STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

INTERSTATE HIGHWAY

FEDERAL AID PROJECT NO. NHPPI-4000-(099) EC
BRIDGE & APPROACHES
INTERSTATE 40 OVER TURKEY CREEK AND SAND CREEK

BECKHAM COUNTY

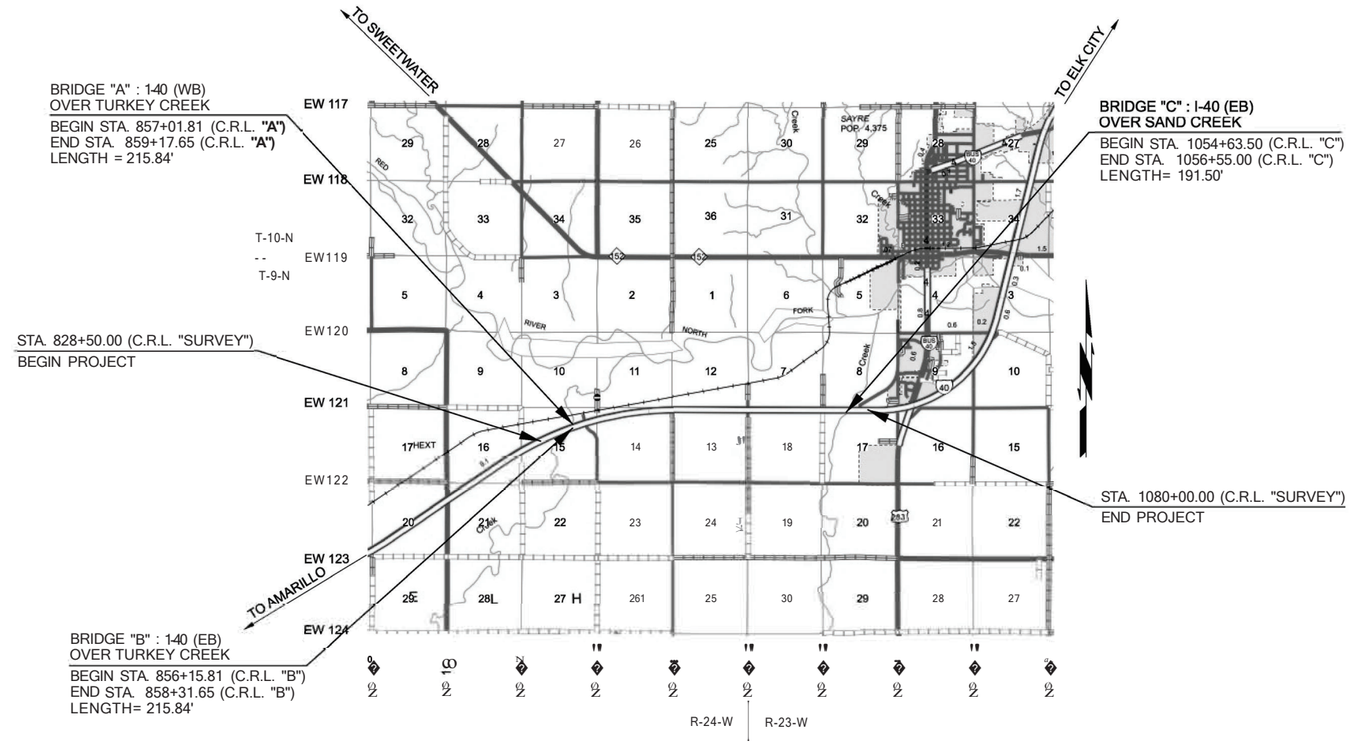
CONTROL SECTION NO. 40-05-01
STATE JOB NO. 31692(04)

BRIDGE "A" LOCATION NO. 0501 1622NX | EXIST. NBI NO. 17530 | NEW NBI NO. 32843
BRIDGE "B" LOCATION NO. 0501 1622SX | EXIST. NBI NO. 17529 | NEW NBI NO. 32842
BRIDGE "C" LOCATION NO. 0501 1998SX | EXIST. NBI NO. 14138 | NEW NBI NO. 32834

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS.

INDEX OF SHEETS
SEE SHEET 0002 FOR INDEX

STANDARDS
SEE SHEET 0002 FOR STANDARDS



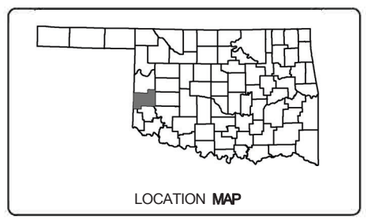
DESIGN DATA

ADT 2025	= 13,600
ADT 2045	= 18,000
DHV(1-WAY)	= 1,220
K(DHV/ADT)	= 9%
D	= 54%
T(o/oADT)	= 45%
T(o/oDHV)	= 43%
T'(o/oADT)	= 40%
V	= 75 MPH
20YR FLEX ESALS	= 59.2M

SCALES	1"
PLAN	1" = 50'
PROFILE HOR.	1" = 50'
VER.	1" = 5'
LAYOUT MAP	1" = 5280'

CONVENTIONAL SYMBOLS

- ASPHALT CONCRETE- ROADWAY
- ASPHALT CONCRETE - SHOULDER
- PAVEMENT REMOVAL
- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES- IN PLACE
- DRAINAGE STRUCTURES- NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGIT-OF-WAY FENCE


LOCATION MAP

PROJECT LENGTH BASED O N ♦ SURVEY STATIONING

ROADWAY LENGTH	24,742.66 FT.	4.686 MI.
BRIDGE LENGTH	407.34 FT.	0.077 MI.
PROJECT LENGTH	25,150 FT.	4.763 MI.

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

!!!ffc !9!!
201.W.Maheet-.....OfJ1111-401.MI.2411
.....n
t
5-31-23
DATE
(SHEETS: 0001-0002, AB01-AB02, AND B001-B067)

REGISTERED PROFESSIONAL ENGINEER
GREG D. DELANO
26547
OKLAHOMA

!!!ffc !9!!
11...Maheet-.....iii J1111-.....a.H11
.....11
KENNETH R GILLESPIE, P.E. OKLA. REG. NO. 20104
(ROADWAY)
-p//43
DATE

REGISTERED PROFESSIONAL ENGINEER
KENNETH R. GILLESPIE
20104
OKLAHOMA

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

SWO 5272(1) PROJECT NO. 31692(04) SHEET NO. 0001

PRINT DATE: 5/31/2023 T:\1919\19-19A\Drawings\0001-3169204-TITLE SHEET.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

INDEX OF SHEETS

0001	TITLE SHEET
0002	INDEX OF SHEETS AND STANDARDS
0003	TYPICAL SECTION (TURKEY CREEK)
0004	TYPICAL SECTION (SAND CREEK)
AB01 - AB02	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (1) - (2)
AE01	ENVIRONMENTAL NOTES
AR01	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)
AR02 - AR03	SUMMARY SHEET (ROADWAY) (1) - (2)
AT01	GENERAL NOTES AND PAY QUANTITIES & NOTES (TRAFFIC CONTROL)
AT02	GENERAL NOTES AND PAY QUANTITIES & NOTES (SIGNING & SAFETY)
AT03	SUMMARY SHEET (TRAFFIC)
B001	GENERAL PLAN AND ELEVATION - BRIDGE "A"
B002	GENERAL PLAN AND ELEVATION - BRIDGE "B"
B003	GENERAL PLAN AND ELEVATION - BRIDGE "A" AND "B"
B004	SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "A"
B005	SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "B"
B006 - B013	FOUNDATION BORING LOG SHEET (1) - (8)
B014	SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS - BRIDGE "A" AND "B"
B015	ABUTMENT NO. 1 - BRIDGE "A"
B016	ABUTMENT NO. 2 - BRIDGE "A"
B017	WING WALL DETAILS -BRIDGE "A"
B018	ABUTMENT NO. 1 - BRIDGE "B"
B019	ABUTMENT NO. 2 - BRIDGE "B"
B020	WING WALL DETAILS - BRIDGE "B"
B021	ABUTMENT DETAILS - BRIDGE "A" AND "B"
B022	PIER NO. 1 - BRIDGE "A"
B023	PIER NO. 2 - BRIDGE "A"
B024	PIER NO. 1 - BRIDGE "B"
B025	PIER NO. 2 - BRIDGE "B"
B026 - B027	PIER DETAILS - BRIDGE "A" AND "B" (1) - (2)
B028	TYPICAL CROSS SECTION - BRIDGE "A"
B029	TYPICAL CROSS SECTION - BRIDGE "B"
B030	LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "A" AND "B"
B031 - B032	SLAB REINFORCING PLAN - BRIDGE "A" AND "B" (1) - (2)
B033	BEAM FRAMING PLAN - BRIDGE "A" AND "B"
B034	P.C. BEAM DETAILS SPANS NO. 1 AND NO. 3 - BRIDGE "A" AND "B"
B035	P.C. BEAM DETAILS SPAN NO. 2 - BRIDGE "A" AND "B"
B036 - B037	DIAPHRAGM DETAILS - BRIDGE "A" AND "B" (1) - (2)
B038	BEARING ASSEMBLY DETAILS - BRIDGE "A" AND "B"
B039	APPROACH SLAB NO. 1 DETAILS - BRIDGE "A"
B040	APPROACH SLAB NO. 2 DETAILS - BRIDGE "A"
B041	APPROACH SLAB NO. 1 DETAILS - BRIDGE "B"
B042	APPROACH SLAB NO. 2 DETAILS - BRIDGE "B"
B043	APPROACH SLAB DETAILS BRIDGE "A" AND "B"
B044	DRAINS AT END OF BRIDGE - BRIDGE "A" AND "B"
B045	GENERAL PLAN AND ELEVATION - BRIDGE "C"
B046	SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "C"
B047	SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS - BRIDGE "C"
B048	ABUTMENT NO. 1 - BRIDGE "C"
B049	ABUTMENT NO. 2 - BRIDGE "C"
B050	WING WALL DETAILS - BRIDGE "C"
B051	ABUTMENT DETAILS - BRIDGE "C"
B052	PIER NO. 1 - BRIDGE "C"
B053	PIER NO. 2 - BRIDGE "C"
B054	PIER DETAILS - BRIDGE "C"
B055	TYPICAL CROSS SECTION - BRIDGE "C"
B056	LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "C"
B057 - B058	SLAB REINFORCING PLAN - BRIDGE "C" (1) - (2)
B059	BEAM FRAMING PLAN - BRIDGE "C"
B060	P.C. BEAM DETAILS SPANS NO. 1 AND NO. 3 - BRIDGE "C"
B061	P.C. BEAM DETAILS SPAN NO. 2 - BRIDGE "C"
B062	DIAPHRAGM DETAILS - BRIDGE "C"
B063	BEARING ASSEMBLY DETAILS - BRIDGE "C"
B064	APPROACH SLAB NO. 1 DETAILS - BRIDGE "C"
B065	APPROACH SLAB NO. 2 DETAILS - BRIDGE "C"
B066	APPROACH SLAB DETAILS - BRIDGE "C"
B067	DRAINS AT END OF BRIDGE - BRIDGE "C"
E001	SECTION 404 PERMIT COMPLIANCE
R001	SWMP (TURKEY CREEK)
R002	SWMP (SAND CREEK)
R003 - R004	GEOMETRIC LAYOUT SHEET (1) - (2)
R005 - R006	EROSION CONTROL PLAN (1) - (2)
R007 - R014	PLAN AND PROFILE SHEETS (1) - (8)
S001-S027	SURVEY DATA SHEETS
T001-T024	TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION (1) - (24)
T025-T026	STRIPING PLAN (1) - (2)
X001-X037	CROSS SECTIONS

STANDARDS

THE FOLLOWING STANDARDS WILL BE REQUIRED FOR THIS PROJECT:

ROADWAY (2019)	TRAFFIC (2009)			BRIDGE (2009)
TESCA-0	TCS1-1-01	TCS10-1-00	TCS24-1-02	FSHP-42-2-00E
RSF-0	TCS2-1-00	TCS11-1-01	PM4-1-02	HP1-2-01E
TSD-0	TCS3-1-01	TCS14-1-00	THRI-1-02	EJ-SK-04E
TFL-0	TCS4-1-01	TCS18-1-01	GHW1-1-00	EJ-DTL-02E
SSS-2-1	TCS5-1-00	TCS19-1-01	GHW2-1-00	
PSMD-2-2	TCS6-1-02	TCS20-1-00	SKT-1-00	
PCES-5-1	TCS7-1-02	TCS22-1-00	RS3-1-00	
SMD-4-2	TCS9-1-01	TCS23-1-00		
FP1-4-2				
PBB-1-2				
PUD-4-1				
FHTMPP-2-1				
RWF2-3-1				

NOTE: ROADWAY STANDARD DRAWINGS ARE BASED ON THE 2019 OKLAHOMA STANDARD SPECIFICATIONS. TRAFFIC AND BRIDGE STANDARD DRAWINGS ARE BASED ON THE 2009 OKLAHOMA STANDARD SPECIFICATIONS.

I-40 OVER TURKEY CREEK (BRIDGE "A" & "B")
I-40 OVER SAND CREEK (BRIDGE "C") BECKHAM CO.

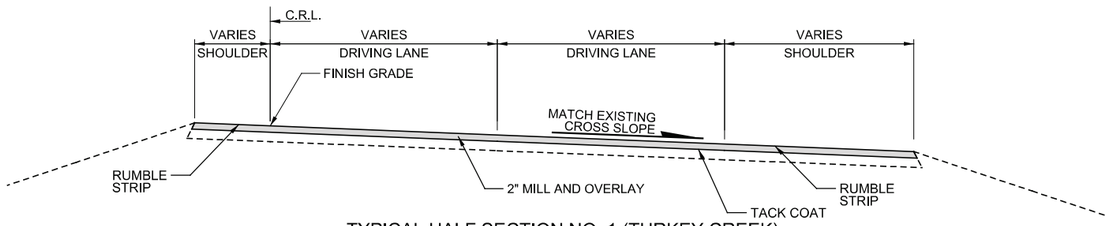
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND STANDARDS

STATE JOB NO. 31692(04) SHEET NO. 0002

PRINT DATE: 5/31/2023 T:\1919\19-19AD\rawings\0002-31692(04)-INDEX OF SHEETS AND STANDARDS.dgn



TYPICAL HALF SECTION NO. 1 (TURKEY CREEK)

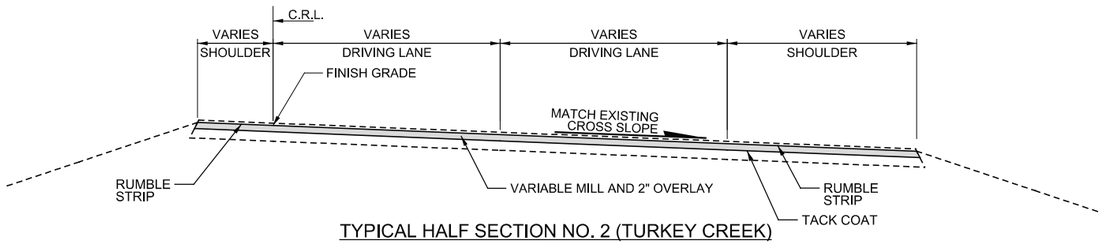
N.T.S.

C.R.L. "A" (WB I-40)
STA. 836+50.00 TO STA. 856+45.00
STA. 863+40.00 TO STA. 1054+90.55

C.R.L. "B" (EB I-40)
STA. 828+50.00 TO STA. 851+80.00
STA. 859+15.00 TO STA. 1044+00.00

PAVEMENT REQUIREMENT

	DRIVING LANES	SHOULDERS
PAVT. STRUCTURE	MILL AND OVERLAY	MILL AND OVERLAY
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)



TYPICAL HALF SECTION NO. 2 (TURKEY CREEK)

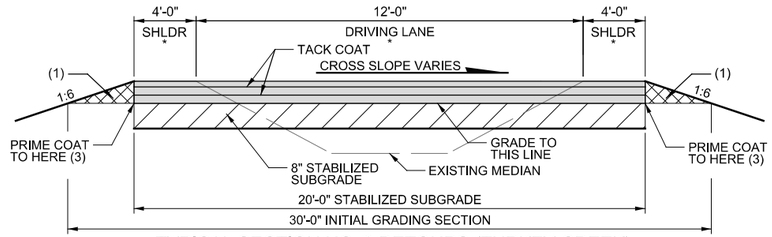
N.T.S.

C.R.L. "A" (WB I-40)
STA. 856+45.00 TO STA. 856+68.00
STA. 859+65.86 TO STA. 863+40.00

C.R.L. "B" (EB I-40)
STA. 851+80.00 TO STA. 855+52.33
STA. 858+65.17 TO STA. 859+15.00

PAVEMENT REQUIREMENT

	DRIVING LANES	SHOULDERS
PAVT. STRUCTURE	VARIABLE MILL	VARIABLE MILL
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)



TYPICAL SECTION NO. 3 DETOURS (TURKEY CREEK)

N.T.S.

C.R.L. CROSSOVER NO. 1
STA. 837+59.23 TO STA. 847+02.92

C.R.L. CROSSOVER NO. 2
STA. 837+60.43 TO STA. 846+99.29

C.R.L. CROSSOVER NO. 3
STA. 869+77.55 TO STA. 883+08.59

* SHOULDER AND DRIVING LANE WIDTH VARIES IN SCABBING RANGES:

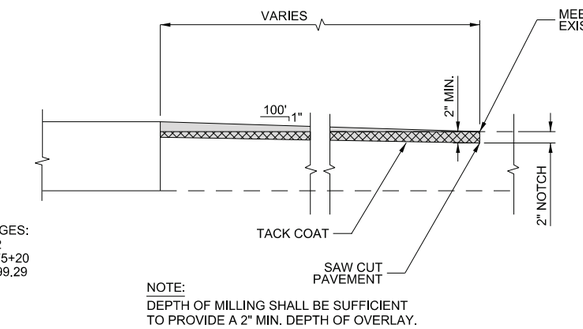
C.R.L. CROSSOVER NO. 1
STA. 837+59.23 TO STA. 840+39.80
STA. 843+86.91 TO STA. 847+02.92

C.R.L. CROSSOVER NO. 2
STA. 837+27.82 TO STA. 840+75+20
STA. 844+18.55 TO STA. 846+99.29

C.R.L. CROSSOVER NO. 3
STA. 869+77.55 TO STA. 873+83.63
STA. 877+88.22 TO STA. 881+49.43

PAVEMENT REQUIREMENT

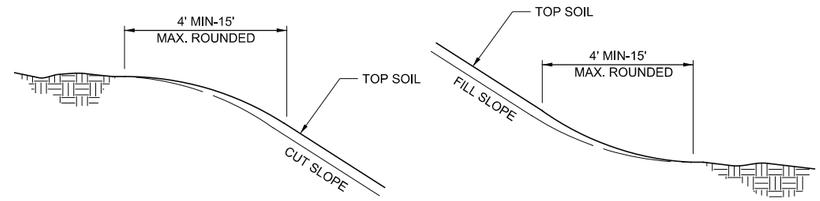
PAVT. STRUCTURE	DRIVING LANES	SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 76-28 OK)	4" SUPERPAVE TYPE S3 (PG 76-28 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE



NOTE:
DEPTH OF MILLING SHALL BE SUFFICIENT TO PROVIDE A 2" MIN. DEPTH OF OVERLAY.

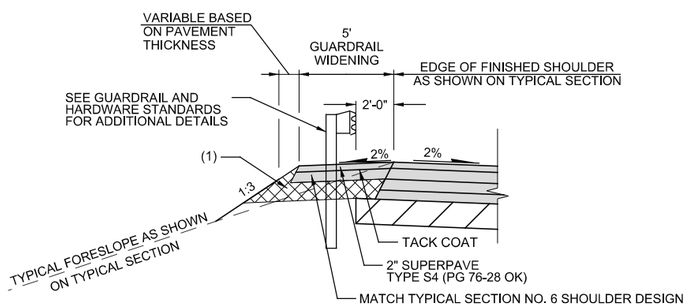
PROFILE OF ASPHALT OVERLAY TRANSITION

N.T.S.



ROUNDING DETAIL

ROUNDING SHALL BE 5' MIN. TO 15' MAX. AT THE INTERSECTION OF CUT SLOPES WITH GROUND LINES, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

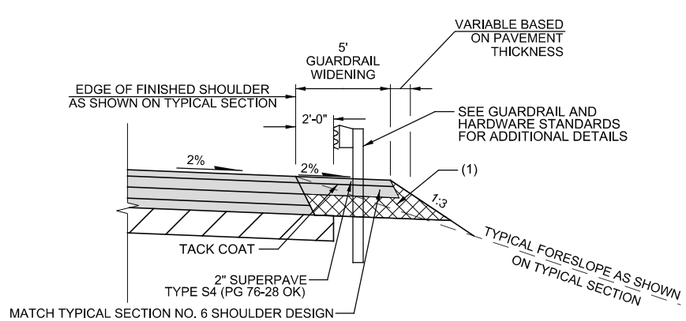


INSIDE SHOULDER GUARDRAIL WIDENING TYPICAL DETAIL

C.R.L. "A" (WB I-40)
STA. 859+65.86 TO STA. 862+05.00

C.R.L. "B" (EB I-40)
STA. 853+23.00 TO STA. 855+51.88

C.R.L. "C" (EB I-40)
STA. 1052+25.00 TO STA. 1054+14.26



OUTSIDE SHOULDER GUARDRAIL WIDENING TYPICAL DETAIL

C.R.L. "A" (WB I-40)
STA. 859+65.86 TO STA. 862+70.00

C.R.L. "B" (EB I-40)
STA. 852+70.00 TO STA. 855+51.88

C.R.L. "C" (EB I-40)
STA. 1051+26.00 TO STA. 1054+14.26

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

(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 SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD APPROX. 5" THICK 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 OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR TYPE A-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 DIAGRAM.

(3) PRIME COAT AT A RATE OF 0.35 GAL/SY OVER SUBGRADE UPON COMPLETION OF STABILIZATION.

I-40 OVER TURKEY CREEK BECKHAM CO.

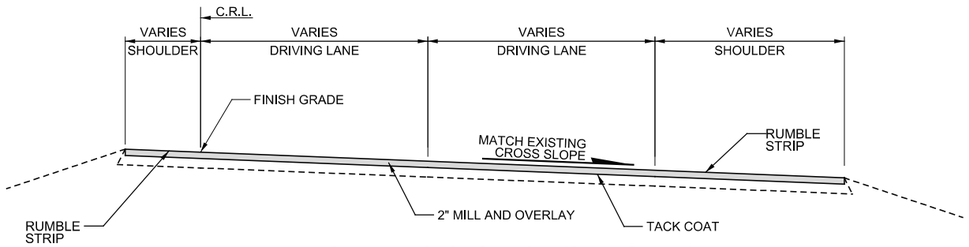
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION (TURKEY CREEK)

STATE JOB NO. 31692(04) SHEET NO. 0003

PRINT DATE: 7/6/2023 T:\1919A\Drawings\Roadway\0003-3169204-TYPICAL SECTION (1).dgn



TYPICAL HALF SECTION NO. 4 (SAND CREEK)

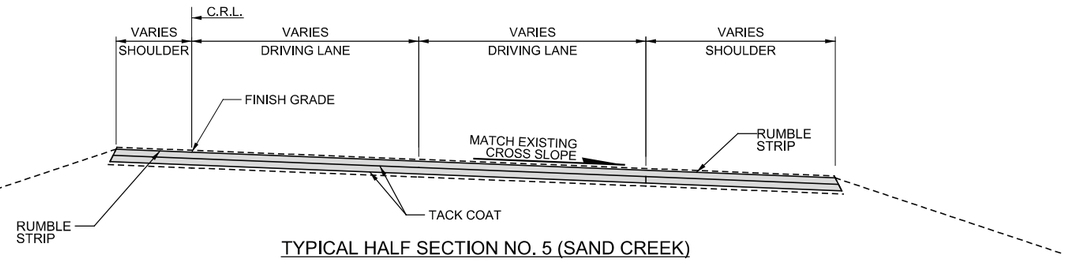
N.T.S.

C.R.L. "C" (EB I-40)
STA. 859+15.00 TO STA. 1044+00.00
STA. 1061+00.00 TO STA. 1072+02.61

SURVEY C.R.L. (WB I-40)
STA. 863+54.00 TO STA. 1054+90.55
STA. 1056+90.98 TO STA. 1080+00.00

PAVEMENT REQUIREMENT

	DRIVING LANES	SHOULDERS
PAVT. STRUCTURE	MILL AND OVERLAY	MILL AND OVERLAY
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)



TYPICAL HALF SECTION NO. 5 (SAND CREEK)

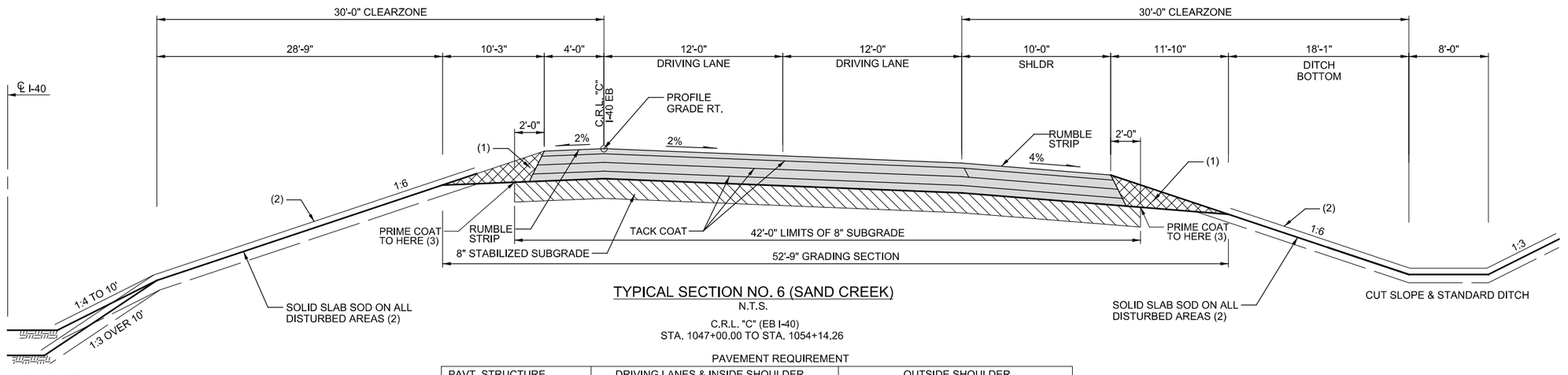
N.T.S.

C.R.L. "C" (EB I-40)
STA. 1044+00.00 TO STA. 1047+00.00
STA. 1056+87.00 TO STA. 1061+00.00

*
3" OVERLAY STA. 1046+42.82 TO STA. 1047+00.00
4.5" OVERLAY STA. 1056+87.00 TO STA. 1057+30.80

PAVEMENT REQUIREMENT

	DRIVING LANES & INSIDE SHOULDER	OUTSIDE SHOULDER
PAVT. STRUCTURE	VARIABLE MILL	VARIABLE MILL
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3-4.5" SUPERPAVE TYPE S3 (PG 76-28 OK) *	3-4.5" SUPERPAVE TYPE S3 (PG 64-22 OK) *



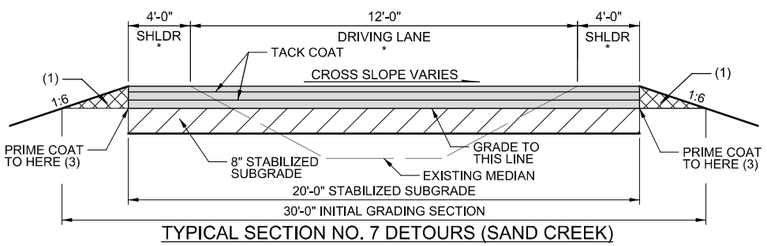
TYPICAL SECTION NO. 6 (SAND CREEK)

N.T.S.

C.R.L. "C" (EB I-40)
STA. 1047+00.00 TO STA. 1054+14.26

PAVEMENT REQUIREMENT

PAVT. STRUCTURE	DRIVING LANES & INSIDE SHOULDER	OUTSIDE SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 76-28 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE



TYPICAL SECTION NO. 7 DETOURS (SAND CREEK)

N.T.S.

*
SHOULDER AND DRIVING LANE WIDTH VARIES IN SCABBING RANGES:

C.R.L. CROSSOVER NO. 5
STA. 1034+40.00 TO STA. 1041+30.41

C.R.L. CROSSOVER NO. 6
STA. 1064+06.19 TO STA. 1070+97.32

C.R.L. CROSSOVER NO. 4
STA. 1064+06.19 TO STA. 1067+09.62
STA. 1067+97.60 TO STA. 1070+97.32

PAVEMENT REQUIREMENT

PAVT. STRUCTURE	DRIVING LANES	SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 76-28 OK)	4" SUPERPAVE TYPE S3 (PG 76-28 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

NOTE:

A MELLOWING PERIOD OF 7 DAYS OR LONGER MAY BE REQUIRED BEFORE START OF PAVING OPERATIONS IN ORDER TO ALLOW FOR POSSIBLE SULFATE INDUCED HEAVE.

ADD A PLAN NOTE RESTRICTING THE CONTRACTOR FROM INCORPORATING ANY BORROW SOIL WITH SULFATE CONCENTRATIONS GREATER THAN 600 PPM INTO THE TOP 24" OF THE GRADING SECTION.

ADD A PLAN NOTE REQUIRING THE CONTRACTOR TO TEST THE SUBGRADE FOR SULFATES ACCORDING TO ODOT MATERIALS DIVISION OHD L-49 PROCEDURES PRIOR TO THE ADDITION OF ANY STABILIZING AGENT. DO NOT APPLY STABILIZING AGENT TO ANY SOILS HAVING SULFATE CONCENTRATIONS HIGHER THAN 1000 PPM. FOR SOILS HAVING SULFATE CONCENTRATIONS HIGHER THAN 1000 PPM, USE SUBGRADE METHOD B.

A COMPLETE SOIL STABILIZATION MIX DESIGN SHOULD BE PERFORMED DURING CONSTRUCTION OF THE FINISHED SUBGRADE IN ACCORDANCE WITH ODOT OHD L-50, SOIL STABILIZATION MIC DESIGN PROCEDURE TO DETERMINE THE APPROPRIATE TYPE AND THE OPTIMUM PERCENTAGE OF CHEMICAL STABILIZER TO BE USED.

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

(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 SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD APPROX. 5" THICK 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 OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR TYPE A-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 DIAGRAM.

(3) PRIME COAT AT A RATE OF 0.35 GAL/SY OVER SUBGRADE UPON COMPLETION OF STABILIZATION.

I-40 OVER SAND CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION (SAND CREEK)

STATE JOB NO. 31692(04) SHEET NO. 0004

PRINT DATE: 7/6/2023 T:\19199\Drawings\Roadway\0004-31692\04-TYPICAL SECTION (2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BRIDGE GENERAL NOTES

SPECIFICATIONS

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

UTILITY LOCATE

CONTRACTOR SHALL MAKE EVERY EFFORT TO LOCATE AND PROTECT ALL UTILITIES AND STRUCTURES, WHETHER SHOWN OR NOT, PRIOR TO ANY CONSTRUCTION OPERATIONS. THEY SHALL SO CARRY ON THEIR CONSTRUCTION SUCH THAT THEY WILL NOT DAMAGE ANY UTILITIES OR STRUCTURES REMAINING IN PLACE. THE CONTRACTOR SHALL CALL OKIE BEFORE PERFORMING ANY EXCAVATIONS.

SUPERSTRUCTURE CHAMFER REQUIREMENT

ALL EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

PIER AND ABUTMENT CHAMFER REQUIREMENT

ALL EXPOSED CONCRETE EDGES (EXCLUDING PEDESTAL EDGES WHICH SHALL HAVE 3/4" CHAMFER) SHALL HAVE 11/2" CHAMFER UNLESS OTHERWISE NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

CONCRETE PLACEMENT

ALL CONCRETE SHALL BE PLACED IN THE DRY.

CONCRETE

CONCRETE FOR ABUTMENT SEATS, WING WALLS, RETAINING WALLS, AND PIERS SHALL BE CLASS A, Fc = 3,000 PSI MINIMUM STRENGTH AT 28 DAYS.

CONCRETE FOR SUPERSTRUCTURE, APPROACH SLABS, AND PARAPET SHALL BE CLASS AA, Fc = 4,000 PSI MINIMUM STRENGTH AT 28 DAYS.

WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL, THE VIBRATOR SHALL BE EQUIPPED WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO THE EPOXY COATING.

REINFORCING STEEL

UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 (ASTM A615), GRADE 60.

BEARING ASSEMBLIES

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

PENETRATING WATER REPELLENT SURFACE TREATMENT

APPLY WATER REPELLENT TREATMENT TO THE BRIDGE IN A MANNER CONSISTENT WITH THE DETAILS SHOWN IN THE PLANS.

DECK SLAB

THE DECK SLAB SHALL BE POURED ONE SPAN AT A TIME. NO ADJACENT SPAN AT A FIXED PIER SHALL BE POURED UNTIL AT LEAST 48 HOURS AFTER ANY ADJACENT POUR HAS BEEN COMPLETED.

CONSTRUCTION JOINTS AT THE FIXED PIERS SHALL NOT BE KEYED. IN THE EVENT OF AN EMERGENCY, POURING OF DECK SLAB MAY BE HALTED WITH A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC AS DIRECTED BY THE ENGINEER.

LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THRU ALL CONSTRUCTION JOINTS. NO HEAVY EQUIPMENT WILL BE PERMITTED ON THE FINISHED DECK SLAB WITHIN 5 FEET OF ANY CONSTRUCTION JOINT UNTIL THE DECK SLAB IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT.

ALL CONSTRUCTION JOINTS WITHIN THE DECK SLAB SHALL BE SEALED USING HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS. ALL COST FO THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF "SEALER RESIN". ALL COST FOR EQUIPMENT AND LABOR FOR THE INSTALLATION OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF " SEALER CRACK PREPARATION".

DO NOT SAW-CUT GROOVE THE DECK SLAB WITHIN 6" OF ANY CONSTRUCTION JOINT.

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

ELASTOMERIC COATING

THE ELASTOMERIC COATING SHALL BE A LIQUID APPLIED URETHANE COATING SUCH AS CIM 1000 AS MANUFACTURED BY CIM INDUSTRIES, INC. OR AN APPROVED EQUAL. PRODUCT INFORMATION FOR CIM 1000 CAN BE OBTAINED FROM LASTER CASTOR CORP. OF TULSA, OKLAHOMA, PHONE NUMBER 918-234-7777.

THE ELASTOMERIC COATING SHALL BE APPLIED TO THE AREAS SHOWN ON THE PLANS. THE FINISH SHALL HAVE NEAT STRAIGHT LINES FOR APPROVAL.

THE EQUIPMENT AND METHODS OF APPLYING THE URETHANE COATING SHALL BE IN ACCORDANCE WITH THE PROJECT COATING PROFILE AND INSTRUCTION GUIDES FOR APPLICATION TO CONCRETE. PRECAUTIONARY MEASURES SHALL BE IN ACCORDANCE WITH THE MATERIAL SAFETY DATA SHEET AS PROVIDED BY THE MANUFACTURER.

THE COATING SHALL BE 60 MILS DRY THICKNESS AND 68 MILS WET THICKNESS. IN ADDITION TO APPLYING THE COATING TO THE CONCRETE SUBSTRUCTURE UNITS AS SHOWN IN THE PLANS. THE COATING SHALL RETURN UP THE VERTICAL SURFACES OF THE PIER AND ABUTMENT BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS. SURFACE PREPARATIONS AND PRODUCT MIXING SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS AND ALL NEW CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 3000 P.S.I. AT THE TIME OF APPLICATION. PRIMER SHALL BE APPLIED TO THE CONCRETE SURFACES PRIOR TO APPLYING THE COATING. ALL CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE ELASTOMERIC COATING.

WATER REPELLENT WILL NOT BE REQUIRED ON SURFACES THAT ARE COATED WITH ELASTOMERIC COATING.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PER SQUARE FEET OF "ELASTOMERIC COATING," WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED.

STAY-IN-PLACE FORMS

STAY-IN-PLACE STEEL DECK FORMS MAY BE USED IF THE MINIMUM DECK SLAB THICKNESS OF 8" IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB SHALL NOT BE PERMITTED. THE TOTAL ADDITIONAL WEIGHT OF THE DECK FORM AND FILLER SHALL NOT EXCEED 5 PSF. NO WELDING TO THE TOP FLANGE OR STUDS WILL BE ALLOWED. PREFORMED STYROFOAM OR ANY OTHER FILLER MATERIAL MUST BE BONDED TO THE STEEL STAY-IN-PLACE FORMS. STAY-IN-PLACE PRE-STRESSED CONCRETE DECK FORMS MAY BE USED IF THE FOLLOWING CONDITIONS ARE MET:

1. SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
2. A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND A NEW REINFORCING SCHEDULE FOR THE DECK SLAB IS SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL
3. ALL SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULES AND ALL STRUCTURAL DESIGNS AND CALCULATIONS SHALL BE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA.

ALL COST ASSOCIATED WITH THE USE OF STAY-IN-PLACE FORMS INCLUDING THE COST OF PROFESSIONAL SERVICES, MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE AT THE CONTRACTOR'S EXPENSE. SEE SECTION 502 OF THE STANDARD SPECIFICATIONS FOR MORE INFORMA TION.

DRILLED SHAFTS

TYPE V CEMENT SHALL BE REQUIRED TO PROTECT AGAINST SULFATE ATTACK.

DRIVEN PILES

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

B. MATERIAL: ALL DRIVEN PILES SHALL BE AASHTO M270 GRADE 50.

ABUTMENT PILING CAPACITY

THE FACTORED REACTIONS OF EACH HP 12X53 PILE FOR BRIDGE "A", "B" AND "C" ARE AS FOLLOWS:

BRIDGE "A":
ABUTMENT NO. 1 = 73.7 TONS/PILE
ABUTMENT NO. 2 = 73.7 TONS/PILE

BRIDGE "B":
ABUTMENT NO. 1 = 73.7 TONS/PILE
ABUTMENT NO. 2 = 73.7 TONS/PILE

BRIDGE "C":
ABUTMENT NO. 1 = 85.3 TONS/PILE
ABUTMENT NO. 2 = 85.3 TONS/PILE

THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:

AXIAL LOAD RESISTANCE = ϕ [(0.875 $\sqrt{E}$ log (10N)) - 50] (TONS)

WHERE:

ϕ =RESISTANCE FACTOR OF 0.4

E=ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS. FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS, THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AN MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.

N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.

THE ABOVE FORMULA IS ONLY APPLICABLE WHEN:

THE PILE DRIVING HAMMER HAS A FREEFALL (GRAVITY AND SINGLE ACTING HAMMERS ONLY).
THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED.
THE PENETRATION IS QUICK AND UNIFORM.
THERE IS NO APPRECIABLE REBOUND OF HAMMER, AND A FOLLOWER IS NOT USED.

THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER.

IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA SHOWN ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

EXISTING BRIDGE PLANS

CONSTRUCTION PLANS FOR THE EXISTING STRUCTURES MAY BE OBTAINED FROM THE OFFICE SERVICES DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

PHYSICAL ADDRESS: OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105
405-521-2586

CONSTRUCTION PLANS ARE AVAILABLE FOR DIGITAL DELIVERY THROUGH THE URL LISTED BELOW:

HTTPS://OKLAHOMA.GOV/ODOT/ABOUT/CONTACT
-US/DIVISIONS/OFFICE-SERVICES-DIVISION/PLANS-LIBRARY.HTML

FOR QUESTIONS AND CONCERNS REGARDING AS-BUILT PLANS, PLEASE EMAIL:
ODOT-PLANSLIBRARY@ODOT.ORG

ASK FOR: I-40-1(27)015 IN BECKHAM COUNTY

I-40 OVER TURKEY CREEK (BRIDGE "A" & "B")
I-40 OVER SAND CREEK (BRIDGE "C") BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (1 OF 2)

STATE JOB NO. 31692(04) SHEET NO. AB01

PRINT DATE: 5/30/2023 T:\19\19-19AI\Drawings\Bridge\AB01-3169204-GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (1 OF 2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

(BR-1) PAYMENT FOR THESE ITEMS WILL BE BASED ON PLAN QUANTITY. SEE THE 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (PLAN QUANTITIES 109.01(b)).

(BR-2) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 163.5 CY OF CLASS AA CONCRETE AND 31,520 LBS OF EPOXY COATED REINFORCING STEEL FOR BRIDGE "A", AN ESTIMATED TOTAL OF 163.5 CY OF CLASS AA CONCRETE AND 31,520 LBS OF EPOXY COATED REINFORCING STEEL FOR BRIDGE "B", AND AN ESTIMATED TOTAL OF 133.5 CY OF CLASS AA CONCRETE AND 25,180 LBS OF EPOXY COATED REINFORCING STEEL FOR BRIDGE "C". THE DEPARTMENT INCLUDES THE COST OF CONCRETE, REINFORCING STEEL (INCLUDING FS2 AND FS6 BARS), BACKER ROD, POLYSTYRENE, AND RAPID CURE JOINT SEALANT IN THE CONTRACT UNIT PRICE OF APPROACH SLAB.

(BR-3) PROVIDE AND INSTALL FIXED BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATION DETAILED IN THE PLANS. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE FIXED BEARING ASSEMBLIES AS SHOWN IN THE PLANS, INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, ANCHOR BOLTS, CONTACT PLATES, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER UNIT EACH OF "STAINLESS STEEL FIXED BEARING ASSEMBLY".

(BR-4) PROVIDE AND INSTALL EXPANSION BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATION DETAILED IN THE PLANS. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE EXPANSION BEARING ASSEMBLIES AS SHOWN IN THE PLANS, INCLUDING ELASTOMERIC PADS, ANCHOR PLATES, ANCHOR BOLTS, CONTACT PLATES, NUTS, WASHERS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER UNIT EACH OF "STAINLESS STEEL EXP. BEARING ASSEMBLY".

(BR-5) THIS IS A NON-BIDDABLE PAY ITEM. PRICE FOR THIS ITEM SHALL BE ESTABLISHED IN THE PROPOSAL IN ACCORDANCE WITH SECTION 514.06 OF THE STANDARD SPECIFICATIONS.

(BR-6) ELASTOMERIC COATING SHALL BE CIM 1000, OR APPROVED EQUAL. THIS ITEM SHALL BE APPLIED TO ALL ABUTMENTS AND PIER AS DIRECTED IN THE PLANS. EDGES OF THE ELASTOMERIC COATING SHALL BE MASKED WITH TAPE PRIOR TO APPLICATION TO ENSURE CLEAN STRAIGHT LINES ARE OBTAINED. ANY AREAS CONTAINING ELASTOMERIC COATING OUTSIDE OF THE AREAS AS INDICATED IN THE PLANS SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR. MASK OUT TOPS OF ABUTMENT AND PIER PEDESTALS WHERE BEARING PADS SIT.

(BR-7) QUANTITY SHOWN FOR SEALER RESIN IS ESTIMATED AT 0.011 GALLON PER FOOT OF CONSTRUCTION JOINT.

(BR-8) QUANTITY SHOWN FOR RIPRAP IS ESTIMATED AT 120 LBS. PER CUBIC FOOT.

(BR-9) QUANTITY SHOWN FOR FILTER BLANKET IS ESTIMATED AT 105 LBS. PER CUBIC FOOT.

(BR-10) ITEM "PERFORATED PIPE UNDERDRAIN (6" DIA.)" INCLUDES "PIPE UNDERDRAIN COVER MATERIAL" IN THE QUANTITY OF 13.0 CY FOR ABUTMENTS. ALL COST OF "PIPE UNDERDRAIN COVER MATERIAL," BOTH FINE AND COARSE, AND EQUIPMENT AND LABOR REQUIRED FOR INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "PERFORATED PIPE UNDERDRAIN (6" DIA.)."

(BR-11) ITEM "NON-PERFORATED PIPE UNDERDRAIN (6" DIA.)" INCLUDES "TRENCH EXCAVATION" IN THE QUANTITY OF 12.0 CY FOR ABUTMENTS. ITEM ALSO INCLUDES "STANDARD BEDDING MATERIAL" IN THE QUANTITY OF 12.0 CY FOR ABUTMENTS. THE INSTALLATION OF THE NON-PERFORATED PIPE SHALL BE AS SHOWN ON SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS.

AN OUTLET MARKER SHALL BE INSTALLED WITHIN A 3'-0" RADIUS OF THE NON-PERFORATED PIPE UNDERDRAIN OUTLET. THE MARKER SHALL NOT REDUCE OR IMPEDE OUTFLOW FROM THE PIPE UNDERDRAIN OUTLET AND SHALL CONSIST OF ONE STEEL LINE FENCE POST MEETING THE REQUIREMENTS OF AASHTO M281 IN ACCORDANCE WITH ROADWAY STANDARD RWF2-2. THE MARKER SHALL BE DRIVEN VERTICALLY A MINIMUM OF 2'-6" INTO THE SOIL LEAVING A MINIMUM OF 2'-0" EXPOSED ABOVE.

ALL COSTS OF THE NON-PERFORATED PIPE UNDERDRAIN INSTALLATION INCLUDING OUTLET MARKER, MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER FOOT OF "NON-PERFORATED PIPE UNDERDRAIN (6" DIA.)."

(BR-12) ITEM REMOVAL OF EXISTING BRIDGE STRUCTURE CONSISTS OF THE REMOVAL AND DISPOSAL OF THE SUPERSTRUCTURE (56'-70'-56' SPANS WITH 33-FT CLEAR ROADWAY) AND SUBSTRUCTURE IN ACCORDANCE WITH SECTION 619.04B.(2).

(BR-13) ITEM REMOVAL OF EXISTING BRIDGE STRUCTURE CONSISTS OF THE REMOVAL AND DISPOSAL OF THE SUPERSTRUCTURE (3 - 50' SPANS WITH 38-FT CLEAR ROADWAY) AND SUBSTRUCTURE IN ACCORDANCE WITH SECTION 619.04B.(2).

(BR-14) PAY ITEM "CLASS B BRIDGE DECK REPAIR" SHALL INCLUDE REPAIRS MADE TO BRIDGE DECK. LOCATIONS AND EXTENTS OF REPAIRS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. QUANTITY IS ESTIMATED FROM FIELD INSPECTION. ALL REMOVED MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR.

PAY QUANTITIES - BRIDGE "A"

0200 BRIDGE "A" - NBI 32843 - 60' TYPE III-95' TYPE IV-60' TYPE III P.C.B — J/P NO. 31692(04)

ITEM NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
501(B) 1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	CY	270.00
501(G) 1800	CLSM BACKFILL	(BR-1)	CY	300.00
503(A) 4230	PRESTRESSED CONCRETE BEAMS (TYPE III)	(BR-1)	LF	574.20
503(A) 4240	PRESTRESSED CONCRETE BEAMS (TYPE IV)	(BR-1)	LF	472.50
504(A) 5200	APPROACH SLAB	(BR-1,2)	SY	452.80
504(B) 5300	SAW-CUT GROOVING	(BR-1)	SY	1,355.70
504(E) 5520	42" F-SHAPED PARAPET	(BR-1)	LF	625.70
506(A) 7200	STRUCTURAL STEEL	(BR-1)	LB	1,840.00
507(A) 8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1,3)	EA	10.00
507(B) 8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1,4)	EA	20.00
509(A) 0210	CLASS AA CONCRETE	(BR-1)	CY	265.60
509(B) 0320	CLASS A CONCRETE	(BR-1)	CY	268.50
509(D) 0510	CLASS C CONCRETE		CY	15.00
511(B) 2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB	113,060.00
514(A) 5220	PILES, FURNISHED (HP 12X53)		LF	835.00
514(B) 5320	PILES, DRIVEN (HP 12X53)		LF	835.00
514(K) 6200	(PL)PILOT HOLES	(BR-1)	LF	135.00
514(L) 6300	PILE SPLICE, H-PILE (NON-BIDDABLE)	(BR-5)	EA	1.00
515(A) 7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	SY	1,006.00
516(A) 8240	DRILLED SHAFTS 60" DIAMETER		LF	228.00
516(C) 8400	CROSSHOLE SONIC LOGGING		EA	2.00
517 9110	ELASTOMERIC COATING	(BR-1,6)	SF	1,690.40
518(B) 0300	SEALED EXPANSION JOINTS	(BR-1)	LF	58.40
523(A) 3200	SEALER CRACK PREPARATION	(BR-1)	LF	57.40
523(B) 3300	SEALER RESIN	(BR-1,7)	GAL	1.00
601(B) 1230	TYPE I-A PLAIN RIPRAP	(BR-8)	TON	2,200.00
601(C) 1310	TYPE I-A FILTER BLANKET	(BR-9)	TON	575.00
613(H) 6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1,10)	LF	116.00
613(I) 6310	6" NON-PERF. PIPE UNDERDRAIN RND.	(BR-11)	LF	50.00
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-12)	LSUM	1.00

PAY QUANTITIES - BRIDGE "B"

0201 BRIDGE "B" - NBI 32842 - 60' TYPE III-95' TYPE IV-60' TYPE III P.C.B — J/P NO. 31692(04)

ITEM NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
501(B) 1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	CY	270.00
501(G) 1800	CLSM BACKFILL	(BR-1)	CY	300.00
503(A) 4230	PRESTRESSED CONCRETE BEAMS (TYPE III)	(BR-1)	LF	574.20
503(A) 4240	PRESTRESSED CONCRETE BEAMS (TYPE IV)	(BR-1)	LF	472.50
504(A) 5200	APPROACH SLAB	(BR-1,2)	SY	452.80
504(B) 5300	SAW-CUT GROOVING	(BR-1)	SY	1,355.70
504(E) 5520	42" F-SHAPED PARAPET	(BR-1)	LF	625.70
506(A) 7200	STRUCTURAL STEEL	(BR-1)	LB	1,840.00
507(A) 8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1,3)	EA	10.00
507(B) 8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1,4)	EA	20.00
509(A) 0210	CLASS AA CONCRETE	(BR-1)	CY	265.60
509(B) 0320	CLASS A CONCRETE	(BR-1)	CY	269.40
509(D) 0510	CLASS C CONCRETE		CY	15.00
511(B) 2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB	113,110.00
513(B) 4300	CLASS B BRIDGE DECK REPAIR	(BR-14)	SY	5.00
514(A) 5220	PILES, FURNISHED (HP 12X53)		LF	530.00
514(B) 5320	PILES, DRIVEN (HP 12X53)		LF	530.00
514(K) 6200	(PL)PILOT HOLES	(BR-1)	LF	135.00
514(L) 6300	PILE SPLICE, H-PILE (NON-BIDDABLE)	(BR-5)	EA	1.00
515(A) 7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	SY	1,006.00
516(A) 8240	DRILLED SHAFTS 60" DIAMETER		LF	171.00
516(C) 8400	CROSSHOLE SONIC LOGGING		EA	2.00
517 9110	ELASTOMERIC COATING	(BR-1,6)	SF	1,703.80
518(B) 0300	SEALED EXPANSION JOINTS	(BR-1)	LF	58.40
523(A) 3200	SEALER CRACK PREPARATION	(BR-1)	LF	57.40
523(B) 3300	SEALER RESIN	(BR-1,7)	GAL	1.00
601(B) 1230	TYPE I-A PLAIN RIPRAP	(BR-8)	TON	2,200.00
601(C) 1310	TYPE I-A FILTER BLANKET	(BR-9)	TON	575.00
613(H) 6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1,10)	LF	116.00
613(I) 6310	6" NON-PERF. PIPE UNDERDRAIN RND.	(BR-11)	LF	50.00
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-12)	LSUM	1.00

PAY QUANTITIES - BRIDGE "C"

0202 BRIDGE "C" - NBI 32834 - 60'-70'-60' TYPE III P.C.B — J/P NO. 31692(04)

ITEM NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
501(B) 1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	CY	230.00
501(G) 1800	CLSM BACKFILL	(BR-1)	CY	240.00
503(A) 4230	PRESTRESSED CONCRETE BEAMS (TYPE III)	(BR-1)	LF	935.00
504(A) 5200	APPROACH SLAB	(BR-1,2)	SY	369.80
504(B) 5300	SAW-CUT GROOVING	(BR-1)	SY	1,151.40
504(E) 5520	42" F-SHAPED PARAPET	(BR-1)	LF	545.40
506(A) 7200	STRUCTURAL STEEL	(BR-1)	LB	1,600.00
507(A) 8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	(BR-1,3)	EA	10.00
507(B) 8300	STAINLESS STEEL EXP. BEARING ASSEMBLY	(BR-1,4)	EA	20.00
509(A) 0210	CLASS AA CONCRETE	(BR-1)	CY	225.00
509(B) 0320	CLASS A CONCRETE	(BR-1)	CY	202.80
509(D) 0510	CLASS C CONCRETE		CY	15.00
511(A) 2210	REINFORCING STEEL	(BR-1)	LB	580.00
511(B) 2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB	101,130.00
513(B) 4300	CLASS B BRIDGE DECK REPAIR	(BR-14)	SY	5.00
514(A) 5220	PILES, FURNISHED (HP 12X53)		LF	1,100.00
514(B) 5320	PILES, DRIVEN (HP 12X53)		LF	1,100.00
514(L) 6300	PILE SPLICE, H-PILE (NON-BIDDABLE)	(BR-5)	EA	1.00
515(A) 7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	SY	1,012.00
516(A) 8240	DRILLED SHAFTS 60" DIAMETER		LF	226.00
516(C) 8400	CROSSHOLE SONIC LOGGING		EA	1.00
517 9110	ELASTOMERIC COATING	(BR-1,6)	SF	1,165.80
518(B) 0300	SEALED EXPANSION JOINTS	(BR-1)	LF	47.70
523(A) 3200	SEALER CRACK PREPARATION	(BR-1)	LF	46.70
523(B) 3300	SEALER RESIN	(BR-1,7)	GAL	1.00
601(B) 1230	TYPE I-A PLAIN RIPRAP	(BR-8)	TON	1,320.00
601(C) 1310	TYPE I-A FILTER BLANKET	(BR-9)	TON	390.00
613(H) 6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1,10)	LF	94.00
613(I) 6310	6" NON-PERF. PIPE UNDERDRAIN RND.	(BR-11)	LF	50.00
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-13)	LSUM	1.00

I-40 OVER TURKEY CREEK (BRIDGE "A" & "B")
I-40 OVER SAND CREEK (BRIDGE "C") BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

STATE JOB NO. 31692(04) SHEET NO. AB02

PRINT DATE: 5/30/2023 T:\1919\19-19AD\Drawings\Bridge\AB02-3169204-GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (2 OF 2).dgn

ENVIRONMENTAL MITIGATION NOTES

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

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

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

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

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

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

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

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

T9N R24W
SECTION 10: SE ¼ SE ¼
SECTION 11: NW ¼ SW ¼
SECTION 15: N ½ NE ¼
SECTION 15: E ½ NW ¼
SECTION 15: SW ¼ SE ¼

CONSERVATION COMMITMENTS:
TREE REMOVAL MINIMIZATION COMMITMENT: IN ORDER TO AVOID IMPACTS TO USFWS BIRDS OF CONSERVATION CONCERN, THE REMOVAL OF TREES AND SHRUBS WILL BE RESTRICTED TO AREAS WITHIN THE ACTUAL LIMITS OF CONSTRUCTION, AND ALL ASPECTS OF THE PROJECT (E.G. TEMPORARY WORK AREAS, ALIGNMENTS) WILL BE MODIFIED TO AVOID TREE REMOVAL, IF POSSIBLE, DURING THE DESIGN OF THE PROJECT. TREE REMOVAL WILL BE LIMITED TO THAT SPECIFIED IN THE PROJECT PLANS PROVIDED TO CONTRACTORS. SPECIES PLAN NOTES

WHOOPING CRANE PLAN NOTE:
IF WHOOPING CRANES ARE SEEN AT OR WITHIN ONE MILE OF THE PROPOSED WORK SITE, THE RESIDENT ENGINEER SHALL IMMEDIATELY CONTACT THE ODOT BIOLOGIST. IF THERE IS A CONFIRMED SIGHTING AND/OR WHOOPING CRANES ARE OBSERVED WITHIN ONE MILE OF THE PROPOSED WORK SITE, ALL CONSTRUCTION ACTIVITIES SHALL CEASE UNTIL IT IS DETERMINED THAT WHOOPING CRANES HAVE LEFT THE PROJECT VICINITY WITHOUT BEING HARASSED. BALD EAGLE NOTE: SUITABLE NESTING, ROOSTING OR FORAGING HABITAT FOR THE BALD EAGLE OCCURS WITHIN THE PROJECT'S ACTION AREA. THE BALD EAGLE NESTING SEASON IN OKLAHOMA EXTENDS FROM SEPTEMBER 16, THROUGH MAY 31. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST TO SCHEDULE A NEST SURVEY. NEST SEARCH SURVEYS CAN ONLY BE CONDUCTED WHEN LEAVES ARE NOT ON THE TREES TYPICALLY BETWEEN DECEMBER 1ST AND FEBRUARY 28TH. NO WORK MAY OCCUR WITHIN SUITABLE BALD EAGLE HABITAT, LOCATED THE FULL EXTENT OF THE SAND CREEK PORTION OF THE PROJECT, DURING THE NESTING SEASON (SEPTEMBER 16, THROUGH MAY 31) UNTIL THE COMPLETION OF THE SURVEY BY THE ODOT BIOLOGIST. IF NESTS ARE OBSERVED, A NO-WORK BUFFER UP TO A DISTANCE OF 660 FEET SHALL BE PLACED AROUND THE NEST. THE EXACT DISTANCE OF THE BUFFER ZONE SHALL BE ESTABLISHED BY THE ODOT BIOLOGIST IN CONSULTATION WITH US FISH AND WILDLIFE SERVICES. IF THE BUFFER CANNOT BE MAINTAINED, ALL CLEARING, EXTERNAL CONSTRUCTION AND LANDSCAPING ACTIVITIES, WITHIN THE BUFFER, SHALL BE CONDUCTED BETWEEN JUNE 1 AND SEPTEMBER 15 (OUTSIDE THE NESTING SEASON).

MIGRATORY BIRD NOTE:
MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST MIGRATORY BIRD SPECIES EXTENDS FROM MARCH 1 TO AUGUST 31. MIGRATORY BIRD NESTING USE OF THE SAND CREEK BRIDGE (NBI:14138), TURKEY CREEK BRIDGES (NBI:17529 & 17530), AND NS-185 BRIDGE OVER I-40 (NBI:17562) WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGES AND CULVERTS SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28, THE BRIDGES SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO MARCH 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

ENVIRONMENTAL MITIGATION NOTES

ALTHOUGH NO NESTS WERE OBSERVED ON ALL OTHER STRUCTURES, THE BIRDS MAY OCCUPY THE STRUCTURES IN THE FUTURE. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST IF ANY BIRD USE OF THESE STRUCTURES IS OBSERVED. IF BIRDS ARE OBSERVED THEN PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28 (WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED).

SPECIES	SEASONAL RESTRICTION PERIOD
BALD EAGLE	SEPTEMBER 6 – MAY 31
MIGRATORY BIRDS: SWALLOWS AND PHOEBES (NESTS PRESENT)	MARCH 1 – AUGUST 31

REVISIONS

REV. NO.	DESCRIPTION	DATE

ENVIRONMENTAL NOTES

DETAIL
REVIEW
APPROVED
ENVIRONMENTAL DIVISION

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 31692(04) | SHEET NO. AE01

GENERAL CONSTRUCTION NOTES

CONTRACTOR SHALL MAKE EVERY EFFORT TO LOCATE AND PROTECT ALL UTILITIES AND STRUCTURES, WHETHER SHOWN OR NOT, PRIOR TO ANY CONSTRUCTION OPERATIONS. HE SHALL CARRY ON WITH HIS CONSTRUCTION SUCH THAT HE WILL NOT DAMAGE ANY UTILITIES OR STRUCTURES REMAINING IN PLACE. THE CONTRACTOR SHALL CALL OKIE BEFORE PERFORMING ANY EXCAVATIONS.

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.

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.

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

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

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.

ALL STRUCTURES MUST BE CLEANED OF ALL SEDIMENT AND DEBRIS, AND ALL DITCH AND CHANNEL FLOWLINES RE-ESTABLISHED TO R/W. ALL COSTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

MIXING WATER FOR USE IN SUBGRADE STABILIZATION IS TO BE TESTED FOR SULFATES.

THE CONTRACTOR IS RESTRICTED FROM INCORPORATING ANY SOIL CONTAINING SULFATE CONCENTRATIONS GREATER THAN 1000 PPM.

A TIME PERIOD OF 1 TO 4 DAYS, OR AS DIRECTED BY THE ENGINEER IS REQUIRED FOR MELLOWING AND RE-MIXING OF STABILIZED SOILS IN ORDER TO REDUCE THE POSSIBILITY OF SULFATE INDUCED HEAVE IN SUBGRADE

ROADWAY PAY ITEM NOTES

(R-4) AN ESTIMATED QUANTITY OF 707 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5" ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.

(R-6) FOR TYPE A SALVAGED TOP SOIL 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 1,000 SQUARE YARDS.

(R-7) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQUARE YARD.

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

(R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 1.05 ACRES.

(R-15) QUANTITY BASED ON TWO APPLICATIONS.

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

(R-23) PRIME COAT SHALL BE APPLIED AT AN ESTIMATED RATE OF 0.35 GAL. PER SQ. YD. WHEN APPLIED TO SUBGRADE, AND 0.25 GAL. 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-35) THE PRECAST CONCRETE OPTION MAY BE USED INSTEAD, PER DIRECTION OF THE ENGINEER.

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

(R-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.

(1) NO STUMPS OR OTHER DEBRIS SHALL BE BURIED OR DISPOSED OF ON THE RIGHT-OF-WAY UNLESS APPROVED BY THE ENGINEER. RIGHT-OF-WAY TO BE CLEARED FROM RIGHT-OF-WAY LINE TO RIGHT-OF-WAY LINE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

(2) DUE TO THE PRIME CONTRACTORS SEQUENCE OF CONSTRUCTION, WEATHER AND OTHER UNFORESEEN COMPLICATIONS OR ACTIONS MULTIPLE MOBILIZATIONS MAY BE REQUIRED BY THE RES. ENGR. FOR THE SODDING OPERATIONS ON THE PROJECT. ALL MOBILIZATIONS ARE TO BE INCLUDED IN THE BID PRICE FOR SOLID SLAB SODDING.

(3) PRICE BID TO INCLUDE ANY FINAL REPAIRS SUCH AS: REPAIRING ANY WASHOUTS AND ANY SMOOTHING OR SHAPING OF THE TOPSOIL NECESSARY FOR THE PLACEMENT OF SOD AFTER THE COMPLETION OF THE EARTHWORK AND PRIOR TO THE PLACEMENT OF THE SOD.

(4) VEGETATIVE MULCH SHALL BE STRAW WHEAT HAY ONLY

(5) PRICE BID INCLUDES LITTER PICK UP BEFORE AND AFTER MOWING

(6) MILLINGS SHALL BECOME THE PROPERTY OF ODOT AND SHALL BE HAULED TO WITHIN 10 MILES OF THE PROJECT AND STOCKPILED BE THE CONTRACTOR. MILLINGS SHALL BE FREE FROM SOIL OR FOREIGN MATERIAL AND SHALL CONTAIN NO PIECES GREATER THAN 4"DIAMETER. CARE SHOULD BE TAKEN WHEN STOCKPILING TO NOT INCORPORATE UNDERLYING MATERIAL INTO THE STOCKPILE.

(7) INCLUDES THE FOLLOWING ITEMS:
4 DRAINAGE INLETS
1,762 L.F. OF EXISTING PIPE

(8) PRICE BID TO INCLUDE SAWING CUTTING AND ALL OTHER MISCELLANEOUS WORK NEEDED TO COMPLETE THE REMOVALS.

(9) THIS IS TO BE DONE WITH A MILLING MACHINE

(10) GUARDRAIL TO BE PLACED ON THE R/W AND TO BE GIVEN TO BECKHAM COUNTY

(11) GET SHALL BE SKT NCHRP 350 MGS TANGENT END TERMINALS / SKT-SP-MGS OR APPROVED EQUIVALENT.

(12) CORNER, STRETCHER, AND END POSTS SHALL BE CONSTRUCTED OF SCH. 40 STEEL PIPE, AS SPECIFIED IN STANDARD RFW2-3. PIPE WILL BE WELDED AND TENSION WIRES OMITTED. VERTICAL POSTS SHALL BE CAPPED OFF. THE "CORNER AND STRETCHER POST DETAIL ALTERNATIVE"WILL NOT BE USED. FOOTING SHALL INCLUDE CLASS 'A' CONCRETE. ROCK MAY BE ENCOUNTERED DURING THE INSTALLATION OF FENCING.

(13) INCLUDES STAKING OF CENTERLINE, RIGHT-OF-WAY, BENCHMARKS, SLOPE STAKES, BLUE TOPS AND OTHER NEEDS OF THE CONTRACTOR AND THE DEPARTMENT AS DIRECTED BY THE ENGINEER.

ROADWAY 0100		PAY QUANTITIES		JP# 31692(04)	
ITEM NO.		DESCRIPTION	NOTES	UNIT	QUANTITY
201(A)	1200	CLEARING AND GRUBBING	(1)	LSUM	1
202(H)	2900	EARTHWORK		LSUM	1
205(A)	6200	TYPE A-SALVAGED TOPSOIL	(R-4, R-6)	LSUM	1
221(B)	2300	TEMPORARY SILT FENCE	(R-8)	LF	4,463
221(E)	2600	TEMPORARY SILT DIKE	(R-8)	LF	147
221(G)	2800	TEMPORARY FIBER LOG	(R-8)	LF	189
230(A)	7200	SOLID SLAB SODDING	(R-6, R-7) (2-3)	SY	5,092
233(A)	0200	VEGETATIVE MULCHING	(R-11) (4)	AC	1.05
241	3100	MOWING	(R-15) (5)	AC	2.10
307(K)	4200	STABILIZED SUBGRADE	(R-19)	SY	16,907
407(B)	7300	TACK COAT	(R-25)	GAL	16,458
408	8100	PRIME COAT	(R-23)	GAL	5,918
411(B)	1300	SUPERPAVE, TYPE S3(PG 76-28 OK)	(R-26)	TON	1,597
411(B)	1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-26)	TON	2,462
411(C)	1400	SUPERPAVE, TYPE S4(PG 76-28 OK)	(R-26)	TON	22,352
412	3100	COLD MILLING PAVEMENT	(6)	SY	198,031
611(G)	0354	INLET (SMD-TYPE 2)	(R-35,37)	EA	1
611(G)	0362	INLET (SMD-TYPE 2B)	(R-35,37)	EA	3
613(B)	5600	17" X 13" CORR. GALV. STEEL PIPE ARCH	(R-37)	LF	428
613(B)	5616	35" X 24" CORR. GALV. STEEL PIPE ARCH	(R-37)	LF	422
613(B)	5620	42" X 29" CORR. GALV. STEEL PIPE ARCH	(R-37)	LF	912
613(L)	6600	17" X 13" PREFAB. CULVERT END SEC., ARCH	(R-37)	EA	1
613(L)	6632	35" X 24" PREFAB. CULVERT END SEC., ARCH	(R-37)	EA	2
613(L)	6644	42" X 29" PREFAB. CULVERT END SEC., ARCH	(R-37)	EA	1
619(A)	6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-40) (7-8)	LSUM	1
619(B)	6364	REMOVAL OF ASPHALT PAVEMENT	(R-41) (6,8,9)	SY	7,620
619(B)	6396	REMOVAL OF GUARDRAIL	(R-40) (10)	LF	1,463
623(A)	1200	BEAM GUARDRAIL W-BEAM SINGLE		LF	1,275
623(G)	1820	GUARDRAIL END TREATMENT (31")	(11)	EA	6
623(I)	2050	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")		EA	6
624(C)	3420	FENCE-STYLE SWF (5 SMOOTH WIRE)	(12)	LF	711

STAKING 0600		PAY QUANTITIES		JP# 31692(04)	
ITEM NO.		DESCRIPTION	NOTES	UNIT	QUANTITY
642(B)	3300	CONSTRUCTION STAKING LEVEL II	(13)	LSUM	1.00

CONSTRUCTION 0640		PAY QUANTITIES		JP# 31692(04)	
ITEM NO.		DESCRIPTION	NOTES	UNIT	QUANTITY
220	1100	SWPPP DOCUMENTATION AND MANAGEMENT		LSUM	1.00
641	2110	MOBILIZATION		LSUM	1.00

I-40 BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND PAY QUANTITIES & NOTES (ROADWAY)

STATE JOB NO. 31692(04) SHEET NO. AR01

PRINT DATE: 7/6/2023 T:\1919\Drawings\Roadway\AR01-3169204-General Notes and Pay Quantities & Notes (Roadway).dgn

SUMMARY OF MAINLANE SURFACING QUANTITIES

Sheet No.	Alignment	Location Station to Station			STABILIZED SUBGRADE	TACK COAT	PRIME COAT	SUPERPAVE, TYPE S3(PG 76-28 OK)	SUPERPAVE, TYPE S3(PG 64-22 OK)	SUPERPAVE, TYPE S4(PG 76-28 OK)	COLD MILLING PAVEMENT	* SAWING PAVEMENT	FENCE-STYLE SWF (5 SMOOTH WIRE)
					307(K)	407(B)	408	411(B)	411(B)	411(C)	412		624(C)
					SY	GAL	GAL	TON	TON	TON	SY	LF	LF
R010	C.R.L. "B"	848+00.00	-	863+00.00		3863.79		30.95	36.66	5770.18	51172.26	76.00	390.42
R011	C.R.L. "A"	852+00.00	-	867+00.00		3754.77		28.23	35.36	5607.38	49739.23	76.00	320.37
R012	C.R.L. "C"	1041+00.00	-	1053+00.00	2800.00	6815.32	580.00	407.63	1148.63	9232.00	80981.21	38.00	
R013	C.R.L. "C"	1053+00.00	-	1066+00.00	533.21	1344.87	186.62	116.48	227.70	1235.19	16137.42	38.00	
TOTAL					**3333.21**	**15778.75**	**1166.62**	**583.29**	**1448.36**	**21844.75**	**198030.12**	**228.00**	**710.79**

*** Quantity provided for information only, cost to be included in other items of work.**

SUMMARY OF EROSION QUANTITIES

Sheet No.	Alignment	Location Station to Station			CLEARING AND GRUBBING	* TYPE A-SALVAGED TOPSOIL	TEMPORARY SILT FENCE	TEMPORARY SILT DIKE	TEMPORARY FIBER LOG	SOLID SLAB SODDING	** WATERING	VEGETATIVE MULCHING	FERTILIZING (10-20-10) **	FERTILIZING (18-46-0) **	MOWING
					201(A)	205(A)	221(B)	221(E)	221(G)	230(A)		233(A)			241
					LSUM	CY *	LF	LF	LF	SY	KGAL	AC	TON	TON	AC
R005	Bridge "A" & "B"	850+00.00	-	866+00.00		13.92	1607.83	84.00	94.20	100.20	4.01	0.02	0.01	0.00	0.04
R006	Bridge "C"	1042+00.00	-	1070+00.00		693.20	2854.52	63.00	94.20	4991.05	199.64	1.03	0.50	0.08	2.06
TOTAL					**1.00**	**707.12**	**4462.35**	**147.00**	**188.40**	**5091.25**	**203.65**	**1.05**	**0.51**	**0.08**	**2.10**

* Quantity provided for information only, pay item to be paid as lump sum.

** Quantity provided for information only, cost to be included in other items of work.

SUMMARY OF REMOVAL QUANTITIES

Sheet No.	Alignment	Location Station to Station			REMOVAL OF STRUCTURES & OBSTRUCTIONS	`REMOVAL OF ASPHALT PAVEMENT	REMOVAL OF GUARDRAIL	REMOVAL OF STRUCTURES & OBSTRUCTIONS 619(A) LSUM *	
								REMOVAL OF DRAINAGE INLETS	REMOVAL OF EXISTING PIPE
					619(A)	619(B)	619(B)		
					LSUM	SY	LF	EA	LF
R010	C.R.L. "B"	852+00.00	-	865+00.00			450.00		
R011	C.R.L. "A"	848+00.00	-	863+00.00			450.00		
R007	EB DETOUR	836+00.00	-	851+00.00		1208.50		1.00	158.00
R008	WB DETOUR	836+00.00	-	851+00.00		1143.82		1.00	912.00
R009	WB DETOUR	869+00.00	-	884+00.00		1530.83		1.00	428.00
R012	C.R.I. "C"	1041+00.00	-	1053+00.00		2600.00	237.50		
R013	C.R.I. "C"	1053+00.00	-	1066+00.00		495.13	325.00		
R014	EB DETOUR	1052+00.00	-	1077+00.00		641.37		1.00	428.00
TOTAL					**1.00**	**7619.64**	**1462.50**	**4.00**	**1926.00**

*** Quantity provided for information only, cost to be included in REMOVAL OF STRUCTURES & OBSTRUCTIONS. This is a partial list of removal items.**

SUMMARY OF CROSSOVER SURFACING QUANTITIES

Sheet No.	Alignment	Location Station to Station			STABILIZED SUBGRADE	TACK COAT	PRIME COAT	SUPERPAVE, TYPE S3(PG 76-28 OK)	SUPERPAVE, TYPE S3(PG 64-22 OK)	SUPERPAVE, TYPE S4(PG 76-28 OK)
					307(K)	407(B)	408	411(B)	411(B)	411(C)
					SY	GAL	GAL	TON	TON	TON
R007	EB DETOUR	836+00.00	-	851+00.00	3625.49	181.27	1268.92	270.72	270.72	135.36
R008	WB DETOUR	836+00.00	-	851+00.00	3431.46	171.57	1201.01	256.23	256.23	128.11
R009	WB DETOUR	869+00.00	-	884+00.00	4592.50	229.62	1607.37	342.92	342.92	171.46
R014	EB DETOUR	1062+00.00	-	1077+00.00	1924.10	96.20	673.43	143.67	143.67	71.84
TOTAL					**13573.54**	**678.68**	**4750.74**	**1013.54**	**1013.54**	**506.77**

SUMMARY OF GUARDRAIL QUANTITIES

Sheet No.	Alignment	Location Station to Station			BEAM GUARDRAIL W-BEAM SINGLE	GUARDRAIL END TREATMENT (31")	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")
					623(A)	623(G)	623(I)
					LF	EA	EA
R010	C.R.L. "B"	852+00.00	-	865+00.00	450.00	2.00	2.00
R011	C.R.L. "A"	848+00.00	-	863+00.00	450.00	2.00	2.00
R012	C.R.I. "C"	1041+00.00	-	1053+00.00	200.00	2.00	
R013	C.R.I. "C"	1053+00.00	-	1066+00.00	175.00		2.00
TOTAL					**1275.00**	**6.00**	**6.00**

SUMMARY OF EARTHWORK

Sheet No.	Alignment	Location Station to Station			UNCLASSIFIED EXCAVATION *	ENBANKMENT + 15%	UNCLASSIFIED BORROW *
					CY	CY	CY
PHASE 1							
		I35 Vainlane					
R010	I40	848+00.00	-	863+00.00	0.00	0.00	0.00
R011	I40	852+00.00	-	867+00.00	0.00	0.00	0.00
R012	I40	1041+00.00	-	1053+00.00	-	-	-
R013	I40	1053+00.00	-	1066+00.00	-	-	-
		Crossovers					
R007 & R008	I40	836+00.00	-	851+00.00	91.85	3320.32	3228.48
R009	I40	869+00.00	-	884+00.00	114.80	2966.72	2851.92
R014	I40	1062+00.00	-	1077+00.00	-	-	-
PHASE 1 TOTAL					206.65	6287.04	6080.39
PHASE 2							
		I35 Vainlane					
R010	I40	848+00.00	-	863+00.00	0.00	0.00	0.00
R011	I40	852+00.00	-	867+00.00	165.20	0.00	0.00
R012	I40	1041+00.00	-	1053+00.00	-	-	-
R013	I40	1053+00.00	-	1066+00.00	-	-	-
		Crossovers					
R007 & R008	I40	836+00.00	-	851+00.00	0.00	0.00	0.00
R009	I40	869+00.00	-	884+00.00	0.00	0.00	0.00
R014	I40	1062+00.00	-	1077+00.00	0.00	0.00	0.00
PHASE 2 TOTAL					165.20	0.00	0.00
PHASE 3							
		I35 Vainlane					
R010	I40	848+00.00	-	863+00.00	0.00	0.00	0.00
R011	I40	852+00.00	-	867+00.00	0.00	0.00	0.00
R012	I40	1041+00.00	-	1053+00.00	0.00	0.00	0.00
R013	I40	1053+00.00	-	1066+00.00	0.00	0.00	0.00
		Crossovers					
R007 & R008	I40	836+00.00	-	851+00.00	3414.11	1464.01	0.00
R009	I40	869+00.00	-	884+00.00	2966.72	114.80	0.00
R014	I40	1062+00.00	-	1077+00.00	152.03	143.94	0.00
PHASE 3 TOTAL					6532.87	1722.76	0.00
PHASE 4							
		I35 Vainlane					
R010	I40	848+00.00	-	863+00.00	181.04	1275.43	1094.38
R011	I40	852+00.00	-	867+00.00	0.00	0.00	0.00
R012	I40	1041+00.00	-	1053+00.00	295.39	2212.22	1916.84
R013	I40	1053+00.00	-	1066+00.00	155.33	623.69	468.36
		Crossovers					
R007 & R008	I40	836+00.00	-	851+00.00	0.00	0.00	0.00
R009	I40	869+00.00	-	884+00.00	0.00	0.00	0.00
R014	I40	1062+00.00	-	1077+00.00	0.00	0.00	0.00
PHASE 4 TOTAL					631.76	4111.34	3479.58
PHASE 5							
		I35 Vainlane					
R010	I40	848+00.00	-	863+00.00	0.00	0.00	0.00
R011	I40	852+00.00	-	867+00.00	0.00	0.00	0.00
R012	I40	1041+00.00	-	1053+00.00	0.00	0.00	0.00
R013	I40	1053+00.00	-	1066+00.00	0.00	0.00	0.00
		Crossovers					
R007 & R008	I40	836+00.00	-	851+00.00	1464.01	0.00	0.00
R009	I40	869+00.00	-	884+00.00			
R014	I40	1062+00.00	-	1077+00.00	143.94	0.00	0.00
PHASE 5 TOTAL					1607.95	0.00	0.00
TOTAL					9144.43	12121.14	9559.97

* Quantity provided for information only, cost to be included in EARTHWORK

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY SHEET (ROADWAY) (1)

STATE JOB NO. 31692(04) SHEET NO. AR02

PRINT DATE: 7/6/2023 T:\1919\Drawings\Roadway\AR02-3169204-Summary Sheet (Roadway) (1).dgn

SUMMARY OF TEMPORARY DRAINAGE STRUCTURES

Str. No.	Location		DESCRIPTION						Top of Rim/Grate Elev.	Flow Line Information		MEDIAN DRAIN		C.G.S.P.						Str. No.
												INLET (SMD-TYPE 2)	INLET (SMD-TYPE 2B)	17" X 13" CORR. GALV. STEEL PIPE ARCH	35" X 24" CORR. GALV. STEEL PIPE ARCH	42" X 29" CORR. GALV. STEEL PIPE ARCH	17" X 13" PREFAB. CULVERT END SEC., ARCH	35" X 24" PREFAB. CULVERT END SEC., ARCH	42" X 29" PREFAB. CULVERT END SEC., ARCH	
										FL Out	FL Downstream	611(G)	611(G)	613(B)5600	613(B) 5616	613(B) 5620	613(L)6600	613(L) 6632	613(L) 6644	
	Station	Offset	Intent	Structure Type		QTY	Unit	Material				EA		LF	LF	LF	EA	EA	EA	
1	842+04.22	19.02 RT	INSTALL	SMD TYPE-2B GRATE	W/	263	LF	35" X 24" CGSPA	1875.55	1872.45	1871.45		1.00		263.00			1.00		1
2	842+17.71	17.33 LT	INSTALL	SMD TYPE-2B GRATE	W/	158	LF	35" X 24" CGSPA	1876.29	1873.19	1872.58		1.00		158.00			1.00		2
3	879+68.36	18.31 RT	INSTALL	SMD TYPE-2B GRATE	W/	912	LF	42" X 29" CGSPA	1858.69	1854.55	1853.14		1.00			912.00			1.00	3
4	1068+50.00	13.46 LT	INSTALL	SMD TYPE-2 GRATE	W/	428	LF	17" x 13" CSGPA	1840.0491	1837.4241	1836.4	1.00		428.00			1.00			4
TOTAL												1.00	3.00	428.00	422.00	912.00	1.00	2.00	1.00	

Note: Standard bedding and trenching costs to be included in the CSGPA pay item.

PRINT DATE: 5/31/2023 T:\19191\Drawings\Roadway\AR03-3169204-Summary Sheet (Roadway) (2).dgn

I-40 BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY SHEET
(ROADWAY) (2)

STATE JOB NO. 31692(04) SHEET NO. AR03

GENERAL CONSTRUCTION NOTES

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.

ANY REMOVED TRAFFIC MATERIALS ARE TO BECOME PROPERTY OF THE CONTRACTOR.

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-19) THIS ITEM INCLUDES AN ESTIMATED 25,968 L.F. (4" WIDE) WHITE AND 159,063 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.

(TC-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.

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

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

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

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

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

THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-52) ANY USED CONSTRUCTION ZONE IMPACT ATTENUATOR TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.

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

(TC-73) QUANTITY SHOWN INCLUDES 1154 EA. (WHITE) AND 7069 EA. (YELLOW) CONSTRUCTION ZONE PAVEMENT MARKERS (FLEX TABS). THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE EITHER "DAVIDSON PLASTICS: MODEL TOM", OR AN APPROVED EQUAL. PRICE BID FOR THIS ITEM SHALL INCLUDE THE INITIAL PLACEMENT, SUBSEQUENT REPLACEMENT, AND REMOVAL. THE CONSTRUCTION ZONE PAVEMENT MARKERS (FLEX TABS) SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN ON STANDARD DRAWING TCS21-1-(LATEST REVISION).

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

(TC-84) 250 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.

PAY QUANTITY NOTES CONTINUED

(1) THE MARKING REMOVAL IS TO BE DONE IN A NON-DESTRUCTIVE MANNER

(2) PAVEMENT MARKER CLASS A TYPE 2-C (CRYSTAL/RED) SHALL BE PLACED ON EACH RUN OF TRAFFIC STRIPE 4"PAINT (WHITE) THAT FORMS EDGELINE ON THE CROSSOVER. THEY SHALL BE SPACED AT 5' C-C IN THE REVERSE CURVES AND WITHIN 100' OF EITHER SIDE OF THE REVERSE CURVE. THEY SHALL BE PLACED AT 40' C-C IN THE TANGENT SECTION OF THE CROSSOVER. THE CRYSTAL REFLECTOR SHALL FACE THE DIRECTION OF TRAFFIC FOR THAT LANE AND THE RED REFLECTOR SHALL FACE AWAY.

(3) PAVEMENT MARKER CLASS A TYPE 2-D (AMBER/AMBER) SHALL BE PLACED ON EACH RUN OF TRAFFIC STRIPE 4"PAINT (YELLOW) THAT FORMS THE DOUBLE YELLOW CENTERLINE ON THE CROSSOVER. THEY SHALL BE SPACED AT 5' C-C IN THE REVERSE CURVES AND WITHIN 100' OF EITHER SIDE OF THE REVERSE CURVE. THEY SHALL BE PLACED AT 40' C-C IN THE TANGENT SECTION OF THE CROSSOVER

(4) THE CONTRACTOR SHALL KEEP A SPARE ARROW BOARD (AND/OR CHANGEABLE MESSAGE BOARD) LOCATED ON THE SITE FOR THE IMMEDIATE REPLACEMENT OF ANY BROKEN OR DEFECTIVE ARROW BOARDS (AND/OR MESSAGE BOARDS) THAT ARE IN USE ON THE PROJECT.

(5) PAY ITEM INCLUDES 1200 SIGN DAYS FOR DISPLAYING CONTRACTOR'S NAME AND CONTRACT INFORMATION.

(6) PORTABLE CHANGABLE MESSAGE SIGNS SHALL BE PLACED 14 DAYS PRIOR TO CONSTRUCTION AND SHALL BE PLACED WHERE DEEMED NECESSARY BY THE ENGINEER.

TRAFFIC CONTROL 0300		PAY QUANTITIES			JP# 31692(04)
ITEM NO.		DESCRIPTION	NOTES	UNIT	QUANTITY
857(A)	9200	CONSTRUCTION TRAFFIC STR.(PAINT)(4" WIDE)	(TC-70,75)	LF	185031.00
857(C)	9400	REMOVABLE PAVEMENT MARKING TAPE(4" WIDE)	(TC-19,70,75)	LF	185031.00
857(E)	9620	(PL)CONST.ZONE PAV.MKRS(FLEX TAB)TYP.2-1	(TC-73)	EA	8224.00
857(F)	9700	PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	(TC-22, 70) (1)	LF	145220.00
858(A)	0224	PAVE.MARKERS CLASS A TYPE 2-C	(TC-70,75) (2)	EA	37630.00
858(A)	0228	PAVE.MARKERS CLASS A TYPE 2-D	(TC-70,75) (3)	EA	37630.00
871(B)	2300	CONST.ZONE IMPACT ATTEN.	(TC-52,84)	SD	312.00
871(C)	2410	RELOCATION OF IMPACT ATTENUATOR	(TC-52)	EA	7.00
876(A)	3210	(PL)TRUCK MOUNTED ATTENUATOR	(TC-26,84)	SD	360.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2)	LF	53705.00
877(C)	4400	RELOCATION OF PORT. LONGITUDINAL BARRIER	(TC-1,2)	LF	138332.00
878(B)	5300	MODULAR GLARE SCREEN (TEMPORARY)	(TC-26,84)	SD	451560.00
880(A)	6220	ARROW DISPLAY(TYPE C)	(TC-26,84) (4)	SD	600.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26,29,33,84)	SD	4440.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 TO 15.99 SF	(TC-26,29,33,84)	SD	1680.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 TO 32.99 SF	(TC-26,30,33,84) (5)	SD	11040.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84)	SD	240.00
880(E)	6600	WARNING LIGHTS(TYPE A)	(TC-26,84)	SD	264.00
880(E)	6607	WARNING LIGHTS(TYPE B)	(TC-26,84)	SD	24480.00
880(F)	6700	DRUMS	(TC-26,84)	SD	44397.00
882(A)	8210	PORT.CHANGEABLE MESSAGE SIGN	(TC-26,84) (4,6,7)	SD	1214.00

SEQUENCE OF CONSTRUCTION

PHASE 1
1. TAPER OFF INSIDE LANES.
2. CONSTRUCT WESTBOUND DETOURS.

PHASE 2
1. TAPER OFF INSIDE LANE ON I-40 EASTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR WESTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 1.
3. CONSTRUCT WESTBOUND BRIDGE.

PHASE 3
1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.

PHASE 4
1. TAPER OFF INSIDE LANE ON I-40 WESTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR EASTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 3.
3. CONSTRUCT EASTBOUND BRIDGES.

PHASE 5
1. TAPER OFF INSIDE LANES.
2. DEMOLISH EASTBOUND DETOURS.
3. RETURN MEDIAN TO EXISTING CONDITION.

PHASE 6
1. TAPER OFF INSIDE LANES.
2. MILL AND OVERLAY ALL PAVEMENT IMPACTED BY PHASE 5 STRIPING.

PHASE 7
1. TAPER OFF OUTSIDE LANES.
2. MILL AND OVERLAY ALL PAVEMENT IMPACTED IN PHASE 5 STRIPING.

I-40 BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND PAY QUANTITIES & NOTES (TRAFFIC CONTROL)

STATE JOB NO. 31692(04) SHEET NO. AT01

PRINT DATE: 6/1/2023 T:\1919\Drawings\Traffic\AT01-3169204-General Notes and Pay Quantities & Notes (Traffic Control).dgn

GENERAL CONSTRUCTION NOTES

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.

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.

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

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

PAY QUANTITY NOTES

(TS-25) QUANTITY SHOWN INCLUDES 58,250 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 46,600 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(TP-57) PRICE BID FOR THIS ITEM CONSISTS OF INSTALLATION OF CABLE BARRIER SYSTEM AND ITS HARDWARE (CAPS, POST, TURN BUCKLE, ETC.). CONTRACTOR SHALL USE THE MATERIAL REMOVED FROM THE EXISTING CABLE BARRIER SYSTEM WITH THE EXCEPTION OF CONCRETE FOOTINGS. COST TO INCLUDE ANY ADDITIONAL HARDWARE NEEDED TO COMPLETE THE INSTALLATION. CONTRACTOR SHALL SWAGE NEW FITTINGS FOR THE INSTALLATION OF NEW SECTION IF DEEMED NECESSARY BY THE ENGINEER. PRICE BID FOR THIS ITEM ALSO INCLUDES COST OF NEW SWAGING FOR CABLE BARRIER SYSTEM.

(TP-58) COST TO INCLUDE ANY ADDITIONAL HARDWARE NEEDED TO COMPLETE THE INSTALLATION. CONTRACTOR SHALL SWAGE NEW FITTINGS FOR THE INSTALLATION OF EXISTING SECTION IF NECESSARY BY THE ENGINEER. PRICE BID FOR THIS ITEM ALSO INCLUDES COST OF NEW SWAGING FOR CABLE BARRIER SYSTEM.

(TP-59) TURNBUCKLES SHALL BE NO CLOSER THAN 1' TO A CABLE POST, IF IT INTERFERES WITH THE TENSIONING OPERATION OF THE SYSTEM. THE HEIGHTS FOR ALL ROWS OF CABLES SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDED SPECIFICATIONS. THE BOTTOM CABLE MUST BE WITHIN THE TOLERANCE LIMITS RECOMMENDED BY THE MANUFACTURER

(TP-63) CABLE WILL BE MEASURED FROM BEGINNING OF WIRE ROPE CABLE TO END OF WIRE ROPE CABLE.

(TP-64) ALL POSTS SHALL HAVE CAPS WHICH SHALL BE AFFIXED TO THE POST WITH A DURABLE LIQUID ADHESIVE, SUCH AS LIQUID NAILS. EVERY FIFTH POST SHALL BE DELINEATED IN EACH DIRECTION WITH RETROFLECTIVE SHEETING MEETING SPECIFICATION ASTM D-4956 TYPE VII, VIII, OR IX (MIN. 7 SQ. IN. YELLOW).

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

(TP-68) PRICE BID FOR THIS ITEM CONSISTS OF REMOVAL OF EXISTING CABLE BARRIER SYSTEM, ITS CONCRETE FOOTINGS, AND/OR ANCHOR UNITS. CONTRACTOR SHALL REMOVE, SPOOL, COLLECT, AND STORE ALL CABLE BARRIER HARDWARE. THE MATERIALS SHALL BE STORED AT A LOCATION DETERMINED BY THE ENGINEER TO BE USED ON THIS PROJECT. ALL CONCRETE FOOTINGS ARE TO BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

(TP-69) PRICE BID FOR THIS ITEM SHALL INCLUDE THE FILLING AND TAMPING OF HOLES LEFT AFTER THE REMOVAL OF POST FOOTINGS DURING CABLE BARRIER REMOVAL OPERATION. WORK SHALL BE PERFORMED IN A MANNER APPROVED BY THE ENGINEER

SIGNING & SAFETY 0301		PAY QUANTITIES			JP# 31692(04)
ITEM NO.		DESCRIPTION	NOTES	UNIT	QUANTITY
413(A)	4200	RUMBLE STRIP-METHOD HMA-CON		LF	96,600.00
619(B)	6432	REMOVAL OF CABLE BARRIER	(TP-68,69)	LF	3,355
628	7100	INSTALLATION OF CABLE BARRIER SYSTEM	(TP-57,58	LF	3,355
628(B)	7300	HIGH-TENSION CABLE BARRIER(TL-4)	(TP-59,63,64,66)	LF	3,355
628(E)	7600	CABLE BARRIER TENSION METER		EA	1.00
853	5170	GUARDRAIL DELINEATORS(TYPE 1, CODE 1)		EA	26.00
856(A)	8204	TRAFFIC STRIPE(MULTI-POLY.)(6" WIDE)	(TS-25) (1)	LF	103,950.00

PRINT DATE: 5/31/2023 T:\1919\Drawings\Traffic\AT02-31692(04)-General Notes and Pay Quantities & Notes (Signing & Safety).dgn

I-40 BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND PAY QUANTITIES & NOTES (SIGNING & SAFETY)

STATE JOB NO. 31692(04) SHEET NO. AT02

SUMMARY OF TRAFFIC CONTROL QUANTITIES

Phase	CONSTRUCTION TRAFFIC STR.(PAINT)(4" WIDE)	REMOVABLE PAVEMENT MARKING TAPE(4" WIDE)	(PL)CONST.ZONE PAV.MKRS(FLEX TAB)TYP.2-1	PAVEMENT MRKNG. REMOVAL (TRAF.STRP)	PAVE.MARKERS CLASS A TYPE 2-C	PAVE.MARKERS CLASS A TYPE 2-D	CONST.ZONE IMPACT ATTEN. *	RELOCATION OF IMPACT ATTENUATOR	(PL)TRUCK MOUNTED ATTENUATOR	DELIVER PORTABLE LONGITUDINAL BARRIER	RELOCATION OF PORT. LONGITUDINAL BARRIER	* MODULAR GLARE SCREEN (TEMPORARY)	ARROW DISPLAY (TYPE C) *	CONSTRUCTION SIGNS 0 TO 6.25 SF *	CONSTRUCTION SIGNS 6.26 TO 15.99 SF *	CONSTRUCTION SIGNS 16.0 TO 32.99 SF *	CONSTRUCTION BARRICADES (TYPE III) *	WARNING LIGHTS(TYPE A) *	WARNING LIGHTS(TYPE B) *	DRUMS *	PORT.CHANGEABLE MESSAGE SIGN *
	857(A)	857(C)	857(E)	857(F)	858(A)	858(A)	871(B)	871(C)	876(A)	877(B)	877(C)	878(B)	880(A)	880(B)	880(B)	880(B)	880(C)	880(E)	880(E)	880(F)	882(A)
	LF	LF	EA	LF	EA	EA	SD	EA	SD	LF	LF	SD	SD	SD	SD	SD	SD	SD	SD	SD	SD
Phase 1	10734.00	10734.00	477.07	2683.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00	72.00	24.00	192.00	0.00	6.00	427.20	1416.00	38.00
Phase 2	9517.00	9517.00	422.98	10734.00	21300.00	21300.00	120.00	0.00	120.00	4383.00	0.00	255600.00	240.00	1920.00	720.00	4560.00	120.00	120.00	10224.00	10920.00	480.00
Phase 3	48245.00	48245.00	2144.22	15267.00	0.00	0.00	0.00	1.00	0.00	0.00	4383.00	0.00	12.00	72.00	24.00	192.00	0.00	6.00	427.20	5874.00	24.00
Phase 4	68290.00	68290.00	3035.11	48245.00	16330.00	16330.00	120.00	1.00	240.00	19535.00	15724.00	195960.00	240.00	1800.00	720.00	4560.00	120.00	120.00	9984.00	12000.00	480.00
Phase 5	48245.00	48245.00	2144.22	68290.00	0.00	0.00	0.00	1.00	0.00	0.00	19535.00	0.00	24.00	144.00	48.00	384.00	0.00	12.00	854.40	11652.00	48.00
Phase 6	0.00	0.00	0.00	0.00	0.00	0.00	36.00	2.00	0.00	29787.00	49322.00	0.00	36.00	216.00	72.00	576.00	0.00	0.00	1281.60	1190.16	72.00
Phase 7	0.00	0.00	0.00	0.00	0.00	0.00	36.00	2.00	0.00	0.00	49368.00	0.00	36.00	216.00	72.00	576.00	0.00	0.00	1281.60	1344.24	72.00
TOTAL	**185031.00**	**185031.00**	**8223.60**	**145219.50**	**37630.00**	**37630.00**	**312.00**	**7.00**	**360.00**	**53705.00**	**138332.00**	**451560.00**	**600.00**	**4440.00**	**1680.00**	**11040.00**	**240.00**	**264.00**	**24480.00**	**44396.40**	**1214.00**

*** 20% increase in sign days to be used at the discretion of the engineer.**

SUMMARY OF STRIPING QUANTITIES

Plan Sht. No.	Location Station to Station	6" WHITE EDGE LINE	6" WHITE DASHED LINE	6" YELLOW EDGE LINE	PERMANENT	CONSTRUCTION		
					TRAFFIC STRIPE (MULTI-POLY.) (6" WIDE)	CONST. TRF. STRIPE (PAINT) (WHITE)	CONST. TRF. STRIPE (PAINT) (YELLOW)	PAVEMENT MRKNG. REMOVAL (TRAF.STRP)
					856(A)	857(A)	857(A)	857(F)
		LF	LF	LF	LF	LF	LF	LF
T022	850+00.00 - 865+00.00	1500.00	1500.00	1500.00	3375.00			
T023	1033+00.00 - 1063+00.00	5600.00	5600.00	5600.00	12600.00			
	PHASE 1					0.00	10734.00	2683.50
	PHASE 2					3353.00	6164.00	10734.00
	PHASE 3					0.00	48245.00	15267.00
	PHASE 4					22615.00	45675.00	48245.00
	PHASE 5					0.00	48245.00	68290.00
	PHASE 6		39100.00	39100.00	48875.00			
	PHASE 7	39100.00			39100.00			
	TOTAL	**7100.00**	**46200.00**	**46200.00**	**103950.00**	**25968.00**	**159063.00**	**145219.50**

SUMMARY OF TRAFFIC SAFETY QUANTITIES

Sheet No.	Alignment	Location Station to Station			RUMBLE STRIP-METHOD HMA-CON	REMOVAL OF CABLE BARRIER	INSTALLATION OF CABLE BARRIER SYSTEM	HIGH-TENSION CABLE BARRIER(TL-4)	CABLE BARRIER TENSION METER	GUARDRAIL DELINEATORS (TYPE 1, CODE 1)
					413(A)	619(B)	628(B)	628(B)	628(E)	853
					LF	LF	LF	LF	EA	EA
R010	C.R.L. "A"	852+00.00	-	867+00.00		375	375	375	1	
R011	WB DETOUR	869+00.00	-	884+00.00		1100	1100	1100		
R012	C.R.L. "C"	1041+00.00	-	1053+00.00		900	900	900		
R013	C.R.L. "C"	1053+00.00	-	1066+00.00		79.64	79.64	79.64		
R014	EB DETOUR	1062+00.00	-	1077+00.00		900	900	900		
T022	C.R.L. "A" & "B"	850+00.00	-	865+00.00	48300.00					18.00
T023	C.R.L. "C"	1033+00.00	-	863+00.00	48300.00					8.00
	TOTAL				**96600.00**	**3354.64**	**3354.64**	**3354.64**	**1.00**	**26.00**

PRINT DATE: 5/31/2023 T:\19191\Drawings\Traffic\AT03-31692(04)-Summary Sheet (Traffic).dgn

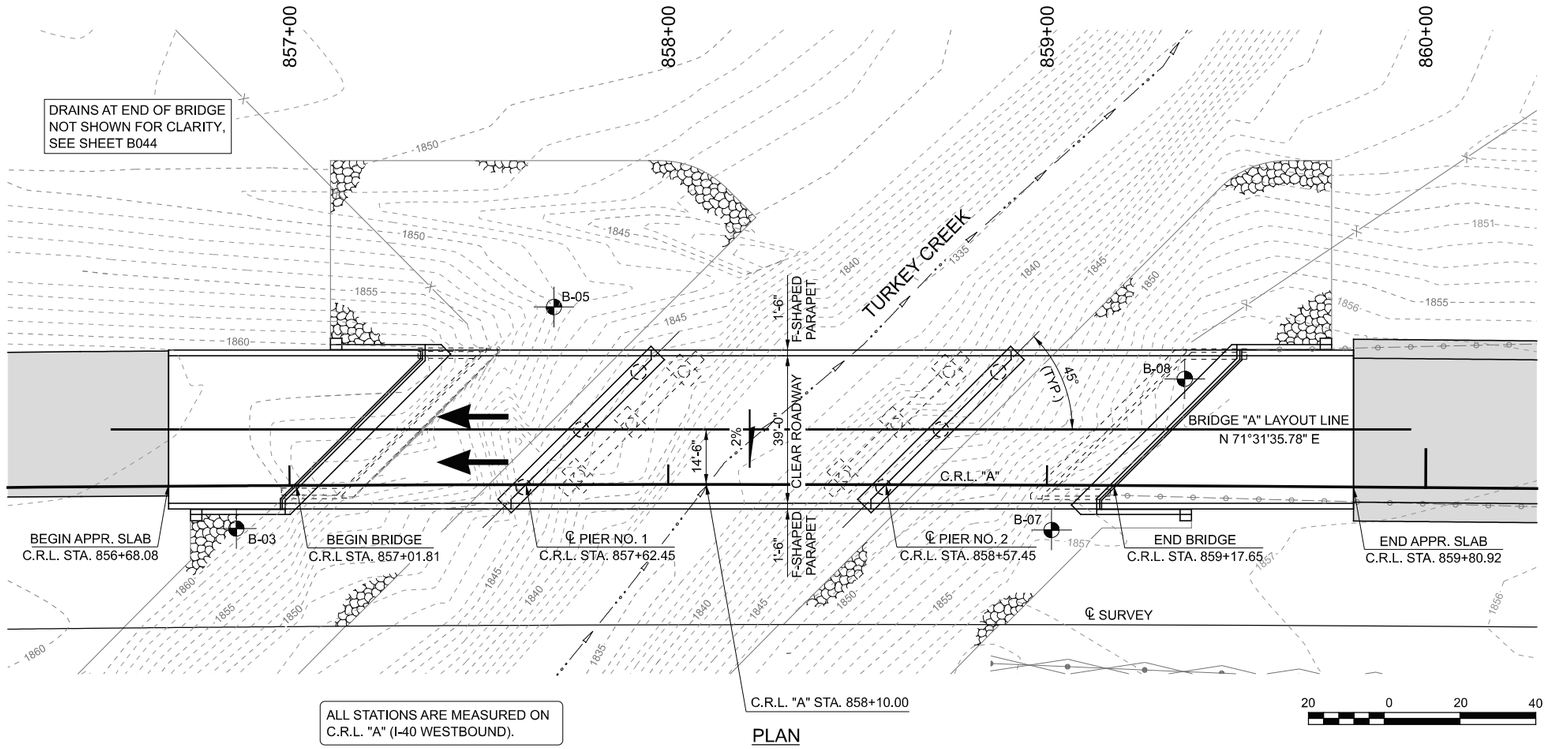
I-40 BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

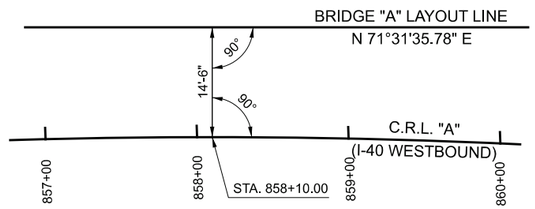
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUMMARY SHEET
(TRAFFIC)

STATE JOB NO. 31692(04) SHEET NO. AT03



PLAN



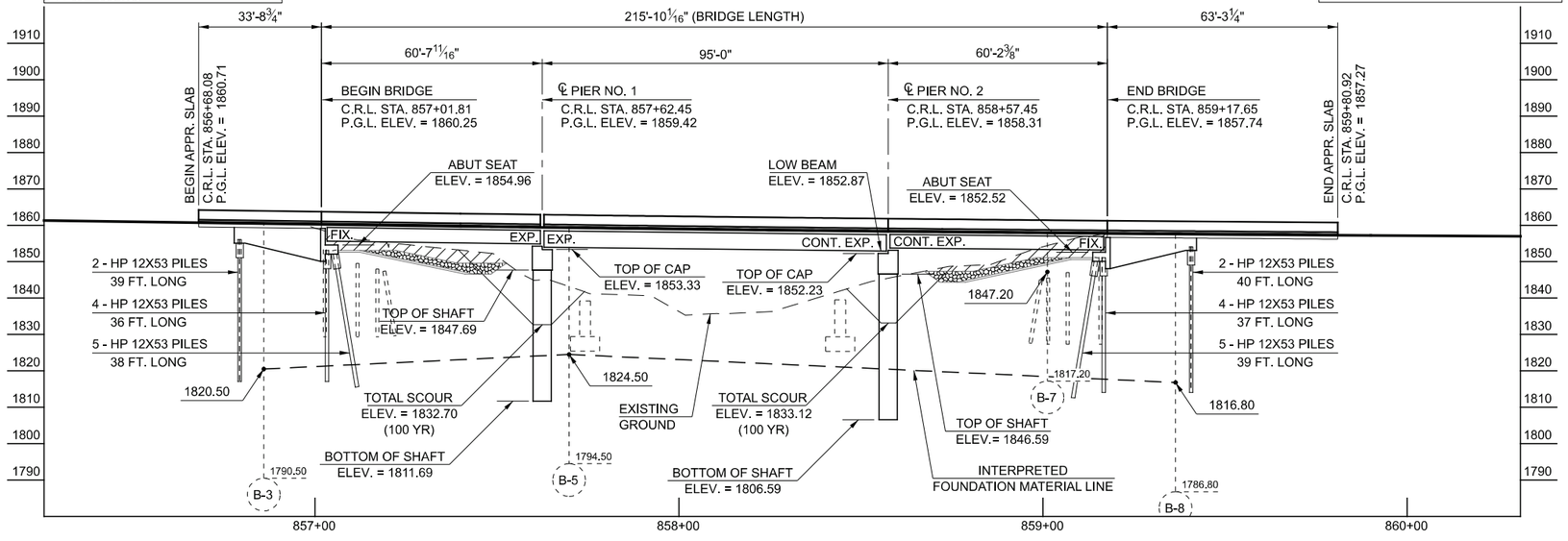
BRIDGE "A" LAYOUT LINE PLAN

C.R.L. "A" CURVE DATA

CURVE # 1
P.I. STA. 847+53.81
EASTING = 145872.54
NORTHING = 704832.11
DELTA R = 9°15'10.57"
D = 0°15'51.73"
T = 1753.81'
L = 3500.00'
R = 21672.61'
E = 70.85'
V = 0 MPH

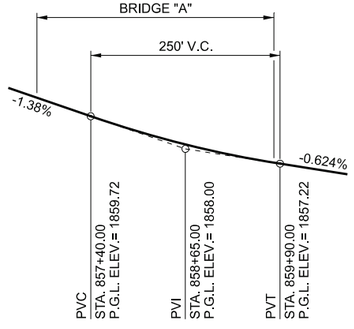
BM-4
CUT "X" ON CTR. OF HEADWALL
℄ SURVEY STA. 855+74.70, 100.21' LT.
ELEV.= 1854.50

BM-5
5/8" IRON BAR W/ ALUM. CAP
℄ SURVEY STA. 862+37.31, 173.66' RT.
ELEV.= 1862.85



ELEVATION

NOTE: CONTRACTOR SHALL PROVIDE TEMPORARY EARTH RETAINAGE STRUCTURES, IF NECESSARY, AS DETERMINED AND DIRECTED BY THE ENGINEER. INCLUDE COST IN OTHER ITEMS OF WORK.



PROFILE GRADE LINE (P.G.L.)
(ALONG C.R.L. "A")

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

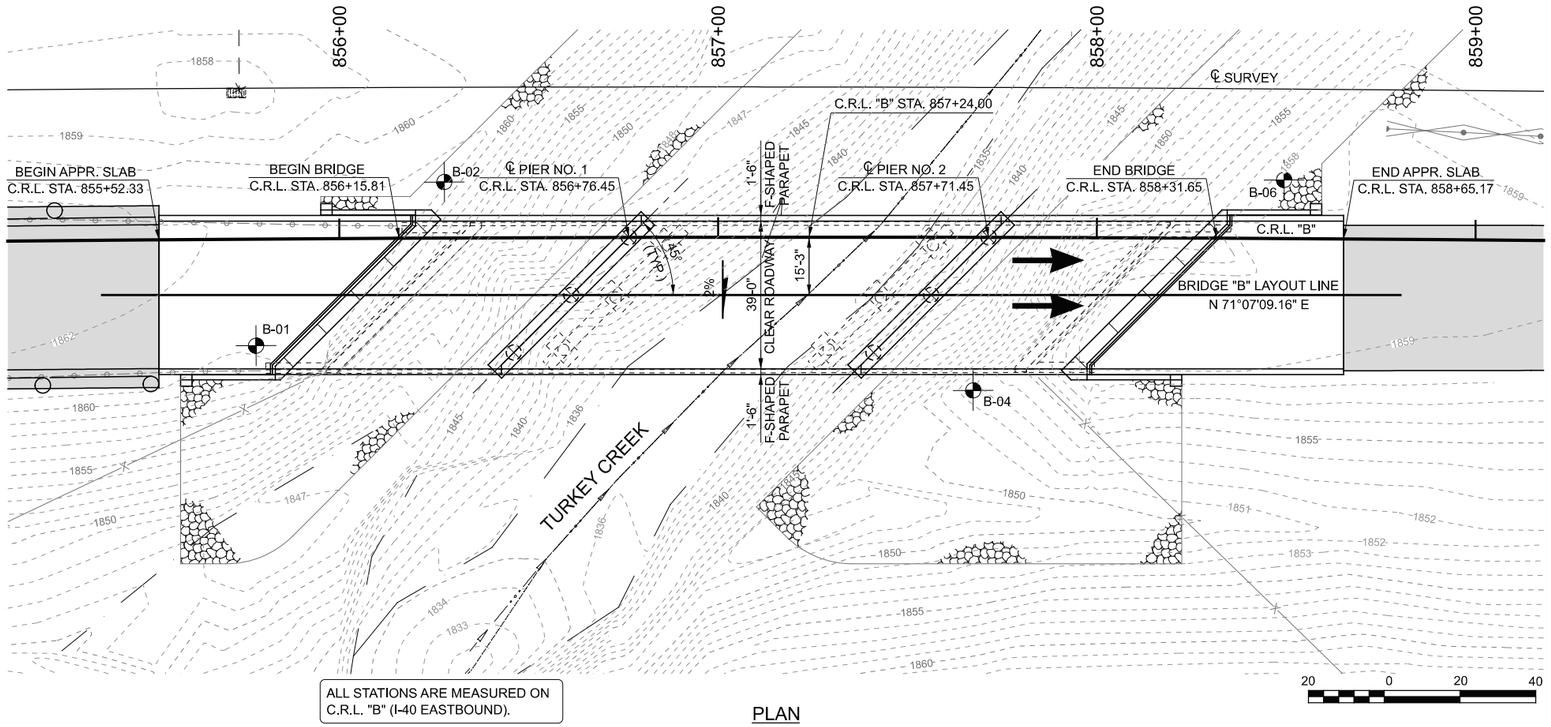
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

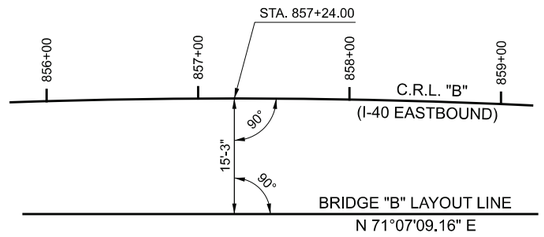
GENERAL PLAN AND ELEVATION - BRIDGE "A"

60' TYPE III - 95' TYPE IV - 60' TYPE III P.C. BEAM SPANS
39' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
45° LF SKEW CENTERLINE BRIDGE STA. 858+10.00
STATE JOB NO. 31692(04) SHEET NO. B001

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B001-3169204-GENERAL PLAN AND ELEVATION-BRIDGE A.dgn



PLAN

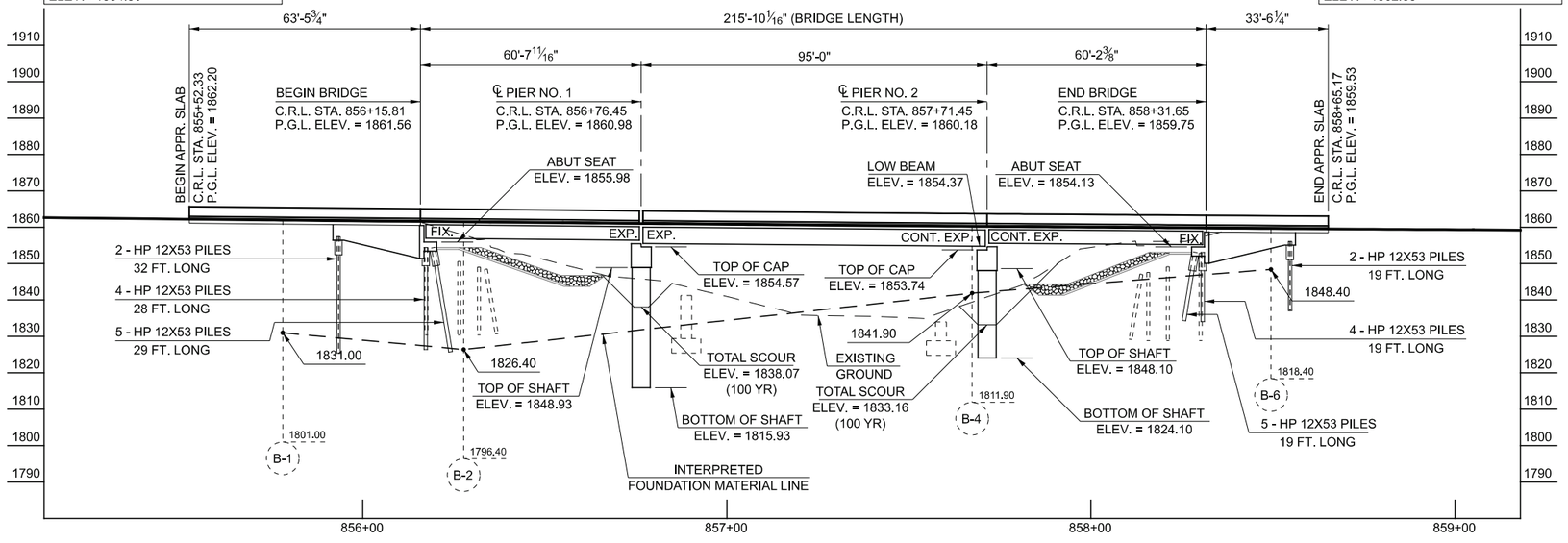


BRIDGE "B" LAYOUT LINE PLAN

C.R.L. "B" CURVE DATA

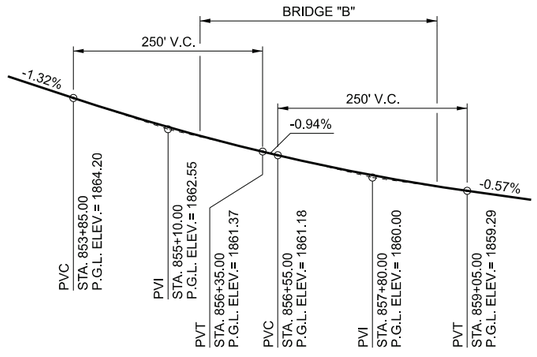
CURVE # 1
P.I. STA. 847+53.98
EASTING = 1452905.63
NORTHING = 704760.04
DELTA R = 9°26'54.16"
D = 0°16'11.83"
T = 1753.98'
L = 3500.00'
R = 21224.30'
E = 72.35'
V = 0 MPH

BM-4	BM-5
CUT "X" ON CTR. OF HEADWALL ℄ SURVEY STA. 855+74.70, 100.21' LT. ELEV.= 1854.50	5/8" IRON BAR W/ ALUM. CAP ℄ SURVEY STA. 862+37.31, 173.66' RT. ELEV.= 1862.85



ELEVATION

NOTE: CONTRACTOR SHALL PROVIDE TEMPORARY EARTH RETAINAGE STRUCTURES, IF NECESSARY, AS DETERMINED AND DIRECTED BY THE ENGINEER. INCLUDE COST IN OTHER ITEMS OF WORK.



PROFILE GRADE LINE (P.G.L.)
(ALONG C.R.L. "B")

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

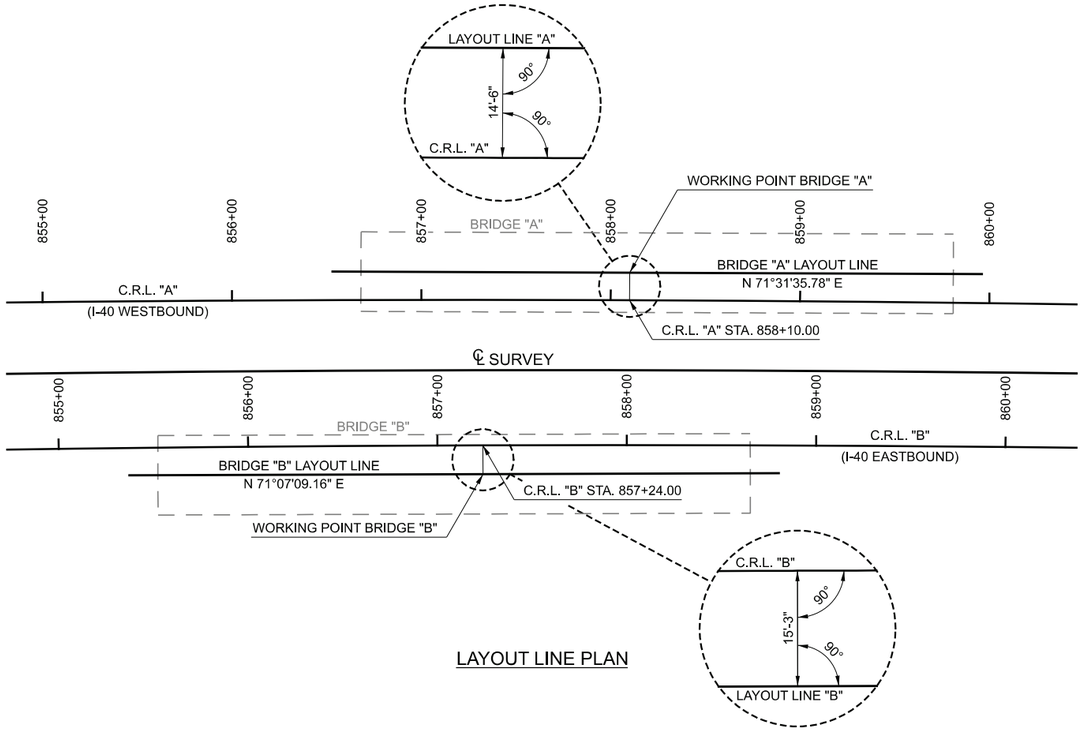
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - BRIDGE "B"

60' TYPE III - 95' TYPE IV - 60' TYPE III P.C. BEAM SPANS
39' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
45° LF SKEW CENTERLINE BRIDGE STA. 857+24.00
STATE JOB NO. 31692(04) SHEET NO. B002

PRINT DATE: 5/30/2023 T:\19191\19-19A\Drawings\Bridge\B002-3169204-GENERAL PLAN AND ELEVATION-BRIDGE B.dgn



LAYOUT LINE PLAN

DESIGN DATA - BRIDGE "A" AND "B"

SPECIFICATION

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION

ANSI/AASHTO/AWS: D1.5 BRIDGE WELDING CODE
ANSI/AASHTO/AWS: D1.6 STRUCTURAL WELDING CODE-STAINLESS STEEL

LOADING

HL-93 OR OKLAHOMA OVERLOAD TRUCK

DESIGN DEAD LOAD INCLUDES:

20 PSF FUTURE WEARING SURFACE
5 PSF STEEL DECK FORM ALLOWANCE

UNIT STRESSES

CLASS A CONCRETE	F'C = 3,000 PSI
CLASS AA CONCRETE	F'C = 4,000 PSI
REINFORCING STEEL (GR. 60)	FY = 60,000 PSI
STRUCTURAL STEEL (GR. 50W)	FY = 50,000 PSI
STRUCTURAL STEEL (GR. 50) (PILING)	FY = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	FY = 30,000 PSI

OPERATING RATING

LRFR INVENTORY RATING FACTOR	1.55
LRFR OPERATING RATING FACTOR	2.01

STANDARDS - BRIDGE "A" AND "B"

THE FOLLOWING STANDARDS WILL BE REQUIRED FOR THIS PROJECT:

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

INDEX OF SHEETS - BRIDGE "A" AND "B"

AB01	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (1 OF 2)
AB02	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (2 OF 2)
B001	GENERAL PLAN AND ELEVATION - BRIDGE "A"
B002	GENERAL PLAN AND ELEVATION - BRIDGE "B"
B003	GENERAL PLAN AND ELEVATION - BRIDGE "A" AND "B"
B004	SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "A"
B005	SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "B"
B006	FOUNDATION BORING LOG SHEET (1 OF 8)
B007	FOUNDATION BORING LOG SHEET (2 OF 8)
B008	FOUNDATION BORING LOG SHEET (3 OF 8)
B009	FOUNDATION BORING LOG SHEET (4 OF 8)
B010	FOUNDATION BORING LOG SHEET (5 OF 8)
B011	FOUNDATION BORING LOG SHEET (6 OF 8)
B012	FOUNDATION BORING LOG SHEET (7 OF 8)
B013	FOUNDATION BORING LOG SHEET (8 OF 8)
B014	SUBSTRUCTURE EXCAV. AND PIPE UNDERDRAIN ASSEMBLY DETAILS - BRIDGE "A" AND "B"
B015	ABUTMENT NO. 1 - BRIDGE "A"
B016	ABUTMENT NO. 2 - BRIDGE "A"
B017	WING WALL DETAILS - BRIDGE "A"
B018	ABUTMENT NO. 1 - BRIDGE "B"
B019	ABUTMENT NO. 2 - BRIDGE "B"
B020	WING WALL DETAILS - BRIDGE "B"
B021	ABUTMENT DETAILS - BRIDGE "A" AND "B"
B022	PIER NO 1 - BRIDGE "A"
B023	PIER NO 2 - BRIDGE "A"
B024	PIER NO 1 - BRIDGE "B"
B025	PIER NO 2 - BRIDGE "B"
B026	PIER DETAILS - BRIDGE "A" AND "B" (1 OF 2)
B027	PIER DETAILS - BRIDGE "A" AND "B" (2 OF 2)
B028	TYPICAL CROSS SECTION - BRIDGE "A"
B029	TYPICAL CROSS SECTION - BRIDGE "B"
B030	LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "A" AND "B"
B031	SLAB REINFORCING PLAN - BRIDGE "A" AND "B" (1 OF 2)
B032	SLAB REINFORCING PLAN - BRIDGE "A" AND "B" (2 OF 2)
B033	BEAM FRAMING PLAN - BRIDGE "A" AND "B"
B034	P.C. BEAM DETAILS SPANS NO. 1 AND NO. 3 - BRIDGE "A" AND "B"
B035	P.C. BEAM DETAILS SPAN NO. 2 - BRIDGE "A" AND "B"
B036	DIAPHRAGM DETAILS - BRIDGE "A" AND "B" (1 OF 2)
B037	DIAPHRAGM DETAILS - BRIDGE "A" AND "B" (2 OF 2)
B038	BEARING ASSEMBLY DETAILS - BRIDGE "A" AND "B"
B039	APPROACH SLAB NO. 1 DETAILS - BRIDGE "A"
B040	APPROACH SLAB NO. 2 DETAILS - BRIDGE "A"
B041	APPROACH SLAB NO. 1 DETAILS - BRIDGE "B"
B042	APPROACH SLAB NO. 2 DETAILS - BRIDGE "B"
B043	APPROACH SLAB DETAILS - BRIDGE "A" AND "B"
B044	DRAINS AT END OF BRIDGE - BRIDGE "A" AND "B"

HYDRAULIC DATA - BRIDGE "A"			
TOTAL DA = 43.00 SQ. MI. CONTROLLED DA = 00.00 SQ. MI. EFFECTIVE DA = 43.00 SQ. MI.			
FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	960	1841.23	6.07
5	2,280	1844.34	7.05
10	3,660	1846.66	7.30
25	6,030	1849.40	7.34
50	8,290	1851.39	7.32
100	10,700	1853.21	7.05
500	18,300	1859.35	6.96
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		4.76	4.97
TOTAL SCOUR (ft)		4.76	4.97

HYDRAULIC DATA - BRIDGE "B"			
TOTAL DA = 43.00 SQ. MI. CONTROLLED DA = 00.00 SQ. MI. EFFECTIVE DA = 43.00 SQ. MI.			
FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	960	1841.66	4.18
5	2,280	1844.93	5.28
10	3,660	1847.32	5.84
25	6,030	1850.05	6.28
50	8,290	1852.02	6.61
100	10,700	1853.81	6.89
500	18,300	1860.37	6.61
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		4.76	4.97
TOTAL SCOUR (ft)		4.76	4.97

FOUNDATION DATA - BRIDGE "A" AND "B"

ABUTMENTS (12X53)

	BRIDGE "A"		BRIDGE "B"	
	ABUT. NO. 1	ABUT. NO. 2	ABUT. NO. 1	ABUT. NO. 2
FACTORED PILE REACTION (TONS/PILE)	73.7	73.7	73.7	73.7

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIER (60" DIAMETER DRILLED SHAFTS)

	BRIDGE "A"		BRIDGE "B"	
	PIER NO. 1	PIER NO. 2	PIER NO. 1	PIER NO. 2
FACTORED SHAFT REACTION (TONS/SHAFT)	562.10	569.50	556.60	540.00
NOMINAL UNIT BEARING RESISTANCE (TSF)	35.40	30.20	27.00	49.60
BEARING RESISTANCE FACTOR	0.70	0.70	0.70	0.70
FACTORED BEARING RESISTANCE (TONS/SHAFT)	486.90	415.70	370.50	681.70
NOMINAL UNIT FRICTION RESISTANCE (TSF)	4.60	7.80	5.60	4.60
FRICTION RESISTANCE FACTOR	0.45	0.45	0.45	0.45
FACTORED FRICTION RESISTANCE (TONS/SHAFT)	241.60	415.60	296.90	241.60
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT)	5.00	5.00	5.00	5.00
MINIMUM EMBEDMENT INTO ROCK (FT)	12.50	12.50	12.50	12.50
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	729.00	831.00	667.00	923.00

PRINT DATE: 5/30/2023 T:\1919\19-19AD\drawings\Bridge\B003-3169204-GENERAL PLAN AND ELEVATION-BRIDGE A AND B.dgn

I-40 OVER TURKEY CREEK BECKHAM CO.

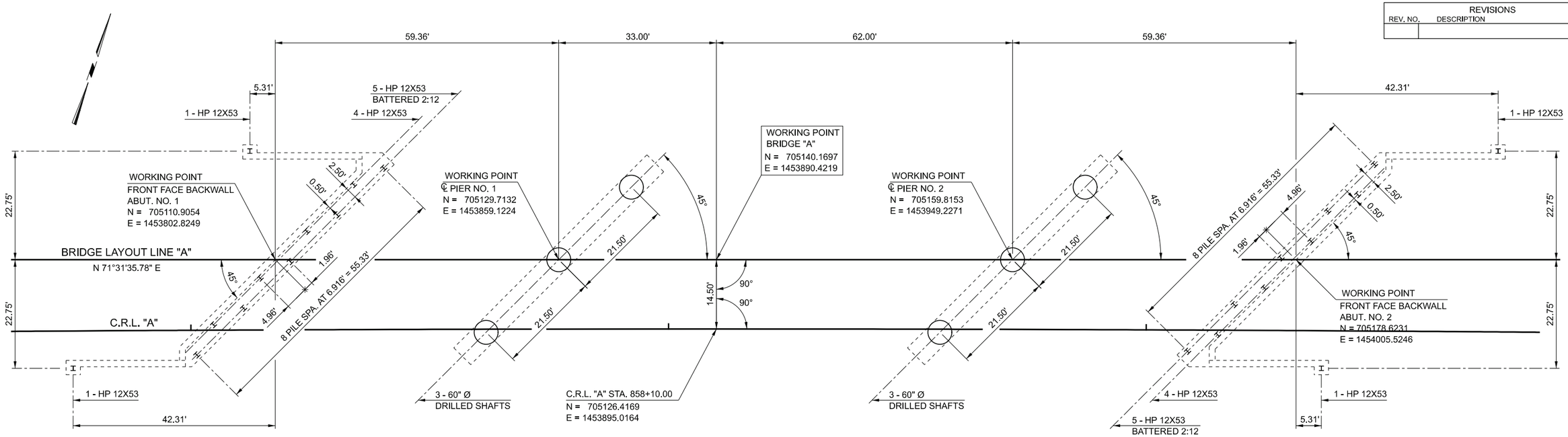
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B003

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SUBSTRUCTURE LAYOUT - BRIDGE "A"

DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

SUMMARY OF BRIDGE QUANTITIES - BRIDGE "A"

DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	270.00				270.00
CLSM BACKFILL	CY	300.00				300.00
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF			574.20		574.20
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF			472.50		472.50
APPROACH SLAB	SY				452.80	452.80
SAW-CUT GROOVING	SY			935.30	420.40	1,355.70
42" F-SHAPED PARAPET	LF			431.70	194.00	625.70
STRUCTURAL STEEL	LB			1,840.00		1,840.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA			10.00		10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA			20.00		20.00
CLASS AA CONCRETE	CY			265.60		265.60
CLASS A CONCRETE	CY	129.70	138.80			268.50
CLASS C CONCRETE	CY					15.00
EPOXY COATED REINFORCING STEEL	LB	17,760.00	16,610.00	78,690.00		113,060.00
PILES, FURNISHED (HP 12X53)	LF	835.00				835.00
PILES, DRIVEN (HP 12X53)	LF	835.00				835.00
(PL)PILOT HOLES	LF	135.00				135.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	1.00				1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	70.00	140.00	700.00	96.00	1,006.00
DRILLED SHAFTS 60" DIAMETER	LF		228.00			228.00
CROSSHOLE SONIC LOGGING	EA		2.00			2.00
ELASTOMERIC COATING	SF	674.40	1,016.00			1,690.40
SEALED EXPANSION JOINTS	LF			58.40		58.40
SEALER CRACK PREPARATION	LF			57.40		57.40
SEALER RESIN	GAL			1.00		1.00
TYPE I-A PLAIN RIPRAP	TON	2,200.00				2,200.00
TYPE I-A FILTER BLANKET	TON	575.00				575.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	116.00				116.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	50.00				50.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM					1.00

STEEL PILING

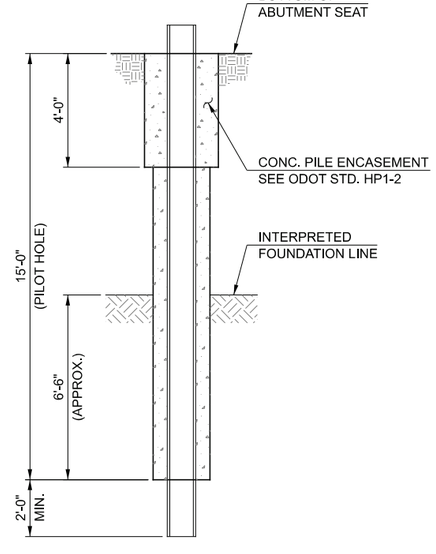
FOR ALL PILES AT ABUTMENT NO. 2, 14" DIAMETER PILOT HOLES SHALL BE DRILLED TO A DEPTH OF 15 FEET BELOW THE BOTTOM OF THE ABUTMENT SEAT.

THE PILES SHALL BE INSERTED IN THE PILOT HOLES AND DRIVEN TO PRACTICAL REFUSAL. IF PRACTICAL REFUSAL IS NOT OBTAINED AT THE ELEVATIONS SHOWN ON THE PLANS, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED.

AFTER DRIVING IS COMPLETE THE PILOT HOLES SHALL BE FILLED WITH CLASS "C" CONCRETE.

ALL COSTS OF PILOT HOLE DRILLING, CLASS "C" CONCRETE, LABOR, EQUIPMENT AND OTHER INCIDENTALS TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN THE PRICE BID PER L.F. OF "(PL)PILOT HOLES"

THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.



STEEL PILING PILOT HOLE DETAIL

(BRIDGE "A", ABUTMENT NO. 2 ONLY)

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

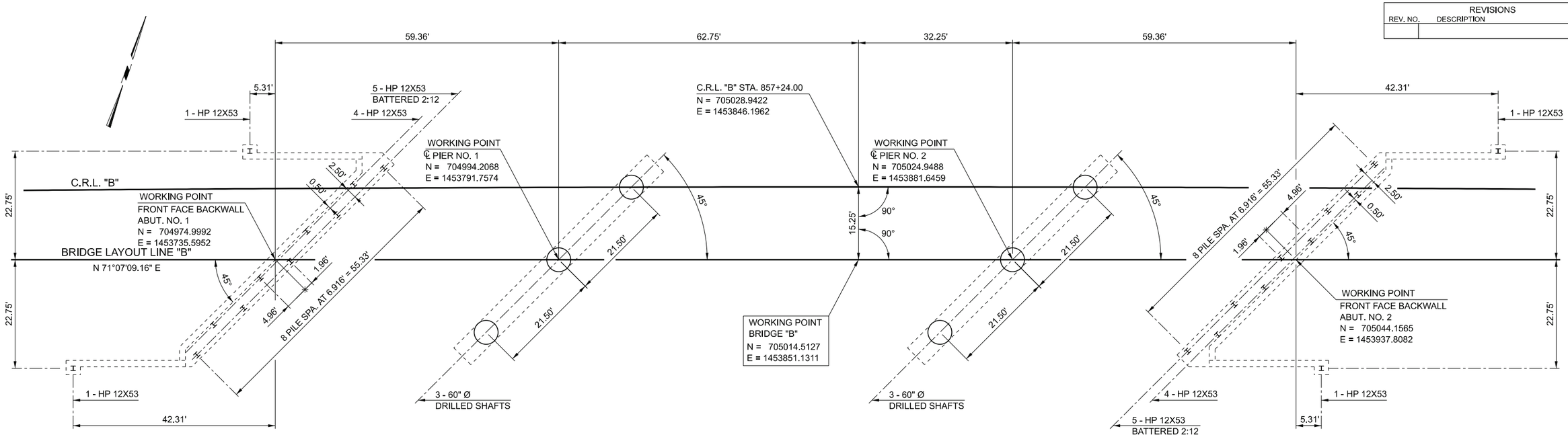
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B004

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B004-3169204-SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES-BRIDGE A.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SUBSTRUCTURE LAYOUT - BRIDGE "B"

DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

SUMMARY OF BRIDGE QUANTITIES - BRIDGE "B"

DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	270.00				270.00
CLSM BACKFILL	CY	300.00				300.00
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF			574.20		574.20
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF			472.50		472.50
APPROACH SLAB	SY				452.80	452.80
SAW-CUT GROOVING	SY			935.30	420.40	1,355.70
42" F-SHAPED PARAPET	LF			431.70	194.00	625.70
STRUCTURAL STEEL	LB			1,840.00		1,840.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA			10.00		10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA			20.00		20.00
CLASS AA CONCRETE	CY			265.60		265.60
CLASS A CONCRETE	CY	130.20	139.20			269.40
CLASS C CONCRETE	CY					15.00
EPOXY COATED REINFORCING STEEL	LB	17,800.00	16,620.00	78,690.00		113,110.00
CLASS B BRIDGE DECK REPAIR	SY			5.00		5.00
PILES, FURNISHED (HP 12X53)	LF	530.00				530.00
PILES, DRIVEN (HP 12X53)	LF	530.00				530.00
(PL)PILOT HOLES	LF	135.00				135.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	1.00				1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	70.00	140.00	700.00	96.00	1,006.00
DRILLED SHAFTS 60" DIAMETER	LF		171.00			171.00
CROSSHOLE SONIC LOGGING	EA		2.00			2.00
ELASTOMERIC COATING	SF	687.80	1,016.00			1,703.80
SEALED EXPANSION JOINTS	LF			58.40		58.40
SEALER CRACK PREPARATION	LF			57.40		57.40
SEALER RESIN	GAL			1.00		1.00
TYPE I-A PLAIN RIPRAP	TON	2,200.00				2,200.00
TYPE I-A FILTER BLANKET	TON	575.00				575.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	116.00				116.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	50.00				50.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM					1.00

STEEL PILING

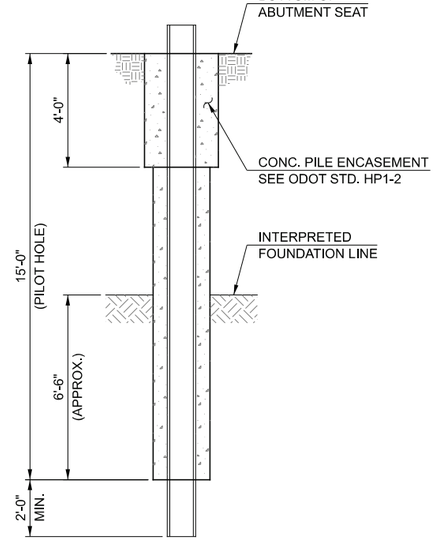
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THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.



STEEL PILING PILOT HOLE DETAIL

(BRIDGE "B", ABUTMENT NO. 2 ONLY)

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "B"

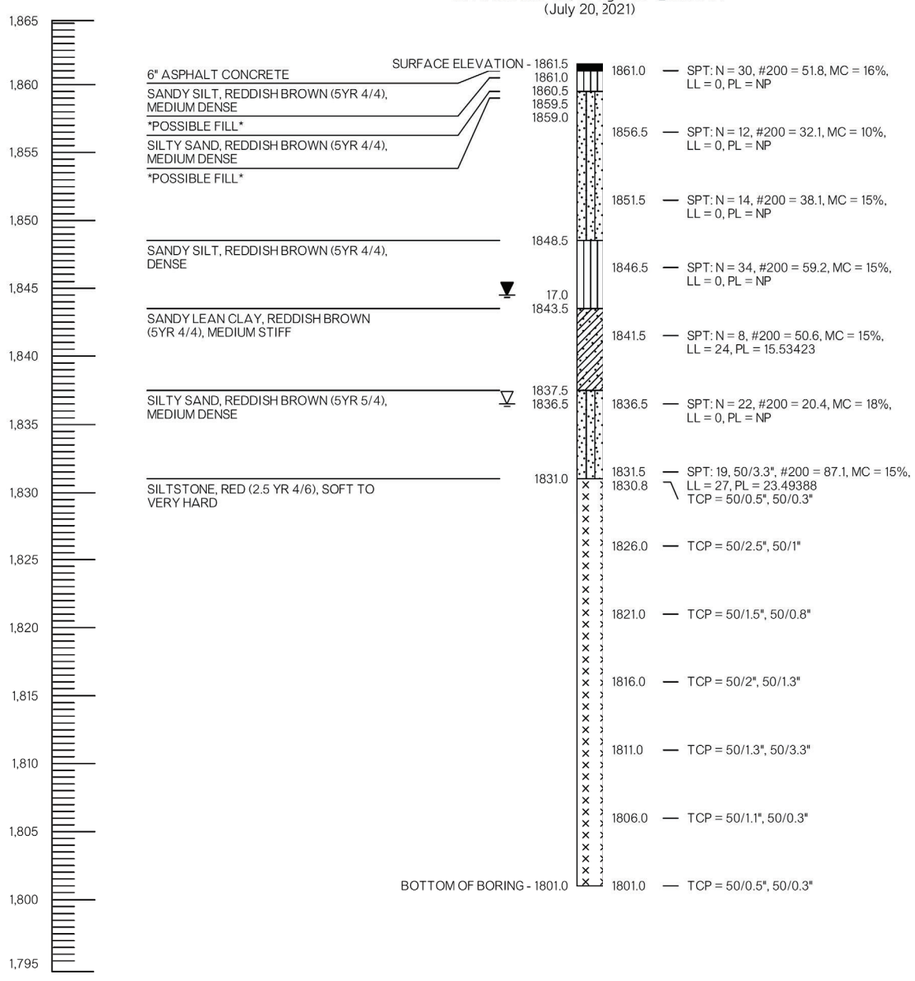
STATE JOB NO. 31692(04) SHEET NO. B005

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B005-3169204-SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES-BRIDGE B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

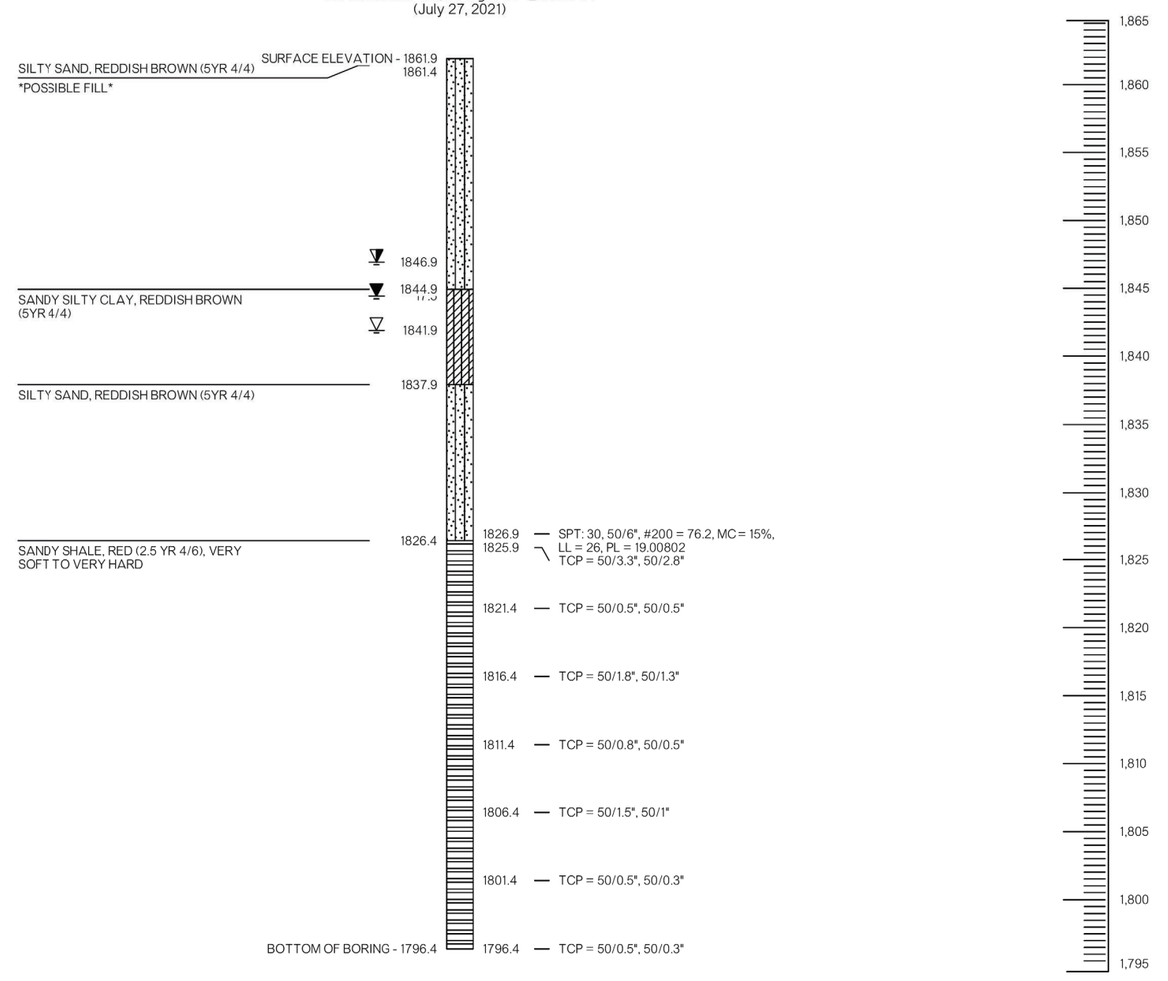
BORING NO. B-01

STATION 855+80, 68' right OF ℄ SURVEY
(July 20, 2021)



BORING NO. B-02

STATION 856+30, 25' right OF ℄ SURVEY
(July 27, 2021)



SITE GEOLOGY

THE GEOLOGY OF THE PROJECT SITE WAS RESEARCHED USING THE "DIVISION FIVE ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE GEOLOGIC MAP OF THE "HYDROLOGIC ATLAS 5 OF OKLAHOMA," RECONNAISSANCE OF THE WATER RESOURCES OF THE CLINTON QUADRANGLE, WEST-CENTRAL OKLAHOMA," BY JERRY E. CARR AND DEROY L. BERGMAN, U.S. GEOLOGICAL SURVEY, 1976.

ODOT PUBLICATION

DIVISION FIVE OF THE "ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) INDICATES THE PROJECT SITE IS UNDERLAIN BY TERRACE DEPOSITS (QTS) AND THE DOXEY UNIT (PDY).

TERRACE DEPOSITS CONSIST OF SAND, SILT, CLAY, GRAVEL OR MIXTURES OF THESE. THESE MATERIALS WERE DEPOSITED BY STREAMS OR WIND AND MAY BE FOUND ADJACENT TO MOST STREAMS.

THE DOXEY UNIT CONSISTS DOMINANTLY OF REDDISH-BROWN SHALES AND MUDSTONES WITH SOME BLUISH WHITE STREAKS. SEVERAL WELL INDURATED SILTSTONES, WHICH RANGE UP TO 1 FOOT IN THICKNESS, ARE PRESENT THROUGHOUT THE UNIT, BUT ARE MOST PROMINENT NEAR THE MIDDLE OF THE UNIT. LOCALLY, SILTSTONE BEDS THICKEN TO 10 FEET NEAR THE MIDDLE OF THE UNIT.

THE BASE OF THE UNIT IS MARKED BY EITHER A GREENISH-GRAY CALCITIC SILTSTONE OR DOLOMITIC MUDSTONE CONGLOMERATE. THE UNIT IS GENERALLY DISTINGUISHED FROM THE OVERLYING ELK CITY UNIT AND UNDERLYING CLOUD CHIEF UNIT BY THE DARKER REDDISH-BROWN COLOR.

THE TOTAL THICKNESS OF THE UNIT IS IRREGULAR AND VARIES FROM 160 TO 200 FEET.

THE DOXEY UNIT OUTCROPS IN AN IRREGULAR PATTERN IN THE ANADARKO BASIN ACROSS SOUTHWESTERN DEWEY, SOUTHWESTERN CUSTER, WESTERN WASHITA, NORTHERN BECKHAM, AND ROGER MILLS COUNTIES OF DIVISION 5. THE OUTCROP VARIES FROM 1 TO 6 MILES IN WIDTH.

THE TOPOGRAPHY OF THE UNIT VARIES FROM ROLLING TO STEEP-WALLED VALLEYS. OVER MUCH OF THE UNIT'S OUTCROP, RESISTANT SILTSTONES CAP LOW ROLLING, ROCKY HILLS WHICH HAVE BEEN TERMED HAYSTACK TOPOGRAPHY.

BARREN EXPOSURES AND TILTED BEDS DUE TO SLUMPING ARE EVIDENT IN THE WESTERN PART OF THE DIVISION. SOILS OCCURRING ON THIS UNIT ARE UNUSUALLY THIN, PRODUCING SHORT GRASS PRAIRIE VEGETATION.

USGS MAP

THE USGS MAP INDICATES THE PROJECT SITE IS UNDERLAIN BY DUNE SAND (QDS) AND TERRACE DEPOSITS (QT).

DUNE SAND CONSISTS OF WIND-BLOWN SAND; THICKNESS RANGES FROM A THIN VENEER TO ABOUT 70 FEET.

TERRACE DEPOSITS CONSIST OF STREAM-LAID DEPOSITS OF SAND, SILT, CLAY, GRAVEL AND VOLCANIC ASH; THICKNESS RANGES FROM 0 TO ABOUT 120 FEET.

LEGEND

V.	= VERY
FL.	= FAIRLY
SL.	= SLIGHTLY
LT.	= LIGHT
MED.	= MEDIUM
BRN.	= BROWN
TR.	= TRACE
DRK.	= DARK
BLK.	= BLACK

DCD	= DIAMOND CORE DRILLING, ASTM D2113-83
SPT	= STANDARD PENETRATION TEST, ASTM D1586
SS	= SPLIT SPOON SAMPLER
N	= NUMBER OF BLOWS PER 12 INCHES
MC	= MOISTURE CONTENT
LL	= LIQUID LIMIT
PL	= PLASTIC LIMIT (NP=NO PLASTICITY)
#200	= PERCENT PASSING #200 SIEVE
UCS	= UNCONFINED COMPRESSIVE STRENGTH
TCP	= TEXAS CONE PENETROMETER
WCI	= WET CAVE IN
▽	= WATER LEVEL WHILE DRILLING OR SAMPLING
▼	= WATER LEVEL AFTER DRILLING
▼	= WATER LEVEL 24 HOURS AFTER DRILLING
//////	= TOP OF ROCK

NOTE: WATER LEVEL ELEVATIONS SHOWN WERE OBTAINED AT THE TIME THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

NOTE: "SS" DENOTES STANDARD PENETRATION TEST, AASHTO D1586-84. "TCP" DENOTES TEXAS CONE PENETRATION TEST.

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

** NOTE: WATER LEVEL ELEVATION SHOWN WERE OBTAINED AT THE TIME THE BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.

*** NOTE: ROCK CLASSIFICATION IS BASED ON DRILLING CHARACTERISTICS AND VISUAL OBSERVATION OF ROCK CORE SAMPLES. PETROGRAPHIC ANALYSIS OF THIN SECTIONS OF THE ROCK CORE SAMPLES MAY REVEAL OTHER TYPES.

GEOTECHNICAL REPORT

ALL GEOTECHNICAL INFORMATION CONTAINED ON THIS SHEET IS COVERED BY THE ENGINEERING SEAL AFFIXED TO AN ORIGINAL GEOTECHNICAL ENGINEERING REPORT THAT HAS BEEN STAMPED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN OKLAHOMA. TO OBTAIN A COPY OF THE COMPLETE REPORT, CONTACT THE ODOT OFFICE ENGINEER AT (405) 521-2625. THE CONTRACTOR SHOULD BE FULLY AWARE OF THE SITE CONDITIONS PRIOR TO BEGINNING WORK. ANY ADDITIONAL GEOTECNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (1 OF 8)

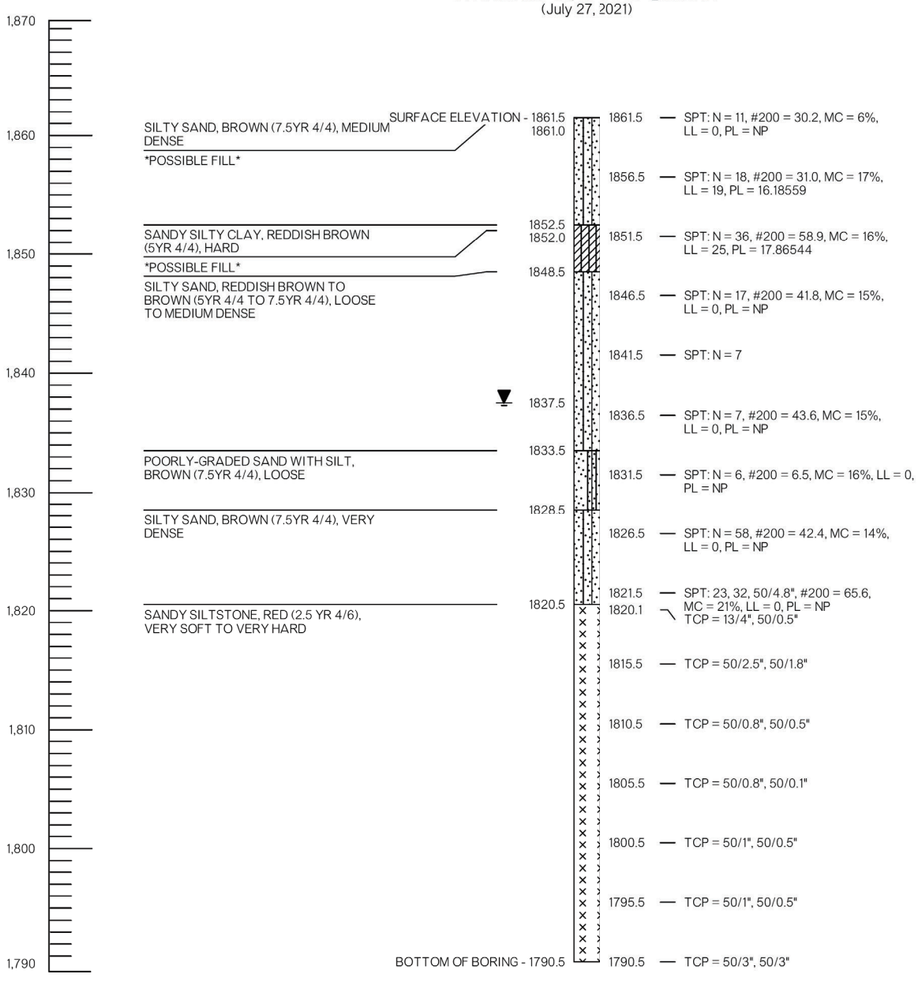
STATE JOB NO. 31692(04) SHEET NO. B006

PRINT DATE: 5/30/2023 T:\19\19-19AIDraw\ngs\Bridge\B006-3169204-FOUNDATION BORING LOG SHEET (1 OF 8).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

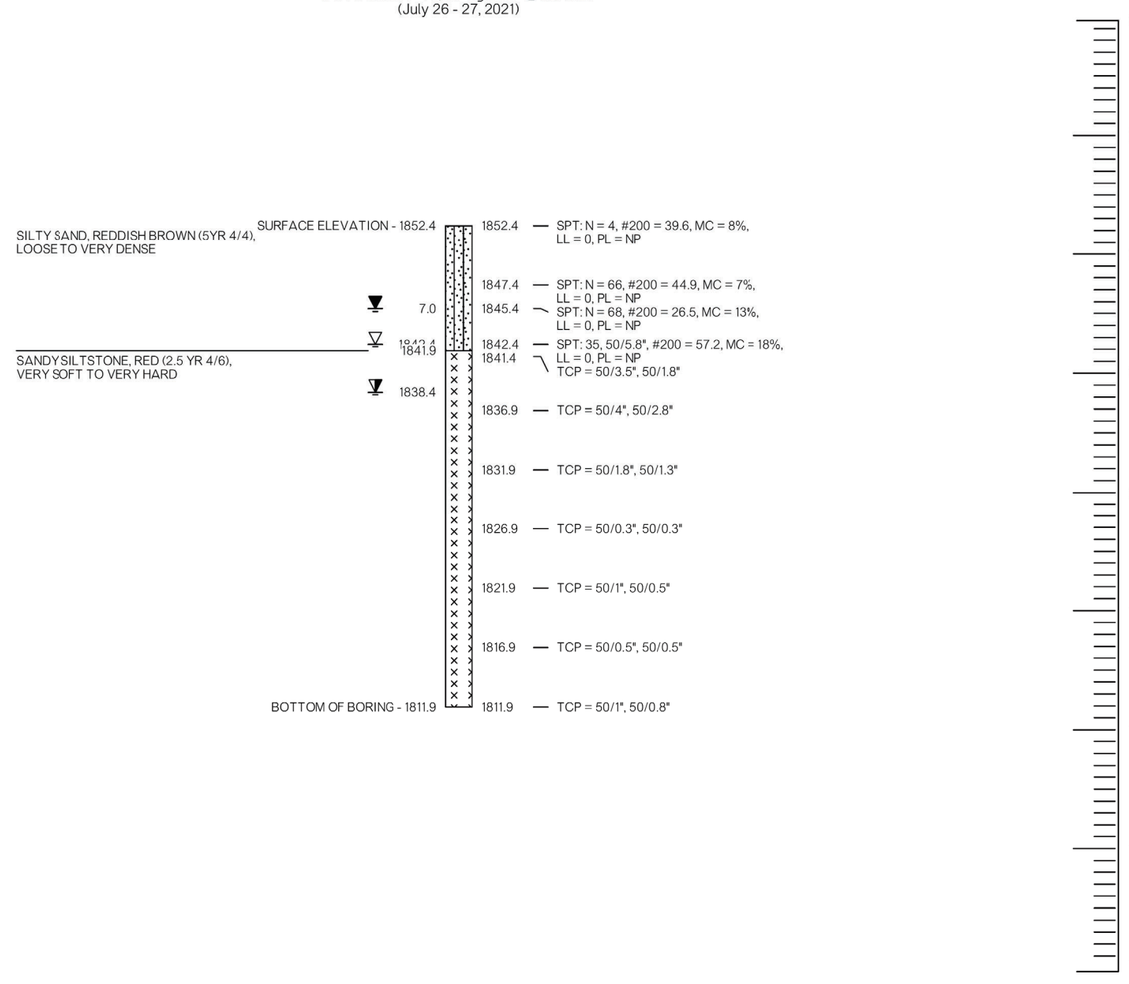
BORING NO. B-03

STATION 856+80, 26' left of ℄ SURVEY
(July 27, 2021)



BORING NO. B-04

STATION 857+70, 80' right of ℄ SURVEY
(July 26 - 27, 2021)



SITE GEOLOGY

THE GEOLOGY OF THE PROJECT SITE WAS RESEARCHED USING THE "DIVISION FIVE ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE GEOLOGIC MAP OF THE "HYDROLOGIC ATLAS 5 OF OKLAHOMA," RECONNAISSANCE OF THE WATER RESOURCES OF THE CLINTON QUADRANGLE, WEST-CENTRAL OKLAHOMA," BY JERRY E. CARR AND DEROY L. BERGMAN, U.S. GEOLOGICAL SURVEY, 1976.

ODOT PUBLICATION

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THE BASE OF THE UNIT IS MARKED BY EITHER A GREENISH-GRAY CALCITIC SILTSTONE OR DOLOMITIC MUDSTONE CONGLOMERATE. THE UNIT IS GENERALLY DISTINGUISHED FROM THE OVERLYING ELK CITY UNIT AND UNDERLYING CLOUD CHIEF UNIT BY THE DARKER REDDISH-BROWN COLOR.

THE TOTAL THICKNESS OF THE UNIT IS IRREGULAR AND VARIES FROM 160 TO 200 FEET.

THE DOXEY UNIT OUTCROPS IN AN IRREGULAR PATTERN IN THE ANADARKO BASIN ACROSS SOUTHWESTERN DEWEY, SOUTHWESTERN CUSTER, WESTERN WASHITA, NORTHERN BECKHAM, AND ROGER MILLS COUNTIES OF DIVISION 5. THE OUTCROP VARIES FROM 1 TO 6 MILES IN WIDTH.

THE TOPOGRAPHY OF THE UNIT VARIES FROM ROLLING TO STEEP-WALLED VALLEYS. OVER MUCH OF THE UNIT'S OUTCROP, RESISTANT SILTSTONES CAP LOW ROLLING, ROCKY HILLS WHICH HAVE BEEN TERMED HAYSTACK TOPOGRAPHY.

BARREN EXPOSURES AND TILTED BEDS DUE TO SLUMPING ARE EVIDENT IN THE WESTERN PART OF THE DIVISION. SOILS OCCURRING ON THIS UNIT ARE UNUSUALLY THIN, PRODUCING SHORT GRASS PRAIRIE VEGETATION.

USGS MAP

THE USGS MAP INDICATES THE PROJECT SITE IS UNDERLAIN BY DUNE SAND (QDS) AND TERRACE DEPOSITS (QT).

DUNE SAND CONSISTS OF WIND-BLOWN SAND; THICKNESS RANGES FROM A THIN VENEER TO ABOUT 70 FEET.

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FL. = FAIRLY
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LT. = LIGHT
MED. = MEDIUM
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TR. = TRACE
DRK. = DARK
BLK. = BLACK

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BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (2 OF 8)

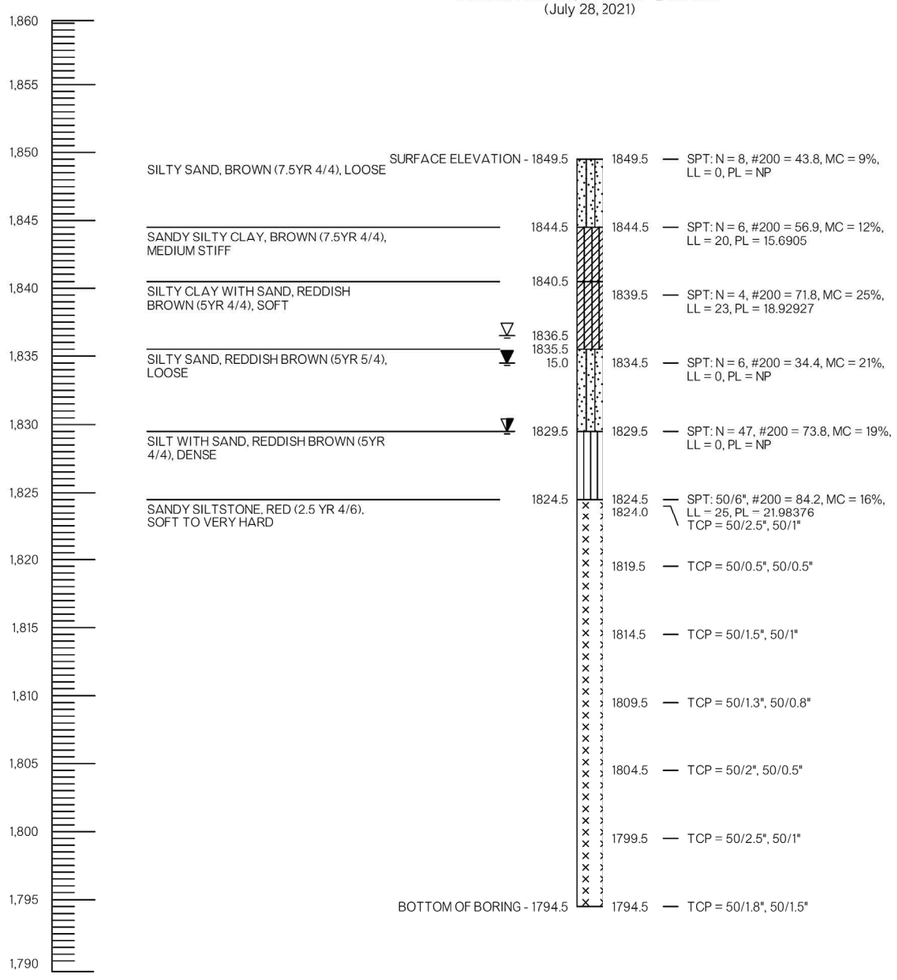
STATE JOB NO. 31692(04) SHEET NO. B007

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B007-3169204-FOUNDATION BORING LOG SHEET (2 OF 8).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

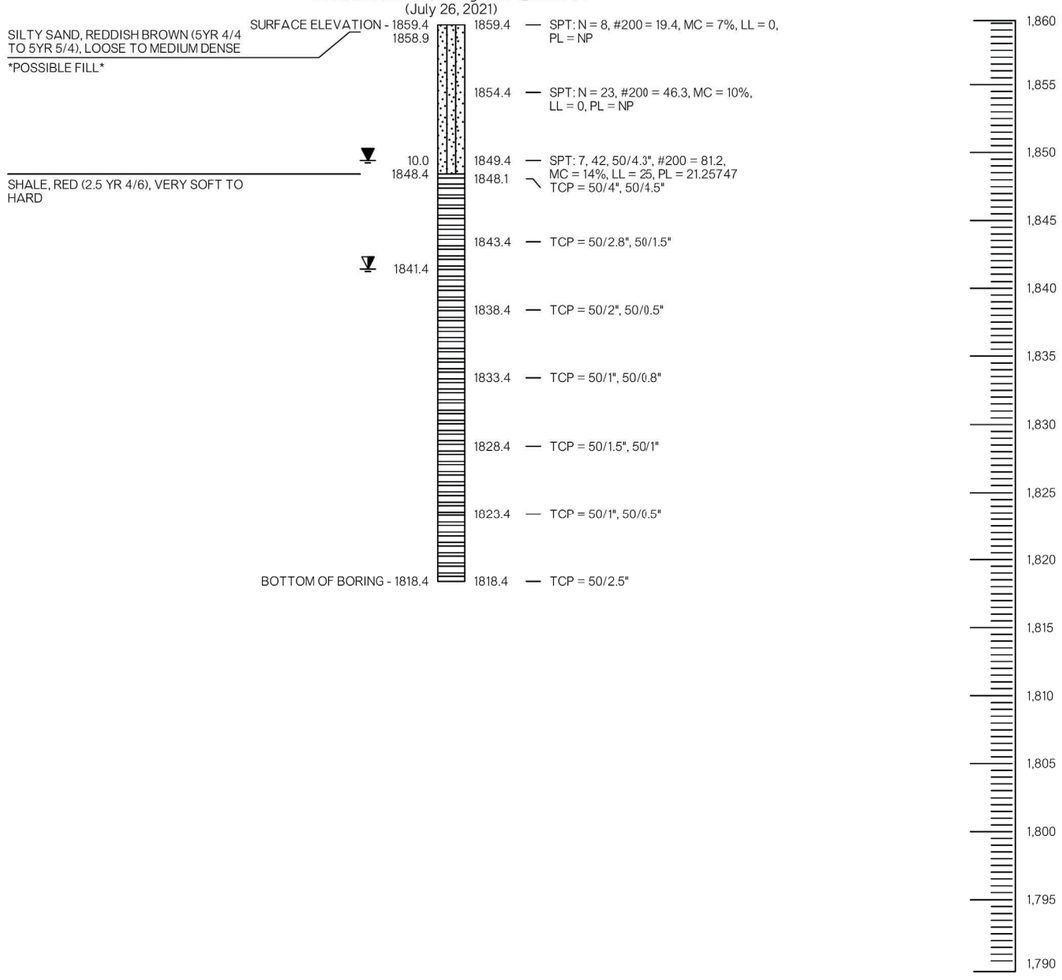
BORING NO. B-05

STATION 857+64, 84' left OF ℄ SURVEY
(July 28, 2021)



BORING NO. B-06

STATION 858+52, 24' right OF ℄ SURVEY
(July 26, 2021)



SITE GEOLOGY

THE GEOLOGY OF THE PROJECT SITE WAS RESEARCHED USING THE "DIVISION FIVE ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE GEOLOGIC MAP OF THE "HYDROLOGIC ATLAS 5 OF OKLAHOMA," RECONNAISSANCE OF THE WATER RESOURCES OF THE CLINTON QUADRANGLE, WEST-CENTRAL OKLAHOMA," BY JERRY E. CARR AND DEROY L. BERGMAN, U.S. GEOLOGICAL SURVEY, 1976.

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THE TOTAL THICKNESS OF THE UNIT IS IRREGULAR AND VARIES FROM 160 TO 200 FEET.

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BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (3 OF 8)

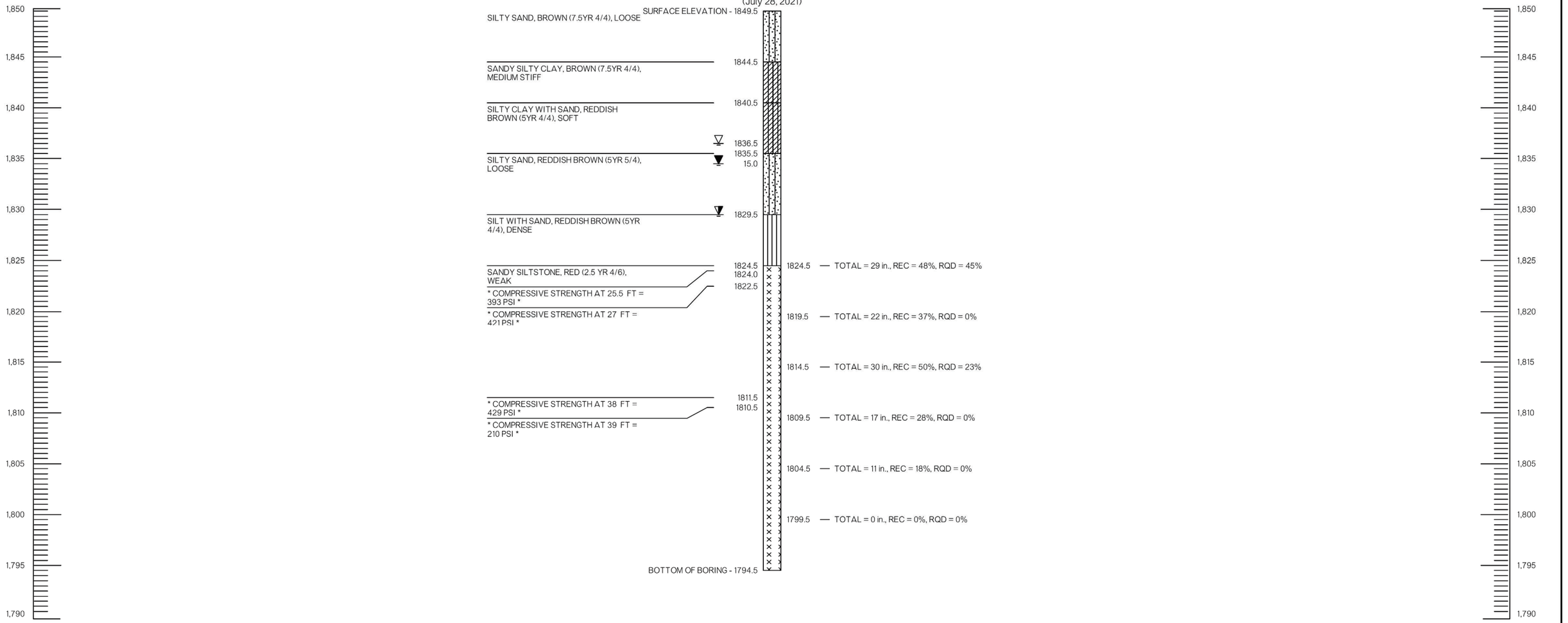
STATE JOB NO. 31692(04) SHEET NO. B008

PRINT DATE: 5/30/2023 T:\1919\19-19AD\rawings\Bridge\B008-3169204-FOUNDATION BORING LOG SHEET (3 OF 8).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BORING NO. B-05A

STATION 857+64, 84' left of ℄ SURVEY
(July 28, 2021)



SITE GEOLOGY

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BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (4 OF 8)

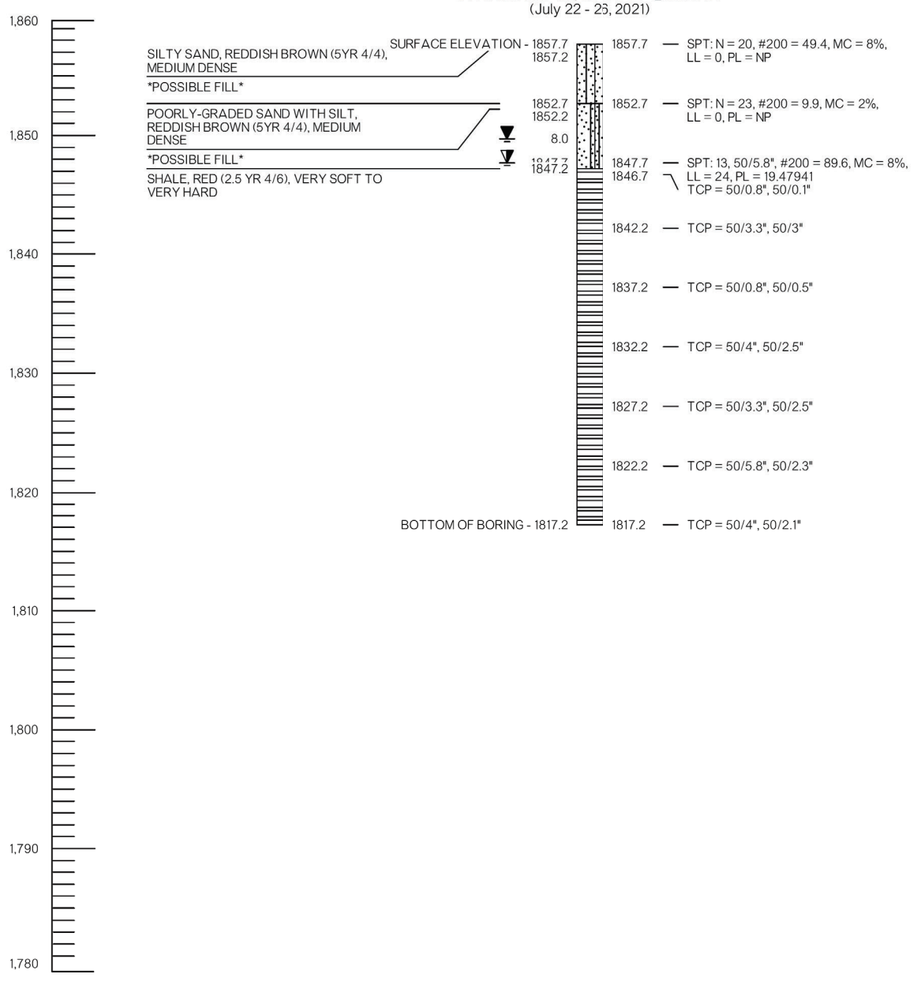
STATE JOB NO. 31692(04) SHEET NO. B009

PRINT DATE: 5/30/2023 T:\1919\19-19AIDrawings\Bridge\B009-3169204-FOUNDATION BORING LOG SHEET (4 OF 8).dgn

REVISIONS		
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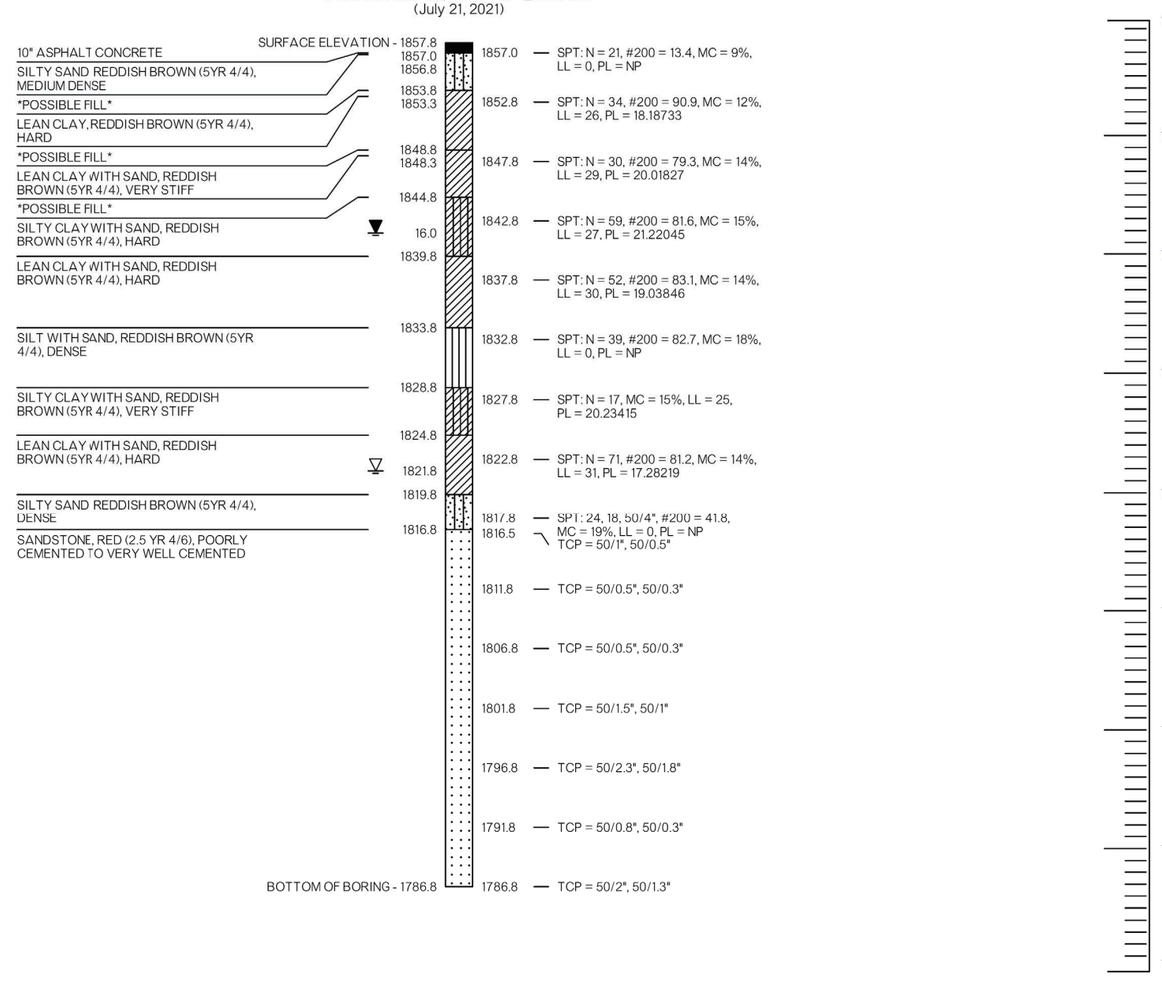
BORING NO. B-07

STATION 858+95, 25' left of ℄ SURVEY
(July 22 - 23, 2021)



BORING NO. B-08

STATION 859+30, 65' left of ℄ SURVEY
(July 21, 2021)



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DESIGN	GDD	
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CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (5 OF 8)

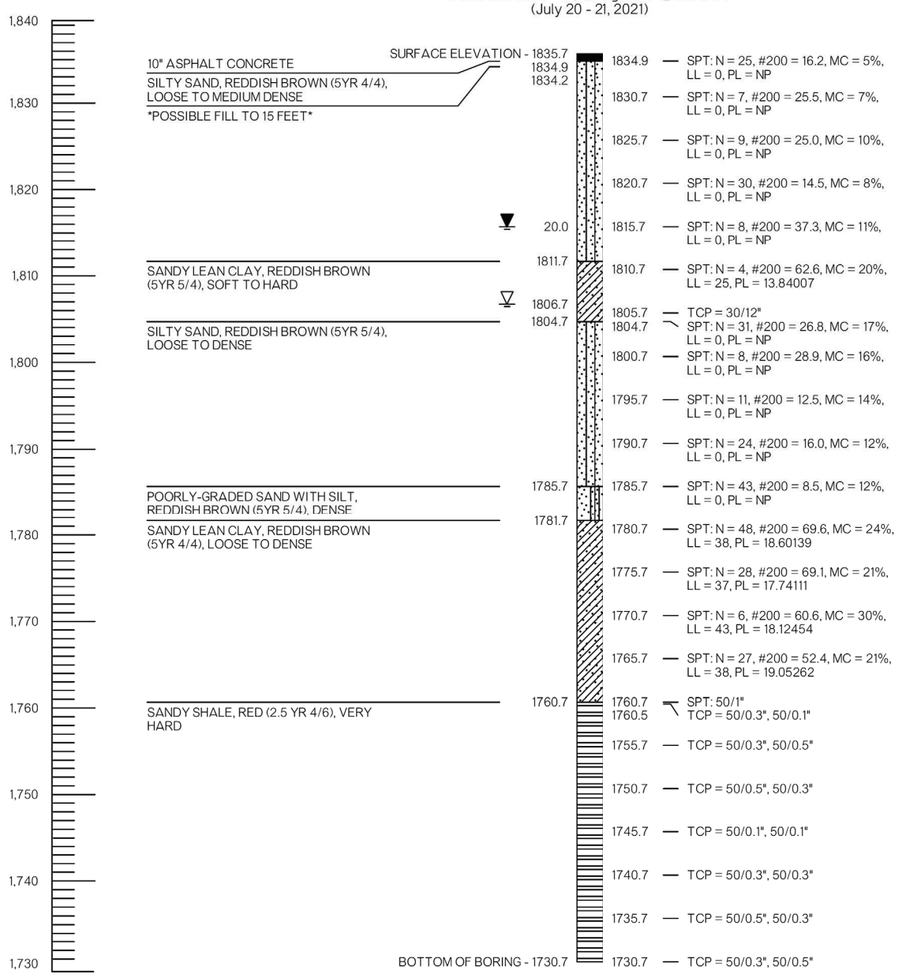
STATE JOB NO. 31692(04) SHEET NO. B010

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B010-3169204-FOUNDATION BORING LOG SHEET (5 OF 8).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

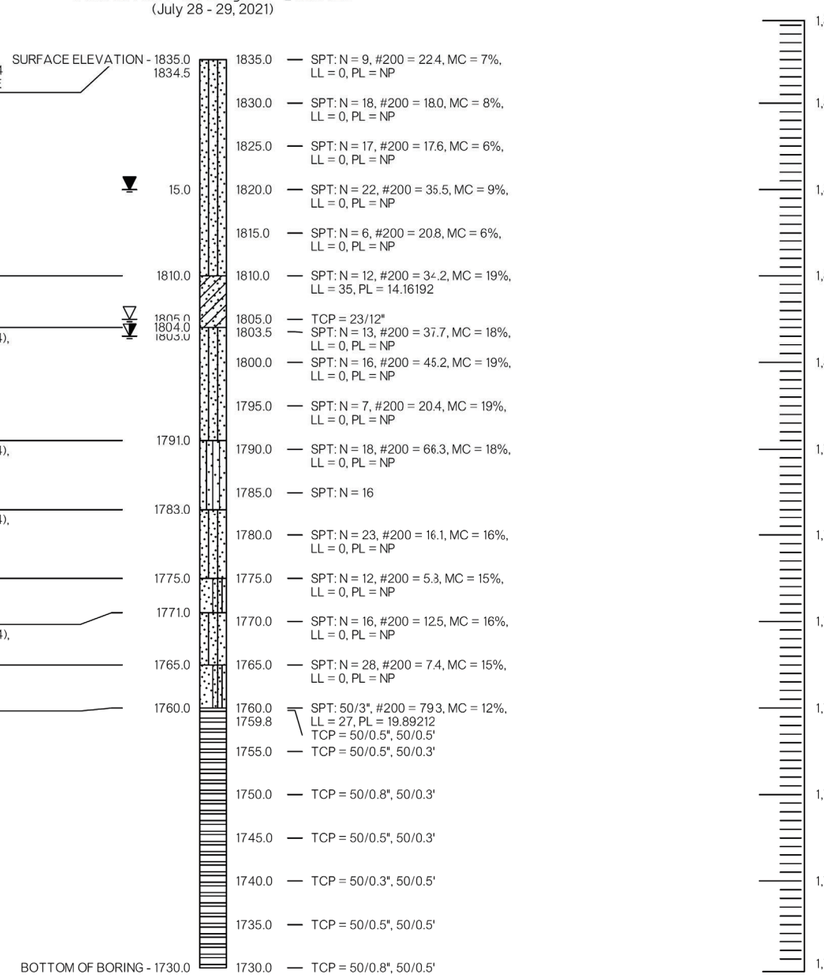
BORING NO. B-01

STATION 1054+42, 48' right of ℄ SURVEY
(July 20 - 21, 2021)



BORING NO. B-02

STATION 1054+85, 12' right of ℄ SURVEY
(July 28 - 29, 2021)



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I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (6 OF 8)

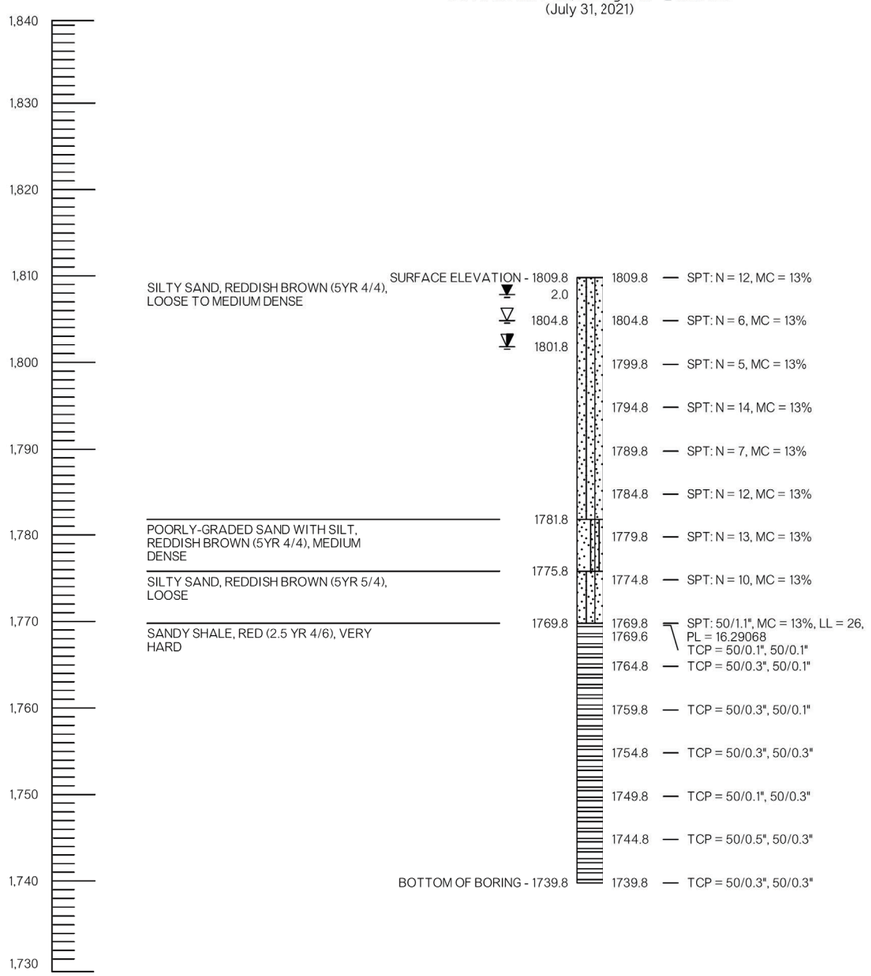
STATE JOB NO. 31692(04) SHEET NO. B011

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B011-3169204-FOUNDATION BORING LOG SHEET (6 OF 8).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

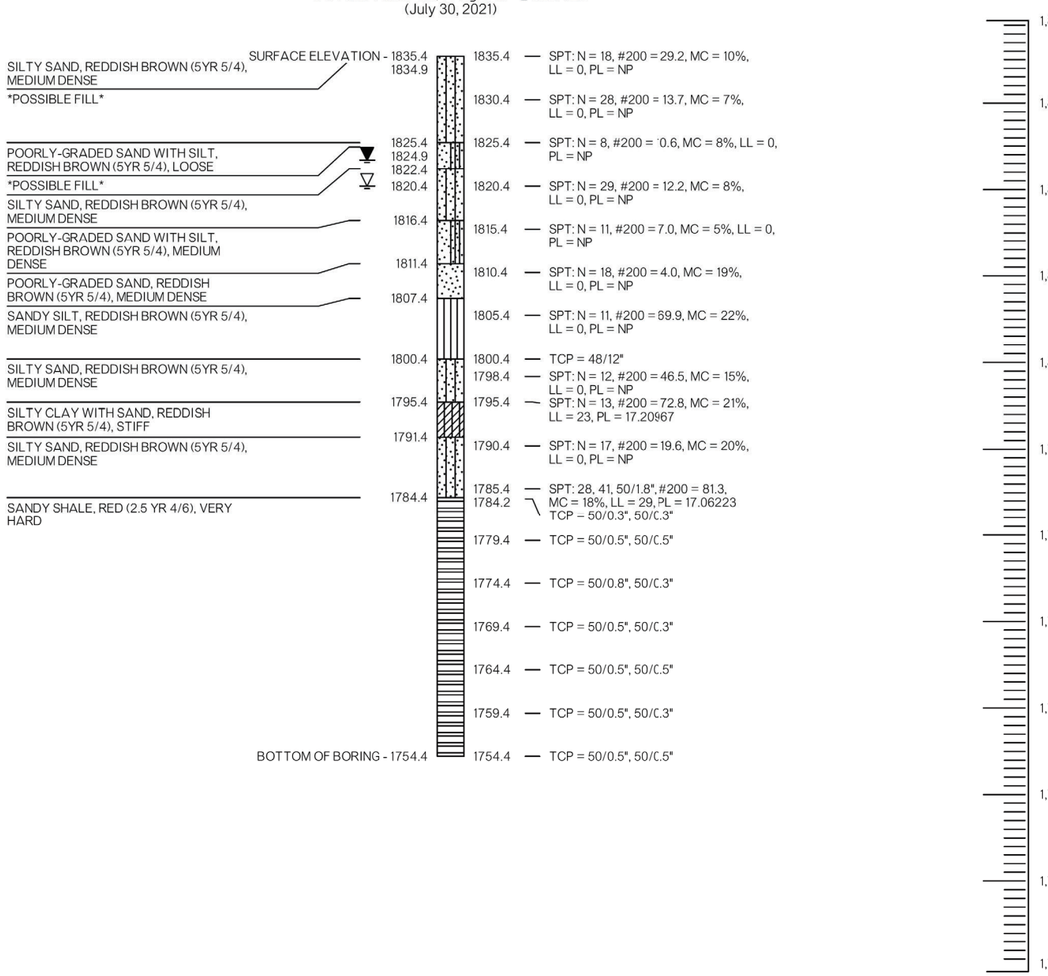
BORING NO. B-03

STATION 1054+85, 123' right OF ℄ SURVEY
(July 31, 2021)



BORING NO. B-04

STATION 1056+59, 11' right OF ℄ SURVEY
(July 30, 2021)



SITE GEOLOGY

THE GEOLOGY OF THE PROJECT SITE WAS RESEARCHED USING THE "DIVISION FIVE ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) AND THE GEOLOGIC MAP OF THE "HYDROLOGIC ATLAS 5 OF OKLAHOMA," RECONNAISSANCE OF THE WATER RESOURCES OF THE CLINTON QUADRANGLE, WEST-CENTRAL OKLAHOMA," BY JERRY E. CARR AND DEROY L. BERGMAN, U.S. GEOLOGICAL SURVEY, 1976.

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I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (7 OF 8)

STATE JOB NO. 31692(04) SHEET NO. B012

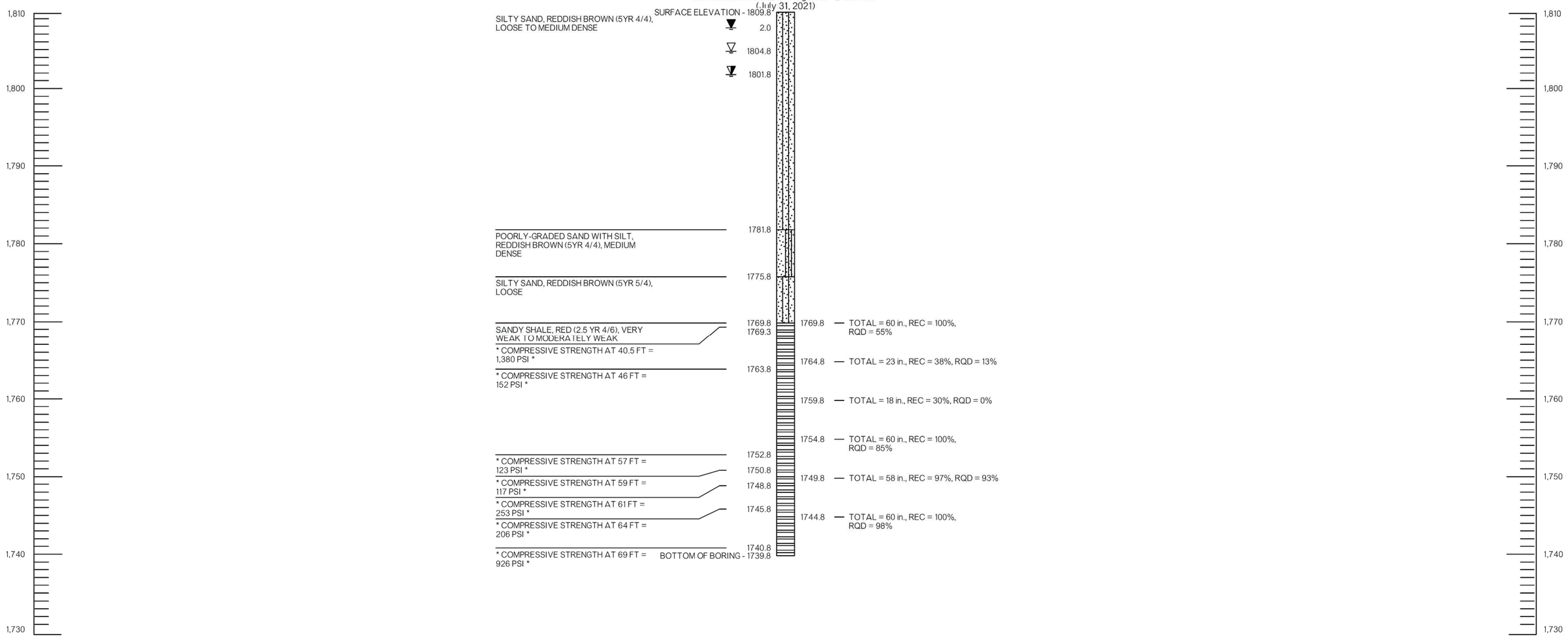
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REVISIONS		
REV. NO.	DESCRIPTION	DATE

BORING NO. B-03A

STATION 1054+85, 123' right OF ℄ SURVEY
(July 31, 2021)

SURFACE ELEVATION - 1809.8



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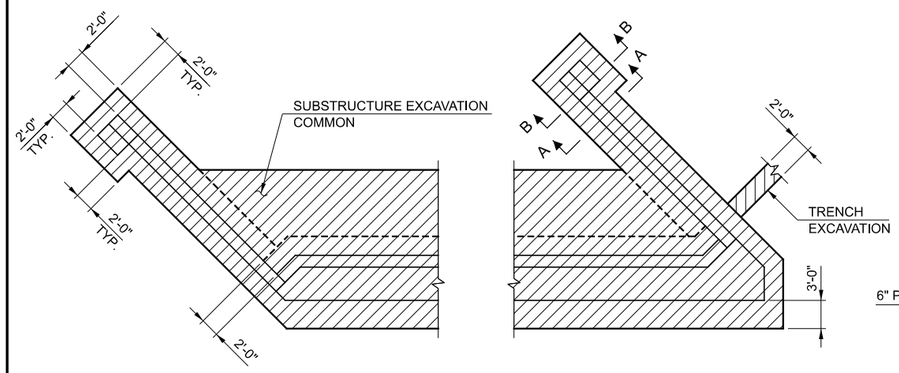
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FOUNDATION BORING LOG SHEET (8 OF 8)

STATE JOB NO. 31692(04) SHEET NO. B013

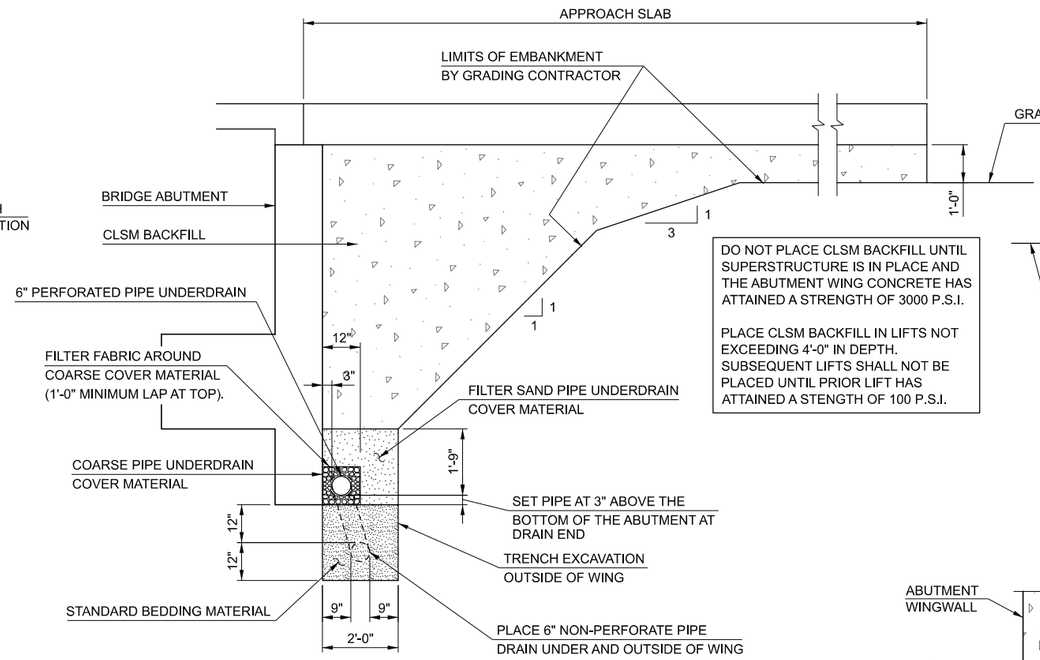
PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B013-3169204-FOUNDATION BORING LOG SHEET (8 OF 8).dgn



EXCAVATION PLAN

NOTE:

THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. IF NECESSARY, USE FORMS ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVE FORMS AFTER CONCRETE HARDENS. IF THE CONTRATOR CHOOSES TO PLACE CONCRETE AGAINST THE SOIL, THE DEPARTMENT WILL PAY FOR "SUBSTRUCTURE EXCAVATION COMMON" IN ACCORDANCE WITH THE DIAPRAGM SHOWN ON THE PLANS.



UNDERDRAIN INSTALLATION DETAIL

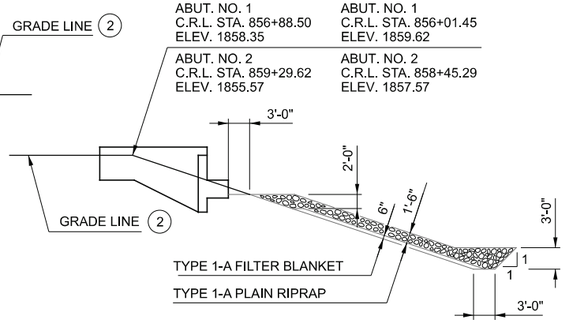
(SECTION THRU BRIDGE SEAT)

DO NOT PLACE CLSM BACKFILL UNTIL SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3000 P.S.I.

PLACE CLSM BACKFILL IN LIFTS NOT EXCEEDING 4'-0" IN DEPTH. SUBSEQUENT LIFTS SHALL NOT BE PLACED UNTIL PRIOR LIFT HAS ATTAINED A STENGTH OF 100 P.S.I.

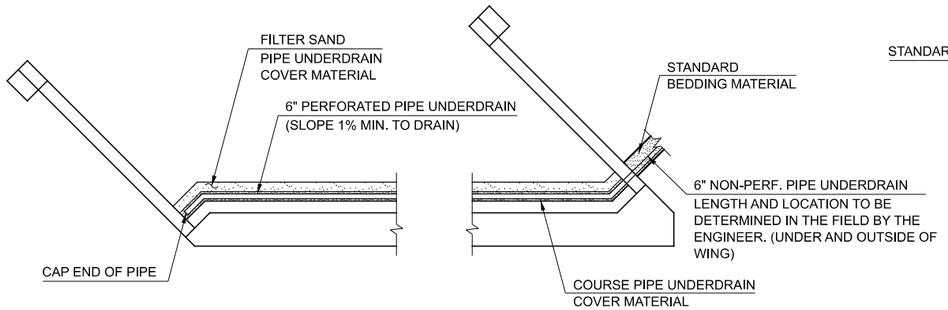
REVISIONS		
REV. NO.	DESCRIPTION	DATE

BRIDGE "A"	BRIDGE "B"
ABUT. NO. 1 C.R.L. STA. 856+88.50 ELEV. 1858.35	ABUT. NO. 1 C.R.L. STA. 856+01.45 ELEV. 1859.62
ABUT. NO. 2 C.R.L. STA. 859+29.62 ELEV. 1855.57	ABUT. NO. 2 C.R.L. STA. 858+45.29 ELEV. 1857.57



TYPICAL SECTION THRU RIPRAP

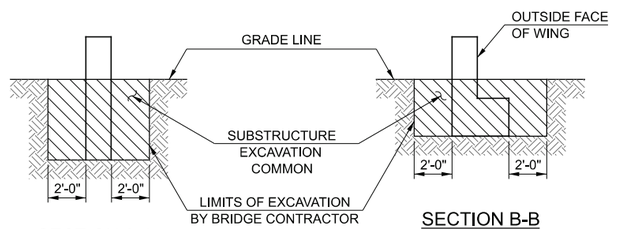
(DIMENSIONS SHOWN ARE PERPENDICULAR TO BRIDGE SEAT)



PIPE UNDERDRAIN PLAN

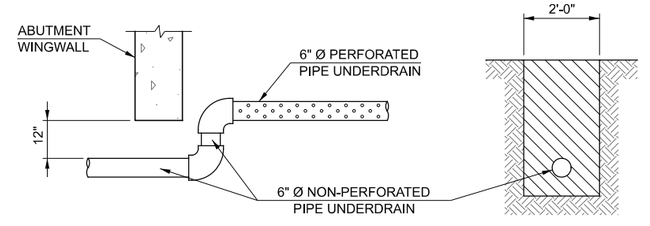
NOTE:

THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FINE SAND AND COARSE), FILTER FABRIC, TRENCH EXCAVATION, STANDARD BEDDING MATERIAL, AND EQUIPMENT AND LABOR FOR THEIR INSTALLATION IN THE CONTRACT UNIT PRICE OF " 6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND.". INSTALL AS SHOWN ON THE PLANS AND ON STD. PUD-4.



SECTION A-A

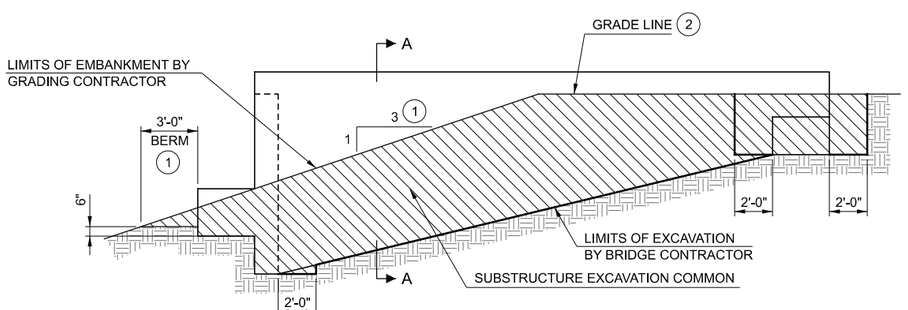
SECTION B-B



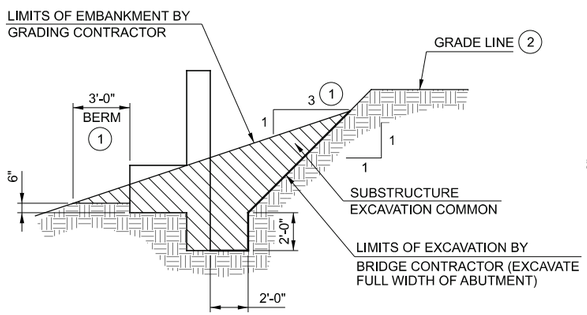
SECTION OF PIPE UNDERDRAIN UNDER WINGWALL

TRENCH EXCAVATION DETAIL

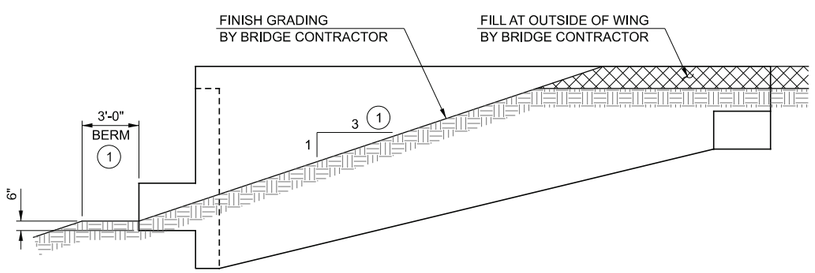
CONSTRUCTION NOTE: COST OF ALL FITTINGS TO BE INCLUDED IN PRICE BID PER LINEAR FOOT OF PIPE UNDERDRAIN.



WING ELEVATION



SECTION THROUGH BRIDGE SEAT



BACKFILL DETAIL OUTSIDE OF WING

NOTE: UNDERDRAIN AND TRENCH NOT SHOWN FOR CLARITY.

(1) PERPENDICULAR TO BRIDGE SEAT

(2) GRADE LINE ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING BACKFILL QUANTITY SHOWN ON PLANS. THE DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE.

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

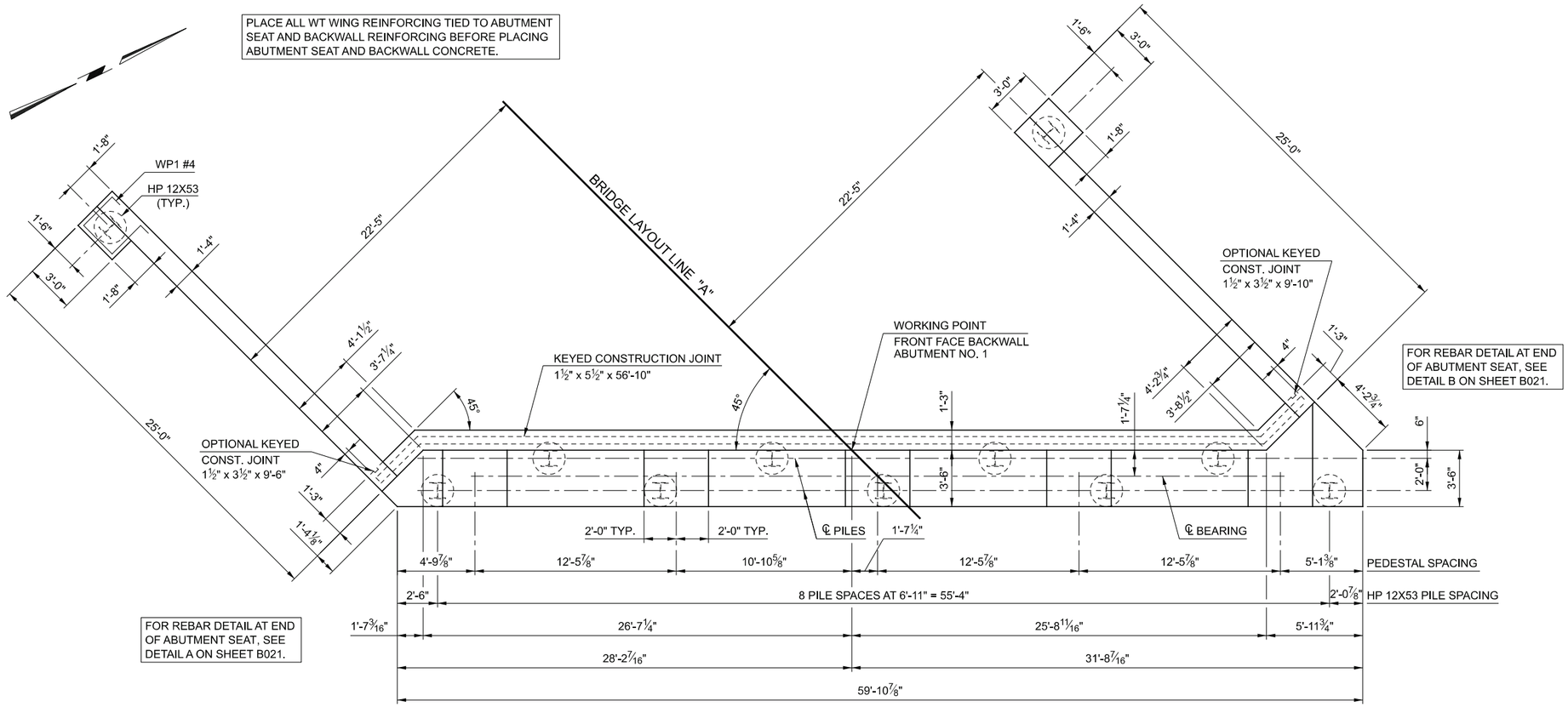
SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS - BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B014

PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B014-3169204-SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS-BRIDGE A AND B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

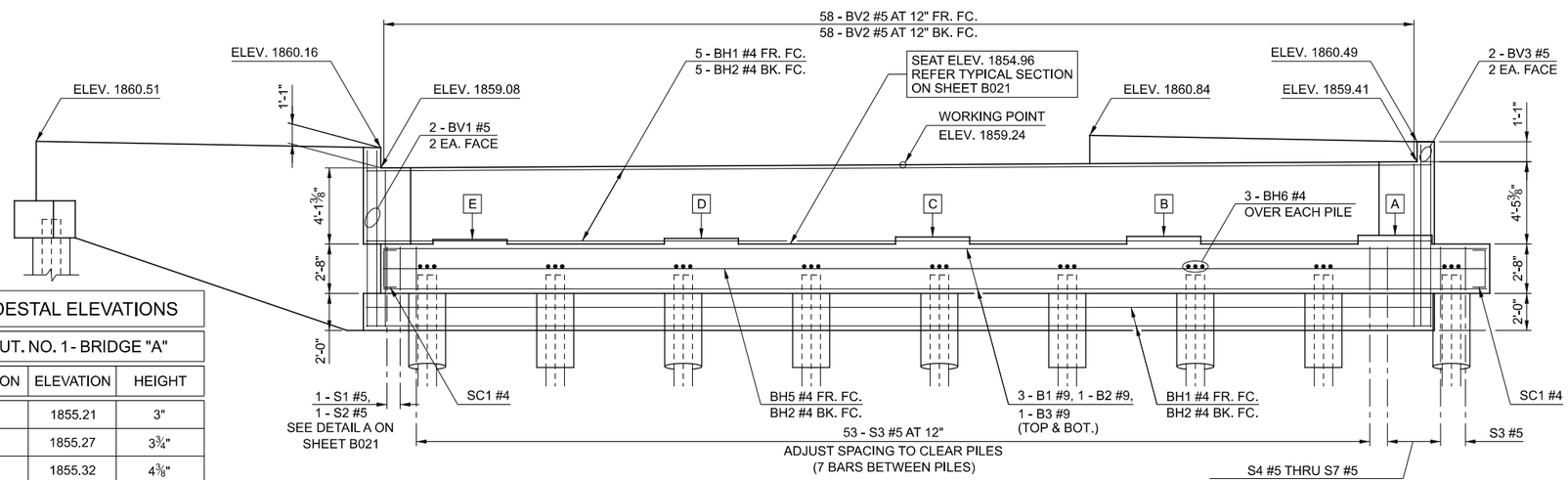
PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL A ON SHEET B021.

FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL B ON SHEET B021.

PLAN



ELEVATION

PEDESTAL ELEVATIONS

ABUT. NO. 1 - BRIDGE "A"

LOCATION	ELEVATION	HEIGHT
E	1855.21	3"
D	1855.27	3¾"
C	1855.32	4⅜"
B	1855.37	5"
A	1855.43	5⅝"

ABUTMENT BAR LIST
BRIDGE "A" - ABUTMENT NO. 1

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	59'-8"	
	B2	#9	BNT.	2	59'-10"	
	B3	#9	STR.	2	52'-4"	
	B4	#9	BNT.	2	10'-1"	
	B5	#9	BNT.	2	9'-10"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	59'-10"	
	BH2	#4	STR.	8	52'-3"	
	BH3	#4	BNT.	8	6'-7"	
	BH4	#4	BNT.	8	6'-4"	
	BH5	#4	STR.	1	59'-8"	
	BH6	#4	BNT.	27	5'-7"	
	BV1	#5	STR.	4	9'-5"	
[1]	BV2	#5	STR.	116	8'-6" AVG.	8'-4" TO 8'-8"
	BV3	#5	STR.	4	9'-9"	
	P1	#4	BNT.	22	6'-6"	
	P2	#4	BNT.	25	7'-0"	
	P3	#4	BNT.	3	8'-2" AVG.	
	S1	#5	BNT.	1	12'-3"	
	S2	#5	BNT.	1	13'-11"	
	S3	#5	BNT.	54	14'-3"	
	S4	#5	BNT.	1	16'-1"	
	S5	#5	BNT.	1	17'-11"	
	S6	#5	BNT.	1	18'-9"	
	S7	#5	BNT.	1	16'-11"	
	SC1	#4	BNT.	6	3'-5"	
	WH1	#6	BNT.	4	24'-2"	
[2]	WH2	#6	STR.	28	13'-1" AVG.	7'-0" TO 19'-2"
	WH3	#6	STR.	42	23'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
[3]	WT2	#6	BNT.	4	7'-2" AVG.	5'-0" TO 9'-4"
	WT3	#6	BNT.	27	13'-0"	
	WT4	#6	BNT.	5	15'-10"	
	WT5	#6	BNT.	5	27'-4"	
	WV1	#4	STR.	8	4'-9"	
[4]	WV2	#4	STR.	40	7'-3" AVG.	5'-1" TO 9'-5"
[4]	WV3	#4	STR.	40	7'-7" AVG.	5'-5" TO 9'-9"
	WV4	#4	STR.	8	5'-2"	

[1] 2 SETS OF 58
[2] 4 SETS OF 7
[3] 2 SETS OF 2
[4] 2 SETS OF 20

ABUTMENT QUANTITIES - BRIDGE "A"

DESCRIPTION	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION, COMMON	CY	135.00	135.00	270.00
CLSM BACKFILL	CY	150.00	150.00	300.00
CLASS A CONCRETE	CY	64.90	64.80	129.70
EPOXY COATED REINFORCING STEEL	LB	8,880.00	8,880.00	17,760.00
PILES, FURNISHED (HP 12X53)	LF	412.00	423.00	835.00
PILES, DRIVEN (HP 12X53)	LF	412.00	423.00	835.00
(PL)PILOT HOLES	LF		135.00	135.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA			1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	35.00	35.00	70.00
ELASTOMERIC COATING	SF	328.30	346.10	674.40
TYPE I-A PLAIN RIPRAP	TON	1,300.00	900.00	2,200.00
TYPE I-A FILTER BLANKET	TON	325.00	250.00	575.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	58.00	58.00	116.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	25.00	25.00	50.00

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

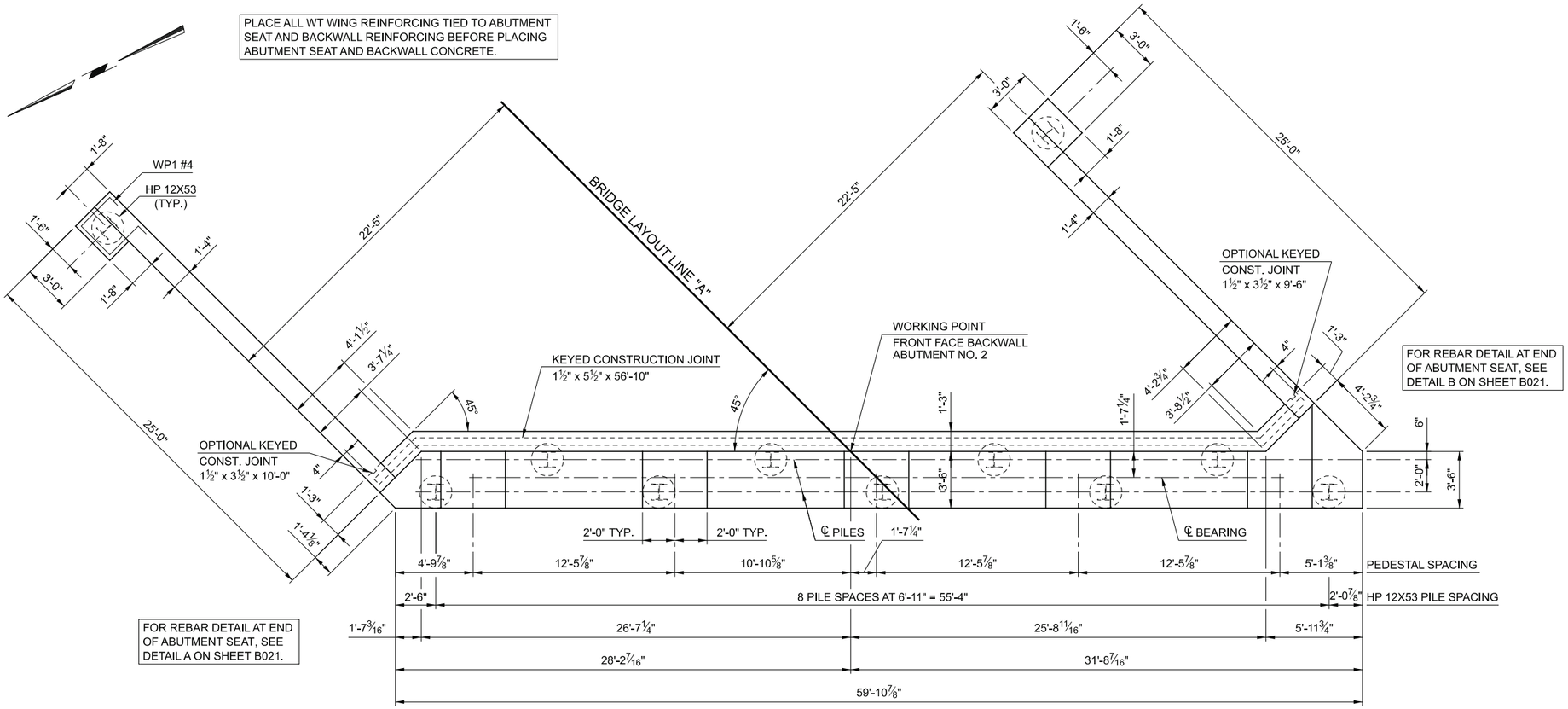
ABUTMENT NO. 1
BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B015

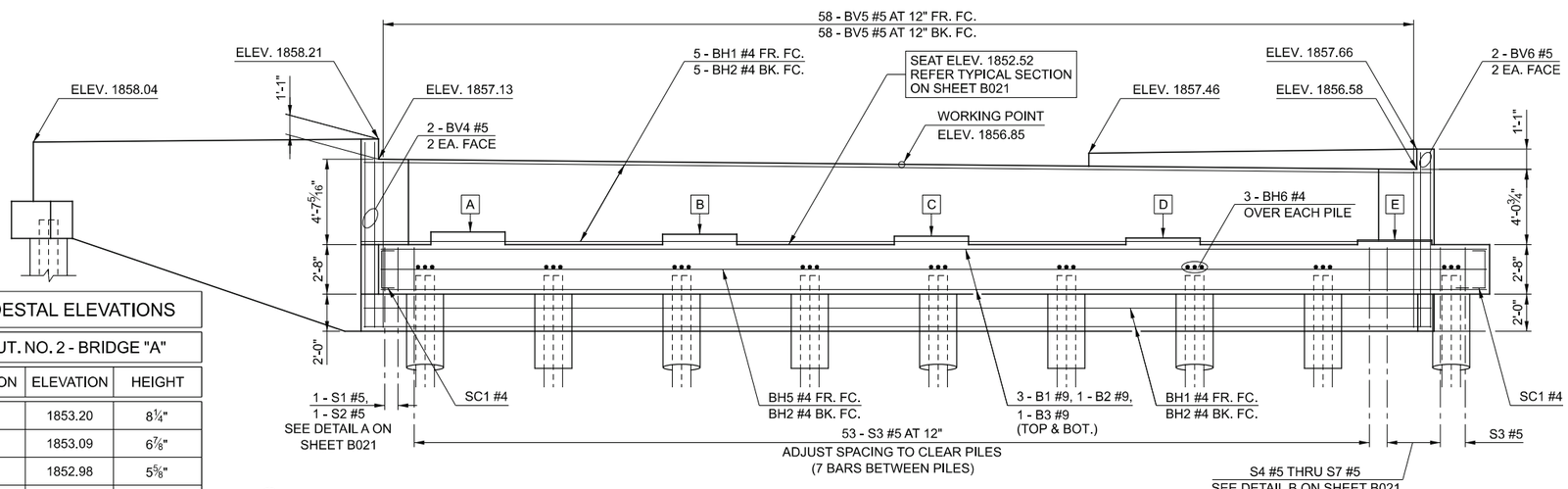
PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B015-3169204-ABUTMENT NO 1-BRIDGE A.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



PLAN



ELEVATION

PEDESTAL ELEVATIONS		
ABUT. NO. 2 - BRIDGE "A"		
LOCATION	ELEVATION	HEIGHT
(1) A	1853.20	8¼"
(1) B	1853.09	6⅞"
C	1852.98	5⅝"
D	1852.88	4⅜"
E	1852.77	3"

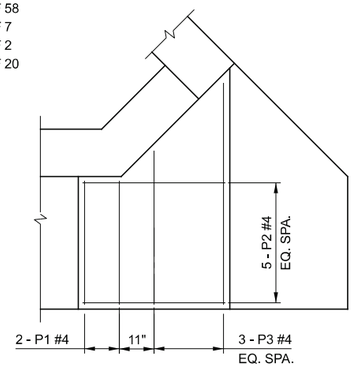
(1) 1 - PH #4 BAR REQUIRED
REFER TYP. ANCHOR BOLT LAYOUT AND
PEDESTAL REINFORCING, SHEET B021

ABUTMENT BAR LIST
BRIDGE "A" - ABUTMENT NO. 2

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	59'-8"	
	B2	#9	BNT.	2	59'-10"	
	B3	#9	STR.	2	52'-4"	
	B4	#9	BNT.	2	10'-1"	
	B5	#9	BNT.	2	9'-10"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	59'-10"	
	BH2	#4	STR.	8	52'-3"	
	BH3	#4	BNT.	8	6'-7"	
	BH4	#4	BNT.	8	6'-4"	
	BH5	#4	STR.	1	59'-8"	
	BH6	#4	BNT.	27	5'-7"	
	BV4	#5	STR.	4	9'-11"	
[1]	BV5	#5	STR.	116	8'-7" AVG.	8'-4" TO 8'-10"
	BV6	#5	STR.	4	9'-5"	
	P1	#4	BNT.	22	6'-6"	
	P2	#4	BNT.	25	7'-0"	
	P3	#4	BNT.	3	8'-2" AVG.	
	PH1	#4	BNT.	2	13'-7"	
	S1	#5	BNT.	1	12'-3"	
	S2	#5	BNT.	1	13'-11"	
	S3	#5	BNT.	54	14'-3"	
	S4	#5	BNT.	1	16'-1"	
	S5	#5	BNT.	1	17'-11"	
	S6	#5	BNT.	1	18'-9"	
	S7	#5	BNT.	1	16'-11"	
	SC1	#4	BNT.	6	3'-5"	
	WH1	#6	BNT.	4	24'-2"	
[2]	WH2	#6	STR.	28	13'-1" AVG.	7'-0" TO 19'-2"
	WH3	#6	STR.	42	23'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
[3]	WT2	#6	BNT.	4	7'-2" AVG.	5'-0" TO 9'-4"
	WT3	#6	BNT.	27	13'-0"	
	WT4	#6	BNT.	5	15'-10"	
	WT5	#6	BNT.	5	27'-4"	
	WV1	#4	STR.	8	4'-9"	
[4]	WV5	#4	STR.	40	7'-6" AVG.	5'-1" TO 9'-11"
[4]	WV6	#4	STR.	40	6'-9" AVG.	4'-4" TO 9'-2"
	WV7	#4	STR.	8	4'-2"	

[1] 2 SETS OF 58
[2] 4 SETS OF 7
[3] 2 SETS OF 2
[4] 2 SETS OF 20



SPECIAL PEDESTAL REINFORCING

PEDESTAL A - ABUT NO. 1 AND PEDESTAL E - ABUT. NO. 2
FOR REINFORCING DETAILS OF THE TYPICAL PEDESTAL,
REFER TO SHEET B021

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

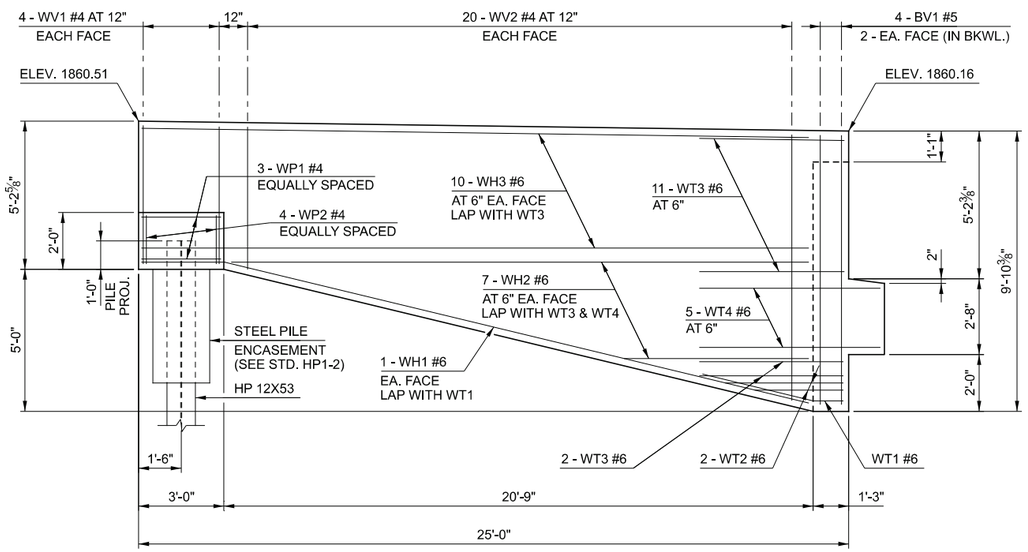
OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2
BRIDGE "A"

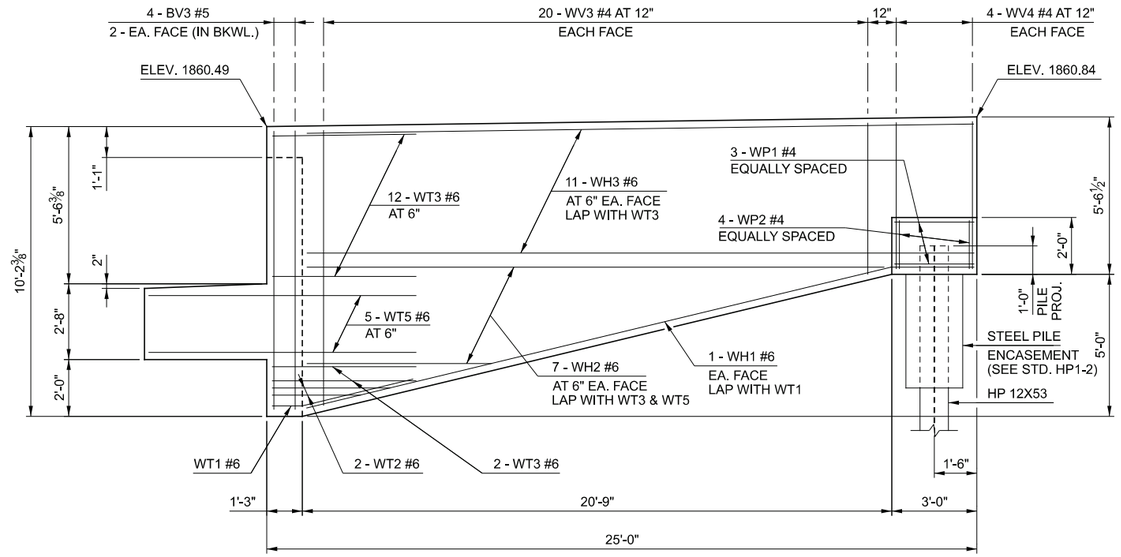
STATE JOB NO. 31692(04) SHEET NO. B016

PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B016-3169204-ABUTMENT NO 2-BRIDGE A.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

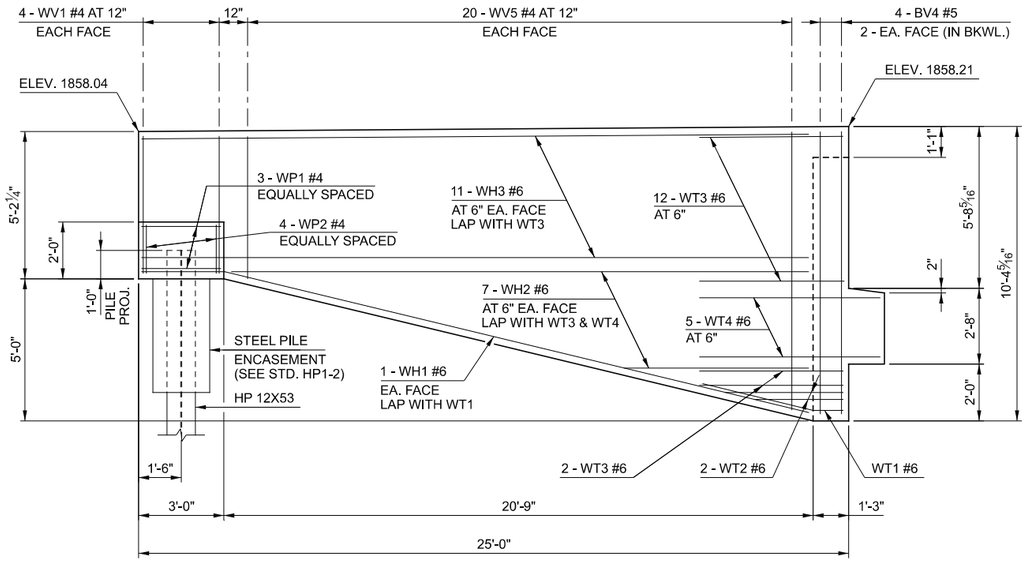


SOUTH WING ELEVATION

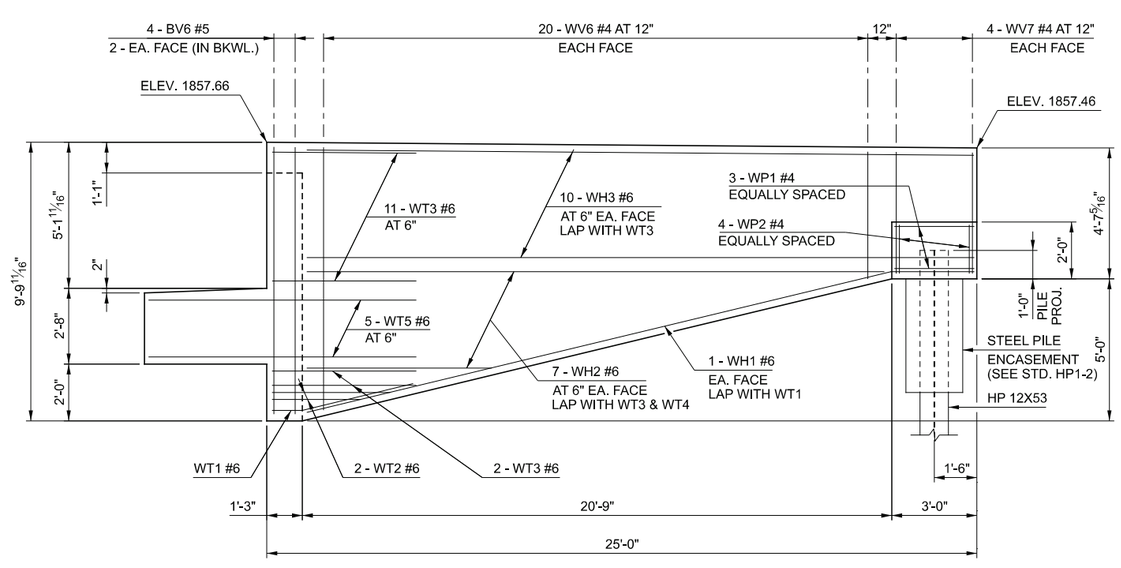


NORTH WING ELEVATION

ABUTMENT NO. 1



NORTH WING ELEVATION



SOUTH WING ELEVATION

ABUTMENT NO. 2

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

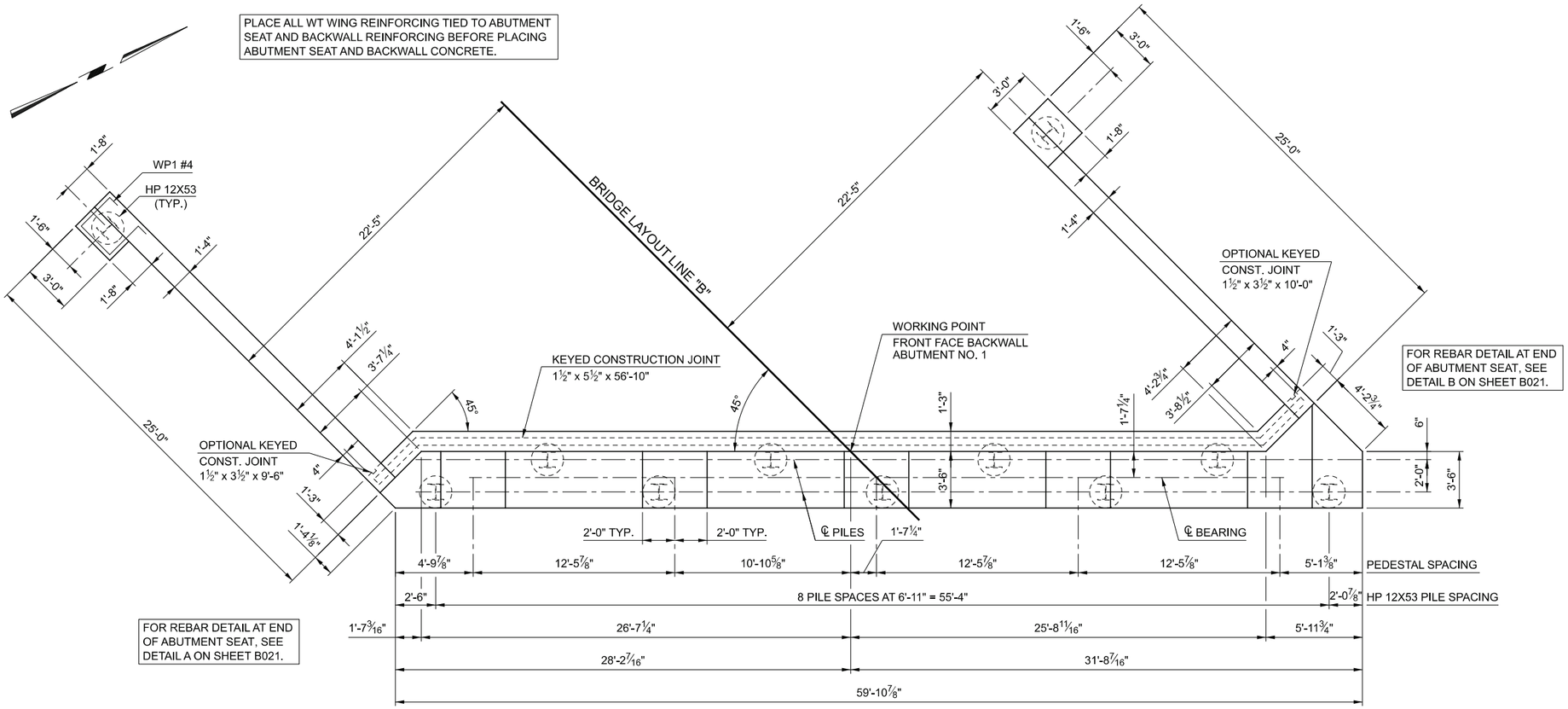
WING WALL DETAILS
BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B017

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B017-3169204-WING WALL DETAILS-BRIDGE A.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

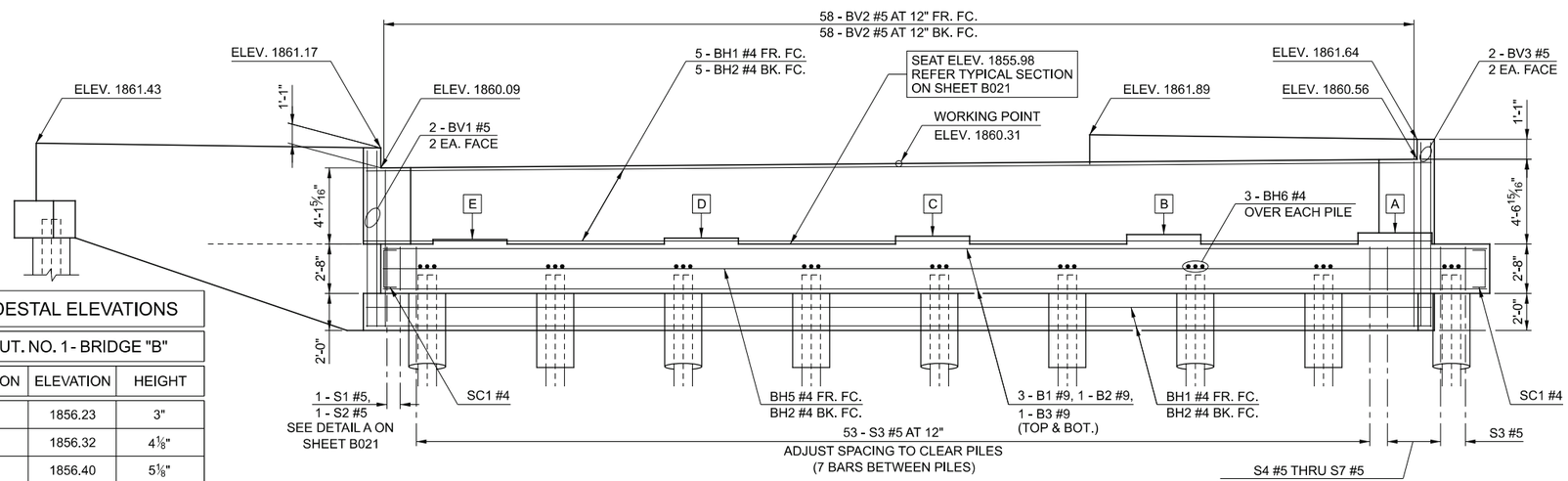
PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL B ON SHEET B021.

FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL A ON SHEET B021.

PLAN



ELEVATION

PEDESTAL ELEVATIONS

ABUT. NO. 1 - BRIDGE "B"

	LOCATION	ELEVATION	HEIGHT
	E	1856.23	3"
	D	1856.32	4⅛"
	C	1856.40	5⅛"
(1)	B	1856.49	6⅛"
(1)	A	1856.58	7¼"

(1) 1 - PH #4 BAR REQUIRED
REFER TYP. ANCHOR BOLT LAYOUT AND
PEDESTAL REINFORCING, SHEET B021

ABUTMENT BAR LIST
BRIDGE "B" - ABUTMENT NO. 1

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	59'-8"	
	B2	#9	BNT.	2	59'-10"	
	B3	#9	STR.	2	52'-4"	
	B4	#9	BNT.	2	10'-1"	
	B5	#9	BNT.	2	9'-10"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	59'-10"	
	BH2	#4	STR.	8	52'-3"	
	BH3	#4	BNT.	8	6'-7"	
	BH4	#4	BNT.	8	6'-4"	
	BH5	#4	STR.	1	59'-8"	
	BH6	#4	BNT.	27	5'-7"	
	BV1	#5	STR.	4	9'-5"	
[1]	BV2	#5	STR.	116	8'-7" AVG.	8'-4" TO 8'-10"
	BV3	#5	STR.	4	9'-11"	
	P1	#4	BNT.	22	6'-6"	
	P2	#4	BNT.	25	7'-0"	
	P3	#4	BNT.	3	8'-2" AVG.	
	PH1	#4	BNT.	2	13'-7"	
	PH2	#4	BNT.	1	7'-11"	
	S1	#5	BNT.	1	12'-3"	
	S2	#5	BNT.	1	13'-11"	
	S3	#5	BNT.	54	14'-3"	
	S4	#5	BNT.	1	16'-1"	
	S5	#5	BNT.	1	17'-11"	
	S6	#5	BNT.	1	18'-9"	
	S7	#5	BNT.	1	16'-11"	
	SC1	#4	BNT.	6	3'-5"	
	WH1	#6	BNT.	4	24'-2"	
[2]	WH2	#6	STR.	28	13'-1" AVG.	7'-0" TO 19'-2"
	WH3	#6	STR.	42	23'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
[3]	WT2	#6	BNT.	4	7'-2" AVG.	5'-0" TO 9'-4"
	WT3	#6	BNT.	27	13'-0"	
	WT4	#6	BNT.	5	15'-10"	
	WT5	#6	BNT.	5	27'-4"	
	WV1	#4	STR.	8	4'-9"	
[4]	WV2	#4	STR.	40	7'-2" AVG.	5'-0" TO 9'-4"
[4]	WV3	#4	STR.	40	7'-7" AVG.	5'-4" TO 9'-10"
	WV4	#4	STR.	8	5'-2"	

[1] 2 SETS OF 58
[2] 4 SETS OF 7
[3] 2 SETS OF 2
[4] 2 SETS OF 20

ABUTMENT QUANTITIES - BRIDGE "B"

DESCRIPTION	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION, COMMON	CY	135.00	135.00	270.00
CLSM BACKFILL	CY	150.00	150.00	300.00
CLASS A CONCRETE	CY	65.30	64.90	130.20
EPOXY COATED REINFORCING STEEL	LB	8,910.00	8,890.00	17,800.00
PILES, FURNISHED (HP 12X53)	LF	321.00	209.00	530.00
PILES, DRIVEN (HP 12X53)	LF	321.00	209.00	530.00
(PL)PILOT HOLES	EA		135.00	135.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA			1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	35.00	35.00	70.00
ELASTOMERIC COATING	SF	339.30	348.50	687.80
TYPE I PLAIN RIPRAP	TON	900.00	1,300.00	2,200.00
TYPE I-A FILTER BLANKET	TON	250.00	325.00	575.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	58.00	58.00	116.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	25.00	25.00	50.00

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

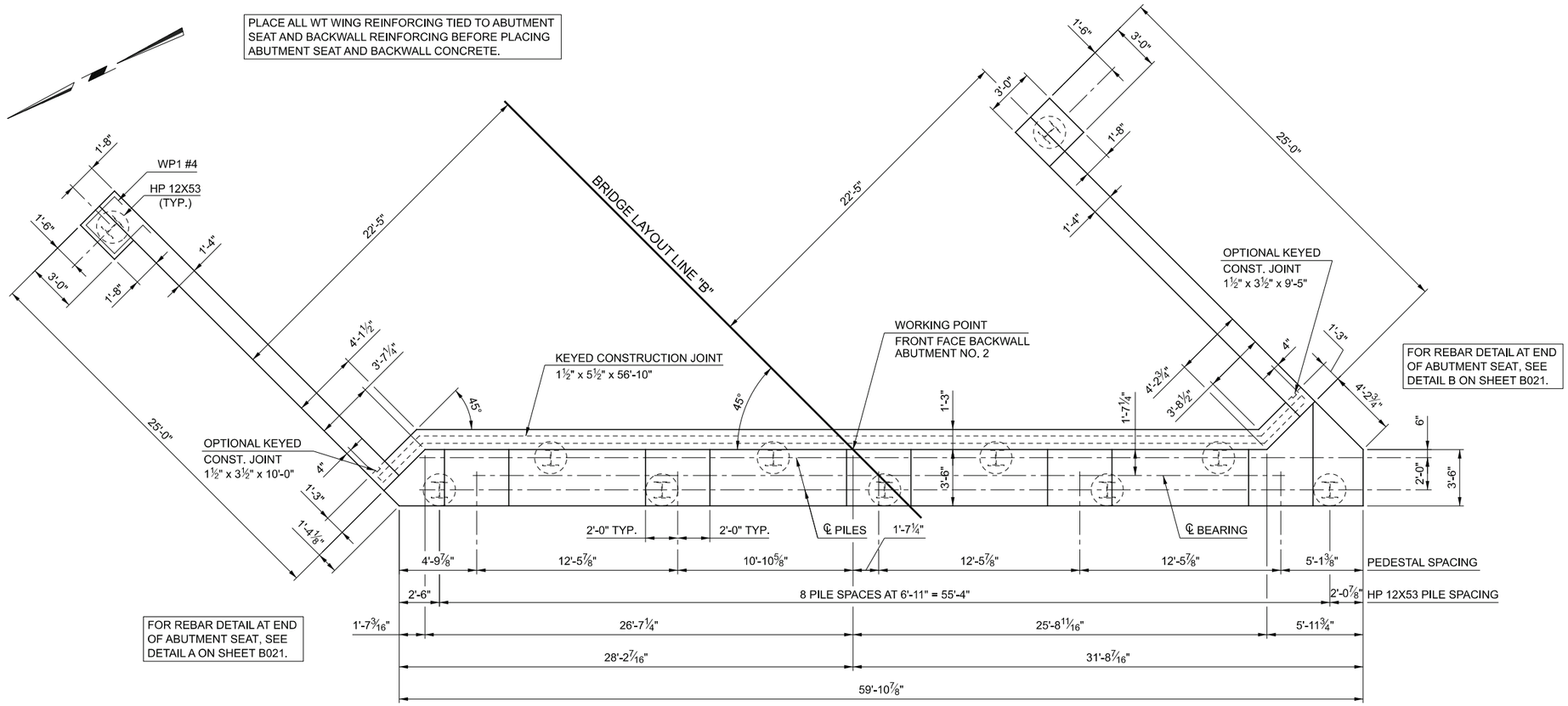
ABUTMENT NO. 1
BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B018

PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B018-3169204-ABUTMENT NO 1-BRIDGE B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

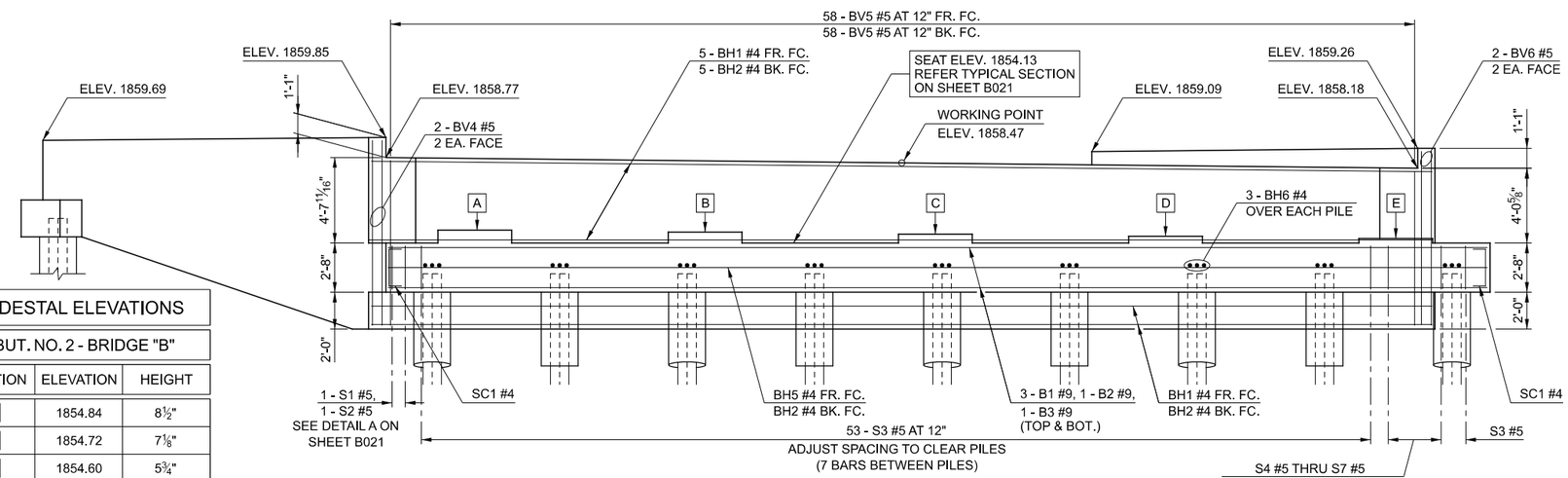
PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL A ON SHEET B021.

FOR REBAR DETAIL AT END OF ABUTMENT SEAT, SEE DETAIL B ON SHEET B021.

PLAN



ELEVATION

PEDESTAL ELEVATIONS		
ABUT. NO. 2 - BRIDGE "B"		
LOCATION	ELEVATION	HEIGHT
(1) A	1854.84	8½"
(1) B	1854.72	7⅛"
C	1854.60	5¾"
D	1854.49	4⅜"
E	1854.38	3"

(1) 1 - PH #4 BAR REQUIRED
REFER TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING, SHEET B021

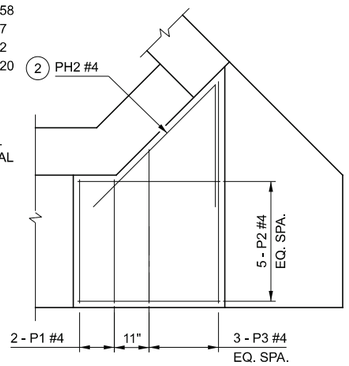
ABUTMENT BAR LIST
BRIDGE "B" - ABUTMENT NO. 2

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	59'-8"	
	B2	#9	BNT.	2	59'-10"	
	B3	#9	STR.	2	52'-4"	
	B4	#9	BNT.	2	10'-1"	
	B5	#9	BNT.	2	9'-10"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	59'-10"	
	BH2	#4	STR.	8	52'-3"	
	BH3	#4	BNT.	8	6'-7"	
	BH4	#4	BNT.	8	6'-4"	
	BH5	#4	STR.	1	59'-8"	
	BH6	#4	BNT.	27	5'-7"	
	BV4	#5	STR.	4	10'-0"	
[1]	BV5	#5	STR.	116	8'-7" AVG.	8'-3" TO 8'-11"
	BV6	#5	STR.	4	9'-4"	
	P1	#4	BNT.	22	6'-6"	
	P2	#4	BNT.	25	7'-0"	
	P3	#4	BNT.	3	8'-2" AVG.	
	PH1	#4	BNT.	2	13'-7"	
	S1	#5	BNT.	1	12'-3"	
	S2	#5	BNT.	1	13'-11"	
	S3	#5	BNT.	54	14'-3"	
	S4	#5	BNT.	1	16'-1"	
	S5	#5	BNT.	1	17'-11"	
	S6	#5	BNT.	1	18'-9"	
	S7	#5	BNT.	1	16'-11"	
	SC1	#4	BNT.	6	3'-5"	
	WH1	#6	BNT.	4	24'-2"	
[2]	WH2	#6	STR.	28	13'-1" AVG.	7'-0" TO 19'-2"
	WH3	#6	STR.	42	23'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
[3]	WT2	#6	BNT.	4	7'-2" AVG.	5'-0" TO 9'-4"
	WT3	#6	BNT.	27	13'-0"	
	WT4	#6	BNT.	5	15'-10"	
	WT5	#6	BNT.	5	27'-4"	
	WV1	#4	STR.	8	4'-9"	
[4]	WV5	#4	STR.	40	7'-7" AVG.	5'-2" TO 9'-11"
[4]	WV6	#4	STR.	40	6'-11" AVG.	4'-6" TO 9'-4"
	WV7	#4	STR.	8	4'-4"	

[1] 2 SETS OF 58
[2] 4 SETS OF 7
[3] 2 SETS OF 2
[4] 2 SETS OF 20

(2) AS REQUIRED BY PEDESTAL HEIGHT. REFER TO PEDESTAL ELEVATIONS TABLE ON ABUTMENT SHEETS.



SPECIAL PEDESTAL REINFORCING

PEDESTAL A - ABUT NO. 1 AND PEDESTAL E - ABUT. NO. 2 FOR REINFORCING DETAILS OF THE TYPICAL PEDESTAL, REFER TO SHEET B021

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

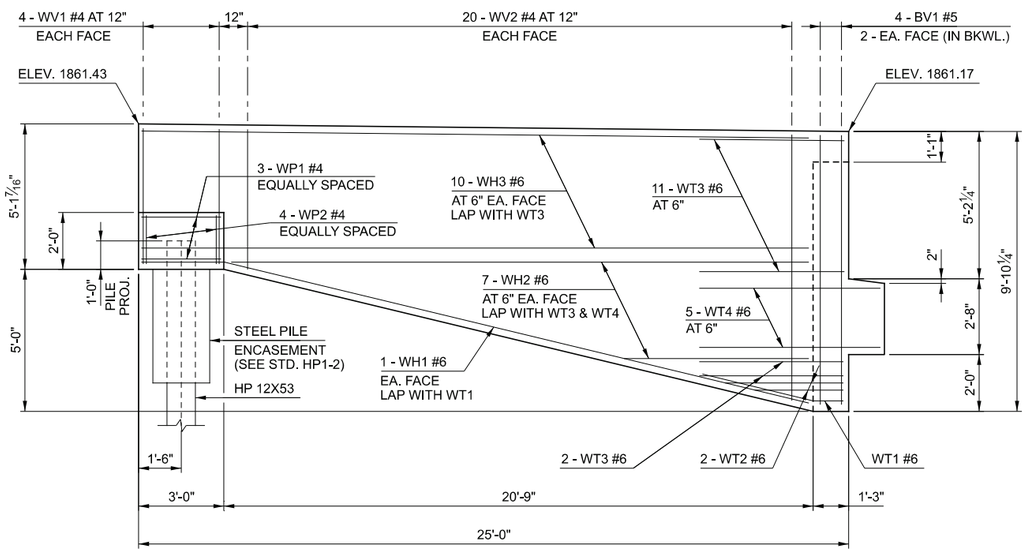
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

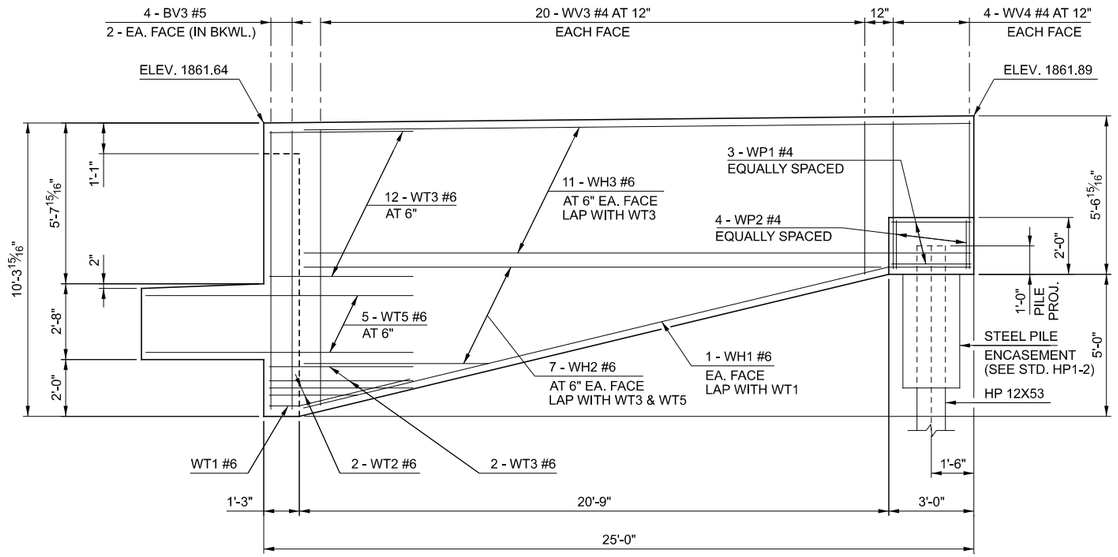
ABUTMENT NO. 2
BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B019

PRINT DATE: 5/30/2023 T:\1919\19-19AD\drawings\Bridge\B019-3169204-ABUTMENT NO 2-BRIDGE B.dgn

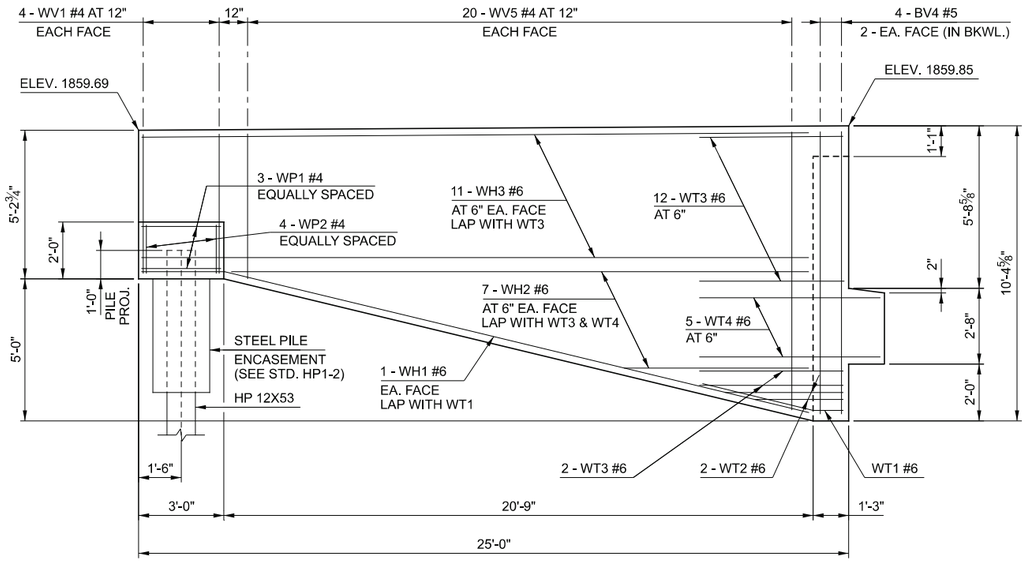


SOUTH WING ELEVATION

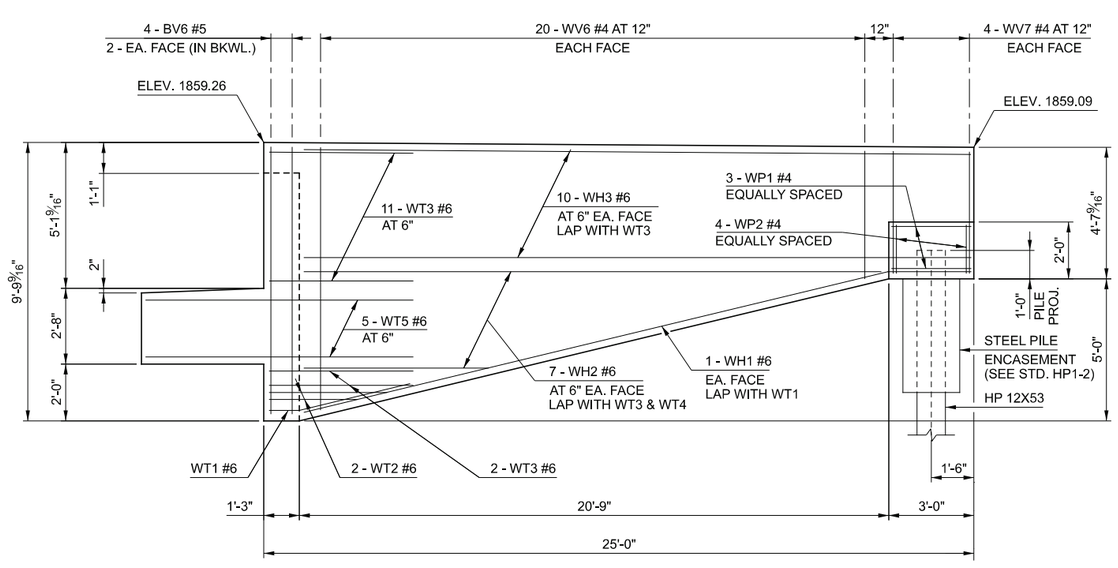


NORTH WING ELEVATION

ABUTMENT NO. 1



NORTH WING ELEVATION



SOUTH WING ELEVATION

ABUTMENT NO. 2

I-40 (EB) OVER TURKEY CREEK BECKHAM CO.

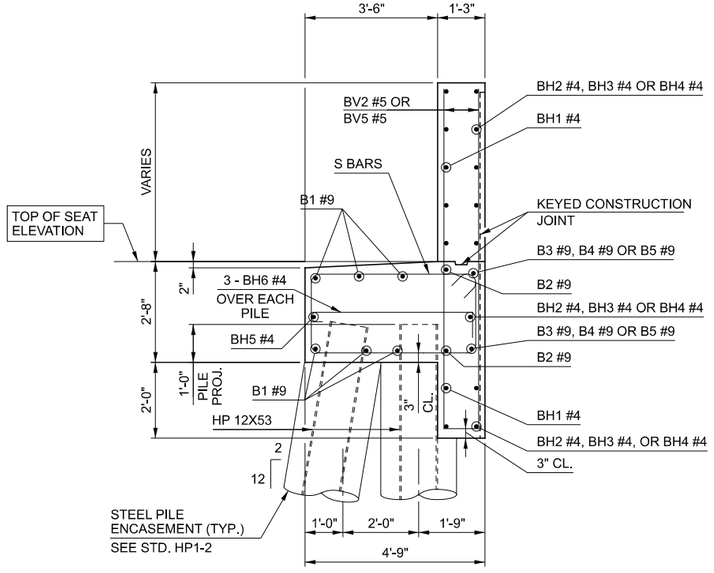
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

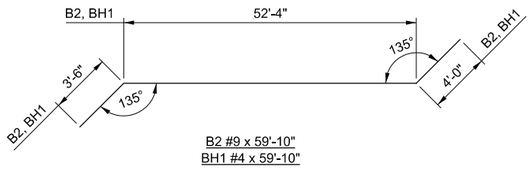
WING WALL DETAILS
BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B020

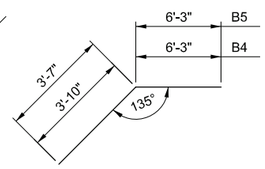
PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B020-3169204-WING WALL DETAILS-BRIDGE B.dgn



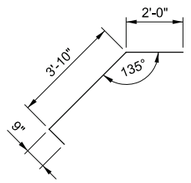
TYPICAL SECTION THRU SEAT



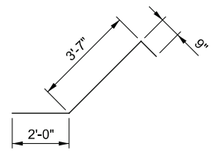
B2 #9 x 59'-10"
BH1 #4 x 59'-10"



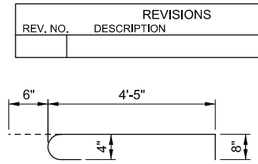
B4 #9 x 10'-1"
B5 #9 x 9'-10"



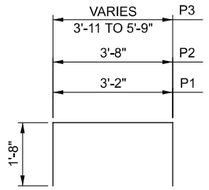
BH3 #4 x 6'-7"



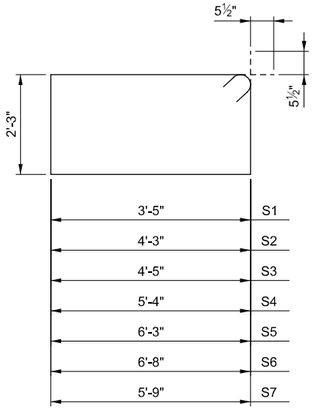
BH4 #4 x 6'-4"



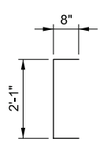
BH6 #4 x 5'-7"



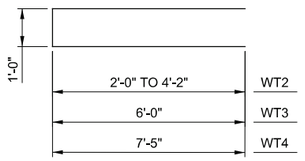
P1 #4 x 6'-6"
P2 #4 x 7'-0"
P3 #4 x 8'-2" AVG.



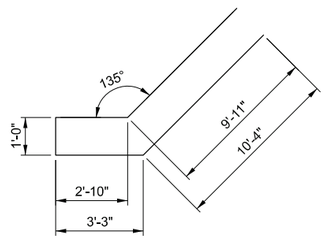
S1 #5 x 12'-3"
S2 #5 x 13'-11"
S3 #5 x 14'-3"
S4 #5 x 16'-1"
S5 #5 x 17'-11"
S6 #5 x 18'-9"
S7 #5 x 16'-11"



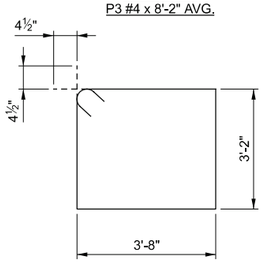
SC1 #4 x 3'-5"



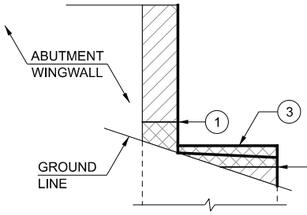
WT2 #6 x 7'-2" AVG.
WT3 #6 x 13'-0"
WT4 #6 x 15'-10"



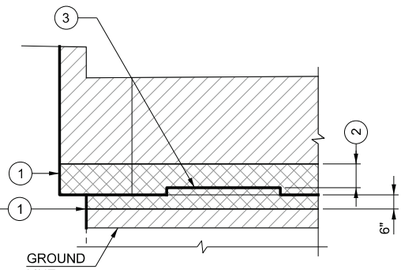
WT5 #6 x 27'-4"



PH1 #4 x 14'-5"



SIDE



ELEVATION

ELASTOMERIC COATING (HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING AND HEAVY LINE)

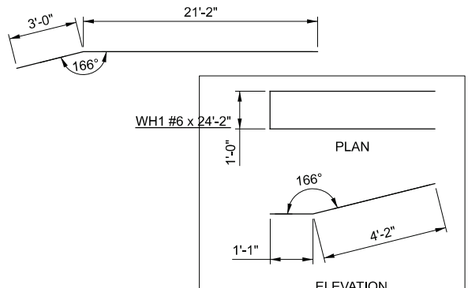
(1) MASK TO PROVIDE A CLEAN, STRAIGHT EDGE AT BOTTOM OF ELASTOMERIC COATING

(2) APPLY 6" ABOVE HIGHEST PEDESTAL

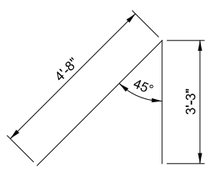
(3) MASK PEDESTALS FOR BEARING PADS

(4) AS REQUIRED BY PEDESTAL HEIGHT. REFER TO PEDESTAL ELEVATIONS TABLE ON ABUTMENT SHEETS.

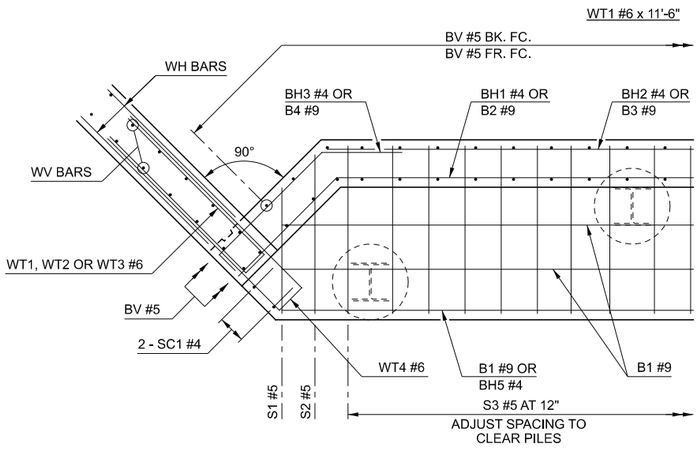
WATER REPELLENT TREATMENT DETAIL



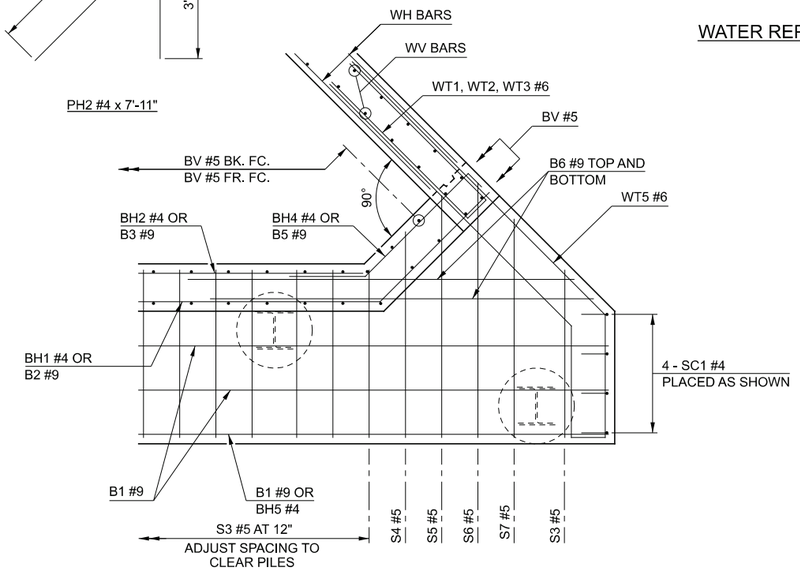
WP1 #4 x 9'-4"



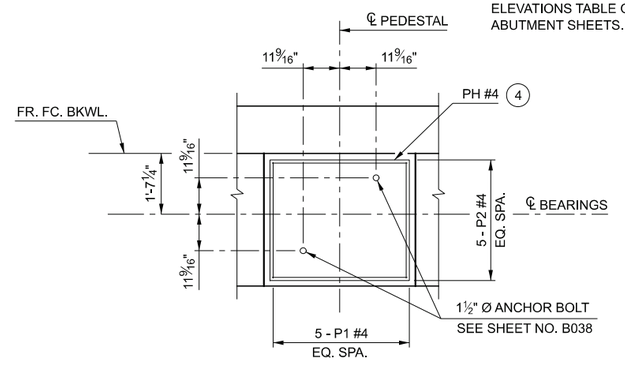
PH2 #4 x 7'-11"



DETAIL A
REBAR AT END OF ABUTMENT SEAT



DETAIL B
REBAR AT END OF ABUTMENT SEAT



TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING

REVISIONS

REV. NO.	DESCRIPTION	DATE

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

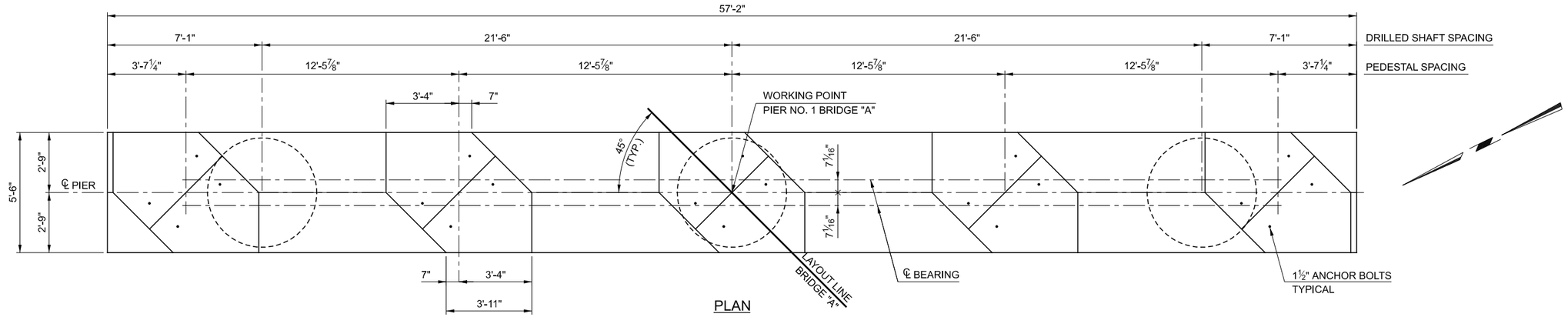
OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B021

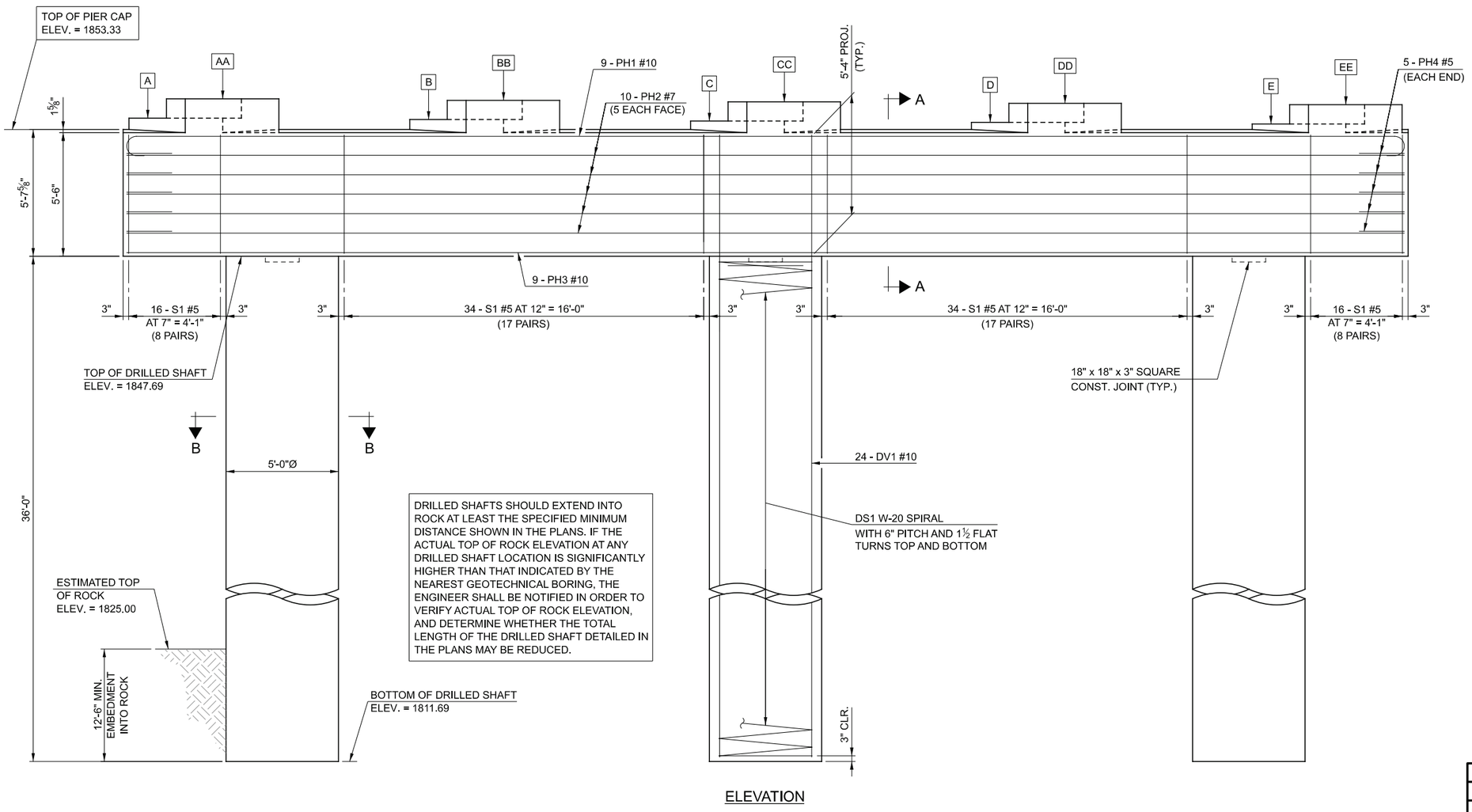
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REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

FOR ANCHOR BOLT LAYOUT, PEDESTAL REINFORCING DETAIL, SECTION A-A AND SECTION B-B, SEE SHEET B026.



DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

ELEVATION

PEDESTAL ELEVATIONS		
PIER NO. 1 - BRIDGE "A"		
LOCATION	ELEVATION	HEIGHT
A	1853.84	6⅛"
B	1853.77	5¼"
C	1853.71	4⅝"
D	1853.64	3¾"
E	1853.58	3"
AA	1854.70	1'-4½"
BB	1854.63	1'-3⅝"
CC	1854.56	1'-2¾"
DD	1854.50	1'-2"
EE	1854.44	1'-1¼"

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

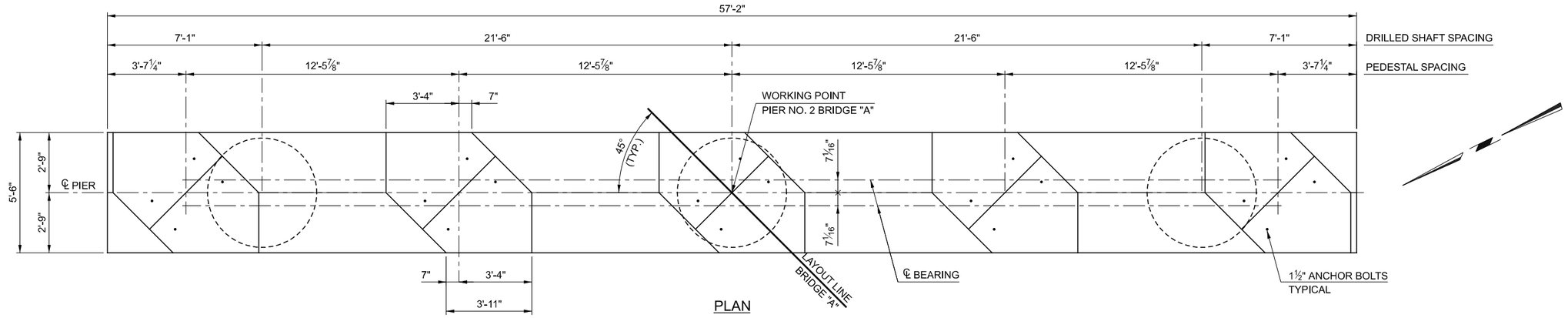
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 1 - BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B022

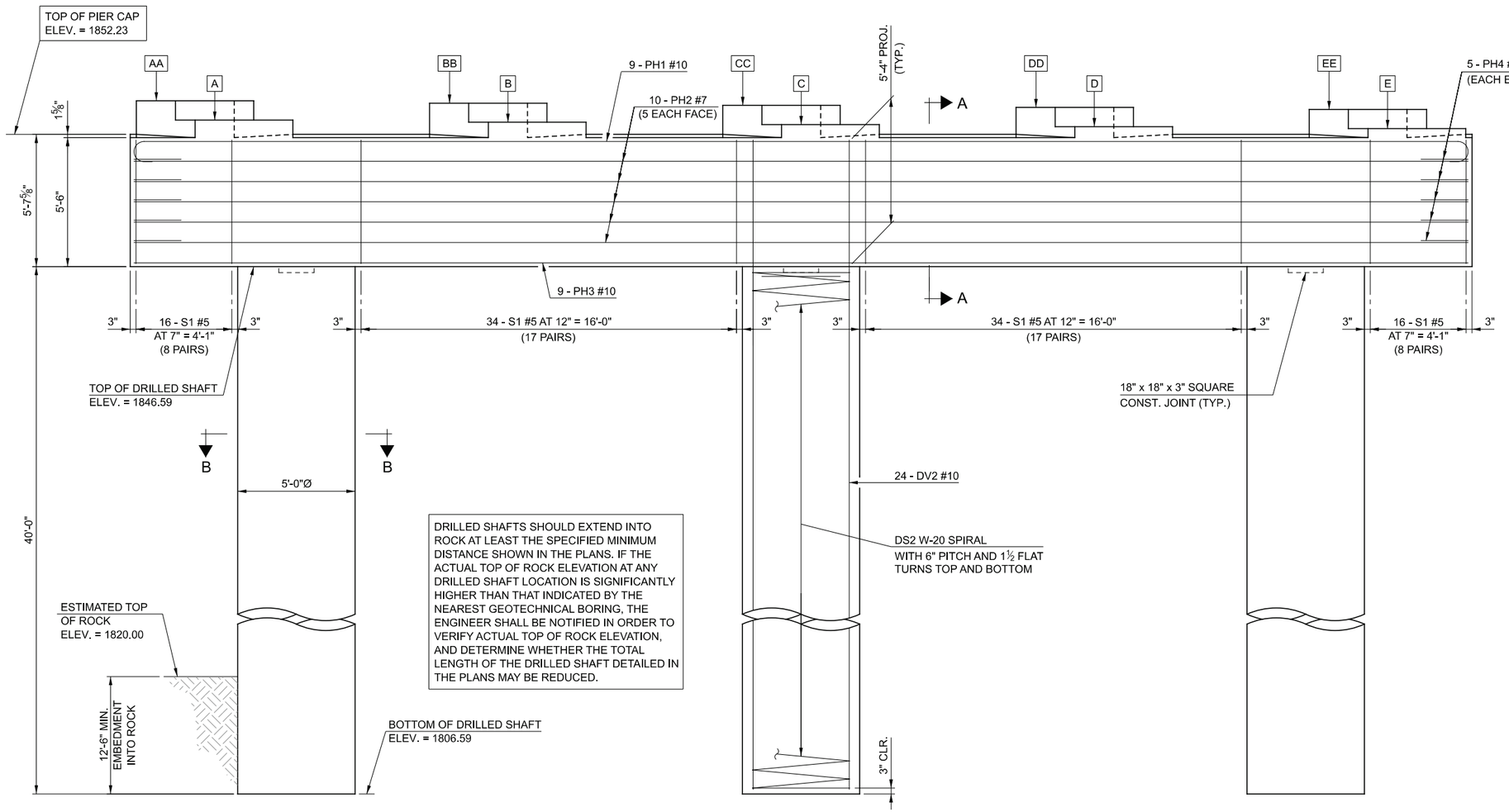
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REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

FOR ANCHOR BOLT LAYOUT, PEDESTAL REINFORCING DETAIL, SECTION A-A AND SECTION B-B, SEE SHEET B026.



DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

ELEVATION

PEDESTAL ELEVATIONS		
PIER NO. 2 - BRIDGE "A"		
LOCATION	ELEVATION	HEIGHT
A	1852.85	7⅜"
B	1852.75	6¼"
C	1852.66	5⅛"
D	1852.57	4⅛"
E	1852.48	3"
AA	1853.67	1'-5¼"
BB	1853.57	1'-4⅛"
CC	1853.48	1'-3"
DD	1853.39	1'-1⅞"
EE	1853.30	1'-0⅞"

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

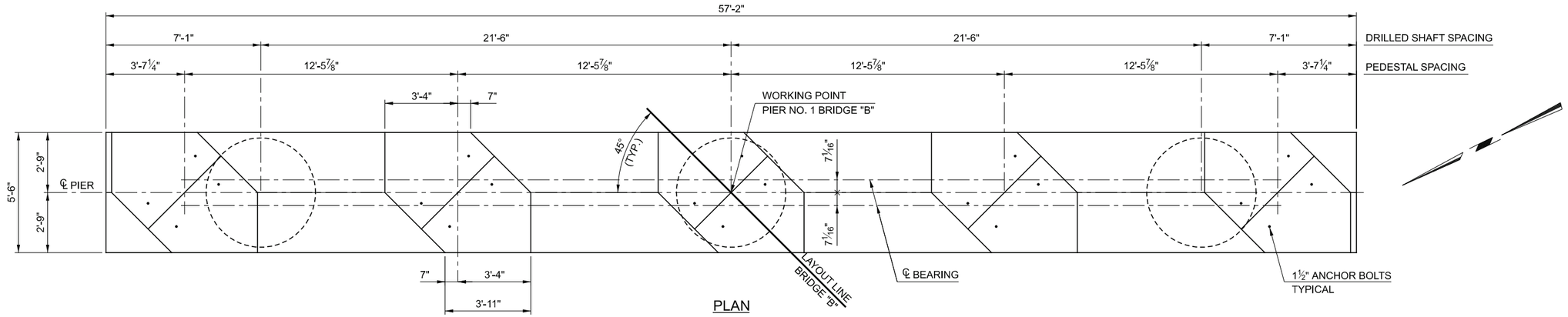
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 2 - BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B023

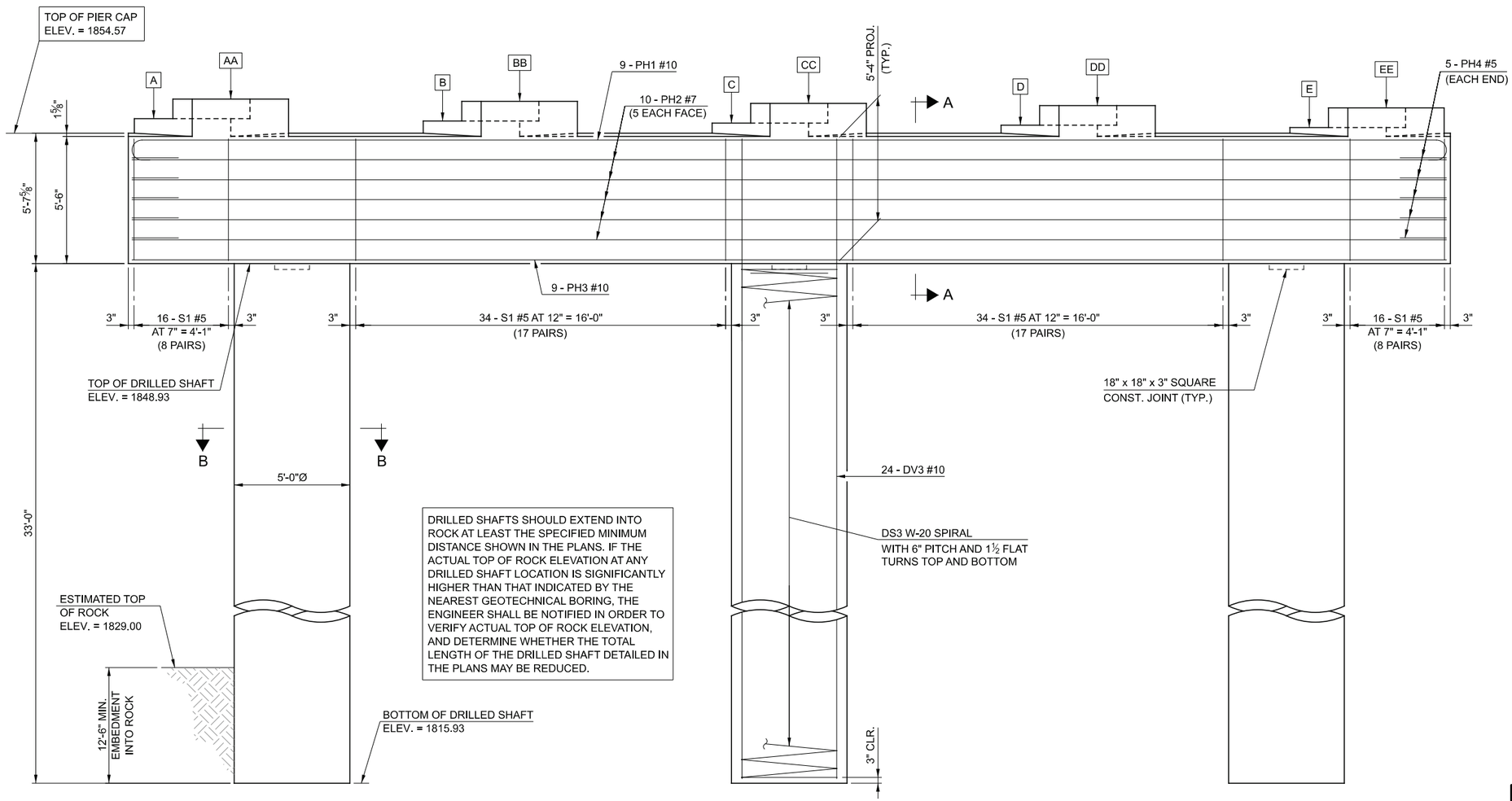
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REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

FOR ANCHOR BOLT LAYOUT, PEDESTAL REINFORCING DETAIL, SECTION A-A AND SECTION B-B, SEE SHEET B026.



DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

ELEVATION

PEDESTAL ELEVATIONS		
PIER NO. 1 - BRIDGE "B"		
LOCATION	ELEVATION	HEIGHT
A	1855.20	7½"
B	1855.10	6⅜"
C	1855.01	5¼"
D	1854.92	4¼"
E	1854.82	3"
AA	1856.05	1'-5¾"
BB	1855.95	1'-4⅝"
CC	1855.86	1'-3½"
DD	1855.77	1'-2⅜"
EE	1855.67	1'-1¼"

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

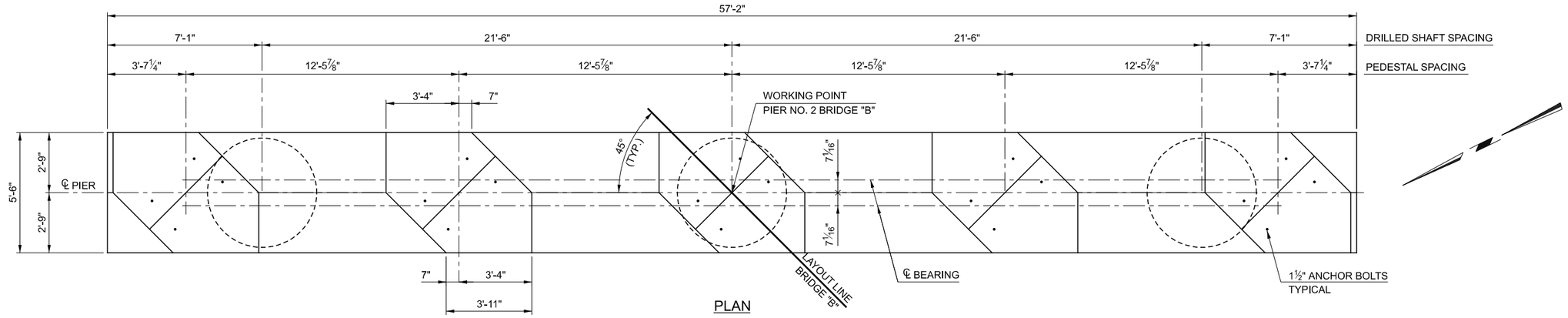
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 1 - BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B024

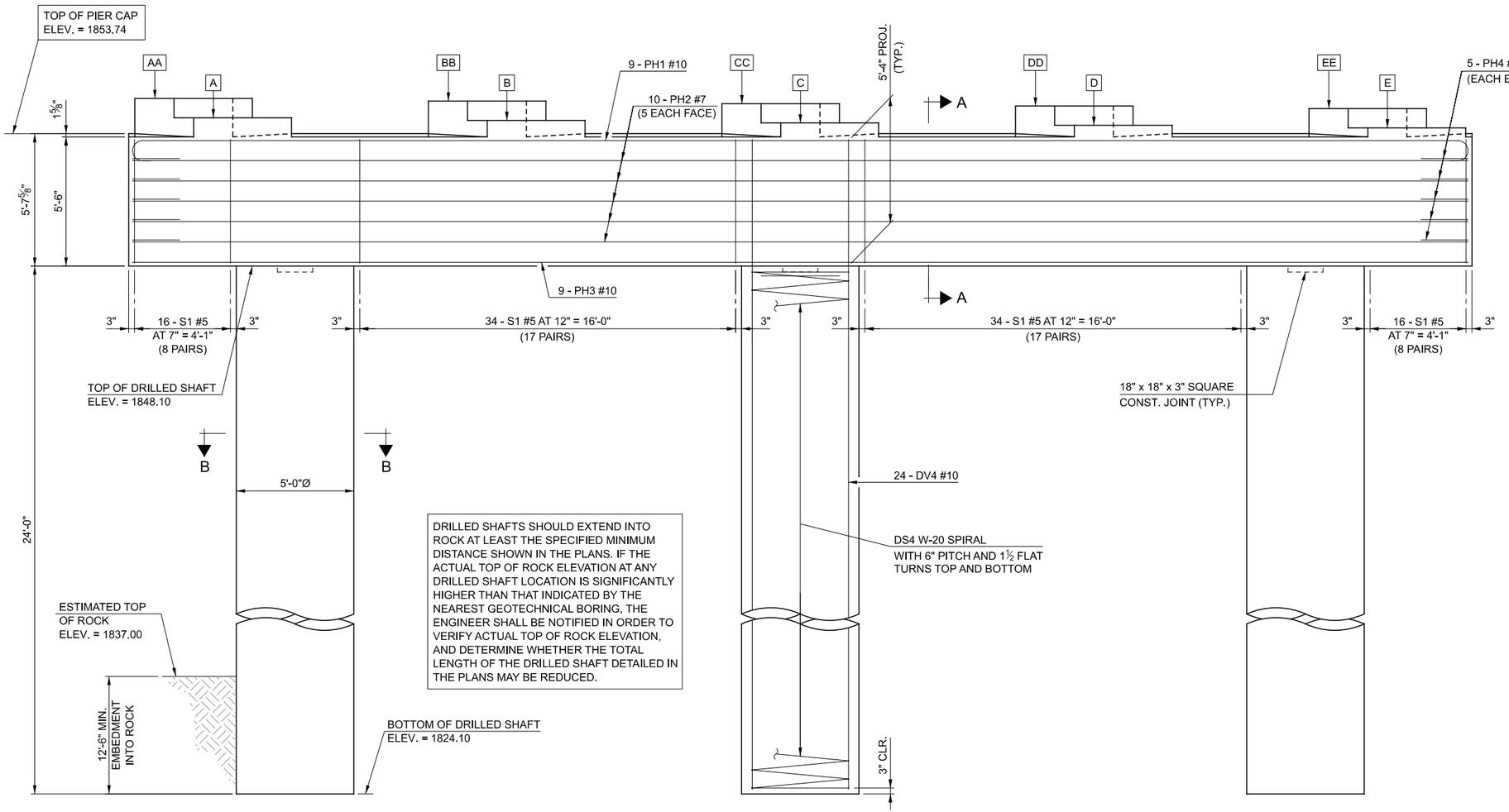
PRINT DATE: 5/30/2023 T:\19\19-19A\Drawings\Bridge\B024-31692I04-PIER NO 1-BRIDGE B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

FOR ANCHOR BOLT LAYOUT, PEDESTAL REINFORCING DETAIL, SECTION A-A AND SECTION B-B, SEE SHEET B026.



DRILLED SHAFTS SHOULD EXTEND INTO ROCK AT LEAST THE SPECIFIED MINIMUM DISTANCE SHOWN IN THE PLANS. IF THE ACTUAL TOP OF ROCK ELEVATION AT ANY DRILLED SHAFT LOCATION IS SIGNIFICANTLY HIGHER THAN THAT INDICATED BY THE NEAREST GEOTECHNICAL BORING, THE ENGINEER SHALL BE NOTIFIED IN ORDER TO VERIFY ACTUAL TOP OF ROCK ELEVATION, AND DETERMINE WHETHER THE TOTAL LENGTH OF THE DRILLED SHAFT DETAILED IN THE PLANS MAY BE REDUCED.

ELEVATION

PEDESTAL ELEVATIONS		
PIER NO. 2 - BRIDGE "B"		
LOCATION	ELEVATION	HEIGHT
A	1854.42	8⅛"
B	1854.31	6⅞"
C	1854.20	5½"
D	1854.09	4¼"
E	1853.99	3"
AA	1855.24	1'-6"
BB	1855.13	1'-4¾"
CC	1855.02	1'-3⅜"
DD	1854.91	1'-2⅛"
EE	1854.81	1'-0⅞"

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

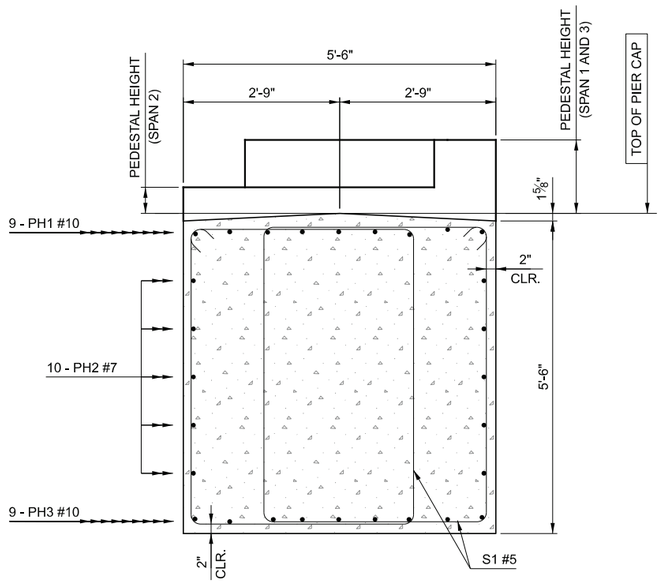
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 2 - BRIDGE "B"

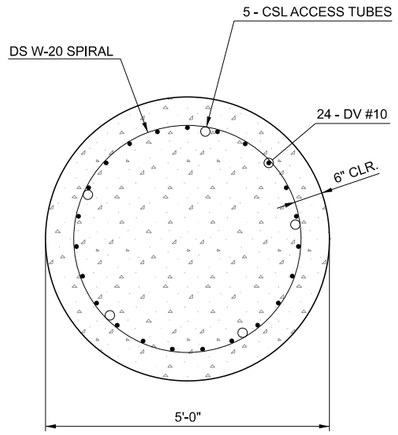
STATE JOB NO. 31692(04) SHEET NO. B025

PRINT DATE: 5/30/2023 T:\191919-19A\Drawings\Bridge\B025-3169204-PIER NO 2-BRIDGE B.dgn

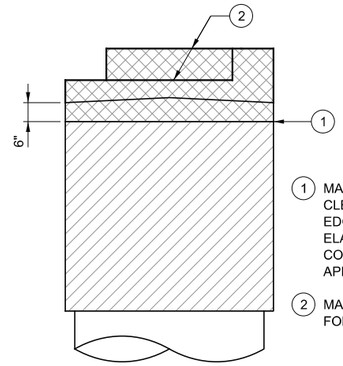
REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION A-A



SECTION B-B

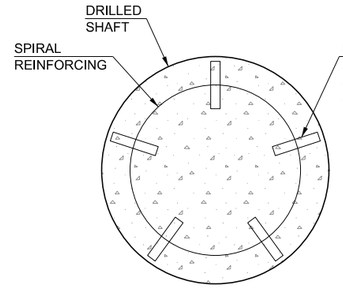


1. MASK TO PROVIDE A CLEAN, STRAIGHT EDGE AT BOTTOM OF ELASTOMERIC COATING APPLICATION.
2. MASK PEDESTALS FOR BEARING PADS

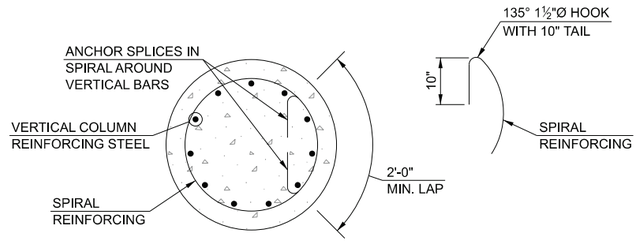
WATER REPELLENT AND ELASTOMERIC COATING DETAIL

ELASTOMERIC COATING (HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING AND HEAVY LINE)

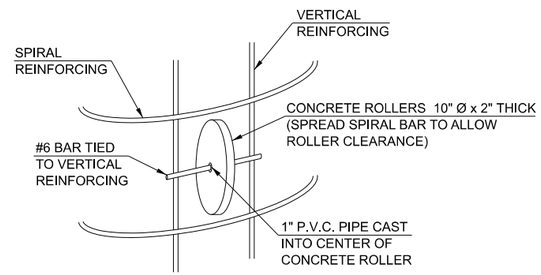


DETAIL OF ROLLER PLACEMENT



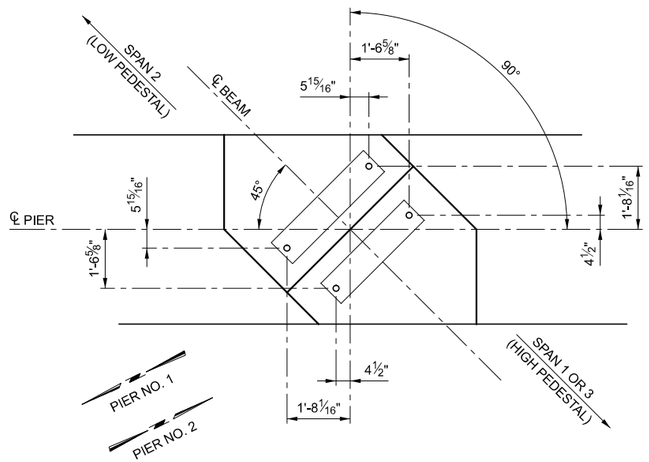
SPIRAL REINFORCING SPLICE DETAIL

NOTE:
SPIRAL BARS SHALL CONFORM TO A.A.S.H.T.O. M32, SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.

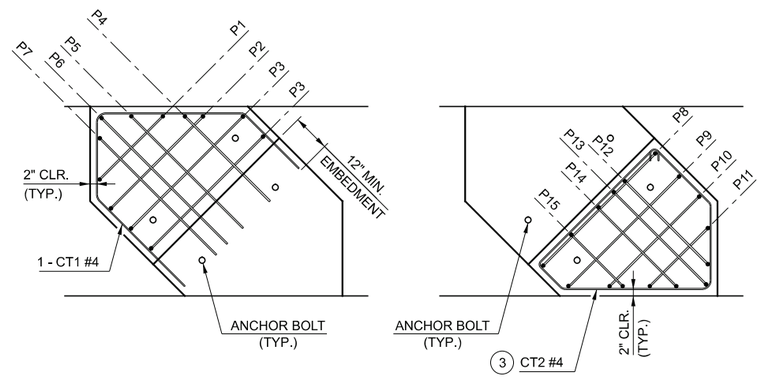


DETAIL OF ROLLER INSTALLATION

NOTE:
CONCRETE ROLLERS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI. SLAB BOLSTERS, PLASTIC ROLLERS AND HIGH CHAIRS SHALL NOT BE SUBSTITUTED FOR CONCRETE ROLLERS.



ANCHOR BOLT LAYOUT DETAIL



LOW PEDESTAL

HIGH PEDESTAL

PEDESTAL REINFORCING DETAIL

3. AT 6" MAXIMUM VERTICAL SPACING WITH 2" CLEARANCE TOP AND BOTTOM

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS
BRIDGE "A" AND "B" (1 OF 2)

STATE JOB NO. 31692(04) SHEET NO. B026

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B026-3169204-PIER DETAILS-BRIDGE A AND B (1 OF 2).dgn

PIER NO. 1 BAR LIST
BRIDGE "A"

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1] [2]	DS1	W-20	BNT.	3	920-11"	
	EPOXY COATED REINFORCING					
	CT1	#4	BNT.	5	11'-1"	
	CT2	#4	BNT.	18	13'-9"	
[2]	DV1	#10	STR.	72	41'-1"	
	P1	#4	BNT.	5	5'-1"	
	P2	#4	BNT.	5	6'-2"	
	P3	#4	BNT.	5	7'-0"	
	P4	#4	BNT.	5	4'-9"	
	P5	#4	BNT.	5	5'-9"	
	P6	#4	BNT.	5	6'-4"	
	P7	#4	BNT.	5	5'-11"	
	P8	#4	BNT.	5	8'-6"	
	P9	#4	BNT.	5	8'-4"	
	P10	#4	BNT.	5	7'-7"	
	P11	#4	BNT.	5	6'-5"	
	P12	#4	BNT.	5	7'-6"	
	P13	#4	BNT.	5	8'-1"	
	P14	#4	BNT.	5	7'-4"	
	P15	#4	BNT.	5	6'-3"	
	PH1	#10	BNT.	9	59'-8"	
	PH2	#7	STR.	10	56'-10"	
	PH3	#10	STR.	9	56'-10"	
	PH4	#5	BNT.	10	9'-1"	
	S1	#5	BNT.	100	19'-1"	

PIER NO. 2 BAR LIST
BRIDGE "A"

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1] [2]	DS2	W-20	BNT.	3	1020'-6"	
	EPOXY COATED REINFORCING					
	CT1	#4	BNT.	5	11'-11"	
	CT2	#4	BNT.	18	13'-9"	
[2]	DV2	#10	STR.	72	45'-1"	
	P1	#4	BNT.	5	5'-1"	
	P2	#4	BNT.	5	6'-2"	
	P3	#4	BNT.	5	7'-0"	
	P4	#4	BNT.	5	4'-9"	
	P5	#4	BNT.	5	5'-9"	
	P6	#4	BNT.	5	6'-4"	
	P7	#4	BNT.	5	5'-11"	
	P8	#4	BNT.	5	8'-6"	
	P9	#4	BNT.	5	8'-4"	
	P10	#4	BNT.	5	7'-7"	
	P11	#4	BNT.	5	6'-5"	
	P12	#4	BNT.	5	7'-6"	
	P13	#4	BNT.	5	8'-1"	
	P14	#4	BNT.	5	7'-4"	
	P15	#4	BNT.	5	6'-3"	
	PH1	#10	BNT.	9	59'-8"	
	PH2	#7	STR.	10	56'-10"	
	PH3	#10	STR.	9	56'-10"	
	PH4	#5	BNT.	10	9'-1"	
	S1	#5	BNT.	100	19'-1"	

PIER NO. 1 BAR LIST
BRIDGE "B"

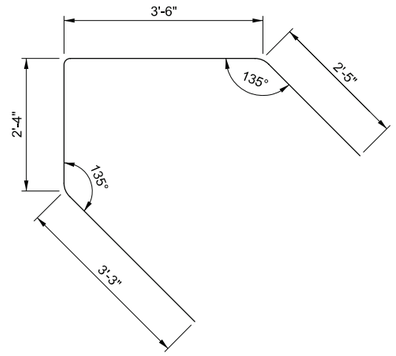
	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1] [2]	DS3	W-20	BNT.	3	846'-3"	
	EPOXY COATED REINFORCING					
	CT1	#4	BNT.	5	11'-11"	
	CT2	#4	BNT.	18	13'-9"	
[2]	DV3	#10	STR.	72	38'-1"	
	P1	#4	BNT.	5	5'-1"	
	P2	#4	BNT.	5	6'-2"	
	P3	#4	BNT.	5	7'-0"	
	P4	#4	BNT.	5	4'-9"	
	P5	#4	BNT.	5	5'-9"	
	P6	#4	BNT.	5	6'-4"	
	P7	#4	BNT.	5	5'-11"	
	P8	#4	BNT.	5	8'-6"	
	P9	#4	BNT.	5	8'-4"	
	P10	#4	BNT.	5	7'-7"	
	P11	#4	BNT.	5	6'-5"	
	P12	#4	BNT.	5	7'-6"	
	P13	#4	BNT.	5	8'-1"	
	P14	#4	BNT.	5	7'-4"	
	P15	#4	BNT.	5	6'-3"	
	PH1	#10	BNT.	9	59'-8"	
	PH2	#7	STR.	10	56'-10"	
	PH3	#10	STR.	9	56'-10"	
	PH4	#5	BNT.	10	9'-1"	
	S1	#5	BNT.	100	19'-1"	

PIER NO. 2 BAR LIST
BRIDGE "B"

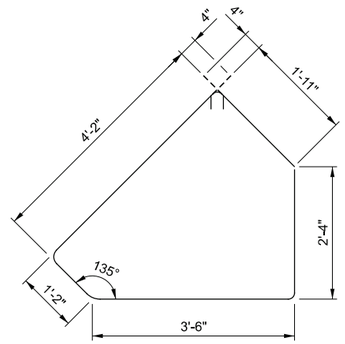
	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1] [2]	DS4	W-20	BNT.	3	622'-3"	
	EPOXY COATED REINFORCING					
	CT1	#4	BNT.	5	11'-11"	
	CT2	#4	BNT.	18	13'-9"	
[2]	DV4	#10	STR.	72	29'-1"	
	P1	#4	BNT.	5	5'-1"	
	P2	#4	BNT.	5	6'-2"	
	P3	#4	BNT.	5	7'-0"	
	P4	#4	BNT.	5	4'-9"	
	P5	#4	BNT.	5	5'-9"	
	P6	#4	BNT.	5	6'-4"	
	P7	#4	BNT.	5	5'-11"	
	P8	#4	BNT.	5	8'-6"	
	P9	#4	BNT.	5	8'-4"	
	P10	#4	BNT.	5	7'-7"	
	P11	#4	BNT.	5	6'-5"	
	P12	#4	BNT.	5	7'-6"	
	P13	#4	BNT.	5	8'-1"	
	P14	#4	BNT.	5	7'-4"	
	P15	#4	BNT.	5	6'-3"	
	PH1	#10	BNT.	9	59'-8"	
	PH2	#7	STR.	10	56'-10"	
	PH3	#10	STR.	9	56'-10"	
	PH4	#5	BNT.	10	9'-1"	
	S1	#5	BNT.	100	19'-1"	

[1] LENGTH DOES NOT ACCOUNT FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED FOR SPLICES.

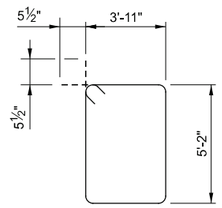
[2] INCLUDED IN THE CONTRACT UNIT PRICE OF "DRILLED SHAFTS (60" DIAMETER)".



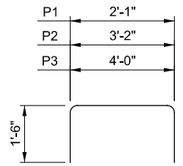
CT1 #4 x 11'-11"



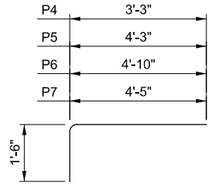
CT2 #4 x 13'-9"



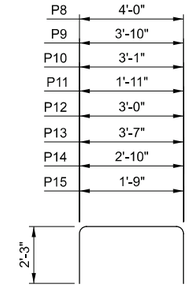
S1 #5 x 19'-1"



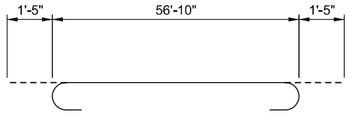
P1 #4 x 5'-1"
P2 #4 x 6'-2"
P3 #4 x 7'-0"



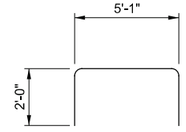
P4 #4 x 4'-9"
P5 #4 x 5'-9"
P6 #4 x 6'-4"
P7 #4 x 5'-11"



P8 #4 x 8'-6"
P9 #4 x 8'-4"
P10 #4 x 7'-7"
P11 #4 x 6'-5"
P12 #4 x 7'-6"
P13 #4 x 8'-1"
P14 #4 x 7'-4"
P15 #4 x 6'-3"



PH1 #9 x 59'-8"



PH4 #5 x 9'-1"

PIER QUANTITIES - BRIDGE "A"

DESCRIPTION	UNIT	PIER NO. 1	PIER NO. 2	TOTAL
CLASS A CONCRETE	CY	69.30	69.50	138.80
EPOXY COATED REINFORCING STEEL	LB	8,300.00	8,310.00	16,610.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	70.00	70.00	140.00
DRILLED SHAFTS (60" DIAMETER)	LF	108.00	120.00	228.00
CROSSHOLE SONIC LOGGING	EA	1.00	1.00	2.00
ELASTOMERIC COATING	SF	508.00	508.00	1,016.00

PIER QUANTITIES - BRIDGE "B"

DESCRIPTION	UNIT	PIER NO. 1	PIER NO. 2	TOTAL
CLASS A CONCRETE	CY	69.60	69.60	139.20
EPOXY COATED REINFORCING STEEL	LB	8,310.00	8,310.00	16,620.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	70.00	70.00	140.00
DRILLED SHAFTS (60" DIAMETER)	LF	99.00	72.00	171.00
CROSSHOLE SONIC LOGGING	EA	1.00	1.00	2.00
ELASTOMERIC COATING	SF	508.00	508.00	1,016.00

REVISIONS

REV. NO.	DESCRIPTION	DATE

I-40 OVER TURKEY CREEK — BECKHAM CO.

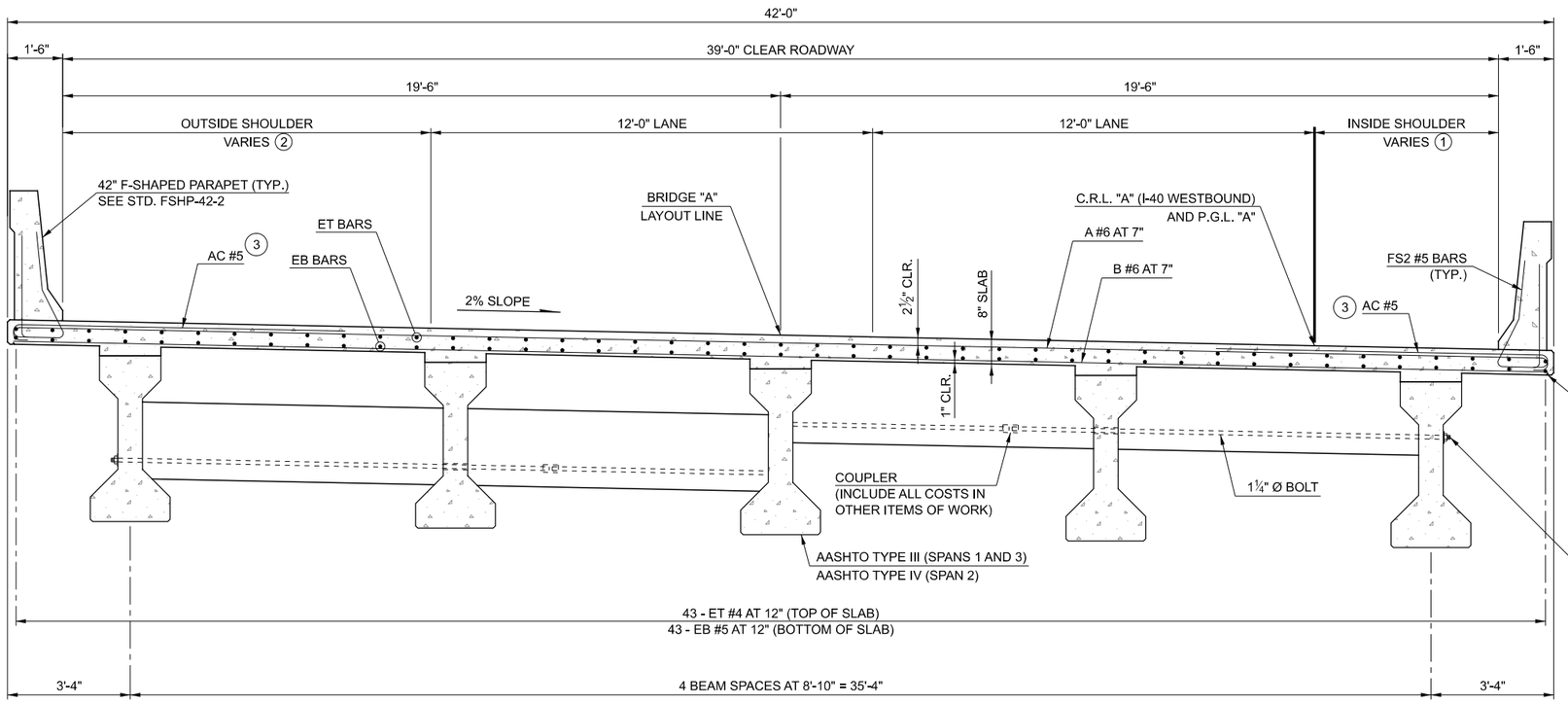
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS
BRIDGE "A" AND "B" (2 OF 2)

STATE JOB NO. 31692(04) SHEET NO. B027

PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B027-3169204-PIER DETAILS-BRIDGE A AND B (2 OF 2).dgn



HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

TYPICAL CROSS SECTION - BRIDGE "A"

(1) INSIDE SHOULDER

VARIES FROM 4'-6 7/16" AT STA. 856+68.08 (BEGIN APPROACH SLAB NO. 1) TO 5'-0" AT STA. 858+10.00 (CENTERLINE BRIDGE).

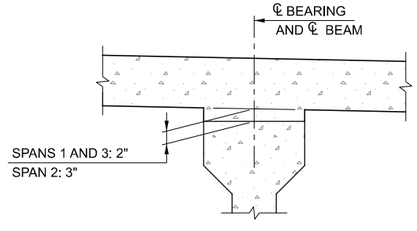
VARIES FROM 5'-0" AT STA. 858+10.00 (CENTERLINE BRIDGE) TO 4'-3 13/16" AT STA. 859+80.92 (END APPROACH SLAB NO. 2).

(2) OUTSIDE SHOULDER

VARIES FROM 10'-5 9/16" AT STA. 856+68.08 (BEGIN APPROACH SLAB NO. 1) TO 10'-0" AT STA. 858+10.00 (CENTERLINE BRIDGE).

VARIES FROM 10'-0" AT STA. 858+10.00 (CENTERLINE BRIDGE) TO 10'-8 1/16" AT STA. 859+80.92 (END APPROACH SLAB NO. 2).

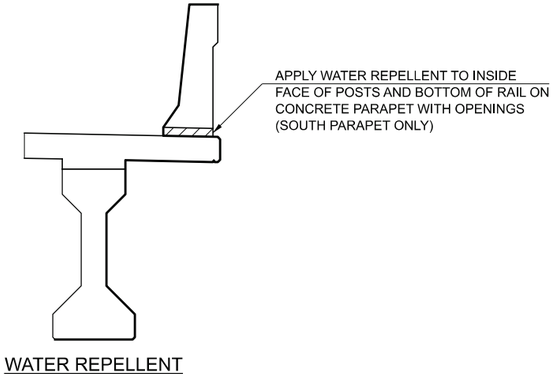
(3) ONE EQUALLY SPACED BETWEEN A #6 BARS



BEAM HAUNCH DETAIL

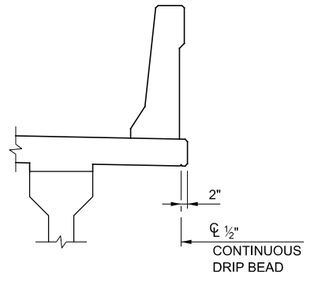
NOTE

HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE OF BEARING, MEASURED FROM THE BOTTOM OF DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. THE HAUNCH HEIGHT WILL BE SET AFTER ERECTION OF BEAMS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT, BUT THE PAY QUANTITY WILL BE AS SHOWN ABOVE.



WATER REPELLENT
TREATMENT DETAILS

SURFACES INDICATED BY HEAVY LINE AND HATCH SHALL BE TREATED WITH A PENETRATING WATER REPLLENT SURFACE TREATMENT.



DETAIL "A"

SUPERSTRUCTURE QUANTITIES - BRIDGE "A"

DESCRIPTION	UNIT	QUANTITY
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF	574.20
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF	472.50
SAW-CUT GROOVING	SY	935.30
42" F-SHAPED PARAPET	LF	431.70
STRUCTURAL STEEL	LB	1,840.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	20.00
CLASS AA CONCRETE	CY	265.60
EPOXY COATED REINFORCING STEEL	LB	78,690.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	700.00
SEALED EXPANSION JOINTS	LF	58.40
SEALER CRACK PREPARATION	LF	57.40
SEALER RESIN	GAL	1.00

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

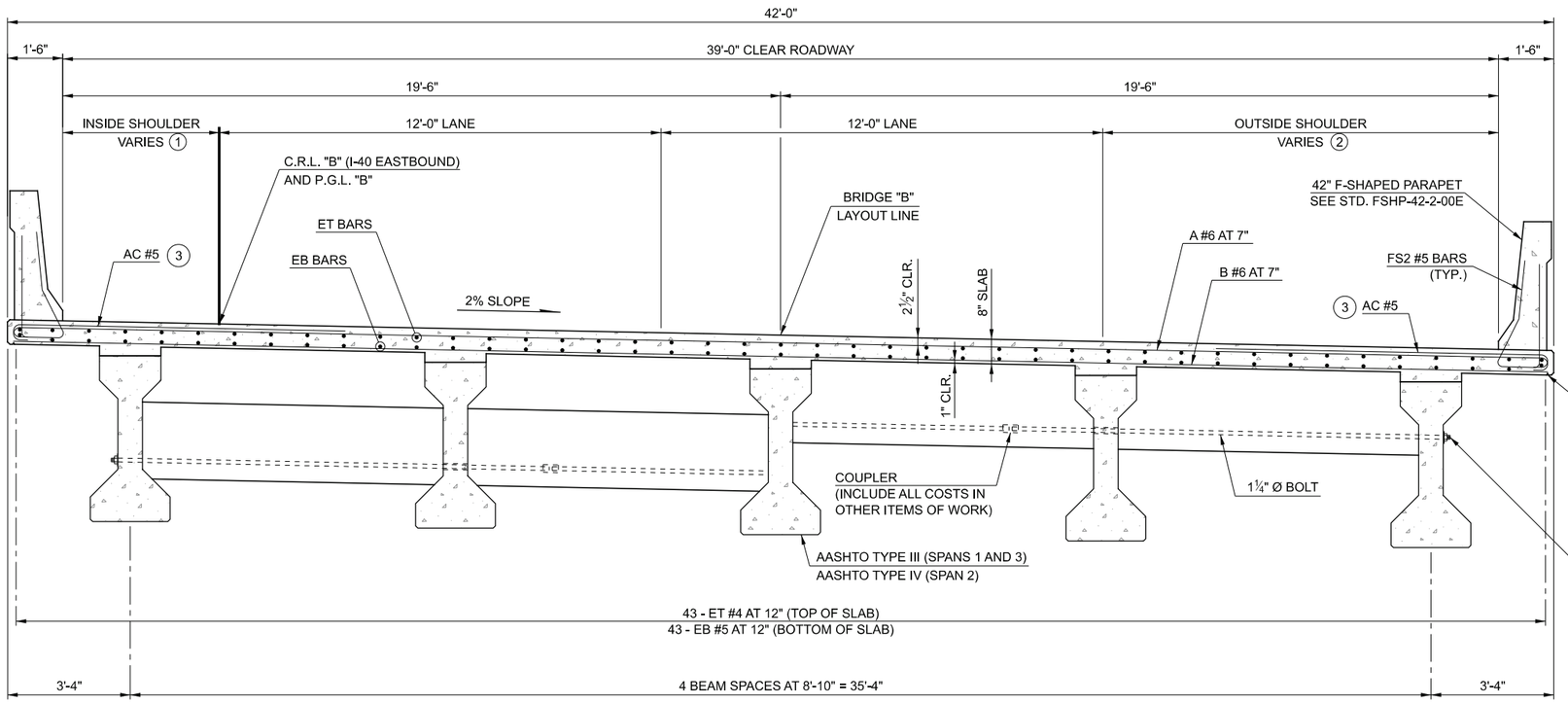
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION - BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B028

PRINT DATE: 5/30/2023 T:\1919\19-19AD\rawings\Bridge\B028-31692\04-TYPICAL CROSS SECTION-BRIDGE A.dgn



HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

TYPICAL CROSS SECTION - BRIDGE "B"

(1) INSIDE SHOULDER

VARIES FROM 4'-11 5/16" AT STA. 855+52.33 (BEGIN APPROACH SLAB NO. 1) TO 4'-3" AT STA. 857+24.00 (CENTERLINE BRIDGE).

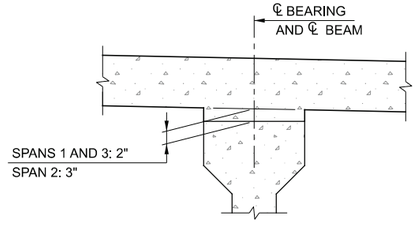
VARIES FROM 4'-3" AT STA. 857+24.00 (CENTERLINE BRIDGE) TO 4'-8 5/8" AT STA. 858+65.17 (END APPROACH SLAB NO. 2).

(2) OUTSIDE SHOULDER

VARIES FROM 10'-0 11/16" AT STA. 855+52.33 (BEGIN APPROACH SLAB NO. 1) TO 10'-9" AT STA. 857+24.00 (CENTERLINE BRIDGE).

VARIES FROM 10'-9" AT STA. 857+24.00 (CENTERLINE BRIDGE) TO 10'-3 3/8" AT STA. 858+65.17 (END APPROACH SLAB NO. 2).

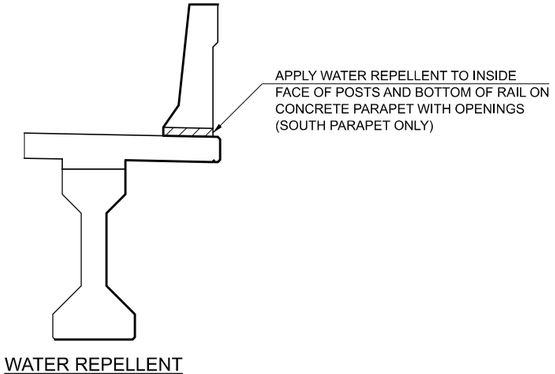
(3) ONE EQUALLY SPACED BETWEEN A #6 BARS



BEAM HAUNCH DETAIL

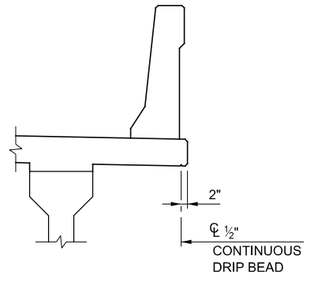
NOTE

HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE OF BEARING, MEASURED FROM THE BOTTOM OF DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. THE HAUNCH HEIGHT WILL BE SET AFTER ERECTION OF BEAMS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT, BUT THE PAY QUANTITY WILL BE AS SHOWN ABOVE.



WATER REPELLENT
TREATMENT DETAILS

SURFACES INDICATED BY HEAVY LINE AND HATCH SHALL BE TREATED WITH A PENETRATING WATER REPLLENT SURFACE TREATMENT.



DETAIL "A"

SUPERSTRUCTURE QUANTITIES - BRIDGE "B"

DESCRIPTION	UNIT	QUANTITY
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF	574.20
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF	472.50
SAW-CUT GROOVING	SY	935.30
42" F-SHAPED PARAPET	LF	431.70
STRUCTURAL STEEL	LB	1,840.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	20.00
CLASS AA CONCRETE	CY	265.60
EPOXY COATED REINFORCING STEEL	LB	78,690.00
CLASS B BRIDGE DECK REPAIR	SY	5.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	700.00
SEALED EXPANSION JOINTS	LF	58.40
SEALER CRACK PREPARATION	LF	57.40
SEALER RESIN	GAL	1.00

I-40 (EB) OVER TURKEY CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

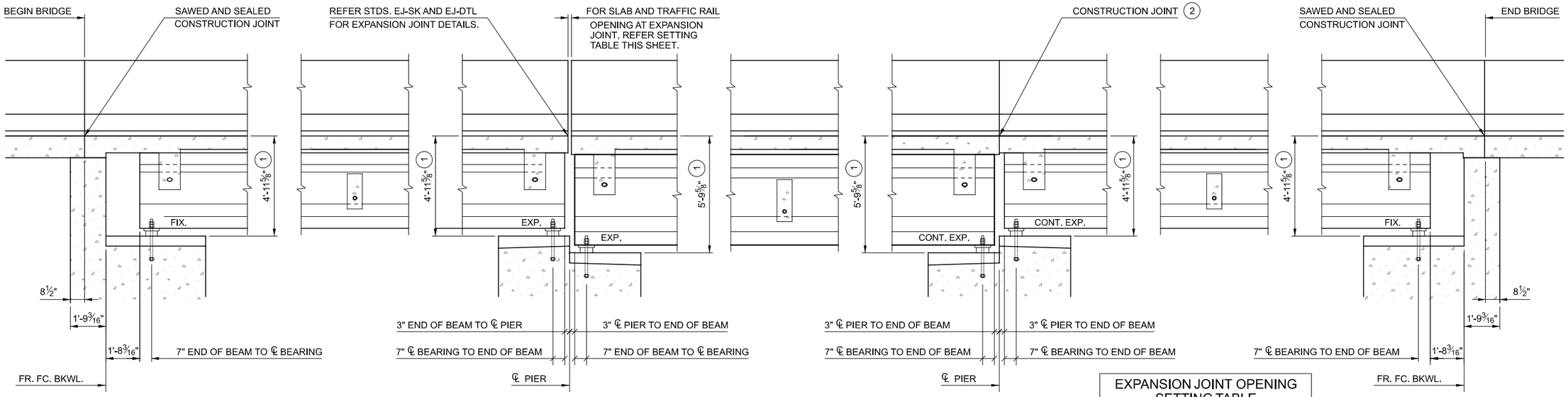
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION - BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B029

PRINT DATE: 5/30/2023 T:\1919\19-19AD\Drawings\Bridge\B029-31692\04-TYPICAL CROSS SECTION-BRIDGE B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



ABUTMENT NO. 1 | PIER NO. 1 | PIER NO. 2 | ABUTMENT NO. 2

(1) DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY AT CENTERLINE OF BEARING.

(2) SEAL CONSTRUCTION JOINT WITH HIGH MOLECULAR WEIGHT METHACRYLATE

NOTE:
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAM OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH. THE DECK SLAB SHALL BE POURED ONE SPAN AT A TIME. NO ADJACENT SPAN AT CONTINUOUS EXPANSION PIER SHALL BE POURED UNTIL AT LEAST 48 HOURS AFTER ADJACENT POUR HAS BEEN COMPLETED.

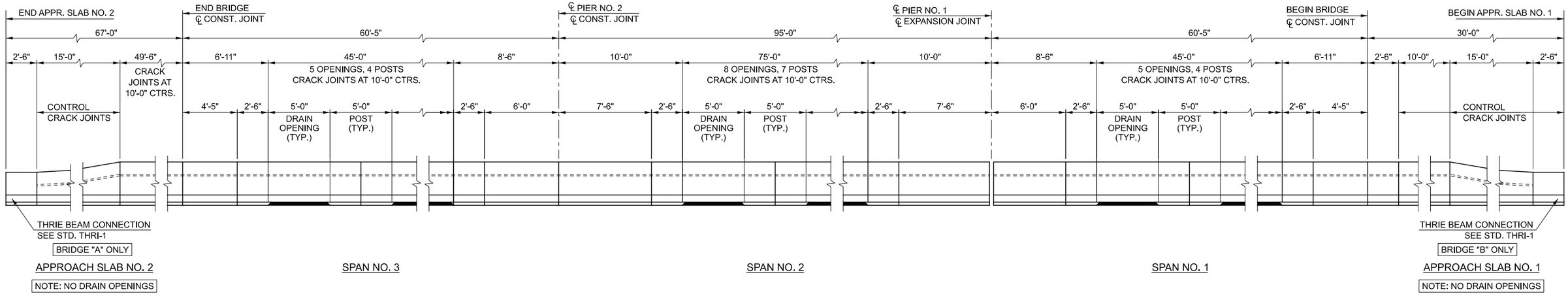
LONGITUDINAL SECTION

(DIMENSIONS ALONG ℄ BEAM)

EXPANSION JOINT OPENING SETTING TABLE

(MEASURED PERPENDICULAR TO CL JOINT)

TEMPERATURE °F	EXP. JOINT OPENING
20	2¼"
32	2⅛"
43	2"
54	1⅞"
66	1¾"
77	1⅝"
89	1½"
100	1⅜"
111	1¼"



APPROACH SLAB NO. 2 | SPAN NO. 3 | SPAN NO. 2 | SPAN NO. 1 | APPROACH SLAB NO. 1

NOTE: NO DRAIN OPENINGS | NOTE: NO DRAIN OPENINGS

SOUTH PARAPET ELEVATION

DRAIN OPENINGS ON SOUTH SIDE ONLY AS SHOWN.
PARAPET REINFORCING NOT SHOWN FOR CLARITY.
REFER TO STD. F-SHP-42-2 FOR DETAILS.

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

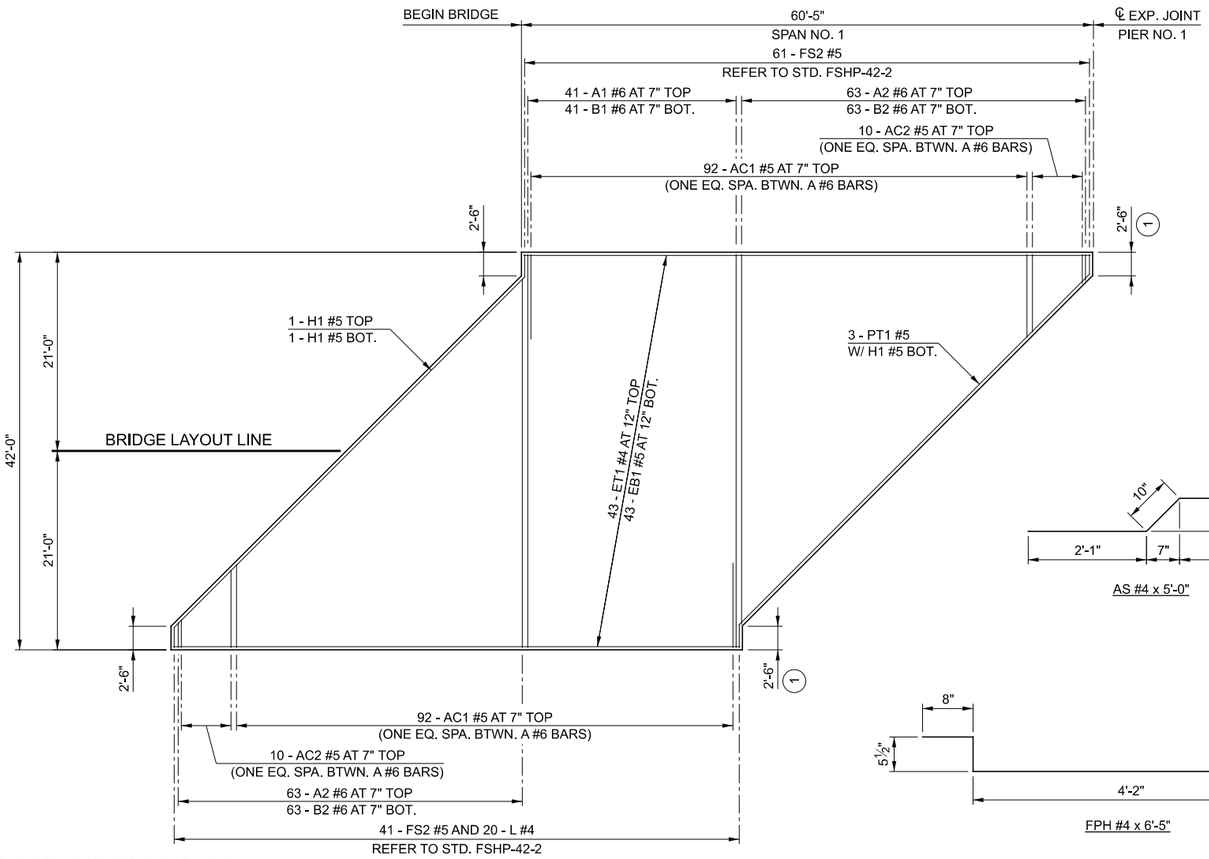
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B030

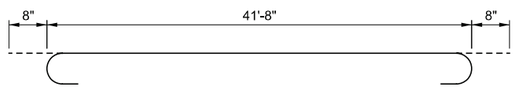
PRINT DATE: 5/30/2023 T:\19\19-19AD\rawings\Bridge\B030-3169204-LONGITUDINAL SECTION AND PARAPET ELEVATION-BRIDGE A AND B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

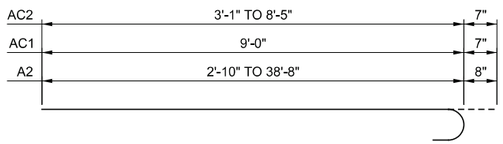


(1) MEASURED AT CENTERLINE OF JOINT

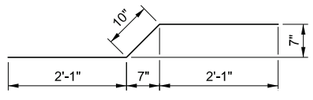
SLAB REINFORCING PLAN
SPAN NO. 1



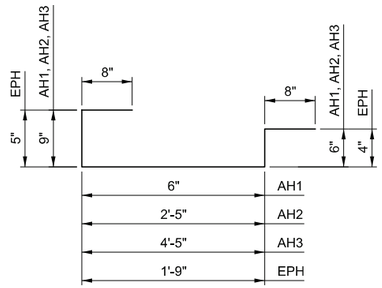
A1 #6 x 43'-0"



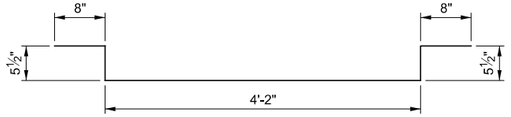
A2 #6 x 21'-5" AVG.
AC1 #5 x 9'-7"
AC2 #5 X 6'-4"



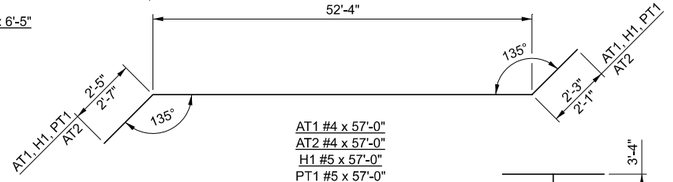
AS #4 x 5'-0"



AH1 #4 x 3'-1"
AH2 #4 x 5'-0"
AH3 #4 x 7'-0"
EPH #4 x 3'-10"



FPH #4 x 6'-5"



AT1 #4 x 57'-0"
AT2 #4 x 57'-0"
H1 #5 x 57'-0"
PT1 #5 x 57'-0"

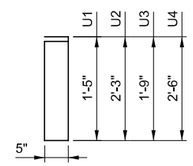
SUPERSTRUCTURE BAR LIST

(EPOXY COATED REINFORCED BARS)

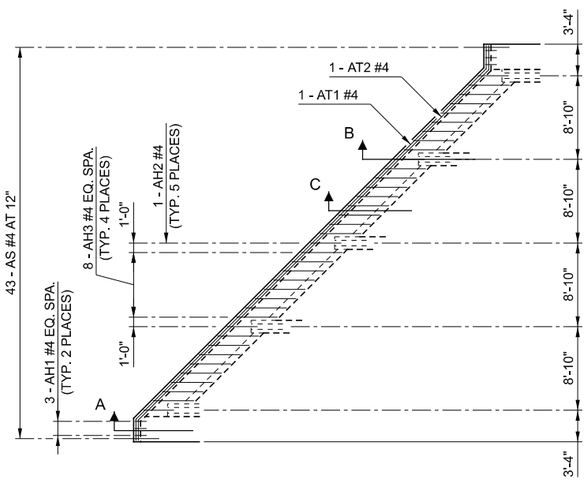
ONE SHOWN, TWO REQUIRED

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	A1	#6	BNT.	182	43'-0"	
[1]	A2	#6	BNT.	378	21'-5" AVG.	3'-6" TO 39'-4"
	AC1	#5	BNT.	670	9'-7"	
[2]	AC2	#5	BNT.	60	6'-4" AVG.	3'-8" TO 9'-0"
	AH1	#4	BNT.	12	3'-1"	
	AH2	#4	BNT.	10	5'-0"	
	AH3	#4	BNT.	64	7'-0"	
	AS	#4	BNT.	86	5'-0"	
	AT1	#4	BNT.	2	57'-0"	
	AT2	#4	BNT.	2	57'-0"	
	B1	#6	STR.	182	41'-8"	
[1]	B2	#6	STR.	378	20'-9" AVG.	2'-10" TO 38'-8"
	EB1	#5	STR.	129	60'-0"	
	EB2	#5	STR.	43	40'-0"	
	EPH	#4	BNT.	86	3'-10"	
	ET1	#4	STR.	129	60'-0"	
	ET2	#4	STR.	43	40'-0"	
	F1	#4	STR.	48	7'-11"	
	F2	#4	STR.	64	10'-3"	
	F3	#4	STR.	32	11'-4"	
	F4	#4	STR.	24	7'-10"	
	F5	#4	STR.	32	9'-11"	
	F6	#4	STR.	16	11'-2"	
	FPH	#4	BNT.	38	6'-5"	
[3]	FS2	#5	BNT.	375	7'-4"	
	H1	#5	BNT.	10	57'-0"	
	H2	#4	STR.	2	52'-4"	
[3]	L	#4	BNT.	72	1'-3"	
	PT1	#5	BNT.	6	57'-0"	
	U1	#4	BNT.	80	4'-1"	
	U2	#4	BNT.	256	5'-9"	
	U3	#4	BNT.	40	4'-9"	
	U4	#4	BNT.	112	6'-3"	

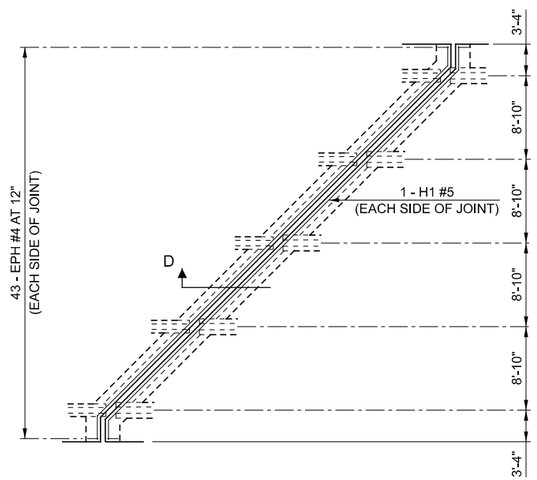
[1] 6 SETS OF 63
[2] 6 SETS OF 10
[3] FOR BAR BEND, SEE STD. FSHP-42-2



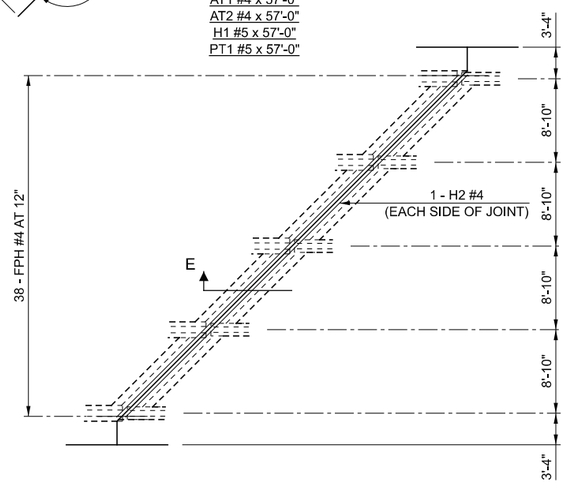
U1 #4 x 4'-1"
U2 #4 x 5'-9"
U3 #4 x 4'-9"
U4 #4 x 6'-3"



ABUTMENTS



PIER NO. 1
EXPANSION



PIER NO. 2
CONT. EXPANSION

ADDITIONAL SLAB REINFORCING AT DIAPHRAGM PLAN

NOTES

FOR SECTIONS A, B, C, D AND E, SEE SHEET B032.

FOR EXPANSION JOINT OPENING, SEE SHEET B030.

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

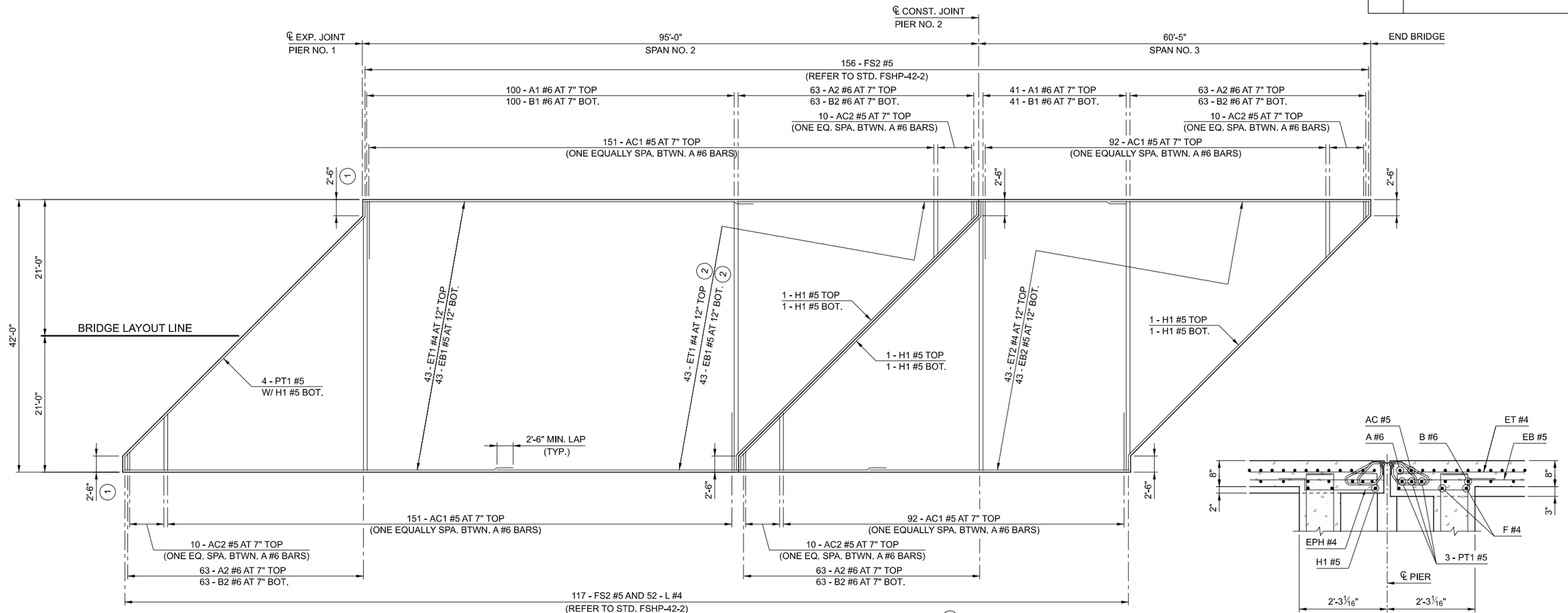
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SLAB REINFORCING PLAN
BRIDGE "A" AND "B" (1 OF 2)

STATE JOB NO. 31692(04) SHEET NO. B031

PRINT DATE: 5/30/2023 T:\1919\19-19AIDrawings\Bridge\B031-3169204-SLAB REINFORCING PLAN-BRIDGE A AND B (1 OF 2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

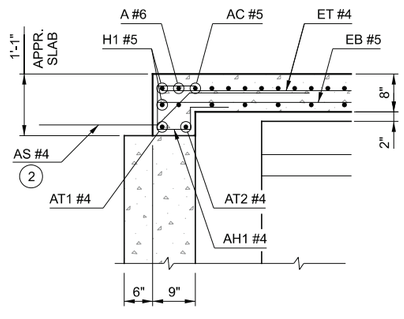


SLAB REINFORCING PLAN
SPAN NO. 2 AND 3

(1) MEASURED AT CENTERLINE OF JOINT

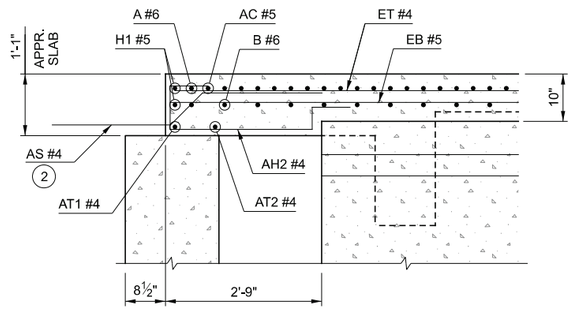
(2) PROVIDE CONTINUOUS REINFORCING THRU CONSTRUCTION JOINT AT PIER NO. 2

SECTION D

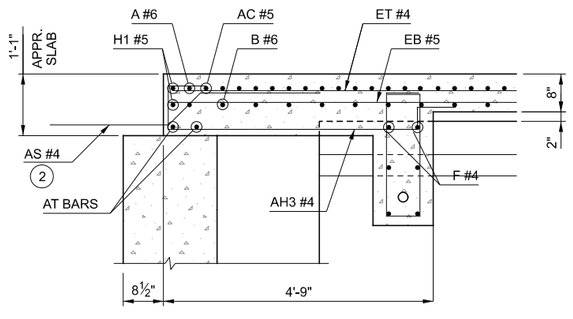


SECTION A

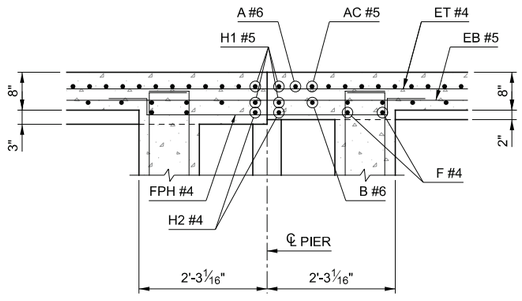
(2) TIE TO TOP REINFORCING OF DECK SLAB AND BOTTOM REINFORCING OF THE APPROACH SLAB (PLACE BOTTOM LEG OF AS THRU JOINT)



SECTION B
ALONG ℄ BEAM



SECTION C



SECTION E

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

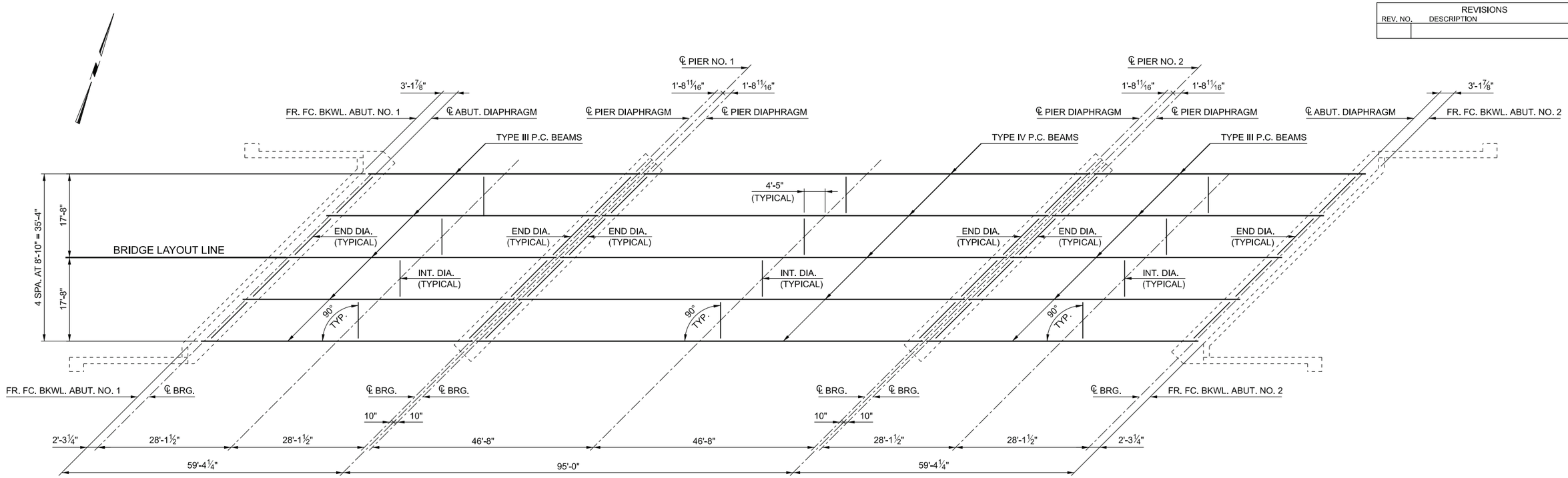
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SLAB REINFORCING PLAN
BRIDGE "A" AND "B" (2 OF 2)

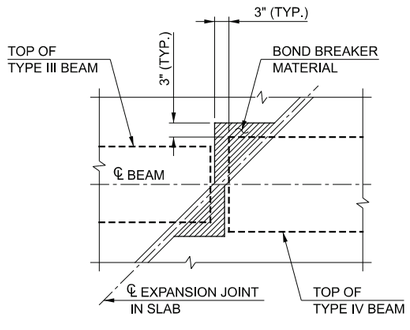
STATE JOB NO. 31692(04) SHEET NO. B032

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B032-3169204-SLAB REINFORCING PLAN-BRIDGE A AND B (2 OF 2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



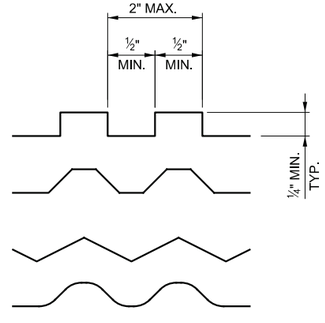
BEAM FRAMING PLAN



DETAIL OF BOND BREAKER AT BEAM CORNERS FOR SKEW AT EXPANSION JOINT

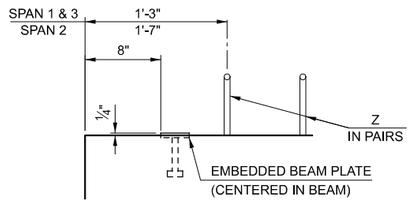
NOTE:
WHERE THE TOP CORNER OF BEAM PROJECTS UNDER THE SLAB OF ADJACENT SPAN, A MINIMUM OF 1" CLEARANCE BETWEEN TOP OF BEAM AND BOTTOM OF SLAB SHALL BE PROVIDED IN THE AREA SHOWN ABOVE. 1" EXPANSION MATERIAL SHALL BE USED AS A BOND BREAKER.

ALL COSTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

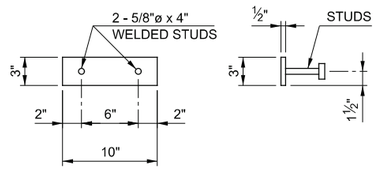


INTENTIONALLY ROUGHENED SURFACE DETAILS

TOP SURFACE OF P.C. BEAMS SHALL BE INTENTIONALLY ROUGHENED TO A MINIMUM HEIGHT OF 1/4" OVER A MAXIMUM PITCH OF 2" MEASURED LONGITUDINALLY ALONG THE LENGTH OF THE BEAM. THE CREST AND TROUGH ASSOCIATED WITH THE HEIGHT SHALL NOT BE LESS THAN 1/2" AND SHALL EXTEND THE FULL WIDTH OF THE TOP FLANGE AS SHOWN IN THE DETAILS, BY CLEANING THE CONCRETE SURFACE WITH A STIFF WIRE BRUSH (OR BLASTING) TO THE EXTENT THAT AGGREGATE IS EXPOSED TO A HEIGHT OF 1/4", OR BY ANOTHER APPROVED METHOD. THE METHOD USED SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER. REPAIR ANY DAMAGE TO REINFORCEMENT EPOXY COATING BEFORE PLACEMENT OF DECK CONCRETE.



ELEVATION



TOP VIEW END VIEW

EMBEDDED BEAM PLATE DETAILS

NOTE:
PROVIDE AN EMBEDDED BEAM PLATE AT EXPANSION ENDS ONLY.

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEAM FRAMING PLAN
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B033

PRINT DATE: 5/30/2023 T:\19\19-19A\Drawings\Bridge\B033-3169204-BEAM FRAMING PLAN-BRIDGE A AND B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

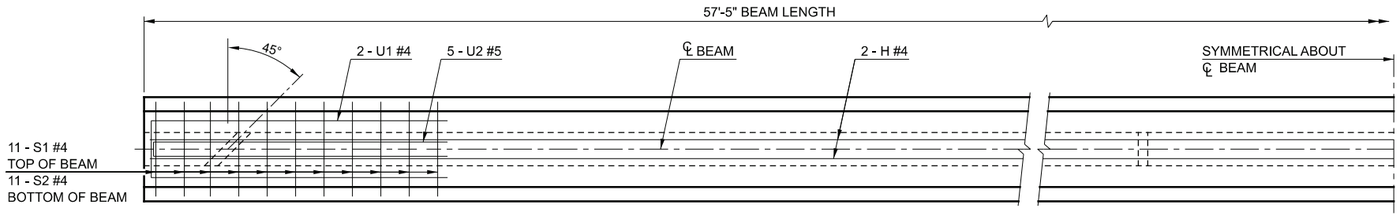
PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 4,500 P.S.I. AT TRANSFER OF PRESTRESS AND 6,000 P.S.I. AT 28 DAYS.

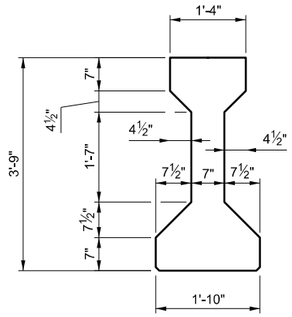
STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.

ROUGHENED TOP SURFACE
REFER SHEET B033

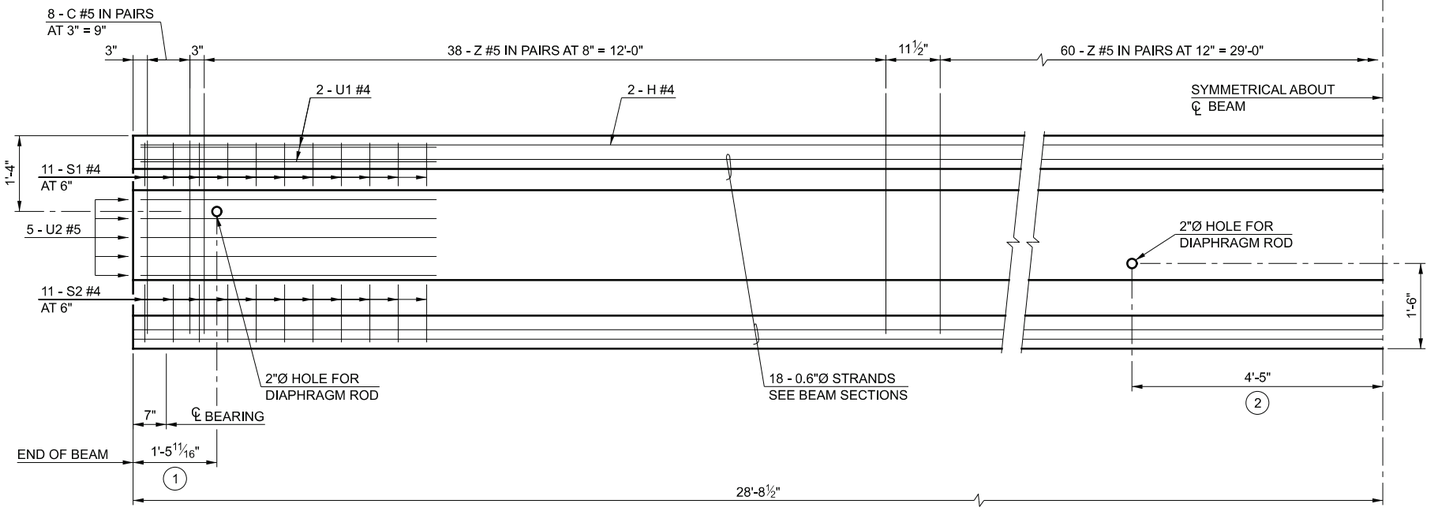
EMBEDDED BEAM PLATE
REFER SHEET B033



PLAN



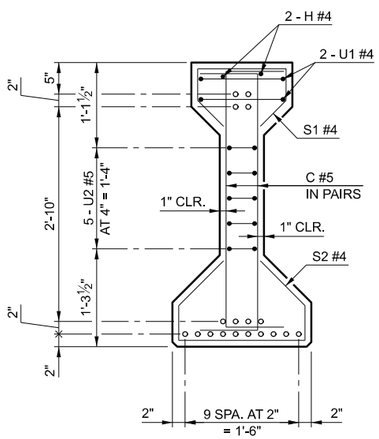
END VIEW
(TYPE III P.C.B.)



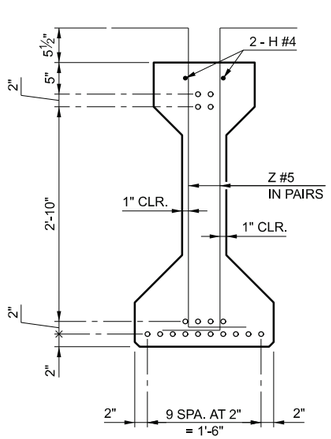
ELEVATION

1 MEASURED AT THE CENTERLINE OF BEAM

2 SEE BEAM FRAMING PLAN - BRIDGE "A" AND "B" FOR LOCATION OF INTERMEDIATE DIAPHRAGM.

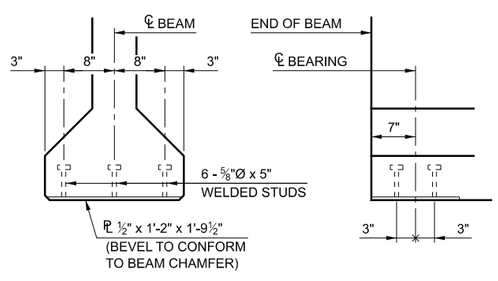


END SECTION



℄ SECTION

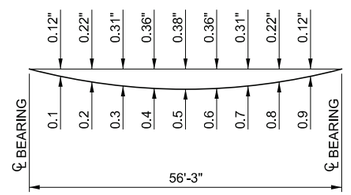
BEAM SECTIONS
18 - 0.6"Ø STRANDS



END VIEW ELEVATION

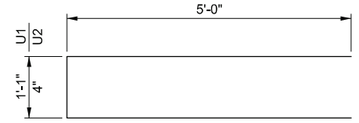
EMBEDDED SOLE PLATE DETAIL

NOTE:
PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM.

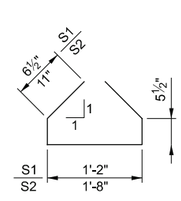


DEAD LOAD DEFLECTION DIAGRAM

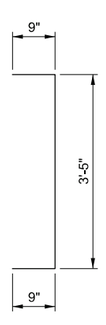
NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + SIP FORMS + DIAPHRAGMS + HAUNCH + CONCRETE PARAPET. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.



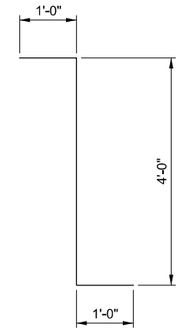
U1 #4 x 11'-1"
U2 #5 x 10'-4"



S1 #4 x 3'-2"
S2 #4 x 4'-5"



C #5 x 4'-11"



Z #5 x 6'-0"
(EPOXY COATED)

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

P.C. BEAM DETAILS SPANS NO.1 AND NO. 3
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B034

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B034-3169204-PC BEAM DETAILS SPANS NO.1 AND NO.3-BRIDGE A AND B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

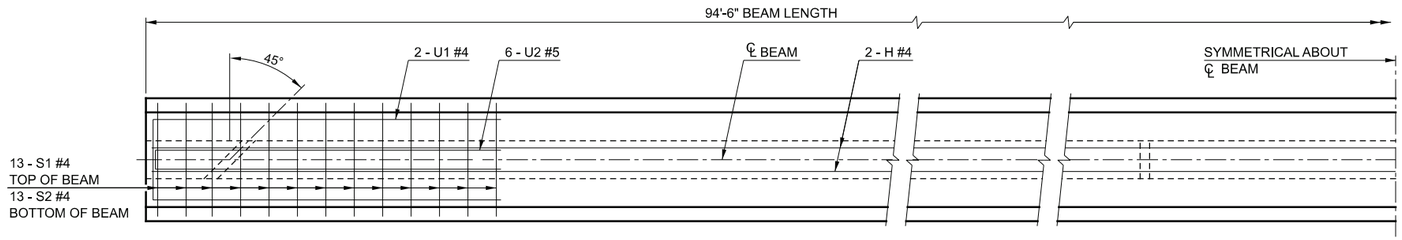
PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 6,000 P.S.I. AT TRANSFER OF PRESTRESS AND 8,000 P.S.I. AT 28 DAYS.

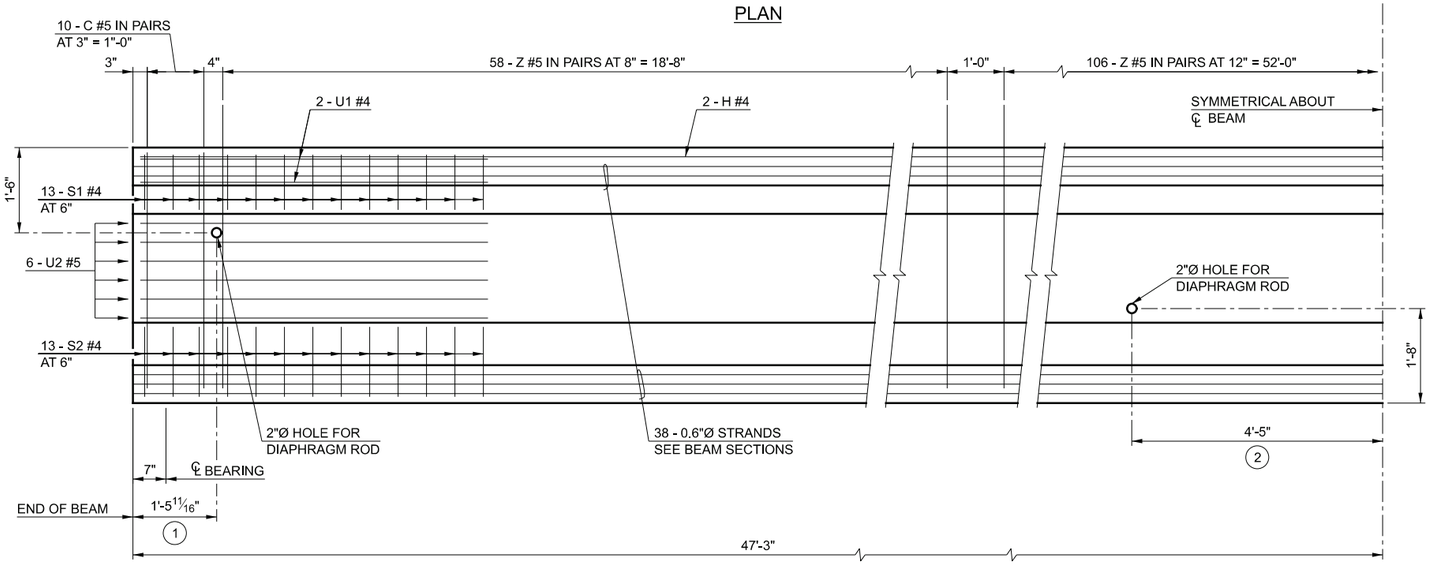
STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.

ROUGHENED TOP SURFACE
REFER SHEET B033

EMBEDDED BEAM PLATE
REFER SHEET B033

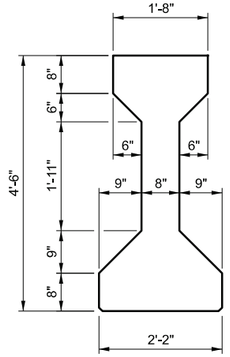


PLAN

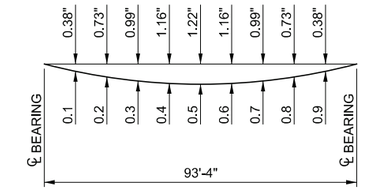


ELEVATION

1. MEASURED AT THE CENTERLINE OF BEAM
2. SEE BEAM FRAMING PLAN - BRIDGE "A" AND "B" FOR LOCATION OF INTERMEDIATE DIAPHRAGM.

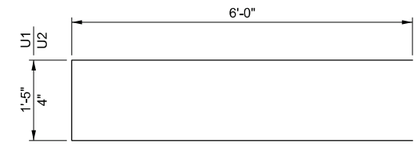


END VIEW
(TYPE IV P.C.B.)

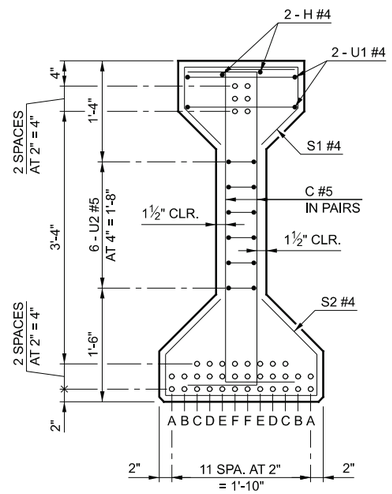


DEAD LOAD DEFLECTION DIAGRAM

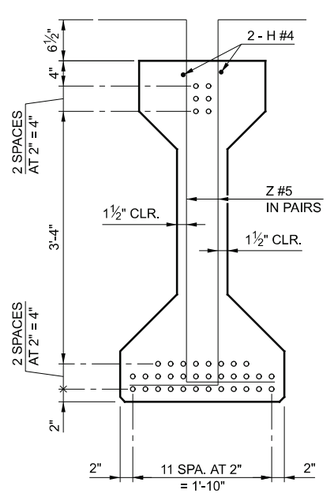
NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + SIP FORMS + DIAPHRAGMS + HAUNCH + CONCRETE PARAPET. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.



U1 #4 x 13'-5"
U2 #5 x 12'-4"

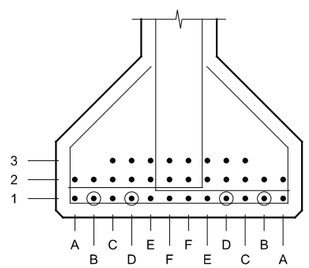


END SECTION



℄ SECTION

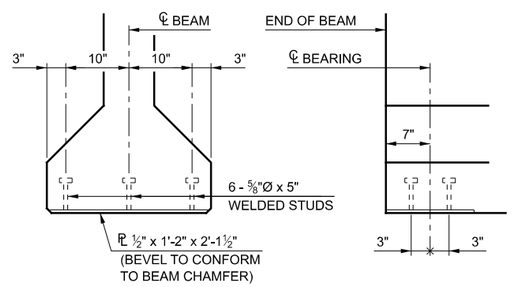
BEAM SECTIONS
38 - 0.6"Ø STRANDS



DEBONDED STRANDS

DEBOND SCHEDULE	
DEBOND LOCATION	DEBOND LENGTH (3)
B1AND D1	4'-0"

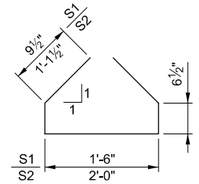
(3) LENGTH FROM END OF BEAM



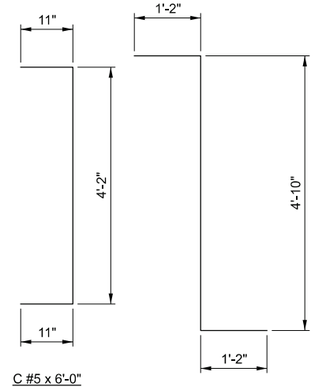
END VIEW ELEVATION

EMBEDDED SOLE PLATE DETAIL

NOTE:
PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM.



S1 #4 x 4'-2"
S2 #4 x 5'-4"



Z #5 x 7'-2"
(EPOXY COATED)

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

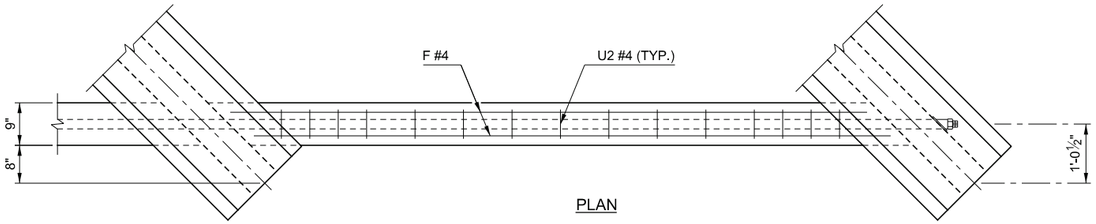
OKLAHOMA DEPARTMENT OF TRANSPORTATION

P.C. BEAM DETAILS SPAN NO. 2
BRIDGE "A" AND "B"

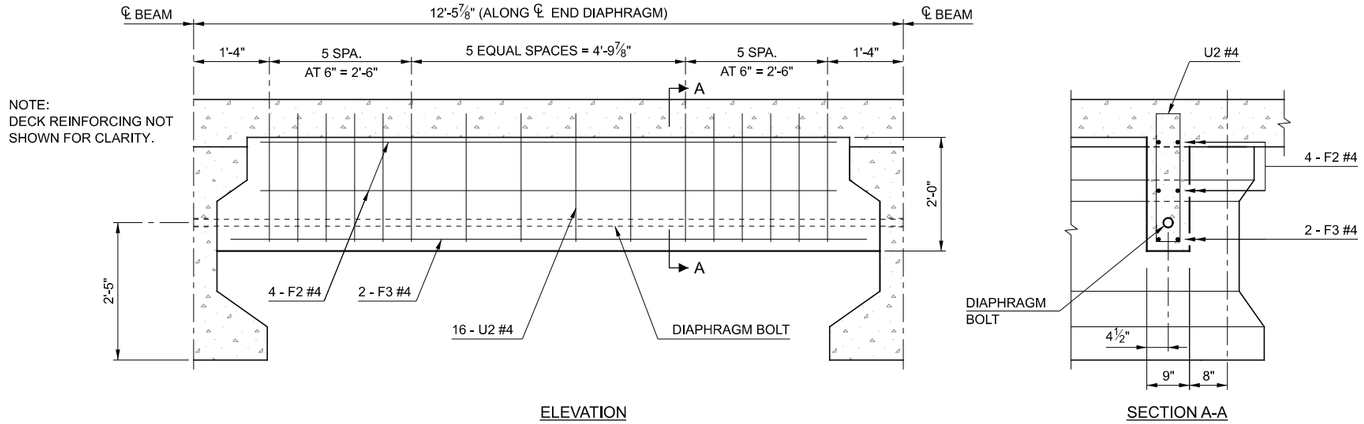
STATE JOB NO. 31692(04) SHEET NO. B035

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B035-3169204-PC BEAM DETAILS SPAN NO 2-BRIDGE A AND B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



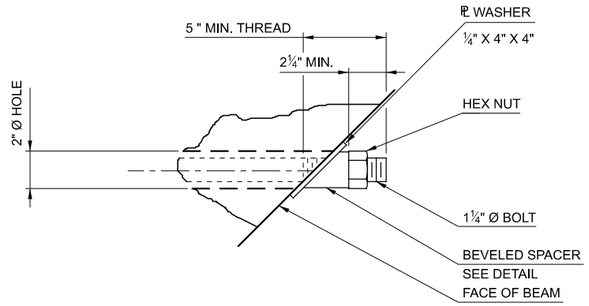
PLAN



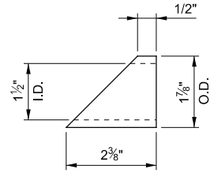
ELEVATION

SECTION A-A

SPAN 1 AND 3 TYPICAL END DIAPHRAGM DETAILS
(TYPE III BEAMS)



END DIAPHRAGM BOLT DETAIL



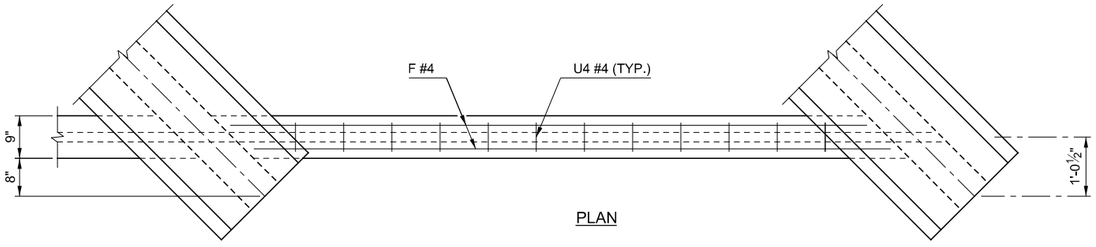
BEVELED SPACER

1½" EXTRA STRONG PIPE SLEEVE

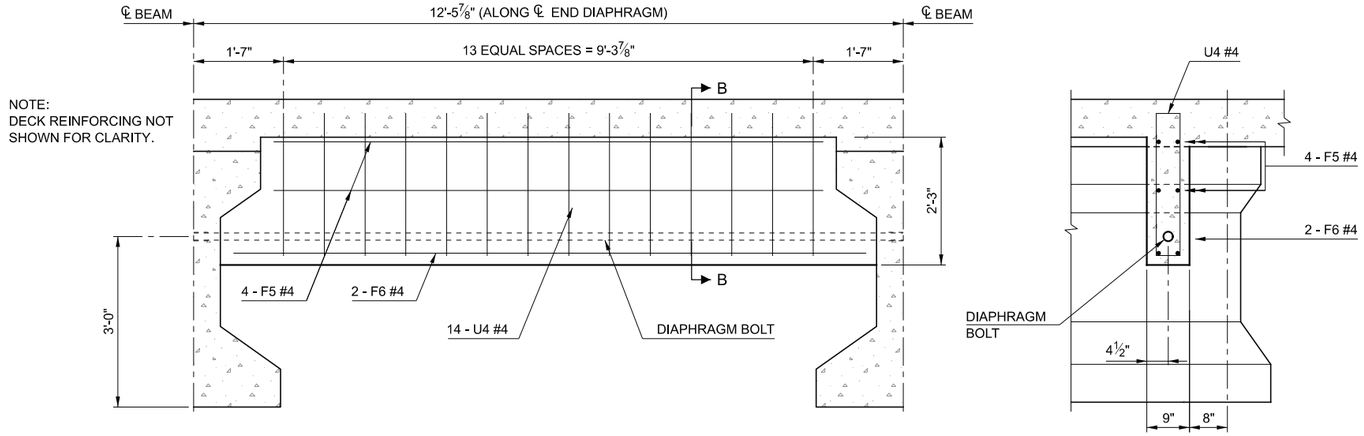
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH ASSHTO M291 (ASTM A563).

PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COSTS OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.



PLAN



ELEVATION

SECTION B-B

SPAN 2 TYPICAL END DIAPHRAGM DETAILS
(TYPE IV BEAMS)

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

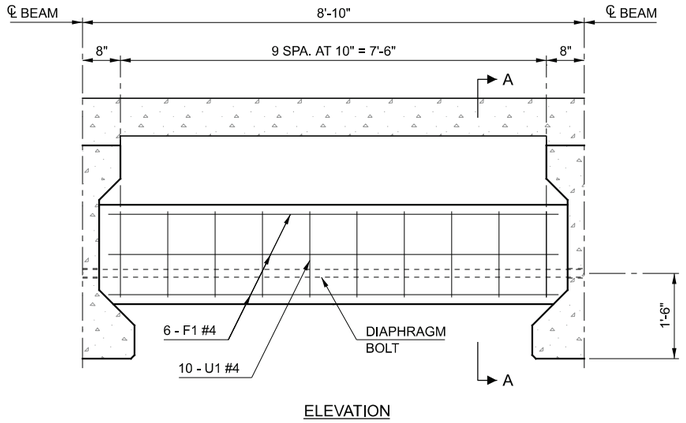
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
BRIDGE "A" AND "B" (1 OF 2)

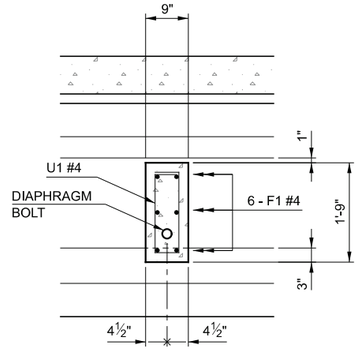
STATE JOB NO. 31692(04) SHEET NO. B036

PRINT DATE: 5/30/2023 T:\1919\19-19A\Drawings\Bridge\B036-3169204-DIAPHRAGM DETAILS-BRIDGE A AND B (1 OF 2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

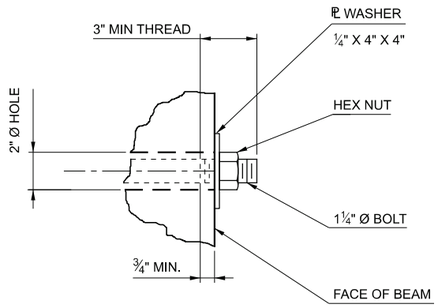


ELEVATION

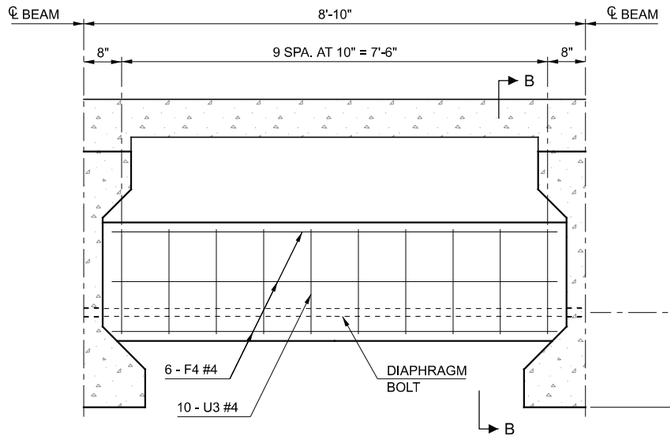


SECTION A-A

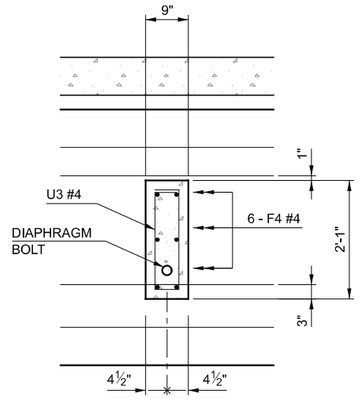
SPAN 1 AND 3 TYPICAL INTERMEDIATE DIAPHRAGM DETAILS
(TYPE III BEAMS)



INTERMEDIATE DIAPHRAGM BOLT DETAIL



ELEVATION



SECTION B-B

SPAN 2 TYPICAL INTERMEDIATE DIAPHRAGM DETAILS
(TYPE IV BEAMS)

DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH ASSHTO M291 (ASTM A563).

PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COSTS OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.

PRINT DATE: 5/30/2023 T:\19\19-19A\Drawings\Bridge\B037-31692\04-DIAPHRAGM DETAILS-BRIDGE A AND B (2 OF 2).dgn

I-40 OVER TURKEY CREEK — BECKHAM CO.

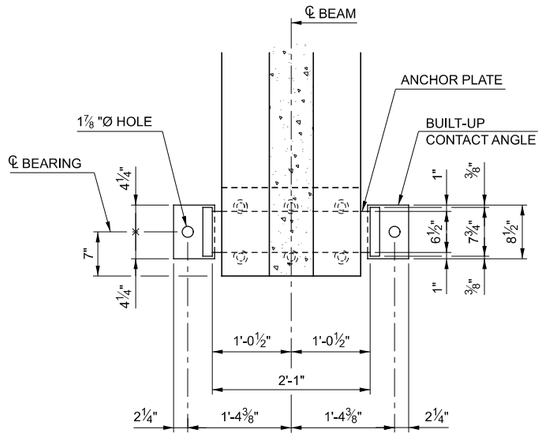
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
BRIDGE "A" AND "B" (2 OF 2)

STATE JOB NO. 31692(04) SHEET NO. B037

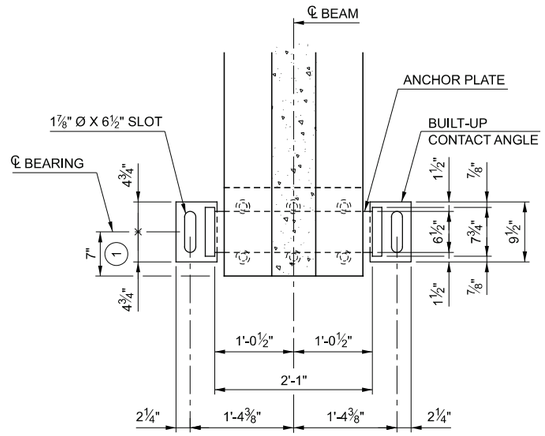
REVISIONS		
REV. NO.	DESCRIPTION	DATE



FIXED BEARING PLAN

ABUTMENT NO. 1
ABUTMENT NO. 2

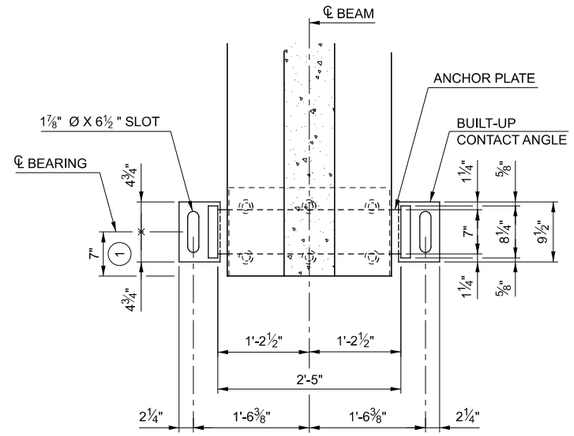
NOTE: ESTIMATED WEIGHT OF STRUCTURAL STEEL PER BEARING IS 167 LBS.



EXPANSION BEARING PLAN

PIER NO. 1 - SPAN 1
PIER NO. 2 - SPAN 3

NOTE: ESTIMATED WEIGHT OF STRUCTURAL STEEL PER BEARING IS 173 LBS.



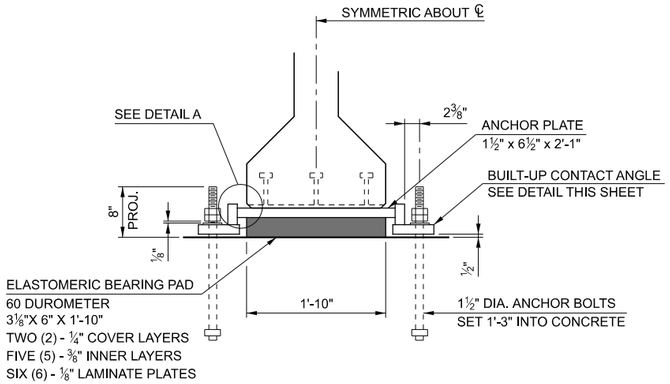
EXPANSION BEARING PLAN

PIER NO. 1 - SPAN 2
PIER NO. 2 - SPAN 2

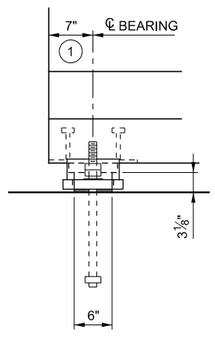
NOTE: ESTIMATED WEIGHT OF STRUCTURAL STEEL PER BEARING IS 191 LBS.

BEARING ASSEMBLY NOTES

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

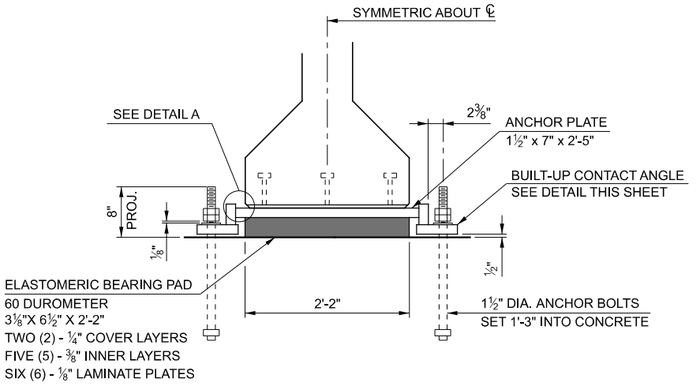


END VIEW

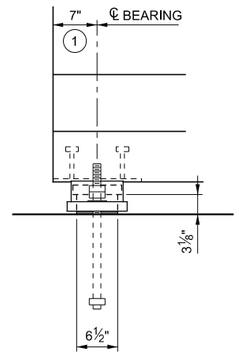


SIDE VIEW

TYPE III BEARING DETAILS



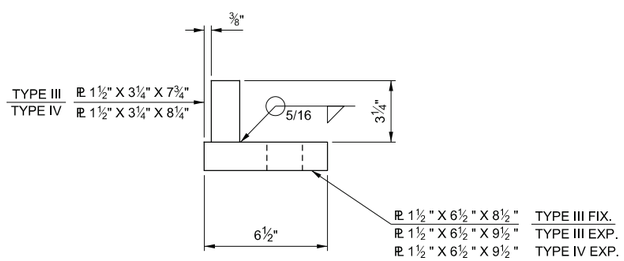
END VIEW



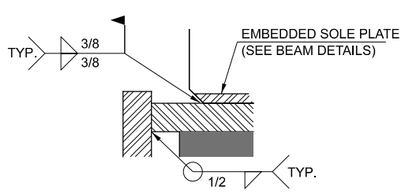
SIDE VIEW

TYPE IV BEARING DETAILS

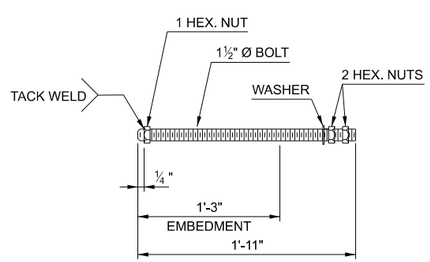
(1) CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF BEAM. DIMENSION MAY VERY DEPENDING ON TEMPERATURE AT THE TIME OF BEAM SETTING.



BULD-UP CONTACT ANGLE DETAIL

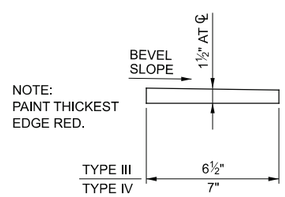


DETAIL A



ANCHOR BOLT DETAIL

BEVEL SLOPE - BRIDGE "A" ONLY		
LOCATION	SLOPE	PLACE THICK EDGE (PAINTED RED) FACING:
ABUT NO.1	1.3%	WEST
BK. PIER NO.1	1.3%	WEST
FW. PIER NO. 1	1.1%	WEST
BK. PIER NO. 2	1.1%	WEST



BEVELED ANCHOR PLATE DETAIL

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

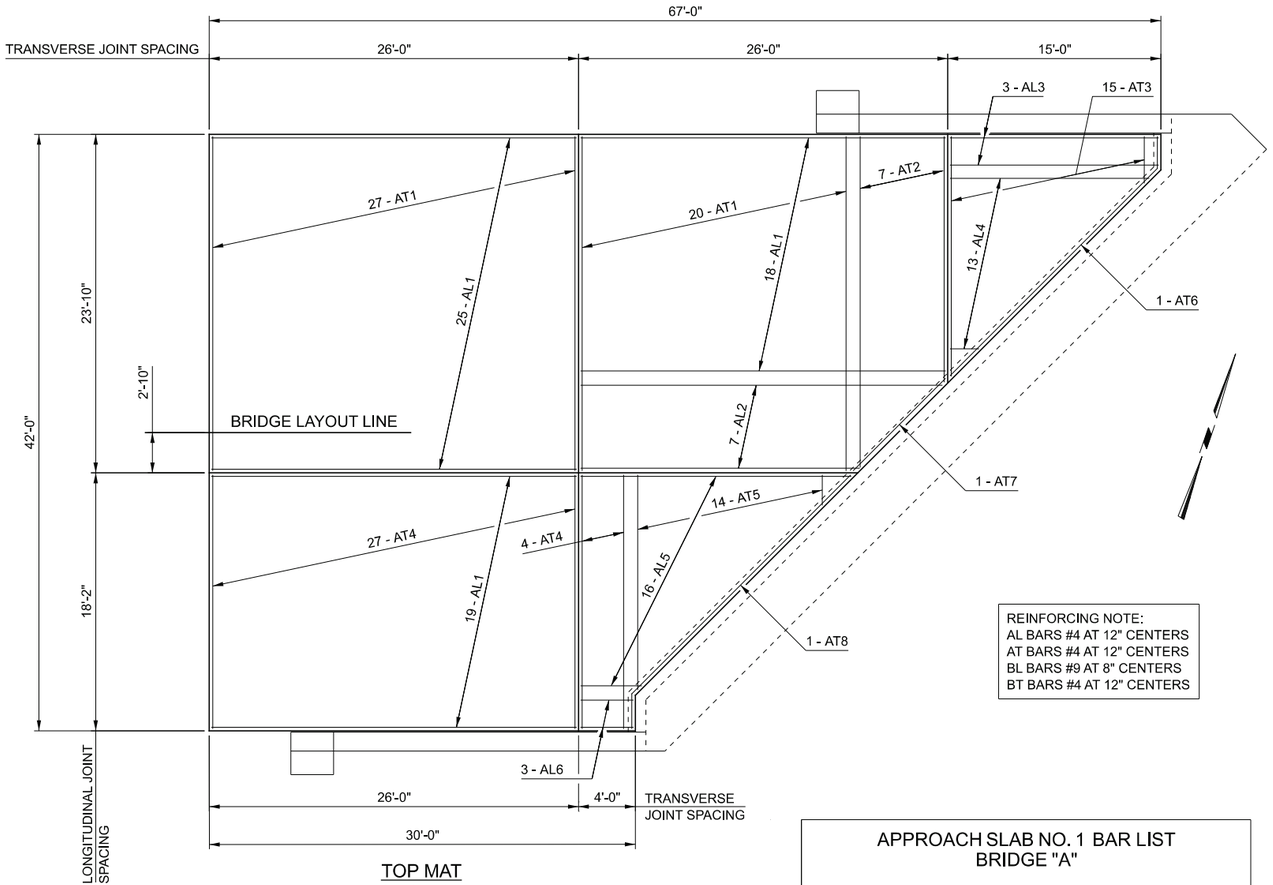
OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEARING ASSEMBLY DETAILS
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B038

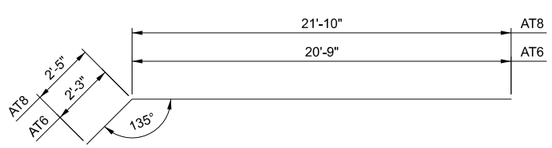
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REVISIONS		
REV. NO.	DESCRIPTION	DATE

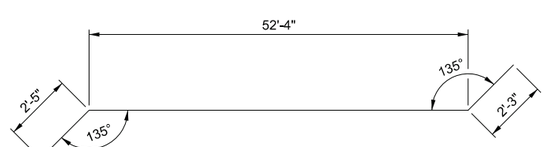


TOP MAT
REINFORCING DETAIL

NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.



AT6 #5 x 23'-0"
AT8 #5 x 24'-3"



BT3 #5 x 57'-0"

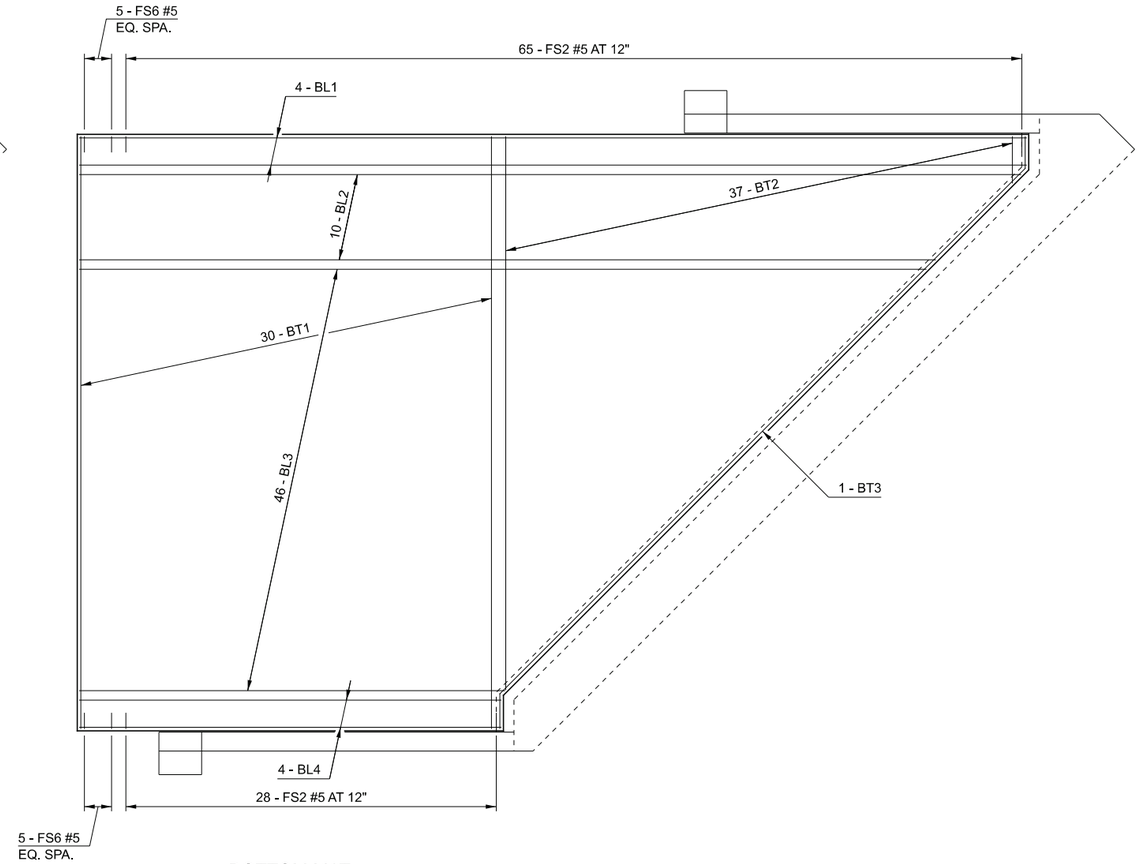
REINFORCING NOTE:
AL BARS #4 AT 12" CENTERS
AT BARS #4 AT 12" CENTERS
BL BARS #9 AT 8" CENTERS
BT BARS #4 AT 12" CENTERS

APPROACH SLAB NO. 1 BAR LIST
BRIDGE "A"

MARK	SIZE	FORM	NO.	LENGTH	REMARKS
EPOXY COATED REINFORCED BARS					
AL1	#4	STR.	62	25'-8"	
AL2	#4	STR.	7	22'-5" AVG.	19'-5" TO 25'-5"
AL3	#4	STR.	3	14'-8"	
AL4	#4	STR.	13	8'-0" AVG.	2'-0" TO 14'-0"
AL5	#4	STR.	16	11'-8" AVG.	4'-3" TO 19'-1"
AL6	#4	STR.	3	3'-8"	
AT1	#4	STR.	47	23'-6"	
AT2	#4	STR.	7	20'-3" AVG.	17'-3" TO 23'-3"
AT3	#4	STR.	15	10'-1" AVG.	3'-3" TO 16'-11"
AT4	#4	STR.	31	17'-10"	
AT5	#4	STR.	14	8'-7" AVG.	2'-1" TO 15'-1"
AT6	#5	BNT.	1	23'-0"	
AT7	#5	STR.	1	8'-10"	
AT8	#5	BNT.	1	24'-3"	
[1] BL1	#9	STR.	4	72'-0"	
[1] BL2	#9	STR.	10	68'-7" AVG.	65'-7" TO 71'-7"
BL3	#9	STR.	46	44'-9" AVG.	29'-11" TO 59'-7"
BL4	#9	STR.	4	29'-8"	
BT1	#4	STR.	30	41'-8"	
BT2	#4	STR.	37	21'-1" AVG.	3'-3" TO 38'-11"
BT3	#5	BNT.	1	57'-0"	
[2] FS2	#5	BNT.	93	7'-4"	
[2] FS6	#5	BNT.	10	7'-7"	

[1] LENGTH INCLUDES AN ADDITIONAL 5'-4" PER BAR TO ACCOUNT FOR LAP. LAP SHALL NOT BE PLACED WITHIN 20 FEET OF ABUTMENT BACKWALL.

[2] SEE STD. FSHP-42-2 FOR BAR BEND



BOTTOM MAT
REINFORCING DETAIL

APPROACH SLAB QUANTITIES - BRIDGE "A"

DESCRIPTION	UNIT	APPR. SLAB NO. 1	APPR. SLAB NO. 2	TOTAL
APPROACH SLAB	SY	226.40	226.40	452.80
SAW-CUT GROOVING	SY	210.20	210.20	420.40
42" F-SHAPED PARAPET	LF	97.00	97.00	194.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	48.00	48.00	96.00

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

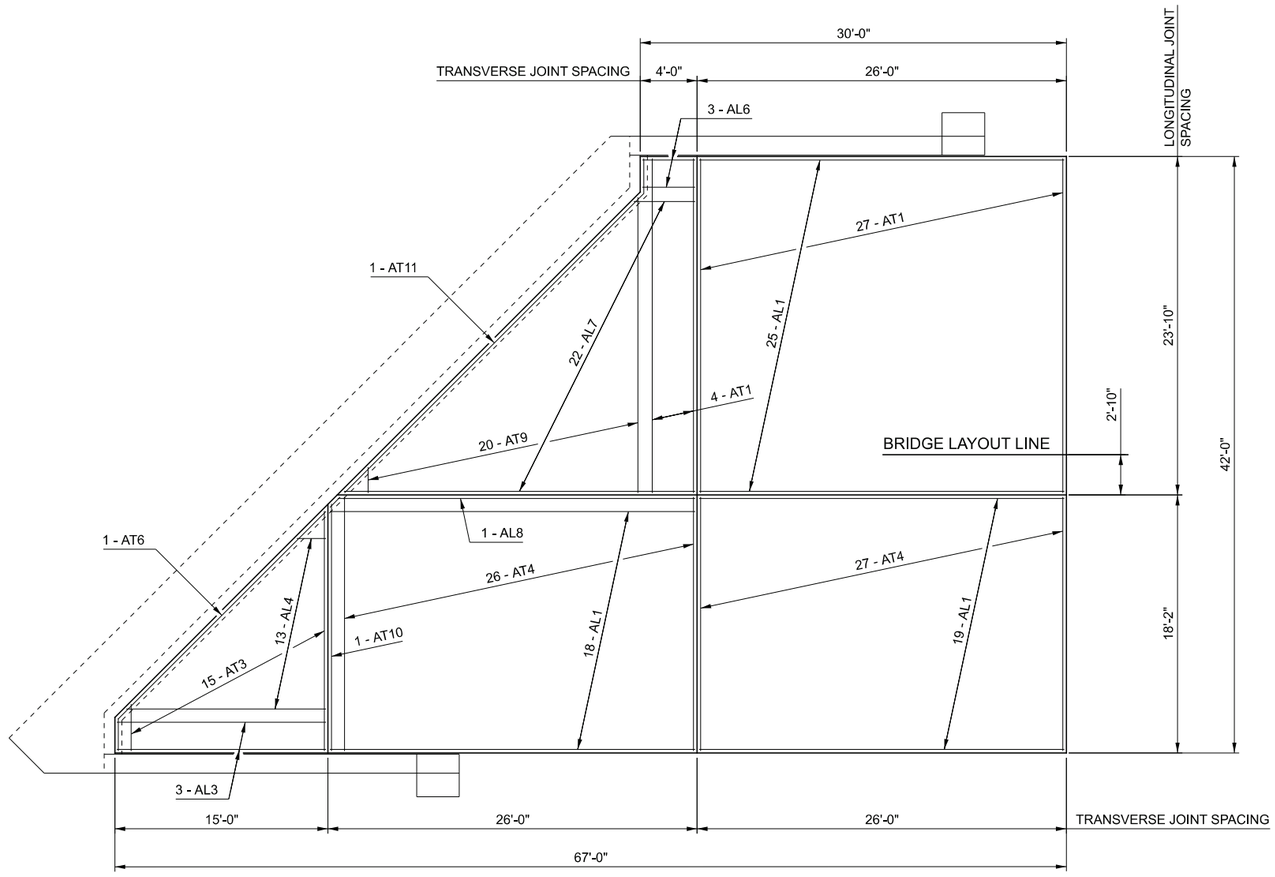
OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 1 DETAILS
BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B039

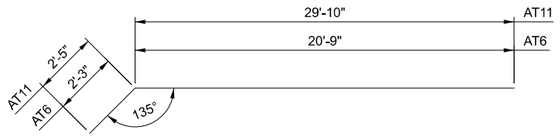
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REVISIONS		
REV. NO.	DESCRIPTION	DATE

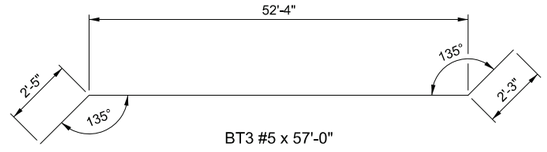


TOP MAT
REINFORCING DETAIL

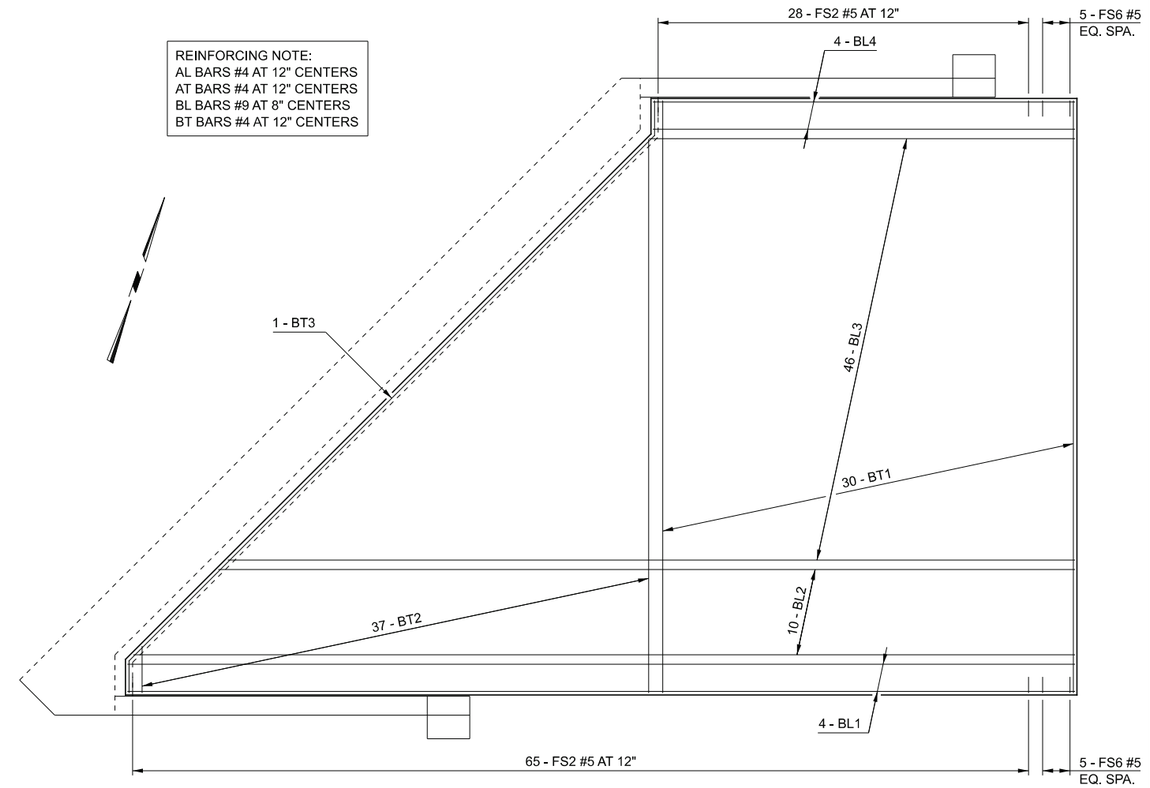
NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.



AT6 #5 x 23'-0"
AT11 #5 x 32'-3"



BT3 #5 x 57'-0"



BOTTOM MAT
REINFORCING DETAIL

APPROACH SLAB NO. 2 BAR LIST
BRIDGE "A"

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	EPOXY COATED REINFORCED BARS					
	AL1	#4	STR.	62	25'-8"	
	AL3	#4	STR.	3	14'-8"	
	AL4	#4	STR.	13	8'-0" AVG.	2'-0" TO 14'-0"
	AL6	#4	STR.	3	3'-8"	
	AL7	#4	STR.	22	14'-6" AVG.	4'-3" TO 24'-9"
	AL8	#4	STR.	1	25'-1"	
	AT1	#4	STR.	31	23'-6"	
	AT3	#4	STR.	15	10'-1" AVG.	3'-3" TO 16'-11"
	AT4	#4	STR.	53	17'-10"	
	AT6	#5	BNT.	1	23'-0"	
	AT9	#4	STR.	20	11'-3" AVG.	1'-9" TO 20'-9"
	AT10	#4	STR.	1	17'-3"	
	AT11	#5	BNT.	1	32'-3"	
[1]	BL1	#9	STR.	4	72'-0"	
[1]	BL2	#9	STR.	10	68'-7" AVG.	65'-7" TO 71'-7"
	BL3	#9	STR.	46	44'-9" AVG.	29'-11" TO 59'-7"
	BL4	#9	STR.	4	29'-8"	
	BT1	#4	STR.	30	41'-8"	
	BT2	#4	STR.	37	21'-1" AVG.	3'-3" TO 38'-11"
	BT3	#5	BNT.	1	57'-0"	
[2]	FS2	#5	BNT.	93	7'-4"	
[2]	FS6	#5	BNT.	10	7'-7"	

[1] LENGTH INCLUDES AN ADDITIONAL 5'-4" PER BAR TO ACCOUNT FOR LAP. LAP SHALL NOT BE PLACED WITHIN 20 FEET OF ABUTMENT BACKWALL.

[2] SEE STD. FSHP-42-2 FOR BAR BEND

I-40 (WB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

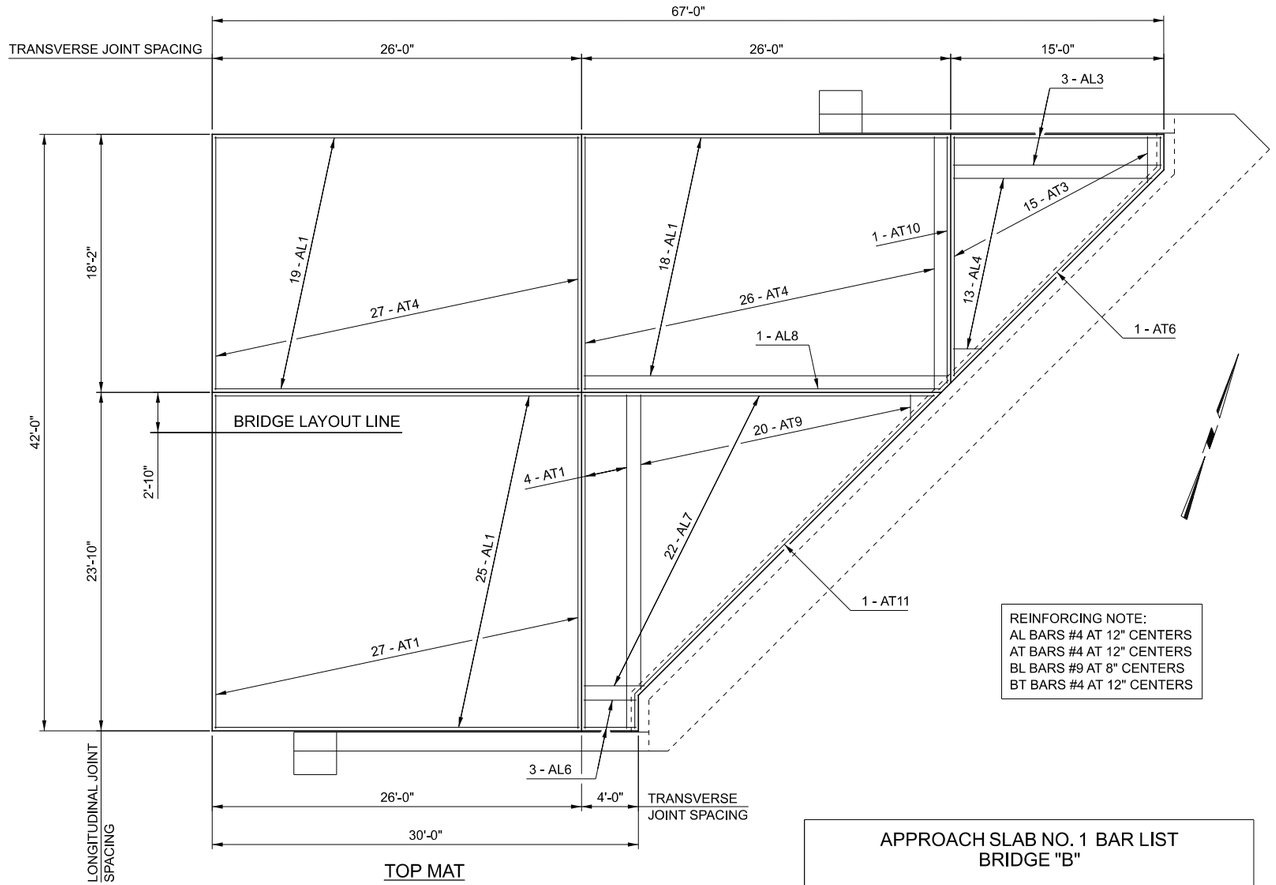
OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 2 DETAILS
BRIDGE "A"

STATE JOB NO. 31692(04) SHEET NO. B040

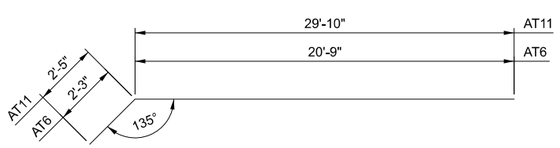
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REVISIONS		
REV. NO.	DESCRIPTION	DATE

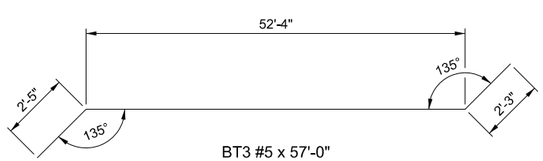


TOP MAT
REINFORCING DETAIL

NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.

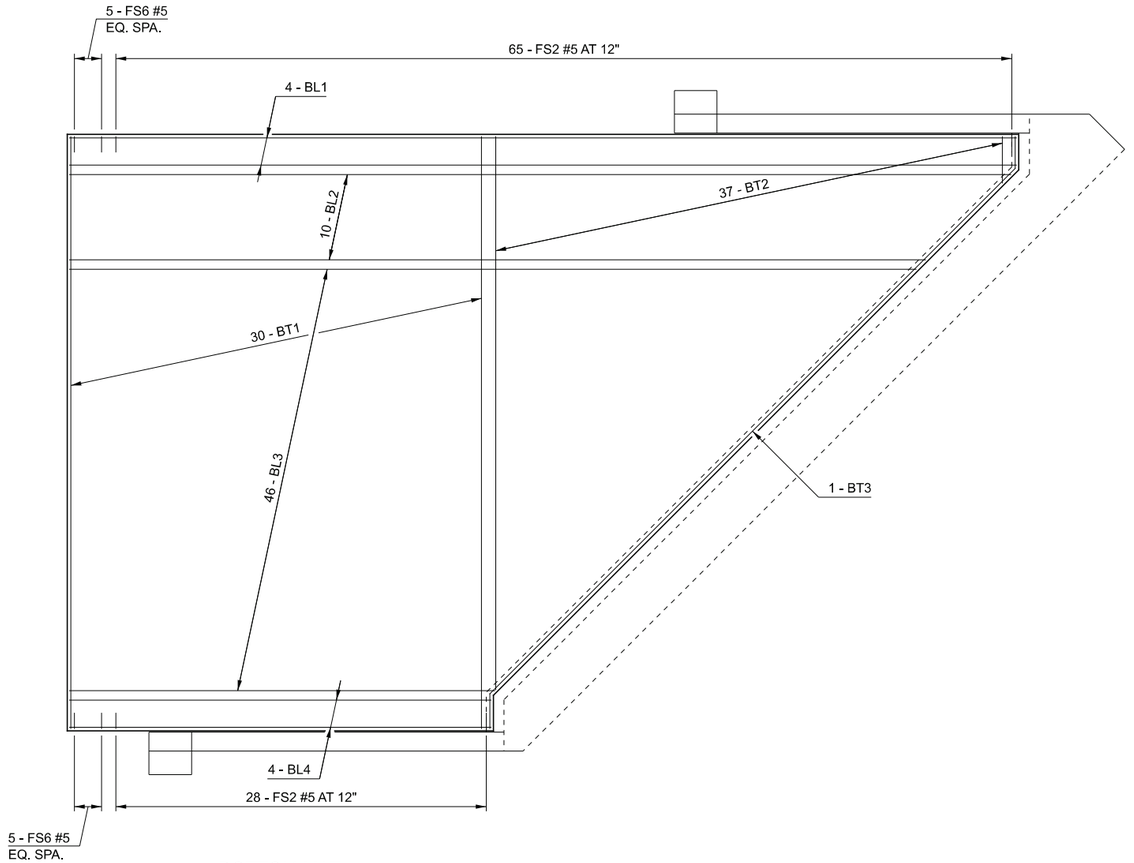


AT6 #5 x 23'-0"
AT11 #5 x 32'-3"



BT3 #5 x 57'-0"

REINFORCING NOTE:
AL BARS #4 AT 12" CENTERS
AT BARS #4 AT 12" CENTERS
BL BARS #9 AT 8" CENTERS
BT BARS #4 AT 12" CENTERS



BOTTOM MAT
REINFORCING DETAIL

APPROACH SLAB NO. 1 BAR LIST
BRIDGE "B"

MARK	SIZE	FORM	NO.	LENGTH	REMARKS
EPOXY COATED REINFORCED BARS					
AL1	#4	STR.	62	25'-8"	
AL3	#4	STR.	3	14'-8"	
AL4	#4	STR.	13	8'-0" AVG.	2'-0" TO 14'-0"
AL6	#4	STR.	3	3'-8"	
AL7	#4	STR.	22	14'-6" AVG.	4'-3" TO 24'-9"
AL8	#4	STR.	1	25'-1"	
AT1	#4	STR.	31	23'-6"	
AT3	#4	STR.	15	10'-1" AVG.	3'-3" TO 16'-11"
AT4	#4	STR.	53	17'-10"	
AT6	#5	BNT.	1	23'-0"	
AT9	#4	STR.	20	11'-3" AVG.	1'-9" TO 20'-9"
AT10	#4	STR.	1	17'-3"	
AT11	#5	BNT.	1	32'-3"	
[1] BL1	#9	STR.	4	72'-0"	
[1] BL2	#9	STR.	10	68'-7" AVG.	65'-7" TO 71'-7"
BL3	#9	STR.	46	44'-9" AVG.	29'-11" TO 59'-7"
BL4	#9	STR.	4	29'-8"	
BT1	#4	STR.	30	41'-8"	
BT2	#4	STR.	37	21'-1" AVG.	3'-3" TO 38'-11"
BT3	#5	BNT.	1	57'-0"	
[2] FS2	#5	BNT.	93	7'-4"	
[2] FS6	#5	BNT.	10	7'-7"	

[1] LENGTH INCLUDES AN ADDITIONAL 5'-4" PER BAR TO ACCOUNT FOR LAP. LAP SHALL NOT BE PLACED WITHIN 20 FEET OF ABUTMENT BACKWALL.

[2] SEE STD. FSHP-42-2 FOR BAR BEND

APPROACH SLAB QUANTITIES - BRIDGE "B"

DESCRIPTION	UNIT	APPR. SLAB NO. 1	APPR. SLAB NO. 2	TOTAL
APPROACH SLAB	SY	226.40	226.40	452.80
SAW-CUT GROOVING	SY	210.20	210.20	420.40
42" F-SHAPED PARAPET	LF	97.00	97.00	194.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	48.00	48.00	96.00

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

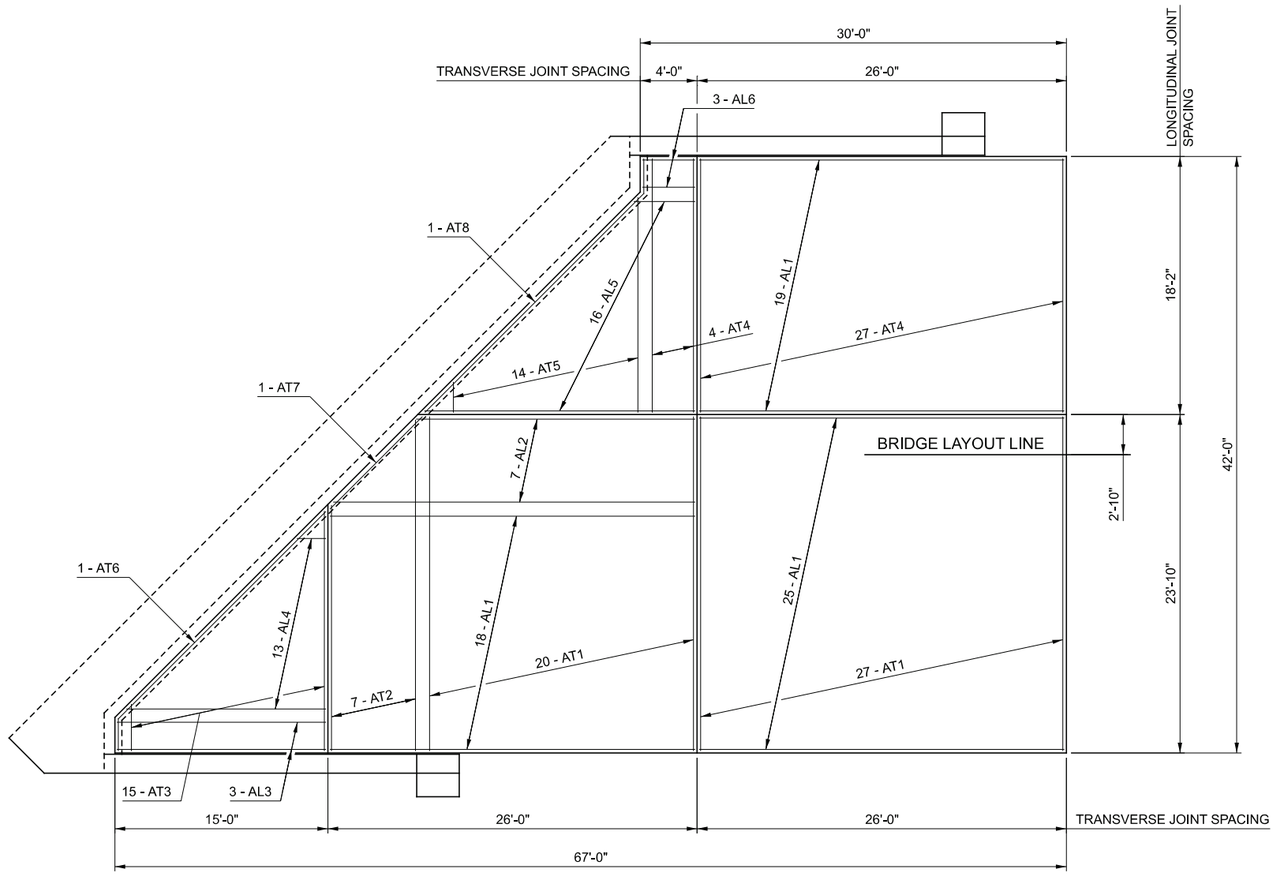
OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 1 DETAILS
BRIDGE "B"

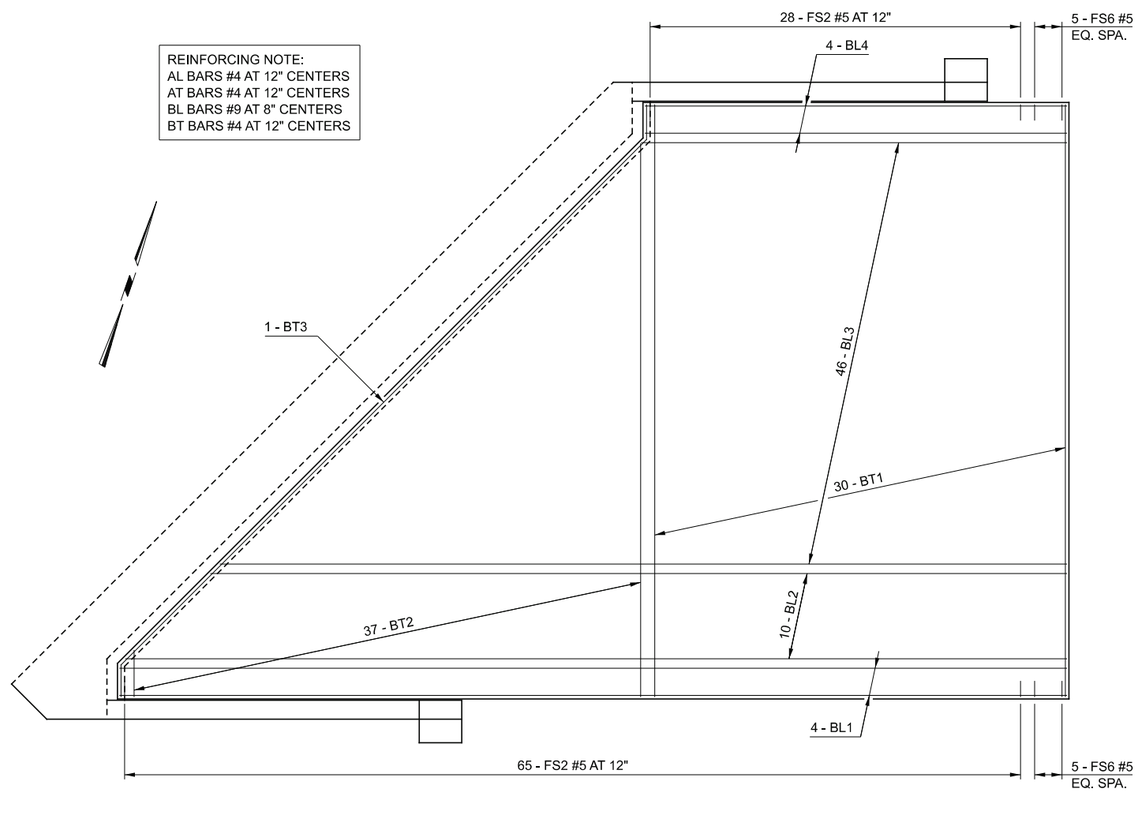
STATE JOB NO. 31692(04) SHEET NO. B041

PRINT DATE: 5/30/2023 T:\19\19-19AI\Drawings\Bridge\B041-31692(04)-APPROACH SLAB NO.1 DETAILS-BRIDGE B.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

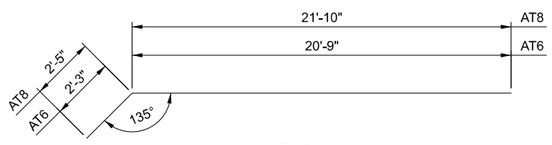


REINFORCING NOTE:
AL BARS #4 AT 12" CENTERS
AT BARS #4 AT 12" CENTERS
BL BARS #9 AT 8" CENTERS
BT BARS #4 AT 12" CENTERS

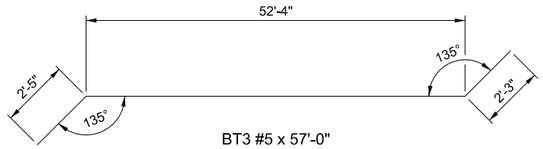


TOP MAT REINFORCING DETAIL

NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.



AT6 #5 x 23'-0"
AT8 #5 x 24'-3"



BT3 #5 x 57'-0"

APPROACH SLAB NO. 2 BAR LIST BRIDGE "B"

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	EPOXY COATED REINFORCED BARS					
	AL1	#4	STR.	62	25'-8"	
	AL2	#4	STR.	7	22'-5" AVG.	19'-5" TO 25'-5"
	AL3	#4	STR.	3	14'-8"	
	AL4	#4	STR.	13	8'-0" AVG.	2'-0" TO 14'-0"
	AL5	#4	STR.	16	11'-8" AVG.	4'-3" TO 19'-1"
	AL6	#4	STR.	3	3'-8"	
	AT1	#4	STR.	47	23'-6"	
	AT2	#4	STR.	7	20'-3" AVG.	17'-3" TO 23'-3"
	AT3	#4	STR.	15	10'-1" AVG.	3'-3" TO 16'-11"
	AT4	#4	STR.	31	17'-10"	
	AT5	#4	STR.	14	8'-7" AVG.	2'-1" TO 15'-1"
	AT6	#5	BNT.	1	23'-0"	
	AT7	#5	STR.	1	8'-10"	
	AT8	#5	BNT.	1	24'-3"	
[1]	BL1	#9	STR.	4	72'-0"	
[1]	BL2	#9	STR.	10	68'-7" AVG.	65'-7" TO 71'-7"
	BL3	#9	STR.	46	44'-9" AVG.	29'-11" TO 59'-7"
	BL4	#9	STR.	4	29'-8"	
	BT1	#4	STR.	30	41'-8"	
	BT2	#4	STR.	37	21'-1" AVG.	3'-3" TO 38'-11"
	BT3	#5	BNT.	1	57'-0"	
[2]	FS2	#5	BNT.	93	7'-4"	
[2]	FS6	#5	BNT.	10	7'-7"	

[1] LENGTH INCLUDES AN ADDITIONAL 5'-4" PER BAR TO ACCOUNT FOR LAP. LAP SHALL NOT BE PLACED WITHIN 20 FEET OF ABUTMENT BACKWALL.

[2] SEE STD. FSHP-42-2 FOR BAR BEND

BOTTOM MAT REINFORCING DETAIL

I-40 (EB) OVER TURKEY CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 2 DETAILS
BRIDGE "B"

STATE JOB NO. 31692(04) SHEET NO. B042

PRINT DATE: 5/30/2023 T:\1919\19-19AID\drawings\Bridge\B042-3169204-APPROACH SLAB NO 2 DETAILS-BRIDGE B.dgn

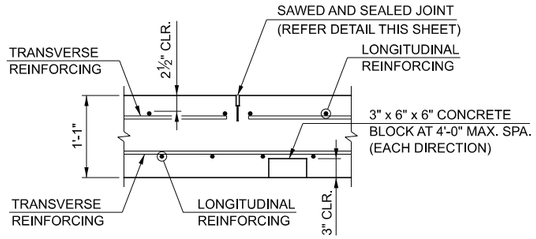
REVISIONS		
REV. NO.	DESCRIPTION	DATE

NOTES:

DURING CONSTRUCTION THE EDGES OF THE APPROACH SLABS SHALL BE PROTECTED BY THE CONTRACTOR TO PREVENT DAMAGE TO THE CONCRETE.

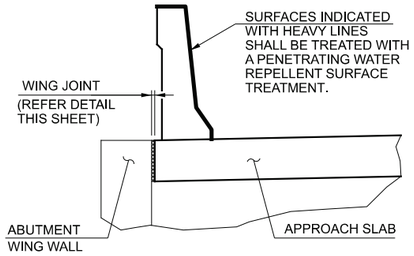
DO NOT SAW-CUT WITHIN 6" OF ANY SAWED AND SEALED CONSTRUCTION JOINT,

REINFORCING STEEL IN THE TOP OF THE APPROACH SLAB SHALL END 2" EITHER SIDE OF JOINTS.

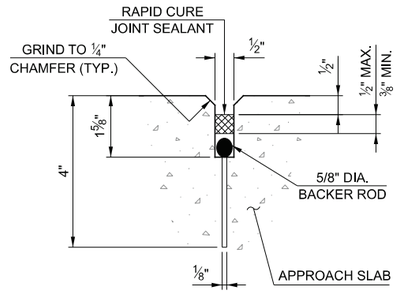


DETAILS OF APPROACH SLAB REINFORCING AT SAWED AND SEALED JOINT

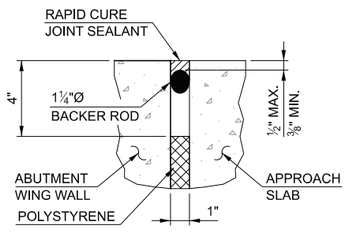
(LONGITUDINAL JOINT SHOWN)



DETAIL OF APPROACH SLAB AT ABUTMENT WING WALL AND WATER REPELLENT PLACEMENT



SAWED AND SEALED CONSTRUCTION, LONGITUDINAL, OR TRANSVERSE JOINT DETAIL



WING JOINT DETAIL

PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B043-3169204-APPROACH SLAB DETAILS-BRIDGE A AND B.dgn

I-40 OVER TURKEY CREEK BECKHAM CO.

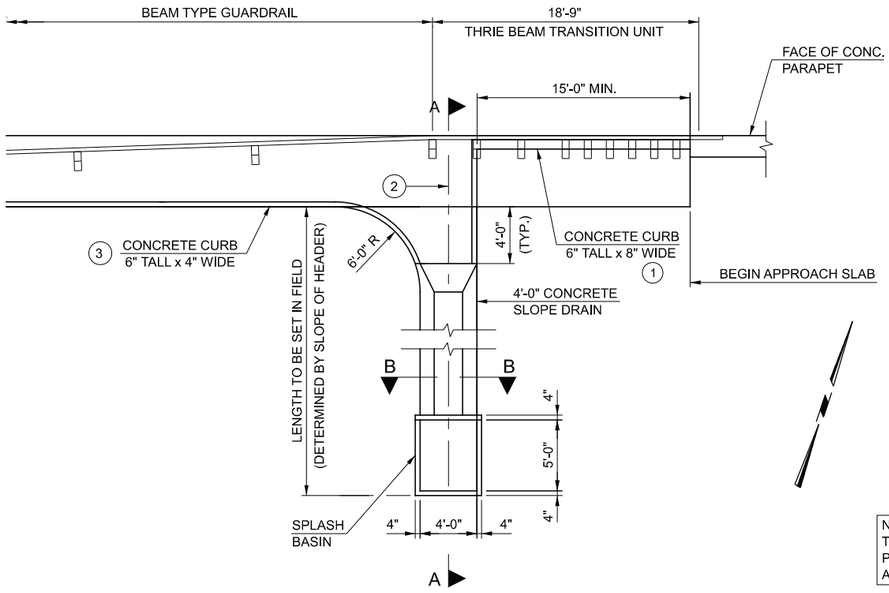
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
BRIDGE "A" AND "B"

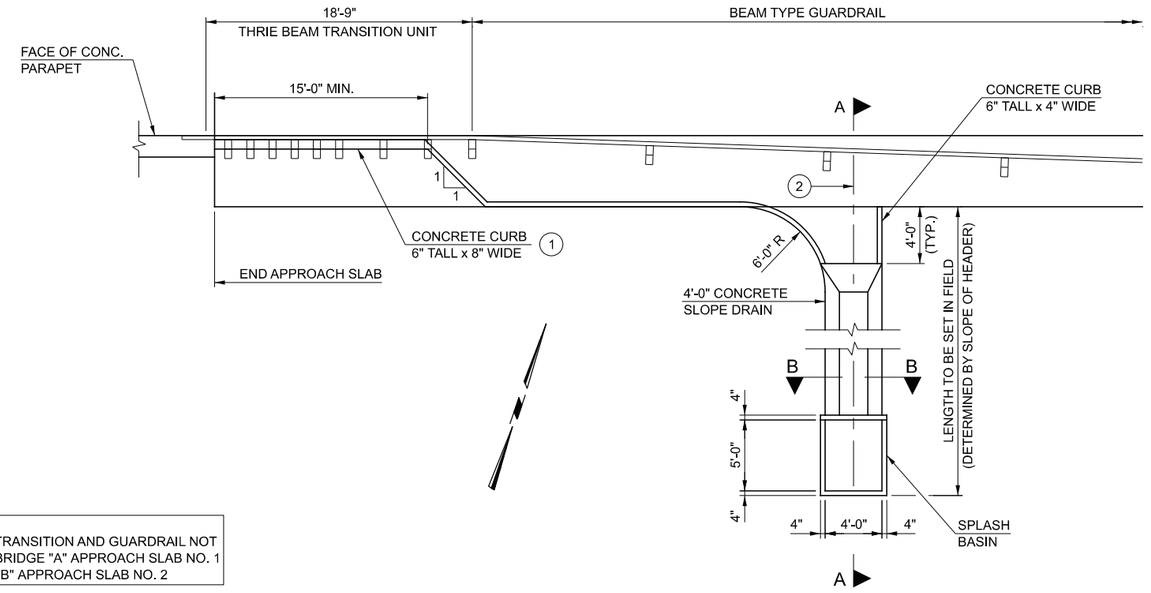
STATE JOB NO. 31692(04) SHEET NO. B043

REVISIONS		
REV. NO.	DESCRIPTION	DATE

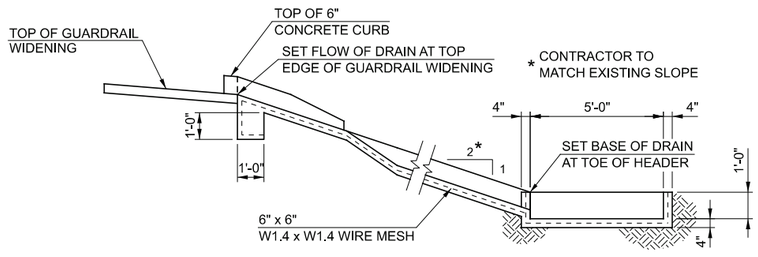


DRAIN PLAN AT BEGIN BRIDGE

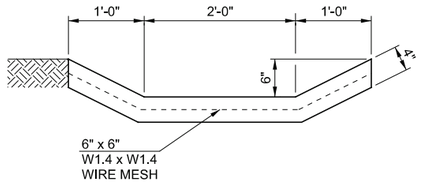
NOTE:
THRIE BEAM TRANSITION AND GUARDRAIL NOT PRESENT AT BRIDGE "A" APPROACH SLAB NO. 1 AND BRIDGE "B" APPROACH SLAB NO. 2



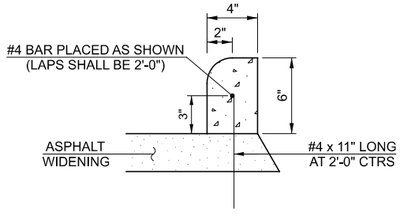
DRAIN PLAN AT END BRIDGE



SECTION A-A
(GUARDRAIL NOT SHOWN FOR CLARITY)



SECTION B-B



DETAIL OF CONCRETE CURB

NOTE

SLOPE DRAINS, SPLASH BASINS, AND CURBS (6" TALL x 4" WIDE CURBS) SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS, CURBS (6" TALL x 4" WIDE CURBS), CURB REINFORCING STEEL AND CLEARING AND EXCAVATION SHALL BE INCLUDED IN THE BRIDGE PAY ITEM FOR "CLASS "C" CONCRETE."

(1) FOR ADDITIONAL DETAILS, SEE STD. THRI-1

(2) DRAIN LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD

(3) LENGTH OF CURB REQUIRED TO BE DETERMINED BY ENGINEER IN THE FIELD

I-40 OVER TURKEY CREEK — BECKHAM CO.

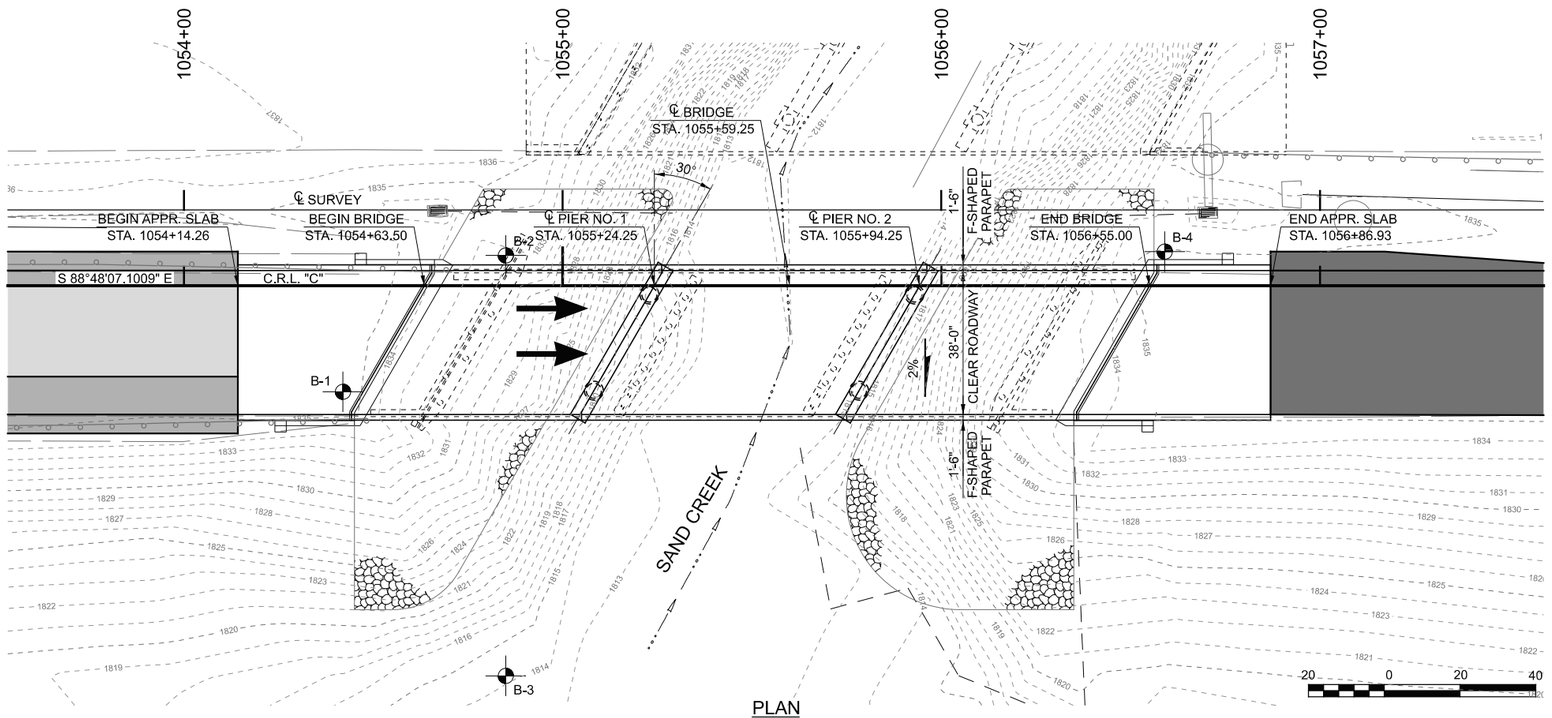
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINS AT END OF BRIDGE
BRIDGE "A" AND "B"

STATE JOB NO. 31692(04) SHEET NO. B044

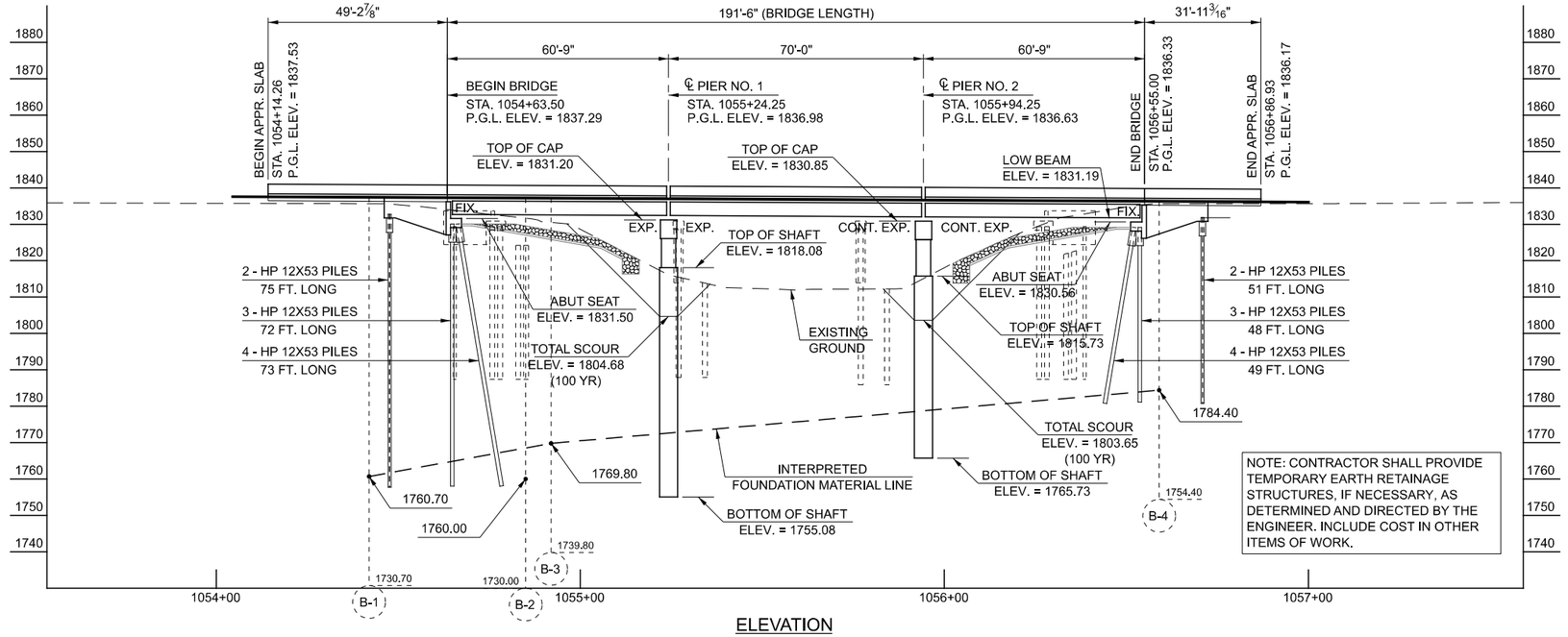
PRINT DATE: 5/30/2023 T:\1919\19-19AI\Drawings\Bridge\B044-3169204-DRAINS AT END OF BRIDGE-BRIDGE A AND B.dgn



PLAN

BM-12
CUT "X" ON SW COR. OF DRAIN. BOX ℄ SURVEY STA. 1054+91.42, 182.88' RT. ELEV.= 1812.99

BM-13
5/8" IRON BAR W/ ALUM. CAP ℄ SURVEY STA. 1061+97.99, 202.71' RT. ELEV.= 1820.33



NOTE: CONTRACTOR SHALL PROVIDE TEMPORARY EARTH RETAINAGE STRUCTURES, IF NECESSARY, AS DETERMINED AND DIRECTED BY THE ENGINEER. INCLUDE COST IN OTHER ITEMS OF WORK.

ELEVATION

DESIGN DATA

SPECIFICATION

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

LOADING

HL-93 OR OKLAHOMA OVERLOAD TRUCK

DESIGN DEAD LOAD INCLUDES:

20 PSF FUTURE WEARING SURFACE
5 PSF STEEL DECK FORM ALLOWANCE

UNIT STRESSES

CLASS A CONCRETE	F'C = 3,000 PSI
CLASS AA CONCRETE	F'C = 4,000 PSI
REINFORCING STEEL (GR. 60)	FY = 60,000 PSI
STRUCTURAL STEEL (GR. 50W)	FY = 50,000 PSI
STRUCTURAL STEEL (GR. 50) (PILING)	FY = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	FY = 30,000 PSI

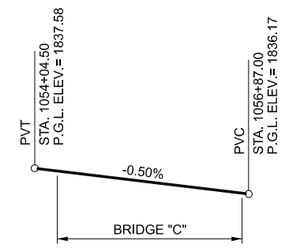
OPERATING RATING

LRFR INVENTORY RATING FACTOR	1.35
LRFR OPERATING RATING FACTOR	1.91

STANDARDS - BRIDGE "C"

THE FOLLOWING STANDARDS WILL BE REQUIRED FOR THIS PROJECT:

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



PROFILE GRADE LINE (P.G.L.)
(ALONG C.R.L. "C")

HYDRAULIC DATA - BRIDGE "C"

TOTAL DA = 24.31 SQ. MI.
CONTROLLED DA = 00.00 SQ. MI.
EFFECTIVE DA = 24.31 SQ. MI.

FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	678	1815.74	3.20
5	1,590	1817.78	4.37
10	2,530	1819.33	5.18
25	4,130	1821.40	6.23
50	5,670	1823.04	7.00
100	7,300	1824.55	7.69
500	12,600	1828.40	9.53
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		6.15	13.44
TOTAL SCOUR (ft)		6.15	13.44

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

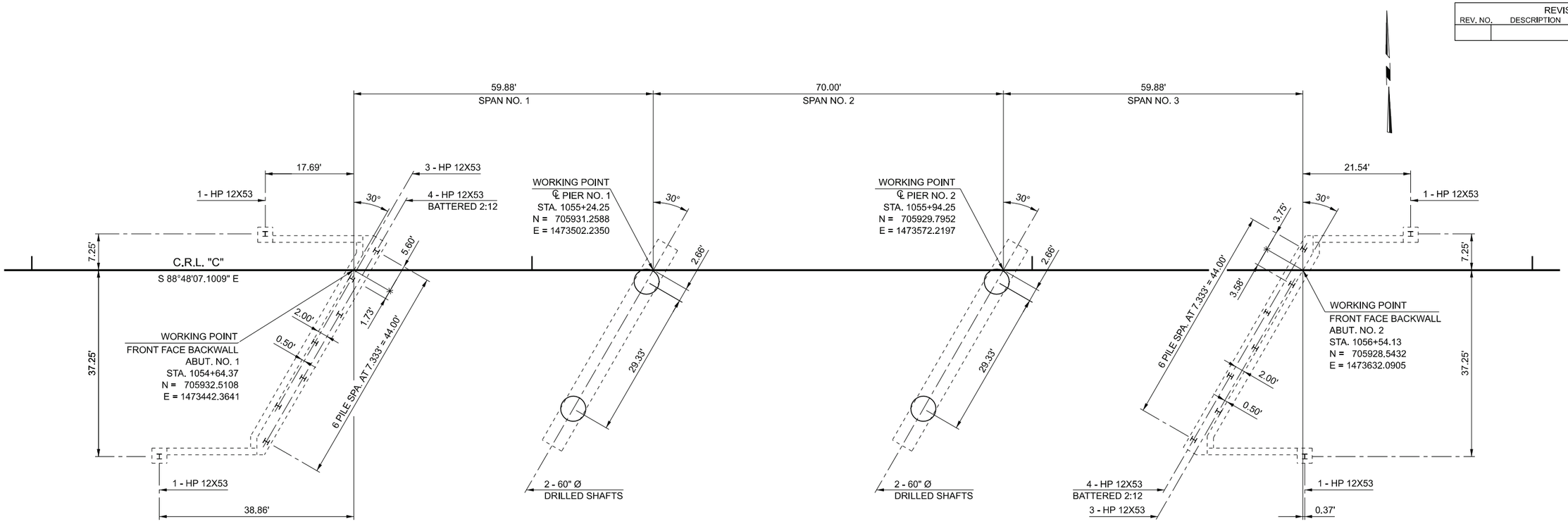
I-40 (EB) OVER SAND CREEK — BECKHAM CO.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - BRIDGE "C"
60' TYPE III - 70' TYPE III - 60' TYPE III P.C. BEAM SPANS
38' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
30° LF SKEW CENTERLINE BRIDGE STA. 1055+59.25
STATE JOB NO. 31692(04) SHEET NO. B045

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B045-3169204-GENERAL PLAN AND ELEVATION-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SUBSTRUCTURE LAYOUT - BRIDGE "C"

SUMMARY OF BRIDGE QUANTITIES - BRIDGE "C"

DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	230.00				230.00
CLSM BACKFILL	CY	240.00				240.00
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF			935.00		935.00
APPROACH SLAB	SY				369.80	369.80
SAW-CUT GROOVING	SY			808.60	342.80	1,151.40
42" F-SHAPED PARAPET	LF			383.00	162.40	545.40
STRUCTURAL STEEL	LB			1,600.00		1,600.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA			10.00		10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA			20.00		20.00
CLASS AA CONCRETE	CY			225.00		225.00
CLASS A CONCRETE	CY	103.20	99.60			202.80
CLASS C CONCRETE	CY					15.00
REINFORCING STEEL	LB		580.00			580.00
EPOXY COATED REINFORCING STEEL	LB	14,860.00	18,650.00	67,620.00		101,130.00
CLASS B BRIDGE DECK REPAIR	SY			5.00		5.00
PILES, FURNISHED (HP 12X53)	LF	1,100.00				1,100.00
PILES, DRIVEN (HP 12X53)	LF	1,100.00				1,100.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA	1.00				1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	70.00	102.00	760.00	80.00	1,012.00
DRILLED SHAFTS 60" DIAMETER	LF		226.00			226.00
CROSSHOLE SONIC LOGGING	EA		1.00			1.00
ELASTOMERIC COATING	SF	542.20	623.60			1,165.80
SEALED EXPANSION JOINTS	LF			47.70		47.70
SEALER CRACK PREPARATION	LF			46.70		46.70
SEALER RESIN	GAL			1.00		1.00
TYPE I-A PLAIN RIPRAP	TON	1,320.00				1,320.00
TYPE I-A FILTER BLANKET	TON	390.00				390.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	94.00				94.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	50.00				50.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM					1.00

INDEX OF SHEETS - BRIDGE "C"

AB01 GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (1 OF 2)
AB02 GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) (2 OF 2)
B006 FOUNDATION BORING LOG SHEET (1 OF 8)
B007 FOUNDATION BORING LOG SHEET (2 OF 8)
B008 FOUNDATION BORING LOG SHEET (3 OF 8)
B009 FOUNDATION BORING LOG SHEET (4 OF 8)
B010 FOUNDATION BORING LOG SHEET (5 OF 8)
B011 FOUNDATION BORING LOG SHEET (6 OF 8)
B012 FOUNDATION BORING LOG SHEET (7 OF 8)
B013 FOUNDATION BORING LOG SHEET (8 OF 8)
B045 GENERAL PLAN AND ELEVATION - BRIDGE "C"
B046 SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "C"
B047 SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN ASSEMBLY DETAILS - BRIDGE "C"
B048 ABUTMENT NO. 1 - BRIDGE "C"
B049 ABUTMENT NO. 2 - BRIDGE "C"
B050 WING WALL DETAILS - BRIDGE "C"
B051 ABUTMENT DETAILS - BRIDGE "C"
B052 PIER NO 1 - BRIDGE "C"
B053 PIER NO 2 - BRIDGE "C"
B054 PIER DETAILS - BRIDGE "C"
B055 TYPICAL SECTION - BRIDGE "C"
B056 LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "C"
B057 SLAB REINFORCING PLAN - BRIDGE "C" (1 OF 2)
B058 SLAB REINFORCING PLAN - BRIDGE "C" (2 OF 2)
B059 BEAM FRAMING PLAN - BRIDGE "C"
B060 P.C. BEAM DETAILS SPANS NO. 1 AND NO. 3 - BRIDGE "C"
B061 P.C. BEAM DETAILS SPAN NO. 2 - BRIDGE "C"
B062 DIAPHRAGM DETAILS - BRIDGE "C"
B063 BEARING ASSEMBLY DETAILS - BRIDGE "C"
B064 APPROACH SLAB NO. 1 DETAILS - BRIDGE "C"
B065 APPROACH SLAB NO. 2 DETAILS - BRIDGE "C"
B066 APPROACH SLAB DETAILS - BRIDGE "C"
B067 DRAINS AT END OF BRIDGE - BRIDGE "C"

FOUNDATION DATA - BRIDGE "C"

ABUTMENTS (12X53)

	BRIDGE "C"	
	ABUT. NO. 1	ABUT. NO. 2
FACTORED PILE REACTION (TONS/PILE)	85.3	85.3

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIER (60" DIAMETER DRILLED SHAFTS)

	BRIDGE "C"	
	PIER NO. 1	PIER NO. 2
FACTORED SHAFT REACTION (TONS/SHAFT)	553.00	531.44
NOMINAL UNIT BEARING RESISTANCE (TSF)	60.00	60.00
BEARING RESISTANCE FACTOR	0.70	0.70
FACTORED BEARING RESISTANCE (TONS/SHAFT)	824.70	824.70
NOMINAL UNIT FRICTION RESISTANCE (TSF)	9.00	9.00
FRICTION RESISTANCE FACTOR	0.45	0.45
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	318.10	318.10
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT)	5.00	5.00
MINIMUM EMBEDMENT INTO ROCK (FT)	10.00	10.00
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	1,143.00	1,143.00

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

PRELIMINARY PLANS
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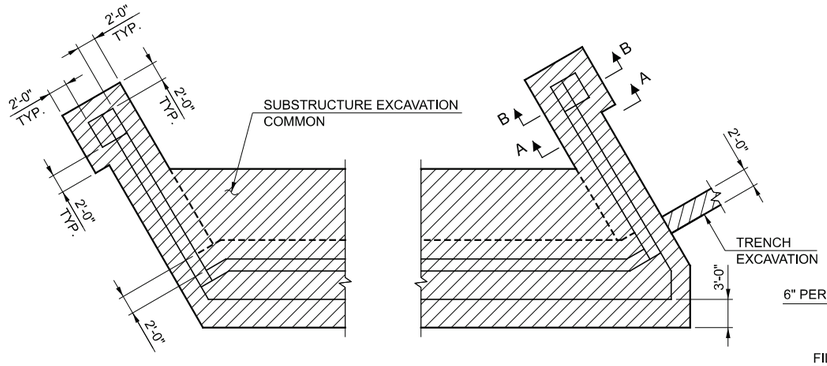
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B046

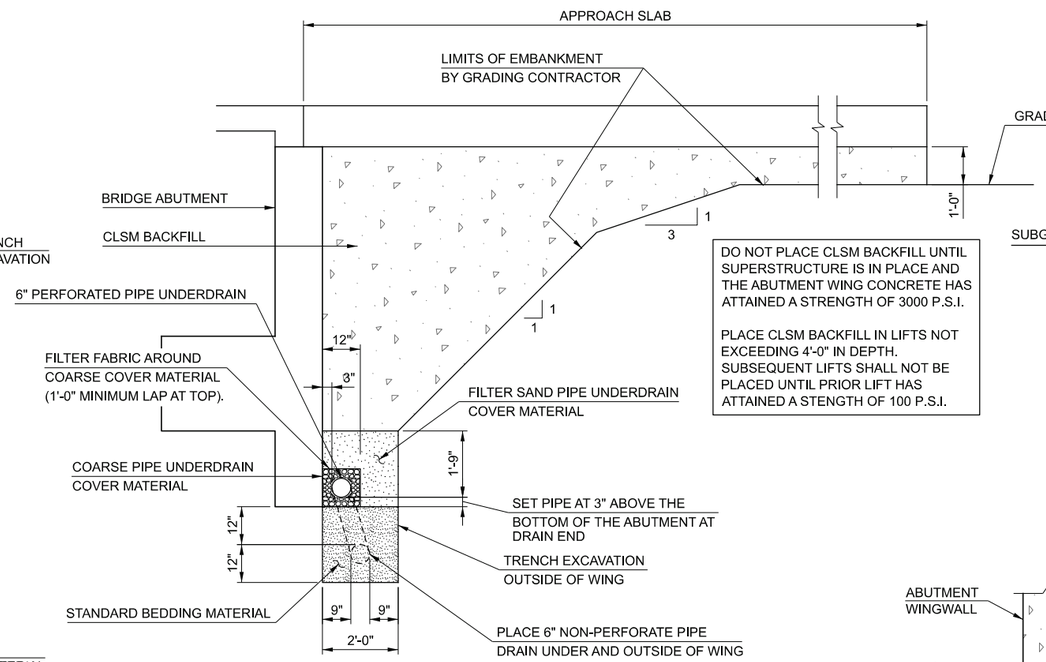
PRINT DATE: 5/30/2023 T:\191919-19B\Drawings\Bridge\B046-3169204-SUBSTRUCTURE LAYOUT AND SUMMARY OF BRIDGE QUANTITIES-BRIDGE C.dgn



EXCAVATION PLAN

NOTE:

THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. IF NECESSARY, USE FORMS ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVE FORMS AFTER CONCRETE HARDENS. IF THE CONTRATOR CHOOSES TO PLACE CONCRETE AGAINST THE SOIL, THE DEPARTMENT WILL PAY FOR "SUBSTRUCTURE EXCAVATION COMMON" IN ACCORDANCE WITH THE DIAPRAGM SHOWN ON THE PLANS.

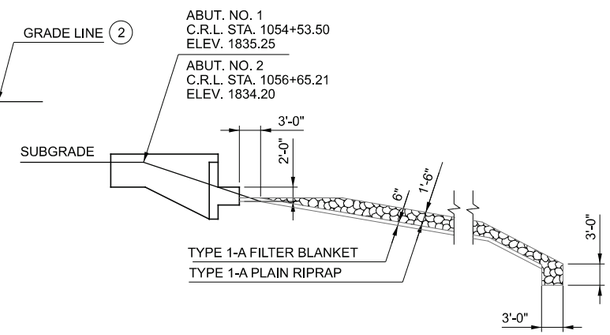


UNDERDRAIN INSTALLATION DETAIL

(SECTION THRU BRIDGE SEAT)

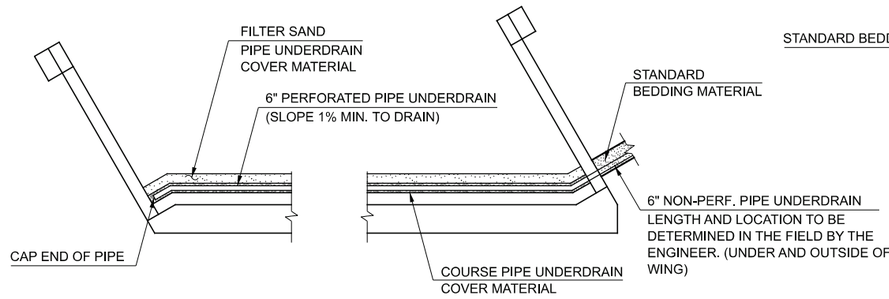
DO NOT PLACE CLSM BACKFILL UNTIL SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3000 P.S.I.

PLACE CLSM BACKFILL IN LIFTS NOT EXCEEDING 4'-0" IN DEPTH. SUBSEQUENT LIFTS SHALL NOT BE PLACED UNTIL PRIOR LIFT HAS ATTAINED A STENGTH OF 100 P.S.I.



TYPICAL SECTION THRU RIPRAP

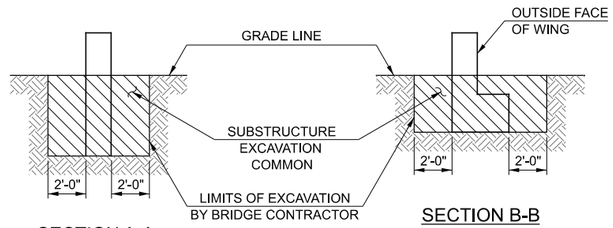
(DIMENSIONS SHOWN ARE PERPENDICULAR TO BRIDGE SEAT)



PIPE UNDERDRAIN PLAN

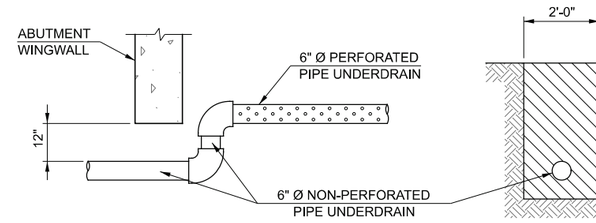
NOTE:

THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FINE SAND AND COARSE), FILTER FABRIC, TRENCH EXCAVATION, STANDARD BEDDING MATERIAL, AND EQUIPMENT AND LABOR FOR THEIR INSTALLATION IN THE CONTRACT UNIT PRICE OF " 6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND.". INSTALL AS SHOWN ON THE PLANS AND ON STD. PUD-4.



SECTION A-A

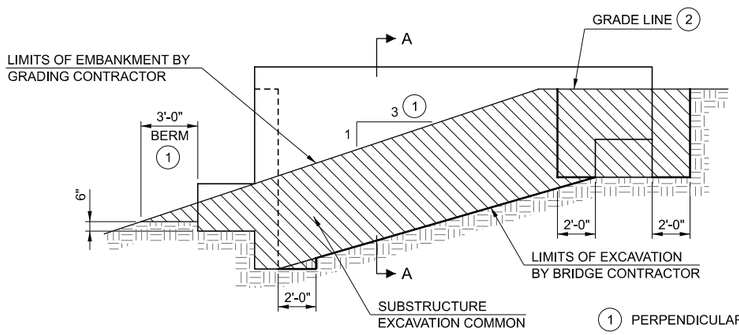
SECTION B-B



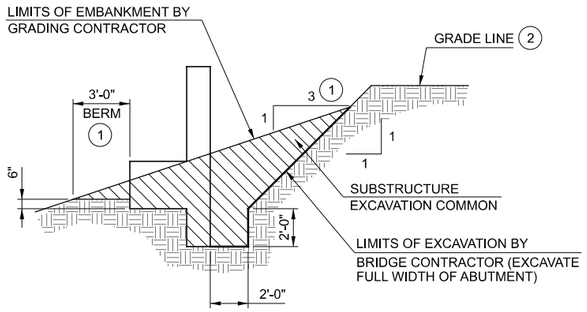
SECTION OF PIPE UNDERDRAIN UNDER WINGWALL

TRENCH EXCAVATION DETAIL

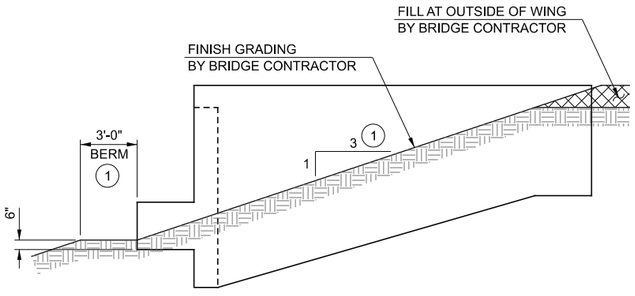
CONSTRUCTION NOTE: COST OF ALL FITTINGS TO BE INCLUDED IN PRICE BID PER LINEAR FOOT OF PIPE UNDERDRAIN.



WING ELEVATION



SECTION THROUGH BRIDGE SEAT



BACKFILL DETAIL OUTSIDE OF WING

NOTE: UNDERDRAIN AND TRENCH NOT SHOWN FOR CLARITY.

(1) PERPENDICULAR TO BRIDGE SEAT

(2) GRADE LINE ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING BACKFILL QUANTITY SHOWN ON PLANS. THE DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE.

REVISIONS

REV. NO.	DESCRIPTION	DATE

PRELIMINARY PLANS

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

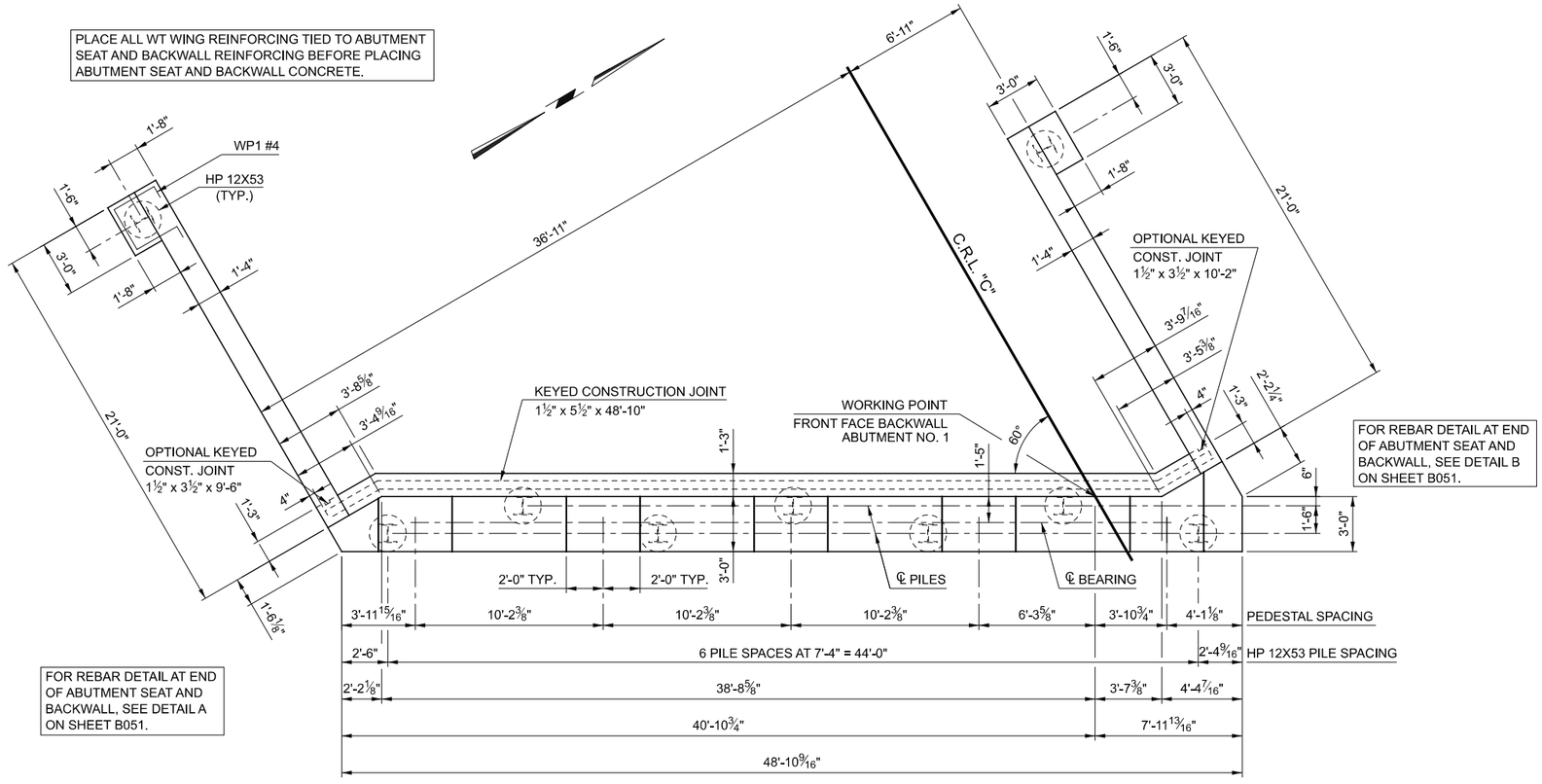
SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B047

PRINT DATE: 5/30/2023 T:\19\19-19BI\Drawings\Bridge\B047-3169204-SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

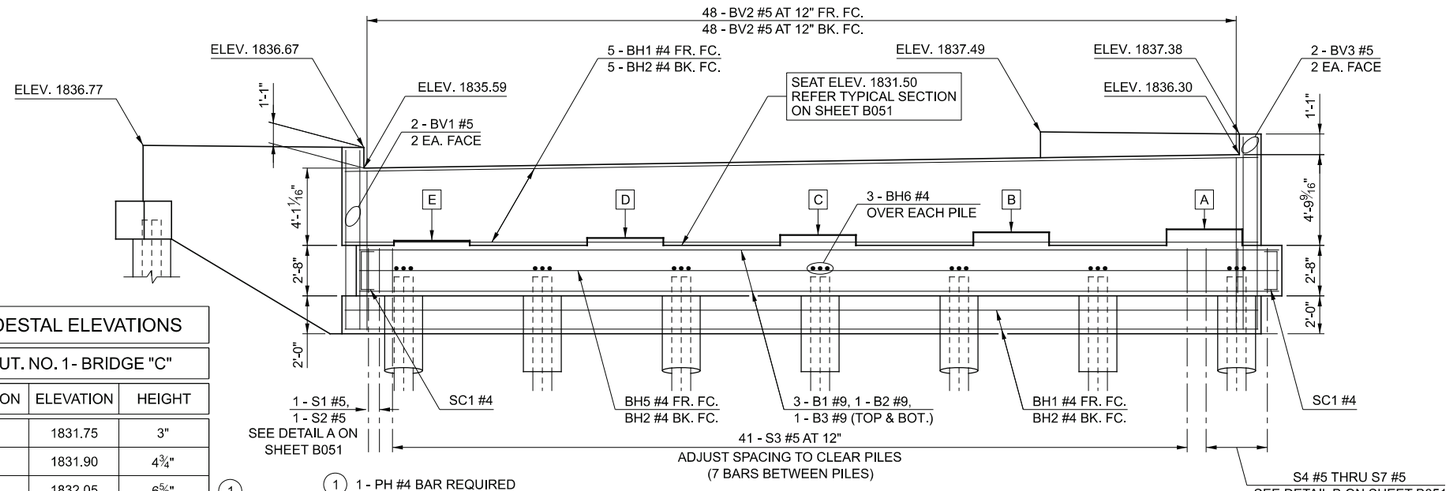
PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



FOR REBAR DETAIL AT END OF ABUTMENT SEAT AND BACKWALL, SEE DETAIL A ON SHEET B051.

FOR REBAR DETAIL AT END OF ABUTMENT SEAT AND BACKWALL, SEE DETAIL B ON SHEET B051.

PLAN



ELEVATION

PEDESTAL ELEVATIONS			
ABUT. NO. 1 - BRIDGE "C"			
LOCATION	ELEVATION	HEIGHT	
E	1831.75	3"	
D	1831.90	4¾"	(1)
C	1832.05	6⅝"	(1)
B	1832.20	8⅜"	(2)
A	1832.35	10¼"	(2)

(1) 1 - PH #4 BAR REQUIRED
REFER TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING, SHEET B021

(2) 2 - PH #4 BAR (EQ. SPA.) REQUIRED
REFER TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING, SHEET B021

ABUTMENT BAR LIST
BRIDGE "C" - ABUTMENT NO. 1

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	48'-5"	
	B2	#9	BNT.	2	49'-2"	
	B3	#9	STR.	2	42'-4"	
	B4	#9	BNT.	2	9'-7"	
	B5	#9	BNT.	2	9'-9"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	49'-2"	
	BH2	#4	STR.	8	42'-4"	
	BH3	#4	BNT.	8	6'-3"	
	BH4	#4	BNT.	8	6'-1"	
	BH5	#4	STR.	1	48'-5"	
	BH6	#4	BNT.	21	5'-1"	
	BV1	#5	STR.	4	9'-5"	
	BV2	#5	STR.	96	8'-8" AVG.	8'-4" TO 9'-0"
	BV3	#5	STR.	4	10'-1"	
	P1	#4	BNT.	22	6'-0"	
	P2	#4	BNT.	20	7'-0"	
	P3	#4	BNT.	3	6'-8" AVG.	
	PH1	#4	BNT.	2	13'-7"	
	PH2	#4	BNT.	2	7'-8"	
	S1	#5	BNT.	1	11'-5"	
	S2	#5	BNT.	1	12'-1"	
	S3	#5	BNT.	41	12'-11"	
	S4	#5	BNT.	1	13'-7"	
	S5	#5	BNT.	1	14'-11"	
	S6	#5	BNT.	1	16'-3"	
	S7	#5	BNT.	1	12'-9"	
	SC1	#4	BNT.	6	3'-5"	
	WH1	#6	BNT.	4	20'-1"	
[1]	WH2	#6	STR.	28	10'-8" AVG.	5'-9" TO 15'-7"
	WH3	#6	STR.	42	19'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
	WT2	#6	BNT.	6	8'-1"	
	WT3	#6	BNT.	25	13'-0"	
	WT4	#6	BNT.	5	16'-0"	
	WT5	#6	BNT.	5	22'-8"	
	WV1	#4	STR.	8	4'-6"	
[2]	WV2	#4	STR.	32	7'-2" AVG.	4'-11" TO 9'-5"
[2]	WV3	#4	STR.	32	7'-10" AVG.	5'-7" TO 10'-1"
	WV4	#4	STR.	8	5'-4"	

[1] 4 SETS OF 7
[2] 2 SETS OF 16

ABUTMENT QUANTITIES - BRIDGE "C"

DESCRIPTION	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION, COMMON	CY	115.00	115.00	230.00
CLSM BACKFILL	CY	120.00	120.00	240.00
CLASS A CONCRETE	CY	51.70	51.50	103.20
EPOXY COATED REINFORCING STEEL	LB	7,430.00	7,430.00	14,860.00
PILES, FURNISHED (HP 12X53)	LF	658.00	442.00	1,100.00
PILES, DRIVEN (HP 12X53)	LF	658.00	442.00	1,100.00
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA			1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	35.00	35.00	70.00
ELASTOMERIC COATING	SF	271.10	271.10	542.20
TYPE I-A PLAIN RIPRAP	TON	610.00	710.00	1,320.00
TYPE I-A FILTER BLANKET	TON	180.00	210.00	390.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	47.00	47.00	94.00
6" NON-PERF. PIPE UNDERDRAIN RND.	LF	25.00	25.00	50.00

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

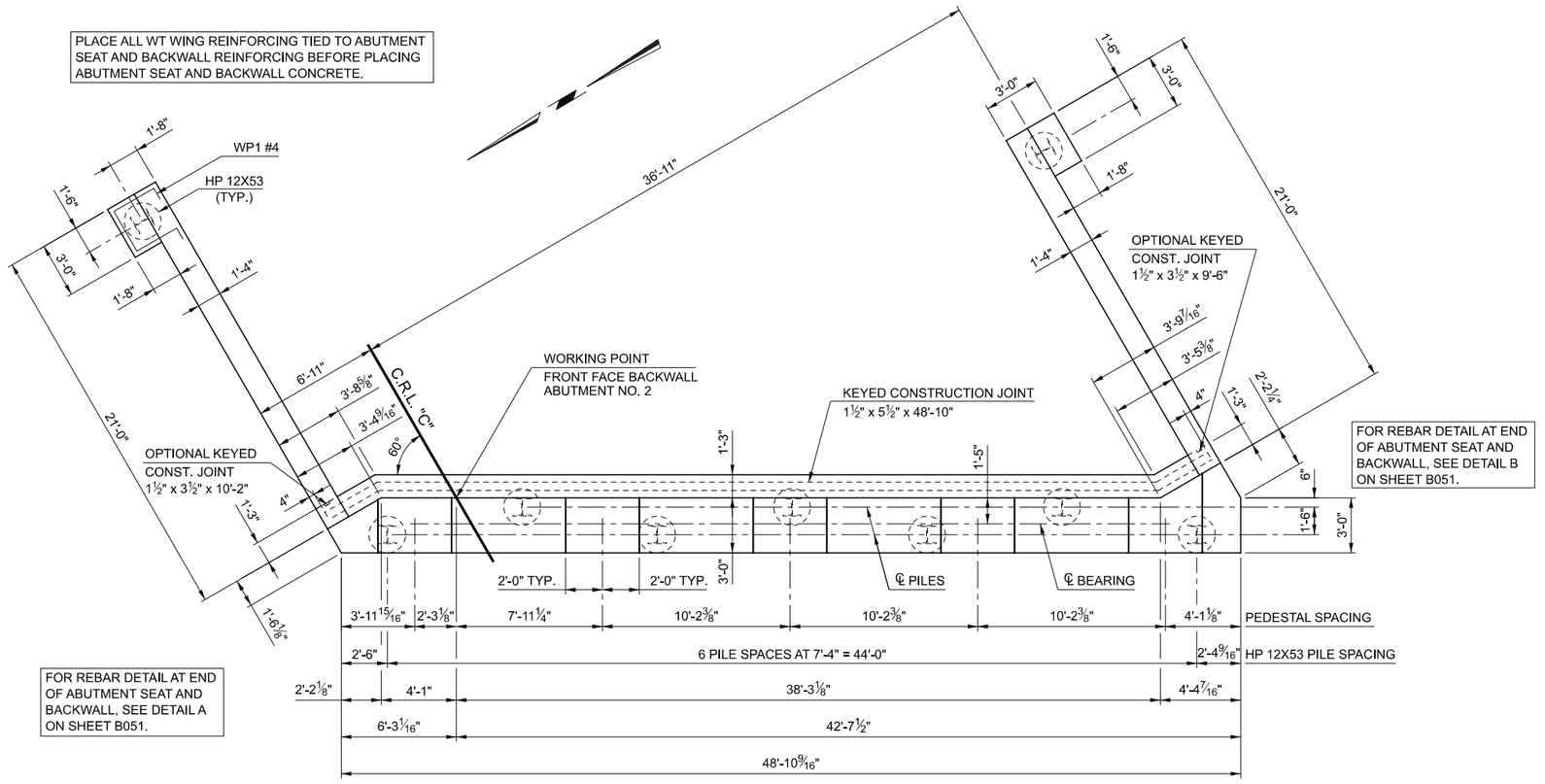
ABUTMENT NO. 1
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B048

PRINT DATE: 5/30/2023 T:\191919-19B\Drawings\Bridge\B048-3169204-ABUTMENT NO 1-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

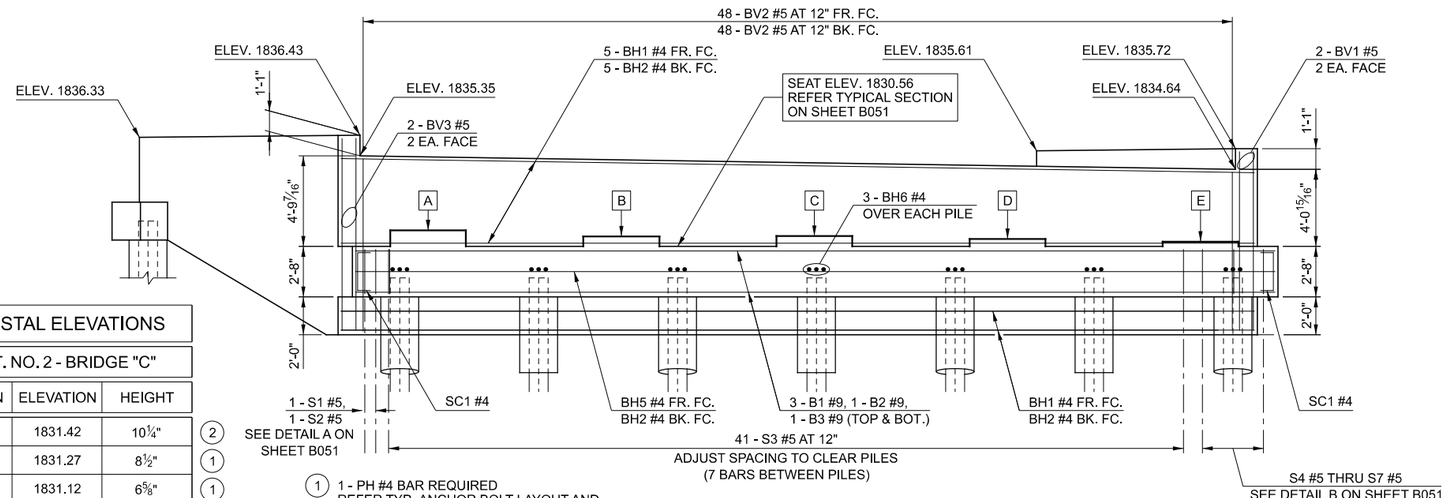
PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING BEFORE PLACING ABUTMENT SEAT AND BACKWALL CONCRETE.



FOR REBAR DETAIL AT END OF ABUTMENT SEAT AND BACKWALL, SEE DETAIL A ON SHEET B051.

FOR REBAR DETAIL AT END OF ABUTMENT SEAT AND BACKWALL, SEE DETAIL B ON SHEET B051.

PLAN



ELEVATION

PEDESTAL ELEVATIONS			
ABUT. NO. 2 - BRIDGE "C"			
LOCATION	ELEVATION	HEIGHT	
A	1831.42	10¼"	(2)
B	1831.27	8½"	(1)
C	1831.12	6⅝"	(1)
D	1830.97	4⅞"	
E	1830.81	3"	

(1) 1 - PH #4 BAR REQUIRED REFER TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING, SHEET B021

(2) 2 - PH #4 BAR (EQ. SPA.) REQUIRED REFER TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING, SHEET B021

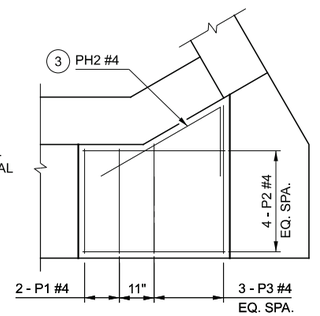
ABUTMENT BAR LIST
BRIDGE "C" - ABUTMENT NO. 2

(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	B1	#9	STR.	6	48'-5"	
	B2	#9	BNT.	2	49'-2"	
	B3	#9	STR.	2	42'-4"	
	B4	#9	BNT.	2	9'-7"	
	B5	#9	BNT.	2	9'-9"	
	B6	#9	STR.	4	10'-0"	
	BH1	#4	BNT.	7	49'-2"	
	BH2	#4	STR.	8	42'-4"	
	BH3	#4	BNT.	8	6'-3"	
	BH4	#4	BNT.	8	6'-1"	
	BH5	#4	STR.	1	48'-5"	
	BH6	#4	BNT.	21	5'-1"	
	BV1	#5	STR.	4	9'-5"	
	BV2	#5	STR.	96	8'-8" AVG.	8'-4" TO 9'-0"
	BV3	#5	STR.	4	10'-1"	
	P1	#4	BNT.	22	6'-0"	
	P2	#4	BNT.	20	7'-0"	
	P3	#4	BNT.	3	6'-8" AVG.	
	PH1	#4	BNT.	4	13'-7"	
	S1	#5	BNT.	1	11'-5"	
	S2	#5	BNT.	1	12'-1"	
	S3	#5	BNT.	41	12'-11"	
	S4	#5	BNT.	1	13'-7"	
	S5	#5	BNT.	1	14'-11"	
	S6	#5	BNT.	1	16'-3"	
	S7	#5	BNT.	1	12'-9"	
	SC1	#4	BNT.	6	3'-7"	
	WH1	#6	BNT.	4	20'-1"	
[1]	WH2	#6	STR.	28	10'-8" AVG.	5'-9" TO 15'-7"
	WH3	#6	STR.	42	19'-5"	
	WP1	#4	BNT.	6	9'-4"	
	WP2	#4	STR.	8	1'-7"	
	WT1	#6	BNT.	2	11'-6"	
	WT2	#6	BNT.	6	8'-1"	
	WT3	#6	BNT.	25	13'-0"	
	WT4	#6	BNT.	5	16'-0"	
	WT5	#6	BNT.	5	22'-8"	
	WV5	#4	STR.	8	5'-0"	
[2]	WV6	#4	STR.	32	7'-9" AVG.	5'-5" TO 10'-1"
[2]	WV7	#4	STR.	32	7'-0" AVG.	4'-8" TO 9'-4"
	WV8	#4	STR.	8	4'-3"	

[1] 4 SETS OF 7

[2] 2 SETS OF 16



(3) AS REQUIRED BY PEDESTAL HEIGHT. REFER TO PEDESTAL ELEVATIONS TABLE ON ABUTMENT SHEETS.

SPECIAL PEDESTAL REINFORCING

PEDESTAL [A] - ABUT NO. 1 AND PEDESTAL [E] - ABUT. NO. 2 FOR REINFORCING DETAILS OF THE TYPICAL PEDESTAL, REFER TO SHEET B051

PRELIMINARY PLANS

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

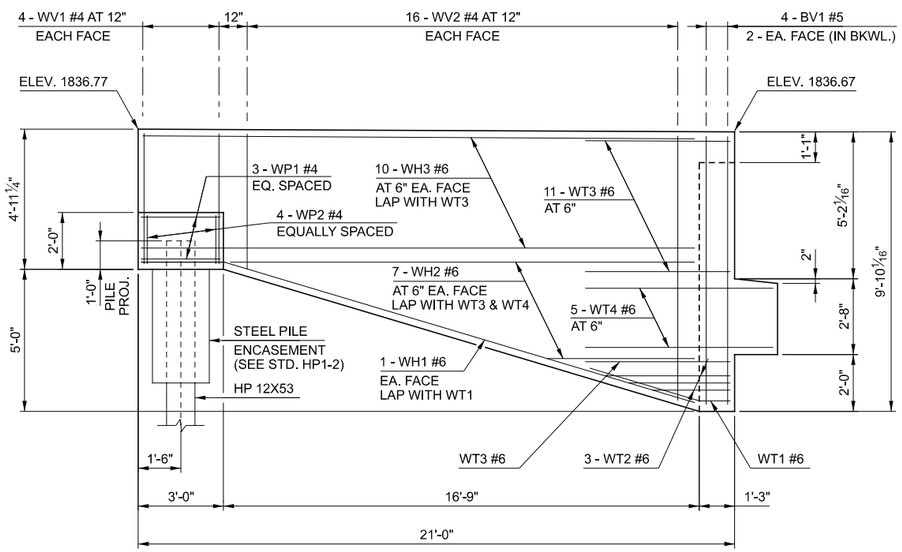
ABUTMENT NO. 2
BRIDGE "C"

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

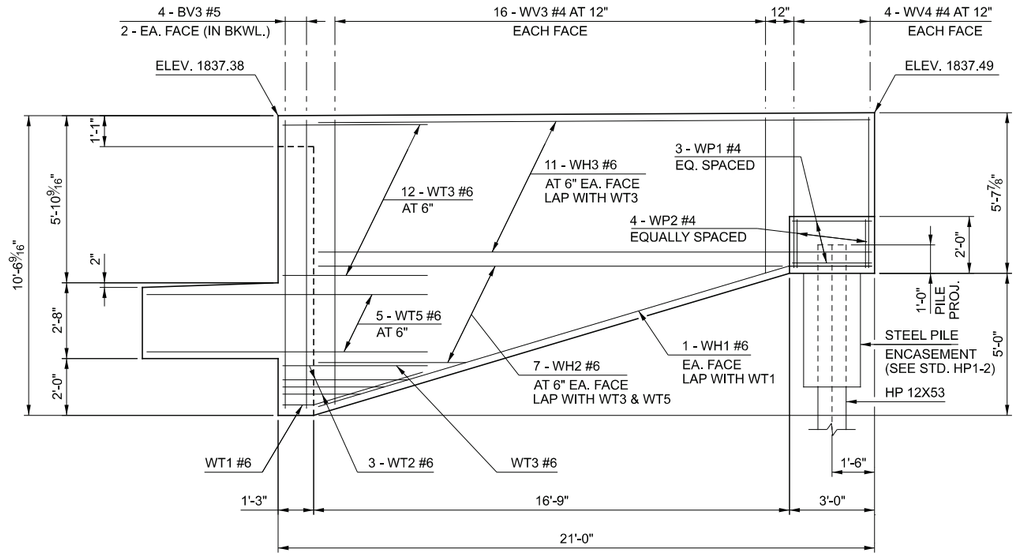
STATE JOB NO. 31692(04) SHEET NO. B049

PRINT DATE: 5/30/2023 T:\1919\19-19BID\drawings\Bridge\B049-3169204-ABUTMENT NO 2-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

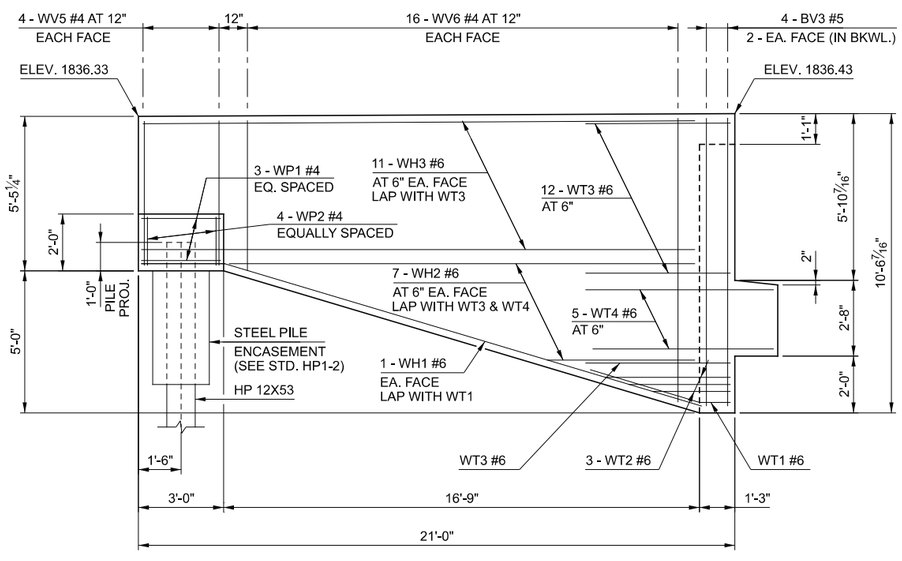


SOUTH WING ELEVATION

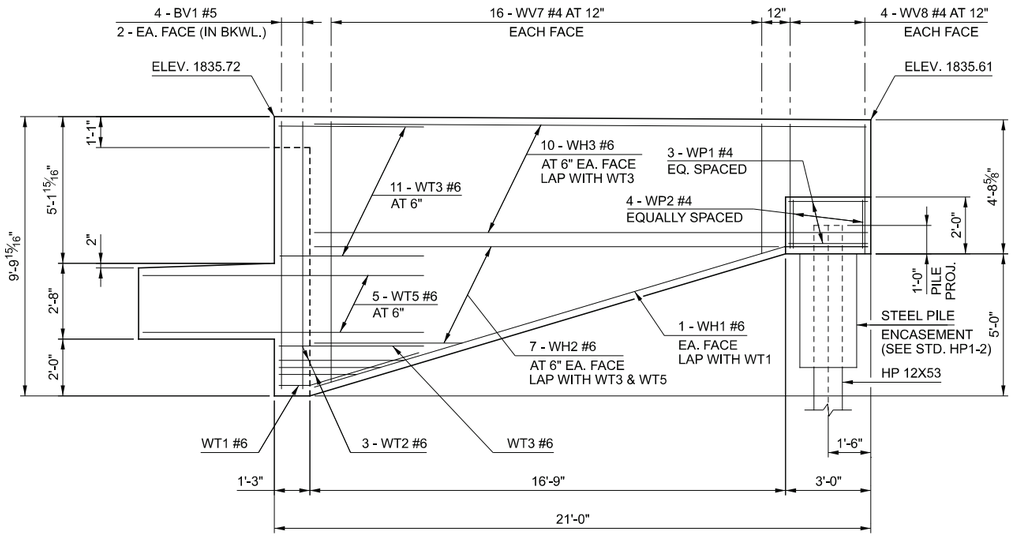


NORTH WING ELEVATION

ABUTMENT NO. 1



NORTH WING ELEVATION



SOUTH WING ELEVATION

ABUTMENT NO. 2

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B050-3169204-WING WALL DETAILS-BRIDGE C.dgn

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

PRELIMINARY PLANS

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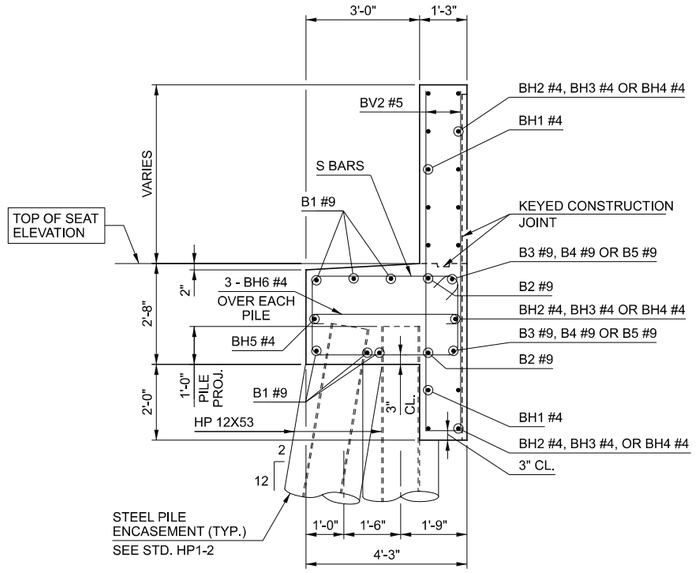
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

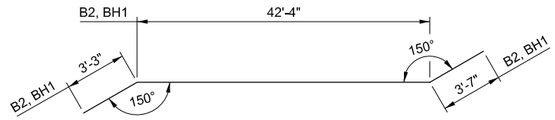
WING WALL DETAILS BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B050

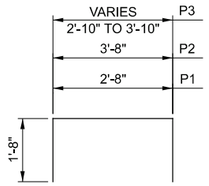
REVISIONS		
REV. NO.	DESCRIPTION	DATE



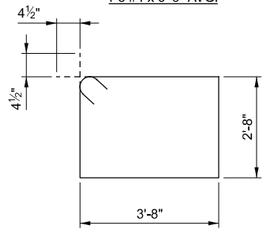
TYPICAL SECTION THRU SEAT



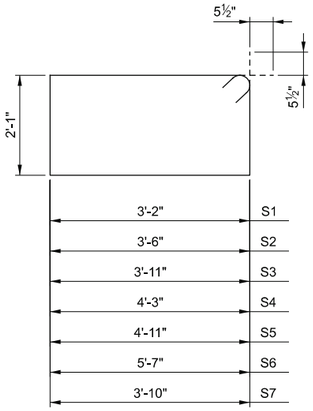
B2 #9 x 49'-2"
BH1 #4 x 49'-2"



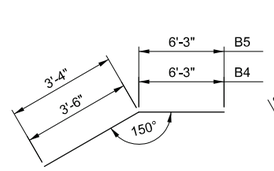
P1 #4 x 6'-0"
P2 #4 x 7'-0"
P3 #4 x 6'-8" AVG.



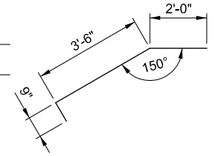
PH1 #4 x 13'-7"



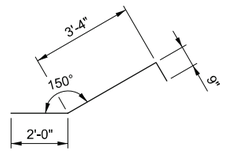
S1 #5 x 11'-5"
S2 #5 x 12'-1"
S3 #5 x 12'-11"
S4 #5 x 13'-7"
S5 #5 x 14'-11"
S6 #5 x 16'-3"
S7 #5 x 12'-9"



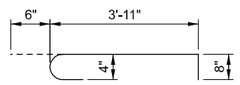
B4 #9 x 9'-7"
B5 #9 x 9'-9"



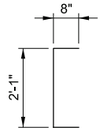
BH3 #4 x 6'-3"



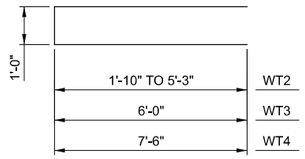
BH4 #4 x 6'-1"



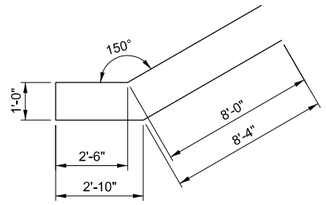
BH6 #4 x 5'-1"



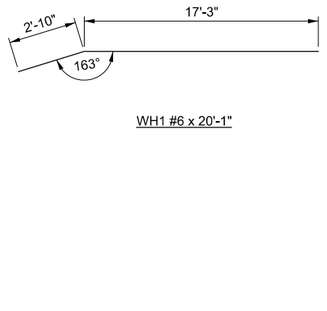
SC1 #4 x 3'-5"



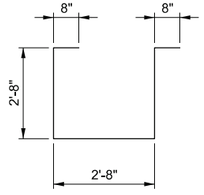
WT2 #6 x 8'-1" AVG.
WT3 #6 x 13'-0"
WT4 #6 x 16'-0"



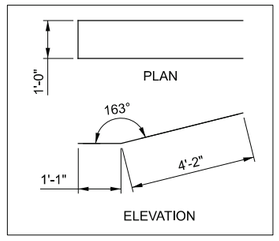
WT5 #6 x 22'-8"



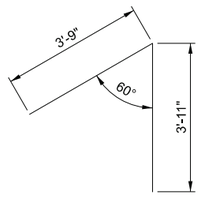
WH1 #6 x 20'-1"



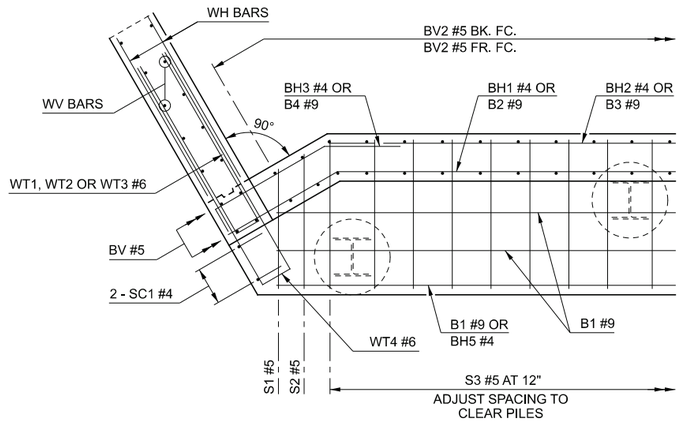
WP1 #4 x 9'-4"



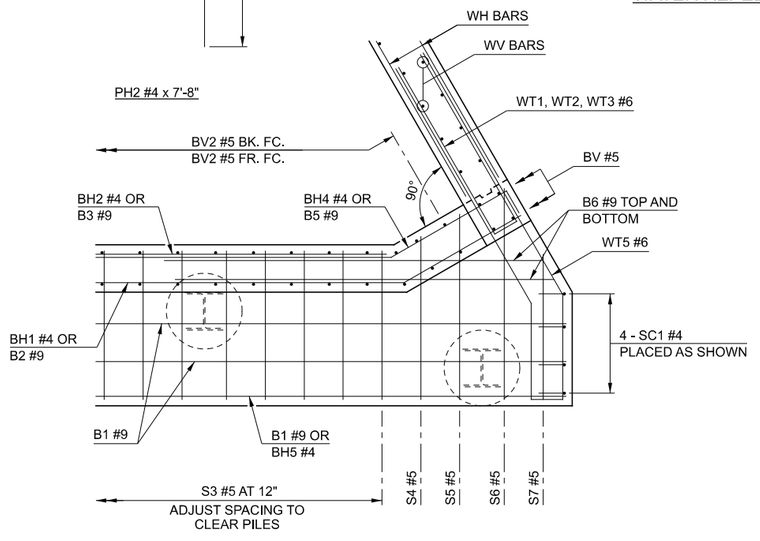
WT1 #6 x 11'-6"



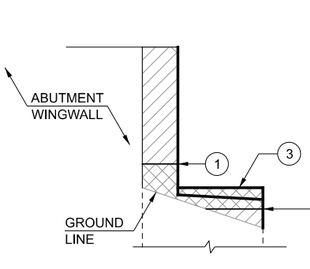
PH2 #4 x 7'-8"



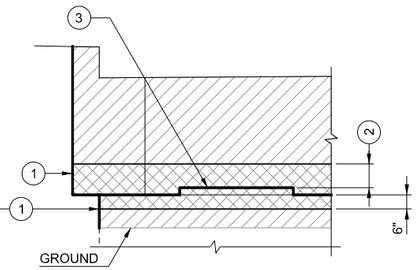
DETAIL A
REBAR AT END OF ABUTMENT SEAT AND BACK WALL



DETAIL B
REBAR AT END OF ABUTMENT SEAT AND BACK WALL



SIDE



ELEVATION

ELASTOMERIC COATING (HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING AND HEAVY LINE)

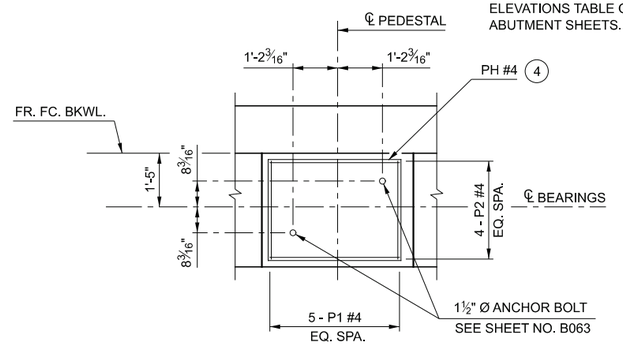
(1) MASK TO PROVIDE A CLEAN, STRAIGHT EDGE AT BOTTOM OF ELASTOMERIC COATING

(2) APPLY 6" ABOVE HIGHEST PEDESTAL

(3) MASK PEDESTALS FOR BEARING PADS

WATER REPELLENT TREATMENT DETAIL

(4) AS REQUIRED BY PEDESTAL HEIGHT. REFER TO PEDESTAL ELEVATIONS TABLE ON ABUTMENT SHEETS.



TYP. ANCHOR BOLT LAYOUT AND PEDESTAL REINFORCING

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

PRELIMINARY PLANS
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DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

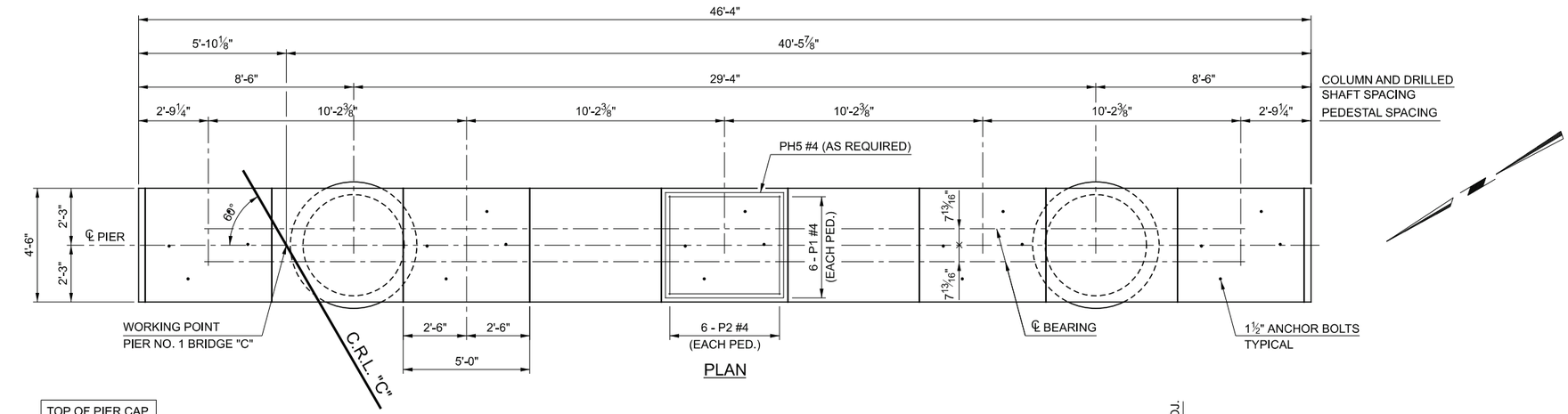
OKLAHOMA DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B051

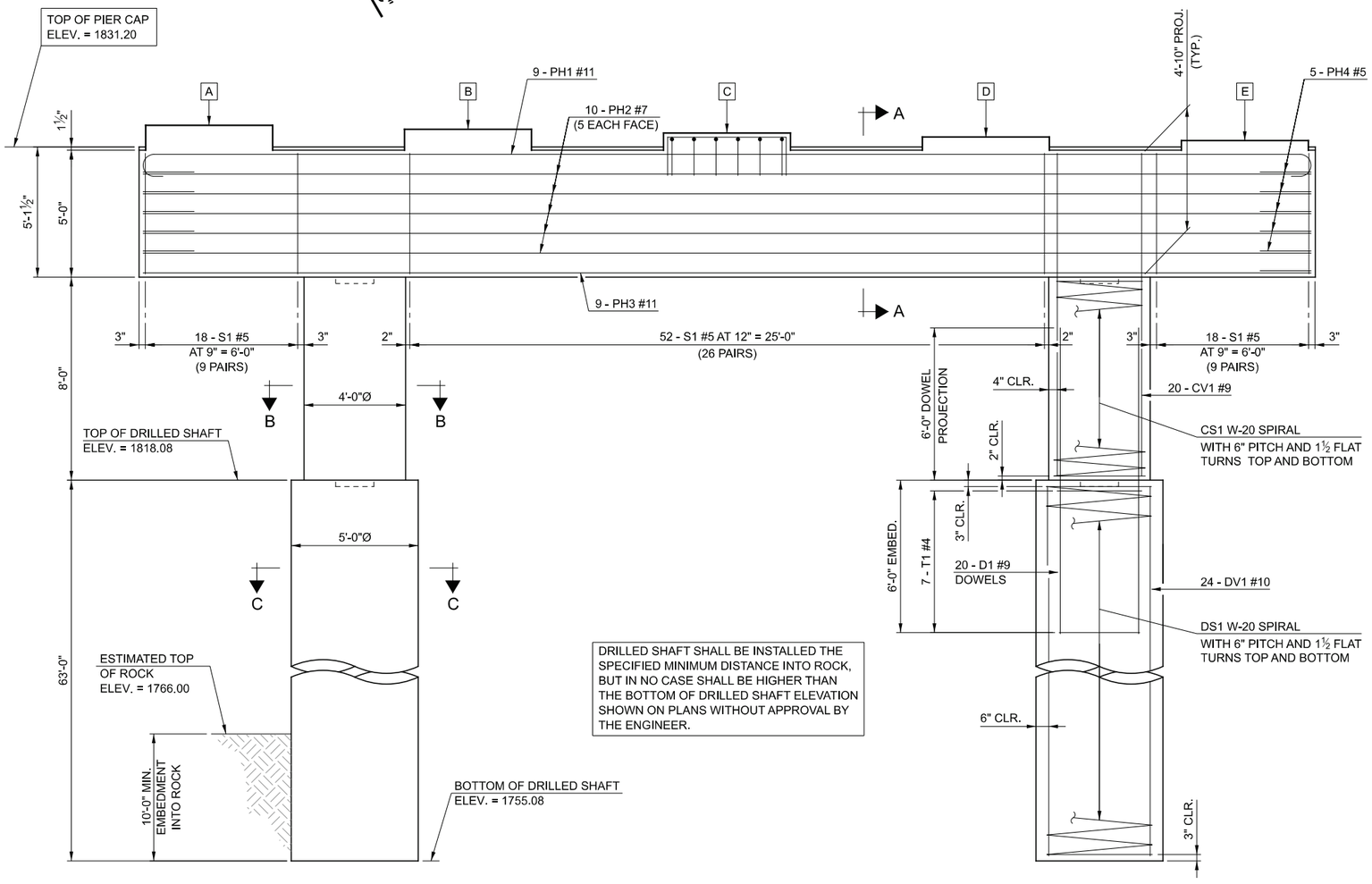
PRINT DATE: 5/30/2023 T:\1919\19-19BID\rawings\Bridge\B051-3169204-ABUTMENT DETAILS-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

FOR ANCHOR BOLT LAYOUT, SECTION A-A, SECTION B-B AND SECTION C-C, SEE SHEET B054.



DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK, BUT IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF DRILLED SHAFT ELEVATION SHOWN ON PLANS WITHOUT APPROVAL BY THE ENGINEER.

ELEVATION

(1) 2 - PH5 #4 BAR REQUIRED (EQ. SPA.)

(2) 1 - PH5 #4 BAR REQUIRED

PEDESTAL ELEVATIONS			
PIER NO. 1 - BRIDGE "C"			
	LOCATION	ELEVATION	HEIGHT
(1)	A	1832.06	10¼"
(2)	B	1831.91	8⅜"
(2)	C	1831.75	6⅝"
	D	1831.60	4⅞"
	E	1831.45	3"

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

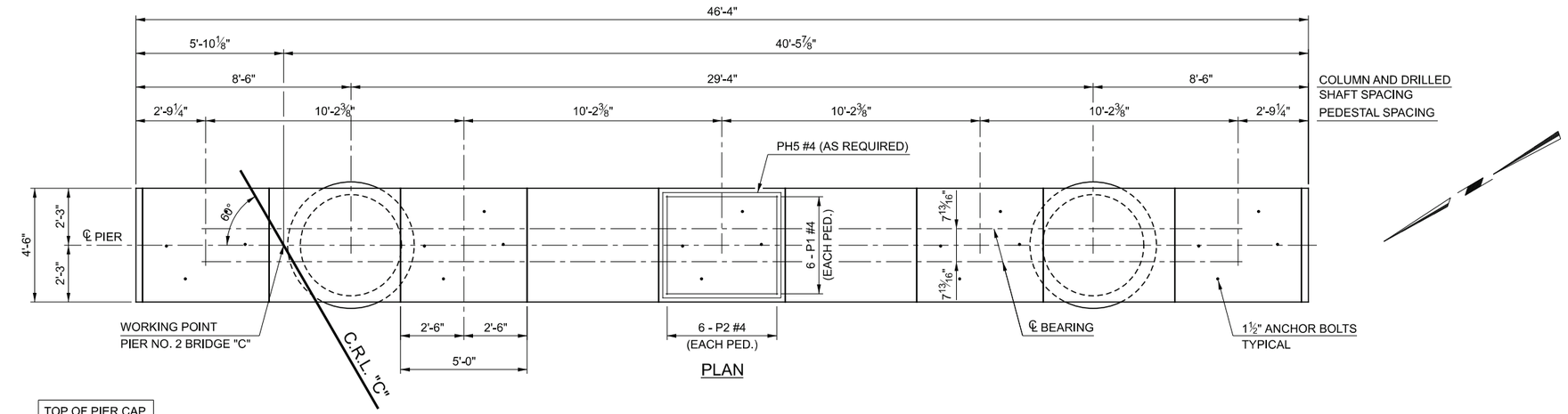
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 1 - BRIDGE "C"

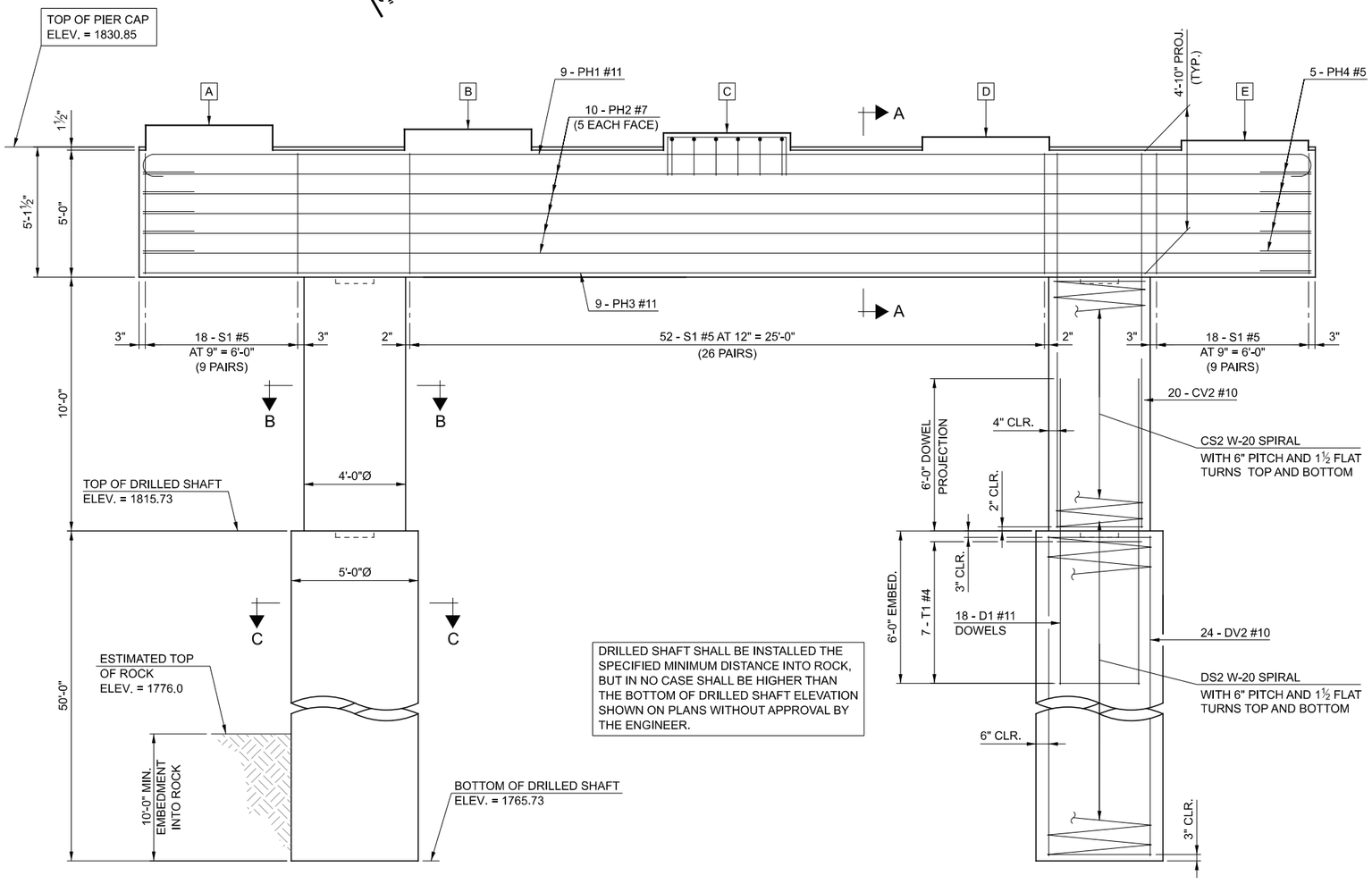
STATE JOB NO. 31692(04) SHEET NO. B052

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B052-31692(04)-PIER NO 1-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN



ELEVATION

DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK, BUT IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF DRILLED SHAFT ELEVATION SHOWN ON PLANS WITHOUT APPROVAL BY THE ENGINEER.

FOR ANCHOR BOLT LAYOUT, SECTION A-A, SECTION B-B AND SECTION C-C, SEE SHEET B054.

(1) 2 - PH5 #4 BAR REQUIRED (EQ. SPA.)

(2) 1 - PH5 #4 BAR REQUIRED

PEDESTAL ELEVATIONS

PIER NO. 2 - BRIDGE "C"

	LOCATION	ELEVATION	HEIGHT
(1)	A	1831.70	10¼"
(2)	B	1831.55	8⅜"
(2)	C	1831.40	6⅝"
	D	1831.25	4⅞"
	E	1831.10	3"

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

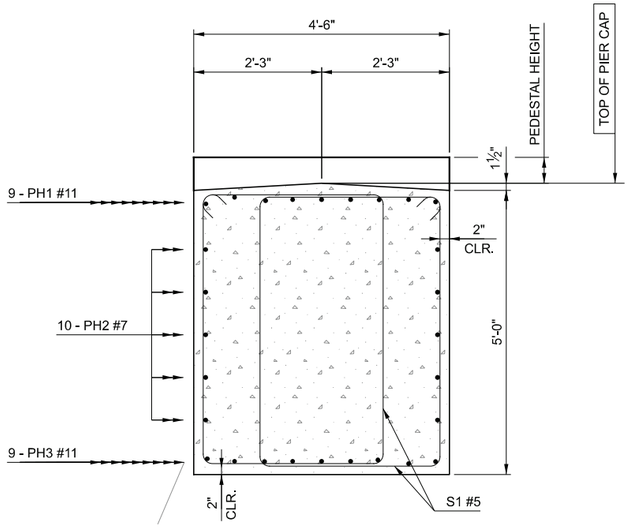
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER NO. 2 - BRIDGE "C"

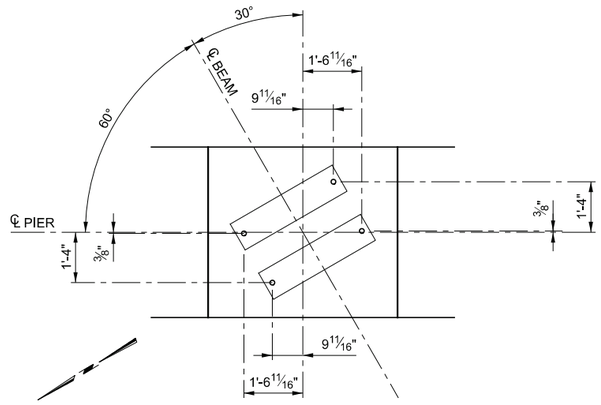
STATE JOB NO. 31692(04) SHEET NO. B053

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B053-31692(04)-PIER NO 2-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SECTION A-A



ANCHOR BOLT LAYOUT DETAIL

PIER NO. 1 BAR LIST
BRIDGE "C"

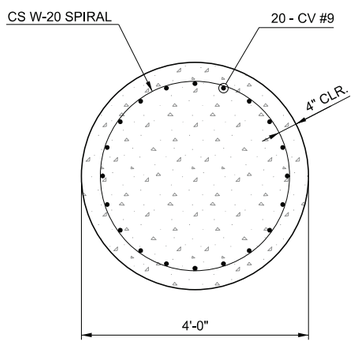
	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1]	CS1	W-20	BNT.	2	189'-9"	
[2]	D1	#9	STR.	40	12'-0"	
[1] [2]	DS1	W-20	BNT.	2	1593'-0"	
[2] [3]	DV1	#10	STR.	48	69'-6"	
[2]	T1	#4	BNT.	14	13'-6"	
	EPOXY COATED REINFORCING					
	CV1	#9	STR.	40	12'-8"	
	P1	#4	BNT.	30	7'-6"	
	P2	#4	BNT.	30	8'-0"	
	PH1	#11	BNT.	9	49'-2"	
	PH2	#7	STR.	10	46'-0"	
	PH3	#11	STR.	9	46'-0"	
	PH4	#5	BNT.	10	8'-7"	
	PH5	#4	BNT.	4	18'-5"	
	S1	#5	BNT.	88	16'-7"	

[1] LENGTH DOES NOT ACCOUNT FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED FOR SPLICES.
[2] INCLUDED IN THE CONTRACT UNIT PRICE OF "DRILLED SHAFTS (60" DIAMETER)."
[3] INCLUDES ONE 7'-0" MINIMUM LAP

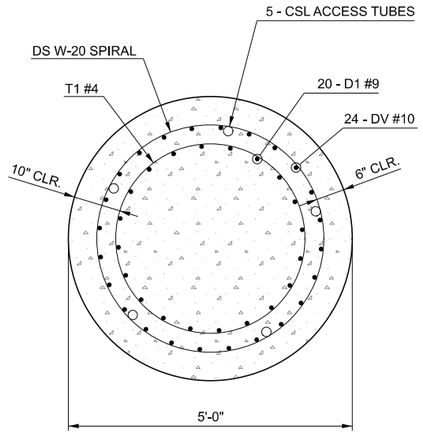
PIER NO. 2 BAR LIST
BRIDGE "C"

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	PLAIN REINFORCING					
[1]	CS2	W-20	BNT.	2	231'-2"	
[2]	D1	#9	STR.	40	12'-0"	
[1] [2]	DS2	W-20	BNT.	2	1269'-5"	
[2]	DV2	#10	STR.	48	49'-6"	
[2]	T1	#4	BNT.	14	13'-6"	
	EPOXY COATED REINFORCING					
	CV2	#9	STR.	40	14'-8"	
	P1	#4	BNT.	30	7'-6"	
	P2	#4	BNT.	30	8'-0"	
	PH1	#11	BNT.	9	49'-2"	
	PH2	#7	STR.	10	46'-0"	
	PH3	#11	STR.	9	46'-0"	
	PH4	#5	BNT.	10	8'-7"	
	PH5	#4	BNT.	4	18'-5"	
	S1	#5	BNT.	88	16'-7"	

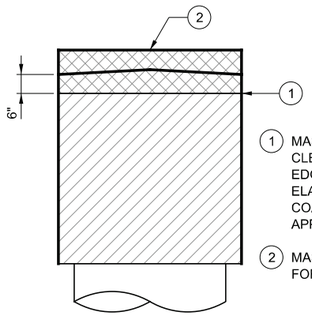
[1] LENGTH DOES NOT ACCOUNT FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED FOR SPLICES.
[2] INCLUDED IN THE CONTRACT UNIT PRICE OF "DRILLED SHAFTS (60" DIAMETER)."



SECTION B-B



SECTION C-C

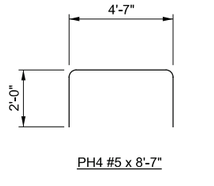


1. MASK TO PROVIDE A CLEAN, STRAIGHT EDGE AT BOTTOM OF ELASTOMERIC COATING APPLICATION.
2. MASK PEDESTALS FOR BEARING PADS

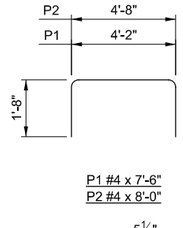
WATER REPELLENT AND ELASTOMERIC COATING DETAIL

ELASTOMERIC COATING (HATCHING AND HEAVY LINE)

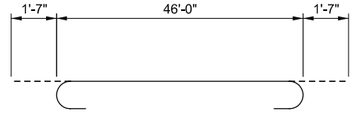
WATER REPELLENT (HATCHING AND HEAVY LINE)



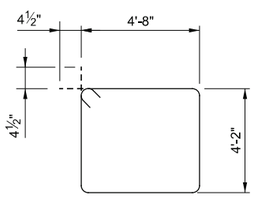
PH4 #5 x 8'-7"



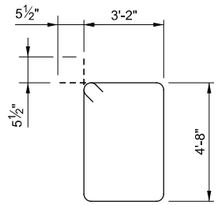
P1 #4 x 7'-6"
P2 #4 x 8'-0"



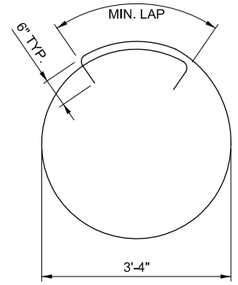
PH1 #11 x 49'-2"



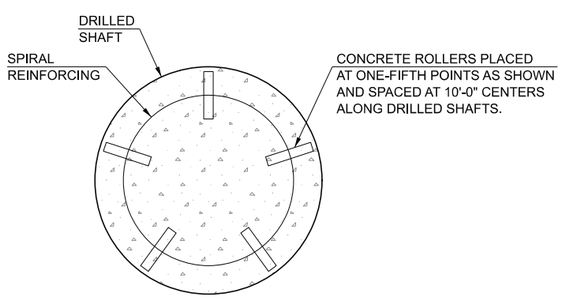
PH5 #4 x 18'-5"



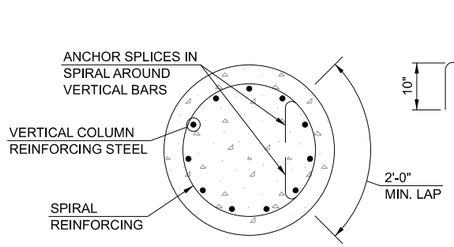
S2 #5 x 16'-7"



T1 #4 x 13'-6"

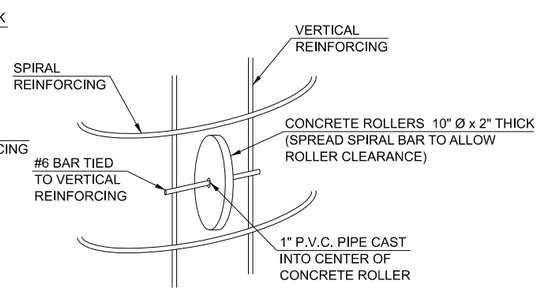


DETAIL OF ROLLER PLACEMENT



SPIRAL REINFORCING SPLICE DETAIL

NOTE:
SPIRAL BARS SHALL CONFORM TO A.A.S.H.T.O. M32, SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



DETAIL OF ROLLER INSTALLATION

NOTE:
CONCRETE ROLLERS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI. SLAB BOLSTERS, PLASTIC ROLLERS AND HIGH CHAIRS SHALL NOT BE SUBSTITUTED FOR CONCRETE ROLLERS.

PIER QUANTITIES - BRIDGE "C"

DESCRIPTION	UNIT	PIER NO. 1	PIER NO. 2	TOTAL
CLASS A CONCRETE	CY	48.90	50.70	99.60
REINFORCING STEEL	LB	260.00	320.00	580.00
EPOXY COATED REINFORCING STEEL	LB	9,190.00	9,460.00	18,650.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	51.00	51.00	102.00
DRILLED SHAFTS (60" DIAMETER)	LF	126.00	100.00	226.00
CROSSHOLE SONIC LOGGING	EA	1.00		1.00
ELASTOMERIC COATING	SF	311.80	311.80	623.60

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

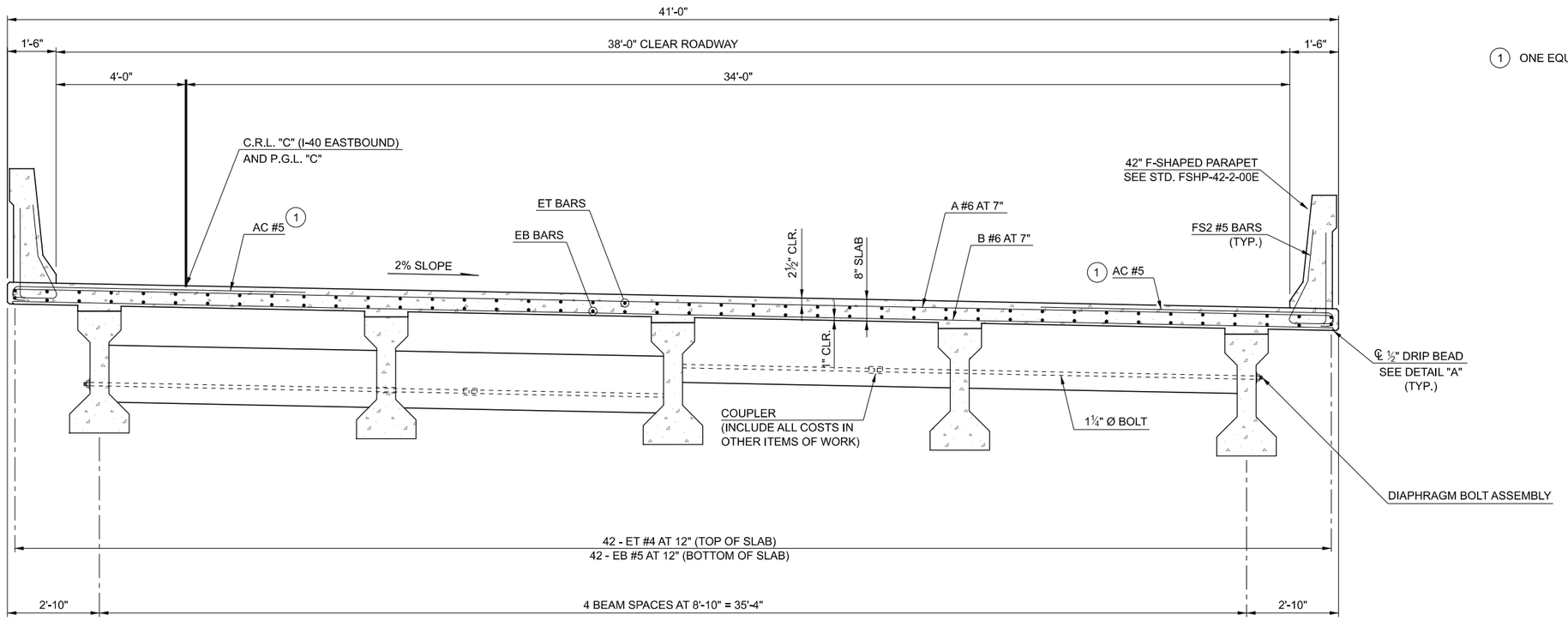
I-40 (EB) OVER SAND CREEK — BECKHAM CO.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PIER DETAILS - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B054

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B054-3169204-PIER DETAILS-BRIDGE C.dgn

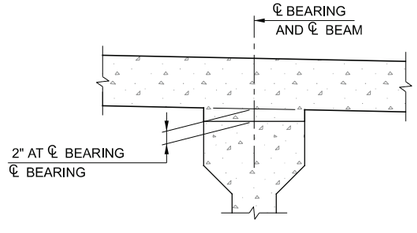


1 ONE EQUALLY SPACED BETWEEN A #6 BARS

HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

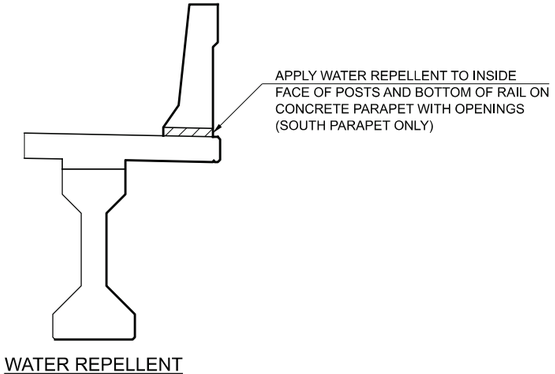
TYPICAL CROSS SECTION - BRIDGE "C"



BEAM HAUNCH DETAIL

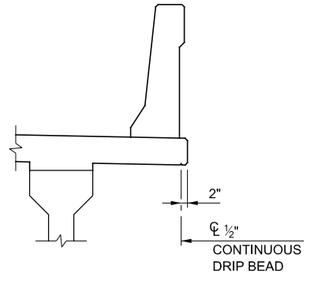
NOTE

HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE OF BEARING, MEASURED FROM THE BOTTOM OF DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. THE HAUNCH HEIGHT WILL BE SET AFTER ERECTION OF BEAMS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT, BUT THE PAY QUANTITY WILL BE AS SHOWN ABOVE.



WATER REPELLENT
TREATMENT DETAILS

SURFACES INDICATED BY HEAVY LINE AND HATCH SHALL BE TREATED WITH A PENETRATING WATER REPLLENT SURFACE TREATMENT.



DETAIL "A"

SUPERSTRUCTURE QUANTITIES - BRIDGE "C"

DESCRIPTION	UNIT	QUANTITY
PRESTRESSED CONCRETE BEAMS (TYPE III)	LF	935.00
SAW-CUT GROOVING	SY	808.60
42" F-SHAPED PARAPET	LF	383.00
STRUCTURAL STEEL	LB	1,600.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	20.00
CLASS AA CONCRETE	CY	225.00
EPOXY COATED REINFORCING STEEL	LB	67,620.00
CLASS B BRIDGE DECK REPAIR	SY	5.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	760.00
SEALED EXPANSION JOINTS	LF	47.70
SEALER CRACK PREPARATION	LF	46.70
SEALER RESIN	GAL	1.00

I-40 (EB) OVER SAND CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

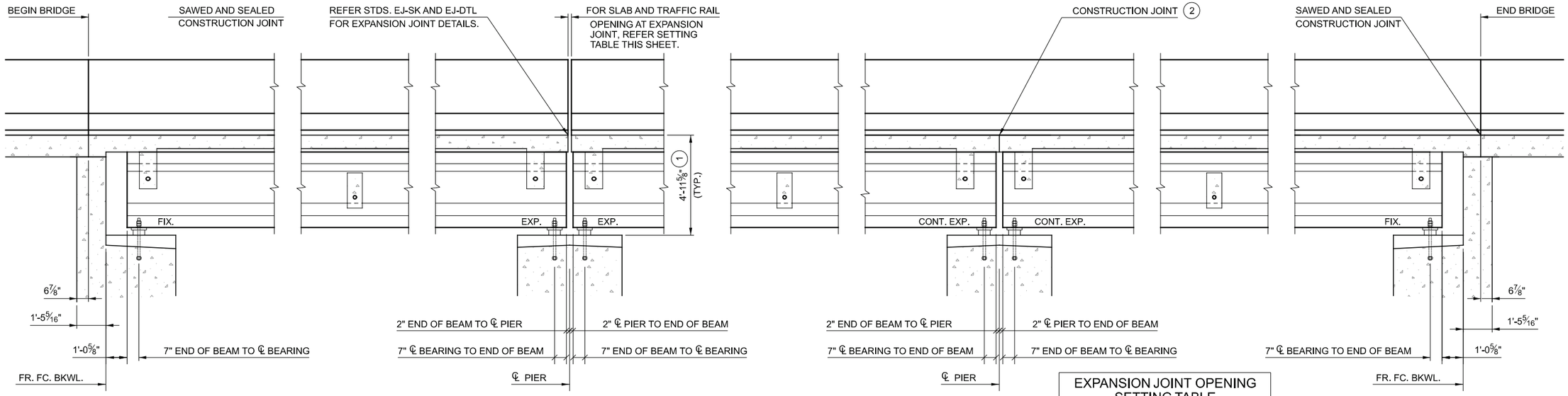
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B055

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B055-31692\04-TYPICAL CROSS SECTION-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



ABUTMENT NO. 1 | PIER NO. 1 | PIER NO. 2 | ABUTMENT NO. 2

(1) DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY AT CENTERLINE OF BEARING.

(2) SEAL CONSTRUCTION JOINT WITH HIGH MOLECULAR WEIGHT METHACRYLATE

NOTE:
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAM OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH. THE DECK SLAB SHALL BE POURED ONE SPAN AT A TIME. NO ADJACENT SPAN AT CONTINUOUS EXPANSION PIER SHALL BE POURED UNTIL AT LEAST 48 HOURS AFTER ADJACENT POUR HAS BEEN COMPLETED.

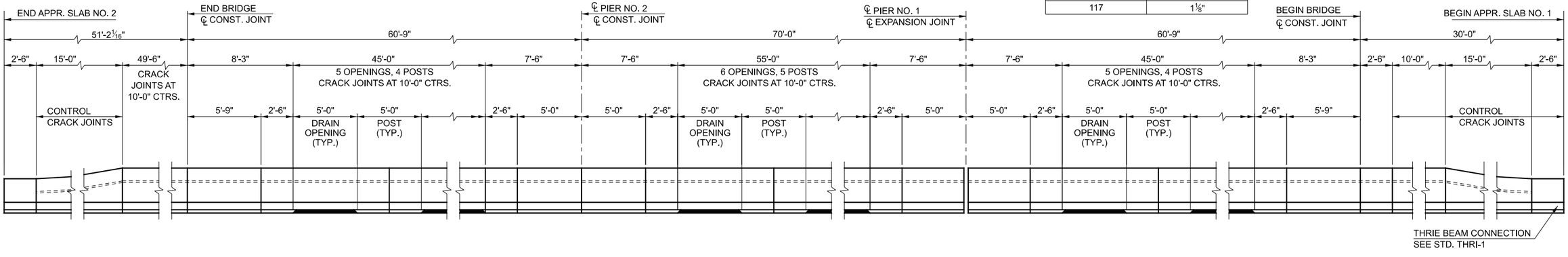
LONGITUDINAL SECTION

(DIMENSIONS ALONG ℄ BEAM)

EXPANSION JOINT OPENING SETTING TABLE

(MEASURED PERPENDICULAR TO CL JOINT)

TEMPERATURE °F	EXP. JOINT OPENING
11	2⅜"
22	2¼"
32	2⅛"
43	2"
54	1⅞"
64	1¾"
75	1⅝"
85	1½"
96	1⅜"
106	1¼"
117	1⅛"



APPROACH SLAB NO. 2 | SPAN NO. 3 | SPAN NO. 2 | SPAN NO. 1 | APPROACH SLAB NO. 1

NOTE: NO DRAIN OPENINGS | NOTE: NO DRAIN OPENINGS

SOUTH PARAPET ELEVATION

DRAIN OPENINGS ON SOUTH SIDE ONLY AS SHOWN.
PARAPET REINFORCING NOT SHOWN FOR CLARITY.
REFER TO STD. F-SHP-42-2 FOR DETAILS.

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

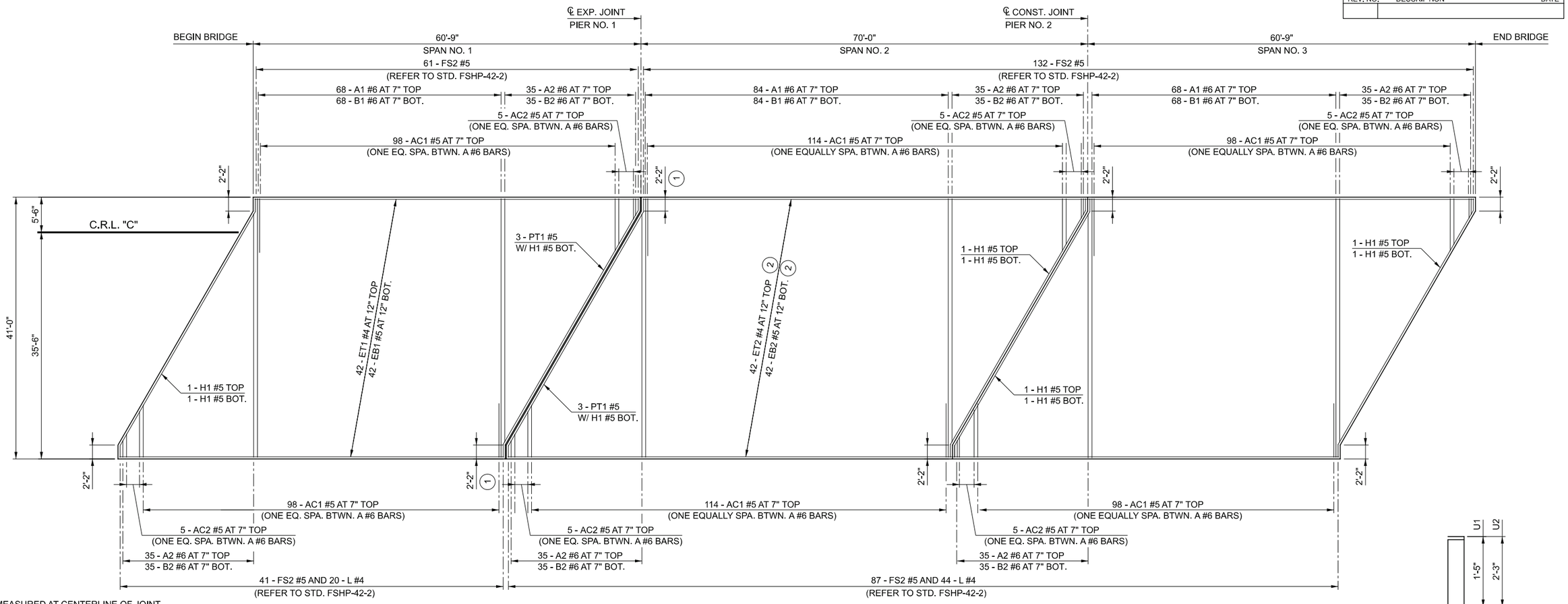
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL SECTION AND PARAPET ELEVATION - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B056

PRINT DATE: 5/30/2023 T:\19\19-19B\Drawings\Bridge\B056-31692(04)-LONGITUDINAL SECTION AND PARAPET ELEVATION-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



(1) MEASURED AT CENTERLINE OF JOINT

(2) PROVIDE CONTINUOUS REINFORCING THRU CONSTRUCTION JOINT AT PIER NO. 2

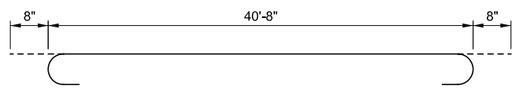
SUPERSTRUCTURE BAR LIST
BRIDGE "C"
(EPOXY COATED REINFORCED BARS)

	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
	A1	#6	BNT.	220	42'-0"	
[1]	A2	#6	BNT.	210	20'-11" AVG.	3'-7" TO 38'-3"
	AC1	#5	BNT.	620	9'-1"	
[2]	AC2	#5	BNT.	30	6'-1" AVG.	4'-1" TO 8'-1"
	AH1	#4	BNT.	12	3'-1"	
	AH2	#4	BNT.	10	4'-2"	
	AH3	#4	BNT.	64	5'-9"	
	AS	#4	BNT.	84	5'-0"	
	AT1	#4	BNT.	2	46'-4"	
	AT2	#4	BNT.	2	46'-4"	
	B1	#6	STR.	220	40'-8"	
[1]	B2	#6	STR.	210	20'-3" AVG.	2'-11" TO 37'-7"
[3]	EB1	#5	STR.	42	62'-11"	
[4]	EB2	#5	STR.	42	135'-5"	
	EPH	#4	BNT.	42	3'-5"	

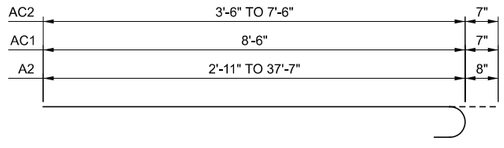
	MARK	SIZE	FORM	NO.	LENGTH	REMARKS
[3]	ET1	#4	STR.	42	62'-11"	
[4]	ET2	#4	STR.	42	135'-5"	
	F1	#4	STR.	72	7'-11"	
	F2	#4	STR.	96	8'-3"	
	F3	#4	STR.	48	9'-1"	
	FPH	#4	BNT.	38	5'-6"	
[5]	FS2	#5	BNT.	321	7'-4"	
	H1	#5	BNT.	10	46'-4"	
	H2	#4	STR.	2	41'-5"	
[5]	L	#4	BNT.	64	1'-3"	
	PT1	#5	BNT.	6	46'-4"	
	U1	#4	BNT.	120	4'-1"	
	U2	#4	BNT.	312	5'-9"	

[1] 6 SETS OF 35
[2] 6 SETS OF 5
[3] INCLUDES 1 - 2'-6" LAP
[4] INCLUDES 2 - 2'-6" LAP
[5] FOR BAR BEND, SEE STD. FSHP-42-2

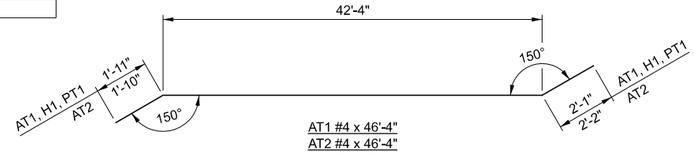
SLAB REINFORCING PLAN



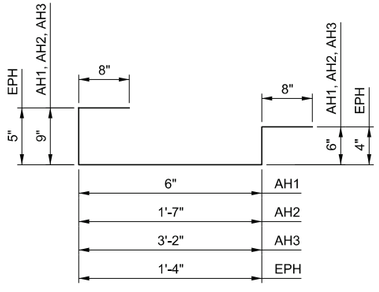
A1 #6 x 42'-0"



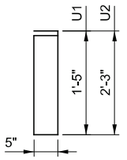
A2 #6 x 20'-11" AVG.
AC1 #5 x 9'-1"
AC2 #5 x 6'-1" AVG.



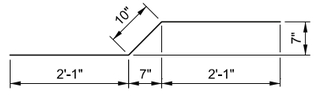
AT1 #4 x 46'-4"
AT2 #4 x 46'-4"
H1 #5 x 46'-4"
PT1 #5 x 46'-4"



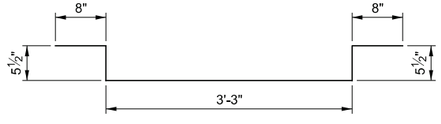
AH1 #4 x 3'-1"
AH2 #4 x 4'-2"
AH3 #4 x 5'-9"
EPH #4 x 3'-5"



U1 #4 X 4'-1"
U2 #4 X 5'-9"



AS #4 x 5'-0"



FPH #4 x 5'-6"

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

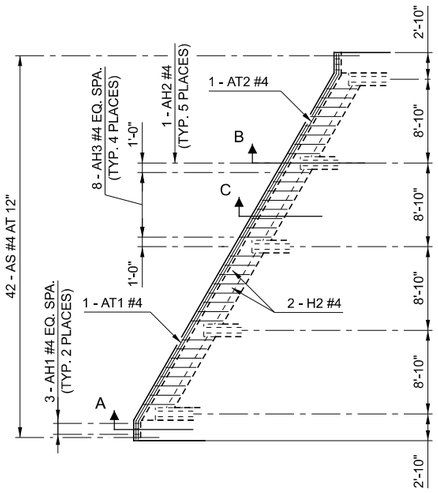
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SLAB REINFORCING PLAN
BRIDGE "C" (1 OF 2)

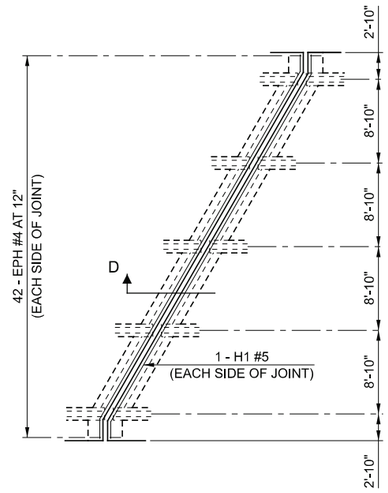
STATE JOB NO. 31692(04) SHEET NO. B057

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B057-3169204-SLAB REINFORCING PLAN-BRIDGE C (1 OF 2).dgn

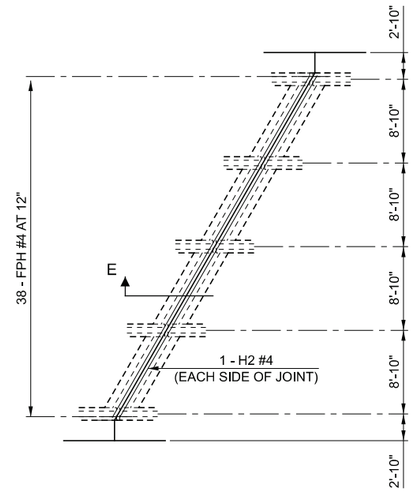
REVISIONS		
REV. NO.	DESCRIPTION	DATE



ABUTMENTS

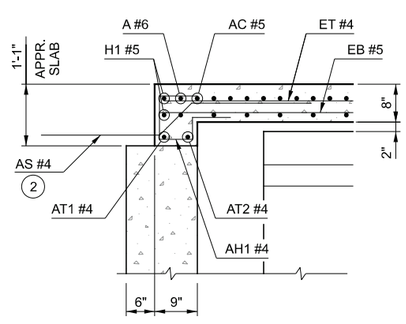


PIER NO. 1
EXPANSION



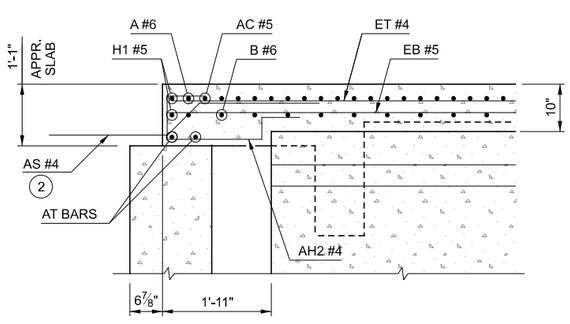
PIER NO. 2
CONT. EXPANSION

ADDITIONAL SLAB REINFORCING AT DIAPHRAGM PLAN

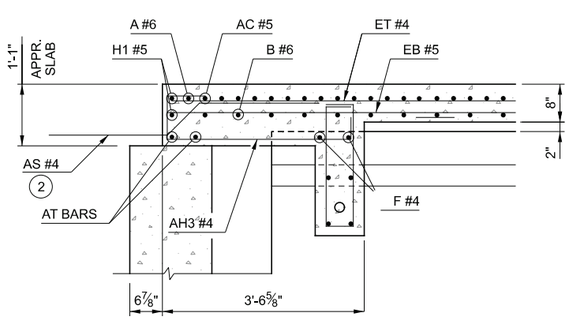


SECTION A

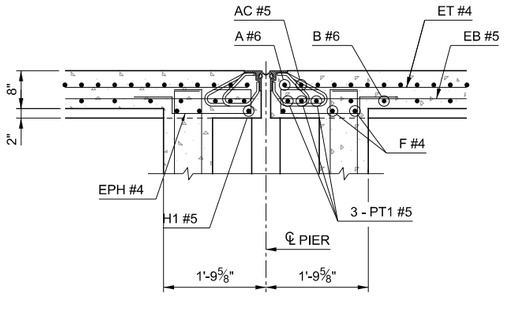
(2) TIE TO TOP REINFORCING OF DECK SLAB AND BOTTOM REINFORCING OF THE APPROACH SLAB (PLACE BOTTOM LEG OF AS THRU JOINT)



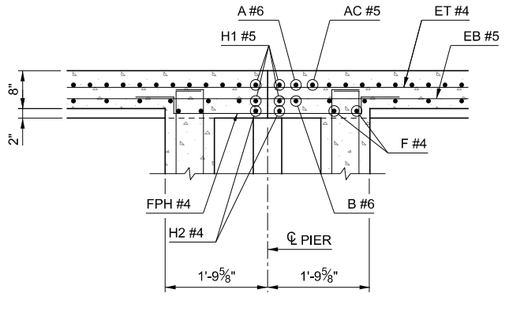
SECTION B
ALONG ℄ BEAM



SECTION C



SECTION D



SECTION E

NOTE:
FOR EXPANSION JOINT OPENING, SEE SHEET B056.

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

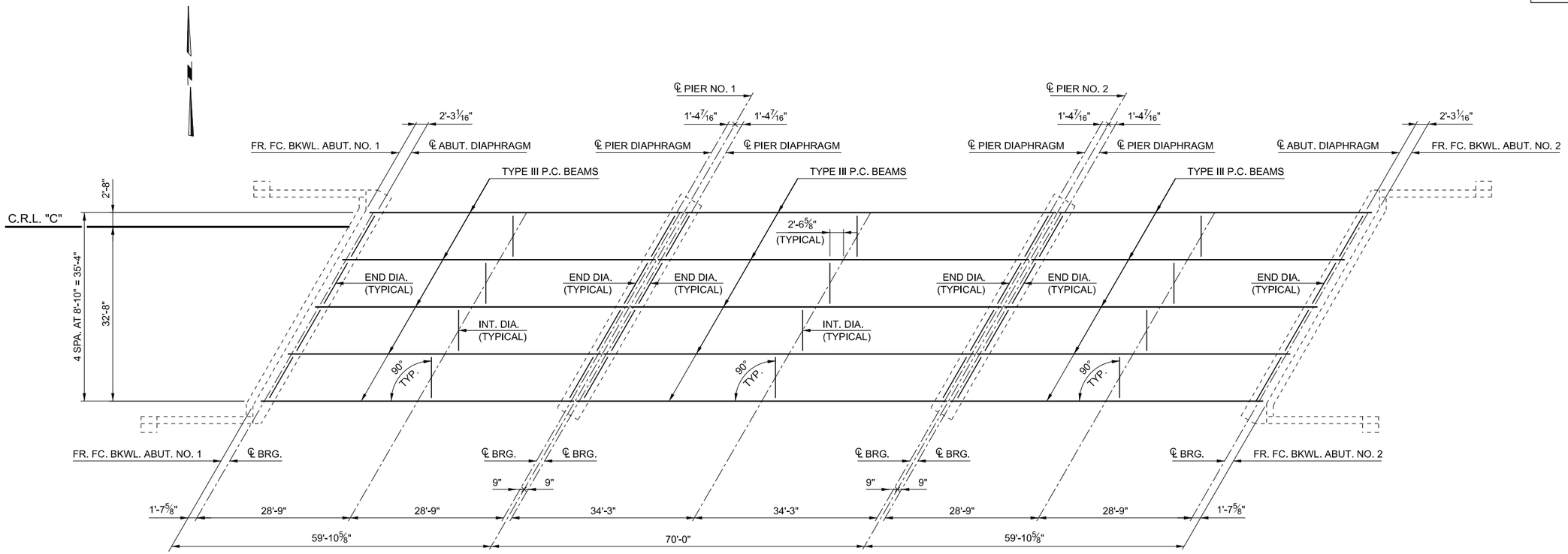
OKLAHOMA DEPARTMENT OF TRANSPORTATION

SLAB REINFORCING PLAN
BRIDGE "C" (2 OF 2)

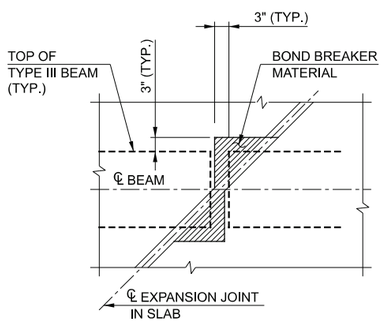
STATE JOB NO. 31692(04) SHEET NO. B058

PRINT DATE: 5/30/2023 T:\1919\19-19BI\Drawings\Bridge\B058-3169204-SLAB REINFORCING PLAN-BRIDGE C (2 OF 2).dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SPAN NO. 1 SPAN NO. 2 SPAN NO. 3

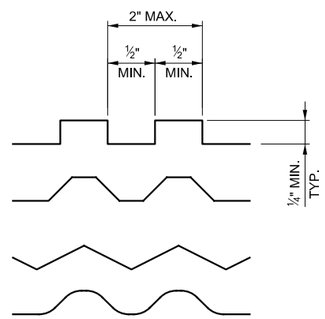


DETAIL OF BOND BREAKER AT BEAM CORNERS FOR SKEW AT EXPANSION JOINT

NOTE:
WHERE THE TOP CORNER OF BEAM PROJECTS UNDER THE SLAB OF ADJACENT SPAN, A MINIMUM OF 1" CLEARANCE BETWEEN TOP OF BEAM AND BOTTOM OF SLAB SHALL BE PROVIDED IN THE AREA SHOWN ABOVE. 1" EXPANSION MATERIAL SHALL BE USED AS A BOND BREAKER.

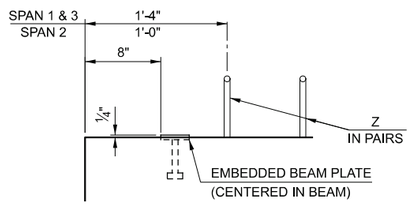
ALL COSTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

BEAM FRAMING PLAN

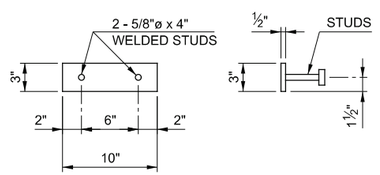


INTENTIONALLY ROUGHENED SURFACE DETAILS

TOP SURFACE OF P.C. BEAMS SHALL BE INTENTIONALLY ROUGHENED TO A MINIMUM HEIGHT OF 1/4" OVER A MAXIMUM PITCH OF 2" MEASURED LONGITUDINALLY ALONG THE LENGTH OF THE BEAM. THE CREST AND TROUGH ASSOCIATED WITH THE HEIGHT SHALL NOT BE LESS THAN 1/2" AND SHALL EXTEND THE FULL WIDTH OF THE TOP FLANGE AS SHOWN IN THE DETAILS, BY CLEANING THE CONCRETE SURFACE WITH A STIFF WIRE BRUSH (OR BLASTING) TO THE EXTENT THAT AGGREGATE IS EXPOSED TO A HEIGHT OF 1/4", OR BY ANOTHER APPROVED METHOD. THE METHOD USED SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER. REPAIR ANY DAMAGE TO REINFORCEMENT EPOXY COATING BEFORE PLACEMENT OF DECK CONCRETE.



ELEVATION



TOP VIEW END VIEW

EMBEDDED BEAM PLATE DETAILS

NOTE:
PROVIDE AN EMBEDDED BEAM PLATE AT EXPANSION ENDS ONLY.

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B059-31692(04)-BEAM FRAMING PLAN-BRIDGE C.dgn

I-40 (EB) OVER SAND CREEK BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

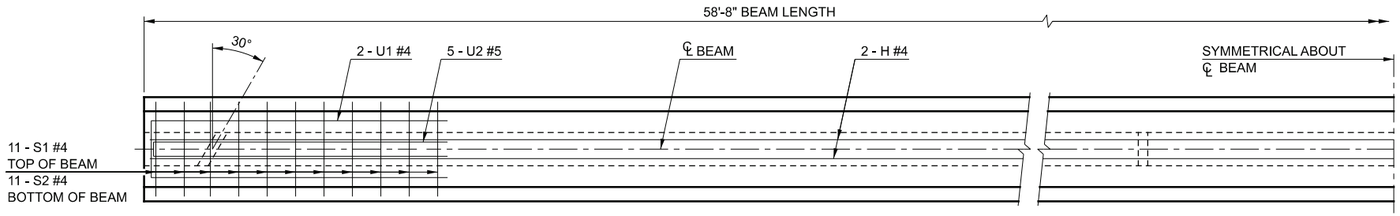
BEAM FRAMING PLAN
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B059

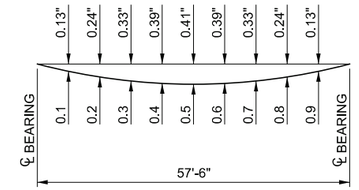
REVISIONS		
REV. NO.	DESCRIPTION	DATE

PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 4,500 P.S.I. AT TRANSFER OF PRESTRESS AND 6,000 P.S.I. AT 28 DAYS.
STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.
ROUGHENED TOP SURFACE
REFER SHEET B059
EMBEDDED BEAM PLATE
REFER SHEET B059

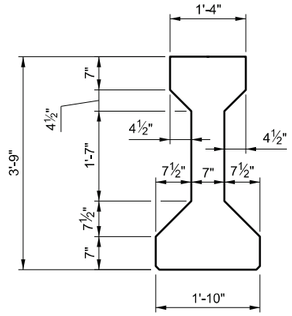


PLAN

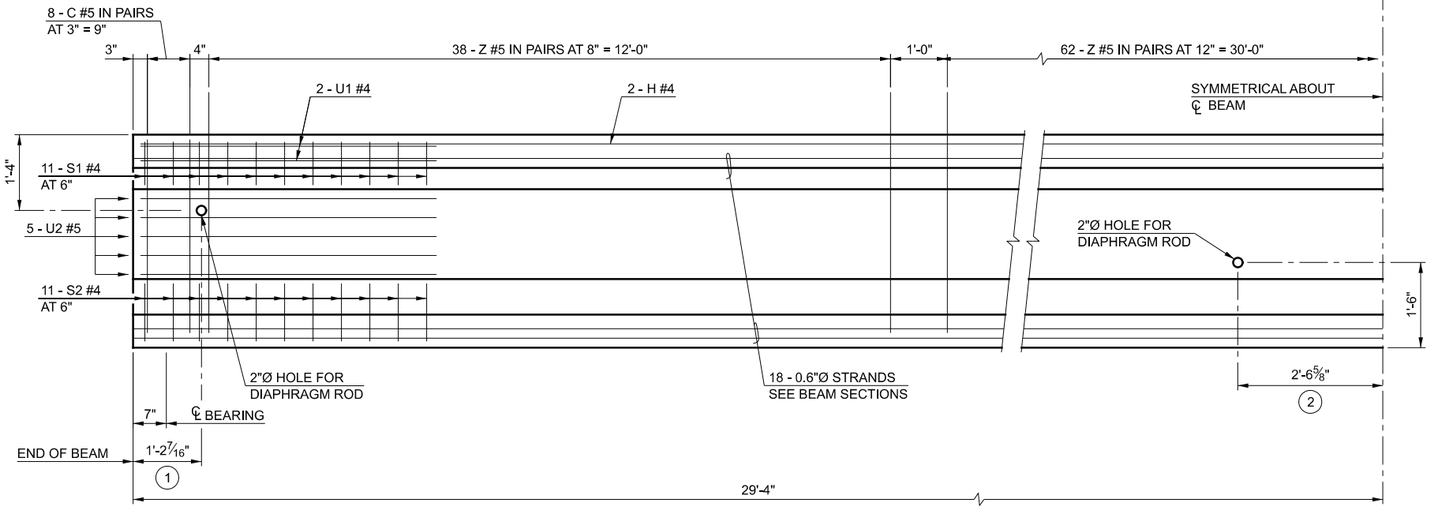


DEAD LOAD DEFLECTION DIAGRAM

NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + SIP FORMS + DIAPHRAGMS + HAUNCH + CONCRETE PARAPET. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.



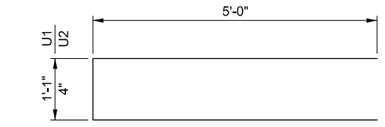
END VIEW
(TYPE III P.C.B.)



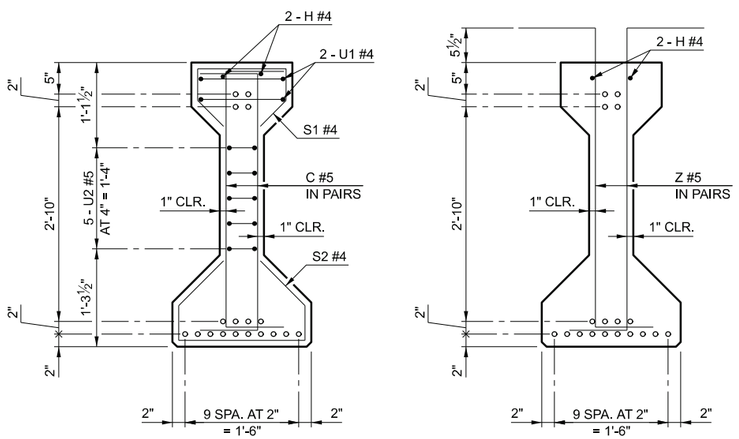
ELEVATION

(1) MEASURED AT THE CENTERLINE OF BEAM

(2) SEE BEAM FRAMING PLAN - BRIDGE "C" FOR LOCATION OF INTERMEDIATE DIAPHRAGM.



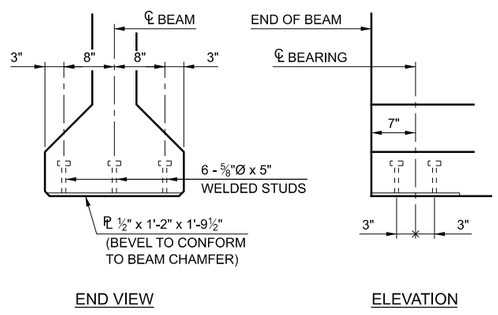
U1 #4 x 11'-1"
U2 #5 x 10'-4"



END SECTION

℄ SECTION

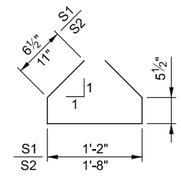
BEAM SECTIONS
18 - 0.6"Ø STRANDS



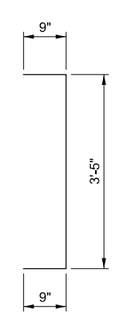
END VIEW ELEVATION

EMBEDDED SOLE PLATE DETAIL

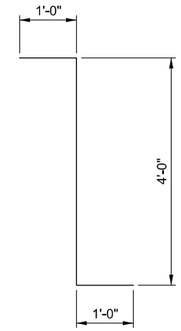
NOTE:
PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM.



S1 #4 x 3'-2"
S2 #4 x 4'-5"



C #5 x 4'-11"



Z #5 x 6'-0"
(EPOXY COATED)

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

P.C. BEAM DETAILS
SPANS NO.1 AND NO. 3 - BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B060

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B060-3169204-PC BEAM DETAILS SPANS NO.1 AND NO.3-BRIDGE C.dgn

REVISIONS		
REV. NO.	DESCRIPTION	DATE

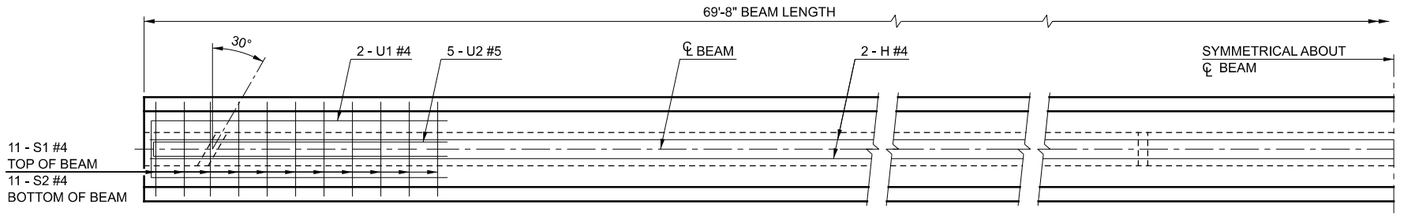
PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 6,000 P.S.I. AT TRANSFER OF PRESTRESS AND 8,000 P.S.I. AT 28 DAYS.

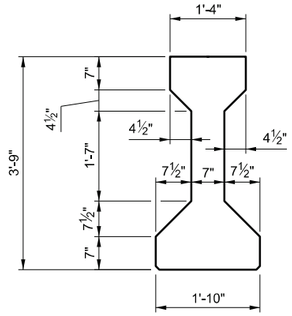
STRAND TYPE
PROVIDE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" WITH ULTIMATE TENSILE STRENGTH OF 270 K.S.I.

ROUGHENED TOP SURFACE
REFER SHEET B059

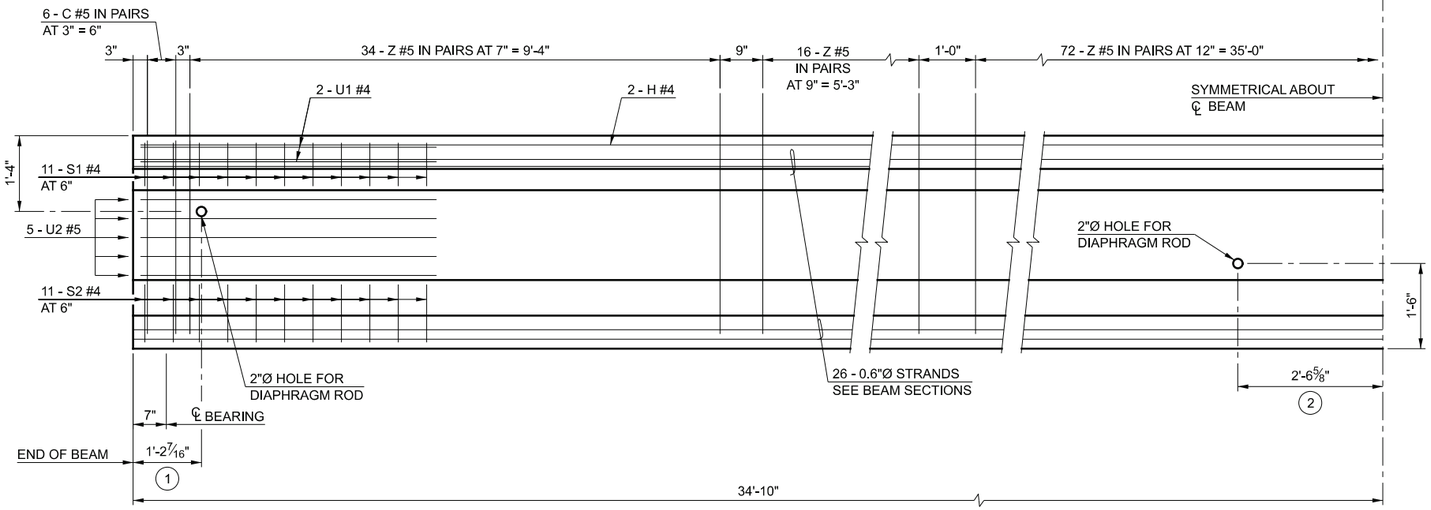
EMBEDDED BEAM PLATE
REFER SHEET B059



PLAN



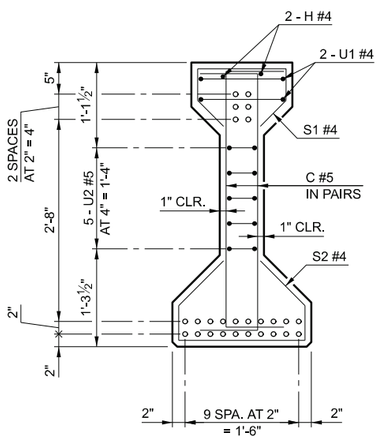
END VIEW
(TYPE III P.C.B.)



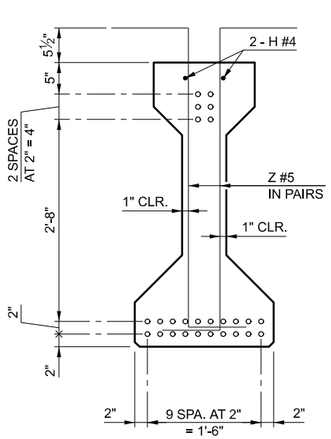
ELEVATION

(1) MEASURED AT THE CENTERLINE OF BEAM

(2) SEE BEAM FRAMING PLAN - BRIDGE "C" FOR LOCATION OF INTERMEDIATE DIAPHRAGM.

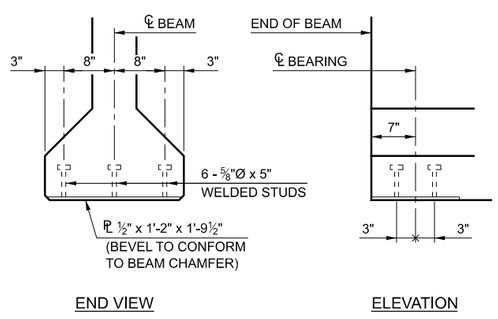


END SECTION



℄ SECTION

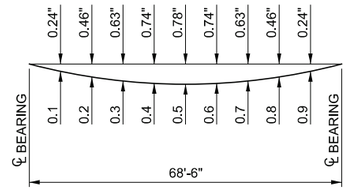
BEAM SECTIONS
26 - 0.6"Ø STRANDS



END VIEW ELEVATION

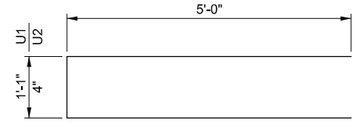
EMBEDDED SOLE PLATE DETAIL

NOTE:
PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM.

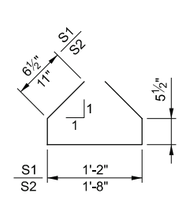


DEAD LOAD DEFLECTION DIAGRAM

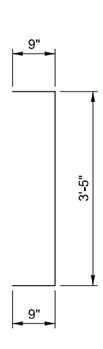
NOTE:
THE DEAD LOAD DEFLECTION SHOWN ABOVE AT THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + SIP FORMS + DIAPHRAGMS + HAUNCH + CONCRETE PARAPET. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.



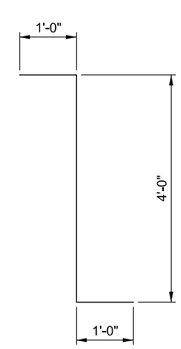
U1 #4 x 11'-1"
U2 #5 x 10'-4"



S1 #4 x 3'-2"
S2 #4 x 4'-5"



C #5 x 4'-11"



Z #5 x 6'-0"
(EPOXY COATED)

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

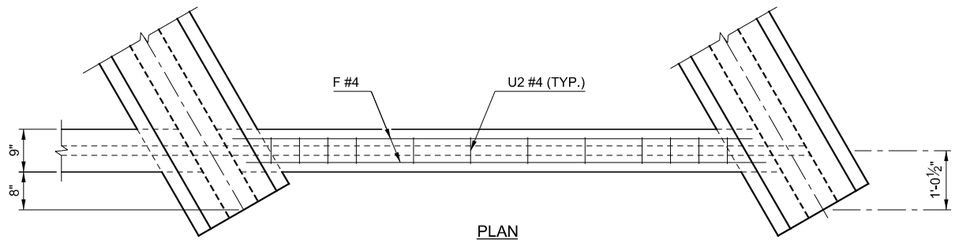
OKLAHOMA DEPARTMENT OF TRANSPORTATION

P.C. BEAM DETAILS
SPAN NO. 2 - BRIDGE "C"

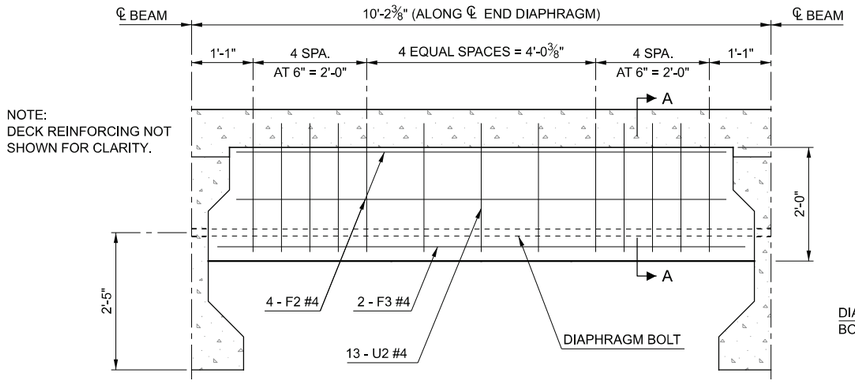
STATE JOB NO. 31692(04) SHEET NO. B061

PRINT DATE: 5/30/2023 T:\19191\19-19B\Drawings\Bridge\B061-31692(04)-PC BEAM DETAILS SPAN NO 2-BRIDGE C.dgn

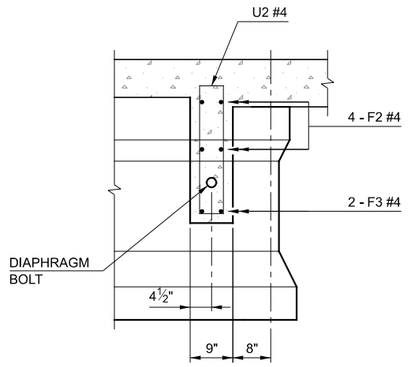
REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

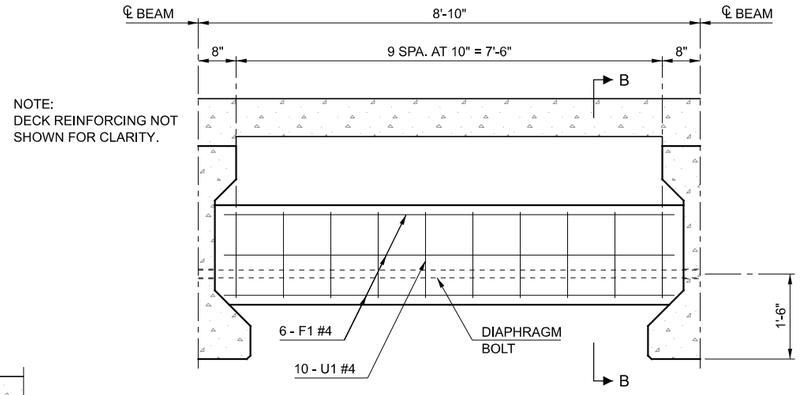


ELEVATION

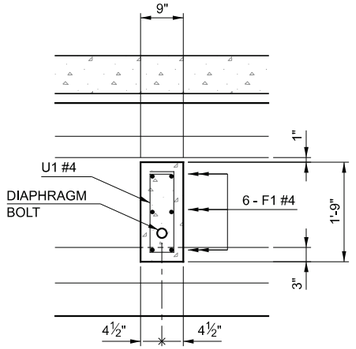


SECTION A-A

TYPICAL END DIAPHRAGM DETAILS
(TYPE III BEAMS)

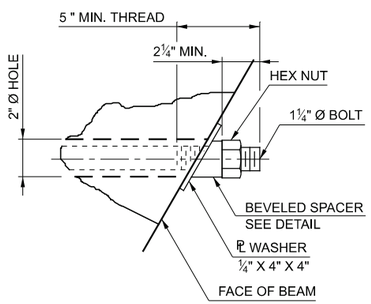


ELEVATION

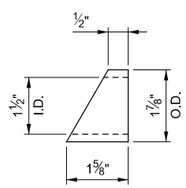


SECTION B-B

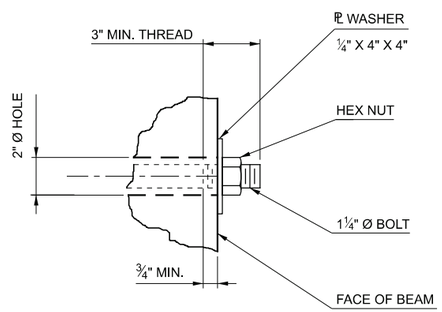
TYPICAL INTERMEDIATE DIAPHRAGM DETAILS
(TYPE III BEAMS)



END DIAPHRAGM BOLT DETAIL



BEVELED SPACER
1 1/2" EXTRA STRONG PIPE SLEVE



INTERMEDIATE DIAPHRAGM BOLT DETAIL

DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH ASSHTO M291 (ASTM A563).

PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COSTS OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.

PRINT DATE: 5/30/2023 T:\19\19\19-19B\Drawings\Bridge\B062-31692\04-DIAPHRAGM DETAILS-BRIDGE C.dgn

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

PRELIMINARY PLANS
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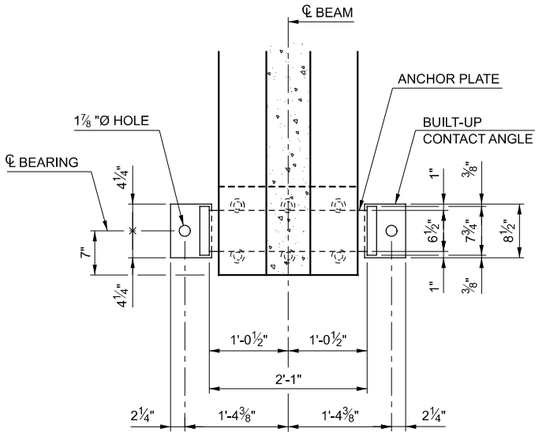
DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B062

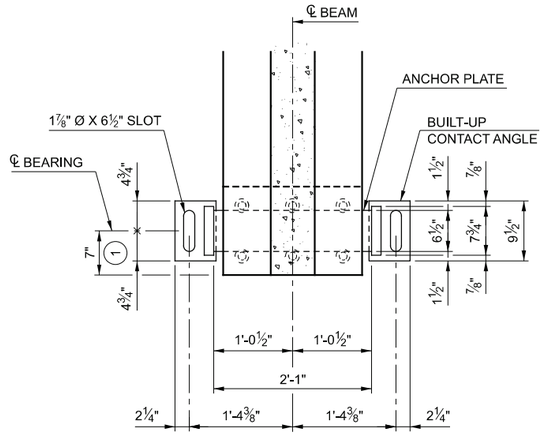
REVISIONS		
REV. NO.	DESCRIPTION	DATE



FIXED BEARING PLAN

ABUTMENT NO. 1
ABUTMENT NO. 2

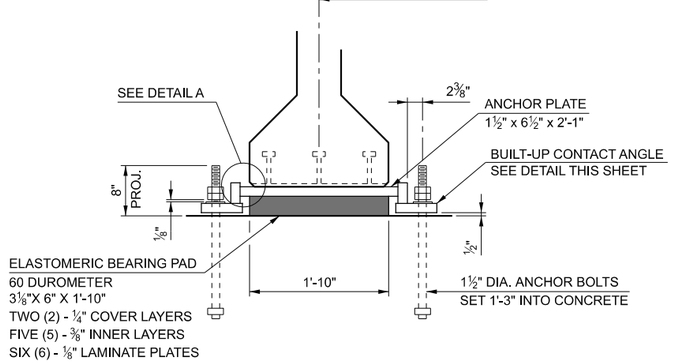
NOTE: ESTIMATED WEIGHT OF STRUCTURAL STEEL PER BEARING IS 167 LBS.



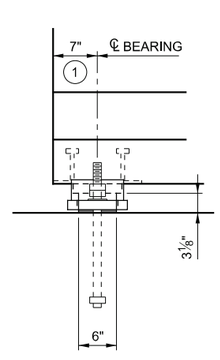
EXPANSION BEARING PLAN

PIER NO. 1 - SPAN 1
PIER NO. 1 - SPAN 2
PIER NO. 2 - SPAN 2
PIER NO. 2 - SPAN 3

NOTE: ESTIMATED WEIGHT OF STRUCTURAL STEEL PER BEARING IS 173 LBS.



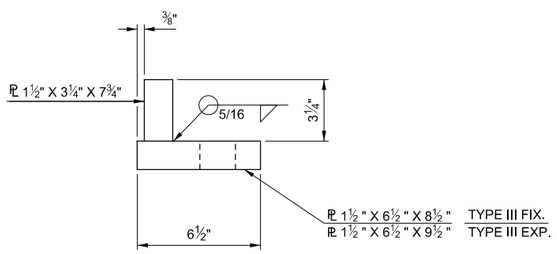
END VIEW



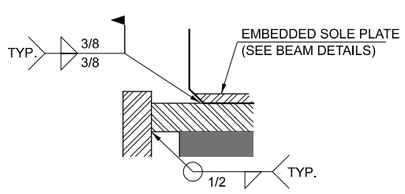
SIDE VIEW

TYPE III BEARING DETAILS

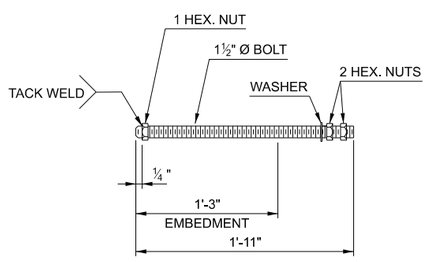
(1) CENTER ANCHOR BOLTS IN SLOTS DURING SETTING OF BEAM. DIMENSION MAY VERY DEPENDING ON TEMPERATURE AT THE TIME OF BEAM SETTING.



BULD-UP CONTACT ANGLE DETAIL



DETAIL A



ANCHOR BOLT DETAIL

BEARING ASSEMBLY NOTES

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

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

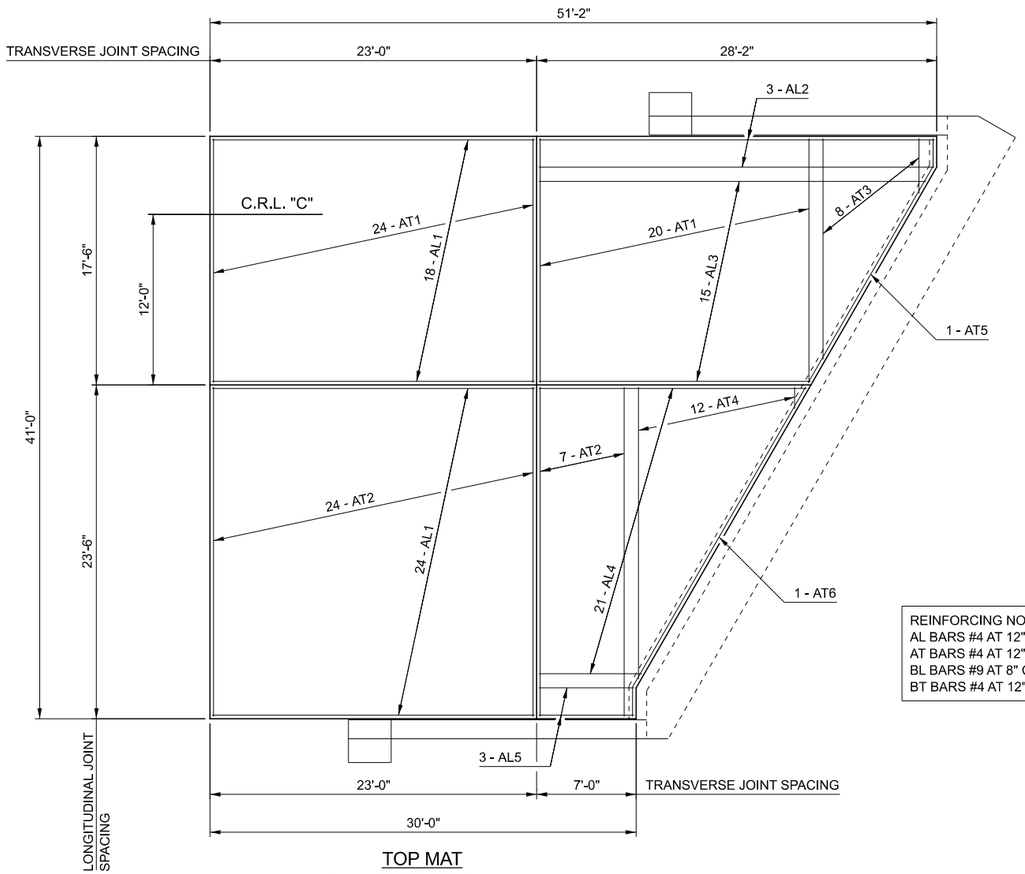
OKLAHOMA DEPARTMENT OF TRANSPORTATION

BEARING ASSEMBLY DETAILS
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B063

PRINT DATE: 5/30/2023 T:\1919\19-19BID\rawings\Bridge\B063-3169204-BEARING ASSEMBLY DETAILS-BRIDGE C.dgn

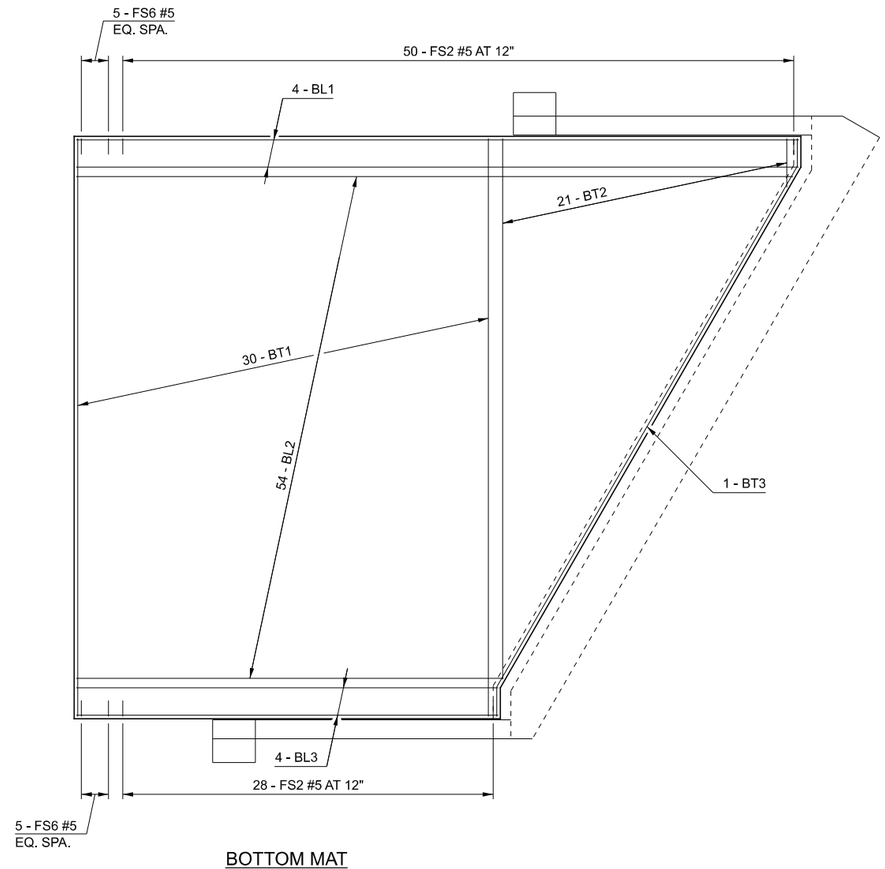
REVISIONS		
REV. NO.	DESCRIPTION	DATE



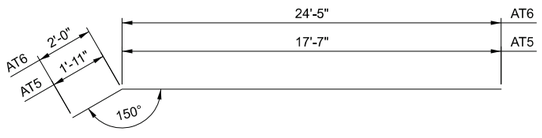
TOP MAT
REINFORCING DETAIL

NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.

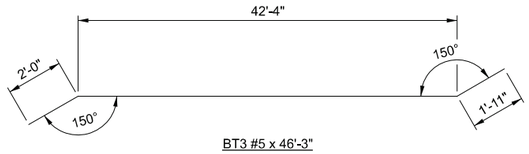
REINFORCING NOTE:
AL BARS #4 AT 12" CENTERS
AT BARS #4 AT 12" CENTERS
BL BARS #9 AT 8" CENTERS
BT BARS #4 AT 12" CENTERS



BOTTOM MAT
REINFORCING DETAIL



AT5 #5 x 19'-6"
AT6 #5 x 26'-5"



BT3 #5 x 46'-3"

APPROACH SLAB NO. 1 BAR LIST
BRIDGE "C"

MARK	SIZE	FORM	NO.	LENGTH	REMARKS
EPOXY COATED REINFORCED BARS					
AL1	#4	STR.	42	22'-8"	
AL2	#4	STR.	3	27'-10"	
AL3	#4	STR.	15	23'-2" AVG.	19'-1" TO 27'-3"
AL4	#4	STR.	21	13'-0" AVG.	7'-2" TO 18'-10"
AL5	#4	STR.	3	6'-8"	
AT1	#4	STR.	44	17'-2"	
AT2	#4	STR.	31	23'-2"	
AT3	#4	STR.	8	9'-8" AVG.	3'-10" TO 15'-6"
AT4	#4	STR.	12	11'-0" AVG.	1'-6" TO 20'-6"
AT5	#5	BNT.	1	19'-6"	
AT6	#5	BNT.	1	26'-5"	
BL1	#9	STR.	4	50'-10"	
BL2	#9	STR.	54	40'-3" AVG.	30'-1" TO 50'-5"
BL3	#9	STR.	4	29'-8"	
BT1	#4	STR.	30	40'-8"	
BT2	#4	STR.	21	20'-9" AVG.	3'-5" TO 38'-1"
BT3	#4	BNT.	1	46'-3"	
[1] FS2	#5	BNT.	78	7'-4"	
[1] FS6	#5	BNT.	10	7'-7"	

[1] SEE STD. FSHP-42-2 FOR BAR BEND

APPROACH SLAB QUANTITIES - BRIDGE "C"

DESCRIPTION	UNIT	APPR. SLAB NO. 1	APPR. SLAB NO. 2	TOTAL
APPROACH SLAB	SY	184.90	184.90	369.80
SAW-CUT GROOVING	SY	171.40	171.40	342.80
42" F-SHAPED PARAPET	LF	81.20	81.20	162.40
WATER REPELLENT (VISUALLY INSPECTED)	SY	40.00	40.00	80.00

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

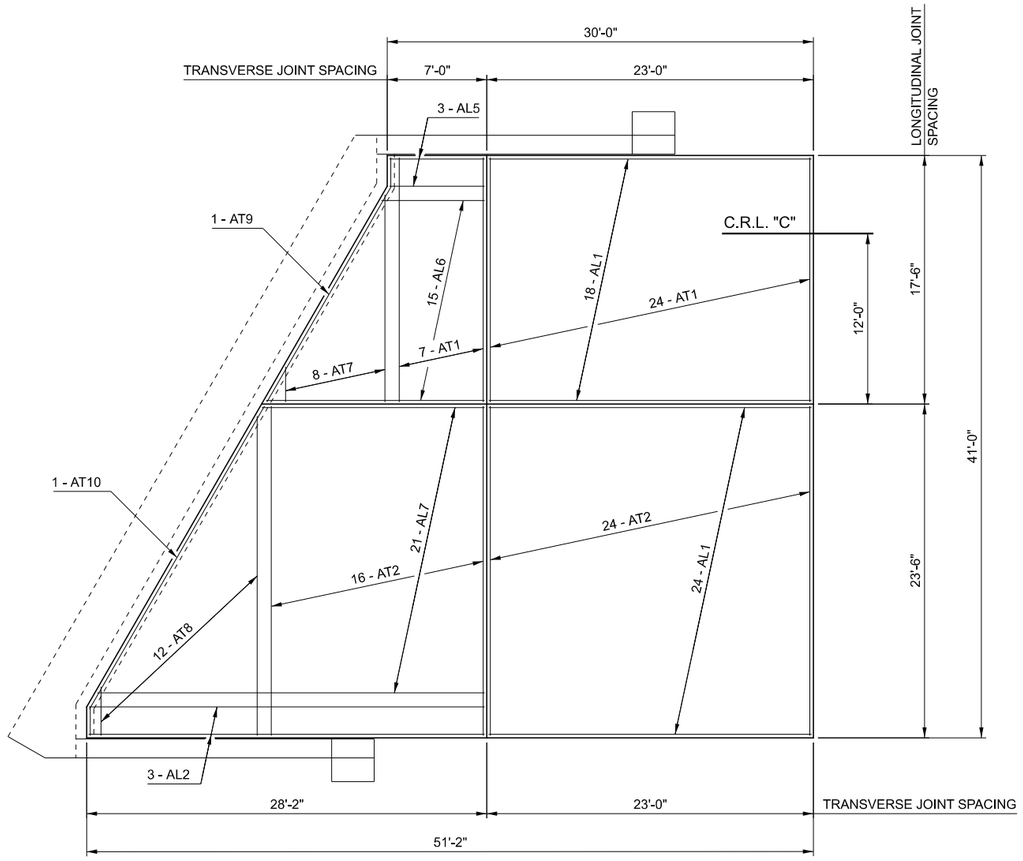
OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 1 DETAILS
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B064

PRINT DATE: 5/30/2023 T:\19191\19-19B\Drawings\Bridge\B064-3169204-APPROACH SLAB NO.1 DETAILS-BRIDGE C.dgn

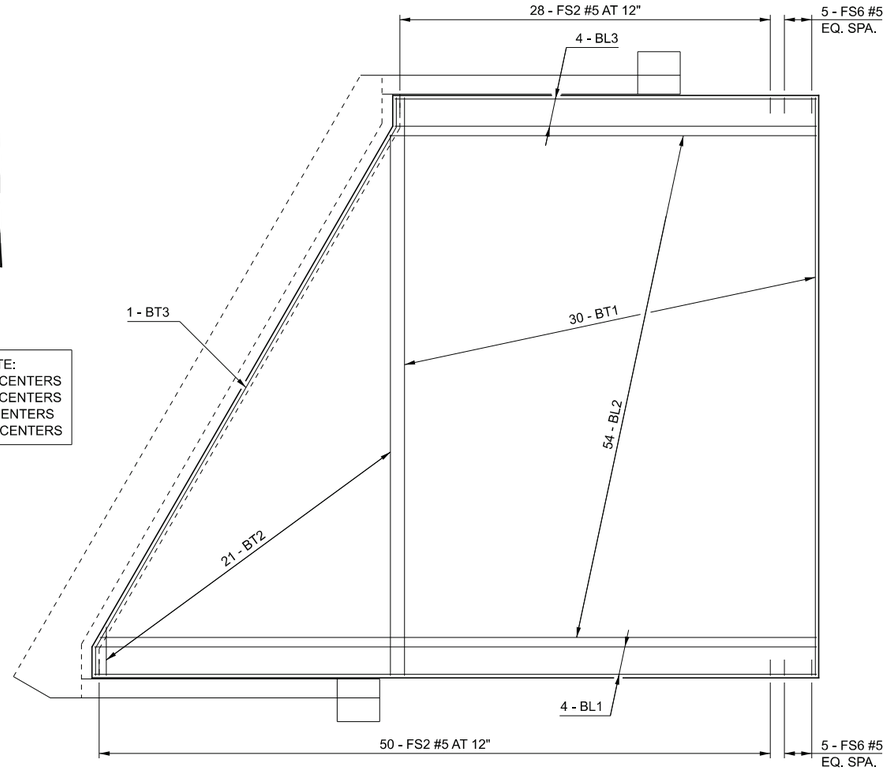
REVISIONS		
REV. NO.	DESCRIPTION	DATE



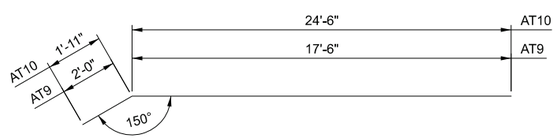
TOP MAT
REINFORCING DETAIL

NOTE: THE F-SHAPED CONCRETE PARAPET IS NOT SHOWN FOR CLARITY. FOR DETAILS REFER STD. FSHP-42-2.

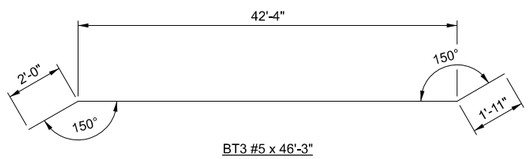
REINFORCING NOTE:
AL BARS #4 AT 12" CENTERS
AT BARS #4 AT 12" CENTERS
BL BARS #9 AT 8" CENTERS
BT BARS #4 AT 12" CENTERS



BOTTOM MAT
REINFORCING DETAIL



AT9 #5 x 26'-5"
AT10 #5 x 19'-6"



BT3 #5 x 46'-3"

APPROACH SLAB NO. 2 BAR LIST
BRIDGE "C"

MARK	SIZE	FORM	NO.	LENGTH	REMARKS
EPOXY COATED REINFORCED BARS					
AL1	#4	STR.	42	22'-8"	
AL2	#4	STR.	3	27'-10"	
AL5	#4	STR.	3	6'-8"	
AL6	#4	STR.	15	11'-4" AVG.	7'-3" TO 15'-5"
AL7	#4	STR.	21	21'-5" AVG.	15'-7" TO 27'-3"
AT1	#4	STR.	31	17'-2"	
AT2	#4	STR.	40	23'-2"	
AT7	#4	STR.	8	8'-6" AVG.	2'-5" TO 14'-7"
AT8	#4	STR.	12	12'-11" AVG.	3'-5" TO 22'-5"
AT9	#5	BNT.	1	26'-5"	
AT10	#5	BNT.	1	19'-6"	
BL1	#9	STR.	4	50'-10"	
BL2	#9	STR.	54	40'-3" AVG.	30'-1" TO 50'-5"
BL3	#9	STR.	4	29'-8"	
BT1	#4	STR.	30	40'-8"	
BT2	#4	STR.	21	20'-9" AVG.	3'-5" TO 38'-1"
BT3	#4	BNT.	1	46'-3"	
[1] FS2	#5	BNT.	78	7'-4"	
[1] FS6	#5	BNT.	10	7'-7"	

[1] SEE STD. FSHP-42-2 FOR BAR BEND

PRELIMINARY PLANS
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DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB NO. 2 DETAILS
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B065

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B065-31692(04)-APPROACH SLAB NO 2 DETAILS-BRIDGE C.dgn

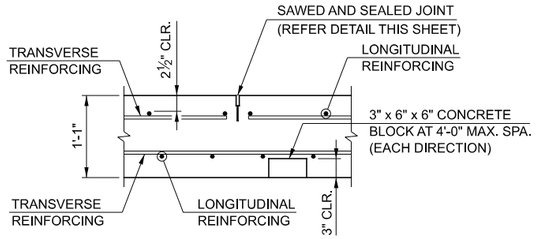
REVISIONS		
REV. NO.	DESCRIPTION	DATE

NOTES:

DURING CONSTRUCTION THE EDGES OF THE APPROACH SLABS SHALL BE PROTECTED BY THE CONTRACTOR TO PREVENT DAMAGE TO THE CONCRETE.

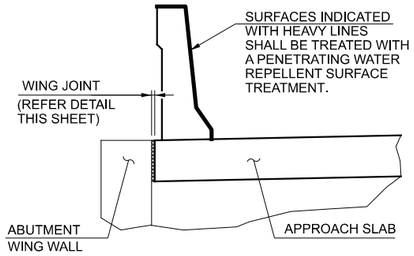
DO NOT SAW-CUT WITHIN 6" OF ANY SAWED AND SEALED CONSTRUCTION JOINT,

REINFORCING STEEL IN THE TOP OF THE APPROACH SLAB SHALL END 2" EITHER SIDE OF JOINTS.

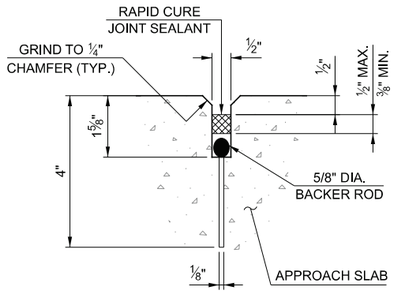


DETAILS OF APPROACH SLAB REINFORCING AT SAWED AND SEALED JOINT

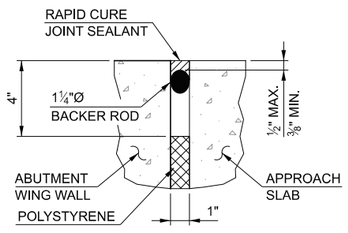
(LONGITUDINAL JOINT SHOWN)



DETAIL OF APPROACH SLAB AT ABUTMENT WING WALL AND WATER REPELLENT PLACEMENT



SAWED AND SEALED CONSTRUCTION, LONGITUDINAL, OR TRANSVERSE JOINT DETAIL



WING JOINT DETAIL

PRELIMINARY PLANS

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DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

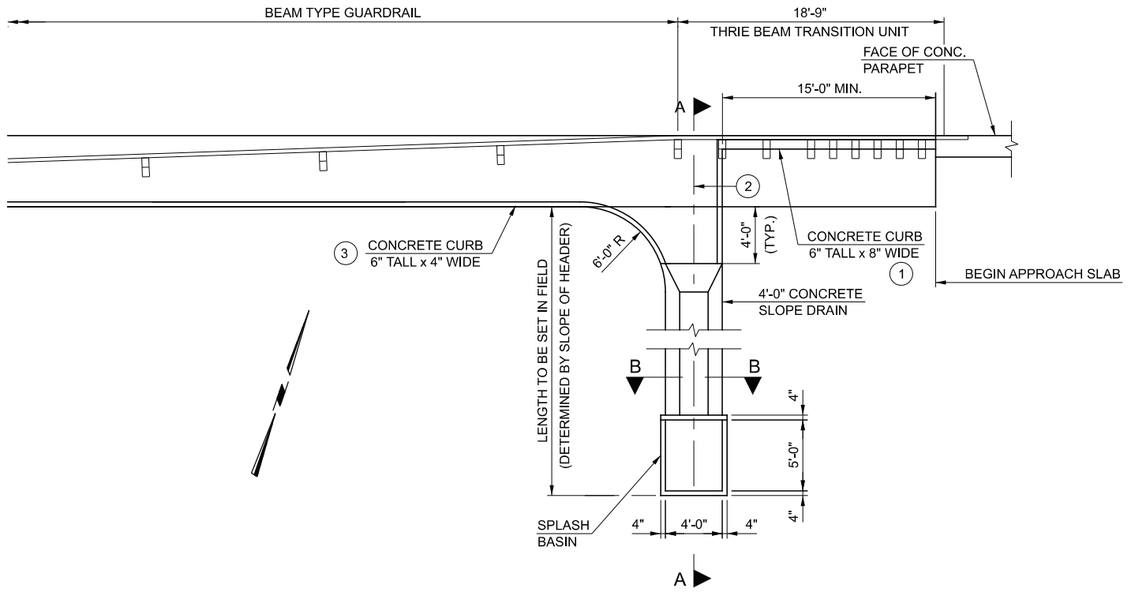
OKLAHOMA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
BRIDGE "C"

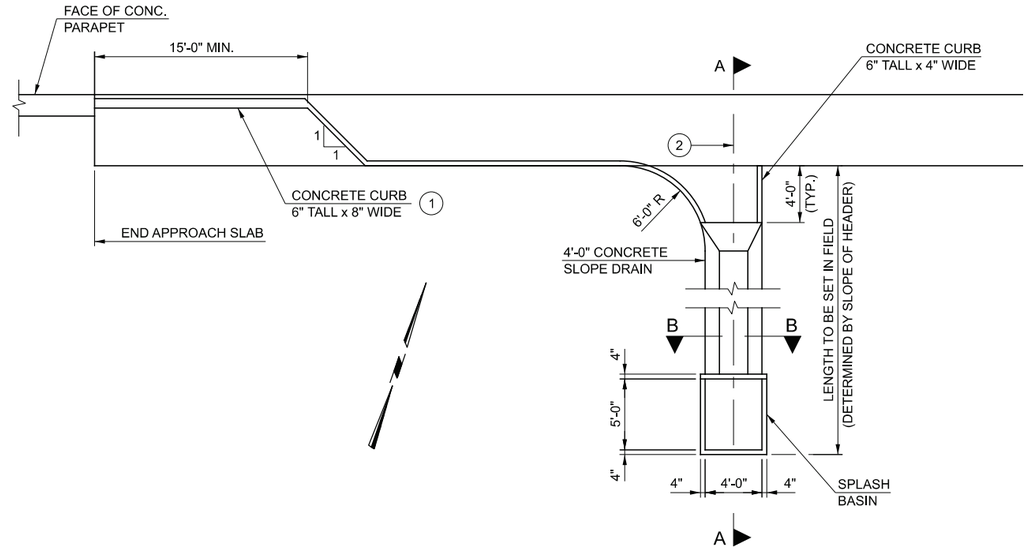
STATE JOB NO. 31692(04) SHEET NO. B066

PRINT DATE: 5/30/2023 T:\19\19-19BI\Drawings\Bridge\B066-3169204-APPROACH SLAB DETAILS-BRIDGE C.dgn

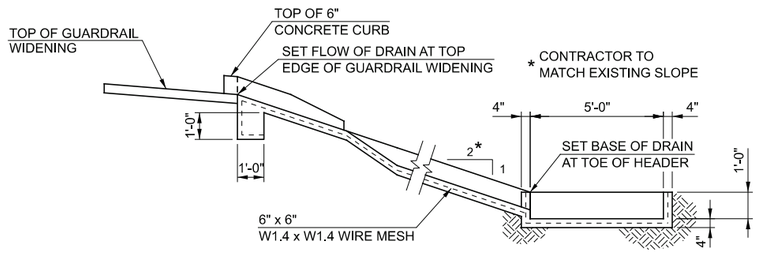
REVISIONS		
REV. NO.	DESCRIPTION	DATE



DRAIN PLAN AT BEGIN BRIDGE

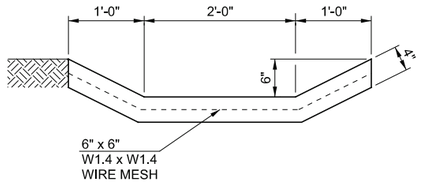


DRAIN PLAN AT END BRIDGE

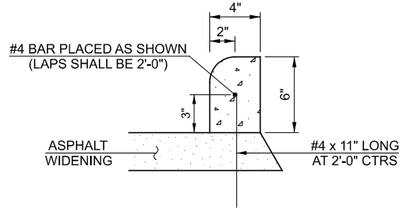


SECTION A-A

(GUARDRAIL NOT SHOWN FOR CLARITY)



SECTION B-B



DETAIL OF CONCRETE CURB

NOTE

SLOPE DRAINS, SPLASH BASINS, AND CURBS (6" TALL x 4" WIDE CURBS) SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS, CURBS (6" TALL x 4" WIDE CURBS), CURB REINFORCING STEEL AND CLEARING AND EXCAVATION SHALL BE INCLUDED IN THE BRIDGE PAY ITEM FOR "CLASS "C" CONCRETE."

(1) FOR ADDITIONAL DETAILS, SEE STD. THRI-1

(2) DRAIN LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD

(3) LENGTH OF CURB REQUIRED TO BE DETERMINED BY ENGINEER IN THE FIELD

PRELIMINARY PLANS

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

DESIGN	GDD	
DRAWN	ZTF	
CHECKED	JTK	
APPROVED		
SQUAD	MacArthur	

I-40 (EB) OVER SAND CREEK — BECKHAM CO.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINS AT END OF BRIDGE
BRIDGE "C"

STATE JOB NO. 31692(04) SHEET NO. B067

PRINT DATE: 5/30/2023 T:\1919\19-19B\Drawings\Bridge\B067-3169204-DRAINS AT END OF BRIDGE-BRIDGE C.dgn

STORM WATER MANAGEMENT PLAN

SITE DESCRIPTION

PROJECT LIMITS: I-40 EASTBOUND FROM 0.56 MILES WEST OF TURKEY CREEK ONWARDS TO SAND CREEK.

PROJECT DESCRIPTION: RECONSTRUCT I-40 BRIDGES OVER TURKEY CREEK. 817 FEET OF ROADWAY CONSTRUCTION FOR CONNECTION TO NEW BRIDGES, MILL AND OVERLAY THE REST.

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

SOIL TYPE: SPUR LOAM / DEVOL LOAMY SAND

TOTAL AREA OF THE CONSTRUCTION SITE: 5.08 AC

ESTIMATED AREA TO BE DISTURBED: 5.08 AC

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE) 0.00 AC

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 1.31 AC

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 1.19 AC

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.46

LATITUDE & LONGITUDE OF CENTER OF PROJECT: LATITUDE 35°15'31.10"N, LONGITUDE 99°43'25.88"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: TURKEY CREEK

SENSITIVE WATERS OR WATERSHEDS: YES ☐ NO ☒

303(d) IMPAIRED WATERS: YES ☒ NO ☐

IF YES, LIST IMPAIRMENT: ENTERCOCC

LOCATED IN A TMDL: YES ☒ NO ☐

LAKE THUNDERBIRD TMDL: YES ☐ NO ☒

MS4 ENTITY YES ☐ NO ☒

IF YES, LOCATION: N/A

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

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

STRUCTURAL PRACTICES:

- ____ STABILIZED CONSTRUCTION EXIT
- X TEMPORARY SILT FENCE
- X TEMPORARY SILT DIKES
- ____ TEMPORARY BALE BARRIERS
- X 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
- X INLET PROTECTION
- ____ TEMPORARY BRUSH SEDIMENT BARRIERS
- ____ SANDBAG BERMS
- ____ TEMPORARY STREAM CROSSINGS
- ____ FLEXMAT / ARTICULATED CONCRETE BLOCK
- ____ COMPOST FILTER SOCKS
- ____ EROSION CONTROL MATS AND BLANKETS

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT 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, SEPTEMBER 13, 2017

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

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STORM WATER MANAGEMENT PLAN (TURKEY CREEK)

STATE JOB NO. 31692(04) SHEET NO. R001

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\R001-3169204-Storm Water Management Plan (Turkey Creek).dgn

STORM WATER MANAGEMENT PLAN

SITE DESCRIPTION

PROJECT LIMITS: I-40 EASTBOUND FROM 0.46 MI EAST OF SAND CREEK ONWARD TO TURKEY CREEK.

PROJECT DESCRIPTION: RECONSTRUCT I-40 BRIDGE OVER SAND CREEK.
1418 FEET OF ROADWAY CONSTRUCTION FOR CONNECTION TO NEW BRIDGE, MILL AND OVERLAY THE REST

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

SOIL TYPE: WESTOLA / CYRIL FINE SANDY LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 3.56 AC

ESTIMATED AREA TO BE DISTURBED: 3.56 AC

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE) 0.0 AC

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 1.51 AC

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 1.48 AC

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.57

LATITUDE & LONGITUDE OF CENTER OF PROJECT: LATITUDE 35°15'42.60"N, LONGITUDE 99°39'28.90"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: SAND CREEK

SENSITIVE WATERS OR WATERSHEDS YES ☐ NO ☒

303(d) IMPAIRED WATERS: YES ☒ NO ☐

IF YES, LIST IMPAIRMENT: FISH BIOASSESSMENTS

LOCATED IN A TMDL: YES ☐ NO ☒

LAKE THUNDERBIRD TMDL: YES ☐ NO ☒

MS4 ENTITY YES ☐ NO ☒

IF YES, LOCATION: N/A

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

STRUCTURAL PRACTICES:

- ____ STABILIZED CONSTRUCTION EXIT
- X TEMPORARY SILT FENCE
- X TEMPORARY SILT DIKES
- ____ TEMPORARY BALE BARRIERS
- X 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
- X INLET PROTECTION
- ____ TEMPORARY BRUSH SEDIMENT BARRIERS
- ____ SANDBAG BERMS
- ____ TEMPORARY STREAM CROSSINGS
- ____ FLEXMAT / ARTICULATED CONCRETE BLOCK
- ____ COMPOST FILTER SOCKS
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- X LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- X EXCESS DIRT ON ROAD REMOVED DAILY

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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, SEPTEMBER 13, 2017.

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

I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STORM WATER MANAGEMENT PLAN (SAND CREEK)

STATE JOB NO. 31692(04) SHEET NO. R002

PRINT DATE: 5/31/2023 T:\19199\Drawings\Roadway\R002-31692\04-Storm Water Management Plan (Sand Creek).dgn

SEC. CORNER
STA. 854+83.69
N=706419.10
E=1453098.35

1630.96' - S01°10'00.38"W

6637.63' - N56°51'47.35"E

6637.63' - S88°48'07.19"E

CURVE DATA - CI
P.I.Sta.863988.65
X=1454571.52
Y=706347.15
Δ=3°20'05.46"
D=1°16'00.00"
T=66.37.62
L=12875.57
R=21485.92
E=1001.92

SEC. CORNER
STA. 879+17.28
N=706430.98
E=1455763.62

810.37' - S01°03'53.28"W

(WESTBOUND)
CURVE # 1
P.I. Sta= 847+53.81
Easting= 1452872.54
Northing= 704832.11
Delta R= 9°15'10.57"
D= 0°15'51.73"
T= 1753.81'
L=3500.00'
R= 21672.61'
E= 70.85'
V=75 mph

PT STA 865+00.00
N=705334.60
E=1454552.83

STA. 877+20.90
N=705620.82
E=1455748.57

CL SURVEY I-40

BM 8
EL=1862.215

BM 7
EL=1866,697

BM 6
EL=1856.755

BM 4
EL=1854.501

BM 5
EL=1862.853

BM 3
EL=1867.600

BM 2
EL=1895.592

C.R.L. "A" (WB I-40)

C.R.L. "B" (EB I-40)

74.38'

40.09'

40.77'

PT STA. 865+00.00
N=705266.58
E=1454584.87

STA. 865+03.80
N=705303.66
E=1454573.68

STA. 849+09.34
N=704788.48
E=1453065.14

SECTION 15
T-9-N, R-24-W
ne/4

BM 1
EL=1894.732

(EASTBOUND)
CURVE # 1
P.I. Sta= 847+53.98
Easting= 1452905.63
Northing= 704760.04
Delta R= 9°26'54.16"
D= 0°16'11.83"
T= 1753.98'
L=3500.00'
R= 21224.30'
E= 72.35'
V=75 mph

PC STA 830+00.00
N=704005.96
E=1451294.92

SEC. CORNER
STA. 821+20.68
N=703866.40
E=1450402.24

89.47'

576.74' - S89°12'21.25"E

STA. 829+96.96
N=704025.22
E=1451312.36

PC STA 830+00.00
N=703984.70
E=1451332.32

STA. 826+24.12
N=703858.40
E=1450978.92

SECTION 15
T-9-N, R-24-W
W/2 NW/4 SW/4

SECTION 15
T-9-N, R-24-W
s/2 se/4

EW-127.5

840+00
845+00
850+00
855+00
860+00
870+00
835+00
830+00
825+00
820+00

180'
200'
250'

200 0 200 400
SCALE: 1" = 200'

I-40 OVER TURKEY CREEK BECKHAM CO.

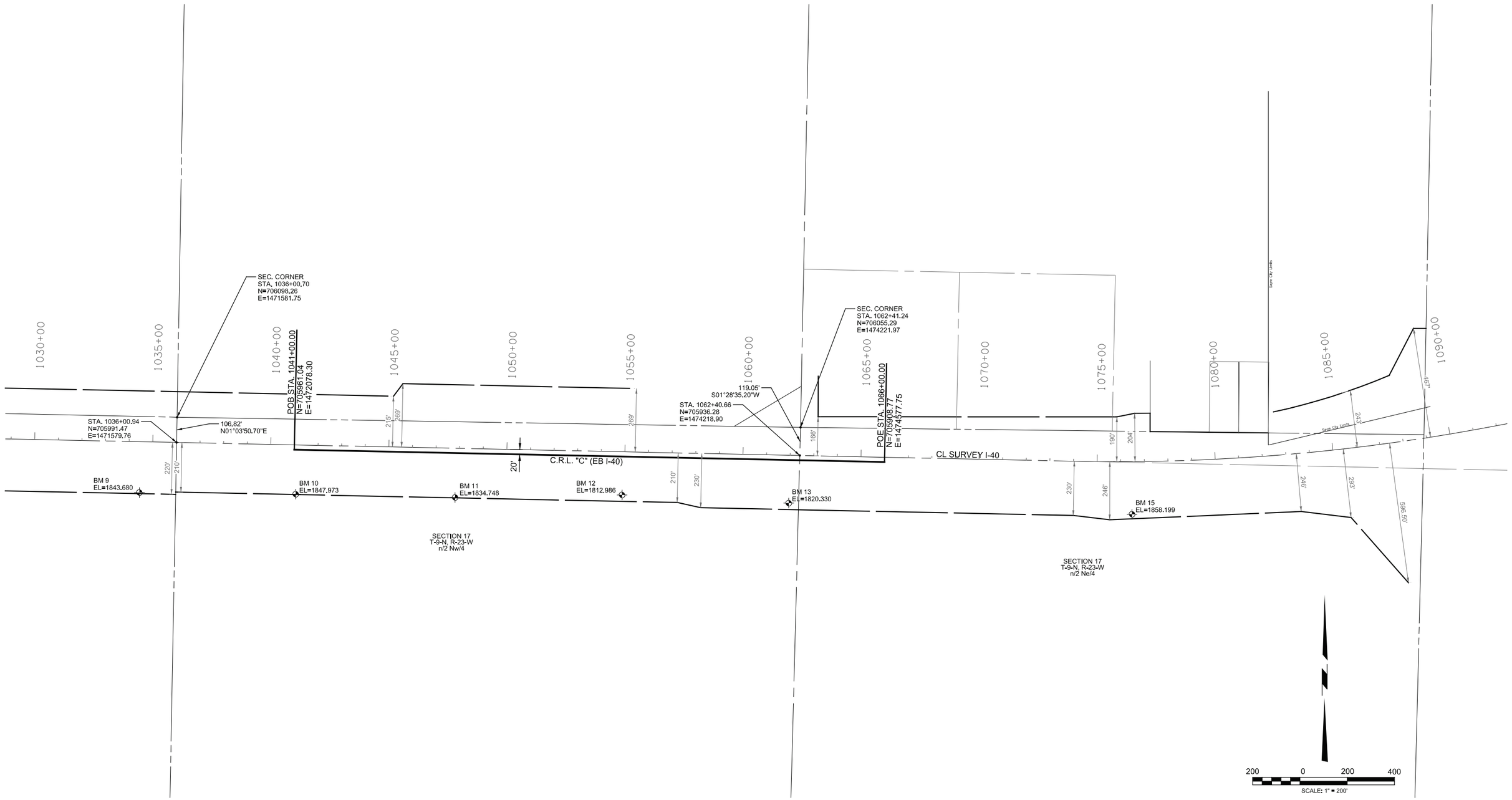
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GEOMETRIC LAYOUT SHEET (1)

STATE JOB NO. 31692(04) SHEET NO. R003

PRINT DATE: 5/31/2023 T:\19\19A\Drawings\Roadway\R003-3169204-Geometric Layout Sheet (1).dgn



I-40 OVER SAND CREEK — BECKHAM CO.

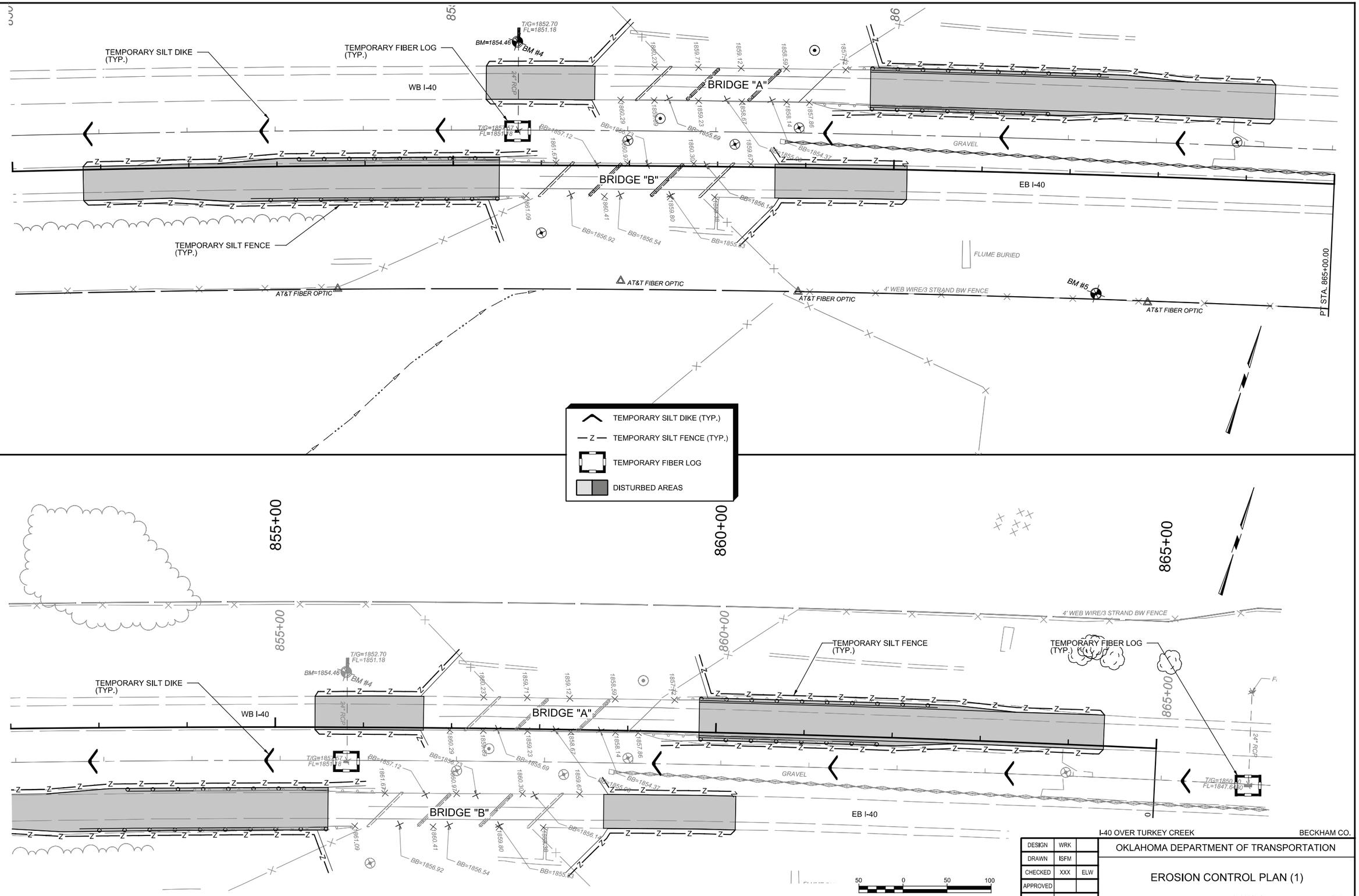
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GEOMETRIC LAYOUT SHEET (2)

STATE JOB NO. 31692(04) SHEET NO. R004

PRINT DATE: 5/31/2023 T:\19191B\Drawings\Roadway\R004-3169204-GeometricLayout Sheet (2).dgn



I-40 OVER TURKEY CREEK — BECKHAM CO.

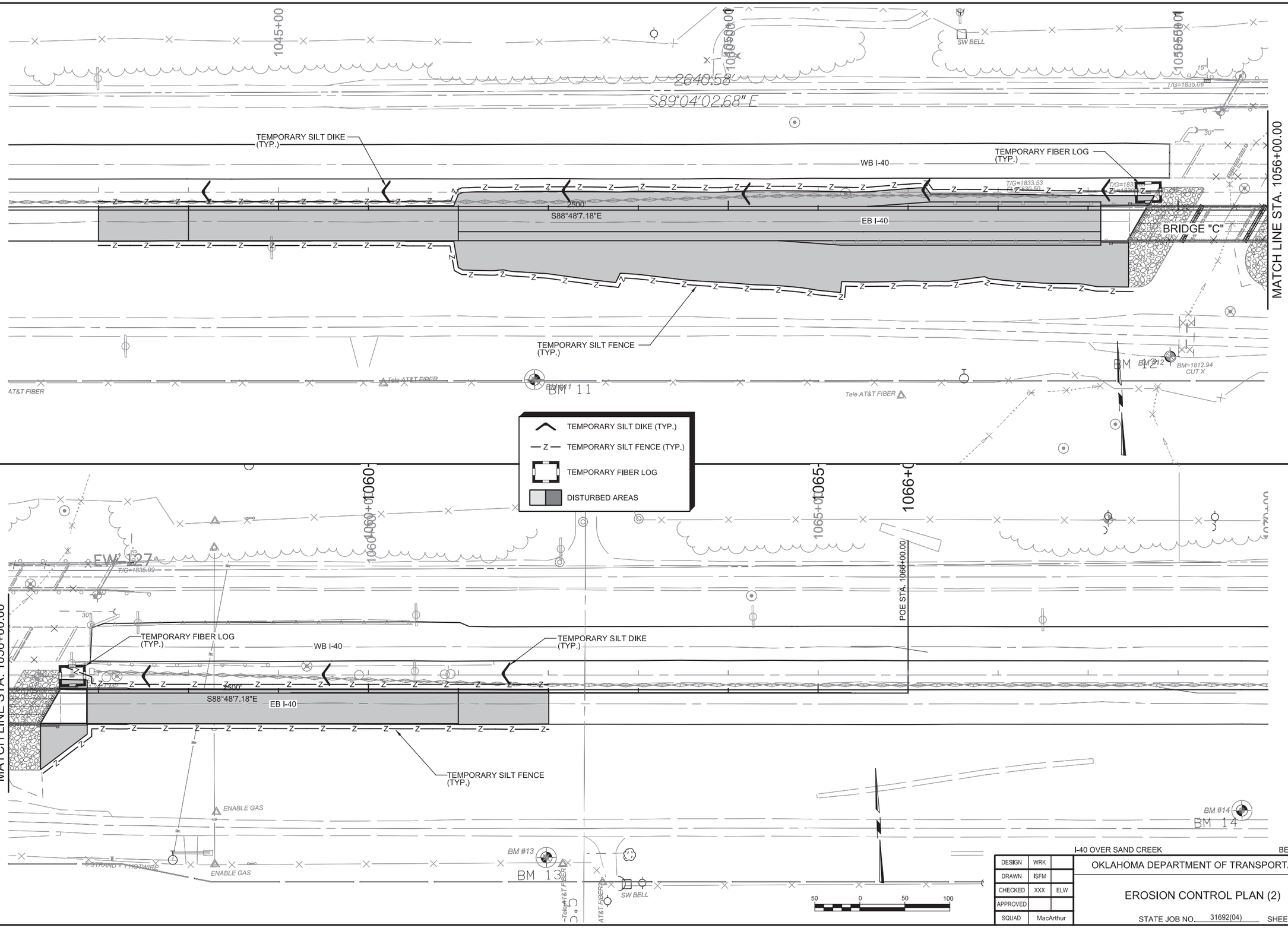
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN (1)

STATE JOB NO. 31692(04) SHEET NO. R005

PRINT DATE: 5/31/2023 T:\19\19\A\Drawings\Roadway\R005-3169204-Erosion Control Plan (1).dgn



PRINT DATE: 5/31/2023 T:\19191B\Drawings\Roadway\R006-3169204-Erosion Control Plan (2).dgn

I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN (2)

STATE JOB NO. 31692(04) SHEET NO. R006

SEC. 15, T-9-N, R-24-W

MILL & OVERLAY

CROSSOVER

BM #1

BM #2

BM #3

PRES. R/W

4' WEB WIRE/3 STRAND BW FENCE

Tele AT&T FIBER

C.R.L. CROSSOVER NO. 1 - CURVE No. 1
PI STA.= 839+50.38
N= 704386.37
E= 1452193.57
Δ= 9°32'04.89"
D= 2°29'59.34"
T= 191.15'
L= 381.42'
R= 2292.00'
E= 7.96'
V= 65 MPH

CL SURVEY
CURVE DATA - C1
P.I. Sta.869+88.65
X=1454571.52
Y=706347.15
Delta=34°20'05.46"
D=0°16'00.00"
T=6637.62
L=12875.57
R=21485.92
E=1001.92

C.R.L. CROSSOVER NO. 1 - CURVE No. 2
PI STA.= 844+64.05
N= 704672.01
E= 1452621.56
Δ= 12°34'33.33"
D= 2°29'59.34"(2)
T= 595.52'
L=492.39'
R= 2292.00'
E= 13.98'
V=65 MPH

PI STA. 837+29.61

PT STA. 841+40.64

PI STA. 844+64.05

PCC STA. 847+02.92

PT STA. 848+03.99

Sign-MILE 16

WB I-40

EB I-40

CL SURVEY

TOE OF SLOPE

CURVE No. 1

CURVE No. 2

CURVE No. C1

C.R.L. CROSSOVER NO. 1

MILL & OVERLAY LIMITS CONTINUE TO STA. 828+50.00

MILL & OVERLAY LIMITS CONTINUE TO STA. 851+80.00

Sign-BRIDGE ICES BEFORE ROAD

PC STA. 837+00.00

PRC STA. 837+59.23

PI STA. 839+50.38

PC STA. 842+10.53

BASELINE STA. 828+50.00
BEGIN PROJECT

ATT Tele

Crossover No. 1 Cross Slope Table		
STA	Cross Slope %	Description
840+39.80	3.00	Begin transition from scab-on cross slope
841+75.59	0.00	Flat spot
843+87.00	-6.80	Finish transition to scab-on cross slope

50 0 50 100

BENCHMARK "1"
STA. 836+27.65, 190.80' LT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
95.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40 AND 5.0'+/- S. OF BARB WIRE FENCE.
ELEV.=1894.73
N=704467.90
E=1451804.00

BENCHMARK "2"
STA. 842+97.50, 247.20' LT.
SET RR SPIKE IN S. SIDE OF FENCE CORNER POST, 160'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40.
ELEV.=1895.59
N=704789.50
E=1452402.00

BENCHMARK "3"
STA. 849+80.68, 171.24' LT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
95.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40 AND 5.0'+/- SOUTH OF BARB WIRE FENCE.
ELEV.=1867.60
N=704974.00
E=1453071.00

PROFILE GRADE @ C.R.L. CROSSOVER NO. 1

EXIST C.R.L. PROFILE

PVI 837+59.23 EL 1885.15

PVI 838+78.13 EL 1883.51

PVC 841+87.26 EL 1878.39

V.C.= 200.00'
K = 159

PVT 843+87.26 EL 1876.33

PVI 844+21.97 EL 1876.19

PVI 844+58.20 EL 1876.00

PVI 847+02.92 EL 1873.28

PVI 842+87.26 EL 1876.73

-1.38%

-1.66%

-0.40%

-0.52%

-1.11%

STR #2
STA 842+17.71
TEMP. RCB
STND. MEDIAN DRAIN TYPE 2B
35" X 24" X 158' CGSPA
TG= 1876.29'
FL = 1873.19'

| | | |

SEC. 15, T-9-N, R-24-W

MILL & OVERLAY

CROSSOVER

837+00 840+00 845+00 850+00

4' WEB WIRE/3 STRAND BW FENCE

BM #1 BM #2 BM #3

C.R.L. CROSSOVER NO. 2 - CURVE No. 1
PI STA.= 840+14.94
N= 704489.90
E= 1452217.02
Δ= 13°00'17.03"
D= 2°29'59.34"(2)
T= 261.57'
L=513.84'
R= 2292.00'(2)
E= 2.29'
V=65 MPH

CL SURVEY
CURVE DATA - C1
P.I. Sta.869+88.65
X=1454571.52
Y=706347.15
Delta=34°20'05.46"
D=0°16'00.00"
T=6637.62
L=12875.57
R=21485.92
E=1001.92

BEGIN MILL & OVERLAY
STA. 836+50.00

PI STA. 840+14.94

PRC STA. 847+15.32

PI STA. 847+61.87

Tele AT&T FIBER

MILL & OVERLAY LIMITS CONTINUE TO STA 856+40.00

Sign-MILE 16

CL SURVEY — CURVE No. 1

TOE OF SLOPE

CURVE No. C1

CURVE No. 2

CRL CROSSOVER NO. 2

PC STA. 837+00.00

PCC STA. 837+60.43

PRC STA. 842+74.26

PI STA. 844+95.47

Sign-BRIDGE ICES BEFORE ROAD

PT STA. 848+08.43

AT&T Tele

C.R.L. CROSSOVER NO. 2 - CURVE No. 2
PI STA.= 844+95.47
N= 704582.38
E= 1452690.87
Δ= 11°01'32.16"
D= 2°29'59.34"
T= 221.21'
L=441.06'
R= 2292.00'
E= 10.65'
V=65 MPH

50 0 50 100

Crossover No. 2 Cross Slope Table		
STA	%	Status
840+75.20	-6.00	Begin transition from scab-on cross slope
842+74.26	0.00	Flat spot
844+18.37	2.30	Finish transition to scab-on cross slope

BENCHMARK "1"
STA. 836+27.65, 190.80' LT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
95.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40 AND 5.0'+/- S. OF BARB WIRE FENCE.
ELEV.=1894.73
N=704467.90
E=1451804.00

BENCHMARK "2"
STA. 842+97.50, 247.20' LT.
SET RR SPIKE IN S. SIDE OF FENCE CORNER POST, 160'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40.
ELEV.=1895.59
N=704789.50
E=1452402.00

BENCHMARK "3"
STA. 849+80.68, 171.24' LT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
95.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40 AND 5.0'+/- SOUTH OF BARB WIRE FENCE.
ELEV.=1867.60
N=704974.00
E=1453071.00

1900 1895 1890 1885 1880 1875 1870 1865 1860

PVI 837+60.43 EL 1884.64

PVI 838+92.32 EL 1882.86

V.C.= 140.00'
K = 99
(MEETS COMFORT CRITERIA)

PVC 840+79.18 EL 1879.26

PVT 842+19.18 EL 1877.57

PROFILE GRADE @ CRL CROSSOVER NO. 2

PVI 844+18.37 EL 1876.57

PVI 844+48.66 EL 1876.28

PVI 844+79.13 EL 1875.98

PVI 847+15.32 EL 1872.60

-1.35% -1.92% -0.50% -0.96% -0.98% -1.43%

EXIST C.R.L. PROFILE

PVI 841+49.18 EL 1877.92

1 STR #1
STA 842+04.22
TEMP. RCB
STND. MEDIAN DRAIN TYPE 2B
35" X 24" X 263' CGSPA
TG= 1875.55'
FL = 1872.45'

1885.35 1884.11 1884.15 1882.71 1882.70 1880.79 1880.12 1878.89 1878.89 1877.68 1874.66 1877.16 1874.10 1876.66 1875.66 1875.68 1875.66 1874.25 1874.07 1872.82 1872.77 1871.56

836 837 838 839 840+00 841 842 843 844 845+00 846 847 848

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\R008-3169204-Plan and Profile Sheet (2).dgn

DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R008

PLAN AND PROFILE - I-40 BECKAHAM COUNTY

SEC. 15, T-9-N, R-24-W

SEC. 14, T-9-N, R-24-W

MILL & OVERLAY

CROSSOVER

870+00

875+00

880+00

4' WEB WIRE/3 STRAND BW FENCE

CL SURVEY
CURVE DATA - C1
P.I. Sta.869+88.65
X=1454571.52
Y=706347.15
Delta=34°20'05.46"
D=0°16'00.00"
T=6637.62
L=12875.57
R=21485.92
E=1001.92

C.R.L. CROSSOVER NO. 3 - CURVE No. 2
PI STA.= 879+08.89
N= 705700.75
E= 1455918.28
Δ= 9°42'25.75"
D= 1°08'45.30"
T= 425.52'
L=825.21'
R= 5000.00'
E= 18.07'
V= 65 MPH

PCC STA. 883+08.59

CANNOT LOCATE HEADWALL

MILL & OVERLAY LIMITS CONTINUE TO STA 863+40.00

ARREL BARRIER

71.47

.15

TOE OF SLOPE

CL SURVEY

CURVE No. 1

CURVE No. 2

PI STA. 879+08.89

T/G=185
FL=185.

BARREL BARRIER

MILL & OVERLAY LIMITS CONTINUE TO STA 859+15.00

3

MILL & OVERLAY LIMITS CONTINUE TO STA 1054+90.55

TOE OF SLOPE

STA. 869+00.00 TO STA. 880+00.00
REMOVE AND RESET CABLE BARRIER

C.R.L. CROSSOVER NO. 3

MILL & OVERLAY LIMITS CONTINUE TO STA 1044+00.00

.00

FL=1853.77

PC STA. 869+00.00

PCC STA. 869+77.55

PI STA. 872+20.53

C.R.L. CROSSOVER NO. 3 - CURVE No. 1
PI STA.= 872+20.53
N= 705450.46
E= 1455276.52
Δ= 6°00'20.62"
D= 1°08'45.30"(2)
T= 263.33'
L=505.82'
R= 5000.00'
E= 2.42'
V= 65 MPH

PRC STA. 874+83.37

PT STA. 884+03.49

3 STRAND BW FENCE

BM #7

BM #8

AT&T FIBER OPTIC

AT&T FIBER OPTIC

T FIBER OPTIC

AT&T FIBER OPTIC

50 0 50 100

Crossover No. 3 Cross Slope Table		
STA	%	Status
873+83.63	2.50	Begin transition from scab-on cross slope
874+83.37	0.00	Flat spot
877+88.22	-1.00	Finish transition to scab-on cross slope

BENCHMARK "6"
STA. 867+84.43, 87.73' RT.
SET CUT "X" ON THE N.W. CORNER OF CONCRETE PAD.
12.0'+/- S. OF THE S. EDGE OF PVMT. FOR E. BND. I-40 AND
40.0' W. OF W. EDGE OF BRIDGE (BK17) OVER I-40 E. BND.
ELEV.=1856.76
N=705302.20
E=1454866.00

BENCHMARK "7"
STA. 872+97.31 , 175.78' RT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
100.0'+/- S. OF THE S. EDGE OF PVMT. FOR THE
E. BND. I-40 AND 5.0'+/- N. OF BARB WIRE FENCE.
ELEV.=1866.70
N=705347.90
E=1455382.00

BENCHMARK "8"
STA. 878+84.59 , 177.67' RT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
175.0'+/- S. OF THE S. EDGE OF PVMT. FOR THE
E. BND. I-40 AND 5.0'+/- N. OF BARB WIRE FENCE.
ELEV.=1862.22
N=705485.30
E=1455948.00

EXIST. GROUND
@ C.R.L. CROSSOVER NO. 4

V.C.= 140.00'
K = 94
(MEETS COMFORT CRITERIA)

PROFILE GRADE @
C.R.L. CROSSOVER NO. 4

PVI 869+77.55
EL 1858.98

PVI 873+00.32
EL 1861.07

PVI 873+41.25
EL 1861.21

PVI 874+83.73
EL 1861.21

PVC 876+48.61
EL 1859.56

PVT 877+88.61
EL 1859.20

PVI 880+32.77
EL 1860.39

PVI 881+39.91
EL 1860.88

PVI 883+08.59
EL 1861.48

0.65%

0.34%

0.00%

-1.00%

0.49%

0.46%

0.36%

PVC 873+83.73
EL 1861.21

V.C.= 200.00'
K = 200

PVT 875+83.73
EL 1860.21

PVI 877+18.61
EL 1858.86

3
STR #3
STA 879+68.36
TEMP. RCB
STND. MEDIAN DRAIN TYPE 2B
42" x 29" X 912' CGSPA
TG = 1858.20
FL = 1854.55

1885 1880 1875 1870 1865 1860 1855 1850 1845

1868.52 1859.13 1859.12 1859.77 1859.67 1860.42 1860.35 1861.07 1861.07 1861.20 1860.31 1860.87 1858.47 1860.05 1857.13 1859.19 1857.52 1859.26 1857.96 1859.74 1858.59 1860.23 1859.82 1860.70 1860.68 1861.09 1861.04 1861.45 1861.45

869 870+00 871 872 873 874 875+00 876 877 878 879 880+00 881 882 883 884

PRINT DATE: 5/31/2023 T:\1919A\Submittals\2023-5-31 - 100%\DGN\R009-3169204-Plan and Profile Sheet (3).dgn

DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R009

PLAN AND PROFILE - I-40 BECKAHAM COUNTY

SEC. 15, T-9-N, R-24-W

MILL & OVERLAY

VARIABLE MILL & OVERLAY

UTILITIES
AT&T 800-288-2020
ONEOK 918-588-7294
CITY OF SAYRE 580-928-2260
CENTERPOINT ENERGY 866-275-5265
ENABLE MIDSTREAM PARTNERS 800-474-1954
PUBLIC SERVICE COMPANY OF OKLAHOMA 888-218-3919

850+00 855+00 860+00

PRES. R/W 4' WEB WIRE/3 STRAND BW FENCE

BM #3

T/G=1852.70 FL=1851.18 BM=1854.46 BM #4

TURKEY CREEK

WB I-40

24" RCP

BRIDGE "A"

BRIDGE "B"

EB I-40

MILL & OVERLAY LIMITS CONTINUE TO STA 828+50.00

MILL & OVERLAY LIMITS CONTINUE TO STA 1044+00.00

C.R.L. "B" (EB I-40)

CL SURVEY

TOE OF SLOPE

T/G=1857.57 FL=1851.18

GRAVEL

STA. 852+33.00 BEGIN GUARDRAIL WIDENING TAPER LT.

STA. 853+03.00 END GUARDRAIL WIDENING TAPER LT.

STA. 853+23.00 BEGIN GUARDRAIL LT.

STA. 858+75.00 TO STA. 862+50.00 REMOVE AND RESET CABLE BARRIER

FLUME BURIED

BM #5

AT&T FIBER OPTIC

AT&T Tele

STA. 851+80.00 BEGIN GUARDRAIL WIDENING TAPER RT.

STA. 852+50.00 END GUARDRAIL WIDENING TAPER RT.

STA. 852+70.00 BEGIN GUARDRAIL

STA. 855+52.33 END GUARDRAIL WIDENING TAPER LT. & RT.

STA. 858+65.17 BEGIN VARIABLE MILL & OVERLAY

STA. 859+15.00 END VAIABLE MILL & OVERLAY BEGIN STANDARD MILL & OVERLAY

NOTE:
SEE 0002 FOR LIMITS OF MILL OVERLAY

50 0 50 100

BENCHMARK "3"
STA. 849+80.68, 171.24' LT.
SET 5/8" IB W/ ALUM. CAP MAC CA 699.
95.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40 AND 5.0'+/- SOUTH OF BARB WIRE FENCE.
ELEV.=1867.60
N=704974.00
E=1453071.00

BENCHMARK "4"
STA. 855+74.70 , 100.21' LT.
SET CUT "X" ON THE CENTER OF HEADWALL.
25.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40.
ELEV.=1854.01
N=705111.70
E=1453657.00

BENCHMARK "5"
STA. 862+37.31 , 173.66' RT.
SET 5/8" IB W/ ALUM. CAP MAC CA699.
95.0'+/- S. OF THE S. EDGE OF PVMT. FOR THE E. BND. I-40 AND 5.0'+/- NORTH OF BARB WIRE FENCE.
ELEV.=1862.53
N=705059.70
E=1454371.00

BRIDGE "B" TOTAL LENGHT = 215'-10 1/16"

V.C.= 250.00' K = 669

V.C.= 250.00' K = 664

PVI 851+80.00 EL 1866.90

PROP. PGL @ C.R.L. "B" (EB I-40)

-1.3182%

PVC 853+85.00 EL 1864.20

STA. 856+15.81 BEGIN BRIDGE "B"

PVT 856+35.00 EL 1861.37

PVC 856+55.00 EL 1861.18

STA. 858+31.65 END BRIDGE "B"

PVT 859+05.00 EL 1859.29

PVI 859+15.00 EL 1859.24

-0.9444%

-0.5000%

EXIST. GROUND @ C.R.L. "B" (EB I-40)

EXIST. GROUND @ CL SURVEY

PVI 855+10.00 EL 1862.55

PVI 857+80.00 EL 1860.00

HYDRAULIC DATA - BRIDGE "B"

TOTAL DA = 43.00 SQ. MI.
CONTROLLED DA = 00.00 SQ. MI.
EFFECTIVE DA = 43.00 SQ. MI.

FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	960	1841.66	4.18
5	2,280	1844.93	5.28
10	3,660	1847.32	5.84
25	6,030	1850.05	6.28
50	8,290	1852.02	6.61
100	10,700	1853.81	6.89
500	18,300	1860.37	6.61
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		4.76	4.97
TOTAL SCOUR (ft)		4.76	4.97

BRIDGE "B"
60' TYPE III - 95' TYPE IV - 60' TYPE III P.C. BEAM SPANS
39' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
45° LF SKEW CENTERLINE BRIDGE STA. 857+24.00

1875 1870 1865 1860 1855 1850 1845 1840 1835

848 849 850+00 851 852 853 854 855+00 856 857 858 859 860+00 861 862 863

1871.67 EB 1866.71 CL
1870.36 EB 1865.60 CL
1868.97 EB 1864.43 CL
1867.71 EB 1862.75 CL
1866.64 EB
1866.69 EB 1861.86 CL
1865.32 EB
1865.28 EB 1860.78 CL
1864.00 EB
1864.02 EB 1859.66 CL
1862.68 EB
1862.72 EB 1858.65 CL
1861.70 EB
1861.74 EB 1858.68 CL
1860.77 EB
1860.96 EB 1848.12 CL
1859.97 EB
1854.43 EB 1847.01 CL
1859.32 EB
1859.33 EB 1857.85 CL
1858.83 EB 1856.17 CL
1858.49 EB 1854.76 CL
1858.19 EB 1853.96 CL
1858.04 EB 1853.33 CL

PRINT DATE: 5/31/2023 T:\1919A\Submittals\2023-5-31 - 100%\DGN\R010-3169204-Plan and Profile Sheet (4).dgn

DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R010

PLAN AND PROFILE - I-40 BECKAHAM COUNTY

SEC. 15, T-9-N, R-24-W

MILL & OVERLAY

VARIABLE MILL & OVERLAY

855+00 860+00 865+00

PRES. R/W

STA. 856+45.00 BEGIN VARIABLE MILL & OVERLAY

STA. 856+68.00 END VARIABLE MILL & OVERLAY

STA. 859+65.86 BEGIN GUARDRAIL LT. & RT.

MILL & OVERLAY LIMITS CONTINUE TO STA 836+50.00

MILL & OVERLAY LIMITS CONTINUE TO STA 1054+90.55

T/G=1852.70 FL=1851.18

BM=1854.46 BM #4

C.R.L. "A" (WB I-40)

WB I-40

24" RCP

10' 24' 4'

TURKEY CREEK

BRIDGE "A"

BRIDGE "B"

TOE OF SLOPE

CL SURVEY

GRAVEL

EB I-40

10' 24' 4' 5' 5'

STA. 862+50.00 END GUARDRAIL LT.

STA. 862+70.00 BEGIN GUARDRAIL WIDENING TAPER LT.

STA. 863+40.00 END GUARDRAIL WIDENING TAPER LT.

4' WEB WIRE/3 STRAND BW FENCE

36" 24" 6" 30"

T/G=1857.57 FL=1851.16

BB=1857.12

BB=1855.69

BB=1855.05

BB=1854.37

T/G=1850.80 FL=1847.6480

STA. 861+85.00 END GUARDRAIL RT.

STA. 862+05.00 BEGIN GUARDRAIL WIDENING TAPER RT.

STA. 862+75.00 END GUARDRAIL WIDENING TAPER RT.

PT STA. 865+00.00

STA. 858+75.00 TO STA. 862+50.00
REMOVE AND RESET CABLE BARRIER

FLUME BURIED

BB=1856.92

BB=1856.14

BB=1855.83

AT&T FIBER OPTIC

BM #5

50 0 50 100

BENCHMARK "4"
STA. 855+74.70 , 100.21' LT.
SET CUT "X" ON THE CENTER OF HEADWALL, 25.0'+/- N. OF THE N. EDGE OF PVMT. FOR THE W. BND. I-40.
ELEV.=1854.01
N=705111.70
E=1453657.00

BENCHMARK "5"
STA. 862+37.31 , 173.66' RT.
SET 5/8" IB W/ ALUM. CAP MAC CA699, 95.0'+/- S. OF THE S. EDGE OF PVMT. FOR THE E. BND. I-40 AND 5.0'+/- NORTH OF BARB WIRE FENCE.
ELEV.=1862.53
N=705059.70
E=1454371.00

BRIDGE "A" TOTAL LENGHT = 215'-10 1/16"

V.C.= 250.00'
K = 332

V.C.= 250.00'
K = 902

STA. 857+01.81 BEGIN BRIDGE "A"

PVC 857+40.00 EL 1859.72

STA. 859+17.65 END BRIDGE "A"

PVT 859+90.00 EL 1857.22

PVI 856+45.00 EL 1861.03

PVI 858+65.00 EL 1858.00

PVC 860+20.00 EL 1857.03

PVI 861+45.00 EL 1856.25

PVT 862+70.00 EL 1855.81

PVI 863+40.00 EL 1855.57

EXIST. GROUND @ C.R.L. "A" (WB I-40)

EXIST. GROUND @ CL SURVEY

PROP. PGL @ C.R.L. "A" (WB I-40)

-1.38% -0.63% -0.35%

1875 1870 1865 1860 1855 1850 1845 1840 1835

1866.31 WB 1861.86 CL
1865.31 WB 1860.79 CL
1864.18 WB 1859.68 CL
1862.91 WB 1858.65 CL
1861.62 WB 1858.68 CL
1860.27 WB
1858.95 WB 1838.30 WB 1840.17 CL
1857.90 WB
1857.16 WB 1857.15 WB 1856.17 CL
1856.53 WB 1856.47 WB 1854.76 CL
1856.06 WB 1855.97 WB 1853.98 CL
1855.71 WB 1855.61 WB 1853.39 CL
1855.28 WB 1852.68 CL

852 853 854 855+00 856 857 858 859 860+00 861 862 863 864 865+00 866 867

HYDRAULIC DATA - BRIDGE "A"

TOTAL DA = 43.00 SQ. MI.
CONTROLLED DA = 00.00 SQ. MI.
EFFECTIVE DA = 43.00 SQ. MI.

FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	960	1841.23	6.07
5	2,280	1844.34	7.05
10	3,660	1846.66	7.30
25	6,030	1849.40	7.34
50	8,290	1851.39	7.32
100	10,700	1853.21	7.05
500	18,300	1859.35	6.96
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		4.76	4.97
TOTAL SCOUR (ft)		4.76	4.97

BRIDGE "A"
60' TYPE III - 95' TYPE IV - 60' TYPE III P.C. BEAM SPANS
39' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
45° LF SKEW CENTERLINE BRIDGE STA. 858+10.00

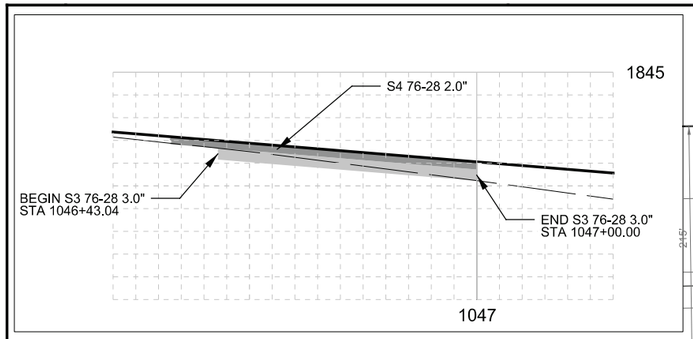
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\R011-3169204-Plan and Profile Sheet (5).dgn

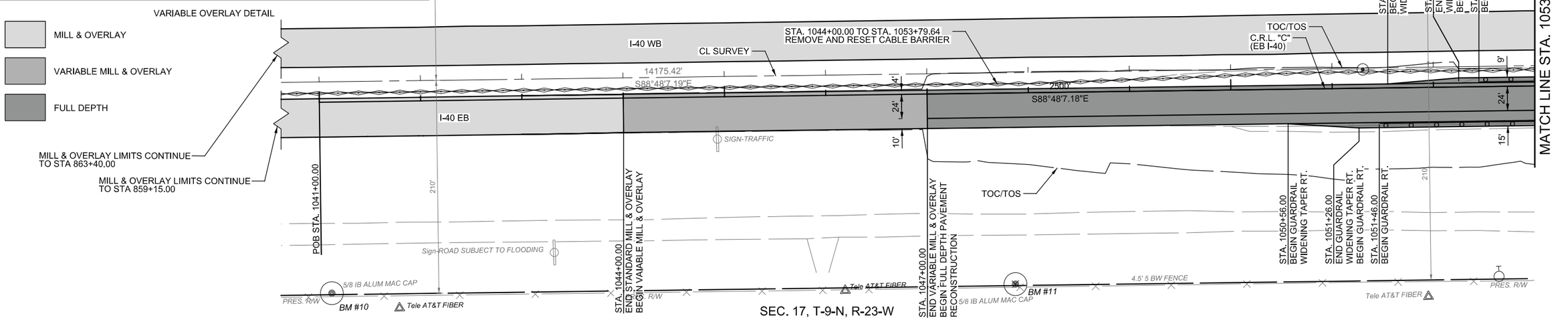
DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R011

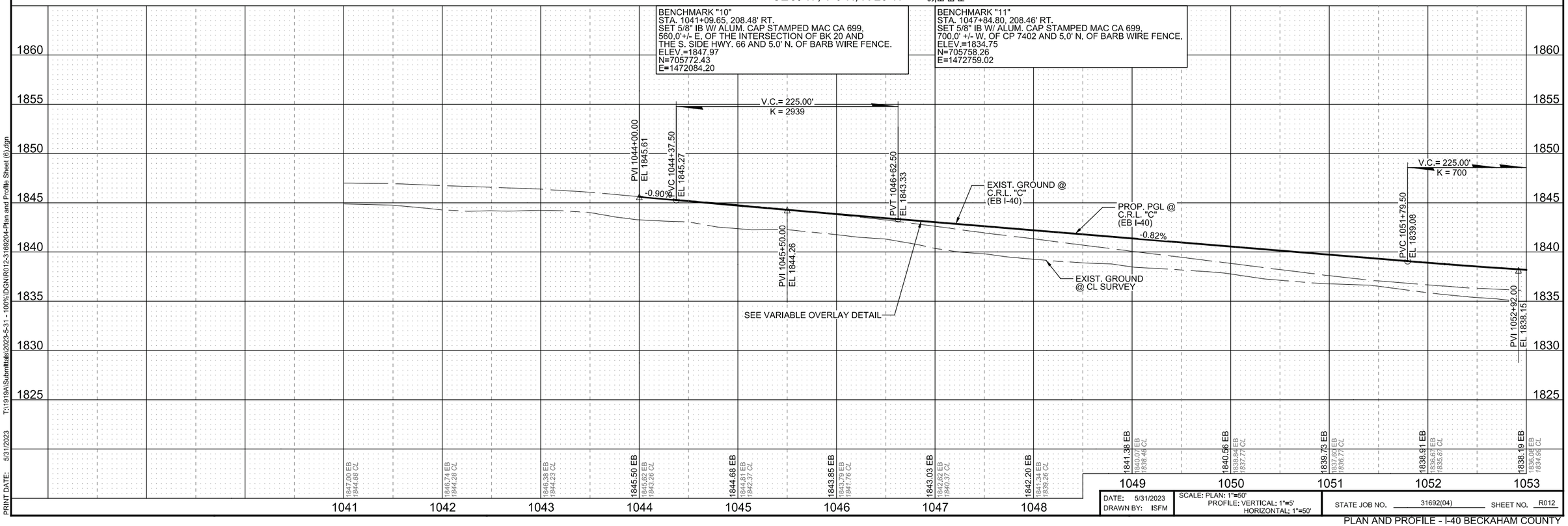
PLAN AND PROFILE - I-40 BECKAHAM COUNTY





BENCHMARK "10"
STA. 1041+09.65, 208.48' RT.
SET 5/8" IB W/ ALUM. CAP STAMPED MAC CA 699,
560.0'+/- E. OF THE INTERSECTION OF BK 20 AND
THE S. SIDE HWY. 66 AND 5.0' N. OF BARB WIRE FENCE.
ELEV.=1847.97
N=705772.43
E=1472084.20

BENCHMARK "11"
STA. 1047+84.80, 208.46' RT.
SET 5/8" IB W/ ALUM. CAP STAMPED MAC CA 699,
700.0' +/- W. OF CP 7402 AND 5.0' N. OF BARB WIRE FENCE.
ELEV.=1834.75
N=705758.26
E=1472759.02



DATE:	5/31/2023
DRAWN BY:	ISFM
SCALE: PLAN:	1"=50'
PROFILE: VERTICAL:	1"=5'
HORIZONTAL:	1"=50'
STATE JOB NO.	31692(04)
SHEET NO.	R012

PRINT DATE: 5/31/2023 T:\1919A\Submittals\2023-5-31 - 100%\DGN\R012-31692(04)-Plan and Profile Sheet (6).dgn

PLAN AND PROFILE - I-40 BECKAHAM COUNTY

SEC. 8, T-9-N, R-23-W

SEC. 17, T-9-N, R-23-W

MILL & OVERLAY

VARIABLE MILL & OVERLAY

FULL DEPTH

MATCH LINE STA. 1053+00.00

C.R.L. "C" (EB I-40)

BRIDGE "C"

I-40 WB

I-40 EB

CL SURVEY

TOC/TOS

SAND CREEK

FW 127

MILL & OVERLAY LIMITS CONTINUE TO STA 1080+00.00

MILL & OVERLAY LIMITS CONTINUE TO STA 1072+02.61

STA. 1054+14.26 END GUARDRAIL LT. & RT.

STA. 1056+87.00 BEGIN VARIABLE MILL & OVERLAY

STA. 1061+00.00 END VARIABLE MILL & OVERLAY BEGIN STANDARD MILL & OVERLAY

BM #12

BM #13

VARIABLE OVERLAY DETAIL

V.C.= 225.00'
K = 220

BRIDGE APPROACH SLAB

PVC 1056+87.00
EL 1836.17

S4 76-28 2.0"

BEGIN S3 76-28 4.5"
STA 1056+87.00

END S3 76-28 4.5"
STA 1057+30.77

PVI 1057+99.50
EL 1835.60

1835

1057

1058

50 0 50 100

BENCHMARK "12"
STA. 1047+84.80, 208.46' RT.
SET 5/8" IB W/ ALUM. CAP STAMPED MAC CA 699,
700.0' +/- W. OF CP 7402 AND 5.0' N. OF BARB WIRE FENCE.
ELEV.=1812.99
N=705769.09
E=1473466.23

BENCHMARK "13"
STA. 1047+84.80, 208.46' RT.
SET 5/8" IB W/ ALUM. CAP STAMPED MAC CA 699,
700.0' +/- W. OF CP 7402 AND 5.0' N. OF BARB WIRE FENCE.
ELEV.=1820.33
N=705734.45
E=1474171.70

V.C.= 225.00'
K = 700

BRIDGE "C" TOTAL LENGTH = 191'-6"

V.C.= 225.00'
K = 220

PVT 1054+04.50
EL 1837.58

STA. 1054+63.50
BEGIN BRIDGE "C"

PROP. PGL @ C.R.L. "C" (EB I-40)

STA. 1056.55.00
END BRIDGE "C"

PVC 1056+87.00
EL 1836.17

PVT 1059+12.00
EL 1836.18

PVI 1061+00.00
EL 1837.16

-0.50%

0.52%

EXIST. GROUND @ C.R.L. "C" (EB I-40)

EXIST. GROUND @ CL SURVEY

PVI 1057+99.50
EL 1835.60

EXIST. WATERLINE CROSSING
EXACT DEPTH AND SIZE UNKNOWN

EXIST. GAS LINE CROSSING
EXACT DEPTH AND SIZE UNKNOWN

SEE VARIABLE OVERLAY DETAIL

BRIDGE "C"
60'-70'-60' P.C. BEAM SPANS
38' CLEAR ROADWAY WITH 42" F-SHAPED CONCRETE PARAPETS
30° LF SKEW CENTERLINE BRIDGE STA. 1055+59.25

HYDRAULIC DATA - BRIDGE "C"

TOTAL DA = 24.31 SQ. MI.
CONTROLLED DA = 00.00 SQ. MI.
EFFECTIVE DA = 24.31 SQ. MI.

FREQ.	Q (cfs)	CWH (ft)	V (ft/s)
2	678	1815.74	3.20
5	1,590	1817.78	4.37
10	2,530	1819.33	5.18
25	4,130	1821.40	6.23
50	5,670	1823.04	7.00
100	7,300	1824.55	7.69
500	12,600	1828.40	9.53
		100 YR.	500 YR
CONTRACTION SCOUR (ft)		0.00	0.00
PIER SCOUR (ft)		6.15	13.44
TOTAL SCOUR (ft)		6.15	13.44

1837.61 EB 1835.73 EB 1835.17 CL
1837.10 EB 1828.72 EB 1832.30 CL
1836.60 EB 1817.91 EB 1812.64 CL
1836.10 EB 1835.66 EB 1834.50 CL
1835.89 EB 1836.12 EB 1835.46 CL
1836.52 EB 1835.37 CL
1836.64 EB 1836.80 EB 1835.24 CL
1837.16 EB 1837.16 EB 1835.51 CL
1837.75 EB 1835.54 CL
1838.36 EB 1836.02 CL
1839.04 EB 1838.34 CL
1839.71 EB 1837.14 CL

1053 1054 1055+00 1056 1057 1058 1059 1060+00 1061 1062 1063 1064 1065+00 1066

1850 1845 1840 1835 1830 1825 1820 1815 1810

DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R013

PRINT DATE: 5/31/2023 T:\1919\Drawings\Roadway\R013-3169204-Plan and Profile Sheet (7).dgn

PLAN AND PROFILE - I-40 BECKAHAM COUNTY

SEC. 8, T-9-N, R-23-W

MILL & OVERLAY LIMITS CONTINUE TO STA 1056+90.98

PRES. R/W

1063+00 | 1065+00 | 1066+00 | 1070+00 | 1075+00

MILL & OVERLAY

VARIABLE MILL & OVERLAY

NAIL IN POST

MAG

POB STA. 1063+00.00

PI STA. 1065+79.30

POE STA. 1066+00.00

PT STA. 1070+97.32

POE STA. 1072+02.61

MILL & OVERLAY LIMITS CONTINUE TO STA 1080+00.00

SIGN-TRAFFIC

CURVE No. 1

C.R.L. CROSSOVER NO. 4

CL SURVEY

CURVE No. 2

T/G=1841.84
FL=1837.70
3FT BY 2.5FT

24"

T/G=1839.28
REST OF INLET BURIED

MILL & OVERLAY LIMITS CONTINUE TO STA 1061+00.00

STA. 1063+00.00 TO STA. 1072+00.00
REMOVE AND RESET CABLE BARRIER

PC STA. 1064+06.19

PRC STA. 1067+51.75

PI STA. 1069+24.86

BM #14

C.R.L. CROSSOVER NO. 4-
CURVE No. 1
PI STA= 1065+79.30
N= 705961.19
E= 1474558.14
Δ= 8°38'18.15"
D= 2°29'59.34"
T= 173.11'
L= 345.56'
R= 2292.00'
E= 6.53'
V= 65 MPH

C.R.L. CROSSOVER NO. 4-
CURVE No. 2
PI STA= 1069+24.86
N= 705902.04
E= 1474899.27
Δ= 8°38'18.16"
D= 2°29'59.34"
T= 173.11'
L= 345.56'
R= 2292.00'
E= 6.53'
V= 65 MPH

Crossover No. 4 Cross Slope Table		
STA	%	Status
1067+09.61	-5.89	Begin transition from scab-on cross slope
1067+53.74	0.00	Flat Spot
1067+97.60	2.00	Finish transition to scab-on cross slope

BASELINE STA. 1080+00.00
END PROJECT

50 0 50 100

MULTI 3' STUMPS

SEC. 17, T-9-N, R-23-W

SIGN-SAYRE FIRST BAPTIST CHURCH

BENCHMARK "13"
STA. 1047+84.80, 208.46' RT.
SET 5/8" IB W/ ALUM. CAP STAMPED MAC CA 699,
700.0' +/- W. OF CP 7402 AND 5.0' N. OF BARB WIRE FENCE.
ELEV.=1820.33
N=705734.45
E=1474171.70

BENCHMARK "14"
STATION 1069+71.07, 150.54' RT.
STAINLESS STEEL ROD SET FLUSH WITH THE GROUND
LOCATED APPROX. 1000' W. OF EXIT 20,
ALONG THE S. R/W FENCE. MONUMENT WAS SET BY ODOT.
ELEV.=1849.47
N=705770.50
E=1474946.00

1865 | 1860 | 1855 | 1850 | 1845 | 1840 | 1835 | 1830 | 1825

V.C.= 70.00'
K = 94
(MEETS COMFORT CRITERIA)

PVI 1064+06.19
EL 1838.16

PVI 1066+44.76
EL 1840.37

PVI 1066+77.50
EL 1840.42

PVC 1067+13.33
EL 1840.49

PVT 1067+83.33
EL 1840.88

PVI 1067+48.33
EL 1840.55

PVI 1069+64.47
EL 1842.56

PVI 1070+63.27
EL 1843.27

PVI 1070+97.32
EL 1843.47

PROFILE GRADE @
C.R.L. CROSSOVER NO. 6

0.93% | 0.15% | 0.18% | 0.93% | 0.72% | 0.59%

EXIST C.R.L PROFILE

4 STR #4
STA 1068+50.00
TEMP. RCB
STND. MEDIAN DRAIN TYPE 2
17" X 13" X 428' CGSPA
TG = 1840.05
FL = 1837.42

1837.47 | 1838.09 | 1839.03 | 1838.89 | 1839.95 | 1839.83 | 1840.46 | 1840.16 | 1841.03 | 1839.33 | 1841.96 | 1841.24 | 1842.82 | 1842.78 | 1843.48 | 1844.26

1063 | 1064 | 1065+00 | 1066 | 1067 | 1068 | 1069 | 1070+00 | 1071 | 1072 | 1073

PRINT DATE: 5/31/2023 T:\1919\Drawings\Roadway\R014-3169204-Plan and Profile Sheet (8).dgn

DATE: 5/31/2023
DRAWN BY: ISFM

SCALE: PLAN: 1"=50'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=50'

STATE JOB NO. 31692(04) SHEET NO. R014

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SWO SWO5272(1) J/P 31692 ; 4 CO. BECKHAM

HORIZONTAL CONTROL:
( ) Oklahoma Coordinate System of 1927 _____ Zone.
(X) Oklahoma Coordinate System of 1983 SOUTH Zone.
( ) Oklahoma Dept. of Transportation Plane Coordinate System of 1927 _____ Zone.
( ) Oklahoma Dept. of Transportation Plane Coordinate System of 1983 _____ Zone.
( ) Arbitrary Coordinate System

HORIZONTAL PLANE DATUM DEFINITION:
Oklahoma Department of Transportation coordinates were derived by multiplying the Oklahoma Coordinate Systems of 1927 or 1983 by the combined adjustment factor of 1.00010. The ODOT Coordinate System is 2350 feet above sea level.

1. PRIMARY adjusted to ODOT (B) Order
Stations B-344,B-345,B-346
A) Closure before adjustment X ; Y Angles
Trav. Length ; No. Angles ; 1:
B) ; is ( ) Order before adjustment.
C) Method of Distance Measurement:
( ) Electronic (X) GPS ( ) Triangulaton ( ) Chained
D) Instrumet used for angles
2. Secondary Control adjusted to Primary Control (B) Order
Stations B-5-344
A) Closure before adjustment X ; Y Angles
B) Secondary ; is (X) Order; Tied to ODOT
C) of Distance Measurement:
( ) Electronic (X) GPS ( ) Triangulaton ( ) Chained
D) Instrumet used for angles Trimble S8 Robot \ Trimble R10 GPS

VERTICAL CONTROL IS (3rd)er. Level Line taken from B-1-344 B-5-345
() order and tied to () order.
( ) NGVD 29 datum
(X) NAVD 88 datum

ACCURACY DEFINITION:
(1) HORIZONTAL: (3rd Order = Class I = 1 : 10,000')
(3rd Order = Class II = 1 : 5,000')
(2) VERTICAL: (1st Order = 0.017 Ft. x sqrt. of Mi.) (2nd Order = 0.035 Ft. x sqrt. of Mi.)
(3rd Order = 0.050 Ft. x sqrt. of Mi.)

Distribution:
Copy w/survey repors
Copy in each Alignment and level book

David E. Woody II
Professional Land Surveyor

20-07-2020
Date

(FORM SD #20)
Rev. 11/03

SURVEY DATA SHEETS

BECKHAM COUNTY
I 40

SWO 5272(1)
STATE JOB NO. 31692(04)

I-40 BECKHAM COUNTY TURKEY CREEK AND SAND CREEK
(EAST AND WEST BOUND)

INDEX OF SURVEY SHEETS

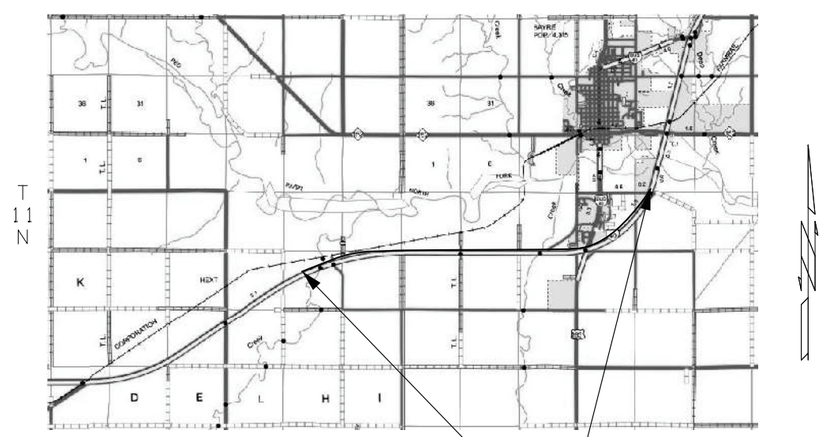
S001. TITLE SHEET
S002-S010. SURVEY REPORTS
S011-S021. SURVEY DATA SHEETS
S022-S027. LAND TIE DATA SHEETS

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

utility company owner's list

AT&T	1-800-288-2020
ONEOK	1-918-588-7294
City of Sayre	1-580-928-2260
CenterPoint Energy	1-866-275-5265
Enable Midstream Partners	1-800-474-1954
Public Service Company of Oklahoma	1-888-218-3919

R-4-W



PROJECT LENGTH (TURKEY CREEK) - 6278.14 Ft. 1.2 MI.

PROJECT LENGTH (SAND CREEK) - 6869.05 Ft. 1.3 MI.

BEGINNING SATTION : 788+27.91
ENDING STATION : 1213.+71.86

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWC 5272(1) Job/Piece 31692(04) Engr. Contract No. 1664

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners, and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established, or re-established in substantial conformity with:

- Applicable instructions contained in the U.S. Government Bureau of Land Management publication **"Manual of Survey Instruction"**.
- Its supplement, **"Restoration of Lost or Obliterated Corners and Sub-division of Sections"**;
- **"Oklahoma Minimum Standards for the Practice of Land Surveying"** as adopted by the State Board of Licensure for Professional Engineers and Land Surveyors; **and**
- Sound land surveying practices;

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

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision.

Dated this 20th day of July, 2020.

Land Surveyor _____ (Signature)

David E. Woody II
Printed Name

Oklahoma Licensed Land Surveyor No. 1890

Certificate of Authorization No. 699

THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, JULY 25, 2013.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED JANUARY, 2018 GOVERN.



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PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		
COUNTY BECKHAM	HIGHWAY I 40	STATE JOB NO. 31692(04)	SHEET NO S001

State of Oklahoma

Department of Transportation

MacArthur Associated Consultants, L.L.C.
David E. Woody II, PLS 1890
25 NW 146th Street
Edmond, Oklahoma 73013
Phone (405) 848-2471 CA. 699, Expires 6/30/2021

To: Mr. Kyle King, Chief o' Surveys

From: David E. Woody II, Professional Land Surveyor

Subject: SWO 5272(1), J/P No. 31692(04), I-40, Turkey Creek and Sand Creek Bridges
BECKHAM COUNTY
Historical Letter and Written Report

1. General:

Survey started: October 7, 2019

Survey completed: June 3, 2020

MacArthur Associated Consultants, L.L.C. personnel on this survey:

David E. Woody II, PLS

Fred A. Selensky, PLS

Casey Dodge, Survey Technician

David Hancock, Survey Technician

Desmond Bryant, CAD Technician

Jen Teck Kao, PE

Ken Gillespie PE

PREVIOUS SURVEYS AND PLANS RELEVANT TO THIS PROJECT:

FAP NO. I-40-I (25) 015

FAP NO. I-40-I (27) 015

FAP NO. I-40-I (28) 017

FAP NO. ACNHPPI-4000 (022) SS

SWO 5272(1) Survey Control

2. Assignment:

Assignment of this survey originated by ODOT Project Management Division Task Order No. EC-1664 dated June 15, 2015 from Mr. Leroy Tackett, PLS, Chief of Surveys. This survey was assigned to me under Engineering Contract No. EC-1664, J/P No. 28983(04).

The Assignment of the survey included:

SWO 5272(1) Survey Special Provisions

Attachment No. 1- Location Map

Attachment No. 2-Land Surveyor's Certification Form

Attachment No. 3-SD Form #7

Attachment No. 4-Specifications for surveys for Primary and Secondary Highways dated January 2011.

Attachment No. 5-Project Completion Percentages

Attachment No. 6-Standard CADD files, issued March 5, 2004

3. Purpose:

The purpose of this survey is to develop plans to replace bridges on I-40 over Turkey and Sand Creeks in Beckham County, Oklahoma. The survey will include the Alignment, Topographic data, Surface Features/DTM data, Land Ties, Utilities, Drainage, and all other pertinent information needed to aid in the design.

4. Survey Limits for Turkey and Sand Creeks:

Survey Limits:

Survey Limits on the Turkey Creek Bridge per ODOT recommendation by Kyle King:

- Survey will begin 2000 feet west of the beginning of the bridges and extend to a point 2000 feet east of the end of the bridges.
- Survey width shall be 200 feet left and 200 feet right of the centerline of survey.
- In the area 500 feet west of the bridges and extending to 500 feet east of the bridges, the survey width shall widen to 500 feet and 500 feet right of the centerline of the survey.

Additional Survey Limits per ODOT Survey standards for bridges and at request of project Engineers:

Roadway:

- Additional 1000 feet of roadway to be surveyed past the 2000 feet limit, from outside edge of paving to outside edge of paving for purposes of engineering traffic crossovers during construction.
- Bridge for county road BK 7 east of bridges over Turkey Creek shall be surveyed to pick up low cherd of bridge and extents of opening over I-40, as well as main topographic features.

Creek:

- Survey will cover the creek 1000 feet upstream and downstream of bridges.
- On downstream run of creek north of I-40, 1000 feet passes I-40 business route bridge, old US 66 bridge, and railroad bridge.
- Engineer has requested additional 500 feet of creek profile past the 1000-bot limit for hydraulic analysis.
- The low chord, opening at creek banks, top of deck elevations, and profile of creek on each side of these bridges is required.
- Creek TOPO limits will be 100 left and 100 feet right of centerline of the creek.

Survey Limits:

Survey Limits on the Sand Creek Bridge per ODOT recommendation by Kyle King:

- Survey will begin 2000 feet west of the beginning of the bridges and extend to a point 2000 feet east of the end of the bridges.
- Survey width shall be 200 feet left and 200 feet right of the centerline of survey.
- In the area 500 feet west of the bridges and extending to 500 feet east of the bridges, the survey width shall widen to 500 feet and 500 feet right of the centerline of the survey.

Additional Survey Limits per ODOT Survey standards for bridges and at request of project Engineers:

PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S002

Roadway.

- Additional 1000 feet of roadway to be surveyed past the 2000 feet limit, from outside edge of paving to outside edge of paving for purposes of engineering traffic crossovers during construction.
- On east end of project, survey on and off ramps to/from US 283 200 feet past the beginning of gores on I-40

Bridges.

- Eastbound I-40 bridge will be surveyed with a full scope of all details on the existing bridge.
- Westbound I-40 bridge will be surveyed to show the main structure, low chord, and top of deck elevations across the bridge.
- The service road BK R bridge will be surveyed to show the main structure, low chord, and top of deck elevations.

Creek-

- Survey will cover the creek 1000 feet upstream and downstream of bridges.
- The low chord, opening at creek banks, top of deck elevations, and profile of creek on each side of these bridges is required.
- Creek TOPO limits will be 100 left and 100 feet right of centerline of the creek

5. Alignment:

I-40 Main Line - Previous POT's, PC's, PT's and reference monuments were found and utilized to produce the same alignment that is indicated in the provided historical surveys of SWO 2701(1)/ FAP No. F-160(14), SWO 2701(1)/FAP No. F-160(15), and FAP No. I-40-1(25)015.

6. Stationing:

I-40 Main Survey - The Stationing for this survey was taken from the SWO 2701(1) survey information on FAP NoF-160(14).

7. Horizontal Control:

A. Horizontal control for this survey is N.G.S. Oklahoma State Plane Coordinate System NAD 83 Lambert Projection South Zone (Zone 3502). The distances, coordinates, and elevations shown in this survey are U.S. Survey Feet. All angles and bearings are shown are in degrees, minutes, and seconds.

8. Vertical Control

A. Datum:

Level datum for this survey is N.G.S. N.A.V.D. 88.

B. Source:

Stations B-344, B-345, B-346 and NGS Monument FK0643 "HEXT" are the main control monuments used to establish the primary control for SWO5272(1).

C. Method:

A double line of differential levels was run through the site using a Trimble DiNi Digital Level.

D. Accuracy:

These benchmarks match or exceed the requirements for N.G.S. 3rd order leveling.

E. Results:

The results of these level runs have been placed in a list in the project design file showing the BM number, elevation, run 1 and run 2 differences, descrption of each benchmark, and position by station and offset from the CLS.

9. Measurement Units:

The distances, coordinates, and elevations shown on this survey are in US SURVEY FEET. All angles and bearings shown are in degrees, minutes, and seconds.

10. Topography/Digital Terrain Model:

Topography on this project was obtained using conventional field level topography using Trimble S-6 Robotic Total Station with a Trimble TSC3 data collector, Trimble R10 GPS Receivers with TSC3 data collectors. GPS RTK surveying was used for land ties and miscellaneous topography.

11. Land Ties:

Complete land tie information was obtained by conventional field methods as per the Survey Special Provisions with in the following section:

Sections 13, 14 and 15, T-9-N, R-24-W, I.M.

Sections 8, 17 and 18, T-9-N, R-23-W, I.M.

We recovered and/or re-established the following:

N/4 Corner of Section 13 – Found PK Nail and all references as per OCCR filed by LS #1082. Refiled OCCR.

N/4 Corner of Section 14 – Found Steel Bolt and all references as per OCCR filed by LS #1082. Refiled OCCR.

NE Corner of Section 14 – Found all references as per OCCR filed by LS #1082. Set a Mag Nail w/ "MAC CA 699" washer based on found references. Filed OCCR.

E/4 Corner of Section 14 – Found 1/2" Iron Pin and all references as per OCCR filed by LS #1082. Refiled OCCR.

SE Corner of Section 14 – Found Mag Spike Disk "6202" and 2 references as per OCCR filed by LS #1082. Established additional reference. Filed OCCR.

S/4 Corner of Section 14 – No previous OCCR on record at time of survey. Set a Mag Nail w/ "MAC CA 699" washer and new references. Single proportion method was used. Filed OCCR.

Center of Section 14 – Found 1" Pipe and all references as per OCCR filed by LS #1082. Refiled OCCR.

SW Corner of Section 15 – Found 1" Iron Pin and all references as per OCCR filed by LS #1082. Refiled OCCR.

W/4 Corner of Section 15 – Found 1" Iron Pin and 2 references as per OCCR filed by LS #1082. Established additional reference. Filed OCCR.

NW Corner of Section 15 – Found Mag Spike Disk "6202" and all references as per OCCR filed by LS #1502. Refiled OCCR.

N/4 Corner of Section 15 – Found 1/2" Iron Pin and all references as per OCCR filed by LS #1082. Refiled OCCR.

NE Corner of Section 15 – Found 1/2" Iron Pin and all references as per OCCR filed by LS #1082. Refiled OCCR.

E/4 Corner of Section 15 – Found 1/2" Iron Pin and all references as per OCCR filed by LS #1082. Refiled OCCR.

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S003

SE Corner of Section 15 – Set Mag Nail w/ "MAC CA 699" washer and established new references. Double proportion method was used. Fits old fence at the SE Corner of the intersection as per the OCCR filed by LS #992.

S/4 Corner of Section 15 – Found 3/4" Iron Pin and all references as per OCCR filed by LS #1082. Established additional reference. Filed OCCR.

Center of Section 15 – Found 1 1/2" Iron Pipe and all references as per OCCR filed by LS #1082. Refiled OCCR.

W/4 Corner of Section 8 – Found No. 8 Rebar and all references as per OCCR filed by LS #1616. Refiled OCCR.

NW Corner of Section 8 – Found 1/2" Iron Pin with LS #1509 Cap and all references as per OCCR filed by LS #1616. Refiled OCCR.

N/4 Corner of Section 8 – Found Rebar w/ Cap and 1 reference as per OCCR filed by LS #1616. Established additional references. Filed OCCR.

NE Corner of Section 8 – Found Mag Nail and 1 reference as per OCCR filed by LS #1502. Established additional references. Filed OCCR.

E/4 Corner of Section 8 – Found 1" Rebar and all references as per OCCR filed by LS #1502. Refiled OCCR.

SW Corner of Section 17 – Found RR Spike and all references as per OCCR filed by LS #1616. Refiled OCCR.

W/4 Corner of Section 17 – Found 1" Iron Pin and 2 references as per OCCR filed by LS #1082. Established additional reference. Filed OCCR.

NW Corner of Section 17 – Found Mag Nail and all references as per OCCR filed by LS #1502. Refiled OCCR.

N/4 Corner of Section 17 – Found Mag Nail w/disk "6202" and 3 references as per OCCR filed by LS #1502.

NE Corner of Section 17 – Found 1/2" Rebar and all references as per OCCR filed by LS #1502. Refiled OCCR.

E/4 Corner of Section 17 – Found Iron Pin and all references as per OCCR filed by LS #1502. Refiled OCCR.

SE Corner of Section 17 – Found Mag Nail and 2 references as per OCCR filed by LS #1502. Established additional reference. Filed OCCR.

S/4 Corner of Section 17 – Found Mag Nail w/ Blank Disk and all references as per OCCR filed by LS #1502. Refiled OCCR.

Center of Section 17 – Found 1" Iron Pin and all references as per OCCRs filed by both LS #1082 and LS #1502.

W/4 Corner of Section 18 – Found 1/2" Iron Pin w/ LS #1082 Cap and 3 references as per OCCR filed by LS #1082. Refiled OCCR.

NW Corner of Section 18 – Found PK Nail and all references as per OCCR filed by LS #1370. Refiled OCCR.

N/4 Corner of Section 18 – Found PK Nail and 3 references as per OCCR filed by LS #1082. Refiled OCCR.

12. Right-of-Way.

The existing rights-of-way shown on this survey were obtained from documents found on file in the ODOT right-of-way division. All property divisions adjacent to the present rights-of-way throughout the project limits have been calculated from existing ODOT plans and property deeds from the Beckham County Courthouse. This includes, as a minimum, the complete mathematical bounding of all parcels that fall partially or completely within the survey coverage limits. "Property division" includes present rights-of-way. The present rights-of-way have been tied to the centerline of survey and shown on the submitted survey notes.

13. Environmental Concerns.

We did not identify any environmental concerns during the course of this survey.

14. WPA Structures:

We did not identify any WPA structures during the course of this survey.

15. Utilities:

Note: All utilities are shown as flagged by the utilities contacted or their representatives. All utilities serving the project area were contacted through OKIE One-Call. All utility locations are approximate, and depths and types are unknown. The utility locations shown on this survey are based on the flagged locations as performed by the utility owners or their contractors. Contact CALL OKIE at 1-800-522-OKIE.

16. Cross Sections and DTM Information

The surface area was mapped using Robotic Total Station and GPS methods. These methods were used to gather ground surface data within and outside of the present right-of-way. A combination of break line and cross section methods were used to obtain the DTM. Surface features were placed in a digital terrain model by the field crew. (See: submitted data below).

17. Drainage:

Drainage areas for all drains crossing the Survey Centerline were taken from USGS quad maps that had been scanned into a MicroStation Design File.

18. Data Submitted:

Computer files:	Prepared by:
1. SWO5272_1_v1.dgn-Survey Data Sheets	MacArthur
2. SWO5272_1_v1_TOPO.dgn-Topographic/Planimetric Data	MacArthur
3. SWO5272_1_v1_SFF.dgn -Surface Feature File	MacArthur
4. SWO5272_1_v1_TRI.dgn-DTM Triangle Drawing	MacArthur
5. SWO5272_1_v1_DRA.dgn-Drainage Area Map	MacArthur
SWO5272.txt - Cogo Points	MacArthur
6. PDF versions of all hard copied documents.	

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S004

CHECK LEVELS — BENCH MARK LIST

SWO 5002(1) — NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV	PUBLISHED ELEV.	BM DESCRIPTION
							Page 1 of 2
CP 7400 AKA BM#8						1882.215	SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 999 BEING 175.0'+/- SOUTH OF THE SOUTH EDGE OF PAVEMENT FOR THE EAST BOUND I-40 AND 5.0'+/- NORTH OF BARE WIRE FENCE LOCATED AT STATION 878+84.59 OFFSET 177.67' RIGHT. ELEVATION BASED GPS STATIC OBSERVATION UTILIZING NGS DATA POINT FK0643 PUBLISHED THROUGH OPUS PROJECTS.
	4.482	4.483	4.483				
BM #7				1000.740	1000.697		SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 999 BEING 100.0'+/- SOUTH OF THE SOUTH EDGE OF PAVEMENT FOR THE EAST BOUND I-40 AND 5.0'+/- NORTH OF BARE WIRE FENCE LOCATED AT STATION 872+97.31 OFFSET 175.78' RIGHT.
	-9.941	-9.943	-9.942				
BM #6				1856.738	1856.755		SET CUT "X" ON THE NORTHWEST CORNER OF CONCRETE PAD BEING 13.0'+/- SOUTH OF THE SOUTH EDGE OF PAVEMENT FOR EAST BOUND I-40 AND 40.0' WEST OF WEST EDGE OF BRIDGE (BK17) OVER I-40 EAST BOUND LOCATED AT STATION 867+84.43 OFFSET 87.73' RIGHT.
	6.096	6.098	6.097				
BM #5				1862.816	1862.853		SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 999 BEING 95.0'+/- SOUTH OF THE SOUTH EDGE OF PAVEMENT FOR THE EAST BOUND I-40 AND 5.0'+/- NORTH OF BARB WIRE FENCE LOCATED AT STATION 862+37.31 OFFSET 173.68' RIGHT.
	-8.347	-8.356	-8.352				

CHECK LEVELS — BENCH MARK LIST

SWO 5002(1) — NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV	PUBLISHED ELEV.	BM DESCRIPTION
							Page 2 of 2
BM #4				1854.483	1854.501		SET CUT "X" ON THE CENTER OF HEADWALL BEING 25.0'+/- NORTH OF THE NORTH EDGE OF PAVEMENT FOR THE WEST BOUND I-40 LOCATED AT STATION 855+74.76 OFFSET 100.21' LEFT.
	13.104	13.097	13.101				
BM #3				1867.582	1867.600		SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 999 BEING 95.0'+/- NORTH OF THE NORTH EDGE OF PAVEMENT FOR THE WEST BOUND I-40 AND 5.0'+/- SOUTH OF BARB WIRE FENCE LOCATED AT STATION 849+80.58 OFFSET 171.24' LEFT.
	27.998	27.980	27.992				
BM #2				1895.574	1895.592		SET RR SPIKE IN SOUTH SIDE OF FENCE CORNER POST BEING 160'+/- NORTH OF THE NORTH EDGE OF PAVEMENT FOR THE WEST BOUND I-40, LOCATED AT STATION 842+97.50 OFFSET 247.20' LEFT.
	-0.861	-0.860	-0.861				
BM #1				1894.670	1894.732		SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 999 BEING 95.0'+/- NORTH OF THE NORTH EDGE OF PAVEMENT FOR THE WEST BOUND I-40 AND 5.0'+/- SOUTH OF BARB WIRE FENCE LOCATED AT STATION 836+27.85 OFFSET 190.80' LEFT.
DIFFERENCE	32.531	32.505	32.518	1894.746	1894.720		

PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S005

SWO 5002(1)

CHECK LEVELS

BENCH MARK LIST

NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV	PUBLISHED ELEV.	BM DESCRIPTION
							Page 1 of 2
CP 7400						1858.190	SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 599 BEING 1206.0'+/- EAST OF THE INTERSECTION OF THE EAST BOUND LANE OF HIGHWAY 66 AND BK 21 AND 5.0'+/- NORTH OF BARB WIRE FENCE (JUST NORTH OF BILLBOARD) LOCATED AT STATION 1107+46.35 OFFSET 222.87' RIGHT
	-8.727	-8.730	-8.728				
CP 8-340				1849.460	1849.470		STAINLESS STEEL ROD SET FLUSH WITH THE GROUND LOCATED APPROX. 1000' WEST OF EXIT 20, ALONG THE SOUTH R/W FENCE. MONUMENT WAS SET BY ODOT. LOCATED AT STATION 1069+71.07 OFFSET 150.54' RIGHT
	-29.143	-29.140	-29.142				
BM #13				1820.314	1820.330		SET 5/8" IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIAED CONSULTANTS CA 599 BEING 660.0'+/- EAST OF SAND CREEK ON THE SOUTH SIDE OF THE SOUTH SIDE HIGHWAY 66 AND 5.0+/- NORTH OF BARB WIRE FENCE (JUST WEST OF BILLBOARD. LOCATED AT STATION 1061+07.00 OFFSET 202.71 RIGHT
	-7.345	-7.344	-7.344				
BM #12				1812.937	1812.986		SET CUT X ON THE SW CORNER OF DRAINAGE BOX FOR THE SOUTH SIDE HIGHWAY 66 THAT SETS SOUTH OF THE EAST BOUND I-40 BRIDGE OVER SAND CREEK LOCATED AT STATION 1054+61.42 OFFSET 182.69' RIGHT
	21.762	21.763	21.763				

SWO 5002(1)

CHECK LEVELS

BENCH MARK LIST

NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV	PUBLISHED ELEV.	BM DESCRIPTION
							Page 2 of 2
BM #11				1834.725	1834.748		SET 5/8"IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 599 BEING 700.0' +/- WEST OF CP 7402 AND 5.0' NORTH OF BARB WIRE FENCE. (JUST EAST OF FIELD ENTRANCE) LOCATED AT STATION 1047+84.30 OFFSET 208.46' RIGHT
	13.223	13.226	13.225				
BM #10				1847.931	1847.973		SET 5/8"IRON BAR WITH ALUMINUM CAP STAMPED MACARTHUR ASSOCIATED CONSULTANTS CA 599 BEING 560.0'+/- EAST OF THE INTERSECTION OF BK 26 AND THE SOUTH SIDE HIGHWAY 66 AND 5.0' NORTH OF BARB WIRE FENCE. LOCATED AT STATION 1041+09.65 OFFSET 209.49' RIGHT.
	-4.290	-4.296	-4.293				
BM #9				1843.634	1843.680		SET 5/8"IRON BAR WITH ALUMINUM CAP STAMPED MACATRHUR ASSOCIATED CONSULTANTS CA 599 BEING 150.0' +/- WEST OF THE INTERSECTION OF BK 30 AND THE SOUTH SIDE HIGHWAY 66 AND 5.0'+/- NORTH OF BARB WIRE FENCE. LOCATED AT STATION 1034+47.65 OFFSET 215.42' RIGHT
DIFFERENCE	-14.520	-14.521	-14.519	1843.676	1843.670		

PLS	DEW	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW	
CHECKED	DEW	SURVEY DATA SHEET
APPROVED	DEW	SWO 5272(1)
CREW	MAC	

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S006

```
            Project Name: swo5272_1_V1
             Description:
Horizontal Alignment Name: A001
             Description:
                  Style: Centerline
                                        STATION      EASTING      NORTHING

Element: Linear
              POB (    1001)          788+27.91  1447737.9828   701886.1510
               PC (    1002)          803+51.04  1449013.3971   702718.7530
        Tangent Direction:   N 56°51'47.35" E
           Tangent Length:           1523.13

Element: Circular
               PC (    1002)          803+51.04  1449013.3971   702718.7530
               PI (         )          869+88.65  1454571.5226   706347.1451
               CC (    1003)                     1460758.4722   684727.1471
               PT (    1004)          932+26.60  1461207.6908   706208.3685
                    Radius:           21485.92
                     Delta:      34°20'05.46" Right
  Degree of Curvature(Arc):        0°16'00.00"
                    Length:           12875.57
                   Tangent:            6637.62
                     Chord:           12683.78
            Middle Ordinate:             957.28
                  External:            1001.92
        Tangent Direction:   N 56°51'47.35" E
         Radial Direction:   S 33°08'12.65" E
          Chord Direction:   N 74°01'50.08" E
         Radial Direction:   S  1°11'52.81" W
        Tangent Direction:   S 88°48'07.19" E

Element: Linear
              PT (    1004)          932+26.60  1461207.6908   706208.3685
               PC (    1005)         1074+02.60  1475379.9836   705911.9954
        Tangent Direction:   S 88°48'07.19" E
           Tangent Length:           14175.39

Element: Circular
               PC (    1005)         1074+02.60  1475379.9836   705911.9954
               PI (         )         1141+48.28  1482124.7966   705770.9468
               CC (    1006)                     1475559.6710   714504.4868
               PT (    1007)         1188+41.21  1483863.6516   712289.2847
                    Radius:           8594.37
                     Delta:      76°15'41.08" Left
  Degree of Curvature(Arc):        0°40'00.00"
                    Length:           11439.22
                   Tangent:            6746.29
                     Chord:           10613.32
            Middle Ordinate:            1834.00
                  External:            2331.54
        Tangent Direction:   S 88°48'07.19" E
         Radial Direction:   S  1°11'52.81" W
          Chord Direction:   N 53°04'02.27" E
         Radial Direction:   S 75°03'48.27" E
        Tangent Direction:   N 14°56'11.73" E

Element: Linear
              PT (    1007)         1188+41.21  1483863.6516   712289.2847
               POE (    1008)         1213+71.86  1484515.9270   714734.4345
        Tangent Direction:   N 14°56'11.73" E
           Tangent Length:           2530.65
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PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		
COUNTY BECKHAM	HIGHWAY I 40	STATE JOB NO. 31692(04)	SHEET NO S007

Cogo Points	Northing	Easting	Elevation	Style
1	704[illegible].566	1461661.666	1961.75	BENCHMARK
2	704789.500	1462402.000	1956.59	BENCHMARK
3	704974.500	1463071.000	1957.6	BENCHMARK
4	705111.700	1463867.000	1954.5	BENCHMARK
5	705359.700	1464371.000	1962.85	BENCHMARK
6	705302.200	1464866.000	1956.75	BENCHMARK
7	705347.900	1465382.000	1968.7	BENCHMARK
8	705486.300	1465948.000	1957.22	BENCHMARK
9	705779.300	1471422.000	1343.68	BENCHMARK
10	705772.400	1472094.000	1347.07	BENCHMARK
11	705758.300	1472759.000	1334.75	BENCHMARK
12	705789.100	1473466.000	1312.99	BENCHMARK
13	705734.500	1474172.000	1320.33	BENCHMARK
14	705770.500	1474948.000	1349.48	BENCHMARK
15	705987.500	1475628.000	1358.2	BENCHMARK
300	703548.799	1460395.564		Cogo Points
301	703858.404	1460973.918		Cogo Points
302	704788.484	1463066.136		Cogo Points
303	705620.319	1465748.566		Cogo Points
304	706981.743	1468398.578		Cogo Points
305	708711.462	1461020.956		Cogo Points
306	705991.466	1471579.765		Cogo Points
307	705936.276	1474218.900		Cogo Points
308	706909.354	1476861.941		Cogo Points
1001	701886.151	1447737.982		Cogo Points
1002	702716.753	1449013.397		Cogo Points
1003	694727.147	1460758.472		Cogo Points
1004	705328.990	1461207.691		Cogo Points
1005	705911.995	1475379.984		Cogo Points
1006	714804.497	1475859.871		Cogo Points
1007	712209.209	1469303.052		Cogo Points
1008	714734.436	1464615.927		Cogo Points
1009	706947.145	1454571.523		Cogo Points
1010	705770.947	1462124.797		Cogo Points
7000	702936.877	1447639.587		Cogo Points
7001	702969.479	1448915.002		Cogo Points
7002	704907.597	1460875.343		Cogo Points
7003	704971.227	1460956.145		Cogo Points
7004	704948.386	1462189.885		Cogo Points
7005	704791.590	1462400.050		Cogo Points
7006	704977.940	1462709.107		Cogo Points
7007	705474.842	1464513.198		Cogo Points
7008	705522.940	1464609.156		Cogo Points
7009	705564.271	1464750.008		Cogo Points
7010	705591.311	1464919.066		Cogo Points
7011	705781.322	1460990.561		Cogo Points
7012	706381.571	1461058.131		Cogo Points
7013	706353.936	1466203.131		Cogo Points
7014	706358.565	1466301.919		Cogo Points

Cogo Points	Northing	Easting	Elevation	Style
7015	706283.797	1467384123		Cogo Points
7016	706187.309	1472498107		Cogo Points
7017	706240.485	1472538064		Cogo Points
7018	706210.700	1473527208		Cogo Points
7019	706199.224	1474271981		Cogo Points
7020	706173.155	1475534305		Cogo Points
7021	706189.245	1475505880		Cogo Points
7022	706247.417	1476542614		Cogo Points
7023	706500.952	1476821494		Cogo Points
7024	706499.024	1476921476		Cogo Points
7025	706306.827	1476953857		Cogo Points
7026	701735.426	1447536377		Cogo Points
7027	702566.027	1449111792		Cogo Points
7028	704159.747	1462222557		Cogo Points
7029	704181.916	1462121211		Cogo Points
7030	704339.334	1462484873		Cogo Points
7031	704380.091	1462555533		Cogo Points
7032	705130.197	1464521887		Cogo Points
7033	705182.150	1464870283		Cogo Points
7034	705227.649	1465523683		Cogo Points
7035	705293.586	1465939568		Cogo Points
7036	706031.857	1460985361		Cogo Points
7037	705981.067	1461560634		Cogo Points
7038	705894.767	1465203033		Cogo Points
7039	705925.013	1465344467		Cogo Points
7040	705748.577	1465551619		Cogo Points
7041	705246.427	1466293147		Cogo Points
7042	705724.933	1466588474		Cogo Points
7043	705870.848	1466826267		Cogo Points
7044	705771.574	1471576479		Cogo Points
7045	705781.502	1471575864		Cogo Points
7046	705737.211	1473599742		Cogo Points
7047	705715.130	1473799303		Cogo Points
7048	705706.500	1474113153		Cogo Points
7049	705662.256	1475376660		Cogo Points
7050	705664.113	1475531180		Cogo Points
7051	705696.876	1476342626		Cogo Points
7052	705673.367	1476553741		Cogo Points
7053	705397.292	1476796647		Cogo Points
7054	706852.100	1478131111		Cogo Points
7055	706764.402	1478936631		Cogo Points
7056	708558.566	1481513464		Cogo Points
7057	708561.132	1481416722		Cogo Points
7058	709478.107	1482220303		Cogo Points
7059	708204.321	1478813370		Cogo Points
7060	708420.340	1478970849		Cogo Points
7061	708540.656	1482000310		Cogo Points
7062	708540.516	1482194148		Cogo Points

Cogo Points	Northing	Easting	Elevation	Style
7083	706391.822	1460990.561		Cogo Points
7084	706361.571	1461058.131		Cogo Points
7085	705979.419	1461202.882		Cogo Points
7086	706947.403	1474882.148		Cogo Points
7087	706939.642	1475542.137		Cogo Points
7088	706999.260	1475555.046		Cogo Points
7089	706712.175	1474895.157		Cogo Points
7070	706725.096	1474235.268		Cogo Points
9000	701232.007	1460348.816		Cogo Points
9001	703866.397	1460402.235		Cogo Points
9002	706606.240	1460448.810		Cogo Points
9003	709419.096	1463098.349		Cogo Points
9004	706450.961	1465703.624		Cogo Points
9005	703192.760	1465714.589		Cogo Points
9006	701148.505	1465627.395		Cogo Points
9007	701193.174	1462991.911		Cogo Points
9008	706379.185	1463382.488		Cogo Points
9009	706321.405	1461022.547		Cogo Points
9010	703695.864	1460984.622		Cogo Points
9011	701964.389	1460945.559		Cogo Points
9012	701706.447	1468388.477		Cogo Points
9014	706266.196	1463862.430		Cogo Points
9015	706211.873	1466332.448		Cogo Points
9016	703379.756	1466288.020		Cogo Points
9017	700946.640	1466243.609		Cogo Points
9018	701804.962	1463575.660		Cogo Points
9019	706784.670	1468943.382		Cogo Points
9020	706898.264	1471581.747		Cogo Points
9021	703450.778	1471532.740		Cogo Points
9022	700101.835	1471483.838		Cogo Points
9023	700993.436	1468857.592		Cogo Points
9024	708737.594	1471627.037		Cogo Points
9025	711369.886	1471691.134		Cogo Points
9029	711320.014	1474329.029		Cogo Points
9030	711271.284	1476968.675		Cogo Points
9031	708458.335	1476913.106		Cogo Points
9032	706923.997	1476862.306		Cogo Points
9033	706955.286	1474221.987		Cogo Points
9034	703367.836	1476795.006		Cogo Points
9035	700701.713	1476725.841		Cogo Points
9036	700761.643	1474088.279		Cogo Points

PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S008

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

O.D. FORM NO. 11
REVISED 01/01/2015

POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY BECKHAM | Monument Number B-5-344 | SWO 5272(1) | DATE 8-15-19

TYPE OF MONUMENT 3" BRASS CAP | MONUMENT SET FOR ODOT

WRITTEN DESCRIPTION OF LOCATION: THIS MONUMENT IS LOCATED AT THE WEST END OF THE ON RAMP FOR THE WESTBOUND LANE OF I-40. IT IS IN THE NORTH R/W FENCE OF EXIT 12. THIS MONUMENT IS A 3" BRASS CAP SET IN A CONCRETE POST FLUSH WITH THE GROUND.

ESTABLISHED BY:

COORDINATE SYSTEM: OKLAHOMA STATE PLANE NAD 83 ZONE: SOUTH

COORDINATES (FEET) X 1444222.601 Y 699812.0549

GEODETIC POSITION

LATITUDE 35 14 38.33881 NORTH
LONGITUDE 99 45 20.92978 WEST
ELLIPSOIDAL HEIGHT 562.050 M

METHOD USED TO ESTABLISHED:

SOURCE:

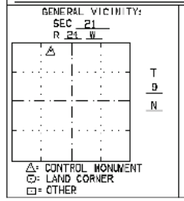
ORTHOMETRIC HEIGHT

1533.72 FEET GEOID MODEL: 12B GEOID SEPRATION: FEET

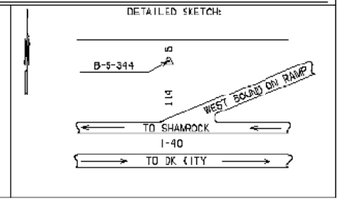
METHOD USED TO ESTABLISHED:

SOURCE:

GENERAL VICINITY:



DETAILED SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

O.D. FORM NO. 11
REVISED 01/01/2015

POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY BECKHAM | Monument Number B-5-345 | SWO 5272(1) | DATE 8-15-19

TYPE OF MONUMENT STAINLESS STEEL ROD | MONUMENT SET FOR ODOT

WRITTEN DESCRIPTION OF LOCATION: THIS MONUMENT IS LOCATED APPROX. 1000' WEST OF EXIT 20. ALONG THE SOUTH R/W FENCE. THIS MONUMENT IS A STAINLESS STEEL ROD SET FLUSH WITH THE GROUND.

ESTABLISHED BY:

COORDINATE SYSTEM: OKLAHOMA STATE PLANE NAD 83 ZONE: SOUTH

COORDINATES (FEET) X 1474976.102 Y 705770.5241

GEODETIC POSITION

LATITUDE 35 15 41.43333 NORTH
LONGITUDE 99 39 11.73818 WEST
ELLIPSOIDAL HEIGHT 537.020 M

METHOD USED TO ESTABLISHED:

SOURCE:

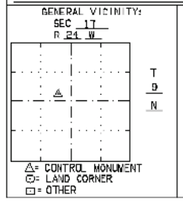
ORTHOMETRIC HEIGHT

1849.48 FEET GEOID MODEL: 12B GEOID SEPRATION: FEET

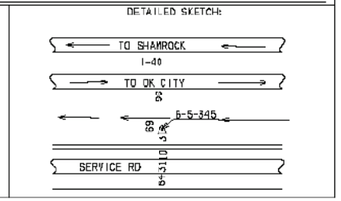
METHOD USED TO ESTABLISHED:

SOURCE:

GENERAL VICINITY:



DETAILED SKETCH:



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

O.D. FORM NO. 11
REVISED 01/01/2015

POSITION AND DESCRIPTION OF SURVEY MONUMENTS

COUNTY BECKHAM | Monument Number B-5-346 | SWO 5272(1) | DATE 8-15-19

TYPE OF MONUMENT STAINLESS STEEL ROD | MONUMENT SET FOR ODOT

WRITTEN DESCRIPTION OF LOCATION: THIS MONUMENT IS LOCATED IN THE MEDIAN BETWEEN THE OVERPASS BRIDGES ON THE WEST END AT THE JCT. OF I-40 AND US 283, APPROX. 1000' EAST OF EXIT NO. 20 EASTBOUND. THIS MONUMENT IS A 3" BRASS CAP SET IN CONCRETE POST

ESTABLISHED BY:

COORDINATE SYSTEM: OKLAHOMA STATE PLANE NAD 83 ZONE: SOUTH

COORDINATES (FEET) X 1177656.454 Y 706165.2602

GEODETIC POSITION

LATITUDE 35 15 45.81922 NORTH
LONGITUDE 99 38 39.13932 WEST
ELLIPSOIDAL HEIGHT 541.585 M

METHOD USED TO ESTABLISHED:

SOURCE:

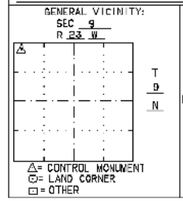
ORTHOMETRIC HEIGHT

1864.49 FEET GEOID MODEL: 12B GEOID SEPRATION: FEET

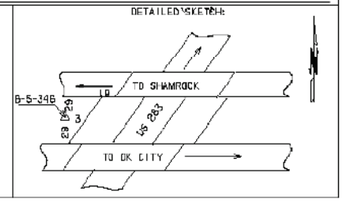
METHOD USED TO ESTABLISHED:

SOURCE:

GENERAL VICINITY:



DETAILED SKETCH:



PLS	DEW		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	ELW		
CHECKED	DEW		SURVEY DATA SHEET
APPROVED	DEW		SWO 5272(1)
CREW	MAC		

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S009

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

COUNTY	MONUMENT ID	FILENAME	SWO NUMBER	SECTION	TOWNSHIP	RANGE	MERIDIAN	LATITUDE	LONGITUDE	Y NORTHING	X EASTING	ZONE	SD-11	CCR
Beckham	B-5-811		5272(1)	15	9N	24W	IM	35°14'52.4689"	99°44'07.3833"	701232.01000	1450346.68000	S	0	1
Beckham	B-5-812		5272(1)	15	9N	24W	IM	35°15'18.5264"	99°44'07.2566"	703866.40000	1450402.24000	S	0	1
Beckham	B-5-813		5272(1)	15	9N	24W	IM	35°15'44.8419"	99°44'07.2453"	706508.22000	1450448.91000	S	0	1
Beckham	B-5-814		5272(1)	15	9N	24W	IM	35°15'44.3207"	99°43'35.2934"	706410.10000	1452099.26000	S	0	1
Beckham	B-5-815		5272(1)	15	9N	24W	IM	35°15'44.7969"	99°43'03.1503"	706430.98000	1455763.62000	S	0	1
Beckham	B-5-816		5272(1)	15	9N	24W	IM	35°15'18.8998"	99°43'03.2002"	703792.77000	1455714.89000	S	0	1
Beckham	B-5-817		5272(1)	15	9N	24W	IM	35°16'07.2952"	88°06'07.9757"	701154.97000	1455636.60000	S	0	1
Beckham	B-5-818		5272(1)	15	9N	24W	IM	35°14'52.5335"	99°43'35.4879"	701193.17000	1452991.91000	S	0	1
Beckham	B-5-819		5272(1)	15	9N	24W	IM	35°17'41.4939"	88°07'43.6380"	703830.86000	1453062.20000	S	0	1
Beckham	B-5-820		5272(1)	14	9N	24W	IM	35°15'44.6954"	99°42'31.4432"	706376.20000	1458392.50000	S	0	1
Beckham	B-5-821		5272(1)	14	9N	24W	IM	35°15'44.5938"	99°41'59.7220"	706321.41000	1461022.55000	S	0	1
Beckham	B-5-822		5272(1)	14	9N	24W	IM	35°15'18.0238"	99°41'59.0402"	703985.80000	1460984.02000	S	0	1
Beckham	B-5-823		5272(1)	14	9N	24W	IM	35°14'52.5950"	99°41'59.5828"	701064.39000	1460945.56000	S	0	1
Beckham	B-5-824		5272(1)	14	9N	24W	IM	35°15'57.4270"	88°04'18.3282"	701109.88000	1458291.08000	S	0	1
Beckham	B-5-825		5272(1)	14	9N	24W	IM	35°17'21.9538"	88°04'04.9046"	703744.21000	1458355.46000	S	0	1
Beckham	B-5-826		5272(1)	13	9N	24W	IM	35°15'44.4983"	99°41'27.8823"	706268.20000	1463562.43000	S	0	1
Beckham	B-5-827		5272(1)	18	9N	24W	IM	35°15'18.3544"	99°40'55.6861"	703579.76000	1466288.02000	S	0	1
Beckham	B-5-828		5272(1)	18	9N	24W	IM	35°15'44.3751"	99°40'55.6952"	706210.35700	1466330.95800	S	0	1
Beckham	B-5-829		5272(1)	18	9N	24W	IM	35°15'44.2638"	99°40'24.1886"	706154.67000	1468943.36000	S	0	1
Beckham	B-5-830		5272(1)	17	9N	23W	IM	35°14'51.9258"	88°39'52.8958"	700821.62000	1471450.54000	S	0	1
Beckham	B-5-831		5272(1)	17	9N	23W	IM	35°15'18.0278"	99°39'52.4328"	703459.78000	1471532.74000	S	0	1
Beckham	B-5-832		5272(1)	17	9N	23W	IM	35°15'44.1274"	99°39'52.3665"	706098.26000	1471681.76000	S	0	1
Beckham	B-5-833		5272(1)	17	9N	23W	IM	35°15'44.1318"	99°39'20.5252"	706055.29000	1474221.87000	S	0	1
Beckham	B-5-834		5272(1)	17	9N	23W	IM	35°15'44.2497"	99°38'48.6847"	706024.00000	1476862.31000	S	0	1
Beckham	B-5-835		5272(1)	17	9N	23W	IM	35°15'17.9724"	99°38'48.9615"	703367.84000	1476796.01000	S	0	1
Beckham	B-5-836		5272(1)	17	9N	23W	IM	35°14'51.9358"	99°38'49.2830"	700701.71000	1476725.84000	S	0	1
Beckham	B-5-837		5272(1)	17	9N	23W	IM	35°14'51.7607"	88°38'21.0801"	700761.54000	1474068.27000	S	0	1
Beckham	B-5-838		5272(1)	17	9N	23W	IM	35°16'20.8786"	87°53'12.0503"	703413.89000	1474185.96000	S	0	1
Beckham	B-5-839		5272(1)	8	9N	23W	IM	35°16'10.2348"	99°39'52.3453"	708737.59000	1471627.04000	S	0	1
Beckham	B-5-840		5272(1)	8	9N	23W	IM	35°16'36.2656"	99°39'52.0957"	711368.87000	1471691.13000	S	0	1
Beckham	B-5-841		5272(1)	8	9N	23W	IM	35°16'36.2115"	99°39'20.2756"	711320.01000	1474329.03000	S	0	1
Beckham	B-5-842		5272(1)	8	9N	23W	IM	35°16'35.1563"	99°38'48.4586"	711271.25000	1476966.68000	S	0	1
Beckham	B-5-843		5272(1)	8	9N	23W	IM	35°16'10.3096"	99°38'48.5904"	708858.34000	1476911.11000	S	0	1

SD Form # 7
Page 1 of
Rev. 4/16/10

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

PUBLIC AND PRIVATELY OWNED UTILITIES LIST

County Beckham Highway I-40
SWO 5272(1) Description of Survey: Topographic Survey of Roadway and Bridges on Turkey Creek and Sand Creek

(Show Survey Centerline on Back)

PIPELINES

OWNERS NAME AND ADDRESS	SIZE AND TYPE	CROSSING STA. OR PARALLEL STA. TO STA
Enable Midstream Partners	Gas Pipeline Underground	Sta. 831+92.38
Enable Midstream Partners	Gas Pipeline Underground	Sta. 1058+38.30

ELECTRIC TRANSLINES

OWNERS NAME AND ADDRESS	SIZE AND TYPE	CROSSING STA. OR PARALLEL STA. TO STA
OG&E	Power Overhead	Sta. 677+28.61
OG&E	Power Overhead	Sta. 1060+65.25
OG&E	Power Overhead	Sta. 1035+84.08 to Sta. 1062+78.41
OG&E	Power Overhead	Sta. 1068+22.42 to Sta. 1076+63.38
OG&E	Power Overhead	Sta. 1056+85.51 to Sta. 1076+70.12

TEL. & TEL LINES

OWNERS NAME AND ADDRESS	SIZE AND TYPE	CROSSING STA. OR PARALLEL STA. TO STA
AT&T	Telephone Line	Sta. 647+94.09
AT&T	Telephone Line	Sta. 653+66.82 to Sta. 376+72.66
AT&T	Telephone Line	Sta. 1035+66.70 to Sta. 1051+91.38

Office Distribution
Original to R/W Div.
cc: Roadway Design
cc: SWO File

Professional Land Surveyor

10/6/2020
Date

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S010

SECTION 23
T-22-N, R-23-W
W2 NW4 SW4

790+00
795+00
800+00
PC803+51.04
Not set
805+00
810+00
815+00

7000
N56°51'47.35"E
1523.13'
7001
R 21665.92'
L 2267.81'
CD 2266.77'
CH S 59°51'42" E
180'
1001
N 56°51'47.35" E
A001 ℄ survey I40
1002
817+00
180'
S33°01'E
200'
7027
N56°51'47.35"E
1523.13'
R 21305.92'
L 3320.91'
CD 3317.55'
CH S 61°19'42" E
S33°08'E
100'

POB788+27.91 FWD-
788+27.91 BK.SWO2701(1)

ALL BEARS MAGNETIC

NS-182
263°43'38"
5071.65'W

STATION EQUATION:

STA. 788+27.91 THIS SURVEY = STA. 788+27.91 ON F.A.P. SWO2701(1) PLANS

BEARING EQUATION:

N 56°51'47.35" E THIS SURVEY = N 56°51'47.35" E ON F.A.P. SWO2701(1) PLANS

SCALE 0 100 200 300 400 500 Feet

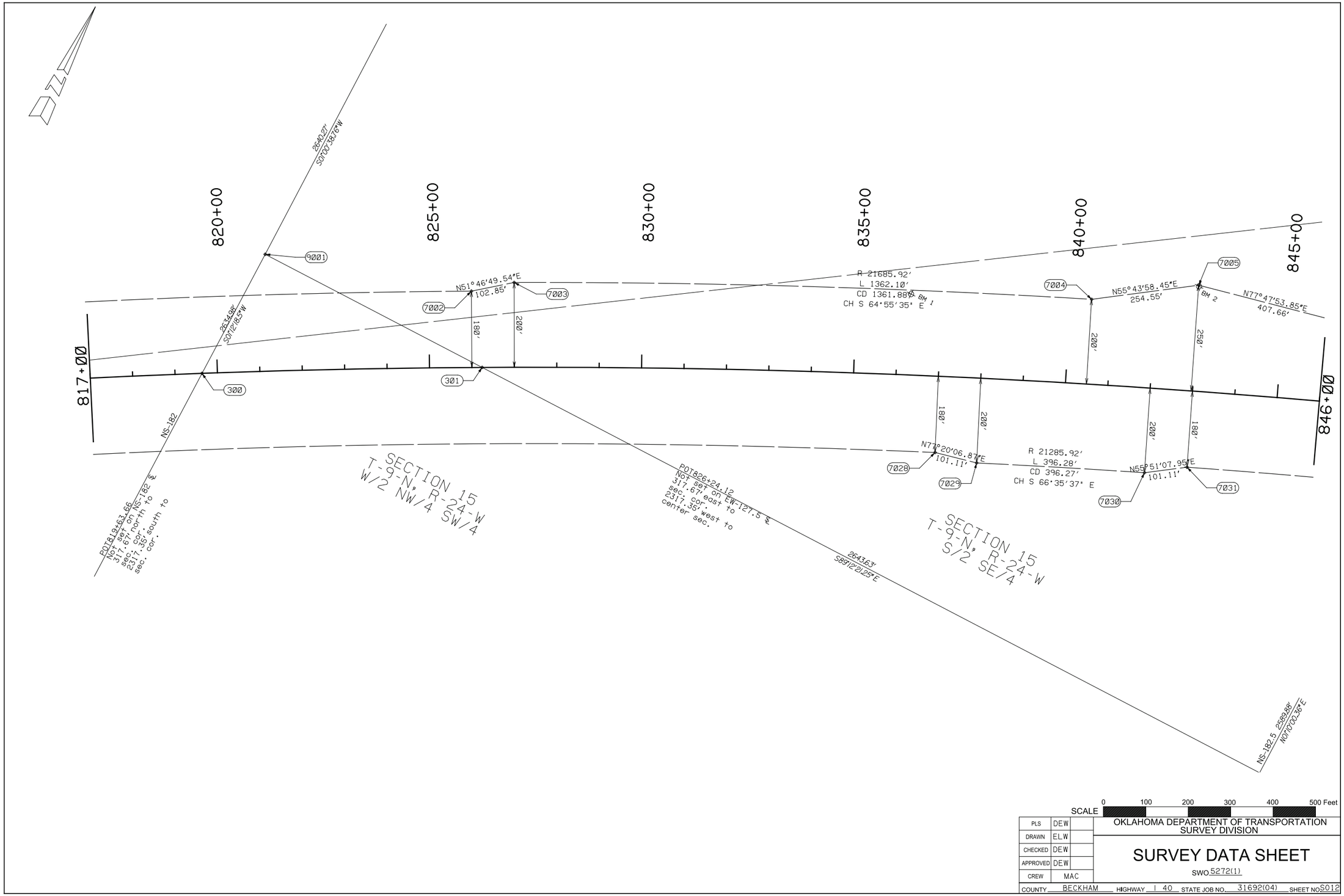
PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S011



SCALE 0 100 200 300 400 500 Feet

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S012

N74°23'44.72"E

850+00

855+00

860+00

865+00

870+00

846+00

875+00

N01°00'00.36"E 599.88'

7006

BM 3

180'

302

R 21665.92'
L 1820.95'
CD 1820.41'
CH S 70°51'09" E

BM 4

CURVE DATA - C/
P.I. Sta.86988.65
X=1454571.52
Y=706347.15
Δ=34°20'05.46"
D=016°00.00"
T=663.62
L=1287.57
R=21485.92
E=100.92

7008

N62°10'49.54"E 102.85'

7007

R 21685.92'
L 146.73'
CD 146.73'
CH S 73°43'15" E

7009

7010

180'

200'

200'

180'

180'

200'

199'

R 21305.92'
L 2181.57'
CD 2180.62'
CH S 70°19'37" E

BM 5

N78°11'12.35"E
253.77'

7032

7033

BM 6

N68°49'57.23"E
182.60'

7034

BM 7

Sta. 865+99.07 ℄ 24"
RCP "X"ing ℄ 0.84' Rt. & 104.60' Lt.
FL Elev.=1847.65 Rt. & 1846.87 Lt.

Sta. 855+75.91 ℄ 24"
RCP "X"ing ℄ 0.42' Rt. & 101.36' Lt.
FL Elev.=1851.18 Rt. & 1851.18 Lt.

POT 849+09.34
N89°58'59"E
163.01' on NS-182.5
sec. cor.
NS-182.5
216.38' south to
center sec.

SECTION 15
T-9-N, R-24-W
NE/4

SCALE 0 100 200 300 400 500 Feet

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S013

9004

Sta. 884+78.01 ℄ 24" RCP 2:1 Slope
FL Elev.=1855.67 Lt. & 98.74' Lt.

Sta. 884+17.73 ℄ 4'x3' RCB 'x' Xing ℄ 103.63' Rt. & 102.29' Lt.
FL Elev.=1856.14 Rt. & 1855.01 Lt.

SECTION 14
T-9-N, R-24-W
N/2 NW/4

2629.45'
S88°48'22.28"E

S71°16'9.82"E

EW-127

R 21665.92'
L 6144.61'
CD 6124.04'
CH S 82°29'20" E

9008

875+00

905+00

NS-183

BM 8

2638.68'
N0°03'53.28"E

NS-183.5

2632.24'
N0°09'08.62"E

SCALE 0 100 200 300 400 500 Feet

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S014

N

7063

7064

PT932+26.60
Not set

2630.62'
S88°48'23.49"E

9009

935+00

905+00

SECTION 14
T-9-N, R-24-W
N/2 NE/4

7065

NS-184

2625.82'
S00°49'39.2"W

0 100 200 300 400 500 Feet
SCALE

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S015

N

940+00

945+00

950+00

955+00

960+00

965+00

S88°48'7.19"E

5148.13'

2640.47'

S88°48'06.85"E

EW-127

9014

935+00

965+00

S 88°48'07.19" E

A001 ℄ survey I40

S88°48'7.19"E

4001.03'

NS-184.5

2628.37'

S00°56'02.3"W

SECTION 13
T-9-N, R-24-W
N/2 NW/4

SCALE 0 100 200 300 400 500 Feet

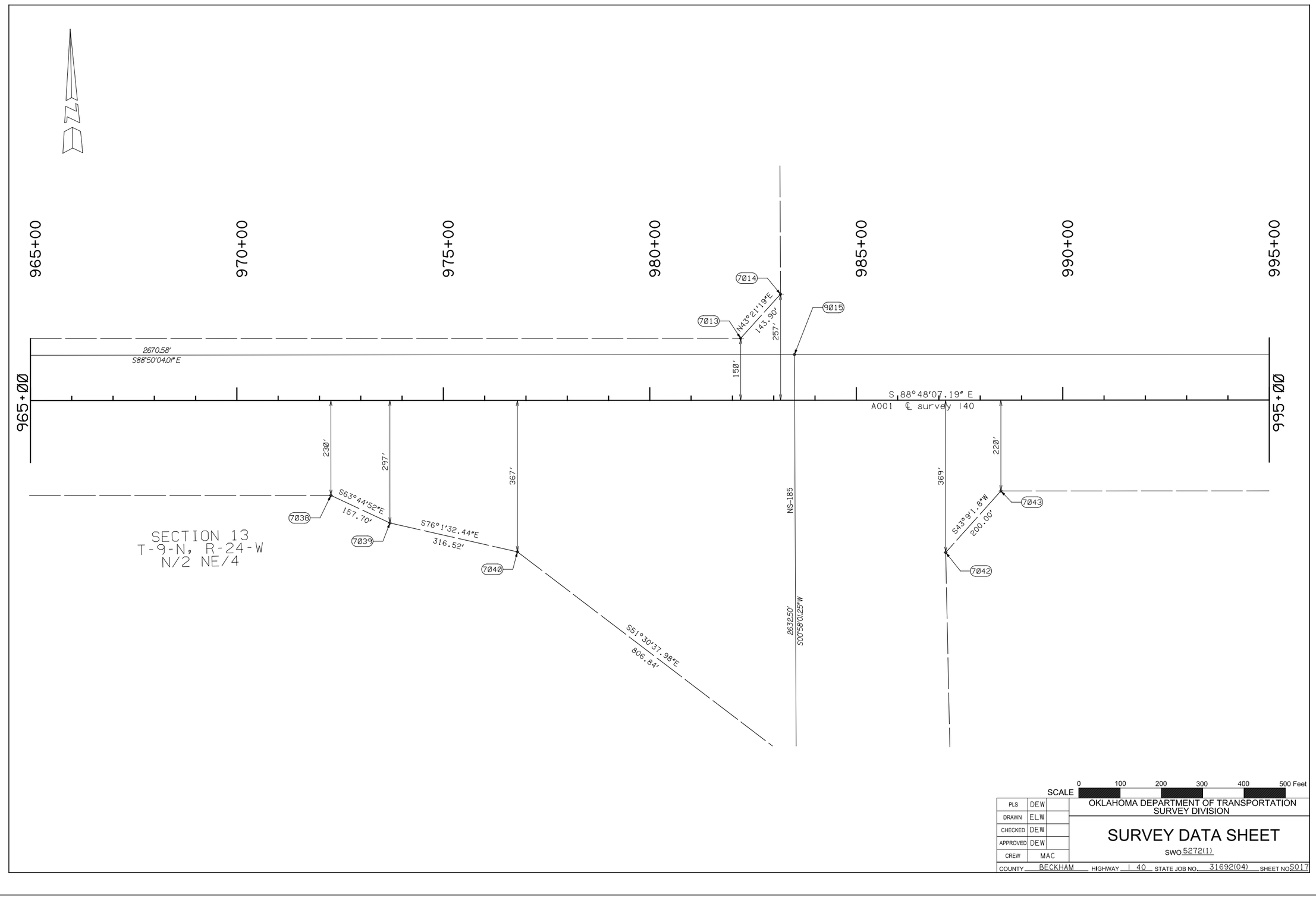
PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S016



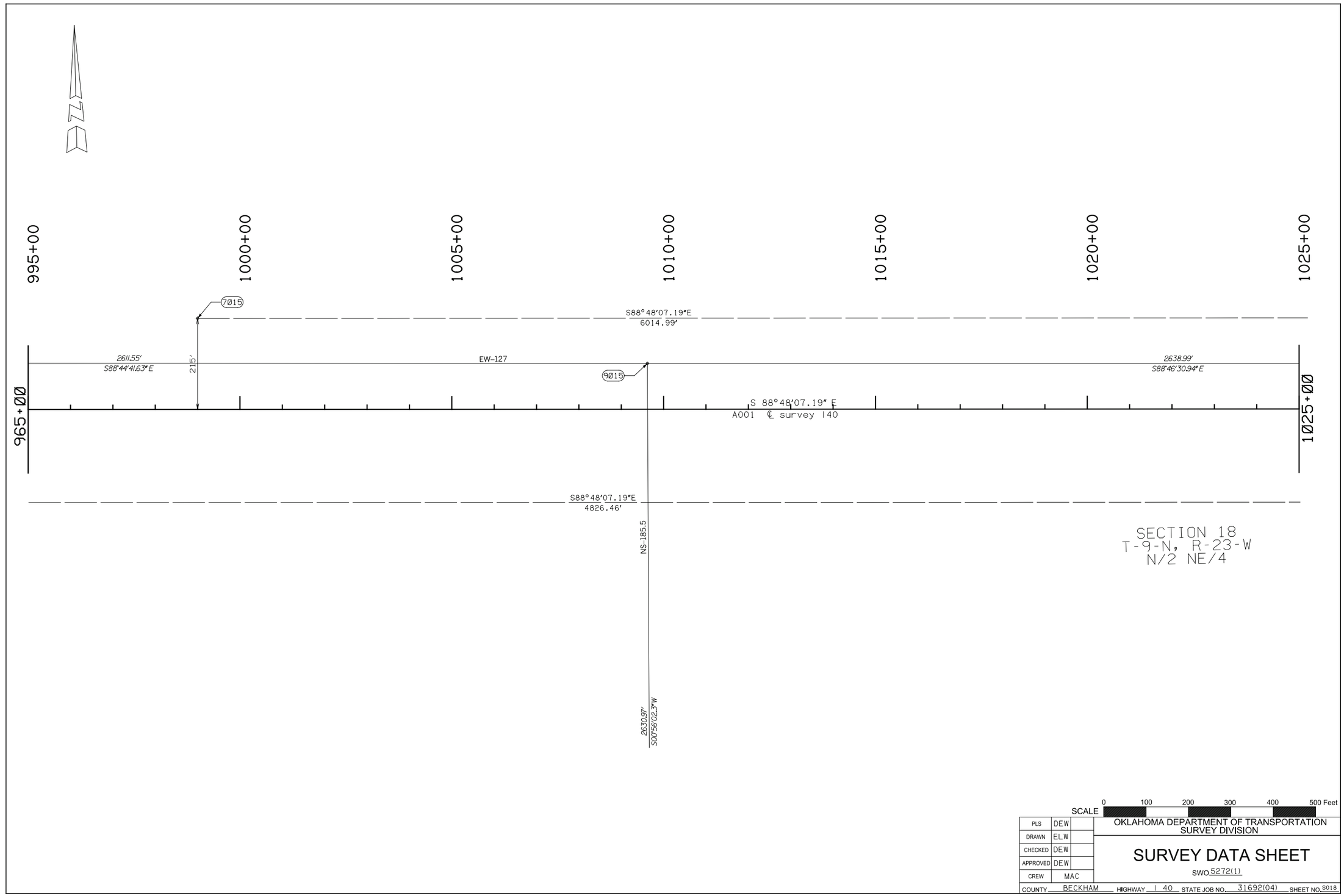
PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S017



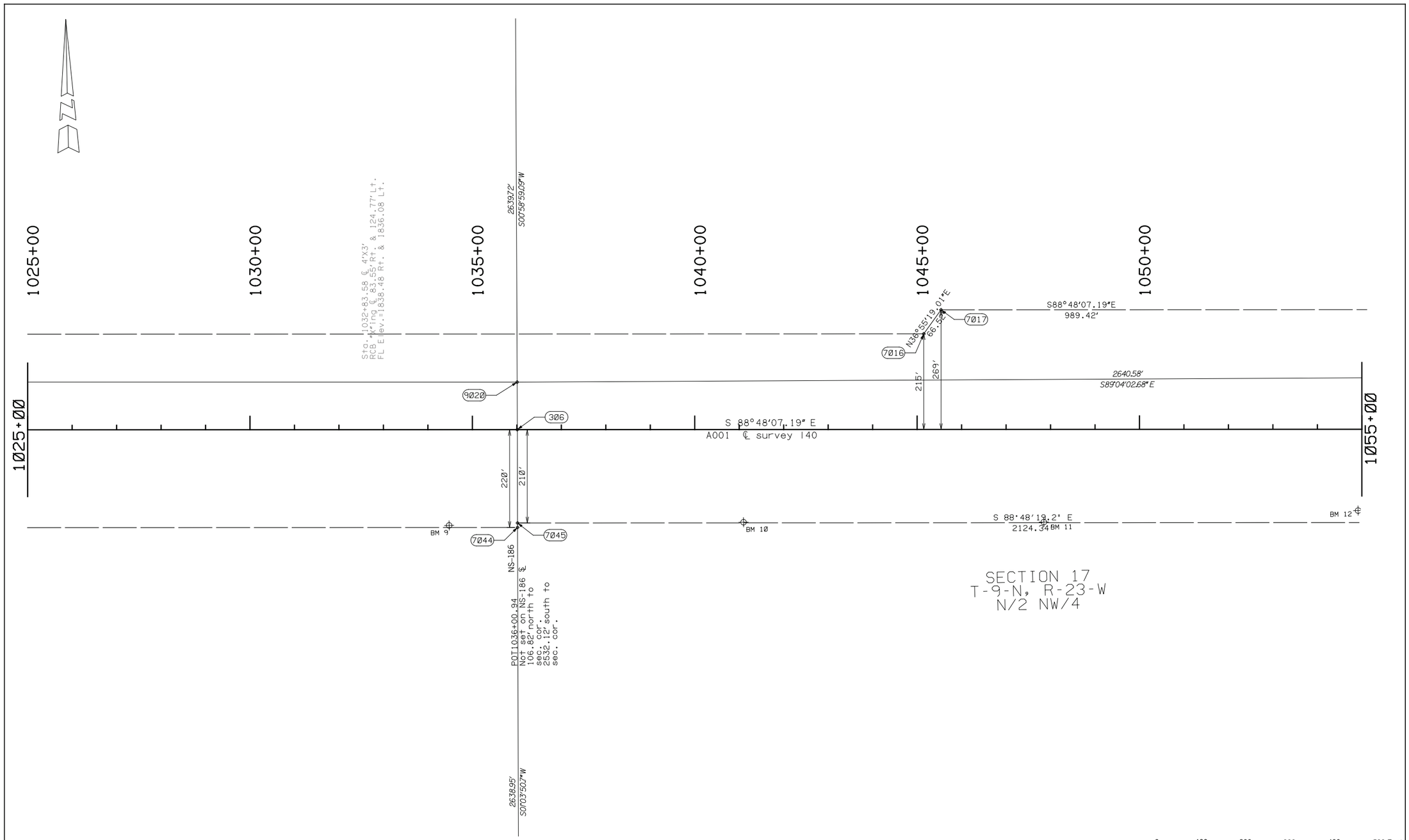
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APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S018



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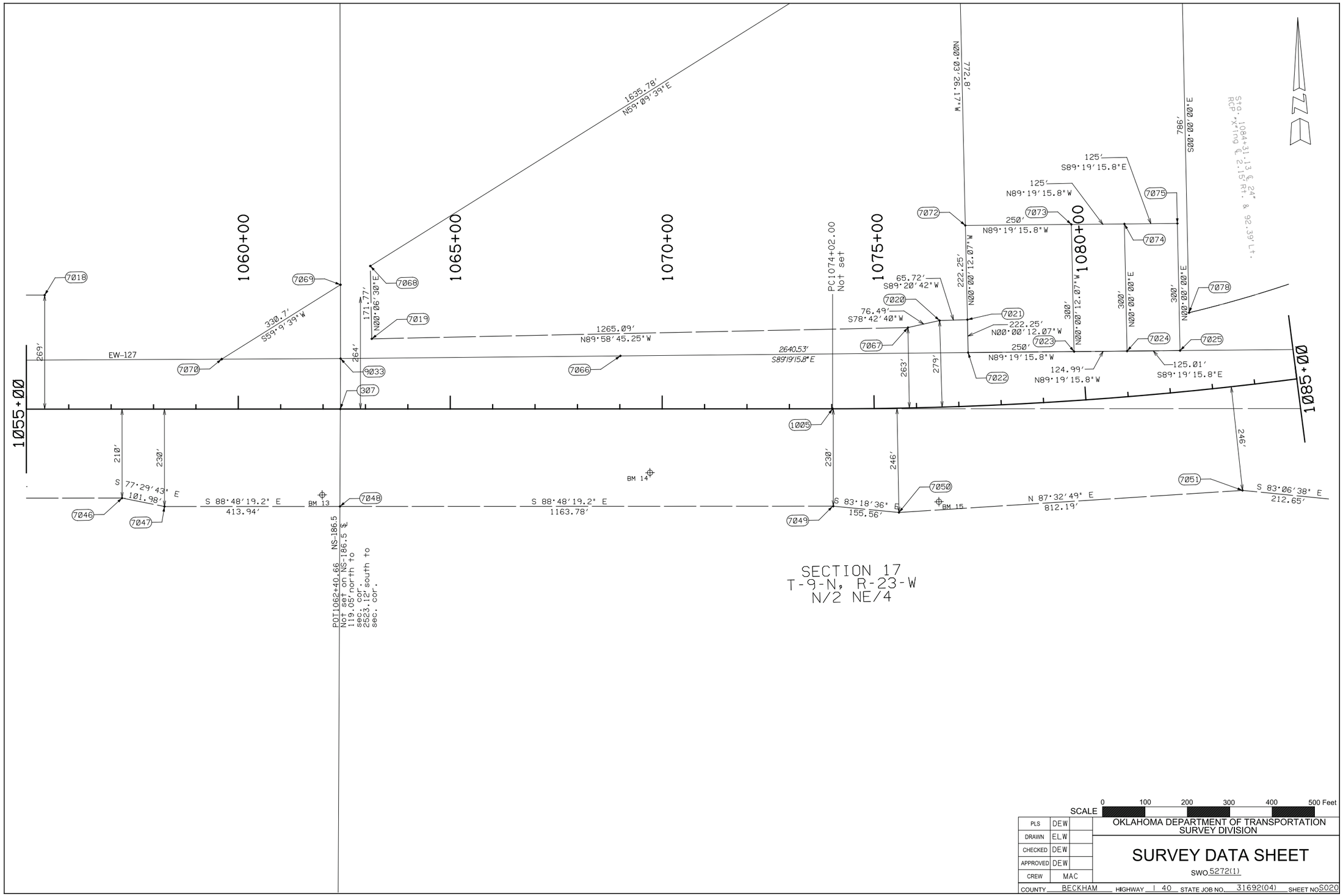
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S019



SECTION 17
T-9-N, R-23-W
N/2 NE/4

SCALE 0 100 200 300 400 500 Feet

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S020

654'
N90°00'00"W

7077

7081

7080

224.2'
S27°21'0"W

7079

279'

9032

308

492'

1090+00

1095+00

1100+00

1105+00

CURVE DATA - C2
P.I. Sta 1148.28
X=1482124.80
Y=705770.95
Δ=76°15'41.08"
D=0°40'00.00"
T=6746.29
L=11439.22
R=8594.37
E=2331.54

7055

N80°24'32"E
614.00

7054

180'

300'

180'

7060

250'

N58°51'22"E
417.68

7059

N

1085+00

232.5'

596.5'

7052

S 41°20'35" E
367.72'

7053

POT 1088+89.09
Not set on NS-187 ℄
14.65' north to
sec. cor.
2642.34' south to
sec. cor.

NS-187

SCALE 0 100 200 300 400 500 Feet

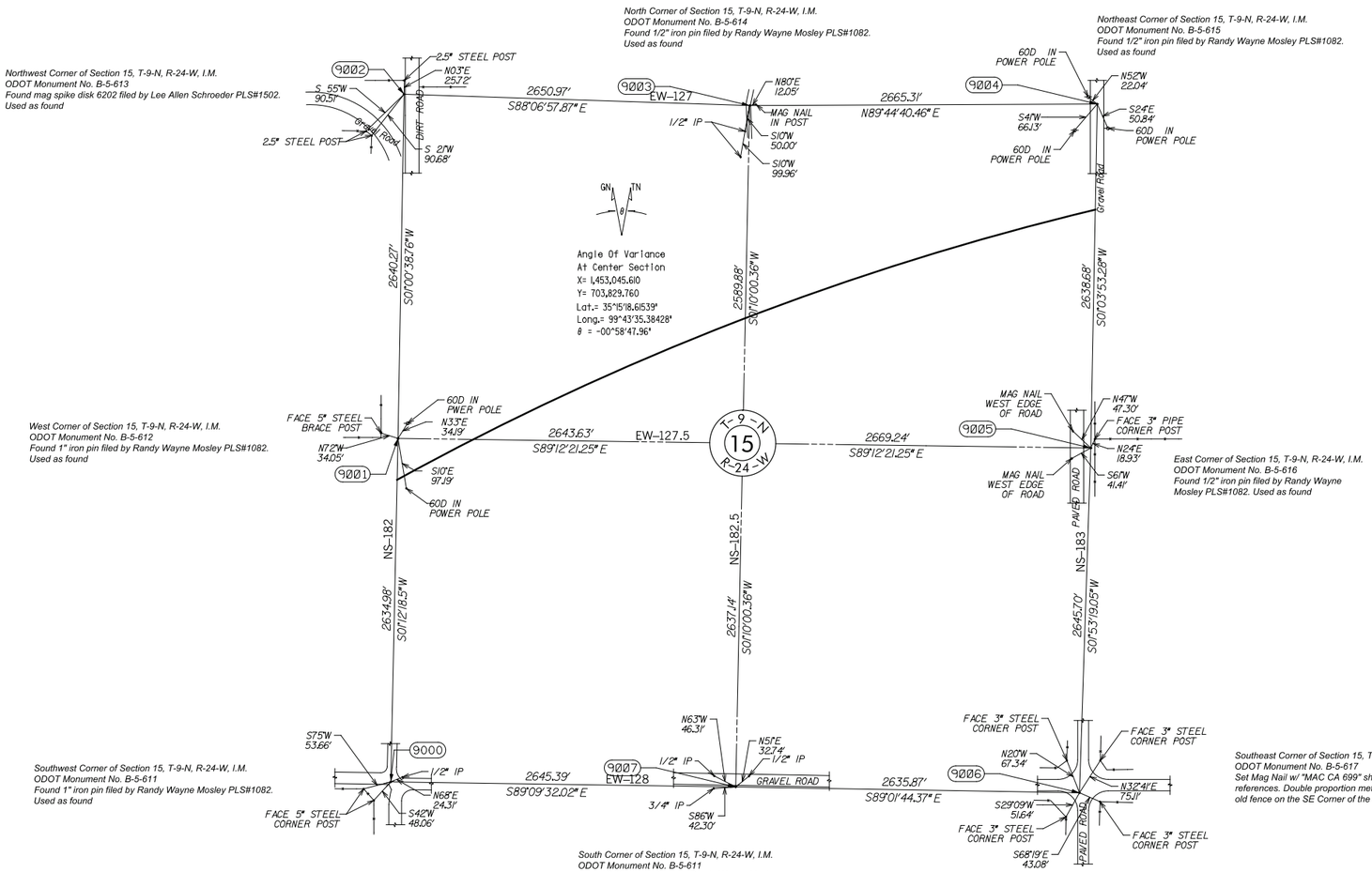
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CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S021



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

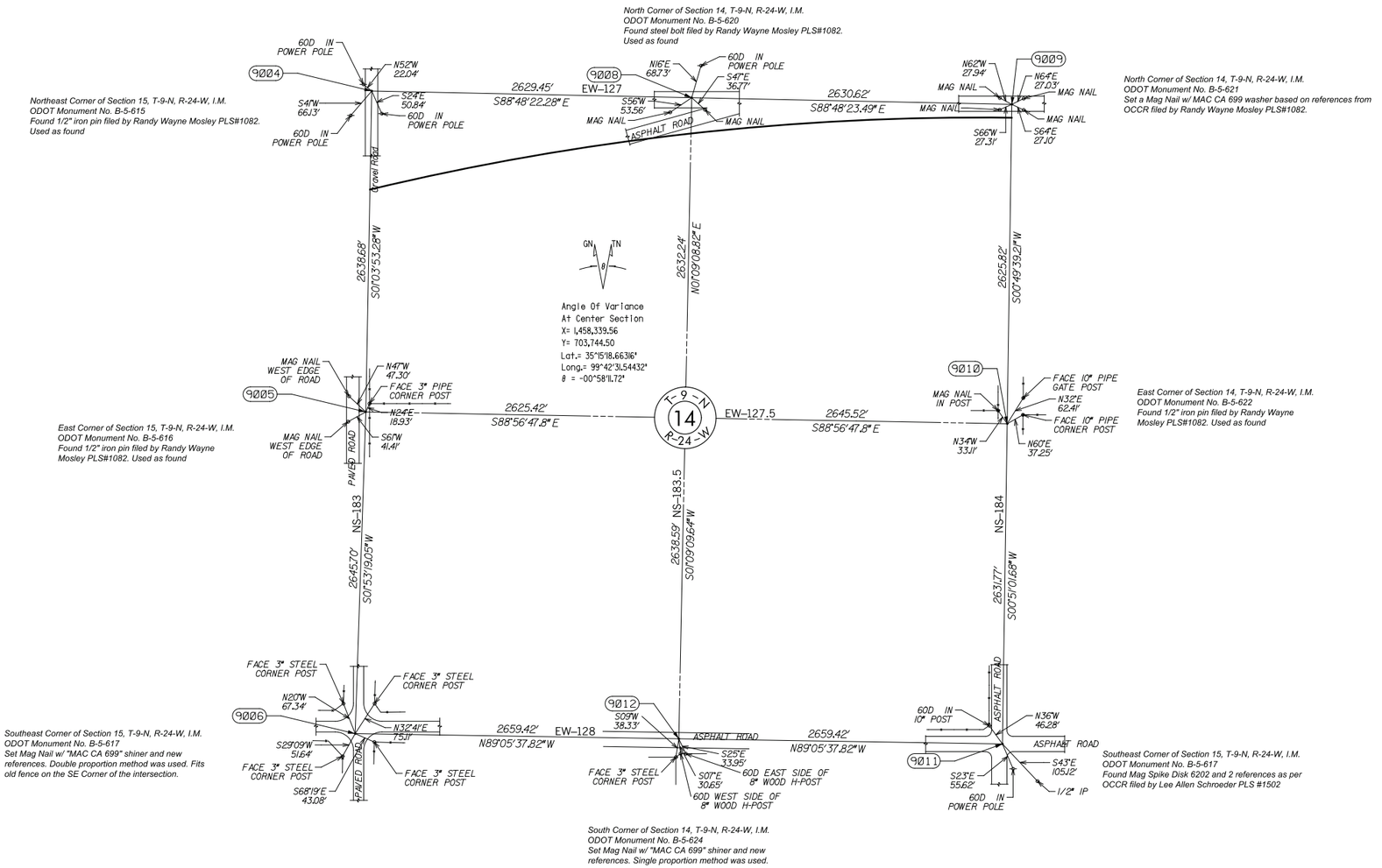
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CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S022



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO. S023

North Corner of Section 14, T-9-N, R-24-W, I.M.
ODOT Monument No. B-5-621
Set a Mag Nail w/ MAC CA 699 washer based on references from OCCR filed by Randy Wayne Mosley PLS#1082.

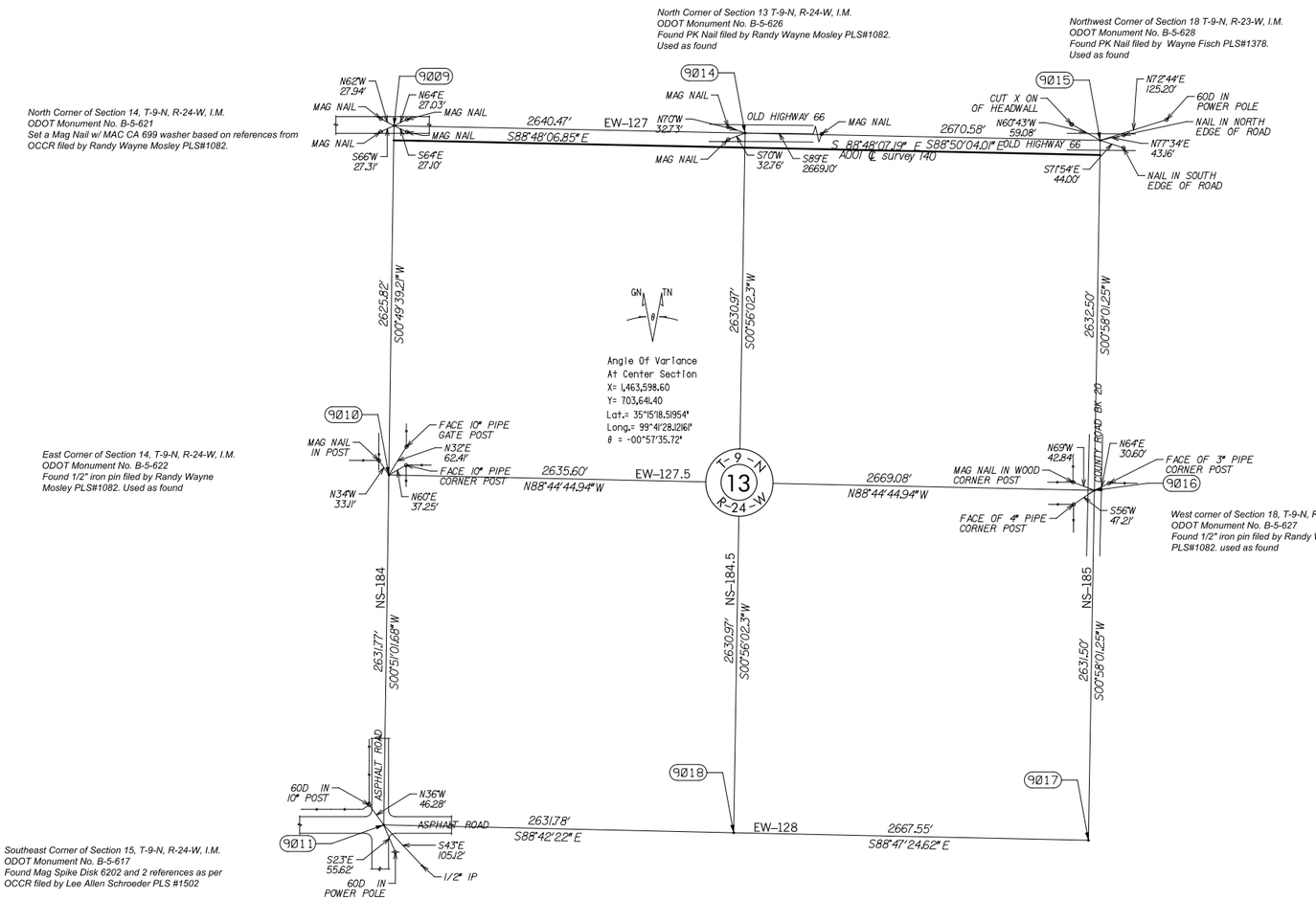
North Corner of Section 13 T-9-N, R-24-W, I.M.
ODOT Monument No. B-5-626
Found PK Nail filed by Randy Wayne Mosley PLS#1082.
Used as found

Northwest Corner of Section 18 T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-628
Found PK Nail filed by Wayne Fisch PLS#1378.
Used as found

East Corner of Section 14, T-9-N, R-24-W, I.M.
ODOT Monument No. B-5-622
Found 1/2" iron pin filed by Randy Wayne Mosley PLS#1082. Used as found

West corner of Section 18, T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-627
Found 1/2" iron pin filed by Randy Wayne Mosley PLS#1082. used as found

Southeast Corner of Section 15, T-9-N, R-24-W, I.M.
ODOT Monument No. B-5-617
Found Mag Spike Disk 6202 and 2 references as per OCCR filed by Lee Allen Schroeder PLS #1502



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

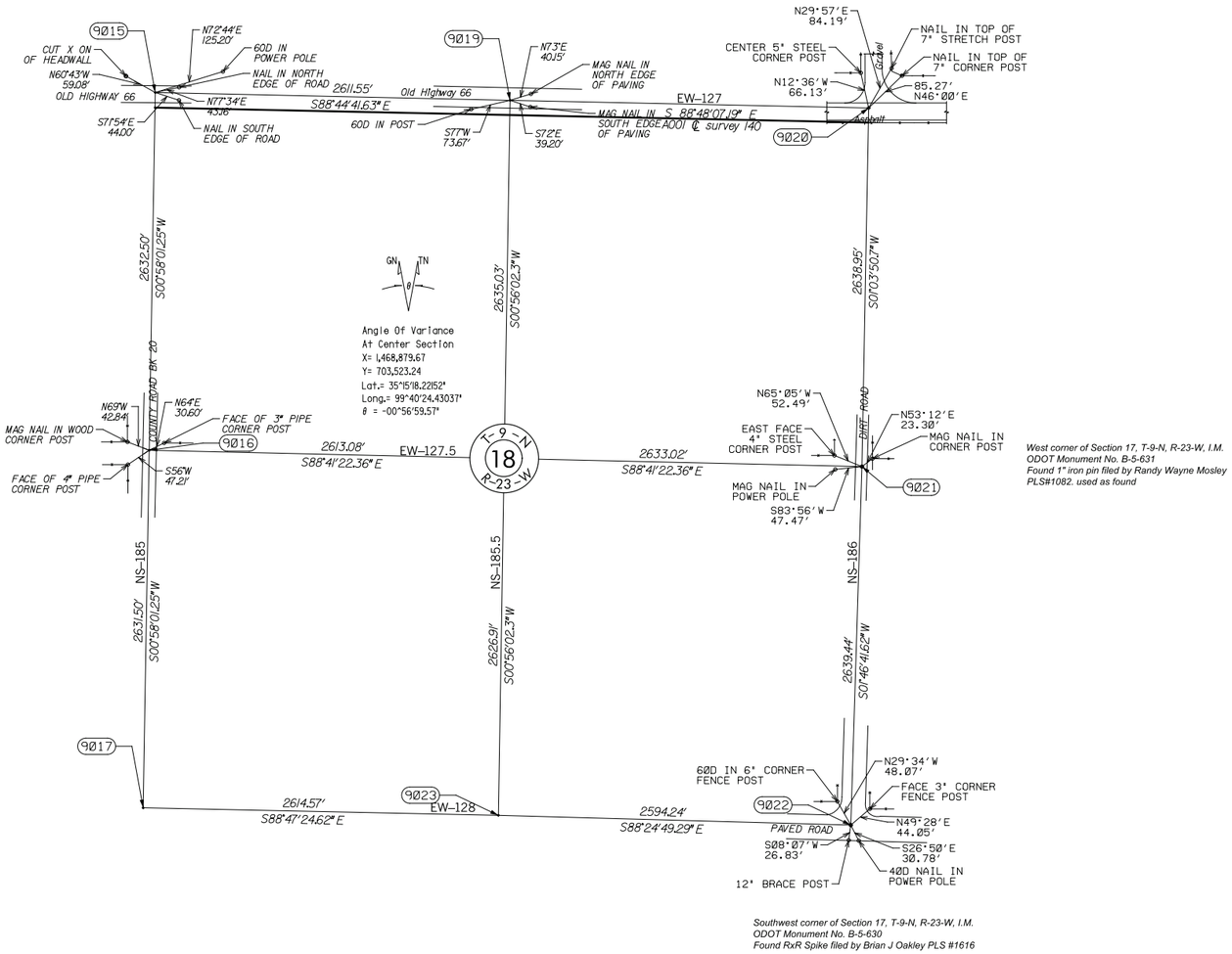
SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S024

Northwest Corner of Section 18 T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-628
Found PK Nail filed by Wayne Fisch PLS#1378.
Used as found

North Corner of Section 18 T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-626
Found PK Nail filed by Randy Wayne Mosley PLS#1082.
Used as found

Southeast Corner of Section 17, T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-632
Found Mag Nail W/Disk 6202 filed by Lee Allen Schroeder PLS #1502. Used as filed.



West corner of Section 18, T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-627
Found 1/2" iron pin filed by Randy Wayne Mosley PLS#1082. used as found

West corner of Section 17, T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-631
Found 1" iron pin filed by Randy Wayne Mosley PLS#1082. used as found

Southwest corner of Section 17, T-9-N, R-23-W, I.M.
ODOT Monument No. B-5-630
Found RxR Spike filed by Brian J Oakley PLS #1616

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

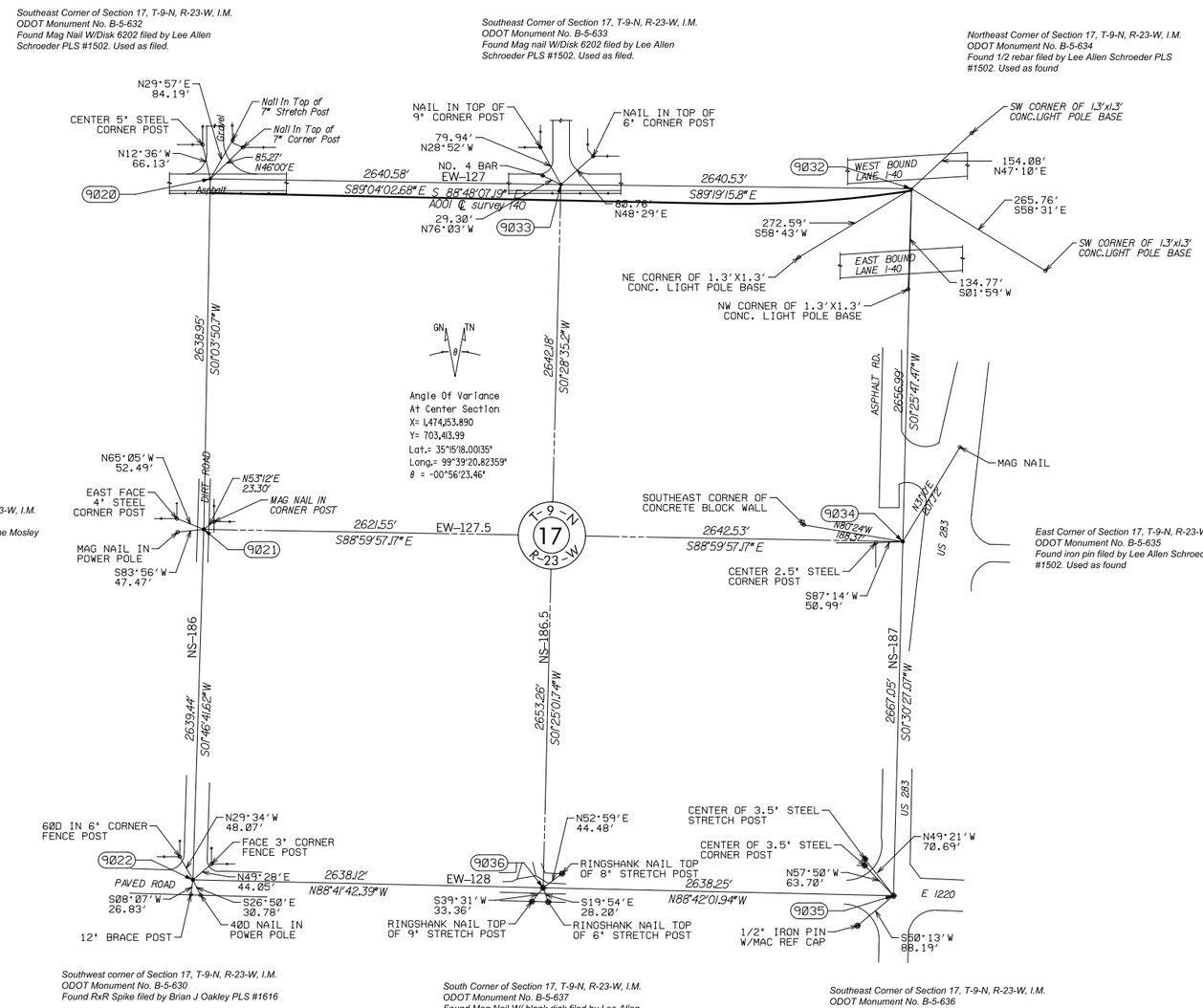
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DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S025



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

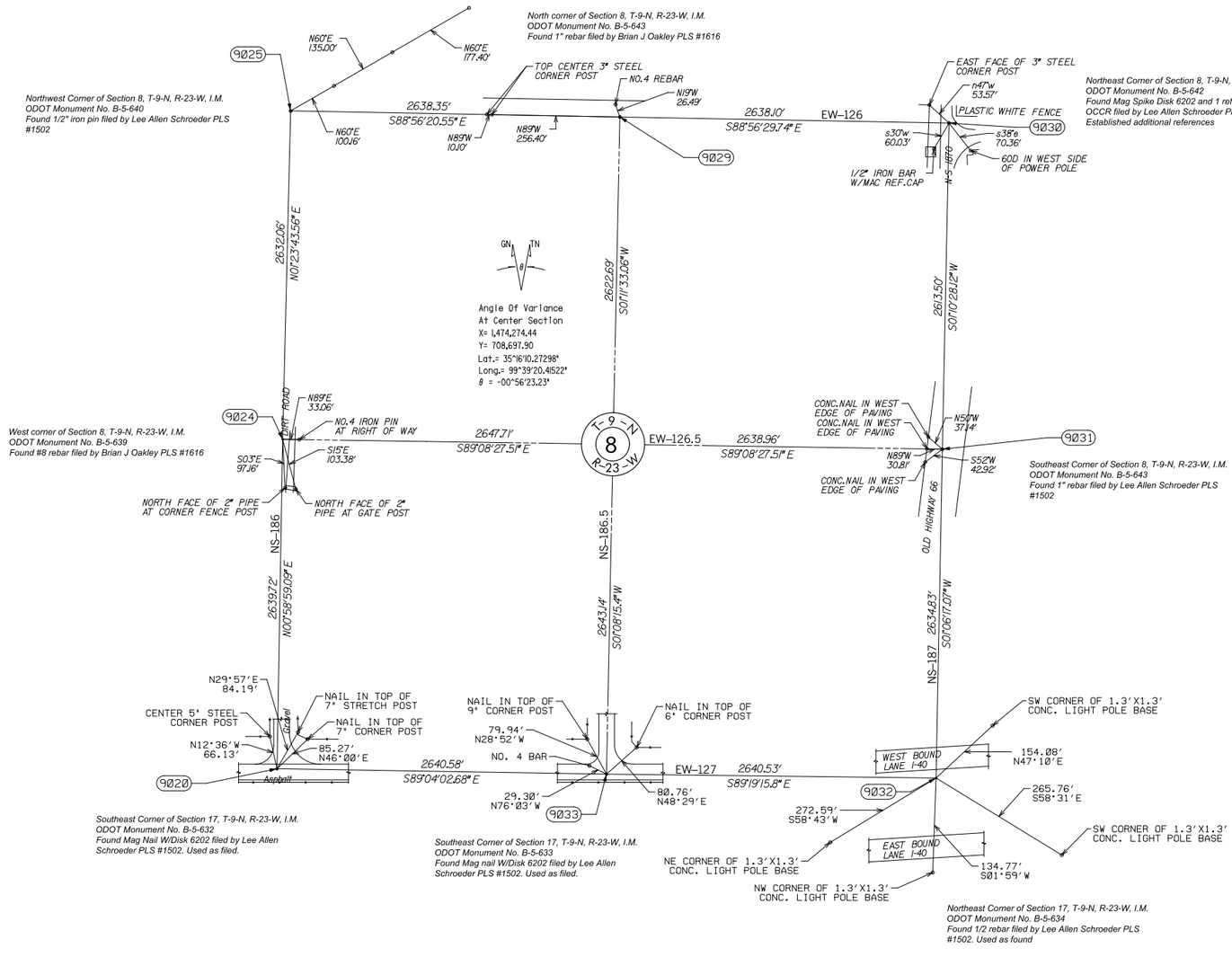
PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S026



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

SCALE 0 500 1000 1500 2000 2500

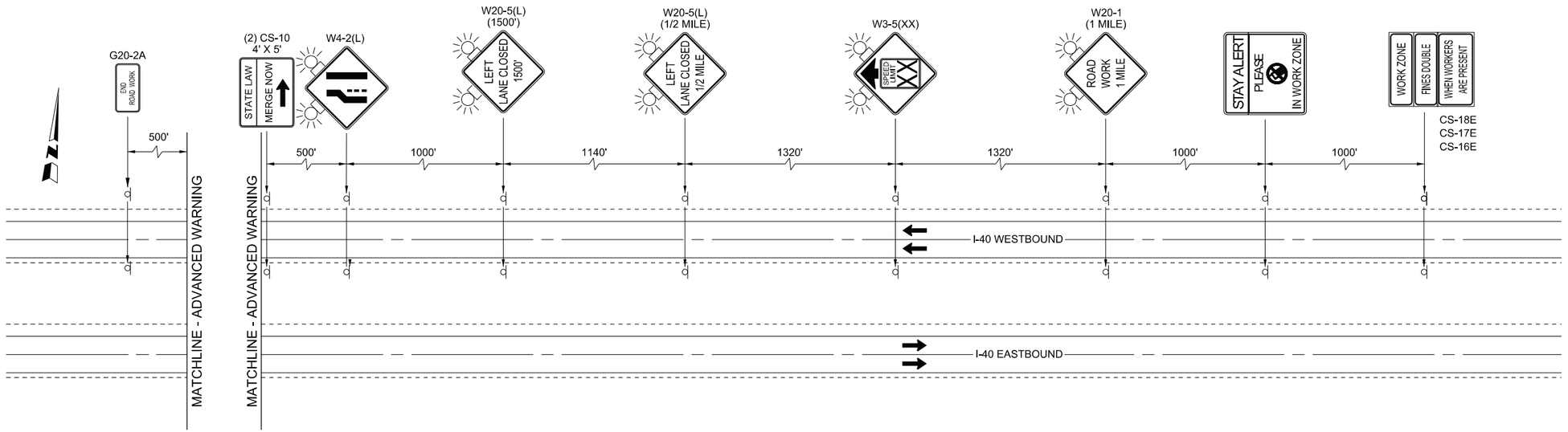
PLS	DEW	
DRAWN	ELW	
CHECKED	DEW	
APPROVED	DEW	
CREW	MAC	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5272(1)

COUNTY BECKHAM HIGHWAY I 40 STATE JOB NO. 31692(04) SHEET NO S027

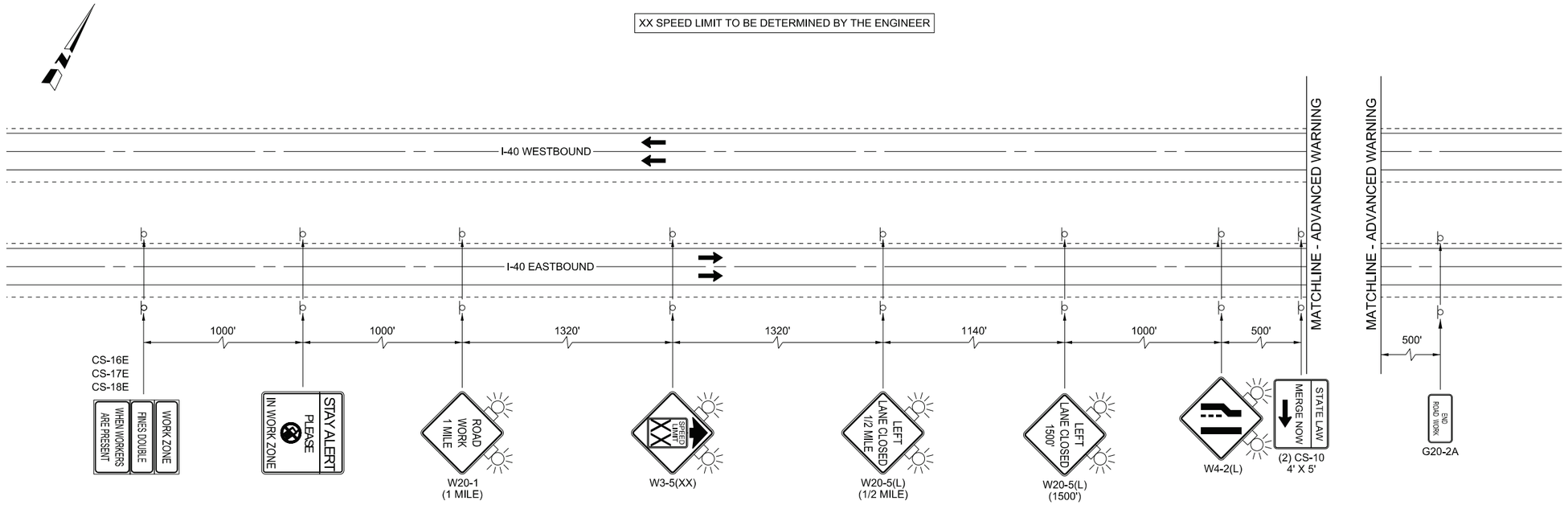


LEGEND

SIGN

THIS DRAWING IS NOT TO SCALE
FOLLOW DIMENSIONS

XX SPEED LIMIT TO BE DETERMINED BY THE ENGINEER



ADVANCE WARNING SIGN PLACEMENT - PHASE 1 & 3 & 5 & 6

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T001

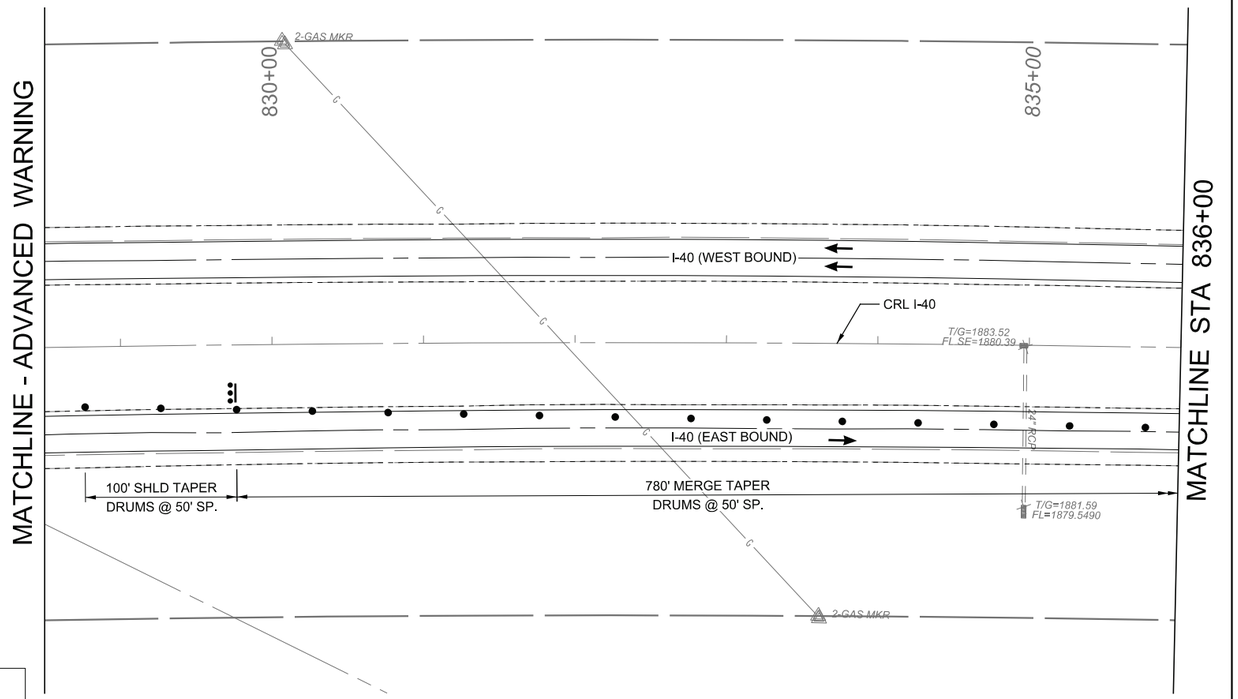
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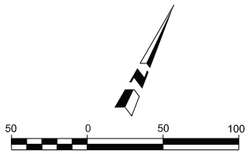
KEY

- SIGN
- DRUMS
- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

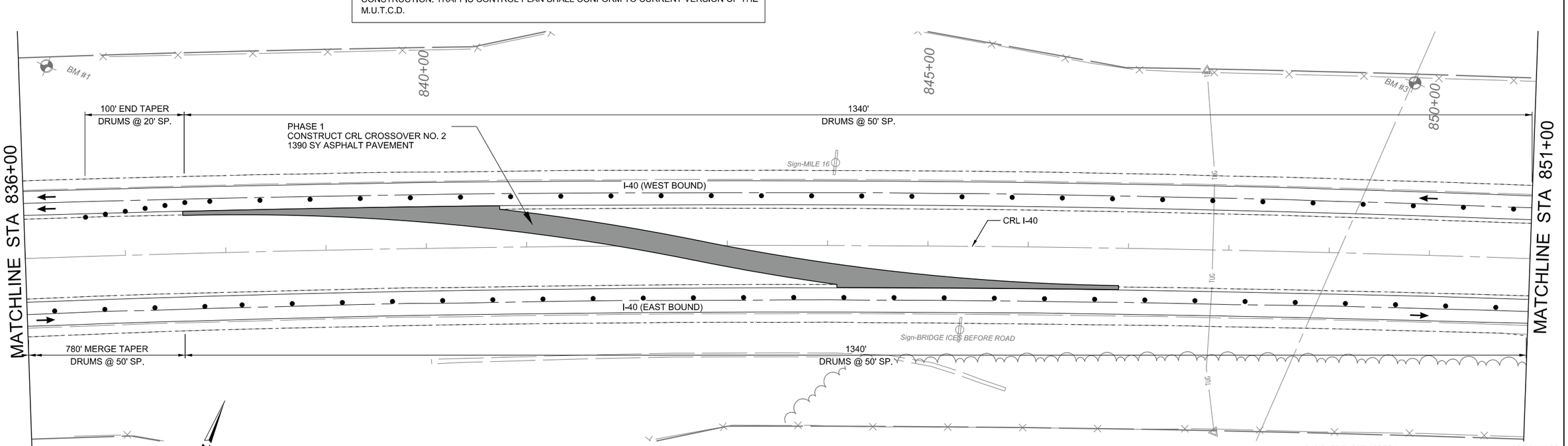
PHASE 1

1. TAPER OFF INSIDE LANES.
2. CONSTRUCT WESTBOUND DETOURS.





PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.



PHASE 1

I-40 OVER TURKEY CREEK — BECKHAM CO.

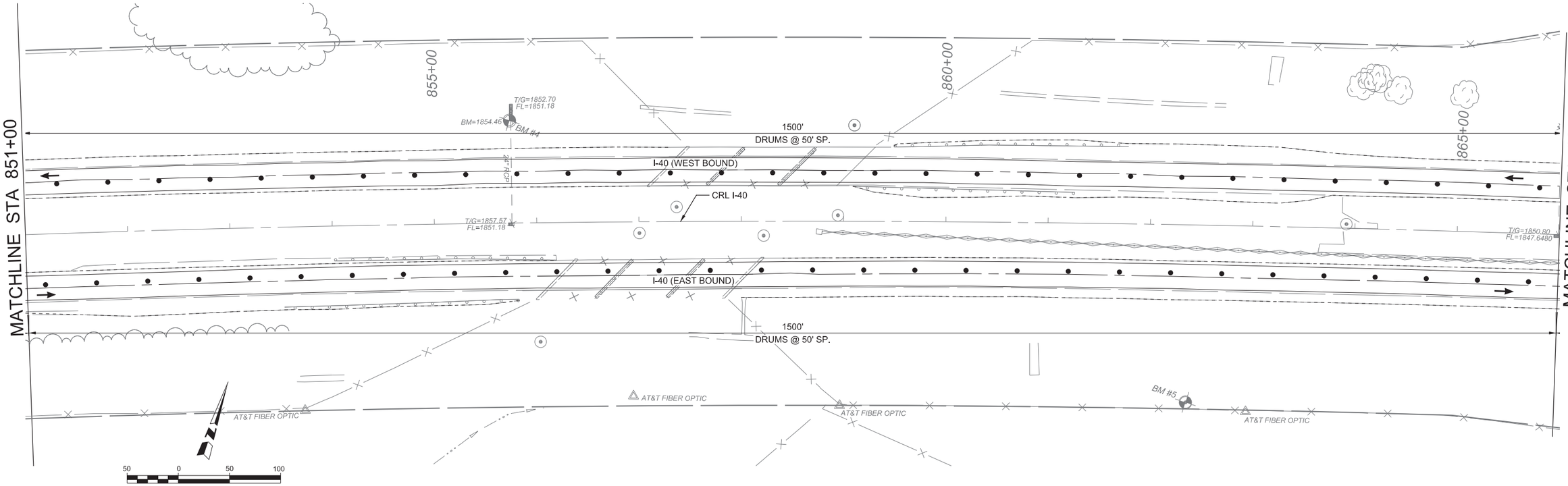
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

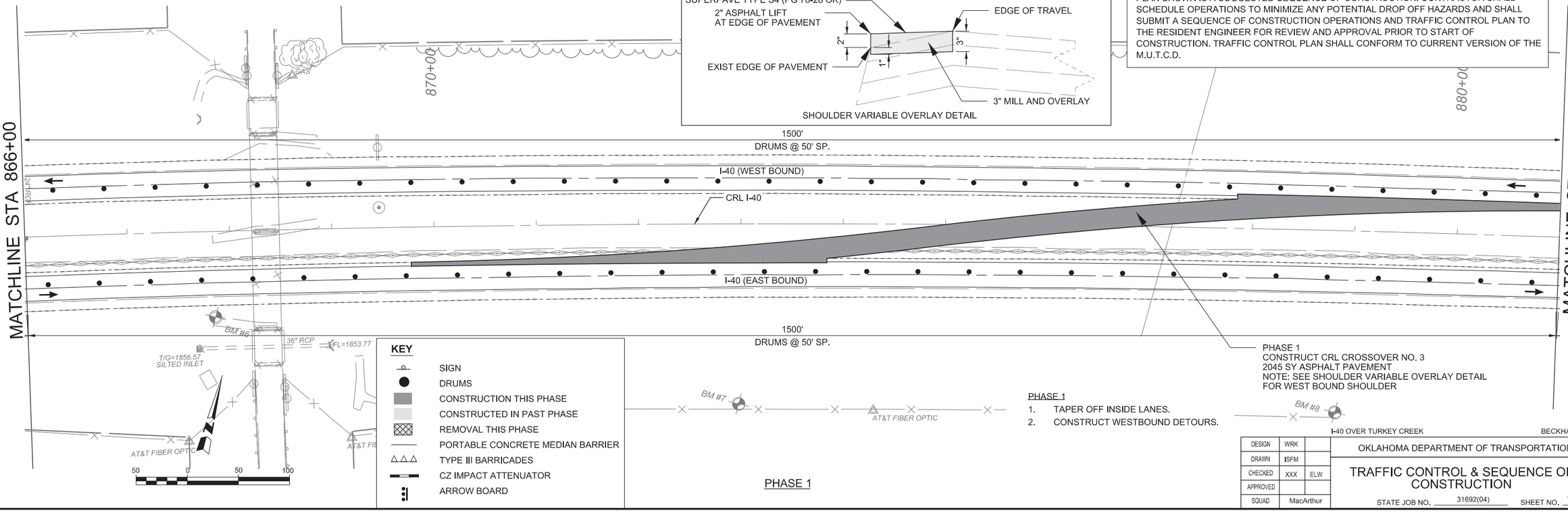
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T002

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T002-3169204-Traffic Control & Sequence of Construction.dgn





I-40 OVER TURKEY CREEK — BECKHAM CO.

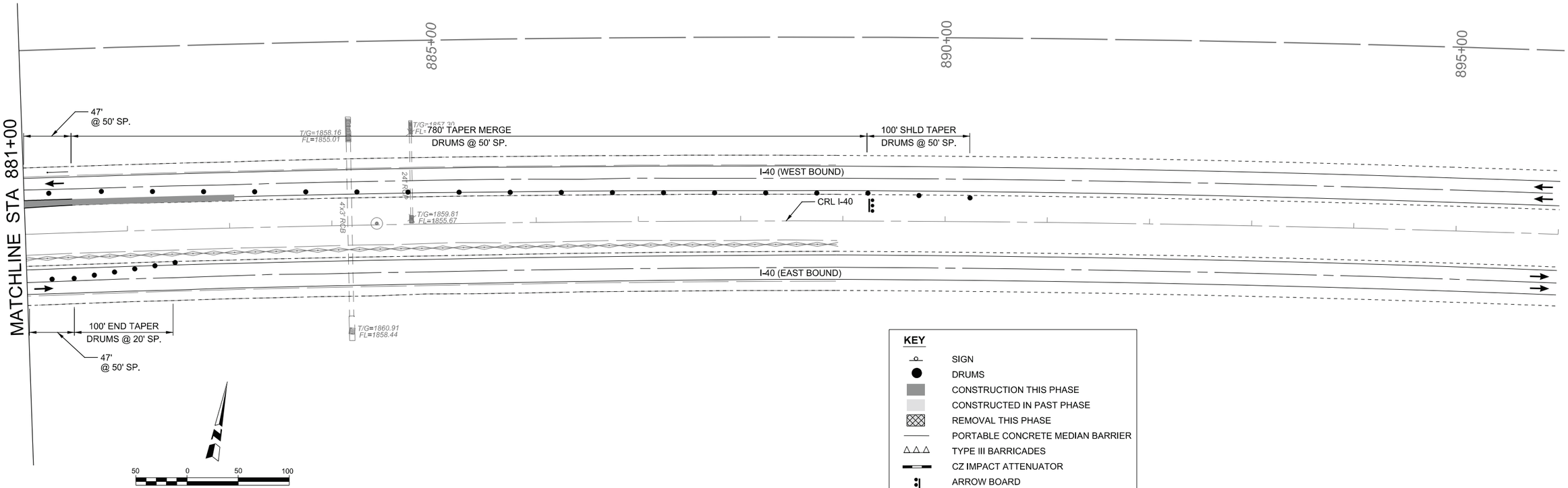
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DRAWN	ISFM	
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APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T003

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T003-3169204-Traffic Control & Sequence of Construction.dgn



PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

PHASE 1

PHASE 1

1. TAPER OFF INSIDE LANES.
2. CONSTRUCT WESTBOUND DETOURS.

I-40 OVER TURKEY CREEK BECKHAM CO.

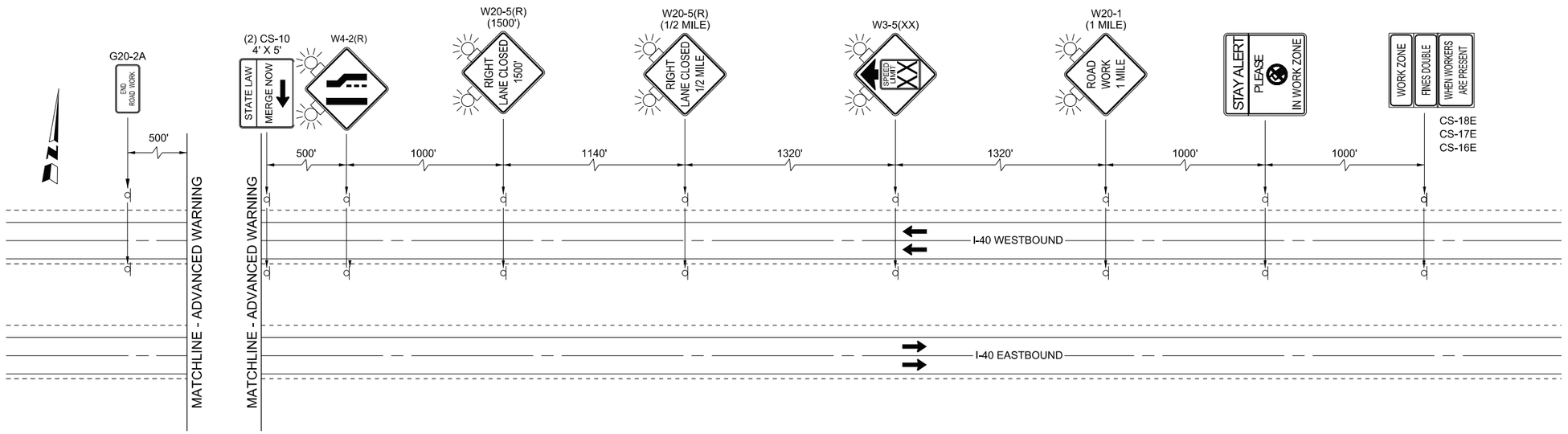
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DRAWN	ISFM	
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APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T004

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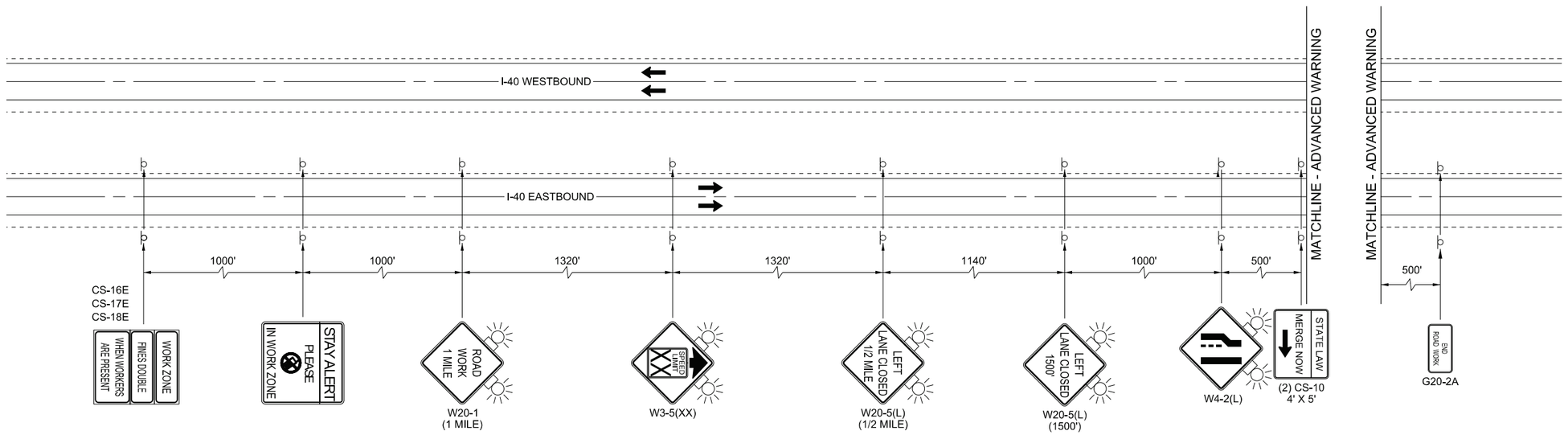
LEGEND

SIGN

WING BARRICADE

THIS DRAWING IS NOT TO SCALE
FOLLOW DIMENSIONS

XX SPEED LIMIT TO BE DETERMINED BY THE ENGINEER



ADVANCED WARNING SIGN PLACEMENT - PHASE 2

I-40 OVER TURKEY CREEK — BECKHAM CO.

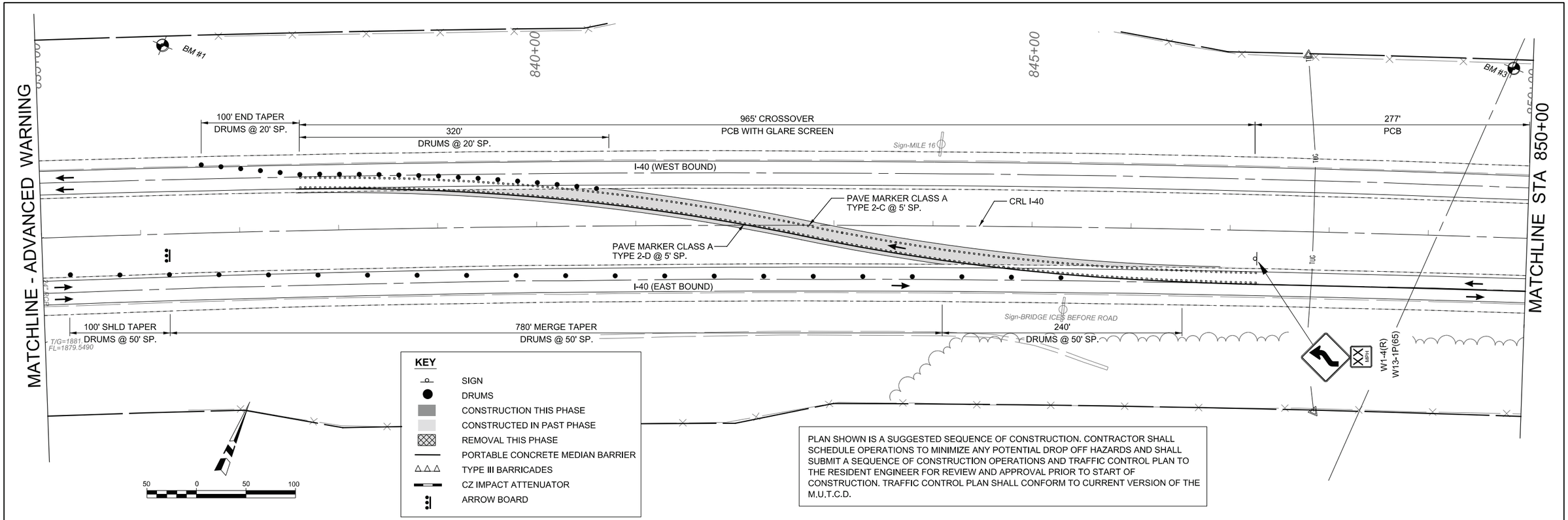
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

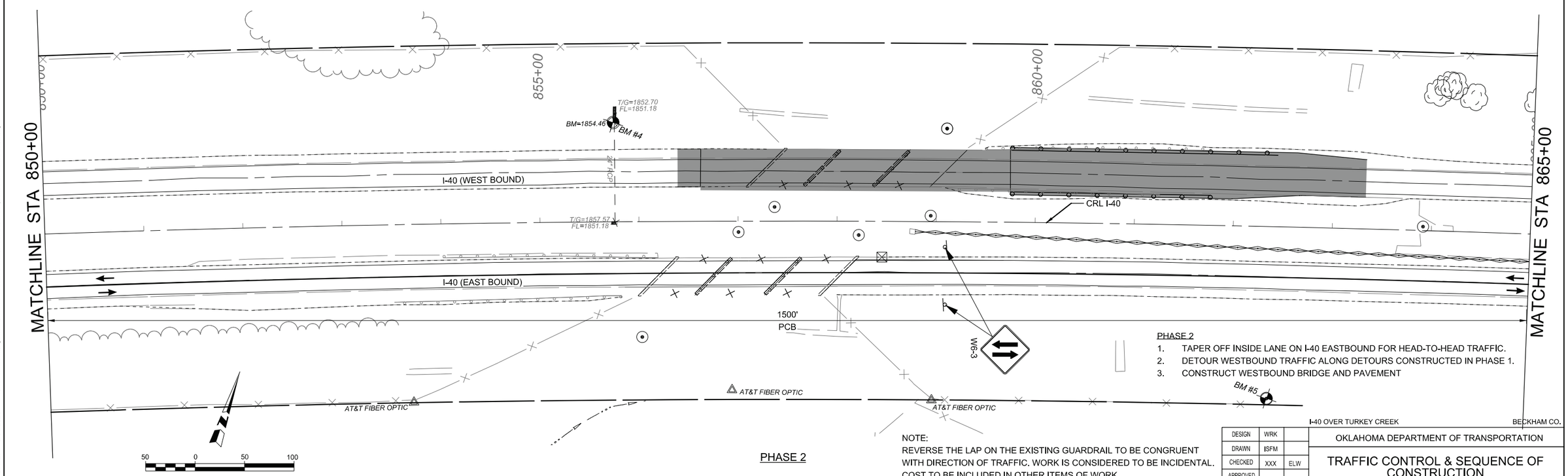
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T005

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T005-3169204-Traffic Control & Sequence of Construction.dgn





I-40 OVER TURKEY CREEK — BECKHAM CO.

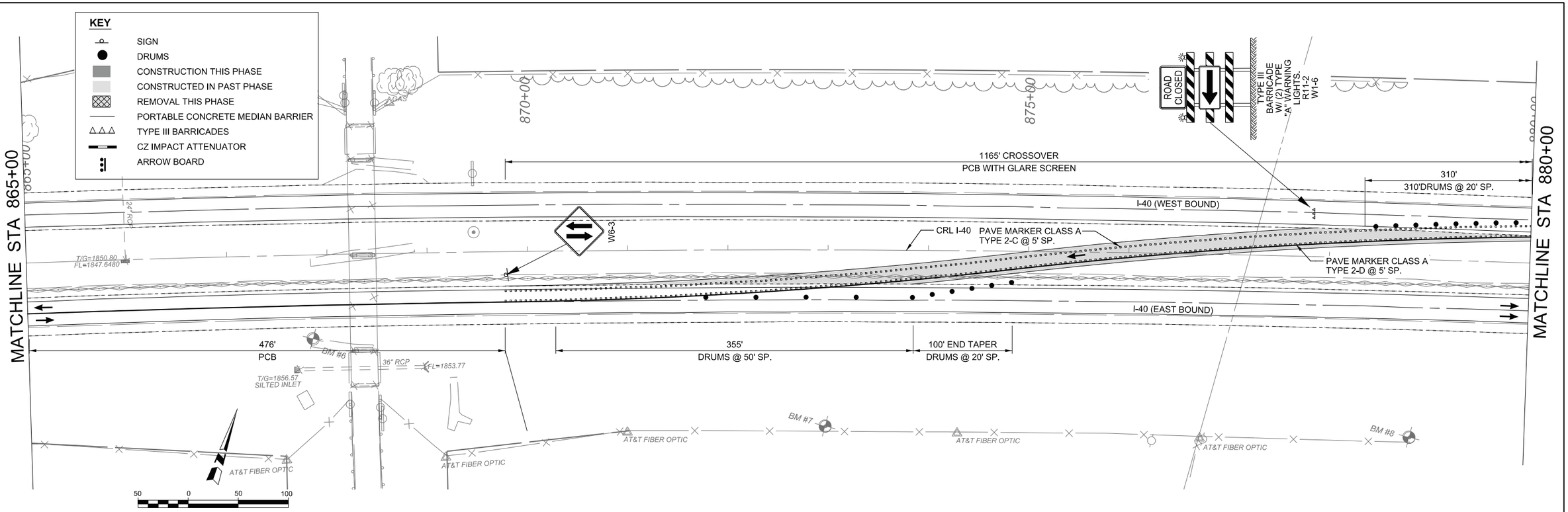
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APPROVED		
SQUAD	MacArthur	

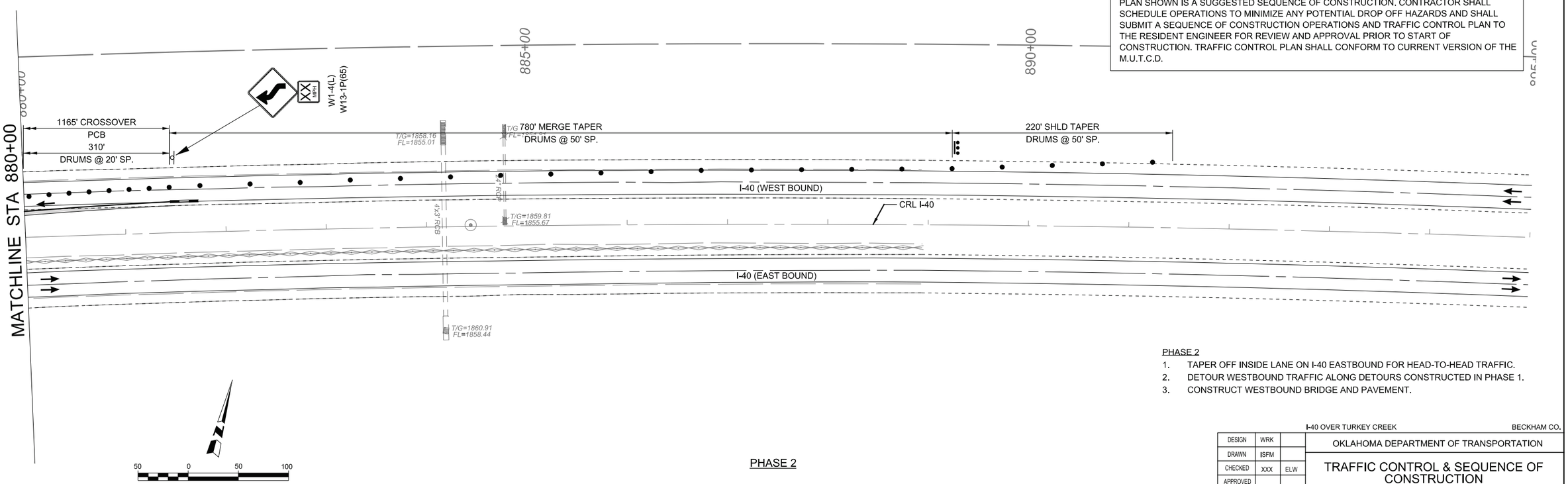
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T006

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T006-3169204-Traffic Control & Sequence of Construction.dgn





PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

PHASE 2

PHASE 2

1. TAPER OFF INSIDE LANE ON I-40 EASTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR WESTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 1.
3. CONSTRUCT WESTBOUND BRIDGE AND PAVEMENT.

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T007

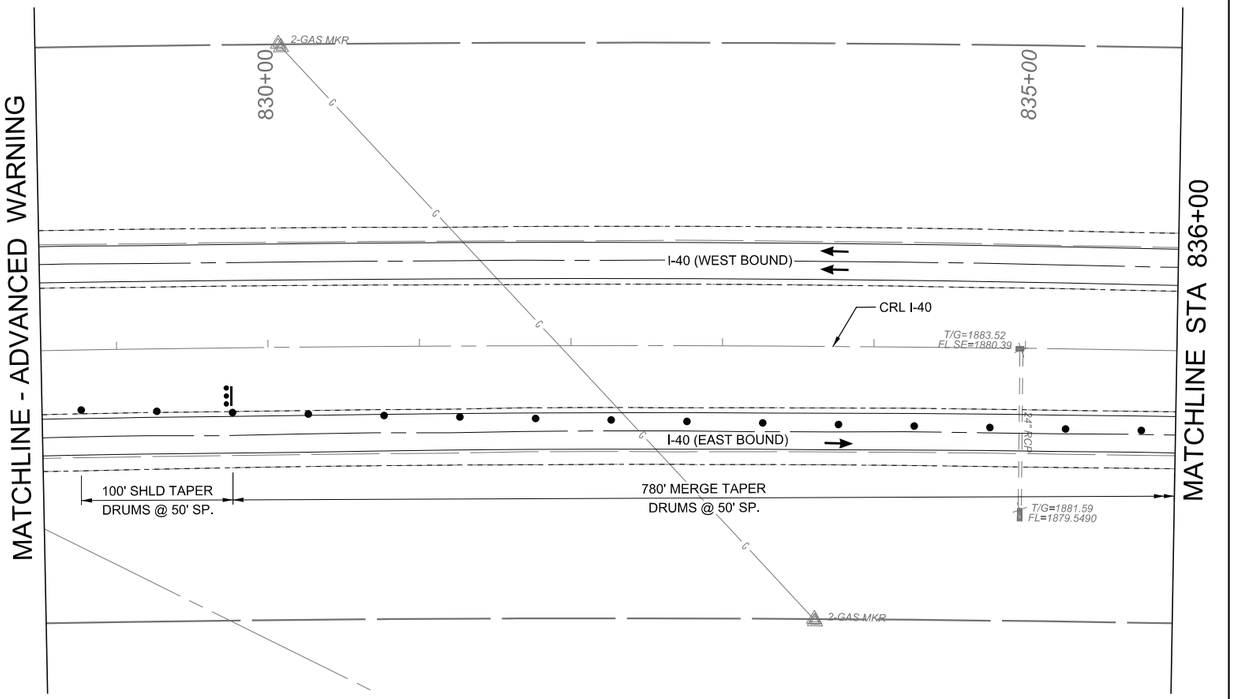
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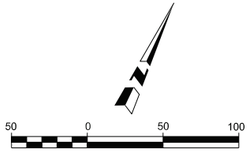
KEY

- SIGN
- DRUMS
- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

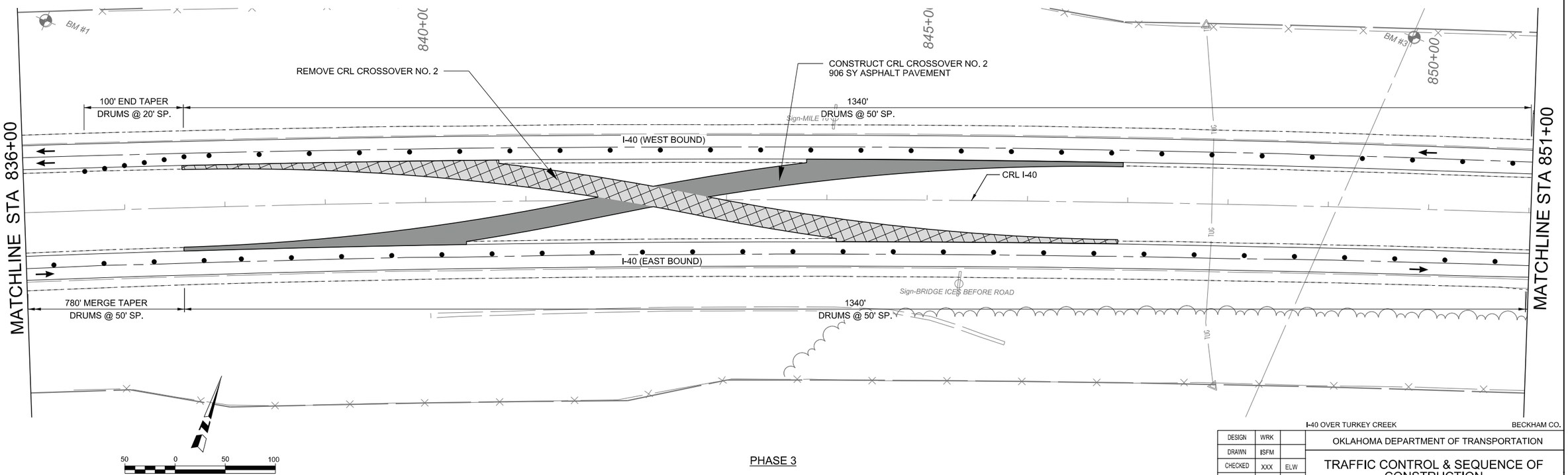
PHASE 3

1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.





PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.



PHASE 3

I-40 OVER TURKEY CREEK — BECKHAM CO.

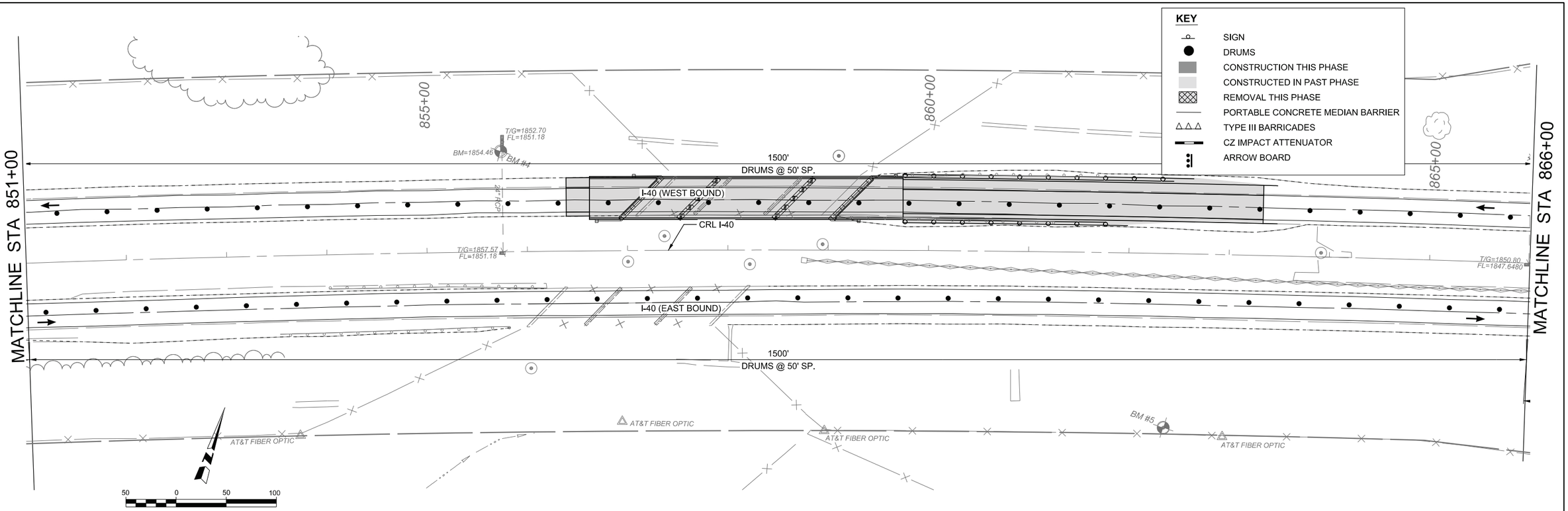
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DRAWN	ISFM	
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APPROVED		
SQUAD	MacArthur	

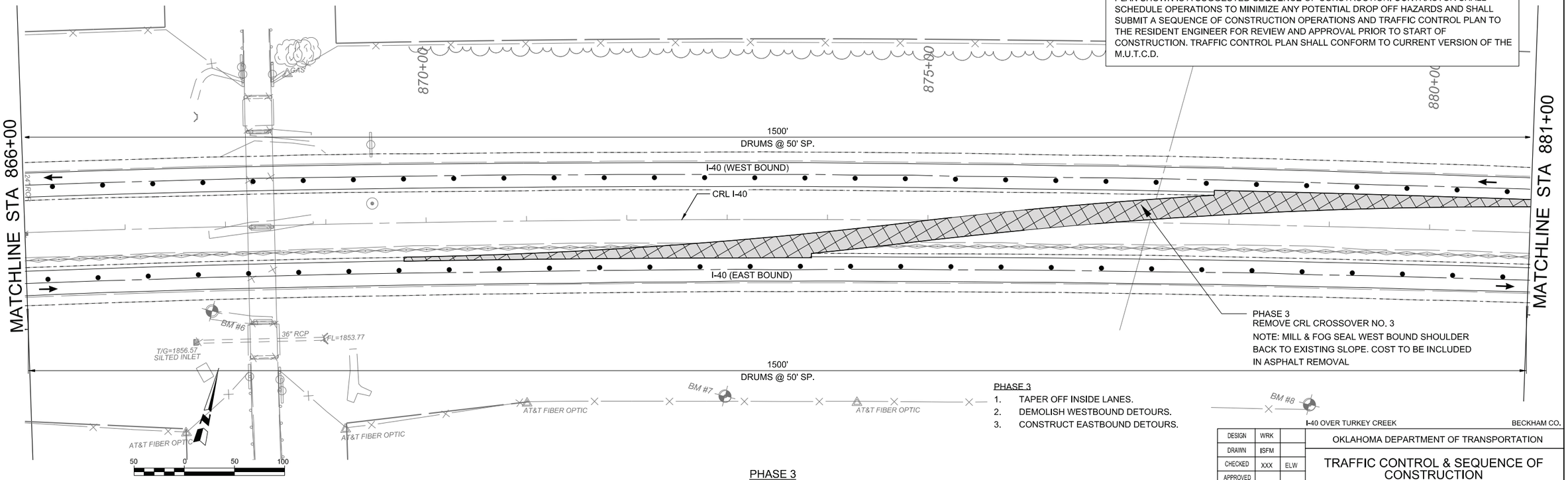
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T008

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T008-3169204-Traffic Control & Sequence of Construction.dgn





PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

PHASE 3
REMOVE CRL CROSSOVER NO. 3
NOTE: MILL & FOG SEAL WEST BOUND SHOULDER BACK TO EXISTING SLOPE. COST TO BE INCLUDED IN ASPHALT REMOVAL

PHASE 3

1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.

I-40 OVER TURKEY CREEK — BECKHAM CO.

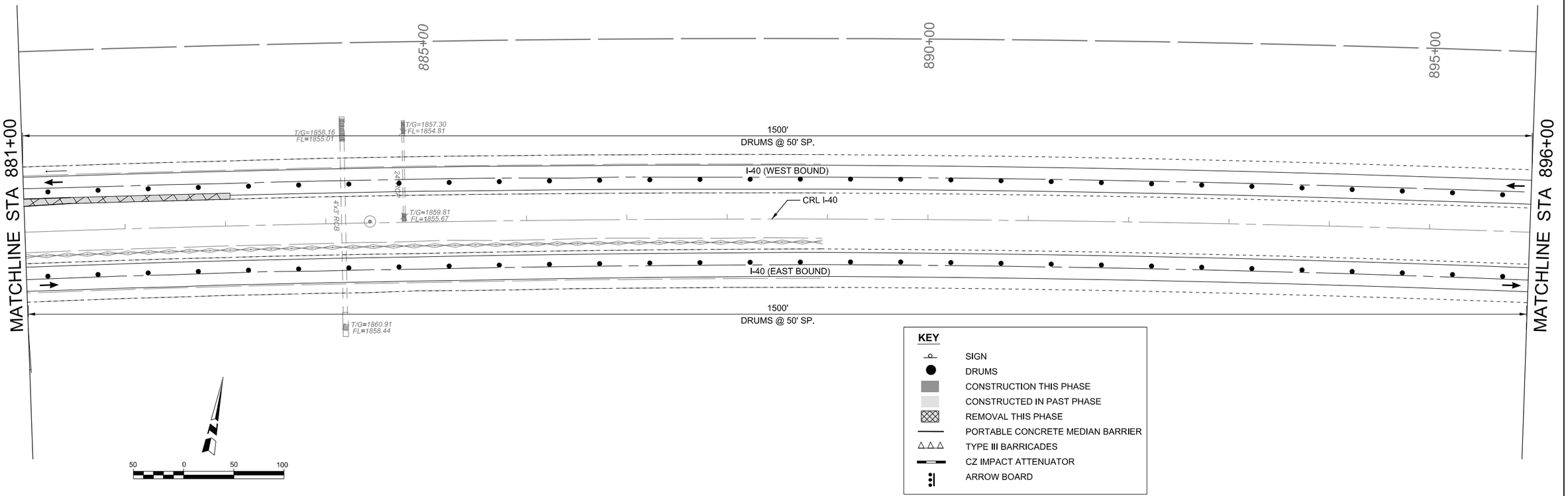
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

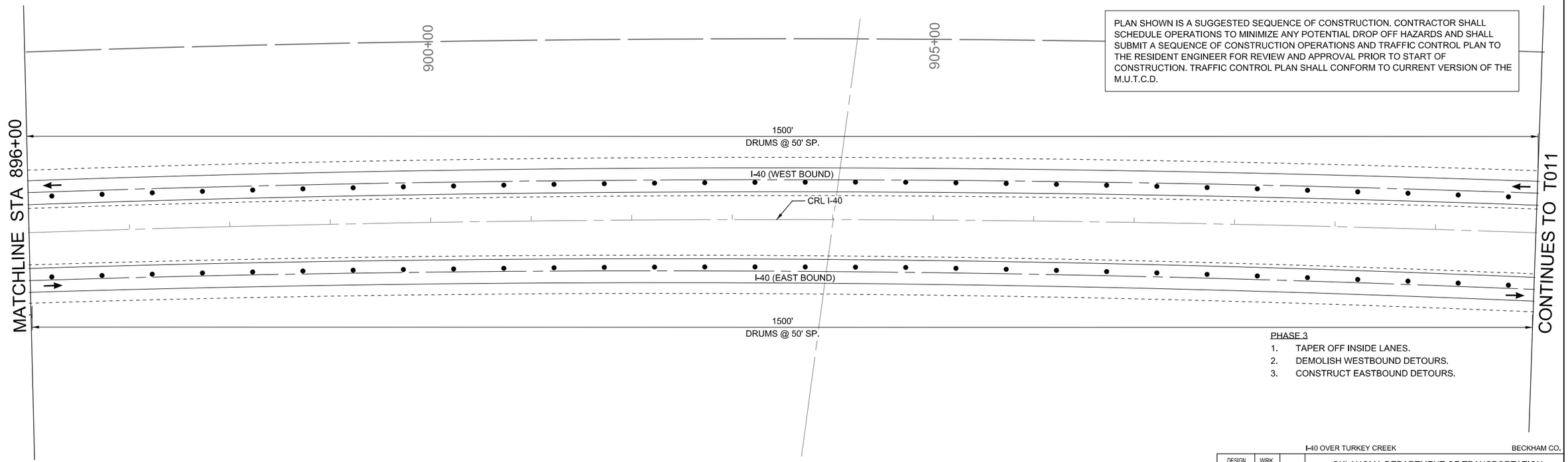
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T009

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T009-3169204-Traffic Control & Sequence of Construction.dgn





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PHASE 3

1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.

PHASE 3

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T010-3169204-Traffic Control & Sequence of Construction.dgn

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

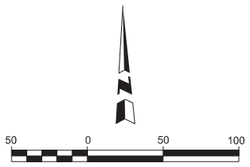
TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

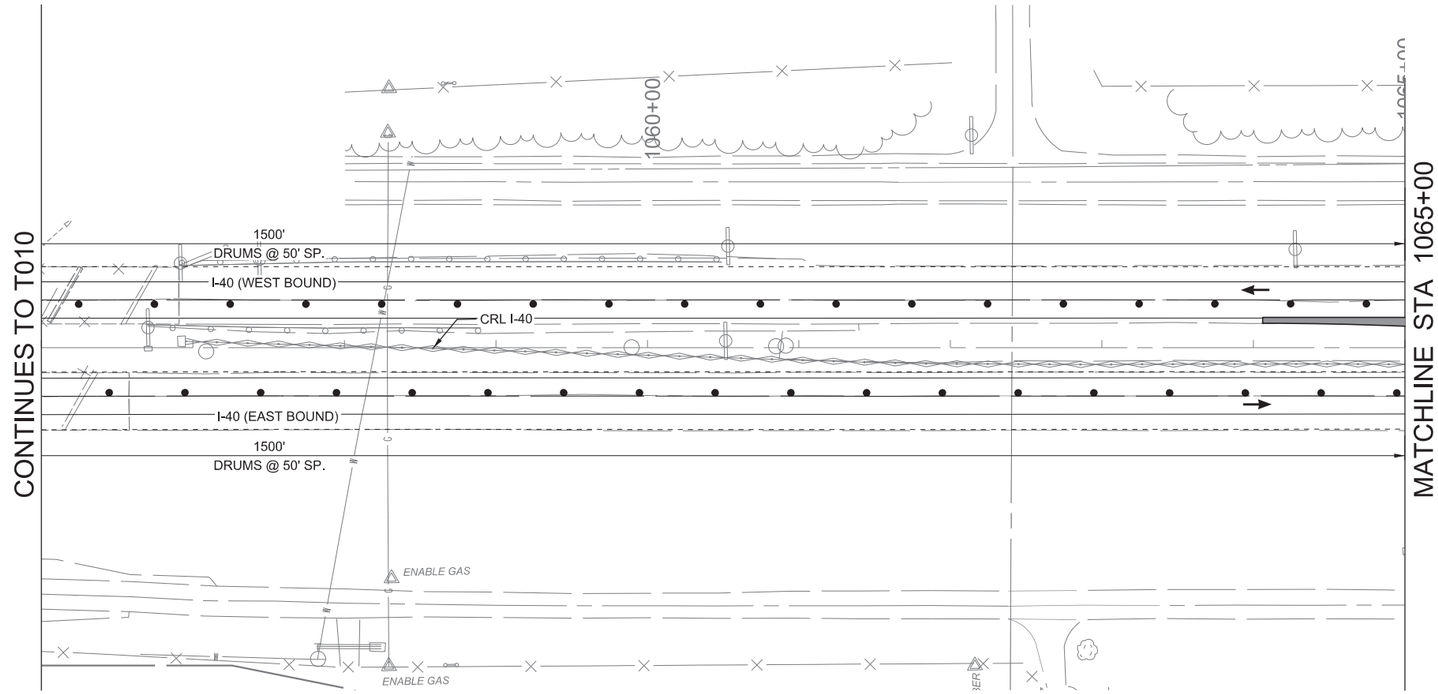
STATE JOB NO. 31692(04) SHEET NO. T010

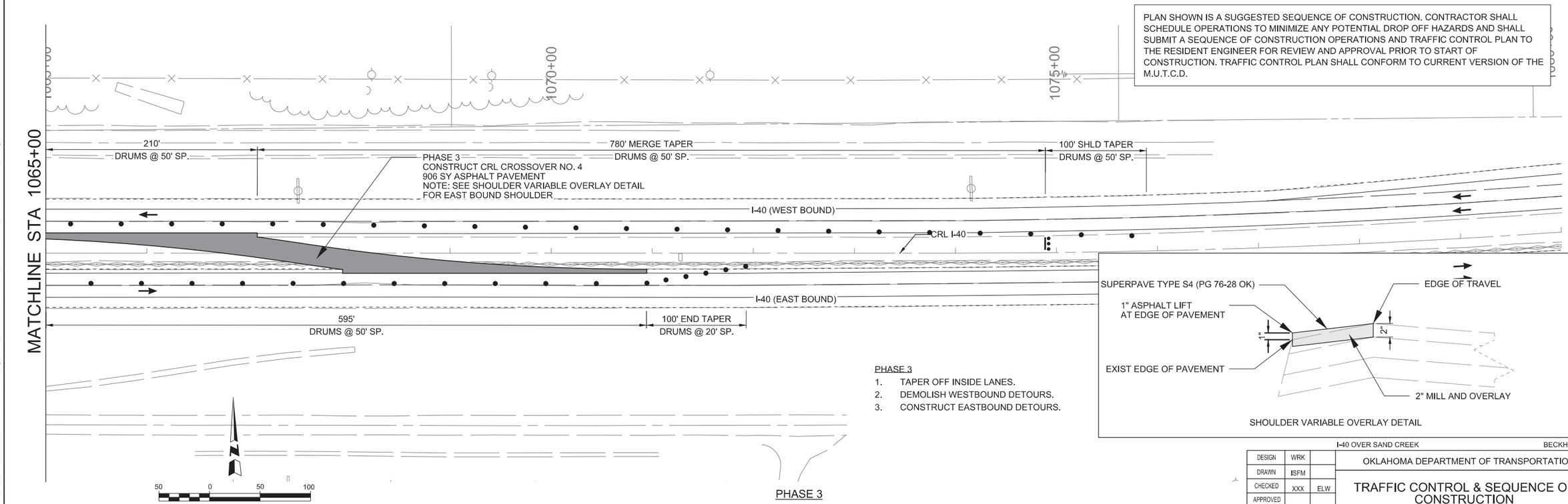
KEY

- SIGN
- DRUMS
- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

PHASE 3
1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.







PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

SHOULDER VARIABLE OVERLAY DETAIL

PHASE 3
1. TAPER OFF INSIDE LANES.
2. DEMOLISH WESTBOUND DETOURS.
3. CONSTRUCT EASTBOUND DETOURS.

PHASE 3

I-40 OVER SAND CREEK — BECKHAM CO.

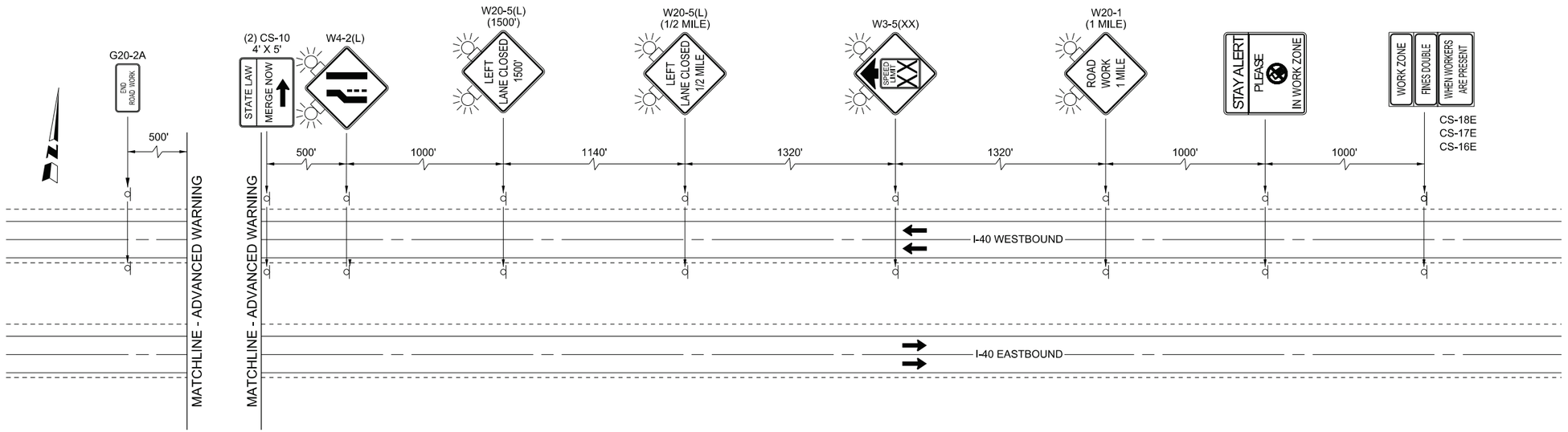
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T011

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T011-3169204-Traffic Control & Sequence of Construction.dgn



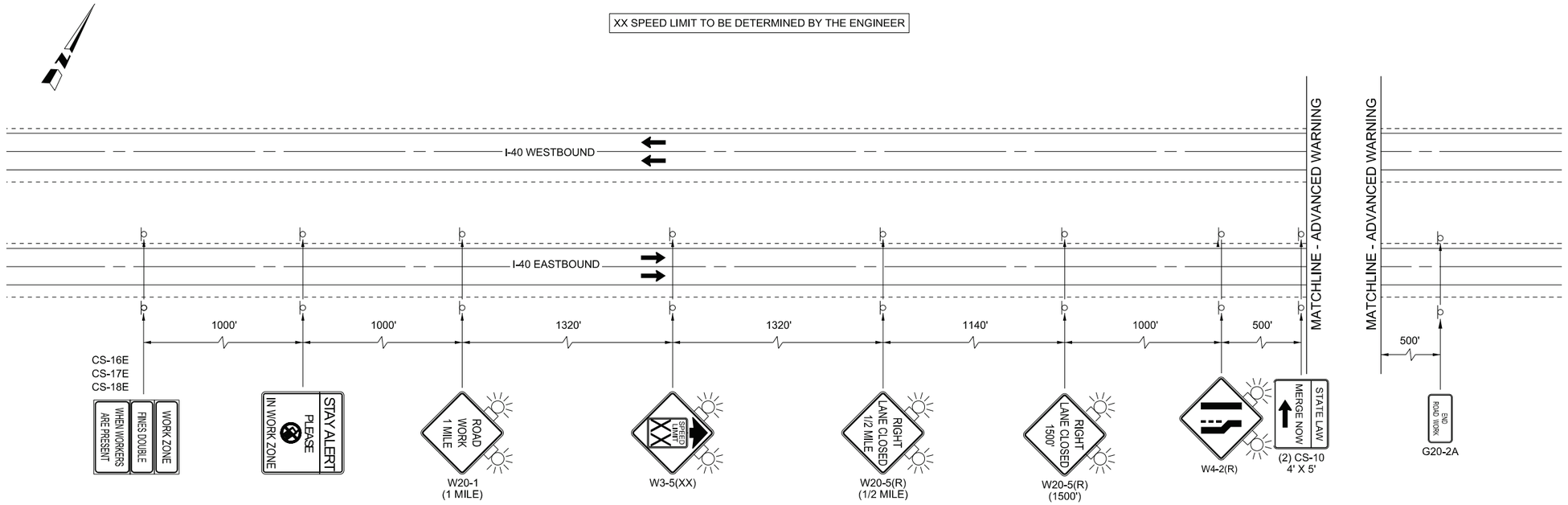
LEGEND

SIGN

WING BARRICADE

THIS DRAWING IS NOT TO SCALE
FOLLOW DIMENSIONS

XX SPEED LIMIT TO BE DETERMINED BY THE ENGINEER



ADVANCED WARNING SIGN PLACEMENT - PHASE 4

I-40 OVER TURKEY CREEK BECKHAM CO.

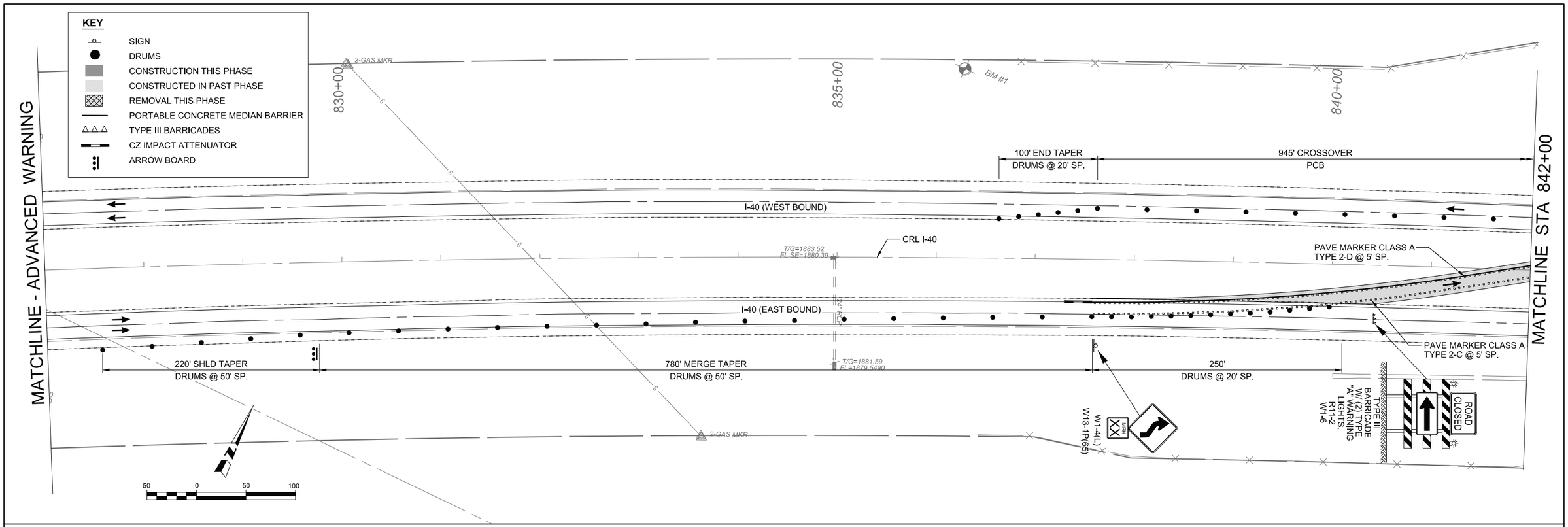
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APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

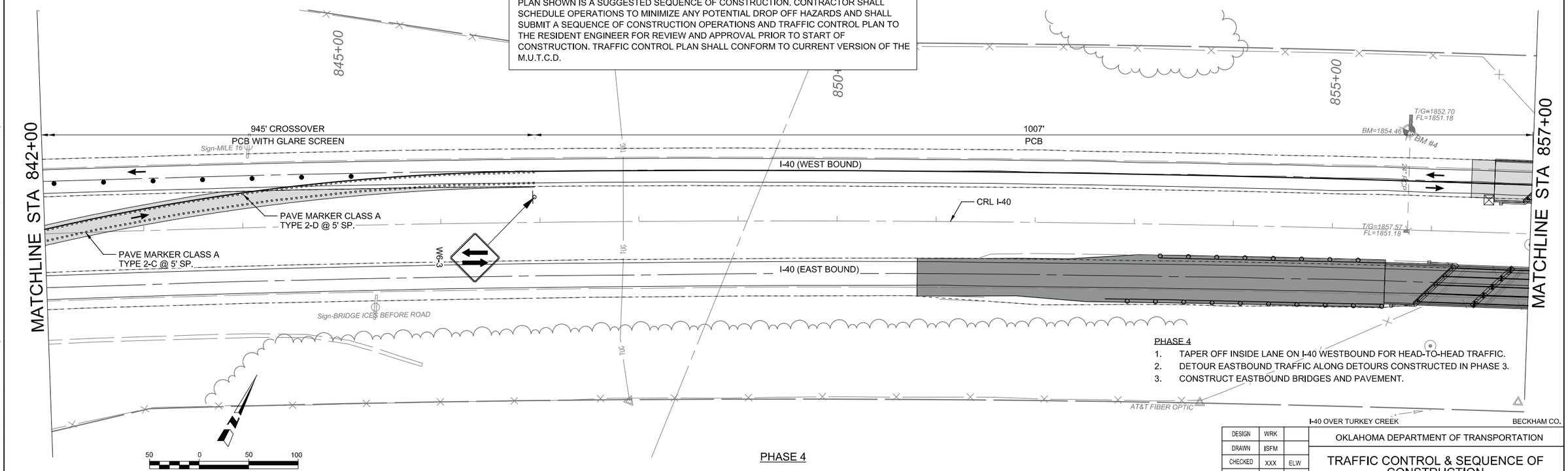
TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T012

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T012-31692(04)-Traffic Control & Sequence of Construction.dgn



PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.



PHASE 4

1. TAPER OFF INSIDE LANE ON I-40 WESTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR EASTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 3.
3. CONSTRUCT EASTBOUND BRIDGES AND PAVEMENT.

PHASE 4

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

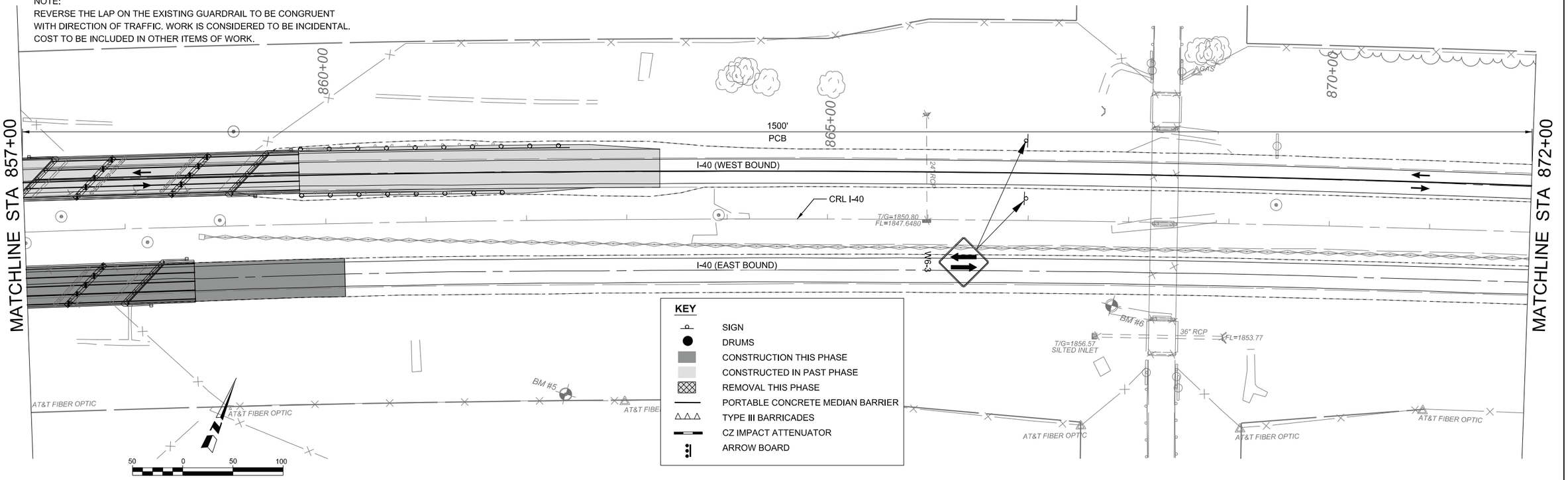
OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T013

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T013-3169204-Traffic Control & Sequence of Construction.dgn

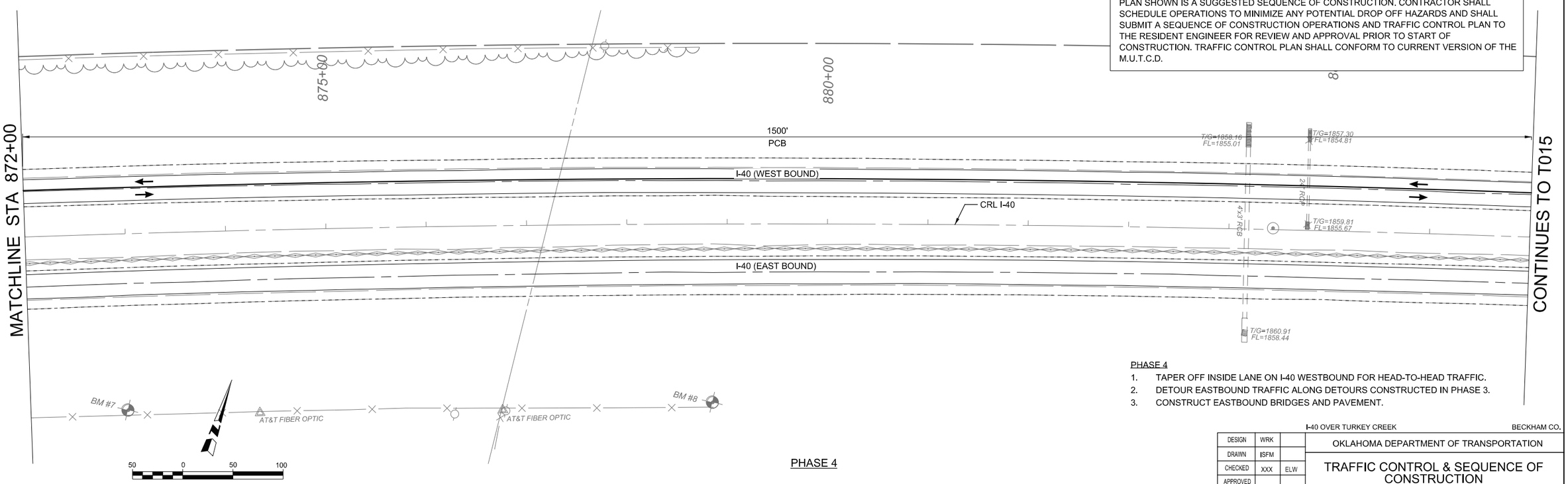
NOTE:
REVERSE THE LAP ON THE EXISTING GUARDRAIL TO BE CONGRUENT WITH DIRECTION OF TRAFFIC. WORK IS CONSIDERED TO BE INCIDENTAL. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



KEY

- SIGN
- DRUMS
- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.



PHASE 4

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1. TAPER OFF INSIDE LANE ON I-40 WESTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR EASTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 3.
3. CONSTRUCT EASTBOUND BRIDGES AND PAVEMENT.

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T014

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T014-3169204-Traffic Control & Sequence of Construction.dgn

CONTINUES ON T014

1035+00

1040+00

1045+00

SW BELL TELE

1500'
PCB

I-40 (WEST BOUND)

CRL I-40

I-40 (EAST BOUND)

Tele AT&T FIBER

Tele AT&T FIBER

Tele AT&T FIBER

Tele AT&T

MATCHLINE STA 1049+00

KEY

- SIGN
- DRUMS
- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

50 0 50 100

NOTE:
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MATCHLINE STA 1049+00

1050+00

1055+00

1060+00

SW BELL

1500'
PCB

I-40 (WEST BOUND)

CRL I-40

I-40 (EAST BOUND)

ENABLE GAS

MATCHLINE STA 1064+00

50 0 50 100

PHASE 4

PHASE 4

1. TAPER OFF INSIDE LANE ON I-40 WESTBOUND FOR HEAD-TO-HEAD TRAFFIC.
2. DETOUR EASTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 3.
3. CONSTRUCT EASTBOUND BRIDGES AND PAVEMENT.

I-40 OVER SAND CREEK — BECKHAM CO.

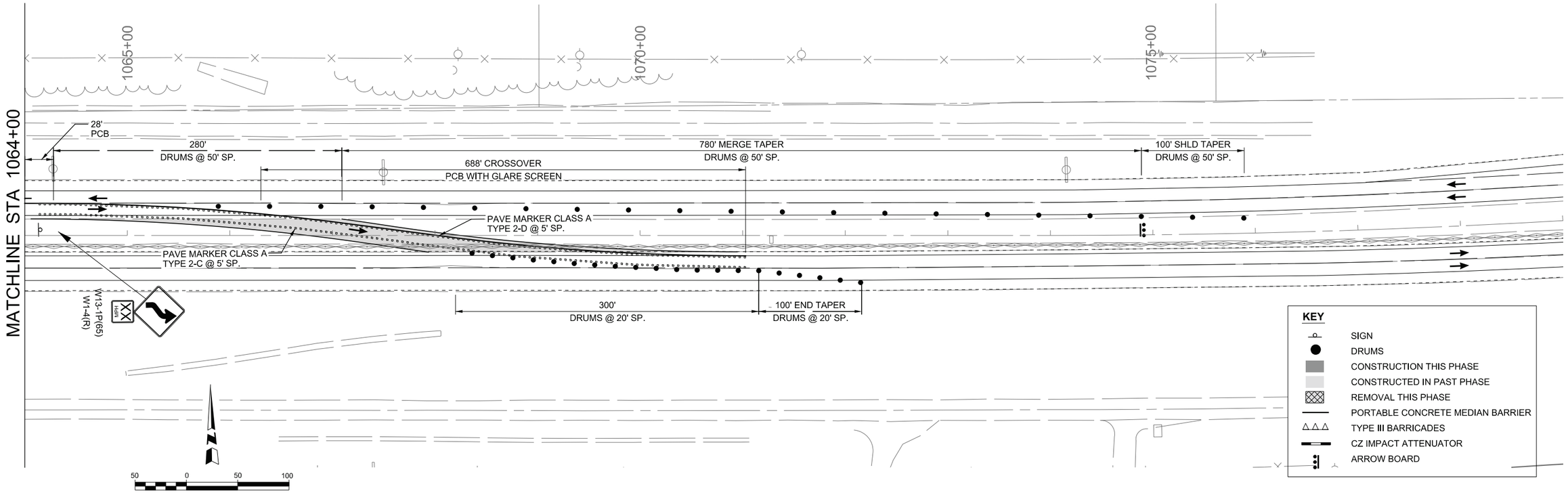
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APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T015

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T015-3169204-Traffic Control & Sequence of Construction.dgn



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PHASE 4

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2. DETOUR EASTBOUND TRAFFIC ALONG DETOURS CONSTRUCTED IN PHASE 3.
3. CONSTRUCT EASTBOUND BRIDGES AND PAVEMENT.

I-40 OVER SAND CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T016

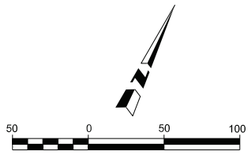
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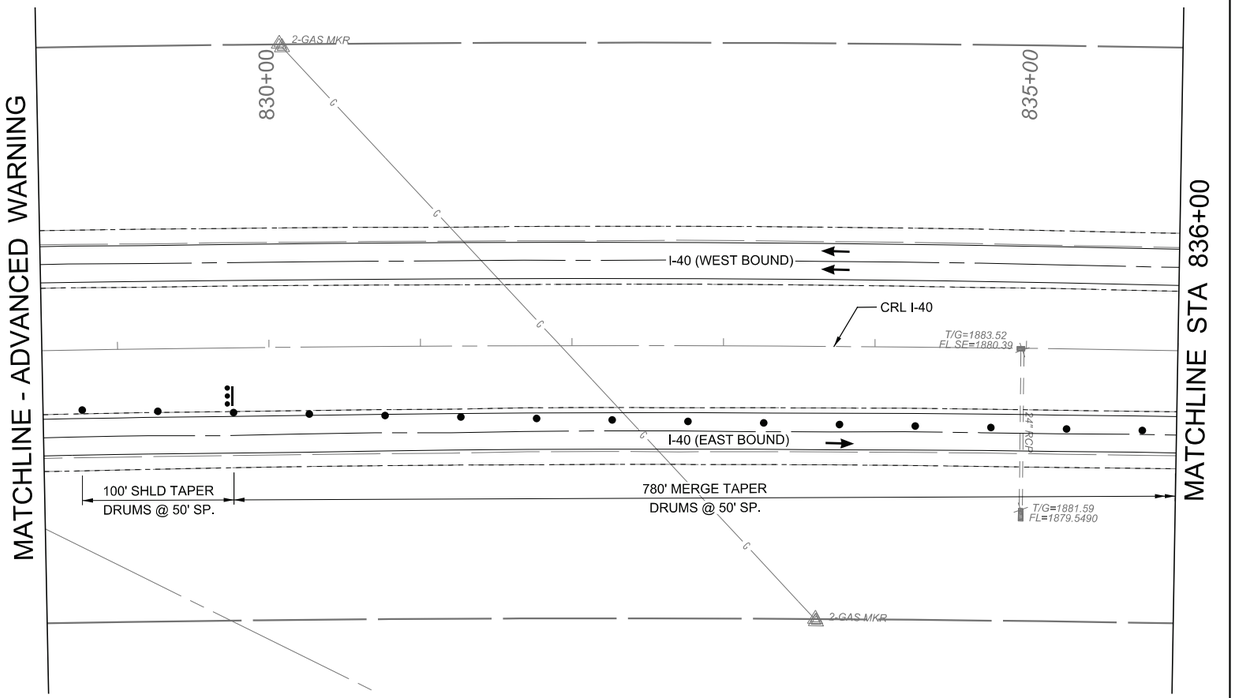
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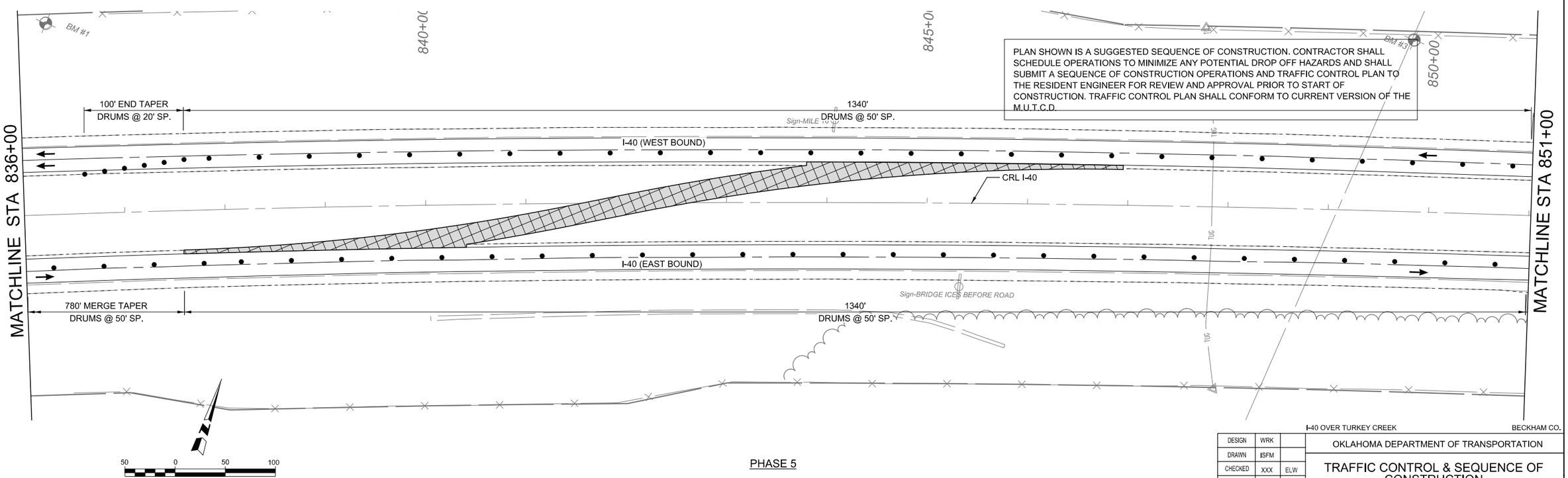
- SIGN
- DRUMS
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- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

PHASE 5

1. TAPER OFF INSIDE LANES.
2. DEMOLISH EASTBOUND DETOURS.
3. RETURN MEDIAN TO EXISTING CONDITION.







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PHASE 5

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T017-3169204-Traffic Control & Sequence of Construction.dgn

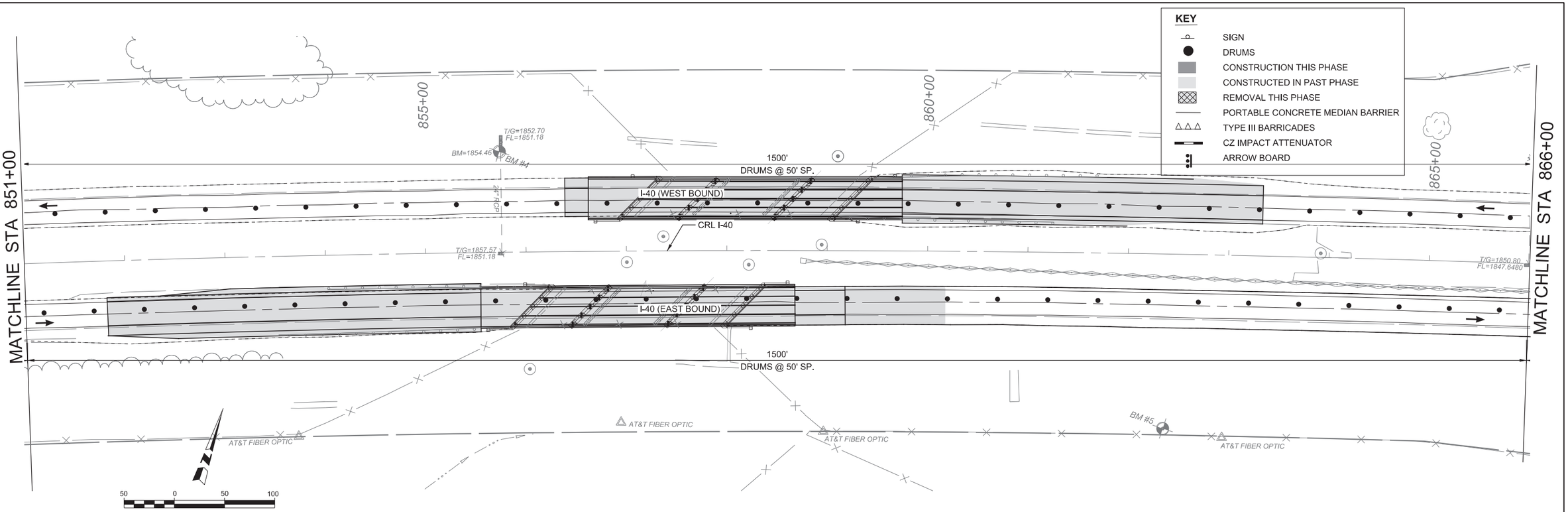
I-40 OVER TURKEY CREEK — BECKHAM CO.

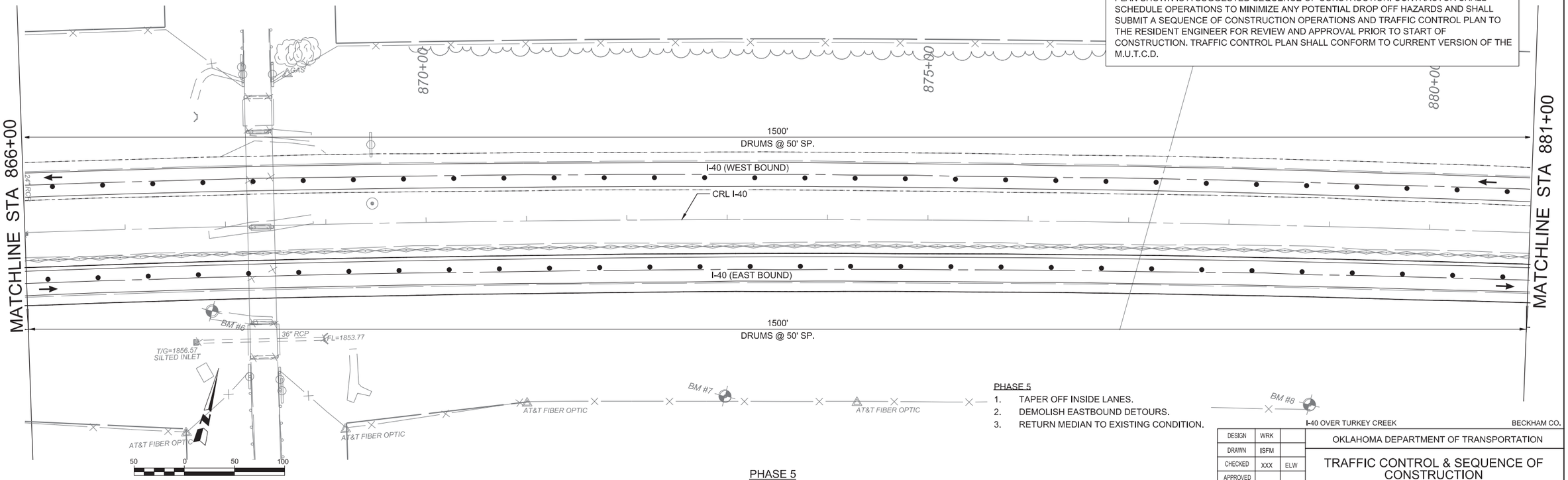
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T017





PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

PHASE 5

1. TAPER OFF INSIDE LANES.
2. DEMOLISH EASTBOUND DETOURS.
3. RETURN MEDIAN TO EXISTING CONDITION.

PHASE 5

I-40 OVER TURKEY CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T018

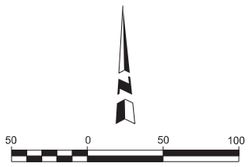
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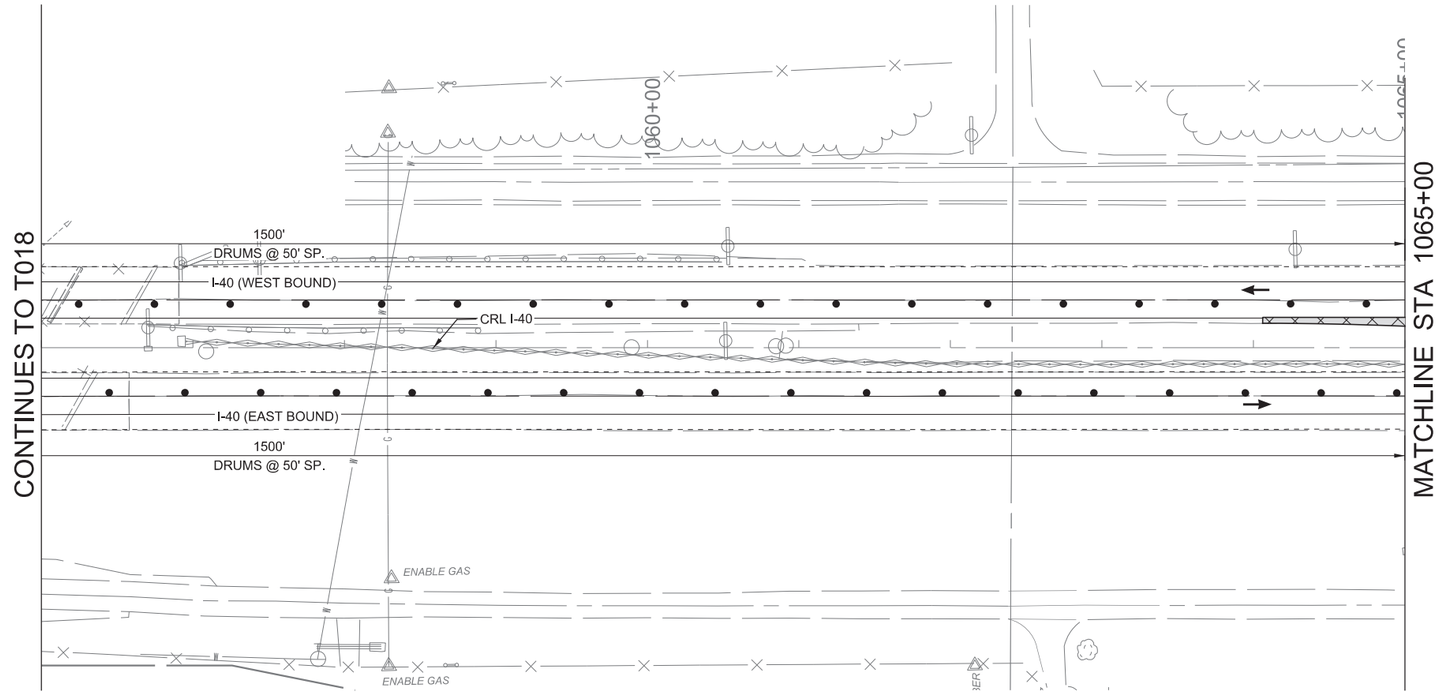
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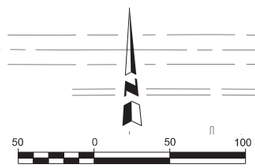
- SIGN
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- CONSTRUCTION THIS PHASE
- CONSTRUCTED IN PAST PHASE
- REMOVAL THIS PHASE
- PORTABLE CONCRETE MEDIAN BARRIER
- TYPE III BARRICADES
- CZ IMPACT ATTENUATOR
- ARROW BOARD

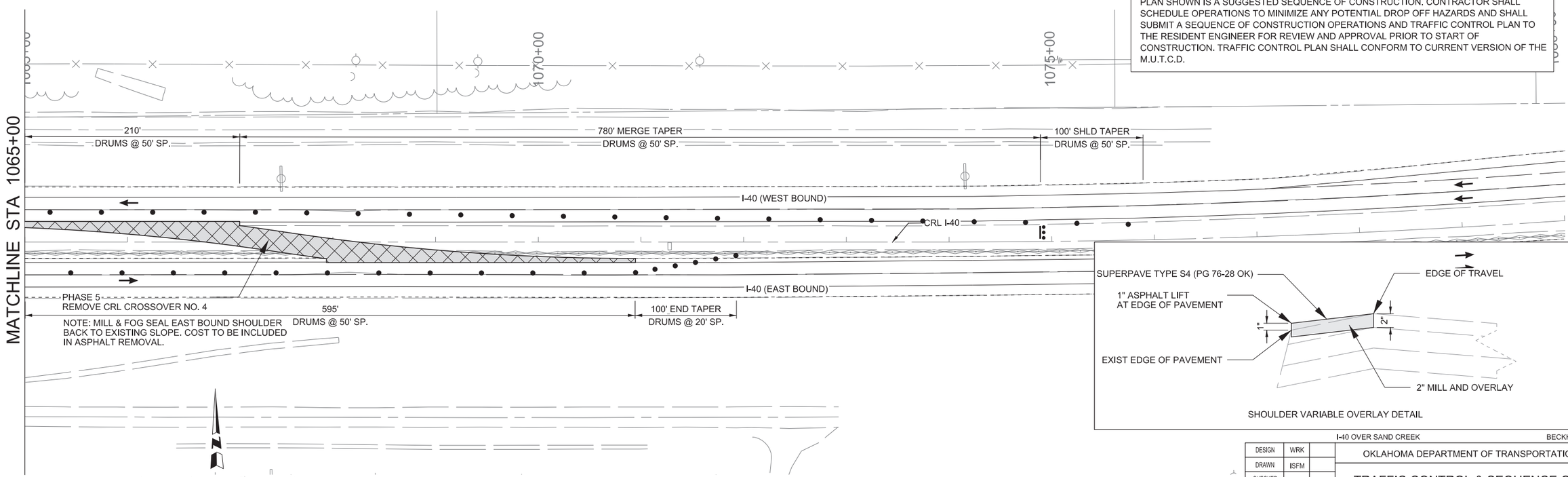
PHASE 5

1. TAPER OFF INSIDE LANES.
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3. RETURN MEDIAN TO EXISTING CONDITION.









PHASE 5

PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.

SHOULDER VARIABLE OVERLAY DETAIL

I-40 OVER SAND CREEK — BECKHAM CO.

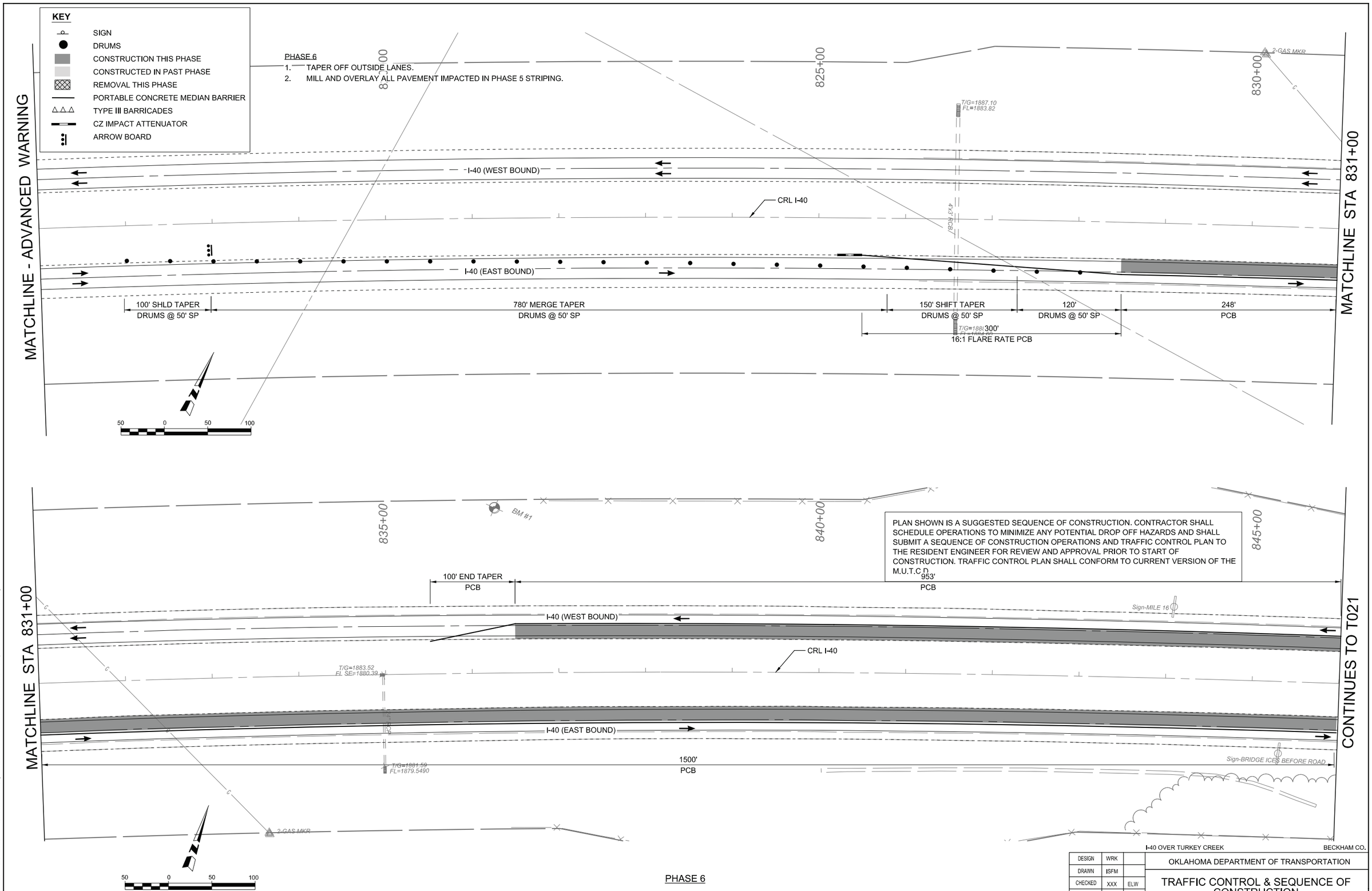
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T019

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T019-3169204-Traffic Control & Sequence of Construction.dgn



PHASE 6

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T020-3169204-Traffic Control & Sequence of Construction.dgn

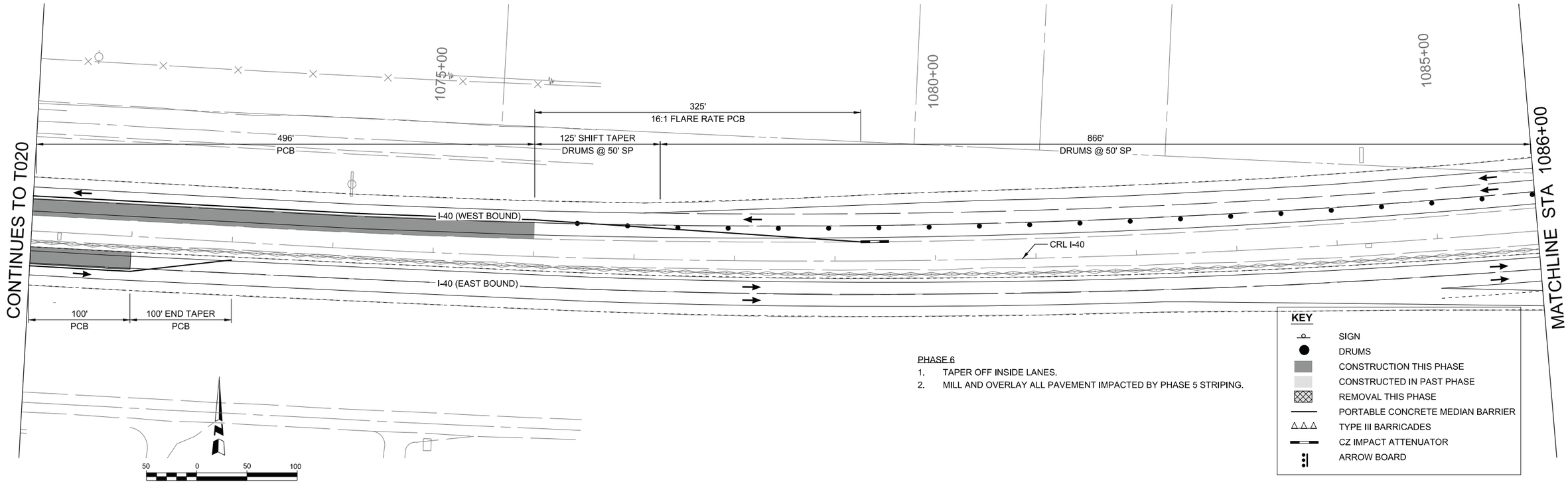
I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

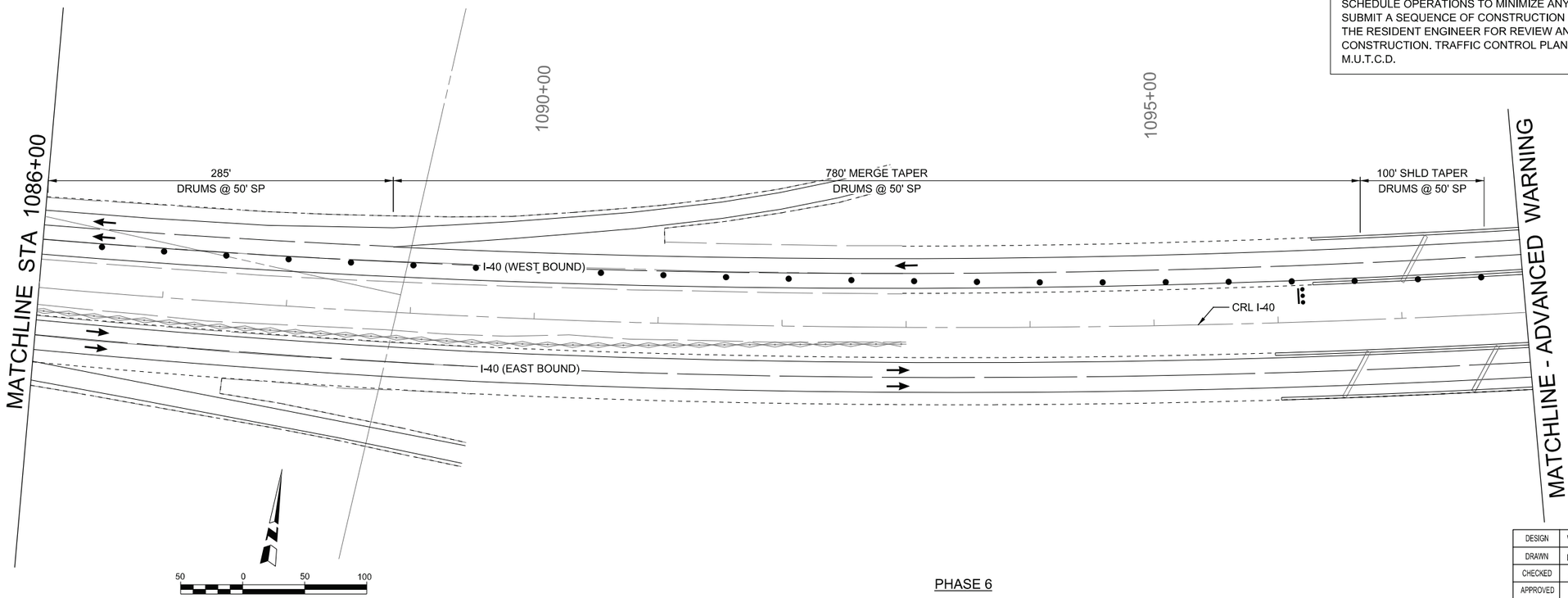
STATE JOB NO. 31692(04) SHEET NO. T020



PHASE 6

1. TAPER OFF INSIDE LANES.
2. MILL AND OVERLAY ALL PAVEMENT IMPACTED BY PHASE 5 STRIPING.

PLAN SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION. CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE ANY POTENTIAL DROP OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL CONFORM TO CURRENT VERSION OF THE M.U.T.C.D.



PHASE 6

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T021-3169204-Traffic Control & Sequence of Construction.dgn

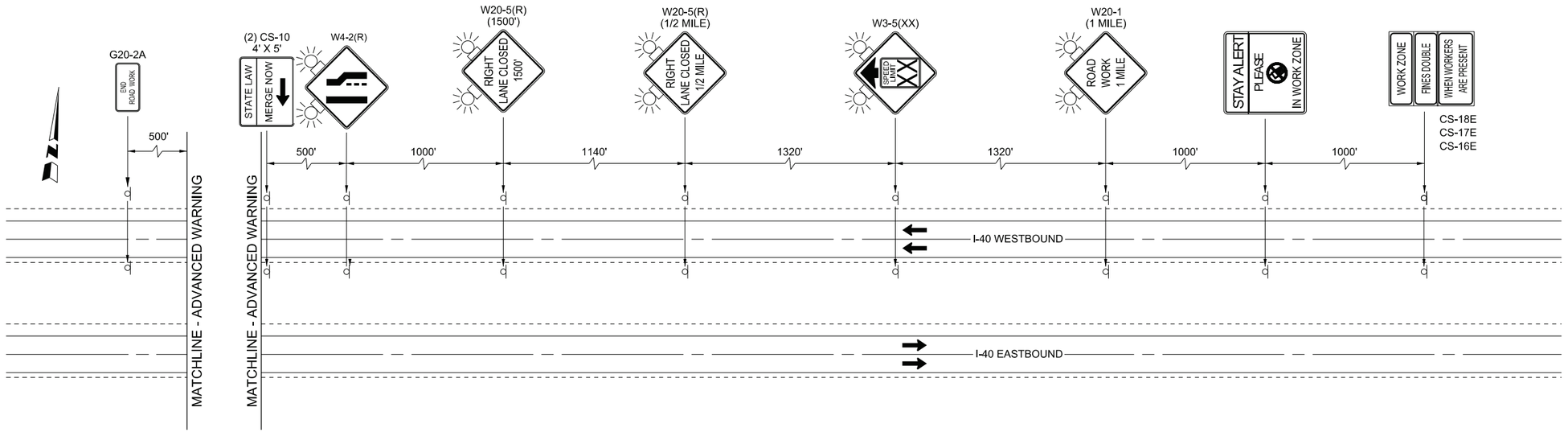
I-40 OVER SAND CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T021

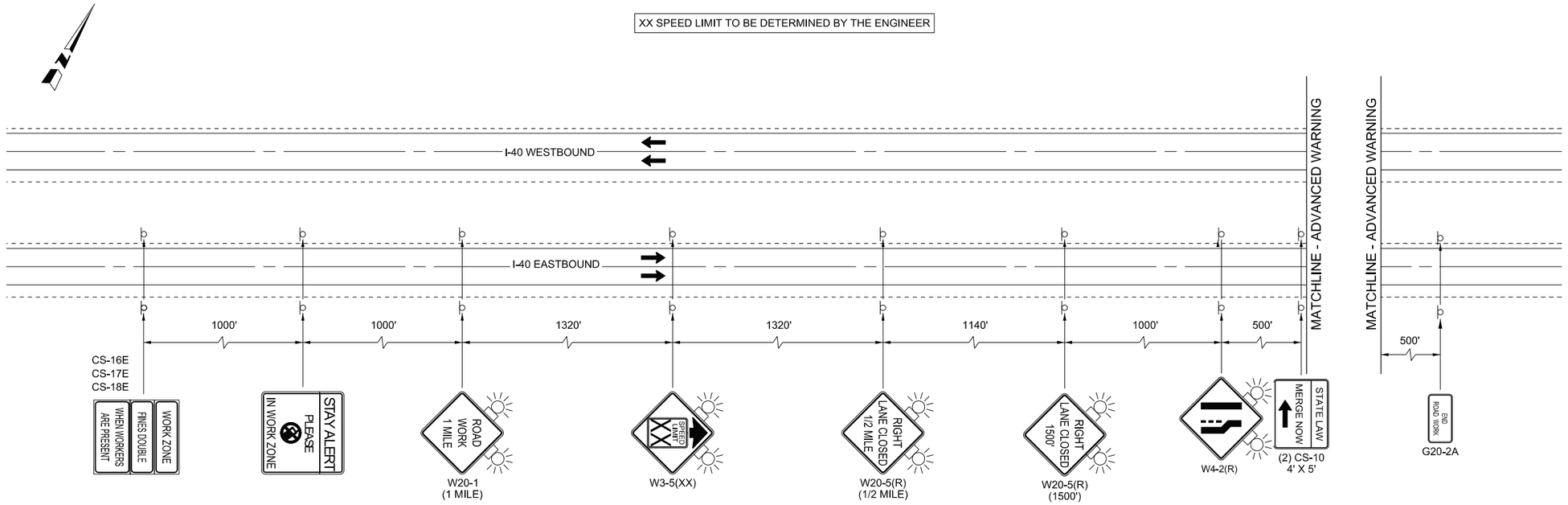


LEGEND

SIGN

THIS DRAWING IS NOT TO SCALE
FOLLOW DIMENSIONS

XX SPEED LIMIT TO BE DETERMINED BY THE ENGINEER



ADVANCE WARNING SIGN PLACEMENT - PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

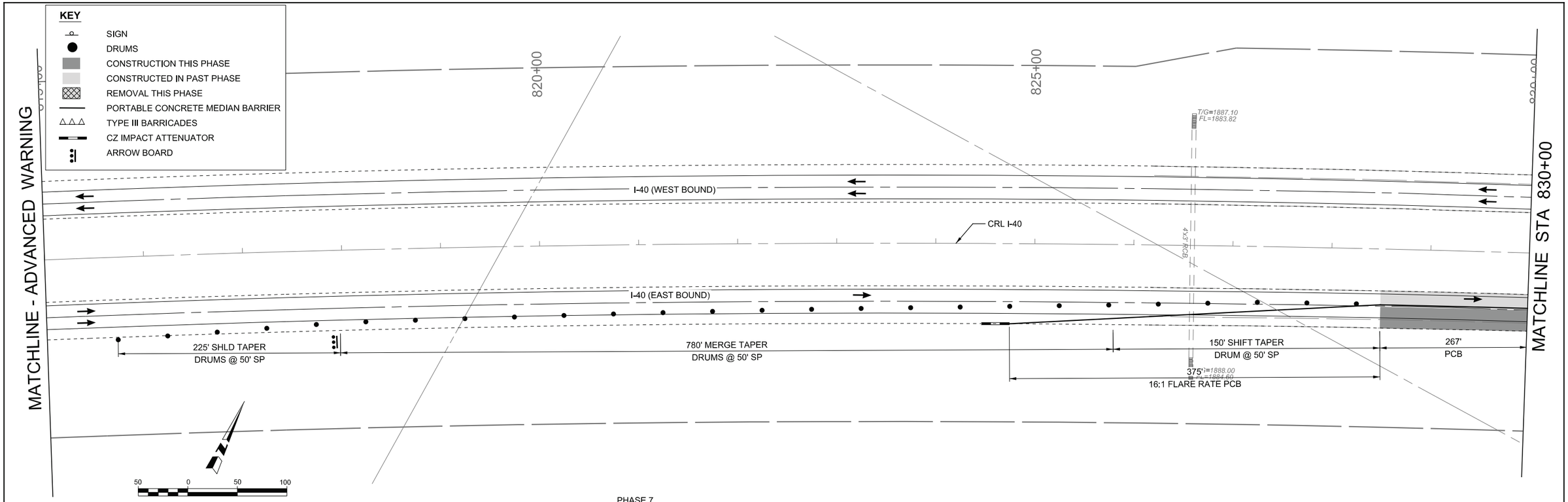
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

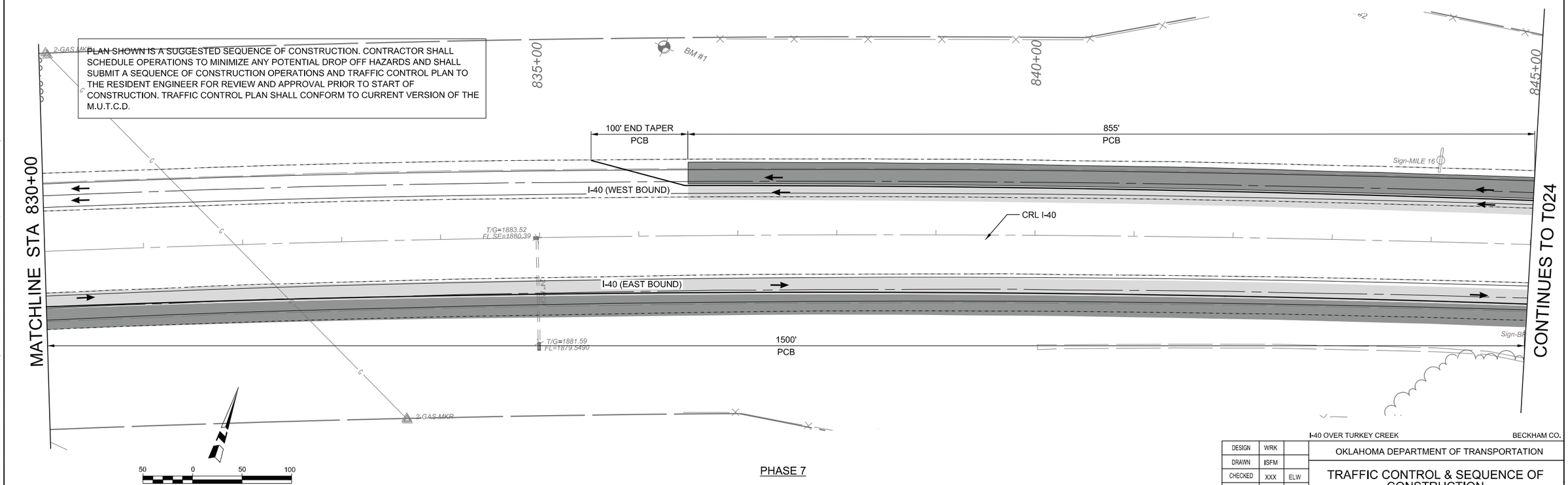
STATE JOB NO. 31692(04) SHEET NO. T022

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T022-31692(04)-Traffic Control & Sequence of Construction.dgn



PHASE 7

1. TAPER OFF OUTSIDE LANES.
2. MILL AND OVERLAY ALL PAVEMENT IMPACTED IN PHASE 5 STRIPING.



PHASE 7

I-40 OVER TURKEY CREEK — BECKHAM CO.

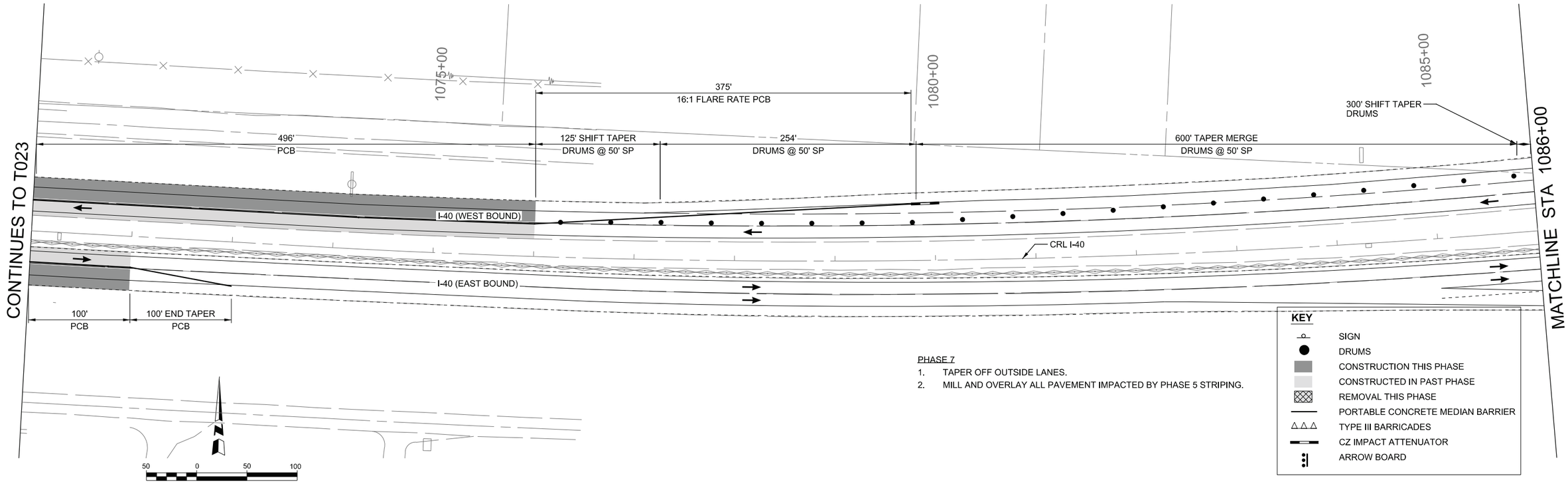
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T023

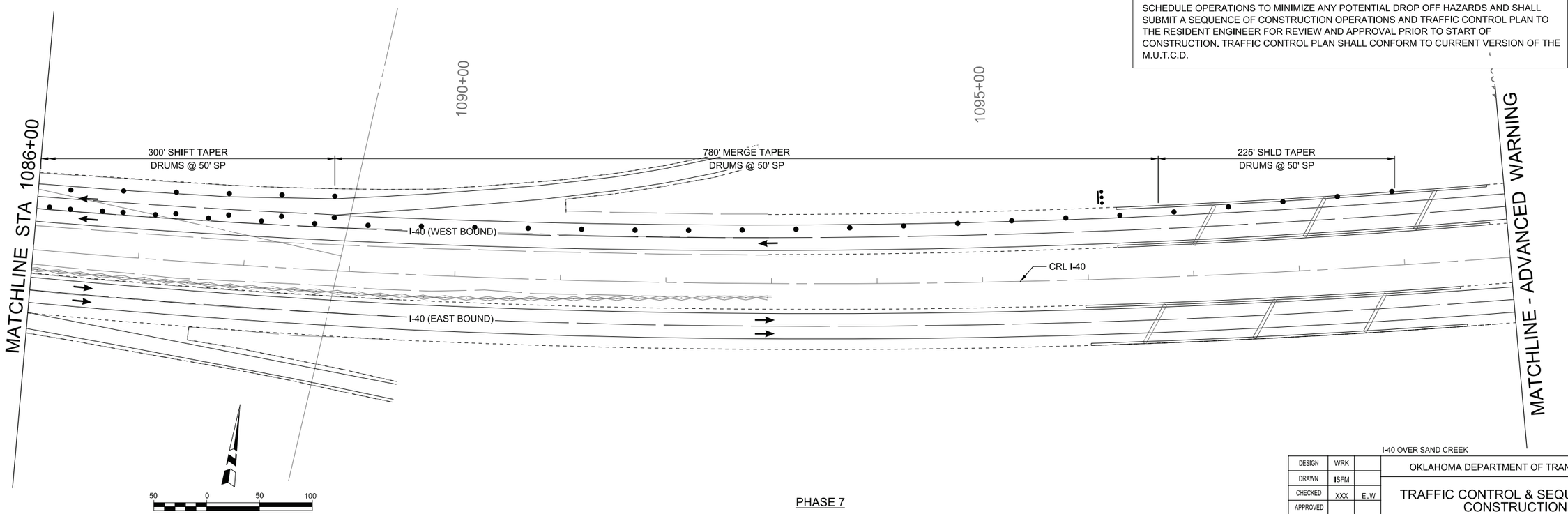
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T023-3169204-Traffic Control & Sequence of Construction.dgn



PHASE 7

1. TAPER OFF OUTSIDE LANES.
2. MILL AND OVERLAY ALL PAVEMENT IMPACTED BY PHASE 5 STRIPING.

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PHASE 7

I-40 OVER SAND CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & SEQUENCE OF CONSTRUCTION

STATE JOB NO. 31692(04) SHEET NO. T024

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T024-3169204-Traffic Control & Sequence of Construction.dgn

855+00

860+00

STRIPING LIMITS CONTINUE TO STA. 836+50.00

STRIPING LIMITS CONTINUE TO STA. 828+50.00

STRIPING LIMITS CONTINUE TO STA. 1054+90.55

STRIPING LIMITS CONTINUE TO STA. 1072+00.00

6" SOLID YELLOW EDGE LINE

6" DASHED WHITE LANE LINE

6" SOLID WHITE EDGE LINE

T/G=1852.70
FL=1851.18

BM=1854.46

BM #4

2' RCP

CRL I-40

T/G=1857.57
FL=1851.18

GUARDRAIL DELINEATORS @ 50' INCREMENTS

1860.23
1860.29
1859.09
1859.71
1859.12
1858.59
1857.72
1858.67
1858.14
1857.86
1859.23
1859.67
1860.30
1860.97
1861.09
1860.41
1859.80
1858.67
1856.92
BB=1856.54
BB=1855.83
BB=1855.05
BB=1854.37

I-40 (WEST BOUND)

I-40 (EAST BOUND)

4' WEB WIRE/3 STRAND BW FENCE

FLUME BURIED

AT&T FIBER OPTIC

BM #5

NOTE:

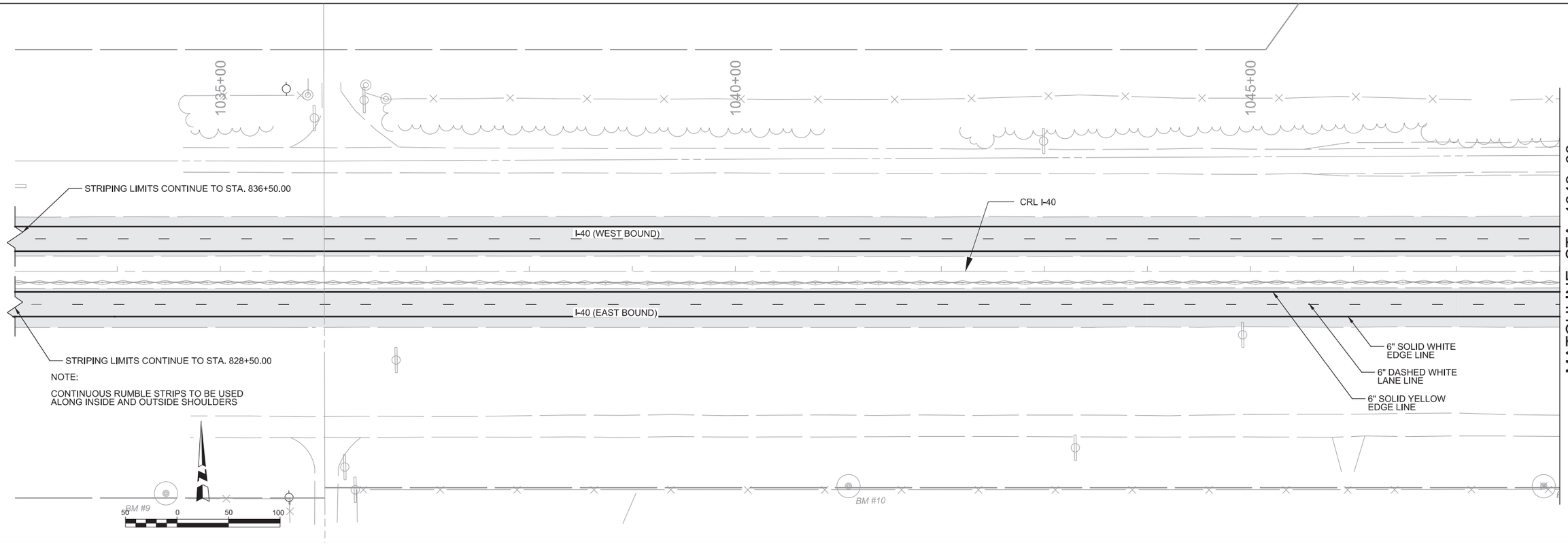
CONTINUOUS RUMBLE STRIPS TO BE USED ALONG INSIDE AND OUTSIDE SHOULDERS

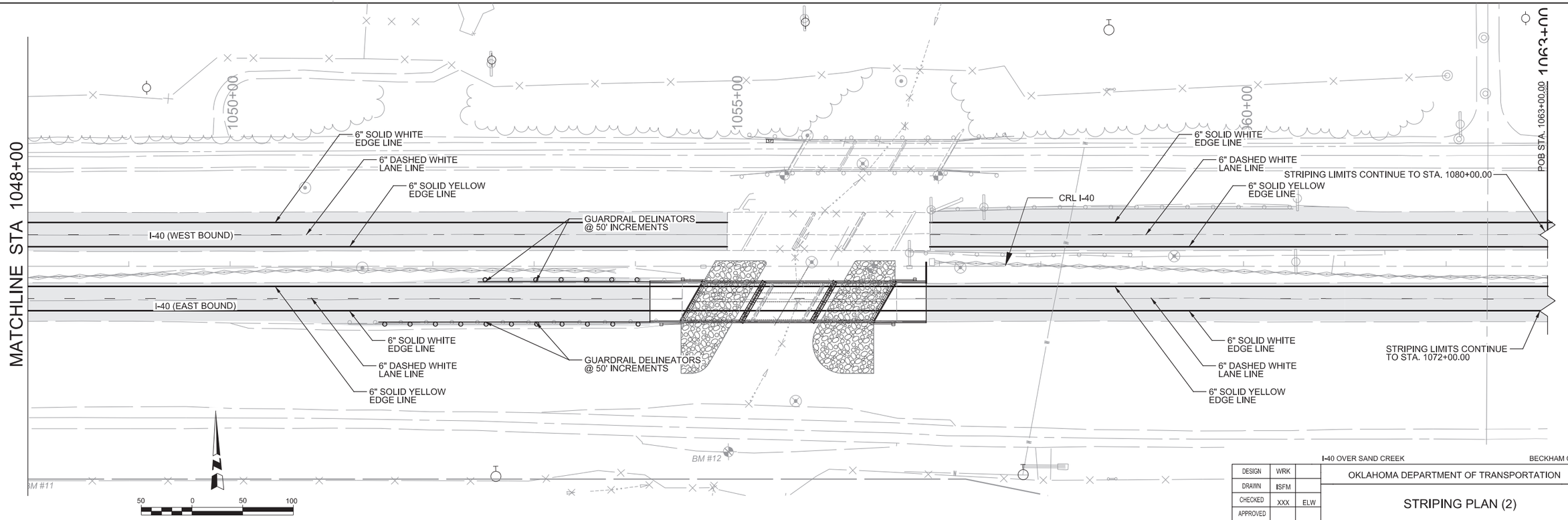
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I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	ISFM		
CHECKED	XXX	ELW	STRIPING PLAN (1)
APPROVED			
SQUAD	MacArthur		STATE JOB NO. 31692(04) SHEET NO. T025

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Traffic\T025-3169204-Striping Plan (1).dgn





PRINT DATE: 5/31/2023 T:\1919B\Drawings\Traffic\T026-3169204-Striping Plan (2).dgn

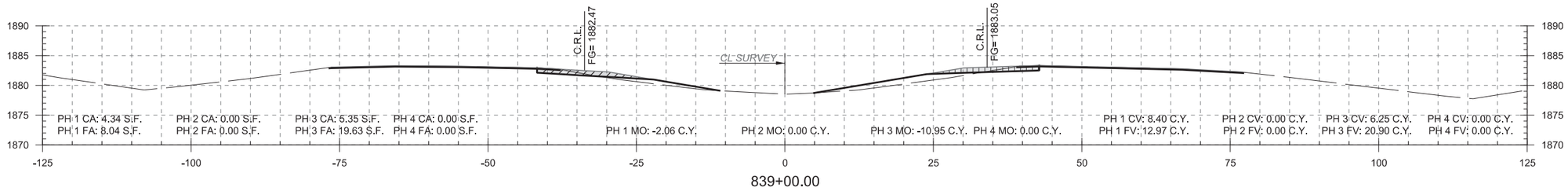
I-40 OVER SAND CREEK — BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

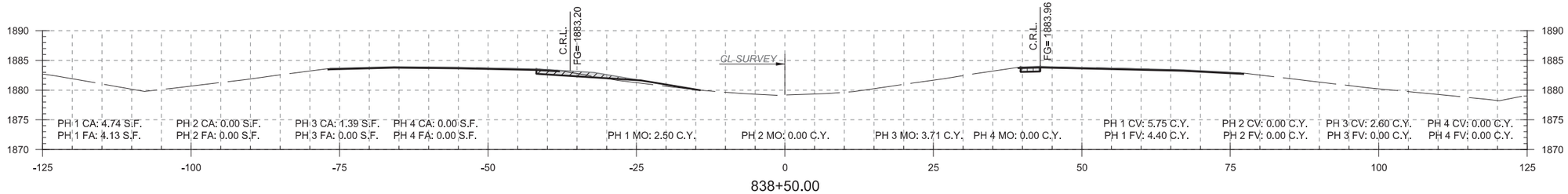
OKLAHOMA DEPARTMENT OF TRANSPORTATION

STRIPING PLAN (2)

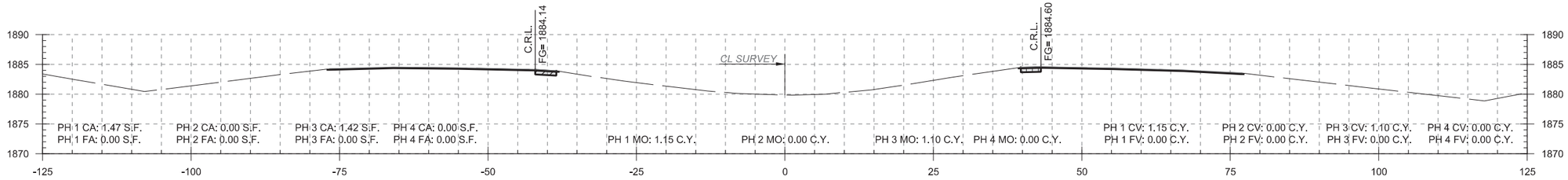
STATE JOB NO. 31692(04) SHEET NO. T026



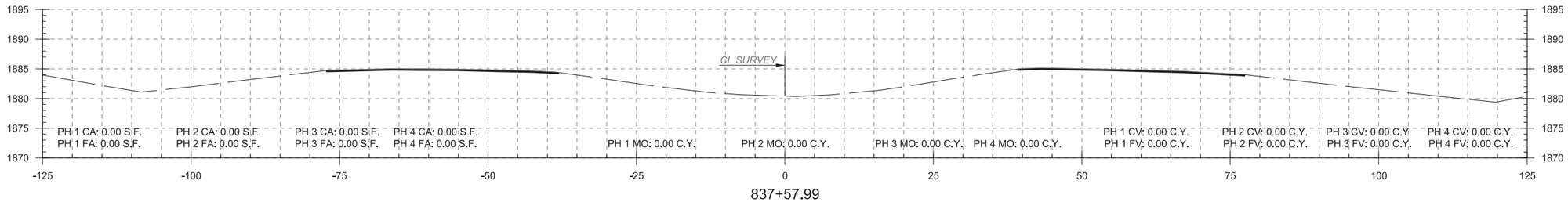
839+00.00



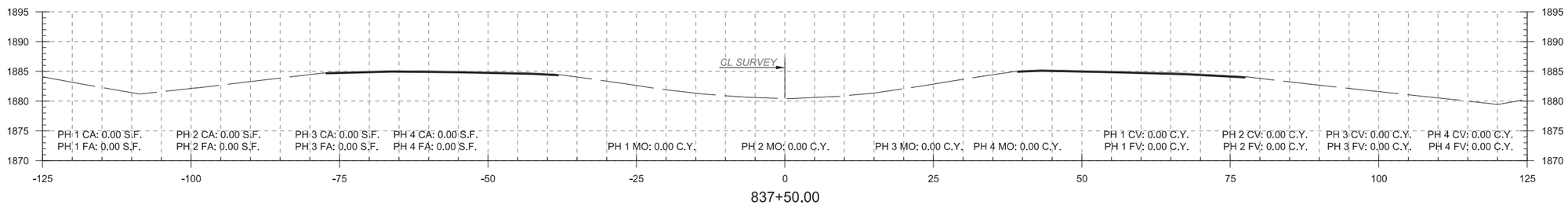
838+50.00



838+00.00



837+57.99



837+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

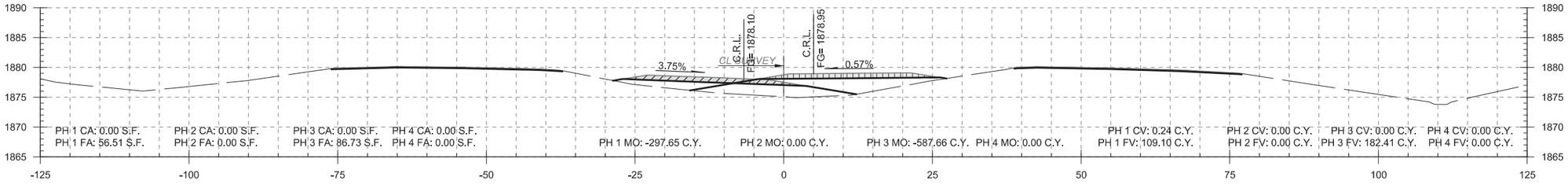
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

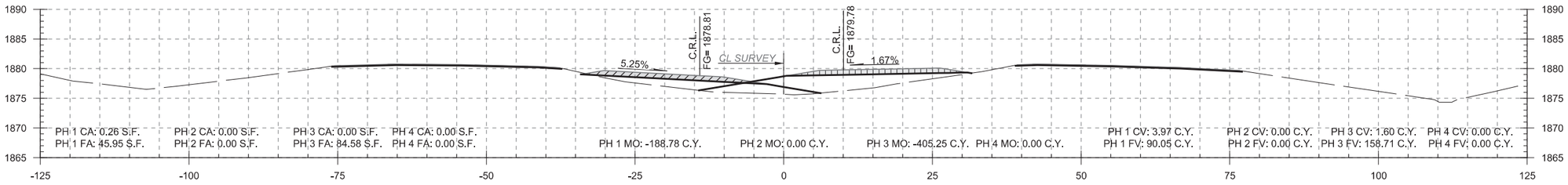
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.837+50.00 TO STA.839+00.00

STATE JOB NO. 31692(04) SHEET NO. X001

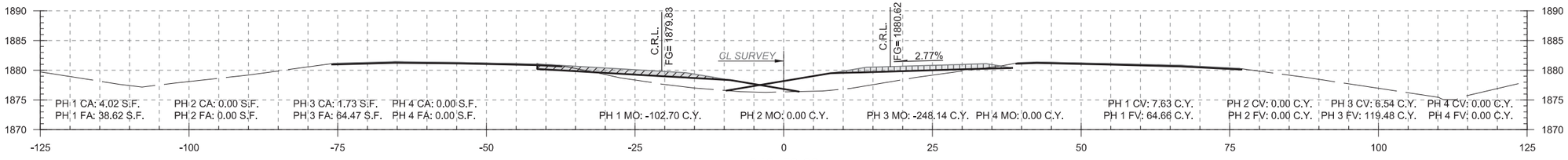
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn



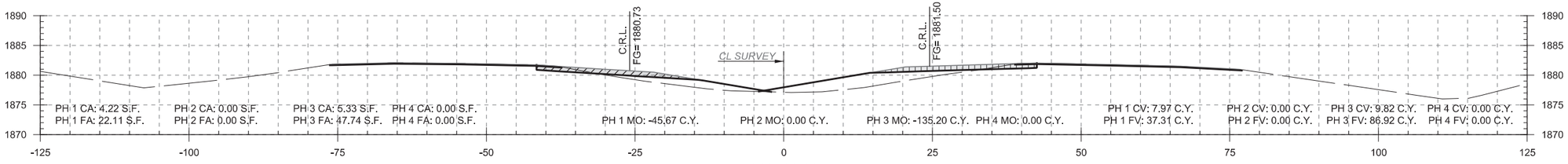
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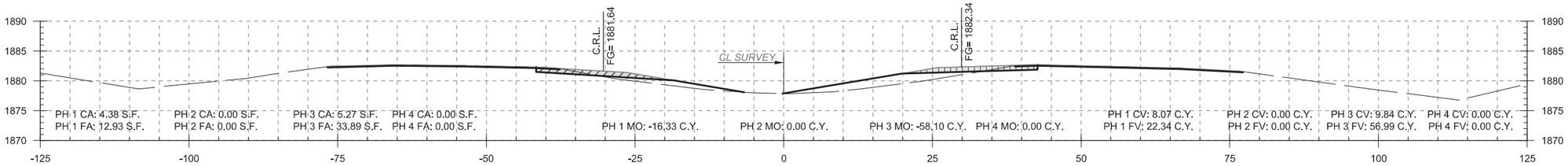
841+00.00



840+50.00



840+00.00



839+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

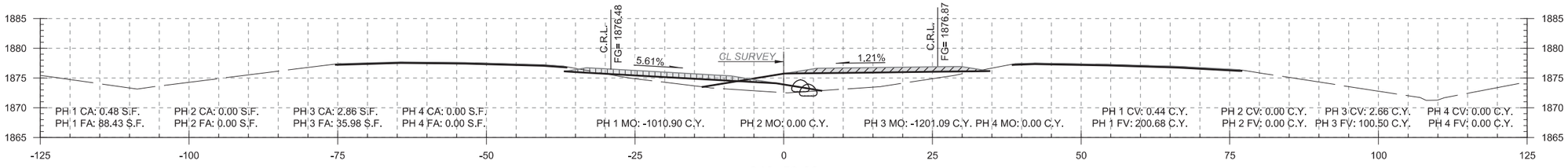
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

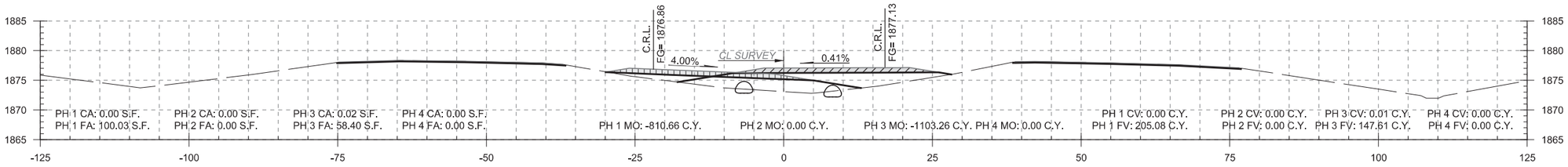
I-40 OVER TURKEY CREEK CROSS SECTIONS STA.839+50.00 TO STA.841+50.00

STATE JOB NO. 31692(04) SHEET NO. X002

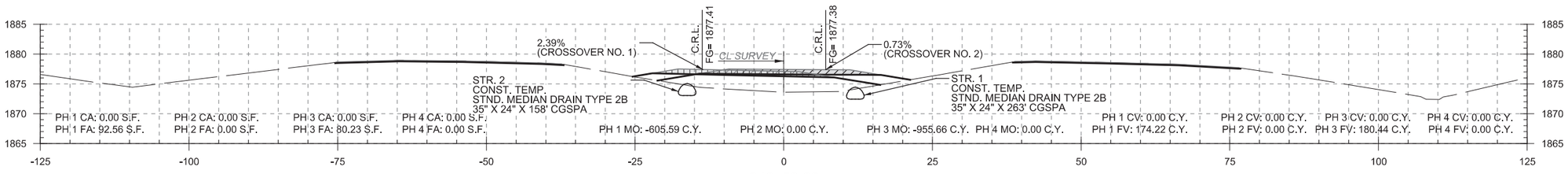
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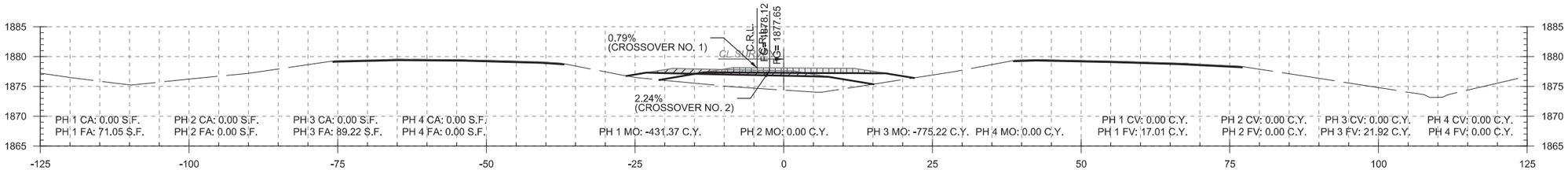
843+50.00



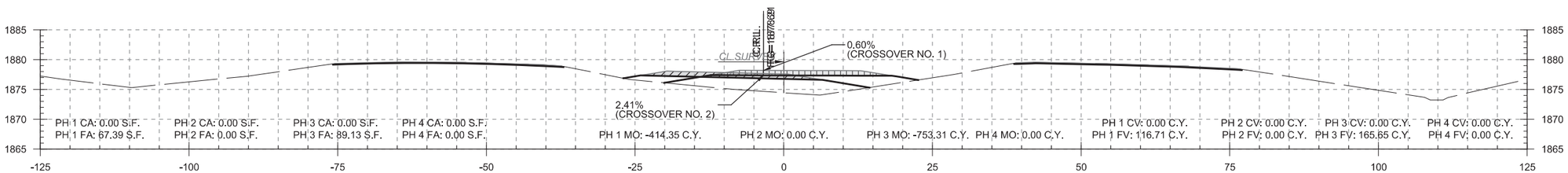
843+00.00



842+50.00



842+00.00



841+94.23

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

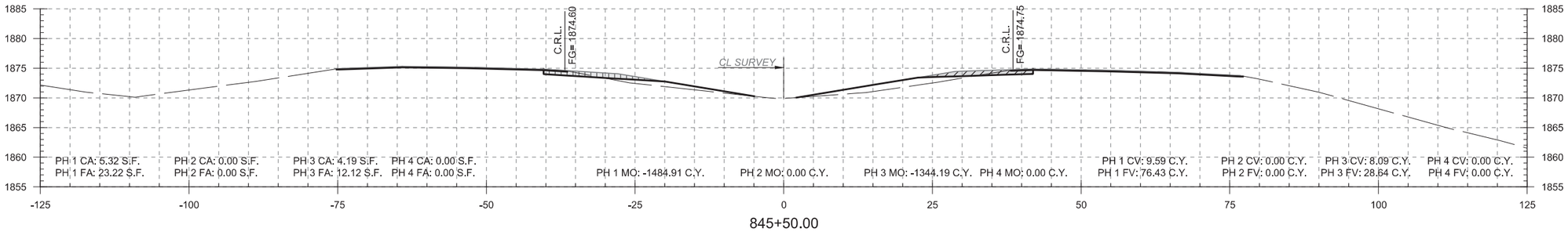
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

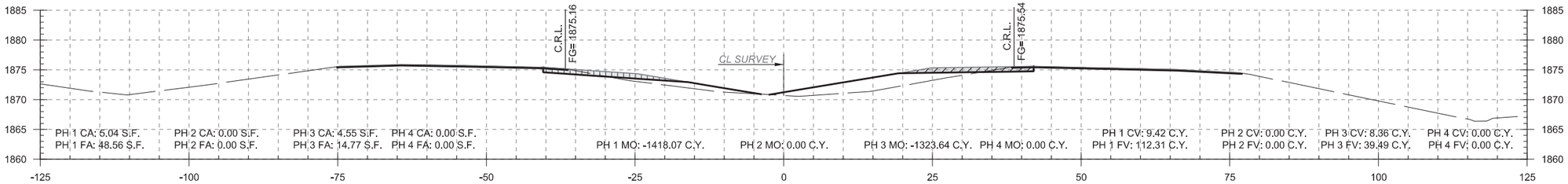
I-40 OVER TURKEY CREEK CROSS SECTIONS STA.841+94.23 TO STA.843+50.00

STATE JOB NO. 31692(04) SHEET NO. X003

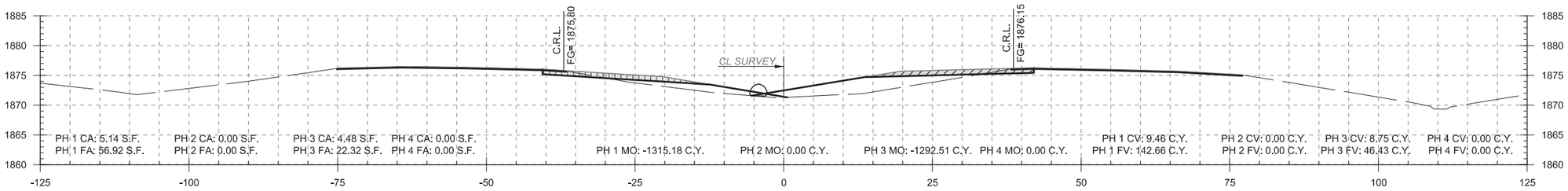
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn



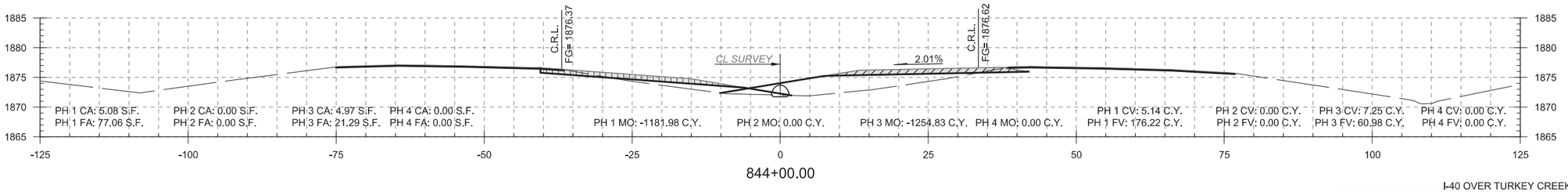
845+50.00



845+00.00



844+50.00



844+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

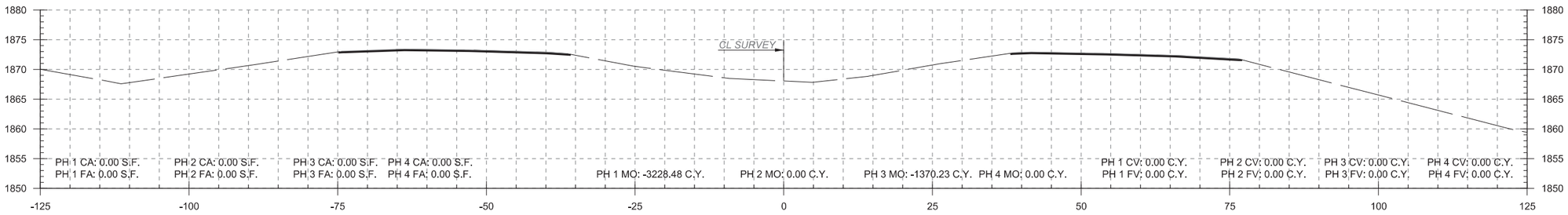
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

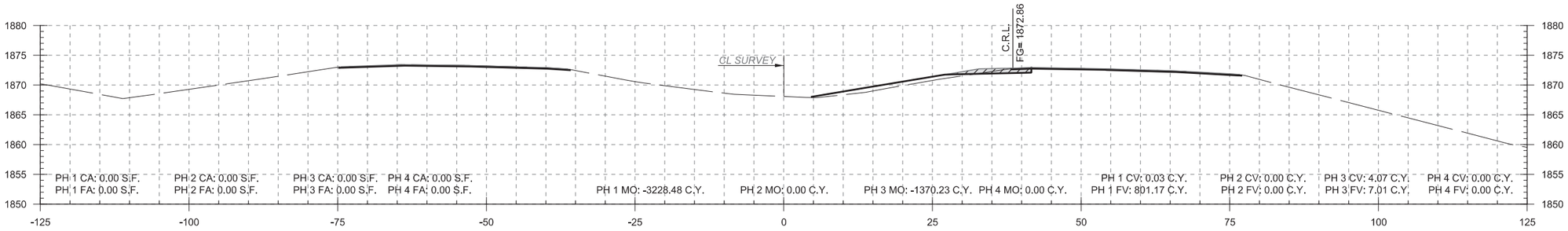
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.844+00.00 TO STA.845+50.00

STATE JOB NO. 31692(04) SHEET NO. X004

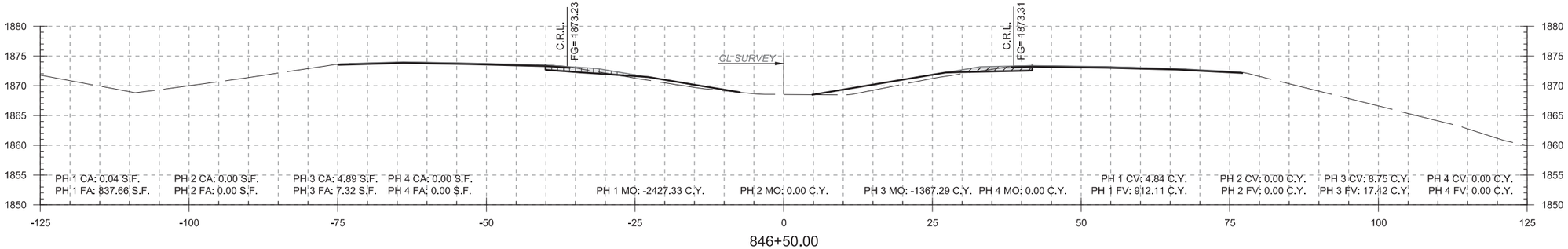
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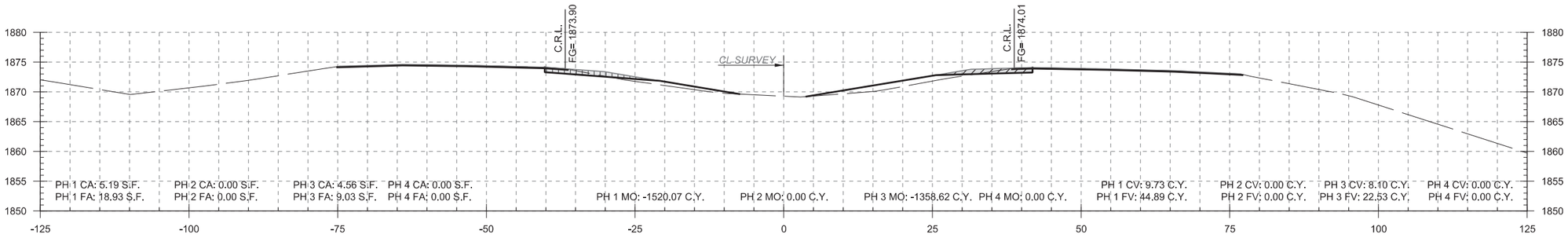
847+00.00



846+94.91



846+50.00



846+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

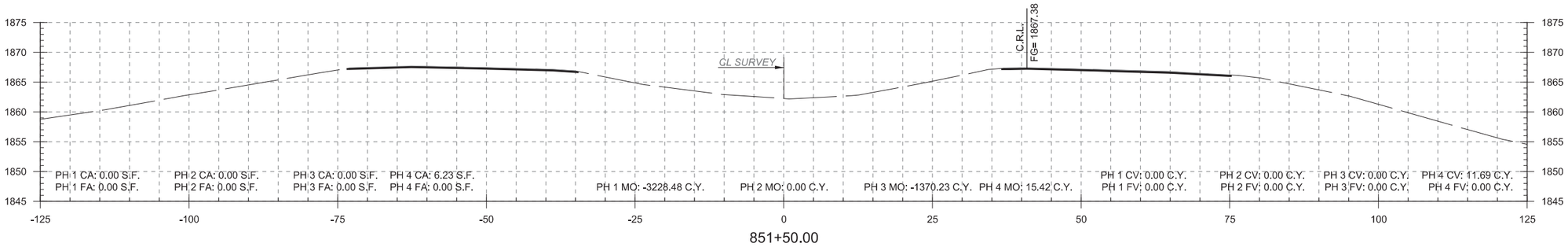
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

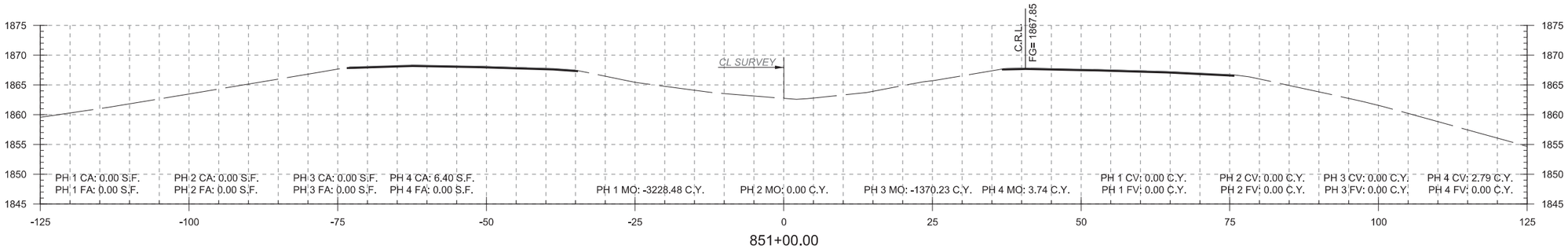
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.846+00.00 TO STA.847+00.00

STATE JOB NO. 31692(04) SHEET NO. X005

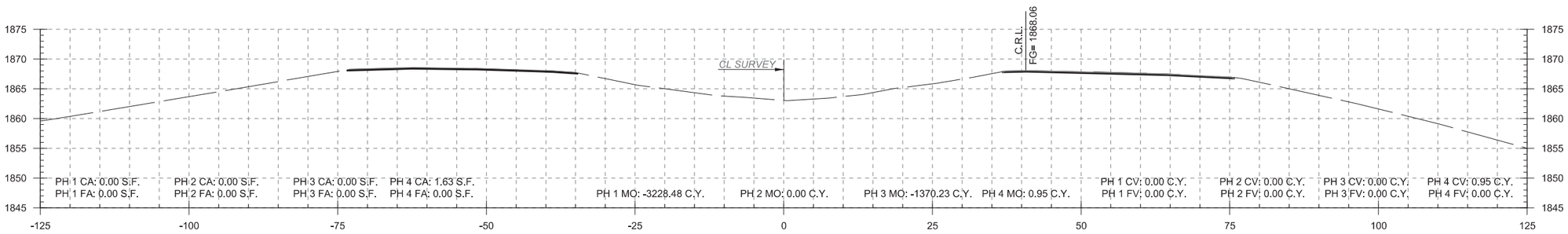
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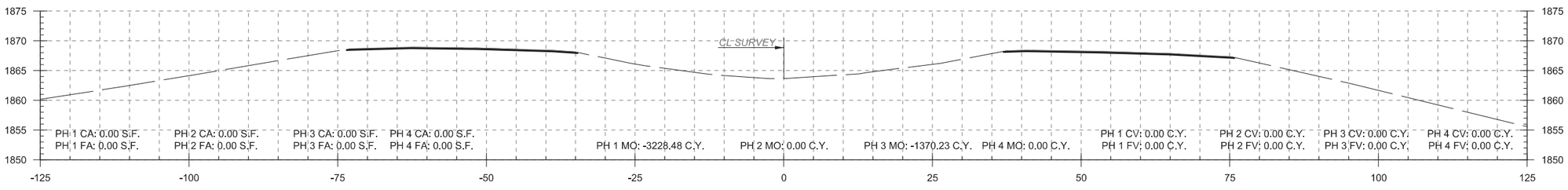
851+50.00



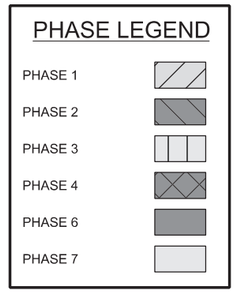
851+00.00



850+81.23



850+50.00



I-40 OVER TURKEY CREEK BECKHAM CO.

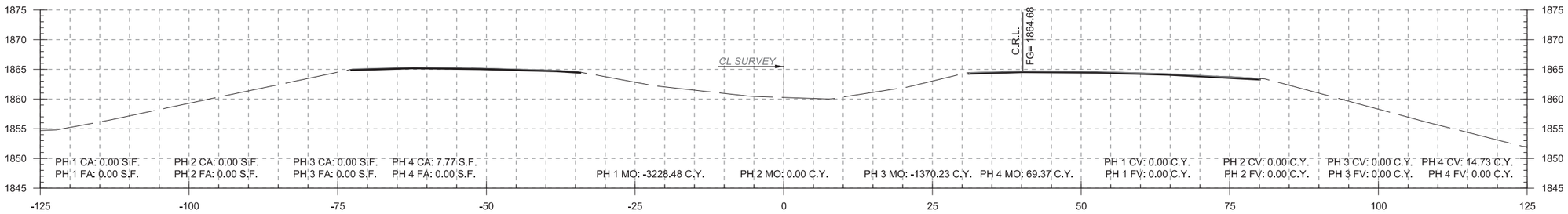
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

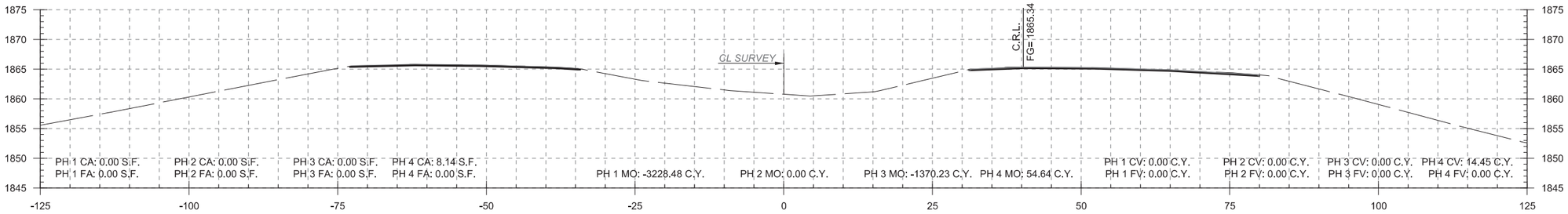
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.850+50.00 TO STA.851+50.00

STATE JOB NO. 31692(04) SHEET NO. X006

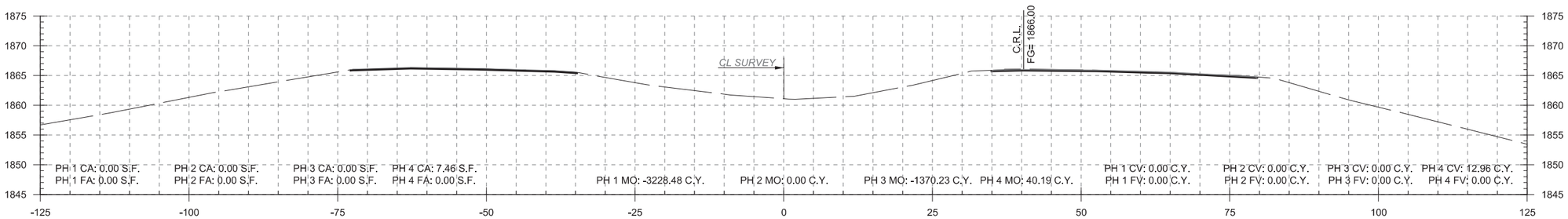
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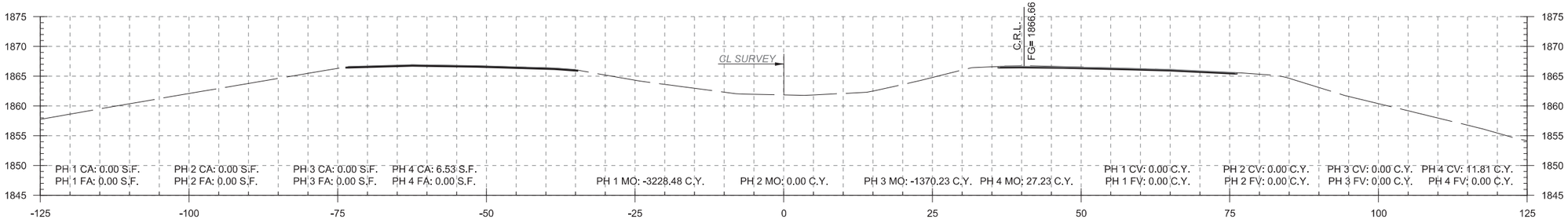
853+50.00



853+00.00



852+50.00



852+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

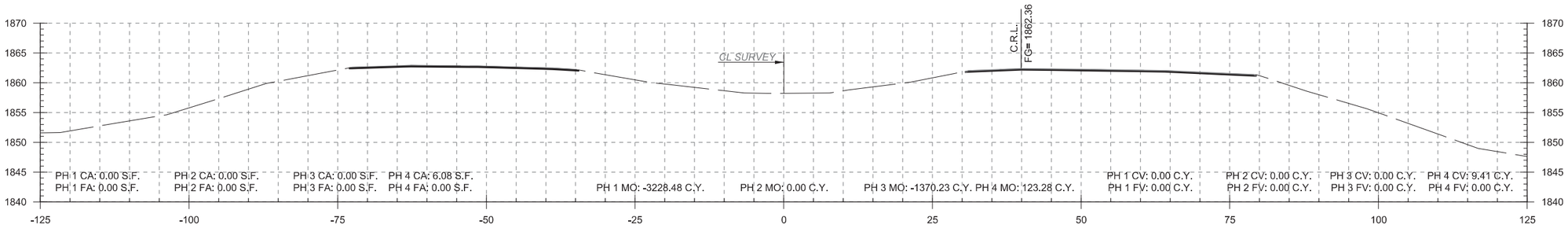
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

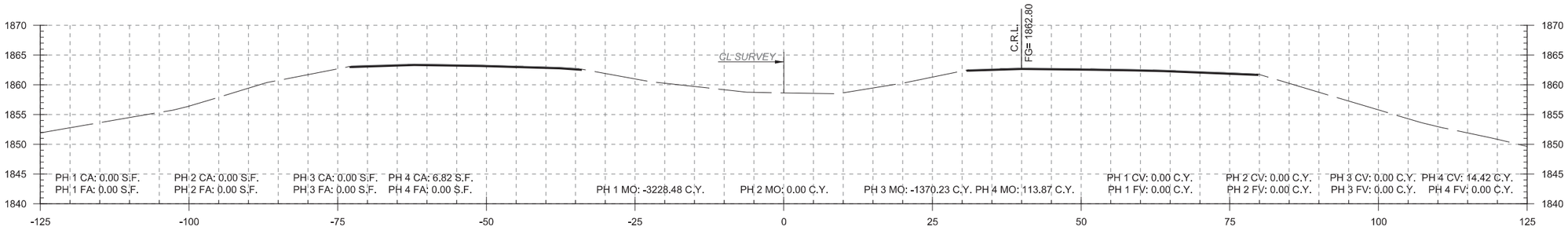
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.852+00.00 TO STA.853+50.00

STATE JOB NO. 31692(04) SHEET NO. X007

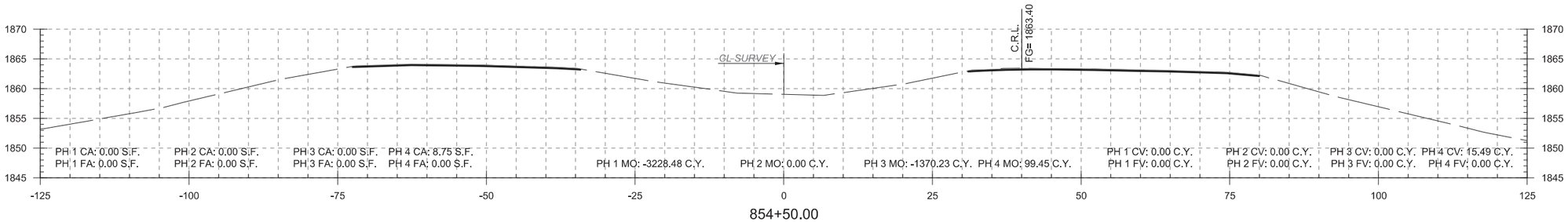
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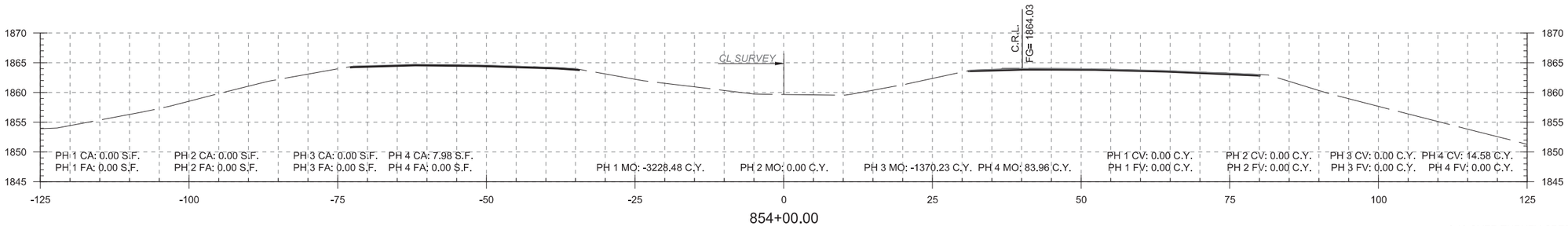
855+39.36



855+00.00



854+50.00



854+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

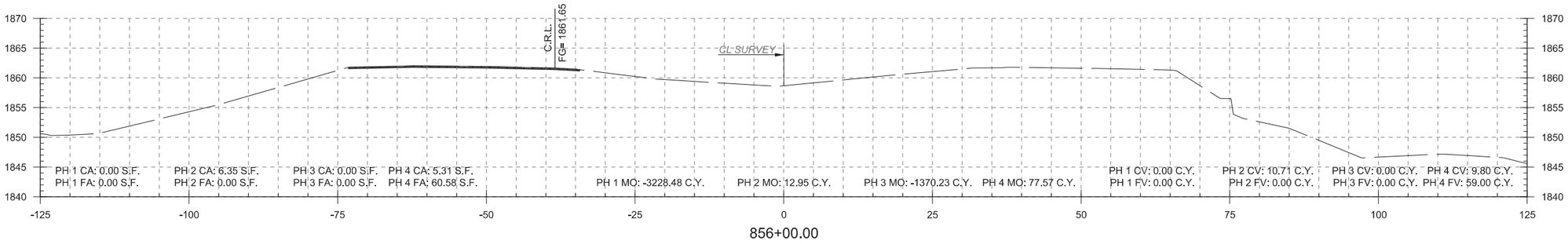
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

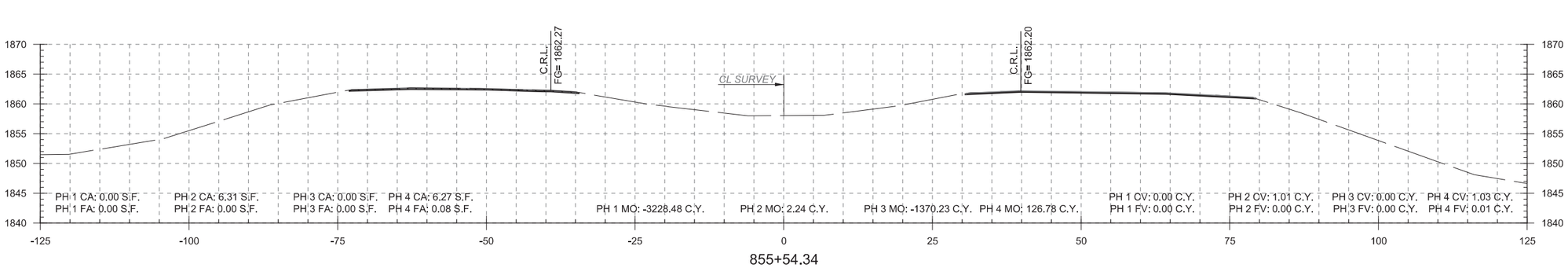
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.854+00.00 TO STA.855+39.36

STATE JOB NO. 31692(04) SHEET NO. X008

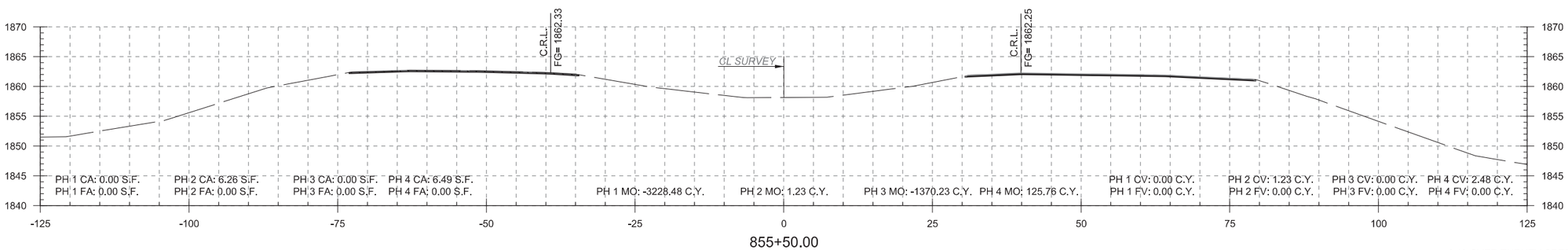
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn



856+00.00



855+54.34



855+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

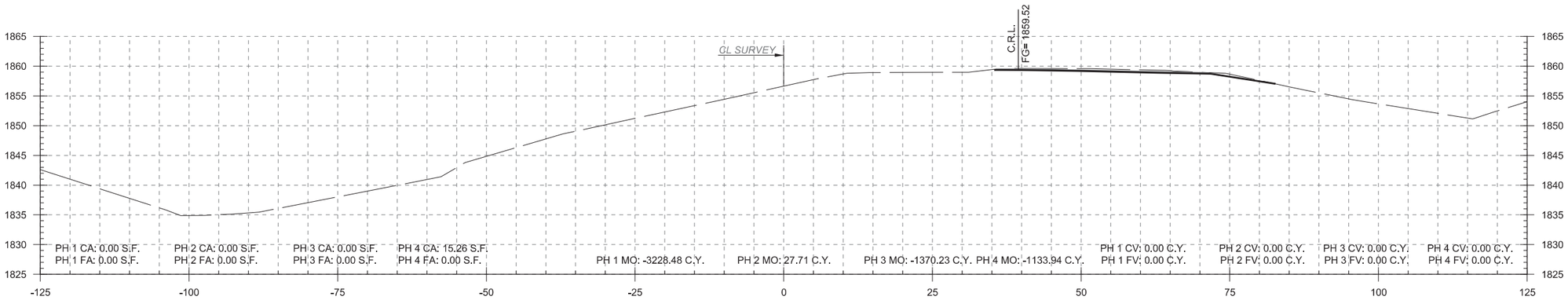
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

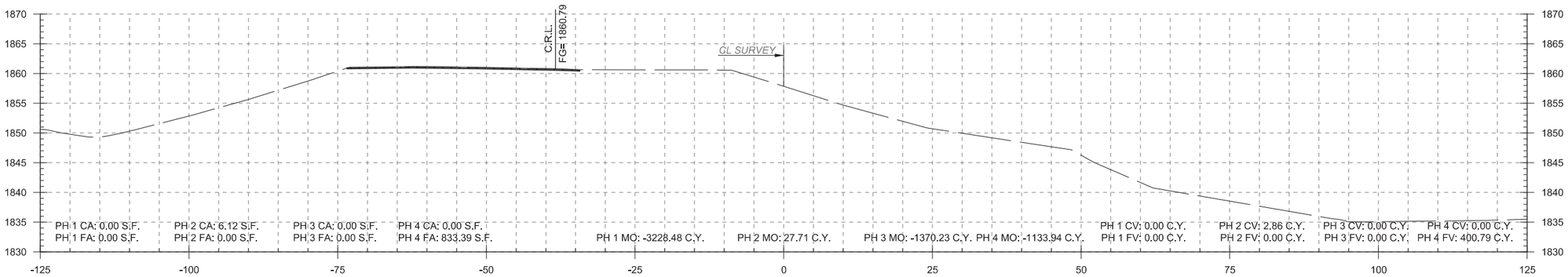
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.855+50.00 TO STA.856+00.00

STATE JOB NO. 31692(04) SHEET NO. X009

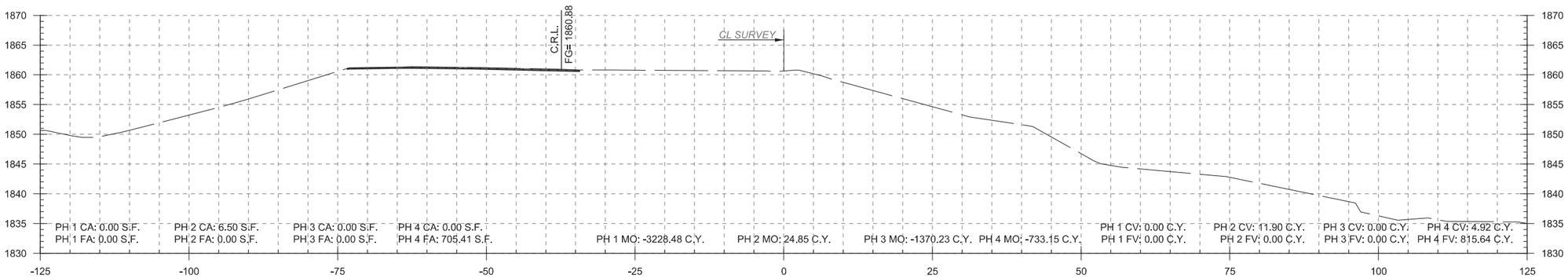
PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn



858+67.82



856+62.23



856+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

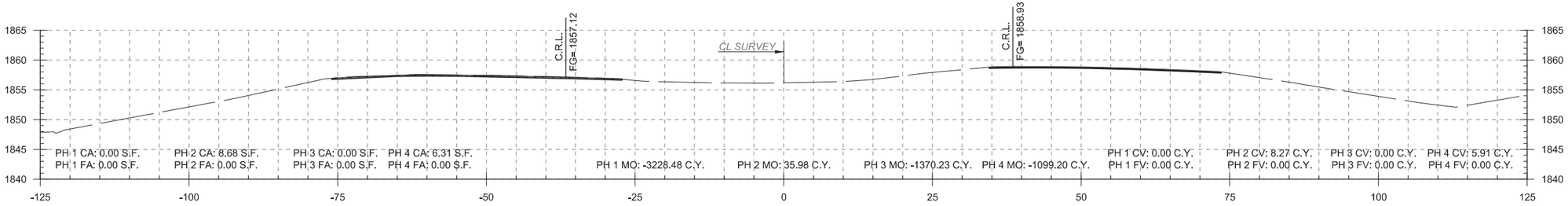
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

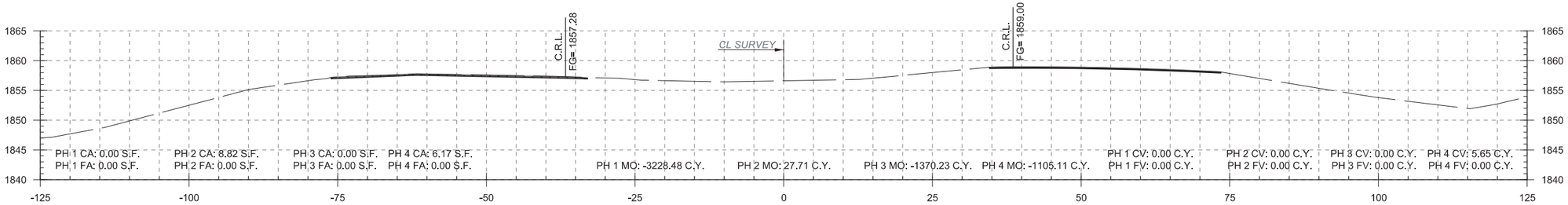
I-40 OVER TURKEY CREEK CROSS SECTIONS STA.856+50.00 TO STA.858+67.82

STATE JOB NO. 31692(04) SHEET NO. X010

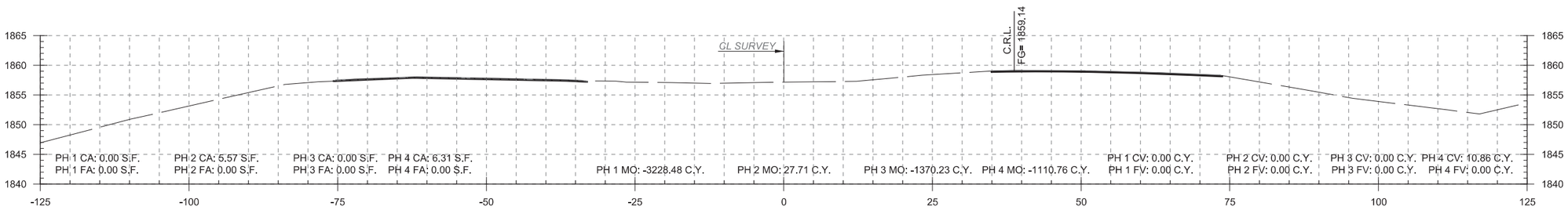
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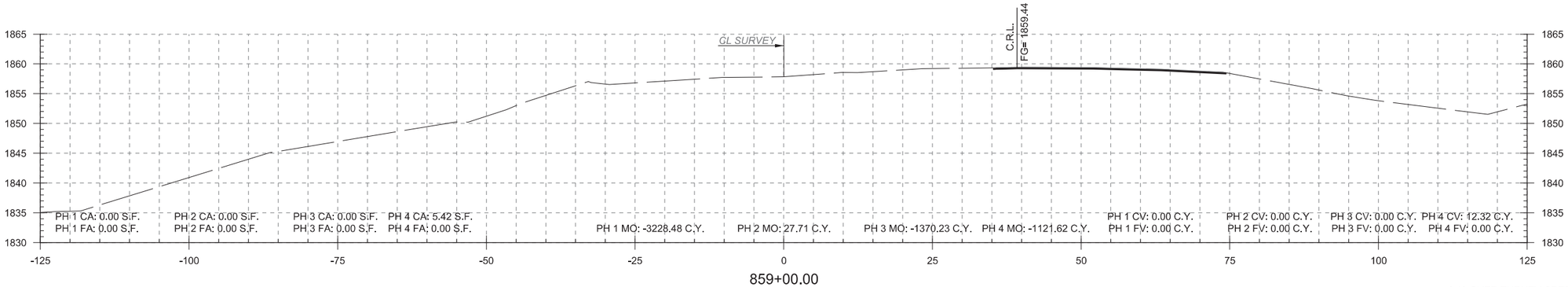
860+00.00



859+74.46



859+50.00



859+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn

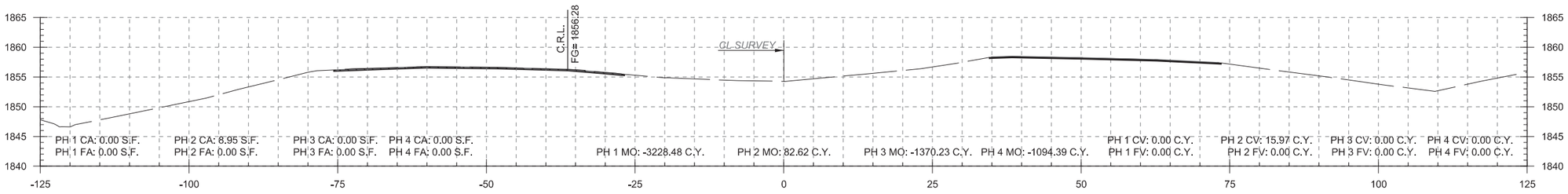
I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

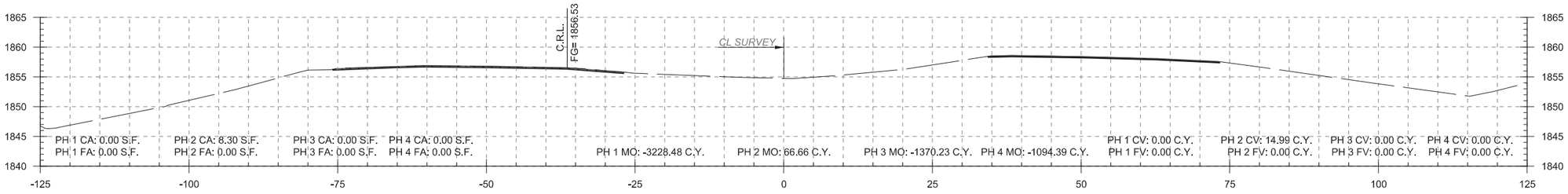
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER TURKEY CREEK CROSS SECTIONS STA.859+00.00 TO STA.860+00.00

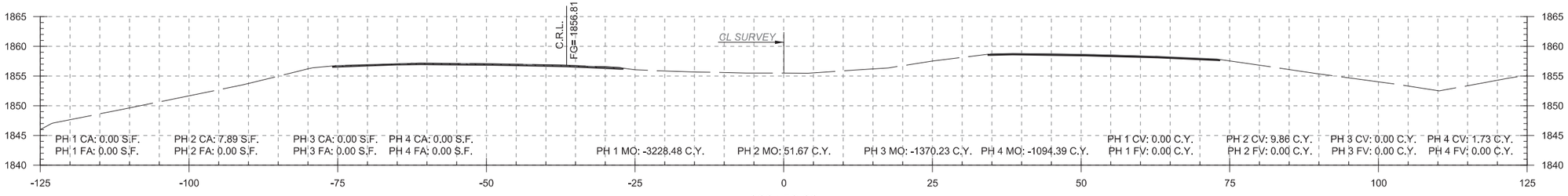
STATE JOB NO. 31692(04) SHEET NO. X011



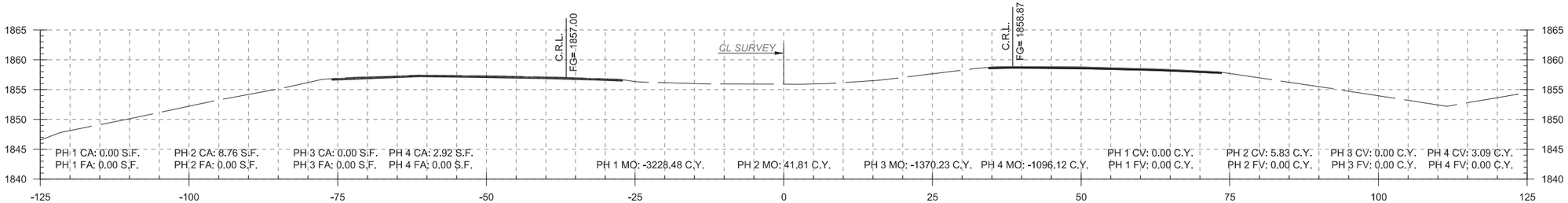
861+50.00



861+00.00



860+50.00



860+18.05

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK — BECKHAM CO.

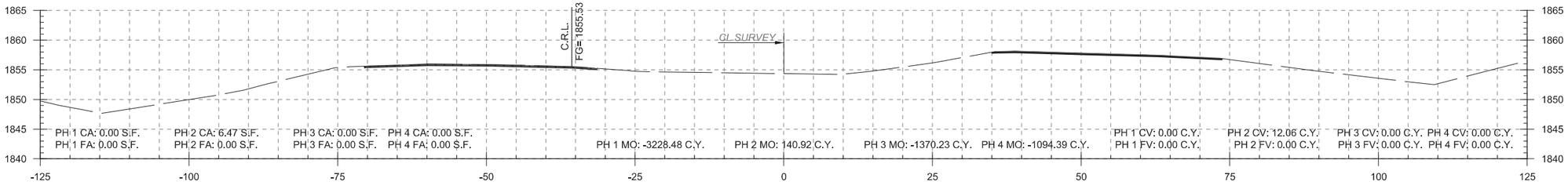
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

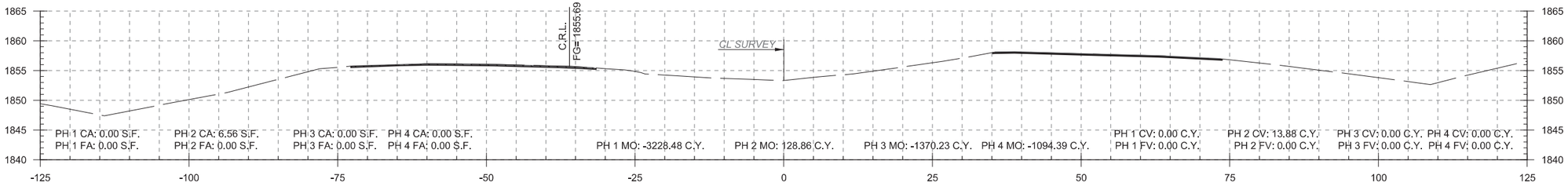
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.860+18.05 TO STA.861+50.00

STATE JOB NO. 31692(04) SHEET NO. X012

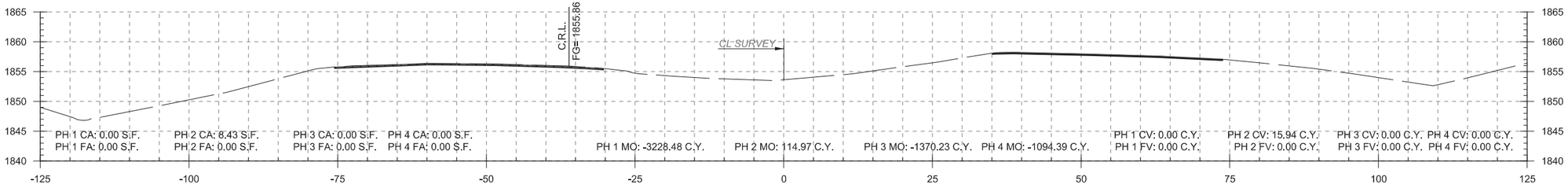
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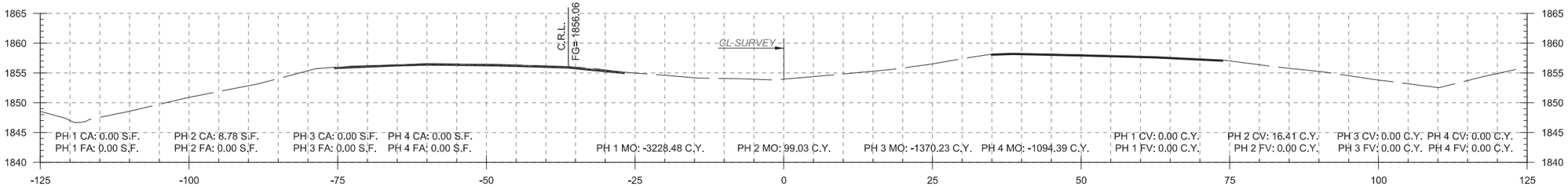
863+50.00



863+00.00



862+50.00



862+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn

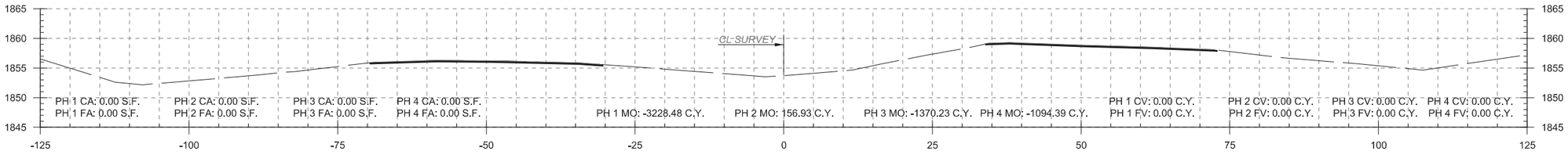
I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

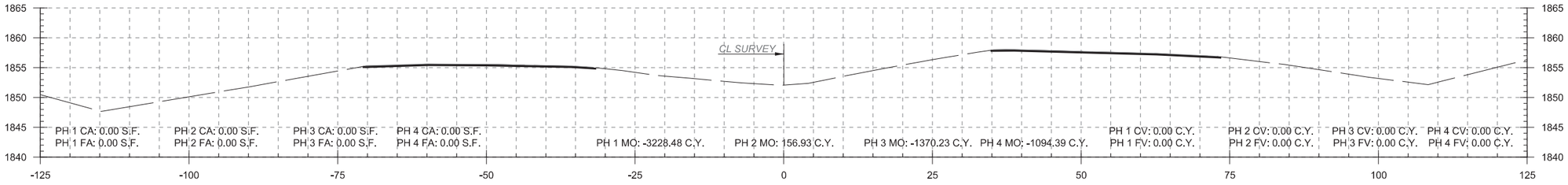
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER TURKEY CREEK CROSS SECTIONS STA.862+00.00 TO STA.863+50.00

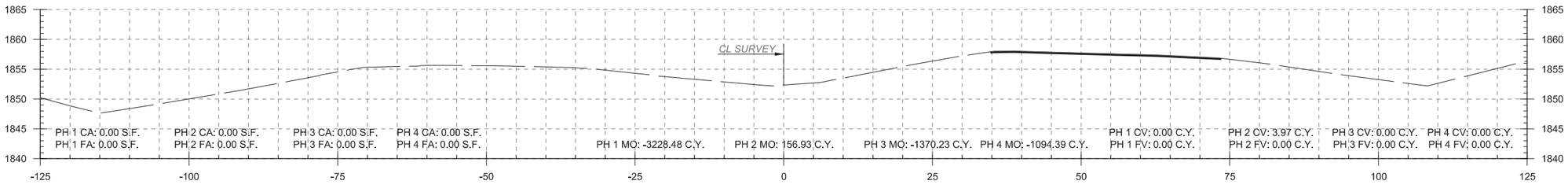
STATE JOB NO. 31692(04) SHEET NO. X013



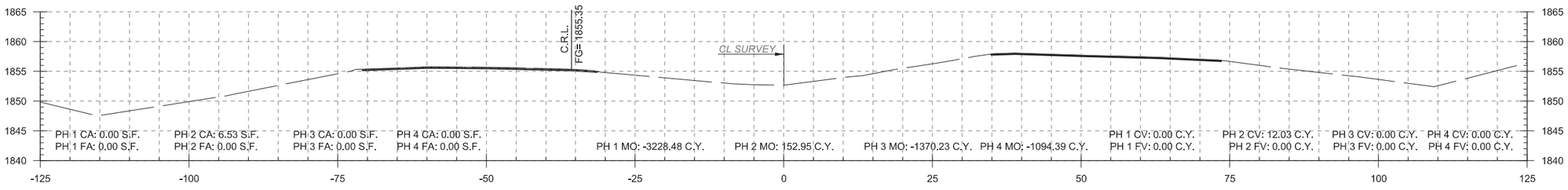
869+50.00



864+50.00



864+32.87



864+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK — BECKHAM CO.

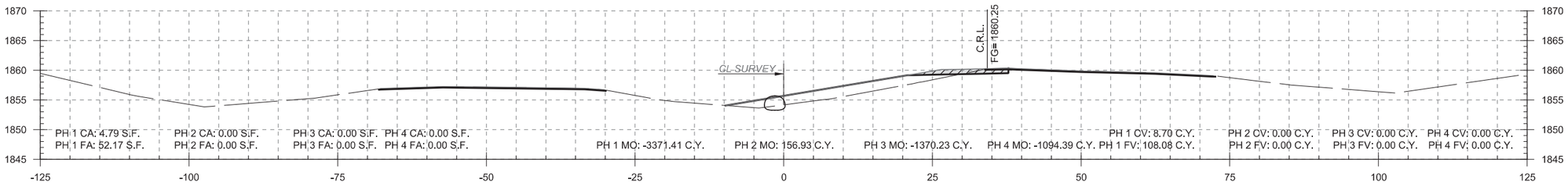
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

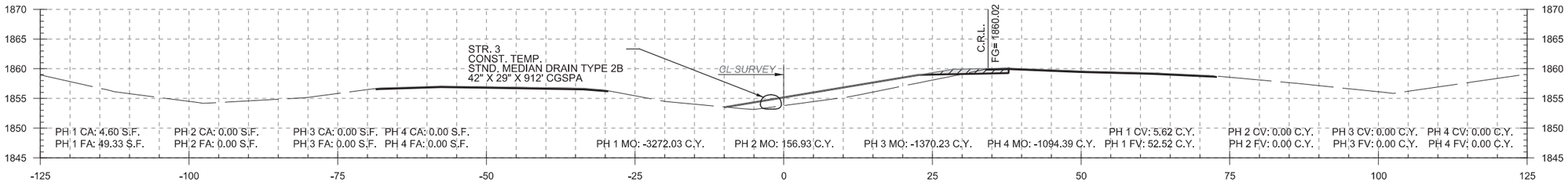
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.864+00.00 TO STA.869+50.00

STATE JOB NO. 31692(04) SHEET NO. X014

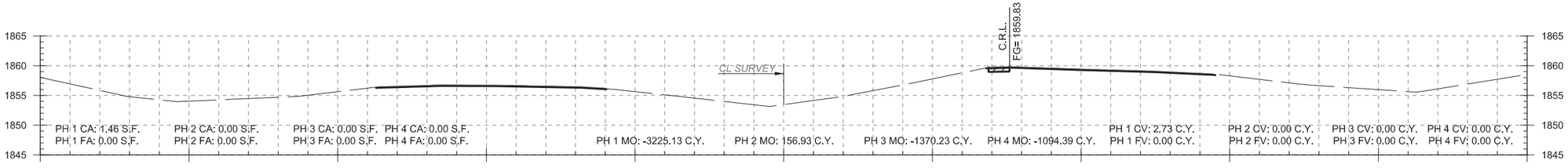
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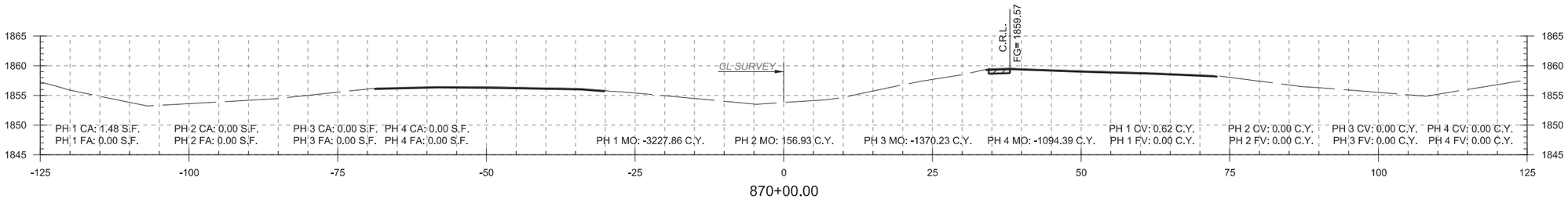
871+50.00



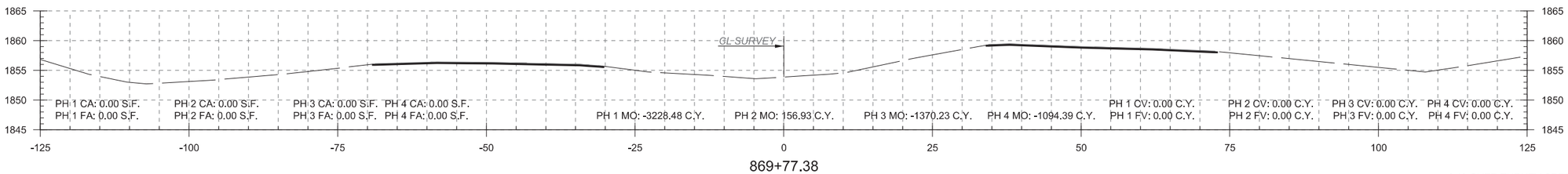
871+00.00



870+50.00



870+00.00



869+77.38

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

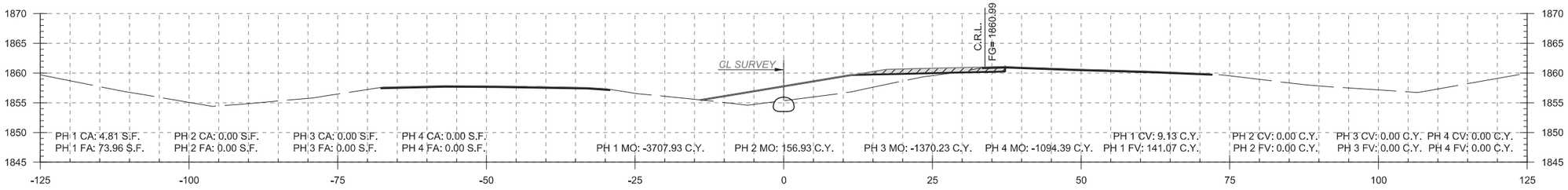
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

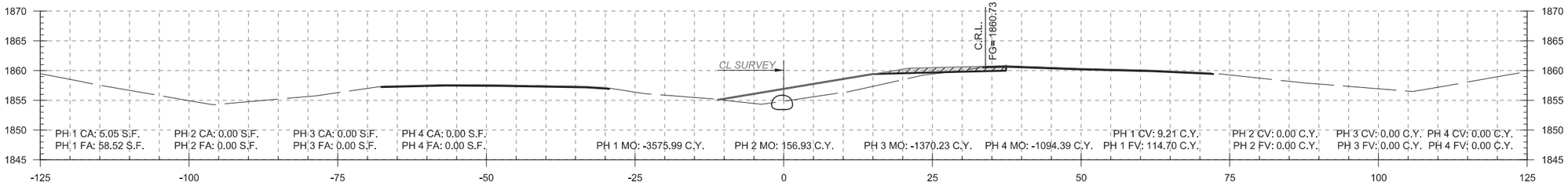
I-40 OVER TURKEY CREEK CROSS SECTIONS STA.869+77.38 TO STA.871+50.00

STATE JOB NO. 31692(04) SHEET NO. X015

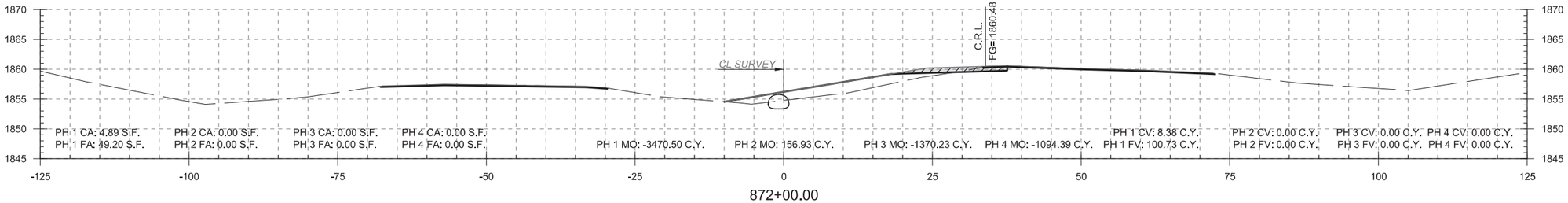
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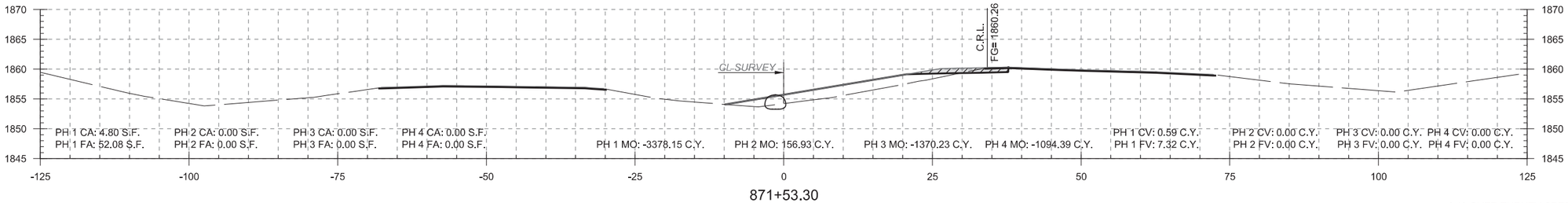
873+00.00



872+50.00



872+00.00



871+53.30

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn

I-40 OVER TURKEY CREEK BECKHAM CO.

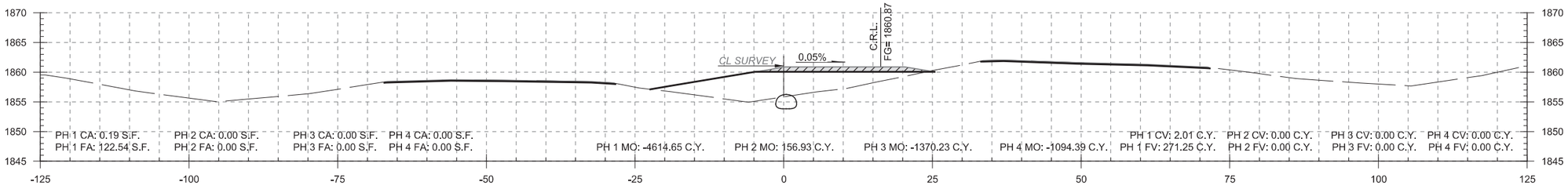
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

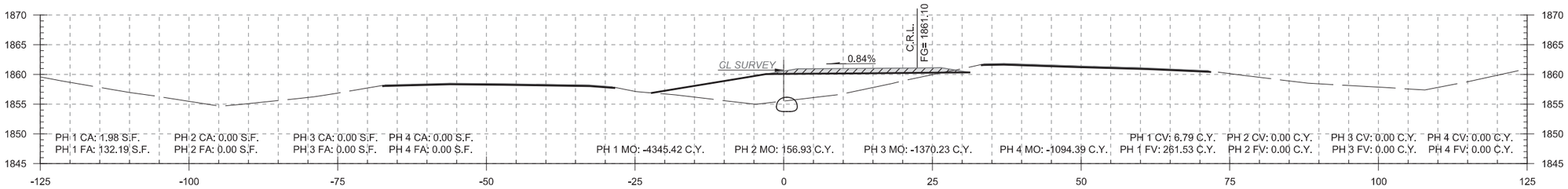
I-40 OVER TURKEY CREEK CROSS SECTIONS

STA.871+53.30 TO STA.873+00.00

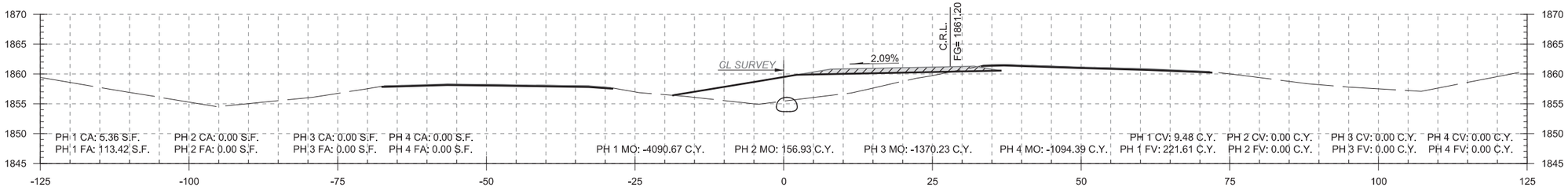
STATE JOB NO. 31692(04) SHEET NO. X016



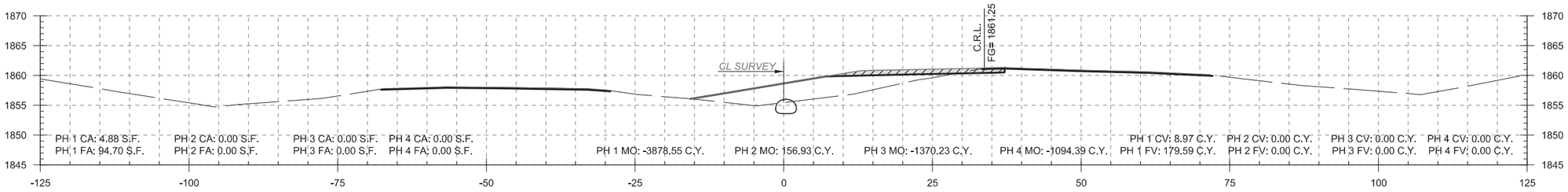
875+00.00



874+50.00



874+00.00



873+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK — BECKHAM CO.

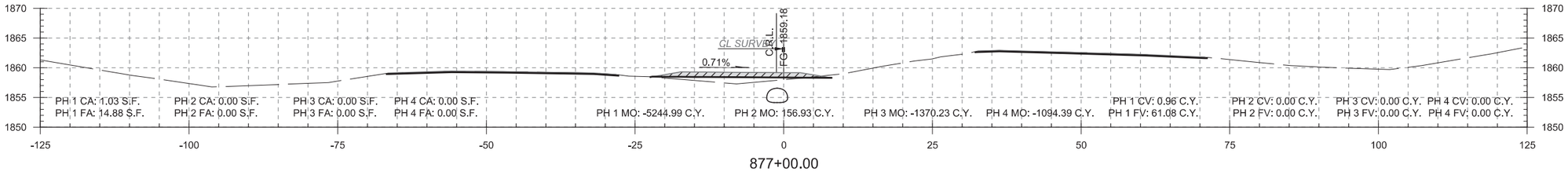
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

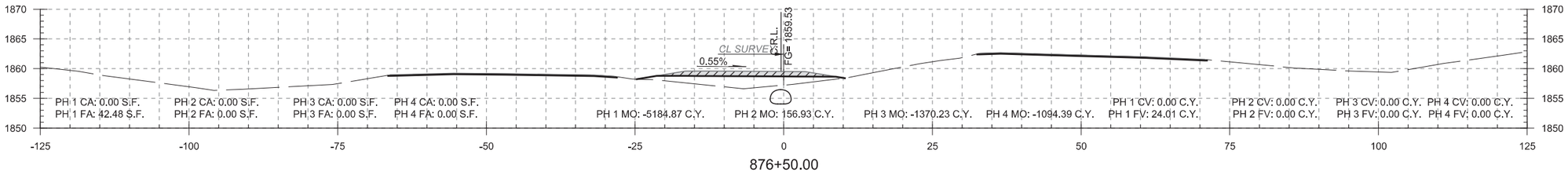
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.873+50.00 TO STA.875+00.00

STATE JOB NO. 31692(04) SHEET NO. X017

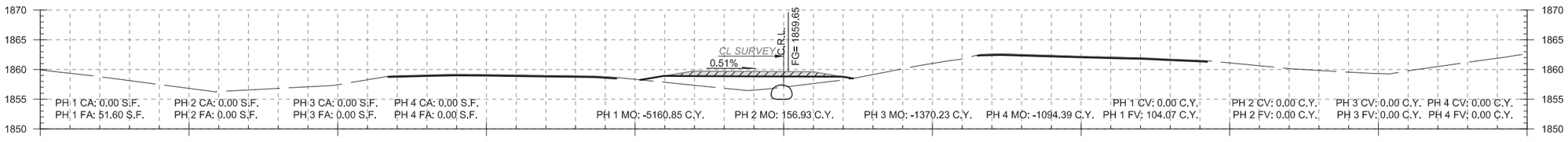
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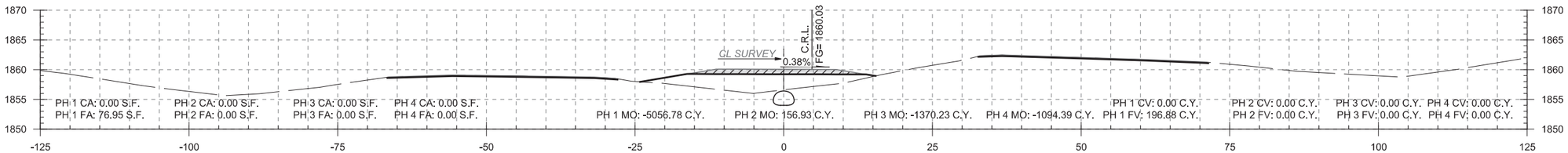
877+00.00



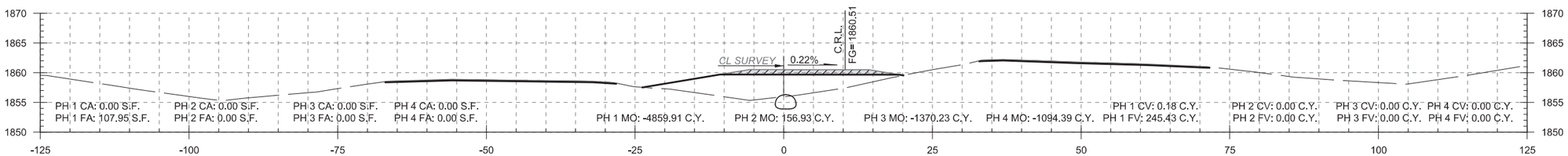
876+50.00



876+38.02



876+00.00



875+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

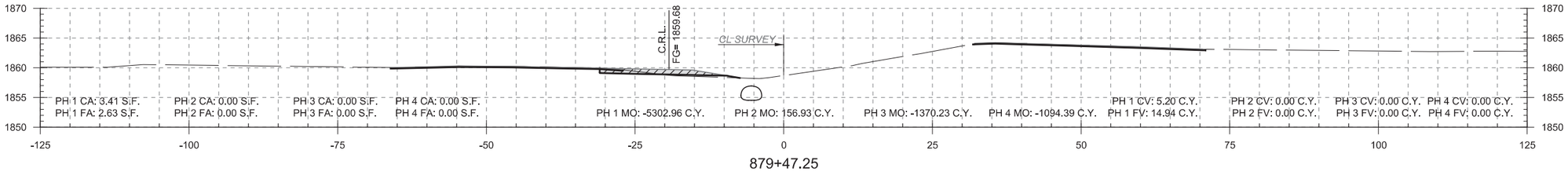
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

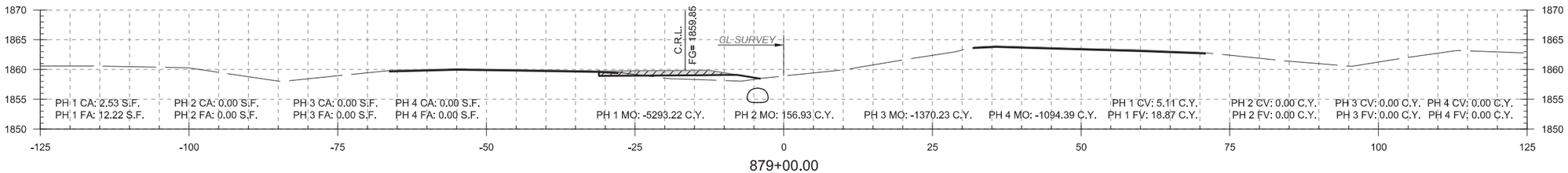
I-40 OVER TURKEY CREEK CROSS SECTIONS STA.875+50.00 TO STA.877+00.00

STATE JOB NO. 31692(04) SHEET NO. X018

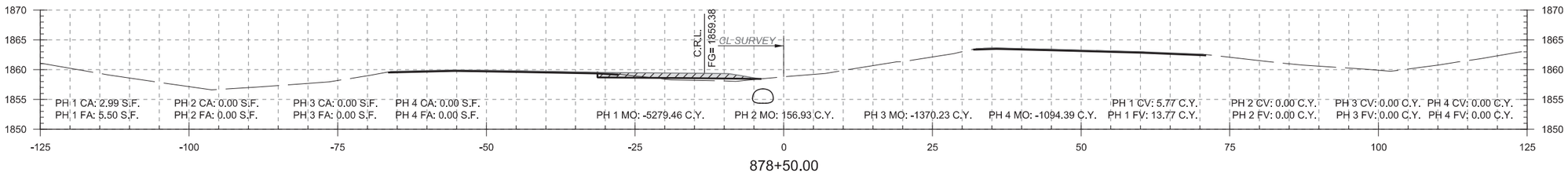
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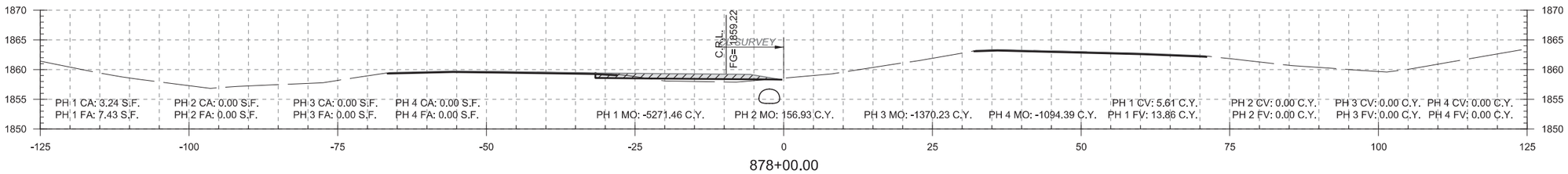
879+47.25



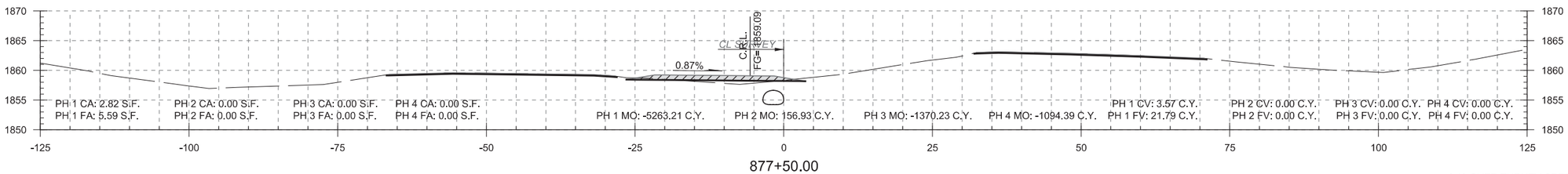
879+00.00



878+50.00



878+00.00



877+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn

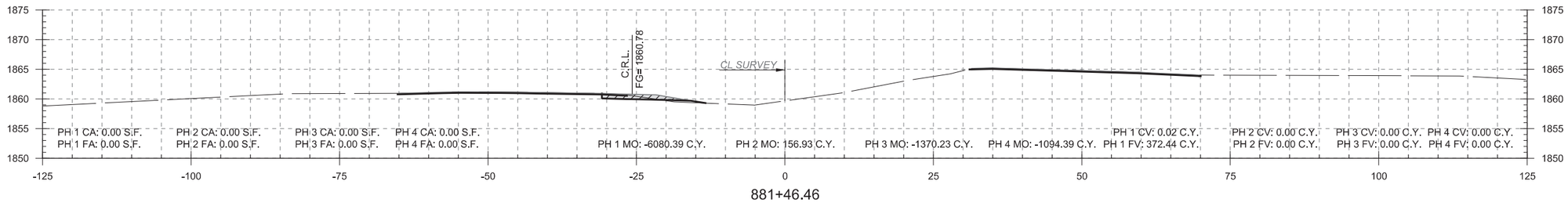
I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

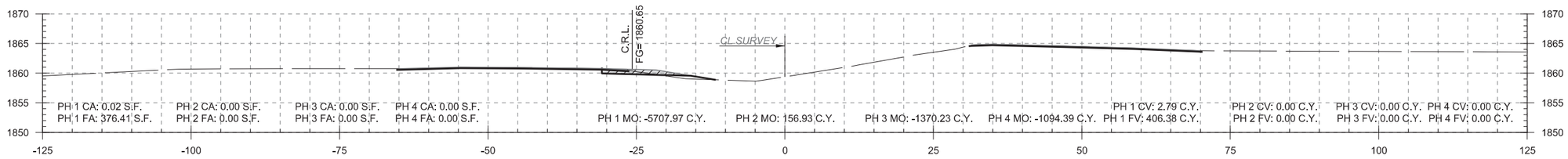
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER TURKEY CREEK CROSS SECTIONS STA.877+50.00 TO STA.879+47.25

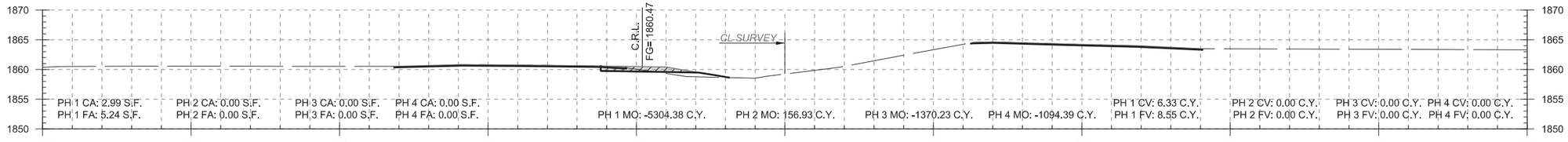
STATE JOB NO. 31692(04) SHEET NO. X019



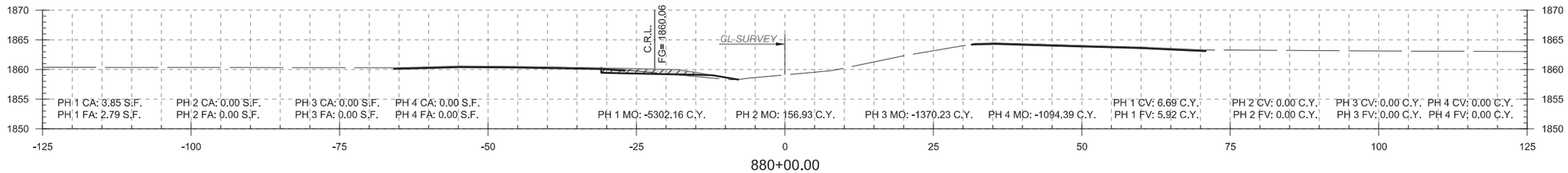
881+46.46



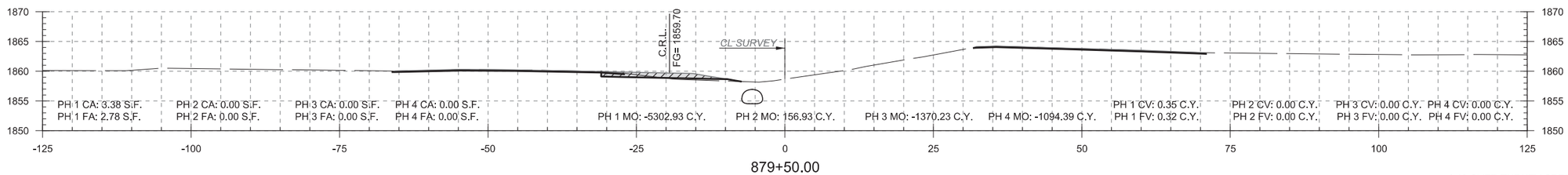
881+00.00



880+50.00



880+00.00



879+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER TURKEY CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

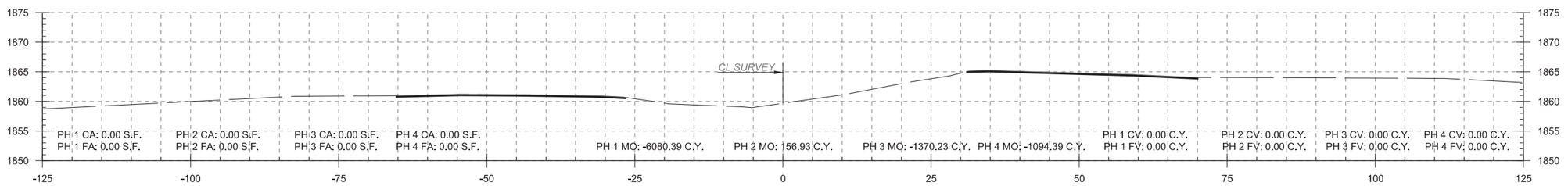
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.879+50.00 TO STA.881+46.46

STATE JOB NO. 31692(04) SHEET NO. X020

PRINT DATE: 5/31/2023 T:\1919A\Drawings\Roadway\X001-X021-3169204-Cross Sections .dgn

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7



881+50.00

I-40 OVER TURKEY CREEK BECKHAM CO.

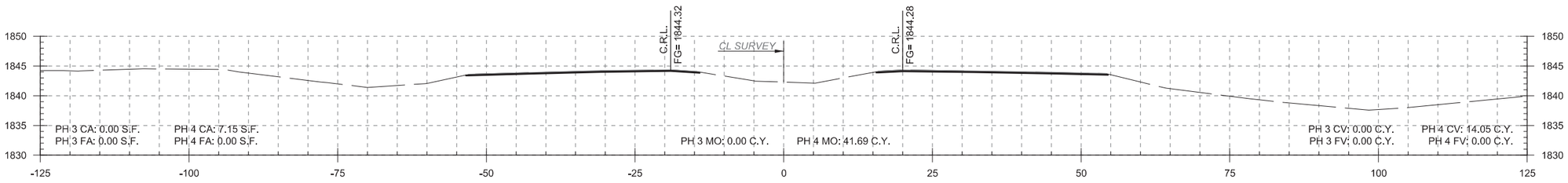
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

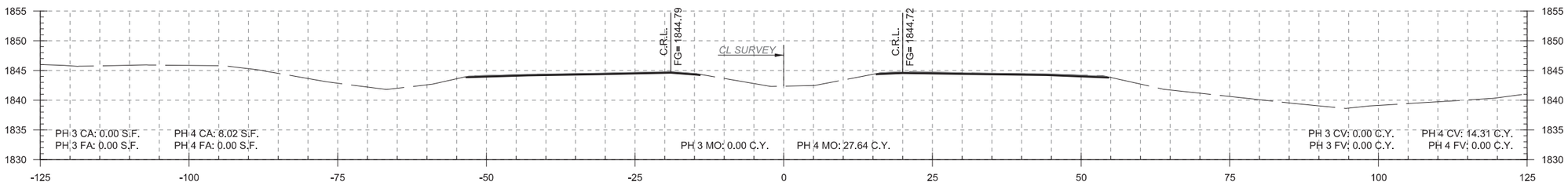
I-40 OVER TURKEY CREEK
CROSS SECTIONS
STA.881+50.00 TO STA.881+50.00

STATE JOB NO. 31692(04) SHEET NO. X021

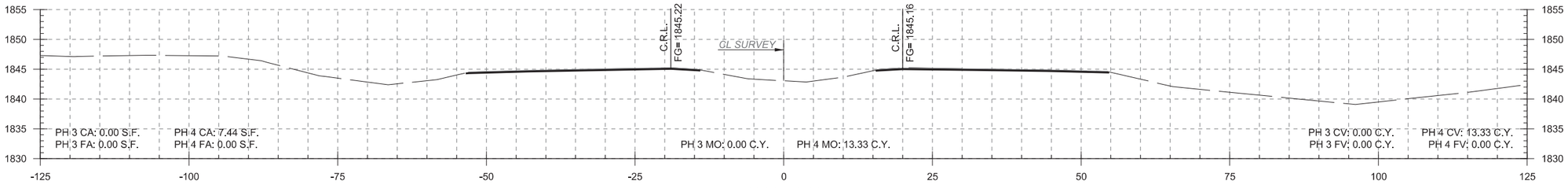
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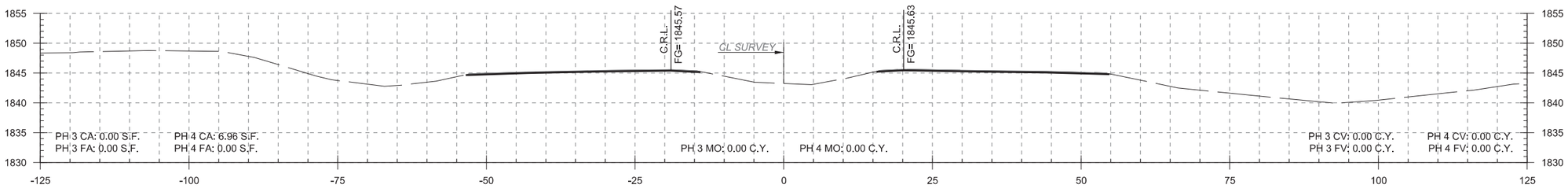
1045+50.00



1045+00.00



1044+50.00



1044+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Roadway\X022-X037-3169204-Cross Sections.dgn

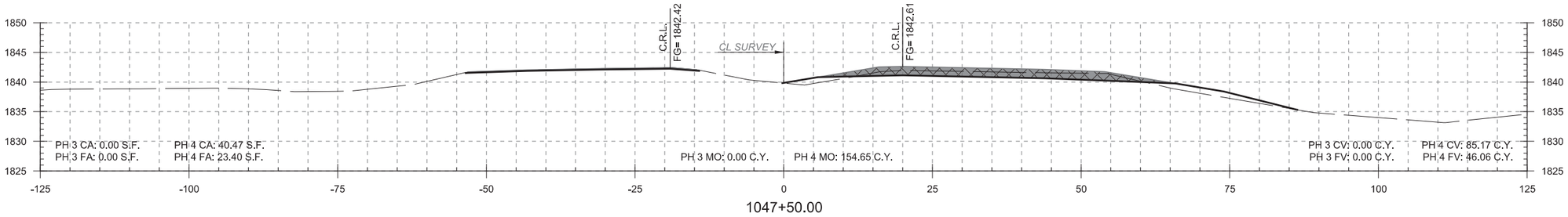
I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

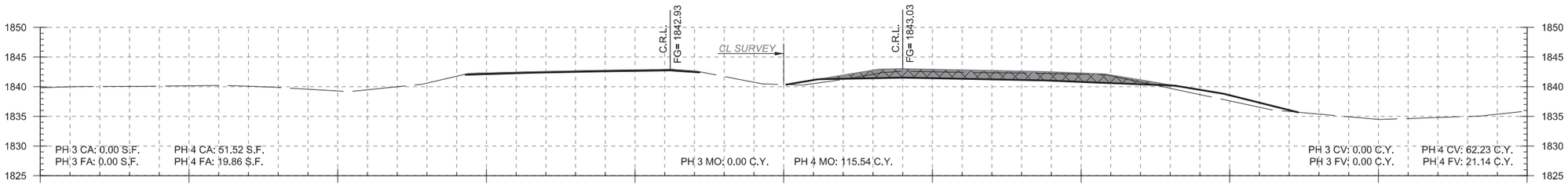
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1044+00.00 TO STA.1045+50.00

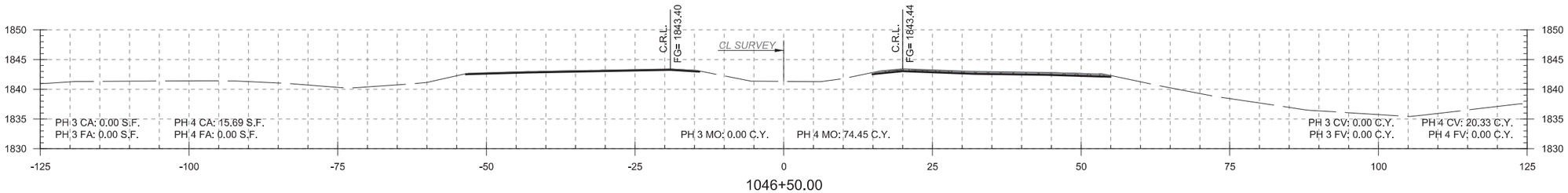
STATE JOB NO. 31692(04) SHEET NO. X022



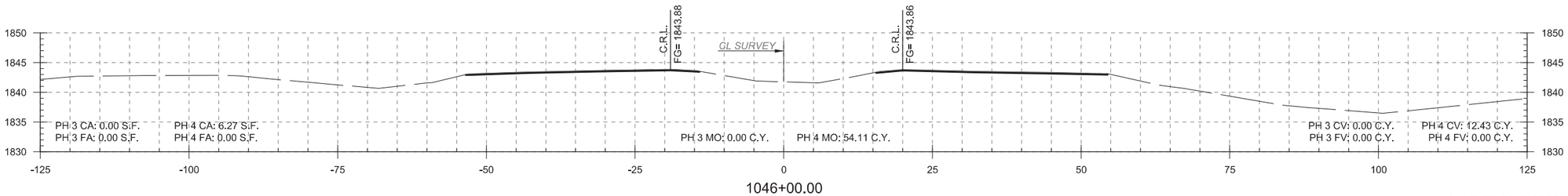
1047+50.00



1047+00.00



1046+50.00



1046+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

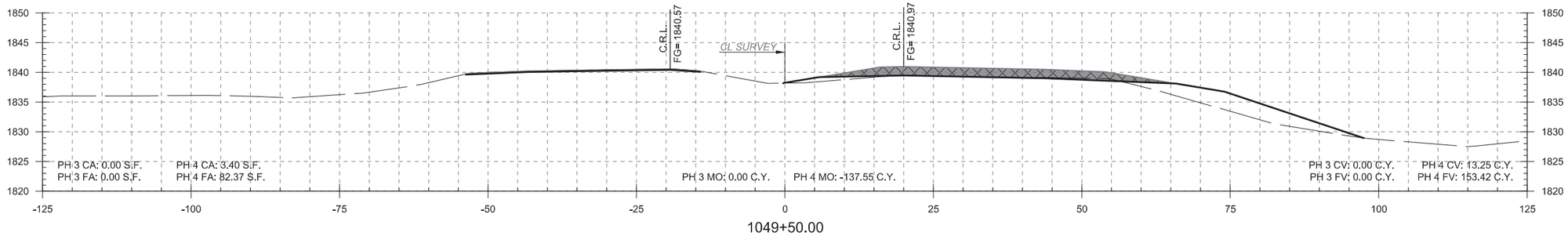
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

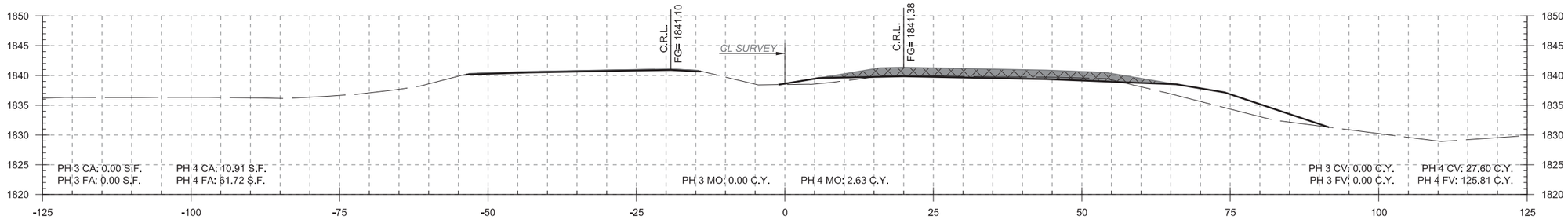
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1046+00.00 TO STA.1047+50.00

STATE JOB NO. 31692(04) SHEET NO. X023

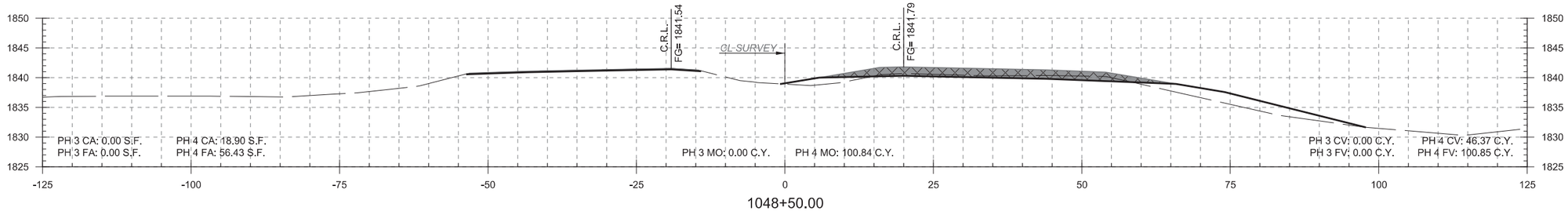
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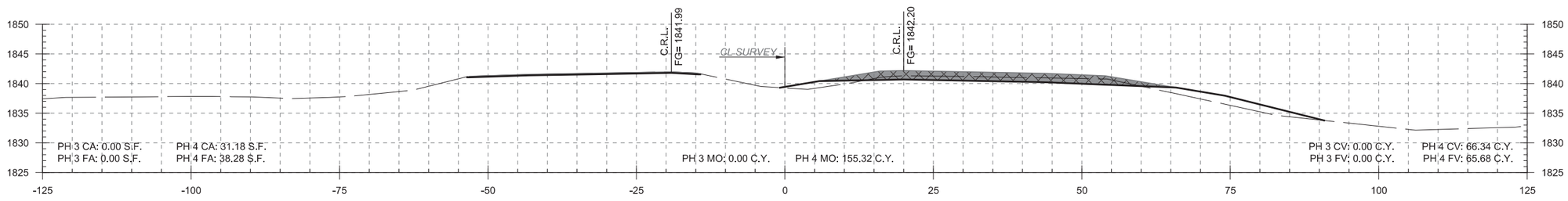
1049+50.00



1049+00.00



1048+50.00



1048+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Roadway\X022-X037-3169204-Cross Sections .dgn

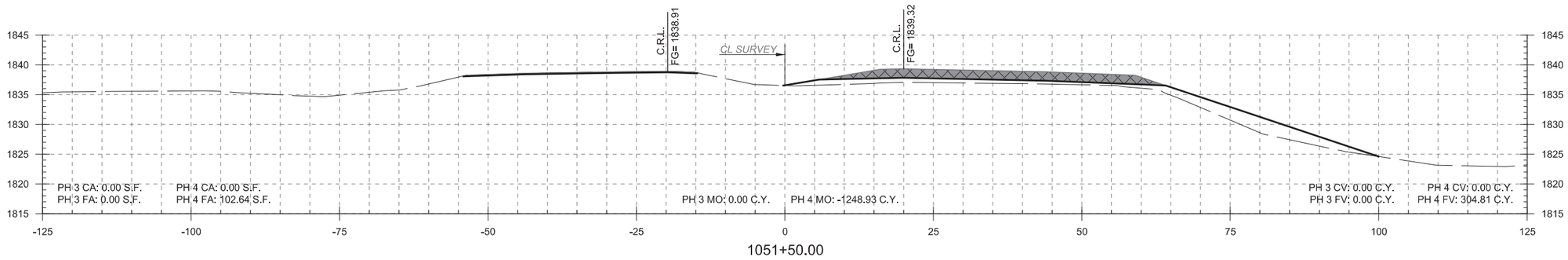
I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

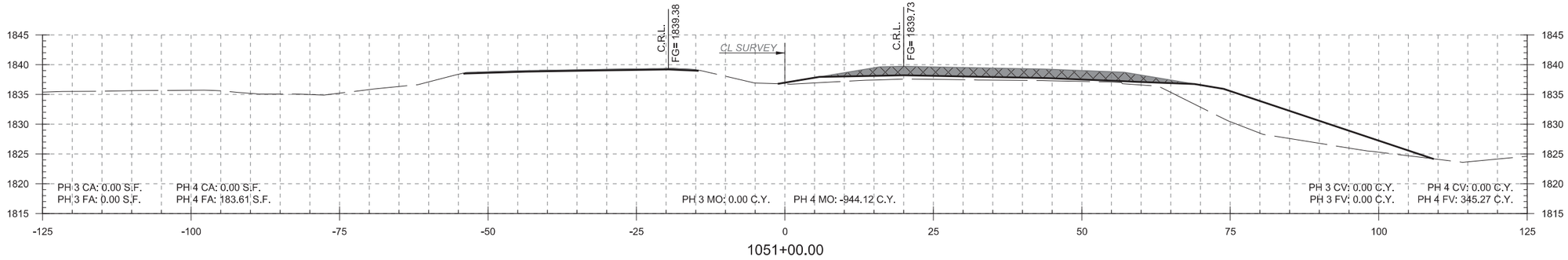
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1048+00.00 TO STA.1049+50.00

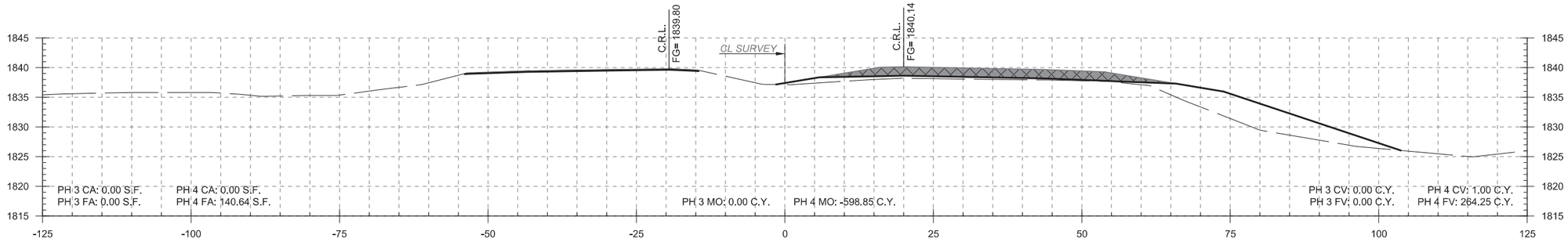
STATE JOB NO. 31692(04) SHEET NO. X024



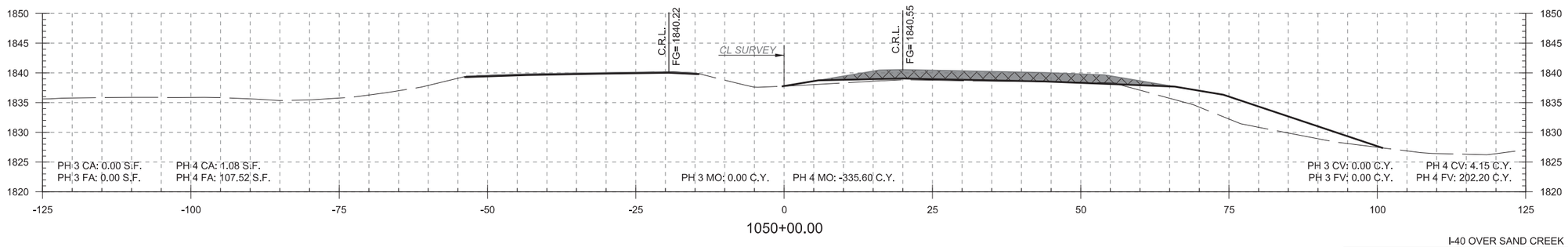
1051+50.00



1051+00.00



1050+50.00



1050+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

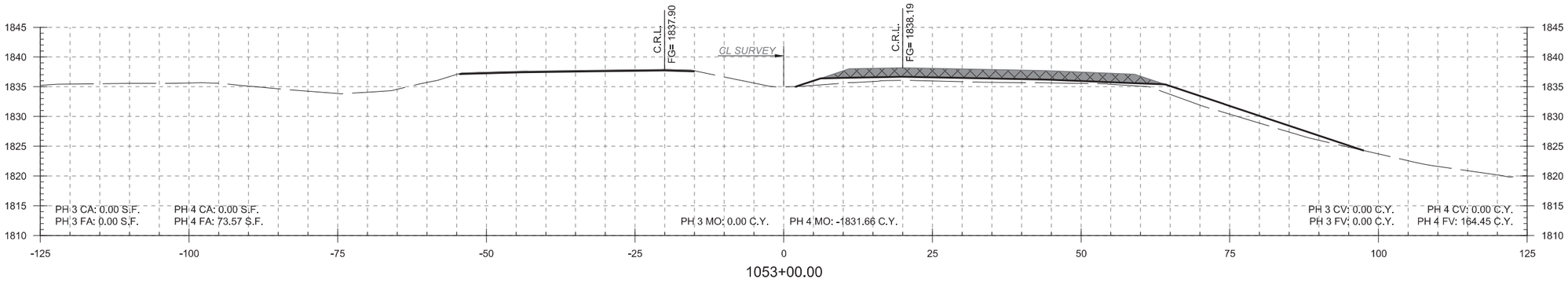
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

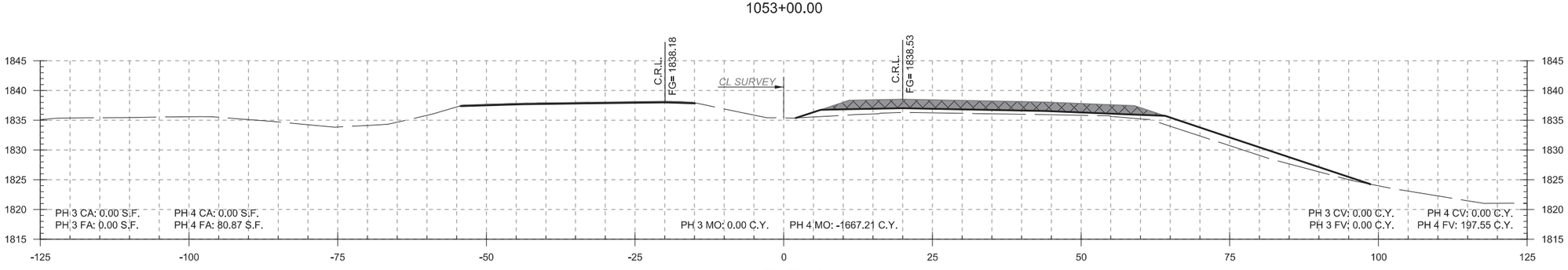
I-40 OVER SAND CREEK CROSS SECTIONS STA.1050+00.00 TO STA.1051+50.00

STATE JOB NO. 31692(04) SHEET NO. X025

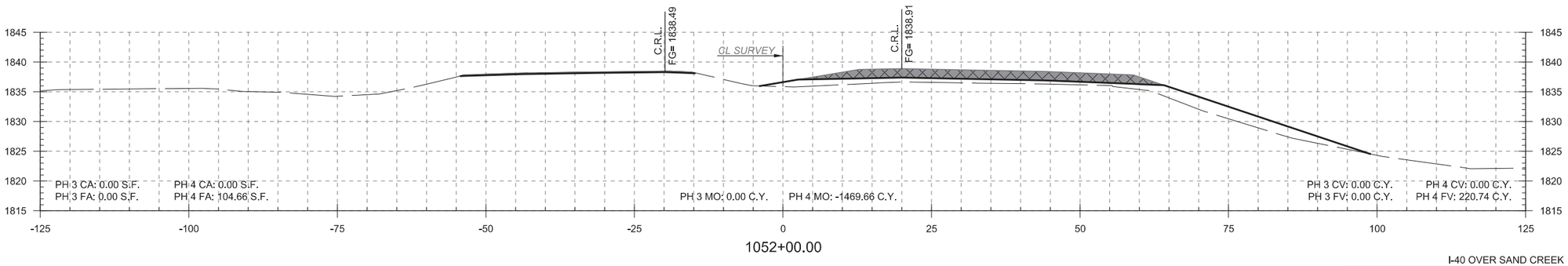
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1053+00.00



1052+50.00



1052+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK — BECKHAM CO.

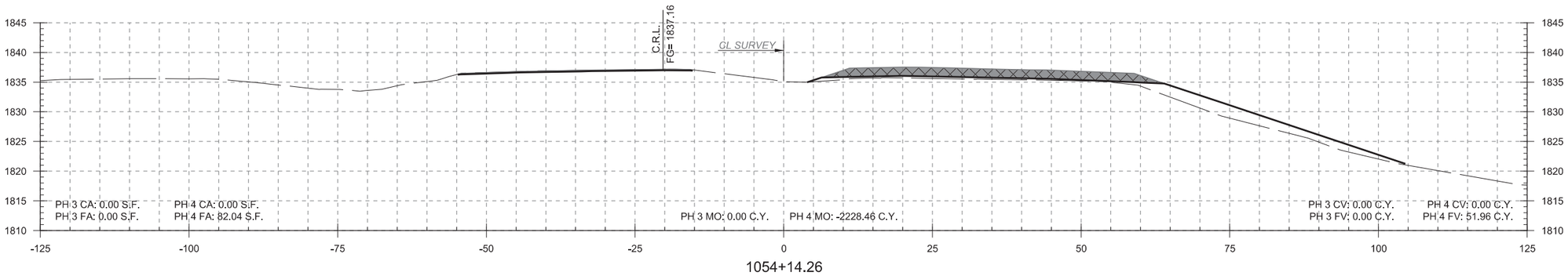
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

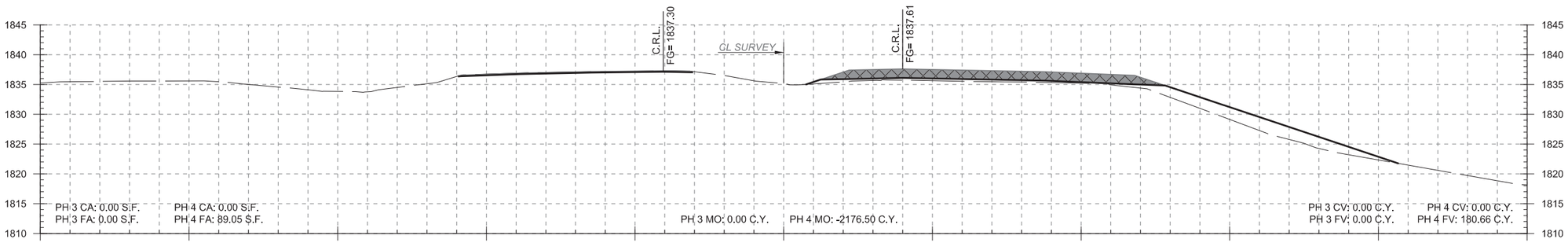
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1052+00.00 TO STA.1053+00.00

STATE JOB NO. 31692(04) SHEET NO. X026

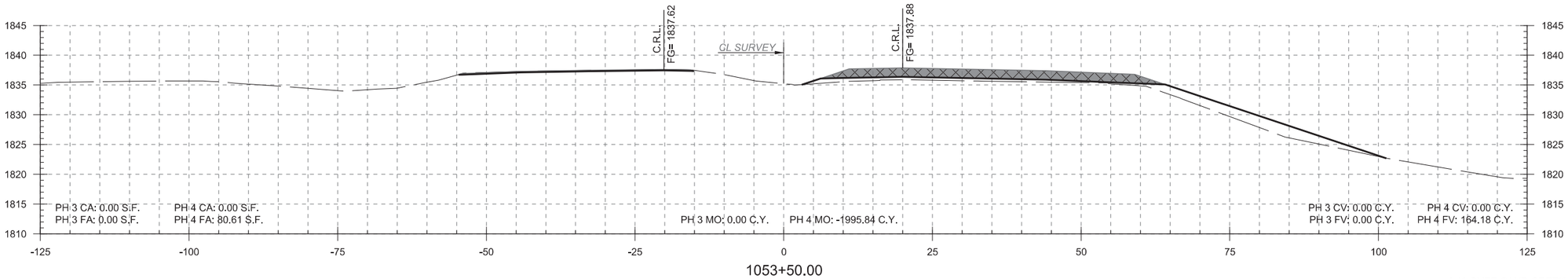
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1054+14.26



1054+00.00



1053+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

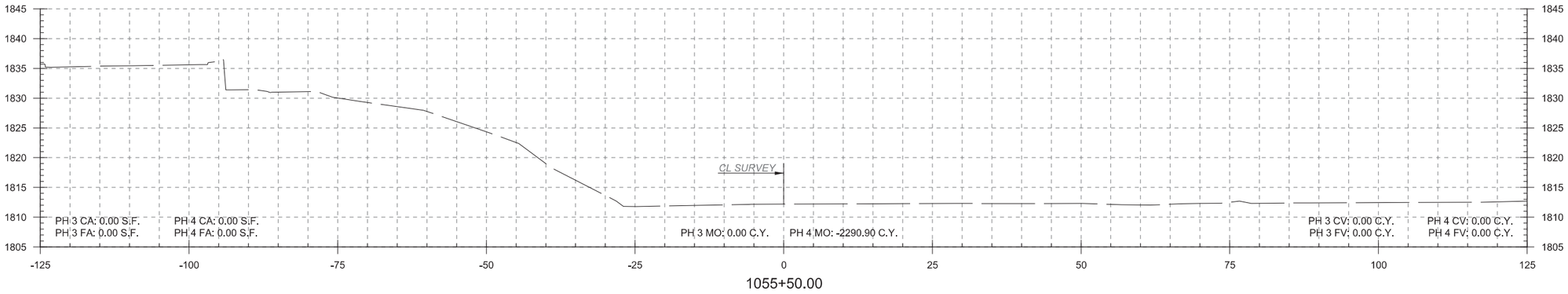
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

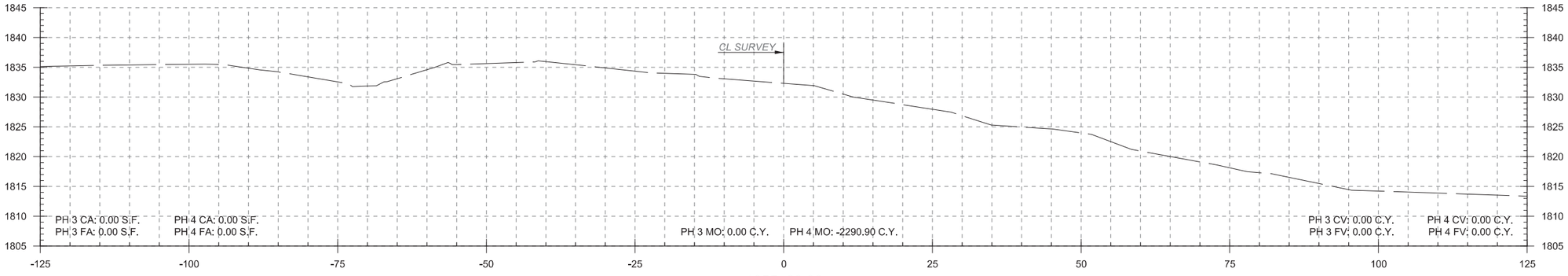
I-40 OVER SAND CREEK CROSS SECTIONS STA.1053+50.00 TO STA.1054+14.26

STATE JOB NO. 31692(04) SHEET NO. X027

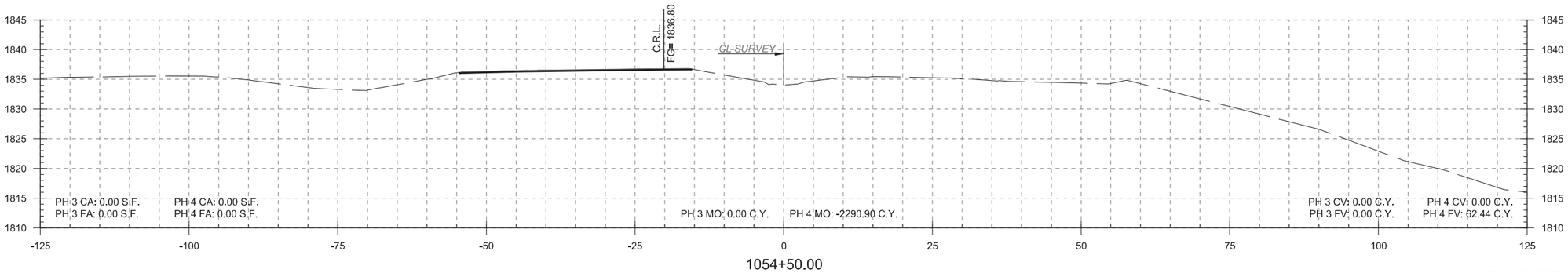
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1055+50.00



1055+00.00



1054+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK — BECKHAM CO.

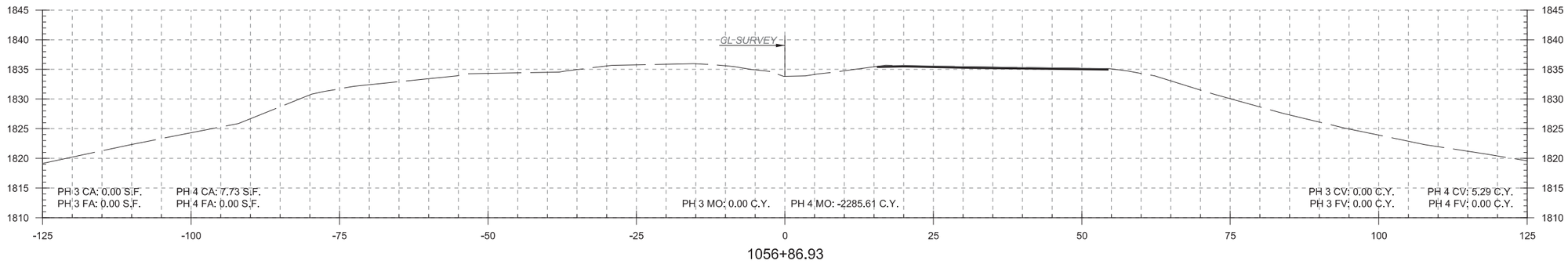
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

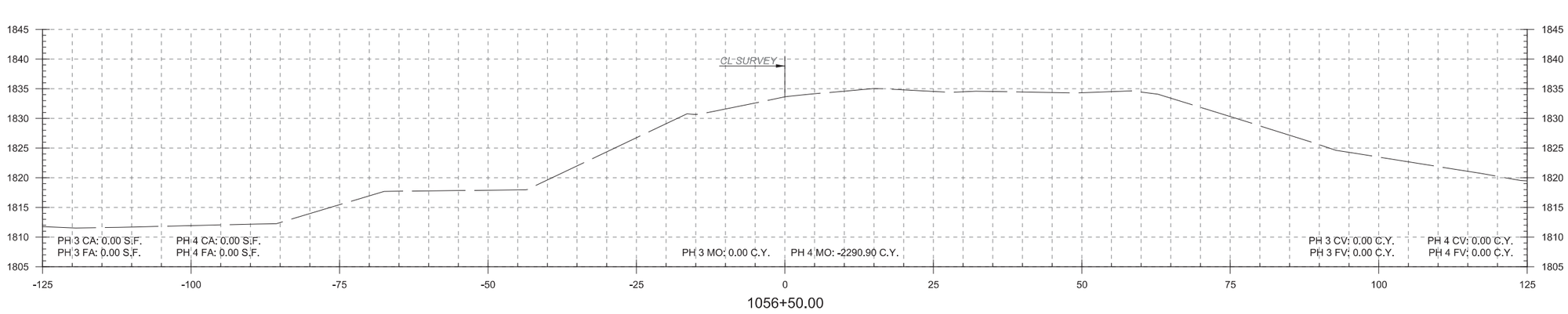
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1054+50.00 TO STA.1055+50.00

STATE JOB NO. 31692(04) SHEET NO. X028

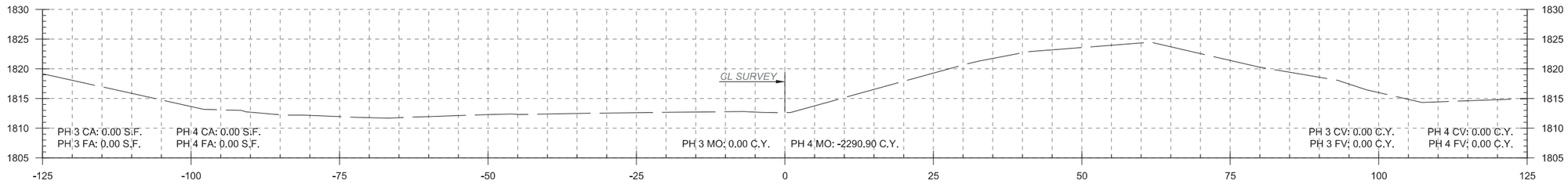
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1056+86.93



1056+50.00



1056+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

PRINT DATE: 5/31/2023 T:\1918\Drawings\Roadway\X022-X037-3169204-Cross Sections .dgn

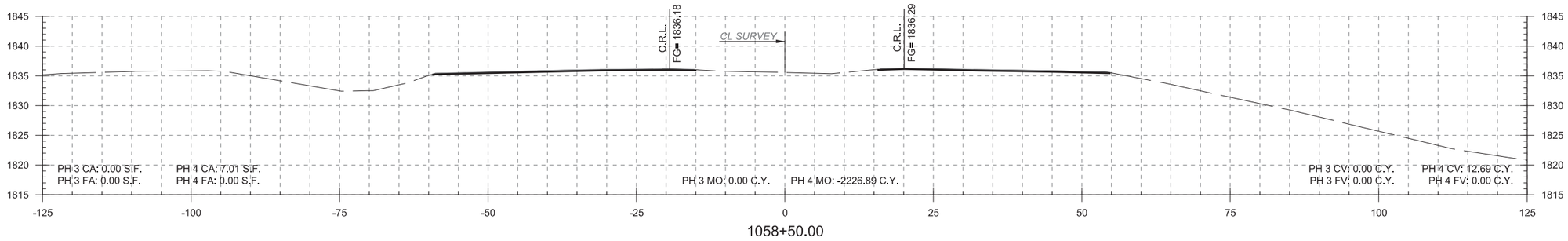
I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

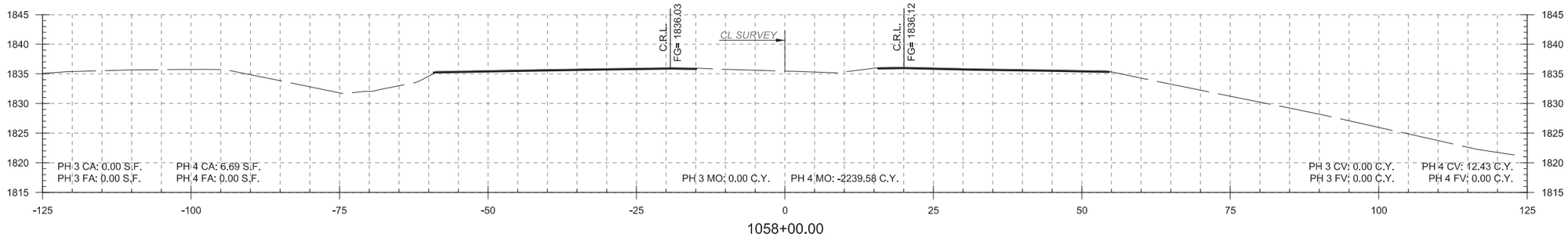
OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1056+00.00 TO STA.1056+86.93

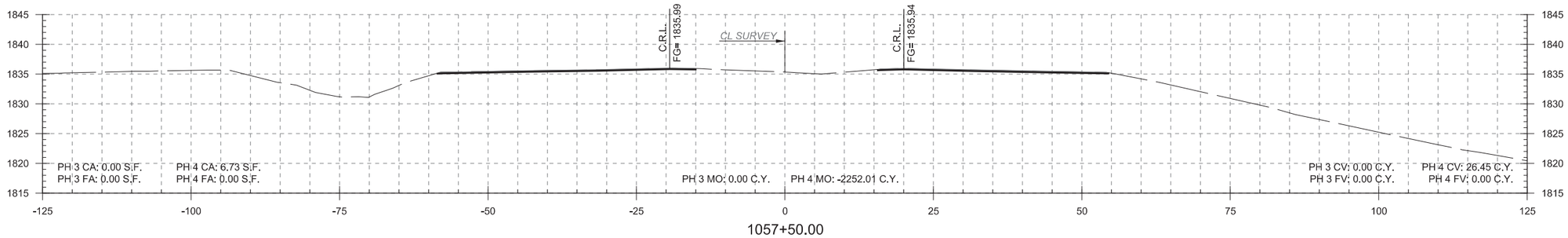
STATE JOB NO. 31692(04) SHEET NO. X029



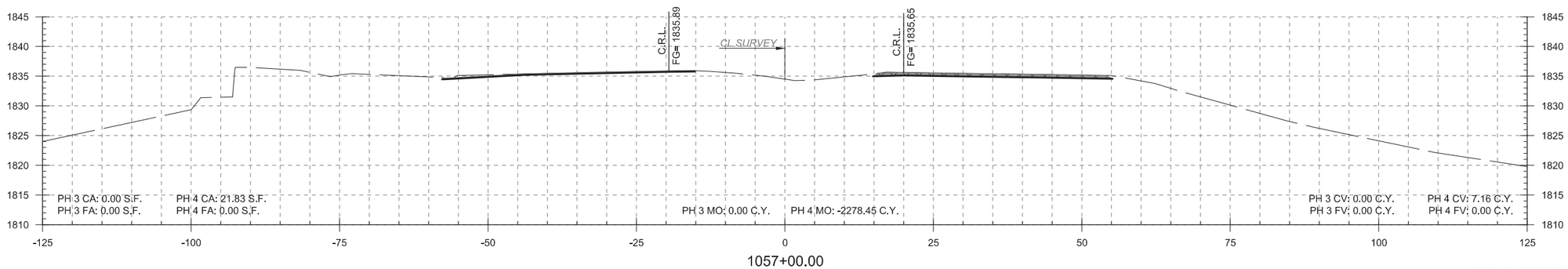
1058+50.00



1058+00.00



1057+50.00



1057+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

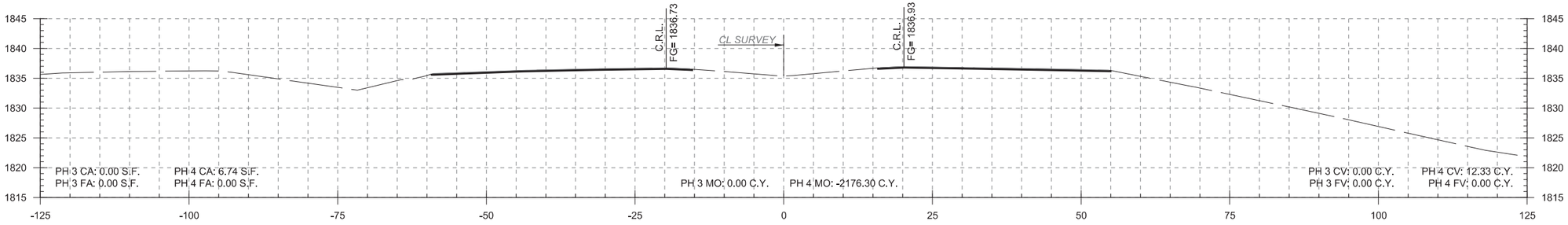
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

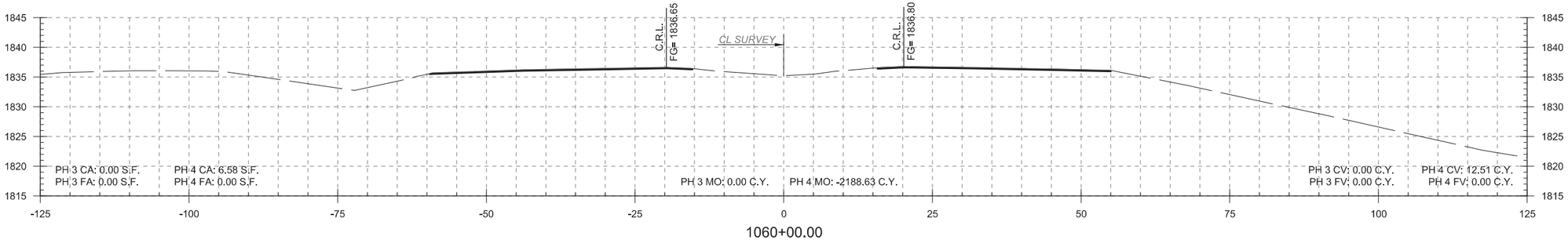
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1057+00.00 TO STA.1058+50.00

STATE JOB NO. 31692(04) SHEET NO. X030

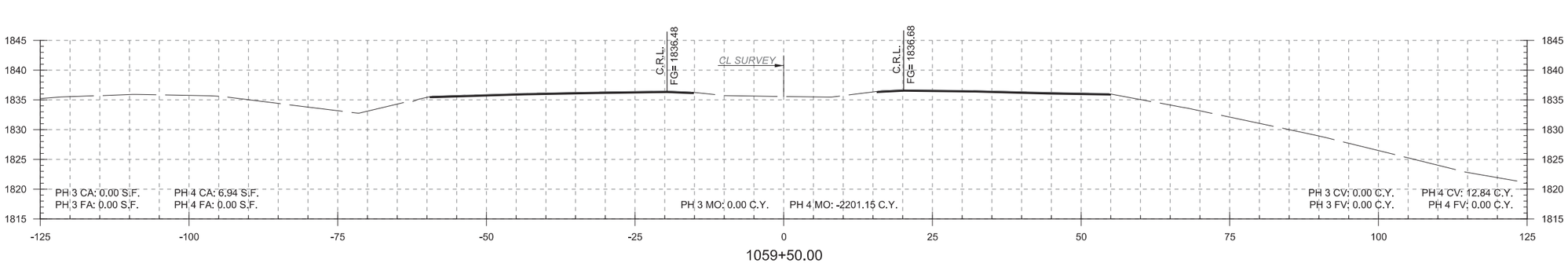
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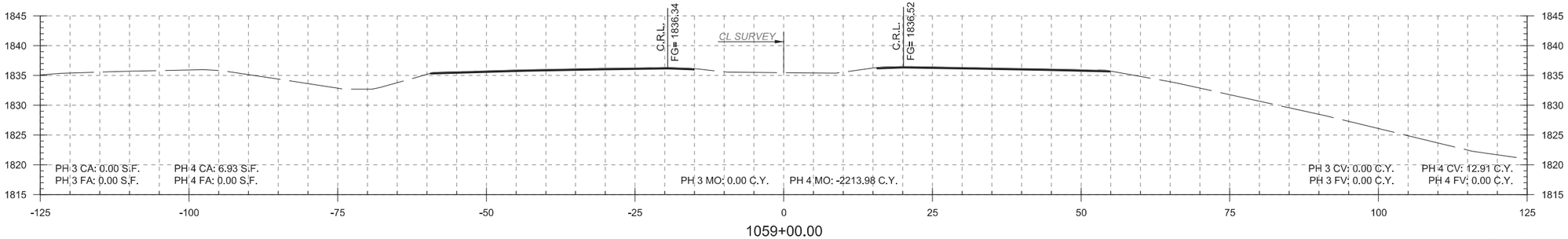
1060+50.00



1060+00.00



1059+50.00



1059+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

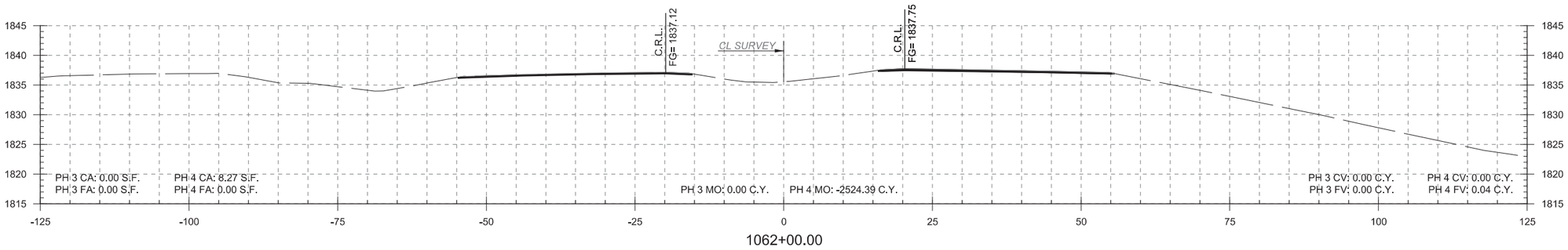
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

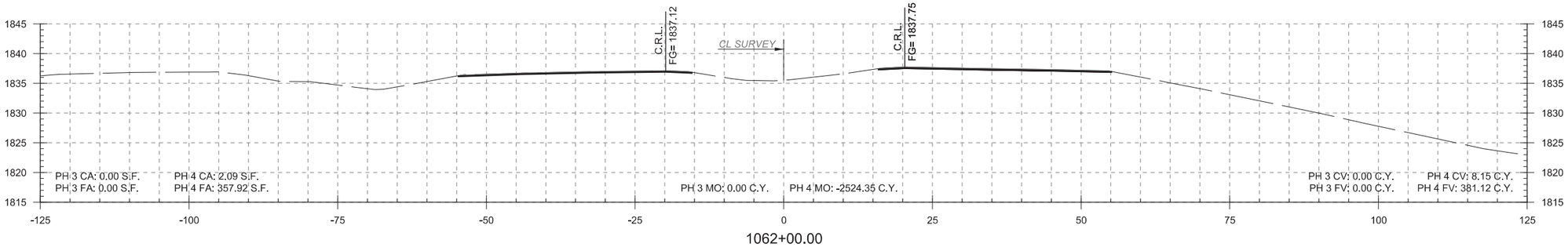
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1059+00.00 TO STA.1060+50.00

STATE JOB NO. 31692(04) SHEET NO. X031

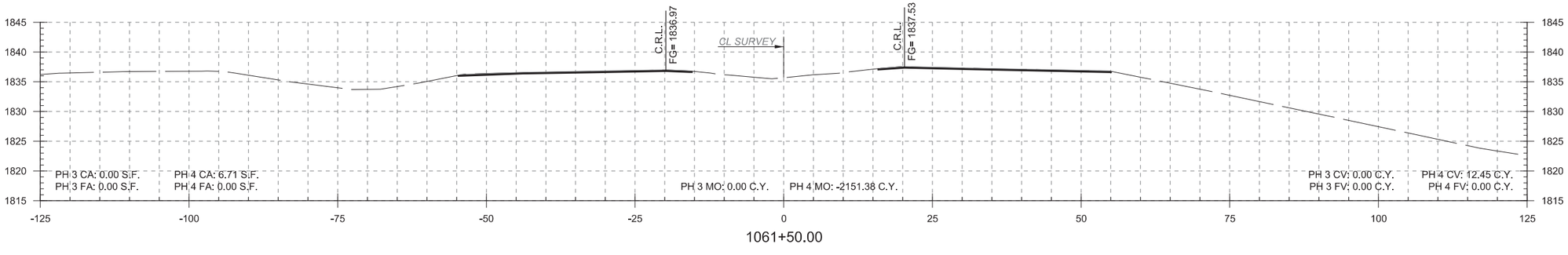
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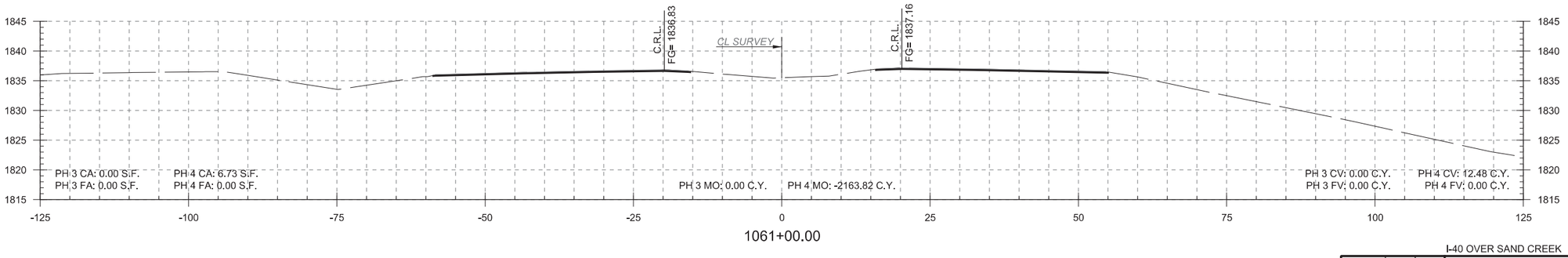
1062+00.00



1062+00.00



1061+50.00



1061+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

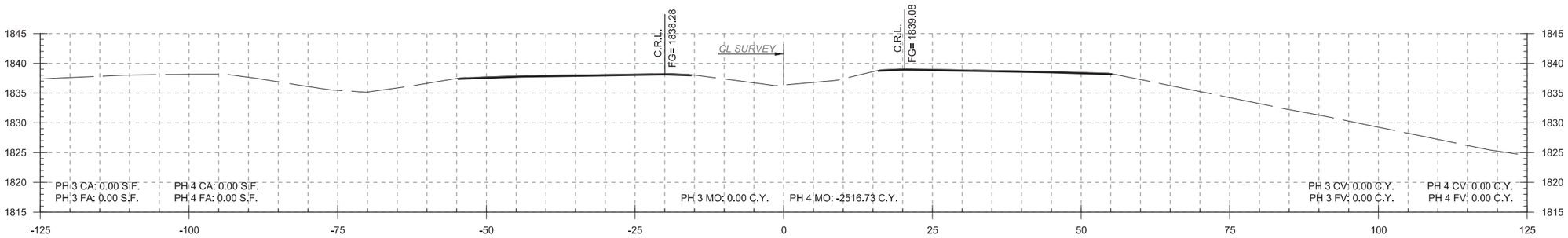
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

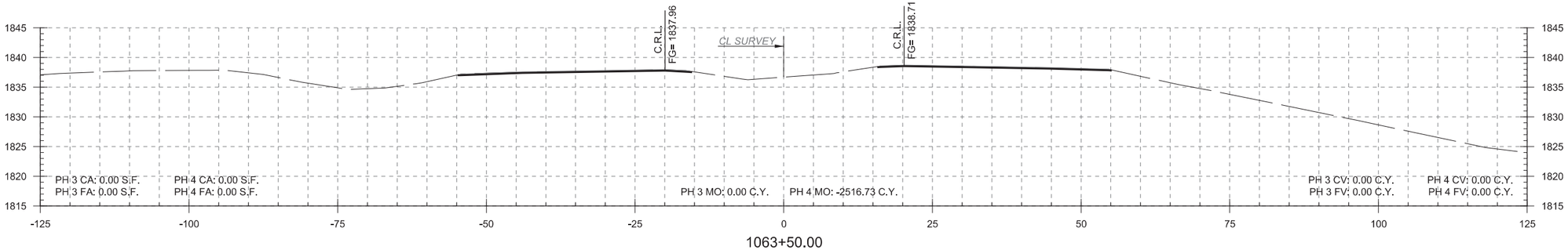
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1061+00.00 TO STA.1062+00.00

STATE JOB NO. 31692(04) SHEET NO. X032

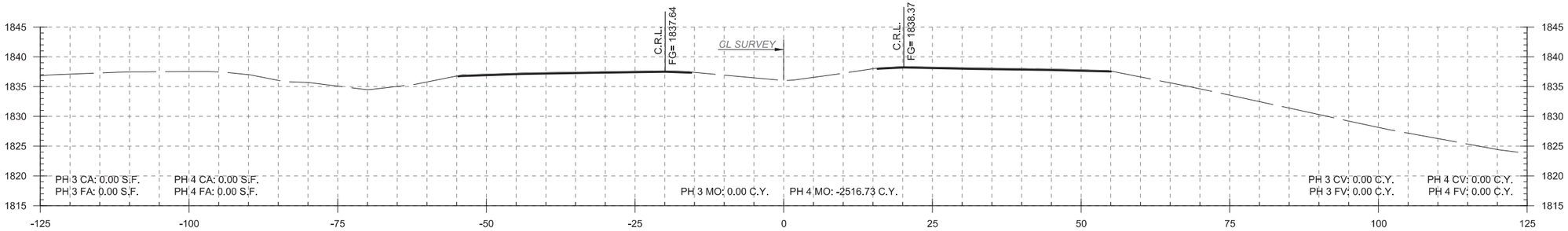
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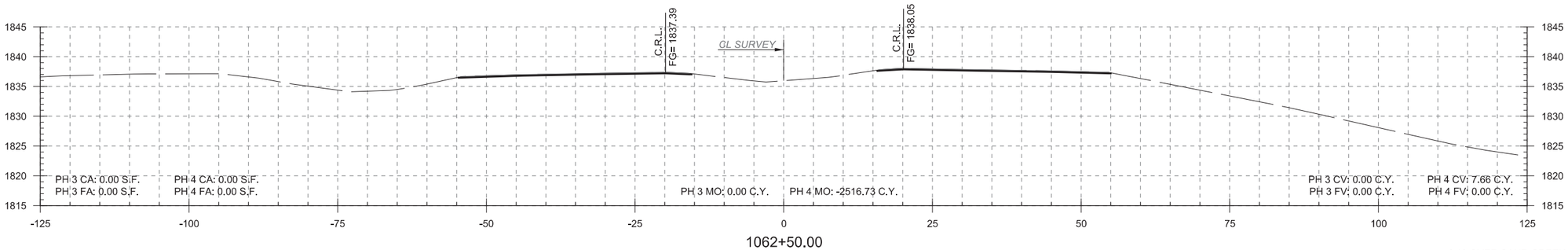
1064+00.00



1063+50.00



1063+00.00



1062+50.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

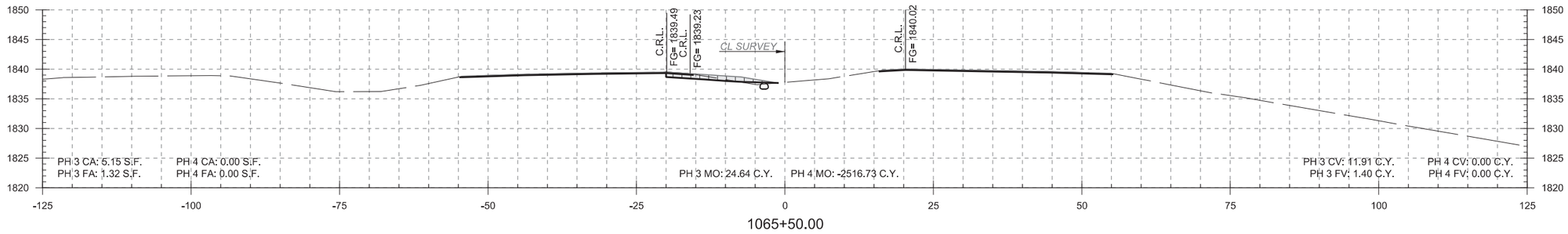
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

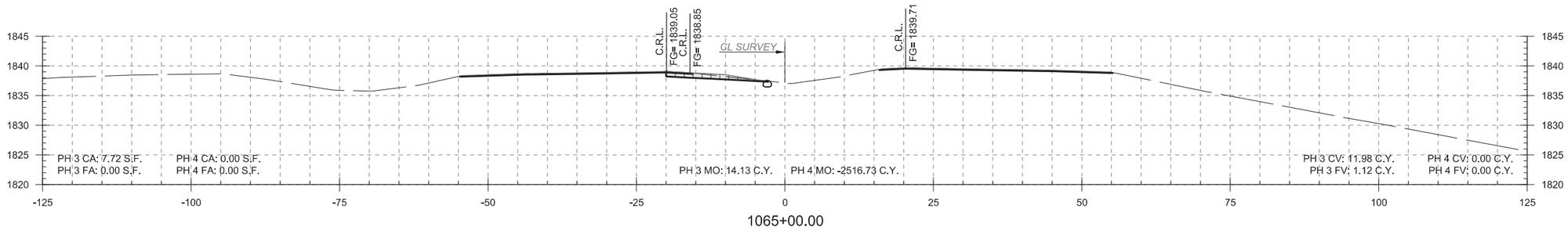
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1062+50.00 TO STA.1064+00.00

STATE JOB NO. 31692(04) SHEET NO. X033

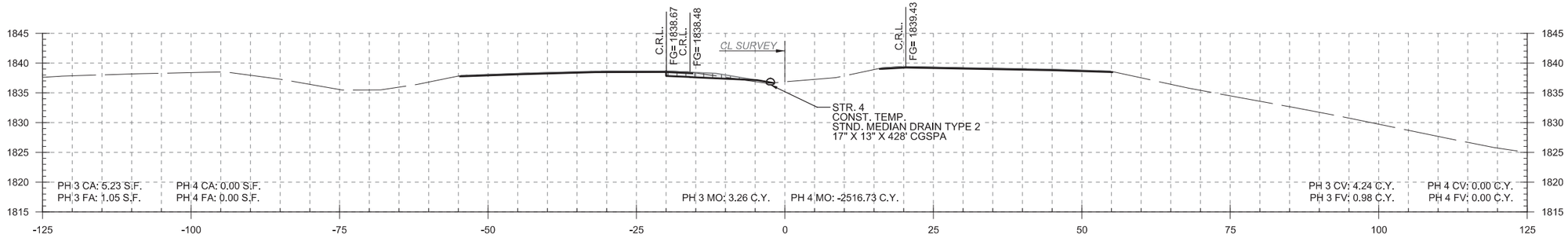
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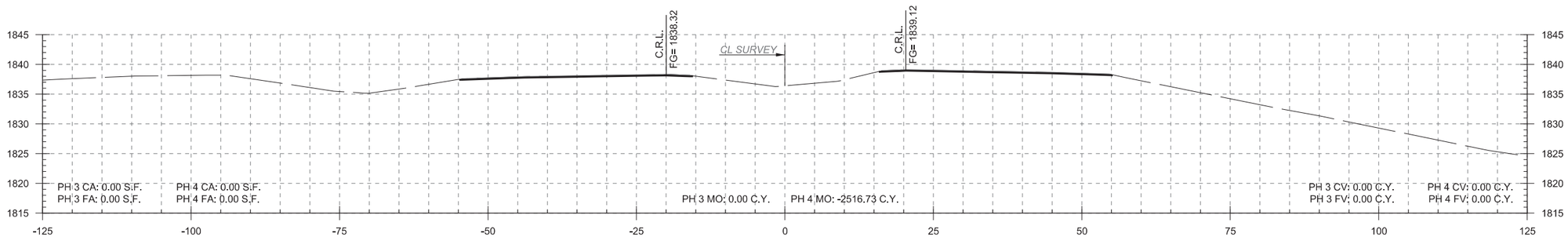
1065+50.00



1065+00.00



1064+50.00



1064+06.20

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

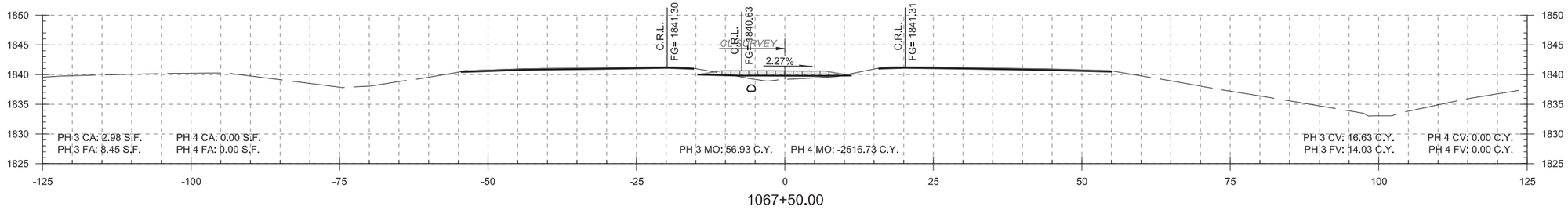
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

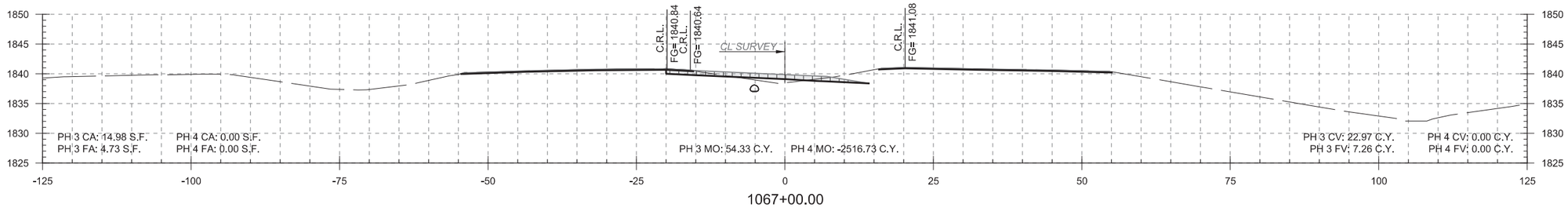
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1064+06.20 TO STA.1065+50.00

STATE JOB NO. 31692(04) SHEET NO. X034

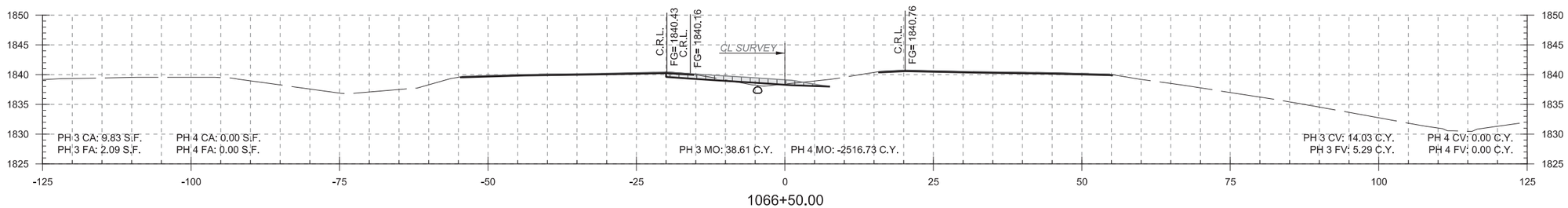
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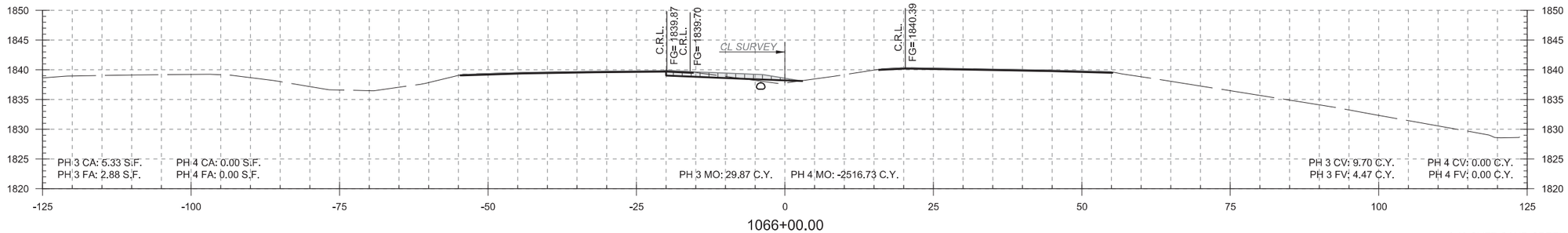
1067+50.00



1067+00.00



1066+50.00



1066+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

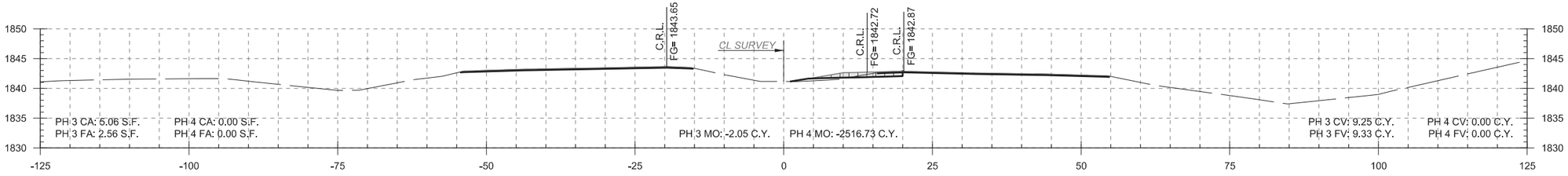
DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

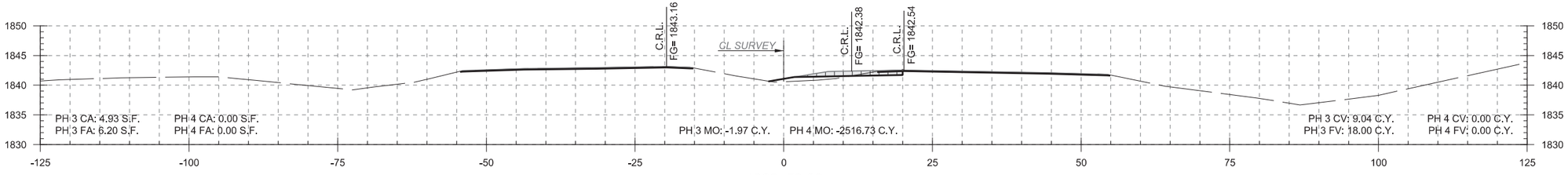
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1066+00.00 TO STA.1067+50.00

STATE JOB NO. 31692(04) SHEET NO. X035

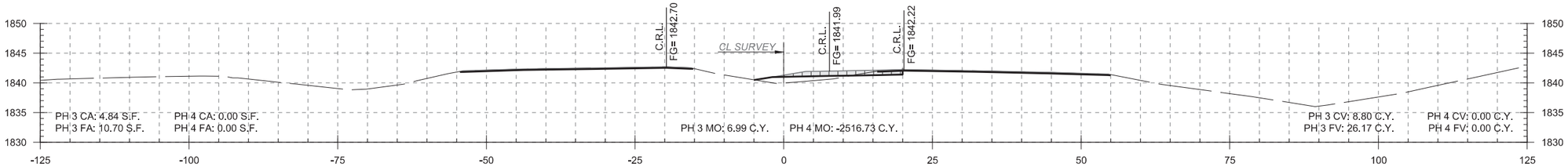
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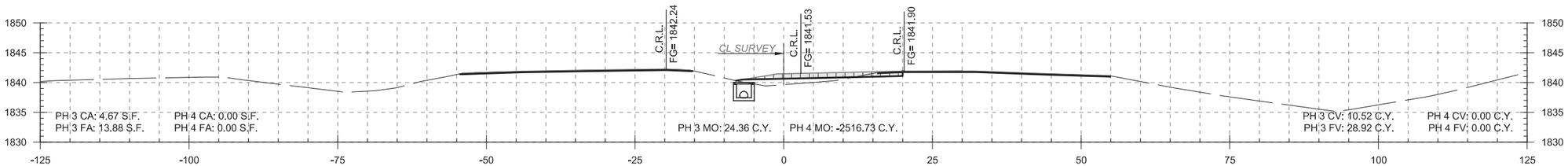
1070+00.00



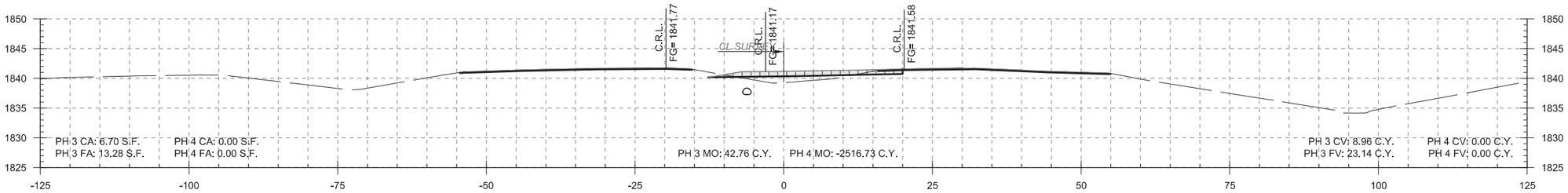
1069+50.00



1069+00.00



1068+50.00



1068+00.00

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7

I-40 OVER SAND CREEK BECKHAM CO.

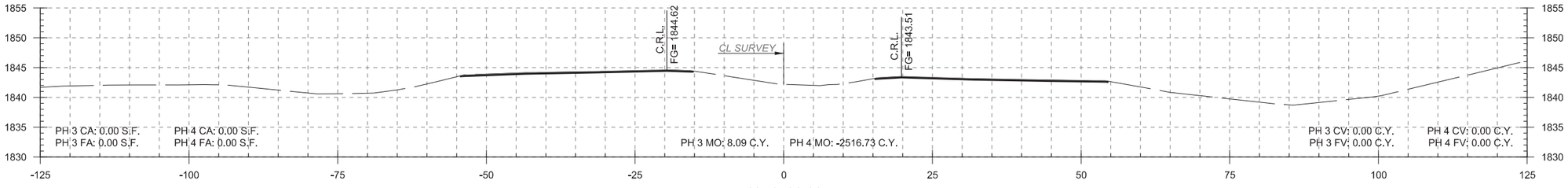
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DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

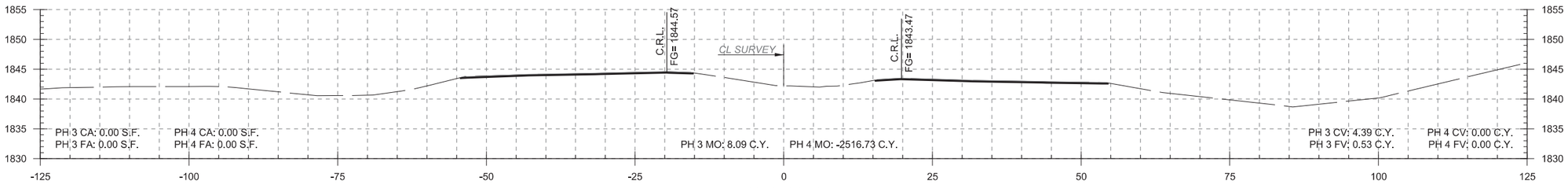
I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1068+00.00 TO STA.1070+00.00

STATE JOB NO. 31692(04) SHEET NO. X036

PRINT DATE: 5/31/2023 T:\1919\Drawings\Roadway\X022-X037-3169204-Cross Sections .dgn



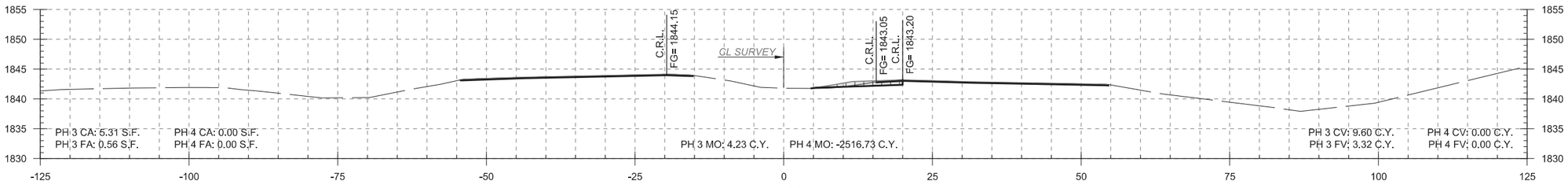
1071+00.00



1070+94.70

PHASE LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 6
- PHASE 7



1070+50.00

PRINT DATE: 5/31/2023 T:\1919B\Drawings\Roadway\X022-X037-3169204-Cross Sections.dgn

I-40 OVER SAND CREEK BECKHAM CO.

DESIGN	WRK	
DRAWN	ISFM	
CHECKED	XXX	ELW
APPROVED		
SQUAD	MacArthur	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

I-40 OVER SAND CREEK
CROSS SECTIONS
STA.1070+50.00 TO STA.1071+00.00

STATE JOB NO. 31692(04) SHEET NO. X037