OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REVISIONS	
DESCRIPTION	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
10/26/2023

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. XXXX-XXXX(XXX)
BRIDGE REHABILITATION
INTERSTATE HIGHWAY 44 OVER THE U.P.R.R.

OKLAHOMA COUNTY

CONTROL SECTION NO. 44-55-07
STATE JOB NO. 30637(04)
BRIDGE "A" LOCATION NO. 5507-0071EX
BRIDGE "B" LOCATION NO. 5507-0071WX
BRIDGE "A" EXISTING NBI NO. 18769
BRIDGE "B" EXISTING NBI NO. 18770

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS

STA. 402+68.21
END INCIDENTAL CONSTRUCTION

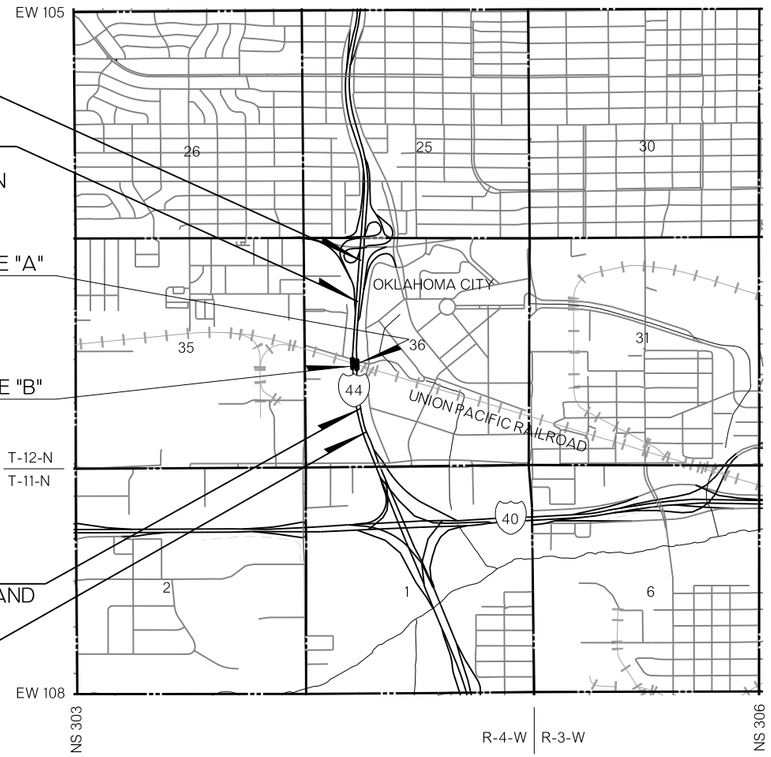
STA. 393+97.39
END PROJECT AND
BEGIN INCIDENTAL CONSTRUCTION

BEGIN BRIDGE STA. 377+52.07
LENGTH = 257.67'
END BRIDGE STA. 380+09.23
BRIDGE "A"

BEGIN BRIDGE STA. 378+25.30
LENGTH = 253.67'
END BRIDGE STA. 380+78.76
BRIDGE "B"

STA. 368+13.22
END INCIDENTAL CONSTRUCTION AND
BEGIN PROJECT

STA. 353+51.09
BEGIN INCIDENTAL CONSTRUCTION



NOTE: BRIDGE LENGTH MEASURED FOR BRIDGE "A".

ROADWAY LENGTH	2324.50 FT.	0.440 MI.
BRIDGE LENGTH	257.67 FT.	0.049 MI.
PROJECT LENGTH		0.489 MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

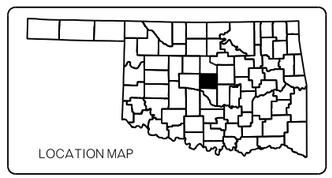
DESIGN DATA

AADT 2022	= 152,000
AADT 2042	= 188,000
K	= 8.84%
D	= 53.59%
T	= 6%
T_3	= 5%
V	= 60 MPH

SCALES 1"
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1,760'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES (+2% -2%)
- 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



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

HNTB Corporation
715 Kirk Dr.,
Kansas City, MO 64105
www.hntb.com

PREPARED BY: HNTB
CHARLES A. MILLER, P.E.
OKLA. REG. NO. 33198
DATE

REGISTERED PROFESSIONAL ENGINEER — CHARLES A. MILLER — 33198 — OKLAHOMA

HNTB Corporation
715 Kirk Dr.,
Kansas City, MO 64105
www.hntb.com

PREPARED BY: HNTB
NISHANT DAYAL, P.E.
OKLA. REG. NO. 31941
DATE

REGISTERED PROFESSIONAL ENGINEER — NISHANT DAYAL — 31941 — OKLAHOMA

HNTB Corporation
715 Kirk Dr.,
Kansas City, MO 64105
www.hntb.com

PREPARED BY: HNTB
PAUL HUNTER, P.E.
OKLA. REG. NO. 18692
DATE

REGISTERED PROFESSIONAL ENGINEER — PAUL HUNTER — 18692 — OKLAHOMA

HNTB Corporation
101 N. Robinson Ave.,
Suite 1130
Oklahoma City, OK 73102
www.hntb.com

PREPARED BY: HNTB
JEFF BELL, P.E.
OKLA. REG. NO. 31896
DATE

REGISTERED PROFESSIONAL ENGINEER — JEFF BELL — 31896 — OKLAHOMA

HNTB Corporation
101 N. Robinson Ave.,
Suite 1130
Oklahoma City, OK 73102
www.hntb.com

PREPARED BY: HNTB
KENSEY W. RUSSELL, P.E.
OKLA. REG. NO. 30130
DATE

REGISTERED PROFESSIONAL ENGINEER — KENSEY W. RUSSELL — 30130 — OKLAHOMA

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

SWO 5440 PROJECT NO. SHEET NO. 0001

P.E. NO.: XXXXX(01)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
0001	TITLE SHEET
0002	INDEX SHEET
0003-0008	TYPICAL SECTIONS
AB01-AB03	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
AB04	RAILROAD NOTES
AE01	ENVIRONMENTAL NOTES
AR01	SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)
AR02-AR03	SUMMARY SHEETS (ROADWAY)
AT01	SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)
AT02	SUMMARY OF PAY QUANTITIES & NOTES (ITS)
AT03	SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC CONTROL)
AT04-AT05	SUMMARY SHEETS (TRAFFIC)
AT06	SUGGESTED SEQUENCE OF CONSTRUCTION OVERVIEW
	BRIDGE
B001	BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "A")
B002	BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "B")
B003-B008	BRIDGE SEQUENCE OF CONSTRUCTION PLAN
	BRIDGE "A"
B009	GENERAL PLAN AND ELEVATION
B010	DESIGN DATA AND SUMMARY OF QUANTITIES
B011-B013	SUBSURFACE PROFILE
B014	SUBSTRUCTURE STAKING DIAGRAM
B015-B020	ABUTMENT NO. 1 DETAILS
B021-B026	ABUTMENT NO. 2 DETAILS
B027-B029	SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS
B030-B037	PIER DETAILS
B038	PIER FOOTING AND MICROPILE DETAILS
B039	TYPICAL SECTION
B040	LONGITUDINAL SECTION
B041	PREFABRICATED SUPERSTRUCTURE LAYOUT
B042-B045	PREFABRICATED SUPERSTRUCTURE SLAB PLAN
B046	PREFABRICATED SUPERSTRUCTURE SLAB DETAILS
B047	PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS
B048	PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST
B049	FRAMING PLAN
B050	GIRDER DETAILS
B051	DEAD LOAD DEFLECTIONS
B052	DIAPHRAGM DETAILS
B053	BEARING DETAILS
B054	FINISHED GRADE ELEVATIONS
B055-B057	APPROACH SLAB DETAILS
B058	BRIDGE END DRAIN DETAILS
	BRIDGE "B"
B059	GENERAL PLAN AND ELEVATION
B060	DESIGN DATA AND SUMMARY OF QUANTITIES
B061-B063	SUBSURFACE PROFILE
B064	SUBSTRUCTURE STAKING DIAGRAM
B065-B069	ABUTMENT NO. 1 DETAILS
B070-B074	ABUTMENT NO. 2 DETAILS
B075-B077	SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS
B078-B085	PIER DETAILS
B086	PIER FOOTING AND MICROPILE DETAILS
B087	TYPICAL SECTION
B088	LONGITUDINAL SECTION
B089	PREFABRICATED SUPERSTRUCTURE LAYOUT
B090-B093	PREFABRICATED SUPERSTRUCTURE SLAB PLAN
B094	PREFABRICATED SUPERSTRUCTURE SLAB DETAILS
B095	PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS
B096	PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST
B097	FRAMING PLAN
B098	GIRDER DETAILS
B099	DEAD LOAD DEFLECTIONS
B100	DIAPHRAGM DETAILS
B101	BEARING DETAILS
B102	FINISHED GRADE ELEVATIONS
B103-B105	APPROACH SLAB DETAILS
B106	RAILROAD FENCE DETAILS
B107	PARAPET AND FENCE LAYOUT
B108-B109	SLOPE WALL DETAILS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
E001	SECTION 404 PERMIT COMPLIANCE
R001	DRAINAGE AREA MAP
R002	STORM WATER MANAGEMENT PLAN
R003-R005	EROSION CONTROL PLAN
R006-R007	SPECIAL DRAINAGE DETAILS
R008-R014	MASS HAUL LINE DIAGRAMS
R015	GEOMETRIC DETAILS
R016-R022	ROADWAY PLAN & PROFILES
R023-R024	CROSSOVER DETAIL SHEETS
R025	TEMPORARY RAMP PLAN & PROFILE
R026-R027	REMOVAL SHEET
R028-R029	GUARDRAIL DETAIL
R030-R032	JOINT LAYOUT
R033	MEDIAN DETAIL CONCRETE DITCH
RW01	SOIL NAIL RETAINING WALL - GENERAL NOTES
RW02	SOIL NAIL RETAINING WALL - PLAN & PROFILE
RW03	SOIL NAIL RETAINING WALL - SOIL NAIL LAYOUT
RW04	SOIL NAIL RETAINING WALL - DETAILS
S001-S006	SURVEY DATA SHEETS
T001-T004	ADVANCE SIGNING DETAIL
T005-T031	SUGGESTED SEQUENCE OF CONSTRUCTION
T032	SPECIAL SIGN DETAIL
T033-T034	DETOUR PLANS
T035-T036	SMART WORK ZONE
T037-T040	SIGNING AND STRIPING PLANS
T041-T042	OVERHEAD SIGN DETAIL
T043-T049	MONOTUBE DETAILS
T050-T052	LIGHTING PLAN
T053-T055	ITS PLAN
T056-T061	ITS DETAILS
X001-X080	CROSS SECTIONS

THE FOLLOWING 2019 STANDARD DRAINWGS WILL BE REQUIRED

ROADWAY

BMPR-0
TESCA-0
ECTRM1-0
ECTRM2-0
IPD-0
RSF-0
TSD-0
TFL-0
TRFD-0
CWA-0
SSS-2-1
ASCD-6-1
CSCD-6-2
LECS-5-2
LTU-5-1
PSE-2-1
SMD-4-2
SPI-5-2
PBB-1-2
FHTMPP-2-1
FHTCP-4-1
PUD-4-1
CLB-2-2
DC-4-1
PDT-2-2
RWF3-3-2
SUEL1-4-1
SUEL3-4-1

BRIDGE

FSHP-42-2-00E
EJ-SK-04E
EJ-DTL-02E
HP1-2-01E

TRAFFIC CONTROL

TCS1-1-01
TCS2-1-00
TCS3-1-01
TCS4-1-01
TCS5-1-00
TCS6-1-02
TCS7-1-02
TCS8-1-00
TCS9-1-01
TCS10-1-00
TCS11-1-01
TCS13-1-00
TCS14-1-00
TCS16-1-00
TCS18-1-01
TCS19-1-01
TCS20-1-00
TCS21-1-02
TCS22-1-00
TCS23-1-00
TCS24-1-02
TCS25-1-00

TRAFFIC SIGNING & MARKING

PM4-1-02
PM6-1-00
PM7-1-00
RSD1-1-00
WSD2-1-00
WSD3-1-00
MSD1-1-00
MSD2-1-00
MSD3-1-01
MSD4-1-00
MSD5-1-00
SIS3-1-01
SIS4-1-00
SBS1-1-00
SBS2-1-00
SBS3-1-00
SBS4-1-00
SBS5-1-00
GMS1-1-00
SSP1-1-02
SSA1-1-00
SSA2-1-00
FGS1-1-00
SPA1-1-00
IA1-1-00

TRAFFIC SAFETY

THRI-1-02
SKT-1-00
GA31-1-00
GHW1-1-00
GHW2-1-00

TRAFFIC LIGHTING

CCD1-1-0
CCD2-1
PBD1-1-0
GMF1-2-1

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		INDEX SHEET
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0002

PLOT DATE: 10/26/2023 8:22:36 AM
FILENAME: 30637(04)_Index.dgn

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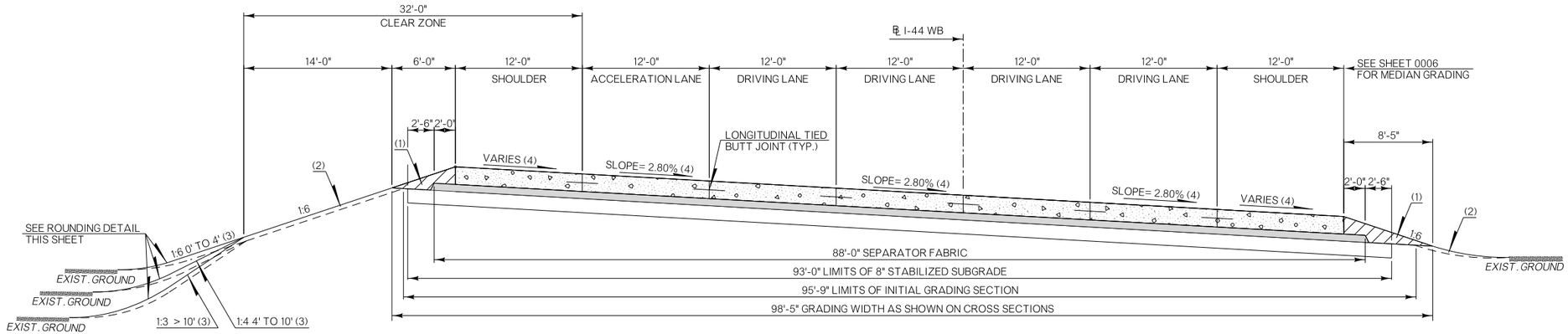
10/26/2023

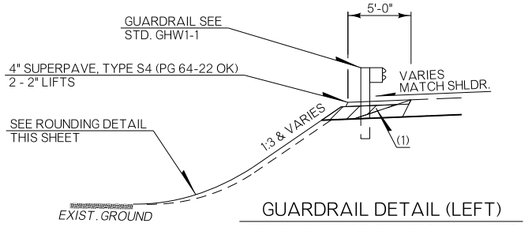
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023



PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	12'-0" DRIVING LANES	12'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

I-44 WESTBOUND (FULL RECONSTRUCTION) TYPICAL NO. 1

STA. 372+04.00 TO STA. 377+83.77
STA. 381+22.09 TO STA. 383+72.00

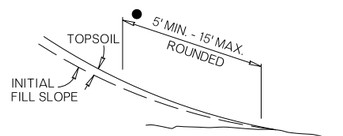


GUARDRAIL DETAIL (LEFT)
SEE TABLE FOR STATION RANGES

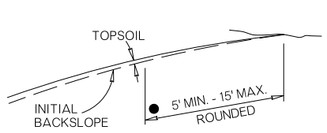
GUARDRAIL DETAIL (LEFT)		
ALIGNMENT	WIDTH	STATION EXTENTS
℄ I-44 WB	0'-0" TO 5'-0"	STA. 373+78.29 TO STA. 374+47.65
℄ I-44 WB	5'-0"	STA. 374+47.65 TO STA. 377+83.77
℄ I-44 WB	5'-0"	STA. 381+22.09 TO STA. 393+55.87
℄ I-44 WB	5'-0" TO 0'-0"	STA. 393+55.87 TO STA. 394+25.93
℄ I-44 EB	0'-0" TO 5'-0"	STA. 374+34.46 TO STA. 375+04.25
℄ I-44 EB	5'-0"	STA. 375+04.25 TO STA. 376+89.81

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

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

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

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

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

(4) CROSS SLOPES SHOWN ARE NOMINAL FOR FULL SUPERELEVATION, SEE PROFILES FOR CROSS SLOPE TRANSITIONS AND ADDITIONAL SUPERELEVATION INFORMATION.

DESIGN	LSK	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG	
CHECKED	KWR	TYPICAL SECTION
APPROVED		
SQUAD	HNTB	

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0003

PLOT DATE: 10/26/2023 8:22:39 AM
FILENAME: 30637(04)_Typical 1

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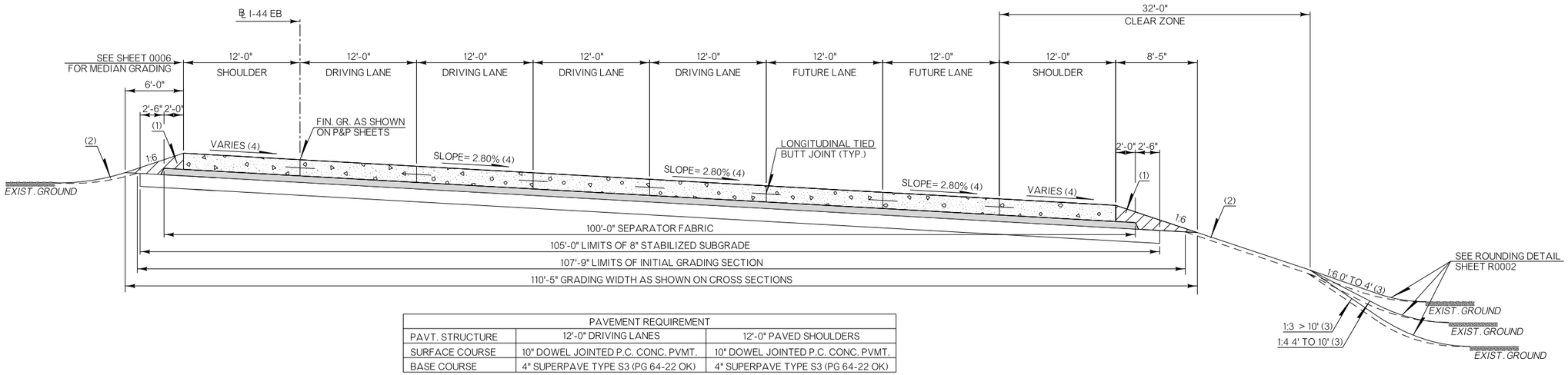
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

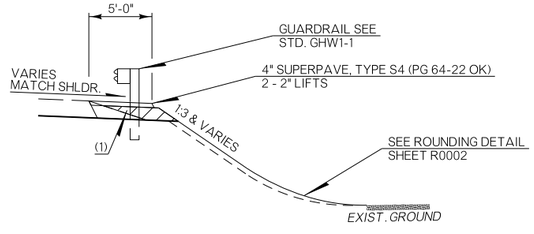
10/26/2023



PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	12'-0" DRIVING LANES	12'-0" PAVED SHOULDERS
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

I-44 EASTBOUND (FULL RECONSTRUCTION) TYPICAL NO. 2

STA. 372+38.00 TO STA. 376+89.81
STA. 380+43.36 TO STA. 386+58.00



GUARDRAIL DETAIL (RIGHT)

SEE TABLE FOR STATION RANGES

GUARDRAIL DETAIL (RIGHT)		
ALIGNMENT	WIDTH	STATION EXTENTS
℄ I-44 EB	0'-0" TO 5'-0"	STA. 373+53.75 TO STA. 374+24.85
℄ I-44 EB	5'-0"	STA. 374+24.85 TO STA. 376+89.81
℄ I-44 EB	5'-0"	STA. 380+43.36 TO STA. 390+38.96
℄ I-44 EB	5'-0" TO 0'-0"	STA. 390+38.96 TO STA. 391+09.12

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

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

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

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

(4) CROSS SLOPES SHOWN ARE NOMINAL FOR FULL SUPERELEVATION. SEE PROFILES FOR CROSS SLOPE TRANSITIONS AND ADDITIONAL SUPERELEVATION INFORMATION.

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		TYPICAL SECTION
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0004

PLOT DATE: 10/26/2023 8:22:41 AM
FILENAME: 30637(04)_Typical 2

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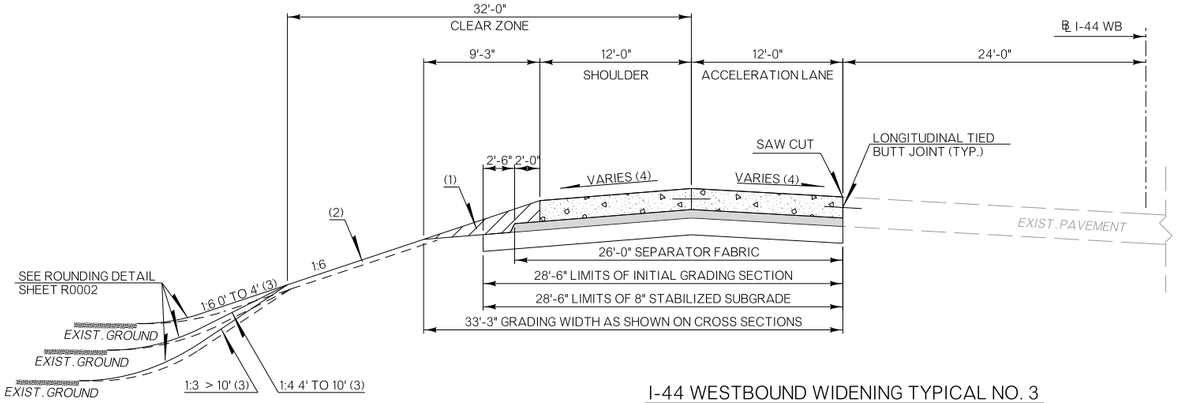
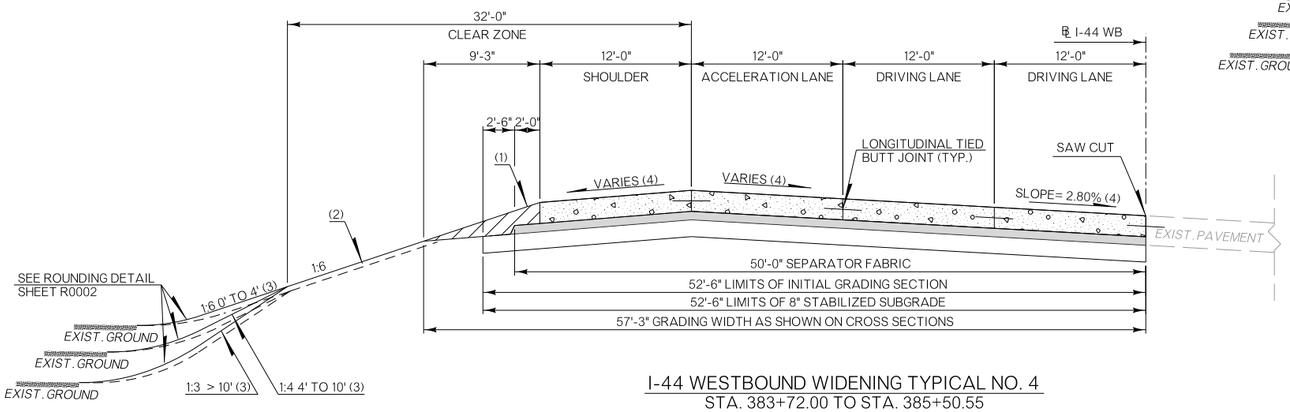
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

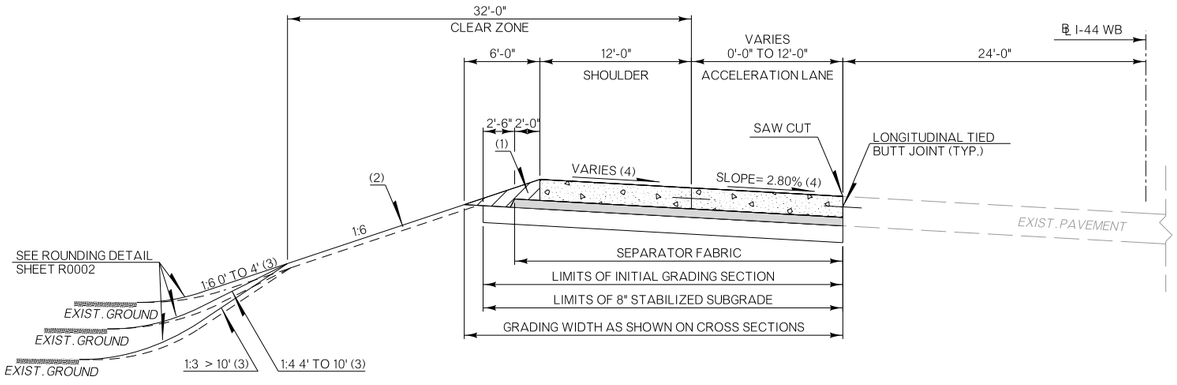
10/26/2023



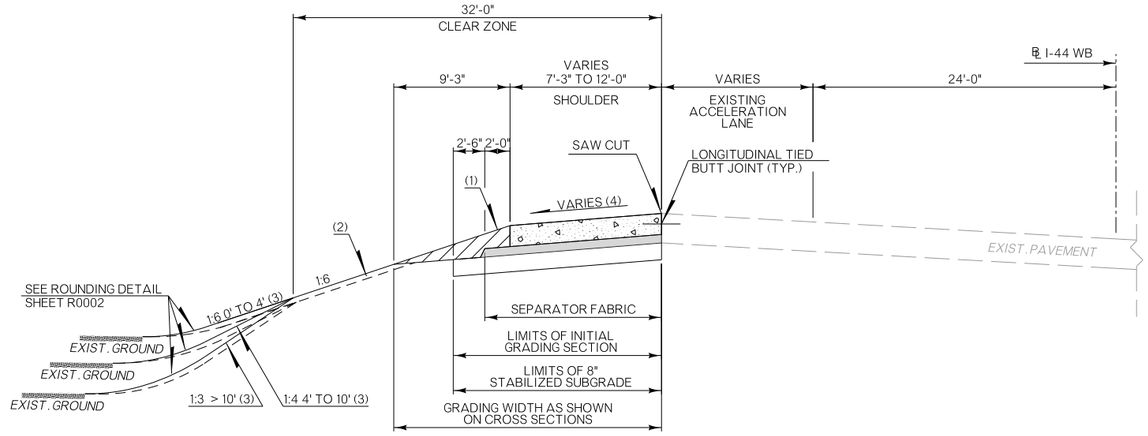
I-44 WESTBOUND WIDENING TYPICAL NO. 3
STA. 385+50.55 TO STA. 390+91.64



I-44 WESTBOUND WIDENING TYPICAL NO. 4
STA. 383+72.00 TO STA. 385+50.55



I-44 WESTBOUND WIDENING TYPICAL NO. 5
STA. 369+15.00 TO STA. 372+04.00



I-44 WESTBOUND WIDENING TYPICAL NO. 6
STA. 390+91.64 TO STA. 393+30.89

PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	12'-0" DRIVING LANES	12'-0" PAVED OUTSIDE SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

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

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

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

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

(4) CROSS SLOPES SHOWN ARE NOMINAL FOR FULL SUPERELEVATION. SEE PROFILES FOR CROSS SLOPE TRANSITIONS AND ADDITIONAL SUPERELEVATION INFORMATION.

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0005

PLOT DATE: 10/26/2023 8:22:43 AM
FILENAME: 30637(04)_Typical 3

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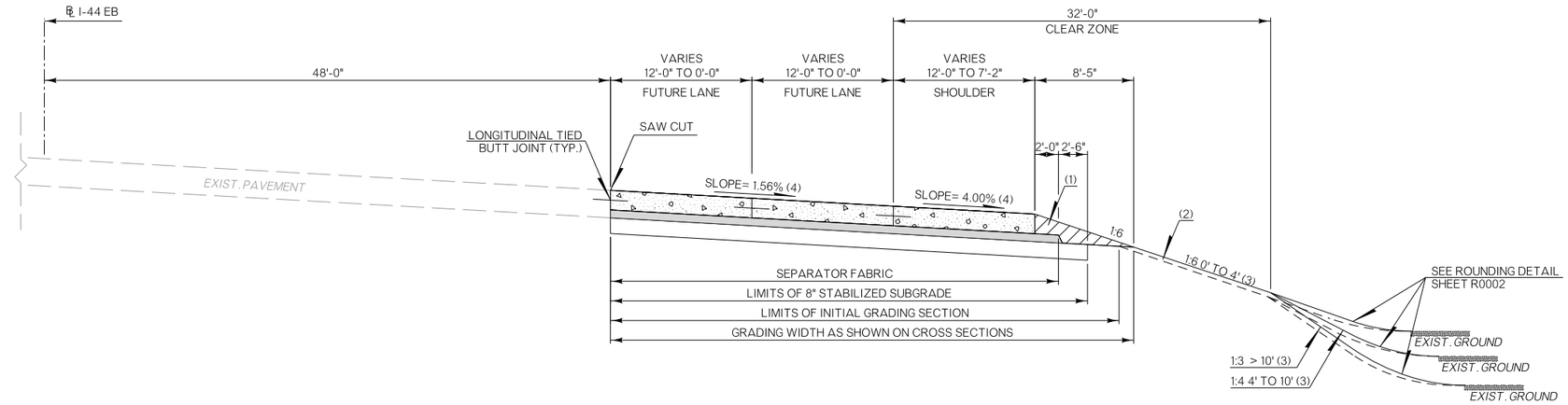
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023



I-44 EASTBOUND WIDENING TYPICAL NO. 7

STA. 368+00.00 TO STA. 372+38.00
STA. 386+58.00 TO STA. 389+07.38

PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	12'-0" DRIVING LANES	12'-0" PAVED OUTSIDE SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) BACKFILL NOTE:
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(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) CROSS SLOPES SHOWN ARE NOMINAL FOR FULL SUPERELEVATION. SEE PROFILES FOR CROSS SLOPE TRANSITIONS AND ADDITIONAL SUPERELEVATION INFORMATION.

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0006

PLOT DATE: 10/26/2023 8:22:46 AM
FILENAME: 30637(04)_Typical 4

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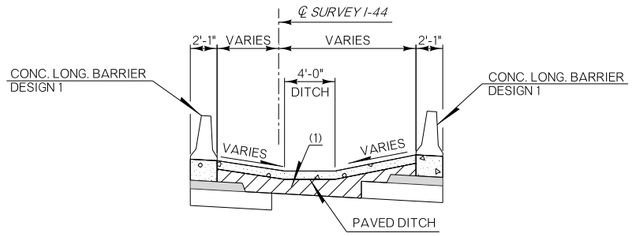
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

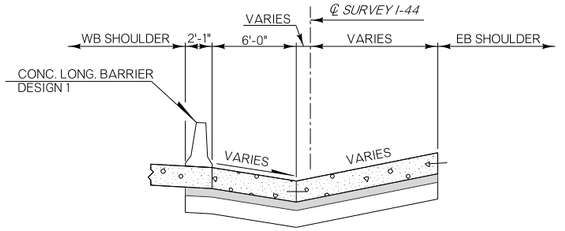
10/26/2023



MEDIAN GRADING TYPICAL NO. 8

℄ SURVEY I-44 STA. 380+35.46 TO STA. 382+00.55

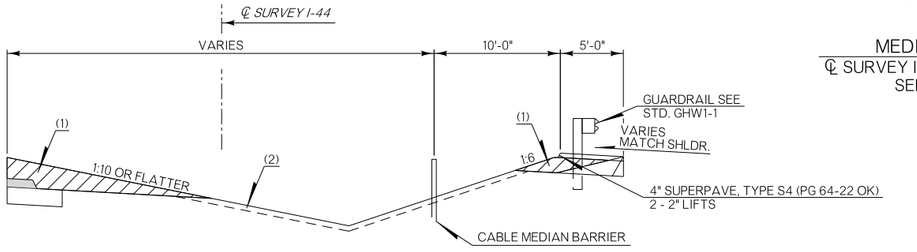
SEE MEDIAN DETAIL SHEET R033



MEDIAN GRADING TYPICAL NO. 11

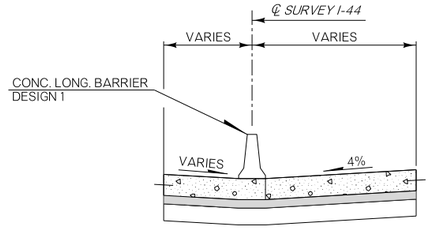
℄ SURVEY I-44 STA. 382+00.55 TO STA. 383+12.75

SEE MEDIAN DETAIL SHEET R033



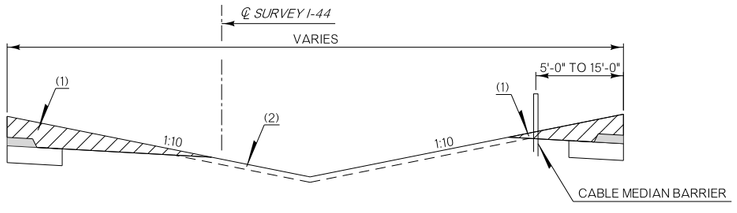
MEDIAN GRADING TYPICAL NO. 9

℄ SURVEY I-44 STA. 375+50.00 TO STA. 377+60.00



MEDIAN GRADING TYPICAL NO. 12

℄ SURVEY I-44 STA. 383+12.75 TO STA. 386+81.00



MEDIAN GRADING TYPICAL NO. 10

℄ SURVEY I-44 STA. 372+54.00 TO STA. 375+50.00

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	PAVED MEDIAN
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

CABLE MEDIAN BARRIER OFFSET	
OFFSET	STATION EXTENTS
5'-0" TO 15'-0"	STA. 372+00.00 TO STA. 374+75.00
15'-0"	STA. 374+75.00 TO STA. 377+60.00

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DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	NTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0007

PLOT DATE: 10/26/2023 8:22:48 AM
FILENAME: 30637(04)_Typical 5

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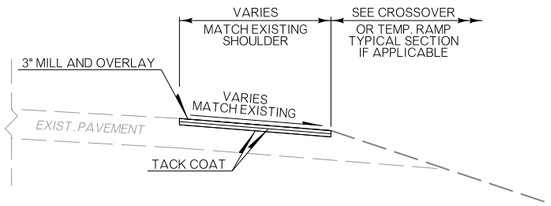
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

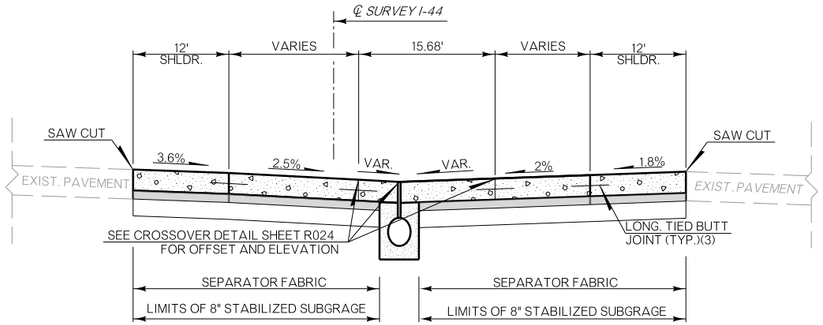
10/26/2023



SHOULDER REHABILITATION TYPICAL NO. 13

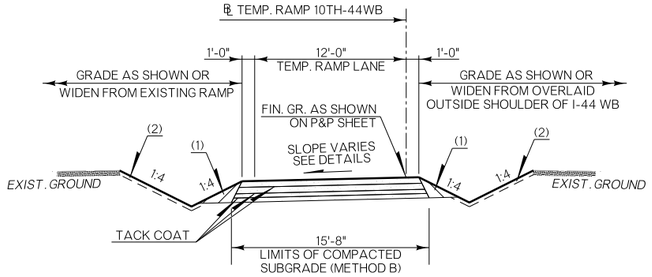
℄ I-44 WB STA. 362+60.74 TO STA. 378+18.62, OUTSIDE SHLDR.
℄ I-44 WB STA. 381+07.31 TO STA. 388+52.79, OUTSIDE SHLDR.
℄ I-44 WB STA. 395+41.18 TO STA. 396+86.00, OUTSIDE SHLDR.
℄ I-44 WB STA. 360+60.40 TO STA. 365+31.43, INSIDE SHLDR.
℄ I-44 WB STA. 372+04.00 TO STA. 377+97.94, INSIDE SHLDR
℄ I-44 WB STA. 380+85.00 TO STA. 390+84.32, INSIDE SHLDR.
℄ I-44 EB STA. 372+38.00 TO STA. 377+37.97, INSIDE SHLDR.
℄ I-44 EB STA. 380+30.40 TO STA. 390+53.00, INSIDE SHLDR.
℄ I-44 EB STA. 367+00.00 TO STA. 368+00.00, OUTSIDE SHLDR.

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	SHOULDER
SURFACE COURSE	1.5" SUPERPAVE TYPE S4 (PG 64-22 OK)
	1.5" SUPERPAVE TYPE S4 (PG 64-22 OK)



SOUTH CROSSOVER TYPICAL NO. 16

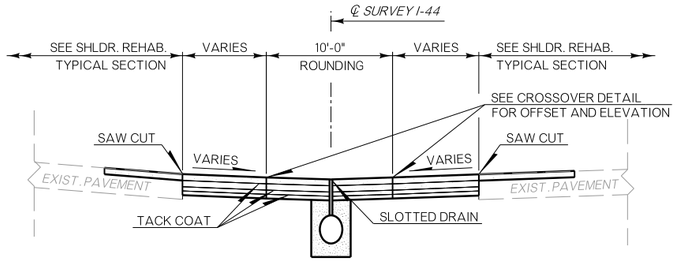
℄ SURVEY I-44 STA. 367+75.00 TO STA. 369+66.00



TYPICAL NO. 18
TEMPORARY RAMP 10TH-44WB

℄ TEMP. RAMP 10TH-44WB STA. 396+17.76 TO STA. 399+29.59

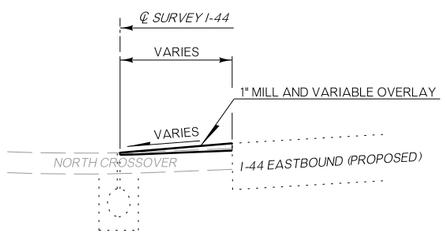
PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	CROSSOVER
SURFACE COURSE	2.5" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



NORTH CROSSOVER TYPICAL NO. 14

℄ SURVEY I-44 STA. 385+04.00 TO STA. 389+19.06

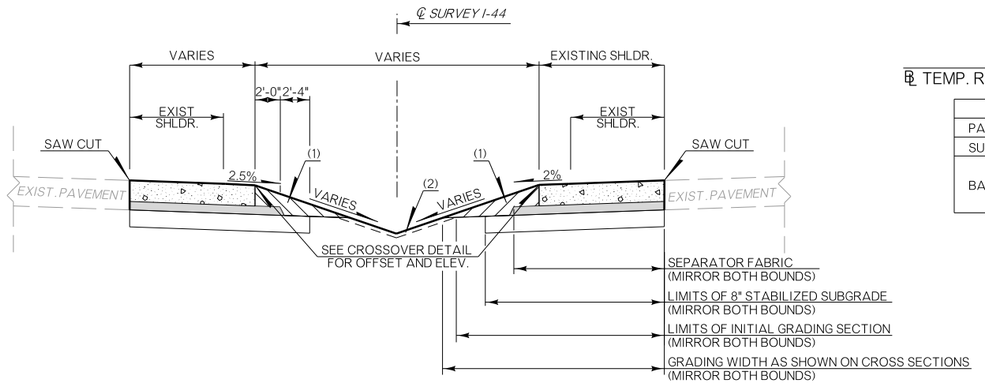
PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	CROSSOVER
SURFACE COURSE	2.5" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



NORTH CROSSOVER TYPICAL NO. 15
(PHASE 3B MODIFICATION)

℄ I-44 EB STA. 384+88.45 TO STA. 386+58.00

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	OVERLAY
SURFACE COURSE	VAR. SUPERPAVE TYPE S4 (PG 64-22 OK)



SOUTH CROSSOVER TYPICAL NO. 17

℄ SURVEY I-44 STA. 364+90.79 TO STA. 367+75.00
℄ SURVEY I-44 STA. 369+66.00 TO STA. 372+53.82

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	CROSSOVER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONC. PVMT.
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

CROSSOVER INTERIOR GRADING SLOPES	
SLOPE	STATION EXTENTS
1:10	BEGIN TO STA. 367+75.00
1:6	STA. 369+66.00 TO STA. 370+45.00
1:6 TO 1:10	STA. 370+45.00 TO STA. 370+95.00
1:10	STA. 370+95.00 TO END

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

(3) SEE JOINT LAYOUT FOR LOCATIONS OF LONGITUDINAL TIED BUTT JOINTS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. 0008

PLOT DATE: 10/26/2023 8:22:50 AM
FILENAME: 30637(04)_Typical 6

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BRIDGE GENERAL NOTES:

SPECIFICATIONS:

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

REMOVAL OF BRIDGE ITEMS:

THE EXISTING EASTBOUND AND WESTBOUND I-44 BRIDGES CONSIST OF 47'-74'-74'-47' CONTINUOUS STEEL BEAM SPANS WITH CONCRETE DECKS AND 70'-9" CLEAR ROADWAYS.

ALL COSTS ASSOCIATED WITH THE REMOVAL AND DISPOSAL OF THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE PRICES BID PER LUMP SUM OF "REMOVAL OF BRIDGE ITEMS" FOR BRIDGES "A" AND "B", RESPECTIVELY:

A. STEEL BEAMS, DIAPHRAGMS, CONCRETE DECK, AND PARAPETS
B. BEARINGS
C. ABUTMENTS
D. PIER PEDESTALS
E. CONCRETE SLOPE WALLS AND SLOPE DRAINS

THE REMOVAL OF THE EXISTING BRIDGE ITEMS SHALL BE STAGED AND CONSISTENT WITH THE SEQUENCE OF CONSTRUCTION SHOWN FOR BRIDGES "A" & "B" IN THESE PLANS. BEFORE MAKING ANY REMOVALS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DEMOLITION PLAN THAT INDICATES EACH ITEM OR PORTION OF ITEMS TO BE REMOVED, AND INCLUDES: A LIST OF ALL EQUIPMENT THAT WILL BE USED, A DESCRIPTION OF HOW THE EQUIPMENT WILL BE USED, AND A SEQUENTIAL LIST OF STEPS THAT WILL BE FOLLOWED BY THE CONTRACTOR TO MAKE REMOVALS. THE DEMOLITION PLAN SHALL DESCRIBE ANY DEVIATIONS TO THE SEQUENCE SHOWN IN THE PLANS THAT MAY BE NECESSARY. THE CONTRACTOR SHALL NOT MAKE ANY REMOVALS UNTIL THE PLAN HAS BEEN APPROVED BY THE ENGINEER. SEE RAILROAD NOTES ON SHEET AB04 FOR ADDITIONAL REQUIREMENTS FOR DEMOLITION OF STRUCTURES OVER RAILROAD.

WHEN REMOVING THE EXISTING SUPERSTRUCTURE ELEMENTS, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE EXISTING PIERS. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

THE REMOVALS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE RIGHT-OF-WAY.

THE EXISTING STRUCTURAL STEEL MAY CONTAIN LEAD-BASED PAINT. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE WORKER SAFETY IN ACCORDANCE WITH 29 CFR 1926.62 AND ALL APPLICABLE OSHA STANDARDS. ANY LEAD-BASED PAINT REMOVED DURING THE SEQUENCE OF WORK SHALL BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH SECTION 512 OF THE STANDARD SPECIFICATIONS. THE REMAINING REMOVED MATERIALS SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

EXISTING BRIDGE PLANS:

THE EXISTING EASTBOUND AND WESTBOUND BRIDGES WERE CONSTRUCTED UNDER THE FOLLOWING PROJECT:
BRIDGE "A" - F.A.P. NO. I-440-4(165)147 (BRIDGE NO. 4)
BRIDGE "B" - F.A.P. NO. I-440-4(165)147 (BRIDGE NO. 3)

THE ORIGINAL PROJECT PLANS ARE AVAILABLE FROM:
OFFICE SERVICES DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105
(405) 521-2586

CONSTRUCTION PLANS ARE AVAILABLE FOR DIGITAL DELIVERY THROUGH THE URL LISTED BELOW:
https://oklahoma.gov/odot/business-center/plans-library/plans-research-request.html

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

VERIFICATION OF EXISTING CONDITIONS:

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS AND EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND BASED ON THE ORIGINAL AS-BUILT PLANS AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY FIELD VERIFY THIS INFORMATION AND ITS COMPATIBILITY WITH THE PROPOSED DETAILS PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

BIDDERS ARE FULLY RESPONSIBLE FOR UNDERSTANDING THE NATURE OF THE WORK AND CONDITIONS UNDER WHICH IT WILL BE PERFORMED. MUCH OF THE WORK WILL REQUIRE PHASED AND ACCELERATED BRIDGE CONSTRUCTION.

DESCRIPTION OF BRIDGE WORK:

A. PERFORM BRIDGE CONSTRUCTION IN STAGES AS IDENTIFIED IN THE PLANS.
B. CONSTRUCT THE SOIL NAIL WALL AT ABUTMENT NO. 1.
C. REMOVE THE EXISTING ABUTMENTS AND CONSTRUCT NEW ABUTMENTS.
D. ENCASE THE EXISTING PIER CAPS. STRENGTHEN THE EXISTING PIER FOOTINGS BY INSTALLING MICROPILES AND EXTENDING THE FOOTINGS. WIDEN THE EXISTING PIERS WITH PIER CAP EXTENSIONS AND ADDITIONAL MICROPILES, FOOTINGS, AND COLUMNS. CONSTRUCT A CRASH WALL AT PIER NO. 1.
E. INSTALL NEW BEARINGS AT ABUTMENTS AND PIERS.
F. REPLACE THE EXISTING BRIDGE SUPERSTRUCTURES WITH PREFABRICATED SUPERSTRUCTURE UNITS (PSU'S) UTILIZING ACCELERATED BRIDGE CONSTRUCTION METHODS. PLACE ULTRA-HIGH PERFORMANCE CONCRETE (UHPC) LONGITUDINAL AND TRANSVERSE CLOSURE POURS BETWEEN PSU'S. GRIND THE DECK TO FINAL PROFILE GRADE AS NEEDED.
G. REPLACE EXISTING ROADWAY APPROACH PAVEMENT WITH NEW APPROACH SLABS.
H. CONSTRUCT NEW SLOPE WALL AND SLOPE DRAINS.

GEOMETRY CONTROL PLAN

A GEOMETRIC CONTROL PLAN IS REQUIRED. FIELD SURVEYS ARE REQUIRED AT VARIOUS STAGES OF THE PROJECT AND SHALL BE SUBMITTED FOR REVIEW AT EACH STEP OF THE PSU CONSTRUCTION TO ENSURE ALL TOLERANCES WILL BE MET. REQUIREMENTS AND PROVISIONS FOR ADJUSTMENTS ARE PROVIDED IN THE PLANS AND SPECIFICATIONS. SEE PROJECT SPECIAL PROVISION FOR PREFABRICATED SUPERSTRUCTURE UNITS.

ABUTMENT PILING CAPACITY:

THE MAXIMUM FACTORED AXIAL REACTION FOR EACH HP 12x53 PILE AT THE ABUTMENTS IS AS SHOWN ON THE PLANS.

THE GATES EQUATION SHALL BE USED TO DETERMINE THE FACTORED AXIAL RESISTANCE OF EACH PILE IN TONS IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 514.04.E.

PILE DRIVING EQUIPMENT (H-PILE):

THE CONTRACTOR SHALL USE A PILE DRIVING HAMMER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY SUFFICIENT TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE THE FACTORED PILE CAPACITY WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SECTION 514.03.A(2) OF THE STANDARD SPECIFICATIONS.

STEEL PILES AND ENCASEMENTS:

PROVIDE AND INSTALL STEEL PILES, STEEL PLATE REINFORCING TIPS, AND PILE ENCASEMENTS AT THE ABUTMENTS IN ACCORDANCE WITH STANDARD HP1-2. PROVIDE STRUCTURAL STEEL FOR THE STEEL PILING CONFORMING TO AASHTO M270, GRADE 50. CLASS A CONCRETE AND REINFORCING STEEL QUANTITIES FOR EACH PILE ENCASEMENT ARE SHOWN IN THE STANDARD HP1-2.

ALL COSTS ASSOCIATED WITH THE STEEL PILES, REINFORCING TIPS, AND ENCASEMENTS SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "PILES, FURNISHED (HP 12x53)" AND "PILES, DRIVEN (HP 12x53)".

MICROPILES:

THE MAXIMUM FACTORED AXIAL REACTION FOR EACH MICROPILE AT THE PIERS IS AS SHOWN ON THE PLANS.

USE PERMANENT STEEL CASINGS IN ACCORDANCE WITH ASTM A252 GRADE 3 WITH MINIMUM YIELD STRENGTH OF 45 KSI, OR AN APPROVED EQUAL. USE #10 THREADED REINFORCING BAR IN ACCORDANCE WITH ASTM A615 GRADE 75. USE ANCHOR PLATE IN ACCORDANCE WITH ASTM A709 GRADE 50W.

ENSURE GROUT PROVIDES A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI.

A MINIMUM OF TWO (2) PRE-PRODUCTION VERIFICATION LOAD TESTS SHALL BE CONDUCTED ON SACRIFICIAL MICROPILES AT LOCATIONS PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. ONE VERIFICATION LOAD TEST SHALL BE PERFORMED IN THE VICINITY OF BORING NB-4, AND ONE VERIFICATION LOAD TEST SHALL BE PERFORMED IN THE VICINITY OF BORING SB-3. PROOF TESTING SHALL BE PERFORMED IN COMPRESSION ON SIX (6) PRODUCTION MICROPILES AT LOCATIONS DESIGNATED BY THE ENGINEER DURING CONSTRUCTION BASED ON REVIEW OF MICROPILE INSTALLATION RECORDS. ONE PROOF TEST SHALL BE PERFORMED AT EACH PIER LOCATION. VERIFICATION AND PROOF TESTING, INCLUDING LOAD CYCLES, SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISION FOR MICROPILES.

ESTIMATED BOND ZONE LENGTHS ARE PROVIDED IN THE PLANS BASED ON PRESUMPTIVE VALUES OF THE GROUT-TO-GROUND BOND STRENGTH. THE BOND LENGTH REFERS TO THE EMBEDDED PORTION OF THE MICROPILE, BELOW THE TIP OF THE PERMANENT STEEL CASING, IN WHICH THE FRICTIONAL RESISTANCE OF THE MICROPILE IS DEVELOPED. THE INSTALLATION METHODS AND SITE CONDITIONS WILL INFLUENCE HOW MUCH BOND LENGTH IS REQUIRED. SUBMIT PROPOSED BOND LENGTHS AFTER COMPLETION OF THE VERIFICATION LOAD TESTING FOR APPROVAL OF THE ENGINEER.

PROVIDE A SUFFICIENT NUMBER OF MICROPILE RIGS, EQUIPMENT, AND LABOR THAT IS NECESSARY TO COMPLETE THE INSTALLATION OF ALL MICROPILES WITHIN THE PROJECT SCHEDULE. ENSURE THAT THE ENGINEER IS PRESENT ON SITE DURING DRILLING AT EACH MICROPILE LOCATION IN ORDER TO INDICATE THE TOP OF COMPETENT ROCK.

INCLUDE PAYMENT FOR MICROPILE, CASING, THREADED BAR, ANCHOR PLATE, HIGH STRENGTH GROUT, AND PROOF LOAD TESTS UNDER THE PAY ITEM "(SP) MICROPILES". INCLUDE PAYMENT FOR VERIFICATION LOAD TESTING UNDER THE BRIDGE "A" PAY ITEM "PILE LOAD TEST (STATIC)".

SEE PROJECT SPECIAL PROVISIONS FOR MICROPILES FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

CONCRETE:

ALL PEDESTAL CONCRETE EDGES SHALL HAVE A 3/4" CHAMFER. ALL OTHER EXPOSED EDGES OF THE SUBSTRUCTURE SHALL HAVE A 1 1/2" CHAMFER, UNLESS OTHERWISE SHOWN. ALL EDGES OF THE SUPERSTRUCTURE THAT WILL BE EXPOSED IN THE FINAL CONFIGURATION SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE SHOWN. USE SIZED LUMBER FOR ALL CHAMFER STRIPS.

EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

CONCRETE SURFACES THAT WILL BE IN CONTACT WITH UHPC CLOSURE POURS AS NOTED IN THE PLANS SHALL BE INTENTIONALLY ROUGHENED TO AN EXPOSED AGGREGATE FINISH. THE EXPOSED AGGREGATE FINISH SHALL BE OBTAINED USING A SURFACE RETARDER OR OTHER MEANS AS APPROVED BY THE ENGINEER. THE COST ASSOCIATED WITH PREPARING THE JOINTS IN THE SLAB TO AN EXPOSED AGGREGATE FINISH SHALL BE INCLUDED IN THE COST OF THE CLASS "AA" CONCRETE. THE METHOD OF ACHIEVING THE FINISH SHALL NOT DAMAGE ANY COATINGS ON ANY REINFORCING STEEL THAT IS PROJECTING FROM THE PSU'S. FABRICATE A MINIMUM OF THREE CONCRETE SLAB EDGE PANELS WITH DIMENSIONS AND REINFORCING BARS AS DETAILED IN THE PLANS, EACH HAVING AN EXPOSED AGGREGATE SURFACE AREA 4 FOOT IN LENGTH. SUBMIT THE PANELS TO THE ENGINEER FOR REVIEW 30 DAYS PRIOR TO THE INITIAL CASTING OF PSU'S. THE ENGINEER SHALL APPROVE THE METHOD PRIOR TO CASTING PSU'S. COSTS ASSOCIATED WITH THE TEST PANELS SHALL BE INCLUDED IN THE COST OF THE CLASS "AA" CONCRETE.

REINFORCING:

ALL REINFORCING STEEL SHALL HAVE 2" CLEARANCE UNLESS SHOWN OR NOTED OTHERWISE. ALL REINFORCING STEEL SHALL BE GRADE 60 DEFORMED BARS, COLD BENT WITH NO WELDS. BAR BEND DIMENSIONS ARE OUT TO OUT, UNLESS NOTED OTHERWISE.

STAY-IN-PLACE DECK FORMS:

STAY-IN-PLACE STEEL DECK FORMS MAY BE USED IF THE MINIMUM DECK SLAB THICKNESS OF 8 1/2" IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION.

PRE-FORMED STYROFOAM OR ANY OTHER APPROVED FILLER MATERIAL MUST BE BONDED TO THE STEEL STAY-IN-PLACE FORMS. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. LIMIT THE COMBINED LOAD OF THE FORMS AND FILLER MATERIAL TO A MAXIMUM OF 5.0 PSF. SEE STANDARD SPECIFICATIONS SECTION 502 FOR ADDITIONAL REQUIREMENTS. ALL COSTS ASSOCIATED WITH THE USE OF STAY-IN-PLACE FORMS SHALL BE AT THE CONTRACTOR'S EXPENSE.

DECK HAUNCHES:

PLAN QUANTITIES FOR CLASS "AA" CONCRETE INCLUDE 13.5 CY (BRIDGE "A") AND 11.8 CY (BRIDGE "B") FOR HAUNCHES OVER THE STEEL PLATE GIRDERS. THE HAUNCH HEIGHTS WILL BE CALCULATED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER, AND WILL ACCOUNT FOR DEAD LOAD DEFLECTION, ROADWAY GRADE, AND GIRDER CAMBER. NO PAYMENT WILL BE MADE FOR DIFFERENCES BETWEEN PLAN QUANTITY AND THE ACTUAL QUANTITY OF HAUNCH CONCRETE.

THE GEOMETRY CONTROL PLAN SHALL INCLUDE METHODS AND SURVEY POINTS AT EACH STEP OF CONSTRUCTION TO ACHIEVE THE FINAL GEOMETRY AND TOLERANCES SHOWN IN THE PLANS AND SPECIFICATIONS. ADJUST THE HAUNCH AS NEEDED TO ACCOUNT FOR ALL SETTING, CASTING AND FABRICATION TOLERANCES IN COMBINATION WITH PEDESTAL ELEVATIONS AND DECK GRINDING. PLAN GEOMETRY IS BASED ON A 1" HAUNCH AT THE CENTER OF THE GIRDER. THE MINIMUM HAUNCH SHALL BE 0" AT THE EDGE OF THE FLANGE AT ISOLATIONS LOCATIONS AS NEEDED FOR GEOMETRIC CONTROL.

ANCHORAGE INTO EXISTING CONCRETE:

ANCHORAGES OF REINFORCING STEEL INTO EXISTING CONCRETE SHALL BE CONNECTED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 509.04.D(3). DRILLING INTO THE EXISTING CONCRETE TO INSTALL THE ANCHORAGE SHALL BE ACCOMPLISHED WITHOUT CUTTING EXISTING REINFORCING STEEL BARS. IF THE EXISTING REINFORCING STEEL BARS ARE ENCOUNTERED DURING DRILLING, THE DRILLING SHALL CEASE AND THE HOLE SHALL BE GROUTED. THE HOLE SHALL THEN BE RELOCATED TO CLEAR THE EXISTING REINFORCING STEEL BARS. ANY ADJUSTMENT IN THE LOCATION SHOWN SHALL BE NO MORE THAN THE AMOUNT NECESSARY TO AVOID CUTTING THE EXISTING REINFORCING STEEL BARS AND SHALL BE APPROVED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH THE ANCHORAGES AS SHOWN IN THE PLANS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

STRUCTURAL STEEL:

PROVIDE STRUCTURAL STEEL FOR PLATE GIRDERS AND ALL STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2). USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS. CAMBER GIRDERS TO ACCOUNT FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. NON-DESTRUCTIVE TESTING WILL BE REQUIRED AS APPROPRIATE.

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM SHAPES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). USE BOLTS CONFORMING TO AASHTO M164 (ASTM F1325, GRADE A325). PROVIDE ALL BOLTS, NUTS, WASHERS AND WELDING WITH WEATHERING CHARACTERISTICS.

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, CONTACT PLATES AND SHIM PLATES FOR BEARING ASSEMBLIES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

PREFABRICATED SUPERSTRUCTURE UNITS:

THE SUPERSTRUCTURE REPLACEMENT UTILIZES ACCELERATED BRIDGE CONSTRUCTION (ABC) TECHNIQUES TO MINIMIZE THE IMPACT TO TRAFFIC DURING CONSTRUCTION. SEE PROJECT SPECIAL PROVISIONS FOR PREFABRICATED SUPERSTRUCTURE UNITS.

SURFACE CORRECTION THROUGH DIAMOND GRINDING:

A 1/2" CONCRETE GRINDING ALLOWANCE FOR CORRECTING THE FINISHED GRADE OF THE DRIVING SURFACE HAS BEEN INCLUDED IN THE DECK DESIGN. THE MINIMUM DECK THICKNESS AFTER GRINDING SHALL BE 8". THE CONTRACTOR SHALL DETERMINE PEDESTAL ELEVATIONS TO OBTAIN THE MINIMUM 8" DECK THICKNESS, ALL SETTING, CASTING AND FABRICATION TOLERANCES, FIELD MEASURED GIRDER CAMBER, AND ALLOWABLE DECK GRINDING. SEE PROJECT SPECIAL PROVISIONS FOR PREFABRICATED SUPERSTRUCTURE UNITS.

THE UHPC CLOSURE POURS SHALL BE COMPLETED PRIOR TO GRINDING THE DECK TO FINISHED GRADE ELEVATIONS. THE FINISHED SURFACE SHALL MEET SMOOTHNESS CRITERIA DEFINED IN STANDARD SPECIFICATION SECTION 504.04.E.

PRIOR TO GRINDING THE DECK, THE CONTRACTOR SHALL SURVEY THE TOP OF THE DECK AND SUBMIT THE SURVEY AND REMOVAL DEPTHS AT EACH LOCATION TO THE ENGINEER FOR APPROVAL. THE LOCATIONS OF SURVEY INCLUDE 10TH POINTS OF EACH CENTERLINE GIRDER SPAN AS SHOWN ON THE FINISHED GRADE ELEVATIONS SHEETS. THE REMOVAL DEPTH SHALL NOT EXCEED 1/2" TO MAINTAIN THE FINISHED GRADE ELEVATIONS SHOWN IN THE PLANS.

THE CONTRACTOR SHALL SURFACE GRIND THE COMPLETED BRIDGE DECK ONCE THE UHPC HAS ATTAINED A COMPRESSIVE STRENGTH OF AT LEAST 14,000 PSI. THE CONTRACTOR SHALL TAKE NOTE THE GRINDING OF THE UHPC ONCE IT HAS ATTAINED FULL COMPRESSIVE STRENGTH WILL BE DIFFICULT. SEE SECTION 10.4.5.6 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION. THE DEPARTMENT WILL NOT MEASURE GRINDING FOR SURFACE CORRECTION FOR PAYMENT.

SUBSTRUCTURE PEDESTAL ELEVATIONS:

THE SUBSTRUCTURE PEDESTAL ELEVATIONS SHOWN ON THE BRIDGE PLANS ARE CALCULATED SUCH THAT THE FINISHED GRADE ELEVATIONS FOR THE DRIVING SURFACE ARE COINCIDENT WITH THE TOP OF THE 8 1/2" THICK DECK SLAB ON THE PREFABRICATED SUPERSTRUCTURE UNITS (PSU'S) WITHOUT GRINDING. THE CONTRACTOR SHALL ADJUST THE PEDESTAL ELEVATIONS AS NEEDED TO ACCOMMODATE THE AS-BUILT GEOMETRY OF THE PSU'S AND THE EXPECTED AMOUNT OF CONCRETE GRINDING TO ACHIEVE THE REQUIRED FINISHED GRADE ELEVATIONS. INCLUDE THE PROPOSED PEDESTAL ELEVATIONS IN THE GEOMETRY CONTROL PLAN SUBMITTAL.

SAW-CUT GROOVING:

SAW-CUT GROOVING OF THE BRIDGE DECK SLABS AND APPROACH SLABS SHALL BE PERFORMED AFTER PSU'S ARE ERECTED, AFTER ALL CLOSURE POURS ARE IN PLACE, AND AFTER ANY REQUIRED DIAMOND GRINDING HAS BEEN COMPLETED. PERFORM SAW-CUT GROOVING PRIOR TO PLACING TRAFFIC ON SLAB DURING PHASED CONSTRUCTION. ANY SAW-CUT GROOVING IN PHASE 1 THAT IS PARTIALLY OR FULLY REMOVED BY DIAMOND GRINDING OF PHASE 2 SHALL BE RE-SAWN AT NO COST TO THE DEPARTMENT.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
(SHEET 1 OF 3)

Design	CBC	9/23
Detail	JMB	9/23
Check	NAM	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. AB01

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BRIDGE GENERAL NOTES (CONTINUED):

ULTRA HIGH PERFORMANCE CONCRETE (UHPC):

UHPC SHALL BE USED FOR ALL CAST-IN-PLACE CLOSURE POUR JOINTS BETWEEN PREFABRICATED SUPERSTRUCTURE UNITS AND APPROACH SLABS. THE CONTRACTOR SHALL USE PROPRIETARY UHPC OF THEIR CHOICE AS LONG AS THEIR PROVIDER ENSURES THE UHPC MEETS THE SPECIFICATIONS SET IN SECTION 10.4.5 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

UHPC CLOSURE POURS:

AS IDENTIFIED IN THE PLANS, UHPC TRANSVERSE AND LONGITUDINAL CLOSURE POURS ARE REQUIRED TO COMPLETE THE FINISHED DRIVING SURFACE. THE JOINT SURFACES OF THE DECK SHALL BE PREPARED AS SHOWN IN THE PLANS AND SPECIFICATIONS. ANY INTERFACE THAT WILL COME INTO CONTACT WITH UHPC MUST BE INTENTIONALLY ROUGHENED TO AN EXPOSED AGGREGATE FINISH, CLEANED TO REMOVE ALL GREASE, DIRT, PAINT OR LAITANCES BY SUITABLE MEANS PROPOSED BY THE UHPC MANUFACTURER, AND PREPARED TO A SATURATED SURFACE DRY CONDITION BEFORE THE PLACEMENT OF ANY UHPC. SURFACE SHOULD BE MOIST WITH NO FREE-STANDING WATER. SEE SECTION 10.6.1 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION. THE COSTS FOR THE UHPC CLOSURE POURS SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD OF "ULTRA HIGH PERFORMANCE CONCRETE".

MOCKUP FOR UHPC CLOSURE POURS:

THE CONTRACTOR CONSTRUCTING THE UHPC CLOSURE POURS SHALL HAVE DEMONSTRATED EXPERIENCE IN FORMING, CASTING, CURING AND FINISHING OF ULTRA HIGH PERFORMANCE CONCRETE CLOSURE POURS.

THE CONTRACTOR SHALL BUILD A MOCKUP OF BOTH THE TRANSVERSE AND LONGITUDINAL CLOSURE POURS TO DEMONSTRATE THE ABILITY TO SUCCESSFULLY PLACE THE UHPC IN THE CLOSURE POURS WITHOUT VOIDS AND IN ACCORDANCE WITH THE PLAN DETAILS, SPECIAL PROVISIONS AND UHPC WRITTEN MANUFACTURER'S RECOMMENDATIONS.

THE PREPARED JOINT SURFACES SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF THE UHPC WITHIN THE JOINT MOCKUP. THE CONTRACTOR SHALL INSTALL AND CURE THE UHPC USING THE SAME MEANS AND METHODS PROPOSED FOR THE FINAL STRUCTURE. ONCE THE PLACEMENT AND CURING IS COMPLETE IN ACCORDANCE WITH THE PLANS, THE MOCKUP SHALL BE CUT TRANSVERSELY AT TWO LOCATIONS DETERMINED BY THE ENGINEER, TO ALLOW FOR VISUAL INSPECTION BY THE ENGINEER OF THE JOINT INTERFACE AND MATERIAL BOND. THE COMPLETED JOINT MOCKUP AND CUT SECTIONS SHALL BE AVAILABLE FOR REVIEW AND APPROVAL BY THE ENGINEER 28 DAYS PRIOR TO THE PLACEMENT OF THE UHPC FOR THE CLOSURE POURS. THE JOINT MOCKUP SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER ACCEPTANCE AND SHALL BE REMOVED FROM THE PROJECT SITE PRIOR TO COMPLETION OF CONSTRUCTION ACTIVITIES.

IF, IN THE OPINION OF THE ENGINEER, THE UHPC MOCKUP OPERATION WAS UNSUCCESSFUL, ANOTHER MOCKUP SHALL BE CONSTRUCTED AND THE TEST REPEATED UNTIL THE ENGINEER IS SATISFIED. THE MOCKUP SHALL BE REPEATED WHEN NEW SUPERINTENDENTS OR SUPERVISORS ARE USED FOR THE DIFFERENT PHASES OF CONSTRUCTION.

THE COSTS FOR THE MOCKUP FOR UHPC CLOSURE POURS SHALL BE INCLUDED WITH THE PAY ITEM "ULTRA HIGH PERFORMANCE CONCRETE".

MIXING OF UHPC:

THE CONTRACTOR SHALL MIX THE UHPC IN STRICT ACCORDANCE WITH THE MANUFACTURER'S WRITTEN RECOMMENDATIONS. THE FINAL TEMPERATURE OF THE UHPC AFTER MIXING SHOULD NOT EXCEED 80 °F. THE CONTRACTOR SHOULD SUPPLY ANY SPECIALIZED EQUIPMENT REQUIRED FOR MIXING. SEE SECTION 10.4.5.4 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

PLACING OF UHPC:

THE CONTRACTOR SHALL PLACE THE UHPC ACCORDING TO THE MANUFACTURER'S WRITTEN RECOMMENDATIONS. THE USE OF WHEELBARROWS IS ACCEPTABLE. THE USE OF AUGERS, CHUTES, OR PUMPS FOR PLACEMENT OF UHPC WILL ONLY BE USED AFTER THE CONTRACTOR DEMONSTRATES ITS EFFECTIVENESS THROUGH A TRIAL POUR. UHPC SHALL NOT BE VIBRATED. MINOR RODDING CAN BE USED TO WORK THE MATERIAL INTO COMPLEX AREAS. THE CONTRACTOR SHALL ENSURE THAT THE LEADING EDGE OF THE POUR DOES NOT DRY OUT OR CRACK. ALL SUCCEEDING UHPC PLACEMENTS SHALL BE POURED INTO PREVIOUSLY PLACED, FLUID UHPC. SEE SECTION 10.4.5.5 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

CURING OF UHPC:

THE UHPC SHALL REMAIN SEALED FROM EXPOSURE TO THE EXTERNAL ENVIRONMENT PRIOR TO INITIAL SET. UHPC SHALL NOT BE ALLOWED TO FREEZE PRIOR TO ATTAINING A COMPRESSIVE STRENGTH OF 10 KSI. THE CONTRACTOR SHALL NOT ALLOW ANY LIVE LOAD OR CONSTRUCTION LOADS ON THE UHPC UNTIL IT HAS ATTAINED A COMPRESSIVE STRENGTH OF AT LEAST 14,000 PSI. FORMS MAY BE STRIPPED ONCE THE UHPC ATTAINS A COMPRESSIVE STRENGTH OF 14,000 PSI. SEE SECTION 10.4.5.7 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

FIELD QA/QC OF UHPC:

THE CONTRACTOR SHALL FIELD TEST THE UHPC TO ENSURE THAT IT MEETS SPECIFICATIONS. THE FLOW OF THE UHPC SHALL BE TESTED ONCE PER MIX AND HAVE A FLOW RANGE BETWEEN 7 TO 10 INCHES. THE COMPRESSIVE STRENGTH OF THE UHPC SHOULD BE TESTED WITH 3 INCH DIAMETER CYLINDERS AT LEAST ONCE PER 25 CY OR ONCE PER 12-HOUR SHIFT AND SHALL MEET THE FOLLOWING STRENGTHS:

- GREATER THAN 14,000 PSI AFTER 4 DAYS
- GREATER THAN 21,000 PSI AFTER 28 DAYS

CURE CYLINDERS IN ACCORDANCE WITH ASTM C1856 IN AN ENVIRONMENT SIMILAR TO THE MATERIAL THEY REPRESENT. SEE SECTION 10.4.5.1 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

UHPC FORMWORK:

ANY FORMWORK THAT WILL COME INTO CONTACT WITH UHPC MUST BE WATERTIGHT AND COATED TO PREVENT ABSORPTION OF WATER. BEFORE THE PLACEMENT OF UHPC, THE FORMWORK SURFACE MUST BE FREE OF DUST, DEBRIS, AND EXCESS WATER. TOP FORMS SHALL BE USED ON ANY JOINT THAT IS NOT FLAT. FORMS SHALL BE CONSTRUCTED TO ALLOW A 1/4" MINIMUM OVERFILLING OF THE CONNECTION AND MAY INCLUDE FEATURES TO PROVIDE A SLIGHT PRESSURE HEAD ON THE POUR AFTER IT IS PLACED. SEE SECTION 10.4.5.3 OF AASHTO LRFD GUIDE SPECIFICATIONS FOR ACCELERATED BRIDGE CONSTRUCTION, 1ST EDITION.

THE METHOD OF FORMING CLOSURE POUR JOINTS SHALL BE REMOVABLE, WITH THE EXCEPTION OF PERMISSIBLE STAY-IN-PLACE FORMS USED ON THE UNDERSIDE OF THE DECK SLAB. FORM SUPPORTS SHALL NOT PENETRATE THROUGH THE TOP OF POUR UNLESS APPROVED BY THE ENGINEER.

BRIDGE PAY ITEM NOTES:

(1) TEMPORARY EARTH RETAINAGE:

TEMPORARY RETAINING STRUCTURES WILL BE REQUIRED TO RETAIN THE ROADWAY EMBANKMENTS DURING ABUTMENT REMOVALS AND CONSTRUCTION, AS WELL TO CONSTRUCT PIER NO. 1 FOOTINGS WITHOUT IMPACTS TO RAILROAD TRAFFIC. EXTENTS AND LOCATIONS OF POTENTIAL TEMPORARY RETAINING STRUCTURES TO FACILITATE THE PROPOSED SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND HAVE NOT BEEN DESIGNED AND DETAILED. ACTUAL LIMITS OF TEMPORARY RETAINING STRUCTURES SHALL BE DETERMINED BY THE CONTRACTOR. TEMPORARY RETAINING STRUCTURES SHALL BE DESIGNED IN ACCORDANCE WITH SECTION 502.04 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT CONSTRUCTION DRAWINGS AND DESIGN CALCULATIONS FOR THE TEMPORARY RETAINING STRUCTURE SYSTEM, PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. BRIDGE DIVISION APPROVAL IS REQUIRED PRIOR TO INSTALLATION. ALL COSTS, INCLUDING THE DESIGN, DRAWINGS, CALCULATIONS, CONSTRUCTION, AND REMOVAL SHALL BE INCLUDED IN THE PRICE BID FOR LUMP SUM OF "TEMPORARY EARTH RETAINAGE".

(2) APPROACH SLAB:

THE APPROACH SLABS FOR BRIDGE "A" AND BRIDGE "B" CONTAIN AN ESTIMATED 372.8 CY AND 299.1 CY OF CLASS AA CONCRETE AND AN ESTIMATED 69,640 LB AND 54,660 LB OF EPOXY COATED REINFORCING STEEL, RESPECTIVELY. ALL COSTS ASSOCIATED WITH CONSTRUCTING THE APPROACH SLABS, INCLUDING CONCRETE, REINFORCING STEEL, BACKER ROD, SILICONE JOINT SEALANT, POLYSTYRENE, AND POLYETHYLENE SHEETING SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "APPROACH SLAB".

(3) STAINLESS STEEL FIXED BEARING ASSEMBLY:

AT ABUTMENTS, PROVIDE AND INSTALL FIXED BEARING ASSEMBLIES AS SHOWN IN THE PLANS. THE FIXED BEARING ASSEMBLIES FOR BRIDGE "A" AND BRIDGE "B" CONTAIN AN ESTIMATED TOTAL OF 4,560 LB AND 4,060 LB OF STAINLESS STEEL, RESPECTIVELY. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE FIXED BEARING ASSEMBLIES, INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, CONTACT PLATES, ANCHOR BOLTS, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER UNIT EACH OF "STAINLESS STEEL FIXED BEARING ASSEMBLY."

(4) STAINLESS STEEL EXPANSION BEARING ASSEMBLY:

AT PIERS, PROVIDE AND INSTALL EXPANSION BEARING ASSEMBLIES AS SHOWN IN THE PLANS. THE EXPANSION BEARING ASSEMBLIES FOR BRIDGE "A" AND BRIDGE "B" CONTAIN AN ESTIMATED TOTAL OF 17,330 LB AND 15,530 LB OF STAINLESS STEEL, RESPECTIVELY. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE EXPANSION BEARING ASSEMBLIES, INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, CONTACT PLATES, SHIM PLATES, ANCHOR BOLTS, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER UNIT EACH OF "STAINLESS STEEL EXP. BEARING ASSEMBLY."

(5) (SP) PREFABRICATED SUPERSTRUCTURE UNITS:

REFER TO THE PREFABRICATED SUPERSTRUCTURE UNITS SPECIAL PROVISION FOR ADDITIONAL INFORMATION. QUANTITIES OF CONCRETE, STRUCTURAL STEEL, AND REINFORCING STEEL REQUIRED TO CONSTRUCT THE PSU'S ARE GIVEN IN THE PLANS AND ARE PAID FOR UNDER THE "CLASS AA CONCRETE", "STRUCTURAL STEEL M270 GRADE 50W", AND "EPOXY COATED REINFORCING STEEL" PAY ITEMS. INCLUDE ALL COST OF ASSEMBLING, STORING, TRANSPORTING AND ERECTING THE PSU'S AS NOTED IN THE SPECIAL PROVISION IN THE PRICE BID PER SQUARE YARD OF "(SP) PREFABRICATED SUPERSTRUCTURE UNITS".

(6) CLASS C CONCRETE:

CLASS C CONCRETE SHALL BE USED IN THE CONSTRUCTION OF THE DRAINS AT THE ENDS OF BRIDGE "A". ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS, AND CURBS, INCLUDING MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD OF "CLASS C CONCRETE".

(7) SLOPE WALL (5")

THE EXISTING CONCRETE SLOPE WALL AT ABUTMENT NO. 2 SHALL BE REPLACED WITH A NEW SLOPE WALL AS DETAILED IN THE PLANS AND IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 510. ALL COSTS ASSOCIATED WITH THE NEW SLOPE WALL SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "SLOPE WALL (5")".

(8) MECHANICAL SPLICES:

MECHANICAL SPLICES SHALL BE USED TO CONNECT THE TRANSVERSE REINFORCING STEEL IN THE PHASED CONSTRUCTION OF THE SUBSTRUCTURE AS SHOWN ON THE PLANS. THE MECHANICAL SPLICES SHALL SATISFY THE REQUIREMENTS OF SECTION 511.04 OF THE STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER, AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. ALL COST OF INSTALLING THE MECHANICAL COUPLERS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH OF "MECHANICAL SPLICES". THE ENGAGEMENT LENGTHS OF EPOXY COATED REINFORCING STEEL BARS INTO MECHANICAL SPLICES SHALL BE DETERMINED BY THE MECHANICAL SPLICE MANUFACTURER AND THE BAR LENGTHS SHALL BE ADJUSTED ACCORDINGLY. THE COST TO ADJUST THE LENGTH OF ANY BARS SHOWN IN THE PLANS TO ACCOMMODATE THE MECHANICAL SPLICES WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN THE PRICE BID FOR "MECHANICAL SPLICES".

(9) WATER REPELLENT (VISUALLY INSPECTED):

A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 515 TO THE FOLLOWING CONCRETE SURFACES OF THE BRIDGES AS SHOWN IN THE PLANS:

ABUTMENTS:	SEE SHEETS B018, B024, B069 & B074.
PIERS:	SEE SHEETS B036 & B084.
SUPERSTRUCTURE:	SEE SHEETS B039 & B087.
APPROACH SLAB PARAPET:	SEE SHEETS B057 & B105.

ALL COSTS ASSOCIATED WITH THE WATER REPELLENT TREATMENT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "WATER REPELLENT (VISUALLY INSPECTED)".

(10) ELASTOMERIC COATING:

AN ELASTOMERIC COATING SHALL BE APPLIED TO THE ABUTMENT SEATS AND PIER CAPS AS SHOWN IN THE PLANS. THE COATING SHALL BE CIM-1000 AS MANUFACTURED BY CIM INDUSTRIES, OR AN APPROVED EQUAL.

PREPARE THE CONCRETE SURFACES AND APPLY THE COATING PER THE MANUFACTURER'S RECOMMENDATIONS. MASKING SHALL BE USED TO PRODUCE CLEAN LINES AT THE PERIMETER OF THE COATING. APPLY A COLORED TOP COAT TO THE ELASTOMERIC COATING IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 737.07.C.

ALL COSTS ASSOCIATED WITH THE ELASTOMERIC COATING AND TOP COAT, INCLUDING SURFACE PREPARATION AND APPLICATION, SHALL BE INCLUDED IN THE PRICE BID PER SQUARE FOOT OF "ELASTOMERIC COATING".

(11) SEALED EXPANSION JOINTS:

THE SEALED EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ODOT BRIDGE STANDARDS EJ-SK AND EJ-DTL, EXCEPT THAT THEY WILL REQUIRE AN ALTERNATE MEANS OF SUPPORT DURING THE CASTING OF THE CLOSURE POUR. THE JOINT FOR BRIDGE "A" REQUIRES PHASED CONSTRUCTION. SEE SHEETS B040 AND B088 FOR ADDITIONAL DETAILS.

ALL COSTS ASSOCIATED WITH THE FABRICATION AND INSTALLATION OF THE EXPANSION JOINTS, INCLUDING TEMPORARY FILLER DURING PHASED CONSTRUCTION, SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "SEALED EXPANSION JOINTS".

(12) PIPE UNDERDRAIN:

PERFORATED AND NON-PERFORATED PIPE UNDERDRAINS ARE REQUIRED FOR THE ABUTMENTS AND FOR THE SLOPE WALL. INSTALL PIPE UNDERDRAIN AS SHOWN ON THE PLANS AND STANDARD PUD-4. THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF THE NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION.

ALL COSTS ASSOCIATED WITH THE PIPE UNDERDRAIN, INCLUDING COARSE AND FINE AGGREGATE COVER MATERIAL, FILTER FABRIC, TRENCH EXCAVATION, AND STANDARD BEDDING MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND.".

(13) REMOVAL OF BRIDGE ITEMS:

ITEM "REMOVAL OF BRIDGE ITEMS" CONSISTS OF REMOVAL AND DISPOSAL OF PORTIONS OF THE EXISTING BRIDGES AS DESCRIBED IN THE BRIDGE GENERAL NOTE FOR REMOVAL OF BRIDGE ITEMS.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
(SHEET 2 OF 3)

Design	CBC	9/23
Detail	JMB	9/23
Check	NAM	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. AB02

REVISIONS		
REV. NO.	DESCRIPTION	DATE

30637(04)

PAY QUANTITIES

0200 BRIDGE "A" - NBI NO. 18769

I-44 OVER UPRR & BLACK GOLD DRIVE (EASTBOUND)
(54.25'-74.58'-74.58'-54.25' ℄ GIRDER SPANS x 96' CLR. RDWY.)

ITEM		DESCRIPTION			UNIT	QUANTITY
501(B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)		CY	1,285.00
501(E)	1600	SELECT BACKFILL	(BR-1)		CY	780.00
501(G)	1800	CLSM BACKFILL	(BR-1)		CY	670.90
502	3100	TEMPORARY EARTH RETAINAGE		(1)	LSUM	1.00
504(A)	5200	APPROACH SLAB	(BR-1)	(2)	SY	1,032.10
504(B)	5300	SAW-CUT GROOVING	(BR-1)		SY	3,749.30
504(E)	5520	42" F-SHAPED PARAPET	(BR-1)		LF	702.80
506(A)	7225	STRUCTURAL STEEL M270 GRADE 50W	(BR-1)		LB	606,630.00
507(A)	8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1)	(3)	EA	36.00
507(B)	8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1)	(4)	EA	108.00
		(SP) PREFABRICATED SUPERSTRUCTURE UNITS	(BR-1)	(5)	SY	2,653.60
509(A)	0210	CLASS AA CONCRETE	(BR-1)		CY	873.60
509(B)	0320	CLASS A CONCRETE	(BR-1)		CY	609.90
509(D)	0510	CLASS C CONCRETE		(6)	CY	10.00
509(F)	0700	ULTRA HIGH PERFORMANCE CONCRETE	(BR-1)		CY	62.60
510(C)	1450	SLOPE WALL (5")	(BR-1)	(7)	SY	947.00
511	2100	MECHANICAL SPLICES	(BR-1)	(8)	EA	96.00
511(A)	2210	REINFORCING STEEL	(BR-1)		LB	23,000.00
511(B)	2310	EPOXY COATED REINFORCING STEEL	(BR-1)		LB	236,700.00
514(A)	5220	PILES, FURNISHED (HP 12x53)			LF	2,130.00
514(B)	5320	PILES, DRIVEN (HP 12x53)			LF	2,130.00
514(E)	5600	PILE LOAD TEST (STATIC)	(BR-1)	(BR-2)	EA	2.00
514(L)	6300	PILE SPLICE, H-PILE (NON-BIDDABLE)			EA	1.00
		(SP) MICROPILES			LF	4,488.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	(9)	SY	977.00
517	9110	ELASTOMERIC COATING	(BR-1)	(10)	SF	4,195.00
518(B)	0300	SEALED EXPANSION JOINTS	(BR-1)	(11)	LF	102.78
613(H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1)	(12)	LF	380.00
613(I)	6310	6" NON-PERF. PIPE UNDERDRAIN RND.		(12)	LF	42.00
619(B)	6304	REMOVAL OF BRIDGE ITEMS		(13)	LSUM	1.00
624(E)	3635	FENCE-STYLE CLF (7' HIGH, CLASS B)	(BR-1)		LF	224.00

30637(04)

PAY QUANTITIES

0201 BRIDGE "B" - NBI NO. 18770

I-44 OVER UPRR & BLACK GOLD DRIVE (WESTBOUND)
(53.33'-73.5'-73.5'-53.33' ℄ GIRDER SPANS x 85' CLR. RDWY.)

ITEM		DESCRIPTION			UNIT	QUANTITY
501(B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)		CY	1,175.00
501(E)	1600	SELECT BACKFILL	(BR-1)		CY	705.00
501(G)	1800	CLSM BACKFILL	(BR-1)		CY	570.10
502	3100	TEMPORARY EARTH RETAINAGE		(1)	LSUM	1.00
504(A)	5200	APPROACH SLAB	(BR-1)	(2)	SY	828.00
504(B)	5300	SAW-CUT GROOVING	(BR-1)		SY	3,195.30
504(E)	5520	42" F-SHAPED PARAPET	(BR-1)		LF	677.80
506(A)	7225	STRUCTURAL STEEL M270 GRADE 50W	(BR-1)		LB	531,770.00
507(A)	8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1)	(3)	EA	32.00
507(B)	8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1)	(4)	EA	96.00
		(SP) PREFABRICATED SUPERSTRUCTURE UNITS	(BR-1)	(5)	SY	2,324.20
509(A)	0210	CLASS AA CONCRETE	(BR-1)		CY	740.00
509(B)	0320	CLASS A CONCRETE	(BR-1)		CY	540.00
509(F)	0700	ULTRA HIGH PERFORMANCE CONCRETE	(BR-1)		CY	54.30
510(C)	1450	SLOPE WALL (5")	(BR-1)	(7)	SY	761.00
511(A)	2210	REINFORCING STEEL	(BR-1)		LB	18,000.00
511(B)	2310	EPOXY COATED REINFORCING STEEL	(BR-1)		LB	200,610.00
514(A)	5220	PILES, FURNISHED (HP 12x53)			LF	1,985.00
514(B)	5320	PILES, DRIVEN (HP 12x53)			LF	1,985.00
514(L)	6300	PILE SPLICE, H-PILE (NON-BIDDABLE)			EA	1.00
		(SP) MICROPILES			LF	3,800.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	(9)	SY	900.00
517	9110	ELASTOMERIC COATING	(BR-1)	(10)	SF	3,592.00
518(B)	0300	SEALED EXPANSION JOINTS	(BR-1)	(11)	LF	89.76
613(H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1)	(12)	LF	313.00
613(I)	6310	6" NON-PERF. PIPE UNDERDRAIN RND.		(12)	LF	47.00
619(B)	6304	REMOVAL OF BRIDGE ITEMS		(13)	LSUM	1.00
624(E)	3635	FENCE-STYLE CLF (7' HIGH, CLASS B)	(BR-1)		LF	224.00

30637(04)

PAY QUANTITIES

0202 SOIL NAIL RETAINING WALL

ITEM		DESCRIPTION	UNIT	QUANTITY
510(A)	1210	RETAINING WALL	SY	689.00

30637(04)

PAY QUANTITIES

0600 STAKING

ITEM		DESCRIPTION		UNIT	QUANTITY
642(B)	3300	CONSTRUCTION STAKING LEVEL II	(S-1)	LSUM	1.00

30637(04)

PAY QUANTITIES

0640 CONSTRUCTION

ITEM		DESCRIPTION	UNIT	QUANTITY
220	1100	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
640(A)	1200	FIELD OFFICE	EA	1.00
641	2100	MOBILIZATION	LSUM	1.00

(BR-1) PAYMENT FOR THIS ITEM SHALL BE BASED ON PLAN QUANTITIES ONLY. SEE SECTION 109.01.B OF THE STANDARD SPECIFICATIONS.

(BR-2) ITEM CONSISTS OF MICROPILE VERIFICATION LOAD TESTING. SEE GENERAL NOTE AND PROJECT SPECIAL PROVISION FOR MICROPILES.

(S-1) INCLUDES ALL CONSTRUCTION STAKING NECESSARY FOR THE BRIDGE, ROADWAY AND TRAFFIC PORTIONS OF THE PROJECT, IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 642. ALL COSTS ASSOCIATED WITH CONSTRUCTION STAKING SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM OF "CONSTRUCTION STAKING LEVEL II".

NOTE: FOR ADDITIONAL BRIDGE PAY ITEM NOTES SEE SHEET AB02.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
(SHEET 3 OF 3)

Design	CBC	9/23
Detail	JMB	9/23
Check	NAM	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. AB03

REVISIONS		
REV. NO.	DESCRIPTION	DATE

UNION PACIFIC RAILROAD COMPANY NOTES:

NOTIFICATION OF WORK:

THE CONTRACTOR IS REQUIRED TO GIVE THE UNION PACIFIC RAILROAD COMPANY AT LEAST 10 WORKING DAYS ADVANCE NOTICE, IN WRITING, BEFORE ANY WORK IS STARTED ON THE SITE. 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 I-44 BRIDGE REHABILITATION OVER THE UNION PACIFIC RAILROAD IN OKLAHOMA COUNTY. (DOT 596 966M, MILEPOST 490.78, OKLAHOMA CITY SUBDIVISION)

THE CONTRACTOR SHALL NOTIFY:

MR. JEFFREY HOWELL
MANAGER OF TRACK MAINTENANCE
UNION PACIFIC RAILROAD COMPANY
901 N. 4TH
CHICKASHA, OK 73018
PHONE: 318-484-4080
EMAIL: JBHOWELL@UP.COM

MR. JOHN PLEBANEK
RESIDENT PROJECT MANAGER
ALFRED BENESCH & COMPANY
3811 17TH PLACE
KENOSHA, WI 53144
PHONE: 414-294-8685
EMAIL: JPLEBANEK@BENESCH.COM

UPRR "CALL BEFORE YOU DIG" (CBUD) PHONE NUMBER: 1-800-336-9193

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.

THE CONTRACTOR WILL BE REQUIRED TO ENTER INTO A RIGHT OF ENTRY AGREEMENT WITH THE UNION PACIFIC RAILROAD COMPANY BEFORE THEY WILL BE ALLOWED ON THE RAILROAD'S RIGHT-OF-WAY.

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 FLAGGER 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 IMPASSIBLE 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 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 ELEVATION OF THE BOTTOM OF THE TRACK OR OTHER UNION PACIFIC RAILROAD COMPANY FACILITIES THAT 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.

PROTECTION OF RAILROAD UNDER BRIDGE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE RAILROAD TRACK BED DURING ALL CONSTRUCTION OPERATIONS. PRIOR TO ANY WORK BEING STARTED, A PROPOSED METHOD OF PREVENTING DEBRIS FROM FALLING ON THE RAILROAD TRACK BED SHALL BE SUBMITTED TO THE RAILROAD REPRESENTATIVE FOR HIS APPROVAL.

THE CONTRACTOR SHALL NOT BE PERMITTED TO LEAVE ANY WORKER SCAFFOLDING IN PLACE IN WORKING POSITION. AT THE END OF EACH WORKDAY, THE SCAFFOLDING SHALL BE REMOVED AND SET A SAFE DISTANCE FROM ANY OPERATING RAILROAD LINE. SCAFFOLDING SHALL AT ALL TIMES MAINTAIN THE MINIMUM CLEARANCE AS SHOWN ON THE "FALSEWORK DIAGRAM" ON THE PLANS (THIS SHEET).

DEMOLITION OF STRUCTURES OVER RAILROAD:

ALL DEMOLITION PLANS FOR REMOVAL OF STRUCTURES OVER RAILROAD LINES SHALL BE REVIEWED AND APPROVED BY THE UNION PACIFIC RAILROAD COMPANY BEFORE ANY REMOVAL MAY BEGIN.

DEMOLITION PLANS SHALL BE SUBMITTED TO THE RAILROAD FOR REVIEW AND APPROVAL A MINIMUM OF 30 (THIRTY) CALENDAR DAYS PRIOR TO THE START OF DEMOLITION. SUBMITTALS THAT ARE PARTIAL, INCOMPLETE OR INADEQUATE FOR REVIEW MAY REQIRE ADDITIONAL TIME FOR REVIEW.

DEMOLITION OF STRUCTURES WILL BE PERFORMED IN ACCORDANCE WITH THE RAILROAD'S "INSTRUCTIONS FOR PREPARATION OF DEMOLITION PLANS FOR STRUCTURES OVER THE UNION PACIFIC RAILROAD."

UNION PACIFIC RAILROAD COMPANY STANDARD REQUIREMENTS:

1) THE ELEVATION OF THE EXISTING TOP-OF-RAIL SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
2) ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORT THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.
3) ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.
4) ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS.
5) RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
6) ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.
7) FALSEWORK CLEARANCES SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES.

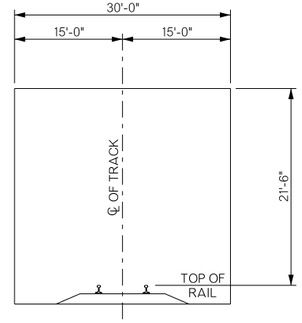
EROSION CONTROL AND DRAINAGE:

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD. EROSION CONTROL PLANS SHALL BE SUBMITTED TOTHE RAILROAD FOR REVIEW AND APPROVAL A MINIMUM OF 30 (THIRTY) CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR WILL INSTALL, MAINTAIN, AND REMOVE ALL EROSION CONTROL MEASURES DEEMED NECESSARY WITHIN THE RAILROAD RIGHT-OF-WAY.

THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES. THE CONTRACTOR WILL MAINTAIN THE RAILROAD DRAINAGE AT ALL TIMES WHEN WORKING WITHIN THE RAILROAD RIGHT-OF-WAY.

RAIL TRAFFIC:

THE UNION PACIFIC RAILROAD COMPANY HAS 7 TRAINS PER DAY AT 45 MPH, ON THE OKLAHOMA CITY SUBDIVISION. RAIL TRAFFIC IS FOR INFORMATION PURPOSES ONLY. ACTUAL RAIL TRAFFIC MAY VARY.

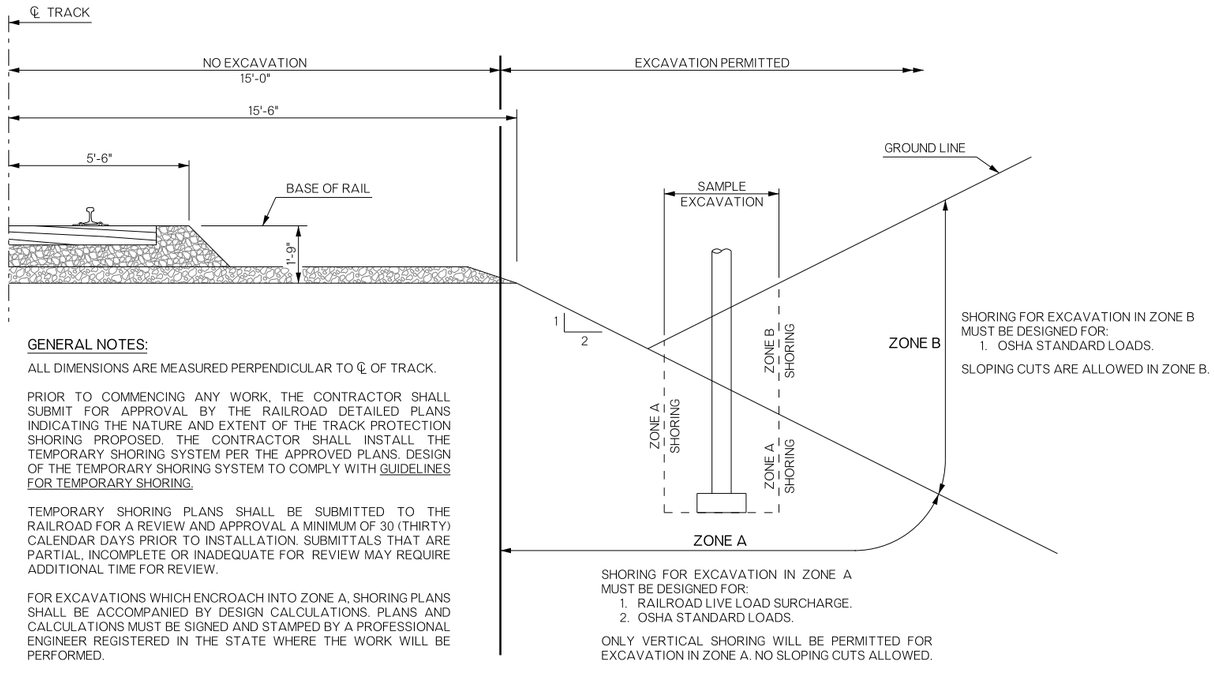


UPRR FALSEWORK CLEARANCE DIAGRAM

CLEARANCE OF FALSEWORK REQUIRED BY RAILROAD FOR OPERATION DURING CONSTRUCTION.

HORIZONTAL DIMENSIONS SHOWN ARE MEASURED AT RIGHT ANGLES TO ℄ OF RAILROAD TRACK.

VERTICAL DIMENSION SHOWN IS PERPENDICULAR TO PLANE OF TOP OF RAILS.



GENERAL NOTES:

ALL DIMENSIONS ARE MEASURED PERPENDICULAR TO ℄ OF TRACK.

PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE RAILROAD DETAILED PLANS INDICATING THE NATURE AND EXTENT OF THE TRACK PROTECTION SHORING PROPOSED. THE CONTRACTOR SHALL INSTALL THE TEMPORARY SHORING SYSTEM PER THE APPROVED PLANS. DESIGN OF THE TEMPORARY SHORING SYSTEM TO COMPLY WITH GUIDELINES FOR TEMPORARY SHORING.

TEMPORARY SHORING PLANS SHALL BE SUBMITTED TO THE RAILROAD FOR A REVIEW AND APPROVAL A MINIMUM OF 30 (THIRTY) CALENDAR DAYS PRIOR TO INSTALLATION. SUBMITTALS THAT ARE PARTIAL, INCOMPLETE OR INADEQUATE FOR REVIEW MAY REQUIRE ADDITIONAL TIME FOR REVIEW.

FOR EXCAVATIONS WHICH ENCROACH INTO ZONE A, SHORING PLANS SHALL BE ACCOMPANIED BY DESIGN CALCULATIONS. PLANS AND CALCULATIONS MUST BE SIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE WHERE THE WORK WILL BE PERFORMED.

TRACK PROTECTION SHORING ZONES

NOT TO SCALE

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

RAILROAD NOTES

Design	JMB	9/23
Detail	JMB	9/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. AB04

REVISIONS		
REV. NO.	DESCRIPTION	DATE

ENVIRONMENTAL MITIGATION NOTES

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

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

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

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

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

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

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

ENVIRONMENTAL MITIGATION NOTES

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 I-44 UP RR BRIDGE (NBI:18770) AND AN RCB 9STA.381+86.64) WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE AND CULVERT SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28, THE BRIDGE AND CULVERT SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO MARCH 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.
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).

SPECIES (CHOOSE THOSE THAT APPLY)	SEASONAL RESTRICTION PERIOD
MIGRATORY BIRDS: SWALLOWS AND PHOEBES (NESTS PRESENT)	MARCH 1 AUGUST 31

OKLAHOMA COUNTY

ENVIROMENTAL NOTES

Design		
Detail		
Check		

STATE OF OKLAHOMA

DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. AE01

SHEET NO. AE01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

GENERAL CONSTRUCTION NOTES

(G-1) 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.

(G-5) FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-2 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 1 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

(G-6) ALL TREES, BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITH THE FLOW OF WATER SHALL BE CLEANED OUT TO THE RIGHT-OF-WAY LINE, AT EACH STRUCTURE AND BRIDGE, IN A MANNER APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

(G-7) THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY RIGHT-OF-WAY FENCE AS REQUIRED. WHEN THE PORTION OF THE PROJECT THAT REQUIRED THIS FENCE IS COMPLETED, THE TEMPORARY FENCE SHALL BE REMOVED, AND PERMANENT RIGHT-OF-WAY FENCING SHALL BE RESTORED OR INSTALLED IN A MANNER APPROVED BY THE ENGINEER. ALL COST OF TEMPORARY FENCING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

(G-11) 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.

(G-15) TEMPORARY SEEDING MIX SHALL BE AS FOLLOWS:

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

(G-17) VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "ADHESIVE SPRAY METHOD", AS SPECIFIED IN 233.04B(1) OF THE STANDARD SPECIFICATIONS.

(G-31) T.B.S.C. SURFACES SHALL BE SPRINKLED WITH WATER AND ROLLED WITH A PNEUMATIC ROLLER IN A MANNER APPROVED BY THE ENGINEER.

ROADWAY PAY QUANTITY NOTES

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

(R-2) ESTIMATED QUANTITY ONLY. TO BE USED IN A MANNER APPROVED BY THE ENGINEER, FOR MISCELLANEOUS GRADING.

(R-4) AN ESTIMATED QUANTITY OF 7054.60 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 SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1000 S.Y.

(R-7) FOR SEEDING METHOD A AND SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER S.Y.

(R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 12.93 ACRES.

(R-12) ESTIMATED AT 200 POUNDS OF 10-20-10 FERTILIZER PER 1,000 SQ. YDS. OF SODDING AND/OR SPRIGGING.

(R-15) QUANTITY BASED ON TWO APPLICATIONS.

(R-18) THE CONTRACTOR SHALL USE THE SLURRY METHOD OF STABILIZATION.

(R-22) ESTIMATED AT 70 LBS. PER SQ. YD. PER 3/4" THICK.

(R-24) PRICE BID TO INCLUDE COST OF 1719.53 GALLONS OF TACK COAT, MEETING THE REQUIREMENTS OF SECTION 407 OF THE STANDARD SPECIFICATIONS.

(R-25) ESTIMATED AT 0.075 GALLONS PER SQUARE YARD OF ORIGINAL EMULSION OF TACK COAT (BEFORE DILUTION FOR APPLICATION) IN ACCORDANCE WITH SECTION 407 OF THE STANDARD SPECIFICATIONS.

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

(R-27) ESTIMATED AT 109 LBS. PER SQ. YD. PER 1" THICK.

(R-30) MILLINGS SHALL BE BECOME THE PROPERTY OF ODOT, TO BE HAULED AND STOCKPILED WITHIN TEN MILES OF THE PROJECT. MILLINGS SHALL BE FREE FROM SOIL OR FOREIGN MATERIAL AND SHALL CONTAIN NO PIECES GREATER THAN 4" DIAMETER. CARE SHOULD BE TAKEN WHEN STOCKPILING TO NOT INCORPORATE UNDERLYING MATERIAL INTO THE STOCKPILE.

(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

ROADWAY SPECIAL PAY ITEM NOTES

(1) QUANTITY ESTIMATED TO REPLACE CURB REMOVED FOR INCIDENTAL CONSTRUCTION

(2) QUANTITY USED FOR SIGN STRUCTURE PROTECTION IN MEDIAN OF I-44 ALONG INSIDE SHOULDER OF WESTBOUND AT 375+00

PAY QUANTITIES

0100 ROADWAY — JP# 30637(04)

ITEM NO.	CODE NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
201(A)	1200	CLEARING AND GRUBBING		LSUM	1.00
202(A)	2200	UNCLASSIFIED EXCAVATION	(R-1,2)	CY	10,972.00
202(D)	2500	UNCLASSIFIED BORROW	(R-1,2)	CY	31,659.00
205(A)	6200	TYPE A-SALVAGED TOPSOIL	(R-4)	LSUM	1.00
221(B)	2300	TEMPORARY SILT FENCE	(R-8)	LF	5,628.00
221(E)	2600	TEMPORARY SILT DIKE	(R-8)	LF	567.00
221(G)	2800	TEMPORARY FIBER LOG	(R-8)	LF	14.00
227	4120	(SP) TURF REINFORCEMENT MAT TYPE 4		SY	10,508.00
230(A)	7200	SOLID SLAB SODDING	(R-1,6,7,12)	SY	47,428.00
232(A)	9200	SEEDING METHOD A	(R-7,11)	AC	15.00
233(A)	0200	VEGETATIVE MULCHING	(R-7,11)	AC	13.00
241	3100	MOWING	(R-15)	AC	24.00
303(A)	1200	AGGREGATE BASE TYPE A	(R-1)	CY	551.00
307(K)	4200	STABILIZED SUBGRADE		SY	32,595.00
325	0100	SEPARATOR FABRIC		SY	25,822.00
402(E)	2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-18,20)	TON	2,790.00
407(B)	7300	TACK COAT	(R-24,35)	GAL	2,457.00
411(B)	1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-22,24,25)	TON	7,236.00
411(C)	1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-22,24,25)	TON	1,680.00
412	3100	COLD MILLING PAVEMENT	(R-26,27,30)	SY	6,873.00
414(B)	5300	DOWEL JOINTED P.C. CONCRETE PAVEMENT(PLACEMENT)		SY	29,430.00
414(G)	5800	P.C. CONCRETE FOR PAVEMENT		CY	8,175.00
509(D)	0500	CLASS C CONCRETE	(2)	CY	7.00
511(A)	2200	REINFORCING STEEL	(2)	LB	281.00
609(A)	4240	CONC. CURB (6" BARRIER- DOWELLED)	(1)	LF	146.00
609(A)	4250	CONC. CURB (6" MOUNTABLE - INTEGRAL)	(1)	LF	71.00
611(G)	0354	INLET (SMD-TYPE 2)		EA	1.00
613(E)	5900	18" CORRUGATED POLYETHYLENE PIPE		LF	47.00
613(E)	5904	24" CORRUGATED POLYETHYLENE PIPE		LF	53.15
613(E)	5968	18" CORRUGATED HDPE SLOTTED DRAIN		LF	370.00
613(E)	5970	24" CORRUGATED HDPE SLOTTED DRAIN		LF	185.00
613(R)	7600	STANDARD BEDDING MATERIAL, CLASS A		CY	256.00
613(S)	7700	STANDARD BEDDING MATERIAL, CLASS B		CY	46.00
613(V)	8000	TRENCH EXCAVATION	(R-40,41)	CY	443.00
619(B)	6352	REMOVAL OF FENCE	(R-40,41)	LF	566.00
619(B)	6360	REMOVAL OF CONCRETE PAVEMENT	(R-40,41)	SY	12,446.00
619(B)	6364	REMOVAL OF ASPHALT PAVEMENT	(R-40,41)	SY	6,502.00
619(B)	6396	REMOVAL OF GUARDRAIL	(R-40,41)	LF	2,967.00
619(B)	6416	REMOVAL OF CONCRETE MEDIAN BARRIER	(R-40,41)	LF	982.00
619(B)	6356	REMOVAL OF CURB AND GUTTER		LF	235.00
619(C)	6600	SAWING PAVEMENT		LF	4,847.00
623(A)	1200	BEAM GUARDRAIL W-BEAM SINGLE		LF	2,625.00
623(F)	1764	GUARDRAIL TRAIL END TURNDOWN (31")		EA	2.00
623(G)	1820	GUARDRAIL END TREATMENT (31")		EA	3.00
623(I)	2030	GUARDRAIL BRIDGE CONN-TRAIL END (31")		EA	2.00
623(I)	2050	GUARDRAIL BRIDGE CONN - THRIE BEAM (31")		EA	3.00
624(E)	3620	FENCE-STYLE CLF (6'HIGH, CLASS A)		LF	694.00
627(B)	6200	CONCRETE LONGITUDINAL BARRIER, DESIGN 1		LF	1,014.00
853	5170	GUARDRAIL DELINEATORS (TYPE 1,CODE 1)		EA	54.00
870(A)	1100	SAND FILLED IMPACT ATTENUATOR MODULE	(2)	EA	19.00

PLOT DATE: 10/26/2023 8:37:53 AM
FILENAME: 30637(04)_Summary Pay Items

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)
CHECKED	KWR		
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. AR01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SUMMARY OF SURFACING

STATION TO STATION	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SEPERATOR FABRIC 325	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)	COLD MILLING PAVEMENT 412
	C.Y.	S.Y.	S.Y.	TON	GAL	TON	TON	S.Y.	C.Y.	S.Y.
I-44 WESTBOUND										
BEGIN TO 376+00	-	4,723.42	4,482.38	563.68	-	1,004.05	-	4,241.52	1,178.20	-
376+00 TO 387+00	-	6,053.28	5,663.85	395.47	-	1,268.70	-	5,468.45	1,519.02	-
387+00 TO END	-	1,580.70	1,440.51	343.45	-	322.67	-	1,300.31	361.20	-
I-44 EASTBOUND										
BEGIN TO 376+00	-	5,469.45	5,213.25	586.17	-	1,167.77	-	4,957.02	1,376.95	-
376+00 TO 387+00	-	8,541.77	8,539.55	411.59	-	1,912.86	-	8,250.74	2,291.87	-
387+00 TO END	-	525.18	481.63	112.12	-	107.89	-	433.06	120.29	-
SOUTH CROSSOVER										
BEGIN TO 376+00	550.39	5,343.41	-	377.15	1075.20	1,070.43	-	4,778.69	1,327.41	-
NORTH CROSSOVER										
376+00 TO 387+00	-	-	-	-	76.80	143.36	47.79	-	-	-
387+00 TO END	-	-	-	-	98.24	183.39	61.13	-	-	-
SHOULDER REINFORCEMENT										
BEGIN TO 376+00	-	-	-	-	460.60	-	515.88	-	-	3,070.70
376+00 TO 387+00	-	-	-	-	401.83	-	450.05	-	-	2,678.88
387+00 TO END	-	-	-	-	131.13	-	146.86	-	-	874.17
PHASE 3B										
℄ I-44 EB STA. 384+88.45 TO 386+58	-	-	-	-	7.08	15.87	-	-	-	94.45
10TH ST TEMP RAMP										
395+33 TO 399+33.16	-	357.70	-	-	72.84	38.18	59.71	-	-	153.84
TOTALS:	550.39	32,594.91	25,821.18	2,789.63	2,323.74	7,235.16	1,281.42	29,429.79	8,174.94	6,872.04

SUMMARY OF REMOVALS

STATION TO STATION	REMOVAL OF FENCE 619.(B)	REMOVAL OF CONCRETE PAVEMENT 619(B)	REMOVAL OF ASPHALT PAVEMENT 619(B)	REMOVAL OF GUARDRAIL 619(B)	REMOVAL OF CONCRETE MEDIAN BARRIER 619(B)	REMOVAL OF CABLE MEDIAN BARRIER 619(B)	SAWING PAVEMENT 619(C)	REMOVAL OF CURB AND GUTTER 619(B)
	L.F.	S.Y.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.
I-44 WESTBOUND								
BEGIN TO 376+00	-	2,079.87	1,267.35	209.38	-	-	1,040.72	-
376+00 TO 387+00	189.52	3,503.82	1,412.34	835.24	619.43	-	391.05	-
387+00 TO END	-	391.18	154.24	147.79	247.64	-	650.19	-
I-44 EASTBOUND								
BEGIN TO 376+00	11.20	1,945.00	1,502.11	482.70	-	2,061.69	1,632.07	-
376+00 TO 387+00	364.72	4,481.59	1,735.93	964.96	114.26	107.32	915.71	-
387+00 TO END	-	44.43	1,82.21	326.07	-	-	216.99	-
10TH ST TEMP RAMP								
395+33 TO 399+33	-	-	247.00	-	-	-	-	234.81
TOTALS:	565.44	12,445.89	6,501.17	2,966.14	981.34	2,169.01	4,847.73	234.81

SUMMARY OF EROSION CONTROL

STATION TO STATION	TEMPORARY SILT FENCE 221(B)	TEMPORARY SILT DIKE 221(E)	TEMPORARY INLET SEDIMENT FILTER 221(H)	TEMPORARY FIBER LOG 221(G)	TEMPORARY ROCK FILTER DAM TYPE 2 221(F)	SEEDING METHOD A 232(A)	VEGITATIVE MULCHING 233(A)	* FERTILIZING (10-20-10) 234(A) (2)	MOWING 241	* WATERING	PERMANENT EROSION CONTROL: SOLID SLAB SODDING 230(A)	PERMANENT EROSION CONTROL: (SP) TURF REINF MAT TYPE IV 227	PERMANENT EROSION CONTROL: SEEDING METHOD A 232(A)	PERMANENT EROSION CONTROL: * FERTILIZING (10-20-10) 234(A) (1)	PERMANENT EROSION CONTROL: MOWING 241	PERMANENT EROSION CONTROL: * WATERING
	L.F.	L.F.	EA.	L.F.	C.Y.	AC.	AC.	TON	AC.	K GAL	S.Y.	S.Y.	AC.	TON	AC.	K GAL
I-44 WESTBOUND																
BEGIN TO 376+00	727.68	14.00	-	-	0.61	1.70	1.70	0.51	1.70	328.49	8,212.15	-	-	0.82	1.70	328.49
376+00 TO 387+00	1,134.85	49.00	-	-	2.44	2.78	2.78	0.83	2.78	537.68	5,600.94	6,797.29	1.64	0.56	2.78	224.04
387+00 TO END	881.93	28.00	-	-	4.28	0.87	0.87	0.26	0.87	168.46	3,606.62	631.55	0.13	0.36	0.87	144.26
I-44 EASTBOUND																
BEGIN TO 376+00	814.60	98.00	2.00	-	-	1.26	1.26	0.38	1.26	244.69	6,165.60	-	-	0.62	1.26	246.62
376+00 TO 387+00	1,007.27	133.00	1 .00	-	1.00	2.43	2.43	0.73	2.43	471.41	8,734.92	3,079.31	0.64	0.87	2.43	349.40
387+00 TO END	434.81	203.00	2 .00	-	2.50	0.66	0.66	0.20	0.66	127.37	3,184.94	-	-	0.32	0.66	127.40
CROSSOVERS																
℄ SURVEY I-44 362+53.31 TO 367+75	-	42.00	-	-	-	1.00	1.00	0.30	1.00	194.17	4,854.37	-	-	0.49	1.00	194.17
℄ SURVEY I-44 369+66 TO 372+52.96	623.58	-	-	-	-	0.76	0.76	0.23	0.76	148.05	3,701.20	-	-	0.37	0.76	148.05
BLACK GOLD DR																
340+00 TO 350+00	-	-	-	14.00	1.67	0.36	0.36	0.11	0.36	70.09	1,752.37	-	-	0.18	0.36	70.09
10TH ST TEMP RAMP																
395+33 TO 399+33	-	-	-	-	-	0.27	0.27	0.08	0.27	53.16	1,615.75	-	-	0.16	0.33	64.63
TOTALS:	5624.72	567.00	5.00	14.00	12.50	12.10	12.10	3.63	12.10	2,343.43	47,428.09	10,508.14	2.40	4.74	12.16	1,897.12

* FOR CONTRACTORS INFORMATION ONLY, COST TO BE INCLUDED IN THE PRICE BID FOR OTHER WORK.
(1) ESTIMATED AT 200 POUNDS PER 1,000 S.Y. OF SOLID SLAB SODDING.
(2) ESTIMATED AT 300 POUNDS PER ACRE OF SEED.

PLOT DATE: 10/26/2023 8:37:56 AM
FILENAME: 30637(04)_SummaryTables

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY SHEETS (ROADWAY)

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. AR02

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SUMMARY OF TEMPORARY DRAINAGE STRUCTURES

STRUCTURE NO.	ALIGNMENT	STATION		DESCRIPTION				DESIGN	ELEVATIONS			INLET	INLET ADD'L DEPTH	INLET ADJUST TO GRADE	CORRUGATED HDPE PIPE		CORRUGATED HDPE SLOTTED DRAIN		* STANDARD BEDDING MATERIAL, CLASS A	* STANDARD BEDDING MATERIAL, CLASS B	* TRENCH EXCAVATION
									TOP OF GRATE	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	SMD TYPE 2	SMD TYPE 2		18"	24"	18"	24"			
												611 (G)	611 (H)	612 (C)	613(E)	613(E)	613(E)	613(E)	613(S)	613(V)	613(V)
									ELEV.	ELEV.	ELEV.	EA.	VF.	EA.	L.F.	L.F.	L.F.	L.F.	C.Y.	C.Y.	C.Y.
EX. 1	I-44 EB	367+15.01	LT	REPLACE GPI TYPE 2 DES. 9 TOP, ADJUST TO GRADE	-	-	-	GPI-5 DES. 9	1,210.19	-	-	-	-	1	-	-	-	-	-	-	-
1	I-44 EB	369+60.00	LT	CONST. SMD-TYPE 2, 48.70' LT. STUB 243.09 L.F. 24" HDPE INTO STR. EX 1	24	IN	HDPE	SMD-4 TYPE 2, SPI-5, FPI-5, FHTMPP-2	1,216.74	1,212.29	1,206.84	1	1.35	-	-	53.15	-	185.00	69.53	29.40	158.41
TP-1	I-44 EB	386+87.64	LT	STUB 416.84 L.F. 18" HDPE INTO STR. EX. 3	18	IN	HDPE	SPI-5, FPI-5, FHTMPP-2	-	1,237.16	1,232.24	-	-	-	46.84	-	370.00	-	186.11	16.31	283.96
								TOTALS:	2,426.93	2,449.45	2,439.08	1	1.35	1	46.84	53.15	370.00	185.00	255.64	45.71	442.37

* FOR CONTRACTOR'S INFORMATION ONLY. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

SUMMARY OF GUARDRAIL WIDENING

LOCATION			TACK COAT 407(B)	SUPERPAVE, TYPE S4 (PG 64-22 OK) 411(C)	BEAM GUARDRAIL W-BEAM SINGLE 623(A)	GUARDRAIL TRAIL END TURNDOWN (31") 623(F)	GUARDRAIL END TREATMENT (31") 623(G)	GUARDRAIL BRIDGE CONN-THRIE BEAM (31") 623(I)	GUARDRAIL BRIDGE CONNECTION TRAIL END (31") 623(I)	GUARDRAIL DELINEATORS (TYPE 1, CODE 1) 853
STATION TO STATION	LANE LT.	LANE RT.								
			GAL	TON	L.F.	EA.	EA.	EA.	EA.	EA.
℄ I-44 WB STA. 374+62.18 TO STA. 377+83.77	X		15.54	46.42	275.00	1.00	-	-	1.00	6.00
℄ I-44 EB STA. 374+46.18 TO STA. 376+89.81		X	12.64	37.77	175.00	-	1.00	1.00	-	4.00
℄ I-44 EB STA. 375+25.17 TO STA. 376+89.81	X		9.17	27.38	100.00	-	1.00	1.00	-	2.00
℄ I-44 EB STA. 380+43.36 TO STA. 390+24.50		X	42.90	128.12	925.00	1.00	-	-	1.00	19.00
℄ I-44 WB STA. 381+22.09 TO STA. 393+34.85	X		52.96	158.18	1,150.00	-	1.00	1.00	-	23.00
TOTALS:			133.21	397.86	2,625.00	2.00	3.00	3.00	2.00	54.00

SUMMARY OF FENCE

LOCATION			FENCE-STYLE CLF (6'HIGH, CLASS A) 624(E)
STATION TO STATION	LT.	RT.	
			L.F.
℄ I-44 EB 375+91.71 TO 376+00.00		X	10.88
℄ I-44 EB 376+00.00 TO 377+08.11		X	144.62
℄ I-44 WB 376+30.69 TO 378+31.60	X		269.54
℄ I-44 EB 379+94.44 TO 380+13.58		X	124.15
℄ I-44 WB 381+04.90 TO 381+62.05	X		111.09
TOTALS:			693.29

SUMMARY OF EARTHWORK

STATION TO STATION	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT + 15 %	UNCLASSIFIED BORROW 202(D)	* EXCESS EXCAVATION
	C.Y.	C.Y.	C.Y.	C.Y.
STAGE 1A EARTHWORK	-	-	-	-
STAGE 1B EARTHWORK				
℄ I-44 EB 364+82.35 TO 372+38.00	1,732.32	31.87	-	1,700.45
℄ I-44 WB 366+00.00 TO 373+00.00	1,347.63	11.65	-	1,335.98
STAGE 2 EARTHWORK				
℄ I-44 EB 368+00.00 TO 390+38.96	1,344.90	26,720.26	25,375.36	-
℄ SURVEY UPRR 348+50.00 TO 350+36.00	3,817.53	488.92	-	3,328.61
STAGE 3 EARTHWORK				
℄ I-44 EB 372+38.00 TO 386+58.00	671.47	578.42	-	93.14
℄ SURVEY UPRR 348+00.00 TO 348+94.13	78.35	6.34	-	72.00
STAGE 4A EARTHWORK				
℄ I-44 WB 389+00.00 TO 393+55.87	326.29	17.81	-	308.48
℄ TEMP 10th -44 WB	131.03	-	-	148.68
STAGE 4B EARTHWORK	148.68			
℄ I-44 WB 369+15.00 TO 389+00.00	1,073.09	12,069.06	10,995.97	-
℄ SURVEY UPRR 346+00.00 TO 348+35.26	183.89	57.40	-	126.49
STAGE 5 EARTHWORK				
℄ I-44 EB 371+50.00 TO 384+88.41	175.21	5.68	-	169.53
℄ I-44 WB 380+70.15 TO 384+00.00	72.66	11.35	-	61.40
TOTALS:	10,972.23	39,998.78	36,371.33	7,344.78

* FOR CONTRACTOR INFORMATION ONLY

SUMMARY OF CURB AND GUTTER

STATION TO STATION	CONC. CURB (6" BARRIER-DOWELLED) 609(A)	CONC. CURB (6" MOUNTABLE - INTEGRAL) 609(A)
	L.F.	L.F.
I-44 WESTBOUND		
396+15.12 TO 396+86.00	-	70.88
397+50.45 TO 398+96.48	164.03	-
TOTALS:	164.03	70.88

SUMMARY OF BARRIER

LOCATION	STATION TO STATION	SIDE	CONCRETE LONGITUDINAL BARRIER, DESIGN 1 627(A)
			L.F.
℄ I-44 EB	380+43.36 TO 318+79.00	LT.	135.98
℄ I-44 WB	381+22.09 TO 390+01.56	RT.	877.96
		TOTALS:	1,013.94

PLOT DATE: 10/26/2023 8:38:14 AM
FILENAME: 30637(04)_SummaryTables

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		SUMMARY SHEETS (ROADWAY)
CHECKED	KWR		
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. AR03

PRELIMINARY PLANS NOT FOR CONSTRUCTION

TRAFFIC SIGNING & STRIPING PAY QUANTITY NOTES

(TS-25) QUANTITY SHOWN INCLUDES 13,454 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 6,014.08 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(BLACK) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE

(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-39) OVERHEAD SIGN STRUCTURES AND SIGNS THAT ARE TO BE REMOVED, RESET, AND/OR RELOCATED SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND STORED AT A SITE SELECTED BY THE ENGINEER. ANY DAMAGE TO THE STRUCTURES OR SIGNS DURING THE REMOVAL, TRANSPORTATION, STORAGE, RESETTING, AND/OR RELOCATION OF THE STRUCTURE OR SIGN SHALL BE REPAIRED BY, AND AT THE EXPENSE OF THE CONTRACTOR.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

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

(TC-14) SEE STANDARD DRAWING PM1-1, PM2-1, PM3-1, PM4-1, PM5-1, PM6-1, PM7-1, PM8-1 (LATEST REVISION). A PART, OR ALL, OF THE QUANTITY SHOWN IS TO BE USED AS FINAL PAVEMENT MARKING.

CABLE BARRIER PAY QUANTITY NOTES

(TP-44) INCLUDED IN THIS PAY ITEM WILL BE TWO (2) DAYS OF TRAINING FROM THE MANUFACTURER'S REPRESENTATIVE FOR MAINTAINING WIRE ROPE SAFETY FENCE SYSTEM. THE TRAINING SESSION(S) SHALL INCLUDE TRAINING TO PERTINENT ODOT AND LOCAL EMERGENCY PERSONNEL. PARTICIPANT SELECTION AND TRAINING LOCATION SHALL BE APPROVED BY THE ENGINEER.

(TP-46) CABLE WILL BE MEASURED FROM BEGINNING OF WIRE ROPE CABLE TO END OF WIRE ROPE CABLE.

(TP-47) ALL POSTS SHALL HAVE CAPS WHICH SHALL BE AFFIXED TO THE POST WITH A DURABLE LIQUID ADHESIVE, SUCH AS LIQUID NAILS. EVERY FIFTH POST SHALL BE DELINEATED IN EACH DIRECTION WITH RETROFLECTIVE SHEETING MEETING SPECIFICATION ASTM D-4956 TYPE VII, VIII, OR IX (MIN. 7 SQ. IN. YELLOW).

(TP-48) IF THE SYSTEM POSTS FALL ON THE TOP OF A CROSS DRAIN BOX OR OTHER CONFLICTING UNDERGROUND STRUCTURE, SPECIAL POST DESIGN WILL BE REQUIRED. CABLE MANUFACTURER SHALL PROVIDE THE POST DESIGN TO THE ENGINEER FOR APPROVAL. ALL INSTALLATIONS MUST BE IN ACCORDANCE TO THE MANUFACTURER'S SPECIFICATIONS AND/OR RECOMMENDATION.

(TP-49) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE LETTER OF APPROVAL FROM THE F.H.W.A. INDICATING THE INSTALLED CABLE BARRIER SYSTEM MEETS ALL TEST CRITERIA OF NCHRP-350 TEST LEVEL 4 (TL-4), AND SUBMIT IT TO THE RESIDENT ENGINEER AND THE CHIEF TRAFFIC ENGINEER.

(TP-50) TURNBUCKLES SHALL BE NO CLOSER THAN 1' TO A CABLE POST, IF IT INTERFERES WITH THE TENSIONING OPERATION OF THE SYSTEM. THE HEIGHTS FOR ALL ROWS OF CABLES SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDED SPECIFICATIONS. THE BOTTOM CABLE MUST BE WITHIN THE TOLERANCE LIMITS RECOMMENDED BY THE MANUFACTURER.

(TP-51) THE TENSION METER SHALL BE OF THE TYPE RECOMMENDED BY THE MANUFACTURER OF THE CABLE BARRIER SYSTEM PROVIDED, AND SHALL BE APPROVED BY THE ODOT TRAFFIC ENGINEERING DIVISION. IT SHALL ALSO BE NEW, CALIBRATED, FUNCTIONAL, AND CAPABLE OF READING THE TENSION ON THE CABLE BARRIER SYSTEM TO WITHIN THE MANUFACTURER'S RECOMMENDED TOLERANCES. THE DEVICE SHALL ALSO BE DEMONSTRATED BY THE INSTRUCTOR(S) ON HOW TO OPERATE THEM AND PROVIDE OTHER HELPFUL INFORMATION TO THE PARTICIPANTS. IT SHALL BE DELIVERED TO THE ODOT OKLAHOMA CITY CONSTRUCTION RESIDENCY IN OKLAHOMA CITY.

(TP-52) PRICE BID FOR THIS ITEM INCLUDES A SOIL REPORT TO BE PROVIDED BY THE CONTRACTOR TO THE CABLE MANUFACTURER INDICATING ALL NECESSARY SOIL INFORMATION REQUIRED FOR THE MANUFACTURER TO DESIGN POST FOOTINGS AND ANCHOR UNITS FOR THIS PROJECT. THE SOIL REPORT AND FOUNDATION FOOTING DESIGN SHALL BE COMPLETED AND APPROVED BY THE ENGINEER, PRIOR TO EXCAVATION OF END ANCHOR AND POST FOOTINGS. ALL POSTS AND ANCHOR UNIT FOUNDATION DESIGNS RECOMMENDED BY THE MANUFACTURER FOR THIS PROJECT SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER. THE POST FOOTINGS SHALL NOT BE LESS THAN 12" DIAMETER BY 36" DEEP. FOOTINGS SHALL NOT EXTEND ABOVE GROUND MORE THAN 1".

(TP-53) THIS IS AN ESTIMATED QUANTITY TO BE USED FOR POST FOOTINGS AND ANCHOR UNITS FOR THIS PROJECT. THIS ITEM SHALL ALSO INCLUDE REINFORCING STEEL BARS REQUIRED FOR POST FOOTINGS AND ANCHOR UNITS AS SHOWN BY THE MANUFACTURER'S DESIGN.

(TP-56) ALL OPEN HOLES MUST BE COVERED WITH STEEL PLATES FOR PERIODS OF NO WORK.

(TP-66) INCLUDED IN THIS PAY ITEM IS ALL MISCELLANEOUS HARDWARE REQUIRED BY THE MANUFACTURER TO BE USED FOR INSTALLATION OF SOCKETED CABLE BARRIER SYSTEM. ALSO INCLUDED SHALL BE CABLE BARRIER POSTS, CAPS, PLASTIC HARDWARE, GROUND COVER, ETC.

CABLE BARRIER GENERAL CONSTRUCTION NOTES

THE STATIONS AND LOCATIONS OF THE CABLE BARRIER SYSTEM AND END ANCHOR UNITS PLACEMENT, SHOWN ON THE PLAN AND DETAIL SHEETS, ARE APPROXIMATE. THE ENGINEER SHALL DETERMINE THE EXACT LOCATION OF THE CABLE BARRIER SYSTEM AND/OR END ANCHOR UNITS. THE CONTRACTOR SHALL VERIFY THESE LOCATIONS.

DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SURFACE DRAINAGE, SHALL VISUALLY INSPECT AND/OR MONITOR IT DURING RAINY OR WET WEATHER, AND TAKE NECESSARY STEPS TO ENSURE ALL AREAS IN THE MEDIAN ADEQUATELY DRAINS TO THE SATISFACTION OF THE ENGINEER.

CABLE BARRIER SPECIAL PAY ITEM NOTES

(1) INCLUDED IN THIS PAY ITEM IS ALL CONCRETE AND STEEL NECESSARY TO INSTALL CABLE BARRIER PER THE MANUFACTURERS RECOMMENDATION.

(2) THIS QUANTITY SHALL BE USED FOR ENCASING CABLE BARRIER END ANCHOR AND/OR END
TERMINAL POSTS PER THE MANUFACTURERS RECOMMENDATIONS.
ANY REINFORCING STEEL BARS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED
IN THE COST BID FOR OTHER ITEMS.
QUANTITY ASSUMES THE FOLLOWING:
FOR EACH END ANCHOR - TWO ANCHOR FOOTINGS WITH 18" DIAMETER MINUMUM AND 60" DEPTH MINUMUM PLUS ANCHOR BLOCK WITH 3' x 3' x 5' DIMENSIONS
QUANTITY DOES NOT INCLUDE CONCRETE FOR OTHER CABLE BARRIER FOOTINGS.

LIGHTING PAY QUANTITY NOTES

(TL-9) QUANTITIES INCLUDE STRUCTURAL CONCRETE TO BE USED FOR THE FOLLOWING:
GROUND MOUNTED FOOTINGS..... = 57.40 C.Y.
BARRIER MOUNTED FOOTINGS..... = 0.00 C.Y.
BLOCKOUTS FOR FOOTINGS..... = 0.00 C.Y.
==========
TOTAL OF STRUCTURAL CONCRETE..... = 58.00 C.Y.

(TL-10) QUANTITIES INCLUDE REINFORCING STEEL TO BE USED FOR THE FOLLOWING:
GROUND MOUNTED FOOTINGS..... = 9,940.00 LBS.
BARRIER MOUNTED FOOTINGS..... = 0.00 LBS.
BLOCKOUTS FOR FOOTINGS.....= 0.00 LBS.
==========
TOTAL OF REINFORCING STEEL..... = 9,940.00 LBS.

LIGHTING SPECIAL PAY ITEM NOTES

(3) THIS ITEM INCLUDES ALL WORK, FITTINGS, BENDS, AND MOUNTING HARDWARE TO INSTALL CONDUIT ON BRIDGE PIER ELEMENTS TO SUPPLY POWER TO BRIDGE-MOUNTED LIGHT POLES

(4) THE WORK FOR THIS PROJECT IS TO INSTALL UNDEDRGROUND CONDUIT, PULL BOXES AND FOOTINGS FOR FUTURE LIGHT POLES. OG&E WILL INSTALL THE FUTURE LIGHT POLES AND CIRCUIT CONDUTORS. COORDINATE WITH OG&E FOR ANCHOR BOLT TEMPLATES.

(5) PAY ITEM INCLUDES THE REMOVAL OF EXISTING LIGHT POLE FOOTING ONLY. THE CONTRACTOR SHALL EITHER COMPLETELY REMOVE THE EXISTING CONCRETE LIGHT POLE FOOTINGS OR CUT OFF THE TOP PORTION OF THE FOOTINGS TO A MINUMUM OF 2 FEET BELOW GRADE. THE RESULTING EXCAVATION SHALL BE BACKFILLED, COMPACTED AND ALL DEBRIS DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

(6) POLES, ARMS AND FIXTURES WILL BE REMOVED BY OG&E AT THE REQUEST OF THE CITY OF OKLAHOMA CITY.CONTRACTOR SHALL PROVIDE NOTICE OF WORK SCHEDULE FOR ACTIVITIES THAT CONFLICT WITH THE EXISTING LIGHTING EQUIPMENT TO THE CITY NO LESS THAN SIXTY (60) DAYS PRIOR TO BEGINNING CONFLICTING WORK. NOTIFICATION OF WORK SCHEDULE SHALL BE PROVIDED TO:
STUART CHAI
OKLAHOMA CITY PUBLIC WORKS DEPT
SUART.CHAI@OKC.GOV 405-297-2003

LIGHTING GENERAL CONSTRUCTION NOTES

THE WORK FOR THIS PROJECT IS TO INSTALL UNDEGROUND CONDUIT, PULL BOXES, AND FOOTING FOR LIGHT POLES TO BE INSTALLED BY OTHERS. OG&E WILL INSTALL THE FUTURE LIGHT POLES AND CIRCUIT CONDUCTORS. CONTRACTORS SHALL COMMUNICATE FOOTING INSTALLATION SCHEDULE WITH THE CITY OF OKLAHOMA CITY AND OG&E TO MINIMIZE LIGHTING OUTAGE.

SYMBOLS AND LEENDS ARE DIAGRAMMATIC ONLY AND LOCATIONS SHALL BE ADJUSTED FOR EXISTING FIELD CONDITIONS, BUT NOO 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 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, LUMINARIES AND TRAFFIC SIGNALS".

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

THE CONTRACTOR SHALL CONTACT OG&E TO COORDINATE THE APPROPRIATE ANCHOR BOLT PATTERN TO USE FOR THE FOOTINGS. THE CONTRACTOR SHALL THEN PROVIDE THE ENGINEER WITH A BOLT CIRCLE TEMPLATE(S).THE TEMPLATE(S) SHALL BE 1/4" THICK STEEL PLATE(S), AND BE PERMANENTLY LABELED WITH THE CONTRACTOR'S COMPANY NAME, BOLT CIRCLE DIAMETER AND THE ANCHOR BOLT DIAMETER. THE COST OF THE TEMPLATE(S) SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

PRIOR TO CONSTRUCTION OF FOOTINGS THE CONTRACTOR SHALL VISUALLY INSPECT THE PLAN LOCATIONS OF ALL HIGH MAST TOWERS AND CONVENTIONAL LIGHT POLES FOR PROPER OVERHEAD WIRE CLEARANCE. THESE CLEARANCES SHALL BE IN ACCORDANCE TO THE FEDERAL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) SECTION 1910. THERE SHALL BE A MINIMUM RADII OF 10 FOOT CLEARNANCE OF ANY OVERHEAD LINES FROM THE CLOSEST POINT ON THE LIHGT POLE. ANY NEW FOOTINGS PUT IN CLOSER THAN THIS 10 FOOT MINIMUM SHALL BE RELOCATED AT THE EXPENSE OF THE CONTRACTOR, INCLUDING REMOVAL OF THE FOOTING AND ALL MATERIALS TO CONSTRUCT THE NEW FOOTING.

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

PAY QUANTITIES					
0300 TRAFFIC SIGNING AND STRIPING					JP# 30637(04)
ITEM NO.	CODE NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
805(A)	3236	(PL)REMOVAL OF OVERHEAD SIGN STRUCTURE		EA	1.00
805(D)	3528	(PL)REMOVE & RESET EXISTING SIGNS		EA	4.00
850(A)	1200	SHEET ALUMINUM SIGNS		SF	32.00
850(B)	1320	EXTRUDED ALUMINUM PANEL SIGNS(OVERHEAD SIGNS)		SF	672.00
851(C)	2415	2" SQUARE TUBE POST	(TS-33)	LF	54.00
852(D)	3548	OVHD.SN.STR., MONOTUBE TYPE B 115'		EA	1.00
856(A)	8204	TRAFFIC STRIPE (MULTI-POLY)(6" WIDE)	(TC-13,14)(TS-25)	LF	19,747.00
856(B)	8304	TRAFFIC STRIPE (MULTI-POLY)(ARROWS)	(TC-13,14)	EA	3.00
856(B)	8308	TRAFFIC STRIPE (MULTI-POLY)(SYMBOLS)	(TC-13,14)	EA	8.00
856(B)	8312	TRAFFIC STRIPE (MULTI-POLY)(WORDS)	(TC-14)	EA	4.00

PAY QUANTITIES					
0310 CABLE BARRIER					JP# 30637(04)
ITEM NO.	CODE NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
509(A)	0200	CLASS AA CONCRETE	(1)(TP-53)	CY	5.00
619(B)	6432	REMOVAL OF CABLE BARRIER		LF	2,169.00
628(B)	7300	HIGH-TENSION CABLE BARRIER (TL-4)	(TP-44,46,47,49,50,52,66)	LF	2,169.00
628(C)	7400	END ANCHORS	(2)(TP-52,66)	EA	2.00
682(E)	7600	CABLE BARRIER TENSION METER	(TP-51)	EA	1.00

PAY QUANTITIES					
0320 LIGHTING					JP# 30637(04)
ITEM NO.	CODE NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
802(A)	0240	2" GALV. STEEL ELEC. CONDUIT EXPOSED	(3)	LF	86.00
802(B)	0320	2" PVC SCH.40 PLASTIC CONDUIT BORED	(4)	LF	433.00
802(B)	0324	2" PVC SCH.40 PLASTIC CONDUIT TRENCHED	(4)	LF	4,587.00
803(A)	1210	PULL BOX (SIZE 1)	(3,4)	EA	28.00
804(A)	2200	STRUCTURAL CONCRETE	(TL-9)	CY	58.00
804(B)	2300	REINFORCING STEEL	(TL-10)(3)	LB	9,940.00
805(A)	3228	(PL)REMOVAL OF LIGHT POLE	(5,6)	EA	22.00

LIGHTING GENERAL CONSTRUCTION NOTES CONT.

THE CONTRACTOR SHALL BE REPONSIBLE FOR ANY DAMAGE HE MAY INFLICT TO THE EXISTING UNERGROUND 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 UNDGERGROUND 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 UTILITES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) — SHEET NO. AT01

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Summary Pay Items

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

ITS PAY QUANTITY NOTES

(TS-01) "POLY PIPE" MATERIAL SHALL BE BLACK HIGH-DENSITY POLYETHYLENE (REFER TO STANDARD SPECIFICATION SDR-1) - ASTM D3035 & F2160

ALL BORING SHALL BE A MINIMUM OF 48" BELOW THE ROADWAY, PAVEMENT, SHOULDER, CURB AND / OR SIDEWALK. ADDITIONAL DEPTH MAY BE NEEDED FOR BORES TO ENSURE THE 48" MINIMUM DEPTH UNDER ROADWAY, PAVED SHOULDER, CURB AND / OR SIDEWALK IS MAINTAINED. BORES SHALL BE PAID FOR TWO (2) FEET PAST SIDE OF EDGE OF ROADWAY, PAVED SHOULDER, CURB AND / OR SIDEWALK.

CONDUIT RUNS ARE SUGGESTED. ACTUAL ALIGNMENT OF RUNS MAY BE ALTERED WITHIN O.D.O.T. R/W, WITH APPROVAL OF FIELD ENGINEER.

ANY INCIDENTAL WORK REQUIRED WHILE TRENCHING OR BORING FOR THE POLY CONDUIT RUNS SUCH AS REMOVING AND / OR REPLACING EXISTING FENCES, GUARDRAILS, ETC... SHALL BE INCLUDED IN THE L.F. PRICE BID FOR TRENCHING, BORING OR PLOWING CONDUIT PAY ITEMS. ANY DAMAGE TO FENCES, GUARDRAIL, BUILDING, COMM HUTS AND CABINETS ETC... SHALL BE REPAIRED OR REPLACED TO THE ENGINEER'S SATISFACTION AT THE CONTRACTOR'S EXPENSE.

ANY DAMAGE TO CONDUIT (KINK, TEARING, CUTTING, ETC...) WILL RESULT IN THE CONDUIT BEING REPLACED WITH NEW CONDUIT AT THE CONTRACTOR'S EXPENSE.

ALL CONDUIT TERMINATIONS WILL BE PROTECTED WITH DUST CAPS. EACH DUST CAP MUST BE SECURED BY TAPE. ANY CONDUIT LEFT EXPOSED OVERNIGHT SHALL HAVE PROTECTIVE DUST CAPS INSTALLED AND SECURED (TAPE ALONE SHALL NOT BE PERMITTED).

ALL COST OF INSTALLATION, MATERIALS, LABOR AND INCIDENTALS NECESSARY TO INSTALL CONDUIT, DUST CAPS, FUSION COUPLERS OR COMPRESSION COUPLERS SHALL BE INCLUDED IN THE COST OF THIS ITEM

FUSION / COMPRESSION COUPLING NOTES

ALL POLY (HDPE) CONDUIT RUNS SHALL BE FUSED OR COUPLED IN AN APPROPRIATE METHOD LISTED BELOW TO MAKE ONE CONTINUOUS PIECE OF AIRTIGHT CONDUT. ALL CONDUT RUNS SHALL START AND END AT GROUND BOX LOCATIONS.

FUSION COUPLING SHALL BE AN ELECTRO-FUSION COUPLER PART NO. 5760026 (1.25") BY CENTRAL PLASTICS, BOX 3129 SHAWNEE, OK 74802-3129, PHONE NO. (405) 273-8302 OR APPROVED EQUAL.

COMPRESSION COUPLING SHALL BE TYCO ELECTRONICS CORP. BARBED CONDUIT COUPLER

PART NO. 299220 OR CABLETEC PRESS-ON BARBED COUPLER PART NO. AB1.900 OR APPROVED EQUAL.

COMPRESSION COUPLINGS SHALL BE MADE WITH TYCO ELECTRONICS COPR. HYDRAULIC COUPLER INSTALLER PART NO. 776504-000 OR CABLETEC HYDRAULIC PRESS PART NO. DK200H OR APPROVED EQUAL.

CONTRACTOR SHALL FOLLOW ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS CONCERNING FUSION AND / OR COMPRESSION COUPLING.

SEE "POLY CONDUIT INSTALLATION DETAIL".

(ITS-02) TO BE USED DURING THE CONSTRUCTION OF GROUND BOXES, APRONS, 332 CABINET PADS AND ACCESS ROADS AND PARKING PADS. ALL ACCESS ROADS AND PARKING PADS SHALL BE 6" THICK.

(ITS-05) ALL GROUND BOXES AND PULL BOXES ARE TO BE PRE-CAST CONCRETE OR APPROVED EQUAL.

(ITS-08) THE FIBER OPTIC CABLE SHALL BE PULLED WITH MULE TAPE, BY NEPTCO, INC. OR AN APPROVED EQUAL, NO GREATER THAN A 600 POUND PULL STRENGTH.

(ITS-10) THIS ITEM SHALL GOVERN FOR THE FURNISHING OF SYSTEM SUPPORT EQUIPMENT AS DETAILED IN THE SPECIAL PROVISION, AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER.

(ITS-13) PAY ITEM INCLUDES THE INSTALLATION OF FOOTINGS FOR DMS SUPPORT STRUCTURES AS SHOWN IN THE PLANS. THE FOOTINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHEETS INCLUDED IN THE PLANS. DRILLED SHAFT WORK MAY FOLLOW EITHER THE DRY OR WET METHODS IN ACCORDANCE WITH ODOT SPECIFICATIONS 516.04.

(ITS-22) THE CONTRACTOR SHALL PROVIDE "AS BUILT" DOCUMENTATION FOR ALL CONDUIT ROUTES.

(ITS-23) SEE SPECIAL PROVISION "CONFORMITY WITH PLANS AND SPECS".

(ITS-24) CONTRACTOR SHALL PROVIDE ITS WITH ONE (1) SNAKE EYE SCREWDRIVER PER CABINET.

(ITS-28) WIRE SHALL BE XHHW OR THHN SHALL BE USED TO PROVIDE ELECTRICAL SERVICE TO ALL LOCATIONS.

(ITS-30) SEE "GROUND MOUNTED DMS STRUCTURE DETAIL" FOR CONSTRUCTION AND MATERIAL REQUIREMENTS.

(ITS-31) COST FOR THIS ITEM SHALL INCLUDE ALL APPURTENANCES NECESSARY FOR THE DELIVERY, MOUNTING AND INSTALLATION OF EACH DMS SIGN.

ITS GENERAL CONSTRUCTION NOTES

(G-1) IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITES 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

(G-6) ALL TREES, BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITHT HE FLOW OF WATER SHALL BE CLEANED OUT OF 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

(G-7) THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY RIGHT-OF-WAY FENCE AS REQUIRED. WHEN THE PORTION OF THE PROJECT THAT REQUIRED THIS FENCE COMPLETED, THE TEMPORARY FENCE SHALL BE REMOVED, AND PERMANENT RIGHT-OF-WAY FENCING SHALL BE RESTORED OR INSTALLED IN A MANNER APPROVED BY THE ENGINEER. ALL COST OF TEMPORARY FENCING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

(G-11) 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 SUITED 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.

ITS SPECIAL PAY ITEM NOTES

(1) PAY ITEM INCLUDES REMOVAL & REPLACEMENT OF THE OVERHEAD DMS, OVERHEAD WALKWAY, THE STRUCTURE LADDER, DMS CABINET, IN ADDITION TO THE MISC. ITS EQUIPMENT INSIDE THE CABINET. THIS EQUIPMENT SHAL BE RECONNECTED ONCE THE CABINET IS REINSTALLED. THE DMS CABLE SHALL BE REUSED, IF UNABLE TO REUSE THE CABLE IT SHALL BE REPLACED AT NO ADDITIONAL COST TO ODOT.

(2) THIS PAY ITEM IS FOR THE PROCUREMENT AND INSTALLATION OF THE NEMA 3R RATED PANELBOARD AND NECESSARY BREAKERS AND GROUNDING REQUIRED TO TERMINATE POWER.

(3) REMOVAL OF SIGN FOOTINGS SHALL INCLUDE BOTH EXISTING DMS FOOTINGS. IT SHALL ALSO INCLUDE THE REMOVAL OF THE EXISTING CABINET FOOTING.

(4) THIS BID ITEM DOES NOT REQUIRE NEW FIBER. THIS WILL COVER CUTTING THE FIBER, PULLING IT BACK TO THE EXISTING GROUND BOX AND REPULLING INTO THE NEW GROUND BOX AND CABINET

(5) NOTIFY THE DOT AT LEAST 10 WORKING DAYS BEFORE DISCONNECTING THE OVERHEAD DMS FROM FIBER.

PAY QUANTITIES

0330 ITS INFRASTRUCTURE

ITEM	DESCRIPTION		UNIT	QUANTITY
650(C) 8310	ELECTRICAL EQUIPMENT	(ITS-10), (2)	EA	1.00
802(A) 0210	1" GALV. STEEL ELECT. COND. EXPOSED	(ITS-22)	LF	175.00
802(A) 0240	2" GALV. STEEL ELECT. COND. EXPOSED	(ITS-22)	LF	10.00
802(C) 0425	2" HIGH DENSITY PE PIPE - BORED	(ITS-01), (ITS-22)	LF	130.00
802(C) 0430	2" HIGH DENSITY PE PIPE - TRENCHED	(ITS-01), (ITS-22)	LF	540.00
803(B) 1360	GROUND BOX (R48)	(ITS-02), (ITS-05)	EA	1.00
805(A) 3208	REMOVAL OF PULL BOX		EA	1.00
805(A) 3200	REMOVAL OF SIGN FOOTING	(3)	EA	3.00
805(A) 3236	REMOVAL OF OVERHEAD SIGN STRUCUTRE		EA	1.00
805(D) 3544	(PL) REMOVE & RESET / RELOCATE ITS EQUIPMENT	(ITS-24), (1)	EA	5.00
811 9105	1/C NO.1 ELECT. COND.	(ITS-28)	LF	1512.00
811 9125	1/C NO.8 ELECT. COND.	(ITS-28)	LF	255.00
811 9130	1/C NO.10 ELECT. COND.	(ITS-28)	LF	160.00
818(A) 4205	(SP) FIBER OPTIC CABLE, 24 SMF	(ITS-08), (4), (5)	LF	170.00
818(D) 4500	(SP) FIBER OPTIC CABLE TERMINATION		EA	4.00
819(B) 5300	(SP) INSTALLATION OF COMMUNICATION CABLE		LF	95.00
852(B) 3300	GALV. STEEL OVERHEAD SIGN STRUCTURE	(ITS-13), (ITS-30), (ITS-31)	LF	105.00

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUMMARY OF PAY QUANTITIES & NOTES (ITS)

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. AT02

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_PayQty.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

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

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

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

(TC-14) SEE STANDARD DRAWING PM1-1, PM2-1, PM3-1, PM4-1, PM5-1, PM6-1, PM7-1, PM8-1 (LATEST REVISION). A PART, OR ALL, OF THE QUANTITY SHOWN IS TO BE USED AS FINAL PAVEMENT MARKING

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

(TC-19) THIS ITEM INCLUDES AN ESTIMATED 27701.20 L.F. (4" WIDE) WHITE AND 22854.60 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.

(TC-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

(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 Month/Year REVISED February 19, 2014
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-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-28) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 0.00 S.F. AND 6.25 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

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

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

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

(TC-45) INCLUDED IN THIS ITEM SHALL BE 2 SAND FILLED MODULES TO BE USED FOR 120 DAYS. THESE MODULES SHALL BE PLACED WHERE SHOWN IN THE PLANS OR ON THE STANDARD DRAWINGS AND INSTALLED AS SHOWN IN THE STANDARD DRAWINGS AND IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

(TC-52) ANY USED CONSTRUCTION ZONE IMPACT ATTENUATOR, TRUCK MOUNTED ATTENUATOR, CHANGEABLE MESSAGE SIGN, SAND FILLED IMPACT ATTENUATOR, PORTABLE TRAFFIC SENSOR, OR CAMERAS 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 CONTRACTORS NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.

(TC-65) THE PRICE BID FOR THIS ITEM SHALL INCLUDE THE FOLLOWING:

A. ONE OFFICIALLY MARKED OKLAHOMA HIGHWAY PATROL CAR (WHEN PROJECT INVOLVES A STATE OR FEDERAL HIGHWAY). IF AN OKLAHOMA HIGHWAY PATROL CAR IS NOT AVAILABLE, THEN A LOCAL CITY OR COUNTY LAW ENFORCEMENT VEHICLE IS TO BE USED. PRICE BID FOR THIS ITEM SHALL BE PAID ON A PER UNIT PER HOUR BASIS.

B. ONE OKLAHOMA HIGHWAY LAW ENFORCEMENT OFFICER WITH JURISDICTIONAL AUTHORITY TO WRITE AND ISSUE TRAFFIC CITATIONS. IF AN OKLAHOMA HIGHWAY PATROL LAW OFFICER IS NOT AVAILABLE, THEN A LOCAL CITY OR COUNTY LAW ENFORCEMENT OFFICER IS TO BE USED. THE LAW ENFORCEMENT OFFICER SHALL BE INSURED, LICENSED AND BONDED, IF REQUIRED, BY THE CONTRACTOR. THIS OFFICER SHALL BE SPECIFICALLY APPROVED AND ASSIGNED TO THIS WORK ACTIVITY.

C. THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE OKLAHOMA HIGHWAY PATROL OR THE LAW ENFORCEMENT AGENCY TO PROVIDE THE REQUIRED LAW ENFORCEMENT ON THIS PROJECT.

D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS ANTICIPATED WEEKLY SCHEDULE TO THE OKLAHOMA HIGHWAY PATROL OR THE LOCAL LAW AGENCY TWO WEEKS IN ADVANCE OF THE WORK. THE WORK SCHEDULE WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

E. THE OKLAHOMA HIGHWAY PATROL OR THE LOCAL LAW ENFORCEMENT AGENCY WILL BE PAID FOR A MAXIMUM OF ONE (1) HOUR, PER WORK PERIOD, TO ALLOW FOR TRAVEL TO AND FROM THE OFFICER'S PERMANENT DUTY STATION AND THE WORK SITE. THIS WILL BE PAID ONE (1) TIME PER WORK PERIOD AS DEFINED BY THE CONTRACTOR IN AGREEMENT WITH THE ENGINEER

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

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

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

(TC-84) 280 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 O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.

(TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT:
http://www.oklahoma.gov/odot/business-center/traffic-qualified-products-list.html

TRAFFIC SIGNING PAY QUANTITY NOTES

(TS-36) PRICE BID FOR SAND FILLED IMPACT ATTENUATOR(S) SHALL INCLUDE THE COST FOR OM1-1 OR OM1-3 SIGN(S) WITH TYPE VIII SHEETING, AND THE REMOVAL OF ANY OM-3, OR OM-3E SIGN(S), POST(S) AND FOOTING(S), IF PRESENT, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION ACCORDING TO PERTINENT O.D.O.T. STANDARD DRAWINGS.

PAY QUANTITIES

0340 TRAFFIC CONTROL — JP# 30637(04)

ITEM NO.	CODE NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
857(C)	9400	REMOVABLE PAVEMENT MARKING TAPE(4" WIDE)	(TC-13,19,20,21,22,24,61,70,75)	LF	83,396.00
857(F)	9700	PAVEMENT MARKING REMOVAL (TRAF.STRP)	(TC-13,19,22,61,75)(TS-32)	LF	27,149.00
857(F)	9720	PAVEMENT MARKING REMOVAL(WORDS)	(TS-32)(TC-22)	EA	4.00
857(F)	9730	PAVEMENT MARKING REMOVAL(SYMBOLS)	(TS-32)(TC-22)	EA	8.00
870(A)	1110	SAND FILLED IMPACT ATTENUATOR MODULE	(TC-52)(TS-36)	SD	240.00
871(B)	2300	(SP)CONST.ZONE IMPACT ATTEN.	(TC-21,26,44,45,52,80,84)	SD	350.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2,61,70)	LF	6,275.00
877(C)	4400	RELOCATION OF PORTABLE LONGITUDINAL BARRIER	(TC-1,2,61,70)	LF	13,450.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-21,26,28,33,84)	SD	11,990.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-21,26,29,33,84)	SD	3,570.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-21,26,30,33,84)	SD	8,640.00
880(B)	6330	CONSTRUCTION SIGNS 33.0 SF & OVER	(TC-21,26,29,32,33,84)	SD	480.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-21,26,33,84,85)	SD	3,390.00
880(E)	6600	WARNING LIGHTS(TYPE A)	(TC-26,33,39,84,85)	SD	9,900.00
880(F)	6700	DRUMS	(TC-21,26,33,84)	SD	22,680.00
880(L)	7310	(SP) TRAFFIC SURVEILLANCE, OHP (NON-BID)	(TC-65,70)	HR	840.00
880(C)	6420	WING BARRICADES	(TC-26,84)	SD	3,300.00
882(A)	8210	PORT. CHANGEABLE MESSAGE SIGN	(TC-52)	SD	2,350.00
882	8100	(SP)SMART WORK ZONE SYSTEM	(TC-52,84)	SD	280.00
882	8105	(SP)SMART WORK ZONE SYSTEM PORTABLE CHANGEABLE MESSAGE SIGN	(TC-52,84,85)	SD	8680.00
882	8110	(SP)SMART WORK ZONE SYSTEM PORTABLE TRAFFIC SENSOR	(TC-52,84)	SD	5,880.00
882	8115	(SP)SMART WORK ZONE SYSTEM PAN-TILT-ZOOM CAMERA	(TC-52,84)	SD	3,640.00
882	8120	(SP)SMART WORK ZONE SYSTEM WEBSITE SYSTEM	(TC-52,84)	SD	280.00

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC CONTROL)

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) — SHEET NO. AT03

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Summary Pay Items

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

SUMMARY OF SIGNING

SIGN NO.	ALIGNMENT	APPROXIMATE STATION	LOCATION	SIGN TYPE	SIGNS		POSTS		(PL) REMOVAL OF EXISTING SIGNS	(PL) REMOVAL OF OVERHEAD SIGN STRUCTURE	(PL) REMOVE & RESET EXISTING SIGNS	REMARKS
					SHEET ALUM. SIGNS	EXTR. ALUM. PANEL (OVER HEAD)	12 GA 2" SQUARE TUBE POST					
					850(A)	850(B)	851(C)		805(A)	805(A)	805(D)	
					S.F.	S.F.	POST A L.F.	POST B L.F.	EA.	EA.	EA.	
10	I-44 EB	369+33.00	RT.	W8-13	16.00	-	13.55	13.95	-	-	-	INSTALL NEW SIGN (BRIDGE ICES BEFORE ROAD)
11	I-44 EB	372+70.00	LT.	W8-13	16.00	-	13.02	13.25	-	-	-	INSTALL NEW SIGN (BRIDGE ICES BEFORE ROAD)
12	I-44 WB	370+32.00	LT.	EXISTING D14-3	-	-	-	-	-	-	1.00	REMOVE AND RESET (OKLAHOMA KEEP OUR LAND GRAND)
	I-44 WB	375+00.00	-	EXISTING SPECIAL SIGN NO 1,2,3&4	-	-	-	-	4.00	-	-	REMOVE EXISTING OVERHEAD SIGNS
	I-44 WB	375+00.00	LT./RT.	EXISTING OVERHEAD SIGN STRUCTURE NO 1	-	-	-	-	-	1.00	-	REMOVE EXISTING OVERHEAD SIGN STRUCTURE
13	I-44 WB	375+00.00	LT./RT.	OVERHEAD SIGN STRUCTURE NO 1	-	-	-	-	-	-	-	INSTALL MONOTUBE TYPE B
	I-44 WB	375+00.00	-	SPECIAL SIGN NO. 1	-	207.75	-	-	-	-	-	INSTALL SP. SIGN NO 1 ON OVERHEAD STR.
	I-44 WB	375+00.00	-	SPECIAL SIGN NO. 2	-	174.00	-	-	-	-	-	INSTALL SP. SIGN NO 2 ON OVERHEAD STR.
	I-44 WB	375+00.00	-	SPECIAL SIGN NO. 3	-	207.75	-	-	-	-	-	INSTALL SP. SIGN NO 3 ON OVERHEAD STR.
	I-44 WB	375+00.00	-	SPECIAL SIGN NO. 4	-	82.50	-	-	-	-	-	INSTALL SP. SIGN NO 4 ON OVERHEAD STR.
14	I-44 WB	377+15.00	LT.	EXISTING R2-1	-	-	-	-	-	-	1.00	REMOVE AND RESET (SPEED LIMIT)
15	I-44 WB	384+43.00	LT.	EXISTING M3-4/M1-1	-	-	-	-	-	-	1.00	REMOVE AND RESET (WEST/INTERSTATE 44)
16	I-44 WB	388+16.00	LT.	EXISTING W8-13	-	-	-	-	-	-	1.00	REMOVE AND RESET (BRIDGE ICES BEFORE ROAD)
	I-44 EB	389+97.00	LT./RT.	EXISTING OVERHEAD SIGN STRUCTURE NO 3	-	-	-	-	-	-	-	DO NOT DISTURB
				TOTALS:	32.00	672.00	26.57	26.57	4.00	1.00	4.00	

SUMMARY OF TEMPORARY TRAFFIC CONTROL

PHASE	CONSTRUCTION SIGNS 0 SF TO 6.25 SF 880(B)	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF 880(B)	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF 880(B)	CONSTRUCTION SIGNS 33.0 SF & OVER 880(B)	WING BARRICADES 880(C)	WARNING LIGHTS (TYPE A) 880(E)	DRUMS 880(F)	CONSTRUCTION BARRICADES (TYPE III) 880(C)	CONST. ZONE IMPACT ATTEN. 871(B)	SAND FILLED IMPACT ATTEN. MODULE 870(A)	REMOVABLE PAVEMENT MARKING TAPE (4" WIDE) WHITE 857(F)	REMOVABLE PAVEMENT MARKING TAPE (4" WIDE) YELLOW 857(C)	PORTABLE CHANGEABLE MESSAGE SIGN 882(A)	DELIVER PORTABLE LONGITUDINAL BARRIER 877(B)	RELOCATION OF PORT. LONGITUDINAL BARRIER 877(C)	* ASSUMED SIGN DAYS
	SD	SD	SD	SD	SD	SD	SD	SD	SD	SD	L.F.	L.F.	SD	L.F.	L.F.	DAYS
STAGE 1A	140.00	50.00	200.00	-	100.00	280.00	830.00	40.00	-	-	-	-	80.00	-	-	10.00
STAGE 1B	840.00	270.00	900.00	-	360.00	810.00	960.00	120.00	60.00	-	-	7,885.43	240.00	6,274.90	-	30.00
STAGE 2	1,620.00	780.00	1,680.00	240.00	7200.00	1,800.00	1,680.00	540.00	60.00	120.00	16,284.41	10,999.49	480.00	-	5,564.36	60.00
STAGE 3	1,620.00	780.00	2,040.00	240.00	720.00	2,160.00	4,680.00	540.00	-	1200.00	5,689.85	2,502.12	480.00	-	2,566.75	60.00
STAGE 4A	4,530.00	180.00	290.00	-	80.00	360.00	1,140.00	130.00	10.00	-	10,355.36	5,937.02	190.00	-	3,216.77	10.00
STAGE 4B	2,400.00	1,120.00	2,560.00	-	960.00	3,440.00	10,480.00	1,600.00	160.00	-	1,327.54	465.29	640.00	-	493.63	80.00
STAGE 5	840.00	390.00	930.00	-	360.00	1,050.00	2,910.00	420.00	60.00	-	14,068.79	7,880.57	240.00	-	1,595.6	30.00
TOTALS:	11,990.00	3,570.00	8,640.00	480.00	3,300.00	9,900.00	22,680.00	3,390.00	350.00	240.00	47,725.94	35,669.91	2,350.00	6,274.90	13,437.11	280.00

* FOR INFORMATION ONLY

SUMMARY OF STRIPING

STATION TO STATION	YELLOW (MULTI-POLY) 856(A)	WHITE (MULTI-POLY) 856(A)			BLACK (MULTI-POLY) 856(A)		ARROWS (MULTI-POLY) 856(B)	SYMBOLS (MULTI-POLY) 856(B)	WORDS (MULTI-POLY) 856(B)
	6" SOLID	6" SOLID	6" DASHED	6" DOTTED	6" DASHED	6" DOTTED			
	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EA.	EA.	EA.
BEGIN TO 364+00	1,385.76	999.93	968.82	-	968.82	-	-	4.00	2.00
364+00 TO 376+00	2,934.76	2,395.82	1,796.17	171.92	1,796.17	171.92	-	-	-
376+00 TO 387+00	2,196.69	2,196.78	1,647.07	275.81	1,647.07	275.81	3.00	4.00	2.00
378+00 TO 402+97	2,150.42	2,162.99	1,612.81	175.06	1,612.81	175.06	-	-	-
TOTALS:	8,667.63	7,755.52	6,024.87	622.78	6,024.87	622.78	3.00	8.00	4.00

SUMMARY OF CABLE BARRIER

STATION TO STATION	INSTALLATION OF CABLE BARRIER SYSTEM (TL-4) 628(B)	END ANCHORS 628(C)	CLASS AA CONCRETE 509(A)
	L.F.	EA.	C.Y.
I-44 EASTBOUND			
355+44.20 TO 377+07.05	2,169.01	2.00	4.64
TOTALS:	2,169.01	2.00	4.64

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUMMARY SHEET
(TRAFFIC)

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP: EM:	HNTB

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) — SHEET NO. AT04

$$datestamp$$ 30637(04)_SummaryTables

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

LIGHT POLE FOOTING SCHEDULE

LIGHT POLE ID	LIGHTING PLAN NO.	ALIGNMENT	LOCATION			FOOTING	
			STATION	OFFSET		STRUCTURAL CONCRETE	REINFORCING STEEL
				FT		804(A)	804(B)
				DIST	SIDE	CY	LB
N/A	1	I-44 WB	369+83	40.00	LT	1.64	284.00
N/A	1	I-44 WB	371+76	51.00	LT	1.64	284.00
N/A	1	I-44 WB	373+68	53.00	LT	1.64	284.00
N/A	1	I-44 WB	375+62	58.00	LT	1.64	284.00
N/A	1	I-44 EB	368+63	65.00	RT	1.64	284.00
N/A	1	I-44 EB	370+61	80.00	RT	1.64	284.00
N/A	1	I-44 EB	372+61	89.00	RT	1.64	284.00
N/A	1	I-44 EB	374+60	94.00	RT	1.64	284.00
N/A	2	I-44 WB	377+54	58.00	LT	1.64	284.00
N/A	2	I-44 WB	379+68 (ON BRIDGE)		LT	-	-
N/A	2	I-44 WB	381+52	58.00	LT	1.64	284.00
N/A	2	I-44 WB	383+29	58.00	LT	1.64	284.00
N/A	2	I-44 WB	385+07	58.00	LT	1.64	284.00
N/A	2	I-44 WB	386+85	58.00	LT	1.64	284.00
N/A	2	I-44 EB	376+56	93.00	RT	1.64	284.00
N/A	2	I-44 EB	378+50 (ON BRIDGE)		RT	-	-
N/A	2	I-44 EB	380+78	93.00	RT	1.64	284.00
N/A	2	I-44 EB	382+57	93.00	RT	1.64	284.00
N/A	2	I-44 EB	384+40	94.00	RT	1.64	284.00
N/A	2	I-44 EB	386+22	92.00	RT	1.64	284.00
N/A	3	I-44 WB	388+64	58.00	LT	1.64	284.00
N/A	3	I-44 WB	390+43	58.00	LT	1.64	284.00
N/A	3	I-44 WB	392+21	55.00	LT	1.64	284.00
N/A	3	I-44 EB	388+02	79.00	RT	1.64	284.00
			TOTALS:			57.40	9,940.00

SUMMARY OF LIGHTING

LIGHTING PLAN NO.	ALIGNMENT	STATION TO STATION	2" GALV. STEEL ELEC. CONDUIT EXPOSED	2" PVC SCH. 40 PLASTIC CONDUIT BORED	2" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	PULL BOX (SIZE 1)
			802(A)	802(B)	802(B)	802(B)
			LF	LF	LF	EA
1	I-44 WB	367+95 (EX. PBOX) TO 369+83	-	-	188.00	1.00
1	I-44 WB	369+83 TO 371+76	-	-	193.00	1.00
1	I-44 WB	371+76 TO 373+68	-	-	192.00	1.00
1	I-44 WB	373+68 TO 375+62	-	-	194.00	1.00
1	I-44 EB	366+65 (EX. PBOX) TO 368+63	-	-	190.00	1.00
1	I-44 EB	368+63 TO 370+61	-	-	200.00	1.00
1	I-44 EB	370+61 TO 372+61	-	-	201.00	1.00
1	I-44 EB	372+61 TO 374+60	-	-	199.00	1.00
2	I-44 WB	375+62 TO 377+54	-	-	189.00	1.00
2	I-44 WB	377+54 TO 378+58	-	-	118.00	1.00
2	I-44 WB	378+58 TO 379+72	-	128.00	-	1.00
2	I-44 WB	379+72 (PBOX) TO 379+68	44.00	-	21.00	-
2	I-44 WB	379+72 TO 380+41	-	75.00	-	1.00
2	I-44 WB	380+41 TO 381+52	-	-	111.00	1.00
2	I-44 WB	381+52 TO 383+29	-	-	176.00	1.00
2	I-44 WB	383+29 TO 385+07	-	-	179.00	1.00
2	I-44 WB	385+07 TO 386+85	-	-	178.00	1.00
2	I-44 EB	374+60 TO 376+56	-	-	199.00	1.00
2	I-44 EB	376+56 TO 376+96	-	-	69.00	1.00
2	I-44 EB	376+96 TO 378+44	-	155.00	-	1.00
2	I-44 EB	378+44 (PBOX) TO 378+50	42.00	-	29.00	-
2	I-44 EB	378+44 TO 379+20	-	75.00	-	1.00
2	I-44 EB	379+20 TO 380+78	-	-	148.00	1.00
2	I-44 EB	380+78 TO 382+57	-	-	180.00	1.00
2	I-44 EB	382+57 TO 384+40	-	-	183.00	1.00
2	I-44 EB	384+40 TO 386+22	-	-	183.00	1.00
3	I-44 WB	386+85 TO 388+64	-	-	179.00	1.00
3	I-44 WB	388+64 TO 390+43	-	-	179.00	1.00
3	I-44 WB	390+43 TO 392+21	-	-	176.00	1.00
3	I-44 WB	392+21 TO 393+94 (EX. PBOX)	-	-	176.00	-
3	I-44 EB	386+22 TO 388+02	-	-	179.00	1.00
3	I-44 EB	388+02 TO 389+82 (EX. PBOX)	-	-	178.00	-
		TOTALS:	86.00	433.00	4,587.00	28.00

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_SummaryTables

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUMMARY SHEET
(TRAFFIC)

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA

DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. AT05

OKLAHOMA DEPARTMENT OF TRANSPORTATION

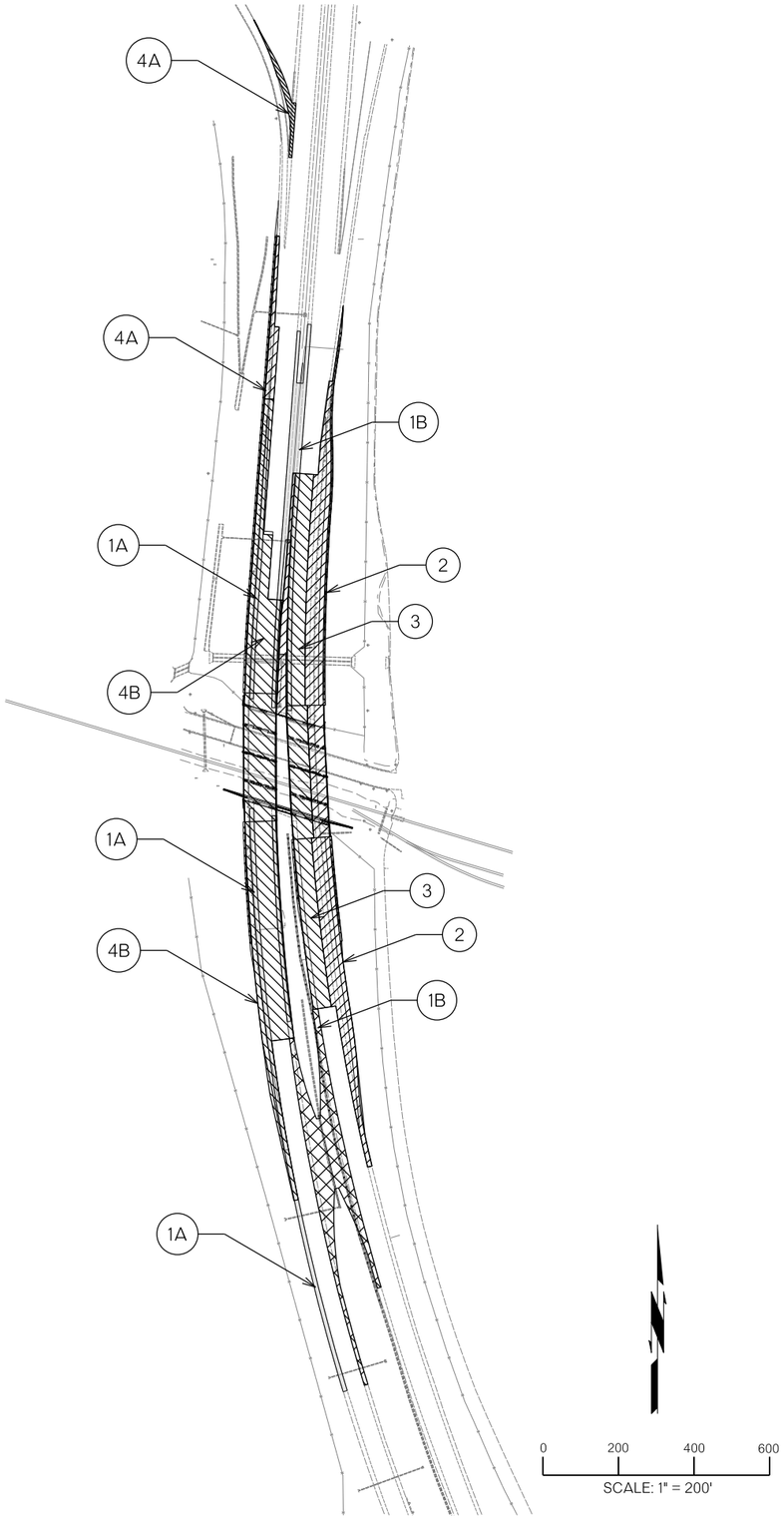
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



STAGE	ACTIVITY	TRAFFIC
1A	SHOULDER REHABILITATION - MILL AND OVERLAY WESTBOUND OUTSIDE SHOULDER	CLOSE WESTBOUND OUTSIDE LANE DURING OFF-PEAK TRAVEL TIMES MAINTAIN AT LEAST THREE TRAVEL LANES HEADED SOUTH AT ALL TIMES AND FOUR TRAVEL LANES HEADED SOUTH DURING PEAK TRAVEL TIMES
1B	INSTALL SLOTTED DRAINS AND CONSTRUCT CROSSOVER PAVEMENT SHOULDER REHABILITATION - MILL AND OVERLAY MEDIAN SHOULDERS OUTSIDE CROSSOVER LIMITS	CLOSE WESTBOUND INSIDE LANE CLOSE EASTBOUND INSIDE LANE
2	CONSTRUCT EAST PORTION OF EASTBOUND PAVEMENT & BRIDGE	WEST LANE OF EASTBOUND TRAFFIC PLACED INTO CONTRAFLOW LANE ON WESTBOUND PAVEMENT, REMAINING EASTBOUND TRAFFIC SHIFTED TO WESTERN PART OF EXISTING EASTBOUND SHIFT WESTBOUND TRAFFIC TO WESTERN PART OF EXISTING WESTBOUND MAINTAIN 24' OF TRAVEL ON BLACK GOLD DRIVE. CLOSE BLACK GOLD DRIVE AS NEEDED FOR BRIDGE CONSTRUCTION
3	CONSTRUCT WEST PORTION OF EASTBOUND PAVEMENT & BRIDGE REPLACE ITS GROUND BOX AND RELOCATE FIBER OPTIC MODIFY NORTH CROSSOVER PAVEMENT	WESTBOUND TRAFFIC REMAINS IN PRIOR CONFIGURATION. WEST LANE OF EASTBOUND TRAFFIC REMAINS IN PRIOR CONTRAFLOW LANE CONFIGURATION. REMAINING EASTBOUND TRAFFIC SHIFTED TO COMPLETED EASTBOUND MAINTAIN 24' OF TRAVEL ON BLACK GOLD DRIVE. CLOSE BLACK GOLD DRIVE AS NEEDED FOR BRIDGE CONSTRUCTION PLACE EASTBOUND TRAFFIC INTO STAGE 4A/4B CONFIGURATION FOR NORTH CROSSOVER PAVEMENT MODIFICATION
4A	CONSTRUCT TEMPORARY 10TH STREET ON-RAMP CONSTRUCT PORTION OF WESTBOUND WIDENING ON NORTH END OF THE PROJECT	EASTBOUND TRAFFIC SHIFTS TO EAST SIDE OF COMPLETED EASTBOUND REDUCE WESTBOUND TRAFFIC TO THREE LANES AND CROSS OVER TO COMPLETED EASTBOUND CLOSE 10TH STREET ON-RAMP. DETOUR TO USE PORTLAND, MAY, RENO, AND 15TH STREETS
4B	CONSRUCT WESTBOUND PAVEMENT & BRIDGE REMOVE EXISTING ITS STRUCTURE CONSTRUCT NEW ITS STRUCTURE AND INSTALL ITS EQUIPMENT	EASTBOUND TRAFFIC REMAINS SHIFTED TO EAST SIDE OF COMPLETED EASTBOUND WESTBOUND TRAFFIC REMAINS REDUCED TO THREE LANES AND CROSSED OVER TO COMPLETED EASTBOUND MAINTAIN 24' OF TRAVEL ON BLACK GOLD DRIVE. CLOSE BLACK GOLD DRIVE AS NEEDED FOR BRIDGE CONSTRUCTION
5	CONSTRUCT MEDIAN PAVEMENT, MEDIAN CONCRETE DITCH, AND CONCRETE MEDIAN BARRIER NORTH OF THE BRIDGES INSTALL CABLE MEDIAN BARRIER SOUTH OF THE BRIDGES	CLOSE MEDIAN SHOULDER NORTH OF THE BRIDGES CLOSE EASTBOUND AND WESTBOUND INSIDE LANES DURING OFF-PEAK TRAVEL TIMES MAINTAIN AT LEAST THREE THROUGH TRAVEL LANES IN EACH DIRECTION AT ALL TIMES AND FOUR THROUGH TRAVEL LANES IN EACH DIRECTION DURING PEAK TRAVEL TIMES

PLOT DATE: 10/26/2023 8:23:48 AM
FILENAME: 30637(04)_Seq of Const.dgn

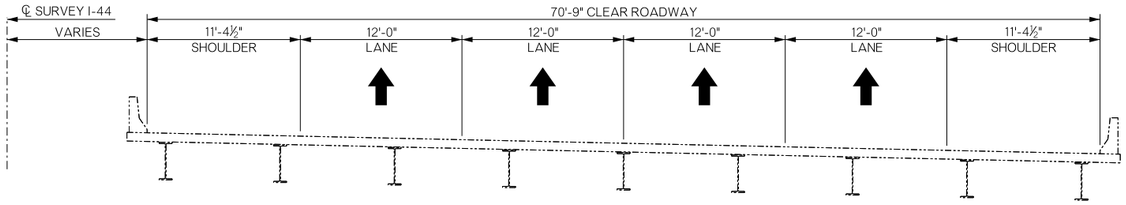
DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

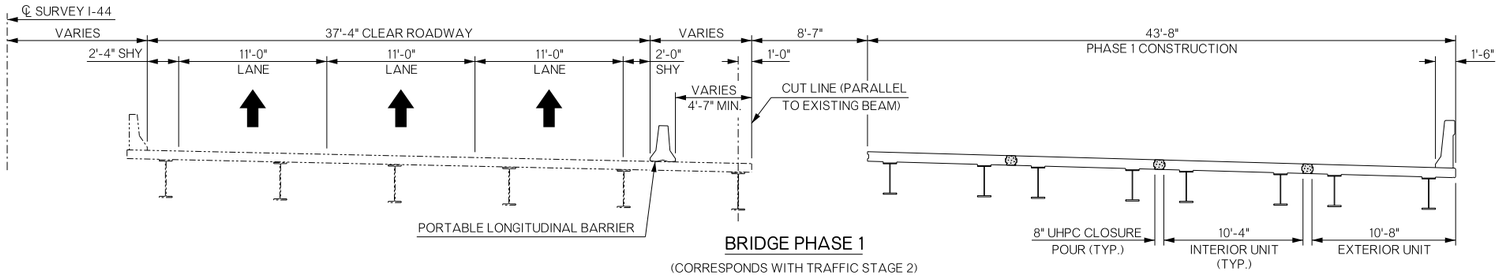
SUGGESTED SEQUENCE OF CONSTRUCTION

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. AT06

REVISIONS		
REV. NO.	DESCRIPTION	DATE

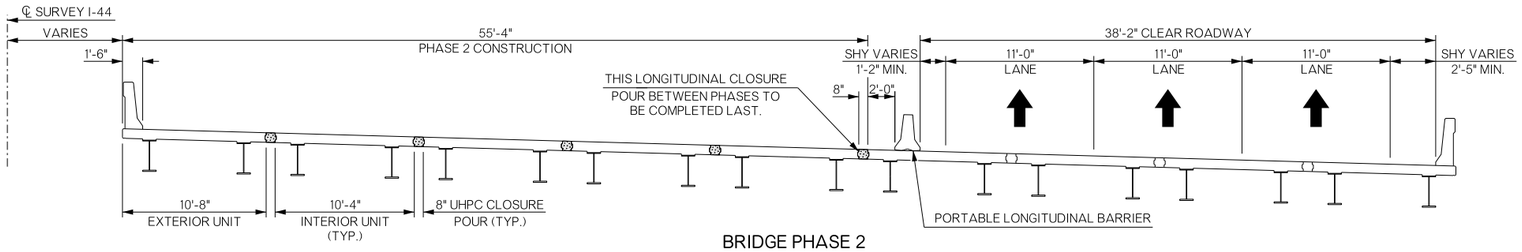


EXISTING EASTBOUND BRIDGE



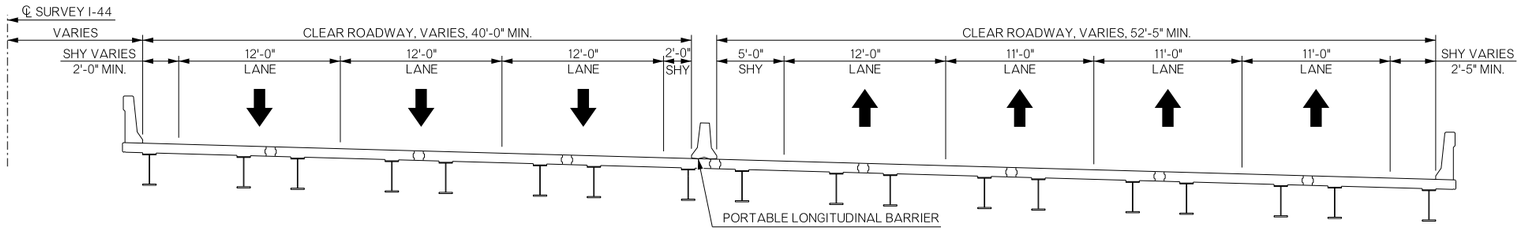
BRIDGE PHASE 1

(CORRESPONDS WITH TRAFFIC STAGE 2)



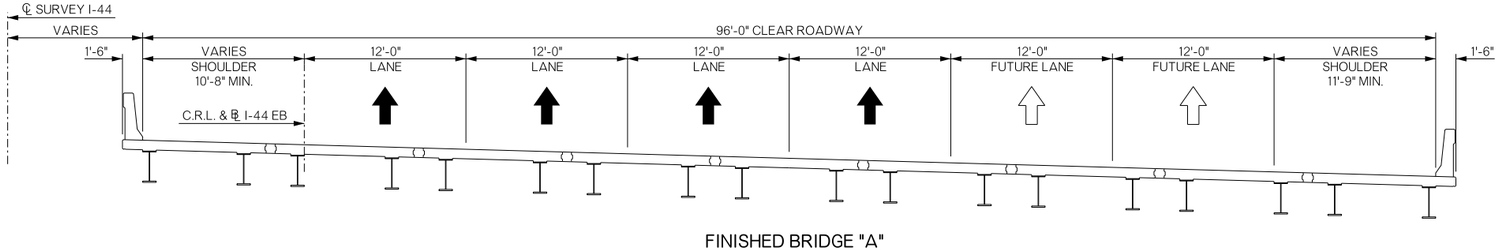
BRIDGE PHASE 2

(CORRESPONDS WITH TRAFFIC STAGE 3)



BRIDGE PHASE 3

(CORRESPONDS WITH TRAFFIC STAGES 4A & 4B)



FINISHED BRIDGE "A"

NOTE:
FOR BRIDGE SEQUENCE OF CONSTRUCTION PLANS AND SUGGESTED SEQUENCE OF CONSTRUCTION NOTES SEE SHEETS B003 THRU B008.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "A")

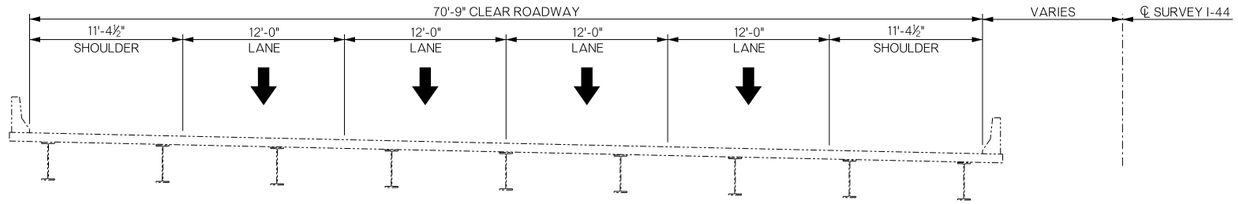
Design	JMB	6/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

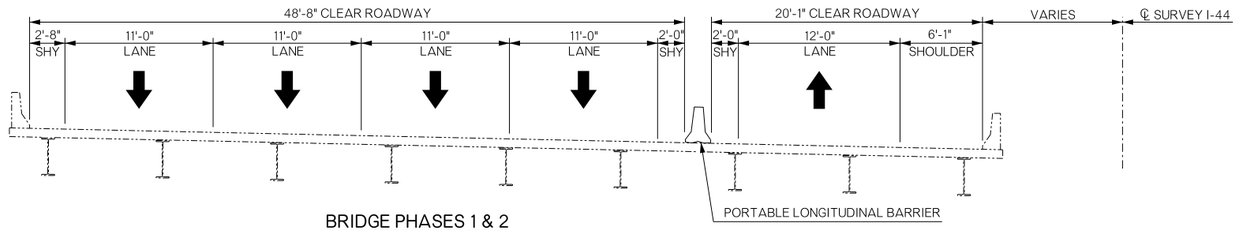
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B001

REVISIONS		
REV. NO.	DESCRIPTION	DATE

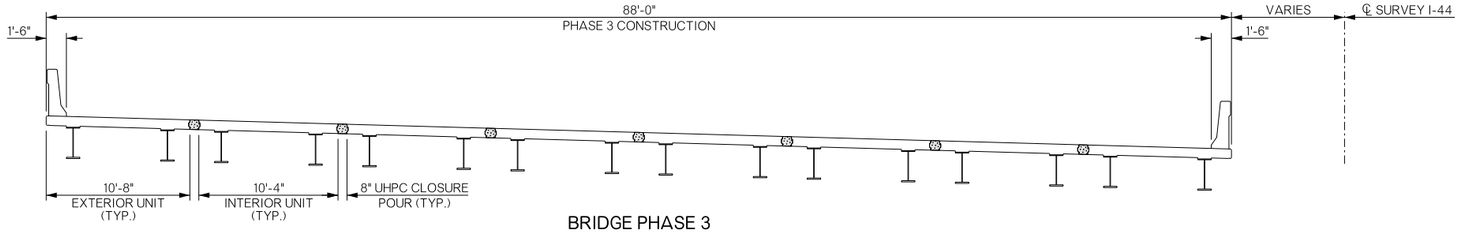


EXISTING WESTBOUND BRIDGE



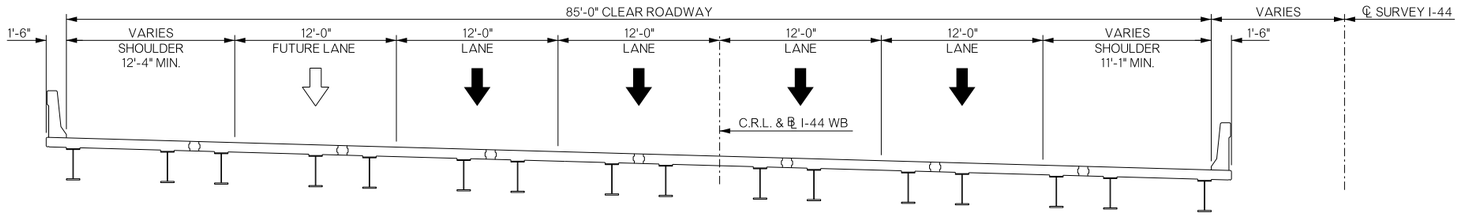
BRIDGE PHASES 1 & 2

(CORRESPONDS WITH TRAFFIC STAGES 2 & 3)



BRIDGE PHASE 3

(CORRESPONDS WITH TRAFFIC STAGES 4A & 4B)



FINISHED BRIDGE "B"

NOTE:
FOR BRIDGE SEQUENCE OF CONSTRUCTION PLANS AND SUGGESTED SEQUENCE OF CONSTRUCTION NOTES SEE SHEETS B003 THRU B008.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "B")

Design	JMB	7/23
Detail	JMB	7/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B002

REVISIONS		
REV. NO.	DESCRIPTION	DATE

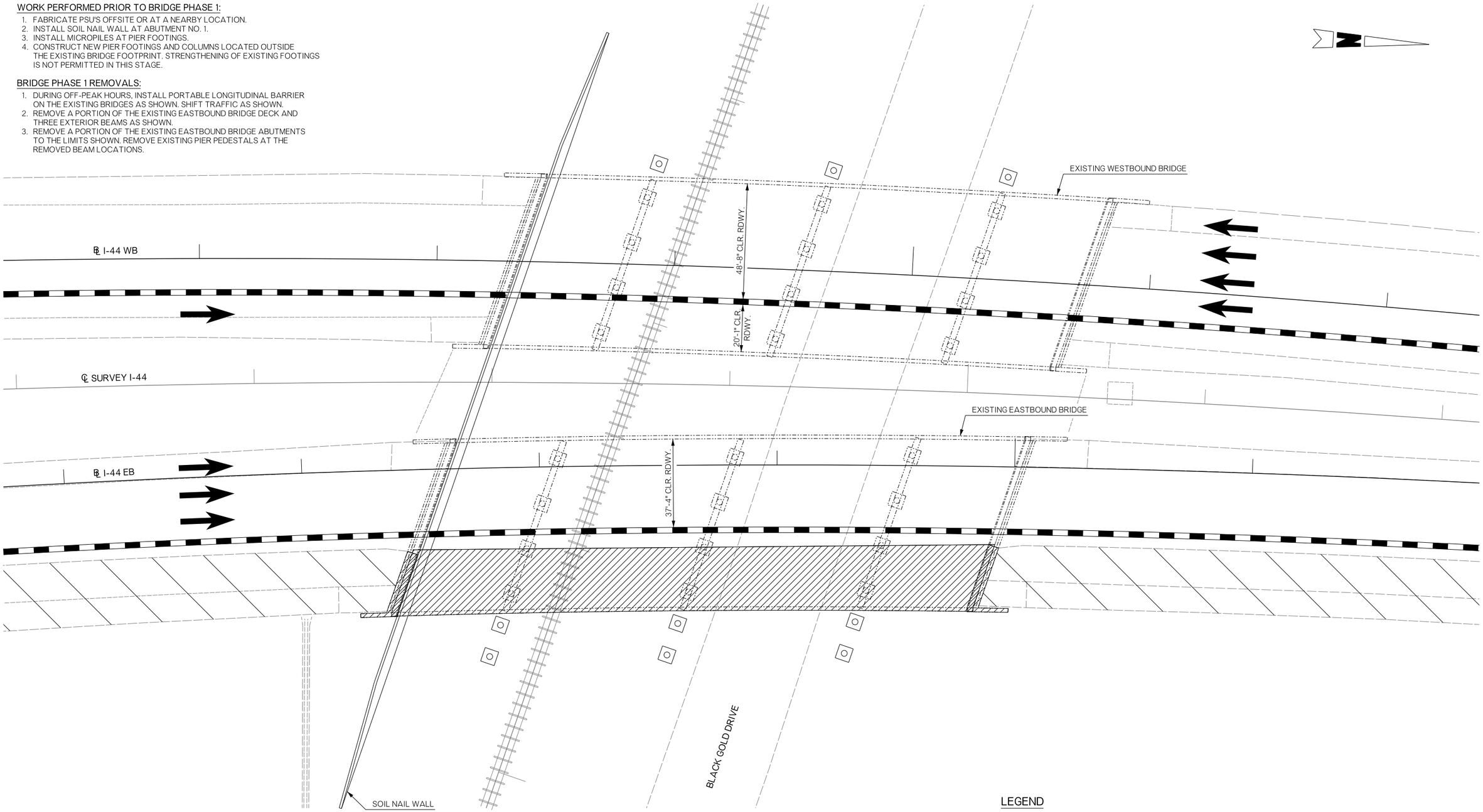
SUGGESTED SEQUENCE OF CONSTRUCTION

WORK PERFORMED PRIOR TO BRIDGE PHASE 1:

1. FABRICATE PSU'S OFFSITE OR AT A NEARBY LOCATION.
2. INSTALL SOIL NAIL WALL AT ABUTMENT NO. 1.
3. INSTALL MICROPILES AT PIER FOOTINGS.
4. CONSTRUCT NEW PIER FOOTINGS AND COLUMNS LOCATED OUTSIDE THE EXISTING BRIDGE FOOTPRINT. STRENGTHENING OF EXISTING FOOTINGS IS NOT PERMITTED IN THIS STAGE.

BRIDGE PHASE 1 REMOVALS:

1. DURING OFF-PEAK HOURS, INSTALL PORTABLE LONGITUDINAL BARRIER ON THE EXISTING BRIDGES AS SHOWN. SHIFT TRAFFIC AS SHOWN.
2. REMOVE A PORTION OF THE EXISTING EASTBOUND BRIDGE DECK AND THREE EXTERIOR BEAMS AS SHOWN.
3. REMOVE A PORTION OF THE EXISTING EASTBOUND BRIDGE ABUTMENTS TO THE LIMITS SHOWN. REMOVE EXISTING PIER PEDESTALS AT THE REMOVED BEAM LOCATIONS.



BRIDGE PHASE 1 REMOVAL

(TRAFFIC STAGE 2)

LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (1 OF 6)

Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

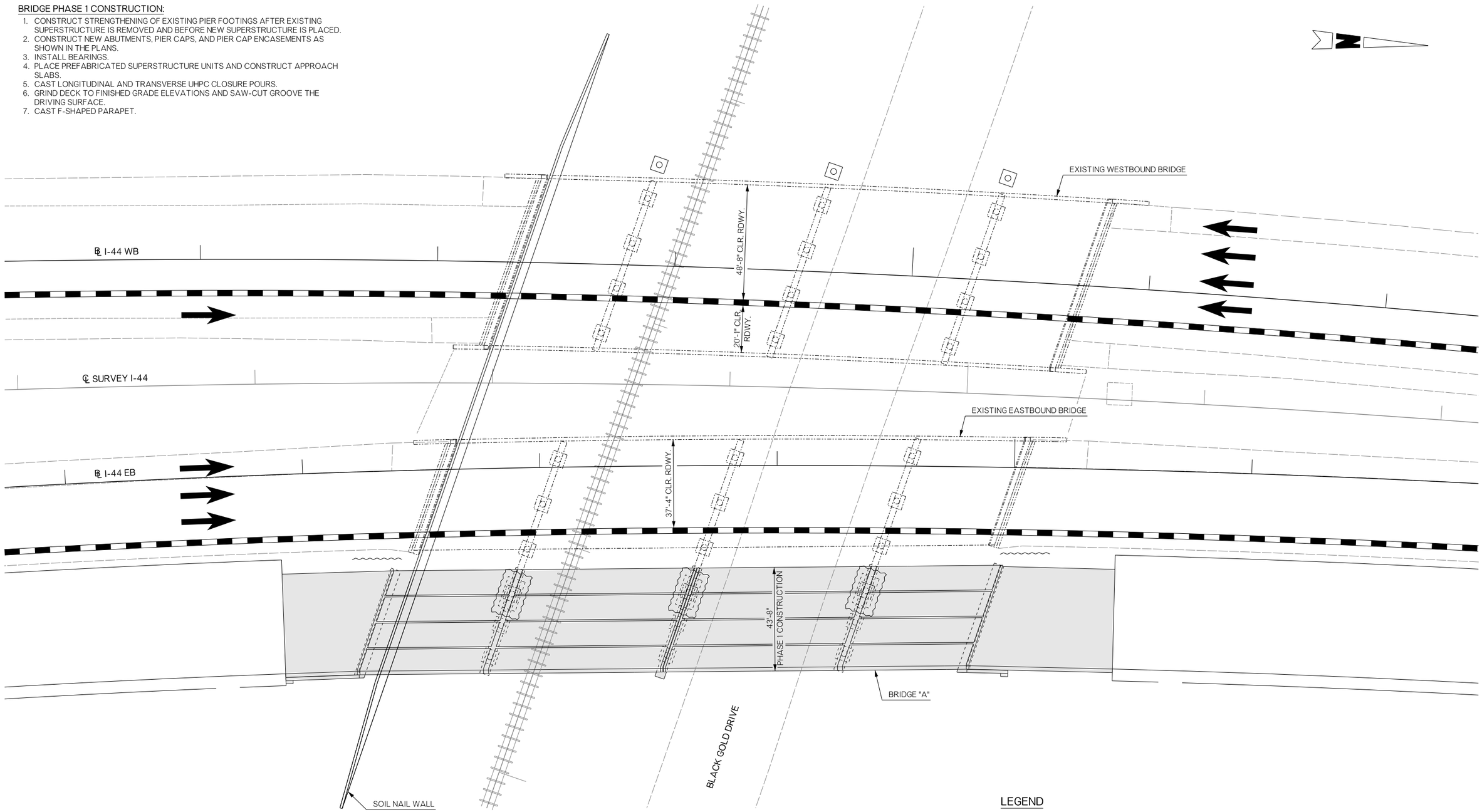
JOB PIECE NO. 30637(04) SHEET NO. B003

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUGGESTED SEQUENCE OF CONSTRUCTION

BRIDGE PHASE 1 CONSTRUCTION:

1. CONSTRUCT STRENGTHENING OF EXISTING PIER FOOTINGS AFTER EXISTING SUPERSTRUCTURE IS REMOVED AND BEFORE NEW SUPERSTRUCTURE IS PLACED.
2. CONSTRUCT NEW ABUTMENTS, PIER CAPS, AND PIER CAP ENCASEMENTS AS SHOWN IN THE PLANS.
3. INSTALL BEARINGS.
4. PLACE PREFABRICATED SUPERSTRUCTURE UNITS AND CONSTRUCT APPROACH SLABS.
5. CAST LONGITUDINAL AND TRANSVERSE UHPC CLOSURE POURS.
6. GRIND DECK TO FINISHED GRADE ELEVATIONS AND SAW-CUT GROOVE THE DRIVING SURFACE.
7. CAST F-SHAPED PARAPET.



LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGE PHASE 1 CONSTRUCTION

(TRAFFIC STAGE 2)

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (2 OF 6)

Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

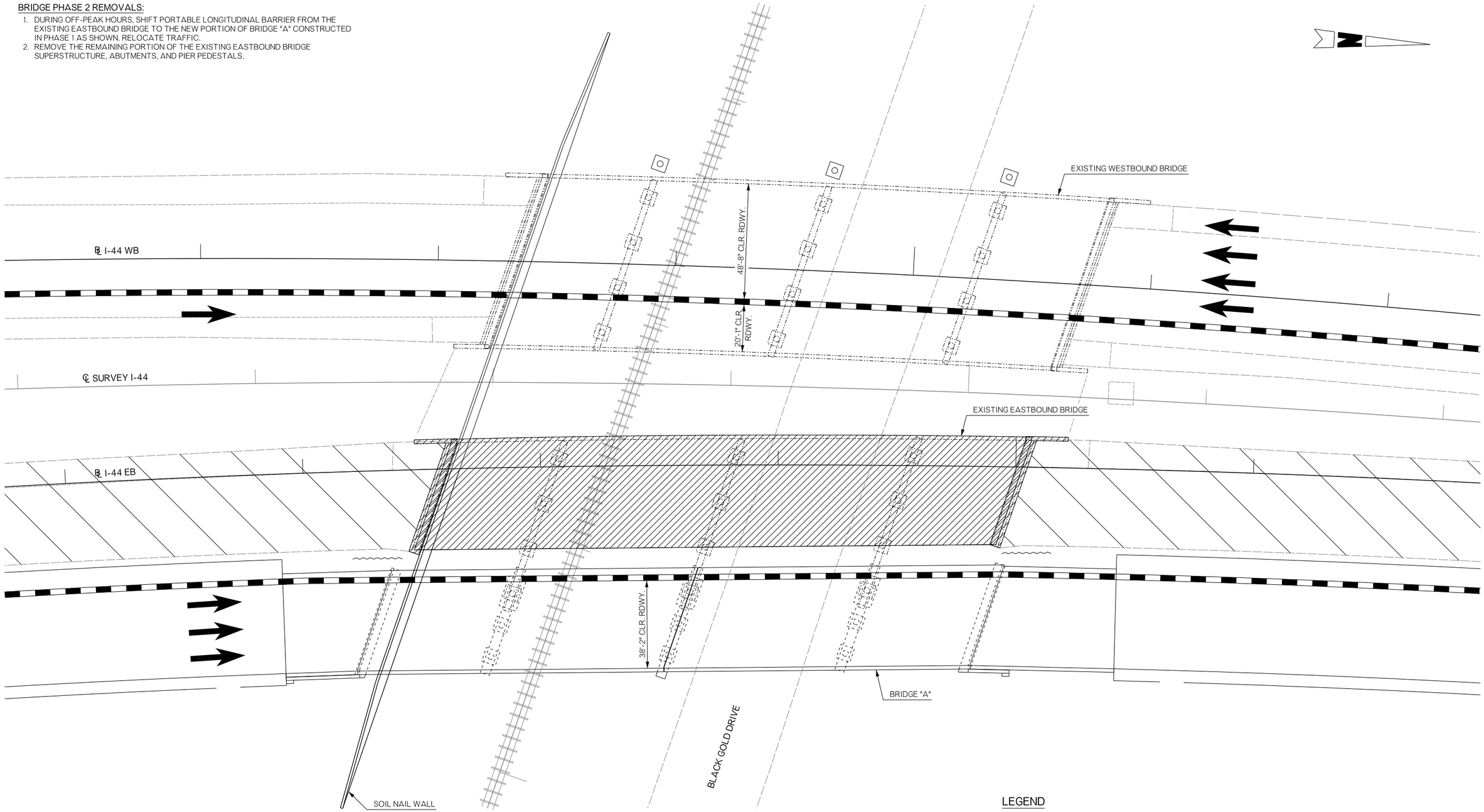
JOB PIECE NO. 30637(04) SHEET NO. B004

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUGGESTED SEQUENCE OF CONSTRUCTION

BRIDGE PHASE 2 REMOVALS:

1. DURING OFF-PEAK HOURS, SHIFT PORTABLE LONGITUDINAL BARRIER FROM THE EXISTING EASTBOUND BRIDGE TO THE NEW PORTION OF BRIDGE "A" CONSTRUCTED IN PHASE 1 AS SHOWN. RELOCATE TRAFFIC.
2. REMOVE THE REMAINING PORTION OF THE EXISTING EASTBOUND BRIDGE SUPERSTRUCTURE, ABUTMENTS, AND PIER PEDESTALS.



LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGE PHASE 2 REMOVAL

(TRAFFIC STAGE 3)

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (3 OF 6)

Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

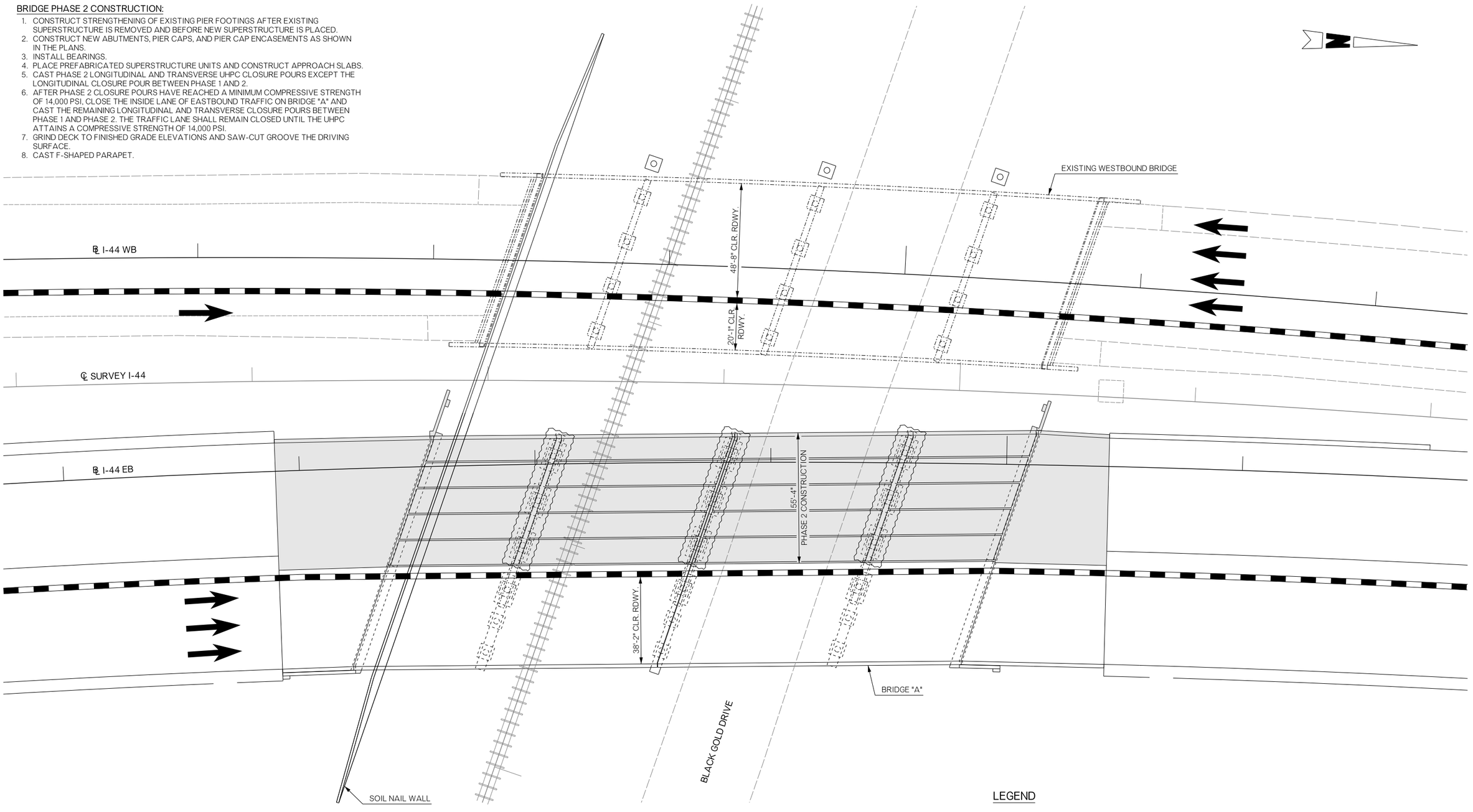
JOB PIECE NO. 30637(04) SHEET NO. B005

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUGGESTED SEQUENCE OF CONSTRUCTION

BRIDGE PHASE 2 CONSTRUCTION:

1. CONSTRUCT STRENGTHENING OF EXISTING PIER FOOTINGS AFTER EXISTING SUPERSTRUCTURE IS REMOVED AND BEFORE NEW SUPERSTRUCTURE IS PLACED.
2. CONSTRUCT NEW ABUTMENTS, PIER CAPS, AND PIER CAP ENCASEMENTS AS SHOWN IN THE PLANS.
3. INSTALL BEARINGS.
4. PLACE PREFABRICATED SUPERSTRUCTURE UNITS AND CONSTRUCT APPROACH SLABS.
5. CAST PHASE 2 LONGITUDINAL AND TRANSVERSE UHPC CLOSURE POURS EXCEPT THE LONGITUDINAL CLOSURE POUR BETWEEN PHASE 1 AND 2.
6. AFTER PHASE 2 CLOSURE POURS HAVE REACHED A MINIMUM COMPRESSIVE STRENGTH OF 14,000 PSI, CLOSE THE INSIDE LANE OF EASTBOUND TRAFFIC ON BRIDGE "A" AND CAST THE REMAINING LONGITUDINAL AND TRANSVERSE CLOSURE POURS BETWEEN PHASE 1 AND PHASE 2. THE TRAFFIC LANE SHALL REMAIN CLOSED UNTIL THE UHPC ATTAINS A COMPRESSIVE STRENGTH OF 14,000 PSI.
7. GRIND DECK TO FINISHED GRADE ELEVATIONS AND SAW-CUT GROOVE THE DRIVING SURFACE.
8. CAST F-SHAPED PARAPET.



BRIDGE PHASE 2 CONSTRUCTION

(TRAFFIC STAGE 3)

LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (4 OF 6)

Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

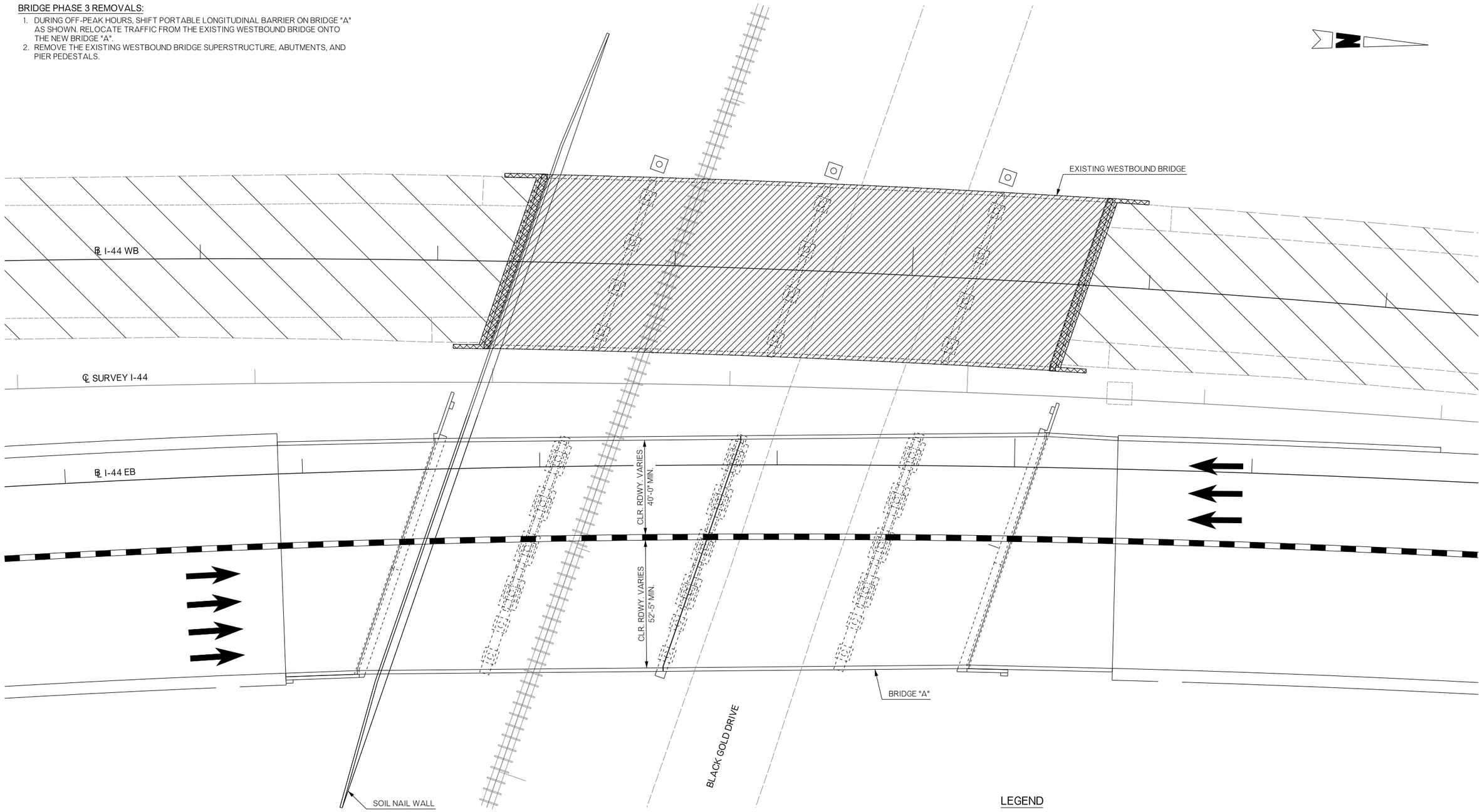
JOB PIECE NO. 30637(04) SHEET NO. B006

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUGGESTED SEQUENCE OF CONSTRUCTION

BRIDGE PHASE 3 REMOVALS:

1. DURING OFF-PEAK HOURS, SHIFT PORTABLE LONGITUDINAL BARRIER ON BRIDGE "A" AS SHOWN. RELOCATE TRAFFIC FROM THE EXISTING WESTBOUND BRIDGE ONTO THE NEW BRIDGE "A".
2. REMOVE THE EXISTING WESTBOUND BRIDGE SUPERSTRUCTURE, ABUTMENTS, AND PIER PEDESTALS.



BRIDGE PHASE 3 REMOVAL

(TRAFFIC STAGES 4A & 4B)

LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (5 OF 6)

Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

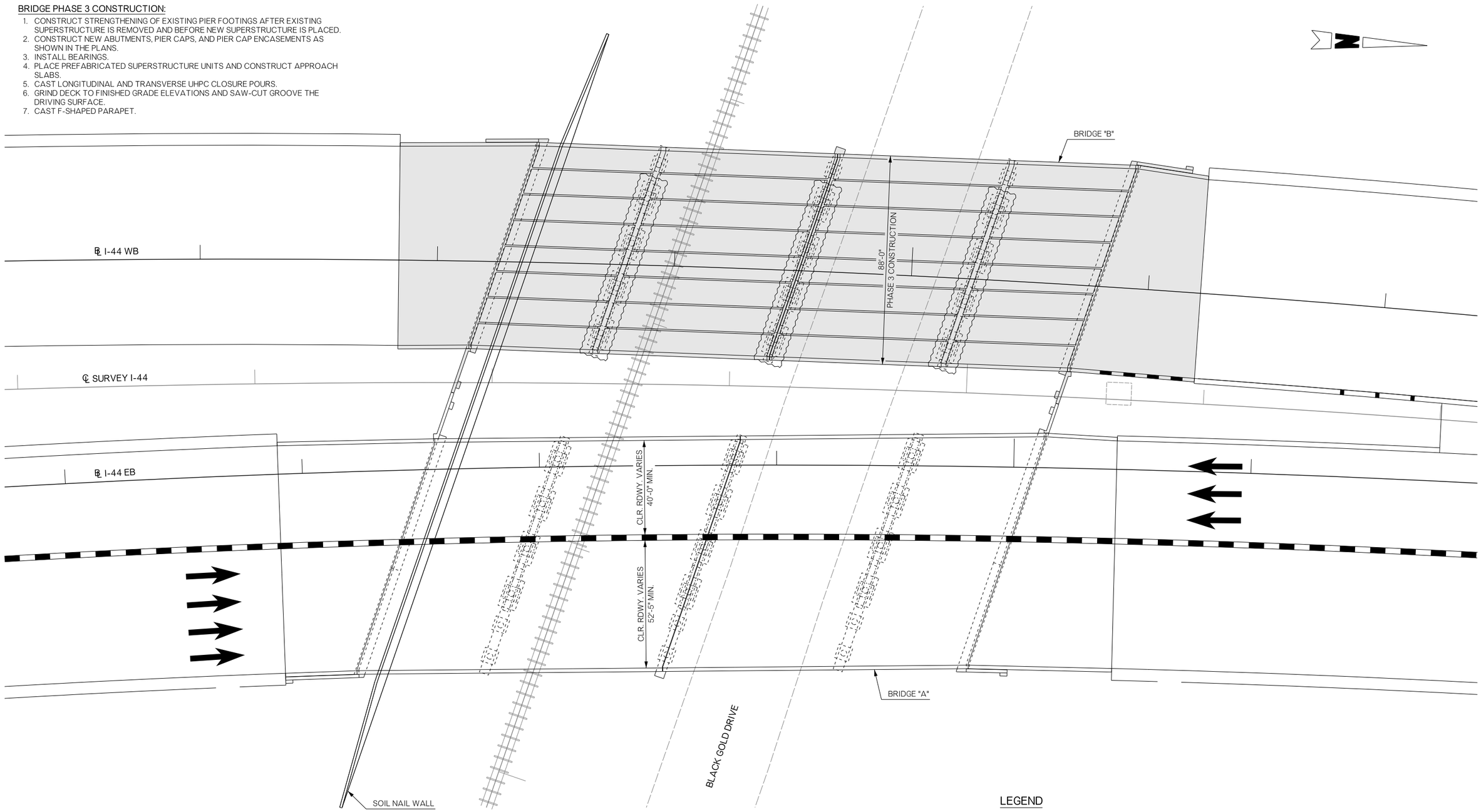
JOB PIECE NO. 30637(04) SHEET NO. B007

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUGGESTED SEQUENCE OF CONSTRUCTION

BRIDGE PHASE 3 CONSTRUCTION:

1. CONSTRUCT STRENGTHENING OF EXISTING PIER FOOTINGS AFTER EXISTING SUPERSTRUCTURE IS REMOVED AND BEFORE NEW SUPERSTRUCTURE IS PLACED.
2. CONSTRUCT NEW ABUTMENTS, PIER CAPS, AND PIER CAP ENCASEMENTS AS SHOWN IN THE PLANS.
3. INSTALL BEARINGS.
4. PLACE PREFABRICATED SUPERSTRUCTURE UNITS AND CONSTRUCT APPROACH SLABS.
5. CAST LONGITUDINAL AND TRANSVERSE UHPC CLOSURE POURS.
6. GRIND DECK TO FINISHED GRADE ELEVATIONS AND SAW-CUT GROOVE THE DRIVING SURFACE.
7. CAST F-SHAPED PARAPET.



LEGEND

- PORTABLE LONGITUDINAL BARRIER
- TEMPORARY EARTH RETAINAGE
- BRIDGE REMOVALS COMPLETED IN THIS PHASE
- BRIDGE CONSTRUCTION COMPLETED IN THIS PHASE

BRIDGE PHASE 3 CONSTRUCTION

(TRAFFIC STAGES 4A & 4B)

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE SEQUENCE OF CONSTRUCTION PLAN (6 OF 6)

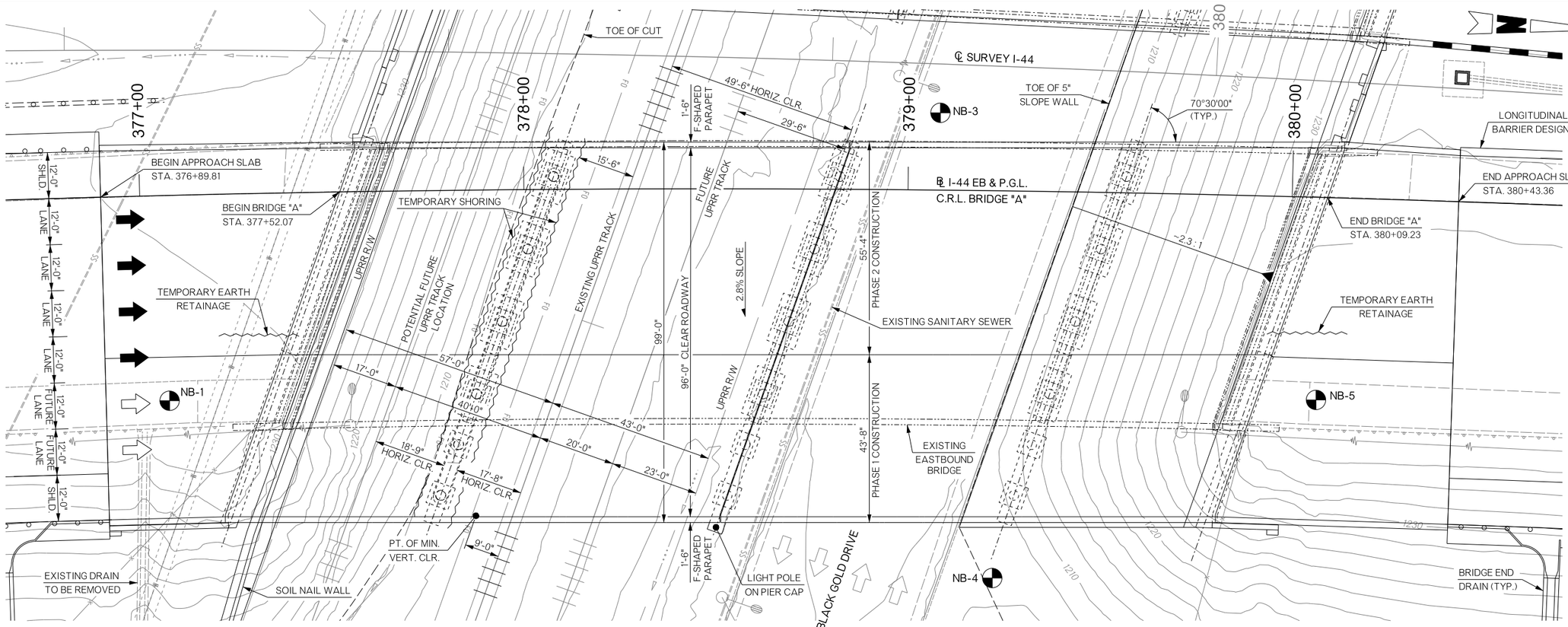
Design	---	---
Detail	JMB	9/23
Check	CBC	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B008

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

REMOVAL:
REMOVE EXISTING SLAB AND ROLLED BEAM SPANS.
REMOVE EXISTING ABUTMENTS AND WINGWALLS (EXISTING PILES TO REMAIN).
REMOVE EXISTING PIER PEDESTALS AND BEARINGS.

ALL INFORMATION SHOWN ON THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

NOTE: ALL STATIONS SHOWN ARE RELATIVE TO THE CONSTRUCTION REFERENCE LINE (C.R.L.). THE SPAN LENGTHS AND DIMENSIONS SHOWN ARE RELATIVE TO THE TANGENT LAYOUT LINE. THE LAYOUT FOR THIS BRIDGE IS LINEAR AND SKEWED AND IS NOT CHORDED. THE BRIDGE IS TO BE BUILT STRAIGHT AND PARALLEL TO THE TANGENT LAYOUT LINE. SEE SHEET B014 FOR DEFINITION OF TANGENT LAYOUT LINE.

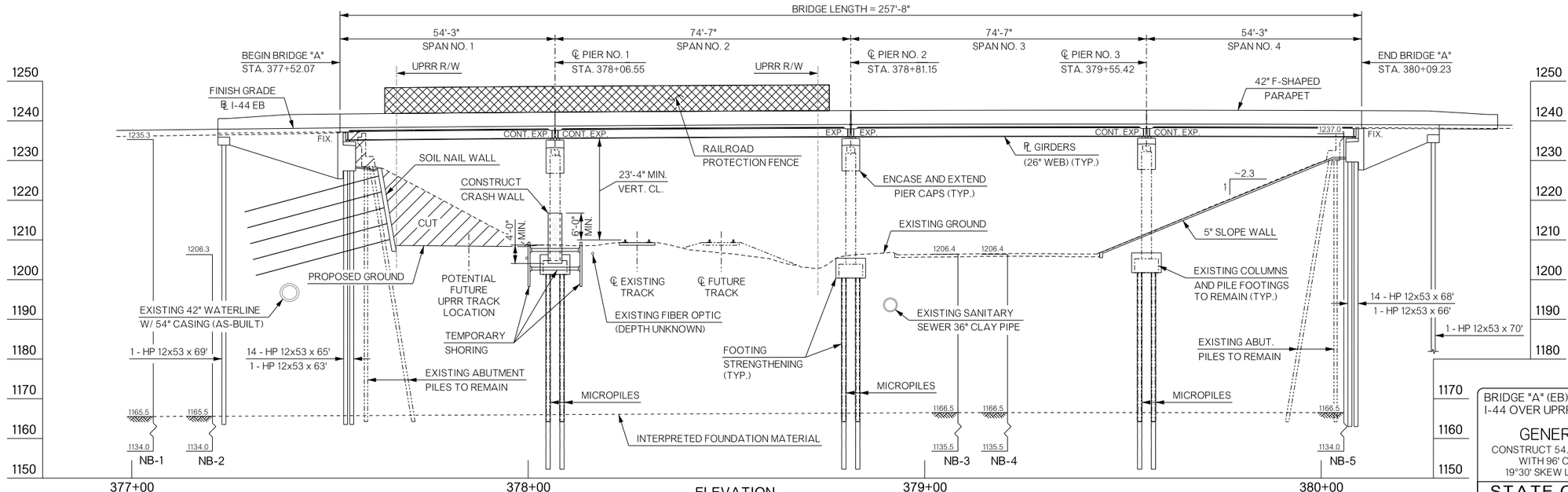
UP RAILROAD, OKC SUBDIVISION
MILEPOST 490.78, DOT NO. 596966M
GPS: 35.4707108, -97.5793612

BENCHMARK NO. 9
½" x 36" REBAR
STATION: 374+57.46 OFFSET: 240.97' RT.
ELEVATION: 1204.92

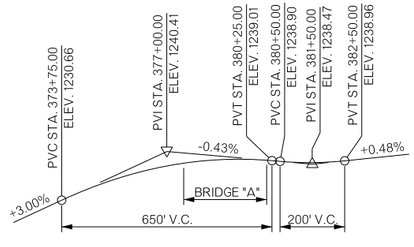
BENCHMARK NO. 10
[ ] IN TOP OF CURB
STATION: 382+46.02 OFFSET: 314.26' RT.
ELEVATION: 1204.77

HORIZONTAL CURVE DATA

℄ I-44 EB	℄ SURVEY I-44
P.I. STA. 375+61.16	P.I. STA. 371+34.93
Δ = 20°16'26" RT.	Δ = 26°40'08" RT.
D = 1°00'00"	D = 1°00'10"
R = 5,729.578'	R = 5,713.665'
T = 1,024.407'	T = 1,354.280'
L = 2,027.393'	L = 2,659.482'
E = 90.858'	E = 158.306'



ELEVATION



VERTICAL PROFILE DATA
I-44 EB

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GENERAL PLAN AND ELEVATION

CONSTRUCT 54.25'-74.58'-74.58'-54.25' PREFAB. ℄ GIRDER SPANS WITH 96' CLEAR RDWY. AND 42" F-SHAPED PARAPETS
19°30' SKEW L.F. AT ℄ SURVEY I-44 STA. 379+01.84, 33.5' RT.

Design	JMB	10/20
Detail	BJM	10/20
Check	JMB	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB/PIECE NO. 30637(04) SHEET NO. B009

REVISIONS		
REV. NO.	DESCRIPTION	DATE

ORIGINAL DESIGN DATA

(FOR INFORMATION ONLY)

STRESSES:

CLASS AA CONCRETE	fc = 1,200 PSI
CLASS A CONCRETE	fc = 1,000 PSI
REINFORCING STEEL (GRADE 40)	fs = 20,000 PSI
STRUCTURAL STEEL (A36)	fs = 20,000 PSI

LOADING:
HS20-44 & PPM-20
20 P.S.F. FUTURE WEARING SURFACE

FOUNDATION PRESSURES:
PIERS = 65.2 TONS / PILE

REHABILITATION DESIGN DATA

(LOAD AND RESISTANCE FACTOR DESIGN)

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
ULTRA HIGH PERFORMANCE CONCRETE	f'c = 21,000 PSI
REINFORCING STEEL (GRADE 60)	fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 PSI

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK OR SPECIAL OVERLOAD TRUCK (SEE DIAGRAM THIS SHEET)
20 PSF FUTURE WEARING SURFACE

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

FOUNDATION DATA

ABUTMENTS (HP 12x53 PILING)

FACTORED PILE REACTION = 96.2 TONS / PILE (ABUT. NO. 1)
95.6 TONS / PILE (ABUT. NO. 2)

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

PIERS (MICROPILES)

EXISTING FOOTING STRENGTHENING

FACTORED PILE REACTION = 250 KIPS / PILE (PIER NO. 1)
241 KIPS / PILE (PIER NO. 2)
226 KIPS / PILE (PIER NO. 3)

NEW FOOTINGS

FACTORED PILE REACTION = 200 KIPS / PILE (PIER NO. 1)
201 KIPS / PILE (PIER NO. 2)
184 KIPS / PILE (PIER NO. 3)

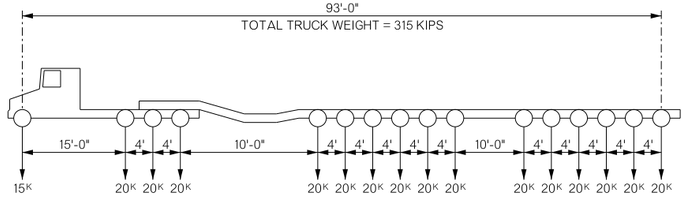
MICROPILE LENGTHS AND QUANTITIES GIVEN IN THESE PLANS ARE BASED ON AN ESTIMATED FRICTIONAL RESISTANCE OF THE MICROPILE IN THE BOND ZONE USING PRESUMPTIVE VALUES OF THE GROUT-TO-GROUND BOND STRENGTH, AND ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL BOND LENGTH NECESSARY TO DEVELOP ADEQUATE LOAD RESISTANCE TO THE FACTORED LOADS SHOWN HERE SHALL BE DETERMINED USING FIELD VERIFICATION LOAD TESTING. SEE GENERAL NOTES, PROJECT SPECIAL PROVISIONS, AND MICROPILE DETAILS FOR ADDITIONAL INFORMATION.

INDEX OF SHEETS - BRIDGE "A"

AB01-AB03	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
AB04	RAILROAD NOTES
B001	BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "A")
B003-B008	BRIDGE SEQUENCE OF CONSTRUCTION PLAN
B009	GENERAL PLAN AND ELEVATION
B010	DESIGN DATA AND SUMMARY OF QUANTITIES
B011-B013	SUBSURFACE PROFILE
B014	SUBSTRUCTURE STAKING DIAGRAM
B015-B020	ABUTMENT NO. 1 DETAILS
B021-B026	ABUTMENT NO. 2 DETAILS
B027-B029	SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS
B030-B037	PIER DETAILS
B038	PIER FOOTING AND MICROPILE DETAILS
B039	TYPICAL SECTION
B040	LONGITUDINAL SECTION
B041	PREFABRICATED SUPERSTRUCTURE LAYOUT
B042-B045	PREFABRICATED SUPERSTRUCTURE SLAB PLAN
B046	PREFABRICATED SUPERSTRUCTURE SLAB DETAILS
B047	PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS
B048	PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST
B049	FRAMING PLAN
B050	GIRDER DETAILS
B051	DEAD LOAD DEFLECTIONS
B052	DIAPHRAGM DETAILS
B053	BEARING DETAILS
B054	FINISHED GRADE ELEVATIONS
B055-B057	APPROACH SLAB DETAILS
B058	BRIDGE END DRAIN DETAILS
B106	RAILROAD FENCE DETAILS
B107	PARAPET AND FENCE LAYOUT
B108-B109	SLOPE WALL DETAILS

SUMMARY OF QUANTITIES - BRIDGE "A"

ITEM	UNIT	PHASE 1 CONSTRUCTION					PHASE 2 CONSTRUCTION					SLOPE WALL	TOTAL
		ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	SUBTOTAL	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	SUBTOTAL		
SUBSTRUCTURE EXCAVATION COMMON	CY	165.00	395.00	----	----	560.00	190.00	535.00	----	----	725.00	----	1,285.00
SELECT BACKFILL	CY	----	300.00	----	----	300.00	90.00	390.00	----	----	480.00	----	780.00
CLSM BACKFILL	CY	259.60	----	----	----	259.60	411.30	----	----	----	411.30	----	670.90
TEMPORARY EARTH RETAINAGE	LSUM	----	----	----	----	----	----	----	----	----	----	----	1.00
APPROACH SLAB	SY	----	----	----	444.70	444.70	----	----	----	587.40	587.40	----	1,032.10
SAW-CUT GROOVING	SY	----	----	1,207.20	429.50	1,636.70	----	----	1,541.20	571.40	2,112.60	----	3,749.30
42" F-SHAPED PARAPET	LF	----	----	257.70	90.70	348.40	----	----	257.70	96.70	354.40	----	702.80
STRUCTURAL STEEL M270 GRADE 50W	LB	----	----	268,280.00	----	268,280.00	----	----	338,350.00	----	338,350.00	----	606,630.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	----	----	16.00	----	16.00	----	----	20.00	----	20.00	----	36.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	----	----	48.00	----	48.00	----	----	60.00	----	60.00	----	108.00
(SP) PREFABRICATED SUPERSTRUCTURE UNITS	SY	----	----	1,180.40	----	1,180.40	----	----	1,473.20	----	1,473.20	----	2,653.60
CLASS AA CONCRETE	CY	----	108.10	284.20	----	392.30	----	127.20	354.10	----	481.30	----	873.60
CLASS A CONCRETE	CY	106.30	153.10	----	----	259.40	158.00	192.50	----	----	350.50	----	609.90
CLASS C CONCRETE	CY	----	----	----	----	10.00	----	----	----	----	----	----	10.00
ULTRA HIGH PERFORMANCE CONCRETE	CY	----	----	25.00	----	25.00	----	----	37.60	----	37.60	----	62.60
SLOPE WALL (5")	SY	----	----	----	----	----	----	----	----	----	----	947.00	947.00
MECHANICAL SPLICES	EA	60.00	36.00	----	----	96.00	----	----	----	----	----	----	96.00
REINFORCING STEEL	LB	----	9,000.00	----	----	9,000.00	----	14,000.00	----	----	14,000.00	----	23,000.00
EPOXY COATED REINFORCING STEEL	LB	11,260.00	30,000.00	66,690.00	----	107,950.00	16,560.00	30,000.00	82,190.00	----	128,750.00	----	236,700.00
PILES, FURNISHED (HP 12x53)	LF	937.00	----	----	----	937.00	1,193.00	----	----	----	1,193.00	----	2,130.00
PILES, DRIVEN (HP 12x53)	LF	937.00	----	----	----	937.00	1,193.00	----	----	----	1,193.00	----	2,130.00
PILE LOAD TEST (STATIC)	EA	----	----	----	----	----	----	----	----	----	----	----	2.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	----	----	----	----	----	----	----	----	----	----	----	1.00
(SP) MICROPILES	LF	----	2,184.00	----	----	2,184.00	----	2,304.00	----	----	2,304.00	----	4,488.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	47.00	163.00	195.00	45.00	450.00	83.00	201.00	195.00	48.00	527.00	----	977.00
ELASTOMERIC COATING	SF	531.00	998.00	----	----	1,529.00	862.00	1,804.00	----	----	2,666.00	----	4,195.00
SEALED EXPANSION JOINTS	LF	----	----	45.20	----	45.20	----	----	57.58	----	57.58	----	102.78
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	95.00	----	----	----	95.00	152.00	----	----	----	152.00	133.00	380.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	35.00	----	----	----	35.00	----	----	----	----	----	7.00	42.00
REMOVAL OF BRIDGE ITEMS	LSUM	----	----	----	----	----	----	----	----	----	----	----	1.00
FENCE-STYLE CLF (7' HIGH, CLASS B)	LF	----	----	112.00	----	112.00	----	----	112.00	----	112.00	----	224.00



SPECIAL OVERLOAD TRUCK DIAGRAM

DESIGN ASSUMPTIONS:

IMPACT FACTOR = 1.2
WHEEL SPACING = 6 FEET
NO LANE LOAD
1 LANE LOADED ONLY
MULTIPLE PRESENCE FACTOR = 1.0

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DESIGN DATA AND SUMMARY OF QUANTITIES

Design	---	---
Detail	JMB	9/23
Check	EMS	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B010

BORING NO. NB-1

STATION 377+28, 91' RT.
(3/10/2020)

SURFACE ELEV. (Ft.): 1235.3

	1235.5		
LEAN CLAY (CL) red (2.5YR 4/6), stiff		1234.5+/-	SPT-1; N=13; SOIL REC=16 in.; MC=17%
	1230.5	1230.5+/-	SPT-2; N=7; SOIL REC=2 in.; MC=13%
-medium stiff below 5'		1228.5+/-	UCS=7 psi; SOIL REC=12 in.; MC=17%; P200=89%; LL= 32; PL= 17; PI= 15
	1225.5	1225.5+/-	SPT-3; N=10; SOIL REC=15 in.; MC=13%
CLAYEY SAND (SC) red (2.5YR 4/6), medium dense		1222.5+/-	UCS=26 psi; SOIL REC=16 in.; MC=12%; P200=23%; LL= 32; PL= 12; PI= 20
	1220.5	1220.5+/-	SPT-4; N=10; SOIL REC=12 in.
LEAN CLAY WITH SAND (CL) very dark gray (10YR 3/1), stiff		1215.5+/-	SPT-5; N=12; SOIL REC=12 in.
	1210.5	1210.5+/-	SPT-6; N=12; SOIL REC=12 in.; MC=17%; P200=69%; LL= 31; PL= 16; PI= 15
SANDY LEAN CLAY (CL) brown (7.5YR 4/4), stiff			
	1205.5	1205.5+/-	SPT-7; N=13; SOIL REC=11 in.
LEAN CLAY WITH SAND (CL) brown (7.5YR 5/4), stiff			
	1200.5	1200.5+/-	SPT-8; N=6; SOIL REC=14 in.
LEAN CLAY (CL) dark gray (7.5YR 4/1), medium stiff			
	1195.5	1195.5+/-	SPT-9; N=8; SOIL REC=17 in.; MC=23%; P200=96%; LL= 64; PL= 20; PI= 44
FAT CLAY (CH) brown (7.5YR 4/2), medium stiff			
	1190.5	1190.5+/-	SPT-10; N=6; SOIL REC=14 in.; MC=22%; P200=41%; LL= 23; PL= 15; PI= 8
CLAYEY SAND (SC) brown (7.5YR 5/4), loose			
	1185.5	1185.5+/-	SPT-11; N=12; SOIL REC=12 in.
FINE SAND (SP) brown (7.5YR 5/3), medium dense			
	1180.5	1180.5+/-	SPT-12; N=49; SOIL REC=11 in.
-pinkish gray (7.5YR 6/2) and light gray (7.5YR 7/1), dense below 55'			
	1175.5	1175.5+/-	SPT-13; N=29; SOIL REC=11 in.
-gray (7.5YR 5/1), medium dense below 60'			
	1170.5	1170.5+/-	SPT-14; N=30; SOIL REC=13 in.
-light brown (7.5YR 6/3) and gray (7.5YR 5/1), dense below 65'			
	1165.5	1165.5+/-	SPT-15; N=50/4"; SOIL REC=4 in.
WEATHERED SHALE red (2.5Y 5/6)	1163.5		TCP 50/1 1/8" 50/1/2" ROCK REC=77%; RQD=63%; UCS=470 psi
-red (2.5YR 4/6) below 72'		TOP OF ROCK = 1165.5	
		1160+/-	TCP 50/1/2" 50/3/8" ROCK REC=100%; RQD=40%; UCS=1100 psi
		1155+/-	TCP 50/5/8" 50/3/16" ROCK REC=88%; RQD=55%;
	1150	1150+/-	TCP 50/3/16" 50/1/16" ROCK REC=95%; RQD=57%;
	1145	1145+/-	TCP 50/2 3/16" 50/1 5/16" ROCK REC=96%; RQD=70%;
WEATHERED SHALE WITH GYPSUM red (2.5Y 4/6)			
	1140	1140+/-	TCP 50/7/16" 50/1/16" ROCK REC=93%; RQD=73%;
-greenish gray (GLEY1 6/1/10GY) below 95.5'			
		1135+/-	TCP 50/3/16" 50/1/16"

BT-101.50
Elevation: 1134+/-

BORING NO. NB-2

STATION 377+42, 183' RT.
(7/23/2020)

SURFACE ELEV. (Ft.): 1206.3

	1206.5		
LEAN CLAY WITH SAND (CL) black (5Y 2.5/1), stiff		1205.5+/-	SPT-1; N=12; SOIL REC=16 in.; MC=14%
	1201.5	1201.5+/-	SPT-2; N=6; SOIL REC=18 in.; MC=30%
FAT CLAY (CH) black (5Y 2.5/1), medium stiff	1199.5	1199.5+/-	UCS=24 psi; SOIL REC=18 in.; MC=29%; P200=88%; LL= 67; PL= 20; PI= 47
-stiff below 7'	1196.5	1196.5+/-	SPT-3; N=8; SOIL REC=18 in.
-black (5Y 2.5/1) and very dark brown (7.5YR 2.5/2) below 10'	1194.5	1194.5+/-	UCS=19 psi; SOIL REC=18 in.; MC=43%; P200=99%; LL= 101; PL= 35; PI= 66
-stiff below 12'			
-medium stiff below 15'	1191.5	1191.5+/-	SPT-4; N=5; SOIL REC=18 in.
-very dark grayish brown (10YR 3/2), soft below 20'	1186.5	1186.5+/-	SPT-5; N=3; SOIL REC=18 in.; MC=42%; P200=96%; LL= 82; PL= 26; PI= 56
-stiff below 25'	1181.5	1181.5+/-	SPT-6; N=13; SOIL REC=18 in.
	1178.5	1176.5+/-	SPT-7; N=20; SOIL REC=13 in.; MC=15%
FINE SAND (SP) light brown (7.5YR 6/3), medium dense			
	1171.5	1171.5+/-	SPT-8; N=16; SOIL REC=10 in.
FAT CLAY WITH SAND (CH) dark gray (10YR 4/1), very stiff			
	1166.5	1166.5+/-	SPT-9; N=50/3"; SOIL REC=15 in.
FINE SAND (SP) dark gray (10YR 4/1), medium dense	1165.5		
WEATHERED SANDSTONE red (2.5Y 4/6)	1164.5	1164.5+/-	TCP 50/5/16" 50/1/4" ROCK REC=35%; RQD=0%;
-red (2.5YR 5/6) below 42'		TOP OF ROCK = 1165.5	
		1159.5+/-	TCP 50/2 1/4" 50/1 1/16" ROCK REC=90%; RQD=58%; UCS=1400 psi
	1154.5	1154.5+/-	TCP 50/1 3/16" 50/5/8" ROCK REC=100%; RQD=43%; UCS=210 psi
WEATHERED SHALE red (2.5Y 5/6)		1149.5+/-	TCP 50/1 9/16" 50/1 3/16" ROCK REC=98%; RQD=57%; UCS=230 psi
	1144.5	1144.5+/-	TCP 50/1/2" 50/3/16" ROCK REC=100%; RQD=85%;
-greenish gray (GLEY2 5/10G) below 62'			
	1139.5	1139.5+/-	TCP 50/1/8" 50/1/16" ROCK REC=58%; RQD=7%;
WEATHERED SHALE WITH GYPSUM red (2.5Y 5/6)			
		1134.5+/-	TCP 50/1/4" 50/3/16"

BT-72.50
Elevation: 1134+/-

REVISIONS		
REV. NO.	DESCRIPTION	DATE

LEGEND

SPT	= STANDARD PENETRATION TEST, ASTM D1586
TCP	= TEXAS CONE PENETROMETER
DB	= ROCK CORE
N	= NUMBER OF BLOWS PER 12 INCHES
MC	= MOISTURE CONTENT
LL	= LIQUID LIMIT
PL	= PLASTIC LIMIT
PI	= PLASTICITY INDEX
P200	= PERCENT PASSING #200 SIEVE
UCS	= UNCONFINED COMPRESSIVE STRENGTH
REC	= RECOVERY
RQD	= ROCK QUALITY DESIGNATION

= WATER LEVEL WHILE DRILLING OR SAMPLING

= WATER LEVEL AFTER DRILLING

= WATER LEVEL 24 HOURS AFTER DRILLING

= TOP OF ROCK

* NOTE: TOP OF ROCK LINE SHOWN FOR ESTIMATING PURPOSES ONLY.

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SITE GEOLOGY

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THE HENNESSEY UNIT CONSISTS OF RED PLATY TO BLOCKY CLAY SHALES AND MUDSTONE. THE MUDSTONES ARE HARD AND APPEAR BLOCKY. THE RED CLAY SHALE OF THE HENNESSEY UNIT IS CHARACTERIZED BY NUMEROUS BANDS OR STREAKS OF WHITE OR LIGHT GREEN COLOR RANGING FROM A FEW INCHES TO FOUR FEET IN THICKNESS.

GEOTECHNICAL REPORT

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Terracon

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 1 OF 3)

Design	---	---
Detail	JMB	4/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B011

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BORING NO. NB-3

STATION 379+29, 13' RT.
(2/27/2020)

SURFACE ELEV. (Ft.): 1206.4

	1206.5	1205.5+/-	SPT-1; N=12; SOIL REC=15 in.; MC=18%
SANDY LEAN CLAY (CL) gray (5YR 5/1), stiff		1203.5+/-	SOIL REC=24 in.; MC=15%; P200=63%; LL= 38; PL= 14; PI= 24
	1201.5	1201.5+/-	SPT-2; N=4; SOIL REC=14 in.; MC=21%
LEAN CLAY (CL) with silty sand seams, brown (2.5YR 5/4), medium stiff		1199.5+/-	UCS=17 psi; SOIL REC=24 in.; MC=20%; P200=85%; LL= 42; PL= 16; PI= 26
	1196.5	1196.5+/-	SPT-3; N=8; SOIL REC=18 in.; MC=20%
-dark reddish gray (5YR 4/2), stiff below 10'			
	1191.5	1191.5+/-	SPT-4; N=2; SOIL REC=18 in.; MC=27%; P200=51%; LL= 21; PL= 17; PI= 4
SANDY SILTY CLAY (CL-ML) brown (5YR 4/4), soft			
	1186.5	1186.5+/-	SPT-5; N=4; SOIL REC=10 in.; MC=17%
FINE SAND (SP) light yellowish brown (10YR 6/4), loose			
	1181.5	1181.5+/-	SPT-6; N=10; SOIL REC=11 in.; MC=22%
-medium dense below 25'			
	1176.5	1176.5+/-	SPT-7; N=27; SOIL REC=9 in.
-gray (5YR 5/1) below 30'			
		1171.5+/-	SPT-8; N=20; SOIL REC=13 in.
	1166.5	1166.5+/-	SPT-9; N=50/3"; SOIL REC=3 in. TCP 50/2 1/2" 50/5" ROCK REC=100%; RQD=44%
WEATHERED SHALE red (2.5Y 4/6)			TOP OF ROCK = 1166.5
	1161	1161+/-	TCP 50/1/2" 50/3/8" ROCK REC=92%; RQD=50%; UCS=1100 psi
WEATHERED SILTSTONE red (2.5YR 4/6)	1158.5		
WEATHERED SHALE red (5Y 4/6)	1156	1156+/-	TCP 50/1 1/8" 50/1/4" ROCK REC=100%; RQD=85%; UCS=230 psi
-with siltstone seams below 50.5'			
	1151	1151+/-	TCP 50/5/8" 50/3/8" ROCK REC=100%; RQD=78%
-with gypsum seams below 55.5'			
		1146+/-	TCP 50/1/8" 50/1/8" ROCK REC=97%; RQD=93%
	1141	1141+/-	TCP 50/1 1/2" 50/3/4" ROCK REC=92%; RQD=0%
WEATHERED SILTSTONE trace gypsum seams, red (2.5YR 4/6)		1136+/-	TCP 50/1/8" 50/3/16"

BT-71
Elevation: 1135.5+/-

BORING NO. NB-4

STATION 379+47, 133' RT.
(2/26/2020)

SURFACE ELEV. (Ft.): 1206.4

	1206.5	1206.5+/-	SPT-1; N=7; SOIL REC=13 in.; MC=24%
LEAN CLAY WITH SAND (CL) very dark gray (5YR 3/1), medium stiff		1204.5+/-	SOIL REC=18 in.; MC=22%; P200=78%; LL= 37; PL= 15; PI= 22
	1201.5	1201.5+/-	SPT-2; N=7; SOIL REC=16 in.; MC=22%
LEAN CLAY (CL) brown (7.5YR 5/4), medium stiff		1199.5+/-	UCS=24 psi; SOIL REC=20 in.; MC=21%; P200=94%; LL= 45; PL= 17; PI= 28
	1196.5	1196.5+/-	SPT-3; N=9; SOIL REC=18 in.; MC=30%
LEAN CLAY WITH SAND (CL) brown (7.5YR 5/3), stiff			
	1191.5	1191.5+/-	SPT-4; N=5; SOIL REC=18 in.; MC=20%; P200=51%; LL= 23; PL= 17; PI= 6
SANDY SILTY CLAY (CL-ML) medium stiff			
	1186.5	1186.5+/-	SPT-5; N=5; SOIL REC=11 in.; MC=16%
FINE SAND (SP) light brown (7.5YR 6/3), loose			
	1181.5	1181.5+/-	SPT-6; N=18; SOIL REC=11 in.; MC=16%
-brown (7YR 5/3) and dark gray (7.5YR 4/1), medium dense below 25'			
	1176.5	1176.5+/-	SPT-7; N=19; SOIL REC=13 in.
-dark gray (7.5YR 4/1) below 30'			
	1171.5	1171.5+/-	SPT-8; N=33; SOIL REC=15 in.
-dense below 35.5'			
	1166.5	1166.5+/-	SPT-9; N=50/4"; SOIL REC=4 in. TCP 50/1 1/8" 50/5/8" ROCK REC=89%; RQD=89%; UCS=90 psi
WEATHERED SHALE red (2.5Y 4/6)			TOP OF ROCK = 1166.5
	1161	1161+/-	TCP 50/7/16" 50/3/16" ROCK REC=93%; RQD=63%; UCS=230 psi
	1156	1156+/-	TCP 50/1/4" 50/1/8" ROCK REC=98%; RQD=40%
WEATHERED SANDSTONE red (2.5YR 4/6) and trace greenish gray (GLEY1 6/1)			
	1151	1151+/-	TCP 50/9/16" 50/1/2" ROCK REC=92%; RQD=43%
-red (2.5YR 4/6) below 55.5'			
	1146	1146+/-	TCP 50/7/16" 50/5/16" ROCK REC=97%; RQD=80%
-with shale seams below 60.5'			
	1141	1141+/-	TCP 50/1/8" 50/1/8" ROCK REC=83%; RQD=0%;
WEATHERED SHALE trace gypsum and siltstone seams, red (2.5YR 4/6)		1136+/-	TCP 50/1/4" 50/1/8"

BT-71
Elevation: 1135.5+/-

LEGEND

SPT = STANDARD PENETRATION TEST, ASTM D1586
TCP = TEXAS CONE PENETROMETER
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= WATER LEVEL WHILE DRILLING OR SAMPLING
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= WATER LEVEL 24 HOURS AFTER DRILLING
= TOP OF ROCK

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SITE GEOLOGY

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GEOTECHNICAL REPORT

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Terracon

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 2 OF 3)

Design	---	---
Detail	JMB	4/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB/PIECE NO. 30637(04) | SHEET NO. B012

BORING NO. NB-5

STATION 380+30, 83' RT.
(3/29/2020)

SURFACE ELEV. (Ft.): 1237.0

1237	LEAN CLAY (CL) red (2.5YR 4/6), stiff	1236+/-	SPT-1; N=11; SOIL REC=15 in.; MC=14%
1232		1232+/-	SPT-2; N=6; SOIL REC=15 in.; MC=17%
1230	LEAN CLAY WITH SAND (CL) red (2.5YR 4/6), medium stiff to very stiff	1230+/-	UCS=50 psi; SOIL REC=9 in.; MC=14%; P200=76%; LL= 32; PL= 15; PI= 17
1227		1227+/-	SPT-3; N=5; SOIL REC=17 in.
	SANDY LEAN CLAY (CL) red (2.5YR 4/6), medium stiff to very stiff	1225+/-	UCS=51 psi; SOIL REC=11 in.; MC=13%; P200=66%; LL= 32; PL= 15; PI= 17
	▽	1222+/-	SPT-4; N=5; SOIL REC=12 in.
1220			
1217	CLAYEY SAND (SC) red (2.5YR 4/6), loose	1217+/-	SPT-5; N=5; SOIL REC=11 in.
1212	-brown (7.5YR 5/2), med. dense below 25'	1212+/-	SPT-6; N=11; SOIL REC=11 in.; MC=14%
1211			
1210	LEAN CLAY (CL) trace gravel, red (2.5YR 4/6), stiff		
1207		1207+/-	SPT-7; N=10; SOIL REC=14 in.; MC=22%; P200=85%; LL= 43; PL= 16; PI= 27
	LEAN CLAY WITH SAND (CL) very dark gray (7.5YR 3/1), stiff		
1202		1202+/-	SPT-8; N=7; SOIL REC=12 in.; MC=23%
1200	LEAN CLAY WITH SAND (CL) dark grayish brown (10YR 4/2), medium stiff		
1197		1197+/-	SPT-9; N=11; SOIL REC=18 in.
	-stiff below 40'		
	-drilling fluid loss circulation at 42'		
1192		1192+/-	SPT-10; N=3; SOIL REC=18 in.; MC=22%; P200=53%; LL= 27; PL= 13; PI= 14
1190	SANDY LEAN CLAY (CL) dark grayish brown (10YR 4/2), soft		
1187		1187+/-	SPT-11; N=8; SOIL REC=16 in.
	FINE SAND (SP) trace clay, brown (7.5YR 5/3), loose		
1182		1182+/-	SPT-12; N=20; SOIL REC=12 in.
1180	-medium dense below 55'		
1177		1177+/-	SPT-13; N=25; SOIL REC=13 in.
	-gray (7.5YR 5/1) below 60'		
		1172+/-	SPT-14; N=20; SOIL REC=11 in.
1170			
		1167+/-	SPT-15; N=50/6"; SOIL REC=18 in.
1166.5	WEATHERED SHALE red (2.5Y 4/6)	1165+/-	TCP 50/1 7/8" 50/1 1/2" ROCK REC=88%; RQD=67%; UCS=690 psi
			TOP OF ROCK = 1166.5
1160			
1159.5	-trace silt seams, light gray (GLEY1 7/N) below 77.5'	1159.5+/-	TCP 50/1 1/2" 50/3/4" ROCK REC=93%; RQD=55%; UCS=1010 psi
1154.5	-no silt seams, red (2.5YR 5/8) below 82.5'	1154.5+/-	TCP 50/5/16" 50/1/16" ROCK REC=98%; RQD=58%; UCS=110 psi
1150		1149.5+/-	TCP 50/3/4" 50/1/4" ROCK REC=97%; RQD=58%;
1144.5	-trace gypsum seams below 92.5'	1144.5+/-	TCP 50/1 11/16" 50/3/4" ROCK REC=100%; RQD=72%;
1140		1139.5+/-	TCP 50/1/8" 50/1/16" ROCK REC=100%; RQD=58%;
	-loss drilling fluid circulation at 100'		
		1134.5+/-	TCP 50/5/16" 50/1/4"
1130			

BT-103
Elevation: 1134+/-

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND

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P200 = PERCENT PASSING #200 SIEVE
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Terracon

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 3 OF 3)

Design	---	---
Detail	JMB	4/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. B013

377+00

378+00

379+00

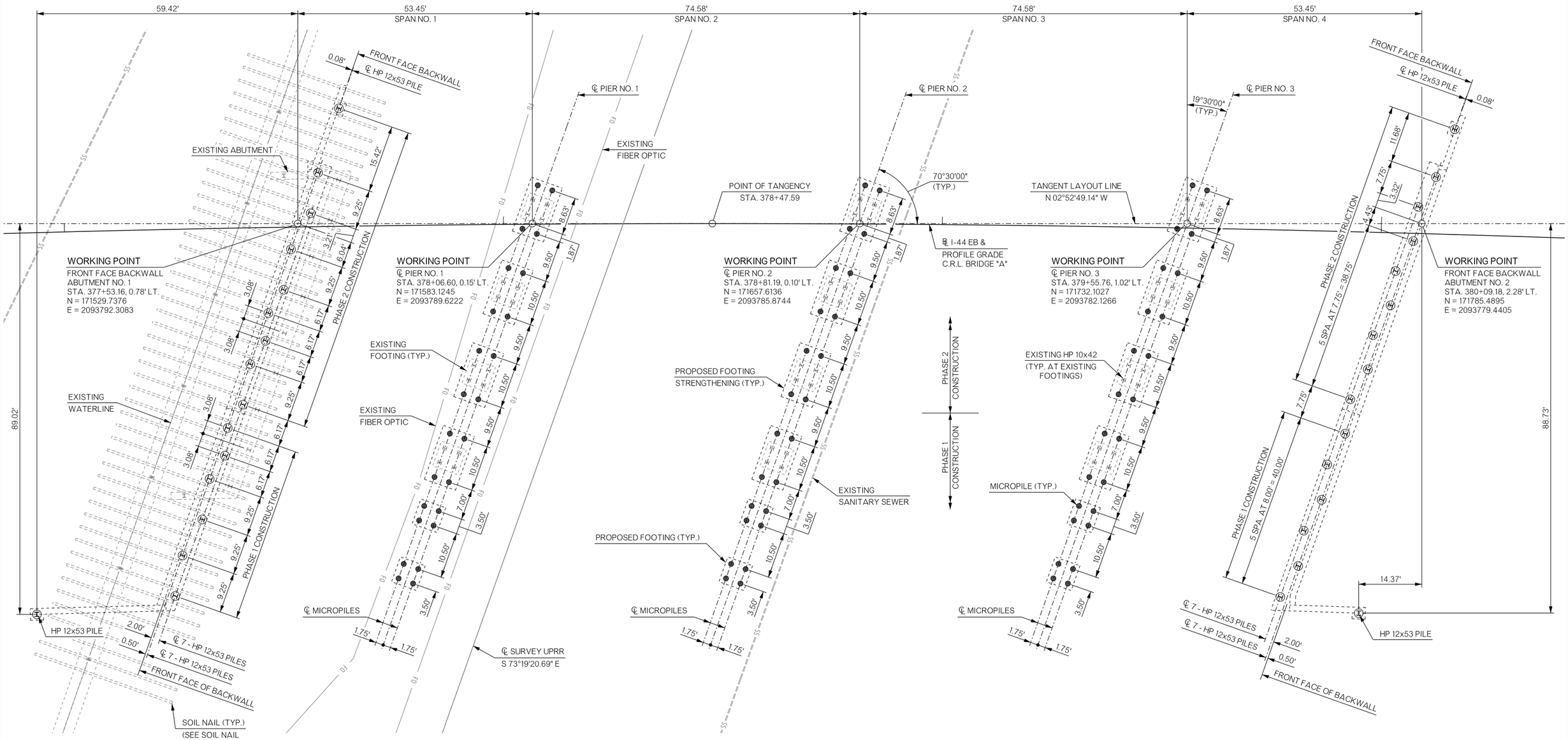
380+00

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.

NOTE: ALL STATIONS SHOWN ARE RELATIVE TO THE CONSTRUCTION REFERENCE LINE (C.R.L.). THE WORKING POINTS AND DIMENSIONS SHOWN ARE RELATIVE TO THE SUBSTRUCTURE TANGENT LINE. THE LAYOUT FOR THIS BRIDGE IS LINEAR AND SKEWED AND IS NOT CHORDED. THE BRIDGE IS TO BE BUILT STRAIGHT AND PARALLEL TO THE TANGENT LAYOUT LINE.

REVISIONS

REV. NO.	DESCRIPTION	DATE



SUBSTRUCTURE STAKING DIAGRAM

TOP OF PILE ELEVATIONS ABUTMENT NO. 1	
LOCATION	ELEVATION
BRIDGE SEAT	1228.40
WEST WING	1226.40
EAST WING	1232.12

NOTES:
ALL PILES ARE TO BE DRIVEN VERTICAL.

BRIDGE SEAT PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE WEB IS PERPENDICULAR TO THE FACE OF THE BRIDGE SEAT. WING PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE WEB IS PERPENDICULAR TO THE WINGWALL.

TOP OF PILE ELEVATIONS ABUTMENT NO. 2	
LOCATION	ELEVATION
BRIDGE SEAT	1230.65
WEST WING	1228.65
EAST WING	1232.98

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE STAKING DIAGRAM

Design	---	---
Detail	JMB	9/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

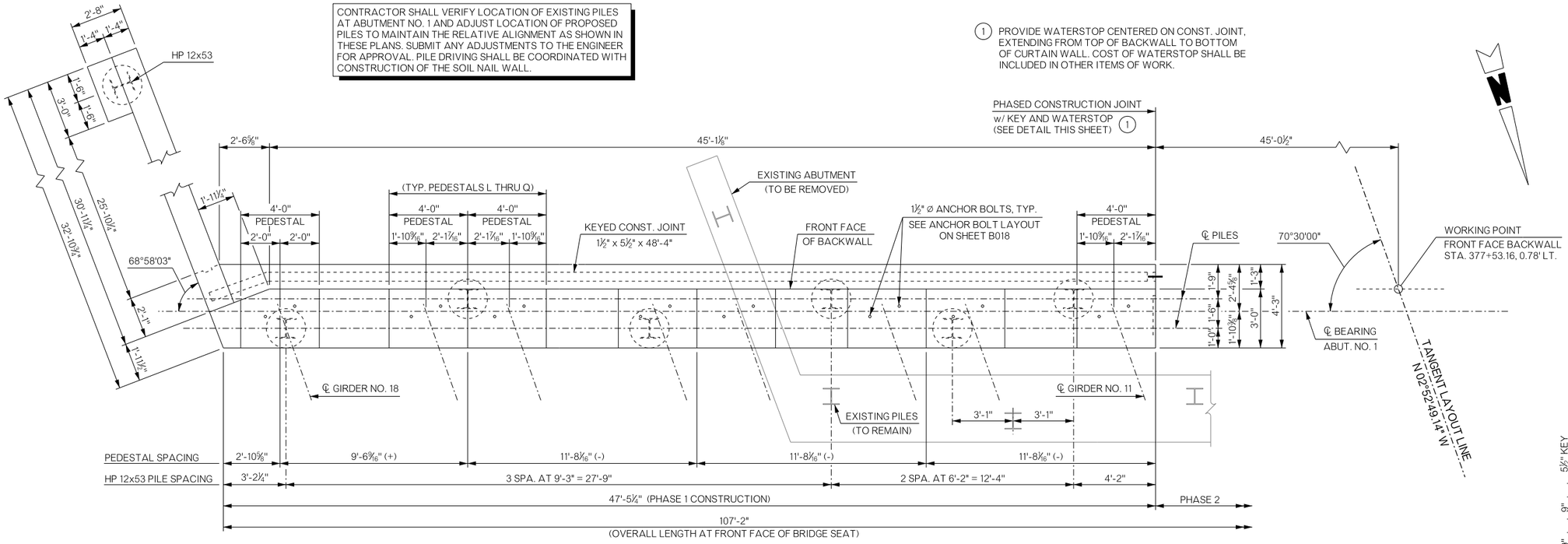
JOB PIECE NO. 30637(04) SHEET NO. B014

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.

(1) PROVIDE WATERSTOP CENTERED ON CONST. JOINT, EXTENDING FROM TOP OF BACKWALL TO BOTTOM OF CURTAIN WALL. COST OF WATERSTOP SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

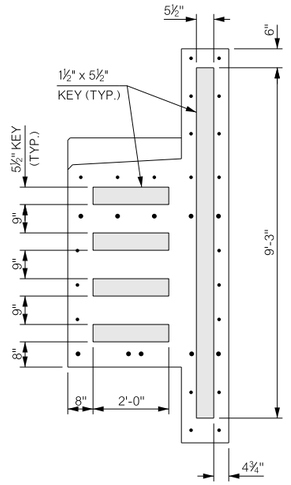
REVISIONS

REV. NO.	DESCRIPTION	DATE

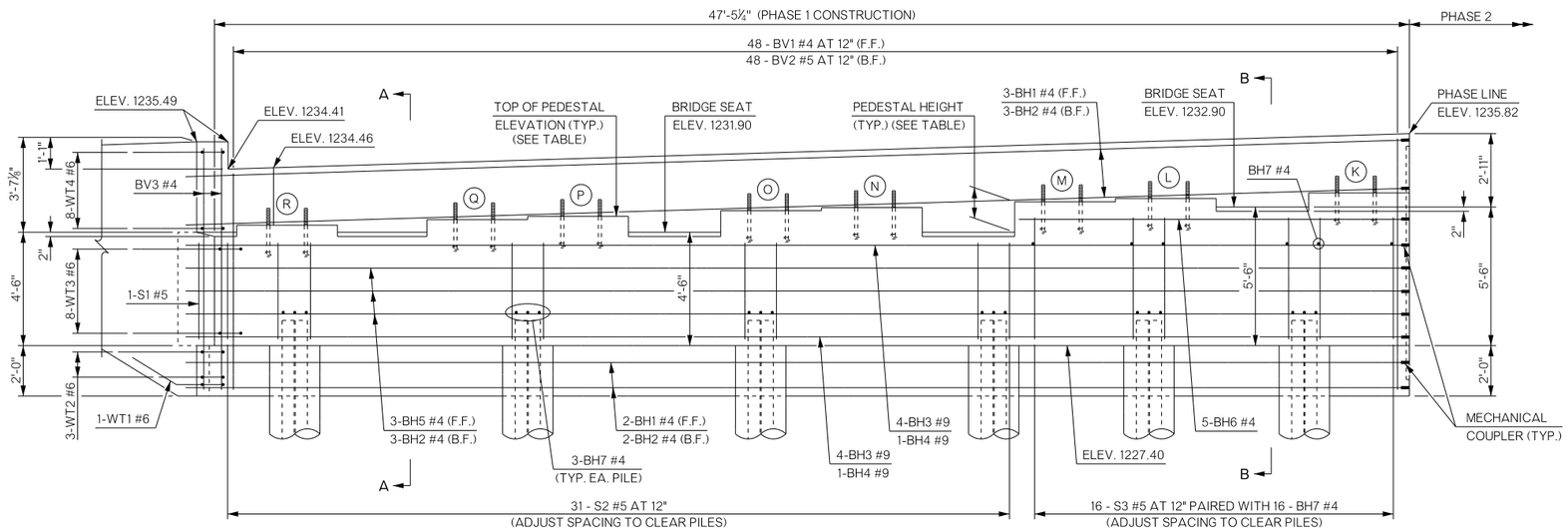


PLAN

(PHASE 1 CONSTRUCTION)



PHASED CONSTRUCTION JOINT



ELEVATION

(PHASE 1 CONSTRUCTION)

PEDESTAL SCHEDULE
(ABUTMENT NO. 1 - PHASE 1)

PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
K	1233.46	6¾"	2
L	1233.24	4⅛"	1
M	1233.11	1'-2½"	4
N	1232.88	11¾"	3
O	1232.76	10⅜"	3
P	1232.53	7½"	2
Q	1232.40	6"	1
R	1232.18	3⅜"	0

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

FOR SECTIONS A-A AND B-B, SEE SHEET NO. B017

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 1 OF 6)

Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	8/23

HNTB

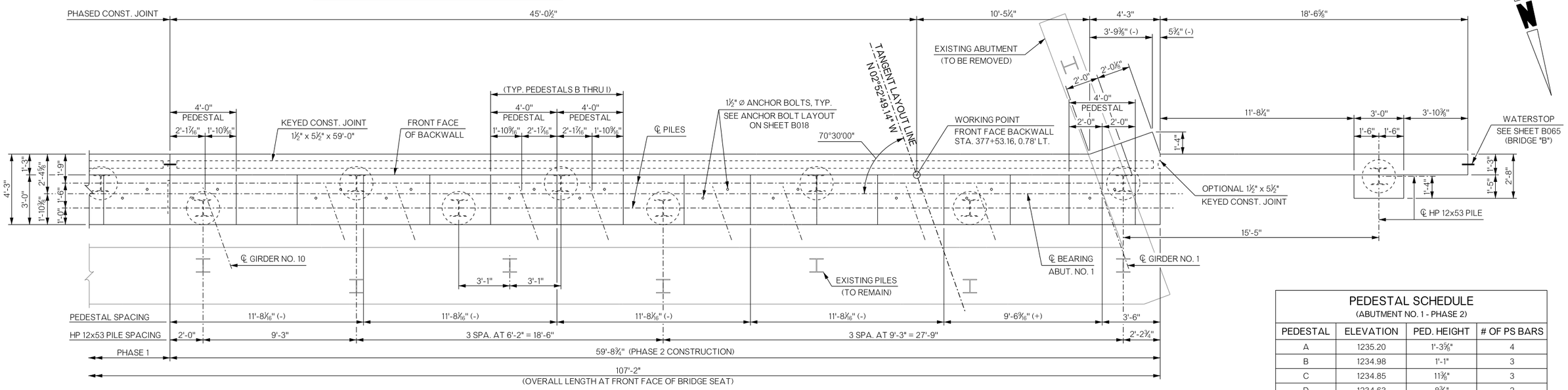
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B015

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.

REVISIONS

REV. NO.	DESCRIPTION	DATE

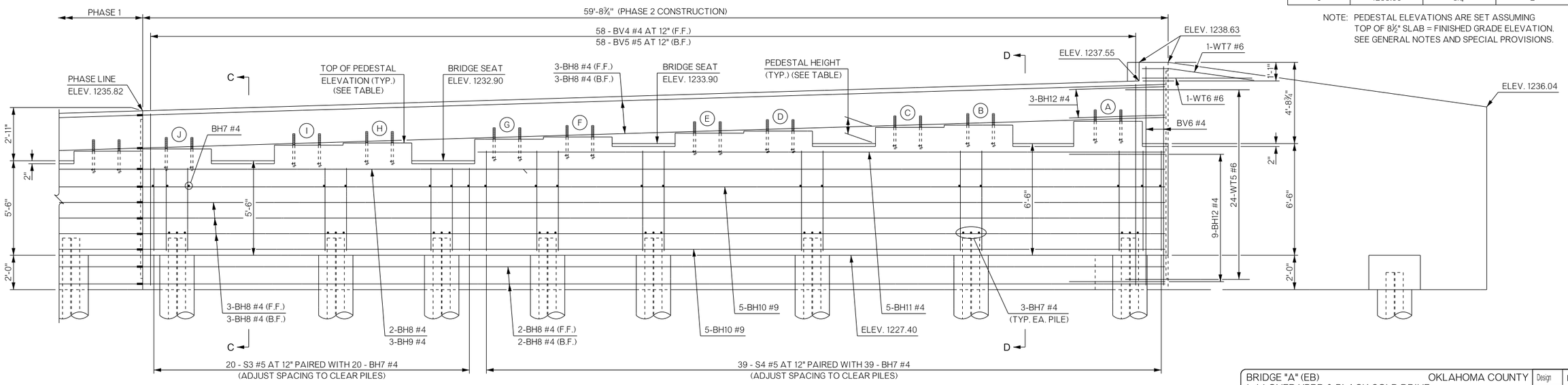


PLAN

(PHASE 2 CONSTRUCTION)

PEDESTAL SCHEDULE (ABUTMENT NO. 1 - PHASE 2)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
A	1235.20	1'-3⅝"	4
B	1234.98	1'-1"	3
C	1234.85	11⅜"	3
D	1234.63	8¾"	2
E	1234.51	7⅜"	2
F	1234.29	4⅝"	1
G	1234.16	1'-3⅛"	4
H	1233.94	1'-0½"	3
I	1233.81	10⅞"	3
J	1233.59	8¼"	2

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.



ELEVATION

(PHASE 2 CONSTRUCTION)

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

FOR SECTIONS C-C AND D-D, SEE SHEET NO. B017

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 2 OF 6)

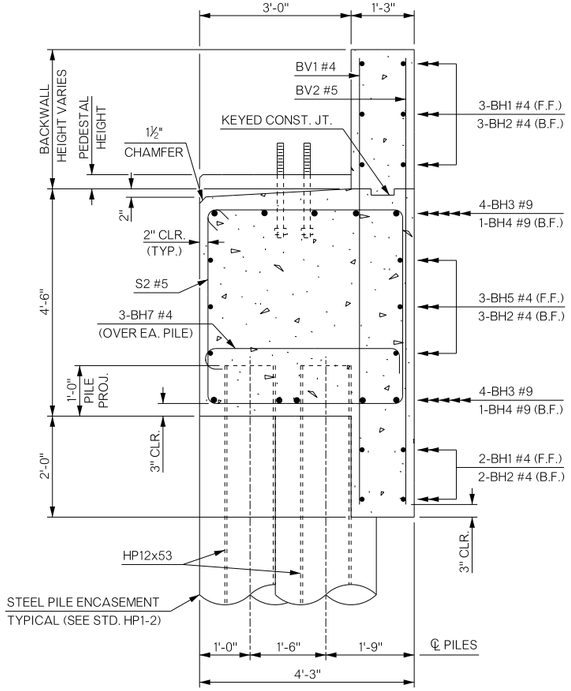
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

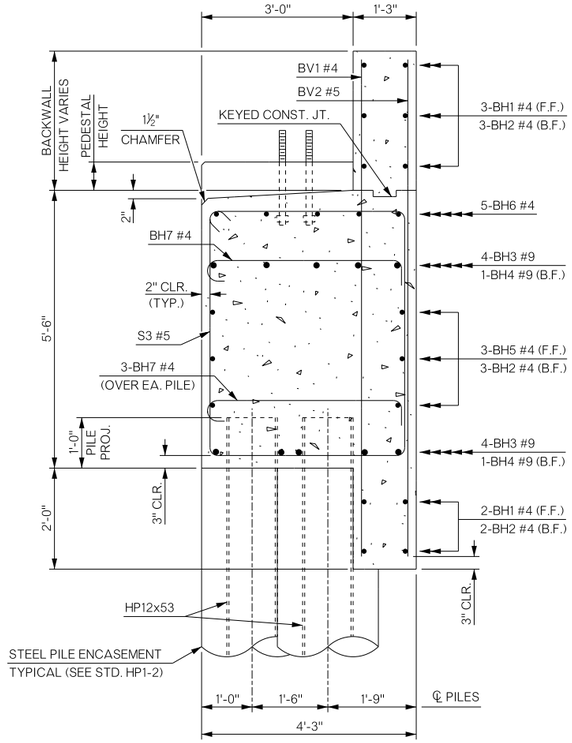
JOB PIECE NO. 30637(04) SHEET NO. B016

REVISIONS		
REV. NO.	DESCRIPTION	DATE



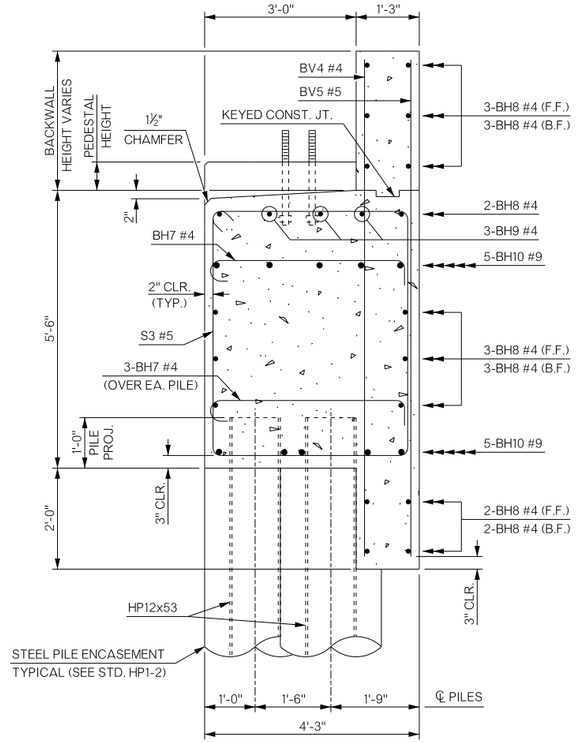
SECTION A-A

(PHASE 1 CONSTRUCTION)



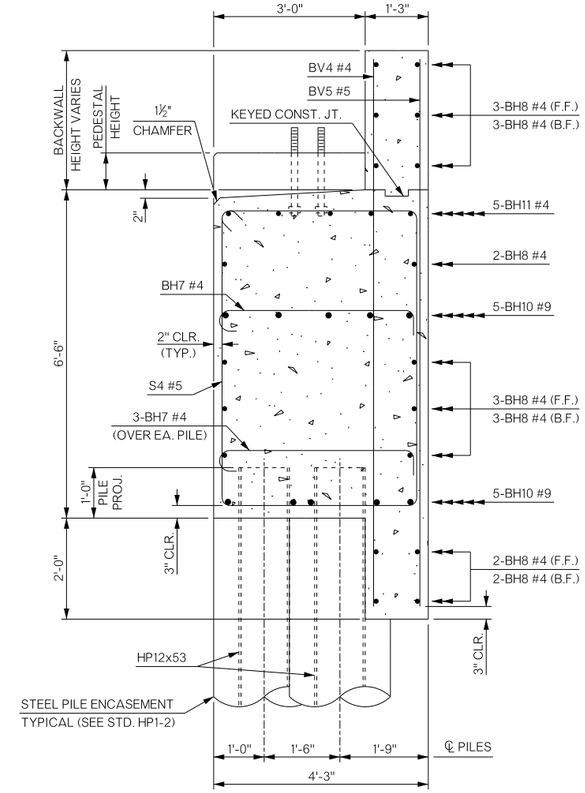
SECTION B-B

(PHASE 1 CONSTRUCTION)



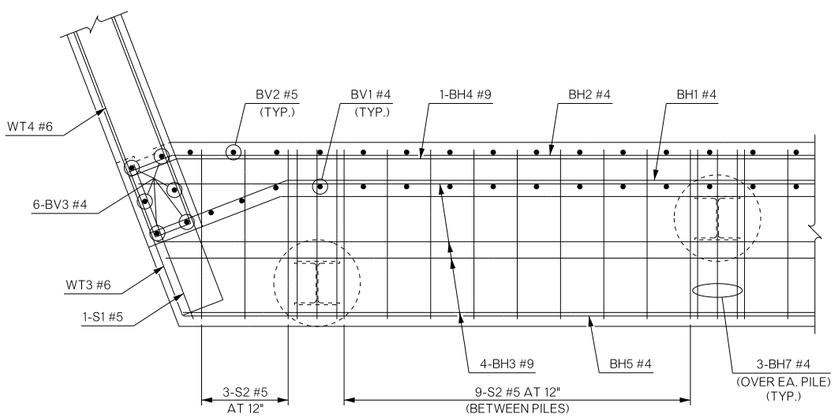
SECTION C-C

(PHASE 2 CONSTRUCTION)

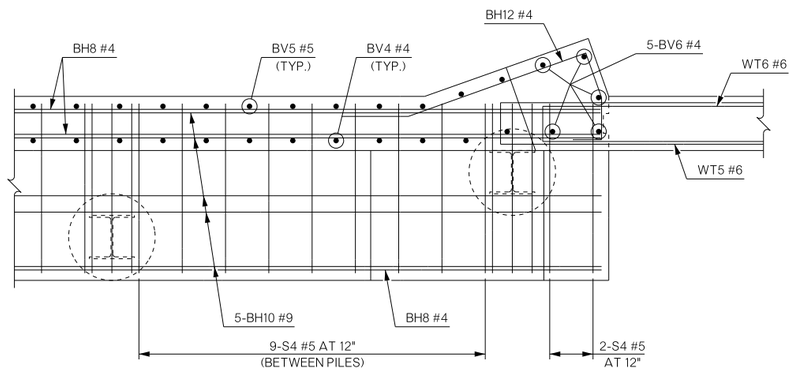


SECTION D-D

(PHASE 2 CONSTRUCTION)



PHASE 1 CONSTRUCTION



PHASE 2 CONSTRUCTION

PLAN OF REINFORCING AT ENDS OF ABUTMENT

(SHOWING BOTTOM REINFORCING IN BRIDGE SEAT)
(WH & WV BARS IN WINGS NOT SHOWN)

F.F. = FRONT FACE
B.F. = BACK FACE

FOR LOCATIONS OF SECTIONS A-A THRU D-D, SEE SHEET NO. B015 & B016

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 3 OF 6)

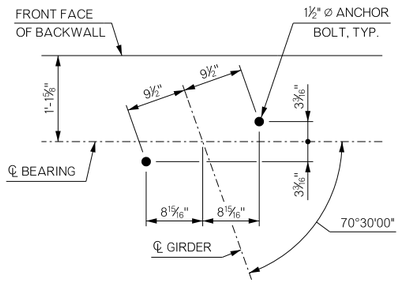
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	8/23

HNTB

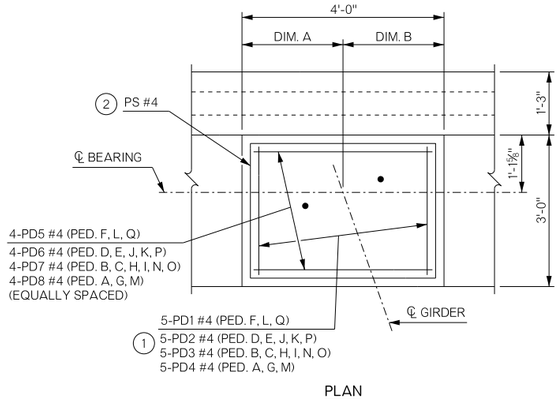
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B017

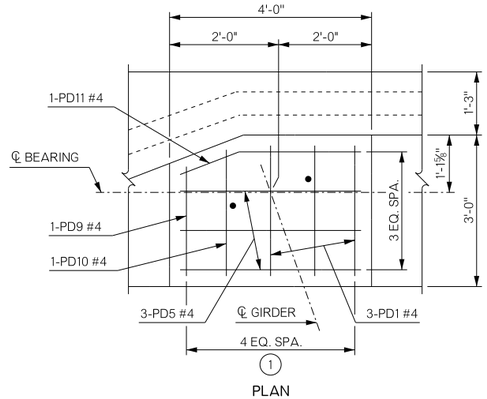
REVISIONS		
REV. NO.	DESCRIPTION	DATE



TYPICAL ANCHOR BOLT LAYOUT



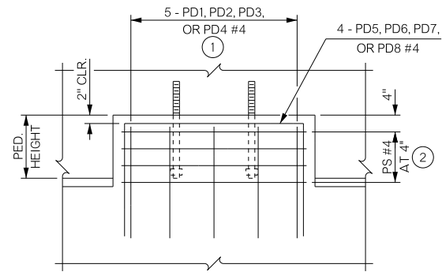
PLAN



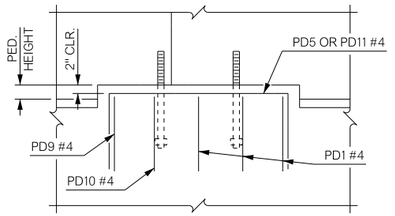
PLAN

TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
A	2'-0"	2'-0"
B, D, F, H, J, L, N, P	2'-1⅞₁₆"	1'-10⁹⁄₁₆"
C, E, G, I, K, M, O, Q	1'-10⁹⁄₁₆"	2'-1⅞₁₆"

1. SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.
2. SEE PEDESTAL SCHEDULE ON SHEET NO. B015 & B016 FOR NUMBER OF PS BARS.



ELEVATION

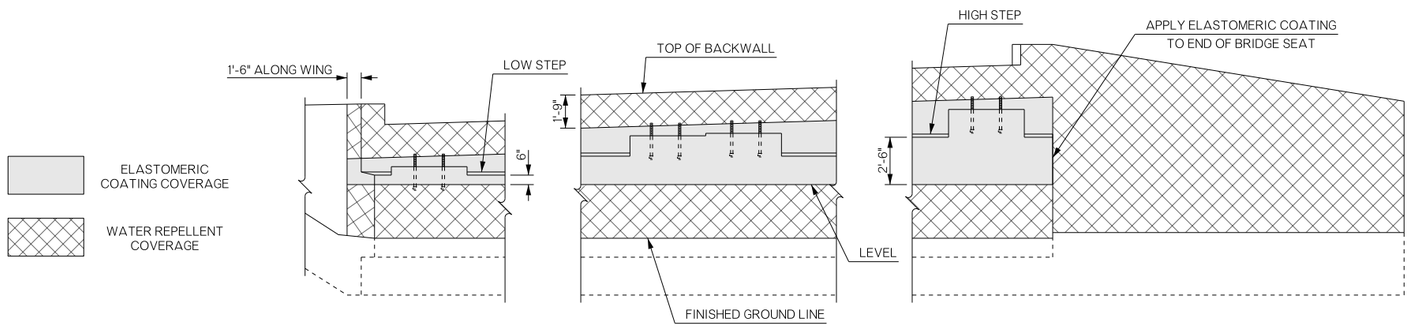


ELEVATION

TYPICAL PEDESTAL REINFORCING

(PEDESTAL "A" SHOWN, PEDESTALS "B" THRU "L" SIMILAR.)

PEDESTAL "R" REINFORCING



ELASTOMERIC COATING & WATER REPELLENT DETAILS

NOTES:

APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP AND SIDES OF BRIDGE SEAT, ALL SURFACES OF PEDESTALS, FRONT OF BRIDGE SEAT EXTENDING 6" BELOW THE TOP OF LOWEST SEAT AS SHOWN, AND BACKWALL ABOVE THE BRIDGE SEAT EXTENDING TO 1'-9" BELOW THE TOP OF BACKWALL.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO BRIDGE SEAT AND BACKWALL, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 4 OF 6)

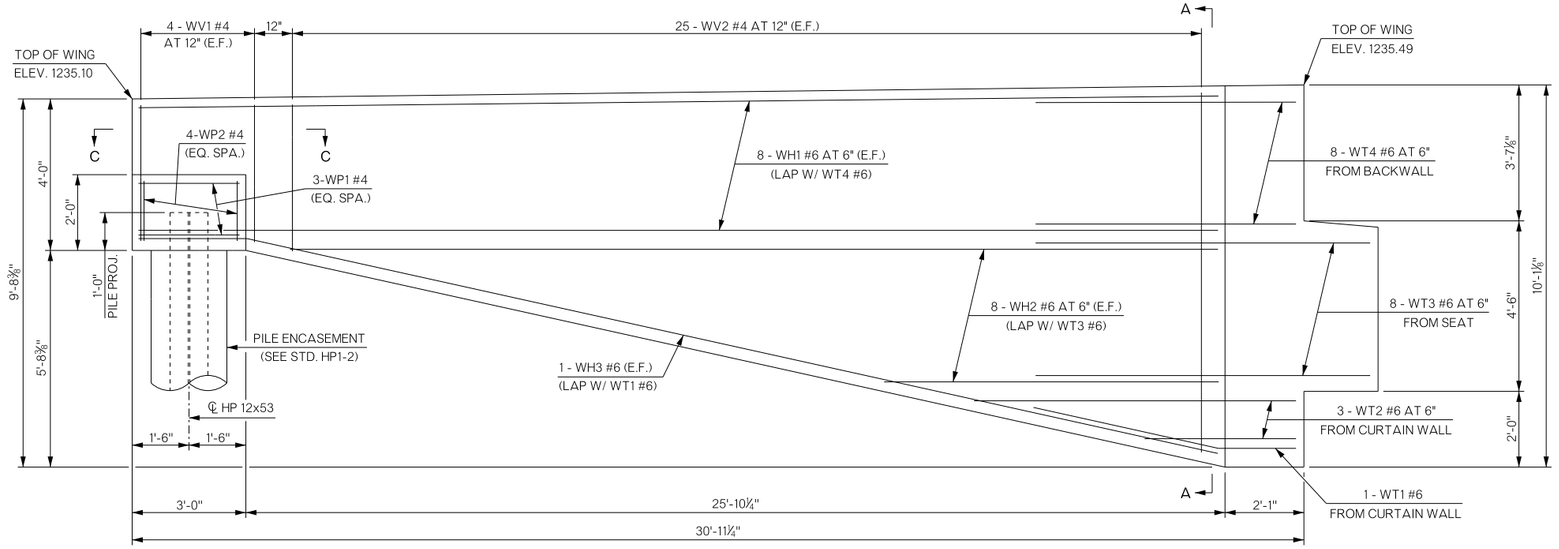
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	8/23

HNTB

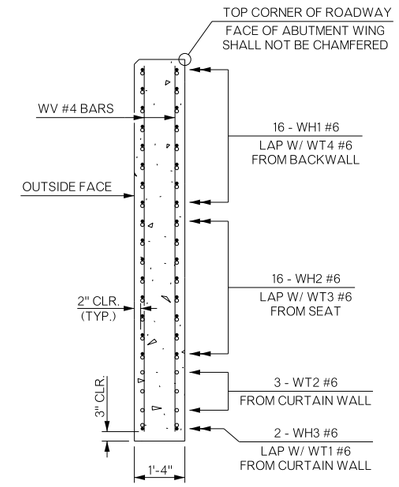
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B018

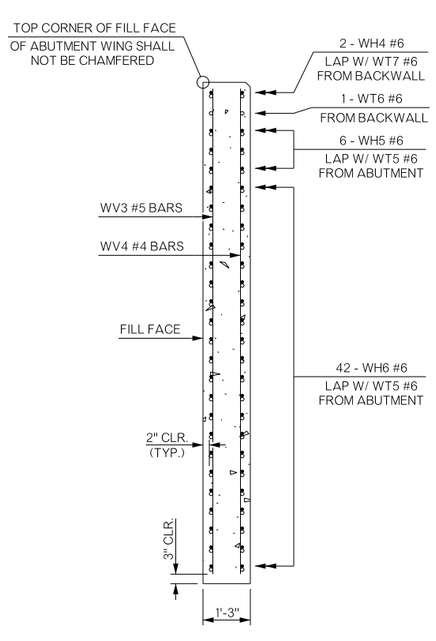
REVISIONS		
REV. NO.	DESCRIPTION	DATE



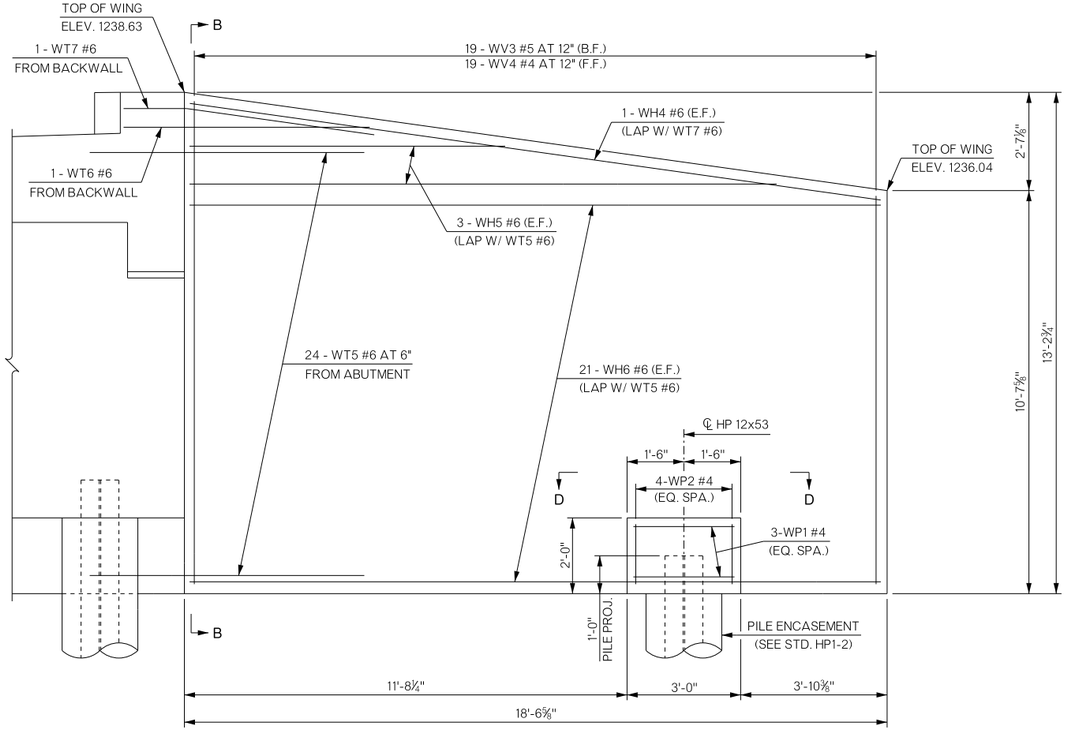
SOUTHEAST WINGWALL ELEVATION



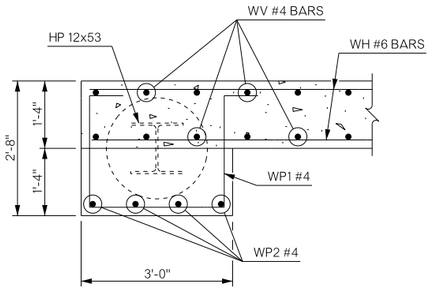
SECTION A-A



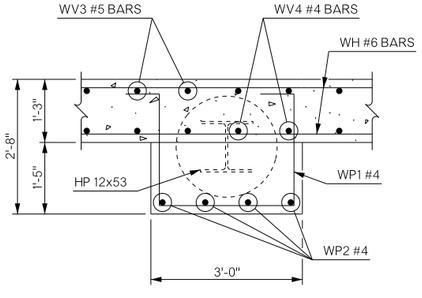
SECTION B-B



SOUTHWEST WINGWALL ELEVATION



SECTION C-C



SECTION D-D

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 5 OF 6)

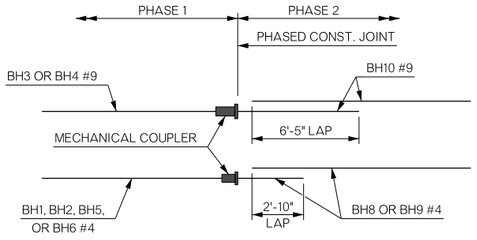
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B019

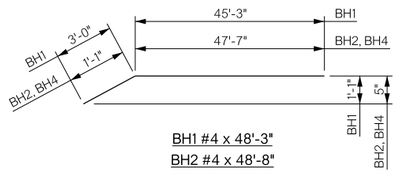
REVISIONS		
REV. NO.	DESCRIPTION	DATE



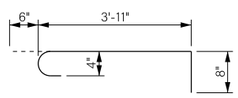
SPLICE/COUPLER REINFORCING DETAIL

ABUTMENT NO. 1 QUANTITIES

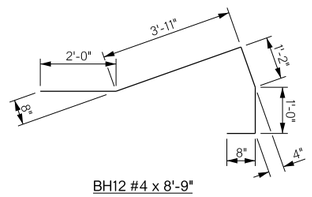
ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	90.00	100.00	190.00
SELECT BACKFILL	CY	---	60.00	60.00
CLSM BACKFILL	CY	126.30	242.00	368.30
CLASS A CONCRETE	CY	59.70	87.60	147.30
MECHANICAL SPLICES	EA	31.00	---	31.00
EPOXY COATED REINFORCING STEEL	LB	6,350.00	8,830.00	15,180.00
PILES, FURNISHED (HP 12x53)	LF	459.00	583.00	1,042.00
PILES, DRIVEN (HP 12x53)	LF	459.00	583.00	1,042.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	26.00	48.00	74.00
ELASTOMERIC COATING	SF	265.00	442.00	707.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	48.00	80.00	128.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	15.00	---	15.00



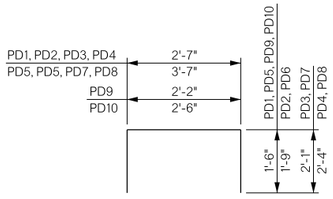
BH1 #4 x 48'-3"
BH2 #4 x 48'-8"
BH4 #9 x 48'-8"



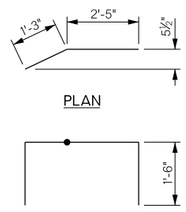
BH7 #4 x 5'-1"



BH12 #4 x 8'-9"



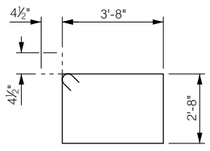
PD1 #4 x 5'-7"
PD2 #4 x 6'-1"
PD3 #4 x 6'-9"
PD4 #4 x 7'-3"
PD5 #4 x 6'-7"
PD6 #4 x 7'-1"
PD7 #4 x 7'-9"
PD8 #4 x 8'-3"
PD9 #4 x 5'-2"
PD10 #4 x 5'-6"



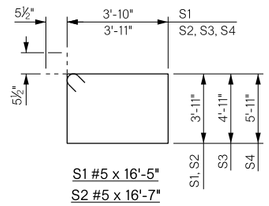
PLAN

ELEVATION

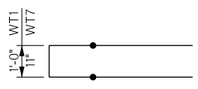
PD11 #4 x 6'-8"



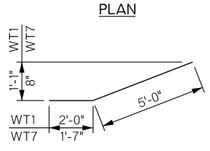
PS #4 x 13'-5"



S1 #5 x 16'-5"
S2 #5 x 16'-7"
S3 #5 x 18'-7"
S4 #5 x 20'-7"

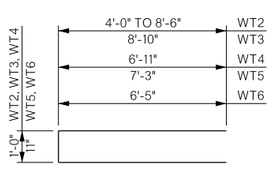


PLAN

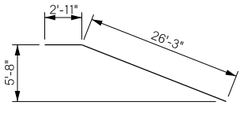


ELEVATION

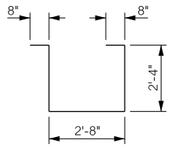
WT1 #6 x 15'-0"
WT7 #6 x 14'-1"



WT2 #6 x 13'-6" AVG.
WT3 #6 x 18'-8"
WT4 #6 x 14'-10"
WT5 #6 x 15'-5"
WT6 #6 x 13'-9"



WH3 #6 x 29'-2"



WP1 #4 x 8'-8"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

ABUTMENT NO. 1 BAR LIST PHASE 1

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
(1)	BH1	#4	5	BNT.	48'-3"	
(1)	BH2	#4	8	BNT.	48'-8"	
(1)(4)	BH3	#9	8	STR.	47'-10" AVG.	47'-4" TO 48'-4"
(1)	BH4	#9	2	BNT.	48'-8"	
(1)	BH5	#4	3	STR.	47'-4"	
(1)	BH6	#4	5	STR.	15'-6"	
	BH7	#4	34	BNT.	5'-1"	
	BV1	#4	48	STR.	9'-3" AVG.	8'-7" TO 9'-11"
	BV2	#5	48	STR.	9'-3" AVG.	8'-7" TO 9'-11"
	BV3	#4	6	STR.	9'-8"	
	PD1	#4	13	BNT.	5'-7"	
	PD2	#4	10	BNT.	6'-1"	
	PD3	#4	10	BNT.	6'-9"	
	PD4	#4	5	BNT.	7'-3"	
	PD5	#4	11	BNT.	6'-7"	
	PD6	#4	8	BNT.	7'-1"	
	PD7	#4	8	BNT.	7'-9"	
	PD8	#4	4	BNT.	8'-3"	
	PD9	#4	1	BNT.	5'-2"	
	PD10	#4	1	BNT.	5'-6"	
	PD11	#4	1	BNT.	6'-8"	
	PS	#4	15	BNT.	13'-5"	
	S1	#5	1	BNT.	16'-5"	
	S2	#5	31	BNT.	16'-7"	
	S3	#5	16	BNT.	18'-7"	
	WH1	#6	16	STR.	28'-6"	
(5)	WH2	#6	16	STR.	16'-8" AVG.	8'-10" TO 24'-6"
	WH3	#6	2	BNT.	29'-2"	
	WP1	#4	3	BNT.	8'-8"	
	WP2	#4	4	STR.	1'-7"	
	WT1	#6	1	BNT.	15'-0"	
	WT2	#6	3	BNT.	13'-6" AVG.	9'-0" TO 18'-0"
	WT3	#6	8	BNT.	18'-8"	
	WT4	#6	8	BNT.	14'-10"	
	WV1	#4	8	STR.	3'-7"	
(6)	WV2	#4	50	STR.	6'-8" AVG.	3'-10" TO 9'-6"

ABUTMENT NO. 1 BAR LIST PHASE 2

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
	BH7	#4	83	BNT.	5'-1"	
(1)(2)	BH8	#4	18	STR.	62'-4"	
(1)(2)	BH9	#4	3	STR.	24'-10"	
(1)(3)	BH10	#9	10	STR.	65'-11"	
	BH11	#4	5	STR.	40'-0"	
	BH12	#4	12	BNT.	8'-9"	
	BV4	#4	58	STR.	10'-10" AVG.	10'-0" TO 11'-8"
	BV5	#5	58	STR.	10'-10" AVG.	10'-0" TO 11'-8"
	BV6	#4	5	STR.	12'-9"	
	PD1	#4	5	BNT.	5'-7"	
	PD2	#4	15	BNT.	6'-1"	
	PD3	#4	20	BNT.	6'-9"	
	PD4	#4	10	BNT.	7'-3"	
	PD5	#4	4	BNT.	6'-7"	
	PD6	#4	12	BNT.	7'-1"	
	PD7	#4	16	BNT.	7'-9"	
	PD8	#4	8	BNT.	8'-3"	
	PS	#4	27	BNT.	13'-5"	
	S3	#5	20	BNT.	18'-7"	
	S4	#5	39	BNT.	20'-7"	
	WH4	#6	2	STR.	18'-4"	
(7)	WH5	#6	6	STR.	11'-11" AVG.	8'-4" TO 15'-6"
	WH6	#6	42	STR.	18'-2"	
	WP1	#4	3	BNT.	8'-8"	
	WP2	#4	4	STR.	1'-7"	
	WT5	#6	24	BNT.	15'-5"	
	WT6	#6	1	BNT.	13'-9"	
	WT7	#6	1	BNT.	14'-1"	
	WV3	#5	19	STR.	11'-6" AVG.	10'-3" TO 12'-9"
	WV4	#4	19	STR.	11'-6" AVG.	10'-3" TO 12'-9"

(1) BAR LENGTH GIVEN IS MEASURED TO PHASED CONSTRUCTION JOINT. ADJUST AS NECESSARY TO ACCOMMODATE THE APPROVED MECHANICAL COUPLING SYSTEM USED BY THE CONTRACTOR.

(2) LENGTH INCLUDES ONE 2'-10" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON THIS SHEET)

(3) LENGTH INCLUDES ONE 6'-5" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON THIS SHEET)

(4) TWO SETS OF 4 BARS.

(5) TWO SETS OF 8 BARS.

(6) TWO SETS OF 25 BARS.

(7) TWO SETS OF 3 BARS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 6 OF 6)

Design	JMB	8/23
Detail	JMB	8/23
Check	EMS	8/23

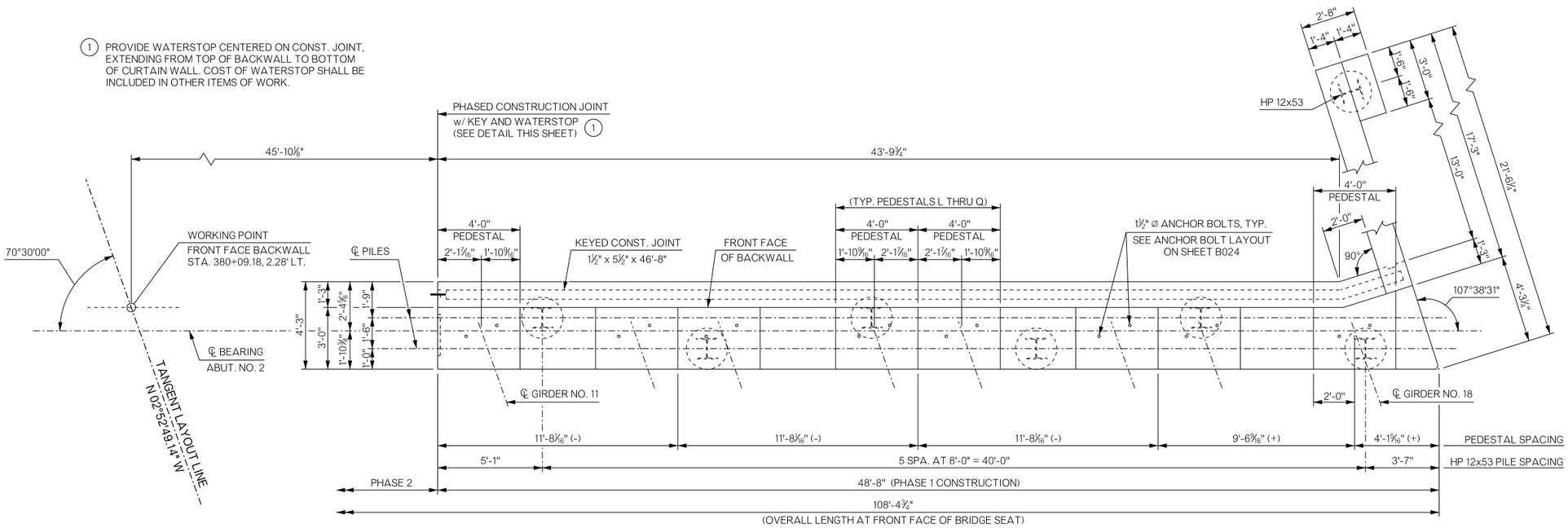
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B020

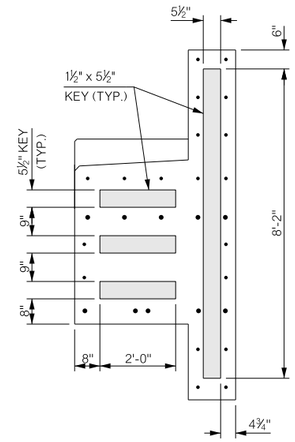
REVISIONS		
REV. NO.	DESCRIPTION	DATE

(1) PROVIDE WATERSTOP CENTERED ON CONST. JOINT, EXTENDING FROM TOP OF BACKWALL TO BOTTOM OF CURTAIN WALL. COST OF WATERSTOP SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



PLAN

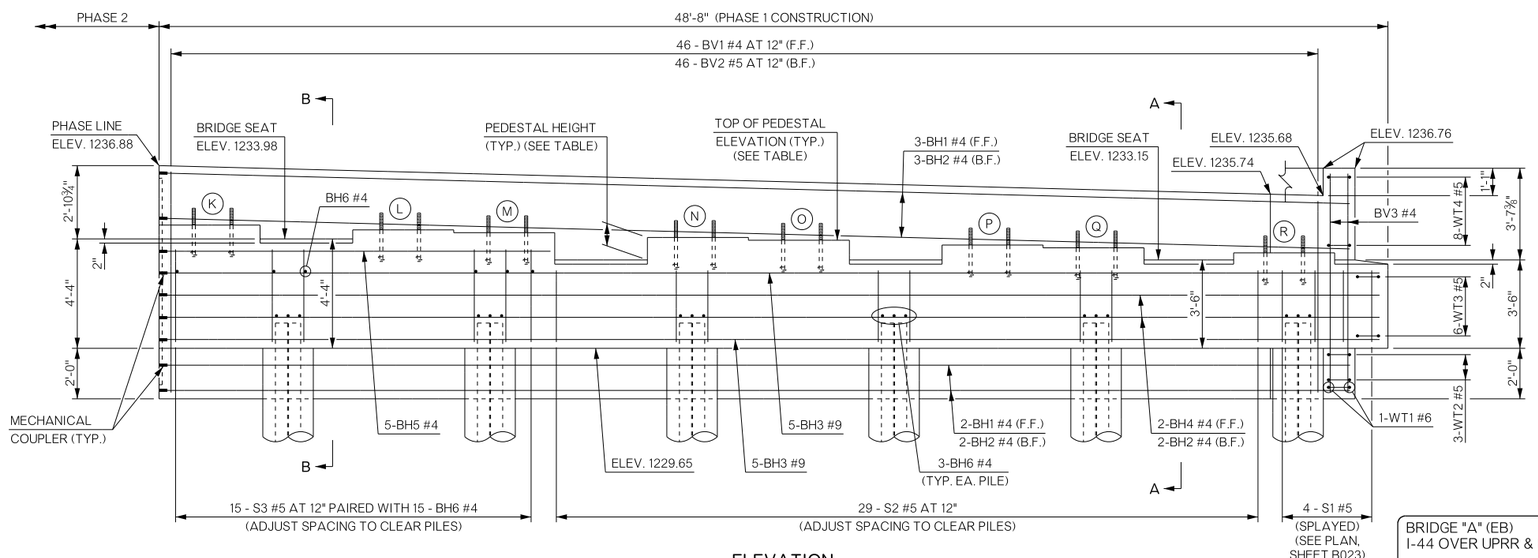
(PHASE 1 CONSTRUCTION)



PHASED CONSTRUCTION JOINT

PEDESTAL SCHEDULE (ABUTMENT NO. 2 - PHASE 1)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
K	1234.53	6⅝"	2
L	1234.34	4⅜"	1
M	1234.23	1'-1"	3
N	1234.04	10⅝"	3
O	1233.93	9⅜"	2
P	1233.74	7⅛"	2
Q	1233.63	5¾"	1
R	1233.43	3⅜"	0

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.



ELEVATION

(PHASE 1 CONSTRUCTION)

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

FOR SECTIONS A-A AND B-B, SEE SHEET NO. B023

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 1 OF 6)

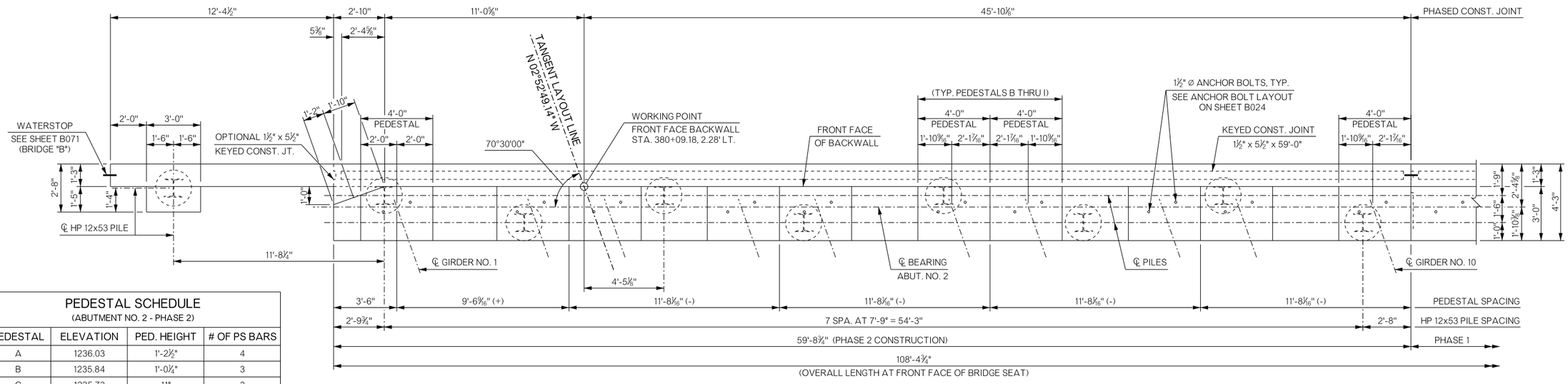
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B021

REVISIONS		
REV. NO.	DESCRIPTION	DATE

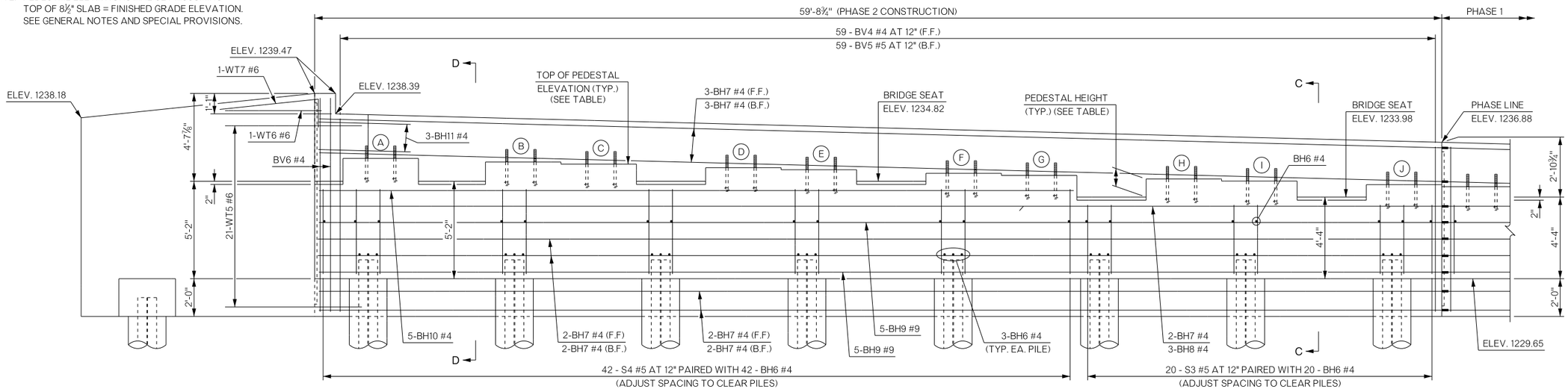


PLAN

(PHASE 2 CONSTRUCTION)

PEDESTAL SCHEDULE (ABUTMENT NO. 2 - PHASE 2)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
A	1236.03	1'-2½"	4
B	1235.84	1'-0¼"	3
C	1235.73	11"	3
D	1235.54	8⅝"	2
E	1235.43	7⅜"	2
F	1235.24	5⅛"	1
G	1235.13	1'-1¾"	3
H	1234.94	11½"	3
I	1234.83	10⅛"	3
J	1234.64	7⅞"	2

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.



ELEVATION

(PHASE 2 CONSTRUCTION)

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

FOR SECTIONS C-C AND D-D, SEE SHEET NO. B023

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 2 OF 6)

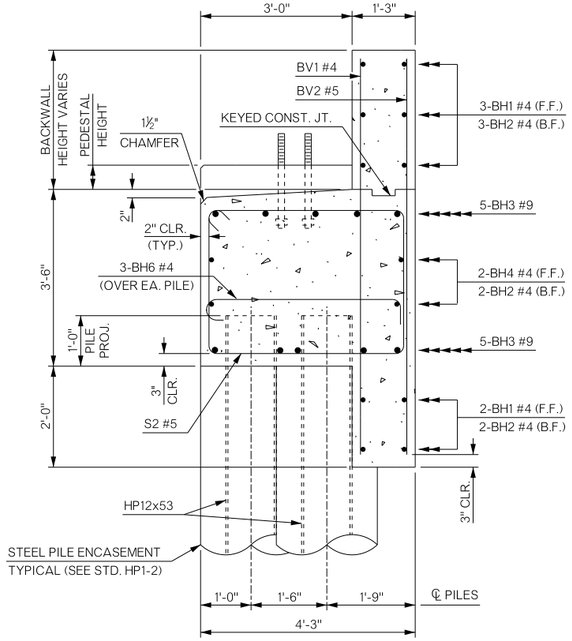
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

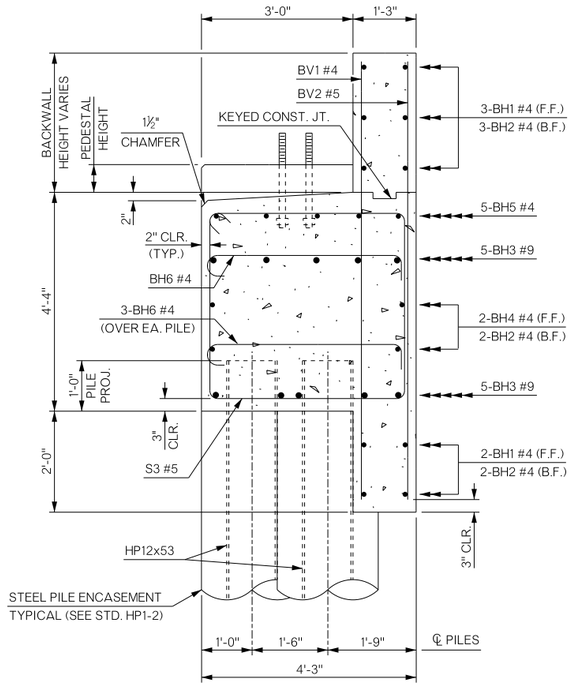
JOB PIECE NO. 30637(04) | SHEET NO. B022

REVISIONS		
REV. NO.	DESCRIPTION	DATE



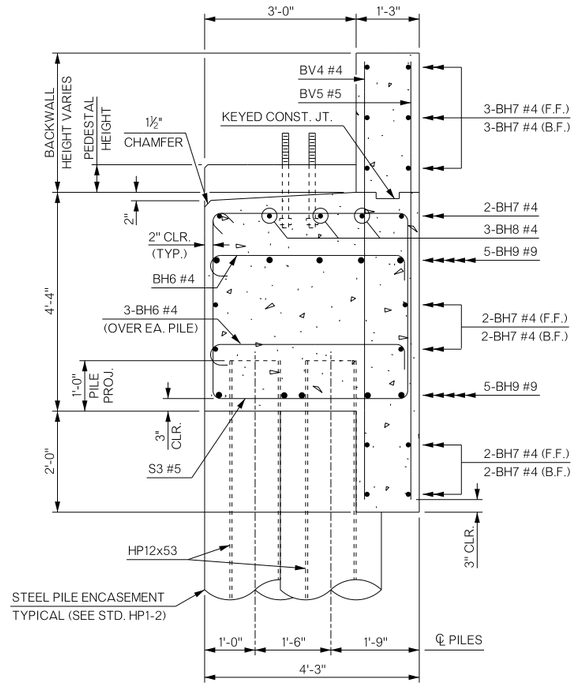
SECTION A-A

(PHASE 1 CONSTRUCTION)



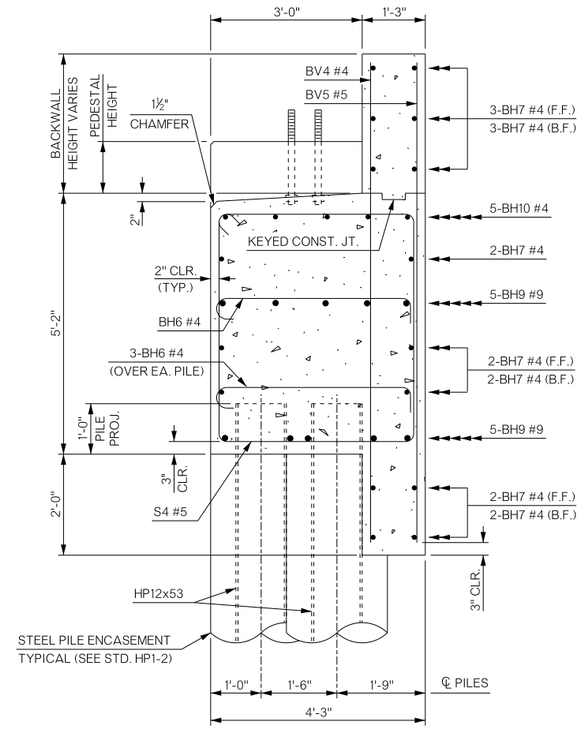
SECTION B-B

(PHASE 1 CONSTRUCTION)



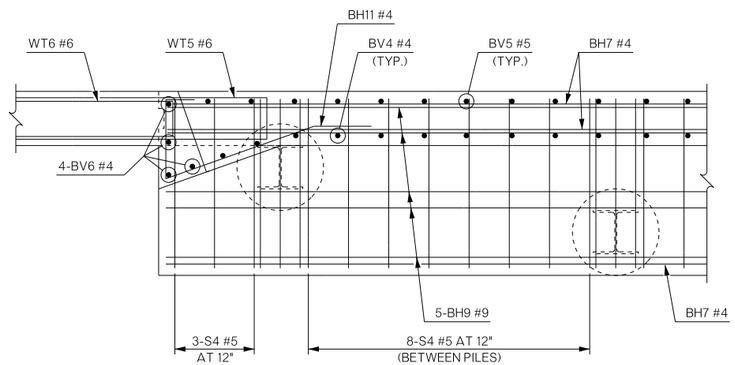
SECTION C-C

(PHASE 2 CONSTRUCTION)

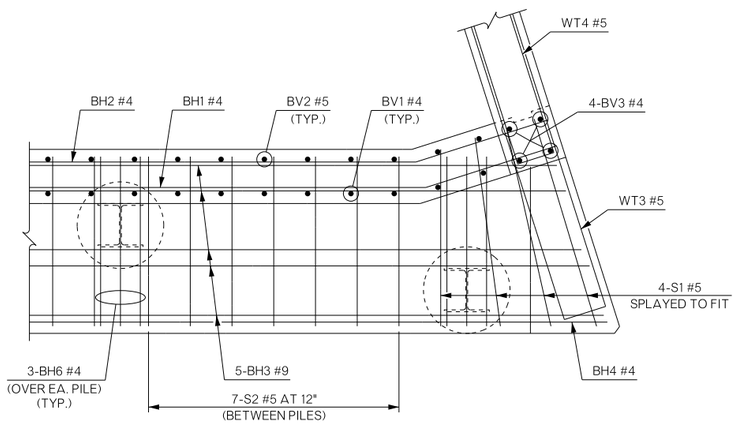


SECTION D-D

(PHASE 2 CONSTRUCTION)



PHASE 2 CONSTRUCTION



PHASE 1 CONSTRUCTION

PLAN OF REINFORCING AT ENDS OF ABUTMENT

(SHOWING BOTTOM REINFORCING IN BRIDGE SEAT)
(WH & WV BARS IN WINGS NOT SHOWN)

FOR LOCATIONS OF SECTIONS A-A THRU D-D, SEE SHEET NO. B021 & B022

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 3 OF 6)

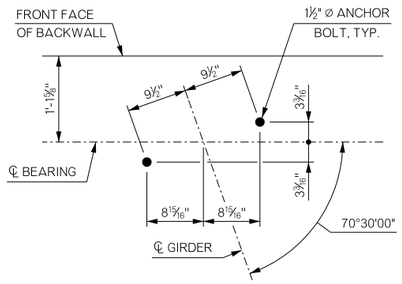
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B023

REVISIONS		
REV. NO.	DESCRIPTION	DATE

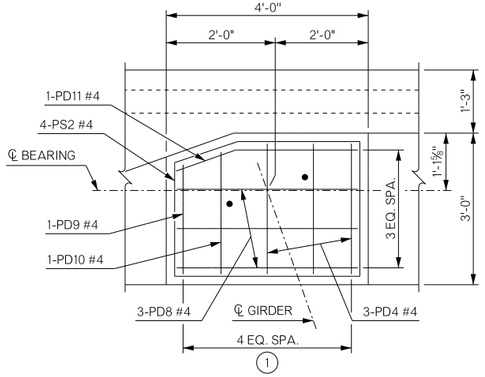


TYPICAL ANCHOR BOLT LAYOUT

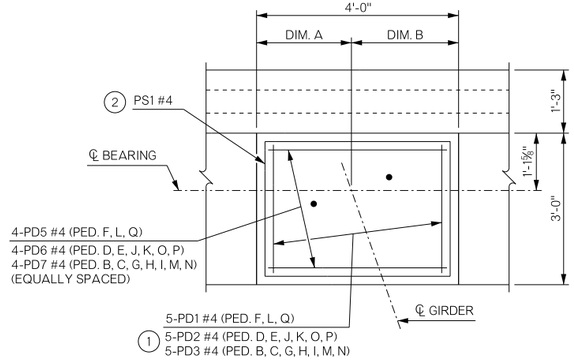
TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
B, D, F, H, J, L, N, P	1'-10⁹⁄₁₆"	2'-1⁷⁄₁₆"
C, E, G, I, K, M, O, Q	2'-1⁷⁄₁₆"	1'-10⁹⁄₁₆"

(1) SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.

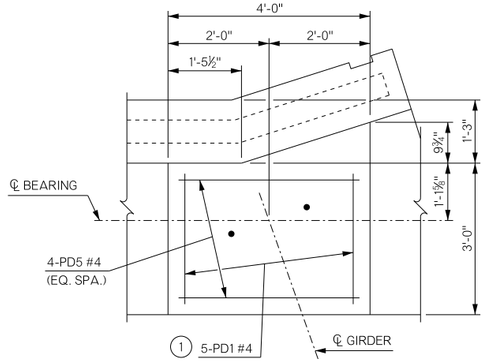
(2) SEE PEDESTAL SCHEDULE ON SHEET NO. B021 & B022 FOR NUMBER OF PS BARS.



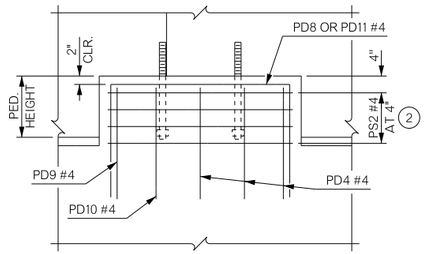
PLAN



PLAN

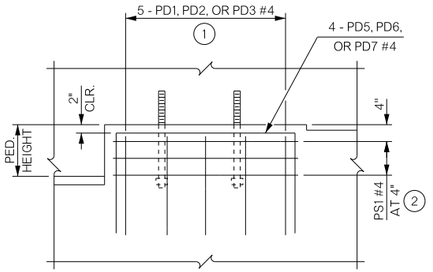


PLAN



ELEVATION

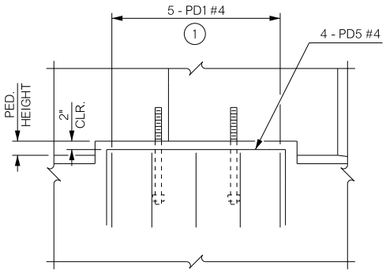
PEDESTAL "A" REINFORCING



ELEVATION

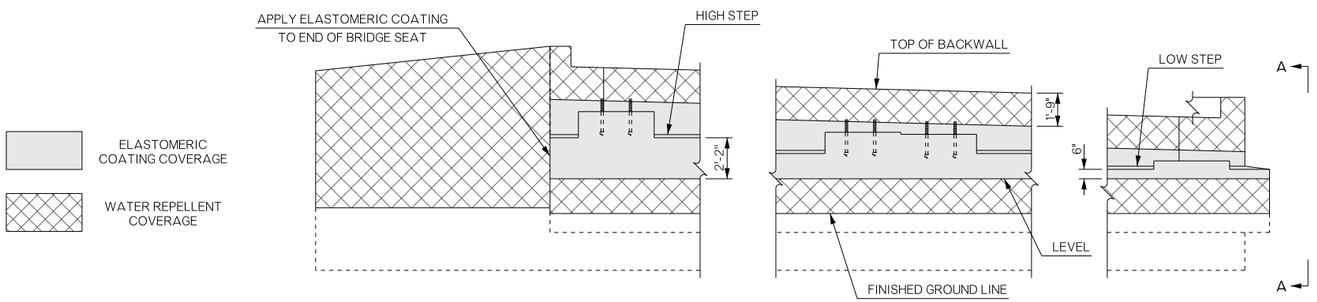
TYPICAL PEDESTAL REINFORCING

(PEDESTAL "B" SHOWN, PEDESTALS "C" THRU "Q" SIMILAR.)

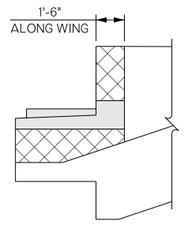


ELEVATION

PEDESTAL "R" REINFORCING



ELEVATION



VIEW A-A

NOTES:

APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP AND SIDES OF BRIDGE SEAT, ALL SURFACES OF PEDESTALS, FRONT OF BRIDGE SEAT EXTENDING 6" BELOW THE TOP OF LOWEST SEAT AS SHOWN, AND BACKWALL ABOVE THE BRIDGE SEAT EXTENDING TO 1'-9" BELOW THE TOP OF BACKWALL.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO BRIDGE SEAT AND BACKWALL, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

ELASTOMERIC COATING & WATER REPELLENT DETAILS

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 4 OF 6)

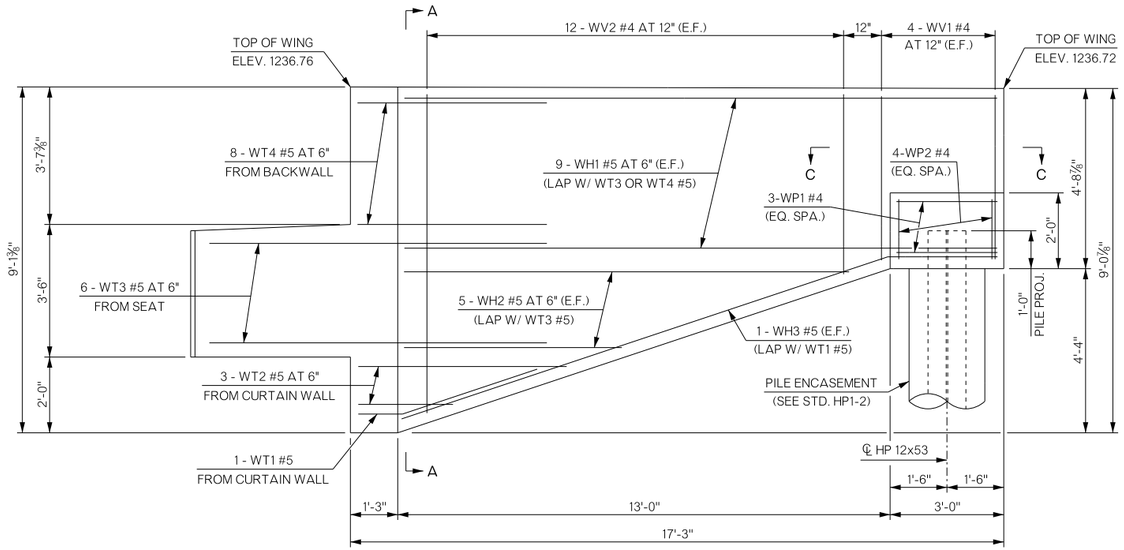
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

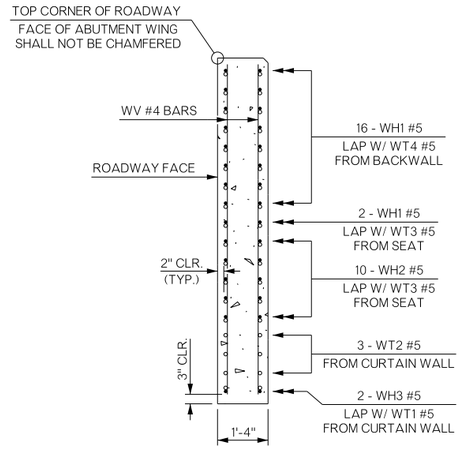
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B024

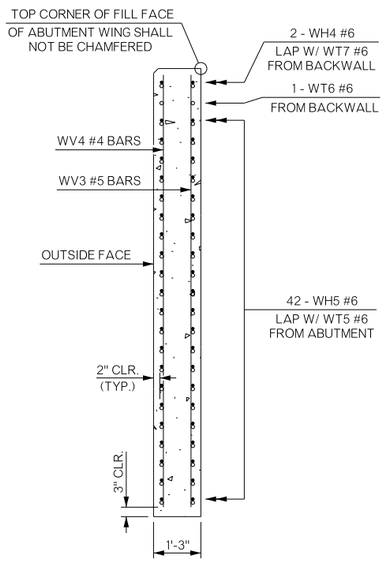
REVISIONS		
REV. NO.	DESCRIPTION	DATE



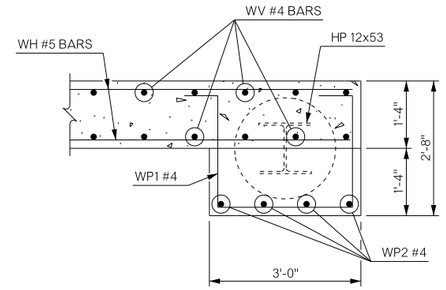
NORTHEAST WINGWALL ELEVATION



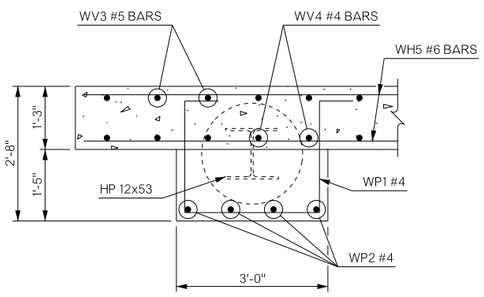
SECTION A-A



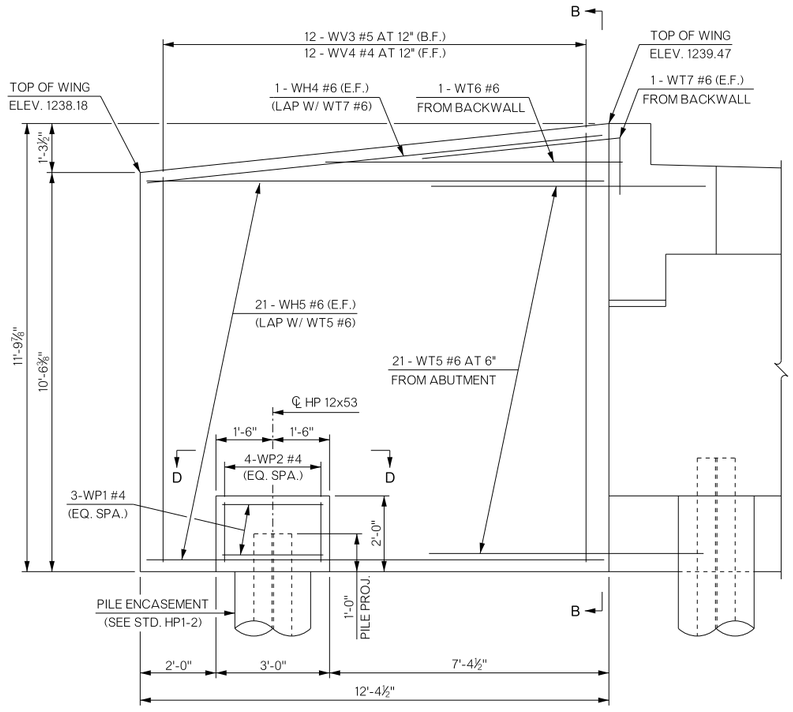
SECTION B-B



SECTION C-C



SECTION D-D



NORTHWEST WINGWALL ELEVATION

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 5 OF 6)

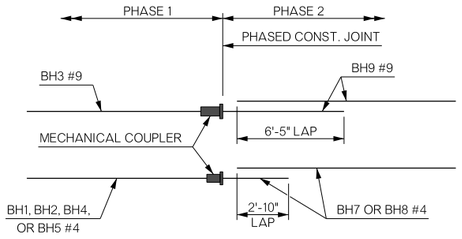
Design	EMS	6/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B025

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SPLICE/COUPLER REINFORCING DETAIL

ABUTMENT NO. 2 QUANTITIES

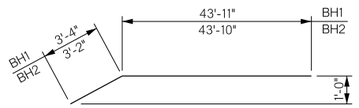
ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	75.00	90.00	165.00
SELECT BACKFILL	CY	---	30.00	30.00
CLSM BACKFILL	CY	133.30	169.30	302.60
CLASS A CONCRETE	CY	46.60	70.40	117.00
MECHANICAL SPLICES	EA	29.00	---	29.00
EPOXY COATED REINFORCING STEEL	LB	4,910.00	7,730.00	12,640.00
PILES, FURNISHED (HP 12x53)	LF	478.00	610.00	1,088.00
PILES, DRIVEN (HP 12x53)	LF	478.00	610.00	1,088.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	21.00	35.00	56.00
ELASTOMERIC COATING	SF	266.00	420.00	686.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	47.00	72.00	119.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	20.00	---	20.00

ABUTMENT NO. 2 BAR LIST PHASE 1

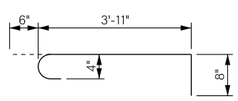
	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
(1)	BH1	#4	5	BNT.	47'-3"	
(1)	BH2	#4	7	BNT.	47'-0"	
(1)(4)	BH3	#9	10	STR.	47'-8½" AVG.	47'-2" TO 48'-3"
(1)	BH4	#4	2	STR.	48'-4"	
(1)	BH5	#4	5	STR.	15'-6"	
	BH6	#4	33	BNT.	5'-1"	
	BV1	#4	46	STR.	8'-2" AVG.	7'-7" TO 8'-9"
	BV2	#5	46	STR.	8'-2" AVG.	7'-7" TO 8'-9"
	BV3	#4	4	STR.	8'-8"	
	PD1	#4	15	BNT.	5'-7"	
	PD2	#4	15	BNT.	6'-1"	
	PD3	#4	10	BNT.	6'-9"	
	PD5	#4	12	BNT.	6'-7"	
	PD6	#4	12	BNT.	7'-1"	
	PD7	#4	8	BNT.	7'-9"	
	PS1	#4	14	BNT.	13'-5"	
	S1	#5	4	BNT.	15'-10" AVG.	14'-11" TO 16'-9"
	S2	#5	29	BNT.	14'-7"	
	S3	#5	15	BNT.	16'-3"	
	WH1	#5	18	STR.	15'-8"	
(4)	WH2	#5	10	STR.	8'-9" AVG.	5'-9" TO 11'-9"
	WH3	#5	2	BNT.	16'-3"	
	WP1	#4	3	BNT.	8'-8"	
	WP2	#4	4	STR.	1'-7"	
	WT1	#5	1	BNT.	10'-8"	
	WT2	#5	3	BNT.	9'-0" AVG.	6'-0" TO 12'-0"
	WT3	#5	6	BNT.	19'-0"	
	WT4	#5	8	BNT.	11'-0"	
	WV1	#4	8	STR.	4'-4"	
(5)	WV2	#4	24	STR.	6'-7" AVG.	4'-9" TO 8'-5"

ABUTMENT NO. 2 BAR LIST PHASE 2

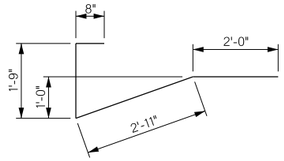
	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
	BH6	#4	86	BNT.	5'-1"	
(1)(2)	BH7	#4	16	STR.	62'-4"	
(1)(2)	BH8	#4	3	STR.	24'-10"	
(1)(3)	BH9	#9	10	STR.	65'-11"	
	BH10	#4	5	STR.	40'-0"	
	BH11	#4	3	BNT.	7'-4"	
	BV4	#4	59	STR.	9'-6" AVG.	8'-9" TO 10'-3"
	BV5	#5	59	STR.	9'-6" AVG.	8'-9" TO 10'-3"
	BV6	#4	4	STR.	11'-4"	
	PD1	#4	5	BNT.	5'-7"	
	PD2	#4	15	BNT.	6'-1"	
	PD3	#4	25	BNT.	6'-9"	
	PD4	#4	3	BNT.	7'-1"	
	PD5	#4	4	BNT.	6'-7"	
	PD6	#4	12	BNT.	7'-1"	
	PD7	#4	20	BNT.	7'-9"	
	PD8	#4	3	BNT.	8'-1"	
	PD9	#4	1	BNT.	6'-8"	
	PD10	#4	1	BNT.	6'-11"	
	PD11	#4	1	BNT.	8'-2"	
	PS1	#4	22	BNT.	13'-5"	
	PS2	#4	4	BNT.	13'-1"	
	S3	#5	20	BNT.	16'-3"	
	S4	#5	42	BNT.	17'-11"	
	WH4	#6	2	STR.	12'-1"	
	WH5	#6	42	STR.	12'-0"	
	WP1	#4	3	BNT.	8'-8"	
	WP2	#4	4	STR.	1'-7"	
	WT5	#6	21	BNT.	15'-5"	
	WT6	#6	1	BNT.	16'-7"	
	WT7	#6	2	BNT.	6'-9"	
	WV3	#5	12	STR.	10'-9" AVG.	10'-2" TO 11'-4"
	WV4	#4	12	STR.	10'-9" AVG.	10'-2" TO 11'-4"



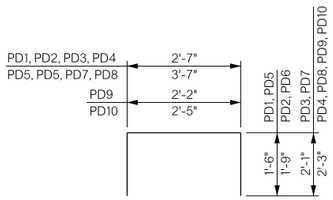
BH1 #4 x 47'-3"
BH2 #4 x 47'-0"



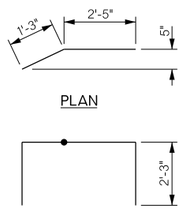
BH6 #4 x 5'-1"



BH11 #4 x 7'-4"



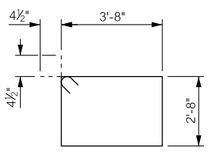
PD1 #4 x 5'-7"
PD2 #4 x 6'-1"
PD3 #4 x 6'-9"
PD4 #4 x 7'-1"
PD5 #4 x 6'-7"
PD6 #4 x 7'-1"
PD7 #4 x 7'-9"
PD8 #4 x 8'-1"
PD9 #4 x 6'-8"
PD10 #4 x 6'-11"



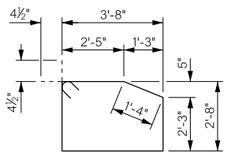
PLAN

ELEVATION

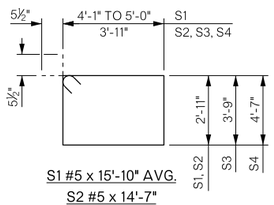
PD11 #4 x 8'-2"



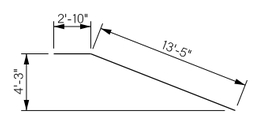
PS1 #4 x 13'-5"



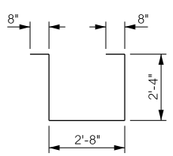
PS2 #4 x 13'-1"



S1 #5 x 15'-10" AVG.
S2 #5 x 14'-7"
S3 #5 x 16'-3"
S4 #5 x 17'-11"



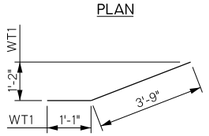
WH3 #5 x 16'-3"



WP1 #4 x 8'-8"

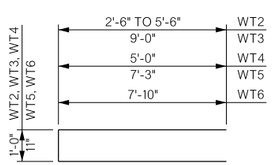


PLAN

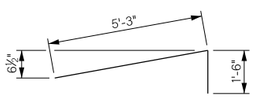


ELEVATION

WT1 #5 x 10'-8"



WT2 #5 x 9'-0" AVG.
WT3 #5 x 19'-0"
WT4 #5 x 11'-0"
WT5 #6 x 15'-5"
WT6 #6 x 16'-7"



WT7 #6 x 6'-9"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

(1) BAR LENGTH GIVEN IS MEASURED TO PHASED CONSTRUCTION JOINT. ADJUST AS NECESSARY TO ACCOMMODATE THE APPROVED MECHANICAL COUPLING SYSTEM USED BY THE CONTRACTOR.

(2) LENGTH INCLUDES ONE 2'-10" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON THIS SHEET)

(3) LENGTH INCLUDES ONE 6'-5" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON THIS SHEET)

(4) TWO SETS OF 5 BARS.

(5) TWO SETS OF 12 BARS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 6 OF 6)

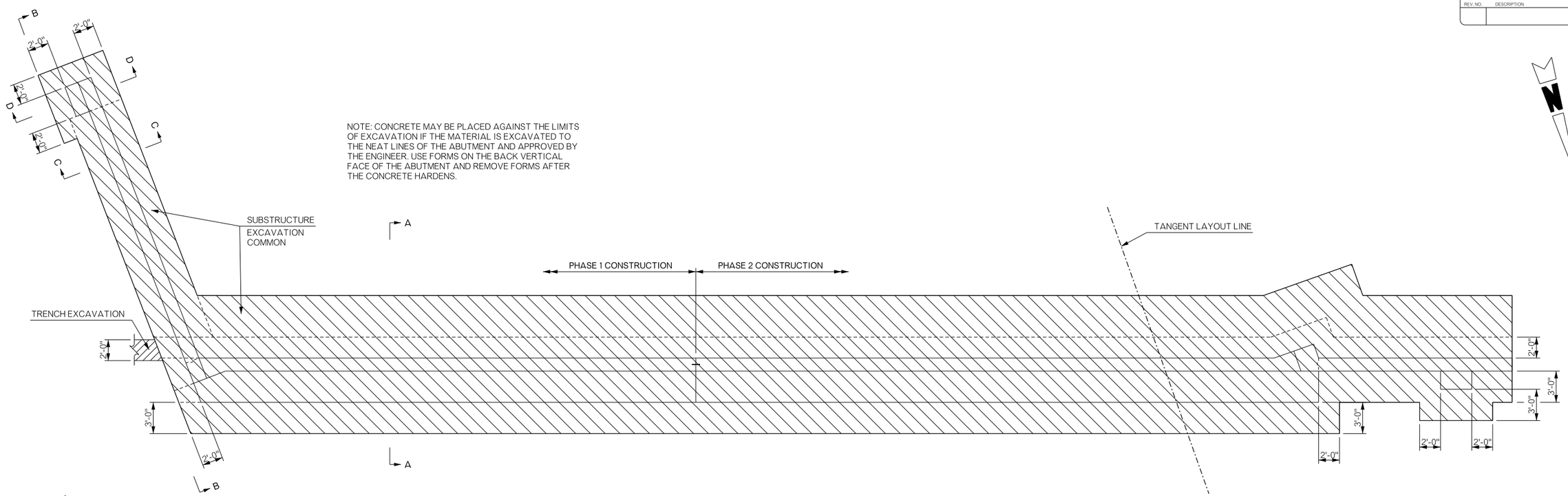
Design	JMB	8/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B026

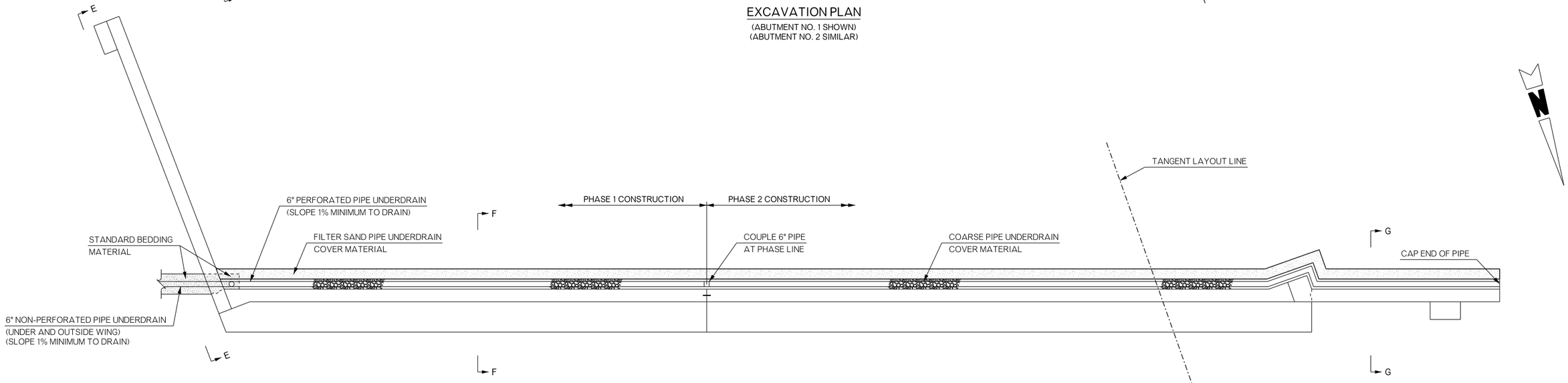
REVISIONS		
REV. NO.	DESCRIPTION	DATE



NOTE: CONCRETE MAY BE PLACED AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. USE FORMS ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVE FORMS AFTER THE CONCRETE HARDENS.

EXCAVATION PLAN

(ABUTMENT NO. 1 SHOWN)
(ABUTMENT NO. 2 SIMILAR)



NOTE: FOR SECTION A-A THRU SECTION G-G, SEE SHEET B028.

NOTE: THE ENGINEER MAY ADJUST THE EXTENT, LOCATION, AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INSTALL 6" PERF. AND NON-PERF. PIPE UNDERDRAIN AS SHOWN ON THE PLANS AND ON STANDARD PUD-4.

PIPE UNDERDRAIN PLAN

(ABUTMENT NO. 1 SHOWN)
(ABUTMENT NO. 2 SIMILAR)

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 1 OF 3)

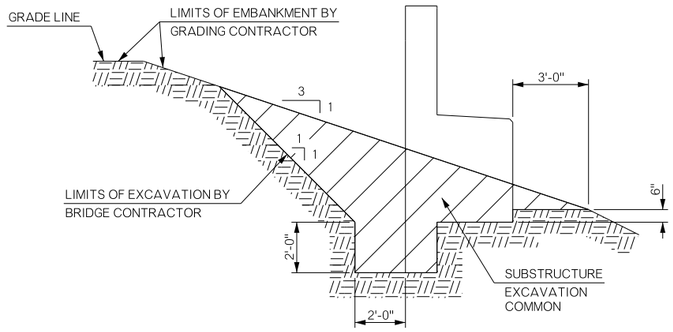
Design	---	---
Detail	HEU	9/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

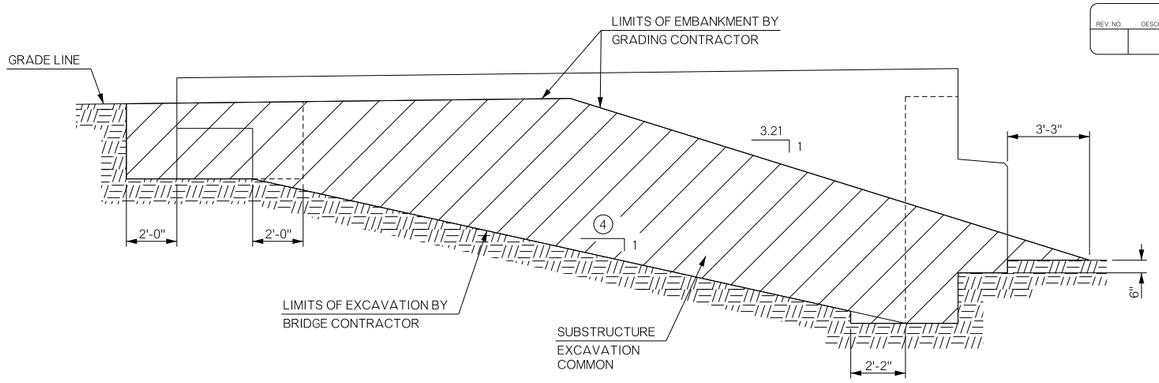
JOB PIECE NO. 30637(04) SHEET NO. B027

REVISIONS		
REV. NO.	DESCRIPTION	DATE

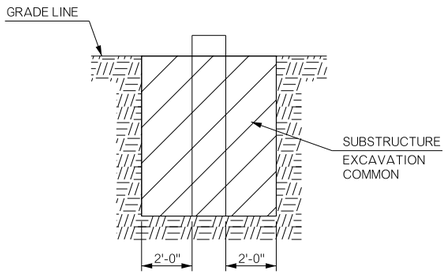


SECTION A-A

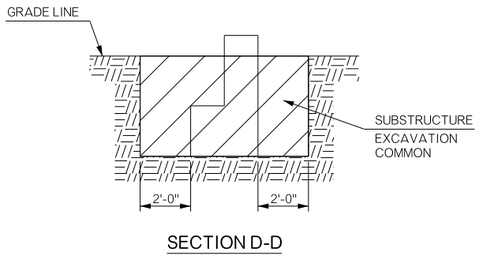
(SECTION AT BEAM SEAT SHOWN, SECTION AT MEDIAN WING SIMILAR)



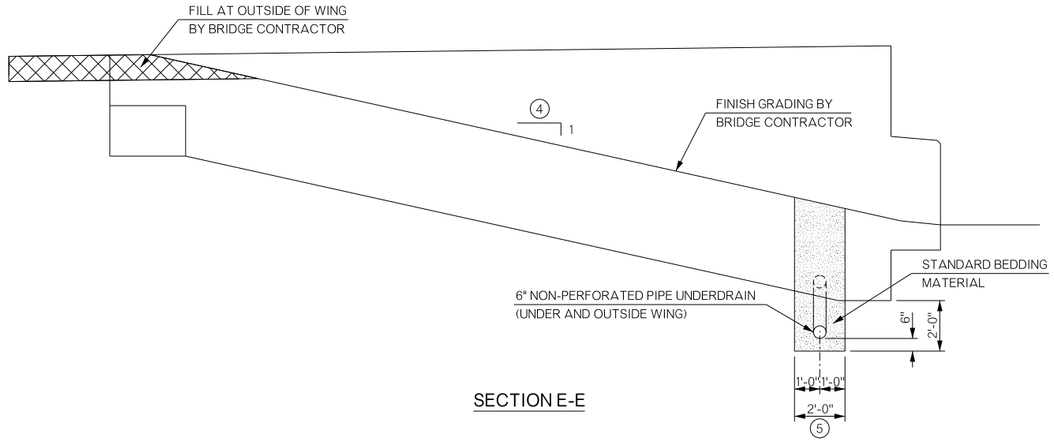
SECTION B-B



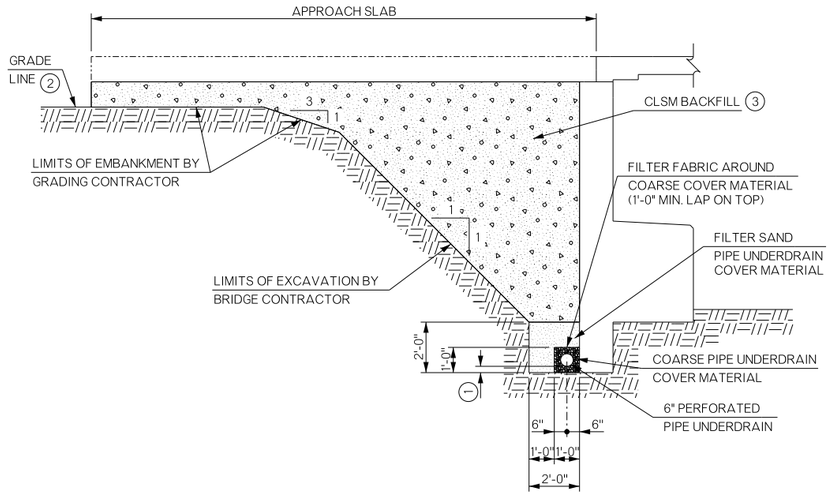
SECTION C-C



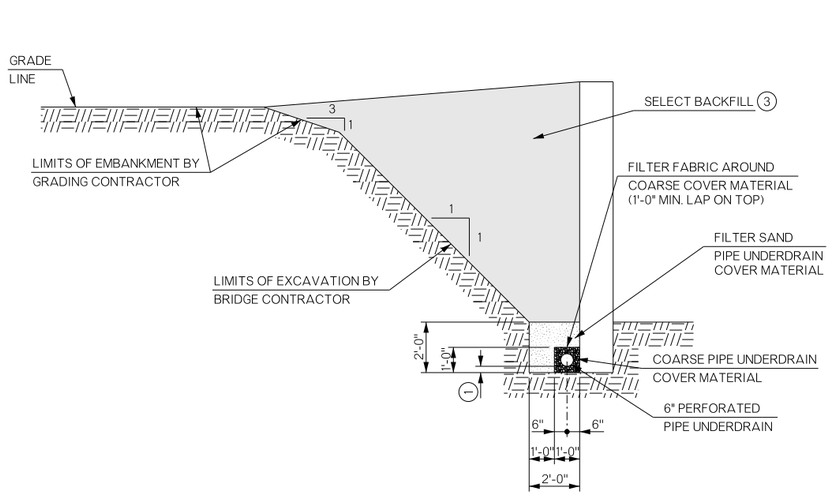
SECTION D-D



SECTION E-E



SECTION F-F



SECTION G-G

1. SET BOTTOM OF PIPE 3" ABOVE THE BOTTOM OF THE ABUTMENT CURTAIN WALL AT THE LOW END.
2. GRADE LINE ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING CLSM BACKFILL QUANTITY SHOWN ON PLANS. THE DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE.
3. DO NOT PLACE CLSM UNTIL SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3,000 P.S.I. PLACE BACKFILL IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 501.04.B. BACKFILL WITH CLSM UNDER THE APPROACH SLABS. OUTSIDE THE LIMITS OF THE APPROACH SLAB, BACKFILL WITH SELECT BACKFILL.
4. MATCH BOTTOM OF WING SLOPE.
5. MEASURED PERPENDICULAR TO TRENCH.

NOTE: FOR LOCATION OF SECTIONS A-A THRU SECTION G-G, SEE SHEET B027.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 2 OF 3)

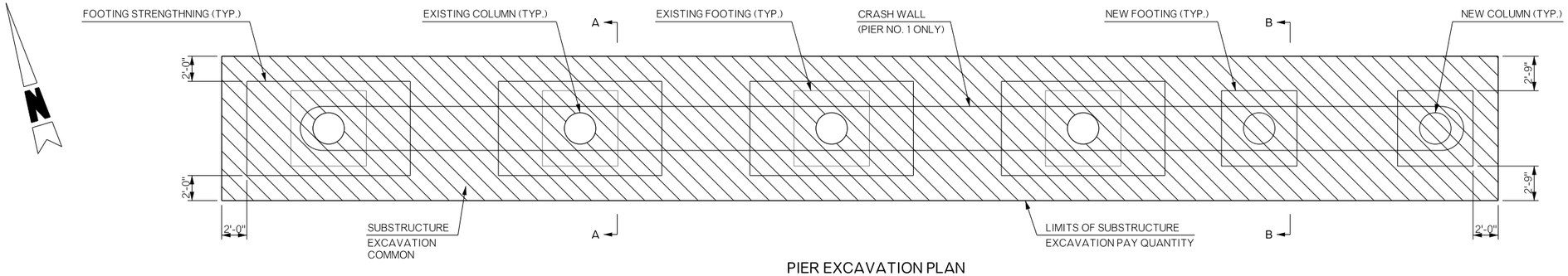
Design	---	---
Detail	HEU	9/23
Check	CBC	9/23

HNTB

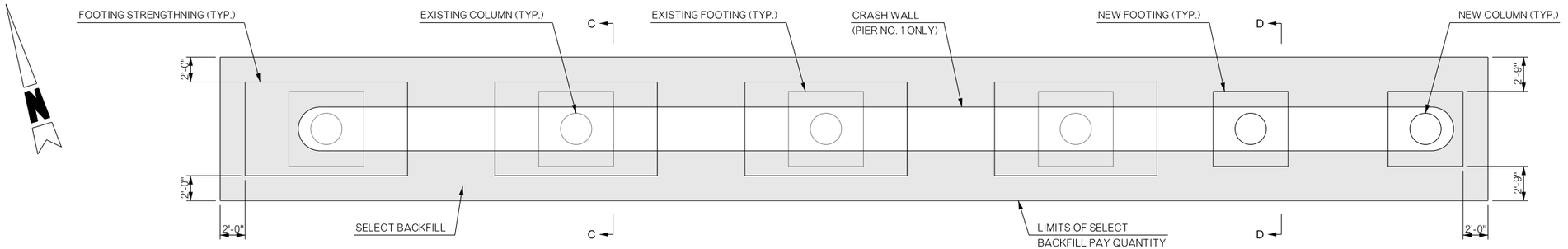
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B028

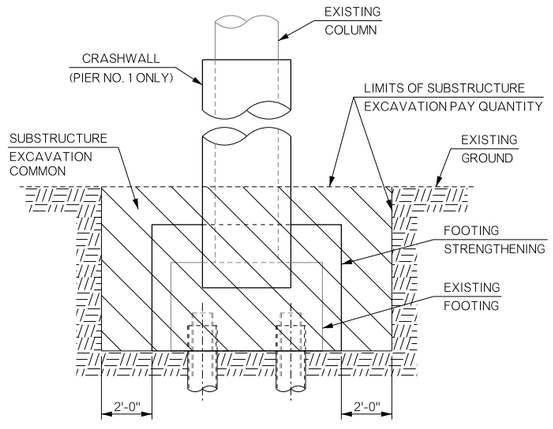
REVISIONS		
REV. NO.	DESCRIPTION	DATE



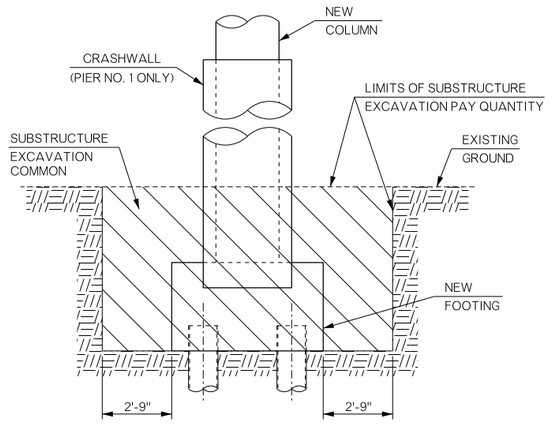
PIER EXCAVATION PLAN



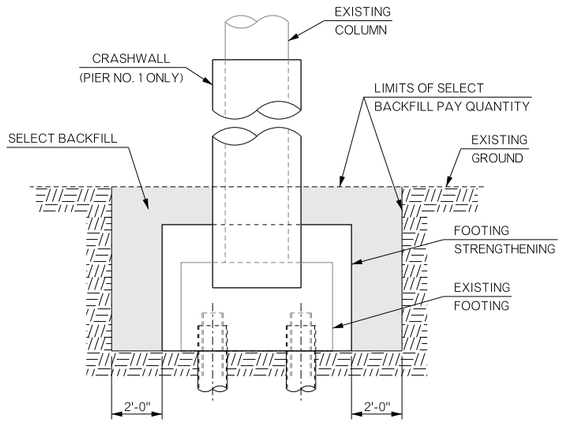
PIER BACKFILL PLAN



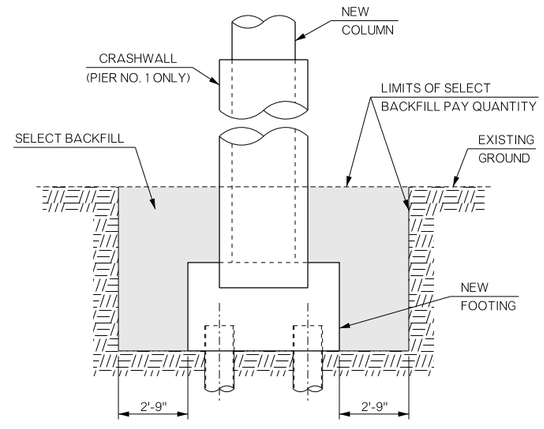
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTE:

SUBSTRUCTURE EXCAVATION COMMON FOR THE PIERS IS CALCULATED FOR PAYMENT AS THE VOLUME WITHIN THE LIMITS OF SUBSTRUCTURE EXCAVATION LESS THE VOLUME OF THE EXISTING FOOTINGS AND COLUMNS. SELECT BACKFILL FOR THE PIERS IS CALCULATED FOR PAYMENT AS THE VOLUME WITHIN THE LIMITS OF SELECT BACKFILL LESS THE VOLUME OF THE CRASH WALL, FOOTING STRENGTHENING, AND THE NEW AND EXISTING COLUMNS AND FOOTINGS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 3 OF 3)

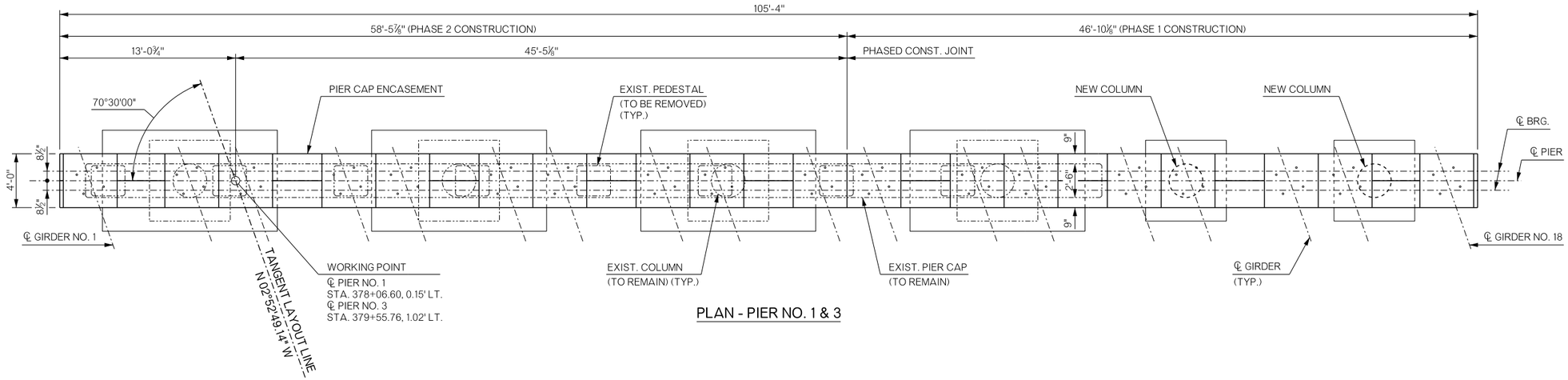
Design	---	---
Detail	HEU	9/23
Check		

HNTB

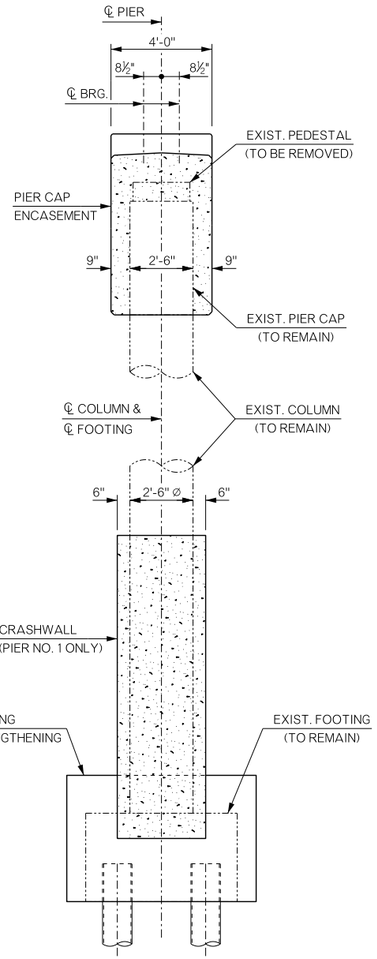
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B029

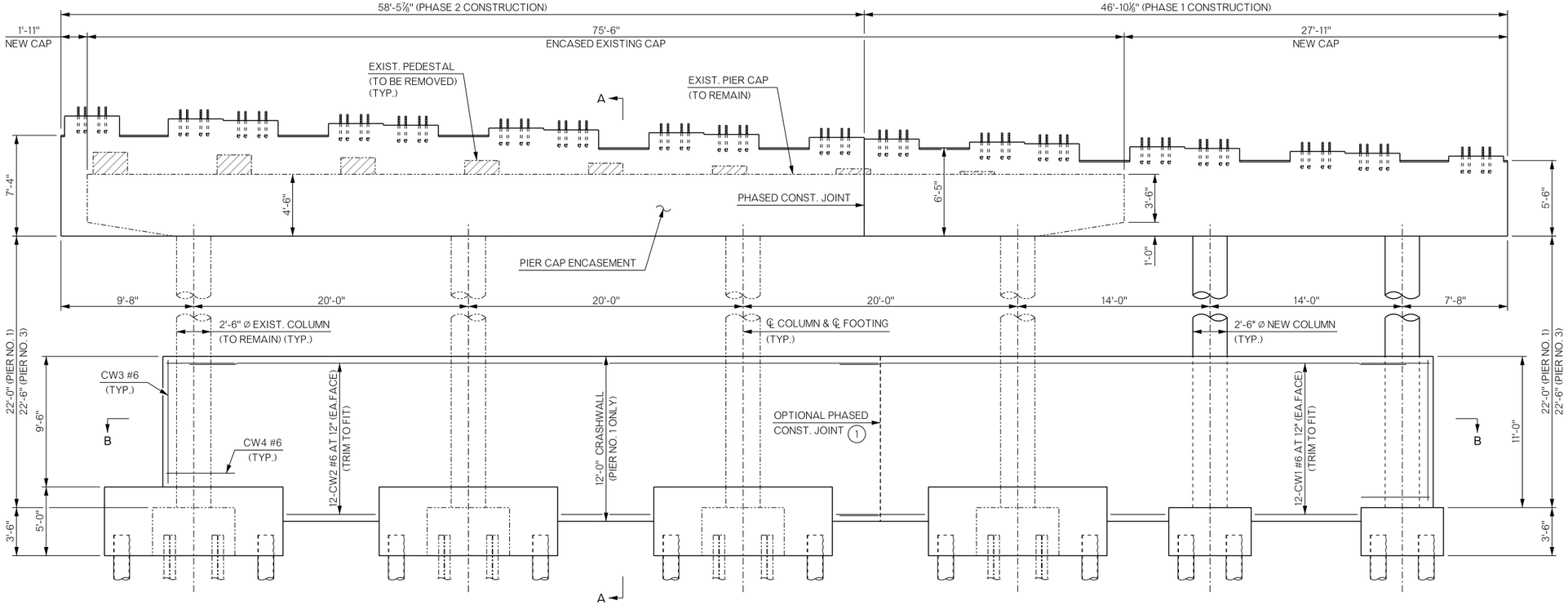
REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN - PIER NO. 1 & 3



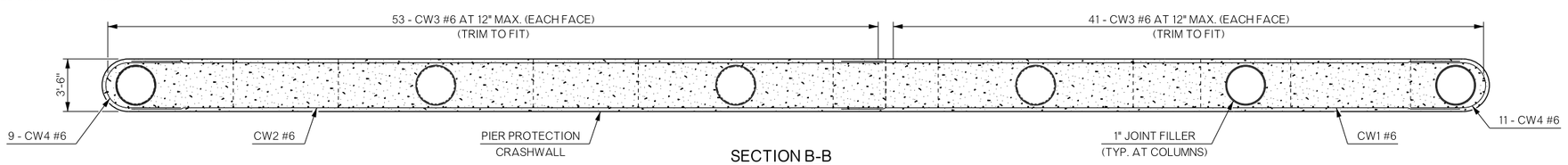
SECTION A-A



ELEVATION - PIER NO. 1 & 3

(LOOKING UPSTATION)

(1) CRASHWALL AT PIER NO. 1 MAY BE CONSTRUCTED IN PHASES, OR ALL AT ONCE AFTER OTHER PIER CONSTRUCTION IS COMPLETE. PHASE 1 AND PHASE 2 QUANTITIES SHOWN IN THE PLANS ARE CALCULATED ASSUMING PHASED CRASHWALL CONSTRUCTION.



SECTION B-B

(PIER NO. 1 ONLY)

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 1 OF 8)

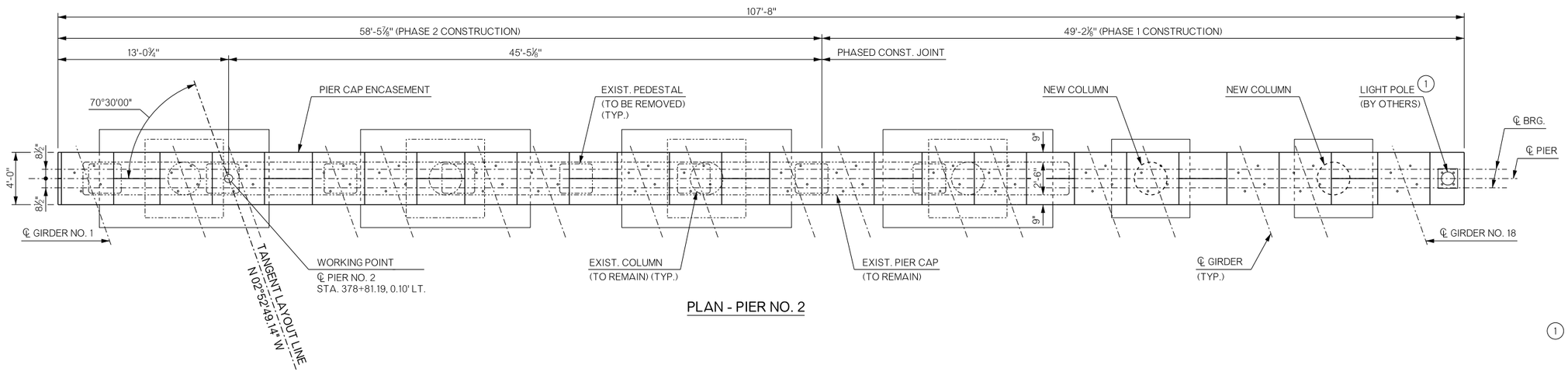
Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

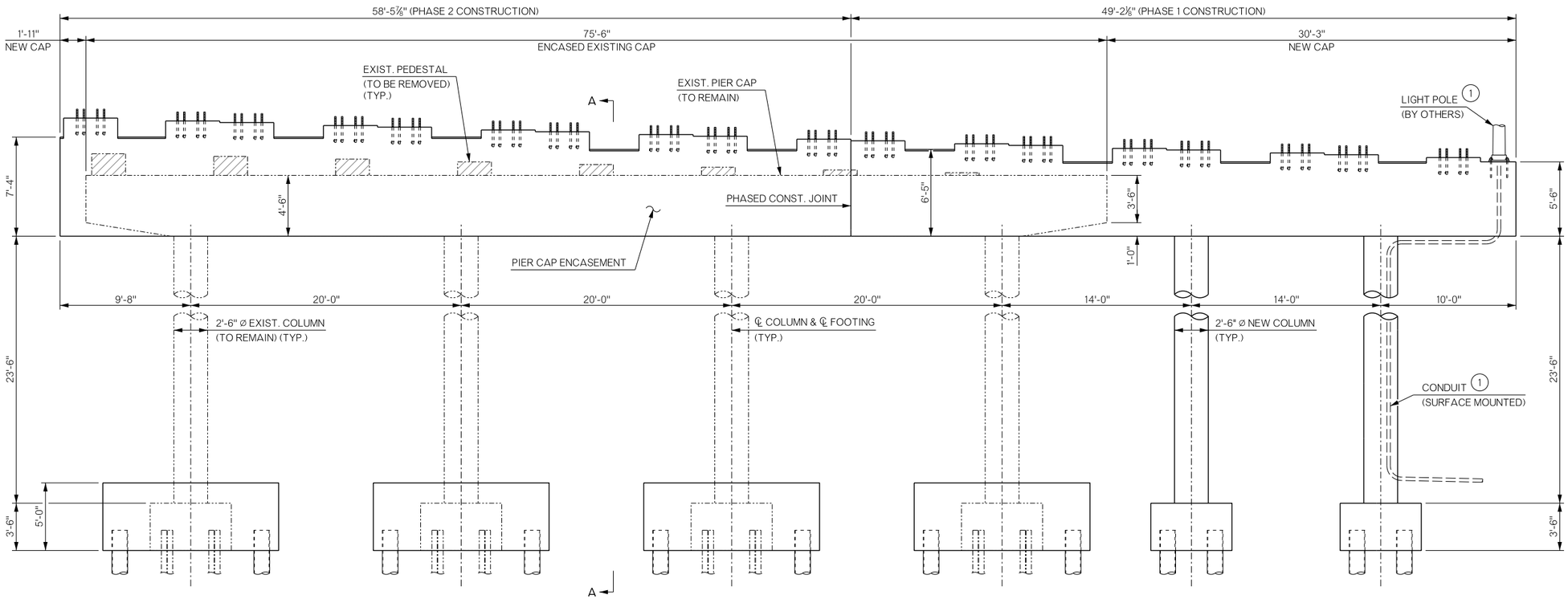
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B030

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN - PIER NO. 2



ELEVATION - PIER NO. 2

(LOOKING UPSTATION)

1 AT PIER NO. 2, THE CONTRACTOR SHALL INSTALL THE SIZE, TYPE AND NUMBER OF ANCHOR BOLTS AS REQUIRED BY THE LIGHT POLE MANUFACTURER WITH THE BOLT PATTERN CENTERED ON THE PIER CAP, AND ENSURING THAT THE MAST ARM OF THE LIGHT POLE WILL BE PERPENDICULAR TO I-44. CONDUIT WILL BE SURFACE MOUNTED AND NOT EMBEDDED IN THE PIER CONCRETE. REFER TO THE LIGHTING PLAN SHEETS AND TRAFFIC LIGHTING STANDARDS FOR ADDITIONAL REQUIREMENTS.

FOR SECTION A-A, SEE SHEET NO. B030

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

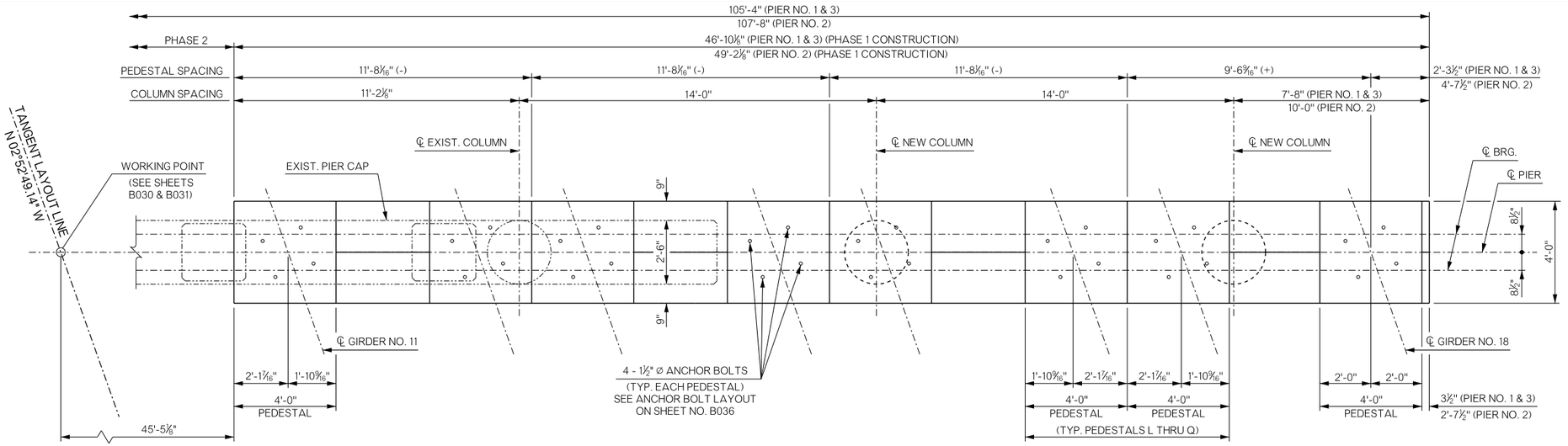
PIER DETAILS
(SHEET 2 OF 8)

Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

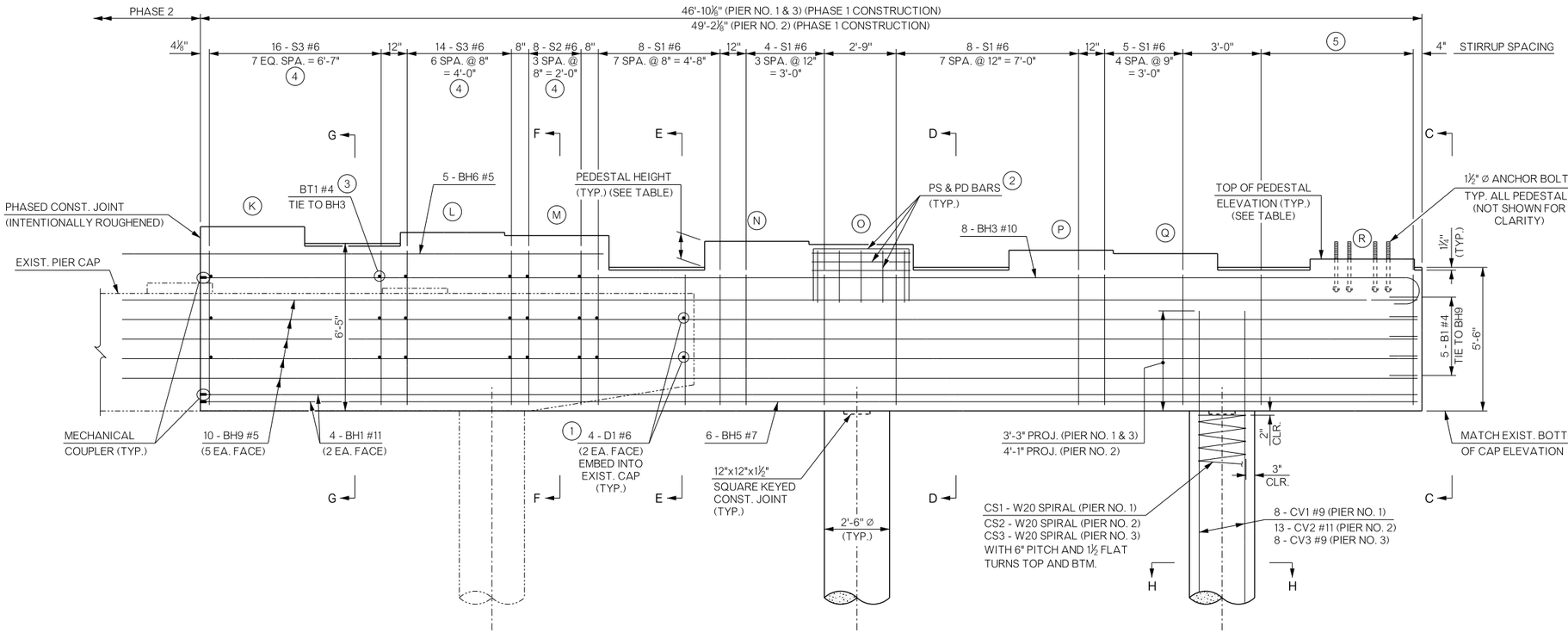
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B031



PIER CAP PLAN

(PHASE 1 CONSTRUCTION)



PIER CAP ELEVATION

(PHASE 1 CONSTRUCTION)

FOR SECTIONS C-C THRU H-H,
SEE SHEET NO. B034

REVISIONS

REV. NO.	DESCRIPTION	DATE

PEDESTAL SCHEDULE
(PHASE 1)

PEDESTAL	ELEVATION	HEIGHT	# OF PS BARS
PIER NO. 1			
K	1233.83	7¾"	2
L	1233.61	5⅝"	1
M	1233.49	1'-2¾"	4
N	1233.27	1'-0⅛"	3
O	1233.15	10⅝"	3
P	1232.93	8"	2
Q	1232.81	6⅝"	2
R	1232.59	3⅞"	0
PIER NO. 2			
K	1234.27	7⅝"	2
L	1234.06	5⅜"	1
M	1233.94	1'-2⅝"	4
N	1233.74	1'-0¼"	3
O	1233.62	10⅛"	3
P	1233.41	8¼"	2
Q	1233.29	6⅞"	2
R	1233.08	4⅜"	1
PIER NO. 3			
K	1234.45	6⅛"	2
L	1234.26	3¾"	0
M	1234.14	1'-1½"	3
N	1233.94	11"	3
O	1233.83	9¾"	2
P	1233.63	7⅜"	2
Q	1233.52	6"	2
R	1233.32	3⅝"	0

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1. SPACE D1 EMBEDMENT BARS WITH S1, S2, OR S3 STIRRUP BARS AT EXISTING CAP AND TIE TO BH9.
2. FOR TYPICAL PEDESTAL REINFORCING, SEE SHEET NO. B036.
3. SPACE BT1 TIE BARS WITH S2 AND S3 STIRRUP BARS.
4. S2 AND S3 STIRRUP BARS SHALL BE PLACED IN PAIRS.
5. 7 - S1 #6, 6 EQ. SPA. = 5'-10" (PIER NO. 1 & 3)
   9 - S1 #6, 8 EQ. SPA. = 8'-2" (PIER NO. 2)

ALL EDGES OF PIER CAP SHALL HAVE A 1½" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A ¾" CHAMFER.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

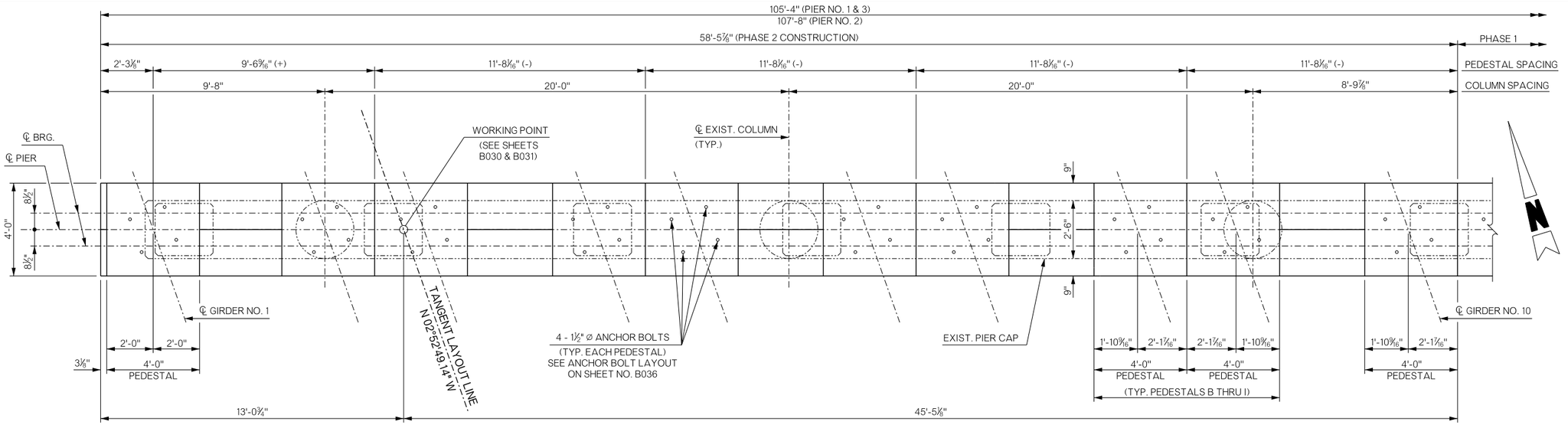
PIER DETAILS
(SHEET 3 OF 8)

Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

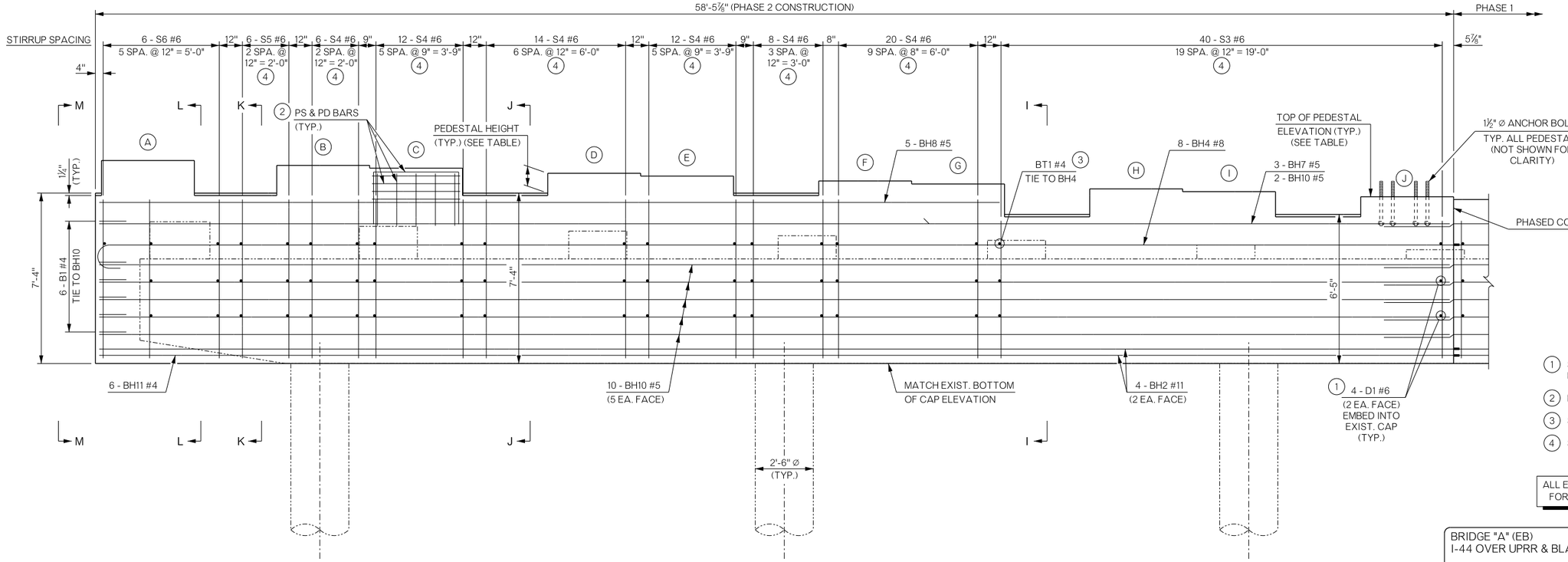
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B032



PIER CAP PLAN

(PHASE 2 CONSTRUCTION)



PIER CAP ELEVATION

(PHASE 2 CONSTRUCTION)

FOR SECTIONS I-I THRU M-M,
SEE SHEET NO. B035

REVISIONS		
REV. NO.	DESCRIPTION	DATE

PEDESTAL SCHEDULE
(PHASE 2)

PEDESTAL	ELEVATION	HEIGHT	# OF PS BARS
PIER NO. 1			
A	1235.51	1'-5"	4
B	1235.30	1'-2½"	4
C	1235.18	1'-1"	3
D	1234.96	10⅜"	3
E	1234.84	8⅞"	2
F	1234.63	6⅞"	2
G	1234.50	1'-3⅛"	4
H	1234.29	1'-1⅜"	3
I	1234.17	11⅜"	3
J	1233.95	9¼"	2
PIER NO. 2			
A	1235.88	1'-4"	4
B	1235.68	1'-1½"	3
C	1235.56	1'-0⅛"	3
D	1235.35	9¾"	2
E	1235.24	8¼"	2
F	1235.03	5¾"	1
G	1234.91	1'-3⅜"	4
H	1234.71	1'-0⅞"	3
I	1234.59	11½"	3
J	1234.39	9⅜"	2
PIER NO. 3			
A	1236.00	1'-1¾"	3
B	1235.80	11⅜"	3
C	1235.69	10"	3
D	1235.49	7⅞"	2
E	1235.38	6⅜"	2
F	1235.18	3⅞"	0
G	1235.07	1'-1⅜"	3
H	1234.88	11¼"	3
I	1234.76	9⅞"	2
J	1234.57	7½"	2

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1. SPACE D1 EMBEDMENT BARS WITH S3, S4, S5, OR S6 STIRRUP BARS AT EXISTING CAP AND TIE TO BH10.
2. FOR TYPICAL PEDESTAL REINFORCING, SEE SHEET NO. B036.
3. SPACE BT1 TIE BARS WITH S3, S4, S5, OR S6 STIRRUP BARS.
4. S3, S4, AND S5 STIRRUP BARS SHALL BE PLACED IN PAIRS.

ALL EDGES OF PIER CAP SHALL HAVE A 1½" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A ¾" CHAMFER.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 4 OF 8)

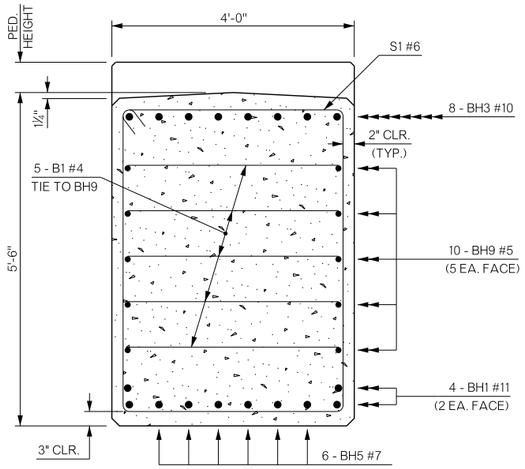
Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

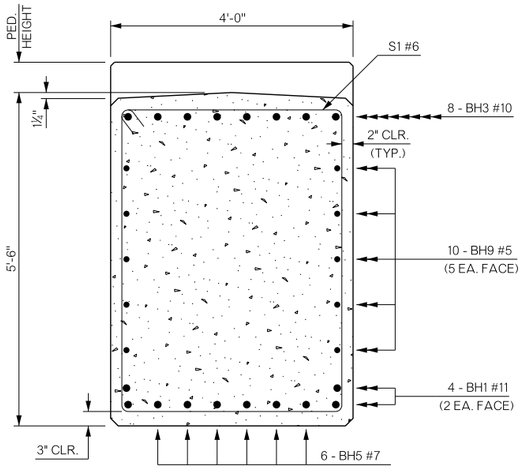
JOB PIECE NO. 30637(04) SHEET NO. B033

REVISIONS		
REV. NO.	DESCRIPTION	DATE



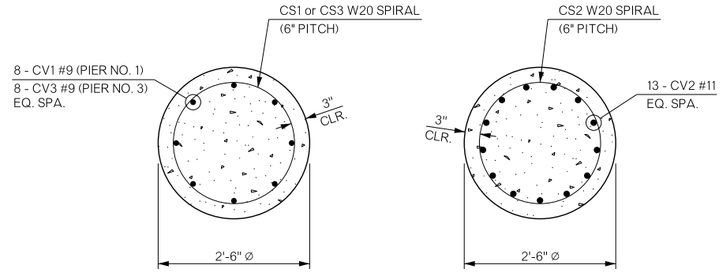
SECTION C-C

(PHASE 1 CONSTRUCTION)



SECTION D-D

(PHASE 1 CONSTRUCTION)

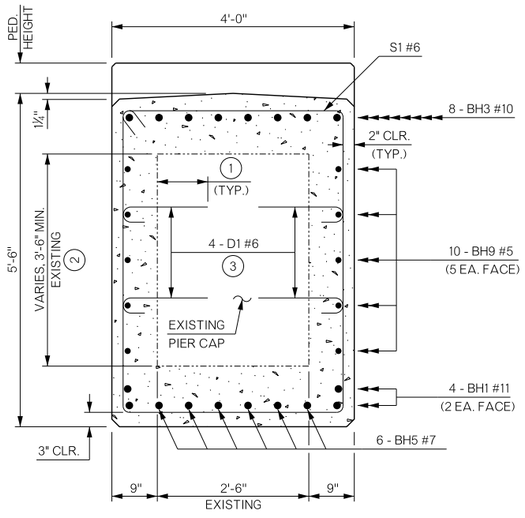


PIERS NO. 1 & 3

PIER NO. 2

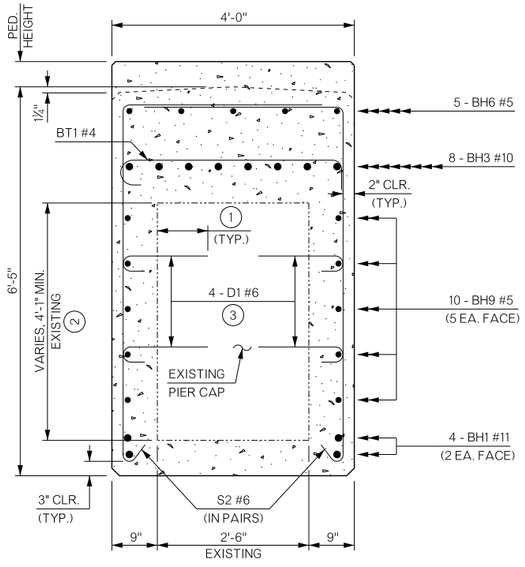
SECTION H-H

(PHASE 1 CONSTRUCTION)



SECTION E-E (2)

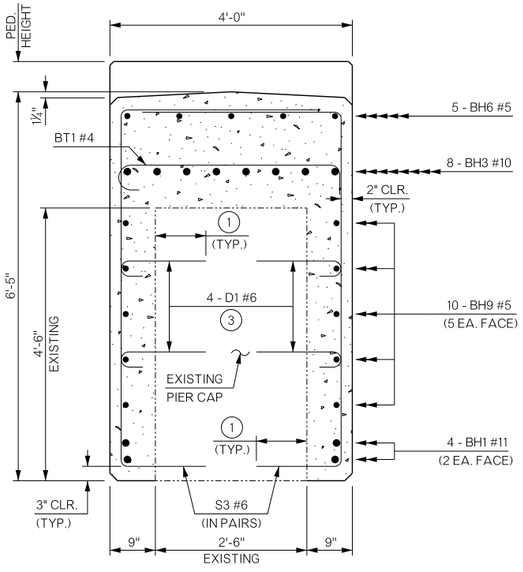
(PHASE 1 CONSTRUCTION)



SECTION F-F (2)

(PHASE 1 CONSTRUCTION)

(PEDESTAL REINFORCING NOT SHOWN FOR CLARITY)



SECTION G-G

(PHASE 1 CONSTRUCTION)

(1) DRILL AND EPOXY ANCHOR D1 AND S3 BARS 10" INTO EXISTING CAPBEAM CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.

(2) THE CANTILEVER REGION OF THE EXISTING CAPBEAM TAPERS FROM A DEPTH OF 4'-6" AT THE EXTERIOR COLUMNS TO 3'-6" AT THE END. SECTION E-E APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 3'-6" AND 4'-1". SECTION F-F APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 4'-1" AND 4'-6".

(3) SPACE D1 EMBEDMENT BARS WITH S1, S2, OR S3 STIRRUP BARS.

ALL CAPBEAM CONCRETE SHALL BE CLASS AA.
ALL COLUMN CONCRETE SHALL BE CLASS A.

FOR LOCATIONS OF SECTIONS C-C THRU H-H, SEE SHEET NO. B032

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 5 OF 8)

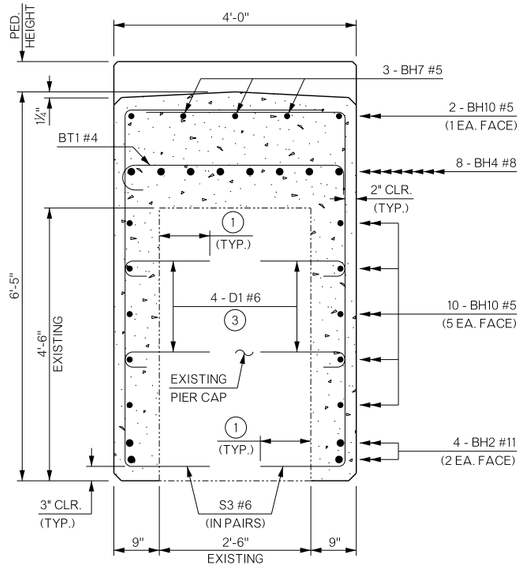
Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

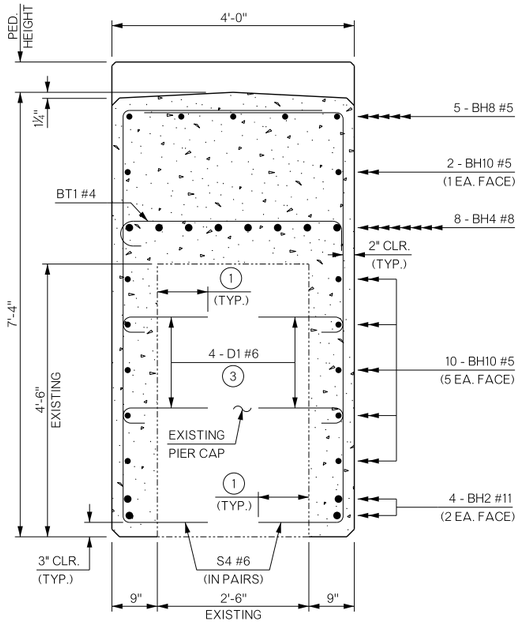
JOB PIECE NO. 30637(04) SHEET NO. B034

REVISIONS		
REV. NO.	DESCRIPTION	DATE



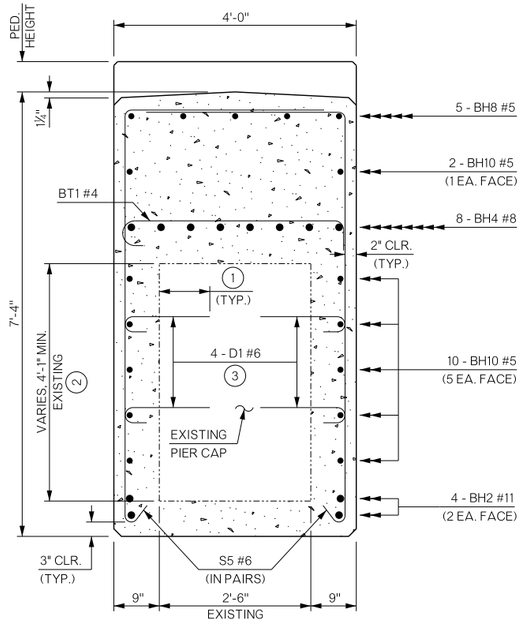
SECTION I-I

(PHASE 2 CONSTRUCTION)



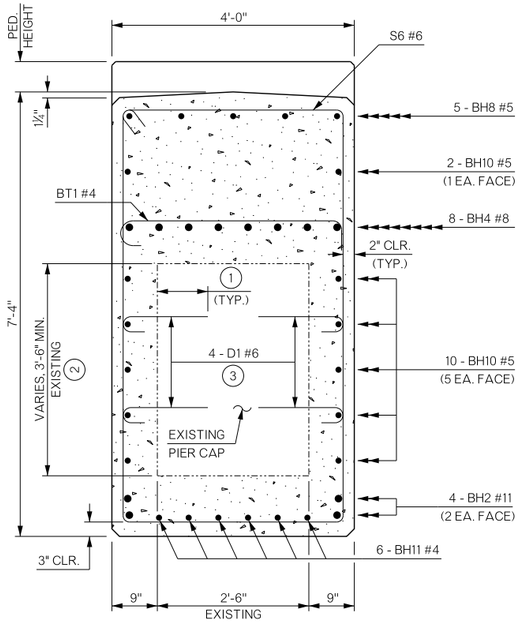
SECTION J-J

(PHASE 2 CONSTRUCTION)



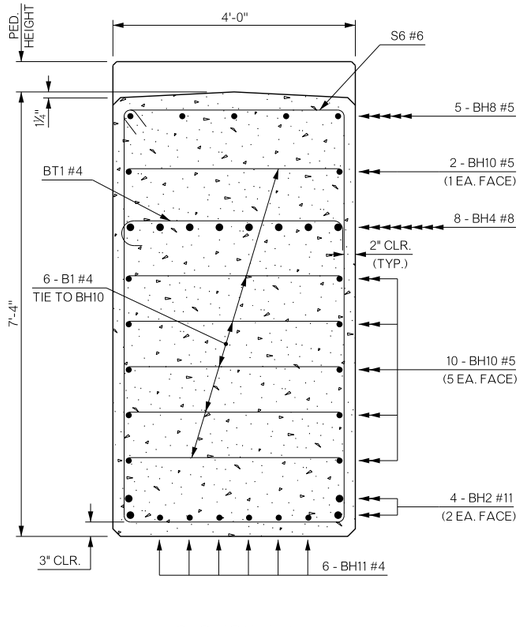
SECTION K-K (2)

(PHASE 2 CONSTRUCTION)



SECTION L-L (2)

(PHASE 2 CONSTRUCTION)



SECTION M-M

(PHASE 2 CONSTRUCTION)

FOR LOCATIONS OF SECTIONS I-I THRU M-M, SEE SHEET NO. B033

(1) DRILL AND EPOXY ANCHOR D1, S3, AND S4 BARS 10" INTO EXISTING CAPBEAM CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.

(2) THE CANTILEVER REGION OF THE EXISTING CAPBEAM TAPERS FROM A DEPTH OF 4'-6" AT THE EXTERIOR COLUMNS TO 3'-6" AT THE END. SECTION L-L APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 3'-6" AND 4'-1". SECTION K-K APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 4'-1" AND 4'-6".

(3) SPACE D1 EMBEDMENT BARS WITH S3, S4, S5, OR S6 STIRRUP BARS.

ALL CAPBEAM CONCRETE SHALL BE CLASS AA.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

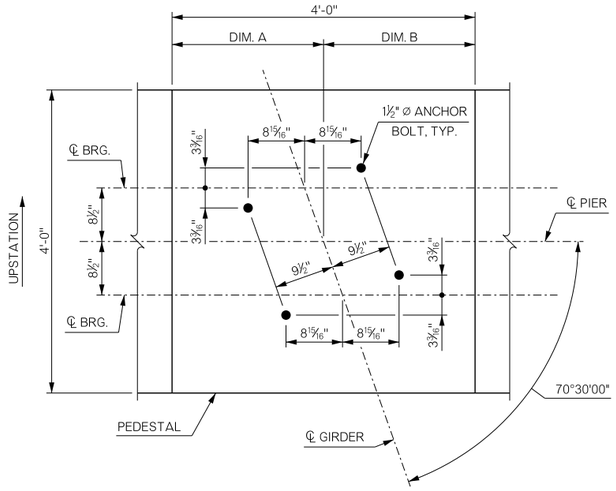
PIER DETAILS
(SHEET 6 OF 8)

Design	ASB	8/23
Detail	ASB	8/23
Check		

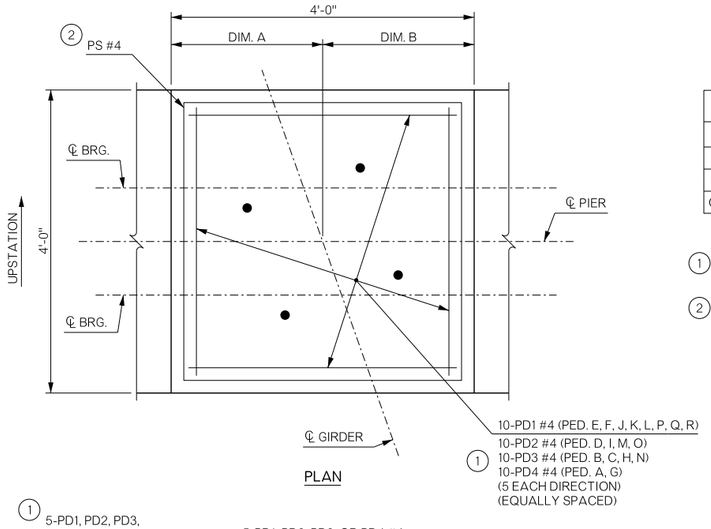
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B035



TYPICAL ANCHOR BOLT LAYOUT

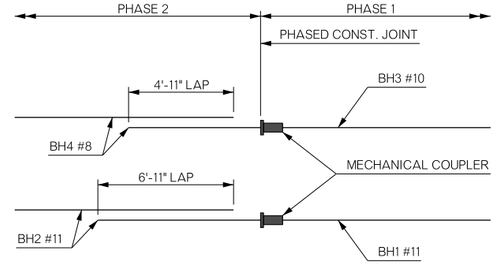


PLAN

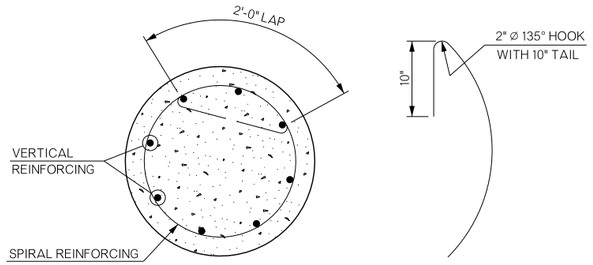
TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
A, R	2'-0"	2'-0"
B, D, F, H, J, L, N, P	1'-10³⁄₁₆"	2'-1⁷⁄₁₆"
C, E, G, I, K, M, O, Q	2'-1⁷⁄₁₆"	1'-10³⁄₁₆"

(1) SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.

(2) SEE PEDESTAL SCHEDULE ON SHEET NO. B032 & B033 FOR NUMBER OF PS BARS.

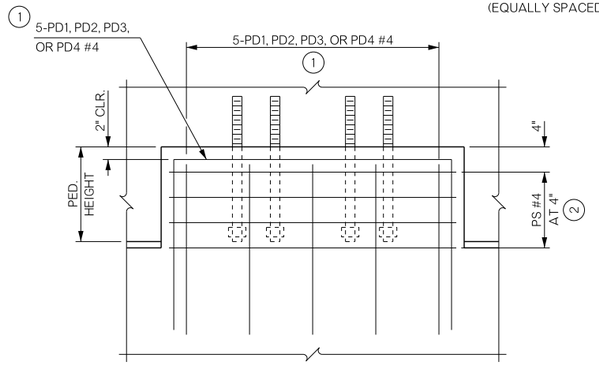


SPLICE/COUPLER REINFORCING DETAIL



SPIRAL REINFORCING SPLICE DETAIL

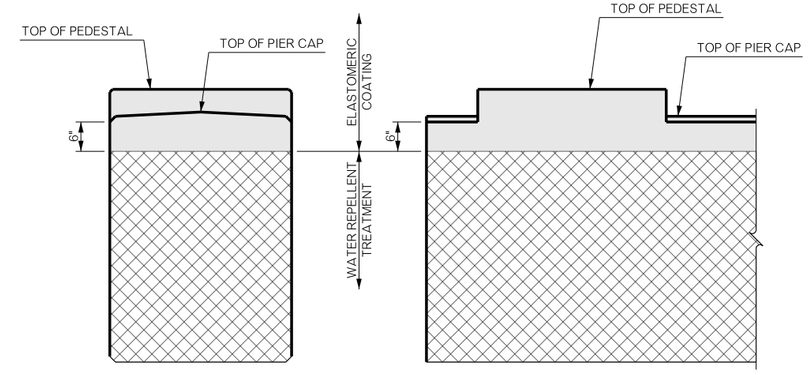
SPIRAL BARS SHALL CONFORM TO AASHTO M32. SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ELEVATION

TYPICAL PEDESTAL REINFORCING

(PEDESTAL "A" SHOWN, PEDESTALS "B" THRU "R" SIMILAR.)



END ELEVATION

ELASTOMERIC COATING COVERAGE

WATER REPELLENT COVERAGE

NOTES:

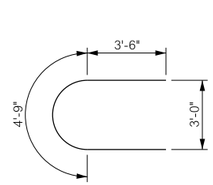
APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP OF PIER CAP, ALL SURFACES OF THE PEDESTALS, AND DOWN 6" BELOW THE EDGE OF THE CAP ON THE ENDS AND SIDES.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

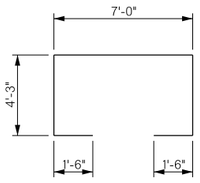
ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO ALL VERTICAL SURFACES OF THE PIER CAP, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

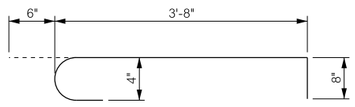
ELASTOMERIC COATING & WATER REPELLENT DETAIL



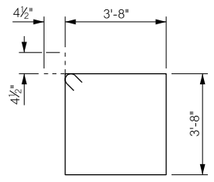
CW4 #6 x 11'-9"



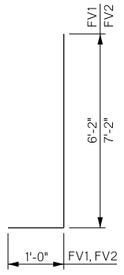
FS2 #7 x 18'-6"



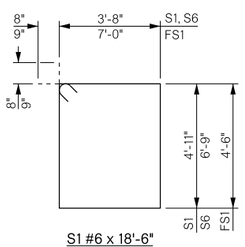
BT1 #4 x 4'-10"



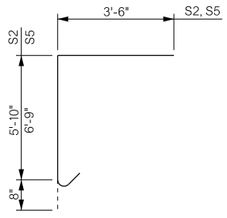
PS #4 x 15'-5"



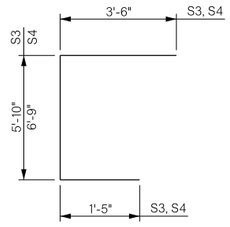
FV1 #9 x 7'-2"
FV2 #11 x 8'-2"



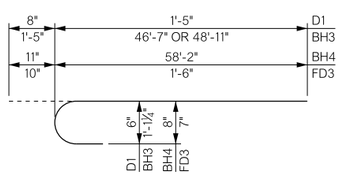
S1 #6 x 18'-6"
S6 #6 x 22'-2"
FS1 #7 x 24'-6"



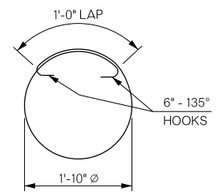
S2 #6 x 10'-0"
S5 #6 x 10'-11"



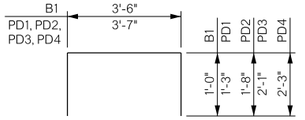
S3 #6 x 10'-9"
S4 #6 x 11'-8"



D1 #6 x 2'-1"
BH3 #10 x 48'-0" OR 50'-4"
BH4 #8 x 64'-0"
FD3 #7 x 2'-4"



T1 #4 x 7'-9"



B1 #4 x 5'-6"
PD1 #4 x 6'-1"
PD2 #4 x 6'-11"
PD3 #4 x 7'-9"
PD4 #4 x 8'-1"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

REVISIONS

REV. NO.	DESCRIPTION	DATE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 7 OF 8)

Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B036

REVISIONS		
REV. NO.	DESCRIPTION	DATE

PIER NO. 1 BAR LIST PHASE 1

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	5	BNT.	5'-6"
(1) BH1	#11	4	STR.	46'-7"
(1) BH3	#10	8	BNT.	48'-0"
BH5	#7	6	STR.	31'-6"
BH6	#5	5	STR.	18'-6"
BH9	#5	10	STR.	49'-9"
BT1	#4	19	BNT.	4'-10"
CV1	#9	16	STR.	25'-3"
D1	#6	100	BNT.	2'-1"
PD1	#4	50	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	10	BNT.	7'-9"
PS	#4	49	BNT.	15'-5"
S1	#6	32	BNT.	18'-6"
S2	#6	8	BNT.	10'-0"
S3	#6	30	BNT.	10'-9"
NON-EPOXY COATED REINFORCING STEEL				
CS1	W20	2	SPIRAL	300'-4"
CW1	#6	24	STR.	41'-3"
CW3	#6	82	STR.	11'-6"
CW4	#6	11	BNT.	11'-9"
FD1	#9	16	STR.	4'-3"
FD2	#6	12	STR.	4'-1"
FD3	#7	24	BNT.	2'-4"
FH1	#9	32	STR.	5'-6"
FH2	#11	6	STR.	12'-6"
FH3	#5	20	STR.	3'-1"
FH4	#5	14	STR.	12'-6"
FS1	#7	6	BNT.	24'-6"
FS2	#7	6	BNT.	18'-6"
FV1	#9	16	BNT.	7'-2"
T1	#4	6	BNT.	7'-9"

PIER NO. 1 BAR LIST PHASE 2

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	6	BNT.	5'-6"
(1)(2) BH2	#11	4	STR.	65'-1"
(1)(3) BH4	#8	8	BNT.	64'-0"
BH7	#5	3	STR.	22'-0"
BH8	#5	5	STR.	38'-9"
BH10	#5	12	STR.	58'-2"
BH11	#4	6	STR.	5'-3"
BT1	#4	66	BNT.	4'-10"
D1	#6	252	BNT.	2'-1"
PD1	#4	30	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	30	BNT.	7'-9"
PD4	#4	20	BNT.	8'-1"
PS	#4	80	BNT.	15'-5"
S3	#6	40	BNT.	10'-9"
S4	#6	72	BNT.	11'-8"
S5	#6	6	BNT.	10'-11"
S6	#6	6	BNT.	22'-2"
NON-EPOXY COATED REINFORCING STEEL				
CW2	#6	24	STR.	50'-1"
CW3	#6	106	STR.	11'-6"
CW4	#6	9	BNT.	11'-9"
FD1	#9	48	STR.	4'-3"
FD2	#6	36	STR.	4'-1"
FD3	#7	72	BNT.	2'-4"
FH2	#11	18	STR.	12'-6"
FH3	#5	60	STR.	3'-1"
FH4	#5	42	STR.	12'-6"
FS1	#7	18	BNT.	24'-6"
FS2	#7	18	BNT.	18'-6"

PIER NO. 2 BAR LIST PHASE 1

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	5	BNT.	5'-6"
(1) BH1	#11	4	STR.	48'-11"
(1) BH3	#10	8	BNT.	50'-4"
BH5	#7	6	STR.	33'-10"
BH6	#5	5	STR.	18'-6"
BH9	#5	10	STR.	52'-1"
BT1	#4	19	BNT.	4'-10"
CV2	#11	26	STR.	27'-6"
D1	#6	100	BNT.	2'-1"
PD1	#4	50	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	10	BNT.	7'-9"
PS	#4	49	BNT.	15'-5"
S1	#6	34	BNT.	18'-6"
S2	#6	8	BNT.	10'-0"
S3	#6	30	BNT.	10'-9"
NON-EPOXY COATED REINFORCING STEEL				
CS2	W20	2	SPIRAL	320'-9"
FD1	#9	16	STR.	4'-3"
FD2	#6	12	STR.	4'-1"
FD3	#7	24	BNT.	2'-4"
FH1	#9	32	STR.	5'-6"
FH2	#11	6	STR.	12'-6"
FH3	#5	20	STR.	3'-1"
FH4	#5	14	STR.	12'-6"
FS1	#7	6	BNT.	24'-6"
FS2	#7	6	BNT.	18'-6"
FV2	#11	26	BNT.	8'-2"
T1	#4	6	BNT.	7'-9"

PIER NO. 2 BAR LIST PHASE 2

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	6	BNT.	5'-6"
(1)(2) BH2	#11	4	STR.	65'-1"
(1)(3) BH4	#8	8	BNT.	64'-0"
BH7	#5	3	STR.	22'-0"
BH8	#5	5	STR.	38'-9"
BH10	#5	12	STR.	58'-2"
BH11	#4	6	STR.	5'-3"
BT1	#4	66	BNT.	4'-10"
D1	#6	252	BNT.	2'-1"
PD1	#4	30	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	30	BNT.	7'-9"
PD4	#4	20	BNT.	8'-1"
PS	#4	80	BNT.	15'-5"
S3	#6	40	BNT.	10'-9"
S4	#6	72	BNT.	11'-8"
S5	#6	6	BNT.	10'-11"
S6	#6	6	BNT.	22'-2"
NON-EPOXY COATED REINFORCING STEEL				
FD1	#9	48	STR.	4'-3"
FD2	#6	36	STR.	4'-1"
FD3	#7	72	BNT.	2'-4"
FH2	#11	18	STR.	12'-6"
FH3	#5	60	STR.	3'-1"
FH4	#5	42	STR.	12'-6"
FS1	#7	18	BNT.	24'-6"
FS2	#7	18	BNT.	18'-6"

PIER NO. 3 BAR LIST PHASE 1

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	5	BNT.	5'-6"
(1) BH1	#11	4	STR.	46'-7"
(1) BH3	#10	8	BNT.	48'-0"
BH5	#7	6	STR.	31'-6"
BH6	#5	5	STR.	18'-6"
BH9	#5	10	STR.	49'-9"
BT1	#4	19	BNT.	4'-10"
CV3	#9	16	STR.	25'-9"
D1	#6	100	BNT.	2'-1"
PD1	#4	50	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	10	BNT.	7'-9"
PS	#4	49	BNT.	15'-5"
S1	#6	32	BNT.	18'-6"
S2	#6	8	BNT.	10'-0"
S3	#6	30	BNT.	10'-9"
NON-EPOXY COATED REINFORCING STEEL				
CS3	W20	2	SPIRAL	307'-2"
FD1	#9	16	STR.	4'-3"
FD2	#6	12	STR.	4'-1"
FD3	#7	24	BNT.	2'-4"
FH1	#9	32	STR.	5'-6"
FH2	#11	6	STR.	12'-6"
FH3	#5	20	STR.	3'-1"
FH4	#5	14	STR.	12'-6"
FS1	#7	6	BNT.	24'-6"
FS2	#7	6	BNT.	18'-6"
FV1	#9	16	BNT.	7'-2"
T1	#4	6	BNT.	7'-9"

PIER NO. 3 BAR LIST PHASE 2

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
B1	#4	6	BNT.	5'-6"
(1)(2) BH2	#11	4	STR.	65'-1"
(1)(3) BH4	#8	8	BNT.	64'-0"
BH7	#5	3	STR.	22'-0"
BH8	#5	5	STR.	38'-9"
BH10	#5	12	STR.	58'-2"
BH11	#4	6	STR.	5'-3"
BT1	#4	66	BNT.	4'-10"
D1	#6	252	BNT.	2'-1"
PD1	#4	30	BNT.	6'-1"
PD2	#4	20	BNT.	6'-11"
PD3	#4	30	BNT.	7'-9"
PD4	#4	20	BNT.	8'-1"
PS	#4	80	BNT.	15'-5"
S3	#6	40	BNT.	10'-9"
S4	#6	72	BNT.	11'-8"
S5	#6	6	BNT.	10'-11"
S6	#6	6	BNT.	22'-2"
NON-EPOXY COATED REINFORCING STEEL				
FD1	#9	48	STR.	4'-3"
FD2	#6	36	STR.	4'-1"
FD3	#7	72	BNT.	2'-4"
FH2	#11	18	STR.	12'-6"
FH3	#5	60	STR.	3'-1"
FH4	#5	42	STR.	12'-6"
FS1	#7	18	BNT.	24'-6"
FS2	#7	18	BNT.	18'-6"

PIER NO. 1 QUANTITIES

ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	140.00	180.00	320.00
SELECT BACKFILL	CY	95.00	115.00	210.00
CLASS AA CONCRETE	CY	35.50	42.90	78.40
CLASS A CONCRETE	CY	90.80	112.10	202.90
MECHANICAL SPLICES	EA	12.00	---	12.00
REINFORCING STEEL	LB	5,000.00	7,000.00	12,000.00
EPOXY COATED REINFORCING STEEL	LB	9,000.00	10,000.00	19,000.00
(SP) MICROPILES	LF	740.00	780.00	1,520.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	54.00	67.00	121.00
ELASTOMERIC COATING	SF	329.00	601.00	930.00

PIER NO. 2 QUANTITIES

ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	105.00	130.00	235.00
SELECT BACKFILL	CY	80.00	90.00	170.00
CLASS AA CONCRETE	CY	37.50	42.60	81.10
CLASS A CONCRETE	CY	31.30	40.20	71.50
MECHANICAL SPLICES	EA	12.00	---	12.00
REINFORCING STEEL	LB	2,000.00	3,500.00	5,500.00
EPOXY COATED REINFORCING STEEL	LB	12,000.00	10,000.00	22,000.00
(SP) MICROPILES	LF	716.00	756.00	1,472.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	55.00	67.00	122.00
ELASTOMERIC COATING	SF	340.00	601.00	941.00

PIER NO. 3 QUANTITIES

ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	150.00	225.00	375.00
SELECT BACKFILL	CY	125.00	185.00	310.00
CLASS AA CONCRETE	CY	35.10	41.70	76.80
CLASS A CONCRETE	CY	31.00	40.20	71.20
MECHANICAL SPLICES	EA	12.00	---	12.00
REINFORCING STEEL	LB	2,000.00	3,500.00	5,500.00
EPOXY COATED REINFORCING STEEL	LB	9,000.00	10,000.00	19,000.00
(SP) MICROPILES	LF	728.00	768.00	1,496.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	54.00	67.00	121.00
ELASTOMERIC COATING	SF	329.00	602.00	931.00

(1) BAR LENGTH GIVEN IS MEASURED TO PHASED CONSTRUCTION JOINT. ADJUST AS NECESSARY TO ACCOMMODATE THE APPROVED MECHANICAL COUPLING SYSTEM USED BY THE CONTRACTOR.

(2) LENGTH INCLUDES ONE 6'-11" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON SHEET NO. B036)

(3) LENGTH INCLUDES ONE 4'-11" LAP. (SEE SPLICE/COUPLER REINFORCING DETAIL ON SHEET NO. B036)

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 8 OF 8)

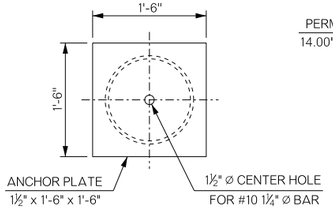
Design	ASB	8/23
Detail	ASB	8/23
Check		

HNTB

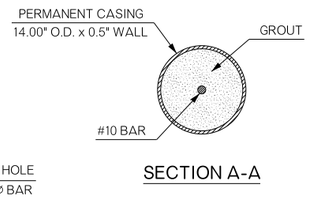
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B037

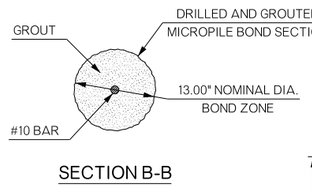
REVISIONS		
REV. NO.	DESCRIPTION	DATE



ANCHOR PLATE DETAIL



SECTION A-A



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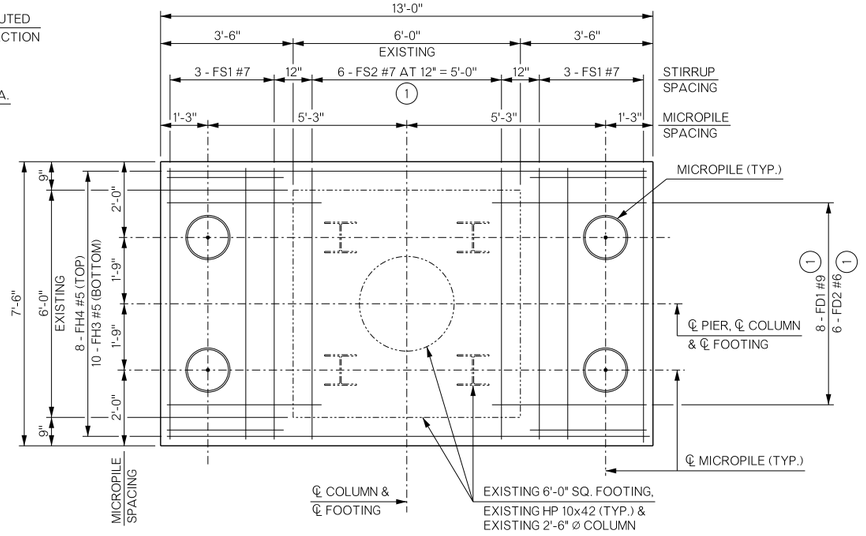
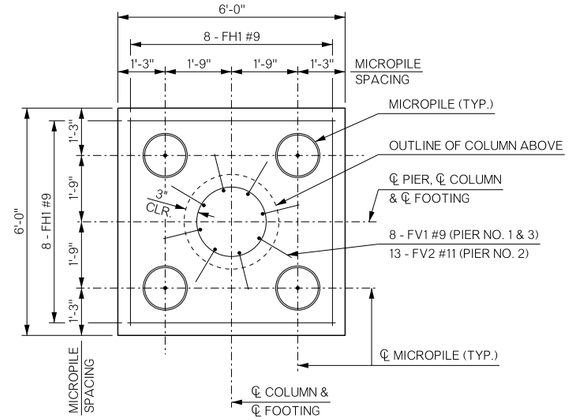
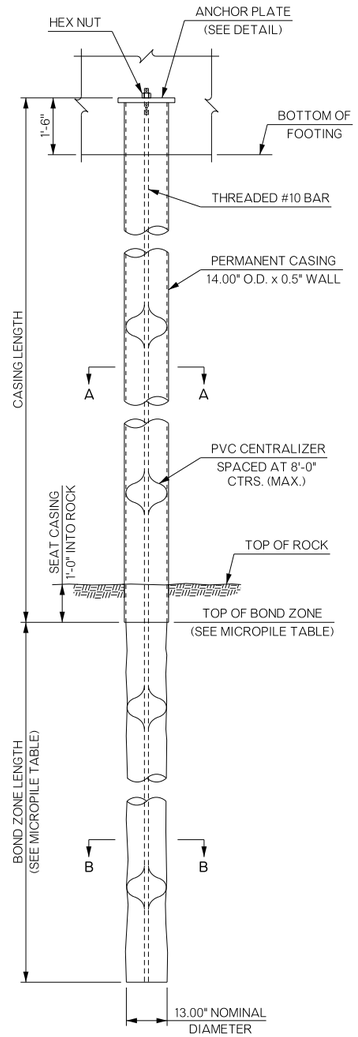


PLAN

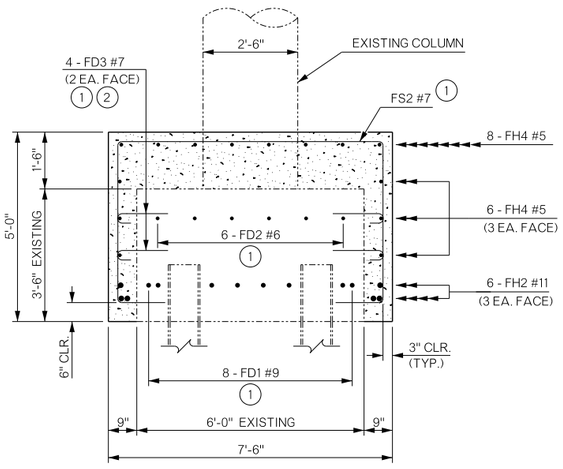


PLAN

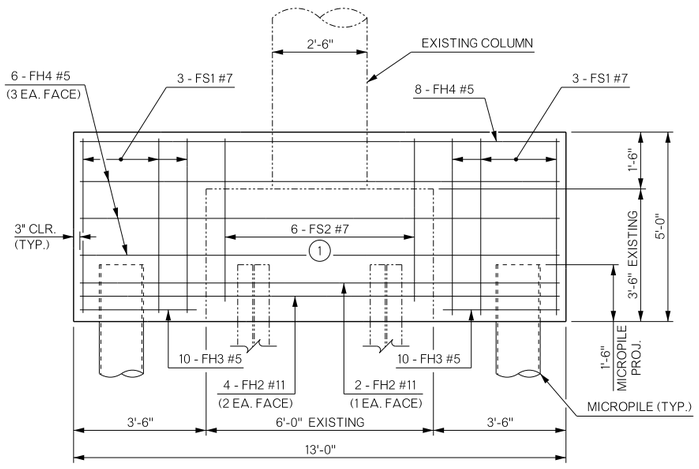


TYPICAL MICROPILE ELEVATION

1. DRILL AND EPOXY ANCHOR FD1, FD2, FD3, AND FS2 BARS INTO EXISTING FOOTING CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.
2. SPACE FD3 EMBEDMENT BARS WITH FS2 STIRRUP BARS.



SECTION



ELEVATION

TYPICAL FOOTING ENCASEMENT DETAIL

(FOR EXISTING COLUMNS)

MICROPILE TABLE - BRIDGE "A"					
LOCATION	NO. OF MICROPILES	FACTORED REACTION (KIPS/PILE)	BTM. OF FOOTING ELEV. ◔	ESTIMATED TOP OF BOND ZONE ELEV.	ESTIMATED BOND ZONE LENGTH (FT)
PIER NO. 1 - FOOTING ENCASEMENTS	16	250	1201.21	1164.5	27
PIER NO. 2 - FOOTING ENCASEMENTS	16	241	1200.12	1165.5	26
PIER NO. 3 - FOOTING ENCASEMENTS	16	226	1201.48	1165.5	24
PIER NO. 1 - NEW FOOTINGS	8	200	1201.21	1164.5	22
PIER NO. 2 - NEW FOOTINGS	8	201	1200.12	1165.5	22
PIER NO. 3 - NEW FOOTINGS	8	184	1201.48	1165.5	20

◔ ESTIMATED. MATCH BOTTOM OF EXISTING FOOTING ELEVATION.

MICROPILE NOTES:

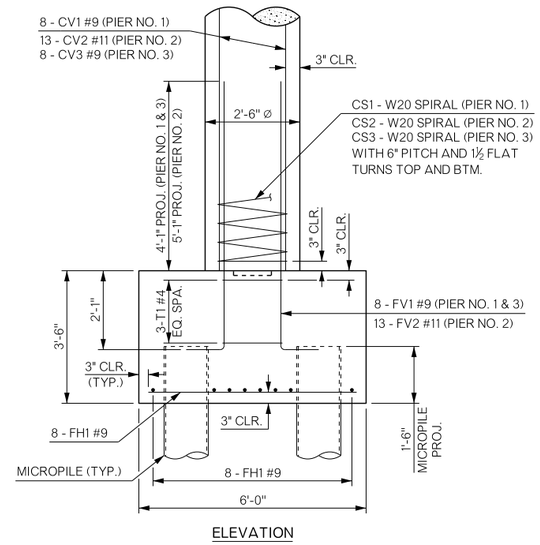
CASING SHALL BE ASTM A252 GRADE 3 WITH MINIMUM YIELD STRENGTH OF 45 KSI. REINFORCING BAR SHALL BE #10 THREADED BAR IN ACCORDANCE WITH ASTM A615 GRADE 75. ANCHOR PLATE SHALL MEET THE REQUIREMENTS OF ASTM A709 GRADE 50W.

GROUT SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI.

FOR A PERIOD OF 12 HOURS, DO NOT DRILL WITHIN 10 FEET OF THE BOND ZONE OF A NEWLY GROUTED MICROPILE.

VERIFICATION LOAD TESTING SHALL BE PERFORMED ON A MINIMUM OF TWO (2) SACRIFICIAL MICROPILES. PROOF LOAD TESTING SHALL BE PERFORMED ON SIX (6) PRODUCTION MICROPILES, WITH ONE PROOF TEST AT EACH PIER LOCATION.

THE CONTRACTOR SHALL DETERMINE THE BOND LENGTH NECESSARY TO RESIST THE FACTORED LOADS SHOWN HEREIN. SEE GENERAL NOTES AND PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.



ELEVATION

TYPICAL FOOTING DETAIL

(FOR NEW COLUMN CONSTRUCTION)

NOTE: FOOTING QUANTITIES AND BAR BENDS ARE INCLUDED ON THE PIER DETAIL SHEETS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER FOOTING AND MICROPILE DETAILS

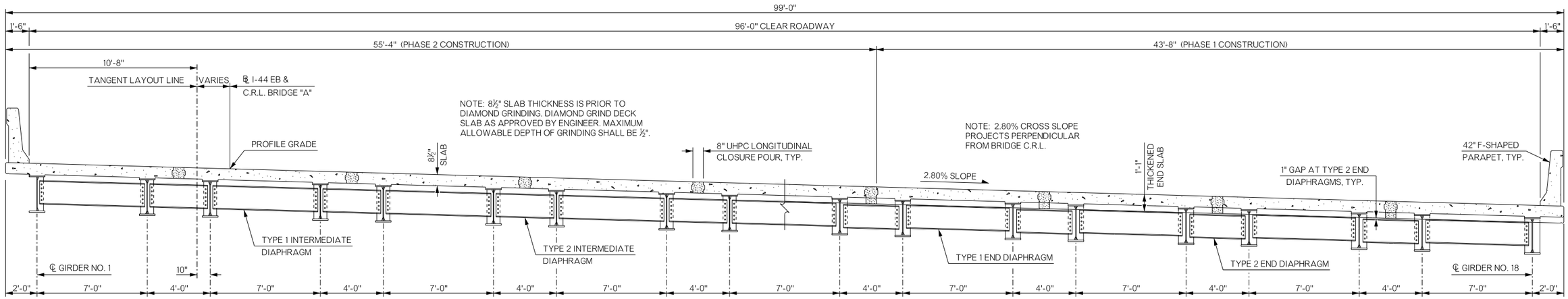
Design	EMH	10/23
Detail	ASB	10/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB/PIECE NO. 30637(04) SHEET NO. B038

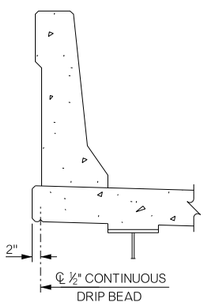
REVISIONS		
REV. NO.	DESCRIPTION	DATE



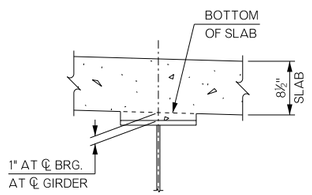
HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION NEAR END DIAPHRAGM

TYPICAL SECTION

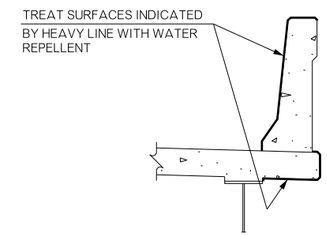


DRIP BEAD DETAIL



GIRDER HAUNCH DETAIL

NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF SLAB TO THE TOP OF THE GIRDER TOP FLANGE, AND MAY VARY ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR GIRDER CAMBER, DEAD LOAD DEFLECTION, AND ROADWAY GRADE) PRIOR TO CASTING THE SLAB AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE THE DIFFERENCE BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.



WATER REPELLENT TREATMENT DETAILS

SUPERSTRUCTURE QUANTITIES - BRIDGE "A"				
DESCRIPTION	UNIT	PHASE 1	PHASE 2	TOTAL
SAW-CUT GROOVING	SY	1,207.20	1,541.20	2,748.40
42" F-SHAPED PARAPET	LF	257.70	257.70	515.40
STRUCTURAL STEEL M270 GRADE 50W	LB	268,280.00	338,350.00	606,630.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	16.00	20.00	36.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	48.00	60.00	108.00
(SP) PREFABRICATED SUPERSTRUCTURE UNITS	SY	1,180.40	1,473.20	2,653.60
CLASS AA CONCRETE	CY	284.20	354.10	638.30
ULTRA HIGH PERFORMANCE CONCRETE	CY	25.00	37.60	62.60
EPOXY COATED REINFORCING STEEL	LB	66,690.00	82,190.00	148,880.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	195.00	195.00	390.00
SEALED EXPANSION JOINTS	LF	45.20	57.58	102.78
FENCE-STYLE CLF (7' HIGH, CLASS B)	LF	112.00	112.00	224.00

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

TYPICAL SECTION

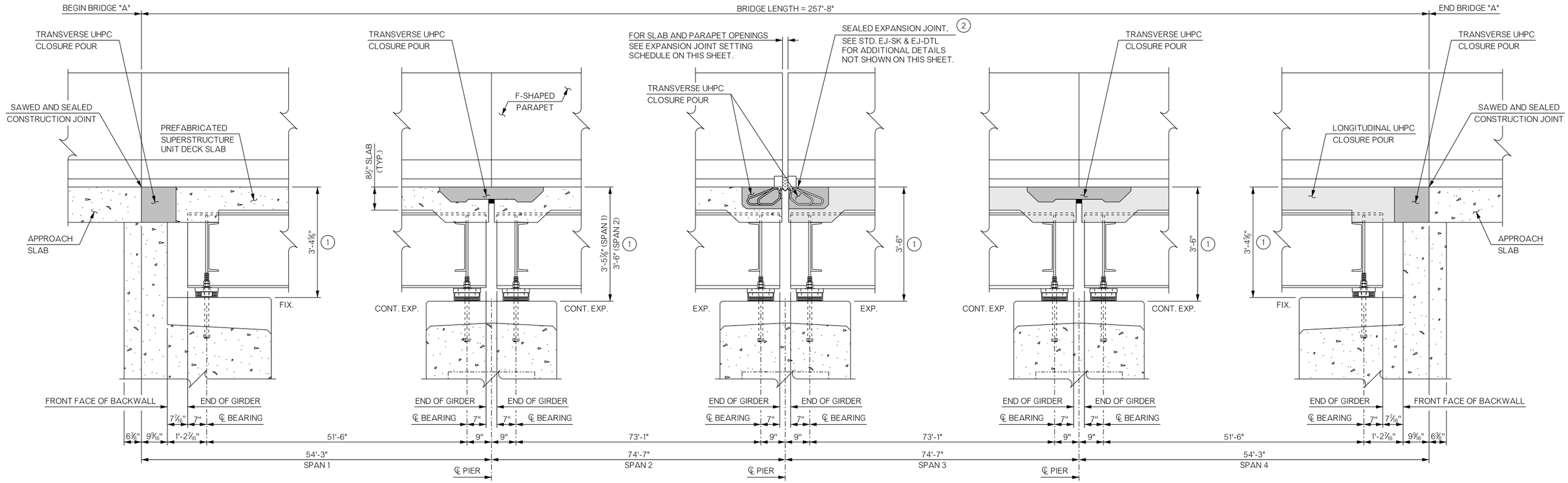
Design	JMB	4/23
Detail	JMB	6/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B039

REVISIONS		
REV. NO.	DESCRIPTION	DATE

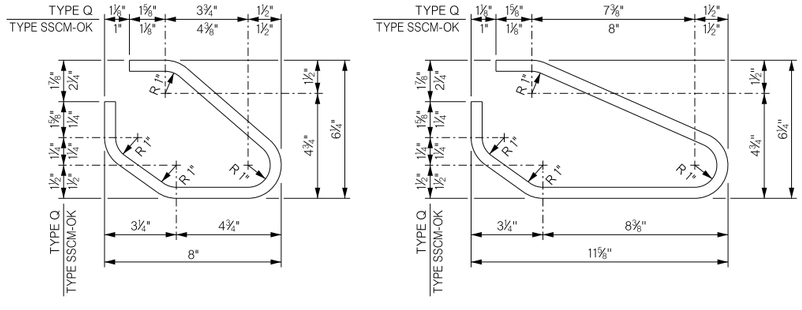


AT PREFABRICATED SUPERSTRUCTURE UNITS

AT LONGITUDINAL CLOSURE POURS

LONGITUDINAL SECTION

(ALL DIMENSIONS SHOWN ARE ALONG ℄ GIRDER)
(INTERMEDIATE DIAPHRAGMS NOT SHOWN)



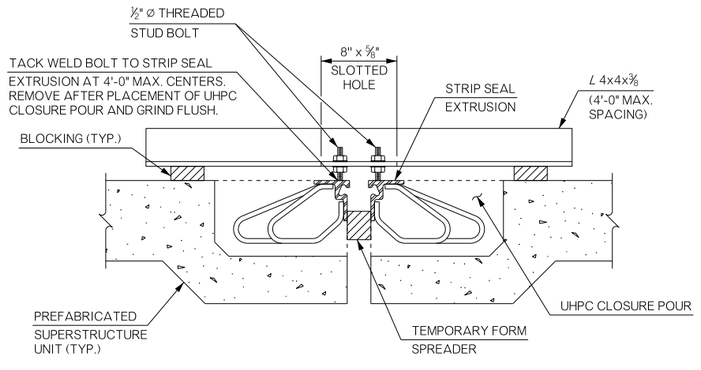
W1 ANCHOR BAR DETAIL

W2 ANCHOR BAR DETAIL

NOTE:

FABRICATE W1 AND W2 BARS FROM W20 DEFORMED STEEL WIRE.

W1 AND W2 BARS ARE SIMILAR, BUT NOT IDENTICAL, TO STANDARD DRAWING EJ-DTL. CONTRACTOR SHALL TAKE NOTE PRIOR TO ORDERING MATERIALS.



TYPICAL SECTION THRU JOINT SHOWING ERECTION ANGLE

EXTRUSIONS SHALL BE SUPPORTED USING A TEMPORARY ERECTION ANGLE, OR A SIMILAR APPROVED METHOD, IN LIEU OF THE SUPPORT BARS AND SUPPORT PLATES SHOWN ON STANDARD DRAWING EJ-DTL & EJ-SK. COST IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF "SEALED EXPANSION JOINTS".

EXPANSION JOINT SETTING SCHEDULE AT PIER NO. 2 (PERPENDICULAR TO JOINT)	
JOINT OPENING	TEMPERATURE (°F)
3"	6
2⅞"	13
2¾"	20
2⅝"	26
2½"	33
2⅜"	40
2¼"	47
2⅛"	53
2"	60
1⅞"	67
1¾"	73
1⅝"	80
1½"	87
1⅜"	94
1¼"	100
1⅛"	107
1"	114

LEGEND:

- LONGITUDINAL UHPC CLOSURE POUR
- TRANSVERSE UHPC CLOSURE POUR

(1) DIMENSION IS FROM TOP OF SLAB TO BOTTOM OF BEARING ASSEMBLY AT ℄ BEARING PRIOR TO GRINDING.

(2) SEALED EXPANSION JOINT WILL BE FABRICATED FOR INSTALLATION IN TWO PHASES. DURING THE SECOND PHASE OF CONSTRUCTION, THE DEVICE SHALL BE ALIGNED WITH AND WELDED TO THE FIRST PHASE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 518.04.C(5)(a). THE NEOPRENE GLAND SHALL BE FURNISHED FULL LENGTH OF THE COMPLETED EXPANSION JOINT AND WILL BE CONTINUOUS ACROSS THE BRIDGE DECK AND INTO THE PARAPETS. THE EXPANSION JOINT SHALL BE TURNED UP AT THE PARAPETS AS SHOWN IN STD. EJ-SK FOR PARAPET WITHOUT OPENINGS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

LONGITUDINAL SECTION

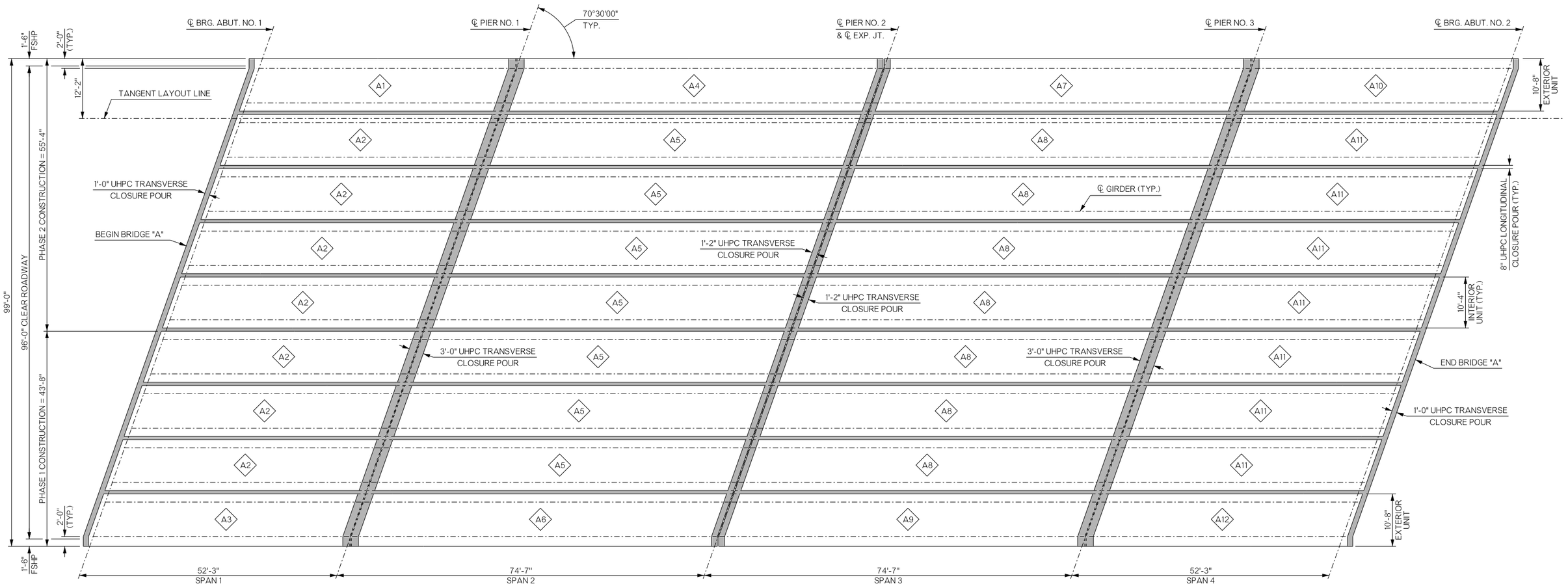
Design	JMB	6/23
Detail	JMB	7/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B040

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PREFABRICATED SUPERSTRUCTURE UNIT LAYOUT

(PARAPETS NOT SHOWN FOR CLARITY.)

APPROXIMATE WEIGHT PER PREFABRICATED SUPERSTRUCTURE UNIT			
UNIT	CONCRETE	STEEL	TOTAL
A1, A3, A10, A12	62,220 LBS	12,650 LBS	74,870 LBS
A2, A11	60,320 LBS	12,640 LBS	72,960 LBS
A4, A6, A7, A9	85,680 LBS	19,990 LBS	105,670 LBS
A5, A8	83,060 LBS	19,980 LBS	103,040 LBS

NOTE: WEIGHTS SHOWN DO NOT INCLUDE PARAPETS. IF PARAPETS ARE INCLUDED WITH THE PSU'S, ADD 25,220 LBS TO UNITS A1, A3, A10, & A12 OR 35,330 LBS TO UNITS A4, A6, A7, & A9. AT THE CONTRACTOR'S OPTION, THE PARAPET MAY BE PRECAST WITH THE PSU'S IF COMPATIBLE WITH THE CONTRACTOR'S PROPOSED ERECTION SCHEME.

NOTES:

"PSU" STANDS FOR PREFABRICATED SUPERSTRUCTURE UNIT.

THE CONTRACTOR HAS TWO OPTIONS TO ENSURE PROPER FIT-UP OF THE PSU'S:

OPTION 1 - FABRICATE PSU'S INDIVIDUALLY USING GEOMETRIC CONTROLS TO MAINTAIN VERTICAL AND HORIZONTAL TOLERANCE AT CLOSURE POURS. A DRY FIT OF ADJACENT UNITS PRIOR TO SHIPMENT IS REQUIRED TO VERIFY THAT THEY CAN BE PROPERLY JOINED IN THE FIELD.

OPTION 2 - FABRICATE THE TOTAL NUMBER OF PSU'S REQUIRED FOR A FULL PHASE OF CONSTRUCTION TOGETHER ON TEMPORARY SUPPORTS IN THE SAME ORIENTATION AS THEY WILL BE PLACED IN THEIR FINAL ERECTED LOCATION. FOR THIS OPTION, A SEPARATE DRY FIT OF THE PSU'S IS NOT REQUIRED PRIOR TO SHIPPING.

LEGEND:

AX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION

UHPC CLOSURE POUR

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

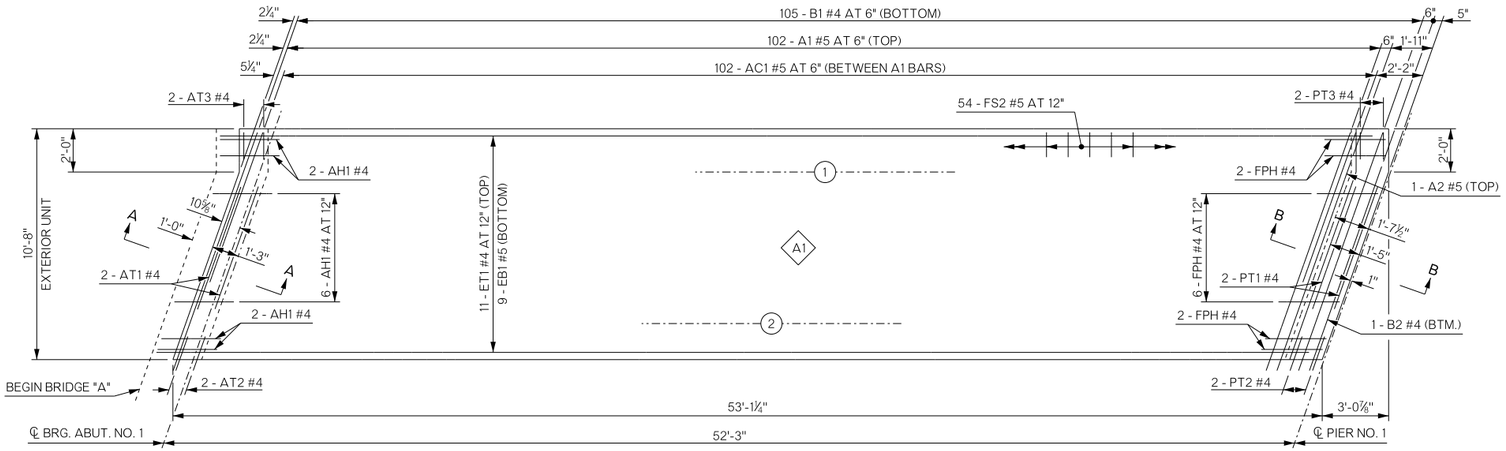
PREFABRICATED SUPERSTRUCTURE LAYOUT

Design	JMB	4/23
Detail	HEU	6/23
Check	CBC	7/23

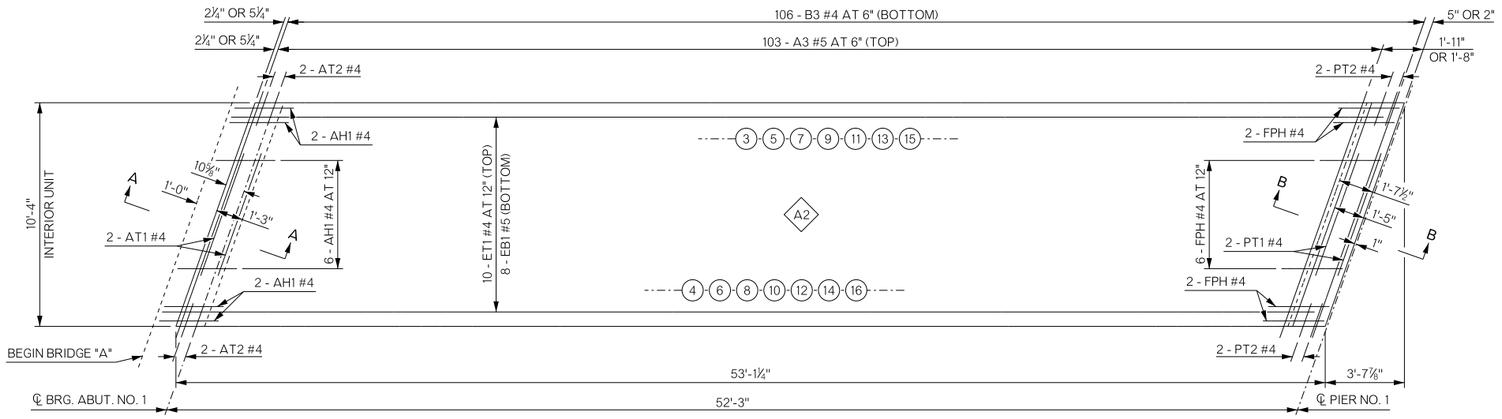
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

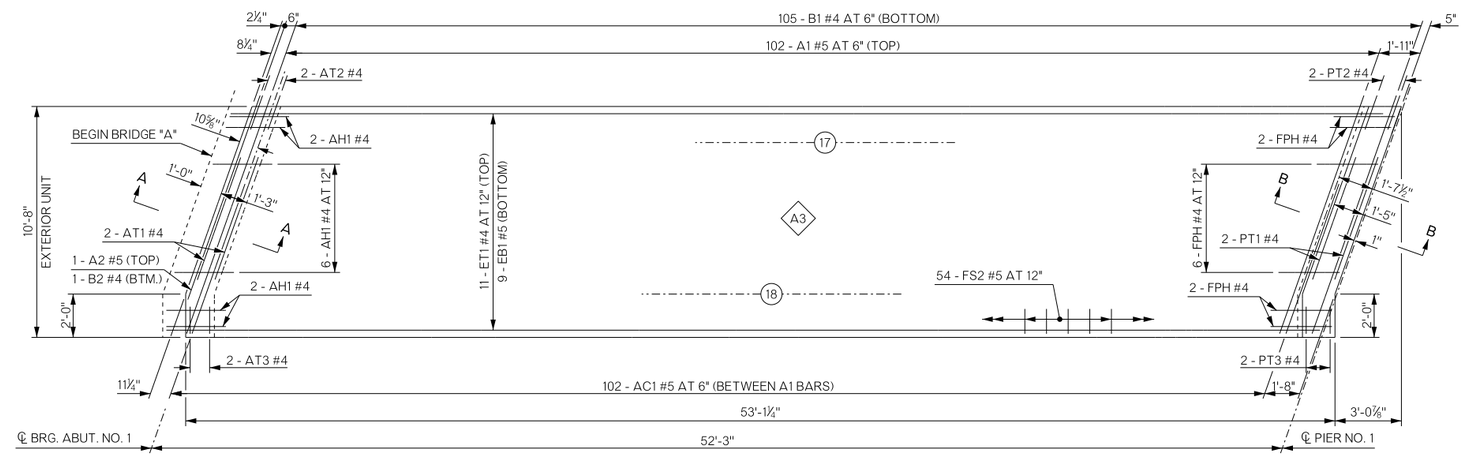
JOB PIECE NO. 30637(04) SHEET NO. B041



LEFT EXTERIOR UNIT A1 - PLAN



INTERIOR UNIT A2 - PLAN



RIGHT EXTERIOR UNIT A3 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

AX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION

X — GIRDER NUMBER

FOR SECTIONS A-A & B-B, SEE SHEET NO. B046

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B046 FOR SPACING OF EB1 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, AT2 #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

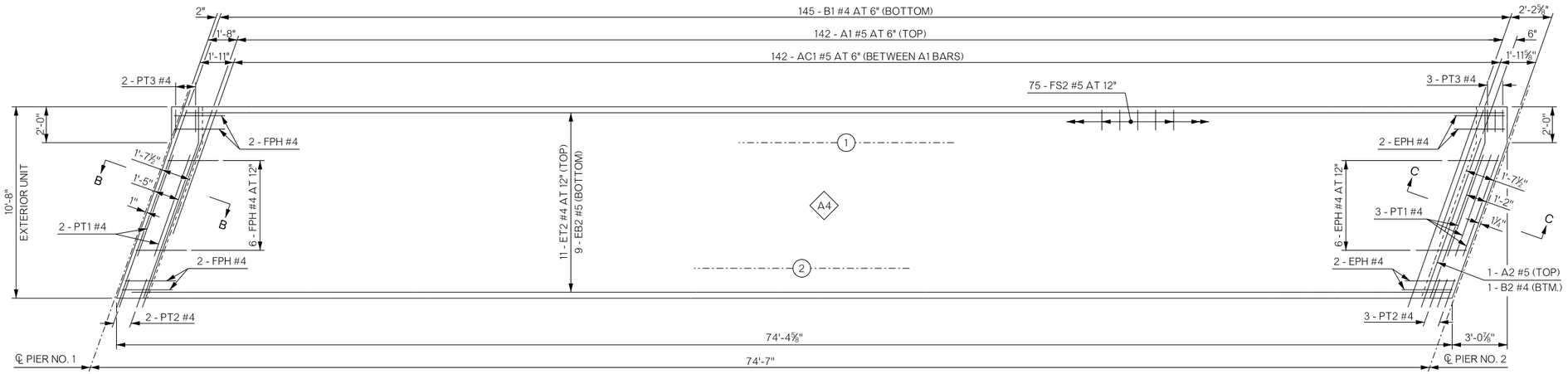
PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 1)

Design	JMB	4/23
Detail	JMB	6/23
Check	CBC	7/23

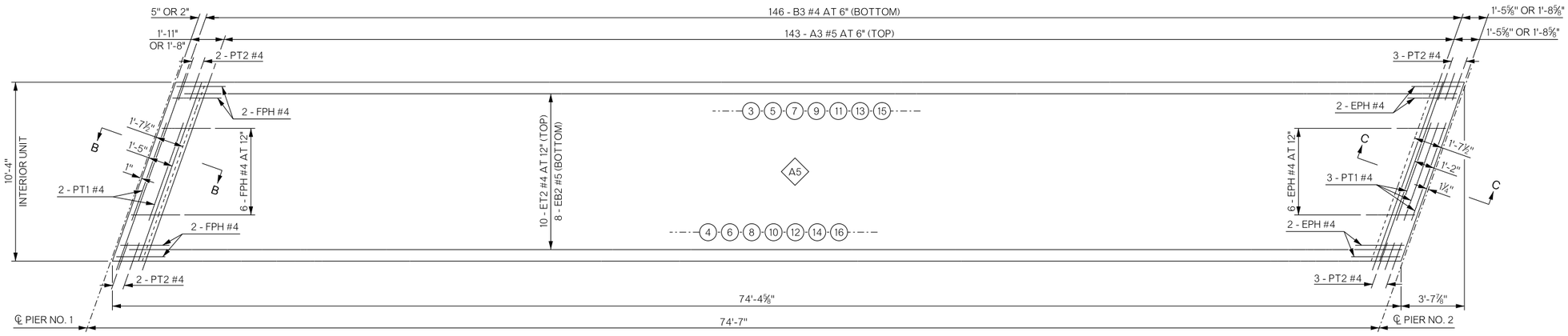
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

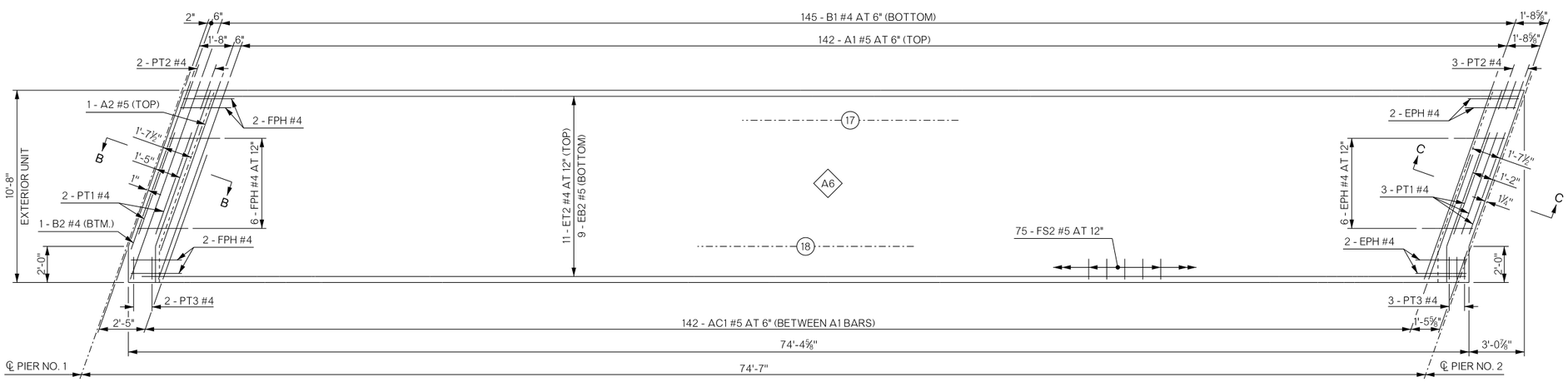
JOB PIECE NO. 30637(04) SHEET NO. B042



LEFT EXTERIOR UNIT A4 - PLAN



INTERIOR UNIT A5 - PLAN



RIGHT EXTERIOR UNIT A6 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- (AX) PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- (X) GIRDER NUMBER

FOR SECTIONS B-B & C-C, SEE SHEET NO. B046

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B046 FOR SPACING OF EB2 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 2)

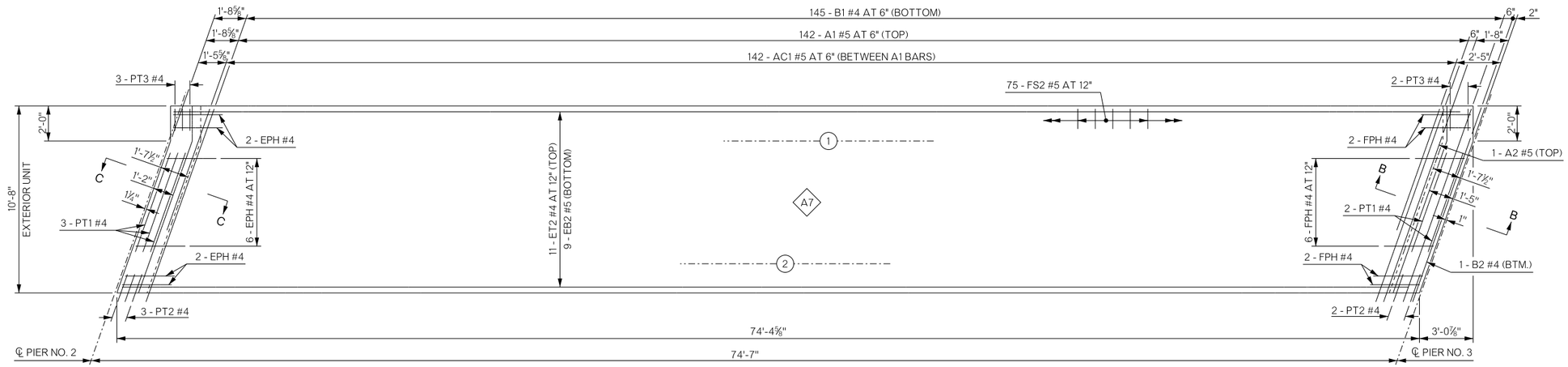
Design	JMB	4/23
Detail	JMB	6/23
Check	CBC	7/23

HNTB

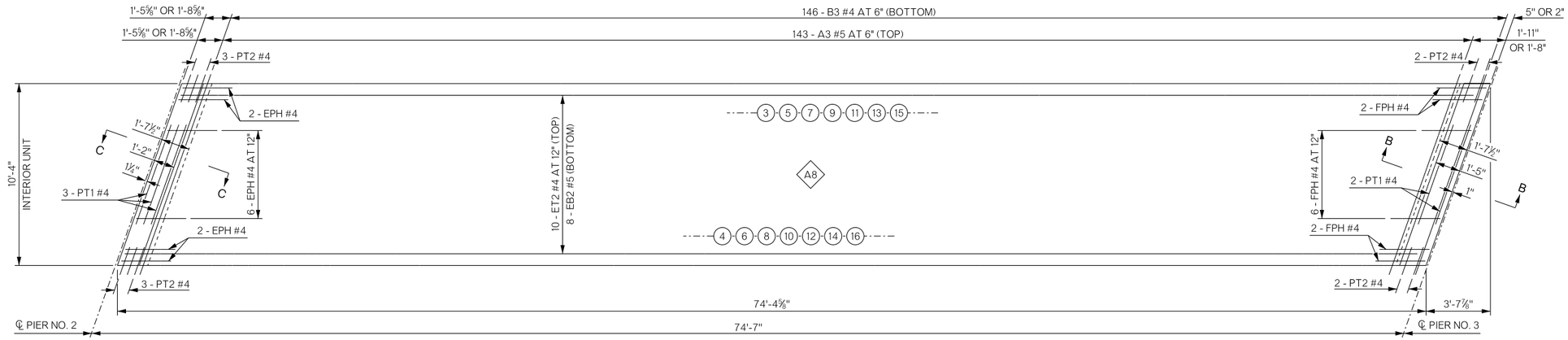
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B043

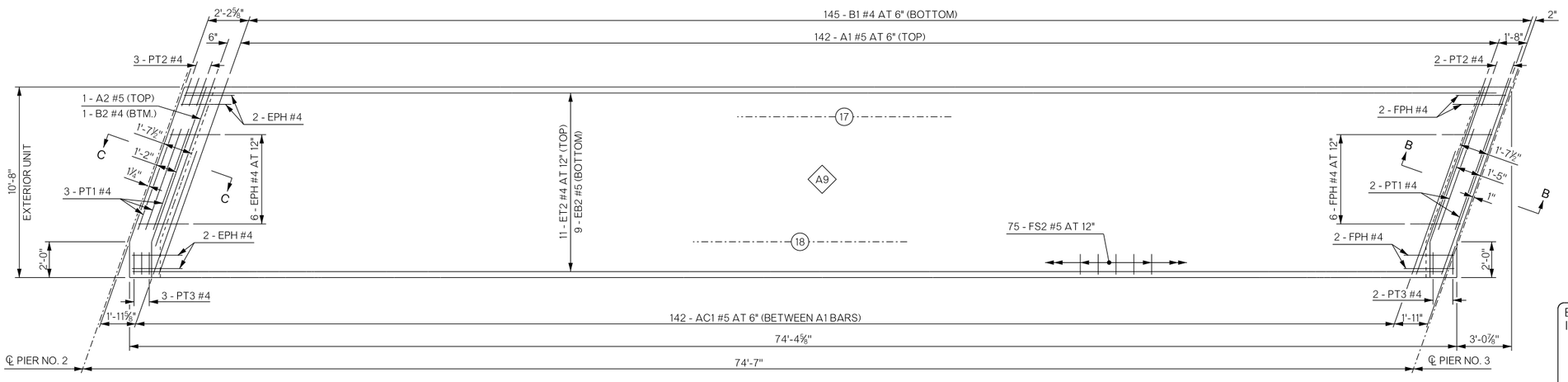
REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEFT EXTERIOR UNIT A7 - PLAN



INTERIOR UNIT A8 - PLAN



RIGHT EXTERIOR UNIT A9 - PLAN

LEGEND:

- AX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- X — GIRDER NUMBER

FOR SECTIONS B-B & C-C, SEE SHEET NO. B046

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B046 FOR SPACING OF EB2 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

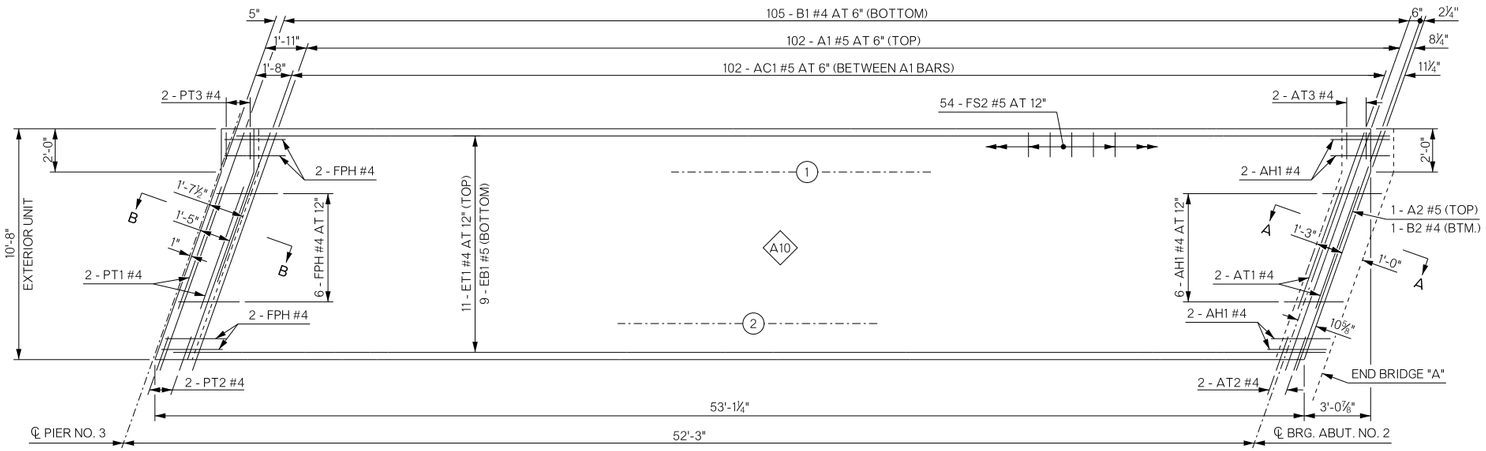
PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 3)

Design	JMB	4/23
Detail	JMB	7/23
Check	CBC	8/23

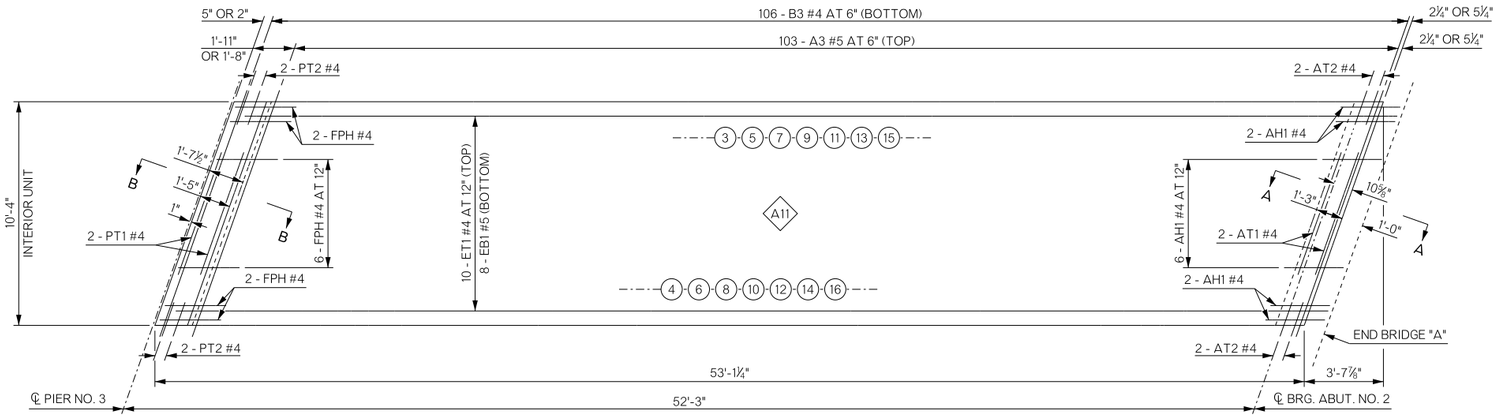
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

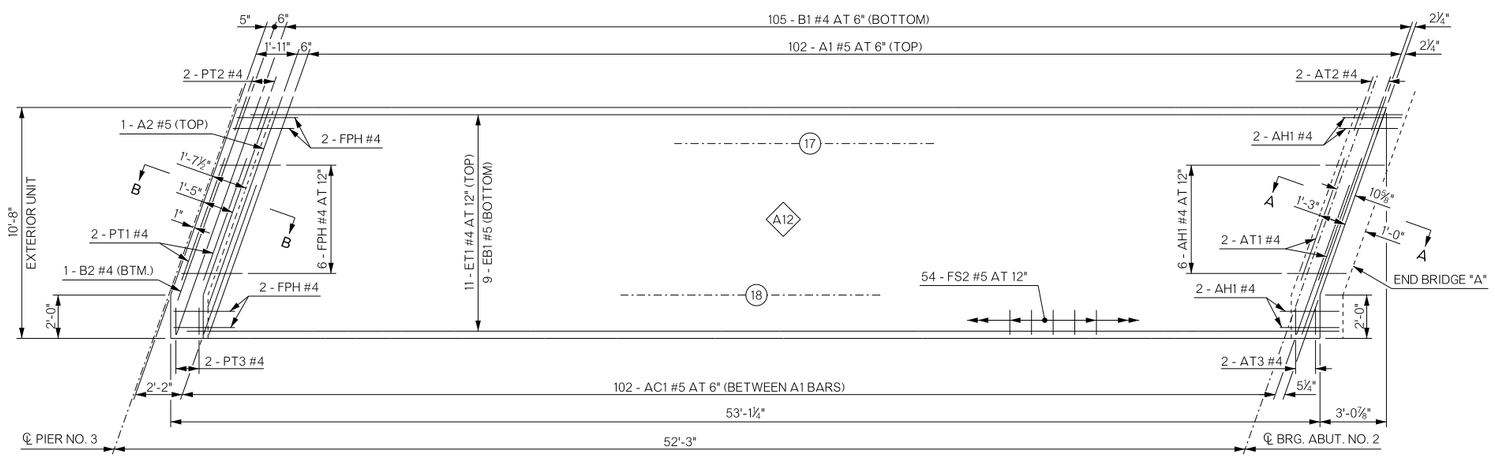
JOB PIECE NO. 30637(04) | SHEET NO. B044



LEFT EXTERIOR UNIT A10 - PLAN



INTERIOR UNIT A11 - PLAN



RIGHT EXTERIOR UNIT A12 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- AX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- X — GIRDER NUMBER

FOR SECTIONS A-A & B-B, SEE SHEET NO. B046

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B046 FOR SPACING OF EB1 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, AT2 #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 4)

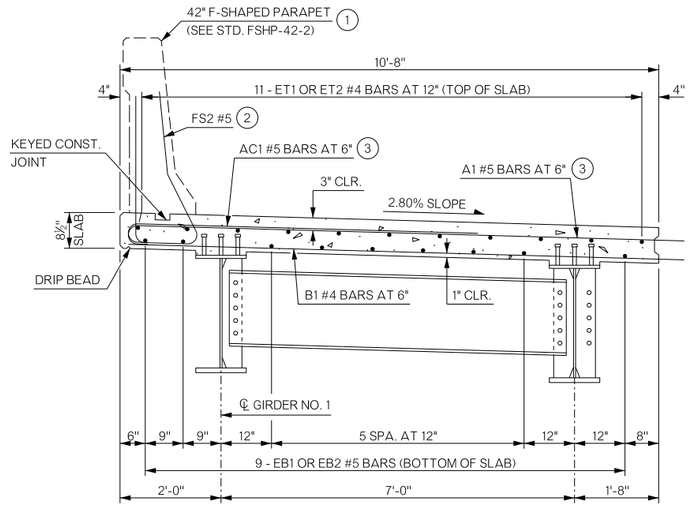
Design	JMB	4/23
Detail	JMB	7/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

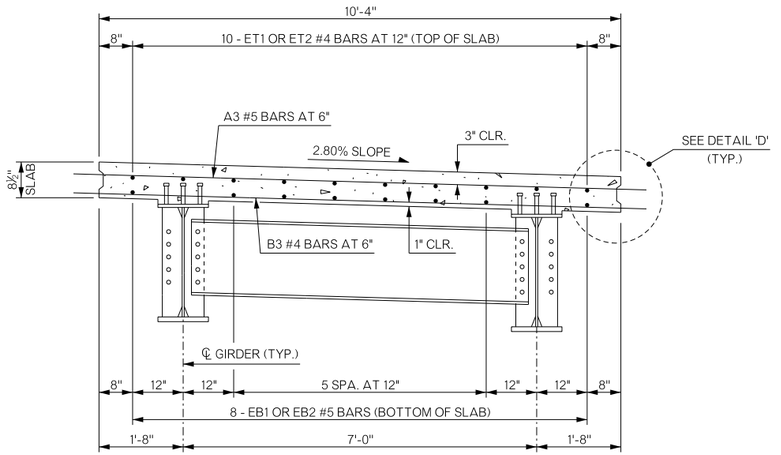
JOB PIECE NO. 30637(04) SHEET NO. B045

REVISIONS		
REV. NO.	DESCRIPTION	DATE



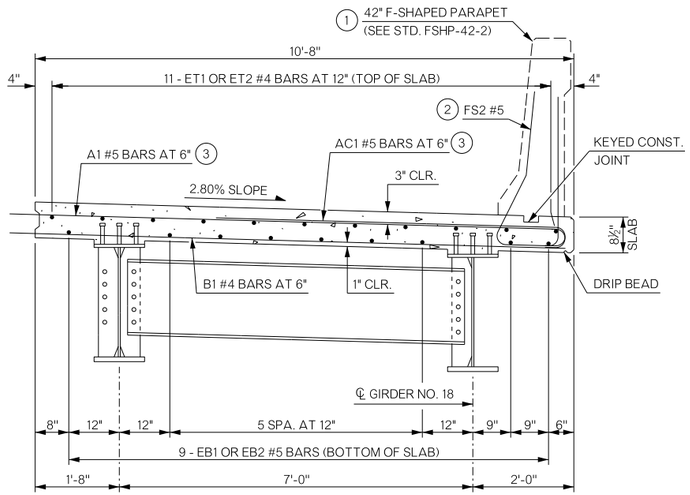
LEFT EXTERIOR UNIT

A1 A4 A7 A10



INTERIOR UNIT

A2 A5 A8 A11



RIGHT EXTERIOR UNIT

A3 A6 A9 A12

PREFABRICATED SUPERSTRUCTURE UNITS - TYPICAL SLAB REINFORCING DETAILS

DECK SLAB NOTES:

EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGER ASSEMBLIES, TY-BAR CLIPS, INSERT WELD ANCHORS, OR OTHER APPURTENANCES THAT WILL REMAIN IN PLACE IN THE DECK SLAB. EPOXY-COAT IN ACCORDANCE WITH AASHTO M284 OR GALVANIZE IN ACCORDANCE WITH AASHTO M111.

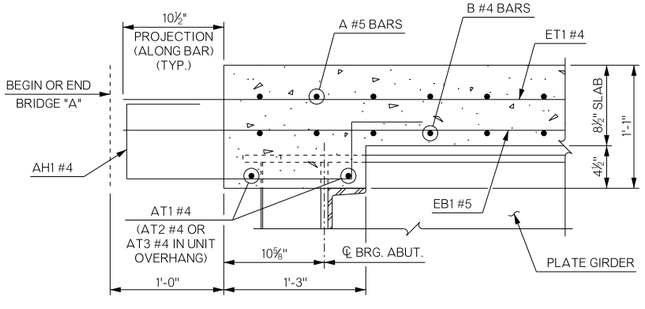
DECK SLAB FOR EACH PREFABRICATED SUPERSTRUCTURE UNIT SHALL BE PLACED WITH A CONTINUOUS POUR FROM END TO END OF UNIT.

INSTALL ALL TYPE 1 DIAPHRAGMS AND TIGHTEN ALL BOLTS BEFORE PLACING CONCRETE FOR THE DECK SLAB OR APPLYING OTHER MASSIVE LOADS TO THE GIRDERS.

1. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. FACE OF PARAPET SHALL BE VERTICAL IN THE FINAL ERECTED POSITION.
2. FS2 #5 BARS MAY BE MODIFIED TO INCLUDE EMBEDDED MECHANICAL COUPLERS AT THE PARAPET-TO-SLAB INTERFACE AT NO ADDITIONAL COST TO THE DEPARTMENT. SUBMIT ANY PROPOSED BAR MODIFICATIONS TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. ROTATE HOOKS ON A1 AND AC1 BARS TO MAINTAIN MINIMUM CLEARANCE.

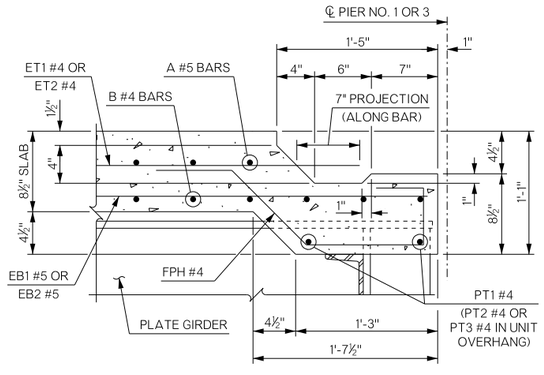
LEGEND:

AX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION

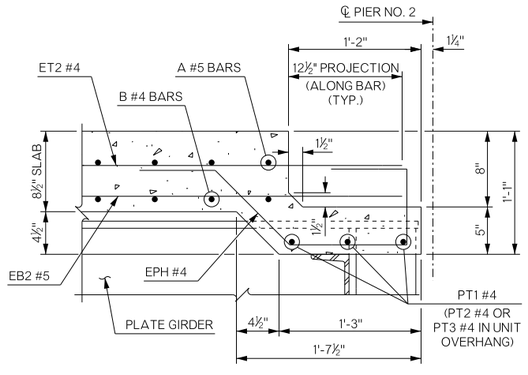


SECTION A-A

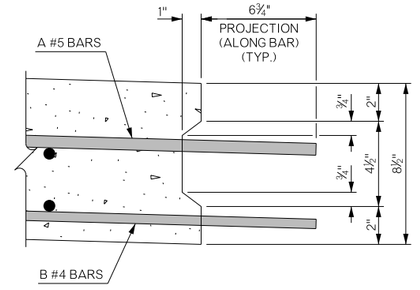
(AC1 BARS IN EXTERIOR UNITS NOT SHOWN FOR CLARITY)



SECTION B-B



SECTION C-C



DETAIL 'D'

FOR LOCATIONS OF SECTIONS A-A, B-B, & C-C, SEE SLAB PLANS ON SHEET NO. B042-B045

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

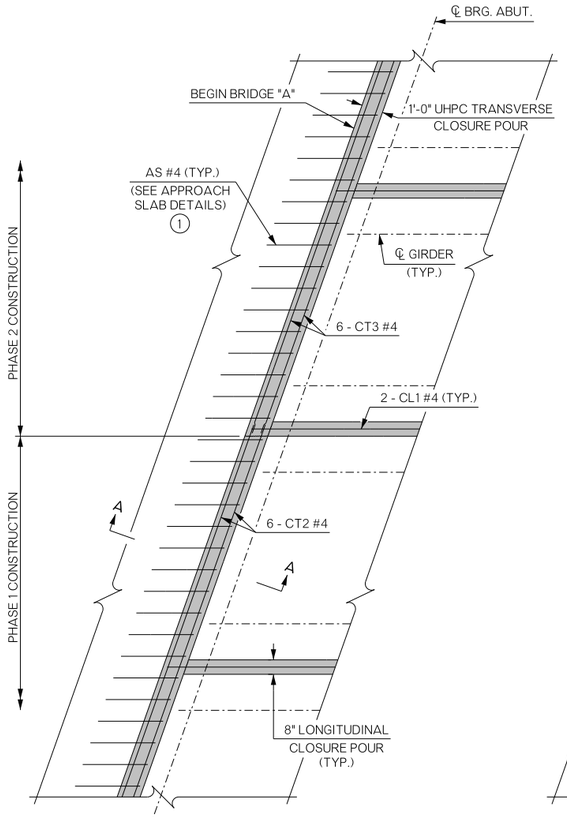
PREFABRICATED SUPERSTRUCTURE SLAB DETAILS

Design	JMB	4/23
Detail	JMB	6/23
Check	CBC	7/23

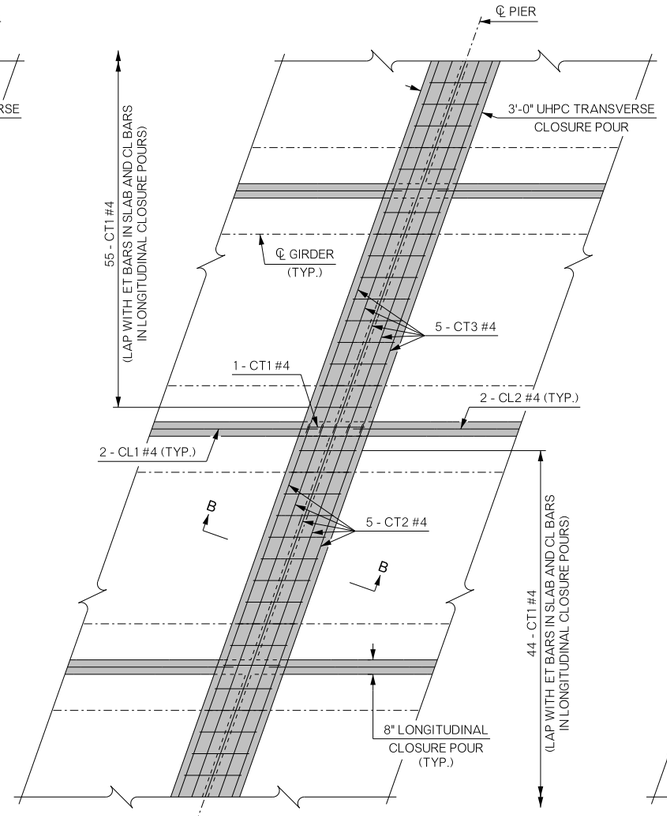
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

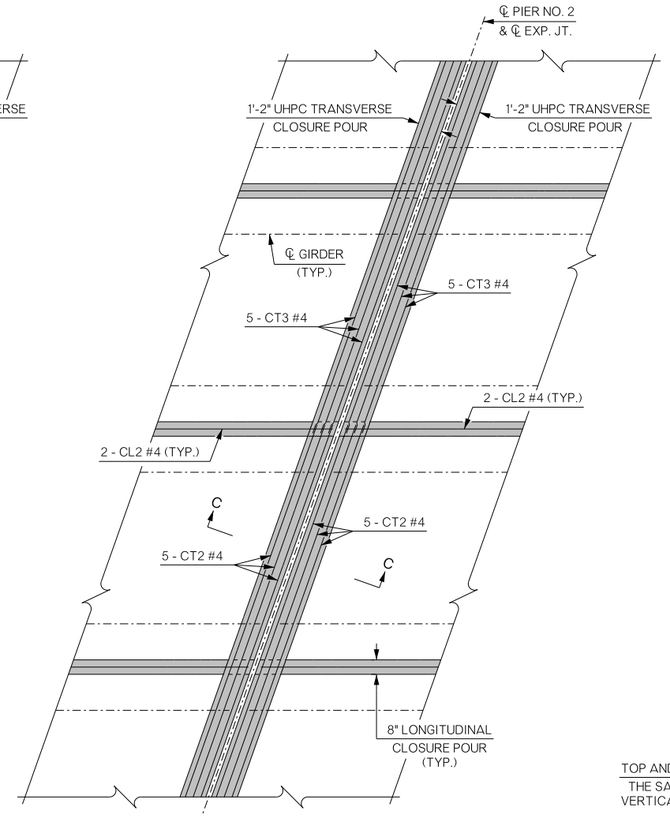
JOB PIECE NO. 30637(04) SHEET NO. B046



ABUTMENT NO. 1
(ABUTMENT NO. 2 SIMILAR)



PIER NO. 1
(PIER NO. 3 SIMILAR)

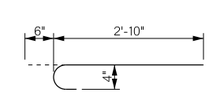


PIER NO. 2

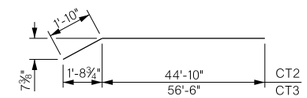
TRANSVERSE CLOSURE POURS

SUPERSTRUCTURE BAR LIST CLOSURE POURS						
	MARK	SIZE	NO.	FORM	LENGTH	
	EPOXY COATED REINFORCING BARS					
PHASE 1	AS	#4	88	BNT.	3'-4"	
	CL1	#4	12	STR.	53'-3"	
	CL2	#4	12	STR.	74'-0"	1
	CT1	#4	88	STR.	2'-8"	
	CT2	#4	32	BNT.	46'-8"	
PHASE 2	AS	#4	110	BNT.	3'-4"	
	CL1	#4	20	STR.	53'-3"	
	CL2	#4	20	STR.	74'-0"	1
	CT1	#4	112	STR.	2'-8"	
	CT3	#4	32	BNT.	58'-4"	

1 LENGTH INCLUDES ONE 6" LAP.



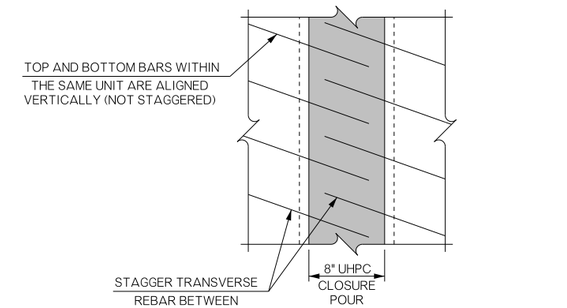
AS #4 x 3'-4"



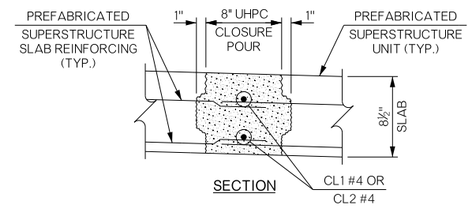
CT2 #4 x 46'-8"
CT3 #4 x 58'-4"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

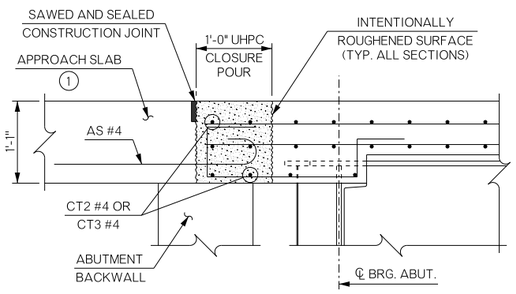


PLAN

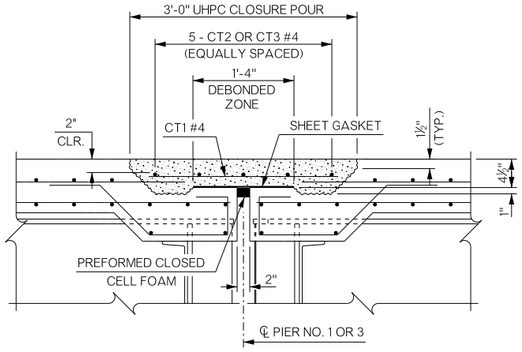


SECTION

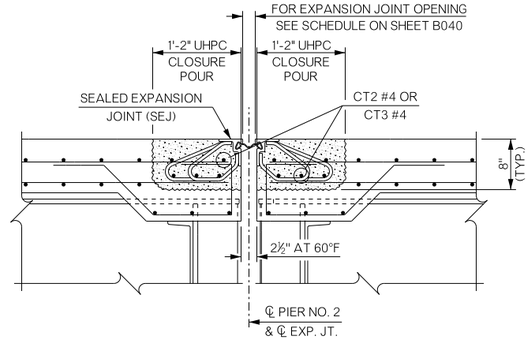
LONGITUDINAL CLOSURE POUR



SECTION A-A



SECTION B-B



SECTION C-C

1 APPROACH SLABS ARE TO BE CONSTRUCTED BEFORE COMPLETING TRANSVERSE CLOSURE POURS AT ABUTMENTS. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE.

NOTES:

CONTRACTOR TO ENSURE ALL UHPC FORMS ARE WATER TIGHT AND PROVIDE A MOCK UP TO DEMONSTRATE THE ABILITY TO POUR WITHOUT LEAKING.

RECESS SEALED EXPANSION JOINT AS NEEDED, UP TO ½", SUCH THAT THERE IS A SMOOTH DRIVING SURFACE PROFILE AFTER ALL SLAB DIAMOND GRINDING HAS OCCURED. FOR DETAILS OF SEALED EXPANSION JOINT SEE SHEET B040.

UHPC CLOSURE POURS SHALL BE OVERPOURED AND GROUND TO FINISHED GRADE.

LONGITUDINAL CLOSURE POURS SHALL MATCH THE LIMITS AND SHAPE OF THE PREFABRICATED SLABS. TRANSVERSE CLOSURE POURS SHALL BE PLACED AFTER LONGITUDINAL CLOSURE POURS HAVE CURED, AND WILL HAVE A CONSTANT SHAPE AS SHOWN. SEE LONGITUDINAL SECTION AT CLOSURE POURS ON SHEET B040.

REVISIONS

REV. NO.	DESCRIPTION	DATE

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS

Design	JMB	6/23
Detail	JMB	7/23
Check	CBC	7/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B047

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A1

(ONE REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	102	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	102	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	105	STR.	11'-8"
B2	#4	1	STR.	10'-0"
EB1	#5	9	STR.	53'-10"
ET1	#4	11	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	54	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A2

(THREE REQUIRED PHASE 1)
(FOUR REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	103	STR.	12'-1"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	4	STR.	1'-8"
B3	#4	106	STR.	12'-1"
EB1	#5	8	STR.	53'-10"
ET1	#4	10	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
PT1	#4	2	STR.	6'-0"
PT2	#4	4	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A3

(ONE REQUIRED PHASE 1)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	102	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	102	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	105	STR.	11'-8"
B2	#4	1	STR.	10'-0"
EB1	#5	9	STR.	53'-10"
ET1	#4	11	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	54	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A4

(ONE REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	142	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	142	BNT.	7'-11"
B1	#4	145	STR.	11'-8"
B2	#4	1	STR.	10'-0"
(2) EB2	#5	9	STR.	77'-0"
(3) ET2	#4	11	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	75	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A5

(THREE REQUIRED PHASE 1)
(FOUR REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	143	STR.	12'-1"
B3	#4	146	STR.	12'-1"
(2) EB2	#5	8	STR.	77'-0"
(3) ET2	#4	10	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
PT1	#4	5	STR.	6'-0"
PT2	#4	10	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A6

(ONE REQUIRED PHASE 1)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	142	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	142	BNT.	7'-11"
B1	#4	145	STR.	11'-8"
B2	#4	1	STR.	10'-0"
(2) EB2	#5	9	STR.	77'-0"
(3) ET2	#4	11	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	75	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A7

(ONE REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	142	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	142	BNT.	7'-11"
B1	#4	145	STR.	11'-8"
B2	#4	1	STR.	10'-0"
(2) EB2	#5	9	STR.	77'-0"
(3) ET2	#4	11	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	75	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A8

(THREE REQUIRED PHASE 1)
(FOUR REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	143	STR.	12'-1"
B3	#4	146	STR.	12'-1"
(2) EB2	#5	8	STR.	77'-0"
(3) ET2	#4	10	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
PT1	#4	5	STR.	6'-0"
PT2	#4	10	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A9

(ONE REQUIRED PHASE 1)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	142	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	142	BNT.	7'-11"
B1	#4	145	STR.	11'-8"
B2	#4	1	STR.	10'-0"
(2) EB2	#5	9	STR.	77'-0"
(3) ET2	#4	11	STR.	75'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	75	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A10

(ONE REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	102	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	102	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	105	STR.	11'-8"
B2	#4	1	STR.	10'-0"
EB1	#5	9	STR.	53'-10"
ET1	#4	11	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	54	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A11

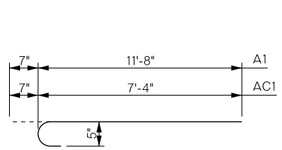
(THREE REQUIRED PHASE 1)
(FOUR REQUIRED PHASE 2)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	103	STR.	12'-1"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	4	STR.	1'-8"
B3	#4	106	STR.	12'-1"
EB1	#5	8	STR.	53'-10"
ET1	#4	10	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
PT1	#4	2	STR.	6'-0"
PT2	#4	4	STR.	1'-8"

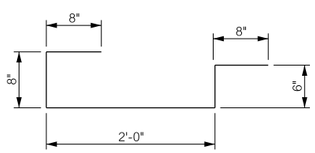
SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT A12

(ONE REQUIRED PHASE 1)

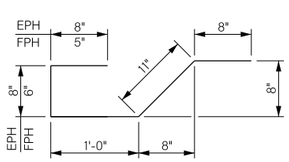
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	102	BNT.	12'-3"
A2	#5	1	STR.	10'-0"
AC1	#5	102	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	105	STR.	11'-8"
B2	#4	1	STR.	10'-0"
EB1	#5	9	STR.	53'-10"
ET1	#4	11	STR.	53'-3"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	54	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"



A1 #5 x 12'-3"
AC1 #5 x 7'-11"



AH1 #4 x 4'-6"



EPH #4 x 3'-11"
FPH #4 x 3'-6"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

(1) FOR BAR BEND, SEE STD. FSHP-42-2.
(2) LENGTH INCLUDES ONE 3'-0" LAP.
(3) LENGTH INCLUDES ONE 1'-11" LAP.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST

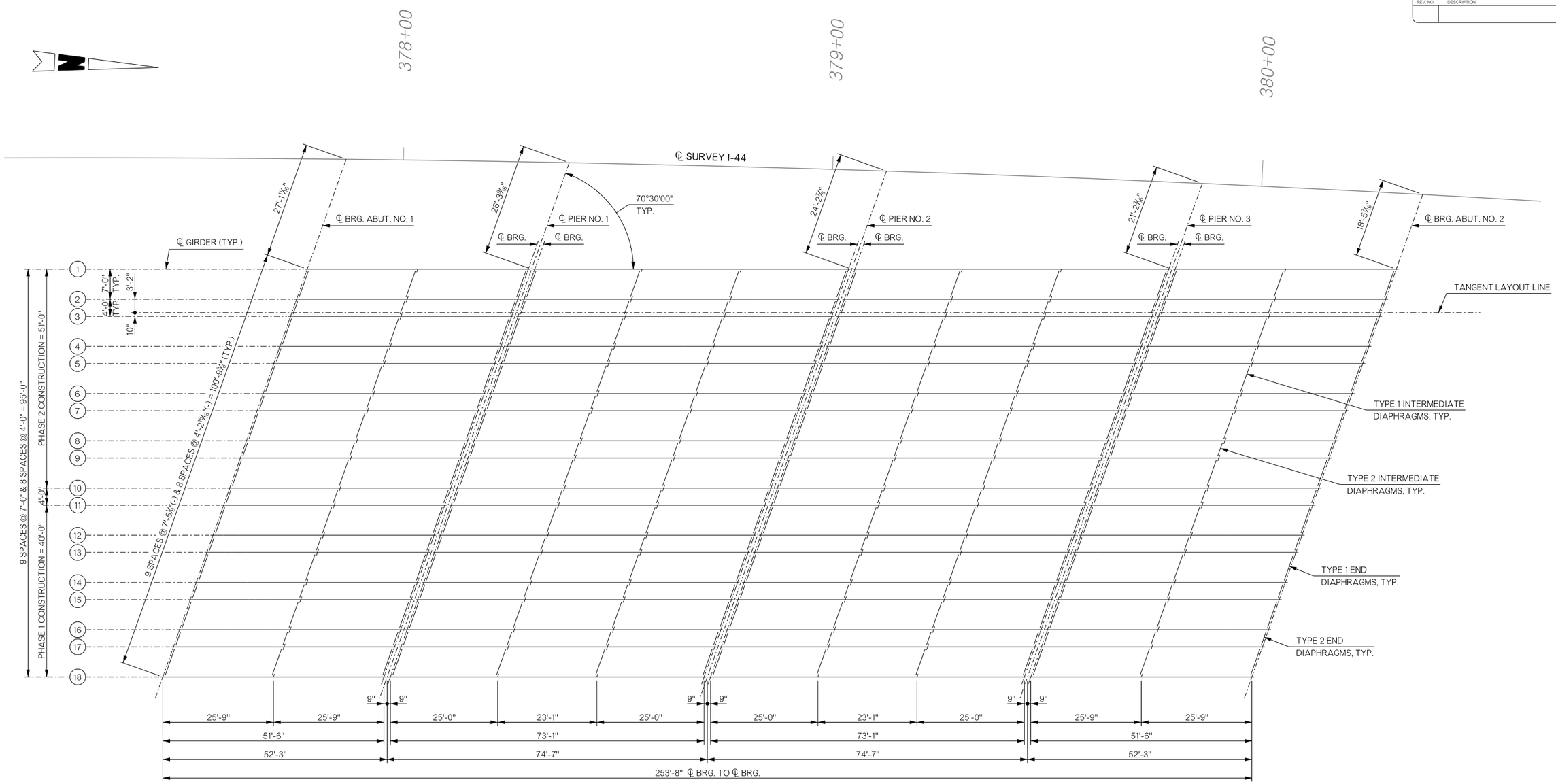
Design	JMB	7/23
Detail	JMB	7/23
Check	CBC	7/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B048

REVISIONS		
REV. NO.	DESCRIPTION	DATE



FRAMING PLAN

NOTES:

ALL LONGITUDINAL DIMENSIONS ARE MEASURED HORIZONTALLY ALONG GIRDER CENTERLINES.

ALL SUBSTRUCTURE ELEMENTS ARE PARALLEL. DIAPHRAGMS ARE ALIGNED PARALLEL TO THE CENTERLINE OF BEARINGS.

FOR TANGENT LAYOUT LINE DEFINITION, SEE SUBSTRUCTURE STAKING DIAGRAM ON SHEET B014.

INSTALL TYPE 1 DIAPHRAGMS BEFORE PLACING CONCRETE FOR THE DECK SLAB FOR EACH PREFABRICATED SUPERSTRUCTURE UNIT. TYPE 2 DIAPHRAGMS MAY BE INSTALLED AFTER THE PLACEMENT OF UHPC CLOSURE POURS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

FRAMING PLAN

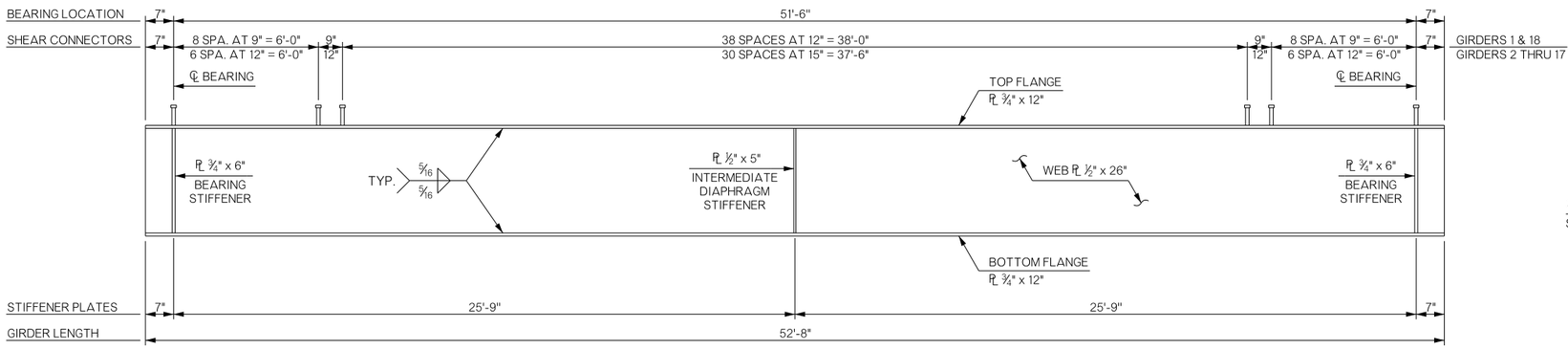
Design	JMB	5/23
Detail	JMB	6/23
Check	EMS	6/23

HNTB

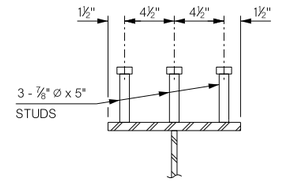
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B049

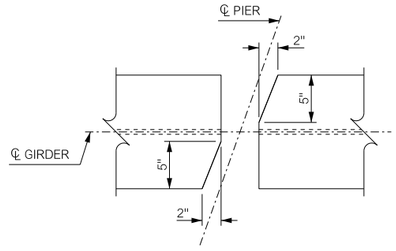
REVISIONS		
REV. NO.	DESCRIPTION	DATE



GIRDER ELEVATION - SPANS 1 & 4

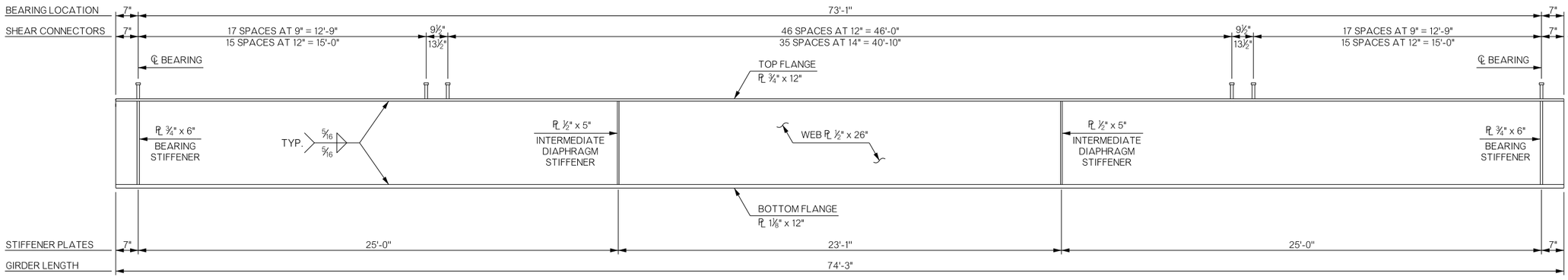


SHEAR CONNECTOR DETAIL



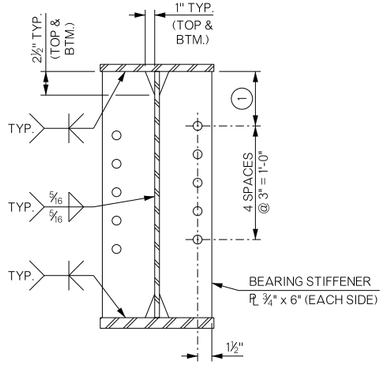
TOP FLANGE CLIP DETAIL

(AT ALL PIERS)



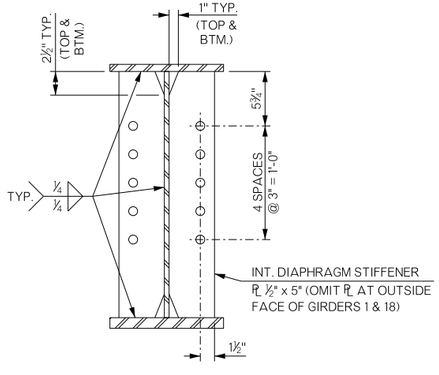
GIRDER ELEVATION - SPANS 2 & 3

(1) 5¾" (TYPE 1 END DIAPHRAGM LOCATIONS)
6¾" (TYPE 2 END DIAPHRAGM LOCATIONS)



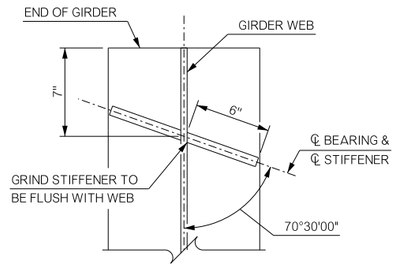
BEARING STIFFENER

NOTE: OMIT BOLT HOLES ON BEARING STIFFENER PL LOCATED ON OUTSIDE FACE OF GIRDERS 1 & 18.



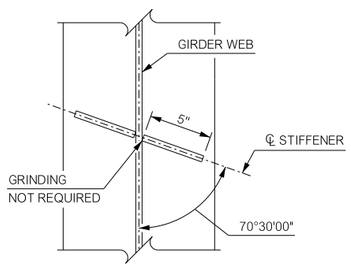
INTERMEDIATE DIAPHRAGM STIFFENER

STIFFENER DETAILS



BEARING STIFFENER

NOTE: BEARING STIFFENERS LOCATED ON THE OUTSIDE FACE OF GIRDERS 1 & 18 MAY BE REPLACED WITH A ¾" x 5½" PL PLACED NORMAL TO THE GIRDER WEB.



INTERMEDIATE DIAPHRAGM STIFFENER

SKEWED STIFFENER CONNECTIONS

NOTES:

PROVIDE STRUCTURAL STEEL FOR ALL FLANGE PLATES, WEB PLATES, AND STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON-FRACTURE CRITICAL CHARPY V-NOTH TESTED FOR ZONE 2). USE SHEAR CONNECTORS CONFORMING WITH AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

PLACE ALL BEARING STIFFENERS VERTICAL. PLACE BEARING STIFFENERS AND INTERMEDIATE DIAPHRAGM STIFFENERS PARALLEL TO THE SKEW.

PLACE ALL INTERMEDIATE DIAPHRAGM STIFFENERS NORMAL TO THE GIRDER TOP FLANGE.

GIRDERS 1 & 18 SHALL HAVE INTERMEDIATE DIAPHRAGM STIFFENERS ON THE INTERIOR FACE OF WEB ONLY. GIRDERS 2 THRU 17 HAVE INTERMEDIATE DIAPHRAGM STIFFENERS ON EACH SIDE OF WEB.

TERMINATE FILLET WELDS ⅜" FROM EDGES OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENER PLATES.

GIRDERS SHALL BE CAMBERED FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. SEE SHEET NO. B051 FOR DEAD LOAD DEFLECTIONS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GIRDER DETAILS

Design	JMB	5/23
Detail	JMB	6/23
Check	EMS	6/23

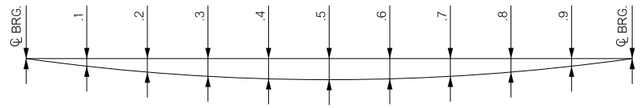
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B050

REVISIONS

REV. NO.	DESCRIPTION	DATE



DEAD LOAD DEFLECTION DIAGRAM

DEFLECTION SCHEDULE - SPANS 1 & 4																							
GIRDER	STEEL GIRDER & DIAPHRAGMS						SLAB, HAUNCH, & S.I.P. STEEL DECK FORMS						PARAPET, FENCE, & UHPC CLOSURE POURS						TOTAL DEFLECTION					
	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5
GIRDERS 1 & 18	0.00	0.05	0.10	0.13	0.15	0.16	0.00	0.27	0.50	0.69	0.81	0.86	0.00	0.06	0.11	0.15	0.18	0.19	0.00	0.38	0.71	0.97	1.14	1.21
GIRDERS 2 & 17	0.00	0.05	0.10	0.13	0.15	0.16	0.00	0.26	0.48	0.65	0.77	0.82	0.00	0.03	0.06	0.08	0.09	0.10	0.00	0.34	0.64	0.86	1.01	1.08
GIRDERS 3 THRU 16	0.00	0.05	0.10	0.13	0.15	0.16	0.00	0.26	0.48	0.65	0.77	0.82	0.00	0.01	0.02	0.02	0.03	0.03	0.00	0.32	0.60	0.80	0.95	1.01

DEFLECTION SCHEDULE - SPANS 2 & 3																							
GIRDER	STEEL GIRDER & DIAPHRAGMS						SLAB, HAUNCH, & S.I.P. STEEL DECK FORMS						PARAPET, FENCE, & UHPC CLOSURE POURS						TOTAL DEFLECTION					
	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5
GIRDERS 1 & 18	0.00	0.20	0.37	0.51	0.60	0.63	0.00	0.92	1.73	2.37	2.79	2.95	0.00	0.16	0.31	0.41	0.48	0.51	0.00	1.28	2.41	3.29	3.87	4.09
GIRDERS 2 & 17	0.00	0.20	0.37	0.51	0.60	0.63	0.00	0.86	1.63	2.23	2.62	2.77	0.00	0.10	0.20	0.28	0.33	0.34	0.00	1.16	2.20	3.02	3.55	3.74
GIRDERS 3 THRU 16	0.00	0.20	0.37	0.51	0.60	0.63	0.00	0.86	1.63	2.23	2.62	2.77	0.00	0.04	0.07	0.10	0.11	0.12	0.00	1.10	2.07	2.84	3.33	3.52

NOTES:

CAMBER GIRDERS TO ACCOUNT FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. GIRDERS SHALL BE FABRICATED SUCH THAT UNDER FULL DEAD LOAD THE TOP OF THE GIRDER WEB WILL PARALLEL THE FINISHED SLAB GRADE, AS DEFINED BY THE FINISHED GRADE ELEVATIONS TABLE ON SHEET B054.

DUE TO THE COMBINATION OF SKEW AND VERTICAL CURVE ON THIS BRIDGE, THE VERTICAL PROFILE MAY VARY SLIGHTLY BETWEEN ADJACENT GIRDERS. A SINGLE REPRESENTATIVE CAMBER PROFILE DUE TO VERTICAL CURVE MAY BE USED FOR ALL GIRDERS WITHIN A SINGLE SPAN.

DEFLECTION VALUES ARE SHOWN IN INCHES. POSITIVE VALUES INDICATE A DOWNWARD DEFLECTION.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DEAD LOAD DEFLECTIONS

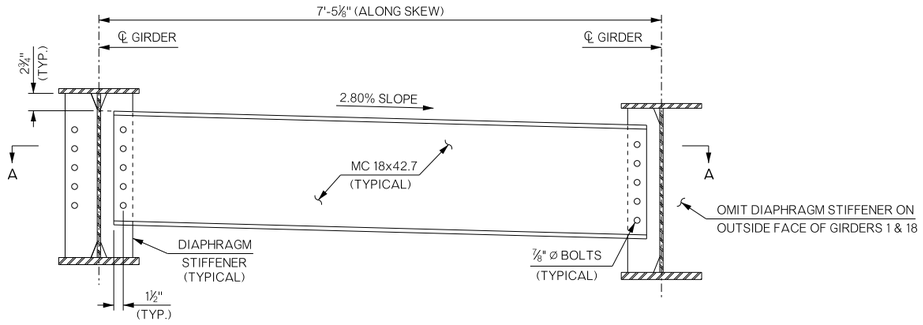
Design	JMB	4/23
Detail	JMB	6/23
Check	REY	7/23

HNTB

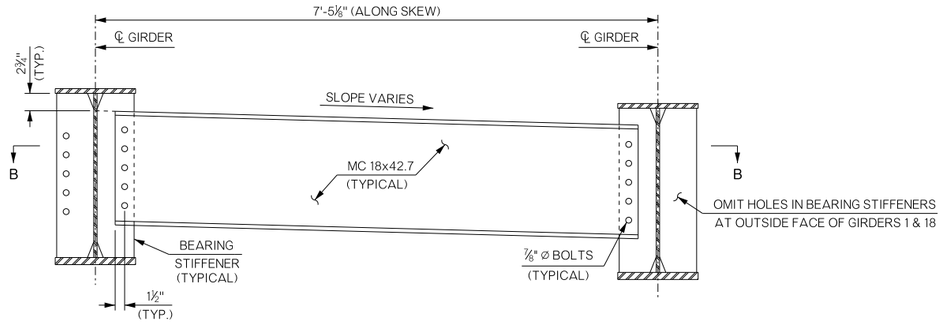
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B051

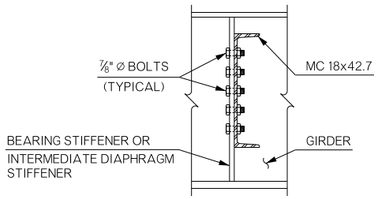
REVISIONS		
REV. NO.	DESCRIPTION	DATE



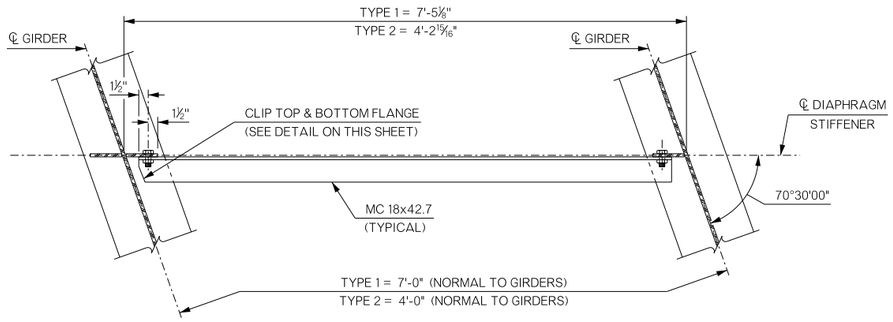
TYPE 1 INTERMEDIATE DIAPHRAGM ELEVATION



TYPE 1 END DIAPHRAGM ELEVATION

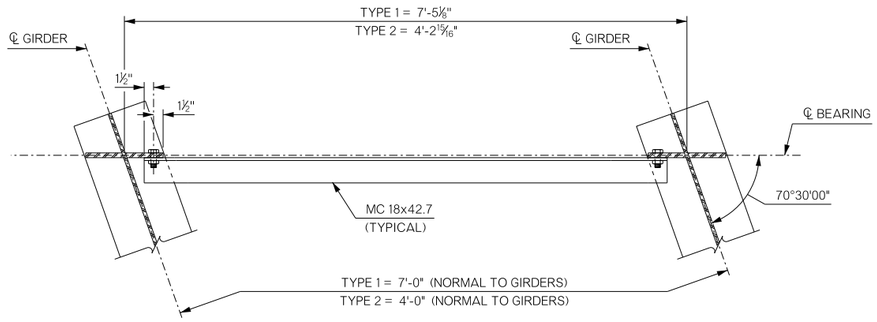


SECTION THRU DIAPHRAGMS



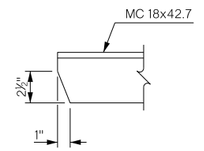
SECTION A-A

(TYPE 1 INTERMEDIATE DIAPHRAGM SHOWN, TYPE 2 SIMILAR)



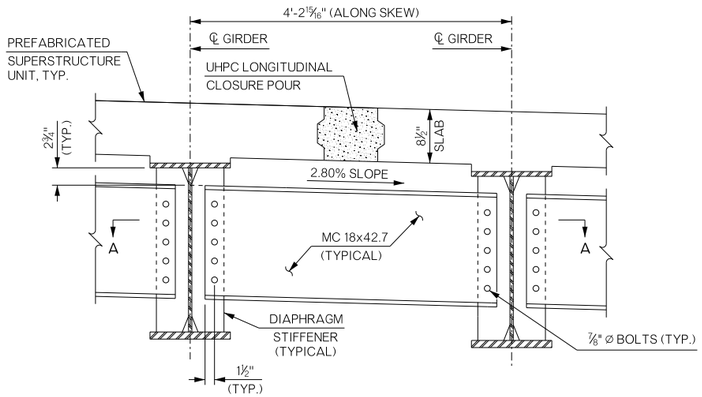
SECTION B-B

(TYPE 1 END DIAPHRAGM SHOWN, TYPE 2 SIMILAR)

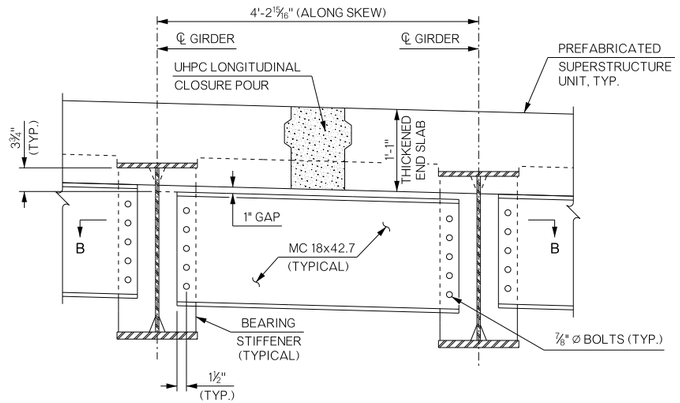


CLIP DETAIL

(TYPE 1 AND TYPE 2 INTERMEDIATE DIAPHRAGMS)
(ONE END ONLY)



TYPE 2 INTERMEDIATE DIAPHRAGM ELEVATION



TYPE 2 END DIAPHRAGM ELEVATION

NOTE: TYPE 2 DIAPHRAGMS SHALL BE INSTALLED BEFORE THE PLACEMENT OF UHPC CLOSURE POURS.

NOTES:

PROVIDE STRUCTURAL STEEL FOR CHANNEL DIAPHRAGMS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED).

USE BOLTS CONFORMING TO AASHTO M164 (ASTM F1325, GRADE A325). BOLT HOLES SHALL BE ¹⁵⁄₁₆" Ø. PROVIDE ALL BOLTS, NUTS, WASHERS AND WELDING WITH WEATHERING CHARACTERISTICS.

THE CONTRACTOR MAY SUBSTITUTE A BENT PLATE DIAPHRAGM IN LIEU OF CHANNEL SHOWN AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE ½" MINIMUM PLATE THICKNESS FORMED IN THE SHAPE OF A CHANNEL WITH 4" MINIMUM FLANGES. FABRICATE BENT PLATE DIAPHRAGM TO A DEPTH EQUAL TO THAT SHOWN FOR THE CHANNEL.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DIAPHRAGM DETAILS

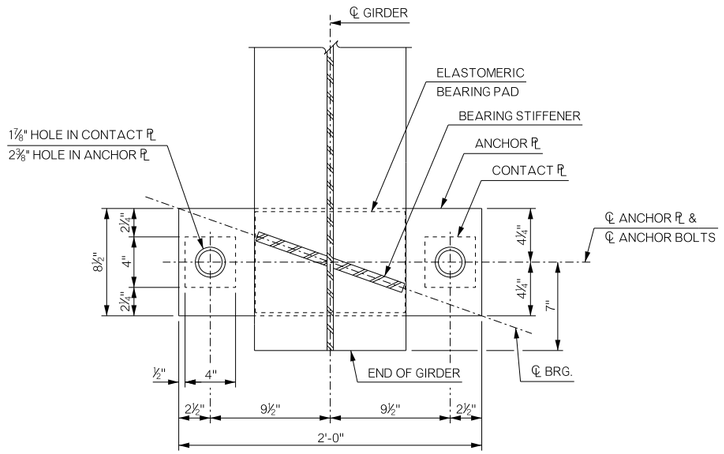
Design	JMB	6/23
Detail	JMB	6/23
Check	EMS	6/23

HNTB

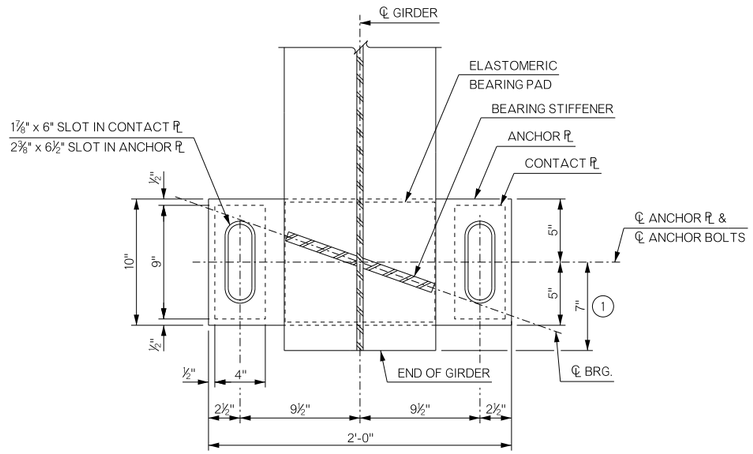
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B052

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

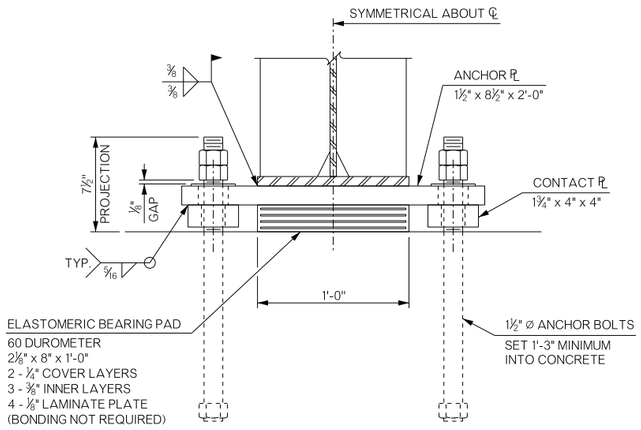


PLAN

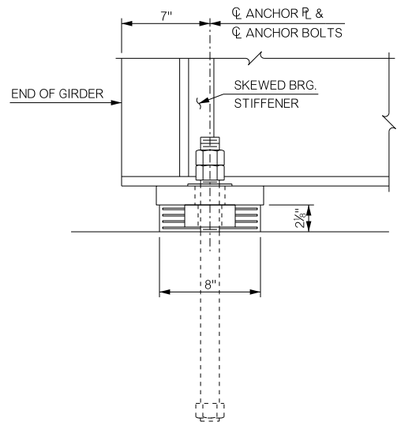
1 CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF GIRDERS. DIMENSION MAY VARY DEPENDING ON TEMPERATURE AT THE TIME OF GIRDER SETTING.

2 SHIM PLATE TO BE INCLUDED AT THE FOLLOWING BEARING LOCATIONS ONLY:
- SPAN NO. 1, PIER NO. 1
- SPAN NO. 4, PIER NO. 3

FOR LOCATIONS WITHOUT SHIM PLATE, FIELD WELD BOTTOM FLANGE DIRECTLY TO ANCHOR PLATE.

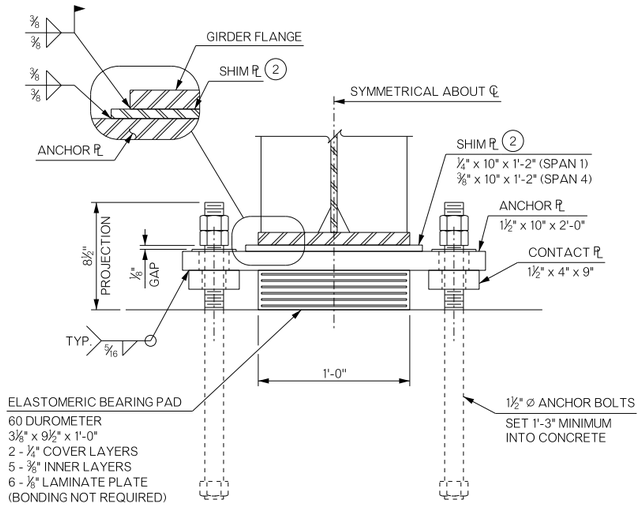


END VIEW

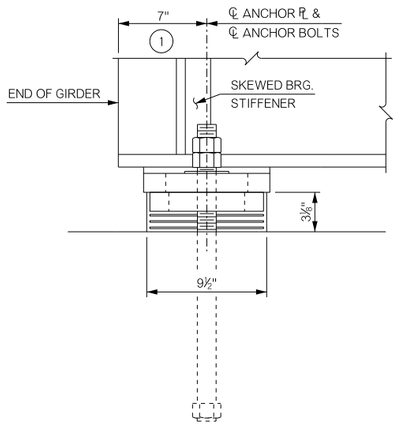


SIDE VIEW

ABUTMENT FIXED BEARING DETAILS

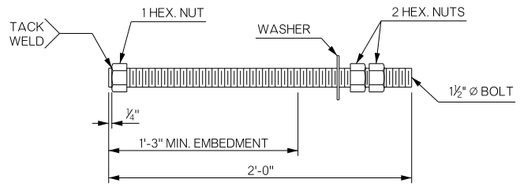


END VIEW



SIDE VIEW

PIER EXPANSION BEARING DETAILS



ANCHOR BOLT DETAIL

CONTRACTOR TO HAVE AVAILABLE 1/8" NEOPRENE PADS TO BE PLACED UNDER BEARING PADS ON THE ABUTMENT OR PIER PEDESTALS, TO PROVIDE VERTICAL ADJUSTMENT AS NEEDED. A MAXIMUM OF 2 SUCH PADS MAY BE USED PER BEARING.

NOTES:

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, CONTACT PLATES, AND SHIM PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BEARING DETAILS

Design	JMB	5/23
Detail	JMB	6/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B053

REVISIONS		
REV. NO.	DESCRIPTION	DATE

FINISHED GRADE ELEVATIONS TABLE

	LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5	GIRDER 6	GIRDER 7	GIRDER 8	GIRDER 9	GIRDER 10	GIRDER 11	GIRDER 12	GIRDER 13	GIRDER 14	GIRDER 15	GIRDER 16	GIRDER 17	GIRDER 18
SPAN 1	℄ BRG. ABUT. NO. 1	1238.59	1238.37	1238.24	1238.02	1237.89	1237.67	1237.54	1237.32	1237.19	1236.97	1236.84	1236.62	1236.49	1236.27	1236.14	1235.92	1235.79	1235.56
	1.1	1238.63	1238.41	1238.29	1238.07	1237.94	1237.72	1237.59	1237.37	1237.25	1237.02	1236.90	1236.67	1236.55	1236.32	1236.20	1235.97	1235.84	1235.62
	1.2	1238.68	1238.46	1238.34	1238.12	1237.99	1237.77	1237.64	1237.42	1237.30	1237.08	1236.95	1236.73	1236.60	1236.38	1236.25	1236.03	1235.90	1235.68
	1.3	1238.72	1238.51	1238.38	1238.16	1238.04	1237.82	1237.69	1237.47	1237.35	1237.13	1237.00	1236.78	1236.65	1236.43	1236.30	1236.08	1235.95	1235.73
	1.4	1238.77	1238.55	1238.43	1238.21	1238.08	1237.86	1237.74	1237.52	1237.39	1237.17	1237.05	1236.83	1236.70	1236.48	1236.35	1236.13	1236.01	1235.78
	1.5	1238.81	1238.59	1238.47	1238.25	1238.13	1237.91	1237.78	1237.57	1237.44	1237.22	1237.10	1236.88	1236.75	1236.53	1236.40	1236.18	1236.06	1235.83
	1.6	1238.85	1238.64	1238.51	1238.29	1238.17	1237.95	1237.83	1237.61	1237.49	1237.27	1237.14	1236.92	1236.80	1236.58	1236.45	1236.23	1236.11	1235.89
	1.7	1238.89	1238.68	1238.55	1238.34	1238.21	1238.00	1237.87	1237.65	1237.53	1237.31	1237.19	1236.97	1236.84	1236.63	1236.50	1236.28	1236.15	1235.93
	1.8	1238.93	1238.71	1238.59	1238.38	1238.25	1238.04	1237.91	1237.70	1237.57	1237.36	1237.23	1237.01	1236.89	1236.67	1236.55	1236.33	1236.20	1235.98
	1.9	1238.97	1238.75	1238.63	1238.42	1238.29	1238.08	1237.95	1237.74	1237.61	1237.40	1237.27	1237.06	1236.93	1236.72	1236.59	1236.37	1236.25	1236.03
	℄ BK. BRG. PIER NO. 1	1239.00	1238.79	1238.67	1238.45	1238.33	1238.12	1237.99	1237.78	1237.65	1237.44	1237.32	1237.10	1236.98	1236.76	1236.63	1236.42	1236.29	1236.07
	℄ PIER NO. 1	1239.01	1238.79	1238.67	1238.46	1238.34	1238.12	1238.00	1237.78	1237.66	1237.44	1237.32	1237.11	1236.98	1236.76	1236.64	1236.42	1236.30	1236.08
SPAN 2	℄ AHD. BRG. PIER NO. 1	1239.01	1238.80	1238.68	1238.46	1238.34	1238.13	1238.00	1237.79	1237.67	1237.45	1237.33	1237.11	1236.99	1236.77	1236.65	1236.43	1236.31	1236.09
	2.1	1239.06	1238.85	1238.73	1238.51	1238.39	1238.18	1238.06	1237.84	1237.72	1237.51	1237.38	1237.17	1237.05	1236.83	1236.71	1236.49	1236.37	1236.15
	2.2	1239.11	1238.90	1238.77	1238.56	1238.44	1238.23	1238.11	1237.89	1237.77	1237.56	1237.44	1237.22	1237.10	1236.89	1236.76	1236.55	1236.42	1236.21
	2.3	1239.15	1238.94	1238.82	1238.61	1238.49	1238.28	1238.16	1237.94	1237.82	1237.61	1237.49	1237.27	1237.15	1236.94	1236.82	1236.60	1236.48	1236.26
	2.4	1239.19	1238.98	1238.86	1238.65	1238.53	1238.32	1238.20	1237.99	1237.87	1237.66	1237.54	1237.32	1237.20	1236.99	1236.87	1236.65	1236.53	1236.32
	2.5	1239.23	1239.02	1238.90	1238.69	1238.57	1238.36	1238.24	1238.03	1237.91	1237.70	1237.58	1237.37	1237.25	1237.04	1236.92	1236.70	1236.58	1236.37
	2.6	1239.27	1239.06	1238.94	1238.73	1238.61	1238.40	1238.28	1238.07	1237.95	1237.74	1237.62	1237.41	1237.29	1237.08	1236.96	1236.75	1236.63	1236.42
	2.7	1239.30	1239.09	1238.97	1238.77	1238.65	1238.44	1238.32	1238.11	1237.99	1237.78	1237.66	1237.45	1237.33	1237.12	1237.00	1236.79	1236.67	1236.46
	2.8	1239.33	1239.12	1239.00	1238.80	1238.68	1238.47	1238.35	1238.15	1238.03	1237.82	1237.70	1237.49	1237.37	1237.16	1237.05	1236.84	1236.72	1236.51
	2.9	1239.36	1239.15	1239.03	1238.83	1238.71	1238.51	1238.39	1238.18	1238.06	1237.86	1237.74	1237.53	1237.41	1237.20	1237.08	1236.87	1236.76	1236.55
	℄ BK. BRG. PIER NO. 2	1239.38	1239.18	1239.06	1238.86	1238.74	1238.53	1238.42	1238.21	1238.09	1237.89	1237.77	1237.56	1237.44	1237.24	1237.12	1236.91	1236.79	1236.58
	℄ PIER NO. 2	1239.38	1239.18	1239.06	1238.86	1238.74	1238.54	1238.42	1238.21	1238.10	1237.89	1237.77	1237.57	1237.45	1237.24	1237.12	1236.91	1236.80	1236.59
SPAN 3	℄ AHD. BRG. PIER NO. 2	1239.39	1239.18	1239.07	1238.86	1238.74	1238.54	1238.42	1238.22	1238.10	1237.89	1237.78	1237.57	1237.45	1237.24	1237.13	1236.92	1236.80	1236.59
	3.1	1239.41	1239.21	1239.09	1238.89	1238.77	1238.57	1238.45	1238.24	1238.13	1237.92	1237.81	1237.60	1237.48	1237.28	1237.16	1236.95	1236.83	1236.63
	3.2	1239.43	1239.23	1239.11	1238.91	1238.79	1238.59	1238.47	1238.27	1238.15	1237.95	1237.83	1237.63	1237.51	1237.30	1237.19	1236.98	1236.86	1236.66
	3.3	1239.45	1239.25	1239.13	1238.93	1238.81	1238.61	1238.49	1238.29	1238.18	1237.97	1237.86	1237.65	1237.54	1237.33	1237.21	1237.01	1236.89	1236.69
	3.4	1239.46	1239.26	1239.15	1238.94	1238.83	1238.63	1238.51	1238.31	1238.20	1237.99	1237.88	1237.67	1237.56	1237.36	1237.24	1237.04	1236.92	1236.71
	3.5	1239.47	1239.27	1239.16	1238.96	1238.84	1238.64	1238.53	1238.33	1238.21	1238.01	1237.90	1237.69	1237.58	1237.38	1237.26	1237.06	1236.94	1236.74
	3.6	1239.48	1239.28	1239.17	1238.97	1238.86	1238.66	1238.54	1238.34	1238.23	1238.03	1237.91	1237.71	1237.60	1237.40	1237.28	1237.08	1236.96	1236.76
	3.7	1239.49	1239.29	1239.18	1238.98	1238.87	1238.67	1238.55	1238.35	1238.24	1238.04	1237.93	1237.73	1237.61	1237.41	1237.30	1237.10	1236.98	1236.78
	3.8	1239.49	1239.30	1239.18	1238.99	1238.87	1238.68	1238.56	1238.36	1238.25	1238.05	1237.94	1237.74	1237.62	1237.42	1237.31	1237.11	1237.00	1236.79
	3.9	1239.50	1239.30	1239.19	1238.99	1238.88	1238.68	1238.57	1238.37	1238.26	1238.06	1237.95	1237.75	1237.63	1237.44	1237.32	1237.12	1237.01	1236.81
	℄ BK. BRG. PIER NO. 3	1239.50	1239.30	1239.19	1238.99	1238.88	1238.68	1238.57	1238.37	1238.26	1238.06	1237.95	1237.75	1237.64	1237.44	1237.33	1237.13	1237.02	1236.82
	℄ PIER NO. 3	1239.50	1239.30	1239.19	1238.99	1238.88	1238.68	1238.57	1238.38	1238.26	1238.07	1237.95	1237.76	1237.64	1237.44	1237.33	1237.13	1237.02	1236.82
SPAN 4	℄ AHD. BRG. PIER NO. 3	1239.50	1239.30	1239.19	1238.99	1238.88	1238.68	1238.57	1238.38	1238.26	1238.07	1237.95	1237.76	1237.64	1237.44	1237.33	1237.13	1237.02	1236.82
	4.1	1239.49	1239.30	1239.19	1238.99	1238.88	1238.68	1238.57	1238.38	1238.26	1238.07	1237.96	1237.76	1237.65	1237.45	1237.34	1237.14	1237.02	1236.83
	4.2	1239.49	1239.30	1239.18	1238.99	1238.88	1238.68	1238.57	1238.38	1238.26	1238.07	1237.96	1237.76	1237.65	1237.45	1237.34	1237.14	1237.03	1236.83
	4.3	1239.48	1239.29	1239.18	1238.99	1238.88	1238.68	1238.57	1238.37	1238.26	1238.07	1237.96	1237.76	1237.65	1237.45	1237.34	1237.14	1237.03	1236.83
	4.4	1239.48	1239.29	1239.18	1238.98	1238.87	1238.68	1238.57	1238.37	1238.26	1238.07	1237.95	1237.76	1237.65	1237.45	1237.34	1237.14	1237.03	1236.84
	4.5	1239.47	1239.28	1239.17	1238.98	1238.87	1238.67	1238.56	1238.37	1238.26	1238.06	1237.95	1237.76	1237.65	1237.45	1237.34	1237.14	1237.03	1236.84
	4.6	1239.46	1239.27	1239.16	1238.97	1238.86	1238.67	1238.56	1238.36	1238.25	1238.06	1237.95	1237.75	1237.64	1237.45	1237.34	1237.14	1237.03	1236.84
	4.7	1239.45	1239.26	1239.15	1238.96	1238.85	1238.66	1238.55	1238.36	1238.25	1238.05	1237.94	1237.75	1237.64	1237.44	1237.33	1237.14	1237.03	1236.83
	4.8	1239.44	1239.25	1239.14	1238.95	1238.84	1238.65	1238.54	1238.35	1238.24	1238.05	1237.93	1237.74	1237.63	1237.44	1237.33	1237.13	1237.02	1236.83
	4.9	1239.43	1239.24	1239.13	1238.94	1238.83	1238.64	1238.53	1238.34	1238.23	1238.04	1237.93	1237.73	1237.62	1237.43	1237.32	1237.13	1237.02	1236.82
	℄ BRG. ABUT. NO. 2	1239.42	1239.23	1239.12	1238.93	1238.82	1238.63	1238.52	1238.33	1238.22	1238.03	1237.92	1237.73	1237.62	1237.42	1237.31	1237.12	1237.01	1236.82

NOTES:

FOR FRAMING PLAN, SEE SHEET NO. B049.

ELEVATIONS SHOWN ARE AT TOP OF CONCRETE SLAB OVER ℄ GIRDER.

TENTH POINTS ARE A FRACTION OF THE BRG.-TO-BRG. DISTANCE OF THE SPAN, AND ARE MEASURED ALONG ℄ GIRDER.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

FINISHED GRADE ELEVATIONS

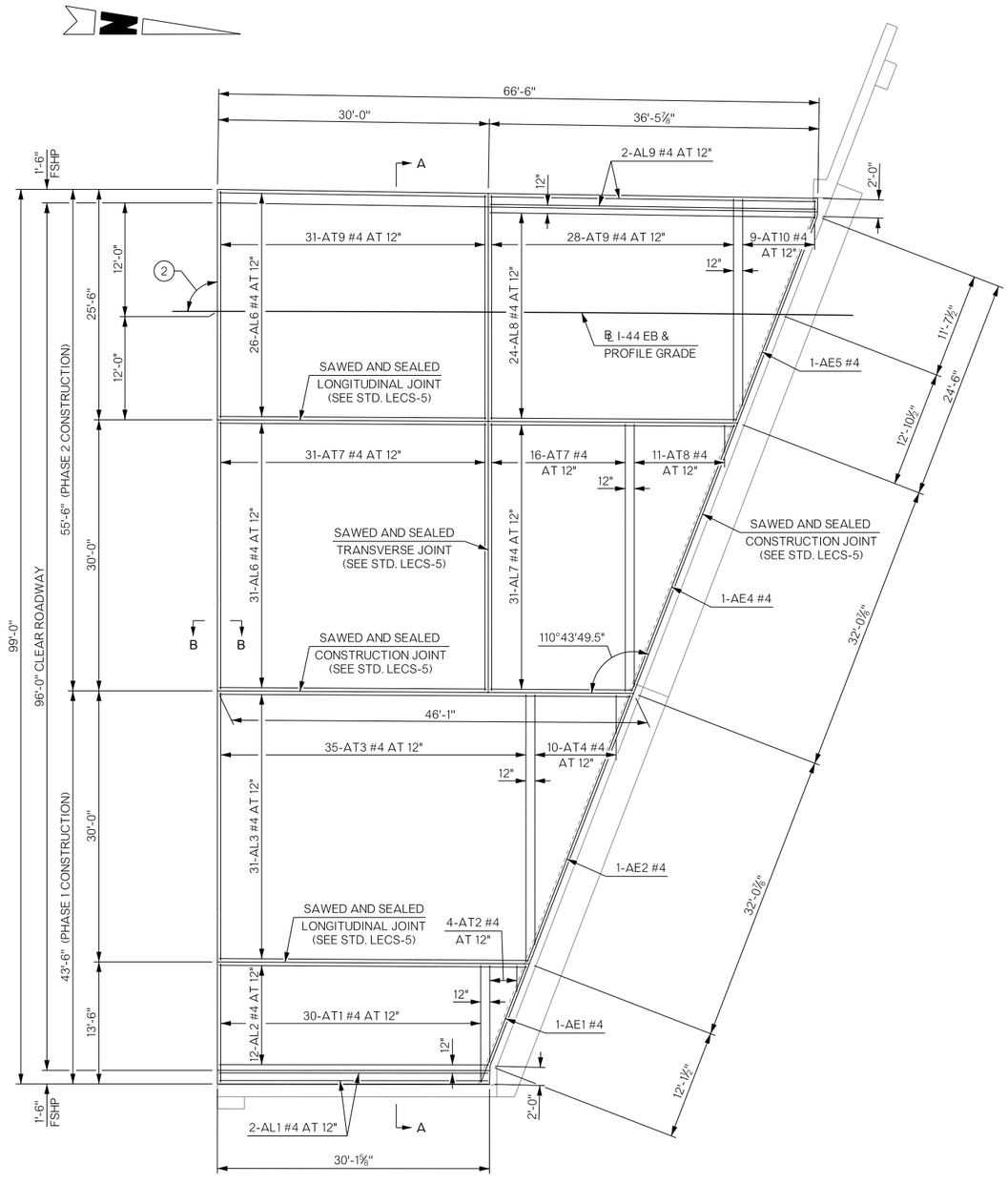
Design	REY	6/23
Detail	HEU	6/23
Check	ASB	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

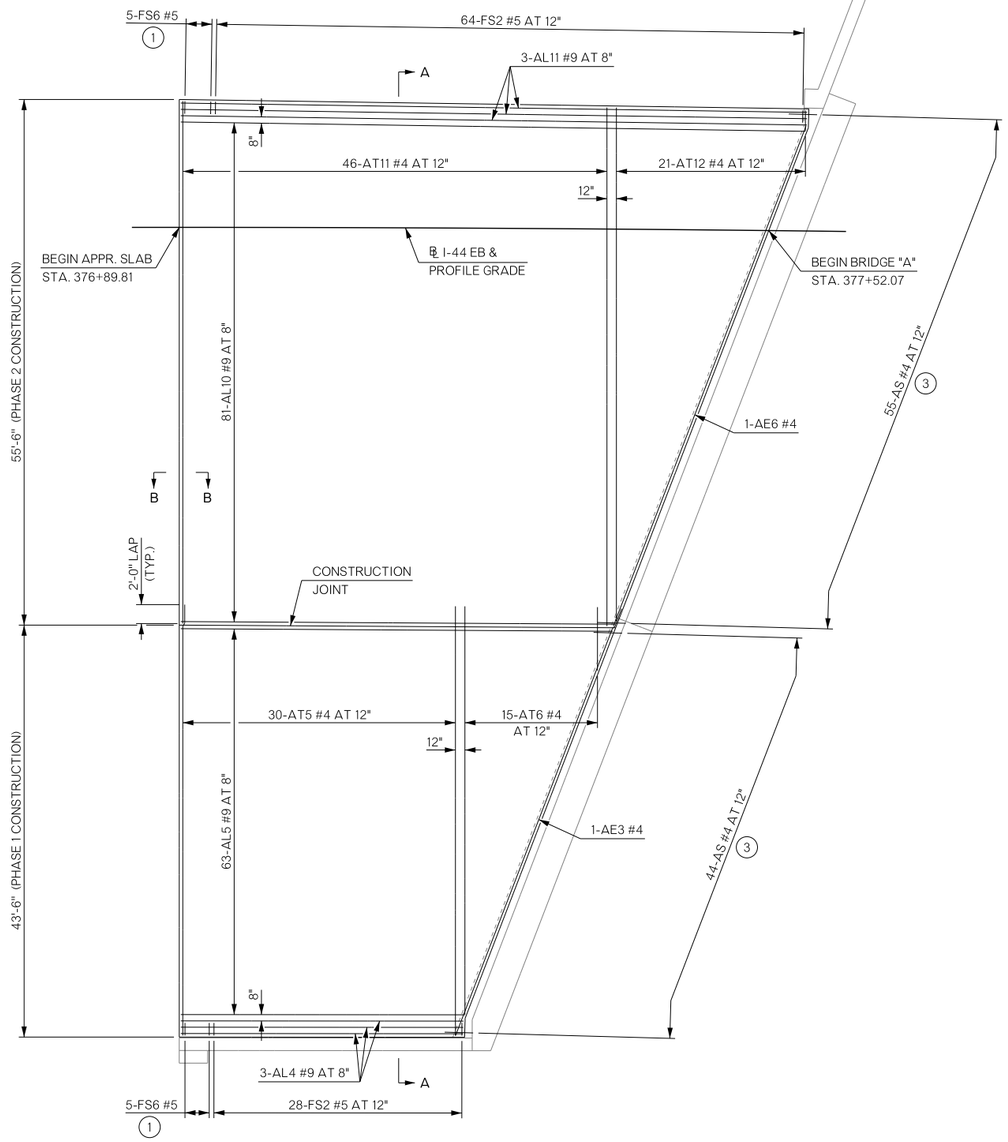
JOB PIECE NO. 30637(04) SHEET NO. B054

REVISIONS		
REV. NO.	DESCRIPTION	DATE



APPROACH SLAB NO. 1 - PLAN

TOP OF SLAB AND TOP REINFORCING MAT DETAIL



APPROACH SLAB NO. 1 - PLAN

BOTTOM REINFORCING MAT DETAIL

1. SEE STD. FSHP-42-2 FOR PLACEMENT DETAILS.
2. 90°00'00" (MEASURED TO LOCAL TANGENT).
3. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE. SEE SHEET B047 FOR BAR BEND AND PLACEMENT DETAILS. WEIGHT OF AS #4 BARS IS INCLUDED IN SUPERSTRUCTURE QUANTITIES FOR PAYMENT.

FOR SECTION A-A, SEE SHEET B057.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

APPROACH SLAB DETAILS
(SHEET 1 OF 3)

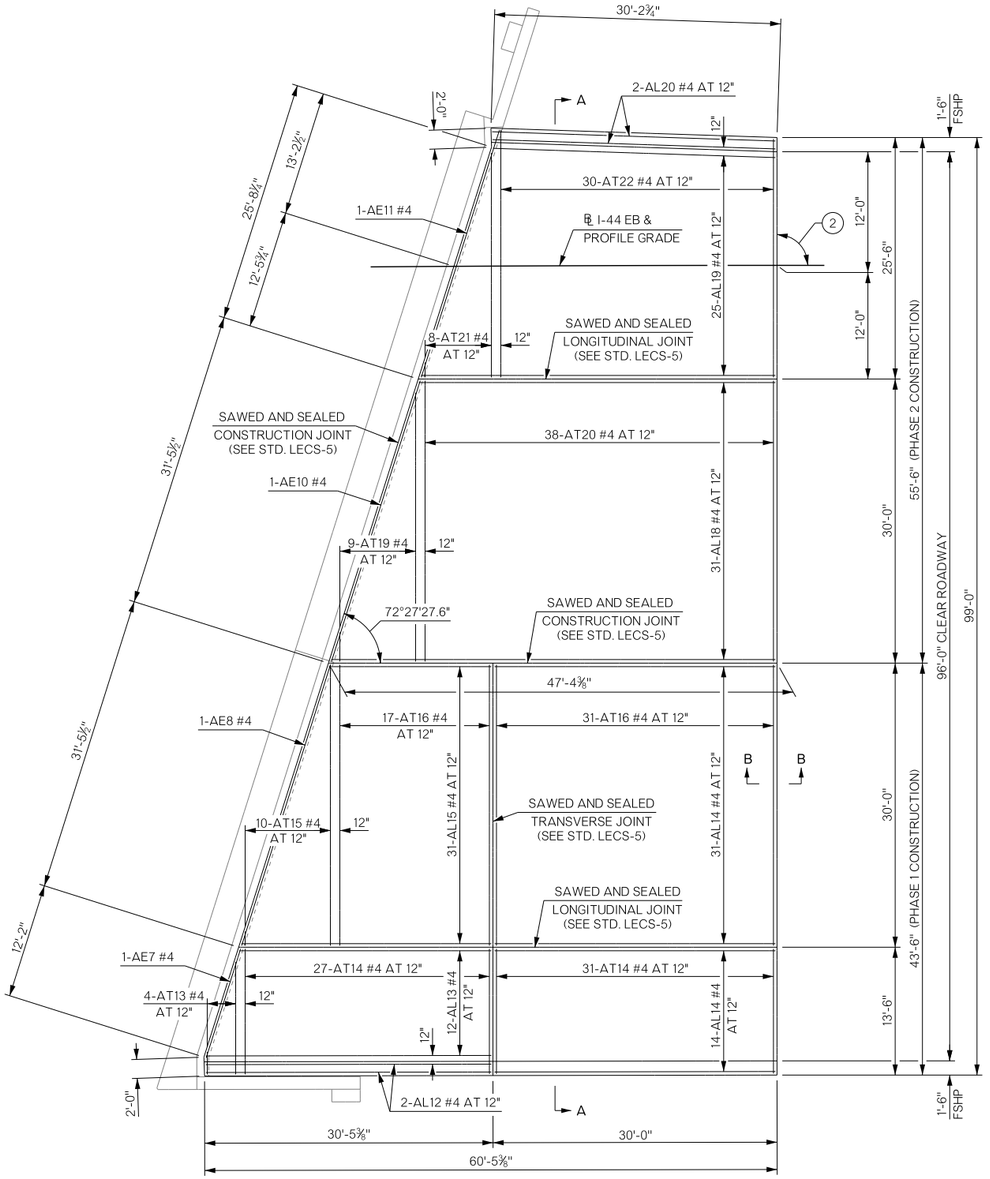
Design	CBC	9/23
Detail	HEU	9/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

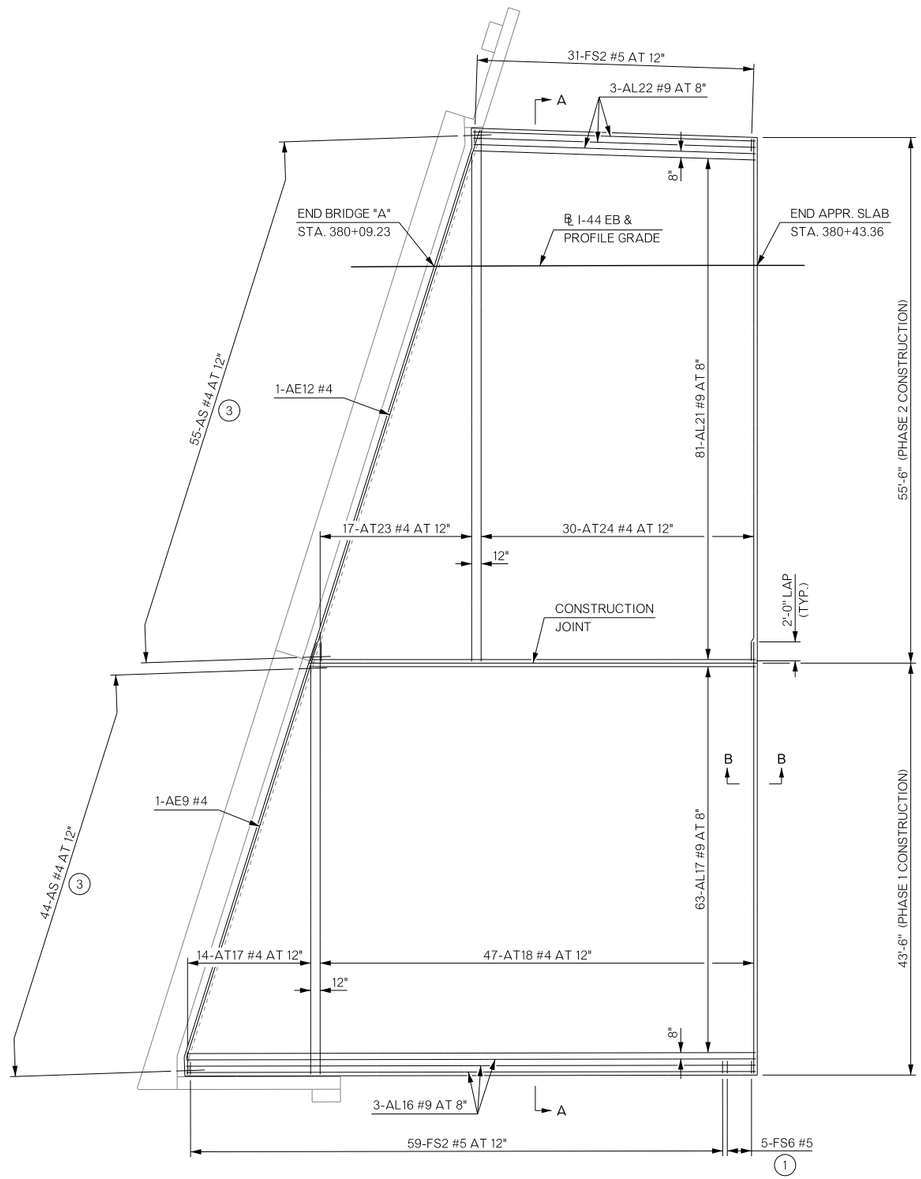
JOB PIECE NO. 30637(04) SHEET NO. B055

REVISIONS		
REV. NO.	DESCRIPTION	DATE



APPROACH SLAB NO. 2 - PLAN

TOP OF SLAB AND TOP REINFORCING MAT DETAIL



APPROACH SLAB NO. 2 - PLAN

BOTTOM REINFORCING MAT DETAIL

1. SEE STD. FSHP-42-2 FOR PLACEMENT DETAILS.
2. 90°00'00" (MEASURED TO LOCAL TANGENT).
3. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE. SEE SHEET B047 FOR BAR BEND AND PLACEMENT DETAILS. WEIGHT OF AS #4 BARS IS INCLUDED IN SUPERSTRUCTURE QUANTITIES FOR PAYMENT.

FOR SECTION A-A, SEE SHEET B057.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

APPROACH SLAB DETAILS
(SHEET 2 OF 3)

Design	CBC	9/23
Detail	HEU	9/23
Check	CBC	9/23

HNTB

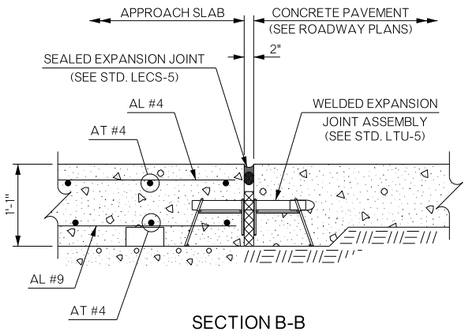
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B056

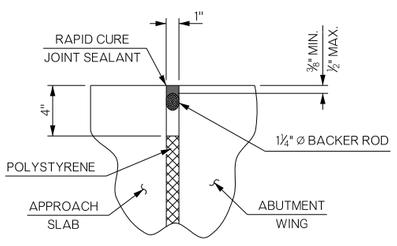
REVISIONS		
REV. NO.	DESCRIPTION	DATE

APPROACH SLAB NO. 1 QUANTITIES				
ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
APPROACH SLAB	SY	182.20	347.70	529.90
SAW-CUT GROOVING	SY	177.10	336.70	513.80
42" F-SHAPED PARAPET	LF	30.20	66.50	96.70
WATER REPELLENT (VISUALLY INSPECTED)	SY	15.00	33.00	48.00

APPROACH SLAB NO. 2 QUANTITIES				
ITEM	UNIT	PHASE 1	PHASE 2	TOTAL
APPROACH SLAB	SY	262.50	239.70	502.20
SAW-CUT GROOVING	SY	252.40	234.70	487.10
42" F-SHAPED PARAPET	LF	60.50	30.20	90.70
WATER REPELLENT (VISUALLY INSPECTED)	SY	30.00	15.00	45.00



SECTION B-B



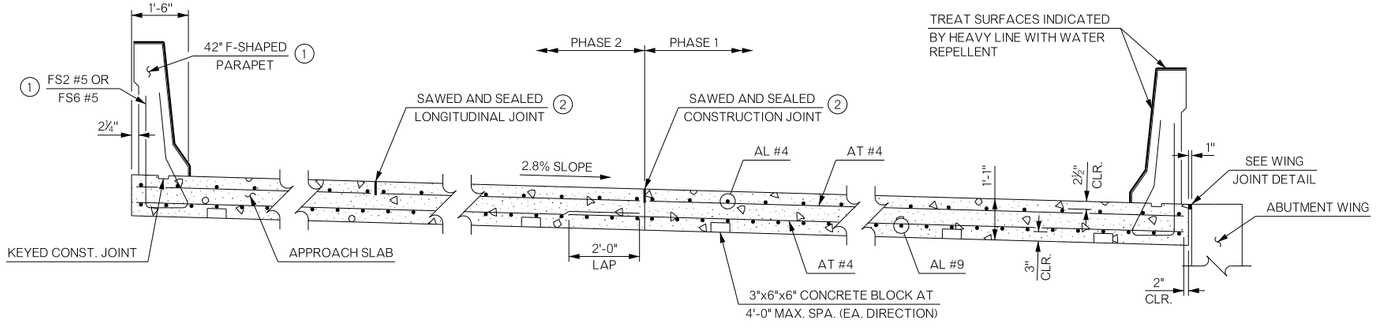
WING JOINT DETAIL

APPROACH SLAB NO. 1 BAR LIST PHASE 1					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE1	#4	1	STR.	13'-11"	
AE2	#4	1	STR.	31'-8"	
AE3	#4	1	STR.	48'-4"	
AL1	#4	2	STR.	29'-9"	
AL2	#4	12	STR.	32'-0" AVG.	29'-10" TO 34'-2"
AL3	#4	31	STR.	40'-0" AVG.	34'-4" TO 45'-8"
AL4	#9	3	STR.	29'-9"	
AL5	#9	63	STR.	37'-9" AVG.	29'-10" TO 45'-8"
AT1	#4	30	STR.	13'-2"	
AT2	#4	4	STR.	6'-10" AVG.	2'-11" TO 10'-9"
AT3	#4	35	STR.	29'-8"	
AT4	#4	10	STR.	16'-0" AVG.	4'-4" TO 27'-8"
AT5	#4	30	STR.	45'-6"	
AT6	#4	15	STR.	24'-11" AVG.	6'-9" TO 43'-1"
(1) FS2	#5	28	BNT.	7'-4"	
(1) FS6	#5	5	BNT.	7'-6½"	

APPROACH SLAB NO. 1 BAR LIST PHASE 2					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE4	#4	1	STR.	31'-8"	
AE5	#4	1	STR.	24'-6"	
AE6	#4	1	STR.	56'-7"	
AL6	#4	57	STR.	29'-8"	
AL7	#4	31	STR.	21'-6" AVG.	15'-10" TO 27'-2"
AL8	#4	24	STR.	31'-8" AVG.	27'-4" TO 36'-0"
AL9	#4	2	STR.	36'-1"	
(3) AL10	#9	81	STR.	61'-3" AVG.	51'-1" TO 71'-5"
(3) AL11	#9	3	STR.	71'-6"	
AT7	#4	47	STR.	29'-8"	
AT8	#4	11	STR.	16'-2" AVG.	3'-2" TO 29'-2"
AT9	#4	59	STR.	24'-11" AVG.	24'-8" TO 25'-2"
AT10	#4	9	STR.	12'-6" AVG.	2'-1" TO 22'-11"
AT11	#4	46	STR.	54'-11½" AVG.	54'-9" TO 55'-2"
AT12	#4	21	STR.	28'-2" AVG.	2'-1" TO 54'-3"
(1) FS2	#5	64	BNT.	7'-4"	
(1) FS6	#5	5	BNT.	7'-6½"	

APPROACH SLAB NO. 2 BAR LIST PHASE 1					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE7	#4	1	STR.	12'-0"	
AE8	#4	1	STR.	31'-1"	
AE9	#4	1	STR.	46'-0"	
AL12	#4	2	STR.	30'-1"	
AL13	#4	12	STR.	28'-4" AVG.	26'-7" TO 30'-1"
AL14	#4	45	STR.	29'-8"	
AL15	#4	31	STR.	21'-9" AVG.	17'-1" TO 26'-5"
(3) AL16	#9	3	STR.	65'-5"	
AL17	#9	63	STR.	53'-6½" AVG.	47'-1" TO 60'-0"
AT13	#4	4	STR.	7'-1" AVG.	2'-4" TO 11'-10"
AT14	#4	58	STR.	13'-2"	
AT15	#4	10	STR.	15'-7" AVG.	1'-6" TO 29'-8"
AT16	#4	48	STR.	29'-8"	
AT17	#4	14	STR.	22'-9" AVG.	2'-4" TO 43'-2"
AT18	#4	47	STR.	45'-7"	
(1) FS2	#5	59	BNT.	7'-4"	
(1) FS6	#5	5	BNT.	7'-6½"	

APPROACH SLAB NO. 2 BAR LIST PHASE 2					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE10	#4	1	STR.	31'-1"	
AE11	#4	1	STR.	27'-4"	
AE12	#4	1	STR.	58'-10"	
AL18	#4	31	STR.	42'-3" AVG.	37'-7" TO 46'-11"
AL19	#4	25	STR.	33'-7" AVG.	29'-9" TO 37'-5"
AL20	#4	2	STR.	29'-10"	
AL21	#9	81	STR.	38'-4" AVG.	29'-9" TO 46'-11"
AL22	#9	3	STR.	29'-10"	
AT19	#4	9	STR.	15'-8" AVG.	3'-0" TO 28'-4"
AT20	#4	38	STR.	29'-8"	
AT21	#4	8	STR.	12'-8" AVG.	1'-7" TO 23'-9"
AT22	#4	30	STR.	25'-7½" AVG.	25'-2" TO 26'-1"
AT23	#4	17	STR.	28'-4½" AVG.	3'-1" TO 53'-8"
AT24	#4	30	STR.	55'-7½" AVG.	55'-2" TO 56'-1"
(1) FS2	#5	31	BNT.	7'-4"	



SECTION A-A

FOR LOCATION OF SECTION A-A,
SEE SHEETS B055 & B056.

(1) FOR DETAILS OF PARAPET ON APPROACH SLAB AND PARAPET BAR BENDS, SEE STANDARD FSHP-42-2. PROVIDE A PARAPET END TRANSITION FOR GUARDRAIL CONNECTION AT BOTH PARAPETS ON APPROACH SLAB NO. 1 AND THE EAST PARAPET ON APPROACH SLAB NO. 2. THE WEST PARAPET ON APPROACH SLAB NO. 2 SHALL BE INSTALLED FULL HEIGHT FOR ITS ENTIRE LENGTH.

(2) PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED JOINTS. SEE STANDARD LECS-5 FOR SAWED AND SEALED JOINT DETAILS.

(3) LENGTH INCLUDES ONE 5'-4" LAP.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

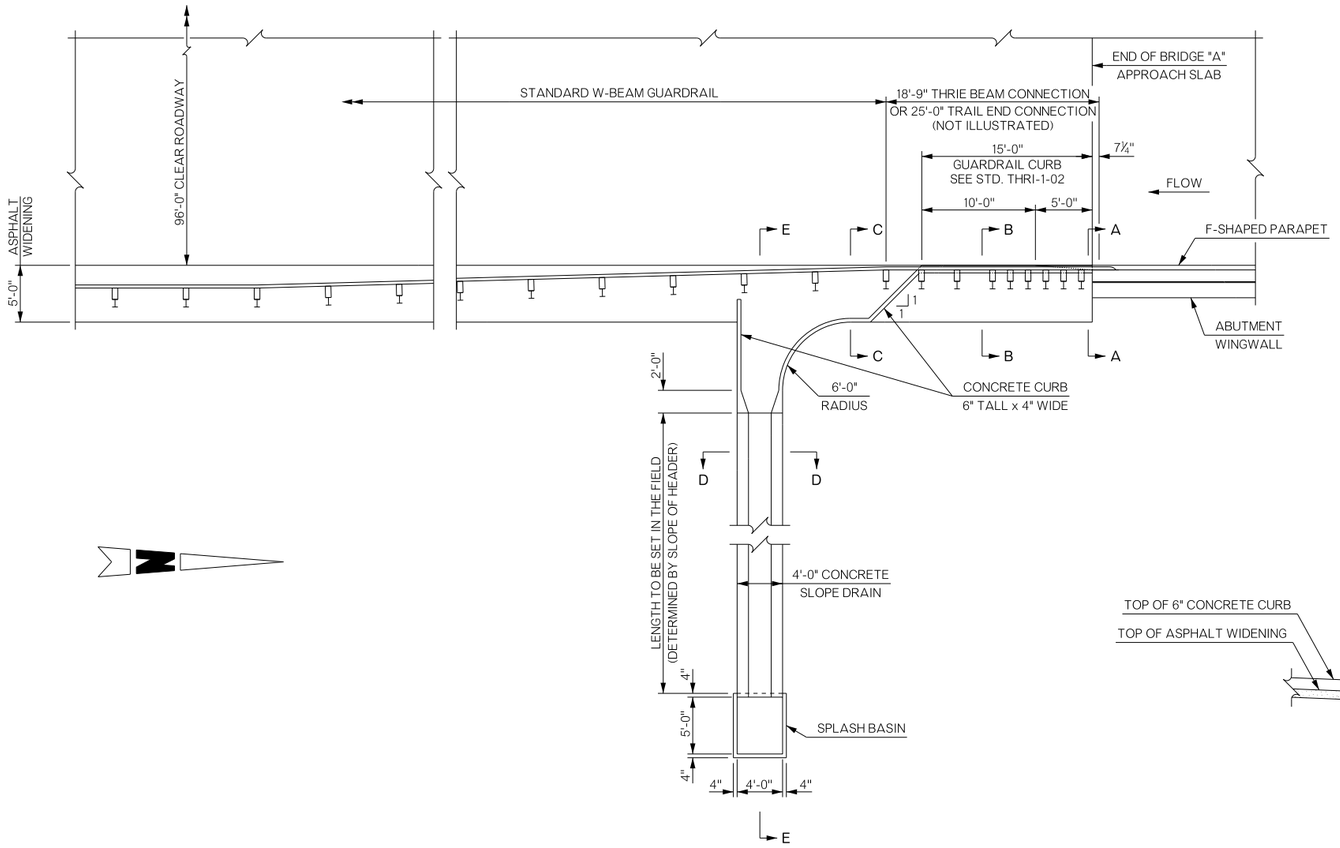
APPROACH SLAB DETAILS
(SHEET 3 OF 3)

Design	CBC	9/23
Detail	HEU	9/23
Check	CBC	9/23

HNTB

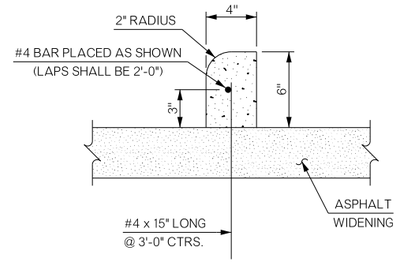
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. B057

REVISIONS		
REV. NO.	DESCRIPTION	DATE

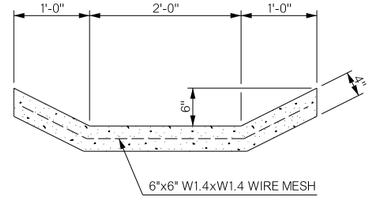


PLAN OF BRIDGE END DRAIN

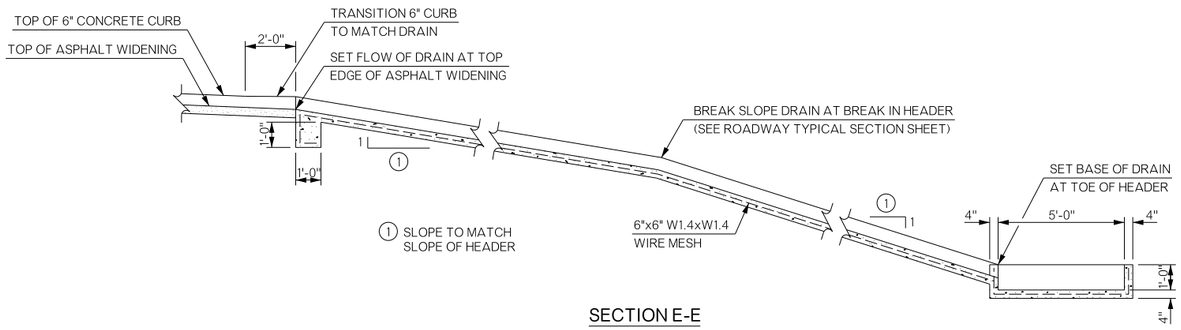
SOUTHEAST CORNER OF BRIDGE "A" SHOWN, NORTHEAST CORNER SIMILAR.



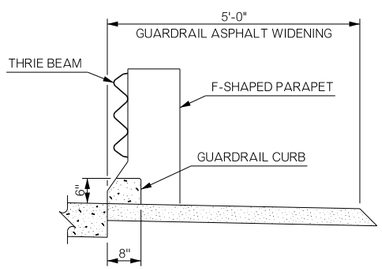
DETAIL OF CONCRETE CURB REINFORCING



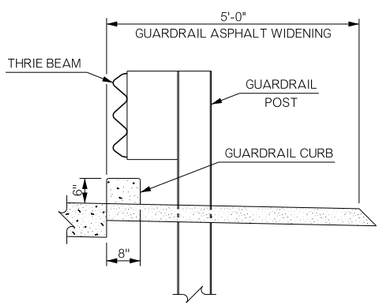
SECTION D-D



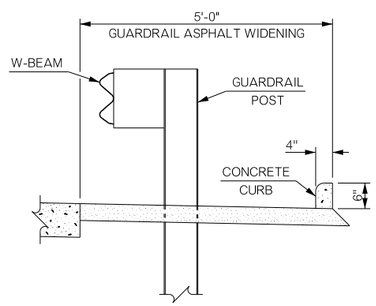
SECTION E-E



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. ASPHALT WIDENING SHALL BE CONSTRUCTED IN ACCORDANCE WITH TRAFFIC STANDARDS THRI-1-02 AND GHW1-1-00, EXCEPT AS SHOWN ON THIS SHEET. ALL COSTS OF ASPHALT WIDENING SHALL BE INCLUDED IN ROADWAY PAY ITEMS.
2. SLOPE DRAINS, SPLASH BASINS AND ALL CONCRETE CURBS SHALL BE CONSTRUCTED USING CLASS 'C' CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS TO CONSTRUCT THE SLOPE DRAINS, SPLASH BASINS AND CURBS, INCLUDING EXCAVATION, REINFORCING, LABOR AND INCIDENTALS, SHALL BE INCLUDED IN THE BRIDGE PAY ITEM FOR "CLASS C CONCRETE".
3. APPROXIMATELY 10 CUBIC YARDS OF CLASS 'C' CONCRETE IS REQUIRED TO CONSTRUCT THE SLOPE DRAINS, SPLASH BASINS AND CURBS.

BRIDGE "A" (EB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BRIDGE END DRAIN DETAILS

Design	---	---
Detail	JMB	9/23
Check	GDH	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. B058

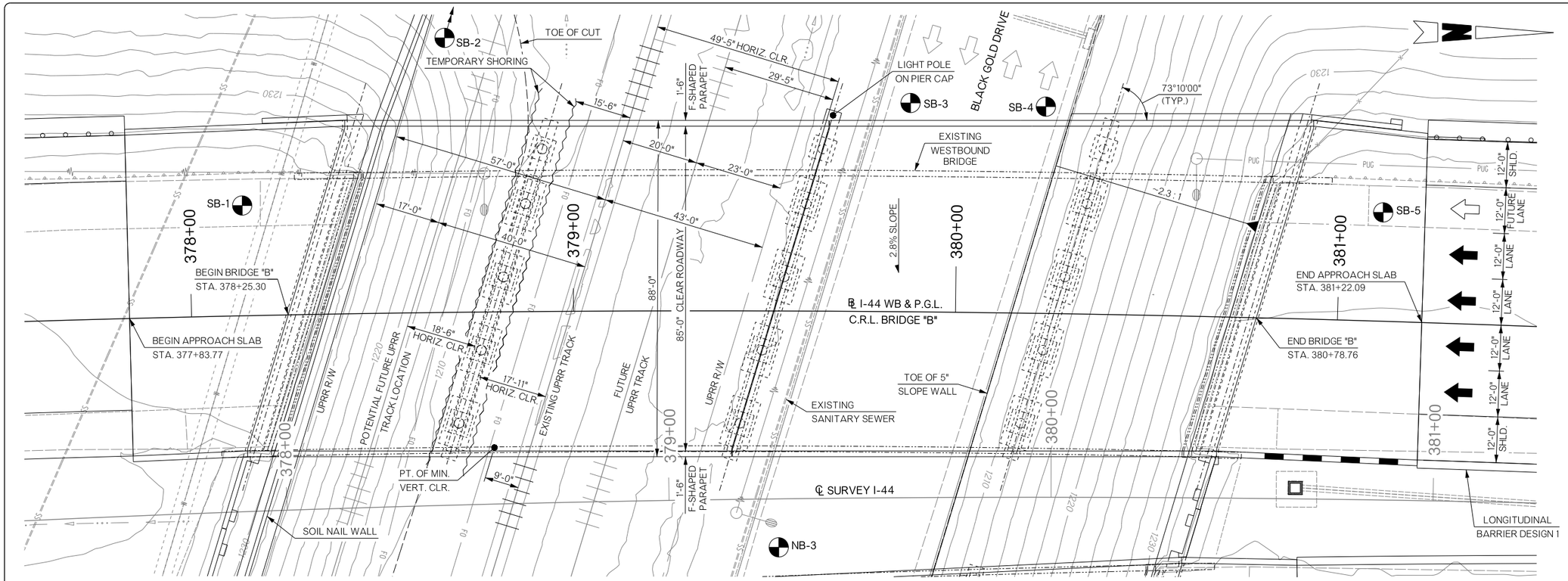
REVISIONS		
REV. NO.	DESCRIPTION	DATE

REMOVAL:
REMOVE EXISTING SLAB AND ROLLED BEAM SPANS.
REMOVE EXISTING ABUTMENTS AND WINGWALLS (EXISTING PILES TO REMAIN).
REMOVE EXISTING PIER PEDESTALS AND BEARINGS.

ALL INFORMATION SHOWN ON THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION.

NOTE: ALL STATIONS SHOWN ARE RELATIVE TO THE CONSTRUCTION REFERENCE LINE (C.R.L.). THE SPAN LENGTHS AND DIMENSIONS SHOWN ARE RELATIVE TO THE TANGENT LAYOUT LINE. THE LAYOUT FOR THIS BRIDGE IS LINEAR AND SKEWED AND IS NOT CHORDED. THE BRIDGE IS TO BE BUILT STRAIGHT AND PARALLEL TO THE TANGENT LAYOUT LINE. SEE SHEET B064 FOR DEFINITION OF TANGENT LAYOUT LINE.

UP RAILROAD, OKC SUBDIVISION
MILEPOST 490.78, DOT NO. 596966M
GPS: 35.4707108, -97.5793612



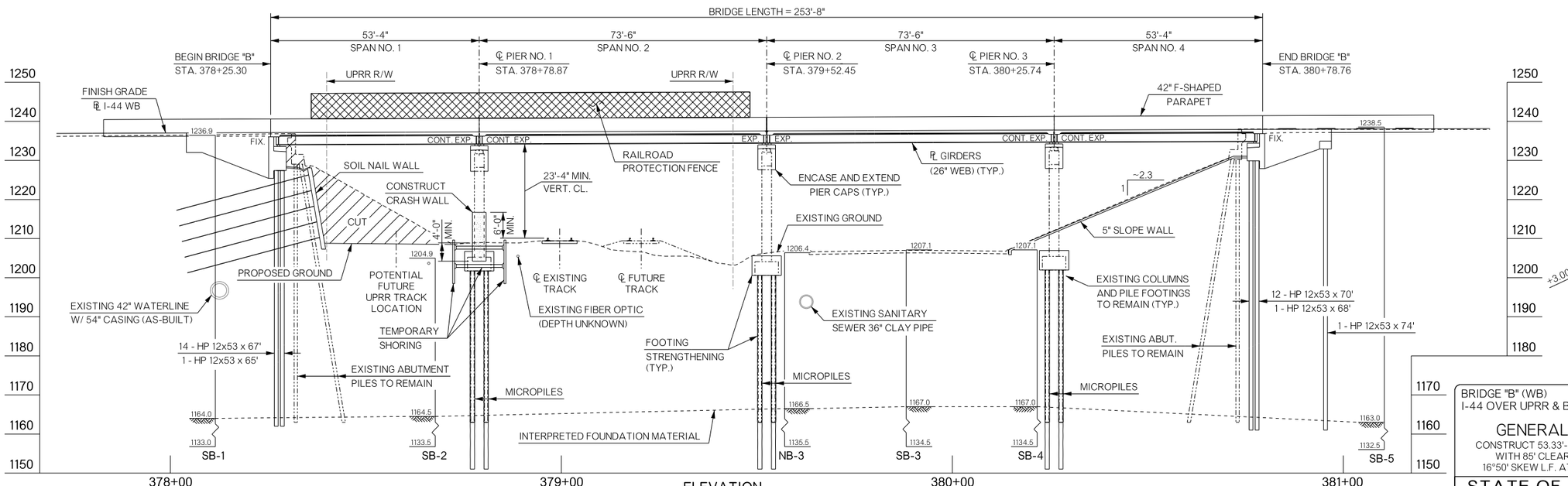
PLAN

BENCHMARK NO. 9
½" x 36" REBAR OFFSET: 240.97' RT.
STATION: 374+57.46 ELEVATION: 1204.92

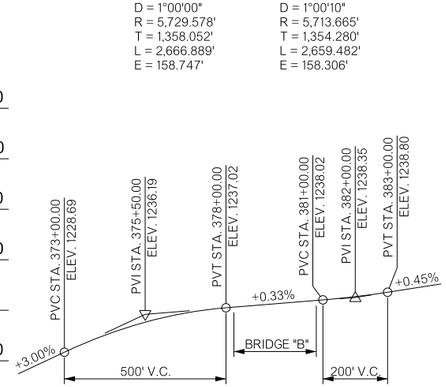
BENCHMARK NO. 10
[ ] IN TOP OF CURB OFFSET: 314.26' RT.
STATION: 382+46.02 ELEVATION: 1204.77

HORIZONTAL CURVE DATA

℄ I-44 WB	℄ SURVEY I-44
P.I. STA. 370+71.22	P.I. STA. 371+34.93
Δ = 26°40'08" RT.	Δ = 26°40'08" RT.
D = 1°00'00"	D = 1°00'10"
R = 5,729.578'	R = 5,713.665'
T = 1,358.052'	T = 1,354.280'
L = 2,666.889'	L = 2,659.482'
E = 158.747'	E = 158.306'



ELEVATION



VERTICAL PROFILE DATA
I-44 WB

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GENERAL PLAN AND ELEVATION

CONSTRUCT 53.33'-73.5'-73.5'-53.33' PREFAB. ℄ GIRDER SPANS WITH 85' CLEAR RDWY. AND 42" F-SHAPED PARAPETS
16°50' SKEW L.F. AT ℄ SURVEY I-44 STA. 379+28.01, 49.2' LT.

Design	JMB	10/20
Detail	BJM	10/20
Check	JMB	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B059

REVISIONS		
REV. NO.	DESCRIPTION	DATE

ORIGINAL DESIGN DATA

(FOR INFORMATION ONLY)

STRESSES:

CLASS AA CONCRETE	fc = 1,200 PSI
CLASS A CONCRETE	fc = 1,000 PSI
REINFORCING STEEL (GRADE 40)	fs = 20,000 PSI
STRUCTURAL STEEL (A36)	fs = 20,000 PSI

LOADING:
HS20-44 & PPM-20
20 P.S.F. FUTURE WEARING SURFACE

FOUNDATION PRESSURES:
PIERS = 65.2 TONS / PILE

REHABILITATION DESIGN DATA

(LOAD AND RESISTANCE FACTOR DESIGN)

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
ULTRA HIGH PERFORMANCE CONCRETE	f'c = 21,000 PSI
REINFORCING STEEL (GRADE 60)	fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 PSI

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK OR SPECIAL OVERLOAD TRUCK (SEE DIAGRAM THIS SHEET)
20 PSF FUTURE WEARING SURFACE

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

FOUNDATION DATA

ABUTMENTS (HP 12x53 PILING)

FACTORED PILE REACTION = 87.5 TONS / PILE (ABUT. NO. 1)
90.0 TONS / PILE (ABUT. NO. 2)

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

PIERS (MICROPILES)

EXISTING FOOTING STRENGTHENING

FACTORED PILE REACTION = 251 KIPS / PILE (PIER NO. 1)
241 KIPS / PILE (PIER NO. 2)
227 KIPS / PILE (PIER NO. 3)

NEW FOOTINGS

FACTORED PILE REACTION = 205 KIPS / PILE (PIER NO. 1)
201 KIPS / PILE (PIER NO. 2)
188 KIPS / PILE (PIER NO. 3)

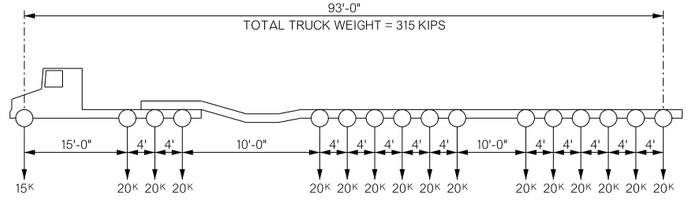
MICROPILE LENGTHS AND QUANTITIES GIVEN IN THESE PLANS ARE BASED ON AN ESTIMATED FRICTIONAL RESISTANCE OF THE MICROPILE IN THE BOND ZONE USING PRESUMPTIVE VALUES OF THE GROUT-TO-GROUND BOND STRENGTH, AND ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL BOND LENGTH NECESSARY TO DEVELOP ADEQUATE LOAD RESISTANCE TO THE FACTORED LOADS SHOWN HERE SHALL BE DETERMINED USING FIELD VERIFICATION LOAD TESTING. SEE GENERAL NOTES, PROJECT SPECIAL PROVISIONS, AND MICROPILE DETAILS FOR ADDITIONAL INFORMATION.

INDEX OF SHEETS - BRIDGE "B"

AB01-AB03	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
AB04	RAILROAD NOTES
B002	BRIDGE SEQUENCE OF CONSTRUCTION (BRIDGE "B")
B003-B008	BRIDGE SEQUENCE OF CONSTRUCTION PLAN
B059	GENERAL PLAN AND ELEVATION
B060	DESIGN DATA AND SUMMARY OF QUANTITIES
B061-B063	SUBSURFACE PROFILE
B064	SUBSTRUCTURE STAKING DIAGRAM
B065-B069	ABUTMENT NO. 1 DETAILS
B070-B074	ABUTMENT NO. 2 DETAILS
B075-B077	SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS
B078-B085	PIER DETAILS
B086	PIER FOOTING AND MICROPILE DETAILS
B087	TYPICAL SECTION
B088	LONGITUDINAL SECTION
B089	PREFABRICATED SUPERSTRUCTURE LAYOUT
B090-B093	PREFABRICATED SUPERSTRUCTURE SLAB PLAN
B094	PREFABRICATED SUPERSTRUCTURE SLAB DETAILS
B095	PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS
B096	PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST
B097	FRAMING PLAN
B098	GIRDER DETAILS
B099	DEAD LOAD DEFLECTIONS
B100	DIAPHRAGM DETAILS
B101	BEARING DETAILS
B102	FINISHED GRADE ELEVATIONS
B103-B105	APPROACH SLAB DETAILS
B106	RAILROAD FENCE DETAILS
B107	PARAPET AND FENCE LAYOUT
B108-B109	SLOPE WALL DETAILS

SUMMARY OF QUANTITIES - BRIDGE "B"

ITEM	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	SLOPE WALL	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	325.00	850.00	----	----	----	1,175.00
SELECT BACKFILL	CY	65.00	640.00	----	----	----	705.00
CLSM BACKFILL	CY	570.10	----	----	----	----	570.10
TEMPORARY EARTH RETAINAGE	LSUM	----	----	----	----	----	1.00
APPROACH SLAB	SY	----	----	----	828.00	----	828.00
SAW-CUT GROOVING	SY	----	----	2,395.70	799.60	----	3,195.30
42" F-SHAPED PARAPET	LF	----	----	507.40	170.40	----	677.80
STRUCTURAL STEEL M270 GRADE 50W	LB	----	----	531,770.00	----	----	531,770.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	----	----	32.00	----	----	32.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	----	----	96.00	----	----	96.00
(SP) PREFABRICATED SUPERSTRUCTURE UNITS	SY	----	----	2,324.20	----	----	2,324.20
CLASS AA CONCRETE	CY	----	180.80	559.20	----	----	740.00
CLASS A CONCRETE	CY	241.10	298.90	----	----	----	540.00
ULTRA HIGH PERFORMANCE CONCRETE	CY	----	----	54.30	----	----	54.30
SLOPE WALL (5")	SY	----	----	----	----	761.00	761.00
REINFORCING STEEL	LB	----	18,000.00	----	----	----	18,000.00
EPOXY COATED REINFORCING STEEL	LB	26,060.00	44,000.00	130,550.00	----	----	200,610.00
PILES, FURNISHED (HP 12x53)	LF	1,985.00	----	----	----	----	1,985.00
PILES, DRIVEN (HP 12x53)	LF	1,985.00	----	----	----	----	1,985.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	----	----	----	----	----	1.00
(SP) MICROPILES	LF	----	3,800.00	----	----	----	3,800.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	121.00	311.00	384.00	84.00	----	900.00
ELASTOMERIC COATING	SF	1,234.00	2,358.00	----	----	----	3,592.00
SEALED EXPANSION JOINTS	LF	----	----	89.76	----	----	89.76
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	221.00	----	----	----	92.00	313.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	40.00	----	----	----	7.00	47.00
REMOVAL OF BRIDGE ITEMS	LSUM	----	----	----	----	----	1.00
FENCE-STYLE CLF (7' HIGH, CLASS B)	LF	----	----	224.00	----	----	224.00



SPECIAL OVERLOAD TRUCK DIAGRAM

DESIGN ASSUMPTIONS:

IMPACT FACTOR = 1.2
WHEEL SPACING = 6 FEET
NO LANE LOAD
1 LANE LOADED ONLY
MULTIPLE PRESENCE FACTOR = 1.0

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DESIGN DATA AND SUMMARY OF QUANTITIES

Design	---	---
Detail	JMB	9/23
Check	EMS	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B060

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BORING NO. SB-1

STATION 377+91, 80' LT.
(3/28/2020)

SURFACE ELEV. (Ft.): 1236.9

	1237	1236+/-	SPT-1; N=14; SOIL REC=4 in.; MC=11%
LEAN CLAY (CL) red (2.5YR 4/6), stiff			
	1232	1232+/-	SPT-2; N=6; SOIL REC=12 in.; MC=14%
-medium stiff below 5'		1230+/-	SOIL REC=18 in.; MC=13%; P200=87%; LL= 32; PL= 16; PI= 16
	1227	1227+/-	SPT-3; N=16; SOIL REC=6 in.
SANDY LEAN CLAY (CL) red (2.5YR 4/6), very stiff		1225+/-	UCS=45 psi; SOIL REC=18 in.; MC=13%; P200=54%; LL= 33; PL= 14; PI= 19
	1222	1222+/-	SPT-4; N=8; SOIL REC=3 in.
-dark reddish gray (2.5YR 3/1), stiff below 15'			
	1217	1217+/-	SPT-5; N=9; SOIL REC=14 in.
CLAYEY SAND (SC) brown (7.5YR 3/1) and gray (7.5YR 5/1), loose			
	1212	1212+/-	SPT-6; N=15; SOIL REC=15 in.; MC=18%
LEAN CLAY WITH SAND (CL) brown (7.5YR 4/3) and brown (7.5YR 4/4), stiff			
	1207	1207+/-	SPT-7; N=17; SOIL REC=13 in.; MC=17%
CLAYEY SAND (SC) light brown (7.5YR 6/3), medium dense			
	1202	1202+/-	SPT-8; N=7; SOIL REC=11 in.
LEAN CLAY WITH SAND (CL) dark gray (7.5YR 4/1), medium stiff			
	1197 1196	1197+/-	SPT-9; N=9; SOIL REC=18in.; MC=23% P200=78%; LL= 37; PL= 16; PI= 21
-brown (7.5YR 4/2) below 40' -loss drilling fuild circulation at 41'			
	1192	1192+/-	SPT-10; N=5; SOIL REC=11 in.; MC=22%; P200=42%; LL= 25; PL= 16; PI= 9
CLAYEY SAND (SC) brown (7.5YR 5/3), loose			
	1187	1187+/-	SPT-11; N=15; SOIL REC=2 in.
-medium dense below 50'			
	1182	1182+/-	SPT-12; N=21; SOIL REC=12 in.
FINE SAND (SP) pale brown (10YR 6/3), medium dense			
	1177	1177+/-	SPT-13; N=33; SOIL REC=12 in.
-dense below 60'			
	1172	1172+/-	SPT-14; N=25; SOIL REC=11 in.
-gray (10YR 5/1), medium dense below 65'			
		1167+/-	SPT-15; N=38; SOIL REC=13 in.
	1166		
SHALEY LEAN CLAY (CL) red (2.5YR 4/6), hard	1164	1164+/-	SPT-16; N=50/2"; SOIL REC=2 in. TCP 50/5/16" 50/1/8" ROCK REC=82%; RQD=58%;
			TOP OF ROCK = 1164
WEATHERED SHALE red (2.5YR 5/8)		1158.5+/-	TCP 50/1/8" 50/1/16 ROCK REC=95%; RQD=60%;
	1153.5	1153.5+/-	TCP 50/3/16" 50/1/4" ROCK REC=94%; RQD=52%; UCS=330 psi
-red (2.5YR 4/6) below 83.5'		1148.5+/-	TCP 50/7/8" 50/1/2" ROCK REC=100%; RQD=58%; UCS=1260 psi
		1143.5+/-	TCP 50/3/16" 50/1/16" ROCK REC=100%; RQD=52%; UCS=130 psi
		1138.5+/-	TCP 50/2 7/8"" 50/7/8" ROCK REC=91%; RQD=37%;
-loss drilling fluid circulation at 100'	1137		
		1133.5+/-	TCP 50/1 5/16" 50/1"

BT-104
Elevation: 1133+/-

BORING NO. SB-2

STATION 378+59, 168' LT.
(7/24/2020)

SURFACE ELEV. (Ft.): 1204.9

	1205	1204+/-	SPT-1; N=16; SOIL REC=16 in.; MC=14%
LEAN CLAY WITH SAND (CL) black (2.5Y 2.5/1), very stiff			
	1200	1200+/-	SPT-2; N=10; SOIL REC=18 in.; MC=24%
		1198+/-	UCS=19 psi; SOIL REC=18 in.; MC=18%; P200=88%; LL= 33; PL= 16; PI= 17
LEAN CLAY (CL) dark yellowish brown (10YR 4/6), stiff	1195	1195+/-	SPT-3; N=7; SOIL REC=18 in.
SILTY CLAYEY SAND (SC-SM) brown (10YR 5/3), loose		1193+/-	SOIL REC=14 in.; MC=20%; P200=47%; LL= 22; PL= 15; PI= 7
	1190	1190+/-	SPT-4; N=0; SOIL REC=7 in.
POORLY GRADED SAND WITH CLAY (SP-SC) light brown (7.5YR 6/3), very loose			
	1185	1185+/-	SPT-5; N=17; SOIL REC=14 in.; MC=24%; P200=12%; PI= NP
POORLY GRADED SAND WITH SILT (SP-SM) light brown (7.5YR 6/4), medium dense	1180	1180+/-	SPT-6; N=30; SOIL REC=13 in.
-dense below 25'			
-gray (2.5Y 5/1) below 30'	1175	1175+/-	SPT-7; N=21; SOIL REC=12 in.; MC=17%
-very dense below 35'	1170	1170+/-	SPT-8; N=57; SOIL REC=15 in.
		1165+/-	SPT-9; N=35-50/3"; SOIL REC=8 in.
	1164.5	1164+/-	TCP 50/1/4" 50/1/8" ROCK REC=82%; RQD=82%; UCS=100 psi
WEATHERED SHALE red (2.5YR 5/6)			TOP OF ROCK = 1164.5
-with sandstone seams below 46'	1159	1159+/-	TCP 50/1/4" 50/3/16" ROCK REC=92%; RQD=80%;
		1154+/-	TCP 50/1/16" 50/1/16" ROCK REC=100%; RQD=42%; UCS=700 psi
-greenish gray (GLEY2 6/10G) below 56'	1149	1149+/-	TCP 50/1/2" 50/1/4" ROCK REC=97%; RQD=80%;
-red (2.5YR 5/6) below 61'	1144	1144+/-	TCP 50/1/8" 50/1/16" ROCK REC=98%; RQD=78%;
		1139+/-	TCP 50/1/8" 50/5/16" ROCK REC=95%; RQD=40%; UCS=90 psi
		1134+/-	TCP 50/1/16" 50/1/8"

BT-71.50
Elevation: 1133.5+/-

LEGEND

SPT	= STANDARD PENETRATION TEST, ASTM D1586
TCP	= TEXAS CONE PENETROMETER
DB	= ROCK CORE
N	= NUMBER OF BLOWS PER 12 INCHES
MC	= MOISTURE CONTENT
LL	= LIQUID LIMIT
PL	= PLASTIC LIMIT
PI	= PLASTICITY INDEX (NP=NO PLASTICITY)
P200	= PERCENT PASSING #200 SIEVE
UCS	= UNCONFINED COMPRESSIVE STRENGTH
REC	= RECOVERY
RQD	= ROCK QUALITY DESIGNATION

= WATER LEVEL WHILE DRILLING OR SAMPLING

= WATER LEVEL AFTER DRILLING

= WATER LEVEL 24 HOURS AFTER DRILLING

= TOP OF ROCK

* NOTE: TOP OF ROCK LINE SHOWN FOR ESTIMATING PURPOSES ONLY.

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

*** NOTE: ROCK CLASSIFICATION IS BASED ON DRILLING CHARACTERISTICS AND VISUAL OBSERVATION OF ROCK CORE SAMPLES. PETROGRAPHIC ANALYSIS OF THIN SECTIONS OF THE ROCK CORE SAMPLES MAY REVEAL OTHER TYPES.

SITE GEOLOGY

BASED ON THE 2003 USGS DIGITAL GEOLOGIC MAP DATABASE OF OKLAHOMA, THE PROJECT SITE IS UNDERLAIN BY THE HENNESSEY UNIT.

THE HENNESSEY UNIT CONSISTS OF RED PLATY TO BLOCKY CLAY SHALES AND MUDSTONE. THE MUDSTONES ARE HARD AND APPEAR BLOCKY. THE RED CLAY SHALE OF THE HENNESSEY UNIT IS CHARACTERIZED BY NUMEROUS BANDS OR STREAKS OF WHITE OR LIGHT GREEN COLOR RANGING FROM A FEW INCHES TO FOUR FEET IN THICKNESS.

GEOTECHNICAL REPORT

ALL GEOTECHNICAL INFORMATION CONTAINED ON THIS SHEET IS COVERED BY THE ENGINEERING SEAL AFFIXED TO AN ORIGINAL GEOTECHNICAL ENGINEERING REPORT THAT HAS BEEN STAMPED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN OKLAHOMA. TO OBTAIN A COPY OF THE COMPLETE REPORT, CONTACT THE ODOT OFFICE ENGINEER AT (405) 521-2625. THE CONTRACTOR SHOULD BE FULLY AWARE OF THE SITE CONDITIONS PRIOR TO BEGINNING WORK. ANY ADDITIONAL GEOTECNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

Terracon

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 1 OF 3)

Design	---	---
Detail	REY	7/23
Check	EMS	7/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B061

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BORING NO. SB-3

STATION 379+64, 103' LT.
(2/26/2020)

SURFACE ELEV. (Ft.): 1207.1

1207		1207+/-	SPT-1; N=18; SOIL REC=14 in.; MC=17%
1206.5	APPROX. 6" ASPHALT CONCRETE PAVEMENT		
1202	LEAN CLAY WITH SAND AND GRAVEL (CL) dark brown (10YR 3/3), very stiff	1202+/-	SPT-2; N=9; SOIL REC=14 in.; MC=21%
		1200.5+/-	UCS=24 psi; SOIL REC=24 in.; MC=37%; P200=95%; LL= 79; PL= 23; PI= 56
1197	FAT CLAY (CH) strong brown (7.5YR 5/6), stiff	1197+/-	SPT-3; N=9; SOIL REC=18 in.; MC=16%
		1195+/-	SOIL REC=21 in.; MC=21%; P200=51%; LL= 30; PL= 15; PI= 15
1192	SANDY LEAN CLAY (CL) strong brown (7.5 YR 4/6), stiff	1192+/-	SPT-4; N=2; SOIL REC=15 in.; MC=24%
	SANDY LEAN TO FAT CLAY (CL-CH) strong brown (7.5YR 5/6), very soft		
1187	SILTY SAND (SM) strong brown (7.5YR 4/6), loose	1187+/-	SPT-5; N=10; SOIL REC=13 in.; MC=25%; P200=45%; PI= NP
1182	POORLY GRADED SAND (SP) trace clay, light brown (7.5YR 6/8)	1182+/-	SPT-6; N=24; SOIL REC=12 in.; MC=22%; P200=4%; PI= NP
1177	POORLY GRADED SAND (SP) gray (7.5YR 5/1)	1177+/-	SPT-7; N=19; SOIL REC=14 in.; MC=15%
		1172+/-	SPT-8; N=37; SOIL REC=16 in.
1167		1167+/-	SPT-9; N=42-50/3"; SOIL REC=9 in.
1165	WEATHERED SHALE dark red (7.5YR 3/4)	1165+/-	TCP 50/1 7/8" 50/1 1/2" ROCK REC=77%; RQD=52%; UCS=140 psi
	-red (2.5YR 4/6) below 42'		TOP OF ROCK = 1167
		1160+/-	TCP 50/5" 50/1 1/2" ROCK REC=72%; RQD=33%
1155	-trace silt seams, light gray (7.5YR 7/1) below 52'	1155+/-	TCP 50/1 7/8" 50/1/4" ROCK REC=95%; RQD=68%; UCS=960 psi
1150	-red (2.5YR 4/6) below 57'	1150+/-	TCP 50/1/2" 50/1/8" ROCK REC=100%; RQD=90%
		1145+/-	TCP 50/3/4" 50/1/2" ROCK REC=83%; RQD=30%
1140	-trace gypsum seams below 67'	1140+/-	TCP 50/1/8" 50/1/8" ROCK REC=100%; RQD=65%
		1135+/-	TCP 50/7/16" 50/1/4"

BT-72.50
Elevation: 1134.5+/-

BORING NO. SB-4

STATION 379+99, 102' LT.
(2/28/2020)

SURFACE ELEV. (Ft.): 1207.1

1207	LEAN CLAY (CL) dark gray (5YR 4/1), stiff	1206+/-	SPT-1; N=14; SOIL REC=14 in.; MC=31%
1202	FAT CLAY (CH) brown (7.5YR 5/3), stiff	1202+/-	SPT-2; N=10; SOIL REC=17 in.; MC=20%
		1200+/-	UCS=29 psi; SOIL REC=19 in.; MC=37%; P200=95%; LL= 91; PL= 29; PI= 62
1197	LEAN CLAY (CL) brown (7.5YR 4/3), stiff	1197+/-	SPT-3; N=10; SOIL REC=18 in.; MC=18%
		1195+/-	UCS=10 psi; SOIL REC=21 in.; MC=19%;
1192	SILTY SAND (SM) brown (7.5YR 5/4), very loose	1192+/-	SPT-4; N=2; SOIL REC=18 in.; MC=21%; P200=45%; LL= 20; PL= 16; PI= 4
1187	-strong brown (7.5YR 5/6), loose below 20'	1187+/-	SPT-5; N=8; SOIL REC=14 in.; MC=21%; P200=20%; PI= NP
1182	-medium dense below 25'	1182+/-	SPT-6; N=15; SOIL REC=14 in.; MC=22%
		1177+/-	SPT-7; N=14; SOIL REC=14 in.
1172	POORLY GRADED SAND (SP) trace clay, dark gray (GLEY1 4/4), medium dense	1172+/-	SPT-8; N=15; SOIL REC=14 in.
1170			
1167	LEAN CLAY WITH GRAVEL (CL) dark gray (GLEY1 4/4), stiff to very stiff	1167+/-	SPT-9; N=19-35-50/6"; SOIL REC=17 in.
1165	WEATHERED SHALE with sand, red (2.5YR 4/6)	1165+/-	TCP 50/1/2" 50/3/16" ROCK REC=75%; RQD=63%
	-red (2.5YR 4/6) and greenish gray (GLEY1 6/1) below 42'		TOP OF ROCK = 1167
1157	WEATHERED SANDSTONE red (2.5YR 4/6)	1160+/-	TCP 50/2 1/2" 50/1/2" ROCK REC=88%; RQD=47%
		1155+/-	TCP 50/15/16" 50/5/16" ROCK REC=98%; RQD=98%; UCS=1550 psi
1150	-with shale seams below 57'	1150+/-	TCP 50/5/16" 50/1/8" ROCK REC=93%; RQD=87%; UCS=270 psi
1145	-with gypsum seams below 62'	1145+/-	TCP 50/1 1/8" 50/3/16" ROCK REC=98%; RQD=48%
		1140+/-	TCP 50/1/4" 50/3/16" ROCK REC=86%; RQD=18%;
		1135+/-	TCP 50/5/16" 50/3/16"

BT-72.50
Elevation: 1134.5+/-

LEGEND

SPT = STANDARD PENETRATION TEST, ASTM D1586
TCP = TEXAS CONE PENETROMETER
DB = ROCK CORE
N = NUMBER OF BLOWS PER 12 INCHES
MC = MOISTURE CONTENT
LL = LIQUID LIMIT
PL = PLASTIC LIMIT
PI = PLASTICITY INDEX (NP=NO PLASTICITY)
P200 = PERCENT PASSING #200 SIEVE
UCS = UNCONFINED COMPRESSIVE STRENGTH
REC = RECOVERY
RQD = ROCK QUALITY DESIGNATION

= WATER LEVEL WHILE DRILLING OR SAMPLING
= WATER LEVEL AFTER DRILLING
= WATER LEVEL 24 HOURS AFTER DRILLING
= TOP OF ROCK

* NOTE: TOP OF ROCK LINE SHOWN FOR ESTIMATING PURPOSES ONLY.

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SITE GEOLOGY

BASED ON THE 2003 USGS DIGITAL GEOLOGIC MAP DATABASE OF OKLAHOMA, THE PROJECT SITE IS UNDERLAIN BY THE HENNESSEY UNIT.

THE HENNESSEY UNIT CONSISTS OF RED PLATY TO BLOCKY CLAY SHALES AND MUDSTONE. THE MUDSTONES ARE HARD AND APPEAR BLOCKY. THE RED CLAY SHALE OF THE HENNESSEY UNIT IS CHARACTERIZED BY NUMEROUS BANDS OR STREAKS OF WHITE OR LIGHT GREEN COLOR RANGING FROM A FEW INCHES TO FOUR FEET IN THICKNESS.

GEOTECHNICAL REPORT

ALL GEOTECHNICAL INFORMATION CONTAINED ON THIS SHEET IS COVERED BY THE ENGINEERING SEAL AFFIXED TO AN ORIGINAL GEOTECHNICAL ENGINEERING REPORT THAT HAS BEEN STAMPED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN OKLAHOMA. TO OBTAIN A COPY OF THE COMPLETE REPORT, CONTACT THE ODOT OFFICE ENGINEER AT (405) 521-2625. THE CONTRACTOR SHOULD BE FULLY AWARE OF THE SITE CONDITIONS PRIOR TO BEGINNING WORK. ANY ADDITIONAL GEOTECNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

Terracon

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 2 OF 3)

Design	---	---
Detail	REY	7/23
Check	EMS	7/23

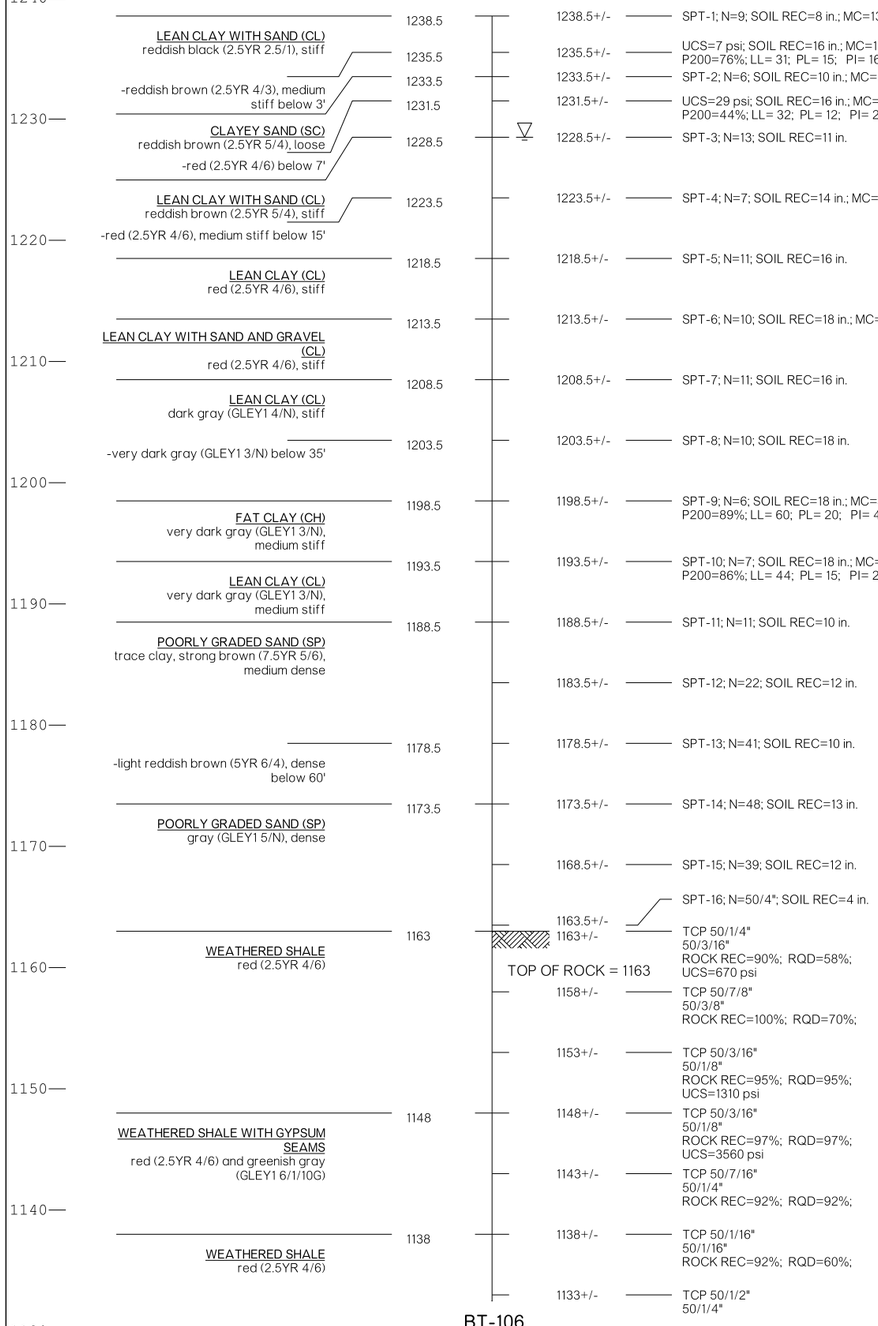
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB/PIECE NO. 30637(04) | SHEET NO. B062

BORING NO. SB-5

STATION 380+86, 75' LT.
(3/28/2020)

SURFACE ELEV. (Ft.): 1238.5



BT-106
Elevation: 1132.5+/-

REVISIONS		
REV. NO.	DESCRIPTION	DATE

LEGEND

SPT = STANDARD PENETRATION TEST, ASTM D1586
TCP = TEXAS CONE PENETROMETER
DB = ROCK CORE
N = NUMBER OF BLOWS PER 12 INCHES
MC = MOISTURE CONTENT
LL = LIQUID LIMIT
PL = PLASTIC LIMIT
PI = PLASTICITY INDEX
P200 = PERCENT PASSING #200 SIEVE
UCS = UNCONFINED COMPRESSIVE STRENGTH
REC = RECOVERY
RQD = ROCK QUALITY DESIGNATION

= WATER LEVEL WHILE DRILLING OR SAMPLING
= WATER LEVEL AFTER DRILLING
= WATER LEVEL 24 HOURS AFTER DRILLING
= TOP OF ROCK

* NOTE: TOP OF ROCK LINE SHOWN FOR ESTIMATING PURPOSES ONLY.

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

*** NOTE: ROCK CLASSIFICATION IS BASED ON DRILLING CHARACTERISTICS AND VISUAL OBSERVATION OF ROCK CORE SAMPLES. PETROGRAPHIC ANALYSIS OF THIN SECTIONS OF THE ROCK CORE SAMPLES MAY REVEAL OTHER TYPES.

SITE GEOLOGY

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THE HENNESSEY UNIT CONSISTS OF RED PLATY TO BLOCKY CLAY SHALES AND MUDSTONE. THE MUDSTONES ARE HARD AND APPEAR BLOCKY. THE RED CLAY SHALE OF THE HENNESSEY UNIT IS CHARACTERIZED BY NUMEROUS BANDS OR STREAKS OF WHITE OR LIGHT GREEN COLOR RANGING FROM A FEW INCHES TO FOUR FEET IN THICKNESS.

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Terracon

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSURFACE PROFILE
(SHEET 3 OF 3)

Design	---	---
Detail	REY	7/23
Check	EMS	7/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

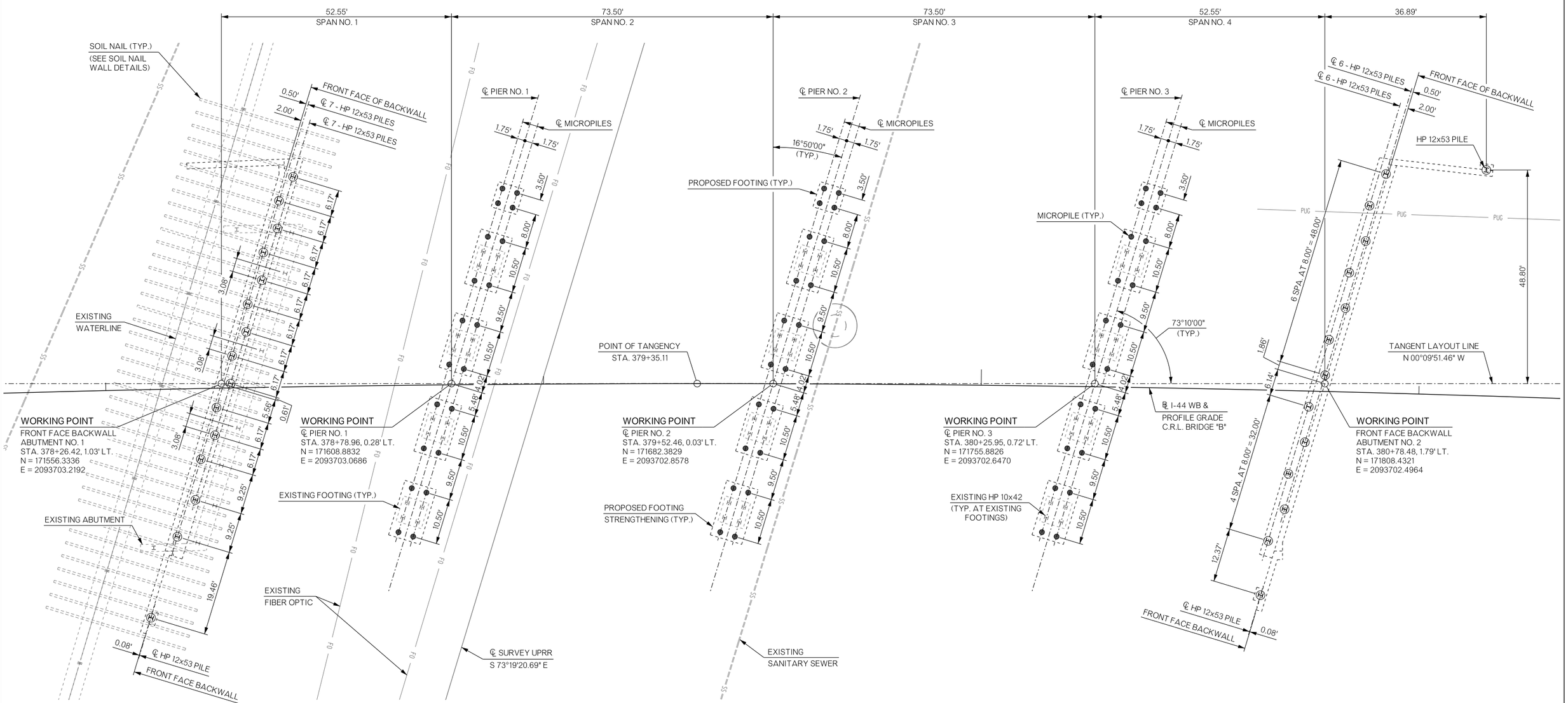
JOB/PIECE NO. 30637(04) SHEET NO. B063

REVISIONS		
REV. NO.	DESCRIPTION	DATE

378+00 379+00 380+00 381+00

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.

NOTE: ALL STATIONS SHOWN ARE RELATIVE TO THE CONSTRUCTION REFERENCE LINE (C.R.L.). THE WORKING POINTS AND DIMENSIONS SHOWN ARE RELATIVE TO THE SUBSTRUCTURE TANGENT LINE. THE LAYOUT FOR THIS BRIDGE IS LINEAR AND SKEWED AND IS NOT CHORDED. THE BRIDGE IS TO BE BUILT STRAIGHT AND PARALLEL TO THE TANGENT LAYOUT LINE.



SUBSTRUCTURE STAKING DIAGRAM

TOP OF PILE ELEVATIONS ABUTMENT NO. 1	
LOCATION	ELEVATION
BRIDGE SEAT	1228.40
WEST WING	---
EAST WING	1226.40

NOTES:
ALL PILES ARE TO BE DRIVEN VERTICAL.

BRIDGE SEAT PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE WEB IS PERPENDICULAR TO THE FACE OF THE BRIDGE SEAT. WING PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE WEB IS PERPENDICULAR TO THE WINGWALL.

TOP OF PILE ELEVATIONS ABUTMENT NO. 2	
LOCATION	ELEVATION
BRIDGE SEAT	1230.65
WEST WING	1234.98
EAST WING	1228.65

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE STAKING DIAGRAM

Design	---	---
Detail	JMB	9/23
Check	EMS	9/23

HNTB

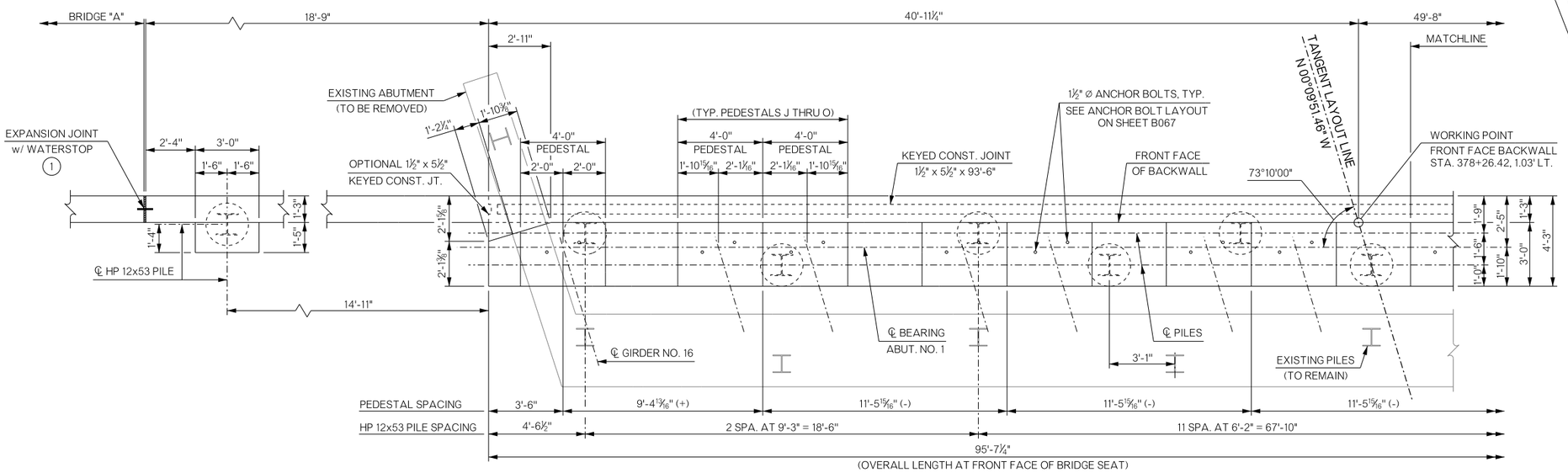
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B064

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.

REVISIONS

REV. NO.	DESCRIPTION	DATE

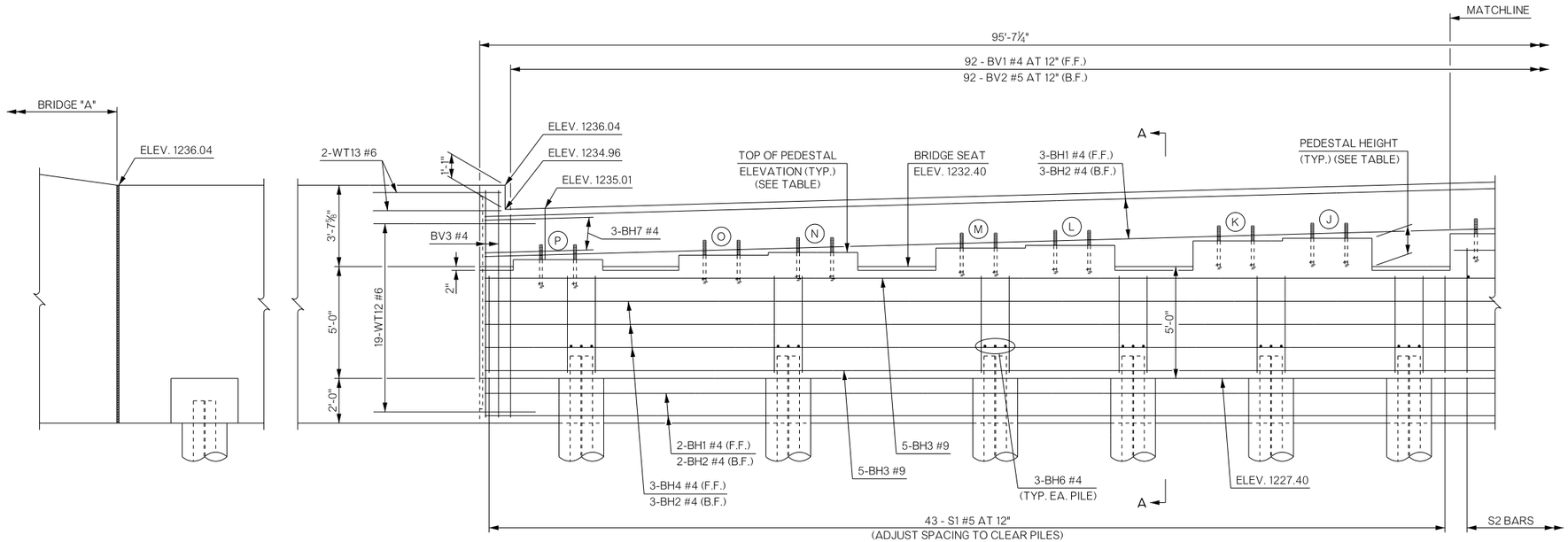


PLAN

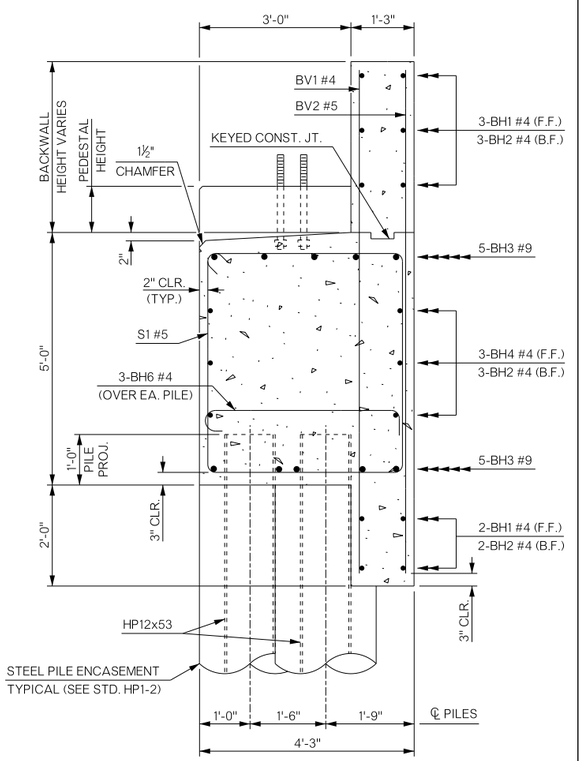
PEDESTAL SCHEDULE (ABUTMENT NO. 1)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
J	1233.67	1'-3¾"	4
K	1233.55	1'-1¾"	3
L	1233.35	11⅜"	3
M	1233.23	10"	3
N	1233.03	7½"	2
O	1232.91	6⅛"	2
P	1232.71	3¾"	0

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1 PROVIDE WATERSTOP CENTERED ON EXPANSION JOINT, EXTENDING FROM TOP TO BOTTOM OF WING WALL. COST OF WATERSTOP SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



ELEVATION



SECTION A-A

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 1 OF 5)

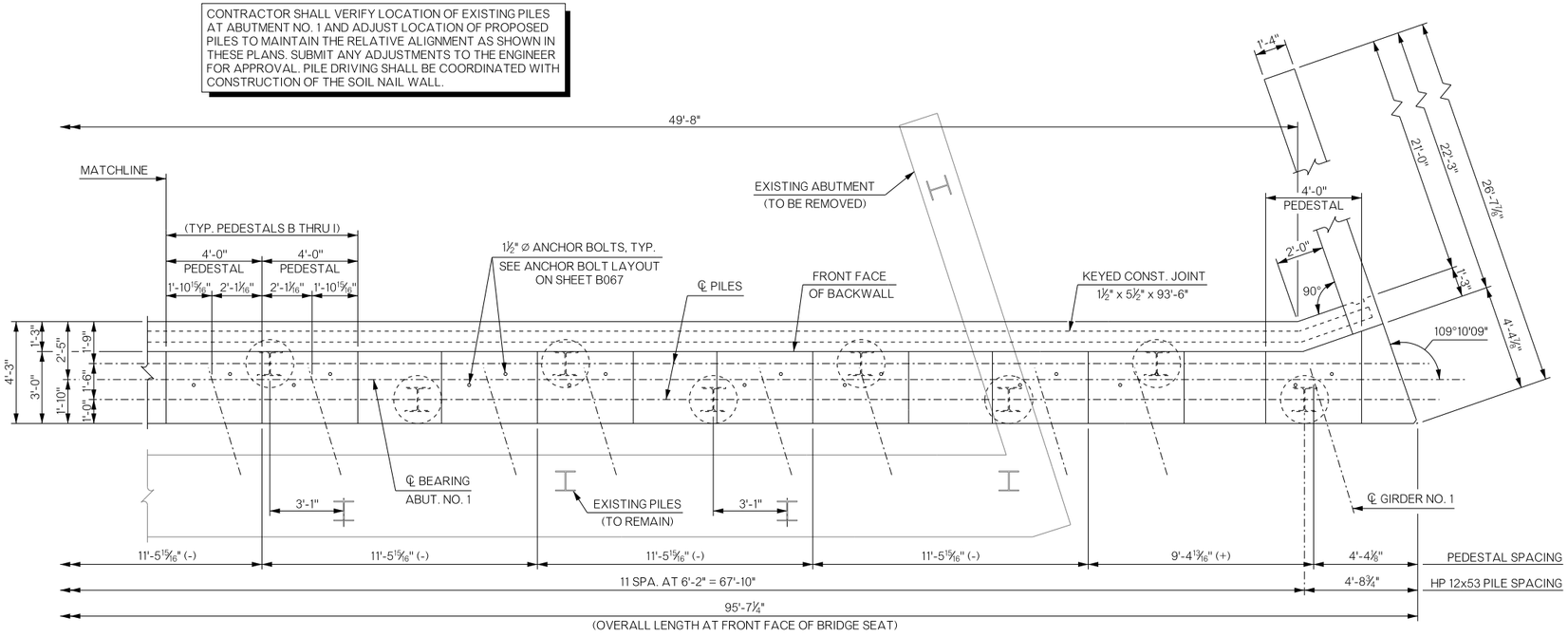
Design	EMS	8/23
Detail	JMB	8/23
Check	GDH	9/23

HNTB

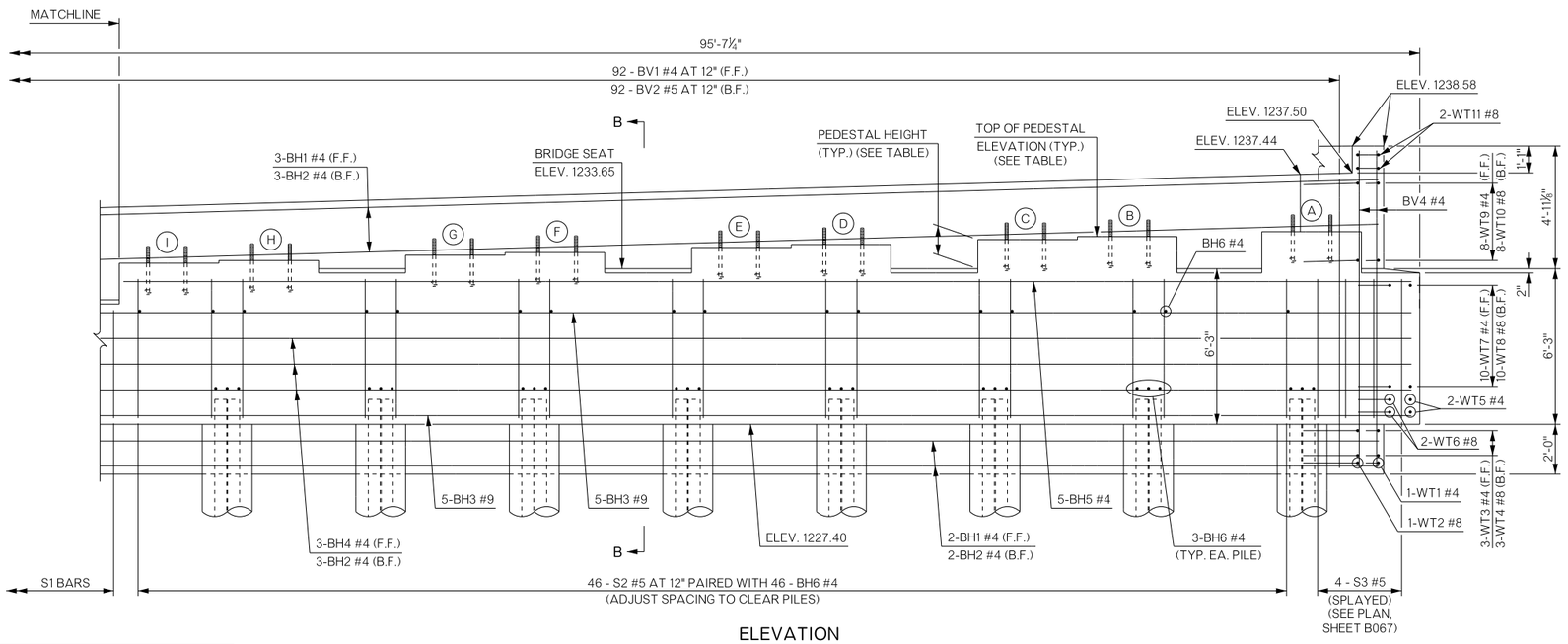
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B065

CONTRACTOR SHALL VERIFY LOCATION OF EXISTING PILES AT ABUTMENT NO. 1 AND ADJUST LOCATION OF PROPOSED PILES TO MAINTAIN THE RELATIVE ALIGNMENT AS SHOWN IN THESE PLANS. SUBMIT ANY ADJUSTMENTS TO THE ENGINEER FOR APPROVAL. PILE DRIVING SHALL BE COORDINATED WITH CONSTRUCTION OF THE SOIL NAIL WALL.



PLAN



ELEVATION

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

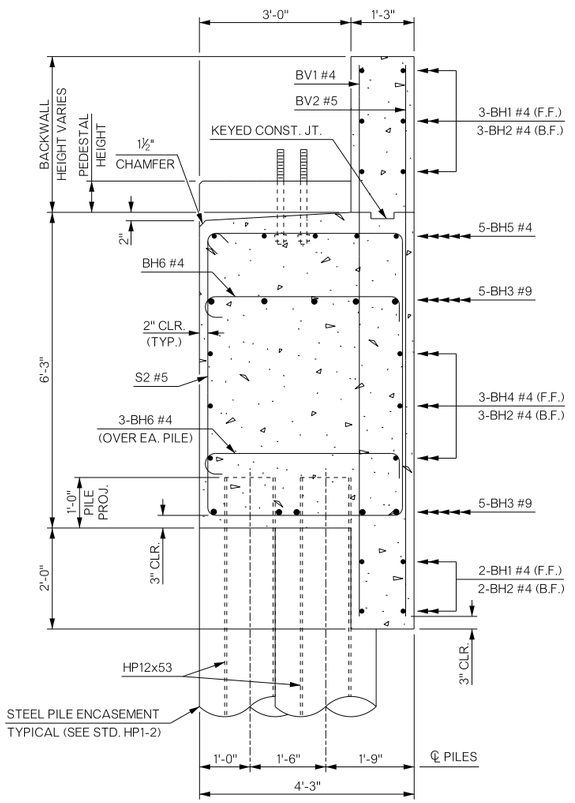
REVISIONS

REV. NO.	DESCRIPTION	DATE

PEDESTAL SCHEDULE
(ABUTMENT NO. 1)

PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
A	1235.14	1'-5⅞"	4
B	1234.94	1'-3½"	4
C	1234.82	1'-2"	4
D	1234.62	11⅝"	3
E	1234.50	10¼"	3
F	1234.30	7¾"	2
G	1234.19	6½"	2
H	1233.98	4"	1
I	1233.87	1'-5⅝"	4

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.



SECTION B-B

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 2 OF 5)

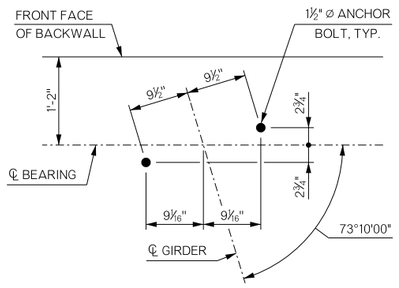
Design	EMS	8/23
Detail	JMB	8/23
Check	GDH	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. B066

REVISIONS		
REV. NO.	DESCRIPTION	DATE

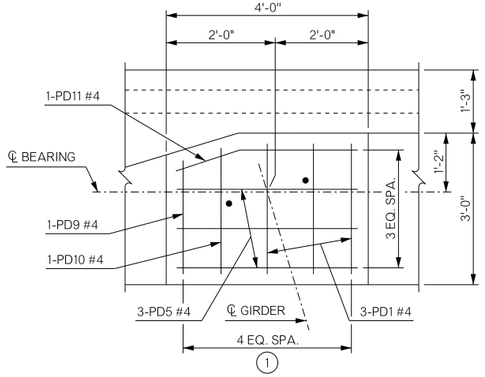


TYPICAL ANCHOR BOLT LAYOUT

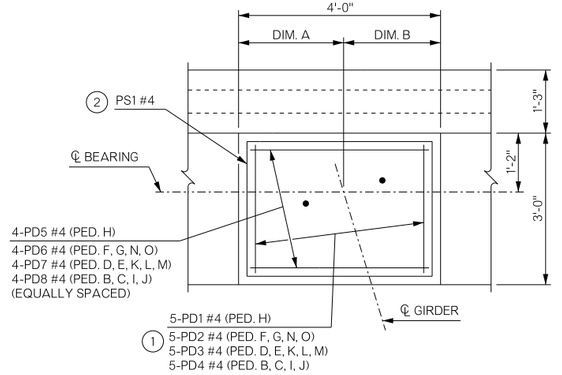
TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
B, D, F, H, J, L, N	2'-1⁵⁄₁₆"	1'-10¹⁵⁄₁₆"
C, E, G, I, K, M, O	1'-10¹⁵⁄₁₆"	2'-1⁵⁄₁₆"

(1) SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.

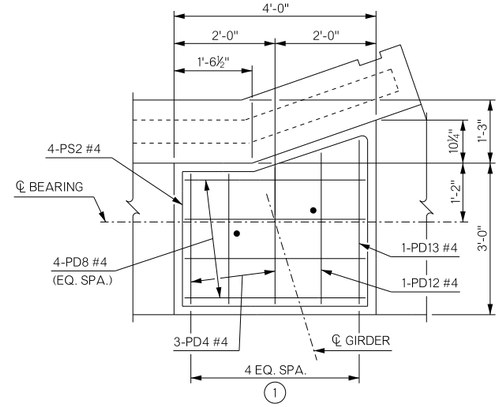
(2) SEE PEDESTAL SCHEDULE ON SHEET NO. B065 & B066 FOR NUMBER OF PS BARS.



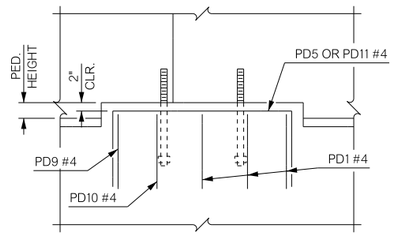
PLAN



PLAN

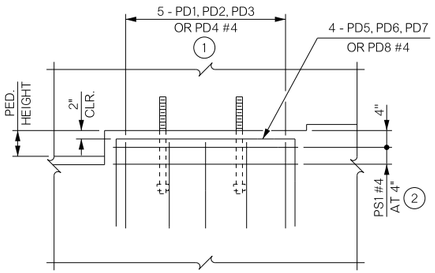


PLAN



ELEVATION

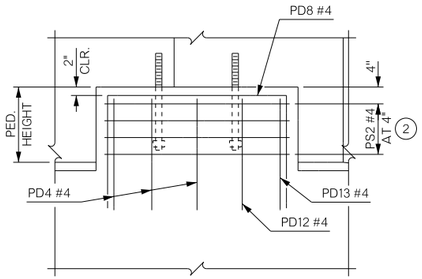
PEDESTAL "P" REINFORCING



ELEVATION

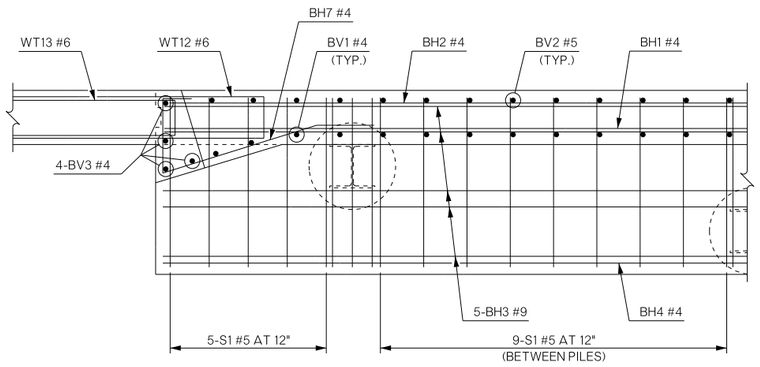
TYPICAL PEDESTAL REINFORCING

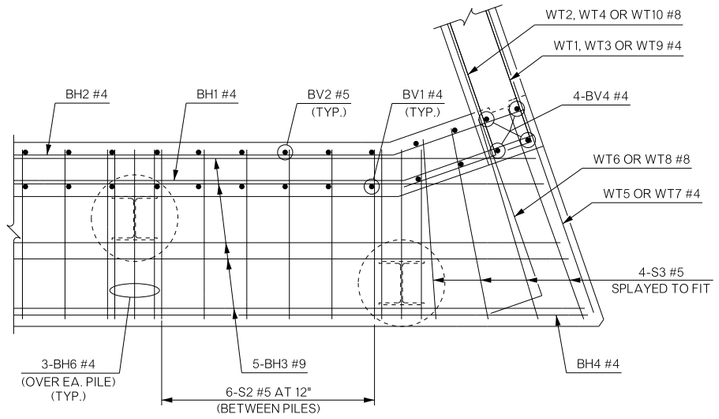
(PEDESTAL "O" SHOWN, PEDESTALS "B" THRU "N" SIMILAR.)



ELEVATION

PEDESTAL "A" REINFORCING





PLAN OF REINFORCING AT ENDS OF ABUTMENT

(SHOWING BOTTOM REINFORCING IN BRIDGE SEAT)
(WH & WV BARS IN WINGS NOT SHOWN)

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

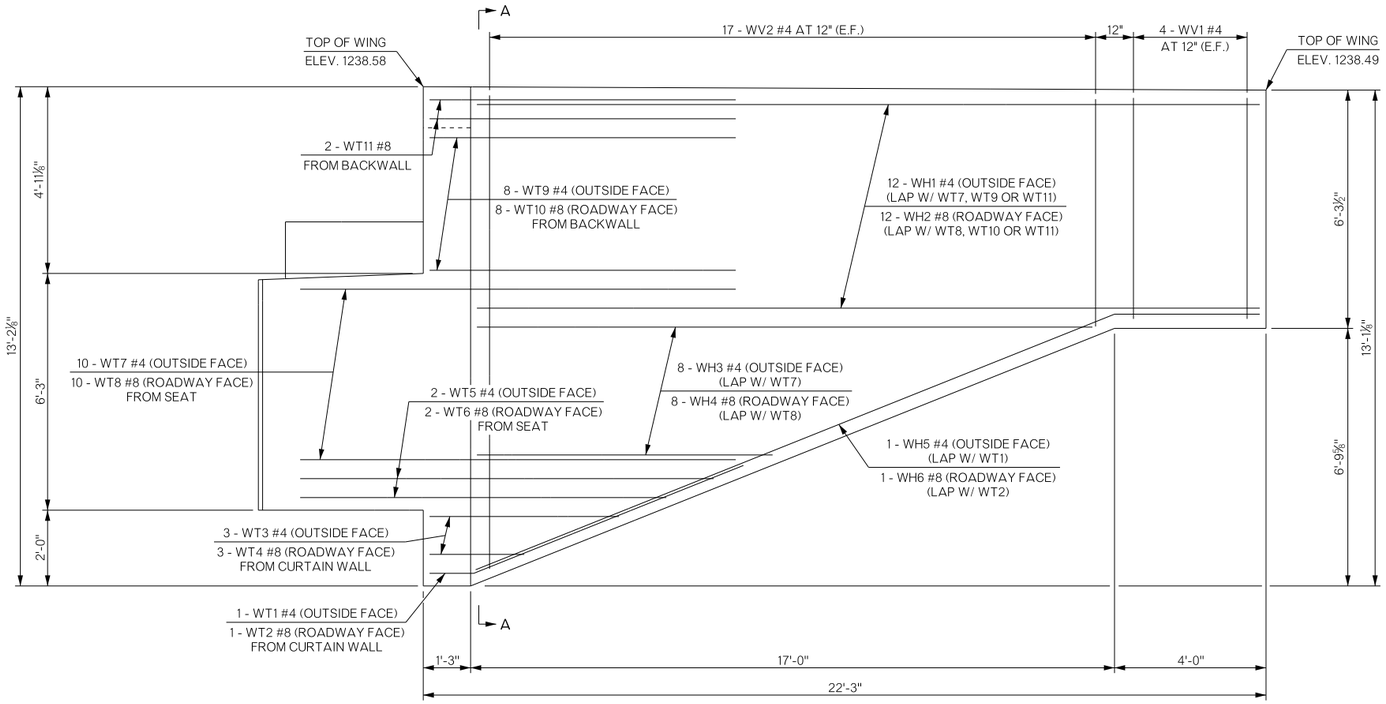
ABUTMENT NO. 1 DETAILS
(SHEET 3 OF 5)

Design	EMS	8/23
Detail	JMB	8/23
Check	GDH	9/23

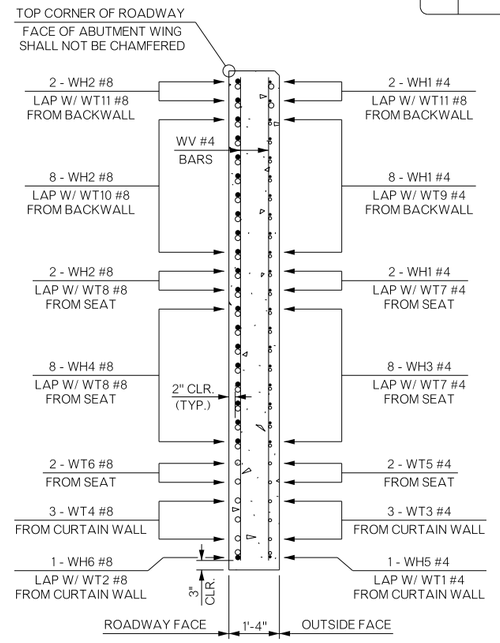
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

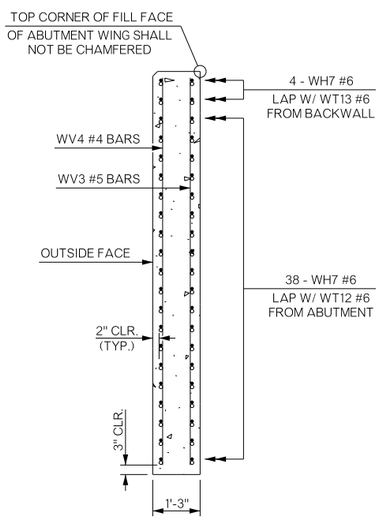
JOB PIECE NO. 30637(04) SHEET NO. B067



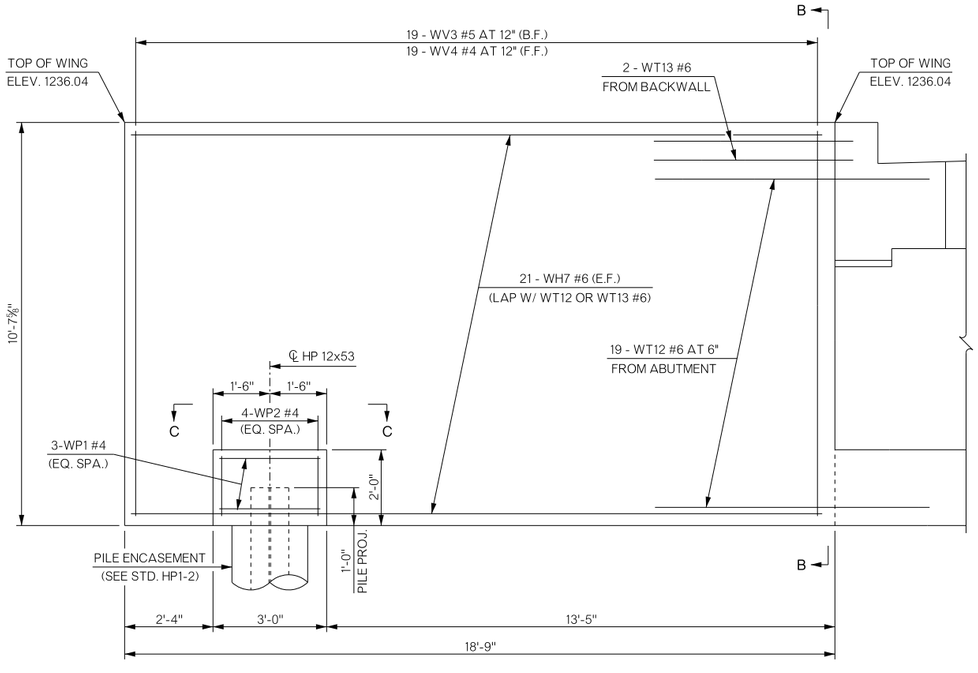
SOUTHWEST WINGWALL ELEVATION



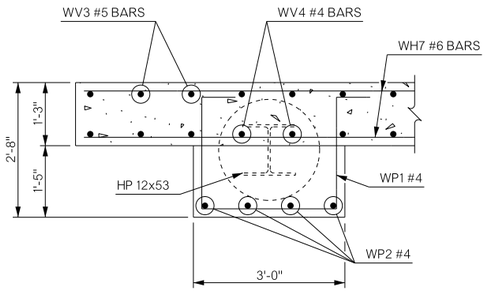
SECTION A-A



SECTION B-B



SOUTHEAST WINGWALL ELEVATION



SECTION C-C

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

REVISIONS

REV. NO.	DESCRIPTION	DATE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

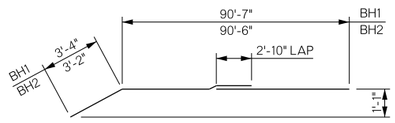
ABUTMENT NO. 1 DETAILS
(SHEET 4 OF 5)

Design	EMS	8/23
Detail	JMB	8/23
Check	GDH	9/23

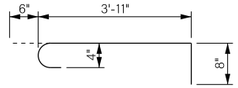
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

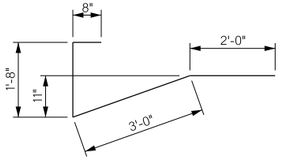
JOB PIECE NO. 30637(04) SHEET NO. B068



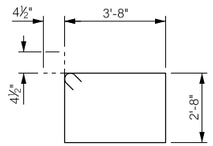
BH1 #4 x 96'-9"
BH2 #4 x 96'-6"



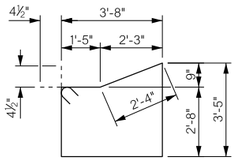
BH6 #4 x 5'-1"



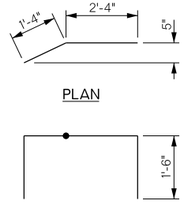
BH7 #4 x 7'-4"



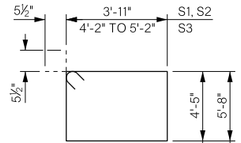
PS1 #4 x 13'-5"



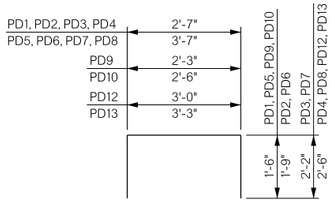
PS2 #4 x 14'-3"



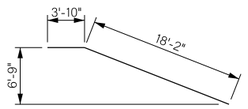
PD11 #4 x 6'-8"



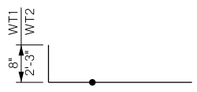
S1 #5 x 17'-7"
S2 #5 x 20'-1"
S3 #5 x 21'-7" AVG.

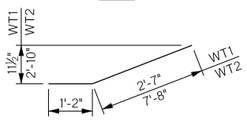


PD1 #4 x 5'-7"
PD2 #4 x 6'-1"
PD3 #4 x 6'-11"
PD4 #4 x 7'-7"
PD5 #4 x 6'-7"
PD6 #4 x 7'-1"
PD7 #4 x 7'-11"
PD8 #4 x 8'-7"
PD9 #4 x 5'-3"
PD10 #4 x 5'-6"
PD12 #4 x 8'-0"
PD13 #4 x 8'-3"

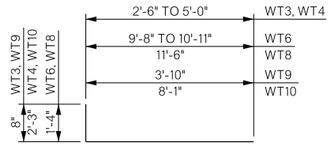


WH5 #4 x 22'-0"
WH6 #8 x 22'-0"

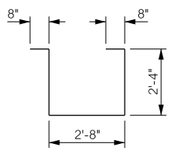




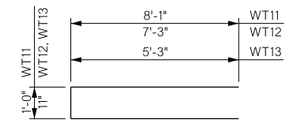
WT1 #4 x 4'-5"
WT2 #8 x 11'-1"



WT3 #4 x 4'-5" AVG.
WT4 #8 x 6'-0" AVG.
WT6 #8 x 11'-7½" AVG.
WT8 #8 x 12'-10"
WT9 #4 x 4'-6"
WT10 #8 x 10'-4"



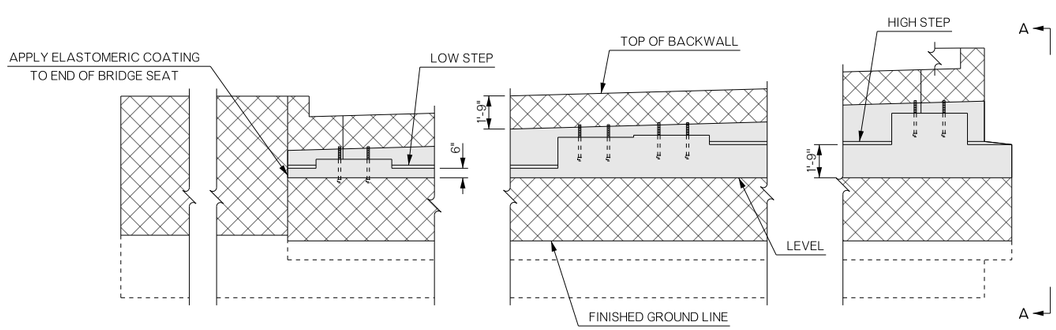
WP1 #4 x 8'-8"



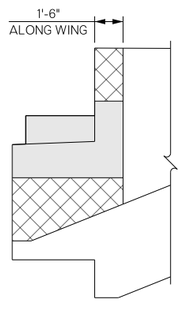
WT11 #8 x 17'-2"
WT12 #6 x 15'-5"
WT13 #6 x 11'-5"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)



ELEVATION



VIEW A-A

ELASTOMERIC COATING & WATER REPELLENT DETAILS

ABUTMENT NO. 1 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
(1)	BH1	#4	5	BNT.	96'-9"	
(1)	BH2	#4	8	BNT.	96'-6"	
(2)(3)	BH3	#9	10	STR.	100'-10" AVG.	100'-3" TO 101'-5"
(1)	BH4	#4	3	STR.	97'-11"	
	BH5	#4	5	STR.	51'-1" AVG.	50'-5" TO 51'-9"
	BH6	#4	88	BNT.	5'-1"	
	BH7	#4	3	BNT.	7'-4"	
	BV1	#4	92	STR.	10'-4" AVG.	9'-1" TO 11'-7"
	BV2	#5	92	STR.	10'-4" AVG.	9'-1" TO 11'-7"
	BV3	#4	4	STR.	10'-2"	
	BV4	#4	4	STR.	12'-9"	
	PD1	#4	8	BNT.	5'-7"	
	PD2	#4	20	BNT.	6'-1"	
	PD3	#4	25	BNT.	6'-11"	
	PD4	#4	23	BNT.	7'-7"	
	PD5	#4	7	BNT.	6'-7"	
	PD6	#4	16	BNT.	7'-1"	
	PD7	#4	20	BNT.	7'-11"	
	PD8	#4	20	BNT.	8'-7"	
	PD9	#4	1	BNT.	5'-3"	
	PD10	#4	1	BNT.	5'-6"	
	PD11	#4	1	BNT.	6'-8"	
	PD12	#4	1	BNT.	8'-0"	
	PD13	#4	1	BNT.	8'-3"	
	PS1	#4	40	BNT.	13'-5"	
	PS2	#4	4	BNT.	14'-3"	
	S1	#5	43	BNT.	17'-7"	
	S2	#5	46	BNT.	20'-1"	
	S3	#5	4	BNT.	21'-7" AVG.	20'-7" TO 22'-7"

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
	WH1	#4	12	STR.	20'-8"	
	WH2	#8	12	STR.	20'-8"	
	WH3	#4	8	STR.	11'-10½" AVG.	7'-6" TO 16'-3"
	WH4	#8	8	STR.	11'-10½" AVG.	7'-6" TO 16'-3"
	WH5	#4	1	BNT.	22'-0"	
	WH6	#8	1	BNT.	22'-0"	
	WH7	#6	42	STR.	18'-3"	
	WP1	#4	3	BNT.	8'-8"	
	WP2	#4	4	STR.	1'-7"	
	WT1	#4	1	BNT.	4'-5"	
	WT2	#8	1	BNT.	11'-1"	
	WT3	#4	3	BNT.	4'-5" AVG.	3'-2" TO 5'-8"
	WT4	#8	3	BNT.	6'-0" AVG.	4'-9" TO 7'-3"
	WT5	#4	2	STR.	11'-0½" AVG.	10'-5" TO 11'-8"
	WT6	#8	2	BNT.	11'-7½" AVG.	11'-0" TO 12'-3"
	WT7	#4	10	STR.	8'-0"	
	WT8	#8	10	BNT.	12'-10"	
	WT9	#4	8	BNT.	4'-6"	
	WT10	#8	8	BNT.	10'-4"	
	WT11	#8	2	BNT.	17'-2"	
	WT12	#6	19	BNT.	15'-5"	
	WT13	#6	2	BNT.	11'-5"	
	WV1	#4	8	STR.	5'-10"	
(4)	WV2	#4	34	STR.	9'-3" AVG.	6'-0" TO 12'-6"
	WV3	#5	19	STR.	10'-2"	
	WV4	#4	19	STR.	10'-2"	

(1) LENGTH INCLUDES ONE 2'-10" LAP.
(2) LENGTH INCLUDES ONE 6'-5" LAP.
(3) TWO SETS OF 5 BARS.
(4) TWO SETS OF 17 BARS.

ABUTMENT NO. 1 QUANTITIES

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	165.00
SELECT BACKFILL	CY	40.00
CLSM BACKFILL	CY	318.20
CLASS A CONCRETE	CY	132.60
EPOXY COATED REINFORCING STEEL	LB	13,910.00
PILES, FURNISHED (HP 12x53)	LF	1,003.00
PILES, DRIVEN (HP 12x53)	LF	1,003.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	72.00
ELASTOMERIC COATING	SF	614.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	112.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	20.00

NOTES:

APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP AND SIDES OF BRIDGE SEAT, ALL SURFACES OF PEDESTALS, FRONT OF BRIDGE SEAT EXTENDING 6" BELOW THE TOP OF LOWEST SEAT AS SHOWN, AND BACKWALL ABOVE THE BRIDGE SEAT EXTENDING TO 1'-9" BELOW THE TOP OF BACKWALL.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO BRIDGE SEAT AND BACKWALL, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

ELASTOMERIC COATING COVERAGE

WATER REPELLENT COVERAGE

REVISIONS

REV. NO.	DESCRIPTION	DATE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 1 DETAILS
(SHEET 5 OF 5)

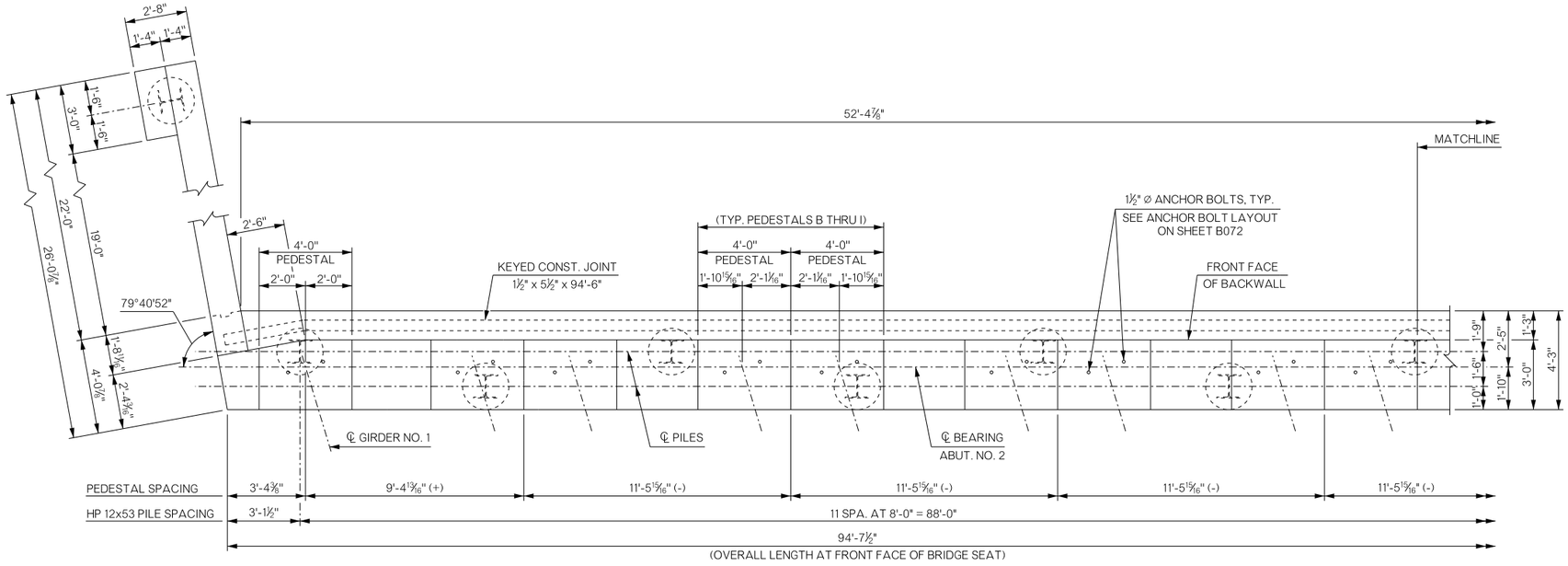
Design	JMB	8/23
Detail	JMB	8/23
Check	GDH	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B069

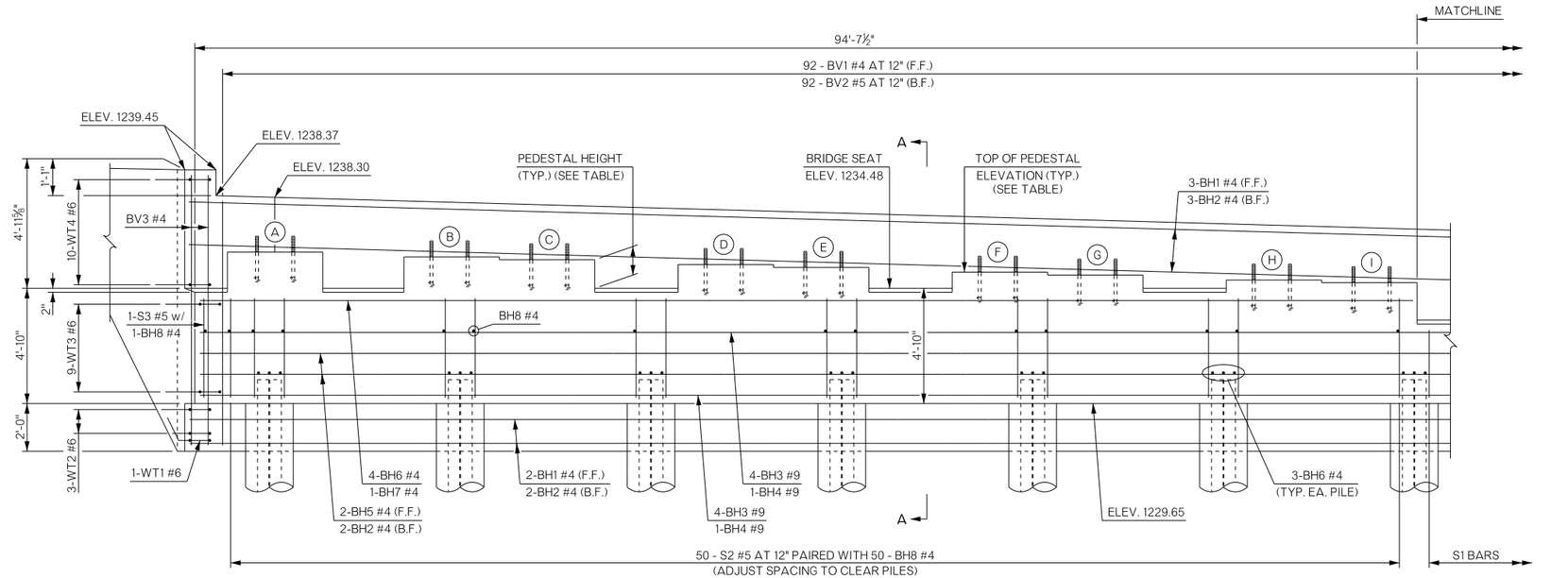
REVISIONS		
REV. NO.	DESCRIPTION	DATE



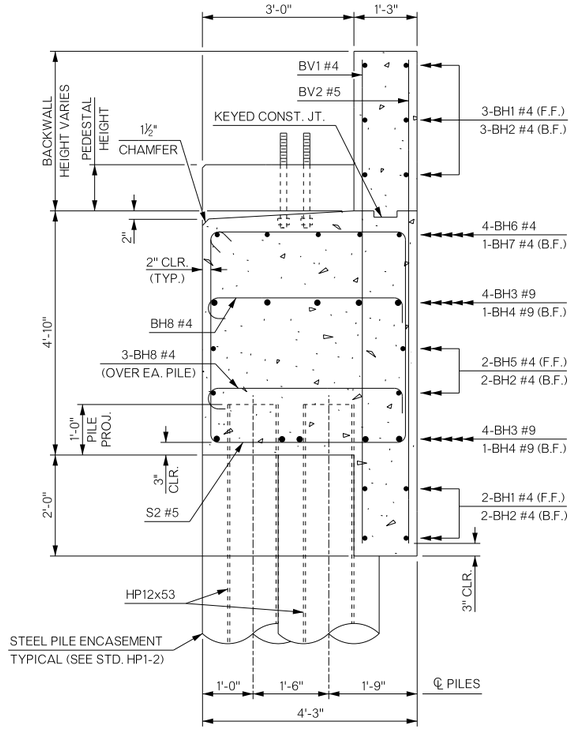
PLAN

PEDESTAL SCHEDULE (ABUTMENT NO. 2)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
A	1236.00	1'-6¼"	4
B	1235.80	1'-3¾"	4
C	1235.68	1'-2⅜"	4
D	1235.48	1'-0"	3
E	1235.36	10½"	3
F	1235.16	8⅜"	2
G	1235.04	6¾"	2
H	1234.83	4¼"	1
I	1234.72	1'-6⅞"	4

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.



ELEVATION



SECTION A-A

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 1 OF 5)

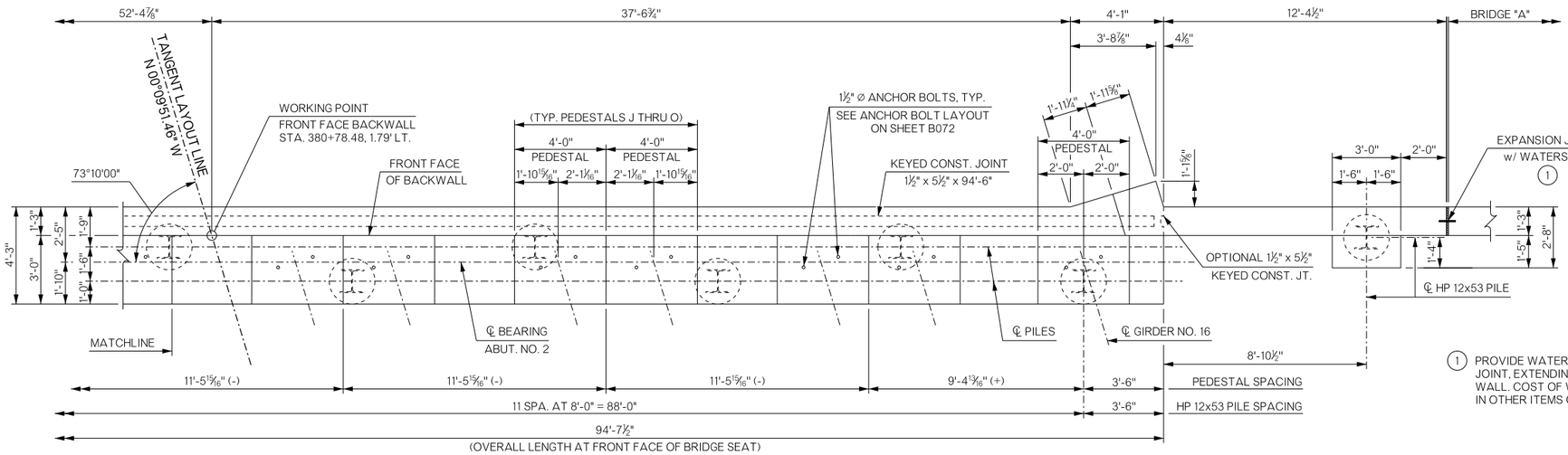
Design	EMS	8/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B070

REVISIONS		
REV. NO.	DESCRIPTION	DATE

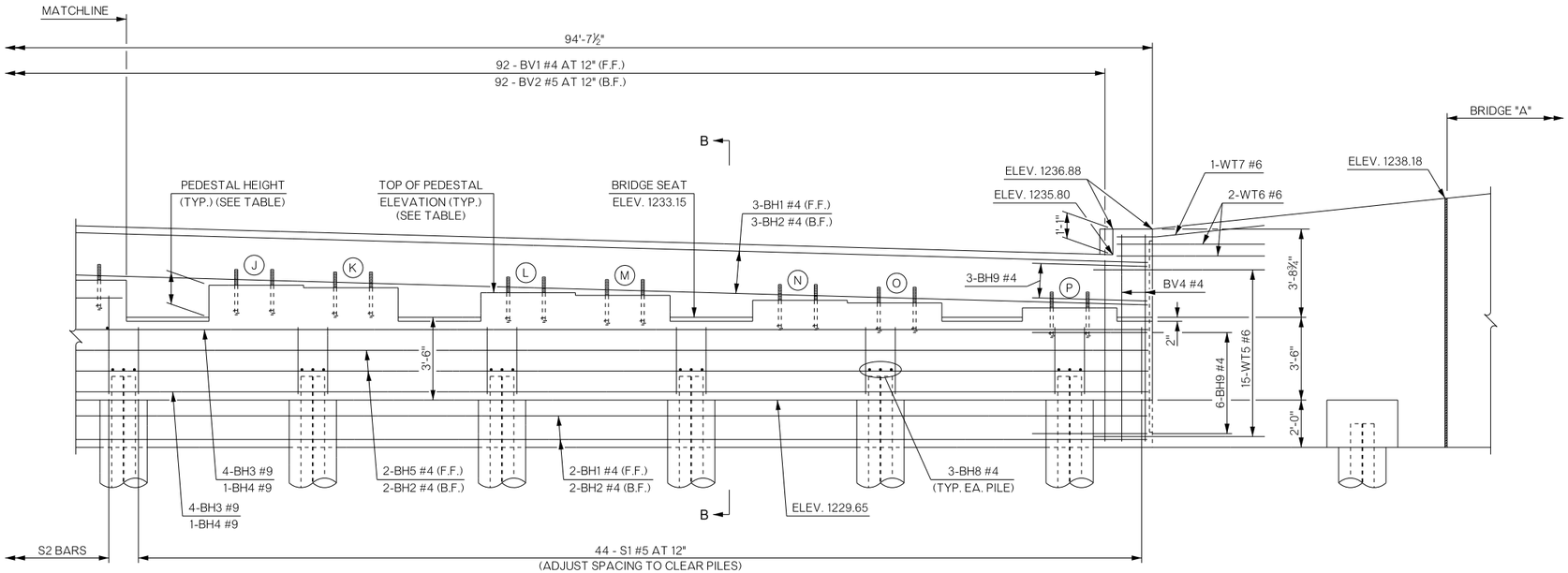


PLAN

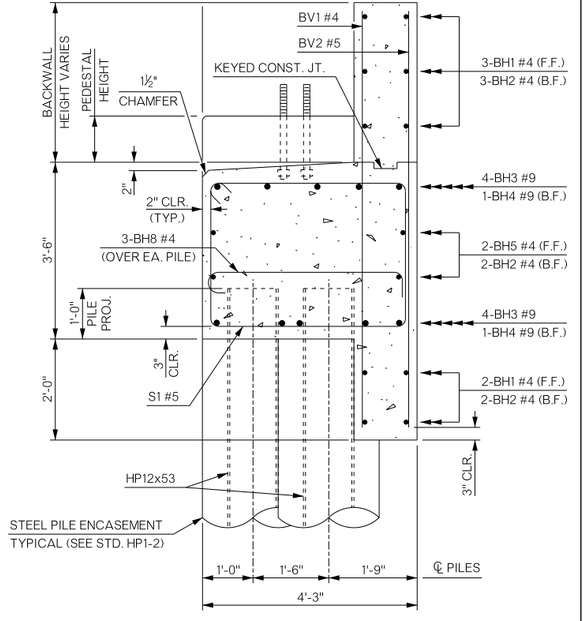
PEDESTAL SCHEDULE (ABUTMENT NO. 2)			
PEDESTAL	ELEVATION	PED. HEIGHT	# OF PS BARS
J	1234.51	1'-4⅜"	4
K	1234.40	1'-3"	4
L	1234.19	1'-0½"	3
M	1234.08	1⅛"	3
N	1233.87	8⅝"	2
O	1233.76	7⅜"	2
P	1233.55	4¾"	1

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1 PROVIDE WATERSTOP CENTERED ON EXPANSION JOINT, EXTENDING FROM TOP TO BOTTOM OF WING WALL. COST OF WATERSTOP SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



ELEVATION



SECTION B-B

PLACE ALL WT WING REINFORCING TIED TO BRIDGE SEAT AND/OR BACKWALL REINFORCING PRIOR TO PLACING BRIDGE SEAT AND BACKWALL CONCRETE.

F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 2 OF 5)

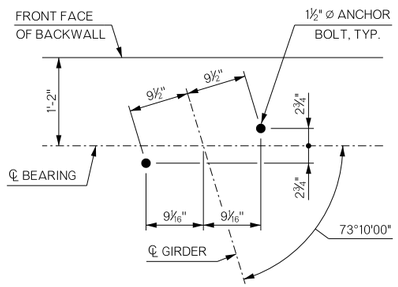
Design	EMS	8/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

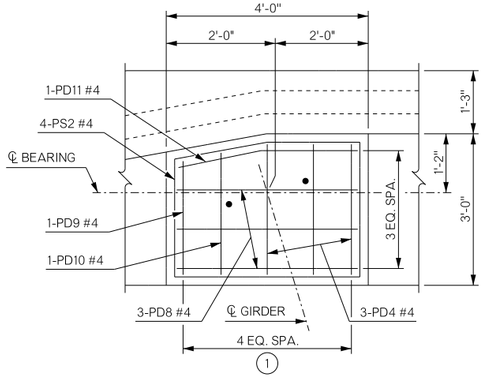
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. B071

REVISIONS

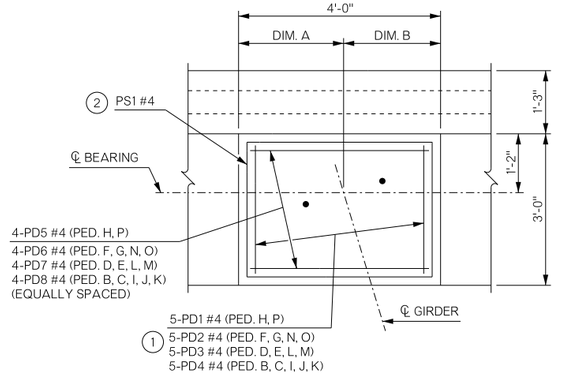
REV. NO.	DESCRIPTION	DATE



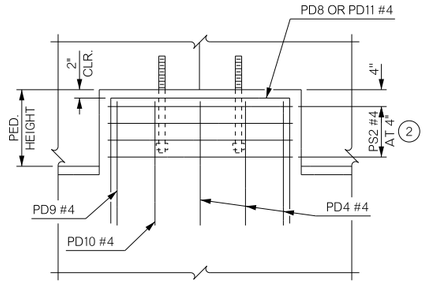
TYPICAL ANCHOR BOLT LAYOUT



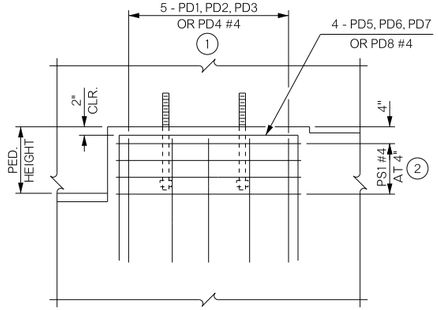
PLAN



PLAN



ELEVATION



ELEVATION

PEDESTAL "A" REINFORCING

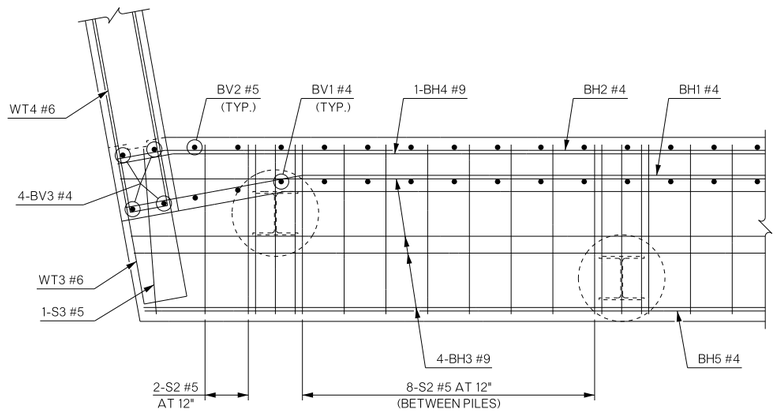
TYPICAL PEDESTAL REINFORCING

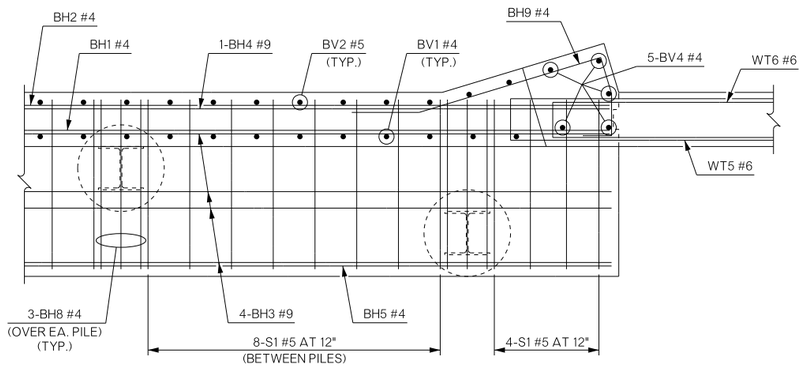
(PEDESTAL "B" SHOWN, PEDESTALS "C" THRU "P" SIMILAR.)

TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
B, D, F, H, J, L, N	1'-10 15⁄16"	2'-1 1⁄16"
C, E, G, I, K, M, O	2'-1 1⁄16"	1'-10 15⁄16"

(1) SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.

(2) SEE PEDESTAL SCHEDULE ON SHEET NO. B070 & B071 FOR NUMBER OF PS BARS.





PLAN OF REINFORCING AT ENDS OF ABUTMENT

(SHOWING BOTTOM REINFORCING IN BRIDGE SEAT)
(WH & WV BARS IN WINGS NOT SHOWN)

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 3 OF 5)

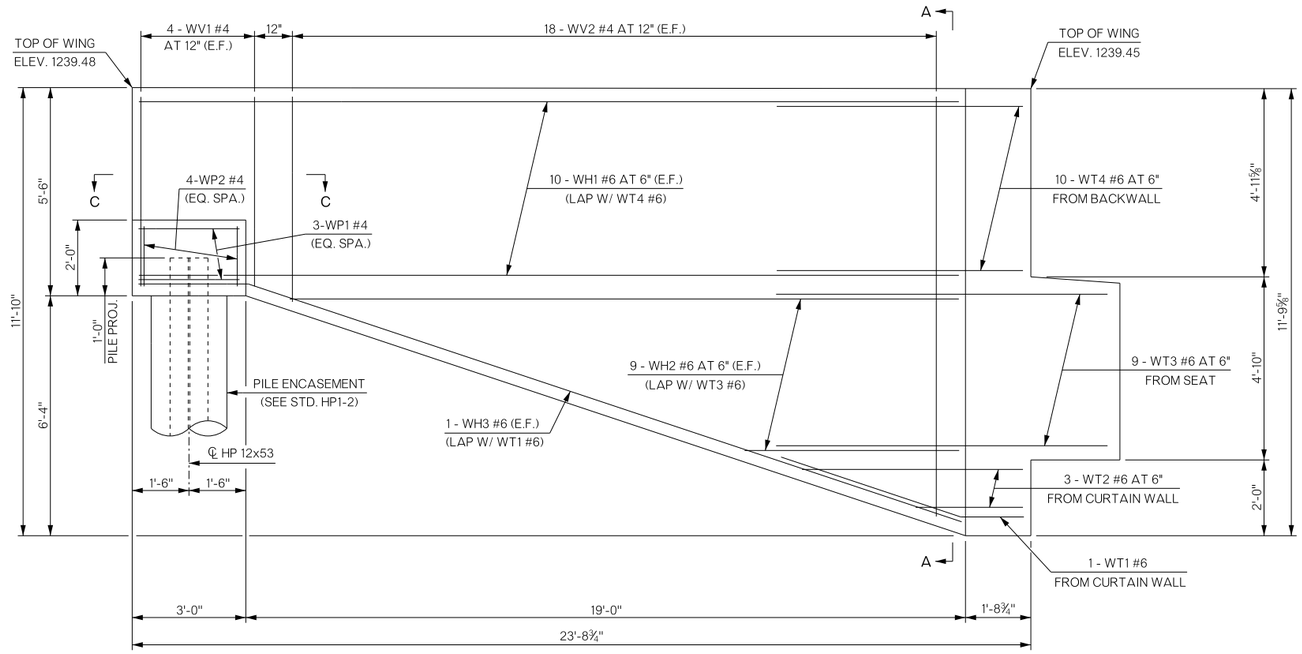
Design	EMS	8/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

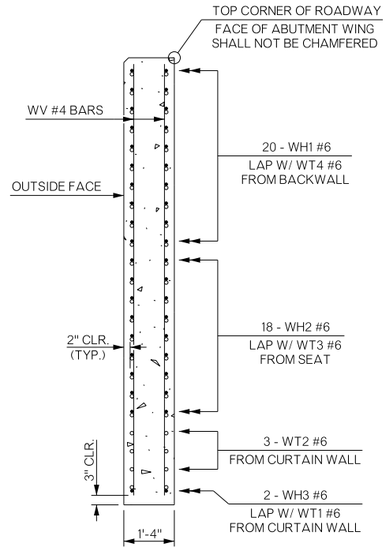
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B072

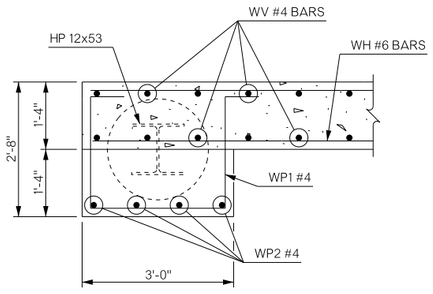
REVISIONS		
REV. NO.	DESCRIPTION	DATE



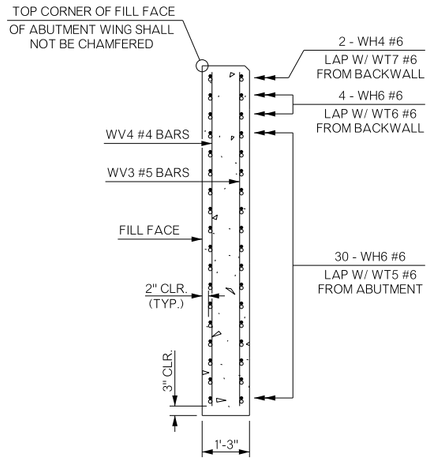
NORTHWEST WINGWALL ELEVATION



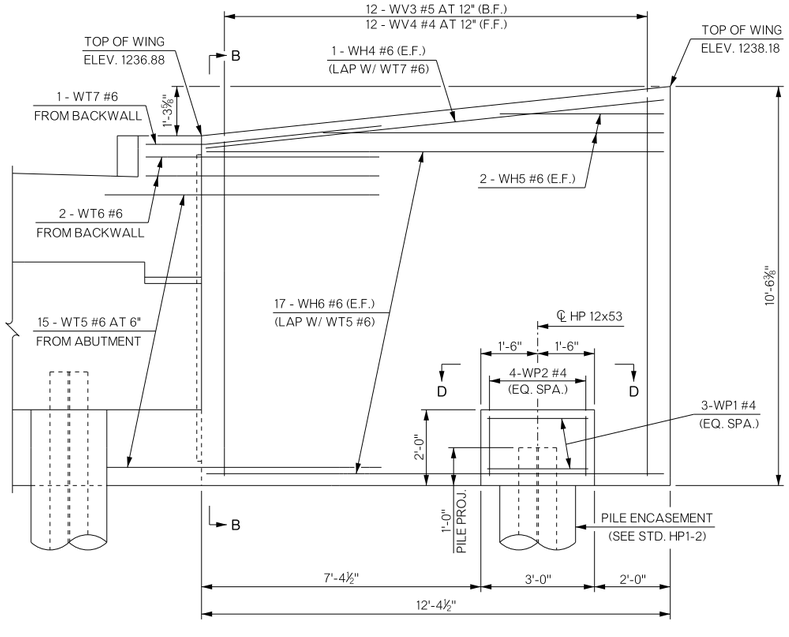
SECTION A-A



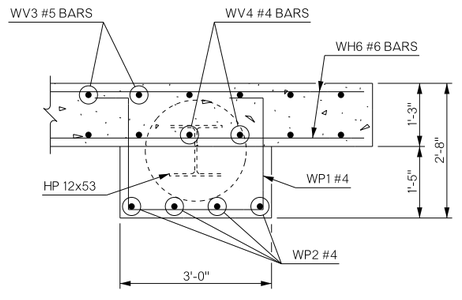
SECTION C-C



SECTION B-B



NORTHEAST WINGWALL ELEVATION



SECTION D-D

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 4 OF 5)

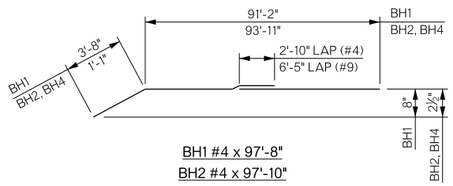
Design	EMS	8/23
Detail	JMB	8/23
Check	EMS	9/23

HNTB

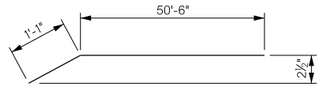
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B073

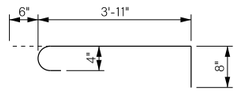
REVISIONS		
REV. NO.	DESCRIPTION	DATE



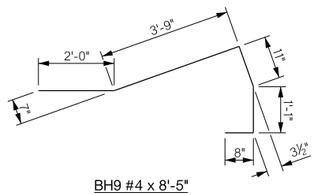
BH1 #4 x 97'-8"
BH2 #4 x 97'-10"
BH4 #9 x 101'-5"



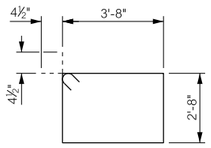
BH7 #4 x 51'-7"



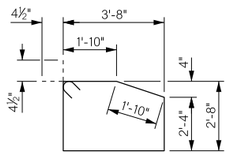
BH8 #4 x 5'-1"



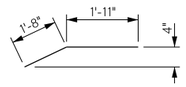
BH9 #4 x 8'-5"



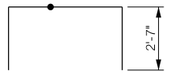
PS1 #4 x 13'-5"



PS2 #4 x 13'-1"

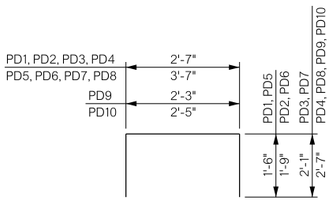


PLAN

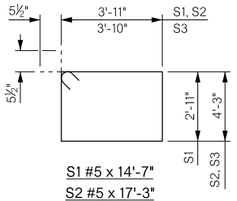


ELEVATION

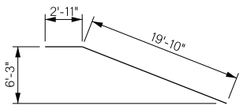
PD11 #4 x 8'-9"



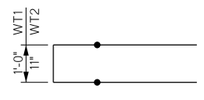
PD1 #4 x 5'-7"
PD2 #4 x 6'-1"
PD3 #4 x 6'-9"
PD4 #4 x 7'-9"
PD5 #4 x 6'-7"
PD6 #4 x 7'-1"
PD7 #4 x 7'-9"
PD8 #4 x 8'-9"
PD9 #4 x 7'-5"
PD10 #4 x 7'-7"



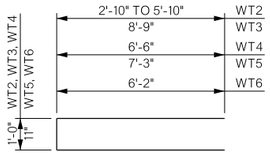
S1 #5 x 14'-7"
S2 #5 x 17'-3"
S3 #5 x 17'-1"



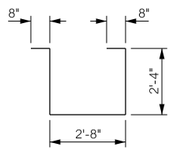
WH3 #6 x 22'-9"



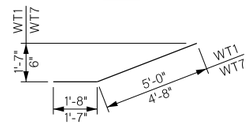
PLAN



WT2 #6 x 9'-8" AVG.
WT3 #6 x 18'-6"
WT4 #6 x 14'-0"
WT5 #6 x 15'-5"
WT6 #6 x 13'-3"



WP1 #4 x 8'-8"



ELEVATION

WT1 #6 x 14'-4"
WT7 #6 x 13'-5"

BAR BENDS

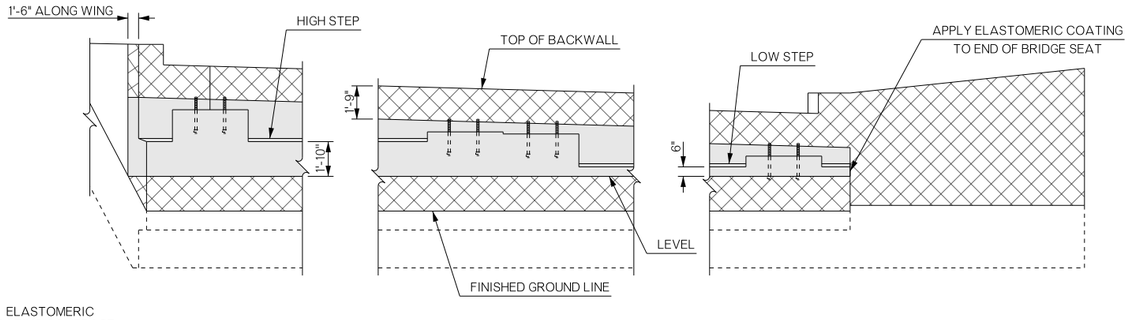
(BENT BAR DIMENSIONS ARE OUT TO OUT)

ABUTMENT NO. 2 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
(1)	BH1	#4	5	BNT.	97'-8"	
(1)	BH2	#4	7	BNT.	97'-10"	
(2)(3)	BH3	#9	8	STR.	101'-0" AVG.	100'-9" TO 101'-3"
(2)	BH4	#9	2	BNT.	101'-5"	
(1)	BH5	#4	2	STR.	97'-2"	
	BH6	#4	4	STR.	51'-2" AVG.	50'-11" TO 51'-5"
	BH7	#4	1	BNT.	51'-7"	
	BH8	#4	87	BNT.	5'-1"	
	BH9	#4	9	BNT.	8'-5"	
	BV1	#4	92	STR.	8'-11½" AVG.	7'-8" TO 10'-3"
	BV2	#5	92	STR.	8'-11½" AVG.	7'-8" TO 10'-3"
	BV3	#4	4	STR.	11'-4"	
	BV4	#4	5	STR.	8'-9"	
	PD1	#4	10	BNT.	5'-7"	
	PD2	#4	20	BNT.	6'-1"	
	PD3	#4	20	BNT.	6'-9"	
	PD4	#4	28	BNT.	7'-9"	
	PD5	#4	8	BNT.	6'-7"	
	PD6	#4	16	BNT.	7'-1"	
	PD7	#4	16	BNT.	7'-9"	
	PD8	#4	23	BNT.	8'-9"	
	PD9	#4	1	BNT.	7'-5"	
	PD10	#4	1	BNT.	7'-7"	
	PD11	#4	1	BNT.	8'-9"	
	PS1	#4	42	BNT.	13'-5"	
	PS2	#4	4	BNT.	13'-1"	
	S1	#5	44	BNT.	14'-7"	
	S2	#5	50	BNT.	17'-3"	
	S3	#5	1	BNT.	17'-1"	

	MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
	EPOXY COATED REINFORCING STEEL					
	WH1	#6	20	STR.	21'-8"	
(4)	WH2	#6	18	STR.	11'-8" AVG.	5'-8" TO 17'-8"
	WH3	#6	2	BNT.	22'-9"	
	WH4	#6	2	STR.	12'-1"	
(5)	WH5	#6	4	STR.	6'-8" AVG.	4'-4" TO 9'-0"
	WH6	#6	34	STR.	12'-0"	
	WP1	#4	6	BNT.	8'-8"	
	WP2	#4	8	STR.	1'-7"	
	WT1	#6	1	BNT.	14'-4"	
	WT2	#6	3	BNT.	9'-8" AVG.	6'-8" TO 12'-8"
	WT3	#6	9	BNT.	18'-6"	
	WT4	#6	10	BNT.	14'-0"	
	WT5	#6	15	BNT.	15'-5"	
	WT6	#6	2	BNT.	13'-3"	
	WT7	#6	1	BNT.	13'-5"	
	WV1	#4	8	STR.	5'-0"	
(6)	WV2	#4	36	STR.	8'-3" AVG.	5'-5" TO 11'-1"
	WV3	#5	12	STR.	9'-5" AVG.	8'-10" TO 10'-0"
	WV4	#4	12	STR.	9'-5" AVG.	8'-10" TO 10'-0"

(1) LENGTH INCLUDES ONE 2'-10" LAP.
(2) LENGTH INCLUDES ONE 6'-5" LAP.
(3) TWO SETS OF 4 BARS.
(4) TWO SETS OF 9 BARS.
(5) TWO SETS OF 2 BARS.
(6) TWO SETS OF 18 BARS.



ELASTOMERIC COATING & WATER REPELLENT DETAILS

ABUTMENT NO. 2 QUANTITIES

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	160.00
SELECT BACKFILL	CY	25.00
CLSM BACKFILL	CY	251.90
CLASS A CONCRETE	CY	108.50
EPOXY COATED REINFORCING STEEL	LB	12,150.00
PILES, FURNISHED (HP 12x53)	LF	982.00
PILES, DRIVEN (HP 12x53)	LF	982.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	49.00
ELASTOMERIC COATING	SF	620.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	109.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	20.00

NOTES:

APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP AND SIDES OF BRIDGE SEAT, ALL SURFACES OF PEDESTALS, FRONT OF BRIDGE SEAT EXTENDING 6" BELOW THE TOP OF LOWEST SEAT AS SHOWN, AND BACKWALL ABOVE THE BRIDGE SEAT EXTENDING TO 1'-9" BELOW THE TOP OF BACKWALL.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO BRIDGE SEAT AND BACKWALL, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

ABUTMENT NO. 2 DETAILS
(SHEET 5 OF 5)

Design	JMB	8/23
Detail	JMB	8/23
Check	EMS	9/23

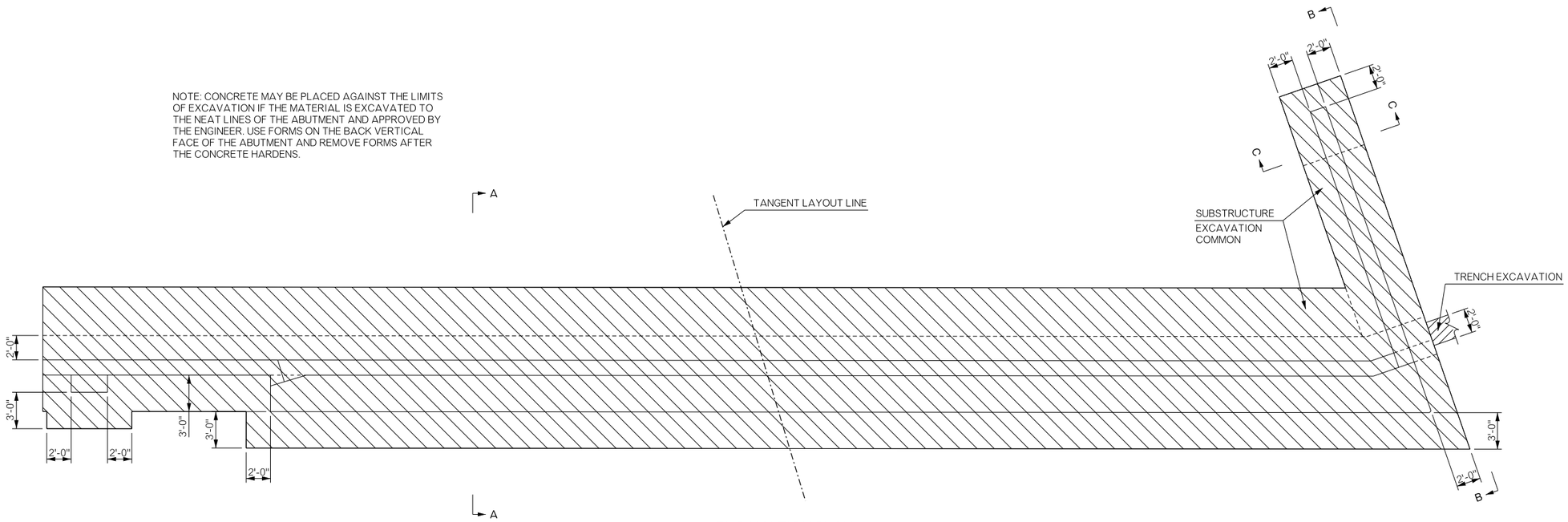
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B074

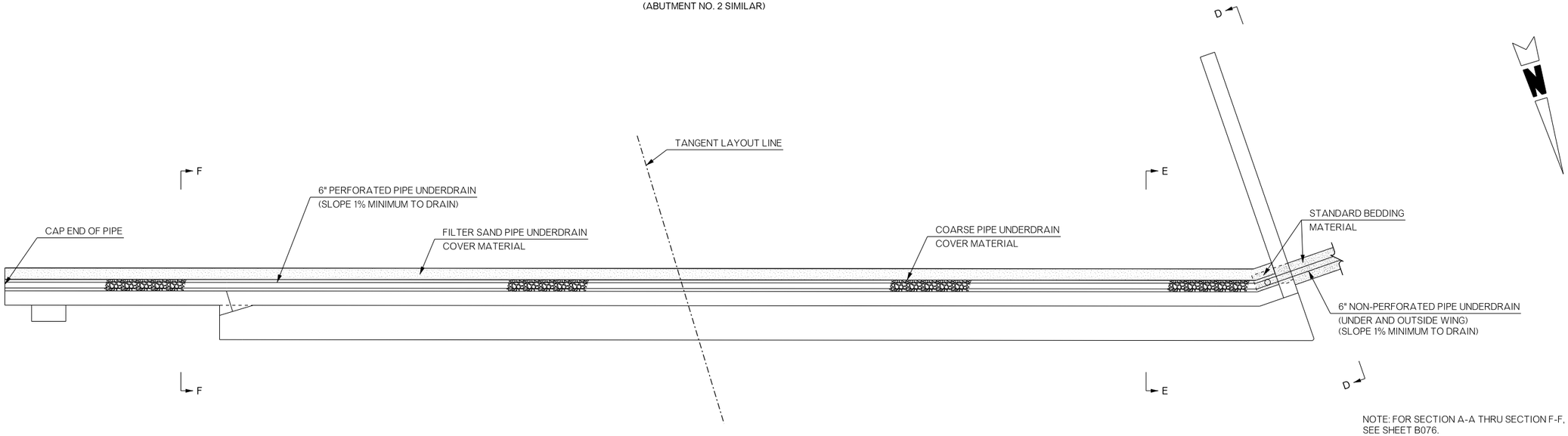
REVISIONS		
REV. NO.	DESCRIPTION	DATE

NOTE: CONCRETE MAY BE PLACED AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. USE FORMS ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVE FORMS AFTER THE CONCRETE HARDENS.



EXCAVATION PLAN

(ABUTMENT NO. 1 SHOWN)
(ABUTMENT NO. 2 SIMILAR)



PIPE UNDERDRAIN PLAN

(ABUTMENT NO. 1 SHOWN)
(ABUTMENT NO. 2 SIMILAR)

NOTE: THE ENGINEER MAY ADJUST THE EXTENT, LOCATION, AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INSTALL 6" PERF. AND NON-PERF. PIPE UNDERDRAIN AS SHOWN ON THE PLANS AND ON STANDARD PUD-4.

NOTE: FOR SECTION A-A THRU SECTION F-F, SEE SHEET B076.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 1 OF 3)

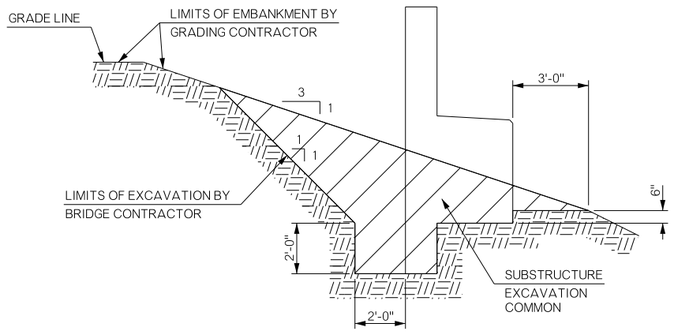
Design	---	---
Detail	HEU	10/23
Check	EMS	10/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

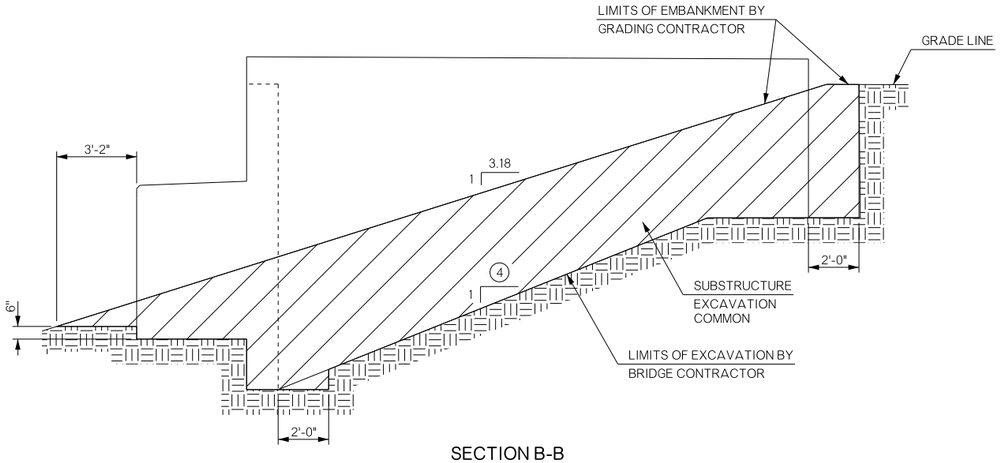
JOB PIECE NO. 30637(04) SHEET NO. B075

REVISIONS		
REV. NO.	DESCRIPTION	DATE

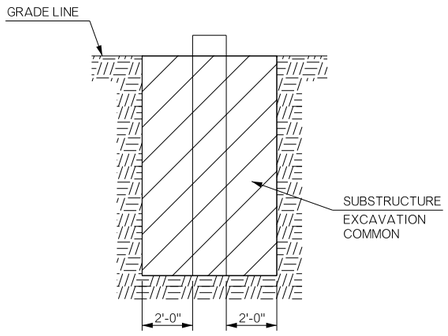


SECTION A-A

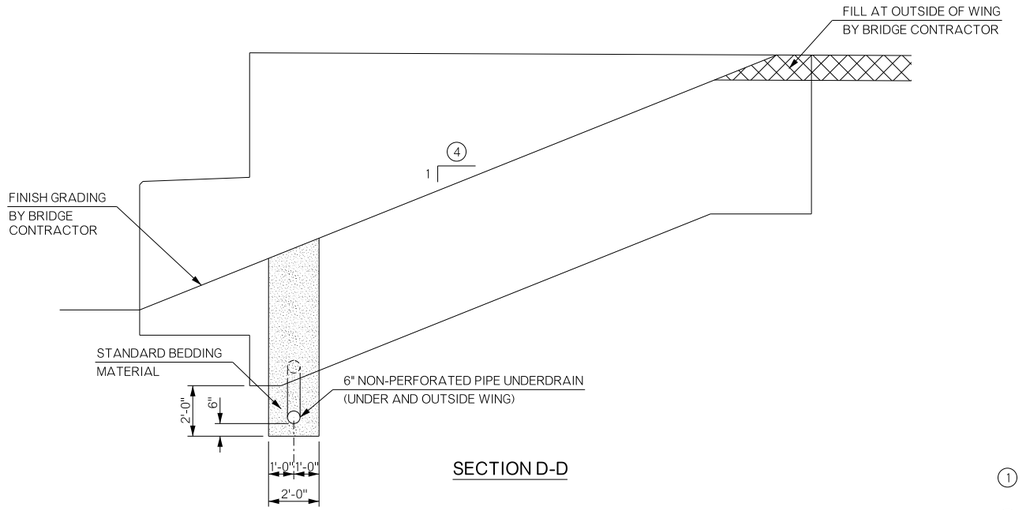
(SECTION AT BEAM SEAT SHOWN, SECTION AT MEDIAN WING SIMILAR)



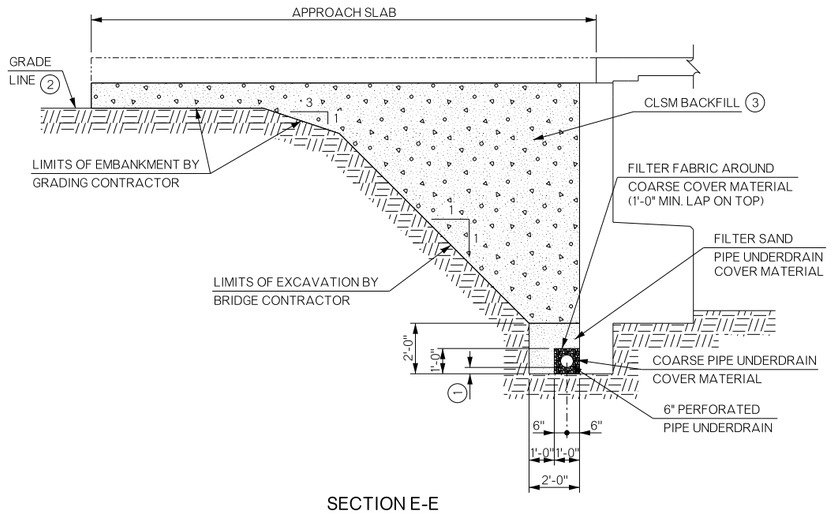
SECTION B-B



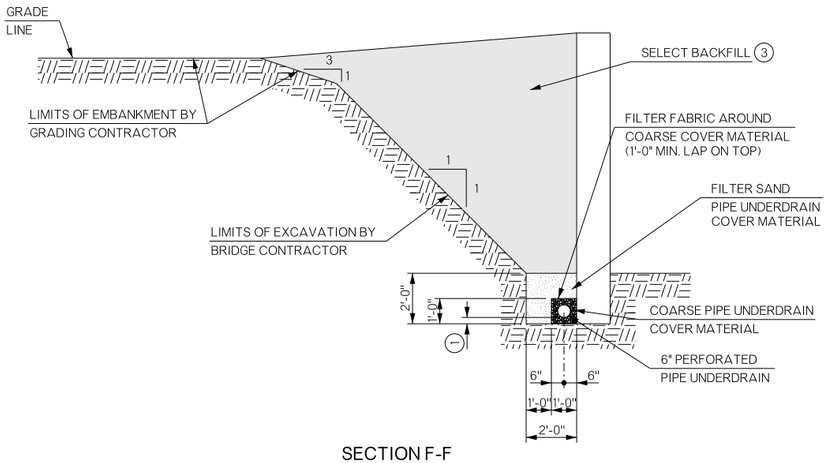
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

1. SET BOTTOM OF PIPE 3" ABOVE THE BOTTOM OF THE ABUTMENT CURTAIN WALL AT THE LOW END.
2. GRADE LINE ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING CLSM BACKFILL QUANTITY SHOWN ON PLANS. THE DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE.
3. DO NOT PLACE CLSM UNTIL SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3,000 P.S.I. PLACE BACKFILL IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 501.04.B. BACKFILL WITH CLSM UNDER THE APPROACH SLABS. OUTSIDE THE LIMITS OF THE APPROACH SLAB, BACKFILL WITH SELECT BACKFILL.
4. MATCH BOTTOM OF WING SLOPE.

NOTE: FOR LOCATION OF SECTION A-A THRU SECTION F-F, SEE SHEET B075.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 2 OF 3)

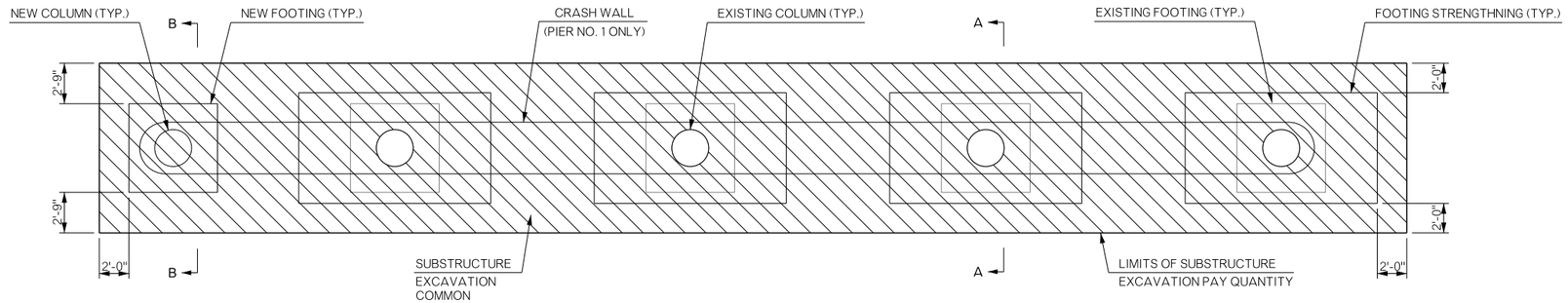
Design	---	---
Detail	HEU	10/23
Check	EMS	10/23

HNTB

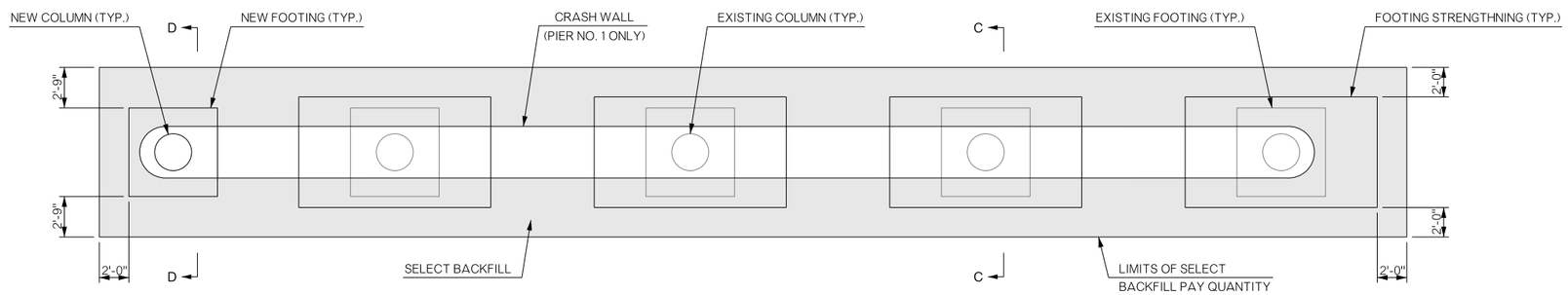
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B076

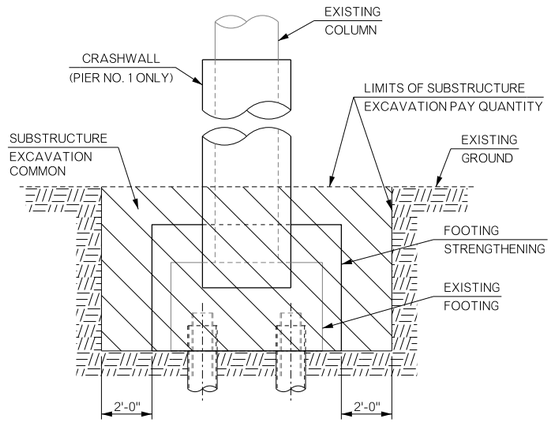
REVISIONS		
REV. NO.	DESCRIPTION	DATE



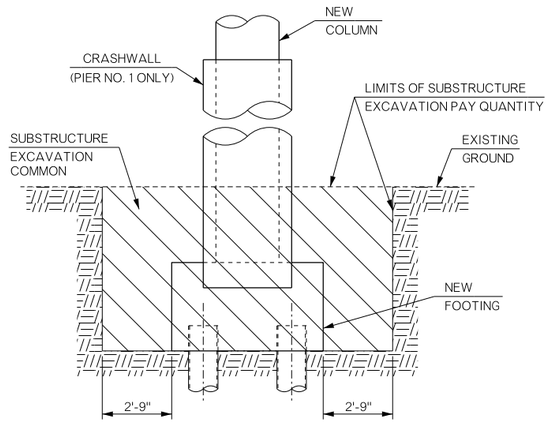
PIER EXCAVATION PLAN



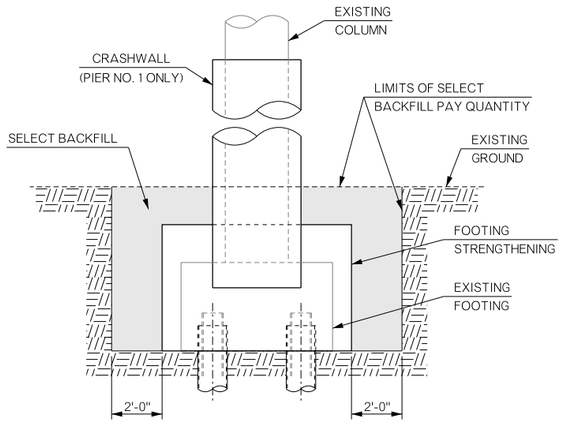
PIER BACKFILL PLAN



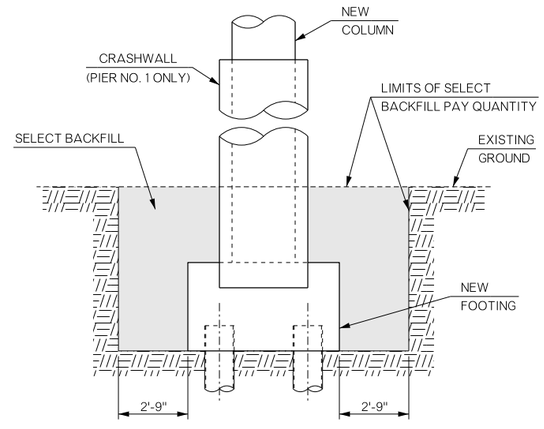
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTE:

SUBSTRUCTURE EXCAVATION COMMON FOR THE PIERS IS CALCULATED FOR PAYMENT AS THE VOLUME WITHIN THE LIMITS OF SUBSTRUCTURE EXCAVATION LESS THE VOLUME OF THE EXISTING FOOTINGS AND COLUMNS. SELECT BACKFILL FOR THE PIERS IS CALCULATED FOR PAYMENT AS THE VOLUME WITHIN THE LIMITS OF SELECT BACKFILL LESS THE VOLUME OF THE CRASH WALL, FOOTING STRENGTHENING, AND THE NEW AND EXISTING COLUMNS AND FOOTINGS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SUBSTRUCTURE EXCAVATION & PIPE UNDERDRAIN ASSEMBLY DETAILS (SHEET 3 OF 3)

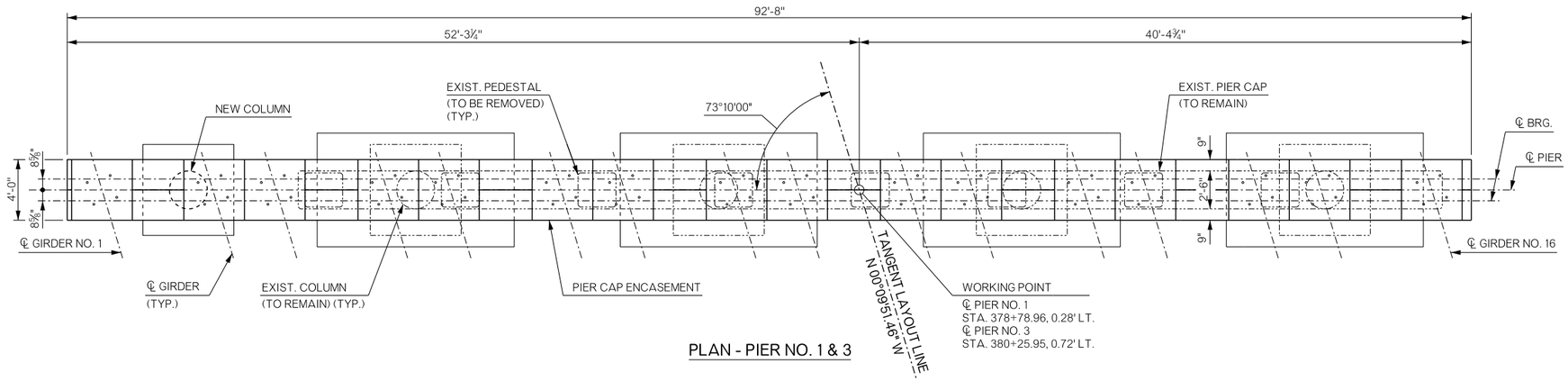
Design		
Detail	HEU	9/23
Check		

HNTB

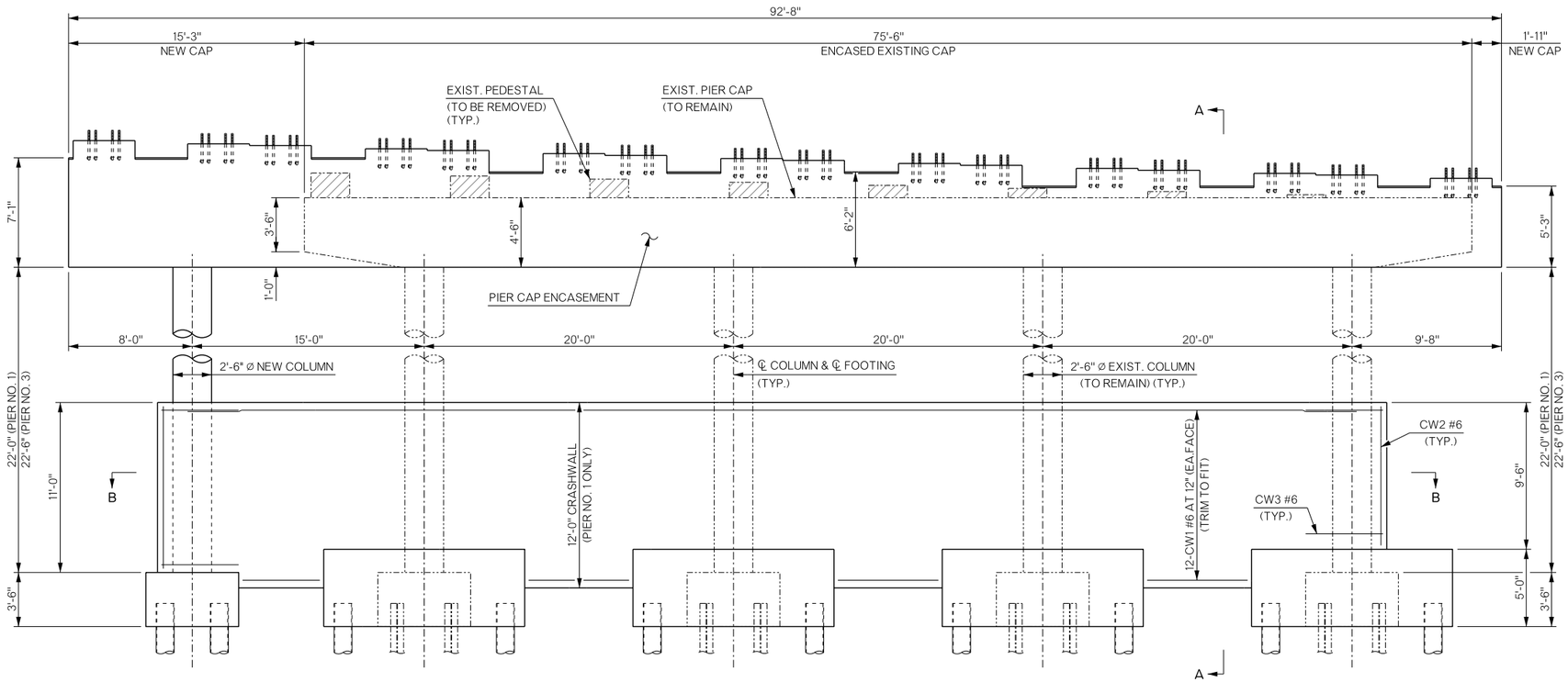
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B077

REVISIONS		
REV. NO.	DESCRIPTION	DATE

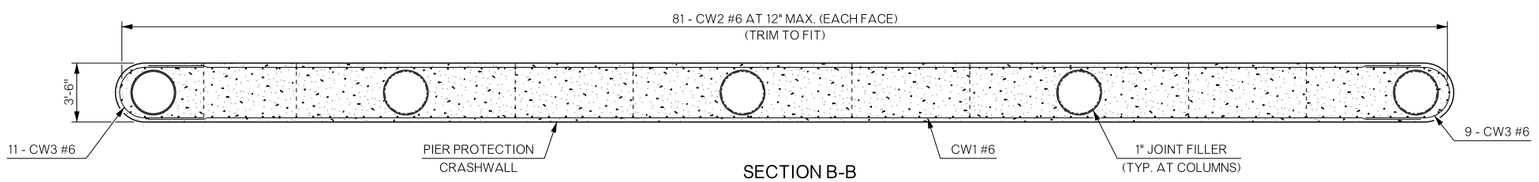


PLAN - PIER NO. 1 & 3



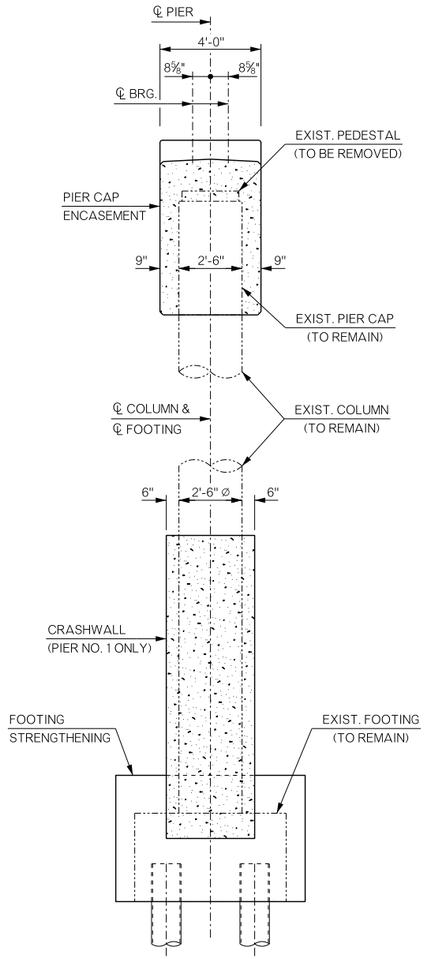
ELEVATION - PIER NO. 1 & 3

(LOOKING UPSTATION)



SECTION B-B

(PIER NO. 1 ONLY)



SECTION A-A

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 1 OF 8)

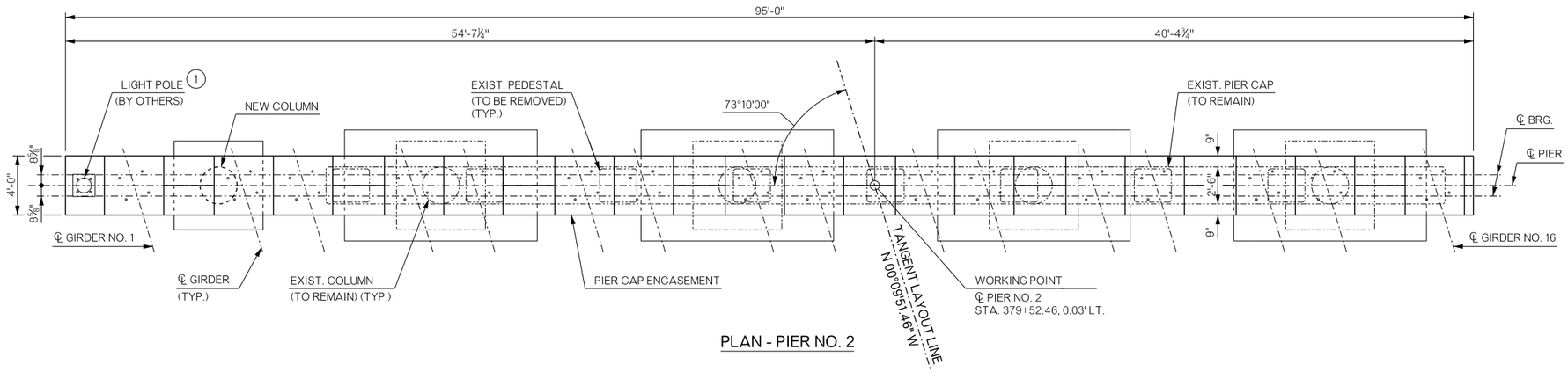
Design	ASB	8/23
Detail	ASB	9/23
Check		

HNTB

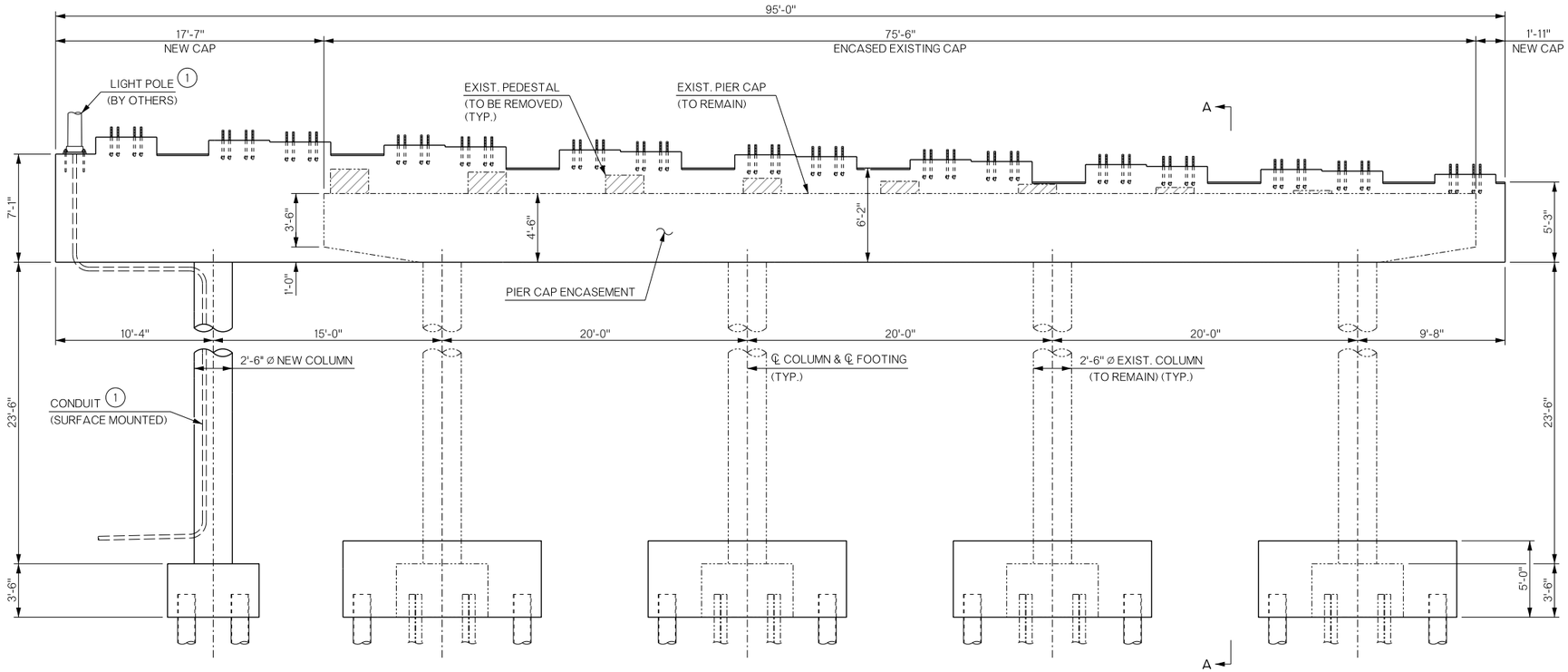
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B078

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN - PIER NO. 2



ELEVATION - PIER NO. 2

(LOOKING UPSTATION)

(1) AT PIER NO. 2, THE CONTRACTOR SHALL INSTALL THE SIZE, TYPE AND NUMBER OF ANCHOR BOLTS AS REQUIRED BY THE LIGHT POLE MANUFACTURER WITH THE BOLT PATTERN CENTERED ON THE PIER CAP, AND ENSURING THAT THE MAST ARM OF THE LIGHT POLE WILL BE PERPENDICULAR TO I-44. CONDUIT WILL BE SURFACE MOUNTED AND NOT EMBEDDED IN THE PIER CONCRETE. REFER TO THE LIGHTING PLAN SHEETS AND TRAFFIC LIGHTING STANDARDS FOR ADDITIONAL REQUIREMENTS.

FOR SECTION A-A, SEE SHEET NO. B078

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

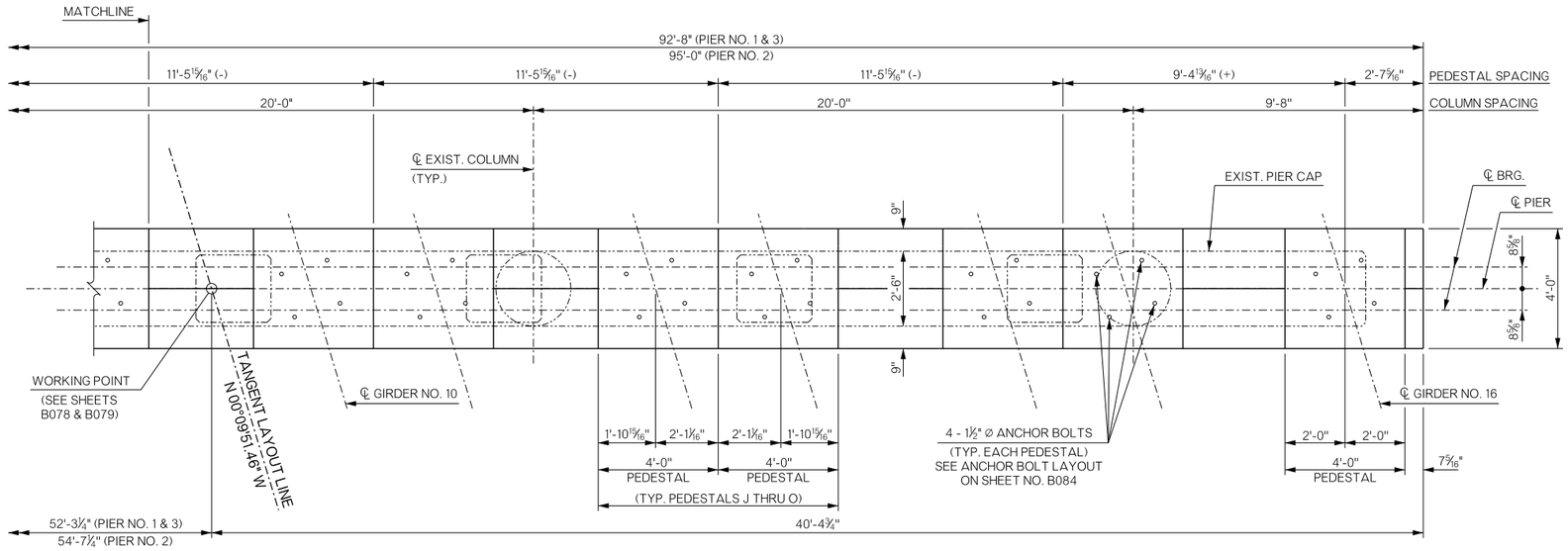
PIER DETAILS
(SHEET 2 OF 8)

Design	ASB	8/23
Detail	ASB	9/23
Check		

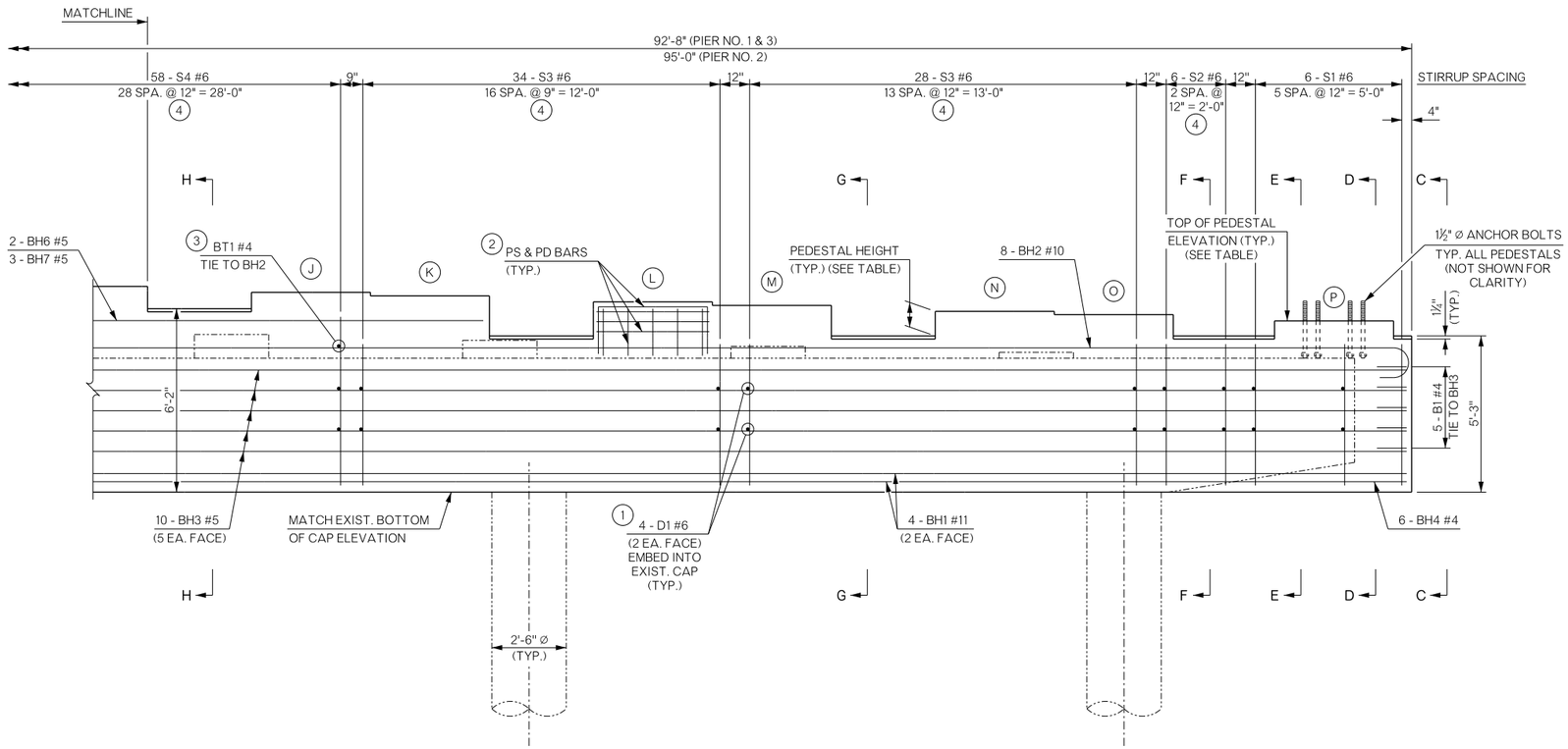
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B079



PIER CAP PLAN



PIER CAP ELEVATION

(LOOKING UPSTATION)

FOR SECTIONS C-C THRU H-H,
SEE SHEET NO. B082

REVISIONS

REV. NO.	DESCRIPTION	DATE

PEDESTAL SCHEDULE

PEDESTAL	ELEVATION	HEIGHT	# OF PS BARS
PIER NO. 1			
J	1233.70	6⅝"	2
K	1233.59	1'-4⅛"	4
L	1233.38	1'-1¾"	3
M	1233.27	1'-0¼"	3
N	1233.07	9⅛"	2
O	1232.95	8⅝"	2
P	1232.75	6⅛"	2
PIER NO. 2			
J	1233.94	4½"	1
K	1233.82	1'-2"	4
L	1233.62	11⅝"	3
M	1233.50	10⅛"	3
N	1233.30	7¾"	2
O	1233.19	6⅜"	2
P	1232.98	3⅛"	0
PIER NO. 3			
J	1234.20	3⅜"	0
K	1234.09	1'-1⅛"	3
L	1233.88	10⅝"	3
M	1233.77	9¼"	2
N	1233.56	6¾"	2
O	1233.45	5⅜"	1
P	1233.24	2⅞"	0

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1. SPACE D1 EMBEDMENT BARS WITH S1, S2, S3, OR S4 STIRRUP BARS AT EXISTING CAP AND TIE TO BH3.
2. FOR TYPICAL PEDESTAL REINFORCING, SEE SHEET NO. B084.
3. SPACE BT1 TIE BARS WITH S4 STIRRUP BARS.
4. S2, S3, AND S4 STIRRUP BARS SHALL BE PLACED IN PAIRS.

ALL EDGES OF PIER CAP SHALL HAVE A 1½" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A ¾" CHAMFER.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

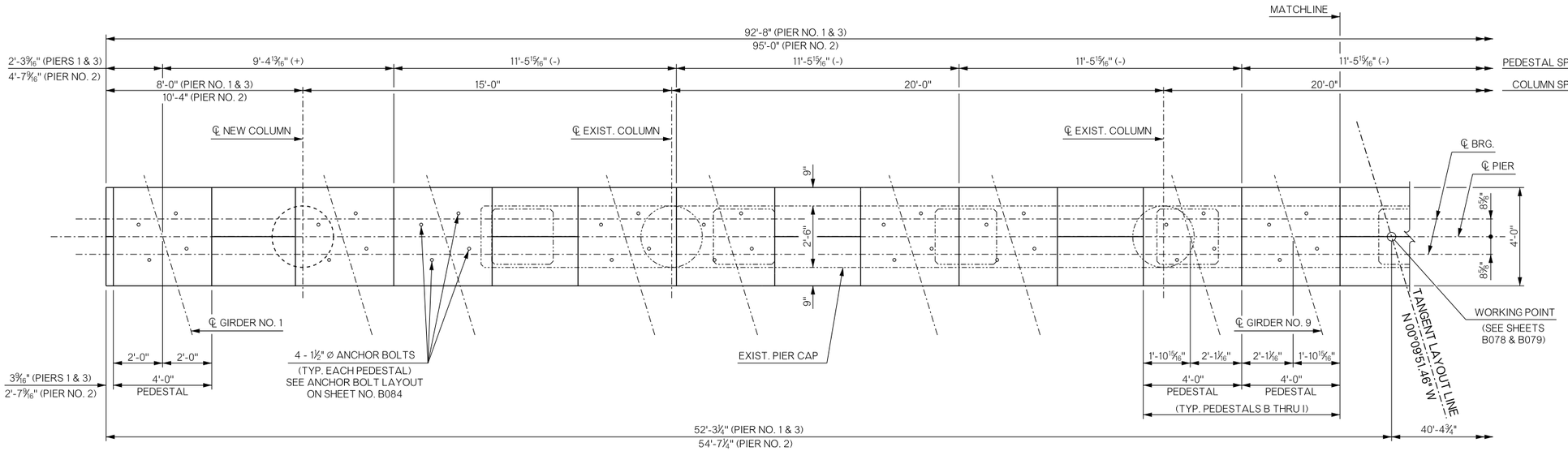
PIER DETAILS
(SHEET 3 OF 8)

Design	ASB	9/23
Detail	ASB	9/23
Check		

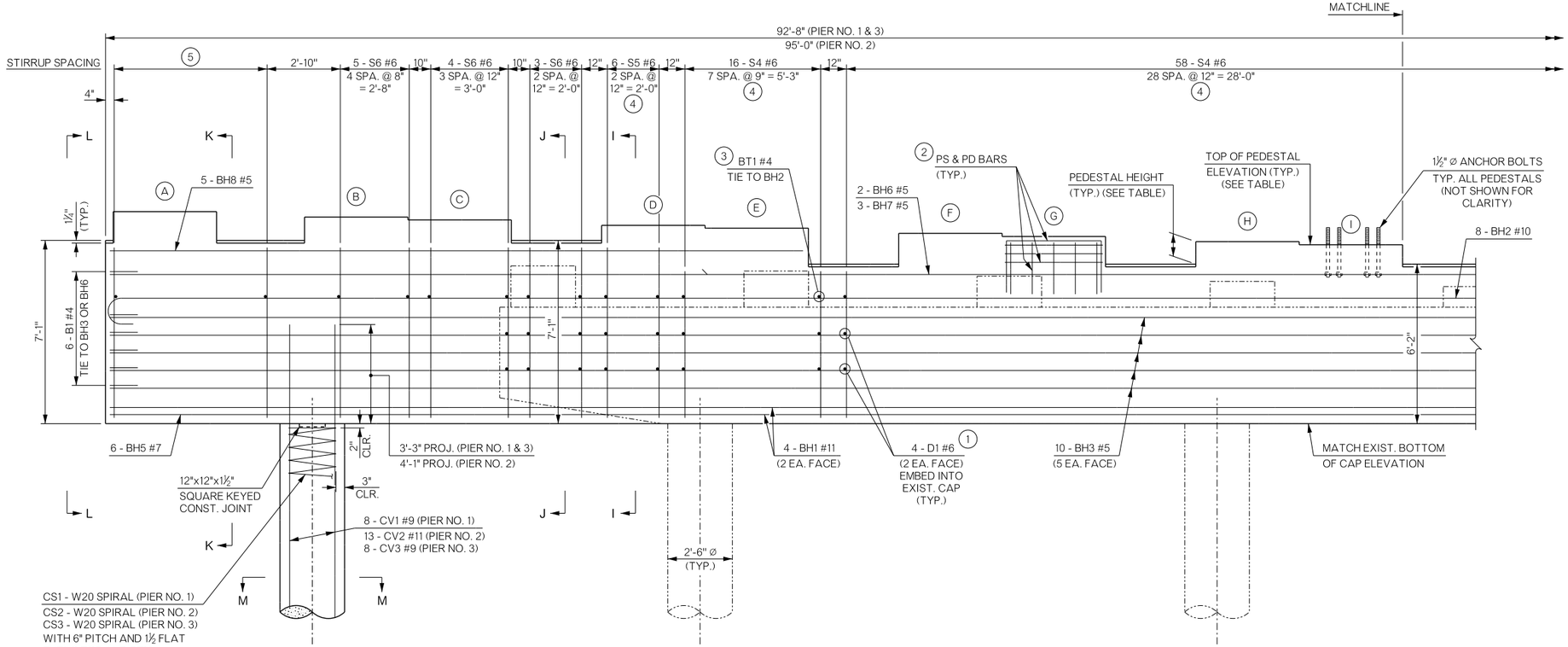
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B080



PIER CAP PLAN



PIER CAP ELEVATION

(LOOKING UPSTATION)

FOR SECTIONS I-I THRU M-M,
SEE SHEET NO. B083

REVISIONS

REV. NO.	DESCRIPTION	DATE

PEDESTAL SCHEDULE

PEDESTAL	ELEVATION	HEIGHT	# OF PS BARS
PIER NO. 1			
A	1235.18	1'-1⅜"	3
B	1234.98	10⅞"	3
C	1234.86	9½"	2
D	1234.66	7"	2
E	1234.54	1'-4⅝"	4
F	1234.34	1'-2¼"	4
G	1234.22	1'-0⅛"	3
H	1234.02	10⅜"	3
I	1233.91	9"	2
PIER NO. 2			
A	1235.42	11¼"	3
B	1235.22	8¾"	2
C	1235.10	7⅜"	2
D	1234.90	4⅞"	1
E	1234.78	1'-2½"	4
F	1234.58	1'-0"	3
G	1234.46	10¾"	3
H	1234.26	8⅛"	2
I	1234.14	6⅞"	2
PIER NO. 3			
A	1235.69	10⅜"	3
B	1235.48	7¾"	2
C	1235.37	6½"	2
D	1235.16	4"	1
E	1235.05	1'-1⅝"	3
F	1234.84	11⅛"	3
G	1234.73	9¾"	2
H	1234.52	7¼"	2
I	1234.41	6"	2

NOTE: PEDESTAL ELEVATIONS ARE SET ASSUMING TOP OF 8½" SLAB = FINISHED GRADE ELEVATION. SEE GENERAL NOTES AND SPECIAL PROVISIONS.

1. SPACE D1 EMBEDMENT BARS WITH S4, S5, OR S6 STIRRUP BARS AT EXISTING CAP AND TIE TO BH3.
2. FOR TYPICAL PEDESTAL REINFORCING, SEE SHEET NO. B084.
3. SPACE BT1 TIE BARS WITH S4, S5, OR S6 STIRRUP BARS.
4. S4 AND S5 STIRRUP BARS SHALL BE PLACED IN PAIRS.
5. 7 - S6 #6, 6 EQ. SPA. = 5'-10" (PIER NO. 1 & 3)
   9 - S6 #6, 8 EQ. SPA. = 8'-2" (PIER NO. 2)

ALL EDGES OF PIER CAP SHALL HAVE A 1½" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A ¾" CHAMFER.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 4 OF 8)

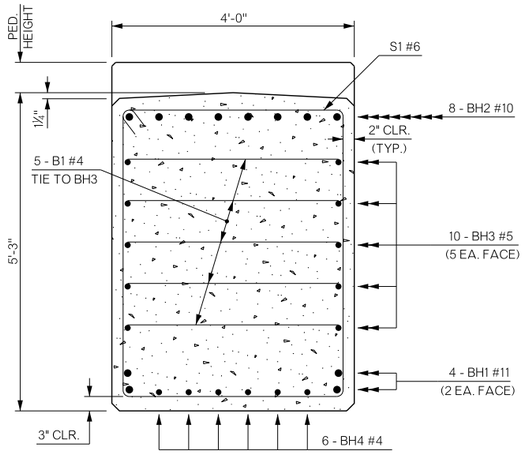
Design	ASB	9/23
Detail	ASB	9/23
Check		

HNTB

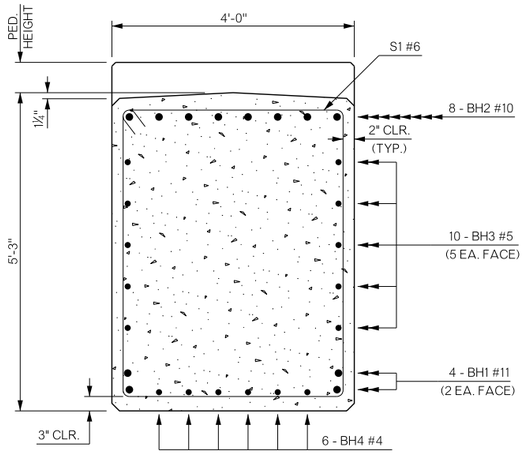
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B081

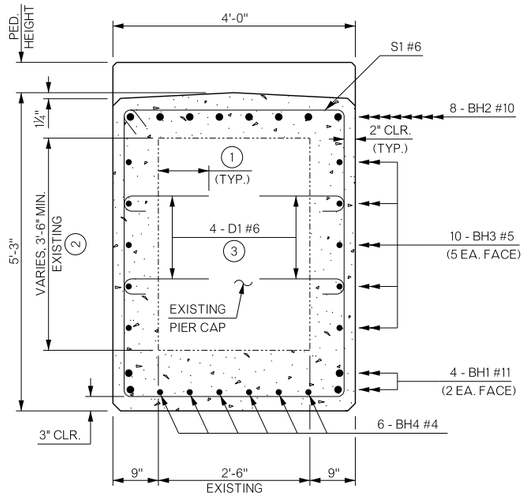
REVISIONS		
REV. NO.	DESCRIPTION	DATE



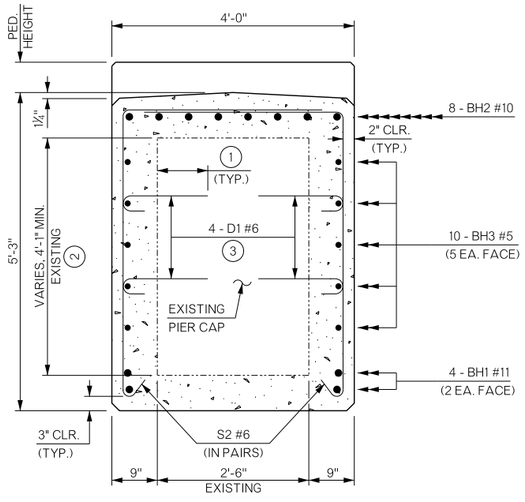
SECTION C-C



SECTION D-D



SECTION E-E (2)



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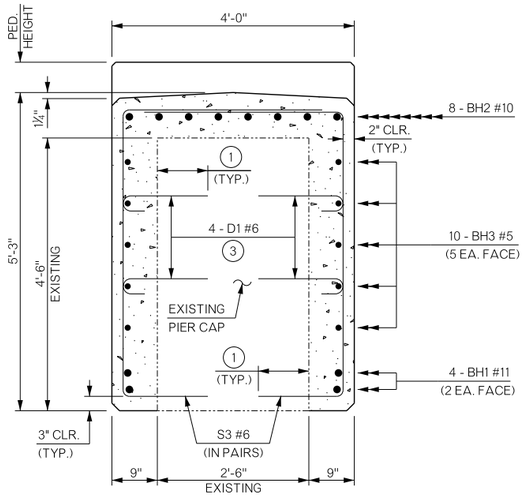
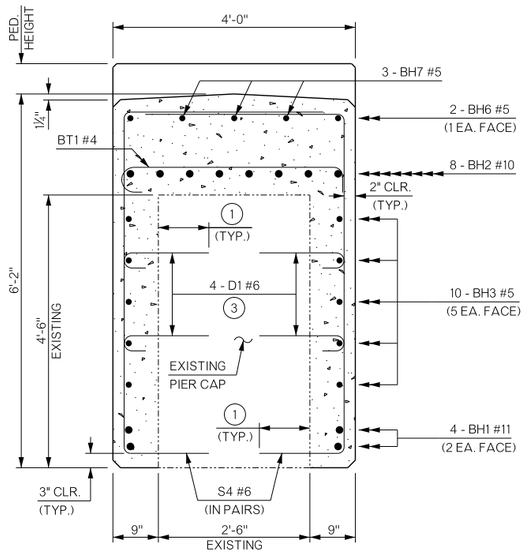


SECTION G-G



SECTION H-H

(1) DRILL AND EPOXY ANCHOR D1, S3, AND S4 BARS 10" INTO EXISTING CAPBEAM CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.

(2) THE CANTILEVER REGION OF THE EXISTING CAPBEAM TAPERS FROM A DEPTH OF 4'-6" AT THE EXTERIOR COLUMNS TO 3'-6" AT THE END. SECTION E-E APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 3'-6" AND 4'-1". SECTION F-F APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 4'-1" AND 4'-6".

(3) SPACE D1 EMBEDMENT BARS WITH S1, S2, S3, OR S4 STIRRUP BARS.

ALL CAPBEAM CONCRETE SHALL BE CLASS AA.

FOR LOCATIONS OF SECTIONS C-C THRU H-H, SEE SHEET NO. B080

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 5 OF 8)

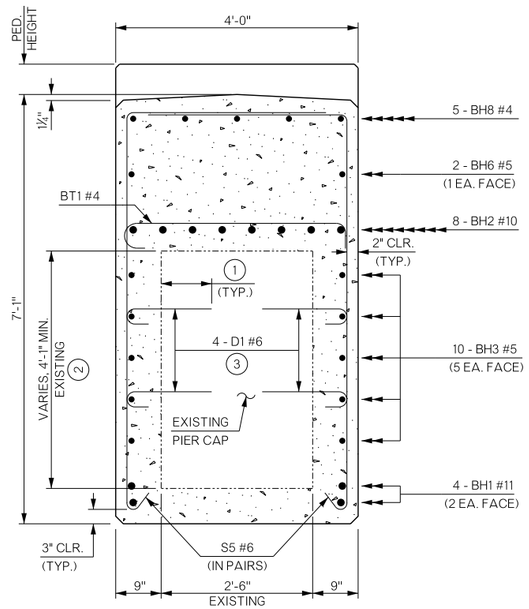
Design	ASB	9/23
Detail	ASB	9/23
Check		

HNTB

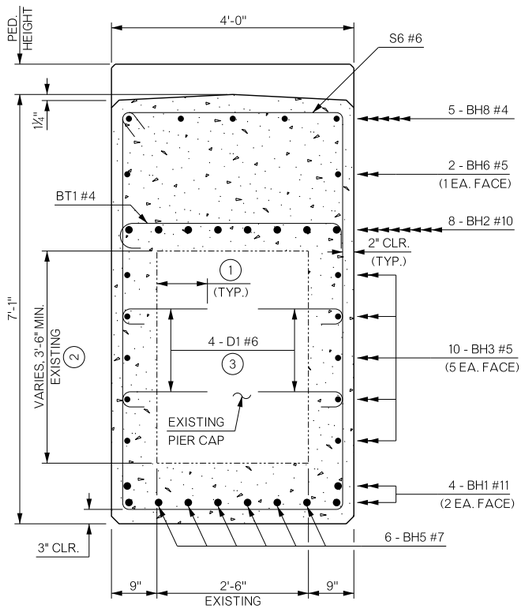
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B082

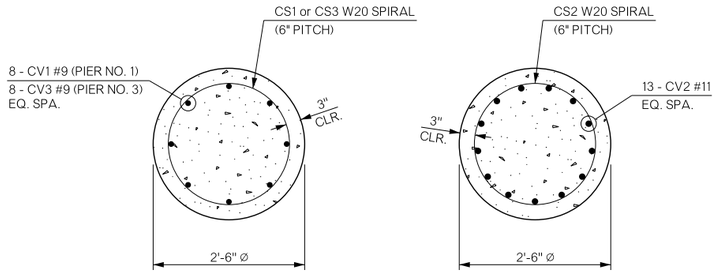
REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION I-I (2)

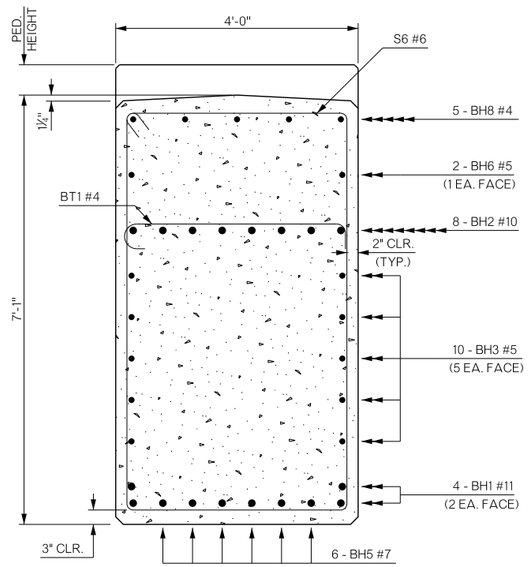


SECTION J-J (2)

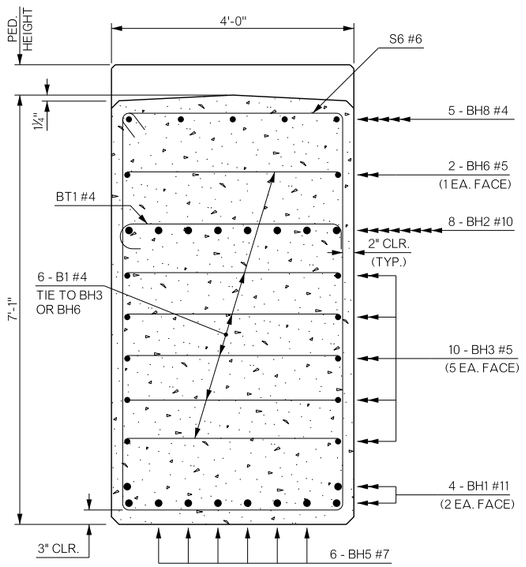


PIERS NO. 1 & 3 PIER NO. 2

SECTION M-M



SECTION K-K



SECTION L-L

1. DRILL AND EPOXY ANCHOR D1 BARS 10" INTO EXISTING CAPBEAM CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.

2. THE CANTILEVER REGION OF THE EXISTING CAPBEAM TAPERS FROM A DEPTH OF 4'-6" AT THE EXTERIOR COLUMNS TO 3'-6" AT THE END. SECTION J-J APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 3'-6" AND 4'-1". SECTION I-I APPLIES IN THE REGION WHERE THE EXISTING CAP DEPTH IS BETWEEN 4'-1" AND 4'-6".

3. SPACE D1 EMBEDMENT BARS WITH S5 OR S6 STIRRUP BARS.

ALL CAPBEAM CONCRETE SHALL BE CLASS AA.
ALL COLUMN CONCRETE SHALL BE CLASS A.

FOR LOCATIONS OF SECTIONS I-I THRU M-M, SEE SHEET NO. B081

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

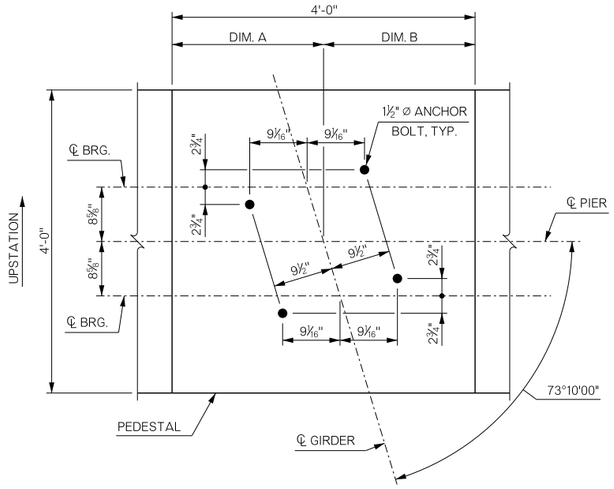
PIER DETAILS
(SHEET 6 OF 8)

Design	ASB	9/23
Detail	ASB	9/23
Check		

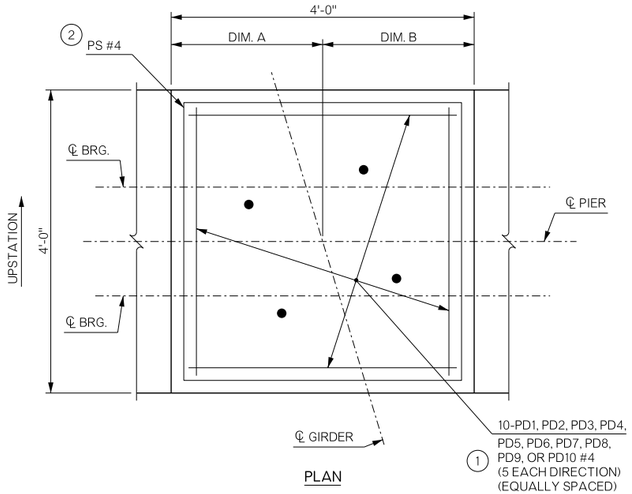
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

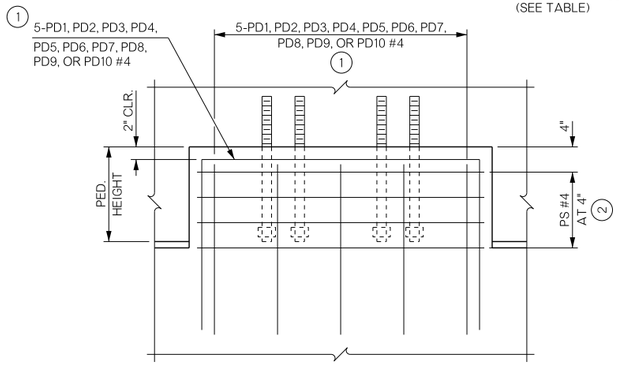
JOB PIECE NO. 30637(04) SHEET NO. B083



TYPICAL ANCHOR BOLT LAYOUT



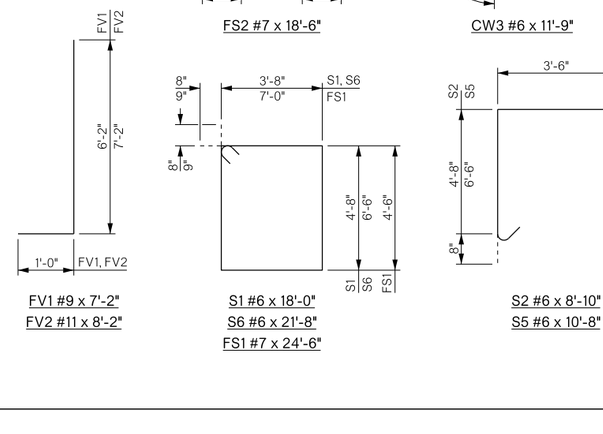
PLAN



ELEVATION

TYPICAL PEDESTAL REINFORCING

(PEDESTAL "A" SHOWN, PEDESTALS "B" THRU "P" SIMILAR.)



SPIRAL REINFORCING SPLICE DETAIL

SPIRAL BARS SHALL CONFORM TO AASHTO M32. SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.

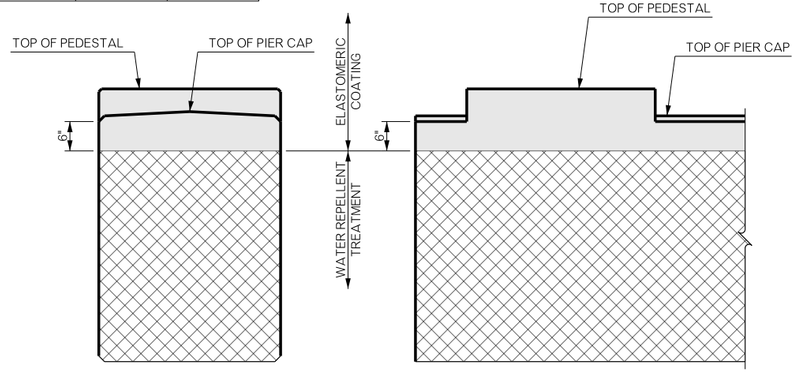
PEDESTAL	PD BAR #		
	PIER NO. 1	PIER NO. 2	PIER NO. 3
A	PD9	PD8	PD8
B	PD8	PD7	PD6
C	PD7	PD6	PD6
D	PD6	PD5	PD5
E	PD10	PD9	PD9
F	PD9	PD8	PD8
G	PD8	PD7	PD7
H	PD7	PD6	PD6
I	PD6	PD5	PD5
J	PD5	PD4	PD4
K	PD7	PD6	PD6
L	PD6	PD5	PD4
M	PD5	PD4	PD4
N	PD4	PD3	PD2
O	PD3	PD2	PD2
P	PD2	PD1	PD1

PEDESTAL BAR SCHEDULE

TABLE OF VARIABLES		
PEDESTAL	DIM. A	DIM. B
A, P	2'-0"	2'-0"
B, D, F, H, J, L, N	1'-10 15/16"	2'-1 1/16"
C, E, G, I, K, M, O	2'-1 1/16"	1'-10 15/16"

1 SPACE AT 12" MAX. ADJUST SPACING TO CLEAR ANCHOR BOLT LOCATIONS.

2 SEE PEDESTAL SCHEDULE ON SHEET NO. B080 & B081 FOR NUMBER OF PS BARS.



ELASTOMERIC COATING COVERAGE

WATER REPELLENT COVERAGE

NOTES:

APPLY ELASTOMERIC COATING TO SURFACES INDICATED BY SHADING, INCLUDING TOP OF PIER CAP, ALL SURFACES OF THE PEDESTALS, AND DOWN 6" BELOW THE EDGE OF THE CAP ON THE ENDS AND SIDES.

BEARING PADS SHALL BE PLACED PRIOR TO APPLICATION OF ELASTOMERIC COATING. THE COATING SHALL EXTEND 1" VERTICALLY ON SIDES OF BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS.

ALL EDGES OF ELASTOMERIC COATING SHALL BE TAPED PRIOR TO APPLICATION TO PRODUCE A STRAIGHT EDGE.

APPLY WATER REPELLENT TREATMENT TO ALL VERTICAL SURFACES OF THE PIER CAP, EXCLUDING AREAS COATED WITH ELASTOMERIC COATING. THE WATER REPELLENT WILL SLIGHTLY OVERLAP THE ELASTOMERIC COATING.

ELASTOMERIC COATING & WATER REPELLENT DETAIL

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

B1 #4 x 5'-6"
PD1 #4 x 4'-9"
PD2 #4 x 5'-3"
PD3 #4 x 5'-7"
PD4 #4 x 5'-11"
PD5 #4 x 6'-3"
PD6 #4 x 6'-7"
PD7 #4 x 6'-11"
PD8 #4 x 7'-3"
PD9 #4 x 7'-7"
PD10 #4 x 8'-1"

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER DETAILS
(SHEET 7 OF 8)

Design	ASB	9/23
Detail	ASB	9/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B084

REVISIONS		
REV. NO.	DESCRIPTION	DATE

PIER NO. 1 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING STEEL				
	B1	#4	11	BNT.	5'-6"
(1)	BH1	#11	4	STR.	99'-1"
(2)	BH2	#10	8	BNT.	101'-3"
(3)	BH3	#5	10	STR.	95'-3"
	BH4	#4	6	STR.	5'-6"
	BH5	#7	6	STR.	18'-10"
(3)	BH6	#5	2	STR.	64'-5"
	BH7	#5	3	STR.	38'-6"
	BH8	#5	5	STR.	26'-9"
	BT1	#4	59	BNT.	4'-10"
	CV1	#9	8	STR.	25'-3"
	D1	#6	316	BNT.	2'-1"
	PD2	#4	10	BNT.	5'-3"
	PD3	#4	10	BNT.	5'-7"
	PD4	#4	10	BNT.	5'-11"
	PD5	#4	20	BNT.	6'-3"
	PD6	#4	30	BNT.	6'-7"
	PD7	#4	30	BNT.	6'-11"
	PD8	#4	20	BNT.	7'-3"
	PD9	#4	20	BNT.	7'-7"
	PD10	#4	10	BNT.	8'-1"
	PS	#4	44	BNT.	15'-5"
	S1	#6	6	BNT.	18'-0"
	S2	#6	6	BNT.	8'-10"
	S3	#6	62	BNT.	9'-7"
	S4	#6	74	BNT.	10'-6"
	S5	#6	6	BNT.	10'-8"
	S6	#6	19	BNT.	21'-8"
	NON-EPOXY COATED REINFORCING STEEL				
	CS1	W20	1	SPIRAL	300'-4"
(3)	CW1	#6	24	STR.	81'-9"
	CW2	#6	162	STR.	11'-6"
	CW3	#6	20	BNT.	11'-9"
	FD1	#9	64	STR.	4'-3"
	FD2	#6	48	STR.	4'-1"
	FD3	#7	96	BNT.	2'-4"
	FH1	#9	16	STR.	5'-6"
	FH2	#11	24	STR.	12'-6"
	FH3	#5	80	STR.	3'-1"
	FH4	#5	56	STR.	12'-6"
	FS1	#7	24	BNT.	24'-6"
	FS2	#7	24	BNT.	18'-6"
	FV1	#9	8	BNT.	7'-2"
	T1	#4	3	BNT.	7'-9"

PIER NO. 2 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING STEEL				
	B1	#4	11	BNT.	5'-6"
(1)	BH1	#11	4	STR.	101'-5"
(2)	BH2	#10	8	BNT.	103'-7"
(3)	BH3	#5	10	STR.	97'-7"
	BH4	#4	6	STR.	5'-6"
	BH5	#7	6	STR.	21'-2"
(3)	BH6	#5	2	STR.	66'-9"
	BH7	#5	3	STR.	38'-6"
	BH8	#5	5	STR.	29'-1"
	BT1	#4	61	BNT.	4'-10"
	CV2	#11	13	STR.	27'-6"
	D1	#6	316	BNT.	2'-1"
	PD1	#4	10	BNT.	4'-9"
	PD2	#4	10	BNT.	5'-3"
	PD3	#4	10	BNT.	5'-7"
	PD4	#4	20	BNT.	5'-11"
	PD5	#4	30	BNT.	6'-3"
	PD6	#4	30	BNT.	6'-7"
	PD7	#4	20	BNT.	6'-11"
	PD8	#4	20	BNT.	7'-3"
	PD9	#4	10	BNT.	7'-7"
	PS	#4	37	BNT.	15'-5"
	S1	#6	6	BNT.	18'-0"
	S2	#6	6	BNT.	8'-10"
	S3	#6	62	BNT.	9'-7"
	S4	#6	74	BNT.	10'-6"
	S5	#6	6	BNT.	10'-8"
	S6	#6	21	BNT.	21'-8"
	NON-EPOXY COATED REINFORCING STEEL				
	CS2	W20	1	SPIRAL	320'-9"
	FD1	#9	64	STR.	4'-3"
	FD2	#6	48	STR.	4'-1"
	FD3	#7	96	BNT.	2'-4"
	FH1	#9	16	STR.	5'-6"
	FH2	#11	24	STR.	12'-6"
	FH3	#5	80	STR.	3'-1"
	FH4	#5	56	STR.	12'-6"
	FS1	#7	24	BNT.	24'-6"
	FS2	#7	24	BNT.	18'-6"
	FV2	#11	13	BNT.	8'-2"
	T1	#4	3	BNT.	7'-9"

PIER NO. 3 BAR LIST

	MARK	SIZE	NO.	FORM	LENGTH
	EPOXY COATED REINFORCING STEEL				
	B1	#4	11	BNT.	5'-6"
(1)	BH1	#11	4	STR.	99'-1"
(2)	BH2	#10	8	BNT.	101'-3"
(3)	BH3	#5	10	STR.	95'-3"
	BH4	#4	6	STR.	5'-6"
	BH5	#7	6	STR.	18'-10"
(3)	BH6	#5	2	STR.	64'-5"
	BH7	#5	3	STR.	38'-6"
	BH8	#5	5	STR.	26'-9"
	BT1	#4	59	BNT.	4'-10"
	CV3	#9	8	STR.	25'-9"
	D1	#6	316	BNT.	2'-1"
	PD1	#4	10	BNT.	4'-9"
	PD2	#4	20	BNT.	5'-3"
	PD4	#4	30	BNT.	5'-11"
	PD5	#4	20	BNT.	6'-3"
	PD6	#4	40	BNT.	6'-7"
	PD7	#4	10	BNT.	6'-11"
	PD8	#4	20	BNT.	7'-3"
	PD9	#4	10	BNT.	7'-7"
	PS	#4	31	BNT.	15'-5"
	S1	#6	6	BNT.	18'-0"
	S2	#6	6	BNT.	8'-10"
	S3	#6	62	BNT.	9'-7"
	S4	#6	74	BNT.	10'-6"
	S5	#6	6	BNT.	10'-8"
	S6	#6	19	BNT.	21'-8"
	NON-EPOXY COATED REINFORCING STEEL				
	CS3	W20	1	SPIRAL	307'-2"
	FD1	#9	64	STR.	4'-3"
	FD2	#6	48	STR.	4'-1"
	FD3	#7	96	BNT.	2'-4"
	FH1	#9	16	STR.	5'-6"
	FH2	#11	24	STR.	12'-6"
	FH3	#5	80	STR.	3'-1"
	FH4	#5	56	STR.	12'-6"
	FS1	#7	24	BNT.	24'-6"
	FS2	#7	24	BNT.	18'-6"
	FV1	#9	8	BNT.	7'-2"
	T1	#4	3	BNT.	7'-9"

PIER NO. 1 QUANTITIES

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	265.00
SELECT BACKFILL	CY	175.00
CLASS AA CONCRETE	CY	60.80
CLASS A CONCRETE	CY	174.00
REINFORCING STEEL	LB	10,000.00
EPOXY COATED REINFORCING STEEL	LB	14,000.00
(SP) MICROPILES	LF	1,300.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	103.00
ELASTOMERIC COATING	SF	811.00

PIER NO. 2 QUANTITIES

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	215.00
SELECT BACKFILL	CY	155.00
CLASS AA CONCRETE	CY	61.60
CLASS A CONCRETE	CY	62.50
REINFORCING STEEL	LB	4,000.00
EPOXY COATED REINFORCING STEEL	LB	16,000.00
(SP) MICROPILES	LF	1,240.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	105.00
ELASTOMERIC COATING	SF	787.00

PIER NO. 3 QUANTITIES

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	370.00
SELECT BACKFILL	CY	310.00
CLASS AA CONCRETE	CY	58.40
CLASS A CONCRETE	CY	62.40
REINFORCING STEEL	LB	4,000.00
EPOXY COATED REINFORCING STEEL	LB	14,000.00
(SP) MICROPILES	LF	1,260.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	103.00
ELASTOMERIC COATING	SF	760.00

(1) LENGTH INCLUDES ONE 6'-11" LAP.
(2) LENGTH INCLUDES ONE 6'-3" LAP.
(3) LENGTH INCLUDES ONE 3'-1" LAP.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

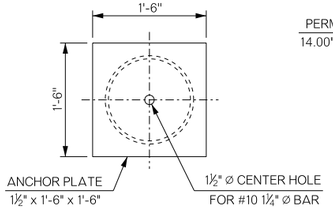
PIER DETAILS
(SHEET 8 OF 8)

Design	ASB	9/23
Detail	ASB	9/23
Check		

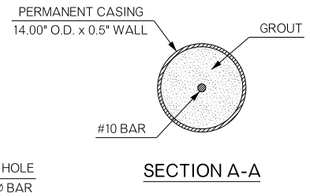
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

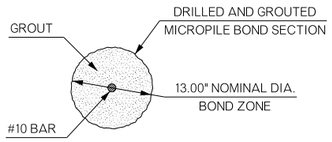
JOB PIECE NO. 30637(04) SHEET NO. B085



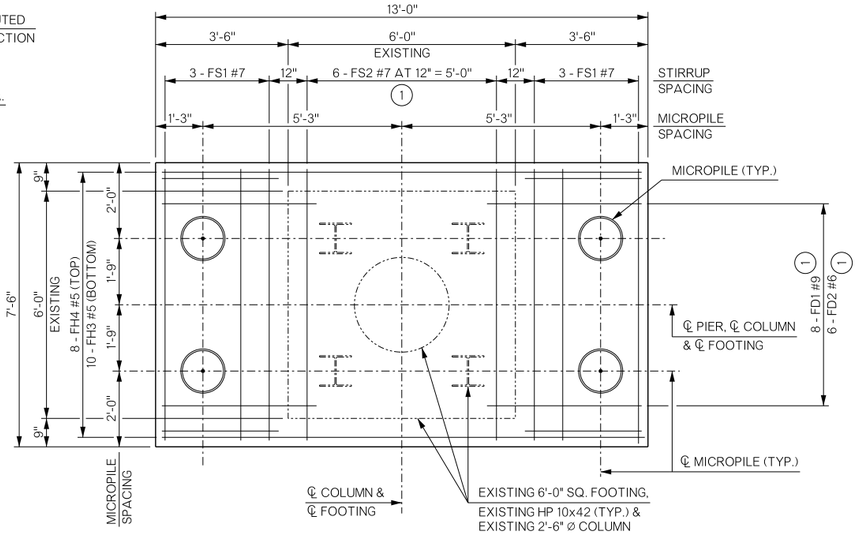
ANCHOR PLATE DETAIL



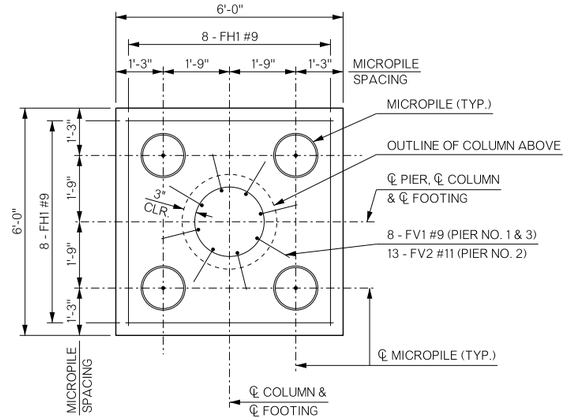
SECTION A-A



SECTION B-B



PLAN



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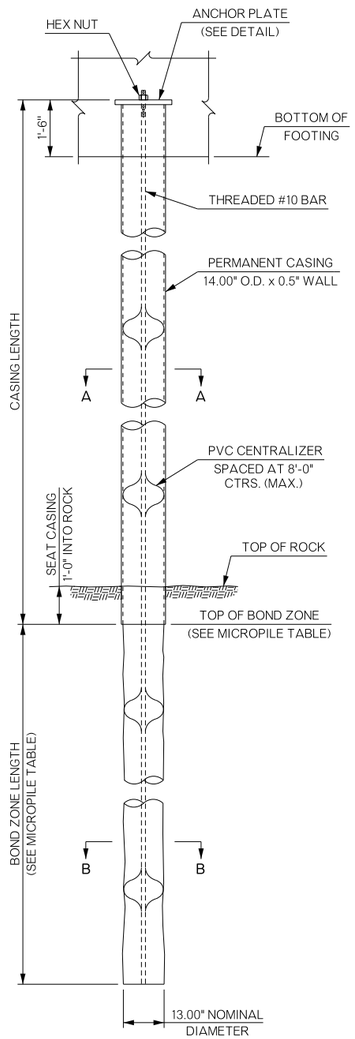
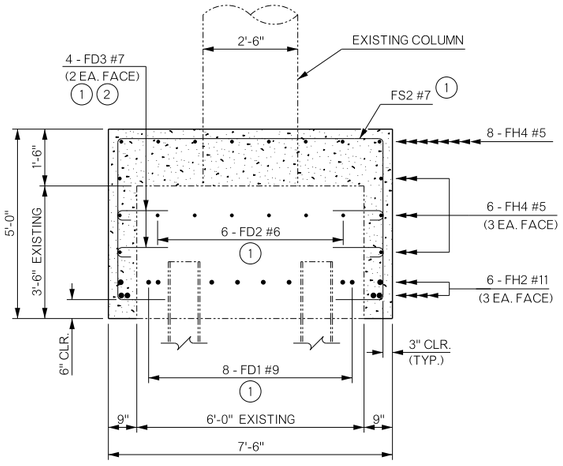


TYPICAL MICROPILE ELEVATION

1. DRILL AND EPOXY ANCHOR FD1, FD2, FD3, AND FS2 BARS INTO EXISTING FOOTING CONCRETE. ACTUAL ANCHORAGE LENGTH SHALL BE ADJUSTED TO SATISFY SECTION 509.04D(3) OF THE STANDARD SPECIFICATIONS, AND BE APPROVED BY THE ENGINEER.
2. SPACE FD3 EMBEDMENT BARS WITH FS2 STIRRUP BARS.



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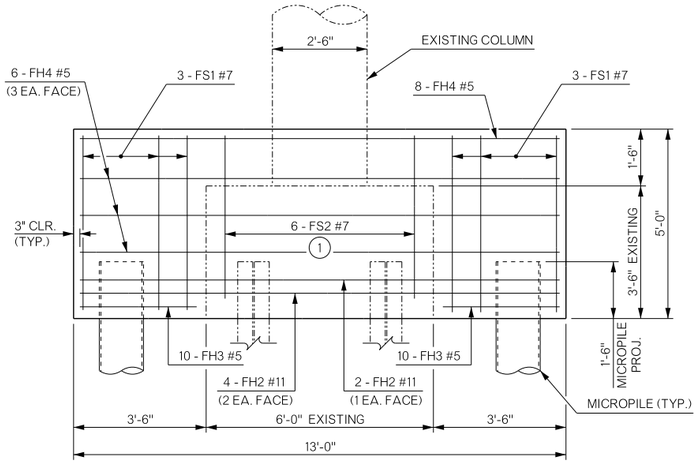
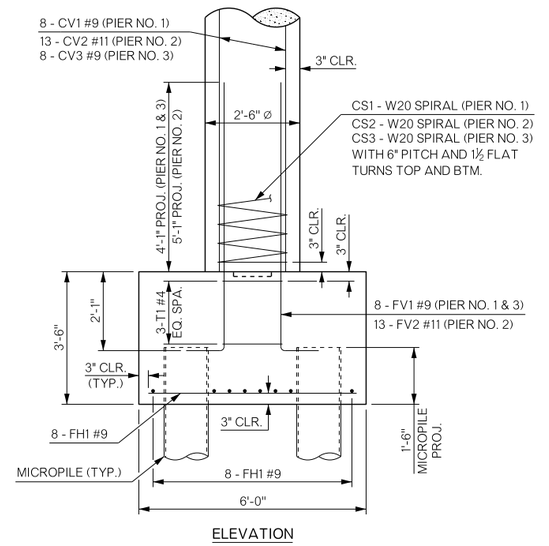


ELEVATION

TYPICAL FOOTING ENCASEMENT DETAIL

(FOR EXISTING COLUMNS)



ELEVATION

TYPICAL FOOTING DETAIL

(FOR NEW COLUMN CONSTRUCTION)

MICROPILE TABLE - BRIDGE "B"					
LOCATION	NO. OF MICROPILES	FACTORED REACTION (KIPS/PILE)	BTM. OF FOOTING ELEV. ◔	ESTIMATED TOP OF BOND ZONE ELEV.	ESTIMATED BOND ZONE LENGTH (FT)
PIER NO. 1 - FOOTING ENCASEMENTS	16	251	1201.45	1163.5	27
PIER NO. 2 - FOOTING ENCASEMENTS	16	241	1200.32	1166.0	26
PIER NO. 3 - FOOTING ENCASEMENTS	16	227	1201.68	1166.0	24
PIER NO. 1 - NEW FOOTINGS	4	205	1201.45	1163.5	22
PIER NO. 2 - NEW FOOTINGS	4	201	1200.32	1166.0	22
PIER NO. 3 - NEW FOOTINGS	4	188	1201.68	1166.0	20

◔ ESTIMATED. MATCH BOTTOM OF EXISTING FOOTING ELEVATION.

MICROPILE NOTES:

CASING SHALL BE ASTM A252 GRADE 3 WITH MINIMUM YIELD STRENGTH OF 45 KSI. REINFORCING BAR SHALL BE #10 THREADED BAR IN ACCORDANCE WITH ASTM A615 GRADE 75. ANCHOR PLATE SHALL MEET THE REQUIREMENTS OF ASTM A709 GRADE 50W.

GROUT SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI.

FOR A PERIOD OF 12 HOURS, DO NOT DRILL WITHIN 10 FEET OF THE BOND ZONE OF A NEWLY GROUTED MICROPILE.

VERIFICATION LOAD TESTING SHALL BE PERFORMED ON A MINIMUM OF TWO (2) SACRIFICIAL MICROPILES. PROOF LOAD TESTING SHALL BE PERFORMED ON SIX (6) PRODUCTION MICROPILES, WITH ONE PROOF TEST AT EACH PIER LOCATION.

THE CONTRACTOR SHALL DETERMINE THE BOND LENGTH NECESSARY TO RESIST THE FACTORED LOADS SHOWN HEREIN. SEE GENERAL NOTES AND PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

NOTE: FOOTING QUANTITIES AND BAR BENDS ARE INCLUDED ON THE PIER DETAIL SHEETS.

REVISIONS

REV. NO.	DESCRIPTION	DATE

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PIER FOOTING AND MICROPILE DETAILS

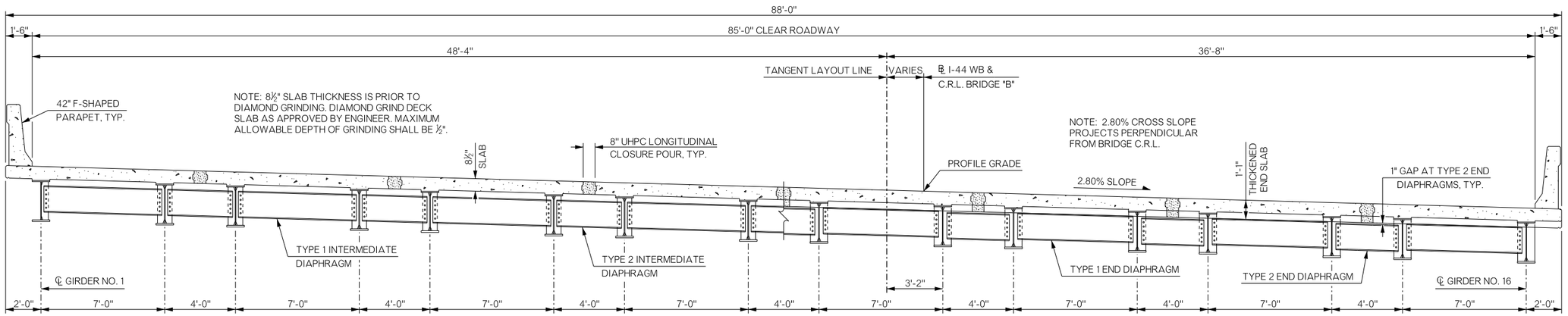
Design	EMH	10/23
Detail	ASB	10/23
Check		

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB/PIECE NO. 30637(04) SHEET NO. B086

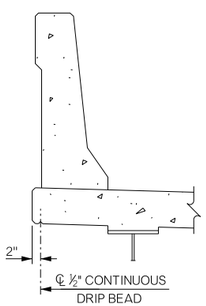
REVISIONS		
REV. NO.	DESCRIPTION	DATE



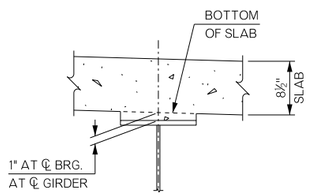
HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION NEAR END DIAPHRAGM

TYPICAL SECTION



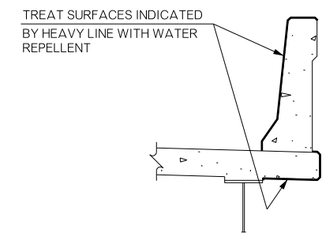
DRIP BEAD DETAIL



GIRDER HAUNCH DETAIL

NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF SLAB TO THE TOP OF THE GIRDER TOP FLANGE, AND MAY VARY ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR GIRDER CAMBER, DEAD LOAD DEFLECTION, AND ROADWAY GRADE) PRIOR TO CASTING THE SLAB AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE THE DIFFERENCE BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.



WATER REPELLENT TREATMENT DETAILS

SUPERSTRUCTURE QUANTITIES - BRIDGE "B"		
DESCRIPTION	UNIT	TOTAL
SAW-CUT GROOVING	SY	2,395.70
42" F-SHAPED PARAPET	LF	507.40
STRUCTURAL STEEL M270 GRADE 50W	LB	531,770.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	32.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	96.00
(SP) PREFABRICATED SUPERSTRUCTURE UNITS	SY	2,324.20
CLASS AA CONCRETE	CY	559.20
ULTRA HIGH PERFORMANCE CONCRETE	CY	54.30
EPOXY COATED REINFORCING STEEL	LB	130,550.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	384.00
SEALED EXPANSION JOINTS	LF	89.76
FENCE-STYLE CLF (7' HIGH, CLASS B)	LF	224.00

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

TYPICAL SECTION

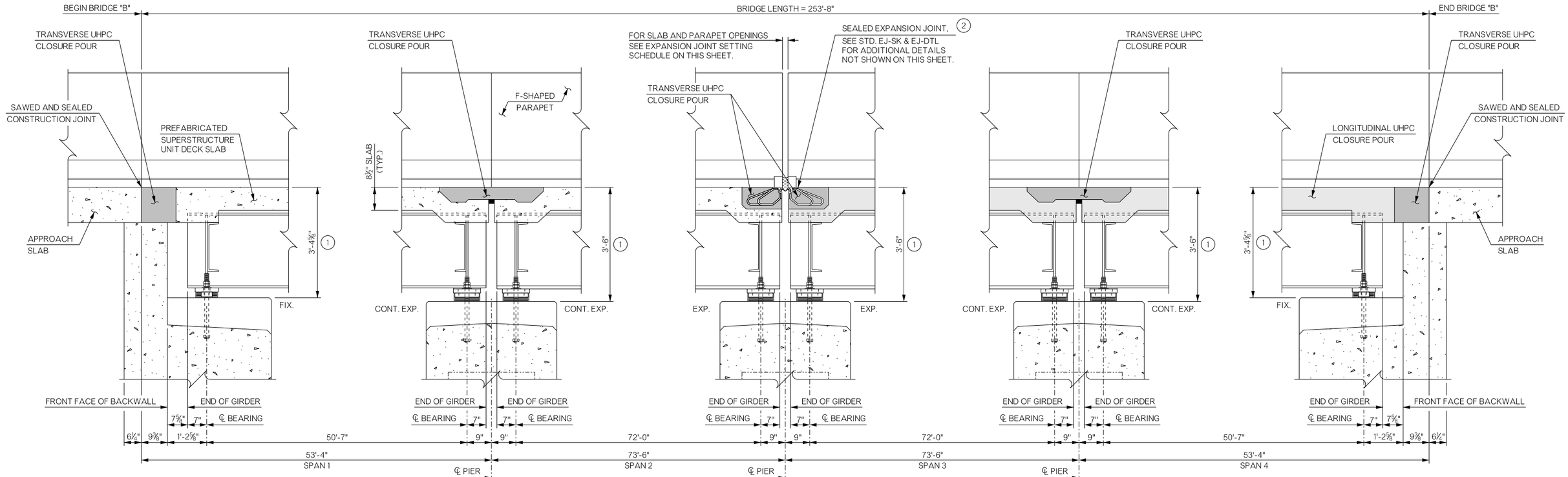
Design	JMB	5/23
Detail	JMB	7/23
Check	EMS	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B087

REVISIONS		
REV. NO.	DESCRIPTION	DATE

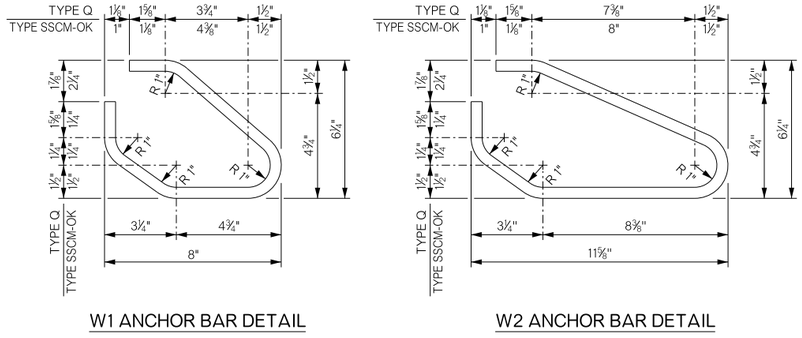


AT PREFABRICATED SUPERSTRUCTURE UNITS

AT LONGITUDINAL CLOSURE POURS

LONGITUDINAL SECTION

(ALL DIMENSIONS SHOWN ARE ALONG ℄ GIRDER)
(INTERMEDIATE DIAPHRAGMS NOT SHOWN)



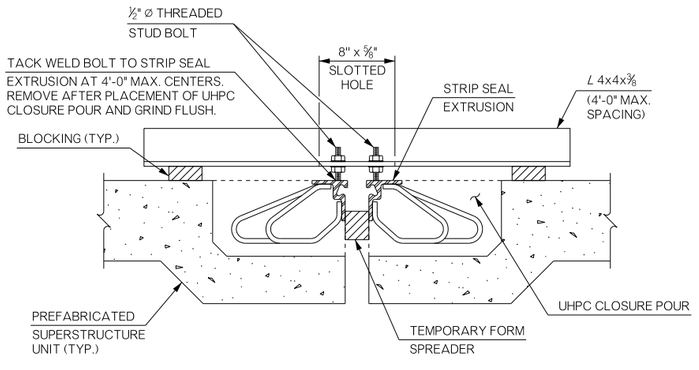
W1 ANCHOR BAR DETAIL

W2 ANCHOR BAR DETAIL

NOTE:

FABRICATE W1 AND W2 BARS FROM W20 DEFORMED STEEL WIRE.

W1 AND W2 BARS ARE SIMILAR, BUT NOT IDENTICAL, TO STANDARD DRAWING EJ-DTL. CONTRACTOR SHALL TAKE NOTE PRIOR TO ORDERING MATERIALS.



TYPICAL SECTION THRU JOINT SHOWING ERECTION ANGLE

EXTRUSIONS SHALL BE SUPPORTED USING A TEMPORARY ERECTION ANGLE, OR A SIMILAR APPROVED METHOD, IN LIEU OF THE SUPPORT BARS AND SUPPORT PLATES SHOWN ON STANDARD DRAWING EJ-DTL & EJ-SK. COST IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF "SEALED EXPANSION JOINTS".

EXPANSION JOINT SETTING SCHEDULE AT PIER NO. 2 (PERPENDICULAR TO JOINT)	
JOINT OPENING	TEMPERATURE (°F)
3"	6
2⅞"	13
2¾"	20
2⅝"	26
2½"	33
2⅜"	40
2¼"	47
2⅛"	53
2"	60
1⅞"	67
1¾"	73
1⅝"	80
1½"	87
1⅜"	94
1¼"	100
1⅛"	107
1"	114

LEGEND:

- LONGITUDINAL UHPC CLOSURE POUR
- TRANSVERSE UHPC CLOSURE POUR

1. DIMENSION IS FROM TOP OF SLAB TO BOTTOM OF BEARING ASSEMBLY AT ℄ BEARING PRIOR TO GRINDING.
2. THE NEOPRENE GLAND SHALL BE FURNISHED FULL LENGTH OF THE COMPLETED EXPANSION JOINT AND WILL BE CONTINUOUS ACROSS THE BRIDGE DECK AND INTO THE PARAPETS. THE EXPANSION JOINT SHALL BE TURNED UP AT THE PARAPETS AS SHOWN IN STD. EJ-SK FOR PARAPET WITHOUT OPENINGS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

LONGITUDINAL SECTION

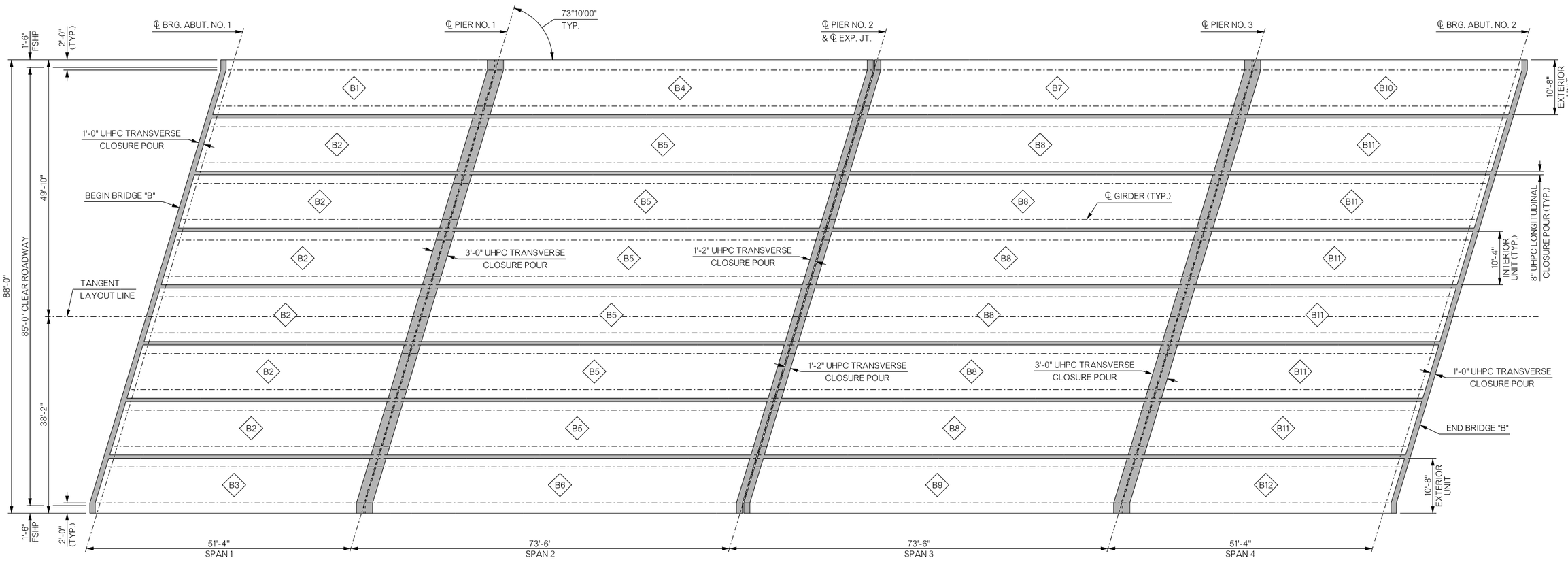
Design	JMB	6/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. B088

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PREFABRICATED SUPERSTRUCTURE UNIT LAYOUT

(PARAPETS NOT SHOWN FOR CLARITY.)

APPROXIMATE WEIGHT PER PREFABRICATED SUPERSTRUCTURE UNIT			
UNIT	CONCRETE	STEEL	TOTAL
B1, B3, B10, B12	61,170 LBS	12,420 LBS	73,590 LBS
B2, B11	59,300 LBS	12,440 LBS	71,740 LBS
B4, B6, B7, B9	84,460 LBS	19,730 LBS	104,190 LBS
B5, B8	81,880 LBS	19,770 LBS	101,650 LBS

NOTE: WEIGHTS SHOWN DO NOT INCLUDE PARAPETS. IF PARAPETS ARE INCLUDED WITH THE PSU'S, ADD 24,790 LBS TO UNITS B1, B3, B10, & B12 OR 34,820 LBS TO UNITS B4, B6, B7, & B9. AT THE CONTRACTOR'S OPTION, THE PARAPET MAY BE PRECAST WITH THE PSU'S IF COMPATIBLE WITH THE CONTRACTOR'S PROPOSED ERECTION SCHEME.

NOTES:

"PSU" STANDS FOR PREFABRICATED SUPERSTRUCTURE UNIT.

THE CONTRACTOR HAS TWO OPTIONS TO ENSURE PROPER FIT-UP OF THE PSU'S:

OPTION 1 - FABRICATE PSU'S INDIVIDUALLY USING GEOMETRIC CONTROLS TO MAINTAIN VERTICAL AND HORIZONTAL TOLERANCE AT CLOSURE POURS. A DRY FIT OF ADJACENT UNITS PRIOR TO SHIPMENT IS REQUIRED TO VERIFY THAT THEY CAN BE PROPERLY JOINED IN THE FIELD.

OPTION 2 - FABRICATE THE TOTAL NUMBER OF PSU'S REQUIRED FOR A FULL PHASE OF CONSTRUCTION TOGETHER ON TEMPORARY SUPPORTS IN THE SAME ORIENTATION AS THEY WILL BE PLACED IN THEIR FINAL ERECTED LOCATION. FOR THIS OPTION, A SEPARATE DRY FIT OF THE PSU'S IS NOT REQUIRED PRIOR TO SHIPPING.

LEGEND:

BX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION

UHPC CLOSURE POUR

BRIDGE "B" (WB) OVER UPRR & BLACK GOLD DRIVE
I-44 OKLAHOMA COUNTY

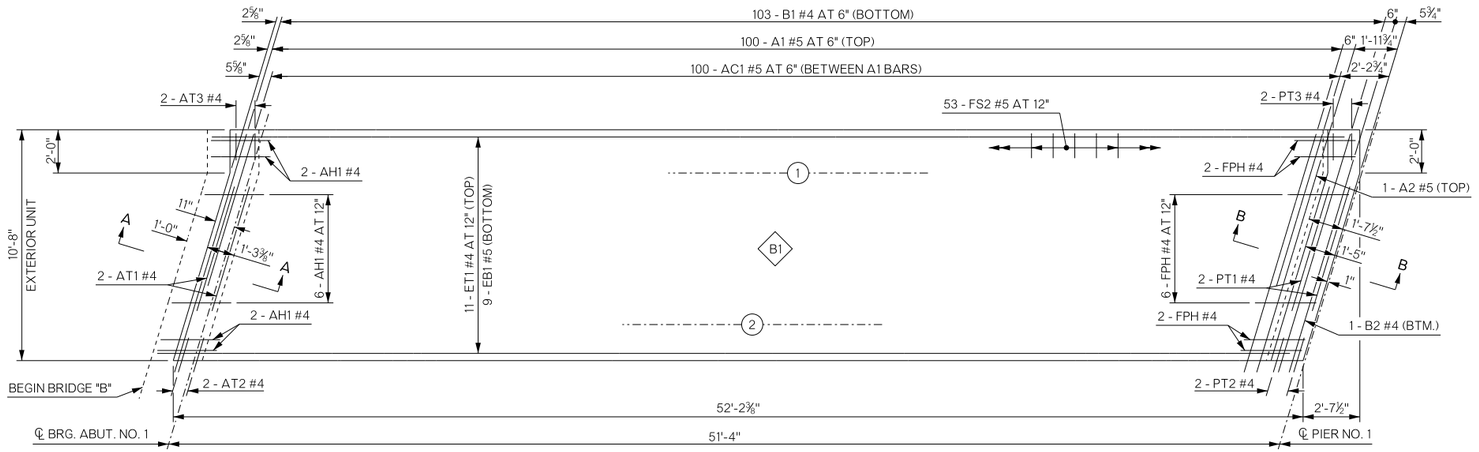
PREFABRICATED SUPERSTRUCTURE LAYOUT

Design	JMB	4/23
Detail	JMB	7/23
Check	CBC	8/23

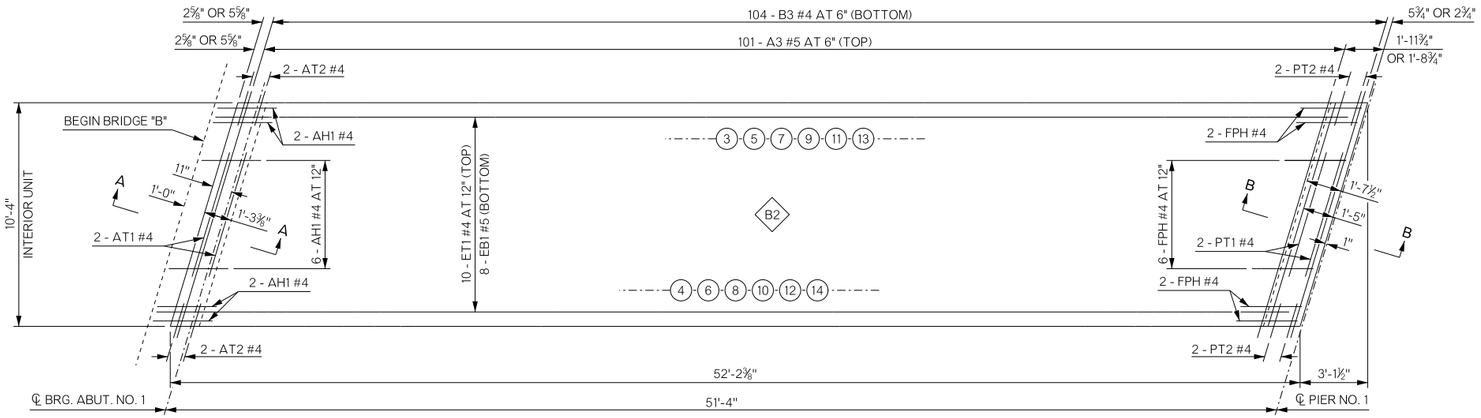
HNTB

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

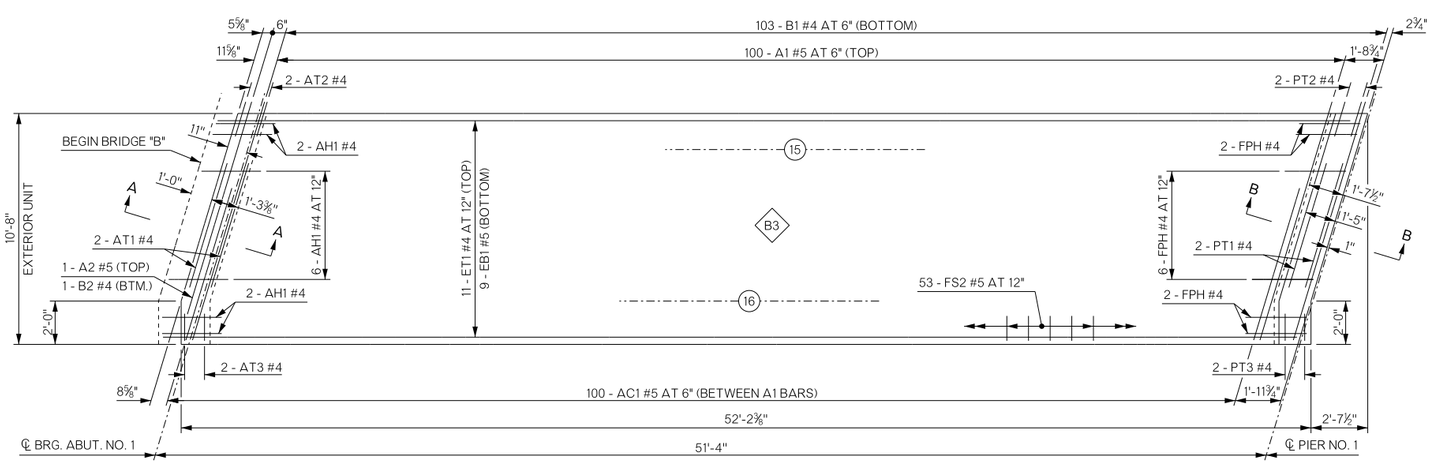
JOB PIECE NO. 30637(04) SHEET NO. B089



LEFT EXTERIOR UNIT B1 - PLAN



INTERIOR UNIT B2 - PLAN



RIGHT EXTERIOR UNIT B3 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- BX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- X — GIRDER NUMBER

FOR SECTIONS A-A & B-B, SEE SHEET NO. B094

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B094 FOR SPACING OF EB1 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, AT2 #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

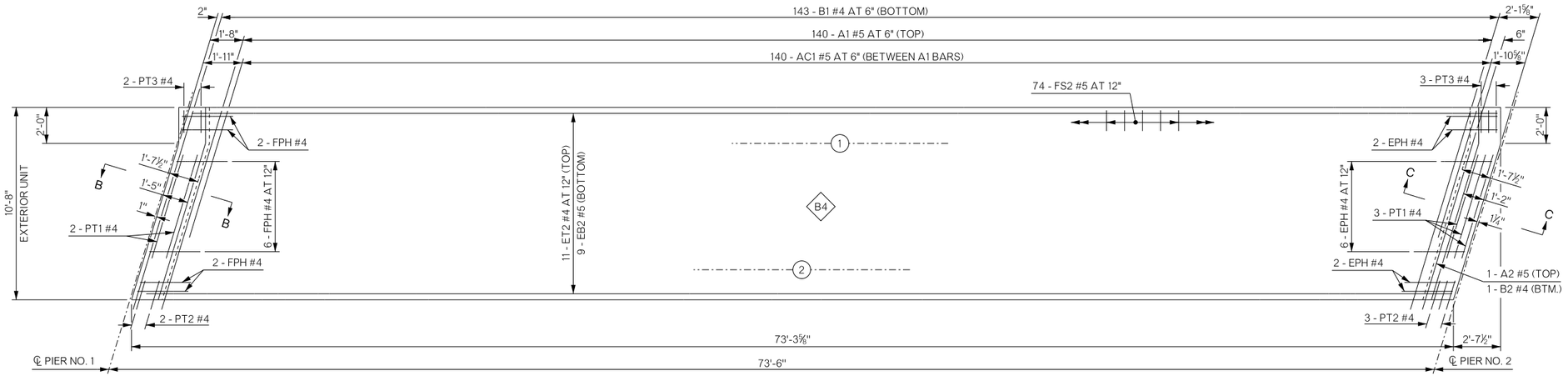
PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 1)

Design	JMB	4/23
Detail	JMB	8/23
Check	CBC	8/23

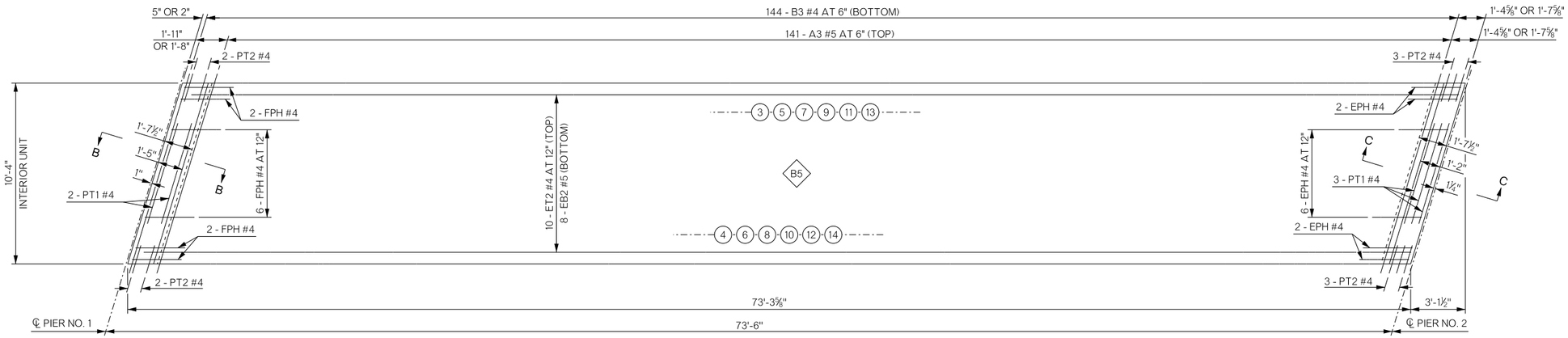
HNTB

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

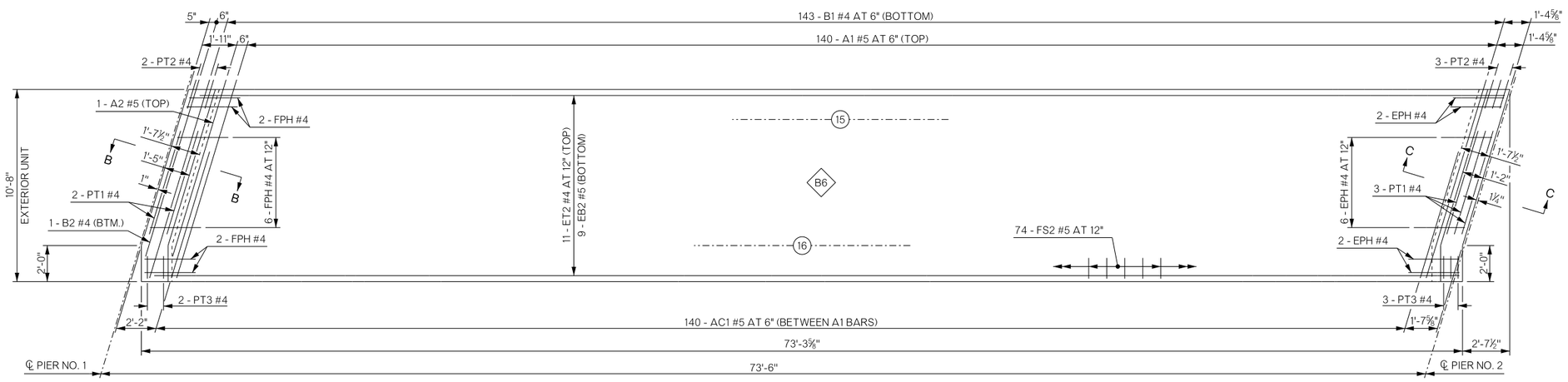
JOB PIECE NO. 30637(04) SHEET NO. B090



LEFT EXTERIOR UNIT B4 - PLAN



INTERIOR UNIT B5 - PLAN



RIGHT EXTERIOR UNIT B6 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- BX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- X — GIRDER NUMBER

FOR SECTIONS B-B & C-C, SEE SHEET NO. B094

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B094 FOR SPACING OF EB2 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

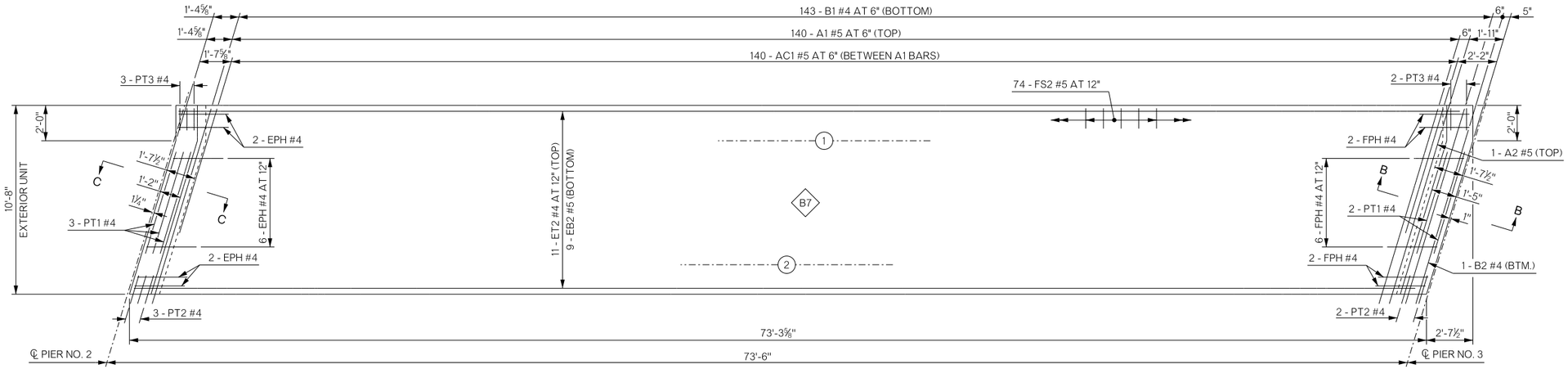
PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 2)

Design	JMB	4/23
Detail	JMB	8/23
Check	CBC	8/23

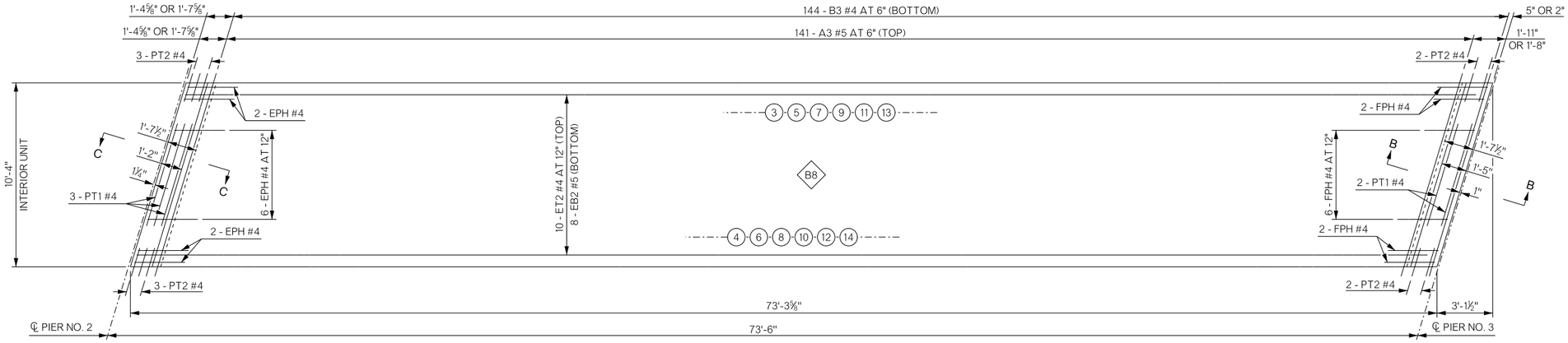
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

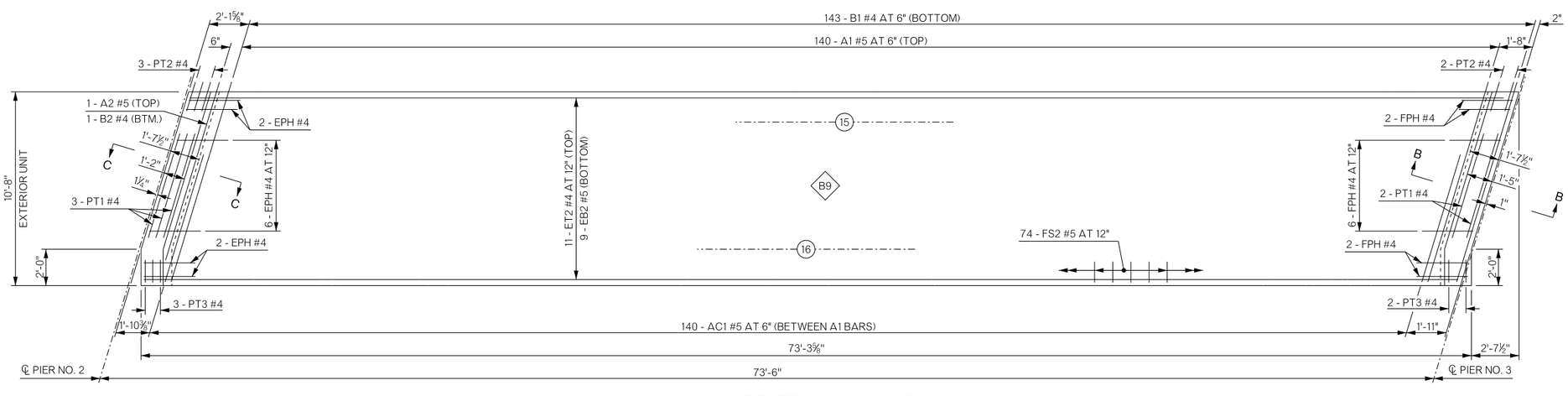
JOB PIECE NO. 30637(04) SHEET NO. B091



LEFT EXTERIOR UNIT B7 - PLAN



INTERIOR UNIT B8 - PLAN



RIGHT EXTERIOR UNIT B9 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- BX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- X — GIRDER NUMBER

FOR SECTIONS B-B & C-C, SEE SHEET NO. B094

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B094 FOR SPACING OF EB2 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

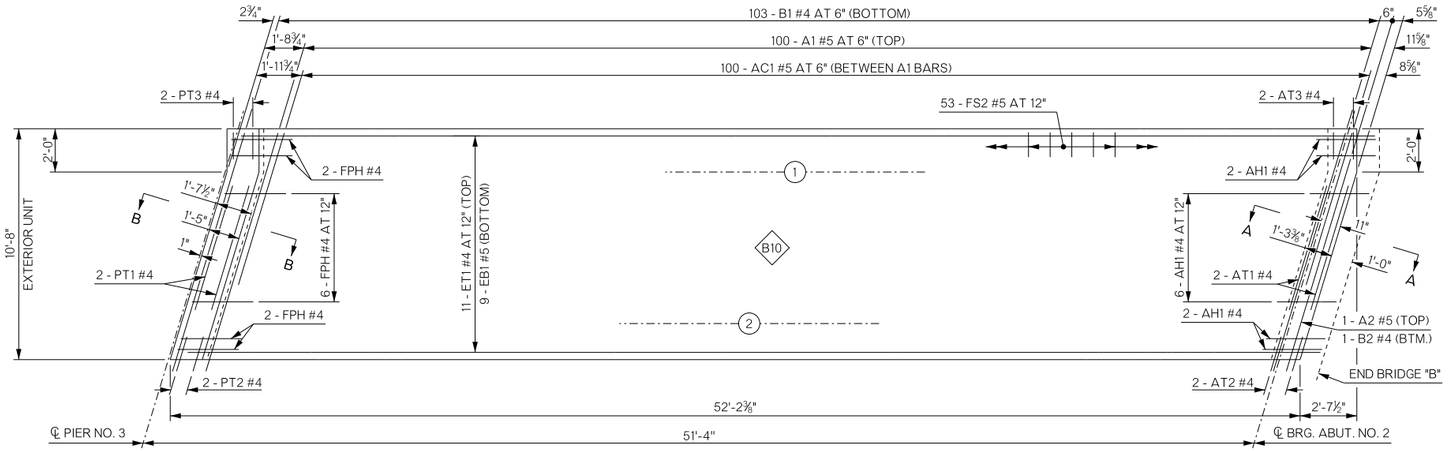
PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 3)

Design	JMB	4/23
Detail	JMB	8/23
Check	CBC	8/23

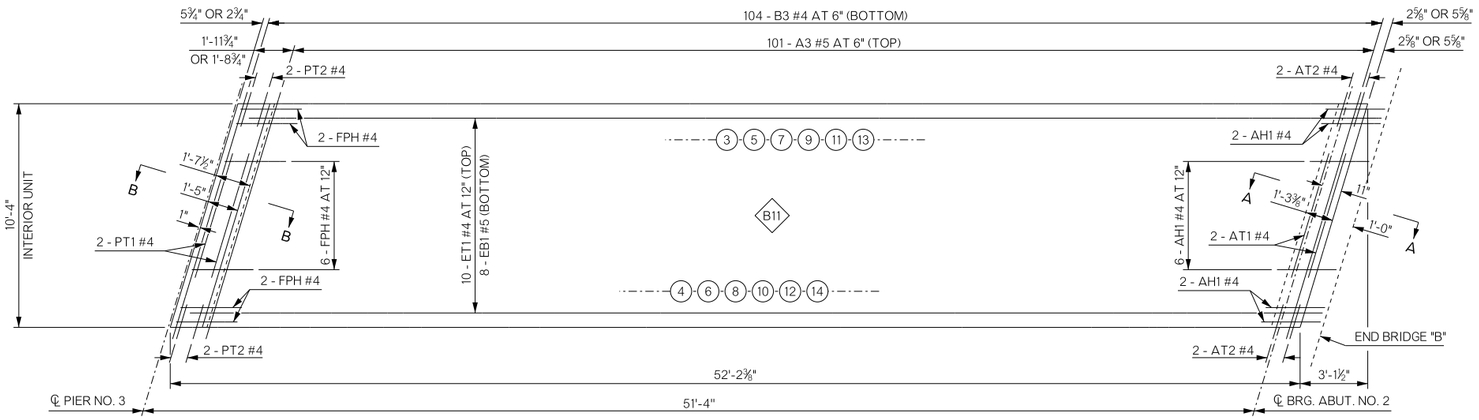
HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

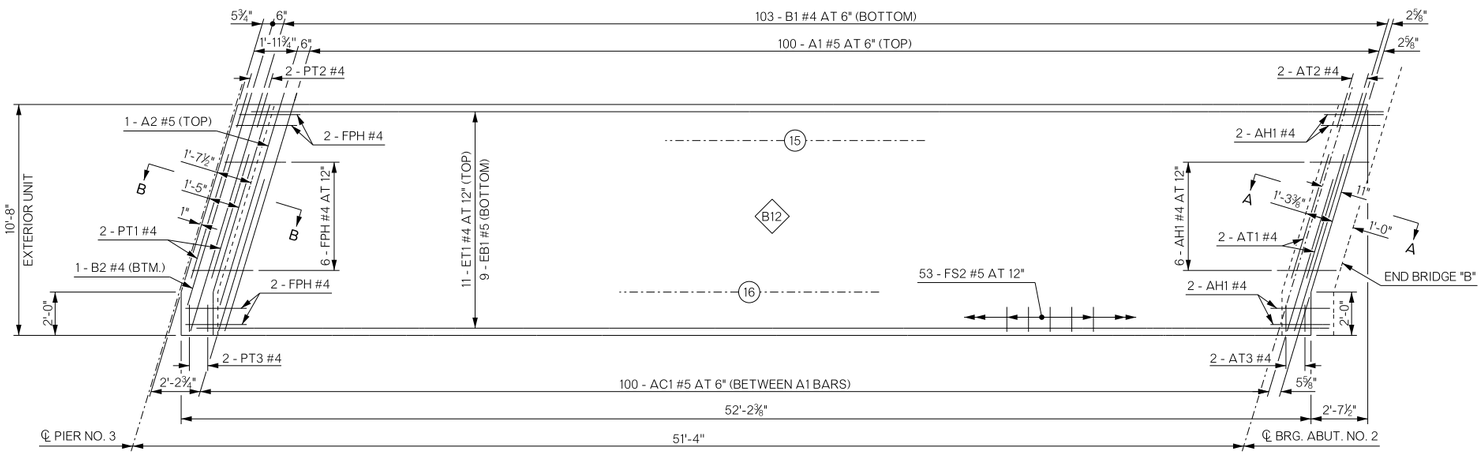
JOB PIECE NO. 30637(04) SHEET NO. B092



LEFT EXTERIOR UNIT B10 - PLAN



INTERIOR UNIT B11 - PLAN



RIGHT EXTERIOR UNIT B12 - PLAN

REVISIONS

REV. NO.	DESCRIPTION	DATE

LEGEND:

- (BX) PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION
- (X) GIRDER NUMBER

FOR SECTIONS A-A & B-B, SEE SHEET NO. B094

NOTES:

PARAPETS NOT SHOWN FOR CLARITY. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. SEE SHEET NO. B107 FOR ADDITIONAL PARAPET DETAILS.

FS2 PARAPET BARS MUST BE IN PLACE PRIOR TO SLAB POUR OF EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS. COORDINATE FS2 BAR PLACEMENT WITH TRANSVERSE SLAB CLOSURE POUR DETAILS.

SEE TYPICAL SLAB REINFORCING DETAILS ON SHEET NO. B094 FOR SPACING OF EB1 #5 BARS.

PLACE TRANSVERSE BARS PARALLEL TO THE SUBSTRUCTURE UNITS. TRANSVERSE BAR SPACINGS ARE MEASURED ALONG GIRDERS.

STAGGER TRANSVERSE BARS (A #5, B #4, AT2 #4, & PT2 #4) BETWEEN ADJACENT UNITS TO PREVENT CONFLICTS IN LONGITUDINAL CLOSURE POURS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB PLAN (SPAN 4)

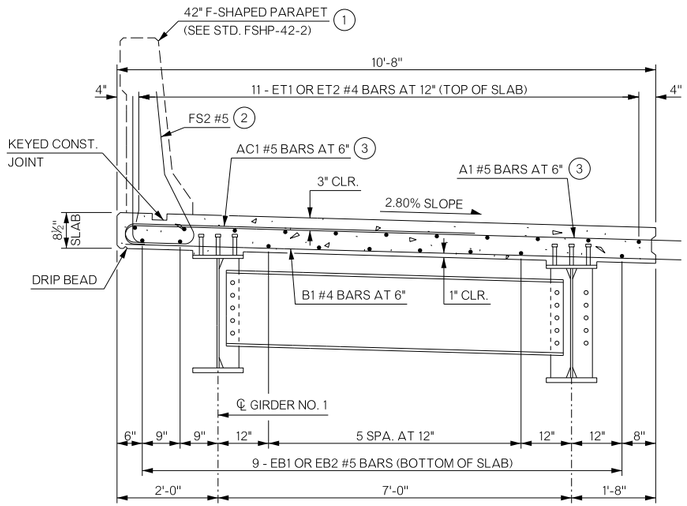
Design	JMB	4/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

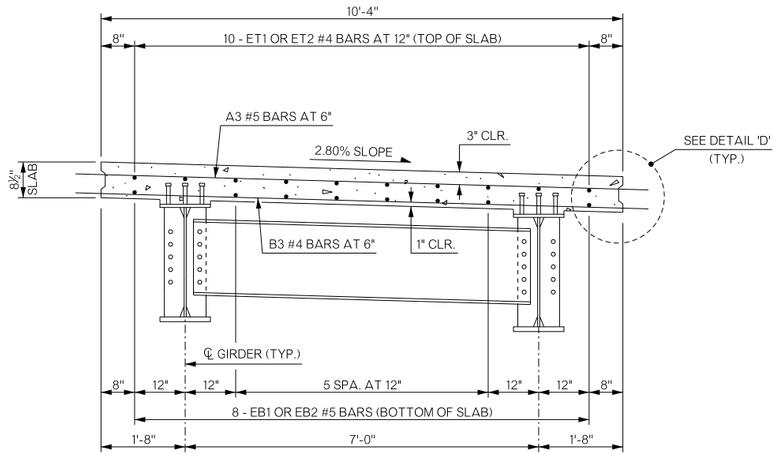
JOB PIECE NO. 30637(04) SHEET NO. B093

REVISIONS		
REV. NO.	DESCRIPTION	DATE



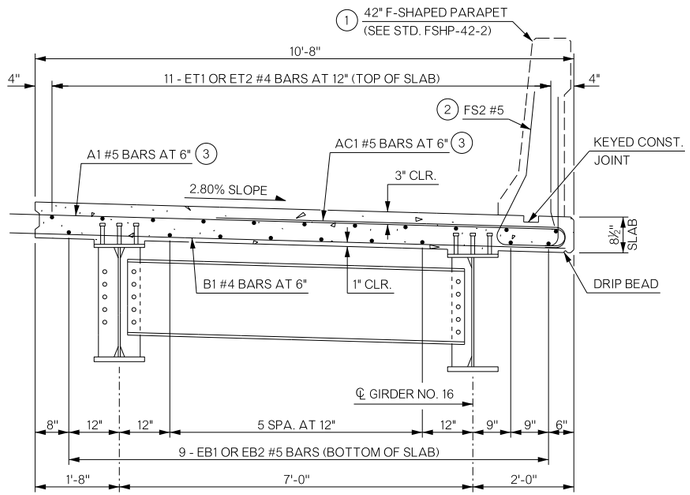
LEFT EXTERIOR UNIT

B1 B4 B7 B10



INTERIOR UNIT

B2 B5 B8 B11



RIGHT EXTERIOR UNIT

B3 B6 B9 B12

PREFABRICATED SUPERSTRUCTURE UNITS - TYPICAL SLAB REINFORCING DETAILS

DECK SLAB NOTES:

EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGER ASSEMBLIES, TY-BAR CLIPS, INSERT WELD ANCHORS, OR OTHER APPURTENANCES THAT WILL REMAIN IN PLACE IN THE DECK SLAB. EPOXY-COAT IN ACCORDANCE WITH AASHTO M284 OR GALVANIZE IN ACCORDANCE WITH AASHTO M111.

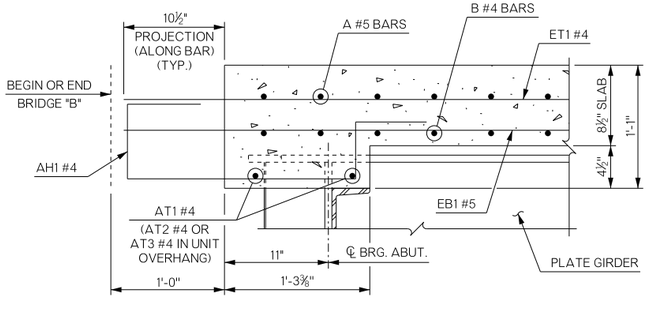
DECK SLAB FOR EACH PREFABRICATED SUPERSTRUCTURE UNIT SHALL BE PLACED WITH A CONTINUOUS POUR FROM END TO END OF UNIT.

INSTALL ALL TYPE 1 DIAPHRAGMS AND TIGHTEN ALL BOLTS BEFORE PLACING CONCRETE FOR THE DECK SLAB OR APPLYING OTHER MASSIVE LOADS TO THE GIRDERS.

1. PARAPETS MAY BE CAST AS PART OF THE EXTERIOR PREFABRICATED SUPERSTRUCTURE UNITS, OR MAY BE CAST-IN-PLACE AFTER ERECTION. FACE OF PARAPET SHALL BE VERTICAL IN THE FINAL ERECTED POSITION.
2. FS2 #5 BARS MAY BE MODIFIED TO INCLUDE EMBEDDED MECHANICAL COUPLERS AT THE PARAPET-TO-SLAB INTERFACE AT NO ADDITIONAL COST TO THE DEPARTMENT. SUBMIT ANY PROPOSED BAR MODIFICATIONS TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. ROTATE HOOKS ON A1 AND AC1 BARS TO MAINTAIN MINIMUM CLEARANCE.

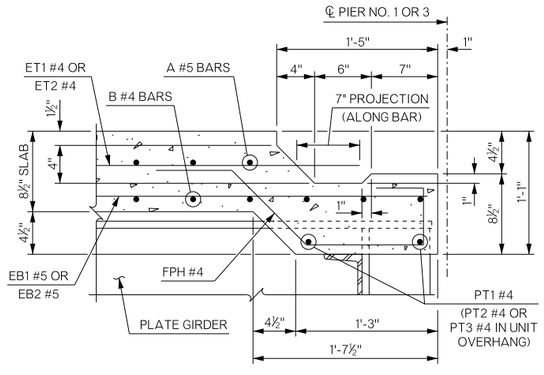
LEGEND:

BX — PREFABRICATED SUPERSTRUCTURE UNIT (PSU) DESIGNATION

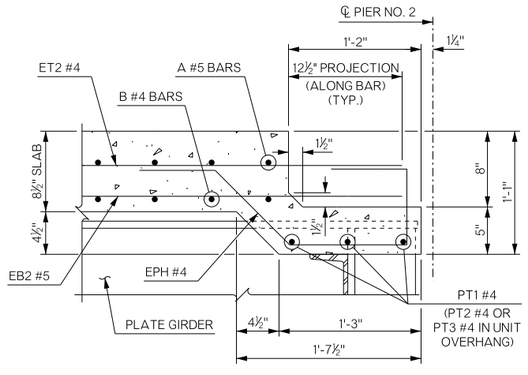


SECTION A-A

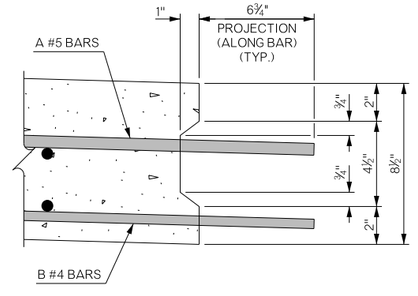
(AC1 BARS IN EXTERIOR UNITS NOT SHOWN FOR CLARITY)



SECTION B-B



SECTION C-C



DETAIL 'D'

FOR LOCATIONS OF SECTIONS A-A, B-B, & C-C, SEE SLAB PLANS ON SHEET NO. B090-B093

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB DETAILS

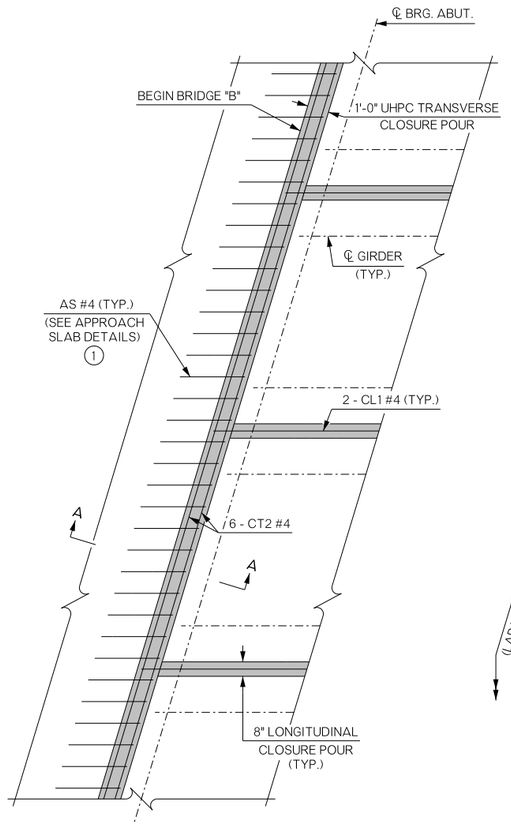
Design	JMB	4/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

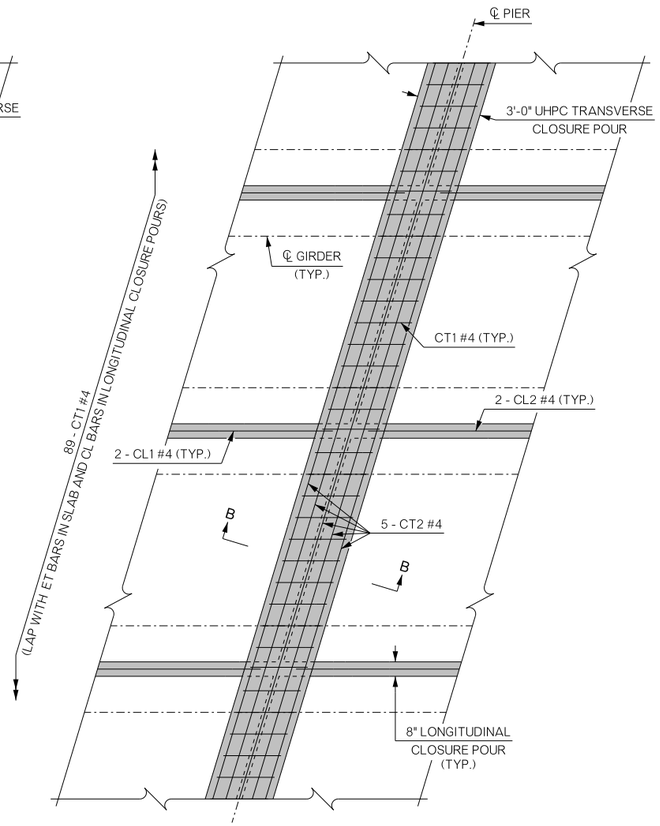
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B094

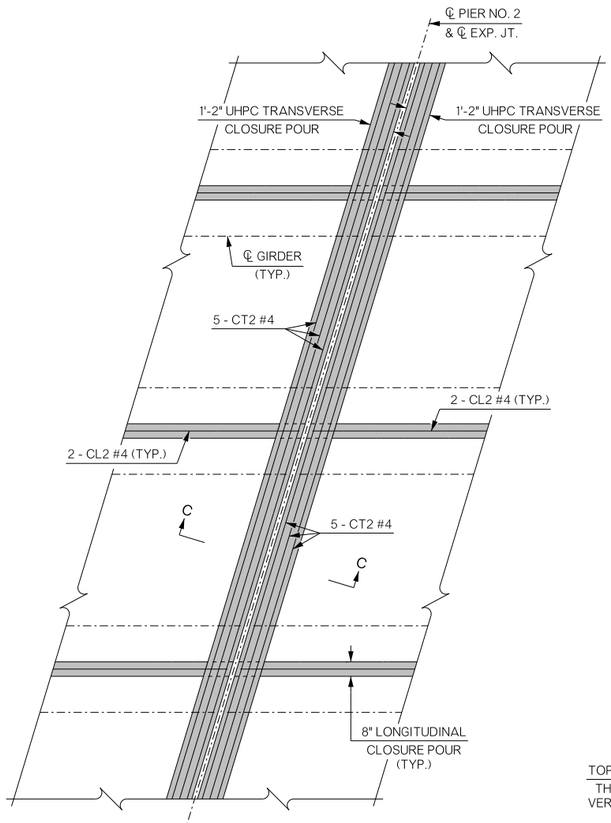
REVISIONS		
REV. NO.	DESCRIPTION	DATE



ABUTMENT NO. 1
(ABUTMENT NO. 2 SIMILAR)



PIER NO. 1
(PIER NO. 3 SIMILAR)

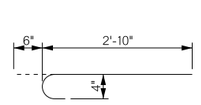


PIER NO. 2

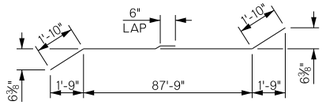
TRANSVERSE CLOSURE POURS

SUPERSTRUCTURE BAR LIST CLOSURE POURS					
MARK	SIZE	NO.	FORM	LENGTH	
EPOXY COATED REINFORCING BARS					
AS	#4	176	BNT.	3'-4"	
CL1	#4	28	STR.	52'-4"	
CL2	#4	28	STR.	73'-0"	1
CT1	#4	178	STR.	2'-8"	
CT2	#4	32	BNT.	91'-11"	1

1 LENGTH INCLUDES ONE 6" LAP.



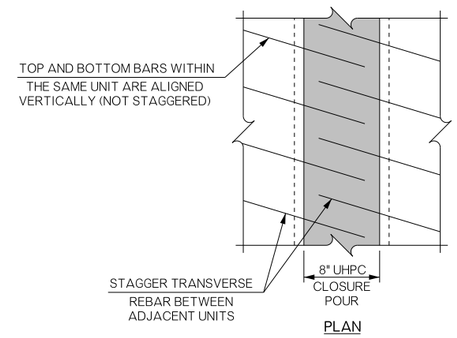
AS #4 x 3'-4"



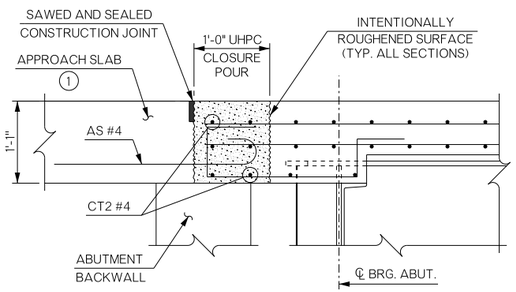
CT2 #4 x 91'-11"

BAR BENDS

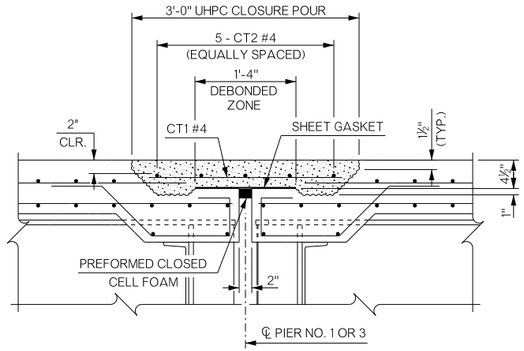
(BENT BAR DIMENSIONS ARE OUT TO OUT)



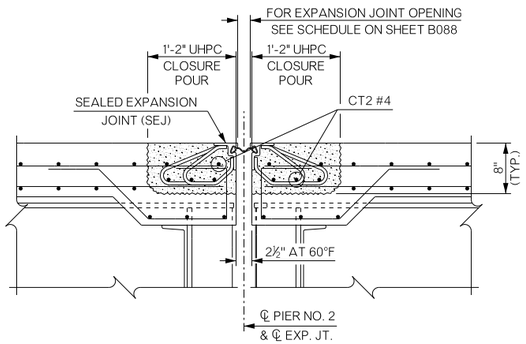
PLAN



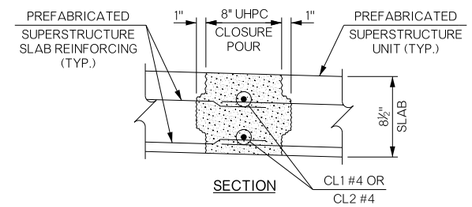
SECTION A-A



SECTION B-B



SECTION C-C



LONGITUDINAL CLOSURE POUR

1 APPROACH SLABS ARE TO BE CONSTRUCTED BEFORE COMPLETING TRANSVERSE CLOSURE POURS AT ABUTMENTS. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE.

NOTES:

CONTRACTOR TO ENSURE ALL UHPC FORMS ARE WATER TIGHT AND PROVIDE A MOCK UP TO DEMONSTRATE THE ABILITY TO POUR WITHOUT LEAKING.

RECESS SEALED EXPANSION JOINT AS NEEDED, UP TO ½", SUCH THAT THERE IS A SMOOTH DRIVING SURFACE PROFILE AFTER ALL SLAB DIAMOND GRINDING HAS OCCURED. FOR DETAILS OF SEALED EXPANSION JOINT SEE SHEET B088.

UHPC CLOSURE POURS SHALL BE OVERPOURED AND GROUND TO FINISHED GRADE.

LONGITUDINAL CLOSURE POURS SHALL MATCH THE LIMITS AND SHAPE OF THE PREFABRICATED SLABS. TRANSVERSE CLOSURE POURS SHALL BE PLACED AFTER LONGITUDINAL CLOSURE POURS HAVE CURED, AND WILL HAVE A CONSTANT SHAPE AS SHOWN. SEE LONGITUDINAL SECTION AT CLOSURE POURS ON SHEET B088.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE CLOSURE POUR DETAILS

Design	JMB	6/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B095

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B1

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	100	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	100	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	103	STR.	11'-6"
B2	#4	1	STR.	10'-3"
EB1	#5	9	STR.	52'-10"
ET1	#4	11	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	53	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B2

(SIX REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	101	STR.	11'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	4	STR.	1'-8"
B3	#4	104	STR.	11'-11"
EB1	#5	8	STR.	52'-10"
ET1	#4	10	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
PT1	#4	2	STR.	6'-0"
PT2	#4	4	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B3

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	100	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	100	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	103	STR.	11'-6"
B2	#4	1	STR.	10'-3"
EB1	#5	9	STR.	52'-10"
ET1	#4	11	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	53	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B4

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	140	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	140	BNT.	7'-11"
B1	#4	143	STR.	11'-6"
B2	#4	1	STR.	10'-3"
(2) EB2	#5	9	STR.	76'-0"
(3) ET2	#4	11	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	74	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B5

(SIX REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	141	STR.	11'-11"
B3	#4	144	STR.	11'-11"
(2) EB2	#5	8	STR.	76'-0"
(3) ET2	#4	10	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
PT1	#4	5	STR.	6'-0"
PT2	#4	10	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B6

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	140	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	140	BNT.	7'-11"
B1	#4	143	STR.	11'-6"
B2	#4	1	STR.	10'-3"
(2) EB2	#5	9	STR.	76'-0"
(3) ET2	#4	11	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	74	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B7

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	140	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	140	BNT.	7'-11"
B1	#4	143	STR.	11'-6"
B2	#4	1	STR.	10'-3"
(2) EB2	#5	9	STR.	76'-0"
(3) ET2	#4	11	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	74	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B8

(SIX REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	141	STR.	11'-11"
B3	#4	144	STR.	11'-11"
(2) EB2	#5	8	STR.	76'-0"
(3) ET2	#4	10	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
PT1	#4	5	STR.	6'-0"
PT2	#4	10	STR.	1'-8"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B9

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	140	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	140	BNT.	7'-11"
B1	#4	143	STR.	11'-6"
B2	#4	1	STR.	10'-3"
(2) EB2	#5	9	STR.	76'-0"
(3) ET2	#4	11	STR.	74'-5"
EPH	#4	10	BNT.	3'-11"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	74	BNT.	7'-4"
PT1	#4	5	STR.	6'-0"
PT2	#4	5	STR.	1'-8"
PT3	#4	5	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B10

(ONE REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	100	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	100	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	103	STR.	11'-6"
B2	#4	1	STR.	10'-3"
EB1	#5	9	STR.	52'-10"
ET1	#4	11	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	53	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"

SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B11

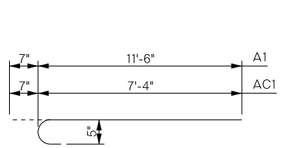
(SIX REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A3	#5	101	STR.	11'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	4	STR.	1'-8"
B3	#4	104	STR.	11'-11"
EB1	#5	8	STR.	52'-10"
ET1	#4	10	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
PT1	#4	2	STR.	6'-0"
PT2	#4	4	STR.	1'-8"

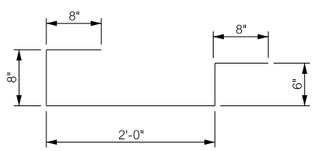
SUPERSTRUCTURE BAR LIST PREFABRICATED UNIT B12

(ONE REQUIRED)

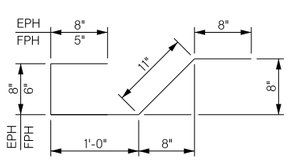
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
A1	#5	100	BNT.	12'-1"
A2	#5	1	STR.	10'-3"
AC1	#5	100	BNT.	7'-11"
AH1	#4	10	BNT.	4'-6"
AT1	#4	2	STR.	6'-0"
AT2	#4	2	STR.	1'-8"
AT3	#4	2	STR.	1'-3"
B1	#4	103	STR.	11'-6"
B2	#4	1	STR.	10'-3"
EB1	#5	9	STR.	52'-10"
ET1	#4	11	STR.	52'-4"
FPH	#4	10	BNT.	3'-6"
(1) FS2	#5	53	BNT.	7'-4"
PT1	#4	2	STR.	6'-0"
PT2	#4	2	STR.	1'-8"
PT3	#4	2	STR.	1'-3"



A1 #5 x 12'-1"
AC1 #5 x 7'-11"



AH1 #4 x 4'-6"



EPH #4 x 3'-11"
FPH #4 x 3'-6"

BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)

(1) FOR BAR BEND, SEE STD. FSHP-42-2.
(2) LENGTH INCLUDES ONE 3'-0" LAP.
(3) LENGTH INCLUDES ONE 1'-11" LAP.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PREFABRICATED SUPERSTRUCTURE SLAB BAR LIST

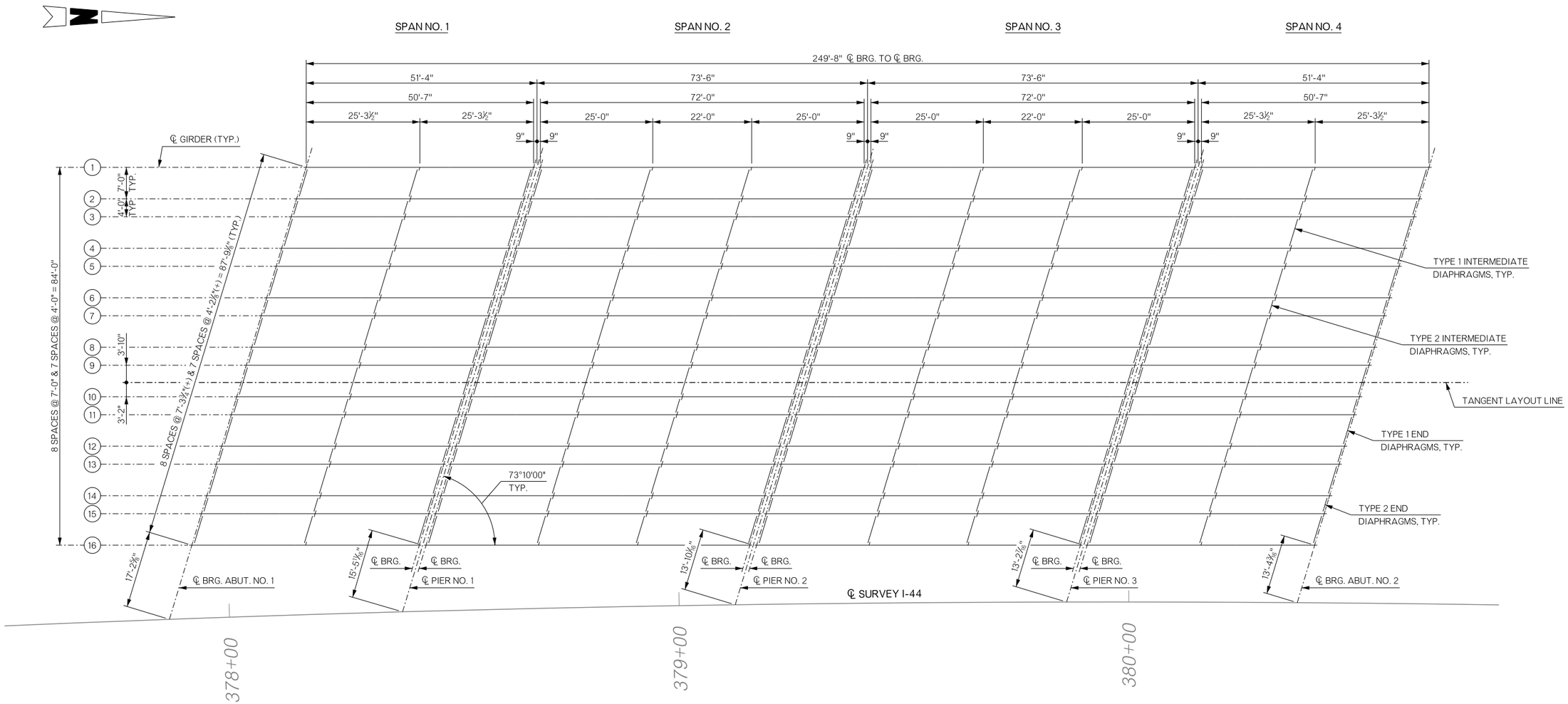
Design	JMB	7/23
Detail	JMB	8/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. B096

REVISIONS		
REV. NO.	DESCRIPTION	DATE



FRAMING PLAN

NOTES:

ALL LONGITUDINAL DIMENSIONS ARE MEASURED HORIZONTALLY ALONG GIRDER CENTERLINES.

ALL SUBSTRUCTURE ELEMENTS ARE PARALLEL. DIAPHRAGMS ARE ALIGNED PARALLEL TO THE CENTERLINE OF BEARINGS.

FOR TANGENT LAYOUT LINE DEFINITION, SEE SUBSTRUCTURE STAKING DIAGRAM ON SHEET B064.

INSTALL TYPE 1 DIAPHRAGMS BEFORE PLACING CONCRETE FOR THE DECK SLAB FOR EACH PREFABRICATED SUPERSTRUCTURE UNIT. TYPE 2 DIAPHRAGMS MAY BE INSTALLED AFTER THE PLACEMENT OF UHPC CLOSURE POURS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

FRAMING PLAN

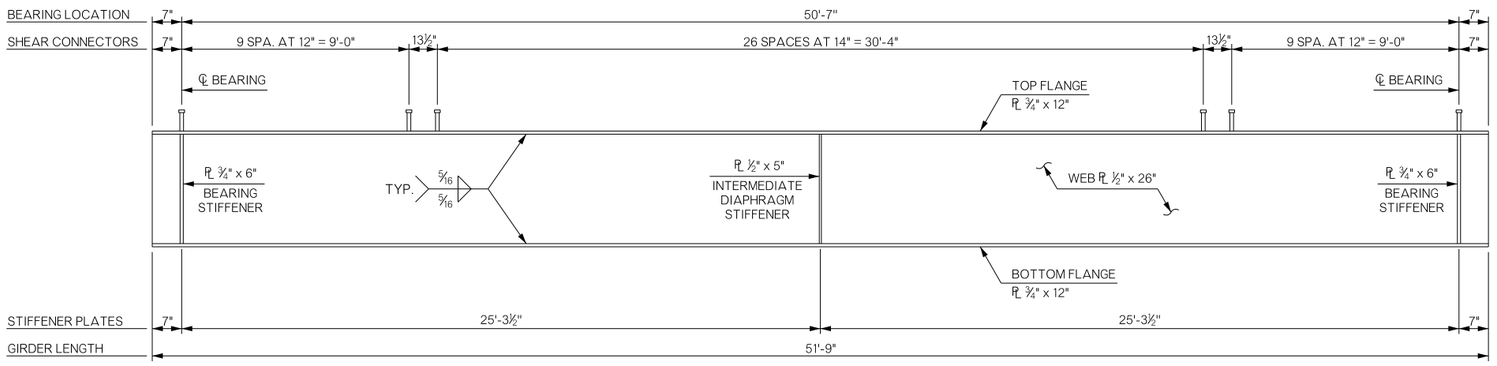
Design	JMB	5/23
Detail	JMB	7/23
Check	ASB	8/23

HNTB

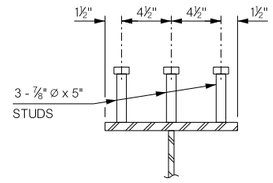
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B097

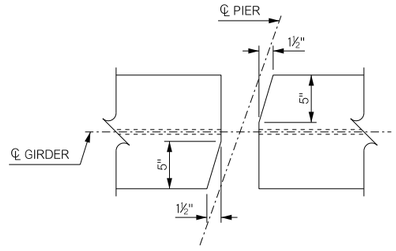
REVISIONS		
REV. NO.	DESCRIPTION	DATE



GIRDER ELEVATION - SPANS 1 & 4

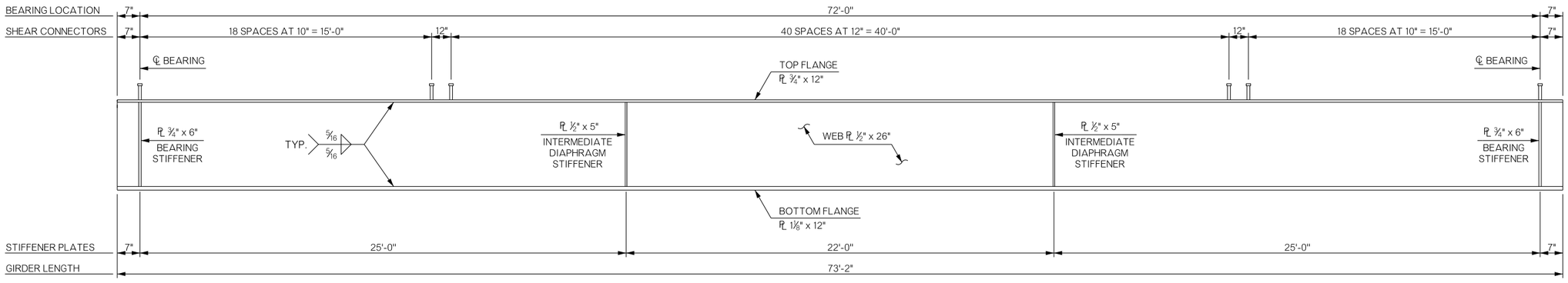


SHEAR CONNECTOR DETAIL



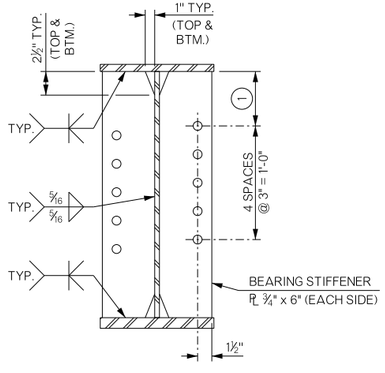
TOP FLANGE CLIP DETAIL

(AT ALL PIERS)



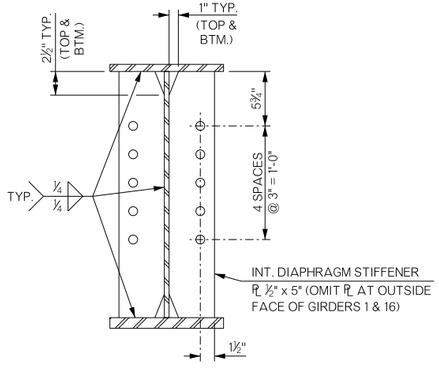
GIRDER ELEVATION - SPANS 2 & 3

① 5¾" (TYPE 1 END DIAPHRAGM LOCATIONS)
6¾" (TYPE 2 END DIAPHRAGM LOCATIONS)



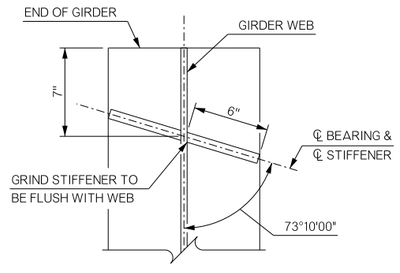
BEARING STIFFENER

NOTE: OMIT BOLT HOLES ON BEARING STIFFENER PL LOCATED ON OUTSIDE FACE OF GIRDERS 1 & 16.



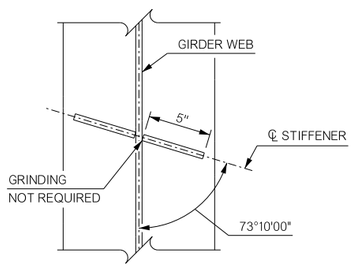
INTERMEDIATE DIAPHRAGM STIFFENER

STIFFENER DETAILS



BEARING STIFFENER

NOTE: BEARING STIFFENERS LOCATED ON THE OUTSIDE FACE OF GIRDERS 1 & 16 MAY BE REPLACED WITH A ¾" x 5½" PL PLACED NORMAL TO THE GIRDER WEB.



INTERMEDIATE DIAPHRAGM STIFFENER

SKEWED STIFFENER CONNECTIONS

NOTES:

PROVIDE STRUCTURAL STEEL FOR ALL FLANGE PLATES, WEB PLATES, AND STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON-FRACTURE CRITICAL CHARPY V-NOTH TESTED FOR ZONE 2). USE SHEAR CONNECTORS CONFORMING WITH AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

PLACE ALL BEARING STIFFENERS VERTICAL. PLACE BEARING STIFFENERS AND INTERMEDIATE DIAPHRAGM STIFFENERS PARALLEL TO THE SKEW.

PLACE ALL INTERMEDIATE DIAPHRAGM STIFFENERS NORMAL TO THE GIRDER TOP FLANGE.

GIRDERS 1 & 16 SHALL HAVE INTERMEDIATE DIAPHRAGM STIFFENERS ON THE INTERIOR FACE OF WEB ONLY. GIRDERS 2 THRU 15 HAVE INTERMEDIATE DIAPHRAGM STIFFENERS ON EACH SIDE OF WEB.

TERMINATE FILLET WELDS ⅜" FROM EDGES OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENER PLATES.

GIRDERS SHALL BE CAMBERED FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. SEE SHEET NO. B099 FOR DEAD LOAD DEFLECTIONS.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

GIRDER DETAILS

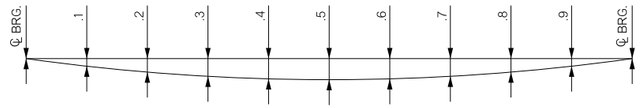
Design	JMB	5/23
Detail	JMB	7/23
Check	EMS	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B098

REVISIONS		
REV. NO.	DESCRIPTION	DATE



DEAD LOAD DEFLECTION DIAGRAM

DEFLECTION SCHEDULE - SPANS 1 & 4																								
GIRDER	STEEL GIRDER & DIAPHRAGMS						SLAB, HAUNCH, & S.I.P. STEEL DECK FORMS						PARAPET, FENCE, & UHPC CLOSURE POURS						TOTAL DEFLECTION					
	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5
GIRDERS 1 & 16	0.00	0.05	0.09	0.12	0.14	0.15	0.00	0.25	0.47	0.64	0.76	0.80	0.00	0.06	0.12	0.16	0.18	0.19	0.00	0.36	0.68	0.92	1.08	1.14
GIRDERS 2 & 15	0.00	0.05	0.09	0.12	0.14	0.15	0.00	0.23	0.44	0.60	0.71	0.75	0.00	0.03	0.06	0.08	0.10	0.11	0.00	0.31	0.59	0.80	0.95	1.01
GIRDERS 3 THRU 14	0.00	0.05	0.09	0.12	0.14	0.15	0.00	0.23	0.44	0.60	0.71	0.75	0.00	0.01	0.02	0.02	0.03	0.03	0.00	0.29	0.55	0.74	0.88	0.93

DEFLECTION SCHEDULE - SPANS 2 & 3																								
GIRDER	STEEL GIRDER & DIAPHRAGMS						SLAB, HAUNCH, & S.I.P. STEEL DECK FORMS						PARAPET, FENCE, & UHPC CLOSURE POURS						TOTAL DEFLECTION					
	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	℄ BRG.	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5
GIRDERS 1 & 16	0.00	0.19	0.35	0.48	0.56	0.59	0.00	0.86	1.63	2.24	2.62	2.77	0.00	0.16	0.30	0.40	0.47	0.50	0.00	1.21	2.28	3.12	3.65	3.86
GIRDERS 2 & 15	0.00	0.19	0.35	0.48	0.56	0.59	0.00	0.80	1.51	2.07	2.43	2.57	0.00	0.10	0.20	0.27	0.32	0.34	0.00	1.09	2.06	2.82	3.31	3.50
GIRDERS 3 THRU 14	0.00	0.19	0.35	0.48	0.56	0.59	0.00	0.80	1.51	2.07	2.43	2.57	0.00	0.04	0.07	0.09	0.11	0.12	0.00	1.03	1.93	2.64	3.10	3.28

NOTES:

CAMBER GIRDERS TO ACCOUNT FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. GIRDERS SHALL BE FABRICATED SUCH THAT UNDER FULL DEAD LOAD THE TOP OF THE GIRDER WEB WILL PARALLEL THE FINISHED SLAB GRADE, AS DEFINED BY THE FINISHED GRADE ELEVATIONS TABLE ON SHEET B102.

DEFLECTION VALUES ARE SHOWN IN INCHES. POSITIVE VALUES INDICATE A DOWNWARD DEFLECTION.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DEAD LOAD DEFLECTIONS

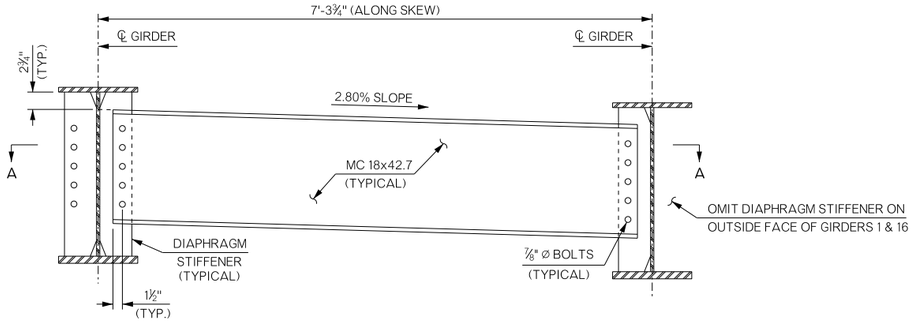
Design	ASB	8/23
Detail	JMB	8/23
Check	ASB	8/23

HNTB

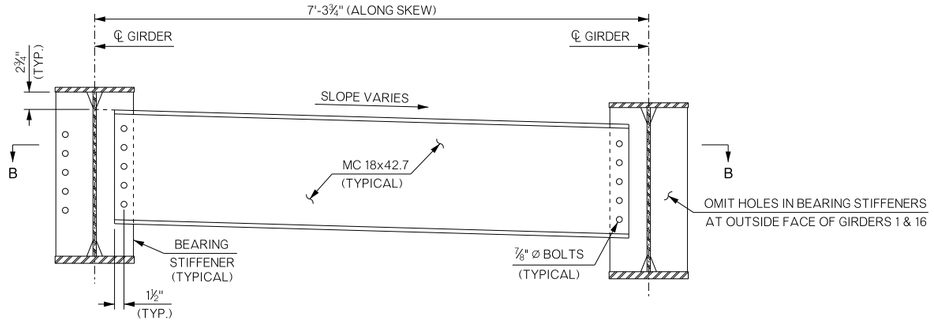
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B099

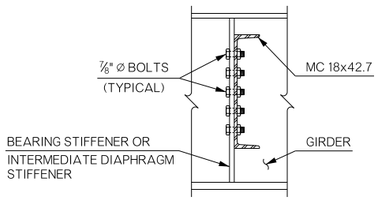
REVISIONS		
REV. NO.	DESCRIPTION	DATE



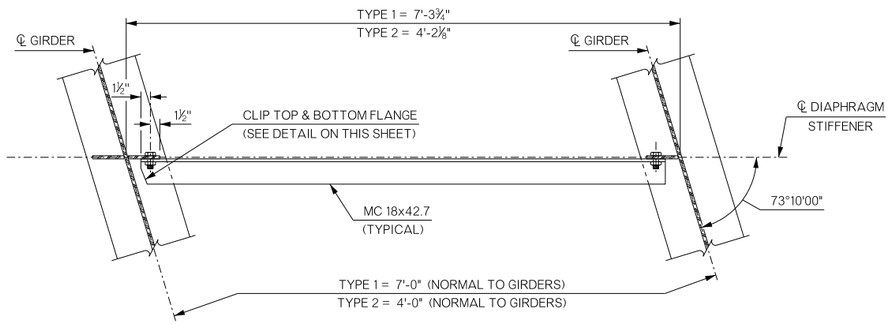
TYPE 1 INTERMEDIATE DIAPHRAGM ELEVATION



TYPE 1 END DIAPHRAGM ELEVATION

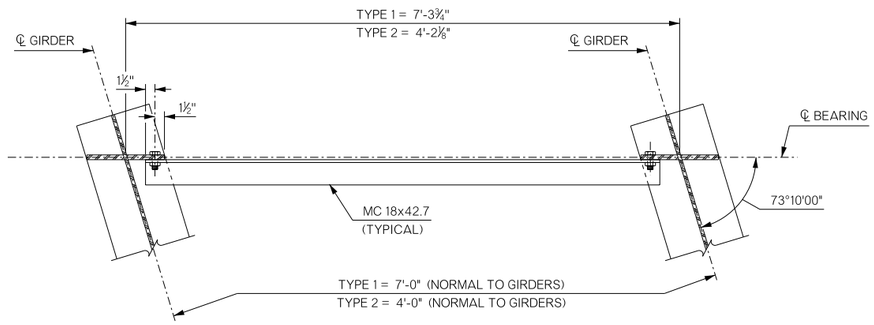


SECTION THRU DIAPHRAGMS



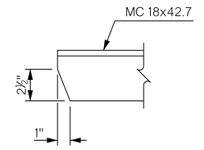
SECTION A-A

(TYPE 1 INTERMEDIATE DIAPHRAGM SHOWN, TYPE 2 SIMILAR)



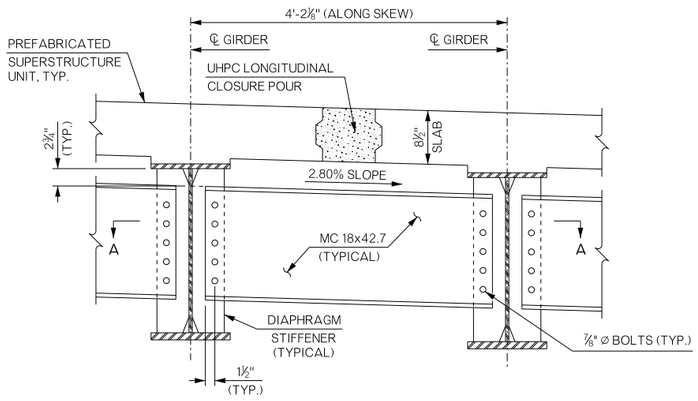
SECTION B-B

(TYPE 1 END DIAPHRAGM SHOWN, TYPE 2 SIMILAR)

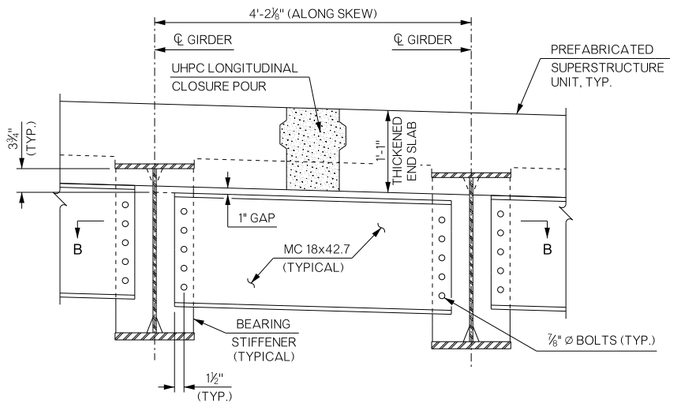


CLIP DETAIL

(TYPE 1 AND TYPE 2 INTERMEDIATE DIAPHRAGMS)
(ONE END ONLY)



TYPE 2 INTERMEDIATE DIAPHRAGM ELEVATION



TYPE 2 END DIAPHRAGM ELEVATION

NOTE: TYPE 2 DIAPHRAGMS SHALL BE INSTALLED BEFORE THE PLACEMENT OF UHPC CLOSURE POURS.

NOTES:

PROVIDE STRUCTURAL STEEL FOR CHANNEL DIAPHRAGMS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED).

USE BOLTS CONFORMING TO AASHTO M164 (ASTM F1325, GRADE A325). BOLT HOLES SHALL BE 15/16" ⌀. PROVIDE ALL BOLTS, NUTS, WASHERS AND WELDING WITH WEATHERING CHARACTERISTICS.

THE CONTRACTOR MAY SUBSTITUTE A BENT PLATE DIAPHRAGM IN LIEU OF CHANNEL SHOWN AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE ½" MINIMUM PLATE THICKNESS FORMED IN THE SHAPE OF A CHANNEL WITH 4" MINIMUM FLANGES. FABRICATE BENT PLATE DIAPHRAGM TO A DEPTH EQUAL TO THAT SHOWN FOR THE CHANNEL.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

DIAPHRAGM DETAILS

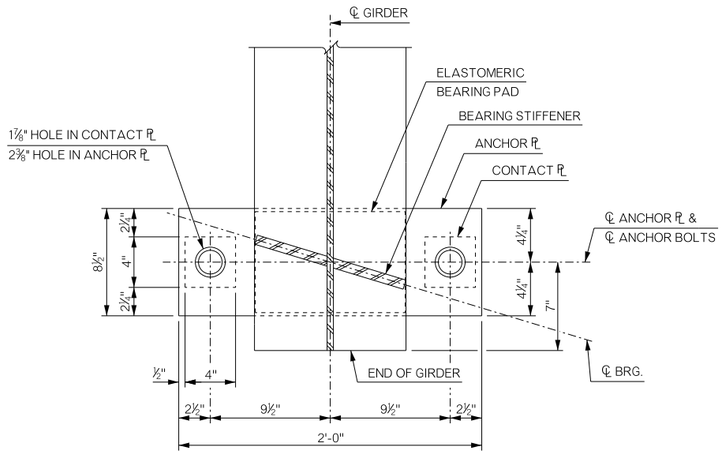
Design	JMB	6/23
Detail	JMB	7/23
Check	EMS	8/23

HNTB

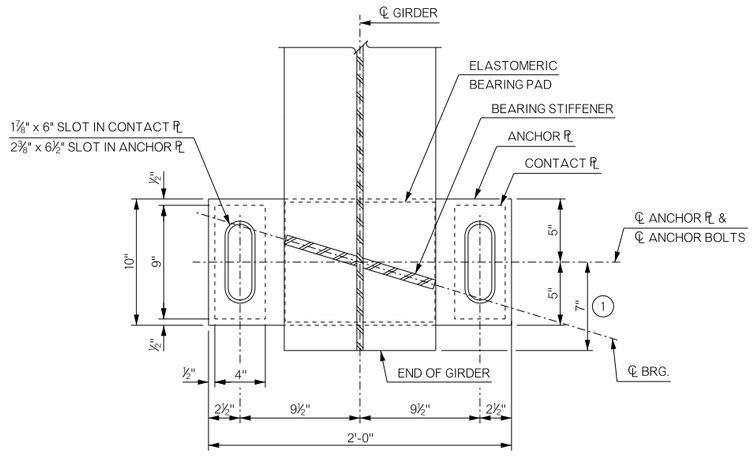
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB/PIECE NO. 30637(04) SHEET NO. B100

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

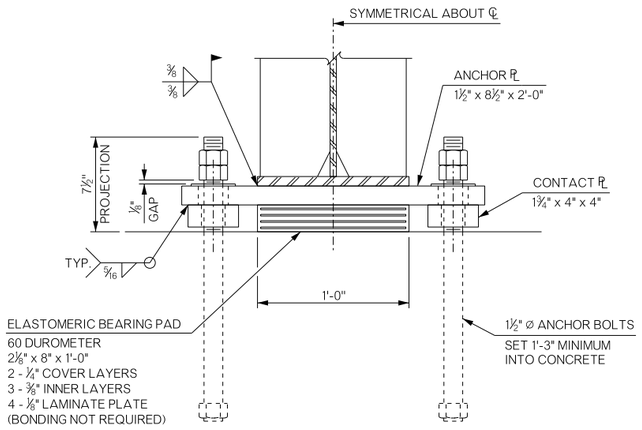


PLAN

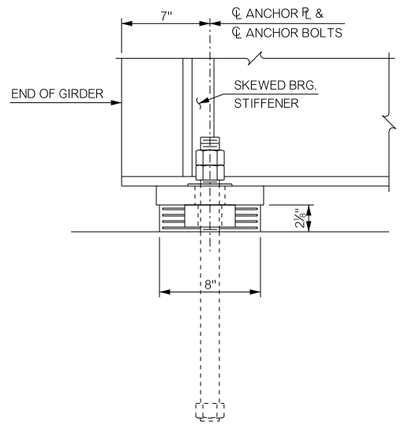
1. CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF GIRDERS. DIMENSION MAY VARY DEPENDING ON TEMPERATURE AT THE TIME OF GIRDER SETTING.

2. SHIM PLATE TO BE INCLUDED AT THE FOLLOWING BEARING LOCATIONS ONLY:
   - SPAN NO. 1, PIER NO. 1
   - SPAN NO. 4, PIER NO. 3

   FOR LOCATIONS WITHOUT SHIM PLATE, FIELD WELD BOTTOM FLANGE DIRECTLY TO ANCHOR PLATE.

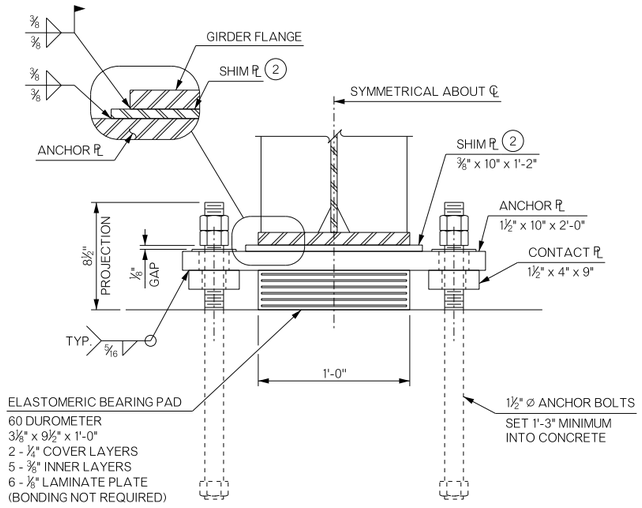


END VIEW

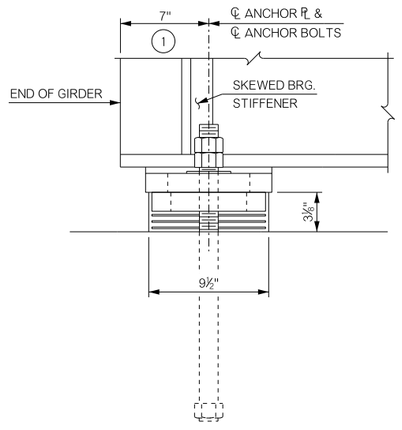


SIDE VIEW

ABUTMENT FIXED BEARING DETAILS

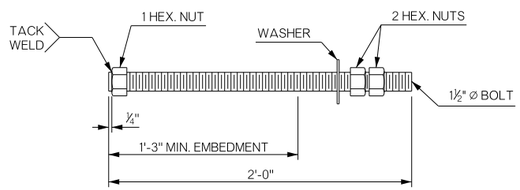


END VIEW



SIDE VIEW

PIER EXPANSION BEARING DETAILS



ANCHOR BOLT DETAIL

CONTRACTOR TO HAVE AVAILABLE 1/8" NEOPRENE PADS TO BE PLACED UNDER BEARING PADS ON THE ABUTMENT OR PIER PEDESTALS, TO PROVIDE VERTICAL ADJUSTMENT AS NEEDED. A MAXIMUM OF 2 SUCH PADS MAY BE USED PER BEARING.

NOTES:

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, CONTACT PLATES, AND SHIM PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

BEARING DETAILS

Design	JMB	5/23
Detail	JMB	7/23
Check	REY	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B101

REVISIONS		
REV. NO.	DESCRIPTION	DATE

FINISHED GRADE ELEVATIONS TABLE

	LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5	GIRDER 6	GIRDER 7	GIRDER 8	GIRDER 9	GIRDER 10	GIRDER 11	GIRDER 12	GIRDER 13	GIRDER 14	GIRDER 15	GIRDER 16
SPAN 1	℄ BRG. ABUT. NO. 1	1238.53	1238.32	1238.21	1238.01	1237.89	1237.69	1237.57	1237.37	1237.25	1237.05	1236.94	1236.73	1236.62	1236.42	1236.30	1236.10
	1.1	1238.54	1238.34	1238.22	1238.02	1237.90	1237.70	1237.59	1237.38	1237.27	1237.07	1236.95	1236.75	1236.63	1236.43	1236.31	1236.11
	1.2	1238.55	1238.35	1238.24	1238.03	1237.92	1237.72	1237.60	1237.40	1237.28	1237.08	1236.96	1236.76	1236.65	1236.44	1236.33	1236.13
	1.3	1238.57	1238.37	1238.25	1238.05	1237.93	1237.73	1237.61	1237.41	1237.30	1237.09	1236.98	1236.78	1236.66	1236.46	1236.34	1236.14
	1.4	1238.58	1238.38	1238.27	1238.06	1237.95	1237.75	1237.63	1237.43	1237.31	1237.11	1236.99	1236.79	1236.68	1236.47	1236.36	1236.15
	1.5	1238.60	1238.40	1238.28	1238.08	1237.96	1237.76	1237.64	1237.44	1237.33	1237.12	1237.01	1236.81	1236.69	1236.49	1236.37	1236.17
	1.6	1238.61	1238.41	1238.30	1238.09	1237.98	1237.77	1237.66	1237.46	1237.34	1237.14	1237.02	1236.82	1236.70	1236.50	1236.39	1236.18
	1.7	1238.63	1238.43	1238.31	1238.11	1237.99	1237.79	1237.67	1237.47	1237.36	1237.15	1237.04	1236.83	1236.72	1236.52	1236.40	1236.20
	1.8	1238.64	1238.44	1238.33	1238.12	1238.01	1237.81	1237.69	1237.49	1237.37	1237.17	1237.05	1236.85	1236.73	1236.53	1236.42	1236.21
	1.9	1238.66	1238.46	1238.34	1238.14	1238.02	1237.82	1237.70	1237.50	1237.39	1237.18	1237.07	1236.87	1236.75	1236.55	1236.43	1236.23
	℄ BK. BRG. PIER NO. 1	1238.68	1238.47	1238.36	1238.15	1238.04	1237.84	1237.72	1237.52	1237.40	1237.20	1237.08	1236.88	1236.76	1236.56	1236.45	1236.24
	℄ PIER NO. 1	1238.68	1238.48	1238.36	1238.16	1238.04	1237.84	1237.72	1237.52	1237.40	1237.20	1237.09	1236.88	1236.77	1236.56	1236.45	1236.25
SPAN 2	℄ AHD. BRG. PIER NO. 1	1238.68	1238.48	1238.36	1238.16	1238.04	1237.84	1237.72	1237.52	1237.41	1237.20	1237.09	1236.88	1236.77	1236.57	1236.45	1236.25
	2.1	1238.70	1238.50	1238.38	1238.18	1238.07	1237.86	1237.75	1237.54	1237.43	1237.23	1237.11	1236.91	1236.79	1236.59	1236.47	1236.27
	2.2	1238.73	1238.52	1238.41	1238.20	1238.09	1237.88	1237.77	1237.57	1237.45	1237.25	1237.13	1236.93	1236.81	1236.61	1236.49	1236.29
	2.3	1238.75	1238.55	1238.43	1238.23	1238.11	1237.91	1237.79	1237.59	1237.47	1237.27	1237.15	1236.95	1236.84	1236.63	1236.52	1236.31
	2.4	1238.77	1238.57	1238.45	1238.25	1238.13	1237.93	1237.81	1237.61	1237.50	1237.29	1237.18	1236.97	1236.86	1236.66	1236.54	1236.34
	2.5	1238.79	1238.59	1238.48	1238.27	1238.16	1237.95	1237.84	1237.63	1237.52	1237.32	1237.20	1237.00	1236.88	1236.68	1236.56	1236.36
	2.6	1238.82	1238.62	1238.50	1238.30	1238.18	1237.98	1237.86	1237.66	1237.54	1237.34	1237.22	1237.02	1236.90	1236.70	1236.59	1236.38
	2.7	1238.84	1238.64	1238.52	1238.32	1238.20	1238.00	1237.88	1237.68	1237.57	1237.36	1237.25	1237.04	1236.93	1236.72	1236.61	1236.41
	2.8	1238.87	1238.66	1238.55	1238.34	1238.23	1238.02	1237.91	1237.71	1237.59	1237.39	1237.27	1237.07	1236.95	1236.75	1236.63	1236.43
	2.9	1238.89	1238.69	1238.57	1238.37	1238.25	1238.05	1237.93	1237.73	1237.61	1237.41	1237.29	1237.09	1236.98	1236.77	1236.66	1236.45
	℄ BK. BRG. PIER NO. 2	1238.92	1238.71	1238.60	1238.39	1238.28	1238.07	1237.96	1237.75	1237.64	1237.44	1237.32	1237.12	1237.00	1236.80	1236.68	1236.48
	℄ PIER NO. 2	1238.92	1238.71	1238.60	1238.40	1238.28	1238.08	1237.96	1237.76	1237.64	1237.44	1237.32	1237.12	1237.00	1236.80	1236.68	1236.48
SPAN 3	℄ AHD. BRG. PIER NO. 2	1238.92	1238.72	1238.60	1238.40	1238.28	1238.08	1237.96	1237.76	1237.64	1237.44	1237.32	1237.12	1237.00	1236.80	1236.69	1236.48
	3.1	1238.95	1238.74	1238.63	1238.42	1238.31	1238.10	1237.99	1237.78	1237.67	1237.46	1237.35	1237.15	1237.03	1236.83	1236.71	1236.51
	3.2	1238.97	1238.77	1238.65	1238.45	1238.33	1238.13	1238.01	1237.81	1237.69	1237.49	1237.37	1237.17	1237.05	1236.85	1236.73	1236.53
	3.3	1239.00	1238.79	1238.68	1238.47	1238.36	1238.15	1238.04	1237.83	1237.72	1237.51	1237.40	1237.20	1237.08	1236.88	1236.76	1236.56
	3.4	1239.02	1238.82	1238.70	1238.50	1238.38	1238.18	1238.06	1237.86	1237.74	1237.54	1237.42	1237.22	1237.10	1236.90	1236.79	1236.58
	3.5	1239.05	1238.84	1238.73	1238.52	1238.41	1238.21	1238.09	1237.89	1237.77	1237.57	1237.45	1237.25	1237.13	1236.93	1236.81	1236.61
	3.6	1239.07	1238.87	1238.75	1238.55	1238.43	1238.23	1238.11	1237.91	1237.80	1237.59	1237.48	1237.27	1237.16	1236.95	1236.84	1236.63
	3.7	1239.10	1238.90	1238.78	1238.58	1238.46	1238.26	1238.14	1237.94	1237.82	1237.62	1237.50	1237.30	1237.18	1236.98	1236.86	1236.66
	3.8	1239.13	1238.92	1238.81	1238.60	1238.49	1238.28	1238.17	1237.96	1237.85	1237.64	1237.53	1237.32	1237.21	1237.00	1236.89	1236.69
	3.9	1239.15	1238.95	1238.83	1238.63	1238.51	1238.31	1238.19	1237.99	1237.87	1237.67	1237.55	1237.35	1237.23	1237.03	1236.92	1236.71
	℄ BK. BRG. PIER NO. 3	1239.18	1238.98	1238.86	1238.66	1238.54	1238.34	1238.22	1238.02	1237.90	1237.70	1237.58	1237.38	1237.26	1237.06	1236.94	1236.74
	℄ PIER NO. 3	1239.18	1238.98	1238.86	1238.66	1238.54	1238.34	1238.22	1238.02	1237.90	1237.70	1237.58	1237.38	1237.26	1237.06	1236.94	1236.74
SPAN 4	℄ AHD. BRG. PIER NO. 3	1239.19	1238.98	1238.87	1238.66	1238.55	1238.34	1238.23	1238.02	1237.91	1237.70	1237.59	1237.38	1237.27	1237.06	1236.95	1236.74
	4.1	1239.21	1239.00	1238.89	1238.68	1238.57	1238.36	1238.25	1238.04	1237.93	1237.72	1237.61	1237.40	1237.29	1237.08	1236.97	1236.76
	4.2	1239.23	1239.02	1238.91	1238.70	1238.59	1238.38	1238.27	1238.06	1237.95	1237.74	1237.63	1237.42	1237.31	1237.10	1236.99	1236.78
	4.3	1239.25	1239.04	1238.92	1238.72	1238.60	1238.40	1238.28	1238.08	1237.96	1237.76	1237.64	1237.44	1237.32	1237.12	1237.00	1236.80
	4.4	1239.26	1239.06	1238.94	1238.74	1238.62	1238.42	1238.30	1238.10	1237.98	1237.78	1237.66	1237.46	1237.34	1237.14	1237.02	1236.82
	4.5	1239.28	1239.08	1238.96	1238.76	1238.64	1238.44	1238.32	1238.12	1238.00	1237.80	1237.68	1237.48	1237.36	1237.16	1237.04	1236.84
	4.6	1239.30	1239.10	1238.98	1238.78	1238.66	1238.46	1238.34	1238.14	1238.02	1237.82	1237.70	1237.50	1237.38	1237.18	1237.06	1236.86
	4.7	1239.32	1239.12	1239.00	1238.80	1238.68	1238.48	1238.36	1238.16	1238.04	1237.84	1237.72	1237.52	1237.40	1237.20	1237.08	1236.88
	4.8	1239.34	1239.14	1239.02	1238.82	1238.70	1238.50	1238.38	1238.18	1238.06	1237.86	1237.74	1237.54	1237.42	1237.22	1237.10	1236.90
	4.9	1239.36	1239.16	1239.04	1238.84	1238.72	1238.52	1238.40	1238.20	1238.08	1237.88	1237.76	1237.56	1237.44	1237.24	1237.12	1236.92
	℄ BRG. ABUT. NO. 2	1239.39	1239.18	1239.06	1238.86	1238.74	1238.54	1238.42	1238.22	1238.10	1237.90	1237.78	1237.58	1237.46	1237.26	1237.14	1236.94

NOTES:

FOR FRAMING PLAN, SEE SHEET NO. B097.

ELEVATIONS SHOWN ARE AT TOP OF CONCRETE SLAB OVER ℄ GIRDER.

TENTH POINTS ARE A FRACTION OF THE BRG.-TO-BRG. DISTANCE OF THE SPAN, AND ARE MEASURED ALONG ℄ GIRDER.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

FINISHED GRADE ELEVATIONS

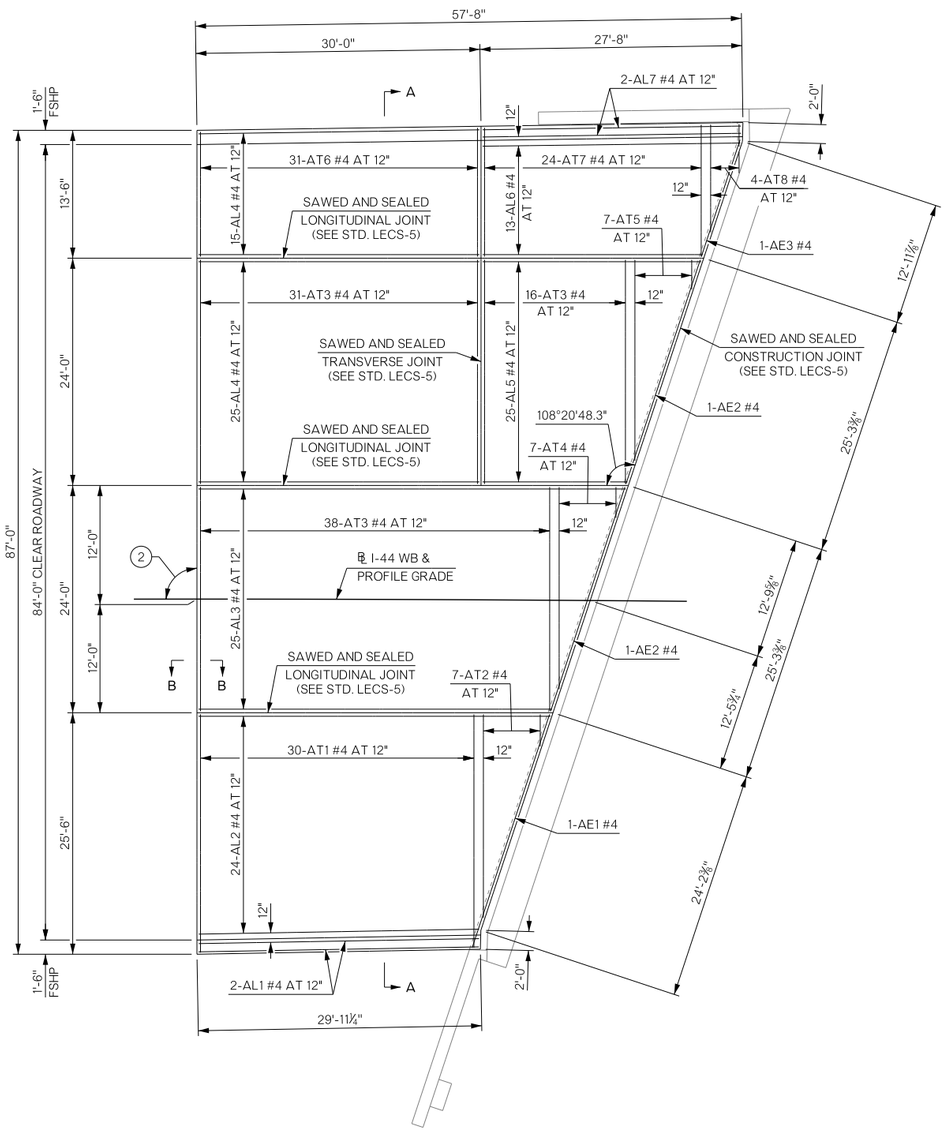
Design	REY	6/23
Detail	REY	7/23
Check	ASB	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

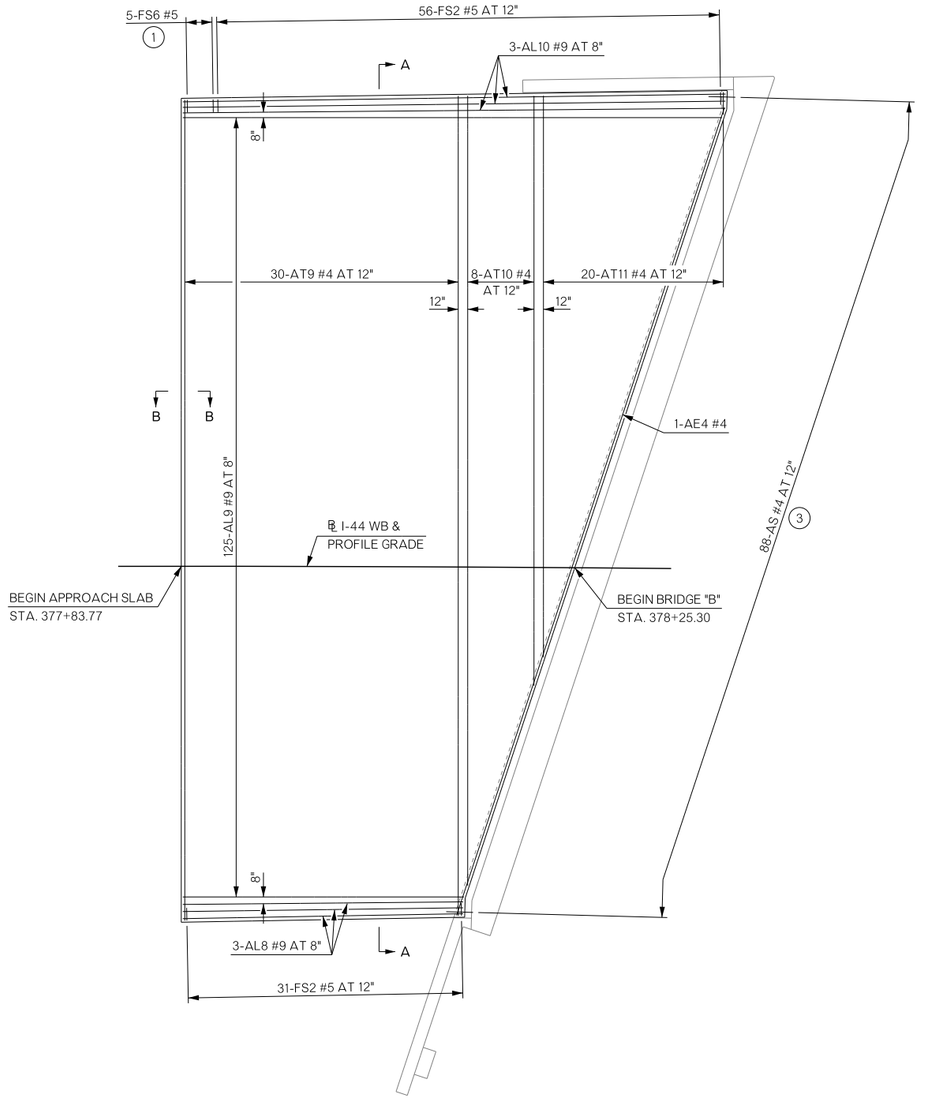
JOB PIECE NO. 30637(04) SHEET NO. B102

REVISIONS		
REV. NO.	DESCRIPTION	DATE



APPROACH SLAB NO. 1 - PLAN

TOP OF SLAB AND TOP REINFORCING MAT DETAIL



APPROACH SLAB NO. 1 - PLAN

BOTTOM REINFORCING MAT DETAIL

1. SEE STD. FSHP-42-2 FOR PLACEMENT DETAILS.
2. 90°00'00" (MEASURED TO LOCAL TANGENT).
3. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE. SEE SHEET B095 FOR BAR BEND AND PLACEMENT DETAILS. WEIGHT OF AS #4 BARS IS INCLUDED IN SUPERSTRUCTURE QUANTITIES FOR PAYMENT.

FOR SECTION A-A, SEE SHEET B105.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

APPROACH SLAB DETAILS (SHEET 1 OF 3)

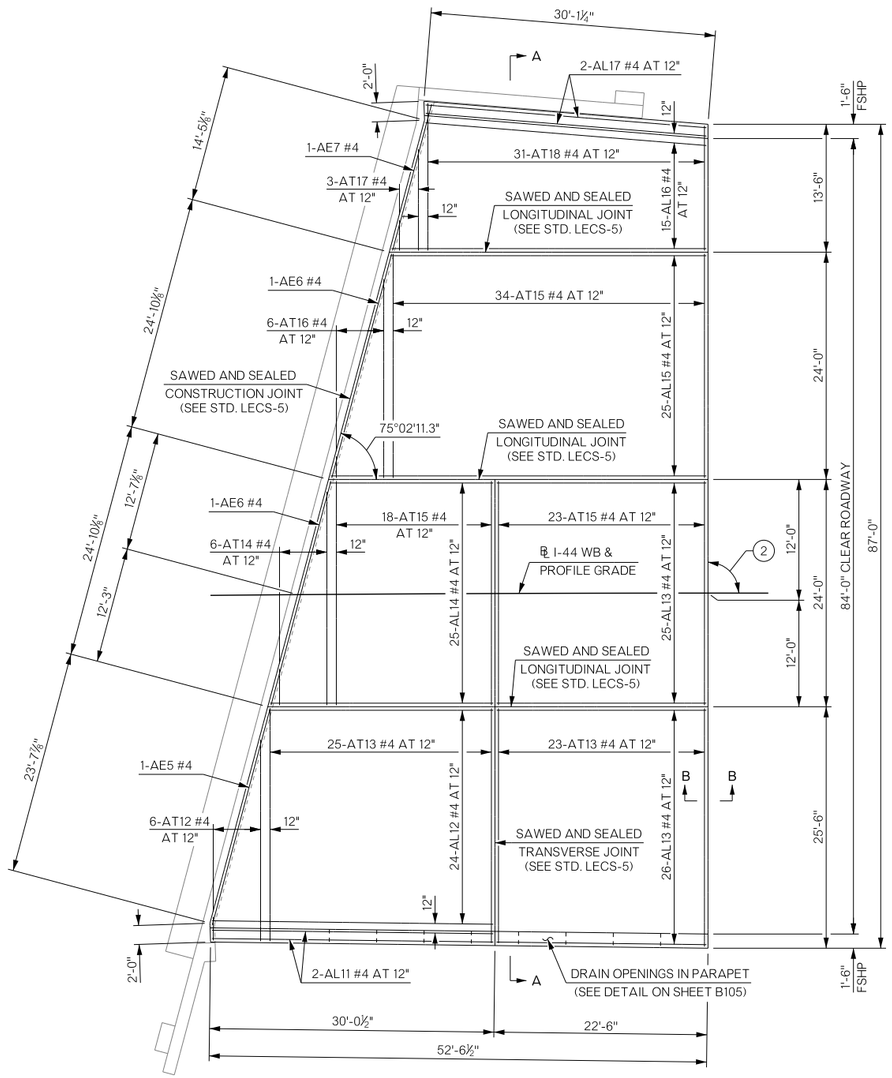
Design	JMB	9/23
Detail	JMB	9/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

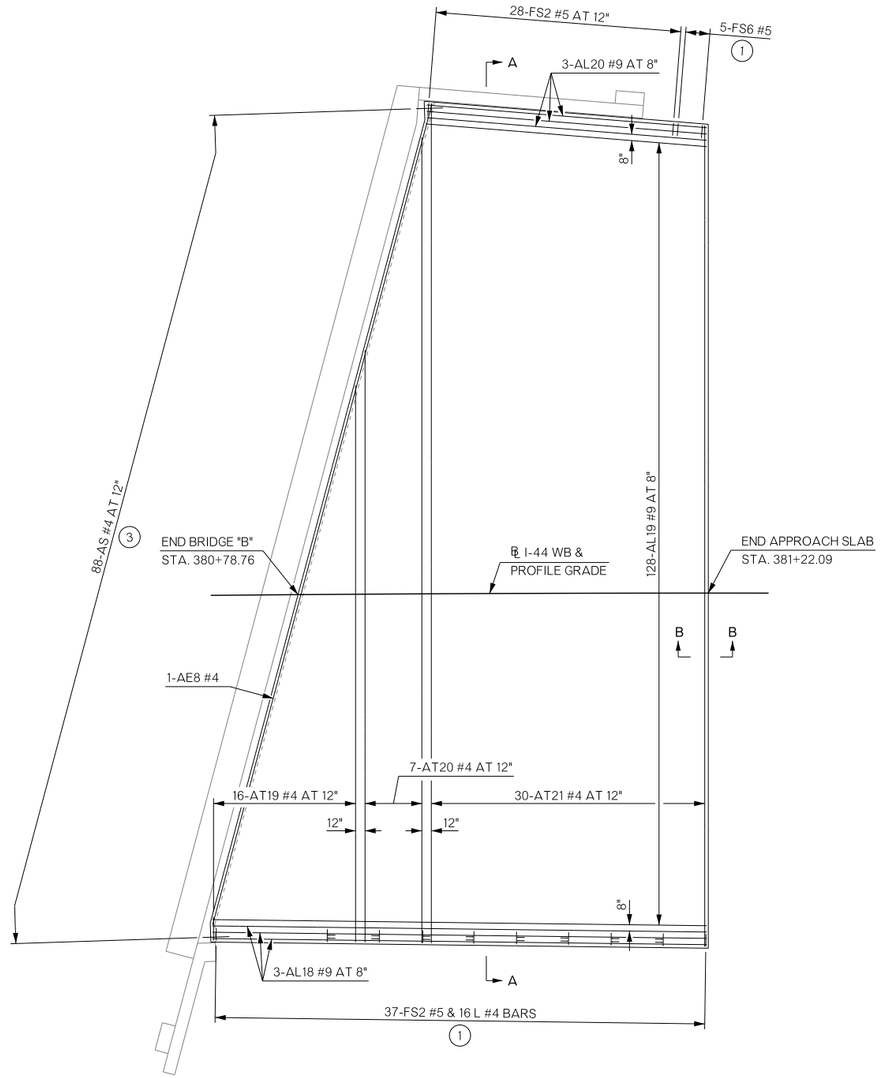
JOB/PIECE NO. 30637(04) | SHEET NO. B103

REVISIONS		
REV. NO.	DESCRIPTION	DATE



APPROACH SLAB NO. 2 - PLAN

TOP OF SLAB AND TOP REINFORCING MAT DETAIL



APPROACH SLAB NO. 2 - PLAN

BOTTOM REINFORCING MAT DETAIL

1. SEE STD. FSHP-42-2 FOR PLACEMENT DETAILS.
2. 90°00'00" (MEASURED TO LOCAL TANGENT).
3. AS #4 BARS MUST BE IN PLACE PRIOR TO POURING APPROACH SLAB CONCRETE. SEE SHEET B095 FOR BAR BEND AND PLACEMENT DETAILS. WEIGHT OF AS #4 BARS IS INCLUDED IN SUPERSTRUCTURE QUANTITIES FOR PAYMENT.

FOR SECTION A-A, SEE SHEET B105.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

APPROACH SLAB DETAILS (SHEET 2 OF 3)

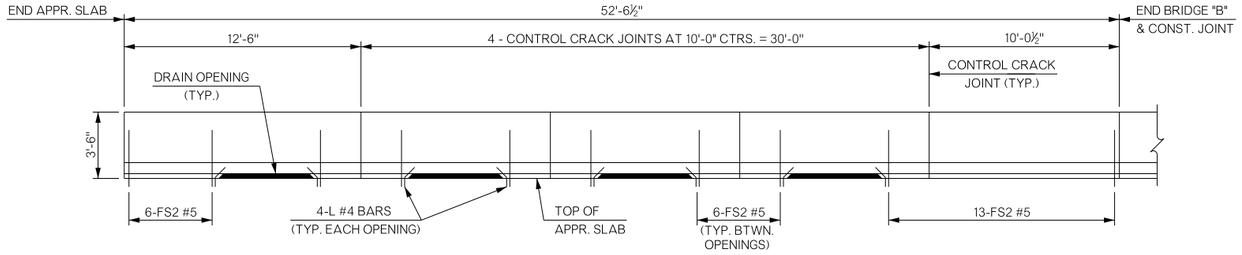
Design	JMB	9/23
Detail	JMB	9/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

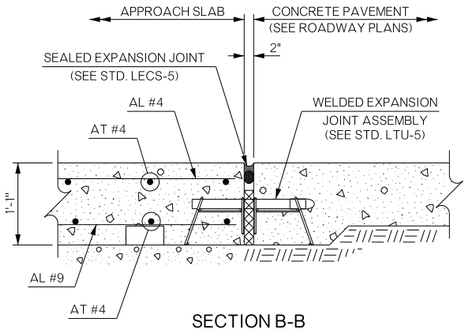
JOB/PIECE NO. 30637(04) | SHEET NO. B104

REVISIONS		
REV. NO.	DESCRIPTION	DATE

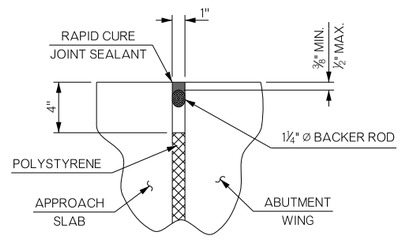


EAST PARAPET ELEVATION - APPROACH SLAB NO. 2

(INSIDE FACE OF PARAPET SHOWN)



SECTION B-B



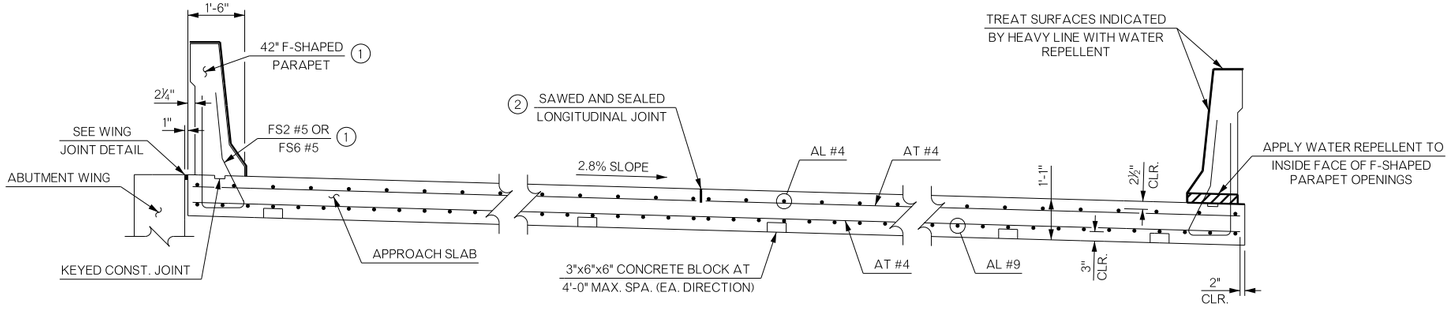
WING JOINT DETAIL

APPROACH SLAB NO. 1 BAR LIST					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE1	#4	1	STR.	25'-11"	
AE2	#4	2	STR.	24'-11"	
AE3	#4	1	STR.	13'-0"	
(3) AE4	#4	1	STR.	91'-10"	
AL1	#4	2	STR.	29'-7"	
AL2	#4	24	STR.	33'-4½" AVG.	29'-7" TO 37'-2"
AL3	#4	25	STR.	41'-2½" AVG.	37'-4" TO 45'-1"
AL4	#4	40	STR.	29'-8"	
AL5	#4	25	STR.	19'-2" AVG.	15'-3" TO 23'-1"
AL6	#4	13	STR.	25'-2½" AVG.	23'-3" TO 27'-2"
AL7	#4	2	STR.	27'-3"	
AL8	#9	3	STR.	29'-7"	
AL9	#9	125	STR.	43'-4" AVG.	29'-8" TO 57'-0"
AL10	#9	3	STR.	57'-3"	
AT1	#4	30	STR.	24'-11" AVG.	24'-8" TO 25'-2"
AT2	#4	7	STR.	12'-4½" AVG.	3'-4" TO 21'-5"
AT3	#4	85	STR.	23'-8"	
AT4	#4	7	STR.	12'-3½" AVG.	3'-3" TO 21'-4"
AT5	#4	7	STR.	12'-1½" AVG.	3'-1" TO 21'-2"
AT6	#4	31	STR.	13'-4½" AVG.	13'-2" TO 13'-7"
AT7	#4	24	STR.	13'-9" AVG.	13'-7" TO 13'-11"
AT8	#4	4	STR.	6'-10" AVG.	2'-4" TO 11'-4"
(3) AT9	#4	30	STR.	88'-8"	
(3) AT10	#4	8	STR.	74'-10½" AVG.	64'-4" TO 85'-5"
AT11	#4	20	STR.	30'-9½" AVG.	2'-4" TO 59'-3"
(1) FS2	#5	87	BNT.	7'-4"	
(1) FS6	#5	5	BNT.	7'-6½"	

APPROACH SLAB NO. 2 BAR LIST					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING STEEL					
AE5	#4	1	STR.	23'-8"	
AE6	#4	2	STR.	24'-6"	
AE7	#4	1	STR.	16'-0"	
(3) AE8	#4	1	STR.	91'-9"	
AL11	#4	2	STR.	29'-8"	
AL12	#4	24	STR.	26'-8" AVG.	23'-8" TO 29'-8"
AL13	#4	51	STR.	22'-2"	
AL14	#4	25	STR.	20'-5" AVG.	17'-3" TO 23'-7"
AL15	#4	25	STR.	36'-6" AVG.	33'-4" TO 39'-8"
AL16	#4	15	STR.	31'-6" AVG.	29'-9" TO 33'-3"
AL17	#4	2	STR.	29'-8"	
AL18	#9	3	STR.	52'-2"	
AL19	#9	128	STR.	40'-11½" AVG.	29'-9" TO 52'-2"
AL20	#9	3	STR.	29'-8"	
AT12	#4	6	STR.	11'-10½" AVG.	2'-6" TO 21'-3"
AT13	#4	48	STR.	24'-10" AVG.	24'-7" TO 25'-1"
AT14	#4	6	STR.	13'-2" AVG.	3'-10" TO 22'-6"
AT15	#4	75	STR.	23'-8"	
AT16	#4	6	STR.	11'-7" AVG.	2'-3" TO 20'-11"
AT17	#4	3	STR.	6'-11" AVG.	3'-2" TO 10'-8"
AT18	#4	31	STR.	14'-4" AVG.	13'-2" TO 15'-6"
AT19	#4	16	STR.	30'-8" AVG.	2'-6" TO 58'-10"
(3) AT20	#4	7	STR.	75'-10" AVG.	64'-7" TO 87'-1"
(3) AT21	#4	30	STR.	89'-8" AVG.	88'-8" TO 90'-8"
(1) FS2	#5	65	BNT.	7'-4"	
(1) FS6	#5	5	BNT.	7'-6½"	
(1) L	#4	16	BNT.	1'-3"	

APPROACH SLAB NO. 1 QUANTITIES		
ITEM	UNIT	TOTAL
APPROACH SLAB	SY	423.00
SAW-CUT GROOVING	SY	408.40
42" F-SHAPED PARAPET	LF	87.70
WATER REPELLENT (VISUALLY INSPECTED)	SY	43.00

APPROACH SLAB NO. 2 QUANTITIES		
ITEM	UNIT	TOTAL
APPROACH SLAB	SY	405.00
SAW-CUT GROOVING	SY	391.20
42" F-SHAPED PARAPET	LF	82.70
WATER REPELLENT (VISUALLY INSPECTED)	SY	41.00



SECTION A-A

FOR LOCATION OF SECTION A-A, SEE SHEETS B103 & B104.

(1) FOR DETAILS OF PARAPET ON APPROACH SLAB AND PARAPET BAR BENDS, SEE STANDARD FSHP-42-2. PROVIDE A PARAPET END TRANSITION FOR GUARDRAIL CONNECTION AT THE WEST PARAPETS ON APPROACH SLABS NO. 1 AND 2. THE EAST PARAPETS SHALL BE INSTALLED FULL HEIGHT FOR THEIR ENTIRE LENGTH. THE EAST PARAPET ON APPROACH SLAB NO. 2 SHALL BE CONSTRUCTED WITH DRAIN OPENINGS AS SHOWN.

(2) PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED JOINTS. SEE STANDARD LECS-5 FOR SAWED AND SEALED JOINT DETAILS.

(3) LENGTH INCLUDES ONE 2'-0" LAP.

BRIDGE "B" (WB) OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

APPROACH SLAB DETAILS (SHEET 3 OF 3)

Design	JMB	9/23
Detail	JMB	9/23
Check	CBC	9/23

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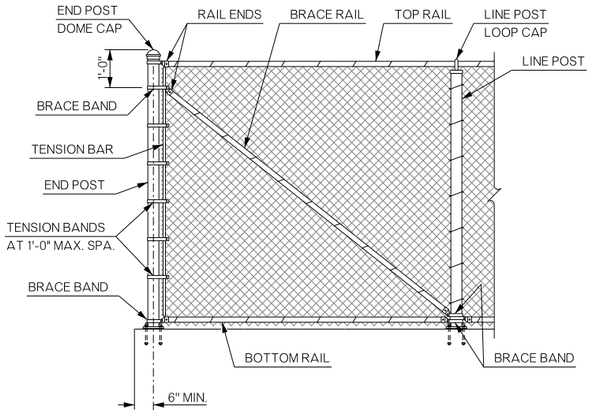
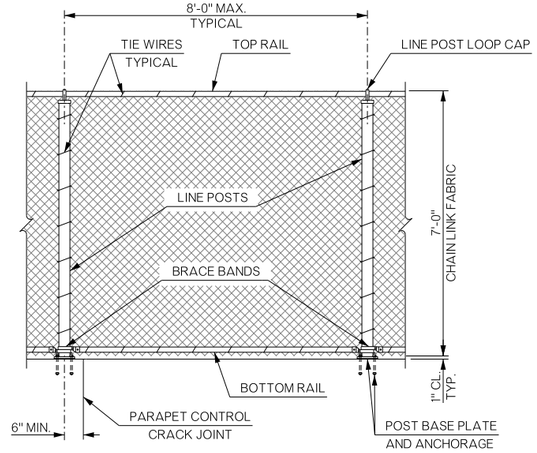
JOB PIECE NO. 30637(04) SHEET NO. B105

REVISIONS		
REV. NO.	DESCRIPTION	DATE

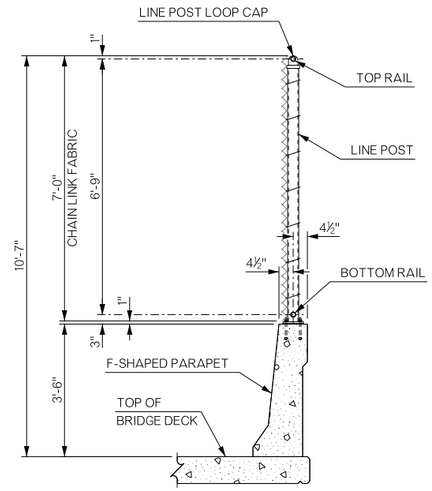


END PANEL

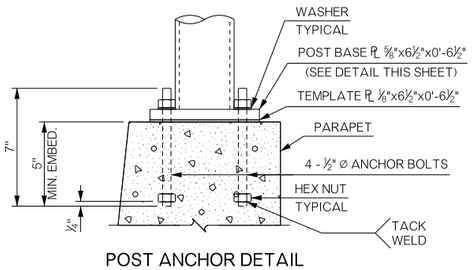


TYPICAL PANEL

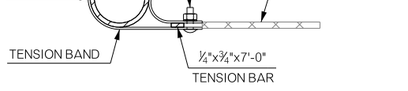
FENCE ELEVATION



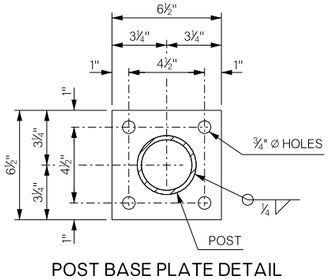
TYPICAL SECTION



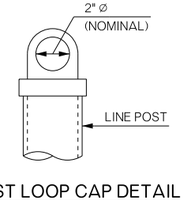
POST ANCHOR DETAIL



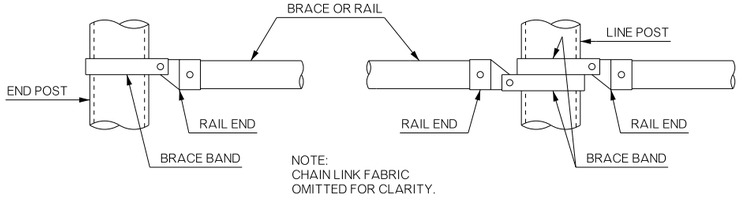
TENSION BAND DETAIL



POST BASE PLATE DETAIL

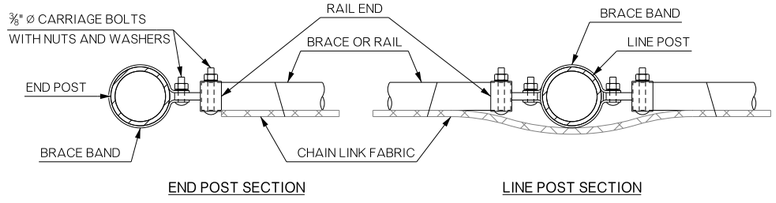


LINE POST LOOP CAP DETAIL



END POST ELEVATION

LINE POST ELEVATION



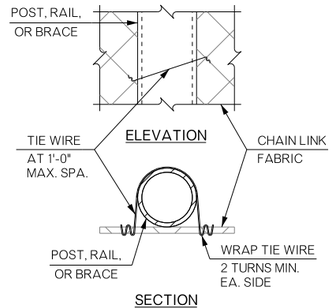
END POST SECTION

LINE POST SECTION

BRACE BAND DETAILS

FRAMEWORK SCHEDULE

ITEM	NOMINAL PIPE SIZE	OUTSIDE DIAMETER	WEIGHT
LINE POST	PIPE 3 STD.	3.50"	7.58 LB./FT.
END POST	PIPE 3 STD.	3.50"	7.58 LB./FT.
TOP RAIL	PIPE 1¼ STD.	1.66"	2.27 LB./FT.
BOTTOM RAIL	PIPE 1¼ STD.	1.66"	2.27 LB./FT.
BRACE RAIL	PIPE 1¼ STD.	1.66"	2.27 LB./FT.



SECTION

TIE WIRE DETAIL

RAILROAD FENCE NOTES:

SEE SHEET B107 FOR LIMITS OF RAILROAD FENCE.

PERFORM INSTALLATION FOR RAILROAD FENCE IN ACCORDANCE WITH SECTION 624 OF THE SPECIFICATIONS. FURNISH TYPE I, CLASS A CHAIN LINK FENCE MATERIALS CONFORMING TO THE REQUIREMENTS OF SECTION 732.07 OF THE SPECIFICATIONS. PROVIDE STRUCTURAL STEEL FOR POST BASE PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 36. USE ANCHOR BOLTS CONFORMING TO AASHTO M314 (ASTM F1554), GRADE 36. FURNISH NUTS AND WASHERS FOR ANCHOR BOLTS CONFORMING TO AASHTO M291 (ASTM A563) AND AASHTO M293 (ASTM F436), RESPECTIVELY. USE BOLTS AND NUTS FOR FRAMEWORK CONFORMING TO ASTM A307 AND ASTM A563, GRADE A, RESPECTIVELY. PROVIDE WASHERS FOR FRAMEWORK IN ACCORDANCE WITH ASTM F844.

FURNISH BASE PLATES, TEMPLATE PLATES, ANCHOR BOLTS, FRAMEWORK BOLTS, NUTS, AND WASHERS GALVANIZED IN ACCORDANCE WITH AASHTO M111 (ASTM A123) OR AASHTO M232 (ASTM A153), AS APPLICABLE. TOUCH-UP ANY WELDED, CUT, OR DRILLED SURFACES WITH ZINC RICH PAINT.

REQUIRED PIPE SIZES SHOWN FOR FRAMEWORK ARE BASED ON AASHTO M181, GRADE 1 (ASTM F1083). CONTRACTOR MAY SUBSTITUTE GRADE 2 PIPES USING THE PROCEDURE SHOWN IN SECTION 732.07.C(2) OF THE SPECIFICATIONS. IN LIEU OF THE RAIL ENDS AND BRACE BANDS AS DETAILED, CONTRACTOR MAY SUBSTITUTE END RAIL CLAMPS AND 2-WAY/BOULEVARD CLAMPS CONFORMING TO ASTM F626. GALVANIZED POST-INSTALLED ANCHOR BOLTS INSTALLED IN ACCORDANCE WITH SECTION 509.04.D(3) OF THE SPECIFICATIONS MAY BE SUBSTITUTED IF THE SUBSTITUTE ANCHORS HAVE A MINIMUM ULTIMATE PULLOUT CAPACITY OF 6,500 POUNDS AND AN ULTIMATE SHEAR CAPACITY OF 500 POUNDS. VERIFY HOLE LOCATIONS FOR POST-INSTALLED ANCHORS WILL NOT CONFLICT WITH PARAPET REINFORCING BEFORE DRILLING INTO PARAPET CONCRETE. STAINLESS STEEL POST-INSTALLED ANCHOR BOLTS WILL NOT BE PERMITTED.

DO NOT PLACE BASE PLATES ON AREAS THAT ARE IMPROPERLY FINISHED, DEFORMED, OR IRREGULAR. ERECT POSTS IN A TRUE VERTICAL POSITION. IF NECESSARY, FURNISH GALVANIZED SHIMS APPROVED BY THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT. INSTALL TOP RAIL CONTINUOUS OVER LINE POSTS. PLACE RAIL SPLICES A MINIMUM OF 20 FEET APART AND APPROXIMATELY AT QUARTER POINT BETWEEN POSTS. INSTALL ALL BOLTS WITH NUTS AND WASHERS ON OUTSIDE OF THE FENCE. INSTALL CHAIN LINK FABRIC WITH KNUCKLED SELVAGE AT THE BOTTOM RAIL AND TWISTED SELVAGE AT THE TOP RAIL.

ALL COSTS TO FABRICATE AND INSTALL THE RAILROAD FENCE, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "FENCE-STYLE CLF (7' HIGH, CLASS B)."

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

RAILROAD FENCE DETAILS

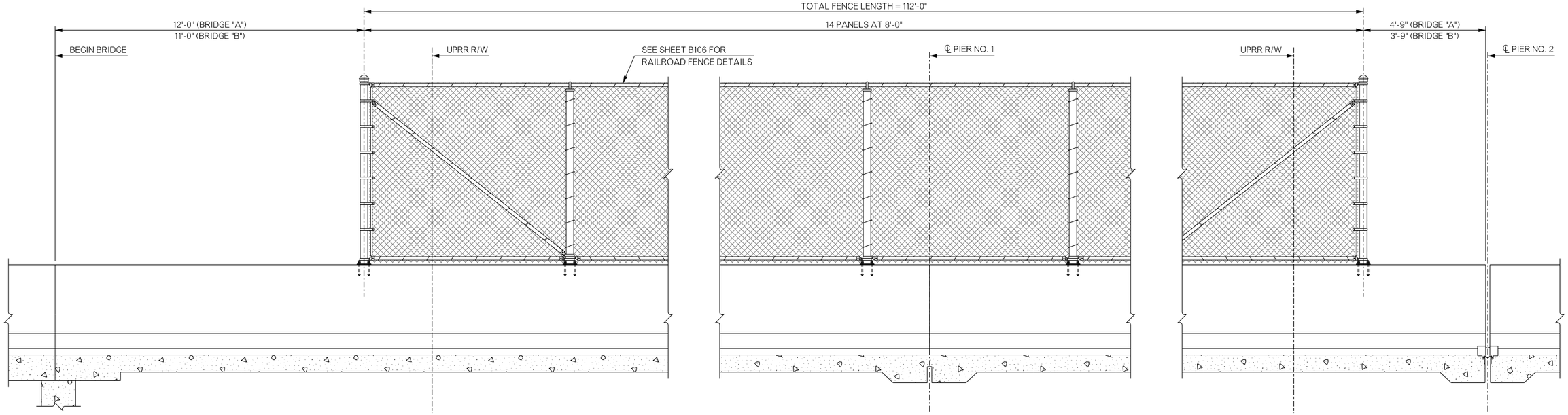
Design	---	---
Detail	HEU	6/23
Check	EMS	6/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

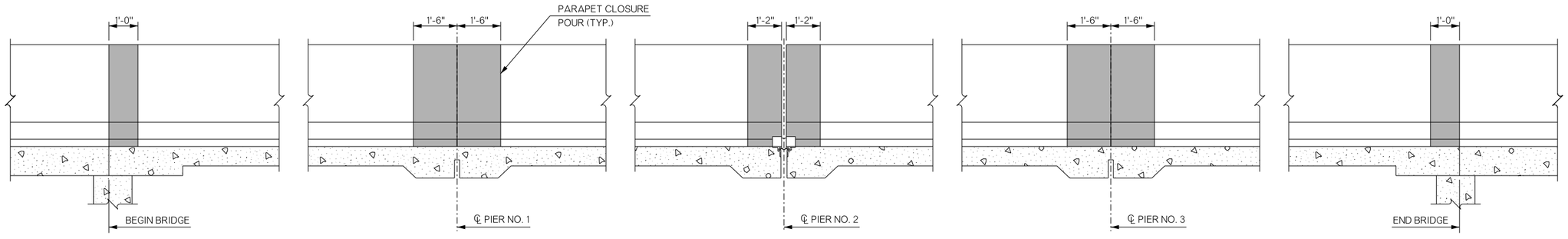
JOB PIECE NO. 30637(04) SHEET NO. B106

REVISIONS		
REV. NO.	DESCRIPTION	DATE



RAILROAD FENCE LAYOUT

(ELEVATION OF WEST FENCE SHOWN.
ELEVATION OF EAST FENCE OPPOSITE HAND.)



PARAPET CLOSURE POUR LAYOUT (1)

(ELEVATION OF WEST PARAPET SHOWN.
ELEVATION OF EAST PARAPET OPPOSITE HAND.)

(1) IF PARAPETS ARE CAST AS PART OF THE PREFABRICATED SUPERSTRUCTURE UNITS (PSU) PRIOR TO ERECTION, PARAPET CLOSURE POURS SHALL BE AS DEPICTED ON THIS SHEET. PARAPET CLOSURE POURS SHALL BE CLASS AA CONCRETE AND ARE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "42" F-SHAPED PARAPET".

IF PARAPETS ARE CAST IN PLACE AFTER PSU ERECTION, PARAPET CLOSURE POURS ARE NOT REQUIRED. IN THIS CASE, PARAPETS SHALL BE CAST AFTER ALL SLAB CLOSURE POURS ARE COMPLETED.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

PARAPET AND FENCE LAYOUT

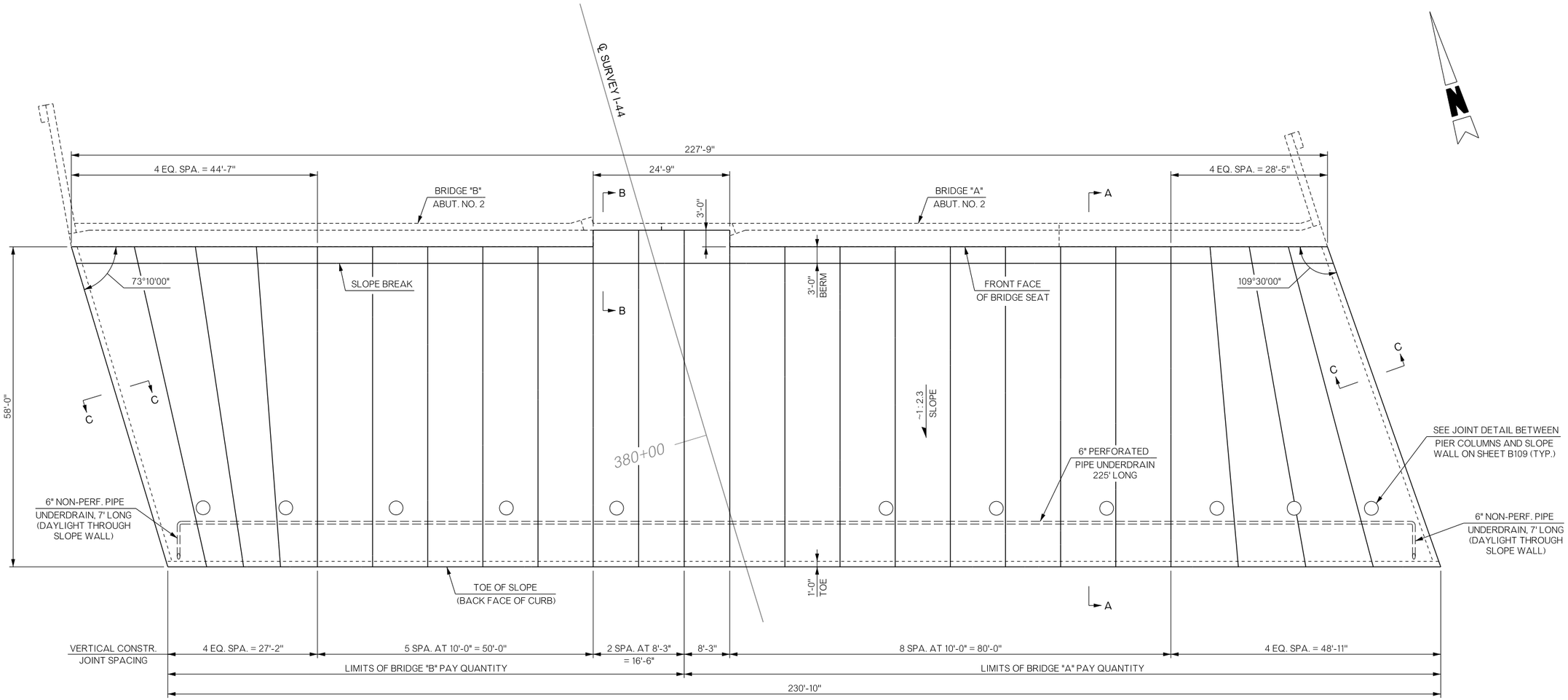
Design	---	---
Detail	HEU	8/23
Check	CBC	9/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B107

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SLOPE WALL PLAN - ABUTMENT NO. 2

NOTES:

DIMENSIONS SHOWN ON THIS SHEET ARE PLAN DIMENSIONS.

FOR SECTIONS A-A, B-B, & C-C, SEE SHEET B109.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SLOPE WALL DETAILS
(SHEET 1 OF 2)

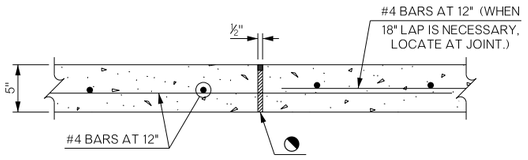
Design	---	---
Detail	JMB	8/23
Check	CBC	8/23

HNTB

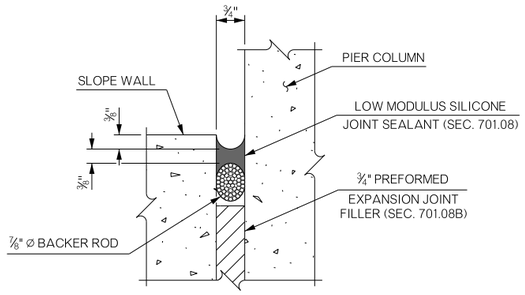
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B108

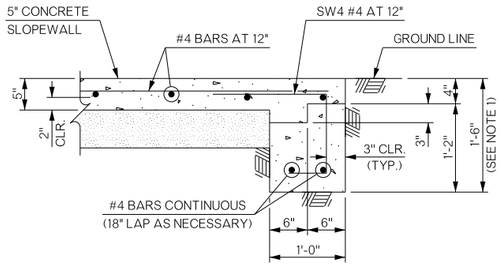
REVISIONS		
REV. NO.	DESCRIPTION	DATE



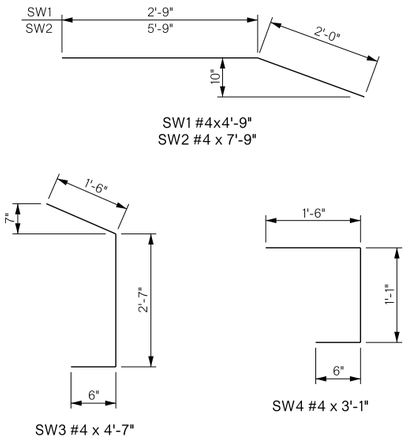
DETAIL OF VERTICAL CONSTRUCTION JOINT



JOINT DETAIL BETWEEN PIER COLUMNS AND SLOPE WALL

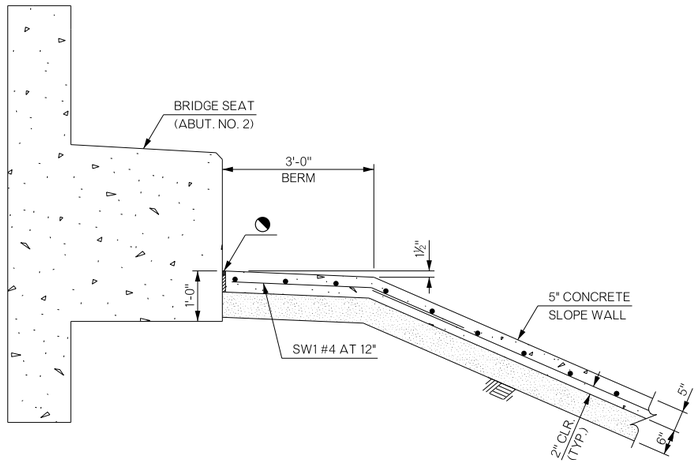


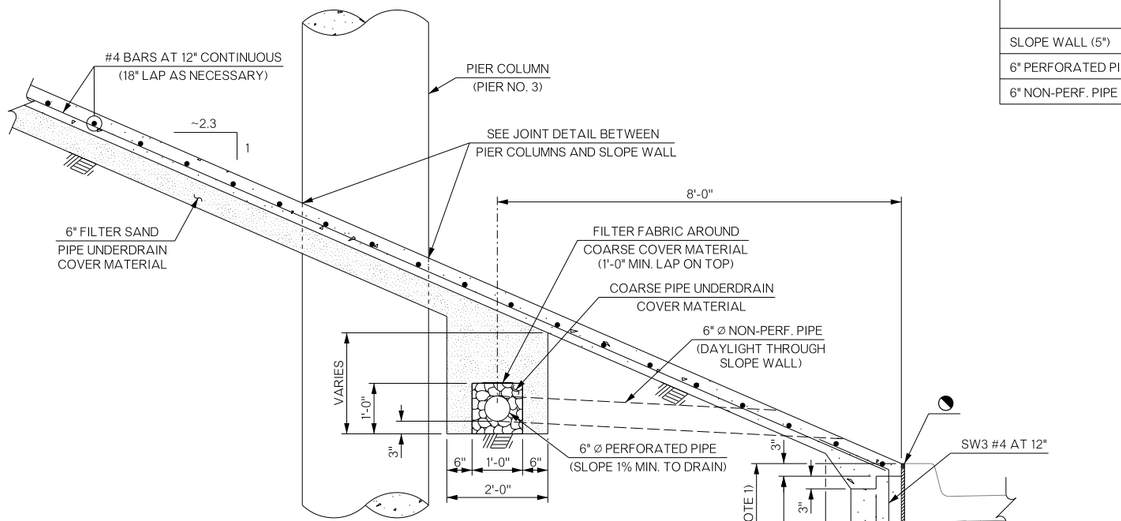
SECTION C-C



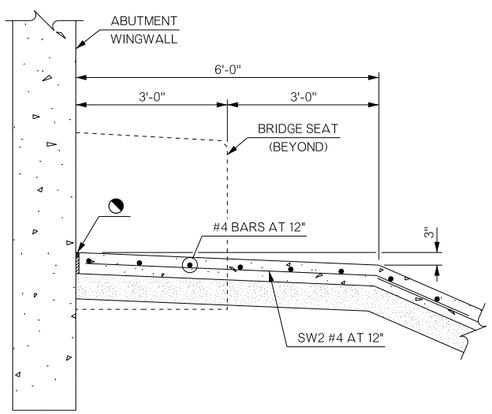
BAR BENDS

(BENT BAR DIMENSIONS ARE OUT TO OUT)





SECTION A-A



SECTION B-B

SLOPE WALL QUANTITIES				
ITEM	UNIT	BRIDGE "A"	BRIDGE "B"	TOTAL
SLOPE WALL (5")	SY	947.00	761.00	1,708.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	133.00	92.00	225.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	7.00	7.00	14.00

NOTES:

1. THE SURFACE AREA OF THE TOE AND EDGES OF THE SLOPE WALL IS INCLUDED IN THE PAY QUANTITY SHOWN FOR SQUARE YARDS OF "SLOPE WALL (5").

2. BASIS OF PAYMENT:
THE 5" CONCRETE SLOPE WALL WILL BE MEASURED FROM EDGE TO EDGE AND FROM TOP TO BOTTOM OF THE TOP SURFACE OF THE SLOPE WALL AND THE FULL FACE OF THE TOE AND EDGE WALLS. PRICE BID PER SY OF "SLOPE WALL (5")" SHALL INCLUDE ALL COSTS OF CONCRETE, REINFORCING STEEL, FILTER SAND, JOINT SEALANT, JOINT FILLER, BACKER ROD, EXCAVATION, LABOR, FORMS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN.

   ALL COSTS OF FILTER SAND, COARSE MATERIAL, FILTER FABRIC, EXCAVATION, PERFORATED AND NON-PERFORATED PIPE, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE UNDERDRAIN SHALL BE INCLUDED IN THE UNIT PRICE BID PER LF OF "6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND.", INSTALLATION SHALL BE AS SHOWN ON THE PLANS AND STD. PUD-4.

3. CLASS "A" CONCRETE:
ALL CONCRETE IN THE SLOPE WALL SHALL BE CLASS "A" CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTIONS 509 AND 610 OF THE STANDARD SPECIFICATIONS. COARSE AGGREGATE FOR THIN SECTIONS (SEC. 701.06) MAY BE USED.

4. CONSTRUCTION JOINTS:
NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPE WALL. PLACEMENT OF VERTICAL CONSTRUCTION JOINTS SHALL BE LOCATED AS SHOWN IN THE PLAN VIEW ON SHEET B108. ANY CHANGES SHALL BE APPROVED BY THE ENGINEER.

◔ SEALED CONSTRUCTION JOINT WITH LOW MODULUS SILICONE JOINT SEALANT, BACKER ROD, AND 1/2" PREFORMED EXPANSION JOINT FILLER. SEE SECTION 701.08 AND "EXPANSION JOINTS/ISOLATION JOINTS" DETAIL ON STD. LECS-5.

NOTE:
FOR LOCATION OF SECTIONS A-A, B-B, & C-C, SEE SHEET B108.

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SLOPE WALL DETAILS
(SHEET 2 OF 2)

Design	---	---
Detail	JMB	8/23
Check	CBC	8/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. B109

PLACE HOLDER FOR
SECTION 404 PERMIT COMPLIANCE
(PDF TO COME FROM ODOT)

P.E. NO.: 32821(04)

30637(04)_Sect 404 Permit Comp.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

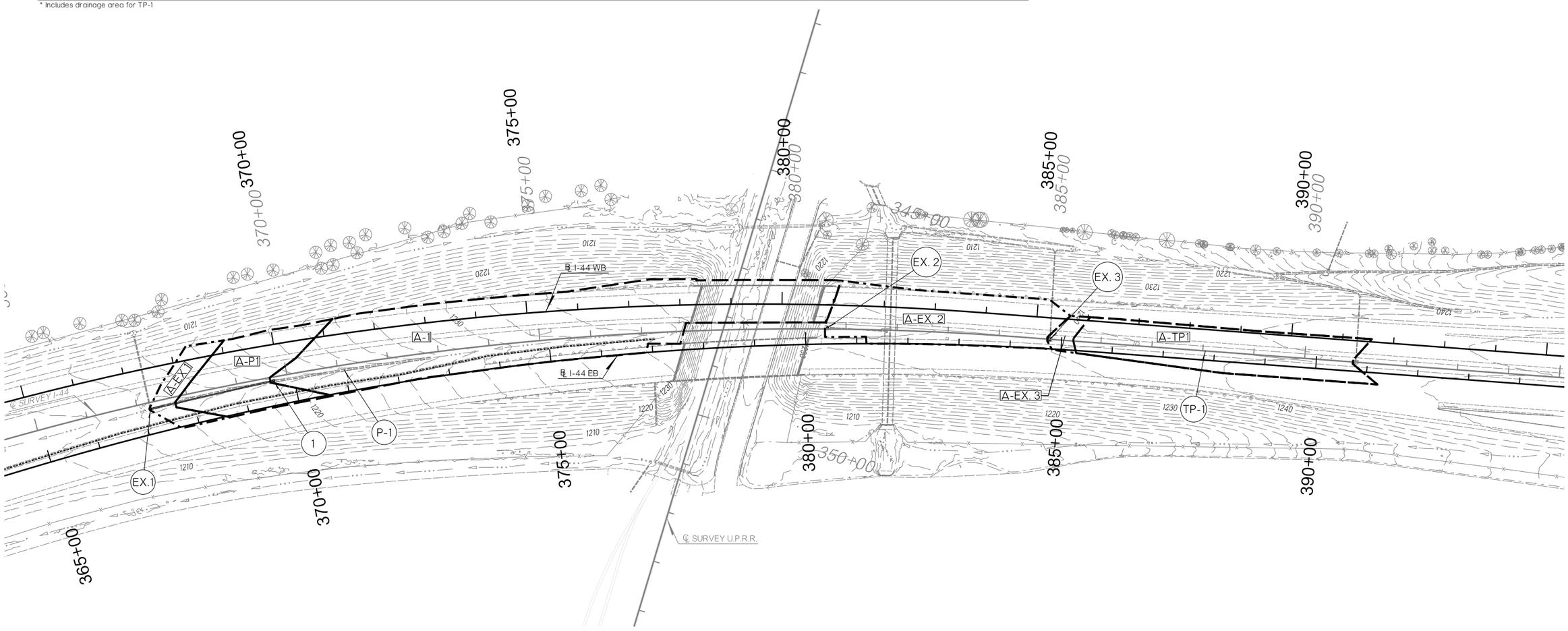
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STRUCTURE NO.	ALIGNMENT	STATION	OFFSET	LT/RT	DRAINAGE AREA NO.	AREA (AC)	RUNOFF COEFFICIENT (C)	TOTAL Q_2 (CFS)	TOTAL Q_{10} (CFS)	INLET TYPE	TOP OF RIM/GRATE (ELEV)	DESIGN Q (CFS)	TIME OF CONC. TC (MIN)	INTENSITY I (IN/HR)	PIPE DIA (IN)	PIPE Q (CFS)	TOTAL TC (MIN)	UPSTREAM FLOW LINE (ELEV)	DOWNSTREAM FLOW LINE (ELEV)	LENGTH (FT)	SLOPE (FT/FT)	TO STR. NO.
EX. 1	℄ I-44 EB	367+15.01	48.63	LT	A-EX. 1	0.24	0.91	13.50	13.96	EXIST. GPI TYPE 2 DES. 9	1210.19	Q10	5.00	7.89	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	OPEN
1	℄ I-44 EB	369+60.00	48.70	LT	A-1	2.98	0.76	14.29	19.13	SMD TYPE 2	1216.53	Q10	5.00	7.89	SEE P-1 INFORMATION							EX. 1
P-1	℄ SURVEY I-44	368+49.04	11.25	RT	A-P1	0.70	0.95	5.87	7.76	190.0 L.F. SLOTTED DRAIN	-	Q10	5.00	7.89	24	7.76	5.51	1212.29	1206.84	243.15	0.0224	EX.1
EX. 2	℄ I-44 EB	380+43.18	32.22	LT	A-EX. 2	1.05	0.95	5.79	7.93	EXIST. GPI TYPE 2 DES. 5	1236.61	Q10	5.00	7.89	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST. RCB
EX. 3 *	℄ I-44 EB	384+77.01	18.82	LT	A-EX. 3	1.15	0.95	6.28	8.61	EXIST. INLET LB TYPE 2, DESIGN 2	1239.34	Q10	5.00	7.89	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST. HEADWALL
TP-1	℄ SURVEY I-44	387+32.47	0.07	LT	A-TP1	1.07	0.95	5.87	8.05	370.0 L.F. SLOTTED DRAIN	-	Q2	5.00	5.75	18	5.87	6.63	1237.16	1235.69	419.40	0.0035	EX. 3

* Includes drainage area for TP-1



0 100 200 300

SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		DRAINAGE AREA MAP
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R001

PLOT DATE: 10/26/2023 8:23:54 AM
FILENAME: 30637(04)_DA_Map 1

STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SITE DESCRIPTION

PROJECT LIMITS: I-44 FROM APPROX. 1/2 MILE NORTH OF I-40 EXTENDING NORTH APPROX. 1500' NORTH OF BLACK GOLD DRIVE IN OKLAHOMA COUNTY.

PROJECT DESCRIPTION: BRIDGE DECK REPLACEMENT AND WIDENING, ROADWAY APPROACHES AND ROADWAY WIDENING

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: SILTY CLAYEY SAND & SANDY LEAN CLAY

TOTAL AREA OF THE CONSTRUCTION SITE: 29.69 acres

ESTIMATED AREA TO BE DISTURBED: 21.22 acres

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 11.50 acres

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 14.02 acres

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.53

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°28'15.0"N 97°34'45.7"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: UNNAMED TRIBUTARY OF N. CANADIAN RIVER

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

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

IF YES, LIST IMPAIRMENT:

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.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

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

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

IN ADDITION:

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

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

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		STORM WATER MANAGEMENT PLAN
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R002

PLOT DATE: 10/26/2023 8:23:58 AM
FILENAME: 30637(04)_SWMP - 2019 Spec.dgn

REVISED 8-1-2022

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10/26/2023

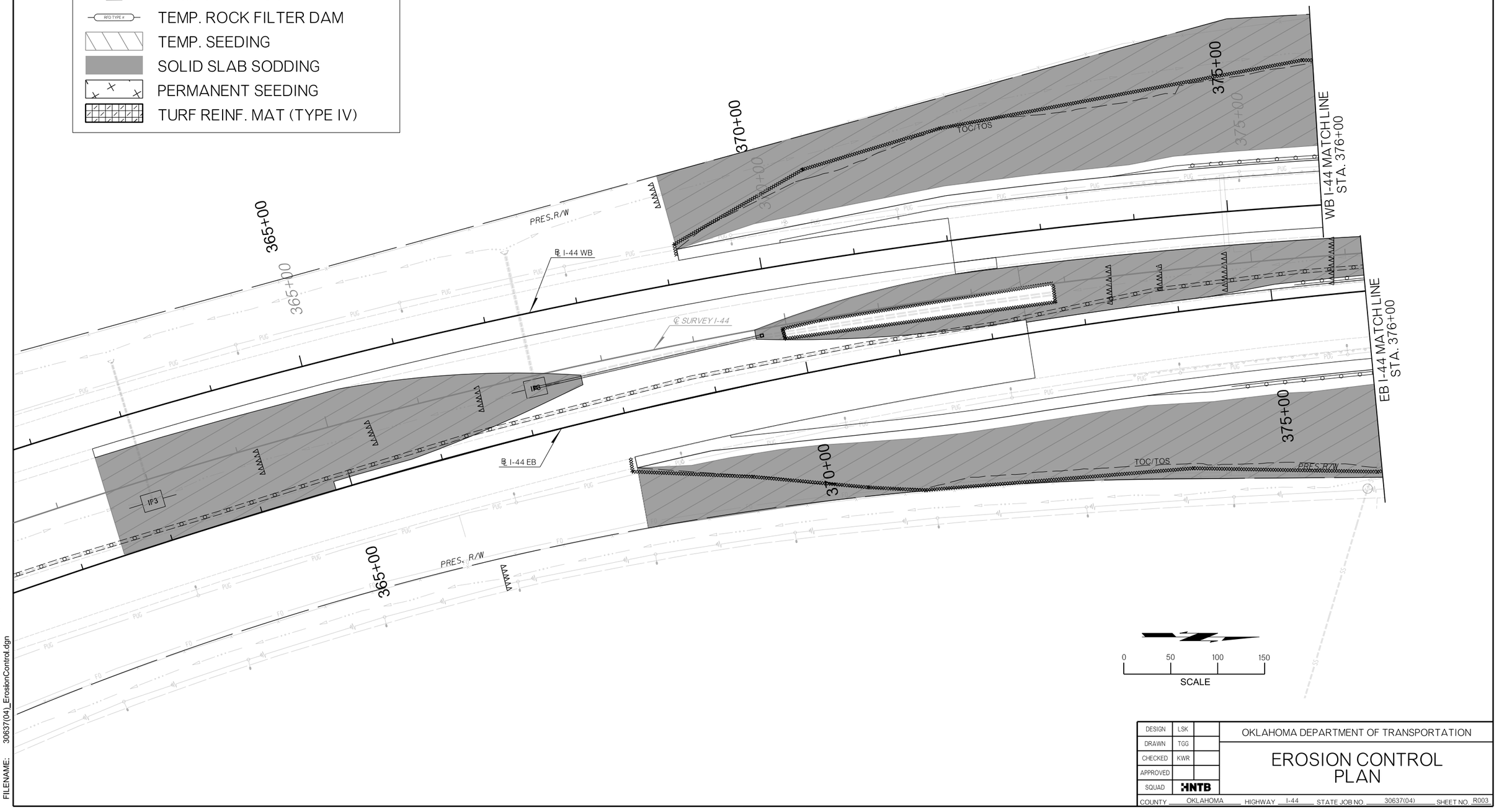
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

LEGEND

- SILT FENCE
- SILT DIKE
- IP3 — TEMP. INLET SEDIMENT FILTER
- IP1 — TEMP. FIBER LOG
- RFD TYPE # — TEMP. ROCK FILTER DAM
- TEMP. SEEDING
- SOLID SLAB SODDING
- PERMANENT SEEDING
- TURF REINF. MAT (TYPE IV)



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FILENAME: 30637(04)_ErosionControl.dgn

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		EROSION CONTROL PLAN
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

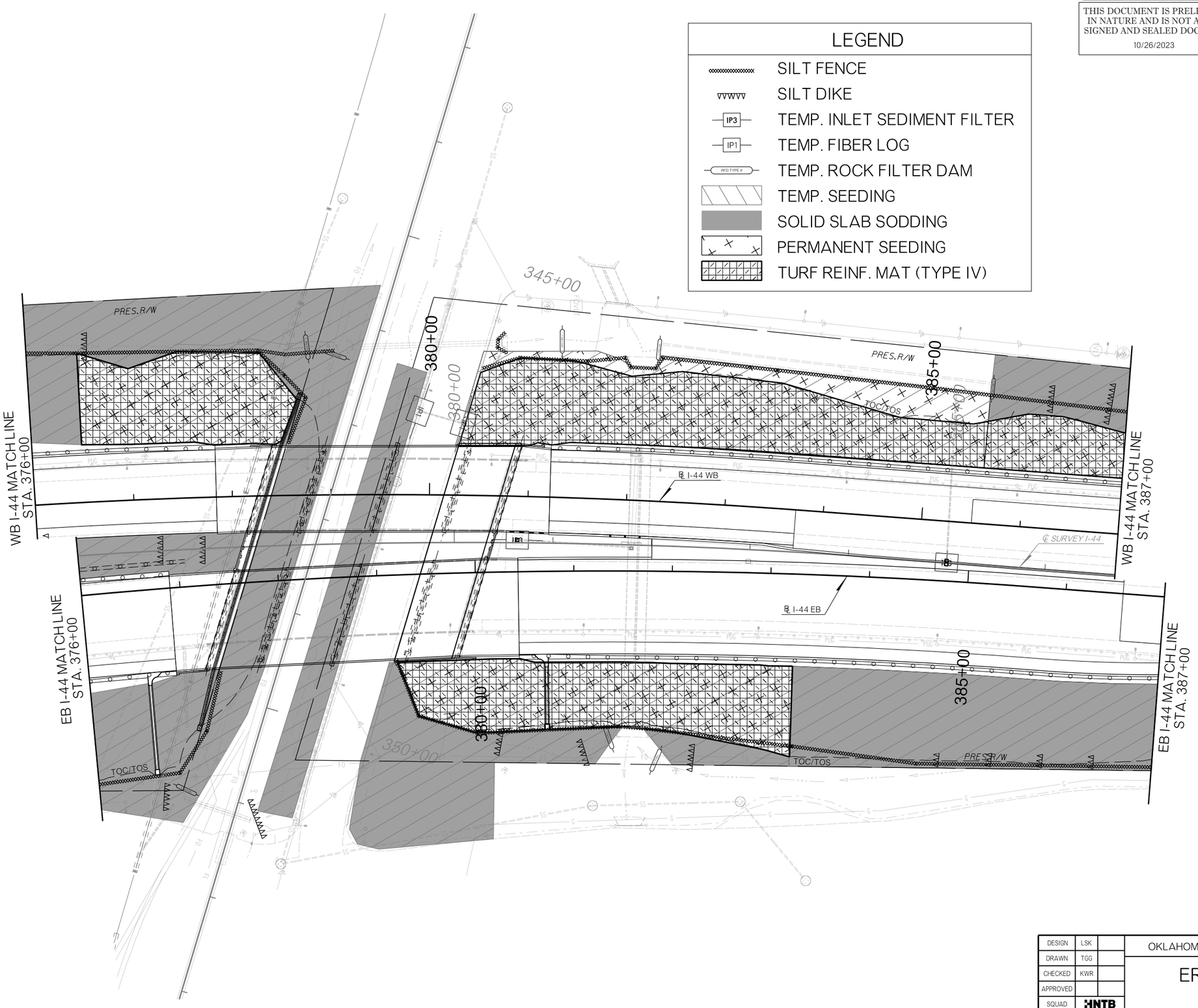
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

LEGEND

- SILT FENCE
- SILT DIKE
- IP3 — TEMP. INLET SEDIMENT FILTER
- IP1 — TEMP. FIBER LOG
- RFD TYPE # — TEMP. ROCK FILTER DAM
- TEMP. SEEDING
- SOLID SLAB SODDING
- PERMANENT SEEDING
- TURF REINF. MAT (TYPE IV)



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SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		EROSION CONTROL PLAN
CHECKED	KWR		
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R004

PLOT DATE: 10/26/2023 8:24:02 AM
FILENAME: 30637(04)_ErosionControl.dgn

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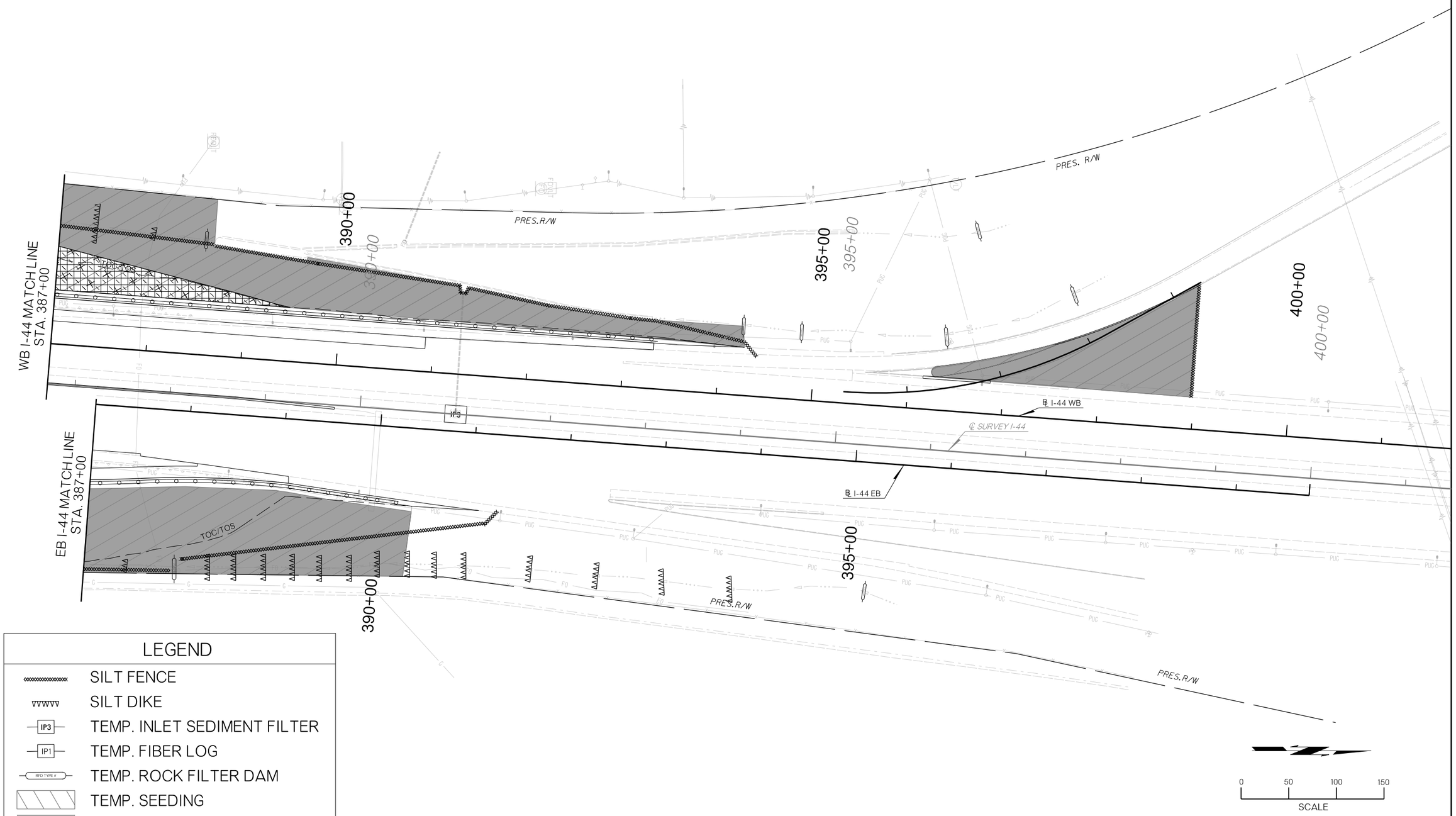
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- SILT FENCE
- SILT DIKE
- IP3 — TEMP. INLET SEDIMENT FILTER
- IP1 — TEMP. FIBER LOG
- RFD TYPE # — TEMP. ROCK FILTER DAM
- TEMP. SEEDING
- SOLID SLAB SODDING
- PERMANENT SEEDING
- TURF REINF. MAT (TYPE IV)

0 50 100 150

SCALE

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R005

PLOT DATE: 10/26/2023 8:24:04 AM
FILENAME: 30637(04)_ErosionControl.dgn

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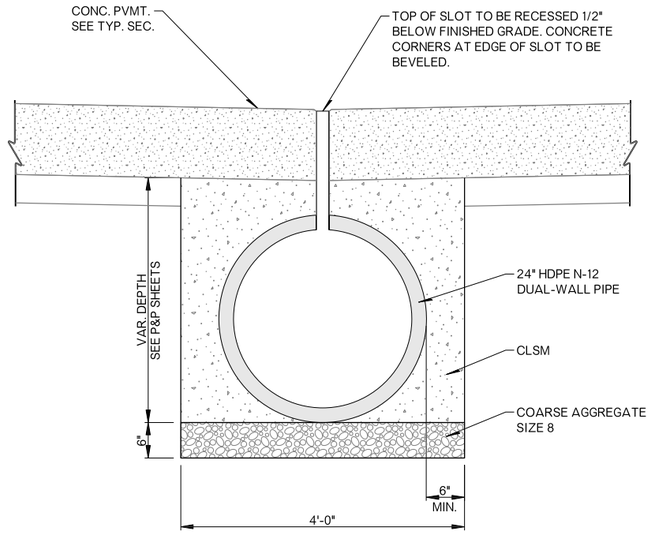
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

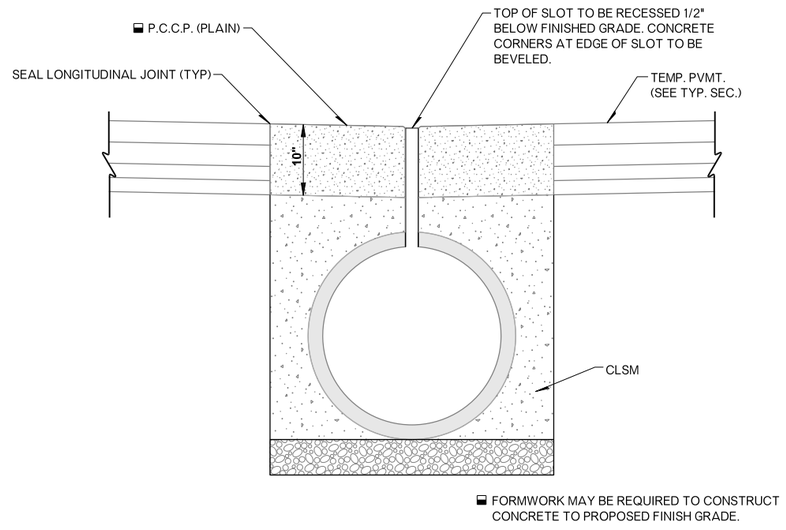
FINAL FIELD MEETING

10/26/2023



TYPICAL SLOTTED INLET DRAIN CROSS SECTION

SOUTH CROSSOVER



TYPICAL SLOTTED INLET DRAIN CROSS SECTION

NORTH CROSSOVER

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.

2. SLOTTED INLET DRAIN SHALL BE ADS DURASLOT SURFACE DRAIN, WITH OPEN TOP (NO GRATE), MEETING THE FOLLOWING SPECIFICATIONS:

A) 24" DIA. HDPE PIPE SHALL BE N-12 PIPE AND MEET AASHTO M294, TYPE S OR ASTM F2306.
B) THE ALUMINUM GRATE FRAME SLOT SHALL BE MANUFACTURED FROM 0.063" TEMPERED COMMERCIAL ALUMINUM MEETING THE REQUIREMENTS OF ASTM B209, CONSISTING OF TWO PARALLEL PLATES SEPARATED BY SPACERS SPANNING THE SLOT ON 6" CENTERS.
C) DURASLOT FITTING SHALL BE MODIFIED FROM FITTINGS WHICH CONFORM TO AASHTO M252, AASHTO M294, OR ASTM F2306.

3. PAYMENT FOR THE SLOTTED INLET DRAIN SHALL BE INCLUDED IN THE 613(E) CORRUGATED HDPE SLOTTED DRAIN PAY ITEM AND INCLUDES ALL WORK AND MATERIALS REQUIRED FOR INSTALLATION OF THE DRAIN.

4. LONGITUDINAL JOINTS BETWEEN ASPHALT AND CONCRETE SHALL BE SAWED AND SEALED IN ACCORDANCE WITH ROADWAY STANDARD LECS-5.

5. VARIABLE RISER HEIGHTS UTILIZED. SEE CROSSOVER DETAIL SHEETS FOR RISER HEIGHTS.

6. BEDDING SHALL BE PLACED AND COMPACTED UNIFORMLY IN ACCORDANCE WITH ASTM D2321.

7. SAW AND SEAL TRANSVERSE JOINTS OF TOP CONCRETE SLAB 1-1/2" DEEP & SPACED TO MATCH ADJACENT TRANSVERSE JOINTS OR AT 10' CENTERS IN THE ABSENCE OF ADJACENT TRANSVERSE JOINTS.

SUGGESTED INSTALLATION INSTRUCTIONS

1. ALL INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURED RECOMMENDED INSTALLATION INSTRUCTIONS. CONTACT AN ADS, REPRESENTATIVE FOR LATEST INSTALLATION GUIDELINES.

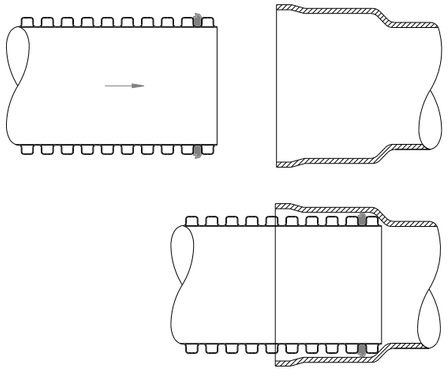
2. EXCAVATE TRENCH AND PLACE COMPACTED BASE MATERIAL.

3. PLACE SLOTTED INLET DRAIN PIPE IN BOTTOM OF TRENCH, ON TOP OF BASE MATERIAL.

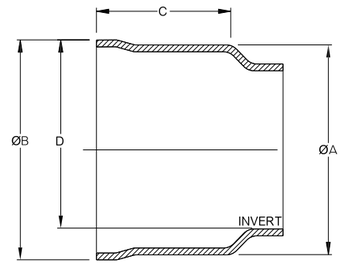
4. BRACE THE SLOTTED INLET DRAIN IN THE TRENCH, AND COVER TO PREVENT ANY CONCRETE OR DEBRIS FROM ENTERING THE SYSTEM.

5. POUR BACKFILL MATERIAL SIMULTANEOUSLY ON EITHER SIDE OF THE PIPE FOR EVEN DISTRIBUTION. ADJUST THE PIPE AS NEEDED WHILE POURING THE REMAINING BACKFILL MATERIAL TO ENSURE IT IS CENTERED IN THE TRENCH AND THAT THE SLOTTED INLET DRAIN IS AT THE PROPER LOCATION AND ELEVATION.

6. POUR THE TOP SLAB OF CONCRETE TO DESIGNED FINAL GRADE.



WATER TIGHT JOINT
ADS N-12/HANCOR DUAL WALL & N-12 HP



UNIVERSAL BELL INFORMATION
ADS N-12 HP

SIZE	ØA MIN	ØA MAX	ØB MIN	ØB MAX	C MIN	C MAX	D AVG
24"	29.0	29.3	30.9	31.2	13.1	14.8	27.8

*ALL DIMENSIONS ARE IN INCHES

PLOT DATE: 10/26/2023 8:24:07 AM
FILENAME: 30637(04)_Slotted Inlet Detail.dgn

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SLOTTED INLET DRAIN DETAIL

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R006

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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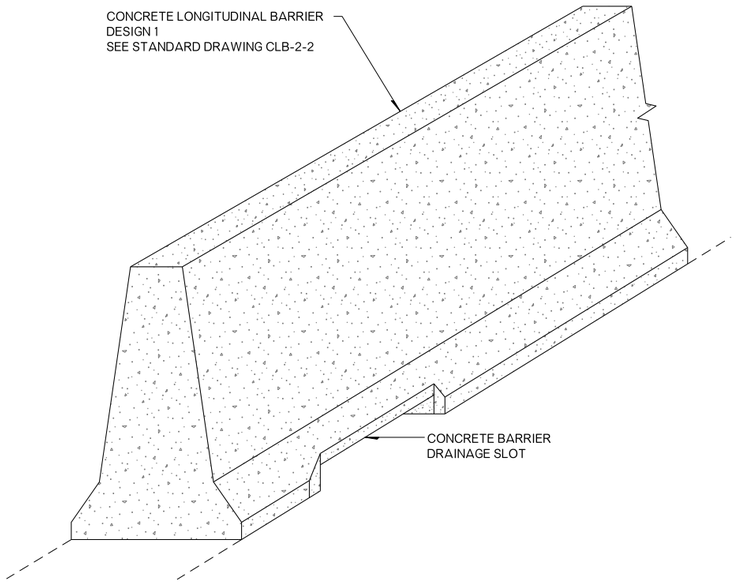
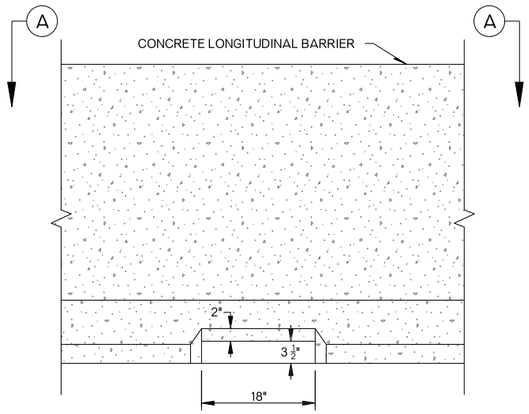
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

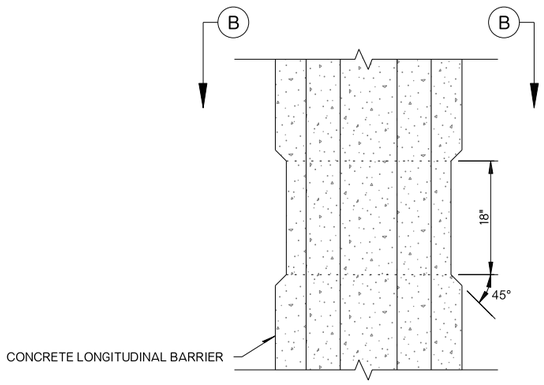
10/26/2023



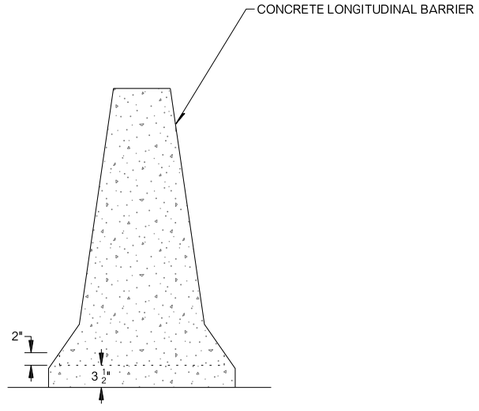


DRAINAGE SLOT ELEVATION

CONCRETE BARRIER DRAINAGE SLOT SCHEDULE		
LOCATION	STATION	SIDE
℄ I-44 WB	382+15	RT
℄ I-44 WB	382+00	RT
℄ I-44 WB	381+85	RT



SECTION A-A



SECTION B-B

NOTES

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
2. INSTALLATION OF CONCRETE BARRIER DRAINAGE SLOTS SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE LONGITUDINAL BARRIER DESIGN 1 (LINEAR FOOT).
3. STATION LOCATIONS PROVIDED IN THE LOCATION SCHEDULE ARE TO THE CENTER OF THE CONCRETE BARRIER DRAINAGE SLOT.

PLOT DATE: 10/26/2023 8:24:09 AM
FILENAME: 30637(04)_Barrier Drainage Slots Detail.dgn

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER DRAINAGE SLOT DETAIL

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R007

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

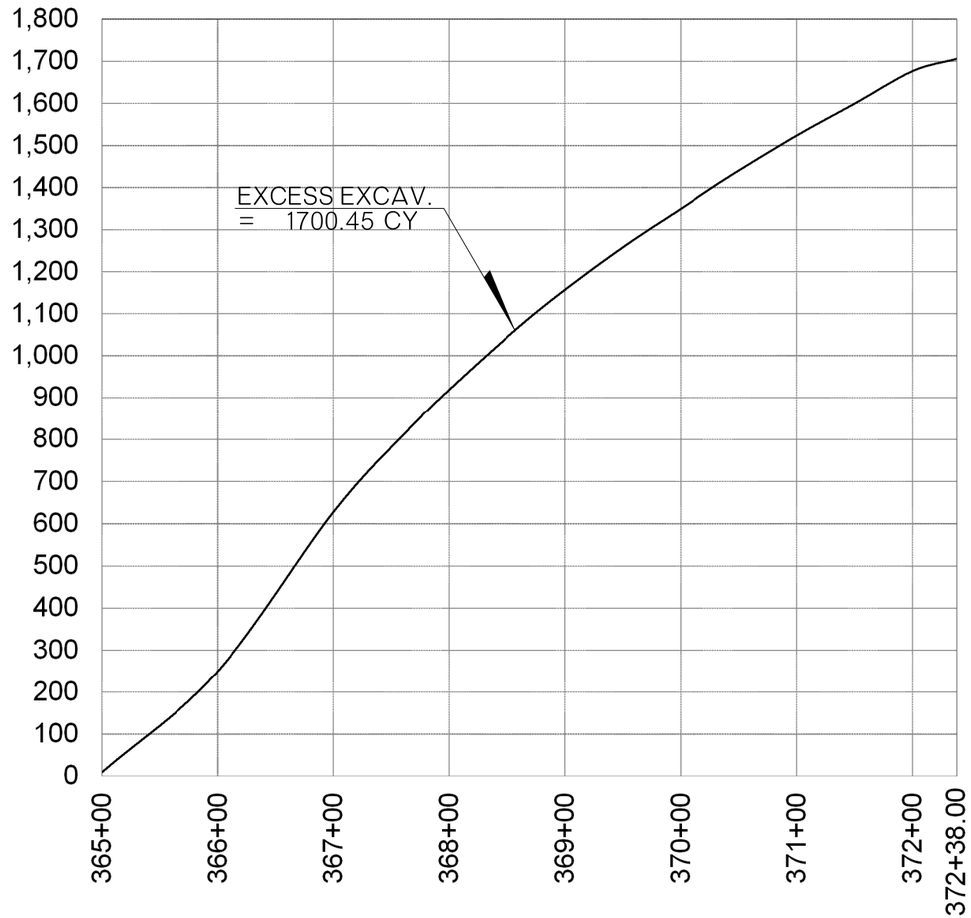
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

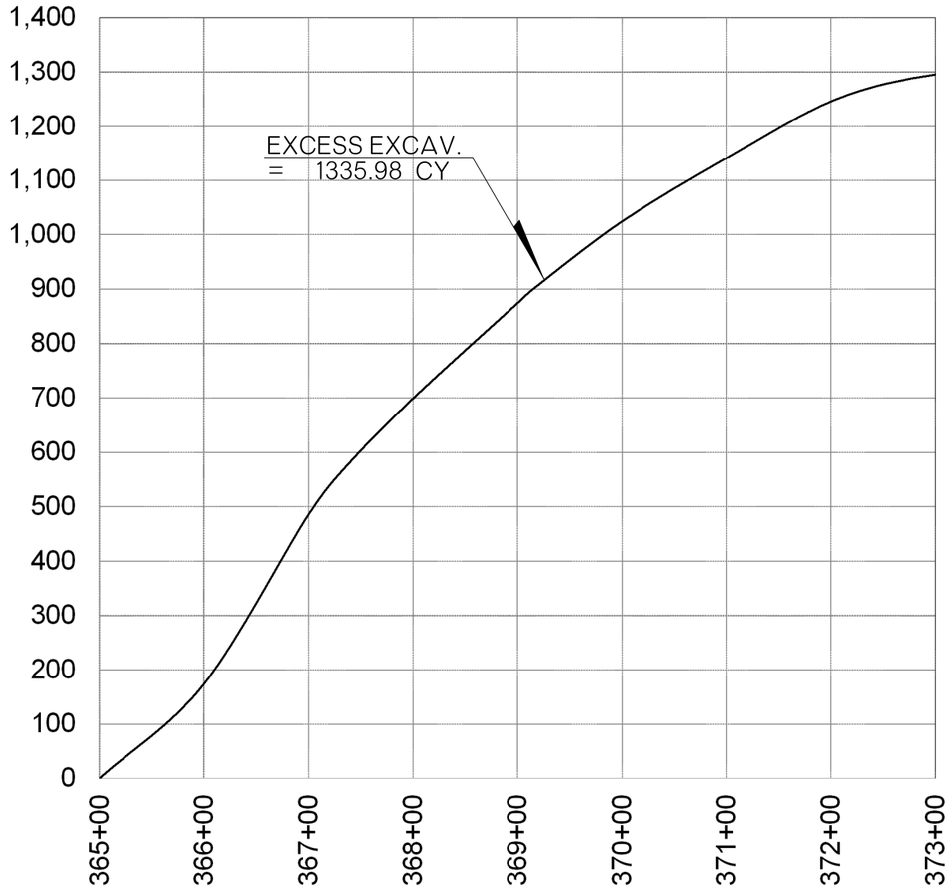
STAGE 1B EASTBOUND EARTHWORK ESTIMATE

STA. 366+00.00 TO STA. 372+38.00, ℄ I-44 EB
UNCL. EXCAV. = 1732.32 CY
EMB. + 15% = 31.87 CY
EXCESS EXCAV. = 1700.45 CY

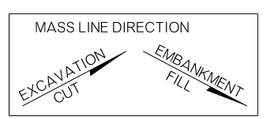


STAGE 1B WESTBOUND EARTHWORK ESTIMATE

STA. 366+00.00 TO STA. 373+00.00, ℄ I-44 WB
UNCL. EXCAV. = 1347.63 CY
EMB. + 15% = 11.65 CY
EXCESS EXCAV. = 1335.98 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.



DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		MASS DIAGRAM STAGE 1
CHECKED	KWR		
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R008

PLOT DATE: 10/26/2023 8:24:11 AM
FILENAME: 30637(04)_Mass Haul Phase 1

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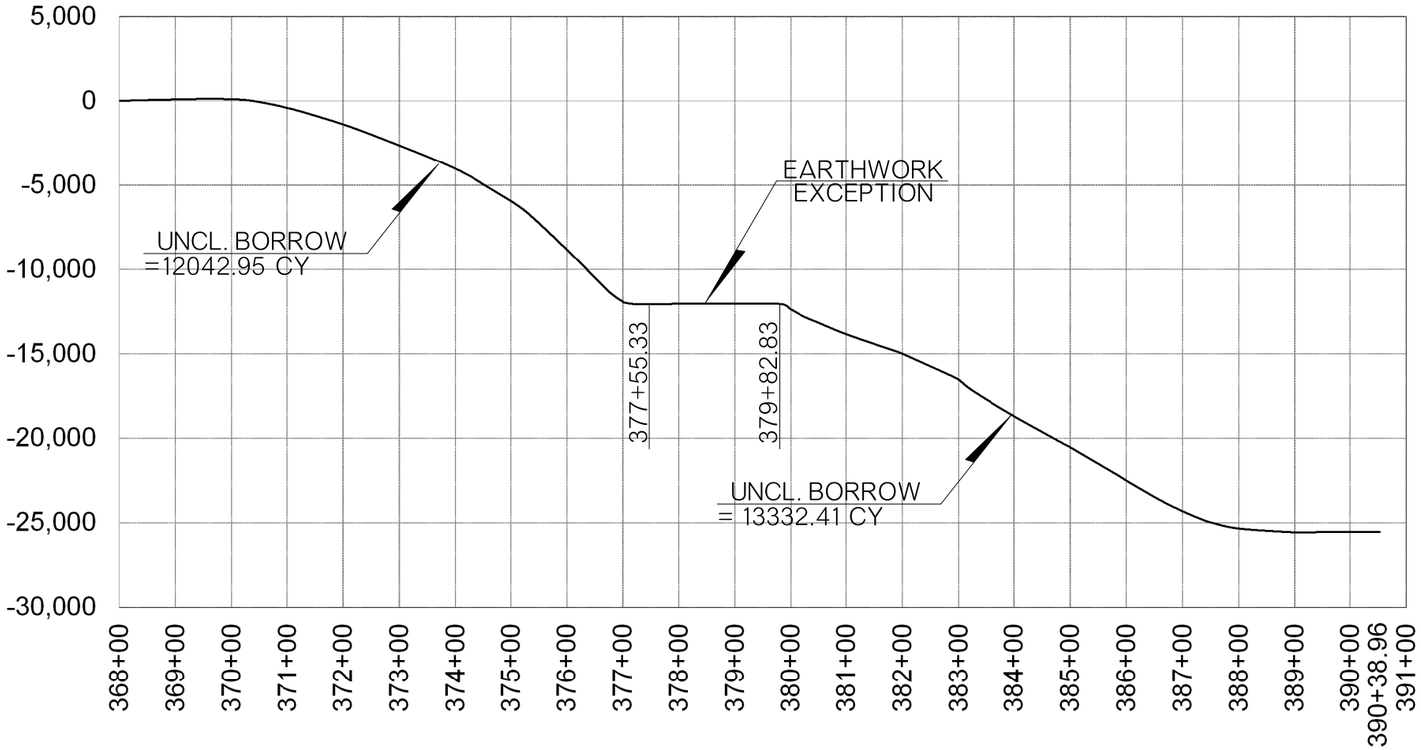
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

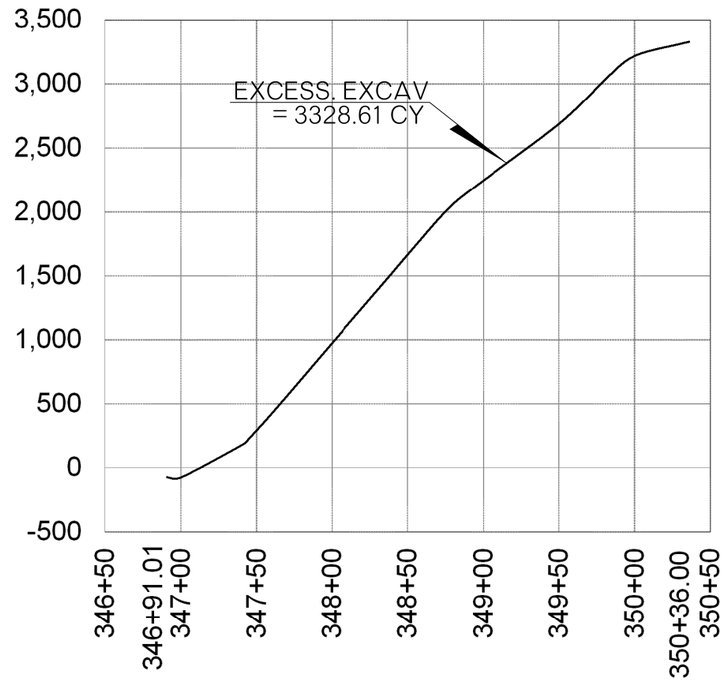
FINAL FIELD MEETING

10/26/2023

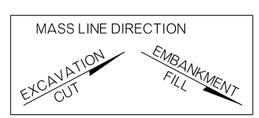
STAGE 2
EARTHWORK ESTIMATE
STA. 368+00.00 TO STA. 390+38.96, ℄ I-44 EB
UNCL. EXCAV. = 1,344.90 CY
EMB. + 15% = 26,720.26 CY
UNCL. BORROW = 25,375.36 CY



STAGE 2
EARTHWORK ESTIMATE
STA. 346+91.01 TO STA. 350+36.00
℄ SURVEY UPRR
UNCL. EXCAV. = 3817.53 CY
EMB. + 15% = 488.92 CY
EXCESS EXCAV. = 3328.61 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.



DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		MASS DIAGRAM STAGE 2
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R009

PLOT DATE: 10/26/2023 8:24:33 AM
FILENAME: 30637(04)_Mass Haul Phase 2

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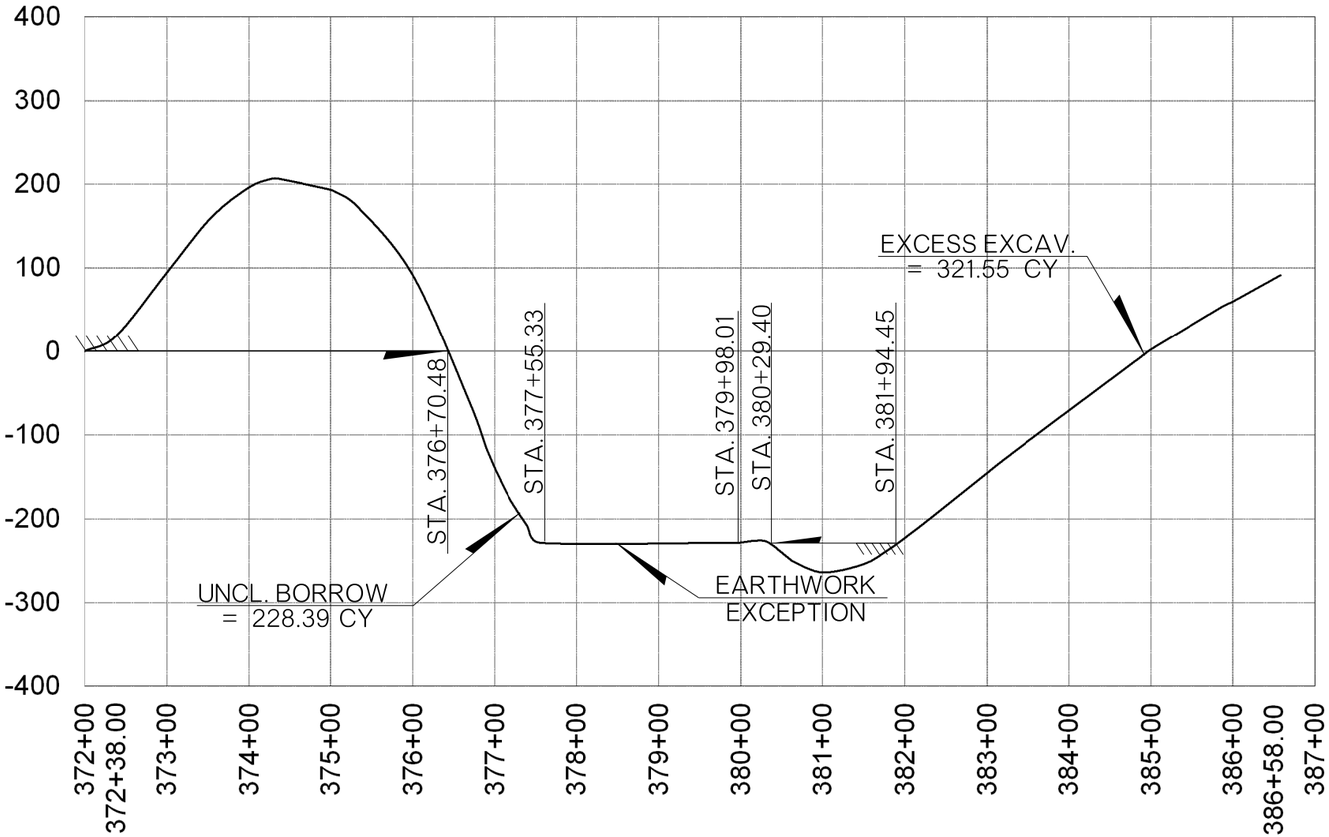
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

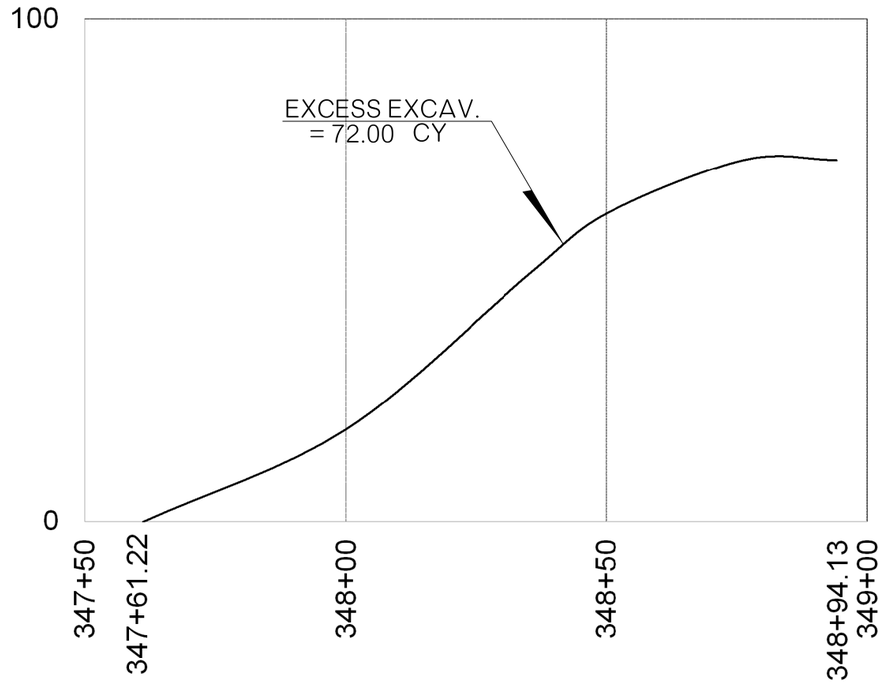
FINAL FIELD MEETING

10/26/2023

STAGE 3
EARTHWORK ESTIMATE
STA. 372+38.00 TO STA. 386+58.00, ℄ I-44 EB
UNCL. EXCAV. = 671.57 CY
EMB. + 15% = 578.42 CY
EXCESS EXCAV. = 93.15 CY



STAGE 3
EARTHWORK ESTIMATE
STA. 348+00.00 TO STA. 348+94.13, ℄ SURVEY UPRR
UNCL. EXCAV. = 78.35 CY
EMB. + 15% = 6.34 CY
EXCESS EXCAV. = 72.00 CY



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MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		MASS DIAGRAM STAGE 3
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R010

PLOT DATE: 10/26/2023 8:24:43 AM
FILENAME: 30637(04)_Mass Haul Phase 3

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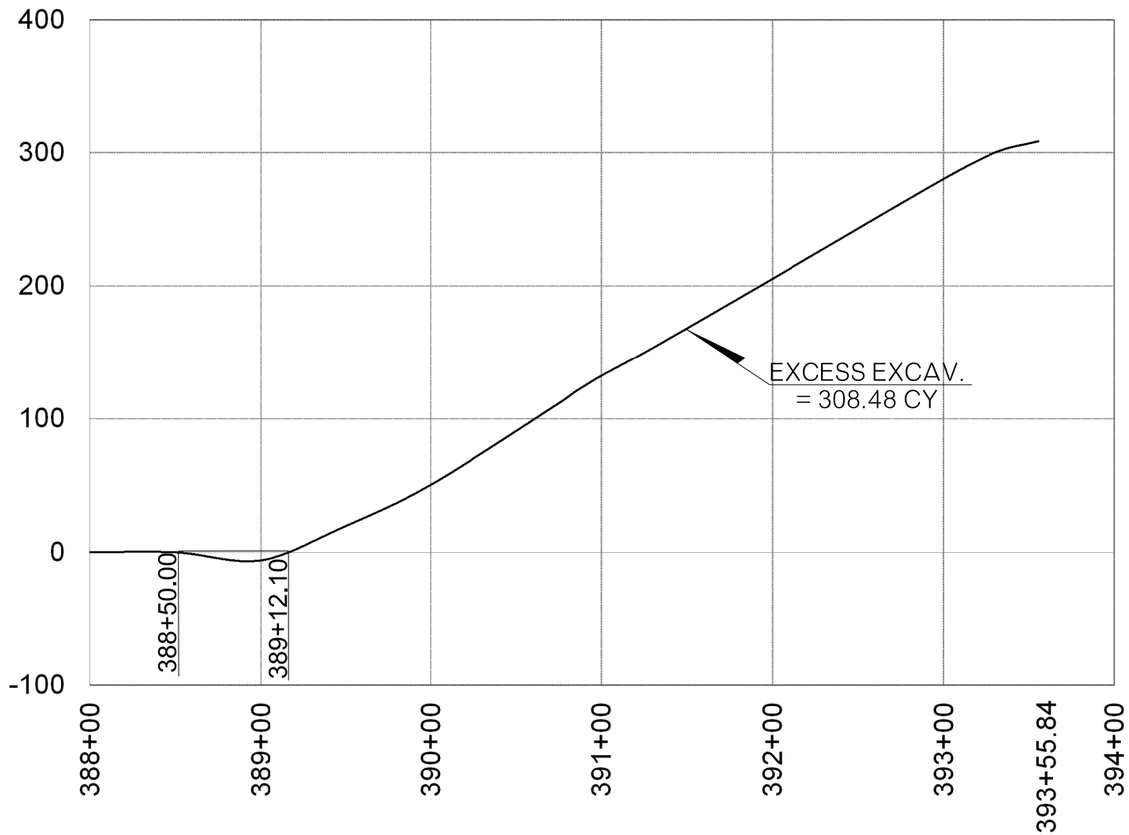
OKLAHOMA DEPARTMENT OF TRANSPORTATION

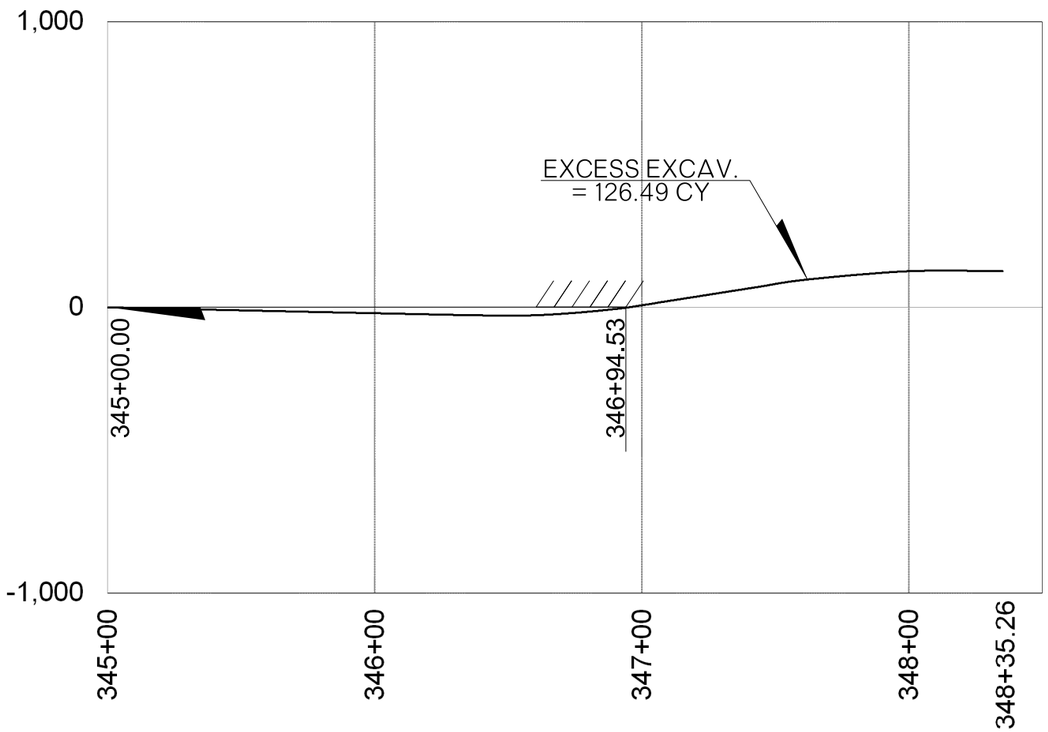
FINAL FIELD MEETING

10/26/2023

STAGE 4A
EARTHWORK ESTIMATE
STA. 388+50.00 TO STA. 393+55.87, ℄ I-44 WB
UNCL. EXCAV. = 326.29 CY
EMB. + 15% = 17.81 CY
EXCESS EXCAV. = 308.48 CY



STAGE 4B
EARTHWORK ESTIMATE
STA. 346+00.00 TO STA. 348+35.26, ℄ SURVEY UPRR
UNCL. EXCAV. = 183.89 CY
EMB. + 15% = 57.40 CY
EXCESS EXCAV. = 126.49 CY



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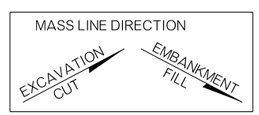

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		MASS DIAGRAM STAGE 4
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R011

PLOT DATE: 10/26/2023 8:24:48 AM
FILENAME: 30637(04)_Mass Haul Phase 4A

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10/26/2023

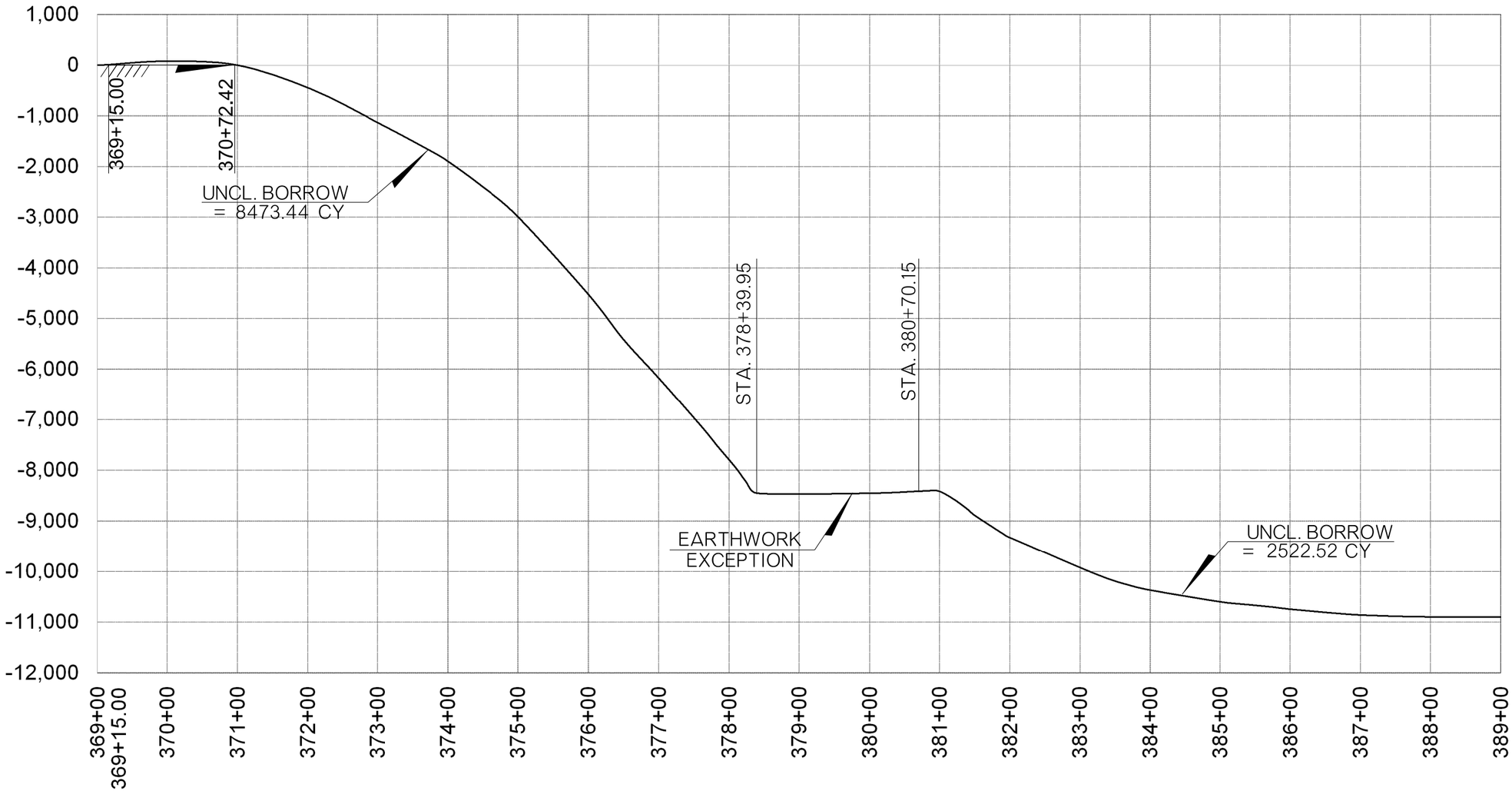
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STAGE 4B
EARTHWORK ESTIMATE

STA. 369+15.00 TO STA. 389+00.00, I-44 WB
UNCL. EXCAV. = 1073.09 CY
EMB. + 15% = 12069.06 CY
UNCL. BORROW = 10995.97 CY



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MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		MASS DIAGRAM STAGE 4
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R012

PLOT DATE: 10/26/2023 8:25:15 AM
FILENAME: 30637(04)_Mass Haul Phase 4

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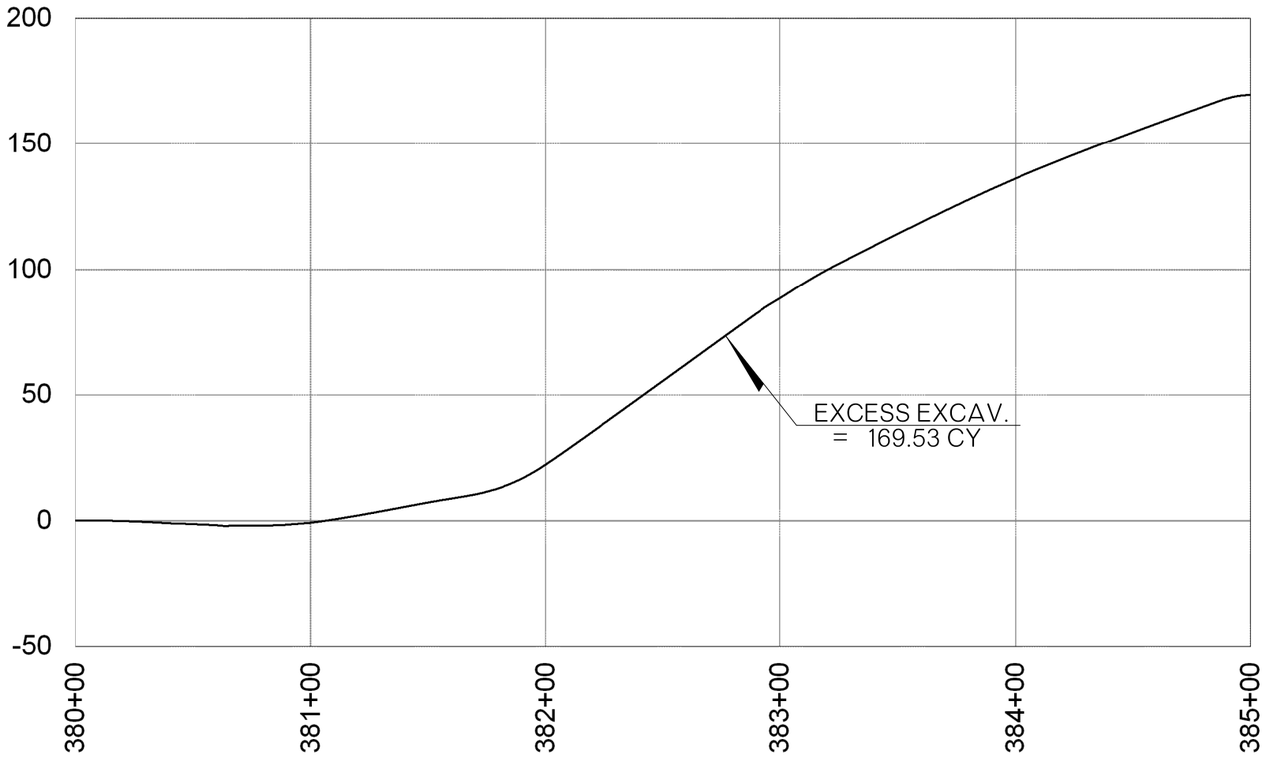
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

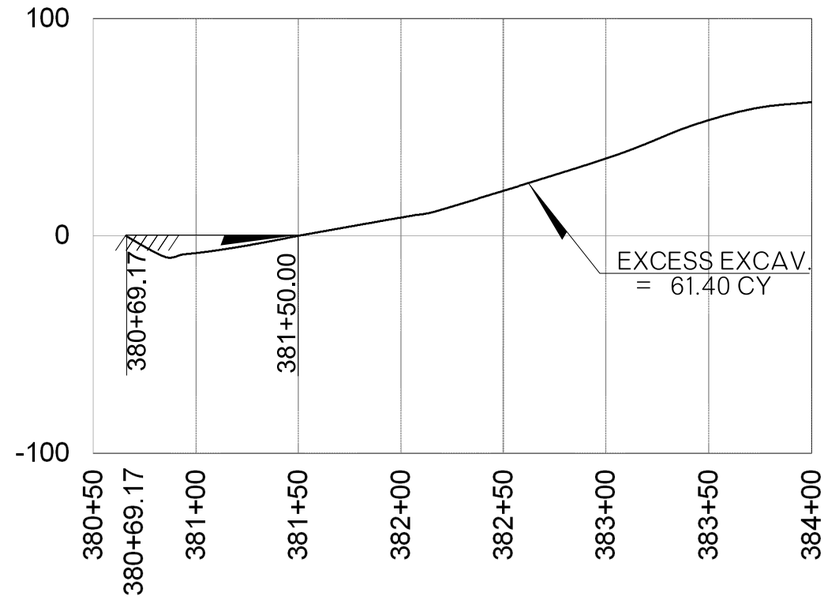
STAGE 5 EASTBOUND EARTHWORK ESTIMATE

STA. 371+50.00 TO STA. 384+88.41, ℄ I-44 EB
UNCL. EXCAV. = 175.21 CY
EMB. + 15% = 5.68 CY
EXCESS EXCAV. = 169.53 CY



STAGE 5 WESTBOUND EARTHWORK ESTIMATE

STA. 380+69.17 TO STA. 384+00.00, I-44 WB
UNCL. EXCAV. = 72.76 CY
EMB. + 15% = 11.35 CY
EXCESS EXCAV. = 61.40 CY



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MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MASS DIAGRAM STAGE 5

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R013

PLOT DATE: 10/26/2023 8:25:20 AM
FILENAME: 30637(04)_Mass Haul PHASE 5

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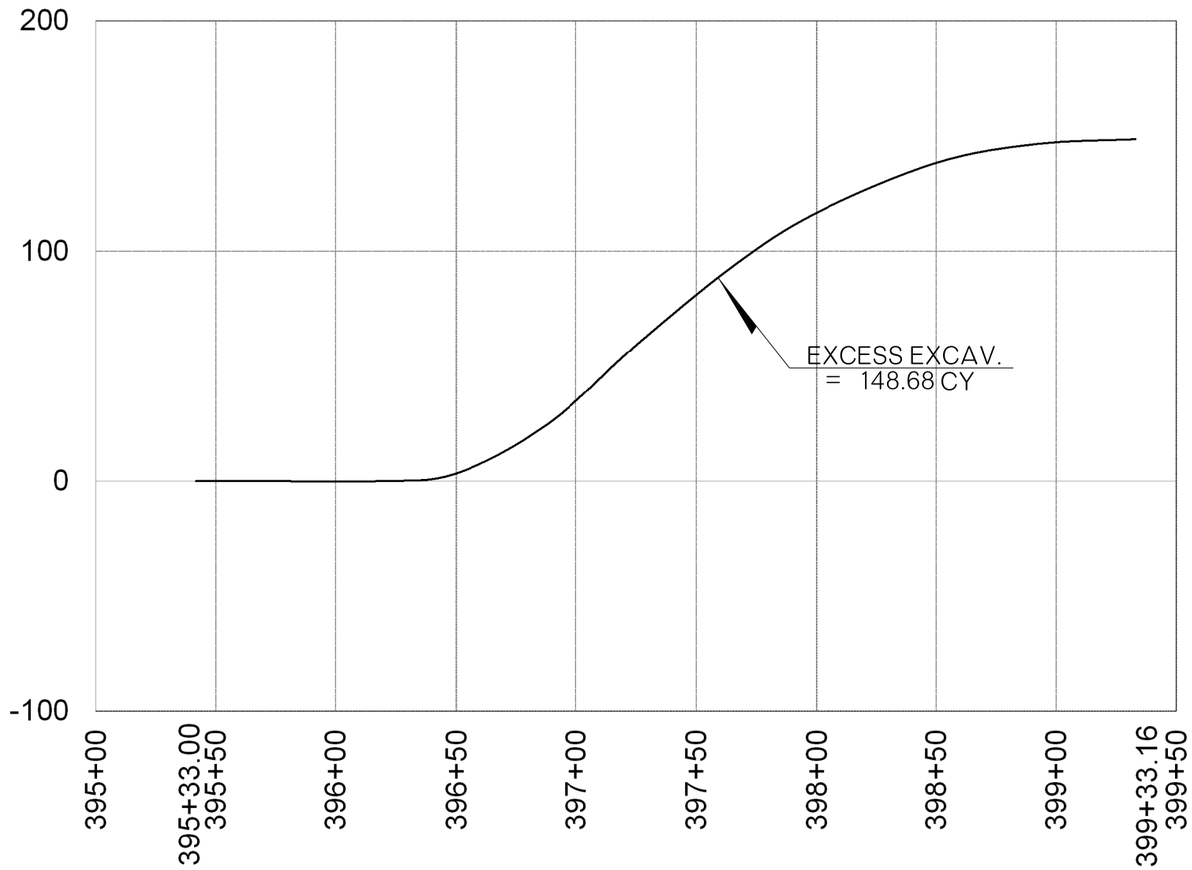
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STAGE 4A TEMP. RAMP 10TH TO I-44
EARTHWORK ESTIMATE

STA. 395+41.82 TO STA. 399+33.16, ℄ TEMP. RAMP 10TH-44 WB
UNCL. EXCAV. = 148.68 CY
EMB. + 15% = 0.00 CY
EXCESS EXCAV. = 148.68 CY



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MASS LINE DIRECTION

EXCAVATION CUT

EMBANKMENT FILL

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		MASS DIAGRAM TEMP. RAMP 10TH TO I-44
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R014

PLOT DATE: 10/26/2023 8:25:26 AM
FILENAME: 30637(04)_Mass Haul 10th St

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SECTION 36
T–12–N, R–4–W

℄ I-44 WESTBOUND
CURVE - 1
PI STA= 370+71.22
N= 170755.3332
E= 2093617.4253
Δ= 26°40'08.00" RT
D= 01°00'00.00"
T= 1358.05'
L= 2666.89'
R= 5729.58'
E= 158.75'
EMAX = 6.0%
S = 2.8%
V= 60 mph

℄ I-44 EASTBOUND
COMPOUND CURVE
PCC STA = 365+36.75
N=170333.7722
E=2094001.9667

CURVE - 1	CURVE - 2
PI STA= 361+10.87	PI STA= 375+61.16
N= 169923.5073	N= 171318.5514
E= 2094119.5206	E= 2093719.7962
Δ= 6°23'41.87" RT	Δ= 20°16'26.13" RT
D= 0°45'00.00"	D= 1°00'00.00"
T= 426.77'	T= 1024.41'
L= 852.66'	L= 2027.39'
R= 7639.44'	R= 5729.58'
E = 11.91'	E= 90.86'
S = EXIST.	EMAX = 6.0%
	S = 2.8%
	V= 60 mph

℄ SURVEY I-44
CURVE - 1
PI STA= 371+34.93
N= 170844.3275
E= 2093666.2115
Δ= 26°40'08.00" RT
D= 1°00'10.03"
T= 1354.28'
L= 2659.48'
R= 5713.66'
E= 158.31'
S= EXIST.

POB
STA.354+72.26, ℄ I-44 WB
= STA. 354+72.26, ℄ SURVEY I-44,
79.00' LT

355+00 360+00 365+00 370+00 375+00

PC
STA.357+13.17

℄ I-44 WB
℄ I-44 WB
CURVE -1

240.91'
N22°23'01.13"W
79.00'

308.39'
N22°23'01.13"W

68.50'
184.09'
N22°23'01.13"W

℄ SURVEY I-44
℄ SURVEY I-44
CURVE - 1

℄ I-44 EB
℄ I-44 EB
CURVE - 1

POB STA. 354+72.26

POB
STA.355+00.00, ℄ I-44 EB
= STA. 355+00.00, ℄ SURVEY I-44,
68.50' RT

PC
STA.356+84.09

PC
STA. 357+80.65

360+00

PI 361+10.87

365+00
PCC
STA.365+36.75

370+00

PI 370+71.22

PI 371+34.93

℄ I-44 EB
CURVE - 2

375+00

PI 375+61.16

℄ SURVEY U.P.R.R.

S73°19'20"E

MATCH LINE
℄ SURVEY I-44 STA. 379+00

℄ SURVEY U.P.R.R.

S73°19'20"E

380+00 385+00 390+00 395+00 400+00 405+00

345+00

MATCH LINE
℄ SURVEY I-44 STA. 379+00

PT
STA.383+80.06

42.00'

2248.49'
N04°17'06.86"E

℄ I-44 WB

POE
STA.406+28.55, ℄ I-44 WB
= STA. 406+00.00, ℄ SURVEY I-44,
42.00' LT

2159.87'
N04°17'06.86"E

1412.84'
N04°17'06.86"E

18.00'

℄ I-44 EB

℄ SURVEY I-44

PT
STA. 384+40.13

PT
STA.385+64.15

POE
STA.399+76.99, ℄ I-44 EB
= STA. 400+00.00, ℄ SURVEY I-44,
18.00' RT

POE STA. 406+00.00

380+00 385+00 390+00 395+00

SECTION 36
T–12–N, R–4–W

0 100 200 300
SCALE

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GEOMETRIC DETAIL

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R015

PLOT DATE: 10/26/2023 8:25:35 AM
FILENAME: 30637(04)_Geometric Detail

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SECTION 36
T–12–N, R–4–W

℄ SURVEY I-44 STA. 368+13.22
END INCIDENTAL CONSTRUCTION
BEGIN PROJECT

℄ SURVEY I-44
CURVE - 1
PI STA = 371+34.93
N= 170844.3275
E= 2093666.2115
Δ = 26°40'08.00" RT
D= 1°00'10.03"
T= 1354.28'
L= 2659.48'
R= 5713.66'
E= 158.31'
S= EXIST.

℄ I-44 WESTBOUND
CURVE - 1
PI STA= 370+71.22
N= 170755.3332
E= 2093617.4253
Δ= 26°40'08.00" RT
D= 01°00'00.00"
T= 1358.05'
L= 2666.89'
R= 5729.58'
E= 158.75'
EMAX = 6.0%
S = 2.8%
V= 60 mph

℄ I-44 EASTBOUND
COMPOUND CURVE
PCC STA = 365+36.75
N=170333.7722
E=2094001.9667

CURVE - 1	CURVE - 2
PI STA= 361+10.87	PI STA= 375+61.16
N= 169923.5073	N= 171318.5514
E= 2094119.5206	E= 2093719.7962
Δ= 6°23'41.87" RT	Δ= 20°16'26.13" RT
D= 0°45'00.00"	D= 1°00'00.00"
T= 426.77'	T= 1024.41'
L= 852.66'	L= 2027.39'
R= 7639.44'	R= 5729.58'
E = 11.91'	E= 90.86'
S = EXIST.	EMAX = 6.0%
	S = 2.8%
	V= 60 mph

0 50 100 150
SCALE

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN
I-44 WESTBOUND
I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R016

PLOT DATE: 10/26/2023 8:25:38 AM
FILENAME: 30637(04)_Plan 1

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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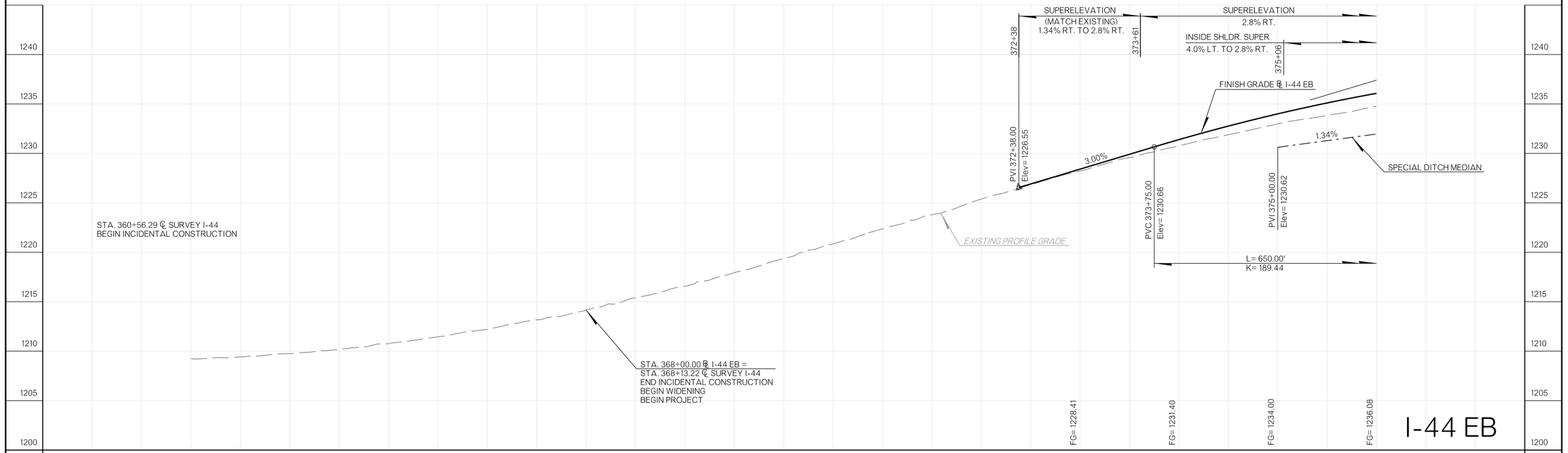
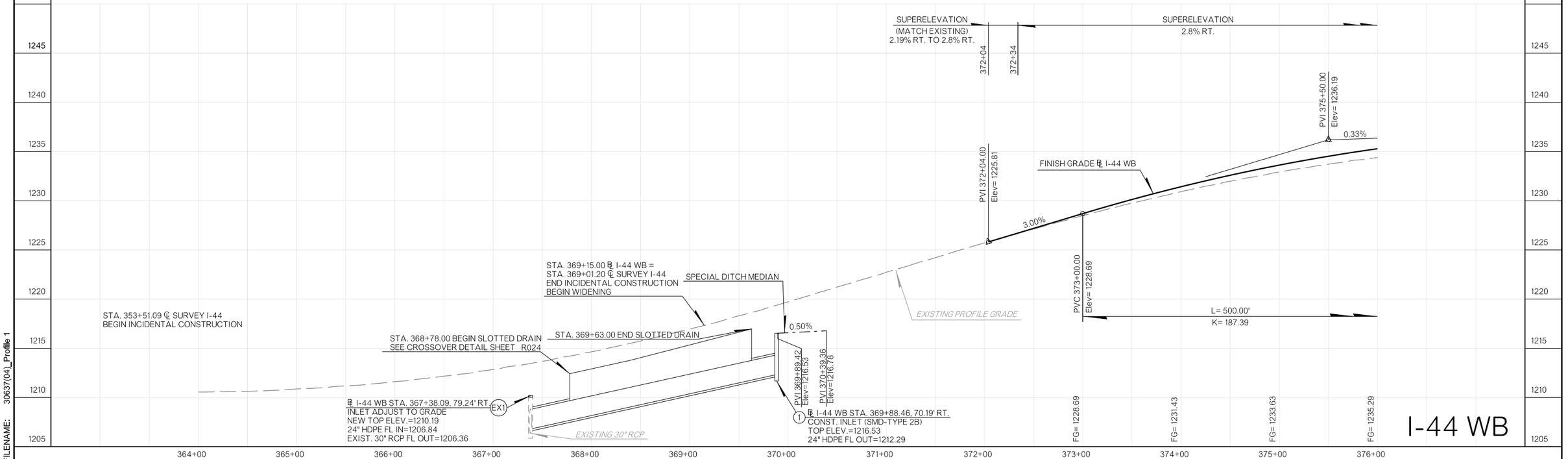
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023





PLOT DATE: 10/26/2023
FILENAME: 30637(04)_Profile 1
8:25:42 AM

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R017

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

℄ I-44 WESTBOUND
CURVE - 1
PI STA= 370+71.22
N= 170755.3332
E= 2093617.4253
Δ= 26°40'08.00" RT
D= 01°00'00.00"
T= 1358.05'
L= 2666.89'
R= 5729.58'
E= 158.75'
EMAX = 6.0%
S = 2.8%
V= 60 mph

℄ I-44 EASTBOUND
COMPOUND CURVE
PCC STA = 365+36.75
N=170333.7722
E=2094001.9667

CURVE - 1	CURVE - 2
PI STA= 361+10.87	PI STA= 375+61.16
N= 169923.5073	N= 171318.5514
E= 2094119.5206	E= 2093719.7962
Δ= 6°23'41.87" RT	Δ= 20°16'26.13" RT
D= 0°45'00.00"	D= 1°00'00.00"
T= 426.77'	T= 1024.41'
L= 852.66'	L= 2027.39'
R= 7639.44'	R= 5729.58'
E = 11.91'	E= 90.86'
S = EXIST.	EMAX = 6.0%
	S = 2.8%
	V= 60 mph

℄ SURVEY I-44
CURVE - 1
PI STA = 371+34.93
N= 170844.3275
E= 2093666.2115
Δ= 26°40'08.00" RT
D= 1°00'10.03"
T= 1354.28'
L= 2659.48'
R= 5713.66'
E= 158.31'
S= EXIST.

SECTION 36
T–12–N, R–4–W

0 50 100 150
SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		PLAN
CHECKED	KWR		I-44 WESTBOUND
APPROVED			I-44 EASTBOUND
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R018

PLOT DATE: 10/26/2023 8:25:44 AM
FILENAME: 30637(04)_Plan 2

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

BRIDGE "A"
CONSTRUCT 54.25' - 74.58'- 74.58' - 54.25' PREFAB. PL GIRDER SPANS
WITH 96' CLEAR ROADWAY AND 42" F-SHAPED PARAPETS
19°30' SKEW L.F. AT ℄ SURVEY I-44 STA. 379+01.84, 33.5' RT.

SUPERELEVATION
2.8% RT.

MEDIAN SHLDR. SUPER
4.0% LT. TO 2.8% RT.

OUTSIDE SHLDR. SUPER
4.0% RT. TO 2.8% RT.

376+41

376+70

MEDIAN SHLDR. SUPER
2.8% RT. TO 4.0% LT.

OUTSIDE SHLDR. SUPER
2.8% RT. TO 4.0% RT.

380+60

380+89

382+24

TWO OUTSIDE LANES
SUPERELEVATION
1.56% RT.

TWO INSIDE LANES
SUPERELEVATION
1.56% RT. TO 0.75% RT.
(MATCH EXISTING)

SUPERELEVATION
2.8% RT.
TO 1.56% RT.

384+85

385+89

386+58

TWO MIDDLE LANES
SUPERELEVATION
1.56% RT. TO 1.38% RT.
(MATCH EXISTING)

BRIDGE "A" LENGTH = 257.67'

L= 200.00'
K= 218.32

BEGIN BRIDGE "A"
STA. 377+52.07

END BRIDGE "A"
STA. 380+09.23

PVC 380+50.00
Elev= 1238.90

PVT 382+50.00
Elev= 1238.96

PVI 377+00.00
Elev= 1240.41

PVI 386+58.00
Elev= 1240.94

FINISH GRADE ℄ I-44 EB

SEE MEDIAN SPECIAL DETAIL,
SHEET R033

3.00%

-0.43%

-1.68%

0.31%

1.63%

0.48%

1.34%

SPECIAL DITCH MEDIAN

PVI 377+55.00
Elev= 1234.04

PVT 380+25.00
Elev= 1239.01

PVI 380+23.31
Elev= 1236.88

PVI 380+40.00
Elev= 1236.60

PVI 380+45.00
Elev= 1236.60

PVI 381+50.00
Elev= 1238.47

PVI 382+54.00
Elev= 1237.24

PVI 382+84.00
Elev= 1237.73

PVI 382+99.00
Elev= 1238.18

SPECIAL DITCH MEDIAN

EXISTING PROFILE GRADE

L= 650.00'
K= 189.44

EX2 ℄ I-44 WB STA. 380+43.17, 32.30' LT
REPLACE DROP INLET GRATE (GPI - TYPE A)
EXIST. TOP ELEV.=1236.61
EXIST. 18" CMP FL OUT=1232.27

EXISTING 18" CMP

SOIL NAIL WALL
(RET. WALL 1)

℄ SURVEY I/PRR

EXISTING DBL. 10'X5' RCB
EXIST. 18" CMP FL IN=1201.01

EXISTING WATER

EXISTING SAN. SEWER

FG= 1236.08 | FG= 1237.62 | FG= 1238.64 | FG= 1239.14 | FG= 1239.10 | FG= 1238.75 | FG= 1238.77 | FG= 1239.20 | FG= 1239.68 | FG= 1240.17 | FG= 1240.65

1255 1250 1245 1240 1235 1230 1225 1220 1215 1210 1205 1200 1195 1190

376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00

I-44 EB

PLOT DATE: 10/26/2023
FILENAME: 30637(04)_Profile 2-1
8:25:48 AM

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R019

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

BRIDGE "B"
CONSTRUCT 53.33' - 73.5' - 73.5' - 53.33' PREFAB. PL GIRDER SPANS
WITH 85' CLEAR ROADWAY AND 42" F-SHAPED PARAPETS
16°50' SKEW L.F. AT ℄ SURVEY I-44 STA. 379+28.01, 49.2' RT.

SUPERELEVATION
2.8% RT.

376+11

OUTSIDE SHLDR. SUPER
4.0% LT. TO 2.8% RT.

MEDIAN SHLDR. SUPER
4.0% RT. TO 2.8% RT.

377+46

377+75

382+94

OUTSIDE SHLDR. SUPER
2.8% RT. TO 4.0% LT.

MEDIAN SHLDR. SUPER
2.8% RT. TO 4.0% RT.

381+30

381+59

383+26

3 LANES LT. SUPERELEVATION
2.8% RT. TO 0.0% RT.
(MATCH EXIST.)

383+72

2 LANES RT. SUPERELEVATION
2.8% RT. TO 1.54% RT.
(MATCH EXIST.)

385+42

LANE WIDENING SUPERELEVATION
0.0% RT. TO 1.56% LT.
(MATCH EXIST.)

386+62

BRIDGE "B" LENGTH = 253.67'

BEGIN BRIDGE "B"
STA. 378+25.30

END BRIDGE "B"
STA. 380+78.76

PVC 381+00.00
Elev= 1238.02

L= 200.00'
K= 1729.31

PVT 383+00.00
Elev= 1238.80

PVI 385+42.00
Elev= 1239.88

FINISH GRADE ℄ I-44 WB

0.33%

0.45%

EXISTING PROFILE GRADE

PVT 378+00.00
Elev= 1237.02

L= 500.00'
K= 187.39

PVI 382+00.00
Elev= 1238.35

EXIST. 18" CMP FL OUT=1235.69

EX3 EXISTING BARRIER INLET

EX2

SOIL NAIL WALL
(RET. WALL 1)

℄ SURVEY UPRR

EXISTING 18" CMP

EXISTING DBL. 10'X5' RCB

EXISTING WATER

EXISTING SAN. SEWER

FG= 1235.29
FG= 1236.42
FG= 1237.02
FG= 1237.35
FG= 1237.69
FG= 1238.02
FG= 1238.38
FG= 1238.80
FG= 1239.24
FG= 1239.69

1255 1250 1245 1240 1235 1230 1225 1220 1215 1210 1205 1200 1195 1190

376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00

I-44 WB

PLOT DATE: 10/26/2023 8:25:50 AM
FILENAME: 30637(04)_Profile 2-2

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R020

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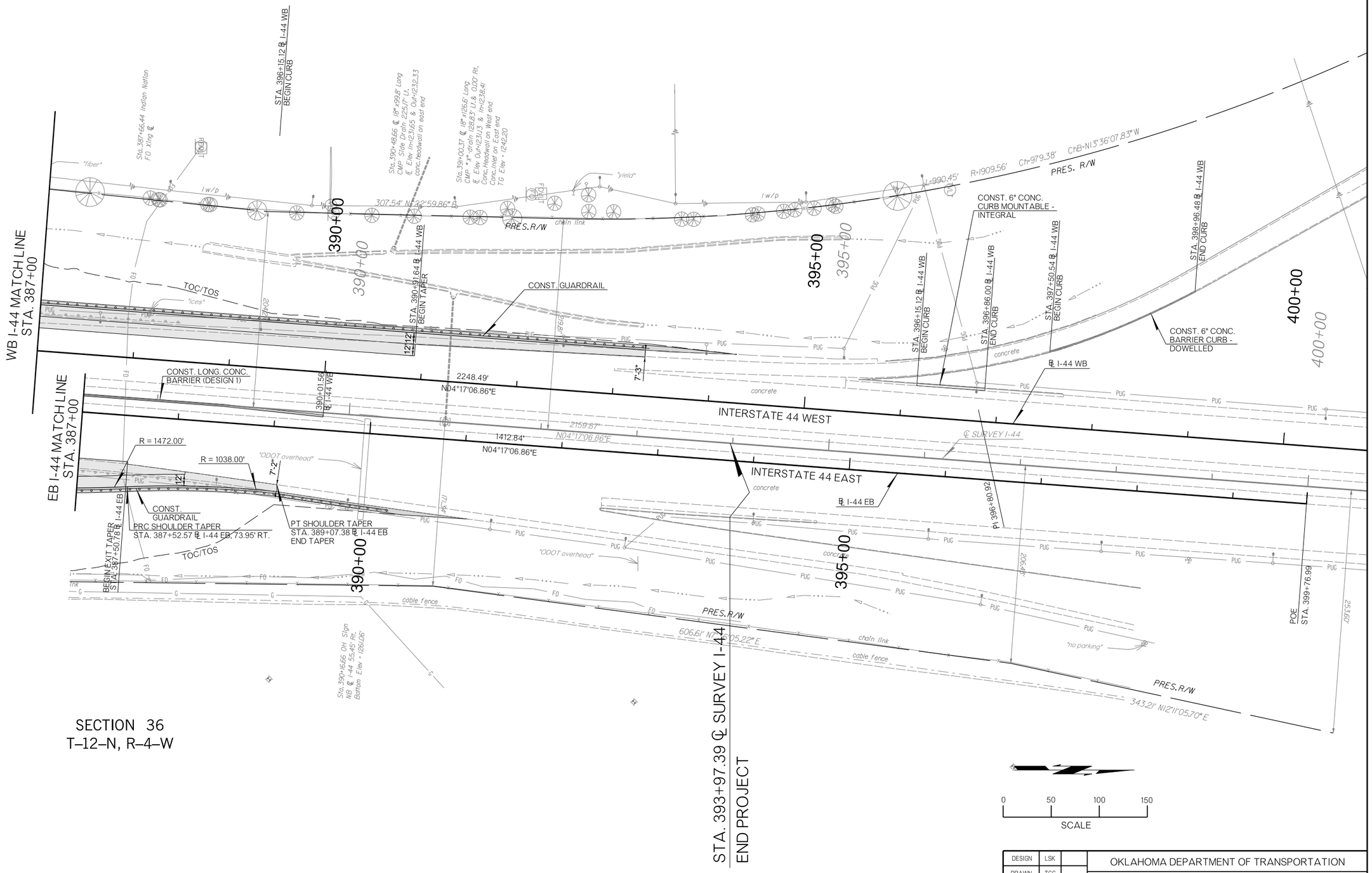
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN
I-44 WESTBOUND
I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R021

PLOT DATE: 10/26/2023 8:25:53 AM
FILENAME: 30637(04)_Plan 3

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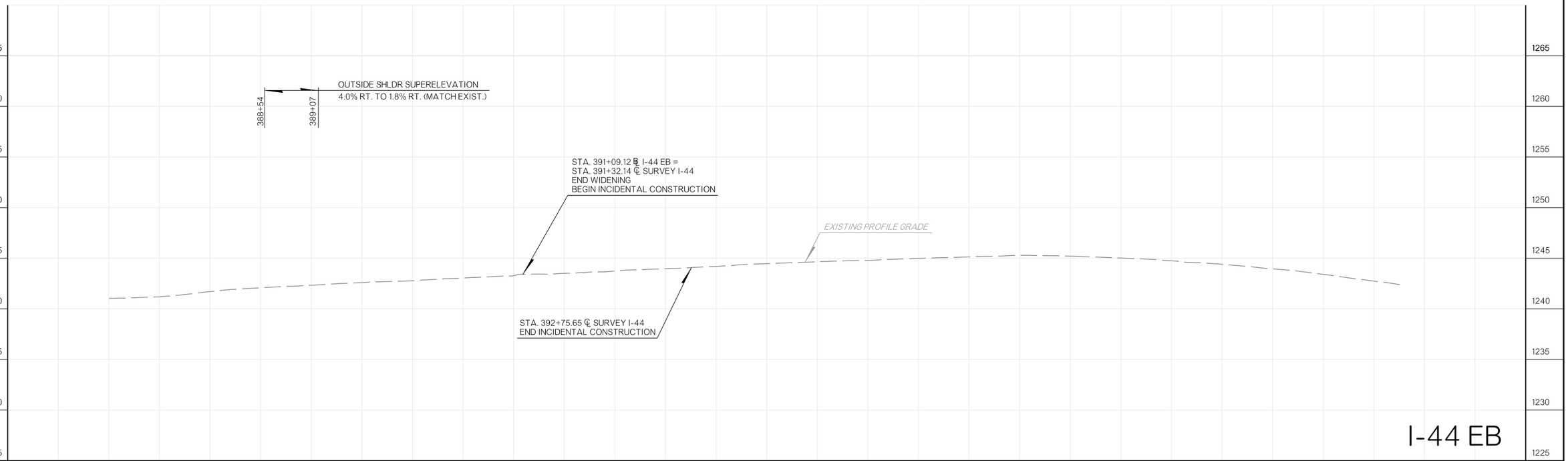
10/26/2023

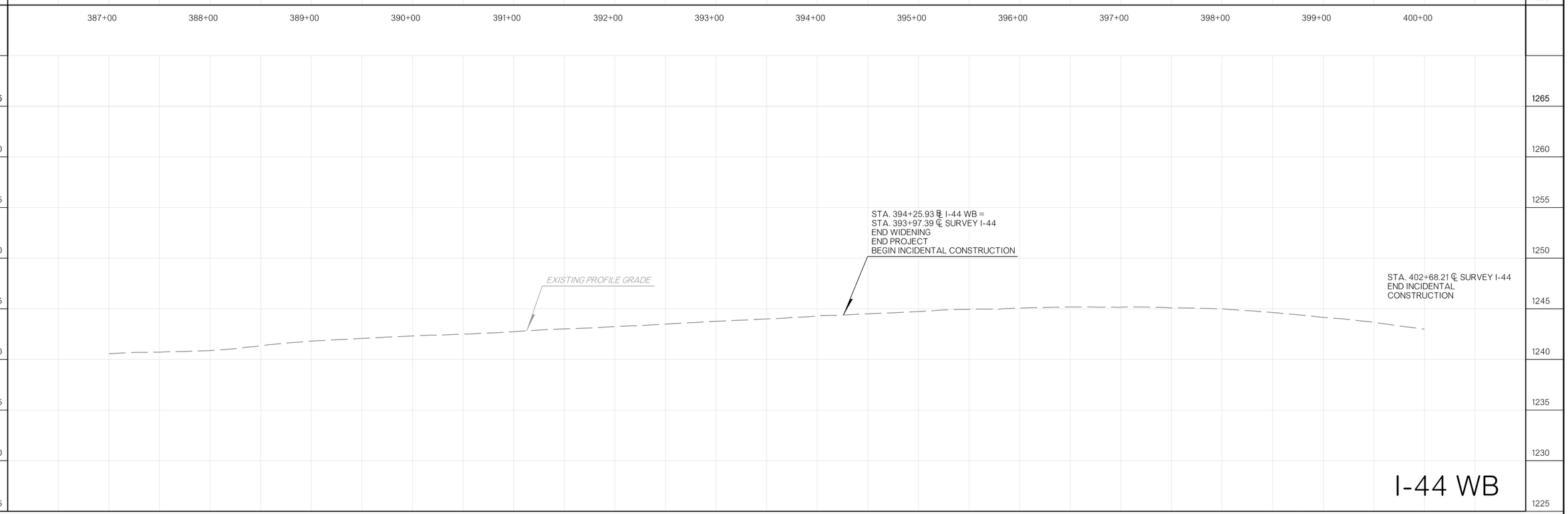
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



I-44 EB



I-44 WB

PLOT DATE: 10/26/2023
FILENAME: 30637(04)_Profile 3
8:25:56 AM

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R022

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

NORTH CROSSOVER WESTBOUND COORDINATE DATA					
STATION			STATION/OFFSET FROM CL SURVEY I-44	NORTHING	EASTING
1	P.C.	0+00.00	+57.54, 46.77' RT	172337.0435	2093757.88
2	P.I.	0+55.51	+62.69, 44.38' RT	172392.1889	2093764.25
3	P.T.	1+10.97	+66.45, 27.21' RT	172446.6925	2093774.78
4	P.C.	2+81.66	+24.85, 0.98' RT	172614.2818	2093807.17
5	P.I.	3+65.25	+39.53, 18.00' LT	172696.3552	2093823.04
6	P.T.	4+48.66	+55.78, 18.00' LT	172779.7138	2093829.28

NORTH CROSSOVER EASTBOUND COORDINATE DATA					
STATION			STATION/OFFSET FROM CL SURVEY I-44	NORTHING	EASTING
7	P.C.	0+00.00	+93.01, 24.25' LT	172249.36	2093746.67
8	P.I.	0+84.89	+77.81, 22.29' LT	172333.79	2093755.47
9	P.T.	1+69.78	+62.37, 14.90' LT	172417.56	2093769.15
10	P.C.	3+70.15	+61.39, 8.31' RT	172614.29	2093807.12
11	P.I.	4+53.65	+44.56, 15.58' RT	172696.68	2093820.63
12	P.T.	5+37.15	+28.01, 18.00' RT	172779.71	2093829.28

CRL NORTH CROSSOVER WESTBOUND
CURVE #1

Δ= 8°05'48.96" LT
R= 1486.00'
L= 210.00'
T= 105.17'
E= 3.72'

CRL NORTH CROSSOVER WESTBOUND
CURVE #2

Δ= 9°23'58.11" RT
R= 1414.00'
L= 231.97'
T= 116.25'
E= 4.77'

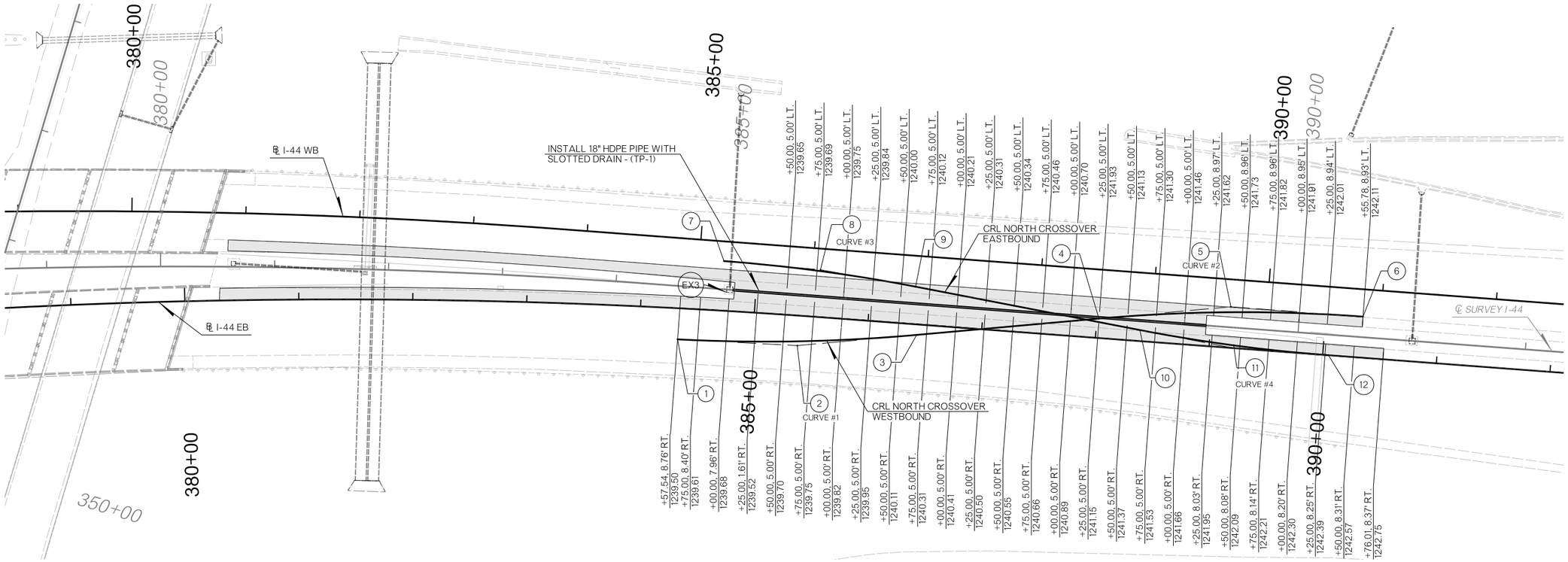
CRL NORTH CROSSOVER EASTBOUND
CURVE #3

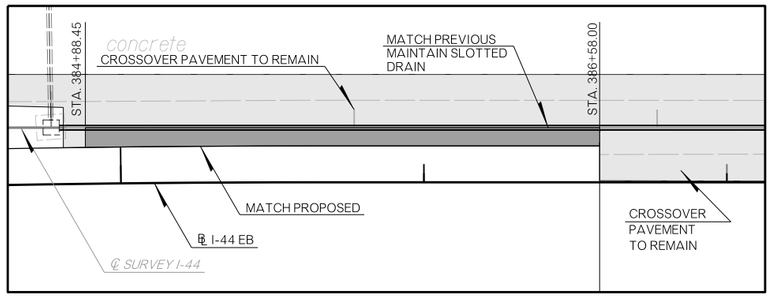
Δ = 6°39'13.78" RT
R= 1462.00'
L= 169.78'
T= 84.99'
E= 2.47'

CRL NORTH CROSSOVER EASTBOUND
CURVE #4

Δ= 6°39'13.78" LT
R= 1438.00'
L= 167.00'
T= 83.59'
E= 2.43'

SLOTTED INLET DRAIN RISER HEIGHTS										
STR. NO.	ALIGNMENT	UPSTREAM STATION	DOWNSTREAM STATION	SIDE	LENGTH	UPSTREAM FL ELEV.	DOWNSTREAM FL ELEV.	PAVEMENT LONG. SLOPE	UPSTREAM RISER HEIGHT	DOWNSTREAM RISER HEIGHT
		FT.	FT.		FT.	FT.	FT.	FT./FT.	IN.	IN.
TP-1	CL I-44 SURVEY	389+17.47	385+47.47	LT.	370.00	1237.15	1235.85	0.0035	34.80	27.24





CROSSOVER MODIFICATION PRIOR TO STAGE 4

EASTBOUND TRAFFIC TO BE PLACED IN STAGE 4 CONFIGURATION. WESTBOUND TRAFFIC REMAINS IN STAGE 3 CONFIGURATION. CROSSOVER TO BE MODIFIED TO TIE TO COMPLETED EASTBOUND PAVEMENT PRIOR TO PLACING WESTBOUND TRAFFIC IN STAGE 4 CONFIGURATION

NOTE: ALL STATIONING FROM ℄ SURVEY I-44

0 50 100 150
SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		NORTH CROSSOVER DETAIL
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R023

PLOT DATE: 10/26/2023 8:25:59 AM
FILENAME: 30637(04)_ConstSeq_Crossover North

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

SOUTH CROSSOVER EASTBOUND COORDINATE DATA					
STATION			STATION/OFFSET FROM CL SURVEY I-44	NORTHING	EASTING
1	P.C.	0+00.00	364+90.98, 66.58' RT	170281.5229	2094017.1393
2	P.I.	1+15.64	366+07.90, 63.11' RT	170392.4591	2093984.4958
3	P.T.	2+30.78	367+22.00, 38.91' RT	170496.7534	2093934.5442
4	P.C.	4+05.13	368+92.09, 1.79' LT	170653.9984	2093859.2319
5	P.I.	5+78.73	370+58.91, 47.29' LT	170810.5653	2093784.2444
6	P.T.	7+49.28	372+31.09, 42.20' LT	170982.8603	2093763.0137

SOUTH CROSSOVER WESTBOUND COORDINATE DATA					
STATION			STATION/OFFSET FROM CL SURVEY I-44	NORTHING	EASTING
7	P.C.	0+00.00	364+36.86, 46.37' LT	170199.2221	2093922.7816
8	P.I.	1+68.53	366+04.03, 46.64' LT	170361.9683	2093878.9988
9	P.T.	3+34.21	367+64.99, 1.23' LT	170530.2414	2093888.3470
10	P.C.	4+89.66	369+15.75, 41.30' RT	170685.4448	2093896.9691
11	P.I.	6+50.27	370+73.66, 78.50' RT	170845.8150	2093905.8783
12	P.T.	8+09.65	372+36.49, 76.93' RT	171004.3851	2093880.3141

CRL SOUTH CROSSOVER EASTBOUND
CURVE #1

Δ= 9°11'43.06" LT
R= 1438.00'
L= 230.78'
T= 115.64'
E= 4.64'

CRL SOUTH CROSSOVER EASTBOUND
CURVE #2

Δ= 18°34'02.34" RT
R= 1062.00'
L= 344.15'
T= 173.60'
E= 14.09'

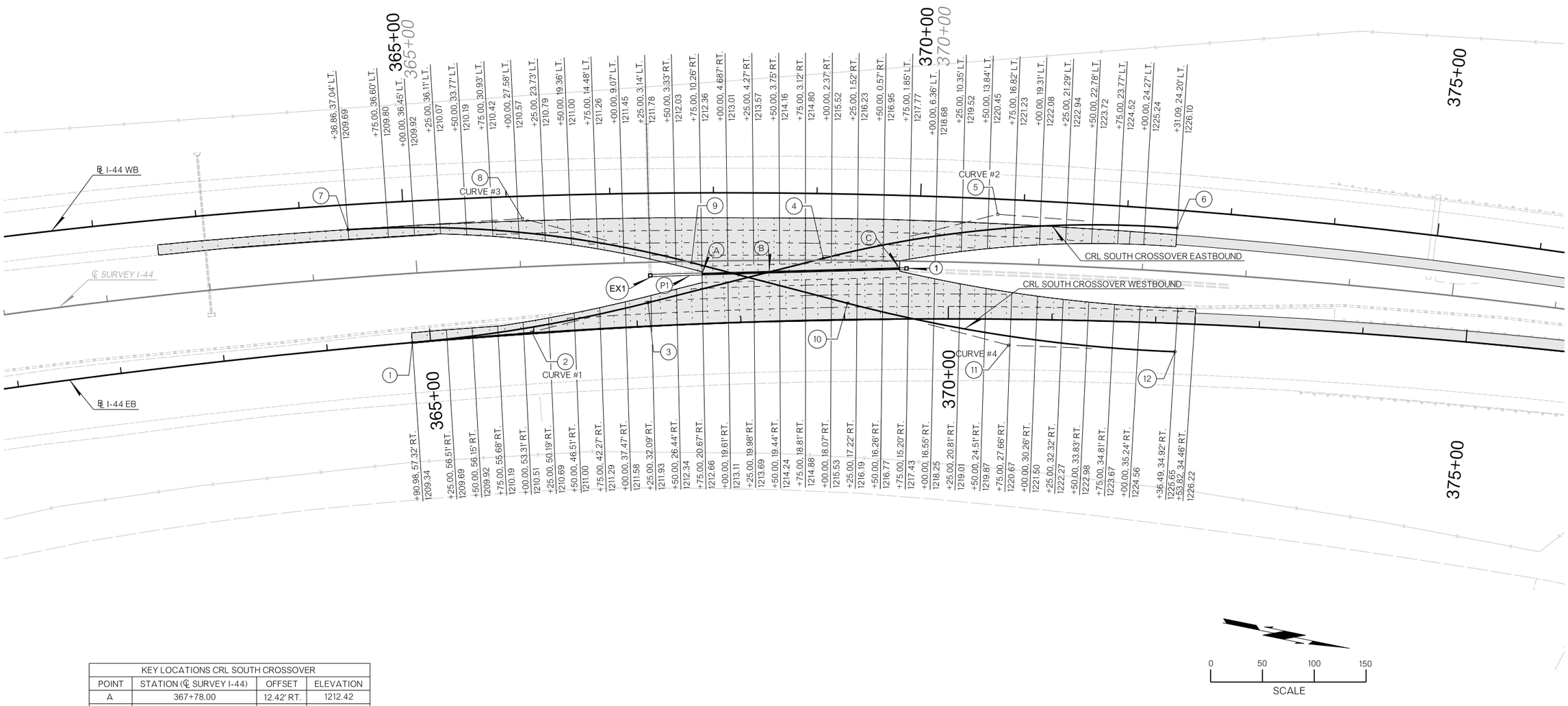
CRL SOUTH CROSSOVER WESTBOUND
CURVE# 3

Δ= 18°14'14.01" RT
R= 1050.00'
L= 334.21'
T= 168.53'
E= 13.44'

CRL SOUTH CROSSOVER WESTBOUND
CURVE #4

Δ= 12°20'16.72" LT
R= 1486.00'
L= 319.99'
T= 160.62'
E= 8.66'

SLOTTED INLET DRAIN RISER HEIGHTS														
STR. NO.	ALIGNMENT	UPSTREAM STATION	POINT B STATION	DOWNSTREAM STATION	SIDE	TOTAL LENGTH FT.	UPSTREAM FL ELEV. FT.	PT. B FL ELEV. FT.	DOWNSTREAM FL ELEV. FT.	PAVEMENT LONG. SLOPE UPSTREAM TO PT.B FT./FT.	PAVEMENT LONG. SLOPE PT.B TO DOWNSTREAM FT./FT.	UPSTREAM RISER HEIGHT IN.	PT. B RISER HEIGHT IN.	DOWNSTREAM RISER HEIGHT IN.
P-1	CL I-44 SURVEY	369+63.00	368+40.00	367+78.00	RT.	185.00	1212.12	1209.36	1207.98	0.0260	0.0216	34.20	29.16	29.40



KEY LOCATIONS CRL SOUTH CROSSOVER			
POINT	STATION (℄ SURVEY I-44)	OFFSET	ELEVATION
A	367+78.00	12.42' RT.	1212.42
B	368+40.00	11.45' RT.	1213.79
C	369+63.00	7.50' RT.	1216.97

NOTE: ALL STATIONING FROM ℄ SURVEY I-44

0 50 100 150
SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		SOUTH CROSSOVER DETAIL
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R024

PLOT DATE: 10/26/2023 8:26:03 AM
FILENAME: 30637(04)_ConstSec_Crossover South

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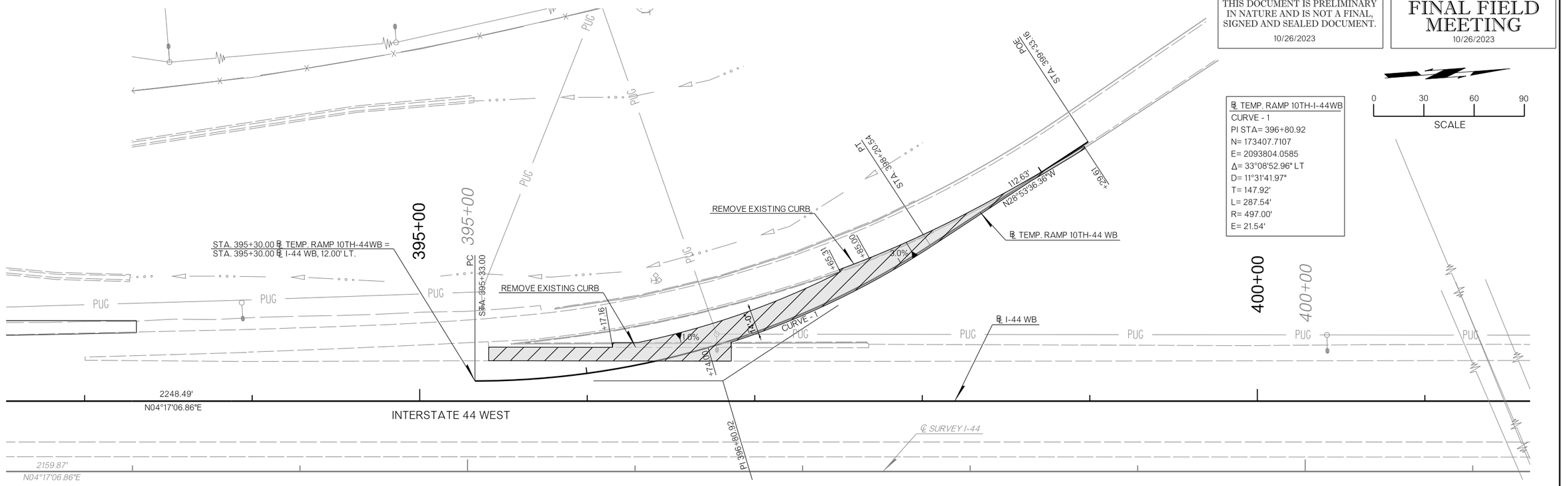
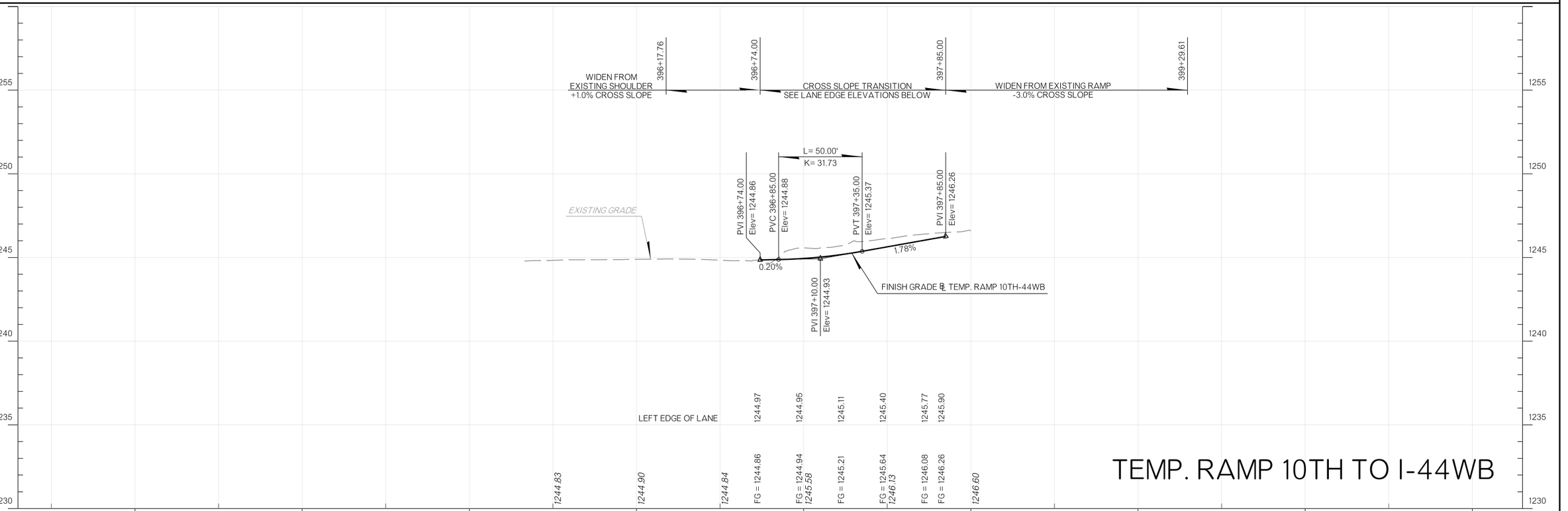
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023





TEMP. RAMP 10TH TO I-44WB

PLOT DATE: 10/26/2023 8:26:08 AM
FILENAME: 30637(04)_TempRamp 1.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R025

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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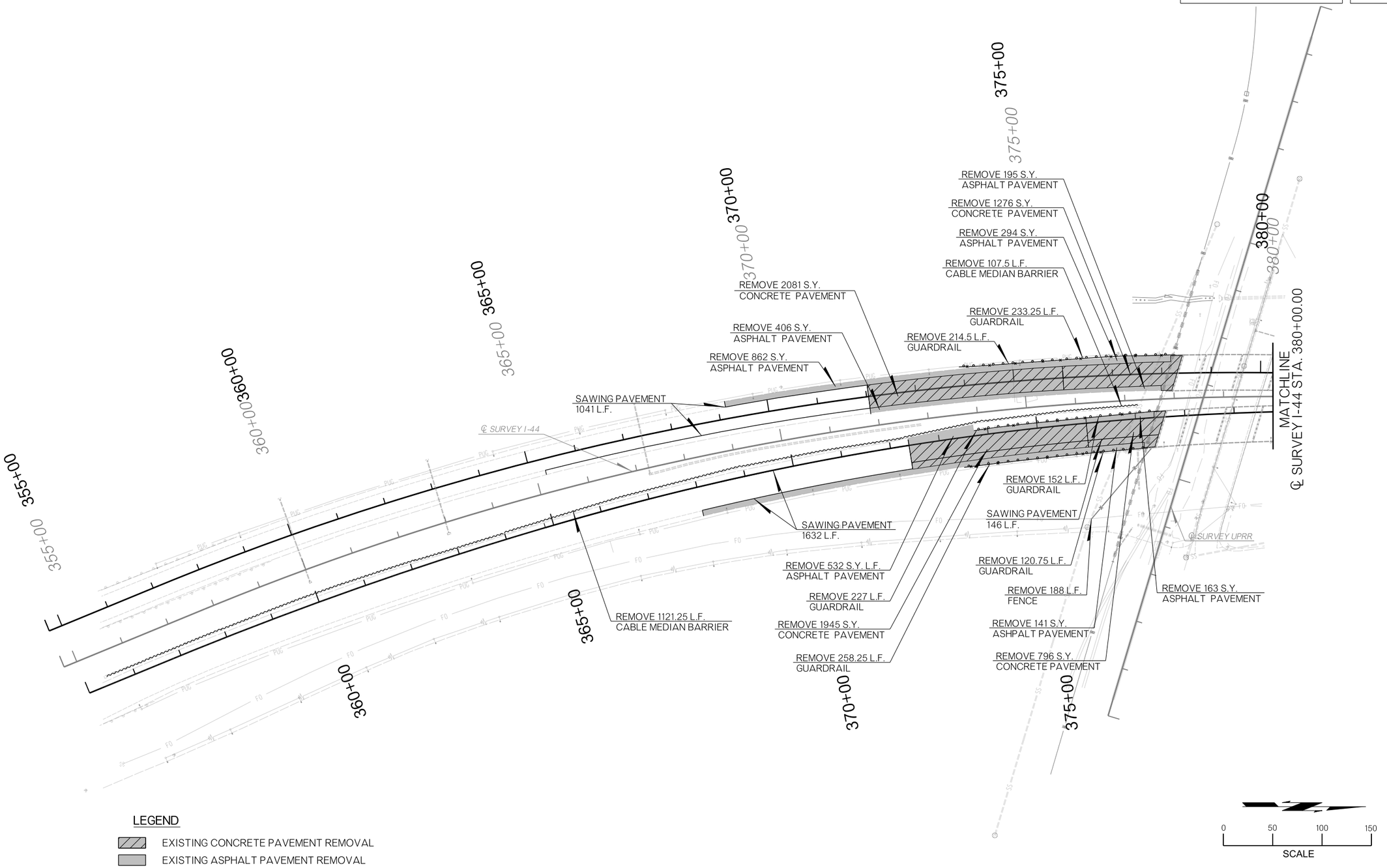
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- EXISTING CONCRETE PAVEMENT REMOVAL
- EXISTING ASPHALT PAVEMENT REMOVAL
- TEMPORARY CROSSOVER REMOVAL
- EXISTING GUARDRAIL REMOVAL
- EXISTING CABLE MEDIAN BARRIER REMOVAL
  EXISTING LONGITUDINAL BARRIER REMOVAL

0 50 100 150

SCALE

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REMOVAL SHEET

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R026

PLOT DATE: 10/26/2023 8:26:11 AM
FILENAME: 30637(04)_Removal.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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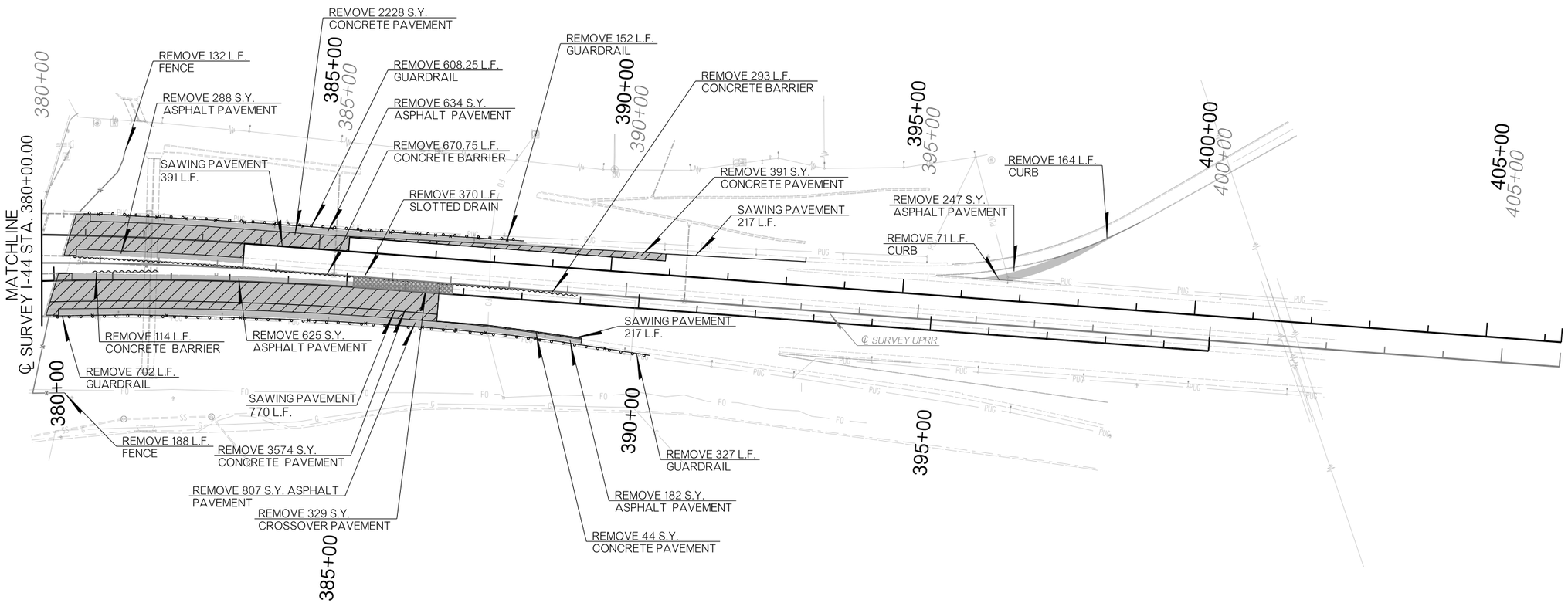
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- EXISTING CONCRETE PAVEMENT REMOVAL
- EXISTING ASPHALT PAVEMENT REMOVAL
- TEMPORARY CROSSOVER REMOVAL
- EXISTING GUARDRAIL REMOVAL
- EXISTING CABLE MEDIAN BARRIER REMOVAL
  EXISTING LONGITUDINAL BARRIER REMOVAL

0 50 100 150

SCALE

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REMOVAL SHEET

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R027

PLOT DATE: 10/26/2023 8:26:12 AM
FILENAME: 30637(04)_Removal.dgn

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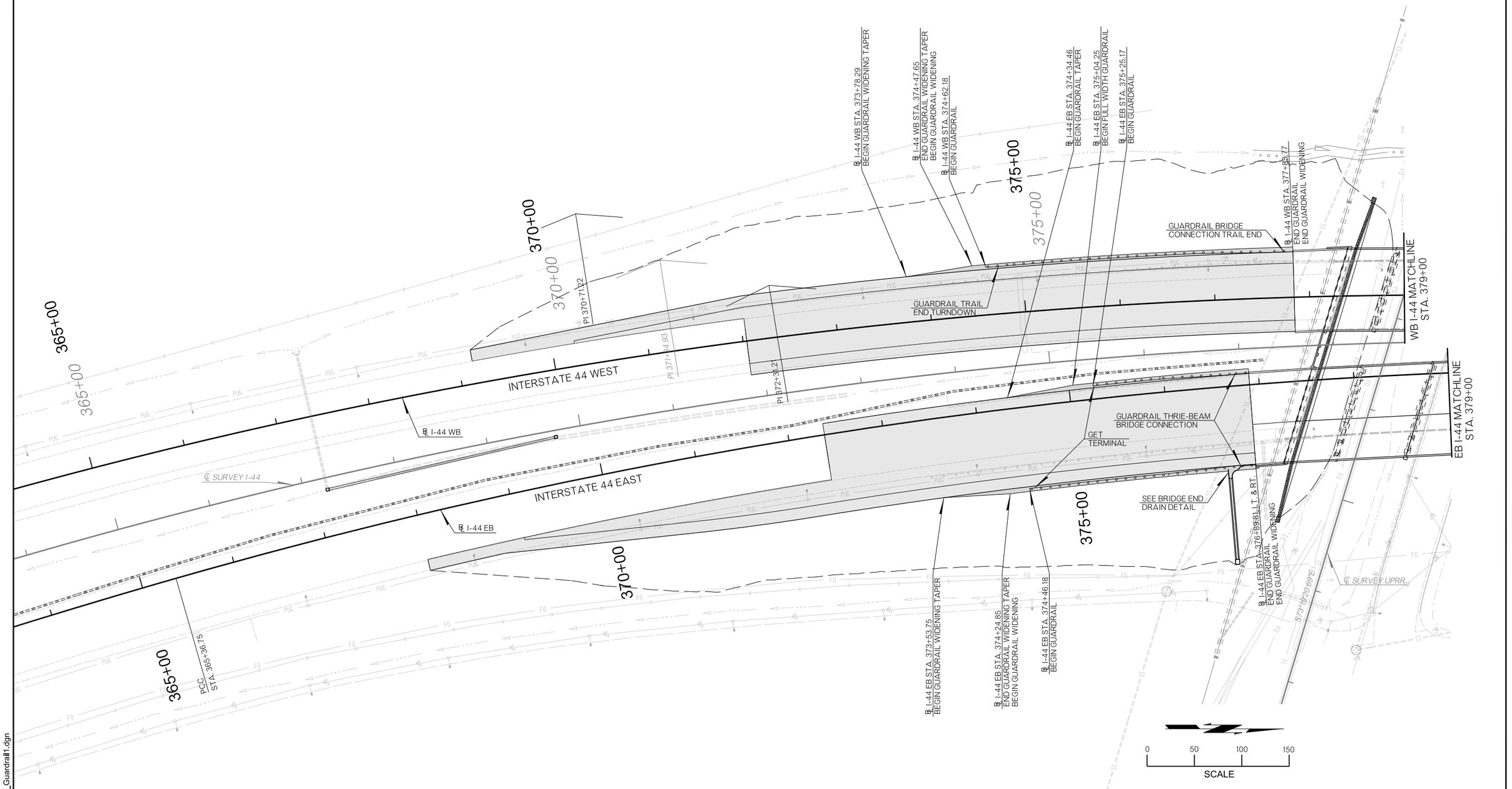
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		GUARDRAIL DETAIL
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R028

PLOT DATE: 10/26/2023 8:26:15 AM
FILENAME: 30637(04)_Guardrail1.dgn

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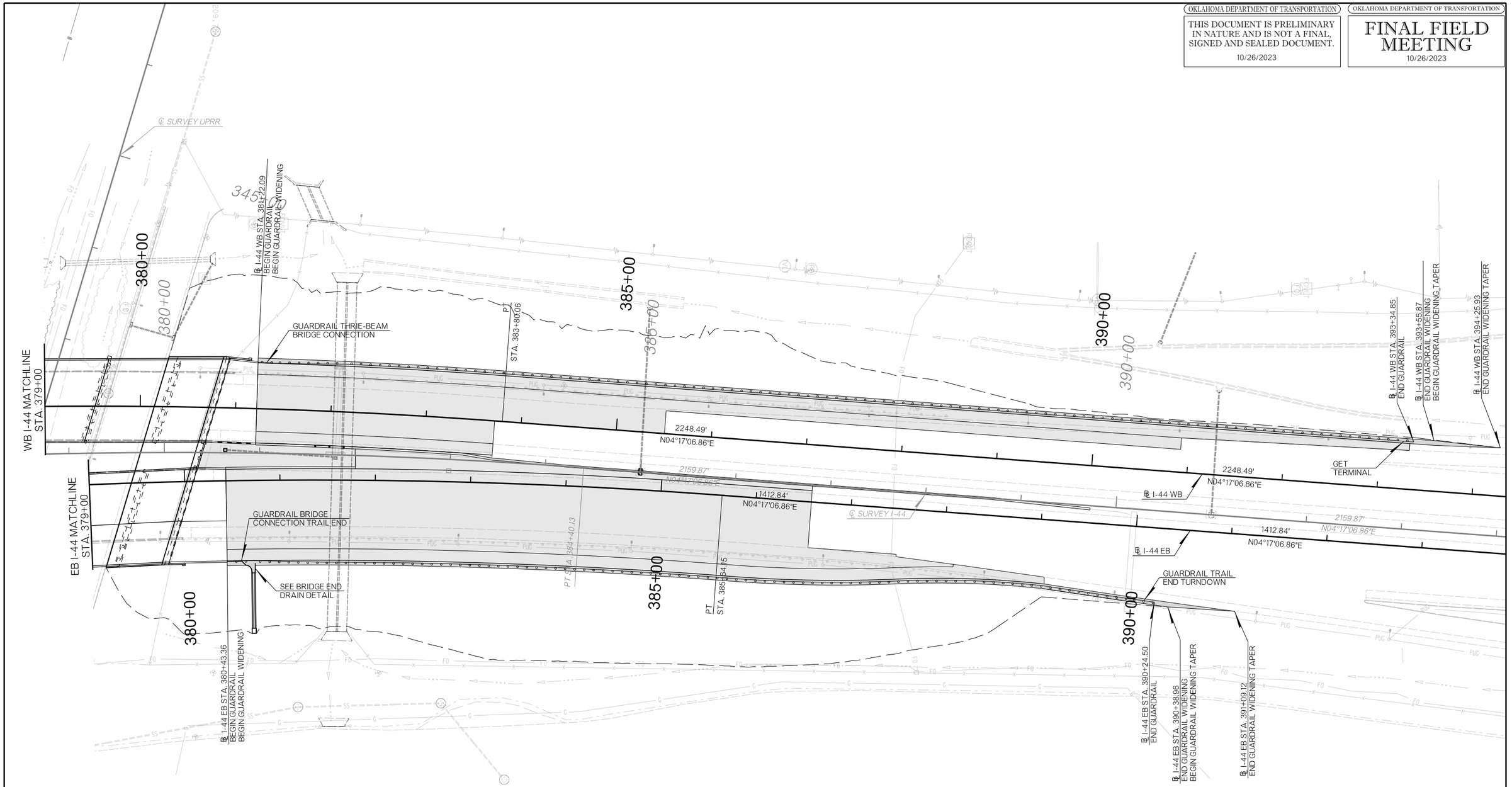
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



0 50 100 150

SCALE

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		GUARDRAIL DETAIL
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R029

PLOT DATE: 10/26/2023 8:26:19 AM
FILENAME: 30637(04)_Guardrail2.dgn

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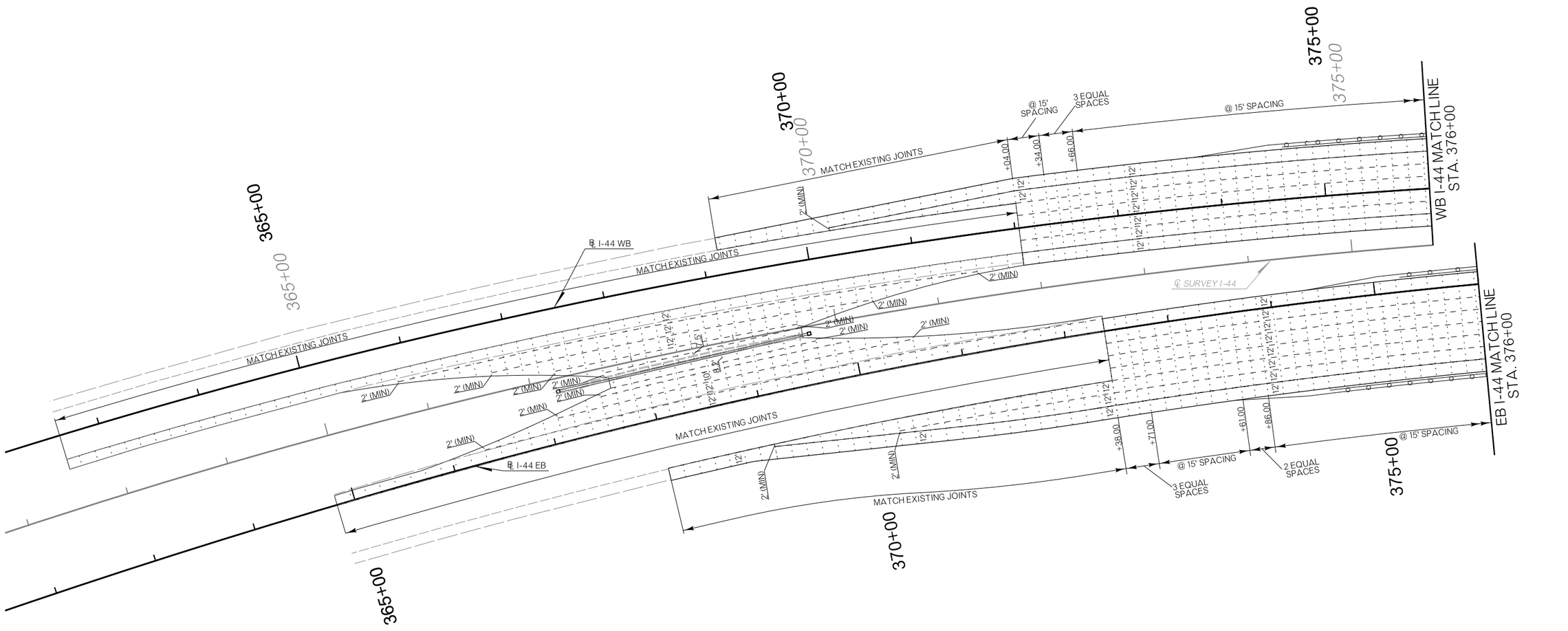
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- CONTRACTION JOINT
- LONGITUDINAL TIED JOINT
- LONGITUDINAL BUTT JOINT

0 50 100 150

SCALE

NOTES:
STATIONING FOR JOINTS ALONG WESTBOUND I-44 IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED.

STATIONING FOR JOINTS ALONG EASTBOUND I-44 IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		JOINT LAYOUT
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R030

PLOT DATE: 10/26/2023 8:26:22 AM
FILENAME: 30637(04)_JointLayout.dgn

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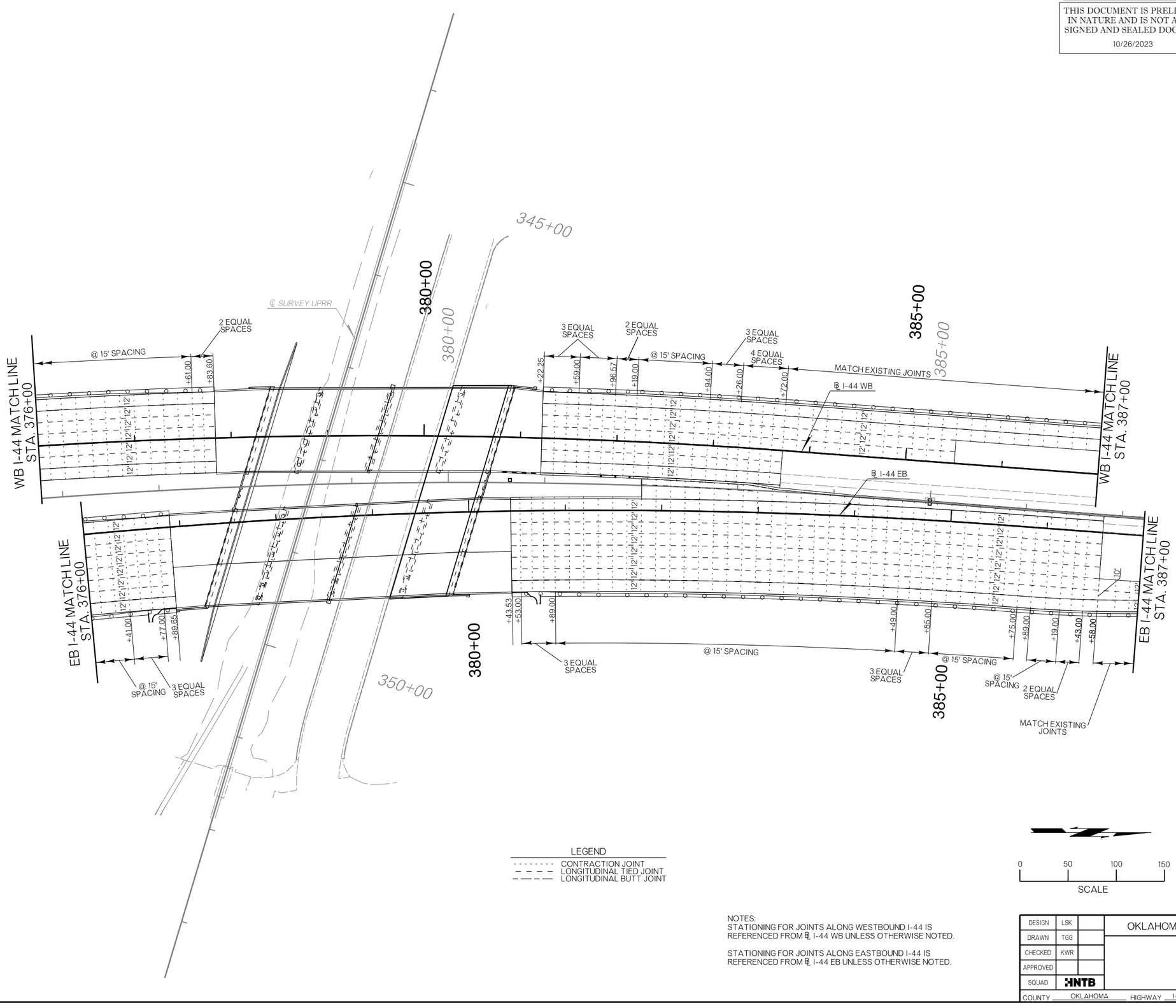
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- CONTRACTION JOINT
- LONGITUDINAL TIED JOINT
- LONGITUDINAL BUTT JOINT

0 50 100 150

SCALE

NOTES:
STATIONING FOR JOINTS ALONG WESTBOUND I-44 IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED.

STATIONING FOR JOINTS ALONG EASTBOUND I-44 IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DESIGN	LSK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TGG		
CHECKED	KWR		JOINT LAYOUT
APPROVED			
SQUAD	HNTB		

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R031

PLOT DATE: 10/26/2023 8:26:23 AM
FILENAME: 30637(04)_JointLayout.dgn

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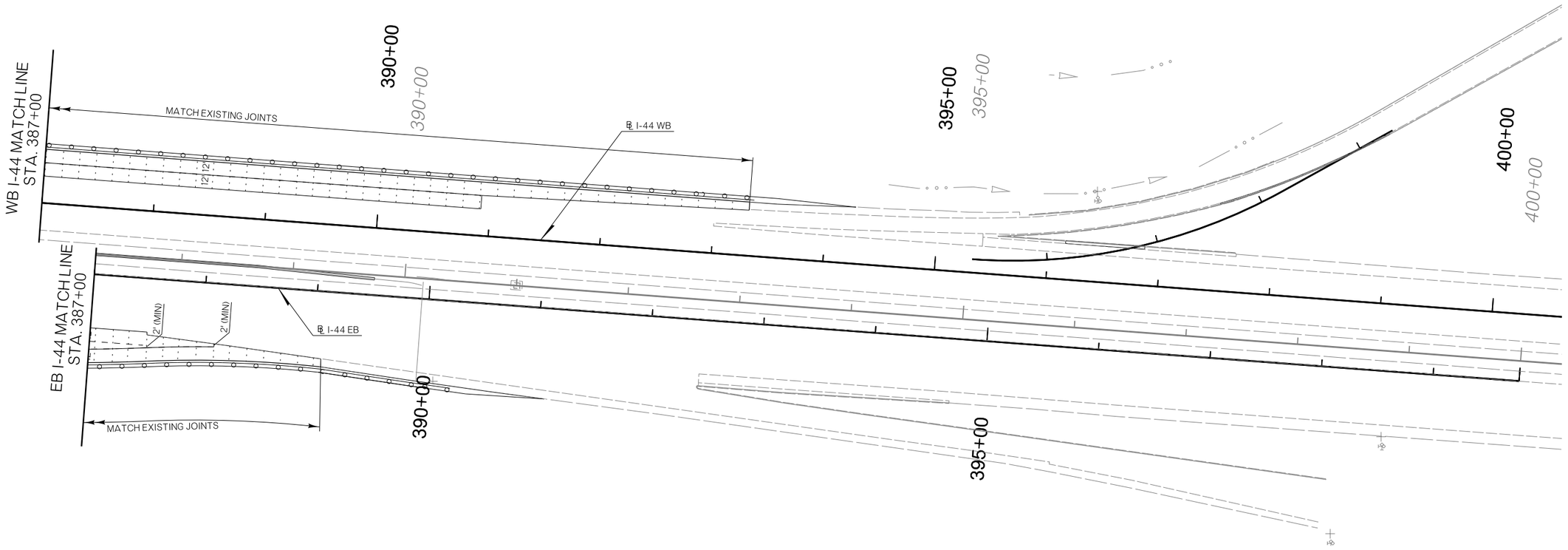
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



LEGEND

- CONTRACTION JOINT
- LONGITUDINAL TIED JOINT
- LONGITUDINAL BUTT JOINT

0 50 100 150

SCALE

NOTES:
STATIONING FOR JOINTS ALONG WESTBOUND I-44 IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED.

STATIONING FOR JOINTS ALONG EASTBOUND I-44 IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	NTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

JOINT LAYOUT

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R032

PLOT DATE: 10/26/2023 8:26:24 AM
FILENAME: 30637(04)_JointLayout.dgn

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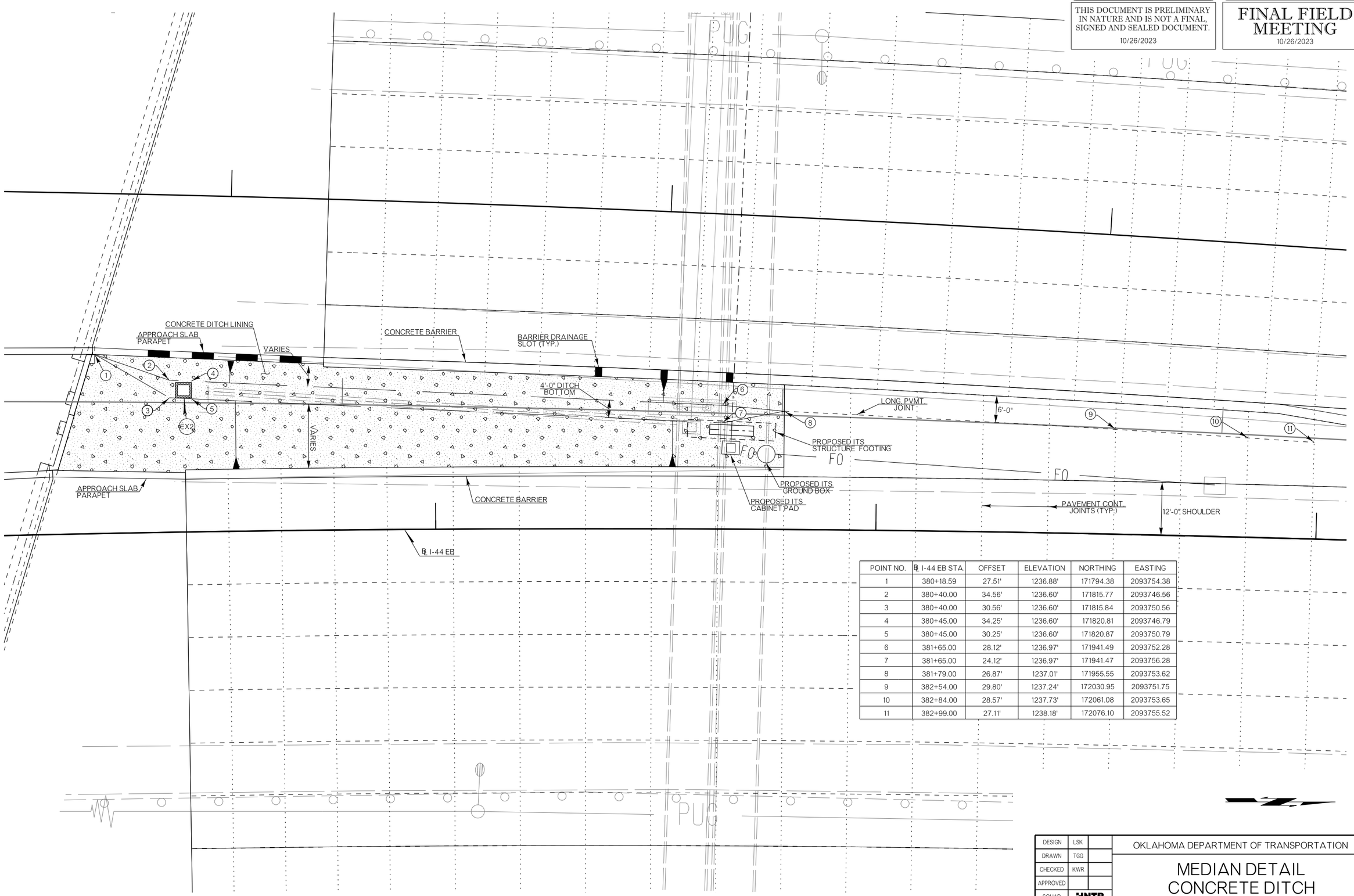
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023



POINT NO.	℄ I-44 EB STA.	OFFSET	ELEVATION	NORTHING	EASTING
1	380+18.59	27.51'	1236.88'	171794.38	2093754.38
2	380+40.00	34.56'	1236.60'	171815.77	2093746.56
3	380+40.00	30.56'	1236.60'	171815.84	2093750.56
4	380+45.00	34.25'	1236.60'	171820.81	2093746.79
5	380+45.00	30.25'	1236.60'	171820.87	2093750.79
6	381+65.00	28.12'	1236.97'	171941.49	2093752.28
7	381+65.00	24.12'	1236.97'	171941.47	2093756.28
8	381+79.00	26.87'	1237.01'	171955.55	2093753.62
9	382+54.00	29.80'	1237.24'	172030.95	2093751.75
10	382+84.00	28.57'	1237.73'	172061.08	2093753.65
11	382+99.00	27.11'	1238.18'	172076.10	2093755.52

PLOT DATE: 10/26/2023 8:26:28 AM
FILENAME: 30637(04)_North Median Detail

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MEDIAN DETAIL CONCRETE DITCH

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. R033

REVISIONS		
REV. NO.	DESCRIPTION	DATE

GENERAL NOTES (RETAINING WALL)

CONSTRUCTION SPECIFICATIONS:

ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 2019 STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION AND SPECIAL PROVISIONS FOR INITIAL SHOTCRETE FACING (SP 510-1) AND PERMANENT SOIL NAIL WALL (SP 510-2).

DESIGN SPECIFICATIONS: THE SOIL NAIL WALL HAS BEEN DESIGNED IN ACCORDANCE WITH THE LRFD (LOAD AND RESISTANCE FACTOR DESIGN) PROCEDURES CONTAINED IN THE 2015 FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7 "SOIL NAIL WALLS – REFERENCE MANUAL." STRUCTURAL DESIGN OF WALL ELEMENTS NOT COVERED IN THE FHWA MANUAL HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (9TH ED.).

DESIGN UNIT STRESSES:

REINFORCING STEEL:	Fy = 60 KSI
SHOTCRETE:	F'c = 4 KSI
NAIL GROUT:	F'c = 4 KSI
BEARING PLATE:	Fy = 36 KSI
HEADED STUDS:	Fu = 65 KSI

CAST-IN-PLACE (CIP) CONCRETE FACING: CLASS AA CONCRETE (F'c = 4 KSI) IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 701.

NAIL BARS SHALL BE ALL-THREAD GRADE 75 ASTM A615. ALL NAIL BARS SHALL BE GALVANIZED OR EPOXY COATED.

HEADED STUDS SHALL CONFORM TO ASTM A108.

ALL REINFORCING STEEL SHALL BE EPOXY COATED. WELDED WIRE MESH SHALL BE EITHER EPOXY COATED OR GALVANIZED.

ALL STEEL ASSEMBLIES SHALL BE HOT-DIPPED GALVANIZED.

REINFORCING STEEL BAR BENDS, HOOKS, LAP SPLICES AND EMBEDMENT LENGTHS SHALL CONFORM WITH THE REQUIREMENTS OF ACI 318. LAP WELDED WIRE MESH A MINIMUM OF ONE SQUARE OVERLAP.

TOLERANCES FOR CONCRETE AND THE FABRICATION AND PLACING OF REINFORCEMENT SHALL CONFORM TO AASHTO REQUIREMENTS.

UNLESS OTHERWISE NOTED ON THE PLANS, MINIMUM CONCRETE/SHOTCRETE COVER SHALL BE AS FOLLOWS:
INITIAL SHOTCRETE FACINGS EXPOSED TO SOIL: 1.5 IN.
FINAL CIP FACINGS EXPOSED TO WEATHER: 2 IN.

INSTALL HORIZONTAL AND VERTICAL STRIPS IN ACCORDANCE WITH THE JOB SPECIAL PROVISIONS, SPACED AS SHOWN ON THE TYPICAL SOIL NAIL LAYOUT, SHEET RW04. ADJUST AS NECESSARY TO CAPTURE SEEPS OR AS DIRECTED BY THE ENGINEER.

DRILLED NAIL LENGTH AND BAR SIZE SHALL BE AS INDICATED ON DETAIL A, SHEET RW04. ACTUAL NAIL BAR LENGTH SHALL BE GREATER THAN THE DRILLED LENGTH.

THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING ALL UTILITIES.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING STABLE SLOPES ABOVE AND BELOW THE SOIL NAIL WALL.

THE CONTRACTOR IS RESPONSIBLE FOR SURVEY CONTROL AS EXCAVATION PROCEEDS FROM THE TOP DOWN. SEE SPECIAL PROVISIONS.

EXCAVATION IN THE VICINITY OF THE WALL FACE SHALL REQUIRE SPECIAL CARE AND EFFORT COMPARED TO GENERAL ROADWAY EXCAVATION. SEE SPECIAL PROVISIONS.

DESIGN SOIL PARAMETERS:

SOIL TYPE	EFFECTIVE FRICTION ANGLE ϕ' (DEGREES)	EFFECTIVE COHESION C' (PSF)	UNIT WEIGHT γ' (PCF)	NOMINAL PULLOUT RESISTANCE r_{PO} (KIPS/FT)
LEAN CLAY	28	0	125	1.6

TESTING:

DESIGN AND PERFORM VERIFICATION TESTING OF DESIGNATED SACRIFICIAL TEST NAILS AT THE LOCATIONS LISTED IN THE TABLE BELOW IN ACCORDANCE WITH THE SPECIAL PROVISIONS. TESTING OF ANY NAIL SHALL NOT BE PERFORMED UNTIL THE NAIL GROUT AND INITIAL SHOTCRETE FACING HAVE CURED FOR AT LEAST 72 HOURS OR ATTAINED AT LEAST THEIR SPECIFIED 3-DAY COMPRESSIVE STRENGTH.

VERIFICATION TEST NAIL LOCATIONS		
APPROXIMATE ELEVATION	SOIL TYPE	WALL STATION
1225.1	LEAN CLAY	347+48.7
1225.1	LEAN CLAY	349+65.5
1213.1	LEAN CLAY	350+14.9

PERFORM SUCCESSFUL PROOF TESTING ON NO LESS THAN 5 PERCENT OF THE PRODUCTION NAILS IN EACH NAIL ROW OR A MINIMUM OF 1 PER ROW, WHICHEVER IS GREATER, IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE ENGINEER SHALL DETERMINE THE LOCATIONS AND NUMBER OF PROOF TESTS.

SOIL NAIL WALL QUANTITIES:

QUANTITIES SHOWN BELOW ARE FOR INFORMATIONAL PURPOSES ONLY. THE PAYMENT FOR THE SOIL NAIL WALL SHALL BE BASED ON THE SURFACE AREA SHOWN ON THE PLAN AND PROFILE SHEET. ALL ASSOCIATED WALL COSTS INCURRED DURING CONSTRUCTION OF THE SOIL NAIL WALL INCLUDING PROOF TESTING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF "RETAINING WALL".

SUMMARY OF SOIL NAIL WALL QUANTITIES (FOR INFORMATION ONLY)			
ITEM NO.	ITEM	UNITS	WALL TOTALS
1	VERIFICATION TEST NAILS	EA	3
2	NAILS, WITH 34' DRILLED NAIL LENGTH (MIN.)	EA	479
3	SHOTCRETE CONSTRUCTION FACING (4" THICK)	SF	6,200
4	CIP CONCRETE FACING FOR SOIL NAIL WALLS (8" THICK)	SF	6,200
5	BEARING PLATES (8"x8"x1")	EA	479
6	FILTER FABRIC	SY	460
7	6" PERFORATED PIPE UNDERDRAIN ROUND	LF	345
8	6" NON-PERFORATED PIPE UNDERDRAIN ROUND	LF	41
9	OUTLET LATERAL HEADWALL	EA	1
10	PIPE UNDERDRAIN COVER MATERIAL	CY	50
11	TRENCH EXCAVATION	CY	50

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SOIL NAIL RETAINING WALL
GENERAL NOTES

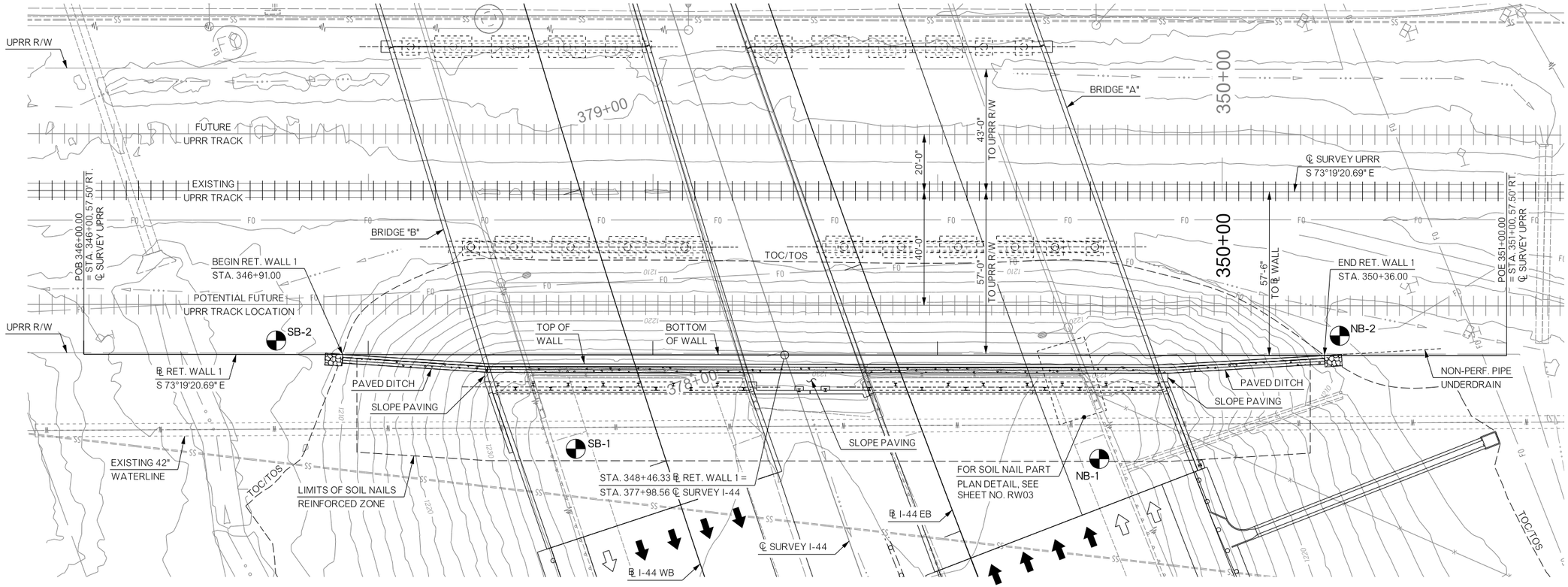
Design	PA	08/23
Detail	HEU	08/23
Check	MM	09/23

HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

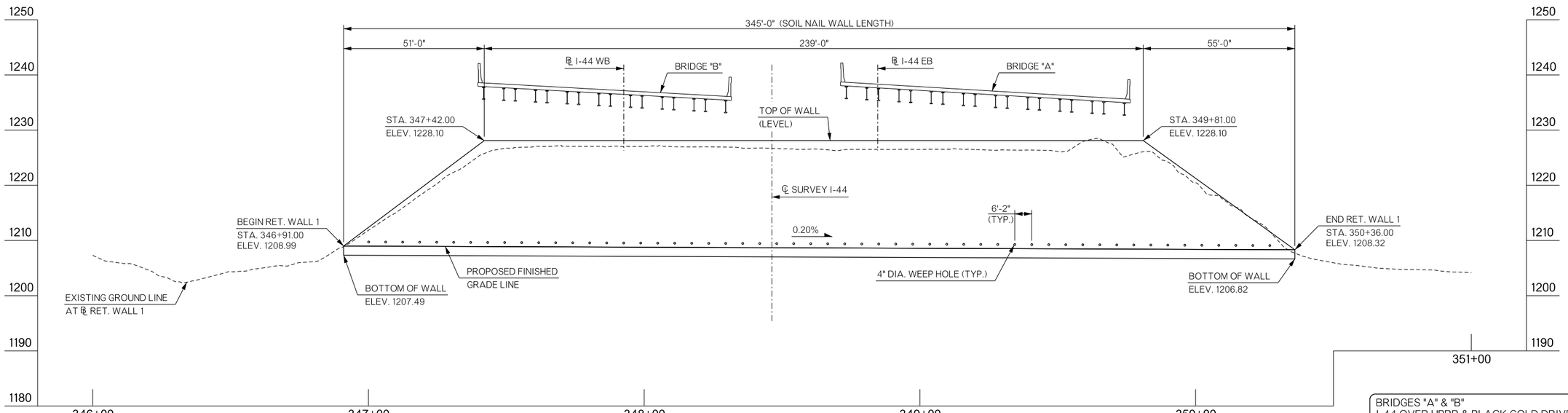
JOB PIECE NO. 30637(04) SHEET NO. RW01

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

SCALE: 1" = 20'



ELEVATION

HORIZONTAL: 1" = 20'
VERTICAL: 1" = 10'

(LOOKING AT BACK FACE OF RETAINING WALL)

NOTE: FOR BORINGS SB-1, SB-2, NB-1, AND NB-2, SEE SUBSURFACE PROFILE SHEETS IN BRIDGE PLANS.

BRIDGES "A" & "B" — OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SOIL NAIL RETAINING WALL PLAN & PROFILE

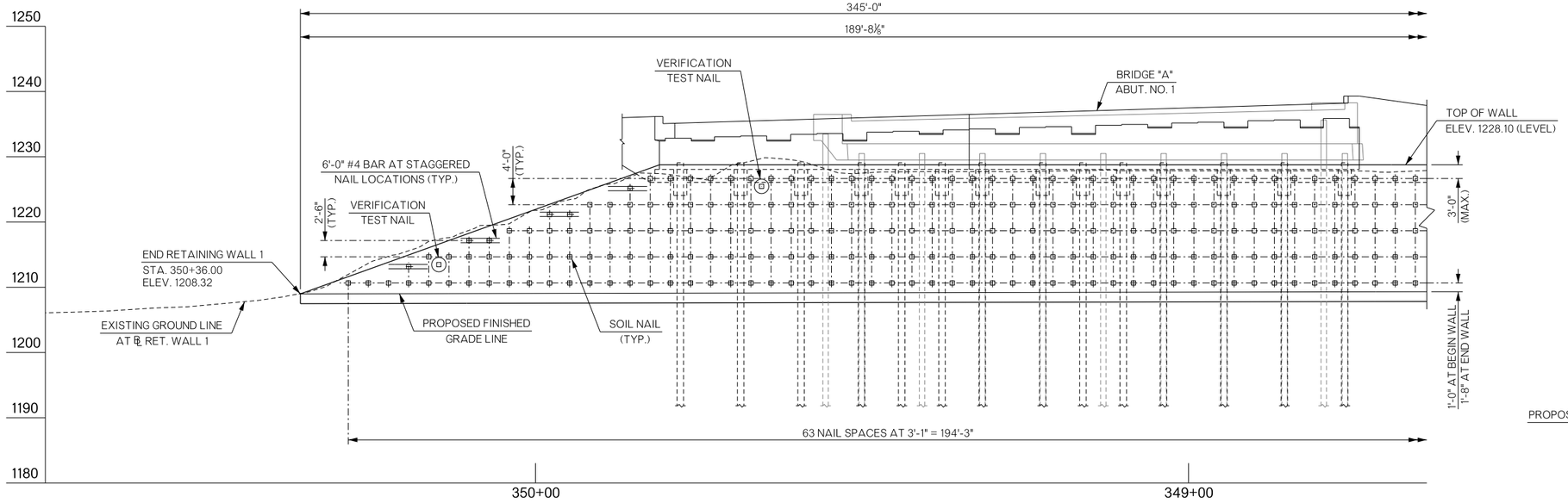
Design	PA	08/23
Detail	HEU	08/23
Check	MM	09/23

HNTB

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. RW02

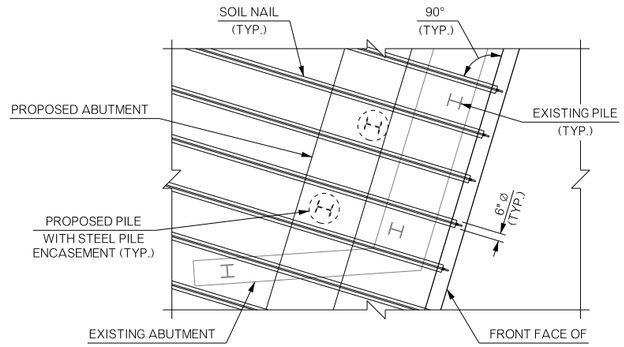
REVISIONS		
REV. NO.	DESCRIPTION	DATE



PART ELEVATION

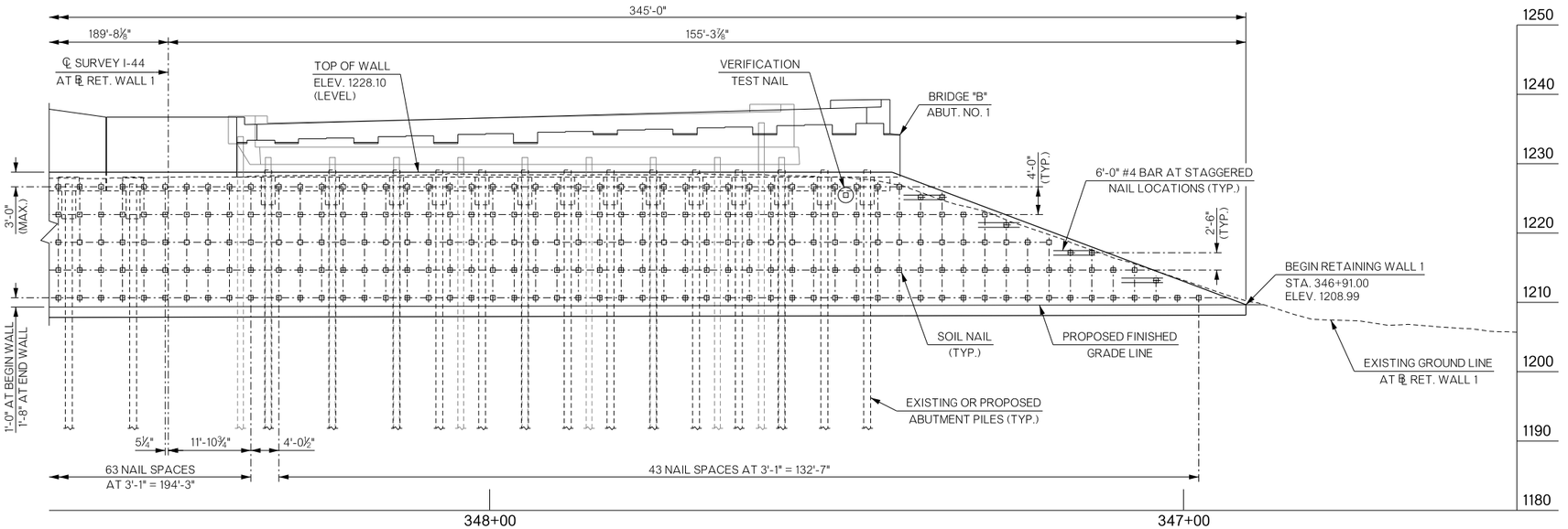
SCALE: 1" = 10'

(LOOKING AT FRONT FACE OF RETAINING WALL)



PART PLAN DETAIL

SCALE: 1" = 5'



PART ELEVATION

SCALE: 1" = 10'

(LOOKING AT FRONT FACE OF RETAINING WALL)

NOTE: THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OF THE SOIL NAIL WALL WITH BRIDGE ABUTMENT CONSTRUCTION AND VERIFY THE LOCATION OF EXISTING ABUTMENT PILES PRIOR TO BEGINNING WALL CONSTRUCTION.

THE SOIL NAIL LAYOUT SHOWN IS BASED ON THE ASSUMED LOCATION OF THE EXISTING ABUTMENT PILES. SEE BRIDGE PLANS FOR APPROXIMATE LOCATIONS OF EXISTING ABUTMENT PILES. PROPOSED ABUTMENT PILES HAVE BEEN SPACED RELATIVE TO EXISTING ABUTMENT PILES. SOIL NAIL LOCATIONS SHALL BE ADJUSTED AS NECESSARY TO CLEAR EXISTING AND PROPOSED ABUTMENT PILES.

IF PROPOSED ABUTMENT PILES ARE TO BE DRIVEN AFTER CONSTRUCTION OF SOIL NAIL WALL, IT IS CRITICAL THAT SOIL NAILS BE LOCATED SUCH THAT THERE IS ADEQUATE SPACE BETWEEN NAILS TO ACCOMODATE PILE DRIVING.

BRIDGES "A" & "B" — OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SOIL NAIL RETAINING WALL
SOIL NAIL LAYOUT

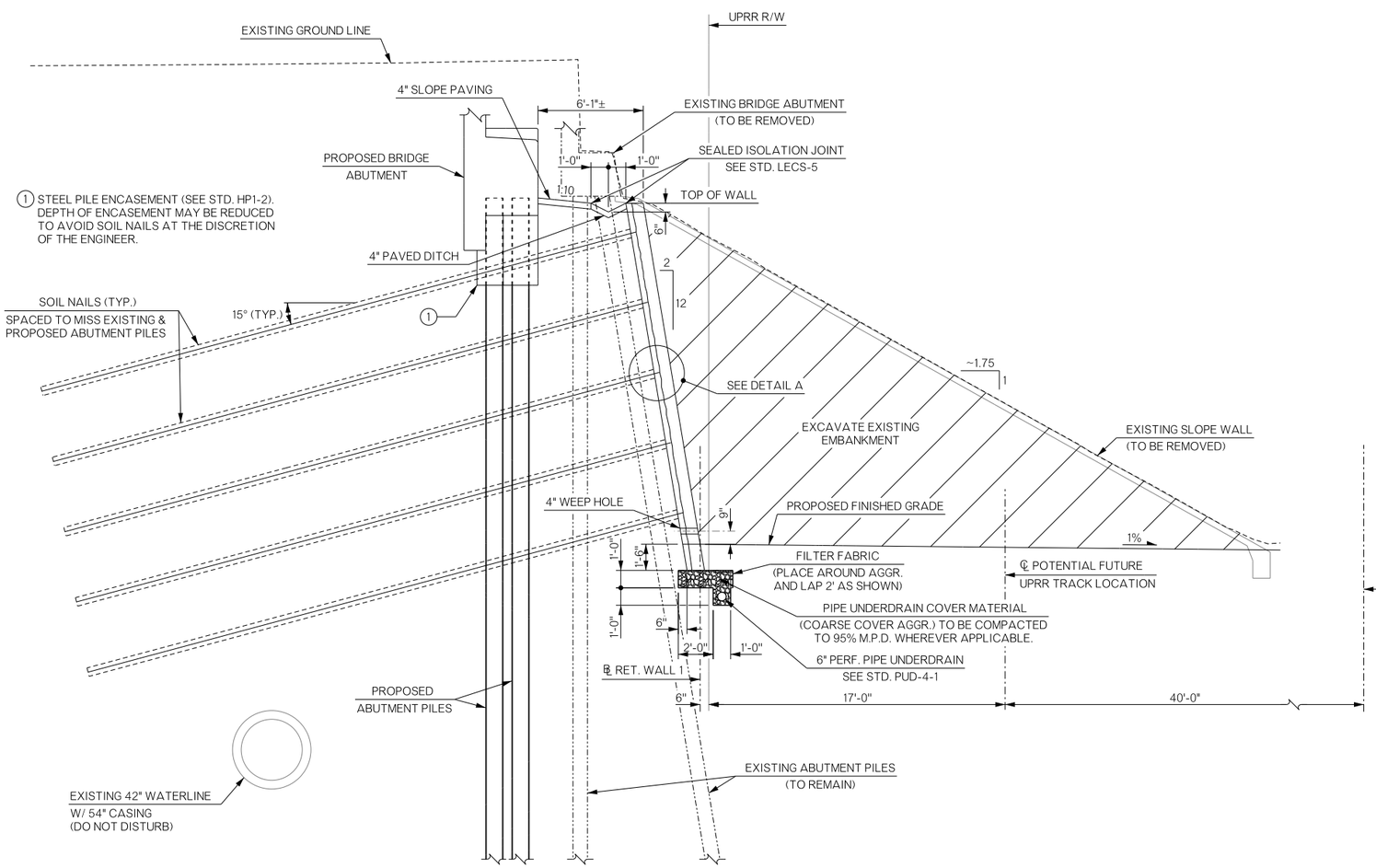
Design	PA	08/23
Detail	HEU	08/23
Check	MM	09/23

HNTB

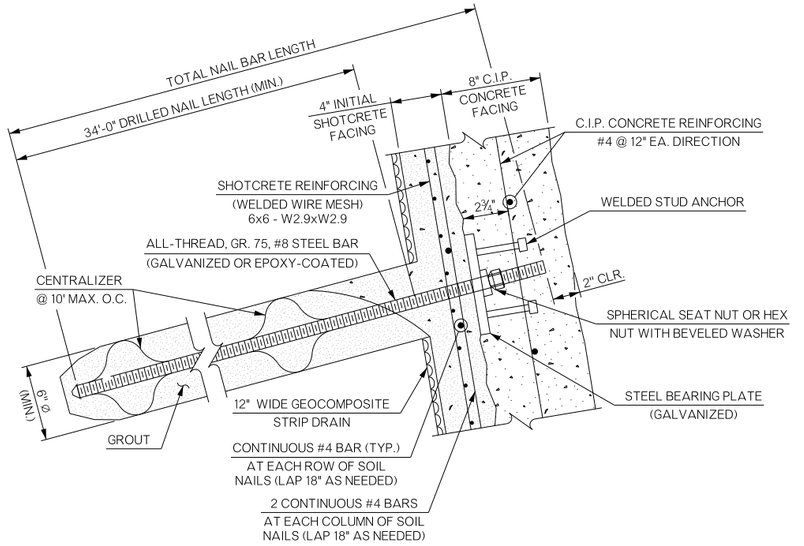
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB/PIECE NO. 30637(04) | SHEET NO. RW03

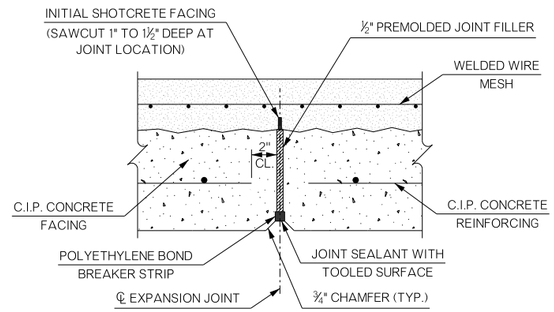
REVISIONS		
REV. NO.	DESCRIPTION	DATE



TYPICAL SECTION



DETAIL A

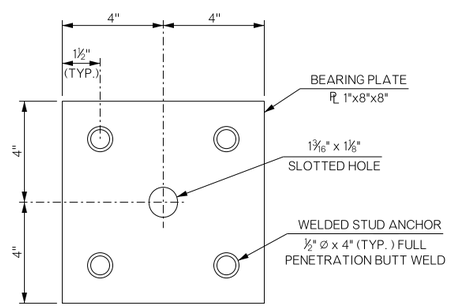


SEALED EXPANSION JOINT DETAIL

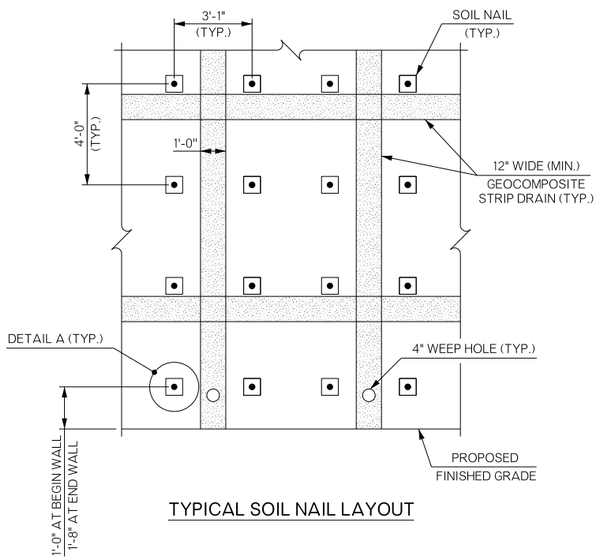
NOTES:
COST OF BOND BREAKER STRIP AND JOINT SEALANT INCLUDED IN OTHER ITEMS OF WORK.

LOCATE VERTICAL EXPANSION JOINTS AS DICTATED BY THE LENGTH OF WALL COMPLETED ON ANY GIVEN DAY OF CONSTRUCTION AND NO MORE THAN 35' APART.

LOCATE JOINTS MIDWAY BETWEEN SOIL NAILS.



BEARING PLATE WITH STUDS DETAIL



TYPICAL SOIL NAIL LAYOUT

BRIDGES "A" & "B" OKLAHOMA COUNTY
I-44 OVER UPRR & BLACK GOLD DRIVE

SOIL NAIL RETAINING WALL DETAILS

Design	PA	08/23
Detail	HEU	08/23
Check	MM	09/23

HNTB

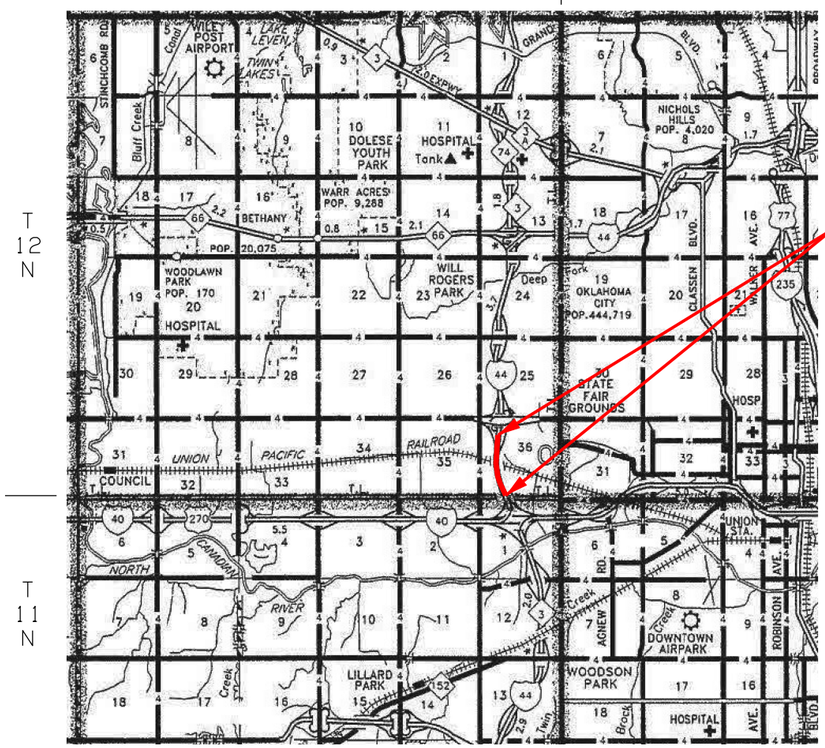
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. RW04

SURVEY DATA SHEETS

OKLAHOMA COUNTY
Interstate 44
SWO 5440(1)
STATE JOB NO. 30637(04)

PROJECT LOCATION



PROJECT LENGTH 4,819.35 Ft. 0.91 Mi.

BEGINNING STATION : 357+80.65
ENDING STATION : 406+00.00

SURVEY CONTROL DATA

1. POSITIONAL CONTROL:

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

B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY: 0.10 FOOT
2. LOCAL ACCURACY: 0.05 FOOT

2. BEARINGS:

THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

3. VERTICAL CONTROLS:

A. LEVEL DATUM IS NAVD 88 FROM STATIC GPS.

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

SURVEY BEGAN: Dec. 09, 2019
SURVEY COMPLETED: Feb. 28, 2020

SURVEY CREW MEMBERS:

Matt Sutterfield,	Professional Land Surveyor
John Kilgore,	Survey Crew Chief
Rowdy Steelman,	Survey Technician

EQUIPMENT:
GEOMAX ZENITH 35 GPS
GEOMAX ZOOM 85 ROBOTIC TOTAL STATION
GEAMAX DIGITAL LEVEL
CARLSON DATA COLLECTION

SCALES 1"

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

THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, JULY 25, 2013.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MONTH, 2018 GOVERN.

BEFORE YOU DIG CALL BIL CALL OKIE

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INDEX OF SURVEY SHEETS

S001.	TITLE SHEET
S002-S004.	SURVEY REPORTS
S005-S006.	SURVEY DATA SHEETS

utility company owner's list

Chickasaw Telephone	580-655-2111
Okla.Natural Gas(USIC)	405-680-5803
AT&T (USIC)	405-680-5803
City of Okla.City	405-297-2581
Sprint Nextel	913-794-1091
Okla.Gas & Elec.(USIC)	405-680-5803

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

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 5440(1) JobPiece 30637 (04) Engr. Contract No. 2117

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 28th day of February, 2020.

(seal) OKLAHOMA REGISTERED LAND SURVEYOR MATTHEW A. SUTTERFIELD 1962

Land Surveyor _____
Signature
Matthew A. Sutterfield
Printed Name

Oklahoma Registered Land Surveyor No. 1962

Certificate of Authorization No. _____ Exp.Date _____

PLS	MS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	MS		SURVEY DATA SHEET
CHECKED	JS		SWO 5440(1)
APPROVED	MS		
CREW	RHOMBIC		COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. S001

February 28, 2020

To: Mr. Kyle King, PLS, Chief of Surveys

From: Matthew A. Sutterfield, PLS

Subject: SWO 5440(1) – I 44 – Oklahoma County
I-44 Bridge Rehabilitation over the U.P.R.R., 0.7 miles north of I-40

HISTORICAL LETTER AND WRITTEN REPORT

1. **General**:
Method of Survey: Field Conventional
Unit of Measurement: U.S. Survey Foot

Survey Began: December 9, 2019
Survey Completed: February 28, 2020

Previous Surveys and Plans pertinent to this project:
- SWO: 4833(1) Survey dated January 01, 2016
- Plans: FAP No. I-440-4(41)147

2. **Purpose of Survey**:
The purpose of this survey is to furnish sufficient data to develop plans for modification of I 44.

3. **Assignment of Survey**:
This survey was assigned to me via EC 2117.

4. **Survey Limits**:
- This survey began approx. at the intersection of W. Reno Ave. and I-44 and extends north 4,400 feet.
- Survey Limits are to the Present Right-of-Way, East and West.

5. **Alignment**:
The Centerline of Survey is along and identical to the Centerline of I 44 as shown on FAP No. I-440-4(41)147 plans and SWO 2408(1).

6. **Stationing**:
Stationing was taken from SWO 4833(1) survey, dated 01-01-16, at PT Sta. 357+80.65. This stationing was carried forward, without equation to the End of Survey.

7. **Horizontal Control**:
- Horizontal control for this survey is NAD 83(2011) Oklahoma State Plane, North Zone, taken from SWO 4833(1) survey, dated 01-01-16. Primary control monuments were established by dual RTK GPS observations from SWO 4833(1)(01-01-16) primary control monument O-55-1773 and O-55-1775. Two additional primary control monuments were established within the limits of this survey, O-55-1942 and O-55-1943. An updated SD-11 has been submitted for O-55-1773 and O-55-1775.
- Secondary control for this survey was established using GPS RTK methods, following accepted ODOT Survey Division methods and techniques.

8. **Vertical Control**:
- Vertical control for this survey is NGS, NAVD 88 Level Datum, taken from SWO 4833(1) survey (01-01-16) benchmarks O-55-1773, and O-55-1775. Additional benchmarks were established, and the check levels include runs through O-55-1775 and the additional primary control monuments established.

- **A "BENCHMARKS AND CHECK LEVELS" list has been placed in the submitted Design file and** has been submitted with this survey, showing the benchmark number, the differences of each run between benchmarks, and the elevation and full description of each benchmark.

9. **Planimetrics/DTM**:
Planimetrics and Surface Features for this survey were obtained by a combination of mobile LiDAR and field conventional methods within the Survey Limits as described above.

10. **Land Ties**:
Land Ties were not required for this survey.

11. **Property Ties**:
Property Ties were not required for this survey.

12. **Existing Right-of-Way**:
- Existing Right of Way for this survey was taken from FAP No. I-440-4(41)147 plans.

13. **Potential Environment Contamination**:
There were no potential contamination sites encountered during this survey.

14. **Utilities**:
Overhead and underground utility data has been obtained by field conventional methods and has been placed in the submitted design **file and on the submitted "Public and Privately Owned Utilities List."**

15. **Drainage**:
A drainage file was not required for this survey.

16. **Submission of Survey Data**:
- All digital survey data has been submitted via Compact Disc, and a complete listing of all data files created and used in conjunction with this survey has been placed on the submitted CD as **"**swo5440**_Index.pdf".**
- In addition to the digital survey data, PDF copies of the following information have also been submitted:
  - Historical Letter and Written Report of Survey
  - ODOT Form SD-1 – Transmittal Letter
  - ODOT Form SD-7 - Public and Privately Owned Utilities List
  - ODOT Form SD-20 – Survey Control Accuracy Statement
  - ODOT Form SD-41 – **Surveyor's Certification**
  - (4) ODOT Form SD-11 – Position and Description of Survey Monuments
  - Cogo Data and Alignment Reports
  - Benchmarks and Check Levels List

Matthew A. Sutterfield,
Professional Land Surveyor

PLS	MS	
DRAWN	MS	
CHECKED	JS	
APPROVED	MS	
CREW	RHOMBIC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5440(1)

COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO S002

CHECK LEVELS — BENCH MARK LIST

SWO 5440(1) — NAVD 88 DATUM

BM NO.	RUN 1	RUN2	MEAN DIFF.	ADJ. DIFF	PUBLISHED ELEV.	ADJ. ELEV.	BM DESCRIPTION
O-55-1775					1223.280	1223.280	#6 REBAR EST. UNDER SWO 4833(1) X=2094275.1493 Y=169383.2067
TO	-19.189	-19.175	-19.182	-19.182			
BM1						1204.098	1/2" X 36" REBAR STA. 355+90.60 248.29'RT.
TO	-0.468	-0.467	-0.468	-0.468			
BM4						1203.631	1/2" X 36" REBAR STA. 358+93.41 234.69'RT.
TO	0.259	0.249	0.254	0.254			
BM5						1203.885	1/2" X 36" REBAR STA. 362+01.25 216.40'RT.
TO	0.642	0.637	0.640	0.640			
BM6						1204.524	1/2" X 36" REBAR STA. 365+05.91 210.85'RT.
TO	0.123	0.122	0.123	0.123			
BM7						1204.647	1/2" X 36" REBAR STA. 368+16.84 211.92'RT.
TO	0.367	0.363	0.365	0.365			
BM8						1205.012	1/2" X 36" REBAR STA. 371+28.06 226.61'RT.
TO	-0.091	-0.088	-0.090	-0.090			
BM9						1204.922	1/2" X 36" REBAR STA. 374+57.46 240.97'RT.
TO	0.868	0.871	0.870	0.870			
O-55-1942						1205.792	1/2" X 36" REBAR WITH CONTROL CAP X=2094041.8433 Y=171664.8167
TO	-1.020	-1.025	-1.023	-1.023			
BM10						1204.769	"[]" IN TOP OF CURB STA. 382+46.02 314.26'RT
TO	4.407	4.414	4.411	4.411			
BM11						1209.180	"[]" IN TOP OF CURB STA. 386+29.80 253.17'RT
TO	13.873	13.884	13.879	13.879			
BM12						1223.058	"[]" IN TOP OF CURB STA. 389+37.35 280.47'RT

CHECK LEVELS — BENCH MARK LIST

SWO 5440(1) — NAVD 88 DATUM

BM NO.	RUN 1	RUN2	MEAN DIFF.	ADJ. DIFF	PUBLISHED ELEV.	ADJ. ELEV.	BM DESCRIPTION
BM12						1223.058	"[]" IN TOP OF CURB STA. 389+37.35 280.47'RT
TO	4.186	4.181	4.184	4.184			
BM13						1227.242	"[]" IN TOP OF CURB STA. 393+17.77 275.74'RT
TO	-0.373	-0.376	-0.375	-0.375			
BM15						1226.867	"[]" IN TOP OF CURB STA. 397+16.25 313.50'RT
TO	-7.087	-7.089	-7.088	-7.088			
O-55-1943						1219.779	1/2" X 36" REBAR WITH CONTROL CAP X=2094556.6392 Y=173936.1328

ALIGNMENT REPORT

Project Name: swo5440_1_v1
Description:
Horizontal Alignment Name: A001
Description: CL of Survey I-44
Style: Centerline

		STATION	NORTHING	EASTING
Element: Circular				
PC(	300)	35+780.65	169592.08574	2094181.93032
PI(	)	37+134.93	170844.32752	2093666.21154
CC(	307)		171767.88635	2099465.09738
PT(	306)	38+440.13	172194.82190	2093767.40587
Radius:		5713.6645		
Delta:		26°40'07.9986" Right		
Degree of Curvature:		1°00'10.0265"		
Length:		2659.4818		
Tangent:		1354.2804		
Chord:		2635.5390		
Middle Ordinate:		154.0381		
External:		158.3060		
Tangent Direction:		N 22°23'01.1337" W		
Radial Direction:		N 67°36'58.8663" E		
Chord Direction:		N 9°02'57.1344" W		
Radial Direction:		S 85°42'53.1351" E		
Tangent Direction:		N 4°17'06.8649" E		
Element: Linear				
PT(	306)	38+440.13	172194.82190	2093767.40587
POE(	303)	40+600.00	174348.65460	2093928.79540
Tangential Direction:		N 4°17'06.8649" E		
Tangential Length:		2159.8708		

Project Name: swo5440_1_v1
Description:
Horizontal Alignment Name: A002
Description: CL of RR
Style: Centerline

		STATION	NORTHING	EASTING
Element: Linear				
POB(	305)	34+000.00	171851.65998	2092961.22628
POE(	302)	35+500.00	171421.18128	2094398.12853
Tangential Direction:		S 73°19'20.6894" E		
Tangential Length:		1500.0000		

COORDINATE POINT LIST

SWO 5440(1)

PT NO.	EASTING	NORTHING	ELEVATION
1	2094483.89000	169510.91000	1204.100
4	2094358.75000	169781.84000	1203.630
5	2094241.83000	170054.00000	1203.890
6	2094152.55000	170333.36000	1204.520
7	2094083.44000	170624.68000	1204.650
8	2094043.69000	170921.62000	1205.010
9	2094018.23000	171236.80000	1204.920
10	2094070.19000	171968.22000	1204.770
11	2094034.04000	172365.04000	1209.180
12	2094084.25000	172669.69000	1223.060
13	2094107.96000	173049.41000	1227.240
14	2094321.43000	168679.47000	1206.370
15	2094175.36000	173443.95000	1226.870
300	2094181.93000	169592.09000	0.000
301	2093724.56000	171622.98000	0.000
302	2094398.13000	171421.18000	0.000
303	2093928.80000	174348.65000	0.000
304	2093666.21000	170844.33000	0.000
305	2092961.23000	171851.66000	0.000
306	2093767.41000	172194.82000	0.000
307	2099465.10000	171767.89000	0.000
7600	2093917.25000	169337.65000	0.000
7601	2093914.46000	169781.95000	0.000
7602	2093515.58000	171228.96000	0.000
7603	2094365.92000	169705.28000	0.000
7604	2094548.97000	169348.72000	0.000
7605	2094005.30000	171173.73000	0.000
7606	2093493.47000	171632.70000	0.000
7607	2094003.01000	171480.05000	0.000
7608	2093502.73000	171734.32000	0.000
7609	2093972.12000	171593.70000	0.000
7610	2093598.10000	172668.67000	0.000
7611	2093987.57000	172840.04000	0.000
7612	2094067.82000	173441.32000	0.000
7613	2094140.26000	173776.79000	0.000
7614	2093605.52000	172976.12000	0.000
7615	2093375.19000	173928.03000	0.000
O-55-1773	2093694.59000	167982.50000	1209.550
O-55-1775	2094275.15000	169383.21000	1223.280
O-55-1942	2094041.84000	171664.82000	1205.790
O-55-1943	2094556.64000	173935.13000	1219.780

PLS	MS	
DRAWN	MS	
CHECKED	JS	
APPROVED	MS	
CREW	RHOMBIC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5440(1)

COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO S003

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 3/10/75

REVISED
COUNTY OKLAHOMA | STATION NUMBER 0-55-1773 | SWO 5440(1) | DATE 2/28/2020

TYPE OF MONUMENT #6 REBAR | MONUMENT SET FOR PRIMARY CONTROL

METHOD ESTABLISHED: TRILATERATION ____, TRIANGULATION ____, TRAVERS ____, OTHER (SPECIFY) GPS

HEIGHT OF INSTUMENT ABOVE MONUMENT: 5 FEET, TYPE OF WITNESS POST ____

WRITTEN DESCRIPTION OF LOCATION: FROM THE INTERSECTION OF INTERSTATE 40 AND PORTLAND AVENUE, GO EAST ALONG INTERSTATE 40 FOR APPROXIMATELY 1,105.00 FEET TO STATION ON RIGHT, 105.00 FEET PERPENDICULAR NORTH OF THE CENTERLINE OF WESTBOUND INTERSTATE 40, 10.00 FEET SOUTH OF THE RIGHT OF WAY FENCE. SOUTH OF A PARKING LOT. SOUTHWEST OF MATHIS BROTHERS FURNITURE.

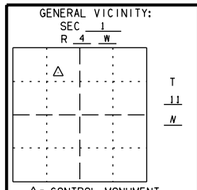
UPDATED BY: Matthew A. Sutterfield, PLS #1962

COORDINATE SYSTEM: ☐ USC&GS, ☐ OHD, ☒ OTHER (SPECIFY) NAD 83 (2011)

GRID DATA:	COORDINATES (FEET)	GRID BEARING	DISTANCE	POINTS OBSERVED
NORTH ZONE	X 2,093,694.5858	N01°25'35.98"E	38,115.38'	HARN ALBERT
ACCURACY:		N63°10'46.84"E	23,947.41'	CORS OKDT
3rd ORDER	Y 167,982.5020	S84°16'54.31"W	4,049.58'	0-55-1772
		N22°30'46.83"E	1,516.25'	0-55-1775
		S80°20'08.91"E	2,400.21'	0-55-1776

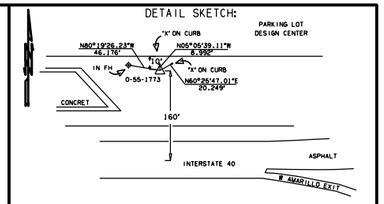
GEODETIC DATA	POSITION	ELEVATION
ANGLE OF VARIANCE (θ) 00°14'38"	LATITUDE 35°27'38.59" NORTH	1,209.55' FEET
	LONGITUDE 97°34'46.66" WEST	SOURCE NAVD 88
		ACCURACY: 3RD ORDER

GENERAL VICINITY:
SEC 1
R 4 W
T 11 N



△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAIL SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 3/10/75

REVISED
COUNTY OKLAHOMA | STATION NUMBER 0-55-1775 | SWO 5440(1) | DATE 2/28/2020

TYPE OF MONUMENT #6 REBAR | MONUMENT SET FOR PRIMARY CONTROL

METHOD ESTABLISHED: TRILATERATION ____, TRIANGULATION ____, TRAVERS ____, OTHER (SPECIFY) GPS

HEIGHT OF INSTUMENT ABOVE MONUMENT: 5 FEET, TYPE OF WITNESS POST ____

WRITTEN DESCRIPTION OF LOCATION: FROM THE INTERSECTION OF PORTLAND AVENUE AND RENO AVENUE, GO EAST ALONG RENO AVENUE FOR APPROXIMATELY 1,697.00 FEET TO STATION ON THE NORTH, 71.00 FEET PERPENDICULAR NORTH OF THE CENTERLINE OF WESTBOUND RENO AVENUE. STATION IS 6.00 FEET NORTH OF CONCRETE SLOPE WALL BETWEEN INTERSTATE 44 BRIDGES.

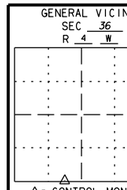
UPDATED BY: Matthew A. Sutterfield, PLS #1962

COORDINATE SYSTEM: ☐ USC&GS, ☐ OHD, ☒ OTHER (SPECIFY) NAD 83 (2011)

GRID DATA:	COORDINATES (FEET)	GRID BEARING	DISTANCE	POINTS OBSERVED
NORTH ZONE	X 2,094,275.1493	N00°34'30.33"E	36,704.71	HARN ALBERT
ACCURACY:		N65°39'41.16"E	22,818.71'	CORS OKDT
3rd ORDER	Y 169,383.2067	S22°30'46.83"W	1,516.25'	0-55-1773
		S44°42'42.69"E	2,538.00	0-55-1776
		S62°51'30.69"E	4,049.90'	0-55-1777

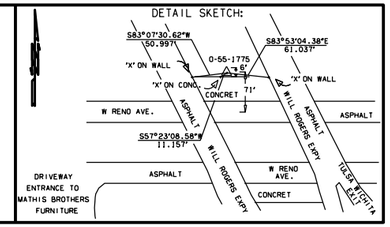
GEODETIC DATA	POSITION	ELEVATION
ANGLE OF VARIANCE (θ) 00°14'42"	LATITUDE 35°27'52.42" NORTH	1,223.28' FEET
	LONGITUDE 97°34'39.57" WEST	SOURCE NAVD 88
		ACCURACY: 3RD ORDER

GENERAL VICINITY:
SEC 36
R 4 W
T 12 N



△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAIL SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 3/10/75

COUNTY OKLAHOMA | STATION NUMBER 0-55-1942 | SWO 5440(1) | DATE 2/28/2020

TYPE OF MONUMENT 1/2" REBAR PIN W/ CONTROL CAP | MONUMENT SET FOR PRIMARY CONTROL

METHOD ESTABLISHED: TRILATERATION ____, TRIANGULATION ____, TRAVERS ____, OTHER (SPECIFY) GPS

HEIGHT OF INSTUMENT ABOVE MONUMENT: 5 FEET, TYPE OF WITNESS POST ____

WRITTEN DESCRIPTION OF LOCATION: FROM THE INTERSECTION OF EIGHTY NINER DR. AND BLACK GOLD DR. MONUMENT IS LOCATED APPROXIMATELY 50 FEET NORTH AND 50 FEET WEST.

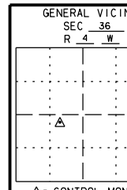
ESTABLISHED BY: Matthew A. Sutterfield, PLS #1962

COORDINATE SYSTEM: ☐ USC&GS, ☐ OHD, ☒ OTHER (SPECIFY) NAD 83 (2011)

GRID DATA:	COORDINATES (FEET)	GRID BEARING	DISTANCE	POINTS OBSERVED
NORTH ZONE	X 2,094,041.8433	N52°20'13"E	41.13'	Mag Nail
ACCURACY:		N85°40'24"E	53.66'	"X" Cut
3rd ORDER	Y 171,664.8167	S17°44'58"W	18.65'	"X" Cut

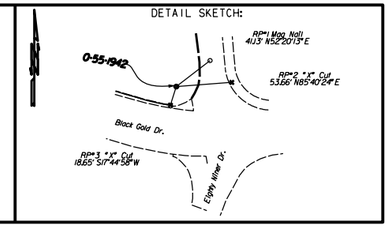
GEODETIC DATA	POSITION	ELEVATION
ANGLE OF VARIANCE (θ) 00°14'53.24"	LATITUDE 35°28'14.9921" NORTH	1205.792 FEET
	LONGITUDE 97°34'42.2679" WEST	SOURCE NAVD 88
		ACCURACY: 3RD ORDER

GENERAL VICINITY:
SEC 36
R 4 W
T 12 N



△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAIL SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION
POSITION AND DESCRIPTION OF SURVEY MONUMENTS

S.D. FORM NO. 11
REVISED 3/10/75

COUNTY OKLAHOMA | STATION NUMBER 0-55-1943 | SWO 5440(1) | DATE 2/28/2020

TYPE OF MONUMENT 1/2" REBAR PIN W/ CONTROL CAP | MONUMENT SET FOR PRIMARY CONTROL

METHOD ESTABLISHED: TRILATERATION ____, TRIANGULATION ____, TRAVERS ____, OTHER (SPECIFY) GPS

HEIGHT OF INSTUMENT ABOVE MONUMENT: 5 FEET, TYPE OF WITNESS POST ____

WRITTEN DESCRIPTION OF LOCATION: FROM THE INTERSECTION OF GORDON COOPER BLVD. AND SOUTHBOUND GRAND BLVD. MONUMENT IS LOCATED APPROXIMATELY 35 FEET NORTH AND 180 FEET WEST.

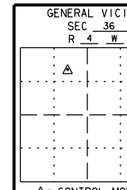
ESTABLISHED BY: Matthew A. Sutterfield, PLS #1962

COORDINATE SYSTEM: ☐ USC&GS, ☐ OHD, ☒ OTHER (SPECIFY) NAD 83 (2011)

GRID DATA:	COORDINATES (FEET)	GRID BEARING	DISTANCE	POINTS OBSERVED
NORTH ZONE	X 2,094,556.6392	S60°13'54"E	53.99'	"X" Cut
ACCURACY:		S30°28'05"E	72.44'	"X" Cut
3rd ORDER	Y 173,935.1328	S44°05'50"W	48.93'	"X" Cut

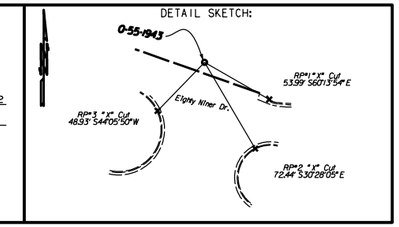
GEODETIC DATA	POSITION	ELEVATION
ANGLE OF VARIANCE (θ) 00°14'57.66"	LATITUDE 35°28'37.4227" NORTH	1219.779 FEET
	LONGITUDE 97°34'35.9247" WEST	SOURCE NAVD 88
		ACCURACY: 3RD ORDER

GENERAL VICINITY:
SEC 36
R 4 W
T 12 N



△ = CONTROL MONUMENT
⊙ = LAND CORNER
⊡ = OTHER

DETAIL SKETCH:





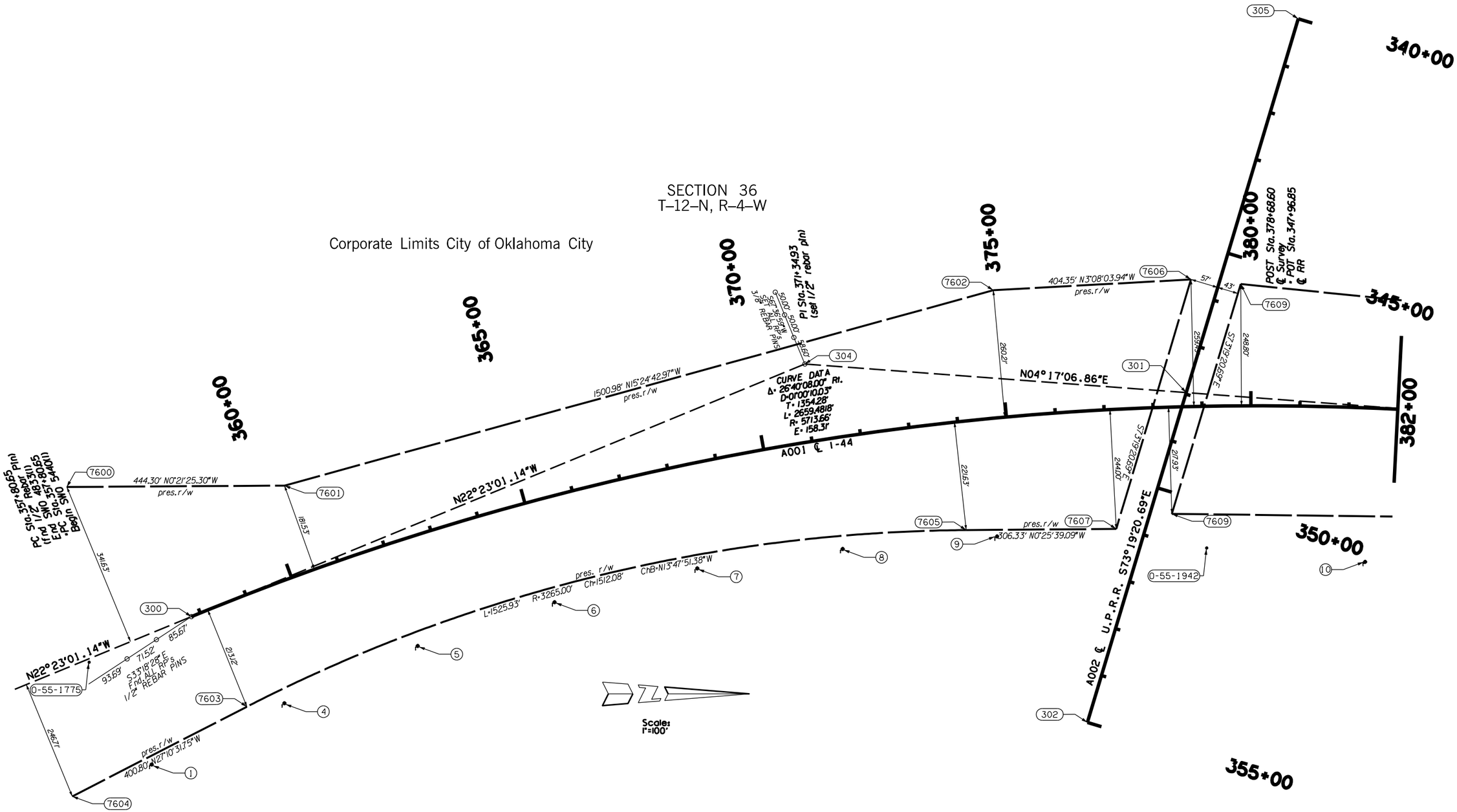
PLS	MS	
DRAWN	MS	
CHECKED	JS	
APPROVED	MS	
CREW	RHOMBIC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5440(1)

COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. S004



PLS	MS	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	MS	
CHECKED	JS	SURVEY DATA SHEET
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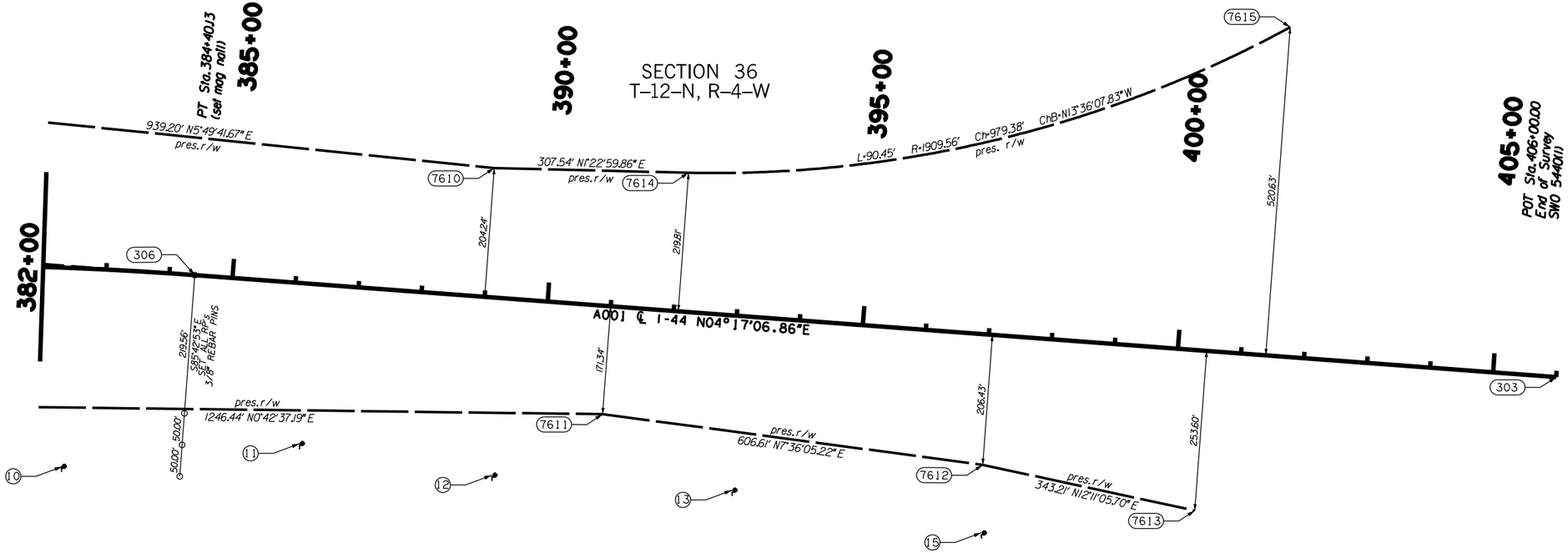
CREW	RHOMBIC	

COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. S005



PLS	MS	
DRAWN	MS	
CHECKED	JS	
APPROVED	MS	
CREW	RHOMBIC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

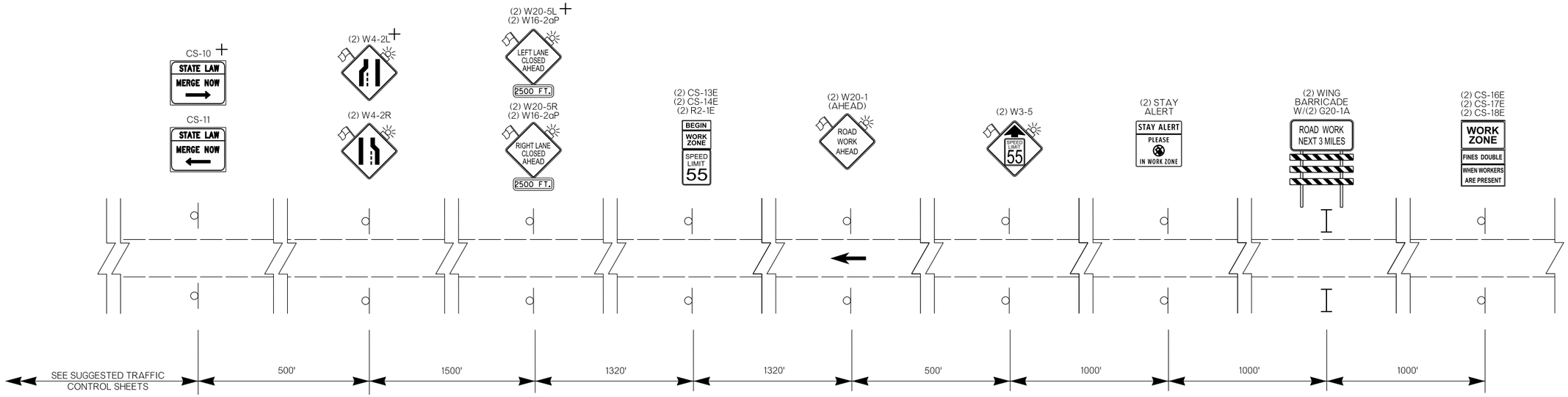
SWO 5440(1)

COUNTY Oklahoma HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. S006

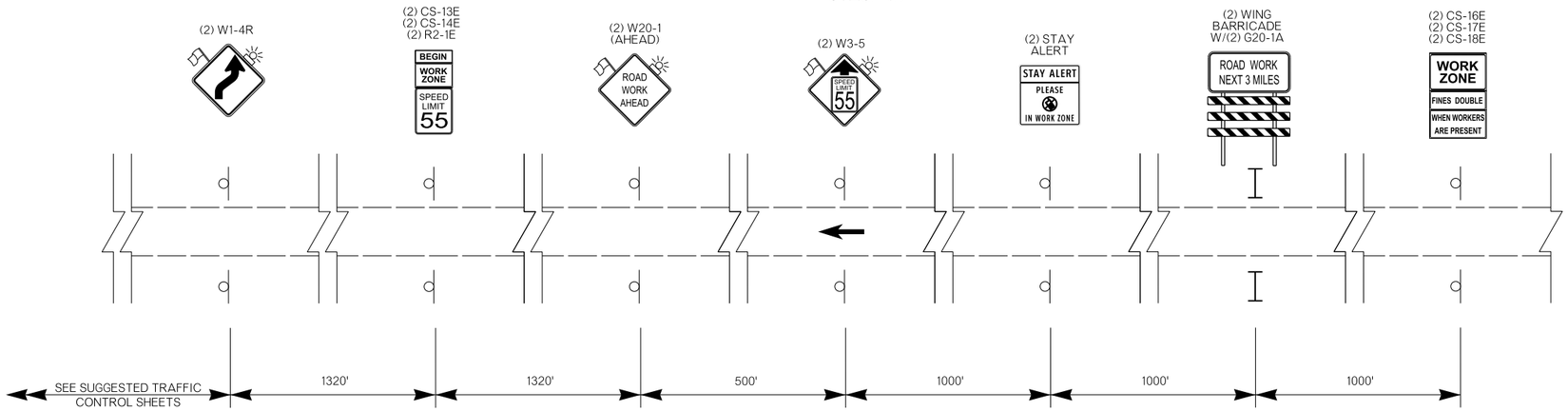
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



ADVANCE SIGNING DETAIL
I-44 - WESTBOUND
STAGE 1A
+ STAGE 1B
STAGE 4A
STAGE 4B



ADVANCE SIGNING DETAIL
I-44 - WESTBOUND
STAGE 2
STAGE 3

DISTRICT 04 OKLAHOMA COUNTY
I-44

ADVANCE SIGNING DETAIL

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T001

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

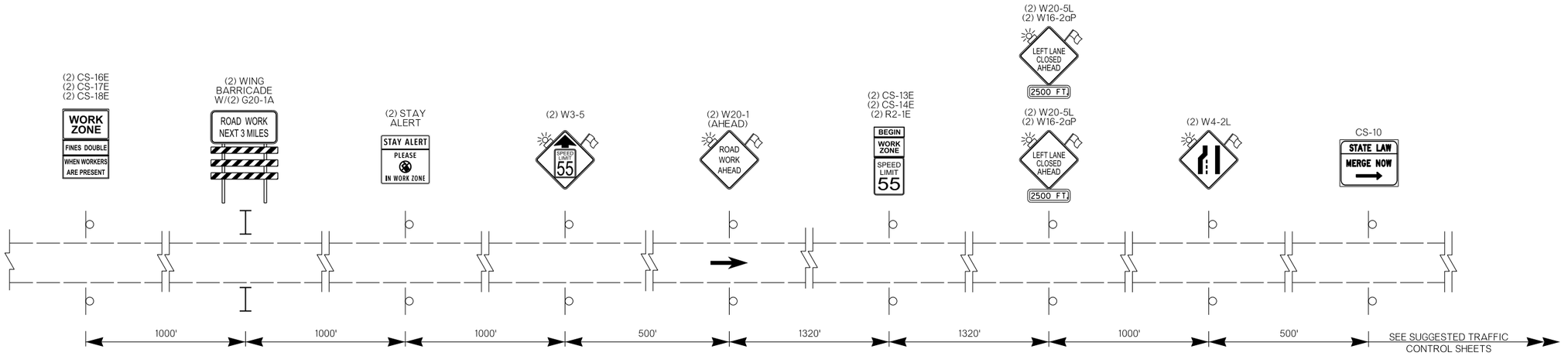
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Advanced Signing.dgn

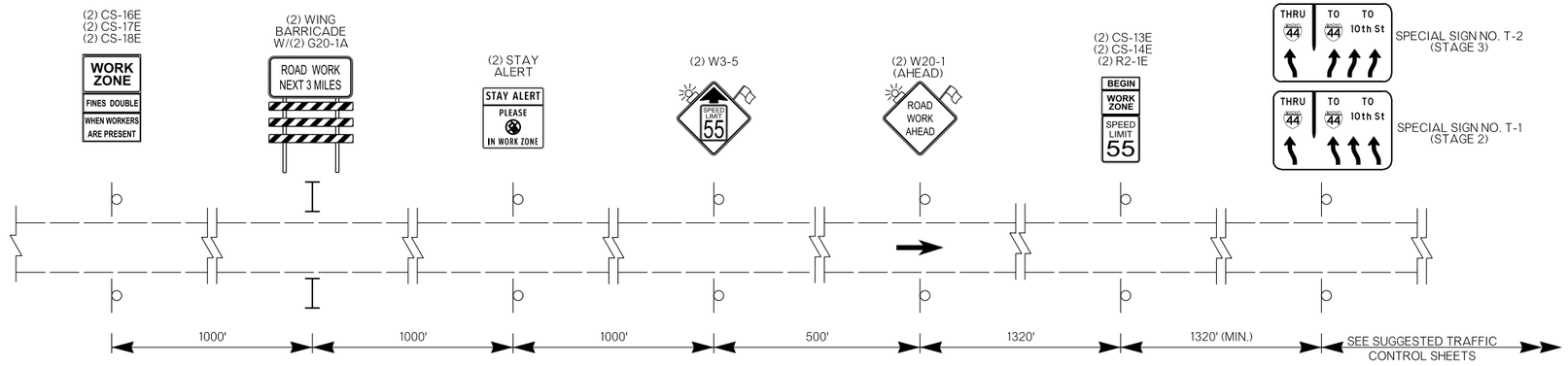
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

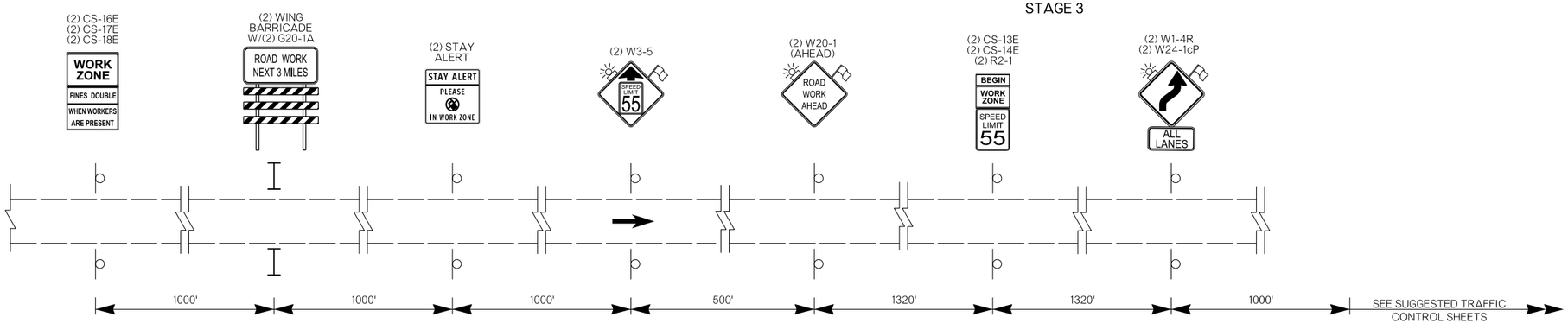
REV. NO.	DESCRIPTION	DATE



ADVANCE SIGNING DETAIL
I-44 - EASTBOUND
STAGE 1B



ADVANCE SIGNING DETAIL
I-44 - EASTBOUND
STAGE 2
STAGE 3



ADVANCE SIGNING DETAIL
I-44 - EASTBOUND
STAGE 4A
STAGE 4B

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
ADVANCE SIGNING DETAIL		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)		SHEET NO. T002

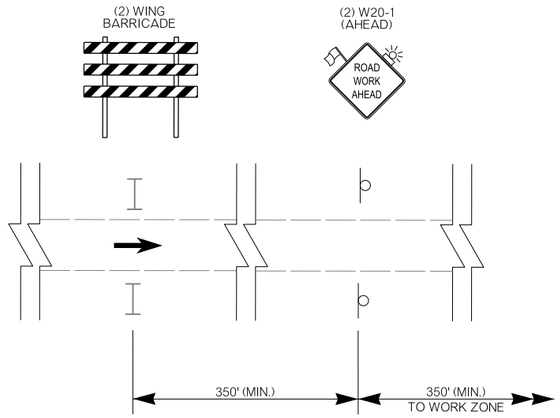
$$datestamp$$ 30637(04)_Advanced Signing.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

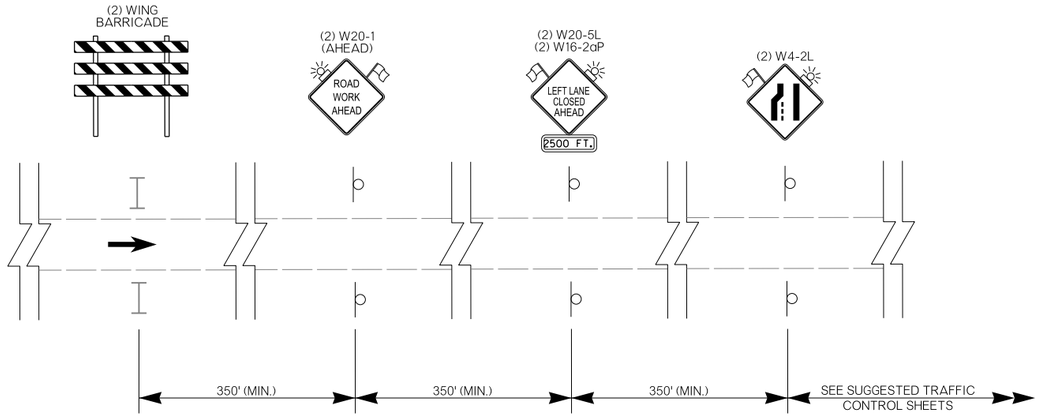
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

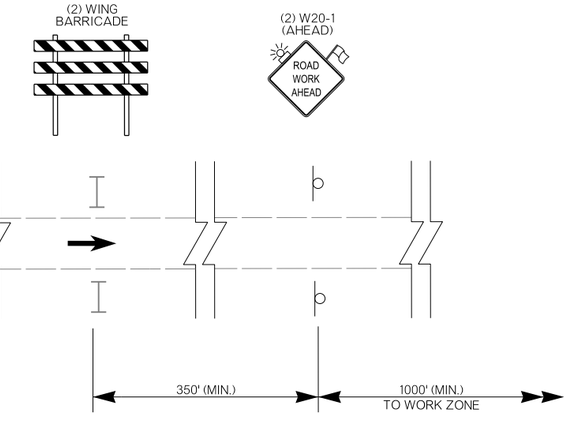
REVISIONS		
REV. NO.	DESCRIPTION	DATE



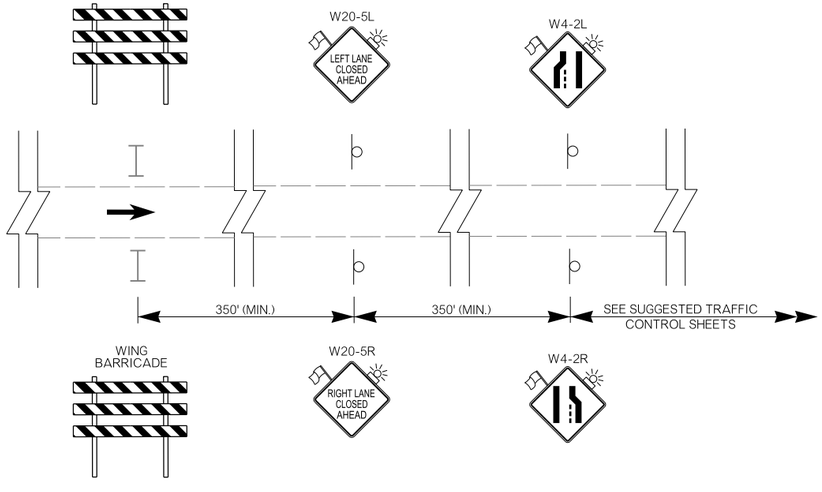
ADVANCE SIGNING DETAIL
10TH ST RAMPS
GERONIMO DR
ALL STAGES



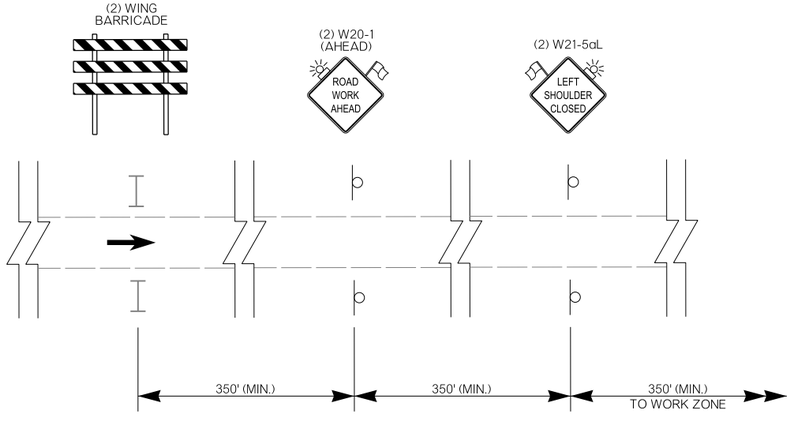
ADVANCE SIGNING DETAIL
WESTBOUND I-40 TO EASTBOUND I-44
STAGE 1B
STAGE 5 OFF PEAK TRAFFIC HOURS



ADVANCE SIGNING DETAIL
WESTBOUND I-40 TO EASTBOUND I-44
EASTBOUND I-40 TO EASTBOUND I-44
STAGE 1A
STAGE 2
STAGE 3
STAGE 4A
STAGE 4B



ADVANCE SIGNING DETAIL
EASTBOUND BLACK GOLD DRIVE
STAGE 2
STAGE 3
STAGE 4A & B



ADVANCE SIGNING DETAIL
WESTBOUND I-40 TO EASTBOUND I-44
STAGE 5

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
ADVANCE SIGNING DETAIL		ENGINEER:	RLB
		GROUP:	HNTB
		EM:	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO.	T003

$$datestamp$$ 30637(04)_Advanced Signing.dgn

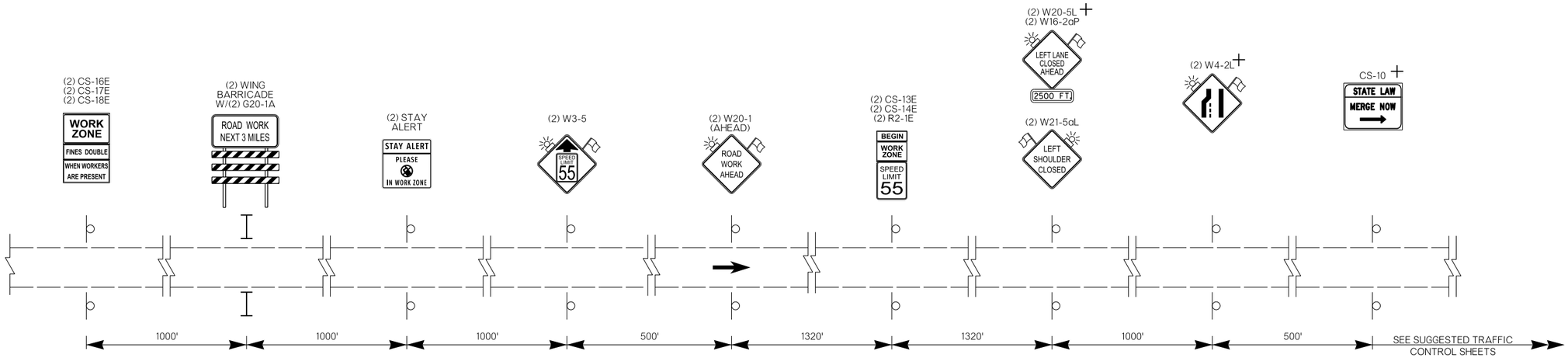
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

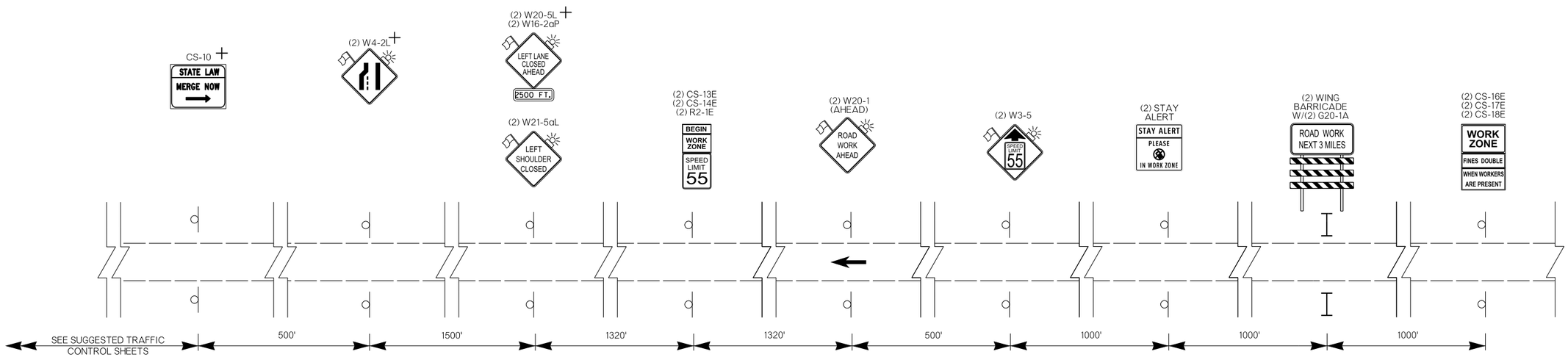
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



ADVANCE SIGNING DETAIL
I-44 - EASTBOUND
STAGE 5
+ OFF PEAK TRAFFIC HOURS ONLY



ADVANCE SIGNING DETAIL
I-44 - WESTBOUND
STAGE 5
+ OFF PEAK TRAFFIC HOURS ONLY

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
ADVANCE SIGNING DETAIL		ENGINEER:	RLB
		GROUP:	HNTB
		EM:	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)		SHEET NO. T004

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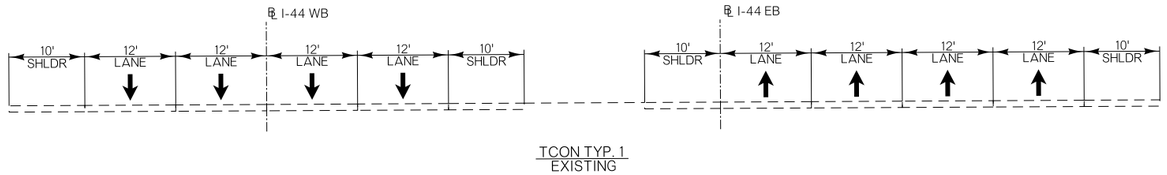
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Advanced Signing.dgn

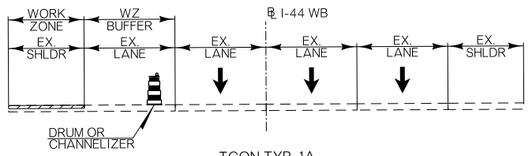
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

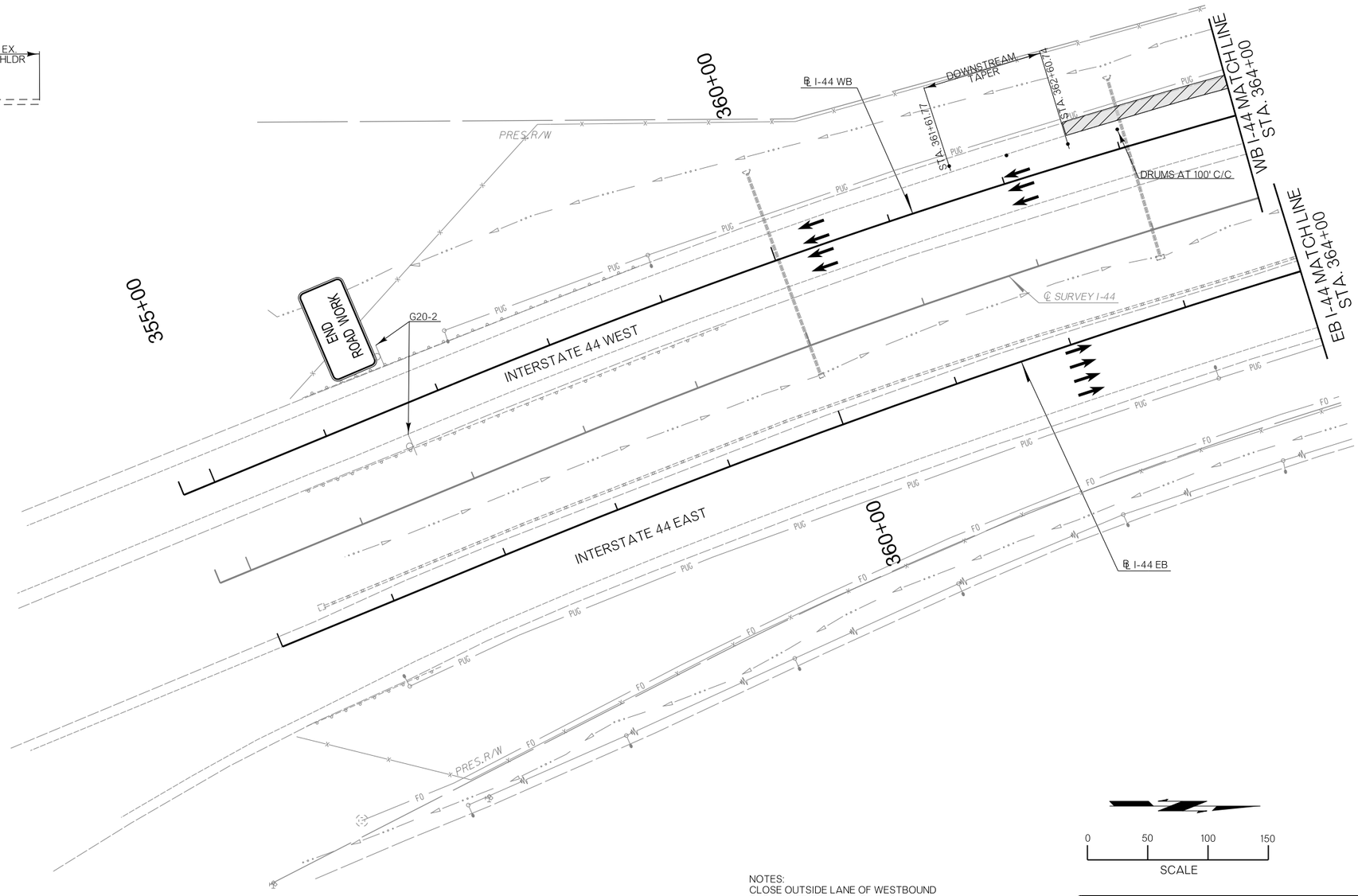
REVISIONS		
REV. NO.	DESCRIPTION	DATE



TCON TYP. 1
EXISTING



TCON TYP. 1A
WESBOUND I-44



0 50 100 150
SCALE

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE OUTSIDE LANE OF WESTBOUND DURING OFF-PEAK HOURS FOR SHOULDER WORK.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION
STAGE 1A

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T005

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

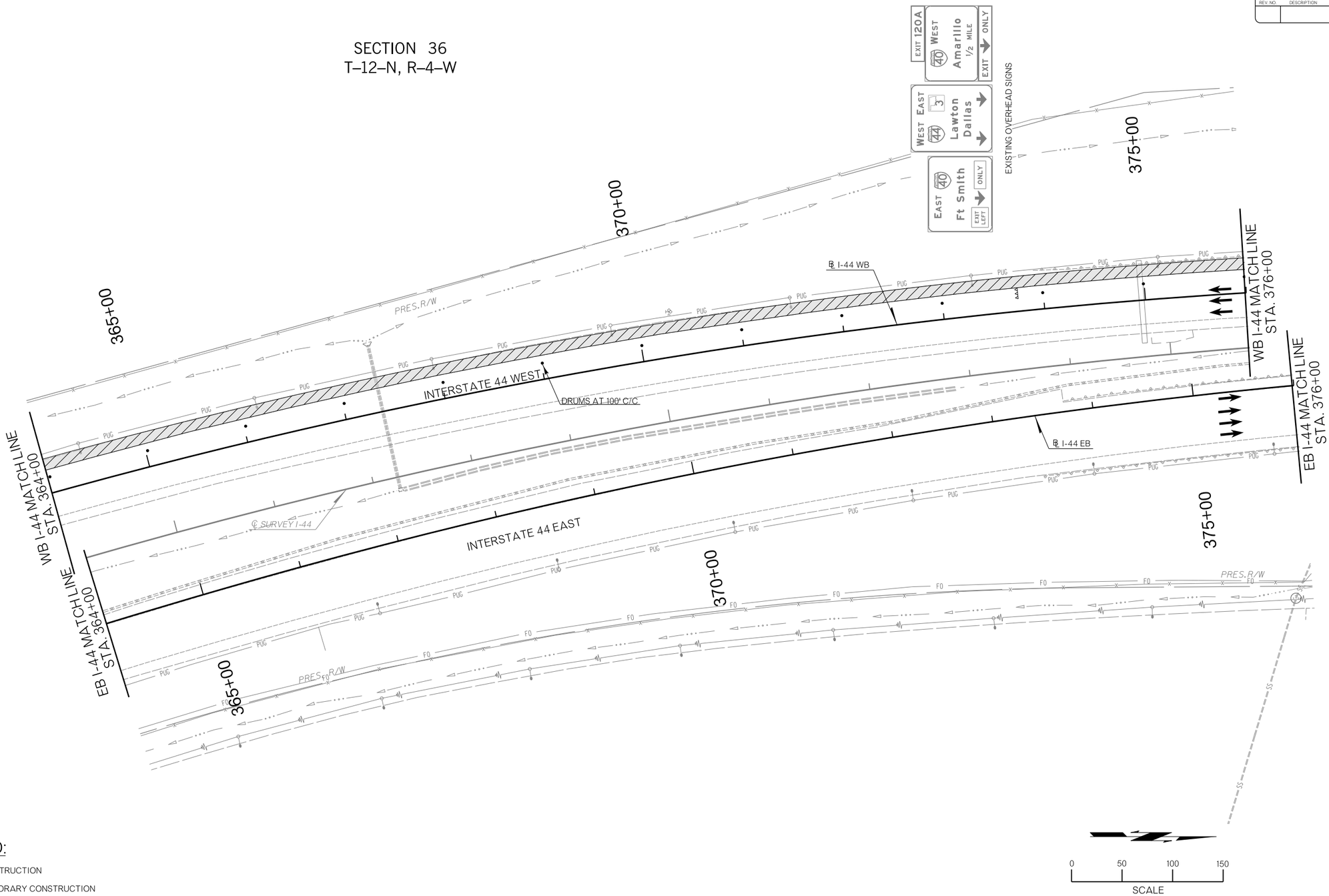
$$datestamp$$ 30637(04)_ConstSeq_Stage 1A-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SECTION 36
T–12–N, R–4–W



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE OUTSIDE LANE OF WESTBOUND DURING OFF-PEAK HOURS FOR SHOULDER WORK.

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 1A		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO.	T006

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

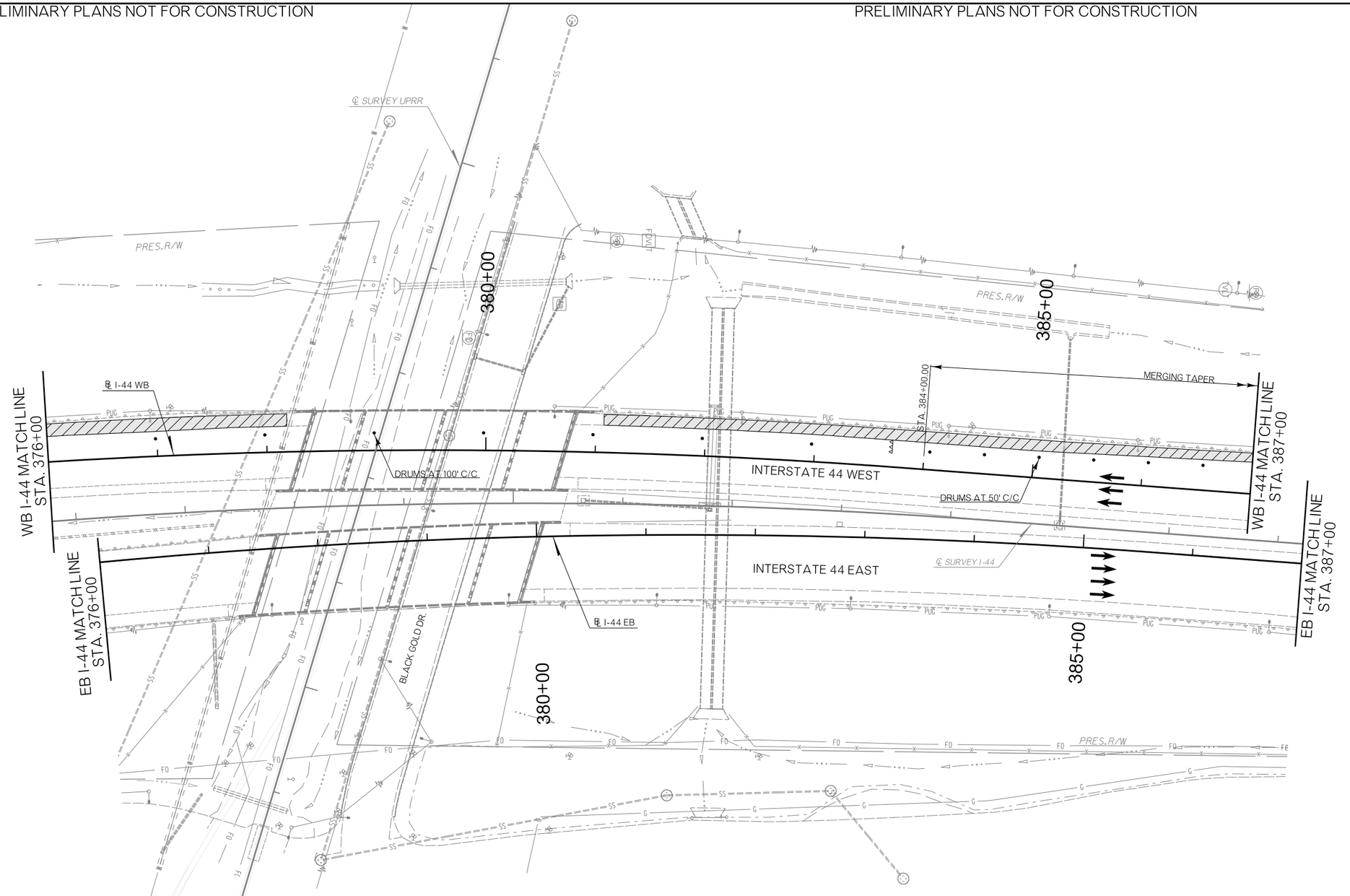
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Const$eq_Stage 1A-2

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE OUTSIDE LANE OF WESTBOUND DURING OFF-PEAK HOURS FOR SHOULDER WORK.

ADJUST LOCATIONS OF EXISTING OVERHEAD SIGNS TO ALIGN WITH TEMPORARY LANE CONFIGURATION AT DIRECTION OF ENGINEER. ADJUSTMENTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE
OF CONSTRUCTION
STAGE 1A

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T007

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 1A-3

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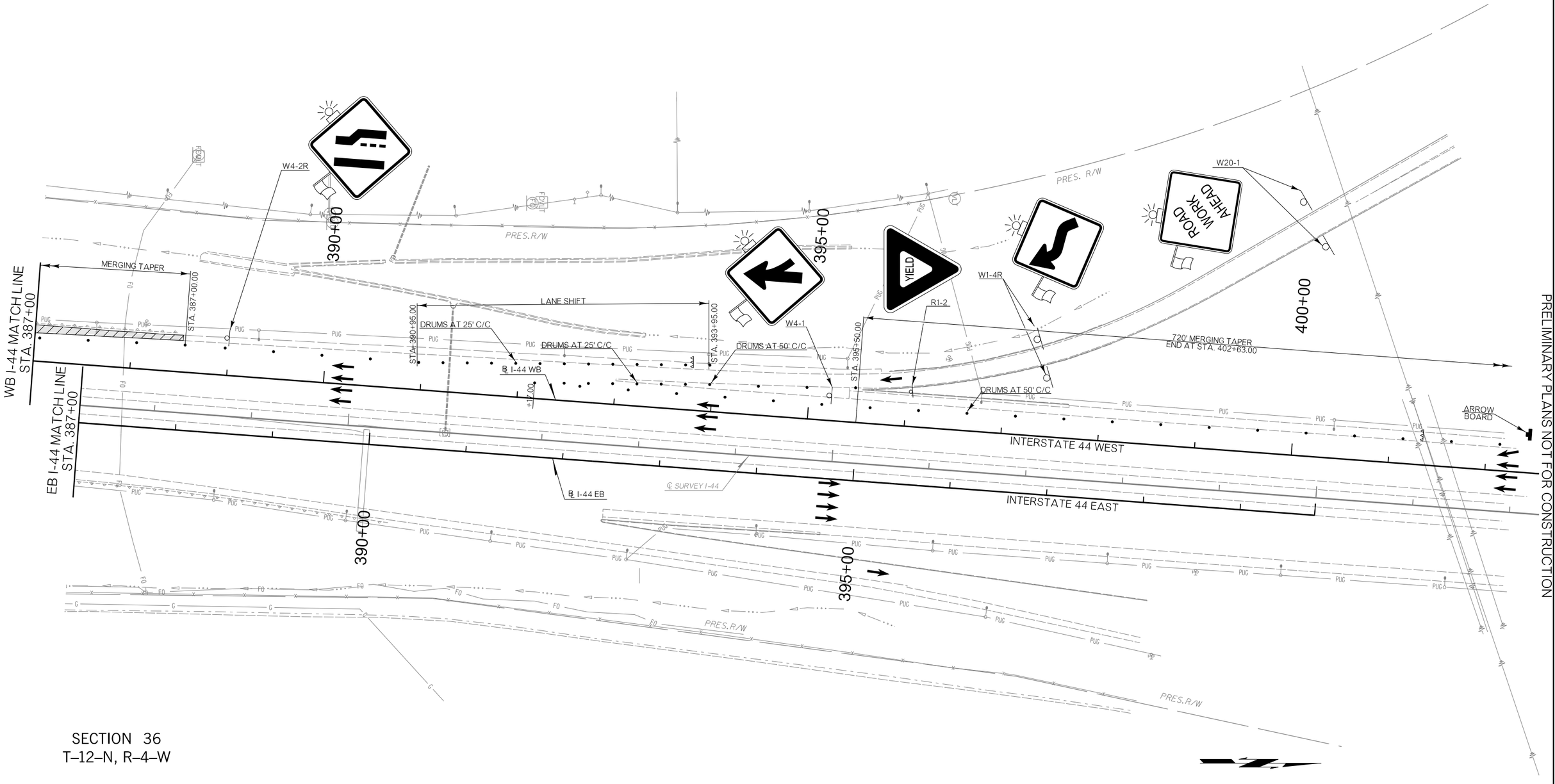
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION 36
T–12–N, R–4–W

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

0 50 100 150
SCALE

NOTES:
CLOSE OUTSIDE LANE OF WESTBOUND DURING OFF-PEAK HOURS FOR SHOULDER WORK.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION
STAGE 1A

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP:	HNTB
EM:	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T008

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
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$$datestamp$$ 30637(04)_Const$eq_Stage 1A-4

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REVISIONS

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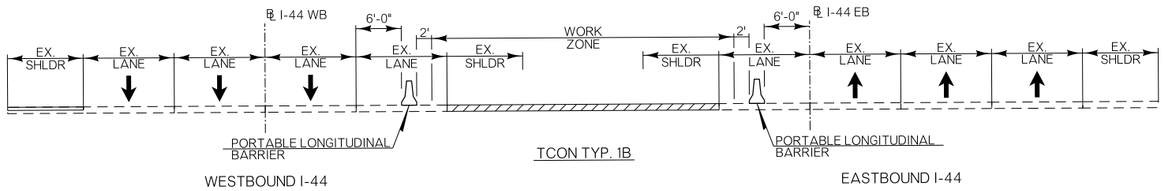
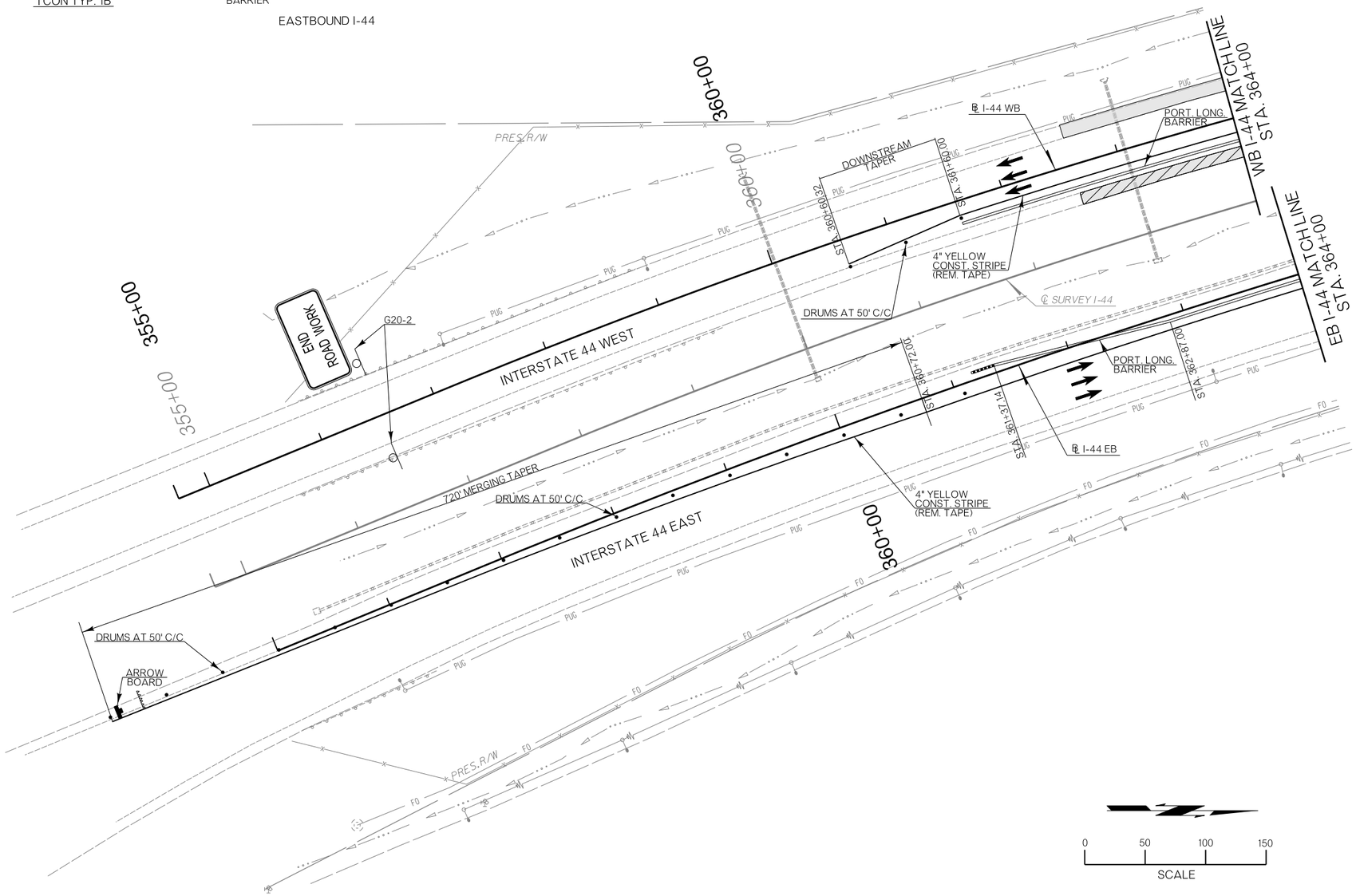


WESTBOUND I-44

TCON TYP. 1B

EASTBOUND I-44



0 50 100 150

SCALE

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE INSIDE LANE FOR CROSSOVER CONSTRUCTION.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED.
STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 1B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. T009

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

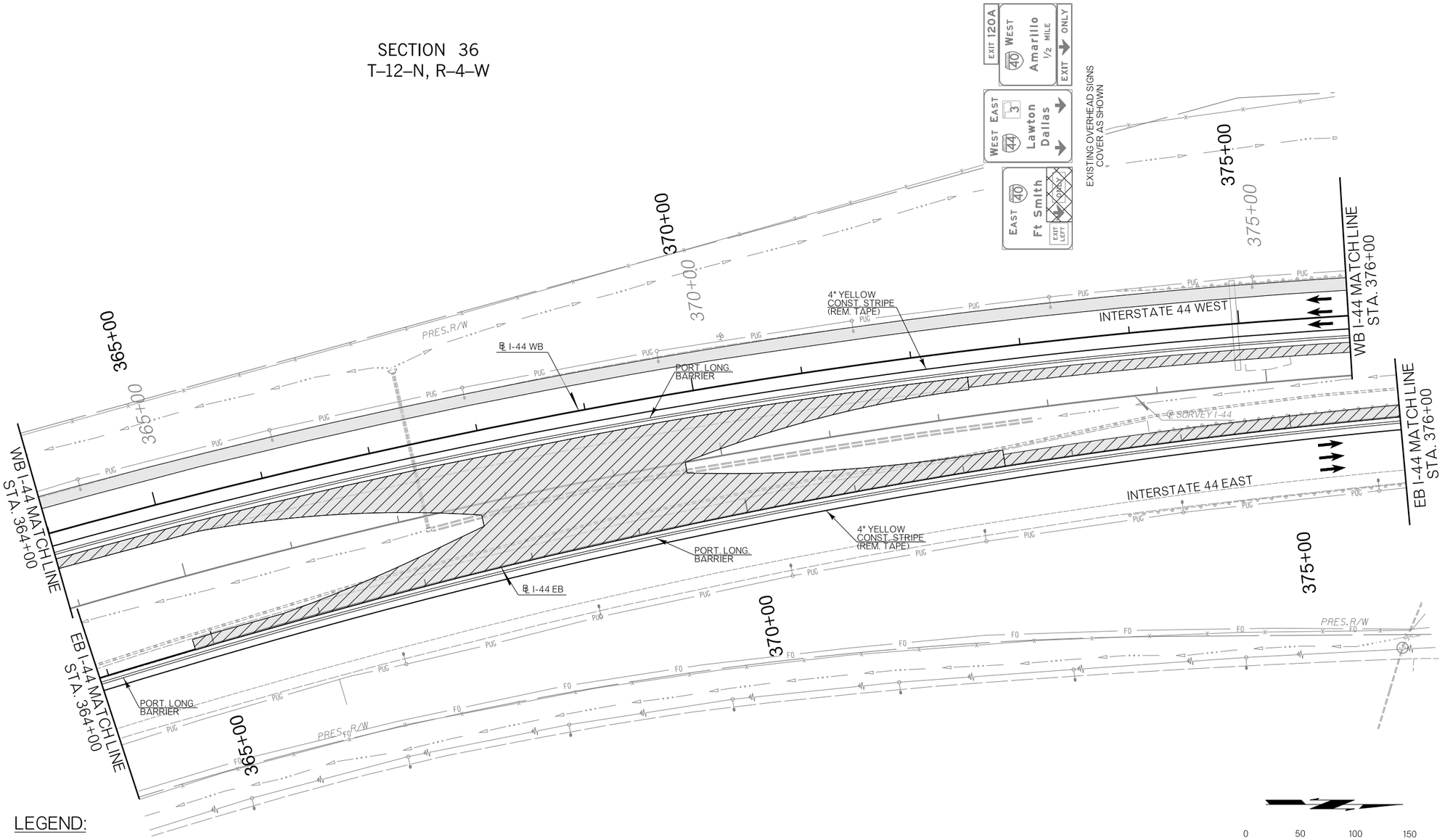
$$datestamp$$ 30637(04)_ConstSeq_Stage 1B-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

SECTION 36
T–12–N, R–4–W



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

0 50 100 150
SCALE

NOTES:
CLOSE INSIDE LANE FOR CROSSOVER CONSTRUCTION.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 1B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

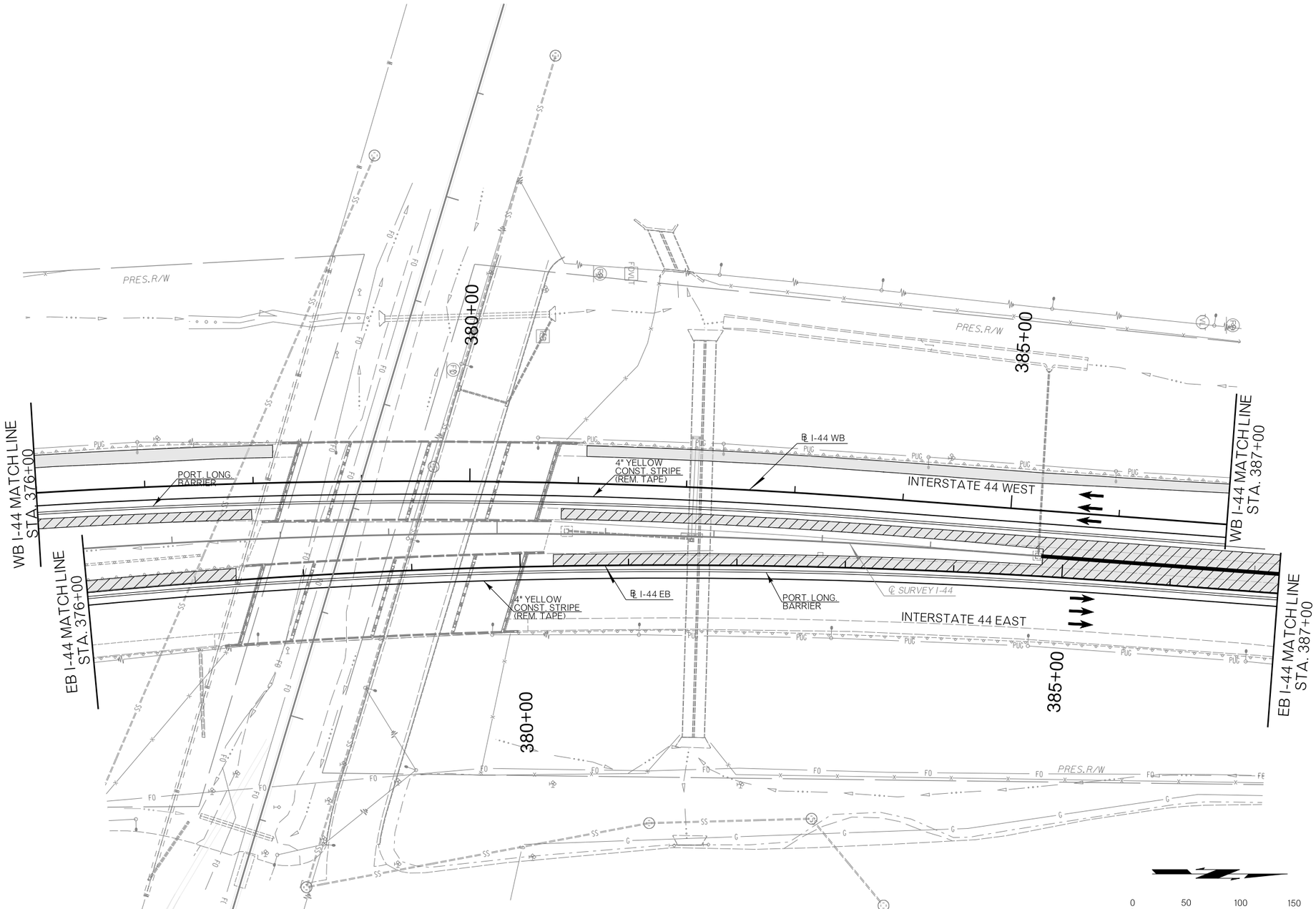
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T010

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 1B-2

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE INSIDE LANE FOR CROSSOVER CONSTRUCTION.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 1B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

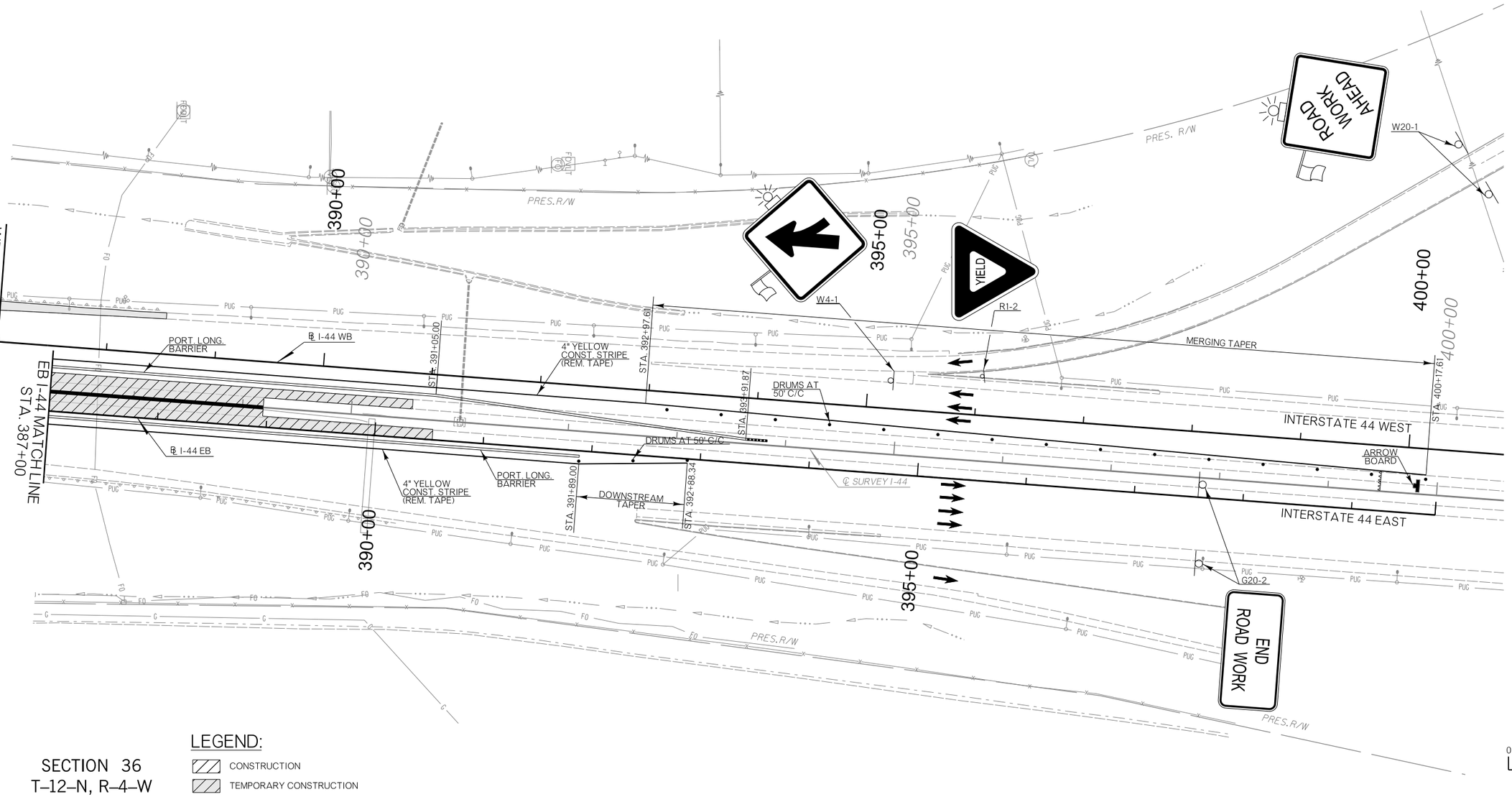
STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) — SHEET NO. T011

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 1B-3

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION 36
T–12–N, R–4–W

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

0 50 100 150
SCALE

NOTES:
CLOSE INSIDE LANE FOR CROSSOVER CONSTRUCTION.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED.
STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 1B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) SHEET NO. T012

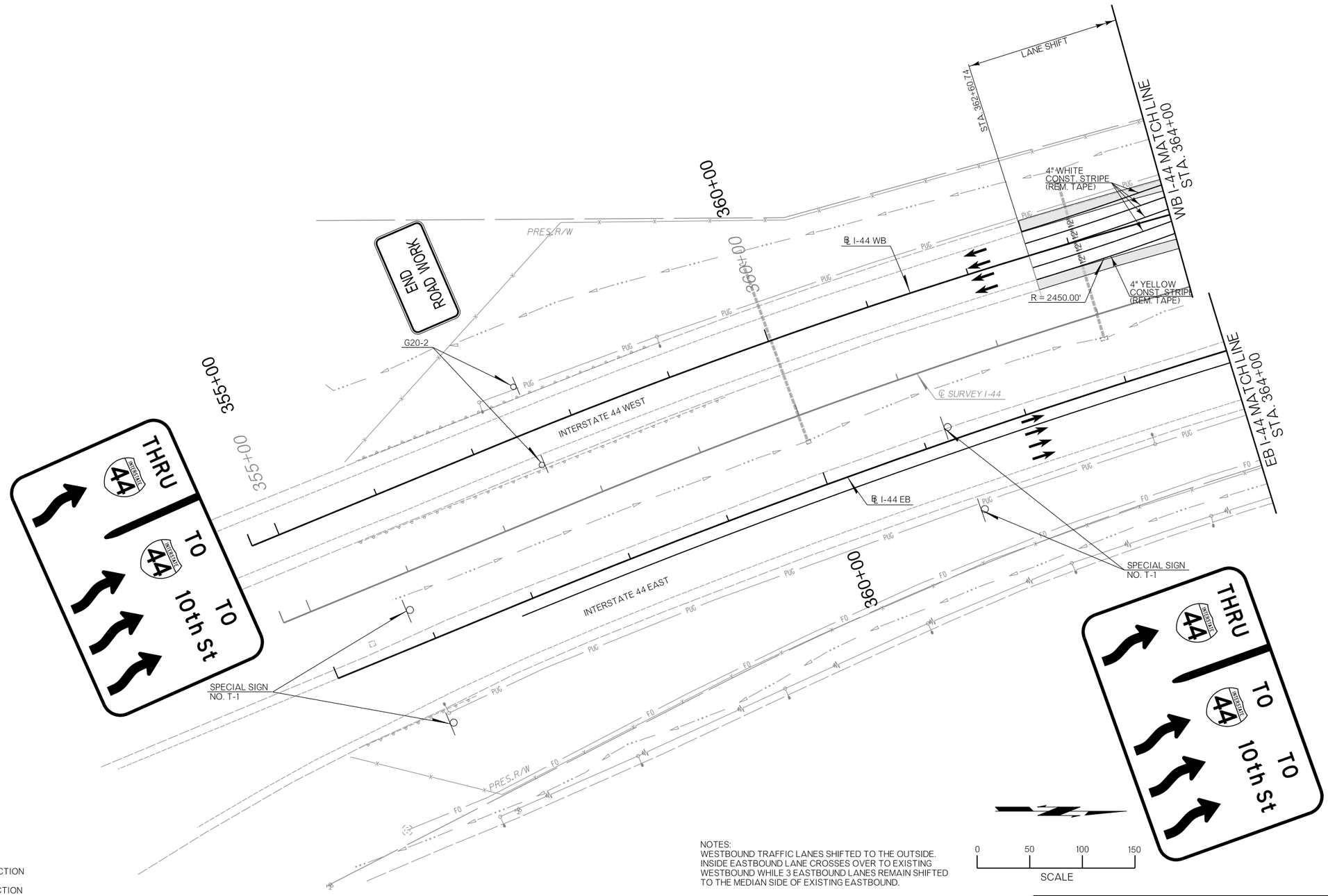
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Const5eq_Stage 1B-4

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE. INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND WHILE 3 EASTBOUND LANES REMAIN SHIFTED TO THE MEDIAN SIDE OF EXISTING EASTBOUND.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE
OF CONSTRUCTION
STAGE 2

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T013

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

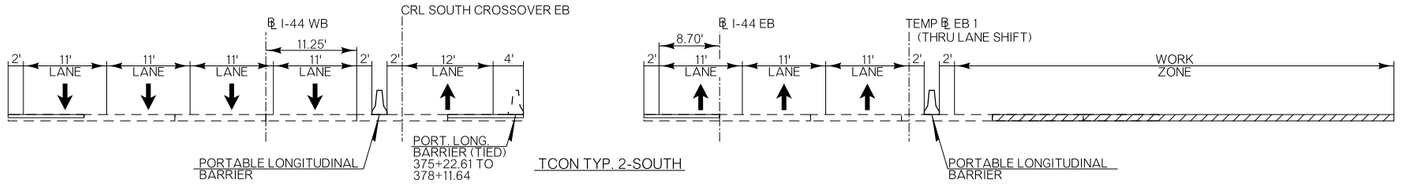
$$datestamp$$ 30637(04)_ConstSeq_Stage 2-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



TCON TYP. 2-SOUTH

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

	TEMP BASELINE EB 1				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	365+36.75	48.0' RT	170346.99	2094048.11			
PI	365+82.27	47.41' RT	170390.39	2094035.28	2486.00	90.28	45.14
PT	366+27.74	45.64' RT	170433.31	2094021.67			
PC	368+13.87	32.97' RT	170609.45	2093964.21			
PI	369+16.68	26.47' RT	170707.79	2093935.37	1700.00	204.99	102.62
PT	370+19.59	24.30' RT	170807.69	2093912.51			

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE. INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND WHILE 3 EASTBOUND LANES REMAIN SHIFTED TO THE MEDIAN SIDE OF EXISTING EASTBOUND.

ADJUST LOCATIONS OF EXISTING OVERHEAD SIGNS TO ALIGN WITH TEMPORARY LANE CONFIGURATION AT DIRECTION OF ENGINEER. ADJUSTMENTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE SOUTH CROSSOVER DETAIL FOR CRL SOUTH CROSSOVER EB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 2

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP: EM:	HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. T014

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

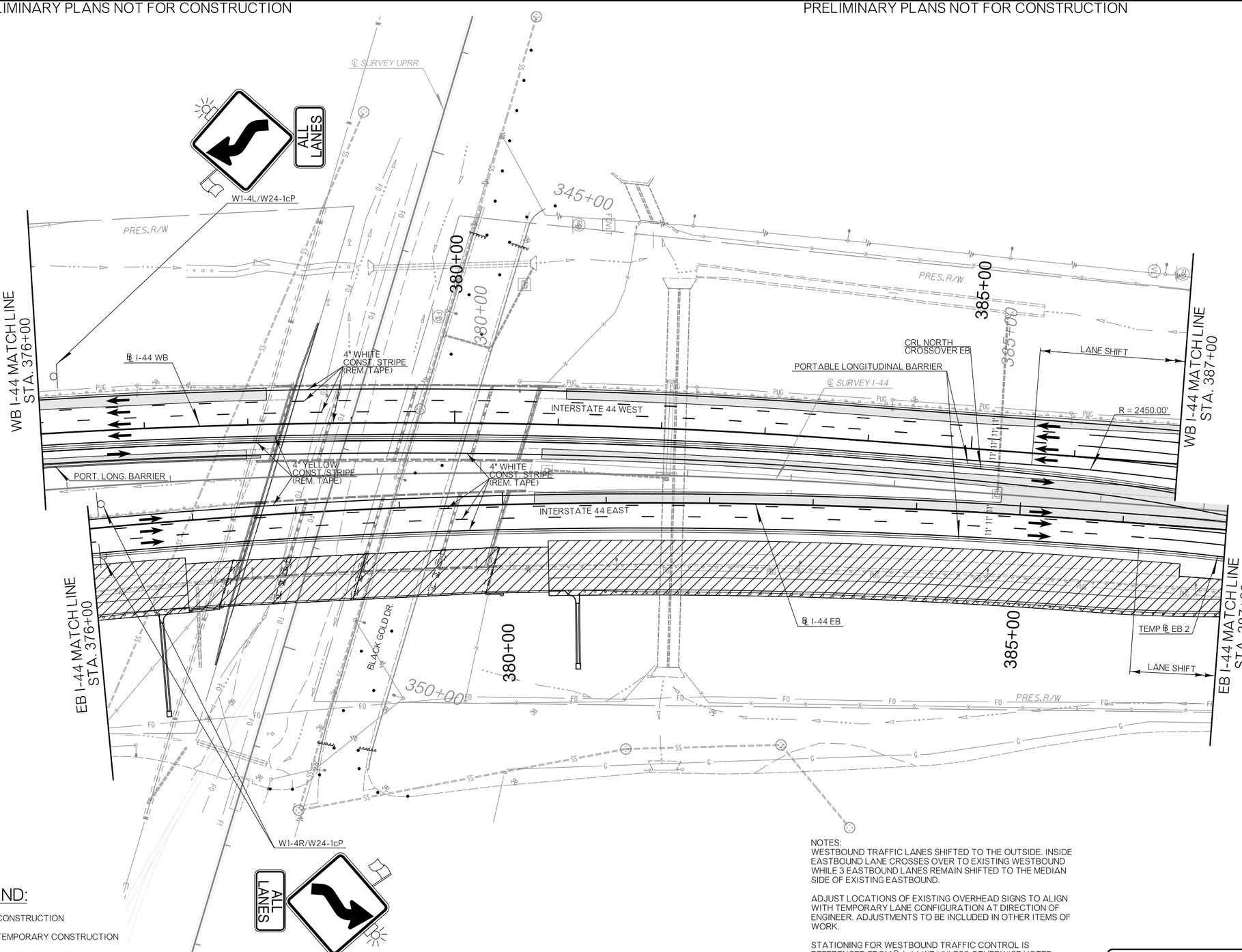
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Const$eq_Stage 2-2

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE. INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND WHILE 3 EASTBOUND LANES REMAIN SHIFTED TO THE MEDIAN SIDE OF EXISTING EASTBOUND.

ADJUST LOCATIONS OF EXISTING OVERHEAD SIGNS TO ALIGN WITH TEMPORARY LANE CONFIGURATION AT DIRECTION OF ENGINEER. ADJUSTMENTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER EB CURVE DATA.

FOR TRAFFIC CONTROL DEVICES ON BLACK GOLD DRIVE, SEE SHEET T031

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 2

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T015

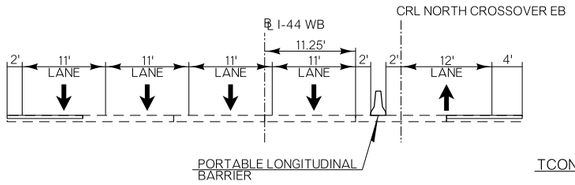
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

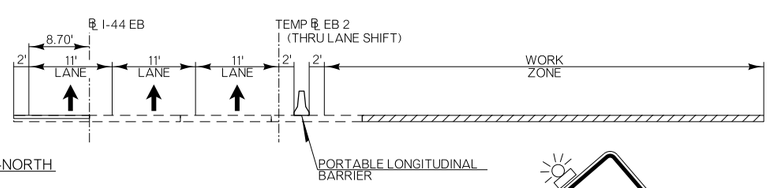
$$datestamp$$ 30637(04)_ConstSeq_Stage 2-3

PRELIMINARY PLANS NOT FOR CONSTRUCTION

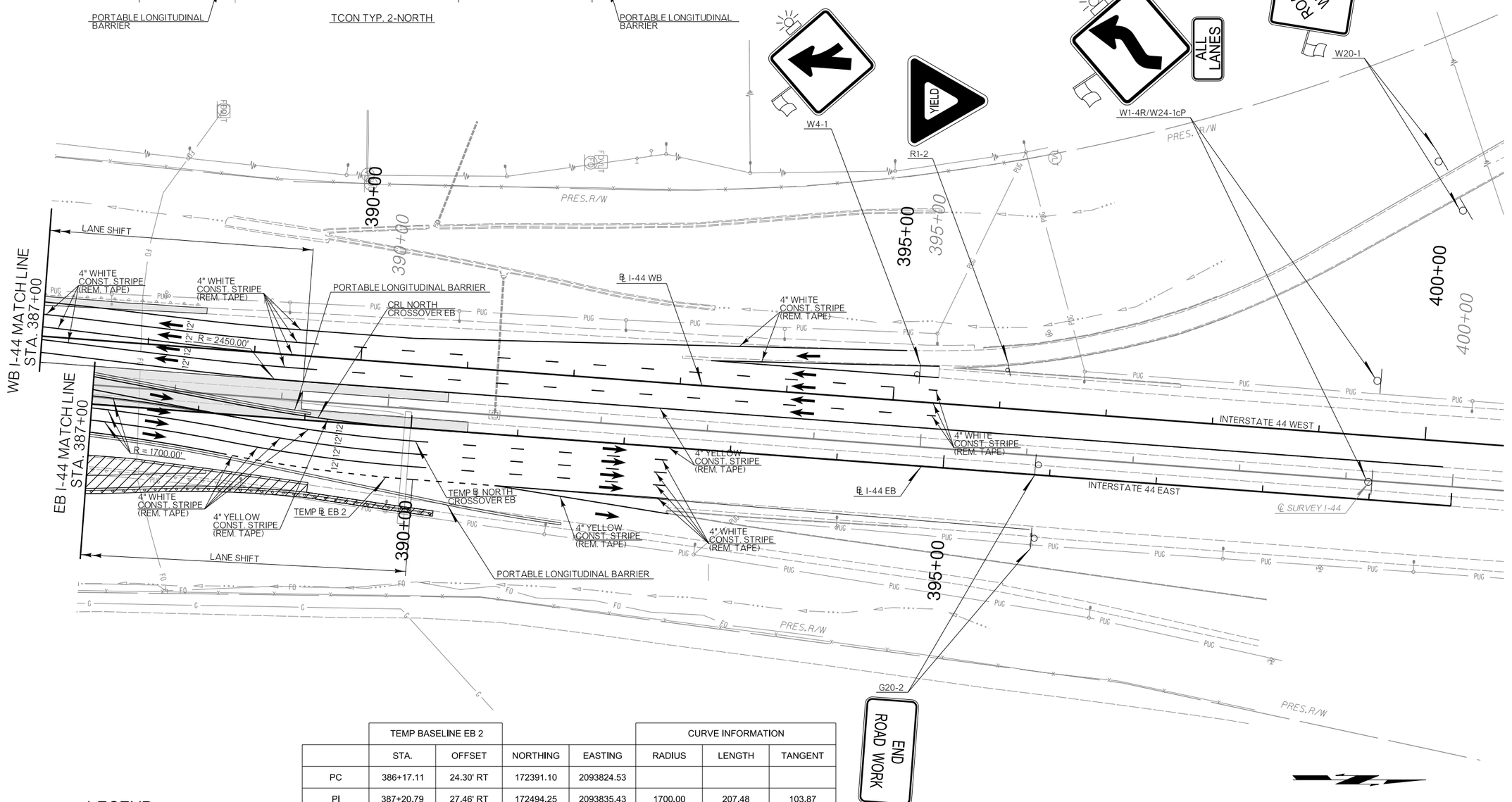
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE





TCON TYP. 2-NORTH



	TEMP BASELINE EB 2				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	386+17.11	24.30' RT	172391.10	2093824.53			
PI	387+20.79	27.46' RT	172494.25	2093835.43	1700.00	207.48	103.87
PRC	388+24.08	36.95' RT	172596.54	2093852.61			
PI	389+14.37	45.23'RT	172685.96	2093867.62	1486.00	181.37	90.8
PT	390+05.00	48.0' RT	172776.13	2093877.15			

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE. INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND WHILE 3 EASTBOUND LANES REMAIN SHIFTED TO THE MEDIAN SIDE OF EXISTING EASTBOUND.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER EB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 2

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP: EM:	HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T016

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

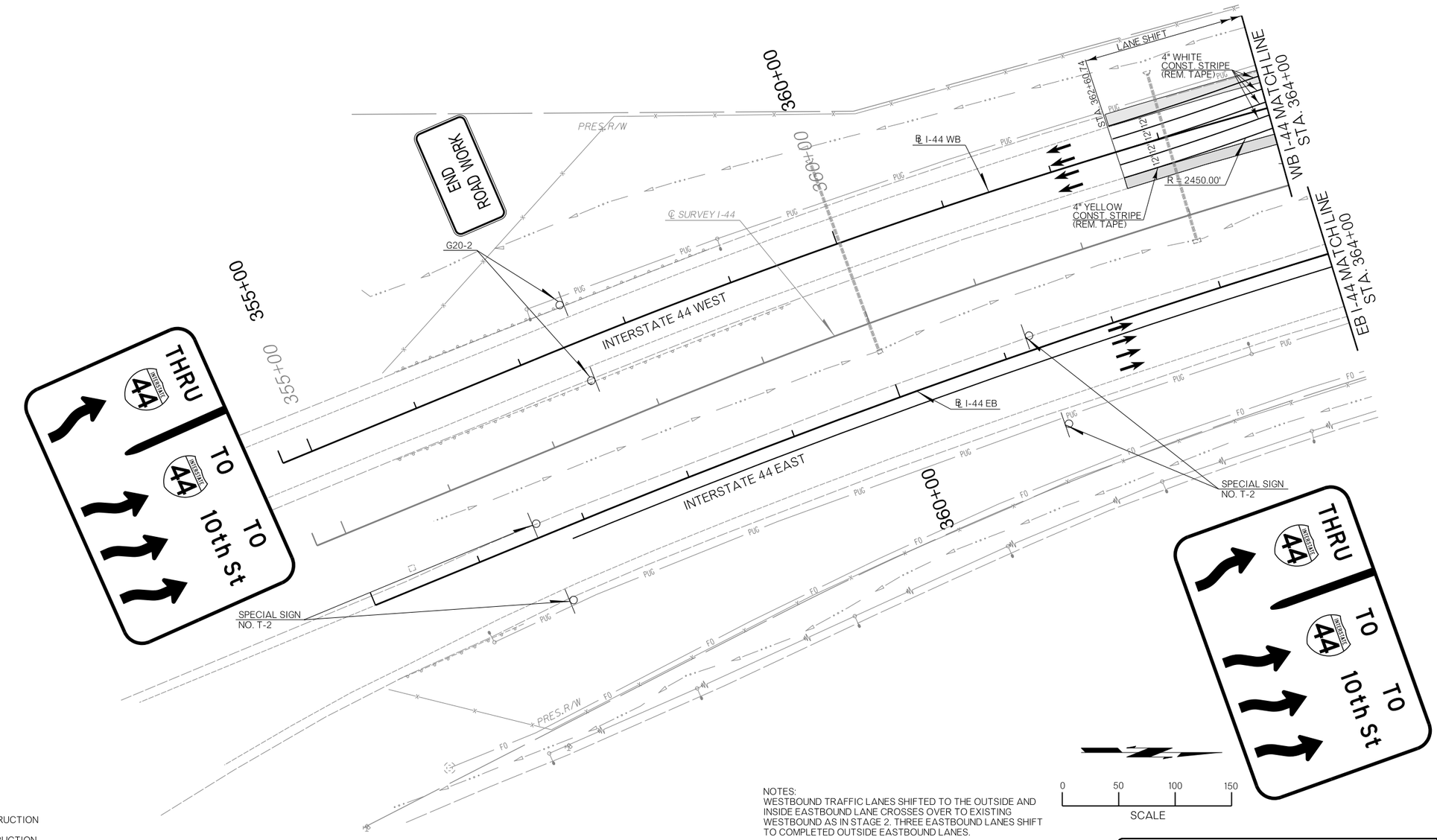
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 2-4

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE AND INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND AS IN STAGE 2. THREE EASTBOUND LANES SHIFT TO COMPLETED OUTSIDE EASTBOUND LANES.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 3

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T017

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

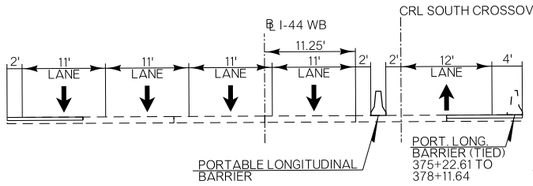
$$datestamp$$ 30637(04)_Const$eq_Stage 3-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION

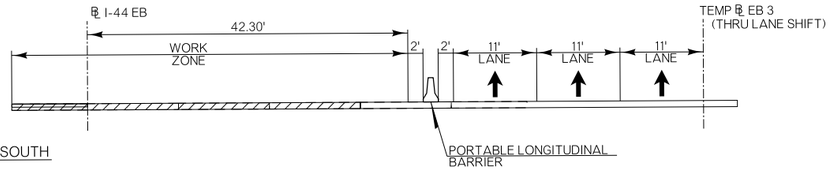
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



TCON TYP. 3-SOUTH



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

	TEMP BASELINE EB 2				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	366+68.57	48.00' RT	170473.05	2094013.55			
PI	367+92.95	51.27' RT	170592.62	2093982.25	1652.00	246.75	123.6
PT	369+17.13	61.06' RT	170715.52	2093969.09			
PC	370+85.44	76.29' RT	170881.56	2093951.31			
PI	371+51.71	80.05' RT	170946.68	2093944.34	2450.00	130.95	65.49
PT	372+18.11	81.30' RT	171011.34	2093933.89			

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE AND INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND AS IN STAGE 2. THREE EASTBOUND LANES SHIFT TO COMPLETED OUTSIDE EASTBOUND LANES.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE SOUTH CROSSOVER DETAIL FOR CRL SOUTH CROSSOVER EB CURVE DATA.

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 3

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. T018

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

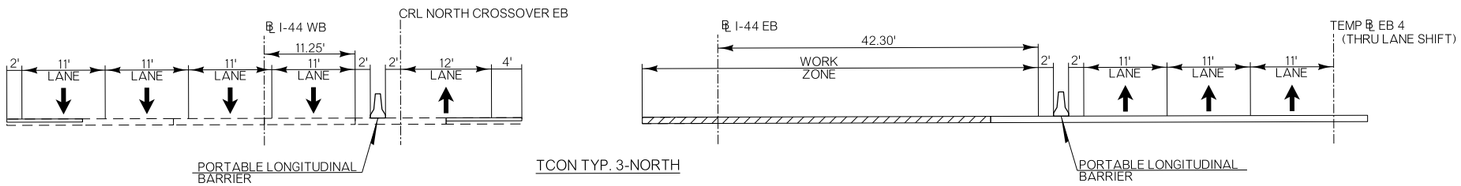
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 3-2

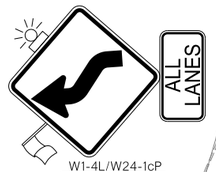
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



TCON TYP. 3-NORTH



W1-4L/W24-1cP

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE AND INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND AS IN STAGE 2. THREE EASTBOUND LANES SHIFT TO COMPLETED OUTSIDE EASTBOUND LANES.

ADJUST LOCATIONS OF EXISTING OVERHEAD SIGNS TO ALIGN WITH TEMPORARY LANE CONFIGURATION AT DIRECTION OF ENGINEER. ADJUSTMENTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER EB CURVE DATA.

FOR TRAFFIC CONTROL DEVICES ON BLACK GOLD DRIVE, SEE SHEET T031

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 3

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) SHEET NO. T019

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 3-3

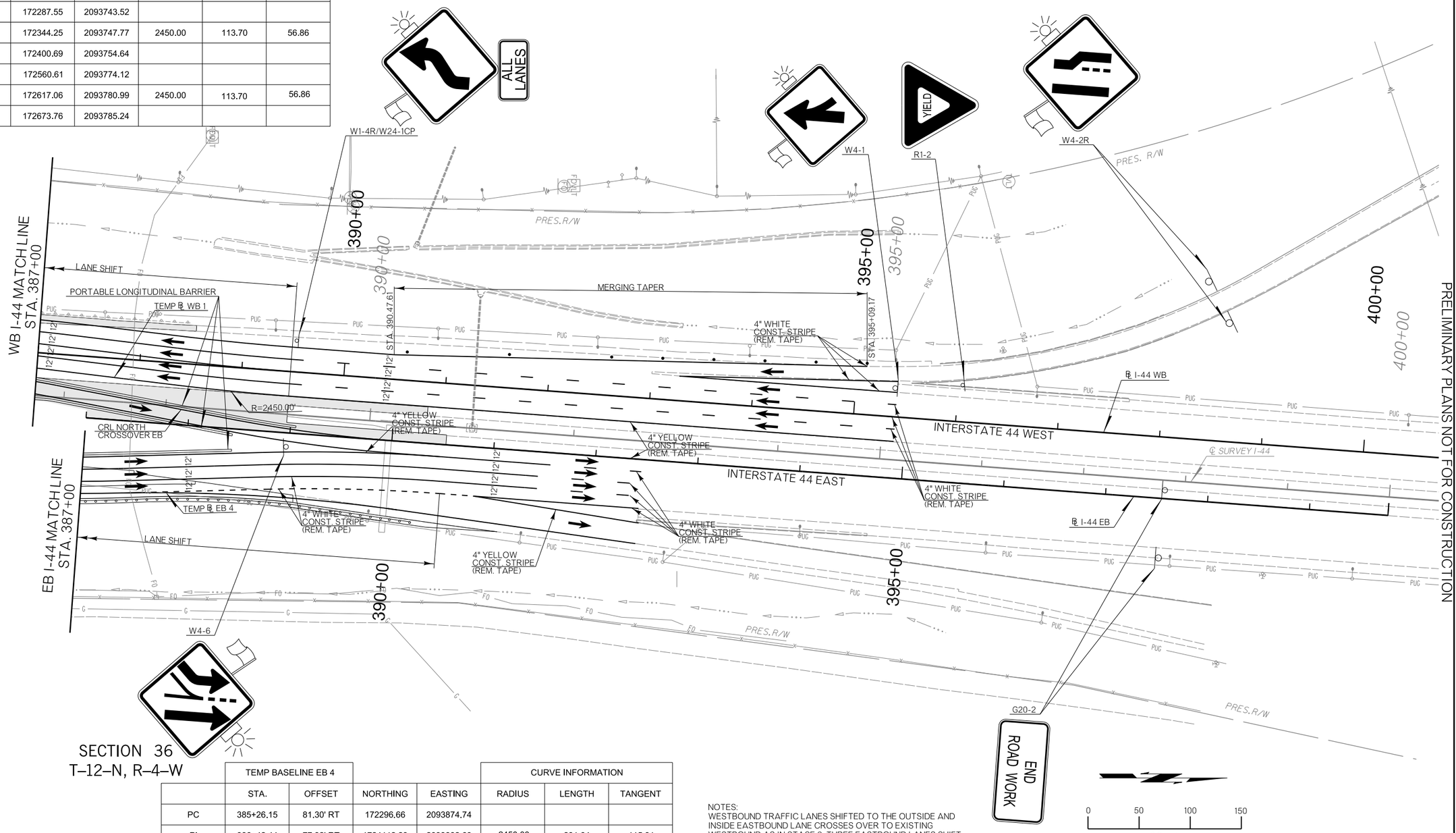
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

	TEMP BASELINE WB 1				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	385+59.36	11.25' RT	172287.55	2093743.52			
PI	386+16.21	11.91' RT	172344.25	2093747.77	2450.00	113.70	56.86
PT	386+73.02	13.89' RT	172400.69	2093754.64			
PC	388+33.95	21.36' RT	172560.61	2093774.12			
PI	388+90.76	23.34' RT	172617.06	2093780.99	2450.00	113.70	56.86
PT	389+47.61	24.00' RT	172673.76	2093785.24			



SECTION 36
T–12–N, R–4–W

	TEMP BASELINE EB 4				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	385+26.15	81.30' RT	172296.66	2093874.74			
PI	386+42.44	77.92' RT	1724112.29	2093882.63	2450.00	231.64	115.91
PT	387+57.91	68.95' RT	172528.16	2093879.58			
PC	388+78.60	56.69' RT	172649.43	2093876.37			
PI	389+64.35	50.17' RT	172735.48	2093874.10			
PT	390+50.31	48.00' RT	172821.32	2093880.53	1700.00	172.01	86.08

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
WESTBOUND TRAFFIC LANES SHIFTED TO THE OUTSIDE AND INSIDE EASTBOUND LANE CROSSES OVER TO EXISTING WESTBOUND AS IN STAGE 2. THREE EASTBOUND LANES SHIFT TO COMPLETED OUTSIDE EASTBOUND LANES.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER EB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 3

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T020

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

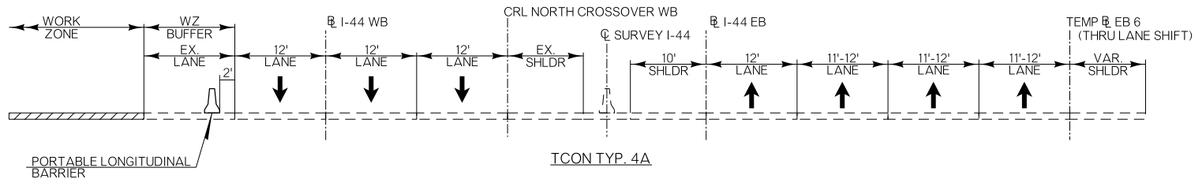
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 3-4

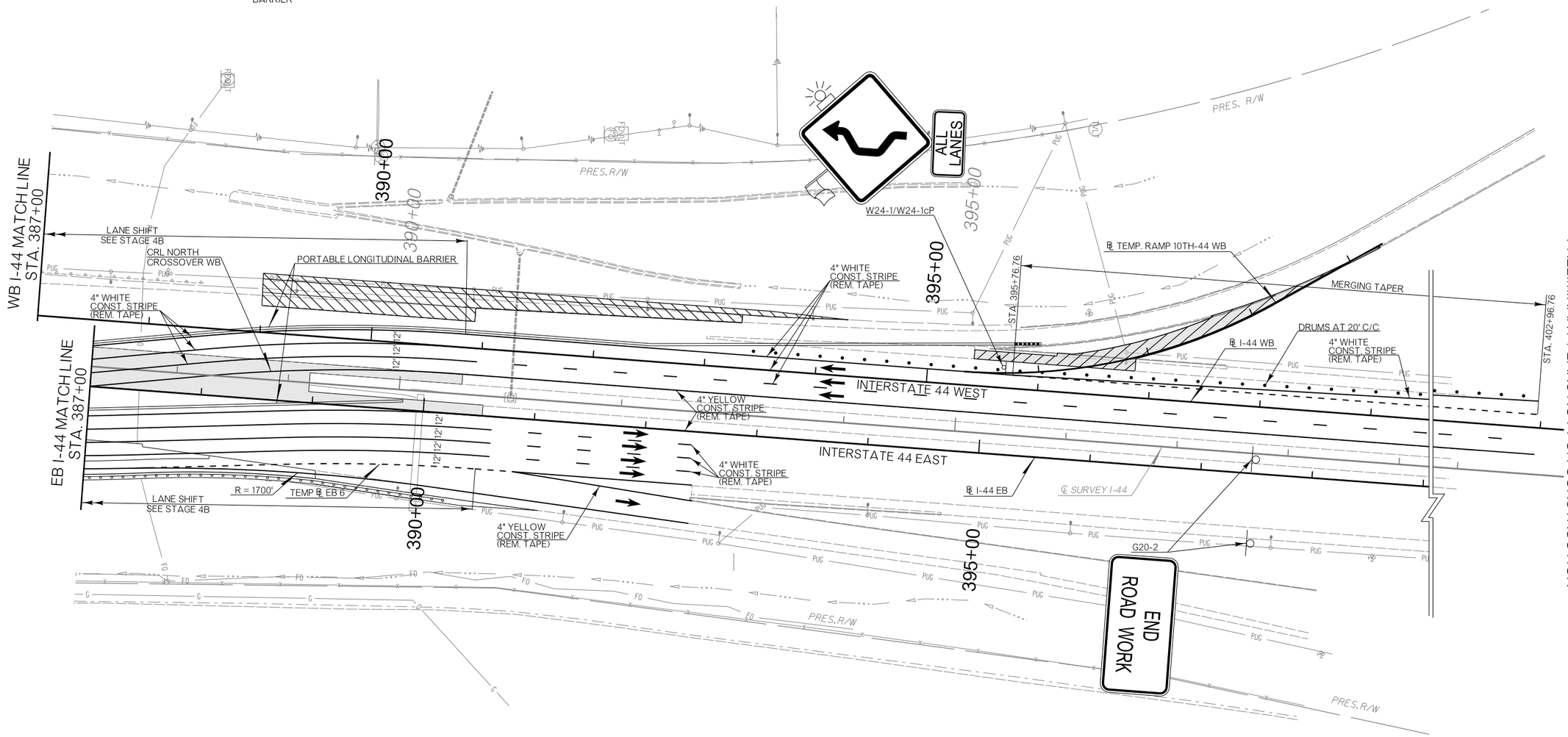
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



TCON TYP. 4A



SECTION 36
T–12–N, R–4–W

	TEMP BASELINE EB 6				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	385+26.15	81.30' RT	172296.66	2093874.74			
PI	386+42.44	77.92' RT	172412.29	2093882.63	2450.00	231.64	115.91
PT	387+57.91	68.95' RT	172528.16	2093879.58			
PC	388+78.60	56.69' RT	172649.43	2093876.37			
PI	389+64.35	50.17' RT	172735.48	2093874.10	1700.00	172.01	86.08
PT	390+50.31	48.00' RT	172821.32	2093880.53			

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
PRIOR TO TRAFFIC BEING PLACED IN THE CONFIGURATION SHOWN, MODIFY NORTH CROSSOVER PAVEMENT. (SEE R012). DURING THIS MODIFICATION, WESTBOUND TRAFFIC WILL REMAIN IN THE STAGE 3 CONFIGURATION WHILE EASTBOUND WILL HAVE FOUR LANES SHIFTED TO THE OUTSIDE OF COMPLETED EASTBOUND.
AFTER NORTH CROSSOVER MODIFICATIONS ARE COMPLETE, CLOSE 10TH ST ENTRANCE RAMP TO WESTBOUND (DETOUR TRAFFIC), CLOSE OUTSIDE WESTBOUND LANE AND CROSS OVER THREE WESTBOUND LANES ONTO COMPLETED EASTBOUND. CONSTRUCT TEMPORARY RAMP PAVEMENT AND WESTBOUND PAVEMENT NECESSARY TO PROVIDE RAMP ACCESS.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER WB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 4A

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

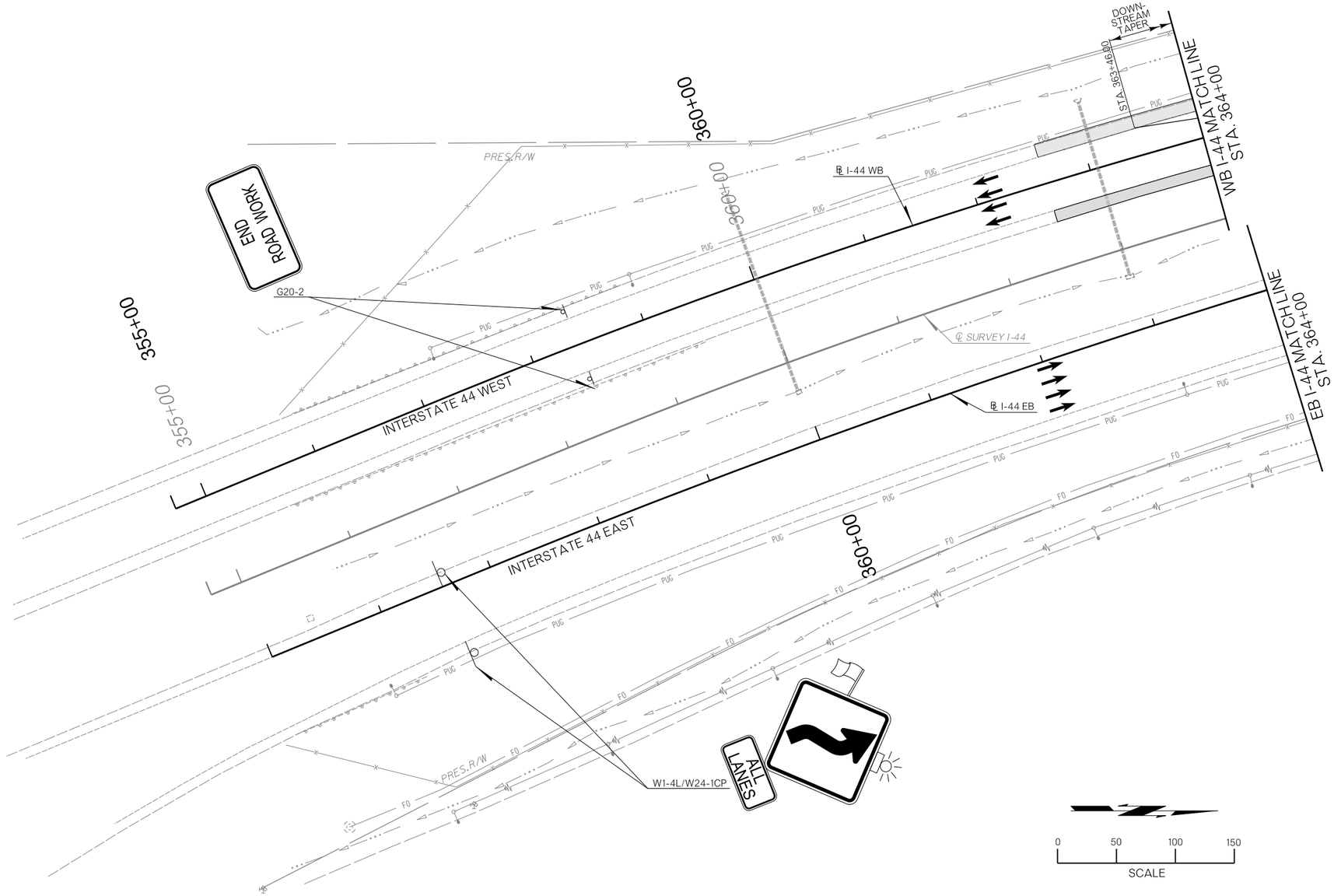
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T021

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Const5eq_Stage 4-4A

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
FOUR EASTBOUND LANES SHIFTED TO OUTSIDE OF EASTBOUND.
CLOSE OUTSIDE WESTBOUND LANE AND CROSS OVER THREE WESTBOUND LANES ONTO COMPLETED EASTBOUND.

DISTRICT 04 — OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE
OF CONSTRUCTION
STAGE 4B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) — SHEET NO. T022

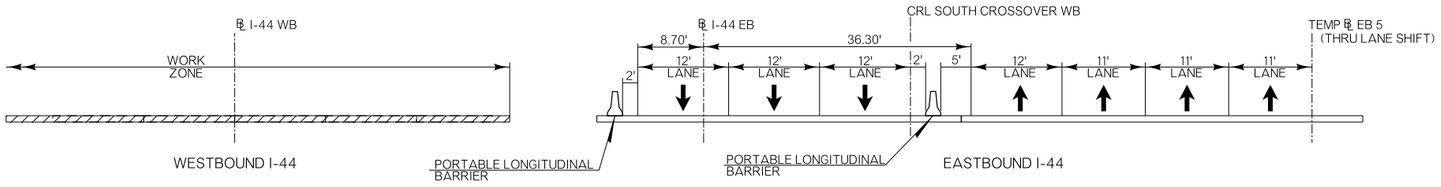
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
$$datestamp$$ 30637(04)_ConstSeq_Stage 4-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION

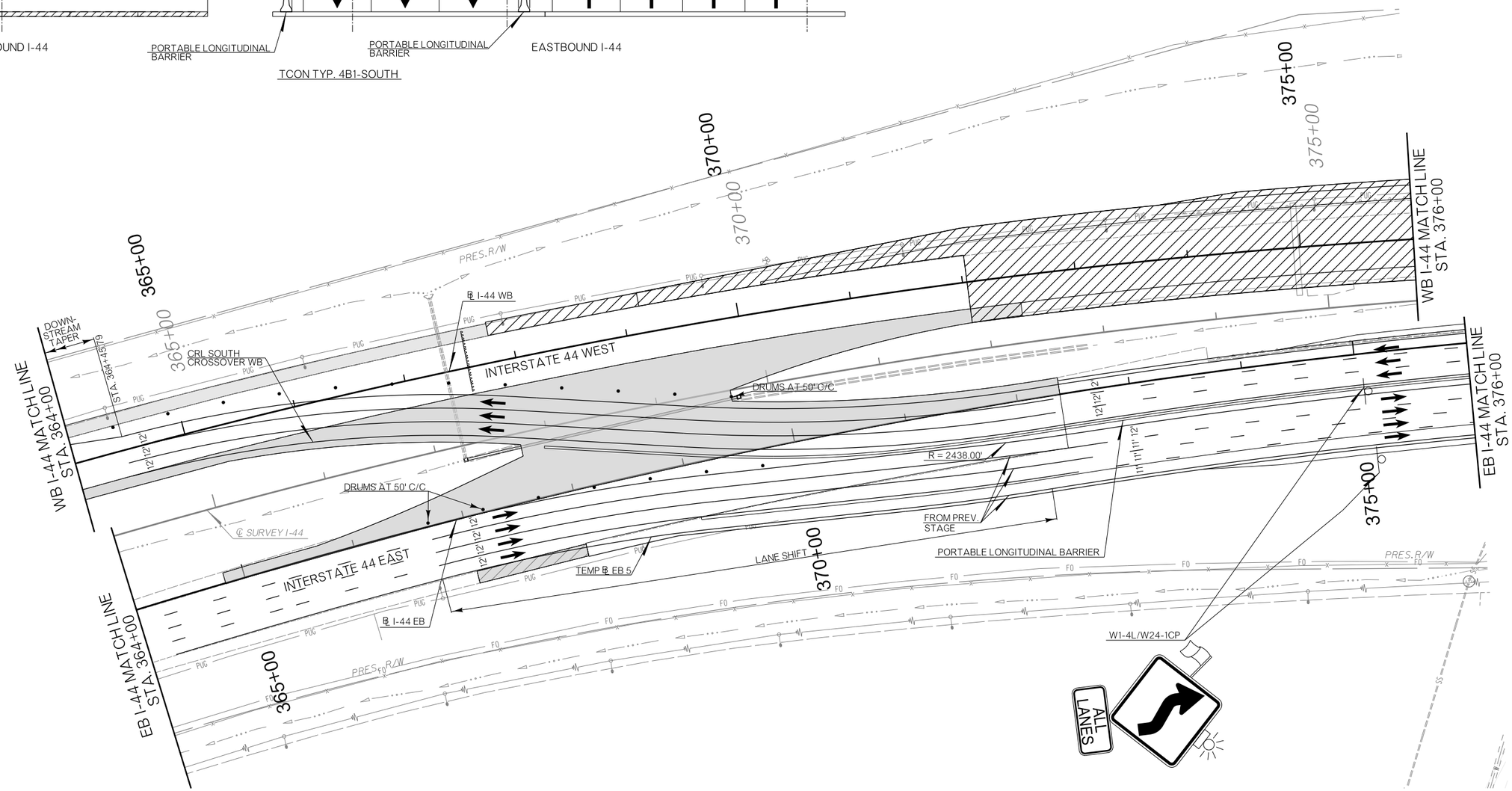
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



TCON TYP. 4B1-SOUTH



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

	TEMP BASELINE EB 5				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	366+68.57	48.00' RT	170473.05	2094013.55			
PI	367+92.95	51.27' RT	170592.62	2093982.25	1652.00	246.75	123.6
PT	369+17.13	61.06' RT	170715.52	2093969.09			
PC	370+85.44	76.29' RT	170881.56	2093951.31			
PI	371+51.71	80.00' RT	170946.68	2093944.33	2450.00	130.95	65.49
PT	372+18.11	81.30' RT	171011.34	2093933.89			

NOTES:
FOUR EASTBOUND LANES SHIFTED TO OUTSIDE OF EASTBOUND. CLOSE OUTSIDE WESTBOUND LANE AND CROSS OVER THREE WESTBOUND LANES ONTO COMPLETED EASTBOUND.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE SOUTH CROSSOVER DETAIL FOR CRL SOUTH CROSSOVER WB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 4B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T023

PRELIMINARY PLANS NOT FOR CONSTRUCTION

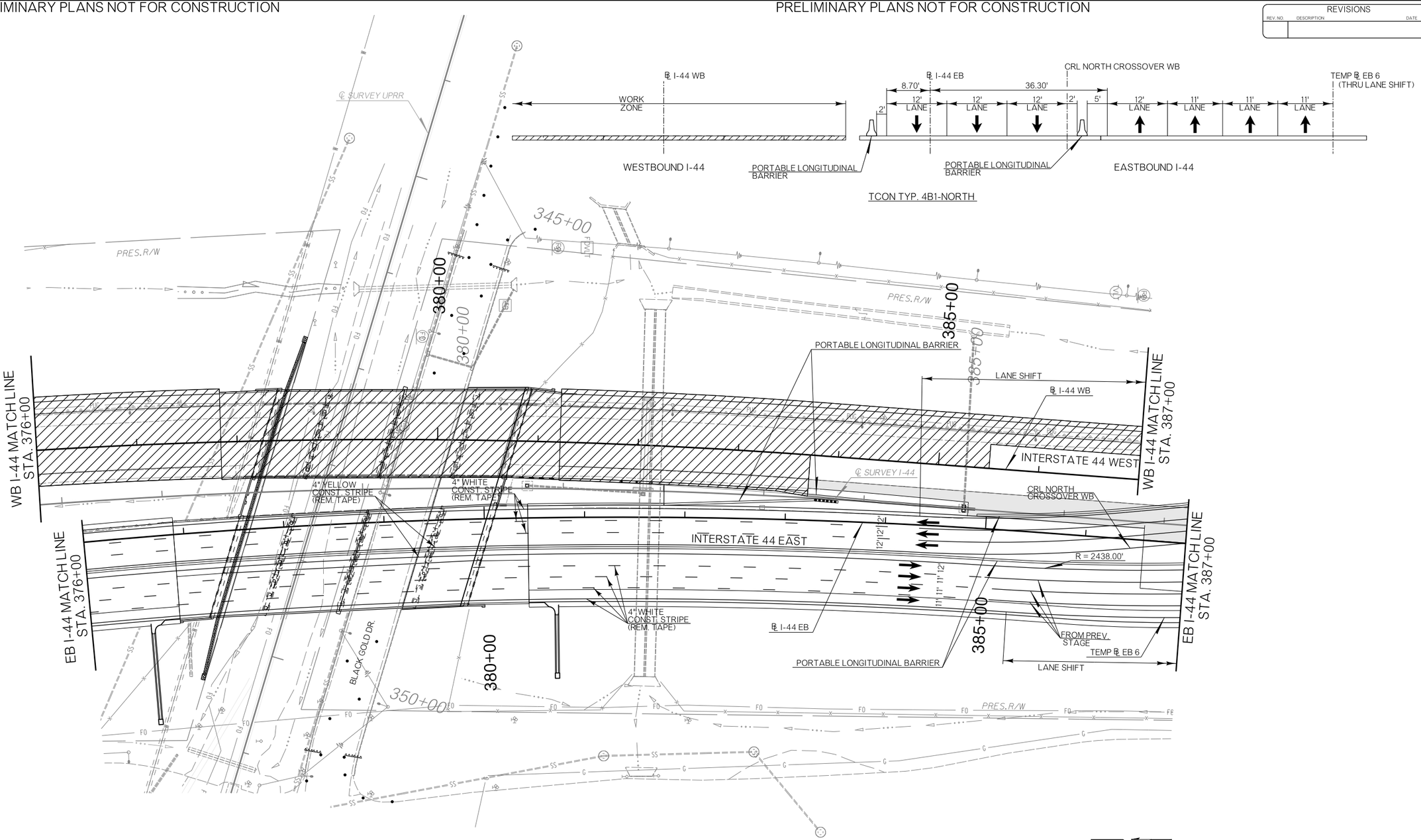
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 4-2

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
FOUR EASTBOUND LANES SHIFTED TO OUTSIDE OF EASTBOUND. CLOSE OUTSIDE WESTBOUND LANE AND CROSS OVER THREE WESTBOUND LANES ONTO COMPLETED EASTBOUND.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER WB CURVE DATA.

FOR TRAFFIC CONTROL DEVICES ON BLACK GOLD DRIVE, SEE SHEET T031

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 4B

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T024

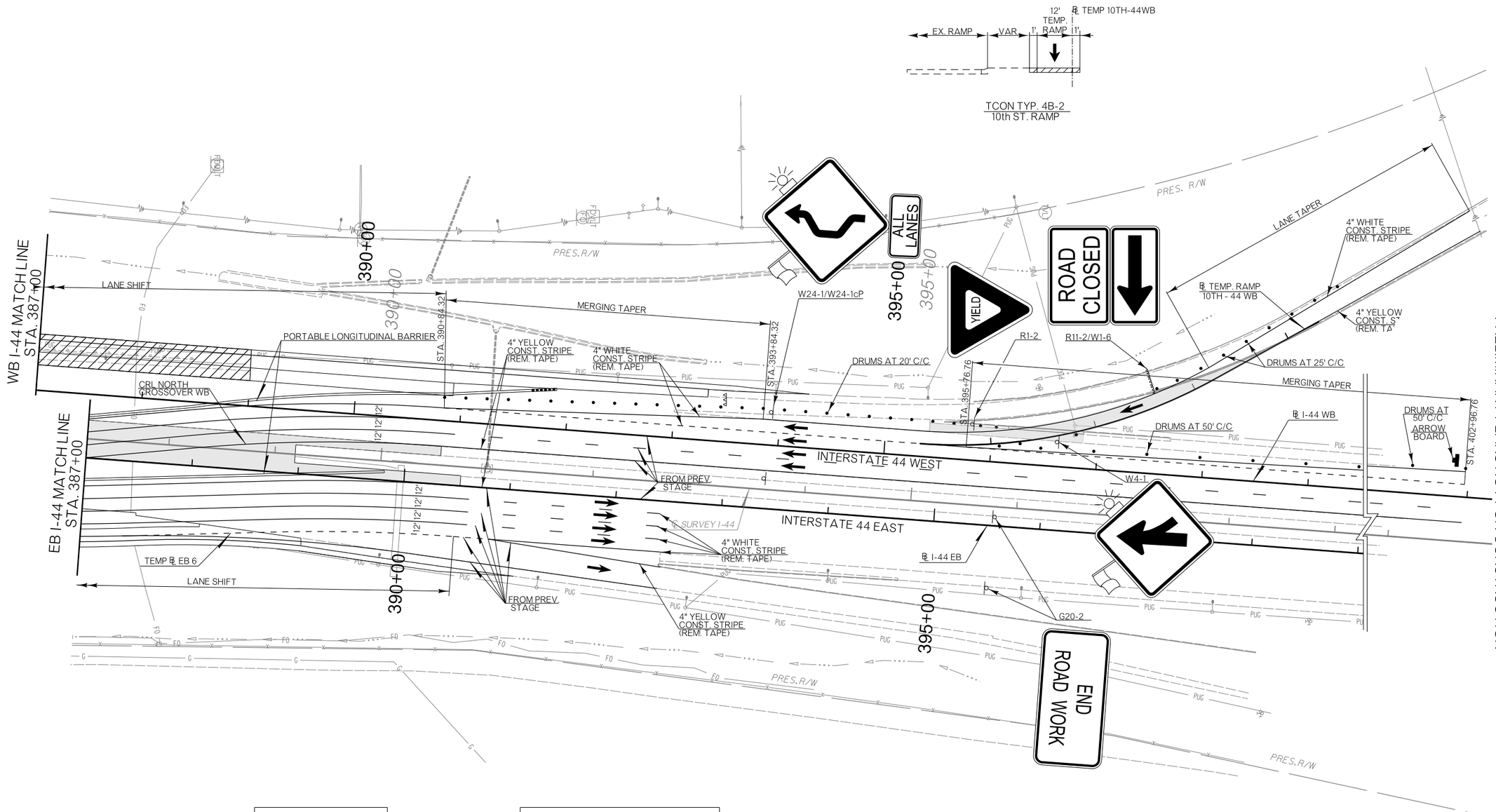
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 4-3

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

	TEMP BASELINE EB 6				CURVE INFORMATION		
	STA.	OFFSET	NORTHING	EASTING	RADIUS	LENGTH	TANGENT
PC	385+26.15	81.30' RT	172296.66	2093874.74			
PI	386+42.44	77.92' RT	172412.29	2093882.63	2450.00	231.64	115.91
PT	387+57.91	68.95' RT	172528.16	2093879.58			
PC	388+78.60	56.69' RT	172649.43	2093876.37			
PI	389+64.35	50.17' RT	172735.48	2093874.10	1700.00	172.01	86.08
PT	390+50.31	48.00' RT	172821.32	2093880.53			

NOTES:
FOUR EASTBOUND LANES SHIFTED TO OUTSIDE OF EASTBOUND. CLOSE OUTSIDE WESTBOUND LANE AND CROSS OVER THREE WESTBOUND LANES ONTO COMPLETED EASTBOUND.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER WB CURVE DATA.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

SEE NORTH CROSSOVER DETAIL FOR CRL NORTH CROSSOVER WB CURVE DATA.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 4B

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP: EM:	HNTB

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T025

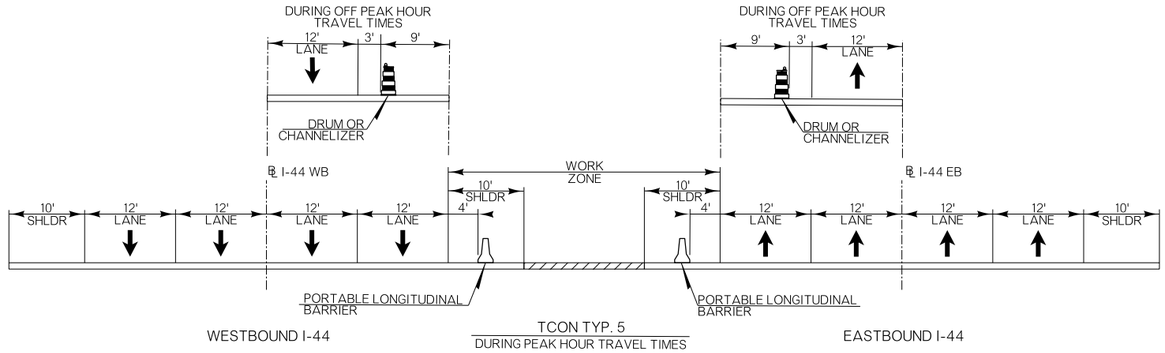
$$datestamp$$ 30637(04)_Const5eq_Stage 4-4

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

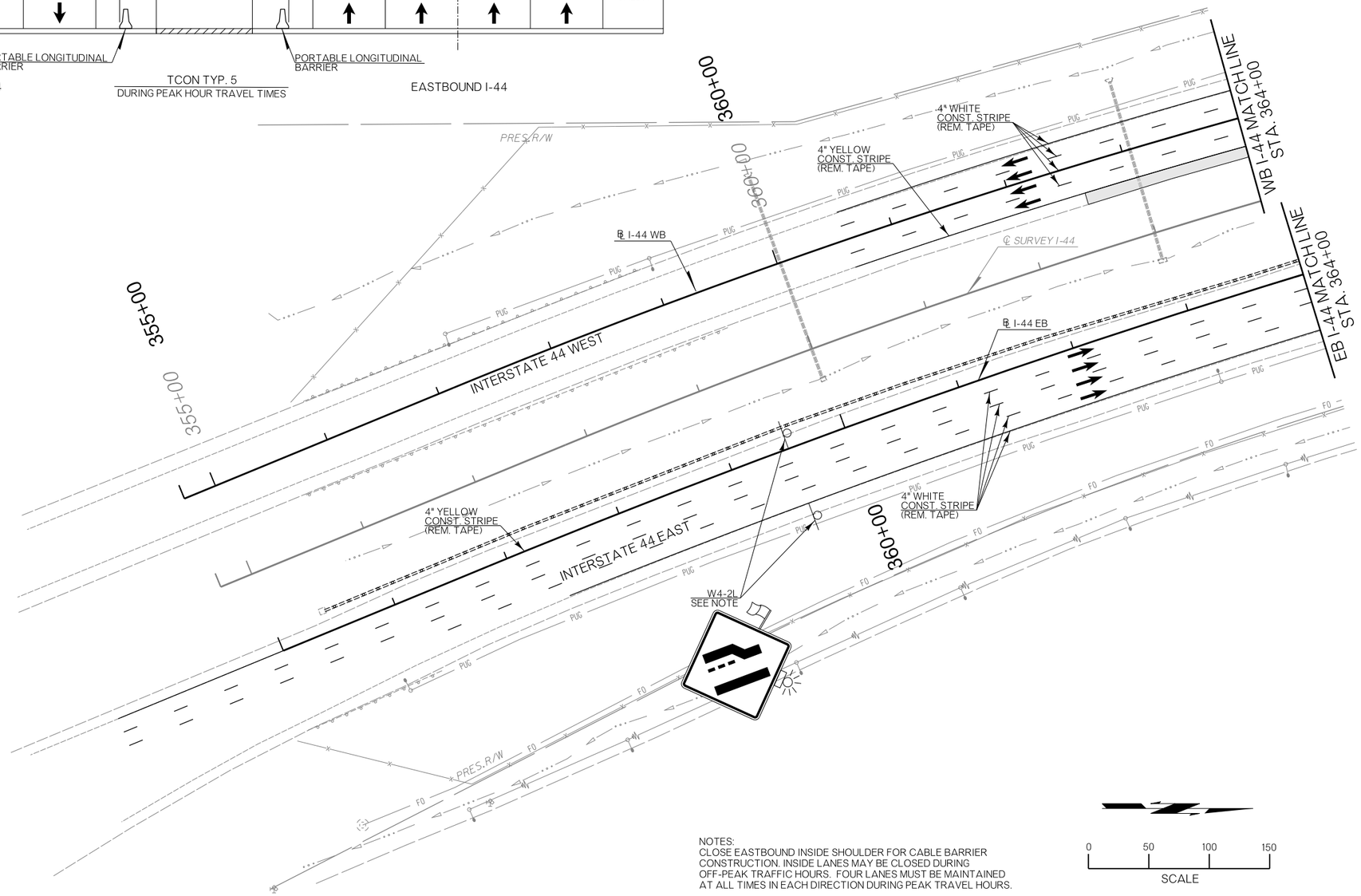
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



TCON TYP. 5
DURING PEAK HOUR TRAVEL TIMES



NOTES:
CLOSE EASTBOUND INSIDE SHOULDER FOR CABLE BARRIER CONSTRUCTION. INSIDE LANES MAY BE CLOSED DURING OFF-PEAK TRAFFIC HOURS. FOUR LANES MUST BE MAINTAINED AT ALL TIMES IN EACH DIRECTION DURING PEAK TRAVEL HOURS.

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 5

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T026

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

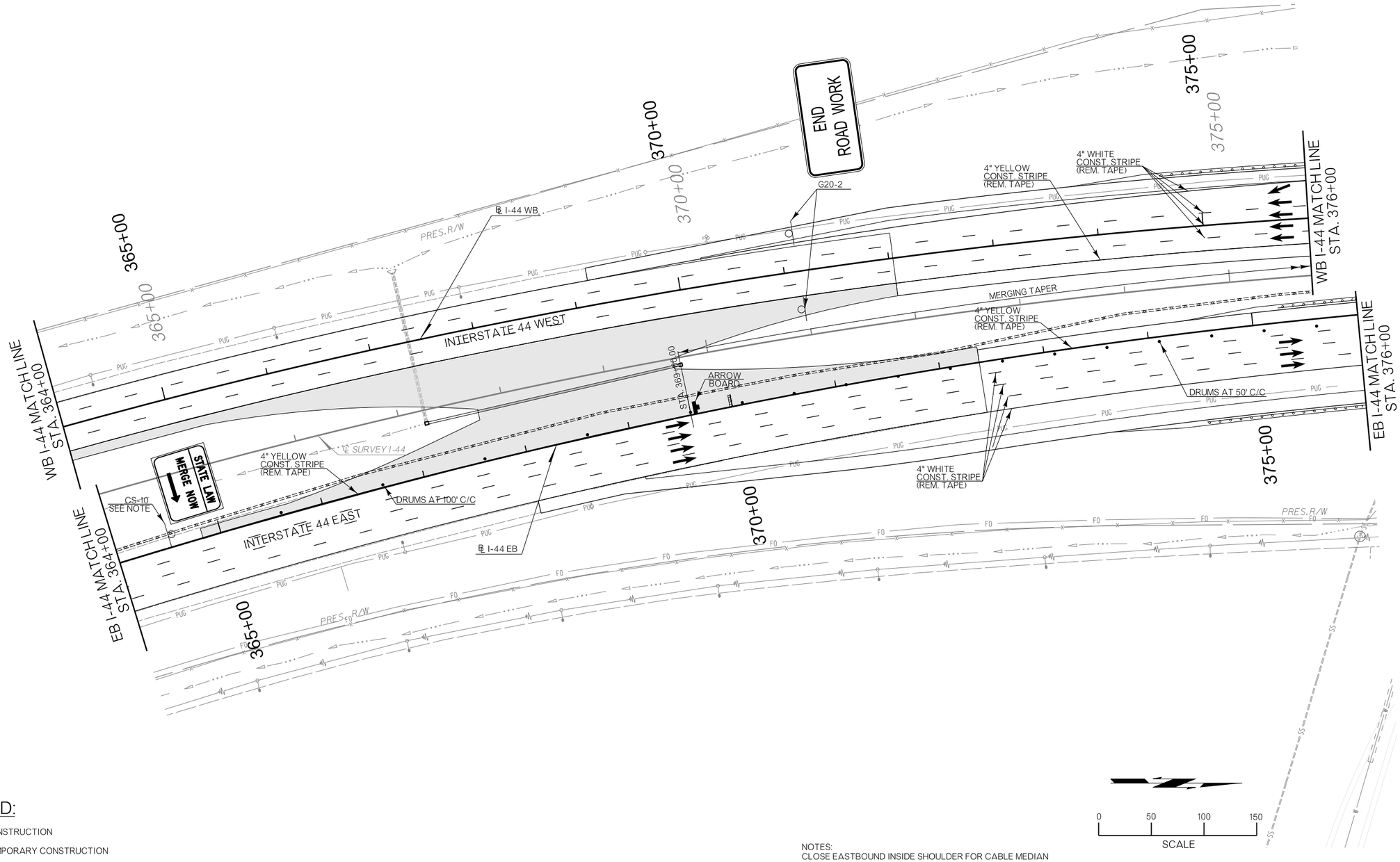
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 5-1

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SECTION 36
T–12–N, R–4–W



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE EASTBOUND INSIDE SHOULDER FOR CABLE MEDIAN BARRIER REPLACEMENT. INSIDE LANES MAY BE CLOSED DURING OFF-PEAK TRAFFIC HOURS. FOUR LANES MUST BE MAINTAINED AT ALL TIMES IN EACH DIRECTION DURING PEAK TRAVEL HOURS.

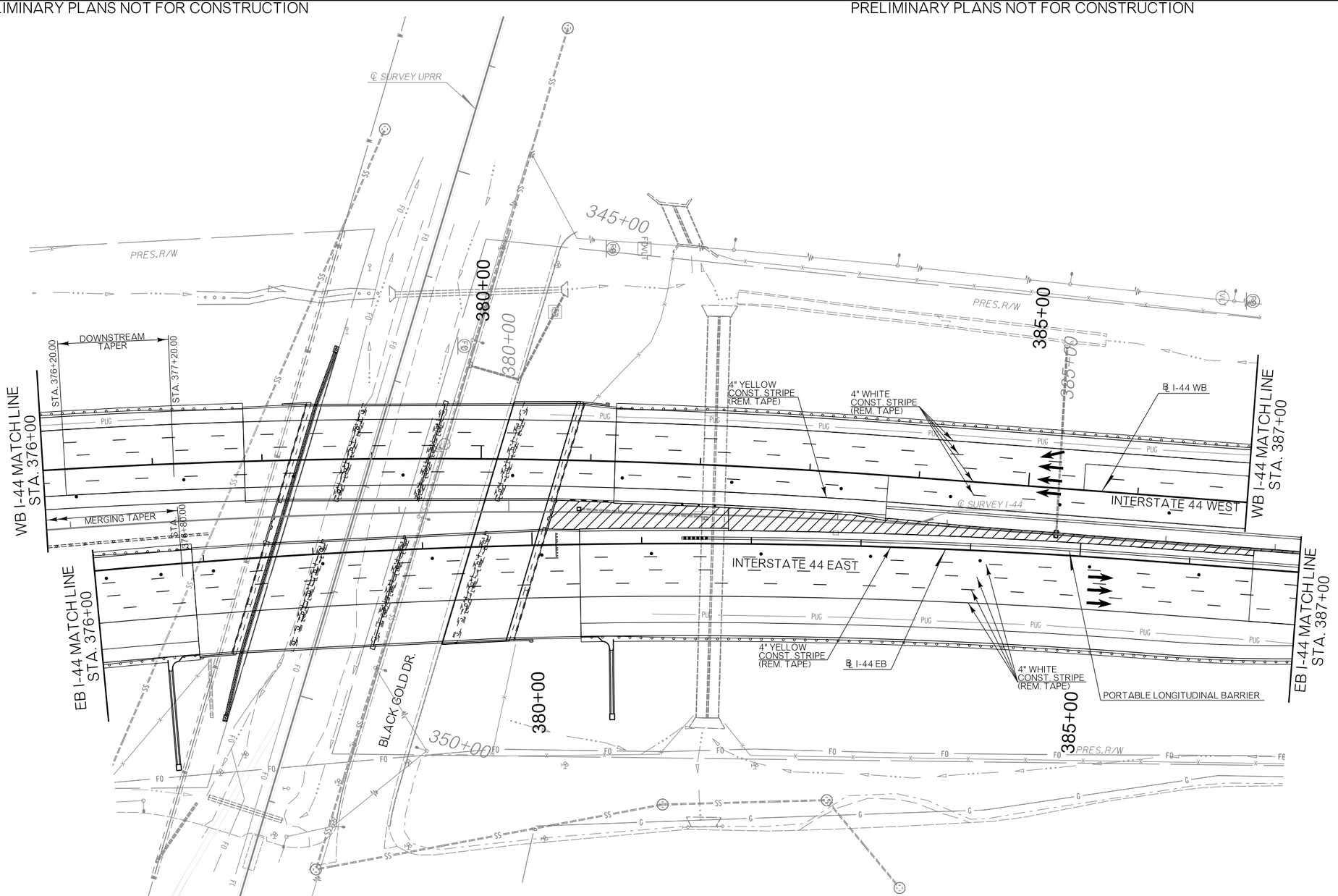
DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 5		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)		SHEET NO. T027

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 5-2

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE INSIDE SHOULDER FOR MEDIAN CONSTRUCTION. FOUR LANES MUST BE MAINTAINED AT ALL TIMES IN EACH DIRECTION DURING PEAK TRAVEL HOURS.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 5

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T028

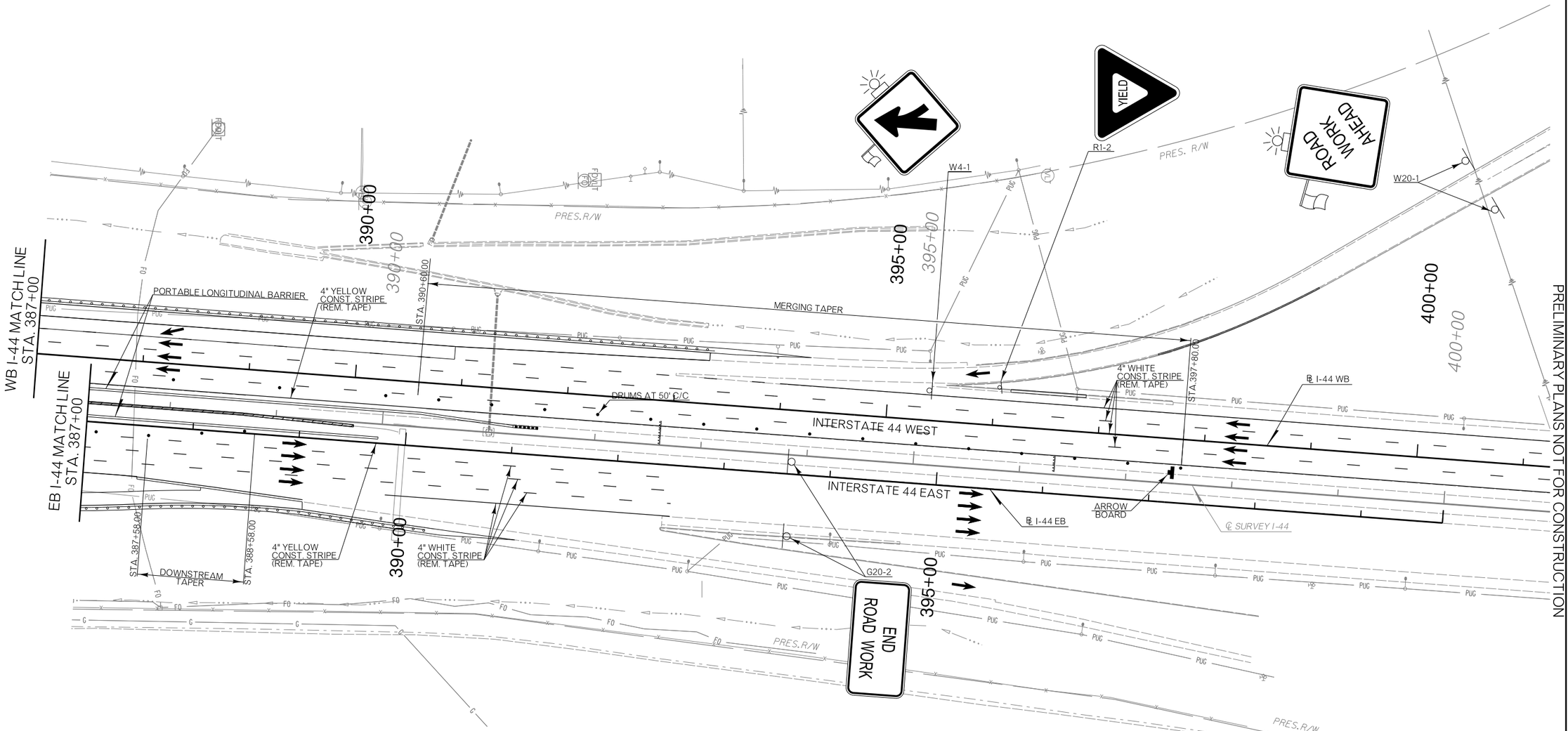
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Stage 5-3

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION 36
T–12–N, R–4–W

LEGEND:

- CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TYPE III BARRICADE
- CONST. ZONE IMPACT ATTENUATOR
- SAND FILLED IMPACT ATTENUATOR

NOTES:
CLOSE INSIDE SHOULDER FOR MEDIAN CONSTRUCTION. INSIDE LANES MAY BE CLOSED DURING OFF-PEAK TRAFFIC HOURS. FOUR LANES MUST BE MAINTAINED AT ALL TIMES IN EACH DIRECTION DURING PEAK TRAVEL HOURS.

STATIONING FOR WESTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 WB UNLESS OTHERWISE NOTED. STATIONING FOR EASTBOUND TRAFFIC CONTROL IS REFERENCED FROM ℄ I-44 EB UNLESS OTHERWISE NOTED.

0 50 100 150
SCALE

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SUGGESTED SEQUENCE OF CONSTRUCTION STAGE 5		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 30637(04)	SHEET NO. T029

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

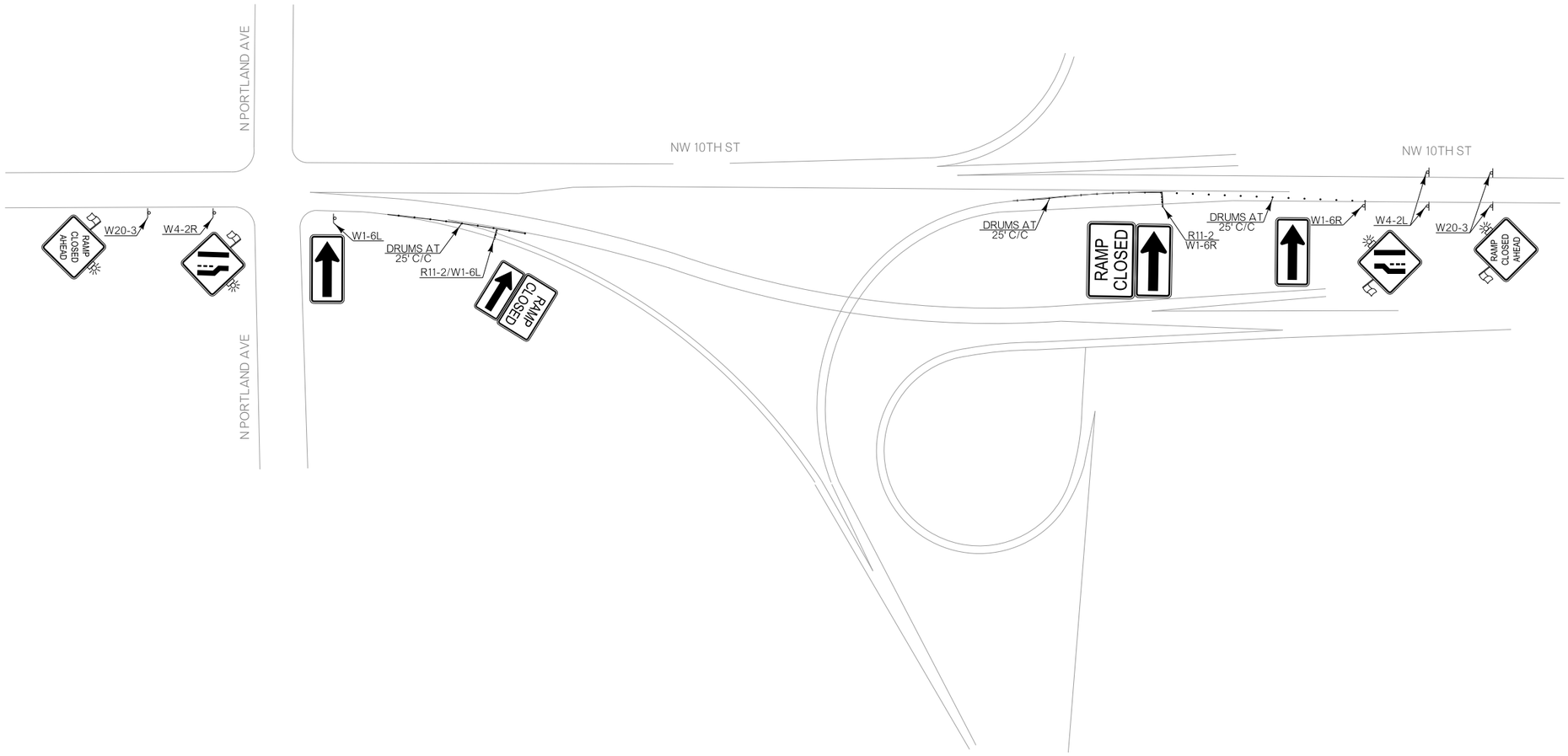
PRELIMINARY PLANS NOT FOR CONSTRUCTION

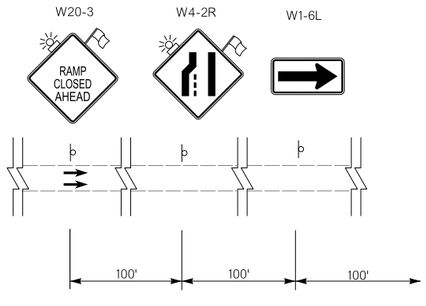
$$datestamp$$ 30637(04)_ConstSeq_Stage 5-4

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

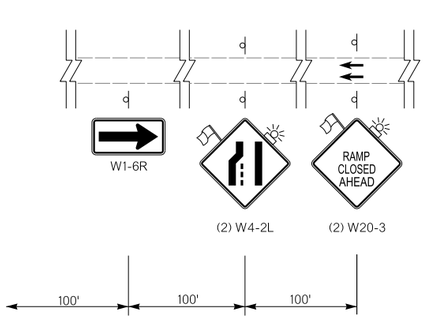
REVISIONS

REV. NO.	DESCRIPTION	DATE

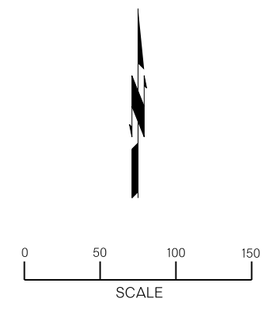




ADVANCE SIGNING DETAIL
EASTBOUND 10TH ST.
RAMP CLOSURE



ADVANCE SIGNING DETAIL
WESTBOUND 10TH ST.
RAMP CLOSURE



DISTRICT 04 I-44	OKLAHOMA COUNTY	DETAIL:	TGG
		CHECK:	KWR
SUGGESTED SEQUENCE OF CONSTRUCTION 10TH ST. STAGE 4A		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)		SHEET NO. T030

$$datestamp$$ 30637(04)_ConstSeq_10th St

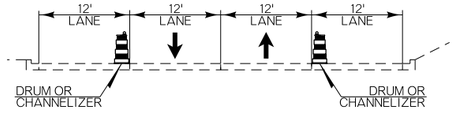
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



TCON TYP. BLACK GOLD DRIVE

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_ConstSeq_Black Gold Dr

DISTRICT 04 OKLAHOMA COUNTY
I-44

SUGGESTED SEQUENCE
OF CONSTRUCTION
BLACK GOLD DRIVE STAGES 2-4

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

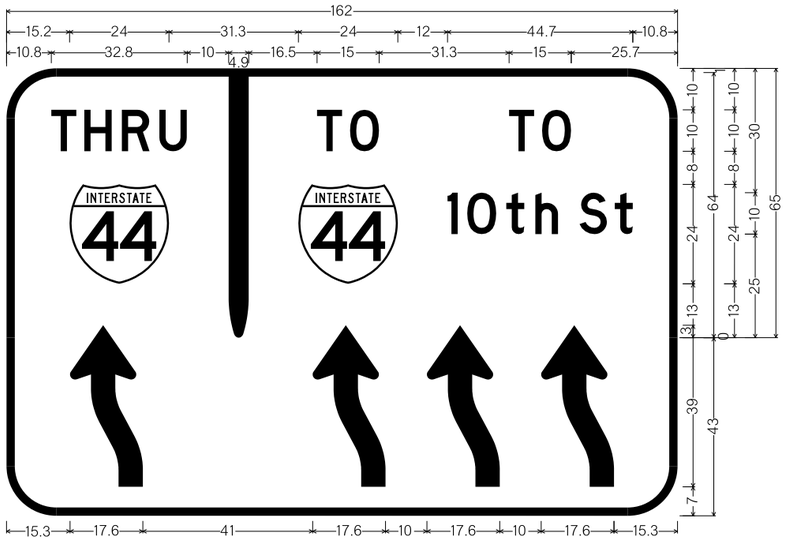
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. T031

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



12.0" RADIUS, 2.0" BORDER, BLACK ON ORANGE;
"THRU", D; "TO", D; "TO", D; "10THST", D;

WIDTH X HGHT. = 162" X 108"
SIGN AREA = 121.5 SQ. FT.

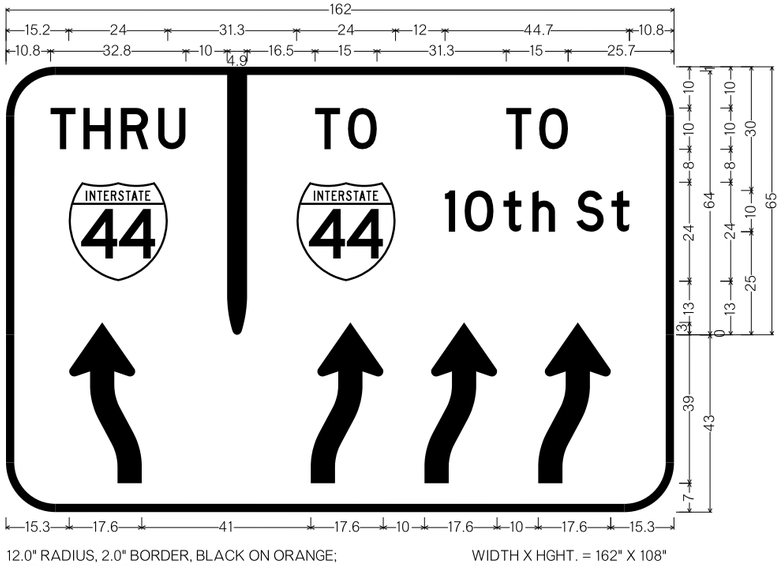
12.0" RADIUS, 2.0" BORDER, BLACK ON ORANGE;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS

	T	H	R	U	I	T	O	T	O	
10.8	8.0	9.0	9.1	16.7	21.4	7.9	38.4	8.0	7.0	25.7

15.2	55.3	36.0	4.7	9.5	7.0	10.6	8.5	4.4	10.8	

15.3	58.6	27.6	27.6	17.6	15.3	

SPECIAL SIGN NO. T-1



12.0" RADIUS, 2.0" BORDER, BLACK ON ORANGE;
"THRU", D; "TO", D; "TO", D; "10THST", D;

WIDTH X HGHT. = 162" X 108"
SIGN AREA = 121.5 SQ. FT.

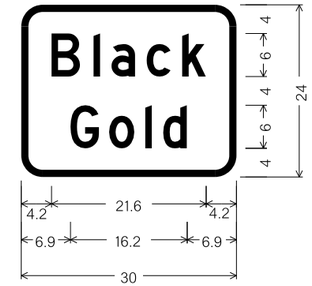
12.0" RADIUS, 2.0" BORDER, BLACK ON ORANGE;

	T	H	R	U	I	T	O	T	O	
10.8	8.0	9.0	9.1	16.7	21.4	7.9	38.4	8.0	7.0	25.7

15.2	55.3	36.0	4.7	9.5	7.0	10.6	8.5	4.4	10.8	

15.3	58.6	27.6	27.6	17.6	15.3	

SPECIAL SIGN NO. T-2



3.0" RADIUS, 1.0" BORDER, BLACK ON ORANGE;
"BLACK", D;
"GOLD", D;
TABLE OF DISTANCES BETWEEN LETTER AND OBJECT LEFTS
WIDTH X HGHT. = 30" X 24"
SIGN AREA = 5 SQ. FT.

	B	l	a	c	k	
4.2	5.9	2.5	4.9	4.9	3.4	4.2

	G	o	l	d	
6.9	5.3	5.1	2.5	3.3	6.9

SPECIAL SIGN NO. T-3

DISTRICT 04 — OKLAHOMA COUNTY
I-44

TRAFFIC CONTROL
SPECIAL SIGN
DETAIL

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

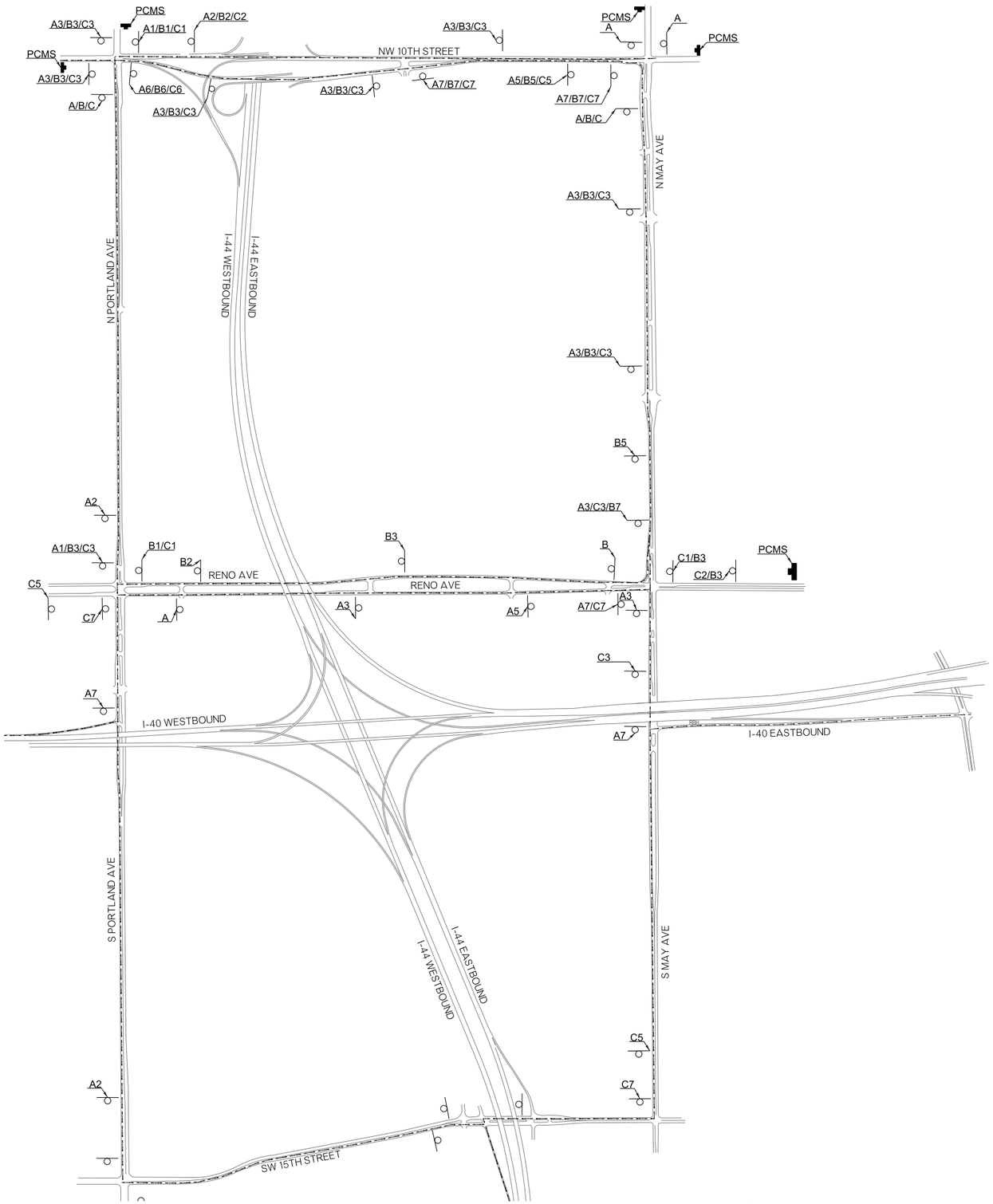
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T032

$$datestamp$$ 30637(04)_Special Sign Detail.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



A	B	C
M4-8 DETOUR M3-2 EAST M1-1 INTERSTATE 40	M4-8 DETOUR M3-4 WEST M1-1 INTERSTATE 40	M4-8 DETOUR M3-4 WEST M1-1 INTERSTATE 44

1		M6-1L
2		M5-1L
3		M6-3
4		M6-2R
5		M5-1R
6		M6-2L
7		M6-1R

DISTRICT 04 OKLAHOMA COUNTY
I-44

DETOUR PLAN
10TH ST RAMP
STAGE 4A

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T033

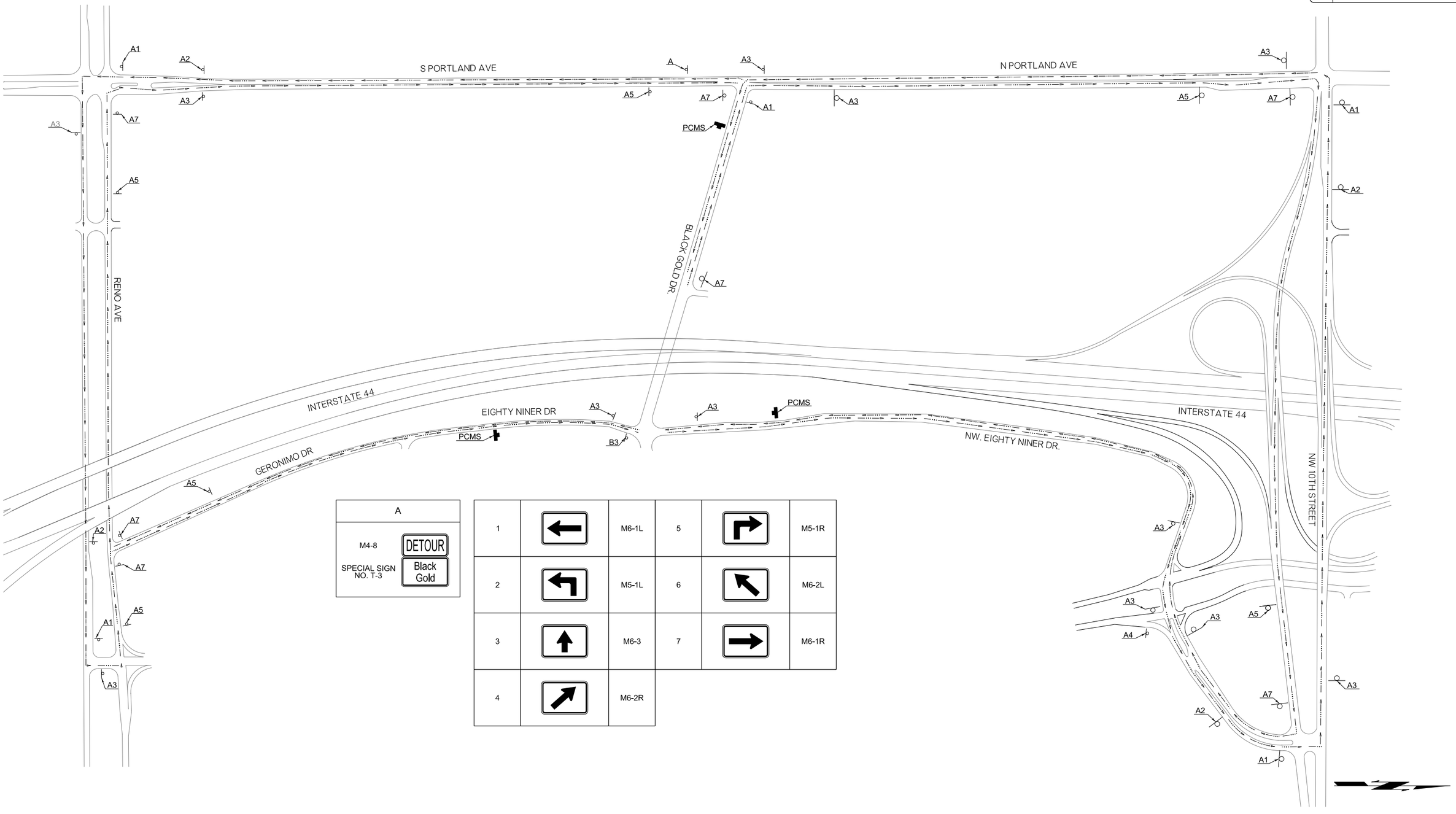
$$datestamp$$ 30637(04)_Detours

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



A	
M4-8	DETOUR
SPECIAL SIGN NO. T-3	Black Gold

1		M6-1L	5		M5-1R
2		M5-1L	6		M6-2L
3		M6-3	7		M6-1R
4		M6-2R			

DISTRICT 04 — OKLAHOMA COUNTY
I-44

DETOUR PLAN
BLACK GOLD DR.
STAGES 2-4

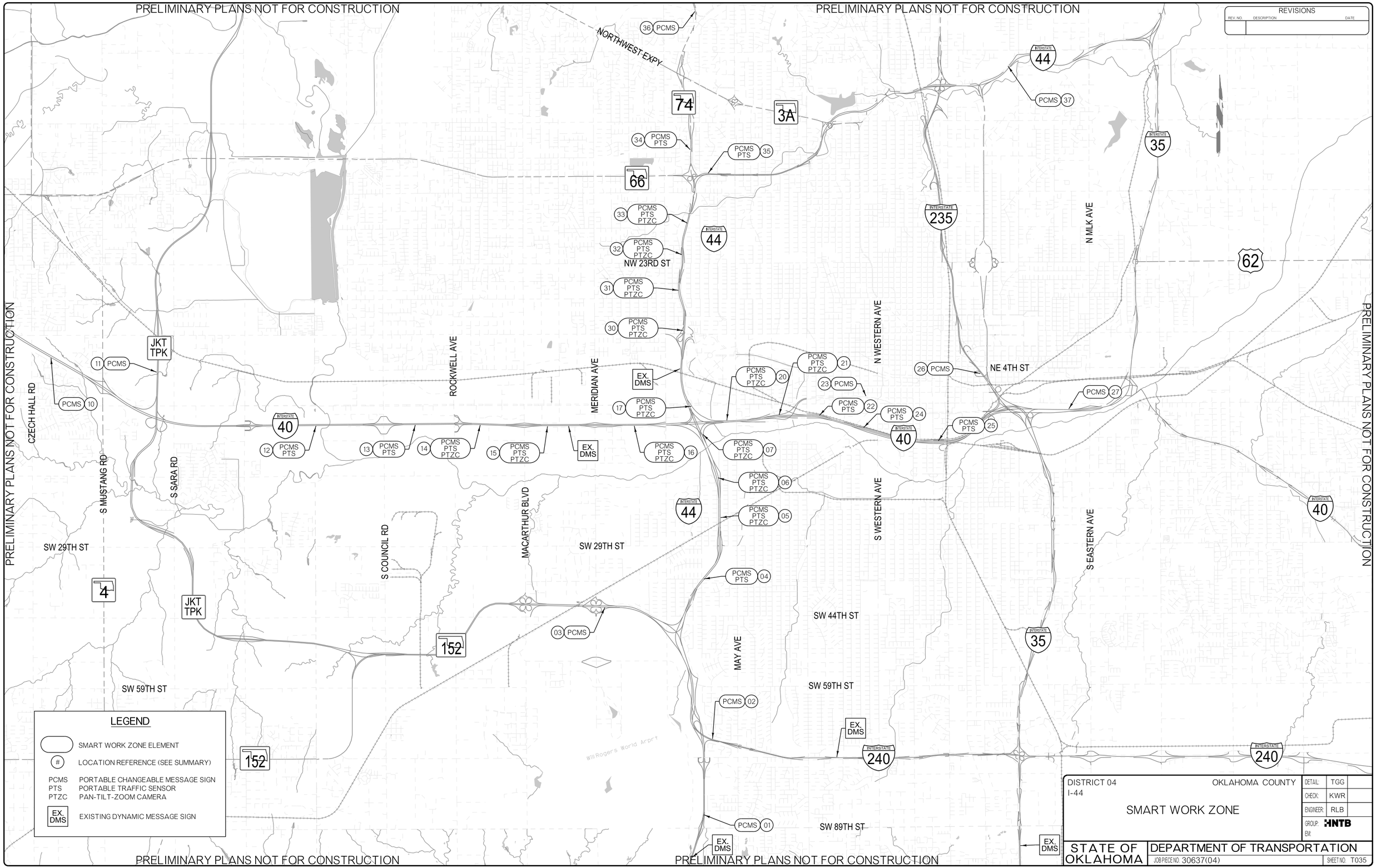
DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP:	HNTB
EM:	

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. T034

$$datestamp$$ 30637(04)_Detours

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION


PRELIMINARY PLANS NOT FOR CONSTRUCTION
REVISIONS
REV. NO. DESCRIPTION DATE
NORTHWEST EXPY
NW 23RD ST
NE 4TH ST
SW 29TH ST
SW 44TH ST
SW 59TH ST
SW 89TH ST
CZECH HALL RD
S MUSTANG RD
S SARA RD
S COUNCIL RD
ROCKWELL AVE
MERIDIAN AVE
MACARTHUR BLVD
MAY AVE
N WESTERN AVE
S WESTERN AVE
N MLK AVE
S EASTERN AVE
JKT TPK
EX. DMS
PCMS
PTS
PTZC
LEGEND
SMART WORK ZONE ELEMENT
LOCATION REFERENCE (SEE SUMMARY)
PCMS PORTABLE CHANGEABLE MESSAGE SIGN
PTS PORTABLE TRAFFIC SENSOR
PTZC PAN-TILT-ZOOM CAMERA
EX. DMS EXISTING DYNAMIC MESSAGE SIGN
DISTRICT 04
I-44
OKLAHOMA COUNTY
SMART WORK ZONE
DETAIL: TGG
CHECK: KWR
ENGINEER: RLB
GROUP: HNTB
EM:
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04)
SHEET NO. T035
$$datestamp$$ 30637(04)_SMART-WORKZONE.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

SMART WORK ZONE				
LOCATION NO.	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)	PORTABLE TRAFFIC SENSOR (PTS)	PAN-TILT-ZOOM CAMERA (PTZC)	NOTES
EASTBOUND I-44 (HEADED NORTH) APPROACH				
04	1	1		I-44 EB, APPROX. 50' NORTH OF BRIDGE OVER S. INDEPENDENCE AVE OFF MEDIAN SHOULDER
05	1	1	1	I-44 EB, APPROX. 350' NORTH OF BNSF BRIDGE OFF OUTSIDE SHOULDER
06	1	1	1	I-44 EB, APPROX. 125' SOUTH OF BRIDGE OVER S.W. 15TH ST OFF MEDIAN SHOULDER
07	1	1	1	I-44 EB, APPROX. 150' NORTH OF EB I-40 OFF-RAMP BACK OF GORE, OFF OUTSIDE SHOULDER
17	1	1	1	I-44 EB, APPROX. 150' SOUTH OF WB I-40 ON-RAMP BACK OF GORE, OFF OUTSIDE SHOULDER
WESTBOUND I-40 APPROACH				
12	1	1		I-40 EB, APPROX. 325' WEST OF BRIDGE OVER N. CANADIAN RIVER, OFF OUTSIDE SHOULDER IN FRONT OF IMPACT ATTEN.
13	1	1		I-40 EB, APPROX. 2350' EAST OF S. COUNCIL RD, OFF OUTSIDE SHOULDER IN FRONT OF IMPACT ATTENUATOR
14	1	1	1	I-40 EB, APPROX. 1950' EAST OF N. ROCKWELL AVE OFF OUTSIDE SHOULDER
15	1	1	1	I-40 EB, APPROX. 1750' EAST OF S. MACARTHUR BLVD OFF OUTSIDE SHOULDER
16	1	1	1	I-40 EB, APPROX 2350' WEST OF S. PORTLAND AVE OFF OUTSIDE SHOULDER
WESTBOUND I-44 (HEADED SOUTH) APPROACH				
20	1	1	1	I-40 WB, APPROX. 700' WEST OF BRIDGE OVER S. MAY AVE ON OUTSIDE SHOULDER
21	1	1	1	I-40 WB, APPROX. 250' EAST OF BRIDGE OVER S. AGNEW AVE OFF OUTSIDE SHOULDER BEHIND RAMP GORE CURB
22	1	1		I-40 WB, APPROX. 950' EAST OF S. PENNSYLVANIA AVE ON OUTSIDE SHOULDER
24	1	1		I-40 WB, APPROX. 1100' WEST OF S. WESTERN AVE OFF OUTSIDE SHOULDER BEHIND GORE CURB
25	1	1		I-40 WB, APPROX. 450' WEST OF S. SHIELDS BLVD ON OUTSIDE SHOULDER

SMART WORK ZONE				
LOCATION NO.	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)	PORTABLE TRAFFIC SENSOR (PTS)	PAN-TILT-ZOOM CAMERA (PTZC)	NOTES
WESTBOUND I-40 APPROACH				
30	1	1	1	I-44 WB, APPROX. 250' NORTH OF N.W. 10TH ST ON OUTSIDE SHOULDER
31	1	1	1	I-44 WB, APPROX. 500' SOUTH OF N.W. 19TH ST ON OUTSIDE SHOULDER
32	1	1	1	I-44 WB, APPROX 625' NORTH OF N.W. 23RD ST ON OUTSIDE SHOULDER
33	1	1	1	I-44 WB, APPROX. 600' SOUTH OF BRIDGE OVER N.W. 32ND ST ON MEDIAN SHOULDER
34	1	1		SH-74 SB, APPROX. 2050' SOUTH OF N.W. 50TH ST OFF OUTSIDE SHOULDER BEHIND CURB
35	1	1		I-40 WB, APPROX 250' WEST OF SH-66 EXIT RAMP BACK OF GORE ON OUTSIDE SHOULDER
REGIONAL INFORMATION (DIVERSION)				
01	1			I-44 EB, APPROX. 1000' NORTH OF S.W.89TH ST. OFF MEDIAN SHOULDER
02	1			I-240 WB, APPROX. 775' EAST OF I-44 BRIDGE, OFF OUTSIDE SHOULDER
03	1			SH-152 EB, APPROX. 625' EAST OF MERIDIAN AVE. OFF OUTSIDE SHOULDER
10	1			I-40 EB, APPROX. 1625' EAST OF CZECH HALL RD, OFF OUTSIDE SHOULDER
11	1			JKT SB, APPROX. 1300' NORTH OF I-40 WB EXIT RAMP, OFF OUTSIDE SHOULDER
23	1			WB OKLAHOMA CITY BLVD APPROX 150' WEST OF S. KLEIN AVE, BEHIND NORTH CURB
26	1			I-235 SB, APPROX. 775' SOUTH OF NE 4TH ST OFF OUTSIDE SHOULDER
27	1			I-40 WB, APPROX 1600' WEST OF S. EASTERN AVE ON OUTSIDE SHOULDER
36	1			SH-74 SB, APPROX. 150' NORTH OF S. LAKE HEFNER DR BRIDGE OFF OUTSIDE SHOULDER
37	1			I-44 WB, APPROX. 950' WEST OF BRIDGE OVER S. KELLY AVE OFF OUTSIDE SHOULDER
TOTAL:	31	21	13	

SUGGESTED PCMS MESSAGES (APPROACH)

PAGE 1	PAGE 1	PAGE 1	PAGE 1
I-44 EB STOPPED AHEAD	IN LESS THAN # MILES	I-44 WB STOPPED AHEAD	IN LESS THAN # MILES
PAGE 1	PAGE 1	PAGE 1	PAGE 1
I-44 EB SLOWS TO ## MPH	AHEAD IN # MILES OR LESS	I-44 WB SLOWS TO ## MPH	AHEAD IN # MILES OR LESS

SUGGESTED PCMS MESSAGES (DIVERSION)

PAGE 1	PAGE 2	PAGE 1	PAGE 2
I-44 CONST N OF I-40	EXPECT DELAYS	I-44 CONST N OF I-40	TRAFFIC SLOWED USE ALT
PAGE 1	PAGE 2		
I-44 CONST N OF I-40	TRAFFIC STOPPED USE ALT		

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

DISTRICT 04 OKLAHOMA COUNTY
I-44

SMART WORK ZONE
SUGGESTED LOCATION SUMMARY

DETAIL:	TGG
CHECK:	KWR
ENGINEER:	RLB
GROUP:	HNTB
EM:	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. T036

PRELIMINARY PLANS NOT FOR CONSTRUCTION

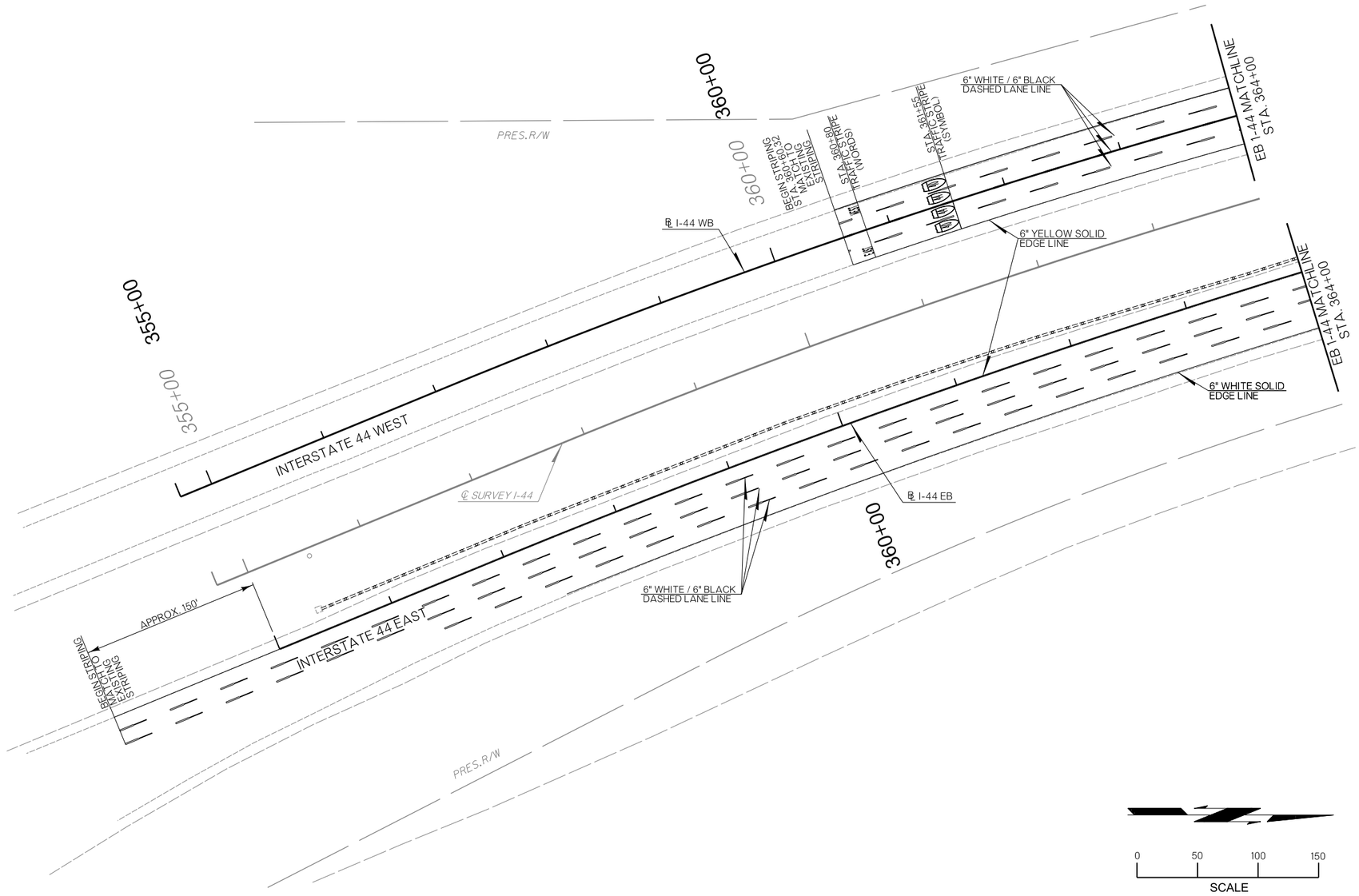
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_SMART-WORKZONE.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



0 50 100 150

SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

SIGNING & STRIPING PLAN

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) | SHEET NO. T037

$$datestamp$$ 30637(04)_Signing-Marking1.dgn

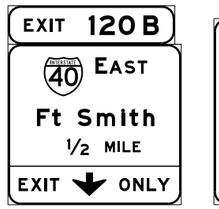
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

SECTION 36
T–12–N, R–4–W



SPECIAL SIGN NO. 1



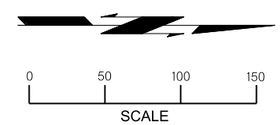
SPECIAL SIGN NO. 2



SPECIAL SIGN NO. 3



SPECIAL SIGN NO. 4



DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SIGNING & STRIPING PLAN		ENGINEER:	RLB
		GROUP:	HNTB
		EM:	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO.	T038

$$datestamp$$ 30637(04)_Signing-Marking2.dgn

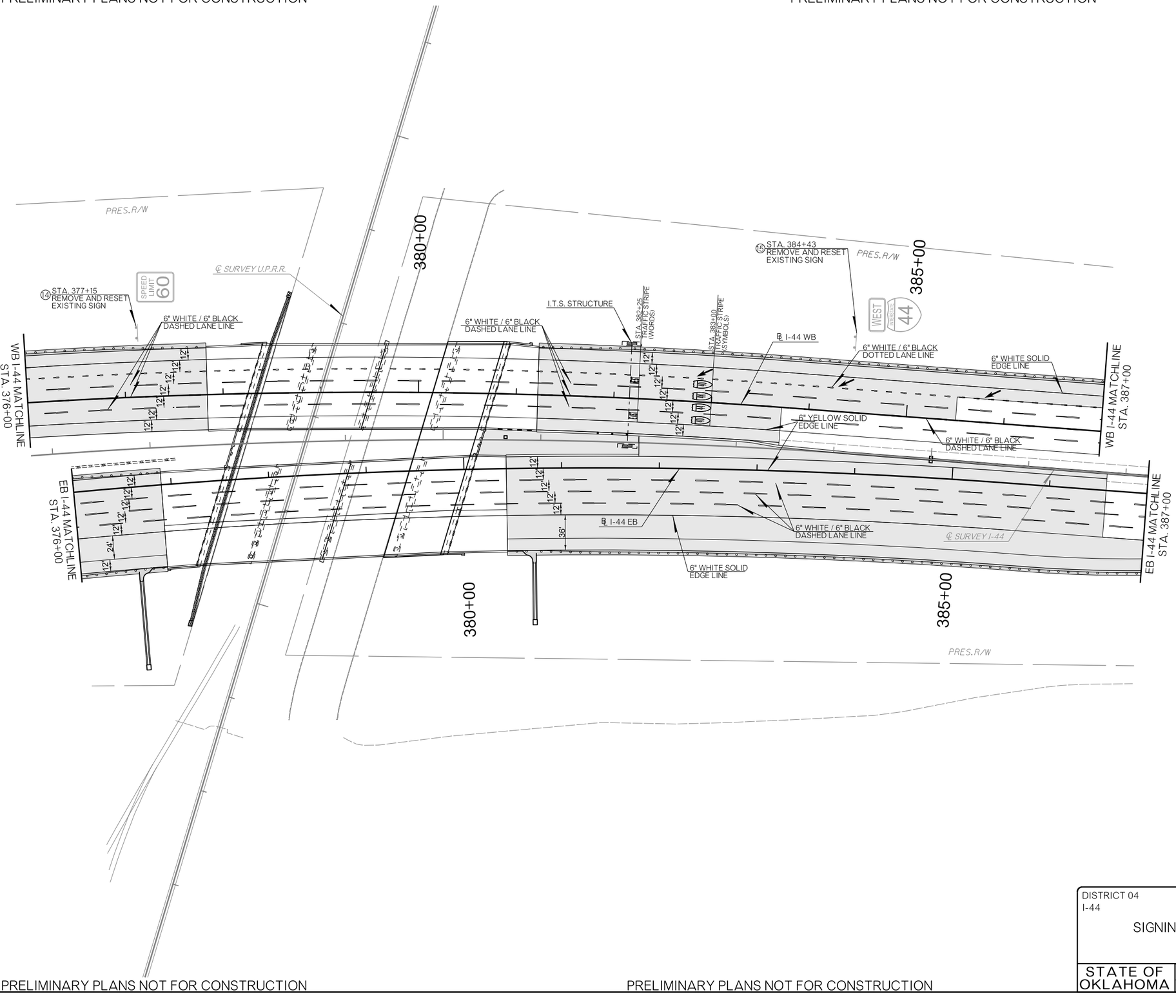
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



0 50 100 150

SCALE

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SIGNING & STRIPING PLAN		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 30637(04)	SHEET NO. T039

$$datestamp$$ 30637(04)_Signing-Marking3.dgn

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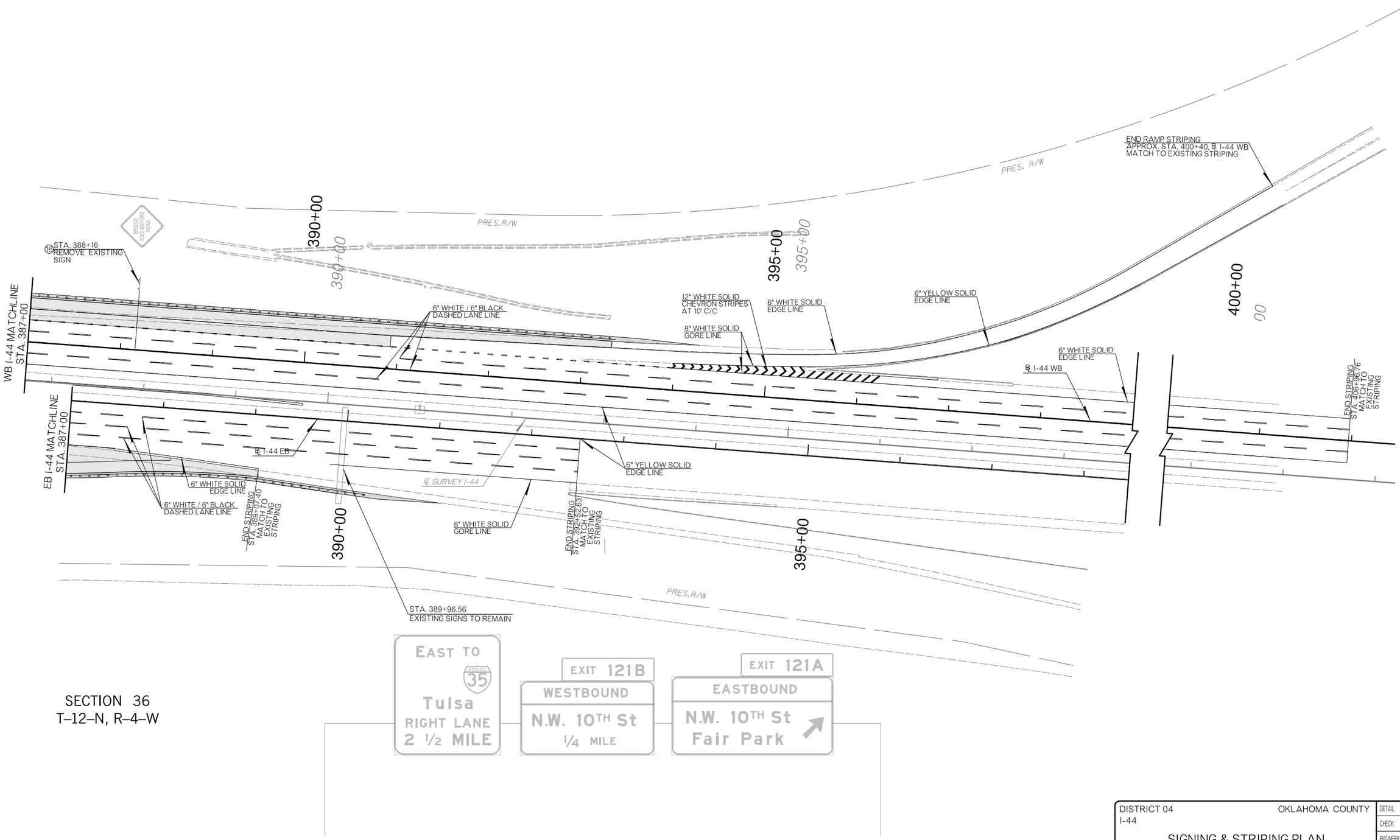
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION 36
T–12–N, R–4–W

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	TGG
I-44		CHECK:	KWR
SIGNING & STRIPING PLAN		ENGINEER:	RLB
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO.	T040

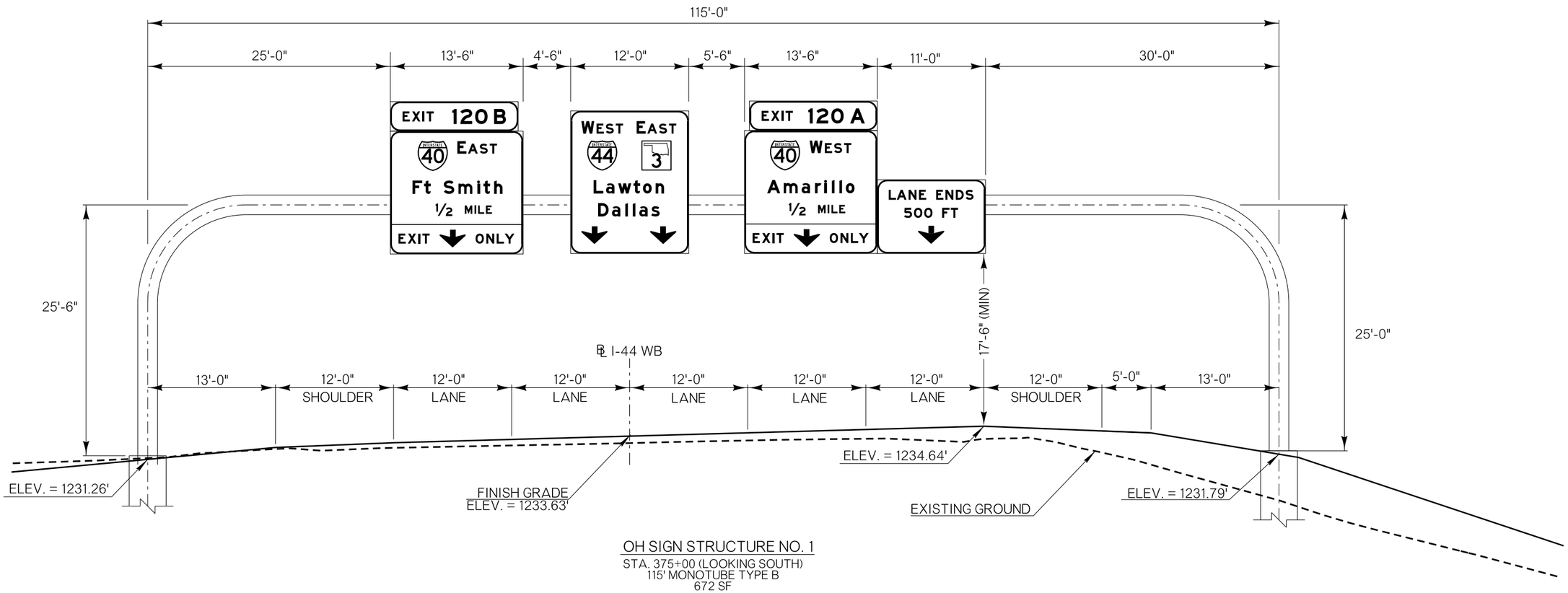
$$datestamp$$ 30637(04)_Signing-Marking4.dgn

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE



OH SIGN STRUCTURE NO. 1

STA. 375+00 (LOOKING SOUTH)
115' MONOTUBE TYPE B
672 SF

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

DISTRICT 04 — OKLAHOMA COUNTY
I-44

OVERHEAD SIGN DETAIL

DETAIL:	TGG	
CHECK:	KWR	
ENGINEER:	RLB	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 30637(04) — SHEET NO. T041

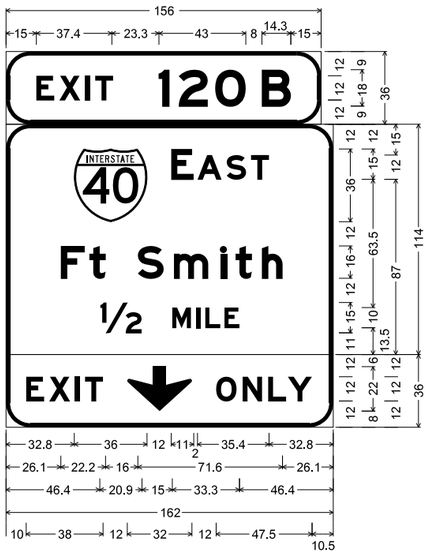
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_OH Sign Details

PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

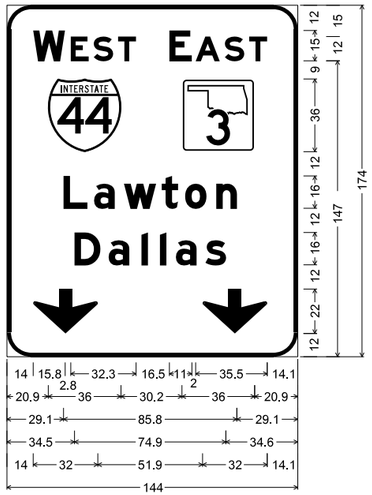


E1-5P;
8.0" Radius, 2.0" Border, White on Green;
"EXIT 120B", E;

E6-3
12.0" Radius, 2.0" Border, White on Green;
"EAST", E Mod; "Ft Smith", E Mod;
" ½ MILE", E Mod;

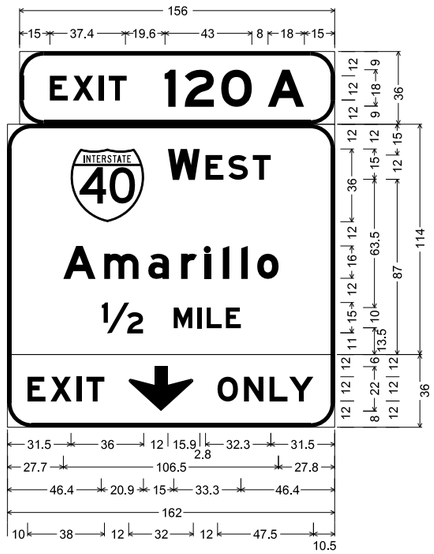
12.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E Mod; Down Arrow C - 22.0" 270°;
"ONLY", E Mod;
Table of distances between letter and object lefts

15.0	E 11.3	X 12.8	I 4.5	T 32.1	1 10.0	2 18.0	O 23.0	B 14.3	15.0
32.8	48.0	E 13.0	A 14.5	S 12.0	T 8.9	32.8			
26.1	F 14.2	t 24.0	S 17.8	m 23.1	i 7.4	t 13.1	h 10.2	26.1	
46.4	½ 35.9	M 11.8	I 4.6	L 9.5	E 7.4	46.4			
10.0	E 11.4	X 12.8	I 4.9	T 20.9	44.0	O 13.1	N 12.7	L 9.7	Y 12.0	10.5



E6-3;
12.0" Radius, 2.0" Border, White on Green;
"WEST", E Mod; "EAST", E Mod;
"Lawton", E Mod; "Dallas", E Mod;
Down Arrow C - 22.0" 270°;
Down Arrow C - 22.0" 270°;
Table of distances between letter and object lefts

14.0	W 18.6	E 11.4	S 12.0	T 25.4	E 13.0	A 14.5	S 12.0	T 9.0	14.1		
20.9	66.2	36.0	20.9								
29.1	L 15.1	a 14.8	w 18.7	t 11.6	o 15.4	n 10.2	29.1				
34.5	D 16.8	a 16.3	l 9.1	l 8.0	a 14.6	s 10.1	34.6				
14.0	83.9	32.0	14.1								

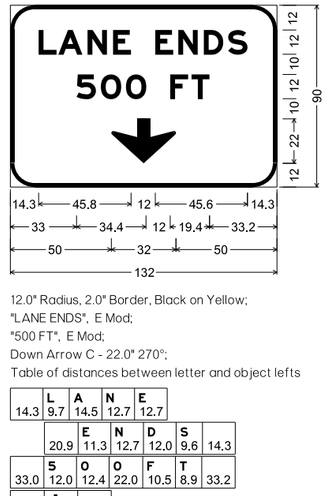


E1-5P;
8.0" Radius, 2.0" Border, White on Green;
"EXIT 120A", E;

E6-3 ;
12.0" Radius, 2.0" Border, White on Green;
"WEST", E Mod; "Amarillo", E Mod;
" ½ MILE", E Mod;

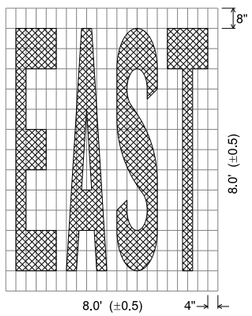
12.0" Radius, 2.0" Border, Black on Yellow;
"EXIT", E Mod; Down Arrow C - 22.0" 270°;
"ONLY", E Mod;
Table of distances between letter and object lefts

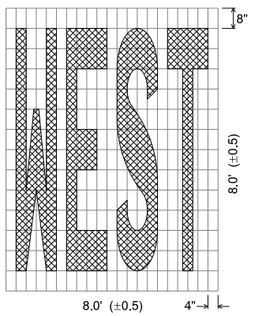
15.0	E 11.3	X 12.8	I 4.5	T 28.4	1 10.0	2 18.0	O 23.0	A 18.0	15.0
31.5	48.0	W 18.7	E 11.3	S 12.1	T 8.9	31.5			
27.7	A 20.2	m 21.8	a 16.3	r 11.5	l 9.1	l 9.2	l 7.9	o 10.5	27.8
46.4	½ 35.9	M 11.8	I 4.6	L 9.5	E 7.4	46.4			
10.0	E 11.3	X 12.9	I 4.9	T 20.9	44.0	O 13.1	N 12.7	L 9.7	Y 12.0	10.5



12.0" Radius, 2.0" Border, Black on Yellow;
"LANE ENDS", E Mod;
"500 FT", E Mod;
Down Arrow C - 22.0" 270°;
Table of distances between letter and object lefts

14.3	L 9.7	A 14.5	N 12.7	E 12.7										
	20.9	E 11.3	N 12.7	D 12.0	S 9.6	14.3								
33.0	5 12.0	0 12.4	0 22.0	F 10.5	T 8.9	33.2								
50.0	32.0	50.0												





PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_OH Sign Details

DISTRICT 04 I-44	OKLAHOMA COUNTY	DETAIL: TGG	
OVERHEAD SIGN & PAVEMENT MARKING WORDS LAYOUT		CHECK: KWR	
		ENGINEER: RLB	
		GROUP: HNTB EM:	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO. T042	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:28:41 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T043

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:00 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T044

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:00 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T045

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:00 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T046

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:01 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T047

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:02 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T048

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

PLOT DATE: 10/26/2023 8:29:02 AM
FILENAME: 30637(04)_MONOTUBE DETAILS

DESIGN	LSK	
DRAWN	TGG	
CHECKED	KWR	
APPROVED		
SQUAD	HNTB	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MONOTUBE DETAILS

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. T049

PRELIMINARY PLANS NOT FOR CONSTRUCTION
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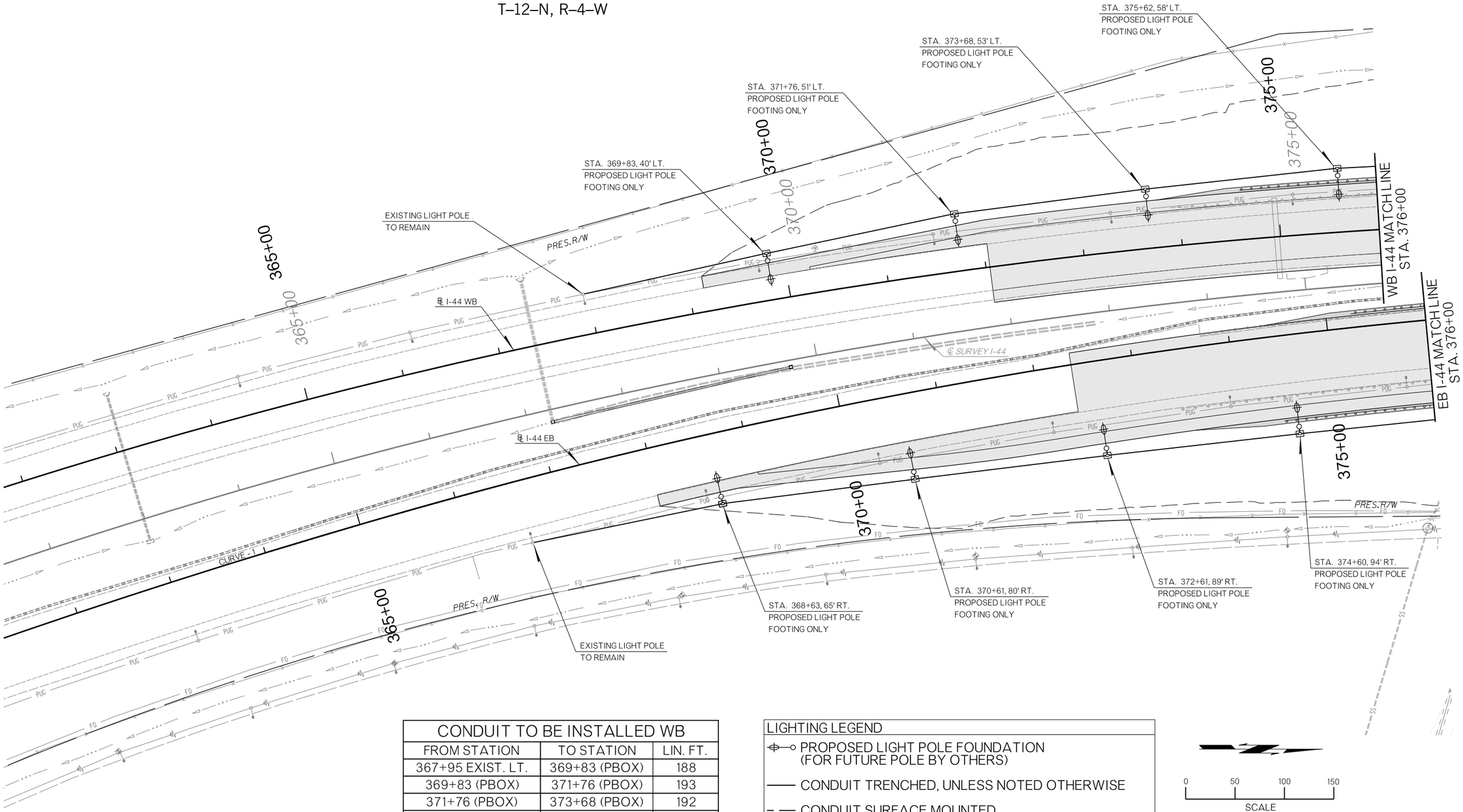
REVISIONS

REV. NO.	DESCRIPTION	DATE

SECTION 36
T–12–N, R–4–W



CONDUIT TO BE INSTALLED WB		
FROM STATION	TO STATION	LIN. FT.
367+95 EXIST. LT.	369+83 (PBOX)	188
369+83 (PBOX)	371+76 (PBOX)	193
371+76 (PBOX)	373+68 (PBOX)	192
373+68 (PBOX)	375+62 (PBOX)	194
CONDUIT TO BE INSTALLED EB		
366+65 EXIST. LT.	368+63 (PBOX)	193
368+63 (PBOX)	370+61 (PBOX)	200
370+61 (PBOX)	372+61 (PBOX)	201
372+61 (PBOX)	374+60 (PBOX)	199

LIGHTING LEGEND

- PROPOSED LIGHT POLE FOUNDATION (FOR FUTURE POLE BY OTHERS)
- CONDUIT TRENCHED, UNLESS NOTED OTHERWISE
- CONDUIT SURFACE MOUNTED
- PULL BOX

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

LIGHTING PLAN
I-44 WESTBOUND
I-44 EASTBOUND

DETAIL:	PH	
CHECK:	PH	
ENGINEER:	LD	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T050

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PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Ltg_Plan 1

PRELIMINARY PLANS NOT FOR CONSTRUCTION

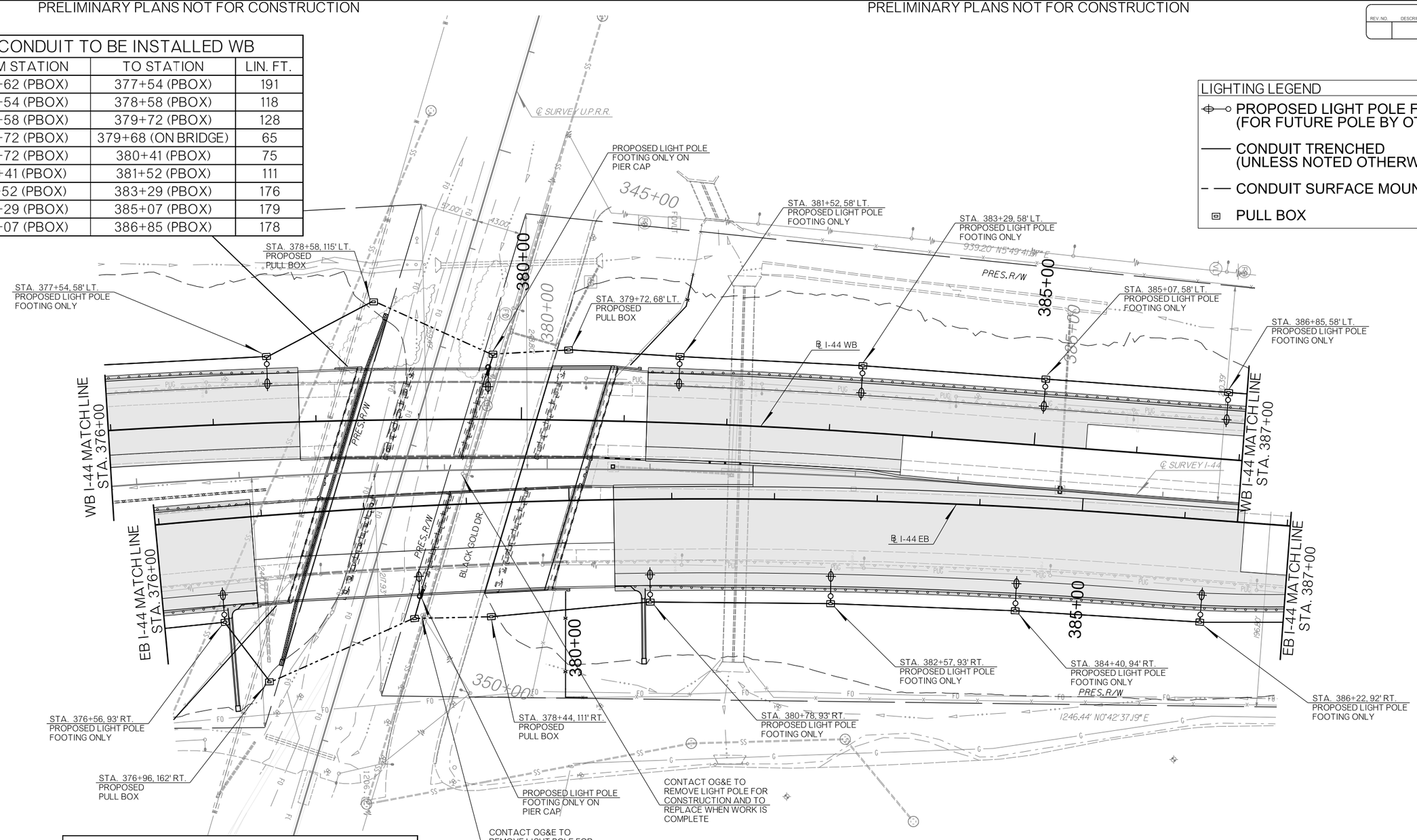
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE

CONDUIT TO BE INSTALLED WB		
FROM STATION	TO STATION	LIN. FT.
375+62 (PBOX)	377+54 (PBOX)	191
377+54 (PBOX)	378+58 (PBOX)	118
378+58 (PBOX)	379+72 (PBOX)	128
379+72 (PBOX)	379+68 (ON BRIDGE)	65
379+72 (PBOX)	380+41 (PBOX)	75
380+41 (PBOX)	381+52 (PBOX)	111
381+52 (PBOX)	383+29 (PBOX)	176
383+29 (PBOX)	385+07 (PBOX)	179
385+07 (PBOX)	386+85 (PBOX)	178

LIGHTING LEGEND

- PROPOSED LIGHT POLE FOUNDATION (FOR FUTURE POLE BY OTHERS)
- CONDUIT TRENCHED (UNLESS NOTED OTHERWISE)
- CONDUIT SURFACE MOUNTED
- PULL BOX



CONDUIT TO BE INSTALLED EB		
374+60 (PBOX)	376+56 (PBOX)	199
376+56 (PBOX)	376+96 (PBOX)	69
376+96 (PBOX)	378+44(PBOX)	155
378+44 (PBOX)	378+50 (ON BRIDGE)	71
378+44 (PBOX)	379+20 (PBOX)	75
379+20 (PBOX)	380+78 (PBOX)	148
380+78 (PBOX)	382+57 (PBOX)	180
382+57 (PBOX)	384+40 (PBOX)	183
384+40 (PBOX)	386+22 (PBOX)	183

SECTION 36
T–12–N, R–4–W

0 50 100 150
SCALE

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	PH
I-44		CHECK:	PH
LIGHTING PLAN I-44 WESTBOUND I-44 EASTBOUND		ENGINEER:	LD
		GROUP:	HNTB
		EM:	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)		SHEET NO. T051

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PRELIMINARY PLANS NOT FOR CONSTRUCTION

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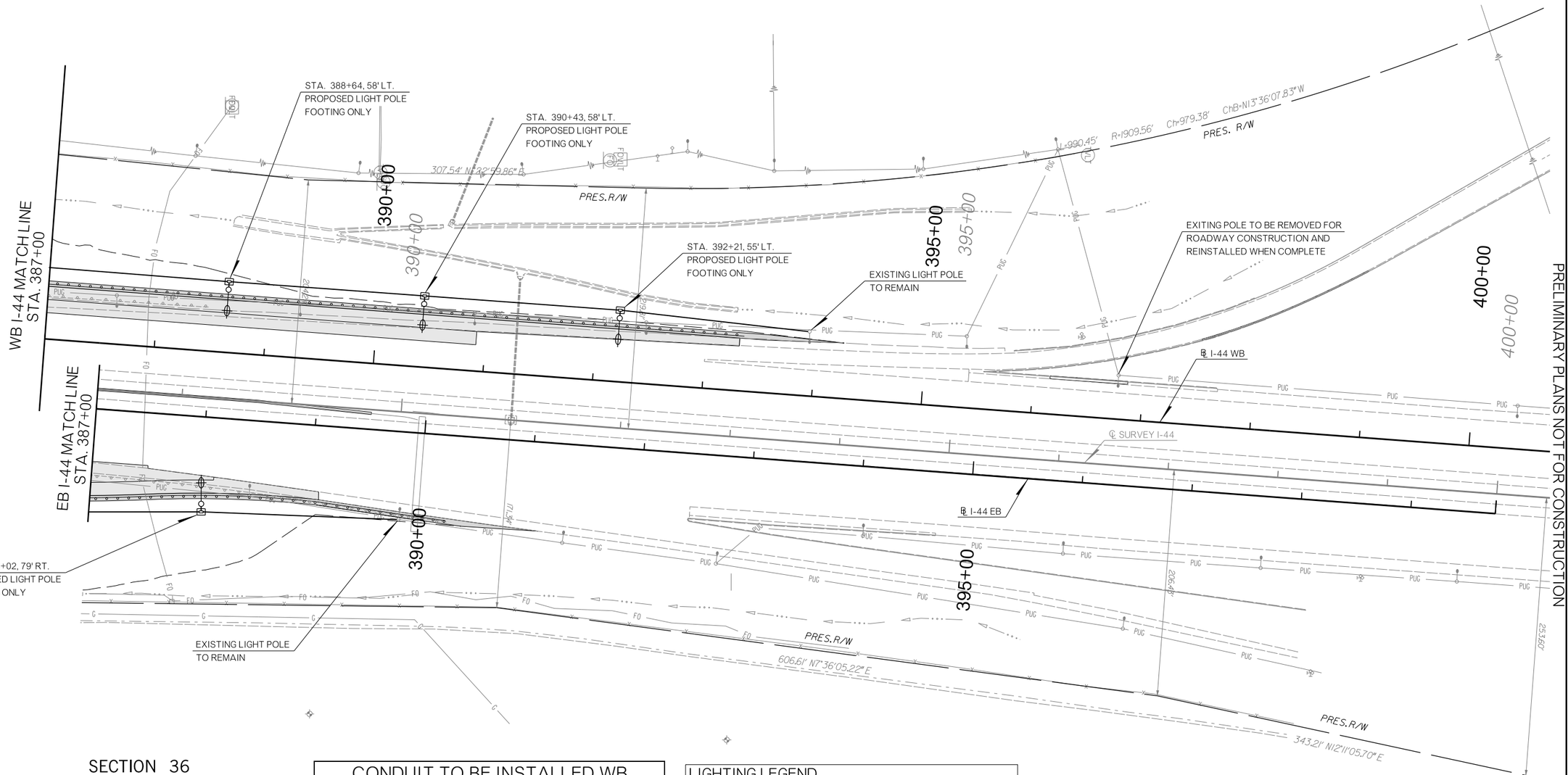
REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION 36
T–12–N, R–4–W

CONDUIT TO BE INSTALLED WB		
FROM STATION	TO STATION	LIN. FT.
386+85 (PBOX)	388+64 (PBOX)	179.00
388+64 (PBOX)	390+43 (PBOX)	179.00
390+43 (PBOX)	392+21 (PBOX)	176.00
392+21 (PBOX)	393+94 (PBOX)	176.00
CONDUIT TO BE INSTALLED EB		
386+22 (PBOX)	388+02 (PBOX)	179.00
388+02 (PBOX)	389+82 EXIST. LT.	178.00

LIGHTING LEGEND

- PROPOSED LIGHT POLE FOUNDATION (FOR FUTURE POLE BY OTHERS)
- CONDUIT TRENCHED (UNLESS OTHERWISE NOTED)
- CONDUIT SURFACE MOUNTED
- PULL BOX

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

LIGHTING PLAN
I-44 WESTBOUND
I-44 EASTBOUND

DETAIL:	PH	
CHECK:	PH	
ENGINEER:	LD	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) SHEET NO. T052

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

PRELIMINARY PLANS NOT FOR CONSTRUCTION

$$datestamp$$ 30637(04)_Ltg_Plan 3

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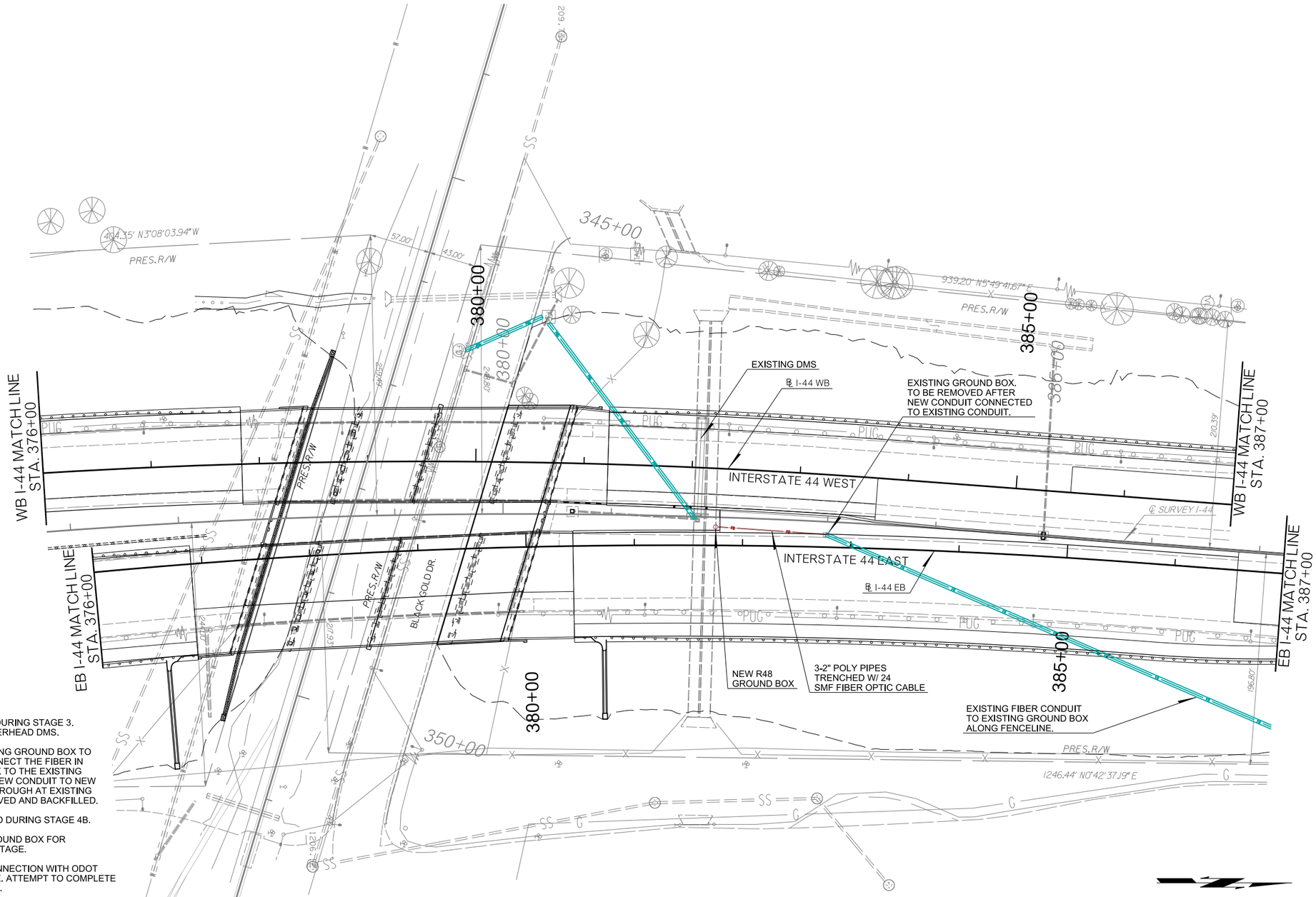
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE



NOTES:

1. WORK ON THIS SHEET WILL OCCUR DURING STAGE 3. THIS WORK WILL DISCONNECT THE OVERHEAD DMS.

2. TRENCH NEW CONDUIT FROM EXISTING GROUND BOX TO NEW GROUND BOX LOCATION. DISCONNECT THE FIBER IN THE EXISTING CABINET AND PULL BACK TO THE EXISTING GROUND BOX. PULL FIBER THROUGH NEW CONDUIT TO NEW GROUND BOX AND SPLICE CONDUIT THROUGH AT EXISTING GROUND BOX. THIS BOX CAN BE REMOVED AND BACKFILLED.

3. REMAINING WORK TO BE COMPLETED DURING STAGE 4B.

4. STORE FIBER SLACK IN NEW R48 GROUND BOX FOR CONNECTION TO CABINET IN FUTURE STAGE.

5. COORDINATE TIMING OF DMS DISCONNECTION WITH ODOT IN ORDER TO MINIMIZE THE DOWN TIME. ATTEMPT TO COMPLETE THIS WORK NEAR THE END OF STAGE 3.

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	DAU
I-44		CHECK:	CAM
ITS PLAN STAGE 3		ENGINEER:	CAM
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 30637(04)	SHEET NO. T053

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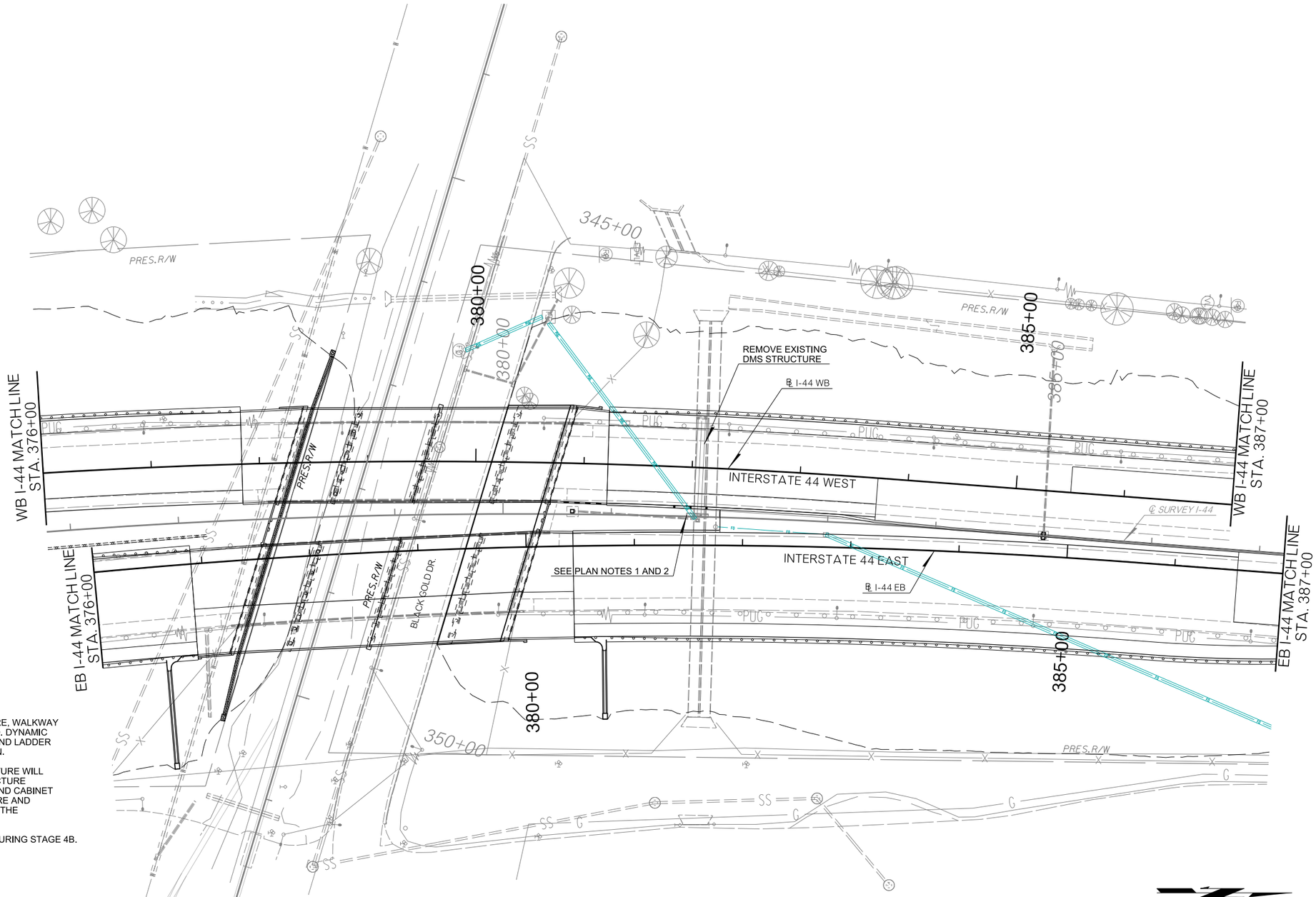
REVISIONS

REV. NO.	DESCRIPTION	DATE



NOTES:

1. DYNAMIC MESSAGE SIGN, STRUCTURE, WALKWAY CABINET AND LADDER TO BE REMOVED. DYNAMIC MESSAGE SIGN, WALKWAY, CABINET, AND LADDER TO BE SALVAGED FOR REINSTALLATION.

2. REMOVAL OF EXISTING SIGN STRUCTURE WILL INCLUDE UPRIGHTS, OVERHEAD STRUCTURE TYPE C1, STRUCTURE FOUNDATIONS AND CABINET FOUNDATION. THE EXISTING STRUCTURE AND CONCRETE TO BECOME PROPERTY OF THE CONTRACTOR.

3. DMS REMOVAL WORK WILL OCCUR DURING STAGE 4B.

0 50 100 150
SCALE

DISTRICT 04 OKLAHOMA COUNTY
I-44

ITS PLAN
DMS REMOVAL
I-44 WESTBOUND

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP: EM:	HNTB	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T054

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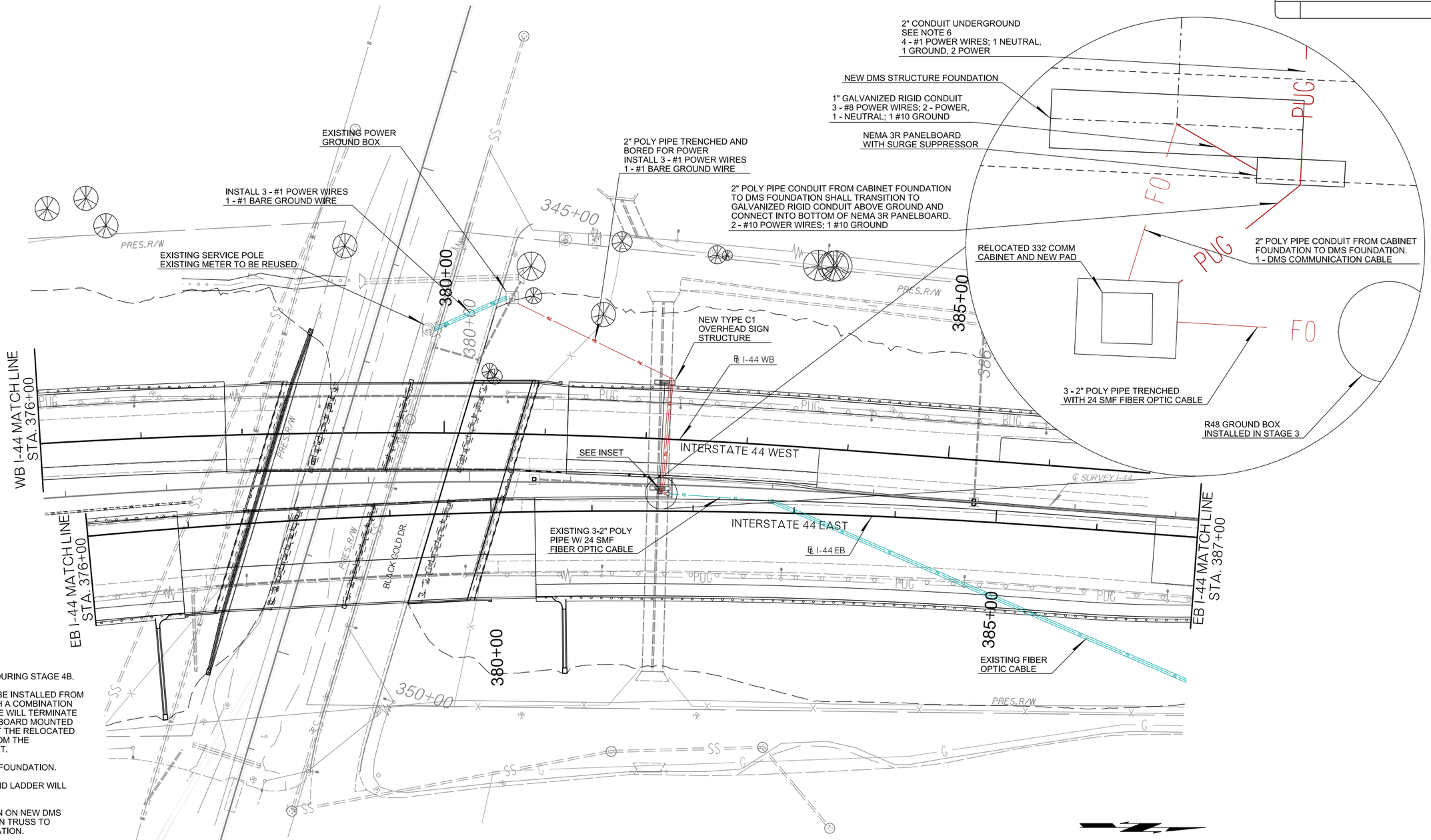
REVISIONS

REV. NO.	DESCRIPTION	DATE



NOTES:

1. WORK ON THIS SHEET WILL OCCUR DURING STAGE 4B.

2. NEW POWER CONDUCTORS ARE TO BE INSTALLED FROM THE EXISTING SERVICE POLE THROUGH A COMBINATION OF EXISTING AND NEW CONDUIT. THESE WILL TERMINATE AT THE NEMA OUTDOOR RATED PANELBOARD MOUNTED ON THE SIGN TRUSS COLUMN NEAREST THE RELOCATED CABINET, SEPARTE LEGS WILL RUN FROM THE PANELBOARD TO THE DMS AND CABINET.

3. INSTALL NEW DMS STRUCTURE AND FOUNDATION.

4. THE DMS, WALKWAY, 332 CABINET AND LADDER WILL ALL BE REUSED.

5. UPSTREAM COLUMN WITHIN MEADIAN ON NEW DMS STRUCTURE TO EXTEND 10' ABOVE SIGN TRUSS TO ALLOW FOR FUTURE CAMERA INSTALLATION.

6. POWER CONDUIT FROM POWER SUPPLY SHALL TRANSITION FROM POLY PIPE TO GALVANIZED RIGID CONDUIT. ALL CONDUIT EXPOSED ABOVE GROUND SHALL BE OF THE GALVANIZED RIGID CONDUIT VARITY.

7. NEMA 3R PANELBOARD WITH SURGE SUPPRESSOR TO BE MOUNTED TO DMS STRUCTURE POLE USING GALVANIZED STEEL CHANNEL. TOP OF PANELBOARD TO BE NO HIGHER THAN 6' ABOVE THE GROUND.

8. PULL EXISTING FIBER OPTICAL CABLE STORED IN R48 GROUND BOX INTO RELOCATED CABINET AND TERMINATE FIBERS INTO PATCH PANEL.

0 50 100 150
SCALE

DISTRICT 04	OKLAHOMA COUNTY	DETAIL:	DAU
I-44		CHECK:	CAM
ITS PLAN STAGE 4B		ENGINEER:	CAM
		GROUP: EM:	HNTB
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
	JOB PIECE NO. 30637(04)	SHEET NO.	T055

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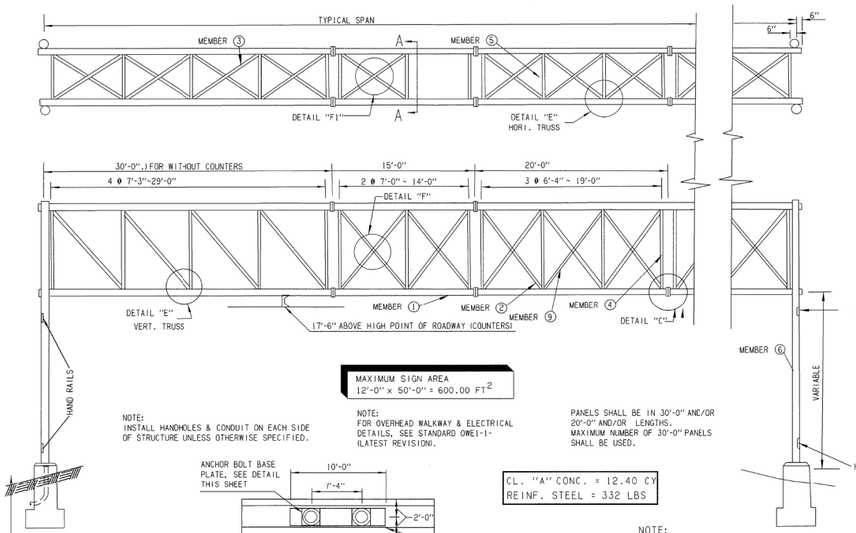
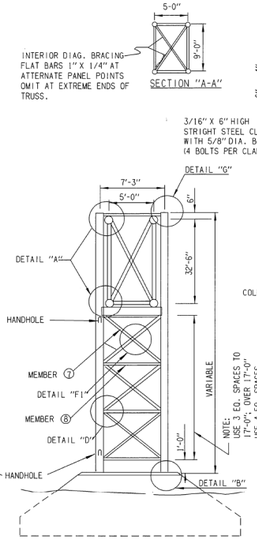
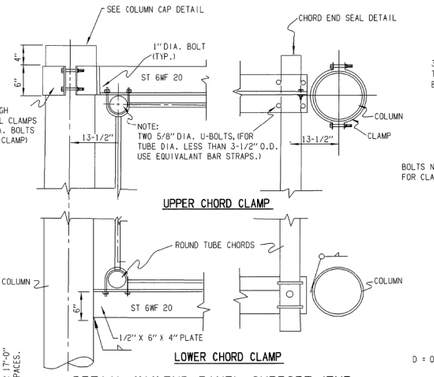
REVISIONS

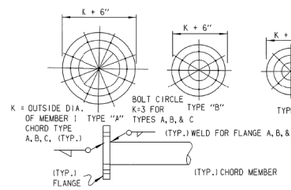
REV. NO.	DESCRIPTION	DATE



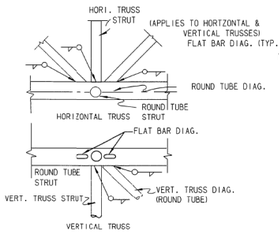




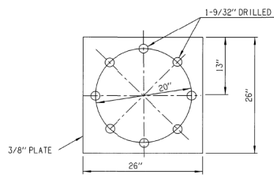
DETAIL "A" END PANEL SUPPORT (TYP.



DETAIL "C" (TYP.) FLANGE CONNECTION

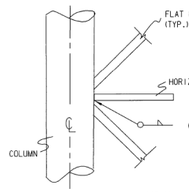


DETAIL "E" (TYP.) PANEL POINT

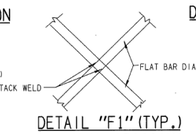


DETAIL "H" (TYP.) ANCHOR BOLT SPACE PLATE

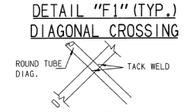
DETAIL "B" - BASE PLATE



DETAIL "D"

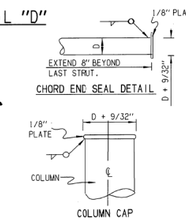


DETAIL "F1" (TYP.) DIAGONAL CROSSING

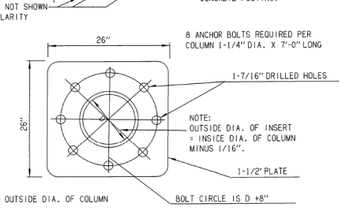


DETAIL "F2" (TYP.) DIAGONAL CROSSING

NO SPLICES SHALL BE PERMITTED EXCEPT SPLICING FLANGES AS SHOWN.



DETAIL "G"



MAXIMUM SIGN AREA
12'-0" x 50'-0" = 600.00 FT²

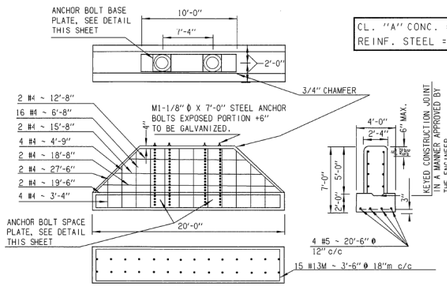
NOTE: INSTALL HANDHOLES & CONDUIT ON EACH SIDE OF STRUCTURE UNLESS OTHERWISE SPECIFIED.

NOTE: FOR OVERHEAD WALKWAY & ELECTRICAL DETAILS, SEE STANDARD OWEI-1-(LATEST REVISION).

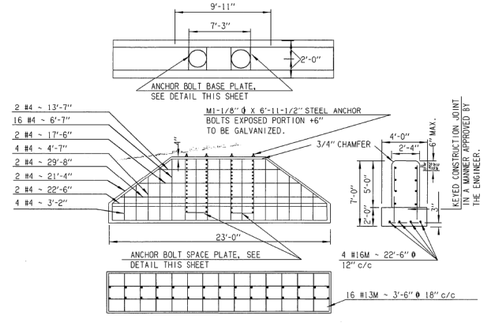
PANELS SHALL BE IN 30'-0" AND/OR 20'-0" AND/OR LENGTHS. MAXIMUM NUMBER OF 30'-0" PANELS SHALL BE USED.

CL. "A" CONC. = 12.40 CY
REINF. STEEL = 332 LBS

NOTE: WHEN FOOTING EXTENDS MORE THAN 6" ABOVE GROUND, BERM SHALL BE CONSTRUCTED.



DETAIL "C" 5'-0" X 8'-10"



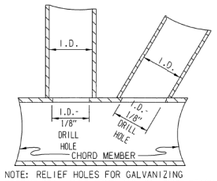
CL. "A" CONC. = 13.94 CY
REINF. STEEL = 371 lbs.

TRUSS SPAN	L/1000	WIND k Pa	A-36 ROUND CHORD
36	11	1.44	1/4"
		1.92	1/4"
		2.39	1/4"
48	15	1.44	1/4"
		1.92	1/4"
		2.39	1/4"
60	18	1.44	1/4"
		1.92	1/4"
		2.39	1/4"
72	22	1.44	3/8"
		1.92	3/8"
		2.39	3/8"
84	26	1.44	1/2"
		1.92	1/2"
		2.39	1/2"
96	29	1.44	5/8"
		1.92	5/8"
		2.39	5/8"
108	33	1.44	3/4"
		1.92	3/4"
		2.39	3/4"
120	37	1.44	1"
		1.92	1"
		2.39	1"
132	40	1.44	1-1/8"
		1.92	1-1/8"
		2.39	1-1/8"
144	44	1.44	1-1/8"
		1.92	1-1/8"
		2.39	1-1/8"

NOTE: CONTRACTOR WILL USE 20'-0" FOOTING WHEN MEMBER ⑥ IS LESS THAN 28'-0" WHEN MEMBER ⑥ IS 28'-0", THE 23'-0" FOOTING WILL BE USED.

STEEL TUBING SHALL BE "ASTM A512 AND/OR A 513." STEEL PIPE SHALL BE "A 53 GRADE B." ALL OTHER STEEL SHALL BE "A-36"

FOR WALKWAY AND LIGHTING DETAILS, SEE STANDARD OWEI-1-(LATEST REVISION).



NOTE: RELIEF HOLES FOR GALVANIZING REQUIRED AT ALL TUBULER STRUT CONNECTIONS. HOLES SHALL BE DRILLED, HOLES SHALL BE 1/8" SMALLER THAN INSIDE DIAMETER OF THE STRUT MEMBER TO BE AFFIXED AT THAT LOCATION EXCEPT THAT NO HOLE SHALL BE LESS THAN 1/2" HOLE SHALL ANGLE DRILLED AT DIAGONAL MEMBER CONNECTION.

ALL A-53 GRADE B STEEL TUBING

MEMBER NUMBER	MEMBER SIZE "C"	
	UP TO 140'-0"	OVER 140'-0"
1	7-1/2" X 1/4"	FOR STRUCTURES OVER 40' CONTRACTOR SHALL SUBMIT SHOP DRAWING FOR APPROVAL
2	1-1/4" X 3/16"	
3	2-1/2" X 5/16"	
4	2-1/4" X 3/16"	
5	1-3/4" X 3/8"	
6	12" @ 43.77 LBS.	
7	2" X 7/16"*	*
8	2"	◑
9	2"x 1/4"*	*

*A-36 STEEL B OR ◑ EXTRA STRENGTH PIPE

SELECTED CHORD MEMBER SIZE	FLANGE TYPE	FLANGE Width	BOLTS Dia.	BOLTS No. Req'd.
○ 9-1/4" x 3/16" 7-1/2" x 3/16"	A	1-3/8"	3/4"	8
○ 7-1/4" x 3/16" 5-1/2" x 3/16"	D	1-3/8"	3/4"	6
○ 5-1/4" x 3/16" 4-5/8" x 3/16"	B	1-1/4"	5/8"	6
○ 4-1/2" x 3/16" 3-7/8" x 3/16"	B	1-1/4"	5/8"	6
○ 3-3/4" x 3/16" 3-1/8" x 3/16"	C	1-1/4"	5/8"	4
○ 3" x 3/16" 1-3/4" x 3/16"	C	1-1/4"	1/2"	4

APPROVED BY TRAFFIC ENGINEER _____ DATE _____

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
STANDARD OVERHEAD SIGN STRUCTURE "C-1"
(GALVANIZED STEEL)

1999 SPECIFICATIONS	OSS10-1	00E
		T-129E

DISTRICT 04 — OKLAHOMA COUNTY
I-44

ITS DETAILS
1 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T056

10/26/2023 pw:\\pw-int.hntb.org:PWCentralDiv\Documents\Kansas City Projects\72082 - I-44 over UPRR\Production\ITS\30637(04)_ITS_Details
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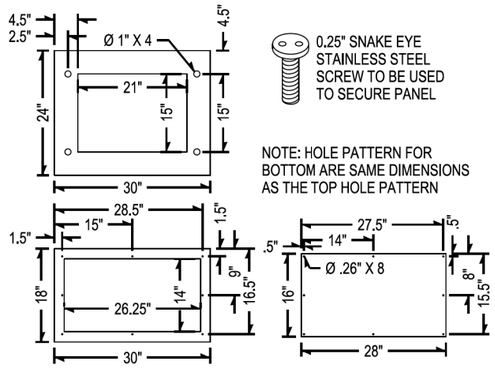
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
STANDARD REVISIONS

DESCRIPTION	DATE



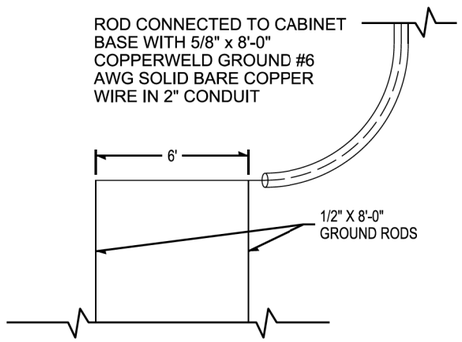
0.25" SNAKE EYE STAINLESS STEEL SCREW TO BE USED TO SECURE PANEL

NOTE: HOLE PATTERN FOR BOTTOM ARE SAME DIMENSIONS AS THE TOP HOLE PATTERN

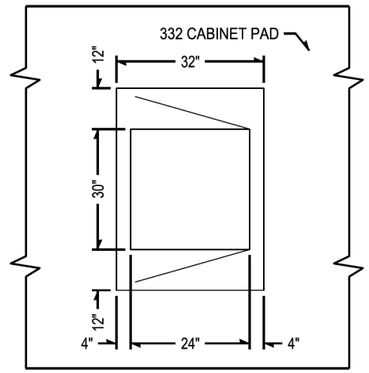
ACCESS PANEL

MATERIAL	0.125" THICK 5052-H32 ALUMINIUM
FINISH	NATURAL ANODIZE
DRAWING NO.	332-187-OK REV. A (IDC OR APPROVED EQUAL)

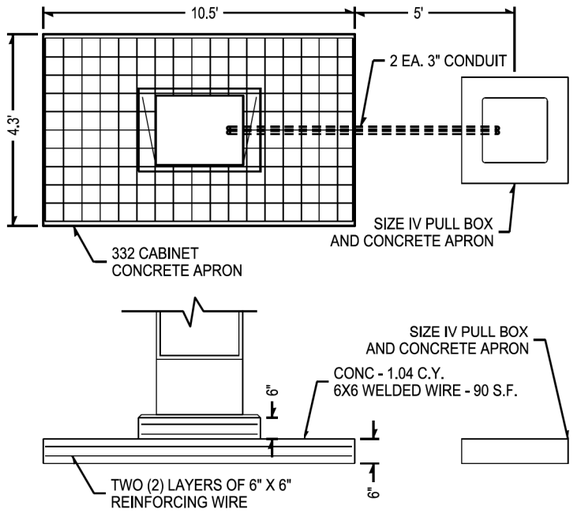
18" RISER/SPACER WITH ACCESS PANEL



GROUND ROD DETAIL

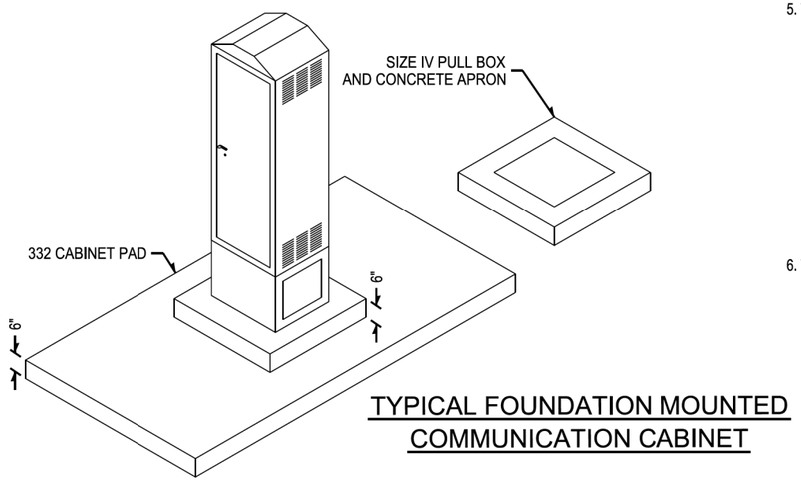


CABINET FOUNDATION DETAIL



COMMUNICATION CABINET APRON DIMENSIONS

SIDE VIEW



TYPICAL FOUNDATION MOUNTED COMMUNICATION CABINET

MATERIAL SPECIFICATIONS

A. MATERIALS REQUIRED FOR THE CABINET FOUNDATION,AND ALL PERTINENT EQUIPMENT AND ASSEMBLY, SHALL BE INCLUDED IN THE PRICE BID FOR THE CABINET.
B. THE CONTROLLER CABINET FOUNDATION SHALL BE CLASS "A" CONCRETE. COST OF 6" X 6" REINFORCING WIRE TO BE INCLUDED IN THE PRICE BID FOR CLASS "A" CONCRETE.
C. COMMUNICATION CABINETS SHALL BE "U.S. TRAFFIC MODEL #332 CABINET" OR "SAFETRANS MODEL #332 CABINET" OR APPROVED EQUAL.

GENERAL NOTES

1. A MINIMUM OF 4 EXPANSION BOLTS ARE REQUIRED. 1/2" X 4-1/2" STAINLESS STEEL KWIK BOLT WITH A MINIMUM EMBEDMENT OF 3-1/2", SHALL BE USED TO MOUNT THE COMMUNICATION CABINET TO THE CONCRETE PAD.

2. THE COMMUNICATION CABINET SHALL BE INSTALLED ON TOP OF SILICONE RUBBER CAULKING COMPOUND FOR WEATHERPROOFING OF THE CABINET.

3. 1/C NO. 0 AWG TO BE SPLICED WITH 1/C NO. 6 AWG FROM THE PULL BOX TO THE CABINET. COST TO BE INDLUDED IN THE PRICE BID FOR 7' OF 1/C NO. 6 AWG.

4. 1/C NO. 6 AWG SOLID BARE COPPER WIRE SHALL BE USED TO GROUND THE CABINET TO THE GROUND ROD.

5. TYPICAL "332" CABINET SHALL INCLUDED THE FOLLOWING:

APPROXIMATE SIZE = 24" W X 30" D X 64" H
ONE (1) 18" EXTENSION BASE/RISER
TWO (2) FULL SIZE LOCKING DOORS WITH DOOR STOPS
DOOR ALARMS ON BOTH DOORS
THERMOSTATICALLY CONTROLLED ELECTRIC COOLING FANS
POWER DISTRIBUTION ASSEMBLY WITH RECEPTICALS
(MINIMUM OF TWELVE (12) 110 VOLT OUTLETS)
TWO (2) FLOURESCENT LIGHTS WITH ON/OFF SWITCH (FRONT & BACK)
19" SELF STANDING EIA RACK MOUNTING SYSTEM (FRONT & BACK)
ONE (1) DRAWER ASSEMBLY (3" DEEP)
THREE (3) SHELF ASSEMBLIES
ONE (1) SLIDING BATTERY SHELF

6. TWO (2) 3" POLY-CONDUITS SHOULD EXTEND BETWEEN THE PULL BOX AND COMMUNICATION CABINET.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
509 (B)	CLASS "A" CONCRETE	CY
802 (C)	HIGH DENSITY PE PIPE	LF
811	1/C NO. 6 ELECTRICAL CONDUCTOR	LF
824 (C)	(SP) CABINET	EA

APPROVED BY
I.T.S. ENGINEER:_____ DATE:_____
MAINTENANCE DIVISION - I.T.S. BRANCH STANDARD

TURNPIKE DMS 332 COMMUNICATION CABINET DETAIL

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2019 SPECIFICATIONS

TDSFD-1 | 0

DISTRICT 04 | OKLAHOMA COUNTY
I-44

ITS DETAILS
2 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T057

10/26/2023 pw:\\pw-int.hntb.org:PWCentralDiv\Documents\Kansas City Projects\72082 - I-44 over UPRR\Production\ITS\30637(04)_ITS_Details
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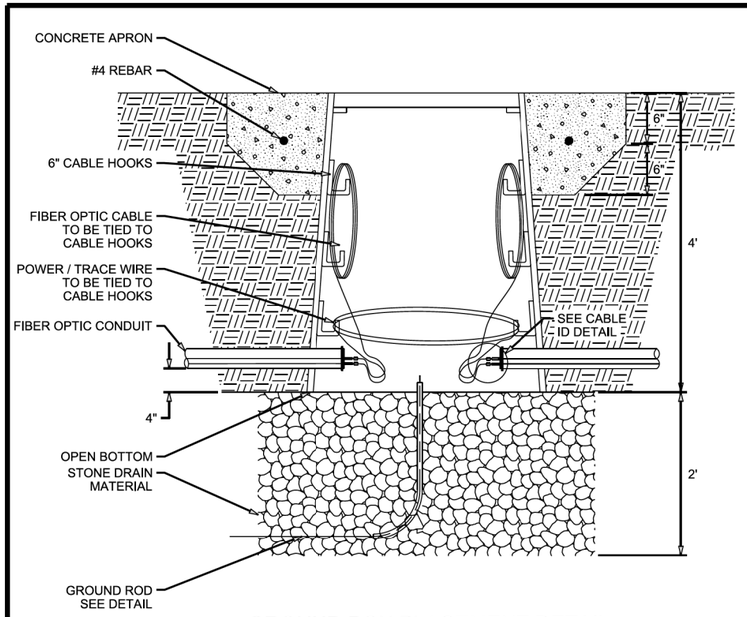
REVISIONS

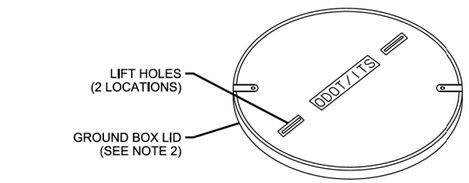
REV. NO.	DESCRIPTION	DATE

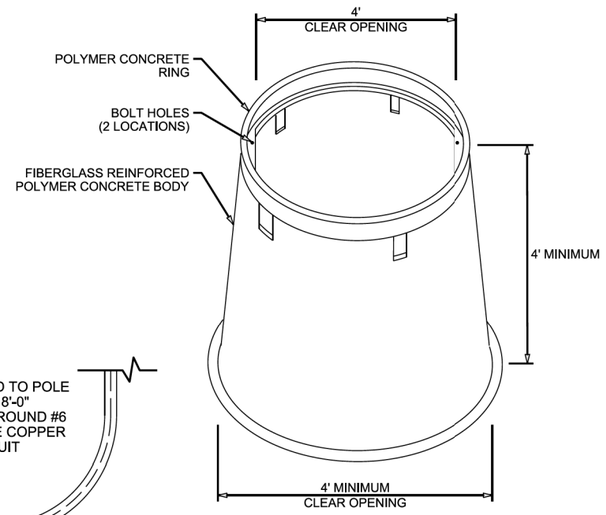
OKLAHOMA DEPARTMENT OF TRANSPORTATION
STANDARD REVISIONS

DESCRIPTION	DATE



GROUND BOX PLACEMENT DETAIL





GROUND BOX DETAIL

MATERIAL SPECIFICATIONS

A. CIRCULAR GROUND BOX TEXT SHALL BE 1" HIGH AND CENTERED. IT SHOULD BE READ: ODOT/I.T.S.

B. R48 GROUND BOX INSTALLATIONS ARE TO INCLUDE BOLTED DOWN LIDS. THREE (3) SETS OF 4 - 6" CABLE HOOKS. THE CONTRACTOR SHALL PROVIDE ODOT WITH TWELVE (12) EXTRA BOLTS PER PROJECT.

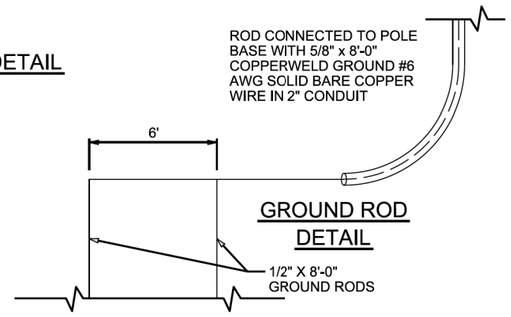
GENERAL NOTES

1. R48 GROUND BOX FRAMES AND COVER SHALL BE POLYMER CONCRETE.
2. R48 GROUND BOX COVERS SHALL HAVE AN APPROVED WHEEL LOAD OF 10,700 LBS AND BE UV STABILIZED. COVERS SHALL BE APPROXIMATELY 3" THICK.
3. 1/C NO. 6 AWG SOLID BARE COPPER WIRE SHALL BE USED TO GROUND THE GROUND BOX TO THE GROUND ROD.
4. THE CIRCULAR R48 GROUND BOX COVER SHOULD BE SIZED TO FIT A BOX WITH A MINIMUM CLEAR OPENING OF 48".
5. THE CONTRACTOR SHALL NEATLY COIL AND PLACE CABLE TAGS ON ALL FIBER/CONDUCTOR CABLE ENTERING AND LEAVING GROUND BOXES. ODOT WILL SUPPLY FIBER OPTIC TAGS FOR THE CONTRACTOR TO USE IN SUCH TAGGING.
6. APPROVED R 48 GROUND BOX CONTACT INFROMATION:

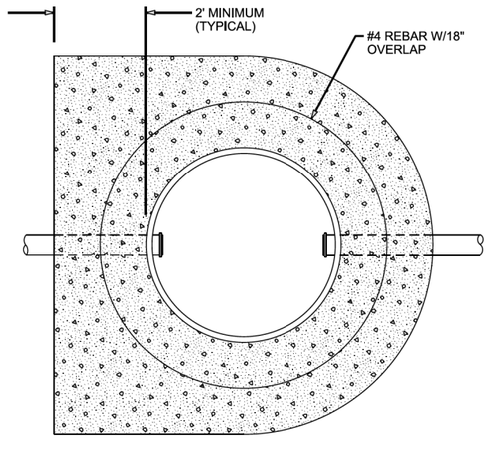
   ARMORCAST PRODUCTS COMPANY
   TEL: (818) 982-3600
   PART NO.: (A60016985a-OKDOT, A7000177)

   NEWBASIS
   TEL: (907) 787-0600
   PART NO.: (FCC540000A04, FCV54003604, FPR54001207)

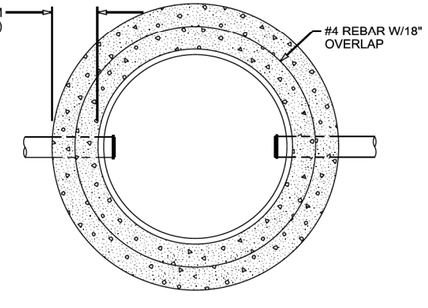
7. GROUND BOX LIDS SHALL HAVE ONE (1) 3M EMS MARKER LOCATOR TAG (MODEL NO. 1411 OR APPROVED EQUAL) CAST INTO IT.



GROUND ROD DETAIL



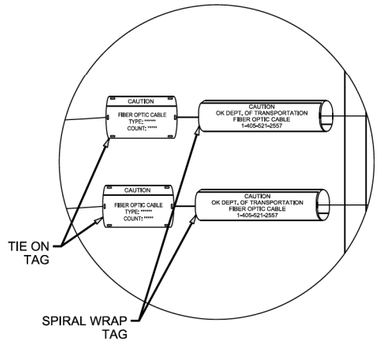
GROUND BOX ADJACENT TO SHOULDER



GROUND BOX GREATER THAN 2' FROM SHOULDER

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
509(B)	CLASS "A" CONCRETE	CY
511(A)	REINFORCING STEEL	LBS
803(B)	GROUND BOX (R48)	EA

CLASS "A" CONCRETE / REINFORCING STEEL QUANTITIES		
	GROUND BOX LESS THAN 2'-0" FROM SHOULDER	GROUND BOX GREATER THAN 2'-0" FROM SHOULDER
CLASS "A" CONCRETE	0.95 CU. YDS.	0.47 CU. YDS.
REINFORCING STEEL	11.54 LBS.	11.54 LBS.



CABLE ID DETAIL

FOR MORE INFROMATION REFER TO "MARKING, TAPING AND CONNECTOR STANDARD"

ODOT

R48 GROUND BOX DETAIL

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2019 SPECIFICATIONS

RGB-1 | 0

DISTRICT 04 — OKLAHOMA COUNTY
I-44

ITS DETAILS
3 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T058

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PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

REV. NO.	DESCRIPTION	DATE
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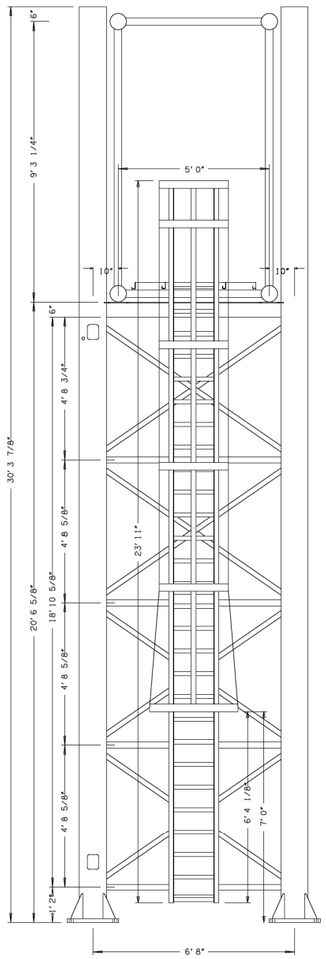

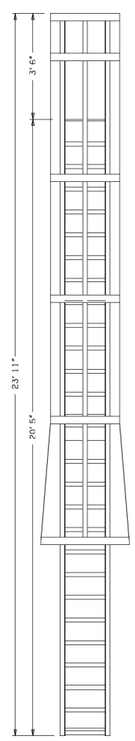

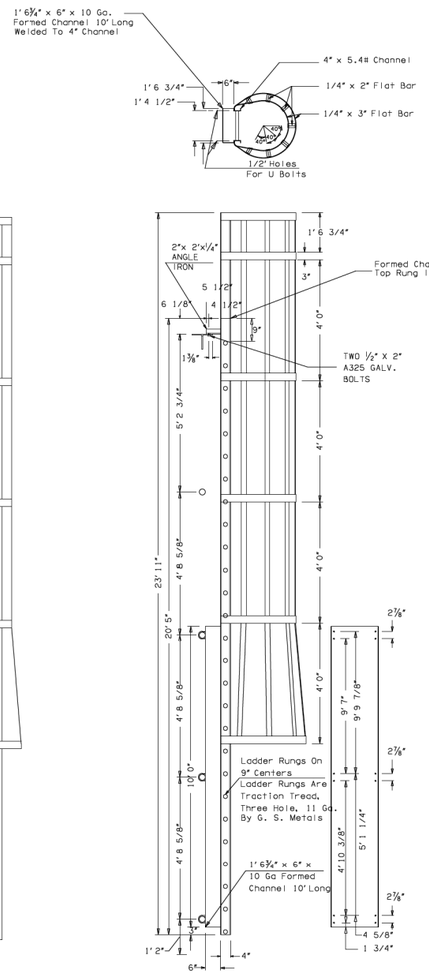

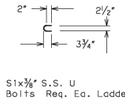

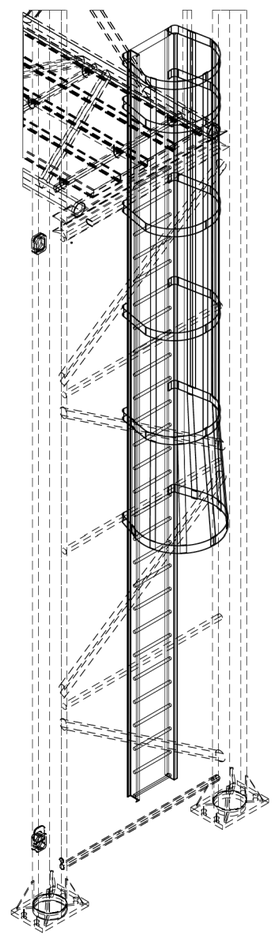

GENERAL NOTE:

1 ALL CONNECTIONS TO BE WELDED WITH 3/16" WELD, UNLESS OTHERWISE NOTED ALL MATERIALS AND WELDING PROCEDURES PER O.D.O.T. 1999 STANDARD SECTION 720 HOT-DIPPED GALVANIZED AFTER FABRICATION TO A.S.T.M 123 STANDARD.

2 THE RELOCATED LADDER REFERENCED ON SHTS ITS4 & ⚠ ITS6 MAY NEED TO BE MODIFIED TO FIT THE RELOCATED STRUCTURE.

DMS LADDER DETAIL

(RELOCATED TYPE "C" STRUCTURE)

Drawn	JEK	7/16
Design	JEK	7/16
Checked	JS	7/16

MAINTENANCE / ITS GROUP
JARED SCHWENNESEN

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION | DIVISION 8 | 21899(04) | SHEET NO. ITS-43

TULSA & ROGERS COUNTIES

DISTRICT 04
I-44

OKLAHOMA COUNTY

ITS DETAILS
4 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION | JOB PIECE NO. 30637(04) | SHEET NO. T059

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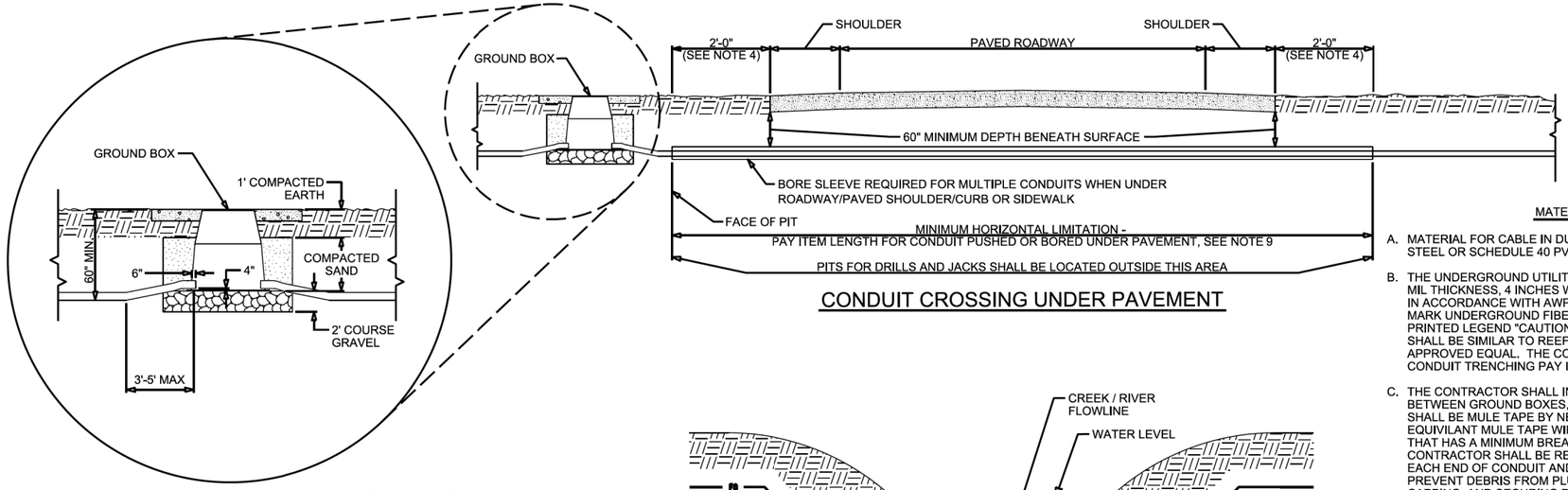
REVISIONS

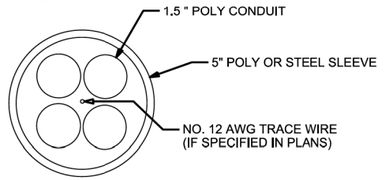
REV. NO.	DESCRIPTION	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
STANDARD REVISIONS

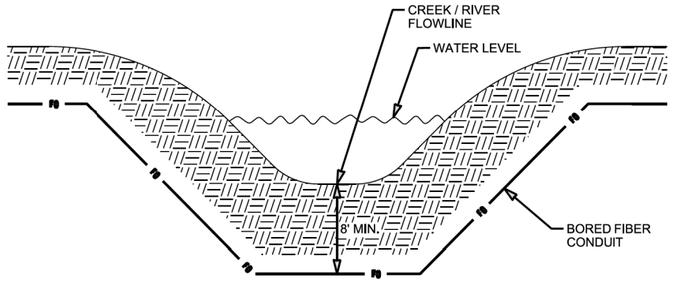
DESCRIPTION	DATE



CONDUIT CROSSING UNDER PAVEMENT



TYPICAL SLEEVE CROSS SECTION



CREEK / RIVER CROSSING

MATERIAL SPECIFICATIONS

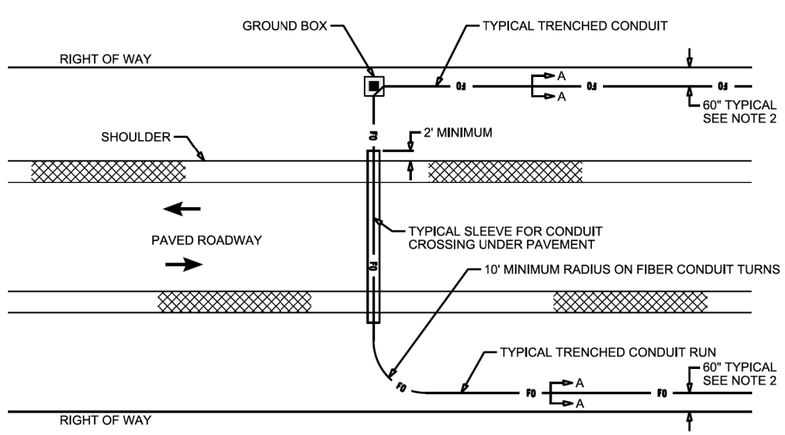
A. MATERIAL FOR CABLE IN DUCT CONDUIT SHALL BE RIGID GALVANIZED STEEL OR SCHEDULE 40 PVC PLASTIC.

B. THE UNDERGROUND UTILITY MARKING TAPE SHALL BE A MINIMUM OF 4 MIL THICKNESS, 4 INCHES WIDE, POLYETHYLENE TAPE, COLOR SHALL BE IN ACCORDANCE WITH AWPA UNIFORM COLOR CODE. TAPE USED TO MARK UNDERGROUND FIBER CABLE SHALL BE SAFETY RED COLOR WITH PRINTED LEGEND "CAUTION-FIBER LINE BURIED BELOW". THE TAPE SHALL BE SIMILAR TO REEF INDUSTRIES, INC STOCK NO. 0571415 OR APPROVED EQUAL. THE COST OF THE TAPE SHALL BE INCLUDED IN THE CONDUIT TRENCHING PAY ITEM.

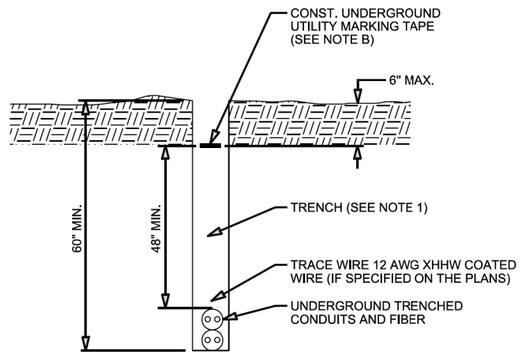
C. THE CONTRACTOR SHALL INSTALL A PULL LINE IN ALL CONDUITS BETWEEN GROUND BOXES, POLE FOOTINGS AND CABINETS. PULL LINE SHALL BE MULE TAPE BY NEPTCO, INC. OR APPROVED EQUAL. EQUIVILANT MULE TAPE WIRE, OR ANY OTHER APPROVED MATERIAL THAT HAS A MINIMUM BREAKING STRENGTH OF 600 LBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE PULL LINE AT EACH END OF CONDUIT AND ALSO FOR CAPPING THE CONDUIT ENDS TO PREVENT DEBRIS FROM PLUGGING THE CONDUIT. INSTALLATION, CAPPING, AND SECURING PROCEDURES SHALL BE APPROVED BY THE ENGINEER. THE COST OF ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONDUIT TRENCHING AND BORING PAY ITEMS.

GENERAL NOTES

1. THE TRENCH SHALL BE BACK FILLED IN APPROXIMATELY 6 INCH LAYERS, AND TAMPED TO A 95% DENSITY OF THE SURROUNDING EARTH.
2. THERE SHALL BE APPROXIMATELY 60 INCHES BETWEEN THE RIGHT-OF-WAY AND THE TRENCHED CONDUIT, UNLESS OTHERWISE SPECIFIED IN THE PLANS.
3. ALL CONDUIT SHALL BE INSTALLED TO FIT THE EXISTING FIELD CONDITIONS. HOWEVER, IF MAJOR RELOCATIONS ARE NECESSARY THAT MAY AFFECT THE OVERALL DESIGN OF THE FIBER SYSTEM, THE CONTRACTOR SHALL RECEIVE APPROVAL OF THE ENGINEER PRIOR TO MAKING THE RELOCATIONS.
4. IF TRENCHED CONDUIT MUST CROSS UNDER EXISTING GUARDRAIL IT SHOULD BE BETWEEN POSTS AND AS CLOSE TO PERPENDICULAR TO THE RAIL AS FEASIBLE.
5. THERE SHALL BE NO MORE THAN FOUR (4) 90 DEGREE BENDS OR 360 DEGREES TOTAL OF ALL THE BENDS IN A SINGLE RUN OF CONDUIT.
6. ALL TRENCHED CONDUIT SHALL BE FOR SECONDARY VOLTAGES, UNLESS OTHERWISE SPECIFIED IN THE PLANS.
7. THE CONDUIT MUST BE INSTALLED TO FIT EXISTING CONDITIONS AND ALL DISTURBED AREAS MUST BE REPAIRED OR RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR. THERE WILL BE NO PAY ITEM FOR THIS WORK.
8. WHEN CONDUIT IS INSTALLED FOR FUTURE USE, ALL ENDS SHALL BE CAPPED WATER TIGHT.
9. BASIS OF BORE LENGTH BASED ON 2' PAST THE EDGE OF PAVEMENT OR SIDEWALK.



CONDUIT DETAILS



SECTION "A-A"

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
802 (C)	HIGH DENSITY PE PIPE	LF

APPROVED BY
I.T.S. ENGINEER:_____ DATE:_____
MAINTENANCE DIVISION - I.T.S. BRANCH STANDARD

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2019 SPECIFICATIONS

POLY CONDUIT INSTALLATION DETAIL

PCI-1 | 0

DISTRICT 04
I-44
OKLAHOMA COUNTY

ITS DETAILS
5 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T060

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10/26/2023 pw:\\pw-int.hntb.org:PWCentralDiv\Documents\Kansas City Projects\72082 - I-44 over UPRR\Production\ITS\30637(04)_ITS_Details PRELIMINARY PLANS NOT FOR CONSTRUCTION
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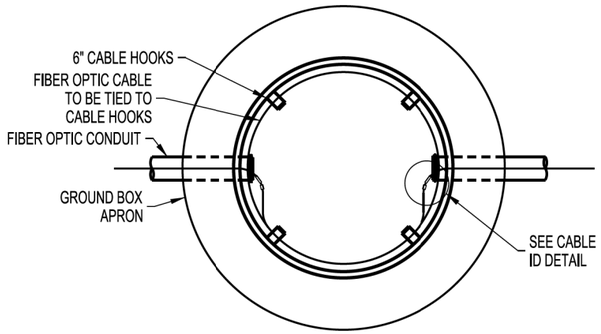
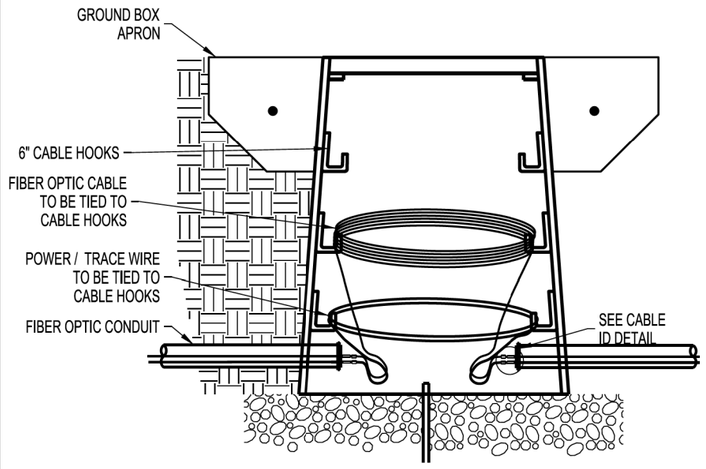
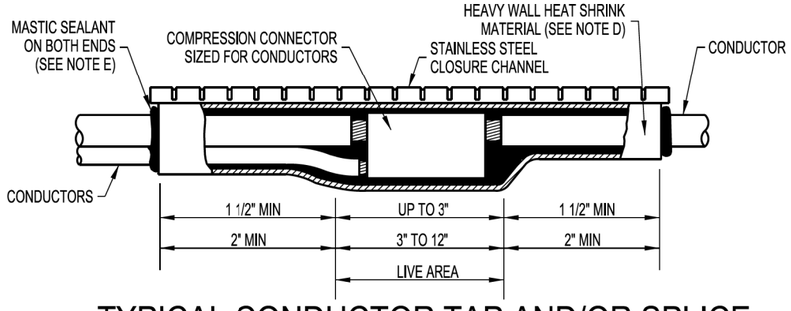
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DESCRIPTION	DATE

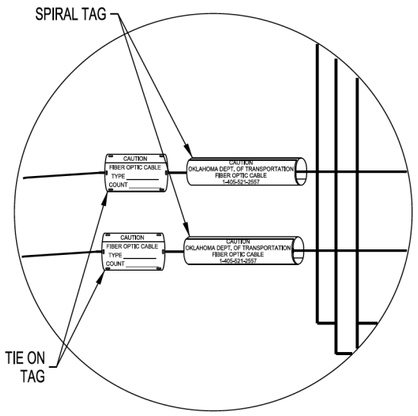




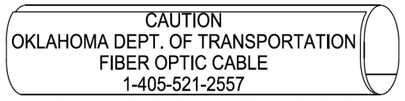


TYPICAL CONDUCTOR TAP AND/OR SPLICE WITH HEAT SHRINK WRAP AROUND SLEEVE

(MIN. LENGTH: 6" FOR #4 AWG CONDUCTORS)

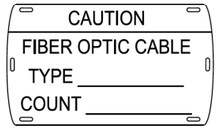


CABLE ID DETAIL



SPIRAL CABLE OWNERSHIP TAG

HELLERMAN-TYTON INC.
STOCK # CMF040T
CABLE MARKER
OR APPROVED EQUAL



TIE-ON OWNERSHIP TAG

PANDUIT INC.
STOCK # PST-FO
SELF-LAM TAG
OR APPROVED EQUAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION
STANDARD REVISIONS

DESCRIPTION	DATE

MATERIAL SPECIFICATIONS AND GENERAL NOTES

A. FUSES SHALL BE CURRENT-LIMITING TYPE, PREFERABLY BUSSMANN MANUFACTURING, MODEL KTK. SIZED AS SPECIFIED IN THE PLANS.

B. LINE / LOAD CONDUCTORS, SPLICES AND FUSE HOLDER CONNECTIONS SHALL BE INSULATED AND BE MADE WATERPROOF.

C. ALL CONDUCTOR SPLICES SHALL BE MADE WITH APPROPRIATELY SIZED COMPRESSION TYPE CONNECTORS, UNLESS OTHERWISE SPECIFIED. CONNECTORS SHALL BE COMPATIBLE WITH THE CONDUCTOR MATERIAL AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDATIONS. "WIRE NUT/SPRING CONNECTORS" ARE NOT ACCEPTABLE CONNECTORS TO BE USED AS A SPLICING DEVICE.

D. CROSS LINKED POLYOLEFIN HEAT SHRINK COMPOSITION MATERIAL SHALL HAVE A HOT-MELT ADHESIVE THICKNESS OF AT LEAST 0.06", APPROVED FOR DIRECT BURIAL TO 600V / 90 c IN ACCORDANCE WITH ANSI C119.1-1986.

E. MASTIC SEALANT SHALL BE NON-CORROSIVE AND IN ACCORDANCE WITH ASTM.

TAPING NOTES:

1. CONSTRUCTOR SHALL MARK ALL CONDUCTORS, FIBER AND COMMUNICATION CABLES AS THEY ENTER / LEAVE ANY GROUND BOX, PULL BOX, ITS CABINET, SIGNAL CABINET, DMS, POLE, STRUCTURE, ETC. WHERE WIRE IS ACCESSED OR VISIBLE WITH COLOR CODED ELECTRICAL TAPE OR USING COLOR CABLE TIES (40 LBS) AS SHOWN IN THE CONDUCTOR COLOR CHART.

2. THE CONTRACTOR SHALL MARK EACH CONDUCTOR WITH COLORED TAPE. TAPE SHALL CONSIST OF A HALF-LAP LAYER OF TAPE COVERING A SIX (6) INCH LENGTH OF THE CONDUCTOR. THE CONDUCTOR ENTERING OF LEAVING THE ABOVE MENTIONED ACCESS LOCATIONS AND/OR AT ACCESS POINTS SUCH AS HANDHOLES IN POLES OR STRUCTURES, GROUND BOXES AND CABINETS SHALL NOT BE PAID FOR UNTIL PROPER AND CORRECT MARKING OF CONDUCTOR IS COMPLETED TO THE ENGINEERS SATISFACTION.

CONDUCTOR COLOR CHART			
CONDUCTOR	VOLTAGE	LOAD	COLOR
COAX	N/A	N/A	GREEN
FIBER	N/A	N/A	YELLOW
TELEPHONE	N/A	N/A	BLUE
DMS POWER	120V / 240V	LOAD	BLACK & BROWN
		NEUTRAL	WHITE & BROWN
CABINET POWER	120V	LOAD	BLACK & ORANGE
		NEUTRAL	WHITE & ORANGE

DRAWINGS NOT TO SCALE

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
818(A)	FIBER OPTIC CABLE	LF

MARKING, TAPING AND CONNECTOR DETAIL

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2019 SPECIFICATIONS

MTCD-1 | 0

DISTRICT 04 | OKLAHOMA COUNTY
I-44

ITS DETAILS
6 OF 6

DETAIL:	DAU	
CHECK:	CAM	
ENGINEER:	CAM	
GROUP:	HNTB	
EM:		

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 30637(04) | SHEET NO. T061

10/26/2023 pw:\\pw-int.hntb.org:PWCentralDiv\Documents\Kansas City Projects\72082 - I-44 over UPRR\Production\ITS\30637(04)_ITS_Details
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION
PRELIMINARY PLANS NOT FOR CONSTRUCTION

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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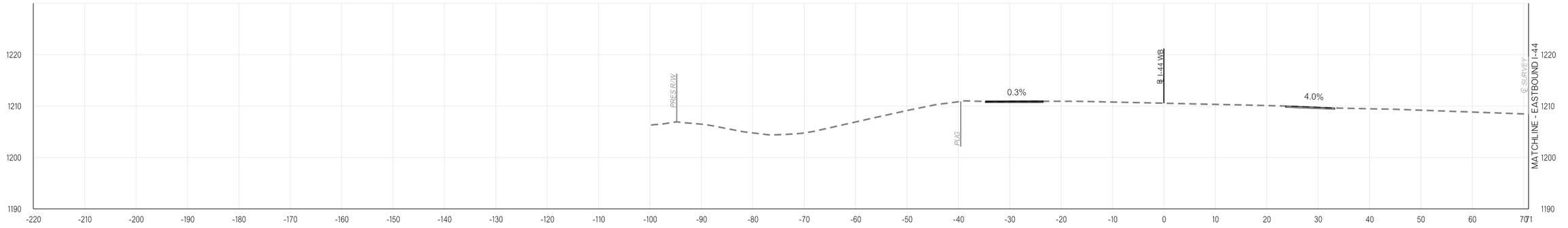
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
362+60.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
363+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
364+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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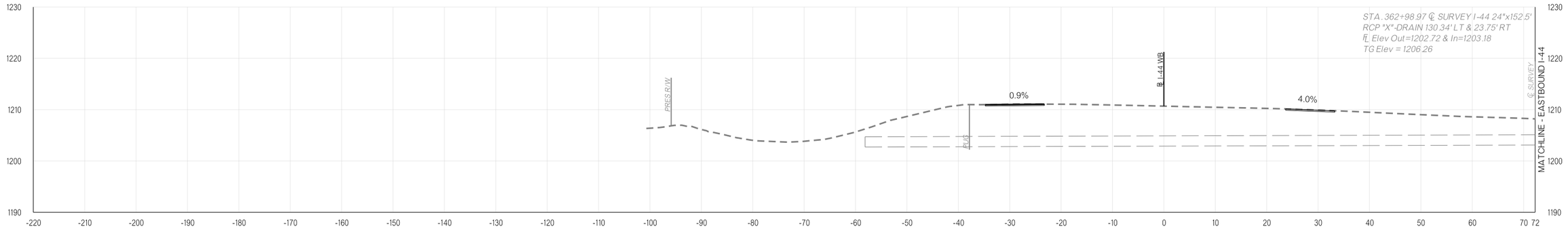

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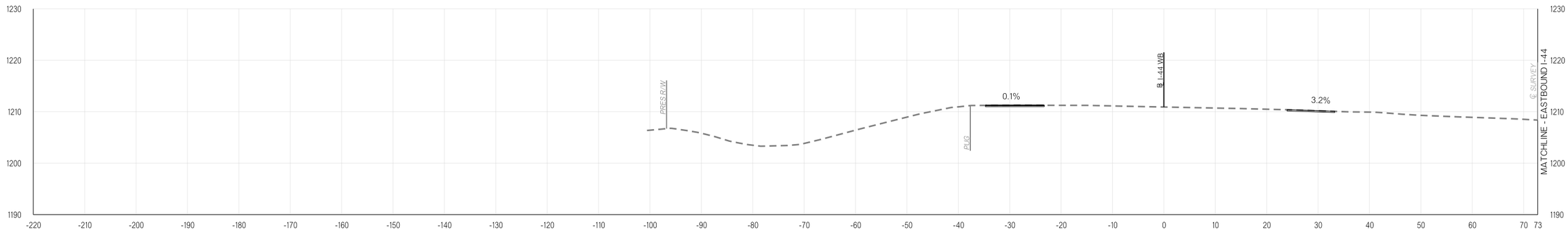

362+60.74
BEGIN CROSSOVER

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X001

PLOT DATE: 10/26/2023 8:29:57 AM
FILENAME: 30637(04)-Xsec.dgn

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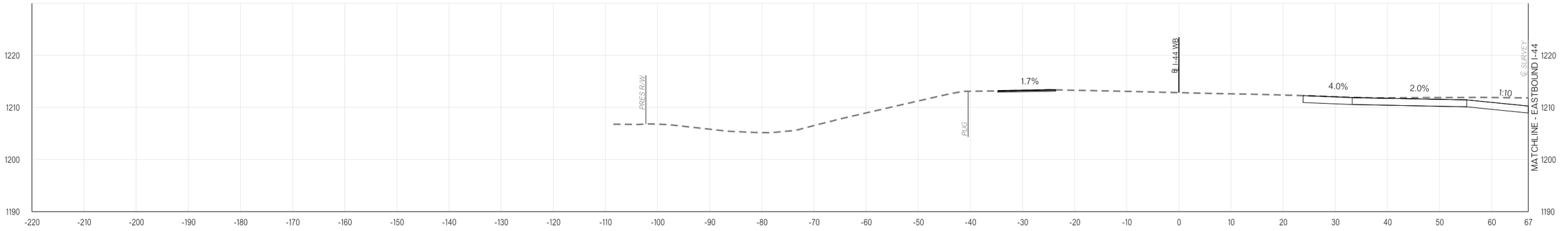
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
365+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
366+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
367+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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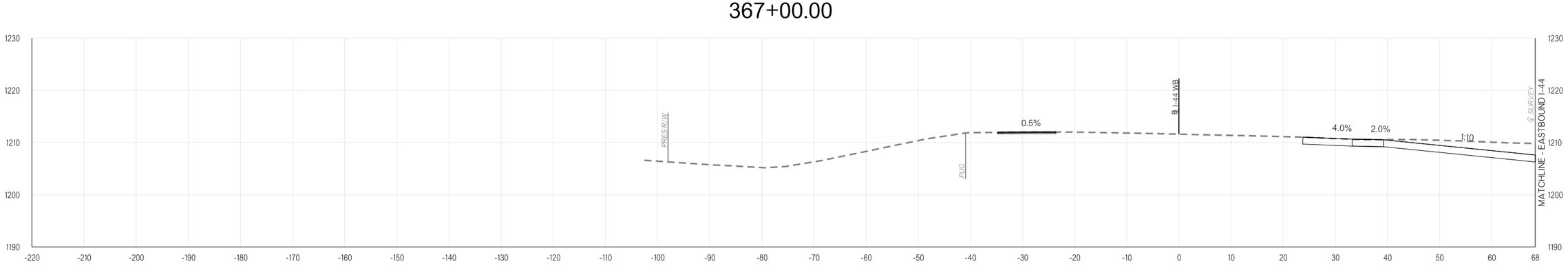

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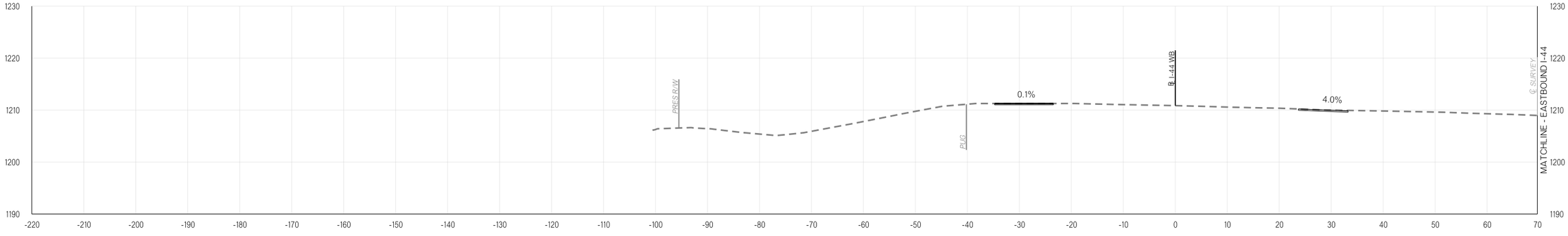

365+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X002

PLOT DATE: 10/26/2023 8:29:59 AM
FILENAME: 30637(04)-Xsec.dgn

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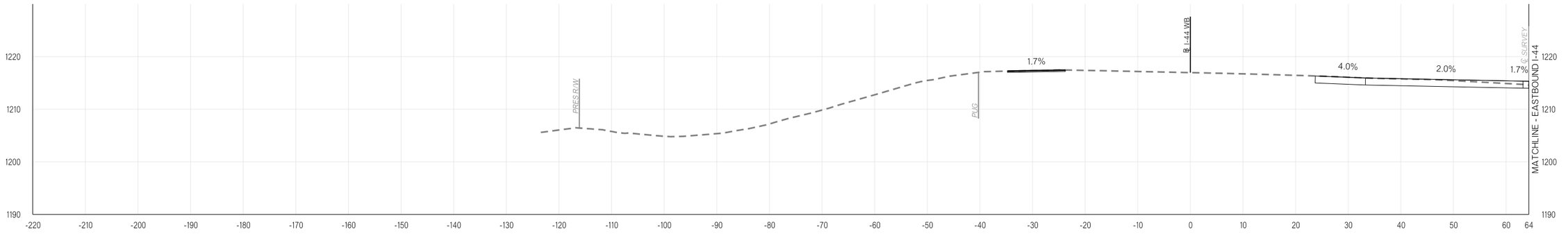
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
367+37.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
368+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
369+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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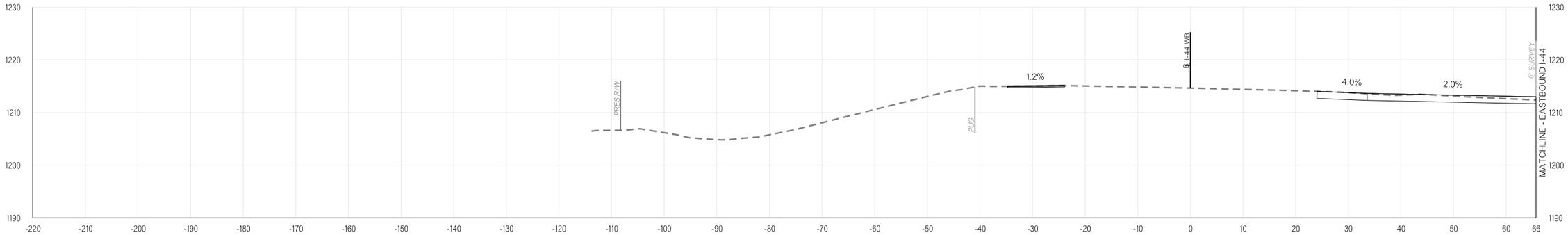

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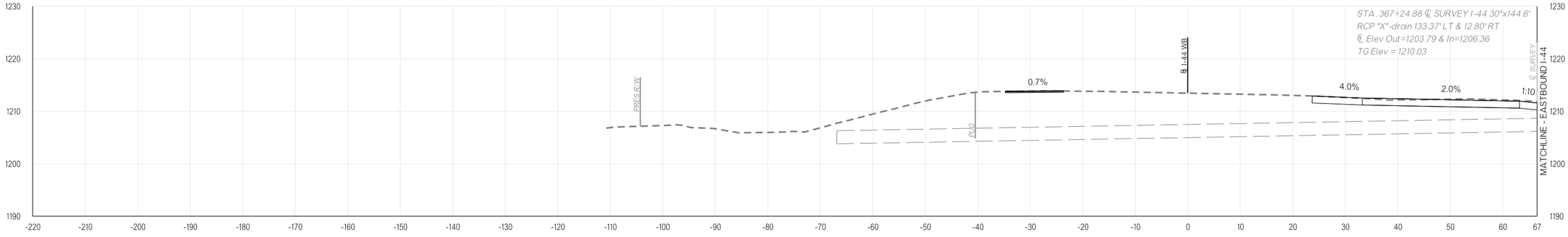

367+37.15

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X003

PLOT DATE: 10/26/2023 8:30:01 AM
FILENAME: 30637(04)-Xsec.dgn

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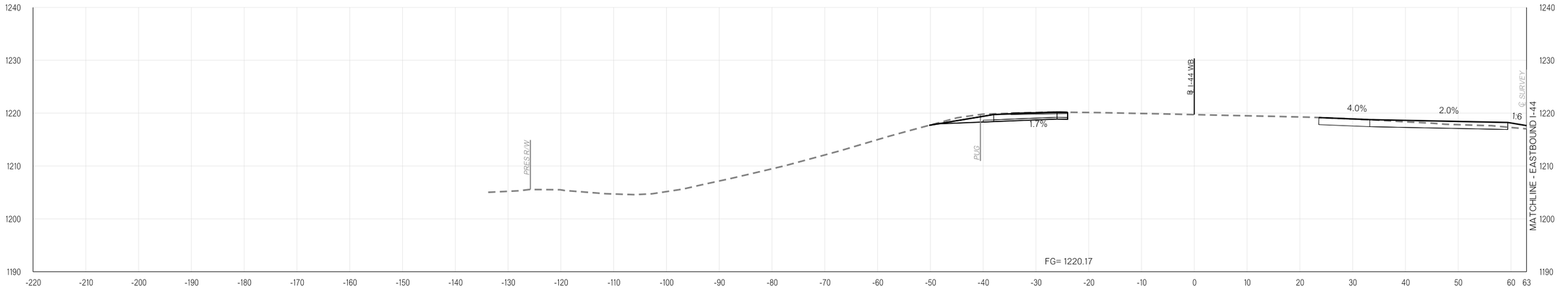
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
369+15.00	0.00	0.00	0.00	0.00	21.03	0.00	5.84	0.00	0.00	0.00	0.00	0.00
370+00.00	0.00	0.00	0.00	0.00	11.80	0.00	51.68	0.00	0.00	0.00	0.00	0.00



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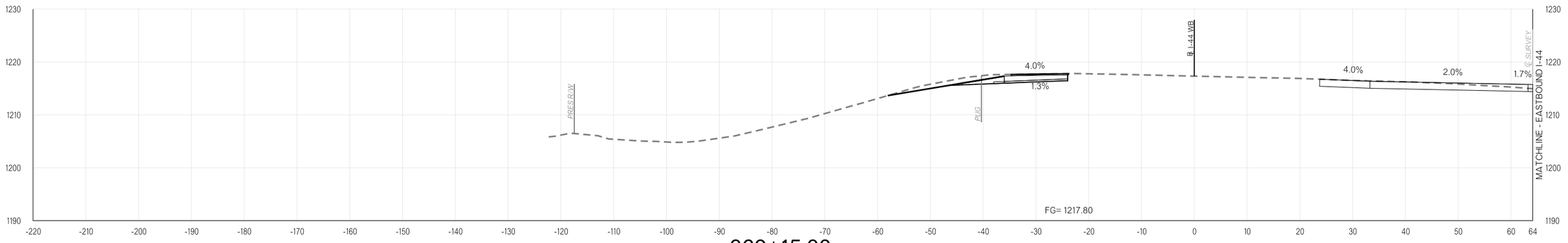

369+15.00
END INCIDENTAL CONSTRUCTION
AND BEGIN PROJECT

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:03 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X004

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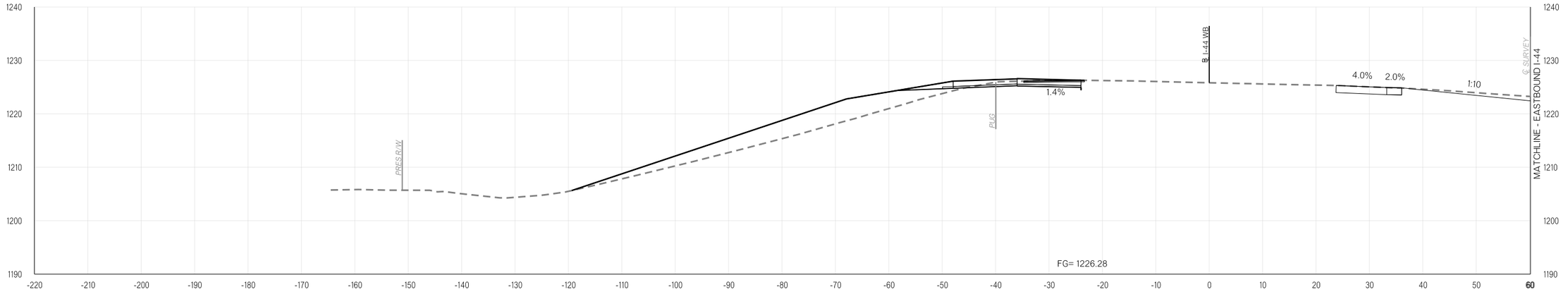
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
371+00.00	0.00	0.00	0.00	0.00	10.23	56.45	40.81	104.53	0.00	0.00	0.00	0.00
372+04.00	0.00	0.00	0.00	0.00	7.04	168.77	33.27	433.75	0.00	0.00	0.00	0.00



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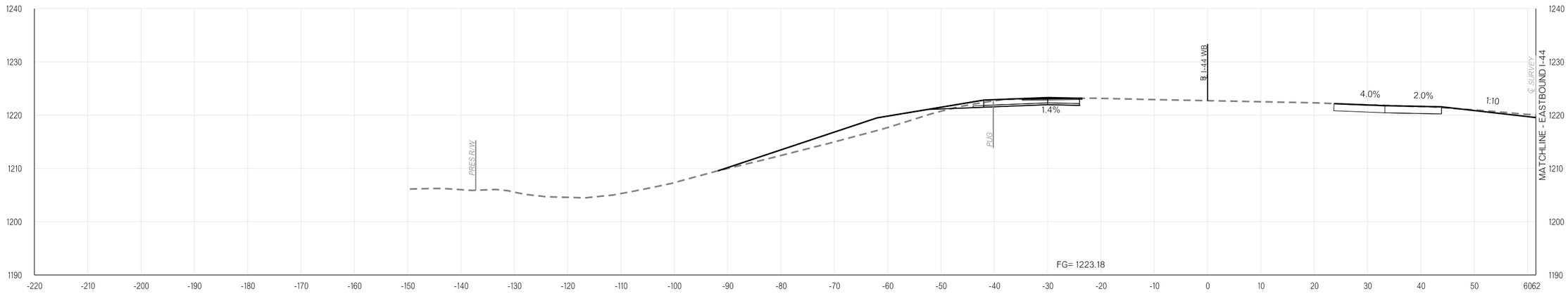

371+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X005

PLOT DATE: 10/26/2023 8:30:05 AM
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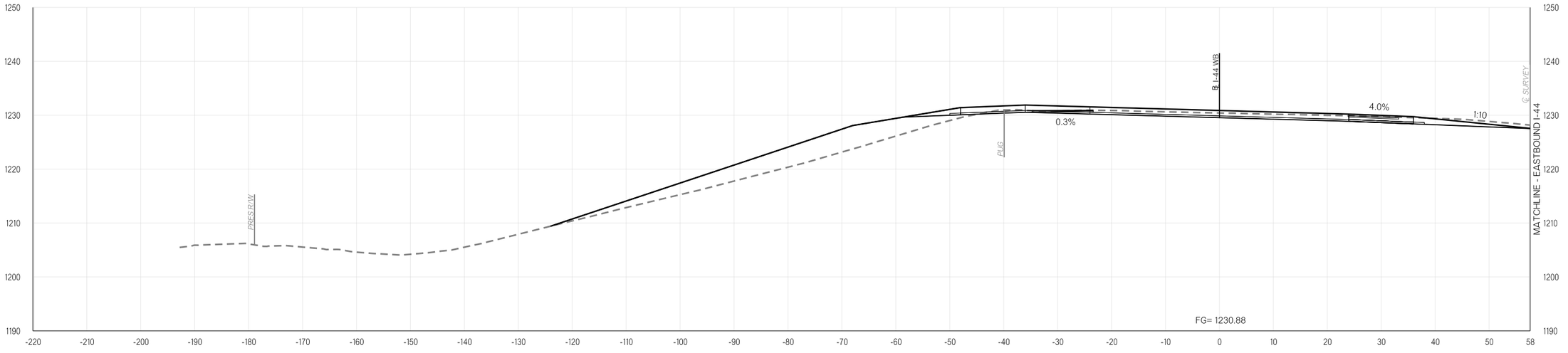
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
373+00.00	0.00	0.00	0.00	0.00	26.87	186.43	60.30	631.47	0.00	0.00	0.00	0.00
373+78.31	0.00	0.00	0.00	0.00	16.36	199.49	62.70	559.66	0.00	0.00	0.00	0.00



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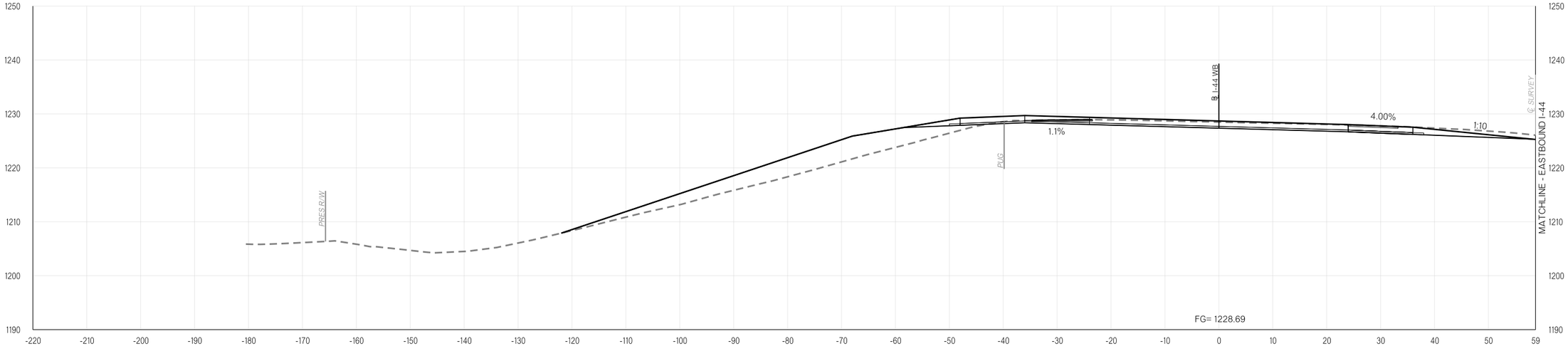

373+00.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:07 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X006

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
374+00.00	0.00	0.00	0.00	0.00	15.32	227.21	12.72	171.39	0.00	0.00	0.00	0.00
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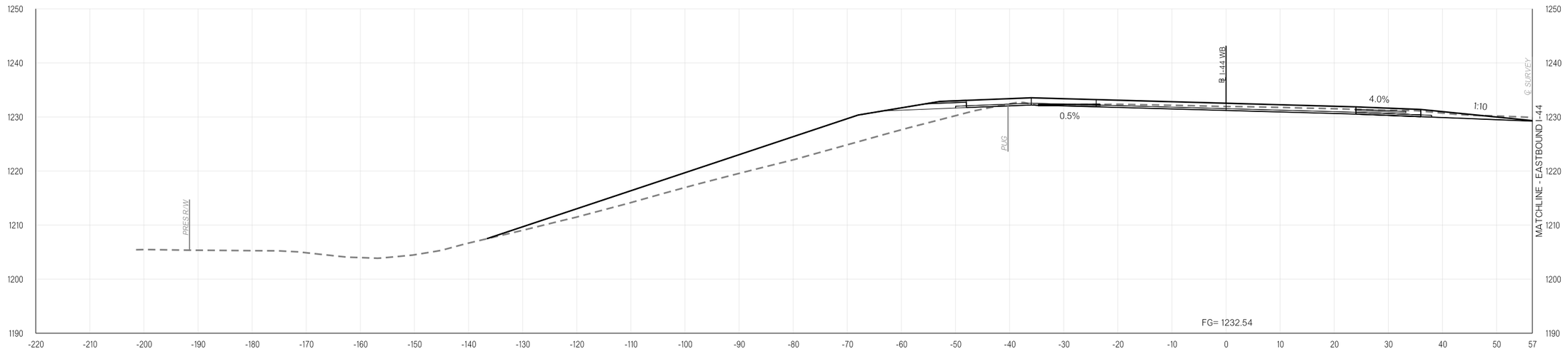

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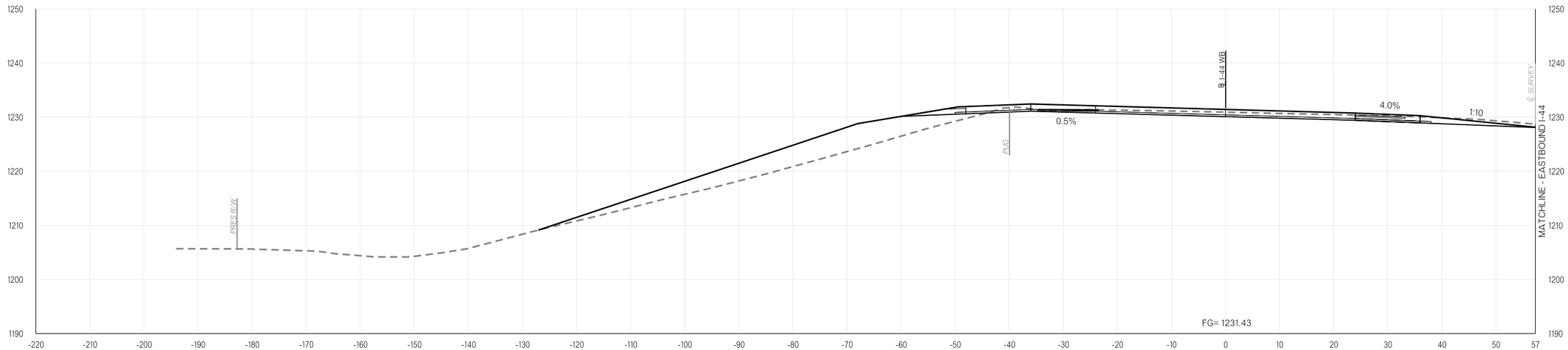

374+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X007

PLOT DATE: 10/26/2023 8:30:09 AM
FILENAME: 30637(04)-Xsec.dgn

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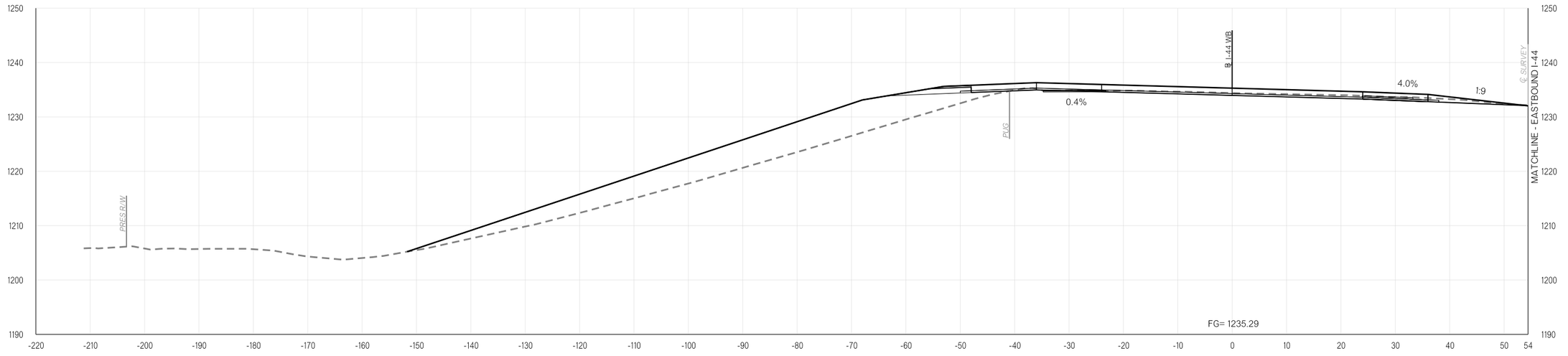
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
375+00.00	0.00	0.00	0.00	0.00	7.25	290.31	15.26	544.01	0.00	0.00	0.00	0.00
376+00.00	0.00	0.00	0.00	0.00	3.37	438.24	19.67	1349.17	0.00	0.00	0.00	0.00



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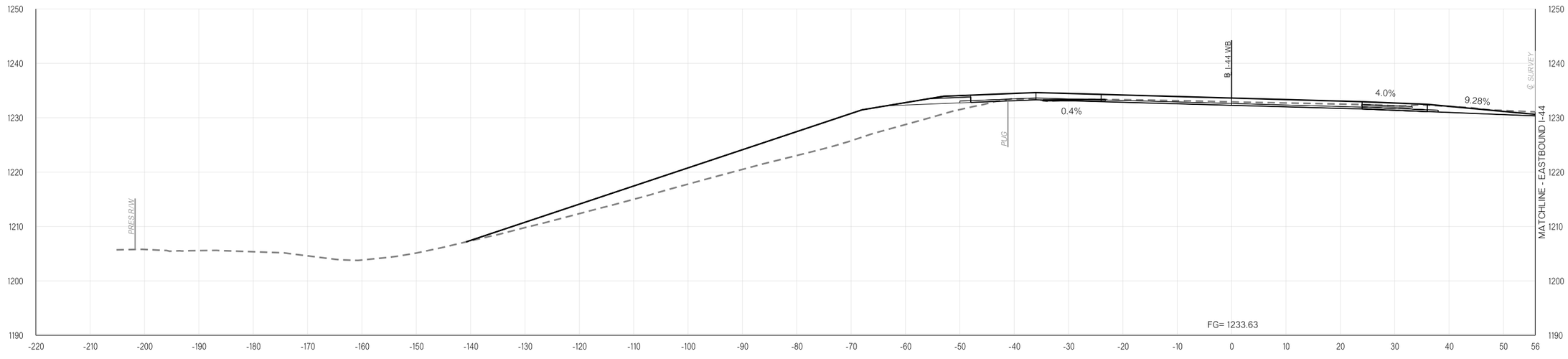

375+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X008

PLOT DATE: 10/26/2023 8:30:11 AM
FILENAME: 30637(04)-Xsec.dgn

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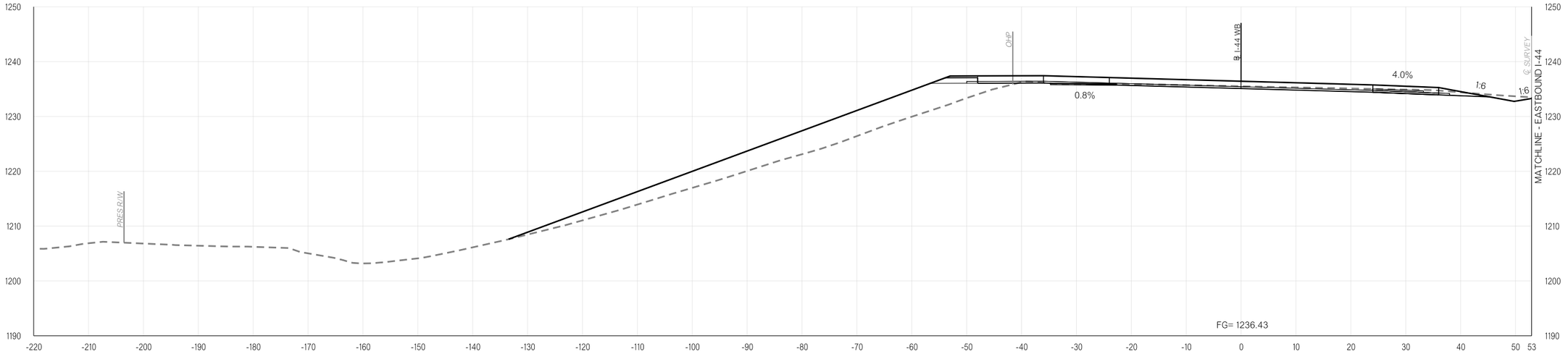
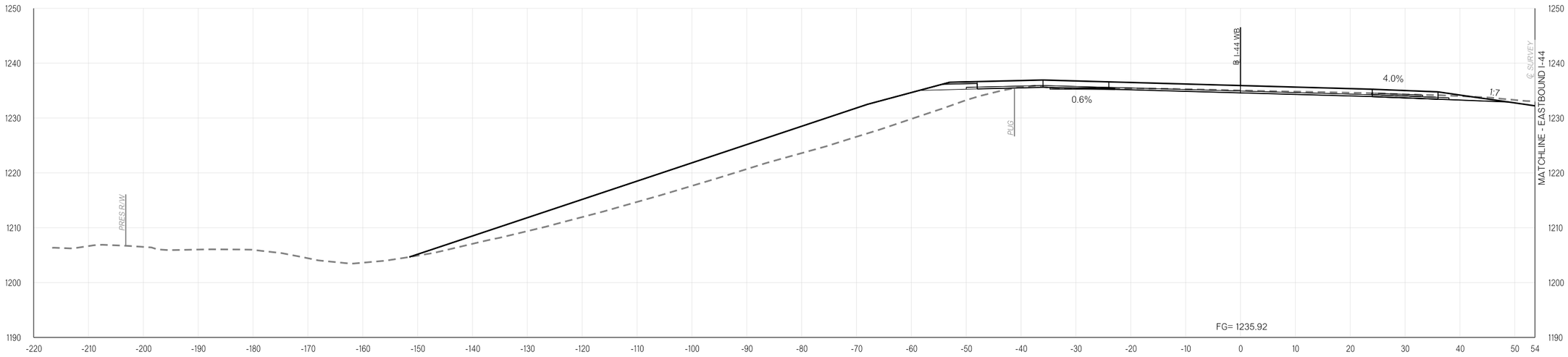
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
376+50.00	0.00	0.00	0.00	0.00	9.58	410.52	11.99	785.89	0.00	0.00	0.00	0.00
377+00.00	0.00	0.00	0.00	0.00	7.63	319.54	15.94	675.98	0.00	0.00	0.00	0.00



377+00.00



376+50.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X009

PLOT DATE: 10/26/2023 8:30:13 AM
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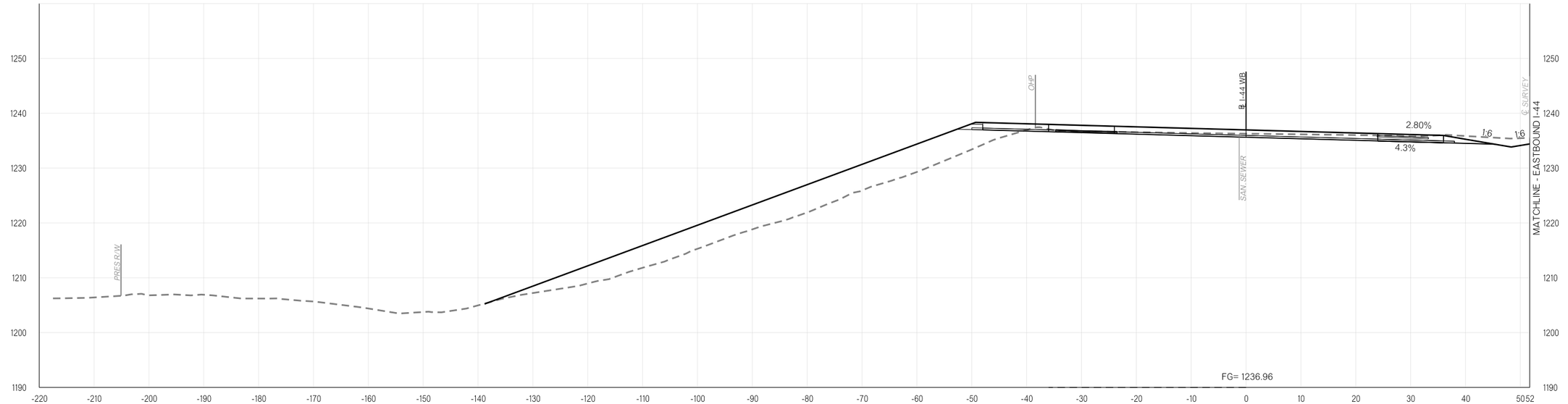
OKLAHOMA DEPARTMENT OF TRANSPORTATION

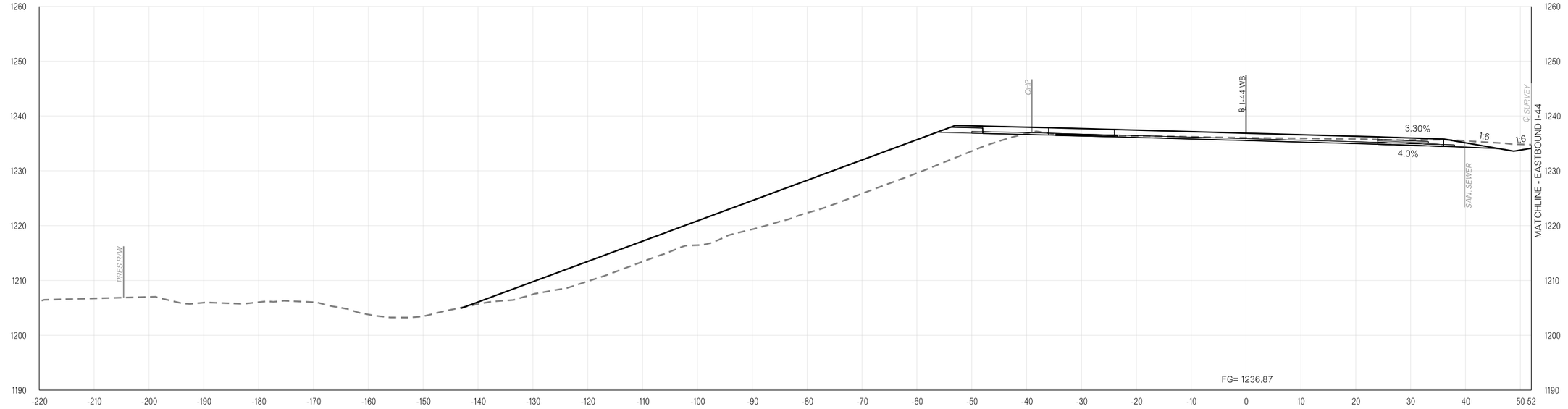
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
377+63.59	0.00	0.00	0.00	0.00	15.66	446.58	27.43	902.18	0.00	0.00	0.00	0.00
377+83.77	0.00	0.00	0.00	0.00	20.71	390.99	12.98	298.89	0.00	0.00	0.00	0.00



377+83.77
BEGIN APPROACH SLAB BRIDGE "B"



377+63.59

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X010

PLOT DATE: 10/26/2023 8:30:15 AM
FILENAME: 30637(04)-Xsec.dgn

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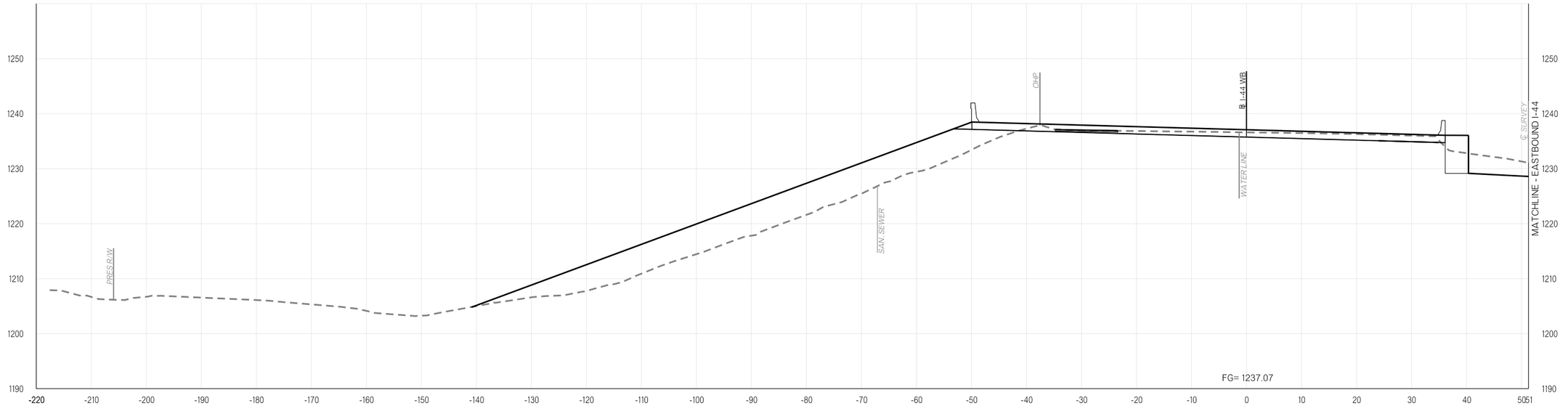
OKLAHOMA DEPARTMENT OF TRANSPORTATION

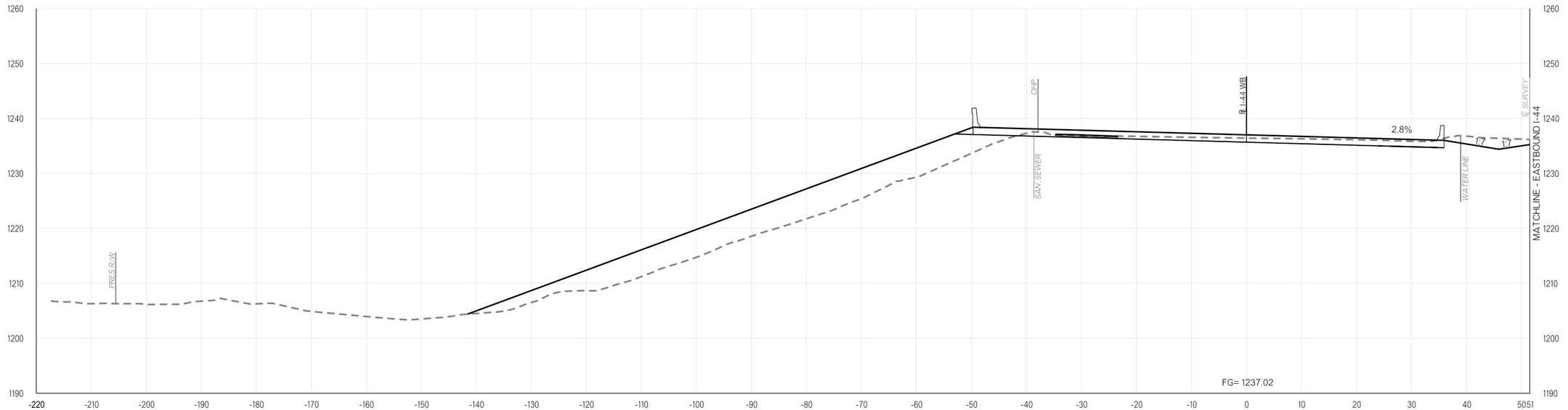
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
378+00.00	0.00	0.00	0.00	0.00	38.58	424.50	18.82	258.84	0.00	0.00	0.00	0.00
378+12.94	0.00	0.00	0.00	0.00	65.85	458.79	25.02	211.66	0.00	0.00	0.00	0.00



378+12.94



378+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X011

PLOT DATE: 10/26/2023 8:30:18 AM
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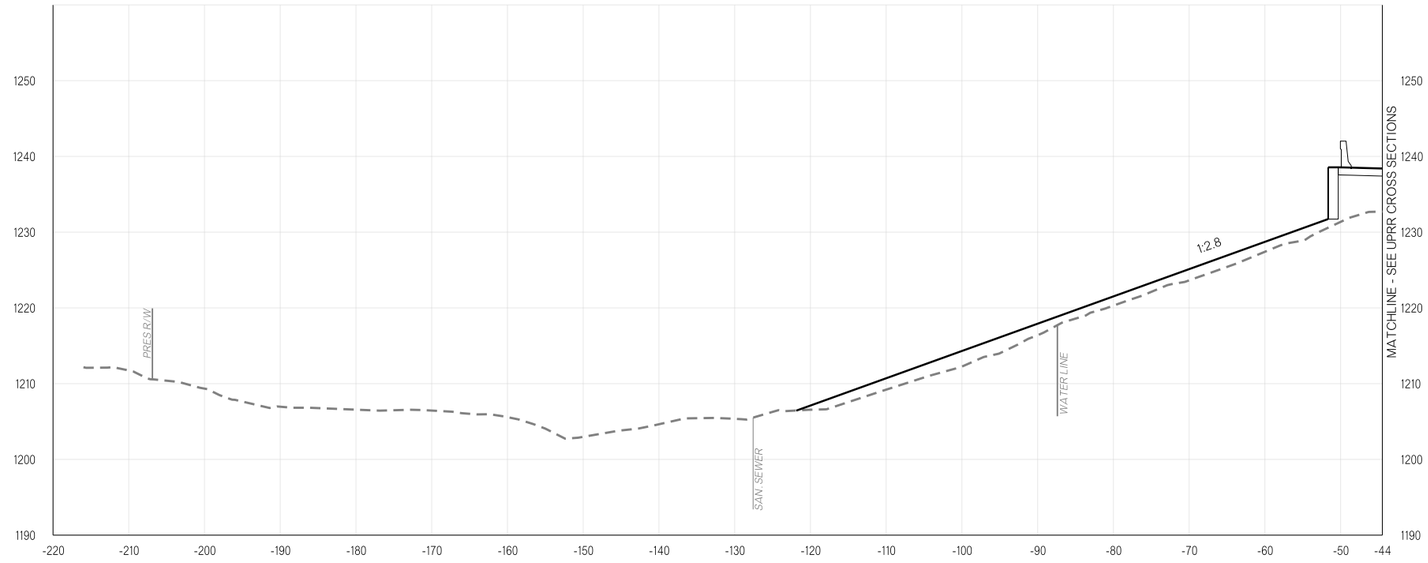
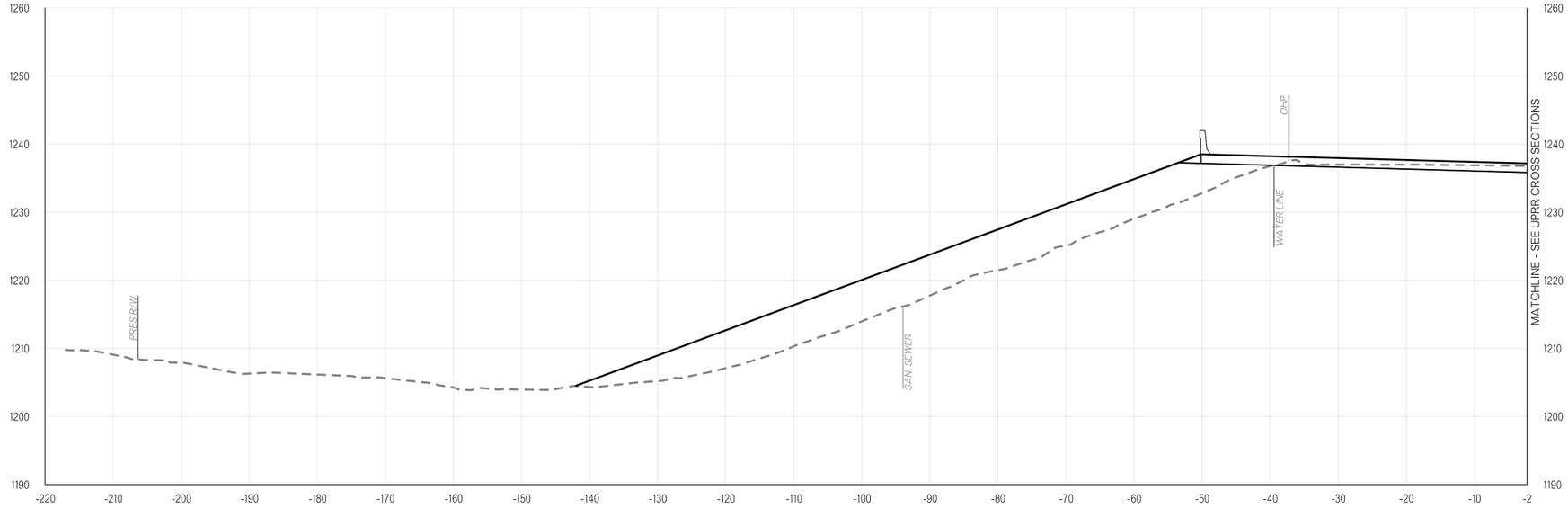
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
378+25.00	0.00	0.00	0.00	0.00	6.87	513.36	16.24	217.11	0.00	0.00	0.00	0.00
378+40.89	0.00	0.00	0.00	0.00	0.00	130.40	1.90	178.23	0.00	0.00	0.00	0.00



378+40.89
BEGIN BRIDGE "B"



378+25.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X012

PLOT DATE: 10/26/2023 8:30:20 AM
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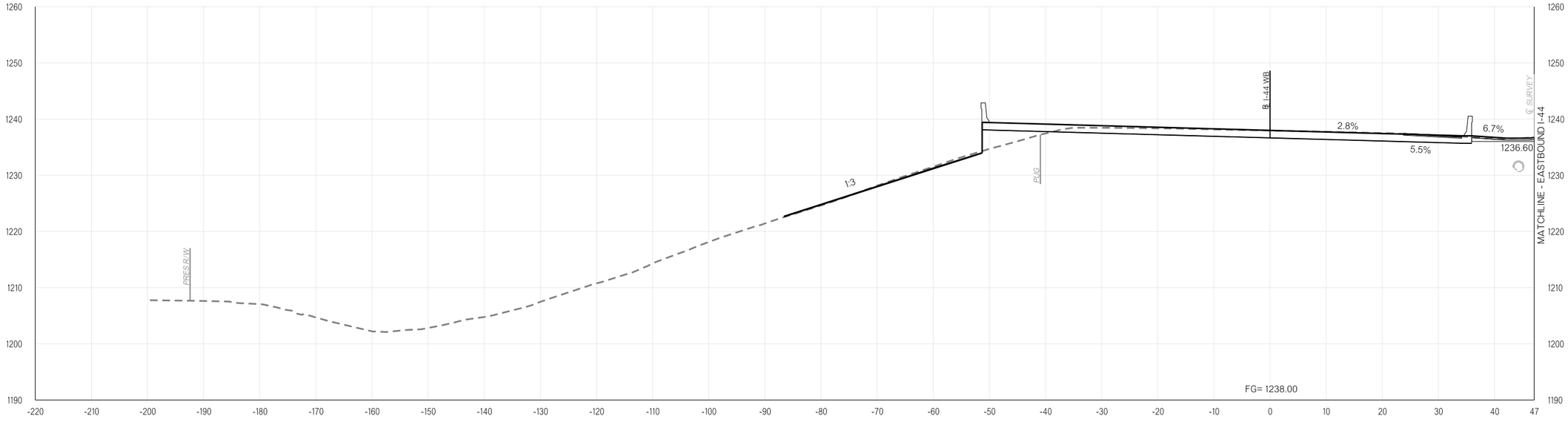
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

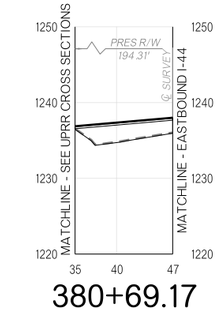
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
* 380+66.08	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.00	0.00	0.00	0.00
380+69.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.85	0.00	1.59
380+85.22	0.00	0.00	0.00	0.00	9.16	0.00	11.90	0.00	5.37	0.00	1.60	8.28
380+93.34	0.00	0.00	0.00	0.00	21.10	0.00	8.44	0.00	2.46	0.00	1.18	0.00

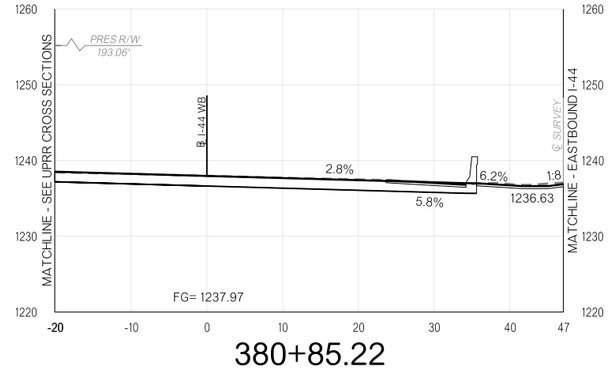
* FOR CALCULATION PURPOSES ONLY



380+93.34



380+69.17
END BRIDGE "B"



380+85.22

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X013

PLOT DATE: 10/26/2023 8:30:22 AM
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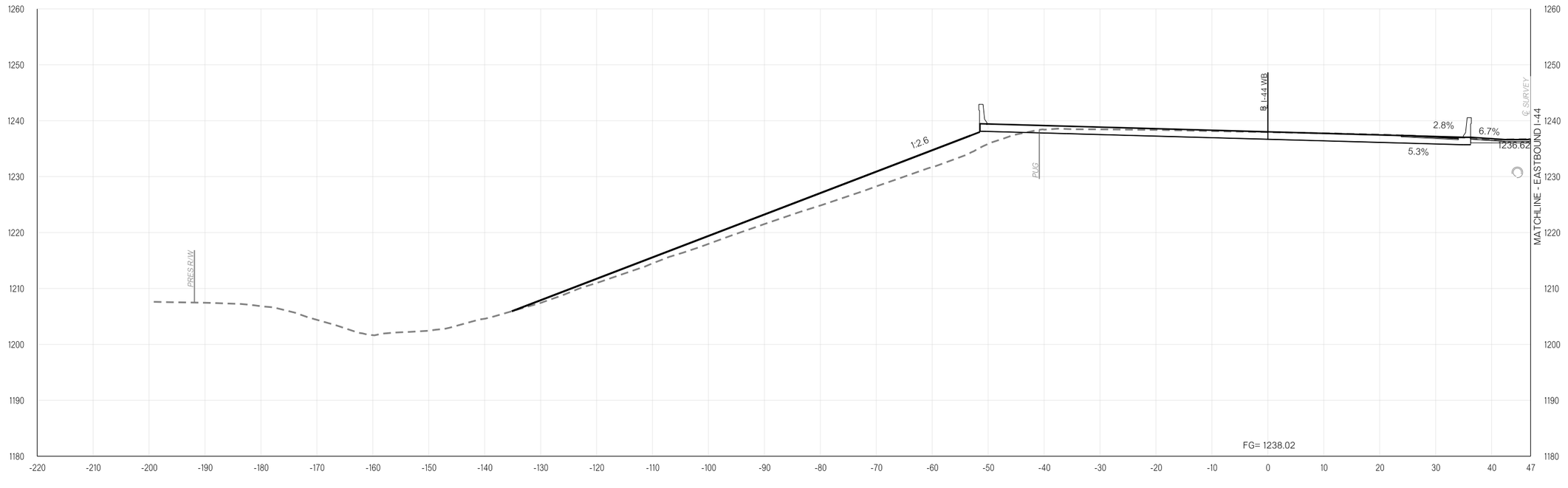
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+00.00	0.00	0.00	0.00	0.00	35.43	23.27	8.50	3.50	2.91	0.00	0.66	0.00



381+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X014

PLOT DATE: 10/26/2023 8:30:24 AM
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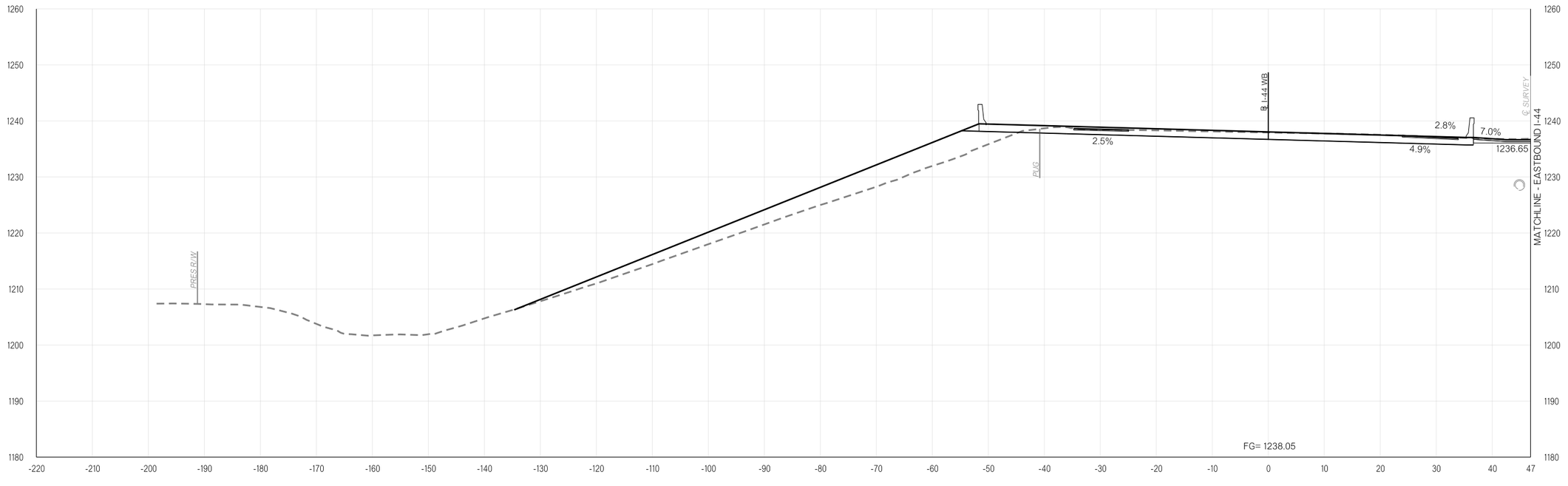
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+08.22	0.00	0.00	0.00	0.00	30.02	153.08	8.07	21.75	3.71	0.00	1.01	0.00



381+08.22

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X015

PLOT DATE: 10/26/2023 8:30:27 AM
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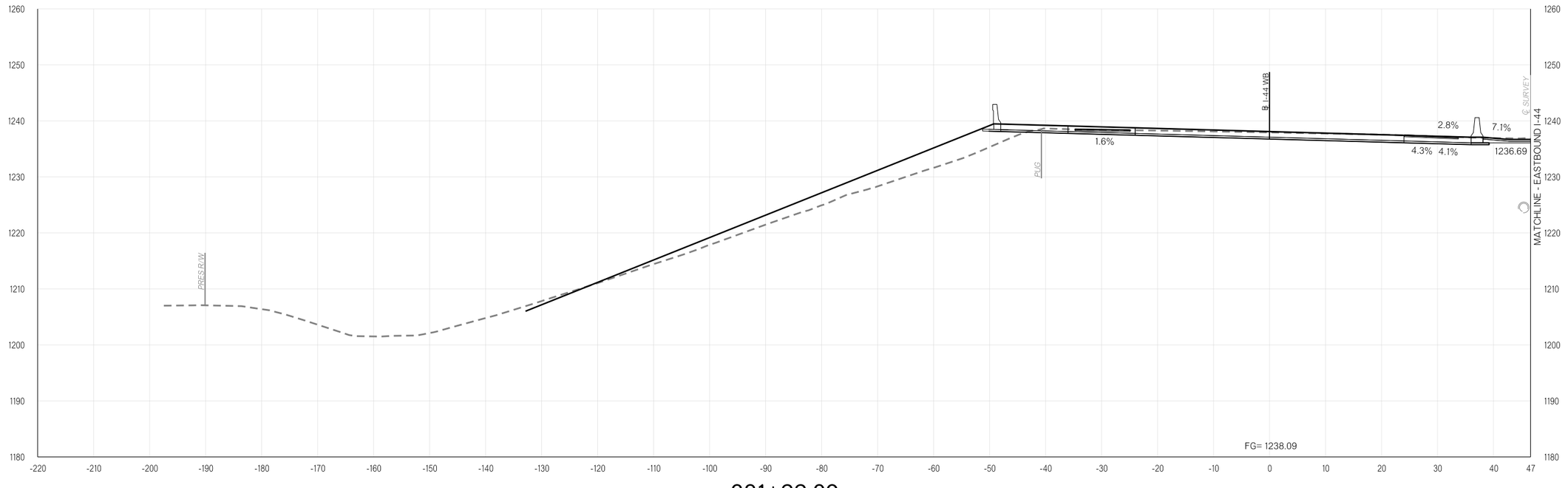
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+22.09	0.00	0.00	0.00	0.00	22.51	215.85	8.00	56.16	4.15	0.00	2.17	0.00



381+22.09
END APPROACH SLAB BRIDGE "B"

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X016

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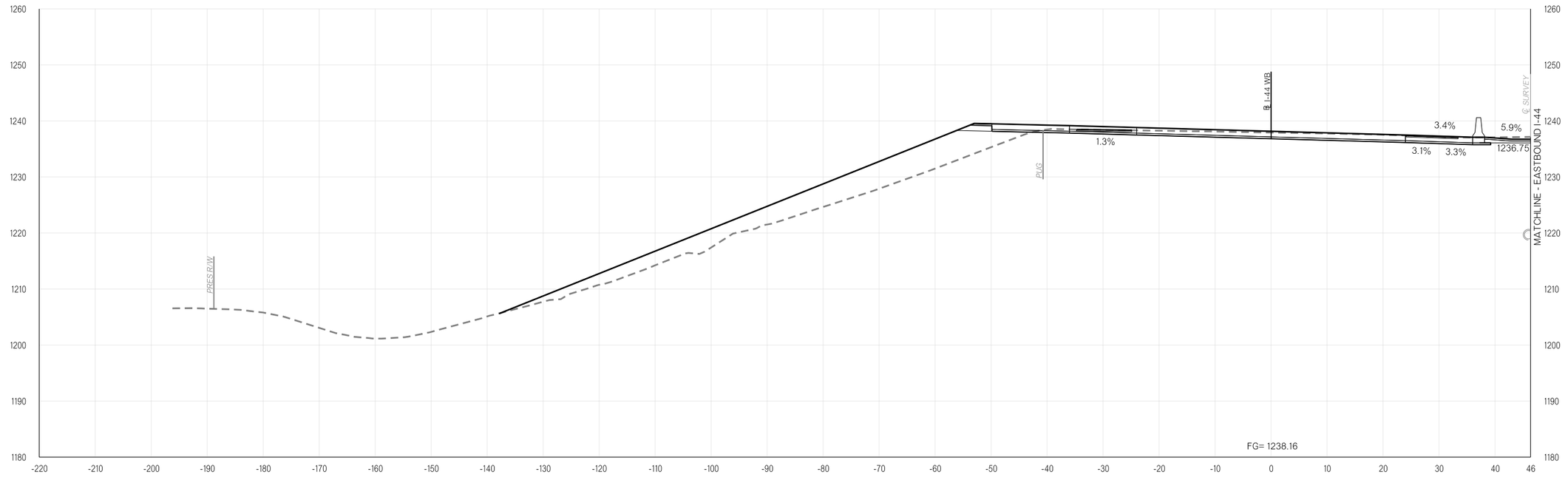
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+41.08	0.00	0.00	0.00	0.00	14.52	224.30	10.19	121.21	5.16	0.00	3.09	0.00



381+41.08

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X017

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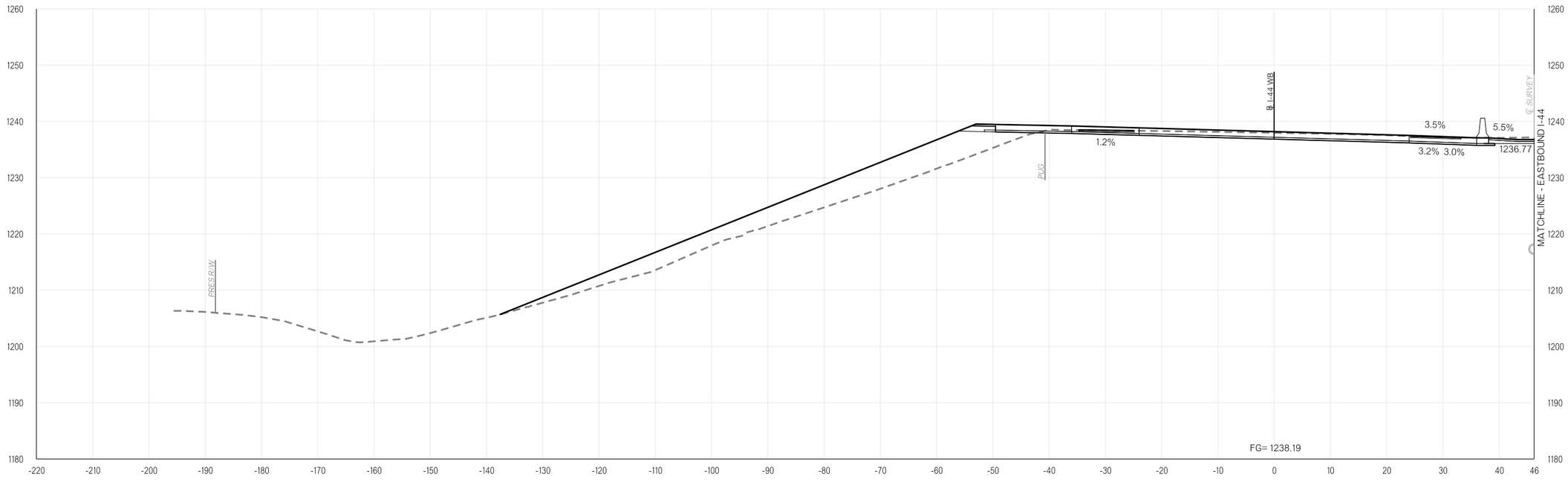
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+50.00	0.00	0.00	0.00	0.00	15.61	295.37	10.04	173.13	5.06	0.00	1.69	0.00



381+50.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X018

PLOT DATE: 10/26/2023 8:30:33 AM
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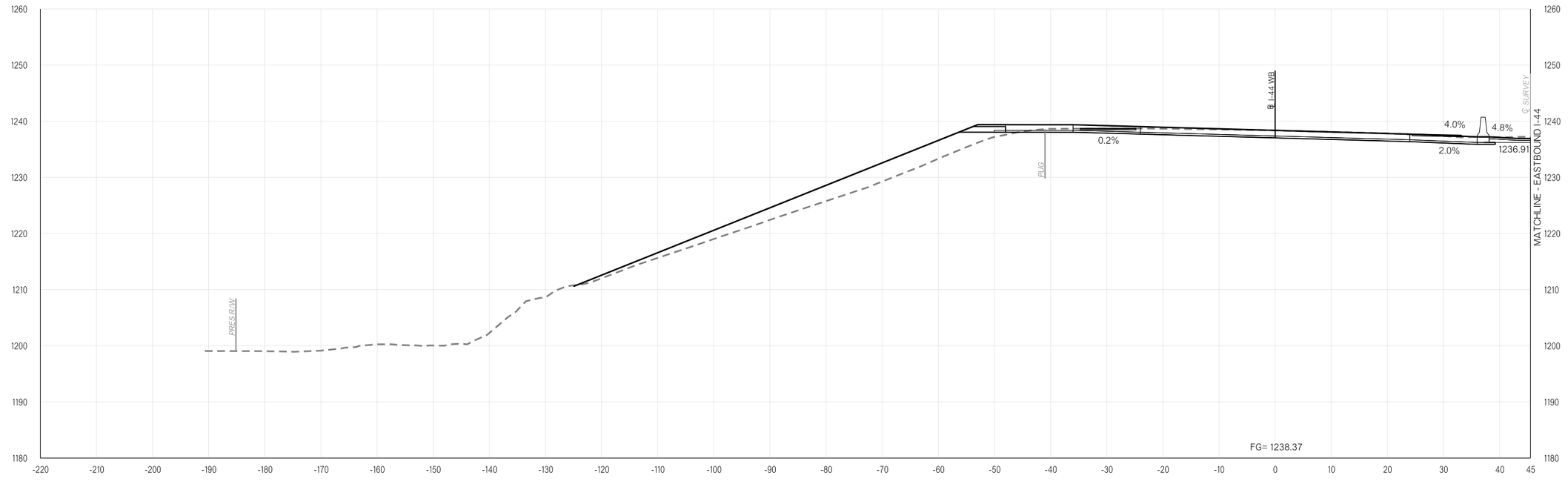
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+96.57	0.00	0.00	0.00	0.00	15.04	294.74	5.06	97.48	4.04	0.00	7.85	0.00



381+96.57

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:35 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X019

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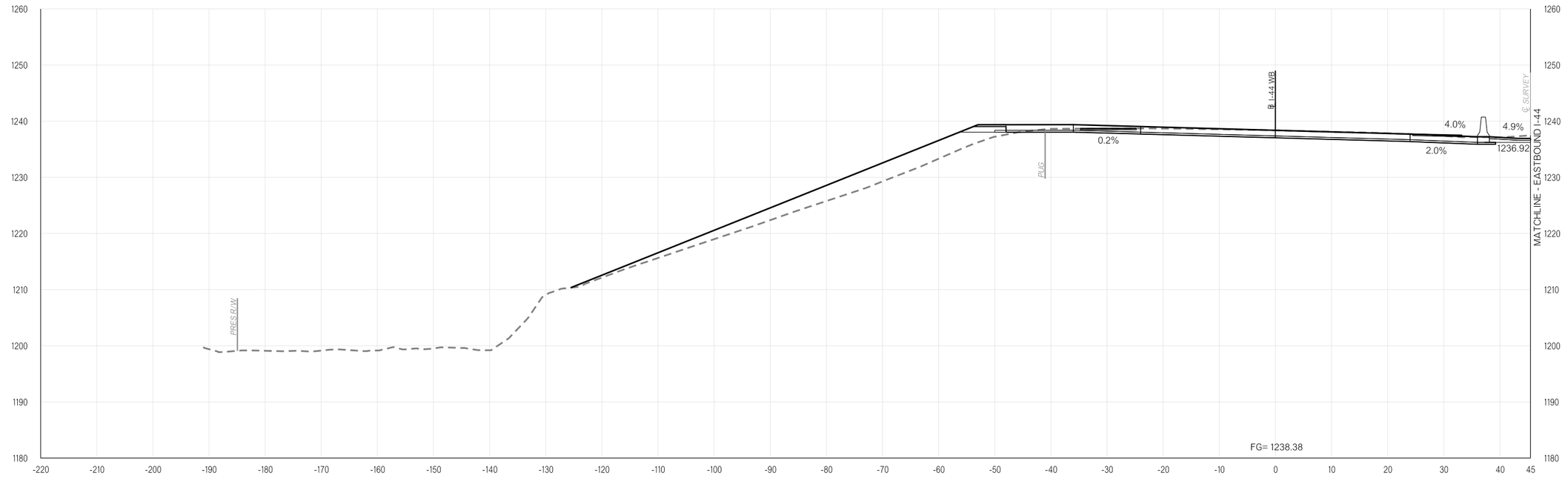
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
382+00.00	0.00	0.00	0.00	0.00	20.01	180.45	30.24	409.80	4.34	0.00	0.53	0.00



382+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X020

PLOT DATE: 10/26/2023 8:30:37 AM
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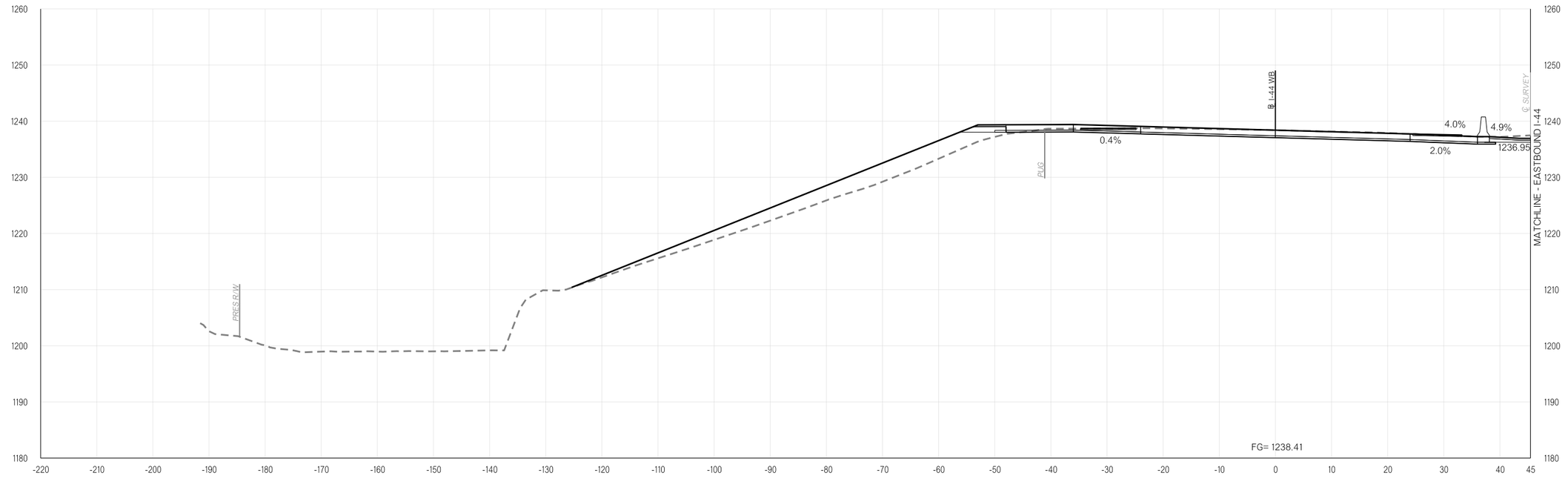
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
382+06.75	0.00	0.00	0.00	0.00	20.19	193.82	2.55	23.77	4.61	0.00	1.12	0.00



382+06.75

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X021

PLOT DATE: 10/26/2023 8:30:39 AM
FILENAME: 30637(04)-Xsec.dgn

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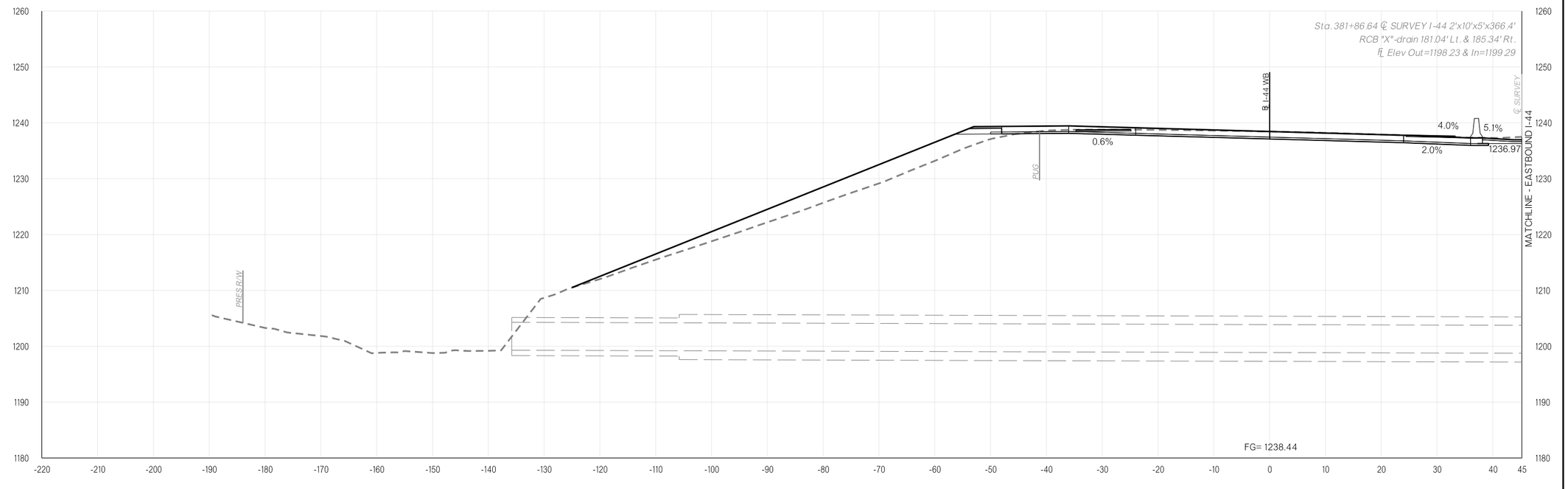
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
382+16.68	0.00	0.00	0.00	0.00	20.96	155.52	5.14	43.67	4.52	0.00	1.68	0.00



382+16.68

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:41 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X022

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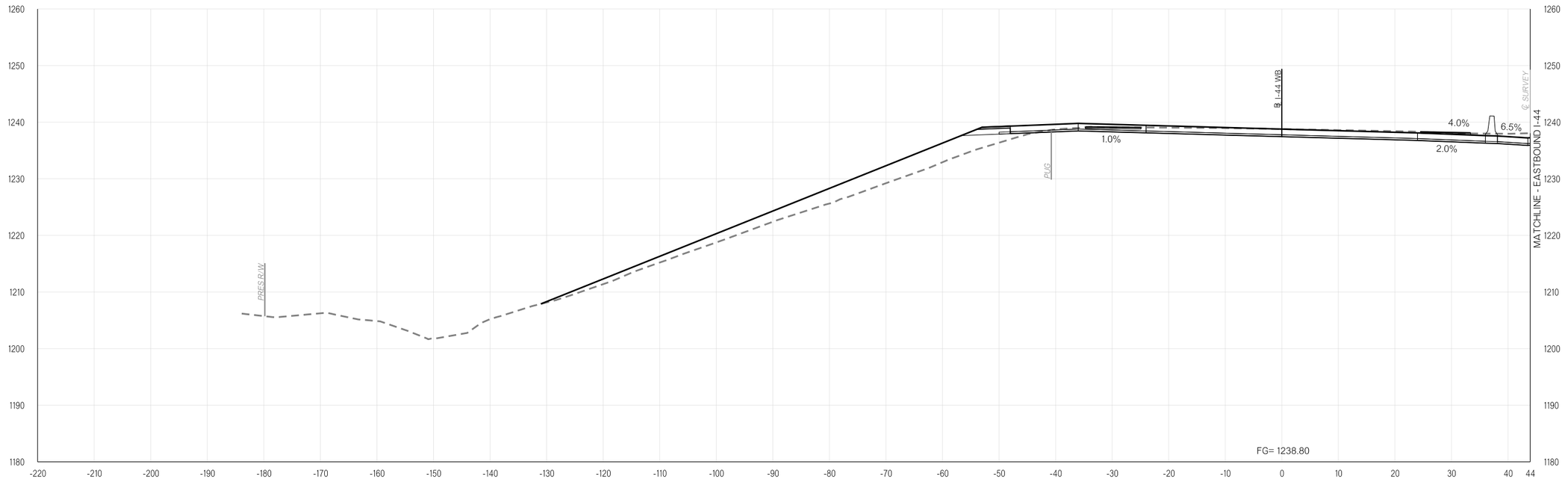
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
383+00.00	0.00	0.00	0.00	0.00	21.70	161.87	7.84	58.37	11.23	0.00	24.31	0.00



383+00.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:43 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X023

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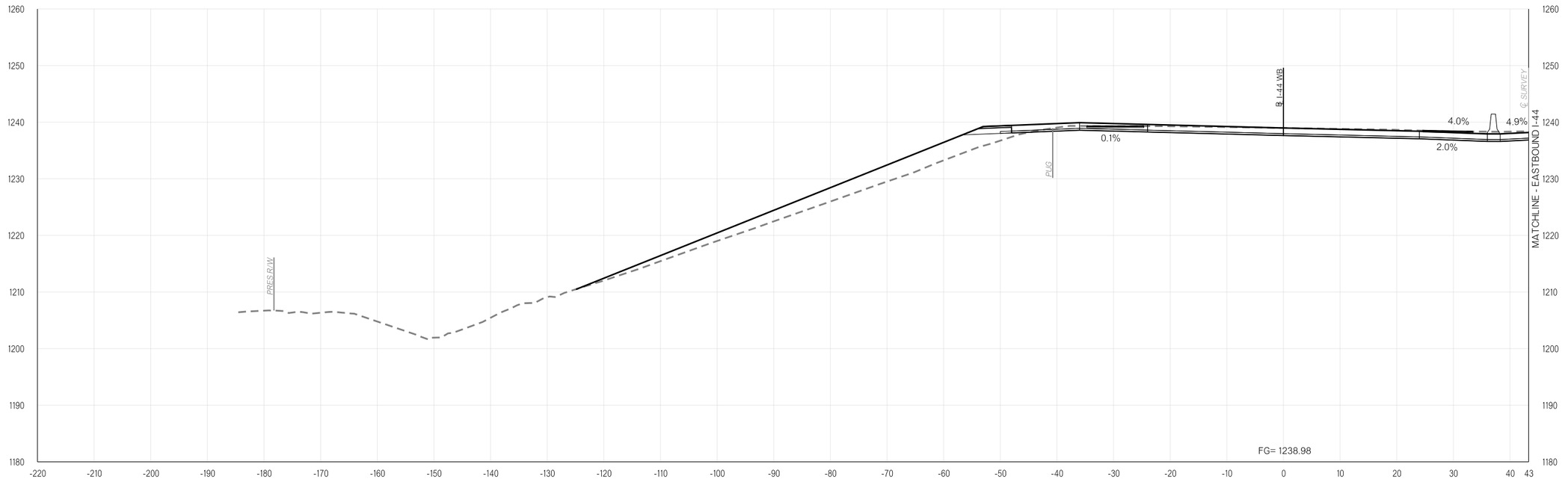
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
383+40.79	0.00	0.00	0.00	0.00	30.65	164.00	80.77	502.81	8.40	0.00	14.83	0.00



383+40.79

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:45 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X024

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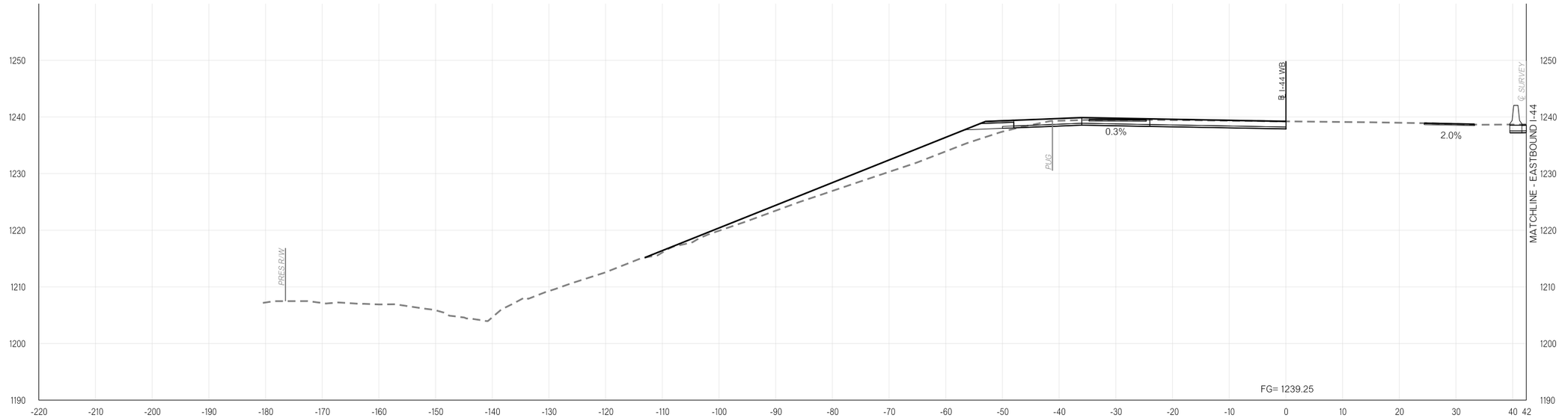
OKLAHOMA DEPARTMENT OF TRANSPORTATION

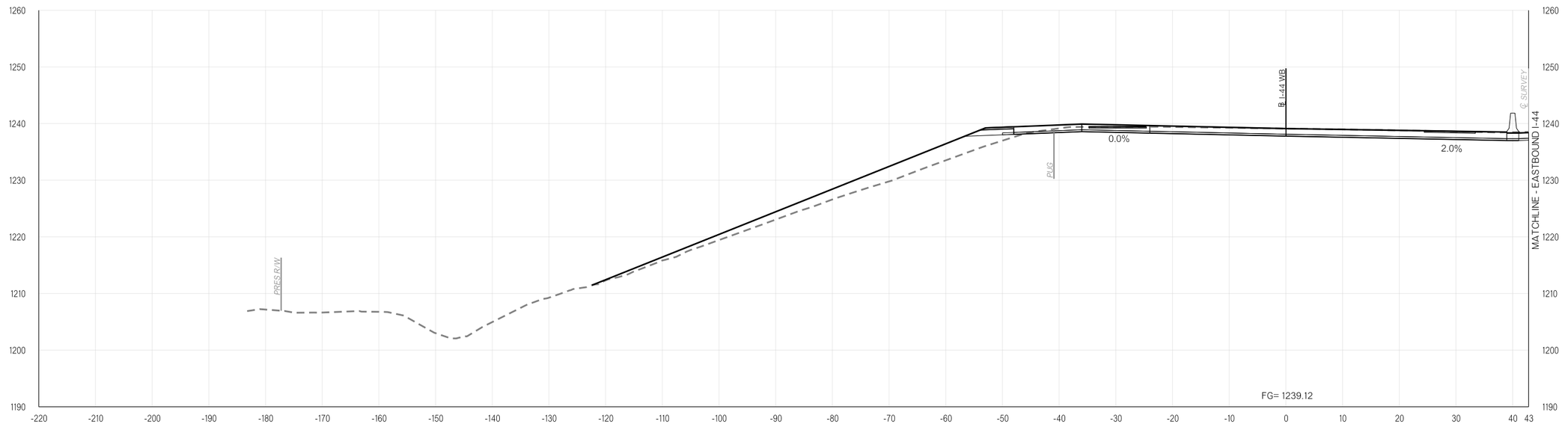
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
383+72.00	0.00	0.00	0.00	0.00	30.83	146.44	46.44	234.50	5.64	0.00	8.11	0.00
384+00.00	0.00	0.00	0.00	0.00	40.65	116.92	41.31	152.21	0.00	0.00	2.93	0.00



384+00.00



383+72.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:47 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X025

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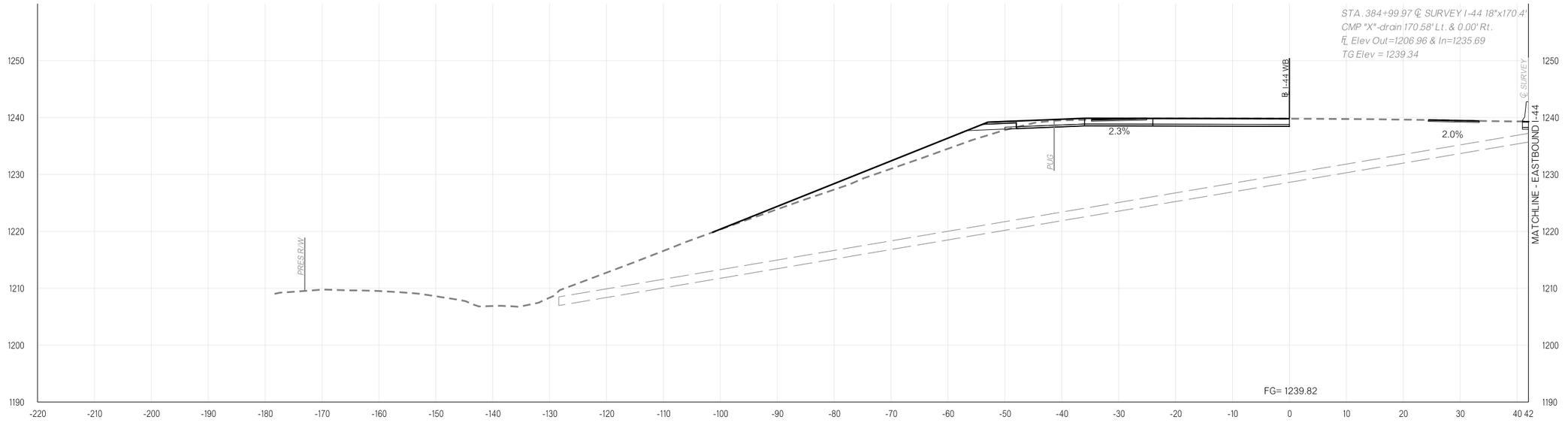
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

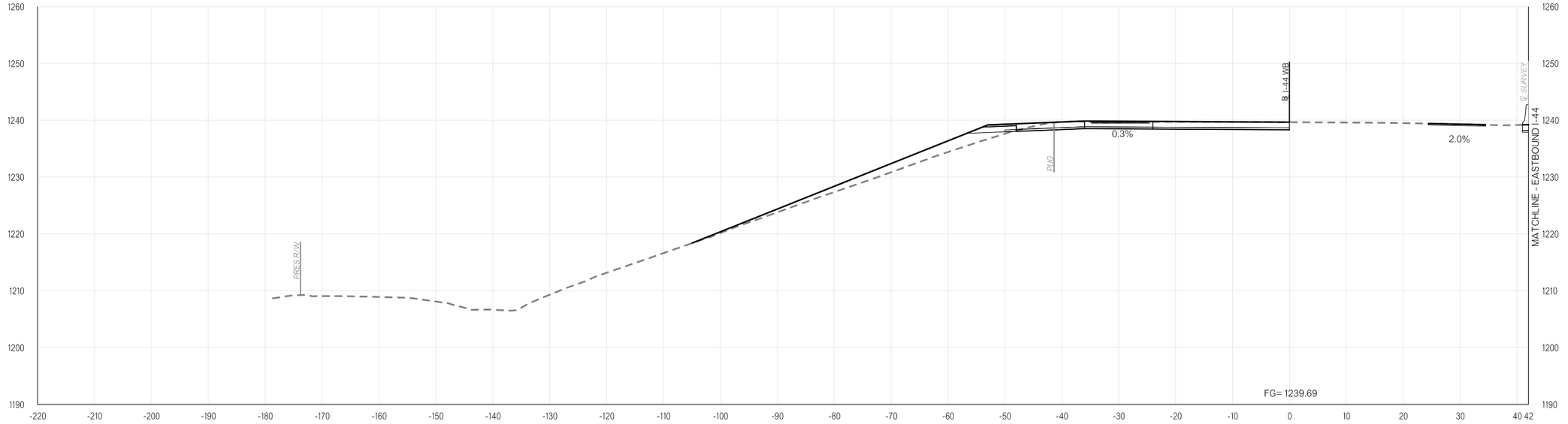
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
385+00.00	0.00	0.00	0.00	0.00	15.68	84.53	29.21	104.46	0.00	0.00	0.00	0.00
385+27.76	0.00	0.00	0.00	0.00	23.24	57.54	72.07	263.10	0.00	0.00	0.00	0.00



385+27.76



385+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X026

PLOT DATE: 10/26/2023 8:30:49 AM
FILENAME: 30637(04)-Xsec.dgn

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
385+42.00	0.00	0.00	0.00	0.00	22.80	52.17	23.67	56.40	0.00	0.00	0.00	0.00
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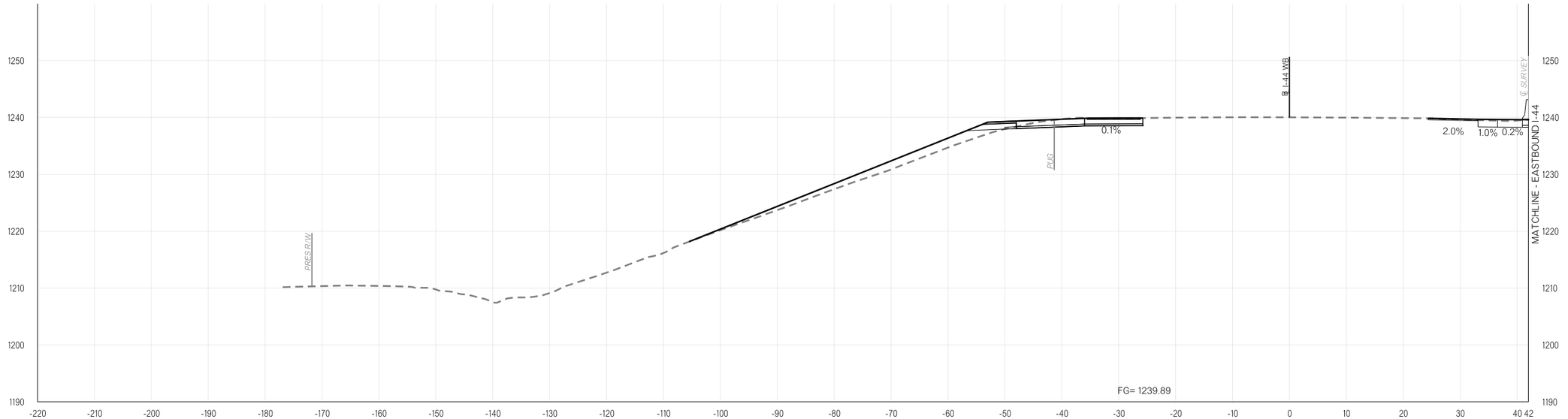
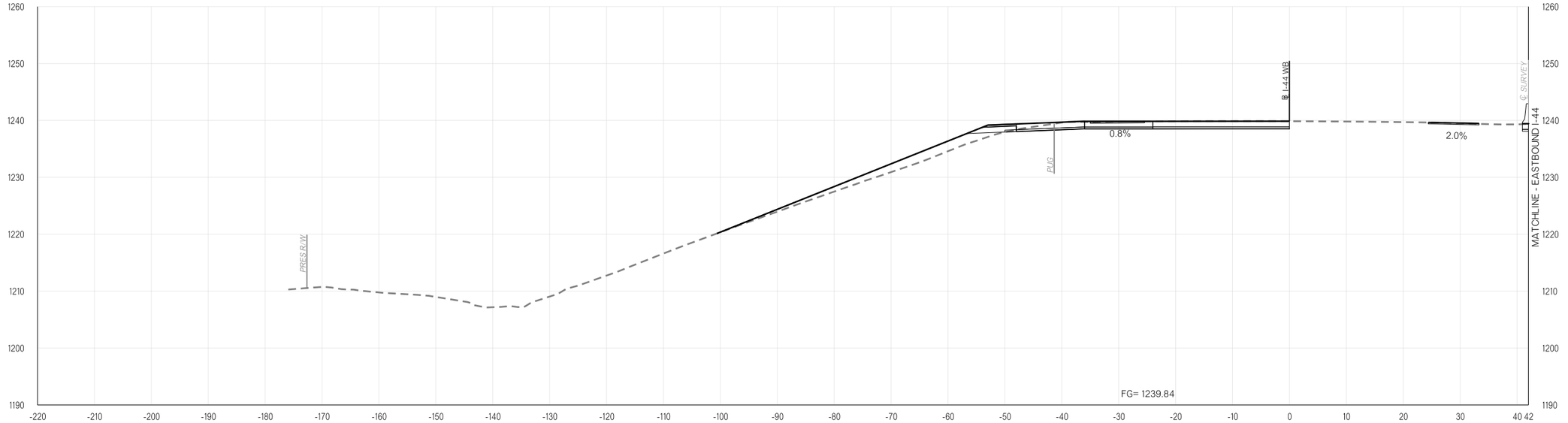


385+74.43



385+42.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X027

PLOT DATE: 10/26/2023 8:30:52 AM
FILENAME: 30637(04)-Xsec.dgn

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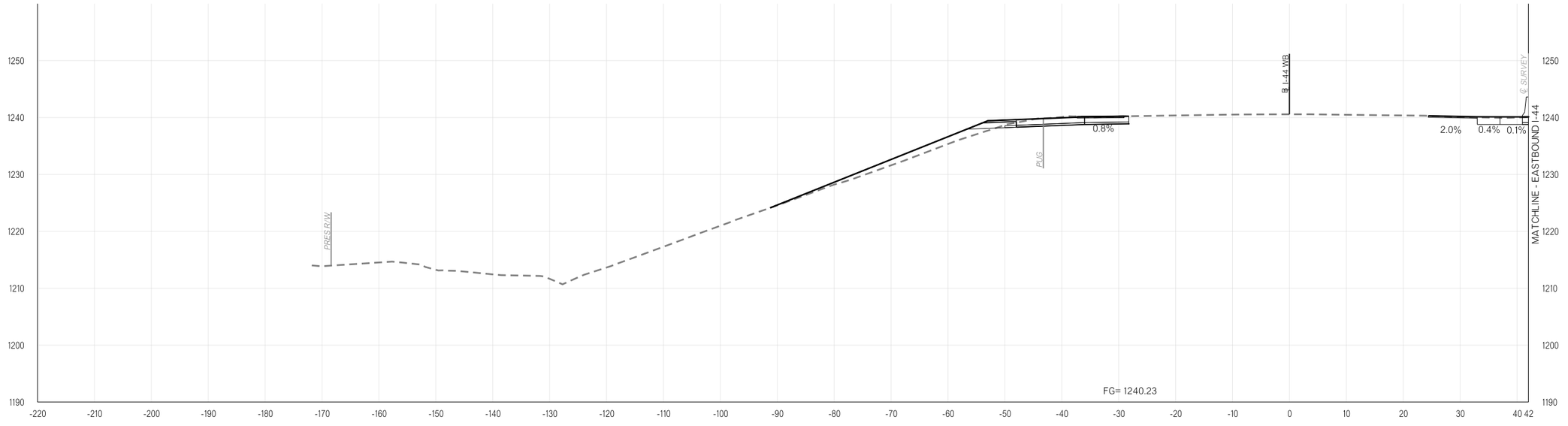
OKLAHOMA DEPARTMENT OF TRANSPORTATION

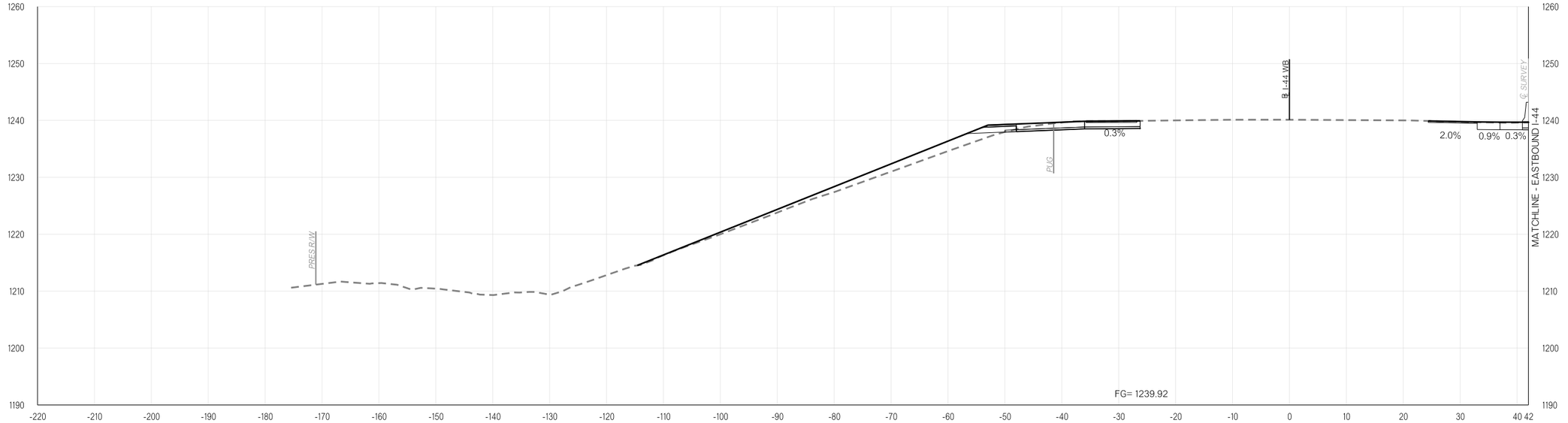
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
386+00.00	0.00	0.00	0.00	0.00	17.23	52.30	25.22	60.47	0.00	0.00	0.00	0.00
387+00.00	0.00	0.00	0.00	0.00	16.42	53.02	15.93	49.87	0.00	0.00	0.00	0.00



387+00.00



386+00.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:54 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X028

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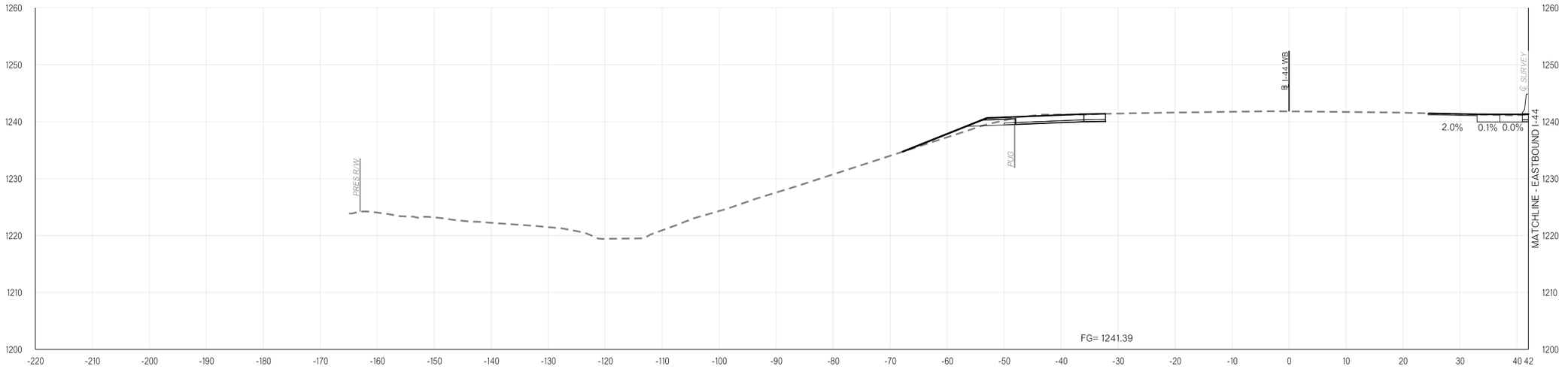
OKLAHOMA DEPARTMENT OF TRANSPORTATION

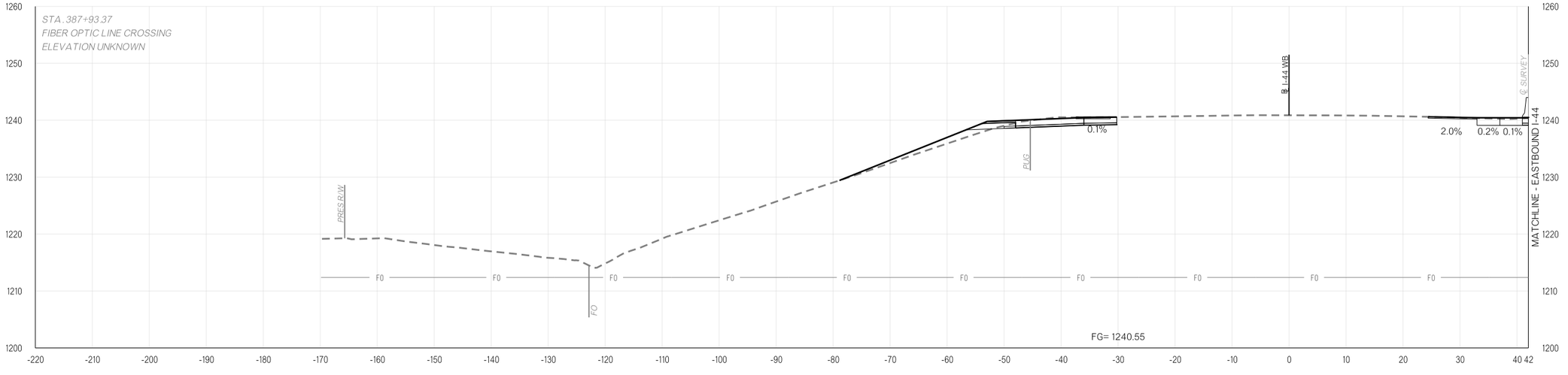
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
388+00.00	0.00	0.00	0.00	0.00	17.14	30.06	62.15	153.86	0.00	0.00	0.00	0.00
389+00.00	17.93	5.78	0.00	5.36	16.86	17.14	62.97	87.42	0.00	0.00	0.00	0.00



389+00.00



388+00.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:56 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X029

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
389+47.61	18.97	2.34	32.53	7.16	0.00	0.00	31.23	31.74	0.00	0.00	0.00	0.00
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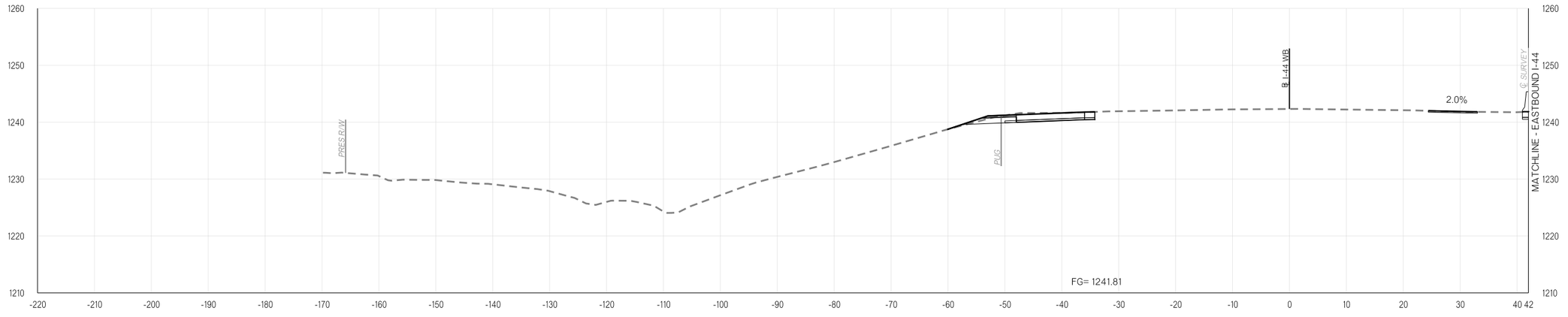
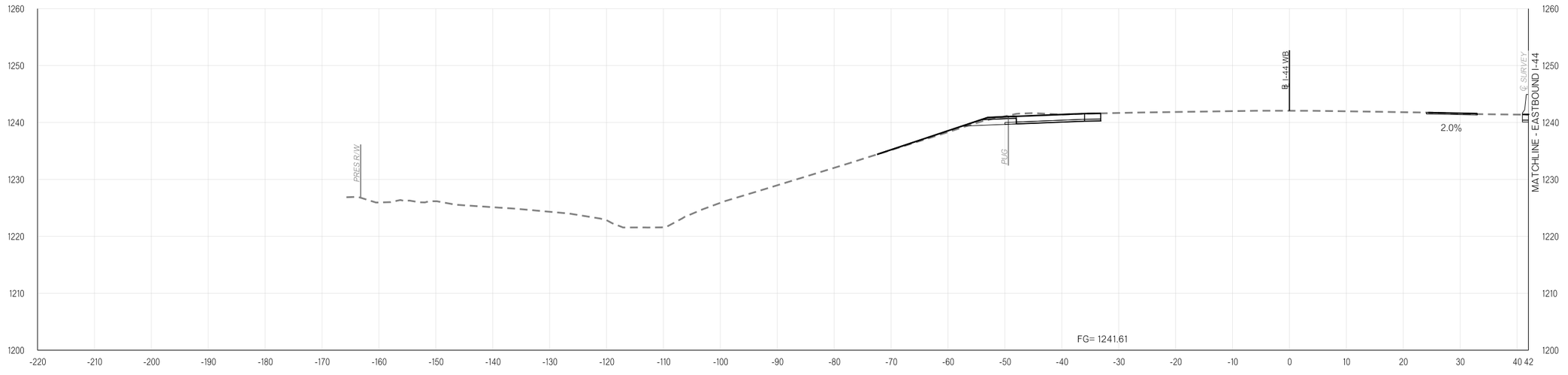


390+00.00



389+47.61

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:30:58 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X030

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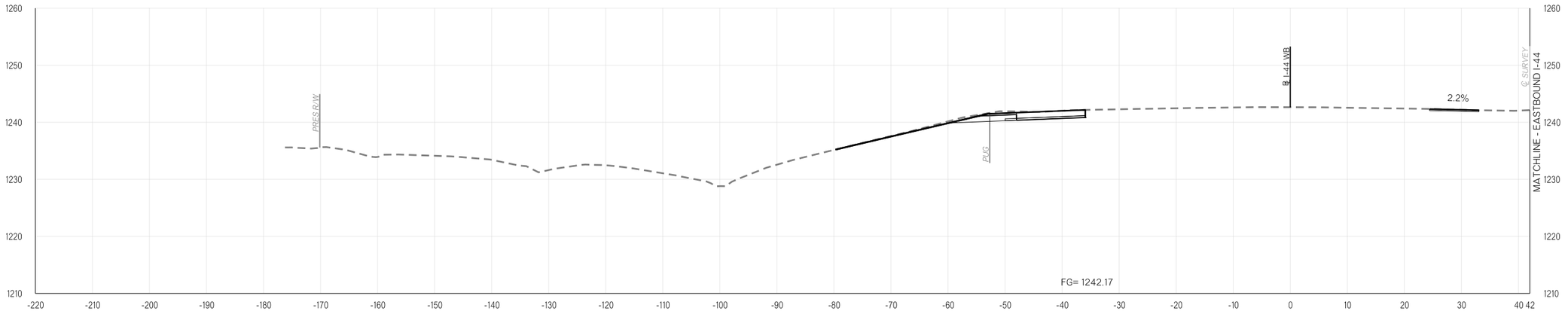
OKLAHOMA DEPARTMENT OF TRANSPORTATION

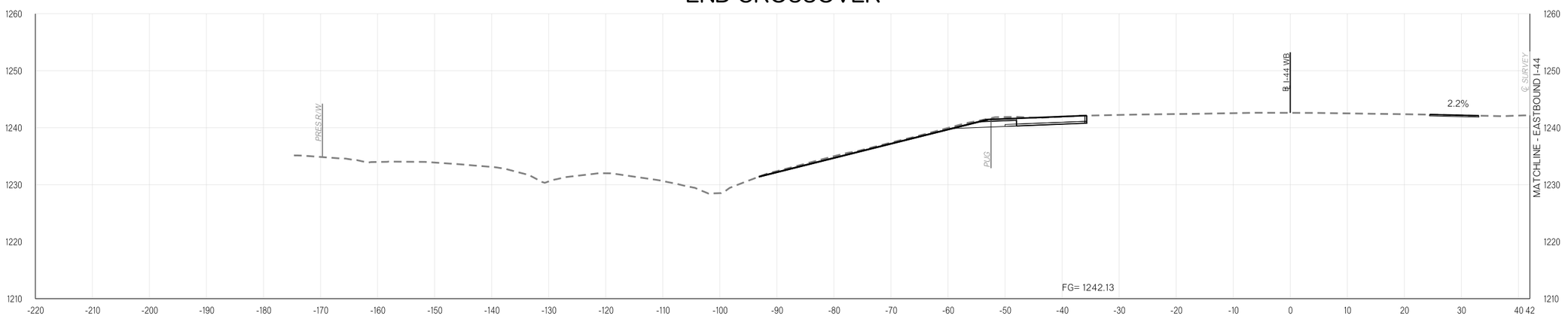
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
390+75.00	26.85	0.00	61.44	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390+84.32	22.00	0.00	8.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



390+84.32
END CROSSOVER



390+75.00

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:31:00 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X031

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10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
390+91.64	21.43	0.00	5.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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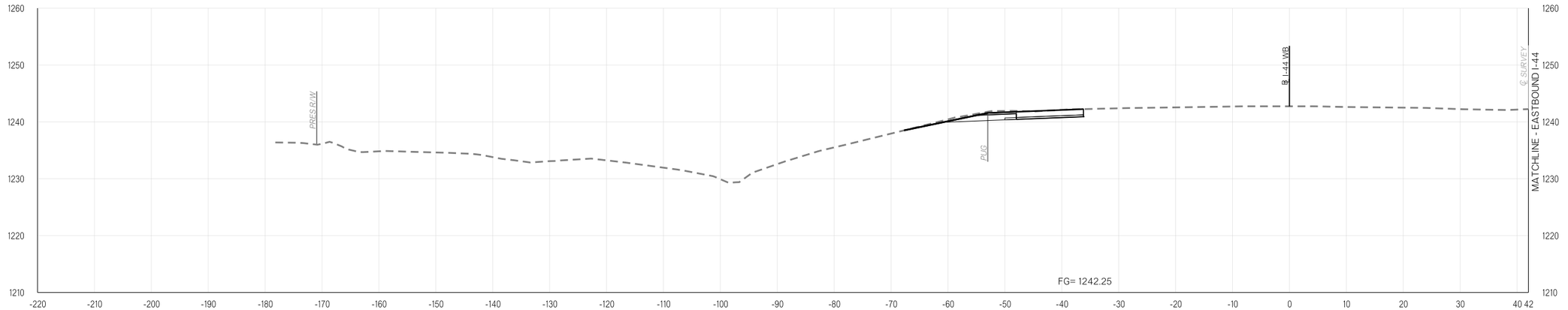
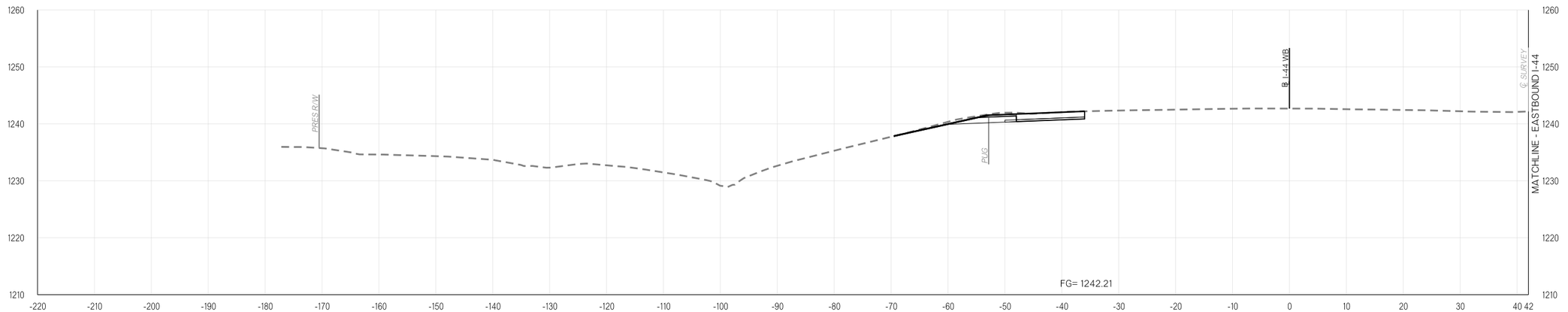


391+00.00



390+91.64

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X032

PLOT DATE: 10/26/2023 8:31:03 AM
FILENAME: 30637(04)-Xsec.dgn

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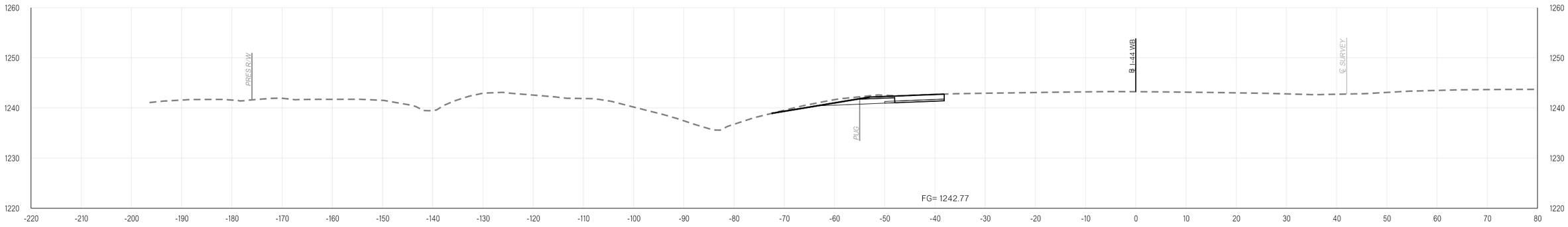
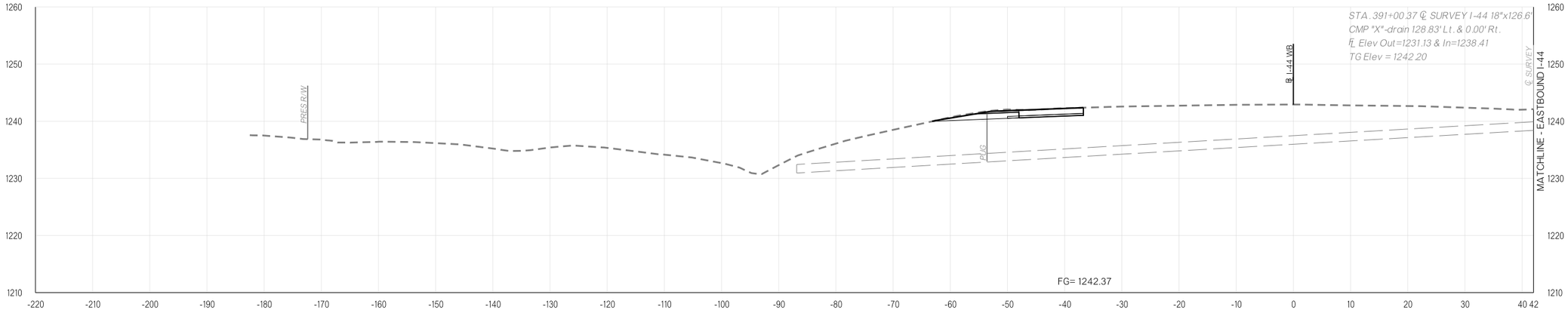
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
391+28.53	17.14	0.00	19.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
392+00.00	22.94	0.00	53.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.87



392+00.00



391+28.53

I-44 WESTBOUND

PLOT DATE: 10/26/2023 8:31:05 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X033

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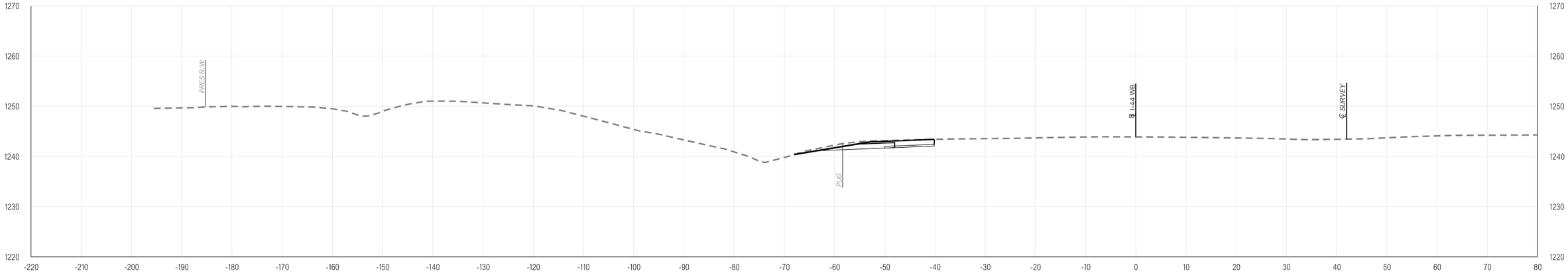
OKLAHOMA DEPARTMENT OF TRANSPORTATION

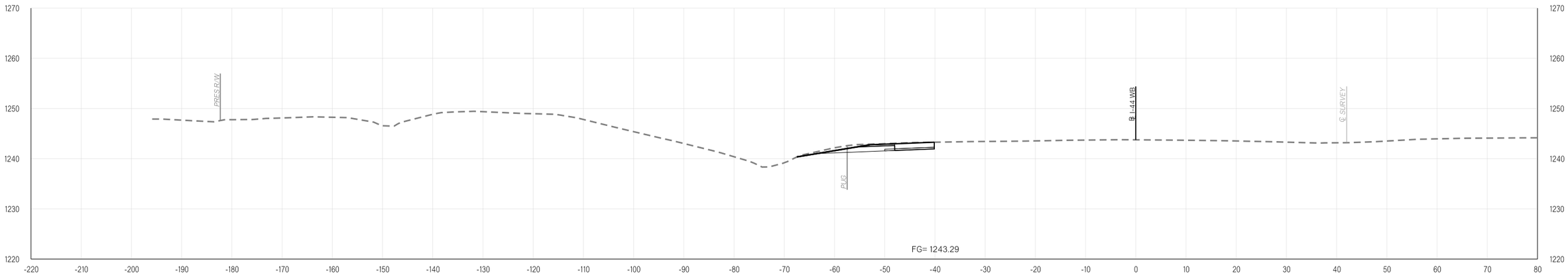
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
393+00.00	17.50	0.00	74.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
393+30.89	17.70	0.00	20.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



393+30.89



393+00.00

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X034

PLOT DATE: 10/26/2023 8:31:07 AM
FILENAME: 30637(04)-Xsec.dgn

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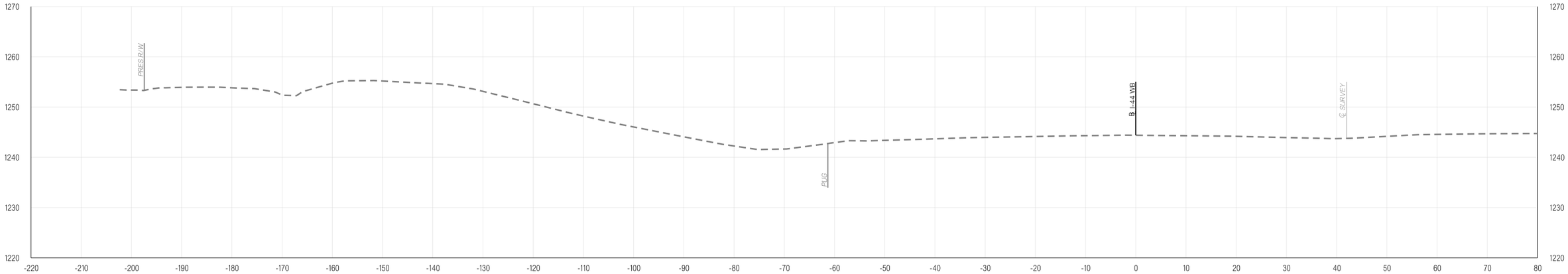
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 4A				STAGE 4B				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
393+55.87	0.00	0.00	8.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
394+25.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



394+25.83
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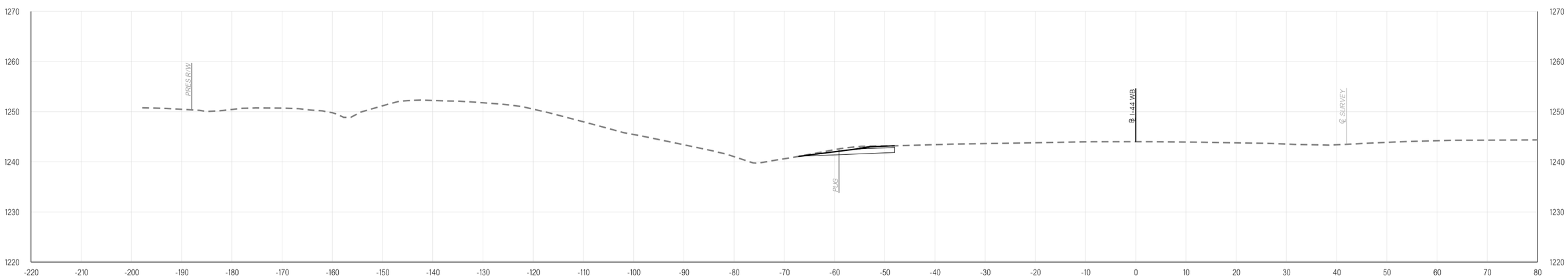

393+55.87

I-44 WESTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X035

PLOT DATE: 10/26/2023 8:31:09 AM
FILENAME: 30637(04)-Xsec.dgn

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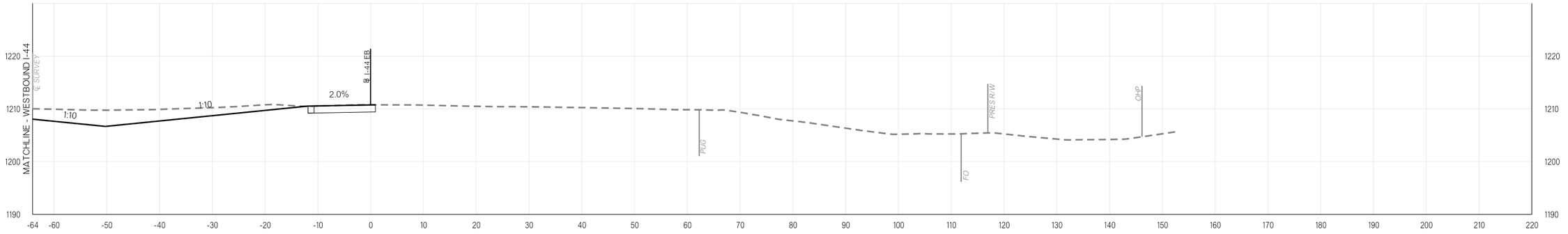
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

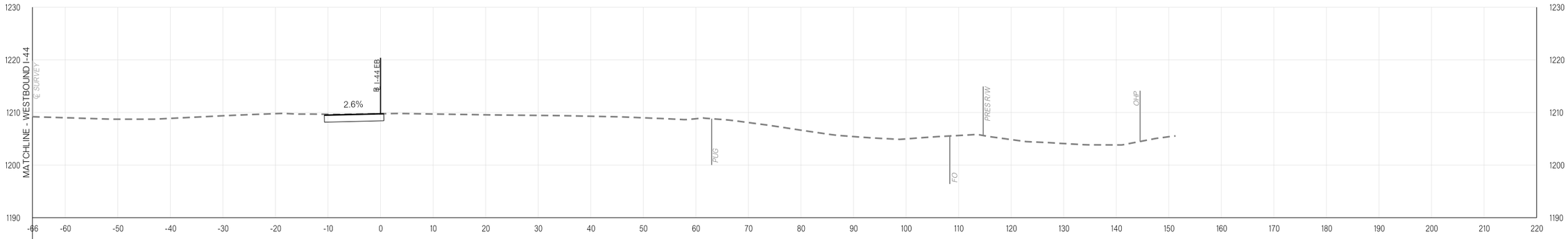
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
364+82.35	13.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
365+00.00	15.07	0.00	9.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
366+00.00	114.41	0.01	239.78	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



366+00.00



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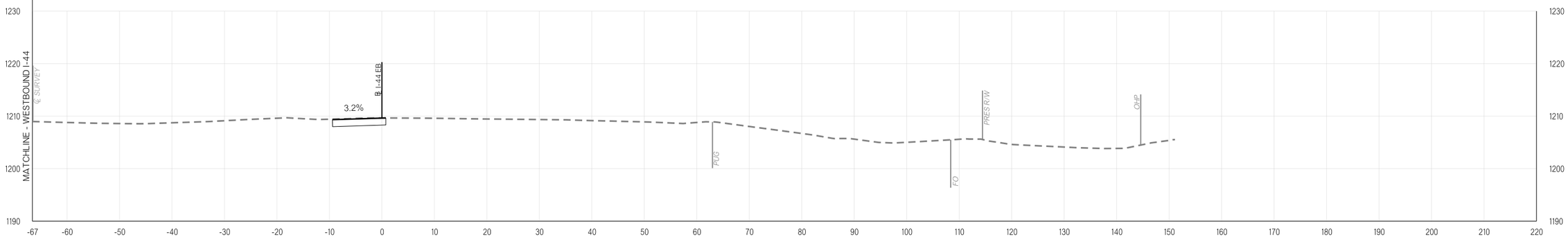

364+82.35
BEGIN CROSSOVER

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X036

PLOT DATE: 10/26/2023 8:31:11 AM
FILENAME: 30637(04)-Xsec.dgn

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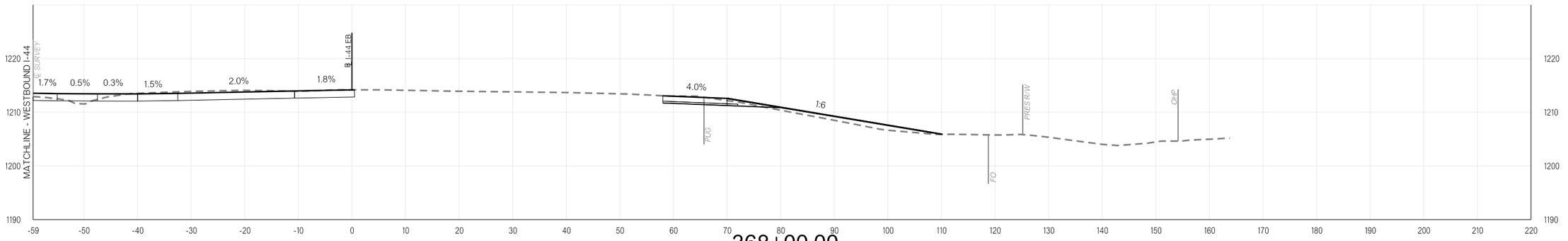
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

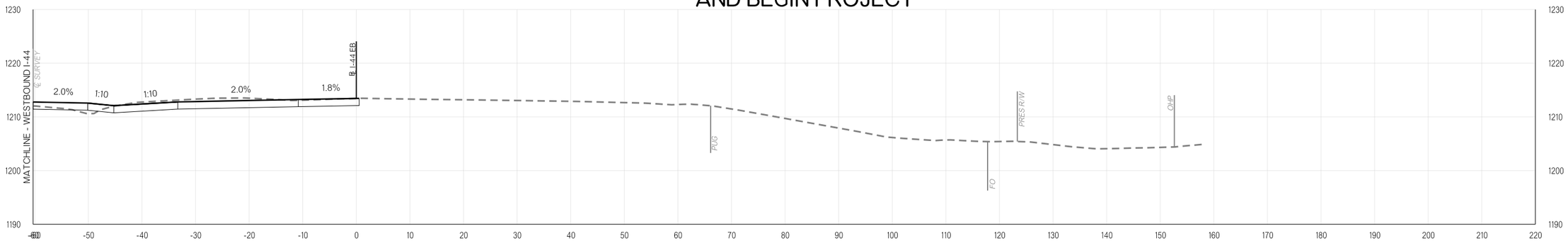
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
367+00.00	89.89	0.00	378.33	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
367+64.18	75.67	1.77	196.76	2.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
368+00.00	71.37	1.58	97.53	2.22	25.16	0.00	16.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

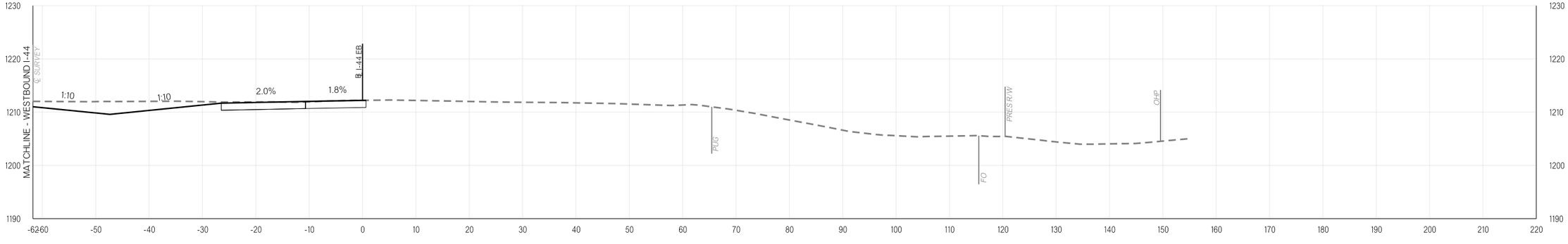


368+00.00

END INCIDENTAL CONSTRUCTION AND BEGIN PROJECT



367+64.18



367+00.00

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:31:13 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X037

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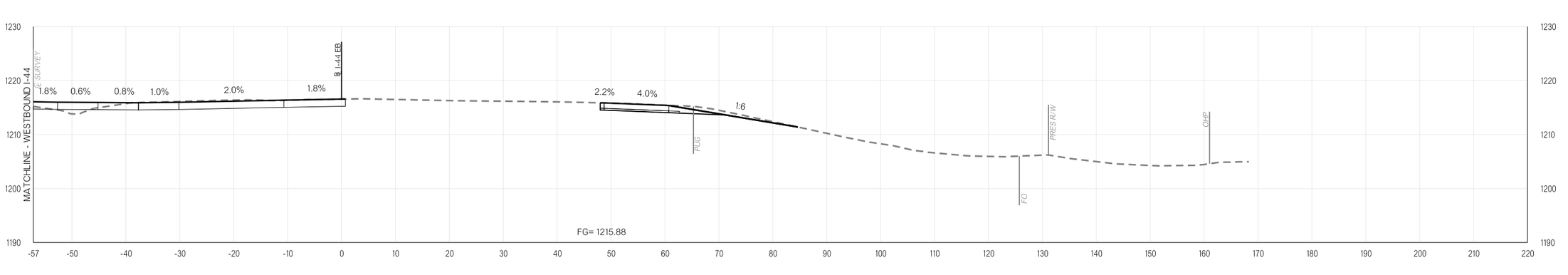
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

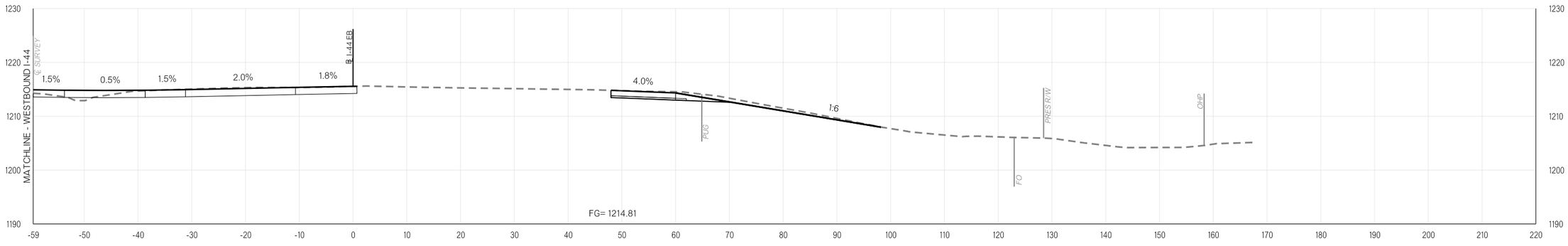
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
368+57.42	63.76	1.86	143.69	3.66	22.30	0.00	50.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
369+00.00	62.62	3.13	99.65	3.93	15.42	0.00	29.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



369+00.00



368+57.42

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X038

PLOT DATE: 10/26/2023 8:31:15 AM
FILENAME: 30637(04)-Xsec.dgn

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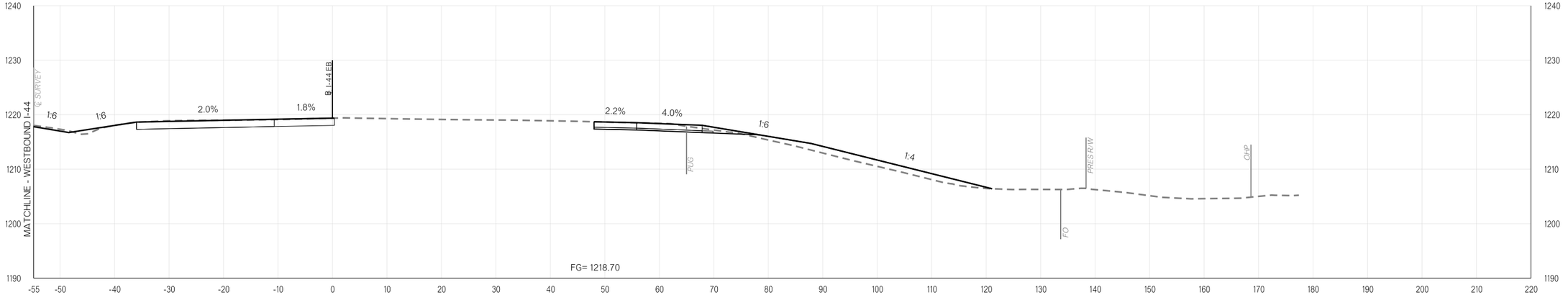
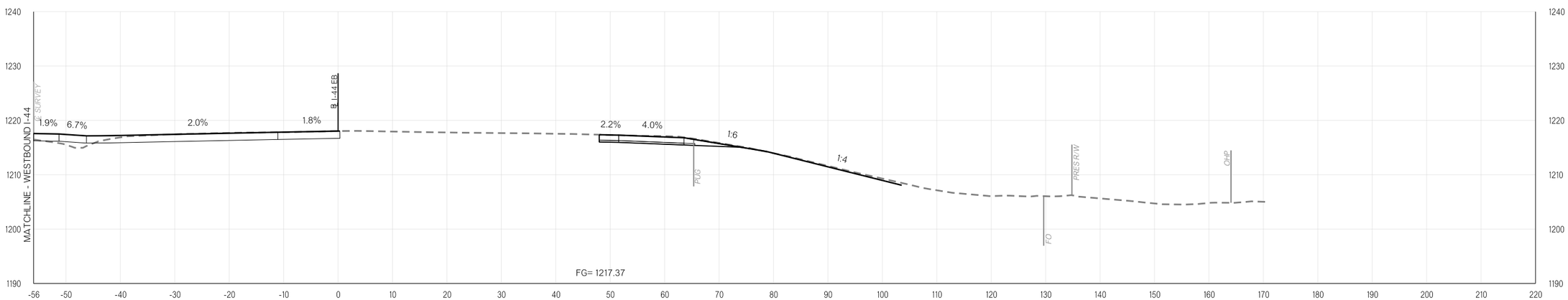
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
369+53.45	55.59	4.57	117.01	7.62	16.55	0.06	31.64	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
370+00.00	50.73	2.60	91.65	6.18	13.26	43.09	25.70	37.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



370+00.00



369+53.45

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:31:17 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X039

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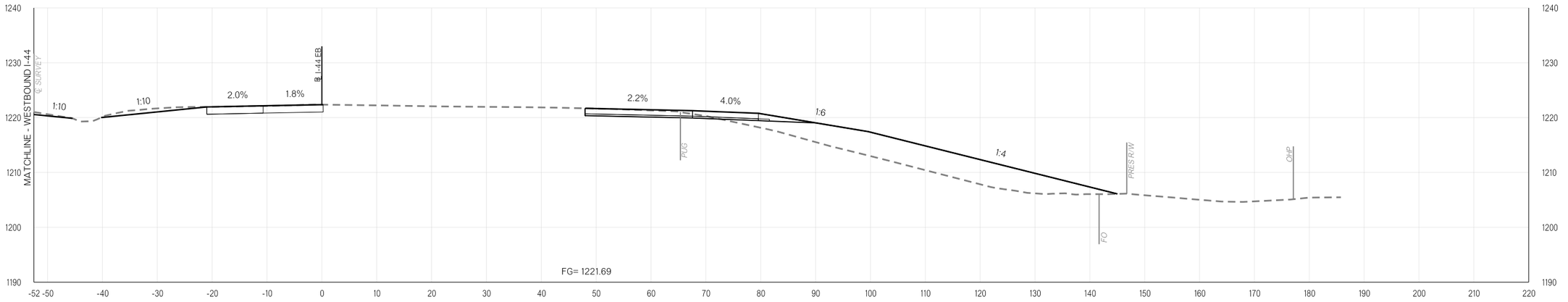
OKLAHOMA DEPARTMENT OF TRANSPORTATION

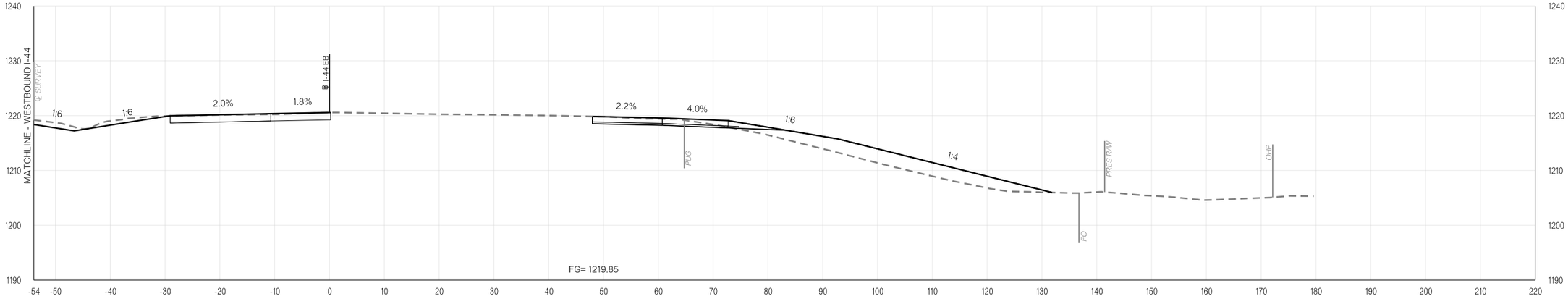
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
370+38.86	51.59	0.01	73.63	1.88	14.44	109.30	19.94	109.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
371+00.00	39.08	0.00	102.66	0.01	14.36	226.63	32.61	380.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



371+00.00



370+38.86

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X040

PLOT DATE: 10/26/2023 8:31:19 AM
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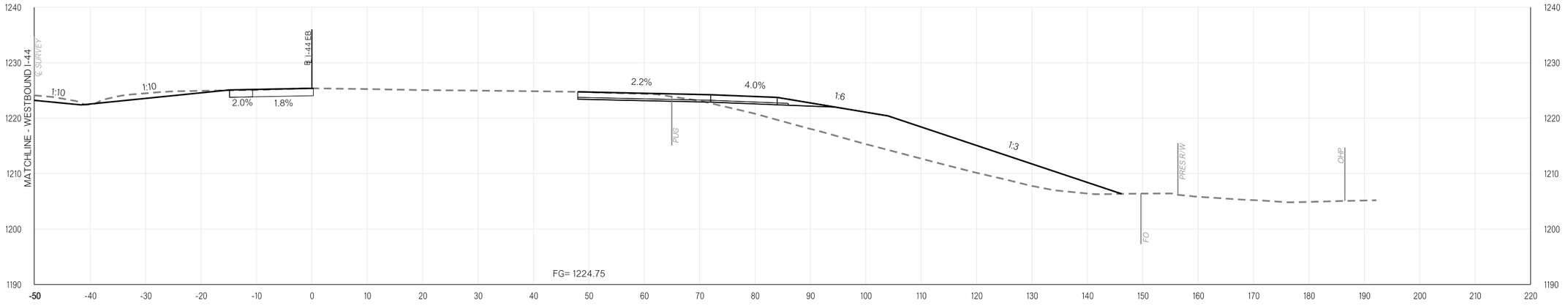
OKLAHOMA DEPARTMENT OF TRANSPORTATION

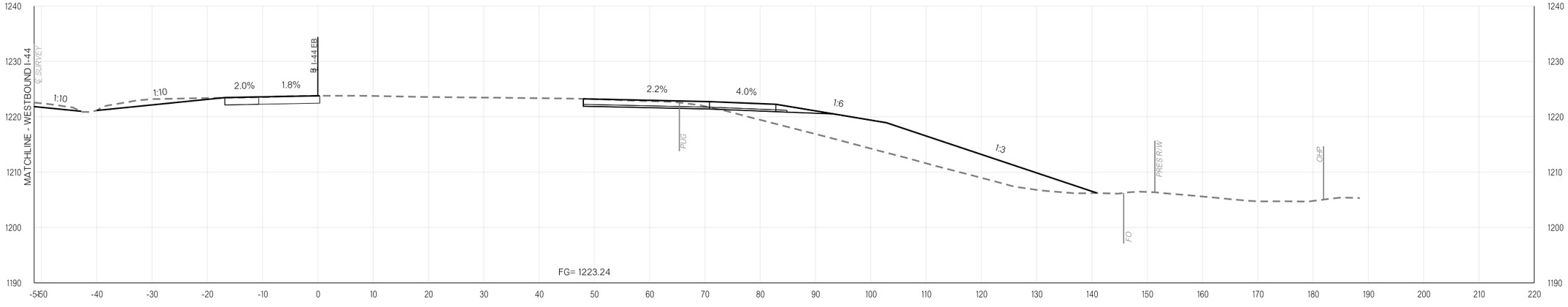
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
371+50.00	42.76	0.01	75.78	0.01	14.36	232.27	26.59	424.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
372+00.00	41.05	0.03	77.60	0.03	12.22	282.77	24.61	476.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



372+00.00



371+50.00

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:31:21 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X041

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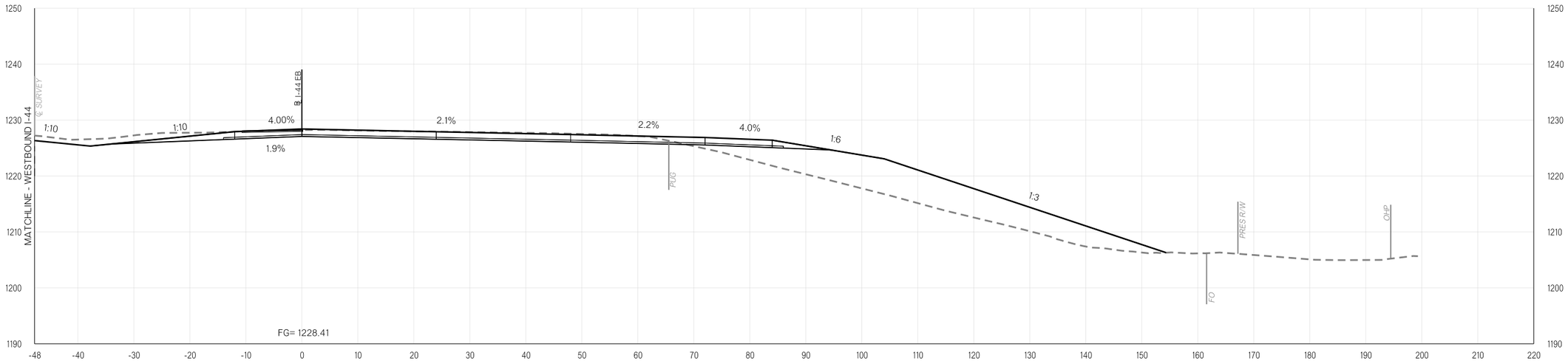
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
370+38.00	0.00	0.00	28.89	0.02	15.24	302.51	19.33	411.87	25.83	0.05	18.18	0.04	0.00	0.00	0.00	0.00
373+00.00	0.00	0.00	0.00	0.00	18.59	334.33	38.84	731.19	40.55	0.00	76.22	0.06	0.00	0.00	0.00	0.00



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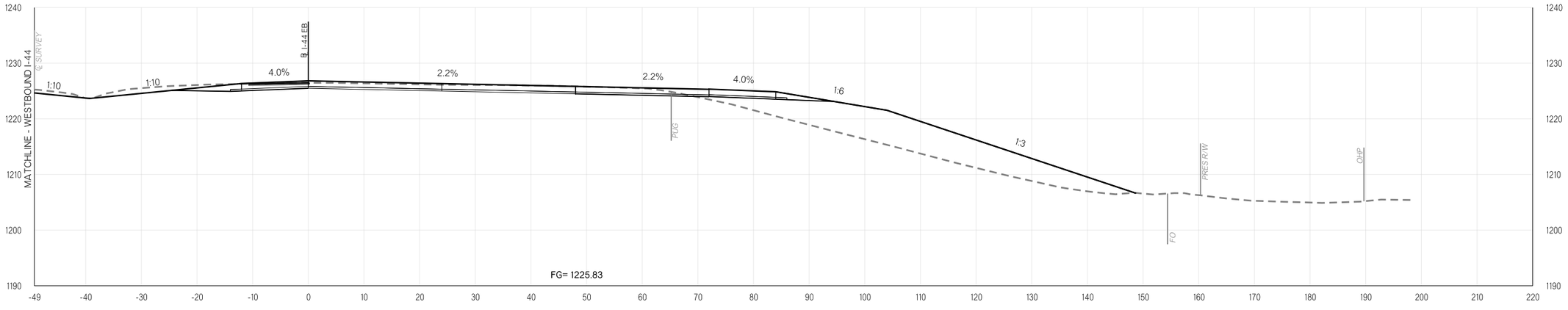

372+38.00

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X042

PLOT DATE: 10/26/2023 8:31:24 AM
FILENAME: 30637(04)-Xsec.dgn

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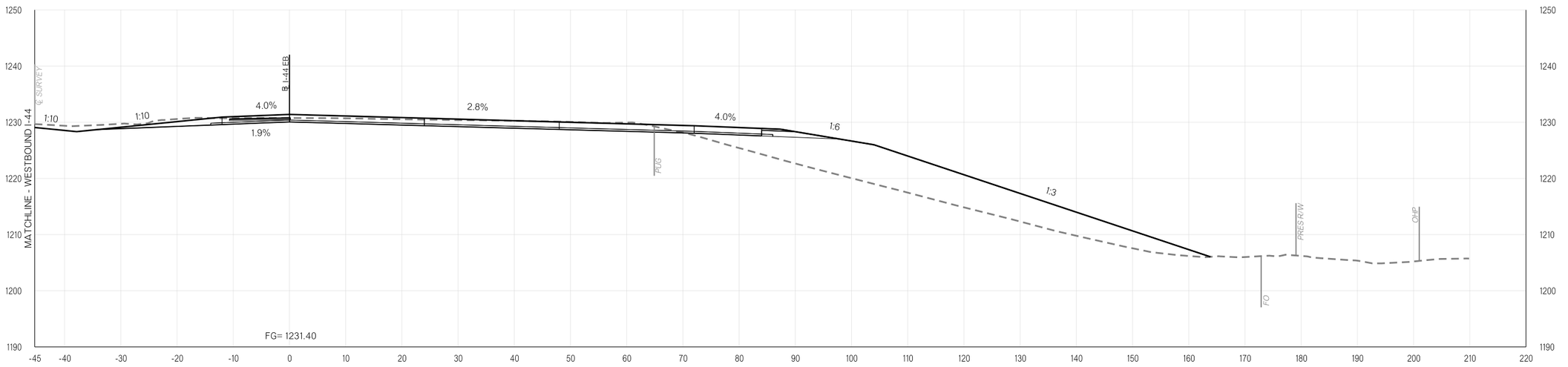
OKLAHOMA DEPARTMENT OF TRANSPORTATION

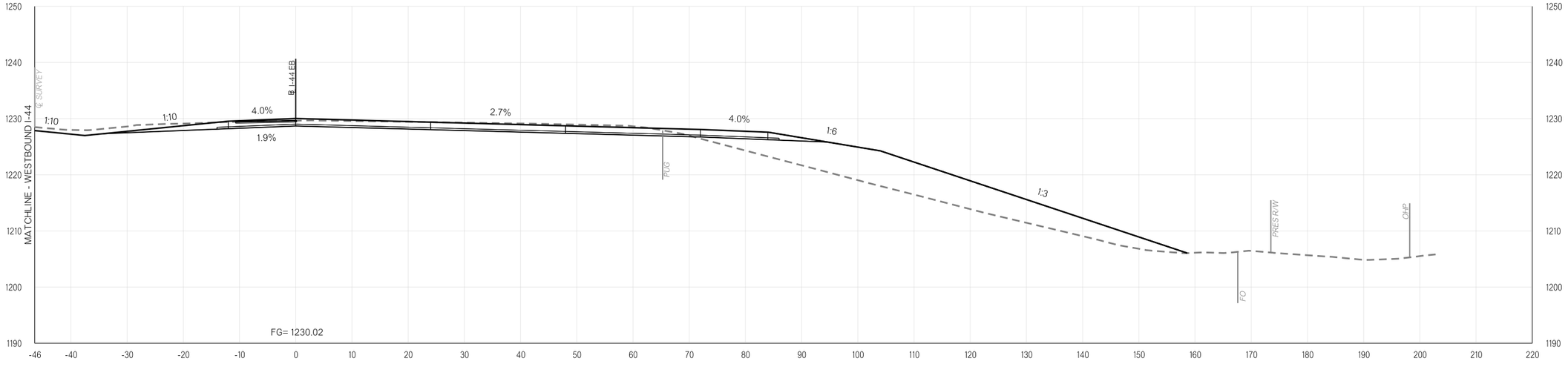
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
373+53.75	0.00	0.00	0.00	0.00	24.87	329.10	43.26	660.36	25.70	0.23	65.95	0.23	0.00	0.00	0.00	0.00
374+00.00	0.00	0.00	0.00	0.00	19.44	394.87	37.95	620.06	21.66	4.38	40.56	3.95	0.00	0.00	0.00	0.00



374+00.00



373+53.75

PLOT DATE: 10/26/2023 8:31:26 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X043

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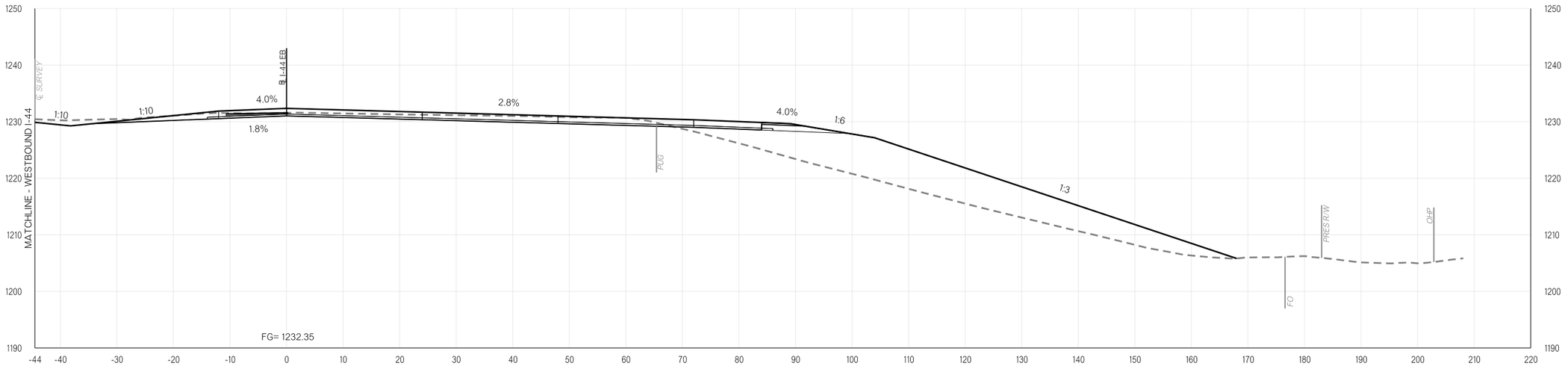
OKLAHOMA DEPARTMENT OF TRANSPORTATION

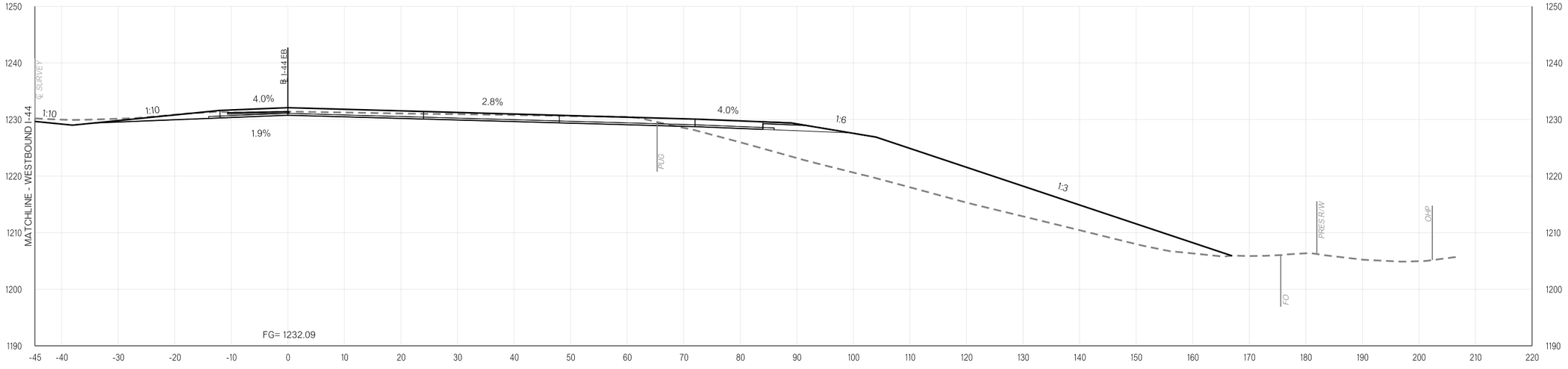
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
374+24.85	0.00	0.00	0.00	0.00	12.65	428.60	14.77	378.95	13.05	7.59	15.97	5.51	0.00	0.00	0.00	0.00
374+34.46	0.00	0.00	0.00	0.00	9.74	435.48	3.99	153.77	13.29	10.80	4.69	3.27	0.00	0.00	0.00	0.00



374+34.46



374+24.85

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:31:28 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X044

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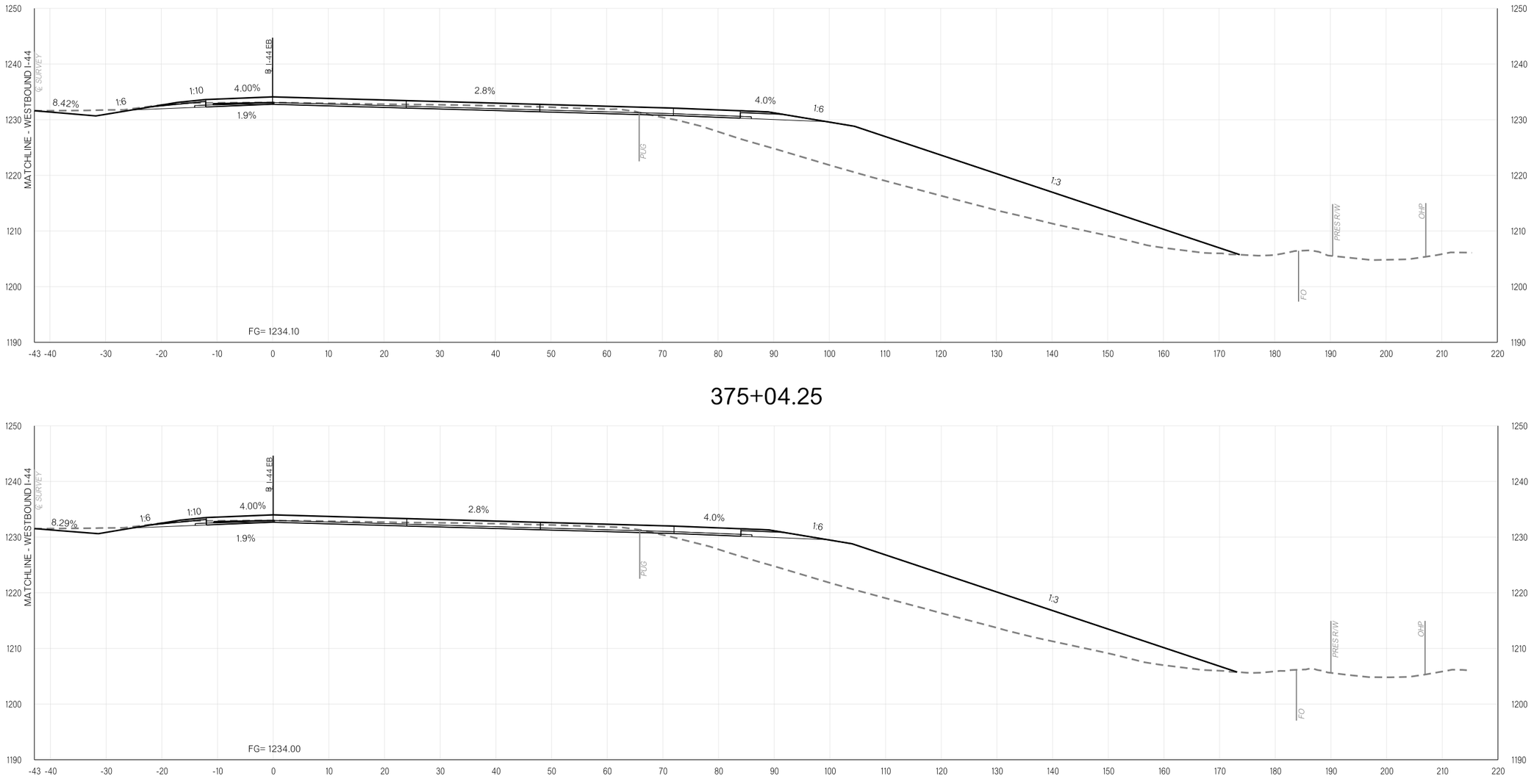
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
375+00.00	0.00	0.00	0.00	0.00	4.45	512.65	17.22	1150.75	10.76	19.71	29.19	37.03	0.00	0.00	0.00	0.00
375+04.25	0.00	0.00	0.00	0.00	4.01	525.73	0.67	81.72	10.87	19.78	1.70	3.11	0.00	0.00	0.00	0.00



375+04.25

375+00.00

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FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X045

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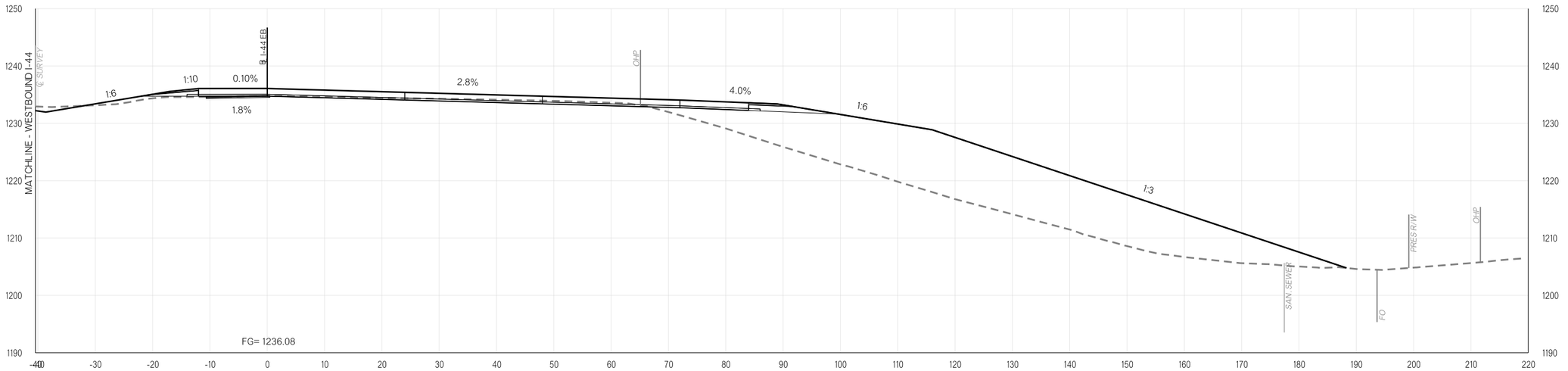
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

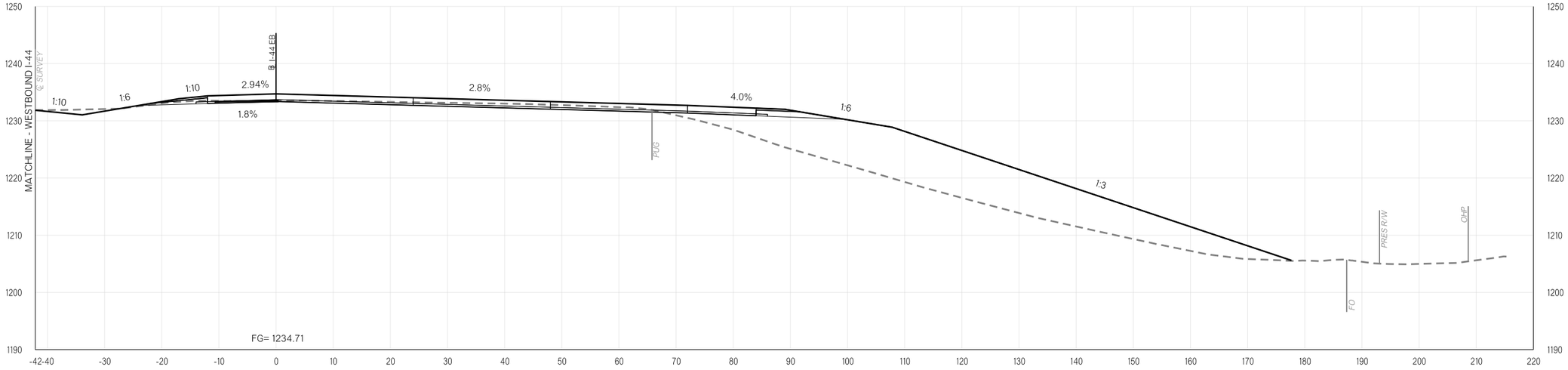
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
375+31.67	0.00	0.00	0.00	0.00	3.37	609.06	3.75	576.22	7.40	25.75	9.28	23.12	0.00	0.00	0.00	0.00
376+00.00	0.00	0.00	0.00	0.00	2.29	849.42	7.16	1845.52	4.32	41.19	14.82	84.71	0.00	0.00	0.00	0.00



376+00.00



375+31.67

PLOT DATE: 10/26/2023 8:31:32 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X046

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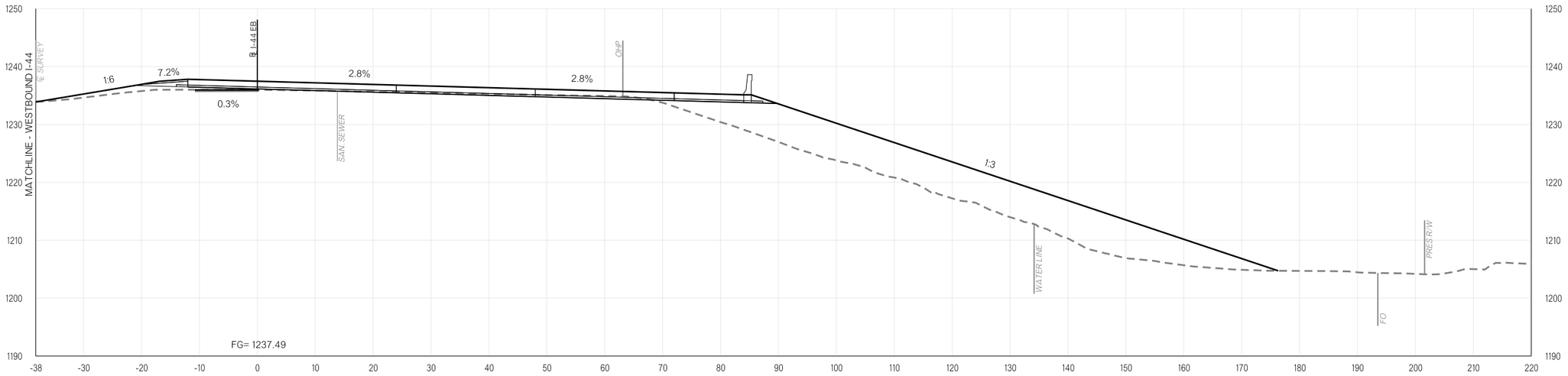
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

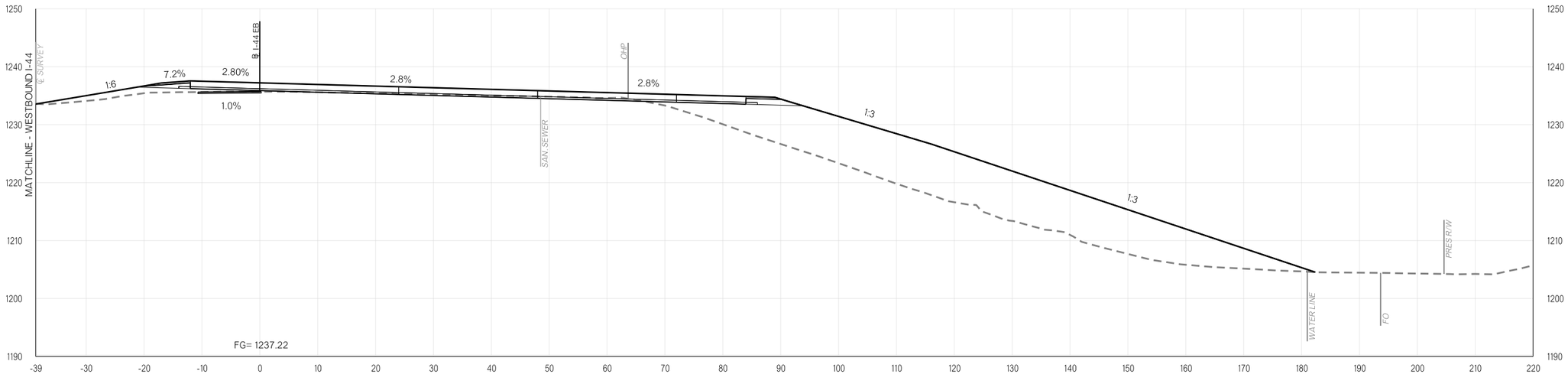
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
376+70.48	0.00	0.00	0.00	0.00	2.34	731.70	6.04	2063.66	0.01	66.01	5.64	139.92	0.00	0.00	0.00	0.00
376+89.81	0.00	0.00	0.00	0.00	3.64	559.99	2.03	438.22	0.05	61.79	0.02	43.36	0.00	0.00	0.00	0.00



376+89.81

BEGIN APPROACH SLAB BRIDGE "A"



376+70.48

PLOT DATE: 10/26/2023 8:31:34 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X047

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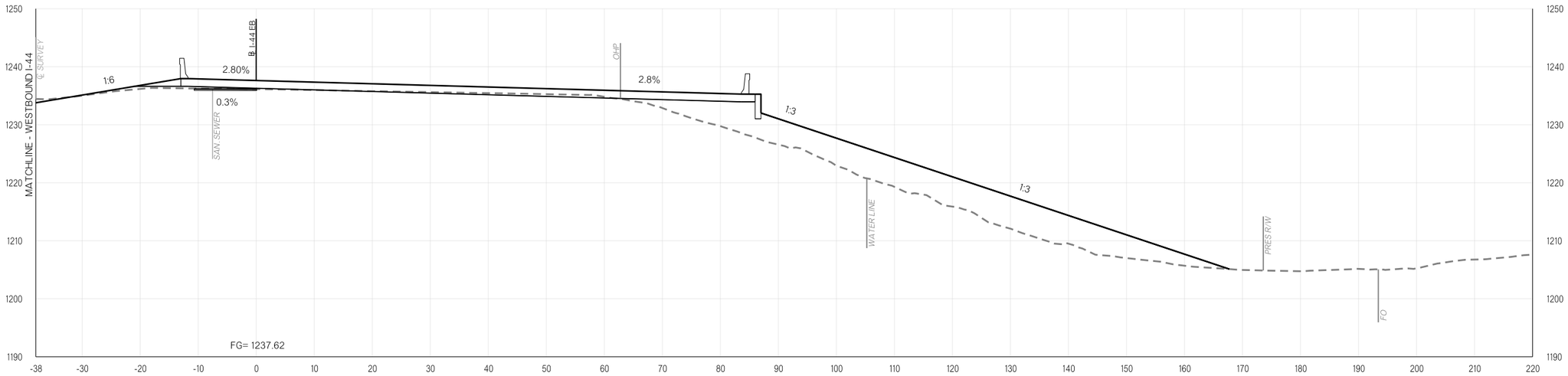
OKLAHOMA DEPARTMENT OF TRANSPORTATION

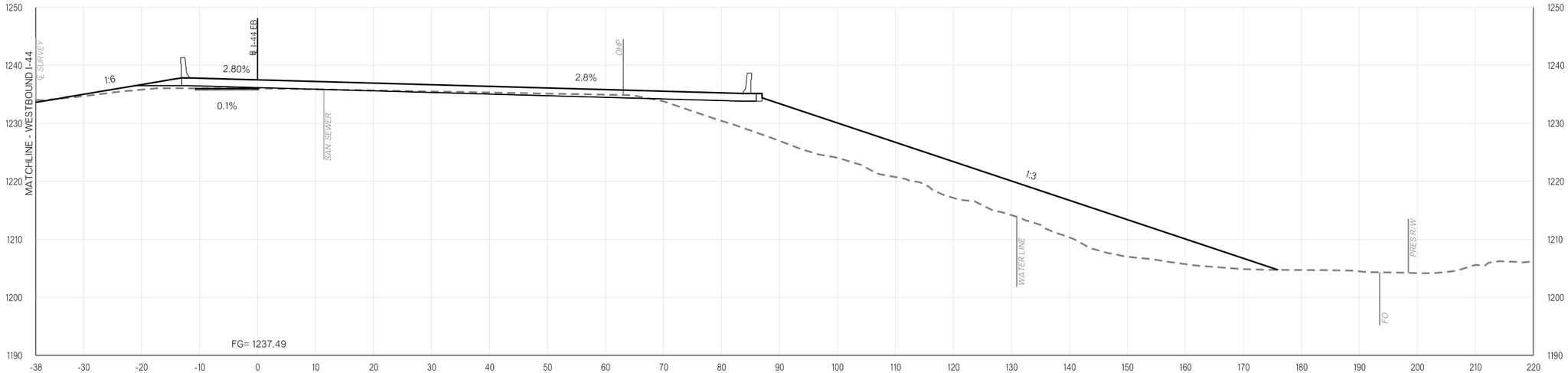
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
376+90.08	0.00	0.00	0.00	0.00	3.07	548.11	0.16	26.27	0.61	56.74	0.02	2.31	0.00	0.00	0.00	0.00
377+00.00	0.00	0.00	0.00	0.00	0.29	436.85	0.62	180.94	1.42	51.83	0.37	19.95	0.00	0.00	0.00	0.00



377+00.00



376+90.08

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X048

PLOT DATE: 10/26/2023 8:31:36 AM
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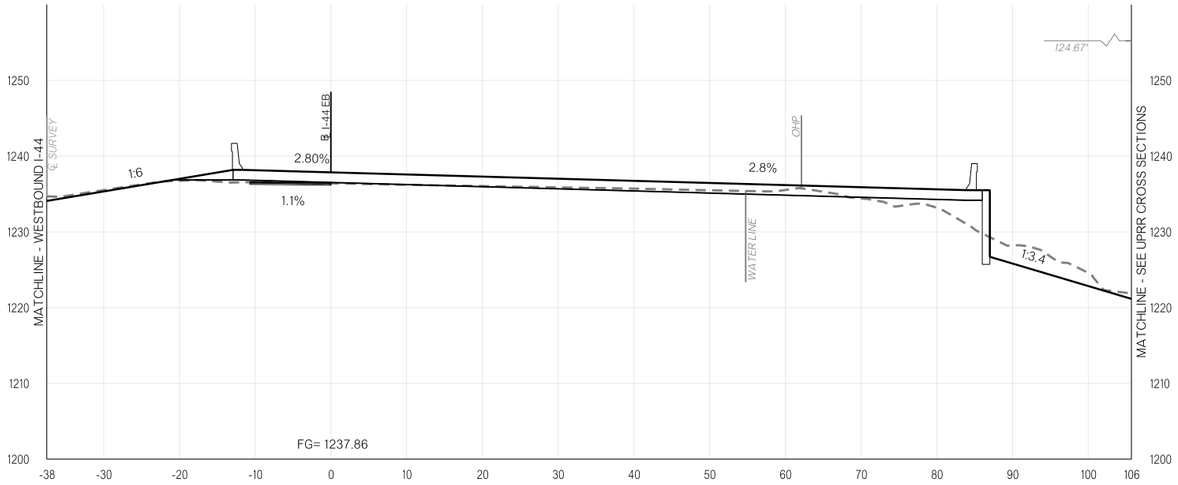
OKLAHOMA DEPARTMENT OF TRANSPORTATION

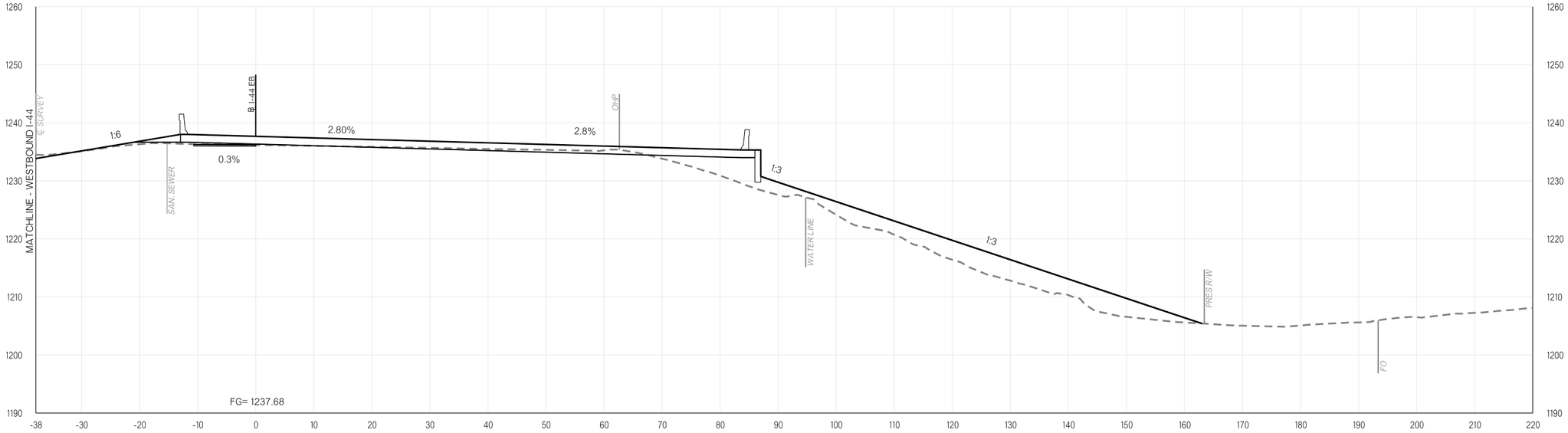
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
377+04.03	0.00	0.00	0.00	0.00	4.35	263.61	0.35	52.28	1.53	49.64	0.22	7.57	0.00	0.00	0.00	0.00
377+19.21	0.00	0.00	0.00	0.00	48.56	32.03	14.87	83.11	2.88	43.96	1.24	26.31	0.00	0.00	0.00	0.00



377+19.21



377+04.03

PLOT DATE: 10/26/2023 8:31:38 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X049

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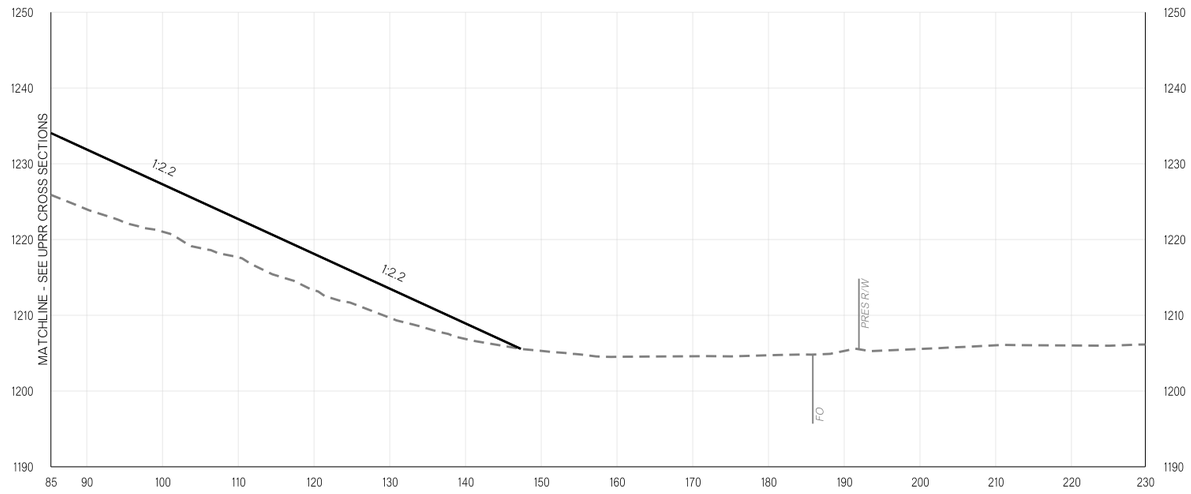
OKLAHOMA DEPARTMENT OF TRANSPORTATION

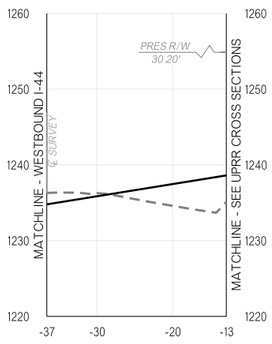
FINAL FIELD MEETING

10/26/2023

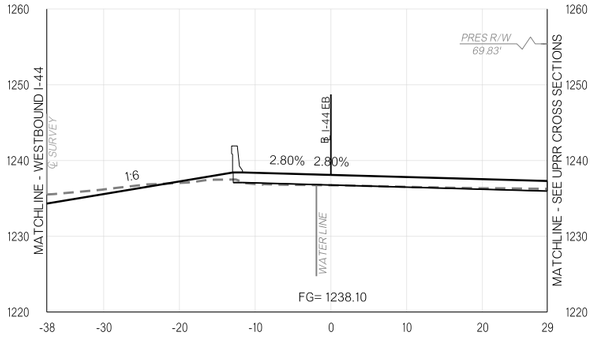
STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
377+40.34	0.00	0.00	0.00	0.00	0.00	0.00	19.00	12.53	0.36	28.99	1.27	28.54	0.00	0.00	0.00	0.00
377+55.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.81	39.32	1.99	18.96	0.00	0.00	0.00	0.00
379+82.83	0.00	0.00	0.00	0.00	0.00	300.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



379+82.83
END BRIDGE "A"



377+55.33
BEGIN BRIDGE "A"



377+40.34

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X050

PLOT DATE: 10/26/2023 8:31:40 AM
FILENAME: 30637(04)-Xsec.dgn

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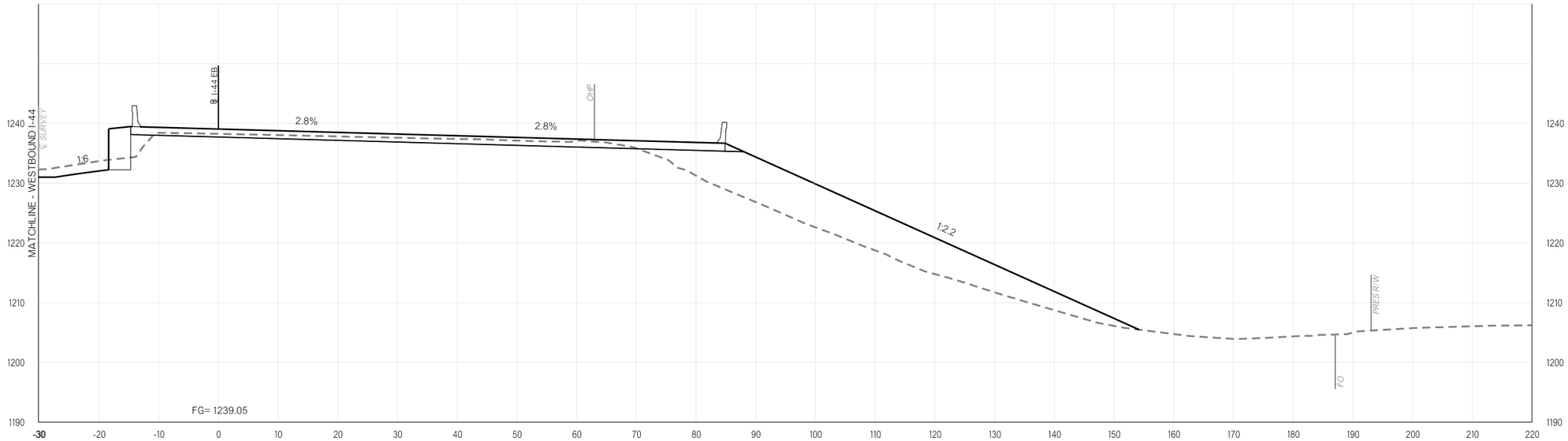
OKLAHOMA DEPARTMENT OF TRANSPORTATION

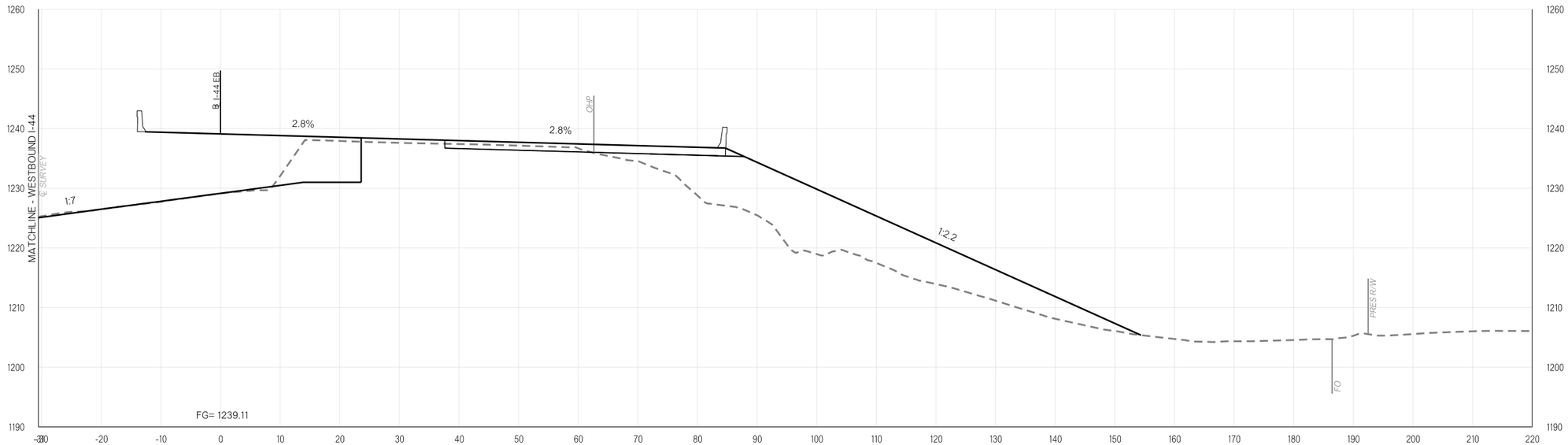
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
379+98.01	0.00	0.00	0.00	0.00	9.55	527.94	2.68	232.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
380+14.42	0.00	0.00	0.00	0.00	8.48	413.56	5.48	286.11	29.95	19.67	9.10	5.98	0.00	0.00	0.00	0.00



380+14.42



379+98.01

PLOT DATE: 10/26/2023 8:31:42 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X051

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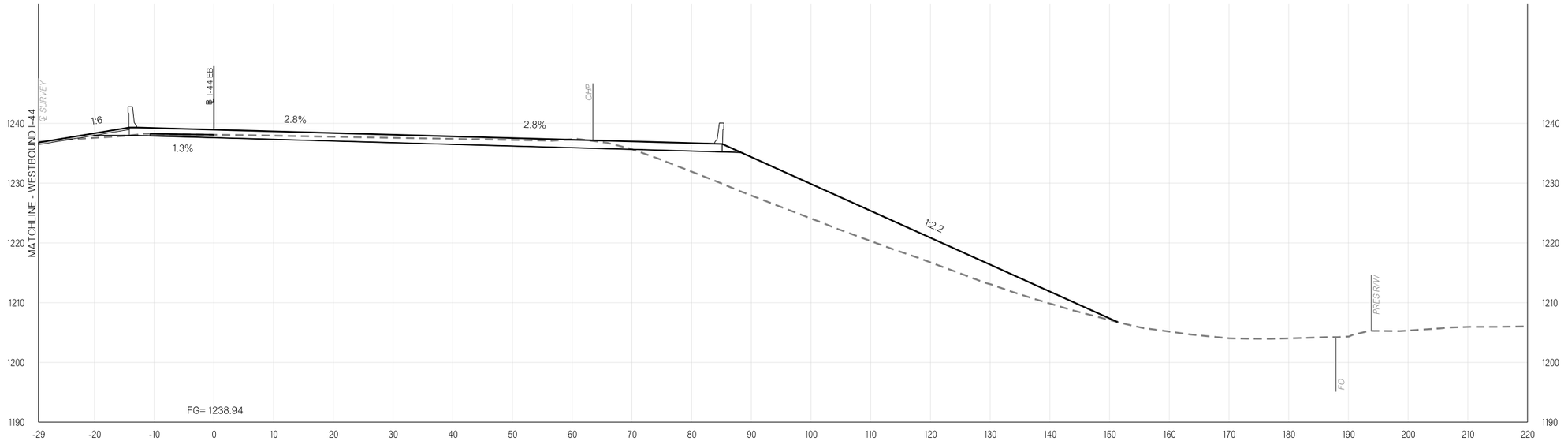
OKLAHOMA DEPARTMENT OF TRANSPORTATION

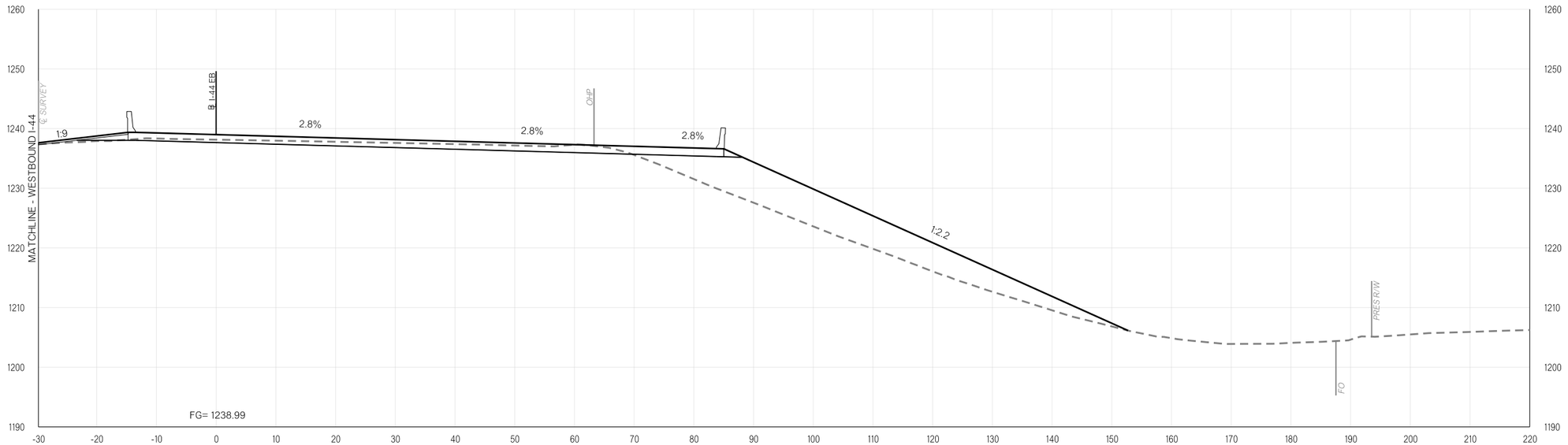
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
380+29.40	0.00	0.00	0.00	0.00	10.01	343.54	5.13	210.02	5.55	11.93	9.85	8.77	0.26	1.74	0.07	0.48
380+41.00	0.00	0.00	0.00	0.00	10.56	307.48	4.42	139.85	0.42	20.07	1.28	6.87	1.30	2.01	0.34	0.81



380+41.00



380+29.40

PLOT DATE: 10/26/2023 8:31:44 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X052

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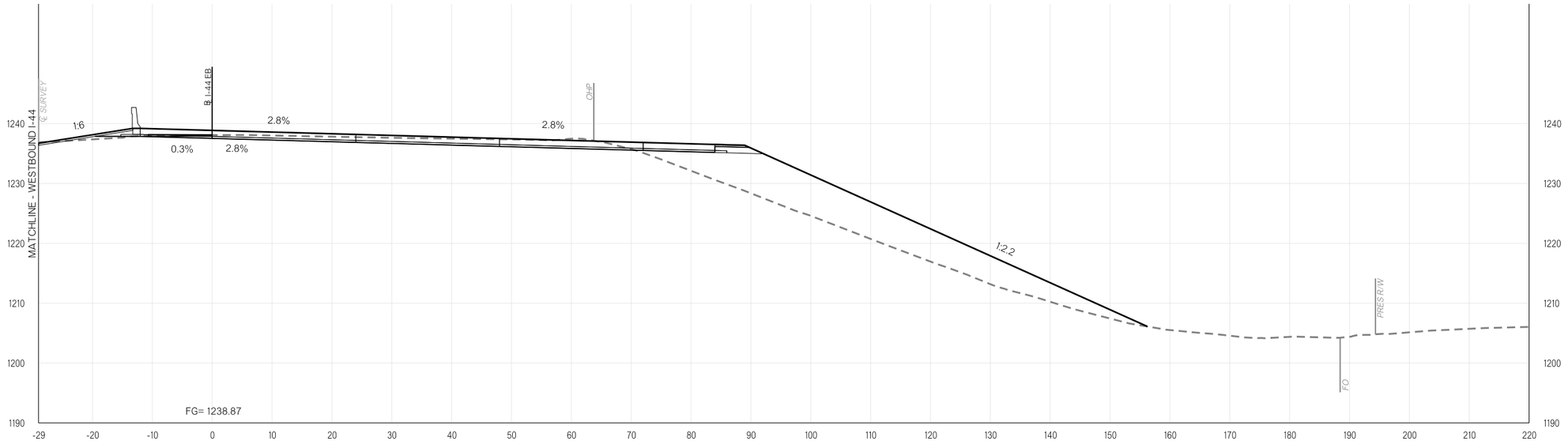
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
380+43.36	0.00	0.00	0.00	0.00	10.87	303.49	1.33	37.90	0.29	20.59	0.04	2.52	1.79	1.69	0.19	0.23
380+59.30	0.00	0.00	0.00	0.00	16.72	376.99	7.64	188.39	0.19	14.33	0.13	9.67	1.16	2.80	0.82	1.24



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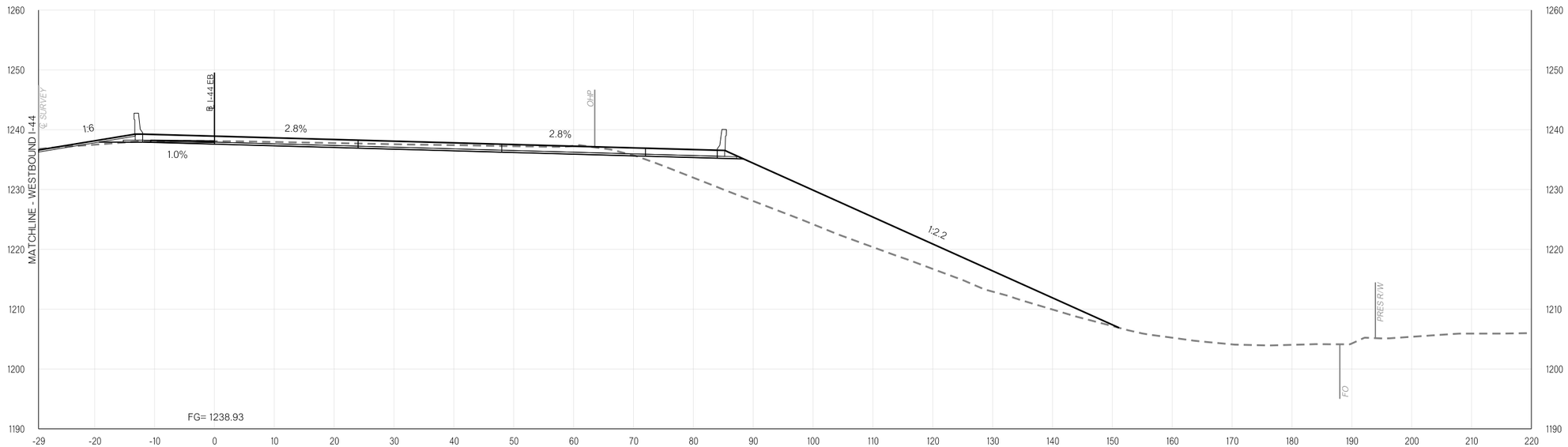

380+43.36

END APPROACH SLAB BRIDGE "A"

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X053

PLOT DATE: 10/26/2023 8:31:46 AM
FILENAME: 30637(04)-Xsec.dgn

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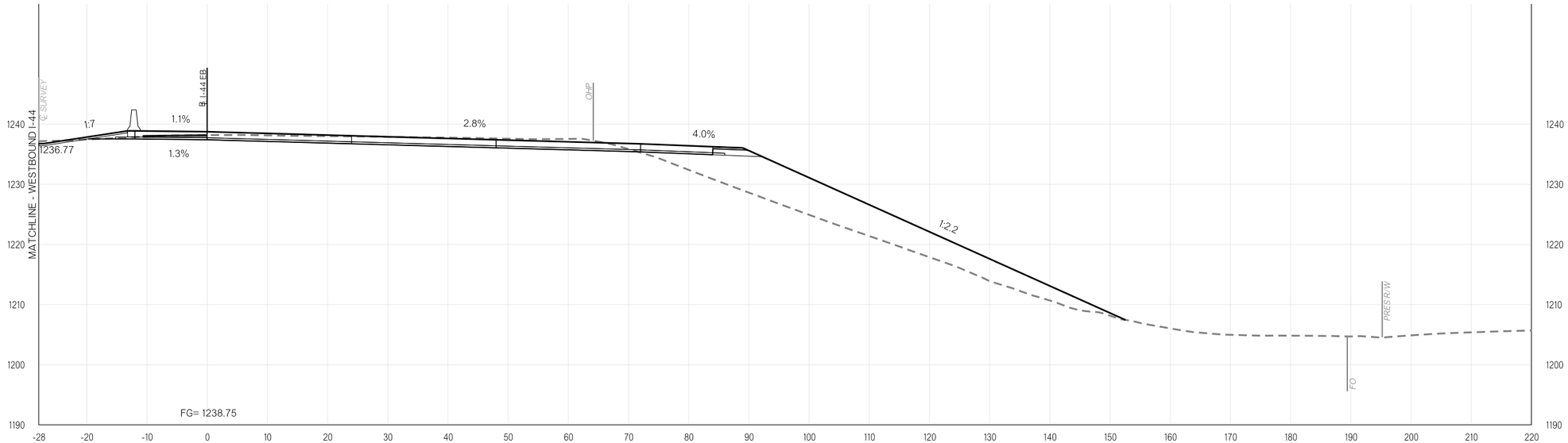
OKLAHOMA DEPARTMENT OF TRANSPORTATION

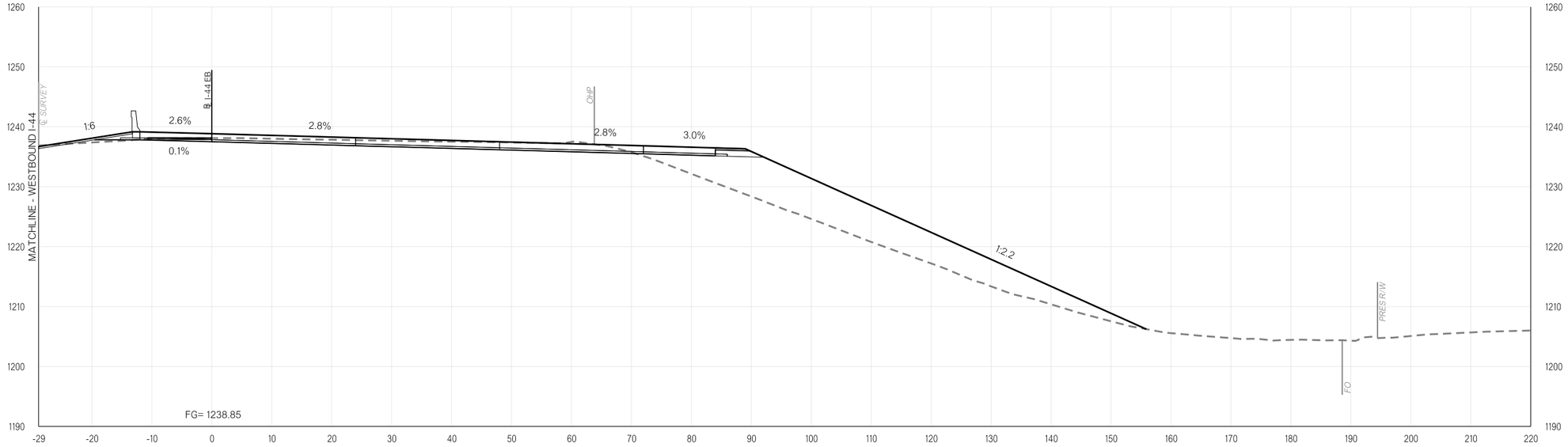
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
380+63.98	0.00	0.00	0.00	0.00	18.14	367.35	3.02	64.51	0.24	12.78	0.04	2.35	1.32	2.32	0.22	0.44
381+00.00	0.00	0.00	0.00	0.00	28.99	309.15	31.44	451.26	4.25	5.92	3.00	12.47	3.34	0.12	3.11	1.63



381+00.00



380+63.98

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X054

PLOT DATE: 10/26/2023 8:31:48 AM
FILENAME: 30637(04)-Xsec.dgn

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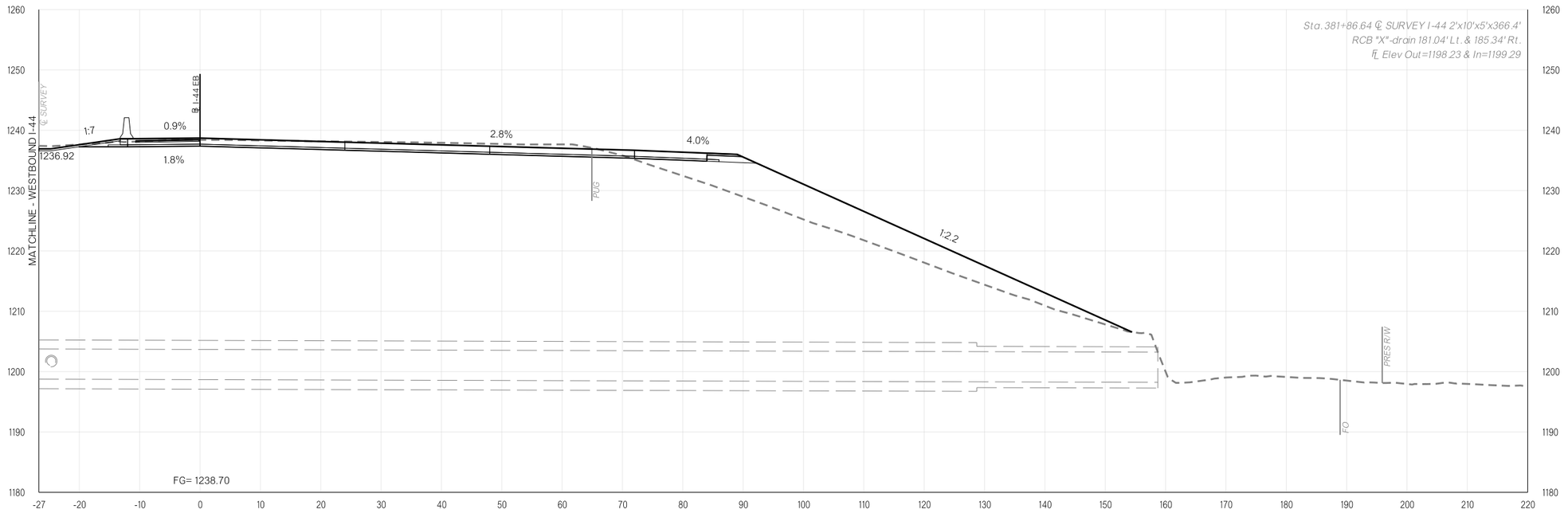
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+50.00	0.00	0.00	0.00	0.00	33.85	288.31	58.19	553.21	13.02	0.28	15.99	5.74	5.51	0.00	8.19	0.11



381+50.00

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:31:50 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X055

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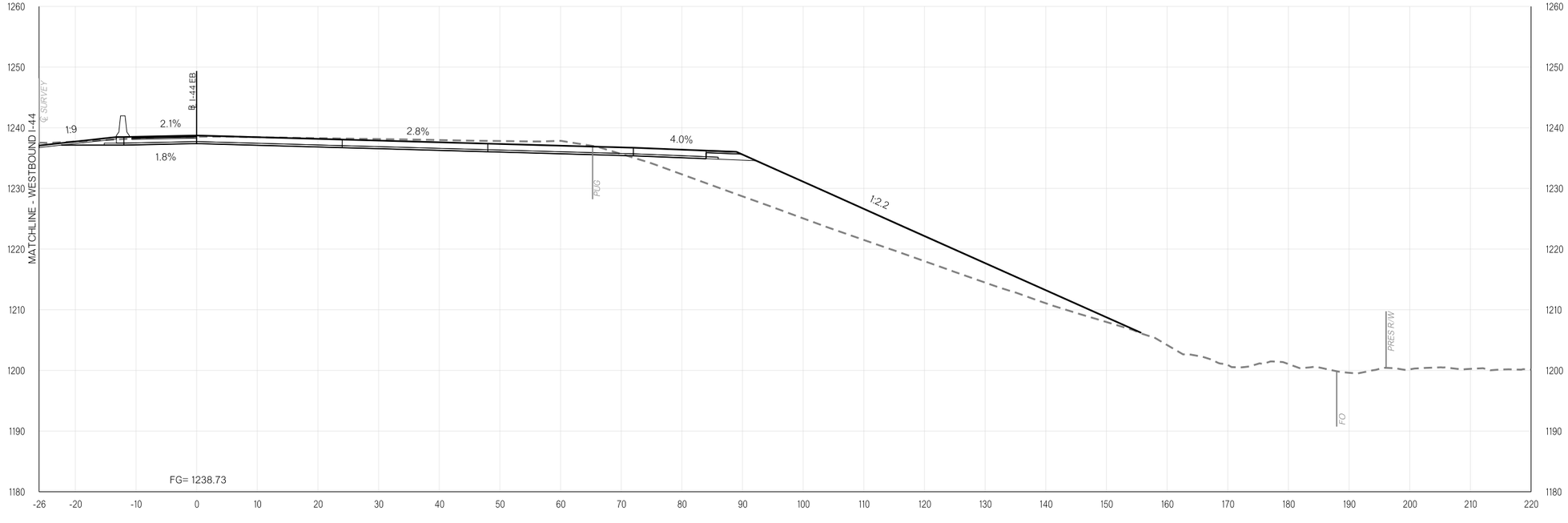
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
381+78.77	0.00	0.00	0.00	0.00	35.32	300.75	36.85	313.84	17.40	0.00	16.21	0.15	4.42	0.00	5.29	0.00



381+78.77

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X056

PLOT DATE: 10/26/2023 8:31:52 AM
FILENAME: 30637(04)-Xsec.dgn

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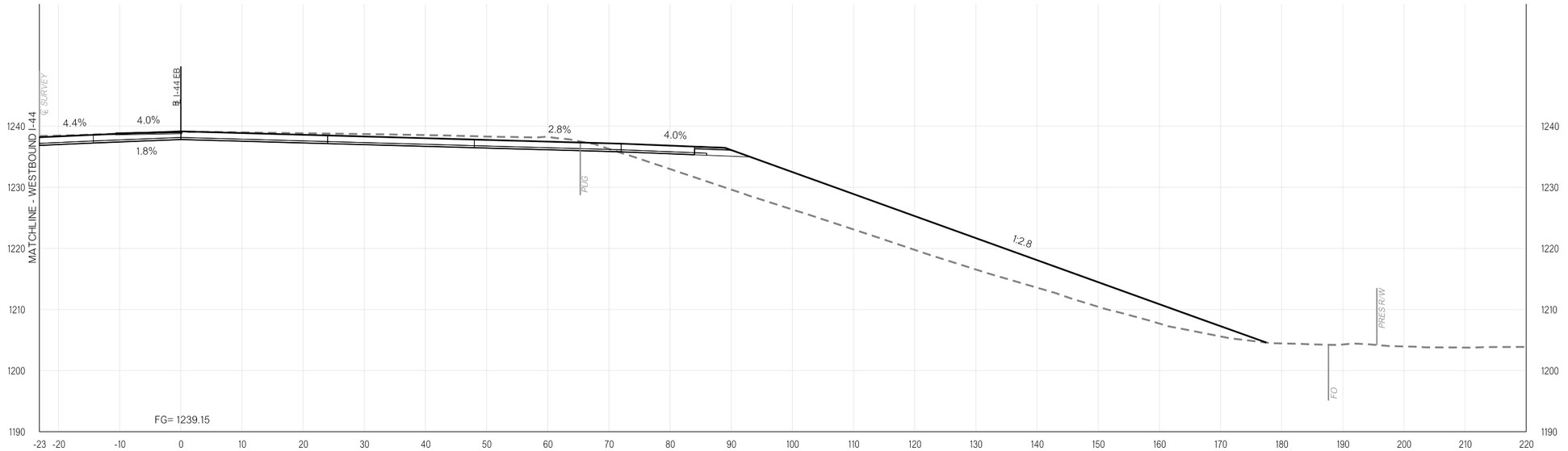
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
382+00.00	0.00	0.00	0.00	0.00	36.89	327.69	28.39	247.07	19.80	0.00	14.63	0.00	20.18	0.00	9.67	0.00
382+90.74	0.00	0.00	0.00	0.00	38.55	441.16	126.75	1291.95	21.06	0.00	23.26	0.00	15.98	0.00	60.76	0.00



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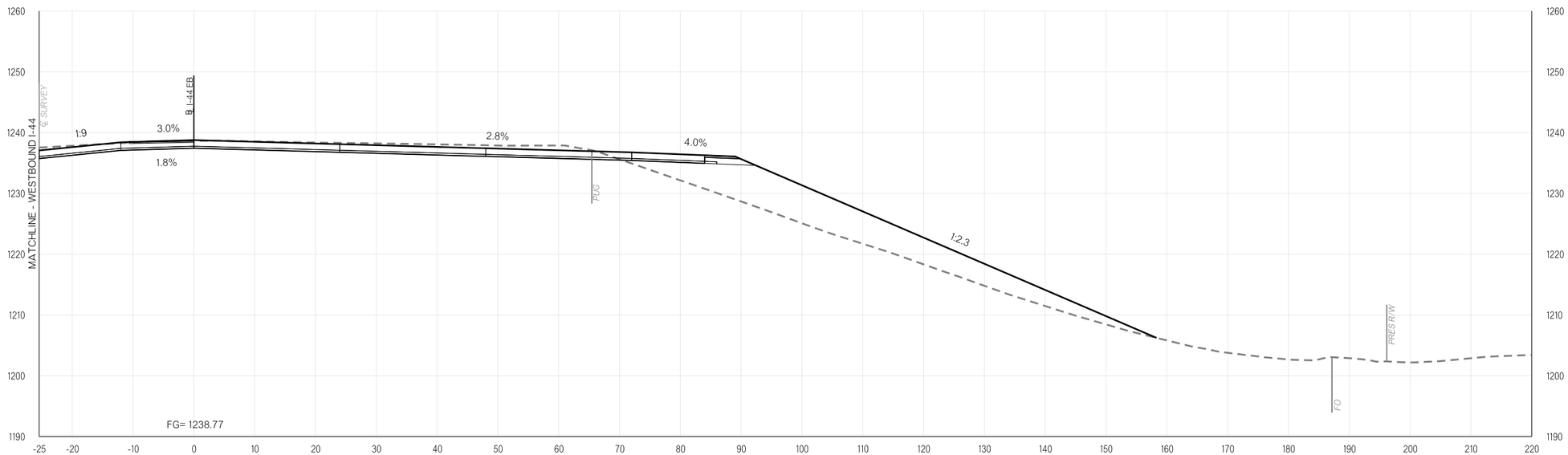

382+00.00

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X057

PLOT DATE: 10/26/2023 8:31:54 AM
FILENAME: 30637(04)-Xsec.dgn

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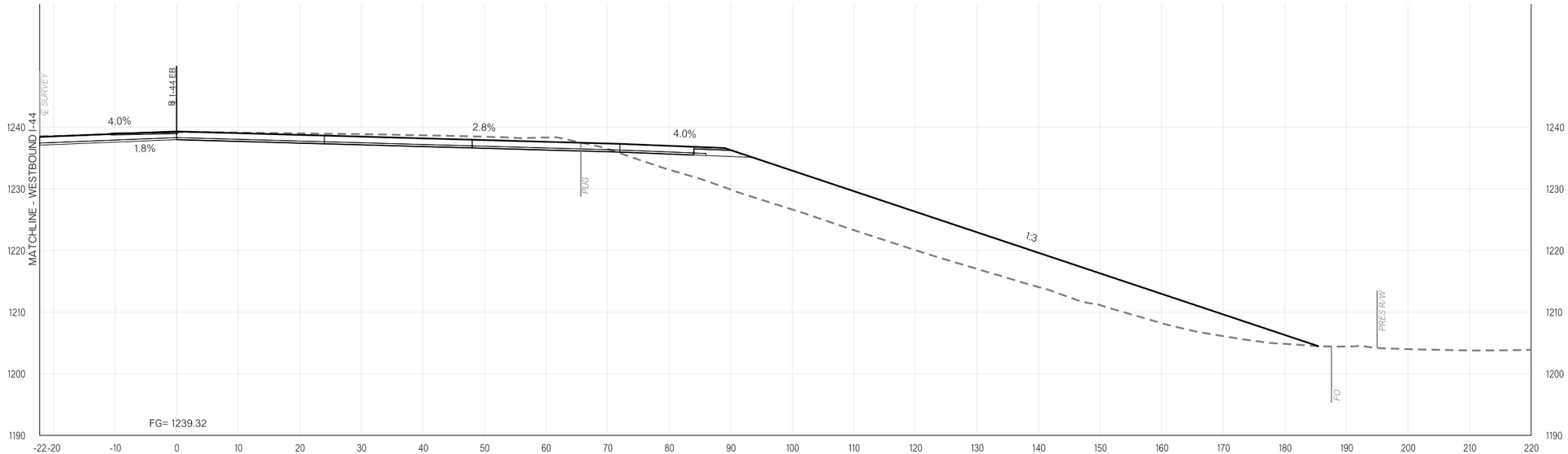
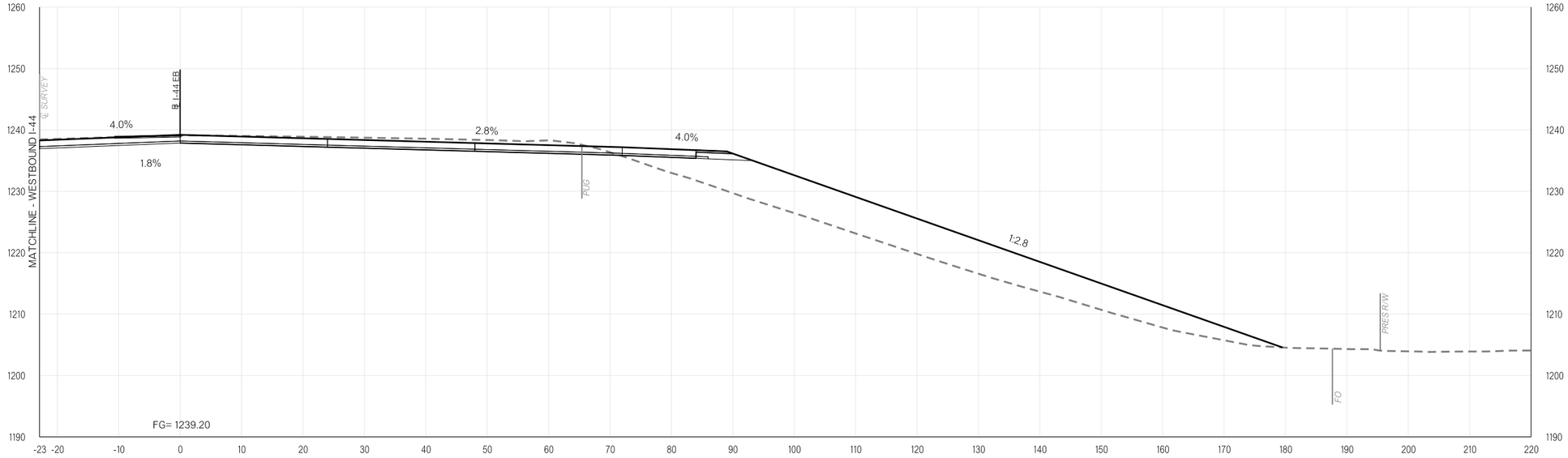
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
383+00.00	0.00	0.00	0.00	0.00	39.09	462.08	13.31	154.89	21.34	0.00	54.38	0.00	15.87	0.00	5.46	0.00
383+25.00	0.00	0.00	0.00	0.00	38.14	528.09	35.75	458.41	20.49	0.00	19.37	0.00	14.01	0.00	13.83	0.00



383+25.00



383+00.00

PLOT DATE: 10/26/2023 8:31:56 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X058

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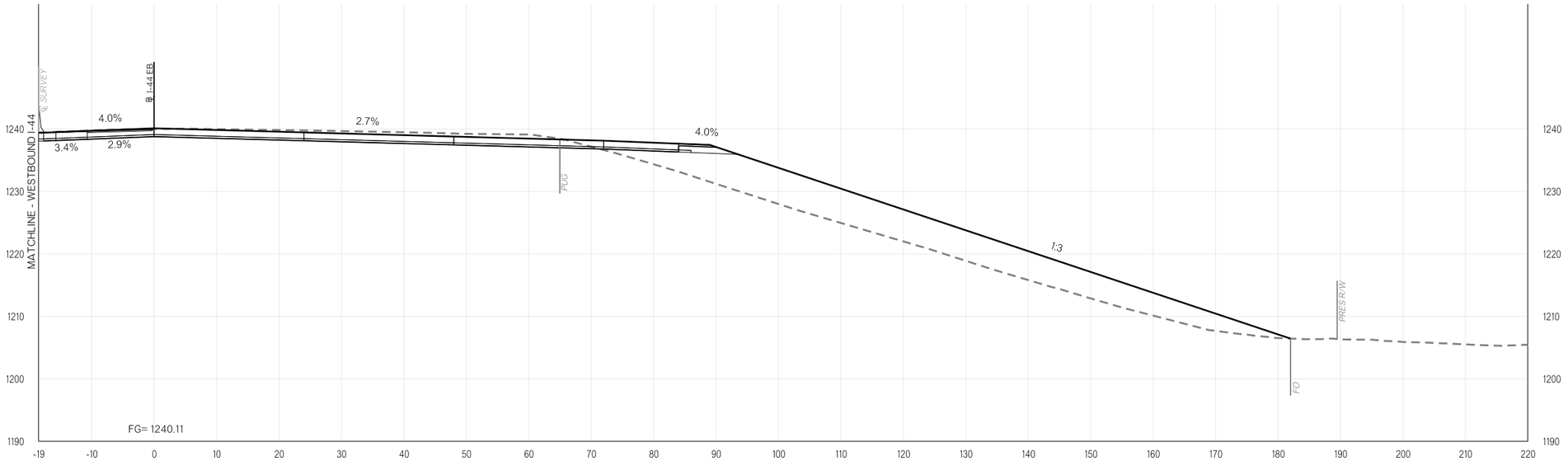
OKLAHOMA DEPARTMENT OF TRANSPORTATION

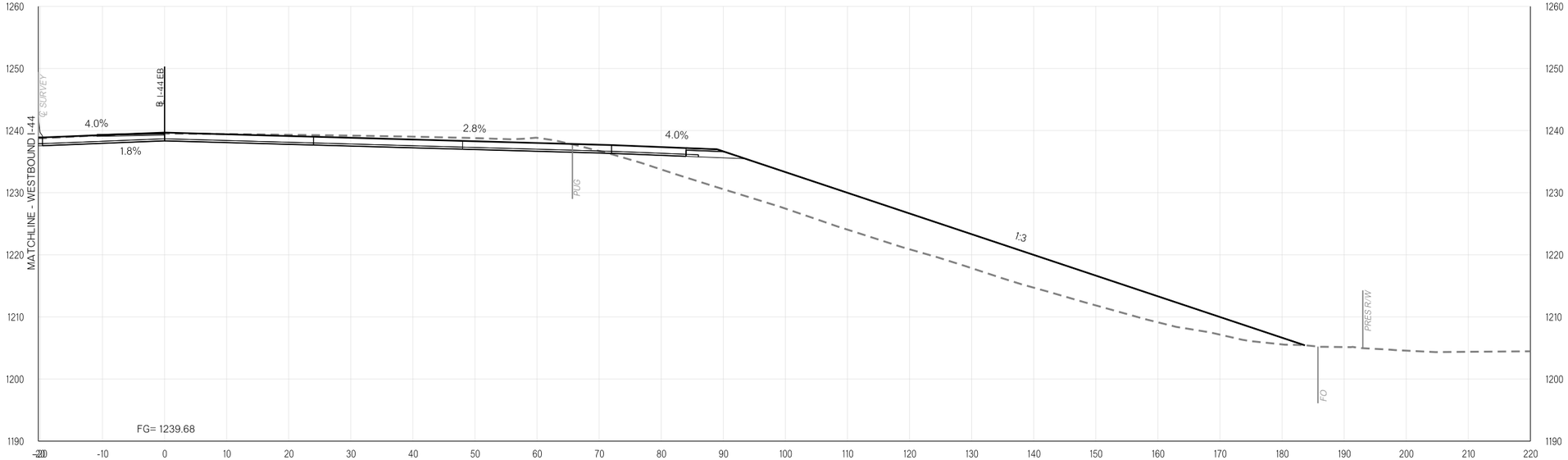
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
384+00.00	0.00	0.00	0.00	0.00	36.75	485.94	104.02	1408.37	19.07	0.00	54.94	0.00	10.35	0.00	33.84	0.00
384+88.41	0.00	0.00	0.00	0.00	35.83	441.54	118.83	1518.49	20.40	0.00	64.61	0.00	8.89	0.00	31.5'	0.00



384+88.41



384+00.00

PLOT DATE: 10/26/2023 8:31:58 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X059

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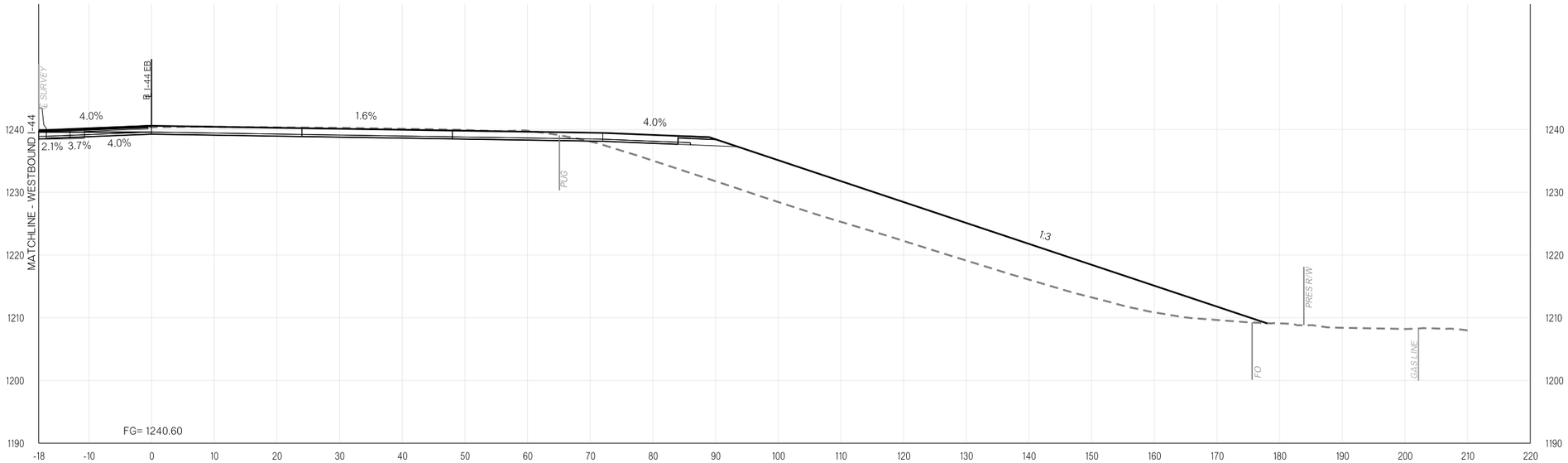
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
385+00.00	0.00	0.00	0.00	0.00	33.38	450.96	14.86	191.56	19.21	0.00	8.50	0.00	0.00	0.00	1.91	0.00
385+88.21	0.00	0.00	0.00	0.00	21.08	513.50	88.97	1575.48	12.61	0.00	51.98	0.00	0.00	0.00	0.00	0.00



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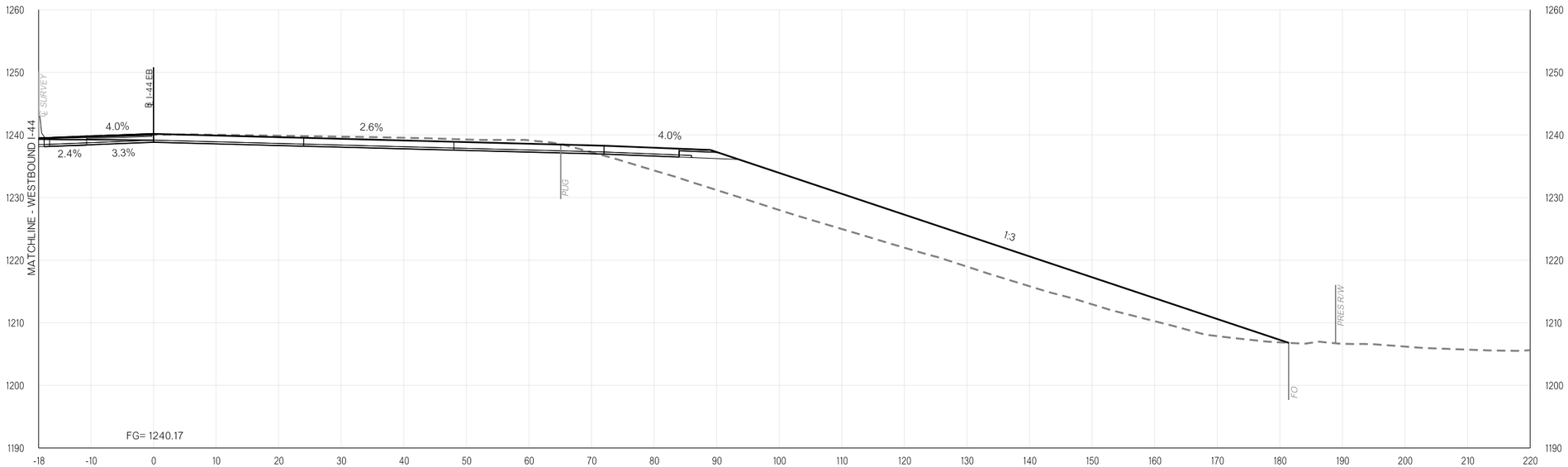

385+00.00

PLOT DATE: 10/26/2023 8:32:00 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X060

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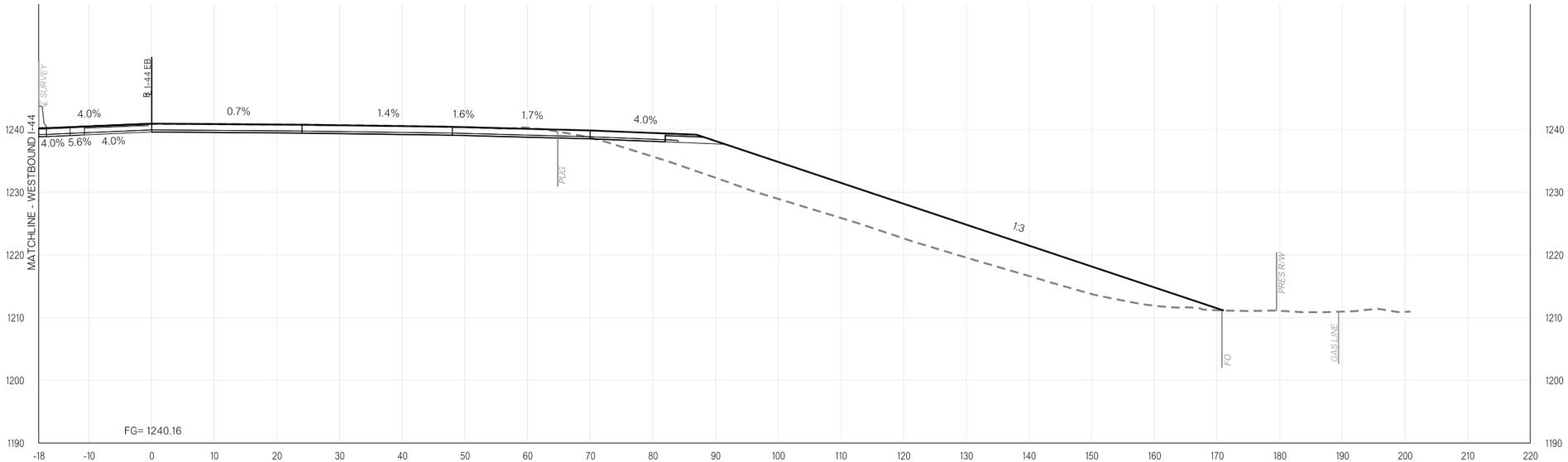
OKLAHOMA DEPARTMENT OF TRANSPORTATION

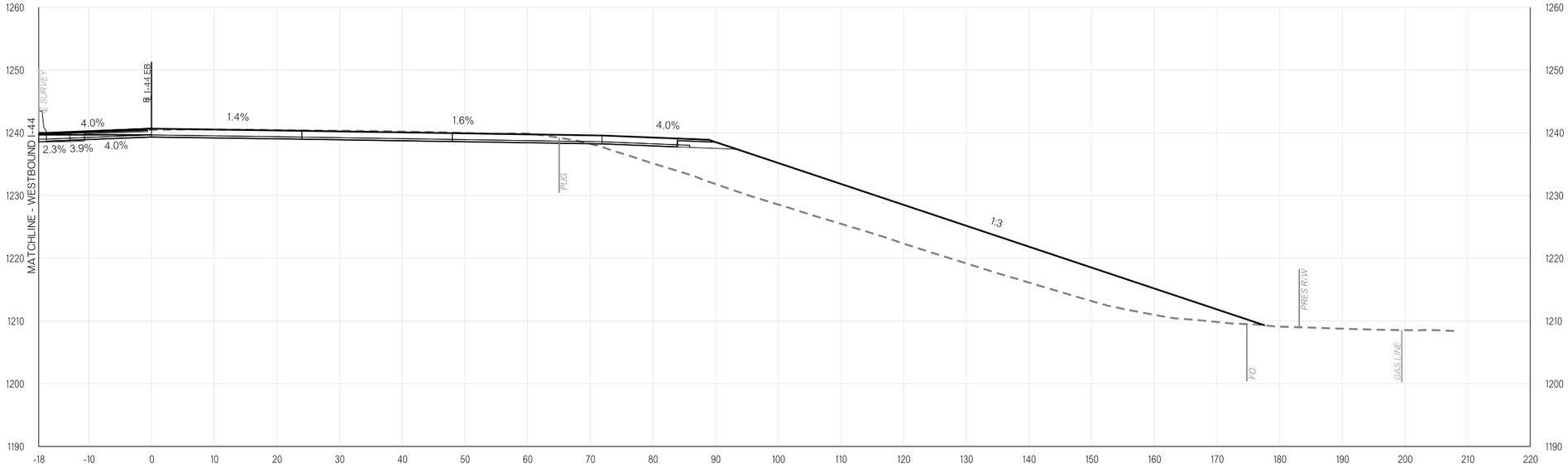
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
386+00.00	0.00	0.00	0.00	0.00	20.26	514.61	9.03	224.47	12.28	0.00	5.43	0.00	0.00	0.00	0.00	0.00
386+58.00	0.00	0.00	0.00	0.00	20.80	426.23	44.10	1010.53	17.06	0.00	31.52	0.00	0.00	0.00	0.00	0.00



386+58.00



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PLOT DATE: 10/26/2023 8:32:02 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X061

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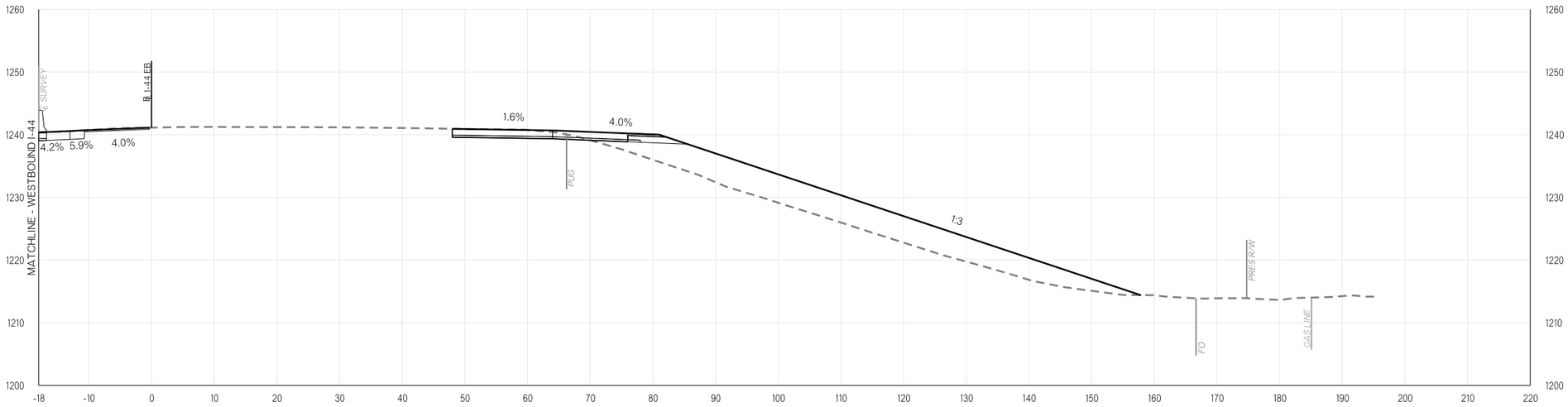
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
387+00.00	0.00	0.00	0.00	0.00	13.16	379.29	26.41	626.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
387+34.25	0.00	0.00	0.00	0.00	13.58	299.92	16.96	430.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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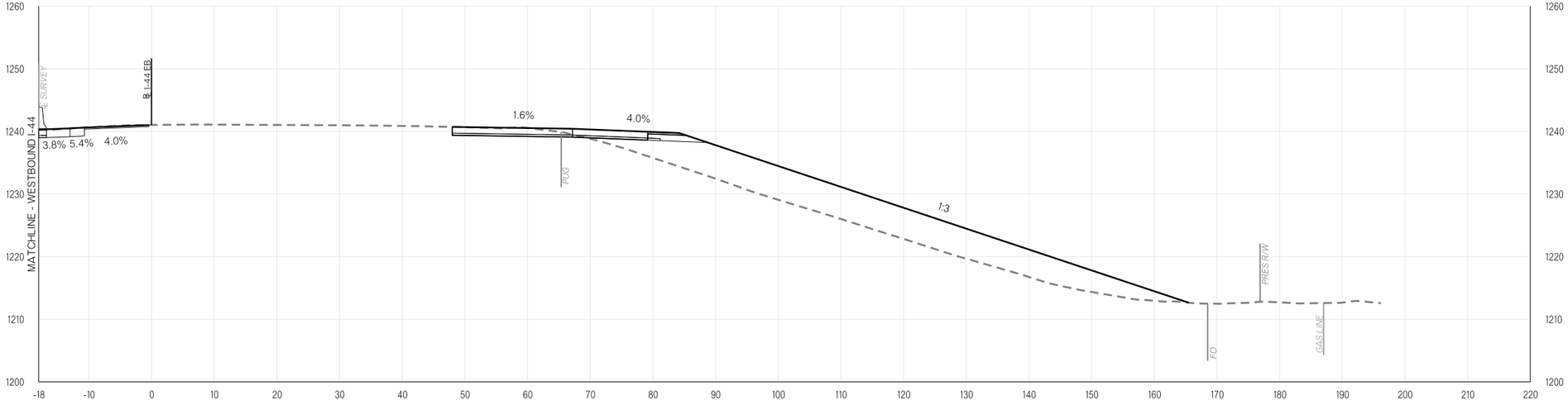

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PLOT DATE: 10/26/2023 8:32:04 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X062

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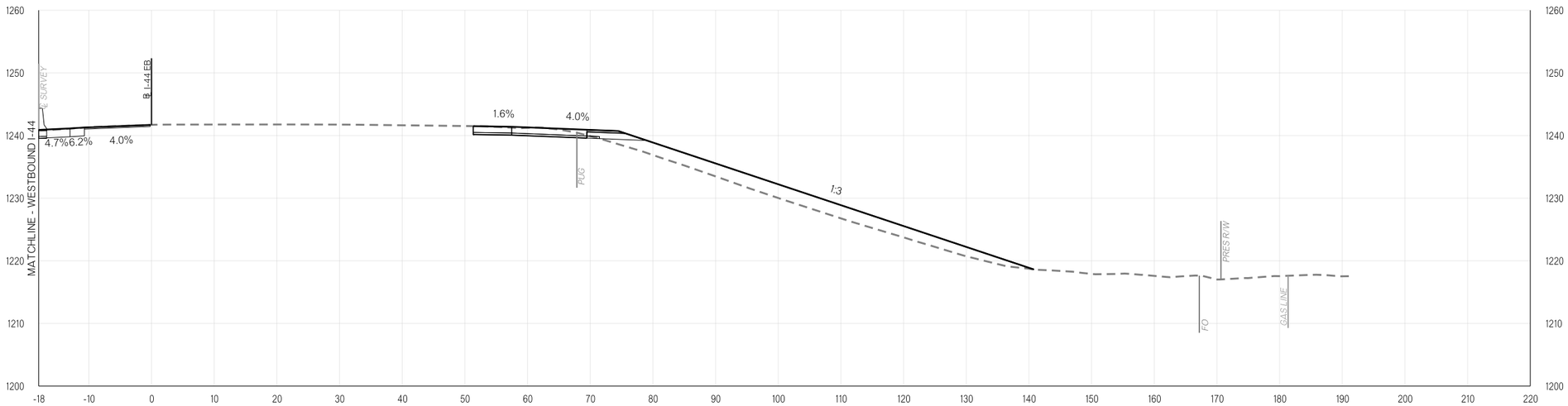
OKLAHOMA DEPARTMENT OF TRANSPORTATION

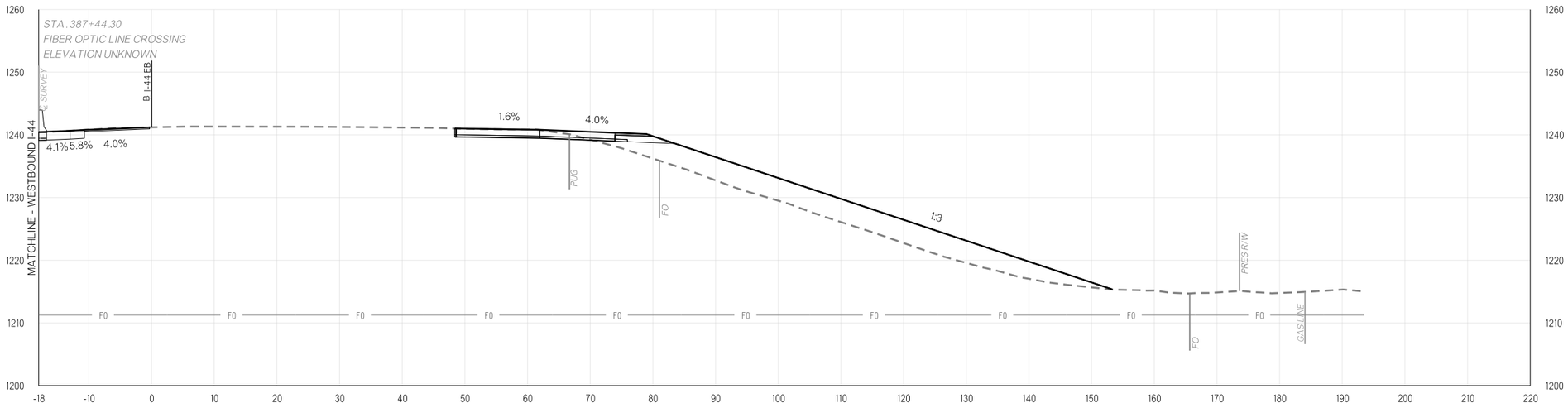
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
387+52.57	0.00	0.00	0.00	0.00	13.27	244.59	9.11	184.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
388+00.00	0.00	0.00	0.00	0.00	11.97	118.77	22.17	319.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



388+00.00



387+52.57

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X063

PLOT DATE: 10/26/2023 8:32:06 AM
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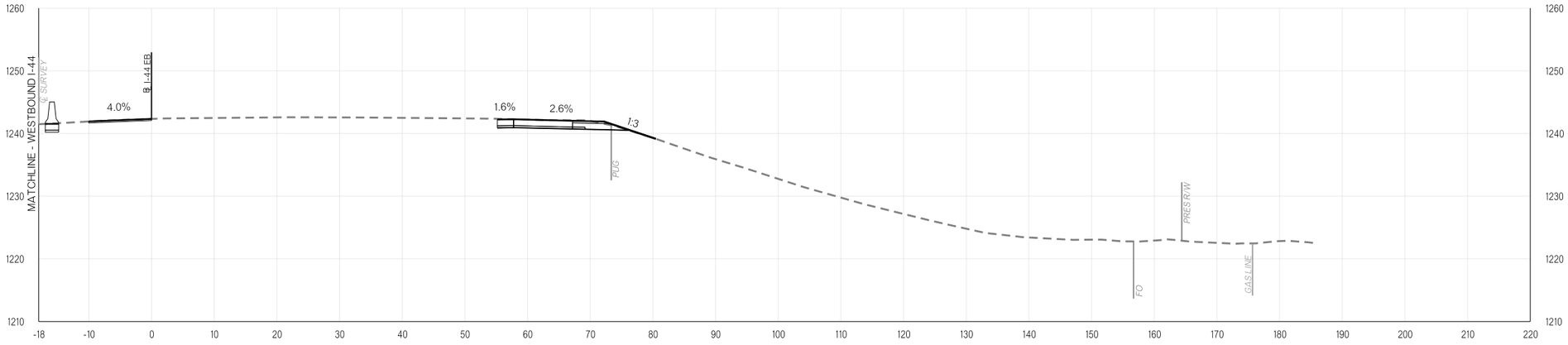
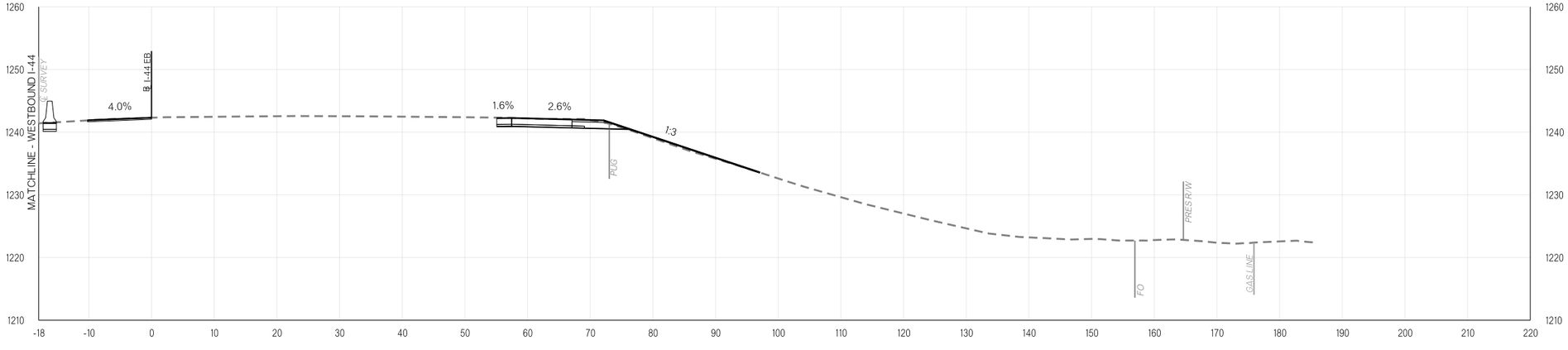
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
388+96.05	0.00	0.00	0.00	0.00	4.74	3.54	29.72	217.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
389+00.00	0.00	0.00	0.00	0.00	4.45	0.17	0.67	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



389+00.00



388+96.05

I-44 EASTBOUND

PLOT DATE: 10/26/2023 8:32:08 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X064

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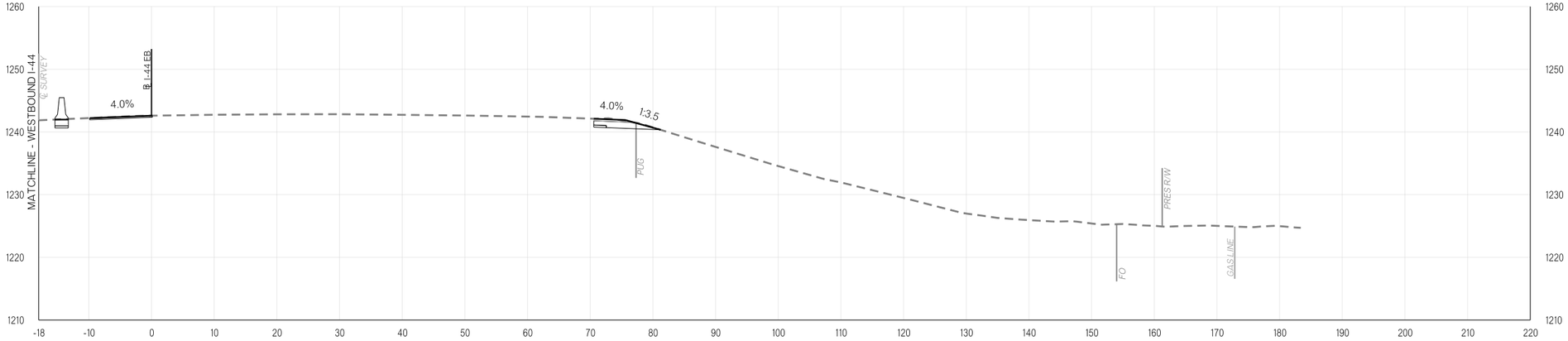
OKLAHOMA DEPARTMENT OF TRANSPORTATION

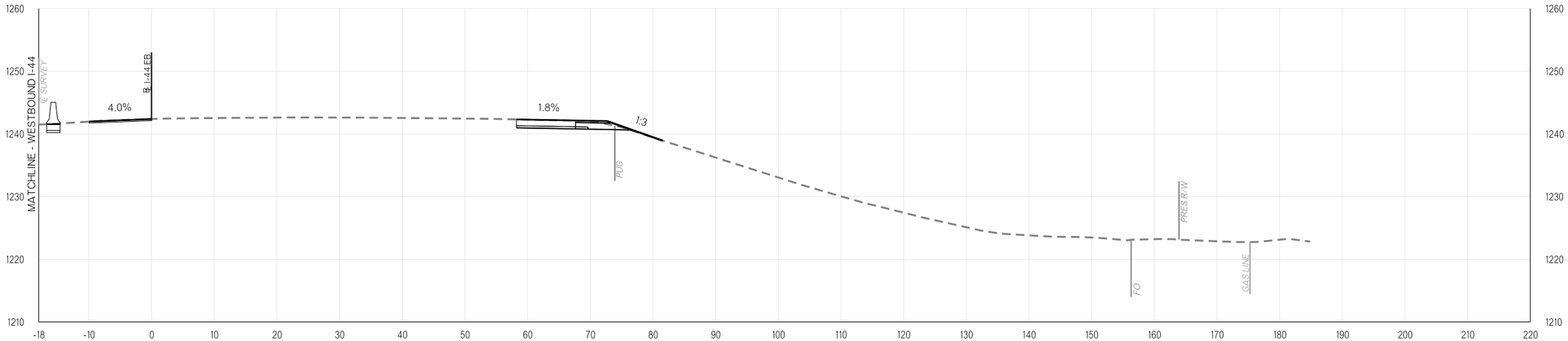
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
389+07.20	0.00	0.00	0.00	0.00	7.85	0.31	1.64	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
389+50.00	0.00	0.00	0.00	0.00	0.25	0.00	6.41	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



389+50.00



389+07.20

PLOT DATE: 10/26/2023 8:32:10 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X065

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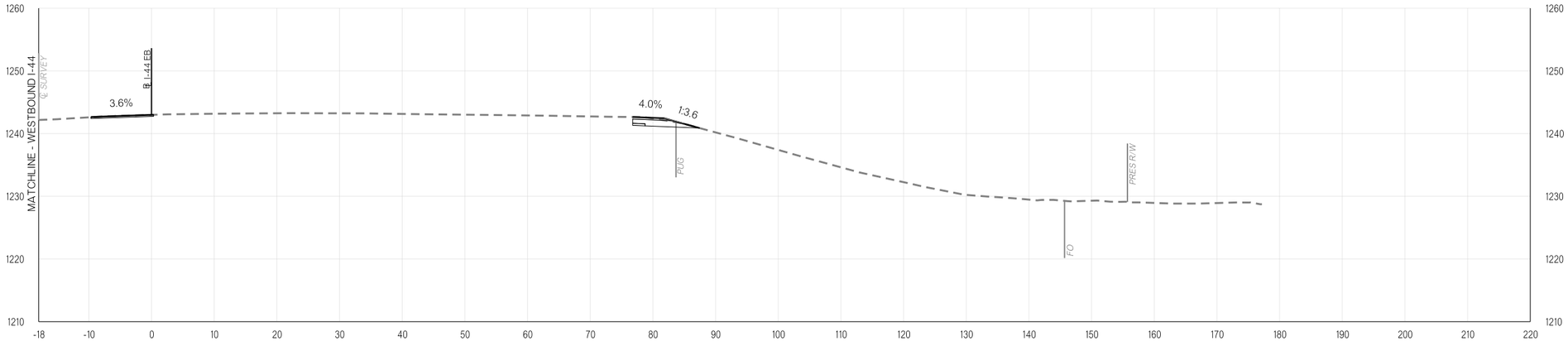
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
390+00.00	0.00	0.00	0.00	0.00	2.07	0.00	2.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390+38.96	0.00	0.00	0.00	0.00	0.00	0.00	1.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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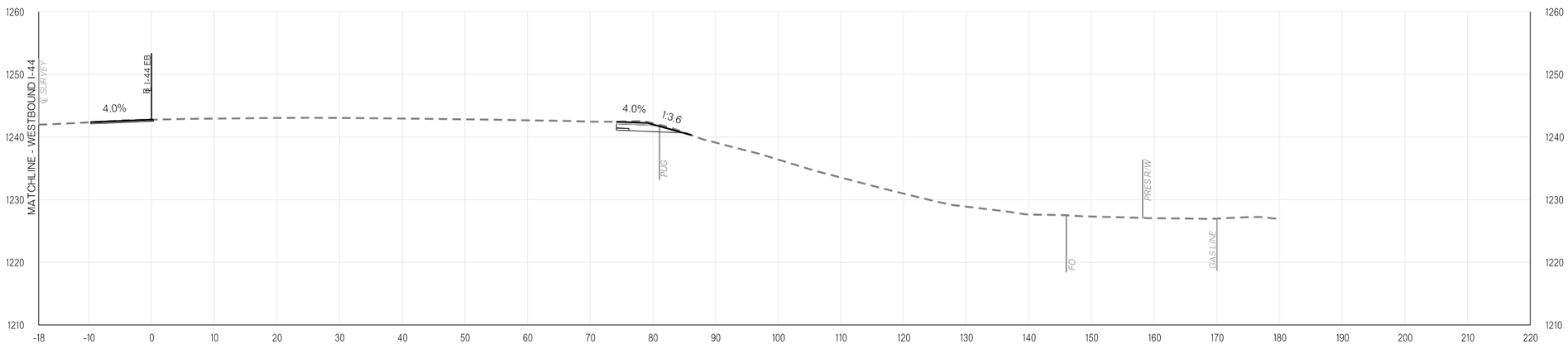

390+00.00

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X066

PLOT DATE: 10/26/2023 8:32:13 AM
FILENAME: 30637(04)-Xsec.dgn

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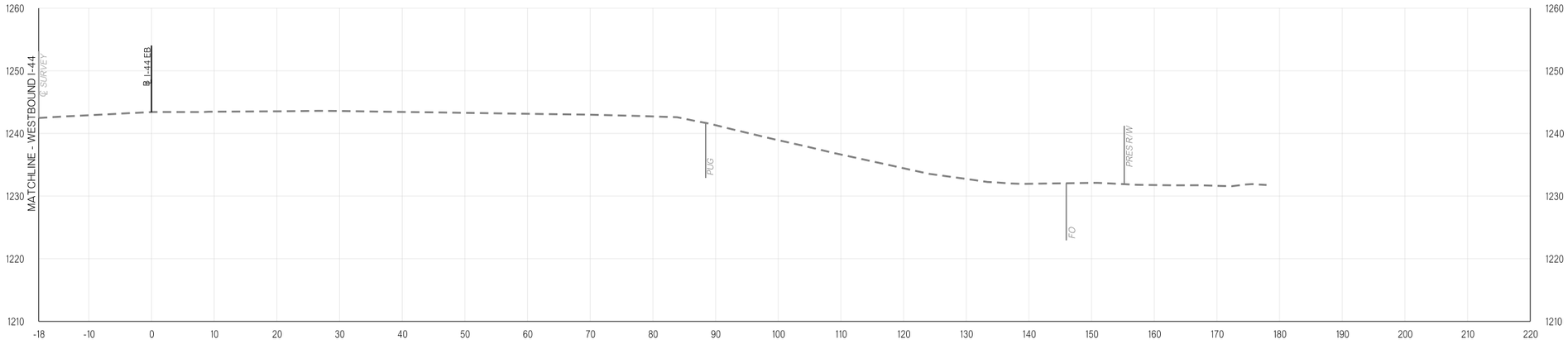
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

10/26/2023

STATION	STAGE 1B				STAGE 2				STAGE 3				STAGE 5			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
390+53.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
391+09.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



391+09.17
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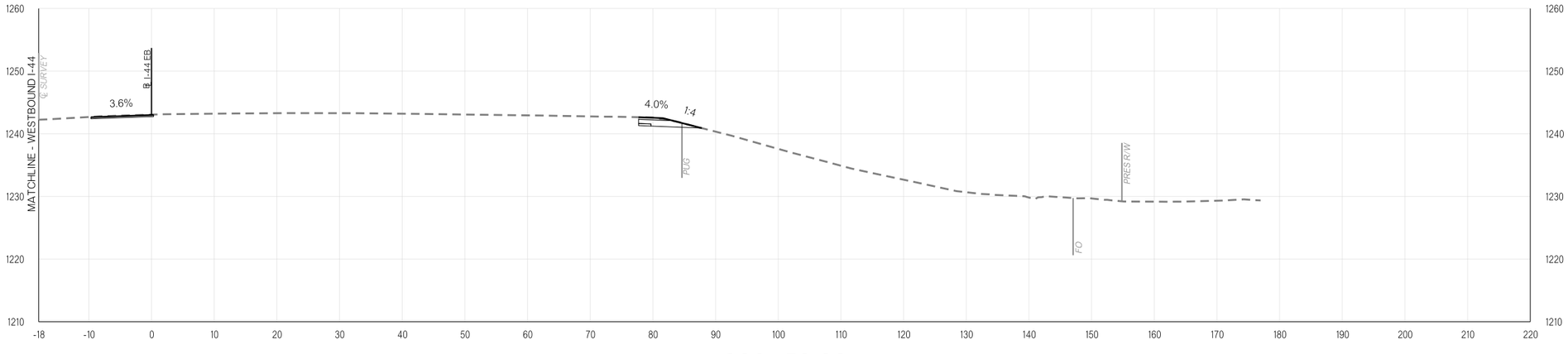

390+53.00
END CROSSOVER

PLOT DATE: 10/26/2023 8:32:15 AM
FILENAME: 30637(04)-Xsec.dgn

I-44 EASTBOUND

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X067

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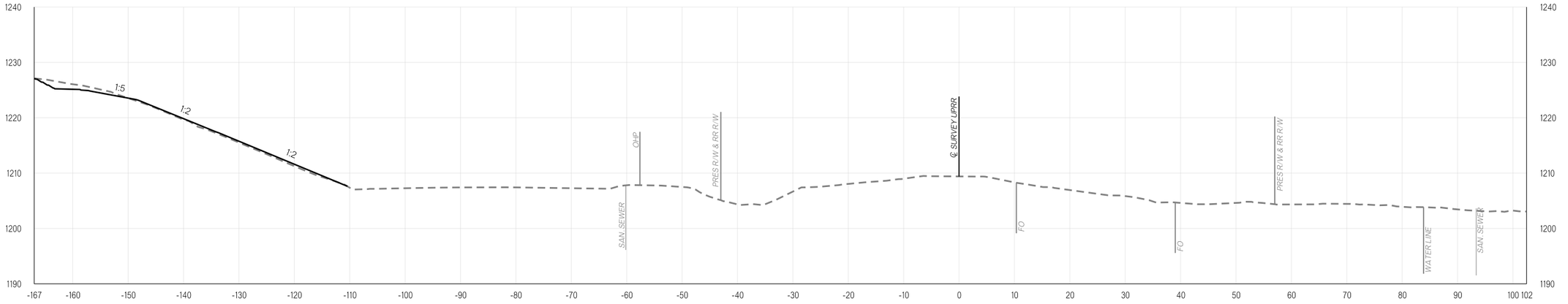
OKLAHOMA DEPARTMENT OF TRANSPORTATION

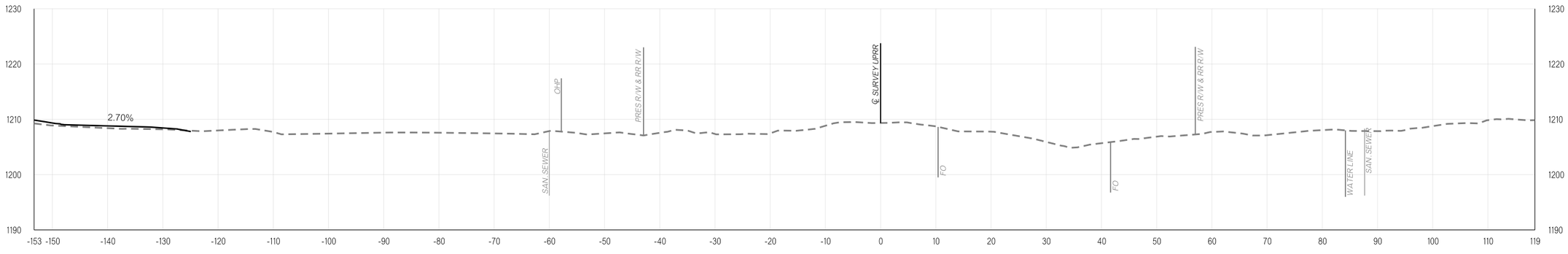
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
346+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	9.62	0.18	17.81
346+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.93	8.68	11.14	16.94



346+50.00



346+00.00

℄ SURVEY UPRR

PLOT DATE: 10/26/2023 8:32:17 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X068

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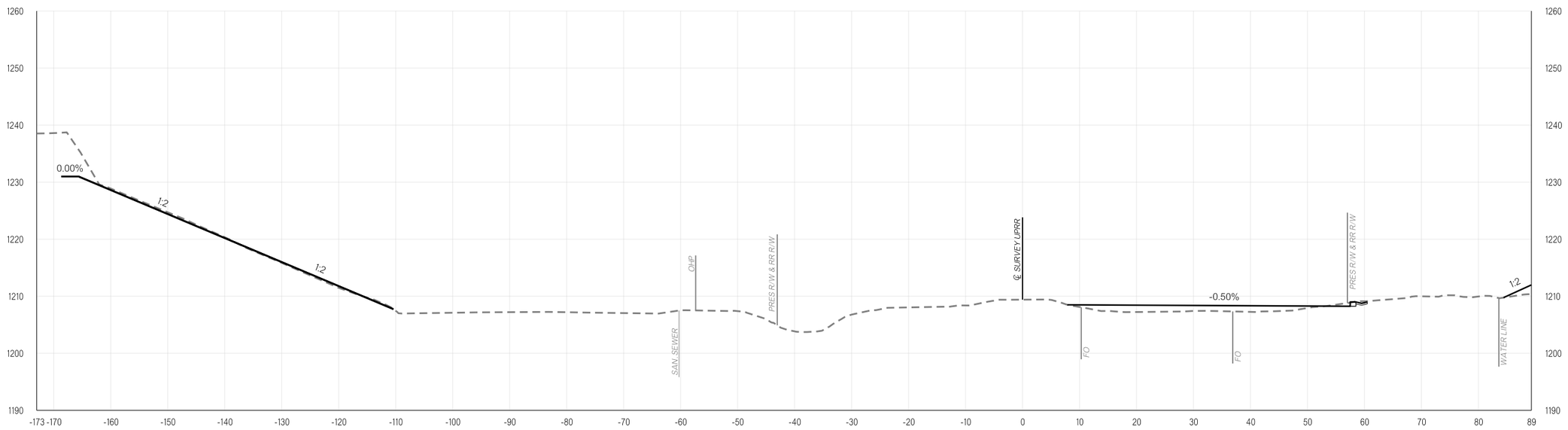
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

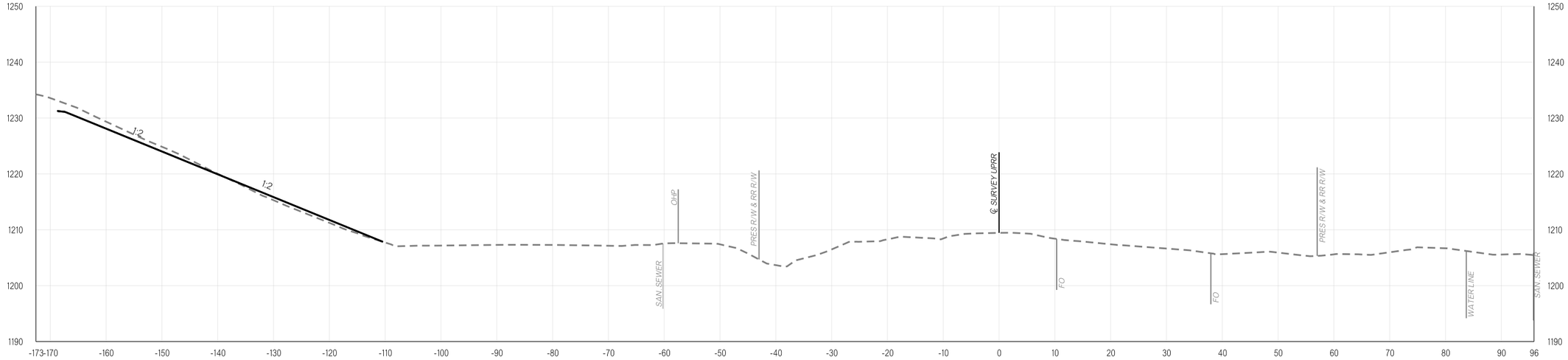
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
346+70.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.71	11.77	15.62	7.86
346+91.01	3.25	40.23	5.48	67.81	0.00	0.00	0.00	0.00	35.90	4.12	24.24	5.96



346+91.01



346+70.57

℄ SURVEY UPRR

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X069

PLOT DATE: 10/26/2023 8:32:19 AM
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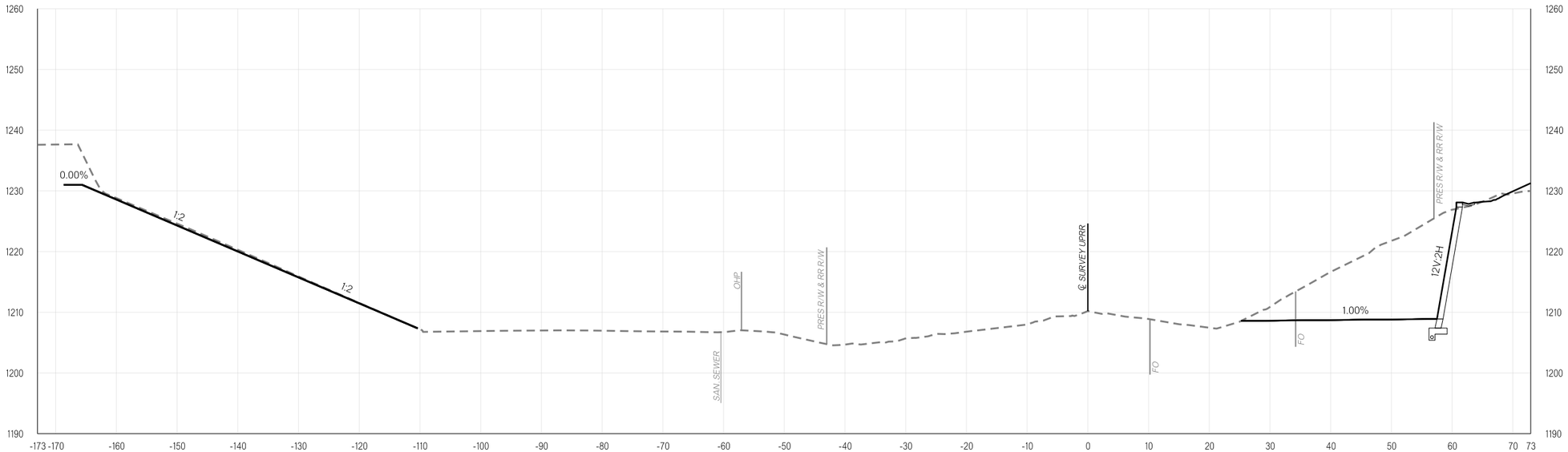
OKLAHOMA DEPARTMENT OF TRANSPORTATION

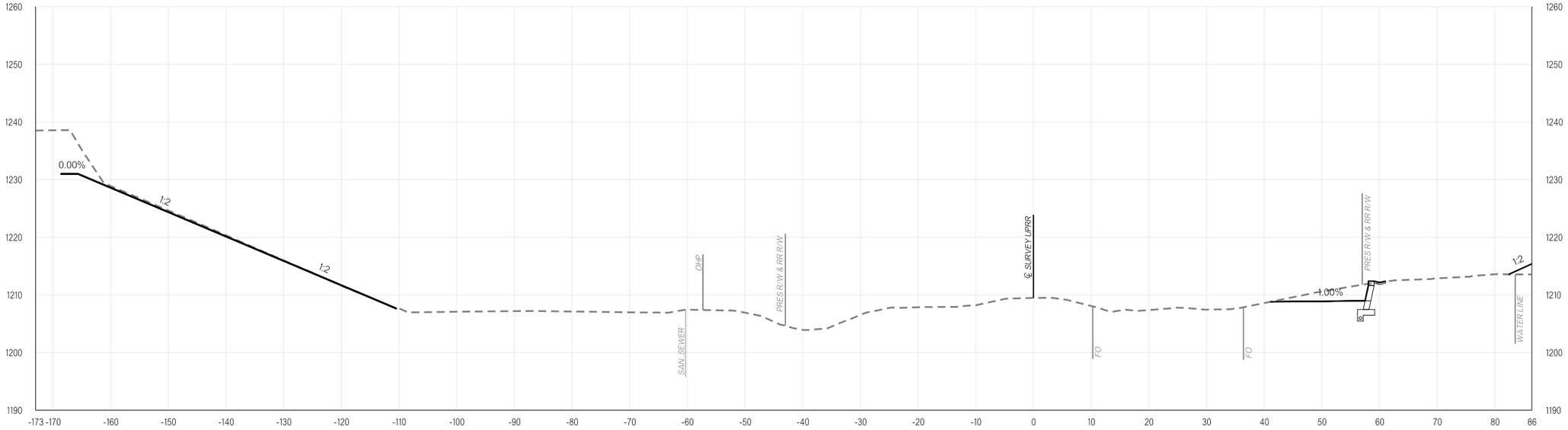
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
347+00.00	29.28	3.68	5.42	7.31	0.00	0.00	0.00	0.00	41.18	0.34	12.83	0.74
347+41.97	319.29	3.08	269.16	5.22	0.00	0.00	0.00	0.00	38.58	0.05	61.99	0.31



347+41.97



347+00.00

℄ SURVEY UPRR

PLOT DATE: 10/26/2023
FILENAME: 30637(04)-Xsec.dgn
8:32:21 AM

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X070

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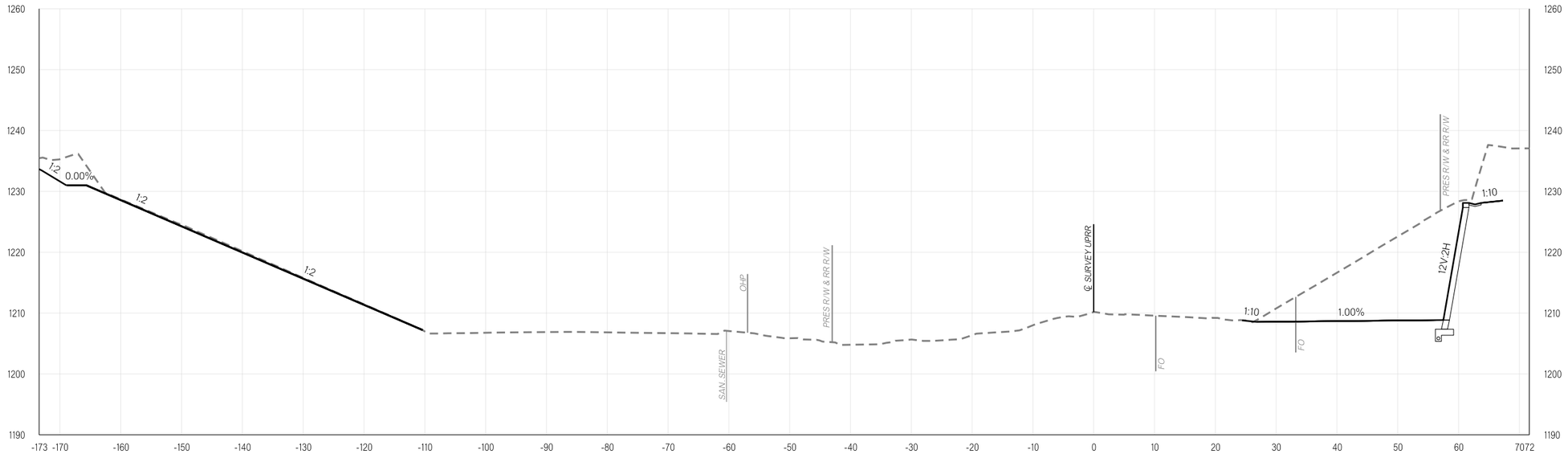
OKLAHOMA DEPARTMENT OF TRANSPORTATION

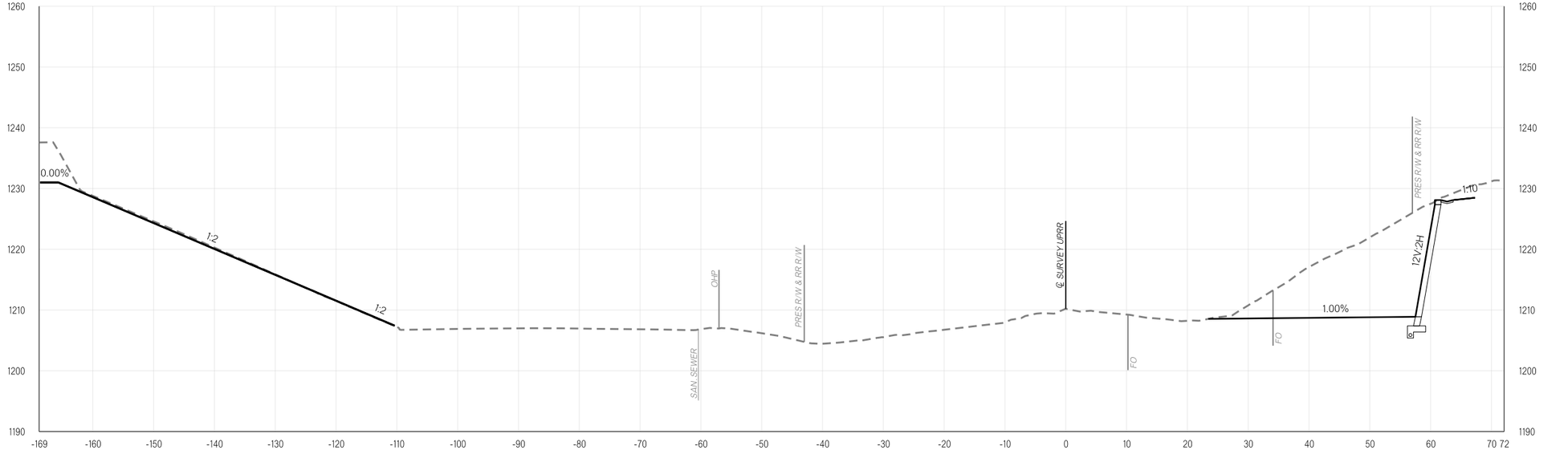
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
347+44.63	334.90	0.00	35.53	0.17	0.00	0.00	0.00	0.00	36.74	0.80	3.71	0.04
347+61.22	372.07	0.04	217.20	0.01	0.00	0.00	0.00	0.00	41.83	0.00	24.14	0.24



347+61.22



347+44.63

℄ SURVEY UPRR

PLOT DATE: 10/26/2023 8:32:23 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X071

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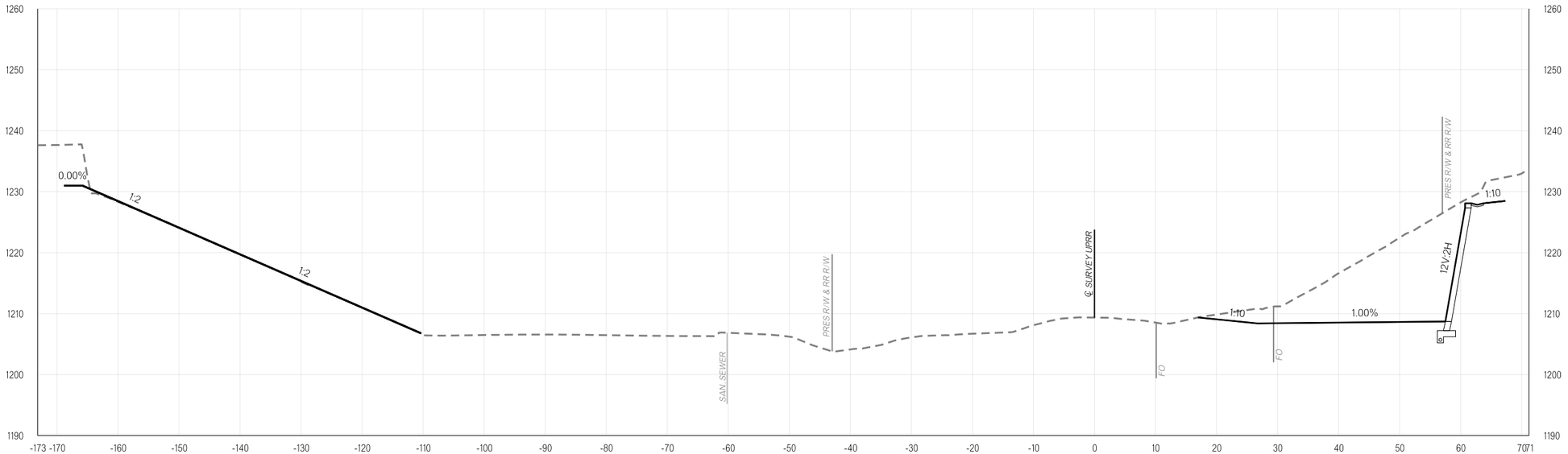
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

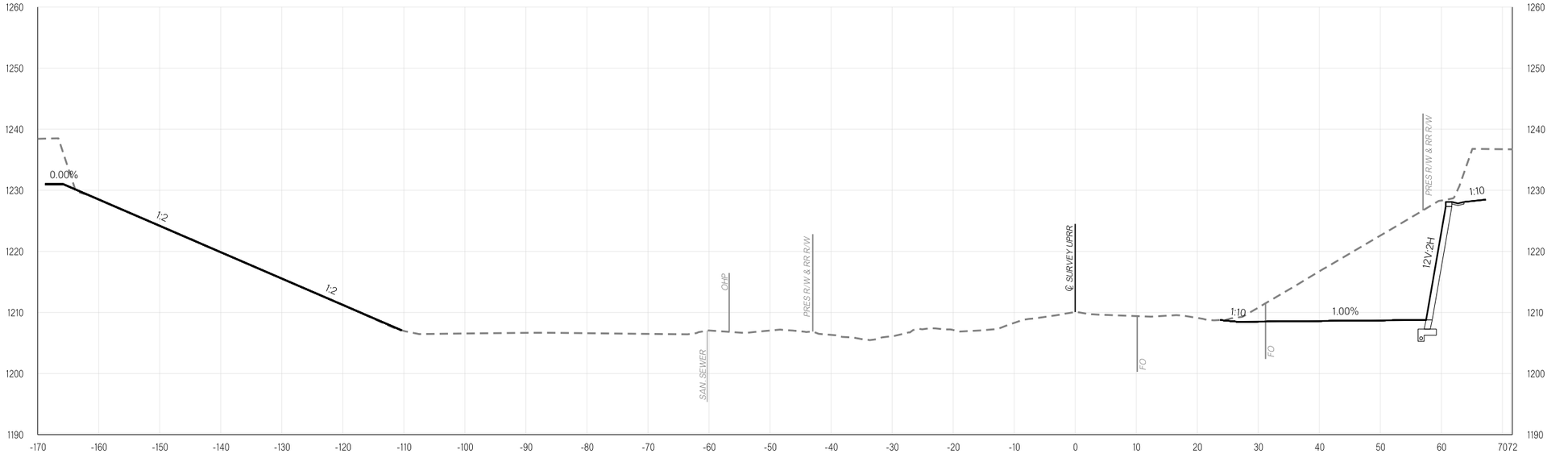
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
348+00.00	372.75	0.00	534.89	0.03	27.01	1.28	19.40	0.92	0.00	0.00	30.04	0.00
348+35.26	369.01	0.00	484.34	0.00	24.30	2.09	33.50	2.21	0.00	0.00	0.00	0.00



348+35.26



348+00.00

℄ SURVEY UPRR

PLOT DATE: 10/26/2023
FILENAME: 30637(04)-Xsec.dgn
8:32:25 AM

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X072

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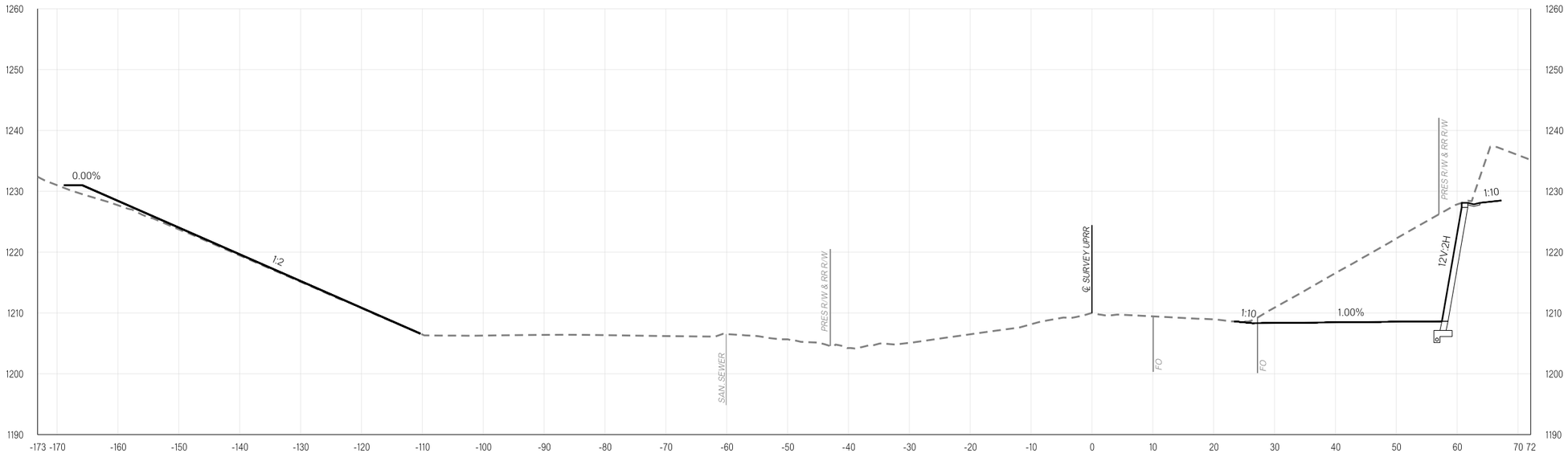
OKLAHOMA DEPARTMENT OF TRANSPORTATION

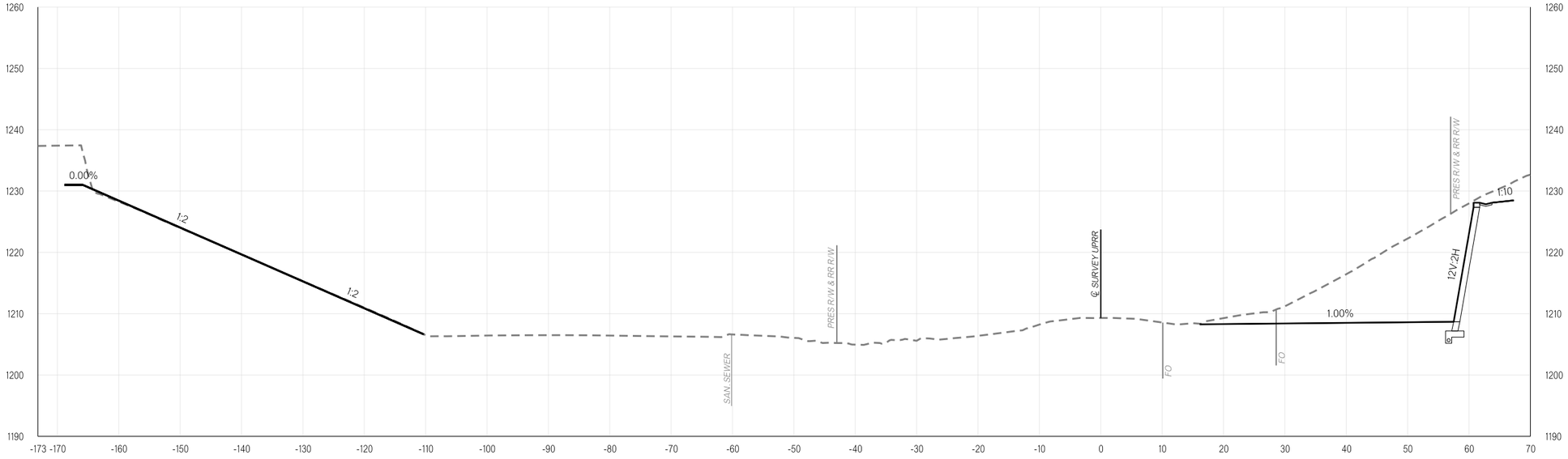
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
348+50.00	387.10	2.39	206.39	0.65	24.71	2.39	13.38	1.22	0.00	0.00	0.00	0.00
348+76.38	367.55	18.88	368.66	10.39	0.00	0.00	12.07	1.17	0.00	0.00	0.00	0.00



348+76.38



348+50.00

℄ SURVEY UPRR

PLOT DATE: 10/26/2023 8:32:27 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X073

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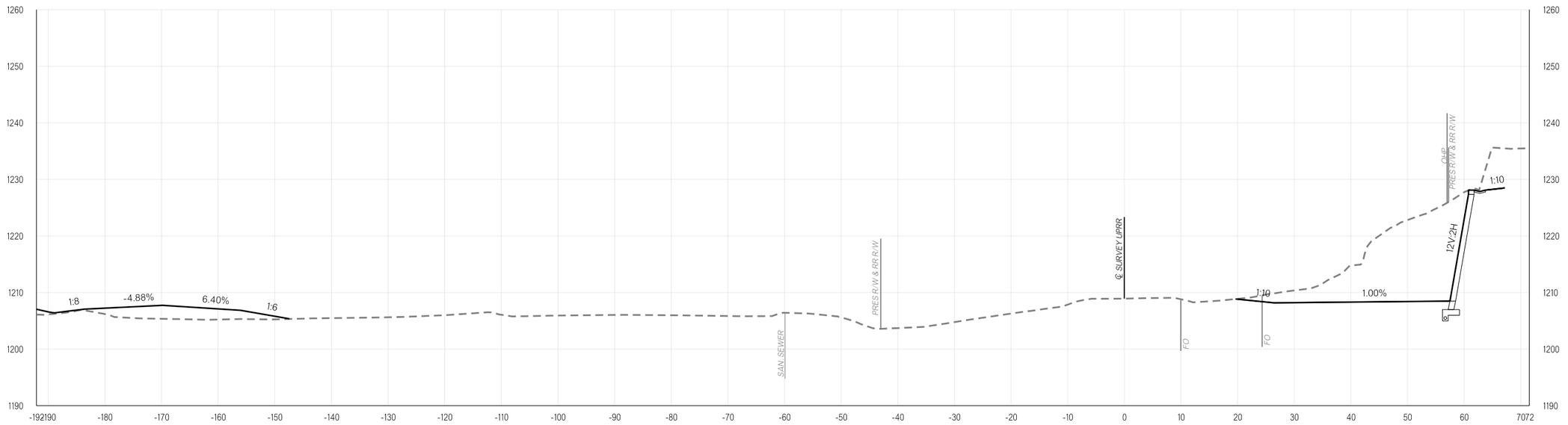
OKLAHOMA DEPARTMENT OF TRANSPORTATION

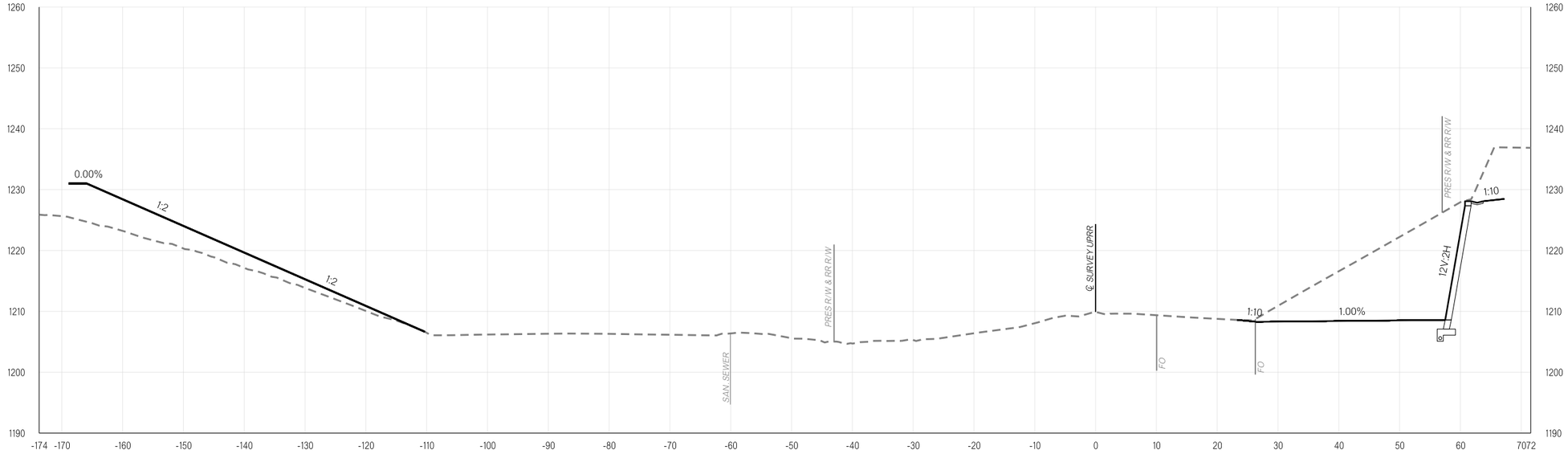
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
348+94.13	370.42	159.53	242.58	58.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
349+50.00	353.02	59.73	748.50	226.85	0.00	0.00	78.35	5.52	0.00	0.00	0.00	0.00



349+50.00



348+94.13

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COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X074

PLOT DATE: 10/26/2023 8:32:29 AM
FILENAME: 30637(04)-Xsec.dgn

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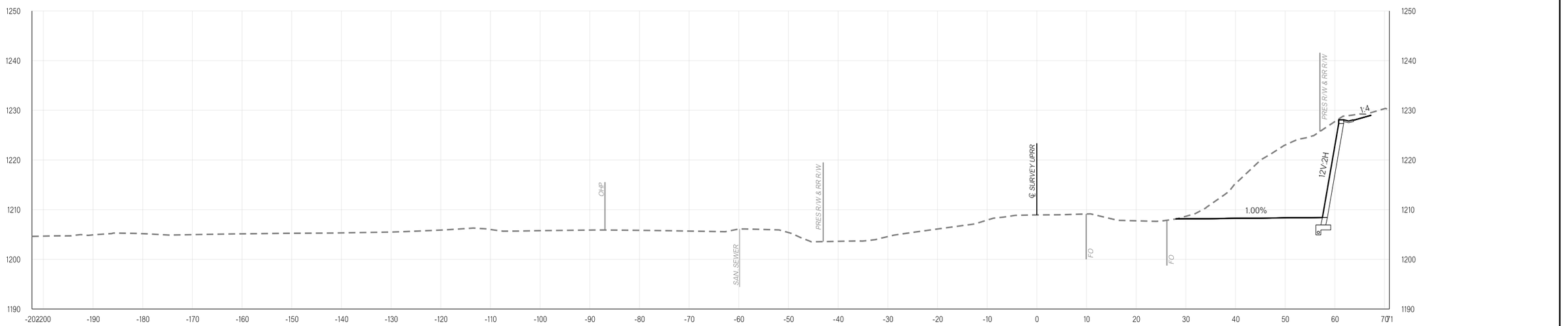
OKLAHOMA DEPARTMENT OF TRANSPORTATION

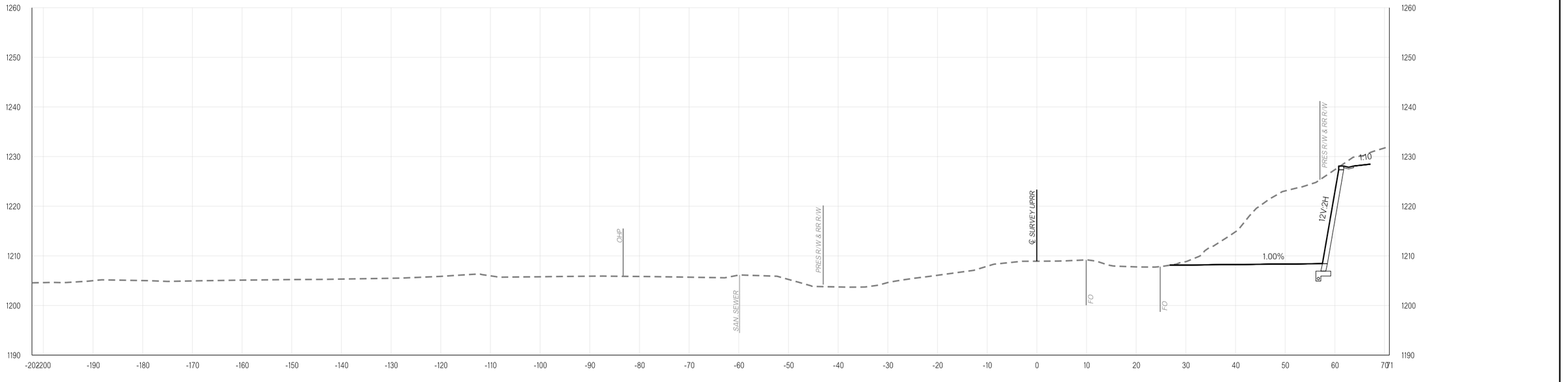
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
349+77.78	326.19	0.00	349.42	30.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
349+81.05	319.82	0.00	39.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



349+81.05



349+77.78

℄ SURVEY UPRR

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X075

PLOT DATE: 10/26/2023 8:32:31 AM
FILENAME: 30637(04)-Xsec.dgn

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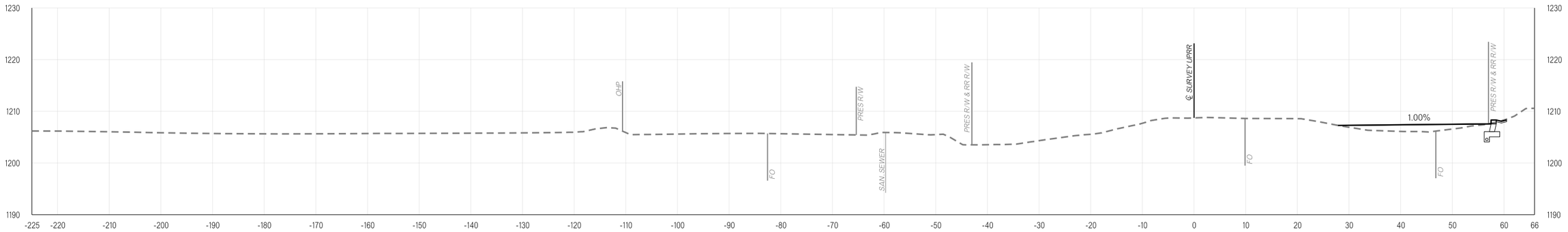
10/26/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

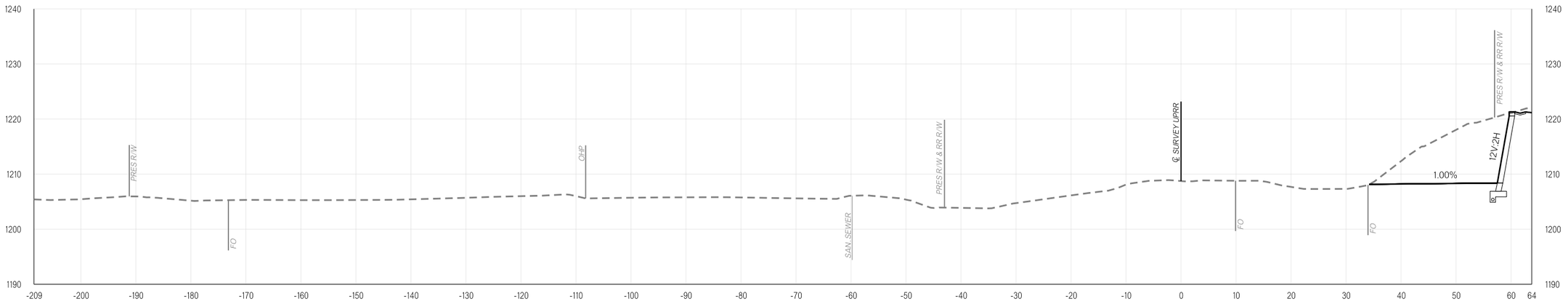
FINAL FIELD MEETING

10/26/2023

STATION	STAGE 2				STAGE 3				STAGE 4B			
	AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)		AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
350+00.00	194.60	0.00	180.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
350+36.00	0.90	26.00	130.33	17.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



350+36.00



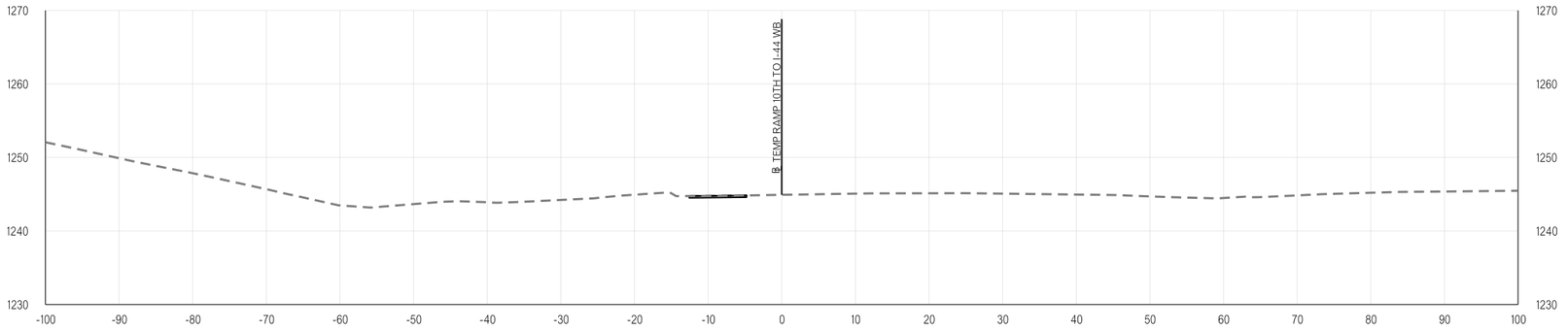
350+00.00

℄ SURVEY UPRR

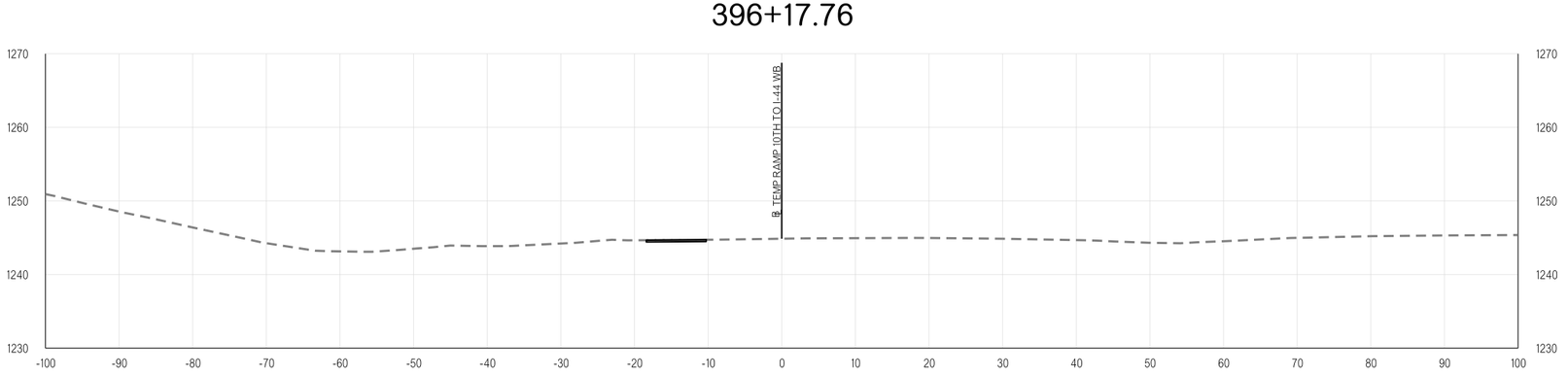
PLOT DATE: 10/26/2023 8:32:33 AM
FILENAME: 30637(04)-Xsec.dgn

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X076

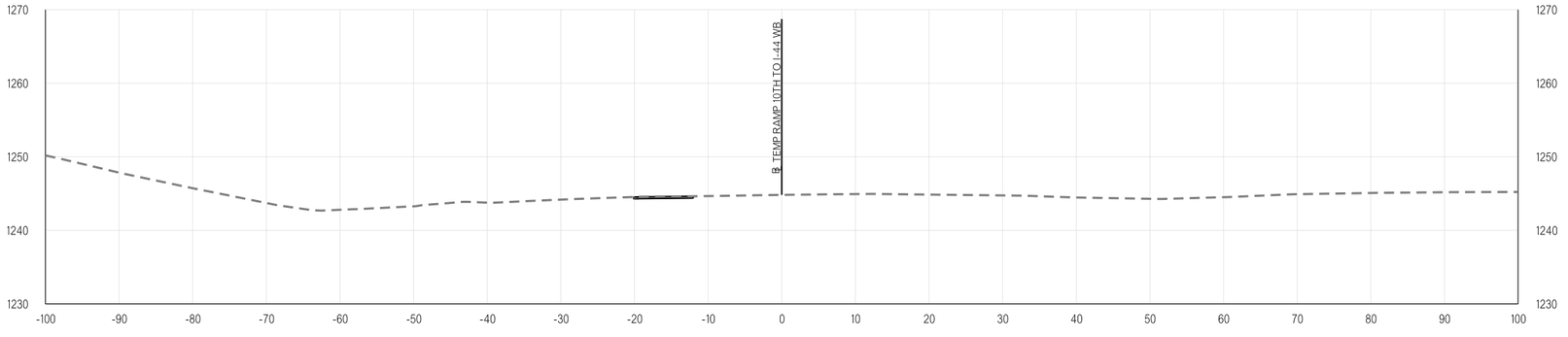
STATION	STAGE 4A			
	AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL
395+41.82	0.00	0.00	0.00	0.00
395+75.00	0.00	0.00	0.00	0.00
396+17.76	0.00	0.00	0.00	0.00



396+17.76



395+75.00



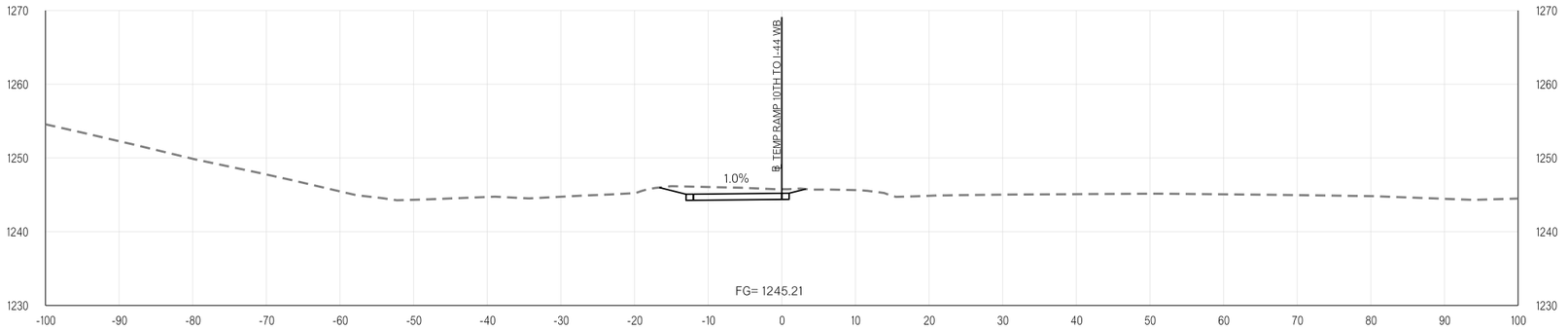
395+41.82

PLOT DATE: 10/26/2023 8:32:35 AM
FILENAME: 30637(04)-Xsec.dgn

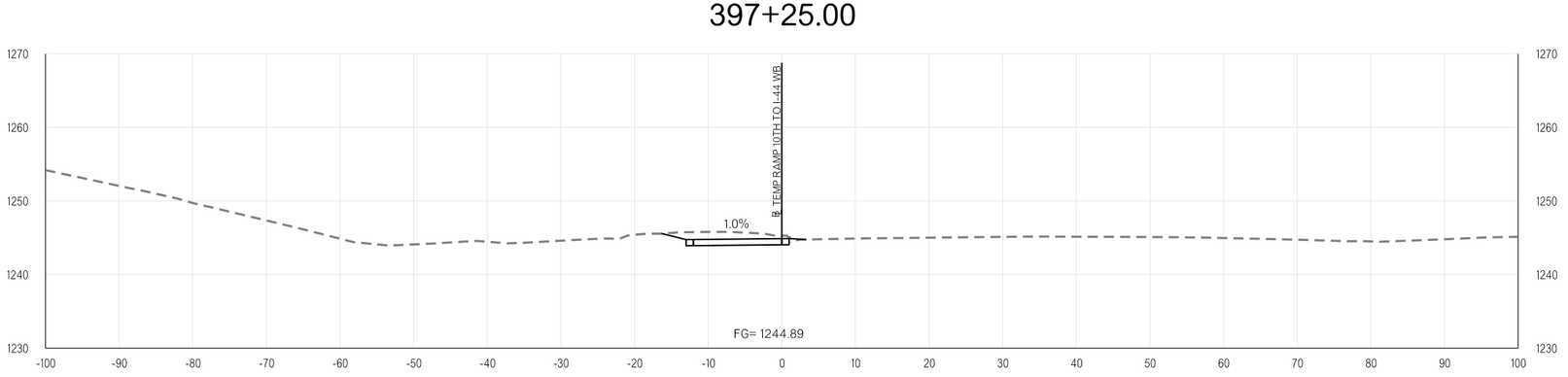
TEMP. RAMP 10TH TO I-44 WB

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X077

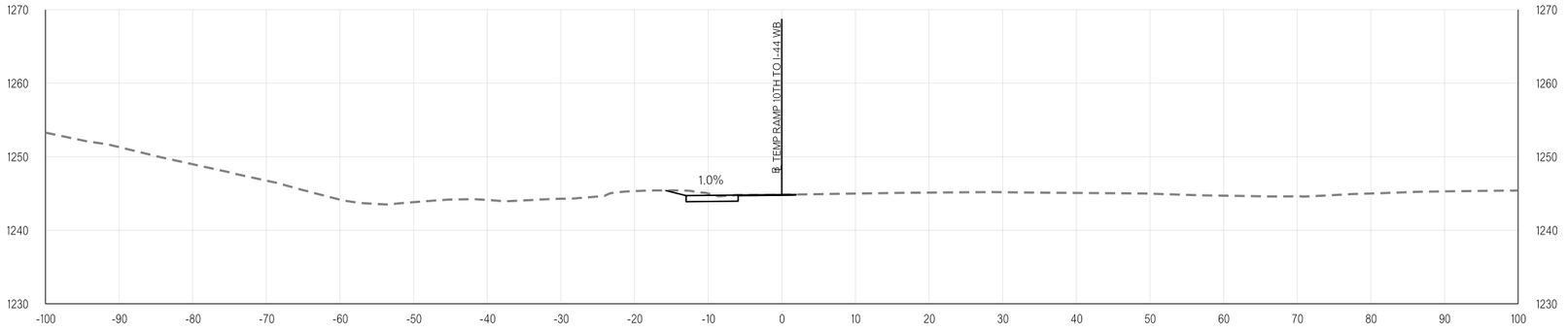
STATION	STAGE 4A			
	AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL
396+50.00	5.49	0.00	3.28	0.00
396+88.19	24.78	0.00	21.41	0.00
397+25.00	25.68	0.00	34.39	0.00



397+25.00



396+88.19



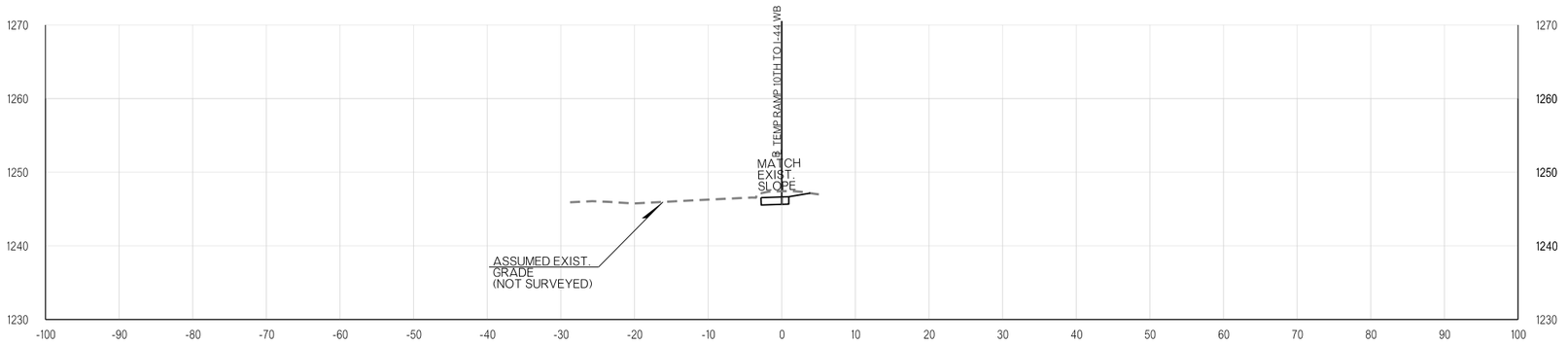
396+50.00

PLOT DATE: 10/26/2023 8:32:36 AM
FILENAME: 30637(04)-Xsec.dgn

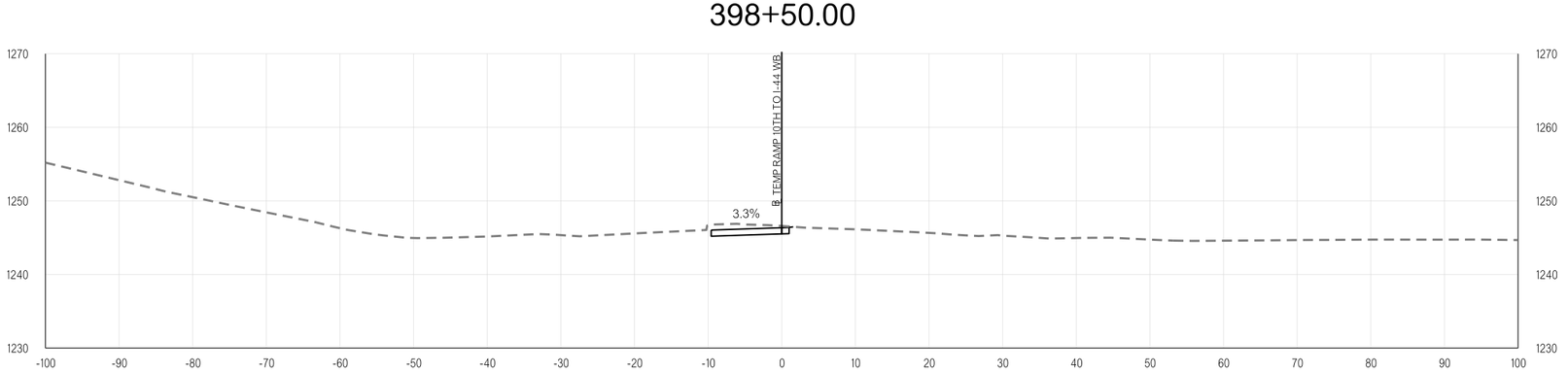
TEMP. RAMP 10TH TO I-44 WB

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X078

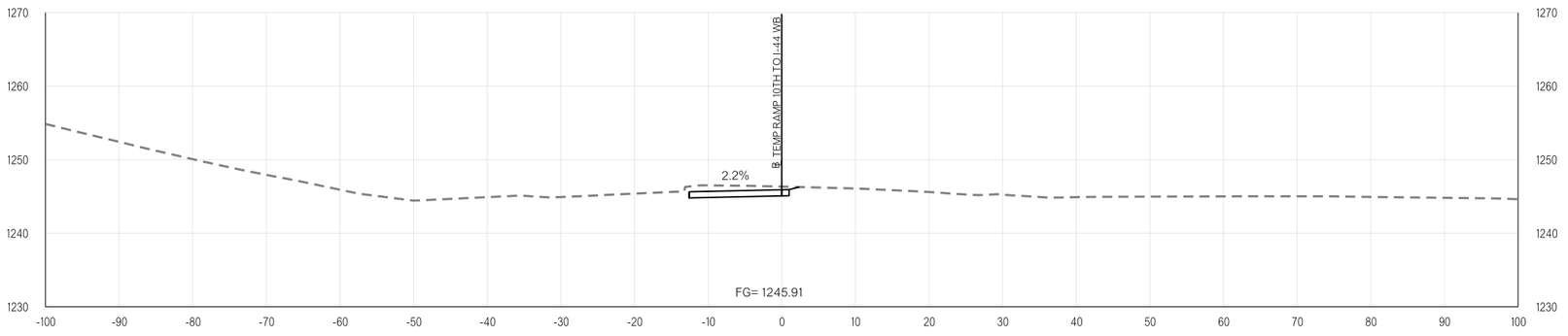
STATION	STAGE 4A			
	AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL
397+65.47	20.41	0.00	34.54	0.00
398+00.00	15.56	0.00	23.00	0.00
395+50.00	7.83	0.00	21.66	0.00



398+50.00



398+00.00



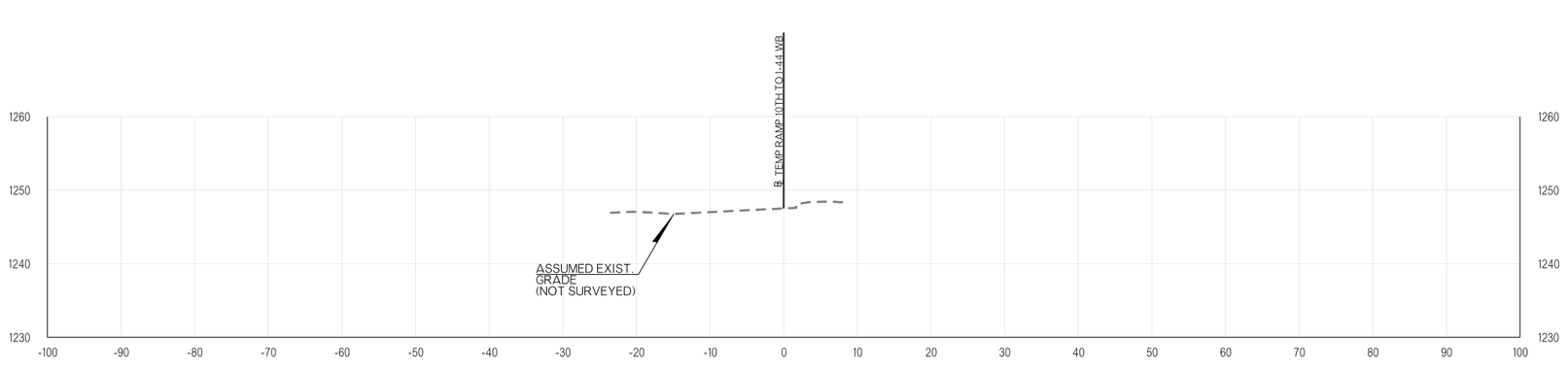
397+65.47

PLOT DATE: 10/26/2023 8:32:38 AM
FILENAME: 30637(04)-Xsec.dgn

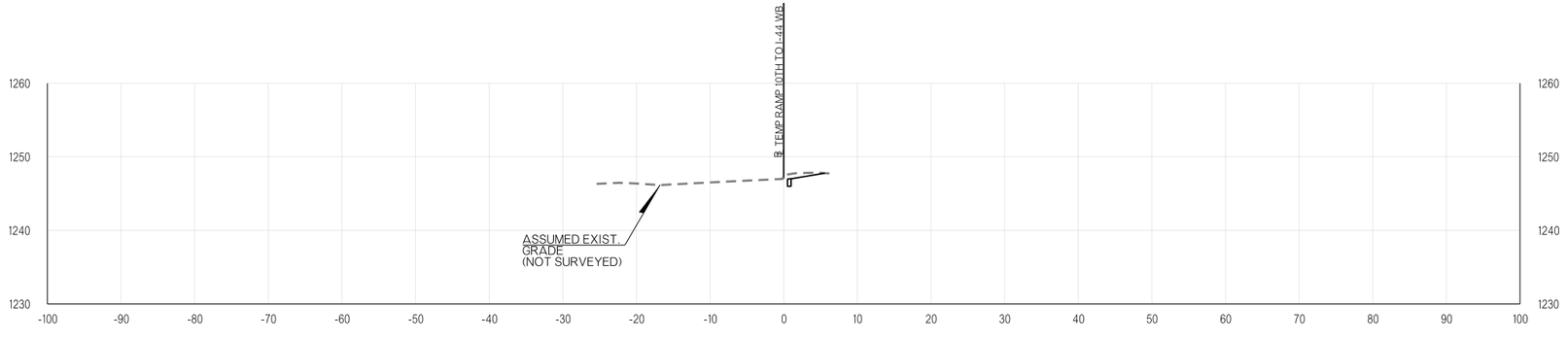
TEMP. RAMP 10TH TO I-44 WB

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X079

STATION	STAGE 4A			
	AREA (S.F.)		VOLUME (C.Y.)	
	CUT	FILL	CUT	FILL
398+92.40	2.65	0.00	8.23	0.00
399+36.16	0.00	0.00	1.83	0.00



399+36.16



398+92.40

PLOT DATE: 10/26/2023 8:32:40 AM
FILENAME: 30637(04)-Xsec.dgn

TEMP. RAMP 10TH TO I-44 WB

COUNTY OKLAHOMA HIGHWAY I-44 STATE JOB NO. 30637(04) SHEET NO. X080