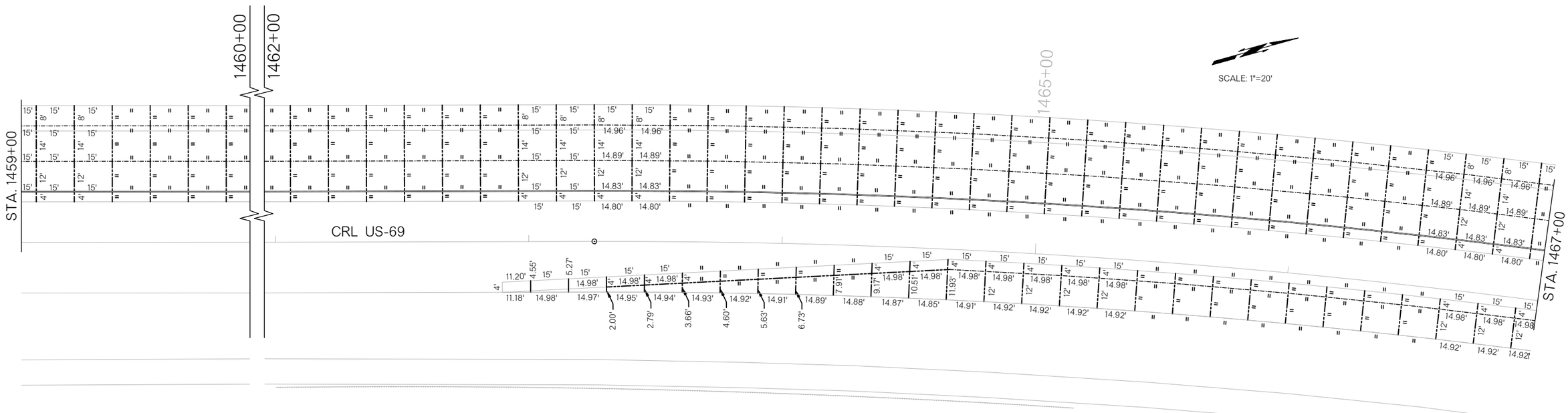
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R106

Z:\116591\DRAWINGS\319630~JOINT 30.DWG 9/5/2025 11:10 AM





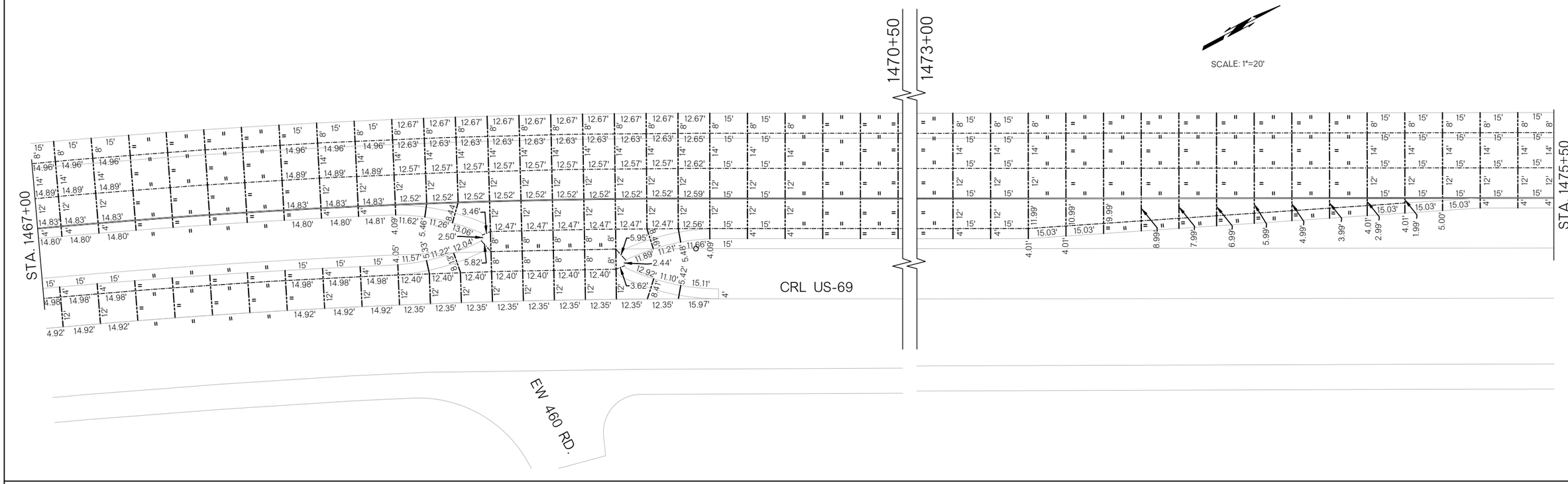
LEGEND

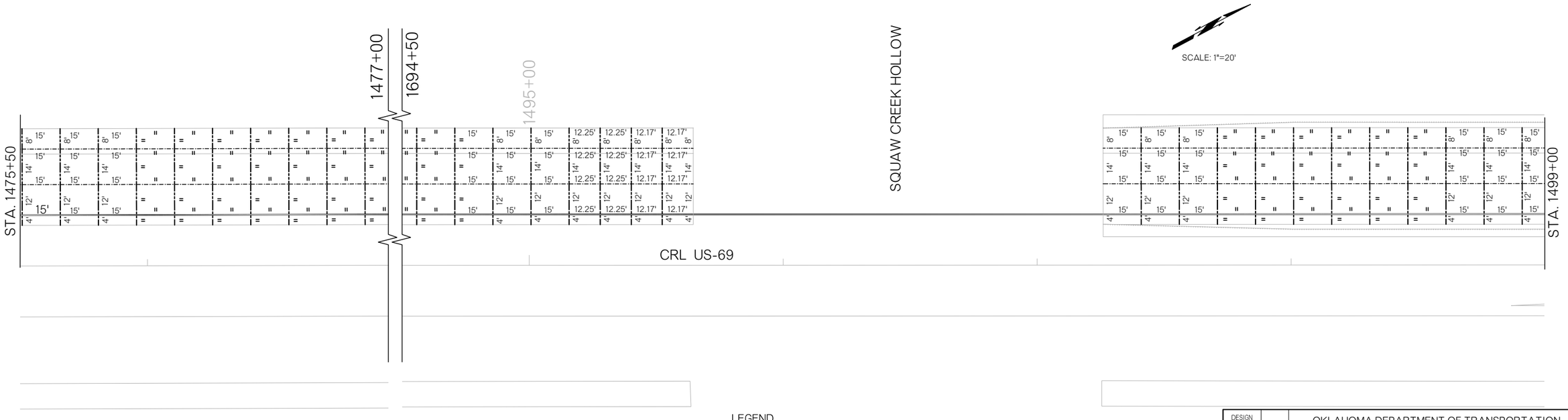
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R107

Z:\116591\DRAWINGS\319630~JOINT 30.DWG 9/5/2025 11:10 AM





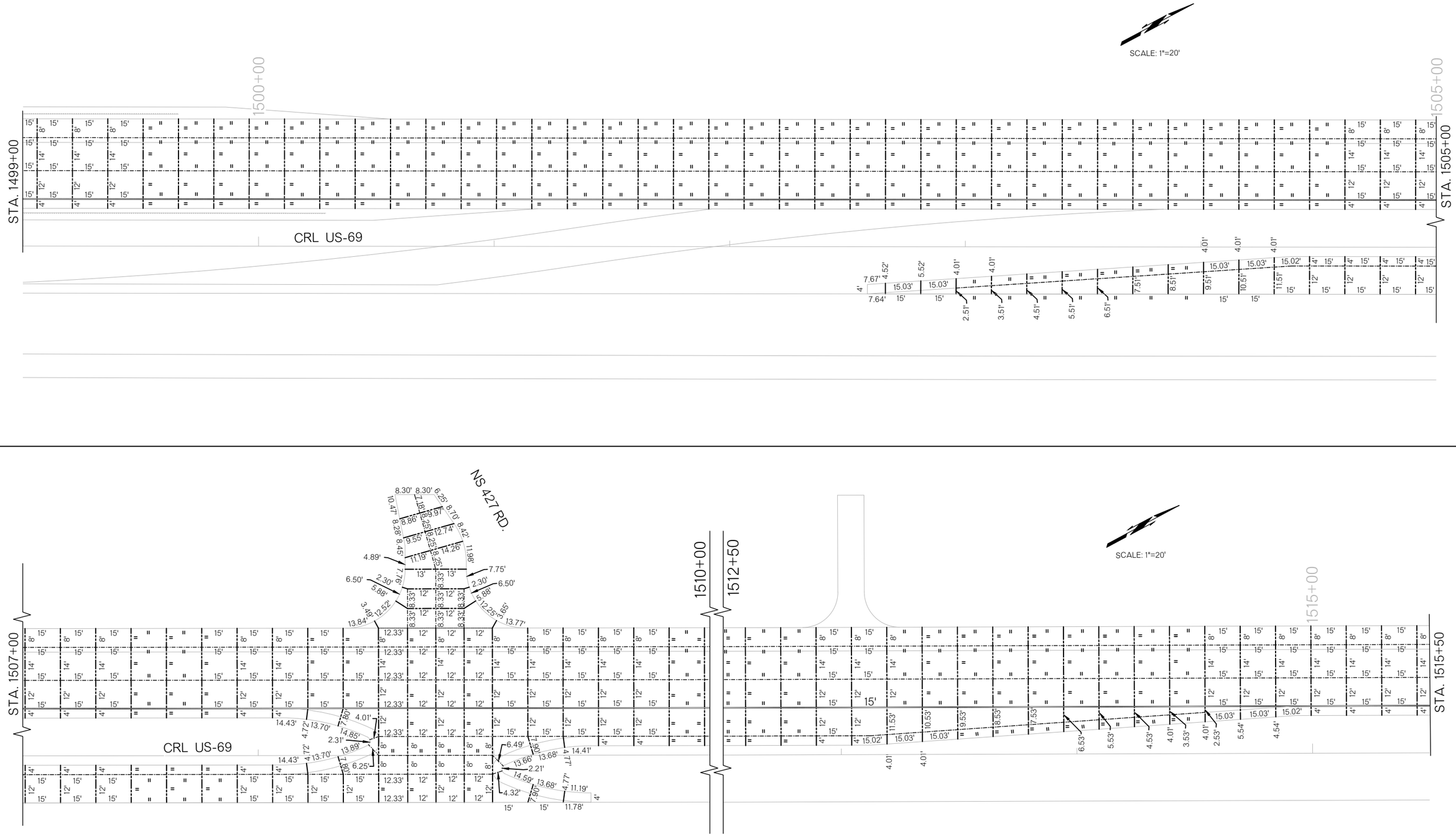
LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R108

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM



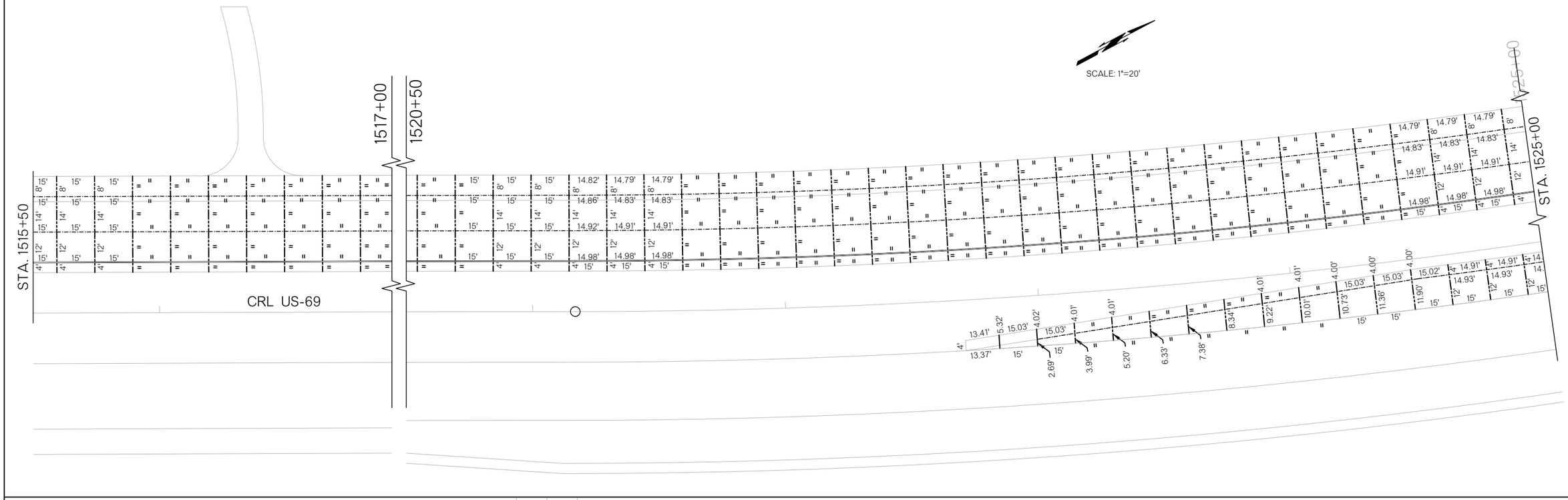
LEGEND

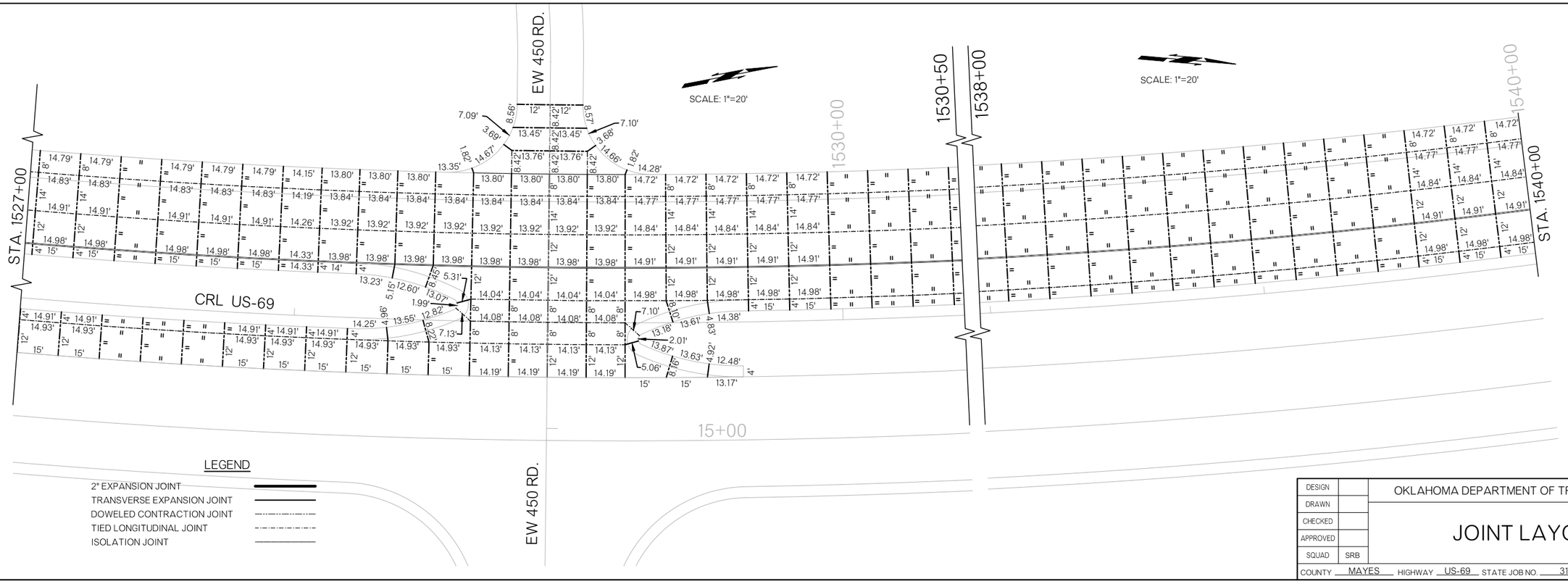
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R109

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM





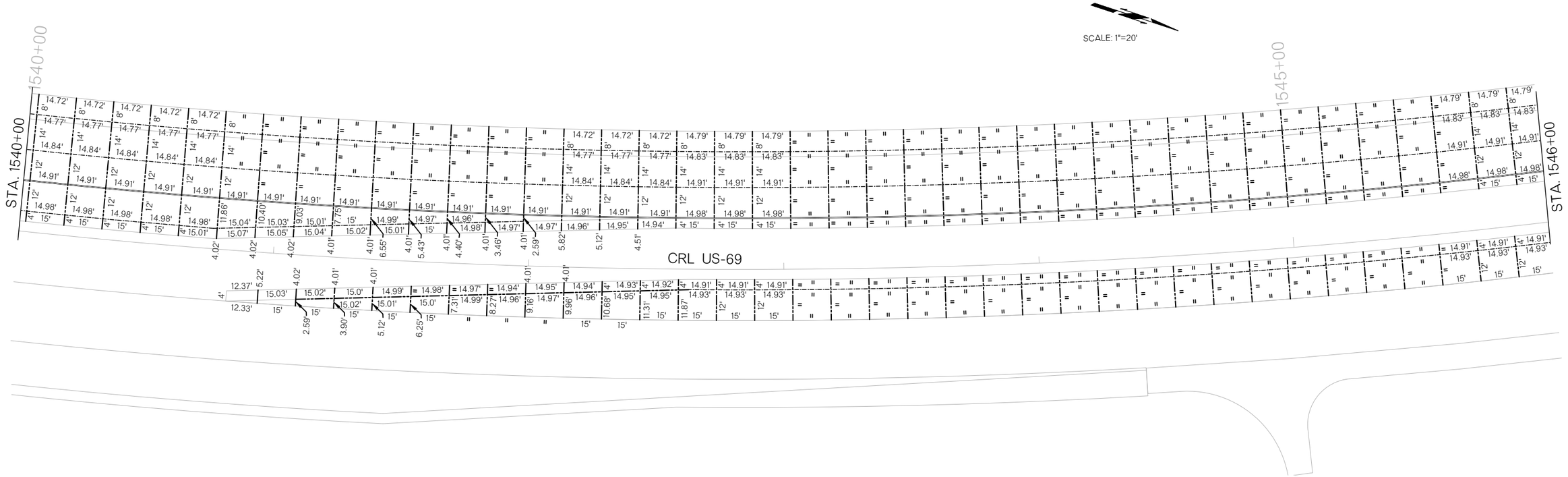
LEGEND

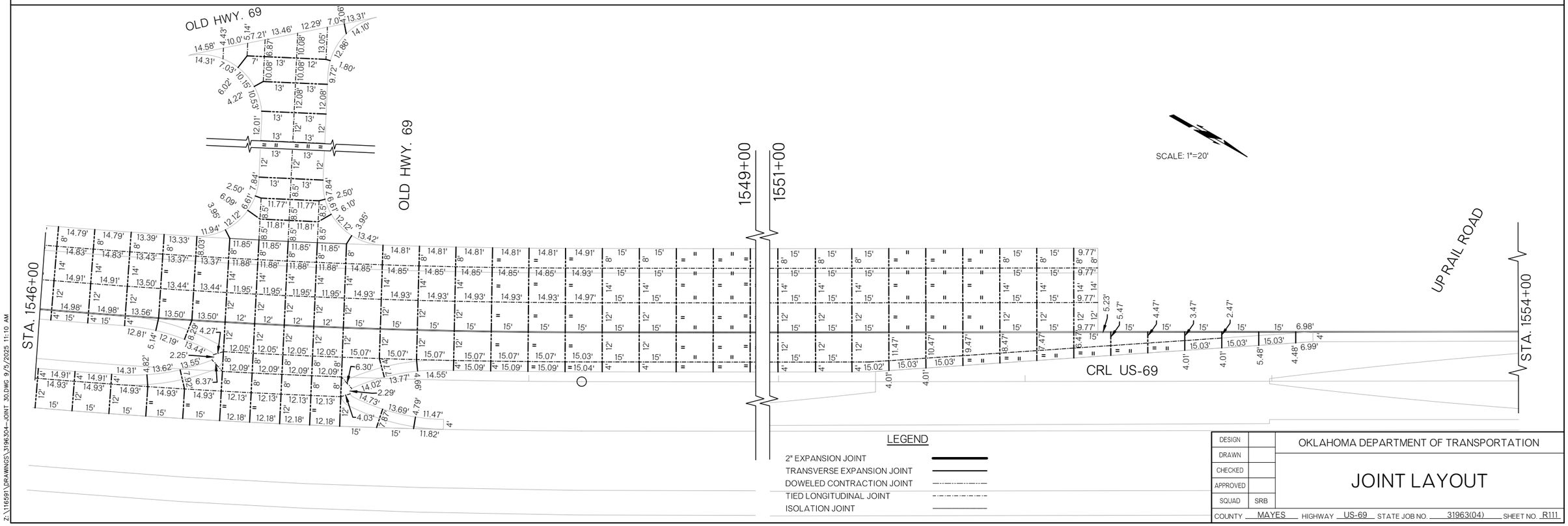
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R110

Z:\116591\DRAWINGS\319630-4_JOINT_30.DWG 9/5/2025 11:10 AM





LEGEND

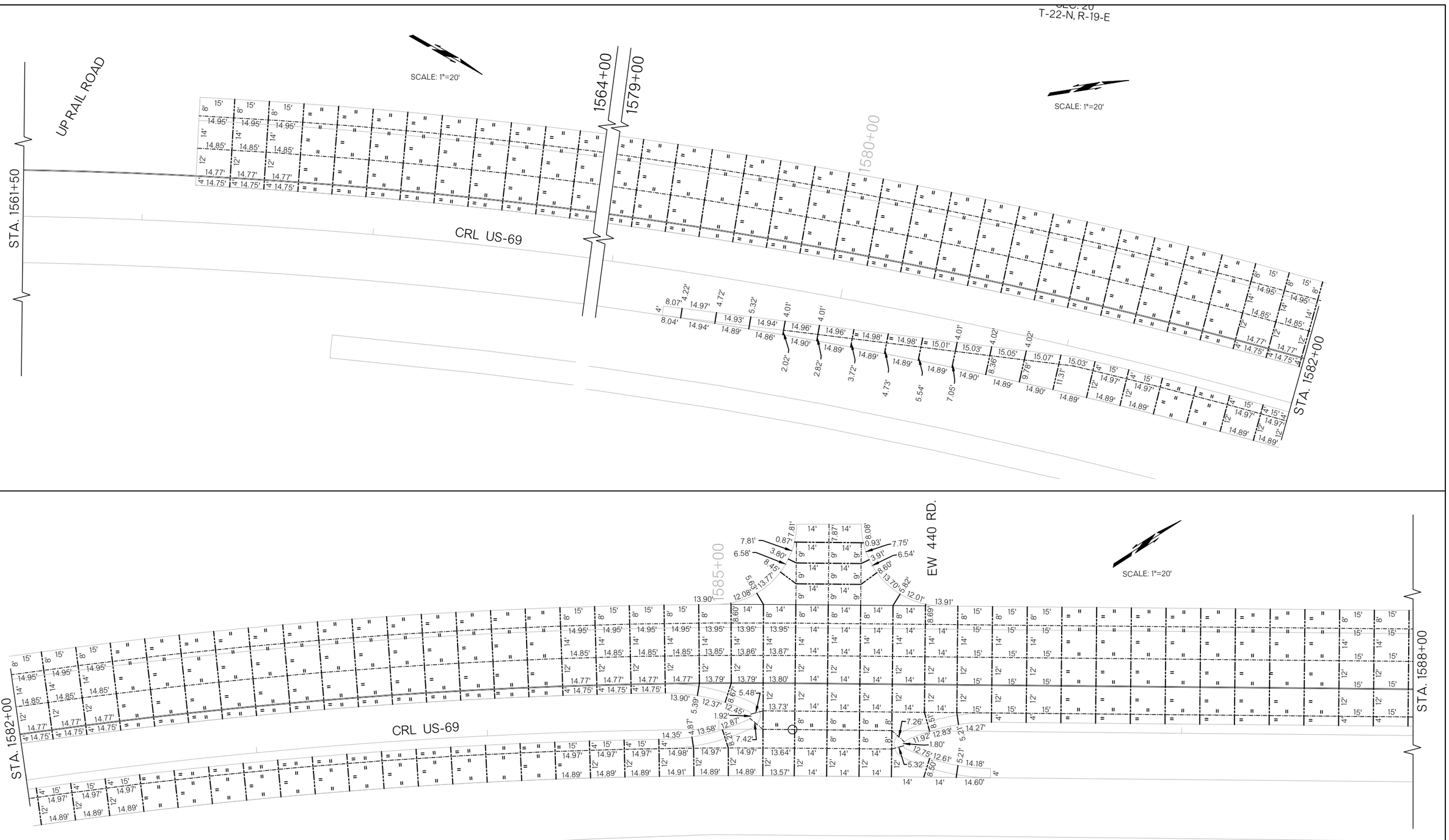
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R111

Z:\11659\DRAWINGS\31963(04)--JOINT 3D.DWG 9/5/2025 11:10 AM

SEC. 20
T-22-N, R-19-E



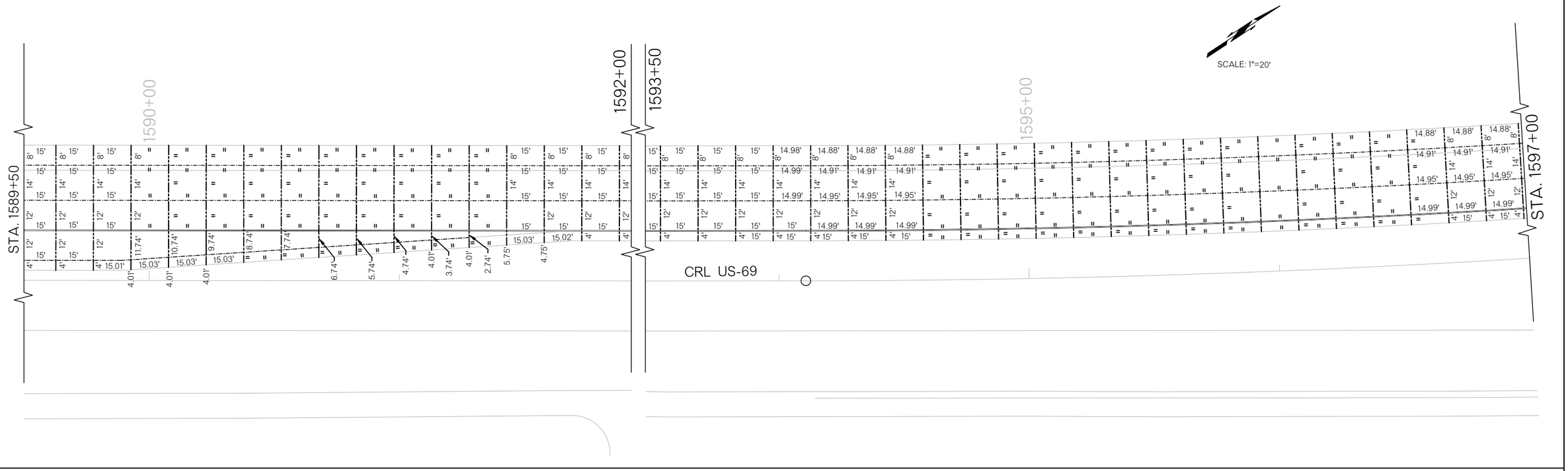
LEGEND

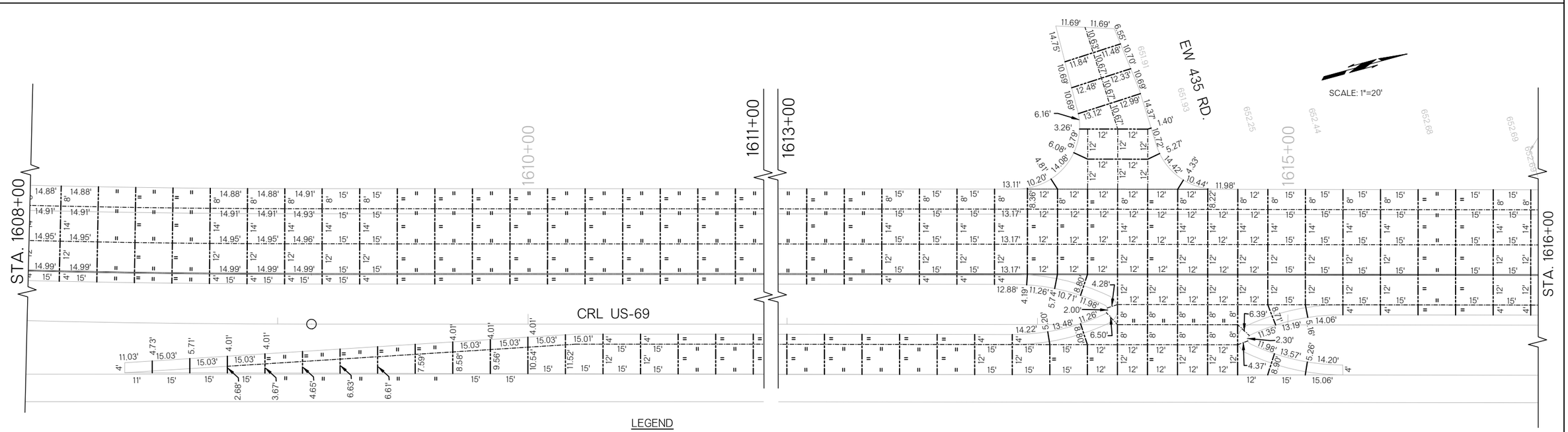
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R112

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM





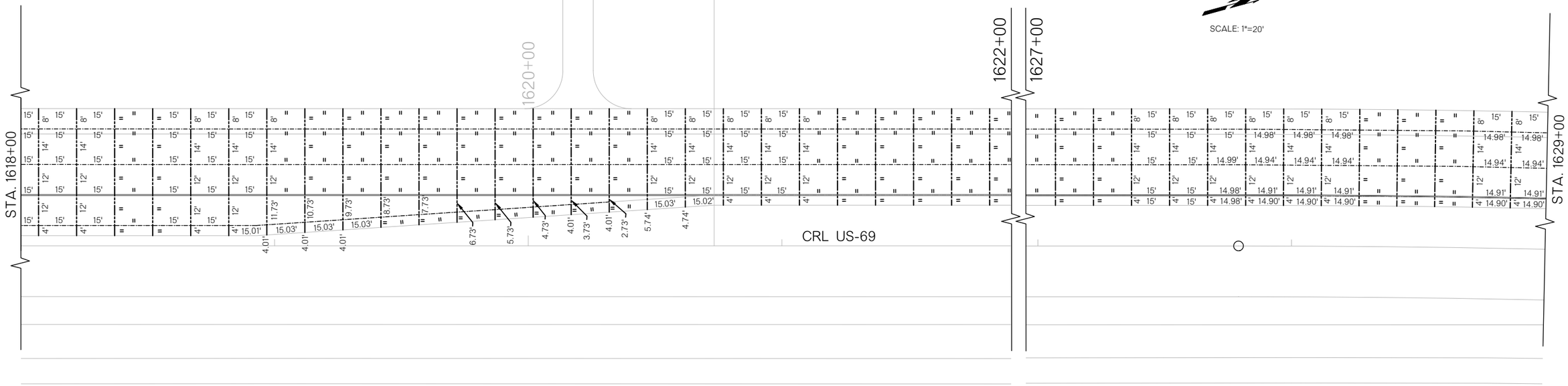
LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

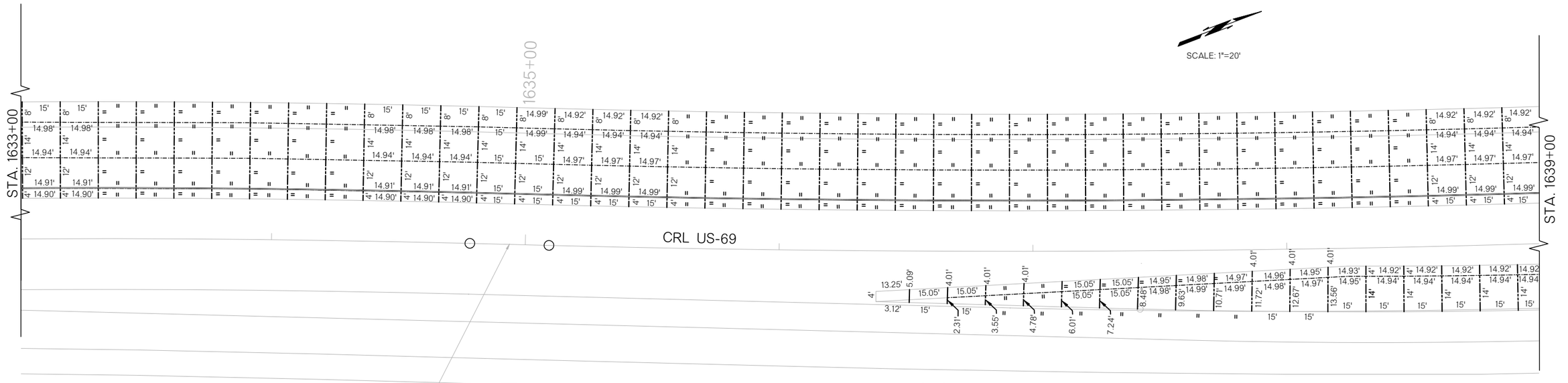
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		JOINT LAYOUT
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R113

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM



SCALE: 1"=20'



SCALE: 1"=20'

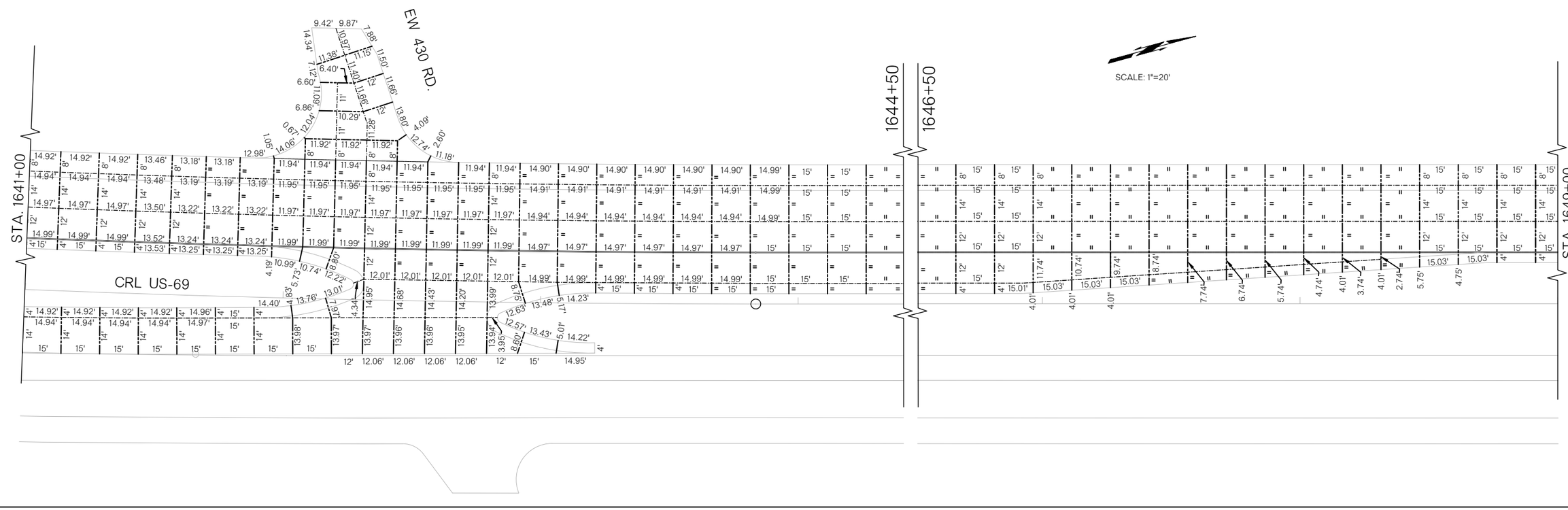
LEGEND

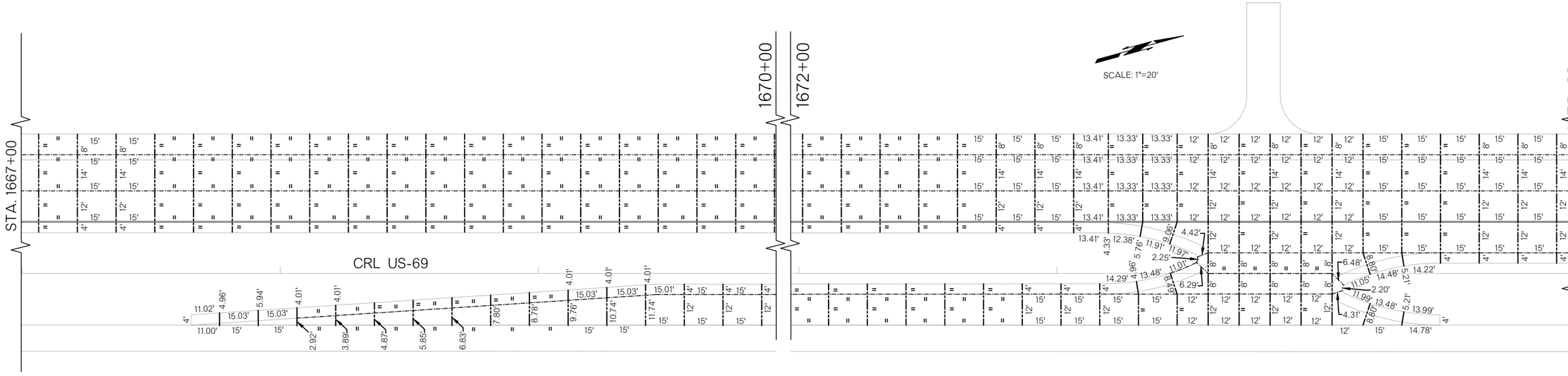
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R114

Z:\116591\DRAWINGS\319630A-JOINT 30.DWG 9/5/2025 11:10 AM





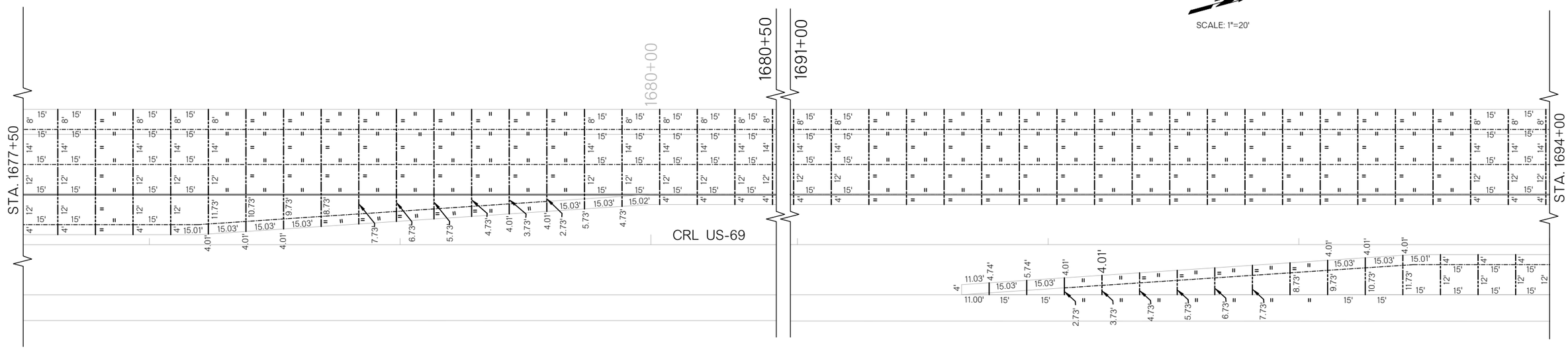
LEGEND

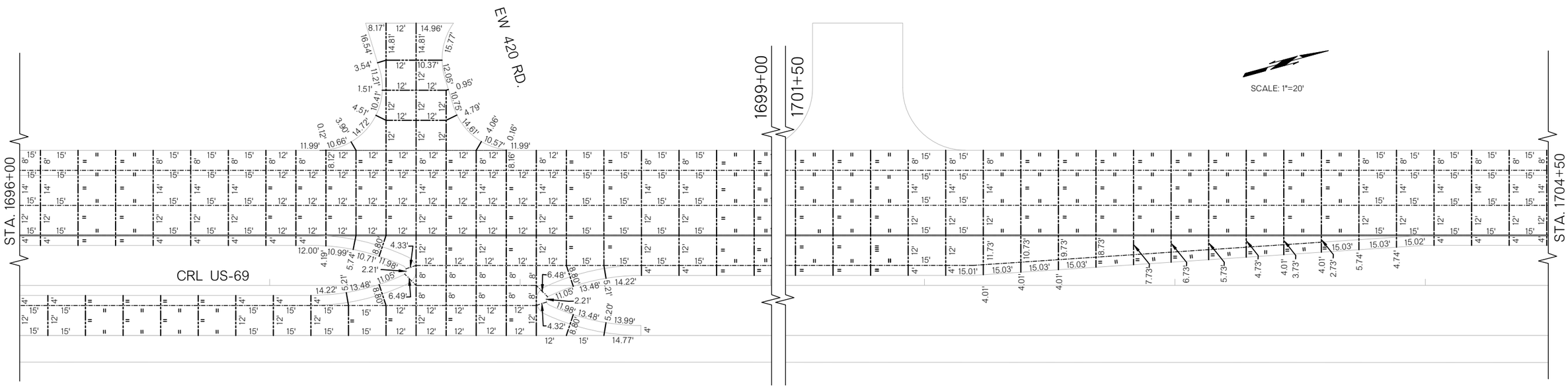
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R115

Z:\116591\DRAWINGS\319630~JOINT 30.DWG 9/5/2025 11:10 AM





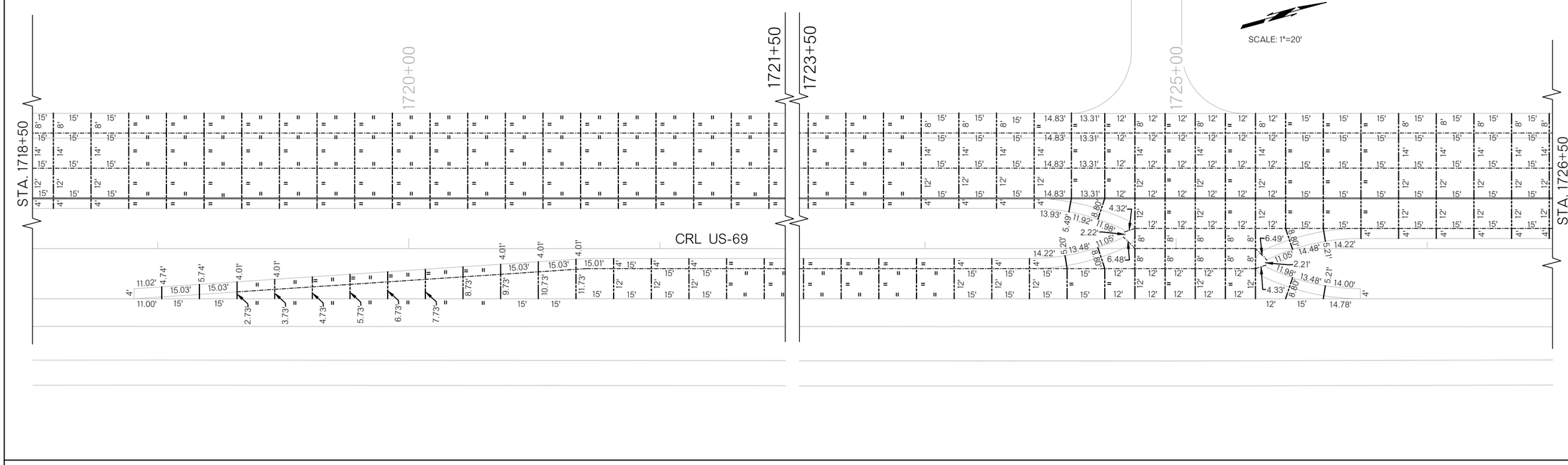
LEGEND

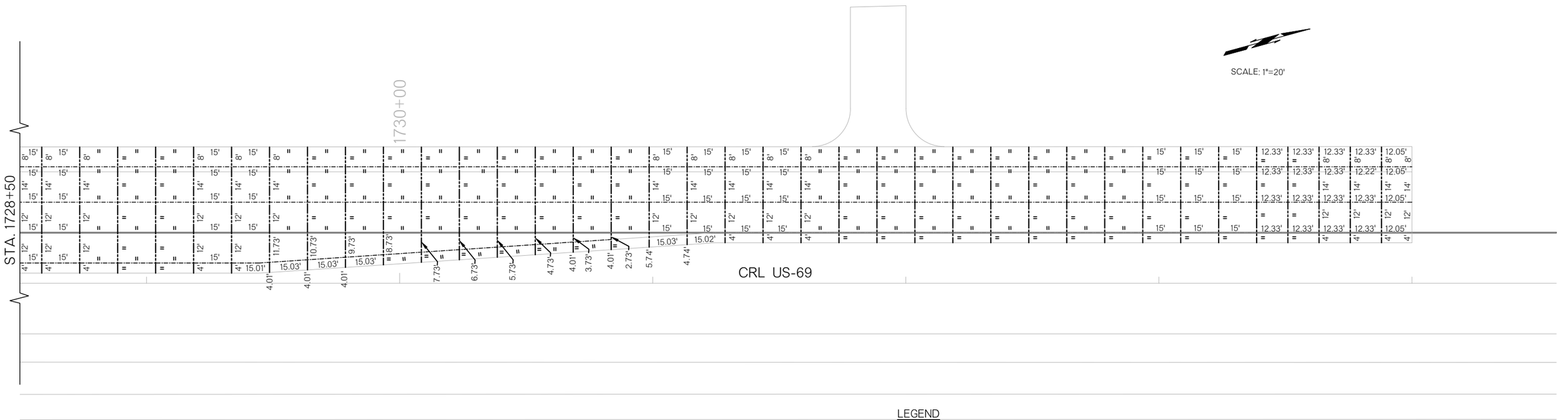
- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R116

Z:\116591\DRAWINGS\319630~JOINT 30.DWG 9/5/2025 11:10 AM





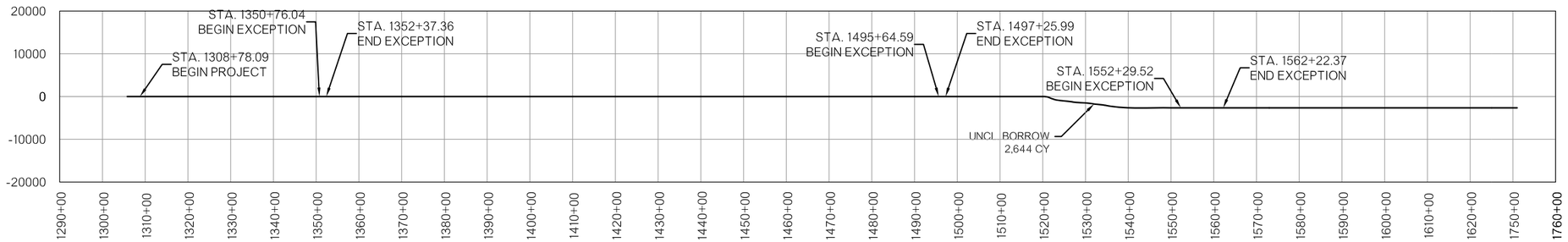
LEGEND

- 2" EXPANSION JOINT
- TRANSVERSE EXPANSION JOINT
- DOWELED CONTRACTION JOINT
- TIED LONGITUDINAL JOINT
- ISOLATION JOINT

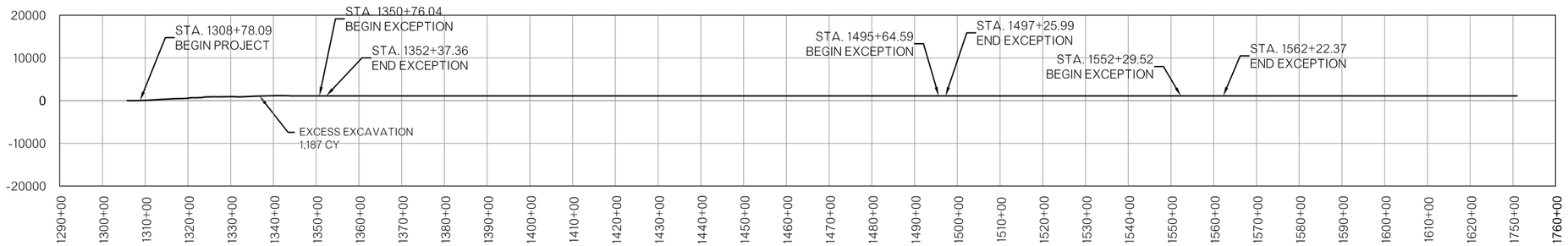
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		JOINT LAYOUT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R117

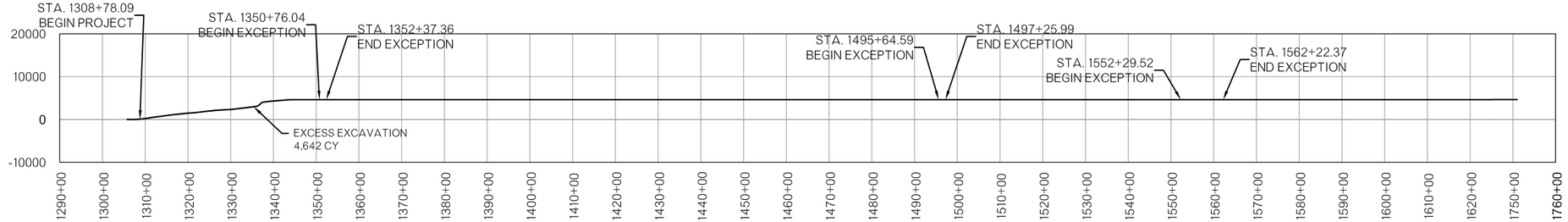
Z:\116591\DRAWINGS\319630~JOINT 30.DWG 9/5/2025 11:10 AM



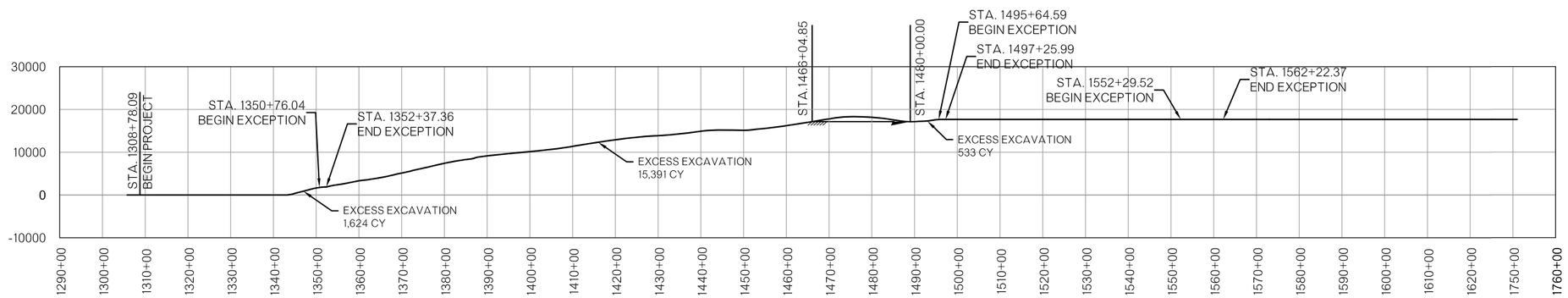
EARTHWORK ESTIMATE
US-69 PHASE 1A
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 255 CY
EMB. +15% = 2,899 CY
UNCL. BORROW = 2,644 CY



EARTHWORK ESTIMATE
US-69 PHASE 1B
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 1,966 CY
EMB. +15% = 779 CY
EXCESS EXCAV. = 1,187



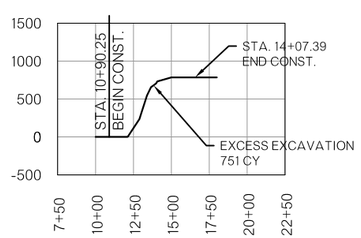
EARTHWORK ESTIMATE
US-69 PHASE 3
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 4,867 CY
EMB. +15% = 225 CY
EXCESS EXCAV. = 4,642 CY



EARTHWORK ESTIMATE
US-69 PHASE 4A
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 22,418 CY
EMB. +15% = 4,870 CY
EXCESS EXCAV. = 17,548 CY

HORIZONTAL SCALE: 1"=1,500 FT
VERTICAL SCALE: 1"= 7,500 CY

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



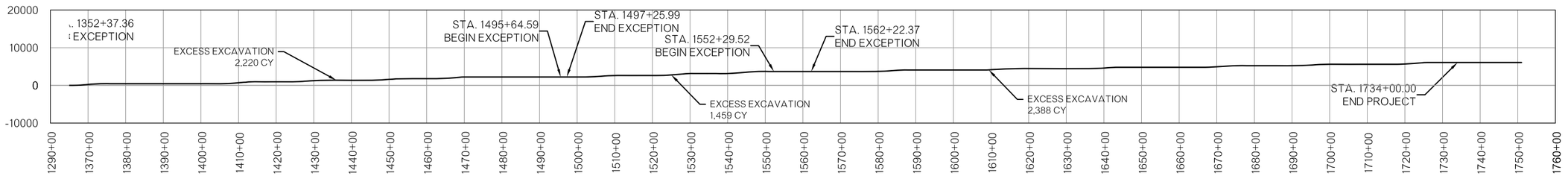
EARTHWORK ESTIMATE
W 450
STA. 10+90.25 TO 14+07.39
UNCL. EXCAV. = 754 CY
EMB. +15% = 3 CY
EXCESS EXCAV. = 751 CY

HORIZONTAL SCALE: 1"=500 FT
VERTICAL SCALE: 1"= 1,000 CY

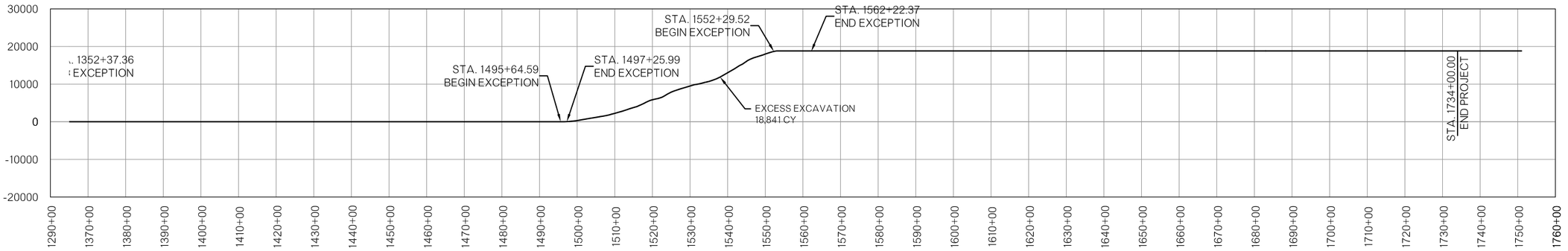
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		MASS DIAGRAMS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R118

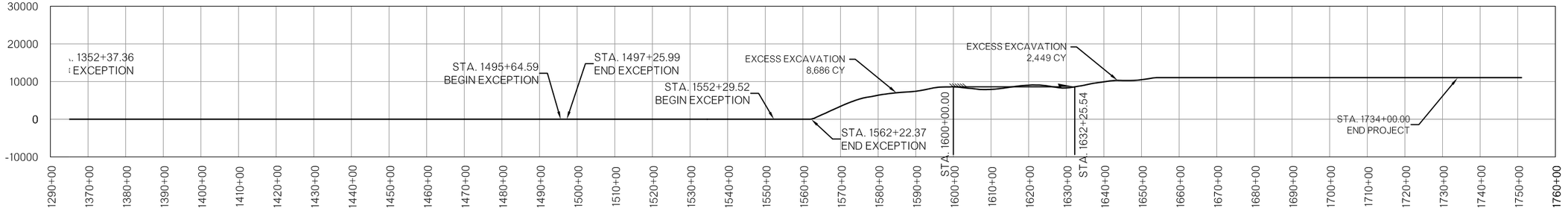
Z:\116591\DRAWINGS\31963O4-MASS DIAGRAMS.DWG 5/13/2026 4:45 PM



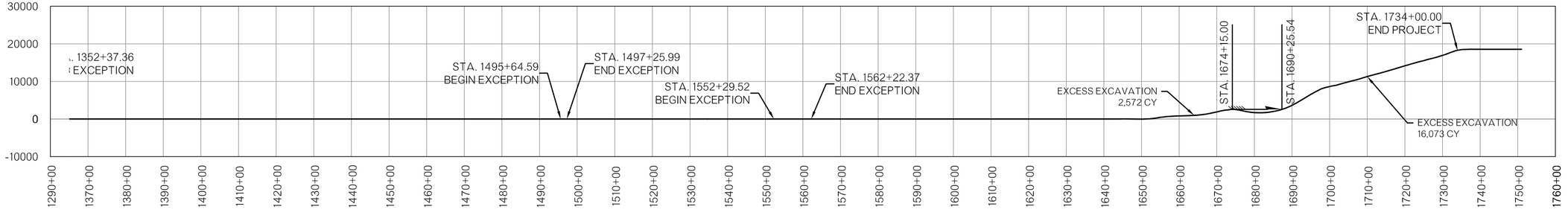
EARTHWORK ESTIMATE
US-69 PHASE 2
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 6,088 CY
EMB. +15% = 21 CY
EXCESS EXCAV. = 6,067 CY



EARTHWORK ESTIMATE
US-69 PHASE 4B
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 19,617 CY
EMB. +15% = 776 CY
EXCESS EXCAV. = 18,841 CY



EARTHWORK ESTIMATE
US-69 PHASE 4C
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 14,511 CY
EMB. +15% = 3,376 CY
EXCESS EXCAV. = 11,135 CY



EARTHWORK ESTIMATE
US-69 PHASE 4D
STA. 1308+78.09 TO 1734+00.00
UNCL. EXCAV. = 20,488 CY
EMB. +15% = 1,843 CY
EXCESS EXCAV. = 18,645 CY

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

HORIZONTAL SCALE: 1"=1,500 FT
VERTICAL SCALE: 1"= 7,500 CY

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		MASS DIAGRAMS
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R119

Z:\116591\DRAWINGS\3196304-MASS DIAGRAMS.DWG 5/13/2026 4:45 PM

PMJ INDUSTRIAL, LLC
BOOK 1406, PAGE 813

ROBERT MICHAEL BROWN

MUSHTAQ AHMED & SHAISTA AHMED

JOHN R. JACKSON

CYNTHIA D. L. WEAVER

CITY OF PRYOR

PRYOR

W. GRAHAM AVE.

E. GRAHAM AVE.

HWY 20

SEC. 7
T-21-N, R-19-E

1305+00

1305+79

STA. 1309+00

STA. 1305+50.00
BEGIN INCIDENTAL CONST.

STA. 1308+78.09
END INCIDENTAL CONST.
& BEGIN PROJECT

SCALE: 1"=20'

℄ SURVEY STA. 1305+79.00
= CRL STA. 1305+79.00
1.07' RT.

BP: 1305+79.00
℄ SURVEY 1.07' LT

BP: 1305+79.00 CRL

℄ EXIST. SURVEY

CRL US-69

N15° 16' 28.00"E

N15° 21' 17.11"E

STA.1306+24.26
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1306+33.64
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1307+77.28
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1307+93.93
CAUTION: GAS X-ING
APPROX. LOCATION

STA.1307+99.42
CAUTION: SS X-ING
APPROX. LOCATION

CONST. FLUME
W/PLATE

STA. 1307+53.36 CONST.
41' CONC. DRIVE LT.

STA. 1308+44.27 CONST.
34' CONC. DRIVE LT.

RICK & TRACY MCNAIR

LEGEND

- CONCRETE
- SIDEWALK
- TACTILE WARNING DEVICE
- PATCHING
- REMOVE

NOTE: SEE SHEETS R127 TO R138
FOR STORM SEWER DETAILS
NOT SHOWN.

BM #3–STA. 1305+49.88 ELEV. 629.137
CUT X ON SE CURB RETURN OF GRAHAM & MILL ST
67.71' RT

STA. = 1308+78.09
ELEV. = 629.04

STA. = 1308+60.87
ELEV. = 629.07
CRL FINISHED GRADE

WATER XING
APPROX LOC.

PUG XING
APPROX. LOC.

CRL EXISTING

℄ EXISTING

SAN SEWER XING
APPROX LOC.

UTILITY OWNERS	
AT&T	(918)825-2101
CITY OF PRYOR	(918) 825-2101
NE OK. ELEC CO-OP	(918) 256-6405
69 WATER DIST.	(918) 785-2950
RURAL WATER DIST. #5	(918) 785-2330

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE URBAN

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R120

Z:\116591\ORAWINGS\319630 4-PNP 20-1.DWG 9/5/2025 11:17 AM

STA. 1309+00

STA. 1315+00

1310+00

STA. 1309+12.48 CONST. 26' CONC. DRIVE LT

FOUR FEATHERS LIMITED, LLC

+42.58 PP 48.98 LT

+44.57 GM 54.51 LT

STA. 1309+57.15 CONST. 18' CONC. DRIVE LT

+67.26 67.83

+94.43 67.79

ROBERTA SMOKE

STA. 1310+12.32 CONST. 30' CONC. DRIVE LT.

FOUR FEATHERS LIMITED, LLC

+42.67 WV 57.22 LT

+48.19 LIGHT POLE 58.51 LT

STA. 1310+70.32 CONST. 36' CONC. DRIVE LT

+62.31 80.62

+04.04 PP 49.94 LT

+70.24 GM 47.10 LT

SWMB LANDCO, LLC

+90.62 81.38

+12.82 81.40

STA. 1312+22.69 CONST. 36' CONC. DRIVE LT.

+43.93 PP 49.77 LT

Sta. 1312+72.18 INLET 40.04'Rt. OF ℄ W/18" RCP STUBBED INTO RCB TG Elev. = 626.92 NW'E Elev. = 625.01 (REMOVE)

+89.83 WM 34.41 LT

+90.02 WM 39.89 LT

+91.54 PP 70.84 LT

+92.50 WM 39.47 LT

+92.75 WV 44.56 LT

+11.02 WM 43.96 LT

SEC. 7 T-21-N, R-19-E

CRL US-69 STA. 1314+20.21 108.79 LT △=52°54'45" Lt. N=487925.6921 E=2758634.9968

+96.97 PP 49.81 LT

Sta.1313+38.94 1-3'x3' RCB 1-5'x3' RCB NW'E Elev. = 622.49 SE'E Elev. = 625.01 (REMOVE)

Sta.1314+26.13 114.29 Lt. 1-5'x3' RCB 1-3'x3' RCB NE'E Elev. = 622.45 SW'E Elev. = 622.49 (REMOVE)

SCALE: 1"=20'

T&E ENTERPRISES, LLC

ALL R.P.'S #4 REBAR FLUSH

N07°08'W

PRES.R/W

concrete

asphalt

gravel

grass

TOC/TOS

1-W-Pwr.

2-W-Pwr.

3-W-Pwr.

5-W-Pwr.

TUG

STA.1310+35.73 CAUTION: WATER X-ING APPROX. LOCATION

STA.1312+92.20 CAUTION: POWER X-ING APPROX. LOCATION

STA.1312+93.20 CAUTION: WATER X-ING APPROX. LOCATION

℄ EXIST. SURVEY CRL US-69

N15° 21' 17.11"E

N15° 16' 28.00"E

N. MILL ST.

CONST. FLUME W/PLATE

BM #3

JOE A. FULMER, JR. & DAPHNE L. FULMER

STA. 1309+08.75 CONST. 36' CONC. DRIVE RT

STA. 1309+69.11 CONST. 36' CONC. DRIVE RT

STA. 1310+28.11 CONST. 24' CONC. DRIVE RT

STA. 1310+76.11 CONST. 24' CONC. DRIVE RT.

STA. 1311+35.11 CONST. 24' CONC. DRIVE RT.

MIKE HAROKOPIS ENTERPRISES & JOYCE HAROKOPIS TRUST

STA. 1312+43.86 CONST. 24' CONC. DRIVE RT.

Sta. 1312+72.18 INLET 38.70'Lt. OF ℄ W/18" RCP STUBBED INTO RCB TG Elev. = 626.92 SE'E Elev. = 624.39 (REMOVE)

STA. 1313+16.87 CONST. 26' STREET RETURN RT.

NE 1st STREET

Sta. 1313+36.25 INLET 51.79' Rt. OF ℄ TG Elev. = 627.62 NW'E Elev. = 625.01 E'E Elev. = 624.77 (REMOVE)

Sta.1313+38.94 1-3'x3'x198' LG RCB XING NW'E Elev. = 622.49 SE'E Elev. = 625.01 (REMOVE)

JARED GATES

STA. 1314+59.60 CONST. 30' CONC. DRIVE RT.

LEGEND

CONCRETE

SIDEWALK

TACTILE WARNING DEVICE

PATCHING

REMOVE

BM #3~STA. 1305+49.88 ELEV. 629.137
CUT X ON SE CURB RETURN OF GRAHAM & MILL ST 67.71'RT

BM #4~STA. 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

200.00 ' VC
K = 559.61
V = 45 mi/h

VPC STA. 1312+37.65
VPC ELEV. = 628.53

VPT STA. 1314+37.65
VPT ELEV. = 628.61

VPI STA. 1313+37.65
VPI ELEV. =628.39

WATER XING APPROX LOC.

℄ EXISTING

CRL EXISTING

-0.14%

CRL FINSHED GRADE

630

625

620

℄ EG=629.01 CRL FG=629.01

℄ EG=628.82 CRL FG=628.87

℄ EG=628.93 CRL FG=628.73

℄ EG=628.77 CRL FG=628.59

℄ EG=628.73 CRL FG=628.46

℄ EG=628.89 CRL FG=628.54

℄ EG=629.95 CRL FG=628.74

1309+00 1310+00 1311 1312 1313 1314 1315+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE URBAN
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R121

Z:\16591\DRAWINGS\31963O4-PNP 20-1.DWG 9/5/2025 11:17 AM

SCALE: 1"=20'

STA. 1315+00

STA. 1321+00

KAH III, LLC

UNION PACIFIC RAILROAD

SEC 7
T-21-N, R-19-E

EDDIE R. & SHERYL F. PETERS

P&D CONSTRUCTION

BRENT & JANEE STAYLOR

MELVA JEAN TAYLOR TRUST

POSTAL PROPERTIES, LLC

NE 2nd STREET

CRL US-69 N15° 16' 28.00"E
℄ EXIST. SURVEY N15° 21' 17.11"E

STA. 1316+22.24 CONST. 30' CONC. DRIVE LT.

STA. 1317+63.02 CONST. 36' CONC. DRIVE LT.

STA. 1319+58.58 CONST. 36' CONC. DRIVE LT.

STA. 1320+36.26 CONST. 25' CONC. DRIVE LT.

STA. 1315+70.87 CONST. 30' CONC. DRIVE RT.

STA. 1316+10.96 CONST. 24' CONC. DRIVE RT.

STA. 1317+21.00 CONST. 30' CONC. DRIVE RT.

STA. 1317+86.10 CONST. 30' CONC. DRIVE RT.

STA. 1318+66.08 CONST. 30' CONC. DRIVE RT.

STA. 1320+35.83 CONST. 35' STREET RETURN RT.

STA.1318+36.83
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1320+12.27
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1320+25.55
CAUTION: WATER X-ING
APPROX. LOCATION

TOC/TOS

LEGEND

CONCRETE	PATCHING
SIDEWALK	REMOVE
TACTILE WARNING DEVICE	

BM #4–STA. 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

BM #5–STA. 1320+15.53 ELEV. 629.737
CUT X ON TOP OF CURB RETURN AT NE 2ND & MILL ST. 50.10' RT

200.00 ' VC
K = 1434.75
V = 45 mi/h

VPC STA. 1319+28.07
VPC ELEV. = 629.66

VPI STA. 1320+28.07
VPI ELEV. = 629.88

0.22%

℄ EXISTING

CRL EXISTING

CRL FINISHED GRADE

WATER XING APPROX LOC.

Sta. 1315+54.68 INLET
158.26' Lt. OF CL
SE ℄ Elev. = 625.65
(LEAVE)

Sta. 1315+90.13 M.H.
93.72' Lt. OF ℄ 6" PVC
TG ELEV. = 628.51
SE ℄ Elev. 12" PVC = 624.68
SW ℄ Elev. 6" PVC = 624.73
(LEAVE)

Sta. 1315+93.11 INLET
38.67' Lt. OF CL
NW ℄ Elev. = 623.28 12" PVC
NE ℄ Elev. = 623.30 5x3 RCB
SW ℄ Elev. = 623.30 5x3 RCB
(CAP)

Sta.1316+22.34 44.50' Lt.
1-18"x31' LG CGMP
NE ℄ Elev. = 627.64
SW ℄ Elev. = 627.37
(REMOVE)

Sta. 1317+96.48 INLET
39.05' Lt. OF ℄
TG=627.83
NE ℄ Elev. = 624.23 5x3 RCB
SW ℄ Elev. = 624.20 5x3 RCB
(CAP)

Sta. 1318+96.67 INLET
39.06' Lt. OF ℄
TG=628.19
NE ℄ Elev. = 624.54 5x3 RCB
SW ℄ Elev. = 624.51 5x3 RCB
(CAP)

Sta. 1319+97.03 INLET
38.95' Lt. xing cl
NW ℄ Elev. = 624.99 5x3 RCB
SW ℄ Elev. = 625.00
S ℄ Elev. =FILLED W/CONCRETE
(CAP)

Sta. 1320+16.98 INLET
52.76' Rt. of ℄
NW ℄ Elev. = 626.38
(REMOVE)

Sta. 1320+17.59 46.86' Rt.
3'x2' RCB & XING
CONCRETED IN
(REMOVE)

Sta. 1320+37.95 37.90' Lt.
5'x2'x37.90' LG RCB SD
N ℄ Elev. = 625.95
S ℄ Elev. = 625.83
(LEAVE)

Sta. 1320+55.89 INLET
91.68' Rt. OF ℄ 5'x2' RCB
TG Elev. = 629.09
W ℄ Elev. = 626.65
(REMOVE)

Sta. 1320+56.44
1-5'x2' RCB XING
(LEAVE)

Sta. 1320+70.60 37.30' Lt.
1-18'x23.00' LG RCP
N ℄ Elev. = 626.35
S ℄ Elev. = 625.95
(REMOVE)

Sta. 1320+83.12 INLET
38.58' Lt. OF CL
NE ℄ Elev. = 626.45
SW ℄ Elev. = 626.35
(REMOVE)

CRL FG=628.74
℄ EG=628.05
CRL FG=628.95
℄ EG=629.06
CRL FG=629.17
℄ EG=629.22
CRL FG=629.74
℄ EG=629.85
CRL FG=630.00
℄ EG=629.95
CRL FG=630.83
℄ EG=630.07
CRL FG=630.13

1315+00 1316 1317 1318 1319 1320+00 1321+00

635 630 625

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE URBAN

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R122

Z:\116591\DRAWINGS\31963(04)-PNP 20-1.DWG 9/5/2025 11:17 AM

SCALE: 1"=20'

BROWN & BROWN PROPERTY, LLC

SEC 7
T-21-N, R-19-E

EDDIE R. &
SHERYL F. PETERS

BRETT L. &
CHRISTIE M. KING

NELIA D. COWAN

JOHNNIE
LEE FRAILEY

PHYLLIS ANN BAKER &
WALLACE JOHN BAKER

STA. 1321+00

STA. 1327+00

1325+00

STA. 1322+08.19 CONST.
36' CONC. DRIVE LT.

STA. 1322+56.42 CONST.
24' CONC. DRIVE LT.

STA. 1324+24.90 CONST.
28' CONC. DRIVE LT.
(ADJUST TO GRADE)

STA. 1325+52.29 CONST.
26' CONC. DRIVE LT.

STA. 1326+74.56 CONST.
34' CONC. DRIVE LT.

STA. 1322+15.30 CONST.
30' CONC. DRIVE RT.

STA. 1323+90.10 CONST.
24' STREET RETURN RT.

Sta. 1322+14.41 38.63' Lt.
1-18"x260' LG RCP
NE ft. Elev. = 626.97
SW ft. Elev. = 626.45
(REMOVE)

Sta. 1323+45.61 INLET
38.53' LT. OF CL
TG = 629.52
18" RCP Elev. = 626.97
(REMOVE)

Sta. 1325+52.56 45.67' Lt.
18"x29' LG CGMP
NE ft. Elev. = 628.78
SW ft. Elev. = 629.10
(REMOVE)

Sta. 1326+74.59 46.53' Lt.
28"x152"x40' LG CGMPA
NE ft. Elev. = 627.66
SW ft. Elev. = 627.66
(REMOVE)

STA.1323+48.28
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1323+59.00
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1324+04.68
CAUTION: GAS X-ING
APPROX. LOCATION

CRL US-69
℄ EXIST. SURVEY
N15° 16' 28.00"E
N15° 21' 17.11"E

PC: 1325+29.55
PC: 1325+26.39

BM #6~STA. 1323+71.60 ELEV. 631.218
CUT X ON TOP OF CURB RETURN AT NE 3RD & MILL ST.
66.57' RT

BM #7~STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE
CORNER OF 5TH & MILL ST. 70.69' RT

200.00' VC
K = 1434.75
V = 45 mi/h
VPT STA. 1321+28.07
VPT ELEV. = 630.23

0.35%

CRL EXISTING
℄ EXISTING
CRL FINSHED GRADE

TUG XING
APPROX LOC.

VPC STA. 1323+92.01
VPC ELEV. = 631.17

GAS XING
APPROX LOC.

VPI STA. 1324+92.01
VPI ELEV. =631.52

200.00' VC
K = 456.52
V = 45 mi/h

VPT STA. 1325+92.01
VPT ELEV. = 631.44

℄ EG=630.07
CRL FG=630.13
℄ EG=630.47
CRL FG=630.49
℄ EG=631.00
CRL FG=630.84
℄ EG=631.28
CRL FG=631.19
℄ EG=631.50
CRL FG=631.42
℄ EG=631.47
CRL FG=631.43
℄ EG=631.36
CRL FG=631.35

635
630
625

1321+00
1322
1323
1324
1325+00
1326
1327+00

LEGEND

CONCRETE
SIDEWALK
TACTILE WARNING DEVICE
PATCHING
REMOVE

CURVE DATA
CURVE 1
℄ EXIST. SURVEY
P.I.STA 1327+01.61
Δ=7°00'00.29" LT
R=2864.79'
D=2°00'00.00"
T=175.22'
L=350.00'
C=349.79'
E=5.35

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE URBAN

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R123

Z:\16591\DRAWINGS\31963O4-PNP 20-1.DWG 9/5/2025 11:17 AM

SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

CURVE DATA
CURVE #9
CRL US-69
PI STA 1327+04.40
Δ=6°59'06.70" LT
R=2864.79'
D=2°00'00.00"
T=174.85'
L=349.26'
C=349.04'
E=5.33
S=NO SUPER
emax=SUEL2-4-1
V=45 MPH

LEGEND
CONCRETE
SIDEWALK
TACTILE WARNING DEVICE
PATCHING
REMOVE

STA. 1327+79.19 CONST. 27' CONC. DRIVE LT.
Sta. 1327+79.49 52.00' Lt. 28"x57"x41' LG CMPA NE ft. Elev. = 626.88 SW ft. Elev. = 627.42 (REMOVE)

STA. 1327+68.43 CONST. 30' CONC. DRIVE RT.

STA. 1328+79.48 CONST. 36' CONC. DRIVE RT.

STA. 1329+99.14 CONST. 29' STREET RETURN LT.

STA. 1330+23.31 CONST. 24' STREET RETURN RT.

STA. 1331+12.75 142.54' Rt. 12'x17' LG. RCP NE ft. Elev. = 629.32 SW ft. Elev. = 629.54 (LEAVE)

STA. 1331+36.90 139.65' Rt. 10'x20' LG METAL NE ft. Elev. = 629.60 SW ft. Elev. = 629.59 (LEAVE)

STA. 1332+23.17 CONST. 24' CONC. DRIVE RT.

STA. 1332+49.39 152.87' Rt. 10'x41' LG STEEL PIPE NE ft. Elev. = 629.60 SW ft. Elev. = 629.50 (LEAVE)

STA. 1332+53.50 122.21' Rt. 1-12'x20' LG COMP NE ft. Elev. = 630.04 SW ft. Elev. = 630.02 (LEAVE)

Sta. 1330+04.20 59.17' Lt. 24"x59' LG RCP NE ft. Elev. = 625.35 SW ft. Elev. = 626.43 (REMOVE)

Sta. 1330+23.61 57.50' Rt. 30"x36' LG RCP NW ft. Elev. = 625.52 SE ft. Elev. = 626.52 (LEAVE)

Sta. 1330+24.06 62.71' Rt. 30"x35' LG RCP NW ft. Elev. = 625.55 SE ft. Elev. = 626.64 (LEAVE)

Sta. 1330+45.33 6'x3'x121' RCB XING E ft. Elev. = 624.72 W ft. Elev. = 625.66 (LEAVE)

STA. 1327+00 — STA. 1333+00

PT: 1328+78.81
PT: 1328+76.40
C9
C1

STA.1329+78.89
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1330+32.38
CAUTION: POWER X-ING
APPROX. LOCATION

CRL US-69 N8° 17' 21.30"E
℄ EXIST. SURVEY

PC: 1332+53.62

RANDY MELTON & CONNIE MELTON, DREW STOTT & SHERRY STOTT

SAFENET SERVICES, INC.

NE 5th STREET

NORTHSTAR CHURCH, INC

DANCINGBEAR INVESTMENTS, LLC

BM #7

ALL R.P.'S #4 REBAR FLUSH

TOC/TOS

PRES.R/W

1-W-Pwr.

6'x2' RCB

BM #7~STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE CORNER OF 5TH & MILL ST. 70.69' RT

BM #8~STA. 1334+84.77 ELEV. 631.222
CUT X ON SW CORNER OF CONCRETE APRON AT SE CORNER OF ADAIR AND MILL ST. 70.69' RT

200.00 ' VC
K = 576.05
V = 45 mi/h

VPC STA. 1329+02.60
VPC ELEV = 631.18

VPT STA. 1331+02.60
VPT ELEV = 631.36

-0.08%
0.26%

WATER XING APPROX LOC.
CRL FINISHED GRADE
℄ EXISTING
CRL EXISTING

VPI STA. 1330+02.60
VPI ELEV =631.10

ELEV. = 627.15
ELEV. = 626.65
ELEV. = 626.52

℄ EG=631.36 CRL FG=631.35
℄ EG=631.15 CRL FG=631.26
℄ EG=631.01 CRL FG=631.18
℄ EG=631.07 CRL FG=631.18
℄ EG=631.29 CRL FG=631.35
℄ EG=631.54 CRL FG=631.62
℄ EG=631.83 CRL FG=631.88

635
630
625

1327+00 1328 1329 1330+00 1331 1332 1333+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE URBAN
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R124

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LEGEND

CONCRETE
SIDEWALK
TACTILE WARNING DEVICE
PATCHING
REMOVE

CURVE DATA
CURVE #2
℄ EXIST. SURVEY
PI STA 1336+31.15
Δ=7°07'53.68" RT
R=2864.79'
D=2°00'00.00"
T=178.52'
L=356.58'
C=356.35'
E=5.56

SEC. 7
T-21-N, R-19-E

Sta. 1336+92.67 73.50' Lt.
57"x38"x67' LG CGMPA
NE Fl. Elev. = 625.30'
SW Fl. Elev. = 625.69'
(REMOVE)

Sta. 1336+92.20 64.89' Lt.
57"x38"x74' LG CGMPA
NE Fl. Elev. = 623.20'
SW Fl. Elev. = 623.34'
(REMOVE)

REMOVE STREET RETURN

CURVE DATA
CURVE #10
CRL US-69
PI STA 1334+70.48
Δ=7°07'54.00" RT
R=3480.00'
D=1°38'47.15"
T=216.86'
L=433.16'
C=432.88'
E=6.75
S=2.8%
emax=8%
V=45 MPH

SCALE: 1"=20'

ALL R.P.'S #4 REBAR FLUSH

PRES R/W & RR. R/W
grass
1335+00
N28°08'W 78.88
S65°08'W 67.15
30
20.12
32.84
+67
-50.00
I-W-Pwr.
PC: 1334+32.63
asphalt
℄ EXIST. SURVEY
C 2
CRL US 69
C 10
C 9
C1
PT: 1336+86.78
concrete
TOC/TOS
58.05'
7.50'
PT 1338+69.21
N15° 25' 15.30"E
STA. 1333+00
STA. 1339+00
42.60'
N62°-42'W
35'

conc
gutter
+10 50.48
+12 50.57
+61 50.53
+63 50.62
+14 50.71
+75 50.36
+66.64 73.39
+66.90 73.87
+21 59.64
+22.21 59.98
+25.44 84.42
BM #8
PRES. R/W
PRES.R/W
TUG
W
G
X
℄
73
74
75
76
77
POPS MAGIC, LLC
gravel
concrete
asphalt
STA. 1333+03.46 CONST. 24' CONC. DRIVE RT.
STA. 1334+52.63 CONST. 37' STREET RETURN RT.
STA. 1335+74.83 CONST. 30' CONC. DRIVE RT.
+79.80 TELE. MH / 59.72 RT
STA. 1337+11.46 CONST. 26' CONC. DRIVE RT.
+19.99 WV / 57.78 RT
+22.58 SS MH / 59.09 RT
+23.12 GV / 59.83 RT
+25.92 GM / 60.12 RT
+26.63 WM / 74.24 RT
STA. 1337+53.25 CONST. 20' CONC. DRIVE RT.
STA. 1338+78.28 CONST. 18' CONC. DRIVE RT.
N ADAIR ST
1
6
7

BM #8~STA. 1334+84.77 ELEV. 631.222
CUT X ON SW CORNER OF CONCRETE APRON AT SE CORNER OF ADAIR AND MILL ST. 70.69' RT

BM #9~STA. 1341+85.41 ELEV. 637.064
CUT X ON TOP OF WEST CONC BASE OF ORSCHELN FARM & HOME SIGN POST. 93.81' RT

635
630
625
℄ EXISTING
CRL FINSHED GRADE
CRL EXISTING
VPI STA. 1336+86.78
VPI ELEV. =632.90
VPC STA. 1334+36.78
VPC ELEV. = 632.24
500.00' VC
K = 917.34
V = 45 mi/h
℄ EG=631.93
CRL FG=631.88
℄ EG=632.27
CRL FG=632.14
℄ EG=632.67
CRL FG=632.39
℄ EG=632.87
CRL FG=632.53
℄ EG=632.83
CRL FG=632.56
℄ EG=632.47
CRL FG=632.48
℄ EG=632.97
CRL FG=632.29
1333+00
1334
1335+00
1336
1337
1338
1339+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE URBAN
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R125

Z:\11659\ORAWINGS\31963O4-PNP 20-1.DWG 9/5/2025 11:17 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

STA. 1339+00

STA. 1345+00

1340+00

TOC/TOS

PRES R/W & RR. R/W

grass

asphalt

concrete

gravel

1-W-Pwr.

PRES.R/W

BP: 1340+29.42
CRL 7.00 LT

PI: 1340+29.42

PI: 1344+13.06

N15° 26' 10.47"E

N15° 25' 15.30"E

N17° 21' 46.05"E

℄ EXIST. SURVEY

PGL LT

CRL US-69

STUB 105 LF OF
NON-PERFORATED
EDGE DRAIN TO CET

78

79

BM #9

MARY CAROL HOFFMAN

STA. 1341+46.90 CONST.
30' CONC. DRIVE RT.

STA. 1343+59.66 CONST.
36' CONC. DRIVE RT.

+25.98 FH 76.51 RT
+29.83 WV 71.96 RT
+31.05 WV 61.83 RT

+60.36 SW MH 75.58 RT
+62.00 TELE MH 70.62 RT

+35.14 WM 143.44 RT
+33.38 RT

LEGEND

CONCRETE	PATCHING
SIDEWALK	REMOVE
TACTILE WARNING DEVICE	

BM #9~STA. 1341+85.41 ELEV. 637.064
CUT X ON TOP OF WEST CONC BASE OF -
ORSCHELIN FARM & HOME SIGN POST. 93.31' RT

BM #10~STA. 1352+21.98 ELEV. 630.134
CUT X ON NE CORNER OF NORTHBOUND BRIDGE
53.17' RT

CRL FINSHED GRADE

-0.28%

-0.26%

CRL EXISTING

℄ EXISTING

STA.=1340+29.42
ELEV. = 631.94

STA.=1340+29.42
ELEV. = 631.66

PGL FINISHED GRADE

VPT STA. 1339+36.78
VPT ELEV. = 632.20

500.00' VC
K = 917.34
V = 45 mi/h

℄ EG=631.97
CRL FG=632.29

℄ EG=631.56
CRL FG=632.02

℄ EG=631.29
PGL FG=631.48

℄ EG=631.18
PGL FG=631.22

℄ EG=631.02
PGL FG=630.96

℄ EG=630.35
PGL FG=630.70

℄ EG=629.95
PGL FG=630.45

635
630
625

1339+00
1340+00
1341
1342
1343
1344
1345+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE URBAN
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R126

Z:\16591\DRAWINGS\319630 4-PNP 20-1.DWG 9/5/2025 11:17 AM

PMJ INDUSTRIAL, LLC
BOOK 1406, PAGE 813

ROBERT MICHAEL BROWN

JOHN R. JACKSON

CYNTHIA D. L. WEAVER

CITY OF PRYOR

MUSHTAQ AHMED & SHAISTA AHMED

RICK & TRACY MCNAIR

SEC. 7
T-21-N, R-19-E

W. GRAHAM AVE.

E. GRAHAM AVE.

HWY 20

PRYOR

PRES.R/W

NS 431.5 ℓ

NW 69.5°

1305+00

1305+79

SCALE: 1"=20'

℄ SURVEY STA. 1305+79.00
= CRL STA. 1305+79.00
1.07' RT.

BP: 1305+79.00
℄ SURVEY 1.07' LT

BP: 1305+79.00 CRL

℄ EXIST. SURVEY

CRL US-69

N15° 21' 17.11"E

N15° 16' 28.00"E

CONST. FLUME W/PLATE

STA.1306+24.26
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1306+33.64
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1307+77.28
CAUTION: POWER X-ING
APPROX. LOCATION

STA. 1307+53.36 CONST.
41' CONC. DRIVE LT.

STA. 1308+44.27 CONST.
34' CONC. DRIVE LT.

STA.1307+93.93
CAUTION: GAS X-ING
APPROX. LOCATION

STA.1307+99.42
CAUTION: SS X-ING
APPROX. LOCATION

PATCHING

STA. 1309+00

STA. 1305+50.00
BEGIN INCIDENTAL CONST.

END INCIDENTAL CONST.
& BEGIN PROJECT

STA. 1308+78.09

BM #3

Sta. 1306+07.95 ℄ XX' SS
Manhole Cover 46.57' Lt.
Top Lid Elev. = 629.44'
Flt E 12" HDPE = 621.78
Flt W 12" HDPE = 621.62
24" CONC LID
(LEAVE)

Sta. 1306+33.12 INLET
157.38' Lt. OF ℄
TG=627.76
W Flt Elev. = 626.34'
(LEAVE)

Sta. 1306+07.95 INLET
160.95' Lt. OF ℄
TG Elev=629.51'
NW Flt Elev. = 627.06
(LEAVE)

Sta. 1306+14.18 56.59' Rt.
24" RCP
NE Flt Elev. = 624.85
SW Flt Elev. = 625.11
(LEAVE)

Sta. 1306+03.89 INLET
44.24 Rt. 24" LG RCP
TG Elev. = 628.36
NE Flt Elev. = 625.11
SW Flt Elev. = 625.32
(LEAVE)

Sta. 1305+96.44 M.H.
34.46' Rt. OF ℄
NE Flt Elev. 24" RCP= 624.72
SW Flt Elev. 24" RCP= 624.49
N Flt Elev. 24" RCP=627.76
(LEAVE)

Sta. 1307+21.30 I
INLET ELEV. = 628.21
29.34' Lt. OF ℄
NE Flt Elev. = 623.56
(REMOVE)

Sta. 1307+67.13
INLET ELEV = 628.29
32.47' Rt. OF ℄
E ELEV 18" RCP= 623.78
(REMOVE)

Sta. 1307+84.56 M.H.
3.51 Rt. OF ℄
(FULL OF CONCRETE)
(LEAVE)

Sta. 1307+84.82 ℄ XX' SS
Manhole Cover 286.59' Lt.
Top Lid Elev. = 627.53'
Flt NW 6" HDPE = 621.48
Flt E 12" CLAY = 620.64
Flt S 12" HDPE = 620.63
Flt SW 6" PVC = 623.85
24" BRICK LID
(LEAVE)

Sta. 1307+84.07 ℄ XX' SS
Manhole Cover 52.55' Lt.
Top Lid Elev. = 629.66'
Flt E 12" HDPE = 621.78
Flt W 12" HDPE = 621.62
24" CONC LID
(LEAVE)

Sta. 1307+95.49 ℄ XX' SS
Manhole Cover 46.57' Lt.
Top Lid Elev. = 629.44'
Flt E 12" HDPE = 621.33
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+80.25 ℄ XX' SS
Manhole Cover 67.55' Lt.
Top Lid Elev. = 629.01'
Flt E 12" HDPE = 621.03
Flt W 12" HDPE = 621.18
24" CONC LID
(LEAVE)

Sta. 1307+98.95 ℄ XX' SS
Manhole Cover 30.24' Rt.
Top Lid Elev. = 628.62'
Flt E 12" HDPE = 621.56
Flt W 12" HDPE = 621.71
24" CONC LID
(LEAVE)

Sta. 1307+88.95 ℄ XX' SS
Manhole Cover 62.65' Rt.
Top Lid Elev. = 628.62'
Flt E 12" HDPE = 621.56
Flt W 12" HDPE = 621.71
24" CONC LID
(LEAVE)

Sta. 1307+78.95 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+67.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+49.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+31.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+13.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+95.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+77.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+59.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+41.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+23.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1306+05.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1305+87.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1305+69.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1305+51.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1305+33.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1305+15.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+97.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+79.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+61.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+43.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+25.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1304+07.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1303+89.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1303+71.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1303+53.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1303+35.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1303+17.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+99.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+81.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+63.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+45.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+27.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1302+09.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+91.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+73.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+55.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+37.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+19.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1301+01.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1300+83.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1300+65.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1300+47.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1300+29.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1300+11.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+93.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+75.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+57.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+39.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+21.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1299+03.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1298+85.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1298+67.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1298+49.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1298+31.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1298+13.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+95.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+77.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+59.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+41.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+23.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1297+05.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1296+87.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1296+69.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1296+51.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1296+33.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1296+15.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+97.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+79.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+61.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+43.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+25.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1295+07.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1294+89.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1294+71.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1294+53.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1294+35.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1294+17.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+99.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+81.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+63.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+45.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+27.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1293+09.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+91.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+73.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+55.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+37.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+19.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1292+01.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1291+83.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1291+65.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1291+47.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1291+29.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1291+11.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+93.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+75.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+57.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+39.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+21.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1290+03.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1289+85.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1289+67.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1289+49.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1289+31.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1289+13.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+95.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+77.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+59.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+41.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+23.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1288+05.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1287+87.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1287+69.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1287+51.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1287+33.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1287+15.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+97.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+79.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+61.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+43.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+25.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1286+07.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1285+89.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1285+71.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1285+53.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1285+35.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1285+17.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+99.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+81.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+63.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+45.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+27.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1284+09.71 ℄ XX' SS
Manhole Cover 46.57' Rt.
Top Lid Elev. = 628.44'
Flt E 12" HDPE = 621.25
Flt W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1283

STA. 1309+00

STA. 1315+00

STA. 1309+12.48 CONST. 26' CONC. DRIVE LT

FOUR FEATHERS LIMITED, LLC

+42.58 PP 48.98 LT

+44.57 GM 54.51 LT

STA. 1309+57.15 CONST. 18' CONC. DRIVE LT

+67.26 67.83

+94.43 67.79

ROBERTA SMOKE

1310+00

STA. 1310+12.32 CONST. 30' CONC. DRIVE LT.

FOUR FEATHERS LIMITED, LLC

+42.67 WV 57.22 LT

+48.19 LIGHT POLE 58.51 LT

+62.31 80.62

STA. 1310+70.32 CONST. 36' CONC. DRIVE LT

+04.02 PP 49.94 LT

+70.24 GM 47.10 LT

SWMB LANDCO, LLC

+90.62 81.38

+12.82 81.40

STA. 1312+22.69 CONST. 36' CONC. DRIVE LT.

+43.93 PP 49.77 LT

Sta. 1312+72.18 INLET 40.04'RT. OF ℄ W/18"RCP STUBBED INTO RCB TG Elev. = 626.92 NW ℄ Elev. = 625.01 (REMOVE)

+89.83 WM 34.41 LT

+90.02 WM 39.89 LT

+91.54 PP 70.84 LT

+92.50 WV 39.47 LT

+92.75 WV 44.56 LT

+11.02 WM 43.86 LT

+96.97 PP 49.81 LT

Sta. 1313+38.94 1-3'x3'x198' LG RCB XING NW ℄ Elev. = 622.49 SE ℄ Elev. = 625.01 (REMOVE)

SEC. 7 T-21-N, R-19-E

CRL US-69 STA. 1314+20.21 108.79 LT. △=52°54'45"LT. N=487925.6930 E=2758634.9966

Sta.1314+26.13 114.29 Lt. 1-5'x3' RCB 1-3'x3' RCB NE ℄ Elev. = 622.45 SW ℄ Elev. = 622.49 (REMOVE)

SCALE: 1"=20'

T&E ENTERPRISES, LLC

ALL R.P.'S #4 REBAR FLUSH

N07°08'W

PRES.R/W

1-W-Pwr.

2-W-Pwr.

3-W-Pwr.

5-W-Pwr.

TOC/TOS

TUG

PATCHING

STA.1310+35.73 CAUTION: WATER X-ING APPROX. LOCATION

STA.1312+92.20 CAUTION: POWER X-ING APPROX. LOCATION

STA.1312+93.20 CAUTION: WATER X-ING APPROX. LOCATION

℄ EXIST. SURVEY

N15° 21' 17.11"E

CRL US-69

N15° 16' 28.00"E

N. MILL ST.

asphalt

concrete

grass

gravel

CONST. FLUME W/PLATE

STA. 1309+08.75 CONST. 36' CONC. DRIVE RT

JOE A. FULMER, JR. & DAPHNE L. FULMER

STA. 1309+69.11 CONST. 36' CONC. DRIVE RT

STA. 1310+28.11 CONST. 24' CONC. DRIVE RT

STA. 1310+76.11 CONST. 24' CONC. DRIVE RT.

STA. 1311+35.11 CONST. 24' CONC. DRIVE RT.

MIKE HAROKOPIS ENTERPRISES & JOYCE HAROKOPIS TRUST

STA. 1312+43.96 CONST. 24' CONC. DRIVE RT.

Sta. 1312+72.18 INLET 40.04'RT. OF ℄ W/18"RCP STUBBED INTO RCB TG Elev. = 626.92 NW ℄ Elev. = 625.01 concrete (REMOVE)

+76.03 WV 38.68 RT

+80.24 FH 54.32 RT

+91.39 WV 42.74 RT

+92.71 PP 53.95 RT

STA. 1313+16.87 CONST. 26' STREET RETURN RT.

+04.52 WV 43.28 RT

NE 1st STREET

S74°39'E

Sta. 1313+36.25 INLET 51.79' Rt. OF ℄ TG Elev.= 627.62 NW ℄ Elev. = 625.01 SE ℄ Elev. = 624.77 (REMOVE)

JARED GATES

STA. 1314+59.60 CONST. 30' CONC. DRIVE RT.

BM #3~STA. 1305+49.88 ELEV. 629.137
CUT X ON SE CURB RETURN OF GRAHAM & MILL ST 67.71' RT

STR. 6 STA. 1309+26.20 CONST.
SPECIAL INLET 33.00' LT. W/
24"X97' RCP STUBBED INTO STR. 9
TG=628.31
℄ IN=624.55 ℄ OUT=624.36

STR. 9 STA. 1310+27.97 CONST.
SPECIAL INLET 33.00' LT. W/
24"X75' RCP STUBBED INTO STR. 11
TG=628.17
℄ IN=624.36 ℄ OUT=624.21

STR. 11 STA. 1311+10.68 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X61' RCP STUBBED INTO STR. 14
TG=628.05
℄ IN=624.21 ℄ OUT=624.09

STR. 14 STA. 1311+82.10 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X120' RCP STUBBED INTO STR. 16
TG=627.95
℄ IN=624.09 ℄ OUT=623.85

200.00 ' VC
K = 559.61
V = 45 mi/h

VPC STA. 1312+37.65
VPC ELEV. = 628.53

STR. 16 STA. 1313+17.19 CONST.
DES. 3 (STD) CI 33.00' LT. W/
6'X3'X128' RCB STUBBED INTO STR. 20
TG=627.82
℄ IN=622.85 ℄ OUT=622.45

STR. 20 STA. 1314+16.50 CONST.
STD. 6'X3' HDWL 119.77' LT. W/
WINGS & APRON & 5'X3'X6' RCB
STUBBED INTO EXIST STR.
℄ @ EXIST=622.45 . ℄ OUT=622.45

VPT STA. 1314+37.65
VPT ELEV. = 628.61

BM #4~STA.' 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

630

625

620

WATER XING APPROX LOC.

℄ EXISTING

CRL EXISTING

-0.14%

CRL FINSHED GRADE

VPI STA. 1313+37.65
VPI ELEV. =628.39

Sta. 1312+72.18 INLET 38.70' LT. OF ℄ W/18" RCP STUBBED INTO RCB TG Elev. = 626.92 SE ℄ Elev. = 624.39 (REMOVE)

Sta. 1313+36.25 INLET 51.79' Rt. OF ℄ TG Elev.= 627.62 NW ℄ Elev. = 625.01 SE ℄ Elev. = 624.77 (REMOVE)

Sta.1313+38.94 1-3'x3'x198' LG RCB XING NW ℄ Elev. = 622.49 SE ℄ Elev. = 625.01 (REMOVE)

Sta.1314+26.13 114.29 Lt. 1-5'x3' RCB 1-3'x3' RCB NE ℄ Elev. = 622.45 SW ℄ Elev. = 622.49 (REMOVE)

℄ EG=629.07 CRL FG=629.01

℄ EG=628.82 CRL FG=628.87

℄ EG=628.93 CRL FG=628.73

℄ EG=628.77 CRL FG=628.59

℄ EG=628.73 CRL FG=628.46

℄ EG=628.69 CRL FG=628.54

℄ EG=628.95 CRL FG=628.74

1309+00 1310+00 1311 1312 1313 1314 1315+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE STORM SEWER LEFT
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R128

Z:\16591\DRAWINGS\31963O4-PNP STM LEFT 20.DWG 9/5/2025 11:32 AM

SCALE: 1"=20'

STA. 1315+00

STA. 1321+00

CRL US-69 N15° 16' 28.00"E
℄ EXIST. SURVEY N15° 21' 17.11"E

STA.1318+36.83
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1320+12.27
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1320+25.55
CAUTION: WATER X-ING
APPROX. LOCATION

KAH III, LLC

UNION PACIFIC RAILROAD

SEC 7
T-21-N, R-19-E

EDDIE R. & SHERYL F. PETERS

P&D CONSTRUCTION

BRENT & JANEES TAYLOR

MELVA JEAN TAYLOR TRUST

POSTAL PROPERTIES, LLC

NE 2nd STREET

STA. 1315+70.87 CONST. 30' CONC. DRIVE RT.
Sta. 1315+93.11 INLET 38.67 Lt. OF ℄ NW FL Elev. = 623.28 12" PVC NE FL Elev. = 623.30 5x3 RCB SW FL Elev. = 623.30 5x3 RCB (REMOVE)

STA. 1316+10.96 CONST. 24' CONC. DRIVE RT.

STA. 1316+22.24 CONST. 30' CONC. DRIVE LT.
Sta. 1316+22.34 44.50' Lt. 1-18"x31' LG CSMP NE FL Elev. = 627.64 SW FL Elev. = 627.37 (REMOVE)

STA. 1317+21.00 CONST. 30' CONC. DRIVE RT.

STA. 1317+63.02 CONST. 36' CONC. DRIVE LT.
Sta. 1317+96.49 INLET 39.05' Lt. OF ℄ TG=627.83 NE FL Elev. = 624.23 5x3 RCB SW FL Elev. = 624.20 5x3 RCB (CAP)

STA. 1317+86.10 CONST. 30' CONC. DRIVE RT.

STA. 1318+66.08 CONST. 30' CONC. DRIVE RT.
Sta. 1318+96.67 INLET 39.06' Lt. OF ℄ TG=628.19 NE FL Elev. = 624.54 5x3 RCB SW FL Elev. = 624.51 5x3 RCB (CAP)

STA. 1319+58.58 CONST. 36' CONC. DRIVE LT.
Sta. 1319+97.03 INLET 38.95' Lt. xing ct NW FL Elev. = 624.99 5x3 RCB NE FL Elev. = 625.00 SW FL Elev. = FILLED W/CONCRETE (CAP)

STA. 1320+35.83 CONST. 35' STREET RETURN RT.
Sta. 1320+55.89 INLET 91.68' Rt. of ℄ TG Elev. = 629.09 W FL Elev. = 626.65 (REMOVE)
Sta. 1320+56.44 1-5'x2' RCB XING (LEAVE)

STA. 1320+36.26 CONST. 25' CONC. DRIVE LT.
Sta. 1320+37.95 37.90' Lt. 5'x2'x37.90' LG RCB SD NW FL Elev. = 625.95 SE FL Elev. = 625.83 (LEAVE)
Sta. 1320+37.95 37.90' Lt. 5'x2' LG RCP NW FL Elev. = 625.83 SE FL Elev. = 625.63 (LEAVE)

STA. 1320+70.60 37.30' Lt. 1-18"x23.00' LG RCP NW FL Elev. = 626.35 SE FL Elev. = 625.95 (REMOVE)

STA. 1320+83.12 INLET 38.58' Lt. OF CL NE FL Elev. = 626.45 SW FL Elev. = 626.35 (REMOVE)

STA. 1320+56.44 1-5'x2' RCB XING (LEAVE)

STA. 1320+70.60 37.30' Lt. 1-18"x23.00' LG RCP NW FL Elev. = 626.35 SE FL Elev. = 625.95 (REMOVE)

STA. 1320+83.12 INLET 38.58' Lt. OF CL NE FL Elev. = 626.45 SW FL Elev. = 626.35 (REMOVE)

BM #4–STA. 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

BM #5–STA. 1320+15.53 ELEV. 629.737
CUT X ON TOP OF CURB RETURN AT NE 2ND & MILL ST. 50.10' RT

STR. 22 STA. 1315+10.96 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.10
FL IN=624.93 FL OUT=623.91

STR. 25 STA. 1315+93.11 CAP & ADD MANHOLE COVER TO EXIST. INLET 38.41' LT.
TR=628.85

STR. 24 STA. 1315+86.98 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.27
FL IN=625.10 FL OUT=624.27

STR. 27 STA. 1316+57.44 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.42
FL IN=625.25 FL OUT=624.62

STR. 28 STA. 1317+21.89 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.56
FL IN=625.39 FL OUT=624.91

STR. 30 STA. 1317+96.71 CAP & ADD MANHOLE COVER TO EXIST. INLET 38.48' LT.
TR=629.29

STR. 31 STA. 1318+01.96 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.73
FL IN=625.56 FL OUT=625.24

STR. 34 STA. 1318+96.75
CAP EXIST. INLET 38.48' LT.

STR. 35 STA. 1318+97.71 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.94
FL IN=625.77 FL OUT=625.54

STR. 36 STA. 1319+96.84 CAP & ADD MANHOLE COVER TO EXIST. INLET 38.23' LT.
TR=629.72

STR. 37 STA. 1319+97.52 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=629.17
FL IN=626.00 FL OUT=625.99

STR. 41 STA. 1320+73.00 CONST.
DES. 2 (STD) CI 41.34' LT. W/
18"X12' RCP STUBBED INTO EXIST. STR.
TG=629.48
FL IN=626.81 FL OUT=626.46

STR. 43 STA. 1320+84.15 CONST.
DES. 3 (STD) CI 33.00 LT. W/
18"X18' RCP STUBBED INTO EXIST. STR.
TG=629.42
FL IN=626.54 FL OUT=626.46

200.00 ' VC
K = 1434.75
V = 45 mi/h

VPC STA. 1319+28.07
VPC ELEV. = 629.66

VPI STA. 1320+28.07
VPI ELEV. = 629.88

0.22%

CRL EXISTING

CRL FINISHED GRADE

WATER XING APPROX LOC.

5'x3' RCB LT. (LEAVE)

1315+00 1316 1317 1318 1319 1320+00 1321+00

635 630 625

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE STORM SEWER LEFT

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R129

Z:\16591\DRAWINGS\31963O4--PNP STM LEFT 20.DWG 9/5/2025 11:32 AM

BROWN & BROWN PROPERTY, LLC

SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

EDDIE R. &
SHERYL F. PETERS

BRETT L. &
CHRISTIE M. KING

NELIA D. COWAN

JOHNNIE
LEE FRAILEY

PHYLLIS ANN BAKER &
WALLACE JOHN BAKER

STA. 1322+08.19 CONST.
36' CONC. DRIVE LT.

STA. 1322+56.42 CONST.
24' CONC. DRIVE LT.

STA. 1324+24.90 CONST.
28' CONC. DRIVE LT.
(ADJUST TO GRADE)

STA. 1325+52.29 CONST.
26' CONC. DRIVE LT.

STA. 1326+74.56 CONST.
34' CONC. DRIVE LT.

STA. 1322+15.30 CONST.
30' CONC. DRIVE RT.

STA. 1323+90.10 CONST.
24' STREET RETURN RT.

NE 3rd STREET

1325+00

CRL US-69

N15° 16' 28.00"E

N15° 21' 17.11"E

℄ EXIST. SURVEY

PC: 1325+29.55

PC: 1325+26.39

C 9

C1

STA.1323+48.28
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1323+59.00
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1324+04.68
CAUTION: GAS X-ING
APPROX. LOCATION

TOC/TOS

BM#6

ALL R.P.'S
#4 REBAR
FLUSH

CURVE DATA
CURVE 1
℄ EXIST. SURVEY
P.I.STA 1327+01.61
Δ=7°00'00.29" LT
R=2864.79'
D=2°00'00.00"
T=175.22'
L=350.00'
C=349.79'
E=5.35

STA. 1321+00

STA. 1327+00

STR. 45 STA. 1322+42.50 CONST.
SPECIAL INLET 33.00 LT. W/
18"X147' RCP STUBBED INTO STR. 43
TG=629.98
FL IN=626.98 FL OUT=626.54

STR. 48 STA. 1323+45.74 CONST.
DES. 2 (STD) CI 33.00 LT. W/
18"X97' RCP STUBBED INTO STR. 45
TG=630.34
FL IN= 627.34 OUT=626.98

STR. 47 STA. 1323+45.74 CONST.
SPEC. DES. TYPE 1 SMD 42.40 LT. W/
18"X6.31' RCP STUBBED INTO STR. 48
TG=630.50
FL IN= 628.27 OUT=627.55

STR. 54 STA. 1325+23.26 CONST.
SPEC. DES. TYPE 1 SMD 42.30 LT. W/
18"X1.50' RCP STUBBED INTO STR. 55
TG=630.97
FL IN= 628.76 FL OUT=628.72

STR. 55 STA. 1325+23.26 CONST.
4' MH 36.50' LT. W/ 22"X13"X105'
RCPA STUBBED INTO STR. 57
TG=631.23
FL IN=628.49 FL OUT=628.07

STR. 57 STA. 1326+36.00 CONST.
DES. 2 (STD) CI 33.00' LT. W/
18"X102' RCP STUBBED INTO STR. 61
TG=630.74
FL IN=626.36 FL OUT=626.16

STR. 58 STA. 1326+37.46 CONST.
PCES 45.75' LT. W/ 22"X13"X12'
RCPA STUBBED INTO STR. 57
FL LT=628.74 FL RT=626.78

BM #6~STA. 1323+71.60 ELEV. 631.218
CUT X ON TOP OF CURB RETURN AT NE 3RD & MILL ST.
66.57' RT

BM #7~STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE
CORNER OF 5TH & MILL ST. 70.69' RT

200.00' VC
K = 1434.75
V = 45 mi/h

VPT STA. 1321+28.07
VPT ELEV. = 630.23

0.35%

CRL EXISTING

℄ EXISTING

CRL FINISHED GRADE

TUG XING
APPROX LOC.

VPI STA. 1324+92.01
VPI ELEV. =631.52

VPC STA. 1323+92.01
VPC ELEV. = 631.17

GAS XING
APPROX LOC.

200.00' VC
K = 456.52
V = 45 mi/h

VPT STA. 1325+92.01
VPT ELEV. = 631.44

Sta. 1322+14.41 38.63' Lt.
1-18"x260' LG RCP
NE fl. Elev. = 626.97
SW fl. Elev. = 626.45
(REMOVE)

Sta. 1323+45.61 INLET
38.53' Lt. OF CL
Tc = 629.62
18" RCP Elev. = 626.97
(REMOVE)

Sta. 1325+52.56 45.67' Lt.
18"x29' LG CGMP
NE fl. Elev. = 628.78
SW fl. Elev. = 629.10
(REMOVE)

Sta. 1326+74.59 46.53' Lt.
28"x152'x40' LG CGMPA
NE fl. Elev. = 627.66
SW fl. Elev. = 627.66
(REMOVE)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		STORM SEWER LEFT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R130

Z:\16591\DRAWINGS\31963O4-PNP STM LEFT 20.DWG 9/5/2025 11:32 AM

SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

CURVE DATA
CURVE #9
CRL US-69
PI STA 1327+04.40
Δ=6°59'06.70" LT
R=2864.79'
D=2°00'00.00"
T=174.85'
L=349.26'
C=349.04'
E=5.33
S=NO SUPER
emax=SUEL2-4-1
V=45 MPH

STA. 1327+79.19 CONST.
27' CONC. DRIVE LT.
Sta. 1327+79.49 52.00' Lt.
28"x57"x41' LG COMPA
NE ℄ Elev. = 626.88
SW ℄ Elev. = 627.42
(REMOVE)

STA. 1329+99.14 CONST.
29' STREET RETURN LT.

Sta. 1330+04.20 59.17' Lt.
24"x59' LG RCP
NE ℄ Elev. = 625.35
SW ℄ Elev. = 626.43
(REMOVE)

Sta. 1330+45.32
6'x3'x121' RCB XING
E ℄ Elev. = 624.72
W ℄ Elev. = 625.66
(LEAVE)

STA. 1327+43.09 CONST.
30' CONC. DRIVE RT.

STA. 1327+88.43 CONST.
30' CONC. DRIVE RT.

STA. 1328+79.48 CONST.
36' CONC. DRIVE RT.

STA. 1330+23.31 CONST.
24' STREET RETURN RT.

STA. 1332+23.17 CONST.
24' CONC. DRIVE RT.

Sta. 1331+12.75 142.54' Rt.
12'x17' LG RCP
NE ℄ Elev. = 629.32
SE ℄ Elev. = 629.54
(LEAVE)

Sta. 1331+36.90 139.65' Rt.
10'x20' LG METAL
NE ℄ Elev. = 629.59
SE ℄ Elev. = 629.59
(LEAVE)

Sta. 1332+49.39 152.87' Rt.
10'x41' LG STEEL PIPE
NE ℄ Elev. = 629.60
SE ℄ Elev. = 629.50
(LEAVE)

Sta. 1332+53.50 122.21' Rt.
1-12'x20' LG COMP
NE ℄ Elev. = 630.04
SE ℄ Elev. = 630.02
(LEAVE)

Sta. 1327+79.49 52.00' Lt.
28"x57"x41' LG COMPA
NE ℄ Elev. = 626.88
SW ℄ Elev. = 627.42
(REMOVE)

Sta. 1330+24.06 62.71' Rt.
30"x35' LG RCP
NW ℄ Elev. = 625.55
SE ℄ Elev. = 626.64
(LEAVE)

Sta. 1330+23.61 57.50' Rt.
30"x36' LG RCP
NW ℄ Elev. = 625.52
SE ℄ Elev. = 626.52
(LEAVE)

STA.1329+78.89
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1330+32.38
CAUTION: POWER X-ING
APPROX. LOCATION

PT: 1328+78.81
PT: 1328+76.40
PC: 1332+53.62

PATCHING
TOC/TOS
CRL US-69 N8° 17' 21.30"E
℄ EXIST. SURVEY

RANDY MELTON &
CONNIE MELTON,
DREW STOTT &
SHERRY STOTT

SAFENET
SERVICES, INC.

NE 5th STREET

NORTHSTAR CHURCH, INC

DANCINGBEAR
INVESTMENTS, LLC

ALL R.P.'S
#4 REBAR
FLUSH

BM #7

BM #7–STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE
CORNER OF 5TH & MILL ST. 70.69' RT

BM #8–STA. 1334+84.77 ELEV. 631.222
CUT X ON SW CORNER OF CONCRETE APRON AT
SE CORNER OF ADAIR AND MILL ST. 70.69' RT

STR. 60 STA. 1327+43.09 CONST.
PCES 49.03'-LT. W/ 22"X13"X12'
RCPA STUBBED INTO STR. 61
℄ LT=628.69 ℄ RT=627.30

STR. 61 STA. 1327+43.09 CONST.
4' MH 52.78'-LT. W/ 18"X82' RCP
STUBBED INTO STR. 63
TR=631.12
℄ IN=626.16 ℄ OUT=626.00

STR. 63 STA. 1328+32.90 CONST.
DES. 3 (STD) CI 33.00' LT. W/
18"X103' RCP STUBBED INTO STR. 66
TG=630.58
℄ IN=626.00 ℄ OUT=625.80

STR. 65 STA. 1329+45.09 CONST.
PCES 54.75' LT. W/22"X13"X19'
RCPA STUBBED INTO STR. 66
℄ LT=627.10 ℄ RT=627.02

STR. 66 STA. 1329+46.58 CONST.
SPECIAL INLET 33.00' LT. W/
28"X18"X94' RCPA STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.50
℄ IN=625.80 ℄ OUT=625.41

STR. 69 STA. 1330+71.62 CONST.
DES. 2 (STD) CI 33.00' LT. W/
24"X24' RCP STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.63
℄ LT=626.01 ℄ RT=626.27

200.00 ' VC
K = 576.05
V = 45 mi/h

VPC STA. 1329+02.60
VPC ELEV = 631.18

VPT STA. 1331+02.60
VPT ELEV = 631.36

-0.08%

0.26%

WATER XING
APPROX LOC.

CRL FINISHED GRADE

℄ EXISTING

CRL EXISTING

VPI STA. 1330+02.60
VPI ELEV =631.10

℄ EG=631.36
CRL FG=631.35

℄ EG=631.15
CRL FG=631.26

℄ EG=631.01
CRL FG=631.18

℄ EG=631.07
CRL FG=631.18

℄ EG=631.29
CRL FG=631.35

℄ EG=631.54
CRL FG=631.62

℄ EG=631.83
CRL FG=631.88

1327+00 1328 1329 1330+00 1331 1332 1333+00

635 630 625

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		STORM SEWER LEFT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R131

Z:\16591\DRAWINGS\31963O4-PNP STM LEFT 20.DWG 9/8/2025 2:43 AM

PMJ INDUSTRIAL, LLC
BOOK 1406, PAGE 813

ROBERT MICHAEL BROWN

MUSHTAQ AHMED & SHAISTA AHMED

JOHN R. JACKSON

CYNTHIA D. L. WEAVER

CITY OF PRYOR

PRYOR

W. GRAHAM AVE.

E. GRAHAM AVE.

HWY 20

RICK & TRACY MCNAIR

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

1305+79

1305+00

STA. 1305+50.00
BEGIN INCIDENTAL CONST.

STA. 1308+78.09
END INCIDENTAL CONST. & BEGIN PROJECT

STA. 1309+00

℄ SURVEY STA. 1305+79.00
= CRL STA. 1305+79.00
1.07' RT.

BP: 1305+79.00
℄ SURVEY 1.07' LT

BP: 1305+79.00 CRL

℄ EXIST. SURVEY

CRL US-69

N15° 16' 28.00"E

N15° 21' 17.11"E

STA.1306+24.26
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1306+33.64
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1307+77.28
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1307+93.93
CAUTION: GAS X-ING
APPROX. LOCATION

STA.1307+99.42
CAUTION: SS X-ING
APPROX. LOCATION

CONST. FLUME
W/PLATE

STA. 1307+53.36 CONST.
41' CONC. DRIVE LT.

STA. 1308+44.27 CONST.
34' CONC. DRIVE LT.

PATCHING

Sta. 1305+96.44 M.H.
34.46' Rt. Of ℄
NE ft. Elev. 24" RCP= 624.72
SW ft. Elev. 24" RCP= 624.49
N ft. Elev. 24" RCP= 627.76
(LEAVE)

Sta. 1306+03.89 INLET
44.24 Rt. 24" LG RCP
TG Elev. = 628.36
NE ft. Elev. = 625.11
SW ft. Elev. = 625.32
(LEAVE)

Sta. 1306+14.18 56.59' Rt.
24" RCP
NE ft. Elev. = 624.85
SW ft. Elev. = 625.11
(LEAVE)

Sta. 1306+33.12 INLET
157.38' Lt. OF ℄
TG=627.76
W ft. Elev. = 626.34
(LEAVE)

Sta. 1306+07.95 INLET
160.95' Lt. OF ℄
TG Elev=629.51
NW ft. Elev. = 627.06
(LEAVE)

Sta. 1307+21.30 I
INLET ELEV = 628.21
29.34' Lt. OF ℄
NE ft. Elev. = 623.56
(REMOVE)

Sta. 1307+67.13
INLET ELEV = 628.29
32.47' Rt. OF ℄
ft ELEV 18" RCP= 623.78
(REMOVE)

Sta. 1307+84.56 M.H.
3.51 Rt. OF ℄
(FULL OF CONCRETE)
(LEAVE)

Sta. 1307+84.82 ℄ XX" SS
Manhole Cover 286.59' Lt.
Top Lid Elev. = 627.53'
FL NW 6" HDPE = 621.48
FL E 12" CLAY = 620.64
FL S 12" HDPE = 620.63
FL SW 6" PVC = 623.85
24" BRICK LID
(LEAVE)

Sta. 1307+84.07 ℄ XX" SS
Manhole Cover 52.55' Lt.
Top Lid Elev. = 629.66'
FL E 12" HDPE = 621.78
FL W 12" HDPE = 621.62
24" CONC LID
(LEAVE)

Sta. 1307+80.25 ℄ XX" SS
Manhole Cover 67.55' Lt.
Top Lid Elev. = 629.01'
FL E 12" HDPE = 621.03
FL W 12" HDPE = 621.18
24" CONC LID
(LEAVE)

Sta. 1307+95.49 ℄ XX" SS
Manhole Cover 46.57' Lt.
Top Lid Elev. = 629.44'
FL E 12" HDPE = 621.33
FL W 12" HDPE = 621.25
24" CONC LID
(LEAVE)

Sta. 1307+98.95 ℄ XX" SS
Manhole Cover 30.24' Rt.
Top Lid Elev. = 628.62'
FL E 12" HDPE = 621.56
FL W 12" HDPE = 621.71
24" CONC LID
(LEAVE)

Sta. 1308+60.25 ℄ XX" SS
Manhole Cover 62.25' Rt.
Top Lid Elev. = 629.51'
FL E 12" HDPE = 621.73
FL W 12" HDPE = 621.32
24" CONC LID
(LEAVE)

Sta. 1307+88.06 ℄ XX" SS
Manhole Cover 62.25' Rt.
Top Lid Elev. = 629.51'
FL E 12" HDPE = 621.73
FL W 12" HDPE = 621.32
24" CONC LID
(LEAVE)

Sta. 1307+67.13
INLET ELEV = 628.29
32.47' Rt. OF ℄
ft ELEV 18" RCP= 623.78
(REMOVE)

Sta. 1307+84.56 M.H.
3.51 Rt. OF ℄
(FULL OF CONCRETE)
(LEAVE)

Sta. 1307+67.13
INLET ELEV = 628.29
32.47' Rt. OF ℄
ft ELEV 18" RCP= 623.78
(REMOVE)

Sta. 1307+84.56 M.H.
3.51 Rt. OF ℄
(FULL OF CONCRETE)
(LEAVE)

Sta. 1307+67.13
INLET ELEV = 628.29
32.47' Rt. OF ℄
ft ELEV 18" RCP= 623.78
(REMOVE)

Sta. 1307+84.56 M.H.
3.51 Rt. OF ℄
(FULL OF CONCRETE)
(LEAVE)

Sta. 1307+21.30 I
INLET ELEV = 628.21
29.34' Lt. OF ℄
NE ft. Elev. = 623.56
(REMOVE)

Sta. 1307+21.30 I
INLET ELEV = 628.21
29.34' Lt. OF ℄
NE ft. Elev. = 623.56
(REMOVE)

Sta. 1306+33.12 INLET
157.38' Lt. OF ℄
TG=627.76
W ft. Elev. = 626.34
(LEAVE)

Sta. 1306+07.95 INLET
160.95' Lt. OF ℄
TG Elev=629.51
NW ft. Elev. = 627.06
(LEAVE)

Sta. 1306+14.18 56.59' Rt.
24" RCP
NE ft. Elev. = 624.85
SW ft. Elev. = 625.11
(LEAVE)

Sta. 1306+03.89 INLET
44.24 Rt. 24" LG RCP
TG Elev. = 628.36
NE ft. Elev. = 625.11
SW ft. Elev. = 625.32
(LEAVE)

Sta. 1305+96.44 M.H.
34.46' Rt. OF ℄
NE ft. Elev. 24" RCP= 624.72
SW ft. Elev. 24" RCP= 624.49
N ft. Elev. 24" RCP= 627.76
(LEAVE)

STR. 2 STA. 1307+21.33 CONST.
4' MH 32.07 RT. W/ 28"X18"X121'
RCPA STUBBED INTO EXIST. MH
TR=628.50
FL IN=624.63 FL OUT=624.48

STR. 3 STA. 1307+67.10 CONST.
SPECIAL INLET 31.62' RT. W/
28"X18"X42' RCPA STUBBED INTO STR. 2
TG=628.40
FL IN=624.66 FL OUT=624.63

STR. 5 STA. 1308+73.72 CONST.
DES. 3 (STD) CI 32.91' RT. W/
24"X47' RCP STUBBED INTO STR. 7
TG=628.41
FL IN=624.82 FL OUT=624.72

BM #3-STA. 1305+49.88 ELEV. 629.137
CUT X ON SE CURB RETURN OF GRAHAM & MILL ST
67.71' RT

STA.=1308+78.09
ELEV. = 629.04

STA. = 1308+60.87
ELEV. = 629.07
CRL FINISHED GRADE

WATER XING
APPROX LOC.

PUG XING
APPROX LOC.

CRL EXISTING

℄ EXISTING

SAN SEWER XING
APPROX LOC.

℄ EG=629.28

℄ EG=629.12

℄ EG=629.19

℄ EG=629.07

CRL FG=629.01

630
625
620

1303+00
1304
1305+00
1306
1307
1308
1309+00

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STORM SEWER RIGHT

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R132

Z:\116591\DRAWINGS\196304-PNP STM RIGHT 20.DWG 9/5/2025 11:34 AM

STA. 1309+00

STA. 1315+00

STA. 1309+12.48 CONST. 26' CONC. DRIVE LT

FOUR FEATHERS LIMITED, LLC

+42.58 PP 48.98 LT

+44.57 GM 54.51 LT

STA. 1309+57.15 CONST. 18' CONC. DRIVE LT

ROBERTA SMOKE

+67.26 67.83

+94.43 67.79

1310+00

STA. 1310+12.32 CONST. 30' CONC. DRIVE LT.

FOUR FEATHERS LIMITED, LLC

+42.67 WV 57.22 LT

+48.19 LIGHT POLE 58.51 LT

+62.31 85.02

STA. 1310+70.32 CONST. 36' CONC. DRIVE LT

+04.07 PP 48.64 LT

SWMB LANDCO, LLC

+70.24 GM 47.10 LT

+90.62 81.39

+12.82 81.40

STA. 1312+22.69 CONST. 36' CONC. DRIVE LT.

+43.93 PP 49.77 LT

Sta. 1312+72.18 INLET 40.04' RT. OF ℄ W/18" RCP STUBBED INTO RCB TG Elev. = 626.92 NW ft. Elev. = 624.39 (REMOVE)

+89.83 WM 34.41 LT

+90.02 WM 39.89 LT

+91.54 PP 70.84 LT

+92.50 WV 39.47 LT

+92.72 WV 44.56 LT

+11.02 WM 43.86 LT

SEC. 7 T-21-N, R-19-E

CRL US-69 STA. 1314+20.21 108.79 LT △=52°54'45"LT N=487925.6940 E=2758634.9068

+96.97 PP 49.81 LT

Sta.1313+38.94 1-3'x3' RCB 1-3'x3'198' LG RCB XING NW ft. Elev. = 622.49 SE ft. Elev. = 625.01 (REMOVE)

grass

Sta.1314+26.13 114.29 Lt. 1-5'x3' RCB 1-3'x3' RCB NE ft. Elev. = 622.45 SW ft. Elev. = 622.49 (REMOVE)

SCALE: 1"=20'

5'x3' RCB

50

ALL R.P.'S #4 REBAR FLUSH

T&E ENTERPRISES, LLC

N07°08'W

PRES.R/W

1-W-Pwr.

TOC/TOS

conc.

asphalt

STA.1310+35.73 CAUTION: WATER X-ING APPROX. LOCATION

STA.1312+92.20 CAUTION: POWER X-ING APPROX. LOCATION

STA.1312+93.20 CAUTION: WATER X-ING APPROX. LOCATION

PATCHING

℄ EXIST. SURVEY

N15° 21' 17.11"E

CRL US-69

N15° 16' 28.00"E

N. MILL ST.

2-W-Pwr.

3-W-Pwr.

5-W-Pwr.

TUG

CONST. FLUME W/PLATE

gravel

STA.1309+08.75 CONST. 36' CONC. DRIVE RT

JOE A. FULMER, JR. & DAPHNE L. FULMER

STA. 1309+69.11 CONST. 36' CONC. DRIVE RT

STA. 1310+28.11 CONST. 24' CONC. DRIVE RT

STA. 1310+76.11 CONST. 24' CONC. DRIVE RT.

STA. 1311+35.11 CONST. 24' CONC. DRIVE RT.

MIKE HAROKOPIS ENTERPRISES & JOYCE HAROKOPIS TRUST

STA. 1312+43.86 CONST. 24' CONC. DRIVE RT.

STA. 1313+16.87 CONST. 26' STREET RETURN RT.

NE 1st STREET

JARED GATES

STA. 1314+59.60 CONST. 30' CONC. DRIVE RT.

BM #3~STA. 1305+49.88 ELEV. 629.137
CUT X ON SE CURB RETURN OF GRAHAM & MILL ST
67.71' RT

BM #4~STA.' 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT
AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

STR. 7 STA. 1309+28.12 CONST.
SPECIAL INLET 32.84' RT. W/
24"X56' RCP STUBBED INTO STR. 8
TG=628.31
℄ IN=624.72 ℄ OUT=624.61

STR. 8 STA. 1309+88.88 CONST.
SPECIAL INLET 33.00' RT. W/
24"X62' RCP STUBBED INTO STR. 10
TG=628.23
℄ IN=624.61 ℄ OUT=624.48

STR. 10 STA. 1310+58.13 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X46' RCP STUBBED INTO STR. 12
TG=628.13
℄ IN=624.48 ℄ OUT=624.39

STR. 12 STA. 1311+14.88 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X50' RCP STUBBED INTO STR. 13
TG=628.05
℄ IN=624.39 ℄ OUT=624.29

STR. 13 STA. 1311+78.02 CONST.
SPECIAL INLET 33.00' RT. W/
30"X80' RCP STUBBED INTO STR. 15
TG=627.96
℄ IN=623.79 ℄ OUT=623.62

STR. 15 STA. 1312+74.23 CONST.
SPECIAL INLET 33.00' RT. W/
30"X16' RCP STUBBED INTO STR. 17
TG=627.90
℄ IN=623.62 ℄ OUT=623.58

VPC STA. 1312+37.65
VPC ELEV. = 628.53

STR. 17 STA. 1313+17.19 CONST.
39.40' LG GRATED STREET INLET
40.32' RT. W/ 2-58"X36"X71' RCPA
STUBBED INTO STR. 16
TG=627.75
℄ IN=623.08 ℄ OUT=622.85

200.00 ' VC
K = 559.61
V = 45 mi/h

STR. 18 STA. 1313+36.16 CONST
3'X3'X3.33' JCT BOX 51.53' RT. W/ MH
FRAME AND COVER W/24"X10' RCP
STUBBED INTO STR. 17 TR=628.29
℄ IN=624.77 ℄ OUT=624.08

STR. 19 STA. 1313+63.20 CONST.
SPECIAL INLET 33.00' RT. W/
30"X24' RCP STUBBED INTO STR. 17
TG=627.87
℄ IN=623.69 ℄ OUT=623.58

VPT STA. 1314+37.65
VPT ELEV. = 628.61

STR. 21 STA. 1314+95.86 CONST.
SPECIAL INLET 33.00' RT. W/
30"X122' RCP STUBBED INTO STR. 18
TG=628.07
℄ IN=624.25 ℄ OUT=623.69

VPI STA. 1313+37.65
VPI ELEV. =628.39

-0.14%

WATER XING APPROX LOC.

℄ EXISTING

CRL EXISTING

CRL FINSHED GRADE

Sta. 1312+72.18 INLET 38.70' LT. OF ℄ W/18" RCP STUBBED INTO RCB TG Elev. = 626.92 SE ft. Elev. = 624.39 (REMOVE)

Sta. 1313+36.25 INLET 51.79' RT. OF ℄ TG Elev. = 627.62 NW ft. Elev. = 625.01 E ft. Elev. = 624.77 (REMOVE)

Sta.1313+38.94 1-3'x3'198' LG RCB XING NW ft. Elev. = 622.49 SE ft. Elev. = 625.01 (REMOVE)

Sta.1314+26.13 114.29 Lt. 1-5'x3' RCB 1-3'x3' RCB NE ft. Elev. = 622.45 SW ft. Elev. = 622.49 (REMOVE)

630
625
620

℄ EG=629.07 CRL FG=629.01
℄ EG=628.82 CRL FG=628.87
℄ EG=628.93 CRL FG=628.73
℄ EG=628.77 CRL FG=628.59
℄ EG=628.73 CRL FG=628.48
℄ EG=628.69 CRL FG=628.54
℄ EG=628.95 CRL FG=628.74

1309+00 1310+00 1311 1312 1313 1314 1315+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE STORM SEWER RIGHT
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R133

Z:\16591\DRAWINGS\31963O4-PNP STM RIGHT 20.DWG 9/5/2025 11:34 AM

KAH III, LLC

UNION PACIFIC RAILROAD

SEC 7
T-21-N, R-19-E

EDDIE R. & SHERYL F. PETERS

P&D CONSTRUCTION

BRENT & JANEES TAYLOR

MELVA JEAN TAYLOR TRUST

POSTAL PROPERTIES, LLC

NE 2nd STREET

STA. 1315+00

STA. 1321+00

1320+00

SCALE: 1"=20'

CRL US-69 N15° 16' 28.00"E
℄ EXIST. SURVEY N15° 21' 17.11"E

STA.1318+36.83
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1320+12.27
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1320+25.55
CAUTION: WATER X-ING
APPROX. LOCATION

STA. 1316+22.24 CONST.
30' CONC. DRIVE LT.

STA. 1317+63.02 CONST.
36' CONC. DRIVE LT.

STA. 1319+58.58 CONST.
36' CONC. DRIVE LT.

STA. 1320+36.26 CONST.
25' CONC. DRIVE LT.

STA. 1315+70.87 CONST.
30' CONC. DRIVE RT.

STA. 1316+10.96 CONST.
24' CONC. DRIVE RT.

STA. 1317+21.00 CONST.
30' CONC. DRIVE RT.

STA. 1317+86.10 CONST.
30' CONC. DRIVE RT.

STA. 1318+66.08 CONST.
30' CONC. DRIVE RT.

STA. 1320+35.83 CONST.
35' STREET RETURN RT.

TOC/TOS

PRES.R/W

I-W-Pwr.

4-W-Pwr.

6-W-Pwr.

5'x3' RCB

5'x2' RCB

BM #5

STR. 23 STA. 1315+67.93 CONST.
SPECIAL INLET 33.00' RT. W/
30"X57' RCP STUBBED INTO STR. 21
TG=628.23
FL IN=624.45 FL OUT=624.25

STR. 26 STA. 1316+43.59 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X58' RCP STUBBED INTO STR. 23
TG=628.39
FL IN=625.09 FL OUT=624.95

STR. 29 STA. 1317+66.98 CONST.
SPECIAL INLET 33.00' RT. W/
24"X113' RCP STUBBED INTO STR. 26
TG=628.65
FL IN=625.27 FL OUT=625.09

STR. 32 STA. 1318+22.04 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X48' RCP STUBBED INTO STR. 29
TG=628.77
FL IN=625.34 FL OUT=625.27

STR. 33 STA. 1318+96.53 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X64' RCP STUBBED INTO STR. 32
TG=628.93
FL IN=625.43 FL OUT=625.34

STR. 38 STA. 1320+16.03 EXTEND
EXIST. 3'X2' RCB 12.00' RT
FL IN=626.42 FL OUT=626.38

STR. 39 STA. 1320+18.72 CONST.
DES. 3 (STD) CI 68.45' RT. W/
24"X2' RCP STUBBED INTO STR. 38
TG=629.71
FL IN=626.42 FL OUT=626.42

STR. 40 STA. 1320+55.84 CONST.
3.75'X5'X3' JCT. BOX W/ DES 3
(STD) CI 92.21' RT. STUBBED
INTO EXIST. STR.
TG=629.61 FL =626.65

STR. 42 STA. 1320+83.23 CONST.
SPECIAL INLET 33.00' RT. W/
28"X18"X23' RCPA STUBBED INTO
EXIST. STR. TG=629.42
FL IN=626.67 FL OUT=626.62

BM #4–STA. 1312+90.69 ELEV. 629.731
CUT X ON CONC. 30' SOUTH OF FIRE HYDRANT
AT THE SE CORNER OF NE 1ST & MILL ST. 50.52' RT.

BM #5–STA. 1320+15.53 ELEV. 629.737
CUT X ON TOP OF CURB RETURN AT NE 2ND & MILL ST.
50.10' RT

200.00' VC
K = 1434.75
V = 45 mi/h

VPC STA. 1319+28.07
VPC ELEV. = 629.66

VPI STA. 1320+28.07
VPI ELEV. = 629.88

0.22%

CRL EXISTING

CRL FINISHED GRADE

WATER XING
APPROX LOC.

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STORM SEWER RIGHT

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R134

Z:\116591\DRAWINGS\31963O4--PNP STM RIGHT 20.DWG 9/5/2025 11:34 AM

BROWN & BROWN PROPERTY, LLC

SEC 7
T-21-N, R-19-E

EDDIE R. &
SHERYL F. PETERS

BRETT L. &
CHRISTIE M. KING

NELIA D. COWAN

JOHNNIE
LEE FRAILEY

PHYLLIS ANN BAKER &
WALLACE JOHN BAKER

NE 3rd STREET

SCALE: 1"=20'

STA. 1321+00

STA. 1327+00

1325+00

STA. 1322+08.19 CONST.
36' CONC. DRIVE LT.

STA. 1322+56.42 CONST.
24' CONC. DRIVE LT.

STA. 1324+24.90 CONST.
28' CONC. DRIVE LT.
(ADJUST TO GRADE)

STA. 1325+52.29 CONST.
26' CONC. DRIVE LT.

STA. 1326+74.56 CONST.
34' CONC. DRIVE LT.

STA. 1322+15.30 CONST.
30' CONC. DRIVE RT.

STA. 1323+90.10 CONST.
24' STREET RETURN RT.

Sta. 1322+14.41 38.63' Lt.
18"x260' LG RCP
NE ℄ Elev. = 626.97
SW ℄ Elev. = 626.45
(REMOVE)

Sta. 1323+45.61 INLET
38.53' LT. OF CL
TG = 629.52
18" RCP Elev. = 626.97
(REMOVE)

Sta. 1325+52.56 45.67' Lt.
18"x29' LG CGMP
NE ℄ Elev. = 628.78
SW ℄ Elev. = 629.10
(REMOVE)

Sta. 1326+74.59 46.53' Lt.
28"x152'+40' LG CGMPA
NE ℄ Elev. = 627.66
SW ℄ Elev. = 627.66
(REMOVE)

ALL R.P.'S
½" REBAR
FLUSH

CRL US-69

℄ EXIST. SURVEY

N15° 16' 28.00"E

N15° 21' 17.11"E

PC: 1325+29.55

PC: 1325+26.39

STA.1323+48.28
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1323+59.00
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1324+04.68
CAUTION: GAS X-ING
APPROX. LOCATION

TOC/TOS

BM#6

CURVE DATA
CURVE 1
℄ EXIST. SURVEY
P.I. STA 1327+01.61
Δ=7°00'00.29" LT
R=2864.79'
D=2°00'00.00"
T=175.22'
L=350.00'
C=349.79'
E=5.35

BM #6~STA. 1323+71.60 ELEV. 631.218
CUT X ON TOP OF CURB RETURN AT NE 3RD & MILL ST.
66.57' RT

BM #7~STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE
CORNER OF 5TH & MILL ST. 70.69' RT

STR. 44 STA. 1321+67.77 CONST.
SPECIAL INLET 33.00 RT. W/
28"X18"X77' RCPA STUBBED INTO
STR. 42 TG=629.71
FL IN=626.85 FL OUT=626.71

STR. 46 STA. 1322+51.23 CONST.
SPECIAL INLET 33.00 RT. W/
28"X18"X73' RCPA STUBBED INTO
STR. 44 TG=630.01
FL IN=626.98 FL OUT=626.85

STR. 49 STA. 1323+63.57 CONST.
4' MH 35.00' RT. W/
28"X18"X106' RCPA STUBBED INTO
STR. 46 TR=630.44
FL IN=627.11 FL OUT=626.98

STR. 50 STA. 1323+69.57 CONST.
DES. 3 (STD) CI 56.61' RT. W/
24"X16' RCP STUBBED INTO STR. 49
TG=630.74
FL IN=627.27 FL OUT=627.11

STR. 51 STA. 1324+00.27 CONST.
DES. 3 (STD) CI 59.24' RT. W/
18"X29' RCP STUBBED INTO STR. 50
TG=631.05
FL IN=628.05 FL OUT=627.77

STR. 52 STA. 1324+31.27 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X61' RCP STUBBED INTO STR. 49
TG=630.63
FL IN=627.46 FL OUT=627.11

STR. 53 STA. 1325+04.06 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X63' RCP STUBBED INTO STR. 52
TG=630.77
FL IN=627.60 FL OUT=627.46

STR. 56 STA. 1326+28.08 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X53' RCP STUBBED INTO STR. 59
TG=630.75
FL IN=628.08 FL OUT=628.03

STR. 59 STA. 1326+90.58 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X53' RCP STUBBED INTO STR. 62
TG=630.70
FL IN=628.03 FL OUT=627.97

200.00' VC
K = 1434.75
V = 45 mi/h

VPT STA. 1321+28.07
VPT ELEV. = 630.23

0.35%

CRL EXISTING

℄ EXISTING

CRL FINSHED GRADE

TUG XING
APPROX LOC.

GAS XING
APPROX LOC.

VPC STA. 1323+92.01
VPC ELEV. = 631.17

VPI STA. 1324+92.01
VPI ELEV. =631.52

200.00' VC
K = 456.52
V = 45 mi/h

VPT STA. 1325+92.01
VPT ELEV. = 631.44

Sta. 1325+52.56 45.67' Lt.
18"x29' LG CGMP
NE ℄ Elev. = 628.78
SW ℄ Elev. = 629.10
(REMOVE)

Sta. 1326+74.59 46.53' Lt.
28"x152'+40' LG CGMPA
NE ℄ Elev. = 627.66
SW ℄ Elev. = 627.66
(REMOVE)

Sta. 1322+14.41 38.63' Lt.
1-18"x260' LG RCP
NE ℄ Elev. = 626.97
SW ℄ Elev. = 626.45
(REMOVE)

Sta. 1323+45.61 INLET
38.53' Lt. OF CL
TG = 629.62
18" RCP Elev. = 626.97
(REMOVE)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		STORM SEWER RIGHT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R135

Z:\16591\DRAWINGS\31963O4-PNP STM RIGHT 2D.DWG 9/5/2025 11:34 AM

SEC 7
T-21-N, R-19-E

SCALE: 1"=20'

CURVE DATA
CURVE #9
CRL US-69
PI STA 1327+04.40
Δ=6°59'06.70" LT
R=2864.79'
D=2°00'00.00"
T=174.85'
L=349.26'
C=349.04'
E=5.33
S=NO SUPER
emax=SUEL2-4-1
V=45 MPH

STA. 1327+79.19 CONST.
27' CONC. DRIVE LT.
Sta. 1327+79.49 52.00' Lt.
28"X15"X41' LG COMPA
NE ft. Elev. = 626.88
SW ft. Elev. = 627.42
(REMOVE)

STA. 1329+99.14 CONST.
29' STREET RETURN LT.
Sta. 1330+04.20 59.17' Lt.
24"X59' LG RCP
NE ft. Elev. = 625.35
SW ft. Elev. = 626.43
(REMOVE)

Sta. 1330+45.32
CURV #2 RCB XING
W ft. Elev. = 624.72
E ft. Elev. = 625.66
(LEAVE)

PRES.R/W & RR. R/W

1330+00

STA. 1327+00

STA. 1333+00

PRES.R/W

TOC/TOS

PATCHING

CRL US-69 N8° 17' 21.30"E

℄ EXIST. SURVEY

PC: 1332+53.62

PT: 1328+78.81

PT: 1328+76.40

C 9

C1

STA.1329+78.89
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1330+32.38
CAUTION: POWER X-ING
APPROX. LOCATION

6'x7' RCB

6"x4" PVMT

I-W-Pwr.

ALL R.P.'S #4 REBAR FLUSH

asphalt

concrete

gravel

grass

RANDY MELTON &
CONNIE MELTON,
DREW STOTT &
SHERRY STOTT

SAFENET
SERVICES, INC.

SAFENET
SERVICES, INC.

NE 5th STREET

NORTHSTAR CHURCH, INC

DANCINGBEAR
INVESTMENTS, LLC

FL 627.15

FL 626.52

FL 626.65

BM #7

STA. 1327+88.43 CONST.
30' CONC. DRIVE RT.

STA. 1328+79.48 CONST.
36' CONC. DRIVE RT.

STA. 1330+23.31 CONST.
24' STREET RETURN RT.

STA. 1331+12.75 142.54' Rt.
12"x17' LG RCP
NE ft. Elev. = 629.32
SW ft. Elev. = 629.54
(LEAVE)

STA. 1331+36.90 139.65' Rt.
10"x20' LG METAL
NE ft. Elev. = 629.59
SW ft. Elev. = 629.59
(LEAVE)

STA. 1332+23.17 CONST.
24' CONC. DRIVE RT.

STA. 1332+49.39 152.87' Rt.
10"X41' LG STEEL PIPE
NE ft. Elev. = 629.60
SE ft. Elev. = 629.50
(LEAVE)

STA. 1332+53.50 122.21' Rt.
1-12"x20' LG COMP
NE ft. Elev. = 630.04
SE ft. Elev. = 630.02
(LEAVE)

BM #7~STA. 1330+43.44 ELEV. 630.499
CUT SQUARE ON CENTER OF HEADWALL AT NE
CORNER OF 5TH & MILL ST. 70.69' RT

BM #8~STA. 1334+84.77 ELEV. 631.222
CUT X ON SW CORNER OF CONCRETE APRON AT
SE CORNER OF ADAIR AND MILL ST. 70.69' RT

STR. 62 STA. 1327+53.06 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X80' RCP STUBBED INTO STR. 64
TG=630.64
FL IN=627.97 FL OUT=627.79

STR. 64 STA. 1328+42.09 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X100' RCP STUBBED INTO STR. 67
TG=630.57
FL IN=627.29 FL OUT=627.21

STR. 67 STA. 1329+54.28 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X43' RCP STUBBED INTO STR. 68
TG=630.50
FL IN=627.21 FL OUT=627.15

STR. 68 STA. 1330+09.67 CONST.
4'X3'X36' RCB 94.34' RT. W/TYPE D6 SCES
FL LT=627.15 FL OUT=626.52 FL RT=626.65

STR. 70 STA. 1330+74.31 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X64' RCP STUBBED INTO STR. 69
TG=630.63
FL LT=626.27 FL RT=626.46

STR. 71 STA. 1331+45.40 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X61' RCP STUBBED INTO STR. 70
TG=630.81
FL IN=626.64 FL OUT=626.46

STR. 72 STA. 1332+57.07 CONST.
DES. 3 (STD) CI 33.82' RT. W/
24"X101' RCP STUBBED INTO STR. 71
TG=631.00
FL IN=627.00 FL OUT=626.64

200.00 ' VC
K = 576.05
V = 45 mi/h

VPC STA. 1329+02.60
VPC ELEV = 631.18

VPT STA. 1331+02.60
VPT ELEV = 631.36

VPI STA. 1330+02.60
VPI ELEV =631.10

-0.08%

0.26%

WATER XING
APPROX LOC.

CRL FINISHED GRADE

℄ EXISTING

CRL EXISTING

ELEV. = 627.15

ELEV. = 626.65

ELEV. = 626.52

Sta. 1330+04.20 59.17' Lt.
24"x59' LG RCP
NE ft. Elev. = 625.35
SW ft. Elev. = 626.43
(REMOVE)

Sta. 1330+23.61 57.50' Rt.
30"x36' LG RCP
NW ft. Elev. = 625.52
SE ft. Elev. = 626.52
(LEAVE)

Sta. 1330+24.06 62.71' Rt.
30"x36' LG RCP
NW ft. Elev. = 625.55
SE ft. Elev. = 626.64
(LEAVE)

Sta. 1330+45.33
6'x3'x121' RCB XING
E ft. Elev. = 624.72
W ft. Elev. = 625.66
(LEAVE)

Sta. 1327+79.49 52.00' Lt.
28"X15"X41' LG COMPA
NE ft. Elev. = 626.88
SW ft. Elev. = 627.42
(REMOVE)

Sta. 1331+12.75 142.54' Rt.
12"x17' LG RCP
NE ft. Elev. = 629.32
SE ft. Elev. = 629.54
(LEAVE)

Sta. 1331+36.90 139.65' Rt.
10"x20' LG METAL
NE ft. Elev. = 629.59
SE ft. Elev. = 629.59
(LEAVE)

Sta. 1332+49.39 152.87' Rt.
10"X41' LG STEEL PIPE
NE ft. Elev. = 629.60
SE ft. Elev. = 629.50
(LEAVE)

Sta. 1332+53.50 122.21' Rt.
1-12"x20' LG COMP
NE ft. Elev. = 630.04
SE ft. Elev. = 630.02
(LEAVE)

℄ EG=631.36
CRL FG=631.35

℄ EG=631.15
CRL FG=631.26

℄ EG=631.01
CRL FG=631.18

℄ EG=631.07
CRL FG=631.18

℄ EG=631.29
CRL FG=631.35

℄ EG=631.54
CRL FG=631.62

℄ EG=631.83
CRL FG=631.88

635
630
625

1327+00
1328
1329
1330+00
1331
1332
1333+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		STORM SEWER RIGHT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R136

Z:\16591\DRAWINGS\31963O4~PNP STM RIGHT 20.DWG 5/13/2026 4:59 PM

CURVE DATA
CURVE #2
℄ EXIST. SURVEY
PI STA 1336+31.15
Δ=7°07'53.68" RT
R=2864.79'
D=2°00'00.00"
T=178.52'
L=356.58'
C=356.35'
E=5.56

SEC. 7
T-21-N, R-19-E

ALL R.P.'S #4 REBAR FLUSH

Sta. 1335+92.67 73.50' Lt.
57"x38"x67" LG CGMPA
NE Flev. = 625.80'
SW Flev. = 625.69'
(REMOVE)

Sta. 1335+92.20 64.89' Lt.
57"x38"x74" LG CGMPA
NE Flev. = 623.20'
SW Flev. = 623.34'
(REMOVE)

REMOVE STREET RETURN

CURVE DATA
CURVE #10
CRL US-69
PI STA 1334+70.48
Δ=7°07'54.00" RT
R=3480.00'
D=1°38'47.15"
T=216.86'
L=433.16'
C=432.88'
E=6.75
S=2.8%
emax=8%
V=45 MPH

SCALE: 1"=20'

ALL R.P.'S #4 REBAR FLUSH

PRES R/W & RR. R/W

1335+00

N28°08'W 78.88

S65°08'W 67.15

grass

concrete

TOC/TOS

PRES R/W & RR. R/W

I-W-Pwr.

PC: 1334+52.63

PT: 1338+09.27

asphalt

℄ EXIST. SURVEY

C 2

CRL US 69

C 10

N15° 25' 15.30"E

PT: 1336+86.78

STA. 1333+00

STA. 1339+00

C 9

C1

PRES. R/W

concrete

gravel

POPS MAGIC, LLC

N ADAIR ST

STA. 1333+03.46 CONST. 24' CONC. DRIVE RT.

STA. 1334+52.63 CONST. 37' STREET RETURN RT.

STA. 1335+74.83 CONST. 30' CONC. DRIVE RT.

+79.80 TELE. MH 59.72 RT

STA. 1337+11.46 CONST. 26' CONC. DRIVE RT.

+19.99 W 67.78 RT
+20.28 SS MH 59.08 RT
+23.12 GV 59.83 RT
+25.92 GW 60.12 RT
+26.83 W 73.24 RT

STA. 1337+53.25 CONST. 20' CONC. DRIVE RT.

STA. 1338+78.28 CONST. 18' CONC. DRIVE RT.

BM #8~STA. 1334+84.77 ELEV. 631.222
CUT X ON SW CORNER OF CONCRETE APRON AT SE CORNER OF ADAIR AND MILL ST. 70.69' RT

BM #9~STA. 1341+85.41 ELEV. 637.064
CUT X ON TOP OF WEST CONC. BASE OF ORSCHELN FARM & HOME SIGN POST. 93.81' RT

STR. 73 STA. 1333+37.05 CONST.
DES. 3 (STD) CI 34.99' RT. W/
24"X70' RCP STUBBED INTO STR. 72
TG=631.01
FL IN=627.35 OUT=627.00

STR. 74 STA. 1335+01.36 CONST.
DES. 3 (STD) CI 35.77' RT. W/
24"X150' RCP STUBBED INTO STR. 73
TG=631.38
FL IN=627.70 FL OUT=627.36

STR. 75 STA. 1336+10.92 CONST.
DES. 3 (STD) CI 35.09' RT. W/
24"X96' RCP STUBBED INTO STR. 74
TG=631.55
FL IN=627.90 FL OUT=627.70

STR. 76 STA. 1337+83.56 CONST.
DES. 3 (STD) CI 33.44' RT. W/
24"X56' RCP STUBBED INTO STR. 77
TG=631.83
FL IN=628.24 FL OUT=628.21

STR. 77 STA. 1338+49.36 CONST.
DES. 3 (STD) CI 34.14' RT. W/
24"X251' RCP STUBBED INTO STR. 78
TG=631.72
FL IN=628.13 FL OUT=627.88

VPC STA. 1334+36.78
VPC ELEV. = 632.24

VPI STA. 1336+86.78
VPI ELEV. =632.90

℄ EXISTING

CRL FINSHED GRADE

CRL EXISTING

Sta. 1336+92.67 73.50' Lt.
57"x38"x67" LG CGMPA
NE FL Elev. = 625.30'
SW FL Elev. = 625.69'
(REMOVE)

Sta. 1336+92.20 64.89' Lt.
57"x38"x74" LG CGMPA
NE FL Elev. = 623.20'
SW FL Elev. = 623.34'
(REMOVE)

500.00' VC
K = 917.34
V = 45 mi/h

℄ EG=631.93
CRL FG=631.88

℄ EG=632.27
CRL FG=632.14

℄ EG=632.67
CRL FG=632.39

℄ EG=632.87
CRL FG=632.53

℄ EG=632.83
CRL FG=632.56

℄ EG=632.47
CRL FG=632.48

℄ EG=632.97
CRL FG=632.29

635
630
625

1333+00
1334
1335+00
1336
1337
1338
1339+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE STORM SEWER RIGHT
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R137

Z:\116591\ORAWINGS\319630 4-PNP STM RIGHT 20.DWG 9/5/2025 11:34 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=20'

STA. 1339+00

1340+00

STA. 1345+00

PRES R/W & RR R/W

TOC/TOS

grass

1-W-Pwr.

concrete

asphalt

N15° 26' 10.47"E

N15° 25' 15.30"E

N17° 21' 46.05"E

℄ EXIST. SURVEY

PGL LT

CRL US-69

BP: 1340+29.42
CRL 7.00 LT

PI: 1340+29.42

PI: 1344+13.06

STUB 105 LF OF
NON-PERFORATED
EDGE DRAIN TO CET

IDENTICAL
POINTS

(DO NOT
DISTURB)

PRES.R/W

TUG

G

W

X

78

79

BM #9

MARY CAROL HOFFMAN

+25.98 FH 76.51 RT
+29.83 WV 71.96 RT
+31.05 WV 61.83 RT

+80.38 SW MH 75.58 RT
+82.00 TELE MH 70.62 RT

STA. 1341+46.90 CONST.
30' CONC. DRIVE RT.

STA. 1343+59.66 CONST.
36' CONC. DRIVE RT.

+18
100.31

+35.14 WM 143.44 RT
+33.38 WV 143.44 RT
+33.38 RT

BM #9~STA. 1341+85.41 ELEV. 637.064
CUT X ON TOP OF WEST CONC BASE OF
ORSCHELIN FARM & HOME SIGN POST. 93.81' RT

STR. 78 STA. 1341+11.89 CONST.
DES. 3 (STD) CI 41.35' RT. W/
24"X200' RCP STUBBED INTO STR. 79
TG=631.00
FL IN=627.25 FL OUT=626.77

STR. 79 STA. 1343+21.56 CONST.
DES. 3 (STD) CI 43.76' RT. W/
24"X231' RCP STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.50
FL IN=626.61 FL OUT=625.77

BM #10~STA. 1352+21.98 ELEV. 630.134
CUT X ON NE CORNER OF NORTHBOUND BRIDGE
53.17' RT

635

630

625

CRL FINSHED GRADE

-0.28%

℄ EXISTING

CRL EXISTING

STA.=1340+29.42
ELEV. = 631.94

STA.=1340+29.42
ELEV. = 631.66

VPT STA. 1339+36.78
VPT ELEV. = 632.20

500.00' VC
K = 917.34
V = 45 mi/h

PGL FINISHED GRADE

-0.26%

℄ EG=632.29
CRL FG=632.29

℄ EG=631.97

℄ EG=631.56
CRL FG=632.02

℄ EG=631.29
PGL FG=631.48

℄ EG=631.18
PGL FG=631.22

℄ EG=631.02
PGL FG=630.96

℄ EG=630.35
PGL FG=630.70

℄ EG=629.95
PGL FG=630.45

1339+00

1340+00

1341

1342

1343

1344

1345+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		STORM SEWER RIGHT
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO R138

Z:\116591\DRAWINGS\196304-PNP STM RIGHT 20.DWG 9/5/2025 11:34 AM

SCALE: 1"=50'

SEC. 7
T-21-N, R-19-E

SEC. 6
T-21-N, R-19-E

STA. 1345+00

STA. 1360+00

STA.1345+71.18
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1346+54.79
CAUTION: SS X-ING
APPROX. LOCATION

STA.1357+51.70
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1358+38.28
CAUTION: POWER X-ING
APPROX. LOCATION

STA 1350+76.04
BEGIN PAVEMENT EXCEPTION

STA 1352+37.36
END PAVEMENT EXCEPTION

BOBBY EDWARDS & THERESA EDWARDS

THELMA NUNLEY TRUST

LEGEND

- CONCRETE
- MILL & OVERLAY SHOULDER
- REMOVE
- DETOUR CROSSOVER

BM #10~STA: 1352+21.98 ELEV. 639.134
CUT 'X' ON NE. CORNER OF NORTHBOUND BRIDGE.
93.7' RT

600.00' VC
K = 767.29
V = 55 MPH

PGL VPC STA. 1357+95.36
VPC ELEV. = 627.11

0.26%

FINISHED GRADE PGL

℄ EXISTING

EXIST. GRADE CRL

EXISTING GROUND PGL LT

TUG XING
APPROX LOC.

CRL EG=629.94 ℄ EG= PGL FG=630.45	CRL EG=629.05 ℄ EG= PGL FG=630.19	CRL EG=628.66 ℄ EG=628.73 PGL FG=629.93	CRL EG=628.38 ℄ EG=628.37 PGL FG=629.67	CRL EG=628.18 ℄ EG=628.13 PGL FG=629.42	CRL EG=628.02 ℄ EG=628.03 PGL FG=629.16	CRL EG=626.70 ℄ EG=626.69 PGL FG=628.90	CRL EG=619.98 ℄ EG=620.08 PGL FG=626.64	CRL EG=627.97 ℄ EG=628.10 PGL FG=628.39	CRL EG=627.11 ℄ EG=627.20 PGL FG=628.13	CRL EG=626.34 ℄ EG=626.39 PGL FG=627.87	CRL EG=626.06 ℄ EG=626.08 PGL FG=627.61	
1345+00	1346	1347	1348	1349	1350+00	1351	1352	1353	1354	1355+00	1356	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R139

Z:\16591\DRAWINGS\31963O4~PNP 50~1.DWG 9/5/2025 12:19 PM

SEC. 6
T-21-N, R-19-E

RR MP 462.38
DOT NO. 413560Y
LAURANN LN.

STA.1366+95.38
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1372+17.08
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1370+97.14
CAUTION: TUG X-ING
APPROX. LOCATION

SCALE: 1"=50'

LEGEND
CONCRETE
REMOVE
MILL & OVERLAY
SHOULDER

BM #11–STA.- 1364+09.40 ELEV. 625.596
RR SPIKE IN 18" ELM AT WELCOME TO PRYOR CREEK SIGN 121.94' LT

STR. 80 STA. 1360+95.98 ADJUST
EXIST. STR. TO GRADE 0.40' RT.
NEW TG=624.62

600.00 ' VC
K = 767.29
V = 55 MPH

PGL
VPI STA. 1363+95.36
VPI ELEV. = 627.91

Sta. 1360+96.86
24"X87' RCP XING
NW E. Elev. = 619.23
SE E. Elev. = 617.57
(ADJUST TO GRADE)

FINISHED GRADE PGL
EXIST. GRADE CRL
℄ EXISTING
EXISTING GROUND PGL LT
0.52%
TUG XING APPROX LOC.

STR. 81 STA. 1372+36.14
CONST. 24"X54' LG RCP SD
78.53' LT. W/2 TYPE B4 CETS
FL IN=628.36 FL OUT=628.07

STR. 82 STA. 1374+95.70 CONST.
TYPE 2 SMD 5.73' RT STUBBED
INTO EXIST. STR.
TG=632.03 FL=628.01

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R140

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SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

1375+00 | 1380+00 | 1385+00 | 1390+00

RR ALIGNMENT

STA. 1375+00

STA. 1390+00

grass | TOC/TOS | PRES.R/W & RR R/W | 80.17' | 125.74' | 115.75' | 100' | 119.8' | 80.2'

N15° 18' 35.30"E PGL LT

N15° 18' 35.30"E CRL US-69

N15° 18' 16.41"E ℄ EXIST. SURVEY

STA.1385+21.16
CAUTION: GAS X-ING
APPROX. LOCATION

STA.1385+24.18
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1387+92.94
CAUTION: POWER X-ING
APPROX. LOCATION

STA. 1387+14.10 CONST. 20' CONC. STR. RETURN LT. W/ SD

Sta. 1387+13.06 78.88' LT.
24"x43' LG CGMP
NE'ly Elev. = 638.84
SW'ly Elev. = 638.84
(REMOVE)

+72.80 PP 107.69 LT

83 | BM #12 | Asphalt | concrete | asphalt | 115.67' | 130.65' | 204.76' | 2-W-Pwr. | +67.44 143.94 | +14.33 142.52 | +50 | +54 | +72 | +95

STA. 1386+20.30 CONST. 12' ASPHALT DRIVE RT.

Sta. 1386+21.98 77.85' Rt.
18"x72' LG CGMP
NE'ly Elev. = 637.24
SW'ly Elev. = 636.90
(LEAVE)

+51.91' FH 146.22 RT

+49.05 PP 115.41 RT

+32.89 PP 115.80 RT

+17.91 PP 116.49 RT

ALL R.P.'S #4 REBAR FLUSH

50 | S74°42'E | +00 | 50

+18.81 ANCHOR 140.16 RT

+17.90 PP 131.00 RT

N01° 50' 13.42"W NS 432 ℄

SEC. 5
T-21-N, R-19-E

LEGEND

- CONCRETE
- REMOVE
- MILL & OVERLAY SHOULDER

BM #12~STA. 1387+32.28 ELEV. 639.873
CUT X ON SW CORNER OF SOUTH DRAINAGE STRUCTURE AT ASPHALT DRIVE WEST OF ℄ 80.98' LT

STR. 83 STA. 1387+14.88
CONST. 24"X50' LG RCP SD
78.52' LT. W/ 2 TYPE B4 CETS
FL IN=638.47 FL OUT=637.95

660 | 655 | 650 | 645 | 640 | 635 | 630 | 625 | 620

600.00' VC
K = 1377.00
V = 65 MPH

PGL VPC STA. 1378+95.36
VPC ELEV. = 635.77

PGL VPI STA. 1384+95.36
VPI ELEV. = 640.23

PGL VPI STA. 1381+95.36
VPI ELEV. = 637.95

PGL VPC STA. 1388+95.36
VPC ELEV. = 644.07

600.00' VC
K = 661.56
V = 65 MPH

FINISHED GRADE PGL

EXISTING GROUND PGL LT

EXIST. GRADE CRL

℄ EXISTING

GAS XING APPROX LOC.

WATER XING APPROX LOC.

0.52%

0.96%

Sta. 1386+21.98 77.85' Rt.
18"x72' LG CGMP
NE'ly Elev. = 637.24
SW'ly Elev. = 636.90
(LEAVE)

Sta. 1387+13.06 78.88' Lt.
24"x43' LG CGMP
NE'ly Elev. = 637.10
SW'ly Elev. = 636.84
(REMOVE)

CRL EG=632.10'
℄ EG=631.65'
PGL FG=633.70'

CRL EG=632.67'
℄ EG=632.78'
PGL FG=634.22'

CRL EG=633.09'
℄ EG=633.10'
PGL FG=634.75'

CRL EG=633.64'
℄ EG=633.67'
PGL FG=636.27'

CRL EG=634.44'
℄ EG=634.44'
PGL FG=636.80'

CRL EG=634.98'
℄ EG=634.98'
PGL FG=636.36'

CRL EG=635.89'
℄ EG=635.99'
PGL FG=637.00'

CRL EG=636.63'
℄ EG=636.65'
PGL FG=637.71'

CRL EG=637.39'
℄ EG=637.52'
PGL FG=638.49'

CRL EG=638.08'
℄ EG=638.14'
PGL FG=639.34'

CRL EG=638.94'
℄ EG=638.95'
PGL FG=640.27'

CRL EG=640.16'
℄ EG=640.32'
PGL FG=641.23'

CRL EG=641.25'
℄ EG=641.27'
PGL FG=642.19'

CRL EG=642.08'
℄ EG=642.08'
PGL FG=643.15'

CRL EG=643.94'
℄ EG=644.10'
PGL FG=644.11'

CRL EG=644.91'
℄ EG=644.06'
PGL FG=644.98'

1375+00 | 1376 | 1377 | 1378 | 1379 | 1380+00 | 1381 | 1382 | 1383 | 1384 | 1385+00 | 1386 | 1387 | 1388 | 1389 | 1390+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R141

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

1390+00 | 1395+00 | 1400+00 | 1405+00

RR ALIGNMENT

Sta. 1396+56.65 178.57' Lt.
30"x27' LG CMP
NW I.E. Elev. = 639.60
SE I.E. Elev. = 637.35
(LEAVE)

Sta. 1396+60.54 178.49' Lt.
30"x28' LG CMP
NW I.E. Elev. = 640.03
SE I.E. Elev. = 637.60
(LEAVE)

Sta. 1398+07.78 40.65' Lt.
30"x17' LG RCP
NW I.E. Elev. = 640.58
SE I.E. Elev. = 640.73
(LEAVE)

SEC. 5
T-21-N, R-19-E

grass | TOC/TOS | TUG | PRES.R/W & RR R/W | 80.21' | 80.25' | concrete | asphalt | N15° 18' 35.30"E | PGL LT | CRL US-69 | N15° 18' 16.41"E | ℄ EXIST. SURVEY | 84 | 85 | 130.62' | 130' | 130.58' | 110.57' | 110.51' | S74°42'E | 432 ft. | 2-W-Pwr. | PRES.R/W | BM #13 | +35 | 50 | +00

STA. 1390+00 | STA. 1405+00

ALL R.P.'S #4 REBAR FLUSH

STA. 1391+11.60 CONST. 12' ASPHALT DRIVE AS DIKE RT.

Sta. 1391+11.56 79.37' Rt.
18"x39' LG CGMP
NE I.E. Elev. = 640.76
SW I.E. Elev. = 640.78
(LEAVE)

Sta. 1392+96.78
24"x73' LG RCP XING
NW I.E. Elev. = 641.74
SE I.E. Elev. = 640.89
(ADJUST TO GRADE)

Sta. 1398+07.07
30"x101' LG RCP XING
NW I.E. Elev. = 640.82
SE I.E. Elev. = 641.52
(ADJUST TO GRADE)

+92.12 PP 129.54' RT | +19.29 PP 130.65' RT | +48.19 PP 112.79' RT | +74.74 PP 111.66' RT | +95.35 PP 110.70' RT

LEGEND

- CONCRETE
- REMOVE
- MILL & OVERLAY
- SHOULDER

BM #13~STA. 1400+74.49 ELEV. 646.578
RR SPIKE IN PP EAST OF 69 11.47' RT

STR. 84 STA. 1392+96.20 ADJUST
EXIST. STR. TO GRADE 0.59' RT
NEW TG=644.35

STR. 85 STA. 1398+06.11 ADJUST
EXIST. STR. TO GRADE 0.30' RT
NEW TG=644.93

PGL
VPI STA. 1391+95.36
VPI ELEV. =646.95

VPT STA. 1394+95.36
VPT ELEV. = 647.10

600.00' VC
K = 661.56
V = 65 MPH

FINISHED GRADE PGL

0.05%

EXISTING GROUND PGL LT

℄ EXISTING

EXIST. GRADE CRL

Sta. 1396+60.54 178.49' Lt.
30"x28' LG CGMP
NW I.E. Elev. = 640.03
SE I.E. Elev. = 637.60
(LEAVE)

Sta. 1396+56.65 178.57' Lt.
30"x27' LG CGMP
NW I.E. Elev. = 639.60
SE I.E. Elev. = 637.35
(LEAVE)

Sta. 1398+07.78 40.65' Lt.
30"x17' LG RCP
NW I.E. Elev. = 640.58
SE I.E. Elev. = 640.73
(LEAVE)

PGL
VPC STA. 1401+95.36
VPC ELEV. = 647.48

600.00' VC
K = 4367.82
V = 65 MPH

PGL
VPI STA. 1404+95.36
VPI ELEV. =647.64

660 | 655 | 650 | 645 | 640 | 635 | 630 | 625 | 620

1390+00 | 1391 | 1392 | 1393 | 1394 | 1395+00 | 1396 | 1397 | 1398 | 1399 | 1400+00 | 1401 | 1402 | 1403 | 1404 | 1405+00

CRL EG=644.11'
℄ EG=644.08'
PGL FG=644.98

CRL EG=645.33'
℄ EG=645.43'
PGL FG=646.71

CRL EG=645.36'
℄ EG=645.56'
PGL FG=646.29

CRL EG=645.00'
℄ EG=645.13'
PGL FG=646.71

CRL EG=646.13'
℄ EG=646.06'
PGL FG=646.98

CRL EG=646.00'
℄ EG=646.00'
PGL FG=647.11

CRL EG=645.82'
℄ EG=645.88'
PGL FG=647.16

CRL EG=645.86'
℄ EG=645.90'
PGL FG=647.21

CRL EG=644.77'
℄ EG=645.27'
PGL FG=647.27

CRL EG=645.41'
℄ EG=645.31'
PGL FG=647.32

CRL EG=645.73'
℄ EG=645.88'
PGL FG=647.37

CRL EG=645.93'
℄ EG=645.98'
PGL FG=647.43

CRL EG=645.66'
℄ EG=645.93'
PGL FG=647.48

CRL EG=646.19'
℄ EG=646.20'
PGL FG=647.55

CRL EG=646.22'
℄ EG=646.40'
PGL FG=647.64

CRL EG=646.56'
℄ EG=646.33'
PGL FG=647.74

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R142

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SCALE: 1"=50'

STA. 1405+00 | 1410+00 | 1415+00 | 1420+00

RR ALIGNMENT

STA.1411+80.57
CAUTION: TUG X-ING
APPROX. LOCATION

RR MP 461.63
DOT NO. 413558X
EW 47 RD.

STA. 1412+80.90 CONST. 24' CONC. STR. RETURN LT. W/ SD

STA.1413+44.53
CAUTION: TUG X-ING
APPROX. LOCATION

ALL R.P.'S #4 REBAR FLUSH

TOC/TOS

PRES.R/W & RR R/W

BM #14

OLD AIRPORT ROAD

N15° 18' 35.30"E PGL LT

N15° 18' 35.30"E CRL US-69

N15° 18' 16.41"E ℄ EXIST. SURVEY

357°28'W

212.8'

STA.1411+56.43
CAUTION: GAS X-ING
APPROX. LOCATION

STA.1411+60.52
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1412+44.20
CAUTION: TUG X-ING
APPROX. LOCATION

STA 1414'42"E
ALL R.P.'S
#4 REBAR
FLUSH

LEGEND

- CONCRETE
- MILL & OVERLAY
- SHOULDER
- REMOVE

SEC. 5
T-21-N, R-19-E

SEC. 32
T-22-N, R-19-E

BM #14–STA: 1412+64.40 ELEV. 646.323
CUT X ON NW CORNER OF SOUTH DRAINAGE STRUCTURE AT W470 ROAD, WEST OF 69 32'31" LT

STR. 86 STA. 1412+80.90
CONST. 24"X54" LG RCP SD
76.49' LT. W/ 2 TYPE B4 CETS
FL IN=645.08 FL OUT=644.98

600.00' VC
K = 4367.82
V = 65 MPH

PGL VPT STA. 1407+95.36
VPT ELEV. = 648.21

EXISTING GROUND PGL LT

FINISHED GRADE PGL

0.19%

EXIST. GRADE CRL

GAS XING APPROX LOC.

WATER XING APPROX LOC.

TUG XING APPROX LOC.

℄ EXISTING

PGL VPC STA. 1413+95.36
VPC ELEV. = 649.35

600.00' VC
K = 947.30
V = 65 MPH

PGL VPI STA. 1416+95.36
VPI ELEV. = 649.92

PGL VPT STA. 1419+95.36
VPT ELEV. = 648.59

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R143

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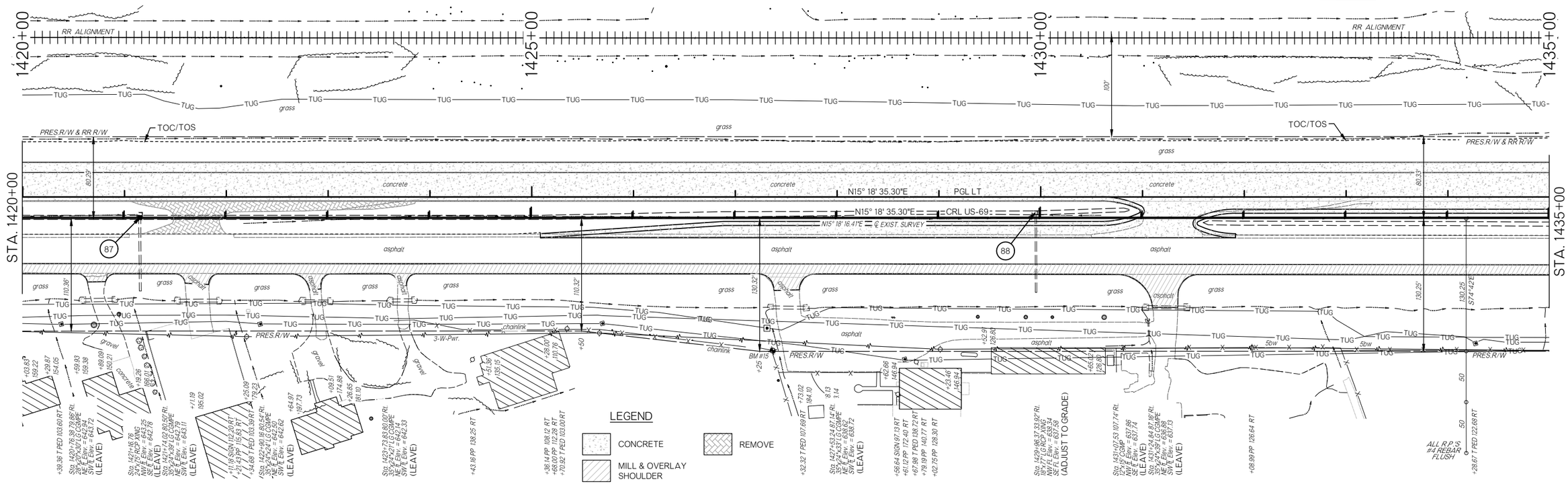
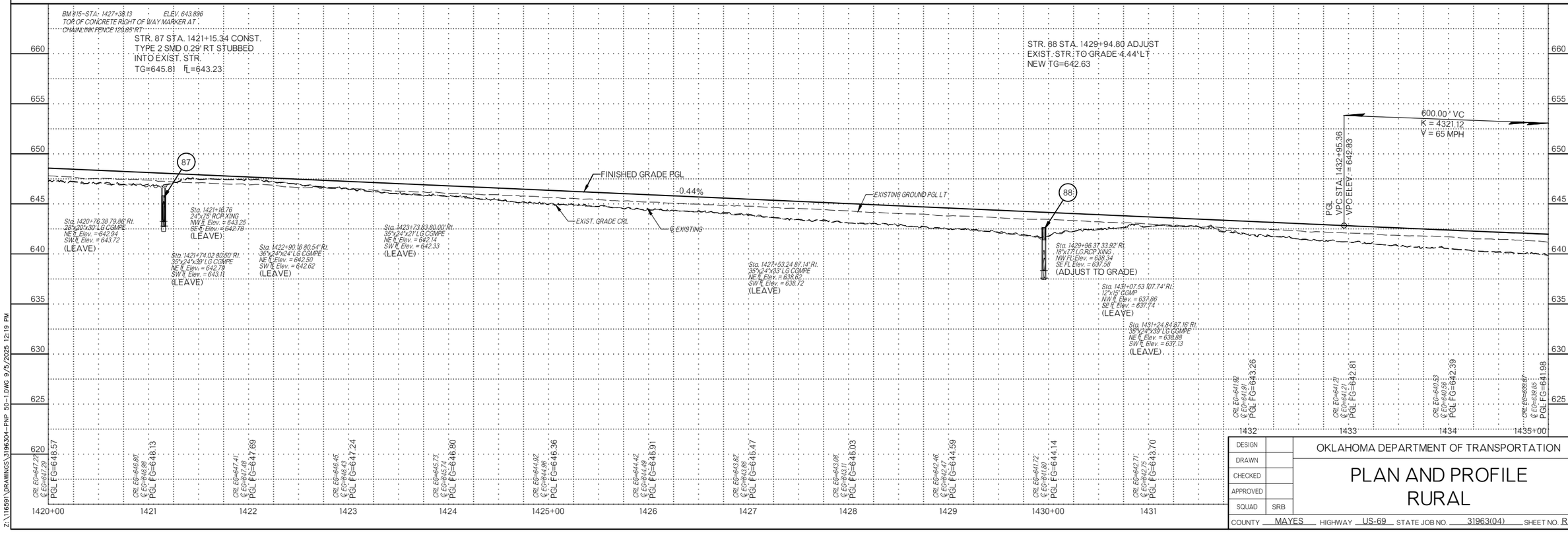
SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

- CONCRETE
- REMOVE
- MILL & OVERLAY SHOULDER



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R144

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

RR MP 461.10
DOT NO. 413557R

1435+00 | 1440+00 | 1445+00 | 1450+00

STA. 1435+00 | STA. 1450+00

RR ALIGNMENT

Sta. 1435+92.78
6'x3'x150' LG RCB XING
NW E Elev. = 634.61
SE E Elev. = 635.18
(LEAVE)

Sta. 1437+32.12 177.82' Lt.
1-36"x34' LG RCP
NW E Elev. = 631.23
SE E Elev. = 631.55
(LEAVE)

Ø +92.16 PP 195.32 LT

Sta. 1447+17.07 177.52' Lt.
36"x43' LG CGMP
NW E Elev. = 628.20
SE E Elev. = 628.29
(LEAVE)

Sta. 1447+58.84 41.20' Lt.
2-4'x7'6" LG RCP
NW E Elev. = 630.07
SE E Elev. = 630.63
(LEAVE)

ALL R.P.'S #4 REBAR FLUSH

TOC/TOS

PRES.R/W & RR R/W

PRES.R/W

grass

asphalt

concrete

N15° 18' 35.30"E PGL LT

N15° 18' 35.30"E CRL US-69

N15° 18' 16.41"E ℄ EXIST. SURVEY

100'

80.34'

80.37'

130.23'

130.12'

BM #15

BM #16

89

5bw

3-W-Pwr.

TUG

+25.75 PP 129.83 RT

+49.20 PP 130.17 RT

Sta. 1440+24.18 80.38' Rt.
28°20'26" LG CGMPE
NE E Elev. = 635.63
SW E Elev. = 635.81
(LEAVE)

+27.60 PP 131.94 RT

+14.42 T PED 123.21 RT

+95.67 ANCHOR 126.01 RT
+96.17 PP 130.71 RT

+15.89 PP 129.19 RT

Sta. 1447+58.93
24'x7'6" LG RCP XING
NW E Elev. = 630.79
SE E Elev. = 631.05
(CAP)

+417.57 PP 129.44 RT

S74°42'E

50 | 50

ALL R.P.'S #4 REBAR FLUSH

LEGEND

- CONCRETE
- REMOVE
- MILL & OVERLAY SHOULDER

BM #16–STA: 1440+13.45 ELEV. 638.296
CUT X CENTER OF SOUTH DRAINAGE STRUCTURE
OF DRIVE EAST OF 69 30.34' RT

STR. 89 STA. 1435+91.64 CONST.
TYPE 2 SMD 5.76' RT STUBBED
INTO EXIST STR.
TG=639.73 fl=634.92

600.00' VC
K = 4321.12
V = 65 MPH

PGL
VPT STA. 1435+95.36
VPT ELEV. = 641.50

PGL
VPT STA. 1438+95.36
VPT ELEV. = 640.59

FINISHED GRADE PGL

-0.30%

℄ EXISTING

EXIST. GRADE CRL

EXISTING GROUND PGL LT

600.00' VC
K = 535.21
V = 65 MPH

PGL
VPC STA. 1448+93.36
VPC ELEV. = 637.59

PGL
VPT STA. 1448+93.36
VPT ELEV. = 637.54

660 | 655 | 650 | 645 | 640 | 635 | 630 | 625 | 620

1435+00 | 1436 | 1437 | 1438 | 1439 | 1440+00 | 1441 | 1442 | 1443 | 1444 | 1445+00 | 1446 | 1447 | 1448 | 1449 | 1450+00

CRL EG=639.87'
℄ EG=639.85
PGL FG=641.98

CRL EG=639.44'
℄ EG=639.45
PGL FG=641.59

CRL EG=639.09'
℄ EG=639.12
PGL FG=641.24

CRL EG=638.56'
℄ EG=639.56
PGL FG=640.90

CRL EG=639.72'
℄ EG=639.74
PGL FG=640.58

CRL EG=639.75'
℄ EG=639.77
PGL FG=640.27

CRL EG=638.80'
℄ EG=638.81
PGL FG=639.97

CRL EG=638.26'
℄ EG=638.36
PGL FG=639.67

CRL EG=637.90'
℄ EG=637.94
PGL FG=639.36

CRL EG=637.43'
℄ EG=637.47
PGL FG=639.06

CRL EG=636.85'
℄ EG=636.92
PGL FG=638.75

CRL EG=636.25'
℄ EG=636.28
PGL FG=638.45

CRL EG=635.59'
℄ EG=635.42'
PGL FG=638.15

CRL EG=635.08'
℄ EG=635.11'
PGL FG=637.84

CRL EG=635.15'
℄ EG=635.18'
PGL FG=637.54

CRL EG=635.50'
℄ EG=635.50'
PGL FG=637.13

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R145

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SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'

STA.1451+31.20
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1455+03.99
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1459+90.68
CAUTION: TUG X-ING
APPROX. LOCATION

RR MP 460.88
DOT NO. 413556J

STA. 1451+92.57 CONST. 24" CONC. STR. RETURN LT. W/ SD

RR ALIGNMENT

TOC/TOS

PRES.R/W & RR R/W

PRES.R/W

CRL US-69

PGL LT

N15° 18' 35.30"E

N15° 18' 16.41"E

℄ EXIST. SURVEY

PC 1463+25.86

PC 1463+30.25

BM #17

STA. 1465+00

1450+00

1455+00

1460+00

1465+00

Sta. 1451+91.69 162.02' Lt. 24'x49' LG CGMP NE fl. Elev. = 628.22 SW fl. Elev. = 628.82 (LEAVE)

Sta. 1451+91.96 194.68' Lt. 18"x54' LG STEEL NE fl. Elev. = 627.98 SW fl. Elev. = 628.16 (LEAVE)

Sta. 1451+94.06 80.19' Lt. 24" LG CMP NE fl. Elev. = 630.68 SW fl. Elev. = 630.68 (REMOVE)

Sta. 1458+19.66 INLET 2.49' Lt. OF ℄ 4'x3'x78' LG RCB NW fl. Elev. = 620.92 SE fl. Elev. = 620.92 4'x3' RCB (REMOVE)

Sta. 1458+39.09 44.62' Lt. 4'x3'x82' LG RCB NW fl. Elev. = 620.66 SE fl. Elev. = 620.92 (EXTEND)

Sta. 1459+32.24 178.30' Lt. 3'x3.2'x4'LG RCB NW fl. Elev. = 614.66 SE fl. Elev. = 614.91 (LEAVE)

Sta. 1464+92.47 203.27' Lt. OF ℄ 16'x1.2' BLOCK BOX W/ ARCH 11.5' TALL SE fl. Elev. = 602.52 (LEAVE)

Sta. 1464+95.30 162.99' Lt. OF ℄ 16'x1.2' BLOCK BOX W/ ARCH 11.5' TALL NW fl. Elev. = 603.18 (LEAVE)

Sta. 1464+93.15 10'x16'x180' LG RCB XING NW fl. Elev. = 604.16 SE fl. Elev. = 605.77 (LEAVE)

Sta. 1462+01.00 97.03' Rt. 28'x21'x18' LG CGMPE NE fl. Elev. = 616.27 SW fl. Elev. = 616.60 (LEAVE)

Sta. 1458+19.47 4'x3'x78' LG RCB XING NW fl. Elev. = 620.92 SE fl. Elev. = 621.37 (LEAVE)

Sta. 1462+01.00 97.03' Rt. 4'x3'x82' LG RCB NE fl. Elev. = 616.66 SW fl. Elev. = 616.60 (LEAVE)

CURVE DATA
CURVE #3
℄ EXIST. SURVEY
PI STA 1466+48.72
Δ=12°41'12.14" T
R=2864.79'
D=2°00'00.00"
T=318.47'
L=634.34'
C=633.04'
E=17.65

LEGEND

CONCRETE

MILL & OVERLAY SHOULDER

REMOVE

+40.56 T PED 123.05 RT
+80.02 PP 130.03 RT
+12.25 WV 125.56 RT
+73.01 ANCHOR 132.23 RT
+77.35 ANCHOR 131.97 RT
+82.22 ANCHOR 131.49 RT
+07.15 ANCHOR 159.04 RT
+05.56 PP 130.76 RT
+01.02 ANCHOR 155.30 RT
+13.02 ANCHOR 159.95 RT
+58.61 PP 130.38 RT
+01.67 PP 129.88 RT
+10.89 T PED 124.44 RT
+53.43 ANCHOR 118.40 RT
+54.30 PP 130.08 RT
+59.76 ANCHOR 120.49 RT
+49.81 PP 151.67 RT

STR. 90 STA. 1451+00.00 CONST.
TYPE 2 SMD 3.85'-LT W/24"X337' LG
RCP STUBBED SOUTH TO EXIST.
STR. AND CAP EXIST. STR.
TG=634.93
fl. IN=631.83 fl. OUT=630.63

STR. 91 STA. 1451+92.57
CONST. 24"X50' LG RCP SD
78.52' LT. W/2 TYPE B4 CETS
fl. IN=631.63 fl. OUT=631.39

STR. 92 STA. 1458+18.37 CONST.
TYPE 2 SMD 0' RT W/4'X3'X10' LG
RCB STUBBED INTO EXIST STR.
TG=625.92
fl. IN=620.94 fl. OUT=620.91

STR. 93 STA. 1464+92.21 CONST.
TYPE 2 SMD 5.52' LT STUBBED
INTO EXIST. STR.
TG=623.01 fl. =605.00

BM #17–STA. 1464+98.90 ELEV. 617.654
CUT X ON NORTH END OF HEADWALL 80.93' RT

PGL VPI STA. 1451+95.36 VPI ELEV. =636.64

PGL VPC STA. 1457+45.36 VPC ELEV. = 628.80

PGL VPT STA. 1454+95.36 VPT ELEV. = 632.36

PGL VPI STA. 1460+45.36 VPI ELEV. =624.52

PGL VPT STA. 1463+45.36 VPT ELEV. = 624.57

600.00' VC
K = 535.21
V = 65 MPH

600.00' VC
K = 416.13
V = 65 MPH

-1.43%

1.43%

0.02%

IDENTICAL POINTS

EXISTING GROUND PGL LT

FINISHED GRADE PGL

EXIST. GRADE CRL

℄ EXISTING

TUG XING APPROX. LOC.

CRL EG=635.47'
℄ EG=635.50'
PGL FG=637.13

CRL EG=635.46'
℄ EG=635.68'
PGL FG=636.54

CRL EG=635.94'
℄ EG=635.58'
PGL FG=635.76

CRL EG=633.55'
℄ EG=633.47'
PGL FG=634.79

CRL EG=632.00'
℄ EG=632.00'
PGL FG=633.64

CRL EG=630.46'
℄ EG=630.35'
PGL FG=632.30

CRL EG=629.12'
℄ EG=629.10'
PGL FG=630.88

CRL EG=627.66'
℄ EG=627.70'
PGL FG=629.45

CRL EG=626.64'
℄ EG=626.72'
PGL FG=628.07

CRL EG=625.11'
℄ EG=625.12'
PGL FG=626.89

CRL EG=624.27'
℄ EG=624.21'
PGL FG=625.96

CRL EG=623.50'
℄ EG=623.53'
PGL FG=626.26

CRL EG=622.52'
℄ EG=622.68'
PGL FG=624.81

CRL EG=622.74'
℄ EG=622.78'
PGL FG=624.59

CRL EG=622.14'
℄ EG=622.24'
PGL FG=624.58

CRL EG=622.53'
℄ EG=622.78'
PGL FG=624.60

1450+00 1451 1452 1453 1454 1455+00 1456 1457 1458 1459 1460+00 1461 1462 1463 1464 1465+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R146

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CURVE DATA
CURVE #11
CRL US-69
PI STA 1466+44.33
Δ=12°41'12.00" RT
R=2864.79'
D=2°00'00.00"
T=318.47'
L=634.33'
C=633.04'
E=17.65
S=5.8%
emax=8%
V=65 MPH

CURVE DATA
CURVE #17
PGL LT
PI STA 1466+46.18
Δ=12°41'12.00" RT
R=2884.79'
D=1°59'10.08"
T=320.69'
L=638.76'
C=637.46'
E=17.77
S=5.8%
emax=8%
V=65 MPH

SEC. 29
T-22-N, R-19-E

LEGEND
CONCRETE
REMOVE
MILL & OVERLAY SHOULDER

SCALE: 1"=50'

1465+00 1470+00 1475+00 1480+00

STA. 1465+00 STA. 1480+00

+36.83 T PED 123.30' LT
+72.63 T PED 131.43' LT
+37.45 T PED 74.24' LT
+28
RR PRES.R/W
PRES.R/W
PRES.R/W & RR R/W
TOC/TOS
TOC/TOS
grass
grass
grass
TUG
PI STA. 1466+46.18
PI STA. 1466+44.33
PI STA. 1466+48.72
C 17
C 3
concrete
concrete
concrete
PT: 1469+64.25
PT: 1469+60.19
PT: 1469+64.58
122'
122'
N27° 59' 47.30"E
PGL LT
N27° 59' 10.80"E
℄ EXIST. SURVEY
asphalt
asphalt
asphalt
W 460 ROAD
S87°13'E
190'
S19°39'E
102.4'
160'
22'
grass
grass
grass
170.66'
143'
94
BM #18
5bw
5-W-Pwr.
PRES.R/W
PRES.R/W
PRES.R/W
+75
+63
111.69
S74°42'E
111.69
72.23
72.23
62.35
62.35
ALL R.P.'S #4 REBAR FLUSH
+64.42 PP 167.44 RT
+61.11 PP 162.00 RT
+79.66 ANCHOR 160.86 RT
+88.58 ANCHOR 160.47 RT
+85.10 ANCHOR 159.21 RT
+14.37 PP 171.99 RT
+75.77 T PED 137.44 RT
+75.12 SS MH 141.27 RT
Sta. 1469+21.01 122.51' Rt.
30"x98' LG CSMP
NE IE Elev. = 609.35
SW IE Elev. = 607.92
(LEAVE)
Sta. 1474+95.45
24"x98' LGRCP XING
NW IE Elev. = 615.90
SE IE Elev. = 614.30
(LEAVE)

SEC. 32
T-22-N, R-19-E

BM #18~STA. 1474+95.79 ELEV-616.808
CUT SQUARE ON END OF 24" RCP 89.97' RT

STR. 94 STA. 1474+94.86 CONST.
TYPE 2 SMD 0.57' RT. STUBBED
INTO EXIST. STR.
TG=622.51 FL=615.75

650 645 640 635 630 625 620 615 610

EXISTING GROUND PGL LT
EXIST. GRADE CRL
0.02%
FINISHED GRADE PGL
℄ EXISTING
94
Sta. 1474+95.45
24"x98' LGRCP XING
NW IE Elev. = 615.90
SE IE Elev. = 614.30
(LEAVE)

CRL EG=622.78'
℄ EG=622.78'
PGL FG=624.60

CRL EG=622.63'
℄ EG=622.68'
PGL FG=624.62

CRL EG=622.59'
℄ EG=622.60'
PGL FG=624.63

CRL EG=623.13'
℄ EG=623.17'
PGL FG=624.65

CRL EG=623.97'
℄ EG=623.97'
PGL FG=624.67

CRL EG=623.73'
℄ EG=623.73'
PGL FG=624.68

CRL EG=623.29'
℄ EG=623.29'
PGL FG=624.70

CRL EG=623.20'
℄ EG=623.20'
PGL FG=624.72

CRL EG=623.15'
℄ EG=623.16'
PGL FG=624.73

CRL EG=622.86'
℄ EG=622.85'
PGL FG=624.75

CRL EG=622.25'
℄ EG=622.24'
PGL FG=624.77

CRL EG=622.89'
℄ EG=622.89'
PGL FG=624.78

CRL EG=622.65'
℄ EG=622.64'
PGL FG=624.80

CRL EG=622.49'
℄ EG=622.47'
PGL FG=624.82

CRL EG=622.72'
℄ EG=622.72'
PGL FG=624.83

CRL EG=622.31'
℄ EG=622.28'
PGL FG=624.85

1465+00 1466 1467 1468 1469 1470+00 1471 1472 1473 1474 1475+00 1476 1477 1478 1479 1480+00

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE RURAL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R147

Z:\11659\DRAWINGS\396304-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

1480+00 | 1485+00 | 1490+00 | 1495+00

STA. 1480+00 | STA. 1495+00

PRES.R/W | TOC/TOS | grass | concrete | asphalt | TUG | 5bw

Sta: 1483+98.62 INLET
99.91' Rt. OF CL
NW'E Elev. = 616.01
(REMOVE)

N27° 59' 47.30"E | PGL LT | ℄ EXIST. SURVEY | N27° 59' 10.80"E | N27° 59' 47.30"E CRL US-69

95 | T1 | BM #19 | S62°00'E 143 | S03°57'E 430.80

122' | 143' | 175' | 170.7' | +83 | +27 | +00

50 | ALL R.P.'S #4 REBAR FLUSH

Sta: 1483+95.11 INLET
99.91' Rt. OF CL
NW'E Elev. = 612.76
(LEAVE)

LEGEND

- CONCRETE
- MILL & OVERLAY SHOULDER
- REMOVE
- DETOUR CROSSOVER

BM#19–STA: 1483+95.58 ELEV. 615.048
CUT SQUARE ON END OF 24" RCP 99.18' RT

STR. 95 STA. 1483+94.07 CONST.
TYPE 2 SMD 0.00' LT STUBBED
INTO EXIST. STR.
TG=622.66 FL=615.56

STR. T1 STA. 1488+35.91
CONST. TEMP. 21'X15'X520' LG
CGSPA SD 2'LT. W/2 TYPE A6
CETS
FL IN=626.57 FL OUT=622.81

600.00' VC
K = 551.11
V = 65 MPH

PGL VPC STA. 1484+45.36
VPC ELEV. = 624.92

PGL VPT STA. 1490+45.36
VPT ELEV. = 628.29

1.11%

FINISHED GRADE PGL

0.02%

EXISTING GROUND PGL LT

℄ EXISTING

EXIST. GRADE CRL

PGL VPI STA. 1487+45.36
VPI ELEV. = 624.97

PGL VPC STA. 1490+95.36
VPC ELEV. = 628.84

600.00' VC
K = 454.87
V = 65 MPH

PGL VPI STA. 1493+95.36
VPI ELEV. = 632.16

650 | 645 | 640 | 635 | 630 | 625 | 620 | 615 | 610

1480+00 | 1481 | 1482 | 1483 | 1484 | 1485+00 | 1486 | 1487 | 1488 | 1489 | 1490+00 | 1491 | 1492 | 1493 | 1494 | 1495+00

CRL EG=622.31'
℄ EG=622.28'
PGL FG=624.85

CRL EG=622.70'
℄ EG=622.71'
PGL FG=624.87

CRL EG=622.44'
℄ EG=622.48'
PGL FG=624.88

CRL EG=622.45'
℄ EG=622.45'
PGL FG=624.90

CRL EG=621.60'
℄ EG=621.60'
PGL FG=624.92

CRL EG=622.34'
℄ EG=622.31'
PGL FG=624.97

CRL EG=622.75'
℄ EG=622.74'
PGL FG=626.18

CRL EG=623.22'
℄ EG=623.21'
PGL FG=626.58

CRL EG=624.00'
℄ EG=624.00'
PGL FG=626.16

CRL EG=624.90'
℄ EG=624.89'
PGL FG=626.91

CRL EG=625.89'
℄ EG=625.89'
PGL FG=627.85

CRL EG=626.97'
℄ EG=627.01'
PGL FG=628.94

CRL EG=627.98'
℄ EG=627.98'
PGL FG=629.91

CRL EG=629.03'
℄ EG=629.03'
PGL FG=630.67

CRL EG=629.20'
℄ EG=629.21'
PGL FG=631.21

CRL EG=630.67'
℄ EG=630.57'
PGL FG=631.52

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
RURAL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R148

Z:\11659\DRAWINGS\396304-PNP 50-1.DWG 9/5/2025 12:19 PM

LEGEND

CONCRETE
MILL & OVERLAY SHOULDER
REMOVE
DETOUR CROSSOVER

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1495+00
1500+00
1505+00
1510+00

SQUAW CREEK HOLLOW

TOC/TOS

grass

concrete

asphalt

gravel

N27° 59' 47.30"E PGL LT

N27° 59' 10.80"E ℄ EXIST. SURVEY

N27° 59' 47.30"E CRL US-69

T2

96

97

98

BM #20

BM #21

ALL R.P.'S #4 REBAR FLUSH

PRES.R/W

110'

175'

143'

+00

STA. 1495+64.59 BEGIN PAVEMENT EXCEPTION

STA. 1497+25.99 END PAVEMENT EXCEPTION

Sta. 1503+29.18 113.67' Lt. 28"x21"x90' LG CGMPE NE ℄ Elev. = 613.94 SW ℄ Elev. = 612.86 (LEAVE)

Sta. 1505+96.32 50.87' Rt. 18"x101' LG CGPLASTIC NW ℄ Elev. = 624.34 SE ℄ Elev. = 617.64 (LEAVE)

Sta. 1508+76.18 CONST. 26' CONC. STR. RETURN LT.

Sta. 1508+76.65 132.64' Lt. 18"x25' LG CGMP NE ℄ Elev. = 624.78 SW ℄ Elev. = 624.65 (LEAVE)

Sta. 1508+78.04 88.83' Lt. 24"x44' LG CGMP NE ℄ Elev. = 622.88 SW ℄ Elev. = 621.94 (REMOVE)

+16.83 T RED 112.08' LT

+38

BM #20–STA. 1495+74.79 ELEV. 632.640
CUT SQUARE ON SE CORNER OF NB BRIDGE
54.93' RT

BM #21–STA. 1508+60.39 ELEV. 625.392
CUT X ON TOP CENTER OF SOUTH DRAINAGE STRUCTURE AT N327 ROAD 90.22' LT

STR. T2 STA. 1501+35.38
CONST. TEMP. 21"X15"X498' LG CGSPA SD 2' LT. W/2 TYPE A6 CETS
℄ IN=628.75 ℄ OUT=628.25

-0.21%

EXISTING GROUND PGL LT

FINISHED GRADE PGL

℄ EXISTING

EXIST. GRADE CRL

PGL VPC STA. 1504+95.35 VPC ELEV. = 629.81

600.00' VC
K = 499.68
V = 65 MPH

STR. 96 STA. 1505+96.40 CONST. TYPE 2 SMD 5.26'LT W/18"X10'LG RCP STUBBED INTO EXIST. STR.
TG=628.24
℄ IN=624.52 ℄ OUT=623.88

STR. 97 STA. 1508+74.77 CONST. 30"X76' LG RCP SD 89.68' LT. W/2 TYPE C4 CETS
℄ IN=623.38 ℄ OUT=621.48

STR. 98 STA. 1509+31.86 CONST. TYPE 2 SMD 5.65' RT W/22"X13"X333' LG RCPA STUBBED TO STR. 96
TG=629.23
℄ IN=626.67 ℄ OUT=624.52

PGL VPI STA. 1496+95.36 VPI ELEV. = 631.52

600.00' VC
K = 454.87
V = 65 MPH

PGL VPI STA. 1501+35.36 VPI ELEV. = 624.97

Sta. 1505+96.32 50.87' Rt. 18"x101' LG CGPLASTIC NW ℄ Elev. = 624.34 SE ℄ Elev. = 617.64 (LEAVE)

Sta. 1508+76.65 132.64' Lt. 18"x25' LG CGMP NE ℄ Elev. = 624.78 SW ℄ Elev. = 624.65 (LEAVE)

Sta. 1508+78.04 88.83' Lt. 24"x44' LG CGMP NE ℄ Elev. = 622.88 SW ℄ Elev. = 621.94 (REMOVE)

| | | |

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1510+00

STA. 1525+00

1510+00

1515+00

1520+00

1525+00

Sta. 1511+05.57 81.05' LT.
28"x24" LG CMP
NE FL Elev. = 625.98
SW FL Elev. = 623.78
(REMOVE)
+58.58
196.71

+19.70
191.01

+40.23
189.99

STA. 1511+06.26
23' CONC. DRIVE W/ SD LT.

Sta. 1513+04.82 77.79' LT.
28"x24"x22" LG CGMPE
NE FL Elev. = 630.01
SW FL Elev. = 628.66
(REMOVE)

STA. 1513+04.29
12' CONC. DRIVE W/ SD LT.

+84.34
170.89

+20.29
160.03

+47.15
156.04

+62.53
156.66

STA. 1516+35.84
10' CONC. DRIVE W/ SD LT.

Sta. 1516+38.49 80.84' LT.
28"x20" LG CGMP
NE FL Elev. = 633.60
SW FL Elev. = 633.54
(REMOVE)

STA. 1518+06.89
12' CONC. DRIVE AS DIKE LT.

Sta. 1519+48.51 77.18' LT.
28"x20"x22" LG CGMP
NE FL Elev. = 632.47
SW FL Elev. = 632.48
(REMOVE)

STA. 1519+48.37
12' CONC. DRIVE W/ SD LT.

+64.26 T PED 129.89 LT

+81.06 T PED 132.39 LT

+27.51

+00

99

100

101

102

TOC/TOS

TOC/TOS

PRES.R/W

PC: 1521+20.89

PC: 1521+16.84

PC: 1521+21.93

BM #22

N27° 59' 47.30"E

PGL LT

N27° 59' 10.80"E

℄ EXIST. SURVEY

N27° 59' 47.30"E

CRL US-69

Sta. 1521+95.83
24"x198' LG RCP XING
NW FL Elev. = 625.64
SE FL Elev. = 625.38
(LEAVE)

202.15
N11°39'E

50

50

ALL R.P.'S
#4 REBAR
FLUSH

LEGEND

CONCRETE

ASPHALT

MILL & OVERLAY
SHOULDER

REMOVE

BM #22–STA. 1521+95.83 ELEV. 628.079
CUT SQUARE ON WEST END OF 24"RCP 700'
SOUTH OF 4450 ROAD 78.82' LT

STR. 99 STA. 1511+06.26
CONST. 30"X50' LG CGSP SD
82.45' LT. W/2 TYPE C4 CETS
FL IN=626.91 FL OUT=626.25

STR. 100 STA. 1513+04.29
CONST. 24"X40' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=630.33 FL OUT=629.97

STR. 101 STA. 1516+35.84
CONST. 24"X36' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=633.12 FL OUT=632.95

STR. 102 STA. 1519+48.37
CONST. 24"X40' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=633.01 FL OUT=632.78

600.00 ' VC
K = 499.68
V = 65 MPH

PGL
VPT STA. 1510+95.35
VPT ELEV. = 632.13

0.99%

EXISTING GROUND PGL LT

FINISHED GRADE PGL

℄ EXISTING

EXIST. GRADE CRL

PGL
VPI STA. 1517+95.36
VPI ELEV. =639.04

Sta. 1513+04.82 77.79' LT.
28"x24"x22" LG CGMPE
NE FL Elev. = 630.01
SW FL Elev. = 628.66
(REMOVE)

Sta. 1516+38.49 80.84' LT.
28"x20" LG CGMP
NE FL Elev. = 633.60
SW FL Elev. = 633.54
(REMOVE)

Sta. 1519+48.51 77.18' LT.
28"x20"x22" LG CGMP
NE FL Elev. = 632.47
SW FL Elev. = 632.48
(REMOVE)

PGL
VPC STA. 1514+95.36
VPC ELEV. = 636.08

600.00' VC
K = 291.39
V = 65 MPH

PGL
VPT STA. 1520+95.36
VPT ELEV. = 635.82

-1.07%

-1.07%

Sta. 1521+95.83
24"x198' LG RCP XING
NW FL Elev. = 625.64
SE FL Elev. = 620.38
(LEAVE)

STA. 1522+25.00
ELEV = 628.36

SPECIAL DITCH LT

CRL EG=631.32
℄ EG=629.42
PGL FG=631.32

CRL EG=630.12
℄ EG=630.11
PGL FG=632.22

CRL EG=630.85
℄ EG=630.82
PGL FG=633.20

CRL EG=631.97
℄ EG=631.96
PGL FG=634.19

CRL EG=633.14
℄ EG=633.14
PGL FG=635.18

CRL EG=634.27
℄ EG=634.26
PGL FG=636.16

CRL EG=635.47
℄ EG=635.49
PGL FG=636.95

CRL EG=636.29
℄ EG=636.35
PGL FG=637.39

CRL EG=637.16
℄ EG=637.14
PGL FG=637.49

CRL EG=636.08
℄ EG=636.04
PGL FG=637.25

CRL EG=634.75
℄ EG=634.76
PGL FG=636.65

CRL EG=633.82
℄ EG=633.93
PGL FG=635.73

CRL EG=632.42
℄ EG=632.91
PGL FG=634.67

CRL EG=632.17
℄ EG=632.18
PGL FG=633.60

CRL EG=630.95
℄ EG=630.96
PGL FG=632.54

CRL EG=629.58
℄ EG=629.59
PGL FG=631.48

650 645 640 635 630 625 620 615 610

1510+00 1511 1512 1513 1514 1515+00 1516 1517 1518 1519 1520+00 1521 1522 1523 1524 1525+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R150

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 29
T-22-N, R-19-E

SEC. 20
T-22-N, R-19-E

SEC. 29
T-22-N, R-19-E

1525+00

1530+00

1535+00

1540+00

STA. 1525+00

STA. 1540+00

PRES.R/W

TUG

TOC/TOS

MATCHLINE
SEE SHEET R166

STA. 1528+93.04 CONST.
24' ASPHALT STR. RETURN LT

STA. 1528+93.04 CONST.
56' ASPHALT STR. RETURN RT

W 450 ROAD

asphalt

concrete

grass

C 18

C 4

C 12

103

104

PGL

CRL US-69

℄ EXIST. SURVEY

BM #23

STA.1529+76.84
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1529+96.26
CAUTION: TUG X-ING
APPROX. LOCATION

Sta. 1528+96.05
24'x95' LG RCP XING
NW ft. Elev. = 623.89
SE ft. Elev. = 622.08
(EXTEND)

Sta. 1528+37.47
24'x274' LG RCP XING
NW ft. Elev. = 623.70
SE ft. Elev. = 617.74
(LEAVE)

Sta. 1531+29.51
39'x77' LG RCP XING
NW ft. Elev. = 622.34
SE ft. Elev. = 622.02
(EXTEND)

Sta. 1531+20.38
36'x103' LG RCP XING
NW ft. Elev. = 622.05
SE ft. Elev. = 621.30
(LEAVE)

CURVE DATA
CURVE #12
CRL US-69
PI STA 1535+96.33
Δ=57°41'53.00" LT
R=2685.74'
D=2°08'00.00"
T=1479.49'
L=2704.60'
C=2591.76'
E=380.54
S=6.2%
emax=8%
V=65 MPH

CURVE DATA
CURVE #18
PGL LT
PI STA 1535+89.36
Δ=57°41'53.00" LT
R=2665.74'
D=2°08'57.62"
T=1468.47'
L=2684.46'
C=2572.46'
E=377.71
S=6.2%
emax=8%
V=65 MPH

CURVE DATA
CURVE 7
℄ EXIST. SURVEY
PI STA 1536+01.42
Δ=57°39'53.02" RT
R=2667.58'
D=2°07'54.73"
T=1479.49'
L=2704.89'
C=2592.17'
E=380.31

LEGEND

CONCRETE
ASPHALT
MILL & OVERLAY SHOULDER
REMOVE

SCALE: 1"=50'

STR. 103 STA. 1526+94.35
ADJUST EXISTING STR. TO
GRADE 4.20' LT
NEW TG=628.38

STR. 104 STA. 1531+20.00 CONST.
TYPE 2B SMD 6.24' RT W/36"X10' LG
RCP STUBBED INTO EXIST STR.
W/PCES @ D.S. END OF EXIST. STR.
TG=629.75
F. IN=622.04 F. OUT=621.99

BM #23~STA. 1534+58.30 ELEV: 631.619
CUT X IN CENTER FLUME 550' NORTH OF W450
ROAD 99.39' LT

600.00' VC
K = 286.46
V = 65 MPH

PGL
VPC STA. 1524+95.25
VPC ELEV. = 631.54

PGL
VPI STA. 1530+95.25
VPT ELEV. = 631.39

EXISTING GROUND PGL LT

FINISHED GRADE PGL

EXIST GRADE CRL

℄ EXISTING

1.02%

0.34%

1.74%

0.78%

SPECIAL DITCH LT

TUG XING
APPROX LOC.

STA = 1525+74.77
ELEV = 624.62

PGL
VPI STA. 1527+95.25
VPI ELEV = 628.32

STA = 1528+41.06
ELEV = 623.70

STA = 1528+66.68
ELEV = 625.66

STA = 1529+18.00
ELEV = 624.80

STA = 1531+04.96
ELEV = 623.36

650
645
640
635
630
625
620
615
610

1525+00 1526 1527 1528 1529 1530+00 1531 1532 1533 1534 1535+00 1536 1537 1538 1539 1540+00

CRL EG=629.59
℄ EG=629.59
PGL FG=631.48

CRL EG=628.33'
℄ EG=628.33
PGL FG=630.61

CRL EG=627.57'
℄ EG=627.57
PGL FG=630.08

CRL EG=629.10'
℄ EG=629.11
PGL FG=629.89

CRL EG=629.65'
℄ EG=629.64
PGL FG=630.06

CRL EG=629.78'
℄ EG=629.74
PGL FG=630.56

CRL EG=629.86'
℄ EG=629.82
PGL FG=631.41

CRL EG=630.36'
℄ EG=630.04
PGL FG=632.42

CRL EG=631.91'
℄ EG=631.48
PGL FG=633.44

CRL EG=633.22'
℄ EG=632.57
PGL FG=634.45

CRL EG=634.11'
℄ EG=633.78
PGL FG=635.47

CRL EG=635.61'
℄ EG=635.20
PGL FG=636.48

CRL EG=636.85'
℄ EG=636.59'
PGL FG=637.50

CRL EG=637.80'
℄ EG=637.57'
PGL FG=638.51

CRL EG=639.07'
℄ EG=638.76'
PGL FG=639.52

CRL EG=640.49'
℄ EG=640.15'
PGL FG=640.54

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R151

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SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1540+00

STA. 1555+00

1540+00

1545+00

1550+00

1555+00

PRES.R/W

TOC/TOS

grass

asphalt

concrete

debris

STA. 1546+99.45 CONST. 26' CONC. STR. RETURN LT.

ALL R.P.'S #3 REBAR FLUSH

N37°10'W

N29° 42' 05.70"W

PGL LT

CRL US-69

℄ EXIST. SURVEY

N29° 40' 42.22"W

PT: 1548+105.44

PT: 1548+21.43

PT: 1548+26.82

C 18

C 12

C 4

105

106

107

T3

TIE TO EXISTING GUARDRAIL

RR PRES.R/W

STA 1552+29.52
BEGIN PAVEMENT
EXCEPTION

Sta. 1544+93.38 80.26' Lt.
18"x22" LG CMP
NW ℄ Elev. = 644.13
SE ℄ Elev. = 643.66
(REMOVE)

Sta. 1545+75.61 198.67' Lt.
8"x23" LG STEEL
NW ℄ Elev. = 644.83
SE ℄ Elev. = 644.74
(LEAVE)

+89.12 T.PED 226.31 LT
+91.50 T.PED 221.19 LT

Sta. 1542+61.45
36"x203' LG RCP XING
NW ℄ Elev. = 638.25
SE ℄ Elev. = 635.14
(EXTEND)

Sta. 1544+96.84 108.81' Rt.
28"x24"x30' LG COMPE
NW ℄ Elev. = 642.96
SE ℄ Elev. = 642.90
(LEAVE)

Sta. 1545+96.22
18"x95' LG RCP XING
NE ℄ Elev. = 646.06
SW ℄ Elev. = 646.56
(EXTEND)

N69°19'E

ALL R.P.'S #4 REBAR FLUSH

LEGEND

- CONCRETE
- ASPHALT
- MILL & OVERLAY SHOULDER
- REMOVE
- DETOUR CROSSOVER

STR. 105 STA. 1543+10.11 EXTEND
EXIST. 36"X203' RCP 2.9' LT W/PCES
℄ LT=638.30 ℄ RT=638.25

STR. 106 STA. 1545+94.80 CONST.
TYPE 2 SMD 3.49' LT W18"X10' LG
RCP STUBBED INTO EXIST STR.
TG=650.39
℄ IN=646.59 ℄ OUT=646.53

STR. 107 STA. 1547+52.81
CONST. TYPE 2 SMD 8.95' RT
W/18"X157' LG RCP STUBBED
INTO STR. 106
TG=655.58
℄ IN=647.37 ℄ OUT=646.59

STR. T3 STA. 1552+21.81
CONST. TEMP. 21"X15"X488' LG
CGSPA SD.0' LT. W/2 TYPE A6
CETS
℄ IN=673.88 ℄ OUT=660.41

BM #24~STA. 1559+37.72 ELEV. 680.434
CUT X ON CORNER OF NORTHBOUND BRIDGE
91.55' RT

600.00' VC
K = 322.24
V = 65 MPH

PGL
VPC STA. 1539+95.25
VPC ELEV. = 640.59

VPI STA. 1542+95.25
VPI ELEV. = 643.66

PGL
VPT STA. 1545+95.25
VPT ELEV. = 652.91

FINISHED GRADE PGL

EXISTING GROUND PGL LT

EXIST. GRADE CRL

℄ EXISTING

2.84%

IDENTICAL POINTS

1600.00' VC
K = 289.86
V = 65 MPH

PGL
VPC STA. 1550+95.25
VPC ELEV. = 666.38

2.88%

CRL EG=640.49
℄ EG=640.15
PGL FG=640.54

CRL EG=641.39
℄ EG=641.14
PGL FG=641.70

CRL EG=642.64
℄ EG=642.46
PGL FG=643.15

CRL E...
℄ EG=644.34
PGL FG=644.91

CRL EG=647.07
℄ EG=647.07
PGL FG=646.98

CRL EG=649.63
℄ EG=649.62
PGL FG=649.36

CRL EG=649.75
℄ EG=649.17
PGL FG=652.04

CRL EG=653.26
℄ EG=652.83
PGL FG=654.90

CRL EG=656.26
℄ EG=655.62
PGL FG=657.76

CRL EG=659.64
℄ EG=659.55
PGL FG=660.64

CRL EG=662.50
℄ EG=662.42
PGL FG=663.53

CRL EG=664.61
℄ EG=664.49
PGL FG=666.41

CRL EG=667.48
℄ EG=667.77
PGL FG=669.10

CRL EG=670.29
℄ EG=670.76
PGL FG=671.44

CRL EG=673.38
℄ EG=673.27
PGL FG=673.43

CRL EG=674.70
℄ EG=674.98
PGL FG=675.08

Sta. 1542+61.45
36"x203' LG RCP XING
NW ℄ Elev. = 638.25
SE ℄ Elev. = 635.14
(EXTEND)

Sta. 1544+96.84 108.81' Rt.
28"x24"x30' LG COMPE
NW ℄ Elev. = 642.96
SE ℄ Elev. = 642.90
(LEAVE)

Sta. 1544+93.38 80.26' Lt.
18"x22" LG CMP
NW ℄ Elev. = 644.13
SE ℄ Elev. = 643.66
(REMOVE)

Sta. 1545+96.22
18"x95' LG RCP XING
NE ℄ Elev. = 646.06
SW ℄ Elev. = 646.56
(EXTEND)

Sta. 1545+75.61 198.67' Lt.
8"x23" LG STEEL
NW ℄ Elev. = 644.83
SE ℄ Elev. = 644.74
(LEAVE)

Sta. 1542+61.45
36"x203' LG RCP XING
NW ℄ Elev. = 638.25
SE ℄ Elev. = 635.14
(EXTEND)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R152

Z:\11659\DRAWINGS\396304-PNP 50-1.DWG 9/8/2025 2:12 AM

LEGEND

CONCRETE

REMOVE

MILL & OVERLAY SHOULDER

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

1555+00 | 1560+00 | 1565+00

STA. 1555+00

STA. 1570+00

STA 1562+22.37
END PAVEMENT EXCEPTION

RR PRES.R/W

RR ALIGNMENT

100'

150'

170'

TOC/TOS

PC: 1560+91.44

PC: 1561+07.53

PC: 1561+07.54

PGL LT

CRL US-69

℄ EXIST. SURVEY

N29° 42' 05.70"W

N29° 40' 42.22"W

C 19

C 13

C 5

BM #24

171.62'
N64°51'E

N68°11'E
171.62'

245.46'

92'

TIE TO EXISTING GUARDRAIL

TUG

PRES.R/W

+68

50'

+44.80 T RED 164.19 RT

ALL R.P.'S 3/4 REBAR FLUSH

Sta. 1562+72.41
30°-38'21" LG RGP XING
NE ft. Elev. = 641.80
SW ft. Elev. = 638.58
(LEAVE)

Sta. 1567+64.23 19.68' Lt.
4'x3'-362' LG RGB XING
NE ft. Elev. = 621.54
SW ft. Elev. = 619.30
(LEAVE)

concrete

asphalt

grass

BM #24–STA. 1559+37.72 ELEV. 680.434
CUT 'X' ON CORNER OF NORTHBOUND BRIDGE
51.55' RT

PGL
VPI STA. 1558+77.34
VPI ELEV. = 689.30

1600.00' VC
K = 289.86
V = 65 MPH

FINISHED GRADE PGL

EXISTING GROUND PGL LT

EXIST. GRADE CRL

℄ EXISTING

PGL
VPI STA. 1566+95.25
VPI ELEV. = 667.66

-2.66%

386.00' VC
K = 297.14
V = 65 MPH

PGL
VPC STA. 1569+18.56
VPC ELEV. = 661.58

Sta. 1567+64.23 19.68' Lt.
4'x3'-362' LG RGB XING
NE ft. Elev. = 621.54
SW ft. Elev. = 619.30
(LEAVE)

Sta. 1556+72.41
30°-38'21" LG RGP XING
NE ft. Elev. = 641.80
SW ft. Elev. = 638.58
(LEAVE)

685 | 680 | 675 | 670 | 665 | 660 | 655 | 650 | 645

CRL EG=674.70'
℄ EG=674.98'
PGL FG=675.08

CRL EG=675.67'
℄ EG=676.32'
PGL FG=676.38

CRL EG=658.83'
℄ EG=660.08'
PGL FG=677.34

CRL EG=654.70'
℄ EG=663.38'
PGL FG=677.95

CRL EG=677.98'
℄ EG=677.91'
PGL FG=678.21

CRL EG=677.70'
℄ EG=677.85'
PGL FG=678.12

CRL EG=677.05'
℄ EG=677.35'
PGL FG=677.69

CRL EG=676.09'
℄ EG=676.07'
PGL FG=676.91

CRL EG=674.50'
℄ EG=675.45'
PGL FG=675.77

CRL EG=672.58'
℄ EG=672.77'
PGL FG=674.28

CRL EG=670.33'
℄ EG=670.63'
PGL FG=672.43

CRL EG=668.44'
℄ EG=668.78'
PGL FG=670.23

CRL EG=666.29'
℄ EG=666.61'
PGL FG=667.69

CRL EG=663.32'
℄ EG=663.95'
PGL FG=665.00

CRL EG=661.44'
℄ EG=661.70'
PGL FG=662.32

CRL EG=658.28'
℄ EG=658.48'
PGL FG=659.72

1555+00 | 1556 | 1557 | 1558 | 1559 | 1560+00 | 1561 | 1562 | 1563 | 1564 | 1565+00 | 1566 | 1567 | 1568 | 1569 | 1570+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R153

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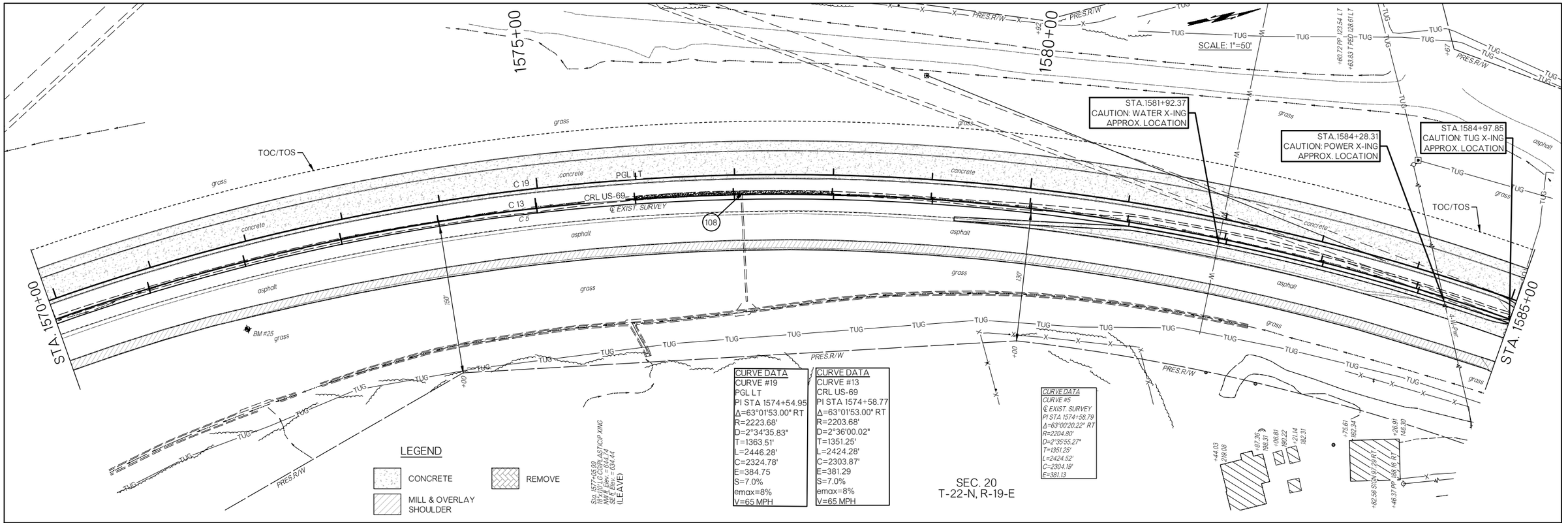

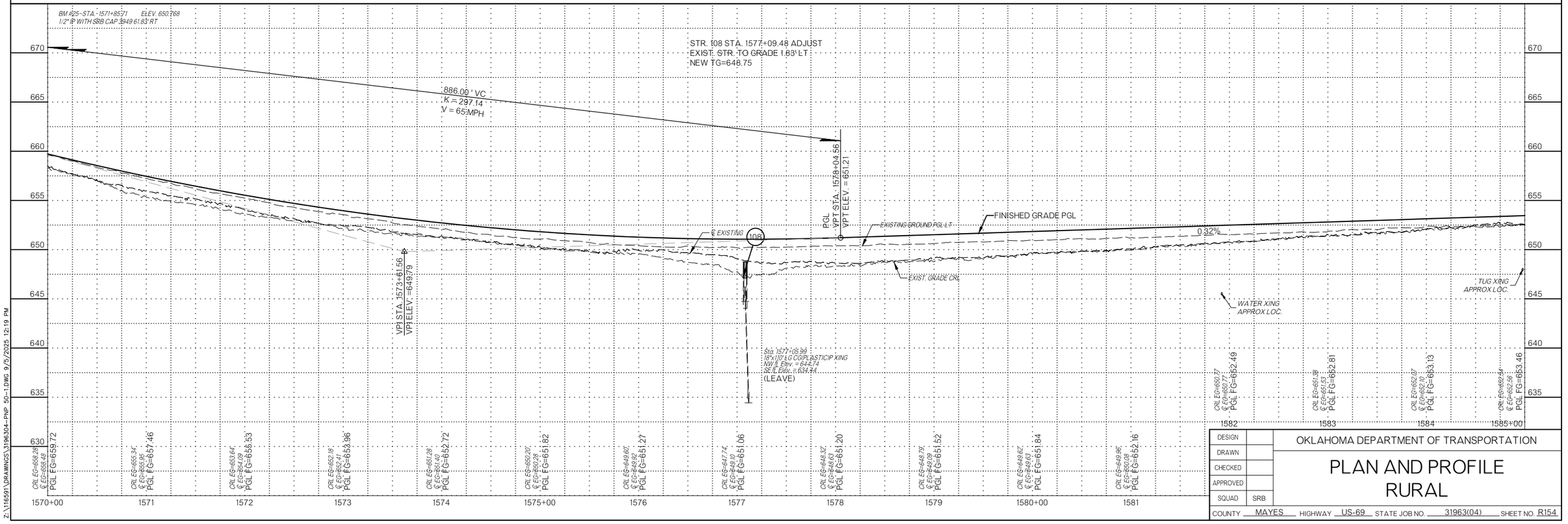

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R154

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SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1585+00

STA. 1600+00

1585+00 | 1590+00 | 1595+00 | 1600+00

STA. 1585+48.46 CONST. 28' CONC. STR. RETURN LT

STA.1599+91.51
CAUTION: POWER X-ING
APPROX. LOCATION

TOC/TOS

PT: 1585+37.72
PT: 1585+31.81
PT: 1585+32.06

N33° 19' 47.30"E
PGL LT
CRL US-69
N33° 19' 38.00"E
℄ EXIST. SURVEY

PC: 1594+16.68
PC: 1594+10.77
PC: 1594+11.87

109

BM #26

NW 440 ROAD

ALL R.P.'S #4 REBAR FLUSH

STA.1586+75.63
CAUTION: TUG X-ING
APPROX. LOCATION

STA.1586+30.43
CAUTION: TUG X-ING
APPROX. LOCATION

S83°54'E 50

N69°35'E 50

1-W-Pwr.

+78.14 T PED 148.07 LT

Sta. 1587+85.03 58.25' Lt.
24"X66' LG RCP
NW ft. Elev. = 644.04
SE ft. Elev. = 647.62
(EXTEND)

+26.92 PP 153.47 RT
Sta. 1585+35.52 62.12' Rt.
28"x20"x44' LG COMPA
NE ft. Elev. = 648.15
SW ft. Elev. = 647.60
(LEAVE)

+97.70 PP 123.59 RT
+22.76 SIGN 95.23 RT

+56.90 T PED 75.97 RT

Sta. 1591+98.16 54.00' Rt.
15"x56' RCP
NE ft. Elev. = 652.86
SW ft. Elev. = 652.76
(LEAVE)

+35.86 PP 169.91 RT

Sta. 1593+31.86 46.59' Rt.
15"x16' LG RCP
NE ft. Elev. = 653.51
SW ft. Elev. = 653.80
(LEAVE)

+04.74 PP 117.24 RT

+19.23 ANCHOR 131.62 RT

Sta. 1599+47.04 48.66' Rt.
18"x16' LG RCP
NW ft. Elev. = 653.04
SE ft. Elev. = 653.87
(LEAVE)

+68.57 SIGN 91.97 RT

+90.75 SIGN 193.97 RT

+94.87 132.89
+94.79 120.69
+44.58 118.27
+55.63

LEGEND

CONCRETE
REMOVE
MILL & OVERLAY SHOULDER

BM #26–STA. 1585+62.18 ELEV. 650.621
CUT X ON SOUTH CENTER OF NORTH DRAINAGE
STRUCTURE AT 440 ROAD 73.20' RT

STR. 109 STA. 1587+93.82 CONST.
TYPE 2 SMD-8.31' RT W/24"X95' LG
RCP STUBBED LT TO DITCH
W/TYPE B6 CET
TG=652.36
F. IN=649.26 F. OUT=648.20

455.00' VC
K = 1110.33
V = 65 MPH

PGL
VPC STA. 1590+12.75
VPC ELEV. = 635.08

PGL
VPT STA. 1592+40.25
VPT ELEV. = 655.81

PGL
VPC STA. 1594+67.75
VPC ELEV. = 657.47

PGL
VPT STA. 1594+67.75
VPT ELEV. = 657.47

PGL
VPI STA. 1596+95.25
VPI ELEV. = 659.19

PGL
VPT STA. 1599+22.75
VPT ELEV. = 658.62

FINISHED GRADE PGL

EXISTING GROUND PGL LT

℄ EXISTING

EXIST. GRADE CRL

STA = 1594+50.52
ELEV = 652.38

0.11%

SPECIAL DITCH LT

STA = 1592+80.00
ELEV = 652.19

0.32%

800.00' VC
K = 800.00
V = 65 MPH

Sta. 1585+35.52 62.12' Rt.
28"x20"x44' LG COMPA
NE ft. Elev. = 648.15
SW ft. Elev. = 647.60
(LEAVE)

TUG XING APPROX LOC.

TUG XING APPROX LOC.

Sta. 1587+85.03 58.25' Lt.
24"X66' LG RCP
NW ft. Elev. = 644.04
SE ft. Elev. = 647.62
(EXTEND)

Sta. 1591+98.16 54.00' Rt.
15"x56' RCP
NE ft. Elev. = 652.86
SW ft. Elev. = 652.76
(LEAVE)

Sta. 1593+31.86 46.59' Rt.
15"x16' LG RCP
NE ft. Elev. = 653.51
SW ft. Elev. = 653.80
(LEAVE)

Sta. 1599+46.15 10.96' Lt.
18"x16' LG RCP
NW ft. Elev. = 653.04
SE ft. Elev. = 653.87
(LEAVE)

CRL EG=652.54
℄ EG=652.56
PGL FG=653.46

CRL EG=652.46
℄ EG=652.39
PGL FG=653.78

CRL EG=651.91
℄ EG=651.73
PGL FG=654.10

CRL EG=650.76
℄ EG=651.43
PGL FG=654.42

CRL EG=652.45
℄ EG=652.50
PGL FG=654.74

CRL EG=652.86
℄ EG=653.14
PGL FG=655.06

CRL EG=653.44
℄ EG=653.67
PGL FG=655.42

CRL EG=653.98
℄ EG=654.36
PGL FG=655.87

CRL EG=654.46
℄ EG=654.91
PGL FG=656.41

CRL EG=655.09
℄ EG=655.38
PGL FG=657.04

CRL EG=655.52
℄ EG=656.06
PGL FG=657.72

CRL EG=655.82
℄ EG=656.35
PGL FG=658.26

CRL EG=656.42
℄ EG=656.74
PGL FG=658.58

CRL EG=656.66
℄ EG=656.75
PGL FG=658.68

CRL EG=656.53
℄ EG=656.64
PGL FG=658.56

CRL EG=656.12
℄ EG=656.16
PGL FG=658.30

1585+00 | 1586 | 1587 | 1588 | 1589 | 1590+00 | 1591 | 1592 | 1593 | 1594 | 1595+00 | 1596 | 1597 | 1598 | 1599 | 1600+00

670 | 665 | 660 | 655 | 650 | 645 | 640 | 635 | 630

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R155

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SEC. 17
T-22-N, R-19-E

SEC. 16
T-22-N, R-19-E

SCALE 1"=50'

STA. 1600+00

1600+00

1605+00

1610+00

1615+00

STA. 1615+00

ALL R.P.'S #4 REBAR FLUSH

N03°54'W 150

+02.13 PP 137.95 LT

Sta. 1602+39.01
18"x26" LG CMPA
NE fl. Elev. = 649.91
SW fl. Elev. = 647.36
(LEAVE)

Sta. 1604+22.26 88.20° LT
18"x26" LG CMPA
NE fl. Elev. = 650.28
SW fl. Elev. = 650.17
(LEAVE)

+70.07 ANCHOR 144.81 LT
+71.68 ANCHOR 137.20 LT
+71.86 PP 154.58 LT
+73.53 T PED 158.24 LT
+80.73 SS MH 153.11 LT
+81.03 T PED 158.58 LT

+67.08
183.97
conc.

+97.96
184.90

+70.97
239.79

+30.89
169.84

+10.60
169.69

Sta. 1613+83.23 158.88° LT
12"x54" LG CGMP
NE fl. Elev. = 650.36
SW fl. Elev. = 650.27
(LEAVE)

Sta. 1613+90.57 208.17° LT
36"x24"x31" LG CGMPE
NE fl. Elev. = 649.30
SW fl. Elev. = 649.30
(LEAVE)

STA. 1614+35.89 CONST.
26' CONC. STR. RETURN LT

+30.93 PP 145.88 LT

STA.1613+75.98
CAUTION: TUG X-ING
APPROX. LOCATION

TOC/TOS

TOC/TOS

pipe rail and steel cable

gravel

asphalt

grass

concrete

PRES.R/W

TUG

W 435 ROAD

C 20

C 14

C 6

PI STA. 1601+71.15

PI STA. 1601+68.41

PT: 1609+13.14
PGL LT

PT: 1609+13.52
CRL US-69

℄ EXIST. SURVEY

PT: 1609+14.62

N15° 17' 48.30"E

N15° 17' 39.16"E

BM #27

STA.1605+39.46
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1614+73.05
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1614+76.27
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1614+79.60
CAUTION: POWER X-ING
APPROX. LOCATION

STA.1614+82.81
CAUTION: POWER X-ING
APPROX. LOCATION

+56.92 T PED 77.25 RT

Sta. 1602+50.98 26.20° Rt.
18"x16" LG RCP
NE fl. Elev. = 648.34
SW fl. Elev. = 646.32
(LEAVE)

+11.80 WV 104.15 RT

-54.17 WV 88.86 RT

PRES.R/W & RR R/W

CURVE DATA
CURVE #6
℄ EXIST. SURVEY
PI STA 1601+69.51
Δ=18°01'58.84" LT
R=4774.65'
D=1°12'00.00"
T=757.64'
L=1502.75'
C=1496.56'
E=59.74

CURVE DATA
CURVE #14
CRL US-69
PI STA 1601+68.41
Δ=18°01'59.00" LT
R=4774.65'
D=1°12'00.00"
T=757.64'
L=1502.76'
C=1496.56'
E=59.74
S=3.8%
emax=8%
V=65 MPH

CURVE DATA
CURVE #20
PGL LT
PI STA 1601+71.15
Δ=18°01'59.00" LT
R=4754.65'
D=1°12'18.17"
T=754.47'
L=1496.46'
C=1490.29'
E=59.49
S=3.8%
emax=8%
V=65 MPH

LEGEND

CONCRETE

REMOVE

MILL & OVERLAY SHOULDER

SEC. 16
T-22-N, R-19-E

BM#27-STA. 1602+52.77 ELEV. 653.533
CUT SQUARE ON CENTER OF HEADWALL 87.95° RT

600.00 ' VC
K = 1395.35
V = 65 MPH

PGL
VPC STA. 1600+95.25
VPC ELEV. = 658.05

PGL
VPT STA. 1606+95.25
VPT ELEV. = 657.72

600.00 ' VC
K = 576.92
V = 65 MPH

PGL
VPC STA. 1611+95.25
VPC ELEV. = 658.52

PGL
VPI STA. 1614+95.25
VPI ELEV. =659.00

-0.27%

0.16%

FINISHED GRADE PGL

EXISTING GROUND PGL LT.

EXIST. GRADE CRL

℄ EXISTING

WATER X-ING
APPROX LOC.

TUG X-ING
APPROX LOC.

Sta. 1602+19.92 126.07° Lt.
4'x3'x75' LG RCB
NE fl. Elev. = 647.92
SW fl. Elev. = 647.36
(LEAVE)

Sta. 1602+42.21 45.84° Lt.
18"x16' LG RCP
NE fl. Elev. = 648.34
SW fl. Elev. = 648.32
(LEAVE)

Sta. 1602+52.41
4'x3'x135' LG RCB XING
NW fl. Elev.= 647.92
SE fl. Elev. = 648.91
(LEAVE)

Sta. 1604+35.48 13.07° Lt.
18"x65' LG CGMP
NE fl. Elev. = 650.28
SW fl. Elev. = 650.71
(LEAVE)

Sta. 1613+92.58 185.61° Lt.
12"x54" LG CGMP
NW fl. Elev. = 650.06
NE fl. Elev. = 649.22
(LEAVE)

Sta. 1613+99.92 234.90° Lt.
36"x24"x31" LG CGMPE
NE fl. Elev. = 649.81
SW fl. Elev. = 649.30
(LEAVE)

CRL EG=655.72'
℄ EG=655.16'
PGL FG=658.30

CRL EG=655.26'
℄ EG=654.69'
PGL FG=658.03

CRL EG=654.44'
℄ EG=653.98'
PGL FG=657.80

CRL EG=654.31'
℄ EG=653.78'
PGL FG=657.65

CRL EG=654.22'
℄ EG=653.61'
PGL FG=657.56

CRL EG=654.64'
℄ EG=653.91'
PGL FG=657.55

CRL EG=654.25'
℄ EG=653.47'
PGL FG=657.60

CRL EG=654.68'
℄ EG=654.14'
PGL FG=657.73

CRL EG=654.83'
℄ EG=654.08'
PGL FG=657.89

CRL EG=655.15'
℄ EG=654.58'
PGL FG=658.05

CRL EG=655.60'
℄ EG=655.05'
PGL FG=658.21

CRL EG=655.77'
℄ EG=655.22'
PGL FG=658.37

CRL EG=656.19'
℄ EG=656.24'
PGL FG=658.53

CRL EG=656.82'
℄ EG=657.05'
PGL FG=658.77

CRL EG=657.26'
℄ EG=658.09'
PGL FG=659.14

CRL EG=658.36'
℄ EG=658.51'
PGL FG=659.64

670 665 660 655 650 645 640 635 630

1600+00 1601 1602 1603 1604 1605+00 1606 1607 1608 1609 1610+00 1611 1612 1613 1614 1615+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE
CHECKED		RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R156

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SEC. 16
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1615+00

STA. 1620+00
STA. 1620+20.44 CONST. 12' CONC. DRIVE W/ SD L.T.

STA. 1623+19.06 18' CONC. DRIVE W/ SD L.T.

STA. 1625+00

STA. 1630+00

Sta. 1616+17.94 INLET 74.47' LT OF ℄ W/ 4'x3' RCB INLET Flr. Elev.= 651.78 (EXTEND)

Sta. 1616+54.31 INLET 126' LT OF ℄ W/ 18" RCP. INLET Flr. Elev.= 654.83 (REMOVE)

Sta. 1620+19.67 52.65' LT. OF ℄ CONST. NE Flr. Elev. = 658.54 SW Flr. Elev. = 658.49 (REMOVE)

+78.83 216.14

+45.72 228.25

Sta. 1623+20.27 81.67' LT. OF ℄ EXIST. LG CGSP NE Flr. Elev. = 660.80 SW Flr. Elev. = 660.72 (REMOVE)

ALL R.P.'S #4 REBAR FLUSH

PRES.R/W

TOC/TOS

pipe rail

asphalt

grass

gravel

concrete

N15° 17' 48.30"E PGL LT

N15° 17' 48.30"E CRL US-69

N15° 17' 39.16"E ℄ EXIST. SURVEY

PC: 1627+78.73

PC: 1627+79.11

PC: 1627+80.44

120'

126.69

BM #28

174.23'

173.82'

STA.1617+36.89 CAUTION: GAS X-ING APPROX. LOCATION

STA.1617+09.40 CAUTION: GAS X-ING APPROX. LOCATION

STA.1616+95.33 CAUTION: GAS X-ING APPROX. LOCATION

STA.1615+53.34 CAUTION: GAS X-ING APPROX. LOCATION

PRES.R/W & RR R/W

Sta. 1616+38.90 INLET 71.05' RT 4'x3' RCB INLET Flr. Elev.= 652.37 (LEAVE)

+37.85 PP 196.99 RT

LEGEND

CONCRETE

REMOVE

MILL & OVERLAY

SHOULDER

BM #28–STA: 1616+38.70 ELEV. 657.137
CUT SQUARE ON CENTER OF HEADWALL 70.57' RT

STR. 110 STA. 1615+96.63 EXTEND 4'X3' RCB CD 19' LT. W/SKEWED HDWL. WINGS & APRON
fl. IN=651.79 fl. OUT=651.76

STR. 111 STA. 1616+40.26 CONST TYPE 2 SMD 8.07' RT TIED TO EXISTING RCP
TG=658.58 fl.=654.10

STR. 112 STA. 1620+20.44 CONST. 24"X40' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS
fl. IN=660.41 fl. OUT=659.36

STR. 113 STA. 1623+19.06 CONST. 24"X60' LG CGSP SD 78.52' LT. W/2 TYPE B4 CETS
fl. IN=661.89 fl. OUT=661.64

600.00' VC
K = 576.92
V = 65 MPH

PGL VPT STA. 1617+95.25
VPT ELEV. = 661.93

FINISHED GRADE PGL

EXISTING GROUND PGL LT

EXIST. GRADE CRL

1.20%

PGL VPI STA. 1623+73.93
VPI ELEV. = 667.58

℄ EXISTING

-1.30%

PGL VPC STA. 1620+23.93
VPC ELEV. = 664.16

Sta. 1620+29.02 109.36' Lt. 30"x78"x27' LG CGMP NE Flr.Elev. = 658.54 SW Flr. Elev. = 658.49 (REMOVE)

Sta. 1623+29.69 108.53' Lt. 90"x58' LG CGMP NE Flr. Elev. = 660.80 SW Flr. Elev. = 660.72 (REMOVE)

PGL VPC STA. 1629+95.25
VPC ELEV. = 659.50

700.00' VC
K = 307.54
V = 65 MPH

PGL VPT STA. 1627+23.93
VPT ELEV. = 663.03

GAS XING APPROX LOC.

Sta. 1616+94.84 4'x3'x151.92' LG RCB XING Wl fl. Elev. = 651.78 Fl. Elev. = 652.37 (EXTEND)

Sta. 1616+62.45 INLET 0.97' Lt. OF ℄ W/ 18" RCP STUBBED INTO STR. fl. Elev. = 654.83 (REMOVE)

CRL EG=659.64 ℄ EG=659.51 PGL FG=659.64
CRL EG=658.20' ℄ EG=657.94 PGL FG=660.29
CRL EG=658.34' ℄ EG=658.16 PGL FG=661.07
CRL EG=659.19' ℄ EG=658.95 PGL FG=661.97
CRL EG=660.07' ℄ EG=660.13 PGL FG=662.95
CRL EG=661.10' ℄ EG=661.58' PGL FG=663.92
CRL EG=662.26' ℄ EG=662.51 PGL FG=664.80
CRL EG=663.16' ℄ EG=663.39' PGL FG=666.37
CRL EG=663.16' ℄ EG=663.47' PGL FG=665.61
CRL EG=662.86' ℄ EG=663.17 PGL FG=666.53
CRL EG=662.01' ℄ EG=662.51 PGL FG=665.12
CRL EG=661.13' ℄ EG=661.66 PGL FG=664.39
CRL EG=659.62 ℄ EG=660.51 PGL FG=663.33
CRL EG=658.32' ℄ EG=659.40 PGL FG=662.04
CRL EG=657.25' ℄ EG=658.44 PGL FG=660.74
CRL EG=656.25' ℄ EG=657.69 PGL FG=659.44

680 675 670 665 660 655 650 645 640

1615+00 1616 1617 1618 1619 1620+00 1621 1622 1623 1624 1625+00 1626 1627 1628 1629 1630+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R157

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 16
T-22-N, R-19-E

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1630+00 | 1635+00 | 1640+00 | 1645+00

STA. 1630+00 | STA. 1645+00

ALL R.P.'S #4 REBAR FLUSH

Sta. 1633+58.38 NW'E Elev. = 647.40 SE'E Elev. = 650.40 (LEAVE)

Sta. 1633+71.97 5'x3' RCB XING NW'E Elev. = 648.38 SE'E Elev. = 650.38 (LEAVE)

Sta. 1642+24.78 62'Lt. 36"x24"x37' LG COMPE NE'E Elev. = 661.50 SW'E Elev. = 661.13 (REMOVE)

Sta. 1642+17.48 71.29'Rt. 18"x34" LG RCP NE'E Elev. = 662.88 SW'E Elev. = 662.38 (LEAVE)

Sta. 1642+86.77 45.11'Rt. 18"x34" LG RCP NE'E Elev. = 662.88 SW'E Elev. = 662.38 (LEAVE)

Sta. 1633+46.90 256.98'Rt. 5'x3' RCB NW'E Elev. = 652.01 SE'E Elev. = 654.94 (LEAVE)

STA. 1642+22.99 CONST. 24' CONC. STR. RETURN W/ SD LT.

STR. 114 STA. 1642+22.99
CONST. 24'X54' LG RCP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=662.25 FL OUT=661.85

Sta. 1642+36.98 108.78'Lt. 36"x24"x37' LG COMPE NE'E Elev. = 661.50 SW'E Elev. = 661.13 (REMOVE)

WATER XING. APPROX LOC.

TUG XING APPROX LOC.

PRES.R/W

PRES.R/W & RR R/W

TOC/TOS

PI STA. 1631+29.88

PI STA. 1631+29.04

PI STA. 1631+30.37

PT: 1634+80.17

PT: 1634+78.11

PT: 1634+79.43

PC: 1635+09.30

PC: 1635+12.39

PI STA. 1639+46.98

PI STA. 1639+51.22

PI STA. 1639+47.81

PT: 1643+83.18

PT: 1643+83.56

PT: 1643+88.96

C 21

C 15

C 7

C 8

C 16

C 22

PGL LT

CRL US-69

℄ EXIST. SURVEY

W 430 ROAD

BM #29

RR ALIGNMENT

grass

concrete

asphalt

TUG

CURVE DATA
CURVE 16
CRL US-69
PI STA 1639+46.98
Δ=6°59'38.68" LT
R=7161.97'
D=0°48'00.00"
T=437.67'
L=874.26'
C=873.72'
E=13.36
S=2.8%
emax=8%
V=65 MPH

CURVE DATA
CURVE 22
PGL LT
PI STA 1639+47.81
Δ=6°59'38.68" LT
R=7141.97'
D=0°48'08.07"
T=436.45'
L=871.82'
C=871.28'
E=13.32
S=2.8%
emax=8%
V=65 MPH

CURVE DATA
CURVE 21
PGL LT
PI STA 1631+29.88
Δ=6°59'24.00" RT
R=5749.58'
D=0°59'47.48"
T=351.16'
L=701.44'
C=701.01'
E=10.71
S=3.2%
emax=8%
V=65 MPH

CURVE DATA
CURVE 15
CRL US-69
PI STA 1631+29.04
Δ=6°59'24.00" RT
R=5729.58'
D=1°00'00.00"
T=349.93'
L=699.00'
C=698.57'
E=10.68
S=3.2%
emax=8%
V=65 MPH

CURVE DATA
CURVE 8
℄ EXIST. SURVEY
PI STA 1639+51.22
Δ=7°00'45.22" LT
R=7162.02'
D=0°47'59.98"
T=438.84'
L=876.58'
C=876.03'
E=13.43

LEGEND
CONCRETE
REMOVE
MILL & OVERLAY SHOULDER

STA.1642+88.78
CAUTION: WATER X-ING
APPROX. LOCATION

STA.1644+03.14
CAUTION: TUG X-ING
APPROX. LOCATION

+57.81 T PED 123.10 LT

+13.76 200.82

+55.11 205.93

+82.93 T PED 119.84 LT

+87.09 T PED 119.96 LT

+88.28 T PED 114.08 LT

+27.14 T PED 75.64 RT

78.06'

28.42'

117.86'

BM #29–STA: 1633+70.63 ELEV. 655.588
CUT SQUARE ON CENTER OF HEADWALL 69.40' RT

600.00' VC
K = 240.26
V = 65 MPH

PGL VPI STA. 1635+95.25 VPI ELEV. = 659.19

PGL VPI STA. 1632+95.25 VPI ELEV. =655.60

PGL VPI STA. 1645+00.00 VPI ELEV. =670.03

PGL VPC STA. 1642+00.00 VPC ELEV. = 666.43

600.00' VC
K = 299.09
V = 65 MPH

FINISHED GRADE PGL
1.20%
EXIST. GRADE CRL
EXISTING GROUND PGL L.T.
℄ EXISTING

680 | 675 | 670 | 665 | 660 | 655 | 650 | 645 | 640

CRL EG=657.25'
℄ EG=658.09'
PGL FG=659.44

CRL EG=656.64'
℄ EG=657.29'
PGL FG=658.37

CRL EG=656.16'
℄ EG=656.61'
PGL FG=657.71

CRL EG=655.41'
℄ EG=656.15'
PGL FG=657.47

CRL EG=655.04'
℄ EG=655.33'
PGL FG=657.66

CRL EG=656.01'
℄ EG=655.94'
PGL FG=658.26

CRL EG=656.72'
℄ EG=656.87'
PGL FG=659.27

CRL EG=657.69'
℄ EG=657.54'
PGL FG=660.47

CRL EG=658.66'
℄ EG=658.42'
PGL FG=661.66

CRL EG=659.85'
℄ EG=659.56'
PGL FG=662.85

CRL EG=661.50'
℄ EG=660.99'
PGL FG=664.05

CRL EG=662.19'
℄ EG=662.22'
PGL FG=665.24

CRL EG=664.59'
℄ EG=664.68'
PGL FG=666.43

CRL EG=666.27'
℄ EG=666.06'
PGL FG=667.46

CRL EG=668.26'
℄ EG=668.08'
PGL FG=668.15

CRL EG=669.78'
℄ EG=666.08'
PGL FG=668.52

1630+00 | 1631 | 1632 | 1633 | 1634 | 1635+00 | 1636 | 1637 | 1638 | 1639 | 1640+00 | 1641 | 1642 | 1643 | 1644 | 1645+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R158

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 9
T-22-N, R-19-E

LEGEND

CONCRETE
REMOVE
MILL & OVERLAY SHOULDER
DETOUR CROSSOVER

SCALE: 1"=50'

1645+00 | 1650+00 | 1655+00 | 1660+00

STA. 1645+00 | STA. 1660+00

Sta. 1654+89.81 Xing 5'x10'x54' LG RCB NW'E Elev. = 650.51 SW'E Elev. = 651.14 (LEAVE)

Sta. 1654+78.98 176.93 Rt. 10'x25' LG RCB NW'E Elev. = 653.23 SW'E Elev. = 653.04 (LEAVE)

TOC/TOS | PRES.R/W | PRES.R/W & RR R/W | BM #30 | grass | concrete | asphalt | N15° 17' 33.62"E | PGL LT | CRL US-69 | N15° 16' 17.65"E | ℄ EXIST. SURVEY | T4 | 115 | RR ALIGNMENT

ALL R.P.'S #4 REBAR FLUSH

50 | 50 | 50 | S15°52'W

100' | 120' | 140' | 128.7' | 165.4' | 110'

+00 | +98 | 35 | 50 | 5bw

STR: T4 STA. 1652+95.73
CONST. TEMP. 21'X15'X48' LG
CGSPA SD:0' LT. W/2 TYPE A6
CETS
℄ IN=663.31 ℄ OUT=657.60

STR. 115 STA. 1655+49.26 ADJUST
EXIST. STR: TG GRADE 0.05' RT
NEW TG=659.32

BM #30~STA. 1655+60.89 ELEV: 657.533
CUT X ON SOUTH END OF HEADWALL 84.98' LT

PGL VPI STA. 1645+00.00 VPI ELEV. = 670.03

600.00' VC
K = 299.09
V = 65 MPH

PGL VPT STA. 1648+00.00 VPT ELEV. = 667.60

FINISHED GRADE PGL

-0.81%

EXISTING GROUND PGL LT

℄ EXISTING

EXIST. GRADE CRL

PGL VPC STA. 1655+00.00 VPC ELEV. = 661.94

600.00' VC
K = 445.04
V = 65 MPH

PGL VPI STA. 1658+00.00 VPI ELEV. = 659.51

680 | 675 | 670 | 665 | 660 | 655 | 650 | 645 | 640

1645+00 | 1646 | 1647 | 1648 | 1649 | 1650+00 | 1651 | 1652 | 1653 | 1654 | 1655+00 | 1656 | 1657 | 1658 | 1659 | 1660+00

CRL EG=666.18
℄ EG=666.08
PGL FG=668.52

CRL EG=666.19
℄ EG=666.32
PGL FG=668.54

CRL EG=665.52
℄ EG=665.56
PGL FG=668.24

CRL EG=664.81
℄ EG=664.96
PGL FG=667.60

CRL EG=664.26
℄ EG=664.34
PGL FG=666.79

CRL EG=663.53
℄ EG=663.59
PGL FG=665.98

CRL EG=662.64
℄ EG=662.78
PGL FG=665.18

CRL EG=662.02
℄ EG=661.90
PGL FG=664.37

CRL EG=661.19
℄ EG=661.02
PGL FG=663.56

CRL EG=660.13
℄ EG=659.95
PGL FG=662.75

CRL EG=658.98
℄ EG=659.42
PGL FG=661.94

CRL EG=658.35
℄ EG=658.79
PGL FG=661.25

CRL EG=658.25
℄ EG=658.51
PGL FG=660.77

CRL EG=658.30
℄ EG=658.44
PGL FG=660.52

CRL EG=658.29
℄ EG=658.54
PGL FG=660.50

CRL EG=658.15
℄ EG=658.46
PGL FG=660.70

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R159

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

LEGEND

CONCRETE

MILL & OVERLAY SHOULDER

REMOVE

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1660+00 | 1665+00 | 1670+00 | 1675+00

STA. 1660+00 | STA. 1675+00

STA. 1662+10.19 CONST.
12' CONC. DRIVE LT.

BM #31

+19.07 ANCHOR 204.97 LT

ALL R.P.'S #4 REBAR FLUSH

+24.49 176.33 | +39.80 177.06 | +63.25 205.40

+04.27 T PED 119.37 LT

STA. 1673+79.93 CONST.
13' CONC. DRIVE AS DIKE LT.

N63°41'W 126.77

5bw

TOC/TOS

PRES.R/W

grass | asphalt | concrete | TUG

110' | 75.72' | 76.49'

N15° 17' 33.62"E

PGL LT

N15° 16' 17.65"E

℄ EXIST. SURVEY

CRL US-69

PRES.R/W & RR R/W

RR ALIGNMENT

STA.1674+14.05
CAUTION: TUG X-ING
APPROX. LOCATION

BM #31–STA: 1662+13.07 ELEV. 656.612
1/2"ΦP WITH SRB CP CAP IN FENCE LINE 3.5' FROM
NORTH SATE POST "130.08' LT"

600.00' VC
K = 445.04
V = 65 MPH

PGL
VPT STA. 1661+00.00
VPT ELEV. = 661.13

0.54%

FINISHED GRADE PGL

℄ EXISTING

EXISTING GROUND PGL LT

EXIST. GRADE CRL

PGL
VPC STA. 1672+67.77
VPC ELEV. = 667.10

600.00' VC
K = 285.22
V = 65 MPH

TUG XING
APPROX LOC

CRL EG=658.64
℄ EG=658.96
PGL FG=660.70

CRL EG=658.90'
℄ EG=659.31
PGL FG=661.13

CRL EG=659.00'
℄ EG=659.41
PGL FG=661.67

CRL EG=659.48'
℄ EG=659.77
PGL FG=662.21

CRL EG=660.11'
℄ EG=660.51
PGL FG=662.75

CRL EG=660.76'
℄ EG=661.03
PGL FG=663.28

CRL EG=661.41'
℄ EG=661.61
PGL FG=663.82

CRL EG=661.79'
℄ EG=662.04
PGL FG=664.36

CRL EG=662.40'
℄ EG=662.77
PGL FG=664.90

CRL EG=663.02'
℄ EG=663.26
PGL FG=665.44

CRL EG=663.65'
℄ EG=663.65
PGL FG=665.98

CRL EG=664.05'
℄ EG=664.31
PGL FG=666.52

CRL EG=664.69
℄ EG=665.34
PGL FG=667.06

CRL EG=665.56'
℄ EG=666.12'
PGL FG=667.44

CRL EG=666.71'
℄ EG=666.93'
PGL FG=667.48

CRL EG=664.48'
℄ EG=664.87'
PGL FG=667.17

680 | 675 | 670 | 665 | 660 | 655 | 650 | 645 | 640

1660+00 | 1661 | 1662 | 1663 | 1664 | 1665+00 | 1666 | 1667 | 1668 | 1669 | 1670+00 | 1671 | 1672 | 1673 | 1674 | 1675+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R160

Z:\11659\DRAWINGS\31963(04)-PNP 50-1.DWG 9/5/2025 12:19 PM

LEGEND

CONCRETE

REMOVE

MILL & OVERLAY SHOULDER

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

1675+00 | 1680+00 | 1685+00 | 1690+00

STA. 1675+00 | STA. 1690+00

ALL R.P.'S #4 REBAR FLUSH

BM #32

PRES.R/W

TOC/TOS

50w

110'

135'

135.09'

32.27'

N72°57'W

+00'

150'

grass

concrete

asphalt

N15° 17' 33.62"E

PGL LT

N15° 16' 17.65"E

℄ EXIST. SURVEY

CRL US-69

76.55'

77.29'

PRES.R/W & RR R/W

BM #33

100'

RR ALIGNMENT

+89.22 T PED 68.30 RT

+14.54 T PED 75.30 RT

Sta. 1689+11.16 INLET
4.69' Rt. OF ℄ W 18"
NW E Elev. = 645.39
SE E Elev. = 644.26
(LEAVE)

Sta. 1689+18.43 CRL CROSS XING
OUT 10'(S) x 5'(H) CRCB
NW E Elev. = 639.42
SE E Elev. = 638.39
(LEAVE) / /

Sta. 1689+58.33 INLET
4.69' Lt. OF ℄ W 18"
STUBBED TO RCB
NE E Elev. = 645.67
SW E Elev. = 644.43
(LEAVE)

Sta. 1689+47.39 150.84' Rt.
12'x5.3x28' LG CONC W/ARCH
12.5' E TO TOP OF ARCH
NW E Elev. = 638.46
SE E Elev. = 637.54
(LEAVE)

BM #32–STA. 1675+38.99 ELEV. 661.461
1/2" IP WITH SRB CP CAP IN FENCE 110.95' LT

BM #33–STA. 1689+38.25 ELEV. 650.51?
CUT SQUARE IN CENTER HEADWALL 68.92' RT

PGL
VPI STA. 1675+06.77
VPI ELEV. =668.72

EXISTING GROUND PGL LT

FINISHED GRADE PGL

-1.56%

℄ EXISTING

EXIST. GRADE CRL

600.00' VC
K = 285.22
V = 65 MPH

PGL
VPT STA. 1678+06.77
VPT ELEV. = 664.02

PGL
VPC STA. 1683+39.71
VPC ELEV. = 655.69

600.00' VC
K = 463.39
V = 65 MPH

PGL
VPI STA. 1686+39.71
VPI ELEV. =651.00

PGL
VPT STA. 1689+39.71
VPT ELEV. = 650.19

-0.27%

Sta. 1688+11.16 INLET
4.69' Rt. OF ℄
NW E Elev. = 645.30
NE STUBBED INTO RCB
(LEAVE)

Sta. 1689+39.99 27.99' Lt.
10'x10'x150' LG RCB
NW E Elev. = 636.42
SE E Elev. = 638.99
(LEAVE)

Sta. 1689+47.39 150.84' Rt.
12'x5.3x28' LG CONC W/ARCH
12.5' E TO TOP OF ARCH
NW E Elev. = 637.48
SE E Elev. = 637.54
(LEAVE)

Sta. 1689+83.93 INLET
4.74' Lt. OF ℄ 18" RCP
NE E Elev. = 645.67
SE stubbed into RCB
(LEAVE)

CRL EG=664.86'
℄ EG=664.87
PGL FG=667.17

CRL EG=663.42'
℄ EG=664.06
PGL FG=666.51

CRL EG=662.12'
℄ EG=662.56
PGL FG=665.50

CRL EG=660.99'
℄ EG=661.43
PGL FG=664.13

CRL EG=659.84'
℄ EG=660.34
PGL FG=662.57

CRL EG=658.21'
℄ EG=658.59
PGL FG=661.01

CRL EG=656.83'
℄ EG=657.09
PGL FG=659.44

CRL EG=655.60'
℄ EG=655.98
PGL FG=657.88

CRL EG=654.40'
℄ EG=654.82
PGL FG=656.32

CRL EG=653.00'
℄ EG=653.14
PGL FG=654.79

CRL EG=651.35'
℄ EG=651.61
PGL FG=653.47

CRL EG=650.11'
℄ EG=650.29
PGL FG=652.35

CRL EG=649.33
℄ EG=649.37
PGL FG=651.46

CRL EG=649.09'
℄ EG=648.83
PGL FG=650.78

CRL EG=648.42'
℄ EG=648.46
PGL FG=650.31

CRL EG=649.42'
℄ EG=648.65
PGL FG=650.03

670 | 665 | 660 | 655 | 650 | 645 | 640 | 635 | 630

1675+00 | 1676 | 1677 | 1678 | 1679 | 1680+00 | 1681 | 1682 | 1683 | 1684 | 1685+00 | 1686 | 1687 | 1688 | 1689 | 1690+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R161

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 9
T-22-N, R-19-E

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1690+00

STA. 1705+00

1690+00 | 1695+00 | 1700+00 | 1705+00

STA. 1697+66.18
CONST. STR. RETURN W/ SD LT.

STA. 1701+73.38 CONST.
36' CONC. DRIVE W/ SD LT.

STA.1697+51.82
CAUTION: POWER X-ING
APPROX. LOCATION

N15° 17' 33.62"E PGL LT

N15° 16' 17.65"E ℄ EXIST. SURVEY

420 ROAD W

RR ALIGNMENT

PRES.R/W & RR R/W

LEGEND

CONCRETE

REMOVE

MILL & OVERLAY

SHOULDER

BM #33~STA. 1689+38.25 ELEV. 650.511
ICUT SQUARE IN CENTER HEADWALL 68.92' RT

STR. 116 STA. 1697+66.18
CONST. 24"X54' LG RCP SD
78.52' LT. W/ 2 TYPE B4 CETS
FL IN=658.13 : FL OUT=657.45

STR. 117 STA. 1698+48.26 CONST.
TYPE 2 SMD 5.03' RT. W/
22"X13"X79' LG RCPA STUBBED LT
TO DITCH W/ TYPE A6 CET
TG=662.37
FL IN=659.81 FL OUT=659.12

STR. 118 STA. 1701+73.38
CONST. 24"X60' LG CGSP SD
81.53' LT. W/ 2 TYPE B4 CETS
FL IN=664.50 FL OUT=663.34

600.00' VC
K = 198.34
V = 65 MPH

540.00' VC
K = 239.56
V = 65 MPH

0.27%

2.76%

0.50%

PGL VPC STA. 1690+16.27 VPC ELEV. = 649.98

PGL VPI STA. 1693+16.27 VPI ELEV. = 649.37

PGL VPT STA. 1696+16.27 VPT ELEV. = 652.44

PGL VPC STA. 1696+78.35 VPC ELEV. = 659.15

PGL VPI STA. 1699+48.35 VPI ELEV. = 666.59

PGL VPT STA. 1702+18.35 VPT ELEV. = 667.94

FINISHED GRADE PGL

EXISTING GROUND PGL LT

EXIST. GRADE CRL

℄ EXISTING

	1690+00	1691	1692	1693	1694	1695+00	1696	1697	1698	1699	1700+00	1701	1702	1703	1704	1705+00
CRL EG=	648.42	648.60	649.04	649.86	651.21	653.38	655.73	658.50	661.08	662.99	663.98	664.72	665.69	666.60	667.64	667.44
℄ EG=	648.65	648.59	649.08	649.79	651.14	653.20	656.17	658.43	661.08	663.81	664.62	665.24	666.01	667.00	667.61	667.39
PGL FG=	650.03	649.94	650.34	651.26	652.66	654.57	657.00	659.72	662.18	664.22	665.84	667.05	667.84	668.35	668.85	669.36

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R162

Z:\11659\DRAWINGS\31963O4-PNP 50-1.DWG 9/5/2025 12:19 PM

SEC. 4
T-22-N, R-19-E

LEGEND

CONCRETE
REMOVE
MILL & OVERLAY
SHOULDER

SCALE: 1"=50'

1705+00 | 1710+00 | 1715+00 | 1720+00

STA. 1705+00 — STA. 1720+00

ALL R.P.'S #4 REBAR FLUSH

50' | 50' | N74°42'W

5bw | PRES.R/W | TOC/TOS | grass | concrete | asphalt | PRES.R/W & RR R/W | 4-W-Pwr.

110' | 100'

78.28' | 78.9'

N15° 17' 33.62"E | CRL US-69 | PGL LT | N15° 16' 17.65"E | ℄ EXIST. SURVEY

BM #34 | RR ALIGNMENT

+31.88 PP 78.95 RT | +53.13 T PED 68.76 RT | +25.34 PP 78.80 RT | +14.33 PP 78.58 RT | +99.71 PP 79.64 RT

BM #34~STA. 1712+14.43 ELEV=673.176
RR SPIKE IN PP 74.96' RT

690 | 685 | 680 | 675 | 670 | 665 | 660 | 655 | 650

0.50% | 0.44%

FINISHED GRADE PGL | EXISTING GROUND PGL LT | ℄ EXISTING | EXIST. GRADE CRL

PGL VPC STA. 1706+95.25 VPC ELEV. = 670.34

PGL VPI STA. 1709+95.25 VPI ELEV. =671.84

PGL VPT STA. 1712+95.25 VPT ELEV. = 673.17

PGL VPC STA. 1718+40.90 VPC ELEV. = 675.57

600.00' VC K = 9976.16 V = 65 MPH

800.00' VC K = 868.77 V = 65 MPH

CRL EG=667.44' ℄ EG=667.59' PGL FG=669.36
CRL EG=667.76' ℄ EG=667.51' PGL FG=669.86
CRL EG=668.07' ℄ EG=668.20' PGL FG=670.36
CRL EG=668.58' ℄ EG=668.79' PGL FG=670.85
CRL EG=669.11' ℄ EG=669.47' PGL FG=671.34
CRL EG=669.66' ℄ EG=669.71' PGL FG=671.82
CRL EG=670.23' ℄ EG=670.21' PGL FG=672.28
CRL EG=670.21' ℄ EG=670.58' PGL FG=672.74
CRL EG=670.83' ℄ EG=671.00' PGL FG=673.18
CRL EG=671.94' ℄ EG=671.30' PGL FG=673.63
CRL EG=672.04' ℄ EG=671.98' PGL FG=674.07
CRL EG=672.51' ℄ EG=672.43' PGL FG=674.51
CRL EG=672.59' ℄ EG=673.09' PGL FG=674.95
CRL EG=673.59' ℄ EG=673.17' PGL FG=675.39
CRL EG=673.32' ℄ EG=673.76' PGL FG=675.81
CRL EG=674.13' ℄ EG=674.23' PGL FG=676.13

1706 | 1707 | 1708 | 1709 | 1710+00 | 1711 | 1712 | 1713 | 1714 | 1715+00 | 1716 | 1717 | 1718 | 1719 | 1720+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R163

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SEC. 4
T-22-N, R-19-E

LEGEND
CONCRETE
MILL & OVERLAY SHOULDER
REMOVE

SCALE: 1"=50'

1720+00 | 1725+00 | 1730+00 | 1735+00

STA. 1720+00 | STA. 1735+00

STA. 1724+92.21
20' CONC. DRIVE W/ SD LT.

STA. 1731+89.11
22' CONC. DRIVE W/ SD LT.

ALL R.P.'S #4 REBAR FLUSH

Sta. 1725+03.47 81.51' LT.
27"x15"x37' LG CGMPE
NE ft. Elev. = 670.62
SW ft. Elev. = 670.62
(REMOVE)

+81.43 T PED 120.46 LT

Sta. 1727+18.88 18.17' Lt.
4'x3' RCB
NW ft. Elev. = 663.69
SE ft. Elev. = 665.69
(LEAVE)

+08.26 T PED 121.42 LT

Sta. 1731+88.14 80.62' Lt.
27"x15"x37' LG CGMPE
NE ft. Elev. = 668.44
SW ft. Elev. = 668.31
(REMOVE)

PRES.R/W
TOC/TOS
grass
asphalt
concrete
N15° 17' 33.62"E
PGL LT
CRL US-69
℄ EXIST. SURVEY
PRES.R/W & RR R/W
RR ALIGNMENT
BM #35
EP 1734+92.33

+89.02 PP 78.47 RT
+74.34 PP 80.02 RT
+65.61 PP 79.30 RT
+55.68 PP 79.53 RT
+47.40 PP 79.84 RT

BM #35~STA. 1727+13.90 ELEV. 669.644
CUT SQUARE IN CENTER OF HEADWALL 65.34' RT.

STA. 1734+00.00
END PROJECT &
BEGIN INCIDENTAL

STR. 119 STA. 1724+92.21
CONST: 24"X48' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=672.02 FL OUT=671.89

STR. 120 STA. 1731+89.11
CONST. 24"X48' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=668.84 FL OUT=668.60

PGL
VPI STA. 1722+40.90
VPI ELEV. =677.34

800.00' VC
K = 868.77
V = 65 MPH

Sta. 1725+13.79 84.88' Lt.
27"x15"x37' LG CGMPE
NE ft. Elev. = 670.40
SW ft. Elev. = 670.62
(REMOVE)

℄ EXISTING

PGL
VPT STA. 1726+40.90
VPT ELEV. = 675.42

Sta. 1727+22.79 176.77' RT
4'x3' RCB
NW ft. ELEV. 667.46
SE ft. Elev. = 668.03
(LEAVE)

Sta. 1727+19.88 18.17' Lt.
4'x3'x170' LG RCB
NW ft. Elev. = 663.69
SE ft. Elev. = 665.09
(LEAVE)

FINISHED GRADE PGL
EXISTING GROUND PGL LT
-0.48%
EXIST. GRADE CRL

Sta. 1731+98.46 84.48' Lt.
27"x15"x37' LG CGMPE
NE ft. Elev. = 668.44
SW ft. Elev. = 668.31
(REMOVE)

STA. = 1734+90.65
ELEV. = 671.31

CRL EG=674.33
℄ EG=674.23
PGL FG=676.13

CRL EG=674.50
℄ EG=674.72
PGL FG=676.33

CRL EG=674.81
℄ EG=675.11
PGL FG=676.41

CRL EG=674.95
℄ EG=674.95
PGL FG=676.39

CRL EG=674.23
℄ EG=675.57
PGL FG=676.24

CRL EG=675.64
℄ EG=675.53
PGL FG=675.98

CRL EG=673.38
℄ EG=672.96
PGL FG=675.61

CRL EG=673.10
℄ EG=672.64
PGL FG=675.14

CRL EG=672.54
℄ EG=672.26
PGL FG=674.66

CRL EG=672.27
℄ EG=672.12
PGL FG=674.18

CRL EG=671.78
℄ EG=671.78
PGL FG=673.70

CRL EG=671.48
℄ EG=671.34
PGL FG=673.22

CRL EG=670.79
℄ EG=670.78
PGL FG=672.74

CRL EG=670.49
℄ EG=670.42
PGL FG=672.26

CRL EG=669.89
℄ EG=669.89
PGL FG=671.78

CRL EG=
℄ EG=669.37
PGL FG=

1720+00 | 1721 | 1722 | 1723 | 1724 | 1725+00 | 1726 | 1727 | 1728 | 1729 | 1730+00 | 1731 | 1732 | 1733 | 1734 | 1735+00

690 | 685 | 680 | 675 | 670 | 665 | 660 | 655 | 650

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R164

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LEGEND

DETOUR CROSSOVER

MILL & OVERLAY SHOULDER

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1735+00

1735+00 | 1740+00 | 1745+00 | 1750+00

ALL R.P.'S #4 REBAR FLUSH

N74°42'W

PRES.R/W

5bw

TUG

THX

grass

concrete

asphalt

PRES.R/W & RR R/W

4-W-Pwr.

RR ALIGNMENT

N15° 17' 33.62"E

CRL US-69

℄ EXIST. SURVEY

N15° 16' 17.65"E

T5

BM #36

110'

140'

100'

79.67'

80.43'

Sta. 1742+49 INLET
30.99' Lt. OF ℄ W/18" RCP
N ft. Elev. = 662.93
S ft. Elev. = 662.93
(LEAVE)

Sta. 1742+67.61
5'x10' RCB XING
N ft. Elev. = 658.99
S ft. Elev. = 658.10
(LEAVE)

Sta. 1743+82.95' 175.68' Rt.
1-36"x49' LO STEEL PIPE
NW ft. Elev. = 661.40
SE ft. Elev. = 661.28
(LEAVE)

STA 1742+00.00
END INCIDENTAL

STR. T5 STA. 1738+53.08
CONST. TEMP. 21"X15"X509' LG
CGSPA SD 0' LT. W/2 TYPE A6
CETS
FL IN=668.70 FL OUT=666.76

BM #36 • STA. 1742+88.93 • ELEV. 665.899
CUT SQUARE IN CENTER OF HEADWALL 63.93' RT

℄ EXISTING

690 | 685 | 680 | 675 | 670 | 665 | 660 | 655 | 650

℄ EG=669.42 | ℄ EG=669.01 | ℄ EG=668.71 | ℄ EG=668.19 | ℄ EG=667.51 | ℄ EG=666.99 | ℄ EG=666.72 | ℄ EG=666.34 | ℄ EG=666.33 | ℄ EG=666.64 | ℄ EG=667.09 | ℄ EG=667.98

1735+00 | 1736 | 1737 | 1738 | 1739 | 1740+00 | 1741 | 1742 | 1743 | 1744 | 1745+00 | 1746

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		PLAN AND PROFILE RURAL
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R165

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LEGEND

ASPHALT
CONCRETE
SHOULDER
DETOUR CROSSOVER

SCALE: 1"=50'

CURVE DATA
CURVE 23
CRL EW-450
PI STA 12+91.21
Δ=32°13'52.23" RT
R=275.00'
D=20°50'05.38"
T=79.46'
L=154.70'
C=152.67'
E=11.25
S=NO SUPER
emax=SUEL2-4-1
V=25 MPH

STA. 11+69.19 CONST. 20' CONC. DRIVE LT.

STA.13+39.41
CAUTION: TUG X-ING
APPROX. LOCATION

STA.13+28.16
CAUTION: TUG X-ING
APPROX. LOCATION

TOC/TOS
PC: 12+11.76
PRES.R/W
121
PC: 11+00.00
N87° 09' 03.77"E
BP: 10+00.00
PT: 11+86.03
TOC/TOS
PT: 13+66.46
STA.14+06.10
CAUTION: TUG X-ING
APPROX. LOCATION
PRES.R/W

MATCHLINE
SEE SHEET R151

PC: 15+59.38
W 450 ROAD
S78° 32' 32.22"E
PT: 16+35.10
N89° 05' 23.61"E
EP: 18+00.33
STONER ROAD

STA.15+93.75
CAUTION: TUG X-ING
APPROX. LOCATION

CURVE DATA
CURVE 22
CRL EW-450
PI STA 11+43.37
Δ=17°55'29.94" LT
R=275.00'
D=20°50'05.38"
T=43.37'
L=86.03'
C=85.68'
E=3.40
S=NO SUPER
emax=SUEL2-4-1
V=25 MPH

CURVE DATA
CURVE 24
CRL EW-450
PI STA 15+97.39
Δ=12°23'41.41" LT
R=350.00'
D=16°22'12.80"
T=38.01'
L=75.72'
C=75.57'
E=2.06
S=NO SUPER
emax=SUEL2-4-1
V=25 MPH

10+00
15+00
18+00
1530+00

STA. 10+90.25
BEGIN CONSTRUCTION

STA. 14+07.39
END CONSTRUCTION

BM #22--STA. 1521+95.83 ELEV. 629.079
CUT SQUARE ON WEST END OF 24" RCP 700' SOUTH OF 4450 ROAD 78.82' LT
(MAINLINE)

BM #23--STA. 1534+58.30 ELEV. 631.619
CUT X IN CENTER FLUME 550' NORTH OF W450 ROAD 99.39' LT
(MAINLINE)

STR 121 STA. 11+70.64 CONST
28"x18"X66' LG RCPA SD
23.82' LT. W/ 2 TYPE B4 CETS
fl. IN=637.07 fl. OUT=632.89

660
655
650
645
640
635
630
625
620

5.00%
VPI STA. 11+47.96
VPI ELEV. =638.90
140.00' VC
K = 17.43
V = 20 MPH
VPC STA. 12+67.39
VPC ELEV. = 631.46
-6.23%
EW-450
EXISTING GROUND
VPT STA. 14+07.39
VPT ELEV. = 628.86
6.20%
-0.43%
0.60%
VPC STA. 11+07.96
VPC ELEV. = 640.91
80.00' VC
K = 65.24
V = 25 MPH
VPT STA. 11+87.96
VPT ELEV. = 636.41
EW-450
FINISHED GRADE
VPI STA. 13+37.39
VPI ELEV. =627.10

PGL FG=641.30
PGL FG=636.66
CRL EG=631.72'
PGL FG=629.74
CRL EG=627.58'
PGL FG=628.24
CRL EG=631.27'
CRL EG=627.07'

7 8 9 10+00 11 12 13 14 15+00 16 17

W 450

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PLAN AND PROFILE RURAL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. R166

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SURVEY DATA SHEETS

MAYES COUNTY

U.S. 69

SWO5357 1 (V4)

SURVEY CONTROL DATA

1. POSITIONAL CONTROL:

A. POSITIONAL CONTROL FOR THIS SURVEY IS TIED TO OKLAHOMA DOT SURVEY CONTROL MONUMENTS M-49-1021, M-49-1022 M-49-1023, M-49-1024, M-49-1025, M-49-1026
WHICH IS ADJUSTED TO THE OKLAHOMA STATE PLANE NAD 83 (2011) STATE PLANE COORDINATE SYSTEM, LAMBERT PROJECTION (NORTH ZONE) PER MONUMENT DATA SHEETS.

B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY: 0.10 FOOT
2. LOCAL ACCURACY: 0.05 FOOT

2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS
DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL.

3. VERTICAL CONTROLS:

A. LEVEL DATUM IS NAVD 88 FROM M-49-1021, M-49-1022 M-49-1023, M-49-1024, M-49-1025, M-49-1026.

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

SURVEY BEGAN: April, 2022
SURVEY COMPLETED: October, 2022
SURVEY CREW MEMBERS:

Taylor Denniston,	Professional Land Surveyor
James Vanek,	Party Chief
Simon Lloyd,	Party Chief
Deagan Lenox,	Survey Technician
Luke Lombard,	Survey Technician
Randy Tollison,	CAD Technician

EQUIPMENT:
Trimble R10 GPS
Trimble R10 GPS
Trimble M3 Data Collectors
Trimble SX10 Scanning Total Station
Trimble Dini Digital Level
Microstation Connect
OpenRoads Designer

SCALES 1" = 50'

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

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

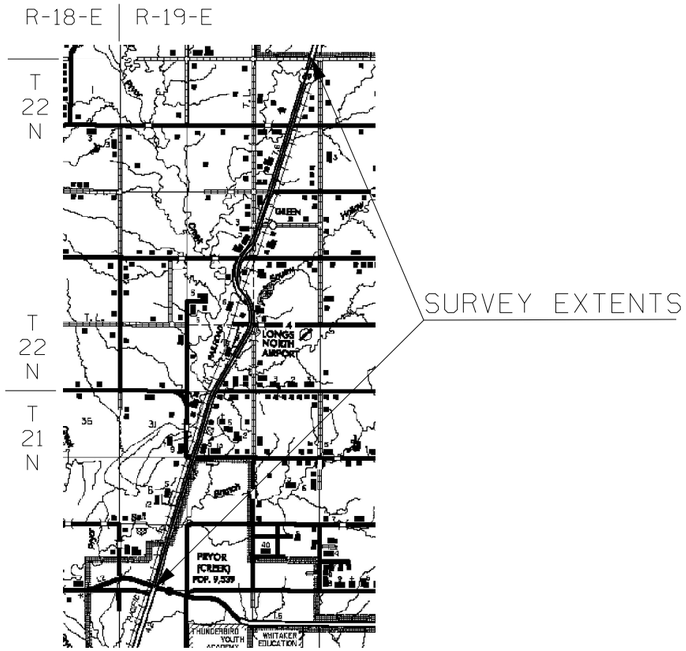
SW05357_1(V4) Surveyors Statement

On September 4th, 2024, Jeff King from ODOT contacted SRB to modify the A002 alignment and create a relative alignment between SW05594 and SW05357 (V3) the details of this modification are as follows: The Station changes made are from PI Station 1639+51.22 and PI Station 1783+01.62, which is the common Centerline of Survey for both projects referenced above.

Surveyor Notes:

1. POTs are set monuments as shown per SW05357_1(V3) Survey.
2. POT coordinates are calculated values only per SW05357_1(V4) Survey.
3. Dimensions for calculated distances from set monuments per SW05357_1(V3) to the calculated position of POTs per SW05357_1(V4) are referenced hereon.

PROJECT LOCATION



A001:
PROJECT LENGTH 4107.525 Ft. .78 MI.
BEGINNING STATION : 1305+79.00 ENDING STATION : 1346+86.525

A002:
PROJECT LENGTH 40605.975 Ft. 7.690 MI.
BEGINNING STATION : 1346+86.525 ENDING STATION : 1752+92.50

INDEX OF SURVEY SHEETS

S001	TITLE SHEET
S002-S017	SURVEY REPORTS
S018-S035	SURVEY DATA SHEETS
S036-S037	LAND TIE SHEETS

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

Utility Company Owners List

PSO	(580) 574-2660
COX Communications	(405) 606-3667
City of Pryor	(918) 825-0888
AT&T	(539) 444-1026
Northeast Electric Coop	(918) 256-9344
RWD 5	(918) 785-2330

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

Swo5357(1) Job / Piece 31963(04) Engr. Contract No. CI-2356D

LAND SURVEYOR'S CERTIFICATION

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

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

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

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

Dated this 1st day of October 2022

Land Surveyor _____ Signature

Taylor Denniston
Printed Name

Oklahoma Professional Land Surveyor No. 1787

Certificate of Authorization No. 3949 Exp. Date: June 30, 2023

Electronic File Transfer Disclaimer:

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SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S001

Oklahoma Department of Transportation

Date: Dec 5, 2022

To: Mr. Kyle King, Chief of Surveys

From: Taylor Denniston, Professional Land Surveyor

Subject: SWO5357(1)
SH 69 - Mayes County
Beginning at the intersection of Hwy 69 and Hwy 20 in Pryor Ok. Extending north approximately 8 miles to E.W 410 road.

HISTORICAL LETTER AND WRITTEN REPORT

1. ASSIGNMENT OF SURVEY:

This Survey was assigned by Kyle King, P.L.S. Chief of Surveys, Oklahoma Department of Transportation, and 200 N.E. 21st Street, Oklahoma City, Oklahoma on February 24, 2022.

2. GENERAL:

Method of Survey: Survey data was collected by aerial LiDAR and traditional surveying methods. Aerial LiDAR performed by others and supplied to SRB by ODOT that consisted of planimetric and topographic features. This data was supplemented with traditional survey methods to collect utilities, drainage areas, alignment, and boundary monumentation, and obstructed areas the LiDAR data was not able to capture for the project extent. Land ties were only collected for Sections 7 and 18 Township 21 North, Range 19 East, utilizing real-time kinematic GPS (RTK) to obtain information on existing land tie evidence.

Units of measurement: U.S. Survey Foot

The **Present R/W** shown on this survey is based on plans listed below:

SAP-49(112) Mayes County US-69-South
SAP-49(112) Mayes County US-69-North
FAP NO. F-227(14)

It should be noted that the Southernly R/W limits were established by SAP-49(112) Mayes County US-69-South plans and the Northernly R/W limits were established by SAP-49(112) Mayes County US-69-North plans and a portion of the Northeasterly Right-of-Way that was created by the original Highway 69 between PC Station 1594+11.45 and POE Station 1152+92.50. SAP-49(112) Mayes County US-69-North was not dimensioned or referenced to the new alignment centerline or any other reference line, shown on the above plans. All efforts were made to correctly plot the R/W within this area including research of original survey books, deeds, and ground evidence of existing R/W line.

3. SURVEY LIMITS:

Beginning at the intersection of Hwy 69 and Hwy 20 in Pryor Ok. Extending North approximately 8 miles to E.W 410 road.

4. ALIGNMENT:

Alignment 001 is identical to current SH 69 as depicted on the centerline of survey for SAP-49(112). Mayes County US-69-South Follows the centerline between POB Station 1305+79 and PC Station 1325+26.392 from found block corner monuments and continues along the original geometry of SAP 49(112) to end at Station 1346+86.525 (Original Station 1346+86.61) before a 32-foot Right Offset to begin Alignment 002.

Alignment 002 begins at Station 1346+86.525 (Original Station 1346+86.61) and continues along the original geometry of SAP 49(112) to PC 1463+30.247 (Original Station 1463+29.890). This alignment continues to follow SAP-49(112) Mayes County US-69– North until the POE Station 1752+92.50

5. STATIONING:

The stationing for this survey starts at Station 1305+79.00, based on stationing established under SAP-49(112) Mayes County US-69-South and continues North to the EOP at Station 1752+92.50 established under SAP-49(112) Mayes County US-69-South.

6. PURPOSE OF SURVEY

The purpose of this survey is to develop plans to improve roadway and utilities. The survey will include the Alignment, Topographic/Planimetric data, Surface Features/Digital Terrain Model Data, Land and Property Ties, Utilities, Drainage, and all other pertinent information needed to aid in the design.

7. TOPOGRAPHY / DTM INFORMATION:

Surface features were collected using aerial LiDAR processed by others and supplied to SRB by ODOT. All additional areas needed to fill in the project area were collected by traditional survey methods and combined with the LiDAR data. Break lines were collected on the ground in obscured area to accurately represent the topography and to create a Digital Terrain Model (DTM) within the MicroStation Design File (See: SUBMITTED DATA).

8. HORIZONTAL CONTROL:

Horizontal control for this survey was established by others and checked using static and real

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S002

time kinematic GPS (RTK) Survey Methods. Coordinates on this survey are NGS Oklahoma State Plane Coordinate system NAD 83 (2011 CORS) Lambert Conformal Conic Projection North Zone. The distances, coordinates, and elevations shown on this survey are in U.S. Survey Feet. All angles and bearings shown are in degrees, minutes, and seconds.

9. VERTICAL CONTROL:

Vertical Control for this survey is NGS, NAVD88 and was Provided to SRB by ODOT. Total length of run = 9 miles. A benchmark list depicting existing and newly established benchmarks, as well as results of the control leveling has been placed and archived within the MicroStation Design File (See: SUBMITTED DATA).

10. PRESENT RIGHT-OF-WAY:

SAP-49(112) Mayes County US-69-South
SAP-49(112) Mayes County US-69-North
FAP NO. F-227(14)

11. ENVIRONMENTAL CONCERNS:

None

12. UTILITIES:

Utilities were located by GPRS May 2, 2022. All utility information has been shown and archived within the MicroStation Design File See: SUBMITTED DATA).

UTILITIES:

1. PSO
   (580) 574-2660
2. COX Communications
   (405) 606-3667
3. City of Pryor
   (918) 825-0888
4. AT&T
   (539) 444-1026
5. Northeast Electric Coop
   (918) 256-9344
6. RWD 5
   (918) 785-2330

15. SUBMITTED DATA:

Dgn

1. SWO5357 _1_V1.dgn
2. SWO5357 _1_V1_FTM.dgn
3. SWO5357 _1_V1_Aerial.dgn
4. SWO5357 _1_V1_TOPO.dgn
5. SWO5357 _1_V1_Utilities.dgn
6. SWO5357 _1_V1_Pryor Drainage Area
7. SWO5357_1_Pryor Drainage Area SFF

Reports:

1. swo5357_Alignment Report
2. swo5357_CCR
3. swo5357_Check_Levels
4. swo5357_COGO Report
5. swo5357_OSSDA Report
6. swo5357_SD 7
7. swo5357_SD 41
8. swo5357_SD11
9. swo5357_SURVEY DIVISION CORNER

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S003

Horizontal Alignment Review Report

Project: HWY 69
Description:
File Name: 1_V1_2D.dgn
Last Revised: 8/31/2022 16:32:16

Note: All units in this report are in feet unless specified otherwise.

Alignment Name: A001
Alignment Description:
Alignment Style:

		Station	Northing	Easting
Element: Linear				
START	(300)	130579.000	487086.122	2758517.199
PC	(304)	132530.124	488967.601	2759033.845
Tangential Direction:		N15.355°E		
Tangential Length:		1951.124		
Element: Circular				
PC	(304)	132530.124	488967.601	2759033.845
PI	(305)	132701.700	489133.052	2759079.277
CC	()		489726.180	2756271.315
PT	(308)	132872.866	489302.743	2759104.638
Radius:		2864.789		
Delta:		6.855° Left		
Degree of Curvature (Arc):		2.000°		
Length:		342.742		
Tangent:		171.578		
Chord:		342.537		
Middle Ordinate:		5.124		
External:		5.133		
Back Tangent Direction:		N15.355°E		
Back Radial Direction:		S74.645°E		
Chord Direction:		N11.927°E		
Ahead Radial Direction:		S81.500°E		
Ahead Tangent Direction:		N8.500°E		
Element: Linear				
PT	(308)	132872.866	489302.743	2759104.638
PC	(308)	133452.741	489876.248	2759190.347
Tangential Direction:		N8.500°E		
Tangential Length:		579.874		
Element: Circular				

PC	(308)	133452.741	489876.248	2759190.347
PI	(309)	133631.261	490052.807	2759216.734
CC	( )		489452.811	2762023.670
PT	(310)	133809.320	490224.725	2759264.836
Radius:		2864.789		
Delta:		7.132° Right		
Degree of Curvature (Arc):		2.000°		
Length:		356.579		
Tangent:		178.520		
Chord:		356.340		
Middle Ordinate:		5.540		
External:		5.557		
Back Tangent Direction:		N8.500°E		
Back Radial Direction:		S81.500°E		
Chord Direction:		N12.066°E		
Ahead Radial Direction:		S74.369°E		
Ahead Tangent Direction:		N15.631°E		
Element: Linear				
PT	(310)	133809.320	490224.724	2759264.836
PI	(311)	134686.544	491059.500	2759001.205
Tangential Direction:		N15.632°E		
Tangential Length:		877.225		
Element: Linear				
PI	(312)	134686.544	491061.059	2759532.076
PC	(320)	146329.824	502291.689	2762604.358
Tangential Direction:		N15.300°E		
Tangential Length:		11643.280		
Element: Circular				
PC	(320)	146329.824	502291.689	2762604.358
PI	(321)	146648.294	502598.872	2762688.392
CC	( )		501535.765	2765367.616
PT	(322)	146964.160	502880.100	2762837.838
Radius:		2864.789		
Delta:		12.667° Right		
Degree of Curvature (Arc):		2.000°		
Length:		634.335		
Tangent:		318.470		
Chord:		633.040		
Middle Ordinate:		17.539		
External:		17.647		
Back Tangent Direction:		N15.300°E		
Back Radial Direction:		S74.700°E		
Chord Direction:		N21.643°E		
Ahead Radial Direction:		S02.014°E		
Ahead Tangent Direction:		N27.966°E		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S004

Horizontal Alignment Review Report

Alignment Name: A002

		Station	Northing	Easting
Element: Linear				
START	(312)	134686.525	491062.4618525	2759525.3012957
HPI	(314)	137258.165	493541.3356868	2760209.7841685
Tangential Direction:		N15.436°E		
Tangential Length:		2571.640		
Element: Linear				
HPI	(314)	137258.165	493541.3356868	2760209.7841685
PC	(320)	146330.247	502291.6893202	2762604.3583639
Tangential Direction:		N15.305°E		
Tangential Length:		9072.082		
Element: Circular				
PC	(320)	146330.247	502291.6893202	2762604.3583639
HPI	(321)	146648.717	502598.8724054	2762688.3922383
CC	( )		501535.7644164	2765367.6171799
PT	(322)	146964.583	502880.1002724	2762837.8379700
Radius:		2864.790		
Delta:		12°41'12.139" Right		
Degree of Curvature (Arc):		01°59'59.997"		
Length:		634.335		
Tangent:		318.470		
Chord:		633.040		
Middle Ordinate:		17.539		
External:		17.647		
Back Tangent Direction:		N15.300°E		
Back Radial Direction:		S74.700°E		
Chord Direction:		N21.643°E		
Ahead Radial Direction:		S62.014°E		
Ahead Tangent Direction:		N27.986°E		
Element: Linear				
PT	(322)	146964.583	502880.1002724	2762837.8379700
PC	(326)	152121.927	507434.3421755	2765257.9780763
Tangential Direction:		N27.986°E		
Tangential Length:		5157.344		

Element: Circular				
PC	(326)	152121.927	507434.3421755	2765257.9780763
HPI	(327)	153601.417	508740.8198745	2765952.2449035
CC	( )		508695.5208382	2762884.6804731
PT	(328)	154826.818	510026.2277501	2765219.7034381
Radius:		2687.585		
Delta:		57°30'53.023" Left		
Degree of Curvature (Arc):		02°07'54.727"		
Length:		2704.891		
Tangent:		1479.490		
Chord:		2592.168		
Middle Ordinate:		333.166		
External:		380.314		
Back Tangent Direction:		N27.986°E		
Back Radial Direction:		S62.014°E		
Chord Direction:		N0.846°W		
Ahead Radial Direction:		N60.322°E		
Ahead Tangent Direction:		N29.678°W		
Element: Linear				
PT	(328)	154826.818	510026.2277501	2765219.7034381
PC	(329)	156107.542	511138.9442800	2764585.5770934
Tangential Direction:		N29.678°W		
Tangential Length:		1280.724		
Element: Circular				
PC	(329)	156107.542	511138.9442800	2764585.5770934
HPI	(330)	157458.792	512312.9349920	2763916.5311874
CC	( )		512230.6078393	2766501.1450207
PT	(331)	158532.059	513441.9671042	2764658.9347878
Radius:		2204.797		
Delta:		63°00'20.224" Right		
Degree of Curvature (Arc):		02°35'55.274"		
Length:		2424.517		
Tangent:		1351.250		
Chord:		2304.191		
Middle Ordinate:		324.955		
External:		381.128		
Back Tangent Direction:		N29.678°W		
Back Radial Direction:		N60.322°E		
Chord Direction:		N1.824°E		
Ahead Radial Direction:		S56.673°E		
Ahead Tangent Direction:		N33.327°E		

SCALE 0 100 200 300 400 500 Feet

PLS	TD		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT		SURVEY DATA SHEET
CHECKED	TD		SWO 5357(1)
APPROVED	TD		
CREW	SRB		

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S005

Element: Linear				
PT	(331)	158532.059	513441.9671042	2764658.9347878
PC	(332)	159411.869	514177.0891972	2765142.3198771
Tangential Direction:		N33.327°E		
Tangential Length:		879.810		
Element: Circular				
PC	(332)	159411.869	514177.0891972	2765142.3198771
HPI	(333)	160169.509	514810.1325459	2765558.5823166
CC	( )		516800.3756455	2761152.8798495
PT	(334)	160914.620	515540.9399770	2765758.4292544
Radius:		4774.648		
Delta:		18°01'58.838" Left		
Degree of Curvature (Arc):		01°12'00.000"		
Length:		1502.751		
Tangent:		757.640		
Chord:		1496.556		
Middle Ordinate:		58.999		
External:		59.737		
Back Tangent Direction:		N33.327°E		
Back Radial Direction:		S56.673°E		
Chord Direction:		N24.311°E		
Ahead Radial Direction:		S74.706°E		
Ahead Tangent Direction:		N15.294°E		
Element: Linear				
PT	(334)	160914.620	515540.9399770	2765758.4292544
PC	(336)	162780.440	517340.6802282	2766250.5870551
Tangential Direction:		N15.294°E		
Tangential Length:		1865.820		
Element: Circular				
PC	(336)	162780.440	517340.6802282	2766250.5870551
HPI	(337)	163130.370	517678.2171349	2766342.8990536
CC	( )		515829.3573205	2771777.2467268
PT	(338)	163479.432	518002.0125419	2766475.5834645
Radius:		5729.578		
Delta:		06°59'23.704" Right		
Degree of Curvature (Arc):		01°00'00.000"		
Length:		698.992		
Tangent:		349.930		
Chord:		698.558		
Middle Ordinate:		10.656		
External:		10.676		

Back Tangent Direction:		N15.294°E		
Back Radial Direction:		S74.706°E		
Chord Direction:		N18.780°E		
Ahead Radial Direction:		S67.716°E		
Ahead Tangent Direction:		N22.284°E		
Element: Linear				
PT	(338)	163479.432	518002.0125419	2766475.5834645
PC	(339)	163512.389	518032.5081913	2766488.0806243
Tangential Direction:		N22.284°E		
Tangential Length:		32.957		
Element: Circular				
PC	(339)	163512.389	518032.5081913	2766488.0806243
HPI	(340)	163951.225	518438.5694333	2766654.4877120
CC	( )		520748.3546764	2759880.9590728
PT	(341)	164388.965	518861.9092283	2766770.0752074
Radius:		7162.022		
Delta:		07°00'45.218" Left		
Degree of Curvature (Arc):		00°47'59.980"		
Length:		876.576		
Tangent:		438.836		
Chord:		876.029		
Middle Ordinate:		13.407		
External:		13.432		
Back Tangent Direction:		N22.284°E		
Back Radial Direction:		S67.716°E		
Chord Direction:		N18.778°E		
Ahead Radial Direction:		S74.728°E		
Ahead Tangent Direction:		N15.272°E		
Element: Linear				
PT	(341)	164388.965	518861.9092283	2766770.0752074
END	(349)	175292.500	529380.4211550	2769642.0054650
Tangential Direction:		N15.272°E		
Tangential Length:		10903.535		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S006

Tangential Direction: N15°17'39.162"E
Tangential Length: 1865.820
Element: Circular
PC (336) 1627+80.440 517340.6856225 2766250.5899328
HPI (337) 1631+30.370 517678.2225292 2766342.8929313
CC () 515829.3627149 2771777.2496045
PT (338) 1634+79.432 518002.0179363 2766475.5863422
Radius: 5729.578
Delta: 06°59'23.704" Right
Degree of Curvature (Arc): 01°00'00.000"
Length: 698.992

Tangent: 349.930
Chord: 698.558
Middle Ordinate: 10.656
External: 10.676
Back Tangent Direction: N15°17'39.162"E
Back Radial Direction: 574°42'20.838"E
Chord Direction: N18°47'21.014"E
Ahead Radial Direction: S67°42'57.134"E
Ahead Tangent Direction: N22°17'02.866"E
Element: Linear
PT (338) 1634+79.432 518002.0179363 2766475.5863422
PC (339) 1635+13.802 518033.8210031 2766488.6194406
Tangential Direction: N22°17'02.866"E
Tangential Length: 34.370
Element: Circular
PC (339) 1635+13.802 518033.8210280 2766488.6194508
HPI (340) 1639+51.222 518438.5721979 2766654.4890467
CC () 520749.6398651 2759861.5408356
PT (341) 1643+87.556 518860.5007764 2766769.8688845
Radius: 7161.972
Delta: 06°59'24.134" Left
Degree of Curvature (Arc): 00°48'00.000"
Length: 873.755
Tangent: 437.420
Chord: 873.213
Middle Ordinate: 13.321
External: 13.345
Back Tangent Direction: N22°17'02.866"E
Back Radial Direction: S67°42'57.134"E
Chord Direction: N18°47'20.799"E
Ahead Radial Direction: S74°42'21.268"E
Ahead Tangent Direction: N15°17'38.732"E
Element: Linear
PT (341) 1643+87.556 518860.5008023 2766769.8688916
END (349) 1752+92.500 529379.2416908 2769646.3050475
Tangential Direction: N15°17'38.732"E
Tangential Length: 10904.944

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S006

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 03/01/2016

COUNTY Mayes | Monument Number M-49-1023 | SWO 5357(1) | DATE 3/1/18

TYPE OF MONUMENT Feno Spike with Brass Cap | MONUMENT SET FOR Horiz. & Ver. control

WRITTEN DESCRIPTION OF LOCATION: Monument is flush with the ground, 69' from edge of concrete on Highway 69. 17' from edge of asphalt on Old Highway 69. 96' from junction of asphalt and concrete.

ESTABLISHED BY: Robert Jackson II PLS 1918

COORDINATE SYSTEM: STATE PLANE ZONE: NORTH

COORDINATES (FEET) X 2765215.385 Y 509741.927

GEODETIC POSITION

LATITUDE 36° 22' 11.29028" NORTH
LONGITUDE 95° 17' 36.64423" WEST
ELLIPSOIDAL HEIGHT 551.3342'

METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

ORTHOMETRIC HEIGHT

647.1575 FEET GEOID MODEL: 12B GEOID SEPRATION: 95.8233 FEET

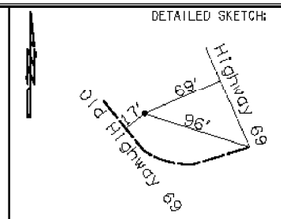
METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

GENERAL VICINITY:
SEC 20
R 19 E
T 22 N

△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAILED SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 03/01/2016

COUNTY Mayes | Monument Number M-49-1024 | SWO 5357(1) | DATE 3/1/18

TYPE OF MONUMENT Feno Spike with Brass Cap | MONUMENT SET FOR Horiz. & Ver. control

WRITTEN DESCRIPTION OF LOCATION: Monument is flush with the ground, 61' from edge of concrete of Highway 69. 72' SSW of powerpole. 45' SSE of Lightpole. 40' from nearest rail of railroad.

ESTABLISHED BY: Robert Jackson I PLS 1918

COORDINATE SYSTEM: STATE PLANE ZONE: NORTH

COORDINATES (FEET) X 2768036.934 Y 523958.584

GEODETIC POSITION

LATITUDE 36° 24' 31.04334" NORTH
LONGITUDE 95° 16' 57.29107" WEST
ELLIPSOIDAL HEIGHT 561.5442'

METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

ORTHOMETRIC HEIGHT

657.4167 FEET GEOID MODEL: 12B GEOID SEPRATION: 95.8725 FEET

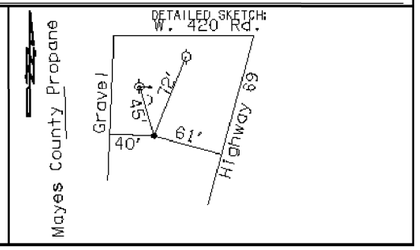
METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

GENERAL VICINITY:
SEC 20
R 19 E
T 22 N

△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAILED SKETCH:



SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S008

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 03/01/2016

COUNTY Mayes | Monument Number M-49-1025 | SWO 5357(1) | DATE 3/1/18

TYPE OF MONUMENT NGS BRONZE CAP | MONUMENT SET FOR Horiz. & Ver. control

WRITTEN DESCRIPTION OF LOCATION: Monument is located about 3 MI SSW of Adair, 106.20 MI NNE of Pryor, in a grass strip between Highway 69 and railroad track, at highway mile 193.15.

ESTABLISHED BY: Robert Jackson II PLS 1918

COORDINATE SYSTEM: STATE PLANE ZONE: NORTH

COORDINATES (FEET) X 2767003.807 Y 519176.639

GEODETIC POSITION

LATITUDE 36° 23'44.05940" NORTH
LONGITUDE 95° 17'11.56010" WEST
ELLIPSOIDAL HEIGHT 573.6439'

METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

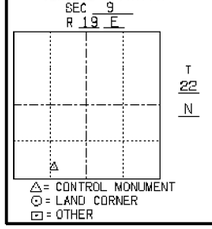
ORTHOMETRIC HEIGHT

669.4967 FEET GEOID MODEL: 12B GEOID SEPRATION: 95.8628 FEET

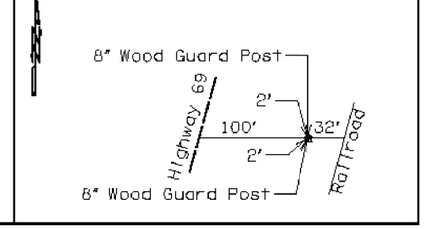
METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

GENERAL VICINITY:



DETAILED SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 03/01/2016

COUNTY Mayes | Monument Number M-49-1026 | SWO 5357(1) | DATE 3/1/18

TYPE OF MONUMENT 1.25" Rebar | MONUMENT SET FOR Horiz. & Ver. control

WRITTEN DESCRIPTION OF LOCATION: Monument is flush with the ground, 49' back of curb on Highway 69.

ESTABLISHED BY: Robert Jackson I PLS 1918

COORDINATE SYSTEM: STATE PLANE ZONE: NORTH

COORDINATES (FEET) X 2758667.649 Y 487833.178

GEODETIC POSITION

LATITUDE 36° 18' 36.51458" NORTH
LONGITUDE 95° 19' 04.07814" WEST
ELLIPSOIDAL HEIGHT 532.5908'

METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

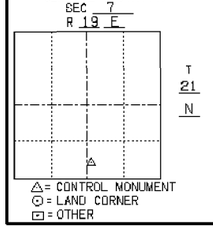
ORTHOMETRIC HEIGHT

628.3846' FEET GEOID MODEL: 12B GEOID SEPRATION: 95.7938' FEET

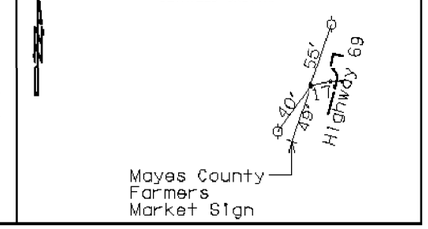
METHOD USED TO ESTABLISHED: Static GPS for horizontal and vertical

SOURCE: OPUS PROJECTS

GENERAL VICINITY:



DETAILED SKETCH:



SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S009

HWY 69 COORDINATE POINT LIST SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
1	485652.9400000	2758183.1819999	626.1350	37	529396.9610000	2769730.0969999	674.9860
2	486362.1470000	2758381.3310000	626.9320	300	487086.1217222	2758517.1986788	0.0000
3	487040.1120000	2758574.7760000	629.1370	301	487798.0248128	2758712.6843840	0.0000
4	487759.0290000	2758754.3660000	729.7310	302	488492.3243689	2758903.3362299	0.0000
5	488458.1090000	2758945.8930001	629.7370	303	488810.0600557	2758990.5851623	0.0000
6	488797.1050000	2759056.0650000	631.2180	304	489964.0014686	2759032.8577708	0.0000
7	489461.4770000	2759198.4919999	630.4990	305	489133.0075468	2759079.1071035	0.0000
8	489898.6950000	2759253.8769999	631.2220	306	489306.3902704	2759104.4148020	0.0000
9	490562.9770000	2759451.5000000	637.0640	307	489456.5592309	2759126.3343327	0.0000
10	491564.4520000	2759719.0700000	630.1340	308	489876.5780697	2759187.6427100	0.0000
11	492755.5460000	2759866.7119999	625.5960	309	490053.2261551	2759213.4272860	0.0000
12	494484.5210000	2760520.7800000	639.8730	310	490225.3065209	2759250.9429580	0.0000
13	496228.3620000	2761060.6660000	646.5780	311	491070.9791613	2759494.4556242	0.0000
14	497427.2180000	2761187.8380001	646.3230	312	491062.4618525	2759525.3012958	0.0000
15	498792.7390000	2761781.2690000	643.8960	313	492465.7942888	2759912.7986359	0.0000
16	500035.8490000	2762070.3260000	638.2960	314	493868.9135755	2760299.4273523	0.0000
17	502428.5010000	2762730.1300000	617.6540	315	496876.5054903	2761067.7376894	0.0000
18	503306.9780000	2763166.5700000	616.8080	316	495272.5455830	2760684.1818345	0.0000
19	504097.2320000	2763596.9180001	615.0480	317	498079.4186953	2761451.6512889	0.0000
20	505159.3030000	2764111.2169999	632.6400	318	499484.0974051	2761836.0480267	0.0000
21	506362.6740000	2764586.3260000	625.3920	319	500887.8933625	2762220.2031952	0.0000
22	507535.1420000	2765221.1619999	628.0790	320	502291.6893199	2762604.3063038	0.0000
23	508718.2710000	2765472.7800000	631.6190	321	502598.8724103	2762688.3922266	0.0000
24	511016.9280000	2764714.4469999	680.4340	322	502880.1002724	2762837.8379700	0.0000
25	512168.5270000	2764359.0830001	650.7680	323	504018.6620661	2763442.8736969	0.0000
26	513426.9240000	2764736.6430001	650.6210	324	505157.2238599	2764047.9094238	0.0000
27	514881.9620000	2765621.0530001	653.5330	325	506295.7856536	2764652.9451508	0.0000
28	516220.7650000	2766017.4930001	657.1370	326	507434.3474474	2765257.9808777	0.0000
29	517875.8700000	2766499.9919999	655.5880	327	508740.8252221	2765952.2477454	0.0000
30	520014.6950000	2766997.3940000	657.5330	328	510026.2331724	2765219.7062374	0.0000
31	520655.6770000	2767125.9340000	658.6120	329	511138.9496276	2764585.5799351	0.0000
32	521929.5070000	2767494.0869999	661.4610	330	512312.0403224	2763916.5340391	0.0000
33	523231.8520000	2768036.6980001	650.5110	331	513441.9724179	2764658.9376284	0.0000
34	525425.8300000	2768642.9240000	673.1760	332	514177.0945108	2765142.3227177	0.0000
35	526874.7320000	2769029.1600000	669.6440	333	514810.1378984	2765558.5851829	0.0000
36	528375.0490000	2769437.9810000	665.8980	334	515540.9453742	2765758.4321328	0.0000

Page 1 of 7

HWY 69 COORDINATE POINT LIST SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
335	516440.8154998	2766004.5110331	0.0000	7022	508189.5400000	2765416.8019999	628.7600
336	517340.6856254	2766250.5899335	0.0000	7023	508130.2740000	2765102.1830001	640.1400
337	517678.2225292	2766342.8929313	0.0000	7024	509761.5670000	2765403.6880001	651.9700
338	518002.0179335	2766475.5803409	0.0000	7025	510472.4770000	2765020.0769999	671.7000
339	518032.5081913	2766488.0806244	0.0000	7026	511174.6700000	2764504.0710000	678.7500
340	518438.5721979	2766654.4890466	0.0000	7027	512072.5860000	2763985.6569999	629.9100
341	518032.5081913	2766488.0806244	0.0000	7028	513410.5870000	2765419.7530001	656.6500
342	520156.4486391	2767123.5302574	0.0000	7029	513395.6050000	2764852.2460000	652.3200
343	521452.0842746	2767477.2857082	0.0000	7030	513530.7430000	2764652.4150000	653.4700
344	522747.9051524	2767831.0911908	0.0000	7031	513376.4120000	2764263.6090000	643.0100
345	524043.2915876	2768184.7780548	0.0000	7032	516042.7070000	2765839.8260000	658.3300
346	525377.9216462	2768549.1798328	0.0000	7033	518749.4600000	2767018.5280001	668.6100
347	526712.2208989	2768913.4912891	0.0000	7034	518799.7550000	2766696.1500000	666.1800
348	528046.5201516	2769277.8027452	0.0000	7035	518718.2470000	2766345.1210000	662.9000
349	529380.4110608	2769642.0027089	0.0000	7036	521389.6820000	2767405.4350000	665.3300
7001	485632.3550000	2758326.0000000	626.6800	7037	524069.8190000	2768479.1869999	662.7400
7002	485801.7400000	2758064.9960000	624.4400	7038	524135.3170000	2768155.2260000	662.5500
7003	485781.0930000	2757842.4510000	624.5900	7039	524055.3710000	2767843.6069999	659.2200
7004	487741.1300000	2758967.4330001	629.0900	7040	526781.5260000	2768878.9330001	674.9300
7005	487855.3100000	2758765.2519999	628.2700	7041	529356.6980000	2769881.8760000	674.6000
7006	487867.6190000	2758211.7090000	625.9100	7042	529552.1300000	2769636.2800000	674.4900
7007	489443.5710000	2759323.0469999	631.4400	7043	529367.1090000	2769287.7130001	672.0800
7008	489429.9610000	2759069.0380001	630.3500	7300	487833.1780000	2758667.6490000	628.3800
7009	489440.3550000	2758824.9190000	629.0600	7301	493491.7000000	2760086.5660000	630.9630
7010	492081.2820000	2759753.3080001	626.2500	7302	501177.6360000	2762195.3319999	633.0470
7011	494854.0070000	2760623.1330001	640.7100	7303	509741.9270000	2765215.3650000	647.1550
7012	495000.1980000	2760366.4490000	640.7100	7304	519176.6390000	2767003.8069999	669.5180
7013	497472.3180000	2761571.9860000	645.4700	7305	523958.5940000	2768036.9340000	657.4180
7014	497444.4720000	2761284.5140000	648.7400	7600	485759.2236139	2758100.9870148	0.0000
7015	497440.9070000	2760860.2940000	649.3000	7601	485732.7441909	2758197.4175088	0.0000
7016	500051.5170000	2762046.0510000	639.2300	7602	486370.5929453	2758268.8665568	0.0000
7017	500091.6810000	2761906.8510000	637.5600	7603	486344.1135223	2758365.2970508	0.0000
7018	502784.7520000	2763073.8800000	620.0600	7604	486447.7373404	2758290.0500952	0.0000
7019	502851.9840000	2762767.9990000	625.5500	7605	486421.2570174	2758386.4805892	0.0000
7020	505537.5180000	2764308.0740000	629.8600	7606	487049.4636224	2758455.2816950	0.0000
7021	508149.6220000	2765794.0710000	625.4200	7607	487022.9841994	2758551.7121889	0.0000

Page 2 of 7

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S010

HWY 69 — COORDINATE POINT LIST — SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
7608	487144.0619370	2758481.2580090	0.0000	7645	497349.6804483	2761418.2875616	0.0000
7609	487119.4146933	2758578.1916119	0.0000	7646	497435.3776358	2761520.3987435	0.0000
7610	487746.2120037	2758750.3078617	0.0000	7647	497488.2664845	2761404.3623808	0.0000
7611	487823.3572988	2758771.4914002	0.0000	7648	491447.1865851	2759787.1474135	0.0000
7612	488440.5124599	2758940.9597076	0.0000	7649	498616.8004604	2761713.0872815	0.0000
7613	488517.6568550	2758962.1432460	0.0000	7650	498780.3209286	2761778.5552618	0.0000
7614	488791.6158882	2759037.3712868	0.0000	7651	499979.5281395	2762106.6137299	0.0000
7615	488831.8350906	2759048.4153170	0.0000	7652	502180.3912415	2762708.68[illegible]	0.0000
7616	489103.5454791	2759016.0841958	0.0000	7653	502267.5870098	2762763.7115287	0.0000
7618	489297.4650294	2759153.7444847	0.0000	7654	502768.9619620	2762960.3131346	0.0000
7619	489417.5650757	2759171.3823584	0.0000	7655	502775.7189612	2763186.7338723	0.0000
7620	489435.3446622	2759072.7078878	0.0000	7656	502811.4645949	2762663.2087024	0.0000
7621	489477.7797816	2759180.2254805	0.0000	7658	503151.5975054	2763175.3727970	0.0000
7622	489618.1787485	2759200.8444505	0.0000	7659	503705.6279935	2763438.4632772	0.0000
7623	489867.1440607	2759237.4074567	0.0000	7660	504454.7776199	2763536.4710024	0.0000
7624	490083.8233374	2759277.3322172	0.0000	7661	504434.1521226	2763825.6035524	0.0000
7625	490120.3725748	2759294.3008828	0.0000	7662	504595.7476827	2763947.7136460	0.0000
7626	490785.6001639	2759519.7238237	0.0000	7663	504781.4280066	2763654.9097369	0.0000
7627	490787.7810052	2759615.7876817	0.0000	7664	505691.4230498	2763776.8593919	0.0000
7628	491095.2141452	2759669.2100248	0.0000	7665	506094.1940929	2763887.2312687	0.0000
7629	491095.6722803	2759690.0849823	0.0000	7666	506024.5898512	2764158.4419794	0.0000
7630	492192.9862062	2759993.0852490	0.0000	7667	506201.8106141	2764269.0260041	0.0000
7631	492295.9766930	2759995.5853278	0.0000	7668	506175.8326277	2764464.6347821	0.0000
7632	492781.0307914	2760129.5216410	0.0000	7669	505832.0310540	2764604.6789616	0.0000
7633	492785.6307893	2760208.5983944	0.0000	7670	506023.6593146	2764670.2732442	0.0000
7634	493071.0731700	2760209.6100417	0.0000	7671	507367.2431330	2765384.2583936	0.0000
7635	493741.8197308	2760395.0251111	0.0000	7672	506876.6375180	2764837.0449565	0.0000
7636	493840.9143006	2760411.7662653	0.0000	7673	506895.0087198	2764835.4832129	0.0000
7637	494756.4777881	2760662.2277088	0.0000	7674	507383.3583120	2765094.9938979	0.0000
7638	494756.4777881	2760677.7827779	0.0000	7675	507500.0439789	2765134.3525407	0.0000
7639	494967.3325730	2760735.4635370	0.0000	7676	507632.9129522	2765508.2428267	0.0000
7640	494969.2484396	2760812.8206903	0.0000	7677	507539.6812455	2765738.4290698	0.0000
7641	495220.6353999	2760804.7577647	0.0000	7678	507907.0926408	2765727.3239174	0.0000
7642	495669.6183018	2760927.5827789	0.0000	7679	508072.6024745	2765354.9374113	0.0000
7643	495867.8074414	2760961.0650873	0.0000	7680	508071.9791995	2765764.6149074	0.0000
7644	497362.8738201	2761370.0596139	0.0000	7681	508166.8144527	2765161.9311265	0.0000

HWY 69 — COORDINATE POINT LIST — SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
7682	508283.2530192	2765413.8872646	0.0000	7718	514767.3166911	2765566.3488629	0.0000
7683	508190.6478180	2765718.7533516	0.0000	7719	514694.2043635	2765707.2562412	0.0000
7684	509007.6003017	2765711.5938763	0.0000	7720	514925.3068193	2765391.2855841	0.0000
7685	509005.9715556	2765086.1744013	0.0000	7721	515196.0777473	2765543.2511934	0.0000
7686	509242.7512522	2765388.1582027	0.0000	7722	515573.8325086	2765637.8367482	0.0000
7687	509782.1884418	2765066.1619716	0.0000	7723	516024.5279697	2765761.0833191	0.0000
7688	510176.1008416	2764678.3478367	0.0000	7724	516128.7720234	2765794.7735276	0.0000
7689	510071.3514729	2765354.9751412	0.0000	7725	517372.2538817	2766134.8174693	0.0000
7690	510420.1408206	2765156.3605090	0.0000	7726	518047.4371015	2766364.5261906	0.0000
7691	510772.0962433	2764990.3141919	0.0000	7727	518154.2328120	2766418.5401640	0.0000
7692	510948.6053207	2764889.7233828	0.0000	7728	518806.5229567	2766640.3622085	0.0000
7693	510340.9087852	2764516.0913298	0.0000	7729	519000.6307629	2766683.5586316	0.0000
7694	512387.7778604	2763997.5298480	0.0000	7730	519284.7693436	2766781.8707214	0.0000
7695	513023.5701601	2764236.4564036	0.0000	7731	519670.6446356	2766887.2284882	0.0000
7696	513351.9520102	2764226.2196179	0.0000	7732	519874.1180583	2766901.3198423	0.0000
7697	512093.2953171	2764995.5858439	0.0000	7733	520064.8079807	2766953.3850169	0.0000
7698	512079.5203734	2764539.9038011	0.0000	7734	520348.5603407	2767061.9576978	0.0000
7699	512371.0639023	2764451.1565735	0.0000	7735	521409.7173937	2767351.6915566	0.0000
7700	512923.5870292	2764545.4971273	0.0000	7736	522277.9368007	2767588.7465318	0.0000
7701	513364.5411875	2764763.6238173	0.0000	7737	522766.8657762	2767696.3265346	0.0000
7702	513378.2112664	2765347.1693203	0.0000	7738	523253.1608074	2767813.5534198	0.0000
7703	513442.8448866	2765288.0686332	0.0000	7739	523821.4379687	2768010.1775891	0.0000
7704	513429.8444133	2764733.1071151	0.0000	7740	524303.7820837	2768141.8748075	0.0000
7705	513421.0567363	2764357.9805756	0.0000	7741	526811.9714817	2768826.7002920	0.0000
7706	513573.7483685	2764458.3841128	0.0000	7742	526912.3912209	2768838.5694102	0.0000
7707	513612.5854525	2764513.8422709	0.0000	7743	527004.9091277	2768879.3791752	0.0000
7708	513654.9336044	2764631.4502384	0.0000	7744	527197.8467737	2768932.0580587	0.0000
7709	513889.1149336	2764821.3425897	0.0000	7745	527586.3560098	2769027.7689433	0.0000
7710	514237.5306956	2765050.4126119	0.0000	7746	528162.5350037	2769195.4524758	0.0000
7711	514185.6339944	2765569.0238373	0.0000	7747	528266.9056592	2769192.8512705	0.0000
7712	514224.3237909	2765501.8521810	0.0000	7748	528459.8433052	2769245.5301540	0.0000
7713	514139.3923324	2765199.6757129	0.0000	7749	528644.8791187	2769327.1496842	0.0000
7714	514353.1595161	2765340.1999955	0.0000	7750	529409.3945505	2769535.8897231	0.0000
7715	514609.5781858	2765400.4720520	0.0000	7751	529350.1018924	2769719.9199929	0.0000
7716	514649.0392762	2765291.8040401	0.0000	7752	529306.4555317	2769912.8665688	0.0000
7717	514740.8628083	2765552.6227901	0.0000	7753	488674.3174448	2758901.4599731	0.0000

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S011

HWY 69 — COORDINATE POINT LIST — SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
7754	485885.1043712	2758239.2549972	0.0000	7791	490917.5353978	2759620.1482060	0.0000
7755	486037.4645516	2758281.0924855	0.0000	7792	492116.1106299	2759971.8551003	0.0000
7756	486521.5456311	2758414.0191803	0.0000	7793	494323.1937776	2760543.6999835	0.0000
7757	486569.7608780	2758427.2589008	0.0000	7794	485903.2907718	2758140.5472730	0.0000
7758	486593.8685015	2758433.8787565	0.0000	7795	486141.0883698	2758205.8455300	0.0000
7759	486625.6905645	2758442.6169659	0.0000	7796	486254.8763526	2758237.0912492	0.0000
7760	486677.7630312	2758456.9158545	0.0000	7797	486293.4485502	2758247.6830184	0.0000
7761	486762.6218658	2758480.2177468	0.0000	7798	486742.3324993	2758370.9447327	0.0000
7763	486810.8371128	2758493.4574583	0.0000	7799	480916.2448951	2758418.7003721	0.0000
7764	486859.0523598	2758506.6971698	0.0000	7800	487384.2702973	2758547.2182518	0.0000
7765	486878.3384586	2758511.9930544	0.0000	7801	487451.7716430	2758565.7538479	0.0000
7766	486947.7684142	2758531.0582389	0.0000	7802	487499.9808900	2758578.9935594	0.0000
7767	487310.3470712	2758630.6208695	0.0000	7803	487475.8792665	2758572.3737036	0.0000
7768	487411.5990899	2758658.4242637	0.0000	7804	487548.2021369	2758592.2332709	0.0000
7769	487481.9933504	2758677.7542426	0.0000	7805	487792.1712865	2758659.2262113	0.0000
7770	487591.9241135	2758707.9407849	0.0000	7806	488025.5330818	2758723.3064150	0.0000
7771	487900.5016940	2758792.6740398	0.0000	7807	488179.8218720	2758765.6734918	0.0000
7772	488025.8613361	2758827.0981885	0.0000	7808	488377.5043846	2758819.9563090	0.0000
7773	488209.0792745	2758877.4090922	0.0000	7809	488505.5640805	2758855.1209829	0.0000
7774	488286.2236696	2758898.5926306	0.0000	7810	488977.4274163	2758984.6927435	0.0000
7775	488662.3025959	2759001.8623806	0.0000	7811	489449.1905778	2758799.6217676	0.0000
7776	488982.6529763	2759089.6154657	0.0000	7812	490773.4329472	2759161.9056652	0.0000
7777	489047.9776185	2759105.9166085	0.0000	7813	492105.9357784	2759526.5702608	0.0000
7778	489113.2716424	2759120.6215415	0.0000	7814	492110.7036215	2759735.2267246	0.0000
7779	489527.9078966	2759187.5872876	0.0000	8000	485785.7030370	2758004.5565210	0.0000
7780	489578.0583699	2759194.9523781	0.0000	8001	485693.0250563	2758342.0632495	0.0000
7781	489678.3593165	2759209.6825592	0.0000	8002	485687.7291717	2758361.3493484	0.0000
7782	489728.5097898	2759217.0476497	0.0000	8003	485648.0100372	2758505.9950893	0.0000
7783	489778.6602032	2759224.4127403	0.0000	8004	480397.0723083	2758172.4360630	0.0000
7784	489828.8107364	2759231.7778308	0.0000	8005	486304.3943877	2758509.9427918	0.0000
7785	489878.9617030	2759239.1686342	0.0000	8006	486299.0985031	2758529.2288904	0.0000
7786	489929.1252840	2759247.2170654	0.0000	8007	486259.3703685	2758673.8746313	0.0000
7787	489979.3068261	2759256.2018555	0.0000	8008	486336.5237637	2758695.0581698	0.0000
7788	490029.5065244	2759266.1331832	0.0000	8009	486376.2428983	2758550.4124288	0.0000
7789	490221.0235648	2759321.8413806	0.0000	8010	486381.5387829	2758531.1263302	0.0000
7790	490421.6713900	2759392.1678552	0.0000	8011	486474.2167635	2758193.6196014	0.0000

HWY 69 — COORDINATE POINT LIST — SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
8012	486774.3182060	2758815.2747504	0.0000	8049	489284.1090622	2759162.6482558	0.0000
8013	486793.6043048	2758820.5706350	0.0000	8050	489214.3239764	2759163.9819655	0.0000
8014	486814.0373406	2758670.6290094	0.0000	8051	489194.2215063	2759169.3733799	0.0000
8015	486819.3332252	2758651.3429100	0.0000	8052	489113.0884887	2759142.3528937	0.0000
8016	486936.2500457	2758860.2897695	0.0000	8053	489114.2362199	2759170.9076410	0.0000
8017	487034.6805396	2758886.7691925	0.0000	8054	489059.3422268	2759176.9615259	0.0000
8018	487179.3262805	2758926.4883270	0.0000	8055	489049.3440660	2759177.1533085	0.0000
8019	487198.6123793	2758931.7842116	0.0000	8056	489061.6436184	2759296.9394566	0.0000
8020	487238.3315138	2758787.1384709	0.0000	8057	488984.3560208	2759178.3998956	0.0000
8021	487243.6273984	2758767.8523720	0.0000	8059	487953.8146084	2758900.6459214	0.0000
8022	487075.9430455	2758358.8512012	0.0000	8060	488002.0298553	2758913.8856329	0.0000
8023	487177.2936129	2758360.2377393	0.0000	8061	487880.6421267	2758864.9978090	0.0000
8024	487661.4787500	2759058.8854423	0.0000	8062	487803.4977316	2758843.8142706	0.0000
8025	487701.1978846	2758914.2397013	0.0000	8063	485845.3852367	2758383.9007379	0.0000
8026	487706.4937692	2758894.9536025	0.0000	8064	487442.2742159	2758822.3999835	0.0000
8027	487783.6381643	2758916.1371409	0.0000	8065	485997.7454171	2758425.7382263	0.0000
8028	487778.3422797	2758935.4232397	0.0000	8066	487371.8799553	2758803.0700047	0.0000
8029	487738.6231451	2759080.0689807	0.0000	8067	487283.8676482	2758727.0513635	0.0000
8030	488355.7783062	2759240.5372880	0.0000	8068	487270.6279367	2758775.2666105	0.0000
8031	488395.4974407	2759104.8915472	0.0000	8069	487237.5810111	2758714.3412404	0.0000
8032	488400.7933253	2759085.6054484	0.0000	8070	487231.4907438	2758736.5202541	0.0000
8033	488432.9227013	2759270.7208264	0.0000	8071	487086.8450029	2758696.8011190	0.0000
8034	488472.6418358	2759126.0750857	0.0000	8072	487014.7755783	2758581.6056421	0.0000
8035	488477.9377204	2759106.7889868	0.0000	8073	487011.9952389	2758591.7308439	0.0000
8036	488798.0149799	2759370.9736873	0.0000	8074	487003.5747823	2758622.3957410	0.0000
8037	488795.0154057	2759214.5975620	0.0000	8075	486939.5597930	2758560.9516921	0.0000
8038	488794.6154624	2759193.7474121	0.0000	8076	486481.8264965	2758558.6649300	0.0000
8039	488836.6850004	2759301.2545648	0.0000	8077	486912.2041623	2758598.9933435	0.0000
8040	488834.3836088	2759181.2766353	0.0000	8078	486909.5376845	2758608.7038943	0.0000
8041	488834.1918261	2759171.2784745	0.0000	8079	486855.8316466	2758593.9564337	0.0000
8043	489480.2310520	2759288.9101986	0.0000	8080	486585.9714300	2758587.2627069	0.0000
8044	489434.6010941	2759039.7394745	0.0000	8081	486554.1493670	2758578.5244973	0.0000
8045	489433.9246436	2759009.7469316	0.0000	8082	485929.7701949	2758044.1167790	0.0000
8046	489433.7669107	2759002.7533553	0.0000	8083	486281.3557757	2758140.6607554	0.0000
8047	489420.2417464	2759290.0009009	0.0000	8084	486768.8119224	2758274.5142387	0.0000
8048	489417.9644645	2759189.0905062	0.0000	8085	486942.7243181	2758322.2698781	0.0000

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S012

HWY 69 COORDINATE POINT LIST SWO5357(V4)

PT NO	NORTHING	EASTING	EL (Z)	PT NO	NORTHING	EASTING	EL (Z)
8086	486530.0417435	2758571.9046415	0.0000	8135	489629.8148089	2759286.0409141	0.0000
8087	486722.9027313	2758624.8634876	0.0000	8136	489618.5286724	2759219.0869515	0.0000
8088	486771.1179783	2758638.1031991	0.0000	8137	489679.8056129	2759285.0820009	0.0000
8089	487485.0033189	2758444.7335781	0.0000	8138	489708.0604153	2759284.5400232	0.0000
8090	487491.4907776	2758421.1081071	0.0000	8139	489712.9175819	2759234.4248515	0.0000
8091	487495.7388338	2758500.0508333	0.0000	8140	489729.7964169	2759284.1230878	0.0000
8092	487519.8464573	2758506.6706891	0.0000	8141	489779.7872209	2759283.1641746	0.0000
8093	487587.9212715	2758447.5875301	0.0000	8142	489829.7780249	2759282.2052614	0.0000
8094	487831.8004211	2758514.5804704	0.0000	8143	489840.8002051	2759256.6588615	0.0000
8095	488065.2522163	2758578.9606740	0.0000	8144	489849.9433236	2759281.8184548	0.0000
8096	488219.5410066	2758621.0277511	0.0000	8145	489879.7688289	2759281.2463483	0.0000
8097	488417.2235191	2758675.3105682	0.0000	8146	489929.7596329	2759280.2874351	0.0000
8098	488545.2832150	2758710.4752419	0.0000	8147	489979.7504370	2759279.3285219	0.0000
8099	488714.0365794	2758756.8142324	0.0000	8148	490029.7412409	2759278.3696088	0.0000
8100	488707.4187238	2758790.0219550	0.0000	8149	497417.5010732	2758426.1979820	0.0000
8101	489010.5266951	2758864.1546263	0.0000	8150	487415.3315112	2758436.9753760	0.0000
8102	489004.7059541	2758885.3521021	0.0000	8151	486319.9279732	2758151.2525246	0.0000
8103	490126.7265258	2759574.1860014	0.0000	8152	486167.5677928	2758109.4150362	0.0000
8104	490128.0662864	2759634.1705754	0.0000	8000	492015.5720400	2756571.9838403	0.0000
8105	490228.0645859	2759631.9912406	0.0000	9001	492046.6918980	2756933.8643319	0.0000
8106	490226.7028137	2759572.0065531	0.0000	9002	492076.9070113	2758256.1765208	0.0000
8107	490132.5816267	2759832.0972786	0.0000	9003	492137.2458907	2760896.8032395	0.0000
8108	490431.4732959	2759823.9319055	0.0000	9004	490696.8660247	2755610.1617883	0.0000
8109	490792.2825237	2759814.0750163	0.0000	9005	490727.7641475	2756971.6624919	0.0000
8110	490802.7738194	2760276.2059922	0.0000	9006	489378.1594088	2755648.3397365	0.0000
8111	491108.3057179	2760265.7284231	0.0000	9007	489408.8363971	2757009.4606517	0.0000
8112	491457.5216272	2760258.0643083	0.0000	9008	489438.6122879	2758330.6003719	0.0000
8113	492122.2434603	2760240.2367458	0.0000	9009	489498.1621688	2760970.9300913	0.0000
8114	490757.7598831	2758293.3875960	0.0000	9010	488058.5200481	2755684.3546645	0.0000
8117	486638.0438966	2758601.5615953	0.0000	9011	488089.3068769	2757047.2760571	0.0000
8118	486936.7794536	2758571.0768939	0.0000	9012	486738.8806874	2755720.3695925	0.0000
8119	487552.2049789	2758852.5865257	0.0000	9013	486769.7773567	2757085.0914626	0.0000
8120	487860.7825594	2758937.3206795	0.0000	9014	486799.6581287	2758404.9408221	0.0000
8121	487937.9269545	2758958.5042179	0.0000	9015	486859.4194463	2761044.6289439	0.0000
8122	488169.3601399	2759022.0548332	0.0000	9016	485418.9893272	2755752.0295290	0.0000
8123	488246.5045351	2759043.2383716	0.0000	9017	485449.6650406	2757122.0538039	0.0000
8124	488622.5834613	2759146.5081213	0.0000	9018	484099.0979670	2755783.6894657	0.0000
8125	488984.1642381	2759168.4017348	0.0000	9019	484129.5527245	2757159.0161452	0.0000
8126	489014.1587205	2759167.8283869	0.0000	9020	484158.7598477	2758478.0000771	0.0000
8127	489014.3505032	2759177.8245477	0.0000	9021	484219.6027260	2761118.6557959	0.0000
8128	489018.6618948	2759297.8024774	0.0000	9022	482780.0656051	2755825.3263824	0.0000
8129	489194.3173976	2759174.3724603	0.0000	9023	482810.4556225	2757195.9500612	0.0000
8130	489196.6187893	2759294.3503900	0.0000	9024	481461.0332431	2755866.9632992	0.0000
8131	489286.6022365	2759292.6243463	0.0000	9025	481491.3585205	2757232.8839773	0.0000
8132	489529.8332009	2759287.9587406	0.0000	9026	481520.6581239	2758552.6059279	0.0000
8133	489670.8240040	2760286.0008273	0.0000	9027	481580.7380037	2761102.4166484	0.0000
8134	489619.8166481	2759286.2326967	0.0000				

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S013

SWO 5357 (2) — **CHECK LEVELS** — **BENCH MARK LIST** — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION Page 1 of 8
BM1						626.135	CUT X ON SE CORNER OF SE 2ND AND MILL STREET.AT THE NW CORNER OF CARLS JR PARKING LOT. STA 1291+08.53 OFF 57.40'
	0.7920	0.8020	0.797				
BM2							CUT X AT SE CURB RETURN OF SE 1ST AND MILL STREET. STA 1298+44.89 OFF 60.68
	2.0200	2.3900	2.205		626.932		
BM3							CUT X AT SE CURB RETURN OF GRAHAM AND MILL STREET. 1305+49.88 OFF 67.71'
	0.5765	0.6116	0.594		629.137		
BM4							CUT X ON CONCRETE 30' SOUTH OF FIRE HYDRANT AT THE SE CORNER OF NE 1ST AND MILL STREET. STA 1312+90.69 OFF 50.52'
	1.4120	1.2900	1.351		629.731		
7300							1.25" REBAR FLUSH WITH THE GROUND. ODOT MONUMENT NUMBER M-49-1026.
	1.2130	1.5000	1.357		628.380		

SWO 5357 (2) — **CHECK LEVELS** — **BENCH MARK LIST** — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BENCH MARK LIST Page 2 of 8
BM 5							CUT X ON TOP OF CURB RETURN AT NE 2ND AND MILL STREET. STA 1320+15.53 OFF 50.10'
	1.8440	1.1180	1.481		629.737		
BM 6							CUT X ON TOP OF CURB RETURN AT NE 3RD AND MILL STREET. STA 1323+71.60 OFF 66.57'
	0.7228	0.7146	0.719		631.218		
BM 7							CUT SQUARE ON CENTER OF HEADWALL AT THE NE CORNER OF 5TH AND MILL STREET STA 1330+43.44 OFF 70.69'
	0.7210	0.7260	0.724		630.499		
BM 8							CUT X ON SW CORNER OF CONCRETE APRON AT SE CORNER OF ADAIR AND MILL STREET STA 1334+84.77 OFF 62.17'
	5.8210	5.8630	5.842		631.222		
BM 9							CUT X ON TOP OF WEST CONCRETE BASE OF ORSCHELN FARM AND HOME SIGN POST. STA 1341+85.41 OFF 93.81'
	6.9290	6.9310	6.930		637.064		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S014

SWO 5357 (2)

CHECK LEVELS

BENCH MARK LIST
NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION Page 3 of 8
BM 10							CUT X ON NE CORNER OF NORTHBOUND BRIDGE STA 1352+21.98 OFF 53.17'
	2.1716	3.0587	2.615		630.134		
BM 11							RR SPIKE IN 18" ELM AT WELCOME TO PRYOR CREEK SIGN STA 1364+09.40 OFF -121.54'
	5.3520	5.3810	5.367		625.596		
7301							BRASS CAP IS FLUSH WITH THE GROUND, 49' FROM EDGE OF CONCRETE ON 69. ODOT MONUMENT NUMBER M-49-1021.
	8.9080	8.9120	8.910		630.963		
BM 12							CUT X ON SW CORNEROF SOUTH DRAINAGE STRUCTURE AT ASPHALT DRIVE, WEST OF 69 STA 1387+32.26 OFF -80.96'
	-8.7120	-8.6990	-8.706		639.873		
BM 13							RR SPIKE IN PP EAST OF 69 STA 1400+74.46 OFF 111.47'
	0.2560	0.2540	0.255		646.578		

SWO 5357 (2)

CHECK LEVELS

BENCH MARK LIST
NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION Page 4 of 8
BM 14							CUT X ON NW CORNER OF SOUTH DRAINAGE STRUCTURE AT W470 ROAD, WEST OF 69STA 1412+64.40 OFF -82.31'
	2.4290	2.4250	2.427		646.323		
BM 15							TOP OF CONCRETE RIGHT OF WAY MARKER AT CHAINLINK FENCE STA 1427+38.13 OFF 129.65'
	5.5990	5.6010	5.600		643.896		
BM 16							CUT X CENTER OF SOUTH DRAINAGE STRUCTUREOF DRIVE EAST OF 69 STA 1440+13.45 OFF 80.34'
	5.2650	5.2330	5.249		638.296		
7302							FENO SPIKE WITH BRASS CAP. MONUMENT IS FLUSH WITH THE GROUND. 4 4' FROM EDGE OF CONCRETE ON HIGHWAY 69. 72'FROM NEAREST RAI I OF RAILROAD. 30'FROM GREER RANCH HOUSE DRIVE.
	15.3940	15.3925	15.393		633.047		
BM 17							CUT X ON NORTH END OF HEADWALL STA 1464+98.40 OFF 80.93'
	0.8450	0.8460	0.846		617.654		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S015

CHECK LEVELS — **BENCH MARK LIST**

SWO 5357 (2) — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
							Page 5 of 8
BM 18							CUT SQUARE ON END OF 24" RCP STA 1474+95.79 OFF 89.97'
	1.7610	1.7590	1.760		616.808		
BM 19							CUT SQUARE ON END OF 24" RCP STA 1483+95.58 OFF 99.16'
	17.5930	17.5910	17.592		615.048		
BM 20							CUT SQUARE ON SE CORNER OF NB BRIDGE STA 1495+74.79 OFF 54.93'
	-7.2230	-7.2730	-7.248		632.640		
BM 21							CUT X ON TOP CENTER OFSOUTH DRAINAGE STRUCTURE AT N327 ROAD. STA 1508+60.39 OFF -90.22'
	2.6770	2.6970	2.687		625.392		
BM 22							CUT SQUARE ON WEST END OF 24" RCP, 700' SOUTH OF4450 ROAD STA 1521+95.83 OFF -78.82'
	3.5100	3.5700	3.540		628.079		

CHECK LEVELS — **BENCH MARK LIST**

SWO 5357 (2) — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
							Page 6 of 8
BM 23							CUT X IN CENTER OF CONCRETE FLUME 550' NORTH OF W450 ROAD. STA 1534+58.30 OFF -99.39'
	15.5326	15.5380	15.535		631.619		
7303							BRASS CAP, MONUMENT IS FLUSH WITH THE GROUND. 69' FROM EDGE OF CONCRETE ON HIGHWAY 69. 17'FROM EDGE OF ASPHALT ON OLD HIGHWAY 69. 96'FROM JUNCTION OF ASPHALT AND CONCRETE.
	33.2800	33.2790	33.280		647.155		
BM 24							CUT X ON CORNER OF NORTHBOUND BRIDGE STA 1559+37.72 OFF 51.55'
	29.6720	29.6610	29.667		680.434		
BM 25							1/2" IP WITH SRB CAP 3949 STA 1571+85.71 OFF 61.83'
	0.1460	0.1480	0.147		650.768		
BM 26							CUT X ON SOUTH CENTER OF NORTH DRAINAGE STRUCTURE AT 4440 ROAD. STA 1585+62.18 OFF 73.20'
	2.9350	2.8890	2.912		650.621		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S016

CHECK LEVELS — **BENCH MARK LIST**

SWO 5357 (2) — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION Page 7 of 8
BM 27							CUT SQUARE ON CENTER OF HEADWALL STA 1602+52.77 OFF 87.95'
	3.5820	3.6270	3.605		653.533		
BM 28							CUT SQUARE ON CENTER OF HEADWALL STA 1616+38.70 OFF 70.57'
	1.4610	1.6370	1.549		657.137		
BM 29							CUT SQUARE ON CENTER OF HEADWALL STA 1633+70.63 OFF 69.40'
	13.9090	13.9510	13.930		655.588		
7304							MONUMENT IS LOCATED ABOUT 3 MILES SSW OF ADAIR, 6.20 MILES NNE OF PRYOR, IN A GRASS STRIP BETWEEN HIGHWAY 69 AND RAILROAD TRACK, AT HIGHWAY MILE 193.15. ODOT MONUMENT NUMBER M-49-1025
	11.9840	11.9860	11.985		669.518		
BM 30							CUT X ON SOUTH END OF HEADWALL STA 1655+60.89 OFF -84.98'
	1.0780	1.0790	1.079		657.533		
BM 31							1/2" IP WITH SRB CP CAP IN FENCE LINE 3.5' FROM NORTH GATE POST STA 1662+13.07 OFF -130.06'
	2.8490	2.8500	2.850		658.612		
BM 32							1/2" IP WITH SRB CP CAP IN FENCE LINE STA 1675+38.90 OFF -110.95'
	10.9420	10.9590	10.951		661.461		

CHECK LEVELS — **BENCH MARK LIST**

SWO 5357 (2) — **NAVD 88 DATUM**

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION Page 8 of 8
BM 33							CUT SQUARE IN CENTER OF HEADWALL STA 1689+38.25 OFF 68.92'
	6.9060	6.9090	6.908		650.511		
7305							MONUMENT IS FLUSH WITH THE GROUND. 61' FROM EDGE OF CONCRETE OF HIGHWAY 69. 72'SSW OF POWER-POLE. 45' SSE OF LIGHTPOLE. 40'FROM NEAREST RAI I OF RAILROAD. ODOT MONUMENT NUMBER M-49-1024
	15.7639	15.7520	15.758		657.418		
BM 34							RR SPIKE IN PP STA 1712+14.43 OFF 74.96'
	3.5310	3.5330	3.532		673.176		
BM 35							CUT SQUARE IN CENTER OF HEADWALL STA 1727+13.90 OFF 65.34'
	3.7450	3.7480	3.747		669.644		
BM 36							CUT SQUARE IN CENTER OF HEADWALL STA 1742+68.92 OFF 63.93'
	9.0870	9.0890	9.088		665.898		
BM 37							RR SPIKE IN PP NORTH OF W410 ROAD STA 1753+31.69 OFF 27397.94'
					674.986		

SCALE 0 100 200 300 400 500 Feet

PLS	TD	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT	
CHECKED	TD	SURVEY DATA SHEET
APPROVED	TD	SWO 5357(1)
CREW	SRB	

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S017

SECTION 18
T-21-N, R-19-E
NW/4

BEARING EQUATION:

N 15°21'17.0" E this survey =
N 15°18'26.0" E on SAP-49(112)US-69-South

SECTION 18
T-21-N, R-19-E
NW/4

SECTION 7
T-21-N, R-19-E
SW/4

Union Pacific Railroad

634.00' PRES.R/W
S15°21'17"W

FRED TAYLOR ENTERPRISES
RATTLIN GOURD, LLC
STAFFORD PROPERTIES, LLC
JERRY L.& SUSAN E.BEGGS
WILMA SIEVERS C/O JEFF MEAD

ROBERT M.& STEPHANIE BROWN
ROBERT MICHAEL BROWN
PMJ INDUSTRIAL, LLC
BOOK 1406, PAGE 813

624.00' PRES.R/W
S15°21'17"W

ALL B.P.'S CUT 'X'

S1°36'49.01"E
2640.00

N89°55'53.59"W
1320.18

POB 1305+79.00

1306+90.36

MARUTI MOTEL, LLC
TC MIDWEST, LLC
SUPERIOR FEDERAL BANK

DAMCINGBEAR INVESTMENTS, LLC
MELTON'S A/C & APPL-SERVICE
CWP, INC.
JOHN R.JACKSON & ANITA JEAN
FRED TAYLOR
JOHN R.JACKSON
JOHN T.WEAVER & CYNTHIA D.L.WEAVER
CITY OF PRYOR

624.00'
S15°21'17"W

150.00'
S15°21'17"W

BM2
BM3

2nd street
1st street

HWY 20
MAIN STREET

2641.91
S1°35'4.78"E

S88°27'11.06"W
2640.36

SECTION 18
T-21-N, R-19-E
NE/4

SECTION 18
T-21-N, R-19-E
NE/4

SECTION 7
T-21-N, R-19-E
SE/4

STATION EQUATION:

Sta. 1305+79.00 this survey =
Sta. 1305+79.00 on SAP-49(112)US-69-South PLANS =
Sta. 1300+79.00 on SAP-49(112)US-69-North PLANS

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S018

SECTION 7
T-21-N, R-19-E
SW/4

SECTION 7
T-21-N, R-19-E
SE/4

S1°36'49.01"E
2640.00

Union Pacific Railroad

Union Pacific Railroad

Union Pacific Railroad

100

100

75

5158

5273

1310+00

1315+00

1320+00

SECTION 7
T-21-N, R-19-E
SE/4

MUSHTAQ AHMED & SHAISTA AHMED

FOUR FEATHERS LIMITED,LLC

FOUR FEATHERS LIMITED,LLC

ROBERT A SMOKE

SWMB LANDCO,LLC

T&E ENTERPRISES,LLC

KAH III,LLC

UNION PACIFIC RAILROAD

EDDIE R. & SHERYL F.PETERS

EDDIE R.& SHERYL F.PETERS

ALL R.P.'S 4 REBAR FLUSH

7300 ODOT M-49-1026

N07°08"W 242

PRES.R/W S15°21'17"W

249.10 70 25 25 25 253 160 205 132.8 175

125.5 150 150 150 150 150

A001 US 69

N15°21'17.0"E 1961.12'

A001 US 69

1306+90.36

1322+40.36

650.00' S15°21'17"W PRES.R/W

640.00' PRES.R/W S15°21'17"W

284.10' S15°21'17.01"W PRES.R/W

BM4

BM5

S74°38'E

JARED GATES

P&D CONSTRUCTION

BRENT & JANEES TAYLOR

MELVA JEAN TAYLOR TRUST

POSTAL PROPERTIES,LLC

NELIA D.COWAN

RICK & TRACY MCNAIR

JOE A.FULMER,JR.& DAPHNE L.FULMER

MIKE HAROKOPIS ENTERPRISES & JOYCE HAROKOPIS TRUST

MIKE HAROKOPIS ENTERPRISES & JOYCE HAROKOPIS TRUST

ALL R.P.'S MAG

ALL R.P.'S MAG

1st street

2nd street

378.60

SECTION 7
T-21-N, R-19-E
SE/4

SECTION 7
T-21-N, R-19-E
SE/4

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S019

SECTION 7
T-21-N, R-19-E
SE/4

SECTION 7
T-21-N, R-19-E
NE/4

GREEN COUNTRY OK.LLC

Union Pacific Railroad

Union Pacific Railroad

1325+00

1330+00

1335+00

314.33' PRES.R/W
S15°21'17"W

444.83' PRES.R/W
S15°18'10"W

453.21' PRES.R/W
N08°18'16"E

123.02' PRES.R/W
S08°18'16"W

141.90' PRES.R/W
S08°21'17"W

121.67' PRES.R/W
S15°21'17"W

141.68' PRES.RW
N08°21'17"E

104.35'
S15°21'15"W

BROWN & BROWN PROPERTY.LLC

BRETT L.& CHRISTIE M.KING

PHYLLIS ANN BAKER &
WALLACE JOHN BAKER

JOHNNIE
LEE FRAILEY

SAFENET
SERVICES,INC.

SAFENET
SERVICES,INC.

RANDY MELTON &
CONNIE MELTON,
DREW STOTT &
SHERRY STOTT

NORTHSTAR CHURCH

DANCINGBEAR
INVESTMENTS,LLC

POP'S
MAGIC,LLC

ALL R.P.'S
1/2" REBAR
FLUSH

ALL R.P.'S
MAG

ALL R.P.'S
5/8" REBAR
FLUSH

ALL R.P.'S
#4 REBAR
FLUSH

ALL R.P.'S
#4 REBAR
FLUSH

ALL R.P.'S
MAG

A001 US 69

A001 US 69

3rd street

5th street

BM7

BM8

PI 1327+01.6123
07°00'00.2870"LT
D
T
L
R
PC
PT

PI 1336+31.1463
07°07'53.6824"RT
D 01°59'59.9999"
T 178.52SF
L 356.58SF
R 2864.79SF
PC 1334+52.63
PT 1338+09.21

N88°42'28.70"E
2641.00

SCALE 0 100 200 300 400 500 Feet

PLS	TD		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT		
CHECKED	TD		SURVEY DATA SHEET
APPROVED	TD		SWO 5357(1)
CREW	SRB		

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S020

STATION EQUATION:

Sta. 1346+86.52 A001 POE this survey =
Sta. 1346+86.52 A002 POB this survey =
Sta. 1346+86.61 CL on SAP-49(112)US-69-South PLANS =

SECTION 7
T-21-N, R-19-E
NE/4

SECTION 7
T-21-N, R-19-E
NE/4

GREEN COUNTRY OK, LLC

868.72

7812

GARY DEAN CRAWFORD

1340+00

1345+00

1350+00

Union Pacific Railroad

Union Pacific Railroad

100

100

100

75.27

ALL R.P.'S
#4 REBAR
FLUSH

35

42.50

N52°42'W

41.50

3110

1337+92.19

A001 US 69

N15°26'10.5"E

877.32'

41.53

A001 POE 1346+86.52
A002 POB 1346+86.52

3111

32

A002 US 69

1353+41.76

95.04

193.37

162

3112

85

S74°42'E

130

150

150

BMIO

BM9

594.63' PRES.R/W
S18°25'33"W

PT 1338+09.7052

7789

7790

7626

102.65

134.27' PRES.R/W
N01°55'29"E

184.33' PRES.R/W
S15°26'10"W

50

35

7791

ALL R.P.'S
#4 REBAR
FLUSH

20.88

7628

7629

364.67' PRES.R/W
N15°26'10"E

7648

7621

301.26

8109

8106

8105

CLAYTON R. LARREMORE II &
LORI MICHELLE LARREMORE

LML INVESTMENTS, LLC

44412

MARY CAROL HOFFMAN

BOBBY EDWARDS & THERESA EDWARDS

BOBBY EDWARDS & THERESA EDWARDS

THELMA NUNLEY TRUST

46492

60

100

198.00

8108

299.00

360.94

462.28

568.76

SECTION 7
T-21-N, R-19-E
NE/4

SECTION 7
T-21-N, R-19-E
NE/4

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S021

SECTION 7
T-21-N, R-19-E
NE/4

SECTION 6
T-21-N, R-19-E

SECTION 6
T-21-N, R-19-E

GARY DEAN CRAWFORD

N89°41'27.93"E
2641.32

EW-480

7813

7814

1353+41.76

1384+41.83

100

Union Pacific Railroad

1355+00

1360+00

1365+00

1370+00

1375+00

1380+00

BM11

ALL R.P.'S
#4 REBAR
FLUSH

50 50 50

S15°41'W

7301
ODOT
M-49-1021

A002 US 69

N15°26'10.5"E
2571.64'

7792

150

125

128.43

S74°42'E

313

314

125.74
S74°42'E

115

773.72' PRES R/W
N15°26'10"E

503.01' PRES R/W
S01°23'21"W

503.21' PRES R/W
N15°26'10"E

125

200

285.44' PRES R/W
S00°12'11"W

695.90' PRES R/W
N15°27'09"E

100.56' PRES R/W
N09°55'21"E

500.07' PRES R/W
N15°17'58"E

449.25' PRES R/W
N15°17'58"E

7630

7631

7632

7634

7635

7638

7639

7693

50

ALL R.P.'S
#4 REBAR
FLUSH

THELMA NUNLEY TRUST

264.06

8113

664.96

8003

SECTION 7
T-21-N, R-19-E
NE/4

SECTION 6
T-21-N, R-19-E

SECTION 6
T-21-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

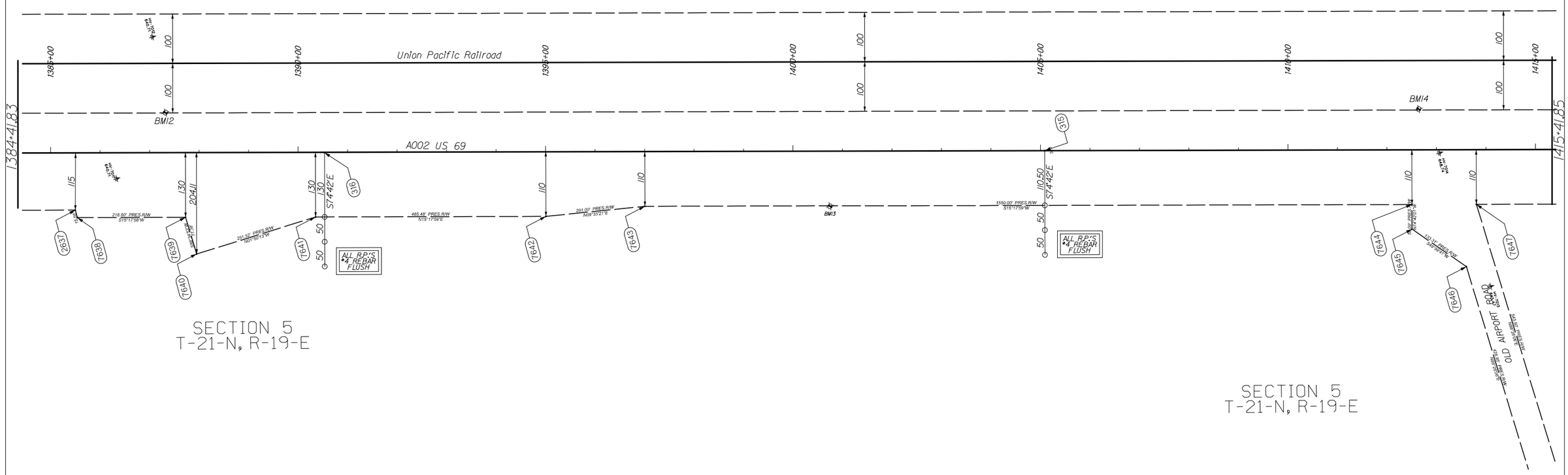
SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S022

SECTION 6
T-21-N, R-19-E

SECTION 6
T-21-N, R-19-E



SECTION 5
T-21-N, R-19-E

SECTION 5
T-21-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

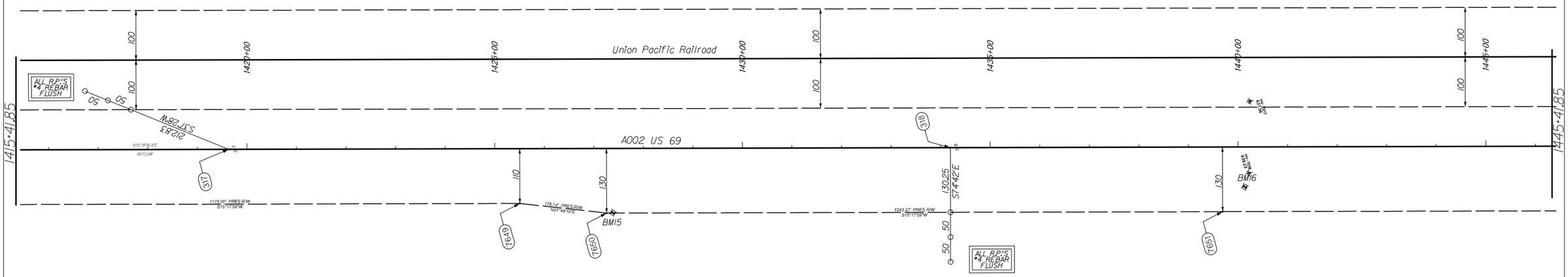
SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S023

SECTION 32
T-22-N, R-19-E

SECTION 32
T-22-N, R-19-E

SECTION 32
T-22-N, R-19-E



SECTION 32
T-22-N, R-19-E

SECTION 32
T-22-N, R-19-E

SECTION 32
T-22-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S024

SECTION 32
T-22-N, R-19-E

SECTION 32
T-22-N, R-19-E

SECTION 29
T-22-N, R-19-E

1450+00

1455+00

1460+00

1465+00

1470+00

1475+00

Union Pacific Railroad

A002 US 69

100

100

100

100

ALL R.P.'S
#4 REBAR
FLUSH

7302
ODOT
M-49-1022

50 50 50
S15°41'W

PRES.R/W 1865.25
S27°57'32"W

1656

1445+41.85

1441+58.27

316

130.12
S7°44'42"E

50

50

2281.73' PRES.R/W
N15°17'59"E

ALL R.P.'S
#4 REBAR
FLUSH

330

321

322

130

160

190

122

PI 1466+48.52

D 12°27'32"
L 539.44'
R 2704.79'
PC 1461+26.24
PT 1466+65.68

BM17

N32°15'12"E
103.11'

S81°43'E

S29°30'E
192.44

160

PI 1468+65.68

1652

1653

1654

1655

1658

1657

S74°45'E
111.69

62.85

62.85

72.23

72.23

PRES.R/W
226.52' N88°17'26"E

376.05' PRES.R/W
N01°43'53"W

170.66

BM18

613.32' PRES.R/W
S25°24'05"W

ALL R.P.'S
#4 REBAR
FLUSH

SECTION 32
T-22-N, R-19-E

SECTION 29
T-22-N, R-19-E

PI 1466+48.7171
12°47'12.1882" RT
D
T
L
R
PC
PT

W 460 ROAD

SCALE 0 100 200 300 400 500 Feet

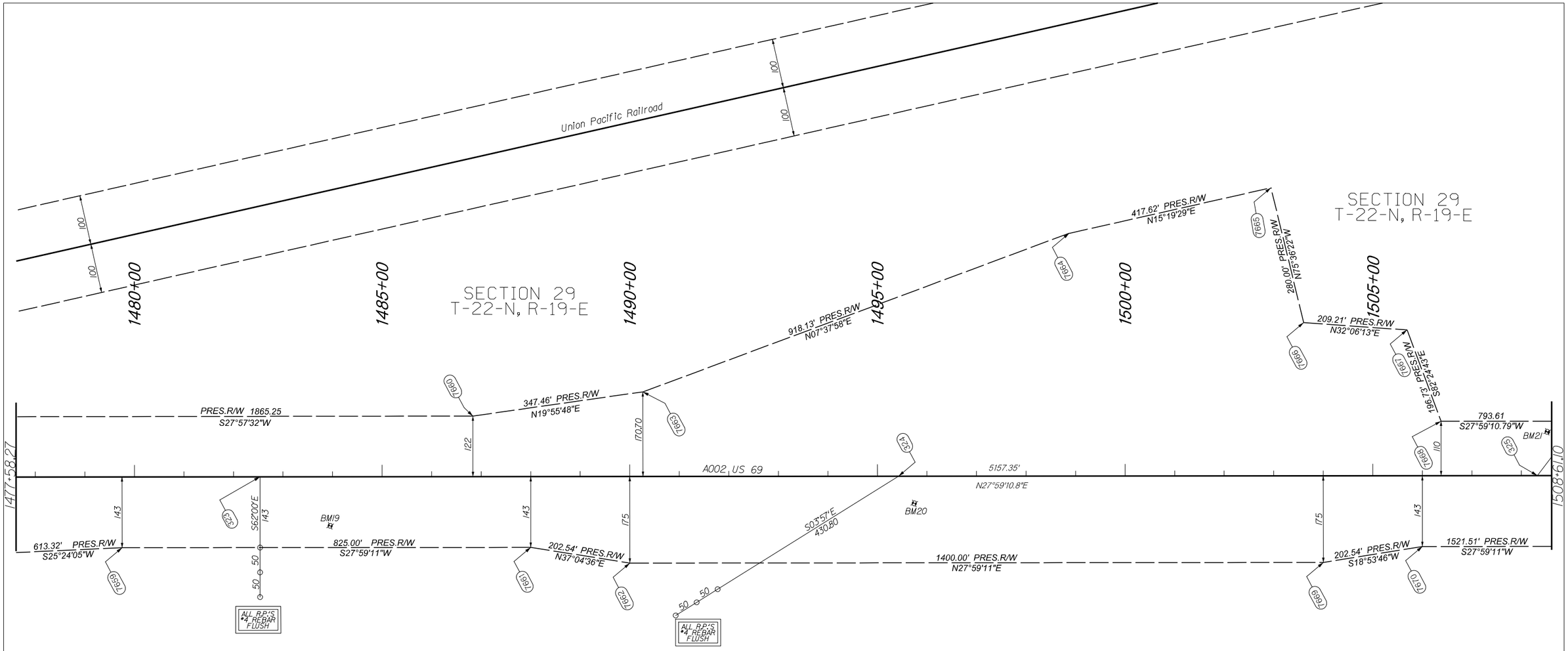
PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S025



SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S026

SECTION 20
T-22-N, R-19-E

SECTION 29
T-22-N, R-19-E

SECTION 29
T-22-N, R-19-E

SECTION 21
T-22-N, R-19-E

1508+61.10

1510+00

1515+00

1520+00

1525+00

1530+00

1535+00

1540+00

1541+48.61

PI 1536+00.9999
Δ 57°39'53.0232" LT
D 02°07'54.7264"
T 1479.49SF
L 2704.89SF
R 2687.59SF
PC 1521+21.51
PT 1548+26.40

ALL R.P.'S
4" REBAR
FLUSH

793.61 PRES.R/W
S27°59'10.79"W

553.02' PRES.R/W
S27°59'11"W

123.14'
S18°38'22"W

PC 1521+21.5099

L=615.07'
R=2547.59'

277.56' PRES.R/W
N85°11'48"E

L=965.54'
R=2562.59'

L=1125.80'
R=2827.59'

A001 US 69

816.98' PRES.R/W
N00°30'08"W

1521.51' PRES.R/W
S27°59'11"W

L=293.31'
R=2830.59'

N17°30'E
202.15

248.35' PRES.R/W
N67°57'03"W

367.58' PRES.R/W
N01°43'53"W

169.05'
N12°44'37"E

PI 1639+01.00

BM22

BM23

ALL R.P.'S
4" REBAR
FLUSH

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S027

1541+48.61

L=965.54'
R=2562.59'

7679

140

W 450 ROAD

7681

N65°11'48"E
PRES.R/W 277.56'

1530+00

PI 1536+00.9999
"57°39'53.0232" LT
D 02°07'54.7264"
T 1479.49SF
L 2704.89SF
R 2687.59SF
PC 1521+21.51
PT 1548+26.40

SECTION 20
T-22-N, R-19-E

1535+00

L=1125.80'
R=2827.59'

262.37

7678

169.05' PRES.R/W
N72°44'37"E

7680

7682

125

191.0

7683

A001 US 69

816.98'
N00°30'08"W PRES.R/W

L=965.54'
R=2562.59'

BM23

1540+00

1545+00

1550+00

SECTION 20
T-22-N, R-19-E

100

100

Union Pacific Railroad

7693

552.78'
N44°33'11"W PRES.R/W

7687

7688

1555+00

100

100

1556+48.89

L=632.07'
R=1653.29'

125

7686

140

7684

7685

50 50 50
N37°10'W

7303
ODOT
M-49-1023

ALL R.P.'S
#4 REBAR
FLUSH

PT 1548+26.4014

328

A001 US 69

N29°40'42.2"W
1280.72'

7689

140

N60°09'E

140

140

170

401.37'
S29°39'32"E PRES.R/W

7690

389.16'
S25°15'26"E PRES.R/W

7691

50

50

ALL R.P.'S
#4 REBAR
FLUSH

SECTION 21
T-22-N, R-19-E

327

PI 1536+01.00

SECTION 20
T-22-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S028

SECTION 20
T-22-N, R-19-E

L=2228.48'
R=1969.86'

1560+00

1565+00

1570+00

PI 1574+58.3754
Δ 63°00'20.2236" RT
D 02°35'55.2744"
T 1351.25SF
L 2424.52SF
R 2204.80SF
PC 1561+07.13
PT 1585+31.64

SECTION 20
T-22-N, R-19-E

1556+48.89

A001 US 69

N68°W
171.62

BM24

171.62
N64°51'E

325

7692

203.16'
S29°40'42"E

245.46

50
50
50

PC 1561+07.1254

100
100

ALL R.P.'S
⅝" REBAR
FLUSH

SECTION 20
T-22-N, R-19-E

Union Pacific Railroad

100
100

7697

N89°16'07"E
PRES.R/W 455.89'

237.88

BM25

7698

PRES.R/W 304.75'
S16°55'50"E

150

7699

A001 US 69
Old US 69

560.52' PRES.R/W
S09°41'22"W

130

7700

PI 1574+58.38

N20°50'E
100

340

7694

50
50

1575+00

SECTION 20
T-22-N, R-19-E

1580+00

7695

149.75

328.54' PRES.R/W
N01°47'08"W

7696

1582+60.20

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S029

STATION EQUATION:

Sta. 1594+11.45 this survey =
Sta. 1594+16.89 on SAP-49(112)US-69-South PLANS =
Sta. 1594+16.89 on SAP-49(112)US-69-North PLANS

SECTION 20
T-22-N, R-19-E

SECTION 17
T-22-N, R-19-E

SECTION 17
T-22-N, R-19-E

SECTION 20
T-22-N, R-19-E

1570+00
1575+00
1580+00
1585+00
1590+00
1595+00
1599+79.95
1582+60.20

PI 1601+69.0925
Δ 18°01'58.8376" LT
D 01°12'00.0000"
T 757.64SF
L 1502.75SF
R 4774.65SF
PC 1594+11.45
PT 1609+14.20

PI 1574+58.3754
Δ 63°00'20.2236" RT
D 02°35'55.2744"
T 1351.25SF
L 2424.52SF
R 2204.80SF
PC 1561+07.13
PT 1585+31.64

PI 1571+58.38
N20°50'E 100

679.20' PRES.R/W
S20°35'45"W

328.54' PRES.R/W
N01°47'06"W

182.74' PRES.R/W
S33°19'38"W

67.70'

125.00'
N70°11'50"E

301.50' PRES.R/W
N39°02'16"E

416.97' PRES.R/W
N33°19'24"E

477.08' PRES.R/W
N30°23'45"E

A001 US 69
Old US 69

N33°19'38.0"E
879.81'

849.20' PRES.R/W
S33°19'38"W

255.82' PRES.R/W
N33°19'11"E

L=297.34'
R=2889.79'

385.42' PRES.R/W
S01°41'31"E

555.47' PRES.R/W
S01°47'31"E

L=493.11'
R=2074.80'

560.52' PRES.R/W
S09°41'22"W

304.75' PRES.R/W
S16°55'50"E

455.89' PRES.R/W
N86°19'07"E

810.19' PRES.R/W
N15°17'59"E

PC 1594+11.4525

PT 1585+31.6425

W 440 ROAD

S88°59'29"W 583.77' PRES.R/W

S88°59'29"W 555.77' PRES.R/W

ALL R.P.'S
#4 REBAR
FLUSH

BM26

BM25

Union Pacific Railroad

SCALE 0 100 200 300 400 500 Feet

PLS	TD		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RT		
CHECKED	TD		SURVEY DATA SHEET
APPROVED	TD		SWO 5357(1)
CREW	SRB		

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S030

SECTION 17
T-22-N, R-19-E

SECTION 16
T-22-N, R-19-E

SECTION 16
T-22-N, R-19-E

SECTION 16
T-22-N, R-19-E

1600+00 | 1605+00 | 1610+00 | 1615+00 | 1620+00 | 1625+00 | 1630+00

1599+76.65

1630+67.05

PI 1601+69.0925
Δ 18°01'58.8376" LT
D 01°12'00.0000"
T 757.64SF
L 1502.75SF
R 4774.65SF
PC 1594+11.45
PT 1609+14.2034

293.63' PRES.R/W
N19°48'13"E

309.63' PRES.R/W
N29°23'35"E

390.39' PRES.R/W
S14°01'18"W

467.24' PRES.R/W
N15°17'38.81"E

N17°54'36.36"E
109.55

1289.13'
N15°17'39.28"E

L=713.63'
R=5849.58'

1865.82'
N15°17'39.2"E

ALL R.P.'S
#4 REBAR
FLUSH

N83°54'W
150

126.17

PT 1609+14.2034

AQOI US 69

Old US 69

Union Pacific Railroad

BM27

BM28

PI 1601+69.09

PC 1627+80.0234

T720 140
T721 125
T722 125
T723 125
T724 120
T725 336.15
T726 336.15
T717
T718
T719
834
835
836
837
838
26.19
148
148.0
100
25.6

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

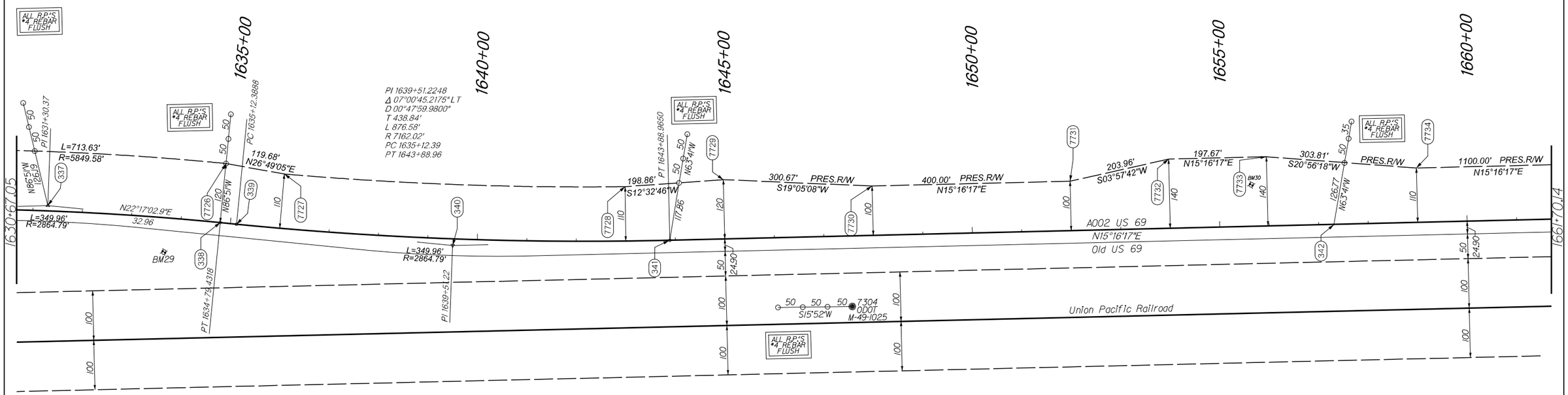
SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S031

SECTION 16
T-22-N, R-19-E

SECTION 9
T-22-N, R-19-E



PI 1631+30.3700
Δ 06°59'23.7036" RT
D 01°00'00.0000"
T 349.93'
L 698.99'
R 5729.58'
PC 1627+80.44
PT 1634+79.43

SECTION 16
T-22-N, R-19-E

SECTION 9
T-22-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

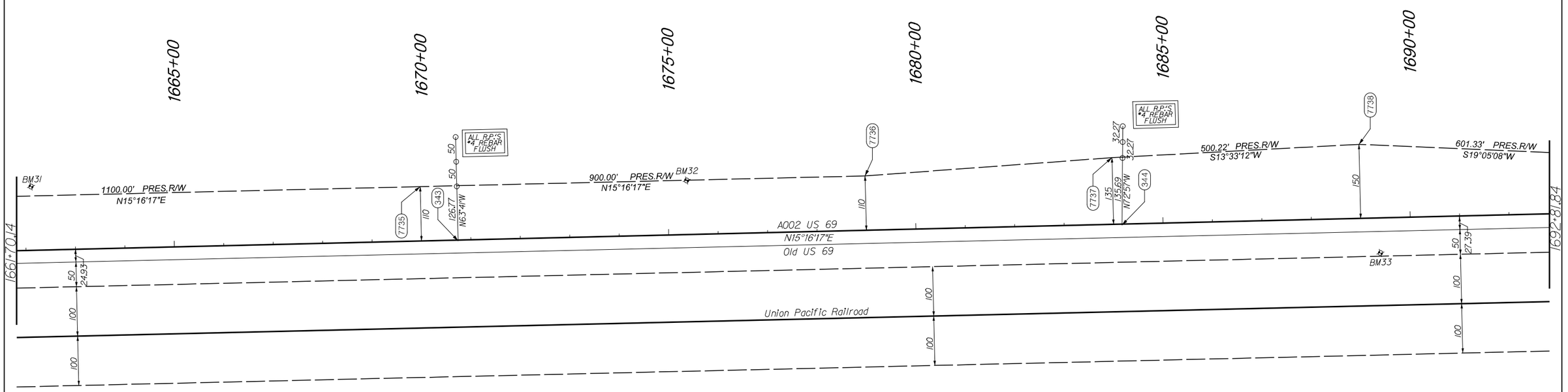
SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S032

SECTION 9
T-22-N, R-19-E

SECTION 9
T-22-N, R-19-E



SECTION 9
T-22-N, R-19-E

SECTION 9
T-22-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

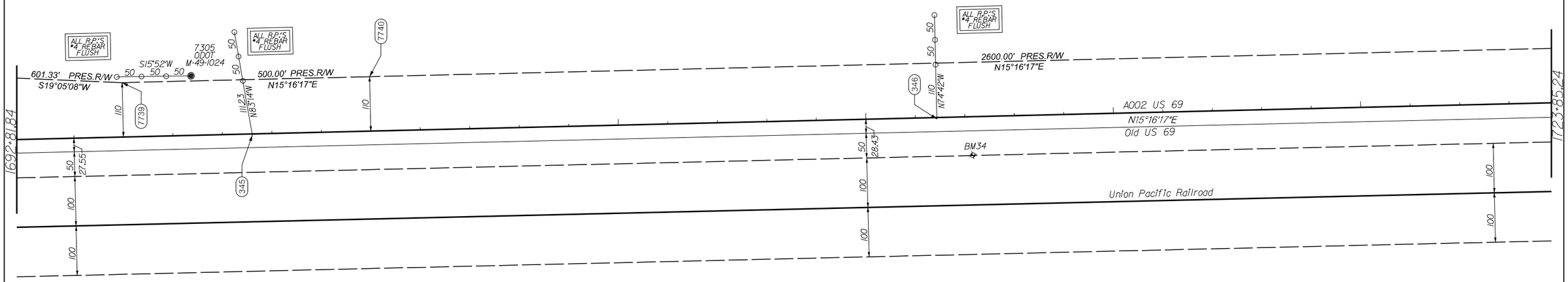
SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S033

SECTION 9
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E



SECTION 9
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

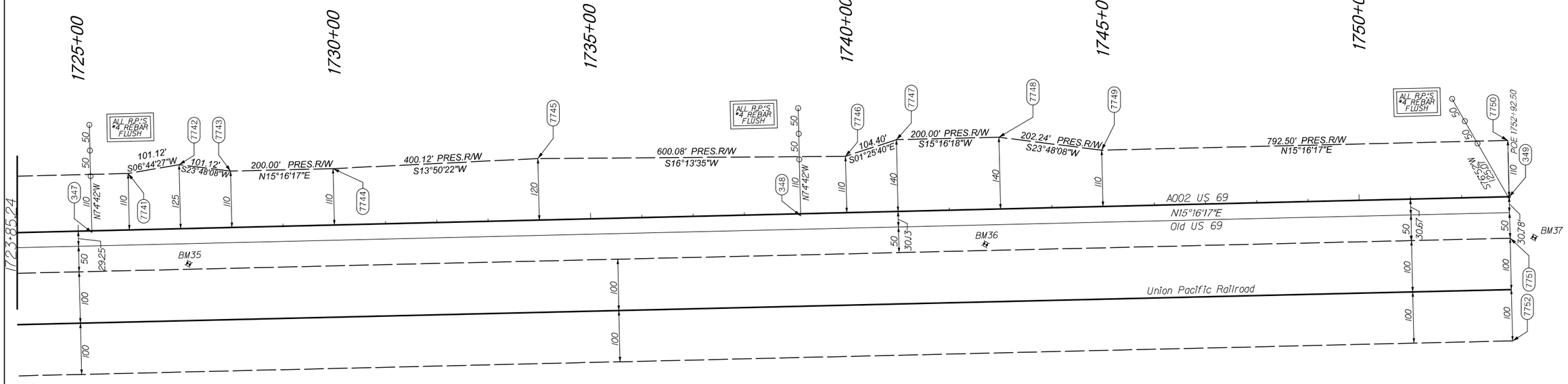
COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO S034

SECTION 4
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E

SECTION 4
T-22-N, R-19-E



SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S035

Northwest Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-373

FOUND AND ACCEPTED 60D IN POWER POLE. DOES NOT MATCH PREVIOUS REFERENCES FILED BY JERRY WAYNE HAYNES, L.S. 422 ON MARCH 2, 1979.

SET 1/2" I.P. W/CA3949 ALONGSIDE TWO (2) NEW REFERENCES.

North Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-374

FOUND AND ACCEPTED 3/8" I.P. FILED BY JERRY WAYNE HAYNES, L.S. 422, ON MARCH 2, 1979 ALONGSIDE ONE (1) REFERENCE NOT FILED IN PREVIOUS FILING.

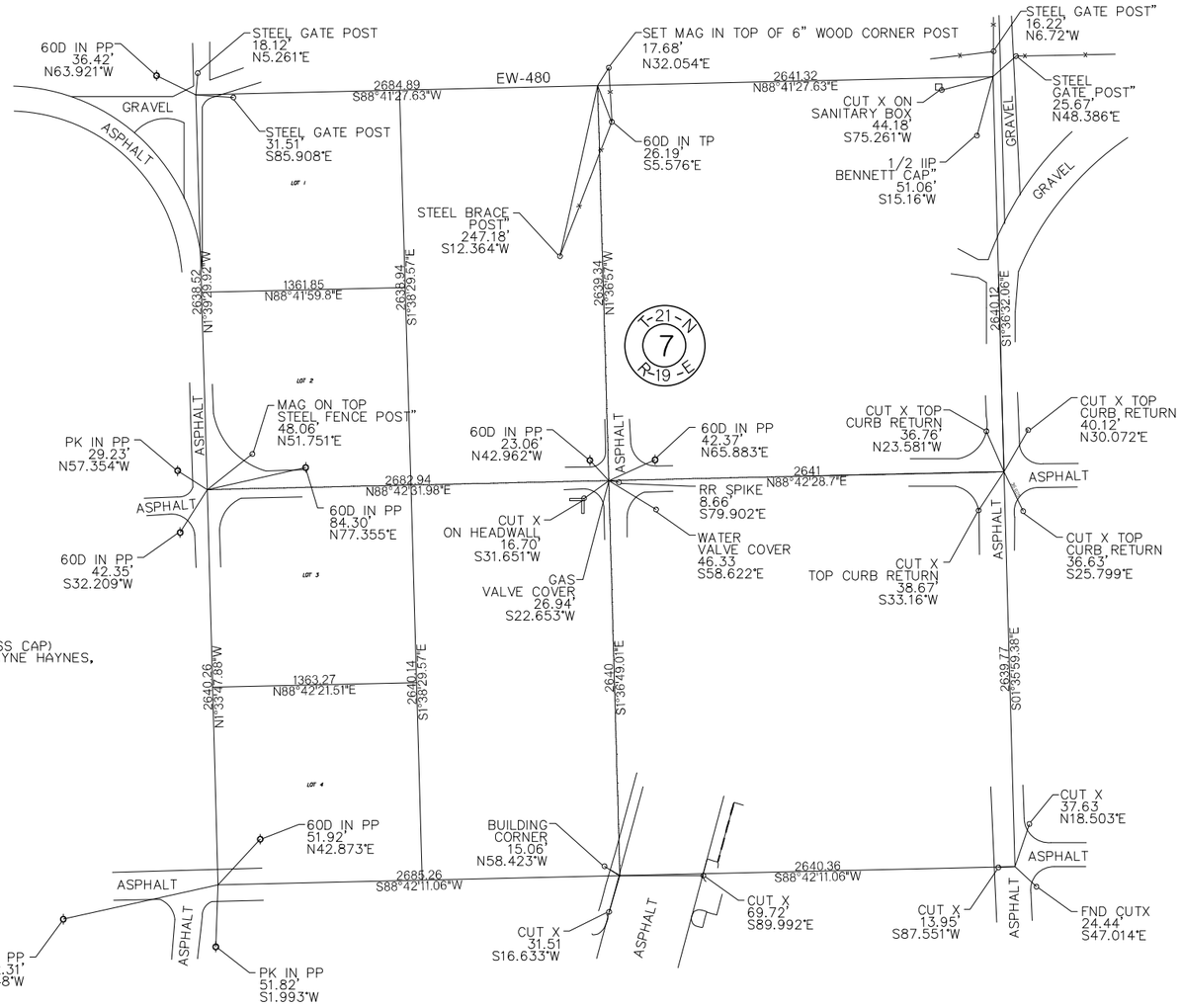
SET TWO (2) NEW REFERENCES

Northeast Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-375

FOUND AND ACCEPTED OHD STANDARD BRASS MONUMENT 0.3' DEEP FILED BY JERRY WAYNE HAYNES, L.S. 422, ON MARCH 2, 1979.

FOUND 1/2" I.P. W/BENNETT CONTROL CAP.

SET THREE (3) NEW REFERENCES



Center Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-385

FOUND AND ACCEPTED MAG NAIL AND RR SPIKE ALONGSIDE FIVE (5) REFERENCES FILED BY GEORGE MICHAEL FINNELL, L.S. 1107, ON FEBRUARY 18, 2016.

East Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-376

FOUND AND ACCEPTED M&T W/GREEN COMPANY SURVEY 1107. THREE NEW REFERENCES WERE ESTABLISHED.

SET ALL NEW REFERENCES

West Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-372

FOUND AND ACCEPTED OHD STANDARD MONUMENT (BRASS CAP) 0.3' DEEP IN ASPHALT PAVING AS FILED BY JERRY WAYNE HAYNES, L.S. 422, ON MARCH 2, 1979.

SET THREE (3) NEW REFERENCES

Southwest Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-371

FOUND AND ACCEPTED CST NAIL FILED BY JERRY WAYNE HAYNES, L.S. 422, ON MARCH 2, 1979.

FOUND ONE (1) ADDITIONAL REFERENCE

SET TWO (2) NEW REFERENCES.

South Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1073

SET SRB M&T W/CA3949 CAP ALONGSIDE THREE (3) NEW REFERENCES

Southeast Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-377

FOUND AND ACCEPTED BRASS CAP STEM ALONGSIDE THREE (3) REFERENCES FILED BY EDWARD R. SEATON, L.S. 1353, ON MARCH 28, 2018.

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S036

Southwest Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-371

FOUND AND ACCEPTED CST NAIL FILED BY JERRY WAYNE HAYNES, L.S. 422, ON MARCH 2, 1979.

FOUND ONE (1) ADDITIONAL REFERENCE

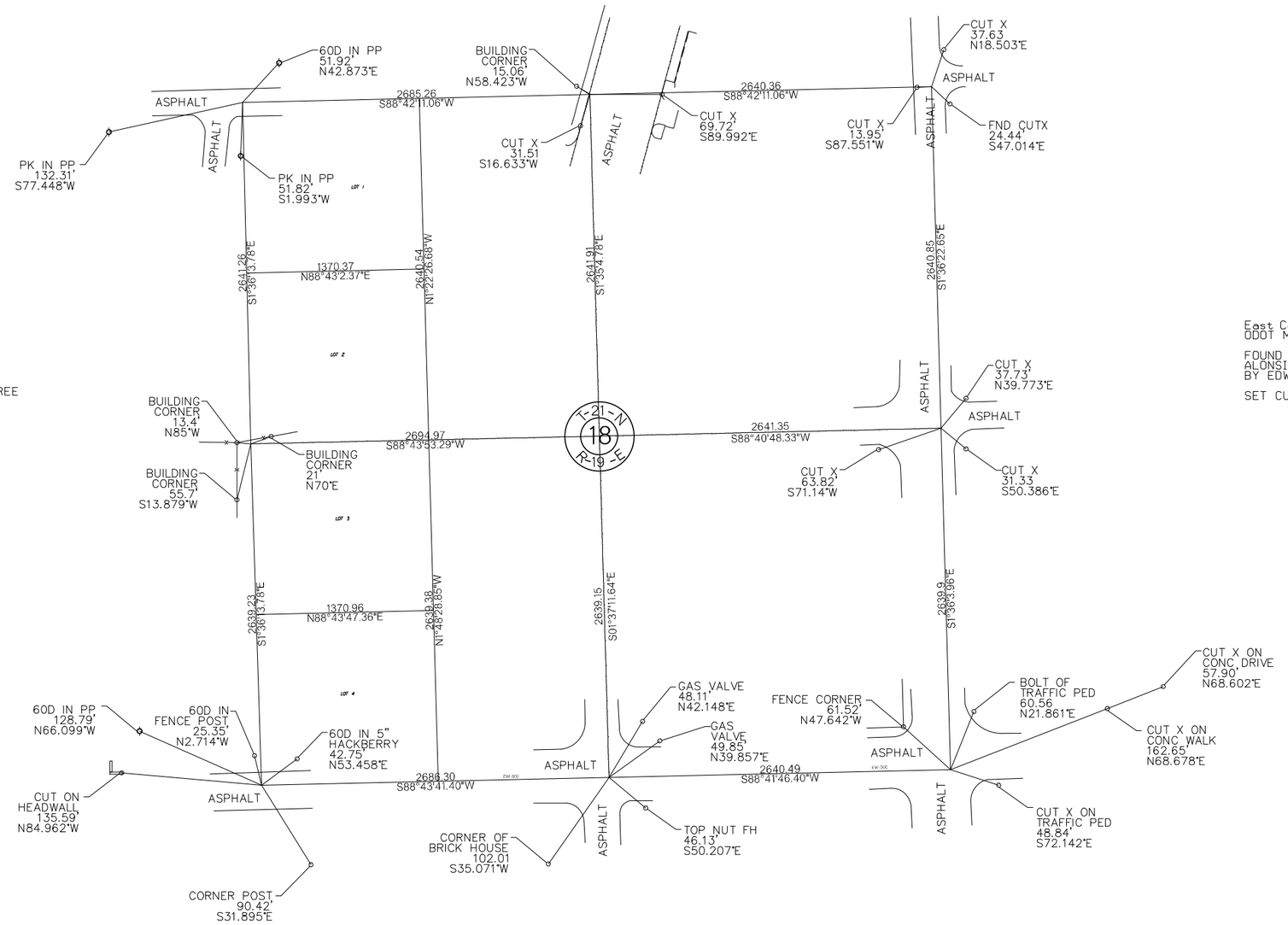
SET TWO (2) NEW REFERENCES.

South Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1073

SET SRB M&T W/CA3949 CAP ALONGSIDE THREE (3) NEW REFERENCES

Southeast Corner of Section 7, T-21-N, R-19-W, I.M.
ODOT Monument No. M-49-377

FOUND AND ACCEPTED BRASS CAP STEM ALONGSIDE THREE (3) REFERENCES FILED BY EDWARD R. SEATON, L.S. 1353, ON MARCH 28, 2018.



West Corner of Section 18, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1074

FOUND AND ACCEPTED ODOT BRASS CAP ALONGSIDE THREE (3) REFERENCES FILED BY DAVID W. MURDOCH, L.S. 1404, ON MAY 30, 2008.

East Corner of Section 18, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1075

FOUND AND ACCEPTED ODOT BRASS MONUMENT ALONSIDE TWO (2) ADDITIONAL REFERENCES FILED BY EDWARD R. SEATON, L.S. 1353, ON MARCH 28, 2018.

SET CUT "X" AT SWW CURB RETURN

Southwest Corner of Section 18, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1076

FOUND AND ACCEPTED 1/2" I.P. W/OLSSON CAP ALONGSIDE ONE (1) REFERENCE FILED BY L.S. 1318 ON MARCH 20, 1995.

SET TWO (2) NEW REFERENCES

South Corner of Section 18, T-21-N, R-19-W, I.M.
ODOT Monument No. M-51-1077

FOUND AND ACCEPTED CONCRETE NAIL ALONGSIDE THREE (3) REFERENCES FILED BY JAY BISSELL, L.S. 1318, ON APRIL 10, 1992.

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

Southwest Corner of Section 26, T-22-N, R-23-W, I.M.
ODOT Monument No. E-23-333
Found #4 rebar with cap filed by Jividens Land Surveying.
Used as found.

SCALE 0 100 200 300 400 500 Feet

PLS	TD	
DRAWN	RT	
CHECKED	TD	
APPROVED	TD	
CREW	SRB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5357(1)

COUNTY MAYES HIGHWAY 69 STATE JOB NO. 31963(04) SHEET NO. S037

KEY:

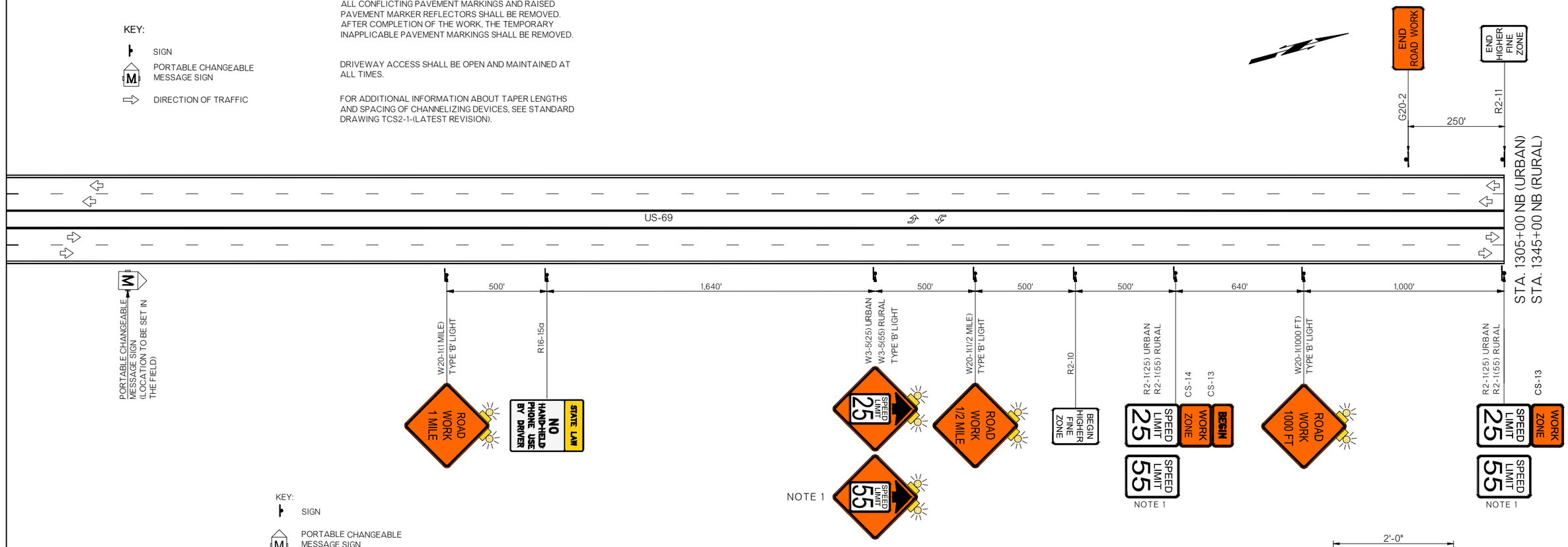
- SIGN
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTION OF TRAFFIC

NOTE 1
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE RESIDENT ENGINEER.

ALL CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, THE TEMPORARY INAPPLICABLE PAVEMENT MARKINGS SHALL BE REMOVED.

DRIVEWAY ACCESS SHALL BE OPEN AND MAINTAINED AT ALL TIMES.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

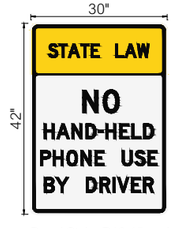


KEY:

- SIGN
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTE :
SIGNS MARKED WITH ▯ ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE



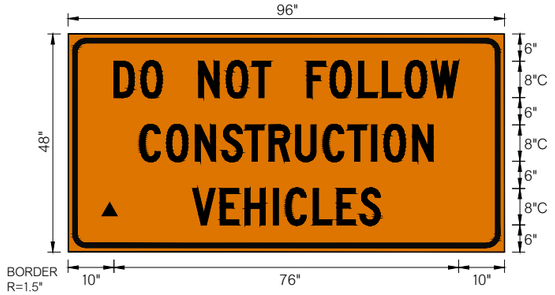
Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition

R16-15a

BORDER R=1.5" TH=1" IN=1"

LOCATION OF THIS SIGN SHALL BE ESTABLISHED IN THE FIELD.

CONTRACTORS SIGN



BORDER R=1.5" TH=1" IN=1"

COLOR:
LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
▲ FLUORESCENT ORANGE (REFLECTORIZED)

BORDER R=1.5 in TH=0.5 in

Panel Style: guide_con_cardinal_blu_2012.ssi
M.U.T.C.D.: 2023 Edition

D70
(BUSINESS ACCESS)

LOCATION OF THIS SIGN SHALL BE ESTABLISHED IN THE FIELD.

NOT TO SCALE

COST TO BE INCLUDED IN CONSTRUCTION SIGNING.

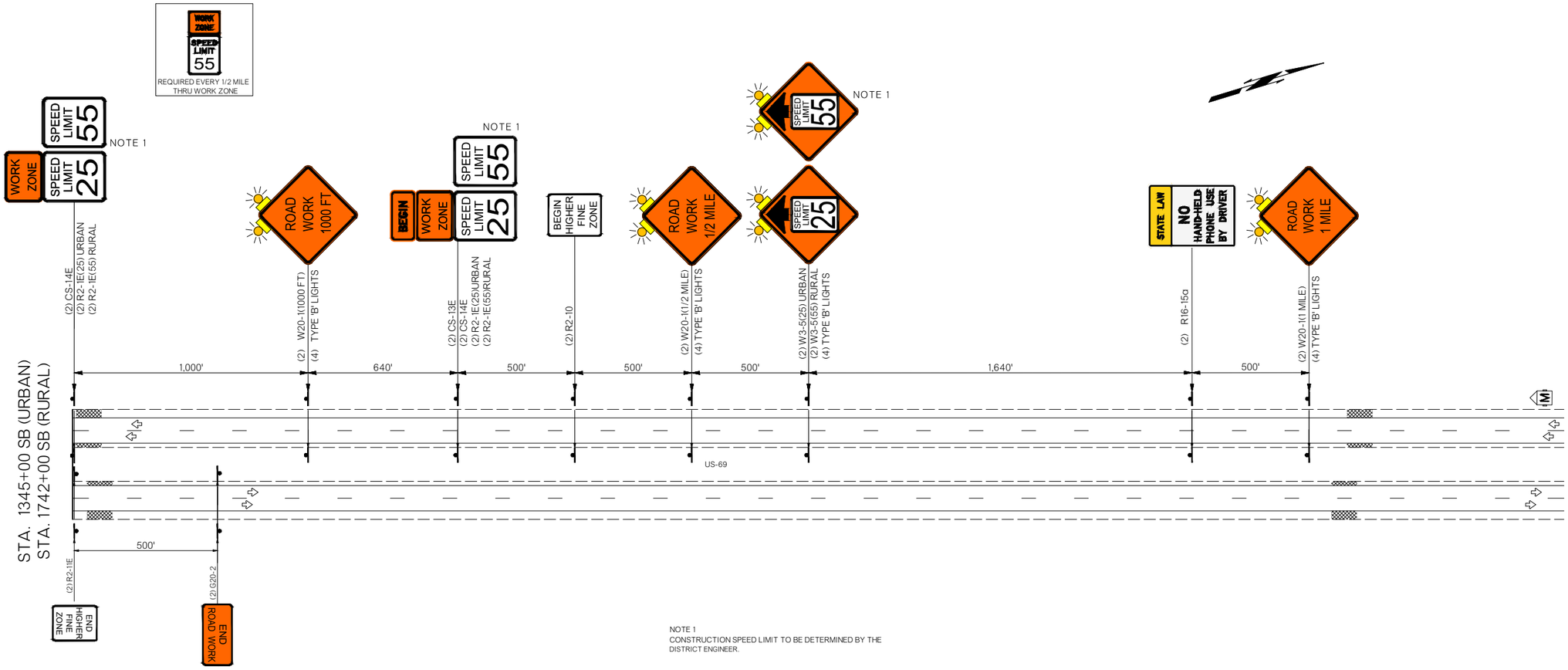
FOR MORE DETAILS SEE ODOT WEBSITE:
https://oklahoma.gov/content/dam/ok/en/odot/traffic/Contractor%20Sign%20-%20Color.pdf

(ADVANCE WARNING SIGNS)
(PHASE 1A, 1B & 3)

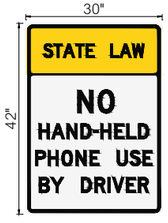
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T001

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\319304--CTC.DWG 5/14/2026



NOTE 1.
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.



Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition

R16-15a

LOCATION OF THIS SIGN SHALL BE ESTABLISHED IN THE FIELD.

CONTRACTORS SIGN

COLOR:
LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
▲ FLUORESCENT ORANGE (REFLECTORIZED)

NOT TO SCALE

KEY:
- SIGN
- M — PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTION OF TRAFFIC

COST TO BE INCLUDED IN CONSTRUCTION SIGNING.

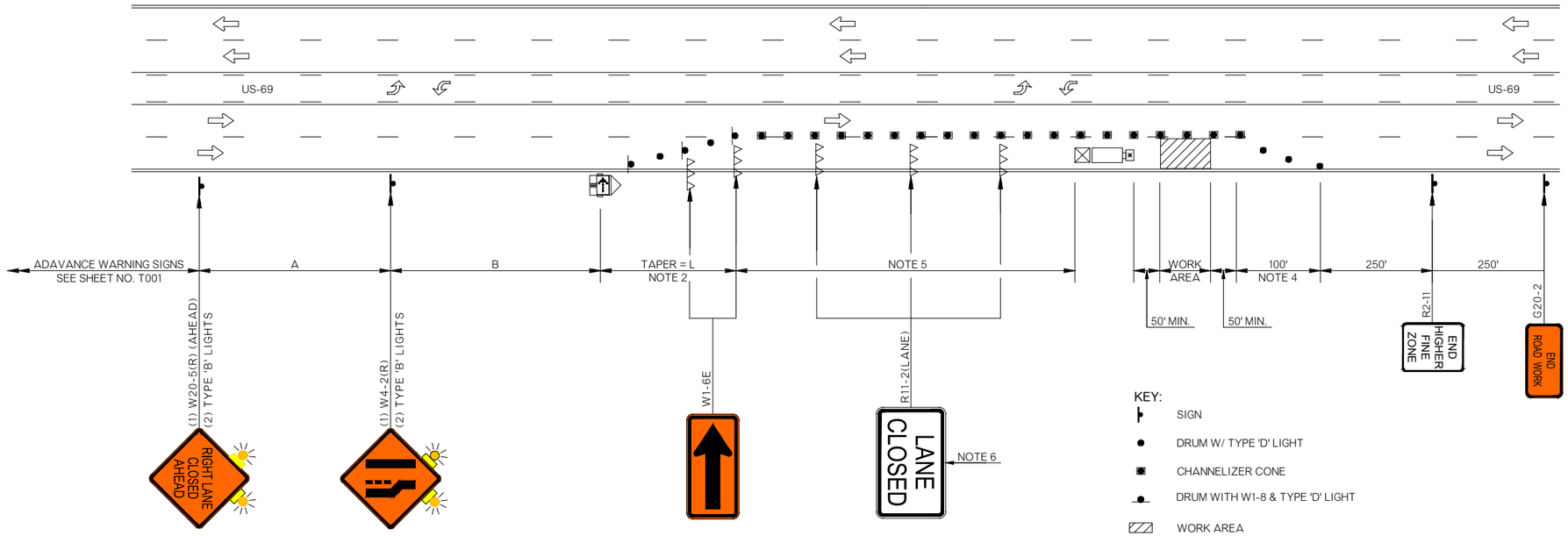
FOR MORE DETAILS SEE ODOT WEBSITE:
https://oklahoma.gov/content/dam/ok/en/odot/traffic/Contractor%20Sign%20-%20Color.pdf

ADVANCE WARNING SIGNS
(PHASE 1B, 2, 4A & 4D)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T002

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\319304-CTC.DWG 5/14/2026



KEY:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- DRUM WITH W1-8 & TYPE 'D' LIGHT
- WORK AREA
- SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)

NOTE 1
MAXIMUM SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
(A) FIRST 250 FEET OF ACTIVITY AREA.
(1) 25 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.
(B) REMAINDER OF WORK AREA.
(1) 50 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

RECOMMENDED DISTANCE BETWEEN SIGNS (MIN.)			
ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	100	100	100
URBAN (HIGH SPEED)	350	350	350

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

NOT TO SCALE

ONE LANE CLOSED ON UNDIVIDED ROADWAY
WITH FIFTH LANE IN URBAN AREA
(PHASE 1A)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T003

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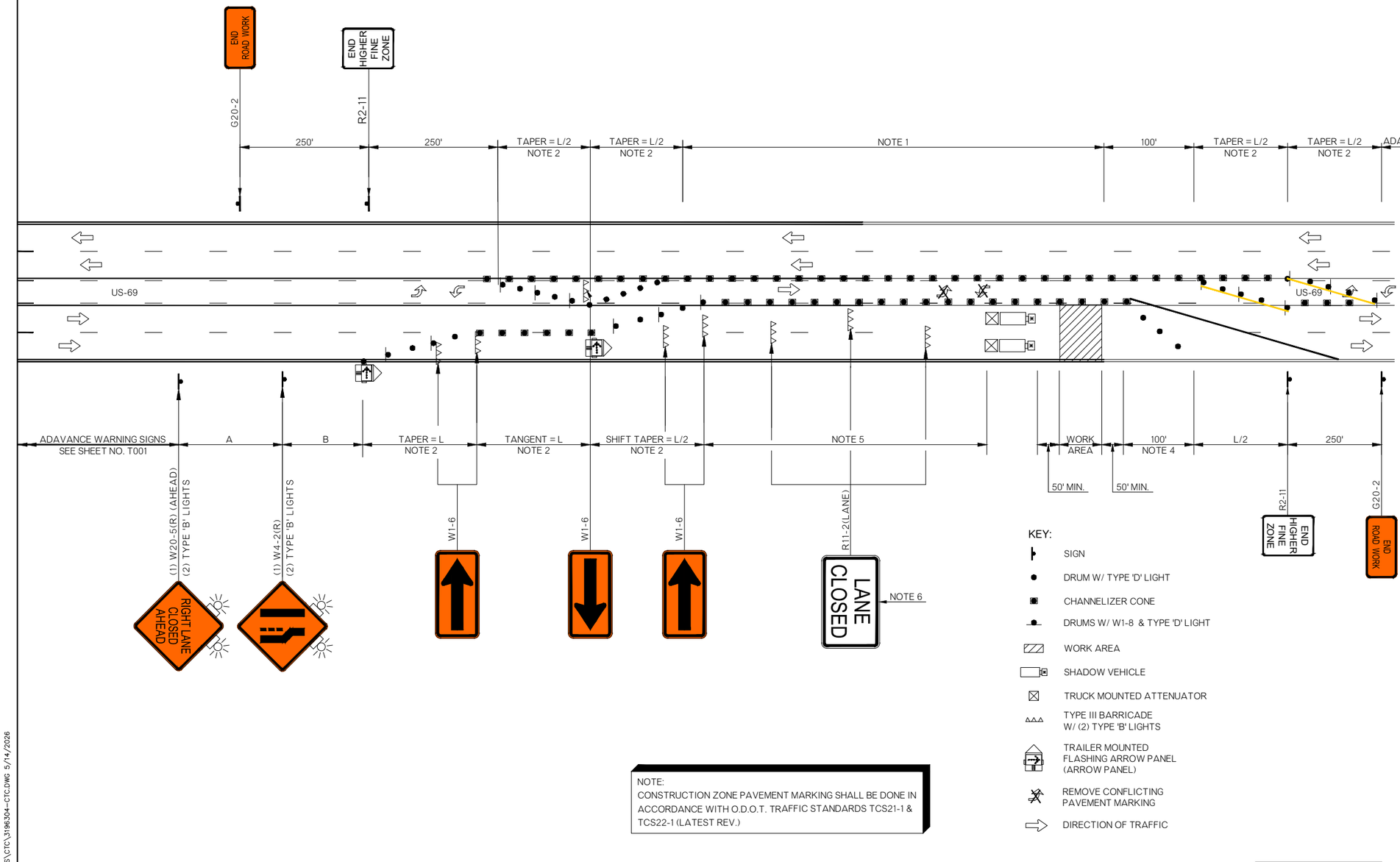

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

KEY:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- DRUMS W/ W1-8 & TYPE 'D' LIGHT
- WORK AREA
- SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- REMOVE CONFLICTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

NOTE 1
MAXIMUM SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
(A) FIRST 250 FEET OF ACTIVITY AREA.
(1) 25 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 50 FEET FOR VERTICAL PANELS OR DRUMS.

(B) REMAINDER OF WORK AREA.
(1) 50 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 100 FEET FOR VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

RECOMMENDED DISTANCE BETWEEN SIGNS (MIN.)			
ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	250	250	250
URBAN (HIGH SPEED)	350	350	350

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOT TO SCALE

TWO LANES CLOSED ON UNDIVIDED ROADWAY
WITH FIFTH LANE IN URBAN AREA
(PHASE 1A, 1B & 3)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T004

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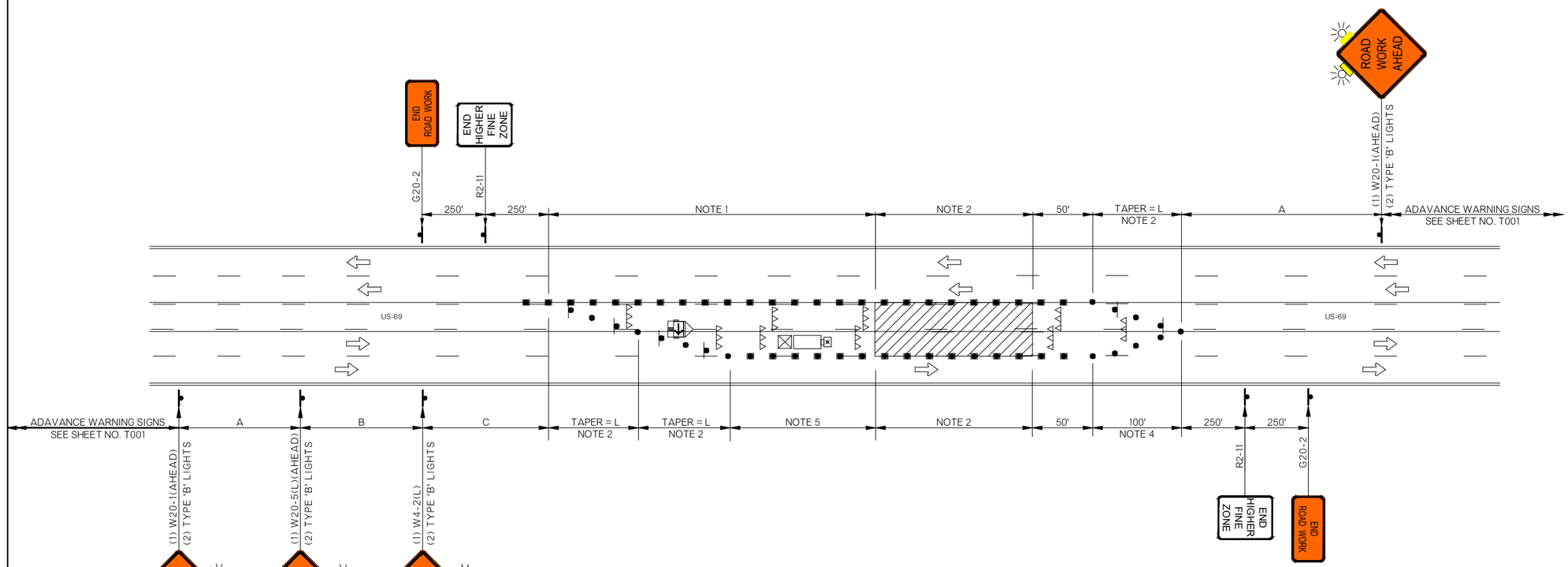

KEY:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- DRUM WITH W1-8 & TYPE 'D' LIGHT
- WORK AREA
- SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- DIRECTION OF TRAFFIC

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

NOTE 1
MAXIMUM SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
(A) FIRST 250 FEET OF ACTIVITY AREA.
(1) 25 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.
(B) REMAINDER OF WORK AREA.
(1) 50 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

RECOMMENDED DISTANCE BETWEEN SIGNS (MIN.)			
ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	250	250	250
URBAN (HIGH SPEED)	350	350	350

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOT TO SCALE

(PHASE 1A, 1B & 3)

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION TRAFFIC CONTROL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T005

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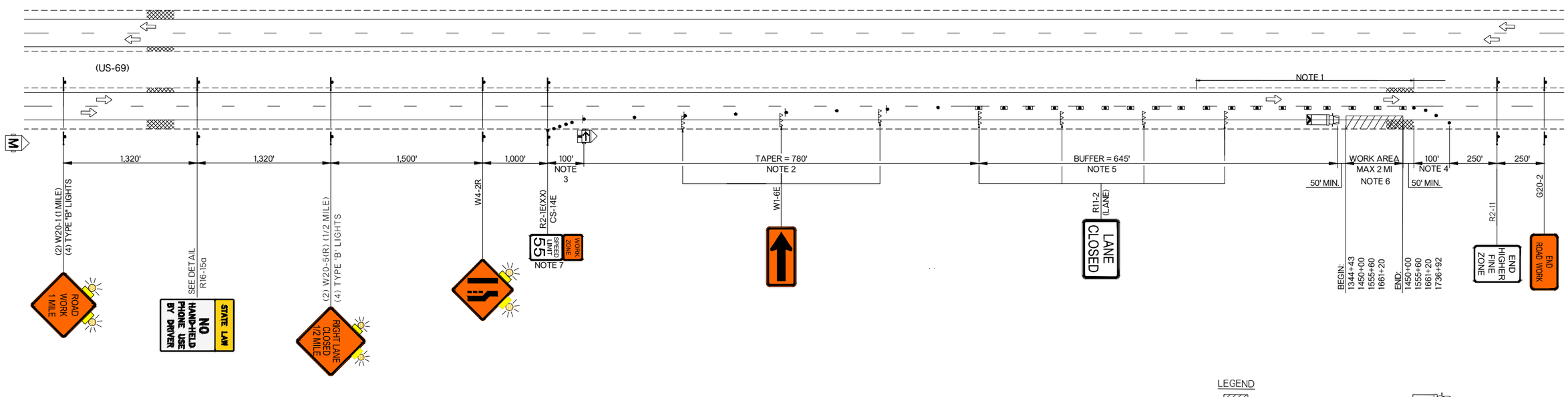

Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition

R16-15a

LEGEND

- CONST. WORK AREA
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 & TYPE 'D' LIGHT
- CHANNELIZER CONE
- SIGN
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- PORTABLE CHANGEABLE MESSAGE SIGN
- HEAVY WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- DIRECTION OF TRAFFIC

NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO TWICE THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 50 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 75 FEET FOR CHANNELIZER CONES; AND IT SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

NOTE 7
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

NOT TO SCALE

(PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T006

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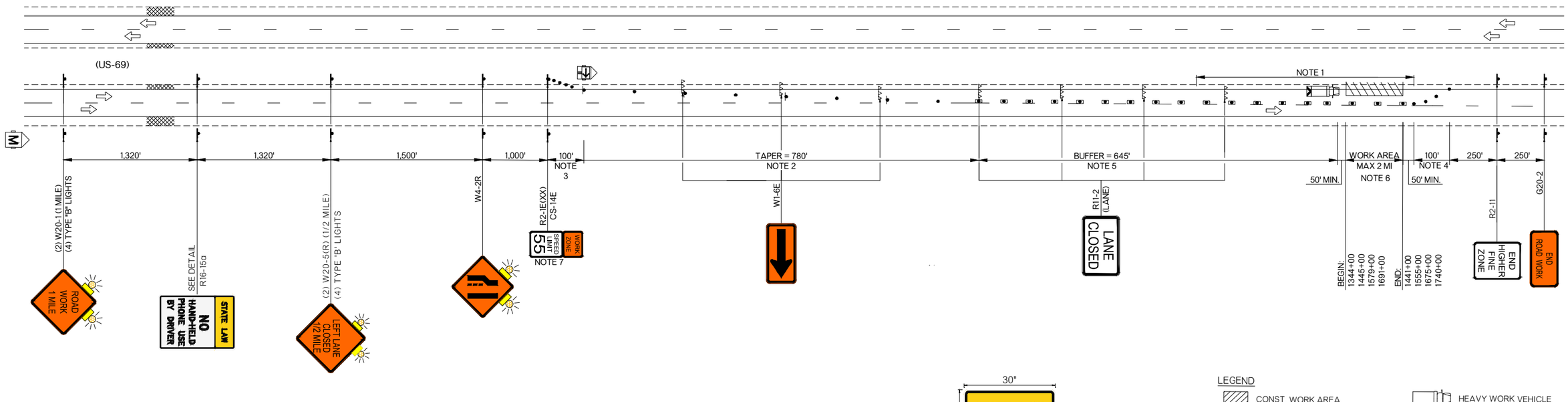

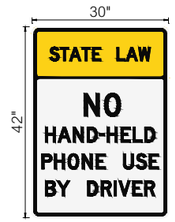

Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition

R16-15a

LEGEND

- CONST. WORK AREA
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 & TYPE 'D' LIGHT
- CHANNELIZER CONE
- SIGN
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- PORTABLE CHANGEABLE MESSAGE SIGN
- HEAVY WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- DIRECTION OF TRAFFIC

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO TWICE THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 50 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 75 FEET FOR CHANNELIZER CONES; AND IT SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

NOTE 7
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOT TO SCALE

(PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T007

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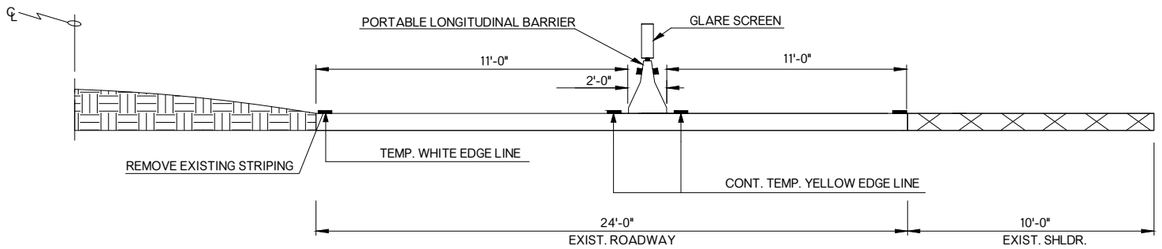
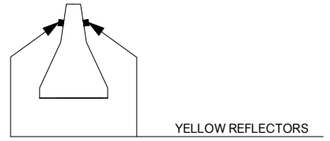
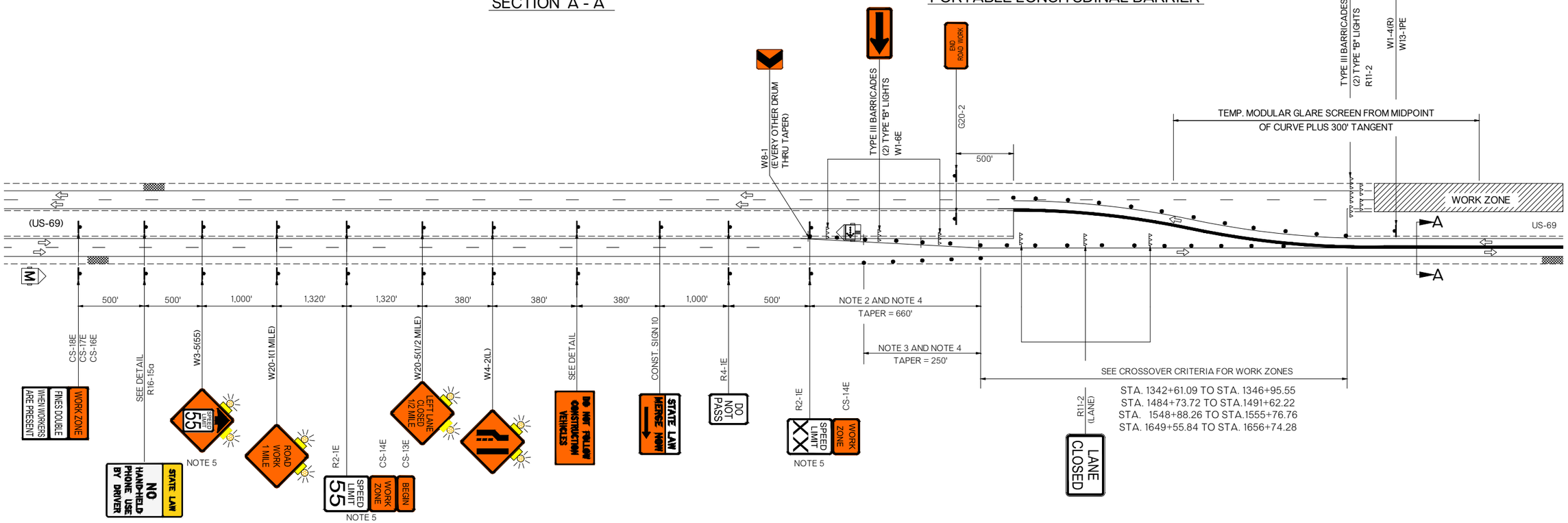


SECTION A - A



PORTABLE LONGITUDINAL BARRIER



KEY:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 & TYPE 'D' LIGHT
- WORK AREA
- PORTABLE MEDIAN BARRIER
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTION OF TRAFFIC

NOTE 1
A SUFFICIENT NUMBER OF TYPE III BARRICADES, WITH SIGNS AS SHOWN, SHALL BE USED TO COMPLETELY CLOSE THE ROADWAY TO TRAFFIC FROM THE EDGE OF PAVEMENT TO THE EDGE OF PAVEMENT.

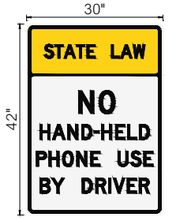
NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

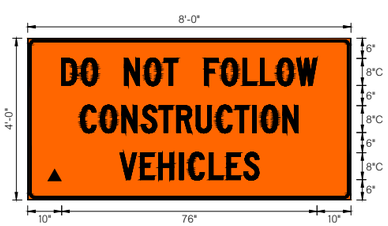
NOTE 4
FOR INFORMATION REGARDING THE LENGTHS OF TAPERS, TANGENTS, AND CROSSOVERS, AS WELL AS THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 5
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)



Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition
R16-15a



NOT TO SCALE

(CROSSOVER DETAIL)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T008

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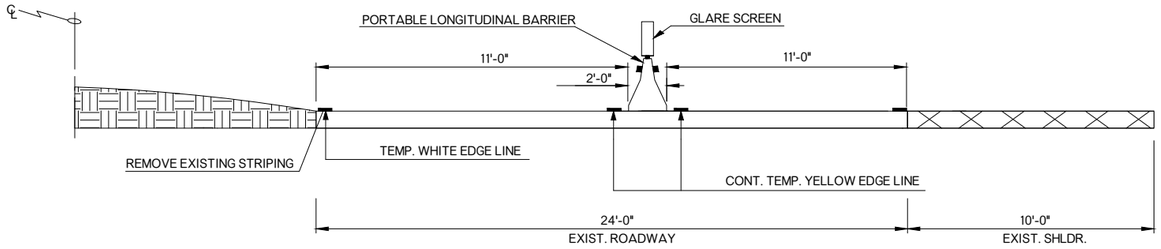
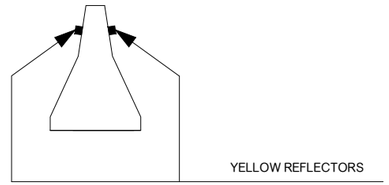
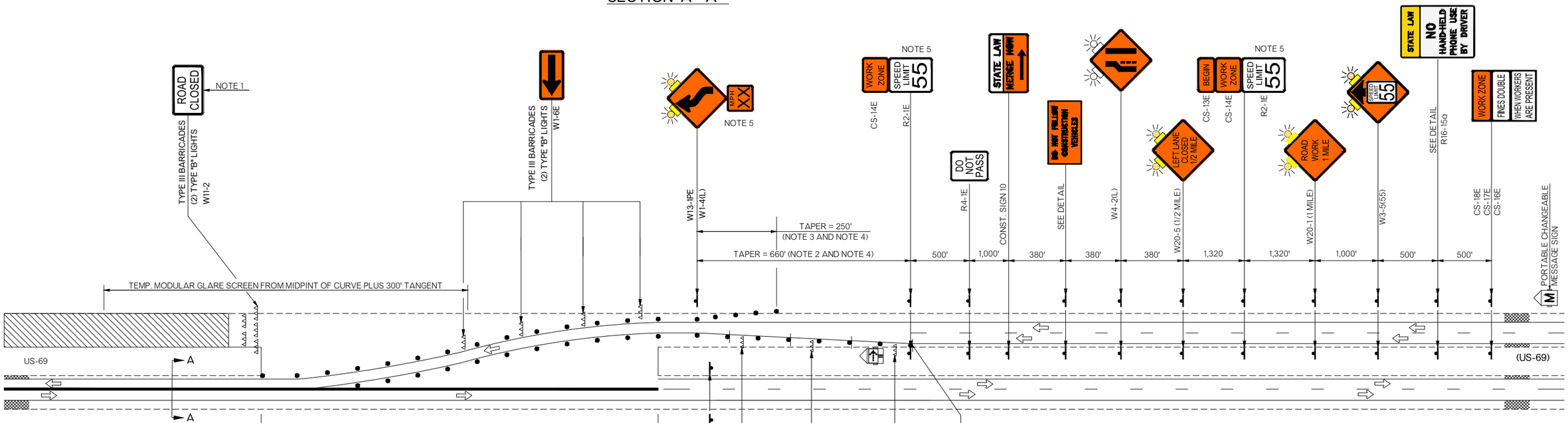


SECTION A - A



PORTABLE LONGITUDINAL BARRIER



KEY:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 & TYPE 'D' LIGHT
- WORK AREA
- PORTABLE MEDIAN BARRIER
- TYPE III BARRICADE W/ (2) TYPE 'B' LIGHTS
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTION OF TRAFFIC

NOTE:
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE DONE IN ACCORDANCE WITH O.D.O.T. TRAFFIC STANDARDS TCS21-1 & TCS22-1 (LATEST REV.)

NOTE 1
A SUFFICIENT NUMBER OF TYPE III BARRICADES, WITH SIGNS AS SHOWN, SHALL BE USED TO COMPLETELY CLOSE THE ROADWAY TO TRAFFIC FROM THE EDGE OF PAVEMENT TO THE EDGE OF PAVEMENT.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS; IT SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

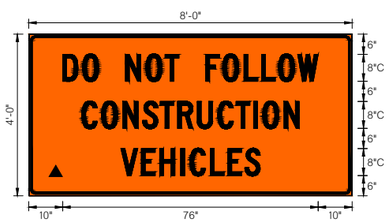
NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

NOTE 4
FOR INFORMATION REGARDING THE LENGTHS OF TAPERS, TANGENTS, AND CROSSOVERS, AS WELL AS THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 5
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

Panel Style: R16-15a.ssi
M.U.T.C.D.: 2023 Edition

R16-15a



NOT TO SCALE

(CROSSOVER DETAIL)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T009

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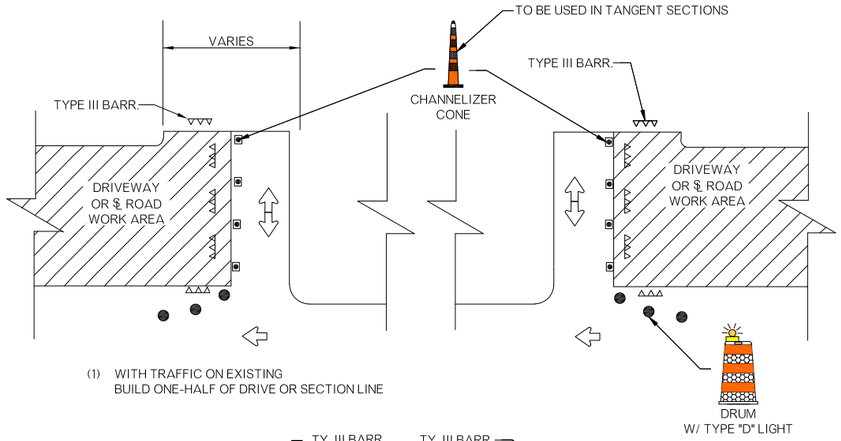
NOT TO SCALE

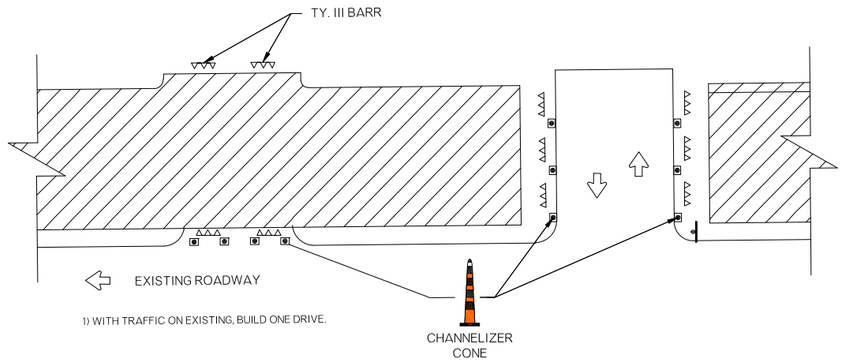
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T010

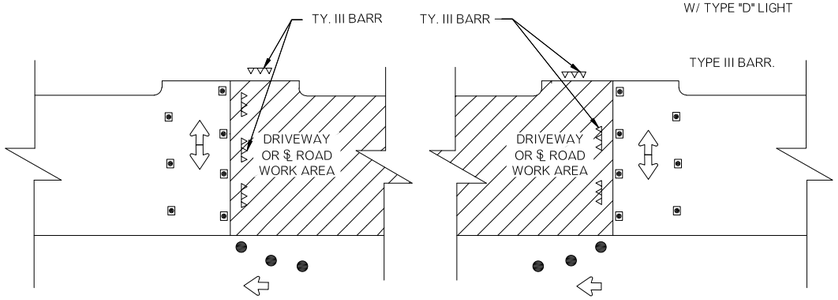
Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\31963(04)-CTC.DWG 5/14/2026



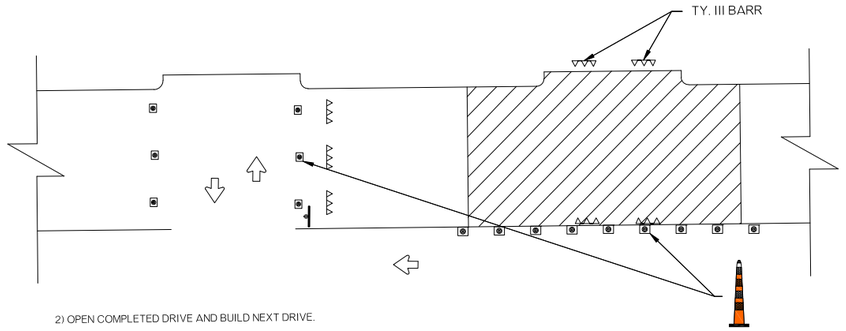
(1) WITH TRAFFIC ON EXISTING BUILD ONE-HALF OF DRIVE OR SECTION LINE



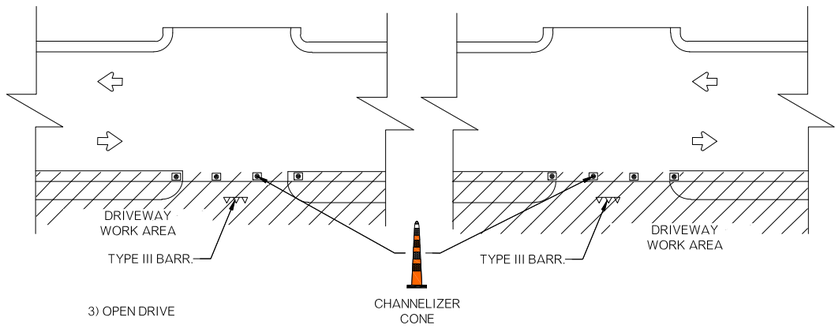
1) WITH TRAFFIC ON EXISTING, BUILD ONE DRIVE.



2) BUILD OTHER HALF OF DRIVE OR SECTION LINE



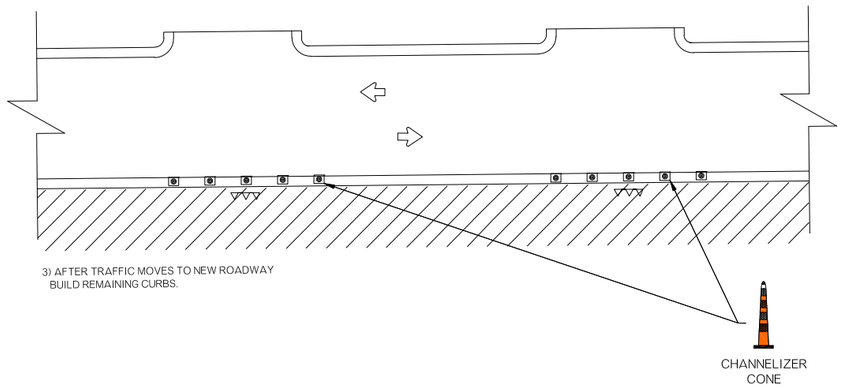
2) OPEN COMPLETED DRIVE AND BUILD NEXT DRIVE.



3) OPEN DRIVE

4) AFTER TRAFFIC MOVES TO NEW ROADWAY, BUILD REMAINING CURB.

SINGLE ACCESS DRIVES & SECTION LINE ROAD



3) AFTER TRAFFIC MOVES TO NEW ROADWAY BUILD REMAINING CURBS.

MULTIPLE ACCESS DRIVES

KEY:
- SIGN
- CHANNELIZER CONE
- DRUM
- TYPE III BARRICADES
- TYPE "D" LIGHT
- WORK AREA

NOT TO SCALE

Panel Style: guide_con_cardinal_blu_2012.ssi
M.U.T.C.D.: 2023 Edition

D70
(BUSINESS ACCESS)

LOCATION OF THIS SIGN SHALL BE ESTABLISHED IN THE FIELD.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T011

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\319304-CTC.DWG 9/8/2025

NOTES:

1. COVER OR DEACTIVATE PEDESTRIAN TRAFFIC SIGNAL DISPLAY(S) CONTROLLING CLOSED CROSSWALKS.

2. PLACE PEDESTRIAN LCDS ACROSS THE FULL WIDTH OF THE CLOSED SIDEWALK.

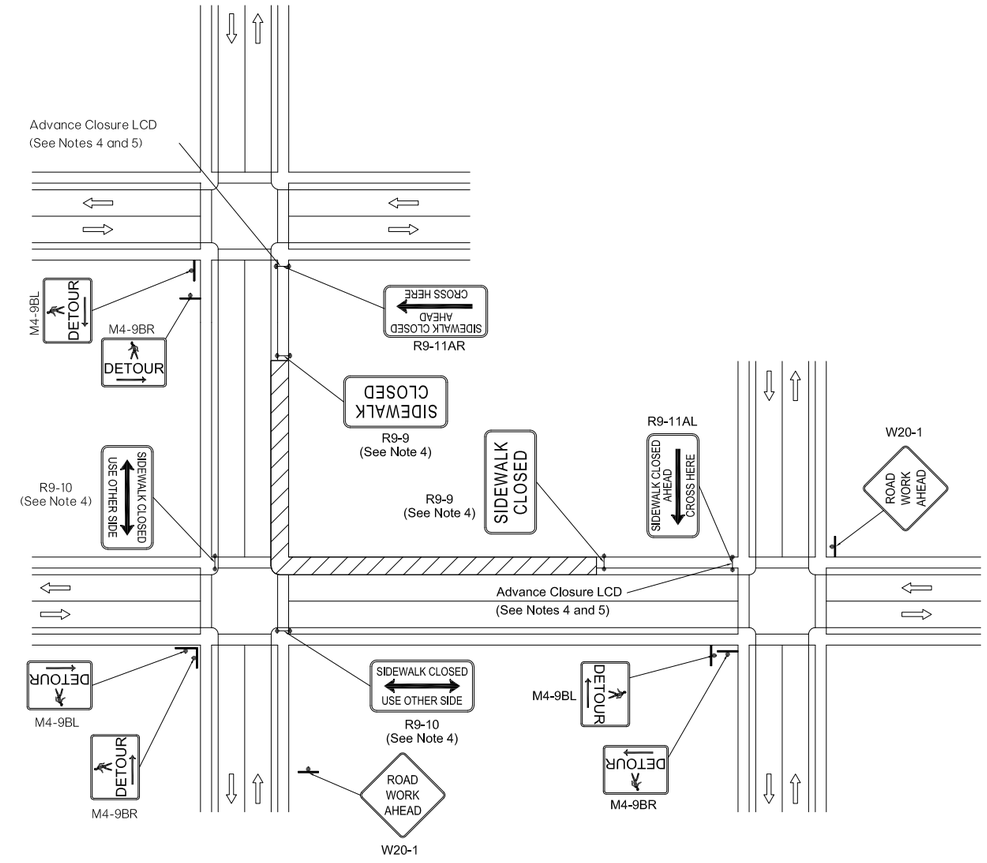
3. FOR POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO A SIDEWALK, MAINTAIN A MINIMUM 7' CLEARANCE FROM THE BOTTOM OF THE SIGN PANEL TO THE SURFACE OF THE SIDEWALK.

4. "SIDEWALK CLOSED" SIGNS (R9-XX) MAY BE MOUNTED ON PEDESTRIAN LCDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

5. OMIT THE ADVANCE CLOSURE LCD IF IT BLOCKS ACCESS TO OTHER PEDESTRIAN FACILITIES (E.G., TRANSIT STOPS, RESIDENCES, OR BUSINESS ENTRANCES).

SYMBOLS:

- WORK AREA
- WORK ZONE SIGN
- PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICE (TYPE II BARRICADE W/ SIGN)(LCD)
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC



PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE

SIDEWALK CLOSURE
PEDESTRIAN TRAFFIC CONTROL

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T012

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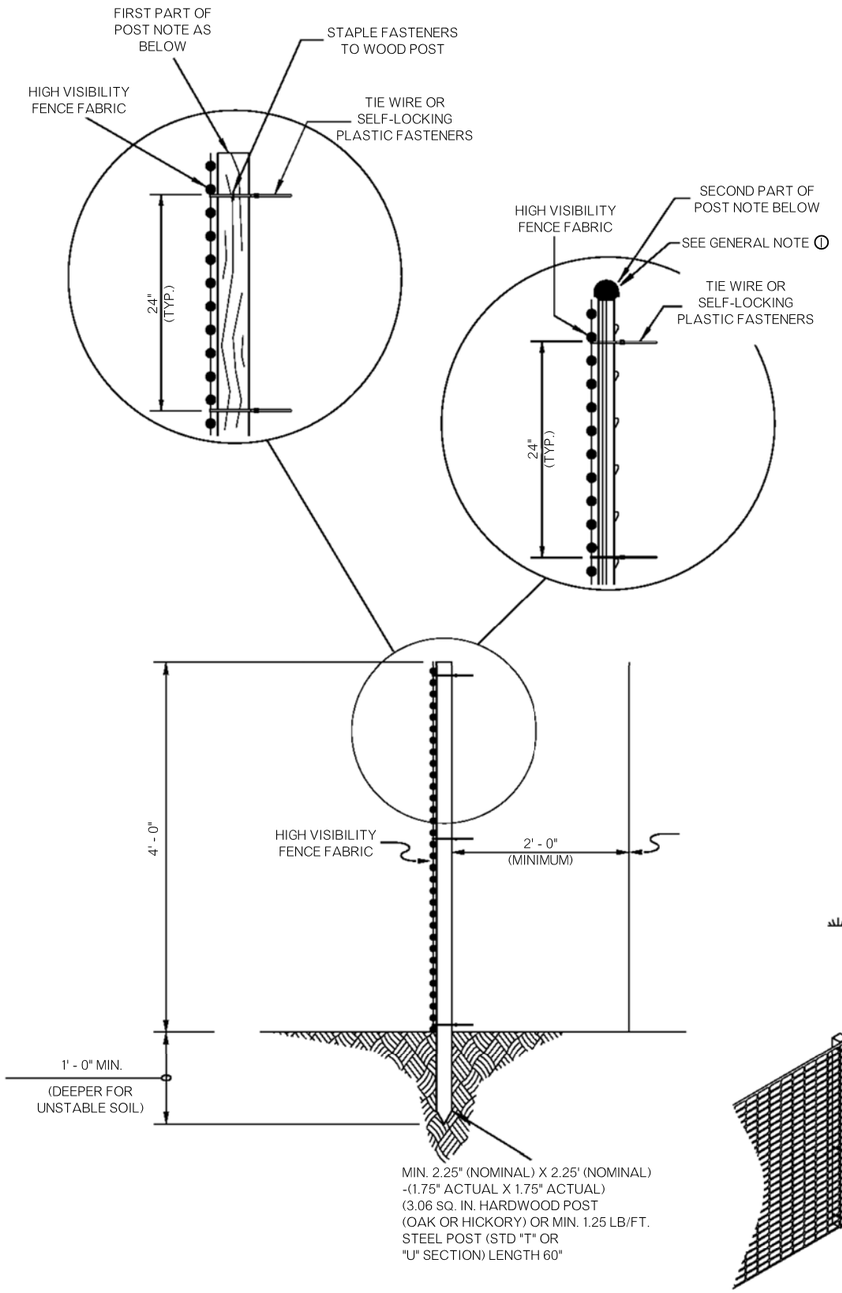
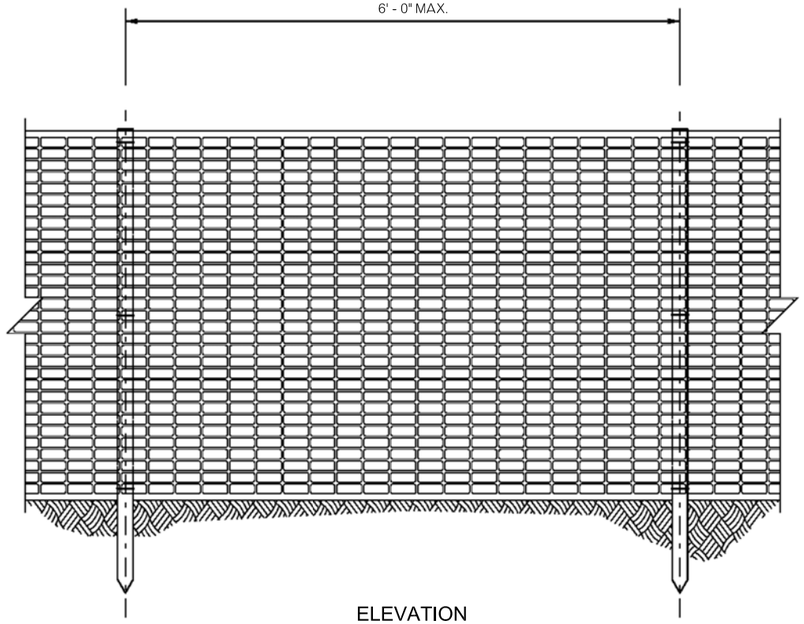
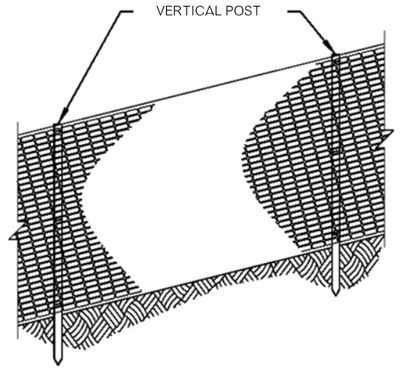


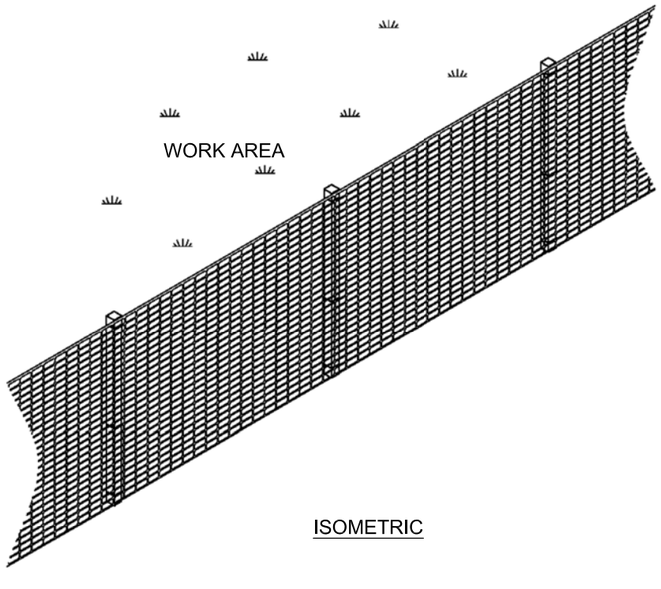
TYPICAL SECTION



ELEVATION



ELEVATION
FENCE ON SLOPE



ISOMETRIC

GENERAL NOTES

Ⓐ HIGH VISIBILITY FENCE IS INTENDED TO BE PLACED TO PREVENT DISTURBANCE OF WORK AREAS, THEIR BUFFERS, AND OTHER AREAS REQUIRED TO BE LEFT UNDISTURBED DURING CONSTRUCTION. IT MAY ALSO BE USED TO MARK APPROVED CLEARING LIMITS AND TO CONTROL VEHICLE ACCESS TO AND ON THE PROJECT SITE.

Ⓑ HIGH VISIBILITY FENCE FABRIC SHALL BE MACHINE-PRODUCED ORANGE COLORED MESH MANUFACTURED FROM POLYPROPYLENE OR POLYETHYLENE. IT SHALL BE FULLY STABILIZED ULTRAVIOLET RESISTANT.

Ⓒ HIGH VISIBILITY FENCE FABRIC MAY BE MADE FROM RECYCLED MATERIALS. MATERIALS SHALL NOT CONTAIN BIODEGRADABLE FILLER MATERIALS THAT CAN DEGRADE THE PHYSICAL OR CHEMICAL CHARACTERISTICS OF THE FINISHED FABRIC.

Ⓓ HIGH VISIBILITY FENCE FABRIC SHALL HAVE A MINIMUM 4 FOOT WIDTH AND SHALL BE FURNISHED IN ONE CONTINUOUS WIDTH AND SHALL NOT BE SPLICED TO CONFORM TO THE SPECIFIED WIDTH DIMENSION.

Ⓔ STEEL POST SHALL BE ROUNDED FROM HIGH CARBON STEEL AND SHALL HAVE A MINIMUM WEIGHT OF 1.25 LB/FT. POST SHALL BE HOT-DIPPED GALVANIZED OR PAINT. STEEL POST MAY BE EQUIPPED WITH AN ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. IF POST ANCHOR PLATES ARE USED THEY SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702.

Ⓕ HIGH VISIBILITY FENCE FABRIC SHALL BE FASTENED TO THE POST USING TIE WIRE OR SELF-LOCKING PLASTIC FASTENERS WITH A MAXIMUM FASTENERS SPACING OF 2 FEET. WHEN WOOD POSTS ARE USED THE FASTENERS SHALL BE STAPLED TO THE POST.

Ⓖ HIGH VISIBILITY FENCE THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONSTRUCTOR'S EXPENSE ON THE SAME DAY THE DAMAGE OCCURS.

Ⓗ HIGH VISIBILITY FENCE SHALL BE PAID FOR UNDER THE FOLLOWING ITEM NUMBER:
890 1100 (PL)TRAFFIC ITEMS LSUM
PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF HIGH VISIBILITY FENCE.

Ⓘ ORANGE SAFETY CAPS FOR METAL POSTS SHALL BE REQUIRED TO MEET OSHA REGULATION 1926.701. ALL COSTS OF THE CAPS TO BE INCLUDED IN THE COST OF THE FENCE.

NOT TO SCALE

HIGH VISIBILITY FENCE

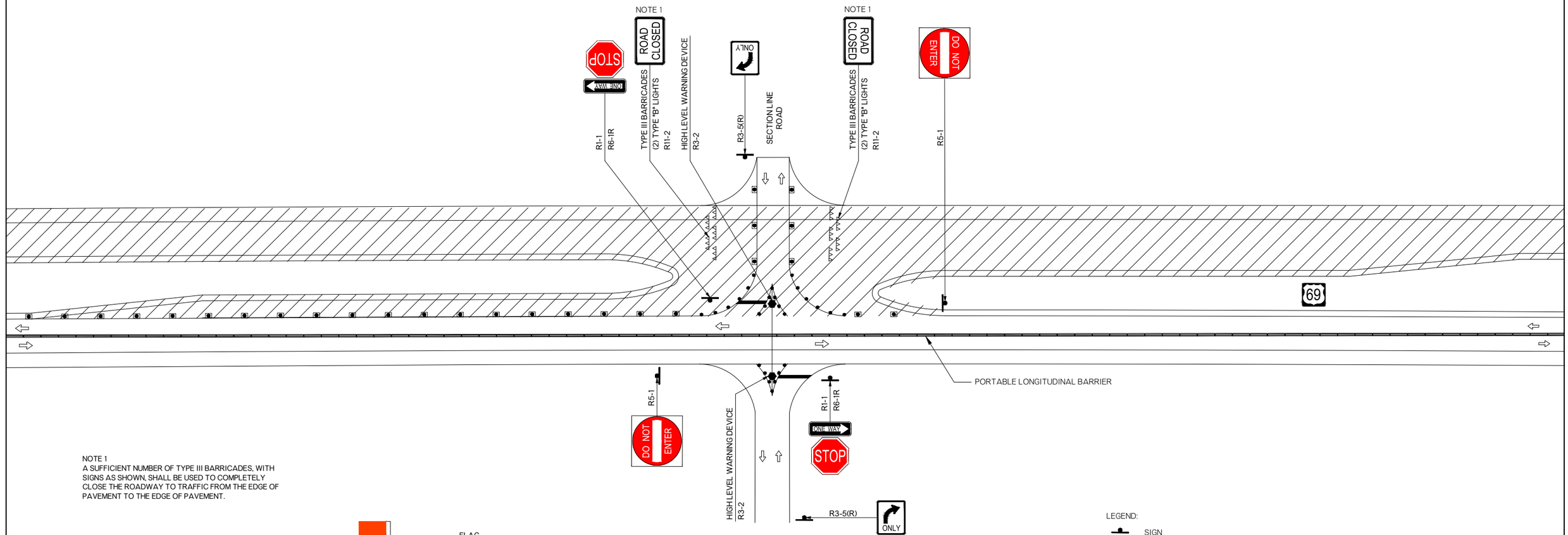
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION TRAFFIC CONTROL

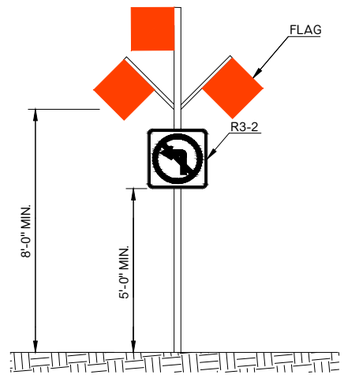
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T013

Z:\11659\DRAWINGS\TRAFFIC SHEETS\CTC\31963O4-CTC.DWG 9/8/2025



MEDIAN OPENING DETAIL

NOTE 1
A SUFFICIENT NUMBER OF TYPE III BARRICADES, WITH SIGNS AS SHOWN, SHALL BE USED TO COMPLETELY CLOSE THE ROADWAY TO TRAFFIC FROM THE EDGE OF PAVEMENT TO THE EDGE OF PAVEMENT.



HIGH LEVEL WARNING DEVICE

NOTES:

FLAGS SHALL BE 16 INCHES SQUARE OR LARGER AND SHALL BE ORANGE OR FLUORESCENT VERSIONS OF ORANGE IN COLOR.

LEGEND:

- SIGN
- DRUM W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- TYPE III BARRICADES W/ (2) TYPE "B" LIGHTS
- HIGH LEVEL WARNING DEVICE
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE LONGITUDINAL BARRIER

NOT TO SCALE

PHASE 4

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

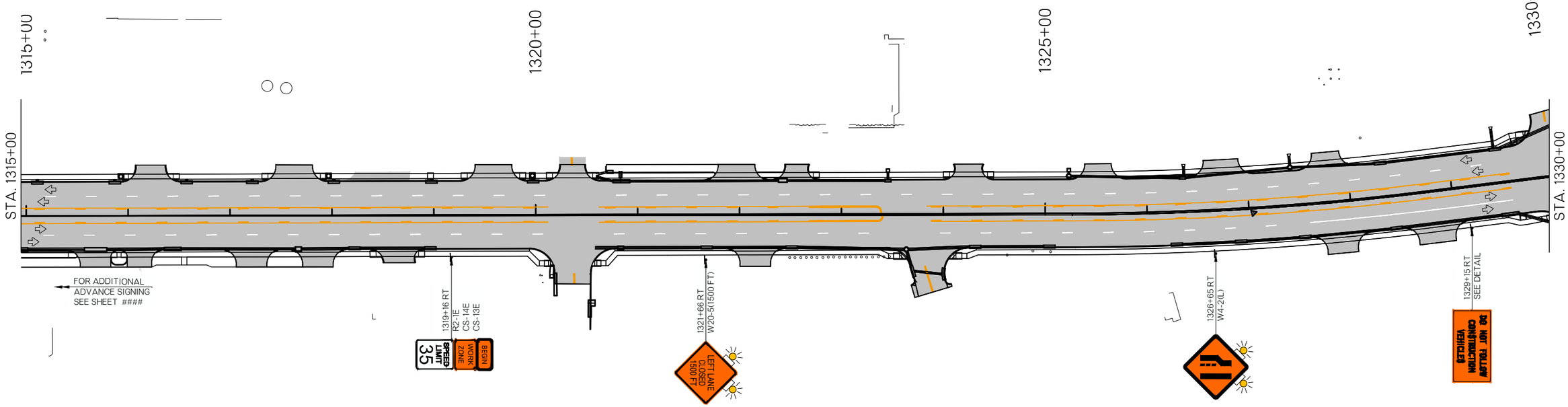
CONSTRUCTION TRAFFIC CONTROL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T014

Z:\11659\DRAWINGS\TRAFFIC SHEETS\CTC\31963O4--CTC.DWG 9/8/2025

DESCRIPTION	REVISIONS	DATE

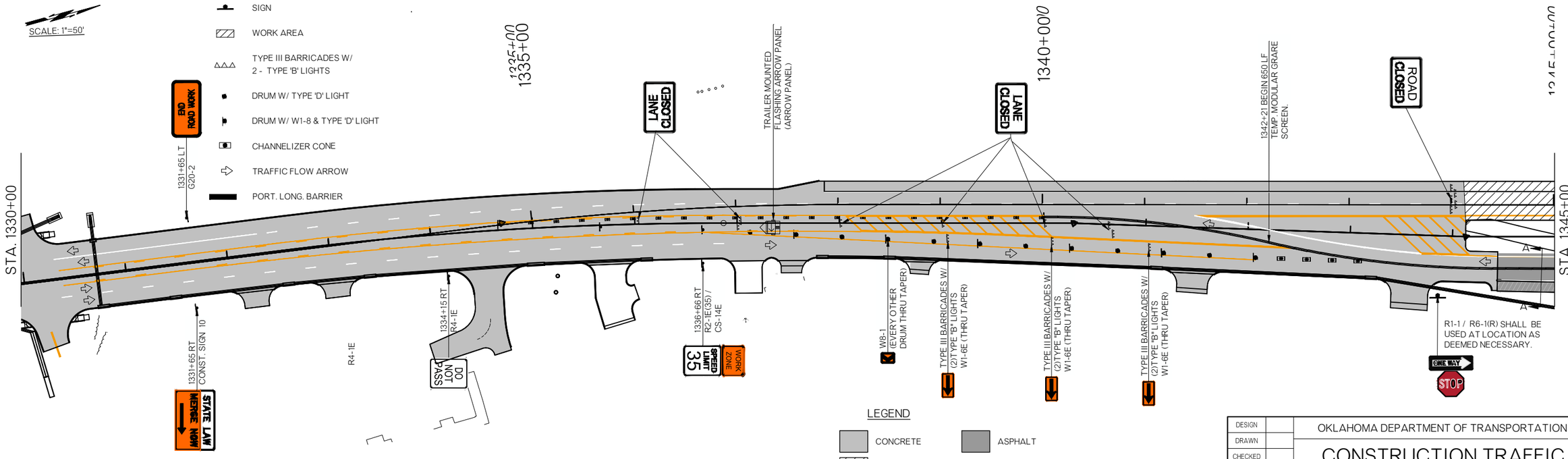
SCALE: 1"=50'



SCALE: 1"=50'

KEY:

- SIGN
- WORK AREA
- TYPE III BARRICADES W/ 2 - TYPE 'B' LIGHTS
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 & TYPE 'D' LIGHT
- CHANNELIZER CONE
- TRAFFIC FLOW ARROW
- PORT. LONG. BARRIER



LEGEND

- CONCRETE
- ASPHALT
- WORK AREA

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

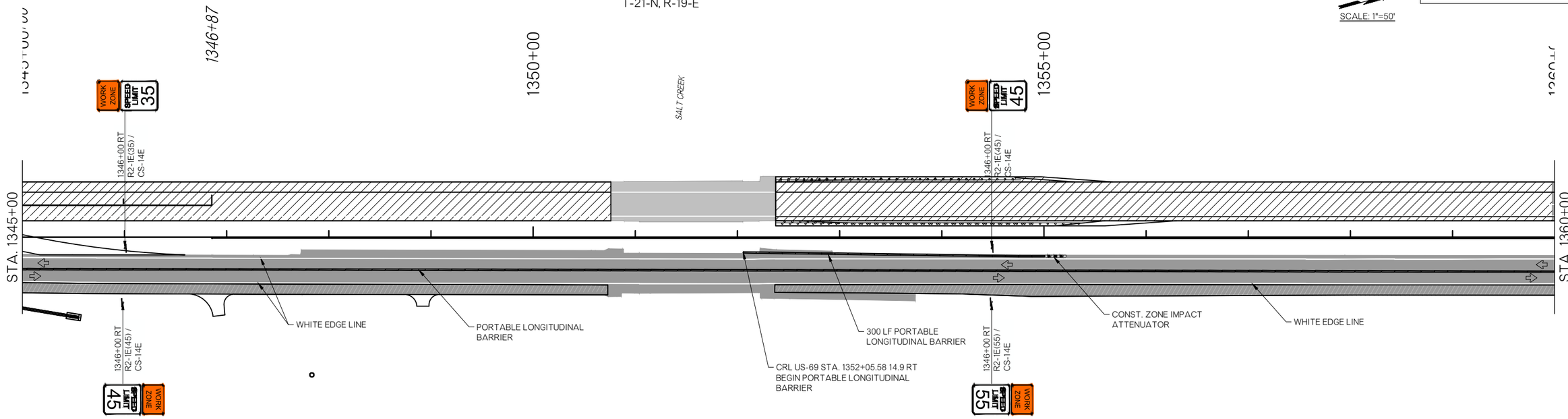
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T015

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\WORKAREA W XOVER 50.DWG 8/10/2025 10:25 AM

DESCRIPTION	REVISIONS	DATE

SEC. 7
T-21-N, R-19-E

SCALE: 1"=50'

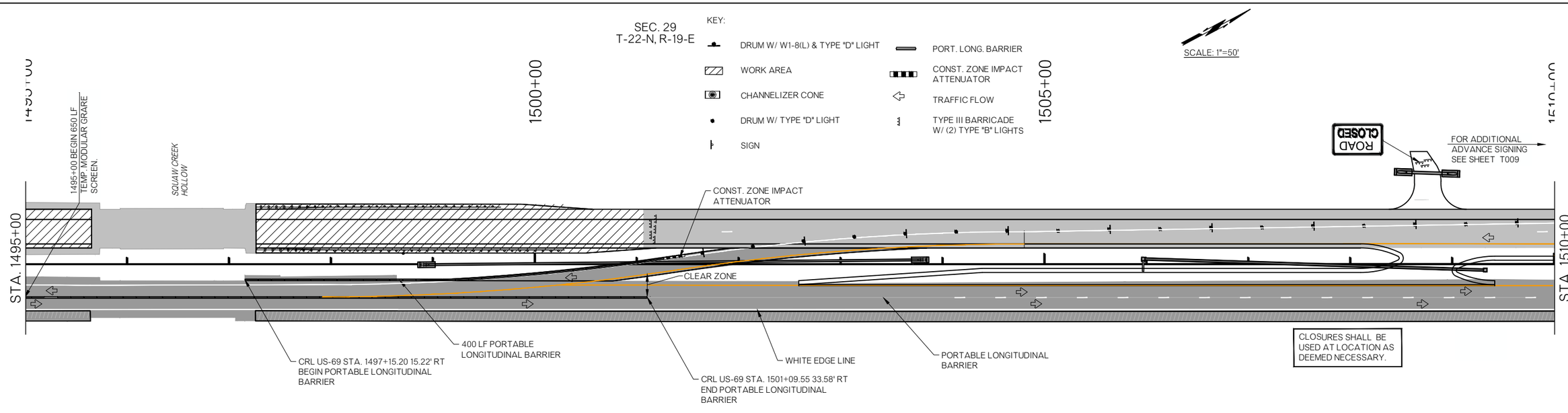


SEC. 29
T-22-N, R-19-E

KEY:

- DRUM W/ W1-8(L) & TYPE "D" LIGHT
- WORK AREA
- CHANNELIZER CONE
- DRUM W/ TYPE "D" LIGHT
- SIGN
- PORT. LONG. BARRIER
- CONST. ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW
- TYPE III BARRICADE W/ (2) TYPE "B" LIGHTS

SCALE: 1"=50'



LEGEND

- CONCRETE
- ASPHALT
- WORK AREA

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION TRAFFIC CONTROL

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T016

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\WORKAREA W XOVER 50.DWG 8/10/2025 10:25 AM

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'

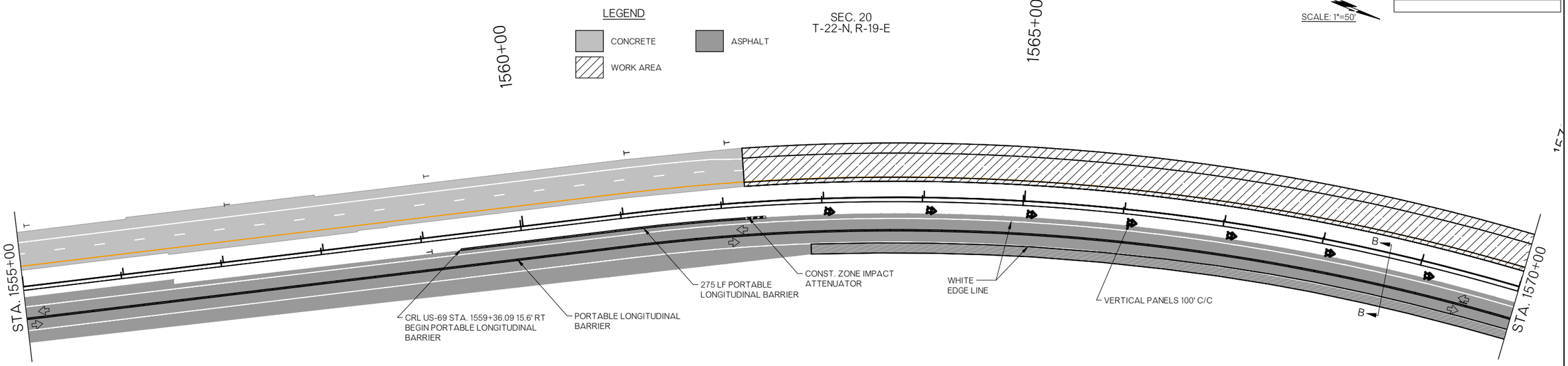
LEGEND

CONCRETE

ASPHALT

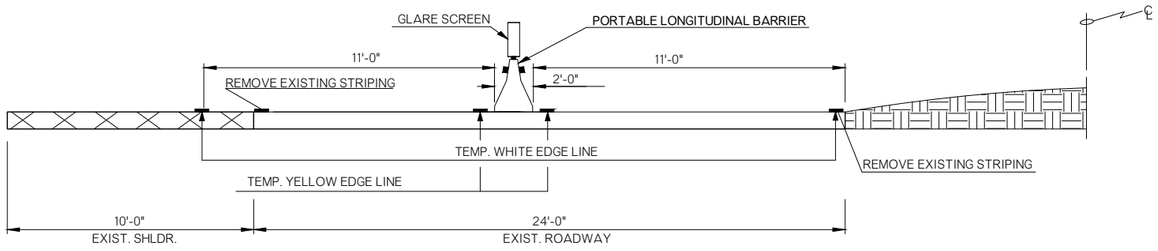
WORK AREA

SEC. 20
T-22-N, R-19-E

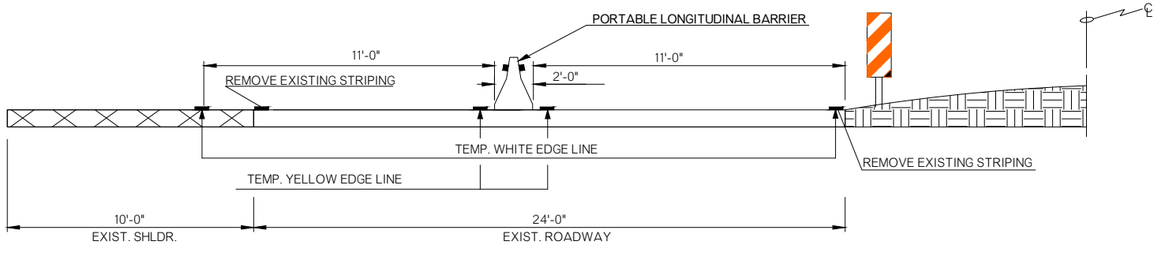


KEY:

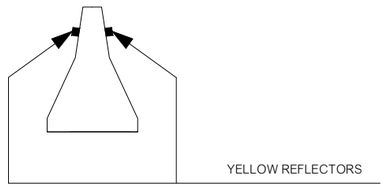
- SIGN
- WORK AREA
- TRAFFIC FLOW ARROW
- PORT. LONG. BARRIER
- CONST. ZONE IMPACT ATTENUATOR
- VERTICAL PANEL



SECTION A - A



SECTION B - B



PORTABLE LONGITUDINAL BARRIER

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T017

Z:\116591\DRAWINGS\TRAFFIC SHEETS\CTC\WORKAREA W XOVER 50.DWG 8/10/2025 10:25 AM

SIGN SUMMARY

ITEM NO.	APPROXIMATE LOCATION	SIGN DESCRIPTION	SIGN DESIGNATION	SIGN POST						POST SPACING	FTG. DES. NO.	STRUCTURAL CONCRETE 804	REINFORCING STEEL 804	REGULATORY OR WARNING SIGN ASSM. 836	SIGN AREA		REMOVE & RESET EXIST. SIGNS 805(D)	REMARKS
				SQ TUBE		ROU PIPE		WF POST							SHEET 850(A)	PANEL 850(B)		
				2"		3"		4 WF @ 13										
				A	B	A	B	A	B	FT.		C.Y.	LBS.	EA.	S.F.	S.F.	EA	
1	1306+36 42' RT	HOSPITAL / RIGHT	D9-2 / M6-1R	14.00											6.19			
2	1306+43 42' LT	ROUTE ASSM	RA #1			17.00	17.00			2.67	A-4	0.46	64.00		28.38			SEE DETAILS
3	1309+82 42' LT	END CENTER LANE	M4-6 / R3-9b	17.00											8.00			
4	1309+99 42' RT	CNTR LN TURN LT ONLY	R3-9b	16.00											6.00			
5	1313+36 55' RT	STOP	R1-1	15.50											5.18		1	STREET NAME ABV. R1-1
6	1320+18 47' LT	STOP	R1-1	15.50											5.18		1	STREET NAME ABV. R1-1
7	1320+59 57' RT	STOP	R1-1	15.50											5.18			
8	1322+79 42' RT	END CENTER LANE	M4-6 / R3-9b	17.00											8.00			
9	1322+80 42' LT	CNTR LN TURN LT ONLY	R3-9b	16.00											6.00			
10	1324+09 51' RT	STOP	R1-1	15.50											5.18		1	STREET NAME ABV. R1-1
11	1329+77 52' LT	STOP	R1-1	15.50											5.18			
12	1330+48 50' RT	STOP	R1-1	15.50											5.18		1	STREET NAME ABV. R1-1
13	1334+78 48' RT	STOP	R1-1	15.50											5.18			
14	1336+43 42' RT	SPEED LIMIT	R2-1E(45)	17.00	17.00					2.00					12.00			
15	1336+43 42' LT	SPEED LIMIT	R2-1E(35)	17.00	17.00					2.00					12.00			
16	1338+00 42' RT	END CENTER LANE	M4-6 / R3-9b	17.00											8.00			
17	1338+00 49' LT	CNTR LN TURN LT ONLY	R3-9b	16.00											6.00			
18	1344+20 7' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
19	1345+00 62' LT	DIVIDEV HIGHWAY ENDS	W6-2E/R5-1E	16.50	16.50										25.00			MOUNT BACK TO BACK
20	1345+00 9' LT	DIVIDEV HIGHWAY ENDS	W6-2E/R5-1E	16.50	16.50										25.00			MOUNT BACK TO BACK
21	1345+81 9' RT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
22	1345+81 63' RT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
23	1349+35 3' RT	SPEED LIMIT	R2-1E(55)	15.00	15.00					2.00					12.00			
24	1349+35 63' RT	SPEED LIMIT	R2-1E(55)	15.00	15.00					2.00					12.00			
25	1349+35 9' LT	SPEED LIMIT	R2-1E(45)	15.00	15.00					2.00					12.00			
26	1349+35 63' LT	SPEED LIMIT	R2-1E(45)	15.00	15.00					2.00					12.00			
27	1350+85 3' RT	SALT CREEK	I-3 (SALT CREEK)	12.50											2.25			
28	1350+85 63' RT	SALT CREEK	I-3 (SALT CREEK)	12.50											2.25			
29	1352+26 63' LT	SALT CREEK	I-3 (SALT CREEK)	12.50											2.25			
30	1352+26 9' LT	SALT CREEK	I-3 (SALT CREEK)	12.50											2.25			
31	1357+06 9' LT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
32	1357+06 63' LT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
33	1361+13 63' RT	DISTANCE (3 DEST)	D2-3					19.50	20.90	8.20	KC-0	0.72	130.00			42.80		SEE DETAIL SHEET NO.
34	1363+13 8' RT	SPEED LIMIT	R2-1E(55)	15.00	15.00					2.00					12.00			
35	1363+13 63' RT	SPEED LIMIT	R2-1E(55)	15.00	15.00					2.00					12.00			
36	1363+13 9' LT	SPEED LIMIT	R2-1E(45)	15.00	15.00					2.00					12.00			
37	1363+13 63' LT	SPEED LIMIT	R2-1E(45)	15.00	15.00					2.00					12.00			
38	1371+50 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
39	1372+01 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
40	1372+10 66' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
41	1372+16 65' RT	ONE WAY	R6-1(L)	12.00											3.00			
42	1372+72 62' LT	ST. (B) / ONE WAY	ST. (B) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
43	1372+76 65' RT	ONE WAY	R6-1(L)	12.00											3.00			
44	1372+90 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
45	1373+42 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
46	1386+94 62' LT	ST. (A) / ONE WAY / STOP	ST. (A) / R1-1 / R6-1R	14.50											11.18			MOUNT ST. SIGN @ TOP OF ASSM.
47	1387+13 8' LT	ONE WAY	R6-1(R)	15.00											6.75			
48	1387+67 8' LT	DO NOT ENTER	R5-1E	14.00											9.00			
49	1391+12 10' RT	ONE WAY	R6-1(R)	12.00											3.00			
50	1411+88 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
51	1412+32 64' RT.	ONE WAY / ST.	R6-1(L) / (C)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
52	1412+39 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
53	1412+50 62' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST. (A) / R6-1(L)(R) / R1-1 / R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
54	1413+09 62' LT	ONE WAY	R6-1(L)	12.00											3.00			
55	1413+14 65' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST. (A) / R6-1(L)(R) / R1-1 / R6-3 BTB (K)	16.50											19.85			MOUNT ST. SIGN @ TOP OF ASSM. *
56	1413+30 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
57	1413+80 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
58	1430+30 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
59	1430+81 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
60	1430+82 64' RT	ONE WAY	R6-1(L)	12.00											3.00			

NOTE:
SIGN STATION LOCATION WERE DONE FROM
THE PROPOSED ROAD CENTERLINE CRL.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SIGN SUMMARY
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T018

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\31963O4-SIGN SUMMARY.DWG 8/7/2025

SIGN SUMMARY

ITEM NO.	APPROXIMATE LOCATION	SIGN DESCRIPTION	SIGN DESIGNATION	SIGN POST						POST SPACING	FTG. DES. NO.	STRUCTURAL CONCRETE 804	REINFORCING STEEL 804	REGULATORY OR WARNING SIGN ASSM. 836	SIGN AREA		REMOVE & RESET EXIST. SIGNS 805(D)	REMARKS
				SQ TUBE		ROU PIPE		WF POST							SHEET 850(A)	PANEL 850(B)		
				2"		3"		4 WF @ 13										
				A	B	A	B	A	B	FT.		C.Y.	LBS.	EA.	S.F.	S.F.	EA	
61	1430+96 62' LT	ONE WAY	R6-1(L)	12.00											3.00			
62	1431+50 64' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3a	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
63	1431+56 62' LT	ONE WAY	R6-1(L)	12.00											3.00			
64	1431+71 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
65	1432+22 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
66	1440+21 9' RT	ONE WAY	R6-1(R)	12.00											3.00			
67	1451+00 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
68	1451+50 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
69	1451+60 62' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST. (A)/R6-1(L)(R)/R1-1/R6-3a	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
70	1451+65 65' RT	ONE WAY	R6-1(L)	12.00											3.00			
71	1452+25 62' LT	ONE WAY	R6-1(L)	12.00											3.00			
72	1452+25 65' RT	ONE WAY	R6-1(L)	12.00											3.00			
73	1452+40 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
74	1452+91 4' RT	DO NOT ENTER	R5-1E	14.00											9.00			
75	1468+09 4' LT	DO NOT ENTER	R5-1E	14.00											9.00			
76	1468+60 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
77	1468+62 66' RT	ST. (D) / ONE WAY	ST. (D) (W 460) / R6-1(L)	12.00											6.00		1	MOUNT ST. SIGN @ TOP OF ASSM.
78	1468+76 62' RT	ONE WAY	R6-1(L)	12.00											3.00			
79	1469+34 64' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3a BTB (L)	16.50											19.85			MOUNT ST. SIGN @ TOP OF ASSM. *
80	1469+35 62' LT	ONE WAY	R6-1(L)	12.00											3.00			
81	1469+51 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
82	1470+01 2' RT	DO NOT ENTER	R5-1E	14.00											9.00			
83	1490+64 9' RT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
84	1490+64 64' RT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
85	1495+61 6' RT	SQUAW HOLLOW CREEK	I-3 (SQUAW HOLLOW CREEK)	12.50											5.25			
86	1495+61 62' RT	SQUAW HOLLOW CREEK	I-3 (SQUAW HOLLOW CREEK)	12.50											5.25			
87	1497+26 7' LT	SQUAW HOLLOW CREEK	I-3 (SQUAW HOLLOW CREEK)	12.50											5.25			
88	1497+26 63' LT	SQUAW HOLLOW CREEK	I-3 (SQUAW HOLLOW CREEK)	12.50											5.25			
89	1502+26 9' LT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
90	1502+26 62' LT	BRIDGES ICES BEFORE RD	W8-13E	14.00											9.00			
91	1507+80 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
92	1508+30 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
93	1508+40 62' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3a	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
94	1508+45 63' RT	ONE WAY	R6-1(L)	12.00											3.00			
95	1509+05 63' RT	ONE WAY	R6-1(L)	12.00											3.00			
96	1509+08 62' L T	ST. (E) ONE WAY	ST. (E) (N 4237) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
97	1509+20 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
98	1509+71 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
99	1526+52 7' LT	SPEED LIMIT	R2-1E(65)	15.00	15.00					2.00					12.00			
100	1526+52 62' LT	SPEED LIMIT	R2-1E(65)	15.00	15.00					2.00					12.00			
101	1527+92 6' LT	DO NOT ENTER	R5-1E	14.00											9.00			
102	1528+22 71' RT	ST. (F) / ONE WAY	ST. (F) (W 450) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
103	1528+44 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
104	1528+56 61' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-4	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
105	1529+12 55' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)/R1-1/R6-4	16.50											14.52			MOUNT ST. SIGN @ TOP OF ASSM.
106	1529+31 62' LT	ST. (F) / ONE WAY	ST. (F) (W 450) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
107	1529+43 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
108	1529+43 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
109	1531+60 10' RT	SPEED LIMIT	R2-1E(65)	15.00	15.00					2.00					12.00			
110	1531+60 70' RT	SPEED LIMIT	R2-1E(65)	15.00	15.00					2.00					12.00			
111	1556+04 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
112	1546+54 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
113	1546+68 61' RT	ONE WAY	R6-1(L)	12.00											3.00			
114	1546+71 64' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3a	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
115	1547+24 178' LT	STOP	R1-1	13.50											5.18			
116	1547+27 61' RT	ONE WAY	R6-1(L)	12.00											3.00			
117	1547+38 61' LT	ONE WAY	R6-1(L)	12.00											3.00			
118	1547+44 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
119	1547+95 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
120	1584+46 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			

= REFERENCE POINT MARKER (RPM)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SIGN SUMMARY
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T019

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\31963O4--SIGN SUMMARY.DWG 8/7/2025

SIGN SUMMARY

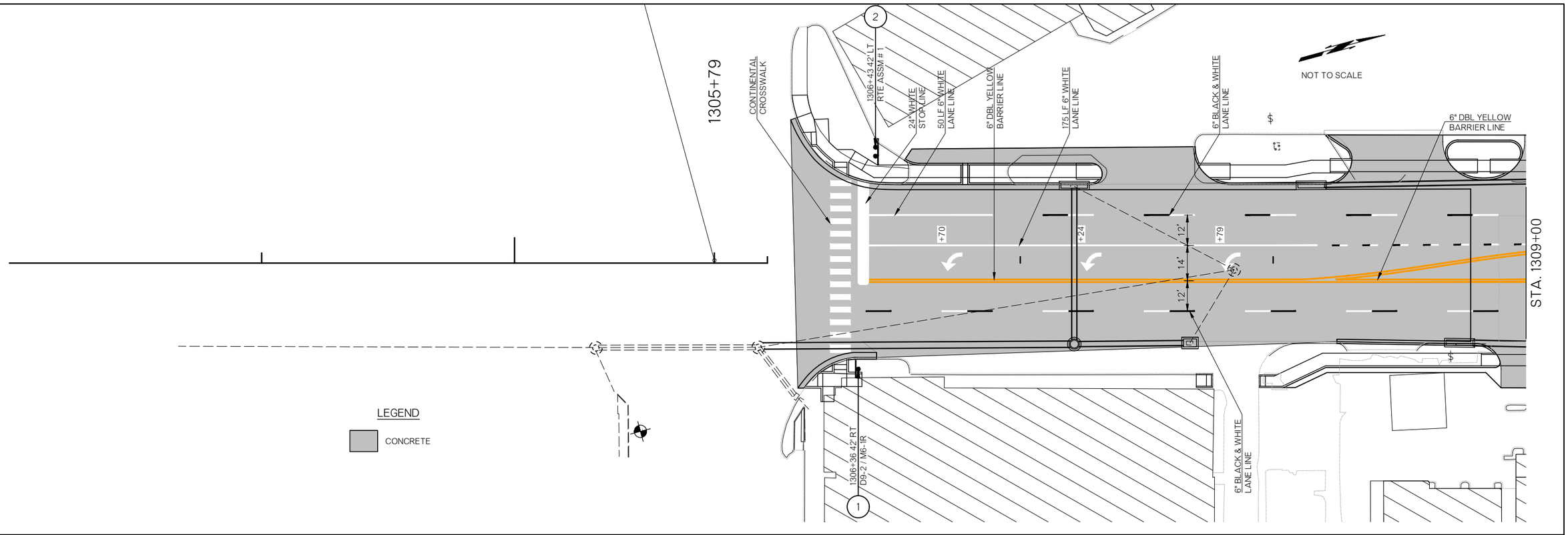
ITEM NO.	APPROXIMATE LOCATION	SIGN DESCRIPTION	SIGN DESIGNATION	SIGN POST SQ TUBE 2" A	SIGN POST SQ TUBE 2" B	SIGN POST ROU PIPE 3" A	SIGN POST ROU PIPE 3" B	SIGN POST WF POST 4 WF @ 13 A	SIGN POST WF POST 4 WF @ 13 B	POST SPACING FT.	FTG. DES. NO.	STRUCTURAL CONCRETE 804 C.Y.	REINFORCING STEEL 804 LBS.	REGULATORY OR WARNING SIGN ASSM. 836 EA.	SIGN AREA SHEET 850(A) S.F.	SIGN AREA PANEL 850(B) S.F.	REMOVE & RESET EXIST. SIGNS 805(D) EA	REMARKS
121	1584+92 63' RT	ST. (G) / ONE WAY	ST. (G) (W 440) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
122	1584+97 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
123	1585+09 68' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
124	1585+86 63' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
125	1585+92 61' LT	ST. (G) / ONE WAY	ST. (G) (W 440) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
126	1585+96 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
127	1586+47 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
128	1600+94 88' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3/ST.(K)	16.50											17.52			
129	1613+60 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
130	1614+06 68' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
131	1614+11 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
132	1614+50 62' RT	ST. (H) / ONE WAY	ST. (H) (W 435) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
133	1614+88 61' LT	ST. (H) / ONE WAY	ST. (H) (W 435) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
134	1615+00 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
135	1615+09 62' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3 BTB (M)	16.50											19.85			MOUNT ST. SIGN @ TOP OF ASSM. *
136	1615+51 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
137	1641+60 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
138	1641+93 62' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
139	1642+11 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
140	1642+45 62' RT	ST. (I) / ONE WAY	ST. (I) (W 430) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
141	1642+67 62' LT	ST. (I) / ONE WAY	ST. (I) (W 430) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
142	1643+00 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
143	1643+07 62' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
144	1643+51 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
145	1672+86 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
146	1673+37 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
147	1673+52 61' LT	ONE WAY	R6-1(L)	12.00											3.00			
148	1673+82 61' RT	ONE WAY	R6-1(L)	12.00											3.00			
149	1674+13 61' LT	ONE WAY	R6-1(L)	12.00											3.00			
150	1674+27 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
151	1674+78 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
152	1697+69 62' RT	STRANG >	D1-1	15.00	15.00					2.33					6.00			
153	1696+87 5' LT	DO NOT ENTER	R5-1E	14.00											9.00			
154	1697+22 63' LT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
155	1697+38 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
156	1697+69 62' RT	ST. (J) / ONE WAY	ST. (J) (W 420) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
157	1697+96 62' LT	ST. (J) / ONE WAY	ST. (J) (W 420) / R6-1(L)	12.00											6.00			MOUNT ST. SIGN @ TOP OF ASSM.
158	1643+00 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
159	1698+33 62' RT	ST. (A) / I-WAY / STOP / DIV HWY	ST.(A) / R6-1(L)(R)/R1-1/R6-3	16.50											17.52			MOUNT ST. SIGN @ TOP OF ASSM.
160	1698+78 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
161	1701+62 2' RT	ONE WAY	R6-1(R)	12.00											3.00			
162	1704+00 61' LT	< STRANG	D1-1	15.00	15.00					2.33					6.00			
163	1724+11 3' LT	DO NOT ENTER	R5-1E	14.00											9.00			
164	1724+62 6' LT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
165	1724+62 61' LT	ONE WAY	R6-1(L)	12.00											3.00			
166	1725+07 61' RT	ONE WAY	R6-1(L)	12.00											3.00			
167	1725+22 61' LT	ONE WAY	R6-1(L)	12.00											3.00			
168	1725+52 6' RT	KEEP RIGHT	R4-7E	17.00	17.00					2.00					12.00			
169	1726+03 3' RT	DO NOT ENTER	R5-1E	14.00											9.00			
			TOTALS	3204.00		34.00		40.40				1.18	194.00	2	1572.81	42.8	5	

SHEET 3 OF 3

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		SIGN SUMMARY
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T020

Z:\16591\DRAWINGS\TRAFFIC SHEETS\S&PM\31963(04)--SIGN SUMMARY.DWG 8/7/2025



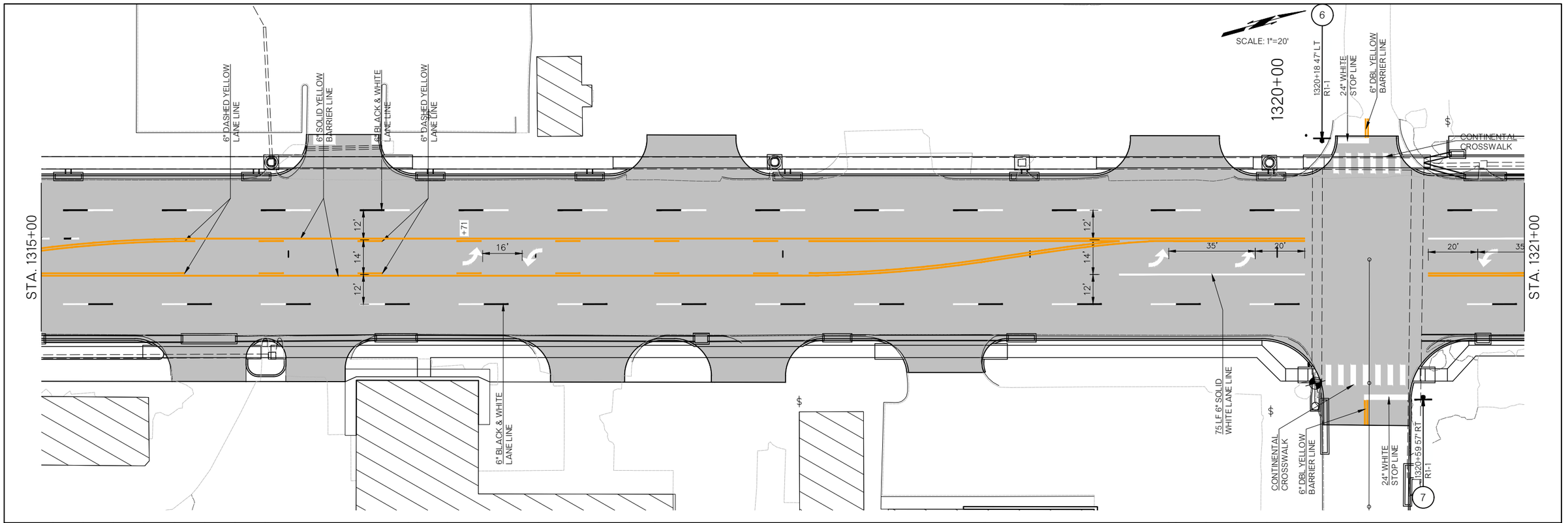
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

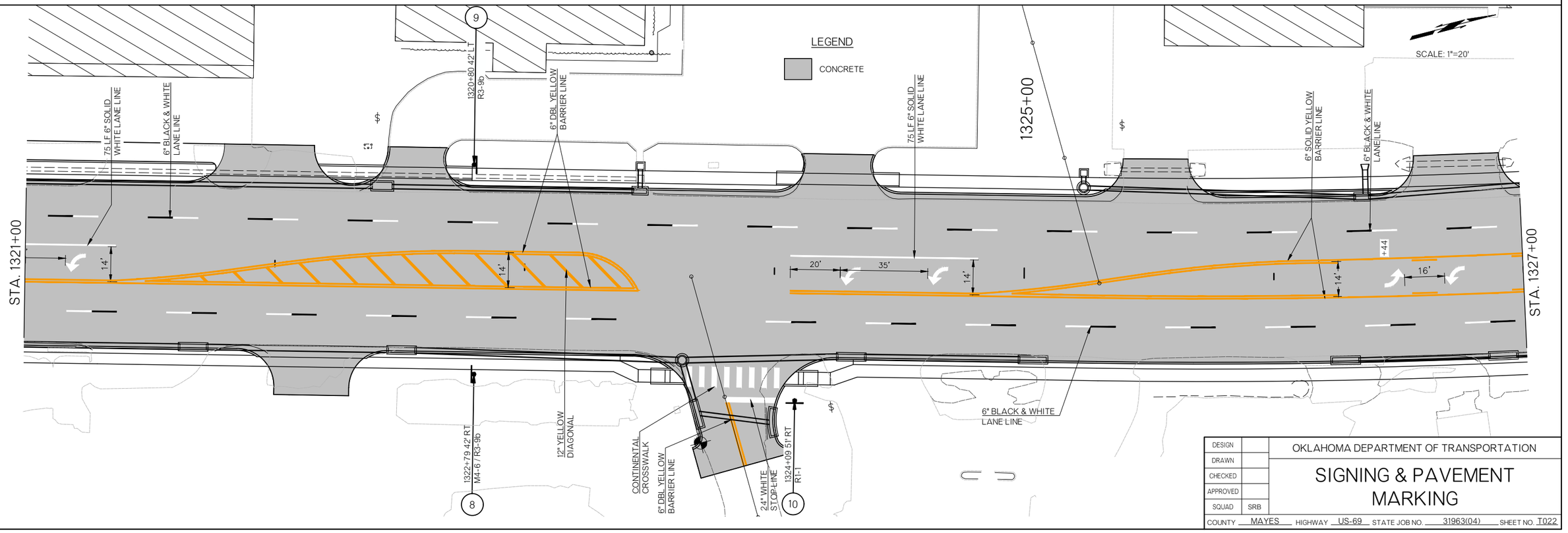
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T021

Z:\11659\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 20.DWG 8/7/2025 6:39 AM

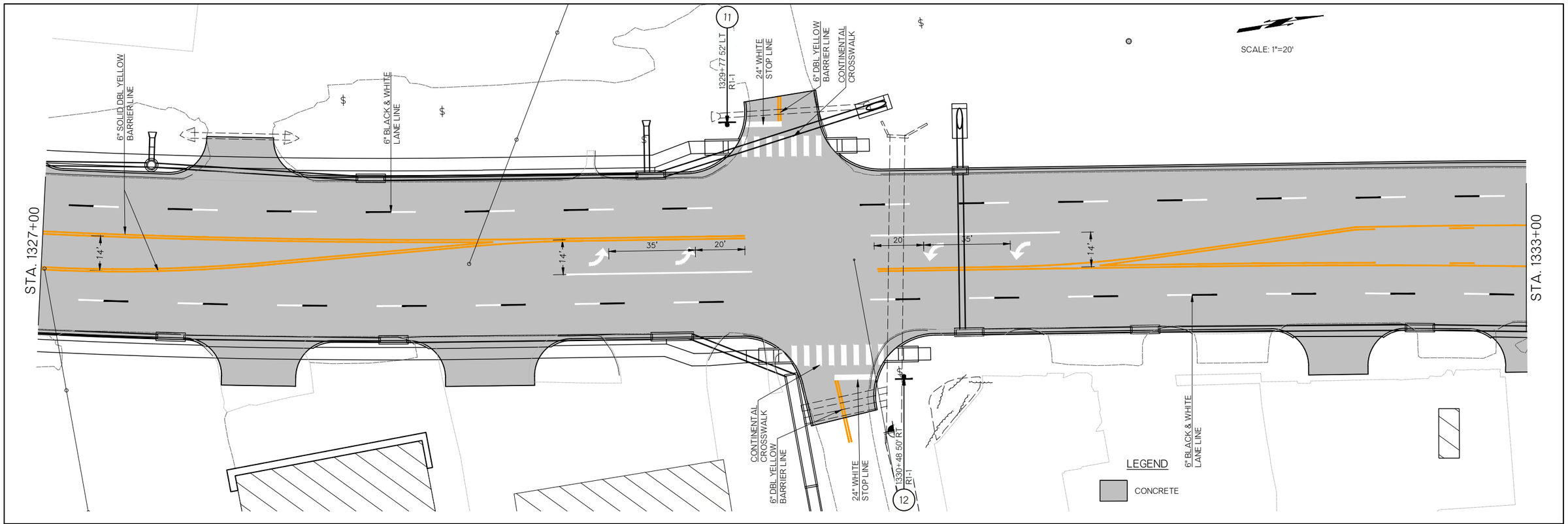


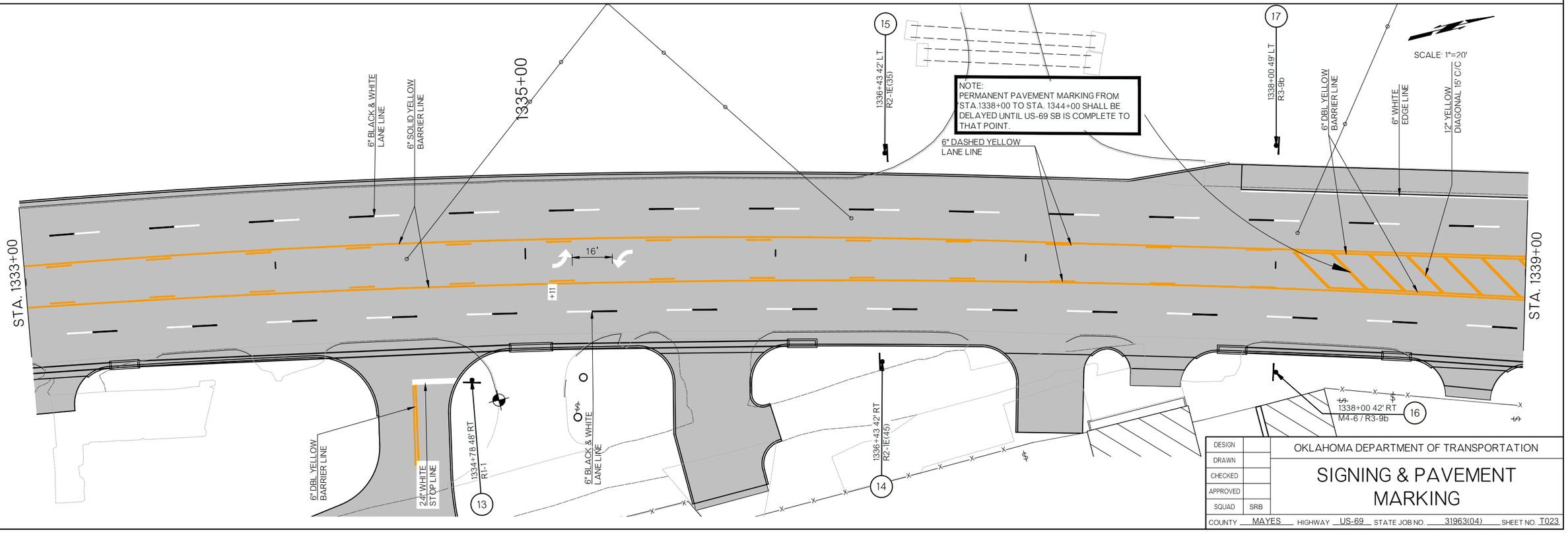


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T022

Z:\11659\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 20.DWG 8/7/2025 6:39 AM

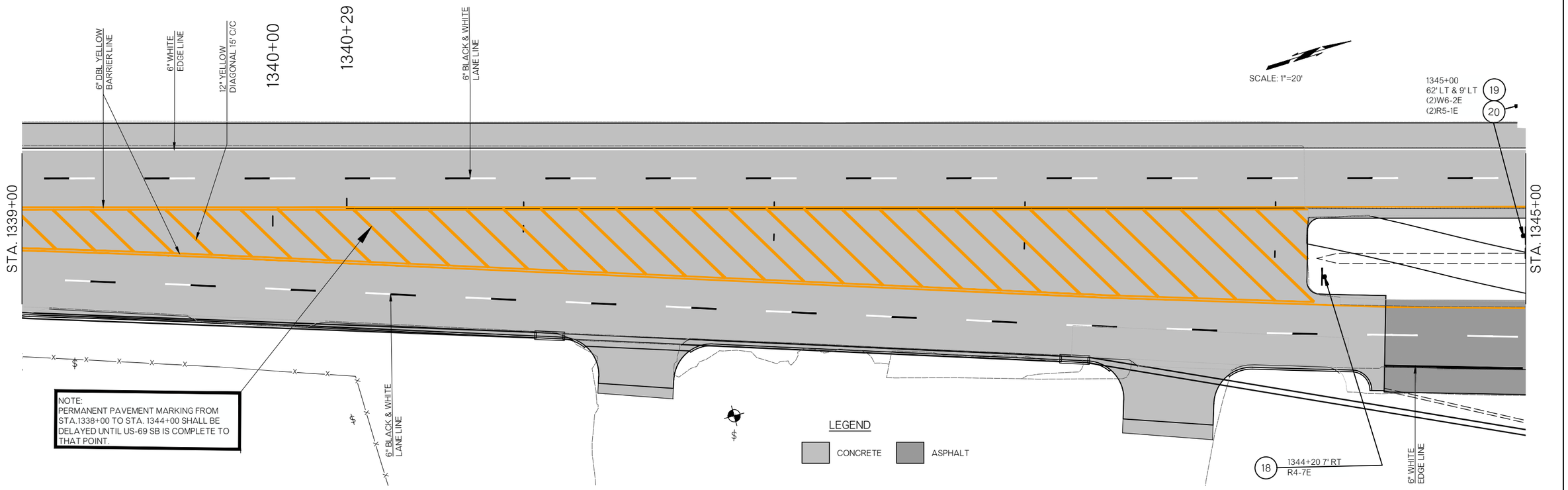




DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T023

Z:\11659\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 20.DWG 8/7/2025 6:39 AM



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T024

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 20 .DWG 8/7/2025 6:39 AM

SEC. 7
T-21-N, R-19-E

SCALE: 1"=50'

STA. 1345+00

STA. 1360+00

6" SOLID WHITE EDGE LINE

6" BLACK DASHED LANE LINE

6" WHITE DASHED LANE LINE

6" YELLOW EDGE LINE

1345+84 9' RT.
1345+84 63' RT.
W8-13E
21
22

1349+35 3' RT.
1349+35 63' RT.
R2-1E(55)
23
24

1349+35 9' LT.
1349+35 63' LT.
R2-1E(45)
26
25

1350+85 3' RT.
1350+85 63' RT.
I-3(SALT CREEK)
27
28

1352+26 9' LT.
1352+26 63' LT.
I-3(SALT CREEK)
30
29

1357+06 9' LT.
1357+06 63' LT.
W8-13E
32
31

6" WHITE DASHED LANE LINE

6" YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'

STA. 1360+00

STA. 1375+00

1365+00

1370+00

6" SOLID WHITE EDGE LINE

6" BLACK DASHED LANE LINE

6" WHITE DASHED LANE LINE

6" YELLOW EDGE LINE

1363+13 9' LT.
1363+13 63' LT.
R2-1E(55)
37
36

1361+13 63' RT.
D2-3
Adair 9
Big Cabin 16
Vinita 26
33

1363+13 8' RT.
1363+13 63' RT.
R2-1E(65)
35
34

6" WHITE DASHED LANE LINE

6" YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

6" WHITE / BLACK DOTTED LANE LINE

200 LF 6" WHITE LANE LINE

1371+50 3' LT. ℄ CRL
R5-1E
38

1372+01 6' LT. ℄ CRL
R4-7E
39

1372+10 66' LT. ℄ CRL
ST. (A) HWY 69 ABV. /
R6-1(R) & R6-1(L)
B TO B ABV. / R1-1 ABV. /
R6-3
40

Laurann Ln

24" STOP BAR

6" DBL YELLOW

1372+72 62' LT. ℄ CRL
ST. (B) Laurann Ln ABV.
R6-1(L)
42

200 LF 6" WHITE LANE LINE

+76

+31

+86

+16

+61

+16

1372+16 65' RT. ℄ CRL
R6-1(L)
41

1372+76 65' RT. ℄ CRL
R6-1(L)
43

1372+90 6' RT. ℄ CRL
R4-7E
44

1373+42 3' RT. ℄ CRL
R5-1E
45

LEGEND

CONCRETE

ASPHALT

OBLITERATE

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

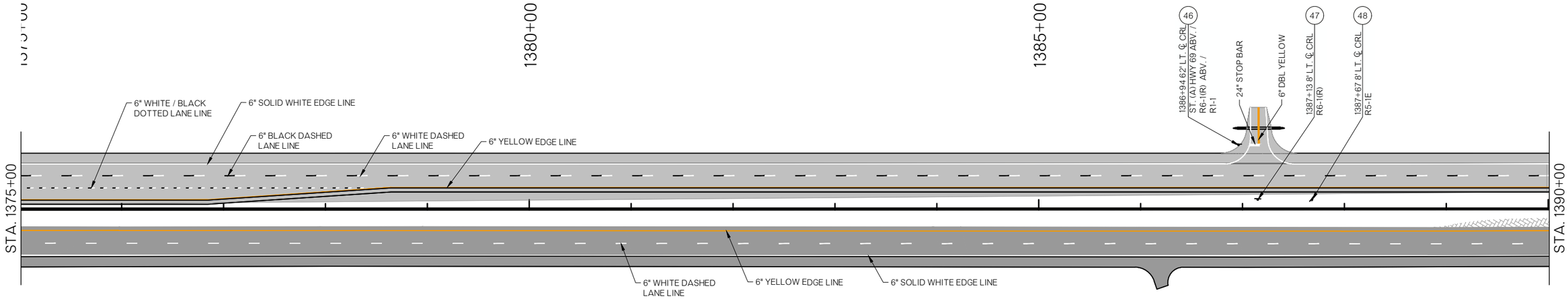
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T025

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM'S & PM 50.DWG 6/7/2025 11:16 AM

SEC. 6
T-21-N, R-19-E

SEC. 6
T-21-N, R-19-E

SCALE: 1"=50'



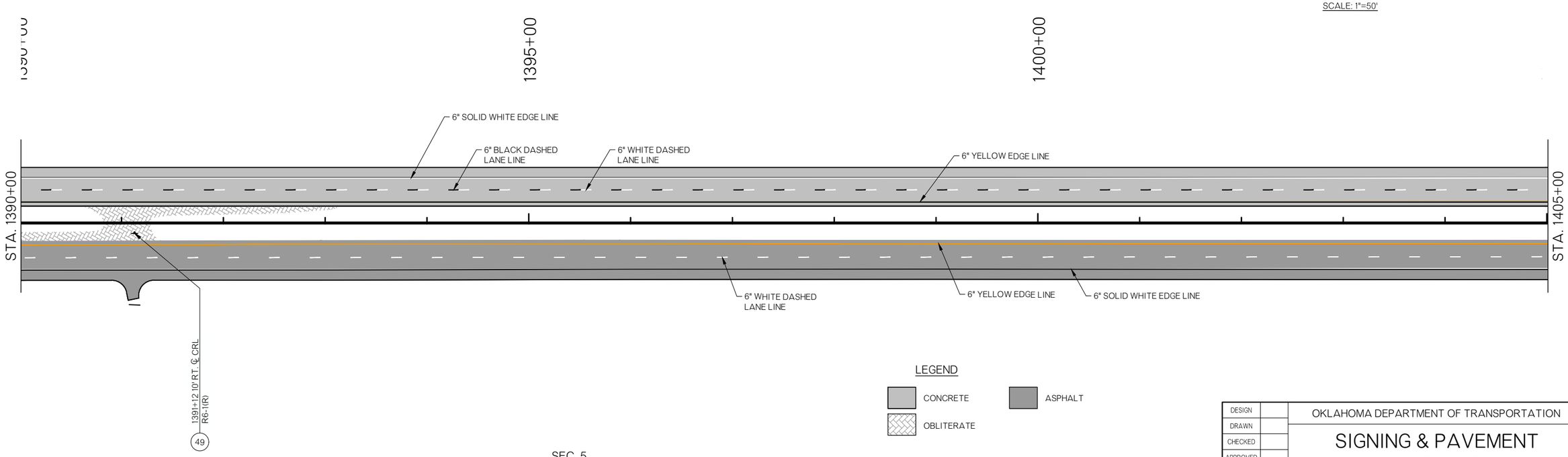
FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 5
T-21-N, R-19-E

SEC. 6
T-21-N, R-19-E

SEC. 5
T-21-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

OBLITERATE

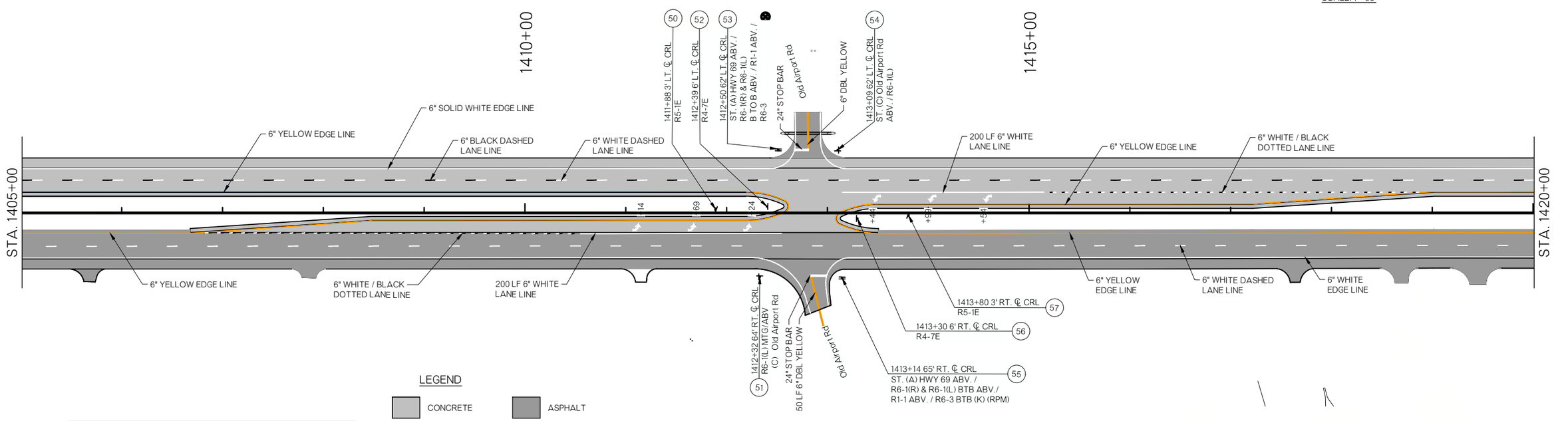
SEC. 5
T-21-N, R-19-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T026

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

OBLITERATE

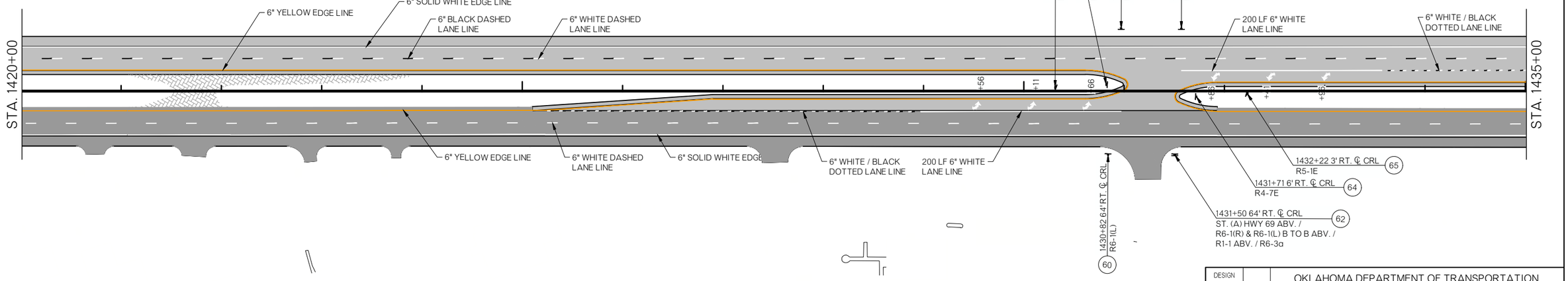
FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 5
T-21-N, R-19-E

SEC. 32
T-22-N, R-19-E

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



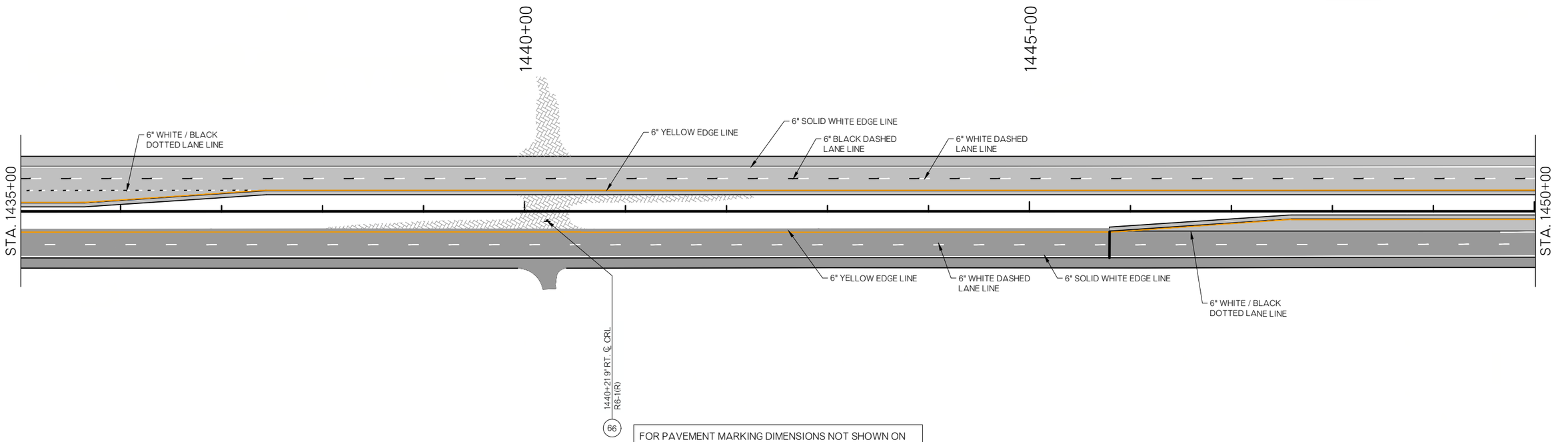
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T027

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 6/7/2025 11:16 AM

SEC. 32
T-22-N, R-19-E

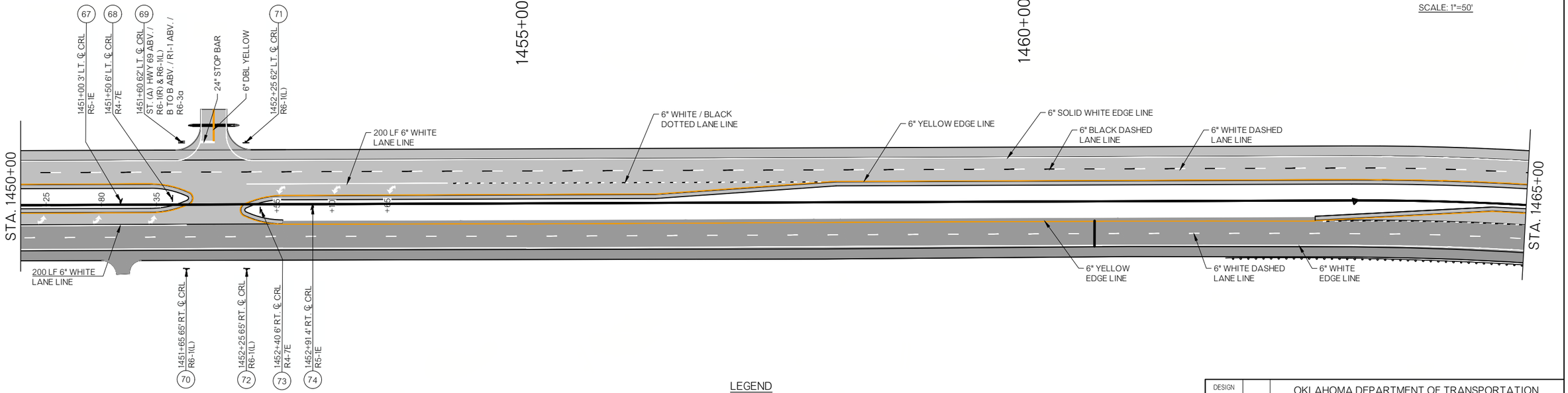
SCALE: 1"=50'



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 32
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE
ASPHALT
OBLITERATE

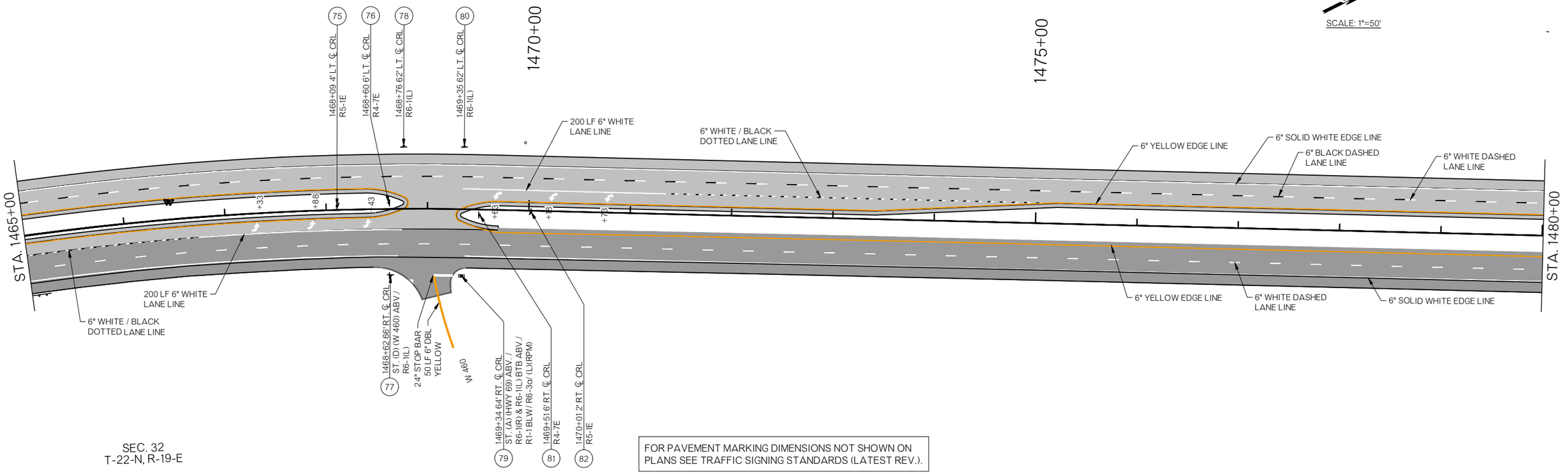
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T028

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM'S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'

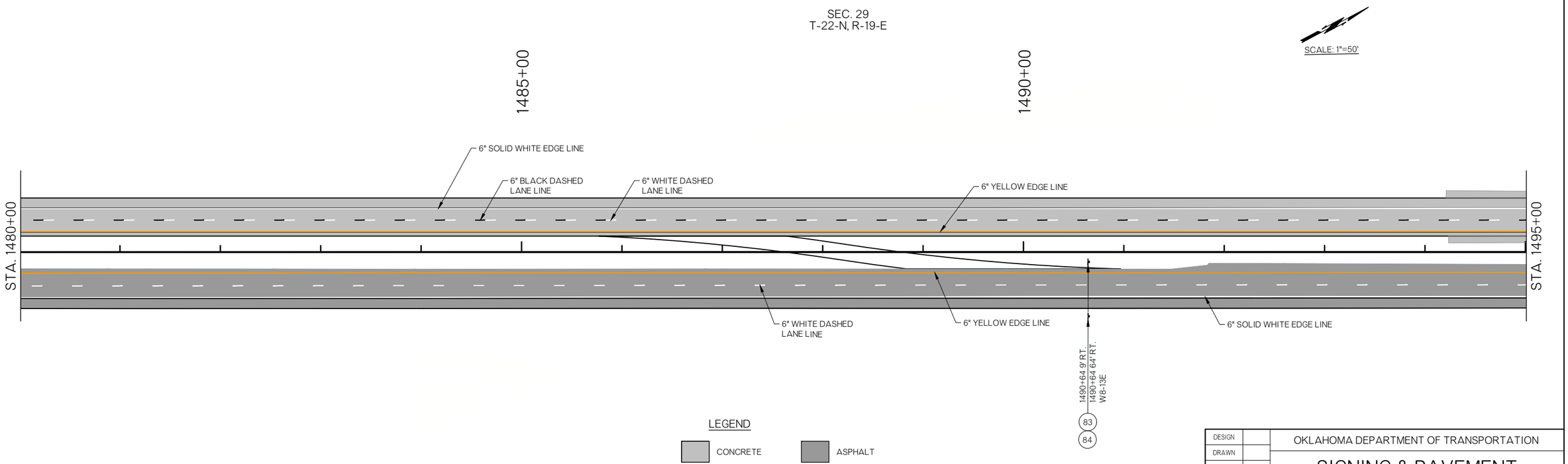


SEC. 32
T-22-N, R-19-E

FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 29
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

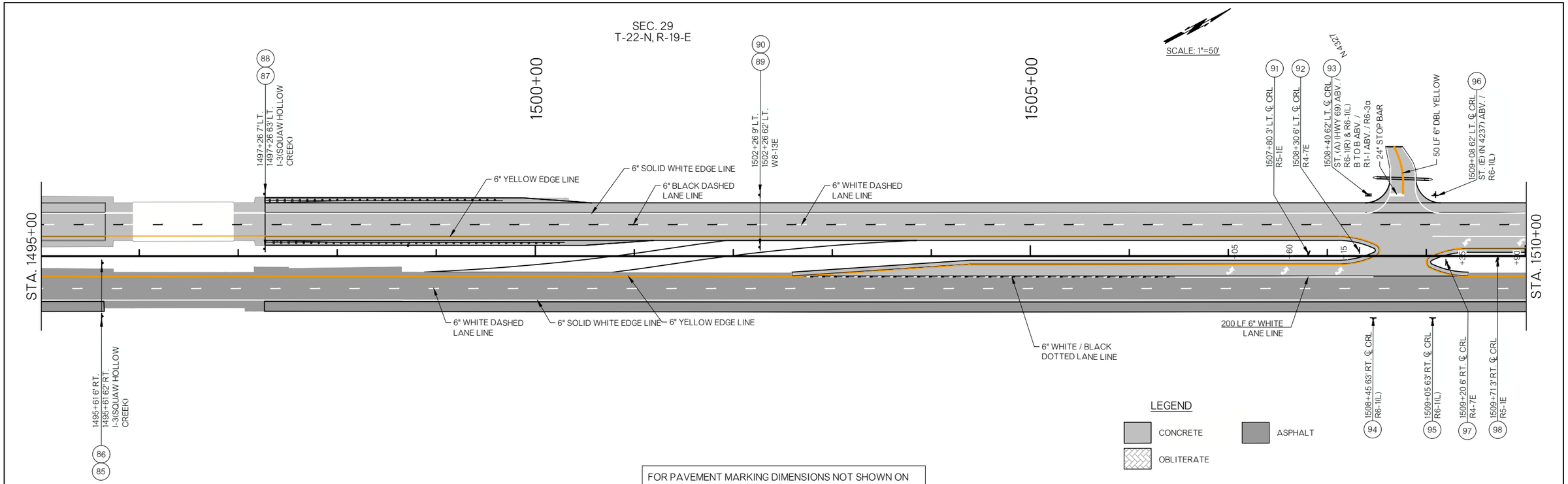
OBLITERATE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T029

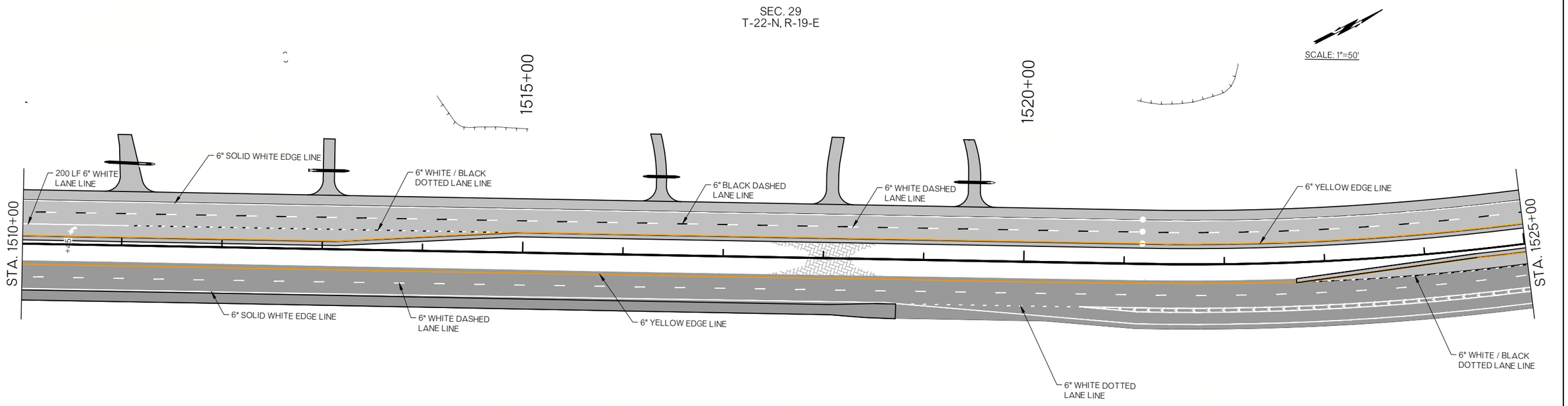
Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 29
T-22-N, R-19-E



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 29
T-22-N, R-19-E



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T030

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1525+00

1530+00

1535+00

STA. 1540+00

100
99
1526+52 7' LT. ℄ CRL
1526+52 62' LT. ℄ CRL
(2) R2-1E(65)

101
1527+92 6' LT. ℄ CRL
R5-1E

103
1528+44 6' LT. ℄ CRL
R4-7E

104
1528+56 61' LT. ℄ CRL
ST. (A) HWY 69 ABV. /
R6-1(R) & R6-1(L)
B TO B ABV. / R1-1 ABV. /
R6-3

24" STOP BAR

W 450

6" SOLID WHITE EDGE LINE

106
6" DBL YELLOW 309 LF

1529+31 62' LT. ℄ CRL
ST. (F) W 450 ABV. /
R6-1(L)

6" YELLOW EDGE LINE

6" SOLID WHITE
EDGE LINE

+18

+73

+28

+58

+14

+69

200 LF 6" WHITE
LANE LINE

6" SOLID WHITE EDGE LINE

6" BLACK DASHED
LANE LINE

6" YELLOW
EDGE LINE

6" WHITE DASHED
LANE LINE

6" WHITE / BLACK
DOTTED LANE LINE

6" WHITE DASHED
LANE LINE

6" SOLID WHITE EDGE LINE

CHEVRON MARKING
AT 15' C/C 12" WHITE

8" WHITE
GORE MARKING

200 LF 6" WHITE
LANE LINE

6" YELLOW EDGE LINE

6" WHITE DASHED
LANE LINE

6" SOLID WHITE EDGE LINE

SEC. 29
T-22-N, R-19-E

102
1528+22 71' RT. ℄ CRL
ST. (F) W 450 ABV. /
R6-1(L)

SEE ODOT TRAFFIC STD.
PM2-1-(LATEST REVISION)

6" DBL YELLOW

W 450

24" STOP BAR

105
1529+12 55' RT. ℄ CRL
ST. (A) (HWY 69) ABV. /
R6-1(L) ABV. / R1-1 ABV. /
R6-3

107
1529+43 6' RT. ℄ CRL
R4-7E

108
1529+94 3' RT. ℄ CRL
R5-1E

CHEVRON MARKING
AT 15' C/C 12" WHITE

109
110
1531+60 10' RT. ℄ CRL
1531+60 70' RT. ℄ CRL
(2) R2-1E(65)

8" WHITE
GORE MARKING

FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON
PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 20
T-22-N, R-19-E

SCALE: 1"=50'

STA. 1540+00

1545+00

1550+00

STA. 1555+00

1545+38 163' LT.
PERMANENT TYPE III(A) BARRICADE
SEE ODOT STD TCS4-1(LAT. REV.)

1547+24 178' LT. ℄ CRL
R1-1
115

111
1546+04 3' LT. ℄ CRL
R5-1E

112
1546+54 6' LT. ℄ CRL
R4-7E

114
1546+71 64' LT. ℄ CRL
ST. (A) (HWY 69) ABV. /
R6-1(R) & R6-1(L)
B TO B ABV. / R1-1 ABV. /
R6-3a

6" DBL YELLOW

24" STOP BAR

117
1547+38 61' LT. ℄ CRL
R6-1(L)

6" WHITE / BLACK
DOTTED LANE LINE

6" YELLOW EDGE LINE

200 LF 6" WHITE
LANE LINE

6" SOLID WHITE EDGE LINE

6" BLACK DASHED
LANE LINE

6" WHITE / BLACK
DOTTED LANE LINE

6" YELLOW
EDGE LINE

6" WHITE DASHED
LANE LINE

30

35

40

+60

+10

8" WHITE
GORE MARKING

CHEVRON MARKING
AT 15' C/C 12" WHITE

6" SOLID WHITE EDGE LINE

6" WHITE / BLACK
DOTTED LANE LINE

200 LF 6" WHITE
LANE LINE

6" YELLOW
EDGE LINE

6" WHITE DASHED
LANE LINE

6" SOLID WHITE EDGE

STA. 1552+30 BEGIN
6" BLACK DASHED
LANE LINE

113
1546+68 61' RT. ℄ CRL
R6-1(L)

116
1547+27 61' RT. ℄ CRL
R6-1(L)

118
1547+44 6' RT. ℄ CRL
R4-7E

119
1547+95 3' RT. ℄ CRL
R5-1E

LEGEND

CONCRETE

ASPHALT

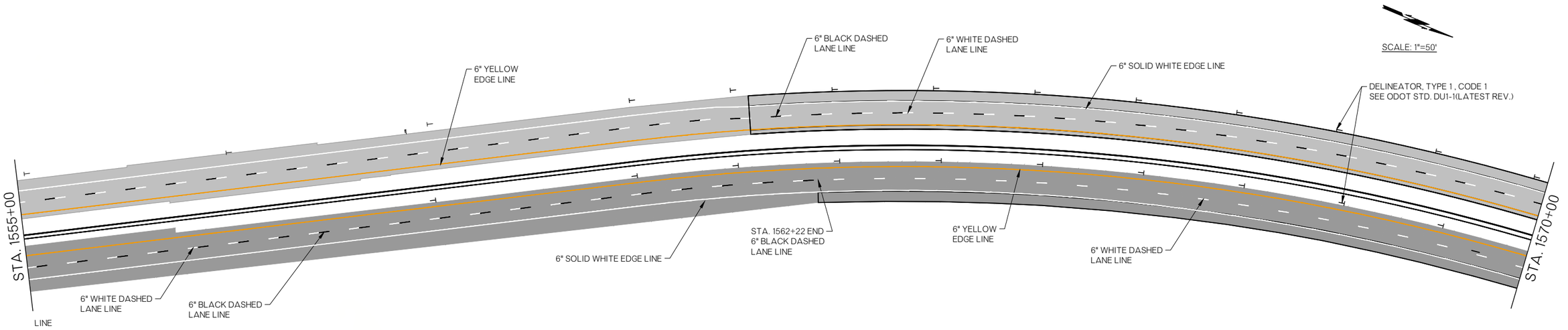
OBLITERATE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

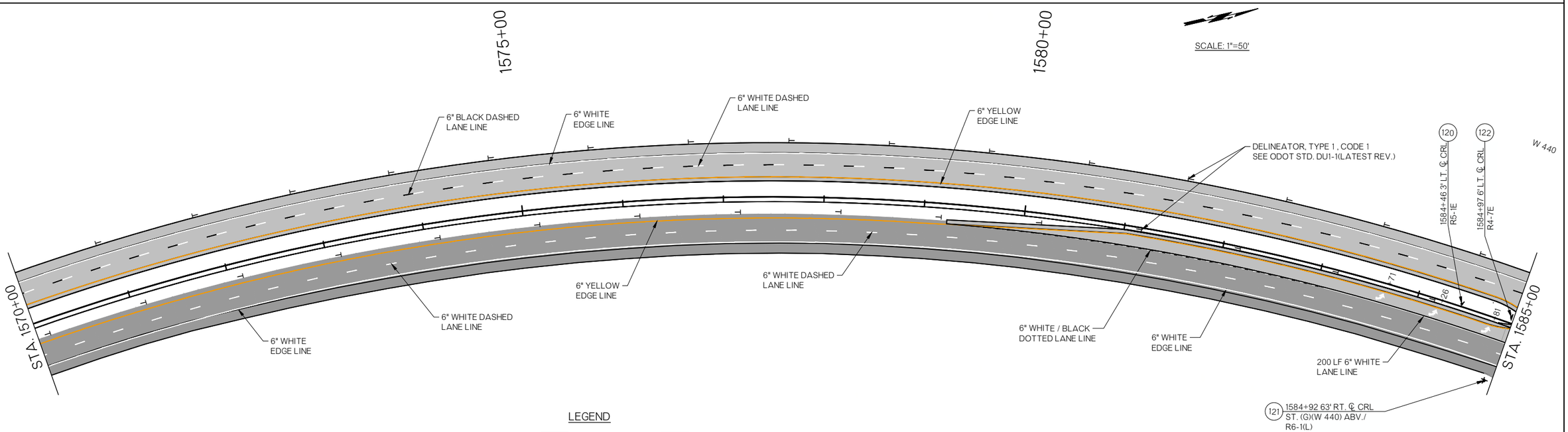
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T031

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM'S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 20
T-22-N, R-19-E



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).



SEC. 20
T-22-N, R-19-E

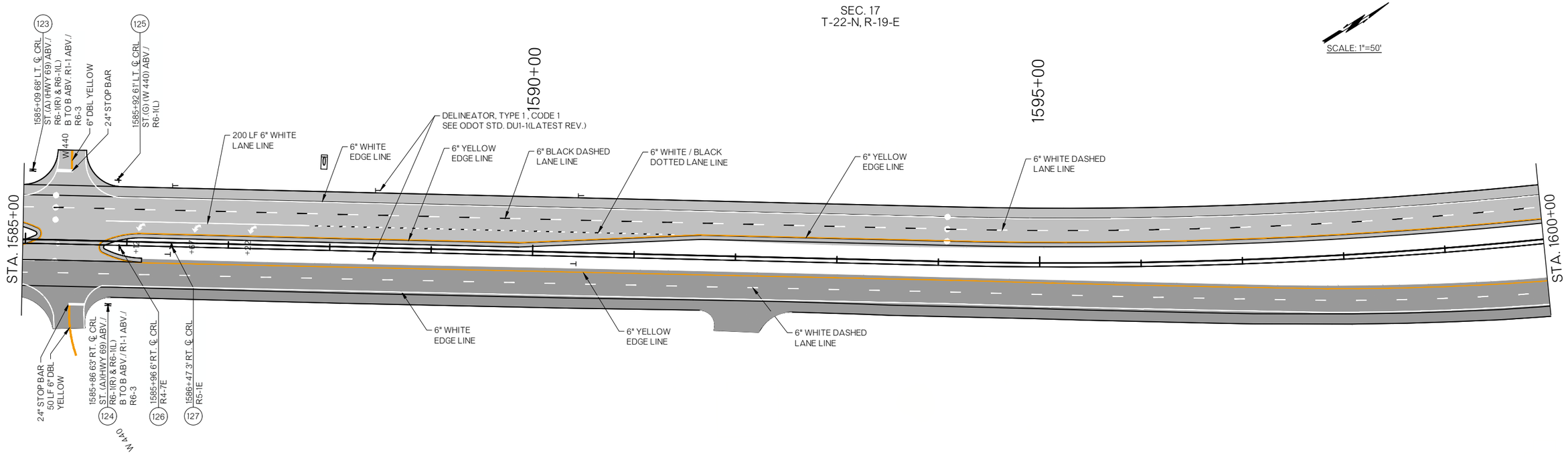
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T032

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 17
T-22-N, R-19-E

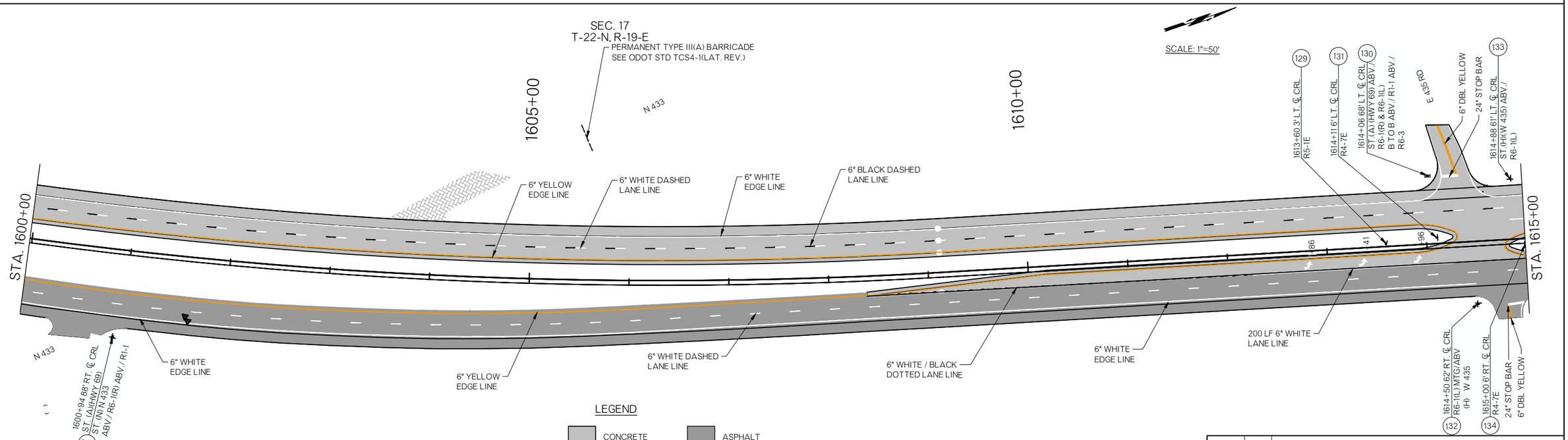
SCALE: 1"=50'



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 17
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

OBLITERATE

SEC. 16
T-22-N, R-19-E

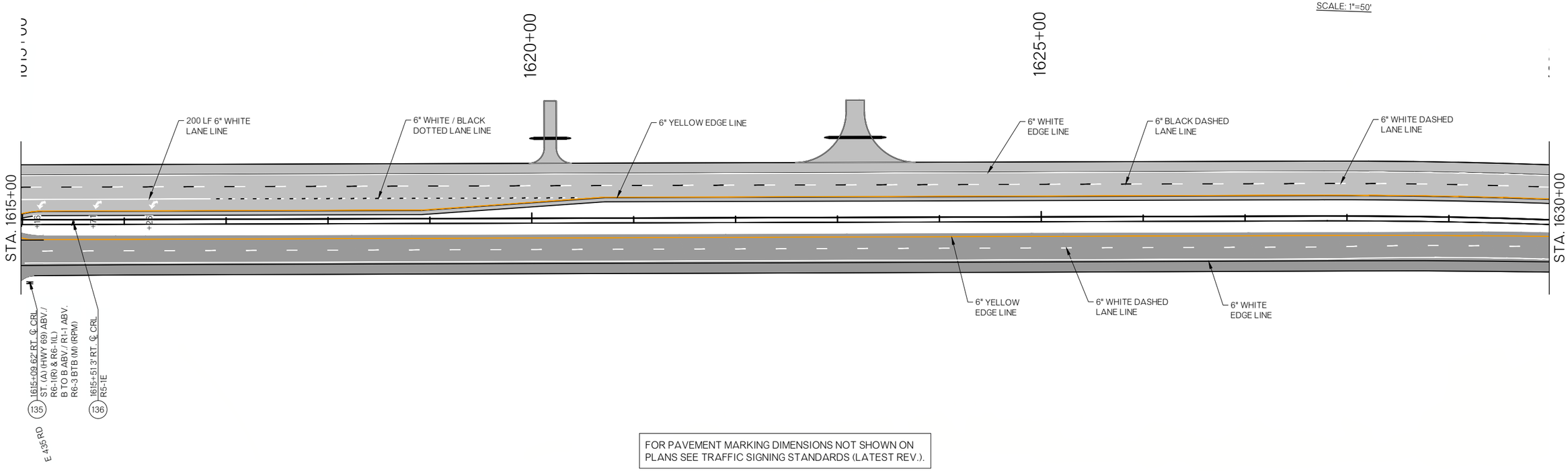
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T033

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 16
T-22-N, R-19-E

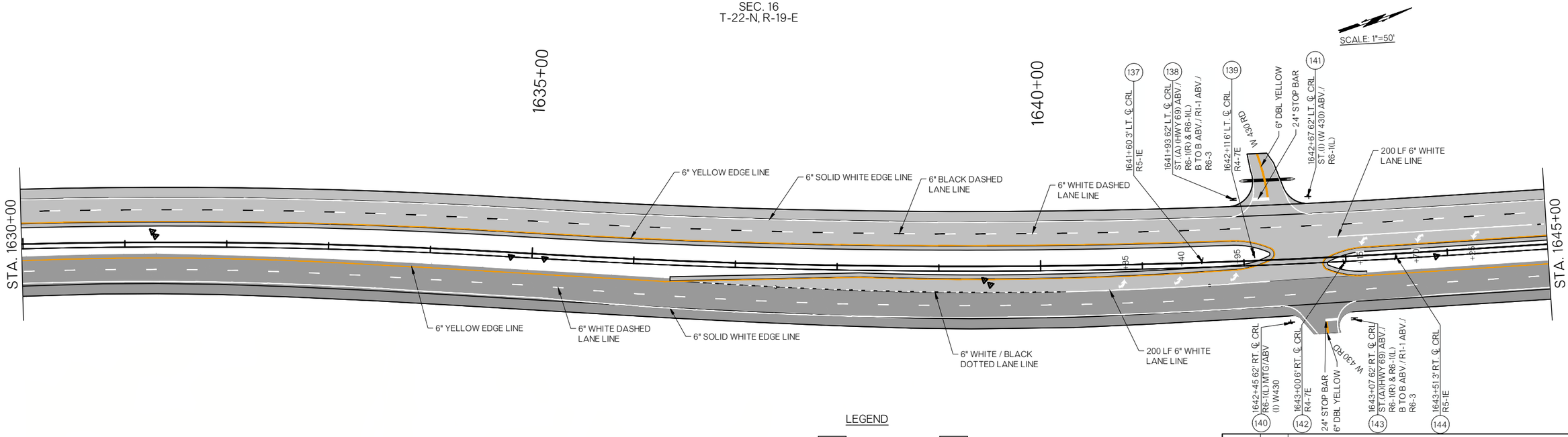
SCALE: 1"=50'



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 16
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

OBLITERATE

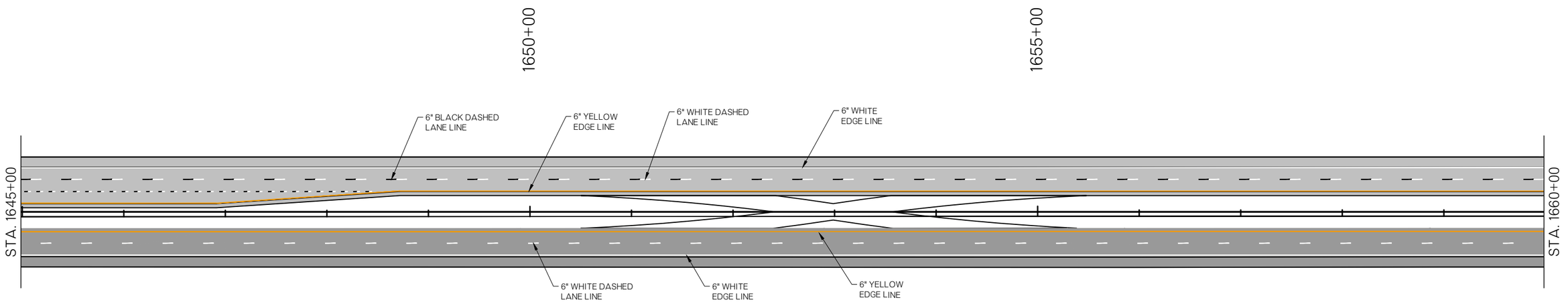
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T034

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 9
T-22-N, R-19-E

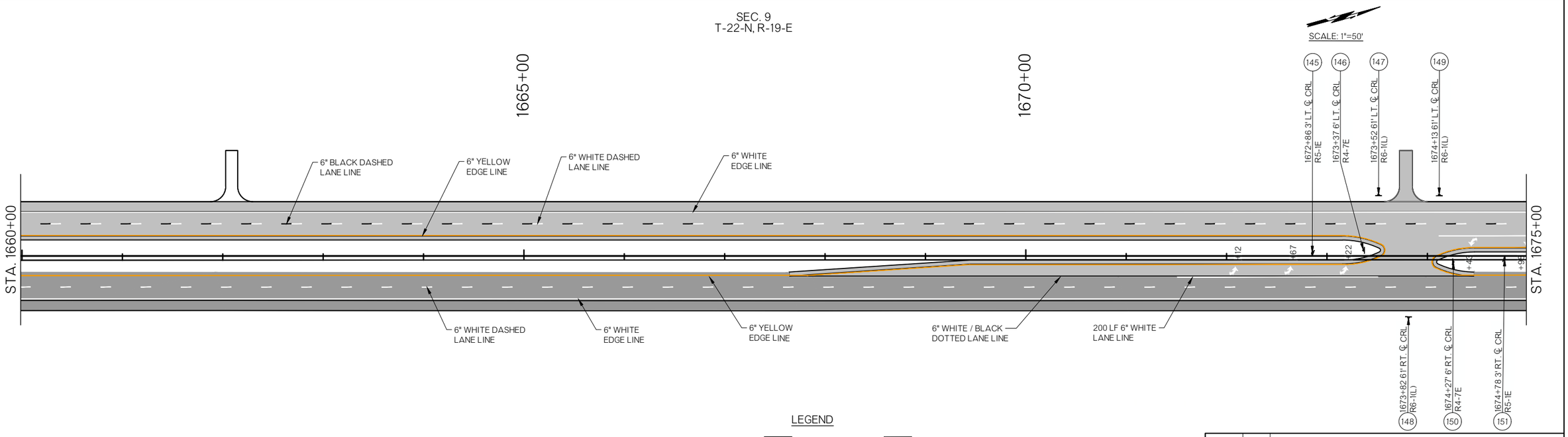
SCALE: 1"=50'



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

ASPHALT

OBLITERATE

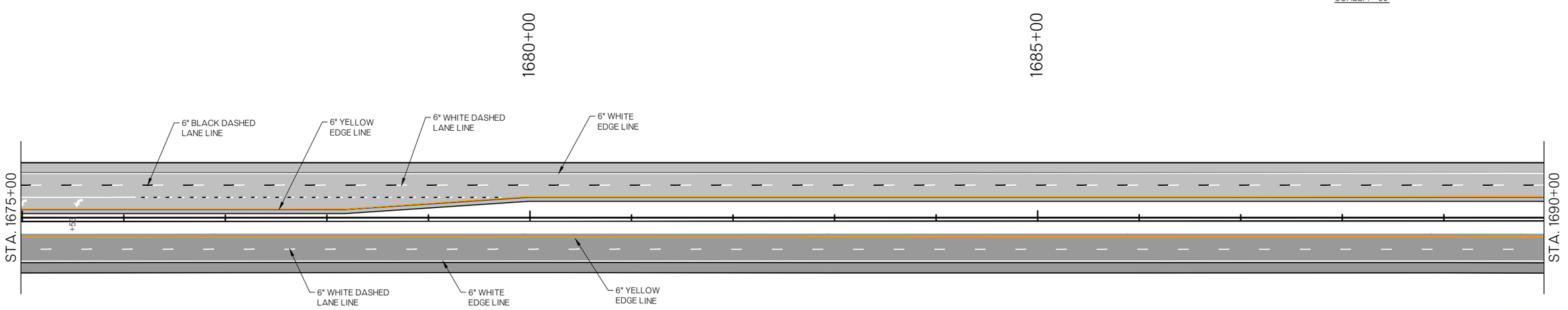
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T035

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM'S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 9
T-22-N, R-19-E

SCALE: 1"=50'

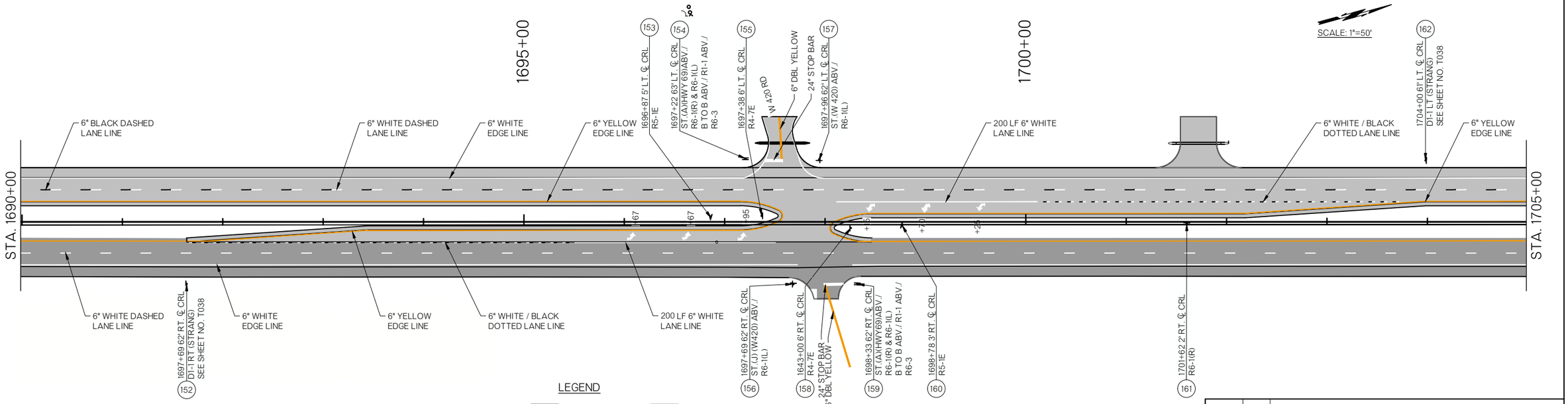


FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 9
T-22-N, R-19-E

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



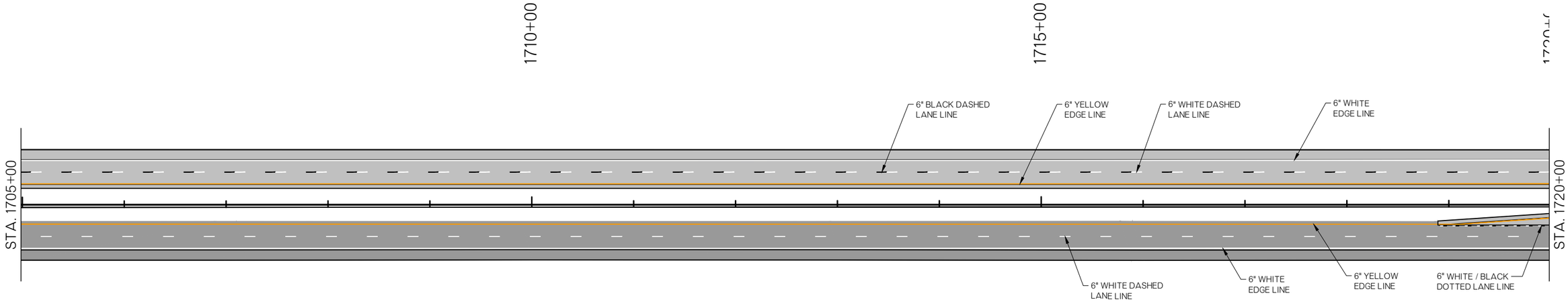
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T036

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM'S & PM 50.DWG 8/7/2025 11:16 AM

SEC. 4
T-22-N, R-19-E

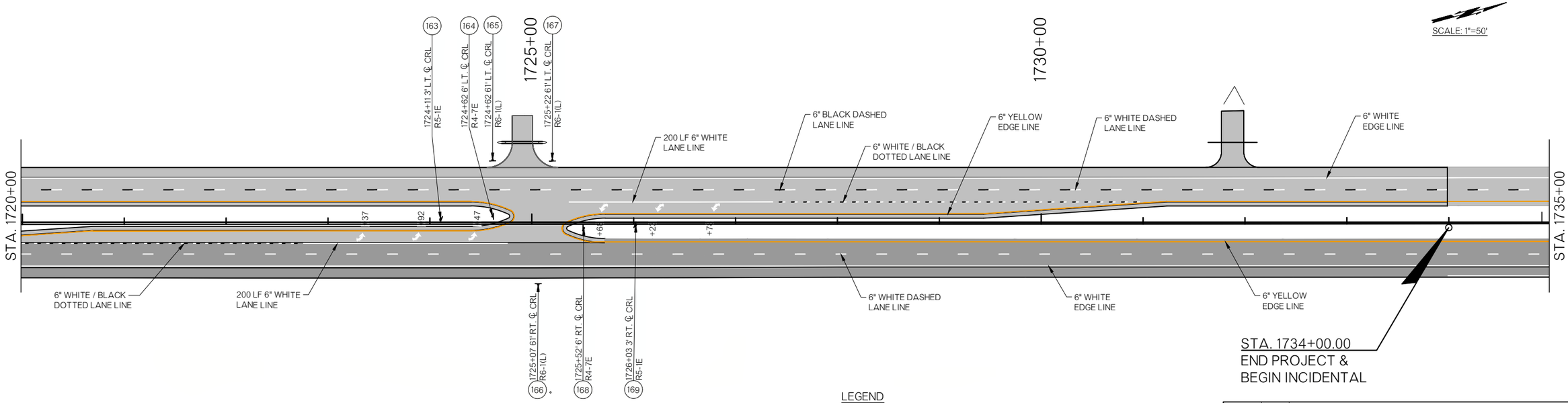
SCALE: 1"=50'



FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE TRAFFIC SIGNING STANDARDS (LATEST REV.).

SEC. 4
T-22-N, R-19-E

SCALE: 1"=50'



LEGEND

CONCRETE

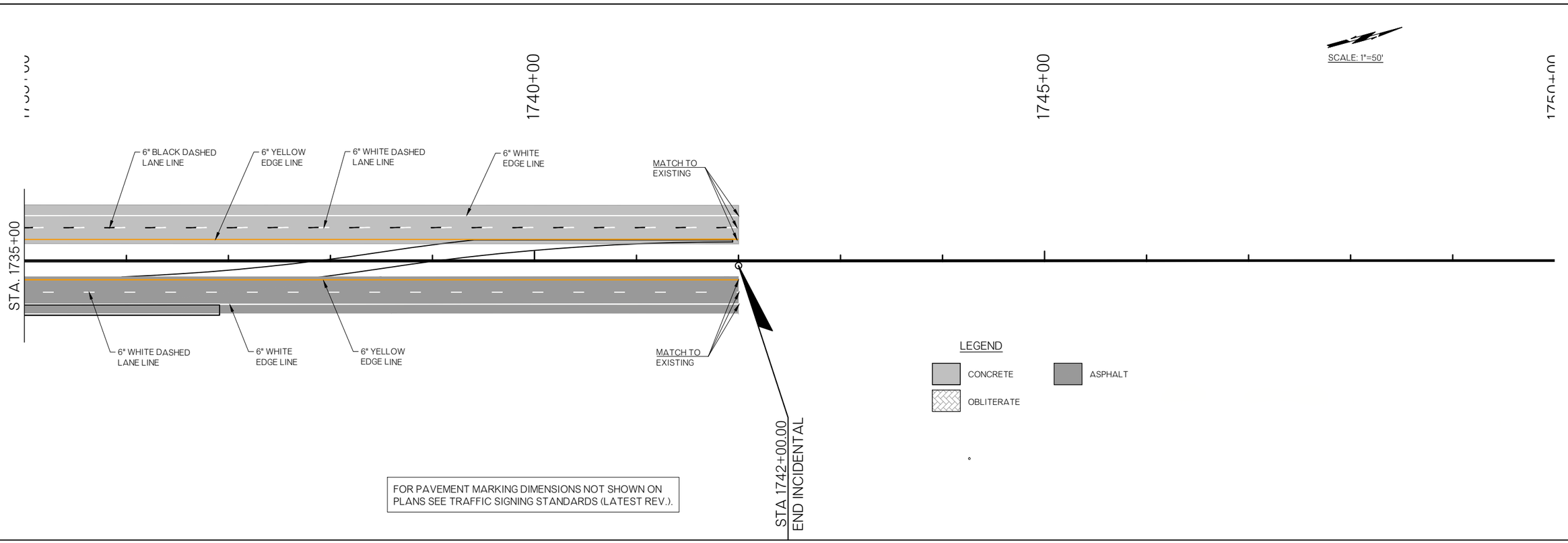
ASPHALT

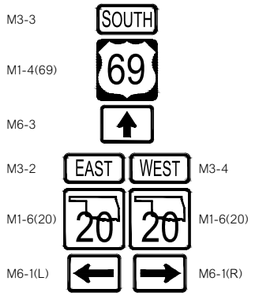
OBLITERATE

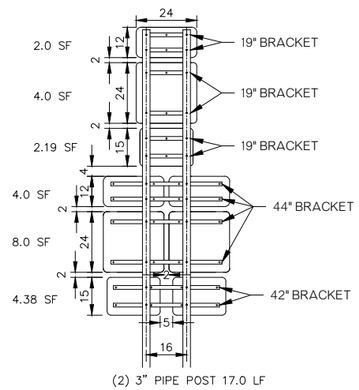
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T037

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM







(2) 3" PIPE POST 17.0 LF
24.57 SQ.FT.

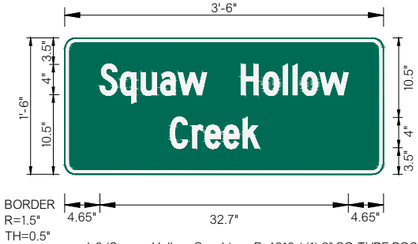
D2-3
M.U.T.C.D.: 2023 Edition

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

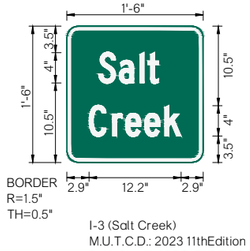
POST SIZE:	4 WF @ 13
POST "A":	19.5
POST "B":	20.9
POST SPACE:	8.2
FOOTING:	KC–0
CONCRETE:	0.72 C.Y.
STEEL:	130 LBS
SIGN AREA:	42.8 SF

SIGN NUMBER	DISTANCE (3 DESTN.)
WIDTH x HGHT.	9'-6" x 4'-6"
BORDER WIDTH	1.75"
CORNER RADIUS	7"
MOUNTING	GROUND
SIGN AREA	42.75 SQ.FT.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

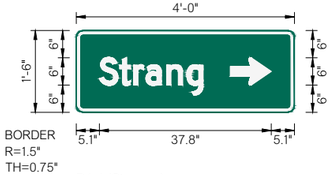
LETTER POSITIONS (X)														LENGTH	SERIES/SIZE
A	d	a	i	r	9										EM 2000
10.25	19.53	27.29	35.77	40.57	97.27									93.5	
B	i	g		C	a	b	i	n	1	6					EM 2000
10.25	18.97	23.05	29.93	38.73	46.73	55.21	62.97	67.77	92.95	97.27				93.5	
V	i	n	i	t	a	2	6								EM 2000
10.25	19.53	24.33	32.81	36.81	42.81	89.11	97.27							93.5	



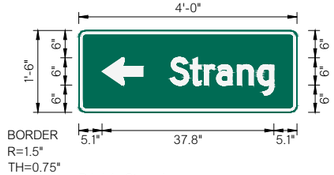
I-3 (Squaw Hollow Creek)
M.U.T.C.D.: 2023 Edition
B-4218 / (1) 2" SQ TUBE POST



I-3 (Salt Creek)
M.U.T.C.D.: 2023 11thEdition
B-18(S) / (1) 2" SQ TUBE POST



D1-1 (Strang >)
M.U.T.C.D.: 2023 Edition
B-4818 / (2) 2" SQ TUBE POST



D1-1 (< Strang)
M.U.T.C.D.: 2023 Edition
B-4818 / (2) 2" SQ TUBE POST

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T038

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

BORDER
R=1"
TH=0.38"
SF=1.34

Panel Style: guide_con_street name_a_min_2012.ssi
M.U.T.C.D.: 2023 Edition

(A)

BORDER
R=1"
TH=0.38"
SF=2.00

Panel Style: guide_con_street name_a_min_2012.ssi
M.U.T.C.D.: 2023 Edition

(B)

BORDER
R=1"
TH=0.38"
SF=2.33

Panel Style: guide_con_street name_a_min_2012.ssi
M.U.T.C.D.: 2023 Edition

(C)

BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(D)

BORDER
R=1.5"
TH=0.5"
SF=3.00

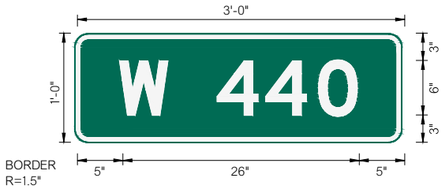
Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(E)

BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(F)



BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(G)

BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(H)

BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

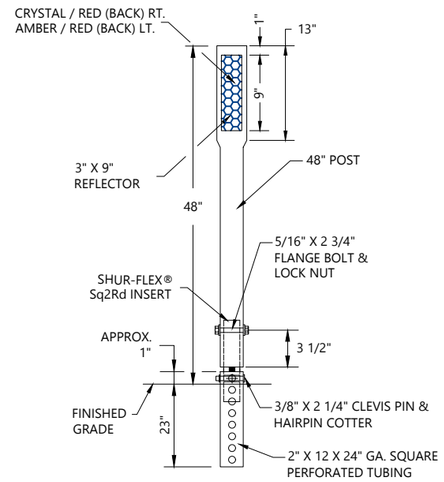
(N)

BORDER
R=1.5"
TH=0.5"
SF=3.00

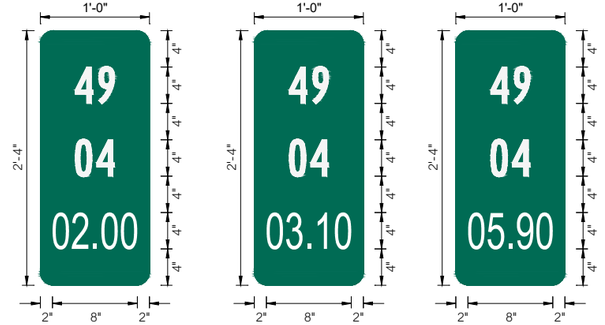
Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

(I)

STREET NAME SIGNS



SHUR-FLEX DRIVEABLE
DELINEATOR DETAIL



BORDER
R=1.5"
SF = 2.3

(K) (L) (M)

REFERENCE POINT MARKER

BORDER
R=1.5"
TH=0.5"
SF=3.00

Panel Style: guide_con_street name_b_2012.ssi
M.U.T.C.D.: 2023 Edition

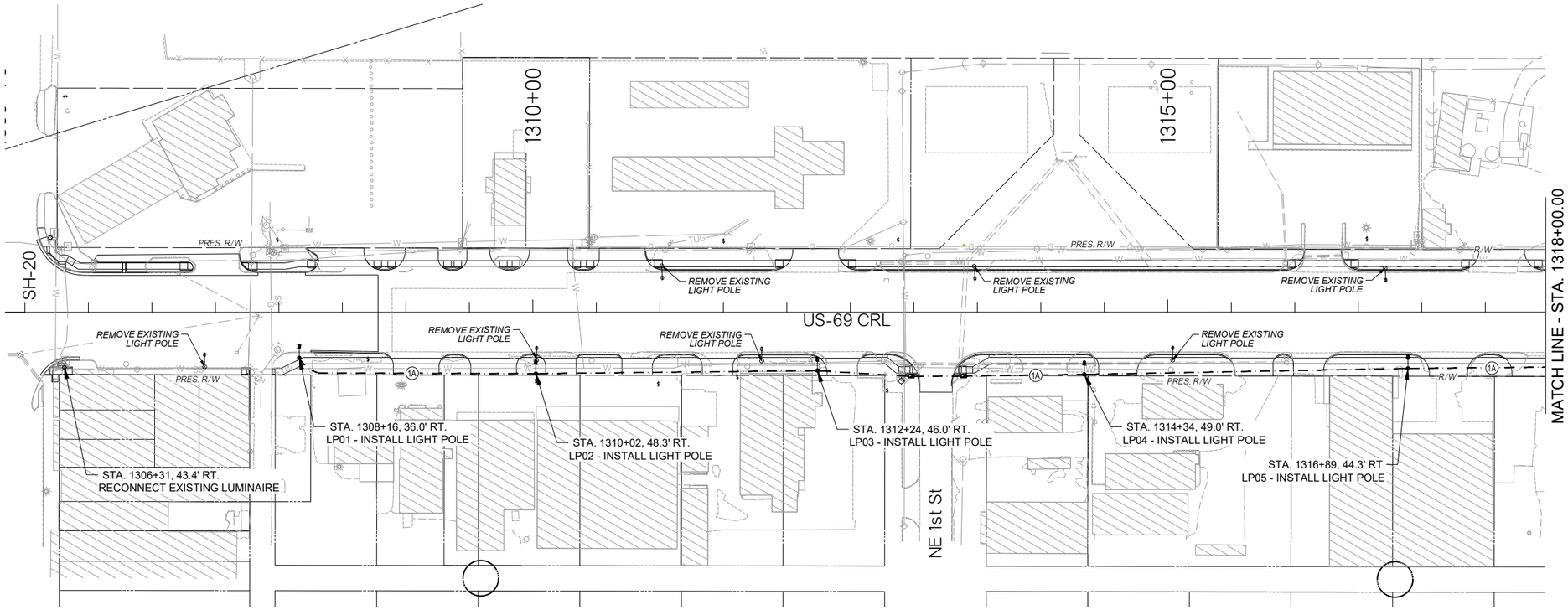
(J)

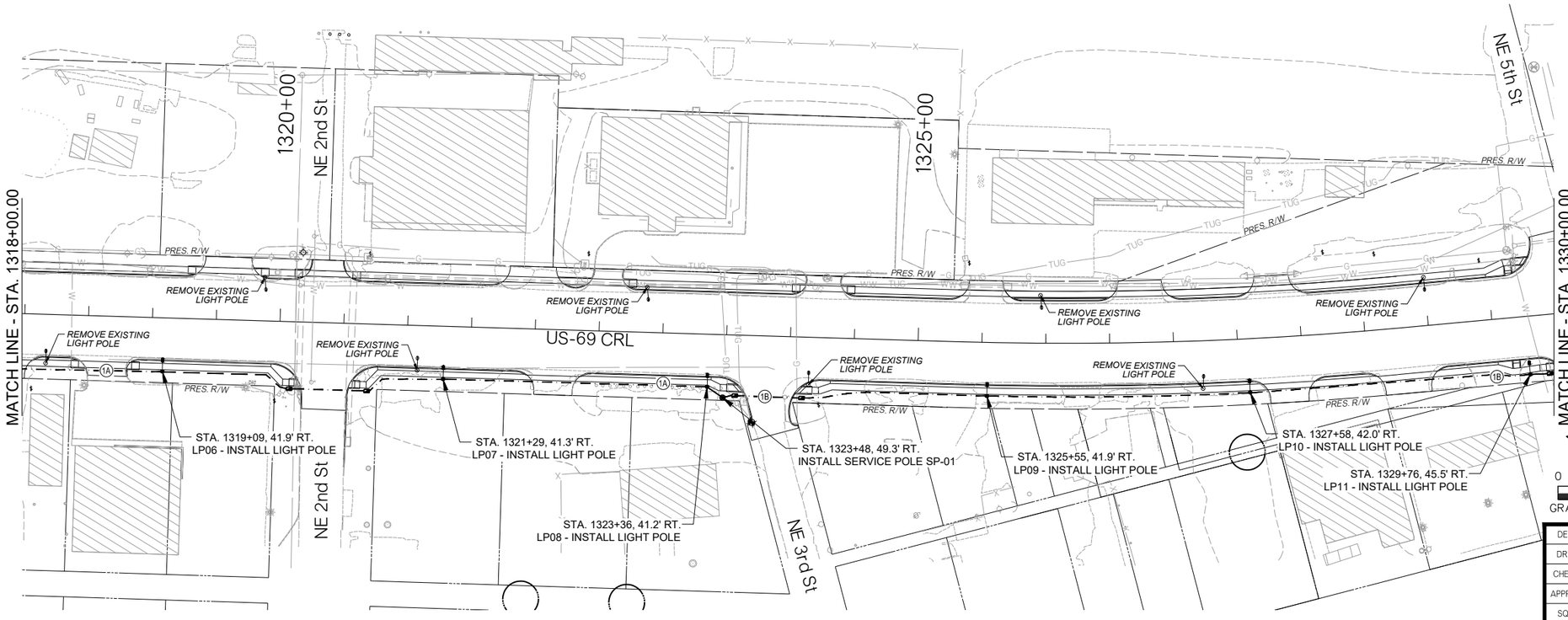
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SIGNING & PAVEMENT MARKING
APPROVED		
SQUAD	SRB	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. T039

Z:\116591\DRAWINGS\TRAFFIC SHEETS\S&PM\S & PM 50.DWG 8/7/2025 11:16 AM

DESCRIPTION	REVISIONS	DATE





LEGEND

- 40' MH LIGHT POLE W/ ROADWAY LUMINAIRE, 8' ARM, & BREAKAWAY BASE
- EXISTING LIGHT POLE (TO BE REMOVED)
- 2" PVC CONDUIT (TRENCHED)
- 2" PVC CONDUIT (BORED)
- PULL BOX (SIZE I)
- SERVICE POLE

NOTES:

1. THE CONTRACTOR SHALL CONTACT THE CITY OF PRYOR AND THE UTILITY COMPANIES FOR POSSIBLE UNDERGROUND EXISTING UTILITIES NOT SHOWN ON THE PLANS.
2. ALL STATIONING IS ALONG US-69.
3. POWER SOURCE LOCATIONS SHOWN IN PLANS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. FOR SERVICE PROVIDER CONTACT INFORMATION, SEE NOTE (TL-35) ON SHEET AT03. THE PROPOSED LIGHT POLES SHALL BE CONNECTED TO PRYOR MUNICIPAL UTILITY BOARD ELECTRICAL SERVICE. CONTRACTOR SHALL COORDINATE WITH THE POWER COMPANY PRIOR TO LOCATING OR INSTALLING SERVICE POLES IN THE FIELD. SEE ODOT STD. SPD1-1-(LATEST REVISION), SCD1-1-(LATEST REVISION), AND TEWD1-2-(LATEST REVISION).

0 25 50 100
GRAPHIC SCALE IN FEET

LICENSED PROFESSIONAL ENGINEER
JUSTIN R. WILLIS
27254
OKLAHOMA
05/13/2026

1111 N. LEE AVE.
SUITE 236
OKLAHOMA CITY, OK 73103
PHONE: (405) 384-5127
OK CA #5860 Exp.06/30/2027
LEE ENGINEERING

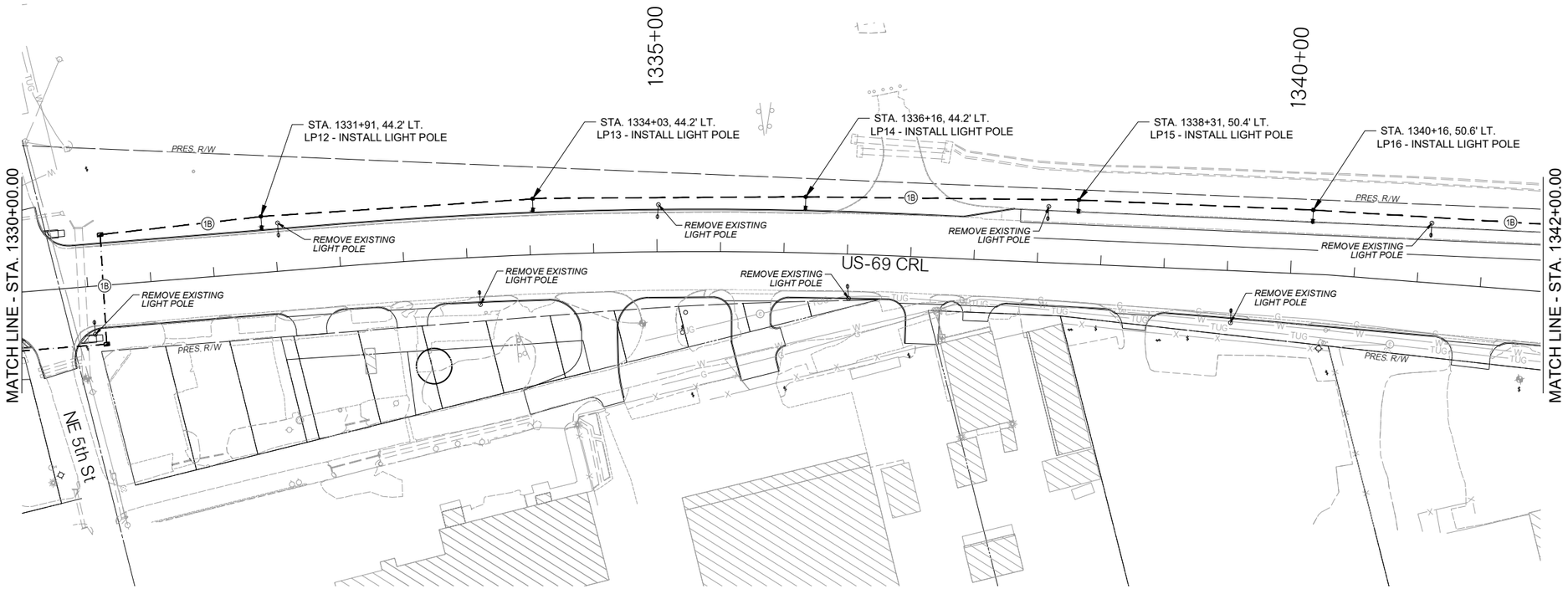
DESIGN	JRW
DRAWN	JMJ
CHECKED	JRW
APPROVED	DMS
SQUAD	LEE

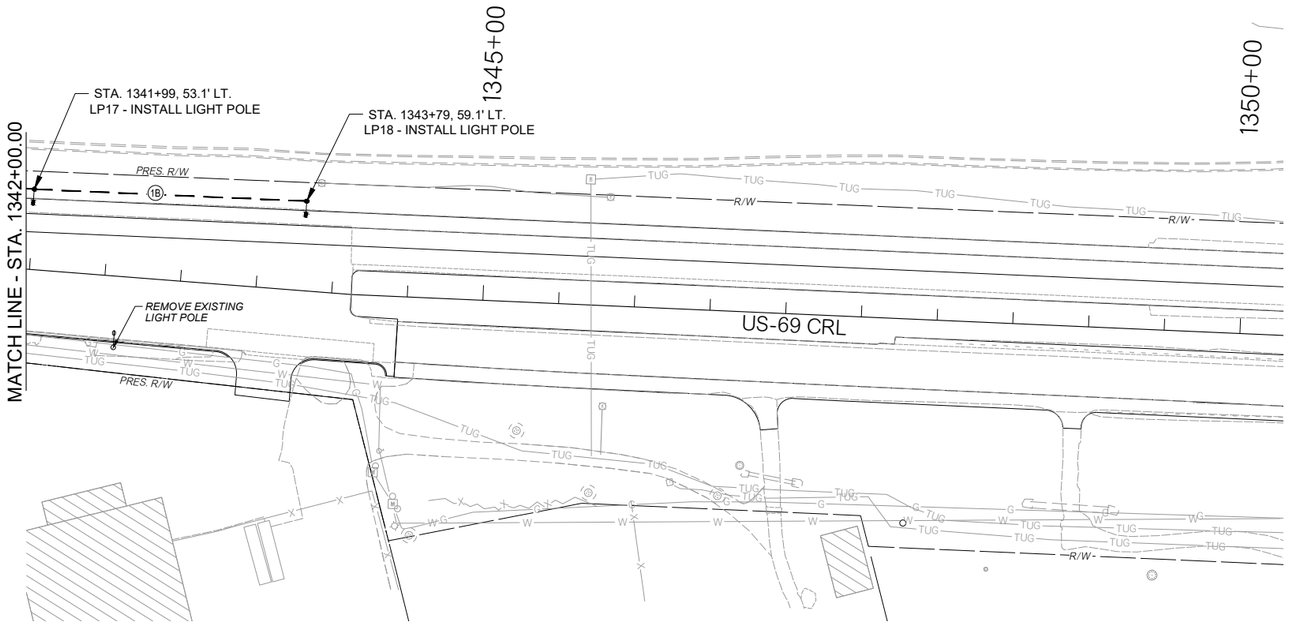
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
BOP TO STA. 1330+00

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. JP 31963(04) SHEET NO T040

DESCRIPTION	REVISIONS	DATE





LEGEND

- 40' MH LIGHT POLE W/ ROADWAY LUMINAIRE, 8' ARM, & BREAKAWAY BASE
- EXISTING LIGHT POLE (TO BE REMOVED)
- 2" PVC CONDUIT (TRENCHED)
- 2" PVC CONDUIT (BORED)
- PULL BOX (SIZE I)
- SERVICE POLE

NOTES:

1. THE CONTRACTOR SHALL CONTACT THE CITY OF PRYOR AND THE UTILITY COMPANIES FOR POSSIBLE UNDERGROUND EXISTING UTILITIES NOT SHOWN ON THE PLANS.
2. ALL STATIONING IS ALONG US-69.
3. POWER SOURCE LOCATIONS SHOWN IN PLANS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. FOR SERVICE PROVIDER CONTACT INFORMATION, SEE NOTE (TL-35) ON SHEET AT03. THE PROPOSED LIGHT POLES SHALL BE CONNECTED TO PRYOR MUNICIPAL UTILITY BOARD ELECTRICAL SERVICE. CONTRACTOR SHALL COORDINATE WITH THE POWER COMPANY PRIOR TO LOCATING OR INSTALLING SERVICE POLES IN THE FIELD. SEE ODOT STD. SPD1-1-(LATEST REVISION), SCD1-1-(LATEST REVISION), AND TEWD1-2-(LATEST REVISION).

0 25 50 100
GRAPHIC SCALE IN FEET

LICENSED PROFESSIONAL ENGINEER
JUSTIN R. WILLIS
27254
OKLAHOMA
05/13/2026

1111 N. LEE AVE.
SUITE 236
OKLAHOMA CITY, OK 73103
PHONE: (405) 384-5127
OK CA #5860 Exp.06/30/2027
LEE ENGINEERING

DESIGN	JRW
DRAWN	JMJ
CHECKED	JRW
APPROVED	DMS
SQUAD	LEE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
1330+00 TO EOP

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. JP 31963(04) SHEET NO T041

DESCRIPTION	REVISIONS	DATE

LIGHT POLE SCHEDULE

SHEET NO.	LIGHT POLE ID NO.	ALIGNMENT	LOCATION			FOOTING			POLE					
			STATION	OFFSET (FT)	SIDE	FOUNDATION MOUNTED (TYPE)	STRUCTURAL CONCRETE	REINFORCING STEEL	40' MTG & 8' HLMA (G. STL)	BREAKAWAY BASE (DES. B)	ROADWAY LUMINAIRE	1/C NO. 10 ELECT. COND.	LIGHTNING ARRESTOR	CIRCUIT ID
							804(A)	804(B)	806(C)	807	809(A)	811		
							CY	LB	EA	EA	EA	LF		
T040	LP01	US-69	1308+16	36.0	RT	GMF 30X108	1.64	284	1	1	1	100	1	1A
T040	LP02	US-69	1310+02	48.3	RT	GMF 30X108	1.64	284	1	1	1	100		1A
T040	LP03	US-69	1312+24	46.0	RT	GMF 30X108	1.64	284	1	1	1	100		1A
T040	LP04	US-69	1314+34	49.0	RT	GMF 30X108	1.64	284	1	1	1	100	1	1A
T040	LP05	US-69	1316+89	44.3	RT	GMF 30X108	1.64	284	1	1	1	100		1A
T040	LP06	US-69	1319+09	41.9	RT	GMF 30X108	1.64	284	1	1	1	100		1A
T040	LP07	US-69	1321+29	41.3	RT	GMF 30X108	1.64	284	1	1	1	100		1A
T040	LP08	US-69	1323+36	41.2	RT	GMF 30X108	1.64	284	1	1	1	100	1	1A
T040	LP09	US-69	1325+55	41.9	RT	GMF 30X108	1.64	284	1	1	1	100	1	1B
T040	LP10	US-69	1327+58	42.0	RT	GMF 30X108	1.64	284	1	1	1	100		1B
T040	LP11	US-69	1329+76	45.5	RT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP12	US-69	1331+91	44.2	LT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP13	US-69	1334+03	44.2	LT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP14	US-69	1336+16	44.2	LT	GMF 30X108	1.64	284	1	1	1	100	1	1B
T041	LP15	US-69	1338+31	50.4	LT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP16	US-69	1340+16	50.6	LT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP17	US-69	1341+99	53.1	LT	GMF 30X108	1.64	284	1	1	1	100		1B
T041	LP18	US-69	1343+79	59.1	LT	GMF 30X109	1.64	284	1	1	1	100	1	1B
TOTALS							29.52	5,112	18	18	18	1,800		

SERVICE POLE SCHEDULE

SHEET NO.	SERVICE POLE NUMBER	LOCATION			SECONDARY VOLTAGE AND NO. PHASE	CONTROLLER						WOOD POLE			METER	DISCONNECT SWITCH 2-POLE 600 VOLT (T-260)	CIRCUIT DISTANCE	VOLTAGE DROP PER CIRCUIT		NOTES
		ALIGNMENT	STATION	OFFSET		SERVICE POLE TYPE UG-2	RATING NO. OF POLES/ CONTROLLER	AMPERE RATING OF CONTACTS	CIRCUIT LOADING CIRCUIT ID.	ESTIMATED AMPS/CIRCUIT	MIN. FUSE SIZE	N = NEW / E = EXISTING	TOTAL LENGTH	CLASS	IM = INSTALL METER, NM = NO METER INSTALLED					
						810(A)														
						EA		AMP		AMP	AMP					AMP	FT	VOLTS	%	
T040	SP01	US-69	1323+48	49.3' RT	240V-1	1	1	60	A	11.16	30	N	30	6	NM	100	1,860	9.68	4.03%	
									B	13.95	30						2,440	8.77	3.65%	
TOTALS						1														

05/13/2026

1111 N. LEE AVE.
SUITE 236
OKLAHOMA CITY, OK 73103
PHONE: (405) 384-5127
OK CA #5860 Exp.06/30/2027
LEE ENGINEERING

DESIGN	JRW	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	JMJ	
CHECKED	JRW	LIGHT POLE SCHEDULE
APPROVED	DMS	
SQUAD	LEE	

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. JP 31963(04) SHEET NO T042

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

640 630 620

1306+33.74

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

PRES. R/W
℄ SURVEY 0.99°LT.
WL
PRES. R/W

1306+24.25

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

OHE
OHE
℄ SURVEY 1.01°LT.

STA. 1306+24.25 W/L XING

1306+11.27

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

OHE
℄ SURVEY 1.02°LT.

Sta. 1306+03.89 INLET
44.24 Rt. 24"LG RCP
TG Elev. = 628.36
NE'E Elev. = 625.11
SW'E Elev. = 625.26
(LEAVE)

Sta. 1306+14.18-56.59' Rt.
1-24" RCP
NE'E Elev. = 624.85
SW'E Elev. = 625.11

STA. 1305+50.00 BEGIN INCIDENTAL

1306+00.00

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

OHE
℄ SURVEY 1.04°LT.

1305+96.39

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

OHE
℄ SURVEY 1.05°LT.

Sta. 1305+96.44 M.H.
54.48' Rt. OF ℄
NE'E Elev. 24" RCP= 624.72
SW'E Elev. 24" RCP= 624.49
NE Elev. 24" RCP= 627.76
(LEAVE)

1305+79.00

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

℄ SURVEY 1.07°LT.

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X001

C:\DARYL\116591 MAYES\31963(04)--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1307+84.50

PRES. R/W | TUG | OHE | ℄ SURVEY 0.78°LT. | OHE | PRES. R/W

Sta. 1307+84.56 M.P. 3.51' Rt. Of ℄ (FULL OF CONCRETE) (LEAVE)

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

1307+77.26

PRES. R/W | OHE | ℄ SURVEY 0.79°LT. | OHE | SS | PRES. R/W | OHE

W/L

STA. 1307+77.26 OHE XING

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

1307+66.91

PRES. R/W | OHE | +2.81% | ℄ SURVEY 0.81°LT. | 3 | W/L | SS | PRES. R/W

Sta. 1307+67.13 INLET ELEV.=628.29 32.47' Rt. Of ℄ IL ELEV 18" RCP=623.78 (REMOVE)

STR. 3 STA. 1307+67.10 CONST. SPECIAL INLET 31.62' RT. W/ 28"X18"X42' RCPA STUBBED INTO STR. 2 TG=628.40 FL IN=624.66 FL OUT=624.63

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

1307+50.33

PRES. R/W | OHE | +7.32% | ℄ SURVEY 0.83°LT. | W/L | SS | PRES. R/W

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

1307+21.21

STR. 1 STA. 1307+21.33 CONST. DES. 3 (STD) CI 31.03' LT. W/ 22"X13"X60' RCPA STUBBED INTO STR. 2 TG=628.18 FL IN=625.29 FL OUT=625.26

PRES. R/W | OHE | 1 | ℄ SURVEY 0.87°LT. | 2 | W/L | SS | PRES. R/W

Sta. 1307+21.30 / INLET ELEV. =628.21 29.34'LT. OF ℄ NET Elev.=623.56 (REMOVE)

STR. 2 STA. 1307+21.33 CONST. 4' MH 32.07' RT. W/ 28"X18"X121' RCPA STUBBED INTO EXIST. MH TR=628.50 FL IN=624.63 FL OUT=624.48

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

1307+00.00

PRES. R/W | OHE | ℄ SURVEY 0.90°LT. | W/L | SS | PRES. R/W

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B 0 0 PHASE 3 0 0

PHASE 1B | PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X002

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1308+78.09

WIL PRES. R/W TUG OHE — ℄ SURVEY 0.65' LT. — OHE WIL PRES. R/W

PHASE 1B 0 1
PHASE 3 0 0

STA. 1308+78.09 END INCIDENTAL & BEGIN PROJECT

PHASE 1B 0 1
PHASE 3 0 0

STR. 5 STA. 1308+73.72 CONST.
DES. 3 (STD) CI 32.91' RT. W/
24"X47' RCP STUBBED INTO STR. 7
TG=628.41
FL IN=624.82 FL OUT=624.72

1308+49.09

STA. 1308+44.27 CONST.
34' CONC. DRIVE LT.

WIL PRES. R/W TUG OHE +6.94% — ℄ SURVEY 0.69' LT. — OHE WIL PRES. R/W

PHASE 1B 0 2
PHASE 3 0 0

PHASE 1B 1 1
PHASE 3 0 0

1308+15.08

STR. 4 STA. 1308+15.00 CONST.
DES. 3 (STD) CI 31.15' LT. W/
18"X104' RCP STUBBED INTO STR. 6
TG=628.79
FL IN=625.26 FL OUT=625.05

WIL PRES. R/W TUG OHE — ℄ SURVEY 0.74' LT. — OHE WIL PRES. R/W

OHE

PHASE 1B 2 0
PHASE 3 0 0

PHASE 1B 1 0
PHASE 3 0 0

1308+00.00

TUG PRES. R/W TUG OHE — ℄ SURVEY 0.76' LT. — OHE WIL PRES. R/W

OHE

PHASE 1B 1 0
PHASE 3 0 0

PHASE 1B 0 0
PHASE 3 0 0

1307+99.42

TUG PRES. R/W TUG OHE — ℄ SURVEY 0.76' LT. — OHE WIL PRES. R/W

OHE

PHASE 1B 1 0
PHASE 3 0 0

STA. 1307+99.42 SS XING

PHASE 1B 0 0
PHASE 3 0 0

1307+93.94

TUG SS PRES. R/W OHE — ℄ SURVEY 0.77' LT. — SS OHE WIL PRES. R/W

OHE

PHASE 1B 0 0
PHASE 3 0 0

STA. 1307+93.94 TUG XING

PHASE 1B 0 0
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		CROSS SECTIONS
APPROVED		
SQUAD	SRB	

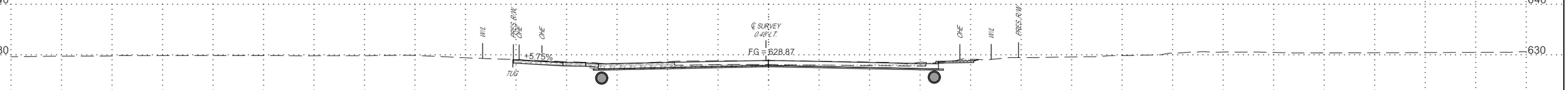
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X003

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

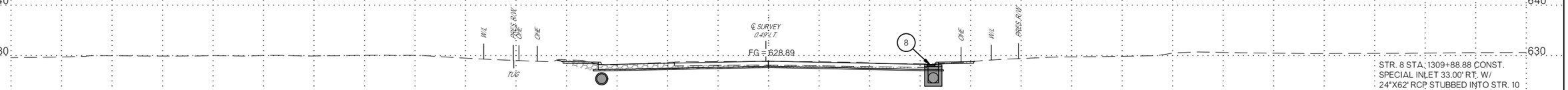
1310+00.00



PHASE 1B 6 5
PHASE 3 0 0

PHASE 1B 3 1
PHASE 3 0 0

1309+88.91

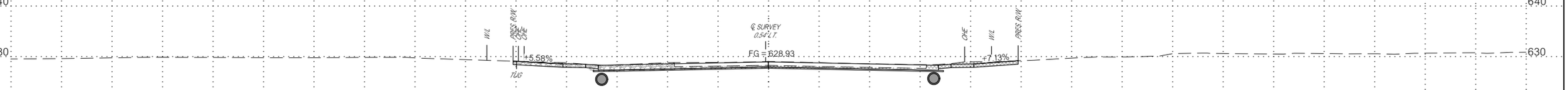


PHASE 1B 12 0
PHASE 3 0 0

PHASE 1B 22 0
PHASE 3 0 0

STR. 8 STA. 1309+88.88 CONST.
SPECIAL INLET 33.00' RT. W/
24"X62' RCP STUBBED INTO STR. 10
TG=628.23
FL IN=624.61 FL OUT=624.48

1309+57.15

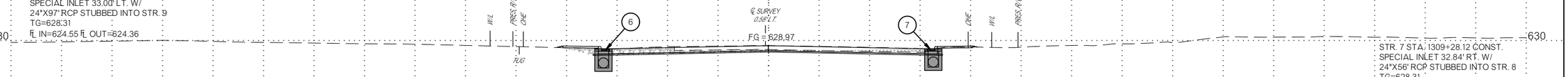


PHASE 1B 25 0
PHASE 3 0 0

PHASE 1B 17 3
PHASE 3 0 0

1309+26.20

STR. 6 STA. 1309+26.20 CONST.
SPECIAL INLET 33.00' LT. W/
24"X97' RCP STUBBED INTO STR. 9
TG=628.31
FL IN=624.55 FL OUT=624.36



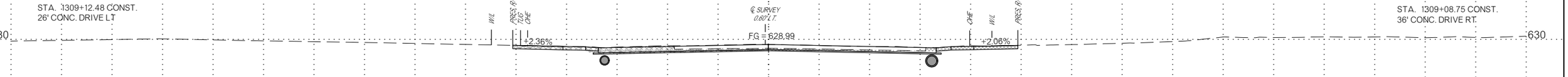
PHASE 1B 4 6
PHASE 3 0 0

PHASE 1B 6 1
PHASE 3 0 0

STR. 7 STA. 1309+28.12 CONST.
SPECIAL INLET 32.84' RT. W/
24"X56' RCP STUBBED INTO STR. 8
TG=628.31
FL IN=624.72 FL OUT=624.61

1309+12.48

STA. 1309+12.48 CONST.
26' CONC. DRIVE LT

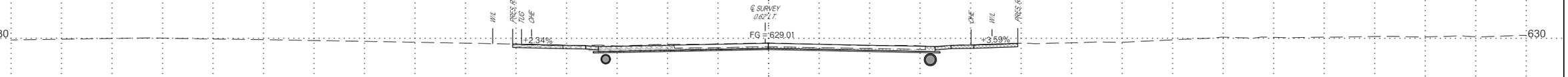


PHASE 1B 21 0
PHASE 3 0 0

PHASE 1B 10 0
PHASE 3 0 0

STA. 1309+08.75 CONST.
36' CONC. DRIVE RT.

1309+00.00



PHASE 1B 22 0
PHASE 3 0 0

PHASE 1B 8 0
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

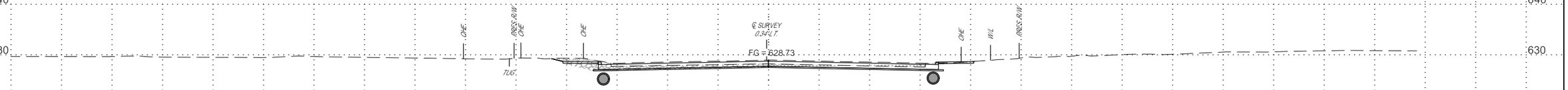
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X004

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1311+00.00

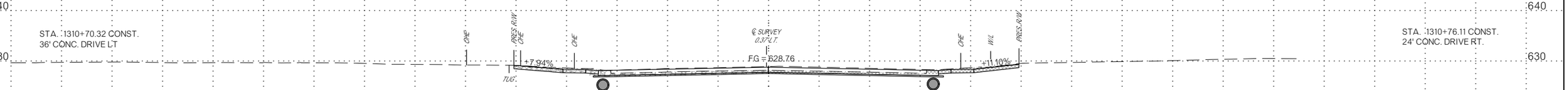


PHASE 1B 7 4
PHASE 3 0 0

PHASE 1B 14 1
PHASE 3 0 0

1310+78.19

STA. 1310+70.32 CONST.
36' CONC. DRIVE LT

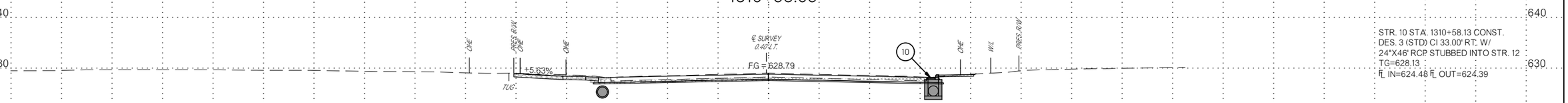


STA. 1310+76.11 CONST.
24' CONC. DRIVE RT.

PHASE 1B 28 0
PHASE 3 0 0

PHASE 1B 13 2
PHASE 3 0 0

1310+58.05

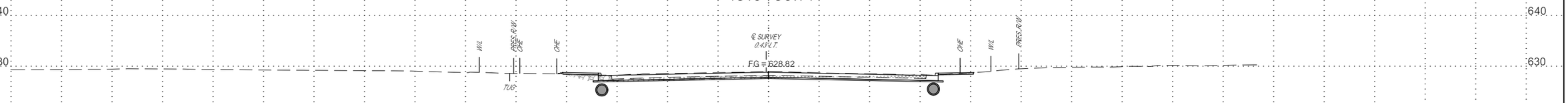


STR. 10 STA. 1310+58.13 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X46' RCP STUBBED INTO STR. 12
TG=628.13
FL IN=624.48 FL OUT=624.39

PHASE 1B 7 6
PHASE 3 0 0

PHASE 1B 5 4
PHASE 3 0 0

1310+35.77



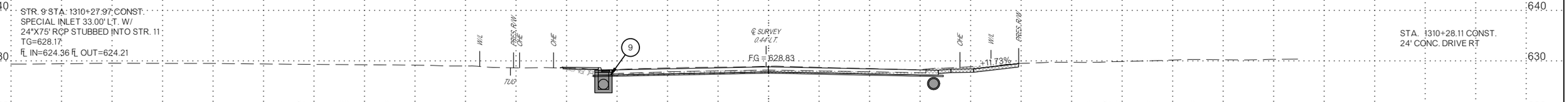
PHASE 1B 6 5
PHASE 3 0 0

STA. 1310+35.77 W/L XING

PHASE 1B 5 0
PHASE 3 0 0

1310+27.97

STR. 9 STA. 1310+27.97 CONST.
SPECIAL INLET 33.00' LT. W/
24"X75' RCP STUBBED INTO STR. 11
TG=628.17
FL IN=624.36 FL OUT=624.21



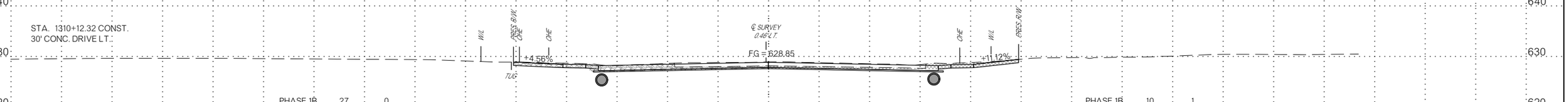
STA. 1310+28.11 CONST.
24' CONC. DRIVE RT

PHASE 1B 29 0
PHASE 3 0 0

PHASE 1B 12 0
PHASE 3 0 0

1310+16.43

STA. 1310+12.32 CONST.
30' CONC. DRIVE LT.



PHASE 1B 27 0
PHASE 3 0 0

PHASE 1B 10 1
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X005

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1312+72.12

Sta. 1312+72.18 INLET
38.70' Lt. OF ℄ W/18" RCP
STUBBED INTO RCB
TG Elev. = 628.82
SE ℄ Elev. = 624.39
(REMOVE)

℄ SURVEY
0.19' LT.
FG = 628.49

Sta. 1312+72.93 INLET
40.04' Rt. OF ℄ W/ 18" RCP
STUBBED TO RCB
TG ELEV. = 627.52
NW ℄ Elev. =625.01
(REMOVE)

STR. 15 STA. 1312+74.23 CONST.
SPECIAL INLET 33.00' RT. W/
30"X16' RCP STUBBED INTO STR. 17
TG=627.90
℄ IN=623.62 ℄ OUT=623.58

PHASE 1B 5 9
PHASE 3 0 0

PHASE 1B 20 6
PHASE 3 0 0

1312+34.72

STA. 1312+22.69 CONST.
36' CONC. DRIVE LT.

℄ SURVEY
0.19' LT.
FG = 628.54
+8.01%
+5.87%

STA. 1312+43.86 CONST.
24' CONC. DRIVE RT.

PHASE 1B 24 0
PHASE 3 0 0

PHASE 1B 23 2
PHASE 3 0 0

1312+00.00

℄ SURVEY
0.20' LT.
FG = 628.59

PHASE 1B 12 3
PHASE 3 0 0

PHASE 1B 8 2
PHASE 3 0 0

1311+80.87

STR. 14 STA. 1311+82.10 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X120' RCP STUBBED INTO STR. 16
TG=627.95
℄ IN=624.09 ℄ OUT=623.85

℄ SURVEY
0.23' LT.
FG = 628.61

STR. 13 STA. 1311+78.02 CONST.
SPECIAL INLET 33.00' RT. W/
30"X80' RCP STUBBED INTO STR. 15
TG=627.96
℄ IN=623.79 ℄ OUT=623.62

PHASE 1B 12 3
PHASE 3 0 0

PHASE 1B 26 2
PHASE 3 0 0

1311+45.51

℄ SURVEY
0.28' LT.
FG = 628.66
+9.50%

STA. 1311+35.11 CONST.
24' CONC. DRIVE RT.

PHASE 1B 28 0
PHASE 3 0 0

PHASE 1B 23 2
PHASE 3 0 0

1311+11.90

STR. 11 STA. 1311+10.68 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X61' RCP STUBBED INTO STR. 14
TG=628.05
℄ IN=624.21 ℄ OUT=624.09

℄ SURVEY
0.32' LT.
FG = 628.71

STR. 12 STA. 1311+14.88 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X50' RCP STUBBED INTO STR. 13
TG=628.05
℄ IN=624.39 ℄ OUT=624.29

PHASE 1B 9 3
PHASE 3 0 0

PHASE 1B 3 1
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

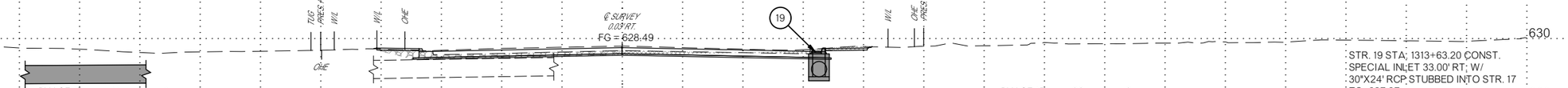
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X006

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1313+63.30

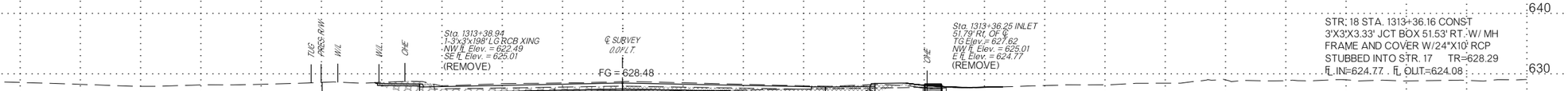


PHASE 1B 11 2
PHASE 3 0 0

PHASE 1B 26 3
PHASE 3 0 0

STR. 19 STA. 1313+63.20 CONST.
SPECIAL INLET 33.00' RT. W/
30"X24" RCP STUBBED INTO STR. 17
TG=627.87
FL IN=623.69 FL OUT=623.58

1313+36.18

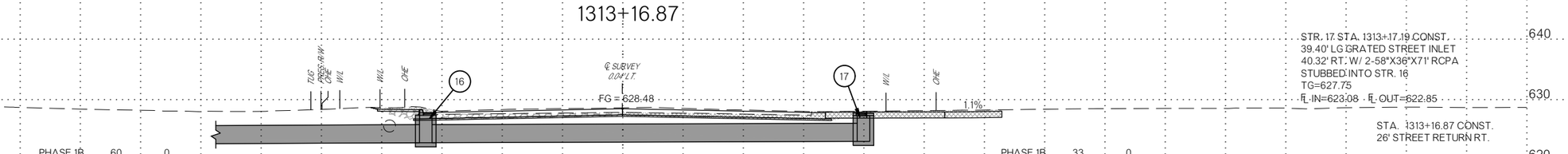


PHASE 1B 40 3
PHASE 3 0 0

PHASE 1B 36 1
PHASE 3 0 0

STR. 18 STA. 1313+36.16 CONST
3'X3'X3.33' JCT BOX 51.53' RT. W/ MH
FRAME AND COVER W/24"X10' RCP
STUBBED INTO STR. 17 TR=628.29
FL IN=624.77 . FL OUT=624.08

1313+16.87



STR. 16 STA. 1313+17.19 CONST.
DES. 3 (STD) CI 33.00' LT. W/
6'X3'X128' RCB STUBBED INTO STR. 20
TG=627.82
FL IN=622.85 . FL OUT=622.45

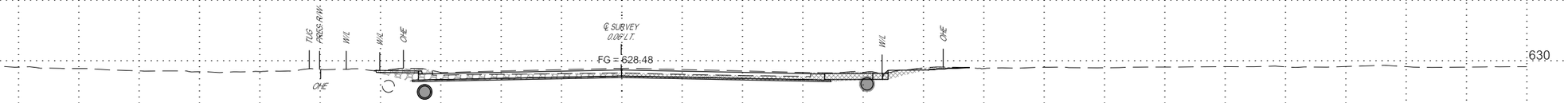
PHASE 1B 60 0
PHASE 3 0 0

PHASE 1B 33 0
PHASE 3 0 0

STR. 17 STA. 1313+17.19 CONST.
39.40' LG GRATED STREET INLET
40.32' RT. W/ 2-58"X36"X71' RCPA
STUBBED INTO STR. 16
TG=627.75
FL IN=623.08 . FL OUT=622.85

STA. 1313+16.87 CONST.
26' STREET RETURN RT.

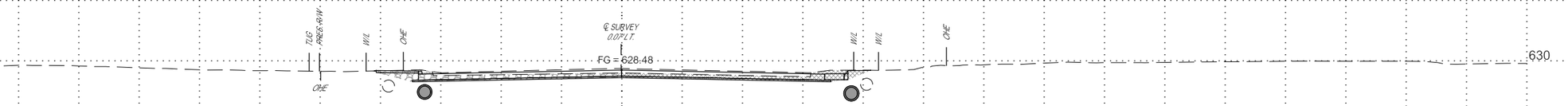
1313+00.00



PHASE 1B 46 0
PHASE 3 0 0

PHASE 1B 10 0
PHASE 3 0 0

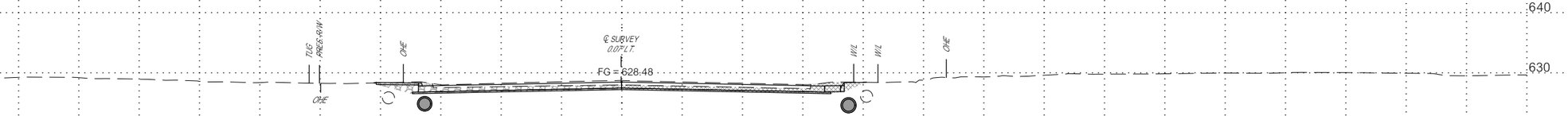
1312+93.21



PHASE 1B 37 0
PHASE 3 0 0

PHASE 1B 1 0
PHASE 3 0 0

1312+92.20



PHASE 1B 35 0
PHASE 3 0 0

PHASE 1B 15 3
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

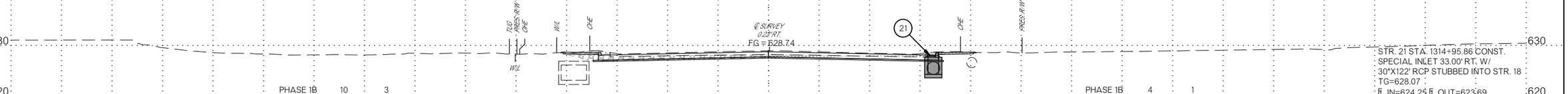
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X007

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

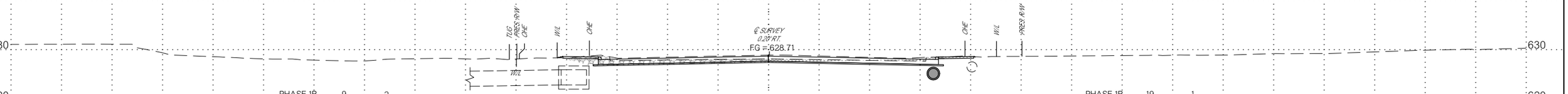
1315+00.00



STR. 21 STA. 1314+95.86 CONST.
SPECIAL INLET 33.00' RT. W/
30"X122' RCP STUBBED INTO STR. 18
TG=628.07
FL IN=624.25 FL OUT=623.69

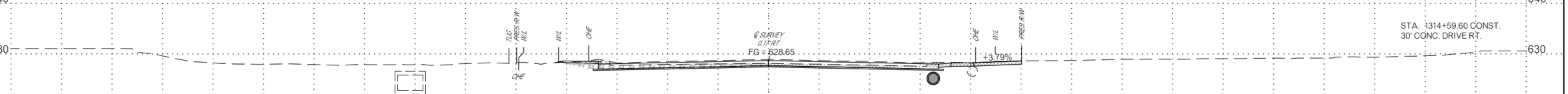
PHASE 1B	10	3		PHASE 1B	4	1	
PHASE 3	0	0		PHASE 3	0	0	

1314+88.20



PHASE 1B	9	2		PHASE 1B	19	1	
PHASE 3	0	0		PHASE 3	0	0	

1314+60.60

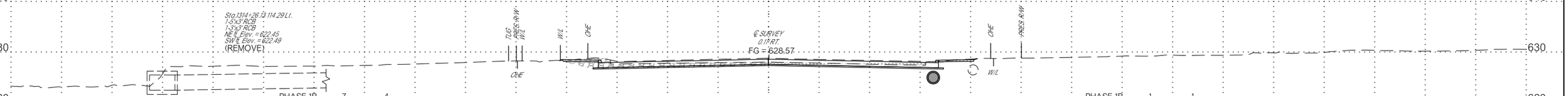


STA. 1314+59.60 CONST.
30' CONC. DRIVE RT.

PHASE 1B	28	0		PHASE 1B	26	3	
PHASE 3	0	0		PHASE 3	0	0	

1314+21.74

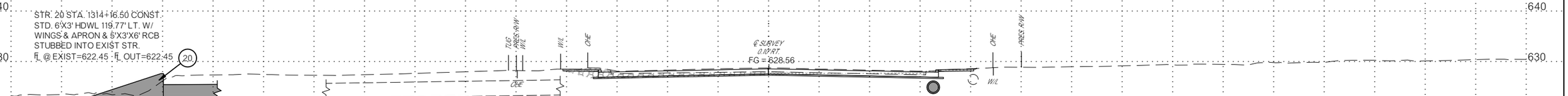
Sta 1314+26.13 114.29 Lt.
1-5'x3' RCB
1-3'x3' RCB
NE fl. Elev. = 622.45
SW fl. Elev. = 622.49
(REMOVE)



PHASE 1B	7	4		PHASE 1B	1	1	
PHASE 3	0	0		PHASE 3	0	0	

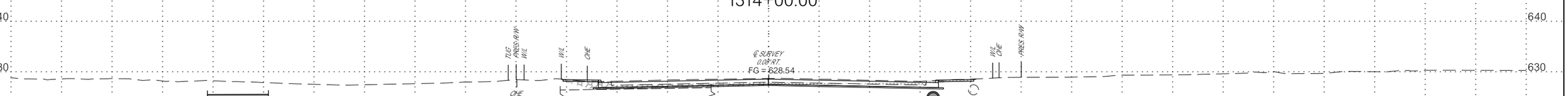
1314+15.80

STR. 20 STA. 1314+16.50 CONST.
STD. 6'X3' HDWL 119.77' LT. W/
WINGS & APRON & 5'X3'X6' RCB
STUBBED INTO EXIST STR.
FL @ EXIST=622.45 FL OUT=622.45



PHASE 1B	8	4		PHASE 1B	4	2	
PHASE 3	0	0		PHASE 3	0	0	

1314+00.00



PHASE 1B	8	4		PHASE 1B	13	4	
PHASE 3	0	0		PHASE 3	0	0	

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

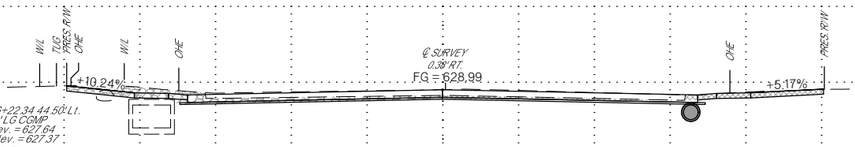
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X008

C:\DARYL\116591 MAYES\3196304-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1316+16.35



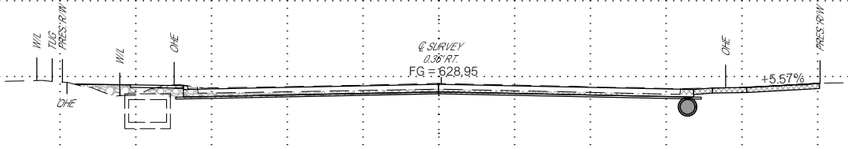
Sta.1316+22.34 44.50' Lt.
1-18"x31' LG CGMP
NE ft. Elev. = 627.64
SW ft. Elev. = 627.37
(REMOVE)

STA. 1316+10.96 CONST.
24' CONC. DRIVE RT.

	PHASE 1B	20	0
	PHASE 3	0	0

	PHASE 1B	12	0
	PHASE 3	0	0

1316+00.00



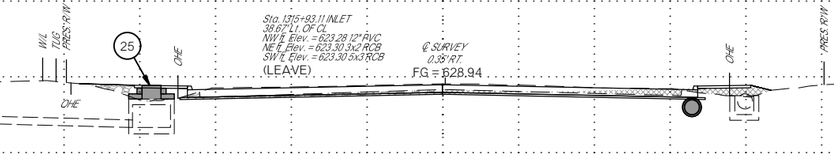
	PHASE 1B	22	0
	PHASE 3	0	0

	PHASE 1B	3	2
	PHASE 3	0	0

1315+93.42

STR. 25 STA. 1315+93.11 CAP &
ADD MANHOLE COVER TO EXIST.
INLET 38.41' LT.
TR=628.85

Sta.1315+90.13 M.H.
93.72' LT. OF ℄ 6" PVC
TG ELEV. = 628.51
SE ft. Elev. 12" PVC = 624.68
SW ft. Elev. 6" PVC = 624.73
(LEAVE)



Sta.1315+93.11 INLET
38.67' LT. OF ℄
NW ft. Elev. = 623.28 12" PVC
NE ft. Elev. = 623.30 3x2 RCB
SW ft. Elev. = 623.30 3x3 RCB
(LEAVE)

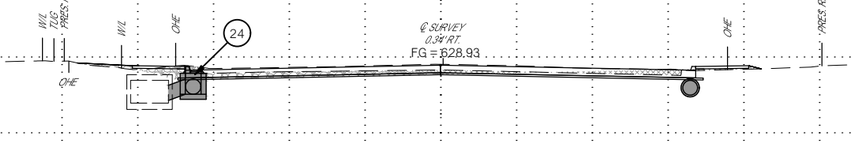
Sta.1315+93.37 INLET
39.83' Rt. OF ℄ W/18" RCP
TG= 627.58
SW ft. Elev. = 625.02
(CAP)

	PHASE 1B	3	17
	PHASE 3	0	0

	PHASE 1B	0	3
	PHASE 3	0	0

1315+86.96

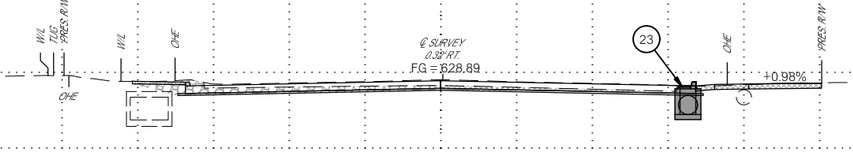
STR. 24 STA. 1315+86.98 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.27
FL IN=625.10 FL OUT=624.27



	PHASE 1B	4	8
	PHASE 3	0	0

	PHASE 1B	9	3
	PHASE 3	0	0

1315+67.87



Sta.1315+72.27 126.09' Lt.
1-6"x79' LG PVC
NE ft. Elev. = 624.73
SW ft. Elev. = 625.65
(LEAVE)

STR. 23 STA. 1315+67.93 CONST.
SPECIAL INLET 33.00' RT. W/
30"X57' RCP STUBBED INTO STR. 21
TG=628.23
FL IN=624.45 FL OUT=624.25

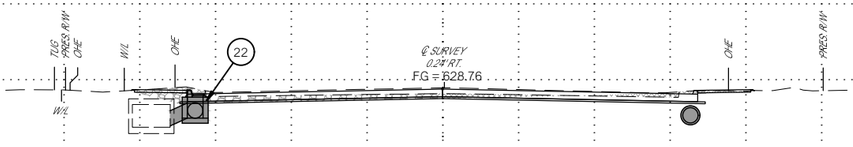
STA. 1315+70.87 CONST.
30' CONC. DRIVE RT.

	PHASE 1B	21	0
	PHASE 3	0	0

	PHASE 1B	30	3
	PHASE 3	0	0

1315+10.94

STR. 22 STA. 1315+10.96 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.10
FL IN=624.93 FL OUT=623.91



	PHASE 1B	7	3
	PHASE 3	0	0

	PHASE 1B	3	1
	PHASE 3	0	0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

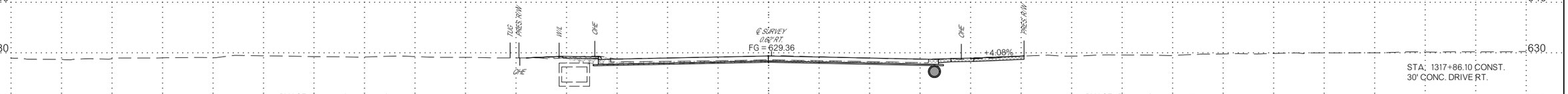
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X009

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

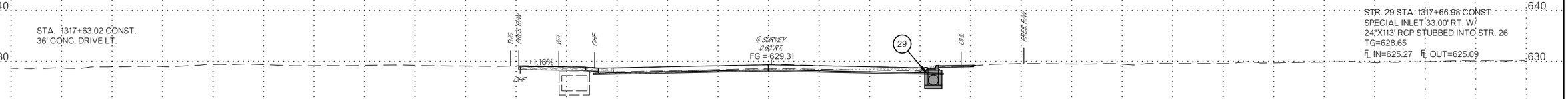
1317+86.10



PHASE 1B 19 0 — PHASE 1B 8 2
PHASE 3 0 0 — PHASE 3 0 0

STA. 1317+86.10 CONST.
30' CONC. DRIVE RT.

1317+66.98

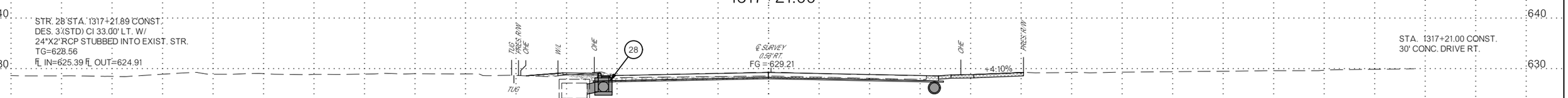


STA. 1317+63.02 CONST.
36' CONC. DRIVE LT.

PHASE 1B 4 6 — PHASE 1B 20 5
PHASE 3 0 0 — PHASE 3 0 0

STR. 29 STA. 1317+66.98 CONST.
SPECIAL INLET 33.00' RT. W/
24"X113' RCP STUBBED INTO STR. 26
TG=628.65
FL IN=625.27 FL OUT=625.09

1317+21.00

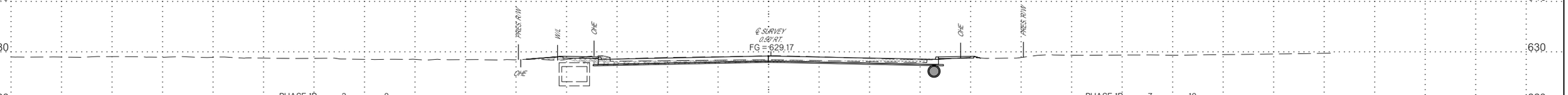


STR. 28 STA. 1317+21.89 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.56
FL IN=625.39 FL OUT=624.91

PHASE 1B 19 0 — PHASE 1B 9 3
PHASE 3 0 0 — PHASE 3 0 0

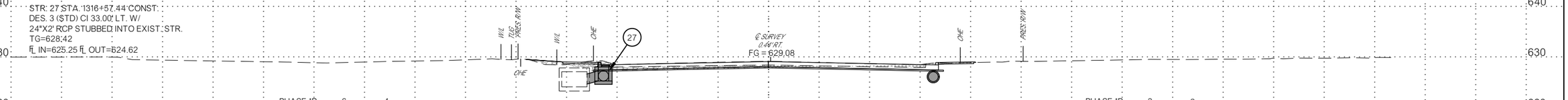
STA. 1317+21.00 CONST.
30' CONC. DRIVE RT.

1317+00.00



PHASE 1B 3 8 — PHASE 1B 7 10
PHASE 3 0 0 — PHASE 3 0 0

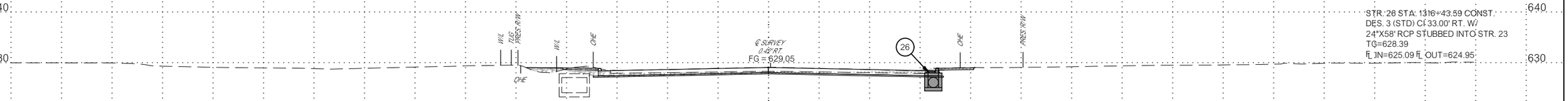
1316+57.44



STR. 27 STA. 1316+57.44 CONST.
DES. 3 ($TD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.42
FL IN=625.25 FL OUT=624.62

PHASE 1B 6 4 — PHASE 1B 3 2
PHASE 3 0 0 — PHASE 3 0 0

1316+43.70



PHASE 1B 6 5 — PHASE 1B 13 2
PHASE 3 0 0 — PHASE 3 0 0

STR. 26 STA. 1316+43.59 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X58' RCP STUBBED INTO STR. 23
TG=628.39
FL IN=625.09 FL OUT=624.95

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X010

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

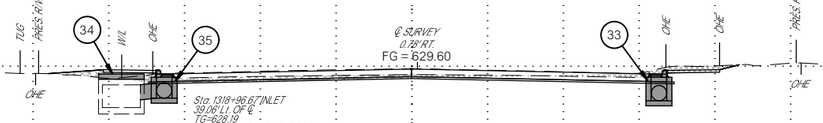
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1319+00.00

STR. 35 STA. 1318+97.71 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.94
FL IN=625.77 FL OUT=625.54

STR. 34 STA. 1318+96.75
CAP EXIST. INLET 38.48' LT.

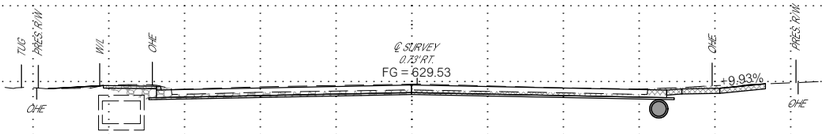


STR. 33 STA. 1318+96.53 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X64' RCP STUBBED INTO STR. 32
TG=628.93
FL IN=625.43 FL OUT=625.34

PHASE 1B	12	4	
PHASE 3	0	0	

PHASE 1B	23	2	
PHASE 3	0	0	

1318+66.08

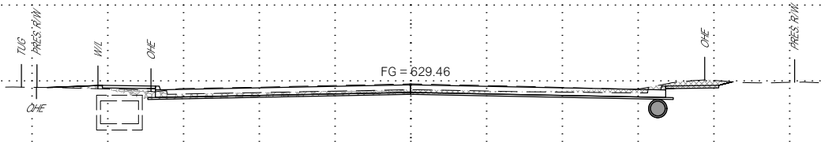


STA. 1317+86.10 CONST.
30' CONC. DRIVE RT.

PHASE 1B	24	0	
PHASE 3	0	0	

PHASE 1B	20	2	
PHASE 3	0	0	

1318+36.82

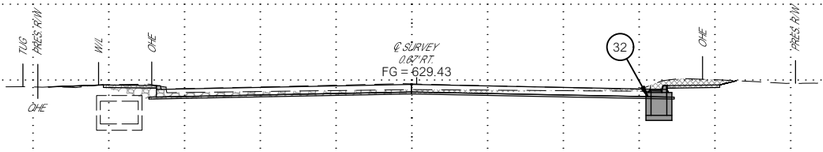


STA. 1318+36.82 W/L XING

PHASE 1B	12	4	
PHASE 3	0	0	

PHASE 1B	7	1	
PHASE 3	0	0	

1318+22.04



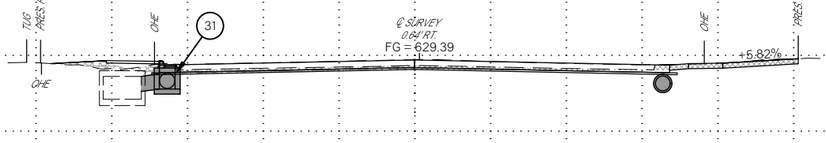
STR. 32 STA. 1318+22.04 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X48' RCP STUBBED INTO STR. 29
TG=628.77
FL IN=625.34 FL OUT=625.27

PHASE 1B	15	2	
PHASE 3	0	0	

PHASE 1B	15	0	
PHASE 3	0	0	

1318+00.00

STR. 31 STA. 1318+01.96 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=628.73
FL IN=625.56 FL OUT=625.24

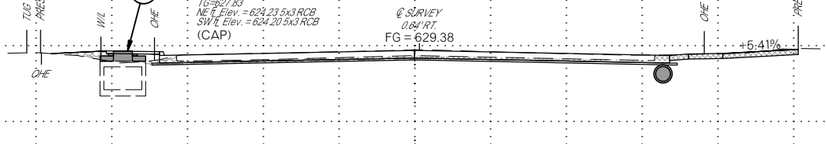


PHASE 1B	21	0	
PHASE 3	0	0	

PHASE 1B	2	0	
PHASE 3	0	0	

1317+96.71

STR. 30 STA. 1317+96.71 CAP &
ADD MANHOLE COVER TO EXIST.
INLET 38.48' LT.
TR=629.29



PHASE 1B	21	0	
PHASE 3	0	0	

PHASE 1B	7	0	
PHASE 3	0	0	

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X011

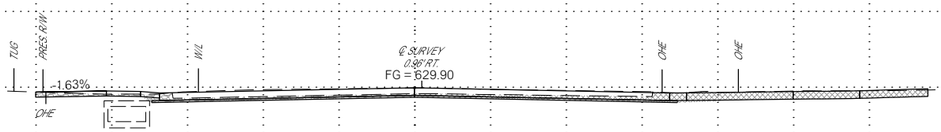
C:\DARYL\116591 MAYES\31963(04)--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1320+25.55

STA. 1320+36.26 CONST.
25' CONC. DRIVE LT.



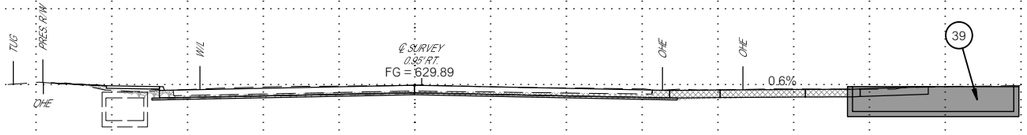
STA. 1320+35.83 CONST.
35' STREET RETURN RT.

STA. 1320+25.55 W/L XING

PHASE 1B	57	0	
PHASE 3	0	0	

PHASE 1B	13	0	
PHASE 3	0	0	

1320+19.13

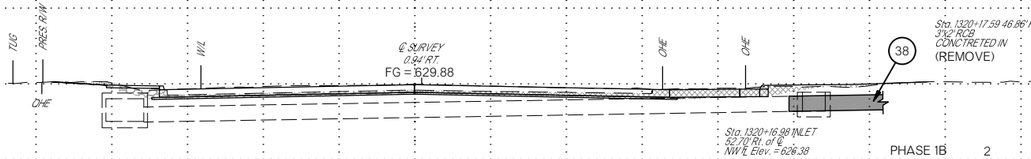


STR. 39 STA. 1320+18.72 CONST.
DES. 3 (STD) CI 68.45' RT. W/
24"X2' RCP STUBBED INTO STR. 38
TG=629.71
FL IN=626.42 FL OUT=626.42

PHASE 1B	57	0	
PHASE 3	0	0	

PHASE 1B	6	0	
PHASE 3	0	0	

1320+15.42



Sta. 1320+17.59 46.86' Rt.
3'X2' RCB
CONCRETED IN
(REMOVE)

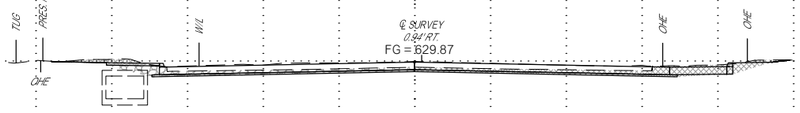
Sta. 1320+16.98 INLET
32.70' Rt. of ℄
NW FL Elev. = 626.38
(REMOVE)

STR. 38 STA. 1320+16.03 EXTEND
EXIST. 3'X2' RCB 12.00' RT.
FL IN=626.42 FL OUT=626.38

PHASE 1B	43	1	
PHASE 3	0	0	

PHASE 1B	2	0	
PHASE 3	0	0	

1320+12.26



STA. 1320+12.26 OHE XING

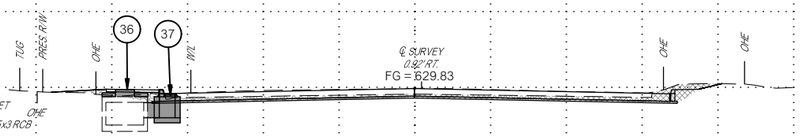
PHASE 1B	38	0	
PHASE 3	0	0	

PHASE 1B	15	0	
PHASE 3	0	0	

1320+00.00

STR. 37 STA. 1319+97.52 CONST.
DES. 3 (STD) CI 33.00' LT. W/
24"X2' RCP STUBBED INTO EXIST. STR.
TG=629.17
FL IN=626.00 FL OUT=625.99

STR. 36 STA. 1319+96.84 CAP &
ADD MANHOLE COVER TO EXIST.
INLET 38.23' LT.
TR=629.72



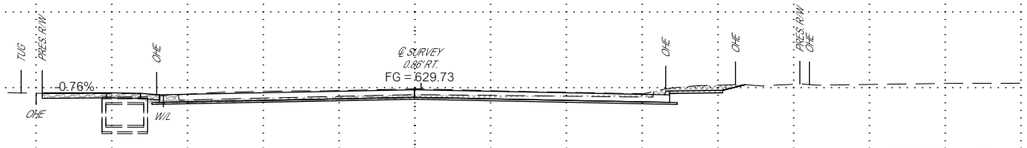
Sta. 1319+97.03 INLET
38.98' Lt. w/rg cl
N'E Elev. = 624.99 5x3 RCB
S'E Elev. = 625.00
F'E Elev. = FILLED W/CONCRETE
(CAP)

PHASE 1B	31	0	
PHASE 3	0	0	

PHASE 1B	34	2	
PHASE 3	0	0	

1319+58.58

STA. 1319+58.58 CONST.
36' CONC. DRIVE LT.



PHASE 1B	14	2	
PHASE 3	0	0	

PHASE 1B	28	7	
PHASE 3	0	0	

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

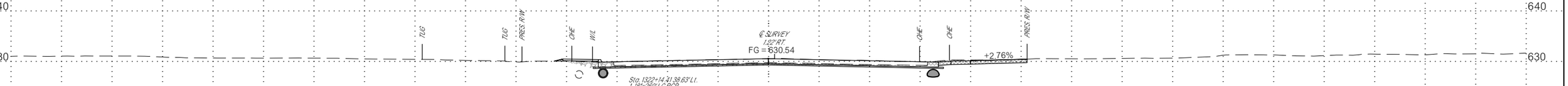
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X012

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

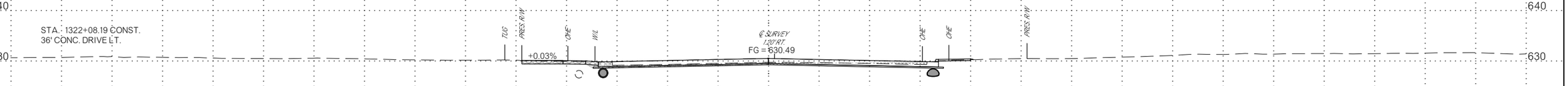
1322+15.30



PHASE 1B 21 0 — PHASE 1B 7 1
PHASE 3 0 0 — PHASE 3 0 0

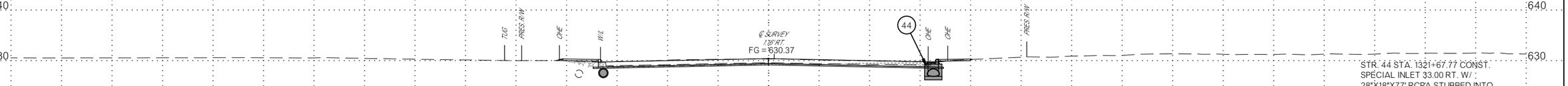
1322+00.00

STA. 1322+08.19 CONST.
36' CONC. DRIVE LT.



PHASE 1B 4 5 — PHASE 1B 4 8
PHASE 3 0 0 — PHASE 3 0 0

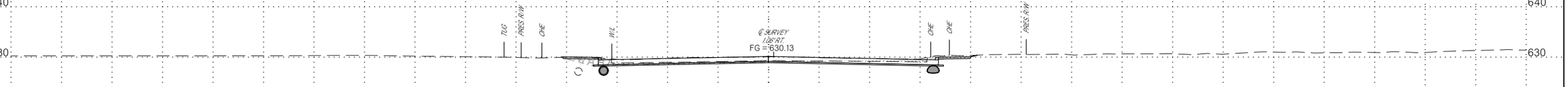
1321+67.75



STR. 44 STA. 1321+67.77 CONST.
SPECIAL INLET 33.00 RT. W/
28"X18"X77' RCPA STUBBED INTO
STR. 42 TG=629.71
FL IN=626.85 FL OUT=626.71

PHASE 1B 2 8 — PHASE 1B 14 15
PHASE 3 0 0 — PHASE 3 0 0

1321+00.00

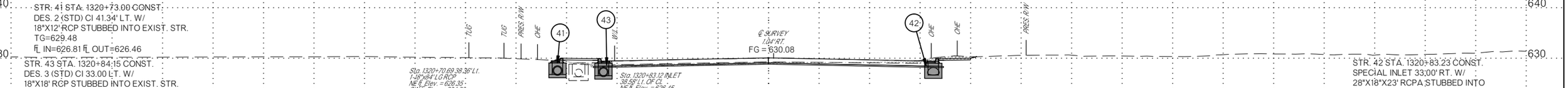


PHASE 1B 8 4 — PHASE 1B 5 2
PHASE 3 0 0 — PHASE 3 0 0

1320+83.31

STR. 41 STA. 1320+73.00 CONST.
DES. 2 (STD) CI 41.34' LT. W/
18"X12' RCP STUBBED INTO EXIST. STR.
TG=629.48
FL IN=626.81 FL OUT=626.46

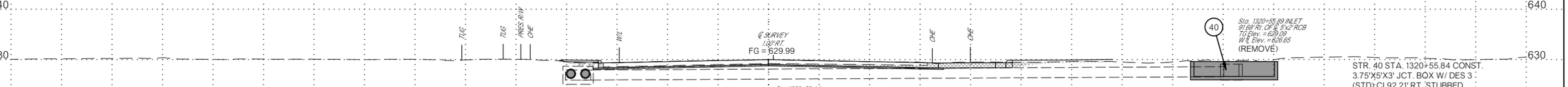
STR. 43 STA. 1320+84.15 CONST.
DES. 3 (STD) CI 33.00 LT. W/
18"X18' RCP STUBBED INTO EXIST. STR.
TG=629.42
FL IN=626.54 FL OUT=626.46



STR. 42 STA. 1320+83.23 CONST.
SPECIAL INLET 33.00' RT. W/
28"X18"X23' RCPA STUBBED INTO
EXIST. STR. TG=629.42
FL IN=626.67 FL OUT=626.62

PHASE 1B 9 4 — PHASE 1B 28 2
PHASE 3 0 0 — PHASE 3 0 0

1320+55.28



STR. 40 STA. 1320+55.84 CONST.
3.75'X5'X3' JCT. BOX W/ DES 3
(STD) CI 92.21' RT. STUBBED
INTO EXIST. STR.
TG=629.61 FL =626.65

PHASE 1B 45 0 — PHASE 1B 56 0
PHASE 3 0 0 — PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

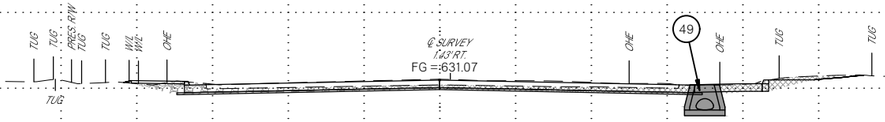
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X013

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1323+63.57



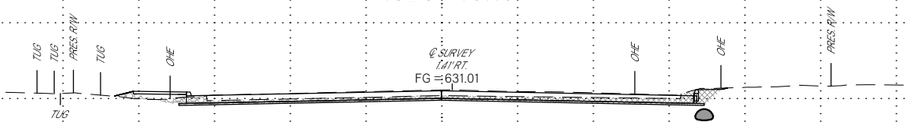
STR. 49 STA. 1323+63.57 CONST.
4' MH 35.00' RT. W/
28"X18"X106' RCPA STUBBED INTO
STR. 46 TR=630.44
FL IN=627.11 FL OUT=626.98

PHASE 1B 43 0
PHASE 3 0 0

STA. 1323+58.92 TUG XING

PHASE 1B 21 0
PHASE 3 0 0

1323+48.15



PHASE 1B 31 0
PHASE 3 0 0

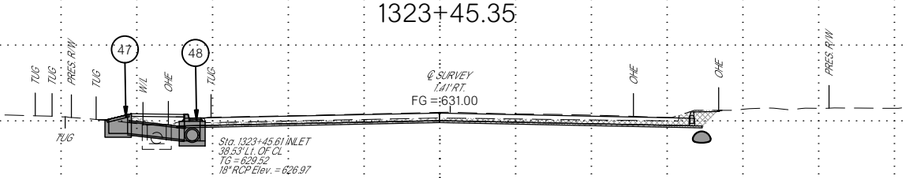
STA. 1323+48.15 TUG XING

PHASE 1B 3 0
PHASE 3 0 0

1323+45.35

STR. 47 STA. 1323+45.74 CONST.
SPEC. DES. TYPE 1 SMD 42.40 LT. W/
18"X6.31' RCP STUBBED INTO STR. 48
TG=630.50
FL IN= 628.27 OUT=627.55

STR. 48 STA. 1323+45.74 CONST.
DES. 2 (STD) CI 33.00 LT. W/
18"X97' RCP STUBBED INTO STR. 45
TG=630.34
FL IN= 627.34 OUT=626.98

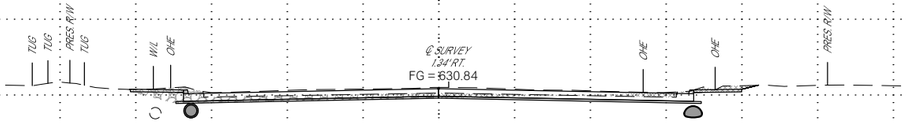


Sta. 1323+45.61 INLET
38.53' LT. OF CL
TG = 629.52
18" RCP Elev. = 626.97
(REMOVE)

PHASE 1B 31 0
PHASE 3 0 0

PHASE 1B 35 3
PHASE 3 0 0

1323+00.00

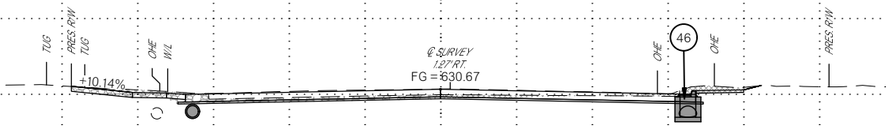


PHASE 1B 10 4
PHASE 3 0 0

PHASE 1B 20 5
PHASE 3 0 0

1322+51.23

STA. 1322+56.42 CONST.
24' CONC. DRIVE LT.



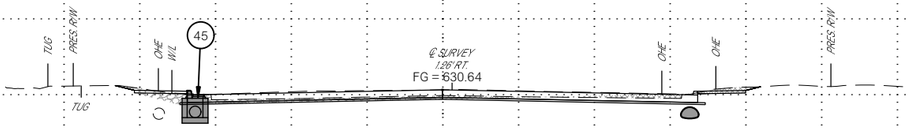
STR. 46 STA. 1322+51.23 CONST.
SPECIAL INLET 33.00 RT. W/
28"X18"X73' RCPA STUBBED INTO
STR. 44 TG=630.01
FL IN=626.98 FL OUT=626.85

PHASE 1B 11 2
PHASE 3 0 0

PHASE 1B 3 1
PHASE 3 0 0

1322+42.50

STR. 45 STA. 1322+42.50 CONST.
SPECIAL INLET 33.00 LT. W/
18"X147' RCP STUBBED INTO STR. 43
TG=629.98
FL IN=626.98 FL OUT=626.54



PHASE 1B 7 5
PHASE 3 0 0

PHASE 1B 14 2
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

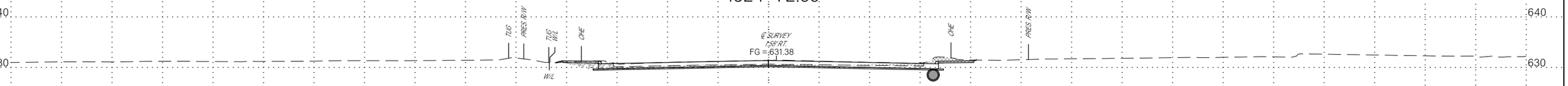
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X014

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

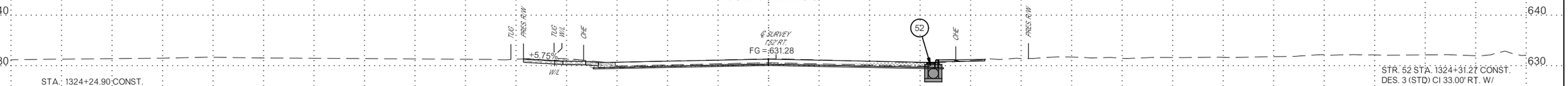
1324+72.55



PHASE 1B 11 4
PHASE 3 0 0

PHASE 1B 12 11
PHASE 3 0 0

1324+27.85



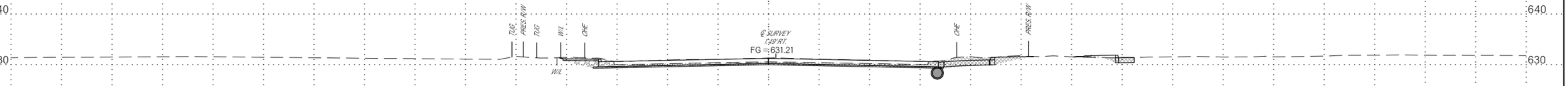
STA. 1324+24.90 CONST.
28' CONC. DRIVE LT.

PHASE 1B 3 9
PHASE 3 0 0

PHASE 1B 23 4
PHASE 3 0 0

STR. 52 STA. 1324+31.27 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X61' RCP STUBBED INTO STR. 49
TG=630.63;
FL IN=627.46 FL OUT=627.11

1324+04.63

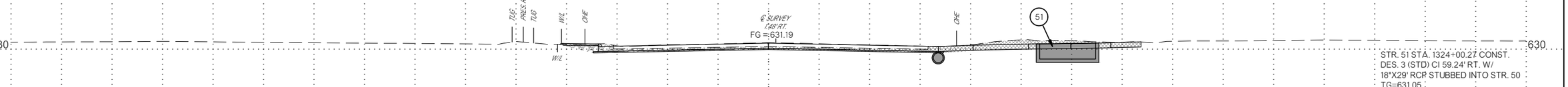


PHASE 1B 50 1
PHASE 3 0 0

STA. 1324+04.63 TUG XING

PHASE 1B 11 0
PHASE 3 0 0

1324+00.00

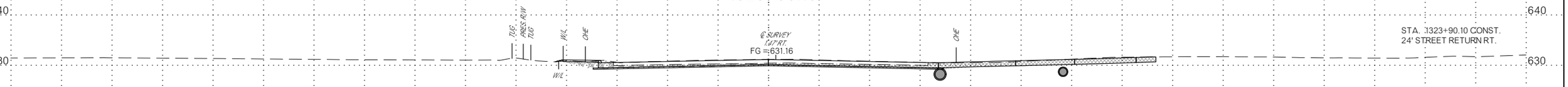


PHASE 1B 79 0
PHASE 3 0 0

PHASE 1B 26 0
PHASE 3 0 0

STR. 51 STA. 1324+00.27 CONST.
DES. 3 (STD) CI 59.24' RT. W/
18"X29' RCP STUBBED INTO STR. 50
TG=631.05
FL IN=628.05 FL OUT=627.77

1323+90.10

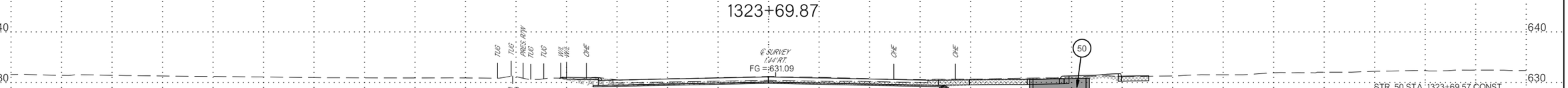


PHASE 1B 66 0
PHASE 3 0 0

PHASE 1B 50 0
PHASE 3 0 0

STA. 1323+90.10 CONST.
24' STREET RETURN RT.

1323+69.87



PHASE 1B 69 0
PHASE 3 0 0

PHASE 1B 13 0
PHASE 3 0 0

STR. 50 STA. 1323+69.57 CONST.
DES. 3 (STD) CI 56.61' RT. W/
24"X16' RCP STUBBED INTO STR. 49
TG=630.74
FL IN=627.27 FL OUT=627.11

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

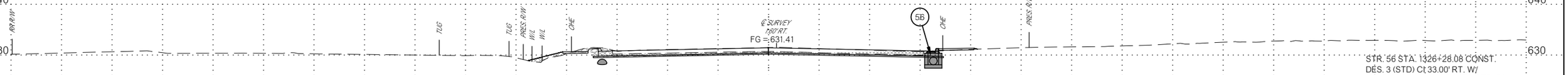
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X015

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

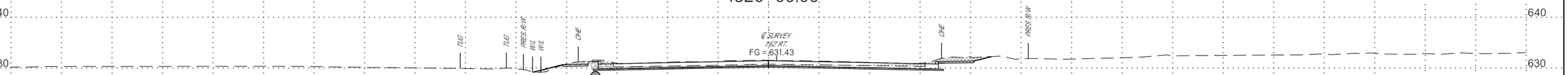
1326+28.08



STR. 56 STA. 1326+28.08 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X53' RCP STUBBED INTO STR. 59
TG=630.75
FL IN=628.08 FL OUT=628.03

PHASE 1B	3	9		PHASE 1B	9	7	
PHASE 3	0	0		PHASE 3	0	0	

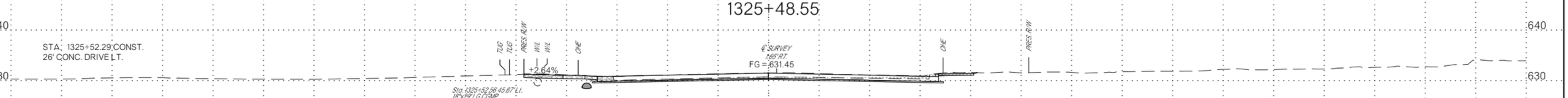
1326+00.00



PHASE 1B	14	4		PHASE 1B	21	9	
PHASE 3	0	0		PHASE 3	0	0	

1325+48.55

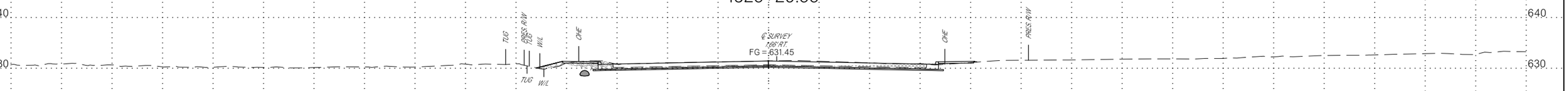
STA. 1325+52.29 CONST.
26' CONC. DRIVE LT.



Sta. 1325+52.56 45.67' LT.
18"x39' LG COMP
NE FL Elev. = 628.78
SW FL Elev. = 629.10
(REMOVE)

PHASE 1B	8	5		PHASE 1B	3	5	
PHASE 3	0	0		PHASE 3	0	0	

1325+29.55

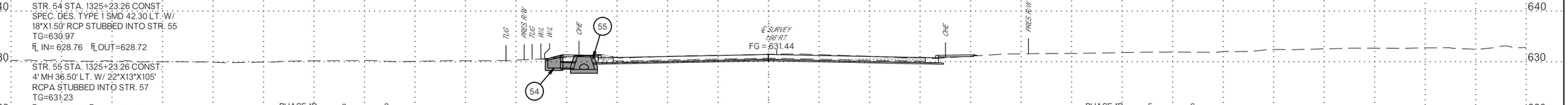


PHASE 1B	2	9		PHASE 1B	0	2	
PHASE 3	0	0		PHASE 3	0	0	

1325+23.26

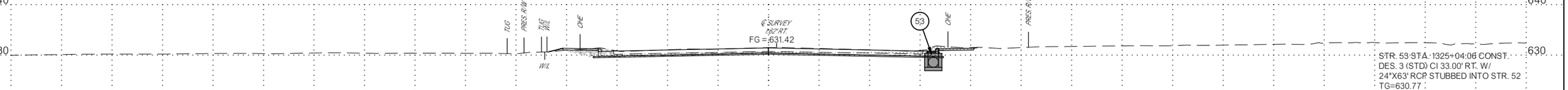
STR. 54 STA. 1325+23.26 CONST.
SPEC. DES. TYPE 1 SMD 42.30 LT. W/
18"X1.50' RCP STUBBED INTO STR. 55
TG=630.97
FL IN= 628.76 FL OUT=628.72

STR. 55 STA. 1325+23.26 CONST.
4' MH 36.50' LT. W/ 22"X13"X105'
RCPA STUBBED INTO STR. 57
TG=631.23
FL IN=628.49 FL OUT=628.07



PHASE 1B	2	8		PHASE 1B	5	6	
PHASE 3	0	0		PHASE 3	0	0	

1325+00.00



STR. 53 STA. 1325+04.06 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X63' RCP STUBBED INTO STR. 52
TG=630.77
FL IN=627.60 FL OUT=627.46

PHASE 1B	9	5		PHASE 1B	10	4	
PHASE 3	0	0		PHASE 3	0	0	

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

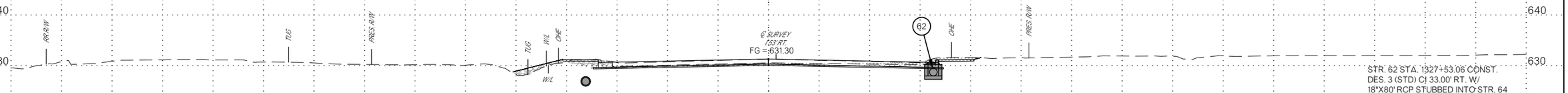
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X016

C:\DARYL\116591 MAYES\3196304-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1327+53.06

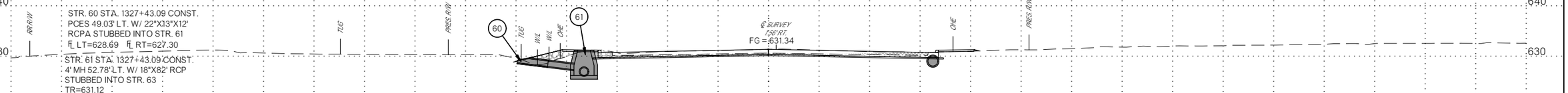


PHASE 1B 10 4
PHASE 3 0 0

PHASE 1B 12 9
PHASE 3 0 0

STR. 62 STA. 1327+53.06 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X80' RCP STUBBED INTO STR. 64
TG=630.64
FL IN=627.97 FL OUT=627.79

1327+04.18



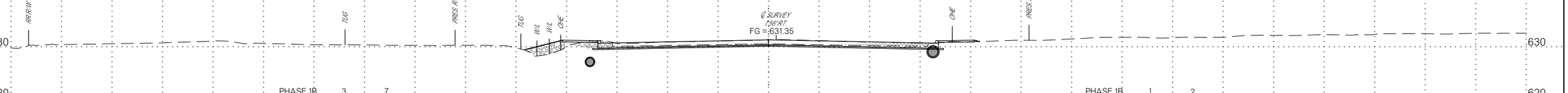
STR. 60 STA. 1327+43.09 CONST.
PCES 49.03' LT. W/ 22"X13"X12'
RCPA STUBBED INTO STR. 61
FL LT=628.69 FL RT=627.30

STR. 61 STA. 1327+43.09 CONST.
4' MH 52.78' LT. W/ 18"X82' RCP
STUBBED INTO STR. 63
TR=631.12
FL IN=626.16 FL OUT=626.00

PHASE 1B 3 6
PHASE 3 0 0

PHASE 1B 0 1
PHASE 3 0 0

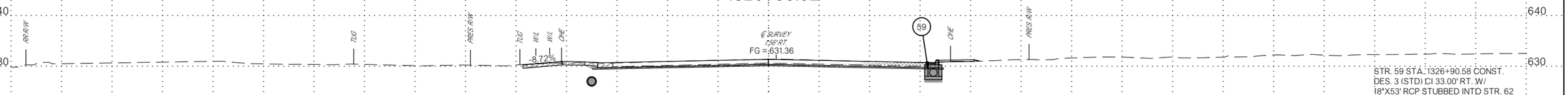
1327+00.00



PHASE 1B 3 7
PHASE 3 0 0

PHASE 1B 1 2
PHASE 3 0 0

1326+90.62

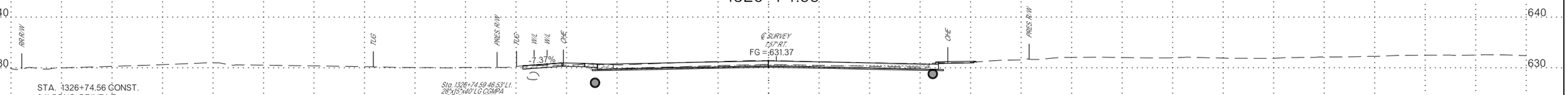


PHASE 1B 3 8
PHASE 3 0 0

PHASE 1B 2 4
PHASE 3 0 0

STR. 59 STA. 1326+90.58 CONST.
DES. 3 (STD) CI 33.00' RT. W/
18"X53' RCP STUBBED INTO STR. 62
TG=630.70
FL IN=628.03 FL OUT=627.97

1326+74.55



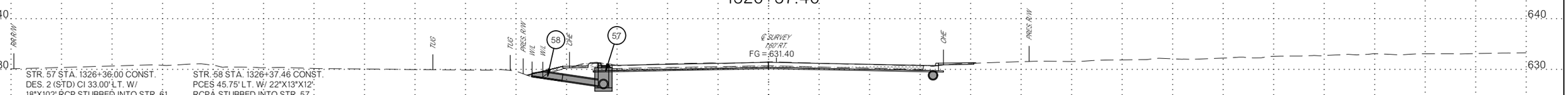
STA. 1326+74.56 CONST.
34' CONC. DRIVE LT.

Sta. 1326+74.59 46.53' LT.
28"x15"x40' LG COMPA
NE FL Elev. = 627.66
SW FL Elev. = 627.66
(REMOVE)

PHASE 1B 4 6
PHASE 3 0 0

PHASE 1B 6 10
PHASE 3 0 0

1326+37.46



STR. 57 STA. 1326+36.00 CONST.
DES. 2 (STD) CI 33.00' LT. W/
18"X102' RCP STUBBED INTO STR. 61
TG=630.74
FL IN=626.36 FL OUT=626.16

STR. 58 STA. 1326+37.46 CONST.
PCES 45.75' LT. W/ 22"X13"X12'
RCPA STUBBED INTO STR. 57
FL LT=628.74 FL RT=626.78

PHASE 1B 4 8
PHASE 3 0 0

PHASE 1B 1 3
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

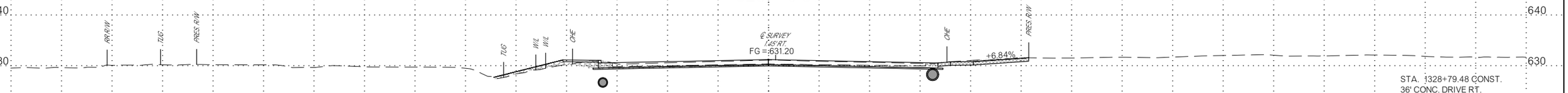
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X017

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1328+78.81

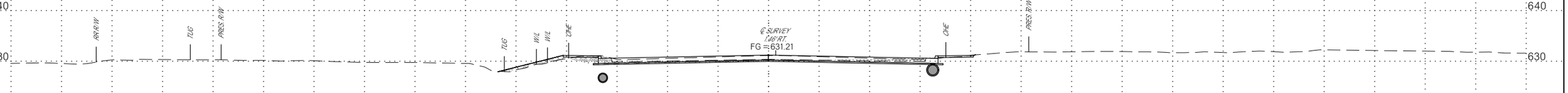


PHASE 1B 23 0
PHASE 3 0 0

PHASE 1B 9 2
PHASE 3 0 0

STA. 1328+79.48 CONST.
36' CONC. DRIVE RT.

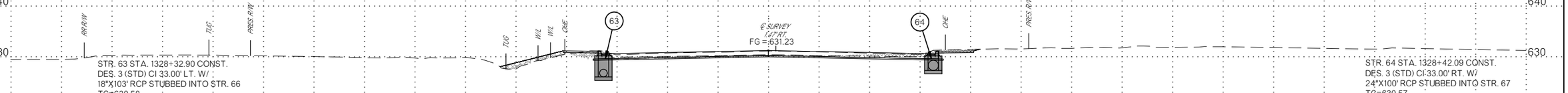
1328+59.81



PHASE 1B 3 7
PHASE 3 0 0

PHASE 1B 4 6
PHASE 3 0 0

1328+37.73



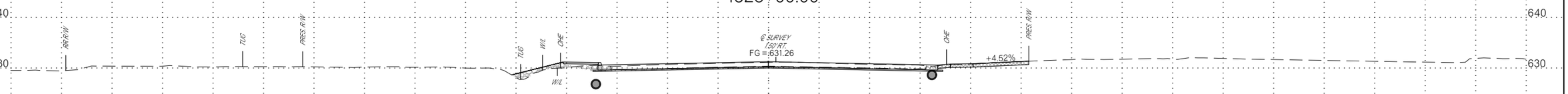
STR. 63 STA. 1328+32.90 CONST.
DES. 3 (STD) CI 33.00' LT. W/
18"X103' RCP STUBBED INTO STR. 66
TG=630.58
FL IN=626.00. FL OUT=625.80.

PHASE 1B 7 6
PHASE 3 0 0

PHASE 1B 17 5
PHASE 3 0 0

STR. 64 STA. 1328+42.09 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X100' RCP STUBBED INTO STR. 67
TG=630.57
FL IN=627.29. FL OUT=627.21.

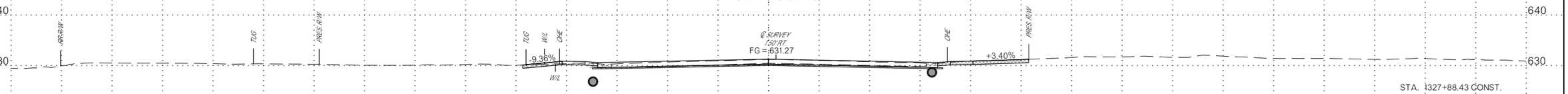
1328+00.00



PHASE 1B 16 0
PHASE 3 0 0

PHASE 1B 7 0
PHASE 3 0 0

1327+88.43

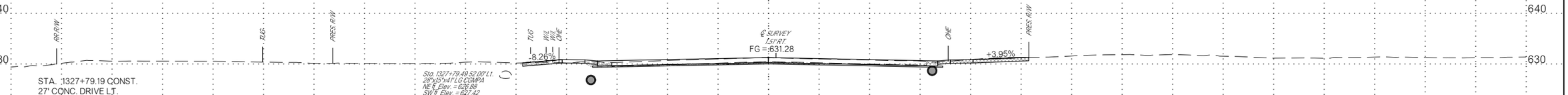


PHASE 1B 18 0
PHASE 3 0 0

PHASE 1B 6 0
PHASE 3 0 0

STA. 1327+88.43 CONST.
30' CONC. DRIVE RT.

1327+79.19



STA. 1327+79.19 CONST.
27' CONC. DRIVE LT.

Sta. 1327+79.49 52.00' LT.
28"x157'x41' LG CSMPA
NE ft. Elev. = 625.89
SW ft. Elev. = 627.42
(REMOVE)

PHASE 1B 18 0
PHASE 3 0 0

PHASE 1B 13 2
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

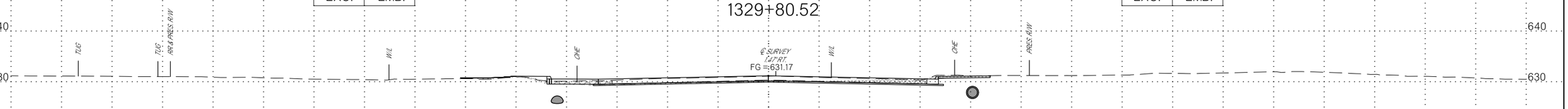
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X018

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

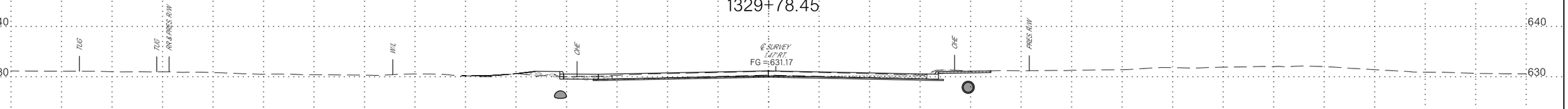
VOLUME CUBIC YARDS	
EXC.	EMB.

1329+80.52



PHASE 1B 7 11 — PHASE 1B 0 0
PHASE 3 0 0 — PHASE 3 0 0

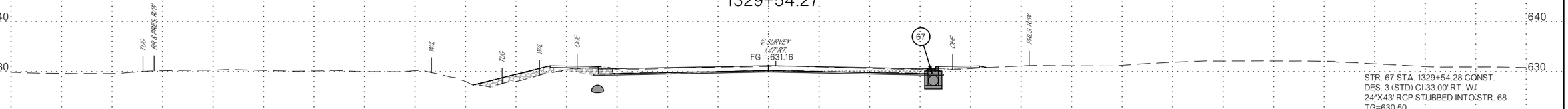
1329+78.45



PHASE 1B 7 12 — PHASE 1B 4 11
PHASE 3 0 0 — PHASE 3 0 0

STA. 1329+78.45 W/L XING

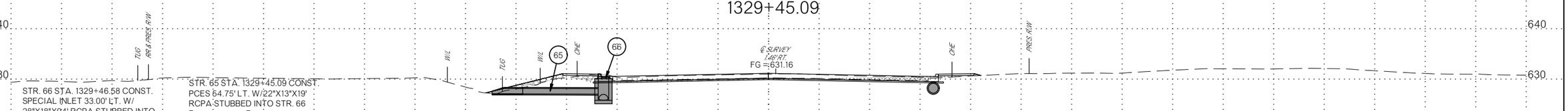
1329+54.27



STR. 67 STA. 1329+54.28 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X43' RCP STUBBED INTO STR. 68
TG=630.50
FL IN=627.21 FL OUT=627.15

PHASE 1B 1 14 — PHASE 1B 0 4
PHASE 3 0 0 — PHASE 3 0 0

1329+45.09

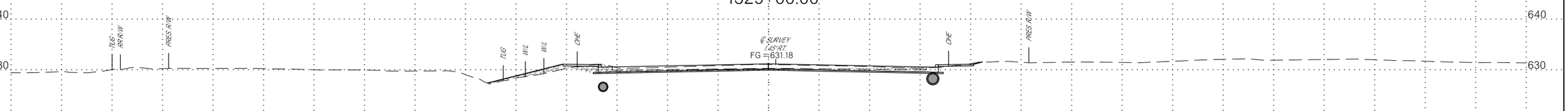


STR. 66 STA. 1329+46.58 CONST.
SPECIAL INLET 33.00' LT. W/
28"X18"X94' RCPA STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.50
FL IN=625.80 FL OUT=625.41

STR. 65 STA. 1329+45.09 CONST.
PCES 54.75' LT. W/22"X13"X19'
RCPA STUBBED INTO STR. 66
FL LT=627.10 FL RT=627.02

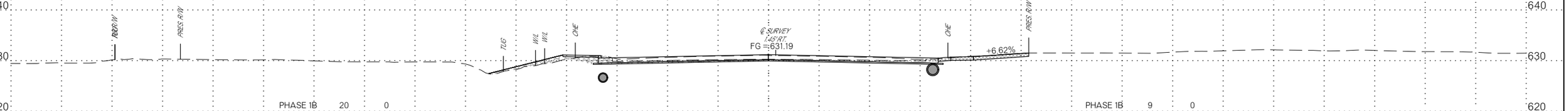
PHASE 1B 1 13 — PHASE 1B 4 17
PHASE 3 0 0 — PHASE 3 0 0

1329+00.00



PHASE 1B 3 7 — PHASE 1B 3 1
PHASE 3 0 0 — PHASE 3 0 0

1328+91.11



PHASE 1B 20 0 — PHASE 1B 9 0
PHASE 3 0 0 — PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X019

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1330+74.31

STR. 69 STA. 1330+71.62 CONST.
DES. 2 (STD) CI 33.00' LT. W/
24"X24' RCP STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.63
℄ LT=626.01 ℄ RT=626.27

PHASE 1B 1 18
PHASE 3 0 0

PHASE 1B 15 9
PHASE 3 0 0

STR. 70 STA. 1330+74.31 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X64' RCP STUBBED INTO STR. 69
TG=630.63
℄ LT=626.27 ℄ RT=626.46

1330+45.18

Sta. 1330+45.33
6'X3'X121' RCB XING
NE ℄ Elev. = 624.72
SW ℄ Elev. = 625.66
(LEAVE)

PHASE 1B 27 0
PHASE 3 0 0

PHASE 1B 16 0
PHASE 3 0 0

1330+31.92

STA. 1330+31.92 OHE XING

PHASE 1B 38 0
PHASE 3 0 0

PHASE 1B 12 0
PHASE 3 0 0

1330+23.31

Sta. 1330+24.06 62.71' Rt.
30"X39' LG RCP
NW ℄ Elev. = 625.56
SE ℄ Elev. = 626.64
(LEAVE)

Sta. 1330+23.81 57.50' Rt.
30"X39' LG RCP
NW ℄ Elev. = 625.52
SE ℄ Elev. = 626.52
(LEAVE)

STA. 1330+23.31 CONST.
24' STREET RETURN RT.

PHASE 1B 40 0
PHASE 3 0 0

PHASE 1B 21 0
PHASE 3 0 0

1330+09.67

STR. 68 STA. 1330+09.67 CONST.
4'X3'X36' RCB 94.34' RT. W/TYPE D6 SCES
℄ LT=627.15: ℄ OUT=626.52 ℄ RT=626.65

PHASE 1B 45 0
PHASE 3 0 0

PHASE 1B 11 5
PHASE 3 0 0

1330+00.00

STA. 1329+99.14 CONST.
29' STREET RETURN LT.

Sta. 1330+04.20 59.17' Lt.
24"x59' LG RCP
NE ℄ Elev. = 625.35
SW ℄ Elev. = 626.43
(REMOVE)

62.41' RT
ELEV = 626.52

PHASE 1B 19 32
PHASE 3 0 0

PHASE 1B 9 16
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

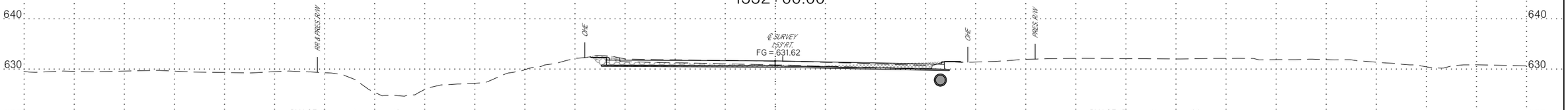
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X020

Z:\116591\DRAWINGS\31963O4-XS IN TOWN.DWG 9/2/2025 4:55 AM

END AREA SQUARE FEET	
EXC.	EMB.

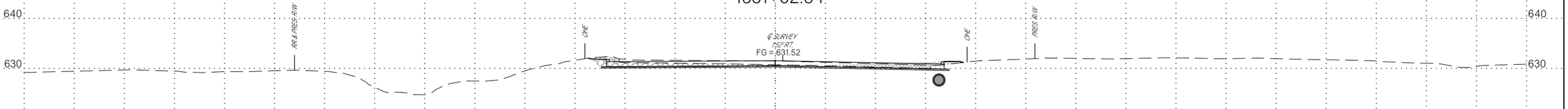
VOLUME CUBIC YARDS	
EXC.	EMB.

1332+00.00



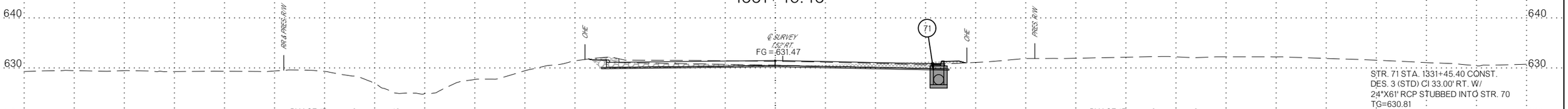
PHASE 1B	1	16	PHASE 1B	2	23
PHASE 3	0	0	PHASE 3	0	0

1331+62.84



PHASE 1B	1	17	PHASE 1B	0	12
PHASE 3	0	0	PHASE 3	0	0

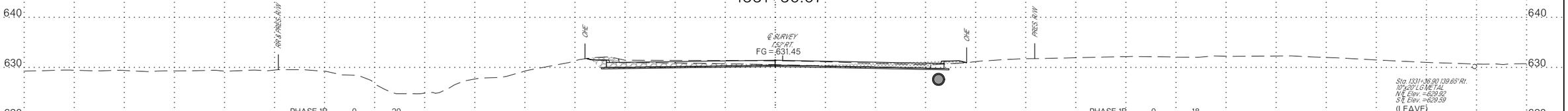
1331+45.43



PHASE 1B	0	19	PHASE 1B	0	6
PHASE 3	0	0	PHASE 3	0	0

STR. 71 STA. 1331+45.40 CONST.
DES. 3 (STD) CI 33.00' RT. W/
24"X61' RCP STUBBED INTO STR. 70
TG=630.81
FL IN=626.64 FL OUT=626.46.

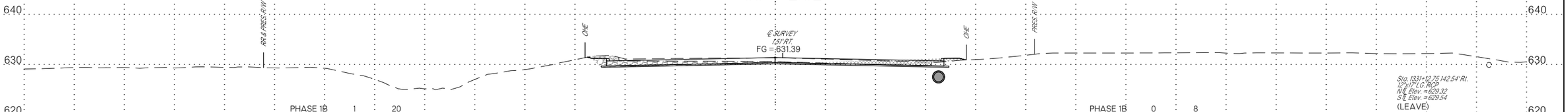
1331+36.67



PHASE 1B	0	20	PHASE 1B	0	18
PHASE 3	0	0	PHASE 3	0	0

Sta. 1331+36.90 139.65' Rt.
12"x30' LG RCP TAL
N.E. Elev. =629.92
S.E. Elev. =629.59
(LEAVE)

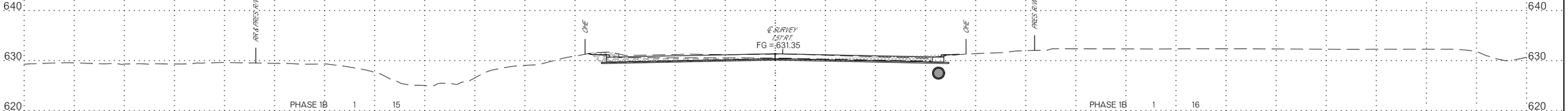
1331+12.52



PHASE 1B	1	20	PHASE 1B	0	8
PHASE 3	0	0	PHASE 3	0	0

Sta. 1331+12.75 142.54' Rt.
12"x17' LG RCP
N.E. Elev. =629.32
S.E. Elev. =629.54
(LEAVE)

1331+00.00



PHASE 1B	1	15	PHASE 1B	1	16
PHASE 3	0	0	PHASE 3	0	0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

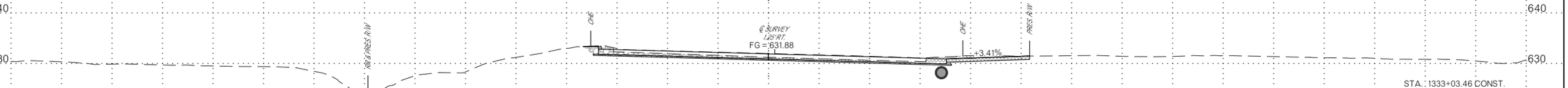
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X021

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

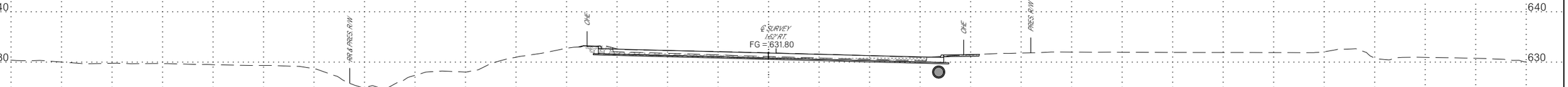
1333+00.00



		EXC.	EMB.
PHASE 1B		28	0
PHASE 3		0	0
PHASE 1B		19	4
PHASE 3		0	0

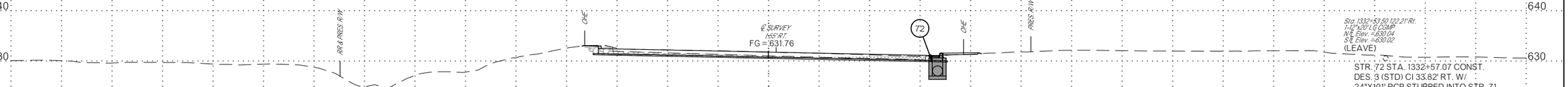
STA. : 1333+03.46 CONST.
24' CONC. DRIVE RT.

1332+69.12



		EXC.	EMB.
PHASE 1B		4	7
PHASE 3		0	0
PHASE 1B		1	5
PHASE 3		0	0

1332+53.62

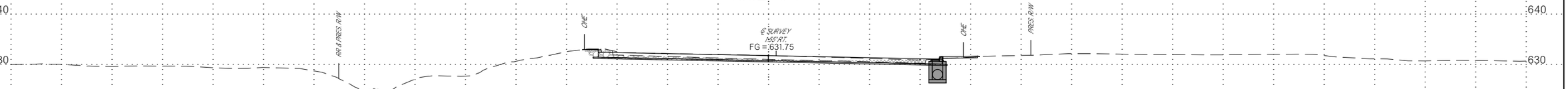


		EXC.	EMB.
PHASE 1B		2	10
PHASE 3		0	0
PHASE 1B		0	0
PHASE 3		0	0

Stg. 1332+53.50 122.21' Rt.
1-12"x20' LG COMP
N.E. Elev. = 630.04
S.E. Elev. = 630.02
(LEAVE)

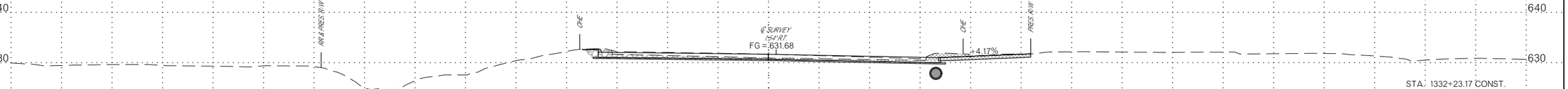
STR. 72 STA. 1332+57.07 CONST.
DES. 3 (STD) CI 33.82' RT. W/
24"X101' RCP STUBBED INTO STR. 71
TG=631.00
FL IN=627.00 . FL OUT=626.64.

1332+51.41



		EXC.	EMB.
PHASE 1B		3	7
PHASE 3		0	0
PHASE 1B		17	4
PHASE 3		0	0

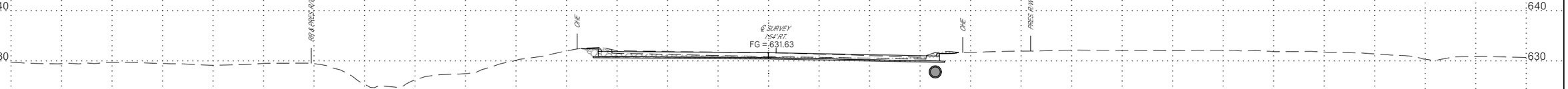
1332+23.17



		EXC.	EMB.
PHASE 1B		30	0
PHASE 3		0	0
PHASE 1B		11	0
PHASE 3		0	0

STA. 1332+23.17 CONST.
24' CONC. DRIVE RT.

1332+07.12



		EXC.	EMB.
PHASE 1B		7	2
PHASE 3		0	0
PHASE 1B		1	2
PHASE 3		0	0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

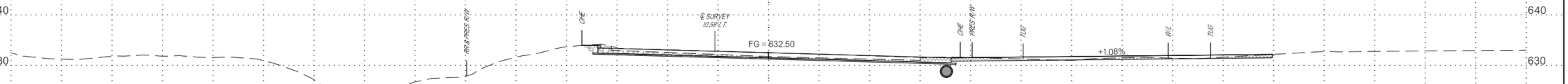
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X022

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

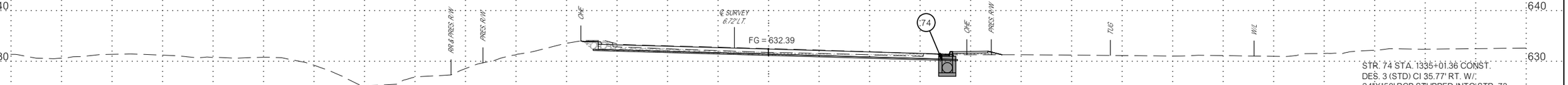
1335+74.64



		EXC.	EMB.
PHASE 1B		32	0
PHASE 3		0	0
PHASE 1B		50	10
PHASE 3		0	0

STA. 1335+74.63 CONST.
30' CONC. DRIVE RT.

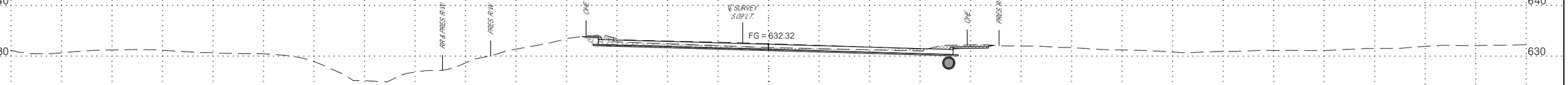
1335+00.00



		EXC.	EMB.
PHASE 1B		5	7
PHASE 3		0	0
PHASE 1B		9	5
PHASE 3		0	0

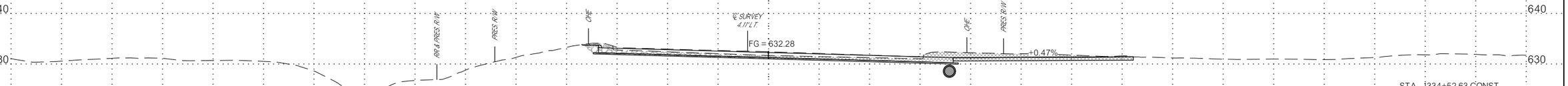
STR. 74 STA. 1335+01.36 CONST.
DES. 3 (STD) CI 35.77' RT. W/.
24"X150' RCP STUBBED INTO STR. 73
TG=631.38
FL IN=627.70 FL OUT=627.36

1334+70.20



		EXC.	EMB.
PHASE 1B		12	2
PHASE 3		0	0
PHASE 1B		25	0
PHASE 3		0	0

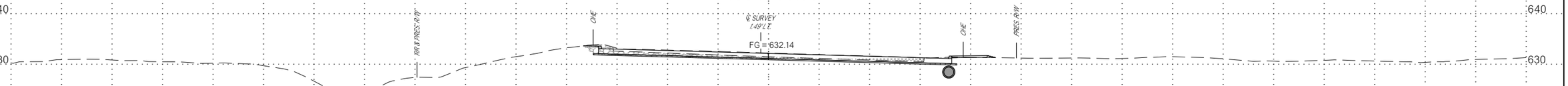
1334+52.97



		EXC.	EMB.
PHASE 1B		69	0
PHASE 3		0	0
PHASE 1B		71	6
PHASE 3		0	0

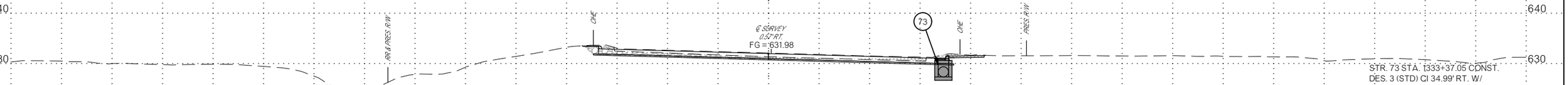
STA. 1334+52.63 CONST.
37' STREET RETURN RT.

1334+00.00



		EXC.	EMB.
PHASE 1B		4	6
PHASE 3		0	0
PHASE 1B		16	13
PHASE 3		0	0

1333+37.08



		EXC.	EMB.
PHASE 1B		10	4
PHASE 3		0	0
PHASE 1B		26	3
PHASE 3		0	0

STR. 73 STA. 1333+37.05 CONST.
DES. 3 (STD) CI 34.99' RT. W/
24"X70' RCP STUBBED INTO STR. 72
TG=631.01
FL IN=627.35 OUT=627.00

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X023

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

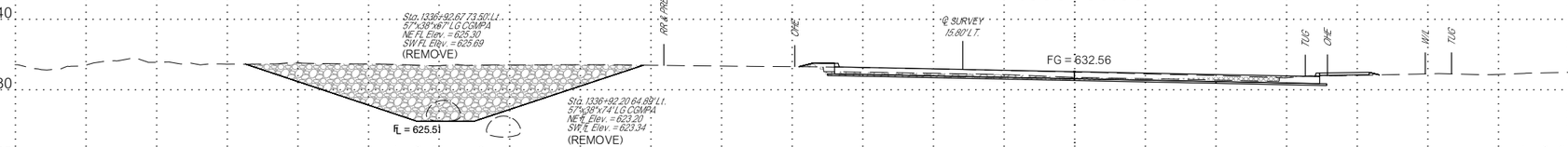
VOLUME CUBIC YARDS	
EXC.	EMB.

1337+00.00

PHASE 1B	36	0
PHASE 3	0	0

PHASE 1B	8	1
PHASE 3	0	0

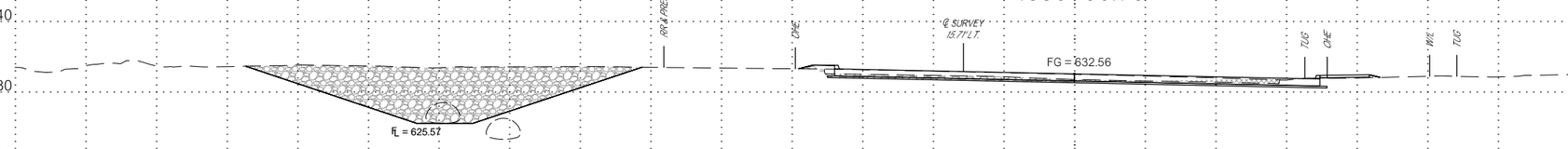
1336+89.00



PHASE 1B	2	7
PHASE 3	0	0

PHASE 1B	0	0
PHASE 3	0	0

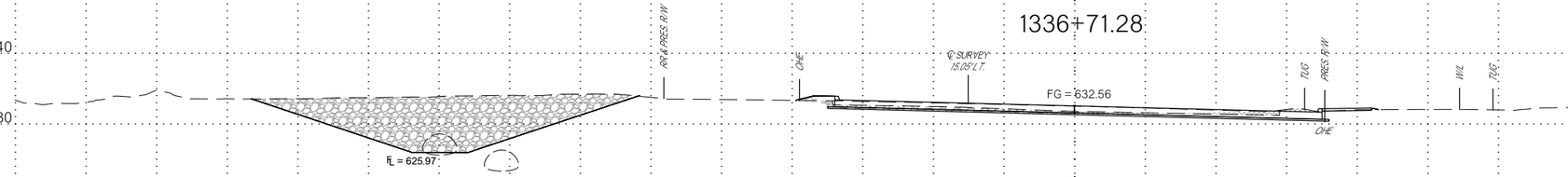
1336+86.78



PHASE 1B	2	7
PHASE 3	0	0

PHASE 1B	2	3
PHASE 3	0	0

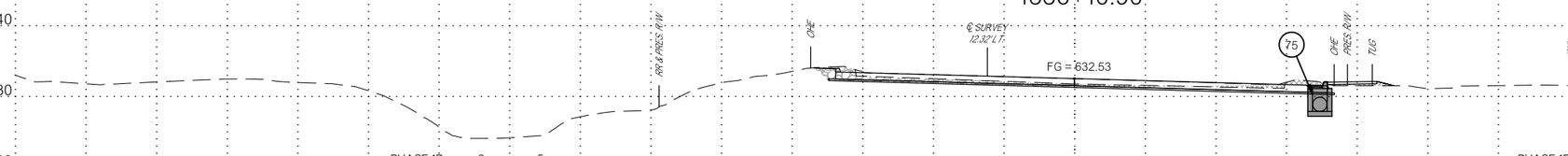
1336+71.28



PHASE 1B	4	4
PHASE 3	0	0

PHASE 1B	12	11
PHASE 3	0	0

1336+10.90

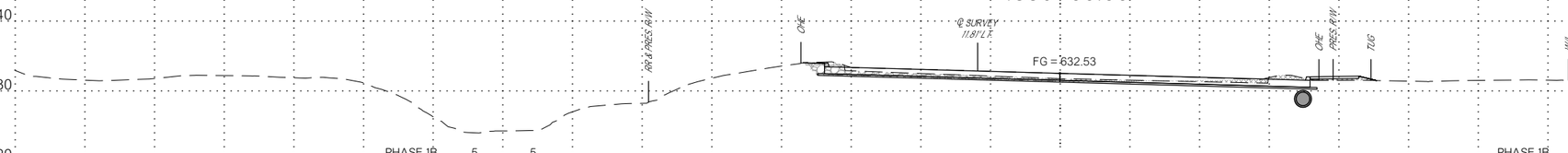


PHASE 1B	6	5
PHASE 3	0	0

PHASE 1B	2	2
PHASE 3	0	0

STR. 75 STA. 1336+10.92 CONST.
DES. 3 (STD) CI 35.09' RT. W/
24"X96' RCP STUBBED INTO STR. 74
TG=631.55
FL IN=627.90 FL OUT=627.70

1336+00.00



PHASE 1B	5	5
PHASE 3	0	0

PHASE 1B	17	2
PHASE 3	0	0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

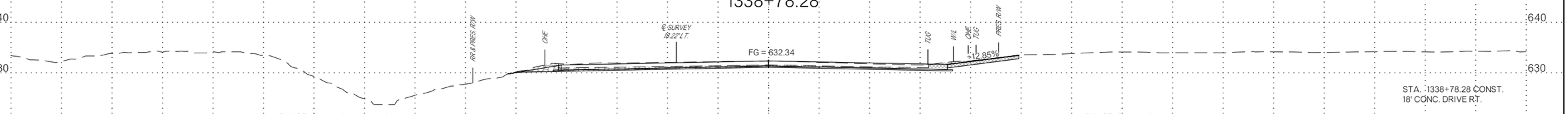
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X024

C:\DARYL\116591 MAYES\31963(04)-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1338+78.28

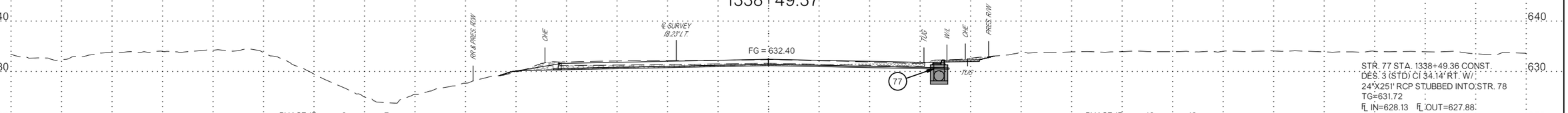


PHASE 1B	21	0	
PHASE 3	0	0	

PHASE 1B	16	4	
PHASE 3	0	0	

STA. 1338+78.28 CONST.
18' CONC. DRIVE RT.

1338+49.37

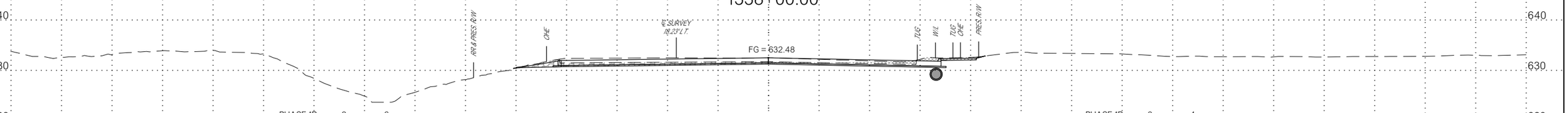


PHASE 1B	8	7	
PHASE 3	0	0	

PHASE 1B	16	12	
PHASE 3	0	0	

STR. 77 STA. 1338+49.36 CONST.
DES. 3 (STD) CI 34.14' RT. W/
24"X251' RCP STUBBED INTO STR. 78
TG=631.72
FL IN=628.13 FL OUT=627.88

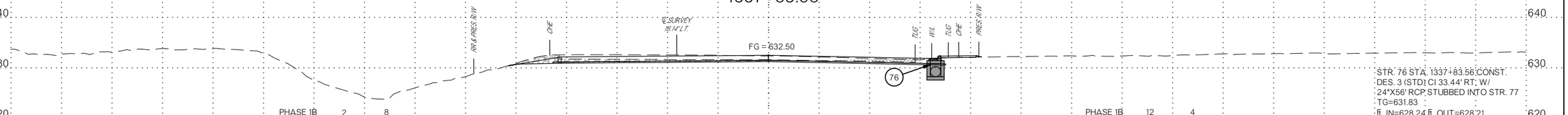
1338+00.00



PHASE 1B	9	6	
PHASE 3	0	0	

PHASE 1B	3	4	
PHASE 3	0	0	

1337+83.58

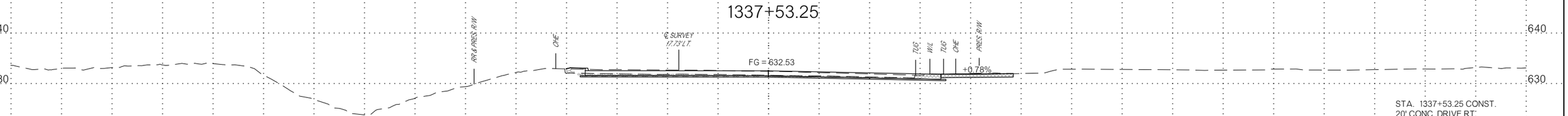


PHASE 1B	2	8	
PHASE 3	0	0	

PHASE 1B	12	4	
PHASE 3	0	0	

STR. 76 STA. 1337+83.56 CONST.
DES. 3 (STD) CI 33.44' RT. W/
24"X56' RCP STUBBED INTO STR. 77
TG=631.83
FL IN=628.24 FL OUT=628.21

1337+53.25

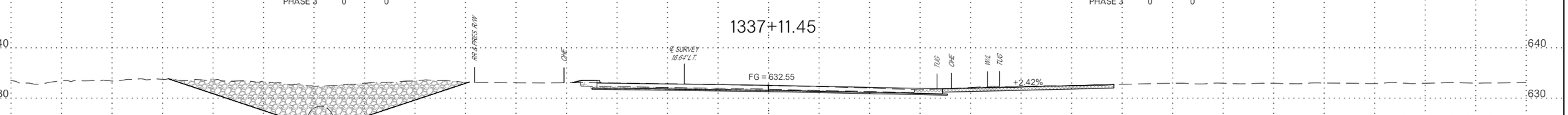


PHASE 1B	19	0	
PHASE 3	0	0	

PHASE 1B	41	0	
PHASE 3	0	0	

STA. 1337+53.25 CONST.
20' CONC. DRIVE RT.

1337+11.45



PHASE 1B	34	0	
PHASE 3	0	0	

PHASE 1B	15	0	
PHASE 3	0	0	

STA. 1337+11.46 CONST.
26' CONC. DRIVE RT.

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

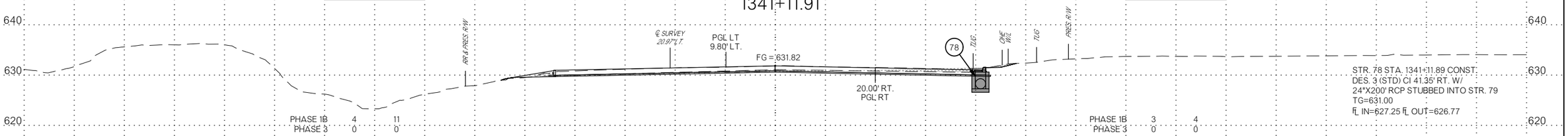
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X025

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1341+11.91

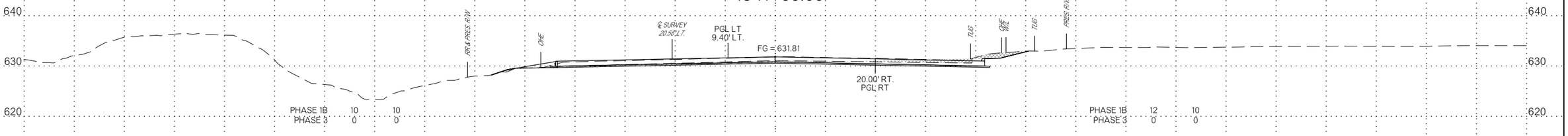


PHASE 1B 4 11
PHASE 3 0 0

PHASE 1B 3 4
PHASE 3 0 0

STR. 78 STA. 1341+11.89 CONST.
DES. 3 (STD) CI 41.35' RT. W/
24"X200' RCP STUBBED INTO STR. 79
TG=631.00
FL IN=627.25 FL OUT=626.77

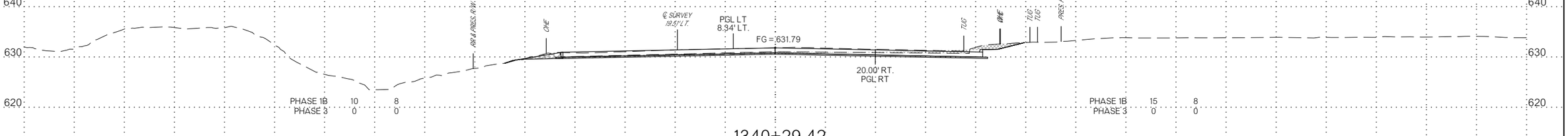
1341+00.00



PHASE 1B 10 10
PHASE 3 0 0

PHASE 1B 12 10
PHASE 3 0 0

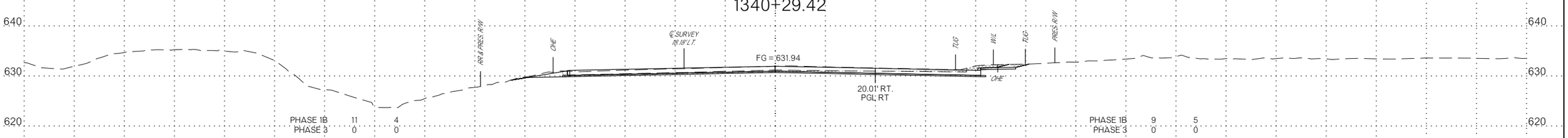
1340+68.75



PHASE 1B 10 8
PHASE 3 0 0

PHASE 1B 15 8
PHASE 3 0 0

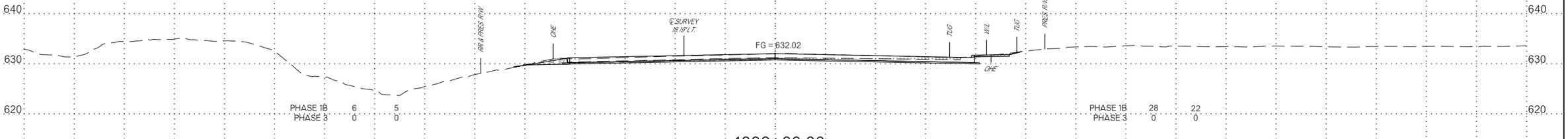
1340+29.42



PHASE 1B 11 4
PHASE 3 0 0

PHASE 1B 9 5
PHASE 3 0 0

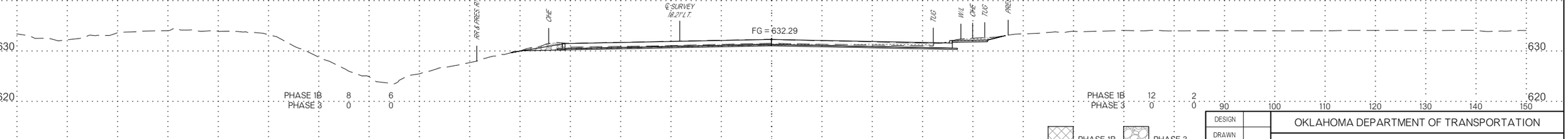
1340+00.00



PHASE 1B 6 5
PHASE 3 0 0

PHASE 1B 28 22
PHASE 3 0 0

1339+00.00



PHASE 1B 8 6
PHASE 3 0 0

PHASE 1B 12 2
PHASE 3 0 0

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

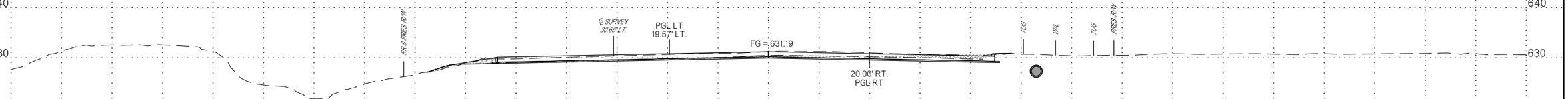
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X026

C:\DARYL\116591 MAYES\31963O4-XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

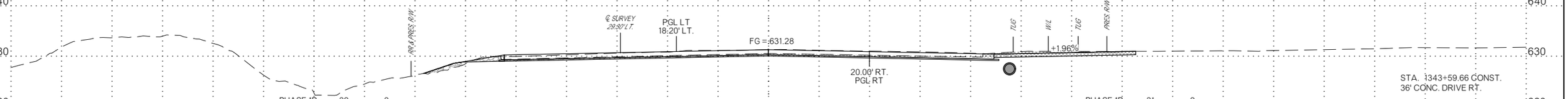
1344+00.00



PHASE 1B	4	13
PHASE 3	0	0
PHASE 4A	0	0

PHASE 1B	32	10
PHASE 3	0	0
PHASE 4A	0	0

1343+59.66

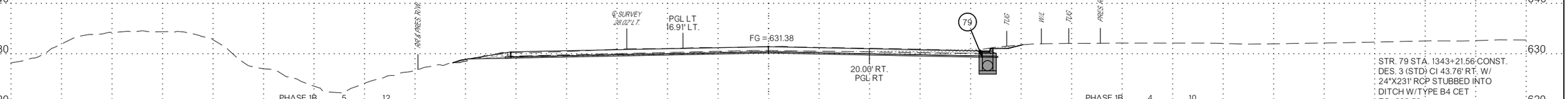


PHASE 1B	39	0
PHASE 3	0	0

PHASE 1B	31	9
PHASE 3	0	0

STA. 1343+59.66 CONST.
36' CONC. DRIVE RT.

1343+21.58

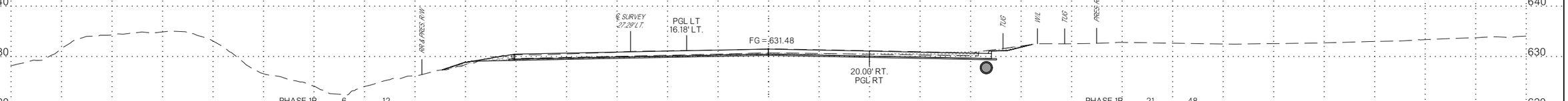


PHASE 1B	5	12
PHASE 3	0	0

PHASE 1B	4	10
PHASE 3	0	0

STR. 79 STA. 1343+21.56 CONST.
DES. 3 (STD) CI 43.76' RT. W/
24"X231' RCP STUBBED INTO
DITCH W/TYPE B4 CET
TG=630.50
FL IN=626.61 FL OUT=625.77

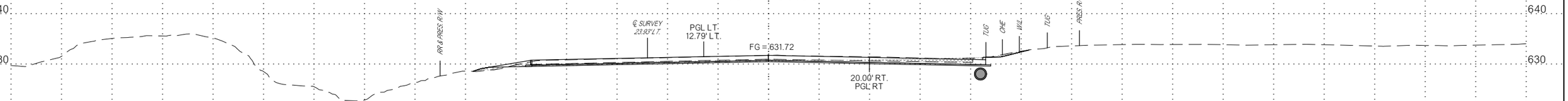
1343+00.00



PHASE 1B	6	12
PHASE 3	0	0

PHASE 1B	21	48
PHASE 3	0	0

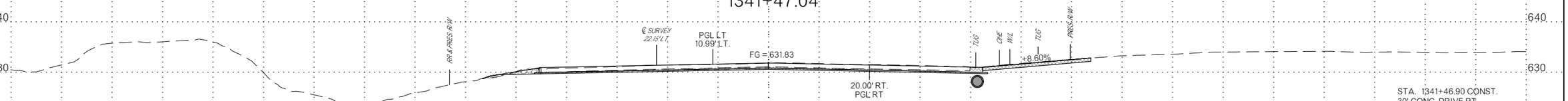
1342+00.00



PHASE 1B	5	13
PHASE 3	0	0

PHASE 1B	31	13
PHASE 3	0	0

1341+47.04



PHASE 1B	26	0
PHASE 3	0	0

PHASE 1B	20	7
PHASE 3	0	0

STA. 1341+46.90 CONST.
30' CONC. DRIVE RT.

PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

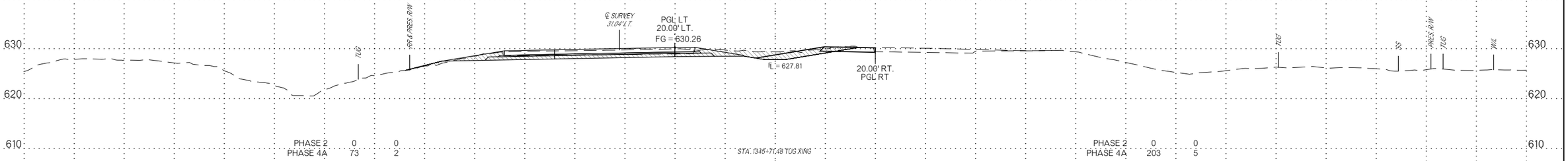
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X027

C:\DARYL\116591 MAYES\31963O4--XS IN TOWN.DWG 9/2/2025 6:59 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1345+71.48

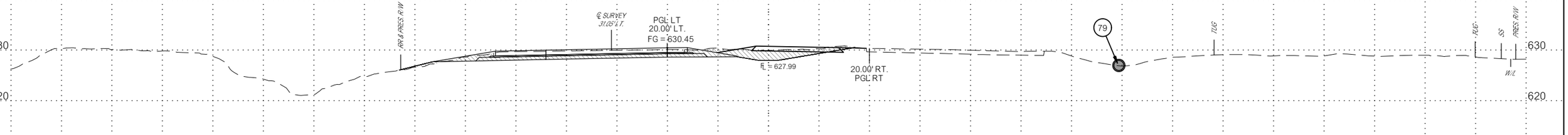


PHASE 2 0 0
PHASE 4A 73 2

STA. 1345+71.48 TUG XING

PHASE 2 0 0
PHASE 4A 203 5

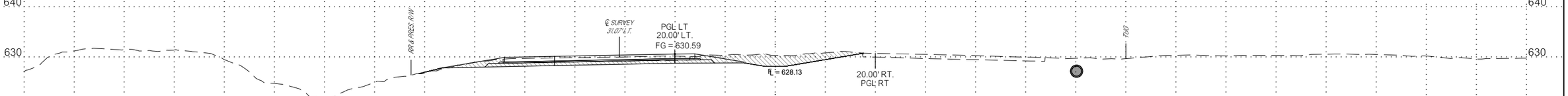
1345+00.00



PHASE 2 0 0
PHASE 4A 80 2

PHASE 2 0 0
PHASE 4A 97 2

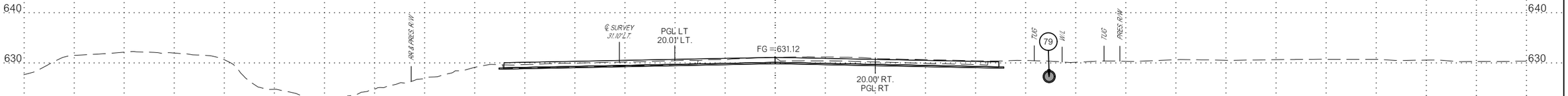
1344+44.32



PHASE 2 0 0
PHASE 4A 87 1

PHASE 2 0 0
PHASE 4A 49 0

1344+13.06



PHASE 2 0 0
PHASE 4A 84 2

PHASE 2 0 0
PHASE 4A 20 0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

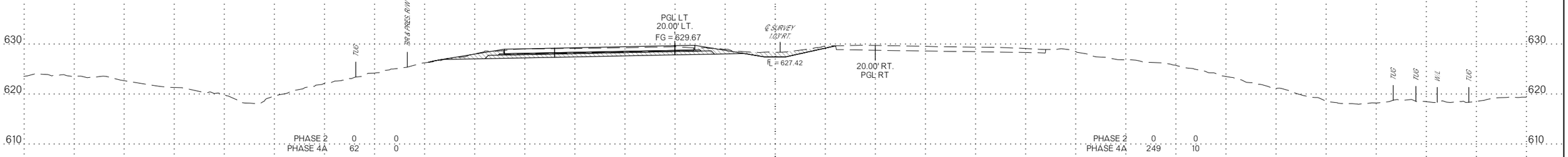
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X028

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

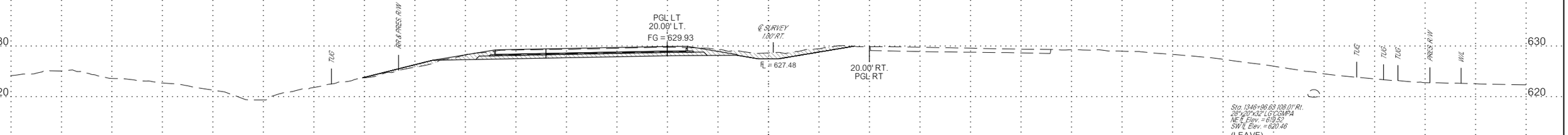
1348+00.00



PHASE 2 0 0
PHASE 4A 62 0

PHASE 2 0 0
PHASE 4A 249 10

1347+00.00

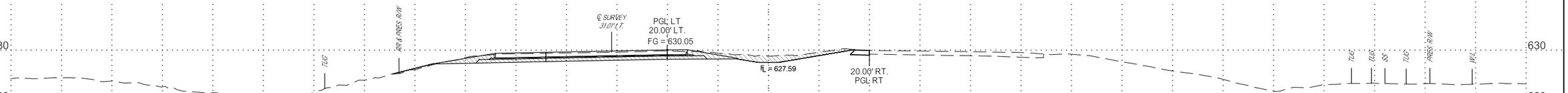


PHASE 2 0 0
PHASE 4A 72 5

Sta. 1346+96.63 108.01' Rt.
28"x20"x32' LG CMPA
NET. Elev. = 619.52
SWT. Elev. = 620.46
(LEAVE)

PHASE 2 0 0
PHASE 4A 123 5

1346+55.01

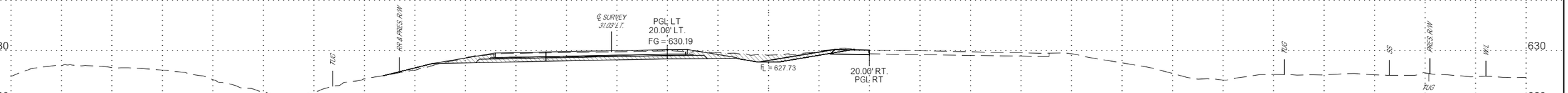


PHASE 2 0 0
PHASE 4A 75 1

STA. 1346+55.01 SS XING

PHASE 2 0 0
PHASE 4A 153 4

1346+00.00



PHASE 2 0 0
PHASE 4A 75 3

PHASE 2 0 0
PHASE 4A 78 2

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

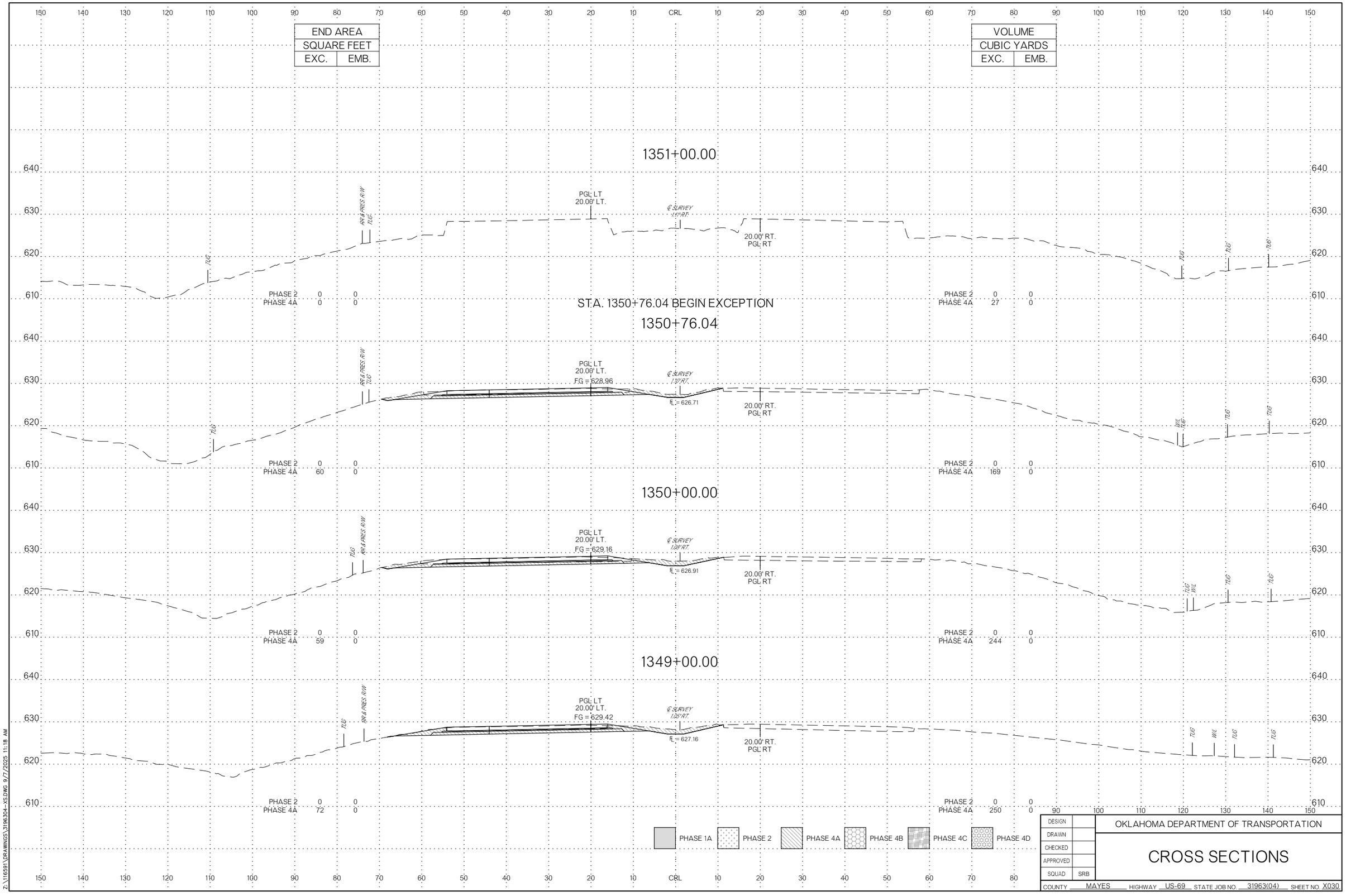
CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X029

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

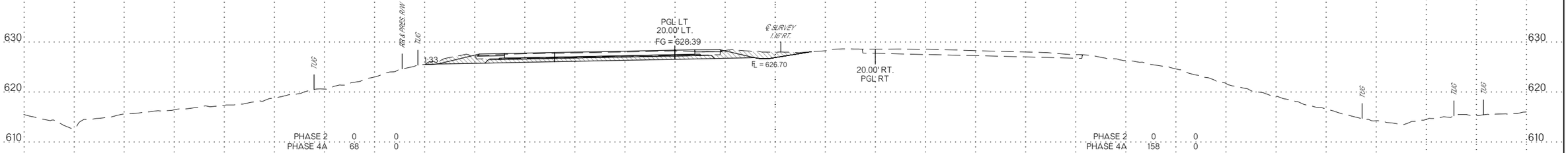
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X030

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

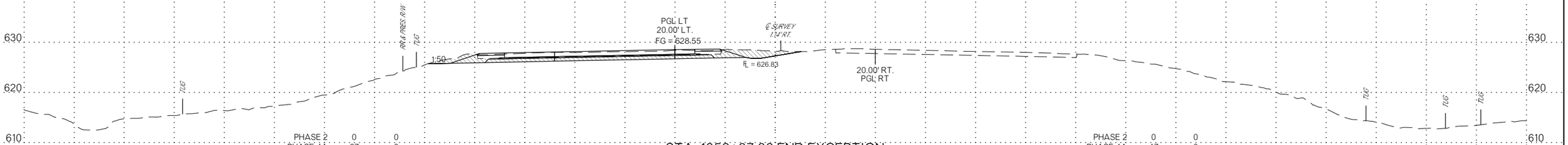
1353+00.00



PHASE 2 0 0
PHASE 4A 68 0

PHASE 2 0 0
PHASE 4A 158 0

1352+37.36

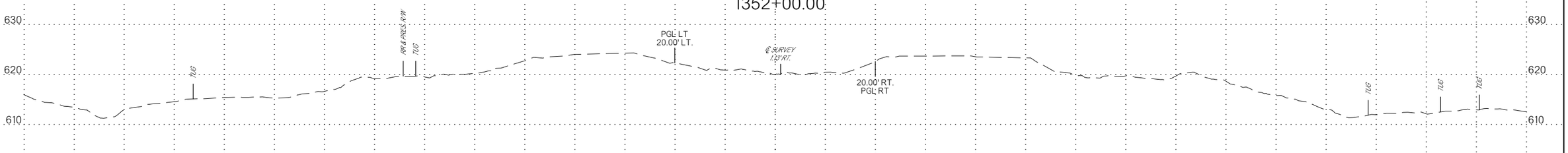


PHASE 2 0 0
PHASE 4A 67 0

PHASE 2 0 0
PHASE 4A 47 0

STA. 1352+37.36 END EXCEPTION

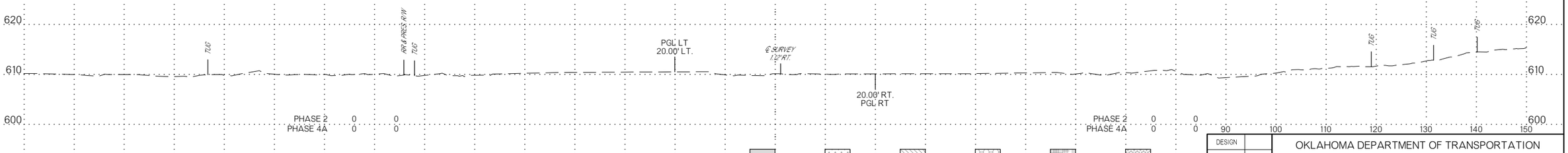
1352+00.00



PHASE 2 0 0
PHASE 4A 0 0

PHASE 2 0 0
PHASE 4A 0 0

1351+48.18



PHASE 2 0 0
PHASE 4A 0 0

PHASE 2 0 0
PHASE 4A 0 0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

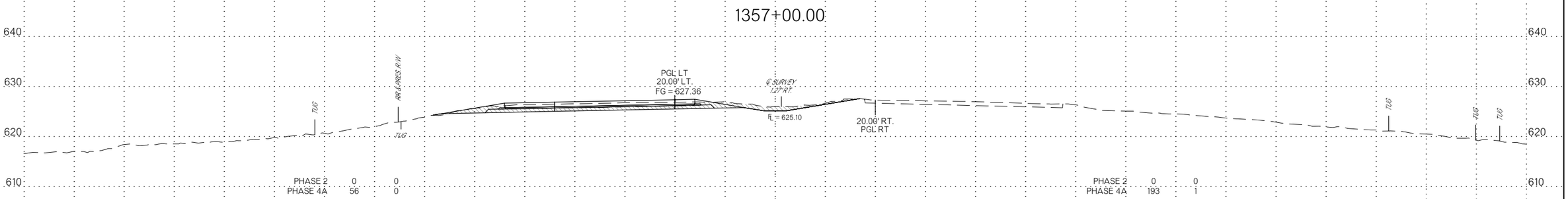
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X031

Z:\116591\DRAWINGS\31963(04)-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

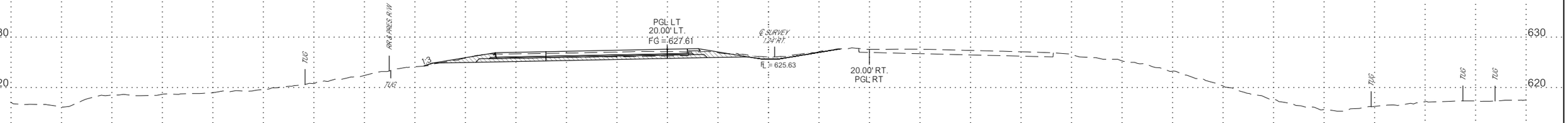
VOLUME	
CUBIC YARDS	
EXC.	EMB.

1357+00.00



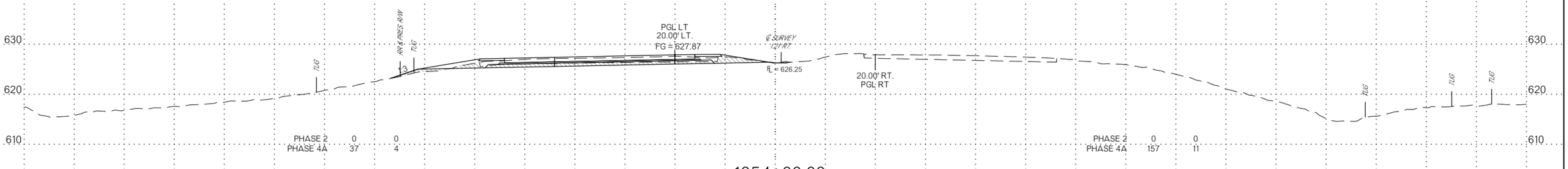
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	56	0	PHASE 4A	193	1

1356+00.00



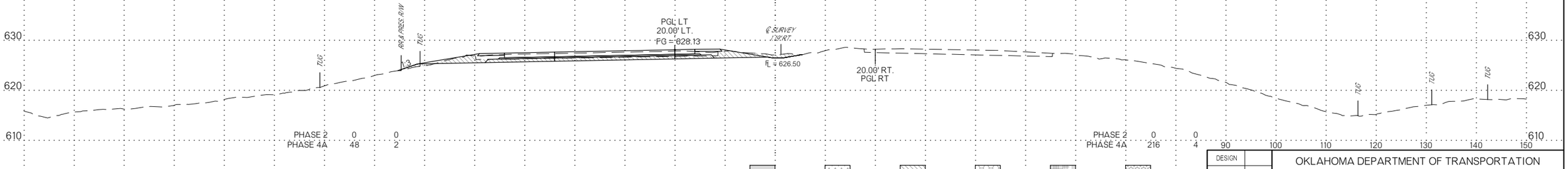
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	48	0	PHASE 4A	158	8

1355+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	37	4	PHASE 4A	157	11

1354+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	48	2	PHASE 4A	216	4

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

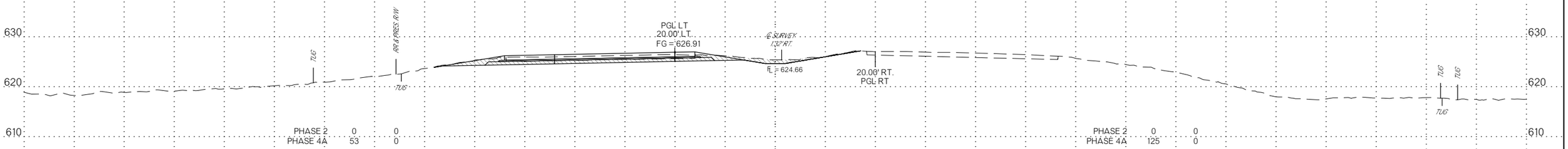
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X032

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

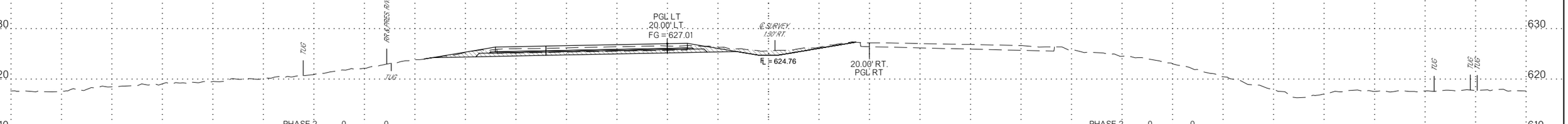
VOLUME	
CUBIC YARDS	
EXC.	EMB.

1359+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	53	0		PHASE 4A	125	0

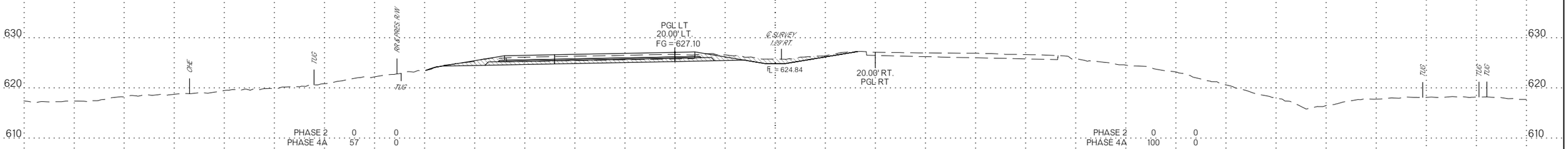
1358+36.75



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	53	0		PHASE 4A	75	0

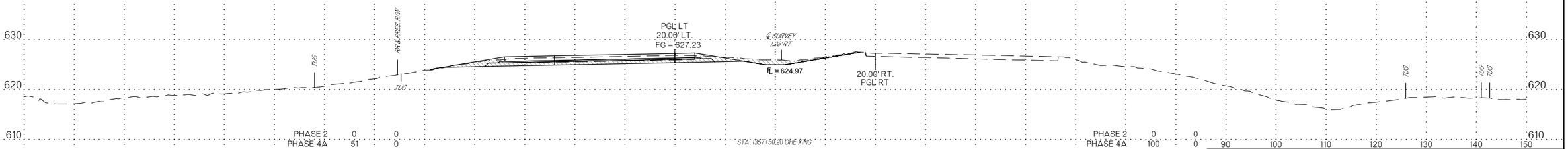
STA. 1358+36.75 CHE XING

1358+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	57	0		PHASE 4A	100	0

1357+50.20



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	51	0		PHASE 4A	100	0

STA. 1357+50.20 CHE XING

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

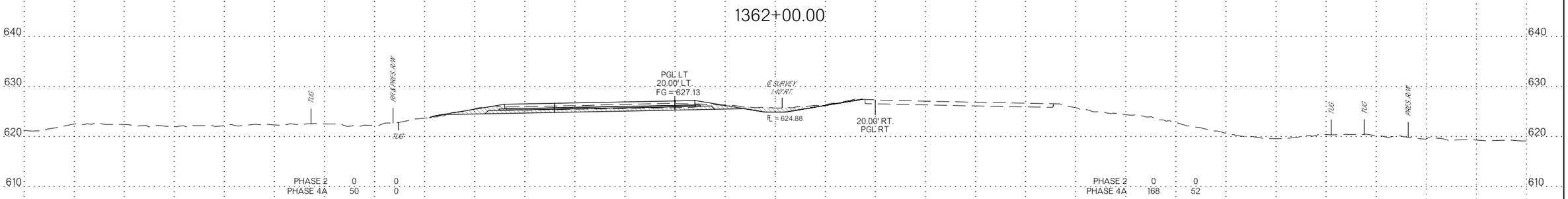
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X033

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

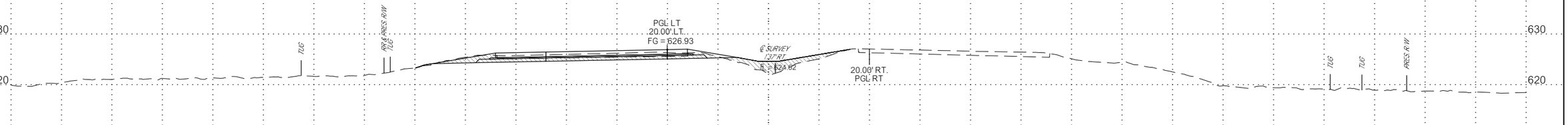
1362+00.00



PHASE 2 0 0
PHASE 4A 50 0

PHASE 2 0 0
PHASE 4A 168 52

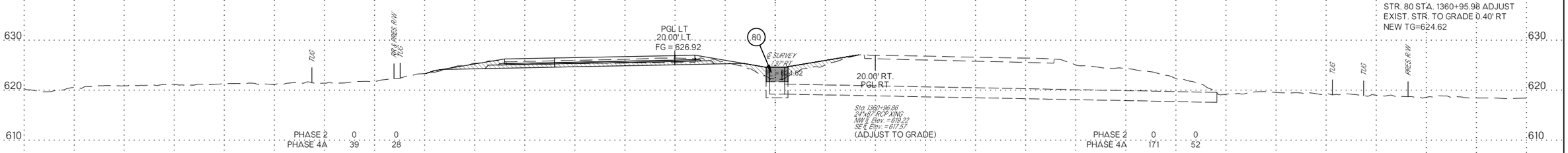
1361+00.00



PHASE 2 0 0
PHASE 4A 40 27

PHASE 2 0 0
PHASE 4A 6 4

1360+95.69

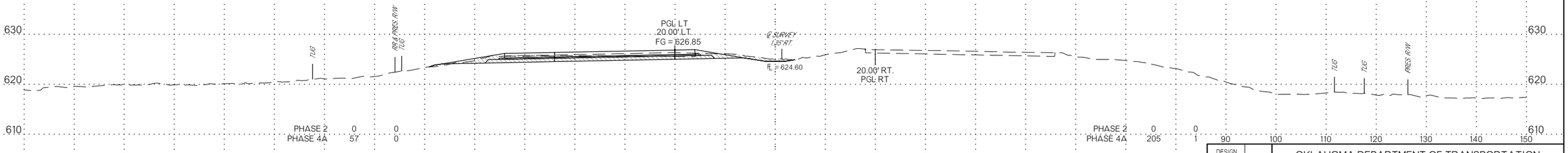


STR. 80 STA. 1360+95.98 ADJUST
EXIST. STR. TO GRADE 0.40' RT
NEW TG=624.62

PHASE 2 0 0
PHASE 4A 39 28

PHASE 2 0 0
PHASE 4A 171 52

1360+00.00



PHASE 2 0 0
PHASE 4A 57 0

PHASE 2 0 0
PHASE 4A 205 1

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

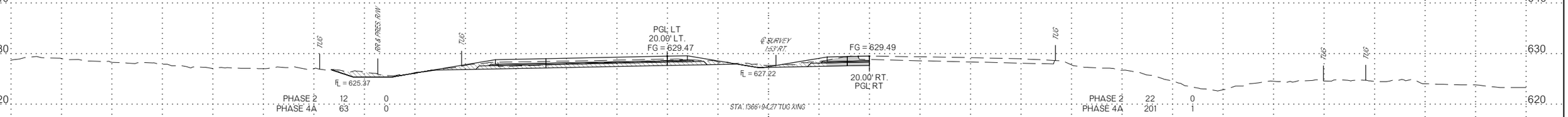
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X034

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

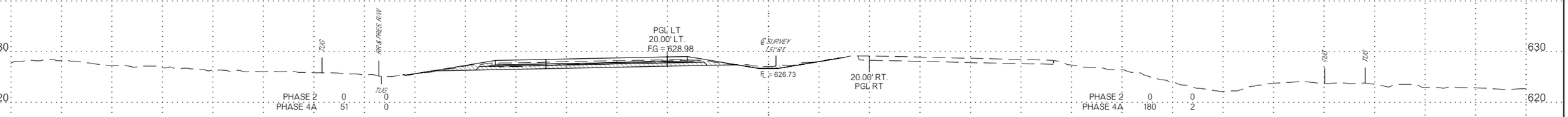
VOLUME CUBIC YARDS	
EXC.	EMB.

1366+94.27



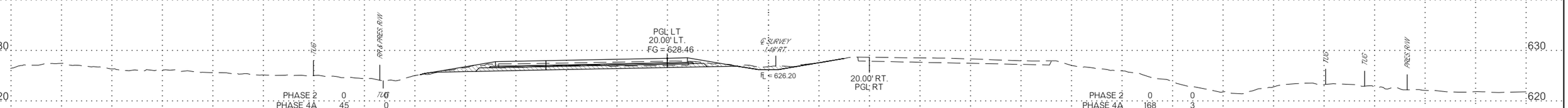
PHASE 2	12	0	
PHASE 4A	63	0	
PHASE 2	22	0	
PHASE 4A	201	1	

1366+00.00



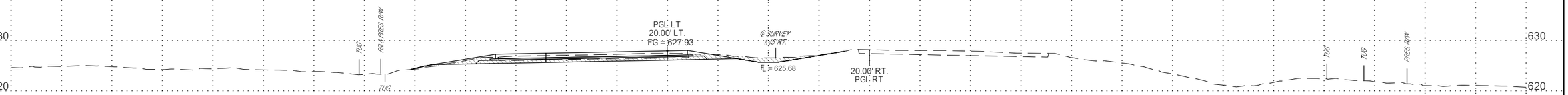
PHASE 2	0	0	
PHASE 4A	51	0	
PHASE 2	0	0	
PHASE 4A	180	2	

1365+00.00



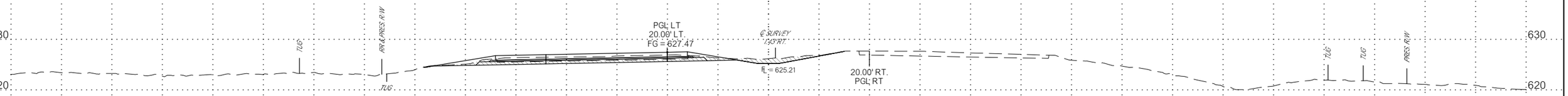
PHASE 2	0	0	
PHASE 4A	45	0	
PHASE 2	0	0	
PHASE 4A	168	3	

1364+00.00



PHASE 2	0	0	
PHASE 4A	45	1	
PHASE 2	0	0	
PHASE 4A	163	2	

1363+00.00



PHASE 2	0	0	
PHASE 4A	42	0	
PHASE 2	0	0	
PHASE 4A	173	1	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

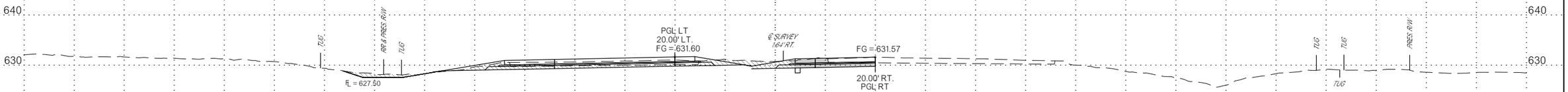
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X035

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

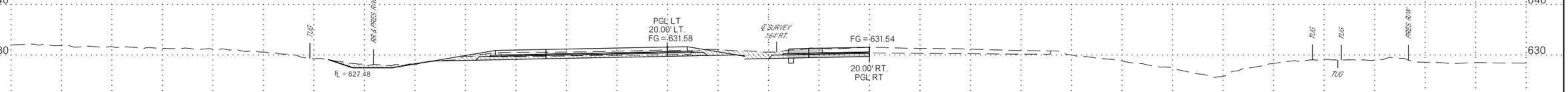
1371+00.00



PHASE 2	19	0	
PHASE 4A	56	0	

PHASE 2	2	0	
PHASE 4A	8	0	

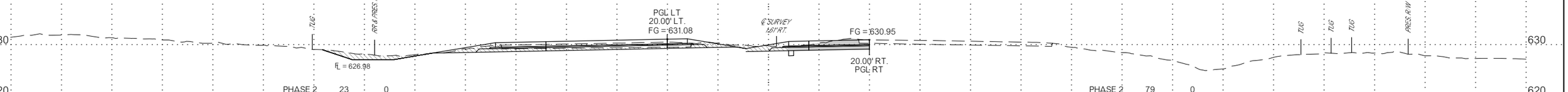
1370+96.03



PHASE 2	19	0	
PHASE 4A	56	0	

PHASE 2	77	0	
PHASE 4A	198	0	

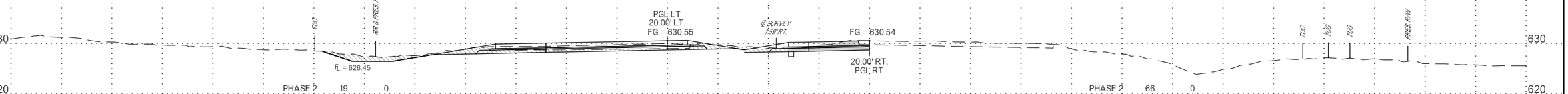
1370+00.00



PHASE 2	23	0	
PHASE 4A	54	0	

PHASE 2	79	0	
PHASE 4A	215	0	

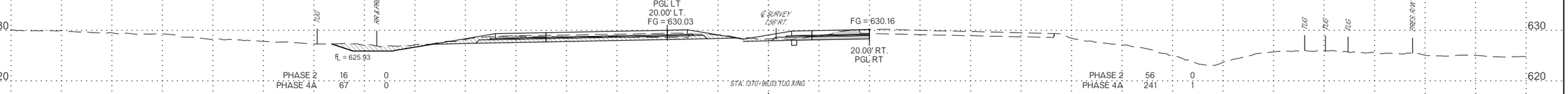
1369+00.00



PHASE 2	19	0	
PHASE 4A	61	0	

PHASE 2	66	0	
PHASE 4A	238	0	

1368+00.00

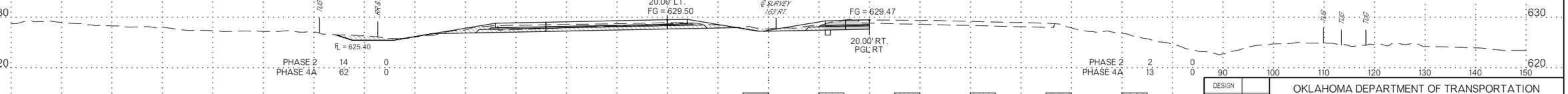


PHASE 2	16	0	
PHASE 4A	67	0	

STA. 1370+96.03 TUG XING

PHASE 2	56	0	
PHASE 4A	241	1	

1367+00.00



PHASE 2	14	0	
PHASE 4A	62	0	

PHASE 2	2	0	
PHASE 4A	13	0	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

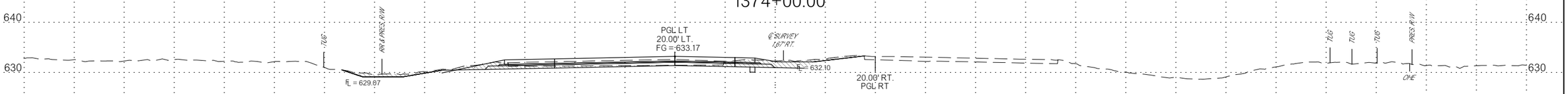
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X036

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

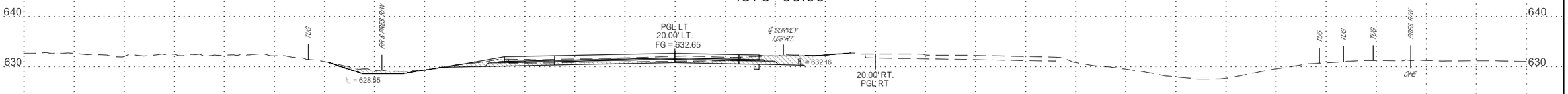
VOLUME CUBIC YARDS	
EXC.	EMB.

1374+00.00



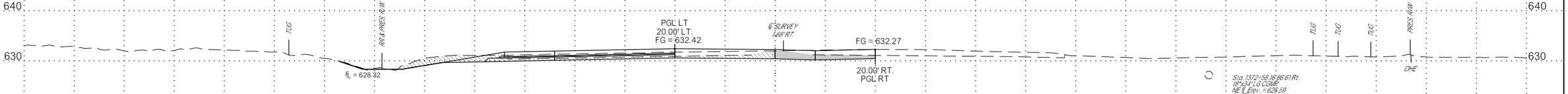
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	58	0	PHASE 4A	226	0

1373+00.00



PHASE 2	0	0	PHASE 2	16	0
PHASE 4A	63	0	PHASE 4A	93	0

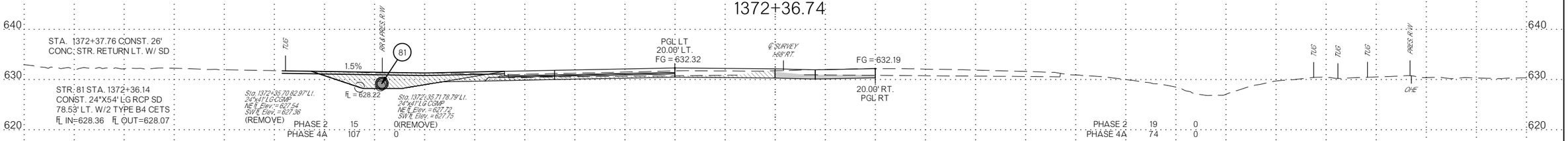
1372+57.05



PHASE 2	21	0	PHASE 2	13	0
PHASE 4A	53	0	PHASE 4A	60	0

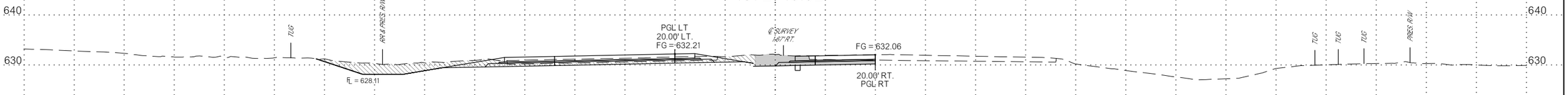
Sta. 1372+58.16 86.61 Rt.
18°34' LG COMP.
NE fl. Elev. = 626.59
SW fl. Elev. = 626.34
(LEAVE)

1372+36.74



PHASE 2	15	0(REMOVE)	PHASE 2	19	0
PHASE 4A	107	0	PHASE 4A	74	0

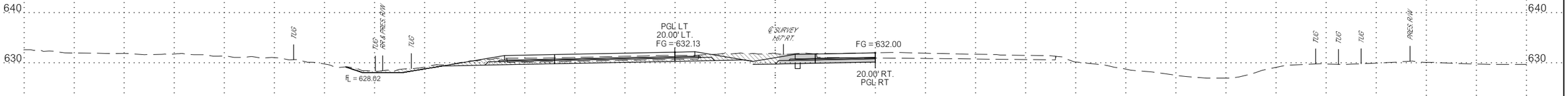
1372+15.92



PHASE 2	35	0	PHASE 2	18	0
PHASE 4A	85	0	PHASE 4A	42	0

STA. 1372+15.92 OHE XING

1372+00.00



PHASE 2	25	0	PHASE 2	84	0
PHASE 4A	59	0	PHASE 4A	214	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

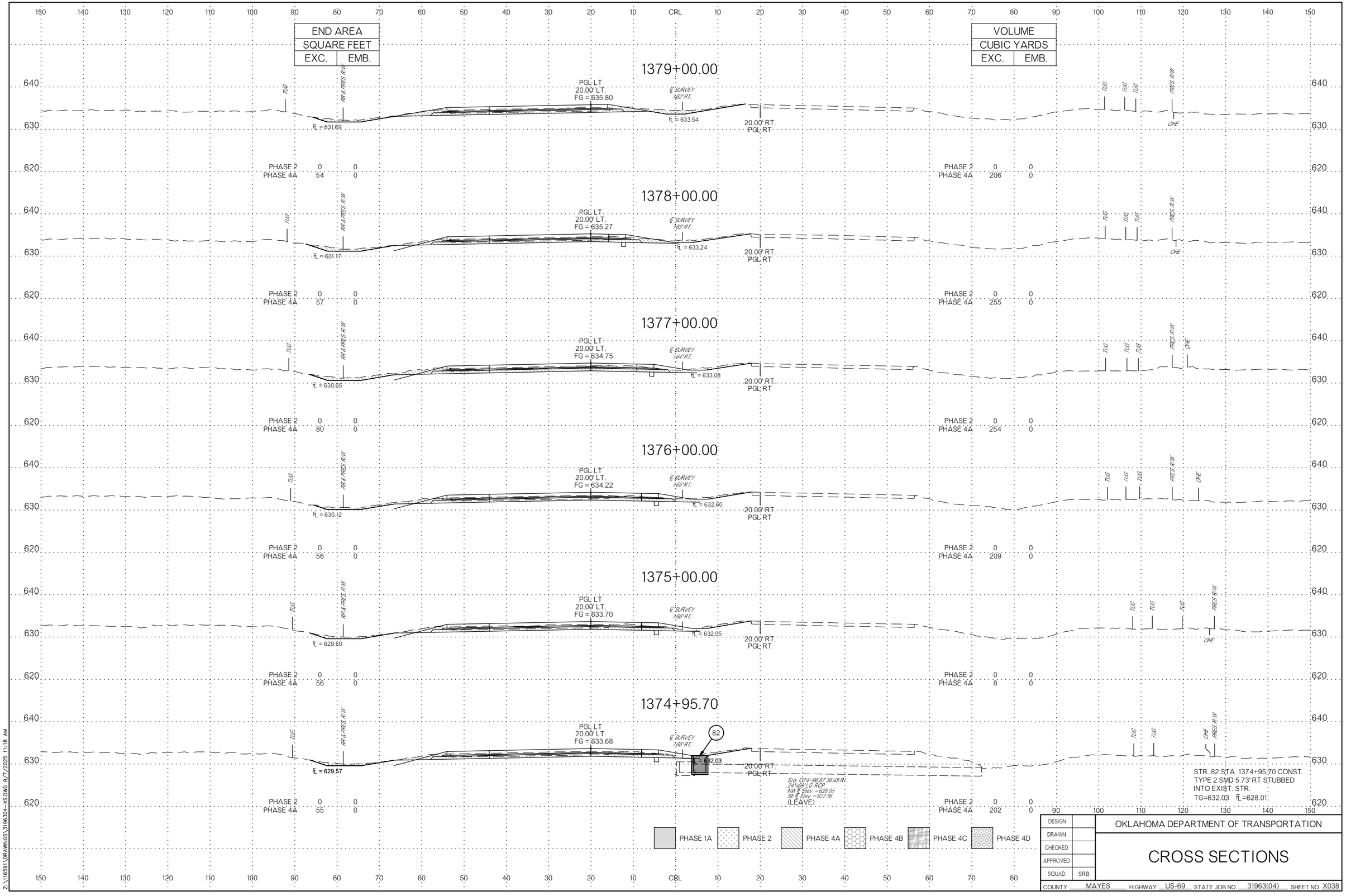
CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X037

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.



STR. 82 STA. 1374+95.70 CONST.
TYPE 2 SMD 5.73' RT STUBBED
INTO EXIST. STR.
TG=632.03 FL=628.01.

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

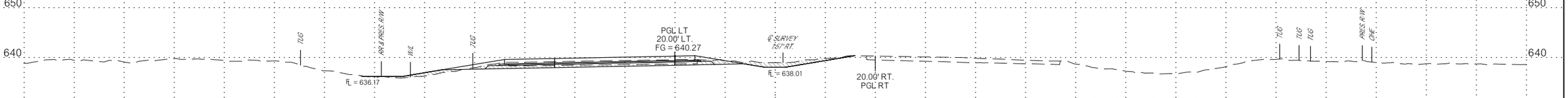
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X038

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

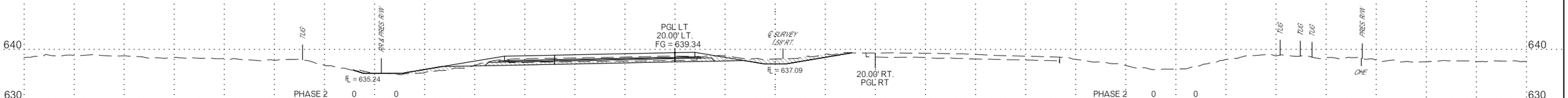
1385+00.00



PHASE 2	0	0
PHASE 4A	40	6

PHASE 2	0	0
PHASE 4A	155	26

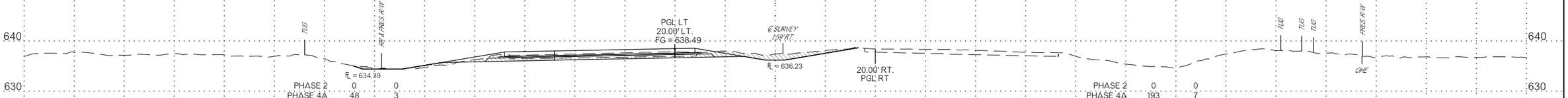
1384+00.00



PHASE 2	0	0
PHASE 4A	43	7

PHASE 2	0	0
PHASE 4A	170	20

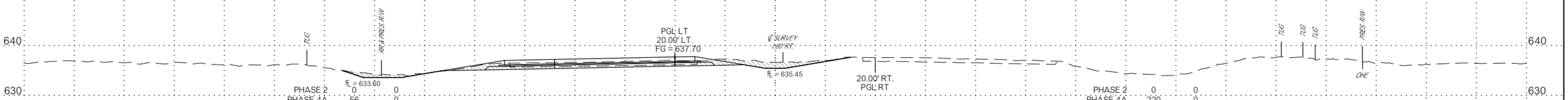
1383+00.00



PHASE 2	0	0
PHASE 4A	48	3

PHASE 2	0	0
PHASE 4A	193	7

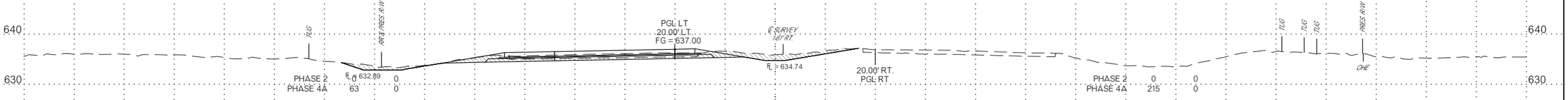
1382+00.00



PHASE 2	0	0
PHASE 4A	56	0

PHASE 2	0	0
PHASE 4A	220	0

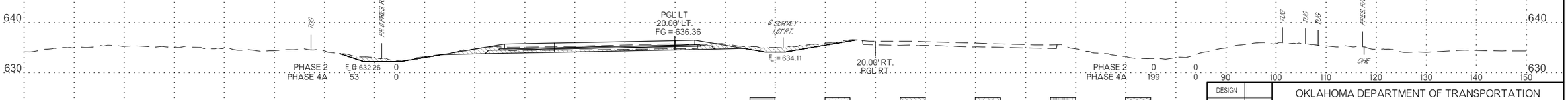
1381+00.00



PHASE 2	0	0
PHASE 4A	63	0

PHASE 2	0	0
PHASE 4A	215	0

1380+00.00



PHASE 2	0	0
PHASE 4A	53	0

PHASE 2	0	0
PHASE 4A	199	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X039

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

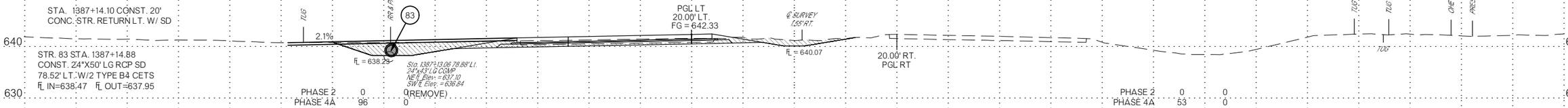
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1387+14.70

STA. 1387+14.10 CONST. 20' CONC. STR. RETURN LT. W/ SD

STR. 83 STA. 1387+14.88
CONST. 24"X50' LG RCP SD
78.52' LT.:W/2 TYPE B4 CETS
℄ IN=638.47 ℄ OUT=637.95



PHASE 2	0	0	(REMOVE)
PHASE 4A	96	0	

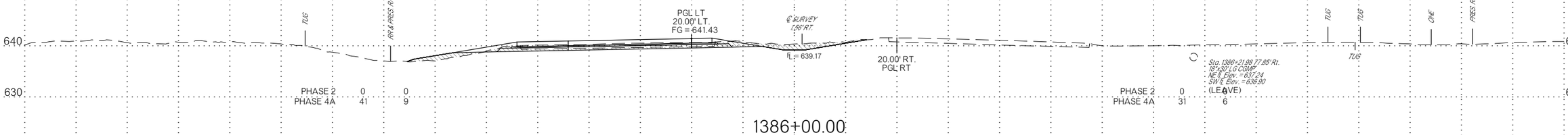
PHASE 2	0	0
PHASE 4A	53	0

1387+00.00

PHASE 2	0	0	
PHASE 4A	100	0	

PHASE 2	0	0
PHASE 4A	208	13

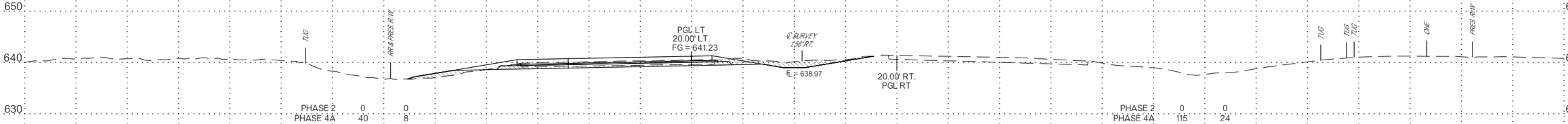
1386+20.85



PHASE 2	0	0	
PHASE 4A	41	9	

PHASE 2	0	0	(LEAVE)
PHASE 4A	31	6	

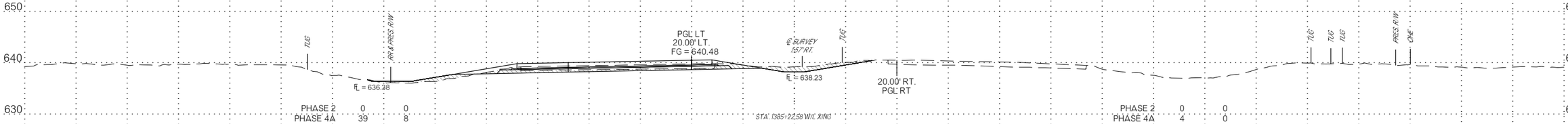
1386+00.00



PHASE 2	0	0
PHASE 4A	40	8

PHASE 2	0	0
PHASE 4A	115	24

1385+22.58

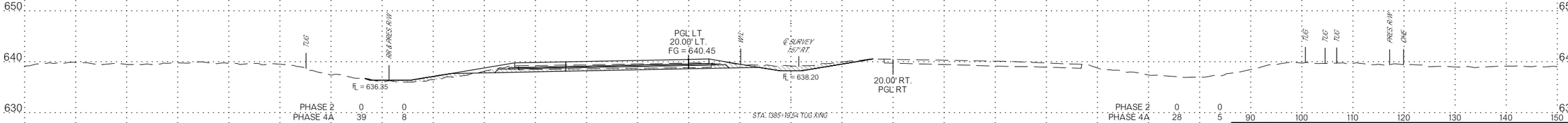


PHASE 2	0	0
PHASE 4A	39	8

STA. 1385+22.58 W/L XING

PHASE 2	0	0
PHASE 4A	4	0

1385+19.54



PHASE 2	0	0
PHASE 4A	39	8

STA. 1385+19.54 TUG XING

PHASE 2	0	0
PHASE 4A	28	5

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X040

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1391+10.43

PGL LT
20.00' LT.
FG = 645.78

℄ SURVEY
1.51' RT.

FL = 643.52

20.00' RT.
PGL RT

Sta 1391+11.56 79.37' Rt.
182°38' LG CGMP
NE'E Elev. = 640.76
SW'E Elev. = 640.78
(LEAVE)

PHASE 2 0 0
PHASE 4A 43 10

PHASE 2 0 0
PHASE 4A 17 4

1391+00.00

PGL LT
20.00' LT.
FG = 645.71

℄ SURVEY
1.51' RT.

FL = 643.46

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 45 11

PHASE 2 0 0
PHASE 4A 168 37

1390+00.00

PGL LT
20.00' LT.
FG = 644.98

℄ SURVEY
1.52' RT.

FL = 642.73

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 45 8

PHASE 2 0 0
PHASE 4A 164 30

1389+00.00

PGL LT
20.00' LT.
FG = 644.11

℄ SURVEY
1.53' RT.

FL = 641.85

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 42 7

PHASE 2 0 0
PHASE 4A 156 16

1388+00.00

PGL LT
20.00' LT.
FG = 643.15

℄ SURVEY
1.54' RT.

FL = 640.89

20.00' RT.
PGL RT

FL = 639.05

PHASE 2 0 0
PHASE 4A 41 0

PHASE 2 0 0
PHASE 4A 13 0

1387+91.52

PGL LT
20.00' LT.
FG = 643.07

℄ SURVEY
1.54' RT.

FL = 640.81

20.00' RT.
PGL RT

FL = 638.96

PHASE 2 0 0
PHASE 4A 45 0

STA. 1387+91.52 OHE XING

PHASE 2 0 0
PHASE 4A 202 0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X041

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1396+00.00

PGL LT
20.00' LT.
FG = 647.16

℄ SURVEY
1.47' RT.

FL = 644.91

20.00' RT.
PGL RT

RR & PRES R/W

TUG

TUG

TUG

PRES R/W

OHE

PHASE 2 0 0
PHASE 4A 35 7

PHASE 2 0 0
PHASE 4A 135 32

1395+00.00

PGL LT
20.00' LT.
FG = 647.11

℄ SURVEY
1.48' RT.

FL = 644.85

20.00' RT.
PGL RT

RR & PRES R/W

TUG

TUG

TUG

OHE

PRES R/W

PHASE 2 0 0
PHASE 4A 37 10

PHASE 2 0 0
PHASE 4A 148 40

1394+00.00

PGL LT
20.00' LT.
FG = 646.98

℄ SURVEY
1.49' RT.

FL = 644.73

PGL RT
20.00' RT.

RR & PRES R/W

TUG

TUG

TUG

TUG

PRES R/W

OHE

PHASE 2 0 0
PHASE 4A 42 11

PHASE 2 0 0
PHASE 4A 143 44

1393+00.00

PGL LT
20.00' LT.
FG = 646.71

℄ SURVEY
1.50' RT.

FL = 644.35

PGL RT
20.00' RT.

RR & PRES R/W

TUG

TUG

TUG

TUG

OHE
PRES R/W

PHASE 2 0 0
PHASE 4A 34 12

PHASE 2 0 0
PHASE 4A 4 1

1392+96.30

PGL LT
20.00' LT.
FG = 646.70

℄ SURVEY
1.60' RT.

FL = 644.32

PGL RT
20.00' RT.

RR & PRES R/W

TUG

TUG

TUG

PRES R/W

OHE

84

Sta 1392+96.78
24"x 29' LGRCP XING
NW E. Elev. = 641.74
SE E. Elev. = 640.89
(ADJUST TO GRADE)

STR. 84 STA. 1392+96.20 ADJUST
EXIST. STR. TO GRADE 0.59' RT
NEW TG=644.35

PHASE 2 0 0
PHASE 4A 34 12

PHASE 2 0 0
PHASE 4A 131 42

1392+00.00

PGL LT
20.00' LT.
FG = 646.29

℄ SURVEY
1.50' RT.

FL = 644.03

PGL RT
20.00' RT.

RR & PRES R/W

TUG

TUG

TUG

PRES R/W

OHE

PHASE 2 0 0
PHASE 4A 39 11

PHASE 2 0 0
PHASE 4A 136 36

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X042

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1400+00.00

PGL LT
20.00' LT.
FG = 647.37

℄ SURVEY
1.43' RT.

FL = 645.12

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

PHASE 2 0 0
PHASE 4A 31 2

PHASE 2 0 0
PHASE 4A 105 8

1399+00.00

PGL LT
20.00' LT.
FG = 647.32

℄ SURVEY
1.14' RT.

FL = 645.07

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

PHASE 2 0 0
PHASE 4A 26 1

PHASE 2 0 0
PHASE 4A 94 22

1398+06.15

PGL LT
20.00' LT.
FG = 647.27

85

℄ SURVEY
1.45' RT.

FL = 644.93

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

Sta. 1398+07.76 40.65' Lt.
30"x72" LG RCP
NW E. Elev. = 640.58
SE E. Elev. = 640.73
(LEAVE).

Sta. 1398+07.07
30"x72" LG RCP XING
NW E. Elev. = 640.92
SE E. Elev. = 641.52
(ADJUST TO GRADE)

STR. 85 STA. 1398+06.11 ADJUST
EXIST. STR. TO GRADE 0.30' RT
NEW TG=644.93

PHASE 2 0 0
PHASE 4A 28 10

PHASE 2 0 0
PHASE 4A 6 1

1398+00.00

PGL LT
20.00' LT.
FG = 647.27

℄ SURVEY
1.45' RT.

FL = 644.94

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

PHASE 2 0 0
PHASE 4A 29 3

PHASE 2 0 0
PHASE 4A 121 20

1397+00.00

PGL LT
20.00' LT.
FG = 647.21

℄ SURVEY
1.46' RT.

FL = 644.96

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

PHASE 2 0 0
PHASE 4A 36 7

PHASE 2 0 0
PHASE 4A 60 11

1396+57.48

PGL LT
20.00' LT.
FG = 647.19

℄ SURVEY
1.46' RT.

FL = 644.94

20.00' RT.
PGL RT

TOG

RR & PRES R/W

TOG TOG TOG PRES R/W CHE

PHASE 2 0 0
PHASE 4A 40 6

PHASE 2 0 0
PHASE 4A 80 14

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X043

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1405+66.66

PGL LT
20.00' LT.
FG = 647.83

℄ SURVEY
1.28' RT.

fl. = 645.58

20.00' RT.
PGL RT

Sta. 1405+67.79 40' Rt.
28'x20'x18' LG CSMFE
NE fl. Elev. = 643.98
SW fl. Elev. = 643.88
(LEAVE)

TLC

RR & PRES. R/W

TLC

TLC

TLC

PRES. R/W

OHE

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		32	2
PHASE 4A		80	9

1405+00.00

PGL LT
20.00' LT.
FG = 647.74

℄ SURVEY
1.29' RT.

fl. = 645.49

20.00' RT.
PGL RT

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		32	5
PHASE 4A		120	20

1404+00.00

PGL LT
20.00' LT.
FG = 647.63

℄ SURVEY
1.40' RT.

fl. = 645.38

20.00' RT.
PGL RT

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		32	5
PHASE 4A		112	20

1403+00.00

PGL LT
20.00' LT.
FG = 647.54

℄ SURVEY
1.40' RT.

fl. = 645.29

20.00' RT.
PGL RT

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		27	5
PHASE 4A		133	20

1402+00.00

PGL LT
20.00' LT.
FG = 647.48

℄ SURVEY
1.41' RT.

fl. = 645.22

20.00' RT.
PGL RT

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		44	6
PHASE 4A		140	18

1401+00.00

PGL LT
20.00' LT.
FG = 647.43

℄ SURVEY
1.42' RT.

fl. = 645.17

20.00' RT.
PGL RT

		EXC.	EMB.
PHASE 2		0	0
PHASE 4A		31	4
PHASE 4A		115	12

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X044

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1410+00.00

PGL LT
20.00' LT.
FG = 648.60

℄ SURVEY
134'RT.

FG = 648.60

20.00' RT.
PGL RT

1:1

PHASE 2 21 0
PHASE 4A 53 2

PHASE 2 84 0
PHASE 4A 174 7

1409+00.00

PGL LT
20.00' LT.
FG = 648.40

℄ SURVEY
135'RT.

FG = 648.42

20.00' RT.
PGL RT

1:9

PHASE 2 23 0
PHASE 4A 40 1

PHASE 2 79 0
PHASE 4A 153 6

1408+00.00

PGL LT
20.00' LT.
FG = 648.21

℄ SURVEY
136'RT.

FG = 648.13

20.00' RT.
PGL RT

1:7

PHASE 2 18 0
PHASE 4A 43 1

PHASE 2 10 0
PHASE 4A 23 0

1407+84.89

PGL LT
20.00' LT.
FG = 648.19

℄ SURVEY
136'RT.

FG = 648.12

20.00' RT.
PGL RT

1:8

Sta. 1407+86.02 79.23' RT.
28°10'18" LG COMPR
NE'E Elev. = 644.09
SW'E Elev. = 644.13
(LEAVE)

PHASE 2 17 0
PHASE 4A 40 1

PHASE 2 43 0
PHASE 4A 141 7

1407+00.00

PGL LT
20.00' LT.
FG = 648.03

℄ SURVEY
137'RT.

FG = 647.95

FL = 645.66

20.00' RT.
PGL RT

1:9

PHASE 2 9 0
PHASE 4A 49 2

PHASE 2 18 0
PHASE 4A 156 8

1406+00.00

PGL LT
20.00' LT.
FG = 647.88

℄ SURVEY
138'RT.

FG = 647.88

FL = 645.62

20.00' RT.
PGL RT

1:8

PHASE 2 0 0
PHASE 4A 35 1

PHASE 2 0 0
PHASE 4A 41 2

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X045

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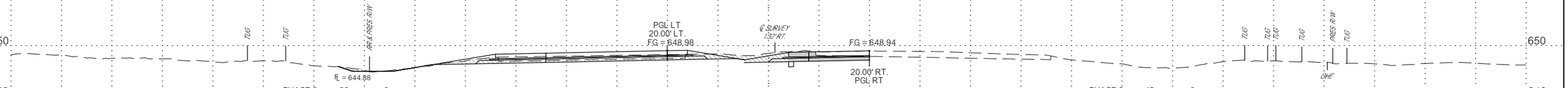
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

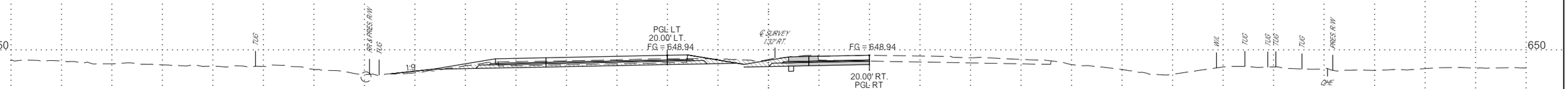
1412+00.00



PHASE 2	20	0	
PHASE 4A	49	0	

PHASE 2	15	0	
PHASE 4A	35	1	

1411+79.44

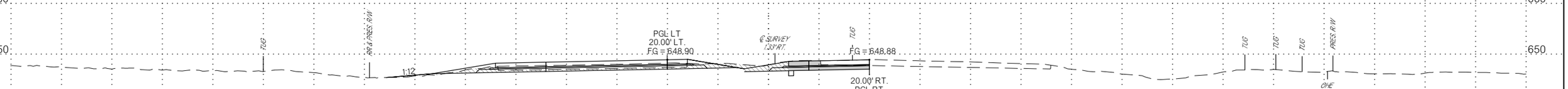


STA. 1411+79.44 TUG XING

PHASE 2	20	0	
PHASE 4A	44	2	

PHASE 2	15	0	
PHASE 4A	32	1	

1411+59.10

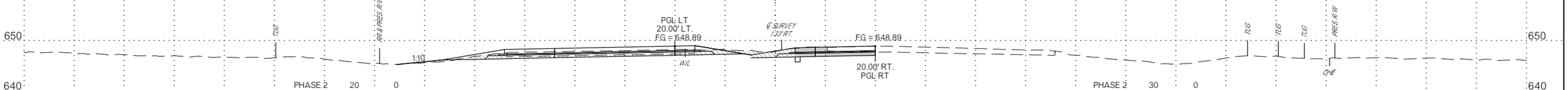


STA. 1412+43.01 TUG XING

PHASE 2	20	0	
PHASE 4A	41	2	

PHASE 2	3	0	
PHASE 4A	6	0	

1411+54.98

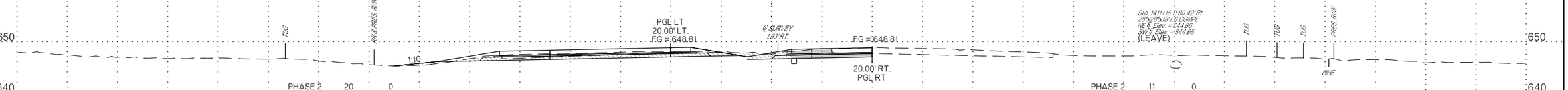


STA. 1411+54.98 TUG XING

PHASE 2	20	0	
PHASE 4A	40	1	

PHASE 2	30	0	
PHASE 4A	66	3	

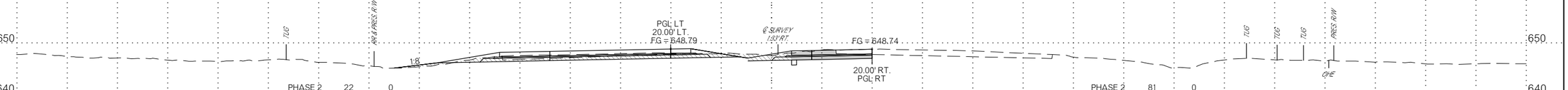
1411+13.97



PHASE 2	20	0	
PHASE 4A	47	3	

PHASE 2	11	0	
PHASE 4A	24	1	

1411+00.00



STA. 1411+59.10 W/L XING

PHASE 2	22	0	
PHASE 4A	47	3	

PHASE 2	81	0	
PHASE 4A	187	10	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X046

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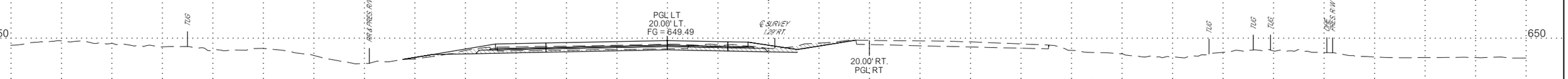
END AREA SQUARE FEET	
EXC.	EMB.

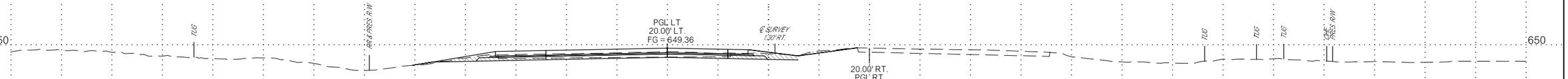
VOLUME CUBIC YARDS	
EXC.	EMB.

1415+00.00



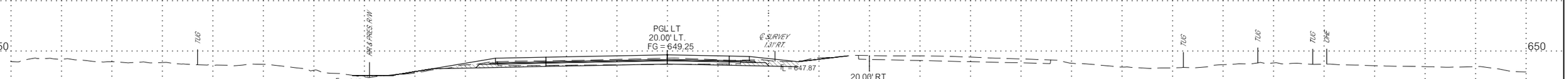
PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	47	2		PHASE 4A	155	5

1414+00.00



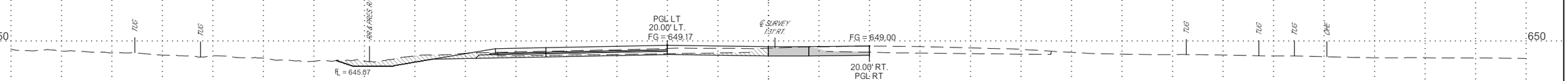
PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	36	0		PHASE 4A	68	4

1413+42.95



PHASE 2	0	0		PHASE 2	19	0
PHASE 4A	28	3		PHASE 4A	64	2

1413+00.00

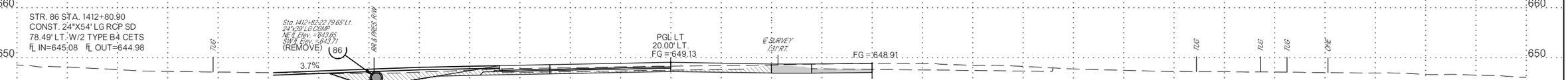


PHASE 2	24	0		PHASE 2	16	0
PHASE 4A	53	0		PHASE 4A	47	0

1412+79.07

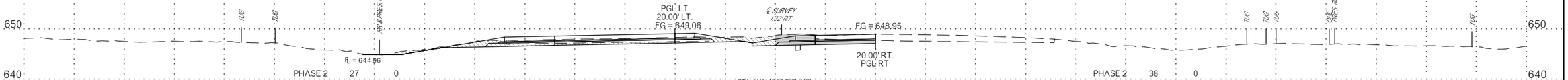
STR. 86 STA. 1412+80.90
CONST. 24"X54' LG RCP SD
78.49' LT. W/2 TYPE B4 CETS
FL IN=645.08 FL OUT=644.98

STA. 1412+80.90 CONST. 24'
CONC. STR. RETURN LT. W/ SD



PHASE 2	19	0		PHASE 2	31	0
PHASE 4A	70	0		PHASE 4A	76	0

1412+43.01



PHASE 2	27	0		PHASE 2	38	0
PHASE 4A	43	0		PHASE 4A	74	0

STA. 1413+42.95 TUG XING

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X047

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1419+00.00

PGL LT
20.00' LT.
FG = 648.97

℄ SURVEY
126' RT.

fL = 646.71

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 38 4

Sta. 1420+76.38 79.86' Rt.
28"x20"x30" LG CGMPE
NE fL Elev. = 642.94
SWE Elev. = 643.72
(LEAVE)

PHASE 2 0 0
PHASE 4A 45 4

1418+69.58

PGL LT
20.00' LT.
FG = 649.07

℄ SURVEY
126' RT.

fL = 646.78

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 42 4

Sta. 1418+70.71 83.92' Rt.
28"x20"x30" LG CGMPE
NE fL Elev. = 644.22
SWE Elev. = 644.65
(LEAVE)

PHASE 2 0 0
PHASE 4A 114 11

1418+00.00

PGL LT
20.00' LT.
FG = 649.26

℄ SURVEY
127' RT.

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 46 4

PHASE 2 0 0
PHASE 4A 61 6

1417+64.18

PGL LT
20.00' LT.
FG = 649.33

℄ SURVEY
127' RT.

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 47 4

Sta. 1417+65.31 83.38' Rt.
28"x20"x32" LG CGMPE
NE fL Elev. = 644.17
SWE Elev. = 644.36
(LEAVE)

PHASE 2 0 0
PHASE 4A 112 9

1417+00.00

PGL LT
20.00' LT.
FG = 649.44

℄ SURVEY
128' RT.

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 47 3

PHASE 2 0 0
PHASE 4A 178 14

1416+00.00

PGL LT
20.00' LT.
FG = 649.52

℄ SURVEY
129' RT.

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4A 48 4

PHASE 2 0 0
PHASE 4A 177 12

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X048

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1421+72.90

PGL LT
20.00' LT.
FG = 647.81

℄ SURVEY
121'RT.

FL = 645.55

20.00' RT.
PGL RT

Sta. 1421+74.02 80.50° Rt.
35'x24'x39' LG COMPE
NE FL Elev. = 642.79
SW FL Elev. = 643.11
(LEAVE)

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	32	8
PHASE 2	0	0
PHASE 4A	73	12

1421+15.51

PGL LT
20.00' LT.
FG = 648.06

℄ SURVEY
124'RT.

87

FL = 645.81

Sta. 1421+16.76
24'x25' RCP XING
NW FL Elev. = 643.25
SE FL Elev. = 642.78
(LEAVE)

20.00' RT.
PGL RT

STR. 87 STA. 1421+15.34 CONST.
TYPE 2 SMD 0.29' RT STUBBED
INTO EXIST. STR.
TG=645.81 FL=643.23

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	36	2
PHASE 2	0	0
PHASE 4A	21	1

1421+00.00

PGL LT
20.00' LT.
FG = 648.13

℄ SURVEY
124'RT.

FL = 645.88

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	38	3
PHASE 2	0	0
PHASE 4A	35	2

1420+75.24

PGL LT
20.00' LT.
FG = 648.24

℄ SURVEY
124'RT.

FL = 645.99

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	38	2
PHASE 2	0	0
PHASE 4A	102	8

1420+00.00

PGL LT
20.00' LT.
FG = 648.57

℄ SURVEY
125'RT.

FL = 646.32

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	35	3
PHASE 2	0	0
PHASE 4A	64	5

1419+48.30

PGL LT
20.00' LT.
FG = 648.79

℄ SURVEY
125'RT.

FL = 646.54

20.00' RT.
PGL RT

Sta. 1419+49.42 83.83° Rt.
28'x20'x30' LG COMPE
NE FL Elev. = 643.81
SW FL Elev. = 644.01
(LEAVE)

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	31	2
PHASE 2	0	0
PHASE 4A	63	6

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

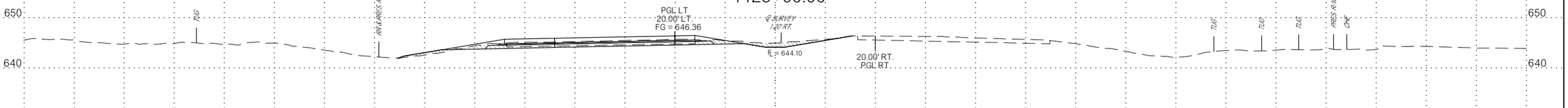
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X049

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

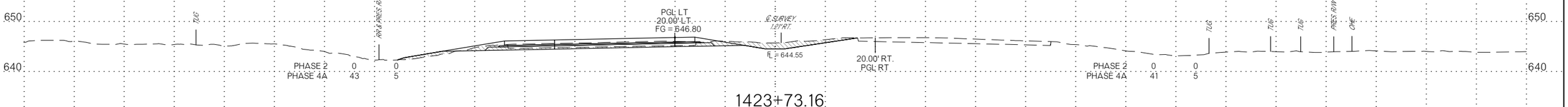
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

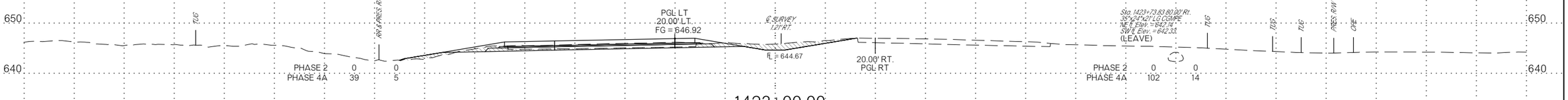
1425+00.00



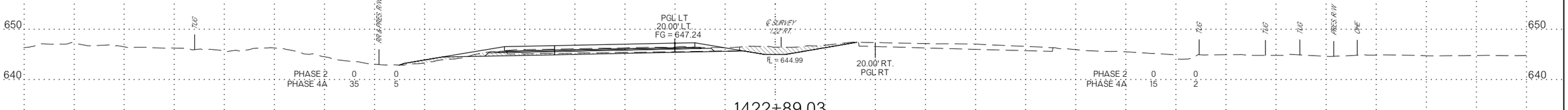
1424+00.00



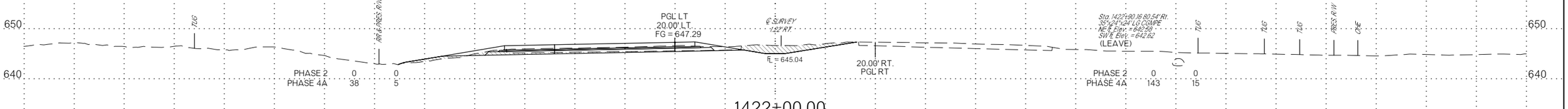
1423+73.16



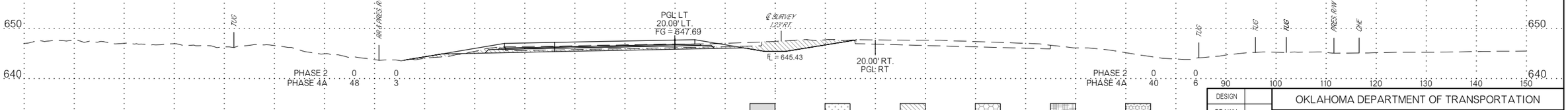
1423+00.00



1422+89.03



1422+00.00



PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

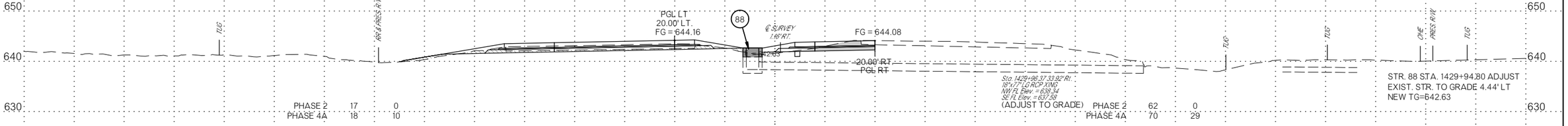
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X050

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

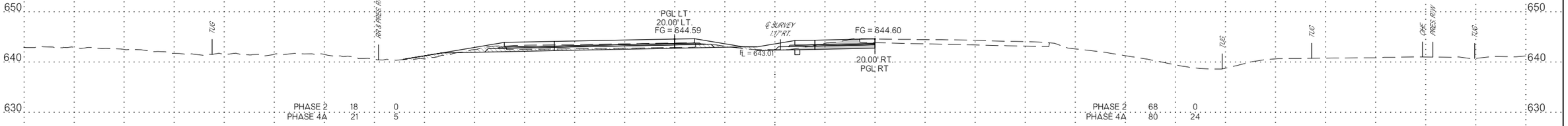
VOLUME CUBIC YARDS	
EXC.	EMB.

1429+95.56



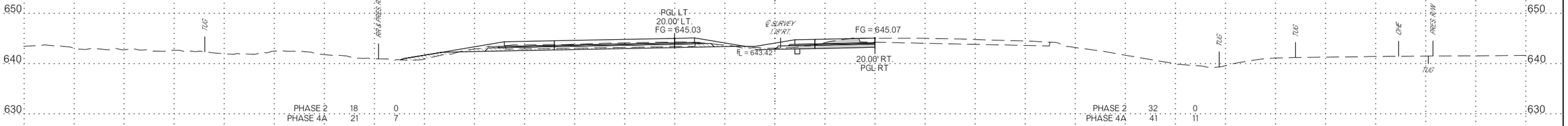
PHASE 2	17	0		PHASE 2	62	0	
PHASE 4A	18	10		PHASE 4A	70	29	

1429+00.00



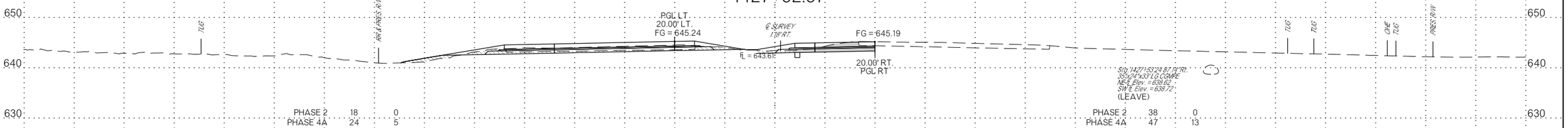
PHASE 2	18	0		PHASE 2	68	0	
PHASE 4A	21	5		PHASE 4A	80	24	

1428+00.00



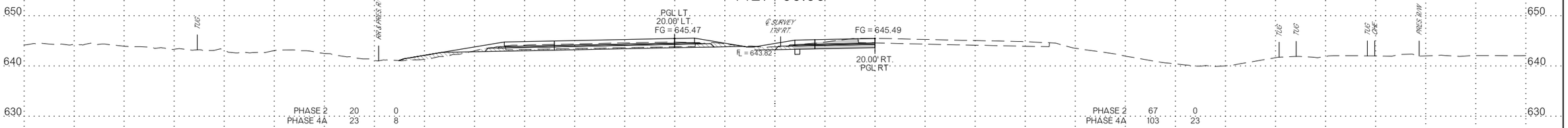
PHASE 2	18	0		PHASE 2	32	0	
PHASE 4A	21	7		PHASE 4A	41	11	

1427+52.57



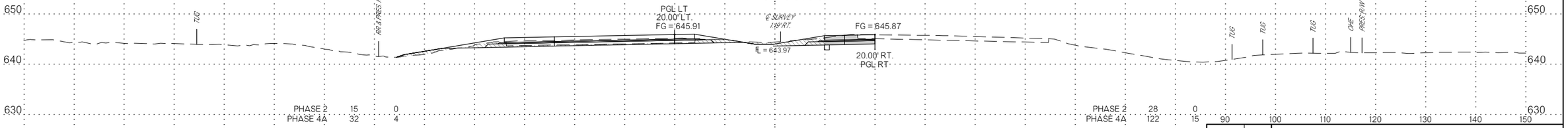
PHASE 2	18	0		PHASE 2	38	0	
PHASE 4A	24	5		PHASE 4A	47	13	

1427+00.00



PHASE 2	20	0		PHASE 2	67	0	
PHASE 4A	23	8		PHASE 4A	103	23	

1426+00.00



PHASE 2	15	0		PHASE 2	28	0	
PHASE 4A	32	4		PHASE 4A	122	15	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X051

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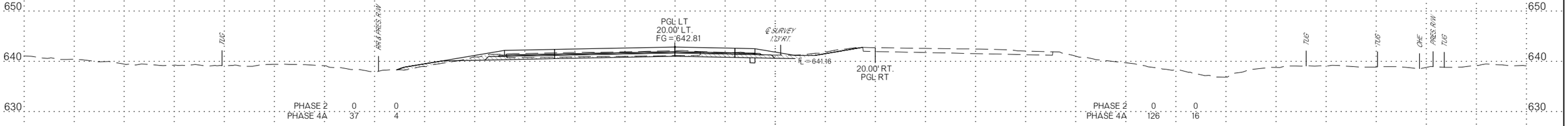
END AREA SQUARE FEET	
EXC.	EMB.

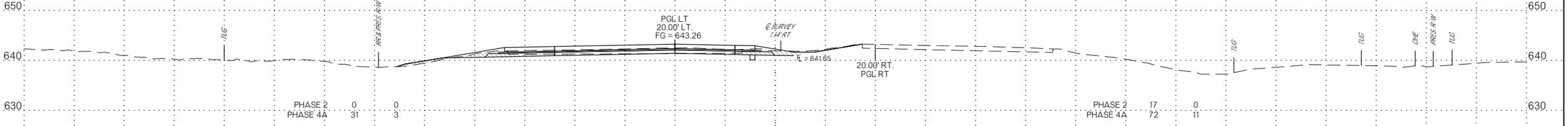
VOLUME CUBIC YARDS	
EXC.	EMB.

1433+00.00



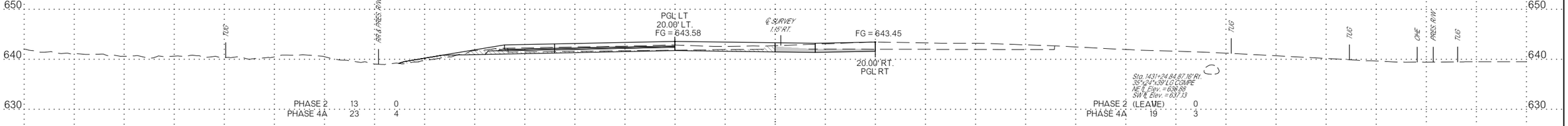
PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	37	4		PHASE 4A	126	16

1432+00.00



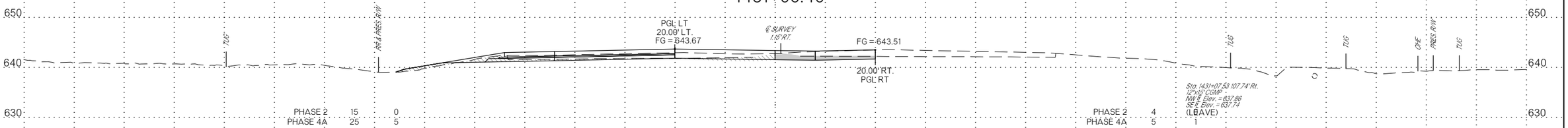
PHASE 2	0	0		PHASE 2	17	0
PHASE 4A	31	3		PHASE 4A	72	11

1431+27.36



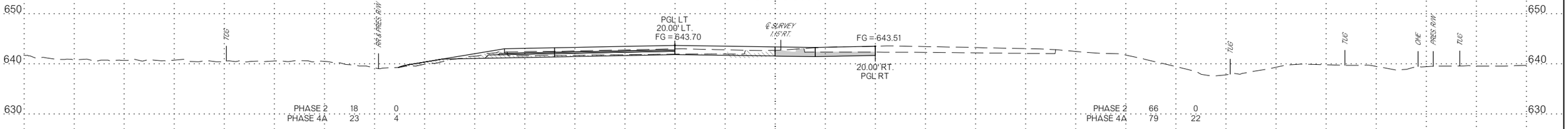
PHASE 2	13	0		PHASE 2	(LEAVE)	0
PHASE 4A	23	4		PHASE 4A	19	3

1431+06.40



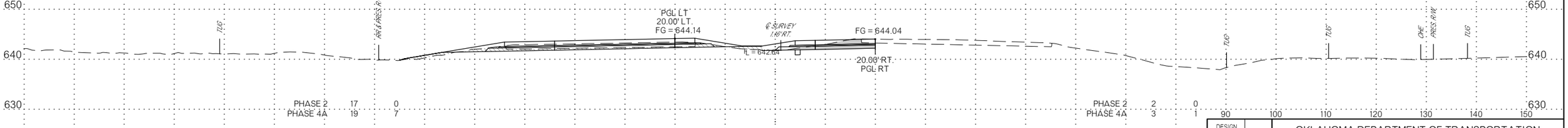
PHASE 2	15	0		PHASE 2	4	
PHASE 4A	25	5		PHASE 4A	5	1

1431+00.00



PHASE 2	18	0		PHASE 2	66	0
PHASE 4A	23	4		PHASE 4A	79	22

1430+00.00



PHASE 2	17	0		PHASE 2	2	0
PHASE 4A	19	7		PHASE 4A	3	1

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

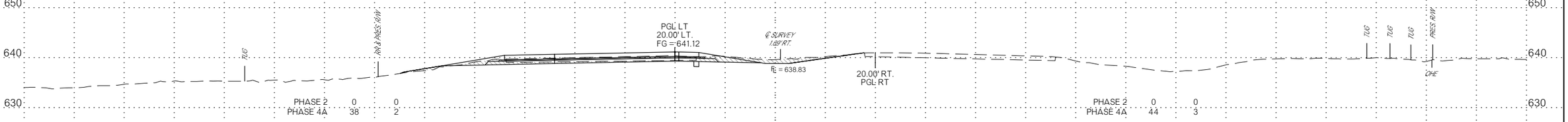
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X052

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

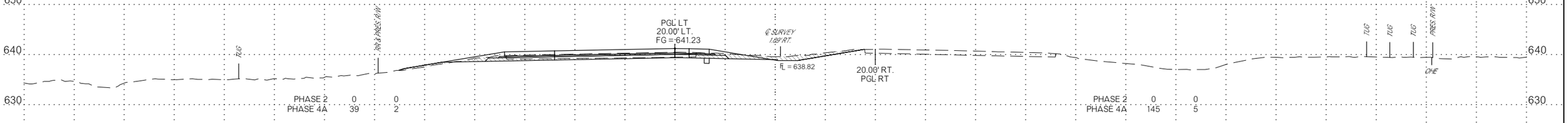
VOLUME CUBIC YARDS	
EXC.	EMB.

1437+30.96



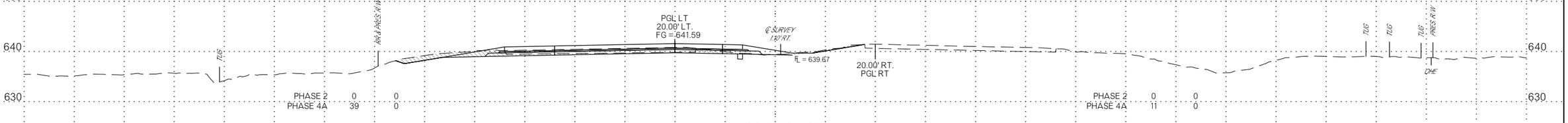
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	38	2	PHASE 4A	44	3

1437+00.00



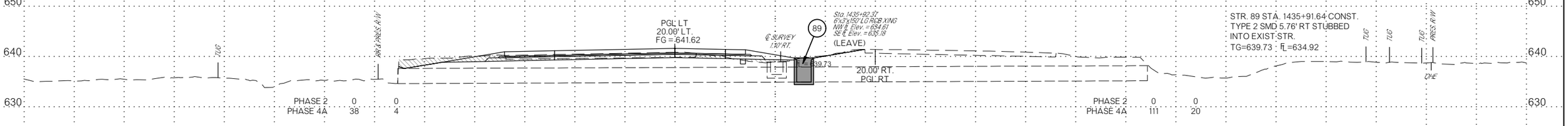
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	39	2	PHASE 4A	145	5

1436+00.00



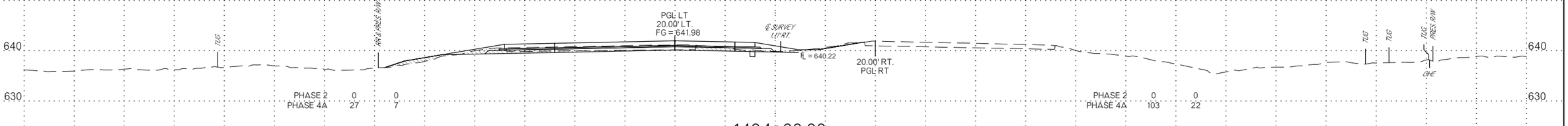
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	39	0	PHASE 4A	11	0

1435+91.67



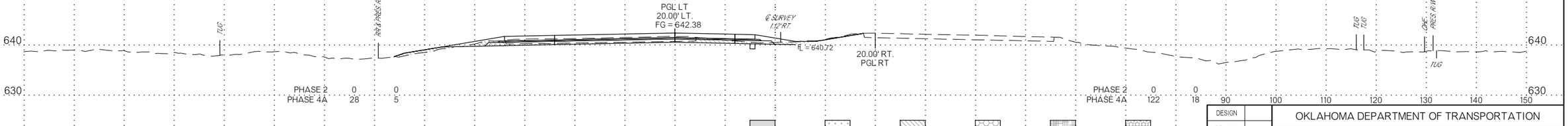
PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	38	4	PHASE 4A	111	20

1435+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	27	7	PHASE 4A	103	22

1434+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4A	28	5	PHASE 4A	122	18

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

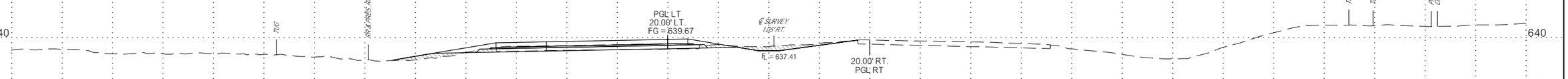
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X053

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

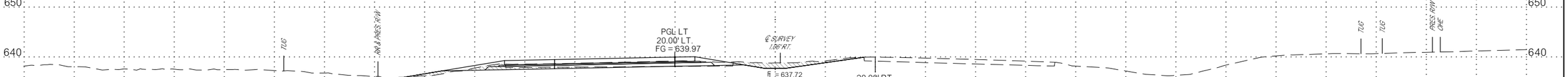
1442+00.00



PHASE 2 0 0
PHASE 4A 20 8

PHASE 2 0 0
PHASE 4A 93 25

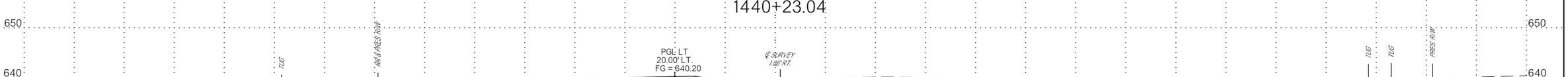
1441+00.00



PHASE 2 0 0
PHASE 4A 29 5

PHASE 2 0 0
PHASE 4A 105 15

1440+23.04

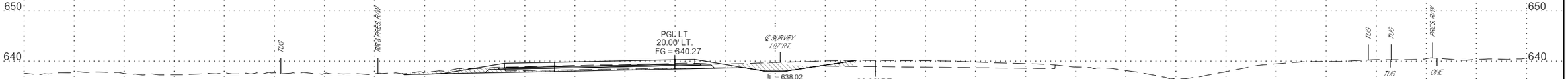


PHASE 2 0 0
PHASE 4A 44 5

Sta. 1440+24.18 80.38' Rt.
26"x20"x26" LG COMPE
NE fl. Elev. = 635.63
SW fl. Elev. = 635.81

PHASE 2 0 0(LEAVE)
PHASE 4A 36 4

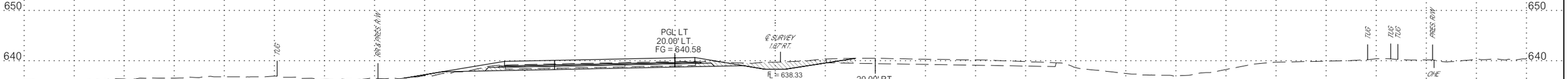
1440+00.00



PHASE 2 0 0
PHASE 4A 40 4

PHASE 2 0 0
PHASE 4A 151 17

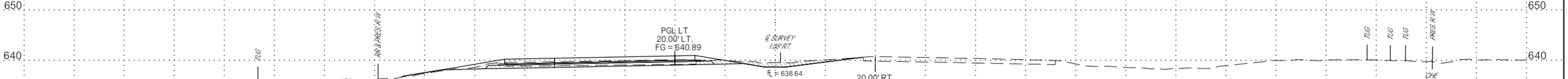
1439+00.00



PHASE 2 0 0
PHASE 4A 41 5

PHASE 2 0 0
PHASE 4A 143 13

1438+00.00



PHASE 2 0 0
PHASE 4A 36 1

PHASE 2 0 0
PHASE 4A 96 5

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

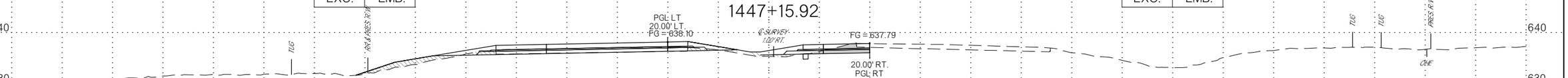
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X054

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

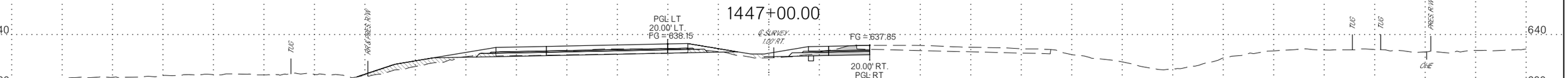
1447+15.92



PHASE 2	12	0	
PHASE 4A	7	20	

PHASE 2	7	0	
PHASE 4A	4	12	

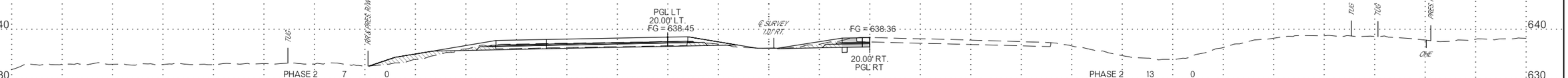
1447+00.00



PHASE 2	13	0	
PHASE 4A	8	21	

PHASE 2	39	0	
PHASE 4A	55	66	

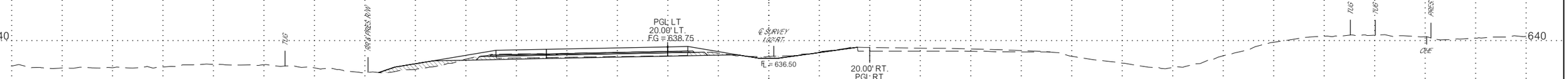
1446+00.00



PHASE 2	7	0	
PHASE 4A	21	14	

PHASE 2	13	0	
PHASE 4A	73	52	

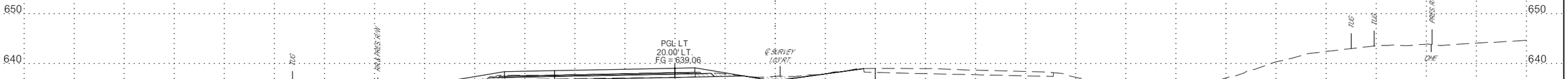
1445+00.00



PHASE 2	0	0	
PHASE 4A	18	13	

PHASE 2	0	0	
PHASE 4A	69	43	

1444+00.00



PHASE 2	0	0	
PHASE 4A	19	9	

PHASE 2	0	0	
PHASE 4A	82	33	

1443+00.00

PHASE 2	0	0	
PHASE 4A	24	8	

PHASE 2	0	0	
PHASE 4A	85	31	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

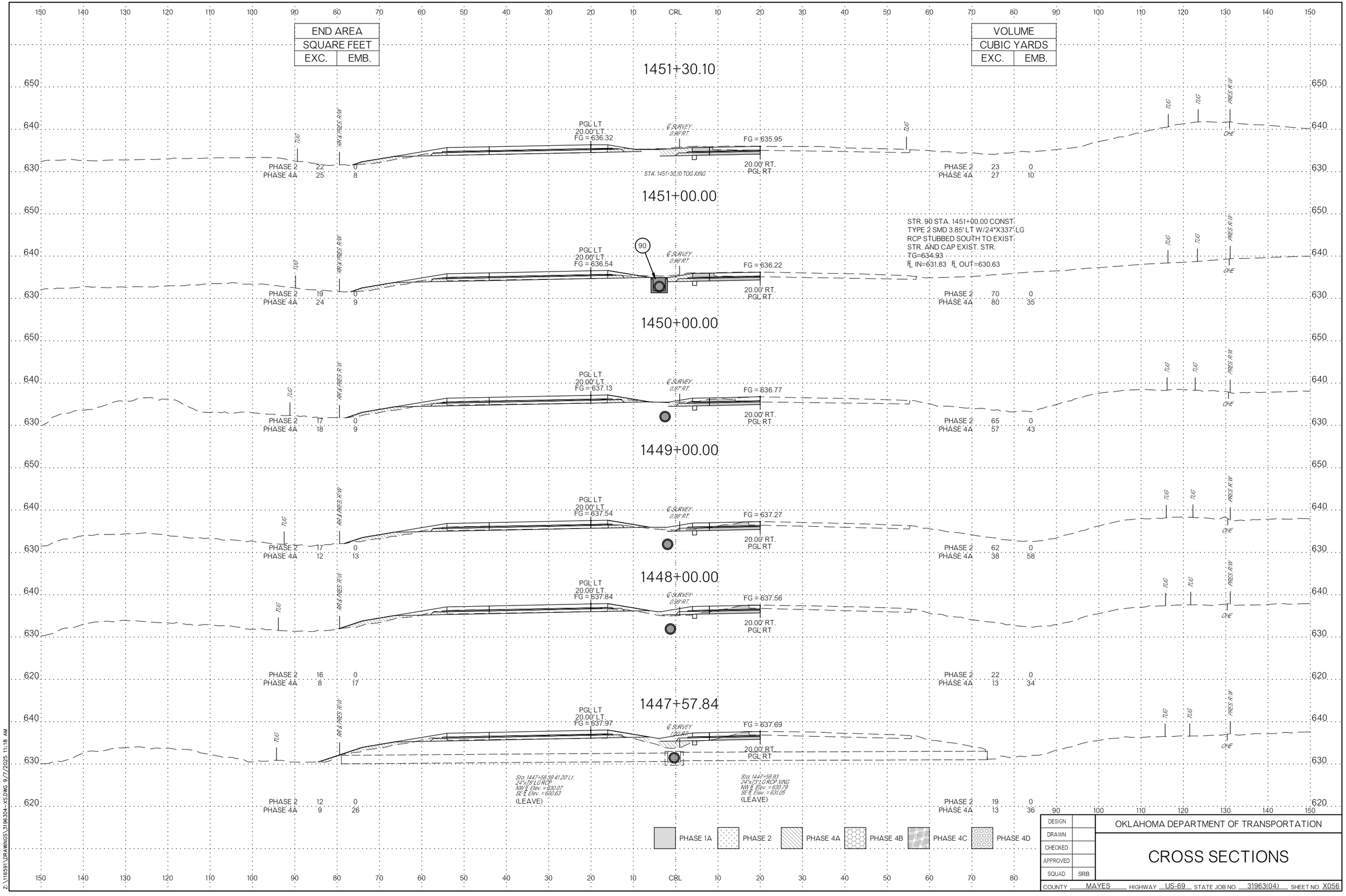
CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X055

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

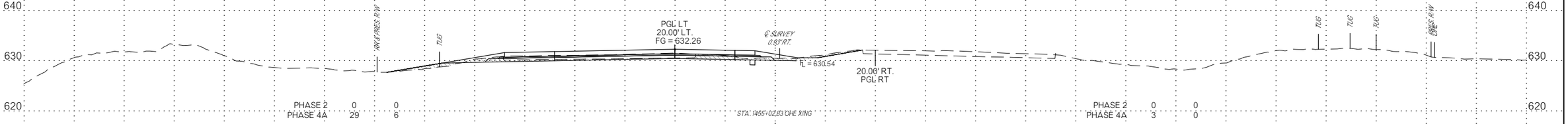
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X056

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

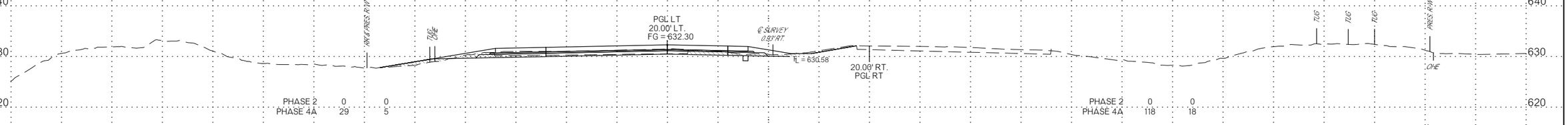
1455+02.83



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	29	6

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	3	0

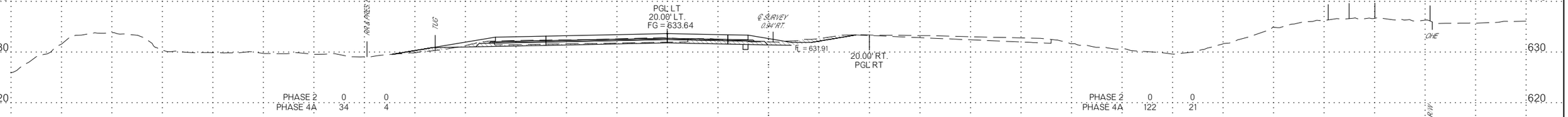
1455+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	29	5

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	118	18

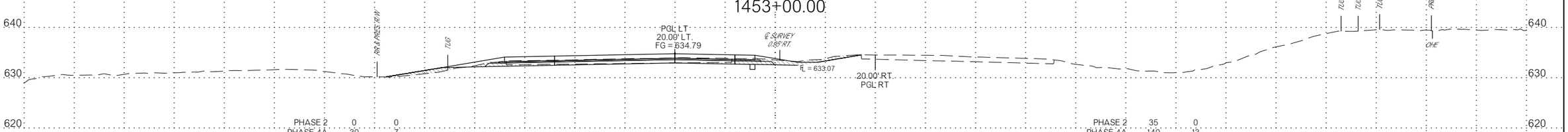
1454+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	34	4

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	122	21

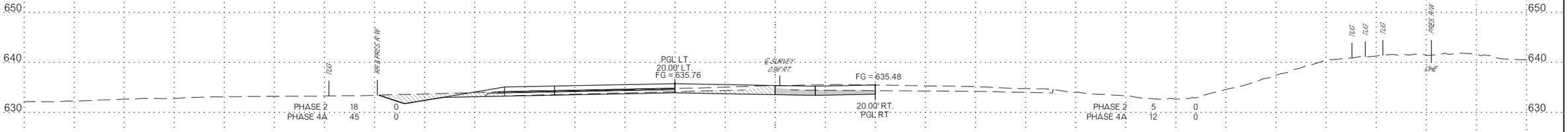
1453+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	30	7

	EXC.	EMB.
PHASE 2	35	0
PHASE 4A	140	13

1452+00.00



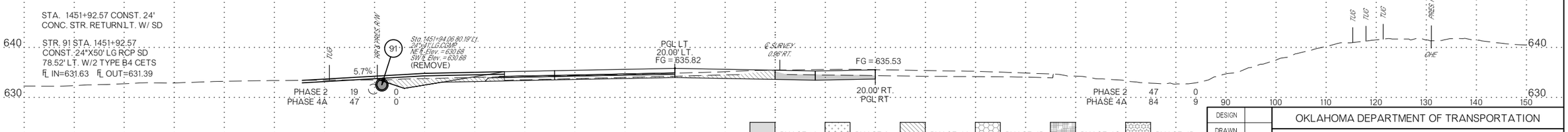
	EXC.	EMB.
PHASE 2	18	0
PHASE 4A	45	0

	EXC.	EMB.
PHASE 2	5	0
PHASE 4A	12	0

1451+92.57

STA. 1451+92.57 CONST. 24' CONC. STR. RETURN LT. W/ SD

STR. 91 STA. 1451+92.57
CONST. 24"X50' LG RCP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=631.63 FL OUT=631.39



	EXC.	EMB.
PHASE 2	19	0
PHASE 4A	47	0

	EXC.	EMB.
PHASE 2	47	0
PHASE 4A	84	9

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

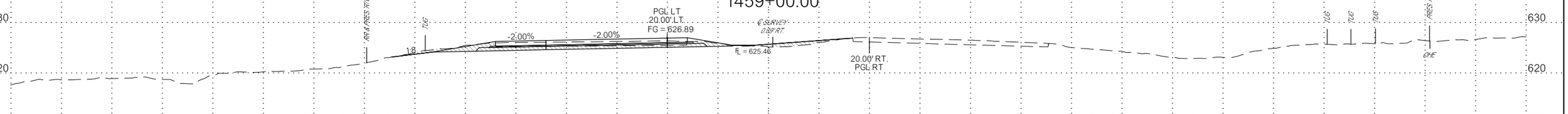
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X057

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

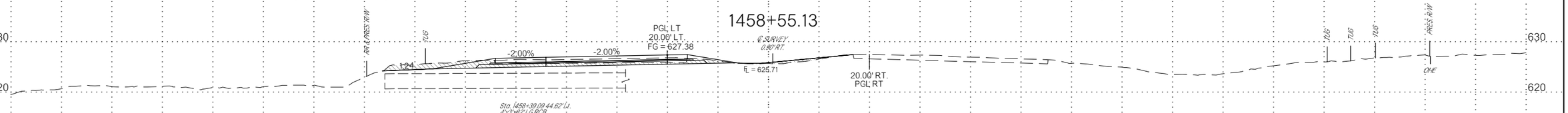
VOLUME CUBIC YARDS	
EXC.	EMB.

1459+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	43	9		PHASE 4A	79	11

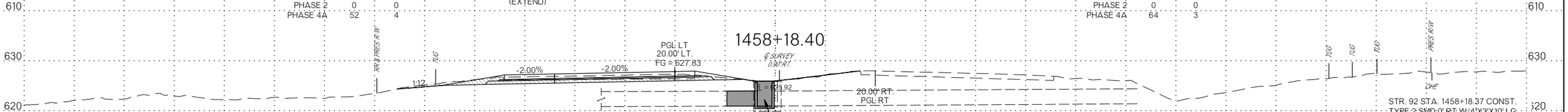
1458+55.13



Sta. 1458+39.09 44.62' Lt.
4'x3'x62' LG RCB
NW E Elev. = 620.66
SE E Elev. = 620.92
(EXTEND)

PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	52	4		PHASE 4A	64	3

1458+18.40



Sta. 1458+19.66 INLET
2.48 Lt. OF ℄
NW E Elev. = 620.92
4'x3' RCB
SE E Elev. = 620.92
4'x3' RCB
(REMOVE)

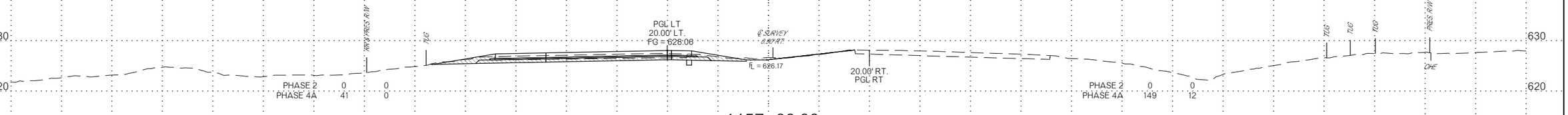
STA. 1459+89.54 TUG XING

Sta. 1458+19.47
4'x3'x76' LG RCB XING
NW E Elev. = 620.92
SE E Elev. = 621.37
(LEAVE)

STR. 92 STA. 1458+18.37 CONST.
TYPE 2 SMD 0' RT W/4'X3'X10' LG
RCB STUBBED INTO EXIST STR.
TG=625.92
FL IN=620.94 FL OUT=620.91

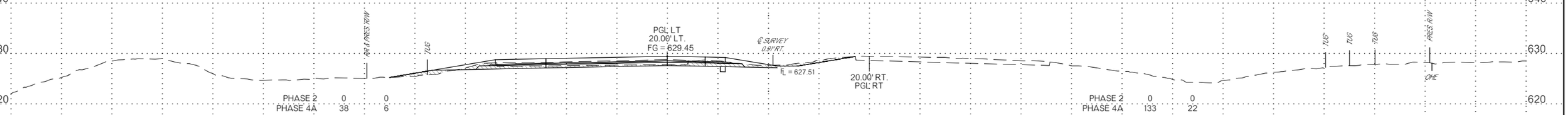
PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	42	0		PHASE 4A	28	0

1458+00.00



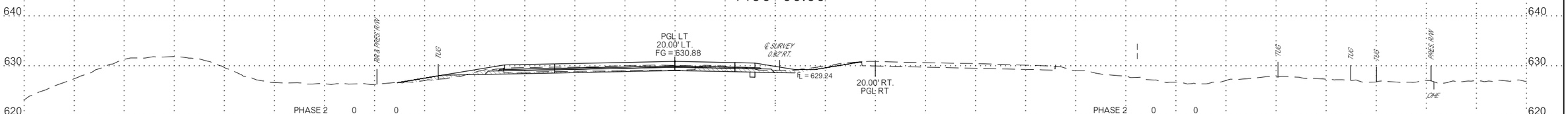
PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	41	0		PHASE 4A	149	12

1457+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	38	6		PHASE 4A	133	22

1456+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4A	33	5		PHASE 4A	113	21

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

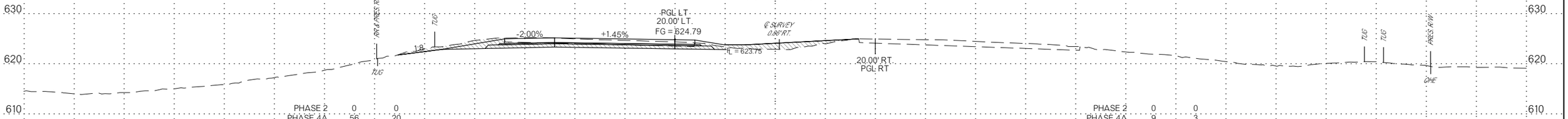
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X058

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

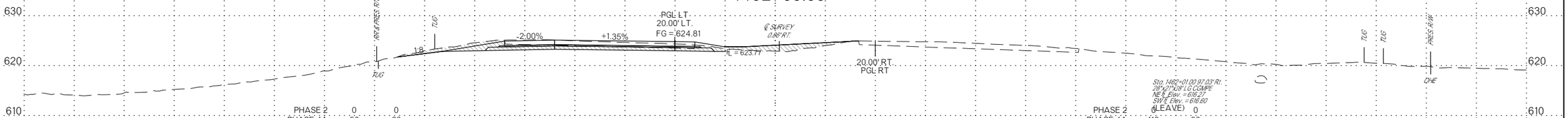
1462+04.36



PHASE 2 0 0
PHASE 4A 56 20

PHASE 2 0 0
PHASE 4A 9 3

1462+00.00

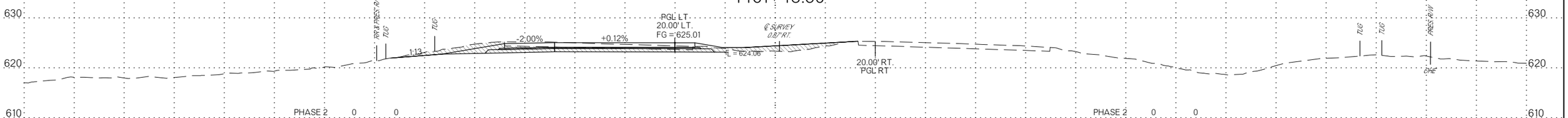


PHASE 2 0 0
PHASE 4A 56 20

Sta. 1462+01.00 97.03' Rt.
28°42'08" LC COMPE
NE ft. Elev. = 616.27
SW ft. Elev. = 616.60
(LEAVE)

PHASE 2 0 0
PHASE 4A 113 38

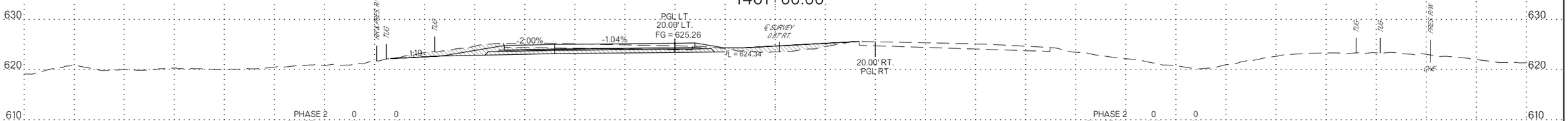
1461+48.50



PHASE 2 0 0
PHASE 4A 63 19

PHASE 2 0 0
PHASE 4A 118 35

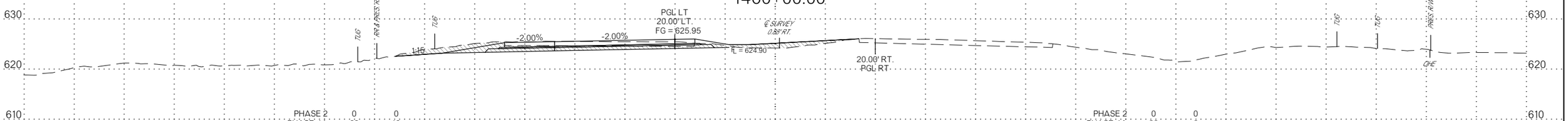
1461+00.00



PHASE 2 0 0
PHASE 4A 69 19

PHASE 2 0 0
PHASE 4A 245 66

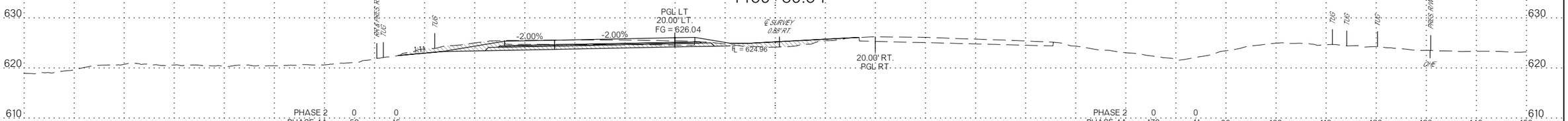
1460+00.00



PHASE 2 0 0
PHASE 4A 63 16

PHASE 2 0 0
PHASE 4A 23 6

1459+89.54



PHASE 2 0 0
PHASE 4A 59 15

PHASE 2 0 0
PHASE 4A 170 41

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

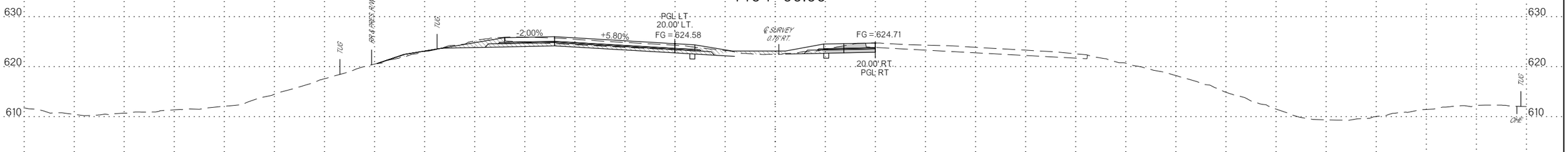
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X059

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

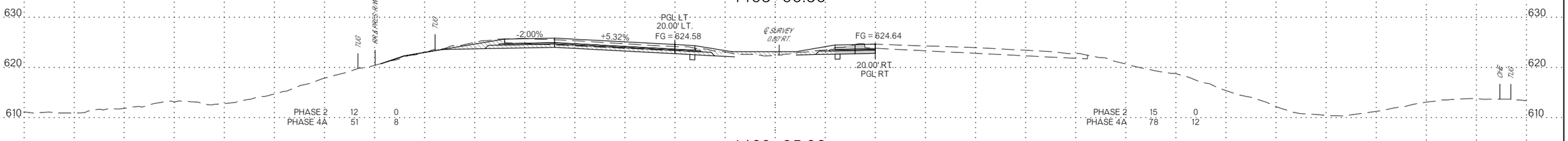
1464+00.00



PHASE 2 13 0
PHASE 4A 47 8

PHASE 2 16 0
PHASE 4A 61 10

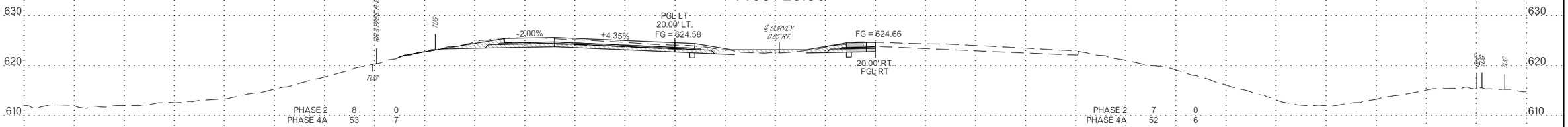
1463+66.36



PHASE 2 12 0
PHASE 4A 51 8

PHASE 2 15 0
PHASE 4A 78 12

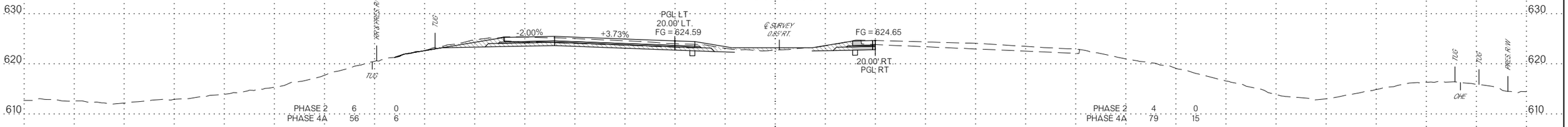
1463+25.86



PHASE 2 8 0
PHASE 4A 53 7

PHASE 2 7 0
PHASE 4A 52 6

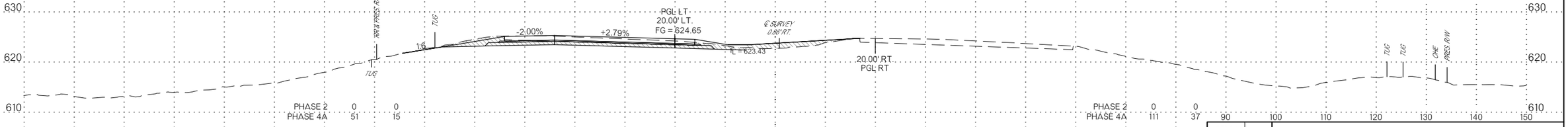
1463+00.00



PHASE 2 6 0
PHASE 4A 56 6

PHASE 2 4 0
PHASE 4A 79 15

1462+60.22



PHASE 2 0 0
PHASE 4A 51 15

PHASE 2 0 0
PHASE 4A 111 37

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

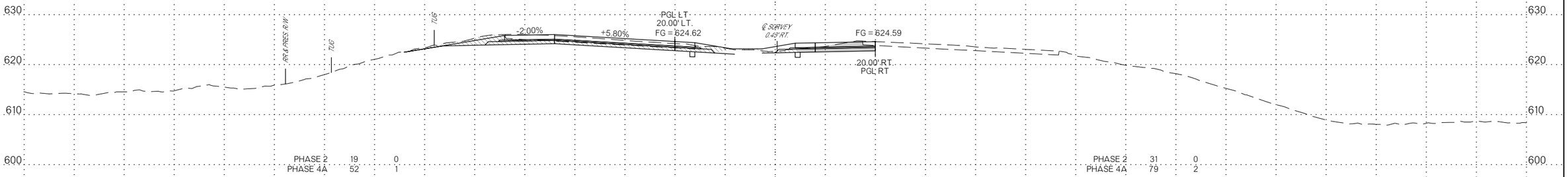
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X060

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

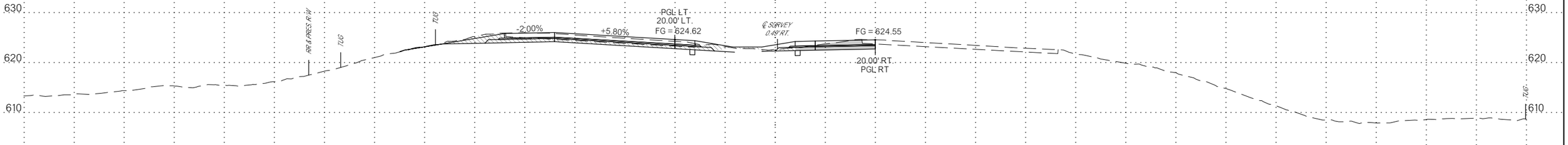
1466+43.03



PHASE 2	19	0	
PHASE 4A	52	1	

PHASE 2	31	0	
PHASE 4A	79	2	

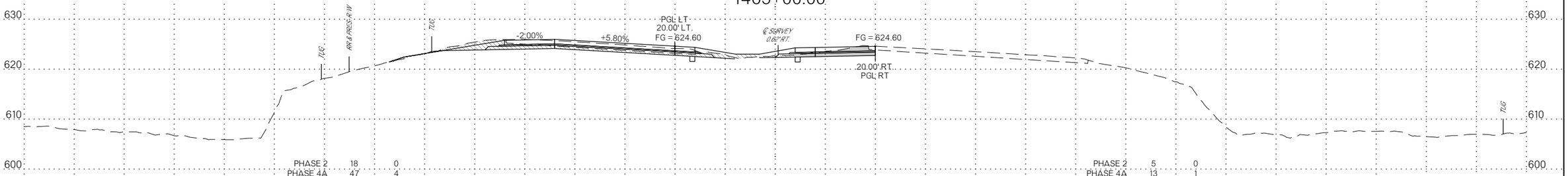
1466+00.00



PHASE 2	19	0	
PHASE 4A	47	2	

PHASE 2	70	0	
PHASE 4A	178	11	

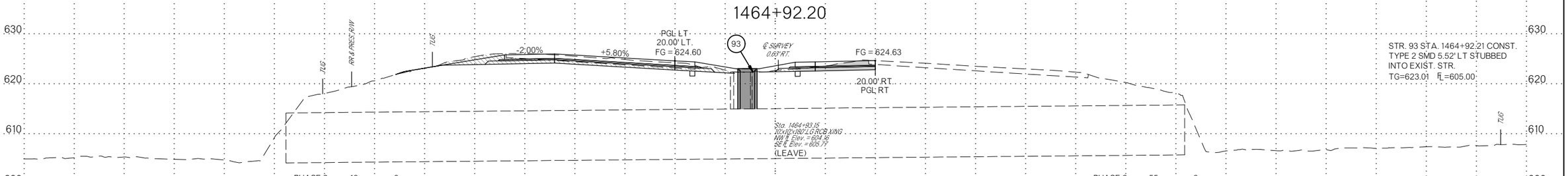
1465+00.00



PHASE 2	18	0	
PHASE 4A	47	4	

PHASE 2	5	0	
PHASE 4A	13	1	

1464+92.20



PHASE 2	18	0	
PHASE 4A	48	3	

PHASE 2	55	0	
PHASE 4A	166	20	

STR. 93 STA. 1464+92.21 CONST.
TYPE 2 SMD 5.52' LT STUBBED
INTO EXIST. STR.
TG=623.01 FL=605.00

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

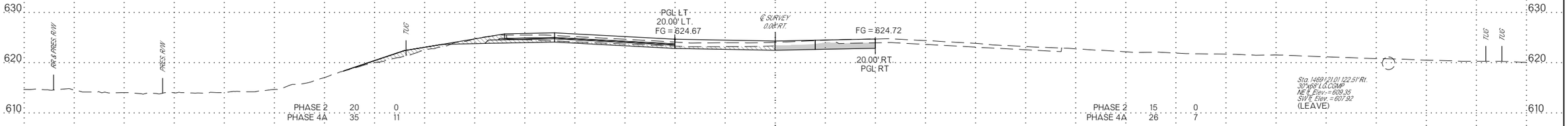
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X061

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

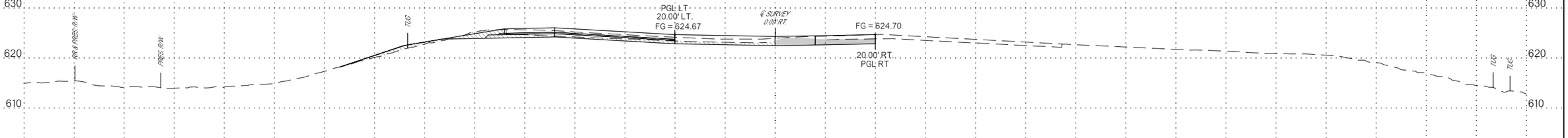
VOLUME CUBIC YARDS	
EXC.	EMB.

1469+19.69



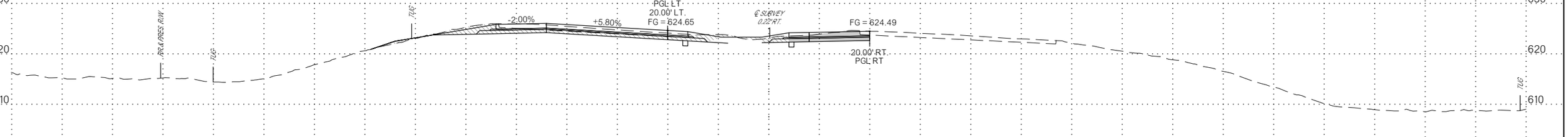
PHASE 2	20	0	
PHASE 4A	35	11	
PHASE 2	15	0	
PHASE 4A	26	7	

1469+00.00



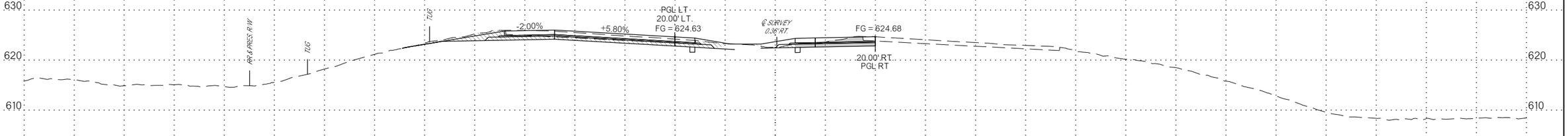
PHASE 2	22	0	
PHASE 4A	36	8	
PHASE 2	86	0	
PHASE 4A	172	24	

1468+00.00



PHASE 2	24	0	
PHASE 4A	55	4	
PHASE 2	79	0	
PHASE 4A	197	9	

1467+00.00



PHASE 2	18	0	
PHASE 4A	49	0	
PHASE 2	40	0	
PHASE 4A	109	2	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

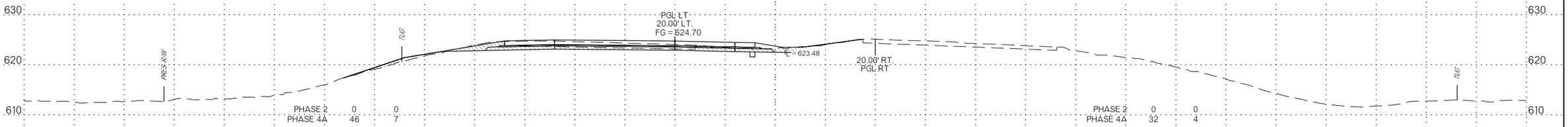
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X062

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

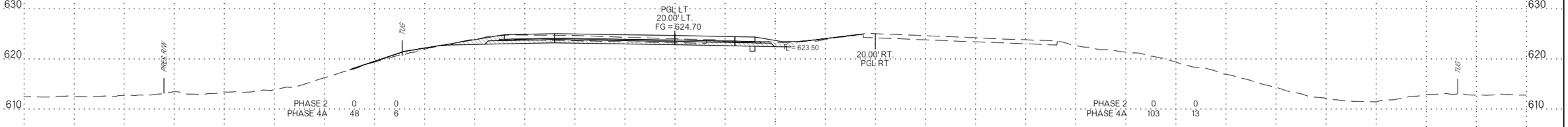
END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

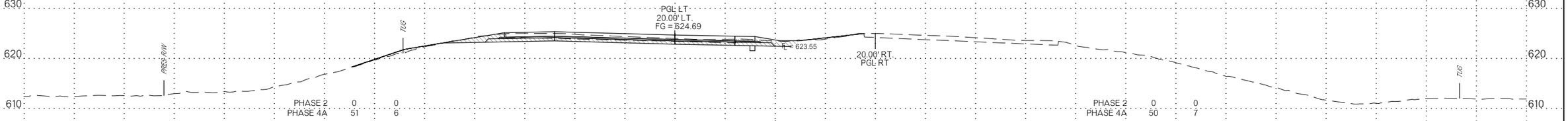
1471+00.00



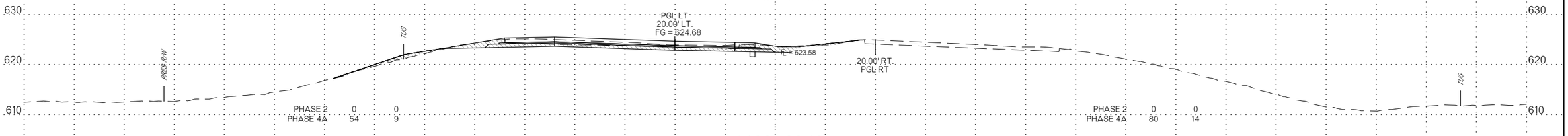
1470+81.69



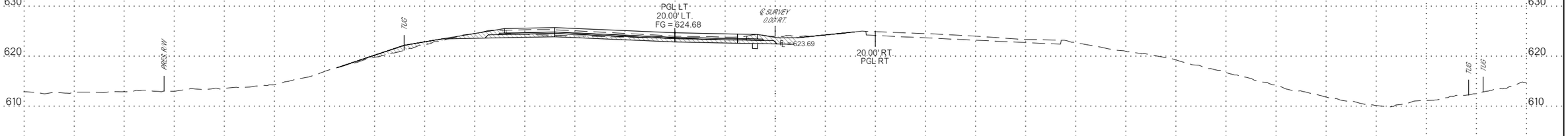
1470+25.83



1470+00.00



1469+60.19



PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X063

Z:\116591\DRAWINGS\31963O4--XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

630 620 610

1475+00.00

PGL LT
20.00' LT.
FG = 624.77

TLG

PROS R/W

FL = 622.51

20.00' RT
PGL RT

PHASE 2	0	0
PHASE 4A	17	23

PHASE 2	0	0
PHASE 4A	3	4

1474+94.85

PGL LT
20.00' LT.
FG = 624.77

94

STR. 94 STA. 1474+94.86 CONST.
TYPE 2 SMD 0.57' RT STUBBED
INTO EXIST. STR.
TG=622.51 FL=615.75

Sta.1474+95.45
24"x98"LGRCP XING
NW'E Elev. = 615.90
SE'E Elev. = 614.50
(LEAVE)

PHASE 2	0	0
PHASE 4A	17	25

PHASE 2	0	0
PHASE 4A	79	67

1474+00.00

PGL LT
20.00' LT.
FG = 624.75

FL = 622.96

PHASE 2	0	0
PHASE 4A	27	12

PHASE 2	0	0
PHASE 4A	133	37

1473+00.00

PGL LT
20.00' LT.
FG = 624.73

FL = 623.28

PHASE 2	0	0
PHASE 4A	44	7

PHASE 2	0	0
PHASE 4A	178	29

1472+00.00

PGL LT
20.00' LT.
FG = 624.72

FL = 623.38

PHASE 2	0	0
PHASE 4A	52	8

PHASE 2	0	0
PHASE 4A	122	21

1471+37.56

PGL LT
20.00' LT.
FG = 624.71

FL = 623.44

PHASE 2	0	0
PHASE 4A	53	10

PHASE 2	0	0
PHASE 4A	70	12

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

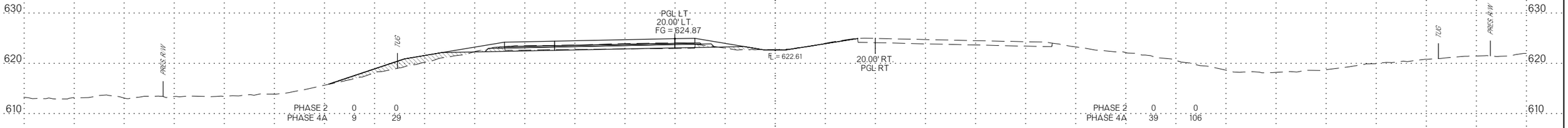
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X064

Z:\116591\DRAWINGS\3196304-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

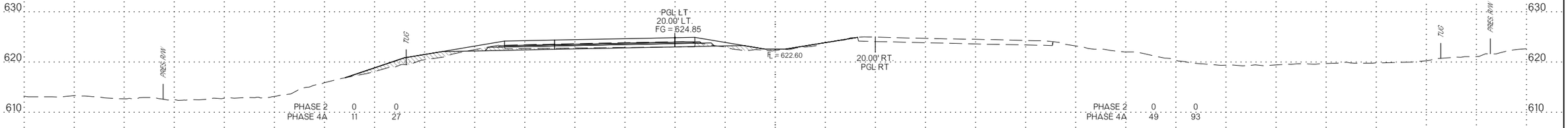
1481+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	9	29

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	39	106

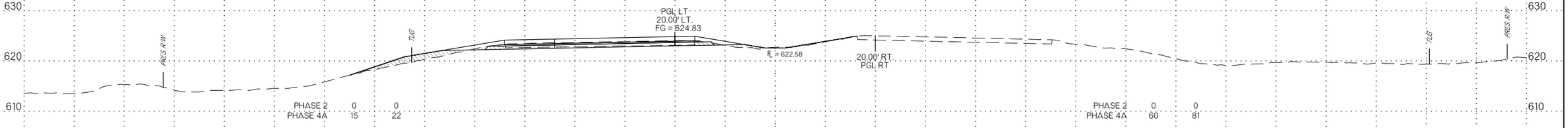
1480+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	11	27

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	49	93

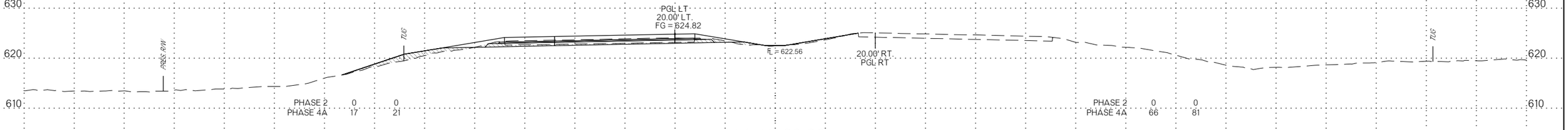
1479+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	15	22

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	60	81

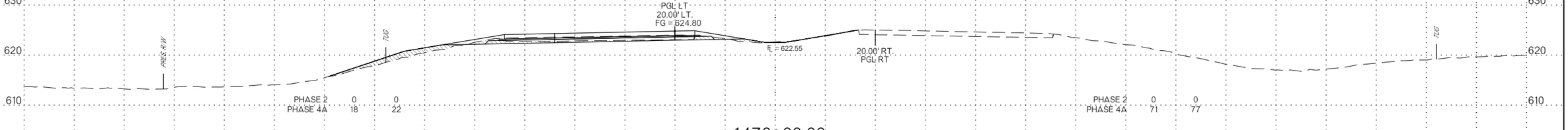
1478+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	17	21

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	66	81

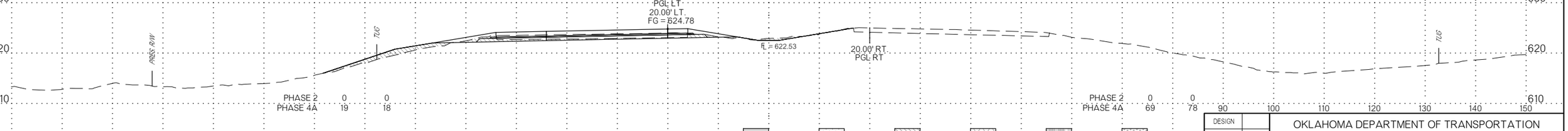
1477+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	18	22

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	71	77

1476+00.00



	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	19	18

	EXC.	EMB.
PHASE 2	0	0
PHASE 4A	69	78

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X065

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

1485+00.00

PGL LT
20.00' LT.
FG = 624.97

FL = 622.71

20.00' RT
PGL RT

PRES R/W — 2U1 — TUG — TUG — 2U1 — PRES R/W

PHASE 2 0 0
PHASE 4A 7 46

PHASE 2 0 0
PHASE 4A 28 179

1484+00.00

PGL LT
20.00' LT.
FG = 624.92

FL = 622.66

20.00' RT
PGL RT

PRES R/W — 2U1 — TUG — TUG — 2U1 — PRES R/W

PHASE 2 0 0
PHASE 4A 7 50

PHASE 2 0 0
PHASE 4A 1 8

1483+95.51

PGL LT
20.00' LT.
FG = 624.92

95

FL = 622.66

20.00' RT
PGL RT

Sta. 1483+94.62 INLET
3.20' LT. OF ℄ W/24" RCP
SE ℄ Elev.= 616.01
(REMOVE)

Sta. 1483+95.11
INLET
89.91' RT. OF CL
NW ℄ Elev.= 612.76
(LEAVE)

STR. 95 STA. 1483+94.07 CONST.
TYPE 2 SMD 0.00' LT STUBBED
INTO EXIST. STR.
TG=622.66 ℄ FL=615.56

PRES R/W — TUG — TUG — TUG — PRES R/W

PHASE 2 0 0
PHASE 4A 8 50

PHASE 2 0 0
PHASE 4A 25 152

1483+00.00

PGL LT
20.00' LT.
FG = 624.90

FL = 622.65

20.00' RT
PGL RT

PRES R/W — TUG — TUG — TUG — PRES R/W

PHASE 2 0 0
PHASE 4A 6 35

PHASE 2 0 0
PHASE 4A 30 117

1482+00.00

PGL LT
20.00' LT.
FG = 624.88

FL = 622.63

20.00' RT
PGL RT

PRES R/W — TUG — TUG — TUG — PRES R/W

PHASE 2 0 0
PHASE 4A 9 28

PHASE 2 0 0
PHASE 4A 35 107

610 620 630

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X066

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1489+00.00

PGL LT
20.00' LT.
FG = 626.91

FL = 624.66

20.00' RT.
PGL RT.

TLG

PHASE 2 0 0
PHASE 4A 17 9

PHASE 2 0 0
PHASE 4A 53 74

1488+00.00

PGL LT
20.00' LT.
FG = 626.15

FL = 623.90

20.00' RT.
PGL RT.

PROS R/W

TLG

PHASE 2 0 0
PHASE 4A 10 30

PHASE 2 0 0
PHASE 4A 42 119

1487+00.00

PGL LT
20.00' LT.
FG = 625.58

FL = 623.32

20.00' RT.
PGL RT

PROS R/W

TLG

PHASE 2 0 0
PHASE 4A 12 34

PHASE 2 0 0
PHASE 4A 42 145

1486+00.00

PGL LT
20.00' LT.
FG = 625.18

FL = 622.93

20.00' RT.
PGL RT

PROS R/W

TLG

PHASE 2 0 0
PHASE 4A 10 44

PHASE 2 0 0
PHASE 4A 13 60

1485+64.59

PGL LT
20.00' LT.
FG = 625.08

FL = 622.83

20.00' RT.
PGL RT

TLG

PHASE 2 0 0
PHASE 4A 10 47

PHASE 2 0 0
PHASE 4A 21 111

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X067

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1493+00.00

PGL: LT
20.00' LT.
FG = 630.67

FL = 628.42

20.00' RT.
PGL: RT

7.0%

PHASE 2	0	0			PHASE 2	0	0
PHASE 4A	31	3			PHASE 4A	94	30

1492+00.00

PGL: LT
20.00' LT.
FG = 629.92

FL = 627.66

20.00' RT.
PGL: RT

7.0%

PHASE 2	0	0			PHASE 2	0	0
PHASE 4A	19	13			PHASE 4A	72	39

1491+00.00

PGL: LT
20.00' LT.
FG = 628.94

FL = 626.69

20.00' RT.
PGL: RT

7.0%

PHASE 2	0	0			PHASE 2	0	0
PHASE 4A	19	8			PHASE 4A	77	30

1490+00.00

PGL: LT
20.00' LT.
FG = 627.85

FL = 625.60

20.00' RT.
PGL: RT

7.0%

PHASE 2	0	0			PHASE 2	0	0
PHASE 4A	22	8			PHASE 4A	74	33

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

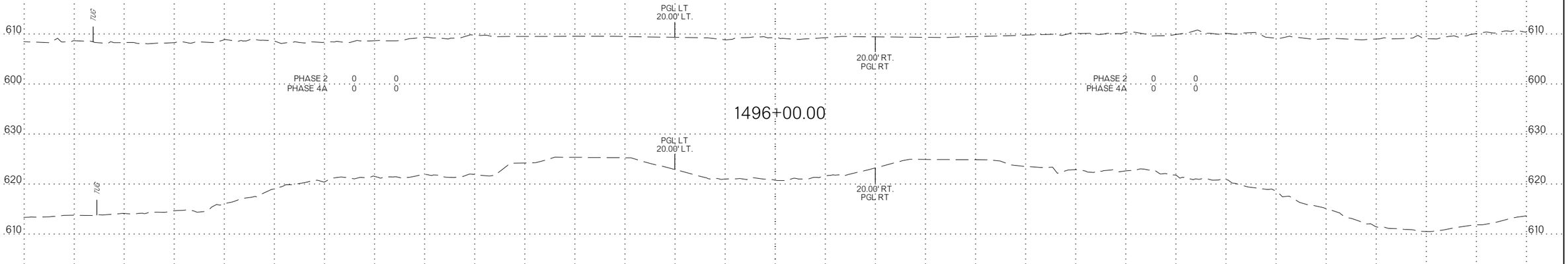
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X068

Z:\116591\DRAWINGS\31963(04)-XS.DWG 9/7/2025 11:18 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1496+43.66



PHASE 2 0 0
PHASE 4A 0 0

PHASE 2 0 0
PHASE 4A 0 0

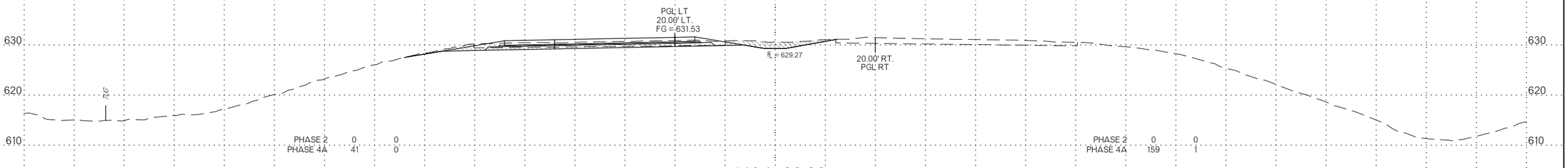
1496+00.00

PHASE 2 0 0
PHASE 4A 0 0

PHASE 2 0 0
PHASE 4A 0 0

ST.A. 1495+64.59 BEGIN EXCEPTION

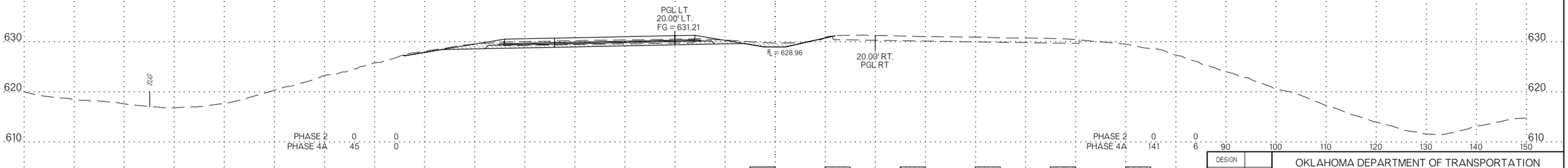
1495+00.00



PHASE 2 0 0
PHASE 4A 41 0

PHASE 2 0 0
PHASE 4A 159 1

1494+00.00



PHASE 2 0 0
PHASE 4A 45 0

PHASE 2 0 0
PHASE 4A 141 6

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

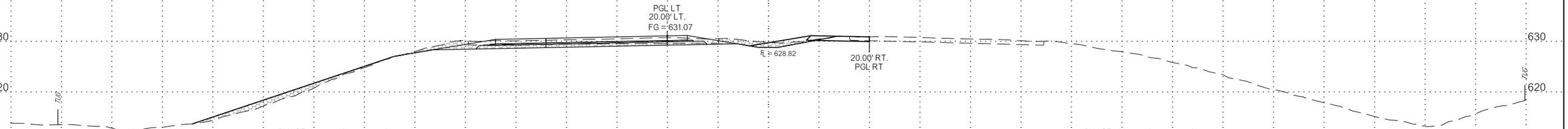
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X069

Z:\116591\DRAWINGS\31963O4-XS.DWG 9/7/2025 11:18 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

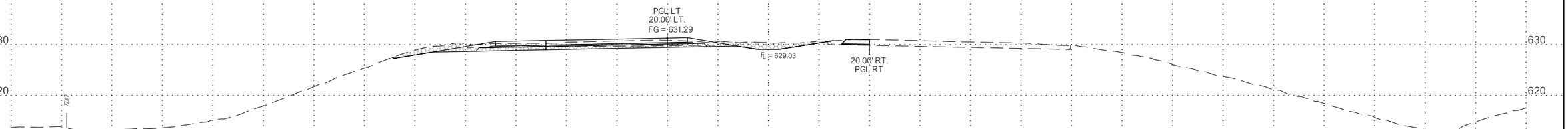
1499+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	52	27
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	208	52
PHASE 4C	0	0

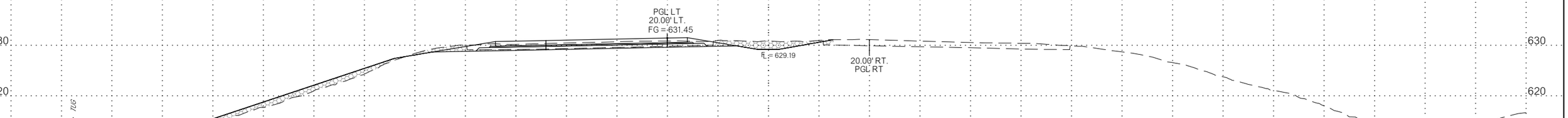
1498+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	60	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	141	55
PHASE 4C	0	0

1497+25.99

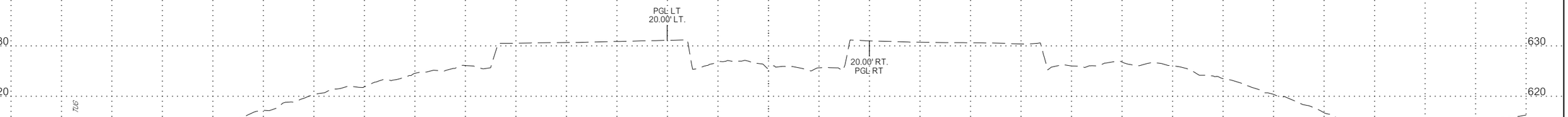


	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	42	39
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	20	19
PHASE 4C	0	0

STA. 1497+25.99 END EXCEPTION

1497+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X070

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1503+00.00

PGL LT
20.00' LT.
FG = 630.22

FG = 630.24

20.00' RT.
PGL RT

TOG

TOG

Sta. 1503+29.18 113.87' Lt.
28°47'21"=90° L.G.GOMPE
NE'ly Elev. = 613.94
SW'ly Elev. = 612.86

(LEAVE)

PHASE 1A	0	0
PHASE 2	10	0
PHASE 4B	62	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	19	0
PHASE 4B	200	2
PHASE 4C	0	0

1502+00.00

PGL LT
20.00' LT.
FG = 630.43

FL = 628.18

20.00' RT.
PGL RT

TOG

TOG

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	45	1
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	160	4
PHASE 4C	0	0

1501+00.00

PGL LT
20.00' LT.
FG = 630.65

FL = 628.39

20.00' RT.
PGL RT

TOG

TOG

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	41	1
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	141	2
PHASE 4C	0	0

1500+00.00

PGL LT
20.00' LT.
FG = 630.86

FL = 628.61

20.00' RT.
PGL RT

TOG

TOG

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	35	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	162	50
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

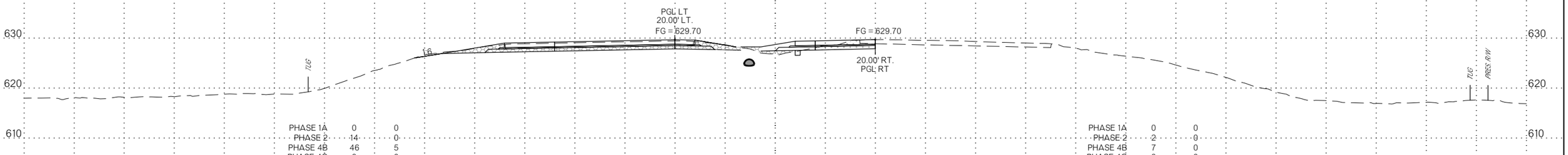
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X071

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

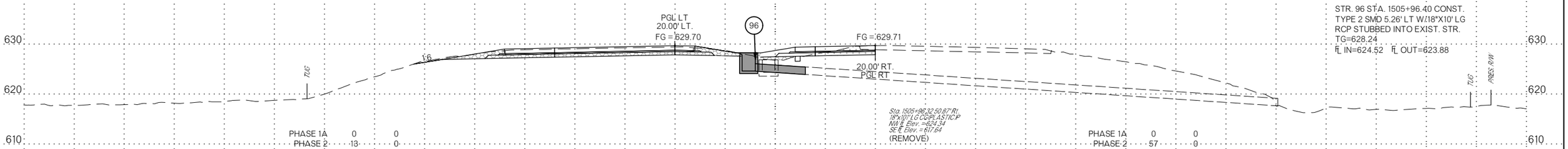
1506+00.00



PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	46	5
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	2	0
PHASE 4B	7	0
PHASE 4C	0	0

1505+95.71



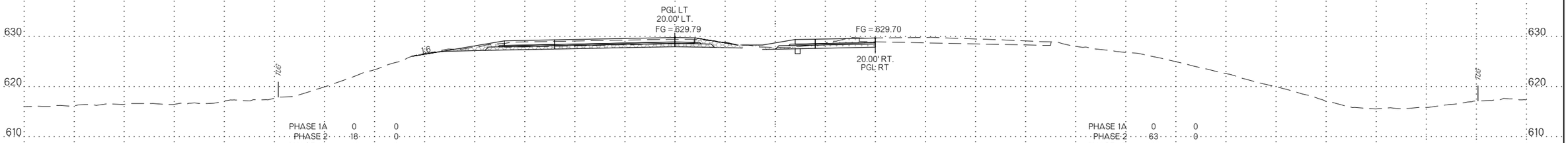
Sta. 1505+96.32 50.87' Rt.
18"x101'LG CORUGATED PLASTIC PIPE
INV. E. Elev. = 624.34
SE E. Elev. = 617.64
(REMOVE)

STR. 96 STA. 1505+96.40 CONST.
TYPE 2 SMD 5.26' LT W/18"X10' LG
RCP STUBBED INTO EXIST. STR.
TG=628.24
FL IN=624.52 FL OUT=623.88

PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	47	5
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	57	0
PHASE 4B	161	11
PHASE 4C	0	0

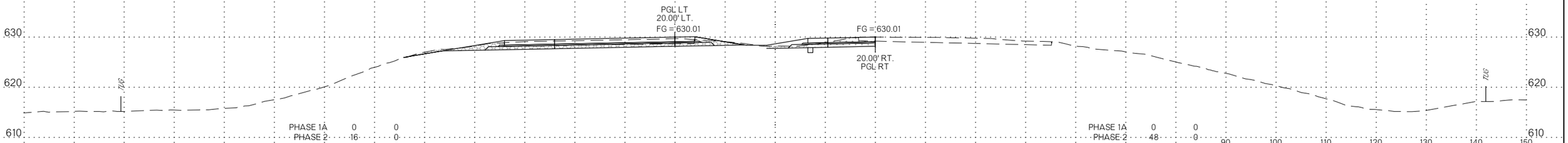
1505+00.00



PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	43	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	63	0
PHASE 4B	168	1
PHASE 4C	0	0

1504+00.00



PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	46	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	48	0
PHASE 4B	202	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X072

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1509+00.00

PGL LT
20.00' LT.
FG = 630.61

98

FG = 630.50

20.00' RT.
PGL RT

TLG

PRES R/W

STR. 98 STA. 1509+31.86
CONST. TYPE 2 SMD 5.65' RT
W/22"X13"X333' LG RCPA
STUBBED TO STR. 96
TG=629.23
FL IN=626.67 FL OUT=624.52

PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	72	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	83	0
PHASE 4C	0	0

1508+72.78

STR. 97 STA. 1508+74.77
CONST. 30"X76' LG RCP SD
89.68' LT. W/2 TYPE C4 CETS
FL IN=623.38 FL OUT=621.48

5.6%

97

PGL LT
20.00' LT.
FG = 630.45

FG = 630.35

20.00' RT.
PGL RT

Sta. 1508+76.65 132.64' Lt.
18"x25" LG CMP
NE FL Elev. = 624.78'
SW FL Elev. = 624.65

(LEAVE)

STA. 1508+76.18 CONST. 26'
CONC. STR. RETURN LT.

Sta. 1508+78.04 88.83' Lt.
24"x44" LG CMP
NE FL Elev. = 622.88
SW FL Elev. = 621.94

(REMOVE)

PHASE 1A	0	0
PHASE 2	19	0
PHASE 4B	93	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	49	0
PHASE 4B	196	2
PHASE 4C	0	0

1508+00.00

PGL LT
20.00' LT.
FG = 630.10

1:6

FG = 630.12

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	17	0
PHASE 4B	51	1
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	59	0
PHASE 4B	189	4
PHASE 4C	0	0

1507+00.00

PGL LT
20.00' LT.
FG = 629.80

98

FG = 629.78

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	50	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	53	0
PHASE 4B	180	11
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X073

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1514+00.00

PGL LT
20.00' LT.
FG = 635.18

FL = 631.09

FL = 633.13

20.00' RT.
PGL RT

PRES. R/W · TUG · SVL · TUG · TUG · PRES. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	76	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	357	0
PHASE 4C	0	0

1513+00.00

STA. 1513+04.29 CONST.
12' CONC. DRIVE W/ SD LT.

STR. 100 STA. 1513+04.29
CONST. 24'X40' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=630.33 FL OUT=629.97

0.1%

100

PGL LT
20.00' LT.
FG = 634.19

FL = 630.09

Sta. 1513+84.82 77.79' Lt.
28"x24"x22' LG CMPE
NE FL Elev. = 630.01
SW FL Elev. = 629.66
(REMOVE)

FL = 632.62

20.00' RT.
PGL RT

PRES. R/W · TUG · SVL · TUG · TUG · PRES. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	116	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	318	1
PHASE 4C	0	0

1512+00.00

PGL LT
20.00' LT.
FG = 633.20

FL = 631.58

20.00' RT.
PGL RT

PRES. R/W · TUG · SVL · TUG · TUG · PRES. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	55	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	293	2
PHASE 4C	0	0

1511+00.00

STA. 1511+06.26 CONST.
23' CONC. DRIVE W/ SD LT.

STR. 99 STA. 1511+06.26
CONST. 30'X50' LG CGSP SD
82.45' LT. W/2 TYPE C4 CETS
FL IN=626.91 FL OUT=626.25

0.8%

99

PGL LT
20.00' LT.
FG = 632.22

FL = 628.12

FL = 630.70

20.00' RT.
PGL RT

PRES. R/W · TUG · TUG · SVL · PRES. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	103	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	305	0
PHASE 4C	0	0

1510+00.00

PGL LT
20.00' LT.
FG = 631.31

FL = 629.77

20.00' RT.
PGL RT

PRES. R/W · SVL · TUG · SVL · PRES. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	61	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	33	0
PHASE 4B	248	0
PHASE 4C	0	0

PHASE 1A · PHASE 2 · PHASE 4A · PHASE 4B · PHASE 4C · PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X074

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1518+00.00

STA. 1518+06.89 CONST.
12' CONC. DRIVE AS DIKE LT.

PGL LT
20.00' LT.
FG = 637.49

FL = 635.24

20.00' RT.
PGL RT

	FL @ 633.39	
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	179	2
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	24	0
PHASE 4C	0	0

1517+96.29

PGL LT
20.00' LT.
FG = 637.49

FL = 635.24

20.00' RT.
PGL RT

	FL @ 633.39	
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	170	2
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	463	4
PHASE 4C	0	0

1517+00.00

PGL LT
20.00' LT.
FG = 637.39

FL = 635.14

20.00' RT.
PGL RT

	FL @ 633.29	
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	89	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	276	0
PHASE 4C	0	0

1516+36.34

STR. 101 STA. 1516+35.84
CONST. 24"X36' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=633.12 FL OUT=632.95

Sta. 1516+38.49 80.84' Lt.
18"x25" LG CGMP
NE'E Elev. = 633.80
SW'E Elev. = 633.54
(REMOVE)

0.3%

STA. 1516+35.84 CONST.
10' CONC. DRIVE W/ SD LT.

PGL LT
20.00' LT.
FG = 637.15

FL = 634.90

20.00' RT.
PGL RT

	FL @ 633.65	
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	145	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	156	0
PHASE 4C	0	0

1516+00.00

PGL LT
20.00' LT.
FG = 636.95

FL = 632.85

FL = 634.70

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	87	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	309	0
PHASE 4C	0	0

1515+00.00

PGL LT
20.00' LT.
FG = 636.16

FL = 632.06

FL = 633.91

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	80	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	290	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

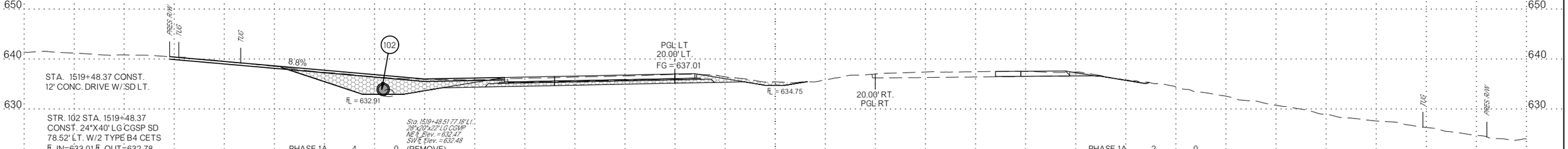
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X075

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1519+48.37



STA. 1519+48.37 CONST.
12' CONC. DRIVE W/ SD LT.

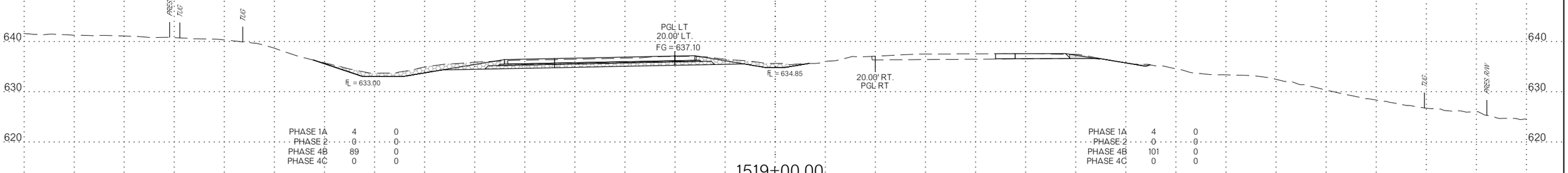
STR. 102 STA. 1519+48.37
CONST. 24"X40' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=633.01 FL OUT=632.78

Sta. 1519+48.51 77.18' Lt.
28"x20"x22' LG CGMP
NE FL Elev. = 632.47
SW FL Elev. = 632.48
(REMOVE)

PHASE 1A	4	0
PHASE 2	0	0
PHASE 4B	144	0
PHASE 4C	0	0

PHASE 1A	2	0
PHASE 2	0	0
PHASE 4B	74	0
PHASE 4C	0	0

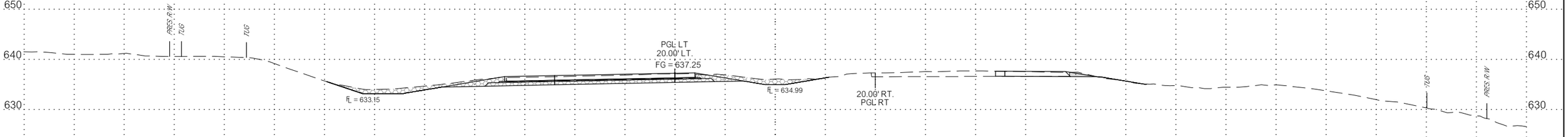
1519+31.28



PHASE 1A	4	0
PHASE 2	0	0
PHASE 4B	89	0
PHASE 4C	0	0

PHASE 1A	4	0
PHASE 2	0	0
PHASE 4B	101	0
PHASE 4C	0	0

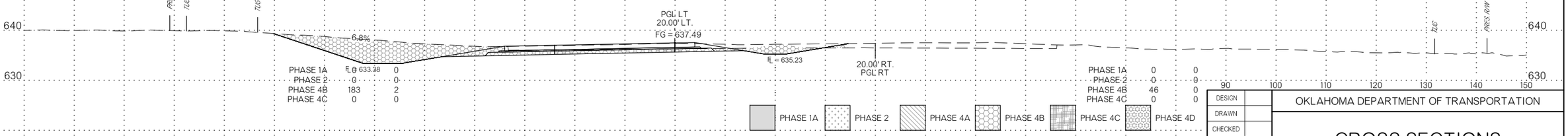
1519+00.00



PHASE 1A	3	0
PHASE 2	0	0
PHASE 4B	86	0
PHASE 4C	0	0

PHASE 1A	5	1
PHASE 2	0	0
PHASE 4B	465	3
PHASE 4C	0	0

1518+06.89



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	183	2
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	46	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

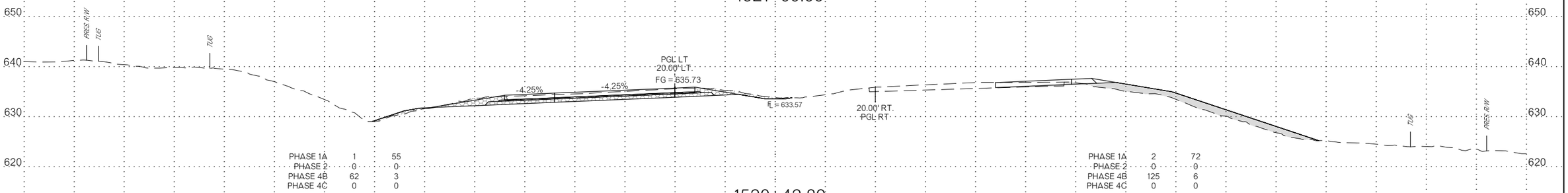
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X076

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

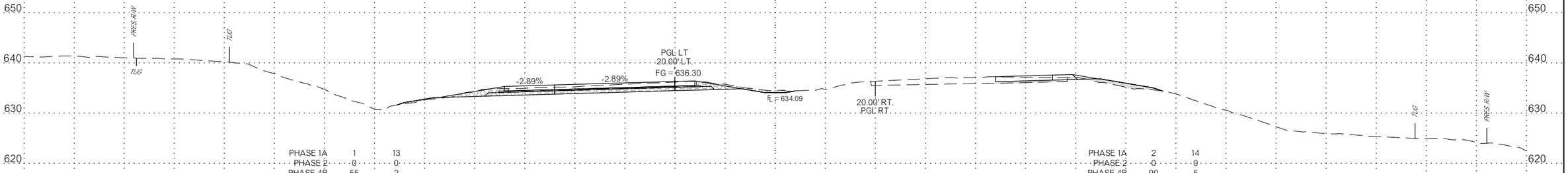
1521+00.00



PHASE 1A	1	55
PHASE 2	0	0
PHASE 4B	62	3
PHASE 4C	0	0

PHASE 1A	2	72
PHASE 2	0	0
PHASE 4B	125	6
PHASE 4C	0	0

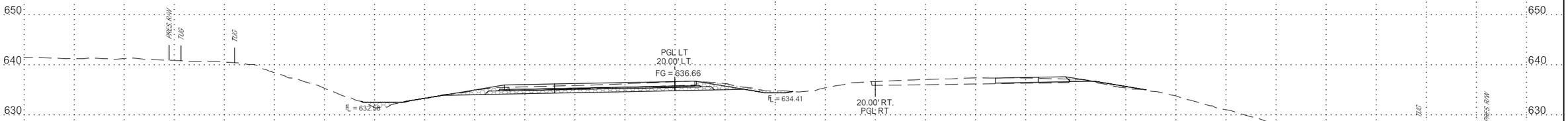
1520+42.89



PHASE 1A	1	13
PHASE 2	0	0
PHASE 4B	55	2
PHASE 4C	0	0

PHASE 1A	2	14
PHASE 2	0	0
PHASE 4B	90	5
PHASE 4C	0	0

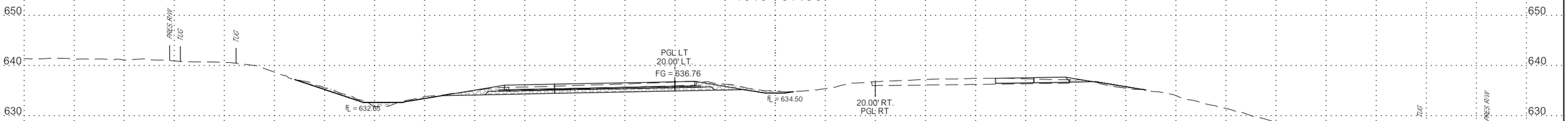
1520+00.00



PHASE 1A	1	4
PHASE 2	0	0
PHASE 4B	57	5
PHASE 4C	0	0

PHASE 1A	0	2
PHASE 2	0	0
PHASE 4B	29	2
PHASE 4C	0	0

1519+87.09



PHASE 1A	1	5
PHASE 2	0	0
PHASE 4B	66	3
PHASE 4C	0	0

PHASE 1A	4	4
PHASE 2	0	0
PHASE 4B	151	2
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

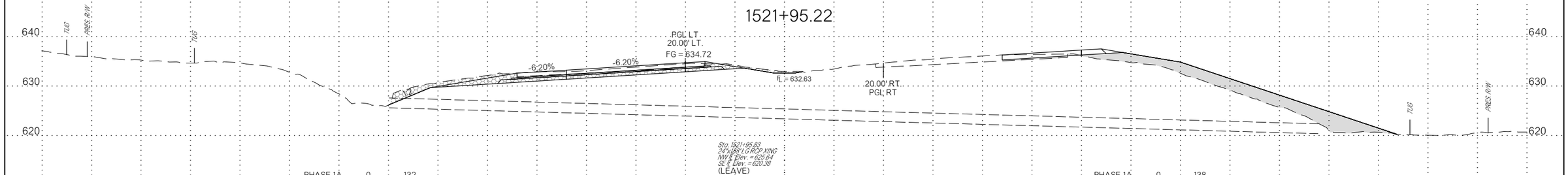
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X077

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

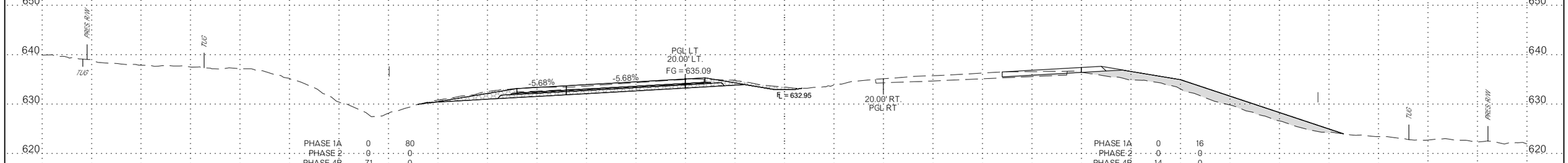
1521+95.22



PHASE 1A	0	132
PHASE 2	0	0
PHASE 4B	84	0
PHASE 4C	0	0

PHASE 1A	0	138
PHASE 2	0	0
PHASE 4B	101	0
PHASE 4C	0	0

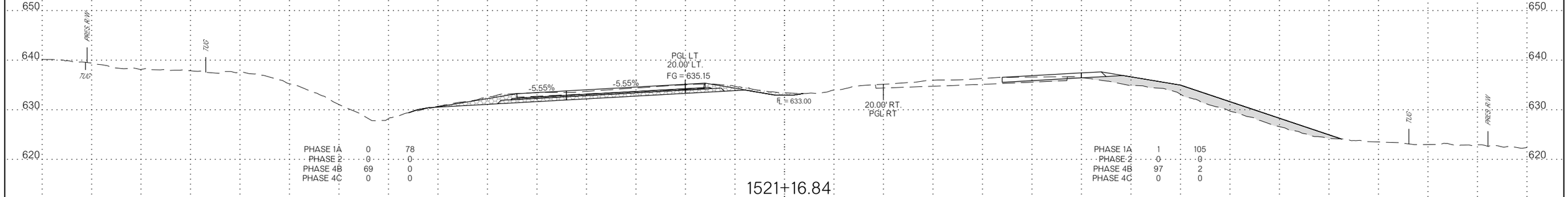
1521+60.09



PHASE 1A	0	80
PHASE 2	0	0
PHASE 4B	71	0
PHASE 4C	0	0

PHASE 1A	0	16
PHASE 2	0	0
PHASE 4B	14	0
PHASE 4C	0	0

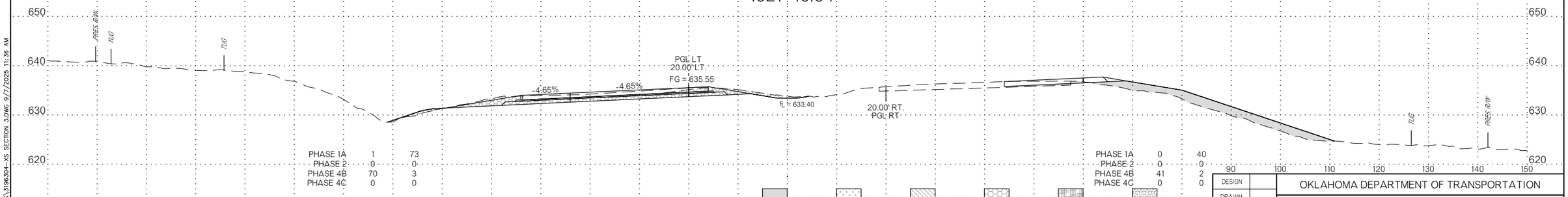
1521+54.51



PHASE 1A	0	78
PHASE 2	0	0
PHASE 4B	69	0
PHASE 4C	0	0

PHASE 1A	1	105
PHASE 2	0	0
PHASE 4B	97	2
PHASE 4C	0	0

1521+16.84



PHASE 1A	1	73
PHASE 2	0	0
PHASE 4B	70	3
PHASE 4C	0	0

PHASE 1A	0	40
PHASE 2	0	0
PHASE 4B	41	2
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

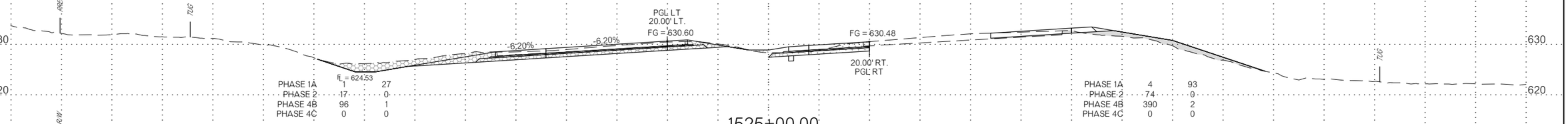
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X078

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

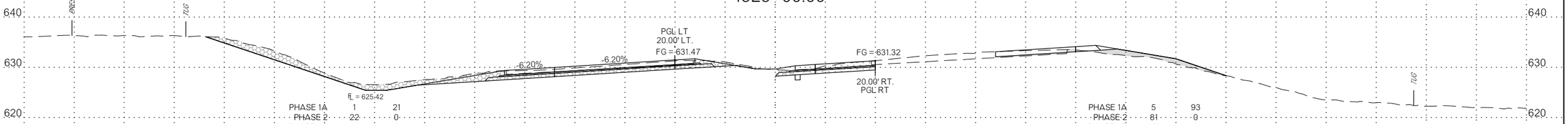
1526+00.00



PHASE 1A	1	27
PHASE 2	17	0
PHASE 4B	96	1
PHASE 4C	0	0

PHASE 1A	4	93
PHASE 2	74	0
PHASE 4B	390	2
PHASE 4C	0	0

1525+00.00



PHASE 1A	1	21
PHASE 2	22	0
PHASE 4B	118	0
PHASE 4C	0	0

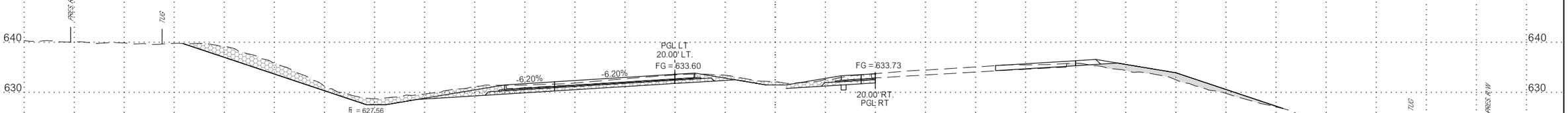
PHASE 1A	5	93
PHASE 2	81	0
PHASE 4B	523	0
PHASE 4C	0	0

1524+00.00

PHASE 1A	1	27
PHASE 2	21	0
PHASE 4B	171	0
PHASE 4C	0	0

PHASE 1A	6	119
PHASE 2	60	0
PHASE 4B	598	0
PHASE 4C	0	0

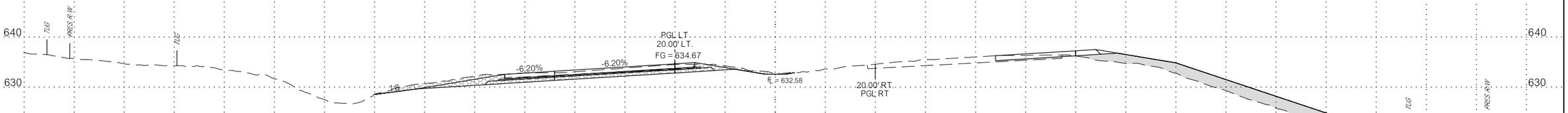
1523+00.00



PHASE 1A	1	35
PHASE 2	11	0
PHASE 4B	160	0
PHASE 4C	0	0

PHASE 1A	4	292
PHASE 2	21	0
PHASE 4B	433	0
PHASE 4C	0	0

1522+00.00



PHASE 1A	0	117
PHASE 2	0	0
PHASE 4B	78	0
PHASE 4C	0	0

PHASE 1A	0	22
PHASE 2	0	0
PHASE 4B	14	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

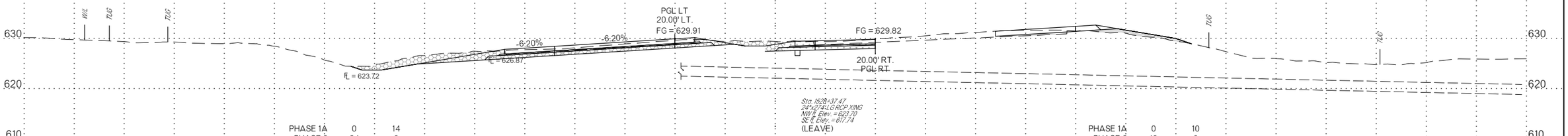
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X079

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

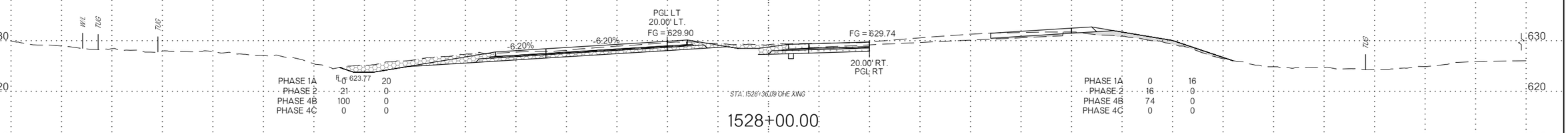
1528+36.09



PHASE 1A	0	14
PHASE 2	24	0
PHASE 4B	94	0
PHASE 4C	0	0

PHASE 1A	0	10
PHASE 2	13	0
PHASE 4B	57	0
PHASE 4C	0	0

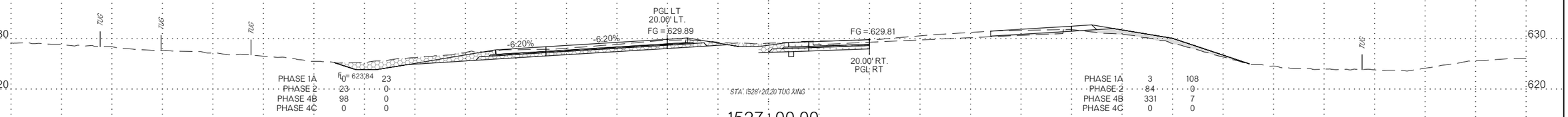
1528+20.20



PHASE 1A	0	20
PHASE 2	21	0
PHASE 4B	100	0
PHASE 4C	0	0

PHASE 1A	0	16
PHASE 2	16	0
PHASE 4B	74	0
PHASE 4C	0	0

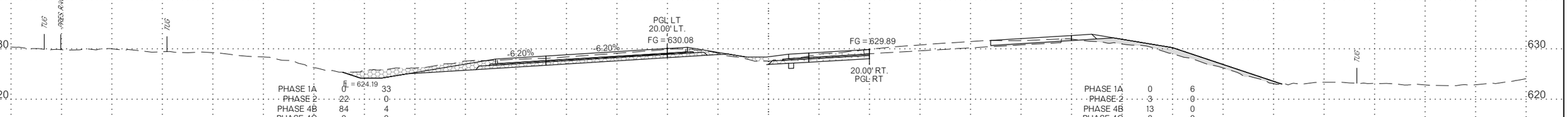
1528+00.00



PHASE 1A	0	23
PHASE 2	23	0
PHASE 4B	98	0
PHASE 4C	0	0

PHASE 1A	3	108
PHASE 2	84	0
PHASE 4B	331	7
PHASE 4C	0	0

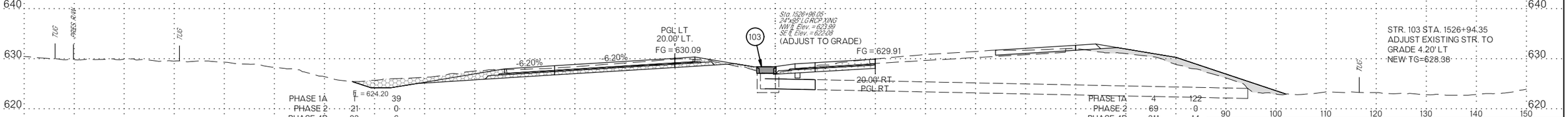
1527+00.00



PHASE 1A	0	33
PHASE 2	22	0
PHASE 4B	84	4
PHASE 4C	0	0

PHASE 1A	0	6
PHASE 2	3	0
PHASE 4B	13	0
PHASE 4C	0	0

1526+95.51



PHASE 1A	0	39
PHASE 2	21	0
PHASE 4B	83	6
PHASE 4C	0	0

PHASE 1A	4	122
PHASE 2	69	0
PHASE 4B	311	14
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

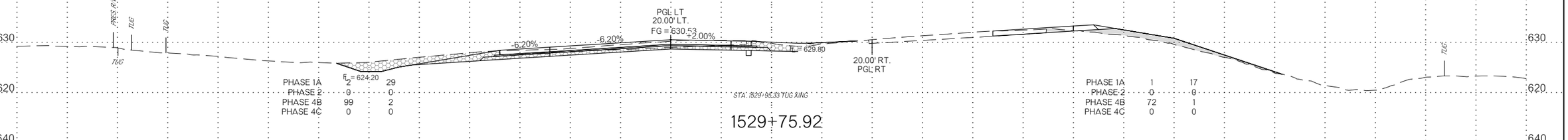
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X080

Z:\116591\DRAWINGS\31963(04)-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

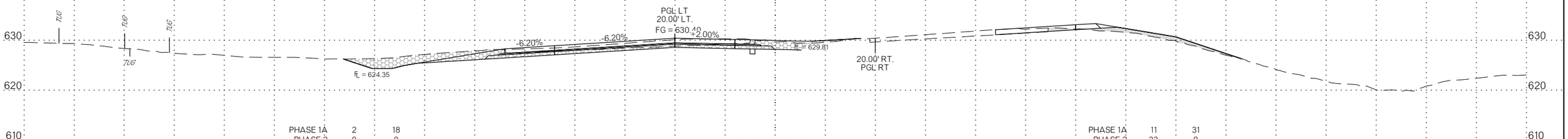
1529+95.33



PHASE 1A	2	29
PHASE 2	0	0
PHASE 4B	99	2
PHASE 4C	0	0

PHASE 1A	1	17
PHASE 2	0	0
PHASE 4B	72	1
PHASE 4C	0	0

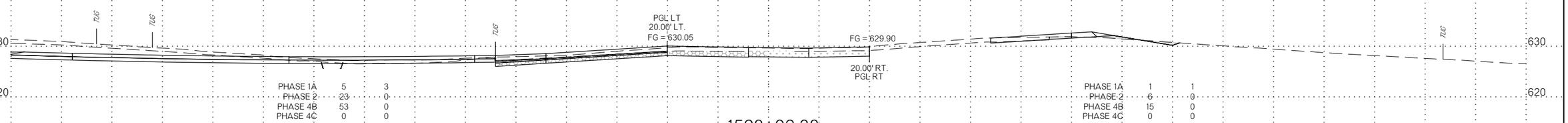
1529+75.92



PHASE 1A	2	18
PHASE 2	0	0
PHASE 4B	102	2
PHASE 4C	0	0

PHASE 1A	11	31
PHASE 2	33	0
PHASE 4B	217	3
PHASE 4C	0	0

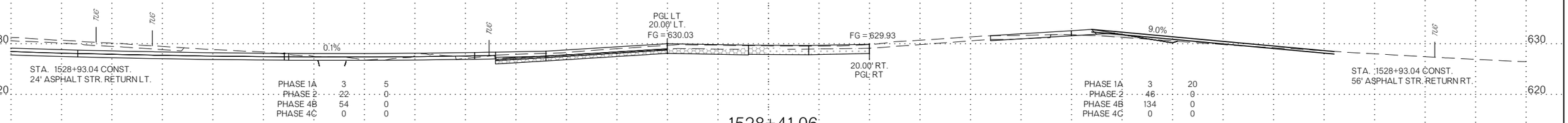
1529+00.00



PHASE 1A	5	3
PHASE 2	23	0
PHASE 4B	53	0
PHASE 4C	0	0

PHASE 1A	1	1
PHASE 2	6	0
PHASE 4B	15	0
PHASE 4C	0	0

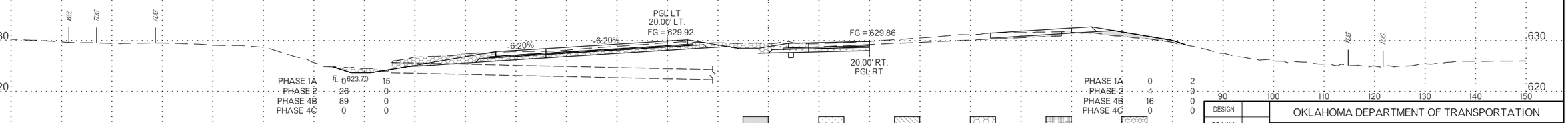
1528+92.38



PHASE 1A	3	5
PHASE 2	22	0
PHASE 4B	54	0
PHASE 4C	0	0

PHASE 1A	3	20
PHASE 2	46	0
PHASE 4B	134	0
PHASE 4C	0	0

1528+41.06



PHASE 1A	5	15
PHASE 2	26	0
PHASE 4B	89	0
PHASE 4C	0	0

PHASE 1A	0	2
PHASE 2	4	0
PHASE 4B	16	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X081

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1534+00.00

PGL LT
20.00' LT.
FG = 634.47
+4.67%

-6.20% -6.20%

fL = 627.42

fL = 633.32

20.00' RT.
PGL RT

PRES R/W TUG TUG TUG PRES R/W

PHASE 1A	2	31
PHASE 2	0	0
PHASE 4B	84	13
PHASE 4C	0	0

PHASE 1A	12	107
PHASE 2	0	0
PHASE 4B	307	48
PHASE 4C	0	0

1533+00.00

PGL LT
20.00' LT.
FG = 633.71
-2.29%

-6.20% -6.20%

fL = 626.41

fL = 632.05

20.00' RT.
PGL RT

PRES R/W TUG TUG TUG PRES R/W

PHASE 1A	3	24
PHASE 2	0	0
PHASE 4B	85	13
PHASE 4C	0	0

PHASE 1A	12	90
PHASE 2	0	0
PHASE 4B	278	45
PHASE 4C	0	0

1532+00.00

PGL LT
20.00' LT.
FG = 632.42
+0.09%

-6.20% -6.20%

fL = 625.39

fL = 630.77

20.00' RT.
PGL RT

PRES R/W TUG TUG TUG PRES R/W

PHASE 1A	2	22
PHASE 2	0	0
PHASE 4B	68	11
PHASE 4C	0	0

PHASE 1A	6	97
PHASE 2	0	0
PHASE 4B	174	33
PHASE 4C	0	0

1531+19.98

Sta 1531+20.51 36.53' Lt.
36"X21 LGRCP
NW E Elev. = 622.34
SE E Elev. = 622.82
(EXTEND)

PGL LT
20.00' LT.
FG = 631.61
+2.00%

-6.20% -6.20%

104

fL = 629.75

20.00' RT.
PGL RT

Sta 1531+20.38
36"X103 LGRCP XING
NW E Elev. = 622.05
SE E Elev. = 621.30
(LEAVE)

STR. 104 STA. 1531+20.00 CONST.
TYPE 2B SMD 6.24' RT W/36"X10' LG
RCP STUBBED INTO EXIST STR.
W/PCES @D.S. END OF EXIST. STR.
TG=629.75
fL IN=622.04 fL OUT=621.99

PRES R/W TUG TUG TUG PRES R/W

PHASE 1A	1	41
PHASE 2	0	0
PHASE 4B	51	10
PHASE 4C	0	0

PHASE 1A	1	26
PHASE 2	0	0
PHASE 4B	49	6
PHASE 4C	0	0

1531+00.00

PGL LT
20.00' LT.
FG = 631.41
+2.00%

-6.20% -6.20%

fL = 623.38

fL = 629.75

20.00' RT.
PGL RT

PRES R/W TUG TUG TUG PRES R/W

PHASE 1A	2	31
PHASE 2	0	0
PHASE 4B	81	6
PHASE 4C	0	0

PHASE 1A	8	115
PHASE 2	0	0
PHASE 4B	329	16
PHASE 4C	0	0

1530+00.00

PGL LT
20.00' LT.
FG = 630.56
+2.00%

-6.20% -6.20%

fL = 624.16

fL = 629.80

20.00' RT.
PGL RT

TUG PRES R/W TUG TUG PRES R/W

PHASE 1A	2	29
PHASE 2	0	0
PHASE 4B	99	2
PHASE 4C	0	0

PHASE 1A	0	5
PHASE 2	0	0
PHASE 4B	17	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

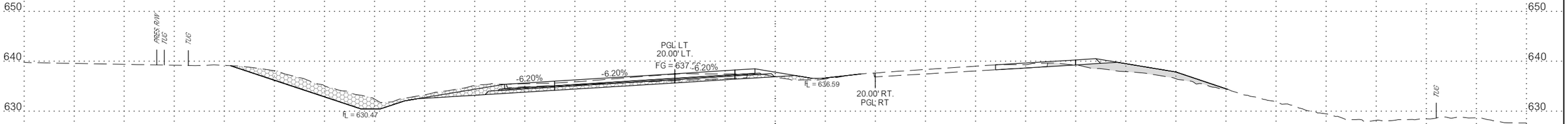
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X082

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

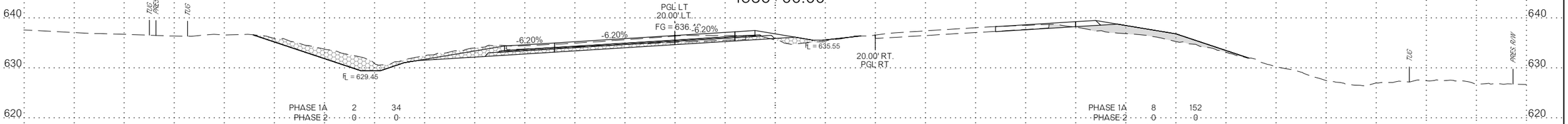
1537+00.00



PHASE 1A	2	30
PHASE 2	0	0
PHASE 4B	122	5
PHASE 4C	0	0

PHASE 1A	9	124
PHASE 2	0	0
PHASE 4B	412	25
PHASE 4C	0	0

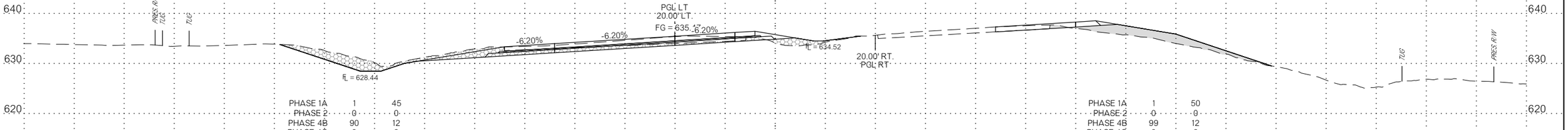
1536+00.00



PHASE 1A	2	34
PHASE 2	0	0
PHASE 4B	106	8
PHASE 4C	0	0

PHASE 1A	8	152
PHASE 2	0	0
PHASE 4B	356	38
PHASE 4C	0	0

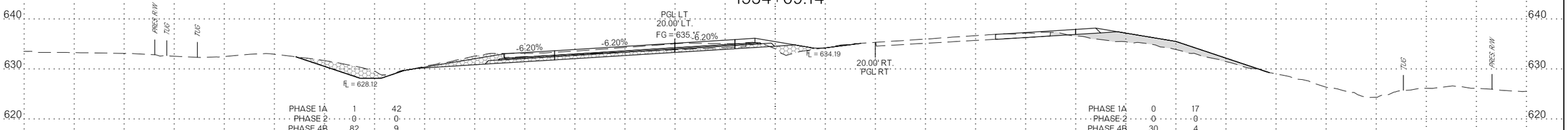
1535+00.00



PHASE 1A	1	45
PHASE 2	0	0
PHASE 4B	90	12
PHASE 4C	0	0

PHASE 1A	1	50
PHASE 2	0	0
PHASE 4B	99	12
PHASE 4C	0	0

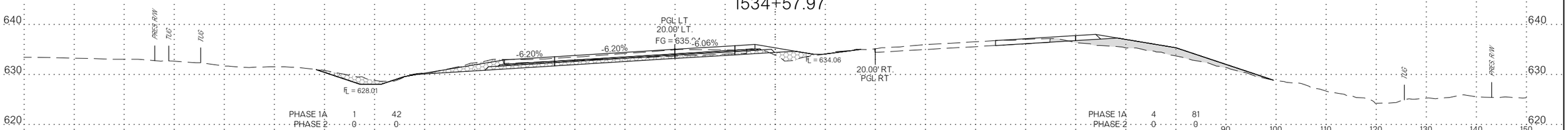
1534+69.14



PHASE 1A	1	42
PHASE 2	0	0
PHASE 4B	82	9
PHASE 4C	0	0

PHASE 1A	0	17
PHASE 2	0	0
PHASE 4B	30	4
PHASE 4C	0	0

1534+57.97



PHASE 1A	1	42
PHASE 2	0	0
PHASE 4B	66	10
PHASE 4C	0	0

PHASE 1A	4	81
PHASE 2	0	0
PHASE 4B	158	25
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

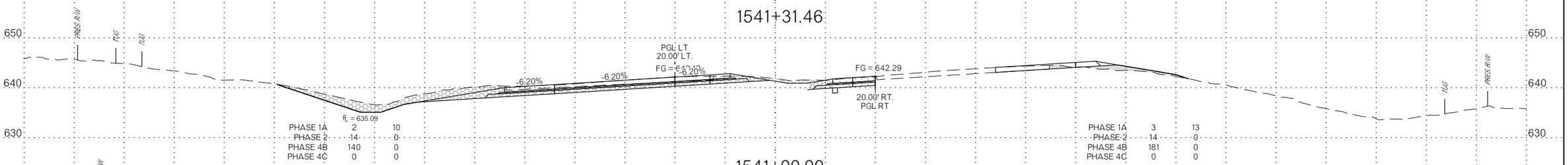
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X083

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

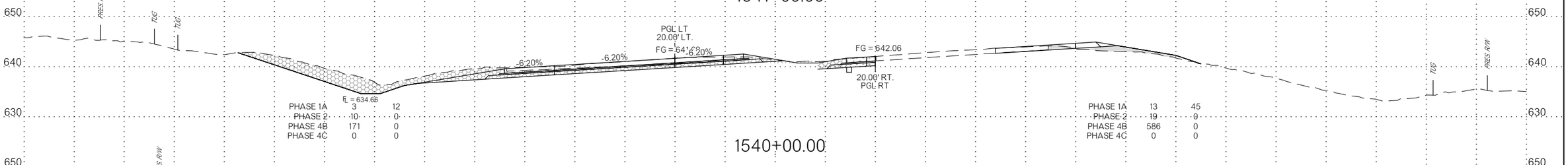
1541+31.46



PHASE 1A	2	10
PHASE 2	14	0
PHASE 4B	140	0
PHASE 4C	0	0

PHASE 1A	3	13
PHASE 2	14	0
PHASE 4B	181	0
PHASE 4C	0	0

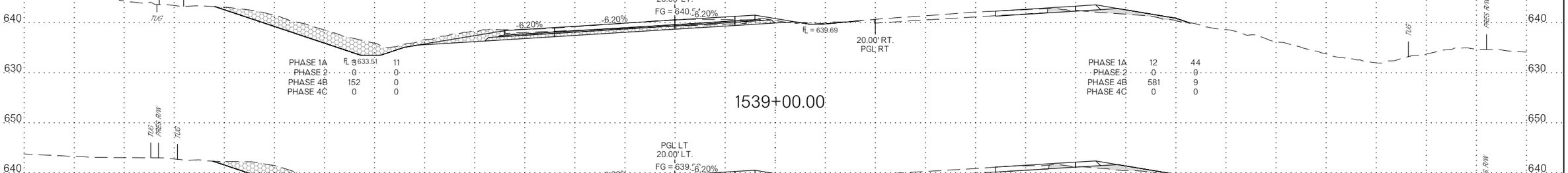
1541+00.00



PHASE 1A	3	12
PHASE 2	10	0
PHASE 4B	171	0
PHASE 4C	0	0

PHASE 1A	13	45
PHASE 2	19	0
PHASE 4B	586	0
PHASE 4C	0	0

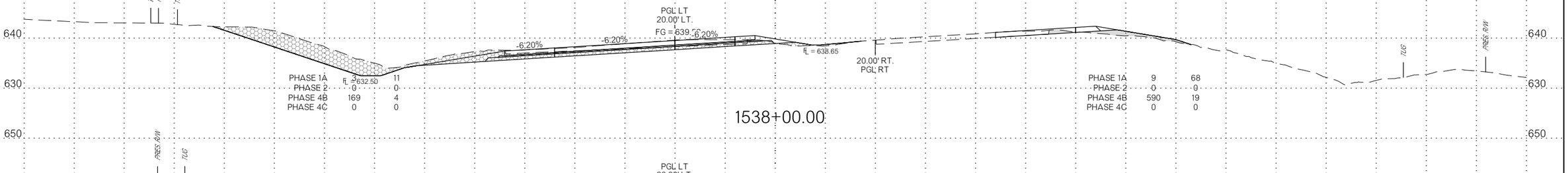
1540+00.00



PHASE 1A	11	11
PHASE 2	0	0
PHASE 4B	152	0
PHASE 4C	0	0

PHASE 1A	12	44
PHASE 2	0	0
PHASE 4B	581	9
PHASE 4C	0	0

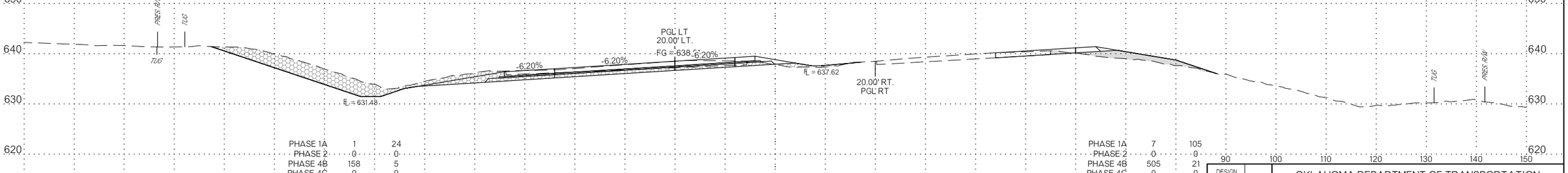
1539+00.00



PHASE 1A	11	11
PHASE 2	0	0
PHASE 4B	169	4
PHASE 4C	0	0

PHASE 1A	9	68
PHASE 2	0	0
PHASE 4B	590	19
PHASE 4C	0	0

1538+00.00



PHASE 1A	1	24
PHASE 2	0	0
PHASE 4B	158	5
PHASE 4C	0	0

PHASE 1A	7	105
PHASE 2	0	0
PHASE 4B	505	21
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X084

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1544+00.00

PGL LT 20.00' LT. FG = 646.98

FG = 647.40

20.00' RT. PGL RT

-6.20% -6.20%

fL = 639.95

TVG PROJ R/W

	EXC.	EMB.
PHASE 1A	5	0
PHASE 2	27	0
PHASE 4B	152	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	23	0
PHASE 2	95	0
PHASE 4B	469	13
PHASE 4C	0	0

1543+11.62

PGL LT 20.00' LT. FG = 645.14

FG = 645.39

20.00' RT. PGL RT

-6.20% -6.20%

105

fL = 638.11

TVG PROJ R/W

STR. 105 STA. 1543+10.11 EXTEND EXIST. 3B*X203' RCP 2.9' LT W/PCES
fL LT=638.30 fL RT=638.25

	EXC.	EMB.
PHASE 1A	8	0
PHASE 2	30	0
PHASE 4B	139	8
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	2	0
PHASE 2	13	0
PHASE 4B	66	1
PHASE 4C	0	0

1543+00.00

PGL LT 20.00' LT. FG = 644.91

FG = 645.14

20.00' RT. PGL RT

-6.20% -6.20%

fL = 637.89

TVG PROJ R/W

	EXC.	EMB.
PHASE 1A	5	0
PHASE 2	30	0
PHASE 4B	170	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	8	0
PHASE 2	44	0
PHASE 4B	250	0
PHASE 4C	0	0

1542+60.45

PGL LT 20.00' LT. FG = 644.18

FG = 644.21

20.00' RT. PGL RT

-6.20% -6.20%

fL = 637.15

Sta. 1542+61.45
36"x203' LG RCP XING
NW fl Elev. = 638.25
SE fl Elev. = 635.14
(EXTEND)

TVG PROJ R/W

	EXC.	EMB.
PHASE 1A	5	0
PHASE 2	29	0
PHASE 4B	171	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	10	0
PHASE 2	47	0
PHASE 4B	304	0
PHASE 4C	0	0

1542+12.51

PGL LT 20.00' LT. FG = 643.35

FG = 643.58

20.00' RT. PGL RT

-6.20% -6.20% -6.20%

fL = 636.33

TVG TVG TVG PROJ R/W

	EXC.	EMB.
PHASE 1A	5	0
PHASE 2	23	0
PHASE 4B	178	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	2	0
PHASE 2	10	0
PHASE 4B	83	0
PHASE 4C	0	0

1542+00.00

PGL LT 20.00' LT. FG = 643.15

FG = 643.41

20.00' RT. PGL RT

-6.20% -6.20% -6.20%

fL = 636.12

PROJ R/W TVG TVG TVG PROJ R/W

	EXC.	EMB.
PHASE 1A	3	2
PHASE 2	22	0
PHASE 4B	180	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	7	16
PHASE 2	48	0
PHASE 4B	399	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X085

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1547+00.00

PGL LT 20.00' LT.
FG = 654.90
-6.20%
-6.20%
1.49
STA. 1546+99.45 CONST.
26' CONC. STR. RETURN LT.
FG = 655.56
20.00' RT.
PGL RT
107
STR. 107 STA. 1547+52.81
CONST. TYPE 2 SMD 8.95' RT
W/18"X157' LG RCP STUBBED
INTO STR. 106
TG=655.58
FL IN=647.37 FL OUT=646.59
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	81	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	54	2
PHASE 4B	351	2
PHASE 4C	0	0

1546+00.00

PGL LT 20.00' LT.
FG = 652.04
-6.20%
-6.20%
FL = 645.01
FG = 652.51
20.00' RT.
PGL RT
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	12	1
PHASE 4B	112	1
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	2	0
PHASE 4B	21	0
PHASE 4C	0	0

1545+94.93

PGL LT 20.00' LT.
FG = 651.89
-6.20%
-6.20%
FL = 644.87
106
Sta. 1545+96.22
18"x95' LG RCP XING
NE FL Elev. = 646.06
SW FL Elev. = 646.56
(EXTEND)
FG = 652.30
20.00' RT.
PGL RT
STR. 106 STA. 1545+94.80 CONST.
TYPE 2 SMD 3.49' LT W18"X10'LG
RCP STUBBED INTO EXIST STR.
TG=650.39
FL IN=646.59 FL OUT=646.53
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	113	1
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	70	1
PHASE 4B	579	1
PHASE 4C	0	0

1545+00.00

PGL LT 20.00' LT.
FG = 649.36
-6.20%
-6.20%
FL = 642.28
FG = 649.95
20.00' RT.
PGL RT
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	26	0
PHASE 4B	223	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	4	0
PHASE 4B	36	0
PHASE 4C	0	0

1544+95.57

Sta. 1544+93.38 80.26' Lt.
18"x22' LG CGMP
NW FL Elev. = 644.13
SE FL Elev. = 643.66
(REMOVE)
PGL LT 20.00' LT.
FG = 649.24
-6.20%
-6.20%
FL = 642.25
FG = 649.86
20.00' RT.
PGL RT
Sta. 1544+96.84 108.81' Rt.
28"x24"x30' LG CGMPE
NW FL Elev. = 642.96
SE FL Elev. = 642.30
(LEAVE)
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	25	0
PHASE 4B	227	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	4	0
PHASE 4B	35	0
PHASE 4C	0	0

1544+91.29

PGL LT 20.00' LT.
FG = 649.14
-6.20%
-6.20%
FL = 642.11
FG = 649.75
20.00' RT.
PGL RT
EXIST. R/W
PROP. R/W

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	25	0
PHASE 4B	226	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	10	0
PHASE 2	90	0
PHASE 4B	626	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X086

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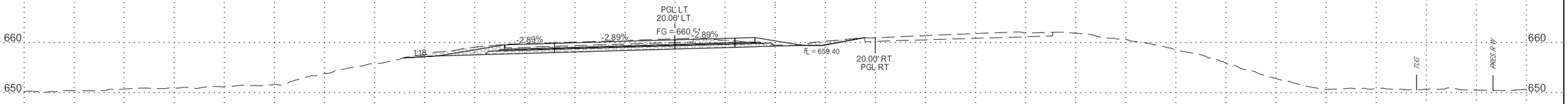
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

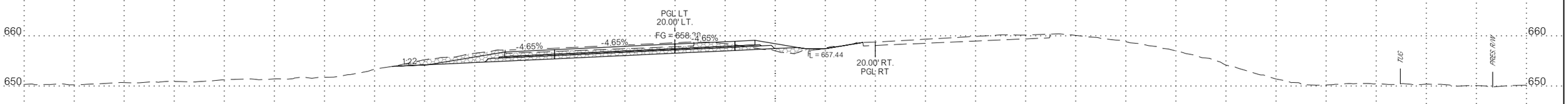
1548+95.38



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	95	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	268	8
PHASE 4C	0	0

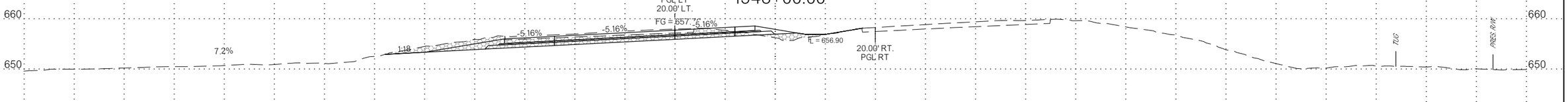
1548+21.43



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	100	6
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	80	6
PHASE 4C	0	0

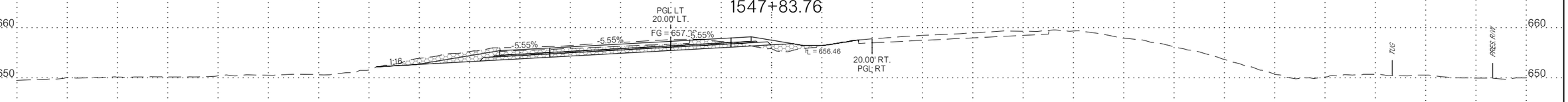
1548+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	102	9
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	62	6
PHASE 4C	0	0

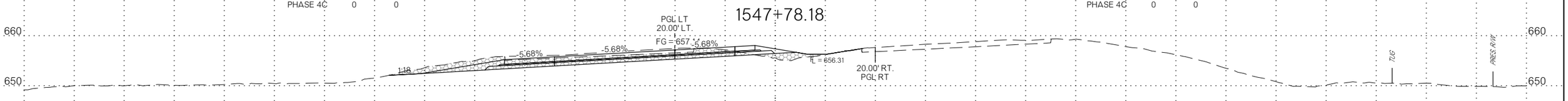
1547+83.76



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	104	11
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	21	2
PHASE 4C	0	0

1547+78.18



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	105	11
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	23	0
PHASE 4B	266	16
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X087

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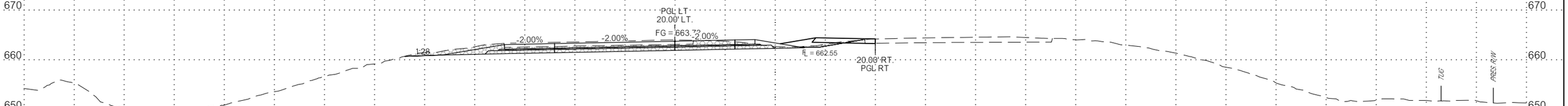
END AREA	
SQUARE FEET	
EXC.	EMB.

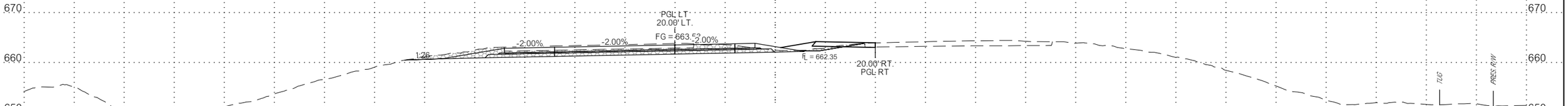
VOLUME	
CUBIC YARDS	
EXC.	EMB.

1550+06.99



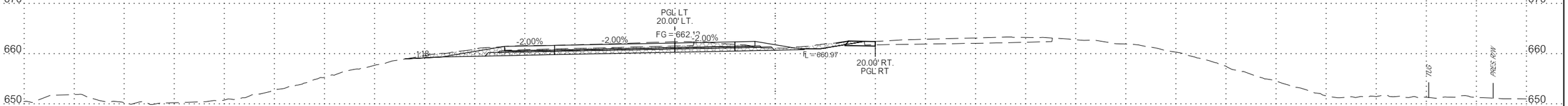
	END AREA EXC.	END AREA EMB.	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0	0	0
PHASE 2	0	0	0	0
PHASE 4B	94	0	24	0
PHASE 4C	0	0	0	0

1550+00.00



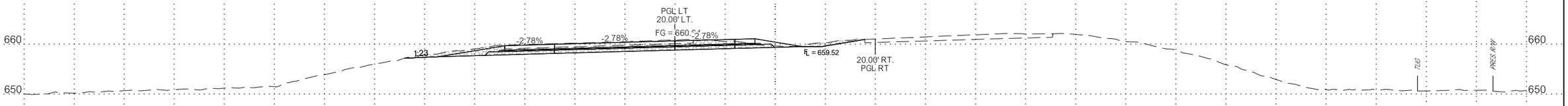
	END AREA EXC.	END AREA EMB.	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0	0	0
PHASE 2	0	0	0	0
PHASE 4B	94	0	170	0
PHASE 4C	0	0	0	0

1549+51.18



	END AREA EXC.	END AREA EMB.	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0	0	0
PHASE 2	0	0	0	0
PHASE 4B	94	0	179	0
PHASE 4C	0	0	0	0

1549+00.00



	END AREA EXC.	END AREA EMB.	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0	0	0
PHASE 2	0	0	0	0
PHASE 4B	95	0	16	0
PHASE 4C	0	0	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X088

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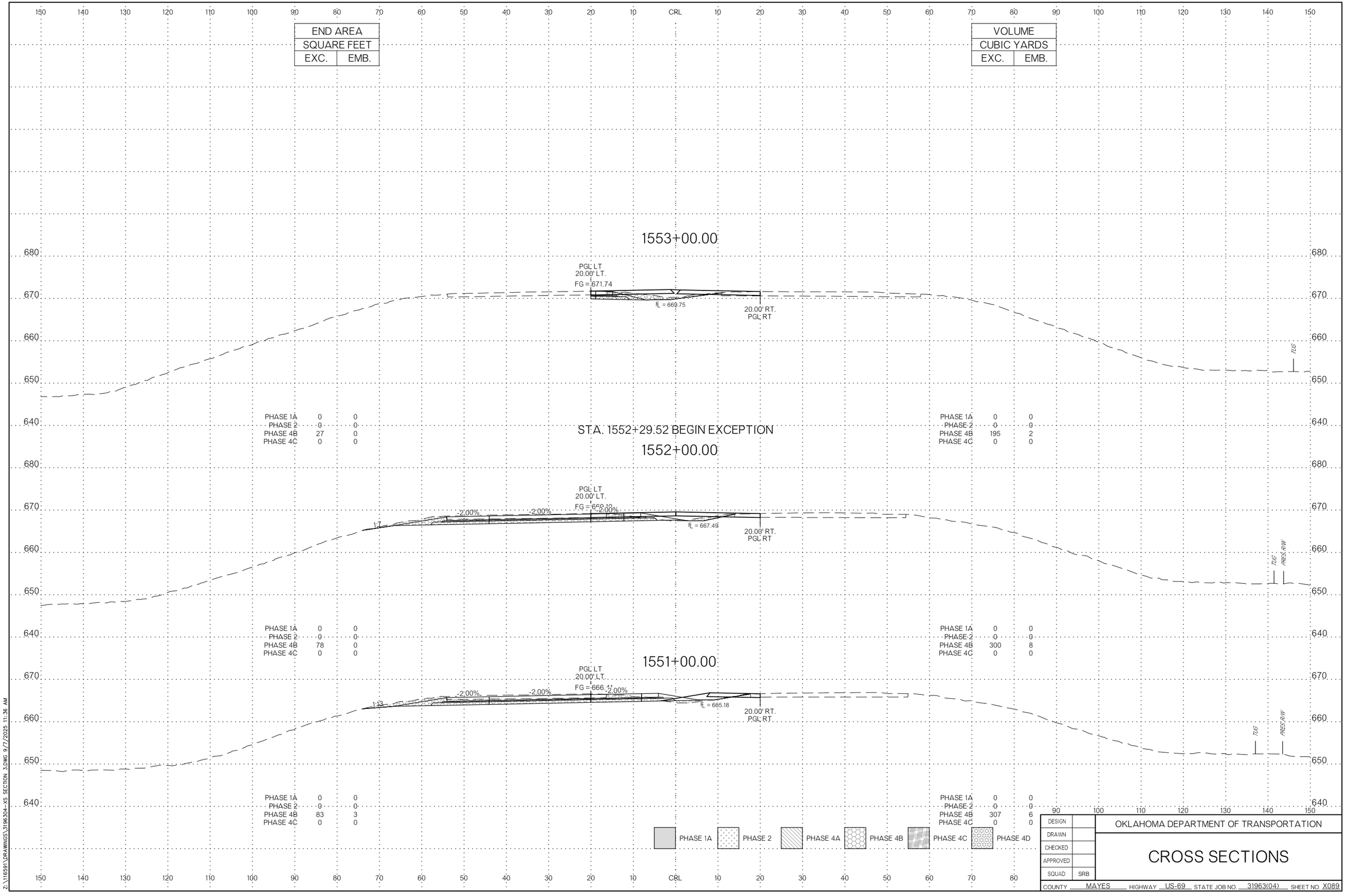
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	27	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	195	2
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	78	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	300	8
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	83	3
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	307	6
PHASE 4C	0	0

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

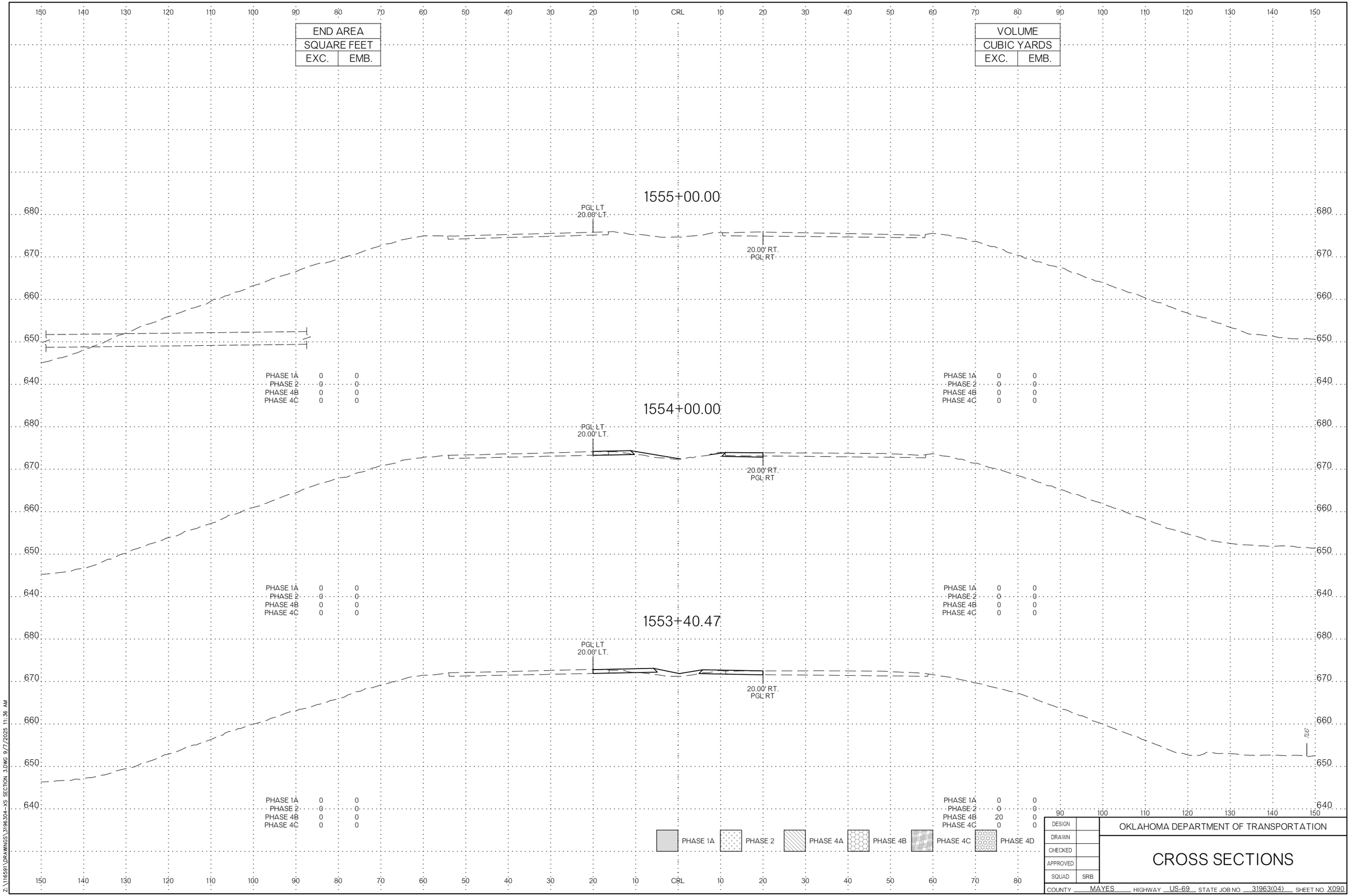
CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X089

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X090

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1556+95.87

PGL LT
20.00' LT.

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1556+00.00

PGL LT
20.00' LT.

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

Sta. 1556+72.41
36"X284' L.GROP XING
NS ft. Elev. = 641.80
SW ft. Elev. = 638.56

(LEAVE)

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1555+47.36

PGL LT
20.00' LT.

20.00' RT.
PGL RT.

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X091

Z:\116591\DRAWINGS\31963(04)--XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

680 670 660 650 640

PGL LT
20.00' LT.

1558+87.57

20.00' RT.
PGL RT

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

1558+00.00

PGL LT
20.00' LT.

20.00' RT.
PGL RT

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

1557+00.00

PGL LT
20.00' LT.

20.00' RT.
PGL RT

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

PHASE 1A 0 0
PHASE 2 0 0
PHASE 4B 0 0
PHASE 4C 0 0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

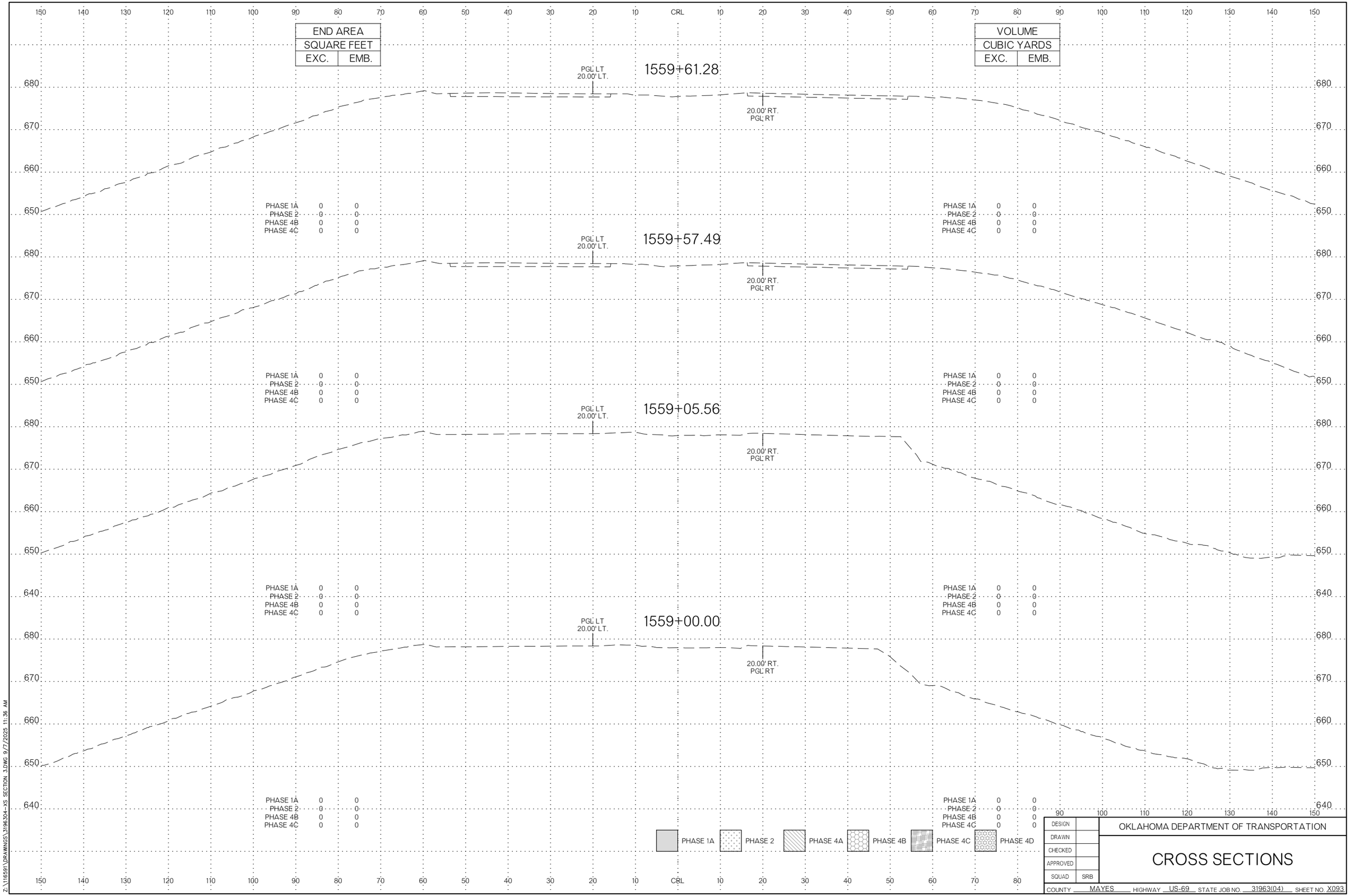
CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X092

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X093

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1561+07.53

PGL LT 20.00' LT.

20.00' RT. PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1561+00.00

PGL LT 20.00' LT.

20.00' RT. PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1560+16.99

PGL LT 20.00' LT.

20.00' RT. PGL RT

PRES R/W

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1560+00.00

PGL LT 20.00' LT.

20.00' RT. PGL RT

PRES R/W

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X094

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

1562+00.00

PGL LT
20.00' LT.

20.00' RT.
PGL RT

680 670 660 650 640

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1561+56.28

PGL LT
20.00' LT.

20.00' RT.
PGL RT

680 670 660 650 640

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

1561+28.42

PGL LT
20.00' LT.

20.00' RT.
PGL RT

680 670 660 650 640

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

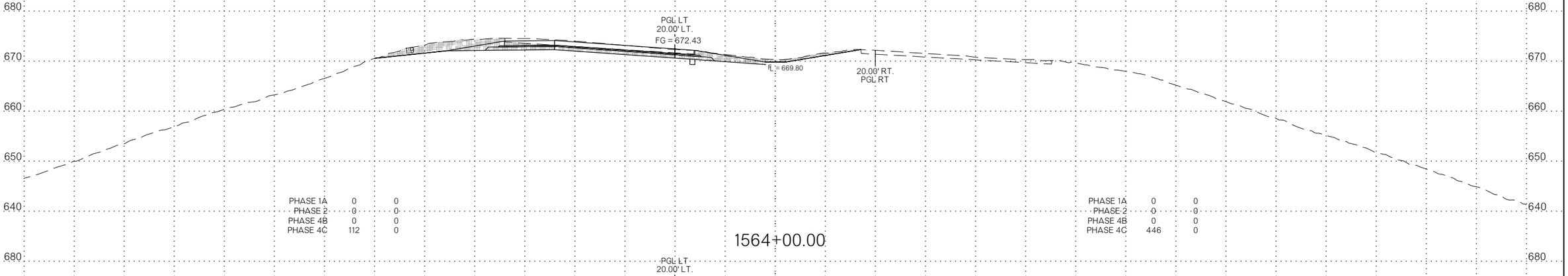
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X095

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

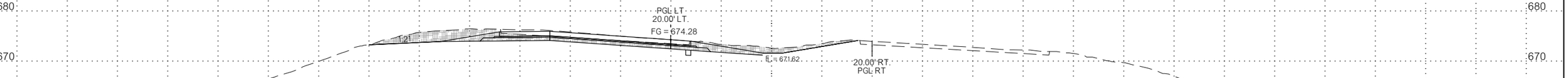
1565+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	112	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	446	0

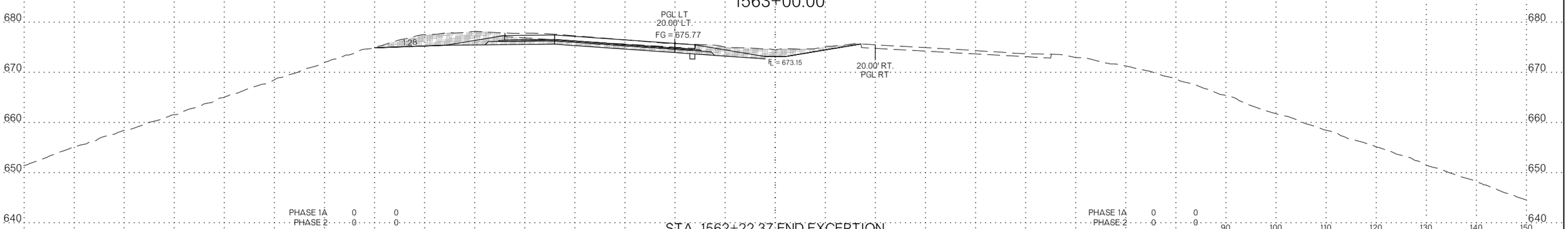
1564+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	124	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	491	0

1563+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	136	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	256	0

STA. 1562+22.37 END EXCEPTION

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

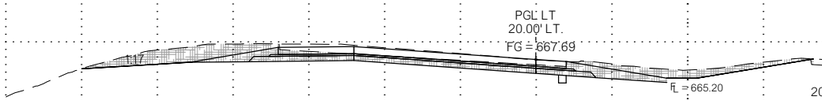
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X096

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

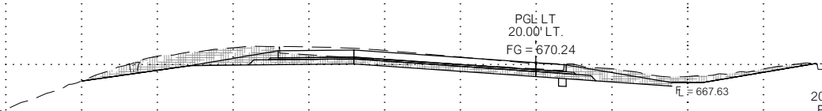
1567+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	126	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	455	0

1566+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	115	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	428	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X097

Z:\116591\DRAWINGS\31963O4--XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1569+00.00

PGL LT
20.00' LT.
FG = 662.32

121

fL = 659.92

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	120	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	453	0

1568+00.00

PGL LT
20.00' LT.
FG = 665.00

130

fL = 662.63

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	119	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	158	0

1567+64.28

PGL LT
20.00' LT.
FG = 665.96

128

fL = 663.56

20.00' RT.
PGL RT

Sta. 1567+64.23 19.66' Lt.
Pvt 36ø Ø LS RCB XING
NE fL Elev. = 621.54
SW fL Elev. = 619.30
(LEAVE)

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	120	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	299	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X098

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1572+00.00

PGL LT
20.00' LT.
FG = 655.53

FL = 652.80

20.00' RT
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	104	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	408	0

1571+00.00

PGL LT
20.00' LT.
FG = 657.46

FL = 654.82

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	112	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	440	0

1570+00.00

PGL LT
20.00' LT.
FG = 659.72

118

FL = 657.29

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	121	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	456	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

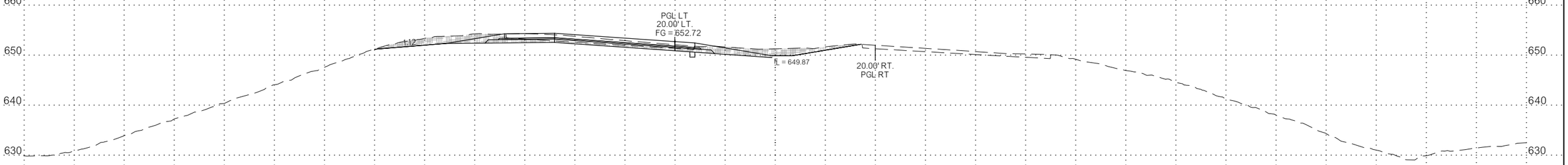
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X099

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

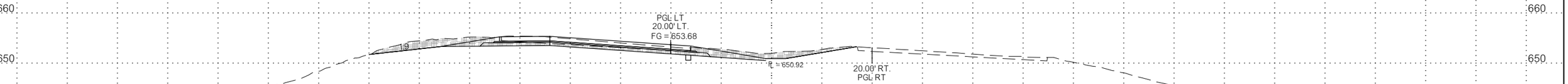
1574+00.00



	END AREA EXC.	END AREA EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	90	0

	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	283	0

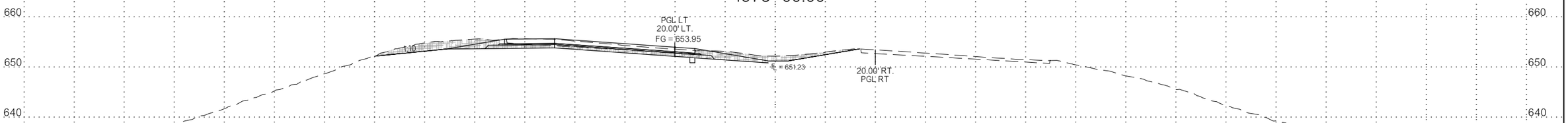
1573+19.67



	END AREA EXC.	END AREA EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	96	0

	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	70	0

1573+00.00



	END AREA EXC.	END AREA EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	98	0

	VOLUME EXC.	VOLUME EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	381	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X100

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1577+09.99

PGL LT
20.00' LT.
FG = 651.06

19

108

FL = 648.75

20.00' RT.
PGL RT

Sta 1577+05.99
18"x110' EG CGIPLASTIC PXING
NW'E Elev. = 644.14
SE'E Elev. = 634.44
(LEAVE)

STR. 108 STA. 1577+09.48 ADJUST
EXIST. STR. TO GRADE 1.83' LT
NEW TG=648.75

7.0%

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	49	12

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	18	3

1577+00.00

PGL LT
20.00' LT.
FG = 651.06

19

FL = 648.76

20.00' RT.
PGL RT

7.0%

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	7

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	211	14

1576+00.00

PGL LT
20.00' LT.
FG = 651.27

10

FL = 648.83

20.00' RT.
PGL RT

7.0%

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	63	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	282	0

1575+00.00

PGL LT
20.00' LT.
FG = 651.82

18

FL = 648.91

20.00' RT.
PGL RT

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	86	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	332	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

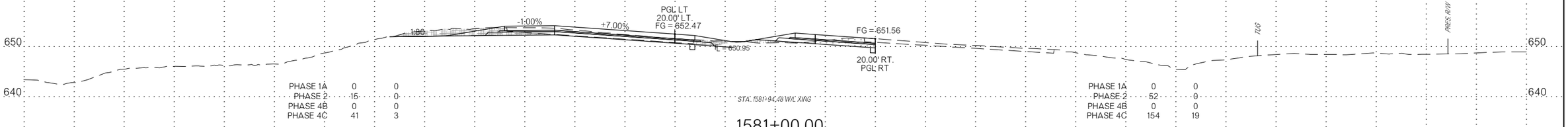
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X101

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1581+94.48

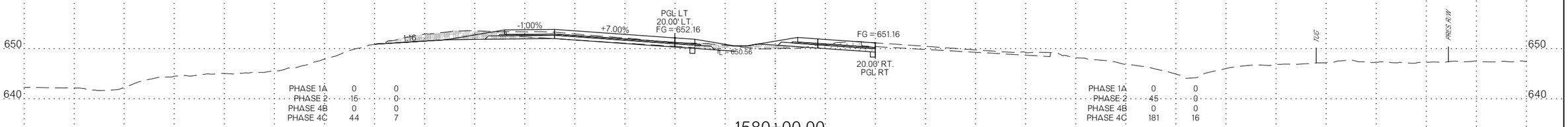


PHASE 1A	0	0
PHASE 2	15	0
PHASE 4B	0	0
PHASE 4C	41	3

STA. 1581+94.48 W/L XING

PHASE 1A	0	0
PHASE 2	52	0
PHASE 4B	0	0
PHASE 4C	154	19

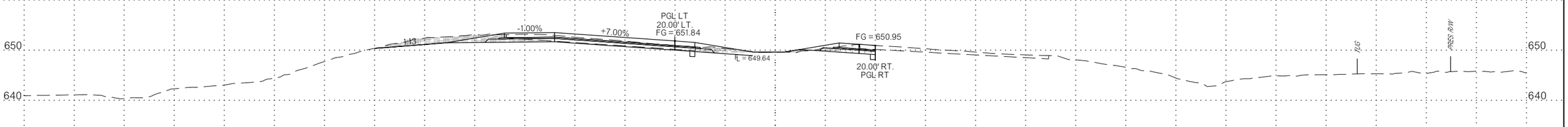
1581+00.00



PHASE 1A	0	0
PHASE 2	15	0
PHASE 4B	0	0
PHASE 4C	44	7

PHASE 1A	0	0
PHASE 2	45	0
PHASE 4B	0	0
PHASE 4C	181	16

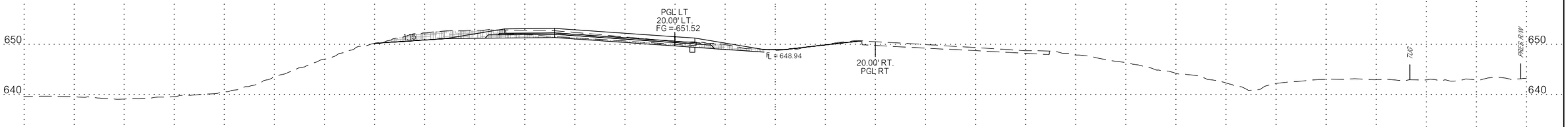
1580+00.00



PHASE 1A	0	0
PHASE 2	9	0
PHASE 4B	0	0
PHASE 4C	51	1

PHASE 1A	0	0
PHASE 2	17	0
PHASE 4B	0	0
PHASE 4C	208	4

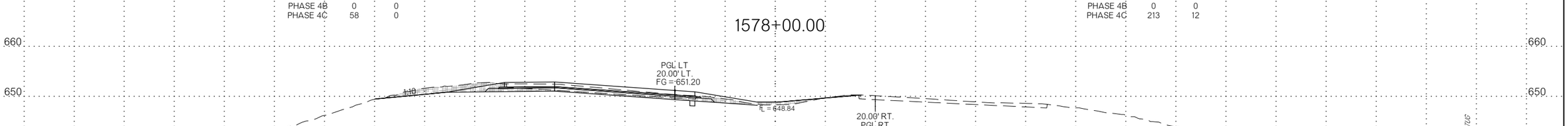
1579+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	213	12

1578+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	54	6

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	176	31

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

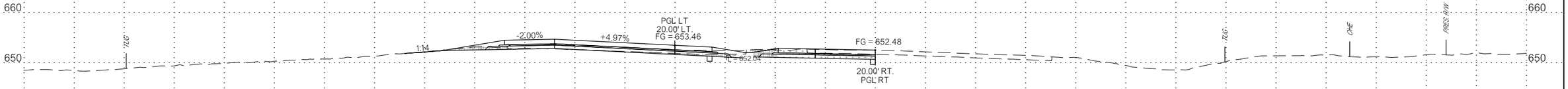
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X102

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

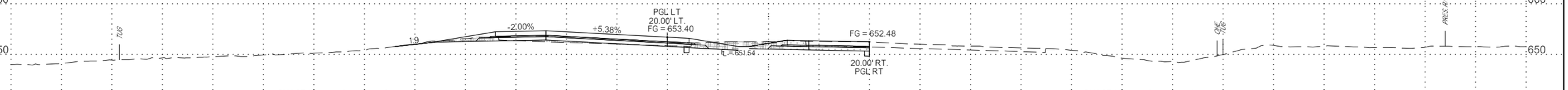
1585+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	23	0
PHASE 4B	0	0
PHASE 4C	21	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	0	0
PHASE 4C	17	1

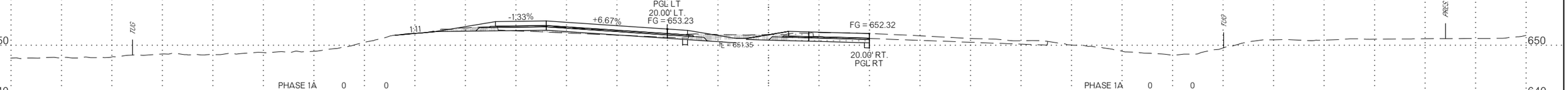
1584+83.06



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	0	0
PHASE 4C	34	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	36	0
PHASE 4B	0	0
PHASE 4C	66	8

1584+28.48

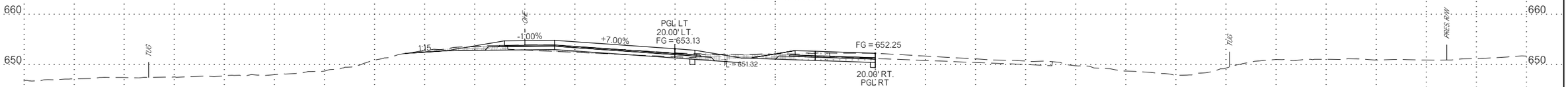


	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	17	0
PHASE 4B	0	0
PHASE 4C	31	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	0	0
PHASE 4C	34	4

STA. 1584+28.48 OHE XING

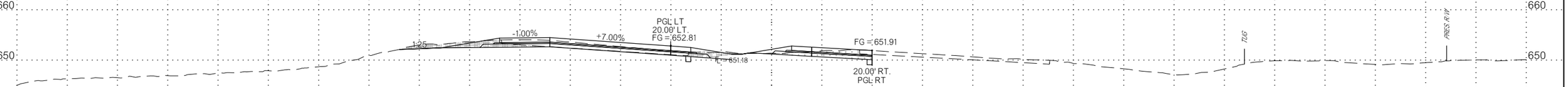
1584+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	17	0
PHASE 4B	0	0
PHASE 4C	34	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	66	0
PHASE 4B	0	0
PHASE 4C	127	7

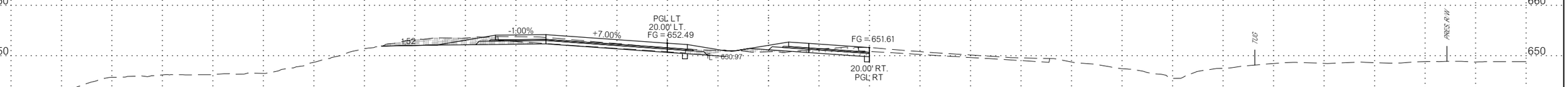
1583+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	18	0
PHASE 4B	0	0
PHASE 4C	33	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	62	0
PHASE 4B	0	0
PHASE 4C	140	8

1582+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	40	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	3	0
PHASE 4B	0	0
PHASE 4C	8	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X103

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1586+33.07

PGL LT
20.00' LT.
FG = 653.88

-2.00% +1.79% +2.00%

TL = 652.58

20.00' RT.
PGL RT

TUG TUG PRCS R/W

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	18	6

STA. 1586+33.07 TUG XING

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	7	2

1586+22.34

PGL LT
20.00' LT.
FG = 653.85

-2.00% +2.04% +2.04%

TL = 652.60

20.00' RT.
PGL RT

TUG TUG PRCS R/W

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	19	4

PHASE 1A	0	0
PHASE 2	3	0
PHASE 4B	0	0
PHASE 4C	23	2

1586+00.00

PGL LT
20.00' LT.
FG = 653.78

1:10 -2.00% +2.58% +2.58%

TL = 652.63 FG = 652.65

20.00' RT.
PGL RT

TUG TUG PRCS R/W OHE

PHASE 1A	0	0
PHASE 2	9	0
PHASE 4B	0	0
PHASE 4C	35	1

PHASE 1A	0	0
PHASE 2	32	0
PHASE 4B	0	0
PHASE 4C	60	1

1585+45.04

PGL LT
20.00' LT.
FG = 653.60

5.1% 1:16 -2.00% +3.89%

FG = 653.14 FG = 652.59

20.00' RT.
PGL RT

TUG

STA. 1585+48.46 CONST.
28' CONC. STR. RETURN LT.

PHASE 1A	0	0
PHASE 2	22	0
PHASE 4B	0	0
PHASE 4C	23	0

PHASE 1A	0	0
PHASE 2	10	0
PHASE 4B	0	0
PHASE 4C	10	0

1585+31.81

PGL LT
20.00' LT.
FG = 653.56

1:16 -2.00% +4.21%

FG = 653.06 FG = 652.60

20.00' RT.
PGL RT

TUG PRCS R/W

Sta. 1585+35.52 62.12' Rt.
28'x20'x44' LG COMPA
NE ft. Elev. = 648.15
SE ft. Elev. = 647.90
(LEAVE)

PHASE 1A	0	0
PHASE 2	21	0
PHASE 4B	0	0
PHASE 4C	19	0

PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	17	0

1585+10.91

PGL LT
20.00' LT.
FG = 653.49

1:13 -2.00% +4.71%

FG = 652.58

20.00' RT.
PGL RT

TUG OHE PRCS R/W

PHASE 1A	0	0
PHASE 2	20	0
PHASE 4B	0	0
PHASE 4C	24	0

PHASE 1A	0	0
PHASE 2	8	0
PHASE 4B	0	0
PHASE 4C	9	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

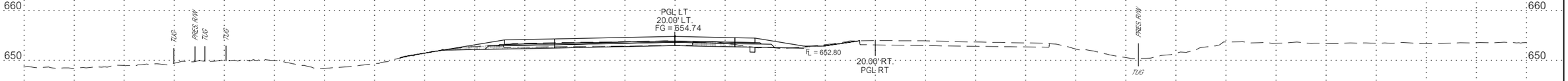
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X104

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

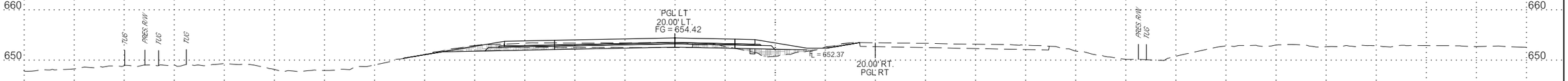
1589+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	23	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	98	25

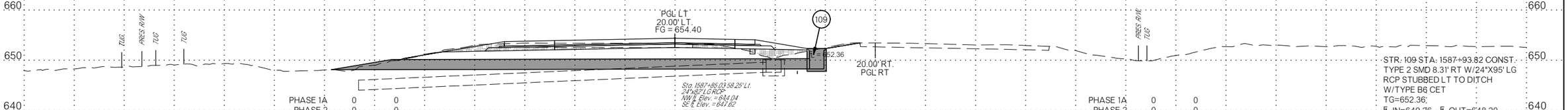
1588+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	29	13

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	6	3

1587+93.90

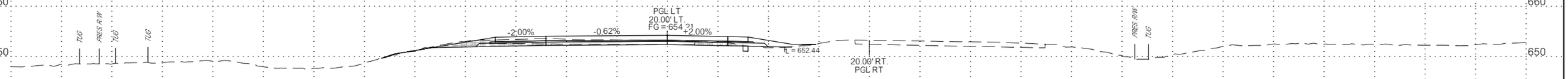


	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	31	13

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	65	17

STR. 109 STA. 1587+93.82 CONST.
TYPE 2 SMD 8.31' RT W/24"X95' LG
RCP STUBBED LT TO DITCH
W/TYPE B6 CET
TG=652.36;
FL IN=649.26 · FL OUT=648.20

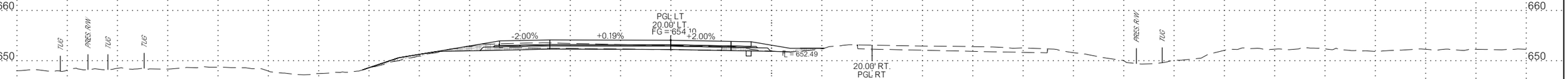
1587+33.77



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	27	2

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	29	5

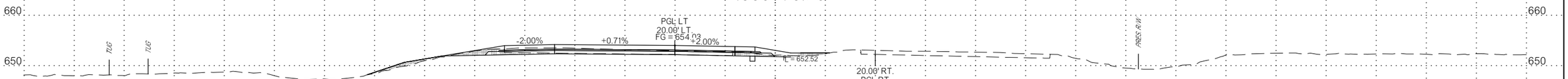
1587+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	19	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	15	6

1586+78.26



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	19	9

STA. 1586+78.26 TUG XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	31	13

PHASE 1A · PHASE 2 · PHASE 4A · PHASE 4B · PHASE 4C · PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X105

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1593+31.27

PGL LT
20.00' LT.
FG = 656.59

-2.00% -2.00%

FL = 654.34

20.00' RT.
PGL RT

Sta. 1593+31.86 46.59' Rt.
15'x16' LO RCP
NE FL Elev. = 653.51
SW FL Elev. = 653.80
(LEAVE)

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	59	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	71	0

1593+00.00

PGL LT
20.00' LT.
FG = 656.41

-2.00% -2.00%

FL = 654.15

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	64	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	56	0

1592+75.48

PGL LT
20.00' LT.
FG = 656.27

-2.00% -2.00%

FL = 654.01

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	60	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	151	0

1592+00.00

PGL LT
20.00' LT.
FG = 655.87

-2.00% -2.00%

FL = 653.61

20.00' RT.
PGL RT

Sta. 1591+98.16 54.00' Rt.
15'x16' RCP
NE FL Elev. = 652.86
SW FL Elev. = 652.76
(LEAVE)

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	47	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	172	2

1591+00.00

PGL LT
20.00' LT.
FG = 655.42
0.35%

-2.00% -2.00%

1:7

FL = 653.36

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	45	1

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	151	2

1590+00.00

PGL LT
20.00' LT.
FG = 655.06
+2.00%

-2.00% -2.00%

1:7

FL = 653.20

20.00' RT.
PGL RT

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	36	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	110	1

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

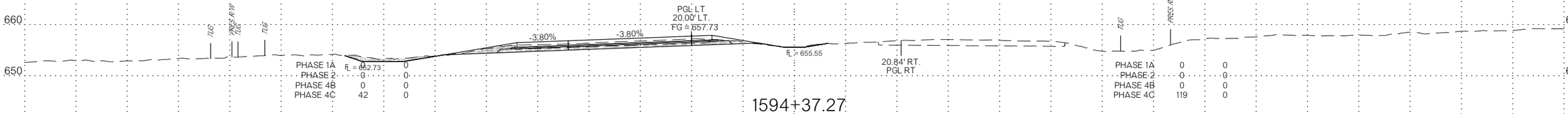
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X106

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

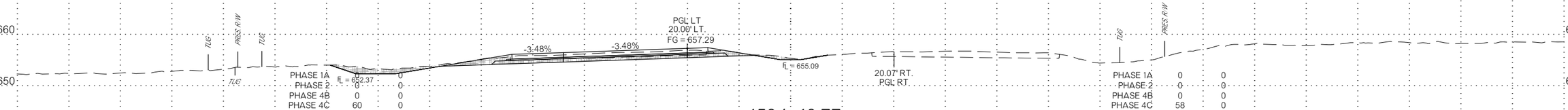
1595+00.00



	EXC.	EMB.
PHASE 1A	fL = 652.73	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	42	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	119	0

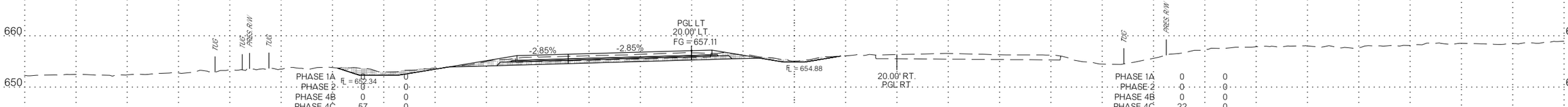
1594+37.27



	EXC.	EMB.
PHASE 1A	fL = 652.37	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	60	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

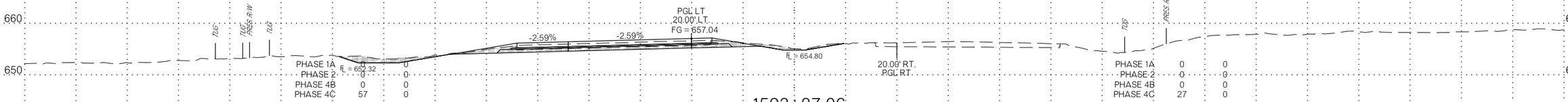
1594+10.77



	EXC.	EMB.
PHASE 1A	fL = 652.34	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	57	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	22	0

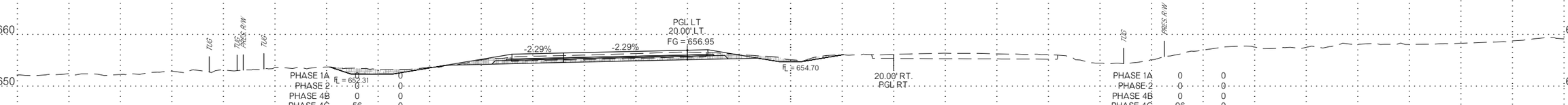
1594+00.00



	EXC.	EMB.
PHASE 1A	fL = 652.32	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	57	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	27	0

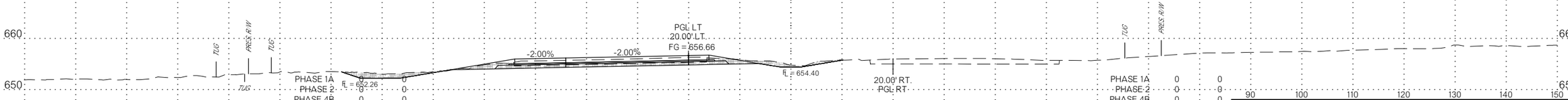
1593+87.06



	EXC.	EMB.
PHASE 1A	fL = 652.31	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	56	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	96	0

1593+41.38



	EXC.	EMB.
PHASE 1A	fL = 652.26	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	57	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	21	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

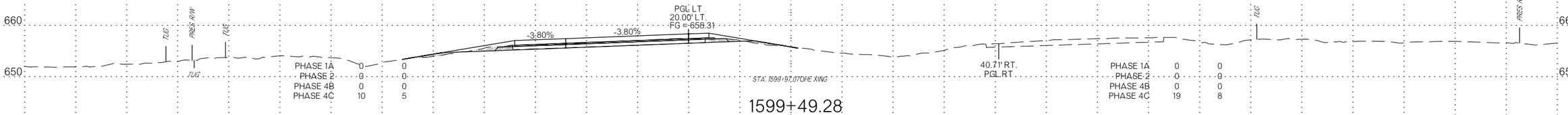
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X107

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

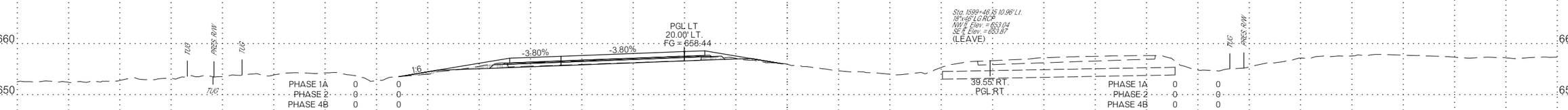
1599+97.07



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	5

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	19	8

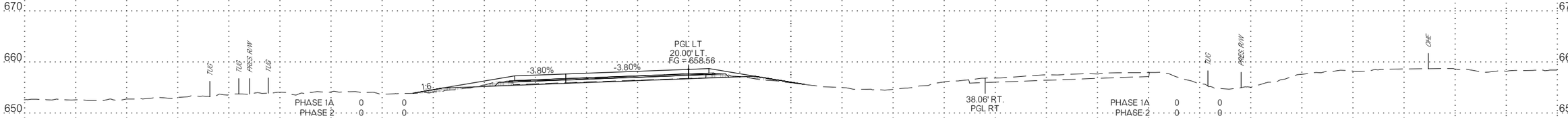
1599+49.28



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	21	10

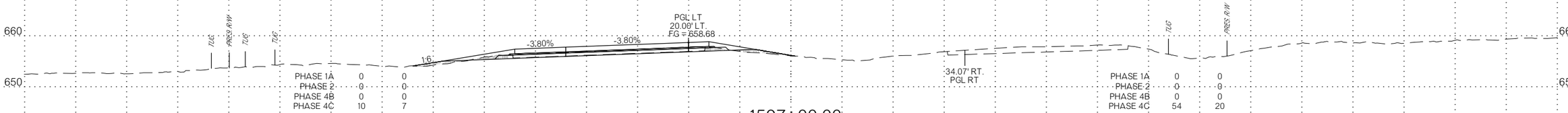
1599+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	40	27

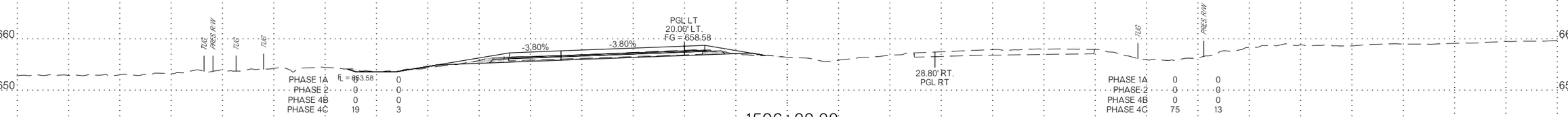
1598+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	54	20

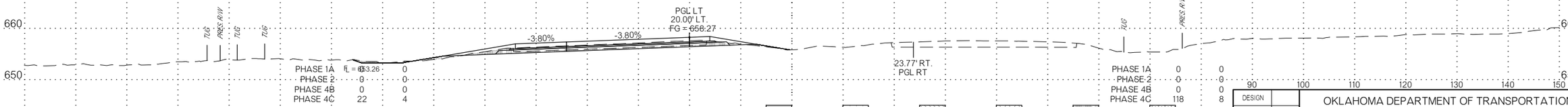
1597+00.00



	EXC.	EMB.
PHASE 1A	FL = 653.58	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	19	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	75	13

1596+00.00



	EXC.	EMB.
PHASE 1A	FL = 653.26	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	22	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	118	8

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

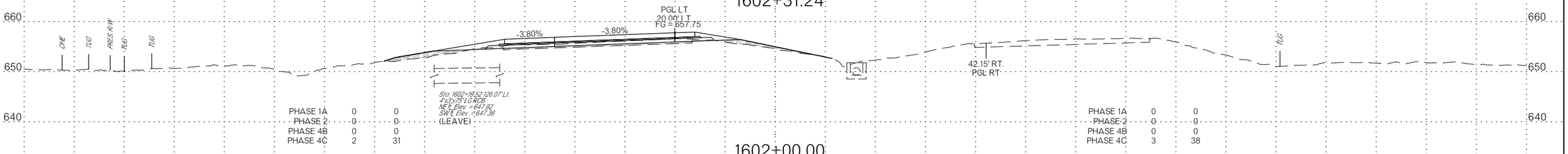
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X108

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

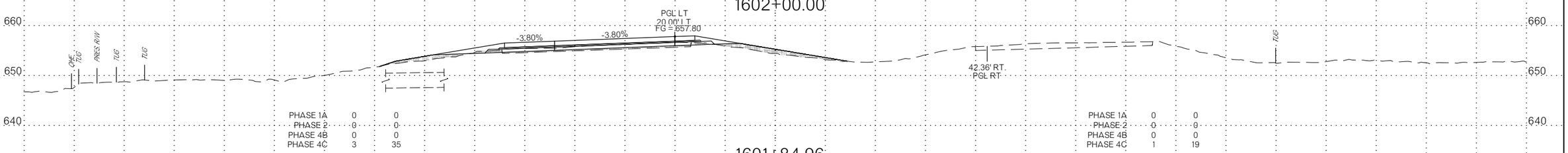
1602+31.24



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	31

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	38

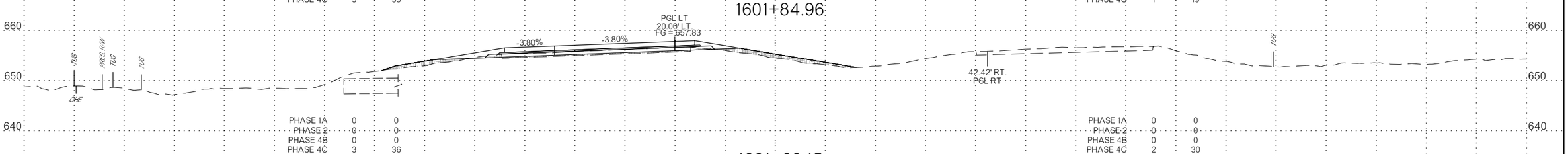
1602+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	35

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	19

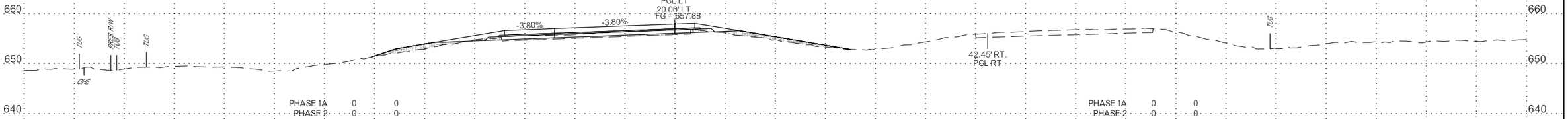
1601+84.96



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	36

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	30

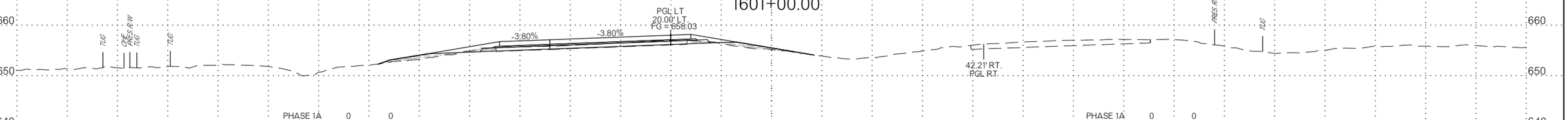
1601+62.15



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	34

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	62

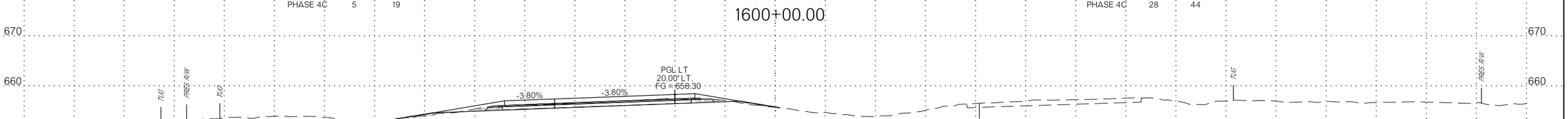
1601+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	5	19

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	28	44

1600+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	4

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

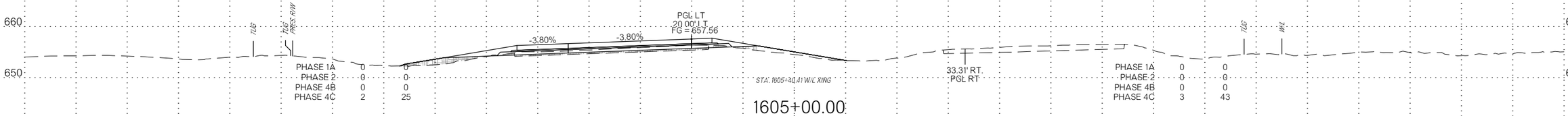
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X109

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

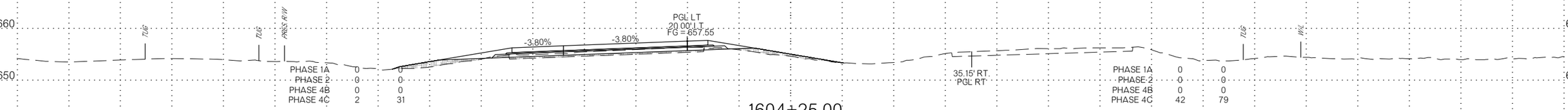
1605+40.41



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	25

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	43

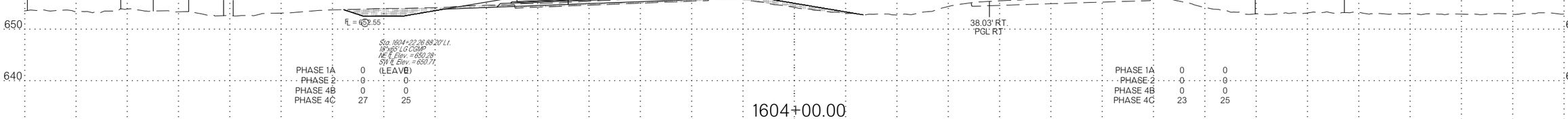
1605+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	31

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	42	79

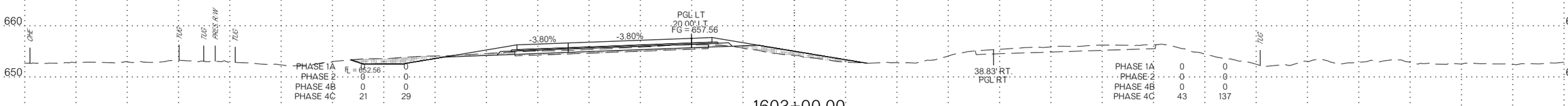
1604+25.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	27	25

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	23	25

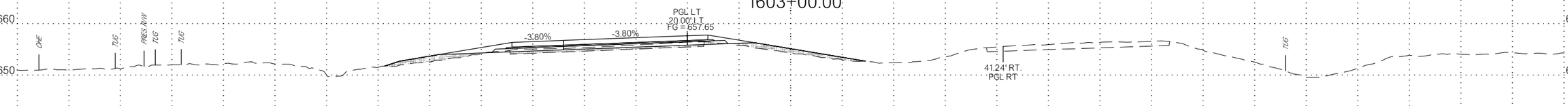
1604+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	21	29

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	43	137

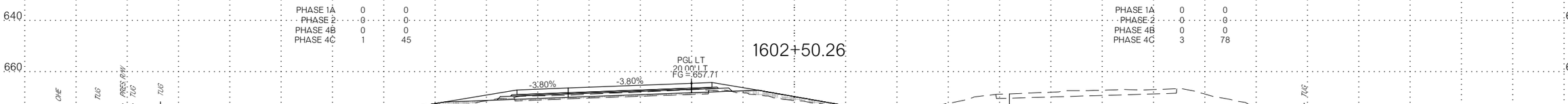
1603+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	45

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	78

1602+50.26



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	40

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	25

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

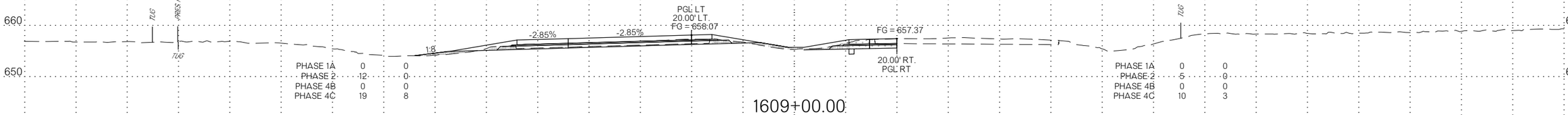
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X110

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

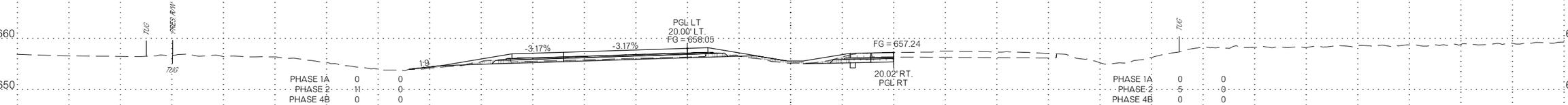
1609+13.52



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	12	0
PHASE 4B	0	0
PHASE 4C	19	8

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	5	0
PHASE 4B	0	0
PHASE 4C	10	3

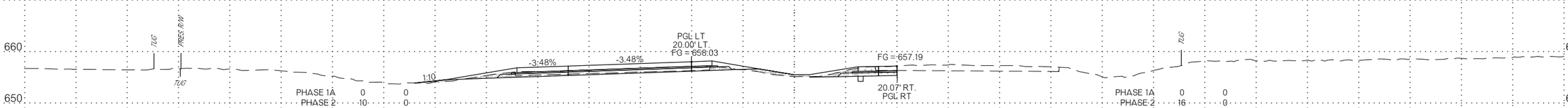
1609+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	11	0
PHASE 4B	0	0
PHASE 4C	21	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	5	0
PHASE 4B	0	0
PHASE 4C	10	3

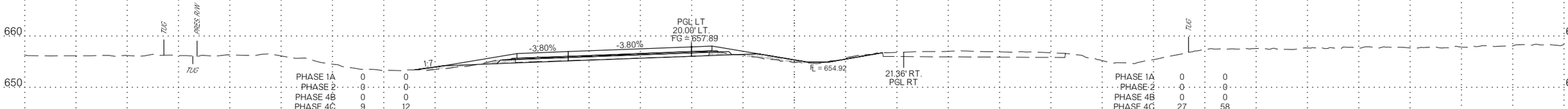
1608+87.02



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	10	0
PHASE 4B	0	0
PHASE 4C	22	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	51	32

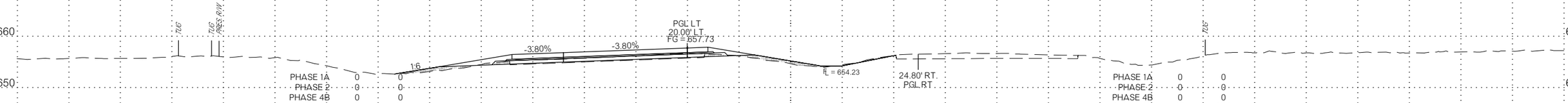
1608+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	9	12

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	27	58

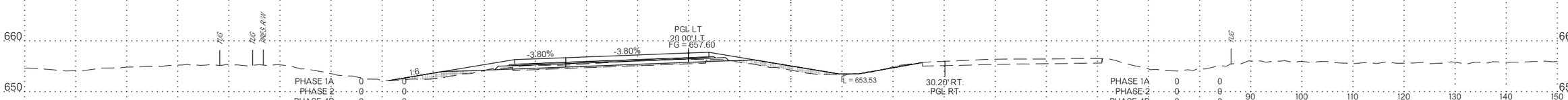
1607+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	5	19

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	16	107

1606+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	3	38

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	6	71

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESIGN
DRAWN
CHECKED
APPROVED
SQUAD SRB

CROSS SECTIONS

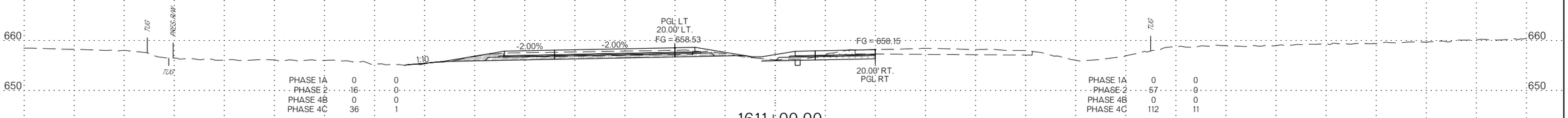
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X111

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

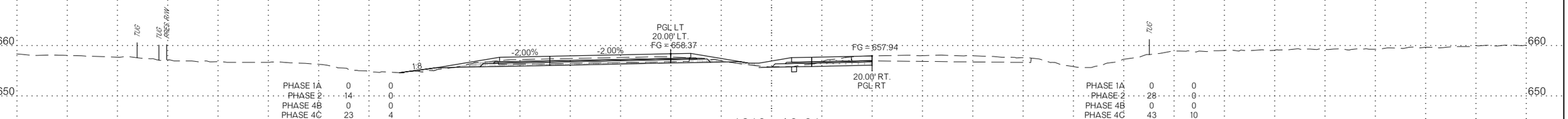
1612+00.00



PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	36	1

PHASE 1A	0	0
PHASE 2	57	0
PHASE 4B	0	0
PHASE 4C	112	11

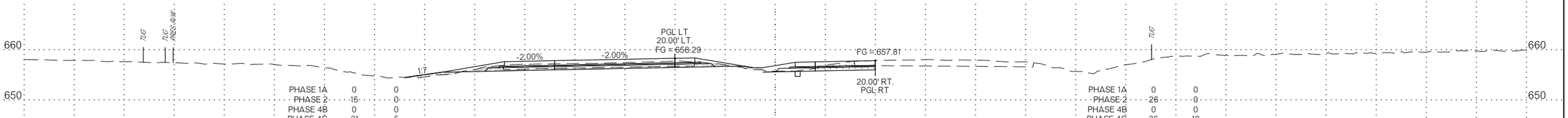
1611+00.00



PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	23	4

PHASE 1A	0	0
PHASE 2	28	0
PHASE 4B	0	0
PHASE 4C	43	10

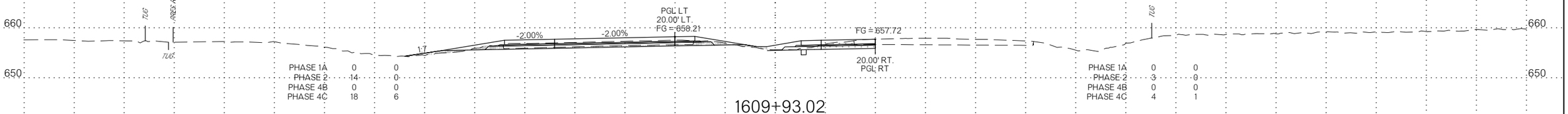
1610+48.81



PHASE 1A	0	0
PHASE 2	15	0
PHASE 4B	0	0
PHASE 4C	21	5

PHASE 1A	0	0
PHASE 2	26	0
PHASE 4B	0	0
PHASE 4C	36	10

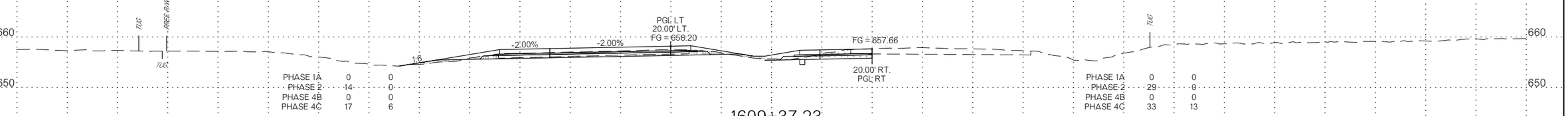
1610+00.00



PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	18	6

PHASE 1A	0	0
PHASE 2	3	0
PHASE 4B	0	0
PHASE 4C	4	1

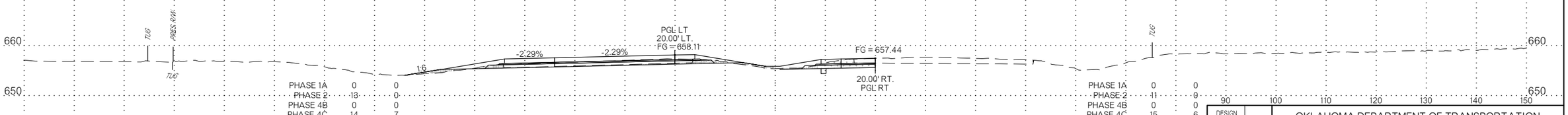
1609+93.02



PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	17	6

PHASE 1A	0	0
PHASE 2	29	0
PHASE 4B	0	0
PHASE 4C	33	13

1609+37.23



PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	0	0
PHASE 4C	14	7

PHASE 1A	0	0
PHASE 2	11	0
PHASE 4B	0	0
PHASE 4C	15	6

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X112

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

670 660 650

END AREA SQUARE FEET		
	EXC.	EMB.

VOLUME CUBIC YARDS		
	EXC.	EMB.

1614+76.10

PGL LT 20.00' LT. FG = 659.50 — FG = 659.02 — 20.00' RT. PGL RT

TUG TUG PASS R/W TUG OHE TUG TUG

STA. 1614+76.10 OHE XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	25	0
PHASE 4B	0	0
PHASE 4C	36	6

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	2	0
PHASE 4B	0	0
PHASE 4C	4	0

1614+72.88

PGL LT 20.00' LT. FG = 659.49 — FG = 659.08 — 20.00' RT. PGL RT

TUG TUG PASS R/W TUG OHE TUG TUG

STA. 1614+72.88 OHE XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	23	0
PHASE 4B	0	0
PHASE 4C	37	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	28	0
PHASE 4B	0	0
PHASE 4C	75	3

1614+34.80

STA. 1614+35.89 CONST. 26' CONC. STR. RETURN LT.

PGL LT 20.00' LT. FG = 659.29 — FG = 658.86 — 20.00' RT. PGL RT

OHE OHE TUG OHE PASS R/W TUG TUG

13.5% FL = 655.19

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	68	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	21	0
PHASE 4B	0	0
PHASE 4C	74	3

1614+00.00

PGL LT 20.00' LT. FG = 659.13 — FG = 658.83 — 20.00' RT. PGL RT

TUG PASS R/W TUG 2.00% 2.00% 1:6

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	46	5

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	0	0
PHASE 4C	38	7

1613+77.26

PGL LT 20.00' LT. FG = 659.04 — FG = 658.67 — 20.00' RT. PGL RT

TUG PASS R/W TUG 2.00% 2.00% 1:6

STA. 1613+77.26 TUG XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	16	0
PHASE 4B	0	0
PHASE 4C	45	12

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	44	0
PHASE 4B	0	0
PHASE 4C	122	25

1613+00.00

PGL LT 20.00' LT. FG = 658.76 — FG = 658.44 — 20.00' RT. PGL RT

TUG PASS R/W TUG 2.00% 2.00% 1:6

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	40	5

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	57	0
PHASE 4B	0	0
PHASE 4C	142	13

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X113

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1616+17.52

PGL LT
20.00' LT.
FG = 660.41

Sta. 1616+04.94
4'x2'xV LG RCB XING
W.E. Elev. = 651.76
F.E. Elev. = 652.37
(EXTEND)

FL = 658.63

20.00' RT.
PGL RT

TUG TUG PRES. R/W TUG TUG TUG TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	82	29

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	20

1616+00.00

STR. 110 STA. 1615+96.63 EXTEND
4'X3' RCB CD 19' LT. W/SKEWED
HDWL, WINGS & APRON
FL IN=651.79 FL OUT=651.76

PGL LT
20.00' LT.
FG = 660.28

110

FL = 658.66

20.00' RT.
PGL RT

TUG TUG PRES. R/W TUG TUG TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	97	32

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	154	60

1615+50.48

PGL LT
20.00' LT.
FG = 659.95

FL = 658.76

20.00' RT.
PGL RT

STA. 1615+50.48 TUG XING

TUG TUG PRES. R/W TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	70	33

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	9	0
PHASE 4B	0	0
PHASE 4C	110	41

1615+00.00

PGL LT
20.00' LT.
FG = 659.64

FG = 658.99

658.82

20.00' RT.
PGL RT

OHE OHE OHE OHE TUG TUG PRES. R/W TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	10	0
PHASE 4B	0	0
PHASE 4C	47	10

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	12	0
PHASE 4B	0	0
PHASE 4C	26	6

1614+82.64

PGL LT
20.00' LT.
FG = 659.54

FG = 658.95

20.00' RT.
PGL RT

STA. 1614+82.64 OHE XING

TUG TUG PRES. R/W TUG TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	28	0
PHASE 4B	0	0
PHASE 4C	35	9

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	3	0
PHASE 4B	0	0
PHASE 4C	4	1

1614+79.43

PGL LT
20.00' LT.
FG = 659.52

FG = 658.95

20.00' RT.
PGL RT

STA. 1614+79.43 OHE XING

TUG TUG PRES. R/W TUG TUG TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	27	0
PHASE 4B	0	0
PHASE 4C	34	8

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	3	0
PHASE 4B	0	0
PHASE 4C	4	0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X114

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1617+33.47

PGL LT
20.00' LT.
FG = 661.35

TL = 659.41

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

STA. 1617+33.47 TUG XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	38	8

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	40	8

1617+05.90

PGL LT
20.00' LT.
FG = 661.11

TL = 659.17

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

STA. 1617+05.90 TUG XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	40	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	8	1

1617+00.00

PGL LT
20.00' LT.
FG = 661.06

TL = 659.11

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	40	8

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	2

1616+91.96

PGL LT
20.00' LT.
FG = 660.99

TL = 659.04

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

STA. 1616+91.96 TUG XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	39	7

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	51	12

1616+55.70

PGL LT
20.00' LT.
FG = 660.70

TL = 658.72

Sta. 1616+62.45 INLET
0.97' LT. OF 8' W/18" RCP
STUBBED INTO STR.
S.E. Elev. =654.83
(REMOVE)

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	36	10

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	26	8

1616+40.26

PGL LT
20.00' LT.
FG = 660.58

111

TL = 658.58

20.00' RT.
PGL RT

TUG
TUG
PRES R/W
TUG

TL = 654.18

STR. 111 STA. 1616+40.26 CONST.
TYPE 2 SMD 8.07' RT TIED TO
EXISTING RCP
TG=658.58 FL=654.10

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	55	18

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	20

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

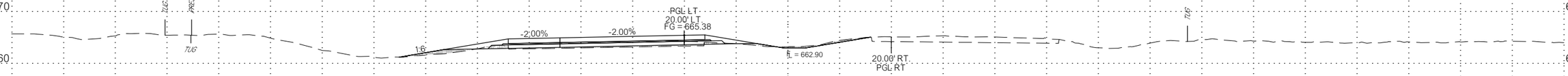
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X115

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

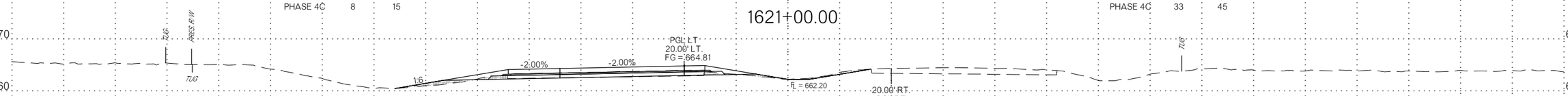
1622+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	8	15

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	33	45

1621+00.00



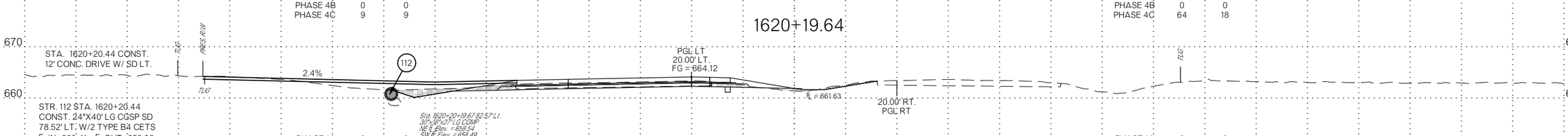
	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	9	9

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	64	18

1620+19.64

STA. 1620+20.44 CONST.
12' CONC. DRIVE W/ SD LT.

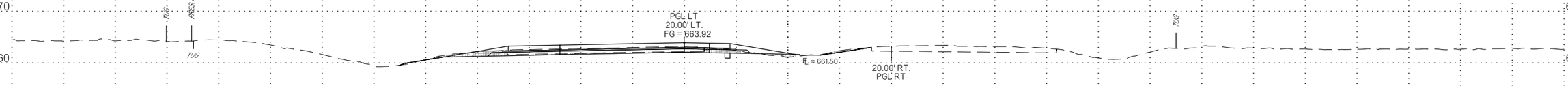
STR. 112 STA. 1620+20.44
CONST. 24"X40' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=660.41 FL OUT=659.36



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	34	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	21	2

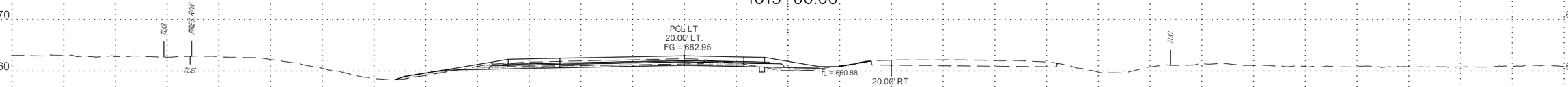
1620+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	24	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	97	24

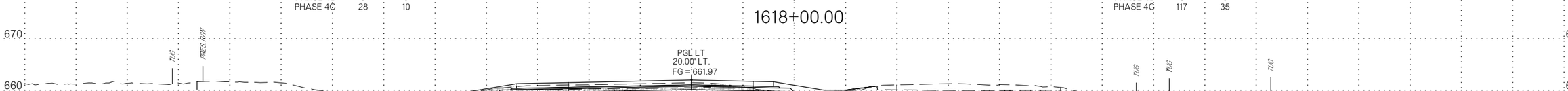
1619+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	28	10

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	117	35

1618+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	35	9

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	91	22

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

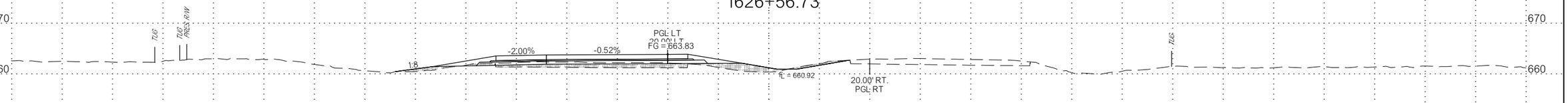
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X116

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

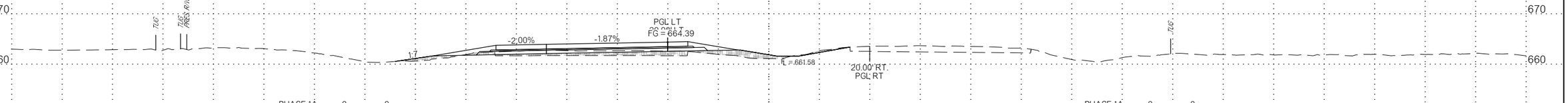
1626+56.73



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	5	45

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	92

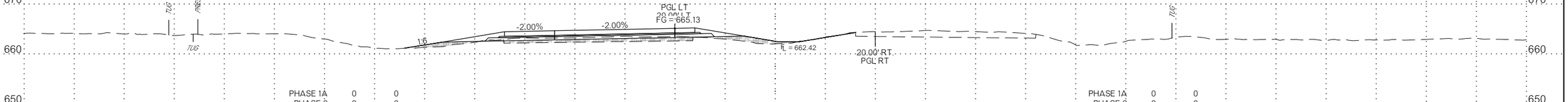
1626+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	4	42

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	153

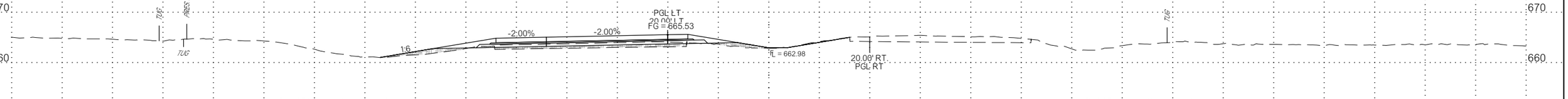
1625+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	40

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	7	135

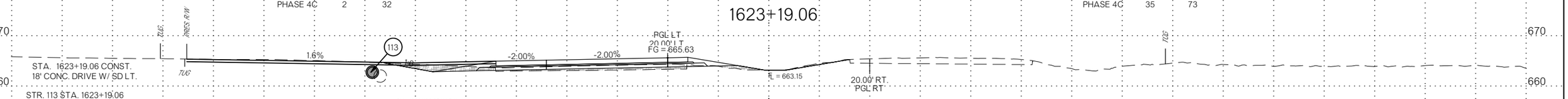
1624+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	32

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	35	73

1623+19.06



STA. 1623+19.06 CONST.
18' CONC. DRIVE W/ SD LT.

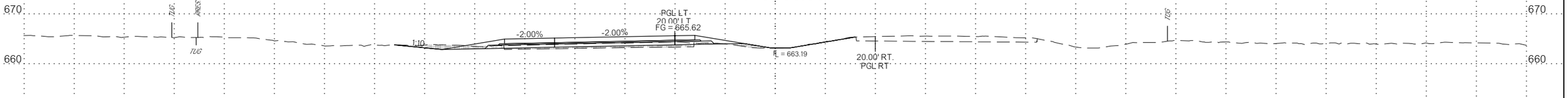
STR. 113 STA. 1623+19.06
CONST. 24"X60' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
fL IN=661.89 fL OUT=661.64

Sta. 1623+20.27, 81.71' Lt.
30"x58" LG CGMP
Nt fL Elev. = 660.80
Sl/Fl Elev. = 660.72
(REMOVE)

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	21	16

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	12	11

1623+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	14	16

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	42	58

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

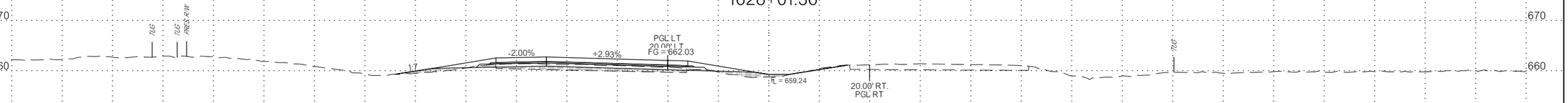
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X117

Z:\116591\DRAWINGS\31963(04)-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

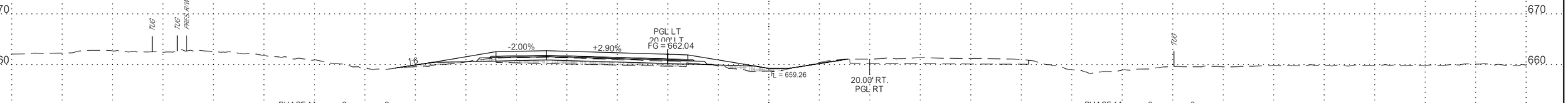
1628+01.36



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	4	35

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	1

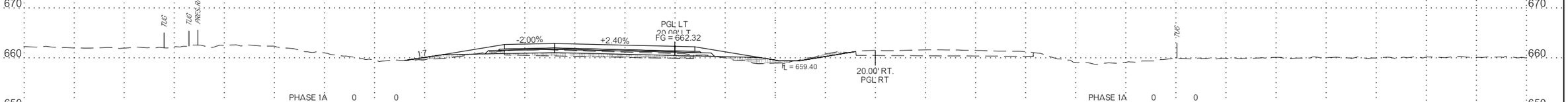
1628+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	4	35

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	4	28

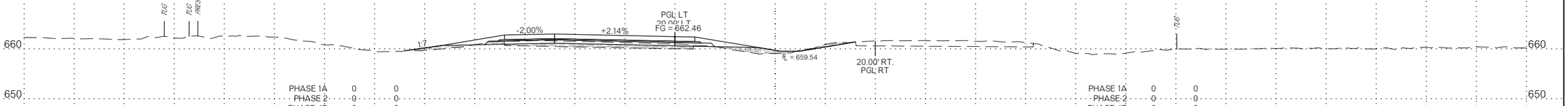
1627+79.11



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	6	37

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	15

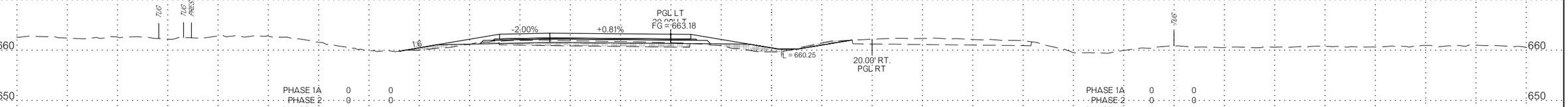
1627+67.98



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	6	37

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	11	81

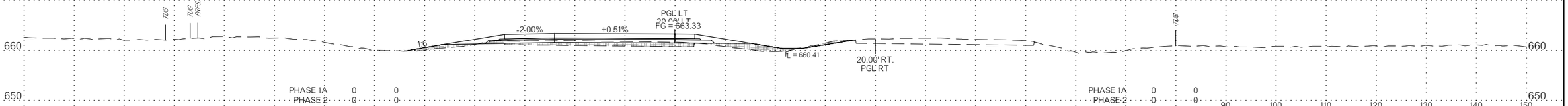
1627+12.36



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	5	41

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	2	19

1627+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	4	42

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	8	70

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

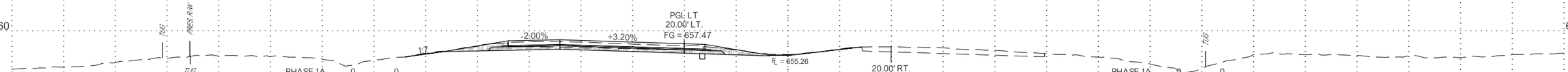
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X118

Z:\116591\DRAWINGS\3196304-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

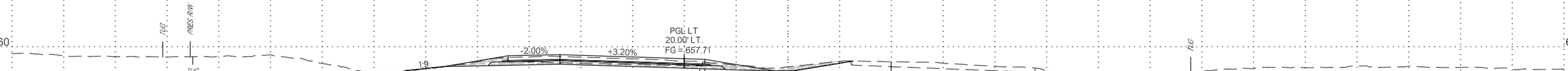
1633+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	45	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	173	2

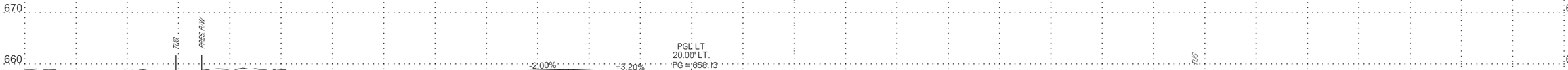
1632+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	1

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	118	1

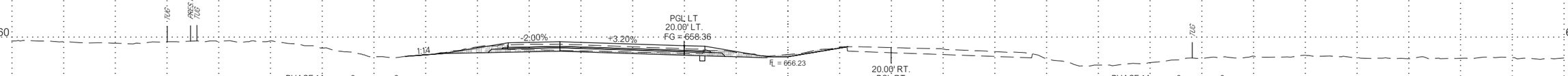
1631+28.61



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	41	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	42	0

1631+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	38	0

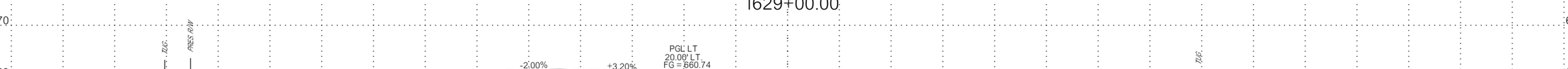
	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	104	2

1630+00.00

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	18	1

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	31

1629+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	7	15

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	22	93

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

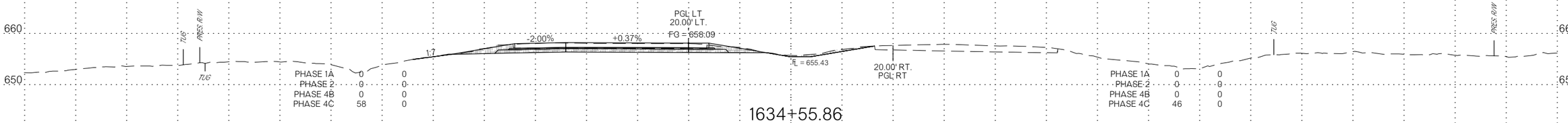
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X119

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

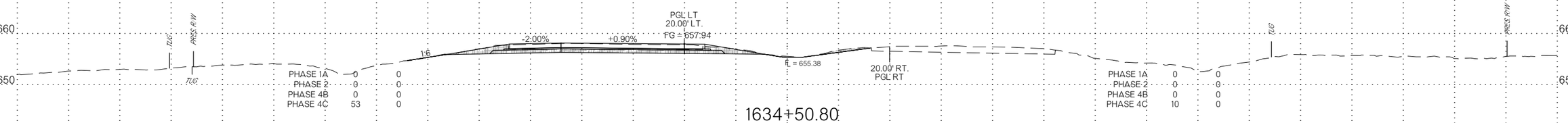
1634+78.11



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	46	0

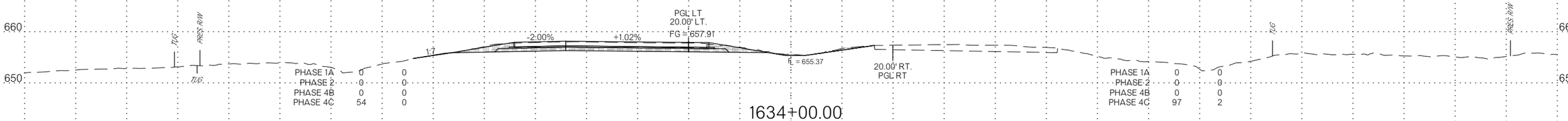
1634+55.86



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	53	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	0

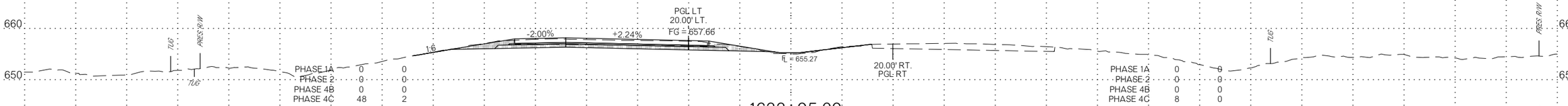
1634+50.80



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	54	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	97	2

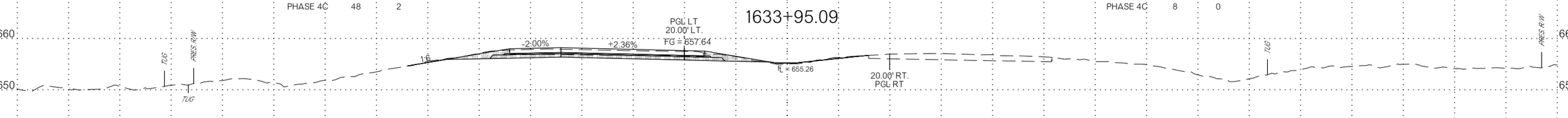
1634+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	2

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	8	0

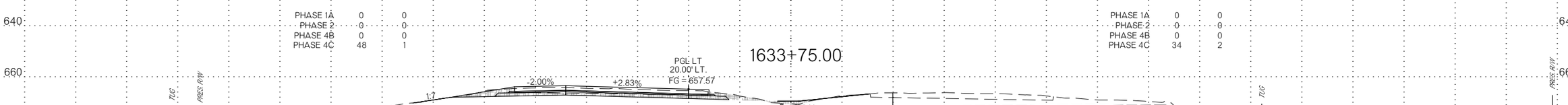
1633+95.09



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	1

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	34	2

1633+75.00



Sta. 1633+58.26 225.09' Rt.
5x3x¼ LLG RCB
NM E. Elev. = 652.01
SE E. Elev. = 654.94
(LEAVE)

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	43	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	123	6

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

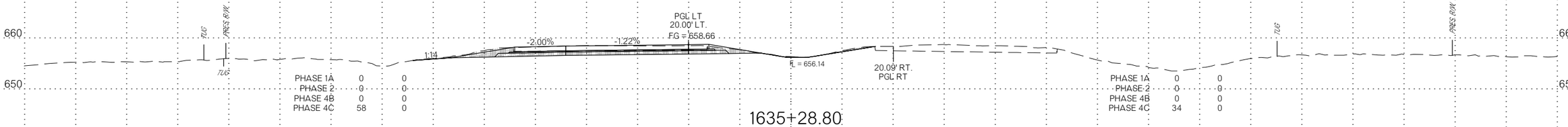
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X120

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

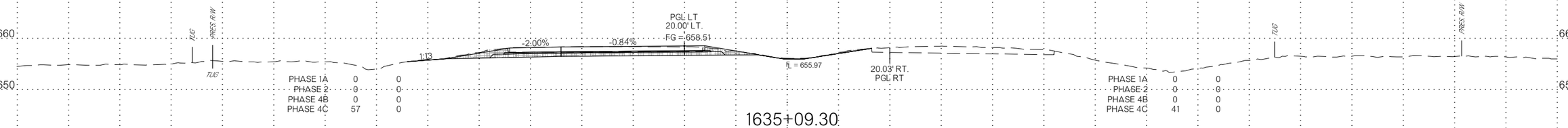
1635+44.86



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	34	0

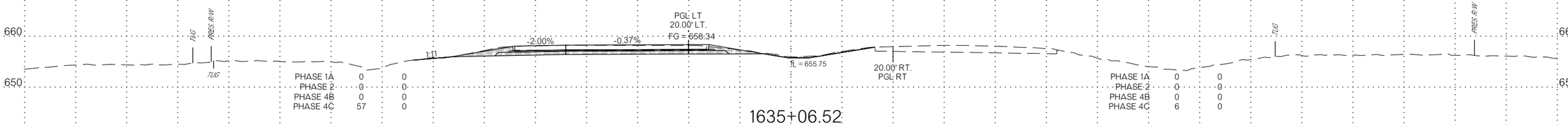
1635+28.80



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	57	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	41	0

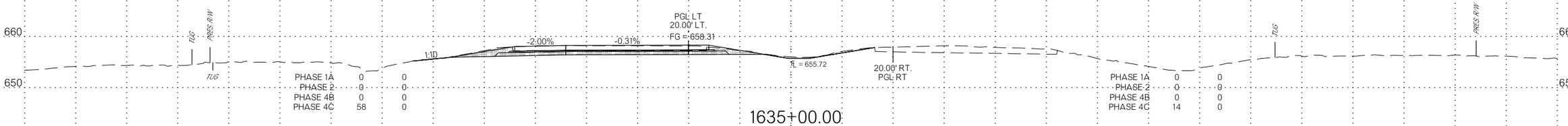
1635+09.30



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	57	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	6	0

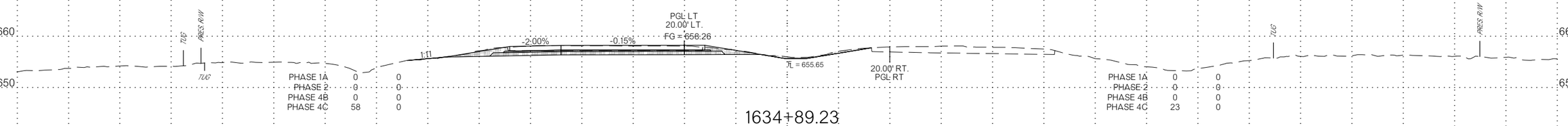
1635+06.52



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	14	0

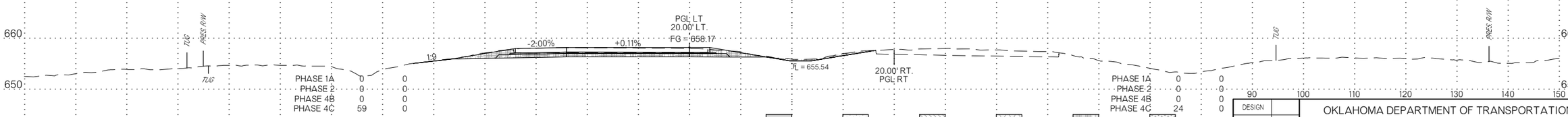
1635+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	23	0

1634+89.23



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	59	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	24	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

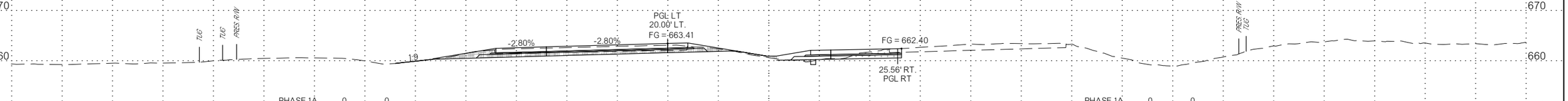
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X121

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

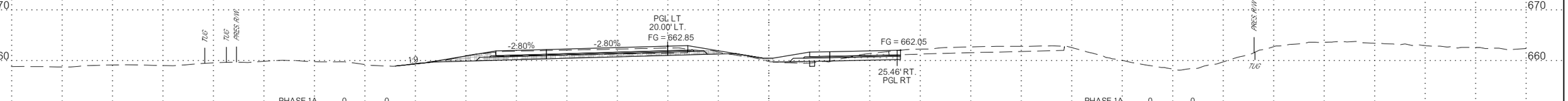
1639+46.43



PHASE 1A	0	0
PHASE 2	13	0
PHASE 4B	0	0
PHASE 4C	40	2

PHASE 1A	0	0
PHASE 2	22	1
PHASE 4B	0	0
PHASE 4C	69	6

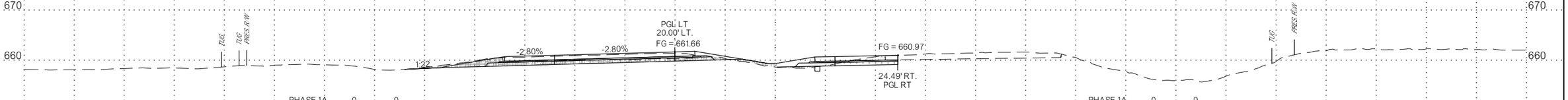
1639+00.00



PHASE 1A	0	0
PHASE 2	13	1
PHASE 4B	0	0
PHASE 4C	40	4

PHASE 1A	0	0
PHASE 2	51	2
PHASE 4B	0	0
PHASE 4C	161	18

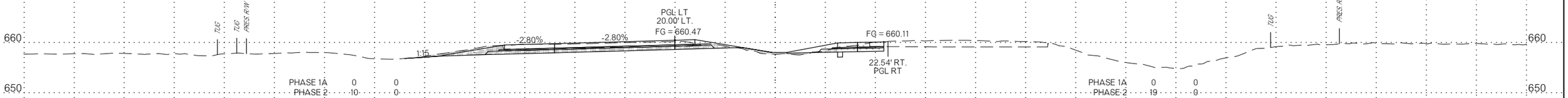
1638+00.00



PHASE 1A	0	0
PHASE 2	14	0
PHASE 4B	0	0
PHASE 4C	46	5

PHASE 1A	0	0
PHASE 2	47	0
PHASE 4B	0	0
PHASE 4C	185	18

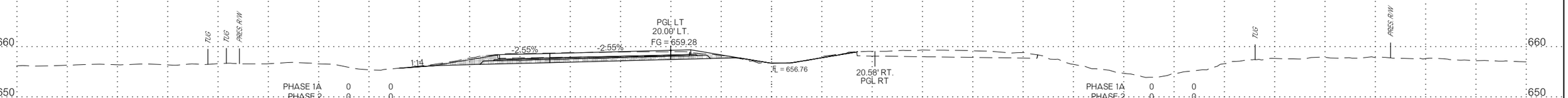
1637+00.00



PHASE 1A	0	0
PHASE 2	10	0
PHASE 4B	0	0
PHASE 4C	53	4

PHASE 1A	0	0
PHASE 2	19	0
PHASE 4B	0	0
PHASE 4C	207	11

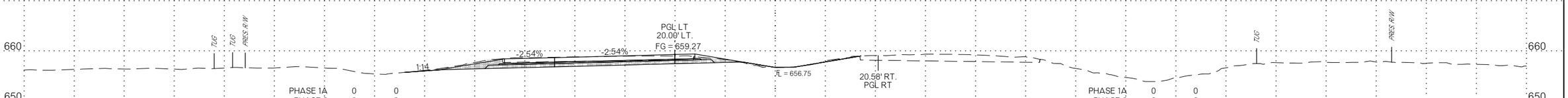
1636+00.48



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	1

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	0

1636+00.00



PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	58	1

PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	119	1

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X122

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1642+78.85

PGL LT
20.00' LT.
FG = 667.27

FG = 666.61

20.77' RT.
PGL RT

TUG TUG PRES R/W W/L

PHASE 1A	0	0
PHASE 2	25	0
PHASE 4B	0	0
PHASE 4C	11	13

PRES R/W TUG Sta. 1642+77.48 71.29' Rt. 18"x94' LG RCP NF'E Elev. = 662.88 SW'E Elev. = 662.38 (LEAVE)

PHASE 1A	0	0
PHASE 2	26	0
PHASE 4B	0	0
PHASE 4C	18	10

1642+50.00

PGL LT
20.00' LT.
FG = 666.99

FG = 666.22

21.25' RT.
PGL RT

TUG W/L PRES R/W TUG

PHASE 1A	0	0
PHASE 2	24	0
PHASE 4B	0	0
PHASE 4C	22	5

PRES R/W TUG

PHASE 1A	0	0
PHASE 2	23	0
PHASE 4B	0	0
PHASE 4C	41	2

1642+25.00

STR. 114 STA. 1642+22.99
CONST. 24"X54' LG RCP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=662.25 FL OUT=661.85

STA. 1642+22.99 CONST. 24'
CONC. STR. RETURN W/ SD LT.

PGL LT
20.00' LT.
FG = 666.72

-2.80% -2.80%

114

FG = 666.02

21.76' RT.
PGL RT

TUG TUG PRES R/W Sta. 1642+24.78 81.62' Lt. 36"x24"x37'LG CMPP NF'E Elev. = 661.50 SW'E Elev. = 661.13 (REMOVE)

PHASE 1A	0	0
PHASE 2	26	0
PHASE 4B	0	0
PHASE 4C	67	0

PRES R/W TUG

PHASE 1A	0	0
PHASE 2	21	0
PHASE 4B	0	0
PHASE 4C	49	0

1642+00.00

PGL LT
20.00' LT.
FG = 666.43

-2.80% -2.80%

1:7

FG = 665.75

22.36' RT.
PGL RT

TUG TUG PRES R/W

PHASE 1A	0	0
PHASE 2	19	0
PHASE 4B	0	0
PHASE 4C	40	0

PRES R/W TUG

PHASE 1A	0	0
PHASE 2	68	0
PHASE 4B	0	0
PHASE 4C	142	10

1641+00.00

PGL LT
20.00' LT.
FG = 665.24

-2.80% -2.80%

1:7

FG = 664.35

24.39' RT.
PGL RT

TUG TUG PRES R/W

PHASE 1A	0	0
PHASE 2	17	0
PHASE 4B	0	0
PHASE 4C	36	5

PRES R/W TUG

PHASE 1A	0	0
PHASE 2	51	2
PHASE 4B	0	0
PHASE 4C	145	15

1640+00.00

PGL LT
20.00' LT.
FG = 664.05

-2.80% -2.80%

1:8

FG = 663.11

25.42' RT.
PGL RT

TUG TUG PRES R/W

PHASE 1A	0	0
PHASE 2	10	1
PHASE 4B	0	0
PHASE 4C	41	2

PRES R/W TUG

PHASE 1A	0	0
PHASE 2	23	2
PHASE 4B	0	0
PHASE 4C	81	5

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

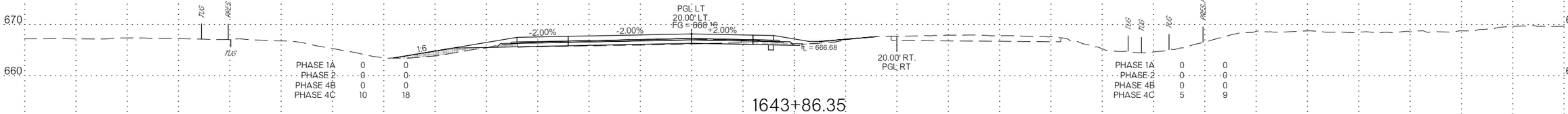
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X123

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

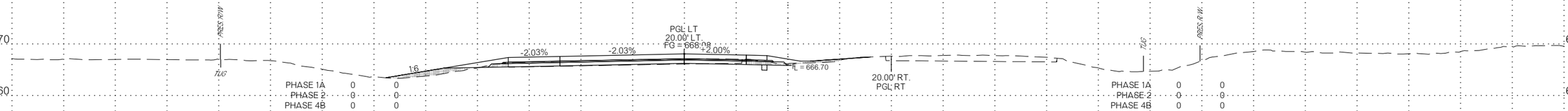
1644+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	18

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	5	9

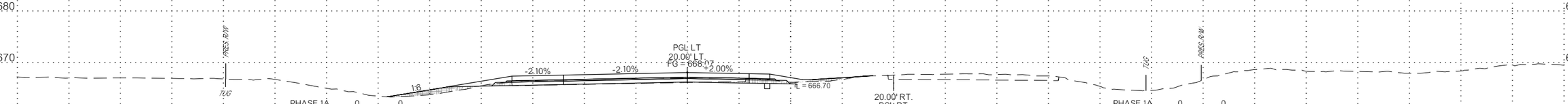
1643+86.35



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	17

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	1

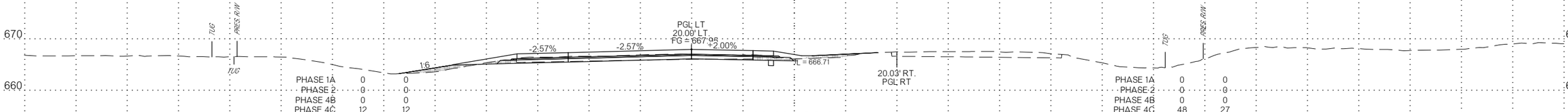
1643+83.56



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	17

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	8	10

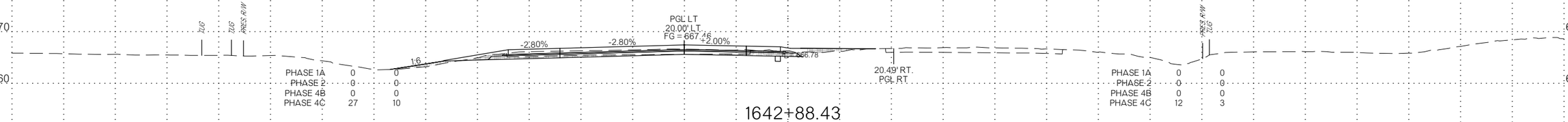
1643+64.06



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	12	12

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	48	27

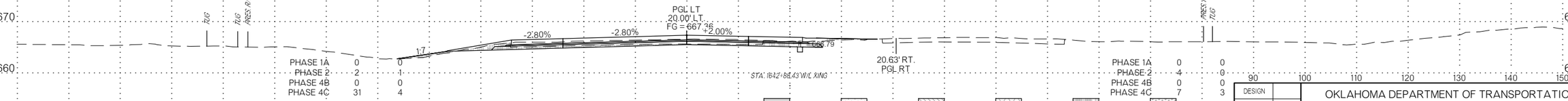
1643+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	27	10

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	12	3

1642+88.43



STA. 1642+88.43 W/L XING

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	2	1
PHASE 4B	0	0
PHASE 4C	31	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	4	0
PHASE 4B	0	0
PHASE 4C	7	3

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

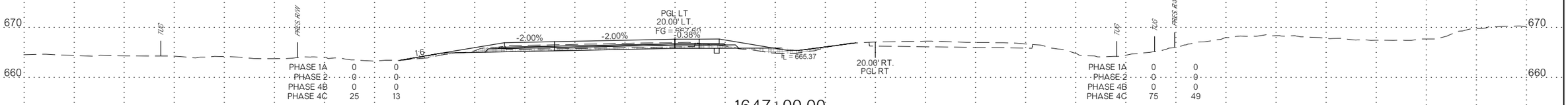
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X124

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

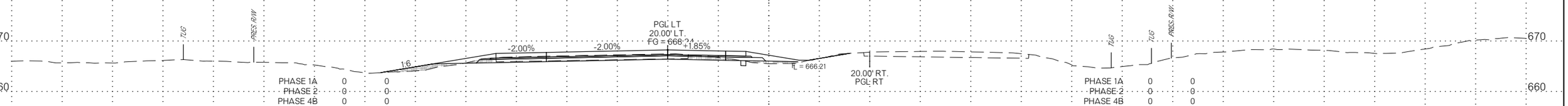
1648+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	25	13

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	75	49

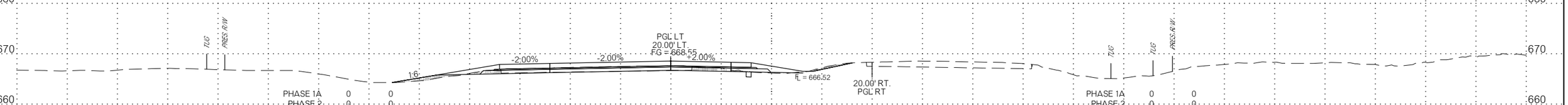
1647+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	14	13

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	53	37

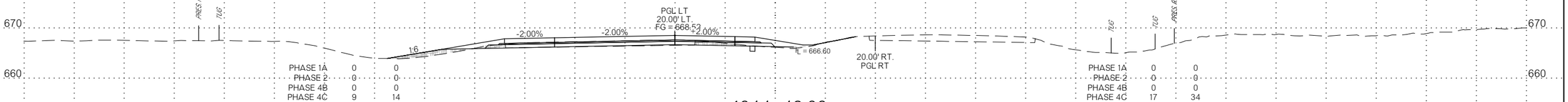
1646+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	13	6

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	43	40

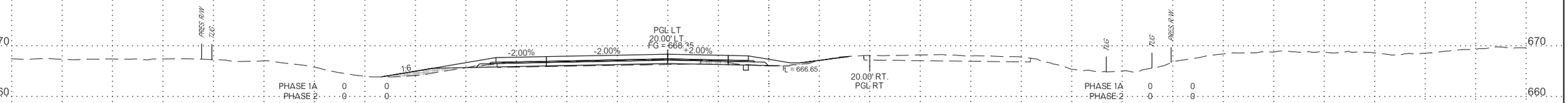
1645+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	9	14

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	17	34

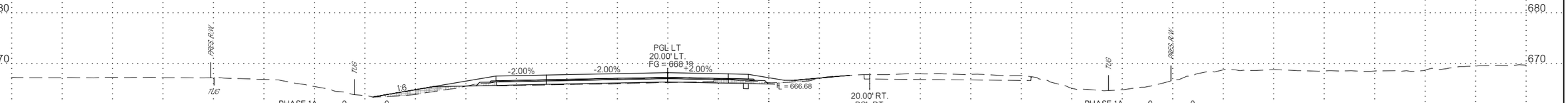
1644+42.06



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	7	17

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	12	24

1644+04.85



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	10	17

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	1	3

STA. 1644+04.85 TUG XING

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

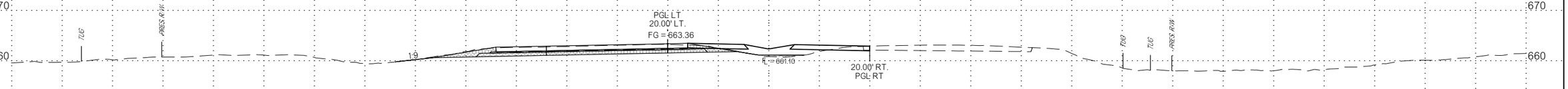
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X125

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

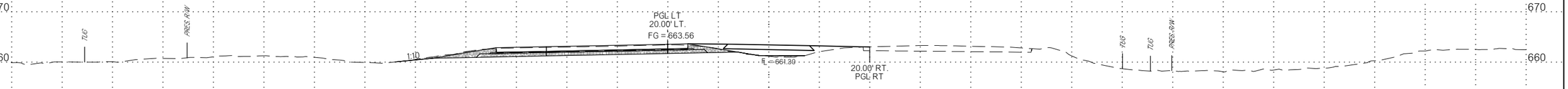
1653+25.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	0	0

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	24	0

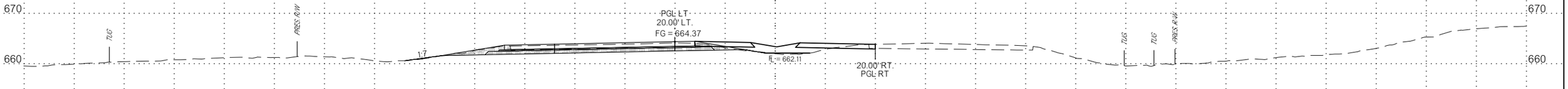
1653+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	52	1

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	182	7

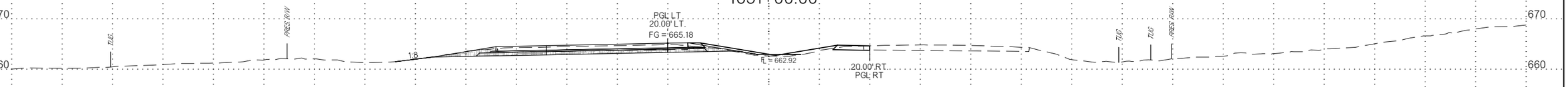
1652+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	46	2

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	161	10

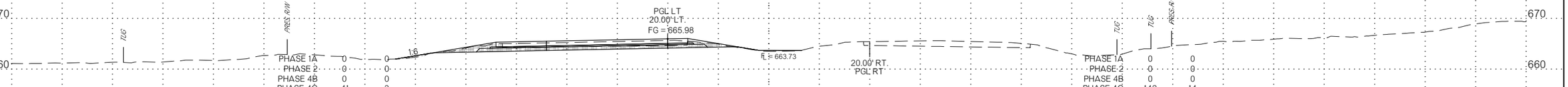
1651+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	40	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	151	12

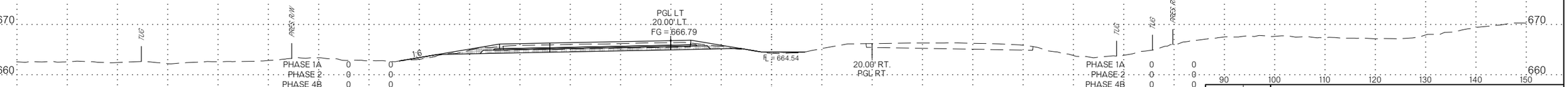
1650+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	41	3

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	142	14

1649+00.00



	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	36	4

	EXC.	EMB.
PHASE 1A	0	0
PHASE 2	0	0
PHASE 4B	0	0
PHASE 4C	114	32

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X126

Z:\116591\DRAWINGS\31963O4-XS SECTION 3.DWG 9/7/2025 11:36 AM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1655+69.17

PGL LT
20.00' LT.
FG = 661.43

1:8

TL = 659.18

20.00' RT.
PGL RT

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	44	13	
PHASE 4D	33	11	

1655+49.20

PGL LT
20.00' LT.
FG = 661.57

115

1:6

TL = 659.32

20.00' RT.
PGL RT

STR. 115 STA. 1655+49.26 ADJUST
EXIST. STR. TO GRADE 0.05' RT
NEW TG=659.32

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	45	18	
PHASE 4D	50	15	

1655+19.75

PGL LT
20.00' LT.
FG = 661.78

1:4

TL = 659.53

20.00' RT.
PGL RT

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	47	9	
PHASE 4D	35	7	

1655+00.00

PGL LT
20.00' LT.
FG = 661.94

Sta. 1654+89.81 Xing
3'x10'x154' LGRCB
NW'E Elev. = 660.51
SE'E Elev. = 651.14
(LEAVE)

TL = 659.69

20.00' RT.
PGL RT

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	49	11	
PHASE 4D	194	28	

1654+00.00

PGL LT
20.00' LT.
FG = 662.75

1:6

TL = 660.50

20.00' RT.
PGL RT

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	55	3	
PHASE 4C	0	0	
PHASE 4D	51	2	
PHASE 4C	0	0	

1653+75.00

PGL LT
20.00' LT.
FG = 662.95

1:7

TL = 660.70

20.00' RT.
PGL RT

PRES R/W
TLG

PHASE 2	0	0	
PHASE 4D	56	2	
PHASE 4C	0	0	
PHASE 4D	181	7	
PHASE 4C	150	7	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X127

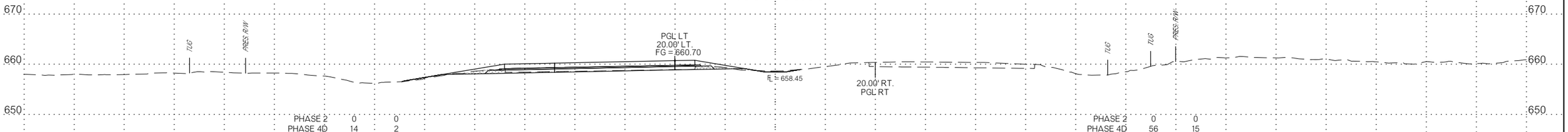
Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

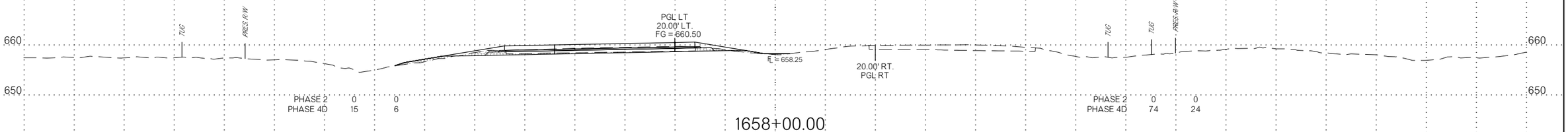
1660+00.00



PHASE 2 0 0
PHASE 4D 14 2

PHASE 2 0 0
PHASE 4D 56 15

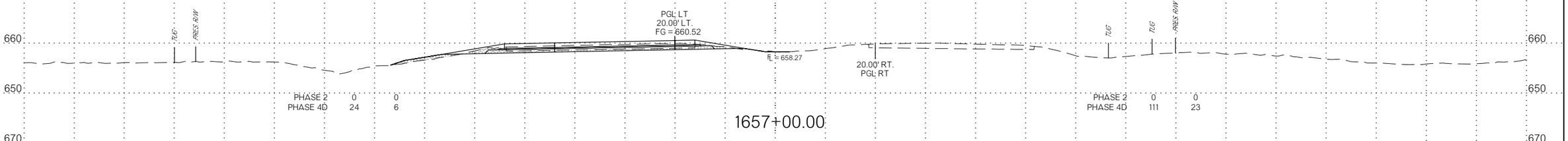
1659+00.00



PHASE 2 0 0
PHASE 4D 15 6

PHASE 2 0 0
PHASE 4D 74 24

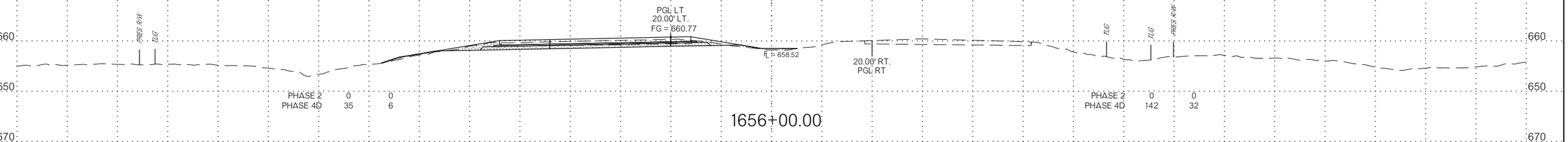
1658+00.00



PHASE 2 0 0
PHASE 4D 24 6

PHASE 2 0 0
PHASE 4D 111 23

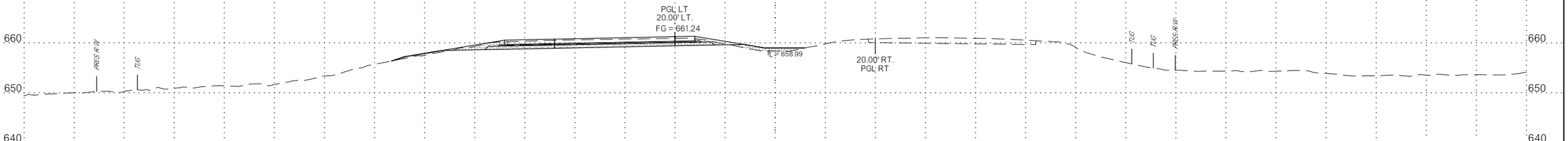
1657+00.00



PHASE 2 0 0
PHASE 4D 35 6

PHASE 2 0 0
PHASE 4D 142 32

1656+00.00



PHASE 2 0 0
PHASE 4D 41 11

PHASE 2 0 0
PHASE 4D 49 14

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

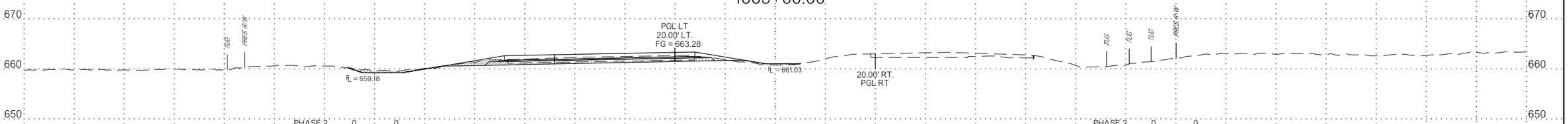
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X128

Z:\11659\1\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

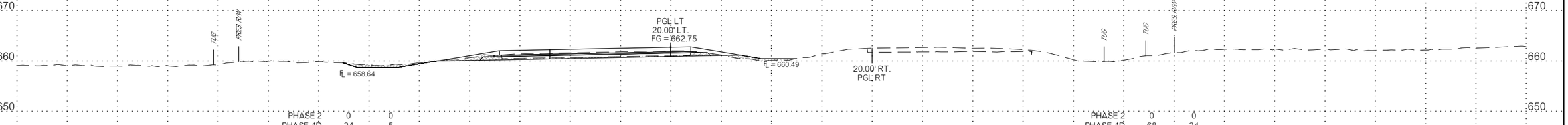
1665+00.00



PHASE 2 0 0
PHASE 4D 29 3

PHASE 2 0 0
PHASE 4D 100 17

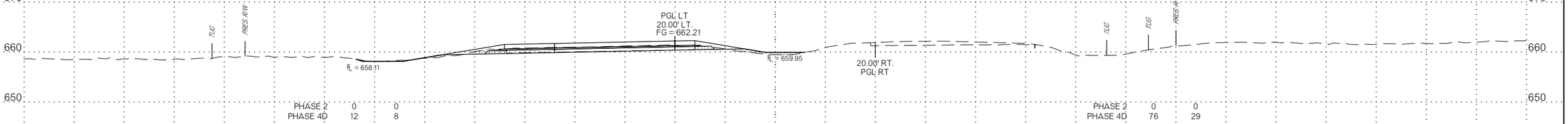
1664+00.00



PHASE 2 0 0
PHASE 4D 24 5

PHASE 2 0 0
PHASE 4D 68 24

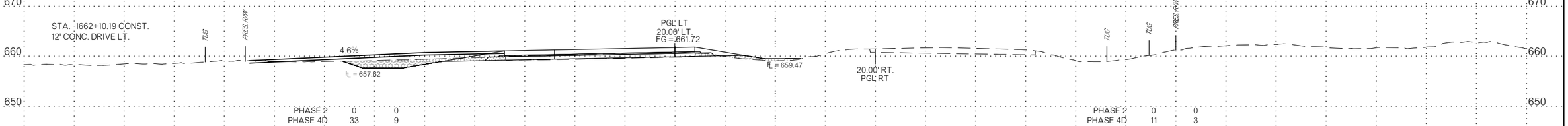
1663+00.00



PHASE 2 0 0
PHASE 4D 12 8

PHASE 2 0 0
PHASE 4D 76 29

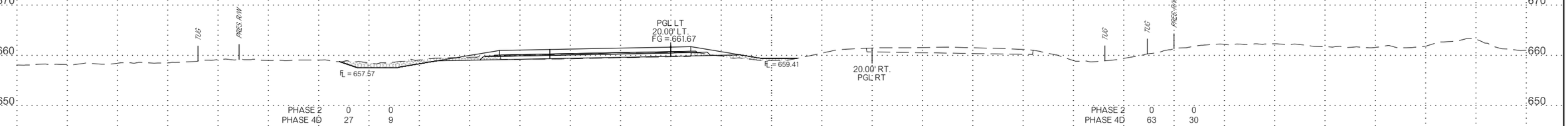
1662+10.18



PHASE 2 0 0
PHASE 4D 33 9

PHASE 2 0 0
PHASE 4D 11 3

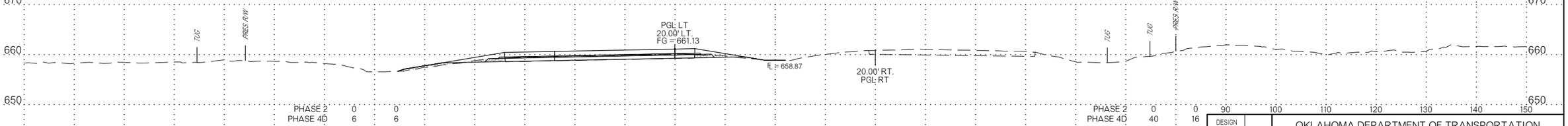
1662+00.00



PHASE 2 0 0
PHASE 4D 27 9

PHASE 2 0 0
PHASE 4D 63 30

1661+00.00



PHASE 2 0 0
PHASE 4D 6 6

PHASE 2 0 0
PHASE 4D 40 16

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

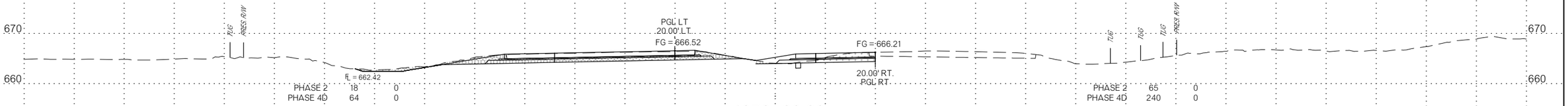
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X129

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

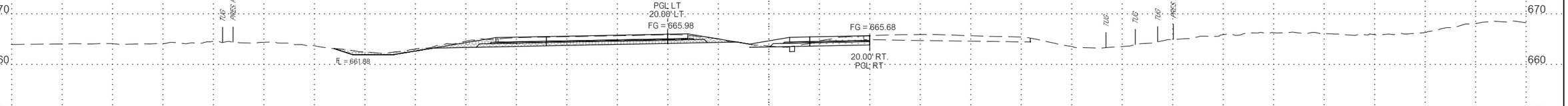
1671+00.00



PHASE 2	18	0
PHASE 4D	64	0

PHASE 2	65	0
PHASE 4D	240	0

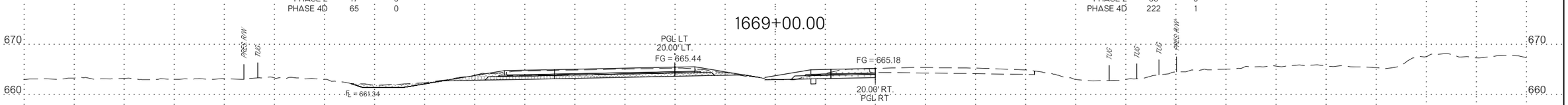
1670+00.00



PHASE 2	17	0
PHASE 4D	65	0

PHASE 2	65	0
PHASE 4D	222	1

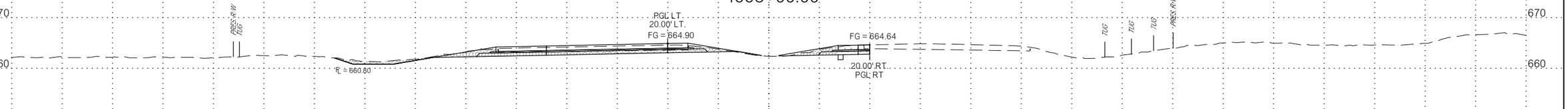
1669+00.00



PHASE 2	18	0
PHASE 4D	54	0

PHASE 2	52	0
PHASE 4D	212	3

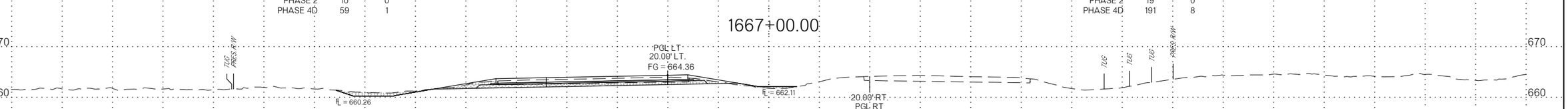
1668+00.00



PHASE 2	10	0
PHASE 4D	59	1

PHASE 2	19	0
PHASE 4D	191	8

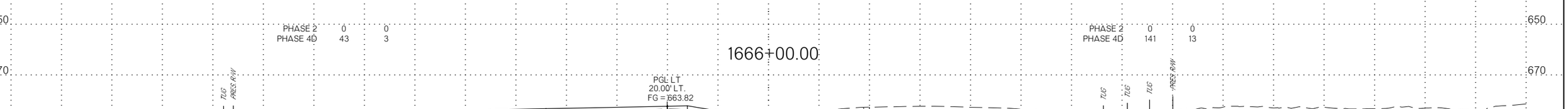
1667+00.00



PHASE 2	0	0
PHASE 4D	43	3

PHASE 2	0	0
PHASE 4D	141	13

1666+00.00



PHASE 2	0	0
PHASE 4D	32	3

PHASE 2	0	0
PHASE 4D	115	14

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X130

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1675+00.00

PGL LT
20.00' LT.
FG = 667.18

FL = 663.98

FL = 665.36

20.00' RT.
PGL RT

TUG PRES R/W

PHASE 2	0	0
PHASE 4D	4	31

PHASE 2	7	0
PHASE 4D	41	71

1674+14.98

PGL LT
20.00' LT.
FG = 667.46

FL = 663.36

FL = 665.93

20.00' RT.
PGL RT

STA. 1674+14.98 TUG XING

TUG PRES R/W

PHASE 2	4	0
PHASE 4D	21	13

PHASE 2	7	0
PHASE 4D	12	5

1674+00.00

PGL LT
20.00' LT.
FG = 667.49

FL = 663.39

FG = 667.42

20.00' RT.
PGL RT

TUG PRES R/W

PHASE 2	21	0
PHASE 4D	23	8

PHASE 2	15	0
PHASE 4D	31	4

1673+79.94

STA. 1673+79.93 CONST.
13' CONC. DRIVE AS DIKE LT.

PGL LT
20.00' LT.
FG = 667.51

0.8%

FL = 663.41

FG = 667.40

20.00' RT.
PGL RT

TUG PRES R/W

PHASE 2	19	0
PHASE 4D	60	4

PHASE 2	51	0
PHASE 4D	120	11

1673+00.00

PGL LT
20.00' LT.
FG = 667.45

FL = 663.35

FG = 667.20

20.00' RT.
PGL RT

TUG PRES R/W

PHASE 2	14	0
PHASE 4D	20	3

PHASE 2	64	0
PHASE 4D	119	8

1672+00.00

PGL LT
20.00' LT.
FG = 667.06

FL = 662.96

FG = 666.82

20.00' RT.
PGL RT

TUG PRES R/W

PHASE 2	20	0
PHASE 4D	44	0

PHASE 2	70	0
PHASE 4D	201	2

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

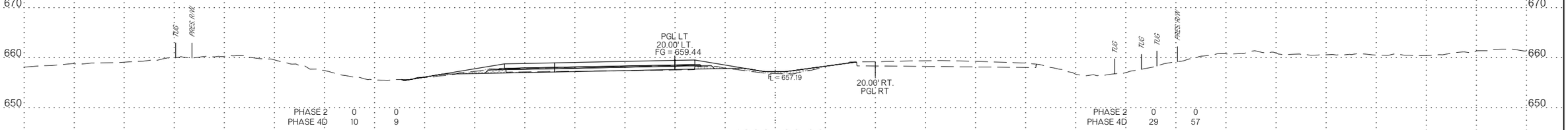
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X131

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

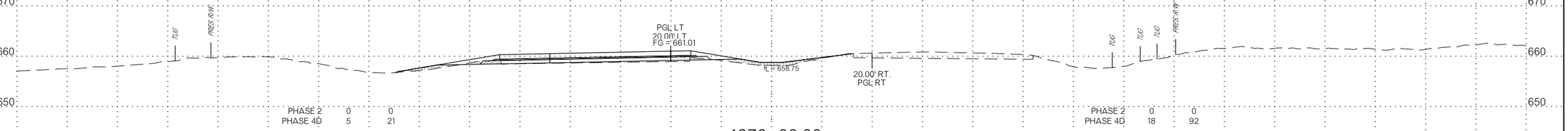
1681+00.00



PHASE 2	0	0
PHASE 4D	10	9

PHASE 2	0	0
PHASE 4D	29	57

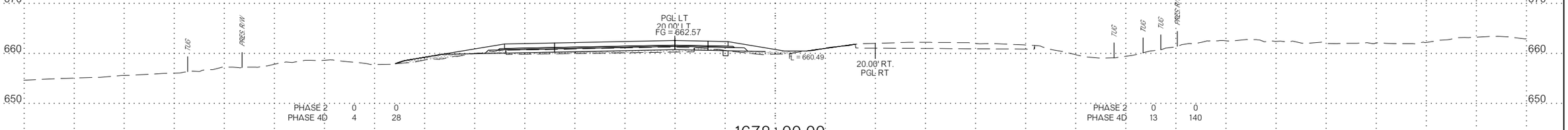
1680+00.00



PHASE 2	0	0
PHASE 4D	5	21

PHASE 2	0	0
PHASE 4D	18	92

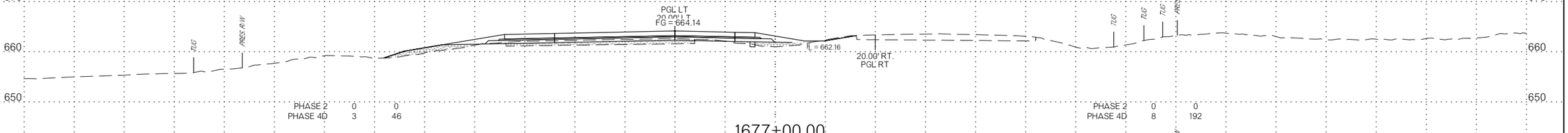
1679+00.00



PHASE 2	0	0
PHASE 4D	4	28

PHASE 2	0	0
PHASE 4D	13	140

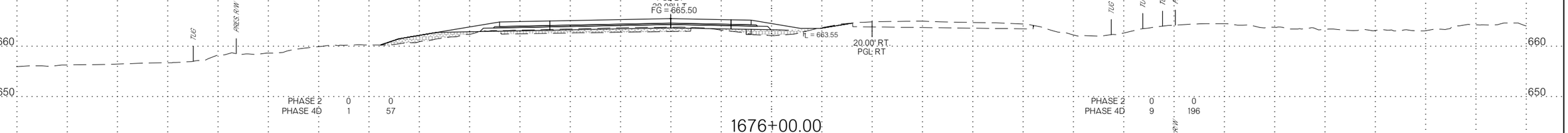
1678+00.00



PHASE 2	0	0
PHASE 4D	3	46

PHASE 2	0	0
PHASE 4D	8	192

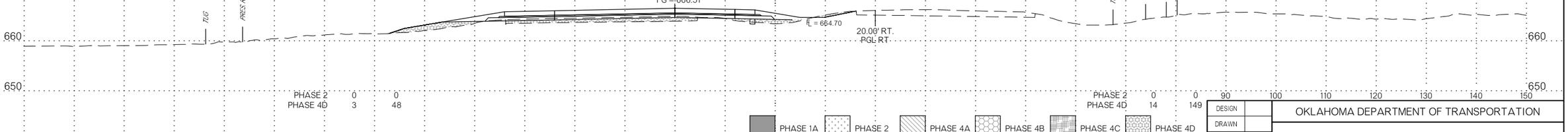
1677+00.00



PHASE 2	0	0
PHASE 4D	1	57

PHASE 2	0	0
PHASE 4D	9	196

1676+00.00



PHASE 2	0	0
PHASE 4D	3	48

PHASE 2	0	0
PHASE 4D	14	149

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X132

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1687+00.00

PGL LT
20.00' LT.
FG = 651.46

FL = 649.20

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	79	1

PHASE 2	0	0
PHASE 4D	268	4

1686+00.00

PGL LT
20.00' LT.
FG = 652.35

FL = 650.10

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	64	1

PHASE 2	0	0
PHASE 4D	216	3

1685+00.00

PGL LT
20.00' LT.
FG = 653.46

FL = 651.21

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	51	0

PHASE 2	0	0
PHASE 4D	162	1

1684+00.00

PGL LT
20.00' LT.
FG = 654.79

FL = 652.54

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	36	0

PHASE 2	0	0
PHASE 4D	113	9

1683+00.00

PGL LT
20.00' LT.
FG = 656.32

FL = 654.06

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	24	4

PHASE 2	0	0
PHASE 4D	71	22

1682+00.00

PGL LT
20.00' LT.
FG = 657.88

FL = 655.63

20.00' RT.
PGL RT

PRES R/W

TUG

PHASE 2	0	0
PHASE 4D	13	7

PHASE 2	0	0
PHASE 4D	44	31

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X133

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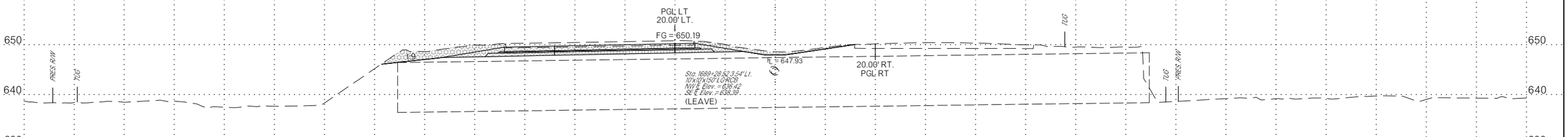
END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

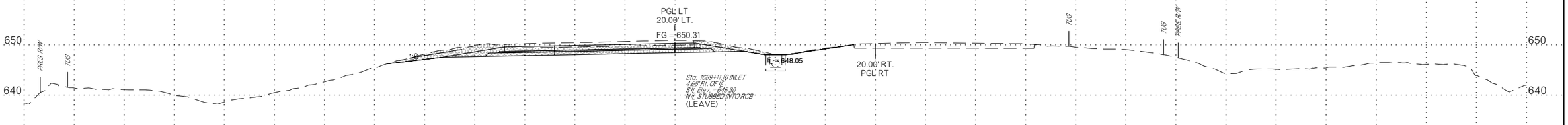
1689+39.87



PHASE 2 0 0
PHASE 4D 133 0

PHASE 2 0 0
PHASE 4D 173 0

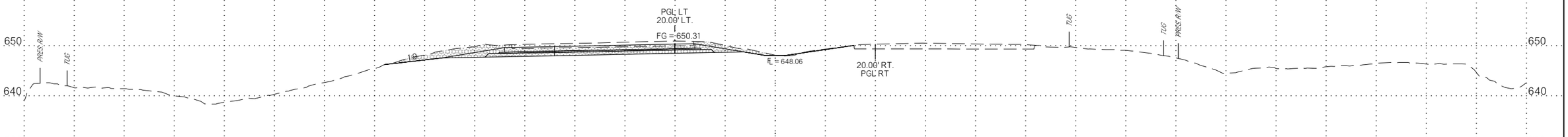
1689+02.00



PHASE 2 0 0
PHASE 4D 113 0

PHASE 2 0 0
PHASE 4D 8 0

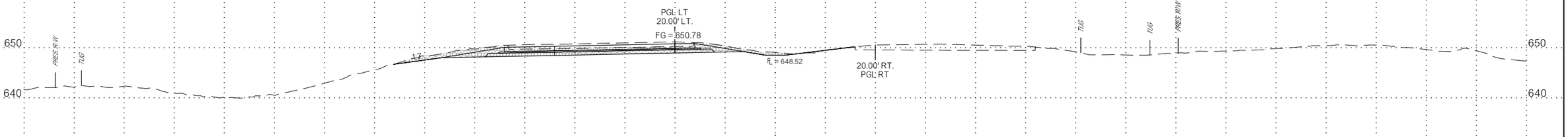
1689+00.00



PHASE 2 0 0
PHASE 4D 113 0

PHASE 2 0 0
PHASE 4D 385 2

1688+00.00



PHASE 2 0 0
PHASE 4D 95 0

PHASE 2 0 0
PHASE 4D 324 3

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

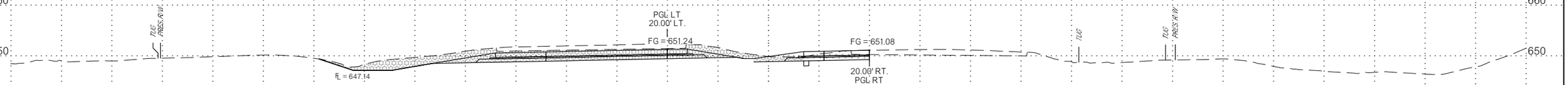
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X134

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

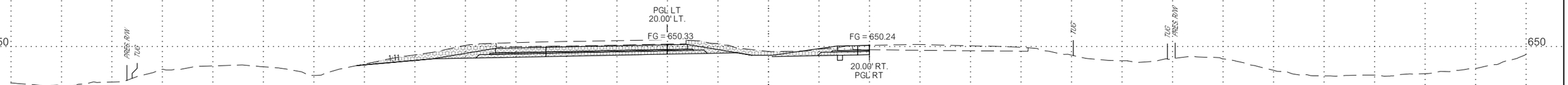
1693+00.00



PHASE 2 17 0
PHASE 4D 168 0

PHASE 2 47 0
PHASE 4D 604 0

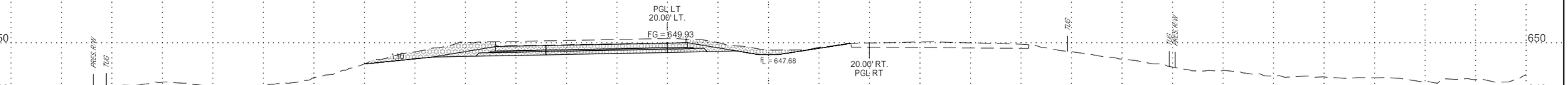
1692+00.00



PHASE 2 8 0
PHASE 4D 158 0

PHASE 2 15 0
PHASE 4D 567 0

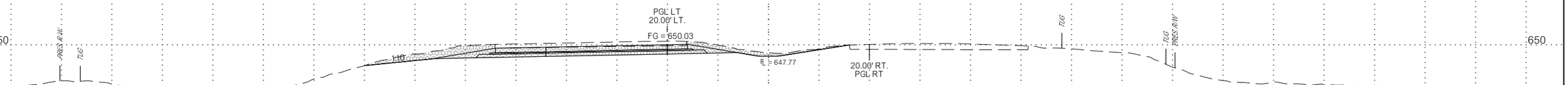
1691+00.00



PHASE 2 0 0
PHASE 4D 148 0

PHASE 2 0 0
PHASE 4D 519 0

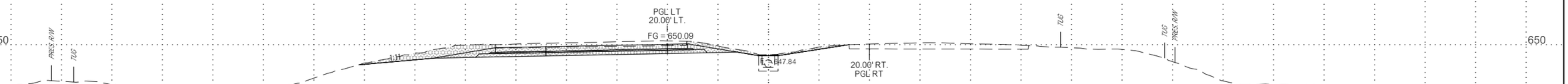
1690+00.00



PHASE 2 0 0
PHASE 4D 132 0

PHASE 2 0 0
PHASE 4D 121 0

1689+74.57



PHASE 2 0 0
PHASE 4D 126 0

PHASE 2 0 0
PHASE 4D 167 0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X135

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END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1697+56.92

STR. 116 STA. 1697+66.18
CONST. 24"X54' LG RCP SD
78.52' LT. W/2 TYPE B4 CETS
℄ IN=658.13 ℄ OUT=657.45

STA. 1697+66.18 CONST. 26'
CONC. STR. RETURN W/ SD LT.

TUG | PRES R/W | 116 | 0.6% | ℄ = 657.68 | Sta. 1697+54.92 81.23' LT. 27°05'38" LG COMP NE℄ Elev. = 656.87 SW℄ Elev. = 656.54 (REMOVE) | PGL LT 20.00' LT. FG = 661.18 | FG = 661.87 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	15	0	
PHASE 4D	160	0	

PHASE 2	3	0	
PHASE 4D	32	0	

1697+51.61

TUG | PRES R/W | ℄ = 656.95 | PGL LT 20.00' LT. FG = 661.05 | FG = 661.75 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	15	0	
PHASE 4D	166	0	

STA. 1697+51.61 CRE XING

PHASE 2	25	0	
PHASE 4D	267	0	

1697+00.00

CRE | TUG | PRES R/W | ℄ = 655.63 | PGL LT 20.00' LT. FG = 659.73 | FG = 660.33 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	11	0	
PHASE 4D	113	0	

PHASE 2	51	0	
PHASE 4D	481	0	

1696+00.00

TUG | PRES R/W | ℄ = 652.89 | PGL LT 20.00' LT. FG = 656.99 | FG = 657.67 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	15	0	
PHASE 4D	146	0	

PHASE 2	59	0	
PHASE 4D	568	0	

1695+00.00

TUG | PRES R/W | ℄ = 650.47 | PGL LT 20.00' LT. FG = 654.57 | FG = 655.04 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	16	0	
PHASE 4D	160	0	

PHASE 2	63	0	
PHASE 4D	614	0	

1694+00.00

TUG | PRES R/W | ℄ = 648.55 | PGL LT 20.00' LT. FG = 652.65 | FG = 652.67 | 20.00' RT. PGL RT | TUG | TUG | PRES R/W

PHASE 2	18	0	
PHASE 4D	170	0	

PHASE 2	65	0	
PHASE 4D	628	0	

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X136

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END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1701+00.00

PGL LT
20.00' LT.
FG = 667.06

FL = 662.95

FL = 665.82

20.00' RT.
PGL RT

TLG PRES R/W TLG TLG PRES R/W CHE

PHASE 2	0	0
PHASE 4D	54	9

PHASE 2	0	0
PHASE 4D	213	22

1700+00.00

PGL LT
20.00' LT.
FG = 665.85

FL = 661.75

FL = 664.90

20.00' RT.
PGL RT

TLG PRES R/W TLG TLG PRES R/W CHE

PHASE 2	0	0
PHASE 4D	60	3

PHASE 2	0	0
PHASE 4D	257	5

1699+00.00

PGL LT
20.00' LT.
FG = 664.23

FL = 660.13

FL = 663.44

20.00' RT.
PGL RT

TLG TLG PRES R/W TLG TLG PRES R/W CHE

PHASE 2	0	0
PHASE 4D	78	0

PHASE 2	0	0
PHASE 4D	158	0

1698+48.26

PGL LT
20.00' LT.
FG = 663.22

117

FL = 659.12

FL = 662.37

20.00' RT.
PGL RT

TLG TLG PRES R/W TLG TLG PRES R/W CHE

STR. 117 STA. 1698+48.26 CONST.
TYPE 2 SMD 5.03' RT W7
22"X13"X79' LG RCPA STUBBED LT
TO DITCH W/TYPE A6 CET
TG=662.37
FL IN=659.81 , FL OUT=659.12

PHASE 2	0	0
PHASE 4D	86	0

PHASE 2	16	0
PHASE 4D	155	0

1698+00.00

PGL LT
20.00' LT.
FG = 662.19

FG = 662.97

FL = 658.08

20.00' RT.
PGL RT

TLG TLG PRES R/W TLG TLG PRES R/W CHE

Sta. 1697+99.52 72.69' Rt.
18"x35' LG RCP
NE fl. Elev. = 659.06
SW fl. Elev. = 658.22
(LEAVE)

PHASE 2	18	0
PHASE 4D	87	0

PHASE 2	12	0
PHASE 4D	60	0

1697+81.88

PGL LT
20.00' LT.
FG = 661.77

FG = 662.45

FL = 657.67

Sta. 1697+82.04 31.86' Lt.
18"x56' CGMR
NE fl. Elev. = 659.37
SW fl. Elev. = 658.36
(REMOVE)

20.00' RT.
PGL RT

TLG TLG PRES R/W TLG TLG PRES R/W CHE

PHASE 2	19	0
PHASE 4D	93	0

PHASE 2	16	0
PHASE 4D	117	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X137

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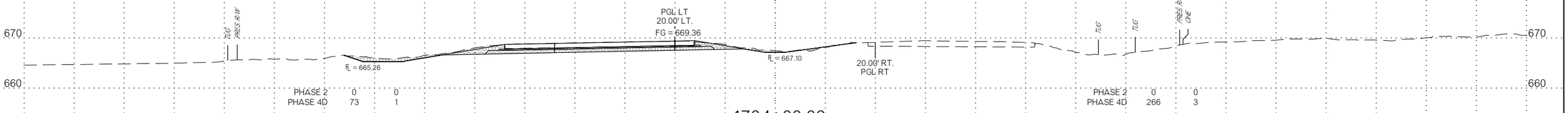
END AREA SQUARE FEET	
EXC.	EMB.

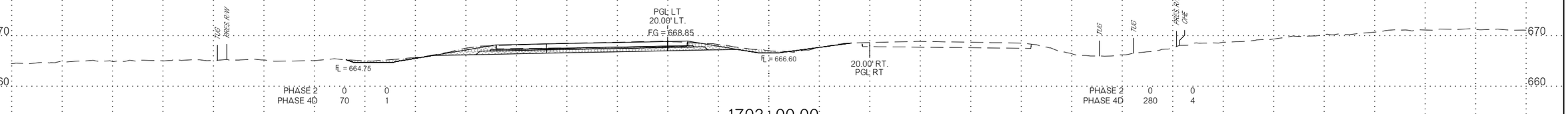
VOLUME CUBIC YARDS	
EXC.	EMB.

1705+00.00



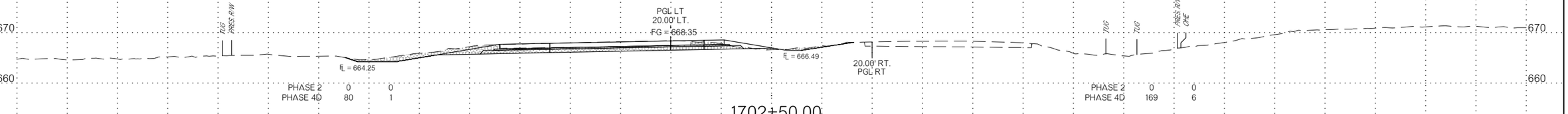
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	73	1	PHASE 4D	266	3

1704+00.00



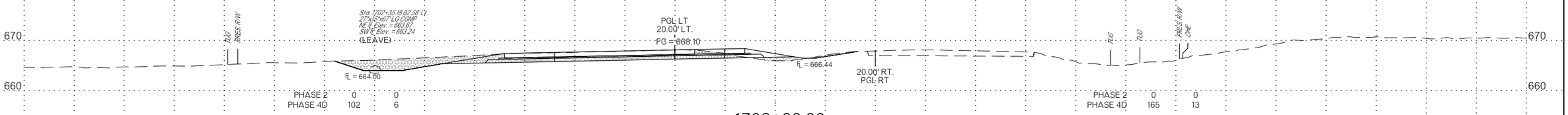
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	70	1	PHASE 4D	280	4

1703+00.00



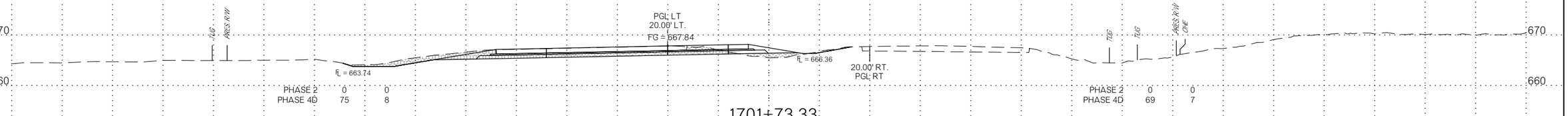
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	80	1	PHASE 4D	169	6

1702+50.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	102	6	PHASE 4D	165	13

1702+00.00

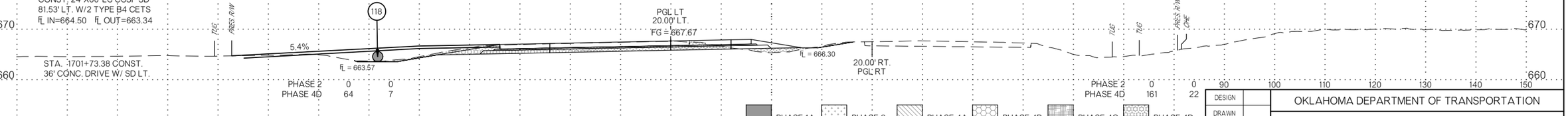


PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	75	8	PHASE 4D	69	7

1701+73.33

STR. 118 STA. 1701+73.38
CONST: 24"X60' LG CGSP SD
81.53' LT. W/2 TYPE B4 CETS
FL IN=664.50 FL OUT=663.34

STA. 1701+73.38 CONST.
36' CONC. DRIVE W/ SD LT.



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	64	7	PHASE 4D	161	22

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X138

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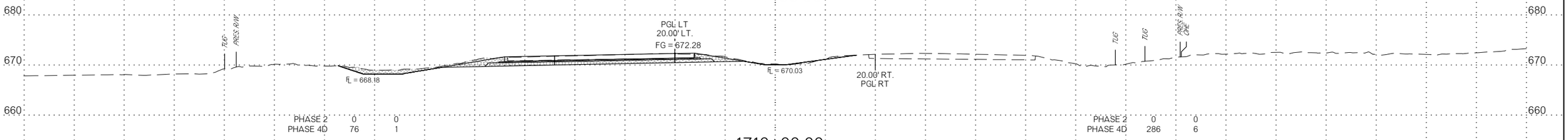
END AREA SQUARE FEET	
EXC.	EMB.

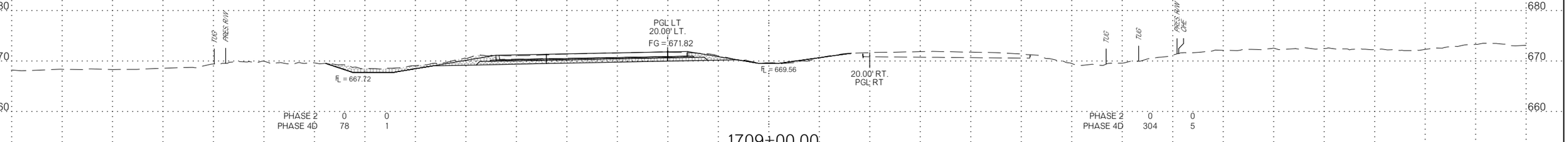
VOLUME CUBIC YARDS	
EXC.	EMB.

1711+00.00



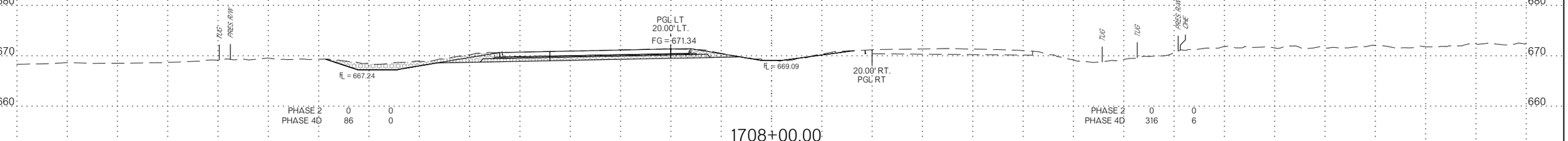
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	76	1	PHASE 4D	286	6

1710+00.00



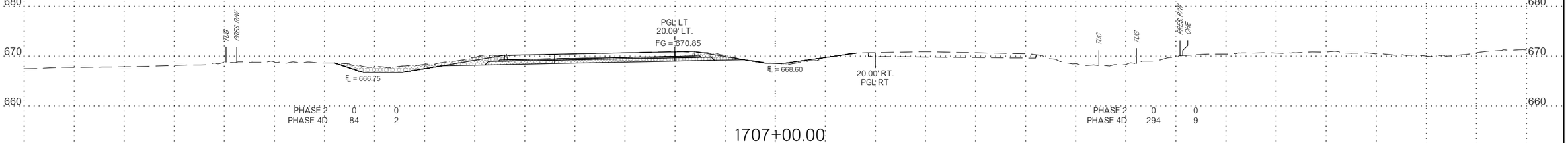
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	78	1	PHASE 4D	304	5

1709+00.00



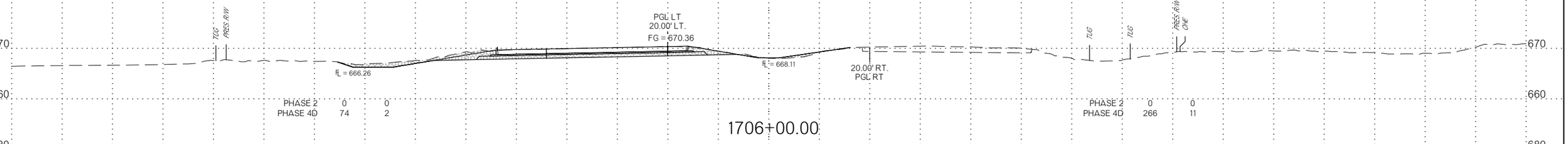
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	86	0	PHASE 4D	316	6

1708+00.00



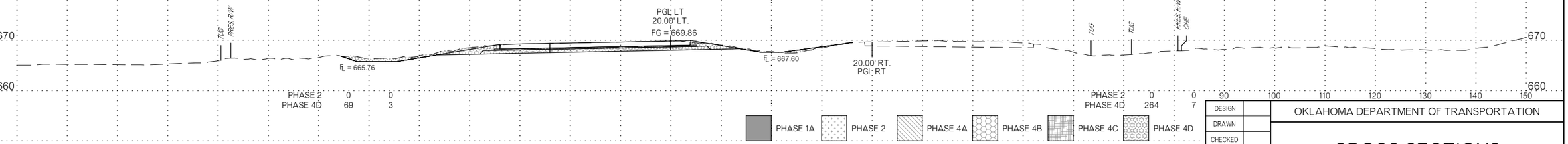
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	84	2	PHASE 4D	294	9

1707+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	74	2	PHASE 4D	266	11

1706+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	69	3	PHASE 4D	264	7

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

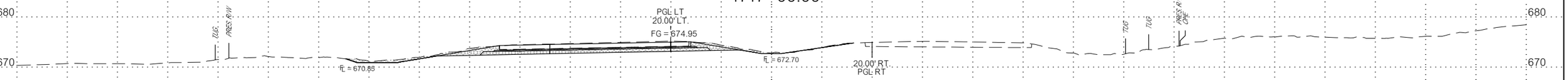
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X139

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

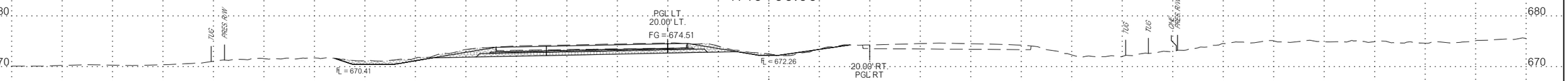
VOLUME CUBIC YARDS	
EXC.	EMB.

1717+00.00



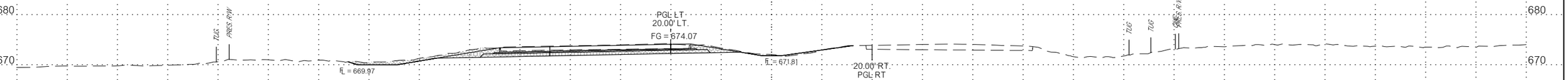
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	76	0	PHASE 4D	297	3

1716+00.00



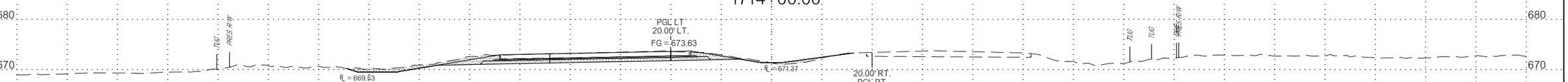
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	84	1	PHASE 4D	306	6

1715+00.00



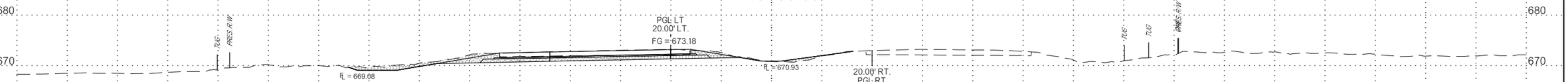
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	80	1	PHASE 4D	291	11

1714+00.00



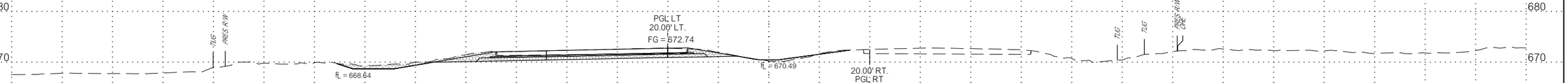
PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	76	4	PHASE 4D	283	14

1713+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	76	3	PHASE 4D	279	13

1712+00.00



PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	74	3	PHASE 4D	279	8

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X140

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1723+00.00

PGL LT
20.00' LT.
FG = 676.39

FG = 676.37
20.00' RT.
PGL RT.

FL = 672.29

TOC PRES R/W

TOC TOC PRES R/W CME

PHASE 2	21	0
PHASE 4D	70	0

PHASE 2	77	0
PHASE 4D	277	0

1722+00.00

PGL LT
20.00' LT.
FG = 676.42

FG = 676.57
20.00' RT.
PGL RT.

FL = 672.32

TOC PRES R/W

TOC TOC CME PRES R/W

PHASE 2	20	0
PHASE 4D	78	0

PHASE 2	74	0
PHASE 4D	291	0

1721+00.00

PGL LT
20.00' LT.
FG = 676.33

FG = 676.48
20.00' RT.
PGL RT.

FL = 672.23

TOC PRES R/W

TOC TOC CME PRES R/W

PHASE 2	19	0
PHASE 4D	78	0

PHASE 2	65	0
PHASE 4D	291	0

1720+00.00

PGL LT
20.00' LT.
FG = 676.13

FG = 676.33
20.00' RT.
PGL RT.

FL = 672.03

TOC PRES R/W

TOC TOC CME PRES R/W

PHASE 2	15	0
PHASE 4D	78	0

PHASE 2	42	0
PHASE 4D	303	0

1719+00.00

PGL LT
20.00' LT.
FG = 675.81

FG = 675.86
20.00' RT.
PGL RT.

FL = 671.71

FL = 673.58

TOC PRES R/W

TOC TOC CME PRES R/W

PHASE 2	7	0
PHASE 4D	84	0

PHASE 2	13	0
PHASE 4D	315	0

1718+00.00

PGL LT
20.00' LT.
FG = 675.39

FL = 673.14

20.00' RT.
PGL RT.

FL = 671.29

TOC PRES R/W

TOC TOC CME PRES R/W

PHASE 2	0	0
PHASE 4D	85	0

PHASE 2	0	0
PHASE 4D	299	0

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X141

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

VOLUME CUBIC YARDS	
EXC.	EMB.

1727+15.05

PGL LT
20.00' LT.
FG = 675.07

FL = 673.10

20.00' RT.
PGL RT

Sta. 1727+19.88 16.17' LT.
4'x3'x170' LG RCB
NW FL Elev. = 663.69
SE FL Elev. = 665.09
(LEAVE)

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	70	2	PHASE 4D	39	0

1727+00.00

PGL LT
20.00' LT.
FG = 675.14

FL = 673.13

20.00' RT.
PGL RT

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	0	0	PHASE 2	0	0
PHASE 4D	71	1	PHASE 4D	253	7

1726+00.00

PGL LT
20.00' LT.
FG = 675.61

FL = 673.70

20.00' RT.
PGL RT

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	0	0	PHASE 2	46	0
PHASE 4D	65	2	PHASE 4D	294	4

1725+00.00

PGL LT
20.00' LT.
FG = 675.98

FL = 671.88

FG = 675.64

20.00' RT.
PGL RT

Sta. 1725+03.47 81.31' LT.
27"x18"x37' LG CGMPE
NE FL Elev. = 670.40
SW FL Elev. = 670.62
(LEAVE)

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	24	0	PHASE 2	6	0
PHASE 4D	93	0	PHASE 4D	26	0

1724+92.22

PGL LT
20.00' LT.
FG = 676.01

FL = 671.91

FG = 675.69

20.00' RT.
PGL RT

STA. 1724+92.21 CONST.
20' CONC. DRIVE W/ SD LT.

STR. 119 STA. 1724+92.21
CONST. 24"X48' LG CGSP SD
78.52' LT. W/2 TYPE B4 CETS
FL IN=672.02 FL OUT=671.89

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	22	0	PHASE 2	70	0
PHASE 4D	92	0	PHASE 4D	260	6

1724+00.00

PGL LT
20.00' LT.
FG = 676.24

FL = 672.14

FG = 676.05

20.00' RT.
PGL RT

TUC PRES R/W TUC TUC PRES R/W ONE

PHASE 2	19	0	PHASE 2	74	0
PHASE 4D	60	3	PHASE 4D	242	7

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

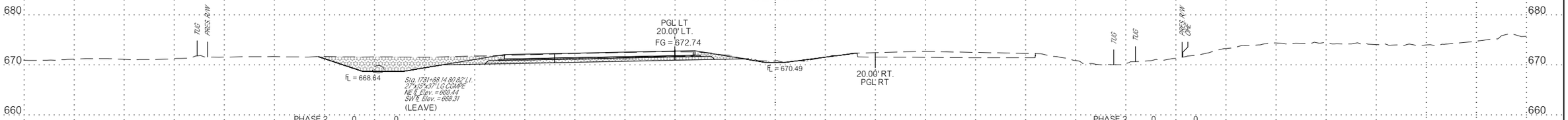
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X142

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA SQUARE FEET	
EXC.	EMB.

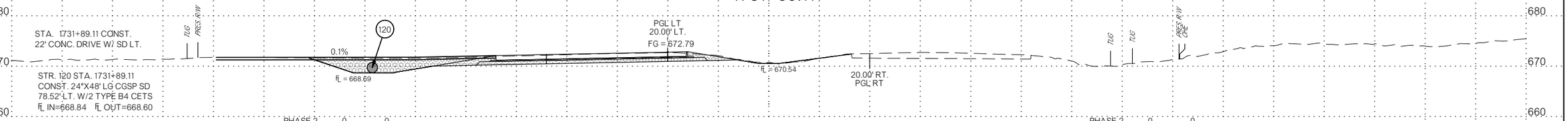
VOLUME CUBIC YARDS	
EXC.	EMB.

1732+00.00



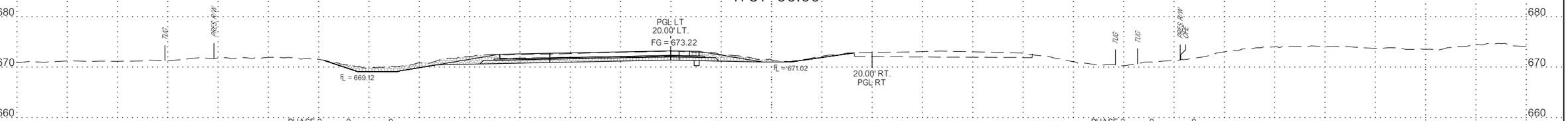
PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	118	0		PHASE 4D	47	0

1731+89.11



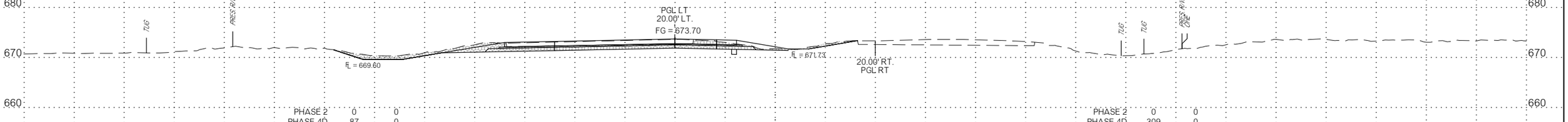
PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	117	1		PHASE 4D	344	2

1731+00.00



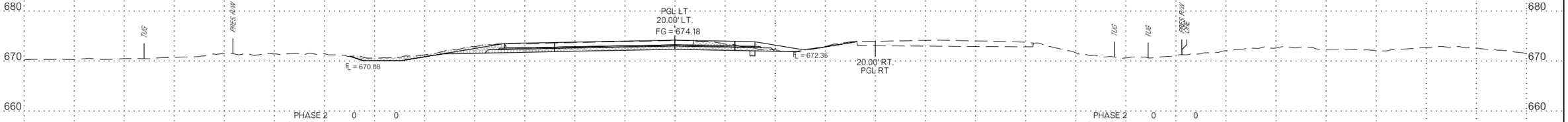
PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	91	0		PHASE 4D	332	0

1730+00.00



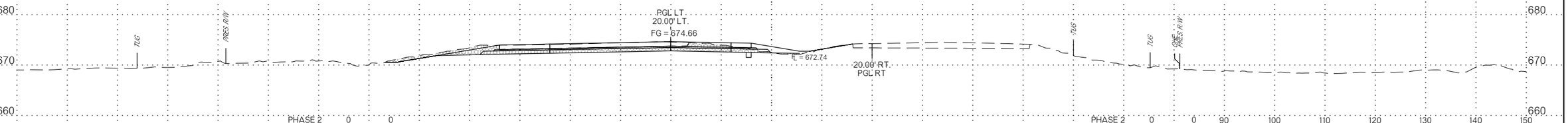
PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	87	0		PHASE 4D	309	0

1729+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	79	0		PHASE 4D	287	3

1728+00.00



PHASE 2	0	0		PHASE 2	0	0
PHASE 4D	75	1		PHASE 4D	229	5

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X143

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

680 670 660

1739+00.00

TLG PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

1738+00.00

TLG PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

1737+00.00

PRES R/W TLG

PHASE 2 0 0
PHASE 4D 0 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

1736+00.00

PRES R/W TLG

PHASE 2 0 0
PHASE 4D 0 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 0 0

STA. 1734+00.00 END PROJECT & BEGIN INCIDENTAL

1734+00.00

PRES R/W TLG

PGL LT
20.00' LT.
FG = 671.78

FL = 667.68

FL = 669.53

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4D 75 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 277 0

1733+00.00

PRES R/W TLG

PGL LT
20.00' LT.
FG = 672.26

FL = 668.16

FL = 670.01

20.00' RT.
PGL RT

PHASE 2 0 0
PHASE 4D 76 0

TLG TLG ONE PRES R/W

PHASE 2 0 0
PHASE 4D 280 1

PHASE 2 0 0
PHASE 4D 361 2

PHASE 1A | PHASE 2 | PHASE 4A | PHASE 4B | PHASE 4C | PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X144

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

1751+00.00

PHASE 2 0 0
PHASE 4D 0 0

PHASE 2 0 0
PHASE 4D 0 0

1742+00.00

PHASE 2 0 0
PHASE 4D 0 0

PHASE 2 0 0
PHASE 4D 0 0

STA. 1742+00.00 END INCIDENTAL

1741+00.00

PHASE 2 0 0
PHASE 4D 0 0

PHASE 2 0 0
PHASE 4D 0 0

1740+00.00

PHASE 2 0 0
PHASE 4D 0 0

PHASE 2 0 0
PHASE 4D 0 0

PHASE 1A PHASE 2 PHASE 4A PHASE 4B PHASE 4C PHASE 4D

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X145

Z:\116591\DRAWINGS\31963O4-XS SECTION 4.DWG 9/2/2025 1:29 PM

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

12+11.76

PRES. R/W

FG = 634.93

FL = 632.46 FL = 632.46

PRES. R/W

0 0 0 0

12+00.00

PRES. R/W

FG = 635.66

FL = 633.19 FL = 633.19

PRES. R/W

0 0 0 0

11+86.03

PRES. R/W

FG = 636.53

FL = 634.06 FL = 634.07

PRES. R/W

0 0 0 0

11+70.00

STR. 121 STA. 11+70.64 CONST.
28"x18"X66' LG RCPA SD
23.87' LT. W/2 TYPE B4 CETS
FL IN=637.07 FL OUT=632.89

PRES. R/W

120

FG = 637.51

FL = 635.05 FL = 635.05

PRES. R/W

0 0 0 0

11+00.00

PRES. R/W

FG = 641.30

PRES. R/W

0 0 0 0

10+90.25

PRES. R/W

FG = 641.79

PRES. R/W

0 0 0 0

STA. 10+90.25 BEGIN CONSTRUCTION

W 450

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

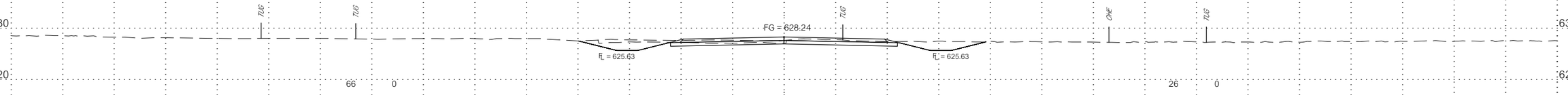
COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X146

Z:\116591\DRAWINGS\31963O4-XS EW450.DWG 9/7/2025 7:09 PM

END AREA SQUARE FEET	
EXC.	EMB.

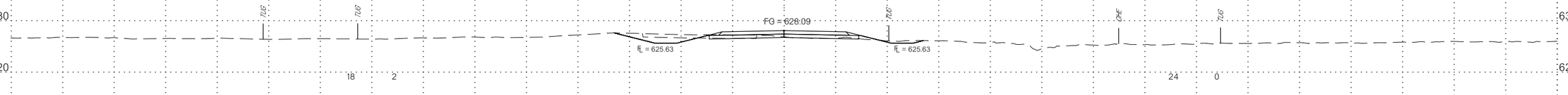
VOLUME CUBIC YARDS	
EXC.	EMB.

14+00.00



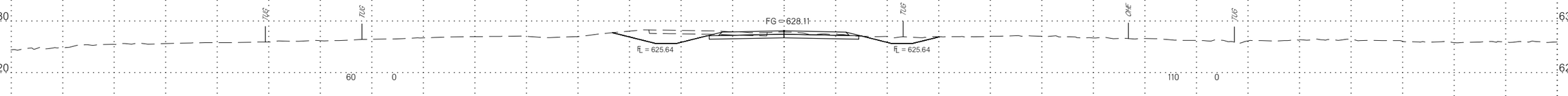
66 0 26 0

13+82.94



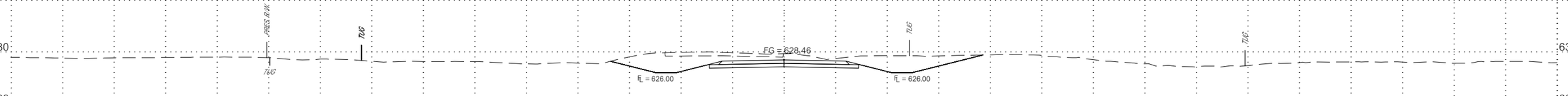
18 2 24 0

13+66.46



60 0 110 0

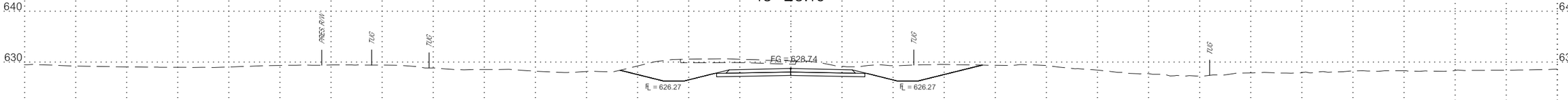
13+39.40



159 0 68 0

STA. 13+39.40 TUG X-ING

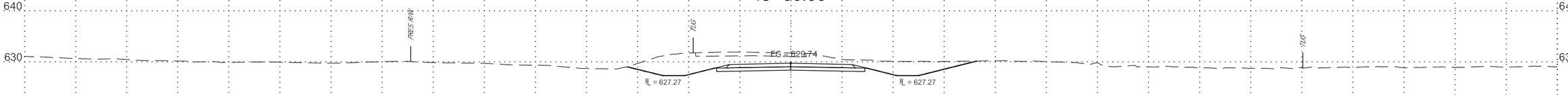
13+28.16



171 0 180 0

STA. 13+28.16 TUG X-ING

13+00.00



173 0 285 0

W 450

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X147

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

640 630 620

15+59.38

TUG TUG OHE TUG

0 0 0 0

15+04.40

TUG TUG OHE TUG

0 0 0 0

15+00.00

TUG TUG OHE TUG

0 0 0 0

14+61.39

TUG TUG OHE TUG

0 0 31 0

STA. 14+61.39 CRL US-69

14+07.39

TUG TUG TUG OHE TUG

FG = 628.36

FL = 625.89 FL = 625.89

31 0 3 0

STA. 14+07.39 END CONSTRUCTION

14+06.10

TUG TUG TUG OHE TUG

FG = 628.34

FL = 625.51 FL = 625.51

120 0 21 0

STA. 14+06.10 TUG X-ING

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

W 450

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X148

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

630 620 610

0 0

16+35.10

TUG SPL TUG SPL

630 620 610

0 0

16+00.00

TUG SPL TUG SPL ONE TUG

630 620 610

0 0

15+93.75

TUG SPL TUG SPL ONE TUG

STA. 15+93.75 TUG X-ING

630 620 610 640

0 0

15+73.36

TUG SPL TUG SPL ONE TUG TUG

630 620

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 CRL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

W 450

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY MAYES HIGHWAY US-69 STATE JOB NO. 31963(04) SHEET NO. X149

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