

5/20/2024 8:25:17 AM F:\2020\1001-H500\020-1030-G\40-Design\Microstation\000T\DCN\WPL_Roundabout\35353(04)-TITLE.dgn

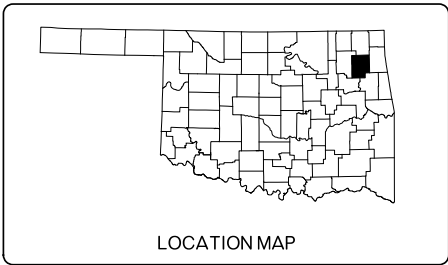
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY
STATE AID PROJECT NO. STP-249C(066)PM
INTERSECTION MODIFICATION
STATE HIGHWAY 412B
MAYES COUNTY
CONTROL SECTION NO. 412B-49-48
STATE JOB NO. 35353(04)

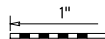
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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024

CONTROL SURVEY DATA:
SEE SURVEY DATA SHEETS



SH-412B DESIGN DATA	
ADT 2025	= 10,400
ADT 2045	= 19,760
DESIGN SPEED	= 45/55 MPH
D	=50%
T3	=18.0%
FLEX ESALS	=22.65 M

SCALES 
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 10'
LAYOUT MAP 1" = 2,000'

CONVENTIONAL SYMBOLS

	PROPOSED ROAD		TELEPHONE UNDERGROUND
	RAILROADS		SANITARY SEWER
	RANGE & TOWNSHIP		GAS LINE
	SECTION LINES		WATER LINE
	QUARTER SECTION LINES		DRAINAGE STRUCTURES - IN PLACE
	FENCES		DRAINAGE STRUCTURES - NEW
	GROUND LINE		RIGHT-OF-WAY LINES - EXISTING
	EXISTING ROADS		RIGHT-OF-WAY LINES - NEW
	BASE LINE		RIGHT-OF-WAY MARKERS - IN PLACE
	GRADE LINES		RIGHT-OF-WAY MARKERS - REMOVE & REPLACE
	TELEPHONE & TELEGRAPH		RIGHT-OF-WAY MARKERS - NEW
	POWER LINES		CONTROLLED ACCESS
	BUILDINGS		RIGHT-OF-WAY FENCE
	OIL WELL		

STA. 10+00.00
BEGIN CONSTRUCTION
PATROL ROAD WEST

STA. 212+00.00
END CONSTRUCTION
NORTH DRIVE

STA. 355+27.00
END CONSTRUCTION
STATE HIGHWAY 412B

STA. 356+27.00
END INCIDENTAL CONSTRUCTION
STATE HIGHWAY 412B

STA. 113+25.00
END CONSTRUCTION
PATROL ROAD EAST

STA. 232+00.00
BEGIN CONSTRUCTION
STATE HIGHWAY 412B
SUBSECTION NO. 2.48

STA. 231+00.00
BEGIN INCIDENTAL CONSTRUCTION
STATE HIGHWAY 412B

ROADWAY LENGTH 12,327.00 FT. 2.335 MI.
BRIDGE LENGTH 00.00 FT. 0.0000 MI.
PROJECT LENGTH 2.335 MI.
EQUATIONS: CRL SH-412B SOUTH 241+85.77 = CRL SH-412B NORTH STA. 341+85.77
EXCEPTIONS: NONE

olsson

1717 S. BOULDER, SUITE 600
TULSA, OKLAHOMA 74119

C.A. 2483
EXP. 06-30-2025

PREPARED BY:
OLSSON, INC.

RUSSELL L. BEATY, P.E.
OKLA. REG. NO. 20685

DATE

OKLAHOMA
DEPARTMENT OF TRANSPORTATION

DATE APPROVED

BY

CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE APPROVED

BY

DIVISION ADMINISTRATOR

S.W.O. XXXX

Project No. STP-249(066)PM

Sheet No. 0001

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

5/20/2024 8:25:20 AM F:\2020\1001-1500\020-1030-G-40-Design\Microstation\000T\DCN\WPL_Roundabout\C\35353\04\INDEX.dgn

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
0001	TITLE
0002	INDEX OF SHEETS & ODOT STANDARDS
0003-0006	TYPICAL SECTION
AR01	GENERAL CONSTRUCTION NOTES (ROADWAY)
AR02	PAY QUANTITIES AND NOTES (ROADWAY)
AR03-AR04	SUMMARY SHEETS (ROADWAY)
AT01	GENERAL CONSTRUCTION NOTES (TRAFFIC)
AT02-AT03	PAY QUANTITIES AND NOTES (TRAFFIC)
AT04-AT05	SUMMARY SHEETS (TRAFFIC)
R001-R007	GEOMETRIC DATA
R008	STORM WATER MANAGEMENT PLAN
R009	DRAINAGE MAP
R010	DRAINAGE STRUCTURE DESIGN RECORD
R011-R012	EROSION CONTROL
R013	PLAN & PROFILE - SH-412B SOUTH
R014	PLAN & PROFILE - SH-412B NORTH
R015-R016	PLAN & PROFILE - WEST PATROL ROAD
R017	PLAN & PROFILE - NORTH DRIVE
R018	PLAN & PROFILE - EAST PATROL ROAD
R019	RIGHT OF WAY DETIAL SHEET
R020-R022	JOINT LAYOUT
R023	SPOT ELEVATIONS - WEST PATROL ROAD
R024	SPOT ELEVATIONS - CENTRAL APRON
R025	SPOT ELEVATIONS - SH-412B NORTH
R026	SPOT ELEVATIONS - SH-412B SOUTH
R027	SPOT ELEVATIONS - NORTH DRIVE
R028	DEMOLITION PLAN
R029	SUGGESTED SEQUENCE OF CONSTRUCTION
R030	RAILROAD DETAIL
S001-S014	SURVEY DATA SHEETS
T001-T007	TRAFFIC CONTROL
T008-T013	SIGNING AND STRIPING PLAN
XS001-XS005	CROSS SECTIONS - SH-412B SOUTH
XS006-XS011	CROSS SECTIONS - SH-412B NORTH
XS012-XS018	CROSS SECTIONS - WEST PATROL ROAD
XS019	CROSS SECTIONS - NORTH DRIVE
XS020-XS021	CROSS SECTIONS - EAST PATROL ROAD

RESPONSIBLE FOR:
SUGGESTED TRAFFIC CONTROL: T001-T015
LIGHTING PLANS: T027-T030

INDEX OF ODOT STANDARDS

ROADWAY (2019)	TRAFFIC SIGNING (2009)	TRAFFIC CONTROL (2009)
BMPR-0	PM1-1-03	TCS1-1-01
TESCA-0	PM6-1-00	TCS2-1-00
IPD-0	DU1-1-00	TCS3-1-01
RSF-0	DU2-1-00	TCS4-1-01
TSD-0	MOD1-1-00	TCS5-1-00
SCE-0	RSD1-1-00	TCS6-1-02
CWA-0	RSD2-1-00	TCS7-1-02
SSS-2-1	WSD1-1-00	TCS8-1-00
CSCD-6-2	WSD2-1-00	TCS9-1-01
LECS-5-2	WSD3-1-00	TCS10-1-00
LTU-5-1	MSD1-1-00	TCS11-1-01
CRCP1-4-1	MSD2-1-00	TCS13-1-00
CRCP2-4-1	MSD3-1-01	TCS14-1-00
PSE-2-1	MSD5-1-00	TCS18-1-01
CET4S-4-2	SBS1-1-00	TCS19-1-01
SPI-5-2	SBS2-1-00	TCS20-1-00
FPI-4-2	SBS3-1-00	TCS21-1-02
PBB-1-2	SBS4-1-00	TCS23-1-00
FHTCP-4-1	SSP1-1-02	TCS25-1-00
RDI-4-1	SSA1-1-00	
PDT-2-2	FGS1-1-00	
RWF1-3-1	FGS2-1-01	
SUEL1-4-1		
SUEL4-4-1		

RESPONSIBLE FOR:
ALL OTHER DRAWINGS NOT
PREVIOUSLY LISTED

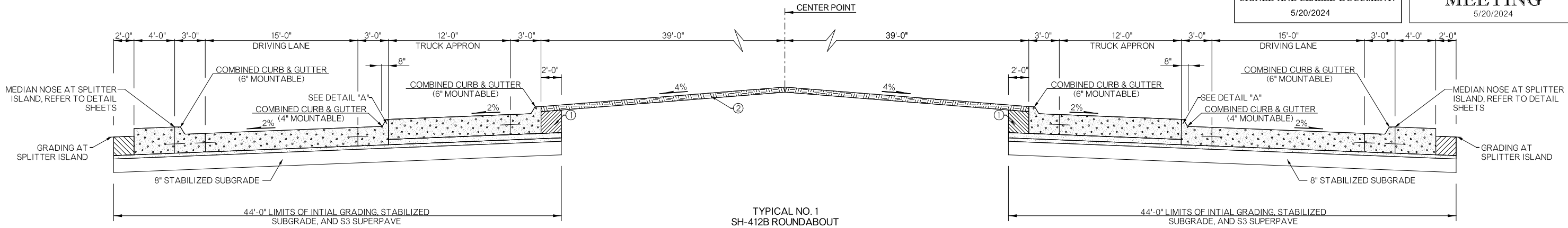
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024

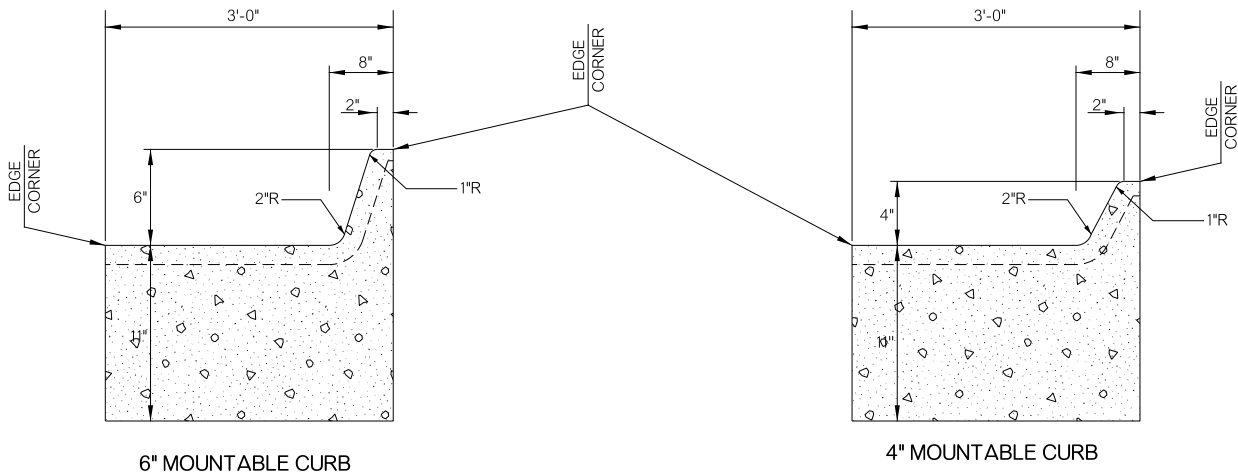
DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN				INDEX OF SHEETS & ODOT STANDARDS
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. 0002

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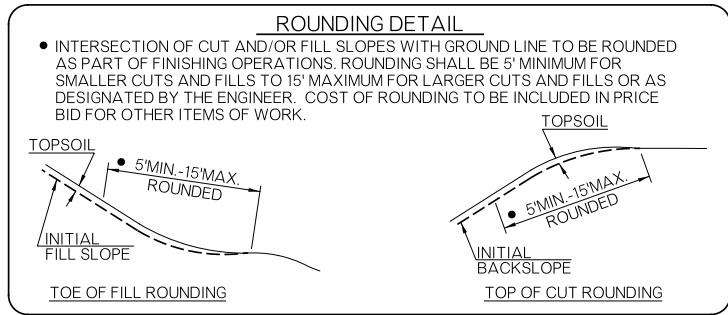
OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024



PAVEMENT REQUIREMENT		
21" PAVT. STRUCTURE	15'-0" DRIVING LANES	15'-0" TRUCK APRON
SURFACE COURSE	11" CONT. REINFORCED CONCRETE PAVEMENT	11" CONT. REINFORCED CONCRETE PAVEMENT
BASE COURSE	2.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)	6.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)



DETAILED CURB DRAWING



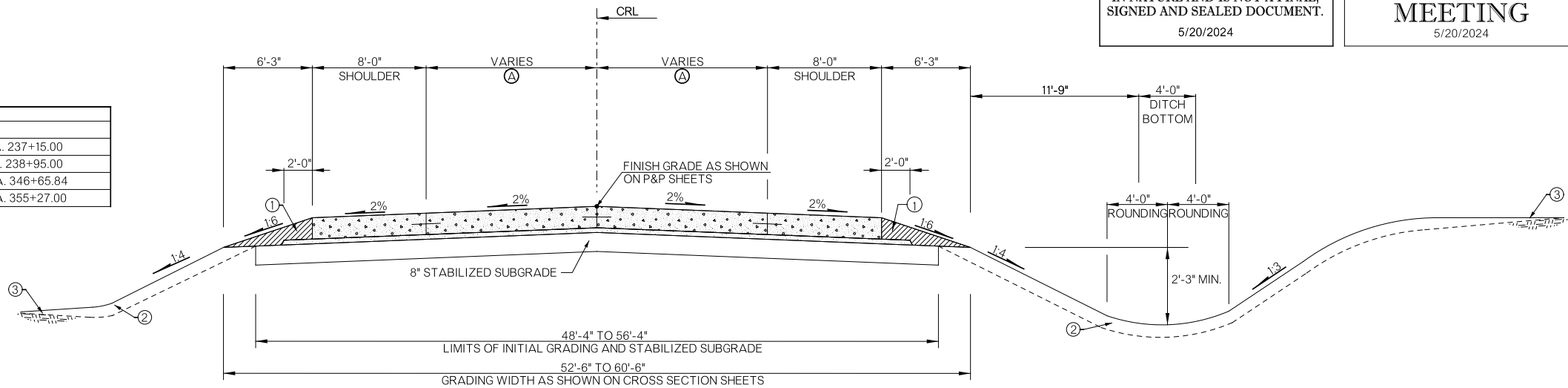
- (1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN UNCLASSIFIED BORROW
- (2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.
- THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) ROUNDING DETAIL THIS SHEET

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY	MAYES	HIGHWAY	SH-412B STATE JOB NO. 35353(04) SHEET NO. 0003

FINAL FIELD MEETING

5/20/2024

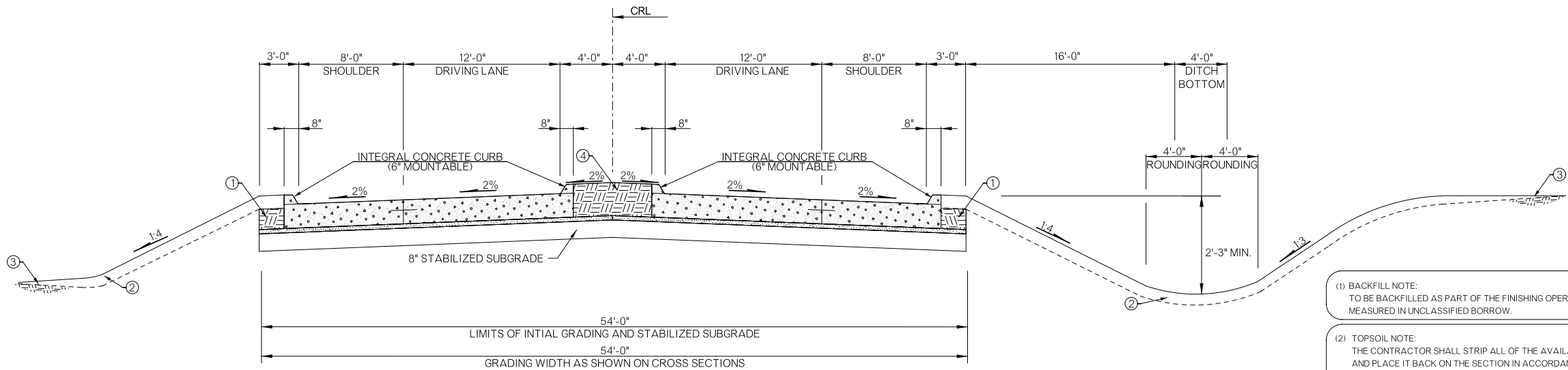
VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
2	A	12'	CRL SH-412B SOUTH STA. 232+00.00 TO STA. 237+15.00
2	A	12' TO 16'	CRL SH-412B SOUTH STA. 237+15.00 TO STA. 238+95.00
2	A	16' TO 12'	CRL SH-412B NORTH STA. 344+85.69 TO STA. 346+65.84
2	A	12'	CRL SH-412B NORTH STA. 346+65.84 TO STA. 355+27.00



TYPICAL NO. 2

SH-412B SOUTH STA. 232+00.00 TO STA. 238+95.00
SH-412B NORTH STA. 344+85.69 TO STA. 355+27.00

PAVEMENT REQUIREMENT		
11.25" PAVT. STRUCTURE	DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	9" DOWEL JOINTED P.C.C PAVEMENT	9" P.C.C PAVEMENT
BASE COURSE	2.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)	2.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)

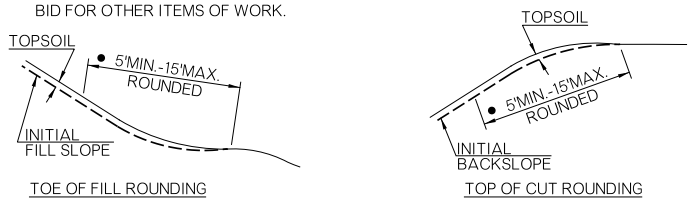


TYPICAL NO. 3

SH-412B SOUTH STA. 238+95.00 TO STA. 241+10.87
SH-412B NORTH STA. 342+60.87 TO STA. 344+85.69
NORTH DRIVE STA. 210+75.00 TO STA. 212+00.00
PATROL ROAD WEST STA. 23+87.20 TO STA. 26+61.26

PAVEMENT REQUIREMENT		
13.25" PAVT. STRUCTURE	10'-6" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	11" DOWEL JOINTED P.C.C. PAVEMENT	11" DOWEL JOINTED P.C.C. PAVEMENT
BASE COURSE	2.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)	2.25" SUPERPAVE, TYPE S3 (PG 64-22 OK)

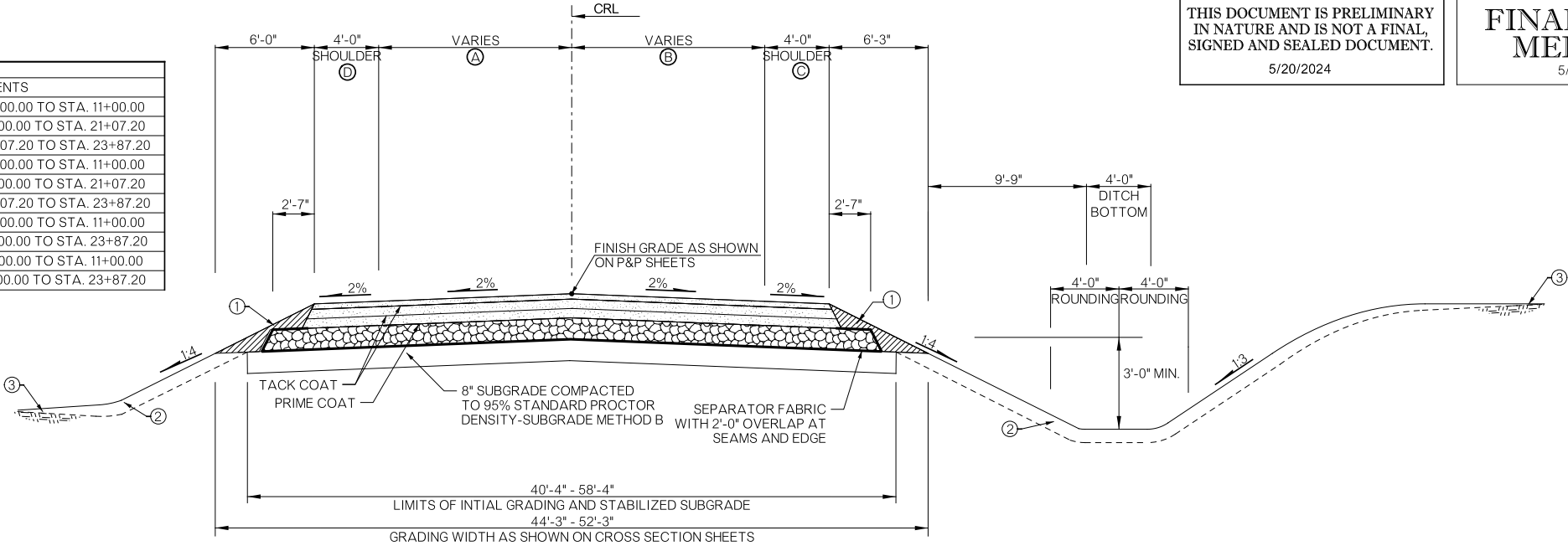
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF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



- (3) ROUNDING DETAIL THIS SHEET

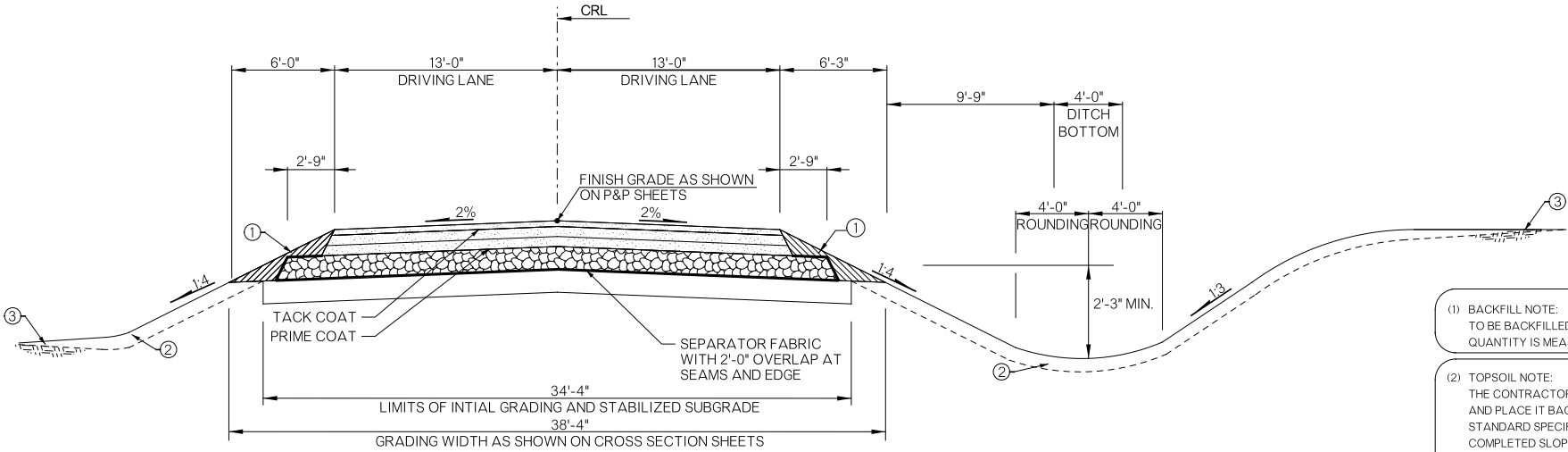
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN			TYPICAL SECTIONS (SHEET 2 OF 4)					
CHECKED								
APPROVED								
SQUAD								
COUNTY	MAYES		HIGHWAY	SH-412B	STATE JOB NO.	35353(04)	SHEET NO.	0004

VARIABLE WIDTH TABLE			
TYPICAL SECTION	SEGMENT	VARIABLE WIDTH	STATION EXTENTS
4	A	16' TO 2'	CRL PATROL ROAD WEST STA. 10+00.00 TO STA. 11+00.00
4	A	12'	CRL PATROL ROAD WEST STA. 11+00.00 TO STA. 21+07.20
4	A	12' TO 16'	CRL PATROL ROAD WEST STA. 21+07.20 TO STA. 23+87.20
4	B	16' TO 12'	CRL PATROL ROAD WEST STA. 10+00.00 TO STA. 11+00.00
4	B	12'	CRL PATROL ROAD WEST STA. 11+00.00 TO STA. 21+07.20
4	B	12' TO 16'	CRL PATROL ROAD WEST STA. 21+07.20 TO STA. 23+87.20
4	C	0'	CRL PATROL ROAD WEST STA. 10+00.00 TO STA. 11+00.00
4	C	8'	CRL PATROL ROAD WEST STA. 11+00.00 TO STA. 23+87.20
4	D	0'	CRL PATROL ROAD WEST STA. 10+00.00 TO STA. 11+00.00
4	D	8'	CRL PATROL ROAD WEST STA. 11+00.00 TO STA. 23+87.20



TYPICAL NO. 4
PATROL ROAD WEST STA. 10+00.00 TO 23+87.20

PAVEMENT REQUIREMENT		
17" PAVT. STRUCTURE	DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22)	2" SUPERPAVE TYPE S4 (PG 64-22)
	3.5" SUPERPAVE TYPE S3 (PG 64-22)	3.5" SUPERPAVE TYPE S3 (PG 64-22)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22)	3.5" SUPERPAVE TYPE S3 (PG 64-22)
	8" AGGREGATE BASE	8" AGGREGATE BASE



TYPICAL NO. 5
PATROL ROAD EAST STA. 110+20.00 TO 113+25.00

PAVEMENT REQUIREMENT	
17" PAVT. STRUCTURE	13'-0" DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22)
	3.5" SUPERPAVE TYPE S3 (PG 64-22)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22)
	8" AGGREGATE BASE

- (1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN T.B.S.C. 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) ROUNDING DETAIL THIS SHEET

ROUNDING DETAIL

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

TOPSOIL

INITIAL FILL SLOPE

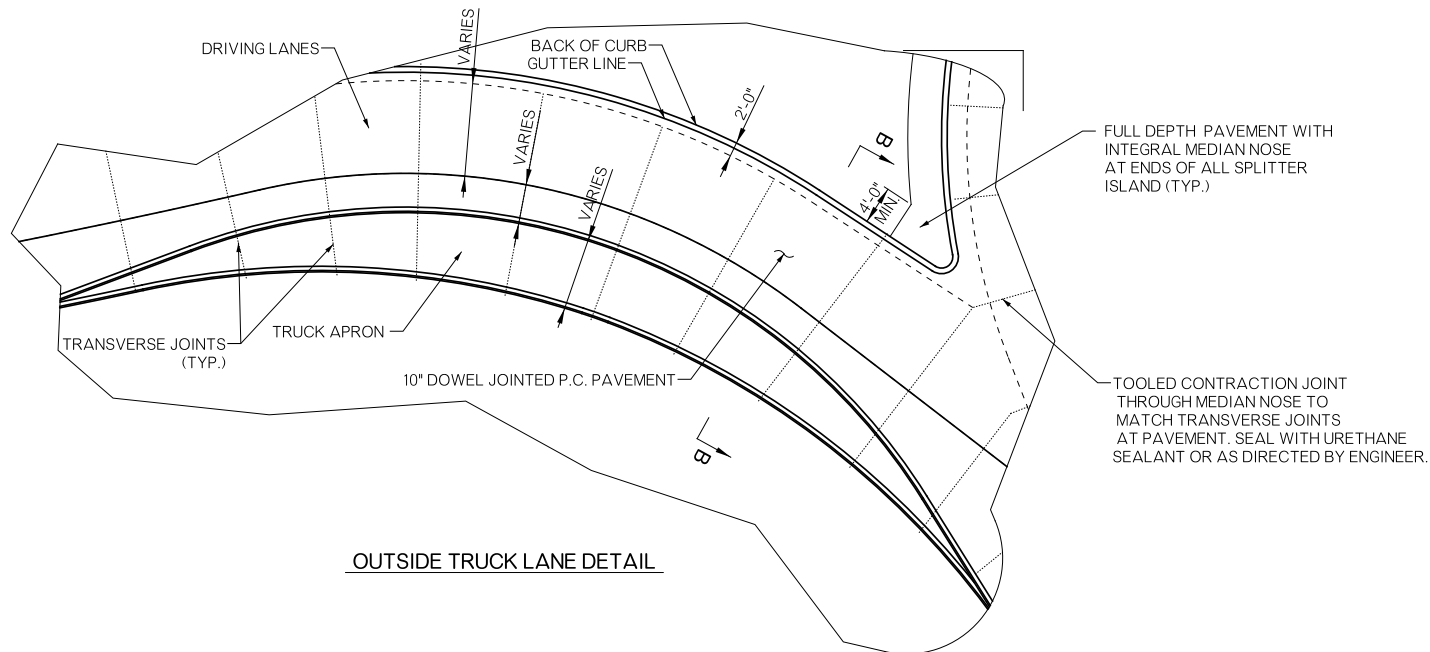
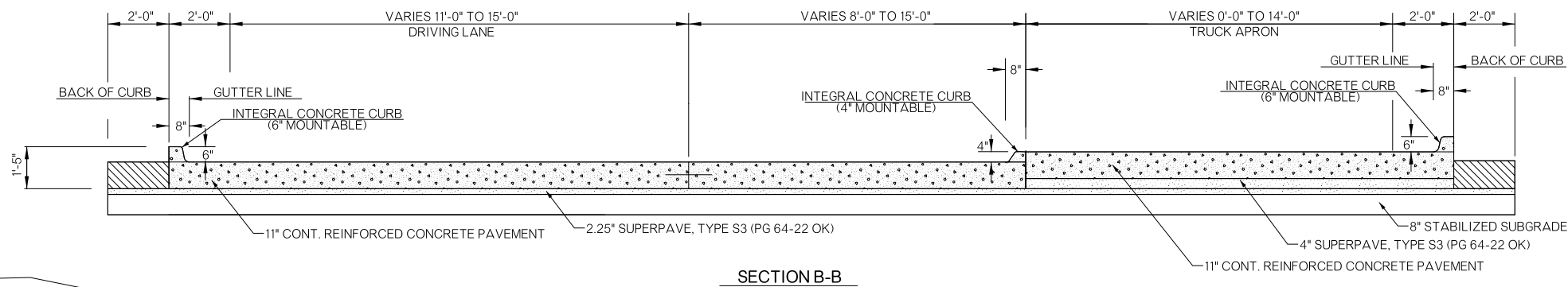
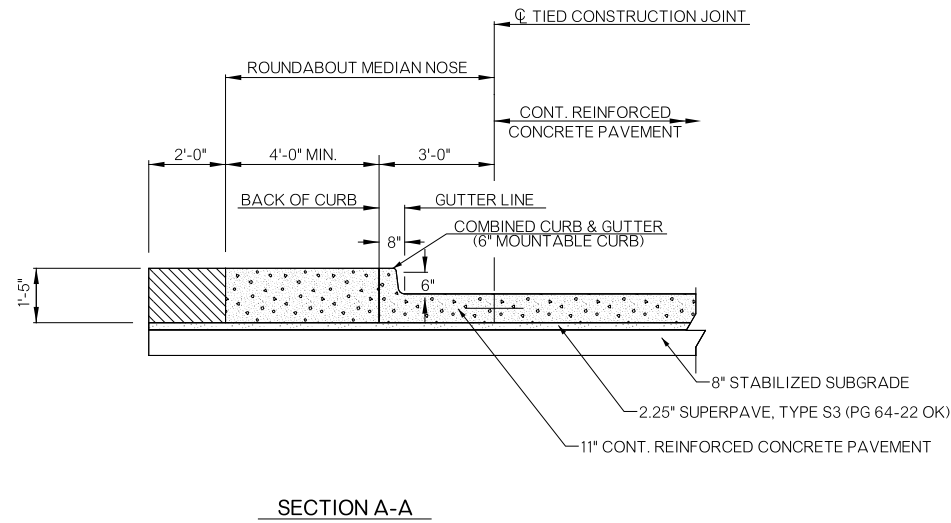
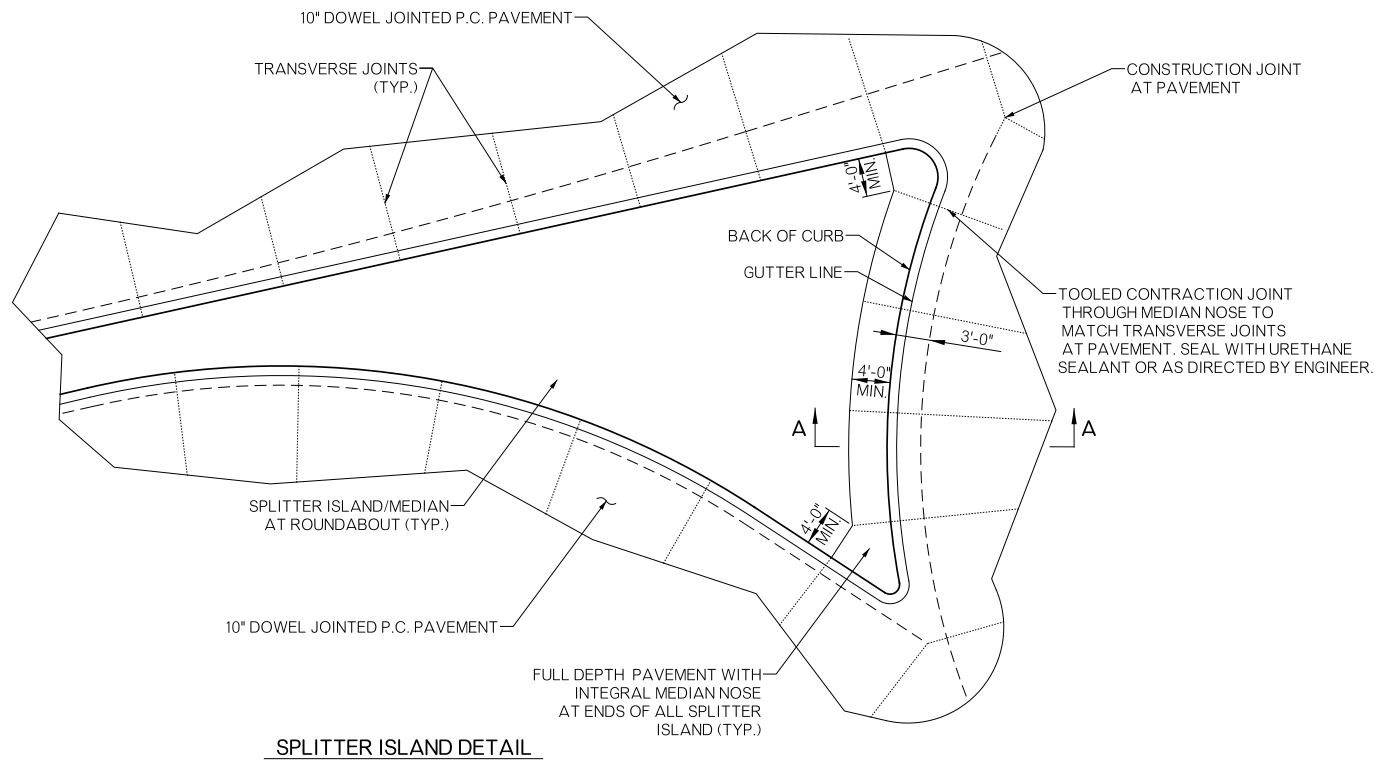
TOE OF FILL ROUNDED

TOPSOIL

INITIAL BACKSLOPE

TOP OF CUT ROUNDED

DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN				ROADWAY DESIGN DIVISION
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. 0005



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			TYPICAL SECTIONS (SHEET 4 OF 4)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. 0006

5/20/2024

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GENERAL CONSTRUCTION NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY
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SIGNED AND SEALED DOCUMENT.

5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

5/20/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			ROADWAY DESIGN DIVISION	
CHECKED			GENERAL CONSTRUCTION NOTES (ROADWAY)	
APPROVED				
SQUAD				
COUNTY	MAYES		HIGHWAY	SH-412B
			STATE JOB NO.	35353(04)
			SHEET NO.	AR01

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PAY QUANTITY NOTES

- (R-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.
- (R-3) INCLUDES 1000 CU. YDS. FOR DRIVEWAYS, RETURNS, DIKES, AND MISCELLANEOUS EARTHWORK.
- (R-4) AN ESTIMATED QUANTITY OF 416.4 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 INLCUED IN THE PRICE BID.
- (R-6) FOR TYPE A SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.

FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1000 SQUARE YARDS.
- (R-7) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 50 GALLONS PER SY.
- (R-8) PRICE BID TO INCLUDE COST OF SEDIMENT REMOVAL AND ALL MAINTENANCE. SEDIMENT MUST BE REMOVED WHEN IT REACHES HALF THE HEIGHT OF THE DEVICE.
- (R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 7.00 ACRES.
- (R-15) QUANTITY BASED ON TWO APPLICATIONS.
- (R-16) PAYMENT FOR THIS ITEM WILL BE THE THEORETICAL CROSS SECTION MULTIPLIED BY THE INSTALLED LENGTH.
- (R-19) PRICE BID TO INCLUDE THE CHEMICAL ADDITIVE(S) TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CLASSIFY THE SOIL AND DETERMINE THE APPROPRIATE ADDITIVES(S).
- (R-20) ESTIMATED AT 140 LBS. PER CU. FT.
- (R-23) PRIME COAT SHALL NOT BE APPLIED TO SUBGRADE. PRIME COAT SHALL BE APPLIED AT A RATE OF 0.25 GAL. OF RESIDUAL ASPHALT PER SQ. YD. WHEN APPLIED TO AGGREGATE BASE. THE ACTUAL CUTBACK PRIME COAT REQUIRED FOR PLACEMENT OPERATIONS WILL BE DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DISTILLATION PERCENTAGE SHOWN IN SECTION 708.03 OF THE STANDARD SPECIFICATIONS.
- (R-25) ESTIMATED AT 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-33) QUALITY INCLUDES AN ESTIMATED 100 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER.
- (R-39) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.
- (R-40) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.
- (R-41) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.
- (R-43) INCLUDES 2% FOR GROUND MEASUREMENT.

(1) INCLUDES 300 TONS FOR MAINTENANCE OF TRAFFIC THROUGH WORK ZONE DURING CONSTRUCTION.

(2) PRICE BID SHALL INCLUDE ALL STAKING FOR ROADWAY AND DRAINAGE STRUCTURES. SEE 2019 ODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, SECTION 642 PARAGRAPH (B) FOR CONTRACTOR RESPONSIBILITIES.

(3) PRICE BID TO INCLUDE COST OF TRENCH EXCAVATION AND STANDARD BEDDING.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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SIGNED AND SEALED DOCUMENT.
5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING
5/20/2024

ROADWAY PAY ITEMS					
0100 ROADWAY					
ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
201(A)	1200	CLEARING AND GRUBBING		LSUM	1.00
202(A)	2200	UNCLASSIFIED EXCAVATION	(R-1)	CY	25129.00
202(D)	2500	UNCLASSIFIED BORROW	(R-3)	CY	10741.00
205(A)	6200	TYPE A - SALVAGED TOPSOIL	(R-4)(R-6)	LSUM	1.00
221(B)	2300	TEMPORARY SILT FENCE	(R-8)	LF	990.00
221(E)	2600	TEMPORARY SILT DIKE	(R-8)	LF	455.00
229	6100	DITCH LINER PROTECTION		LF	887.00
230(A)	7200	SOLID SLAB SODDING	(R-6)(R-7)	SY	30313.00
233(A)	0200	VEGETATIVE MULCHING	(R-11)	AC	7.00
241	3100	MOWING	(R-15)	AC	14.00
303(A)	1200	AGGREGATE BASE TYPE A	(R-16)	CY	1555.00
307(K)	4200	STABILIZED SUBGRADE	(R-19)	SY	17899.00
310(B)	5300	SUBGRADE, METHOD B		LF	6468.00
325	0100	SEPARATOR FABRIC		SY	7633.00
402(E)	0100	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-20)(1)	TON	887.00
407(B)	7300	TACK COAT	(R-25)	GAL	942.00
408	8100	PRIME COAT	(R-23)	GAL	1714.00
411(B)	1330	SUPERPAVE, TYPE S3 (PG 64-22 OK)	(R-26)	TON	1251.00
411(C)	1430	SUPERPAVE, TYPE S4 (PG 64-22 OK)	(R-26)	TON	339.00
414(B)	5300	DOWEL JOINTED P.C.C. PAVT. (PLACEMENT)		SY	10944.00
414(C)	5400	CONT. REINF.P.C.C. PAVT. (PLACEMENT)		SY	469.00
414(G)	5800	P.C. CONCRETE FOR PAVEMENT		CY	3973.00
509(D)	0500	CLASS C CONCRETE	(R-33)	CY	215.00
609(A)	4250	CONC. CURB (6" MNTBLE-INTEGRAL)		LF	3906.00
609(B)	4300	COMBINED CURB & GUTTER (4" MOUNTABLE)		LF	340.00
609(B)	4310	COMBINED CURB & GUTTER (6" MOUNTABLE)		LF	698.00
613(A)	5358	28"X18" R.C.PIPE ARCH CLASS A-III	(3)	LF	86.00
613(A)	5370	43"X26" R.C.PIPE ARCH CLASS A-III	(3)	LF	80.00
613(A)	5374	51"X31" R.C.PIPE ARCH CLASS A-III	(3)	LF	78.00
613(M)	6964	TYPE B4 CULVERT END TREATMENT		EA	4.00
613(M)	6968	TYPE C4 CULVERT END TREATMENT		EA	6.00
613(W)	8125	30" JACKED CONDUIT		LF	98.00
619(A)	6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-39)(R-40)	LSUM	1.00
619(B)	6352	REMOVAL OF FENCE	(R-40)	LF	2632.00
619(B)	6364	REMOVAL OF ASPHALT PAVEMENT	(R-40)(R-41)	SY	9773.00
619(B)	6444	REMOVAL OF EXSITING PIPE	(R-40)	LF	141.00
619(C)	6600	SAWING PAVEMENT		LF	84.00
624(A)	3200	FENCE-STYLE WWF	(R-43)	LF	2020.00

STAKING PAY ITEMS					
0600 STAKING					
ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
642(B)	3300	CONSTRUCTION STAKING LEVEL II	(2)	LSUM	1.00

CONSTRUCTION PAY ITEMS					
0640 CONSTRUCTION					
ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
220	2800	SWPPP DOCUMENTATION AND MANAGEMENT		LSUM	1.00
641	2110	MOBILIZATION		LSUM	1.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			PAY QUANTITIES AND NOTES (ROADWAY)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. AR02

SUMMARY OF SURFACING																	
PLAN SHEET NO.	STATION TO STATION	UNCLASSIFIED BORROW	AGGREGATE BASE TYPE A	STABILIZED SUBGRADE	SUBGRADE METHOD B	SEPERATOR FABRIC	TRAFFIC BOUND SURFACE COURSE TYPE E	TACK COAT	PRIME COAT	SUPERPAVE, TYPE S3 (PG 64-22 OK)	SUPERPAVE, TYPE S4 (PG 64-22 OK)	DOWEL JOINTED P.C.C. PAVT. (PLACEMENT)	CONT. REINF. P.C.C. PAVT. (PLACEMENT)	P.C. CONCRETE FOR PAVEMENT	CONC. CURB (6" MOUNTABLE-INTEGRAL)	COMBINED CURB & GUTTER (4" MOUNTABLE)	COMBINED CURB & GUTTER (6" MOUNTABLE)
		202(D)	303(A)	307(K)	310(B)	325	402(E)	407(B)	408(B)	411(B)	411(C)	414(B)	414(C)	414(G)	609(A)	609(B)	609(B)
		CY	CY	SY	SY	SY	TON	GAL	GAL	TON	TON	SY	SY	CY	LF	LF	LF
SH - 412B SOUTH																	
R008	232+00.00 TO 241+85.87	443.42	0.00	5576.70	0.00	0.00	0.00	0.00	0.00	295.94	0.00	3177.10	0.00	1247.57	939.77	0.00	0.00
SH - 412B NORTH																	
R009	341+85.87 TO 355+27.00	578.85	0.00	7513.40	0.00	0.00	0.00	0.00	0.00	396.66	0.00	4763.70	0.00	1663.97	914.02	0.00	0.00
WEST PATROL ROAD																	
R010	11+00.00 TO 23+50.00	0.00	1242.21	0.00	6183.60	6183.60	457.86	740.34	1397.48	276.40	269.95	0.00	0.00	0.00	0.00	0.00	0.00
R011	23+50.00 TO 27+35.25	114.15	53.84	2171.00	283.90	283.90	12.47	42.59	60.56	132.78	10.81	1817.80	0.00	555.42	1363.79	0.00	0.00
NORTH DRIVE																	
R012	210+00.00 TO 212+00.00	82.60	0.00	1405.60	0.00	0.00	0.00	0.00	0.00	78.72	0.00	1185.10	0.00	362.10	687.83	0.00	0.00
EAST PATROL ROAD																	
R013	110+20.00 TO 113+25.00	0.00	258.89	1225.10	0.00	1165.00	108.15	139.96	233.26	52.26	50.51	0.00	0.00	0.00	0.00	0.00	0.00
ROUNDAABOUT																	
		40.24	0.00	6.60	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	468.70	143.20	0.00	339	697
TOTALS																	
		1259.26	1554.94	17898.40	6467.50	7632.50	578.48	922.89	1691.31	1232.86	331.27	10943.70	468.70	3972.26	3905.41	339.29	697.43

SUMMARY OF DRIVES												
STATION/LOCATION	LT	RT	TYPE	WIDTH	LENGTH	RADII	AREA	TACK COAT	PRIME COAT	SUPERPAVE, TYPE S3 (PG 64-22 OK)	SUPERPAVE, TYPE S4 (PG 64-22 OK)	TRAFFIC BOUND SURFACE COURSE TYPE E
								407(B)	408	411(B)	411(C)	402(E)
				FT	FT	FT	SY	GAL	GAL	TON	TON	TONS
CRL SH 412B NORTH STA. 353+45.46	X		COMMERCIAL	15.00	30.00	15	60.73	18.71	22.50	17.64	6.80	8.20
TOTALS								18.71	22.50	17.64	6.80	8.20

SUMMARY OF FENCE				
STATION TO STATION	LT	RT	FENCE STYLE WWF	
			024 (A)	
			LF	
Q SURVEY SH-412B				
233+00.00 TO 238+70.00	X		581.40	
241+60.00 TO 251+30.00	X		989.40	
241+60.00 TO 246+00.00	X		448.80	
TOTALS			2019.60	

QUANTITIES INCLUDE 2% FOR GROUND MEASUREMENT

SUMMARY OF REMOVALS					
PLAN SHEET NO.	STATION EXTENTS	REMOVAL OF FENCE	REMOVAL OF ASPHALT PAVEMENT	REMOVAL OF EXISTING PIPE	SAWING PAVEMENT
		619(B)	619(B)	619(B)	619(C)
		LF	SY	LF	LF
R018	CL SURVEY 412B STA. 232+00.00 TO STA. 252+74.21	2632	9773	141	84
TOTALS:		2632.00	9773.00	141.00	84.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUMMARY SHEETS (ROADWAY) (SHEET 1 OF 2)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. AR03

SUMMARY OF DRAINAGE STRUCTURES																	
STR. NO.	STATION	DESCRIPTION	DESIGN	FILL HEIGHT	DRAINAGE AREA	CAPTURE "Q"	FLOW VELOCITY	FLOWLINE LIN	FLOWLINE OUT	28"X18" R.C. PIPE ARCH CLASS A-III	43"X26" R.C. PIPE ARCH CLASS A-III	51"X31" R.C. PIPE ARCH CLASS A-III	TYPE B4 CULVERT END TREATMENT	TYPE C4 CULVERT END TREATMENT	30" JACKED CONDUIT	STANDARD BEDDING MATERIAL, CLASS B (FOR INFORM. ONLY)	TRENCH EXCAVATION (FOR INFORM. ONLY)
										613(A)	613(A)	613(A)	613(M)	613(M)	613(W)		
				FT	AC	CFS	FPS	FT	FT	LF	LF	LF	EA	EA	LF	CY	CY
1	STA. 11+10.85 PATROL ROAD WEST	CONSTRUCT 30" X 98' LG. JACKED RCP SD W/ CETS (RSNG) 57.40' LT	SPI-5-2,FHTCP-4-1,CET4S-4-2	5.29	9.61	45.20	12.98	649.42	647.88					2	98.00		
2	STA. 12+00.00 PATROL ROAD WEST	CONSTRUCT 28" X 18" X 86' LG. RCPA W/CET'S (ACGR) 51.40' LT & 29.10' RT SKEW 21O RT FWD	SPI-5-2,FHTCP-4-1,CET4S-4-2	3.83	3.81	15.70	6.65	652.50	652.17	86.00			2			32.16	1442.68
3	212+30.00 NORTH DRIVE	FUTURE 36" RCP XD	SPI-5-2,FHTCP-4-1,CET4S-4-2	-	11.70	53.00	-	-	-	-	-	-	-	-	-	-	-
4	STA. 353+00.00 SH-412B NORTH	CONSTRUCT 43" X 26" X 80' LG. RCPA W/ CET'S (ACGR) 38.50' L" & 41.50' RT	SPI-5-2,FHTCP-4-1,CET4S-4-2	4.40	8.07	46.10	10.47	664.38	663.45		80.00			2		56.00	2397.12
5	STA. 110+80.00 PATROL ROAD EAST	CONSTRUCT 51" X 31" X 78' LG. RCPA W/ CET'S (ACGR) 44.65' LT & 41.92' RT	SPI-5-2,FHTCP-4-1,CET4S-4-2	4.30	10.37	58.30	8.45	662.00	661.60			78.00		2		63.41	2515.50
TOTALS										86.00	80.00	78.00	2	6	98.00	151.58	6,355.30

SUMMARY OF PAVED DITCHES AND FLUMES								
LOCATION STATION TO STATION	DESIGN NO.	BOTTOM WIDTH	SIDE SLOPE RATIO	LENGTH	NO. OF CURTAIN WALLS	CLASS C CONC. 509(D)	DITCH LINER PROTECTION 229	SOLID SLAB SODDING 230(A)
		FT.	XX:1	L.F.	EA.	C.Y.	L.F.	S.Y.
FLUME 1 STA. 24+15.00 TO STA. 24+15.00, LT	2C	4	1:1	20.58	1	2.01	20.58	7.62
FLUME 2 STA. 24+15.00 TO STA. 24+15.00, RT	2C	4	1:1	20.65	1	2.02	20.65	7.65
FLUME 3 STA. 344+20.00 TO STA. 344+20.00, LT	2C	4	1:1	24.41	1	2.36	24.41	9.04
FLUME 4 STA. 344+20.00 TO STA. 344+20.00, RT	2C	4	1:1	19.43	1	1.90	19.43	7.20
DITCH 1 STA. 10+00.00 TO STA. 10+60.00, LT	2A	4	3:1	75.30	2	9.95	75.30	27.89
DITCH 2 STA. 11+60.00 TO STA. 13+00.00, LT	2A	4	3:1	140.35	3	18.42	140.35	51.98
DITCH 3 STA. 12+15.00 TO STA. 16+00.00, RT	2A	4	3:1	385.00	7	50.30	385.00	142.59
DITCH 4 STA. 238+50.00 TO STA. 239+50.00, RT	2A	4	3:1	100.12	4	13.47	100.12	37.08
DITCH 5 STA. 352+00.00 TO STA. 353+00.00, RT	2A	4	3:1	100.18	5	13.66	100.18	37.10
TOTALS:						114.09	886.02	328.16

SUMMARY OF EARTHWORK				
LOCATION	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT	EMBANKMENT +15%'	UNCLASSIFIED BORROW 202(D)
	CY	CY	CY	CY
CRL 412B SOUTH	10,204	3,751	4,314	
CRL 412B NORTH	5,169	5,447	6,264	1,095
CRL PATROL ROAD WEST	9,695	7,269	8,360	
CRL NORTH DRIVE	61	6,475	7,447	7,386
CRL PATROL ROAD EAST	679	87	100	
TOTALS (ROADWAY)	25,129	22,942	26,385	8,481

SUMMARY OF EROSION CONTROL				
STATION TO STATION	TEMPORARY			PERMANENT
	TEMPORARY SILT FENCE	TEMPORARY SILT DIKE	VEGETATIVE MULCHING	SOLID SLAB SODDING
	221(B)	221(E)	233(A)	230(A)
	LF	LF	AC	SY
CRL 412B SOUTH				
232+00.00 TO 241+85.87	350.00	77.00	1.53	7391.28
CRL 412B NORTH				
341+85.87 TO 355+27.00	0.00	161.00	1.62	7864.76
CRL PATROL ROAD WEST				
11+00.00 TO 27+36.25	320.00	182.00	2.60	12580.35
CRL NORTH DRIVE				
210+00.00 TO 212+00.00	0.00	14.00	0.21	1023.46
CRL PATROL ROAD EAST				
110+20.00 TO 113+25.00	320.00	21.00	0.23	1124.55
TOTALS	990.00	455.00	6.20	29984.40

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN				
CHECKED			SUMMARY SHEETS (ROADWAY) (SHEET 2 OF 2)	
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353104 SHEET NO. AR04

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TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

ANY SIGNS AND/OR DELINEATORS WHICH ARE TO BE REMOVED DURING THIS PROJECT WILL BE STORED IN A PROTECTED AREA DESIGNATED BY THE RESIDENT ENGINEER, UNTIL SUCH A TIME THAT THEY ARE TO BE RESET BY THE CONTRACTOR. COST OF THIS WORK TO BE INCLUDED IN OTHER ITEMS OF WORK.

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

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

THE CONTRACTOR IS RESPONSIBLE FOR THE PROMPT REPLACEMENT AND/OR REPAIR OF ALL TRAFFIC CONTROL DEVICES AND APPURTENANCES DAMAGED OR DISTURBED DUE TO CONSTRUCTION.

TRAFFIC STRUCTURES GENERAL CONSTRUCTION NOTES

THE STRUCTURAL DESIGN OF ALL POLES, MAST ARMS, HIGH-MAST POLES, AND OTHER SUPPORTS FOR SIGNS, LUMINAIRES, AND SIGNALS AS WELL AS THEIR CONNECTIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARDS SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS. THE MANUFACTURER SHALL ENSURE THE FOLLOWING ARE APPLIED TO THE DESIGN:

THE MINIMUM DESIGN WIND SPEED AND DESIGN LIFE AS REQUIRED IN THE AASHTO SPECIFICATIONS;

THE CALCULATED STRESSES AND FORCES FROM THE DESIGN LOADINGS DO NOT EXCEED THOSE REQUIRED IN THE AASHTO SPECIFICATIONS;

A CATEGORY FATIGUE IMPORTANCE FACTOR () FOR ALL STRUCTURES; NO VIBRATORY MITIGATION SHALL BE ALLOWED. TRUCK-INDUCED GUSTS SHALL BE APPLIED TO ALL OVERHEAD TRAFFIC SIGNAL SUPPORTS.

ALL MEMBERS ARE AT LEAST THE MINIMUM THICKNESS AS REQUIRED IN THE AASHTO SPECIFICATIONS;

LUMINAIRE MAST ARMS SHALL BE DESIGNED TO SUPPORT AT LEAST A 50 LB. (22.7 KG) LUMINAIRE WITH AN EFFECTIVE PROJECTED AREA OF 2.5 FT². (0.23 M²);

THE ANCHOR BOLT DESIGN AND AMOUNT OF ANCHOR BOLTS TO BE USED SHALL BE AS REQUIRED IN THE AASHTO SPECIFICATIONS.

SIGNAL MAST ARMS AND POLES SHALL BE DESIGNED FOR SPECIFIC SIGNAL HEAD AND SIGN PLACEMENT.

UNLESS SITE SPECIFIC GEOTECHNICAL DATA IS AVAILABLE, FOUNDATIONS SHALL BE DESIGNED UTILIZING THESE PARAMETERS: SHEAR STRENGTH OF COHESIVE SOIL (C) OF 500 PSF, ANGLE OF INTERNAL FRICTION () OF 22 DEGREES, AND EFFECTIVE UNIT WEIGHT OF SOIL () OF 120 PCF.

MINIMUM HAND HOLE SIZE OF 3 INCH WIDTH BY 5 INCH HEIGHT.

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

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

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

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

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

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

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

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

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

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES (CONTINUED)

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

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

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

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE. EXACT STATIONS AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED.

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

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

ALL EXISTING AND NEW BREAKAWAY SIGN POSTS, PIPES AND WIDE FLANGE BEAMS SHALL HAVE SHEET METAL BOLT RETAINER PLATES AS SPECIFIED IN O.D.O.T. STD. FGS1-1-(LATEST REVISION). REPLACEMENT COST OF MISSING OR DAMAGED BOLT RETAINER PLATES AND ALL ASSOCIATED HARDWARE AND LABOR SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

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

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

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

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

UPRIGHT LENGTHS OF OVERHEAD SIGN STRUCTURES SHOWN ARE APPROXIMATE AND ACTUAL LENGTHS SHALL BE DETERMINED BY THE CONTRACTOR'S FIELD SURVEY.

DETAILS FOR MOUNTING SIGNS TO OVERHEAD STRUCTURES SHALL BE APPROVED BY THE ENGINEER AND SUBMITTED WITH SHOP DRAWINGS FOR OVERHEAD STRUCTURES. NO MOUNTING HOLES SHALL BE PERMITTED IN OVERHEAD STRUCTURES UPRIGHT MEMBERS.

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN ON THE BRIDGE MOUNT OVERHEAD SIGN DETAIL SHEET ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO FABRICATE BRIDGE MOUNT SIGN STRUCTURE AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.

CONTRACTOR SHALL PROVIDE THE ENGINEER A MINIMUM OF SEVEN (7) DAYS ADVANCE NOTICE FOR INSTALLATION OF OVERHEAD SIGN STRUCTURES AND OVERHEAD SIGNS. INSTALLATION SHOULD PREFERABLY BE ACCOMPLISHED ON SUNDAY BETWEEN 7:00 A.M. AND 10:00 A.M.

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

TRAFFIC SAFETY GENERAL CONSTRUCTION NOTES

ALL FIELD MEASUREMENTS PREVAIL ON INSTALLATION AND REMOVAL.

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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

5/20/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GENERAL CONSTRUCTION NOTES (TRAFFIC)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. A.T01

TRAFFIC CONTROL 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-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-17)

INCLUDES AN ESTIMATED 154,474 L.F. (PAINT) (4" WIDE) WHITE AND 154,330 L.F. (PAINT) (4" WIDE) YELLOW STRIPE.
- (TC-21)

INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE, AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.
- (TC-22)

AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL SHALL INCLUDE THE COST OF REMOVING STRIPE, ARROWS, WORDS AND SYMBOLS, AS SHOWN IN THE PLANS. THESE ITEMS MAY CONSIST OF PLASTIC, PAINT OR NON-REMOVABLE MARKING TAPE.
- (TC-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.
- (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 15.99 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-52)

ANY USED CHANGEABLE MESSAGE SIGN 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.

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.

TRAFFIC CONTROL PAY QUANTITY NOTES (CONTINUED)

- (TC-61)

ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTOR'S NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
- (TC-70)

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

240 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.okladot.state.ok.us/traffic/qpl/php>

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

5/20/2024

TRAFFIC CONTROL PAY ITEMS					
ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
823	6100	(SP) PORTABLE TRAFFIC SIGNAL SYSTEM	TC-84)	SD	205.00
857(A)	9200	CONSTRUCTION TRAFFIC STR. (PAINT)(4" WIDE)	(TC-13,16,17,21,61,70,75)	LF	19,380.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26,28,33,84)	SD	6,140.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26,29,33,84)	SD	4,090.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-26,30,33,84)	SD	3,485.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84)	SD	4,210.00
880(E)	6607	WARNING LIGHTS(TYPE B)	(TC-26,84)	SD	10,835.00
880(F)	6700	DRUMS	(TC-26,84)	SD	6,210.00
880(G)	6805	CHANNELIZER CONES	(TC-26,84)	SD	14,180.00
882(A)	8210	PORT. CHANGEABLE MESSAGE SIGN	(TC-52, 80, 84, 85)	SD	480.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN				
CHECKED			PAY QUANTITIES AND NOTES (TRAFFIC CONTROL)	
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353\04) SHEET NO. AT02

5/20/2024

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TRAFFIC SIGNING PAY QUANTITY NOTES

- (TS-26)

QUANTITY SHOWN INCLUDES 53 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (WHITE) AND ZERO (0) L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.
- (TS-27)

QUANTITY SHOWN INCLUDES ZERO (0) L.F. TRAFFIC STRIPE (MULTI-POLYMER) (WHITE) AND 232 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWELVE INCH (12") WIDE TRAFFIC STRIPE.
- (TS-28)

QUANTITY SHOWN INCLUDES 24 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.
- (TS-32)

THE AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE) SHALL INCLUDE COST OF REMOVAL OF ARROWS, WORDS, AND SYMBOLS. THE PAVEMENT MARKING TO BE REMOVED SHALL BE CONSIDERED THERMOPLASTIC AND BID ACCORDINGLY.

DURING REMOVAL OF EXISTING STRIPING AND REPLACEMENT WITH NEW STRIPING, PERMANENT STRIPING SHALL BE REPLACED WITHIN 48 HOURS AFTER OLD STRIPING IS REMOVED.
- (TS-33)

INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH O.D.O.T. PLANS AND STANDARD DRAWINGS SSA1-1 AND SSP1-1-(LATEST REVISION).
- (TS-34)

INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ANY EXISTING SIGNS TO BE REPLACED BY NEW ASSEMBLIES AND THE REMOVAL OF ANY EXISTING SIGNS THAT WILL BE IN CONFLICT WITH THE NEW ROADWAY OR NEW SIGNAGE.
- (TS-35)

SEE STANADARD DRAWING IA1-1-(LATEST REVISION), OR MIA1-1-(LATEST REVISION) FOR CONCRETE PAD DESIGN.
- (TS-41)

"REMOVAL OF EXISTING SIGNS" SHALL INCLUDE THE REMOVAL OF A COMPLETE SIGN ASSEMBLY WHICH MAY INCLUDE MULTIPLE SIGNS, POSTS, FOOTINGS, AND ANY FOOTINGS ADJACENT TO THE SIGN ASSEMBLY. WHEN APPROVED BY THE ENGINEER, FOOTINGS MAY BE OBLITERATED TO A POINT BELOW GROUND LEVEL IN LIEU OF BEING COMPLETELY REMOVED. SEE GENERAL CONSTRUCTION NOTES FOR DISPOSAL OF OLD CONCRETE FOOTING MATERIAL.
- (121)

INCLUDED IN THIS PAY ITEM IS 7.82 C.Y. STRUCTURAL CONCRETE FOR WIDE FLANGE POST FOOTINGS AND 0.69 C.Y. STRUCTURAL CONCRETE FOR GALV. STEEL PIPE POST FOOTINGS.
- (122)

INCLUDED IN THIS PAY ITEM IS 2,240 LBS. REINFORCING STEEL FOR WIDE FLANGE POST FOOTINGS AND 96 LBS. REINFORCING STEEL FOR GALV. STEEL PIPE POST FOOTINGS.
- (123)

OMITTED
- (124)

POST LENGTHS SHOWN ON SUMMARY ARE APPROXIMATE; EXACT LENGTHS SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.
- (126)

QUANTITY SHOWN INCLUDES 9,853 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (WHITE), 10,544 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW), AND ZERO (0) L.F. (MULTI-POLYMER)(BLACK) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

5/20/2024

TRAFFIC SIGNING AND STRIPING PAY ITEMS					
0310 TRAFFIC SIGNING AND STRIPING					
ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
804(A)	2200	STRUCTURAL CONCRETE	(121)	CY	8
804(B)	2300	REINFORCING STEEL	(122)	LB	2,336
850(A)	1200	SHEET ALUMINUM SIGNS	(TS-33)(TS-34)(130)	SF	23
850(B)	1310	EXTRUDED ALUMINUM PANEL SIGNS	(TS-33)	SF	165
851(A)	2205	6"@15 GALV.STL.WD.FLANGE BM.POST	(124)	LF	32
851(A)	2220	8"@31 GALV.STL.WD.FLANGE BM.POST	(124)	LF	88
851(B)	2315	3"@7.58 GALV.STL.PIPE POST	(124)	LF	56
851(C)	2420	2 1/4" SQUARE TUBE POST	(TS-33)(124)	LF	125
851(C)	2430	2 1/2" SQUARE TUBE POST	(TS-33)(124)	LF	114
856(A)	8204	TRAFFIC STRIPE(MULTI-POLY.)X6" WIDE	(126)	LF	20,396
856(A)	8208	TRAFFIC STRIPE(MULTI-POLY.)X8" WIDE	(TS-26)	LF	53
856(A)	8212	TRAFFIC STRIPE (MULTI-POLY.) (12" WIDE)	(TS-27)	LF	232
856(A)	8216	TRAFFIC STRIPE (MULTI-POLY.) (24" WIDE)	(TS-28)	LF	74
856(B)	8308	TRAFFIC STRIPS (MULTI-POLY.) (SYMBOLS)		EA	22
856(B)	8312	TRAFFIC STRIPS (MULTI-POLY.) (WORDS)		EA	
858(A)	0228	PAVE. MARKERS CLASS A TYPE 2-D	(127)(128)	EA	60
880(C)	6415	BARRICADES (TYPE III)		EA	6

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			PAY QUANTITIES AND NOTES (TRAFFIC)	
CHECKED				
APPROVED				
SQUAD				
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>35353(04)</u> SHEET NO. <u>AT03</u>				

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SUMMARY OF TRAFFIC CONTROL												
PHASE OF CONSTRUCTION	ESTIMATED CALENDAR DAYS PER PHASE	(SP)PORTABLE TRAFFIC SIGNAL SYSTEM	CONSTRUCTION TRAFFIC STR. (PAINT) (4" WIDE)		CONSTRUCTION SIGNS 0 TO 6.25 SF	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	CONSTRUCTION BARRICADES (TYPE III)	WARNING LIGHTS (TYPE B)	DRUMS	CHANNELIZER CONES	PORT. CHANGEABLE MESSAGE SIGN
		823	857		880(B)	880(B)	880(B)	880(C)	880(E)	880(F)	880(F)	882(A)
		S.D.	WHITE L.F.	YELLOW L.F.	S.D.	S.D.	S.D.	S.D.	S.D.	S.D.	S.D.	S.D.
PHASE 1	150	0	0	0	3,000	1,800	1,500	1,500	4,200	5,400	-	300
PHASE 2	45	90	6,140	3,250	1,035	720	720	540	1,530	-	4,140	90
PHASE 3	45	90	6,740	3,250	1,305	1,035	810	1,620	3,690	-	8,190	90
INCIDENTAL CONST.	N/A	25			800	535	455	550	1,415	810	1,850	
TOTALS	240.00	205.00	12,880.00	6,500.00	6,140.00	4,090.00	3,485.00	4,210.00	10,835.00	6,210.00	14,180.00	480.00

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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/20/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY _____ MAYES _____ HIGHWAY SH-412B STATE JOB NO. 35353104 SHEET NO. AT04			

SUMMARY OF SIGNS																							
SIGN LOCATION						SIGN PANELS			SIGN POSTS										FOOTINGS			REMARKS	
SIGN NO.	SHEET NO.	STATION	OFFSET	ROADWAY ALIGNMENT	SIGN PANEL TYPE(S)	SHEET ALUMINUM	EXTRUDED ALUMINUM PANEL	BARRICADES (TYPE III)	6" @ 15 GALV. STEEL WIDE FLANGE BEAM POST 851(A)		8" @ 35 GALV. STEEL WIDE FLANGE BEAM POST 851(A)		3" @ 7.58 GALV. STEEL PIPE 851(B)		2 1/4" SQUARE TUBE POST 851(C)		2 1/2" SQUARE TUBE POST 851(C)		POST SPACING	TYPE	STRUCTURAL CONCRETE		REINFORCING STEEL
									850(A)	850(B)	880(C)	"A"	"B"	"A"	"B"	"A"	"B"	"A"			"B"		"A"
						SF	SF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF			LF		LF
01	SIGNING (01)	235+30.0	RT	SH-412B	(1)W2-6E, (1)W13-1PE(20)	20.00										14.0	14.5	2.3					
02	SIGNING (01)	237+30.0	RT	SH-412B	(1)D1-5 (SPECIAL NO. X)		57.5				14	15.5						6.9	KC-4	2.1	676		
03	SIGNING (01)	241+06.0	RT	SH-412B	(1)R1-2E, (1)R6-5PE	13.18							14						A-4	0.23	32		
04	SIGNING (01)	241+06.0	RT	SH-412B	(1)R1-2E	6.93									12.0								
05	SIGNING (01)	241+55.5	RT	SH-412B	(1)R6-1E(R)	6.75									13.00	13.5							
06	SIGNING (01)	210+80.0	LT	N PATROL RD	(1)R5-1E, (1)R11-2, (4) TYPE III BARRICADES	19.00		4														MOUNTED CN TYPE III BARRICADE	
07	SIGNING (01)	210+80.0	RT	N PATROL RD	(1)R5-1E, (1)R11-2 (4) TYPE III BARRICADES	19.00		4														MOUNTED CN TYPE III BARRICADE	
08	SIGNING (02)	11+46.5	RT	S PATROL RD	(2)R15-1, (1)R1-2E, (1)I-13	6.93			16										KC-1	0.76	106	R15-1 & I-13 PROVIDED BY RR	
09	SIGNING (02)	11+87.0	LT	S PATROL RD	(2)R15-1, (1)R1-2E, (1)I-13	6.93			16										KC-1	0.76	106	R15-1 & I-13 PROVIDED BY RR	
10	SIGNING (02)	14+92.0	LT	S PATROL RD	(1)W3-2	6.25									14.00								
11	SIGNING (02)	15+92.0	LT	S PATROL RD	(1)W3-2, (1)W10-13P	11.25											14.5						
12	SIGNING (02)	20+85.0	RT	S PATROL RD	(1)W2-6, (1)W13-1P(20)	20.00											14.0	14.5	2.3				
13	SIGNING (02)	22+85.0	RT	S PATROL RD	(1)D1-5 (SPECIAL NO. X)		48				14	15.5						4.8	KC-4	2.1	676		
14	SIGNING (03)	26+60.0	RT	S PATROL RD	(1) R1-2E	6.93									12.0								
15	SIGNING (03)	26+55.0	RT	S PATROL RD	(1)R1-2E, (1)R6-5PE	13.18							14						A-4	0.23	32		
16	SIGNING (03)	26+95.0	RT	S PATROL RD	(1)R6-1E(R)	6.75									13.0	13.5							
17	SIGNING (03)	342+18.5	LT	SH-412B	(1)R6-1E(R)	6.75									13.0	13.5							
18	SIGNING (03)	342+62.5	LT	SH-412B	(1)R1-2E, (1)R6-5PE	13.18							14						A-4	0.23	32		
19	SIGNING (03)	342+63.0	LT	SH-412B	(1)R1-2E	6.93									12.0								
20	SIGNING (03)	346+50.0	LT	SH-412B	(1)D1-5 (SPECIAL NO. X)		60				14	15.5						6	KC-4	2.1	676		
21	SIGNING (03)	348+50.0	LT	SH-412B	(1)W2-6E, (1)W13-1PE(20)	20.00											14.0	14.5	2.3				
22	SIGNING (04)	110+24.0	LT	PATROL RD E	(1)R1-1E, (2)D1-1A (SH-412B), (2)D1-1 (PATROL RD)	21.46											14.5						
TOTALS						231.40	165.50	8.00	32.00	0.00	42.00	46.50	42.00	0.00	89.00	40.50	71.00	43.50	24.60		8.51	2336.00	
									32.00		88.50		42.00		129.50		114.50						

SUMMARY OF STRIPING												
LOCATION					STRIPING							
SHEET NO.	ALIGNMENT	STATION TO	STATION		TRAFFIC STRIPE (MULTI-POLY.) (6" WIDE)	TRAFFIC STRIPE (MULTI-POLY.) (8" WIDE)	TRAFFIC STRIPE (MULTI-POLY.) (12" WIDE)	TRAFFIC STRIPE (MULTI-POLY.) (24" WIDE)	TRAFFIC STRIPE (MULTI-POLY.) (SYMBOLS) (YIELD)	TRAFFIC STRIPE (MULTI-POLY.) (SYMBOLS) (RR XING)	TRAFFIC STRIPE (MULTI-POLY.) (WORDS) (RR)	PAVE. MARKERS CLASS A TYPE 2-D
					856(A)	856(A)	856(A)	856(A)	856(B)	856(B)	856(B)	858(A)
					LF	LF	LF	LF	EA	EA	EA	EA
					WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	WHITE	
SIGNING (01)	SH-412B	231+00	TO	238+00	1,400	1,570		7				
SIGNING (01)	SH-412B/N PATROL RD	238+00	TO	212+00	895	841	18	57	5			18
SIGNING (02)	S PATROL RD	11+00	TO	16+00	1,000	1,000			8	1	1	
SIGNING (02)	S PATROL RD	16+00	TO	22+00	1,200	1,200		13				
SIGNING (02)	S PATROL RD	22+00	TO	25+00	600	966		69				10
SIGNING (03)	S PATROL RD/SH-412B	25+00	TO	345+50	1,127	1,086	30	52	8			32
SIGNING (03)	SH-412B	345+50	TO	351+00	1,100	1,332		26				
SIGNING (04)	SH-412B	351+00	TO	356+27	981							
SIGNING (04)	PATROL RD E	113+50	TO	110+00	654	610			15			
TOTALS					9,853	10,544	53	0.00	0.00	232	45	60
					20,396		53		232		1	

PATROL ROAD WEST

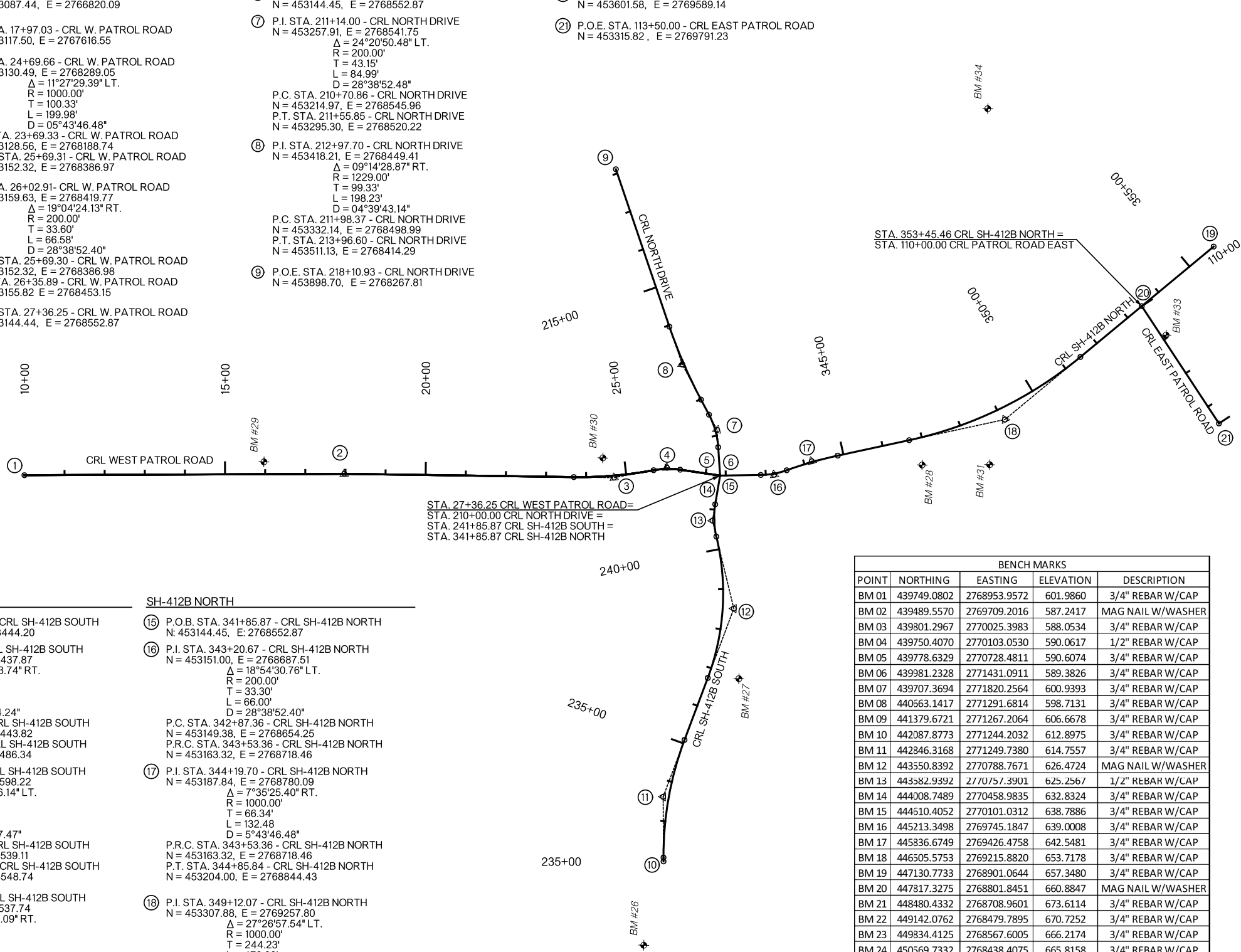
- ① P.O.B. STA. 10+00.00 - CRL W. PATROL ROAD
N = 453087.44, E = 2766820.09
- ② P.I. STA. 17+97.03 - CRL W. PATROL ROAD
N = 453117.50, E = 2767616.55
- ③ P.I. STA. 24+69.66 - CRL W. PATROL ROAD
N = 453130.49, E = 2768289.05
Δ = 11°27'29.39" LT.
R = 1000.00'
T = 100.33'
L = 199.98'
D = 05°43'46.48"
P.C. STA. 23+69.33 - CRL W. PATROL ROAD
N = 453128.56, E = 2768188.74
P.R.C. STA. 25+69.31 - CRL W. PATROL ROAD
N = 453152.32, E = 2768386.97
- ④ P.I. STA. 26+02.91 - CRL W. PATROL ROAD
N = 453159.63, E = 2768419.77
Δ = 19°04'24.13" RT.
R = 200.00'
T = 33.60'
L = 66.58'
D = 28°38'52.40"
P.R.C. STA. 25+69.30 - CRL W. PATROL ROAD
N = 453152.32, E = 2768386.98
P.T. STA. 26+35.89 - CRL W. PATROL ROAD
N = 453155.82, E = 2768453.15
- ⑤ P.O.E. STA. 27+36.25 - CRL W. PATROL ROAD
N = 453144.44, E = 2768552.87

NORTH DRIVE

- ⑥ P.O.B. STA. 210+00.00 - CRL NORTH DRIVE
N = 453144.45, E = 2768552.87
- ⑦ P.I. STA. 211+14.00 - CRL NORTH DRIVE
N = 453257.91, E = 2768541.75
Δ = 24°20'50.48" LT.
R = 200.00'
T = 43.15'
L = 84.99'
D = 28°38'52.48"
P.C. STA. 210+70.66 - CRL NORTH DRIVE
N = 453214.97, E = 2768545.96
P.T. STA. 211+55.85 - CRL NORTH DRIVE
N = 453295.30, E = 2768520.22
- ⑧ P.I. STA. 212+97.70 - CRL NORTH DRIVE
N = 453418.21, E = 2768449.41
Δ = 09°14'28.87" RT.
R = 1229.00'
T = 99.33'
L = 198.23'
D = 04°39'43.14"
P.C. STA. 211+98.37 - CRL NORTH DRIVE
N = 453332.14, E = 2768498.99
P.T. STA. 213+96.60 - CRL NORTH DRIVE
N = 453511.13, E = 2768414.29
- ⑨ P.O.E. STA. 218+10.93 - CRL NORTH DRIVE
N = 453898.70, E = 2768267.81

PATROL ROAD EAST

- ⑳ P.O.B. STA. 110+00.00 - CRL EAST PATROL ROAD
N = 453601.58, E = 2769589.14
- ㉑ P.O.E. STA. 113+50.00 - CRL EAST PATROL ROAD
N = 453315.82, E = 2769791.23



SH-412B SOUTH

- ⑩ P.O.B. STA. 232+00.00 - CRL SH-412B SOUTH
N = 452178.79, E = 2768444.20
- ⑪ P.I. STA. 233+61.07 - CRL SH-412B SOUTH
N = 452339.73, E = 2768437.87
Δ = 20°55'23.74" RT.
R = 820.00'
T = 151.41'
L = 299.45'
D = 06°59'14.24"
P.C. STA. 232+09.66 - CRL SH-412B SOUTH
N = 452188.44, E = 2768443.82
P.T. STA. 235+09.10 - CRL SH-412B SOUTH
N = 452483.18, E = 2768486.34
- ⑫ P.I. STA. 238+58.64 - CRL SH-412B SOUTH
N = 452814.32, E = 2768598.22
Δ = 34°12'46.14" LT.
R = 600.00'
T = 184.66'
L = 358.28'
D = 09°32'57.47"
P.C. STA. 236+73.98 - CRL SH-412B SOUTH
N = 452639.38, E = 2768539.11
P.R.C. STA. 240+32.26 - CRL SH-412B SOUTH
N = 452992.22, E = 2768548.74
- ⑬ P.I. STA. 240+73.29 - CRL SH-412B SOUTH
N = 453031.76, E = 2768537.74
Δ = 23°11'26.09" RT.
R = 200.00'
T = 41.04'
L = 80.95'
D = 28°38'52.40"
P.C. STA. 240+32.26 - CRL SH-412B SOUTH
N = 452992.22, E = 2768548.74
P.T. STA. 241+13.21 - CRL SH-412B SOUTH
N = 453072.43, E = 2768543.21
- ⑭ P.O.E. STA. 241+85.87 - CRL SH-412B SOUTH
N = 453144.45, E = 2768552.87

SH-412B NORTH

- ⑮ P.O.B. STA. 341+85.87 - CRL SH-412B NORTH
N = 453144.45, E = 2768552.87
- ⑯ P.I. STA. 343+20.67 - CRL SH-412B NORTH
N = 453151.00, E = 2768687.51
Δ = 18°54'30.76" LT.
R = 200.00'
T = 33.30'
L = 66.00'
D = 28°38'52.40"
P.C. STA. 342+87.36 - CRL SH-412B NORTH
N = 453149.38, E = 2768654.25
P.R.C. STA. 343+53.36 - CRL SH-412B NORTH
N = 453163.32, E = 2768718.46
- ⑰ P.I. STA. 344+19.70 - CRL SH-412B NORTH
N = 453187.84, E = 2768780.09
Δ = 7°35'25.40" RT.
R = 1000.00'
T = 66.34'
L = 132.48'
D = 5°43'46.48"
P.R.C. STA. 343+53.36 - CRL SH-412B NORTH
N = 453149.38, E = 2768718.46
P.T. STA. 344+85.84 - CRL SH-412B NORTH
N = 453204.00, E = 2768844.43
- ⑱ P.I. STA. 349+12.07 - CRL SH-412B NORTH
N = 453307.88, E = 2769257.80
Δ = 27°26'57.54" LT.
R = 1000.00'
T = 244.23'
L = 479.08'
D = 5°43'46.48"
P.C. STA. 346+67.84 - CRL SH-412B NORTH
N = 453248.36, E = 2769020.94
P.T. STA. 351+46.92 - CRL SH-412B NORTH
N = 453469.88, E = 2769763.26
- ⑲ P.O.E. STA. 355+78.13 - CRL SH-412B SOUTH
N = 453755.92, E = 2769763.26

BENCH MARKS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM 01	439749.0802	2768953.9572	601.9860	3/4" REBAR W/CAP
BM 02	439489.5570	2769709.2016	587.2417	MAG NAIL W/WASHER
BM 03	439801.2967	2770025.3983	588.0534	3/4" REBAR W/CAP
BM 04	439750.4070	2770103.0530	590.0617	1/2" REBAR W/CAP
BM 05	439778.6329	2770728.4811	590.6074	3/4" REBAR W/CAP
BM 06	439981.2328	2771431.0911	589.3826	3/4" REBAR W/CAP
BM 07	439707.3694	2771820.2564	600.9393	3/4" REBAR W/CAP
BM 08	440563.1417	2771291.6814	598.7131	3/4" REBAR W/CAP
BM 09	441379.6721	2771267.2064	606.6678	3/4" REBAR W/CAP
BM 10	442087.8773	2771244.2032	612.8975	3/4" REBAR W/CAP
BM 11	442846.3168	2771249.7380	614.7557	3/4" REBAR W/CAP
BM 12	443550.8392	2770788.7671	626.4724	MAG NAIL W/WASHER
BM 13	443582.9392	2770757.3901	625.2567	1/2" REBAR W/CAP
BM 14	444008.7489	2770458.9835	632.8324	3/4" REBAR W/CAP
BM 15	444610.4052	2770101.0312	638.7886	3/4" REBAR W/CAP
BM 16	445213.3498	2769745.1847	639.0008	3/4" REBAR W/CAP
BM 17	445836.6749	2769426.4758	642.5481	3/4" REBAR W/CAP
BM 18	446505.5753	2769215.8820	653.7178	3/4" REBAR W/CAP
BM 19	447130.7733	2768901.0644	657.3480	3/4" REBAR W/CAP
BM 20	447817.3275	2768801.8451	660.8847	MAG NAIL W/WASHER
BM 21	448480.4332	2768708.9601	673.6114	3/4" REBAR W/CAP
BM 22	449142.0762	2768479.7895	670.7252	3/4" REBAR W/CAP
BM 23	449834.4125	2768567.6005	666.2174	3/4" REBAR W/CAP
BM 24	450569.7332	2768438.4075	665.8158	3/4" REBAR W/CAP
BM 25	451269.0020	2768420.6690	669.1513	3/4" REBAR W/CAP
BM 26	451968.3770	2768401.8610	648.4091	3/4" REBAR W/CAP
BM 27	452540.1373	2768616.6503	665.1233	3/4" REBAR W/CAP

BENCH MARKS (CONT.)				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM 28	453187.6752	2769055.2694	681.9850	3/4" REBAR W/CAP
BM 29	453140.7333	2767415.5491	677.3637	3/4" REBAR W/CAP
BM 30	453178.7315	2768259.3396	670.3004	3/4" REBAR W/CAP
BM 31	453194.1517	2769223.5842	682.1362	1/2" REBAR W/CAP
BM 32	453121.6504	2769994.8206	663.8484	3/4" REBAR W/CAP
BM 33	453531.5502	2769652.0661	664.7246	3/4" REBAR W/CAP
BM 34	454080.5639	2769189.0538	682.8328	3/4" REBAR W/CAP
BM 35	454099.0763	2770080.4631	642.9391	3/4" REBAR W/CAP
BM 36	454437.1437	2770684.2773	647.7293	3/4" REBAR W/CAP
BM 37	455090.8498	2770942.9537	616.5455	3/4" REBAR W/CAP
BM 38	455774.4158	2771087.4615	606.6327	3/4" REBAR W/CAP
BM 39	456452.2670	2770900.8825	605.9144	3/4" REBAR W/CAP
BM 40	457160.2669	2771012.0108	604.9477	3/4" REBAR W/CAP
BM 41	457849.5824	2770852.4005	606.9064	MAG NAIL W/WASHER
BM 42	458619.1661	2770975.3190	606.2946	3/4" REBAR W/CAP
BM 43	459317.4367	2770961.5226	607.0153	3/4" REBAR W/CAP
BM 44	459993.1716	2770782.8366	608.4701	MAG NAIL W/WASHER
BM 45	460581.3186	2770941.7126	607.4208	3/4" REBAR W/CAP
BM 46	461293.7982	2770884.3269	605.4590	MAG NAIL W/WASHER
BM 47	461953.8065	2770730.0505	606.3087	MAG NAIL W/WASHER
BM 48	462692.0544	2770827.7103	604.9514	3/4" REBAR W/CAP
BM 49	463315.1632	2770810.1496	602.1042	3/4" REBAR W/CAP
BM 50	463850.0971	2770649.0949	605.8409	MAG NAIL W/WASHER
BM 51	464584.8281	2770802.6347	600.6036	3/4" REBAR W/CAP
BM 52	465291.5115	2770656.1324	605.9848	CUT "X" IN STRUCTURE
BM 53	466065.5046	2770874.6791	599.4776	MAG NAIL W/WASHER
BM 54	465675.1481	2768375.7283	658.1883	1/2" REBAR W/CAP

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN				
CHECKED				
APPROVED				
SQUAD			GEOMETRIC DATA (SHEET 1 OF 7)	
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R001

NORTHWEST RETURN

- ① P.I. STA. 30+48.42 - CRL NW RETURN
N = 453185.78, E = 2768427.20
Δ = 05°40'49.70" LT.
R = 976.00'
T = 48.42'
L = 96.76'
D = 05°52'13.68"
P.C. STA. 30+00.00 - CRL NW RETURN
N = 453175.34, E = 2768379.92
P.C.C. STA. 30+96.76 - CRL NW RETURN
N = 453200.86, E = 2768473.22
- ② P.I. STA. 31+31.60 - CRL NW RETURN
N = 453211.69, E = 2768506.32
Δ = 68°40'33.62" LT.
R = 51.00'
T = 34.84'
L = 61.13'
D = 112°20'40.79"
P.C.C. STA. 30+96.76 - CRL NW RETURN
N = 453200.85, E = 2768473.21
P.C.C. STA. 31+57.89 - CRL NW RETURN
N = 453246.48, E = 2768508.26
- ③ P.I. STA. 31+90.32 - CRL NW RETURN
N = 453278.86, E = 2768510.06
Δ = 33°08'03.47" LT.
R = 109.00'
T = 32.43'
L = 63.03'
D = 52°33'53.76"
P.C.C. STA. 31+57.89 - CRL NW RETURN
N = 453246.48, E = 2768508.26
P.T. STA. 32+20.93 - CRL NW RETURN
N = 453306.95, E = 2768493.88

SOUTHWEST RETURN

- ④ P.O.B. STA. 40+00.00 - CRL SW RETURN
N = 453123.83, E = 2768368.10
- ⑤ P.I. STA. 40+81.56 - CRL SW RETURN
N = 453152.38, E = 2768444.50
Δ = 78°27'22.34" RT.
R = 73.00'
T = 59.60'
L = 99.96'
D = 78°29'14.52"
P.C. STA. 40+21.97 - CRL SW RETURN
N = 453131.52, E = 2768388.68
P.T. STA. 41+21.93 - CRL SW RETURN
N = 453101.86, E = 2768476.12
- ⑥ P.I. STA. 41+51.83 - CRL SW RETURN
N = 453076.52, E = 2768491.98
Δ = 07°31'02.02" RT.
R = 101.00'
T = 6.64'
L = 13.25'
D = 56°43'42.58"
P.C. STA. 41+45.19 - CRL SW RETURN
N = 453082.14, E = 2768488.46
P.C.C. STA. 41+58.44 - CRL SW RETURN
N = 453070.48, E = 2768494.73
- ⑦ P.I. STA. 42+03.66 - CRL SW RETURN
N = 453029.34, E = 2768513.50
Δ = 8°58'35.29" RT.
R = 576.00'
T = 45.21'
L = 90.24'
D = 09°56'49.86"
P.C.C. STA. 41+58.44 - CRL SW RETURN
N = 453070.49, E = 2768494.73
P.T. STA. 42+48.68 - CRL SW RETURN
N = 452985.79, E = 2768525.61

NORTH EAST RETURN

- ⑧ P.I. STA. 50+35.79 - CRL NE RETURN
N = 453313.11, E = 2768537.65
Δ = 03°24'09.57" LT.
R = 1205.00'
T = 35.79'
L = 71.56'
D = 04°45'17.41"
P.C. STA. 50+00.00 - CRL NE RETURN
N = 453344.12, E = 2768519.78
P.T. STA. 51+71.56 - CRL NE RETURN
N = 453283.21, E = 2768557.32
- ⑨ P.I. STA. 51+54.38 - CRL NE RETURN
N = 453214.02, E = 2768602.85
Δ = 16°44'36.84" LT.
R = 101.00'
T = 14.86'
L = 29.42'
D = 56°43'42.58"
P.C. STA. 51+39.52 - CRL NE RETURN
N = 453226.44, E = 2768594.68
P.T. STA. 51+69.03 - CRL NE RETURN
N = 453204.49, E = 2768614.25
- ⑩ P.I. STA. 52+38.91 - CRL NE RETURN
N = 453159.66, E = 2768667.85
Δ = 67°32'57.45" LT.
R = 73.00'
T = 48.82'
L = 86.06'
D = 78°29'14.52"
P.C. STA. 51+90.09 - CRL NE RETURN
N = 453190.98, E = 2768630.41
P.T. STA. 52+76.15 - CRL NE RETURN
N = 453182.31, E = 2768711.10

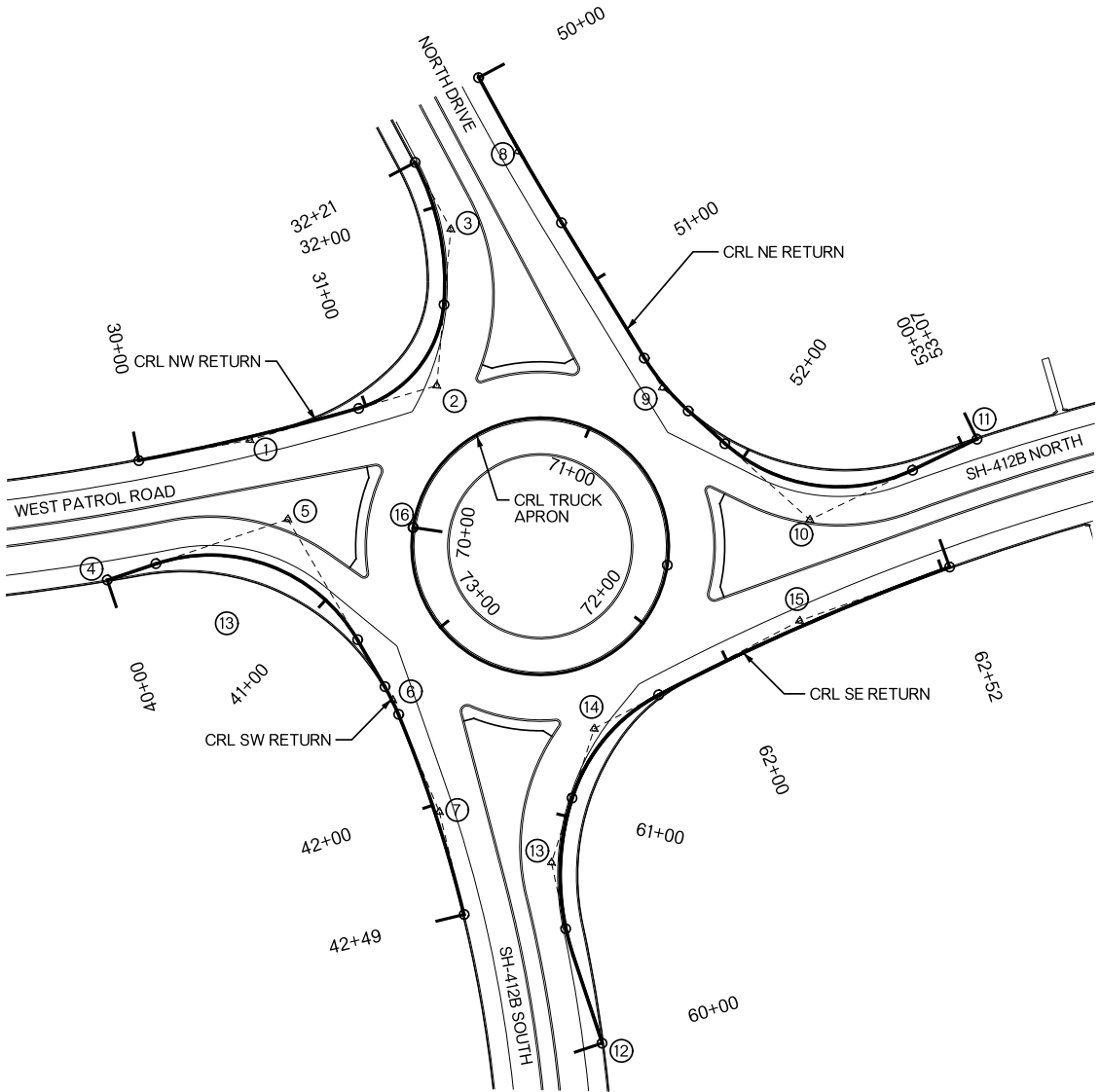
- ⑪ P.O.E. STA. 53+06.79 - CRL NE RETURN
N = 453196.52, E = 2768738.24

SOUTHEAST RETURN

- ⑫ P.O.B. STA. 60+00.00 - CRL SE RETURN
N = 452932.65, E = 2768586.43
- ⑬ P.I. STA. 60+75.04 - CRL SE RETURN
N = 453003.06, E = 2768560.48
Δ = 35°59'58.16" RT.
R = 109.00'
T = 35.42'
L = 68.49'
D = 52°33'53.76"
P.C. STA. 60+39.63 - CRL SE RETURN
N = 452969.83, E = 2768572.73
P.C.C. STA. 61+08.11 - CRL SE RETURN
N = 453037.15, E = 2768570.10
- ⑭ P.I. STA. 61+39.29 - CRL SE RETURN
N = 453067.15, E = 2768578.57
Δ = 44°36'48.23" RT.
R = 76.00'
T = 31.18'
L = 59.18'
D = 75°23'21.06"
P.C.C. STA. 61+08.11 - CRL SE RETURN
N = 453037.15, E = 2768570.10
P.C.C. STA. 61+67.29 - CRL SE RETURN
N = 453082.57, E = 2768605.67
- ⑮ P.I. STA. 62+35.48 - CRL SE RETURN
N = 453116.28, E = 2768664.95
Δ = 07°59'37.42" RT.
R = 976.00'
T = 68.19'
L = 136.17'
D = 05°52'13.68"
P.C.C. STA. 61+67.29 - CRL SE RETURN
N = 453082.57, E = 2768605.67
P.T. STA. 63+03.46 - CRL SE RETURN
N = 453141.42, E = 2768728.34

TRUCK APPRON

- ⑯ P.I. STA. 70+00.00 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22
Δ = 360°00'00.00" RT.
R = 55.00'
L = 172.79'
D = 104°10'26.92"
P.O.B. STA. 70+00.00 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22
P.O.E. STA. 73+45.58 - CRL TRUCK APPRON
N = 453150.68, E = 2768498.22



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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

5/20/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GEOMETRIC DATA (SHEET 2 OF 7)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R002

NORTHWEST OVERTURN

① P.I. STA. 130+19.71 - CRL NW OVERTURN
N = 453205.21, E = 2768474.55
Δ = 22°05'24.57" LT.
R = 101.00'
T = 19.71'
L = 38.94'
D = 56°43'42.58"
P.C. STA. 130+00.00 - CRL NW OVERTURN
N = 453196.80, E = 2768456.72
P.C.C. STA. 130+38.94 - CRL NW OVERTURN
N = 453219.71, E = 2768487.91

② P.I. STA. 130+59.85 - CRL NW OVERTURN
N = 453235.08, E = 2768502.08
Δ = 44°34'44.22" LT.
R = 51.00'
T = 20.91'
L = 39.68'
D = 112°20'40.80"
P.C.C. STA. 130+38.94 - CRL NW OVERTURN
N = 453219.71, E = 2768487.91
P.C.C. STA. 130+78.62 - CRL NW OVERTURN
N = 453255.98, E = 2768501.37

③ P.I. STA. 131+04.07 - CRL NW OVERTURN
N = 453281.41, E = 2768500.52
Δ = 28°01'08.59" LT.
R = 102.00'
T = 25.45'
L = 49.88'
D = 56°10'20.40"
P.C.C. STA. 130+78.62 - CRL NW OVERTURN
N = 453255.98, E = 2768501.37
P.T. STA. 131+28.50 - CRL NW OVERTURN
N = 453303.46, E = 2768487.81

④ P.O.E. STA. 131+47.77 - CRL NW OVERTURN
N = 453320.16, E = 2768478.19

SOUTHWEST OVERTURN

⑤ P.I. STA. 140+04.47 - CRL SW OVERTURN
N = 453125.97, E = 2768378.67
Δ = 00°30'01.83" LT.
R = 1024.00'
T = 4.47'
L = 8.95'
D = 05°35'43.05"
P.C. STA. 140+00.00 - CRL SW OVERTURN
N = 453125.08, E = 2768374.29
P.R.C. STA. 140+08.95 - CRL SW OVERTURN
N = 453126.90, E = 2768383.04

⑥ P.I. STA. 140+36.08 - CRL SW OVERTURN
N = 453132.56, E = 2768409.58
Δ = 30°04'26.24" RT.
R = 101.00'
T = 27.13'
L = 53.01'
D = 56°43'42.58"
P.R.C. STA. 140+08.95 - CRL SW OVERTURN
N = 453126.90, E = 2768383.04
P.C.C. STA. 140+61.96 - CRL SW OVERTURN
N = 453124.16, E = 2768435.38

⑦ P.I. STA. 140+63.62 - CRL SW OVERTURN
N = 453123.65, E = 2768436.96
Δ = 02°39'01.98" RT.
R = 72.00'
T = 1.67'
L = 3.33'
D = 79°34'38.90"
P.C.C. STA. 140+61.96 - CRL SW OVERTURN
N = 453124.16, E = 2768435.38
P.T. STA. 140+65.29 - CRL SW OVERTURN
N = 453123.06, E = 2768438.52

⑧ P.I. STA. 140+91.61 - CRL SW OVERTURN
N = 453113.76, E = 2768463.14
Δ = 29°12'33.50" RT.
R = 101.00'
T = 26.32'
L = 51.49'
D = 56°43'42.58"
P.C.C. STA. 140+65.29 - CRL SW OVERTURN
N = 453123.06, E = 2768438.52
P.T. STA. 141+16.78 - CRL SW OVERTURN
N = 453093.63, E = 2768480.10

NORTHEAST OVERTURN

⑨ P.I. STA. 150+25.92 - CRL NE OVERTURN
N = 453182.43, E = 2768647.90
Δ = 28°47'07.62" LT.
R = 101.00'
T = 25.92'
L = 50.74'
D = 56°43'42.58"
P.C. STA. 150+00.00 - CRL NE OVERTURN
N = 453196.09, E = 2768625.87
P.C.C. STA. 150+50.74 - CRL NE OVERTURN
N = 453181.07, E = 2768673.78

⑩ P.I. STA. 150+51.22 - CRL NE OVERTURN
N = 453181.05, E = 2768674.25
Δ = 00°49'27.67" LT.
R = 66.00'
T = 0.47'
L = 0.95'
D = 86°48'42.43"
P.C.C. STA. 150+50.74 - CRL NE OVERTURN
N = 453181.07, E = 2768673.78
P.C.C. STA. 150+51.69 - CRL NE OVERTURN
N = 453181.03, E = 2768674.73

⑪ P.I. STA. 150+72.73 - CRL NE OVERTURN
N = 453180.23, E = 2768695.75
Δ = 23°31'54.75" LT.
R = 101.00'
T = 21.04'
L = 41.48'
D = 56°43'42.58"
P.C.C. STA. 150+51.69 - CRL NE OVERTURN
N = 453181.03, E = 2768674.73
P.R.C. STA. 150+93.17 - CRL NE OVERTURN
N = 453187.89, E = 2768715.34

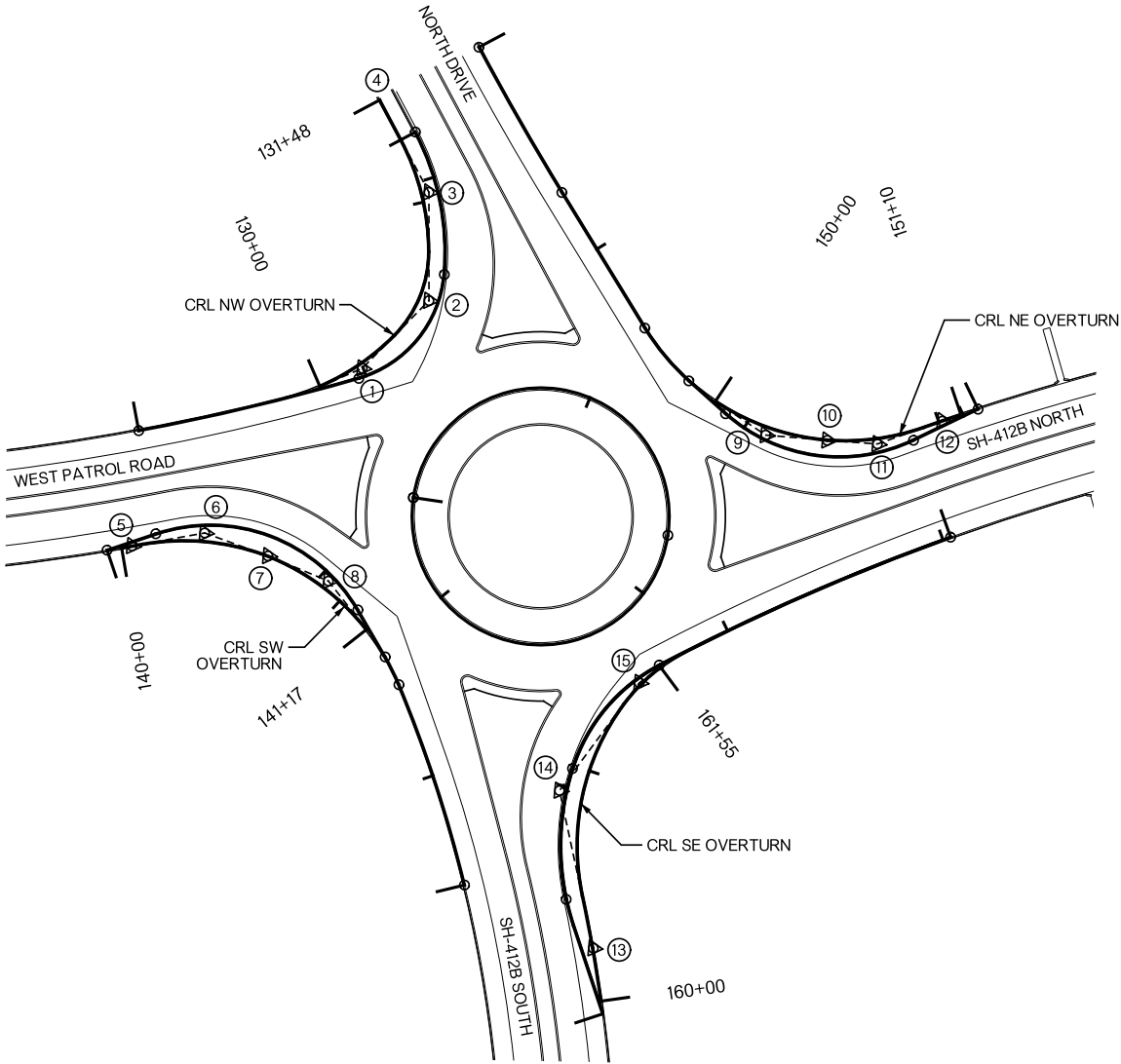
⑫ P.I. STA. 151+01.55 - CRL NE OVERTURN
N = 453190.94, E = 2768723.15
Δ = 00°56'16.12" RT.
R = 1024.00'
T = 8.38'
L = 16.76'
D = 05°35'43.05"
P.R.C. STA. 150+93.17 - CRL NE OVERTURN
N = 453190.98, E = 2768667.85
P.T. STA. 151+09.93 - CRL NE OVERTURN
N = 453193.86, E = 2768731.00

SOUTHEAST OVERTURN

⑬ P.I. STA. 160+22.87 - CRL SE OVERTURN
N = 452960.62, E = 2768581.60
Δ = 04°11'51.330" LT.
R = 624.00'
T = 22.87'
L = 45.72'
D = 09°10'55.26"
P.C. STA. 160+00.00 - CRL SE OVERTURN
N = 452938.08, E = 2768585.50
P.R.C. STA. 160+45.72 - CRL SE OVERTURN
N = 452982.80, E = 2768576.05

⑭ P.I. STA. 160+91.81 - CRL SE OVERTURN
N = 453027.52, E = 2768564.87
Δ = 48°38'16.68" RT.
R = 102.00'
T = 46.10'
L = 86.59'
D = 56°10'20.40"
P.C.C. STA. 160+45.72 - CRL SE OVERTURN
N = 452982.80, E = 2768576.05
P.C.C. STA. 161+32.30 - CRL SE OVERTURN
N = 453065.46, E = 2768591.04

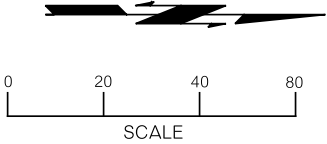
⑮ P.I. STA. 161+43.55 - CRL SE OVERTURN
N = 453074.72, E = 2768597.43
Δ = 16°50'34.56" RT.
R = 76.00'
T = 11.25'
L = 22.34'
D = 75°23'21.06"
P.C.C. STA. 161+32.30 - CRL SE OVERTURN
N = 453065.46, E = 2768591.04
P.T. STA. 161+54.64 - CRL SE OVERTURN
N = 453081.74, E = 2768606.23



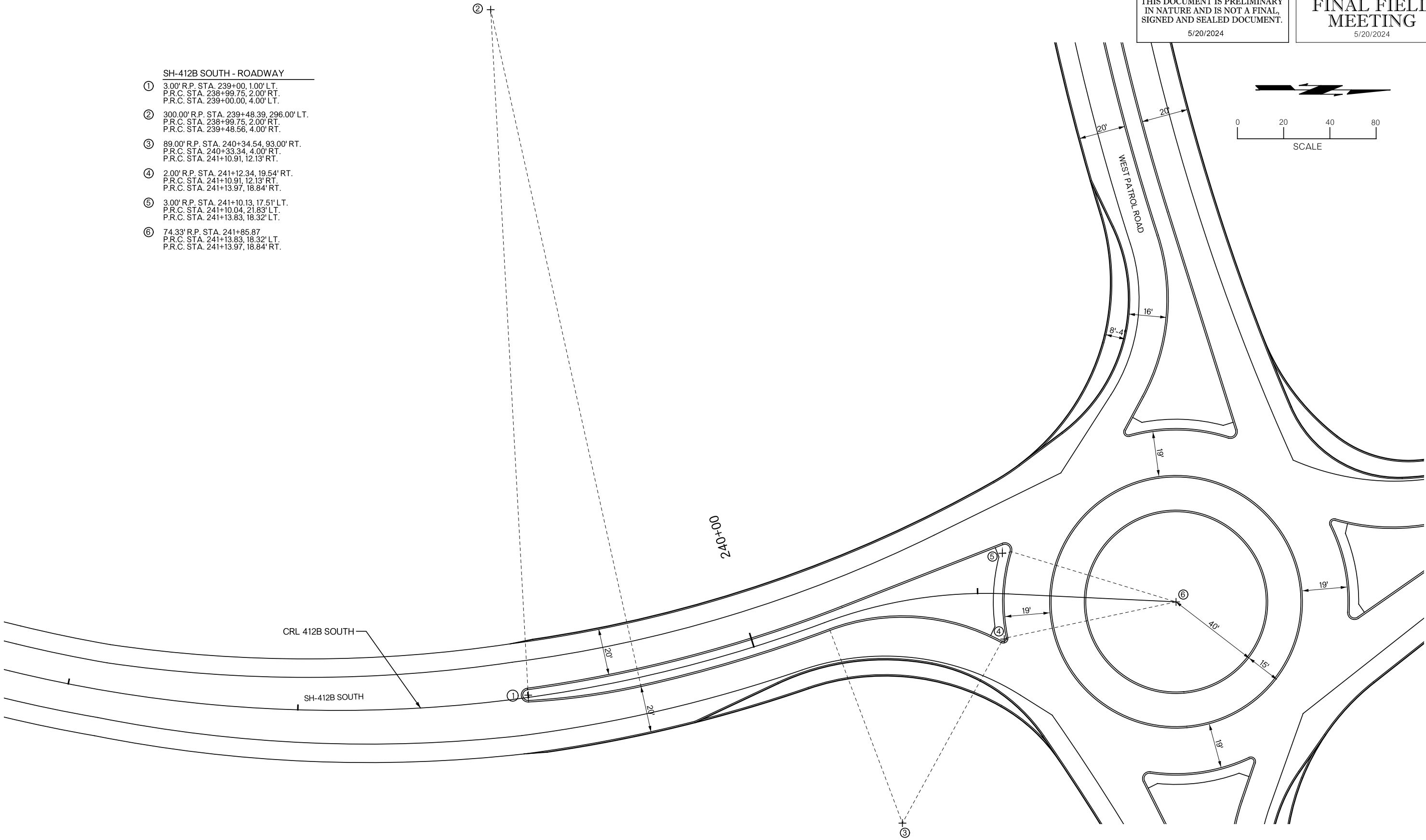
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GEOMETRIC DATA (SHEET 3 OF 7)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R003

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



- SH-412B SOUTH - ROADWAY
- ① 3.00' R.P. STA. 239+00.100' LT.
P.R.C. STA. 238+99.75, 2.00' RT.
P.R.C. STA. 239+00.00, 4.00' LT.
 - ② 300.00' R.P. STA. 239+48.39, 296.00' LT.
P.R.C. STA. 238+99.75, 2.00' RT.
P.R.C. STA. 239+48.56, 4.00' RT.
 - ③ 89.00' R.P. STA. 240+34.54, 93.00' RT.
P.R.C. STA. 240+33.34, 4.00' RT.
P.R.C. STA. 241+10.91, 12.13' RT.
 - ④ 2.00' R.P. STA. 241+12.34, 19.54' RT.
P.R.C. STA. 241+10.91, 12.13' RT.
P.R.C. STA. 241+13.97, 18.84' RT.
 - ⑤ 3.00' R.P. STA. 241+10.13, 17.51' LT.
P.R.C. STA. 241+10.04, 21.83' LT.
P.R.C. STA. 241+13.83, 18.32' LT.
 - ⑥ 74.33' R.P. STA. 241+85.87
P.R.C. STA. 241+13.83, 18.32' LT.
P.R.C. STA. 241+13.97, 18.84' RT.

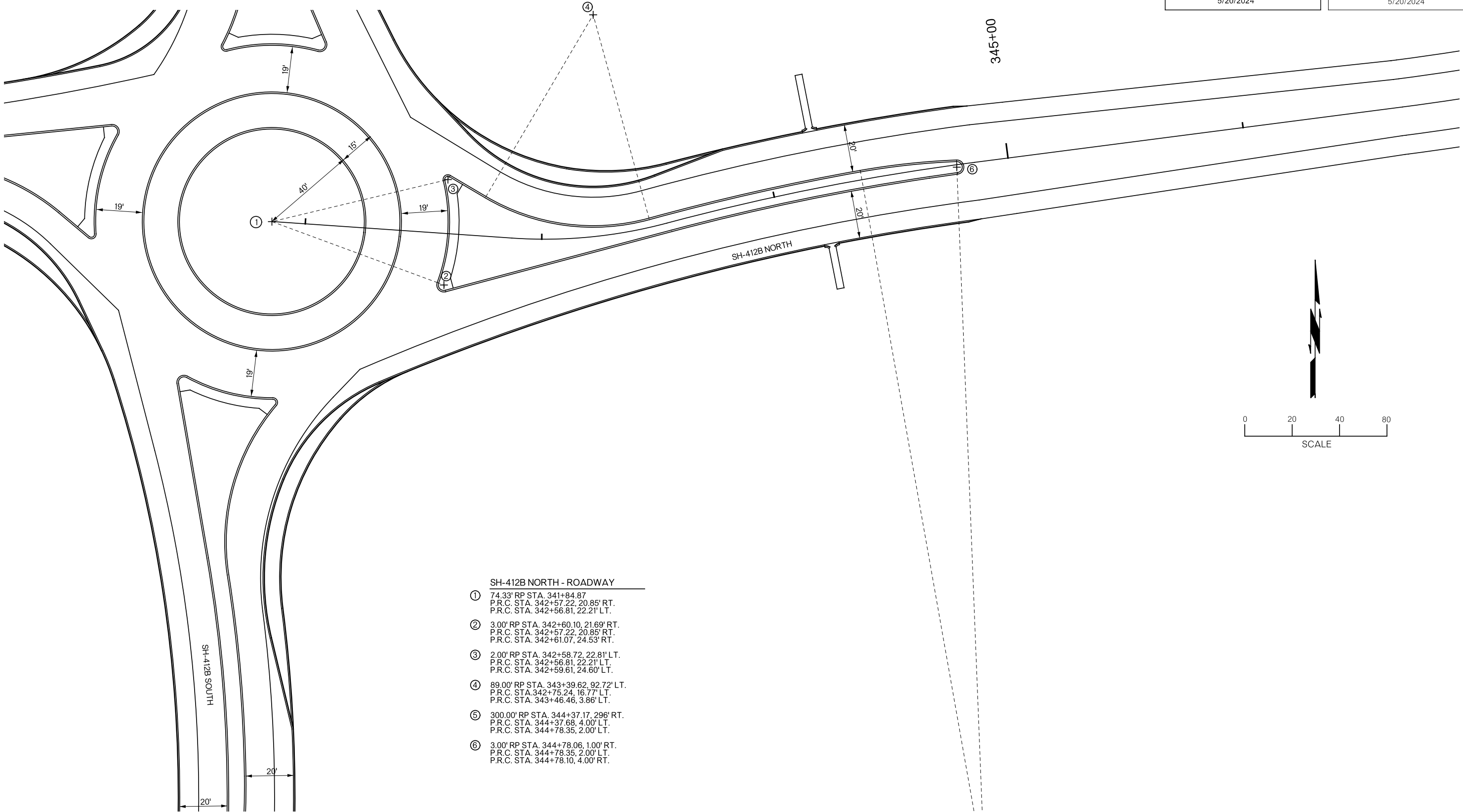


NOTE: ALL DIMENSIONS ARE MEASURED
FROM EDGE OF PAVEMENT OR FACE OF
CURB UNLESS OTHERWISE NOTED

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GEOMETRIC DETAIL (SHEET 4 OF 7) SH-412B SOUTH	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R004

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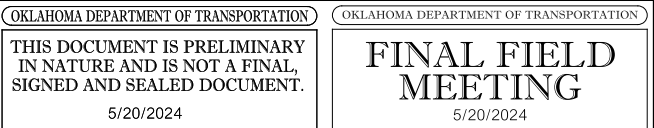
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



- SH-412B NORTH - ROADWAY
- ① 74.33' RP STA. 341+84.87
P.R.C. STA. 342+57.22, 20.85' RT.
P.R.C. STA. 342+56.81, 22.21' LT.
 - ② 3.00' RP STA. 342+60.10, 21.69' RT.
P.R.C. STA. 342+57.22, 20.85' RT.
P.R.C. STA. 342+61.07, 24.53' RT.
 - ③ 2.00' RP STA. 342+58.72, 22.81' LT.
P.R.C. STA. 342+56.81, 22.21' LT.
P.R.C. STA. 342+59.61, 24.60' LT.
 - ④ 89.00' RP STA. 343+39.62, 92.72' LT.
P.R.C. STA. 342+75.24, 16.77' LT.
P.R.C. STA. 343+46.46, 3.86' LT.
 - ⑤ 300.00' RP STA. 344+37.17, 296' RT.
P.R.C. STA. 344+37.68, 4.00' LT.
P.R.C. STA. 344+78.35, 2.00' LT.
 - ⑥ 3.00' RP STA. 344+78.06, 1.00' RT.
P.R.C. STA. 344+78.35, 2.00' LT.
P.R.C. STA. 344+78.10, 4.00' RT.

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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GEOMETRIC DETAIL (SHEET 5 OF 7) SH-412B NORTH	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R005

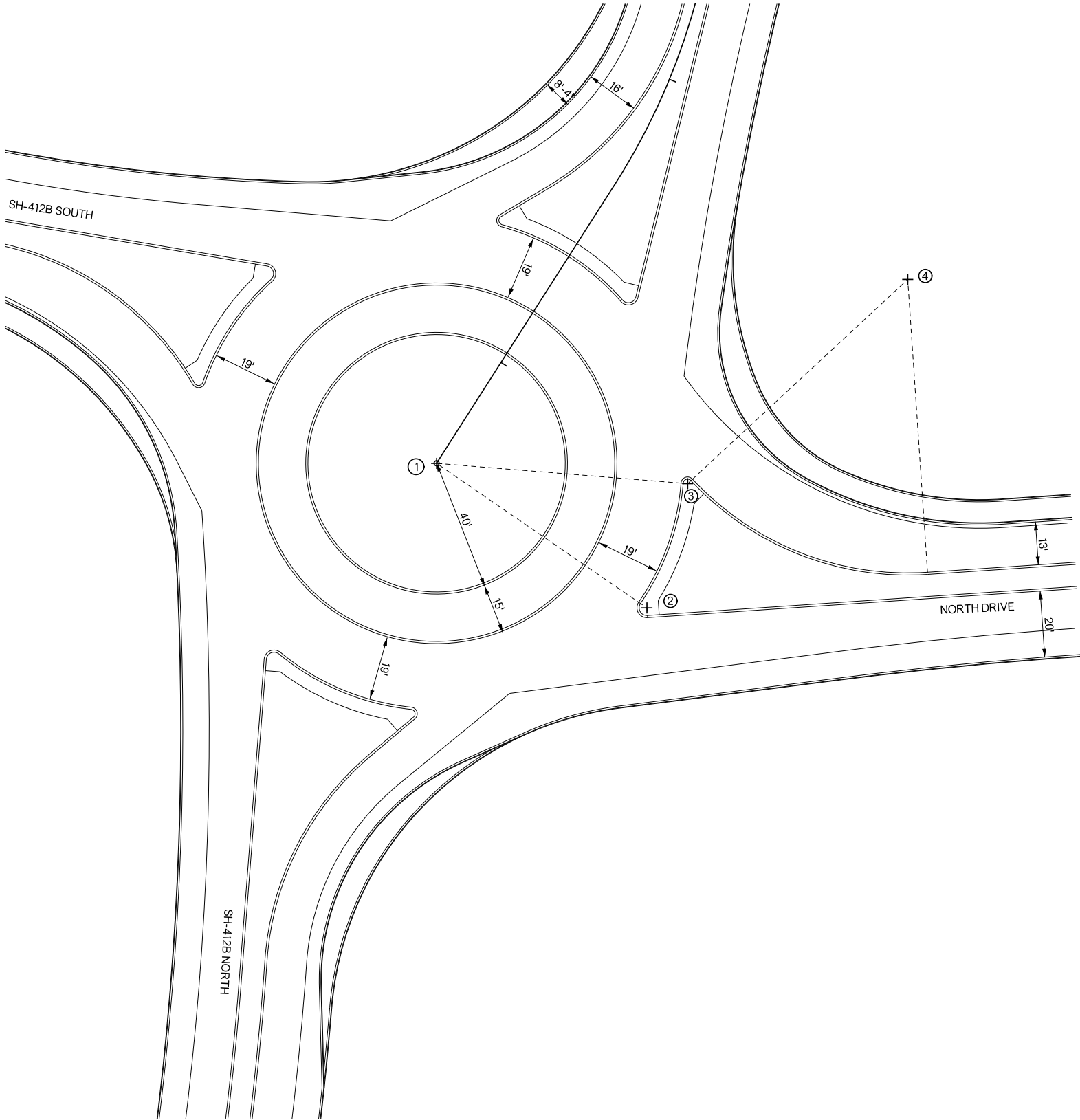


WEST PATROL ROAD - ROADWAY

- ① 3.00' RP STA. 23+92.87, 1.00' RT.
P.R.C. STA. 23+92.87, 4.00' RT.
P.R.C. STA. 23+92.47, 2.00' LT.
- ② 300.00' RP STA. 23+23.08, 296' RT.
P.R.C. STA. 23+92.47, 2.00' LT.
P.R.C. STA. 23+23.12, 4.00' LT.
- ③ 89.00' RP STA. 25+82.76, 92.73' RT.
P.R.C. STA. 25+76.07, 3.87' RT.
P.R.C. STA. 26+47.77, 17.01' RT.
- ④ 2.00' RP STA. 26+63.35, 22.62' RT.
P.R.C. STA. 26+62.45, 24.41' RT.
P.R.C. STA. 26+65.26, 22.03' RT.
- ⑤ 3.00' RP STA. 26+61.97, 21.52' LT.
P.R.C. STA. 26+81.00, 24.35' LT.
P.R.C. STA. 26+84.86, 20.68' LT.
- ⑥ 74.33' RP STA. 27+36.26
P.R.C. STA. 26+64.86, 20.68' LT.
P.R.C. STA. 25+65.26, 22.03' RT.

NOTE: ALL DIMENSIONS ARE MEASURED
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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION GEOMETRIC DETAIL (SHEET 6 OF 7) WEST PATROL ROAD					
DRAWN								
CHECKED								
APPROVED								
SQUAD								
COUNTY	MAYES		HIGHWAY	SH-412B	STATE JOB NO	35353(04)	SHEET NO	R006

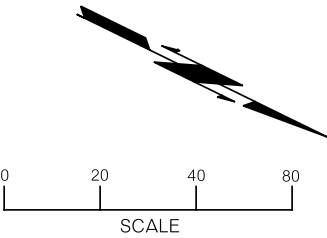


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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024

NORTH DRIVE - ROADWAY

- ① 74.33' RP STA. 210+00.00
P.R.C. STA. 210+72.02, 18.01' RT.
P.R.C. STA. 210+71.58, 20.31' LT.
- ② 3.00' RP STA. 210+74.67, 18.77' RT.
P.R.C. STA. 210+72.02, 18.01' RT.
P.R.C. STA. 210+75.74, 21.53' RT.
- ③ 2.00' RP STA. 210+73.73, 20.84' LT
P.R.C. STA. 210+71.58, 20.31' LT
P.R.C. STA. 210+74.77, 22.62' LT
- ④ 89.00' RP STA. 211+54.37, 93' LT.
P.R.C. STA. 210+74.77, 22.62' LT.
P.R.C. STA. 211+55.04, 4.00' LT.



NOTE: ALL DIMENSIONS ARE MEASURED
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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			GEOMETRIC DETAIL (SHEET 7 OF 7) NORTH DRIVE	
CHECKED				
APPROVED				
SQUAD				
COUNTY <u>MAYES</u> HIGHWAY <u>SH-412B</u> STATE JOB NO. <u>35353(04)</u> SHEET NO. <u>R007</u>				

STORM WATER MANAGEMENT PLAN

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024

SITE DESCRIPTION

PROJECT LIMITS: MAYES COUNTY, US-412B FROM 1/3MILE NORTH OF EW SECTION
560 NORTH 0.86 MILES.

PROJECT DESCRIPTION:
INTERSECTION IMPROVEMENTS AT US-412 AND SH-412B, PAVEMENT REHABILITATION OF SH-412B FROM
US-412 TO SH-69A INCLUDING A ROUNDABOUT AT THE PATROL ROAD AND SH-412B INTERSECTION.

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 ACCEPTIBLE VEGETATIVE COVER (AT LEAST 70%) HAS BEEN ATTAINED. AS SITE CONSITIONS
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: COLLINSVILLE LOAM

TOTAL AREA OF THE
CONSTRUCTION SITE: 11.00 AC

ESTIMATED AREA TO BE DISTURBED: 10.71 AC

OFFSITE AREA TO BE DISTURBED:
(FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA
PRE-CONSTRUCTION: 2.20 AC

TOTAL IMPERVIOUS AREA
POST-CONSTRUCTION: 5.08 AC

POST-CONSTRUCTION RUNOFF
COEFFICIENT OF THE SITE: 0.75

LATITUDE & LONGITUDE
OF CENTER OF PROJECT: 36° 12' 51.69"N, 95° 17' 09.81"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: NEOSHO RIVER

SENSITIVE WATERS OR WATERSHEDS: YES ☒ NO ☐

303(d) IMPAIRED WATERS: YES ☒ NO ☐

IF YES, LIST IMPAIRMENT: DISSOLVED OXYGEN, BENTHIC MACROINVERTERBRATE

LOCATED IN A TMDL: YES ☐ NO ☒

LAKE THUNDERBIRD TMDL: YES ☐ NO ☒

MS4 ENTITY YES ☒ NO ☐

IF YES, LOCATION: OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

- ☒ HAUL ROADS DAMPENED FOR DUST CONTROL
- ☒ LOADED HAUL TRUCKS TO BE COVERED WITH 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.

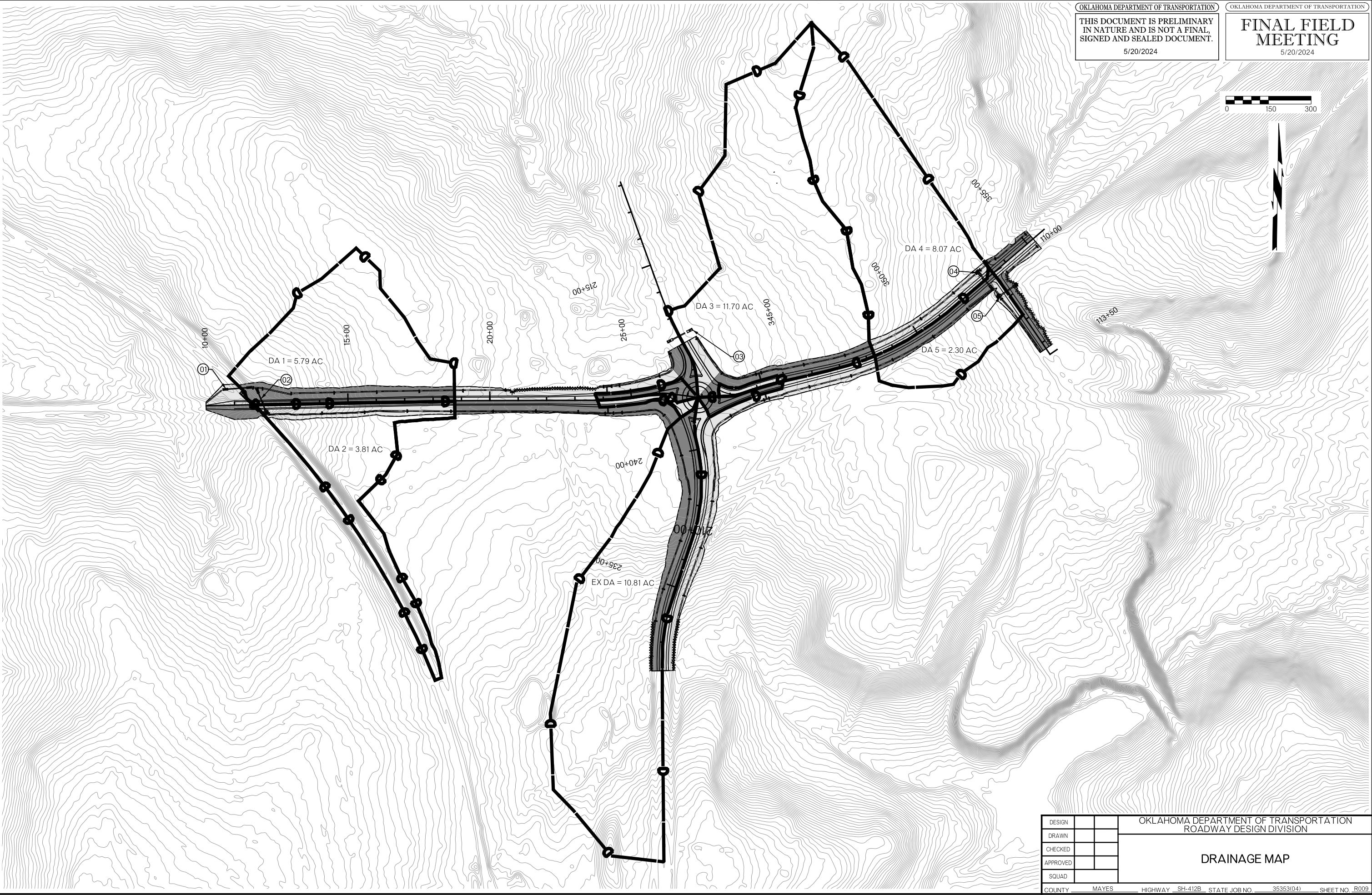
GENERAL NOTES:
A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE
OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS
INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE
ON THE JOB SITE ALONG WITH COPIES OF THE 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:

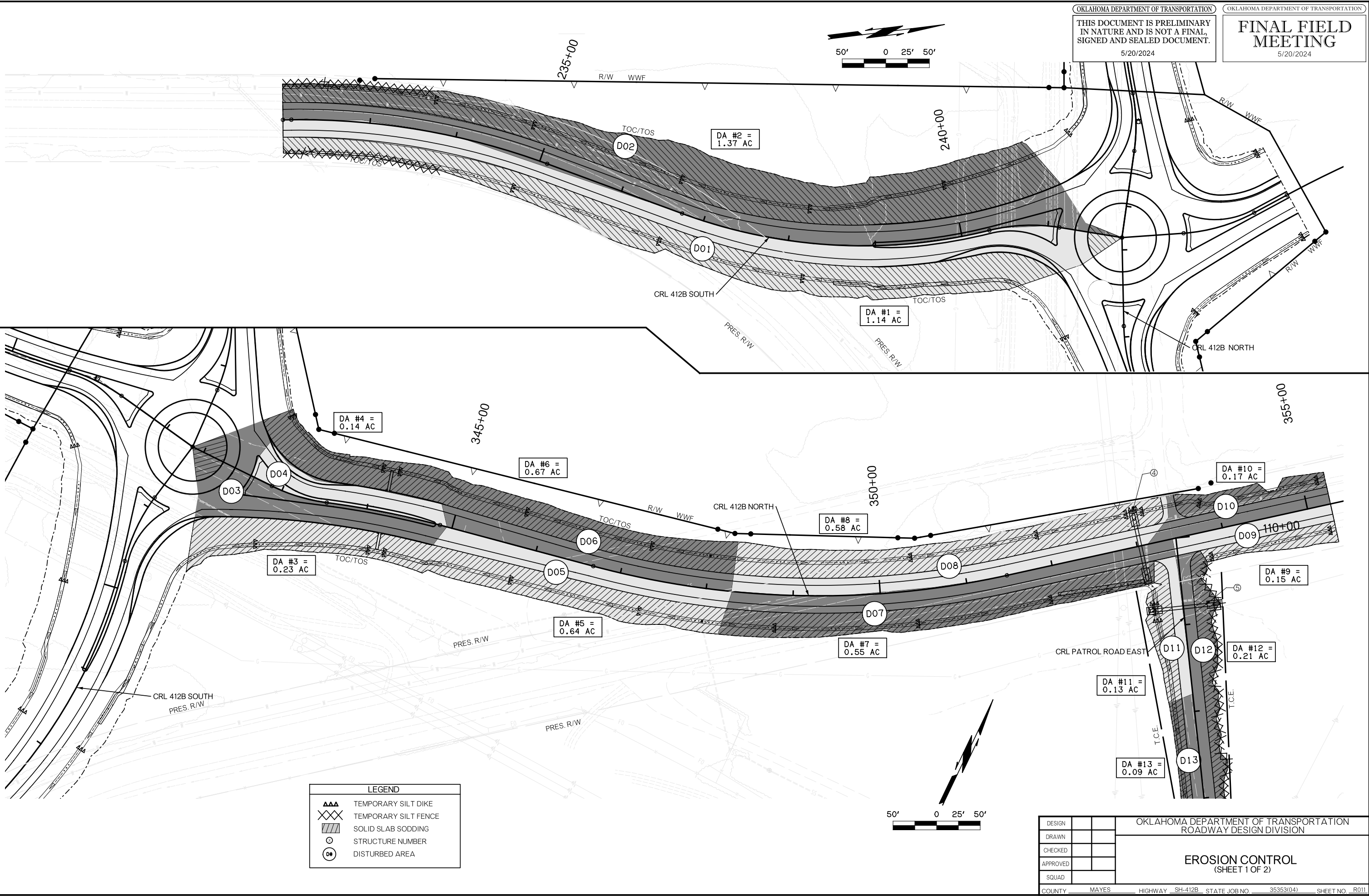
- 103.05 BONDING REQUIREMENTS
- 104.10 FINAL CLEANING UP
- 104.12 CONTRACTOR'S RESPONSIBILITY FOR WORK
- 104.13 ENVIRONMENTAL PROTECTION
- 106.08 STORAGE AND HANDLING OF MATERIAL
- 107.01 LAWS, RULES AND REGULATIONS TO BE OBSERVED
- 107.20 STORM WATER MANAGEMENT
- 220 MANAGEMENT OF EROSION, SEDIMENTATION,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

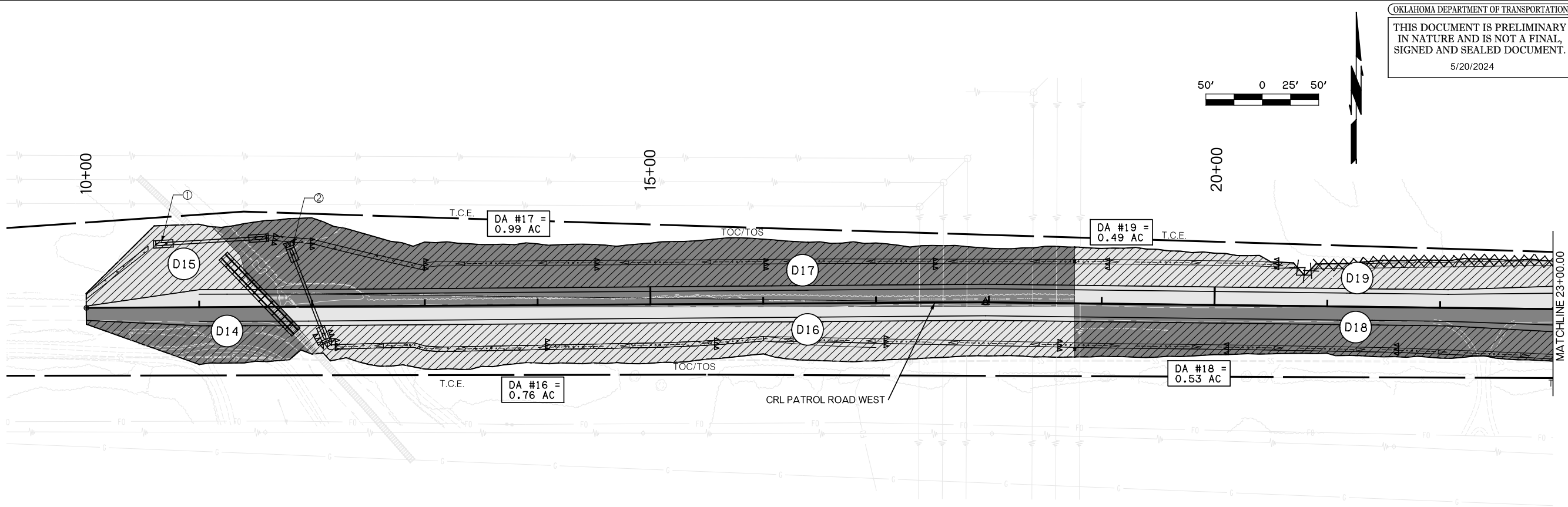
IN ADDITION:
"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE
STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, OCTOBER 18, 2022.
ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			STORM WATER MANAGEMENT PLAN	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R008



DRAINAGE STRUCTURE DESIGN RECORD																													
STRUCTURE NO.	CENTER LINE STATION	STRUCTURE SIZE & TYPE	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	"C" RUNOFF COEFFECIENT WEIGHTED	LENGTH OF OVERLAND FLOW	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	"Tc" TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL					DESIGN YEAR DISCHARGE					DESIGN TAILWATER	FLOW LINE U/S	FLOW LINE D/S	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL	REMARKS
											5	10	25	50	100	5	10	25	50	100							V50		
			AC		FT/FT		FT	FT	FT/FT	MIN	IN/HR	IN/HR	IN/HR	IN/HR	IN/HR	CFS	CFS	CFS	CFS	CFS	FT	ELEV.	ELEV.	FT/FT	ELEV.	FT/S	ELEV.		
1	STA. 11+10.85 PATROL ROAD WEST	CONSTRUCT 30" X 98" LG. JACKED RCP SD W/ CET'S (RSNG) 57.40' LT	9.61	INDUSTRIAL, CULTIVATED	0.015	0.69	81	1154	0.017	22.2	3.61	4.15	4.95	5.66	6.35	24.10	27.70	36.30	45.20	52.90	0.65	649.42	647.88	0.016	653.71	12.04	653.71	INLET	ADDRIPRAP
2	STA. 12+00.00 PATROL ROAD WEST	CONSTRUCT 28" X 18" X 86' LG. RCPA W/CET'S (ACGR) 51.40' LT & 29.10' RT SKEW 21 ⁰ RT FWD	3.81	CULVTIVATED	0.014	0.60	81	1038	0.011	21.8	3.65	4.20	5.01	5.71	6.41	8.30	9.60	12.60	15.70	18.30	0.52	652.50	652.17	0.004	656.00	6.65	654.56	OUTLET	
3	STA. 212+30.00 NORTH DRIVE	FUTURE 36" RCP XD	11.70	CULTIVATED	0.023	0.80	849	424	0.027	31.4	2.97	3.43	4.11	4.72	5.32	27.77	32.10	42.35	53.00	62.25	-	-	-	-	-	-	-	-	-
4	STA. 353+00.00 SH-412B NORTH	CONSTRUCT 43" X 26" X 80' LG. RCPA W/ CET'S (ACGR) 38.50' LT & 41.50' RT	8.07	INDUSTRIAL	0.026	0.80	159	899	0.034	20.8	3.94	4.59	5.54	5.95	6.64	25.50	29.60	39.40	46.10	53.60	0.66	664.38	663.45	0.012	668.26	10.47	667.46	INLET	ADDRIPRAP
5	STA. 110+80.00 PATROL ROAD EAST	CONSTRUCT 51" X 31" X 78' LG. RCPA W/ CET'S (ACGR) 44.65' LT & 41.92' RT	10.37	INDUSTRIAL	0.026	0.80	159	1014	0.032	21.5	3.88	4.52	5.45	5.86	6.54	32.20	37.50	49.70	58.30	67.80	0.24	662.00	661.60	0.005	666.28	8.45	665.35	INLET	ADDRIPRAP

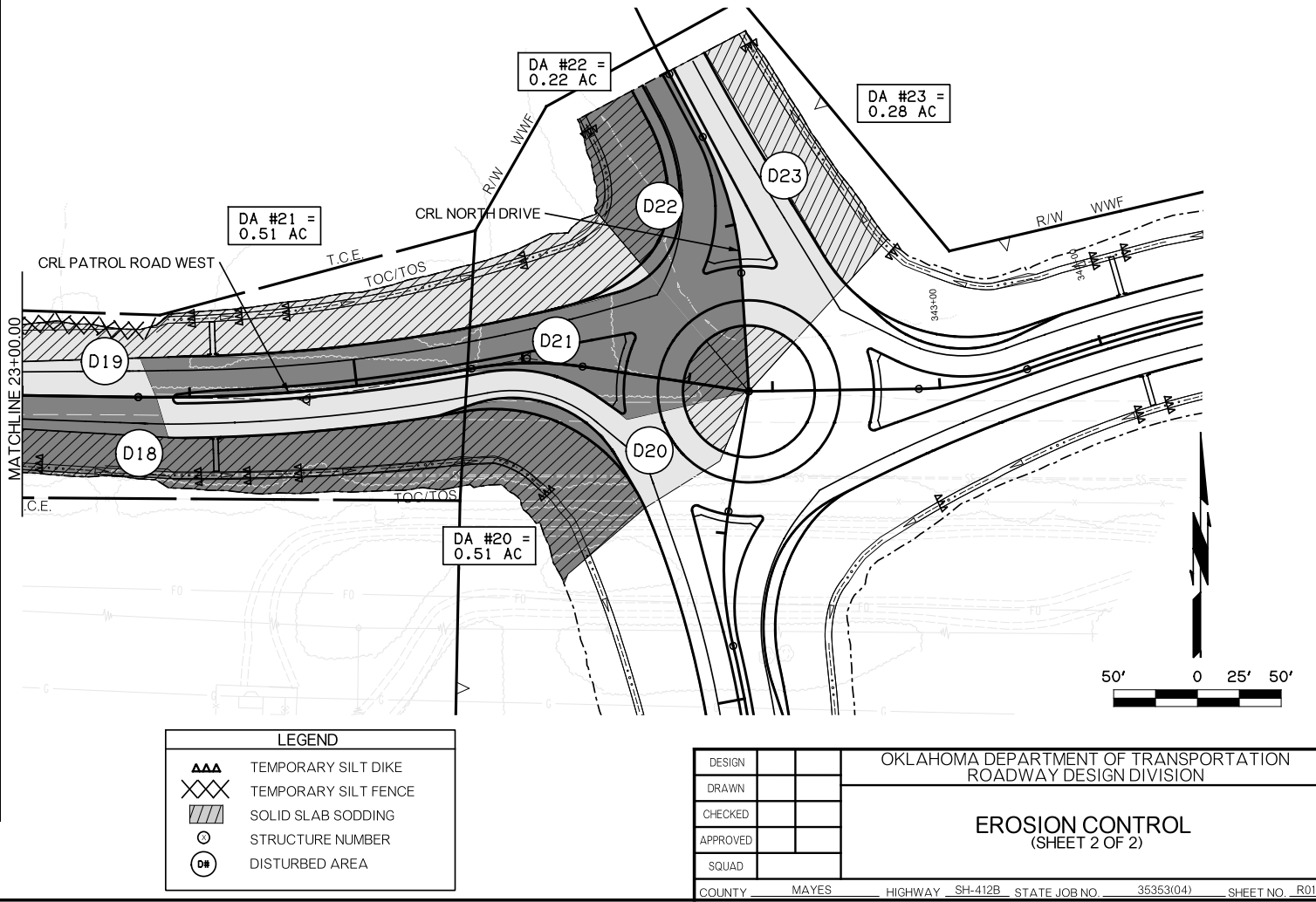


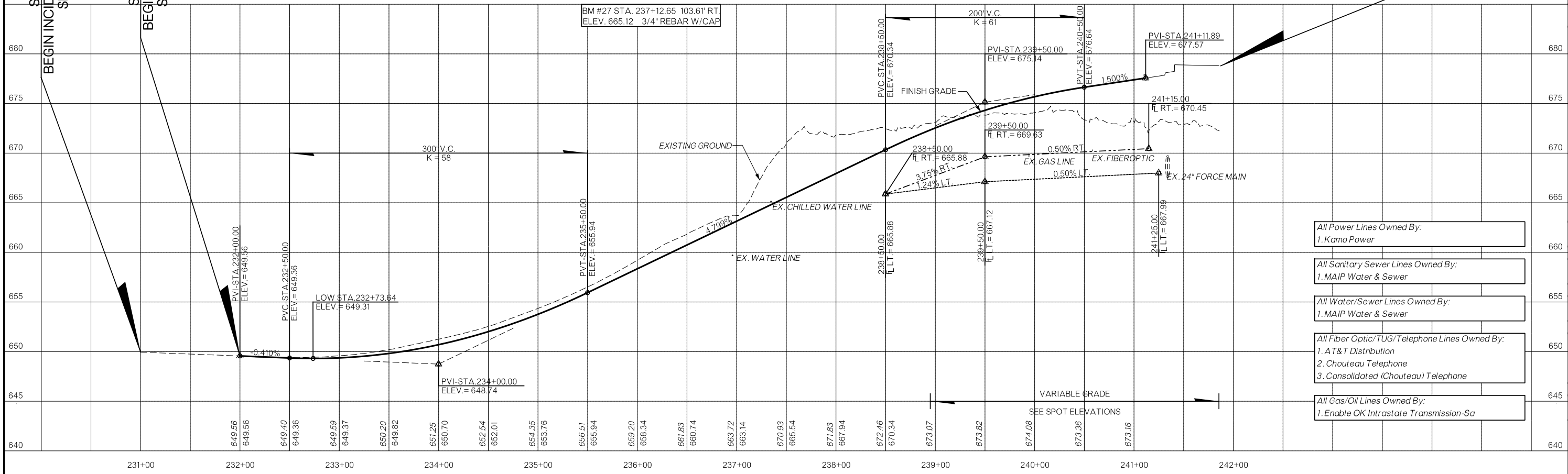
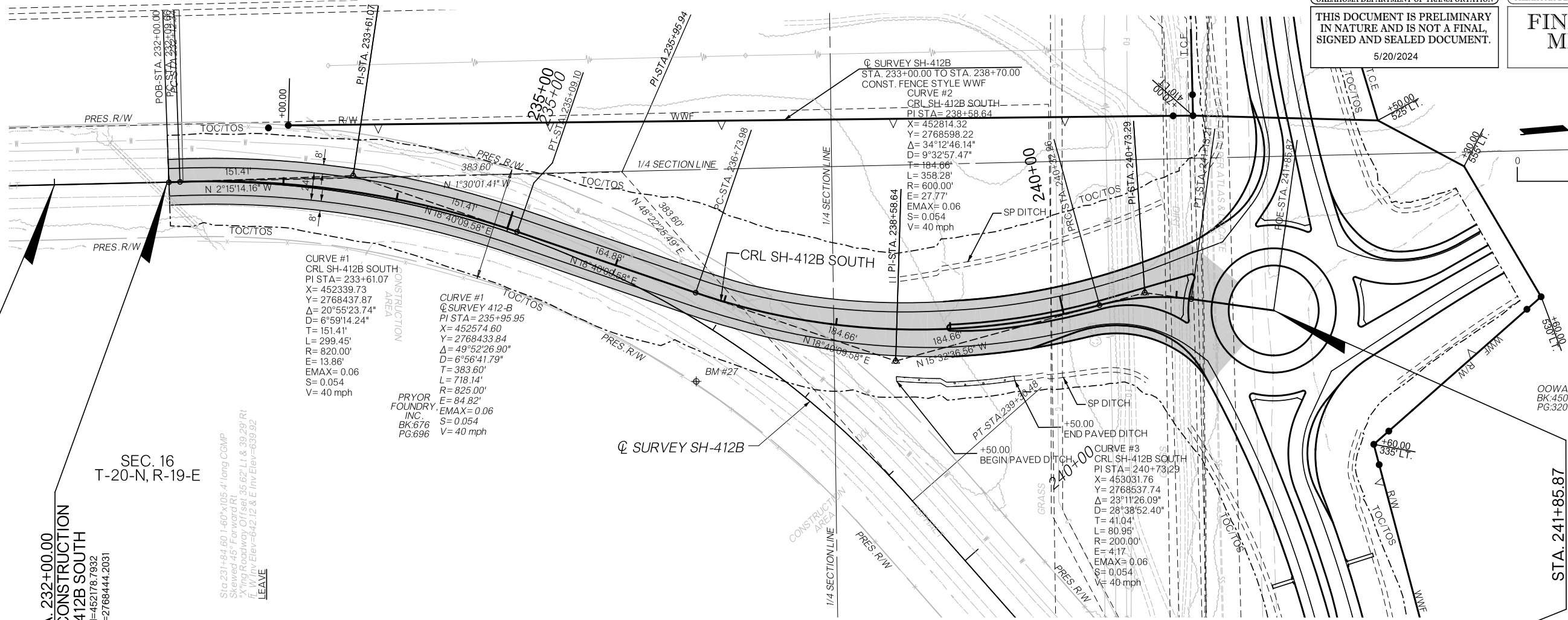
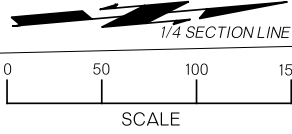


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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024

SUMMARY OF DISTURBED AREA (FOR INFORMATION ONLY)								
DISTURBED AREA NO.	ALIGNMENT	DRAINAGE STATION EXTENTS			OUTFALL STATION OR STR.	DISTURBED AREA AC.	SEDIMENT CONTROL MEASURES	STANDARDS
		STATION	TO	STATION				
DA 1	CRL 412B SOUTH	232+00.00	TO	241+85.87	232+00.00	1.14	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 2	CRL 412B SOUTH	232+01.00	TO	241+86.87	232+00.00	1.37	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 3	CRL 412B NORTH	341+85.87	TO	348+30.00	344+94.32	0.23	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 4	CRL 412B NORTH	341+85.87	TO	348+30.00	344+94.02	0.14	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 5	CRL 412B NORTH	344+94.32	TO	348+30.00	344+68.87	0.64	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 6	CRL 412B NORTH	344+94.02	TO	348+30.00	344+62.38	0.67	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 7	CRL 412B NORTH	348+30.00	TO	353+41.00	4	0.55	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 8	CRL 412B NORTH	348+30.00	TO	353+41.00	4	0.58	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 9	CRL 412B NORTH	353+41.29	TO	355+27.00	355+27.00	0.15	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 10	CRL 412B NORTH	353+41.29	TO	355+27.00	355+27.00	0.17	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 11	CRL PATROL EAST	110+20.30	TO	111+80.00	111+80.00	0.13	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 12	CRL PATROL EAST	110+20.30	TO	113+25.00	113+25.00	0.21	SOLID SLAB SODDING	SSS-2-1
DA 13	CRL PATROL EAST	111+80.00	TO	113+25.00	113+25.00	0.08	SILT FENCE, SOLID SLAB SODDING	RSF-0, TSD-0, SSS-2-1
DA 14	CRL PATROL WEST	10+00.00	TO	11+71.11	11+71.11	0.17	SOLID SLAB SODDING	SSS-2-1
DA 15	CRL PATROL WEST	10+00.00	TO	11+71.11	1	0.19	SOLID SLAB SODDING	SSS-2-1
DA 16	CRL PATROL WEST	11+71.11	TO	18+75.98	1	0.75	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 17	CRL PATROL WEST	11+71.11	TO	18+75.98	2	0.99	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 18	CRL PATROL WEST	18+75.98	TO	27+36.25	23+80.00	0.83	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 19	CRL PATROL WEST	18+75.98	TO	27+36.25	23+80.00	0.73	SILT FENCE, SILT DIKE, SOLID SLAB SODDING	RSF-0, TSD-0, SSS-2-1
DA 20	CRL PATROL WEST	23+80.00	TO	27+36.25	27+36.25	0.21	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 21	CRL PATROL WEST	23+80.00	TO	27+36.25	27+36.25	0.27	SILT FENCE, SILT DIKE, SOLID SLAB SODDING	RSF-0, TSD-0, SSS-2-1
DA 22	CRL NORTH DRIVE	210+00.00	TO	212+00.00	212+00.00	0.22	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
DA 23	CRL NORTH DRIVE	210+00.00	TO	212+00.00	212+00.00	0.27	SILT DIKE, SOLID SLAB SODDING	TSD-0, SSS-2-1
TOTAL DISTURBED AREA						10.71		

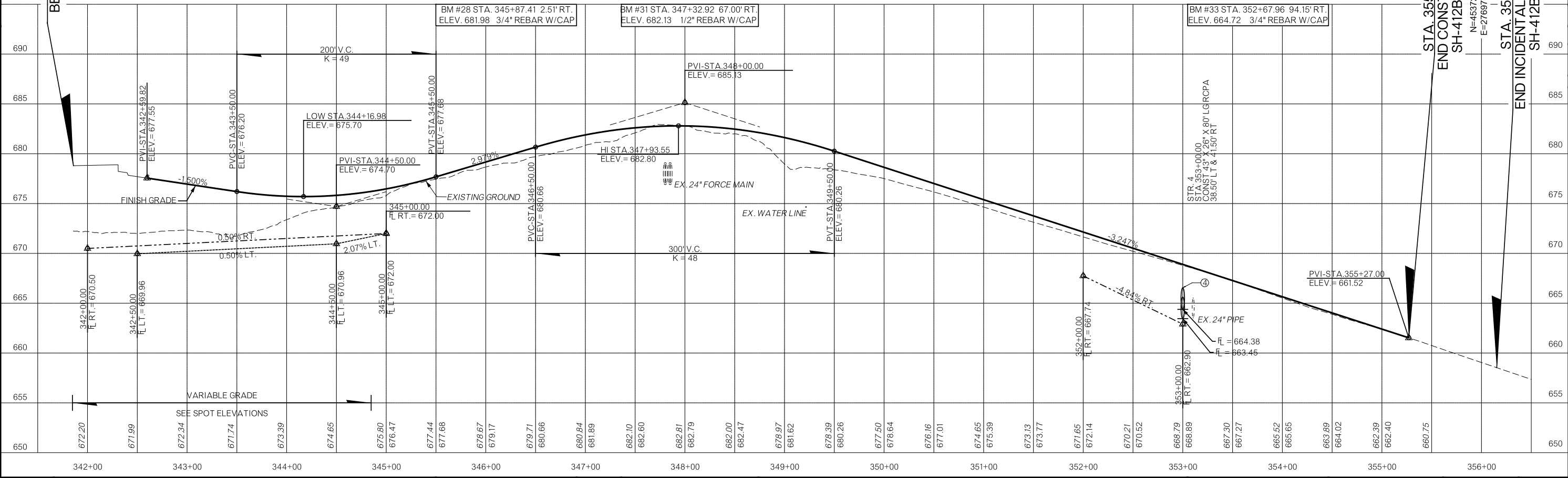
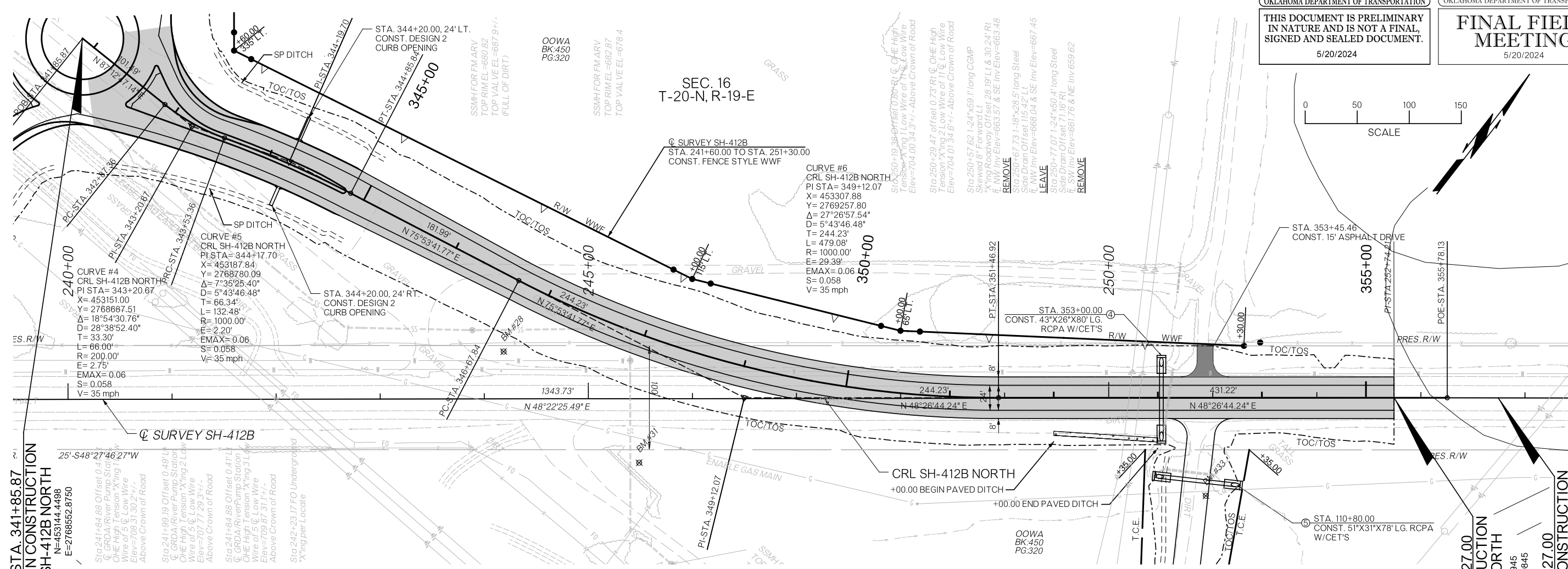




- All Power Lines Owned By:
1. Kamo Power
- All Sanitary Sewer Lines Owned By:
1. MAIP Water & Sewer
- All Water/Sewer Lines Owned By:
1. MAIP Water & Sewer
- All Fiber Optic/TUG/Telephone Lines Owned By:
1. AT&T Distribution
2. Chouteau Telephone
3. Consolidated (Chouteau) Telephone
- All Gas/Oil Lines Owned By:
1. Enable OK Intrastate Transmission-Sa

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024

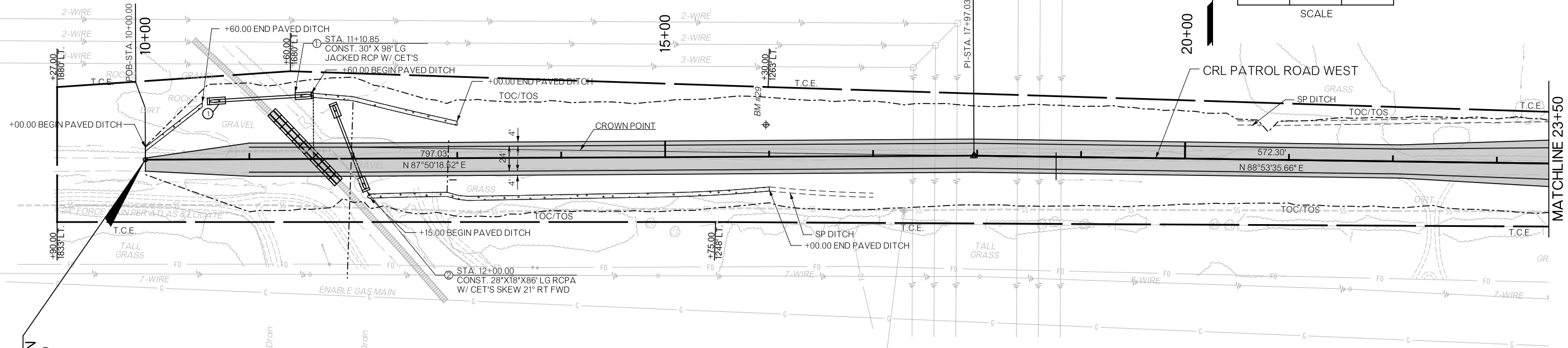


SEC. 16
T-20-N, R-19-E

OOWA
BK:450
PG:320

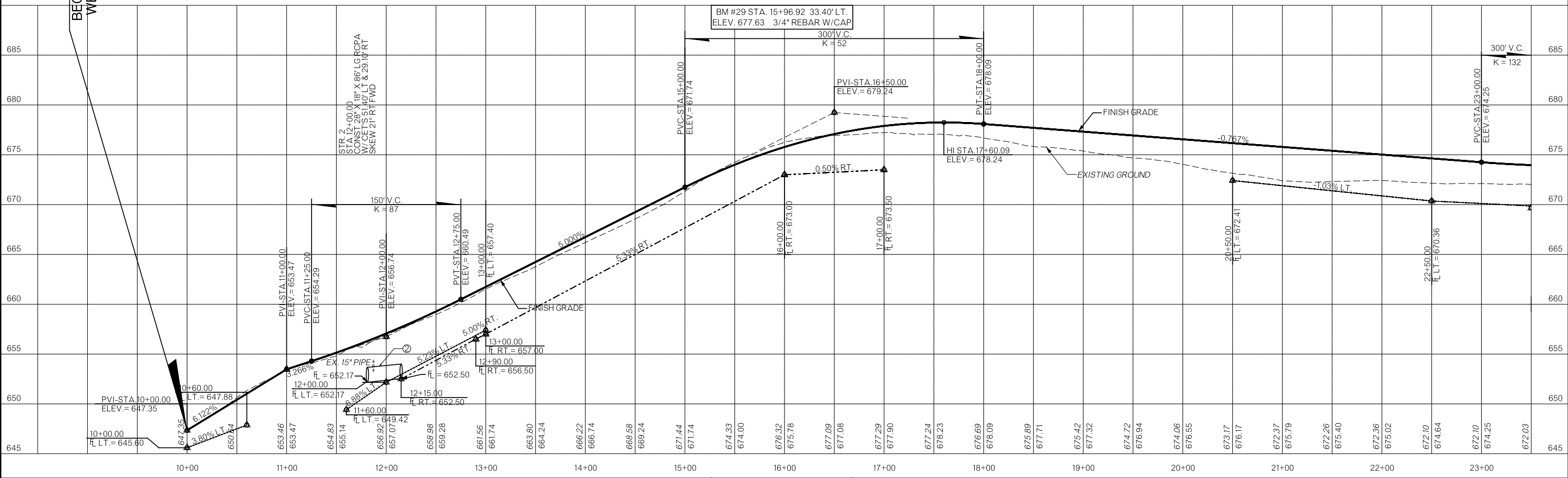
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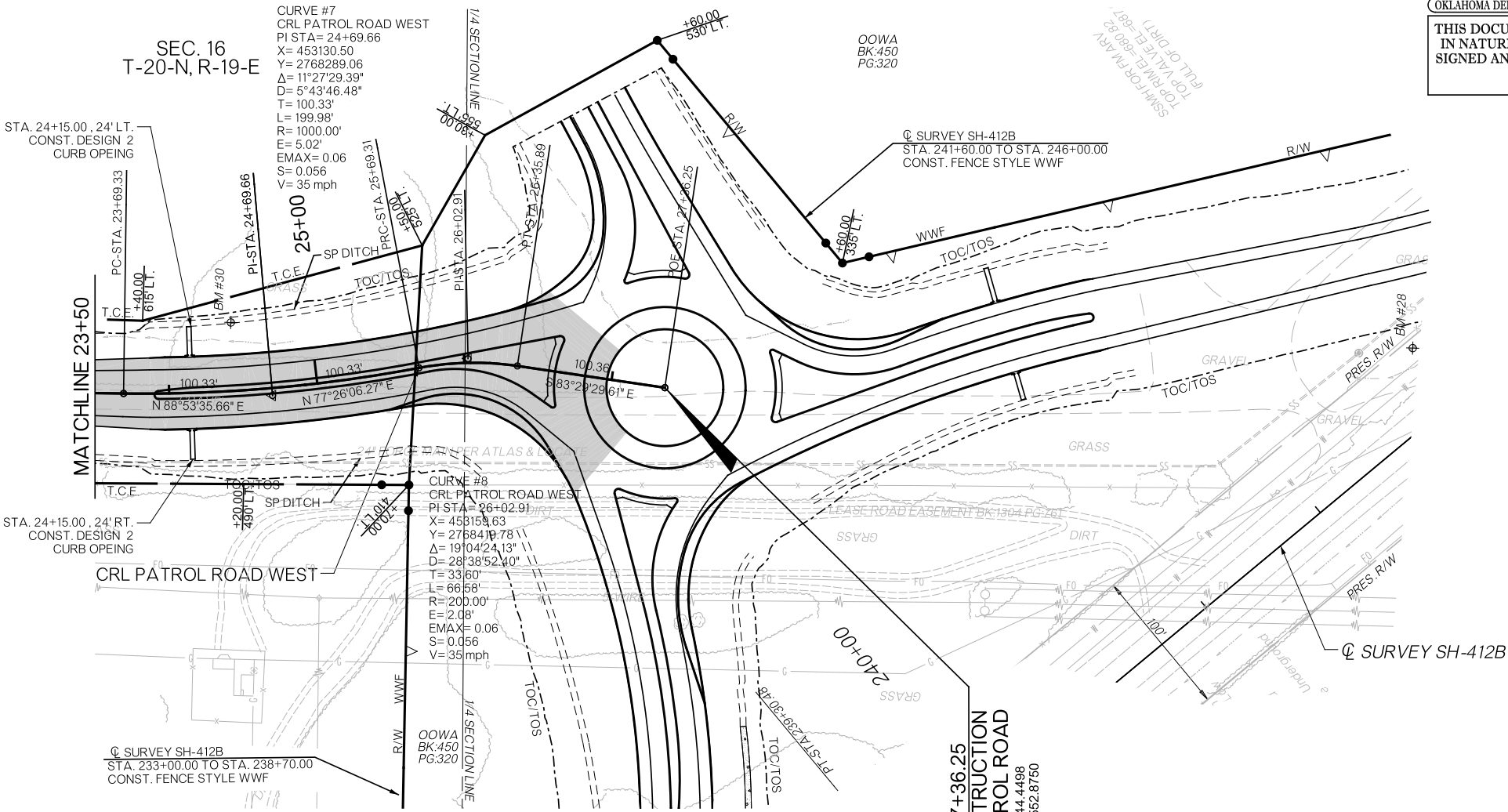
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



STA. 10+00.00
BEGIN CONSTRUCTION
WEST PATROL ROAD
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E=2766820.0931

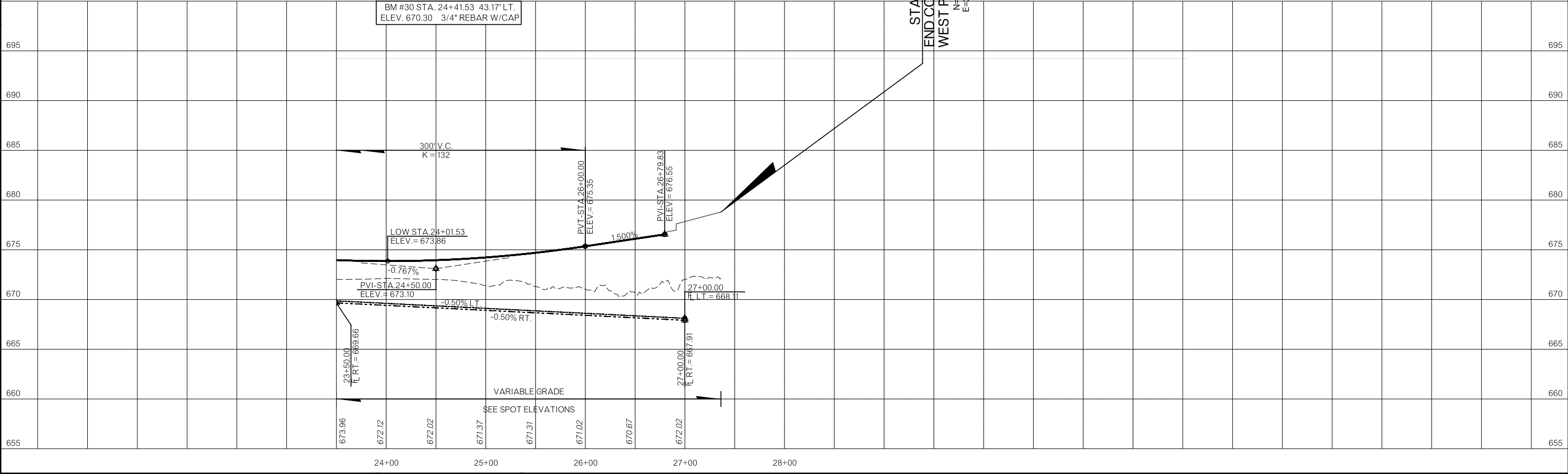
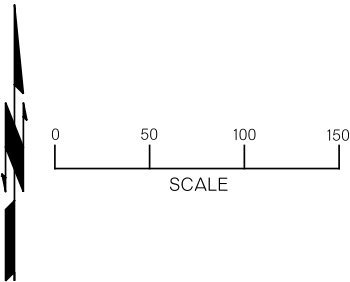
Sta 235+35.25
1-24\"/>





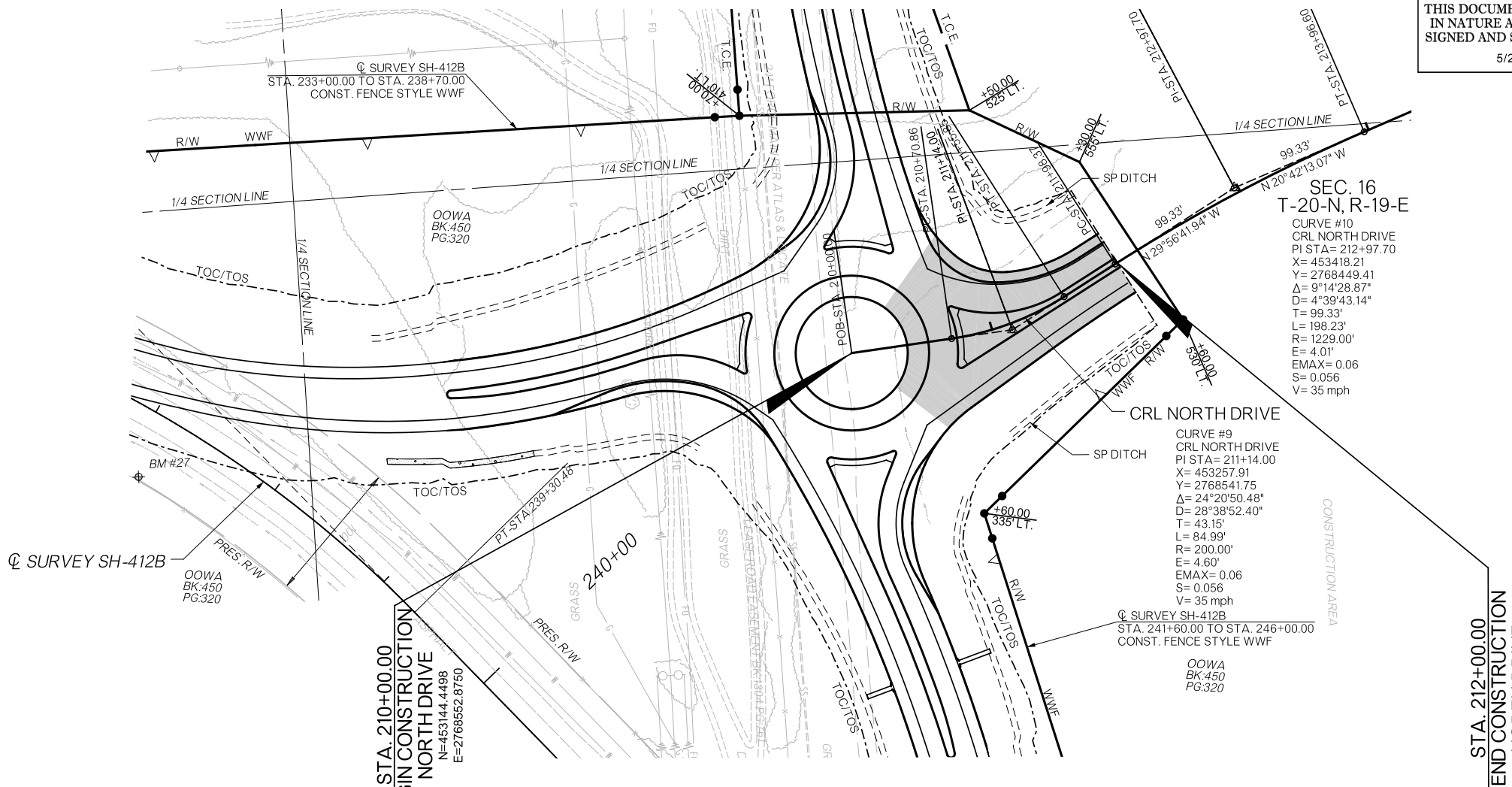
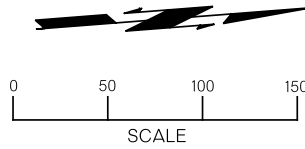
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MEETING
5/20/2024

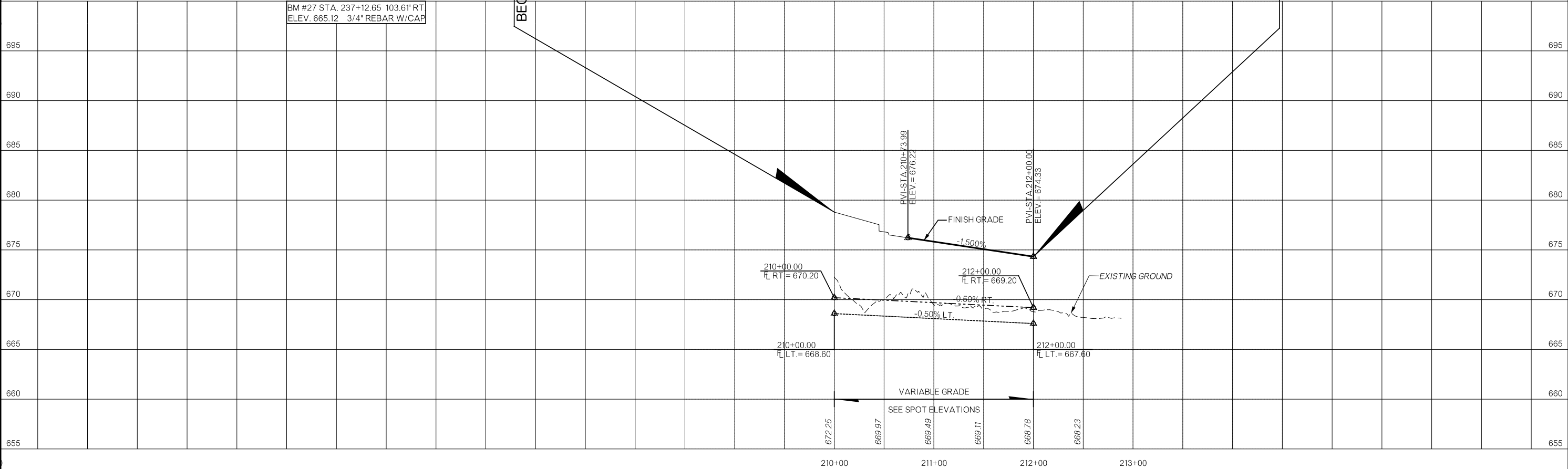


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FINAL FIELD
MEETING
5/20/2024

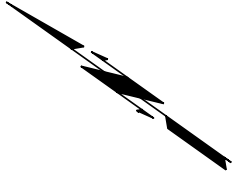
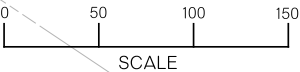


BM #27 STA. 237+12.65 103.61' RT
ELEV. 665.12 3/4" REBAR W/CAP

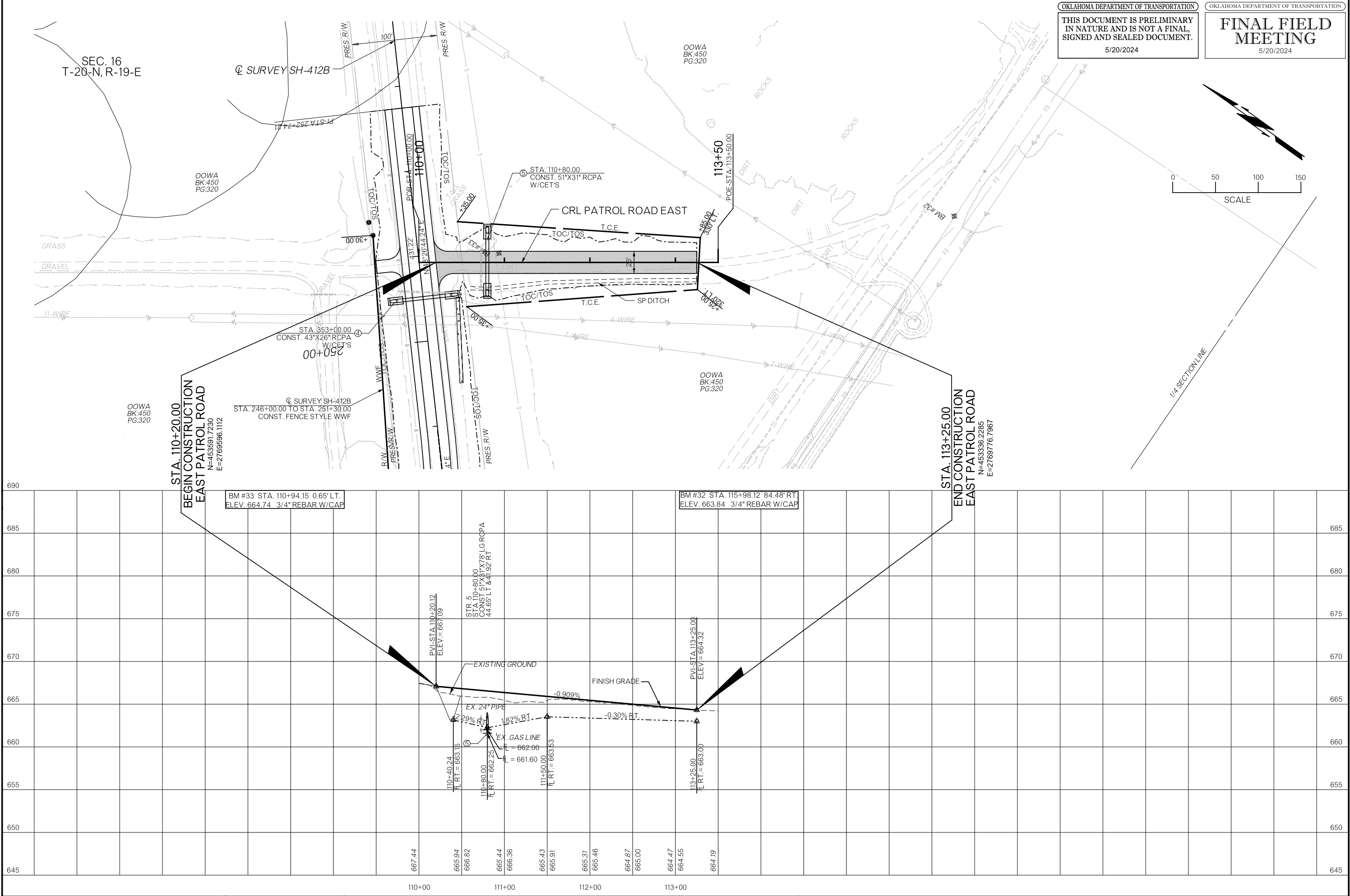


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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



1/4 SECTION LINE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

5/20/2024



OOWA
BK:450
PG:320

Q SURVEY US-412B

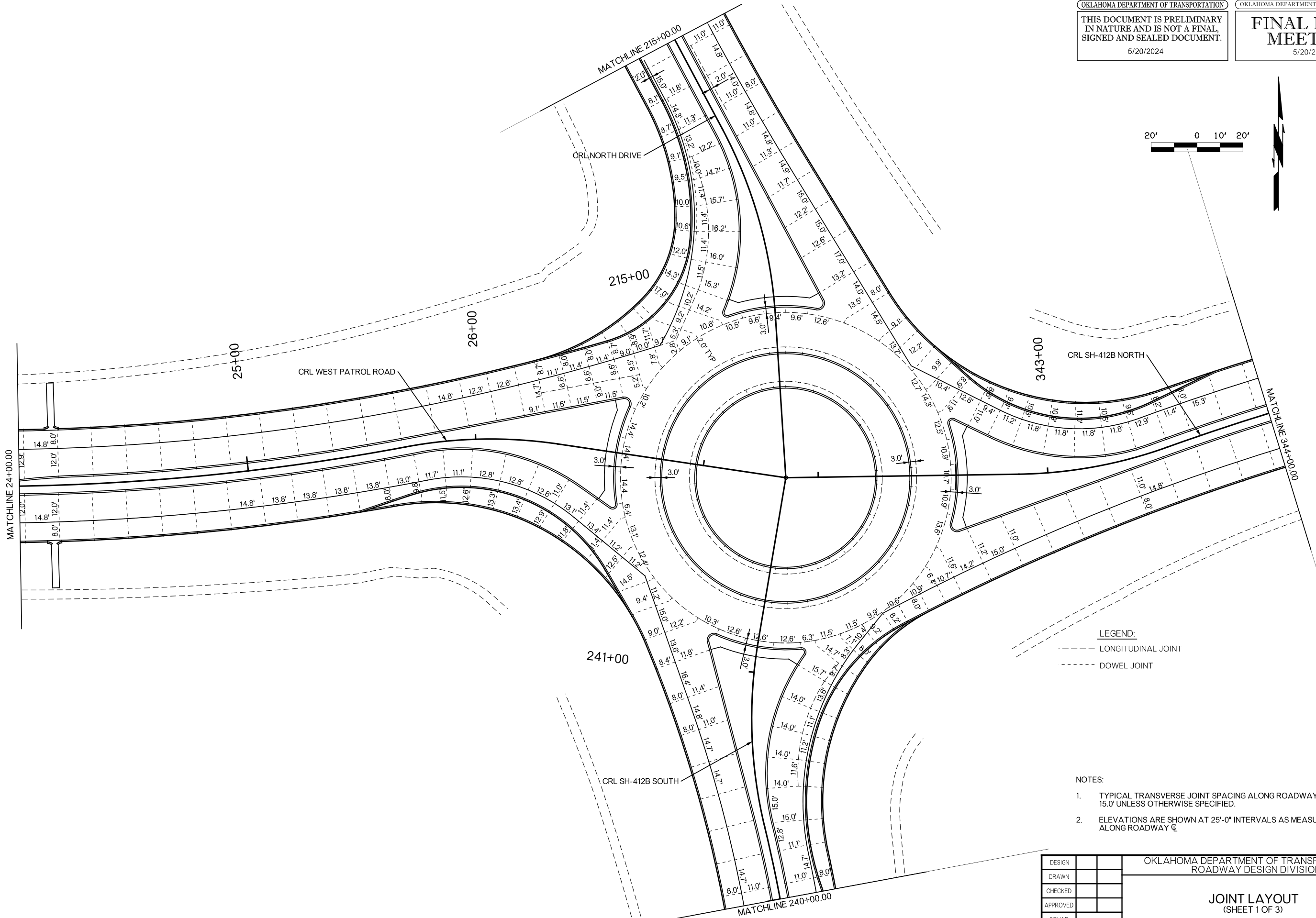
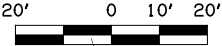
OOWA
BK:450
PG:320

NOTE: ALL STATIONS AND
OFFSETS FROM CL SURVEY

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
			RIGHT OF WAY DETAIL SHEET
COUNTY <u> MAYES </u> HIGHWAY <u> SH-412B </u> STATE JOB NO. <u> 35353(04) </u> SHEET NO. <u> R019 </u>			

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024



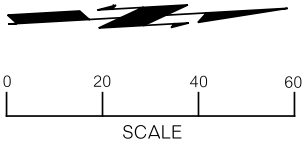
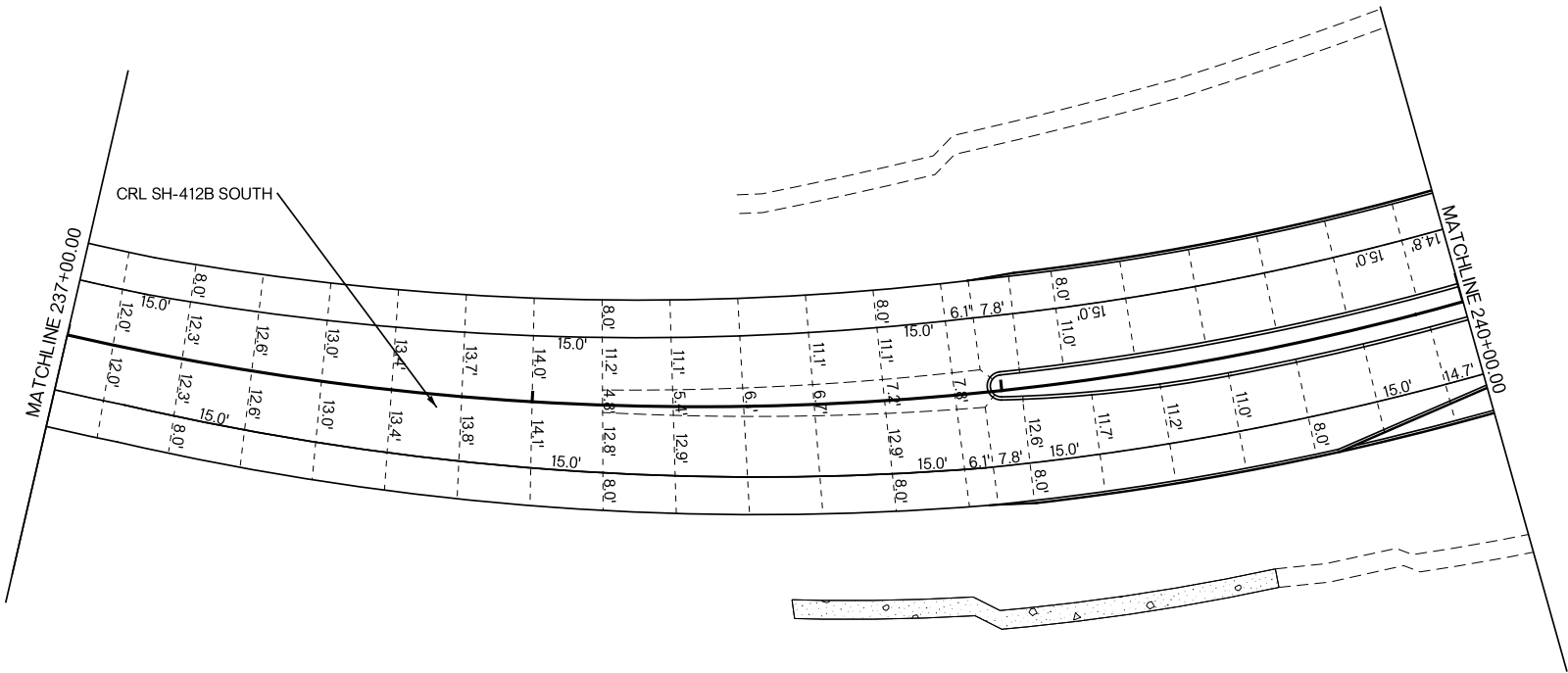
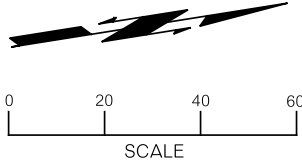
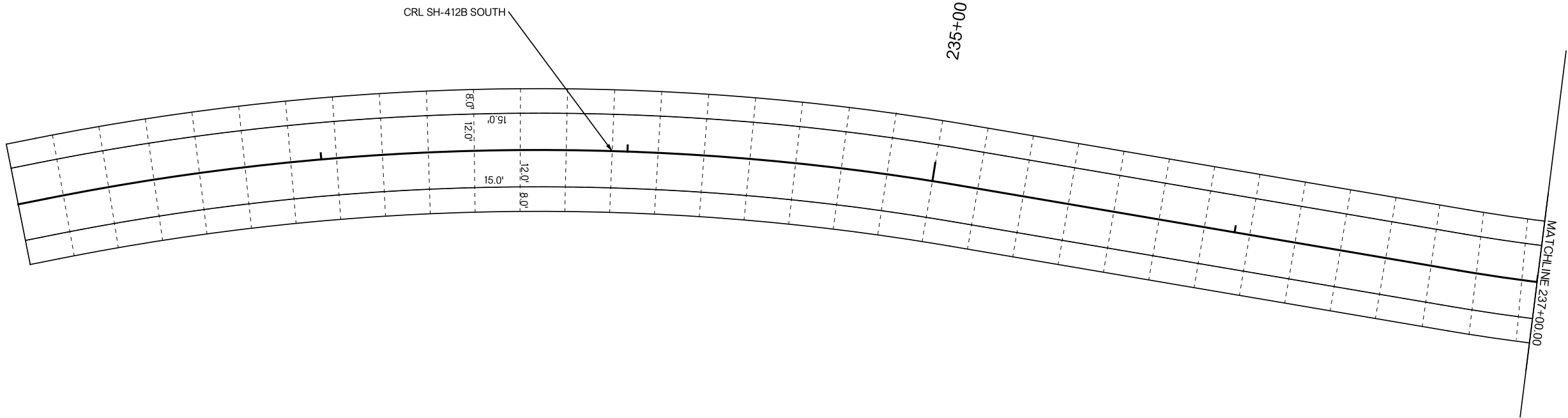
- LEGEND:
- LONGITUDINAL JOINT
 - DOWEL JOINT

- NOTES:
- TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 - ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY CL

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			ROADWAY DESIGN DIVISION	
CHECKED			JOINT LAYOUT (SHEET 1 OF 3)	
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R020

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FINAL FIELD
MEETING
5/20/2024



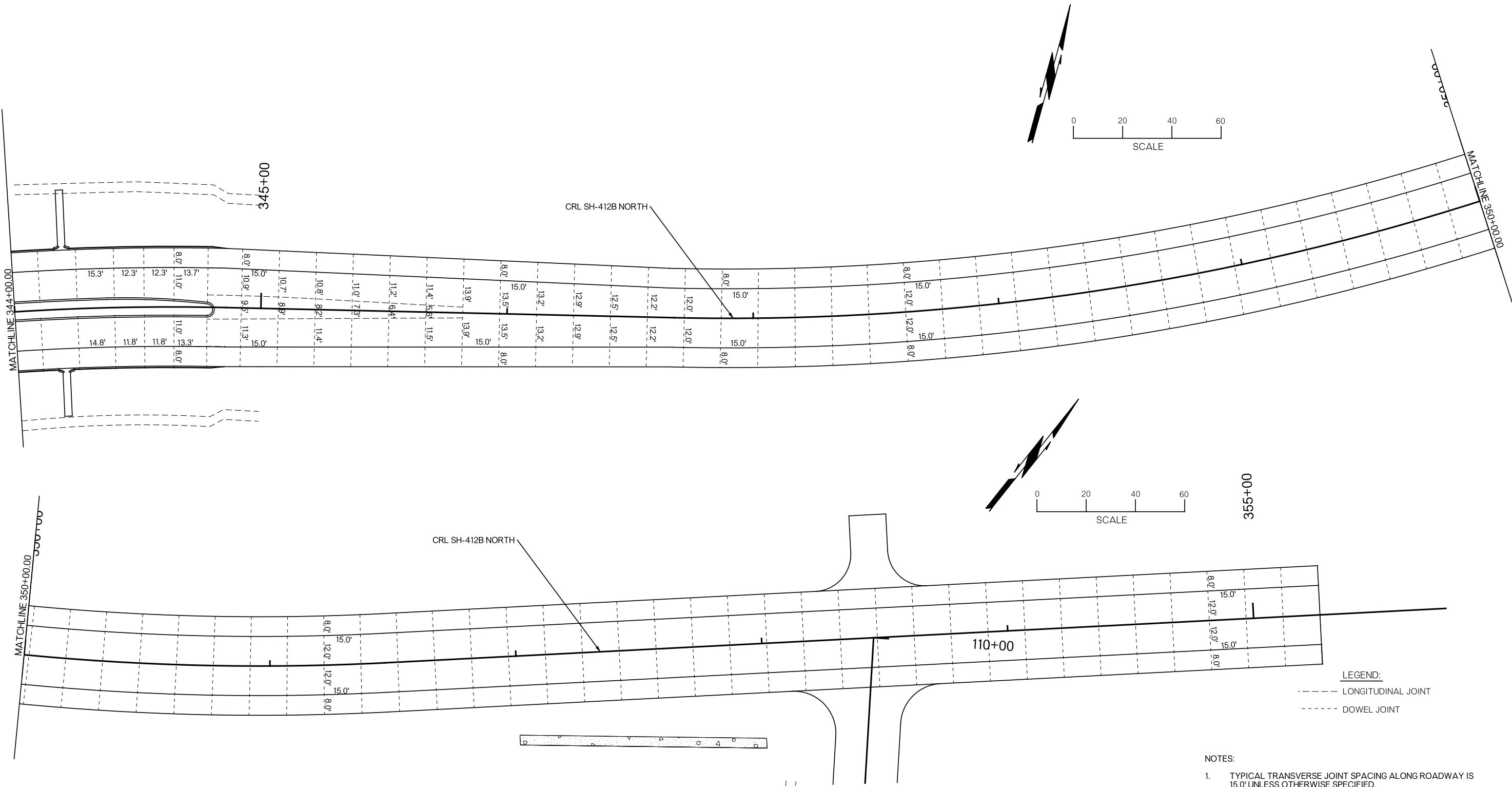
- LEGEND:
- LONGITUDINAL JOINT
 - DOWEL JOINT

- NOTES:
- TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 - ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ϕ

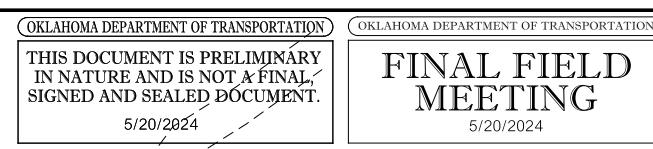
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			JOINT LAYOUT (SHEET 2 OF 3)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES		HIGHWAY	SH-412B
			STATE JOB NO.	35353(04)
			SHEET NO.	R021

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**FINAL FIELD
MEETING**
5/20/2024

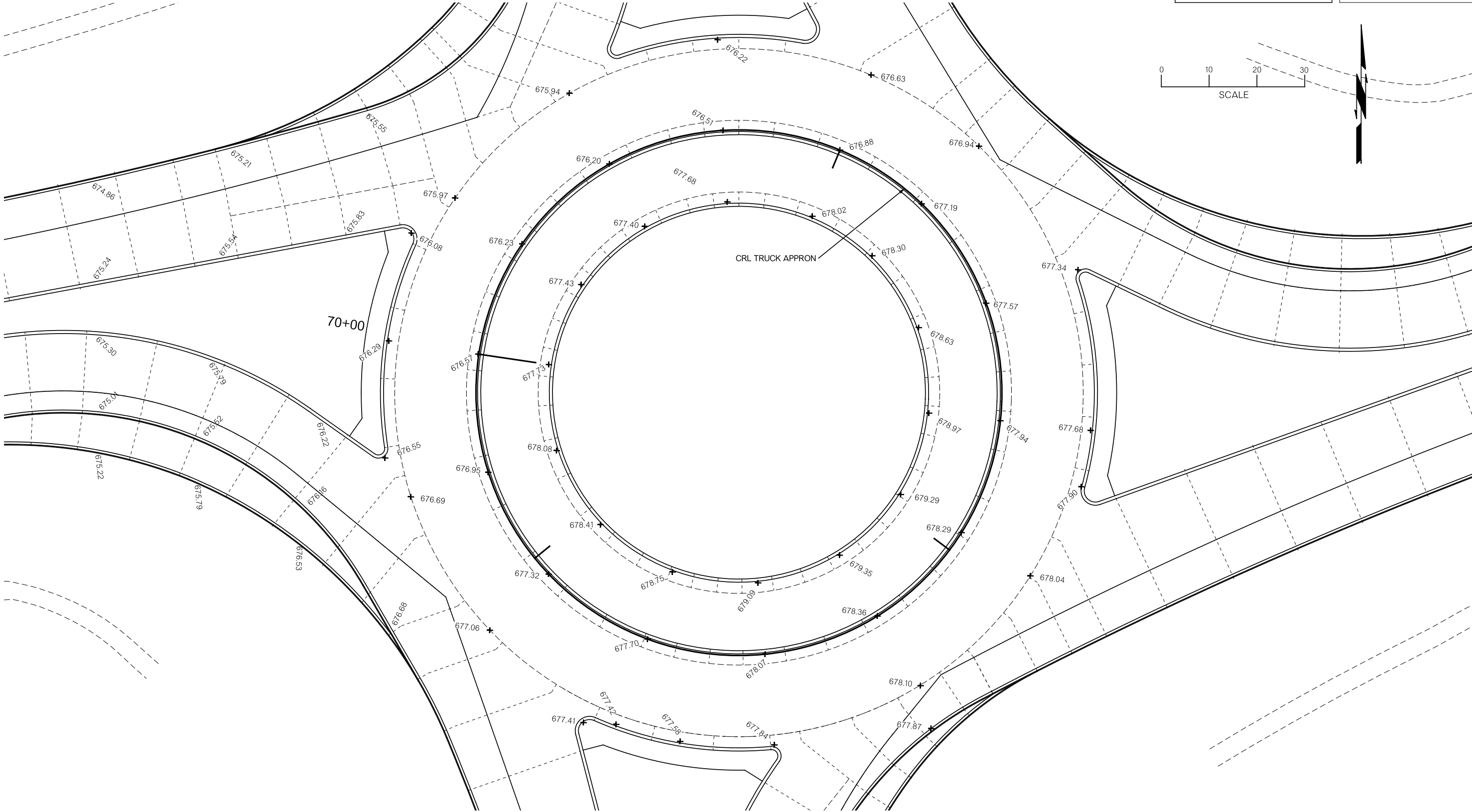


DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN				
CHECKED				
APPROVED				
SQUAD			JOINT LAYOUT (SHEET 3 OF 3)	
COUNTY	MAYES		HIGHWAY	SH-412B
STATE JOB NO.	35353(04)		SHEET NO.	R022



- | | | | | | | | | |
|----------|-------|--|---|---------|---------------|-----------|-----------|-----|
| DESIGN | | | OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION | | | | | |
| DRAWN | | | <div style="text-align: center;"> <h1>SPOT ELEVATIONS</h1> <h2>WEST PATROL ROAD</h2> <h3>(SHEET 1 OF 5)</h3> </div> | | | | | |
| CHECKED | | | | | | | | |
| APPROVED | | | | | | | | |
| SQUAD | | | | | | | | |
| COUNTY | MAYES | | HIGHWAY | SH-412B | STATE JOB NO. | 35353(04) | SHEET NO. | R02 |

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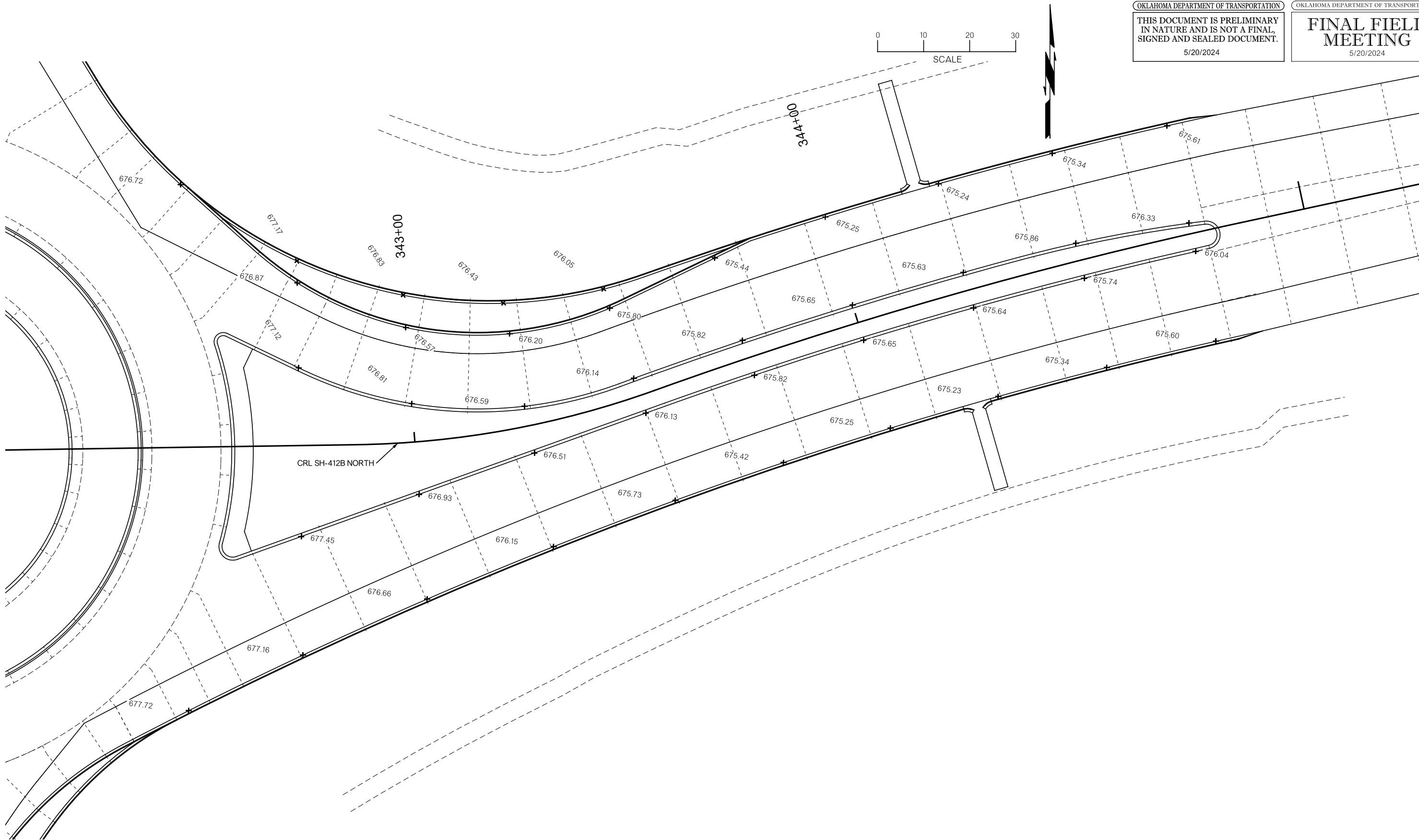
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024

- NOTES:
1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ☺

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SPOT ELEVATIONS CENTER APPRON (SHEET 2 OF 5)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R024

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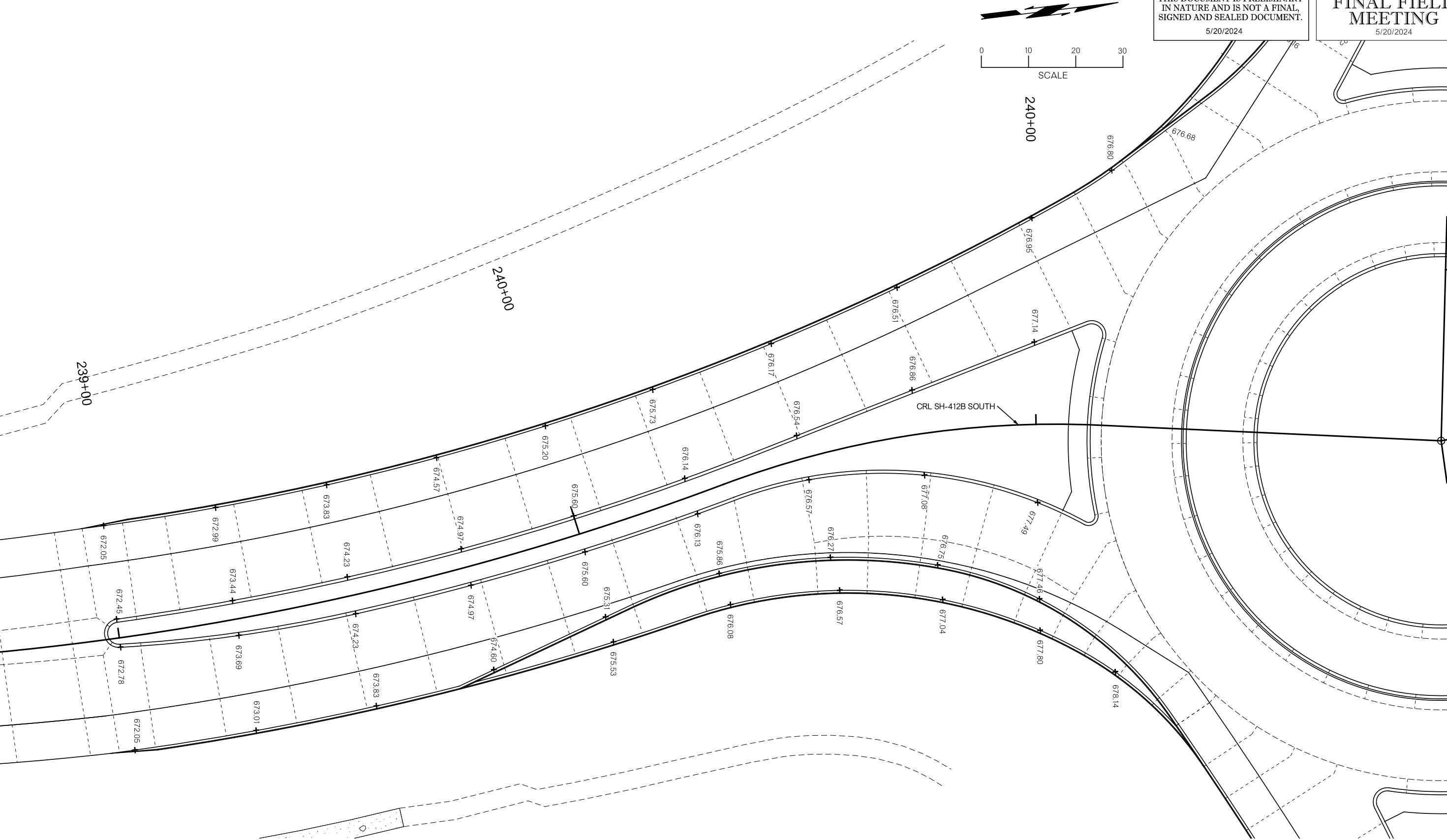


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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024

- NOTES:
1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ϕ

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SPOT ELEVATIONS SH-412B NORTH (SHEET 3 OF 5)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R025



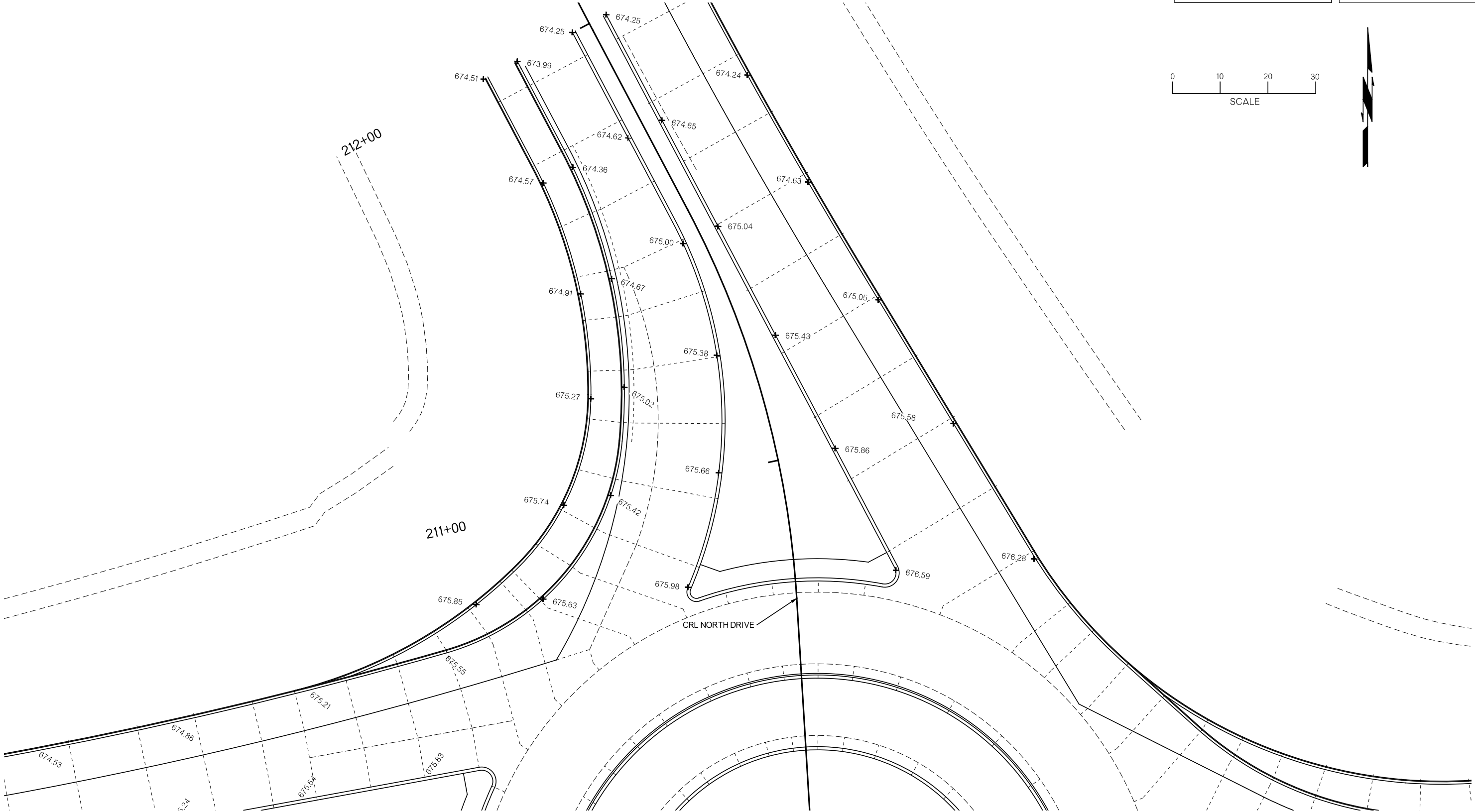
- NOTES:
1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ☺

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			ROADWAY DESIGN DIVISION	
CHECKED			SPOT ELEVATIONS SH-412B SOUTH (SHEET 4 OF 5)	
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R026

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



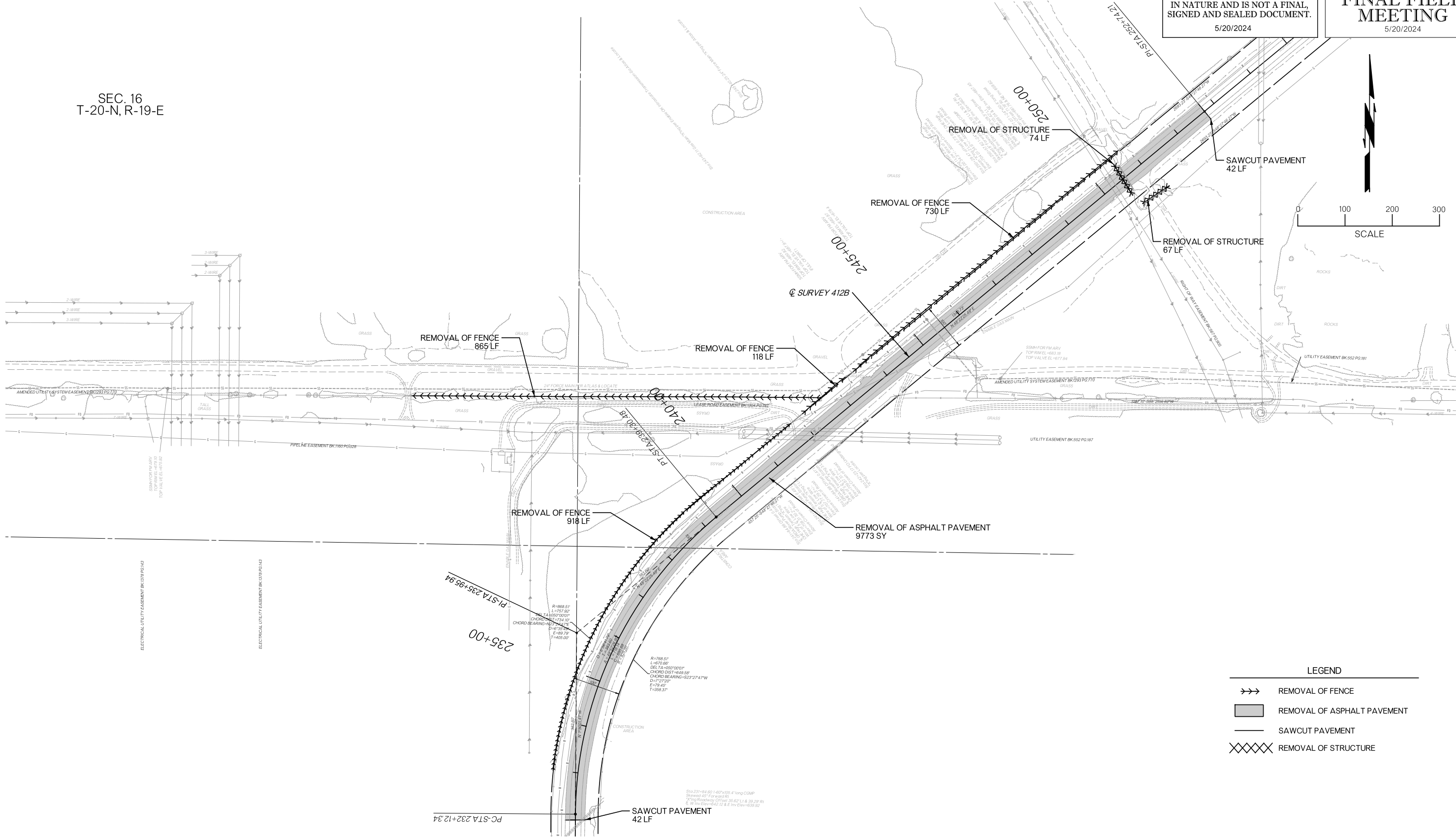
- NOTES:
1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
 2. ELEVATIONS ARE SHOWN AT 25'-0" INTERVALS AS MEASURED ALONG ROADWAY ϕ

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SPOT ELEVATIONS NORTH DRIVE (SHEET 5 OF 5)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R027

SEC. 16
T-20-N, R-19-E

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



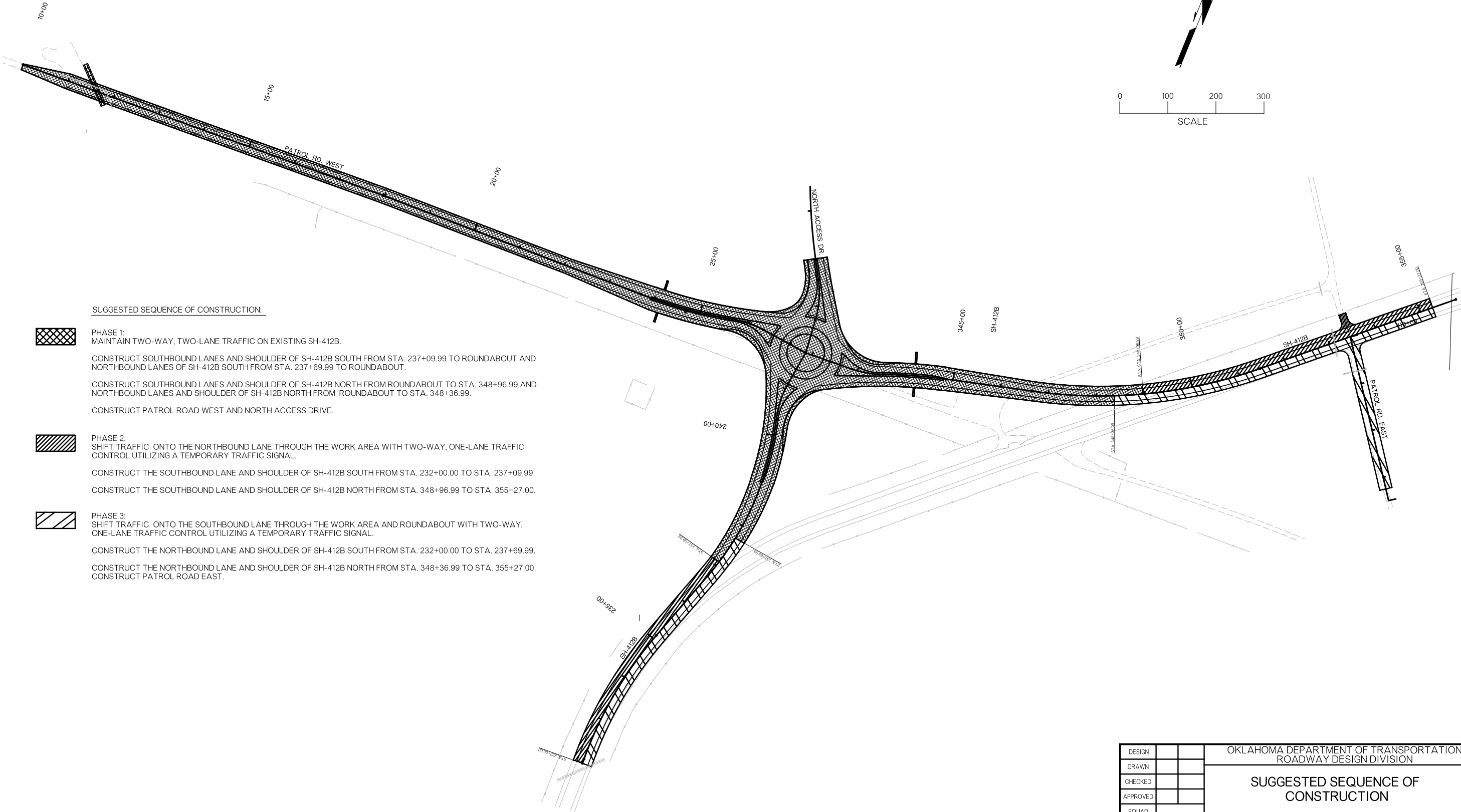
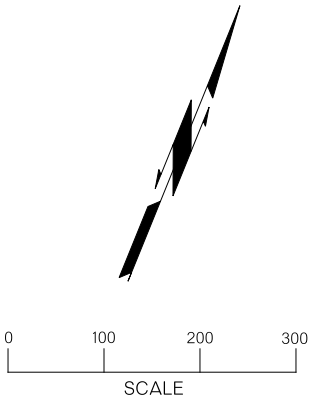
LEGEND	
	REMOVAL OF FENCE
	REMOVAL OF ASPHALT PAVEMENT
	SAWCUT PAVEMENT
	REMOVAL OF STRUCTURE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION DEMOLITION PLAN	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY	MAYES	HIGHWAY	SH-412B
STATE JOB NO.	35353(04)	SHEET NO.	R028

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD
MEETING
5/20/2024



SUGGESTED SEQUENCE OF CONSTRUCTION:



PHASE 1:
MAINTAIN TWO-WAY, TWO-LANE TRAFFIC ON EXISTING SH-412B.
CONSTRUCT SOUTHBOUND LANES AND SHOULDER OF SH-412B SOUTH FROM STA. 237+09.99 TO ROUNDABOUT AND NORTHBOUND LANES OF SH-412B SOUTH FROM STA. 237+69.99 TO ROUNDABOUT.
CONSTRUCT SOUTHBOUND LANES AND SHOULDER OF SH-412B NORTH FROM ROUNDABOUT TO STA. 348+96.99 AND NORTHBOUND LANES AND SHOULDER OF SH-412B NORTH FROM ROUNDABOUT TO STA. 348+36.99.
CONSTRUCT PATROL ROAD WEST AND NORTH ACCESS DRIVE.



PHASE 2:
SHIFT TRAFFIC ONTO THE NORTHBOUND LANE THROUGH THE WORK AREA WITH TWO-WAY, ONE-LANE TRAFFIC CONTROL UTILIZING A TEMPORARY TRAFFIC SIGNAL.
CONSTRUCT THE SOUTHBOUND LANE AND SHOULDER OF SH-412B SOUTH FROM STA. 232+00.00 TO STA. 237+09.99.
CONSTRUCT THE SOUTHBOUND LANE AND SHOULDER OF SH-412B NORTH FROM STA. 348+96.99 TO STA. 355+27.00.

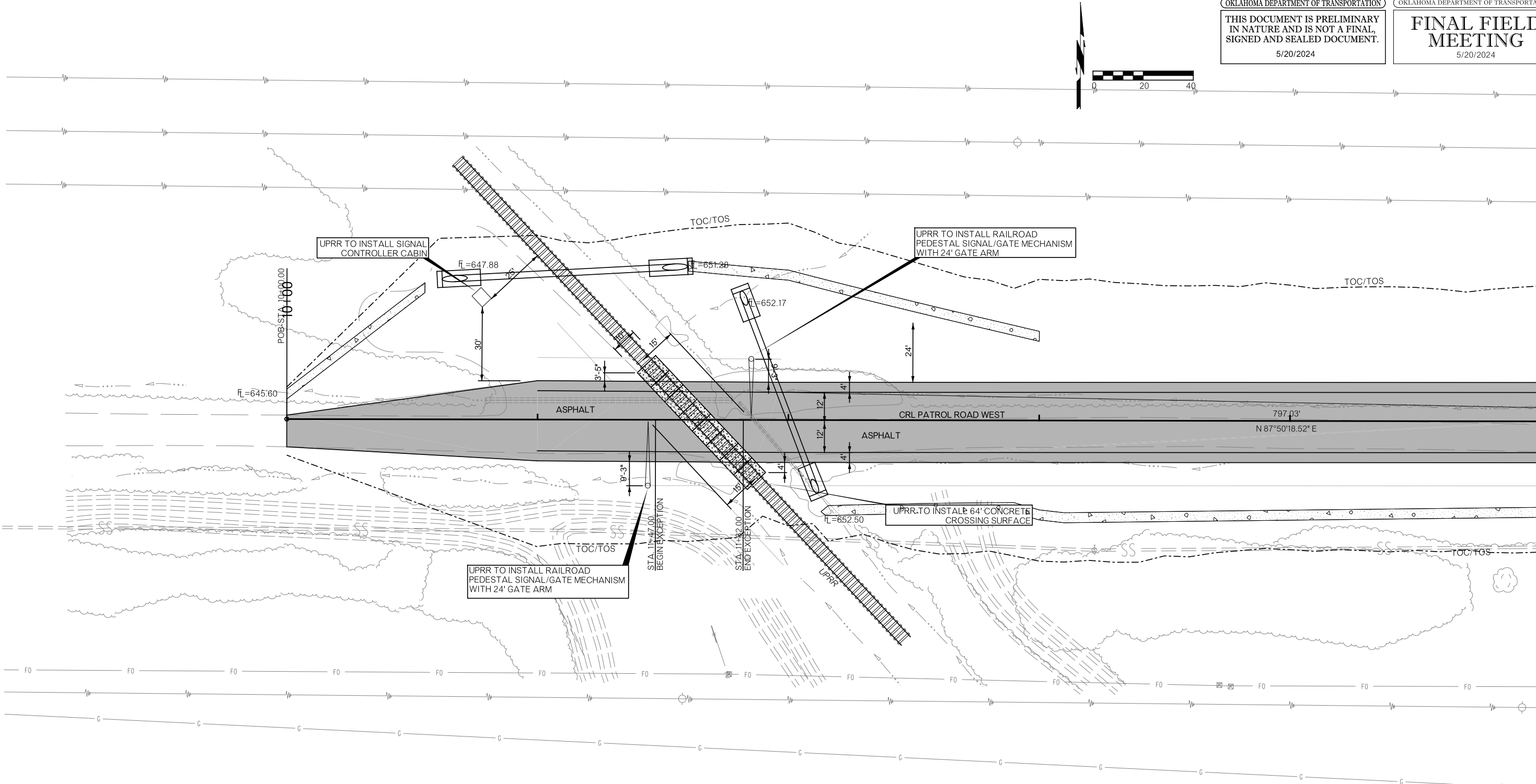


PHASE 3:
SHIFT TRAFFIC ONTO THE SOUTHBOUND LANE THROUGH THE WORK AREA AND ROUNDABOUT WITH TWO-WAY, ONE-LANE TRAFFIC CONTROL UTILIZING A TEMPORARY TRAFFIC SIGNAL.
CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B SOUTH FROM STA. 232+00.00 TO STA. 237+69.99.
CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B NORTH FROM STA. 348+36.99 TO STA. 355+27.00.
CONSTRUCT PATROL ROAD EAST.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUGGESTED SEQUENCE OF CONSTRUCTION	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. R029

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024



CONTACT THE COUNTY AND THE UTILITY COMPANY FOR
LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO
CONSTRUCTION
CALL OKIE AT 1-800-522-6542

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			RAILROAD DETAIL	
CHECKED				
APPROVED				
SQUAD				
COUNTY MAYES			HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. R030	

UNION PACIFIC RAILROAD
EAST 0555 ROAD
PRYOR IND. LD. SUBDIVISION
MILEPOST 3.180
DOT NO. 415899X

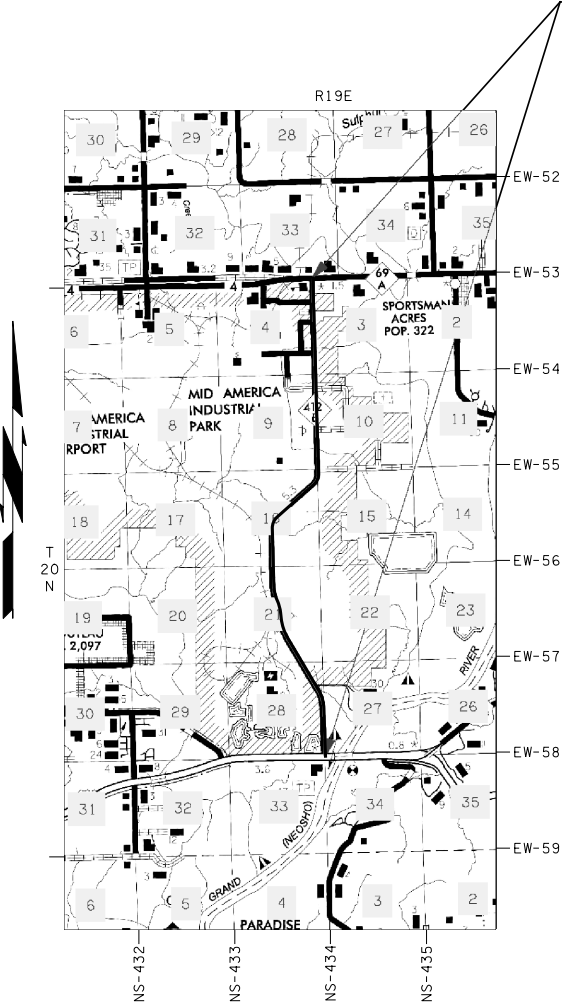
SURVEY DATA SHEETS

MAYES COUNTY
SH-412B

MAIP

SH-412B; BEGINNING 0.5 MILE WEST OF THE INTERSECTION OF HIGHWAY 412 AND 412B,
EXTENDING NORTH ALONG SH-412B 5.3 MILES TO HIGHWAY 69A

SURVEY EXTENTS



PROJECT LENGTH 28106.42 Ft. 5.32 MI.

BEGINNING STATION : 99+95.87
ENDING STATION : 381+02.29

1. POSITIONAL CONTROL:
- A. POSITIONAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2011), LAMBERT PROJECTION (SOUTH ZONE).
- B. ACCURACY - THE POSITIONAL CONTROLS FOR THIS SURVEY MEETS OR EXCEEDS THE FOLLOWING ACCURACY CRITERIA:
1. NETWORK ACCURACY: 0.10 FOOT
 2. LOCAL ACCURACY: 0.05 FOOT

2. BEARINGS:
- THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

3. VERTICAL CONTROLS:
- A. LEVEL DATUM IS NAVD 88 FROM 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

UTILITIES CONTACTED		
UTILITY	CONTACT	PHONE
Electric Tran's Lines:		
GRDA/River Pump Station	Cameron Philpott	(918) 610-6752 (918) 931-1911 ©
Kamo Power	Phillip Fanslet	(918) 256-5551
Pipelines		
Enable OK Intrastate Transmission-Sa	Jerod Ramsey or John Akingbola	(918) 509-0243 (918) 293-6454 (405) 412-6723 ©
Kansas Gas	Stephen Johns	(918) 955-1808
MAIP Water & Sewer	Keith Harris	(918) 373-2065
Mayes County RWD #7	John Sikes	(918)-693-5320 © (918) 388-2692 (H)
ONG/Gas Transmission line	Don Mason	(918) 260-6946
USIC/ONG/EAST OK	Kyle or Logan Irwin	(918) 261-0130 (918) 831-8385 (918) 671-5471 ©
Tel & Tel Lines		
AT&T Distribution	Brad Williams	(918) 230-7474
Chouteau Telephone	Jason Goodnight	(918) 478-9219
Consolidated (Chouteau) Telephone	Stephen Johns	(918) 955-1808
MBO Video/Mannford 2	Steve Fowler	(918) 636-1561

SCALES

1" = 50' TOWN

1" = 100'

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, SEPTEMBER 14, 2018.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MONTH, 2017 GOVERN.



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PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
DRAWN	TDL	12-21	SURVEY DATA SHEET	
CHECKED	TDL	12-21		
APPROVED				
CREW				
COUNTY MAYES			HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S001	

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 1 of 6
Control No. 103							628.035 2.5" Aluminum Cap "PRY CONTROL POINT"	
to	-26.049	-26.049	-26.0490	-26.0490				
BM 1					601.9860		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+26.25 Offset 2420.06' Lt	
to	-14.746	-14.744	-14.7450	-14.7443				
BM 2					587.2417		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 99+35.73 Offset 1676.22' Lt	
to	0.809	0.813	0.8110	0.8117				
BM 3					588.0534		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 102+34.13 Offset 1347.41' Lt	
to	2.008	2.007	2.0075	2.0082				
BM 4					590.0617		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+80.07 Offset 1271.92' Lt	
to	0.545	0.545	0.5450	0.5457				
BM 5					590.6074		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 101+82.41 Offset 645.96' Lt	
to	-1.224	-1.227	-1.2255	-1.2248				
BM 6					599.3826		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 103+55.79 Offset 64.52' Rt	
to	11.556	11.556	11.5560	11.5567				
BM 7					600.9393		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 100+66.08 Offset 442.04' Rt	
to	-2.227	-2.227	-2.2270	-2.2263				
BM 8					598.7131		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 110+42.47 Offset 49.91' Lt	
to	7.954	7.954	7.9540	7.9547				
BM 9					606.6678		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 117+59.36 Offset 51.84' Lt	
to	6.229	6.229	6.2290	6.2297				
BM 10					612.8975		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 124+67.84 Offset 53.52' Lt	

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 2 of 6
to	1.858	1.857	1.8575	1.8582				
BM 11					614.7557		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 132+10.70 Offset 61.05' Rt	
to	11.715	11.717	11.7160	11.7167				
BM 12					626.4724		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 140+48.31 Offset 31.82' Lt	
to	-1.216	-1.217	-1.2165	-1.2158				
BM 13					625.2587		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 140+91.95 Offset 42.53' Lt	
to	7.575	7.575	7.5750	7.5757				
BM 14					632.8324		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 146+10.36 Offset 82.18' Lt	
to	5.956	5.955	5.9555	5.9562				
BM 15					638.7886		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 153+10.45 Offset 83.42' Lt	
to	0.212	0.211	0.2115	0.2122				
BM 16					639.0008		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 160+10.62 Offset 82.27' Lt	
to	3.547	3.546	3.5465	3.5472				
BM 17					642.5481		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 167+09.29 Offset 38.61' Lt	
to	11.167	11.171	11.1690	11.1697				
BM 18					653.7178		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 174+06.93 Offset 92.05' Rt	
to	3.628	3.631	3.6295	3.6302				
BM 19					657.3480		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 181+00.26 Offset 47.20' Lt	
to	3.536	3.536	3.5360	3.5367				
BM 20					660.8847		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 187+99.15 Offset 48.90' Lt	
to	12.724	12.728	12.7260	12.7267				

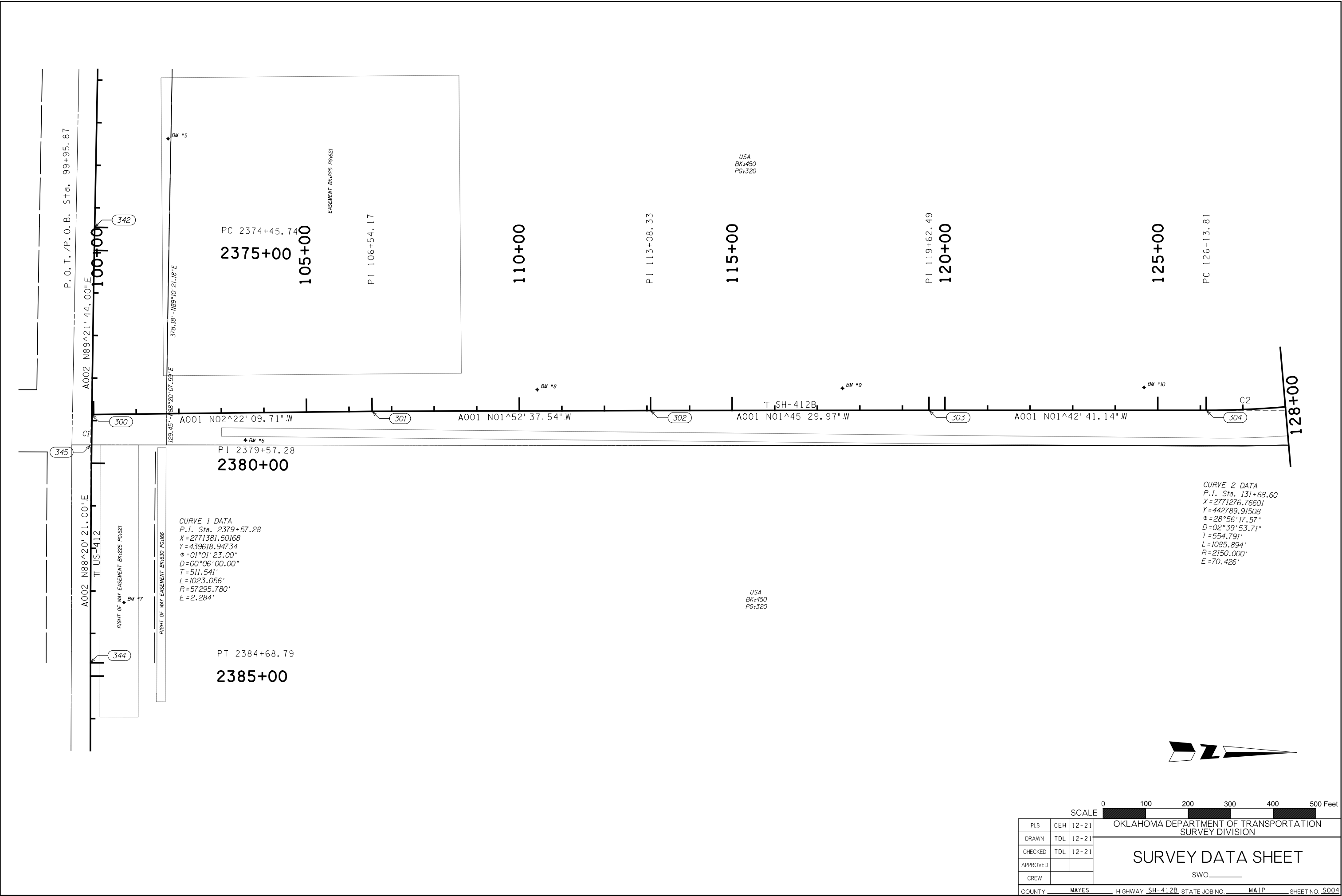
CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 3 of 6
BM 21					673.6114		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 194+83.67 Offset 89.15' Rt	
to	-2.887	-2.887	-2.8870	-2.8863				
BM 22					670.7252		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 201+83.64 Offset 47.42' Lt	
to	-4.509	-4.508	-4.5085	-4.5078				
BM 23					666.2174		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 208+53.19 Offset 61.97' Rt	
to	-0.402	-0.403	-0.4025	-0.4018				
BM 24					665.8156		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 215+91.64 Offset 47.92' Lt	
to	3.334	3.336	3.3350	3.3357				
BM 25					669.1513		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 222+91.20 Offset 47.35' Lt	
to	-20.745	-20.741	-20.7430	-20.7423				
BM 26					648.4091		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 229+90.78 Offset 47.84' Lt	
to	16.713	16.714	16.7135	16.7142				
BM 27					665.1233		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 237+12.71 Offset 46.43' Rt	
to	16.861	16.861	16.8610	16.8617				
BM 28					661.9850		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 244+18.64 Offset 45.47' Lt	
to	-4.621	-4.623	-4.6220	-4.6213				
BM 29					677.3837		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 236+16.98 Offset 1247.43' Lt	
to	-7.064	-7.064	-7.0640	-7.0633				
BM 30					670.3004		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 238+63.84 Offset 572.04' Lt	
to	11.835	11.835	11.8350	11.8357				
BM 31					682.1362		1/2" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 245+48.76 Offset 61.49' Rt	

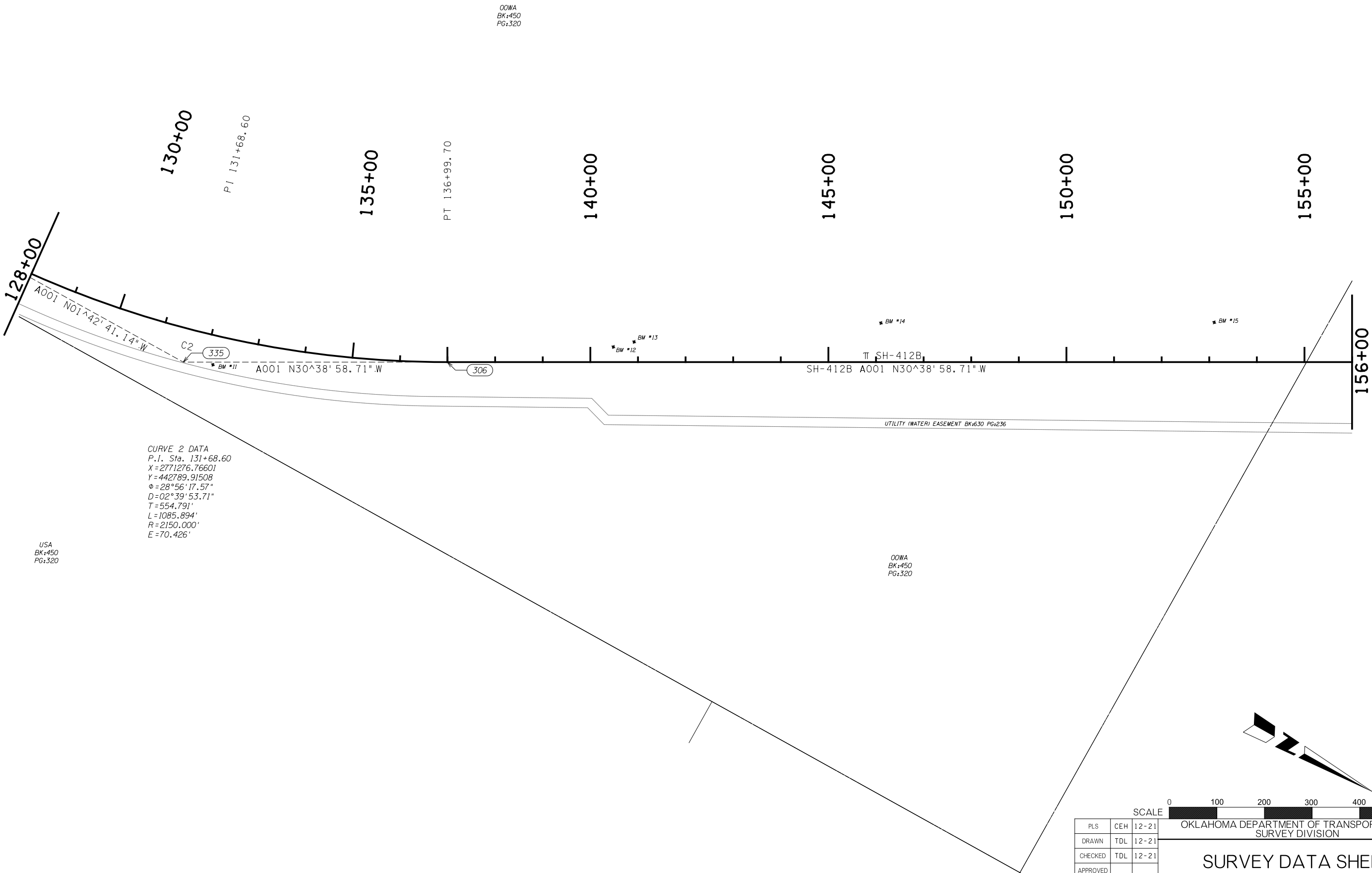
CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 4 of 6
to	-18.289	-18.288	-18.2885	-18.2878				
BM 32					663.8484		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+77.09 Offset 628.00' Rt	
to	0.875	0.876	0.8755	0.8762				
BM 33					664.7246		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 250+93.17 Offset 93.62' Rt	
to	18.107	18.108	18.1075	18.1082				
BM 34					662.8328		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 251+11.76 Offset 624.03' Lt	
to	-39.894	-39.895	-39.8945	-39.8938				
BM 35					642.9391		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 257+90.27 Offset 47.03' Lt	
to	4.791	4.788	4.7895	4.7902				
BM 36					647.7293		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 264+66.56 Offset 99.66' Rt	
to	-31.186	-31.183	-31.1845	-31.1838				
BM 37					616.5455		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 271+66.25 Offset 48.61' Lt	
to	-9.914	-9.913	-9.9135	-9.9128				
BM 38					606.6327		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 278+55.16 Offset 103.44' Rt	
to	-0.719	-0.719	-0.7190	-0.7183				
BM 39					605.9144		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 285+38.52 Offset 61.82' Lt	
to	-0.968	-0.967	-0.9675	-0.9668				
BM 40					604.9477		3/4" Rebar w/cap "KEYSTONE BENCHMARK" Sta. 282+42.69 Offset 71.42' Rt	
to	1.958	1.958	1.9580	1.9587				
BM 41					606.9064		Mag Nail w/washer "KEYSTONE BENCHMARK" Sta. 299+36.67 Offset 66.53' Lt	
to	-0.614	-0.611	-0.6125	-0.6118				

PLS	CEH	12 - 21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
DRAWN	TDL	12 - 21		
CHECKED	TDL	12 - 21	SURVEY DATA SHEET	
APPROVED				
CREW				
			SWO_____	
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. MAIP SHEET NO. S002

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 5 of 6
BM 42					606.2946		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 307+02.13 Offset 79.74' Rt	
to	0.719	0.721	0.7200	0.7207				
BM 43					607.0153		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 314+00.50 Offset 86.91' Rt	
to	1.454	1.454	1.4540	1.4547				
BM 44					608.4701		Mag Nail w/washer "KEystone BENCHMARK" Sta. 320+81.18 Offset 72.35' Lt	
to	-1.062	-1.048	-1.0600	-1.0493				
BM 45					607.4208		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 326+66.25 Offset 99.75' Rt	
to	-1.063	-1.062	-1.9625	-1.9618				
BM 46					605.4590		Mag Nail w/washer "KEystone BENCHMARK" Sta. 333+78.44 Offset 61.37' Rt	
to	0.849	0.849	0.8490	0.8497				
BM 47					606.3087		Mag Nail w/washer "KEystone BENCHMARK" Sta. 340+42.61 Offset 73.60' Lt	
to	-1.368	-1.368	-1.3680	-1.3673				
BM 48					604.9514		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 347+77.57 Offset 47.03' Rt	
to	-2.848	-2.848	-2.8480	-2.8473				
BM 49					602.1042		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 354+00.93 Offset 49.07' Rt	
to	3.735	3.737	3.7360	3.7367				
BM 50					605.8409		Mag Nail w/washer "KEystone BENCHMARK" Sta. 359+40.57 Offset 66.64' Lt	
to	-5.238	-5.238	-5.2380	-5.2373				
BM 51					600.6036		3/4" Rebar w/cap "KEystone BENCHMARK" Sta. 366+70.01 Offset 82.10' Rt	
to	5.379	5.382	5.3805	5.3812				
BM 52					605.9848		Cut "X" in structure Sta. 373+81.33 Offset 39.14' Lt	

CHECK LEVELS				MAIP 412B		BENCHMARKS LIST		NAVD 88 DATUM
BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEVATION	BM DESCRIPTION, STA/OFFSET	Page 6 of 6
to	-6.508	-6.508	-6.5080	-6.5073				
BM 53					599.4776		Mag Nail w/washer "KEystone BENCHMARK" Sta. 381+47.06 Offset 206.77' Rt	
to	58.710	58.710	58.7100	58.7107				
BM 54					656.1883		1/2" Rebar w/cap "KEystone BENCHMARK" Sta. 378+45.64 Offset 2304.46' Lt	
to	-30.154	-30.154	-30.1540	-30.1533				
Control No. 103					628.0350	628.035	2.5" Aluminum Cap "PRY CONTROL POINT"	





CURVE 2 DATA
P.I. Sta. 131+68.60
X=2771276.76601
Y=442789.91508
φ=28°56'17.57"
D=02°39'53.71"
T=554.791'
L=1085.894'
R=2150.000'
E=70.426'

USA
BK:450
PG:320

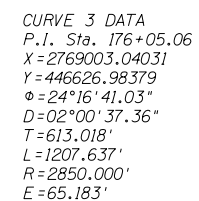
OOWA
BK:450
PG:320

OOWA
BK:450
PG:320

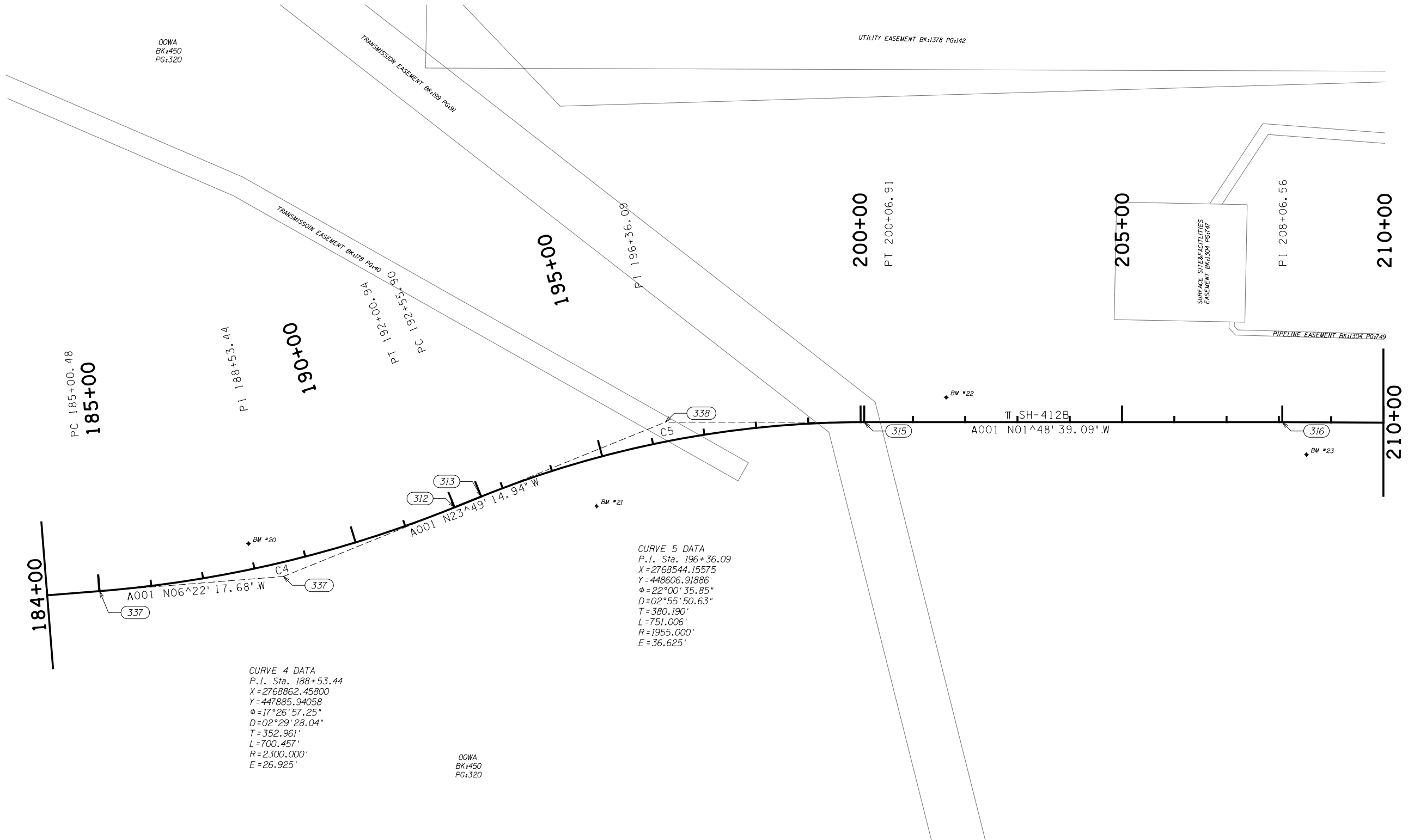
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PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
DRAWN	TDL	12-21		
CHECKED	TDL	12-21		
APPROVED				
CREW				
COUNTY MAYES			HIGHWAY SH-412B STATE JOB NO. MA 1P	
			SHEET NO. S005	

SURVEY DATA SHEET

SWO _____



PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION					
DRAWN	TDL	12-21	SURVEY DATA SHEET SWO_____					
CHECKED	TDL	12-21						
APPROVED								
CREW								
COUNTY	MAYES		HIGHWAY	SH-412B	STATE JOB NO.	MA1P	SHEET NO.	S006



0100200300400500

Feet

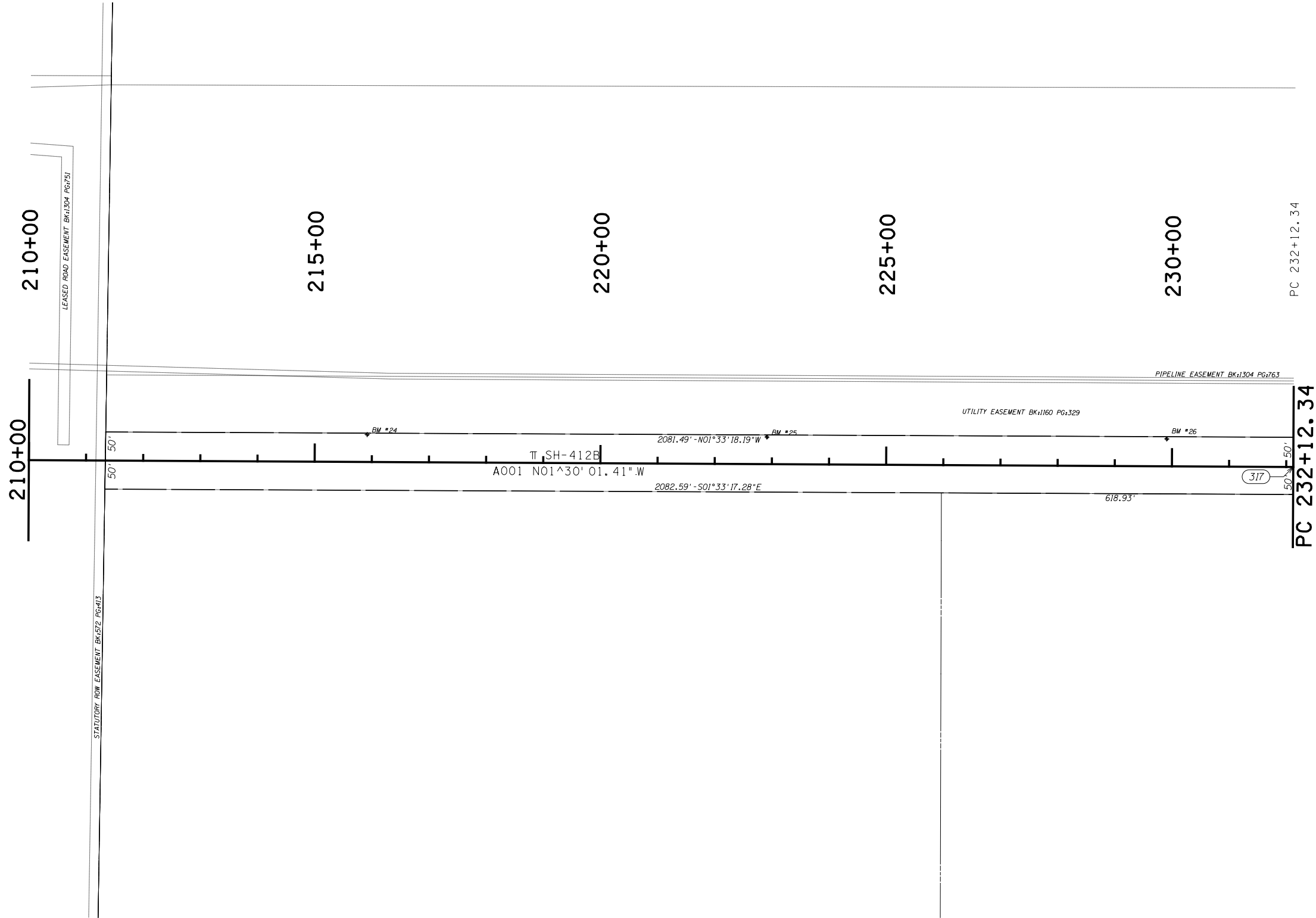
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY **MAYES** HIGHWAY **SH-412B** STATE JOB NO. **MA1P** SHEET NO. **S007**



SCALE 0 100 200 300 400 500 Feet

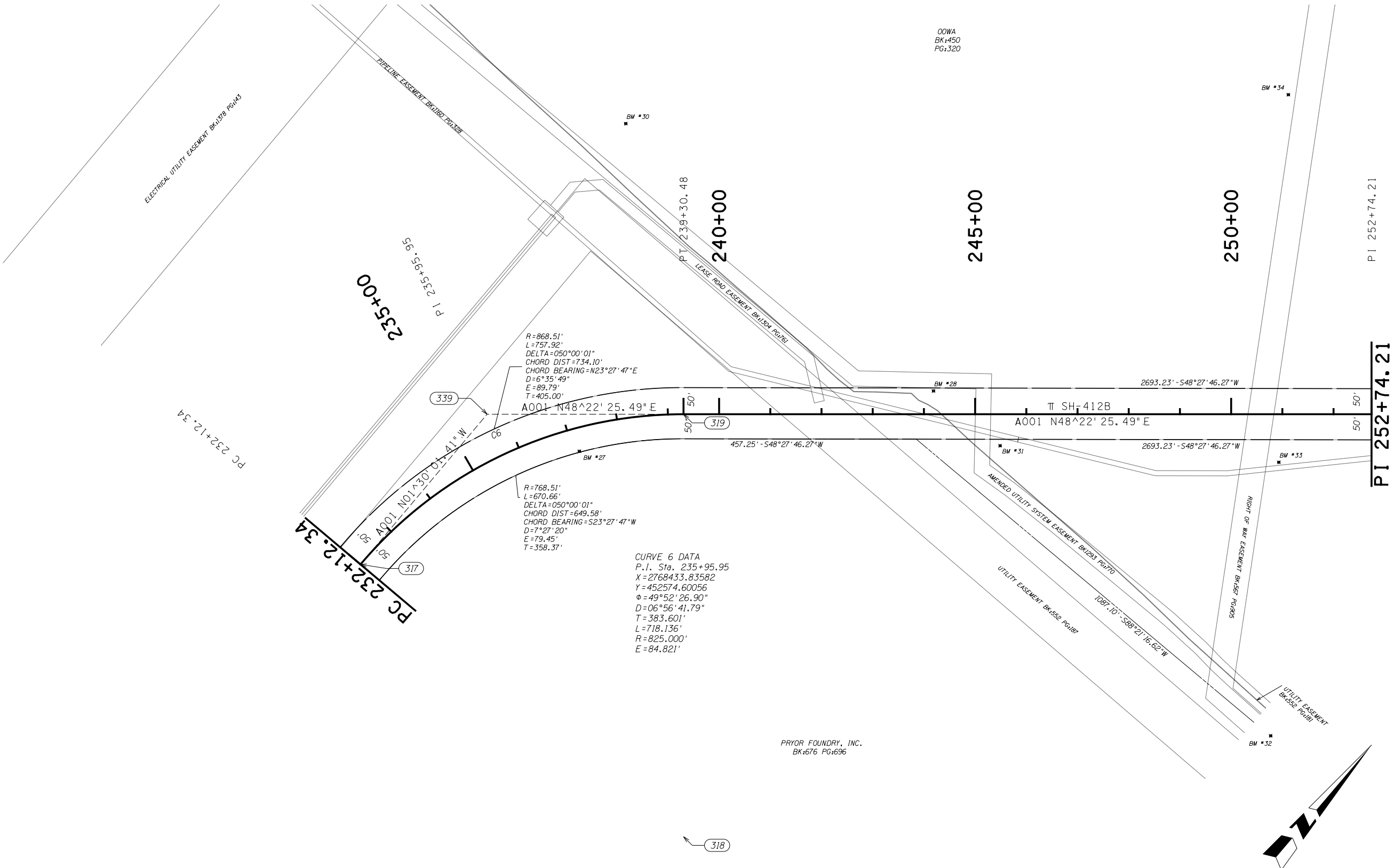
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO _____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MA1P SHEET NO. S008



PRIOR FOUNDRY, INC.
BK:676 PG:696

OOWA
BK:450
PG:320

BM #30

BM #34

BM #28

BM #31

BM #33

BM #32

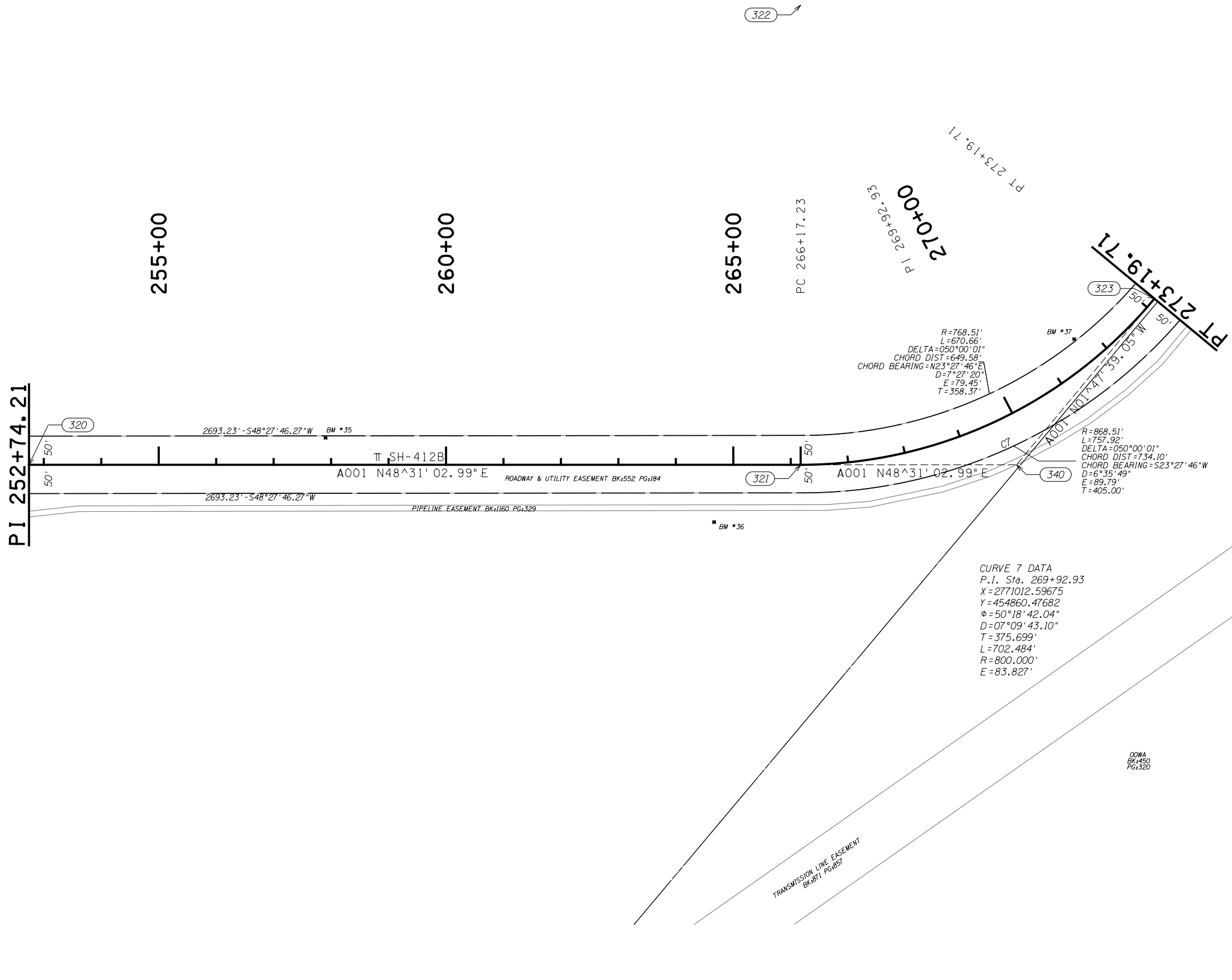
R=868.51'
L=757.92'
DELTA=050°00'01"
CHORD DIST=734.10'
CHORD BEARING=N23°27'47"E
D=6°35'49"
E=89.79'
T=405.00'

R=768.51'
L=670.66'
DELTA=050°00'01"
CHORD DIST=649.58'
CHORD BEARING=S23°27'47"W
D=7°27'20"
E=79.45'
T=358.37'

CURVE 6 DATA
P.I. Sta. 235+95.95
X=2768433.83582
Y=452574.60056
φ=49°52'26.90"
D=06°56'41.79"
T=383.601'
L=718.136'
R=825.000'
E=84.821'

SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
DRAWN	TDL	12-21		
CHECKED	TDL	12-21	SURVEY DATA SHEET	
APPROVED				
CREW			SWO _____	
COUNTY MAYES			HIGHWAY SH-412B STATE JOB NO. MA 1P SHEET NO. S009	



SCALE

0100200300400500 Feet

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MA1P SHEET NO. S010

PT 273+19.71

PT 273+19.71

275+00

280+00

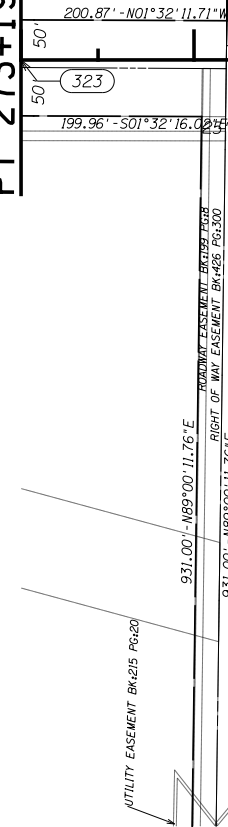
285+00

290+00

295+00

300+00

301+00



200.87' - N01°32'11.71"W
199.96' - S01°32'16.02"E
931.00' - N89°00'11.76"E
931.00' - N89°00'11.76"E

1123.96' - S88°58'16.86"W

34.2' 66.8'

BM #38

ASSOCIATED ELECTRIC
COOP INC.
BK4868 PG4293

PIPELINE EASEMENT
BK4358 PG4355
FACILITIES
EASEMENT
BK4894 PG488

930.98' - N88°19'01.60"E

ASSOCIATED ELECTRIC
COOP INC.
BK4145 PG4089

105.28'

2111.48' - S01°40'58.40"E A001 N01°47'39.05"W

1075.73' - N01°40'58.40"W

BM #39

UTILITY EASEMENT BK4504 PG4232

2639.83' - S01°40'58.40"E

RIGHT OF WAY EASEMENT BK4637 PG4594

3000.00' - N01°40'58.93"W

BM #40

OOWA
BK4450
PG4320

15.00'

588.07' - S01°40'58.40"W

UTILITY EASEMENT BK41212 PG419

ACCESS EASEMENT BK41212 PG425

513.02' - N01°40'58.40"W

54.1' 61.8'



SCALE 0 100 200 300 400 500 Feet

PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO _____

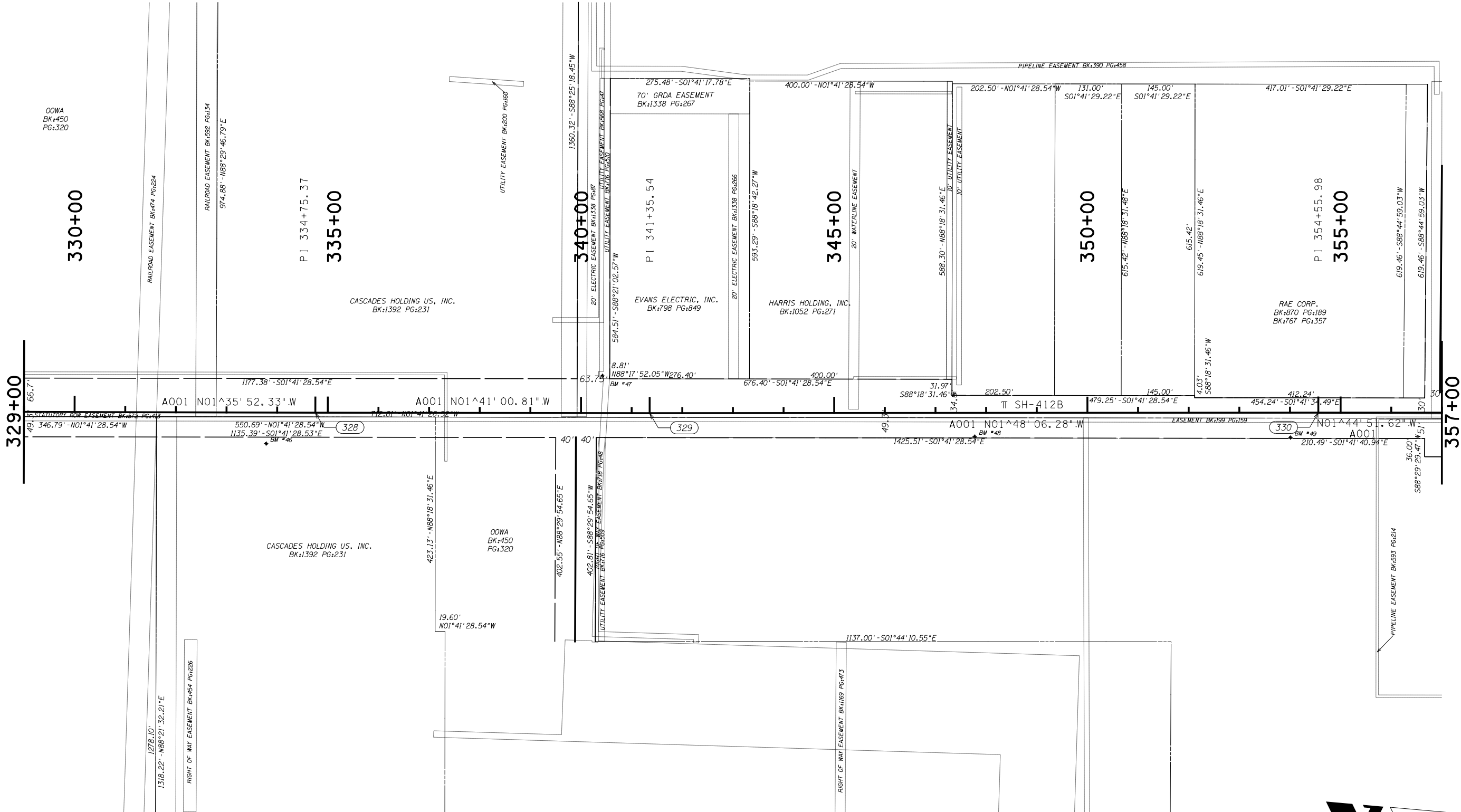
COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MA1P SHEET NO. S011



SURVEY DATA SHEET

SWO_____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S012



0100200300400500

SCALE

0100200300400500

Feet

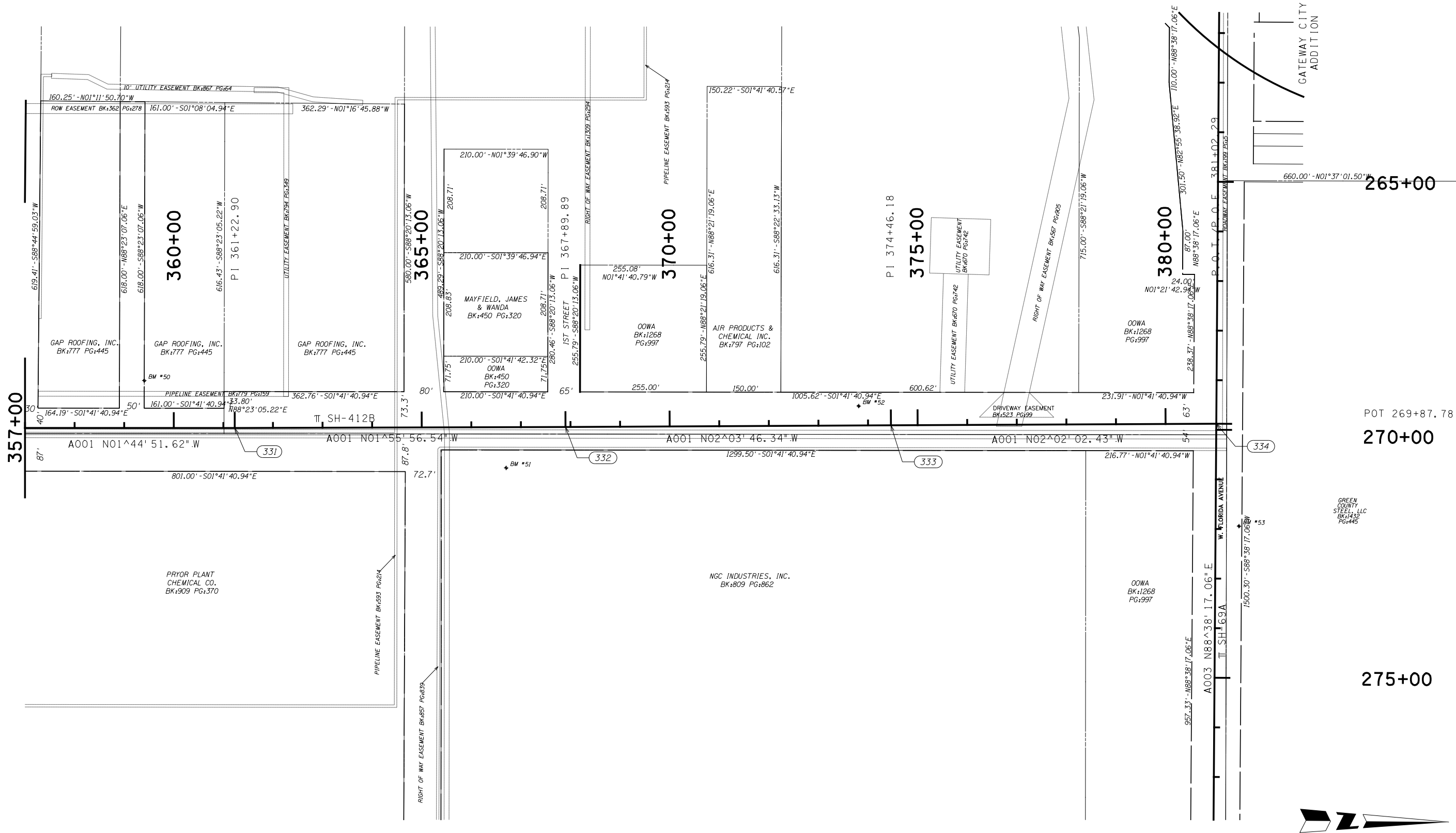
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

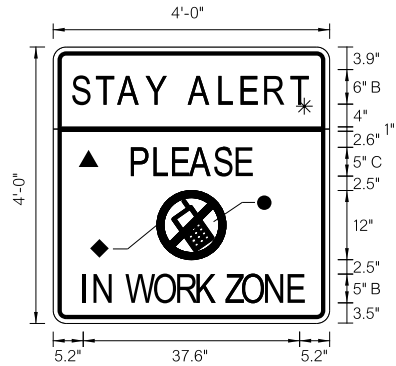
SWO _____

COUNTY MAYES HIGHWAY SH-412B STATE JOB NO. MAIP SHEET NO. S013



SCALE 0 100 200 300 400 500 Feet

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION		
PLS	CEH	12-21
DRAWN	TDL	12-21
CHECKED	TDL	12-21
APPROVED		
CREW		
SURVEY DATA SHEET		
SWO _____		
COUNTY	MAYES	HIGHWAY SH-412B STATE JOB NO. MA 1P SHEET NO. S014



BORDER
R=1.5"
TH=0.75"
IN=0.75"

COLOR:
LEGEND, SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
FLUORESCENT ORANGE (REFLECTORIZED)
FLUORESCENT YELLOW (REFLECTORIZED)
WHITE (REFLECTORIZED)
CIRCLE AND DIAGONAL:
RED (TRANSPARENT REFLECTORIZED)

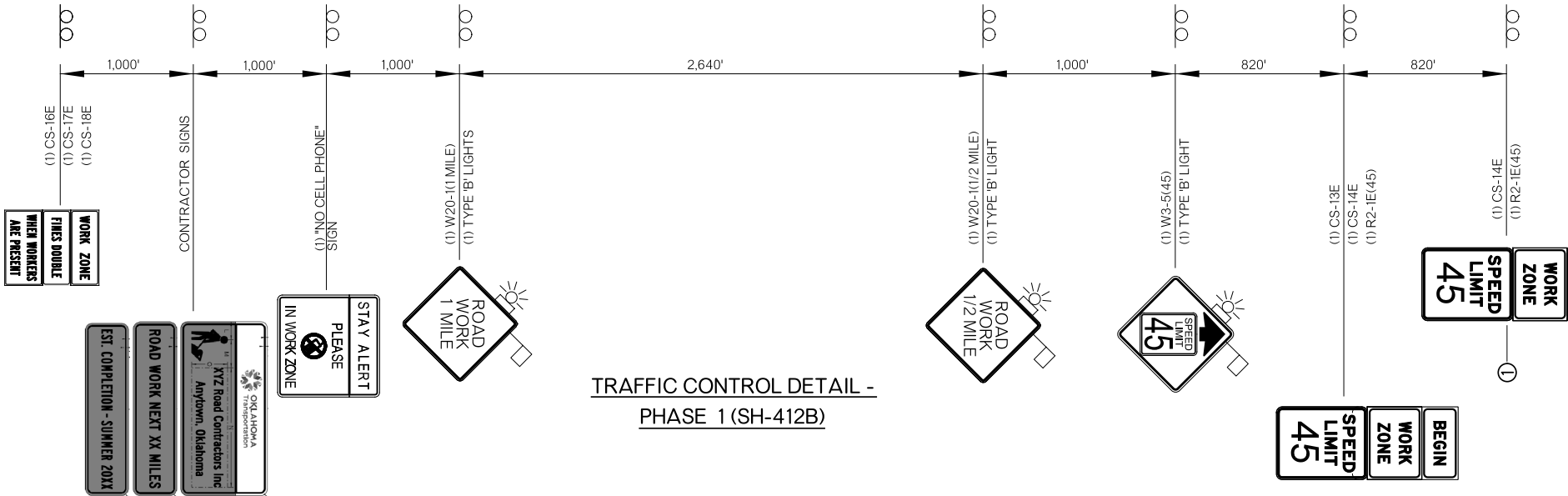
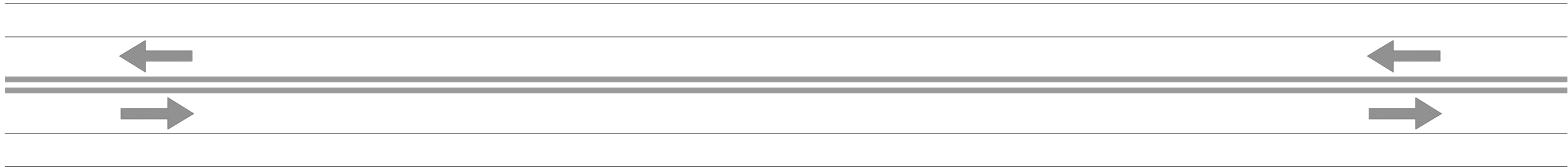
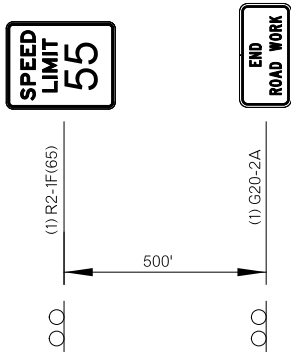


CONTRACTOR SIGN



CONTRACTOR SUPPLEMENTAL PLAQUES

FOR MORE INFORMATION AND SPECIFICATIONS SEE LINK BELOW:
<https://oklahoma.gov/content/dam/ok/en/adot/traffic/Contractor%20Sign%20-%20Color.pdf>



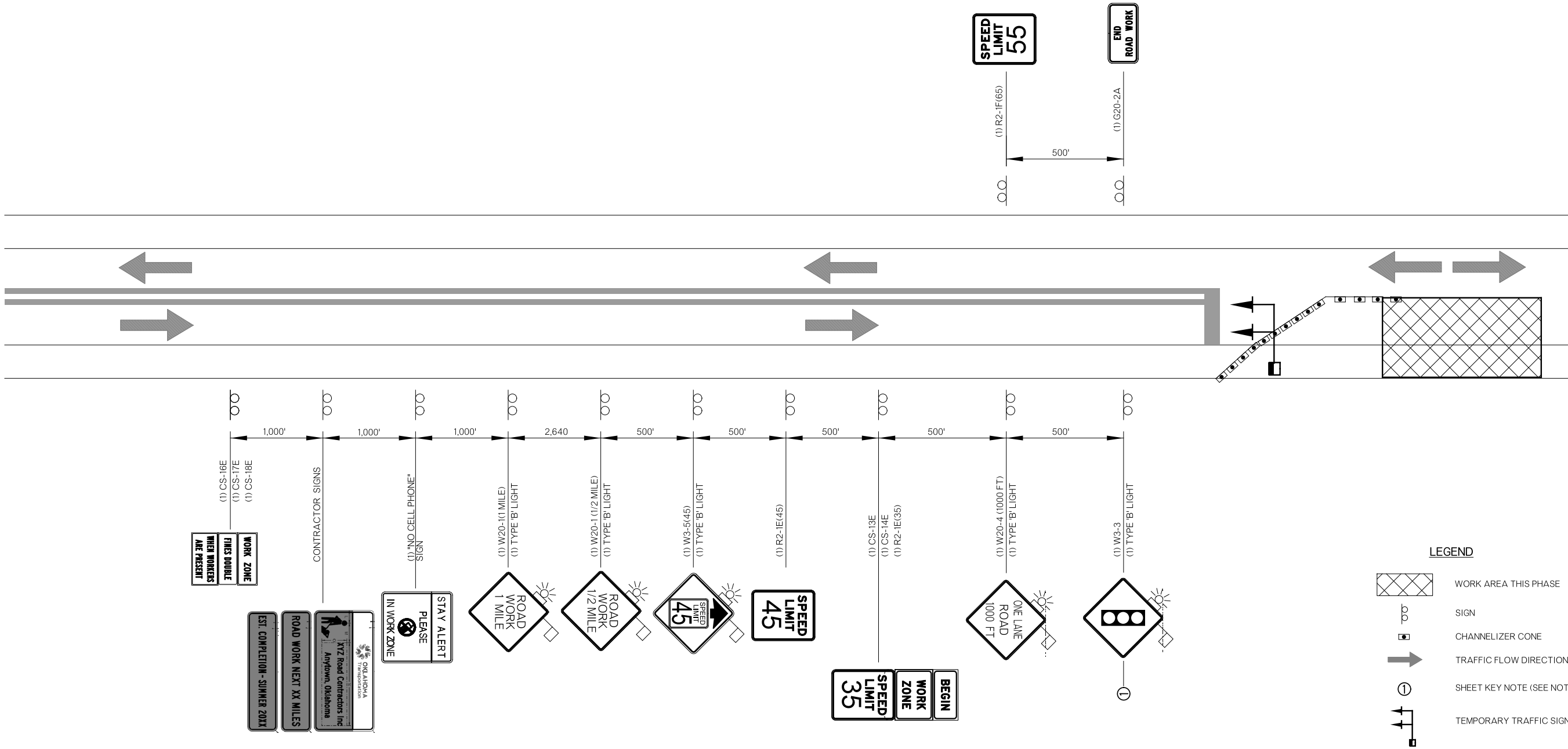
TRAFFIC CONTROL DETAIL -
PHASE 1 (SH-412B)

- LEGEND
- WORK AREA THIS PHASE (OFF-SHOULDER WORK)
 - SIGN
 - CHANNELIZER CONE
 - TRAFFIC FLOW DIRECTION
 - SHEET KEY NOTE (SEE NOTES)

- NOTES:
- TRAFFIC CONTROL ADVANCE WARNING SIGNS SHALL BE MIRRORED FOR OPPOSITE DIRECTION.
 - ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN PER APPROACH SHALL BE PROVIDED. THESE SIGNS WILL BE USED AT THE DISCRETION OF THE ENGINEER.
 - REFER TO PHASE 1 TRAFFIC CONTROL PLANS FOR THIS MATCHPOINT LOCATION.

DRAWING NOT TO SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUGGESTED TRAFFIC CONTROL ADVANCED SIGNING (SHEET 1 OF 2)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. T001



- NOTES:
- TRAFFIC CONTROL ADVANCE WARNING SIGNS SHALL BE MIRRORRED FOR OPPOSITE DIRECTION.
- ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN PER APPROACH SHALL BE PROVIDED. THESE SIGNS WILL BE USED AT THE DISCRETION OF THE ENGINEER.
- ① REFER TO PHASE 2 AND PHASE 3 TRAFFIC CONTROL PLANS FOR THIS MATCHPOINT LOCATION.

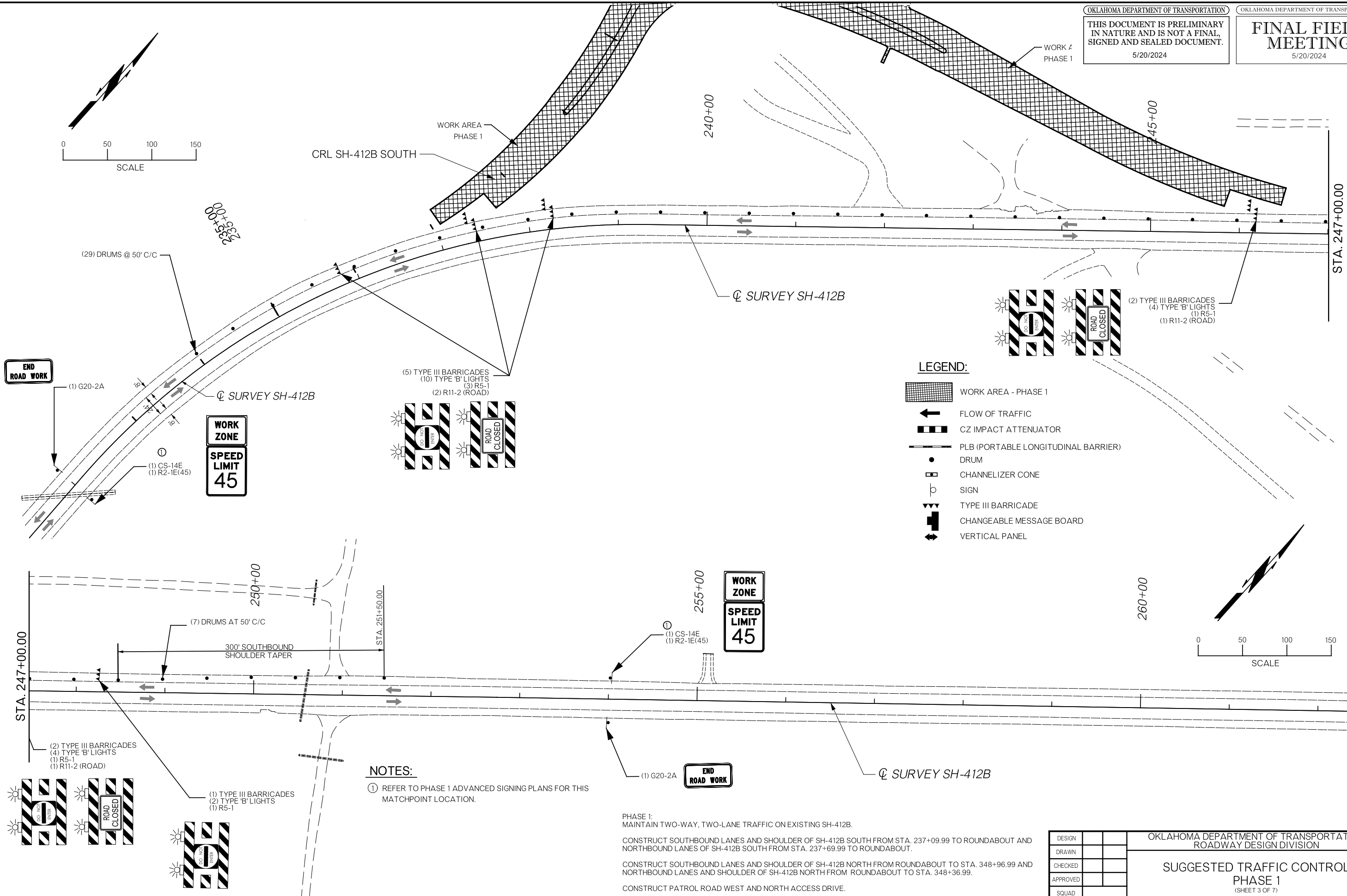
TRAFFIC CONTROL DETAIL -
PHASES 2 & 3 (SH-412B)

DRAWING NOT TO SCALE

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUGGESTED TRAFFIC CONTROL ADVANCED SIGNING (SHEET 2 OF 2)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. T002

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**FINAL FIELD
MEETING**
5/20/2024



NOTES:
① REFER TO PHASE 1 ADVANCED SIGNING PLANS FOR THIS MATCHPOINT LOCATION.

PHASE 1:
MAINTAIN TWO-WAY, TWO-LANE TRAFFIC ON EXISTING SH-412B.
CONSTRUCT SOUTHBOUND LANES AND SHOULDER OF SH-412B SOUTH FROM STA. 237+09.99 TO ROUNDABOUT AND NORTHBOUND LANES OF SH-412B SOUTH FROM STA. 237+69.99 TO ROUNDABOUT.
CONSTRUCT SOUTHBOUND LANES AND SHOULDER OF SH-412B NORTH FROM ROUNDABOUT TO STA. 348+96.99 AND NORTHBOUND LANES AND SHOULDER OF SH-412B NORTH FROM ROUNDABOUT TO STA. 348+36.99.
CONSTRUCT PATROL ROAD WEST AND NORTH ACCESS DRIVE.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUGGESTED TRAFFIC CONTROL PHASE 1 (SHEET 3 OF 7)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. T003

PHASE 2:
SHIFT TRAFFIC ONTO THE NORTHBOUND LANE THROUGH THE WORK AREA WITH TWO-WAY, ONE-LANE TRAFFIC
CONTROL UTILIZING A TEMPORARY TRAFFIC SIGNAL.

CONSTRUCT THE SOUTHBOUND LANE AND SHOULDER OF SH-412B SOUTH FROM STA. 232+00.00 TO STA. 237+09.99.

CONSTRUCT THE SOUTHBOUND LANE AND SHOULDER OF SH-412B NORTH FROM STA. 348+96.99 TO STA. 355+27.00.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

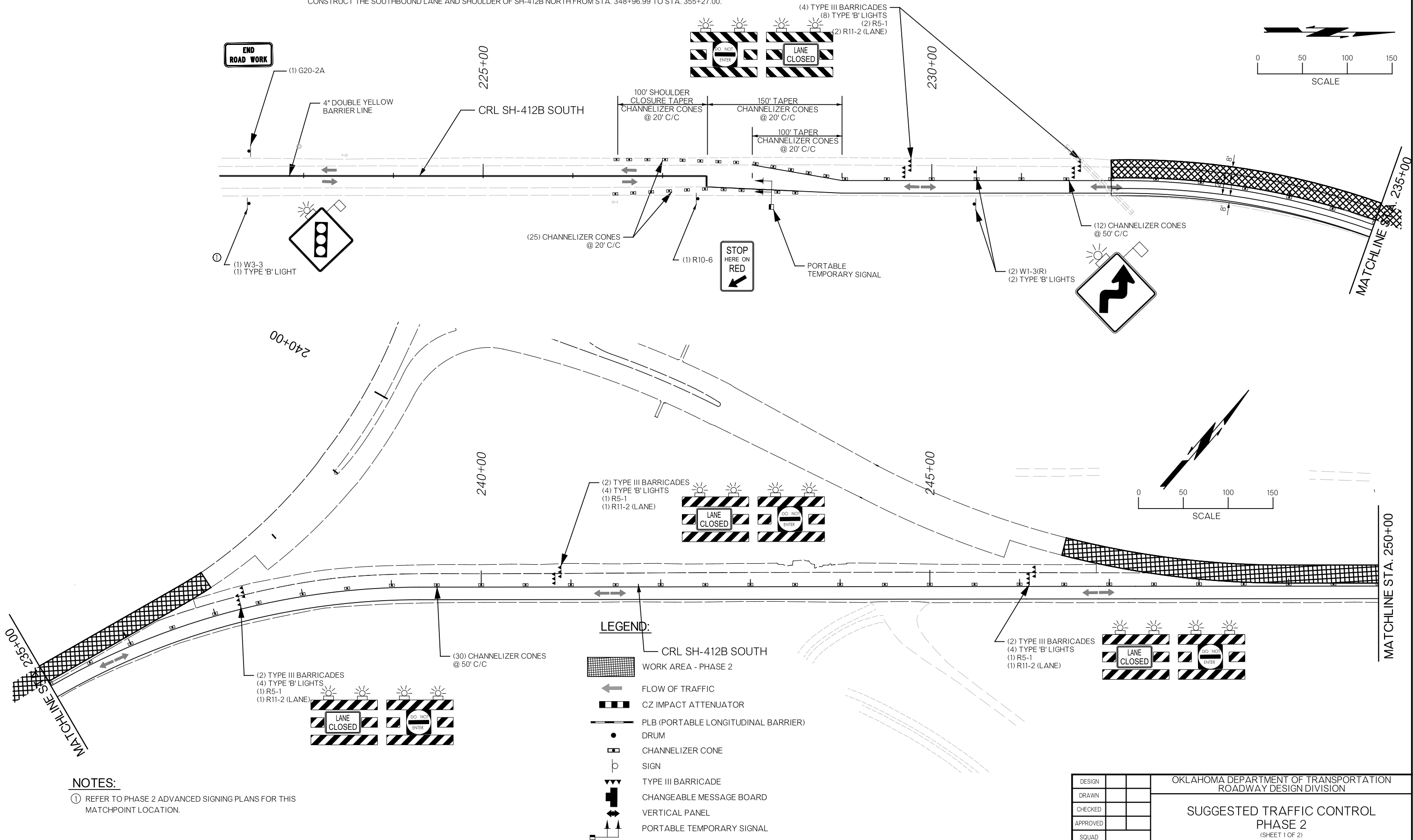
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5/20/2024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD
MEETING

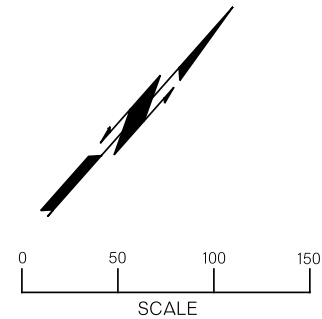
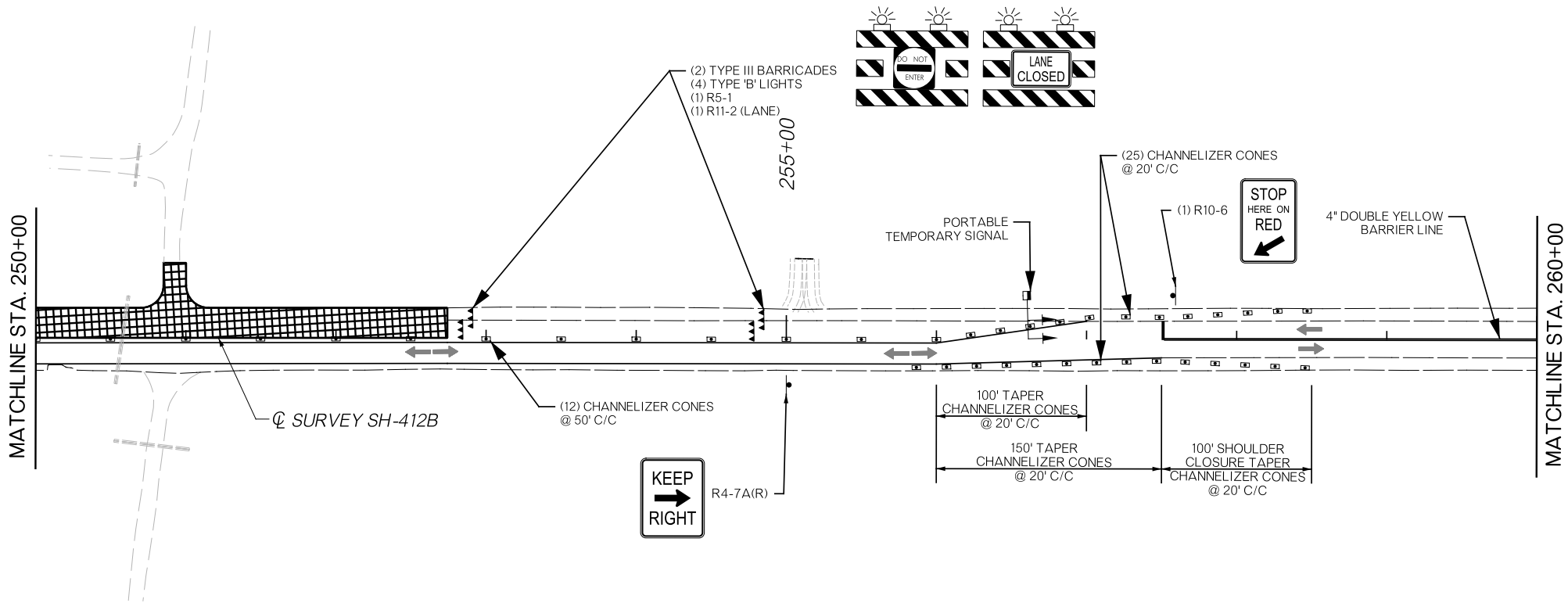
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NOTES:

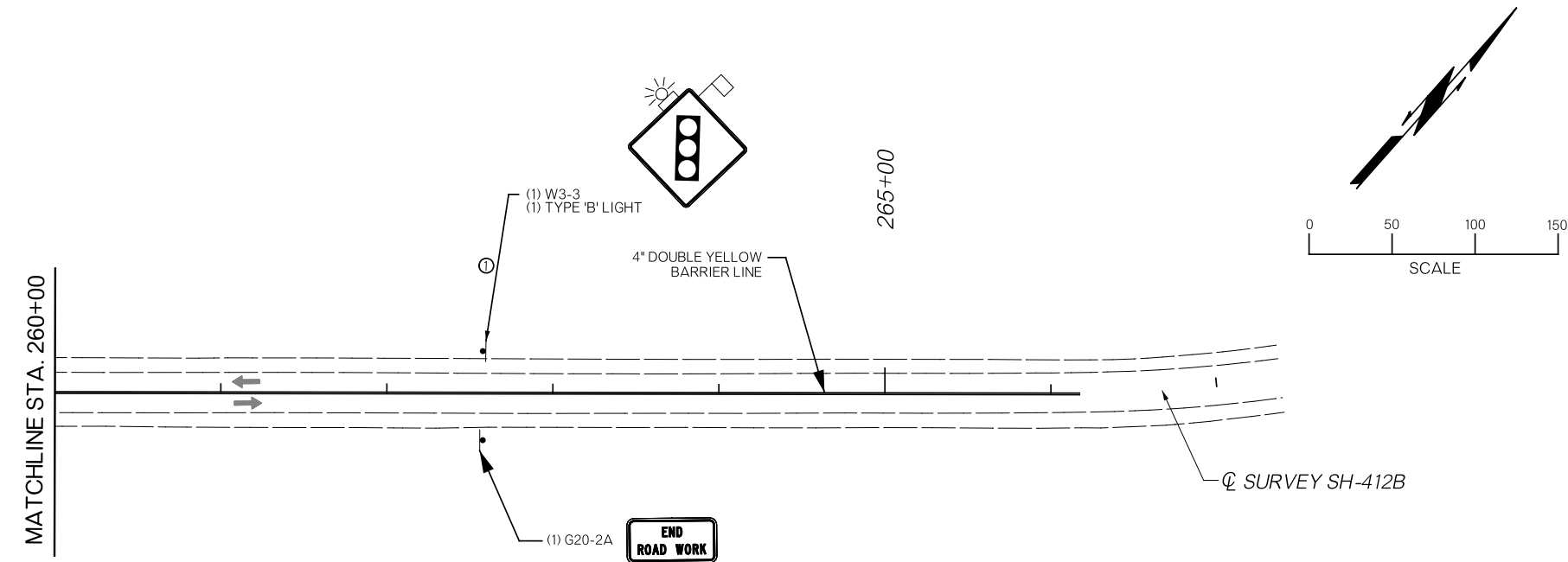
- ① REFER TO PHASE 2 ADVANCED SIGNING PLANS FOR THIS MATCHPOINT LOCATION.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			SUGGESTED TRAFFIC CONTROL PHASE 2 (SHEET 1 OF 2)
SQUAD			
COUNTY	MAYES	HIGHWAY	SH-412B STATE JOB NO. 35353104# SHEET NO. T004



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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024



LEGEND:

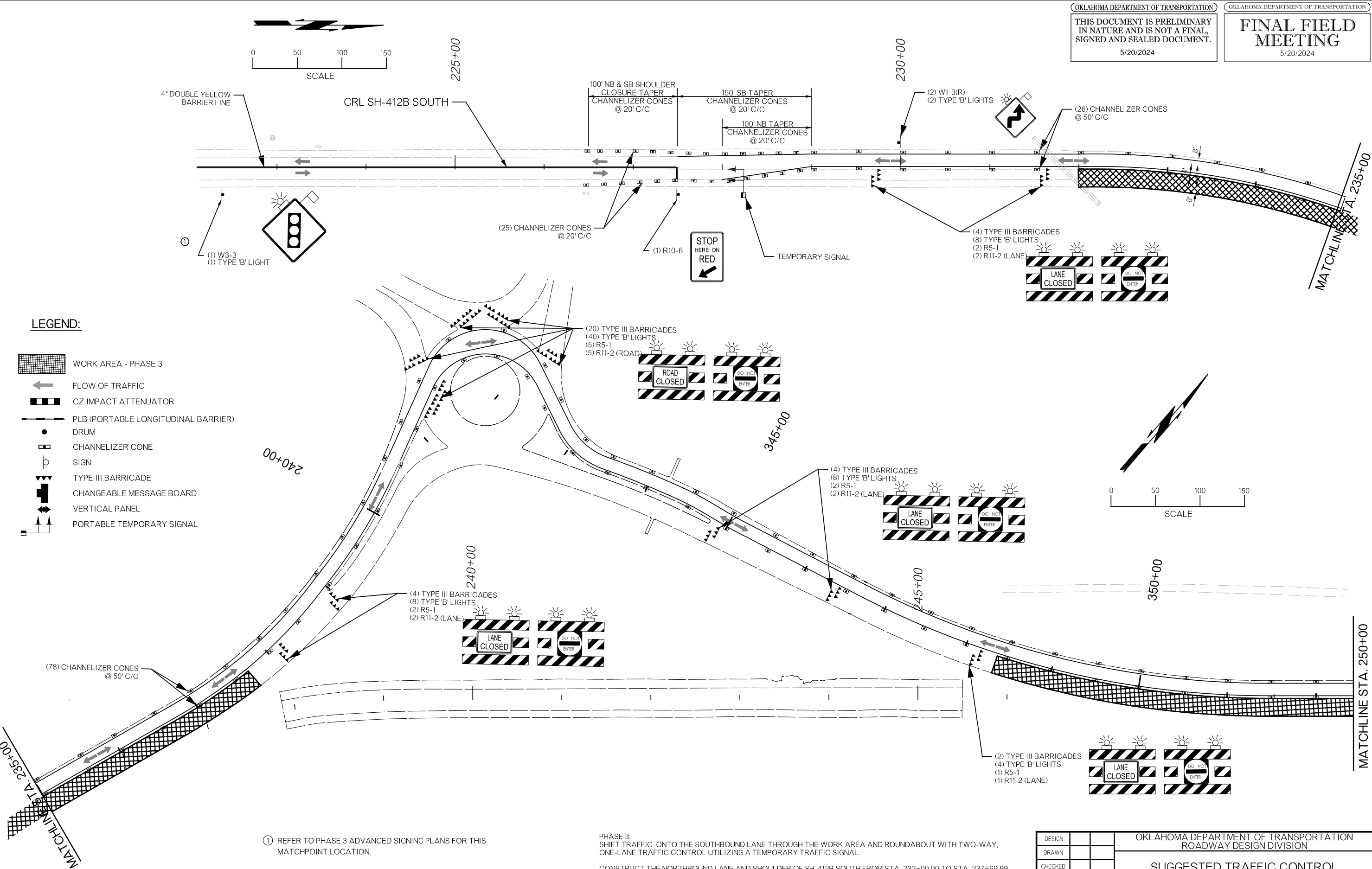
- ① REFER TO PHASE 2 ADVANCED SIGNING PLANS FOR THIS MATCHPOINT LOCATION.

LEGEND:

- WORK AREA - PHASE 2
- FLOW OF TRAFFIC
- CZ IMPACT ATTENUATOR
- PLB (PORTABLE LONGITUDINAL BARRIER)
- DRUM
- CHANNELIZER CONE
- SIGN
- TYPE III BARRICADE
- CHANGEABLE MESSAGE BOARD
- VERTICAL PANEL
- PORTABLE TEMPORARY SIGNAL

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SUGGESTED TRAFFIC CONTROL PHASE 2 (SHEET 2 OF 2)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. T005

5/20/2024 8:30:17 AM F:\2020\1001-1500\1030-G-40-Design\Microstation\000T\CON WPL_Roundabout\035353\04-TFT_TC_PLAN_PH03_01.dgn



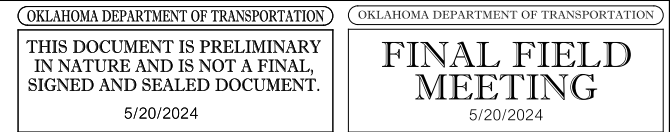
① REFER TO PHASE 3 ADVANCED SIGNING PLANS FOR THIS MATCHPOINT LOCATION.

PHASE 3:
SHIFT TRAFFIC ONTO THE SOUTHBOUND LANE THROUGH THE WORK AREA AND ROUNDABOUT WITH TWO-WAY,
ONE-LANE TRAFFIC CONTROL UTILIZING A TEMPORARY TRAFFIC SIGNAL.

CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B SOUTH FROM STA. 232+00.00 TO STA. 237+69.99.

CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B NORTH FROM STA. 348+36.99 TO STA. 355+27.00.
CONSTRUCT PATROL ROAD EAST.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		SUGGESTED TRAFFIC CONTROL PHASE 3 (SHEET 1 OF 2)	
CHECKED			
APPROVED			
SQUAD			
COUNTY	MAYES	HIGHWAY	SH-412B STATE JOB NO. 35353(04) SHEET NO. T006



	WORK AREA - PHASE 3
	FLOW OF TRAFFIC
	CZ IMPACT ATTENUATOR
	PLB (PORTABLE LONGITUDINAL BARRIER)
	DRUM
	CHANNELIZER CONE
	SIGN
	TYPE III BARRICADE
	CHANGEABLE MESSAGE BOARD
	VERTICAL PANEL
	PORTABLE TEMPORARY SIGNAL

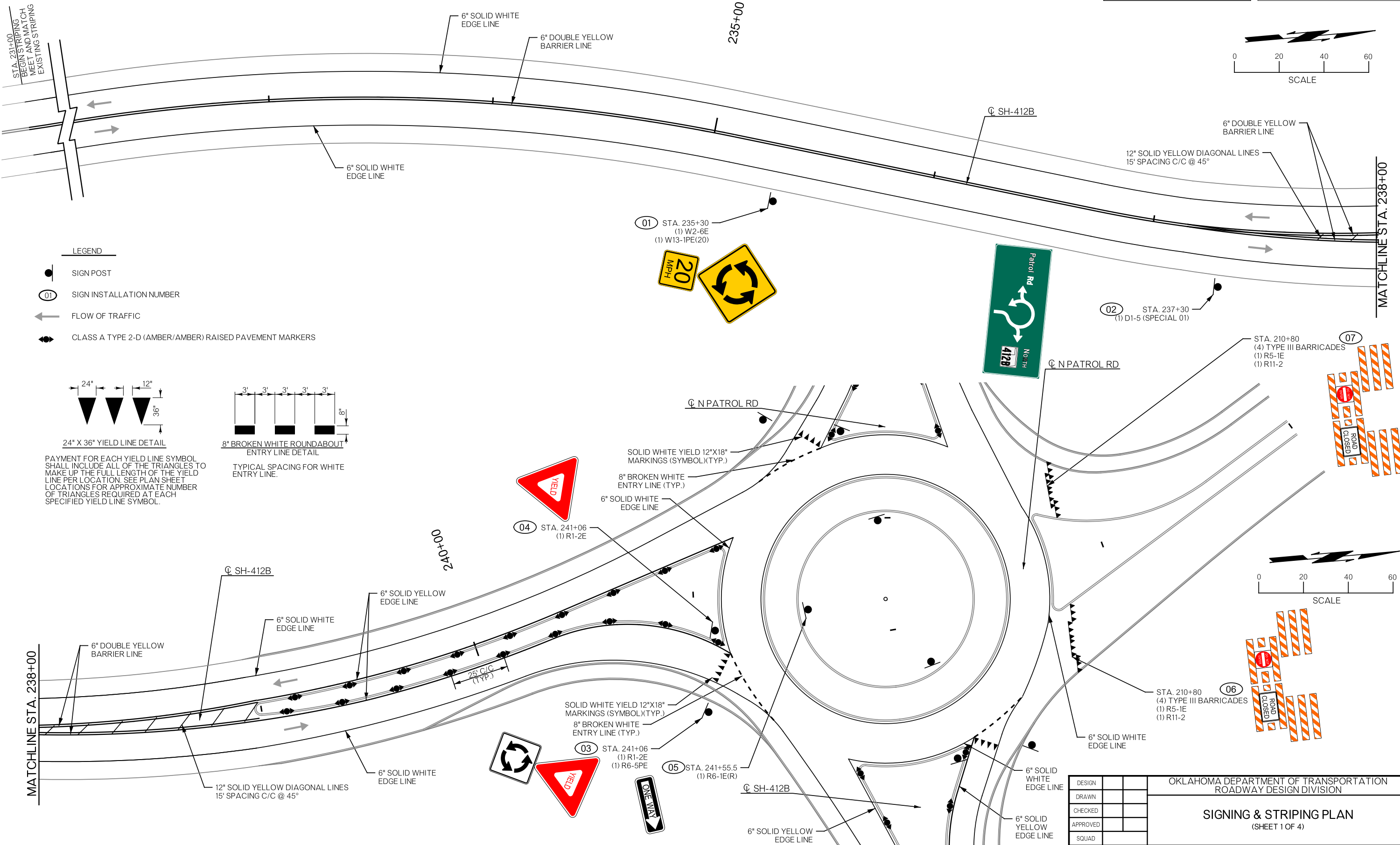
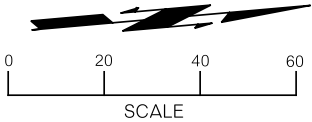
PHASE 3:
SHIFT TRAFFIC ONTO THE SOUTHBOUND LANE THROUGH THE WORK AREA AND ROUNDABOUT WITH TWO-WAY,
ONE-LANE TRAFFIC CONTROL UTILIZING A TEMPORARY TRAFFIC SIGNAL.

CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B SOUTH FROM STA. 232+00.00 TO STA. 237+69.99.

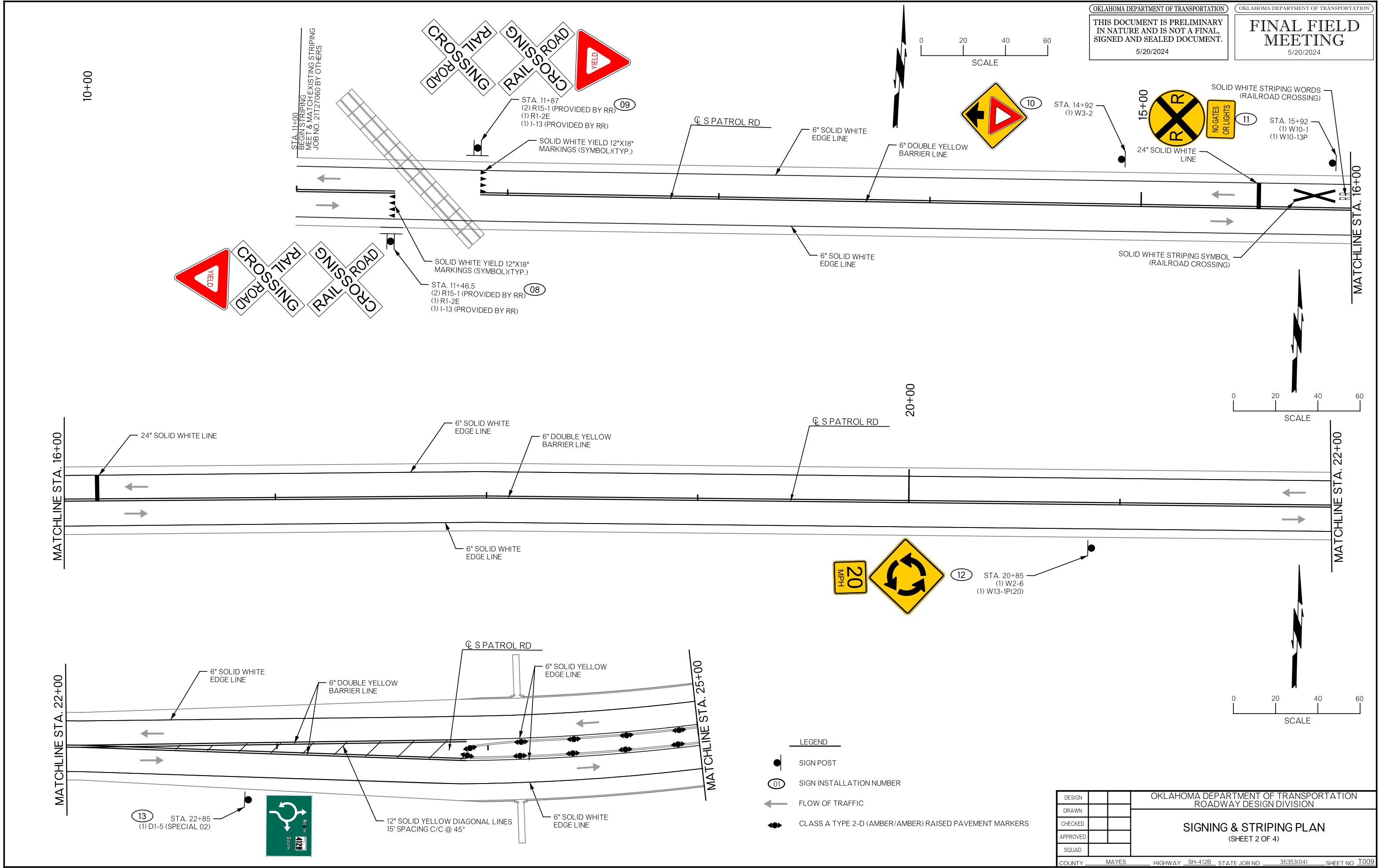
CONSTRUCT THE NORTHBOUND LANE AND SHOULDER OF SH-412B NORTH FROM STA. 348+36.99 TO STA. 355+27.00.

CONSTRUCT PATROL ROAD EAST.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION SUGGESTED TRAFFIC CONTROL PHASE 3 (SHEET 2 OF 2)
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY <u> MAYES </u> HIGHWAY <u> SH-412B </u> STATE JOB NO. <u> 35353(04) </u> SHEET NO. <u> T007 </u>			

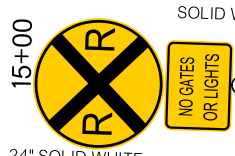
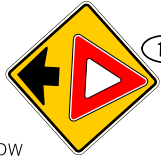


DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN			SIGNING & STRIPING PLAN (SHEET 1 OF 4)					
CHECKED								
APPROVED								
SQUAD								
COUNTY	MAYES		HIGHWAY	SH-412B	STATE JOB NO.	35353(04)	SHEET NO.	T008



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MEETING
5/20/2024

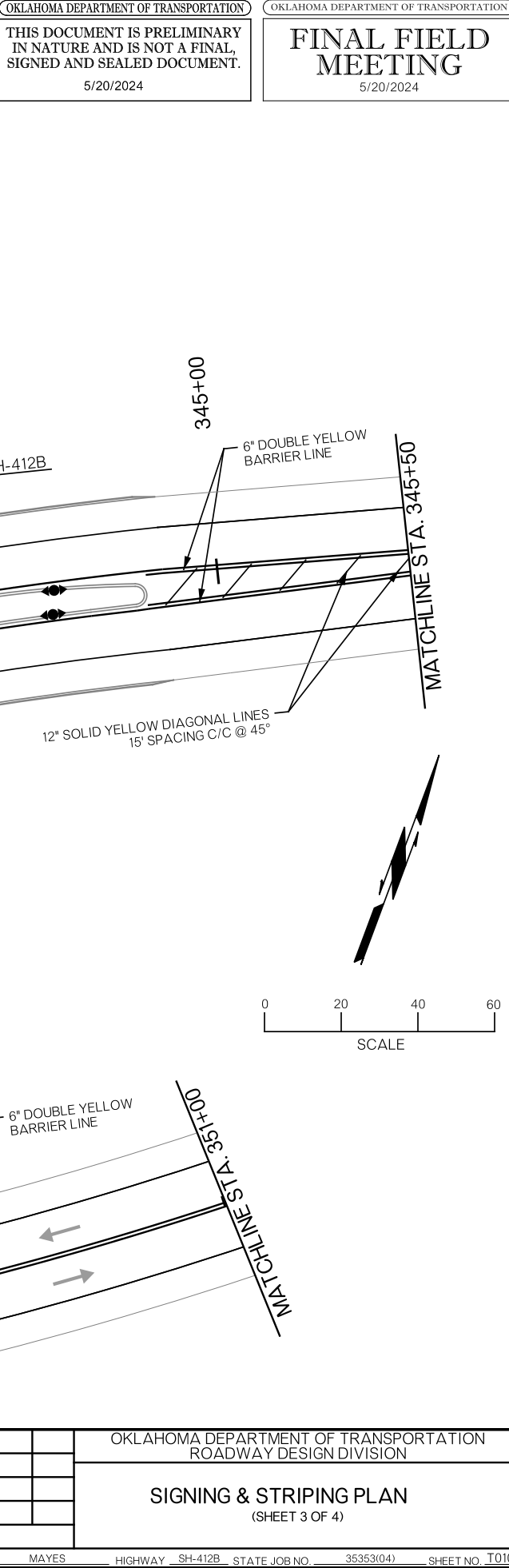


SCALE

LEGEND

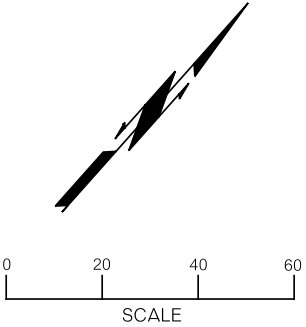
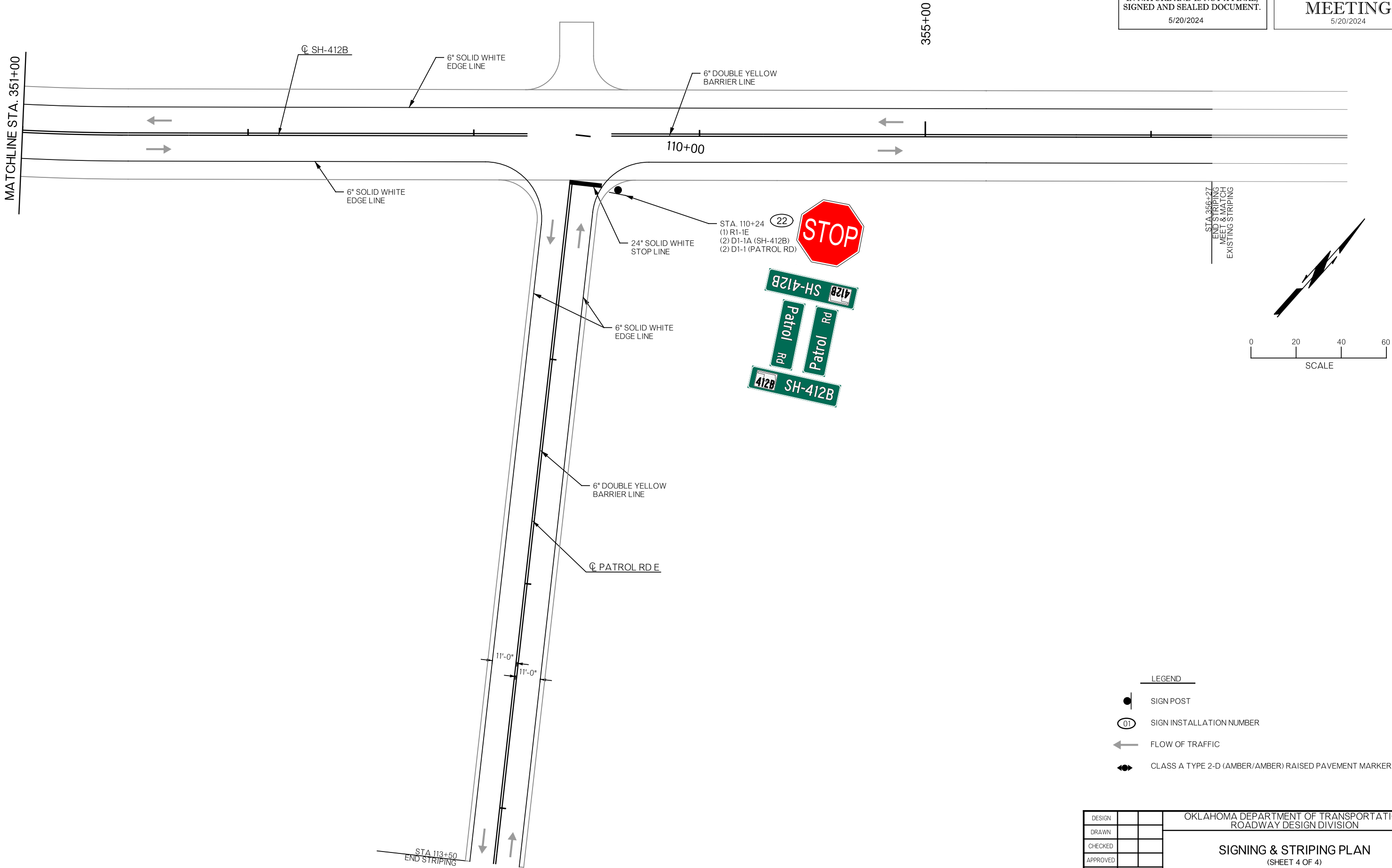
- SIGN POST
- SIGN INSTALLATION NUMBER
- FLOW OF TRAFFIC
- CLASS A TYPE 2-D (AMBER/AMBER) RAISED PAVEMENT MARKERS

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SIGNING & STRIPING PLAN (SHEET 2 OF 4)	
CHECKED				
APPROVED				
SQUAD				
COUNTY	MAYES	HIGHWAY	SH-412B	STATE JOB NO. 35353(04) SHEET NO. T009

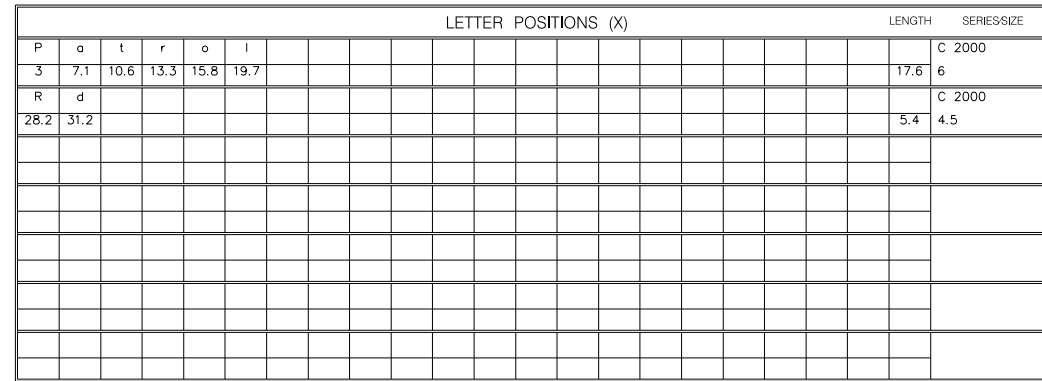
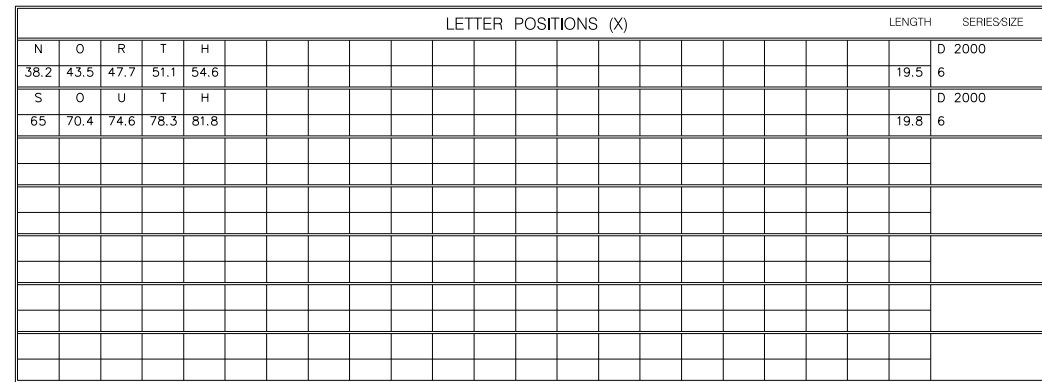
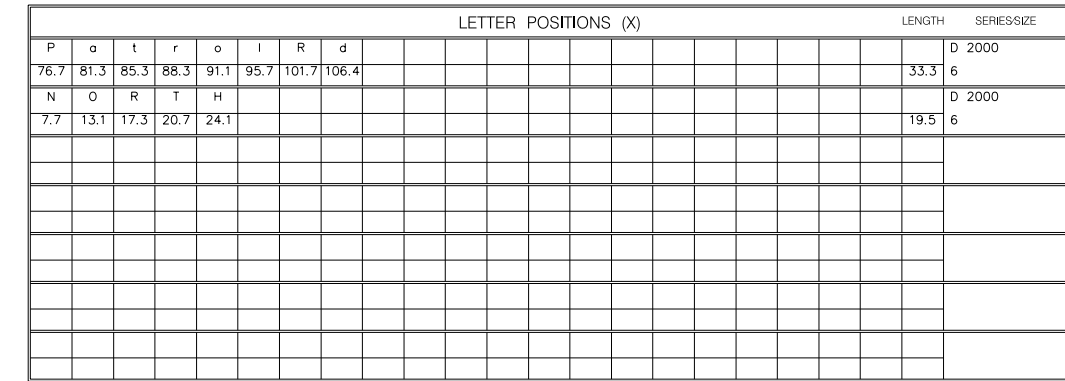
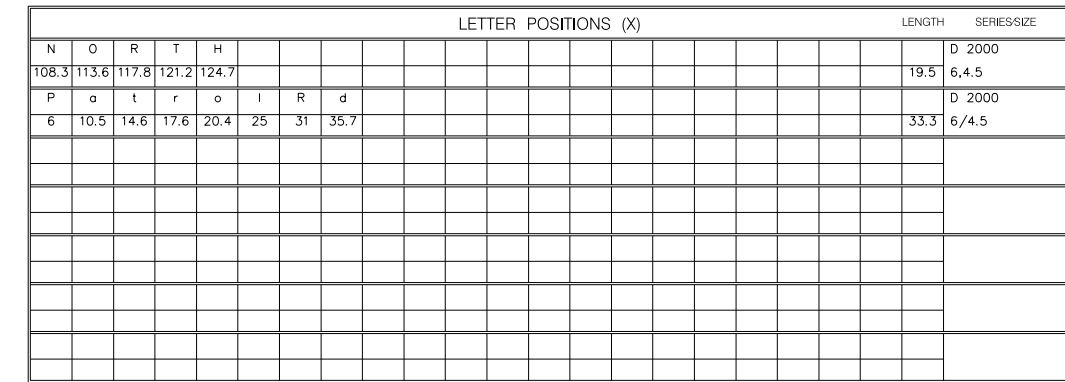


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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
5/20/2024



DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			SIGNING & STRIPING PLAN (SHEET 4 OF 4)	
CHECKED				
APPROVED				
SQUAD				
COUNTY MAYES			HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. T011	



OKLAHOMA DEPARTMENT OF TRANSPORTATION

**FINAL FIELD
MEETING**

5/20/2024

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
			SIGN DETAILS (SHEET 1 OF 2)
COUNTY	MAYES		HIGHWAY SH-412B STATE JOB NO. 35353(04) SHEET NO. T012

FINAL FIELD MEETING

5/20/2024

5/20/2024

4'-0"

6'-3"

3"

42"

3"

1'-0"

1.5"

9"

1.5"

BORDER
R=1.5"
TH=0.5"

412B

SH-412B

Dimensions are in inches,tenths Letter locations are panel edge to lower left corner

SIGN NUMBER	D1-A (SH-412B)
WIDTH x HGHT.	4'-0" x 1'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	ROT	X	Y	WID	HT
M1_6E(412B)	0	3	1.5	11.3	9

[illegible]

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN			SIGN DETAILS (SHEET 2 OF 2)					
CHECKED								
APPROVED								
SQUAD								
COUNTY	MAYES		HIGHWAY	SH-412B	STATE JOB NO.	35353(04)	SHEET NO.	T013

CONSTRUCTION SEQUENCING



PHASE 1



PHASE 2



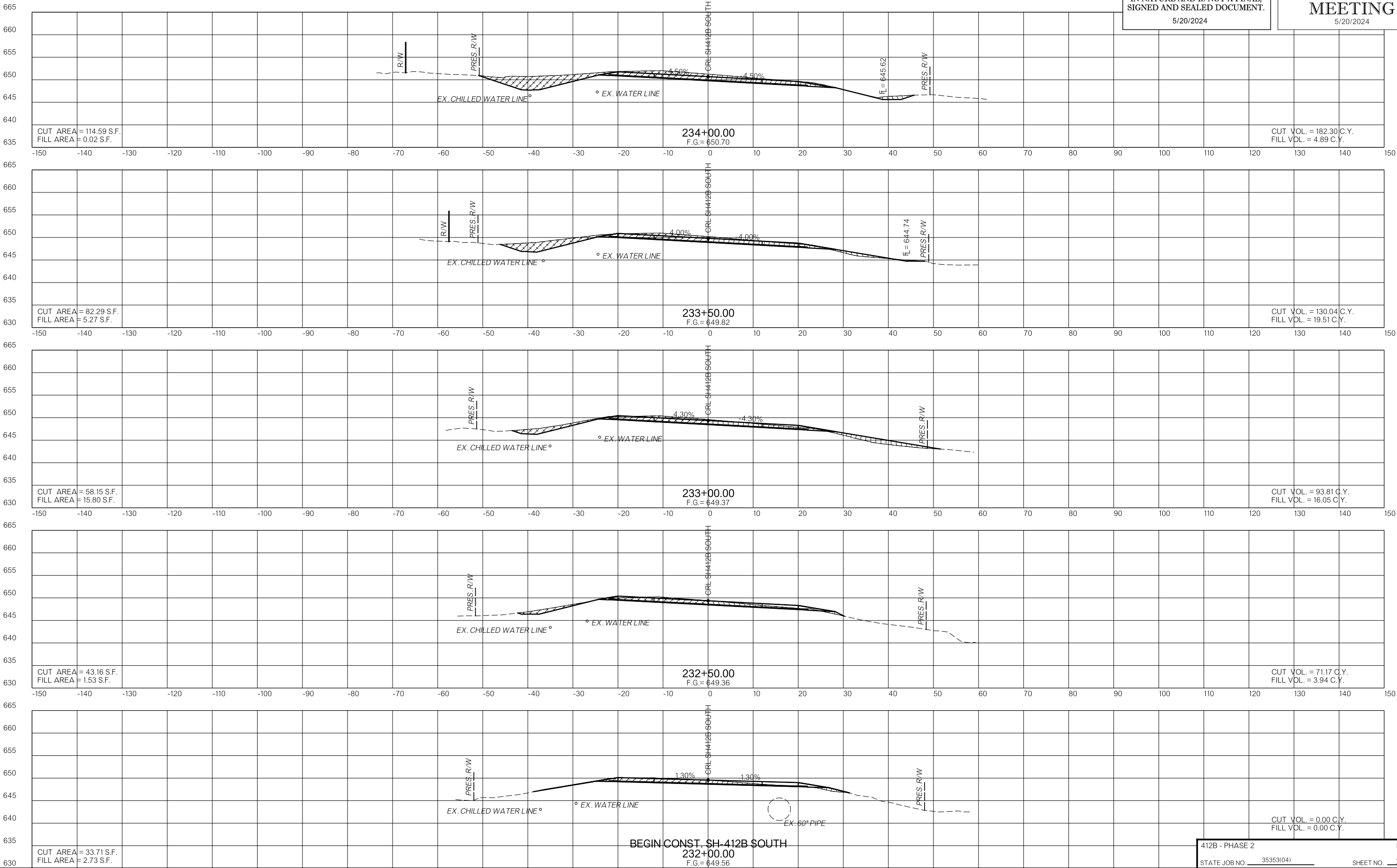
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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MEETING
5/20/2024



412B - PHASE 2

STATE JOB NO. 35353(04)

M.A.I.P.

SHEET NO. XS001

CONSTRUCTION SEQUENCING



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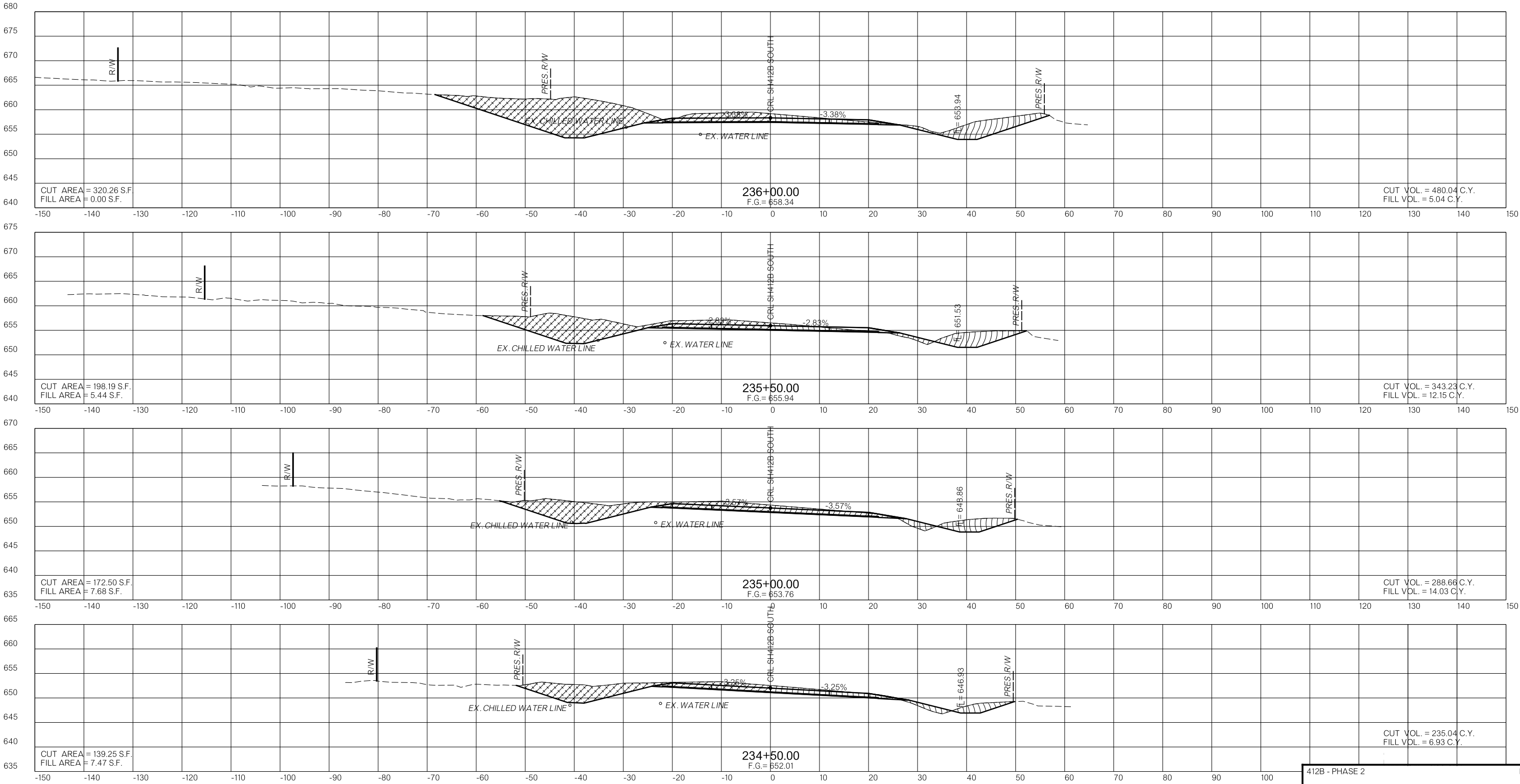
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MEETING
5/20/2024



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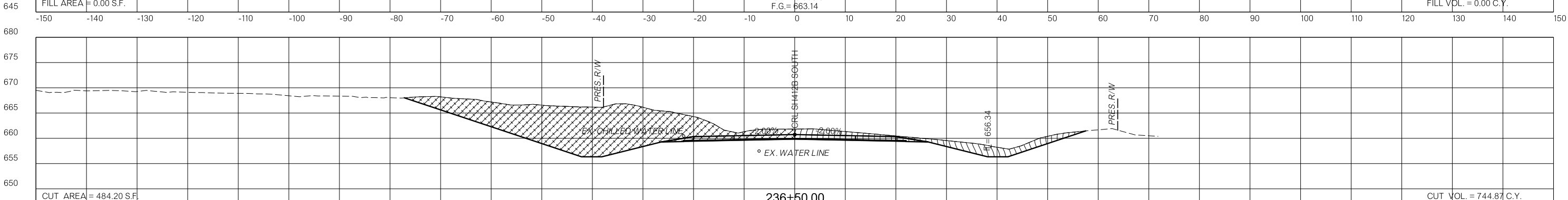
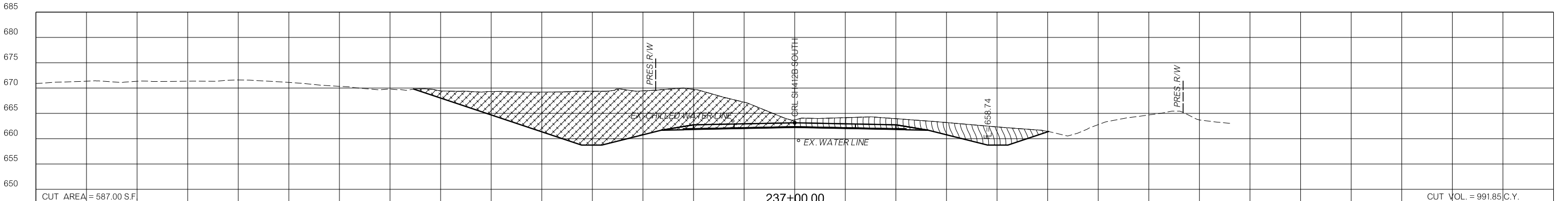
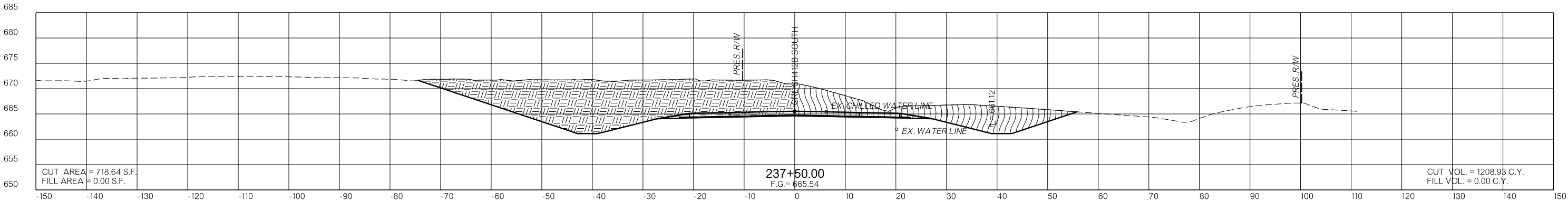
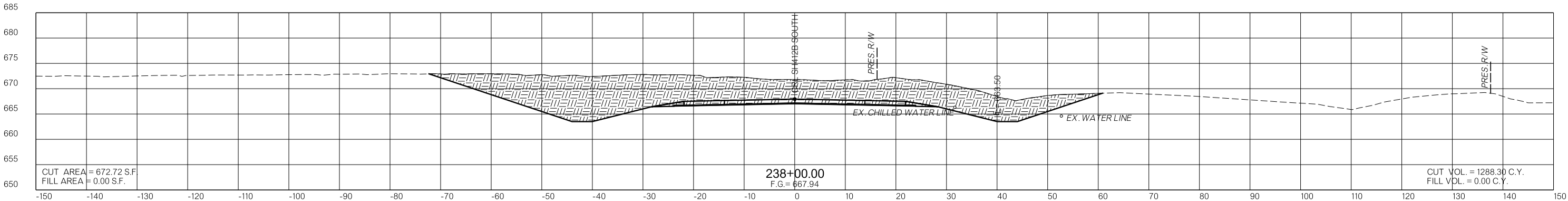
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5/20/2024



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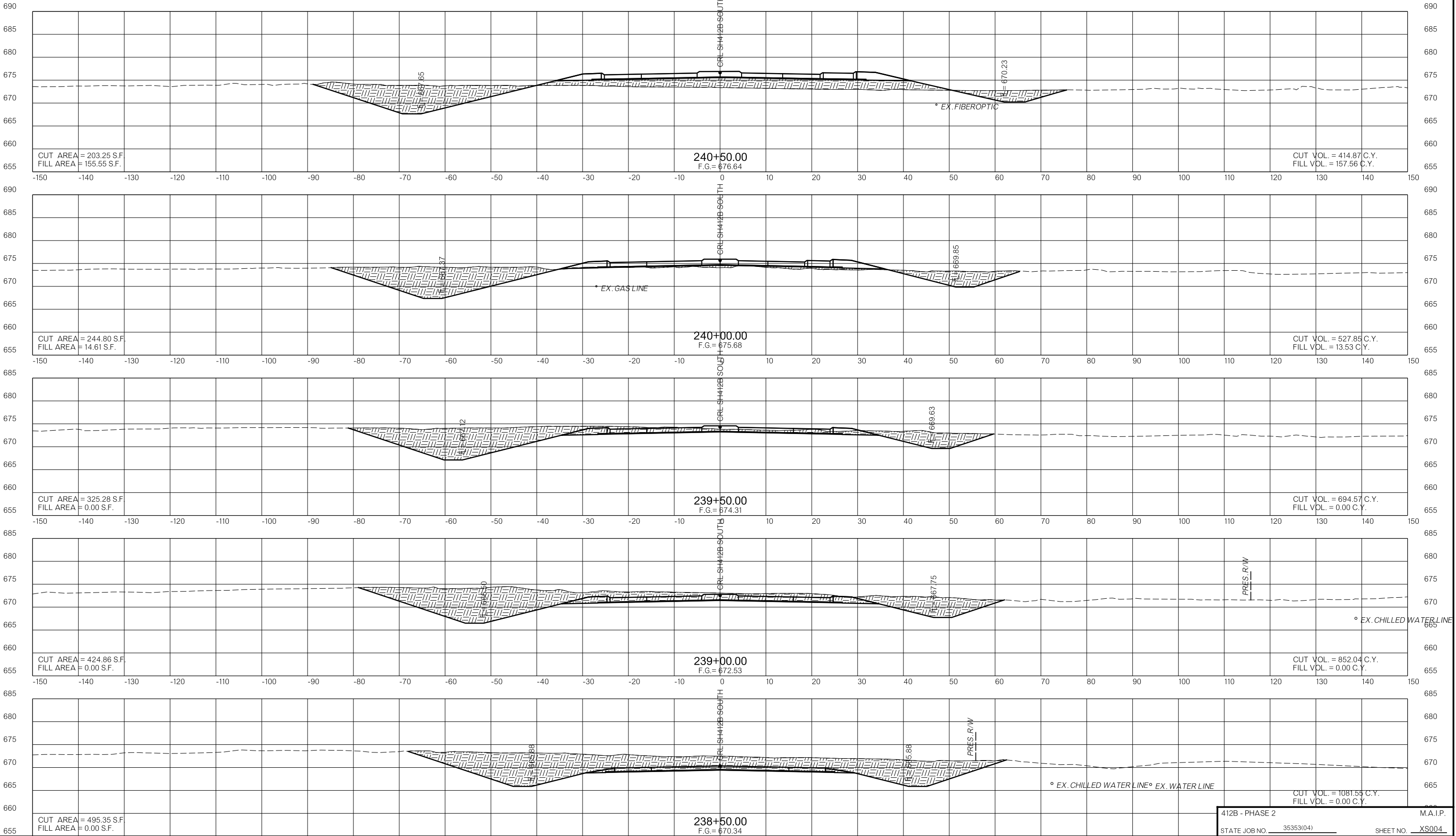
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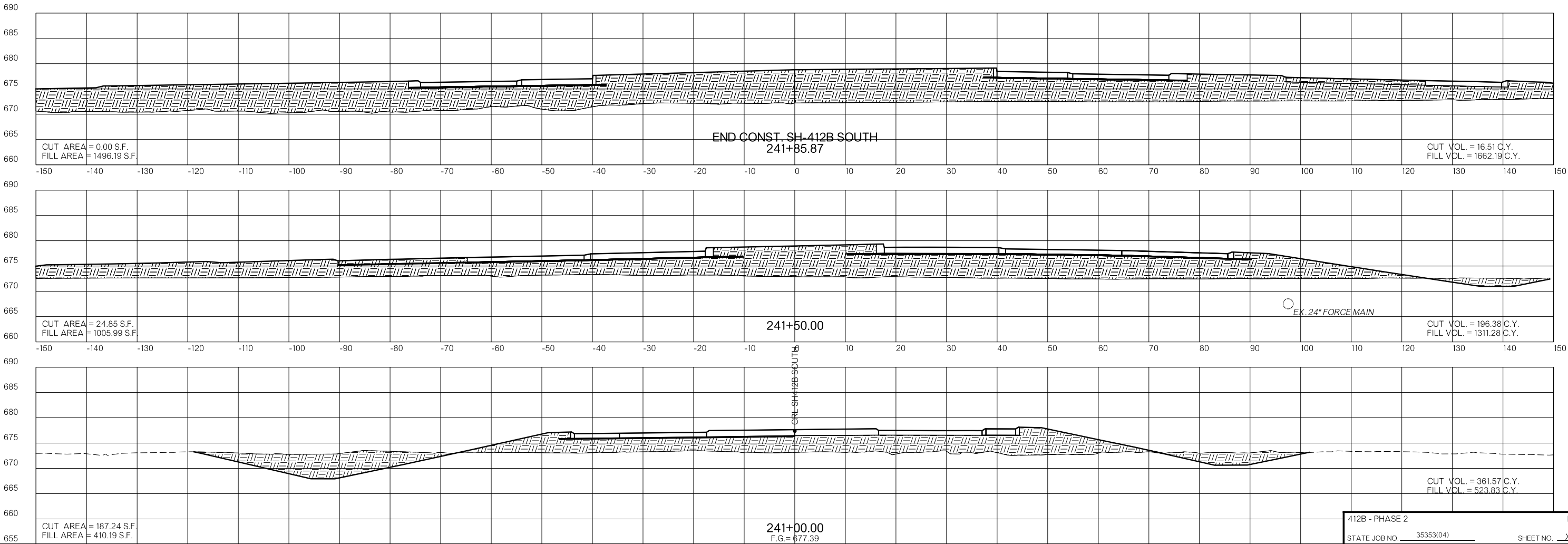
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5/20/2024



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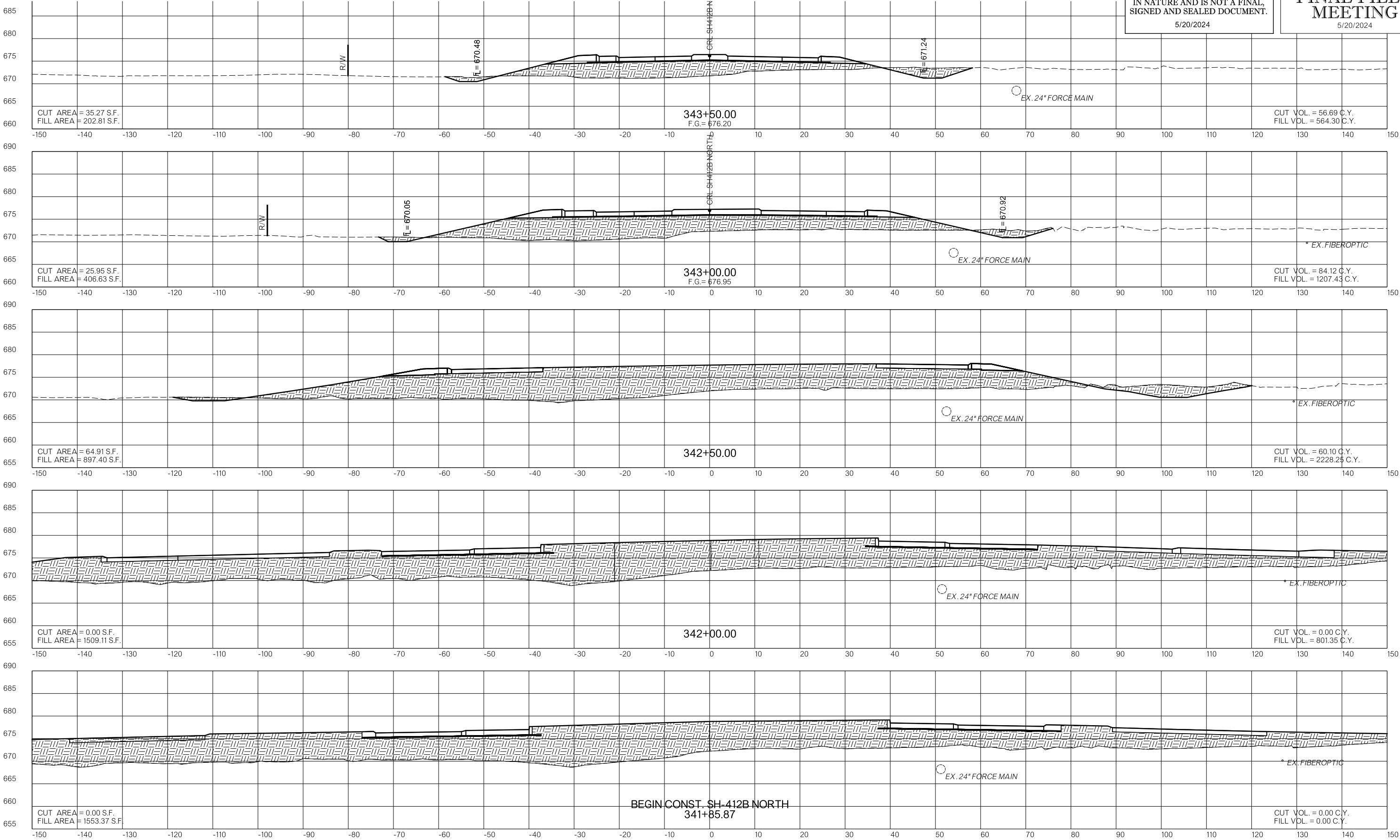
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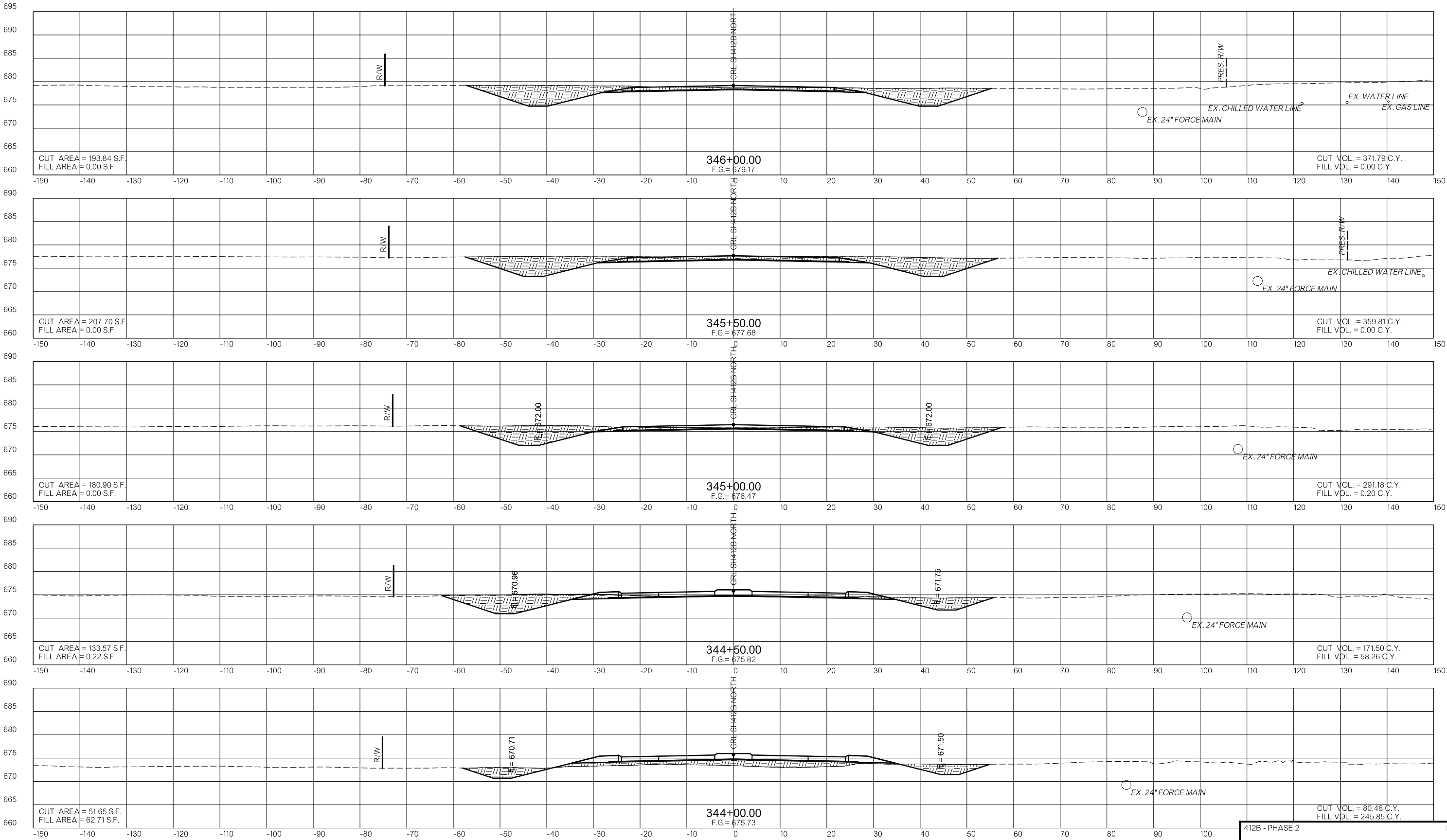
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PHASE 2



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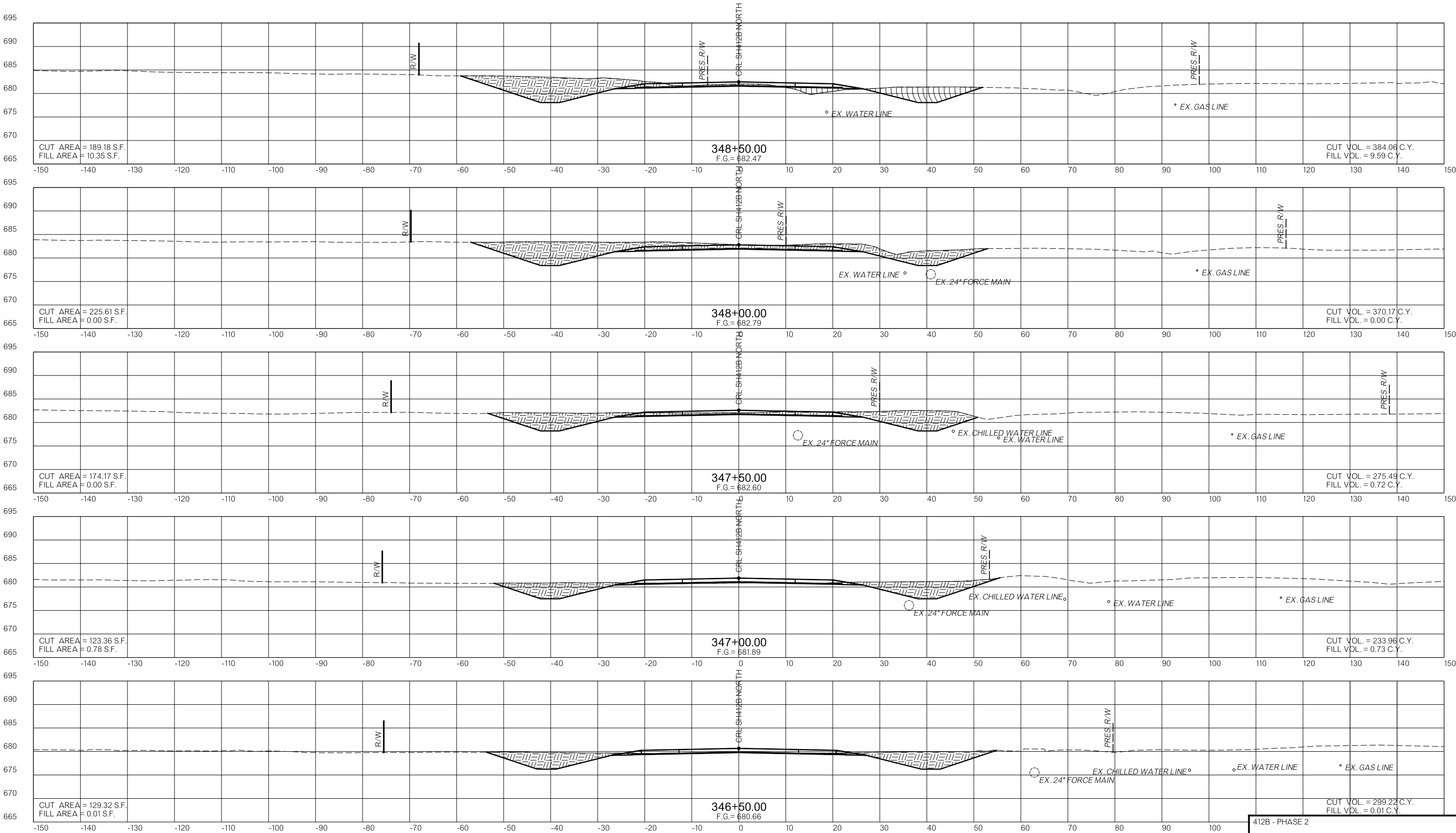
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412B - PHASE 2

STATE JOB NO. 35353(04)

M.A.I.P.

SHEET NO. XS008

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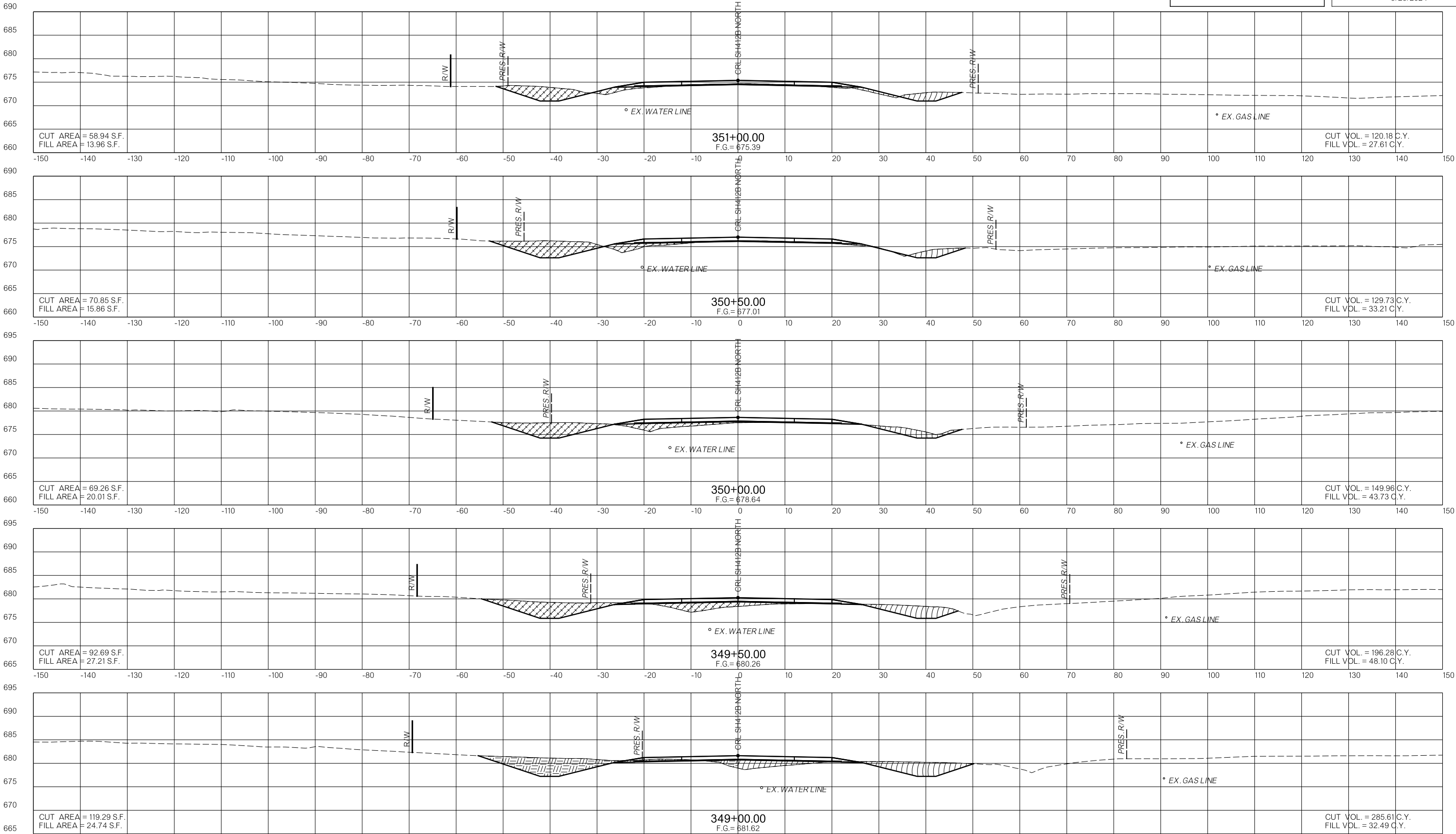
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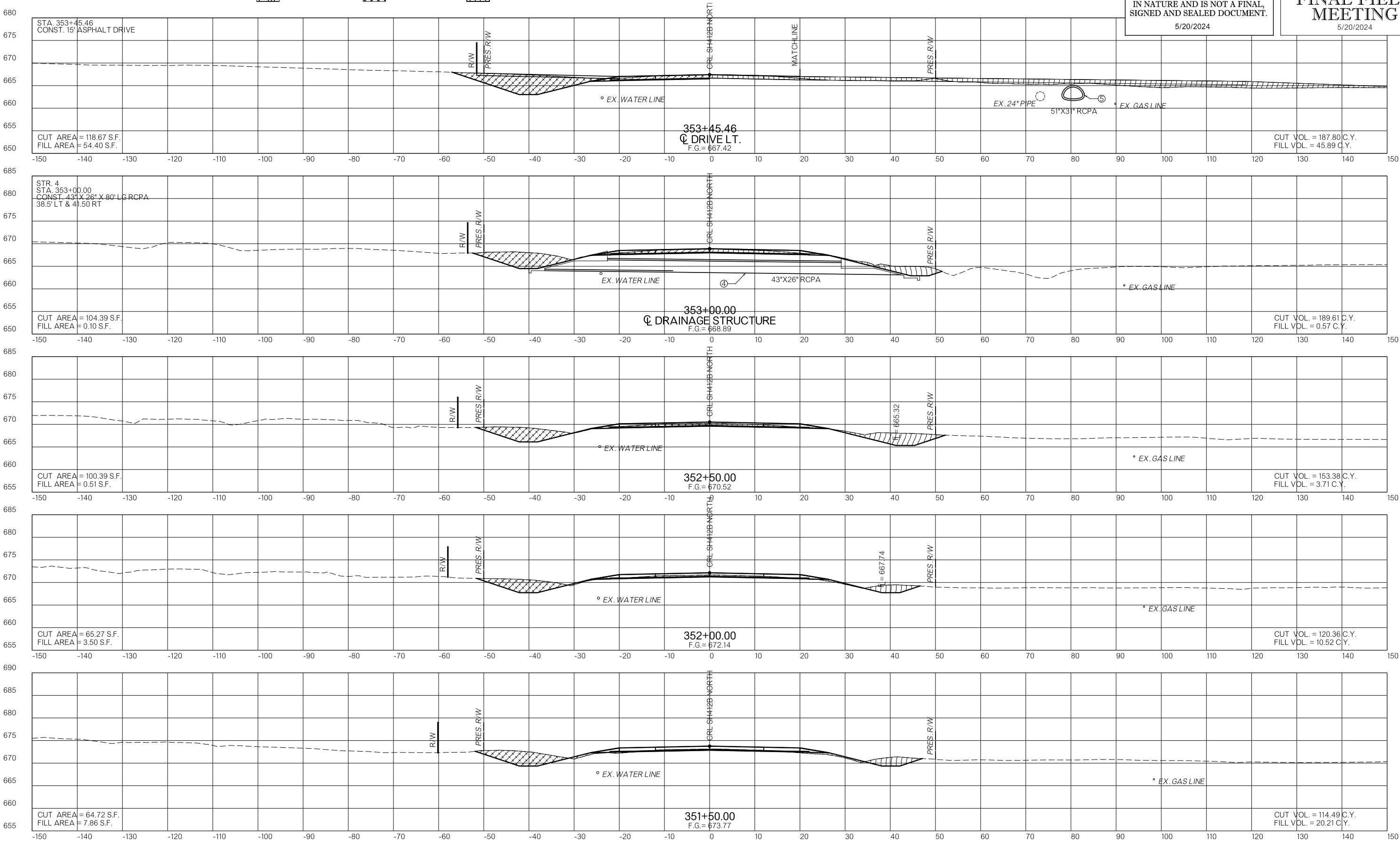
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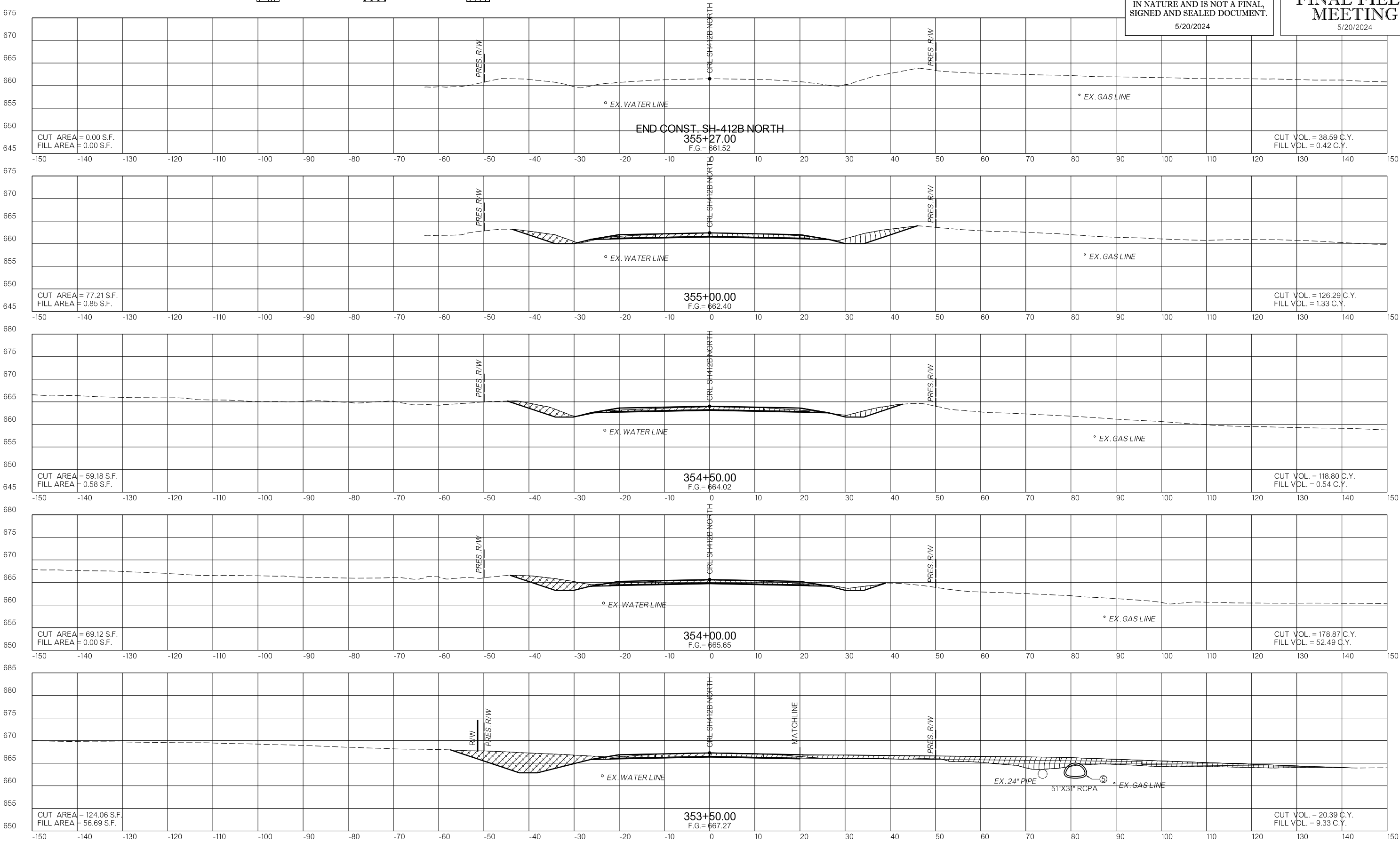
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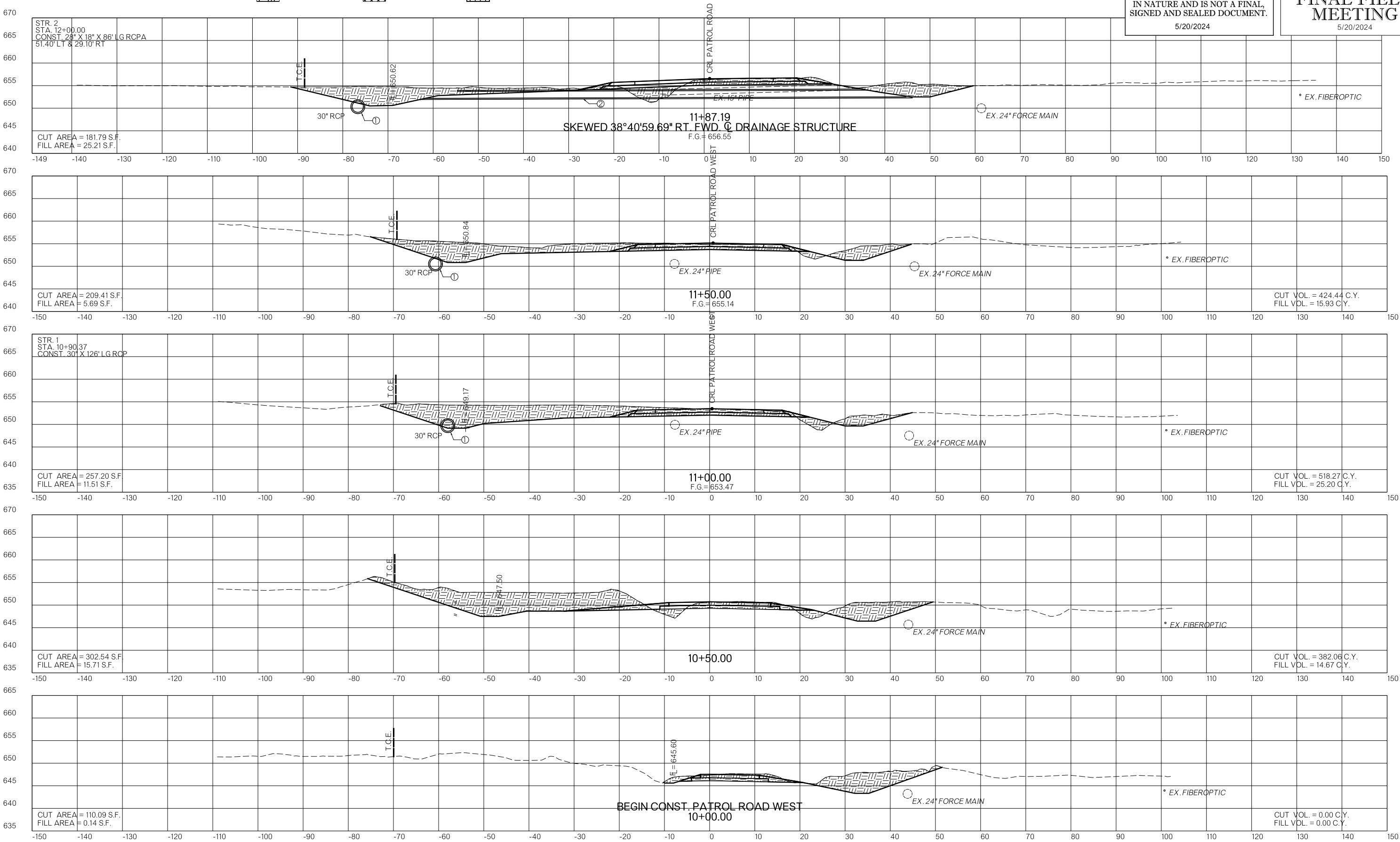
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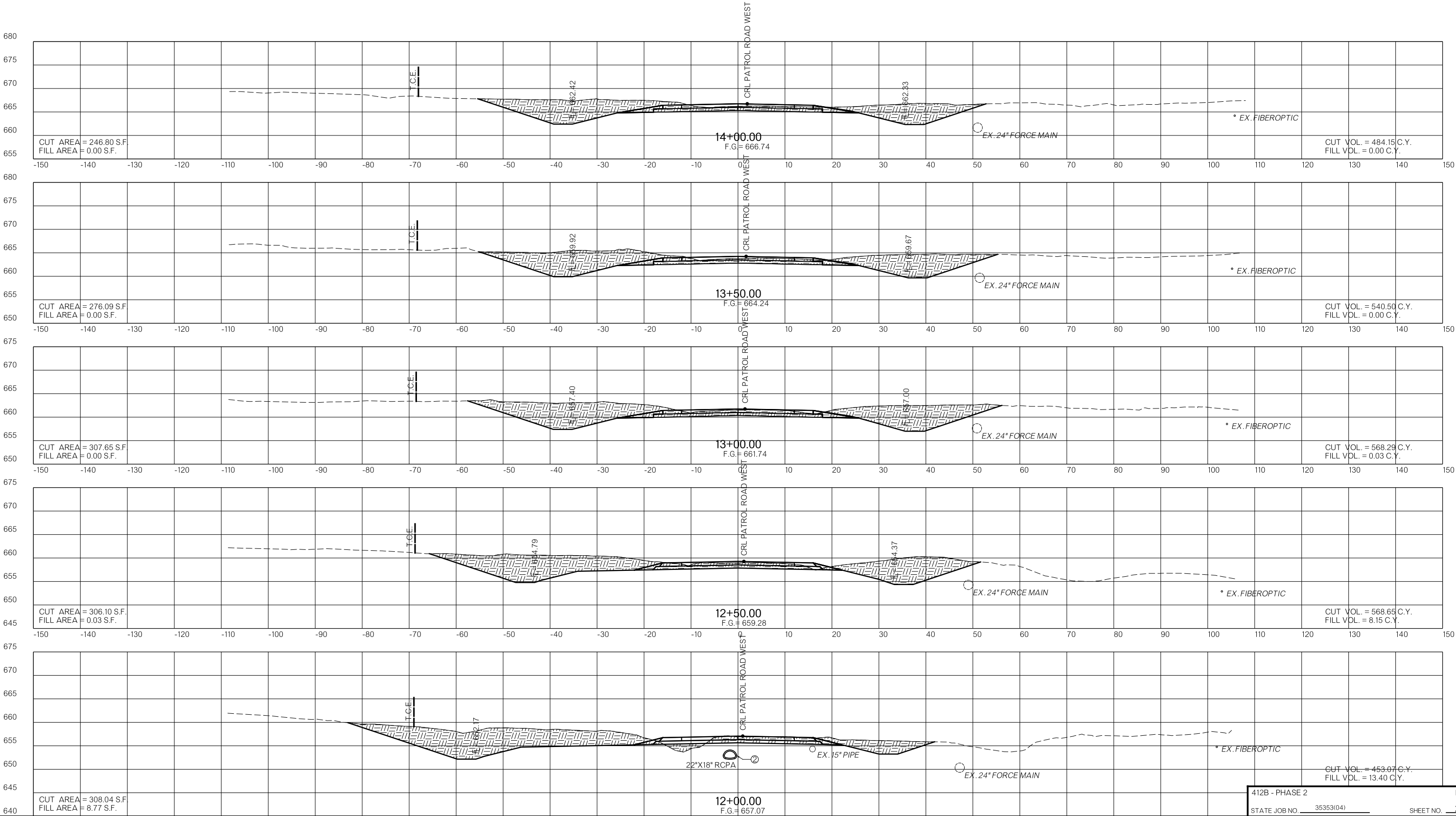
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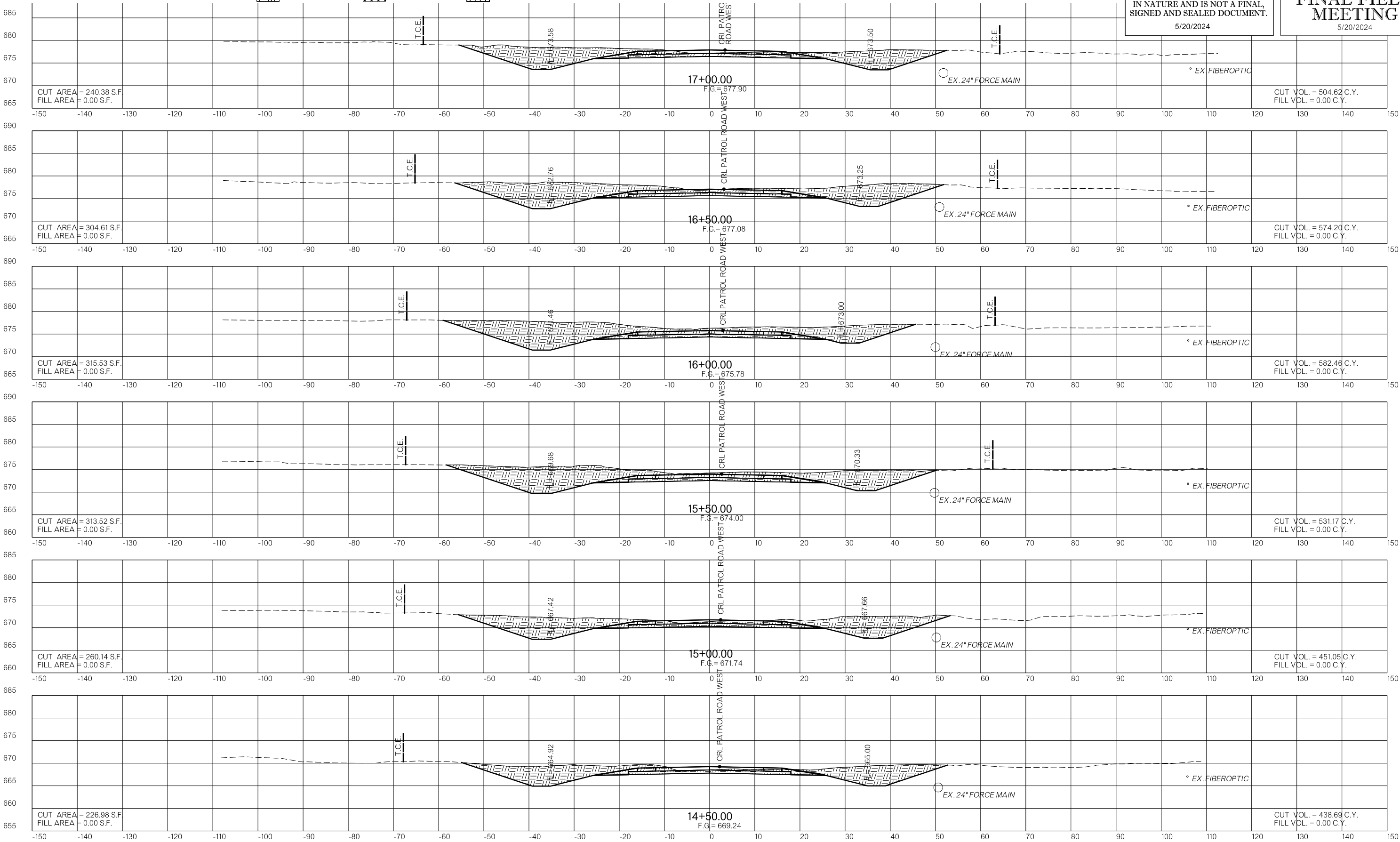
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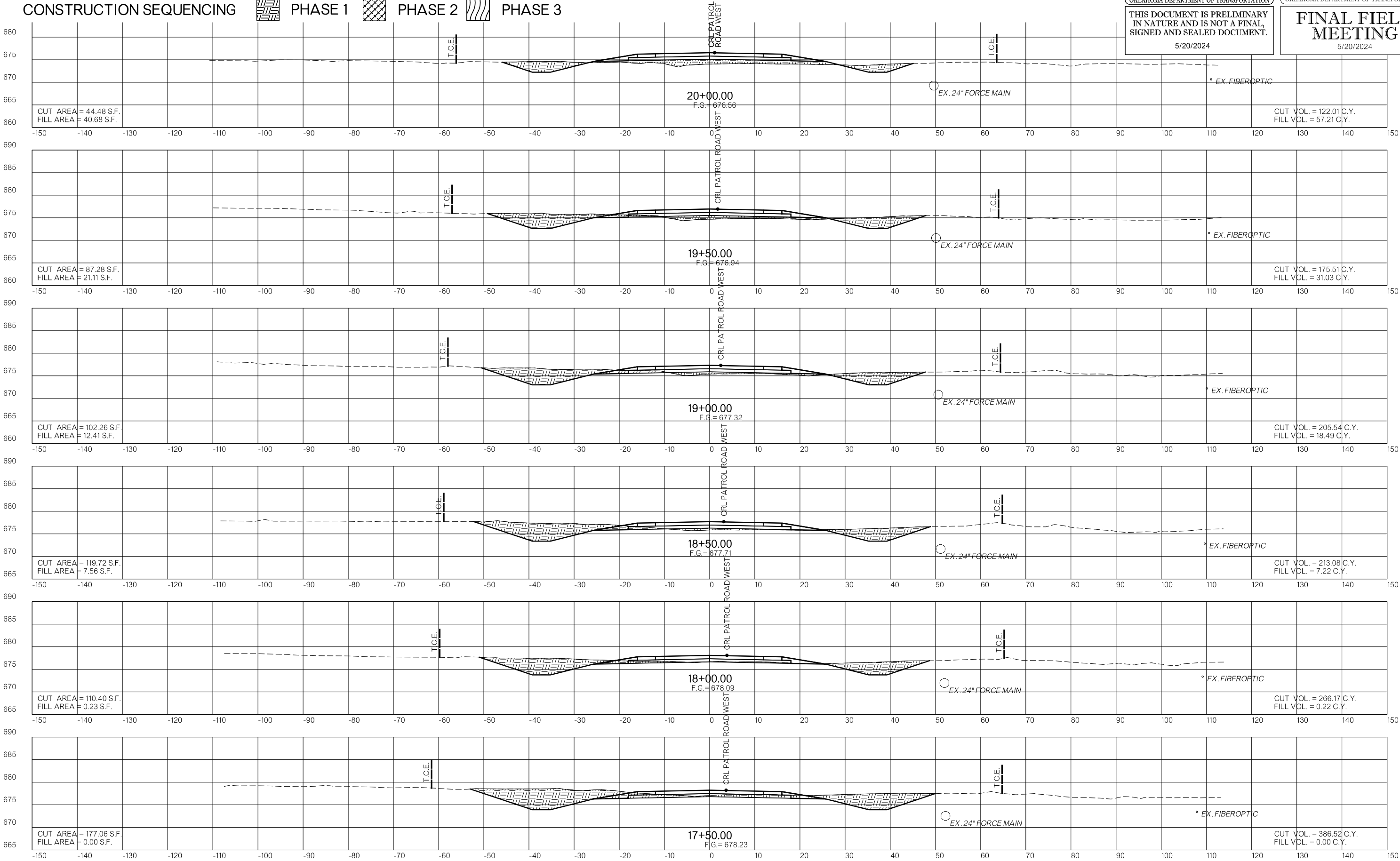
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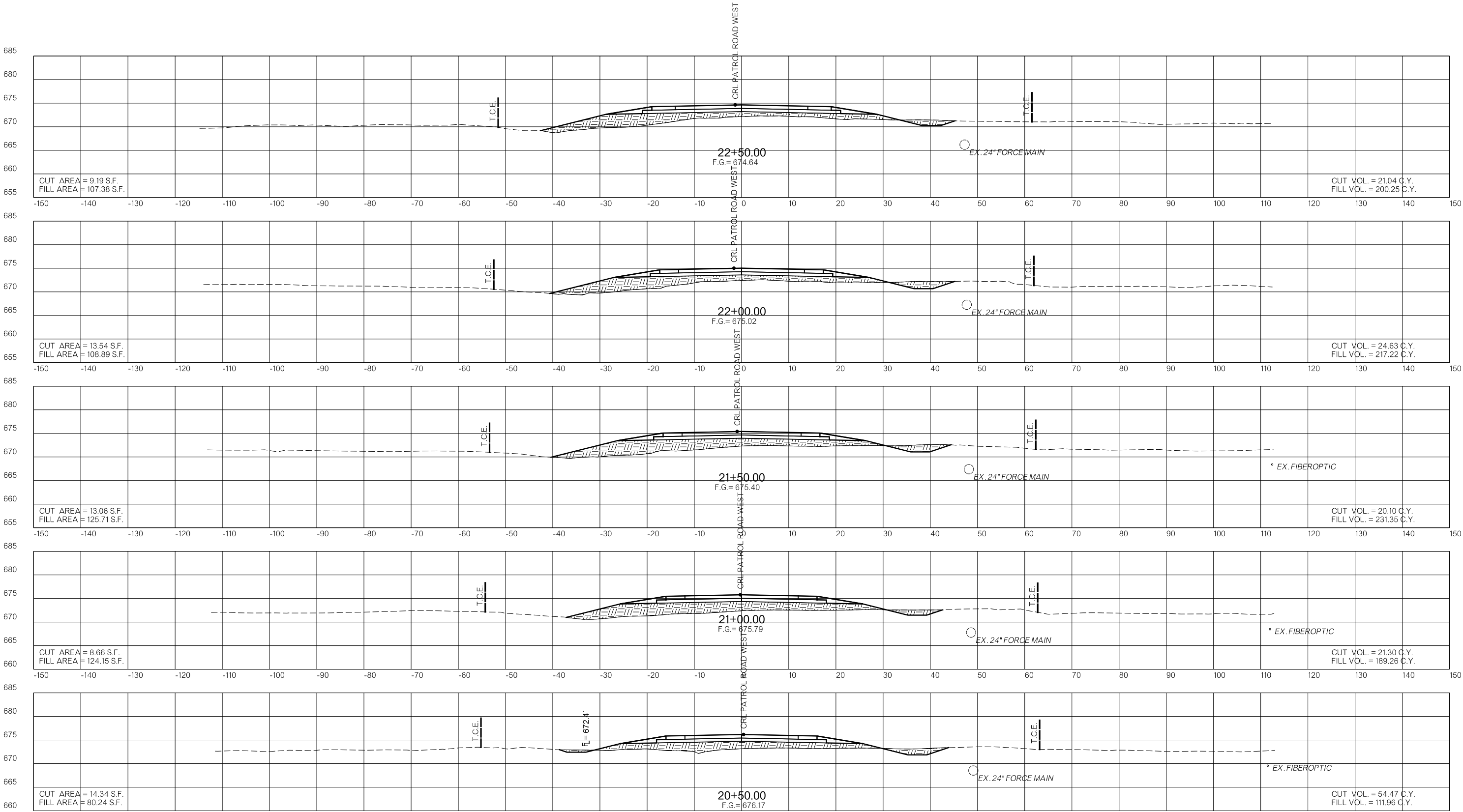
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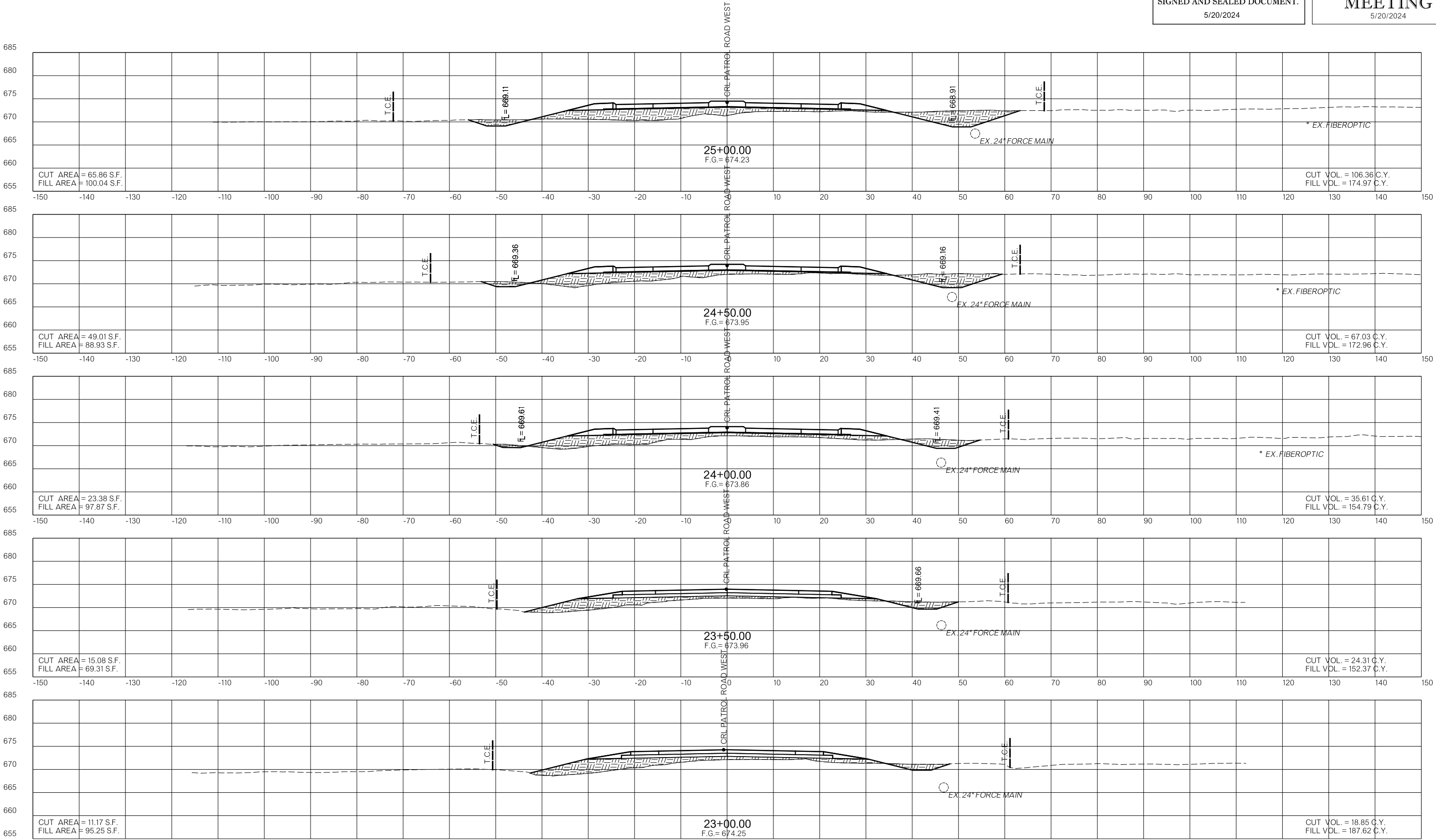
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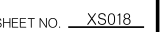
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FINAL FIELD
MEETING
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FINAL FIELD MEETING



CONSTRUCTION SEQUENCING



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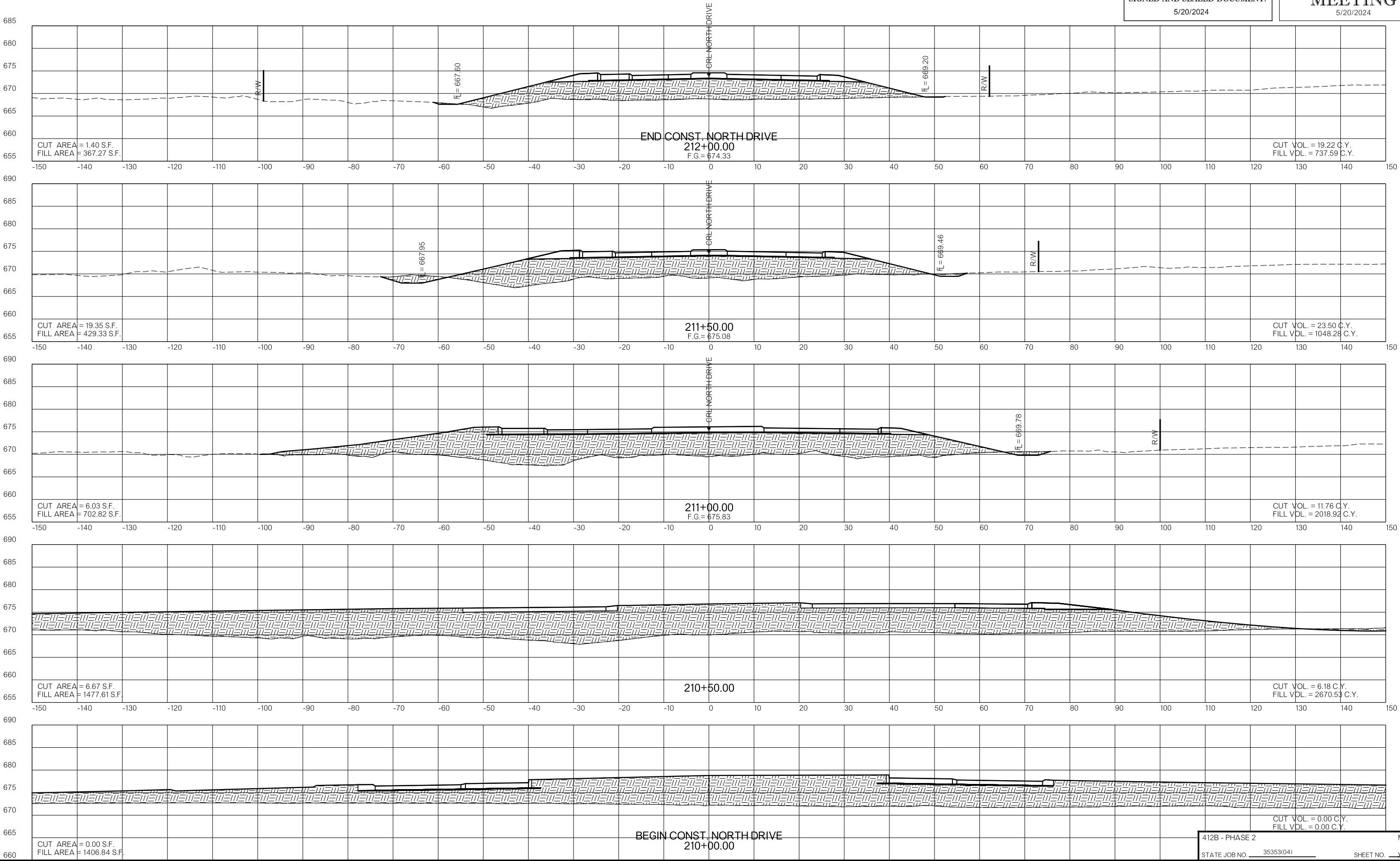
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FINAL FIELD
MEETING
5/20/2024



CONSTRUCTION SEQUENCING



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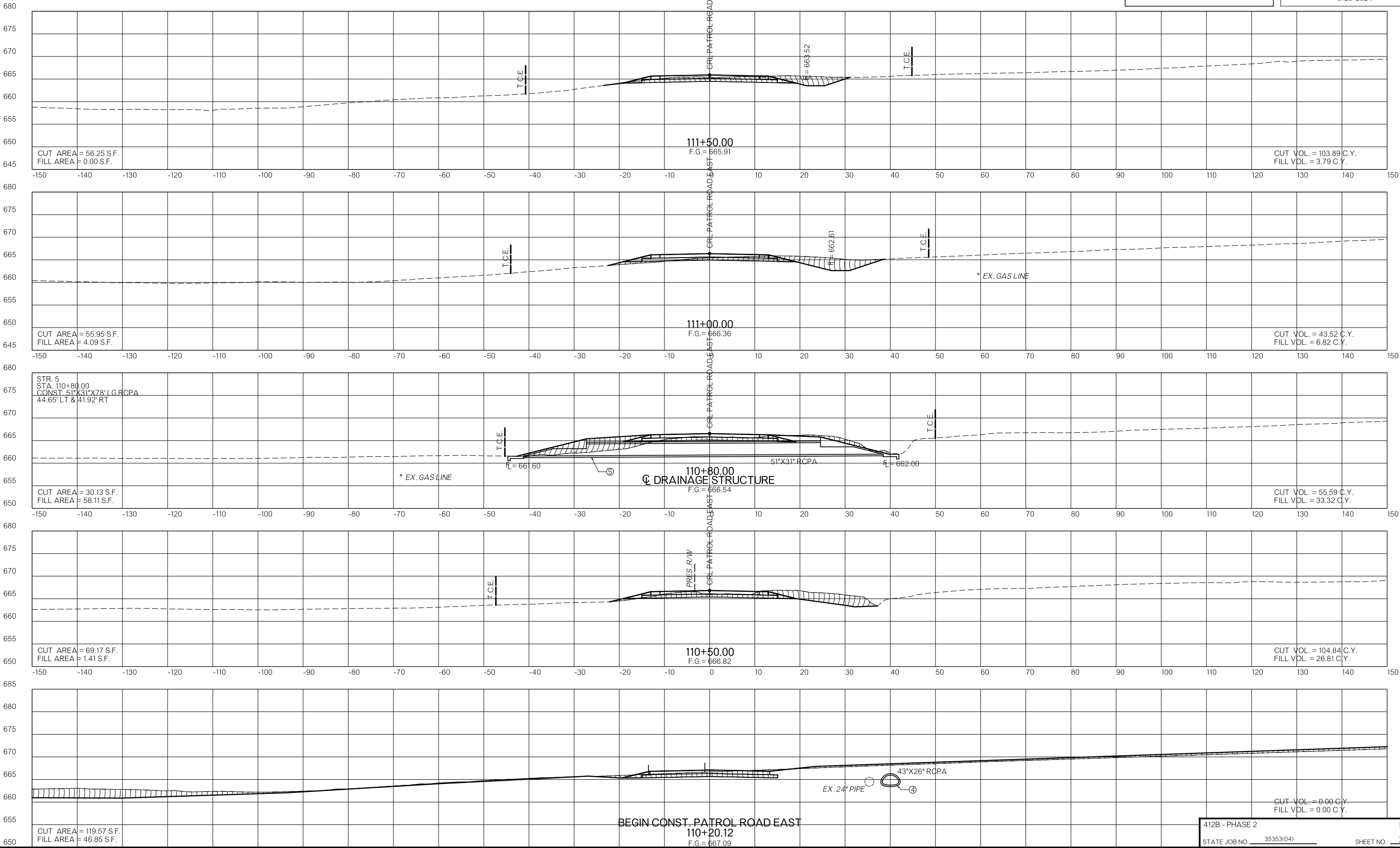
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**FINAL FIELD
MEETING**
5/20/2024



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FINAL FIELD
MEETING
5/20/2024

