

Table with columns: REV. ROAD DIST. NO., STATE, JOB PIECE NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS. Includes a sub-table for DESCRIPTION, REVISIONS, and DATE.

INDEX OF SHEETS

Table listing sheet numbers (NO.) and titles (TITLE) for various project components like Title Sheet, Typical, Environmental Notes, etc.

Table listing standards to be included, categorized by Bridge, Roadway, and Traffic, with specific code references.

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED STATE HIGHWAY

PROJECT NO. NHPPI-3500-(174)FP INTERCHANGE

STATE HIGHWAY 153 OVER INTERSTATE HIGHWAY I-35

LOVE COUNTY

CONTROL SECTION NO. 153-43-20 & 35-43-17

STATE JOB NO. 31892(04)

BRIDGE A LOCATION NO. 4317 0529X

EXISTING NBI NO. 15547 - NEW NBI NO. 32157



FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS S001-S021

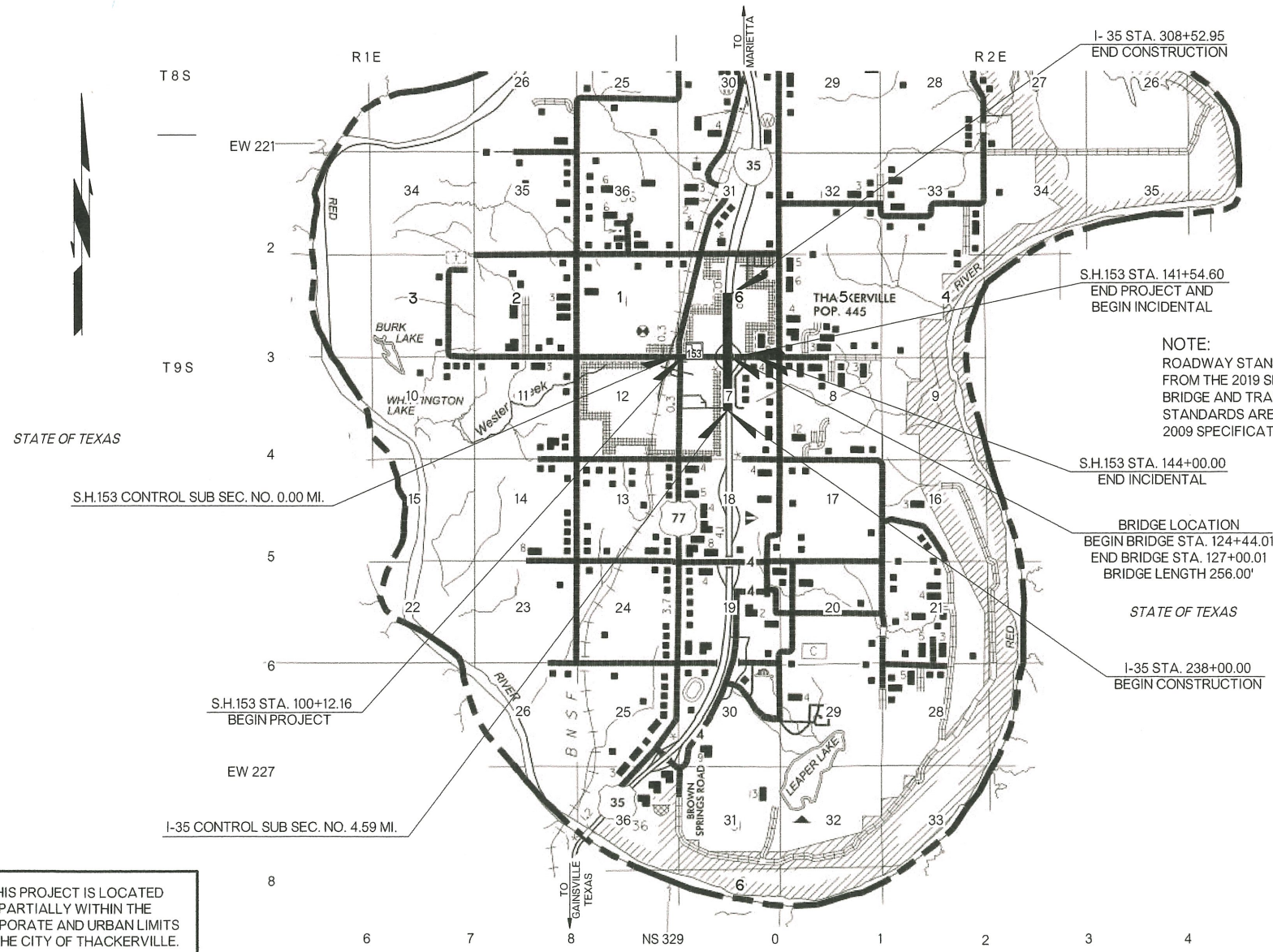
THIS PROJECT IS OPTIONALLY TIED WITH JP NUMBER 31896(07), PROJECT NUMBER NHPPI-3500-(175)FP, LOVE COUNTY.

DESIGN DATA table showing traffic volume (AADT, V, K, D, T, T3), ESALS, and other design parameters for S.H. 153 and I-35.

SCALES table showing horizontal and vertical scales for Plan, Profile, and Layout Map.

CONVENTIONAL SYMBOLS table listing symbols for proposed roads, railroads, fences, ground lines, etc.

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



Summary table with rows for ROADWAY LENGTH, BRIDGE LENGTH, PROJECT LENGTH, EQUATIONS, and EXCEPTIONS.

Professional Engineer seal for C. EDWARD GRINSTEINER, Oklahoma License No. 19993, dated 3/20/24.

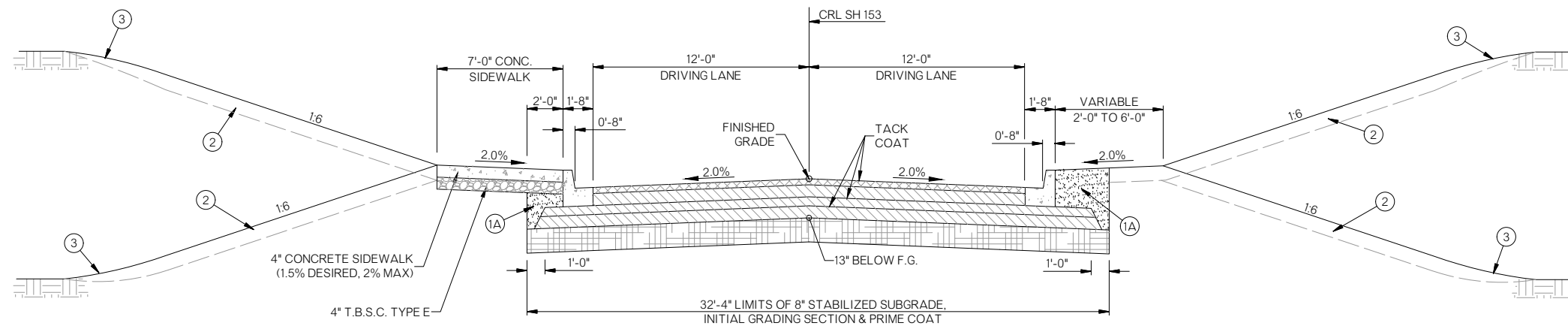
Professional Engineer seal for GREGORY DON ALLEN, Oklahoma License No. 16191, dated 3-19-24.

Approval stamps from Oklahoma Department of Transportation and Federal Highway Administration, including Chief Engineer and Division Administrator signatures.

L:\Active\1705\Drawings\Offset Alignment\1.0001 TitleNEW - Dustin.dwg - 3/19/2024 11:39:20 AM, Deanne Brittan

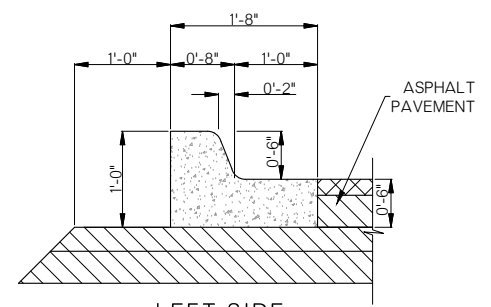
J.P. NO. : 31892(04)

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

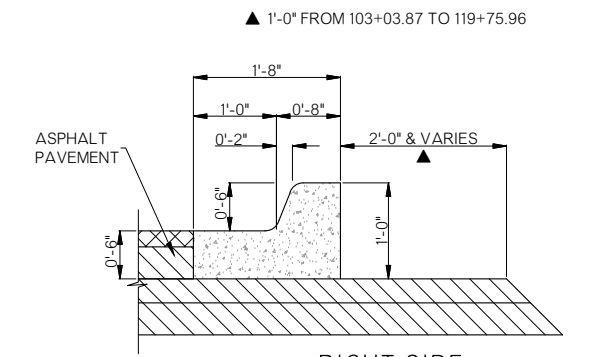


TYPICAL SECTION NO. 1
CRL SH 153 STA. 100+12.16 TO STA. 103+03.87

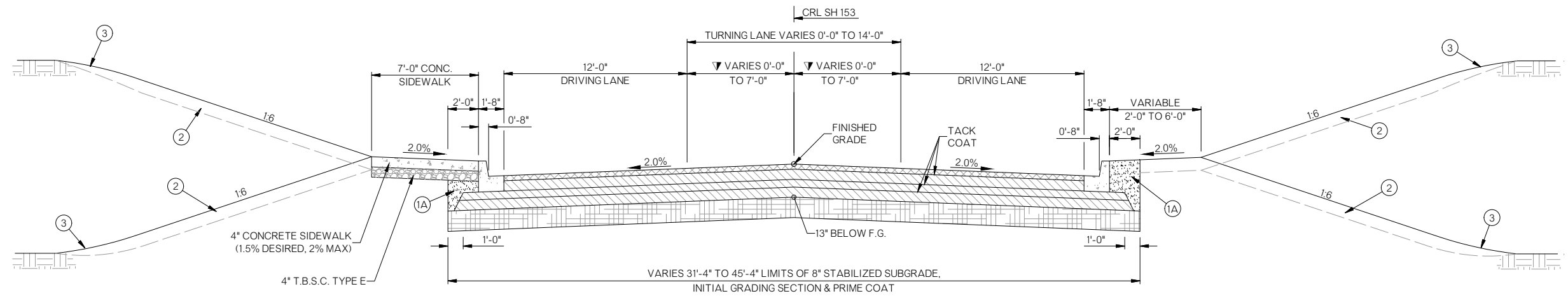
PAVEMENT REQUIREMENT	
13" PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
	4" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)



LEFT SIDE
1'-8" COMB. CURB & GUTTER
(6" BARRIER)
NOT TO SCALE



RIGHT SIDE
1'-8" COMB. CURB & GUTTER
(6" BARRIER)
NOT TO SCALE



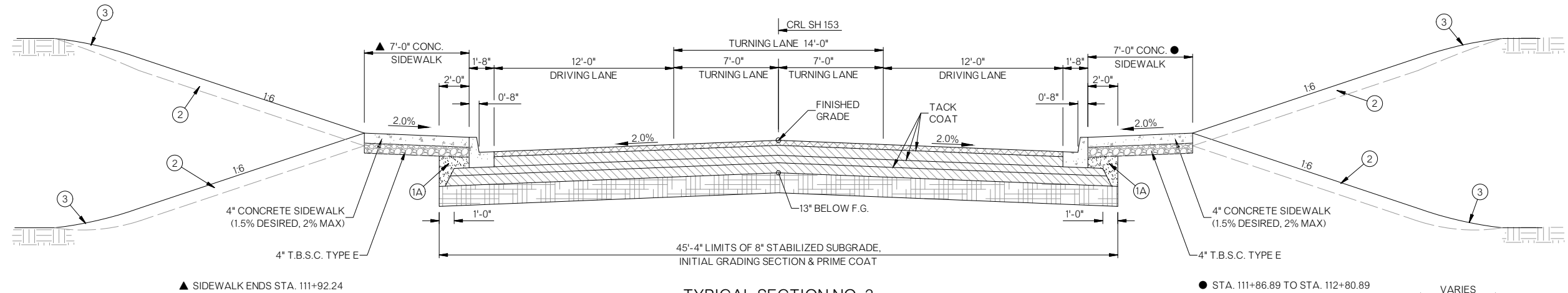
TYPICAL SECTION NO. 2
CRL SH 153 STA. 103+03.87 TO STA. 105+13.75 (▽ VARIES 0'-0" TO 7' - 0")

PAVEMENT REQUIREMENT	
13" PAVT. STRUCTURE	DRIVING/TURNING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
	4" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

- ①A BACKFILL NOTE: TO BE BACKFILLED 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 SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH THE OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.
- THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.
- ③ SEE ROUNDING DETAIL SHEET 0004.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN	JDE						
CHECKED							
APPROVED							
SQUAD	SRB						
TYPICALS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	0002

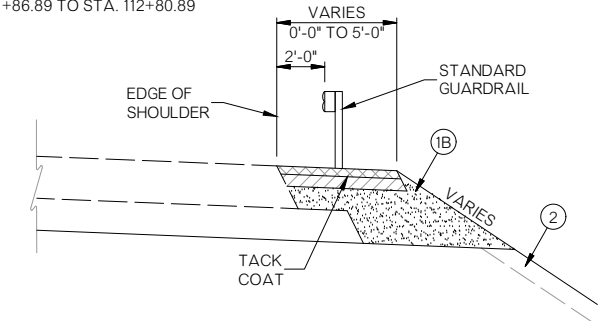
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TYPICAL SECTION NO. 3
CRL SH 153 STA. 105+13.75 TO STA. 119+75.96

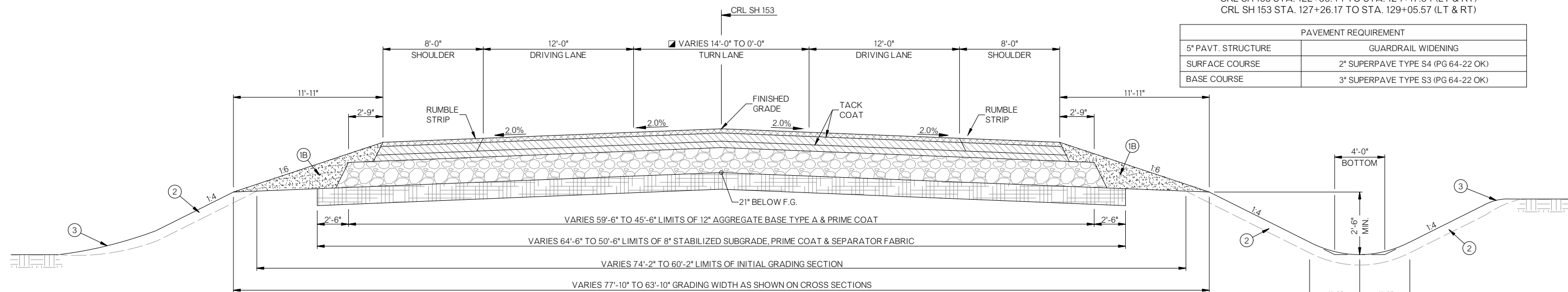
PAVEMENT REQUIREMENT	
13" PAVT. STRUCTURE	DRIVING/TURNING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

● STA. 111+86.89 TO STA. 112+80.89



GUARDRAIL WIDENING
CRL SH 153 STA. 122+38.44 TO STA. 124+17.84 (LT & RT)
CRL SH 153 STA. 127+26.17 TO STA. 129+05.57 (LT & RT)

PAVEMENT REQUIREMENT	
5" PAVT. STRUCTURE	GUARDRAIL WIDENING
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION NO. 4

CRL SH 153 STA. 119+75.96 TO STA. 120+56.27 (14'-0" ▣)
CRL SH 153 STA. 120+56.27 TO STA. 123+11.24 (VARIES 14'-0" TO 0'-0" ▣)

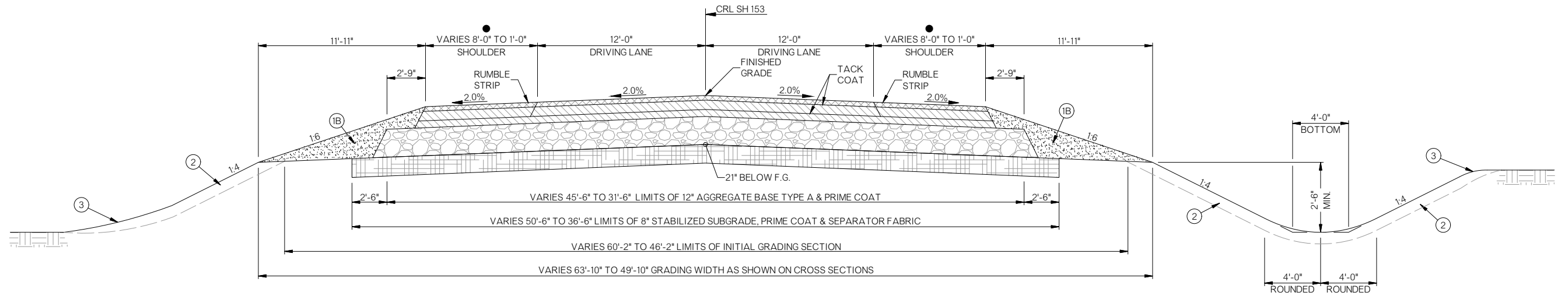
PAVEMENT REQUIREMENT		
9" PAVT. STRUCTURE	DRIVING/TURNING LANES	8'-0" SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

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- ③ SEE ROUNDING DETAIL SHEET 0004.

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 MASSLINE BALANCE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN	JDE						
CHECKED							
APPROVED							
SQUAD	SRB						
TYPICALS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	0003

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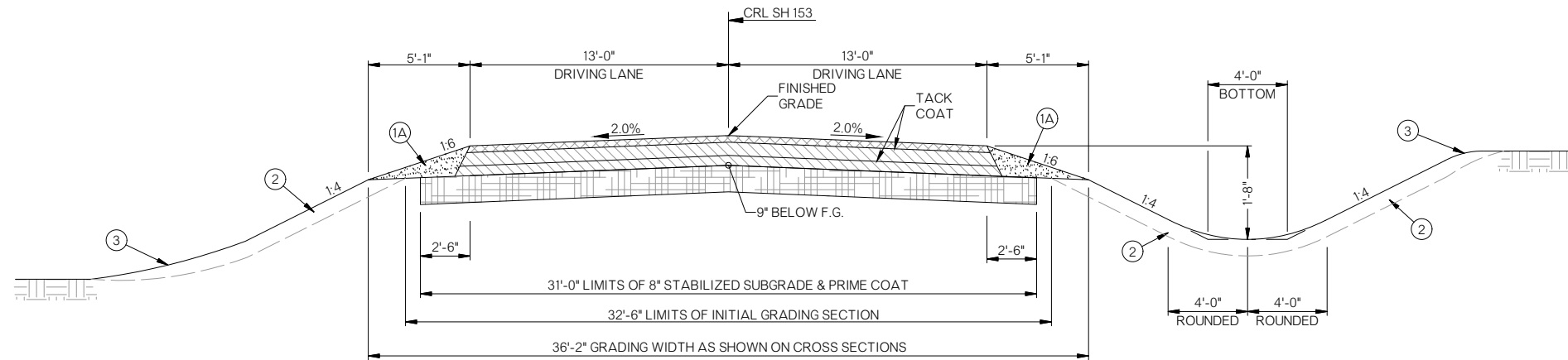


TYPICAL SECTION NO. 5

CRL SH 153 STA. 123+11.24 TO STA. 124+17.84
 CRL SH 153 STA. 127+26.17 TO STA. 133+90.92

● STA. 133+14.66 TO STA. 133+90.92 (VARIES FROM 8'-0" TO 1'-0")

PAVEMENT REQUIREMENT		
9" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION NO. 6

CRL SH 153 STA. 133+90.92 TO STA. 141+54.60

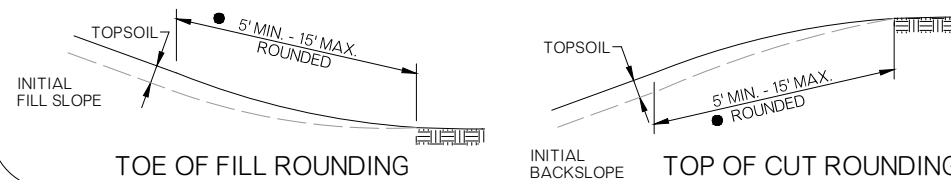
PAVEMENT REQUIREMENT	
9" PAVT. STRUCTURE	13'-0" DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.
- ③ SEE ROUNDING DETAIL THIS SHEET.

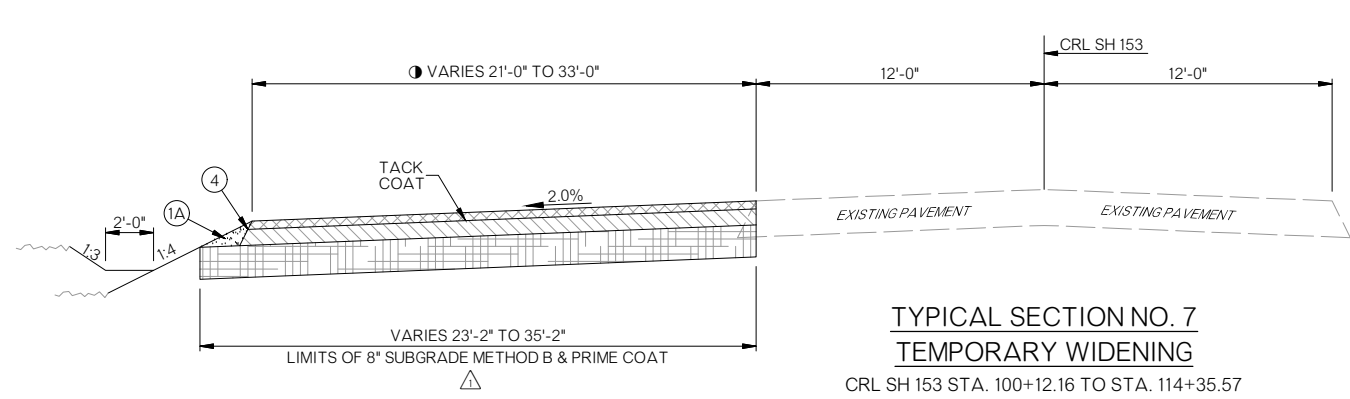
ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN	JDE	TYPICALS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	0004

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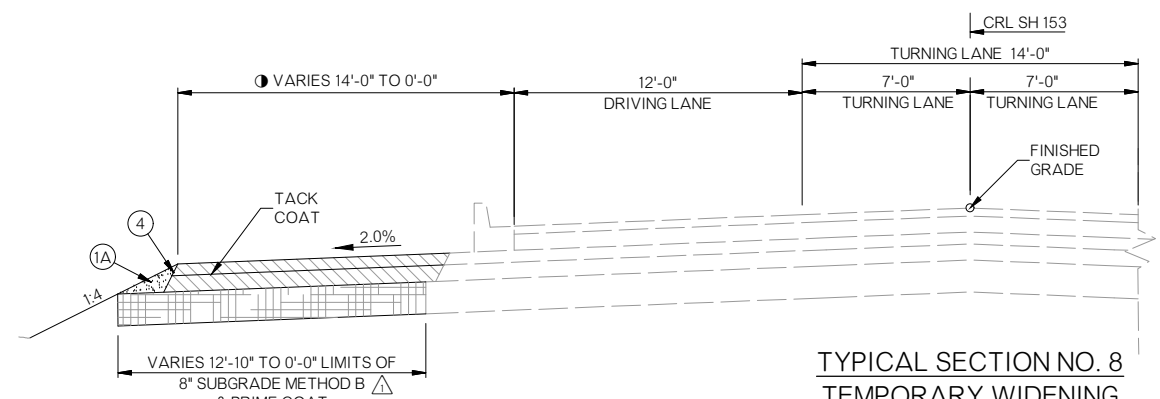


**TYPICAL SECTION NO. 7
 TEMPORARY WIDENING**

CRL SH 153 STA. 100+12.16 TO STA. 114+35.57

① STA. 100+12.16 TO STA. 110+41.07 21'-0"
 STA. 110+41.07 TO STA. 114+35.57 VARIES 21'-0" TO 33'-0"

PAVEMENT REQUIREMENT	
6" PAVT. STRUCTURE	LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

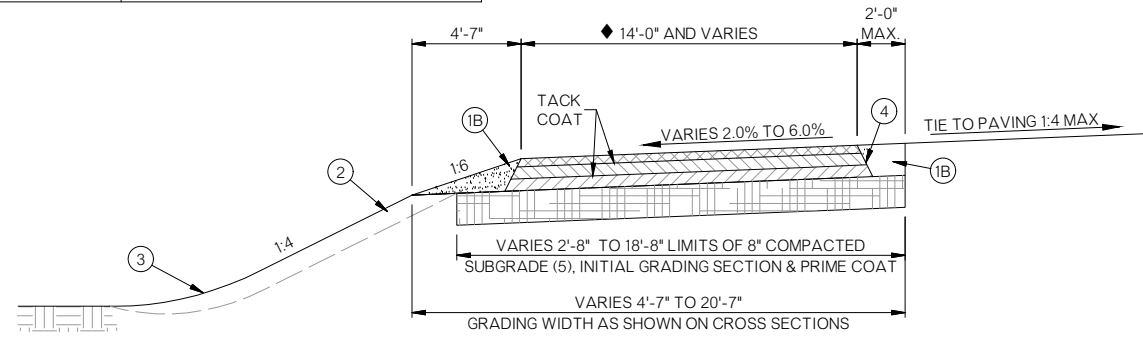


**TYPICAL SECTION NO. 8
 TEMPORARY WIDENING**

CRL SH 153 STA. 114+35.57 TO STA. 117+82.59

① STA. 114+35.57 TO STA. 115+24.53 14'-0"
 STA. 115+24.53 TO STA. 117+82.59 VARIES 14'-0" TO 0'-0"

PAVEMENT REQUIREMENT	
7" PAVT. STRUCTURE	DRIVING/TURNING LANES
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)



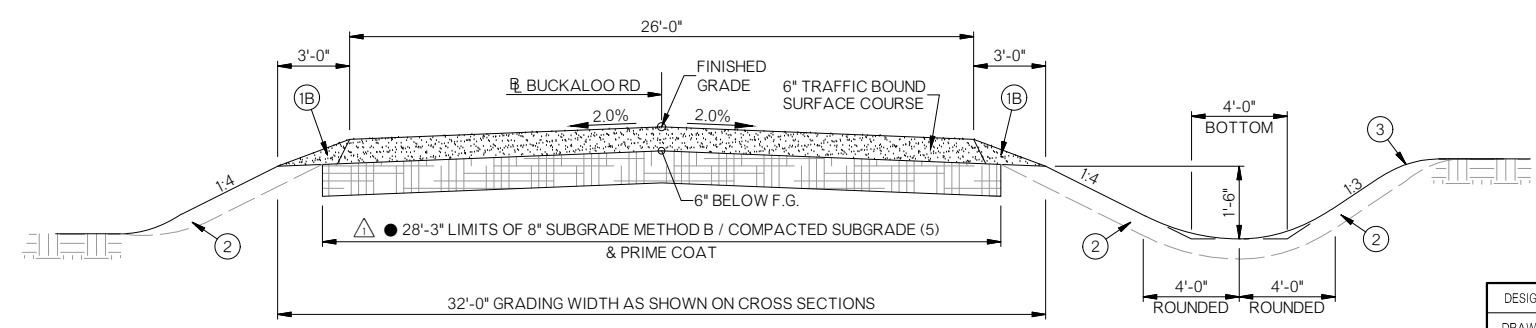
**TYPICAL SECTION NO. 9
 TEMPORARY RAMPS**

- ◆ RAMP 'A' STA. 263+18.82 TO STA. 264+46.02
- ◆ RAMP 'A' STA. 264+46.02 TO STA. 268+93.35
- ◆ RAMP 'A' STA. 268+93.35 TO STA. 269+95.23
- ◆ RAMP 'B' STA. 262+56.82 TO STA. 263+42.82 (MIRRORED)
- ◆ RAMP 'B' STA. 263+42.82 TO STA. 266+94.83 (MIRRORED)
- ◆ RAMP 'B' STA. 266+94.83 TO STA. 270+11.49 (MIRRORED)
- ◆ RAMP 'C' STA. 283+14.50 TO STA. 284+27.33 (MIRRORED)
- ◆ RAMP 'C' STA. 284+27.33 TO STA. 287+39.07 (MIRRORED)
- ◆ RAMP 'C' STA. 287+39.07 TO STA. 289+61.73 (MIRRORED)
- ◆ RAMP 'D' STA. 284+02.76 TO STA. 286+66.39
- ◆ RAMP 'D' STA. 286+66.39 TO STA. 288+57.33
- ◆ RAMP 'D' STA. 288+57.33 TO STA. 290+37.47
- ◆ VARIES 0'-0" TO 4'-0"
- ◆ 14'-0"
- ◆ VARIES 14'-0" TO 0'-0"
- ◆ VARIES 0'-0" TO 4'-0"
- ◆ 14'-0"
- ◆ VARIES 14'-0" TO 0'-0"
- ◆ VARIES 0'-0" TO 14'-0"
- ◆ 14'-0"
- ◆ VARIES 14'-0" TO 0'-0"
- ◆ VARIES 0'-0" TO 14'-0"
- ◆ 14'-0"
- ◆ VARIES 14'-0" TO 0'-0"

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

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- ①B BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.
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- ③ SEE ROUNDING DETAIL SHEET 0004.
- ④ SAFETY EDGE TO BE USED INSTEAD OF THE TRADITIONAL 1:1 SLOPE AND THE QUANTITY OF ASPHALT REQUIRED TO CONSTRUCT THIS SAFETY EDGE HAS BEEN INCLUDED IN THE SURFACING QUANTITIES FOR THIS PROJECT.
- ⑤ TO BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY AND WITHIN 2% OF OPTIMUM MOISTURE CONTENT PER SECTION 202.04.A(5)(b)2. MOISTURE CONTENT SHALL BE VERIFIED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT SECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



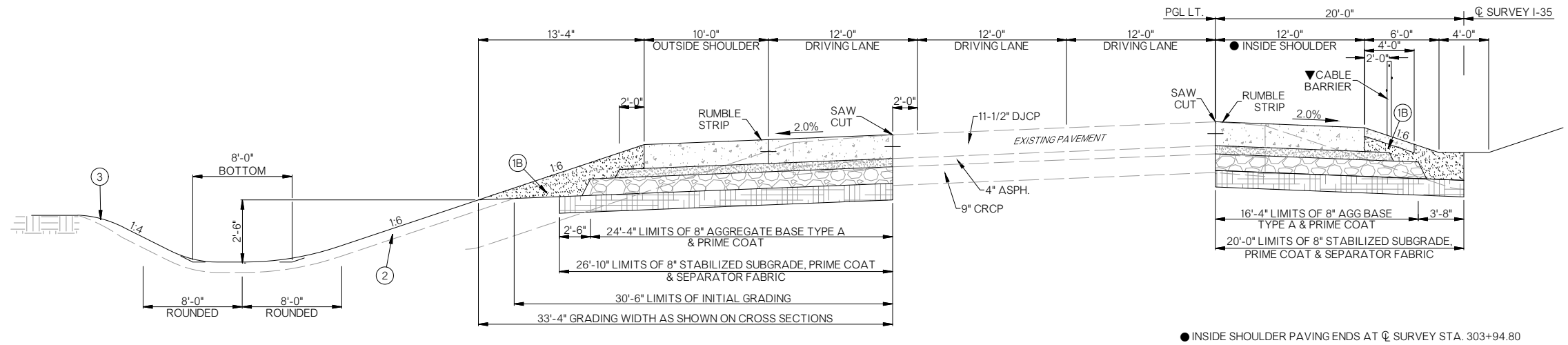
TYPICAL SECTION NO. 10

◆ BUCKALOO RD. STA. 247+37.06 TO STA. 269+96.00

① STA. 247+37.06 TO STA. 248+18.48 SUBGRADE METHOD B
 STA. 248+18.48 TO STA. 268+48.54 STABILIZED SUBGRADE
 STA. 268+48.54 TO STA. 269+96.00 SUBGRADE METHOD B

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	JDE	
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>0005</u>		TYPICALS

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TYPICAL SECTION NO. 11
SOUTHBOUND 1-35

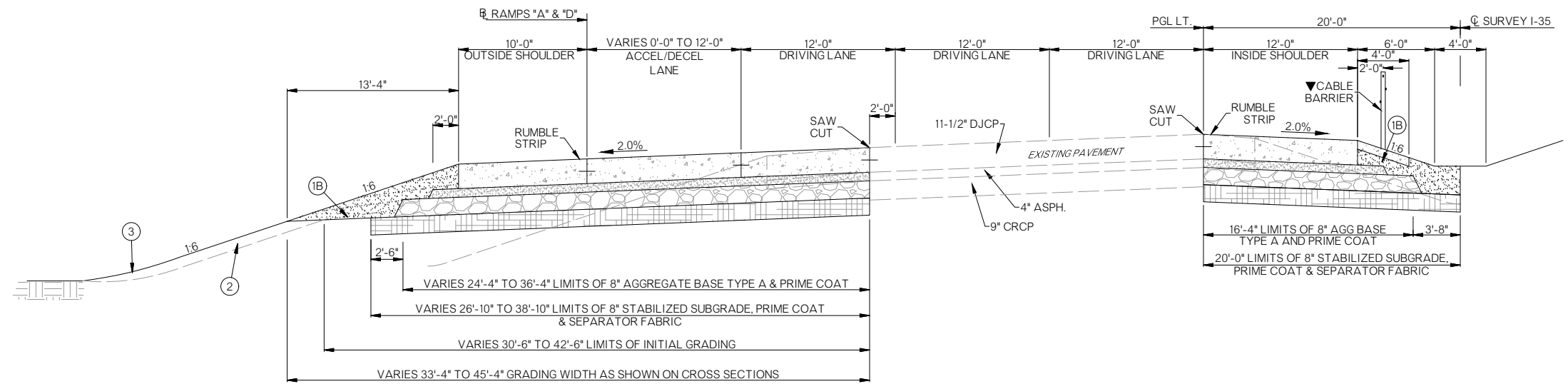
☐ SURVEY I-35 STA. 242+66.15 TO STA. 248+66.03
☐ SURVEY I-35 STA. 297+45.87 TO STA. 302+45.73

● INSIDE SHOULDER PAVING ENDS AT ☐ SURVEY STA. 303+94.80

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

▼ SEE SUMMARY OF CABLE BARRIER ON SHEET AR03 FOR STATION EXTENTS

○ FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043



TYPICAL SECTION NO. 12
SOUTHBOUND 1-35

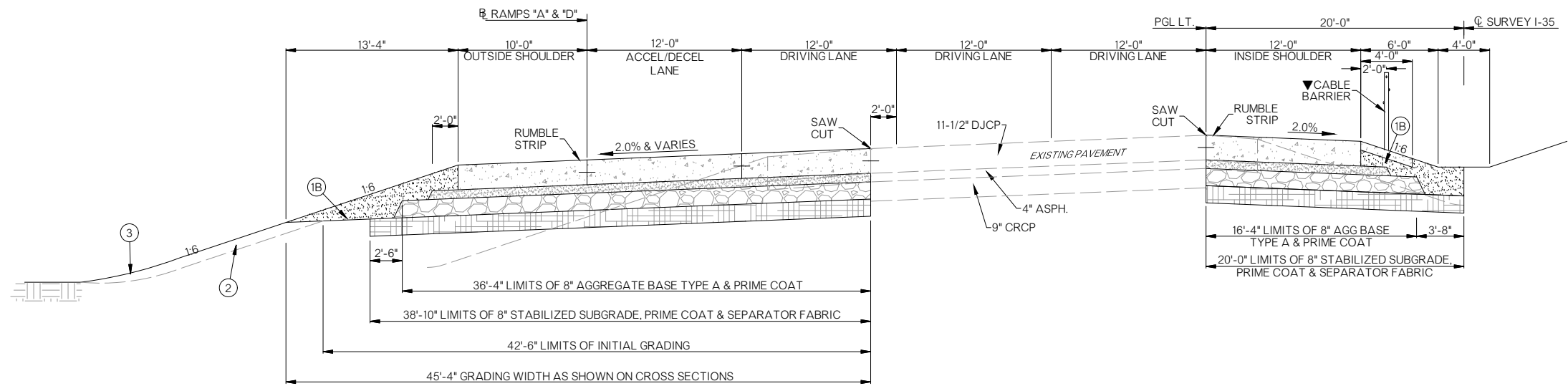
☐ SURVEY I-35 STA. 248+66.03 TO STA. 251+65.75
☐ SURVEY I-35 STA. 294+95.97 TO STA. 297+45.87

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	ACCEL/DECEL & DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

- 1B BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.
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- 3 SEE ROUNDING DETAIL SHEET 0004.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN	JDE						
CHECKED							
APPROVED							
SQUAD	SRB						
TYPICALS							
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	0006



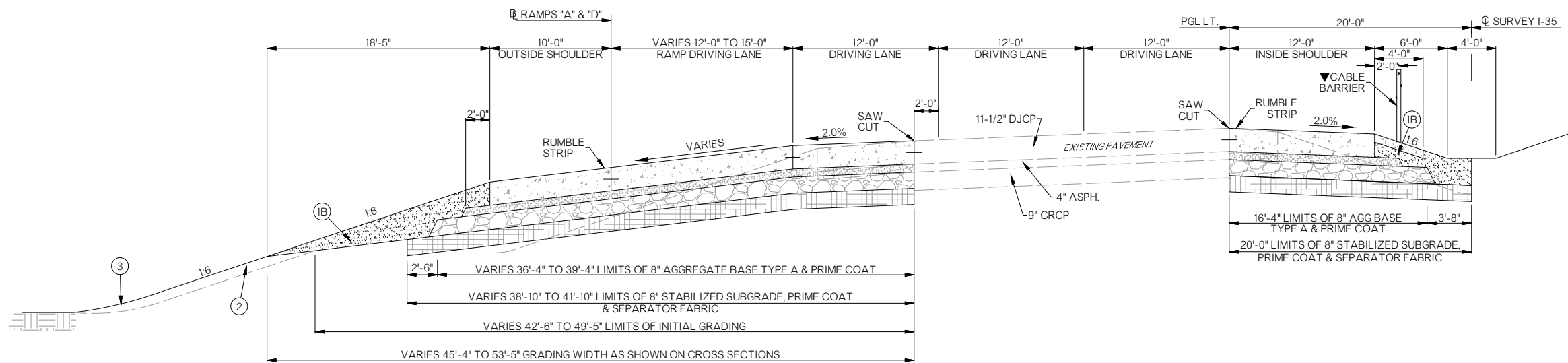
TYPICAL SECTION NO. 13
SOUTHBOUND 1-35

☐ SURVEY I-35 STA. 251+65.75 TO STA. 263+49.25
☐ SURVEY I-35 STA. 287+12.63 TO STA. 294+95.97

▼ SEE SUMMARY OF CABLE BARRIER ON SHEET AR03 FOR STATION EXTENTS

○ FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	ACCEL/DECEL & DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	



TYPICAL SECTION NO. 14
SOUTHBOUND 1-35

☐ SURVEY I-35 STA. 263+49.25 TO STA. 264+29.51
☐ SURVEY I-35 STA. 286+32.38 TO STA. 287+12.63

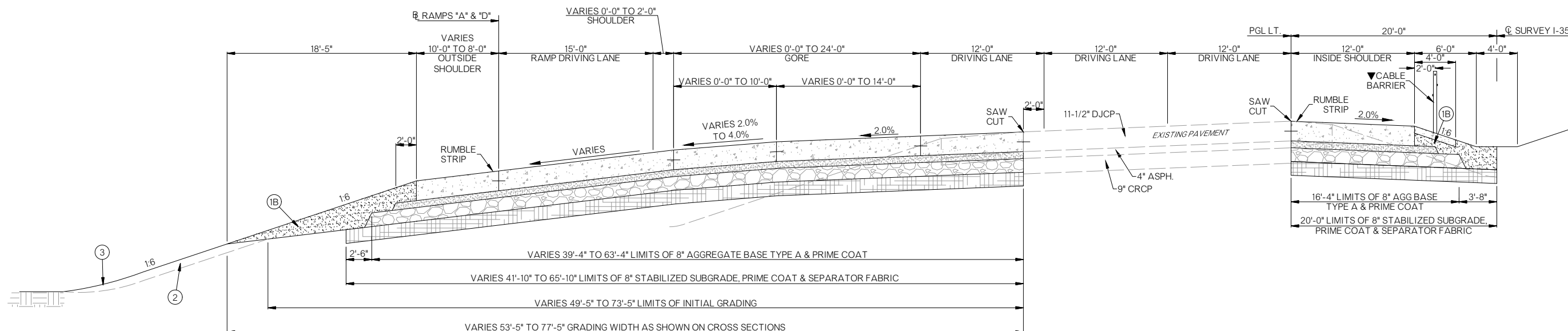
- ①B BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.
- ② TOPSOIL NOTE: THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH THE OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

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

- ③ SEE ROUNDING DETAIL SHEET 0004.

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION TYPICALS					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	0007



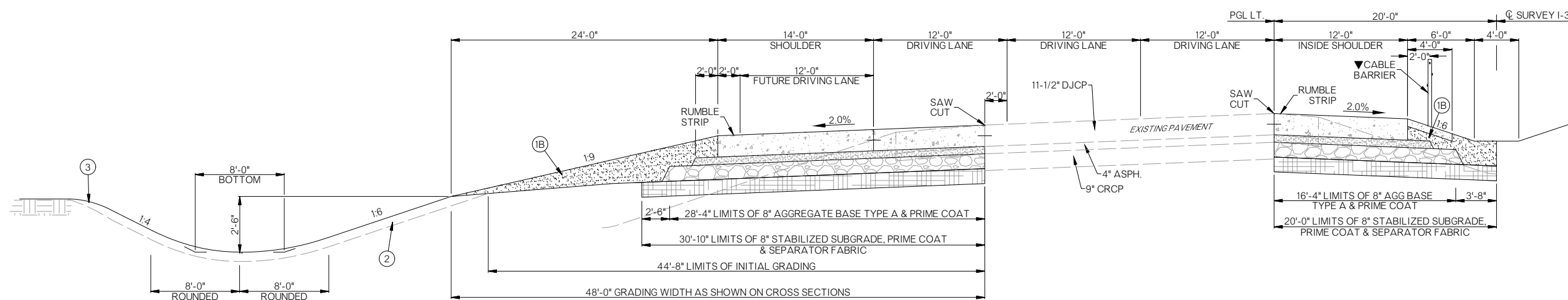
TYPICAL SECTION NO. 15
SOUTHBOUND I-35

CL SURVEY I-35 STA. 264+29.51 TO STA. 266+00.85
CL SURVEY I-35 STA. 284+58.51 TO STA. 286+32.38

SEE SUMMARY OF CABLE BARRIER ON SHEET AR03 FOR STATION EXTENTS

FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	GORE & DRIVING LANES	OUTSIDE SHOULDER & 12'-0" INSIDE SHOULDER	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	



TYPICAL SECTION NO. 16
SOUTHBOUND I-35

CL SURVEY I-35 STA. 266+00.85 TO STA. 284+58.51

(1B) BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.

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

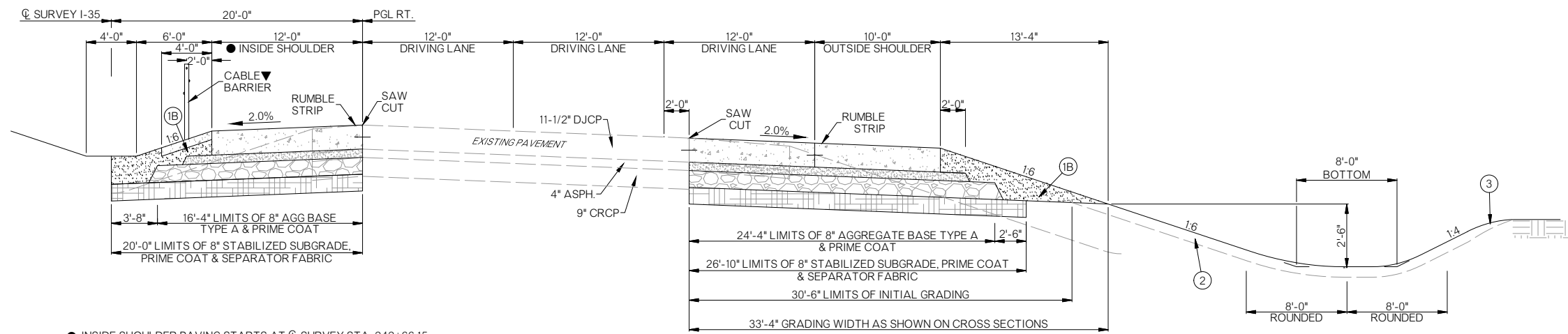
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(3) SEE ROUNDING DETAIL SHEET 0004.

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	DRIVING LANES & OUTSIDE SHOULDER	12'-0" INSIDE SHOULDER	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153
		STATE JOB NO. 31892(04)
		SHEET NO. 0008

TYPICALS



● INSIDE SHOULDER PAVING STARTS AT CL SURVEY STA. 242+66.15

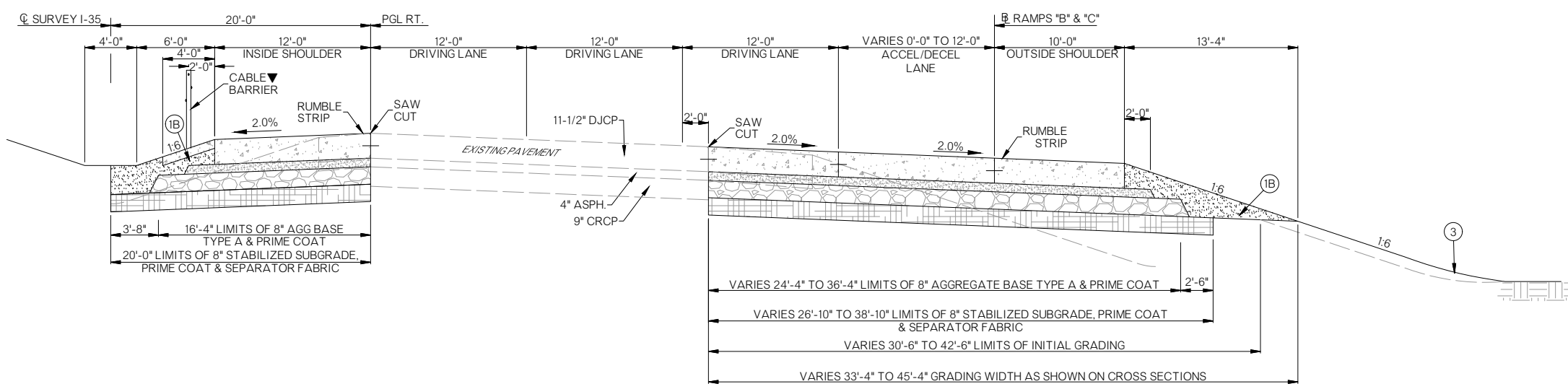
TYPICAL SECTION NO. 17
NORTHBOUND I-35

CL SURVEY I-35 STA. 248+16.15 TO STA. 253+15.91

▼ SEE SUMMARY OF CABLE BARRIER ON SHEET AR03 FOR STATION EXTENTS

	PAVEMENT REQUIREMENT		
15 1/2" PAVT. STRUCTURE	DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

○ FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043



TYPICAL SECTION NO. 18
NORTHBOUND I-35

CL SURVEY I-35 STA. 253+15.91 TO STA. 255+66.15
 CL SURVEY I-35 STA. 297+07.48 TO STA. 303+94.80

- ① BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.
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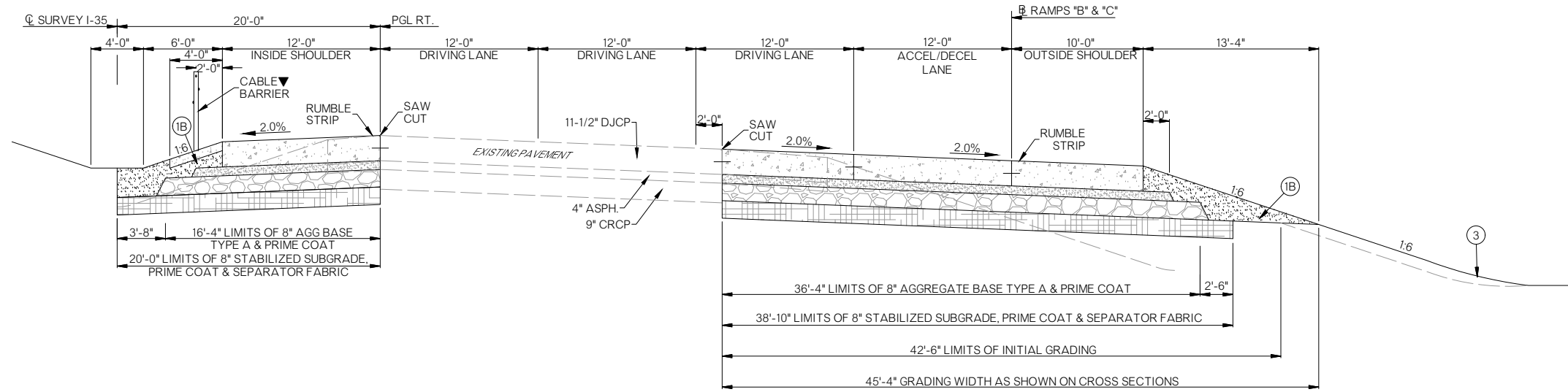
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③ SEE ROUNDING DETAIL SHEET 0004.

	PAVEMENT REQUIREMENT		
15 1/2" PAVT. STRUCTURE	ACCEL/DECEL & DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>0009</u>		TYPICALS

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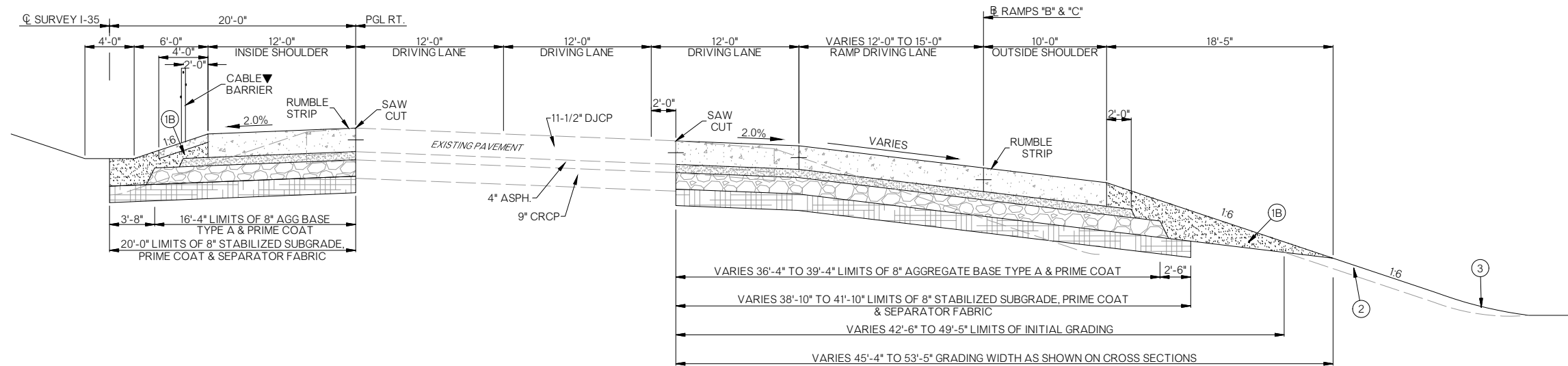
TYPICAL SECTION NO. 19
NORTHBOUND 1-35

☒ SURVEY I-35 STA. 255+66.15 TO STA. 263+49.25
 ☒ SURVEY I-35 STA. 287+12.63 TO STA. 297+07.48

▼ SEE SUMMARY OF CABLE BARRIER ON SHEET AR03 FOR STATION EXTENTS

○ FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	ACCEL/DECEL & DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	



TYPICAL SECTION NO. 20
NORTHBOUND 1-35

☒ SURVEY I-35 STA. 263+49.25 TO STA. 264+29.51
 ☒ SURVEY I-35 STA. 286+32.04 TO STA. 287+12.63

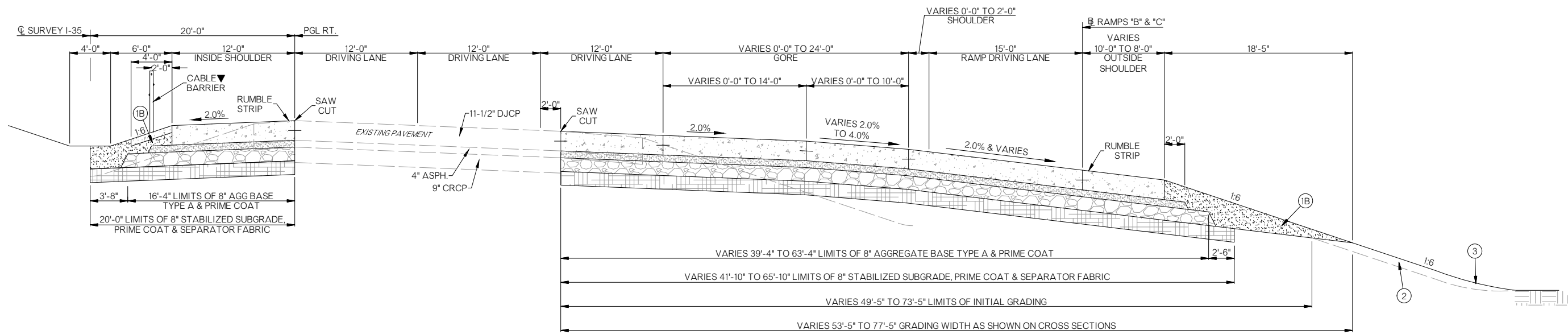
- 1B BACKFILL NOTE: TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E. SEE QUANTITY TABLE SHEET 0012.
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- 3 SEE ROUNDING DETAIL SHEET 0004.

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	DRIVING LANES	SHOULDERS	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>0010</u>		TYPICALS

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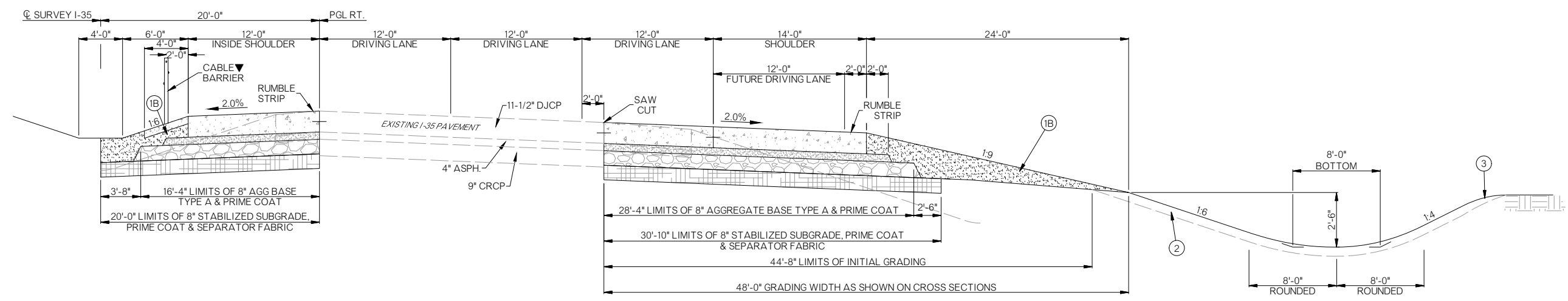


TYPICAL SECTION NO. 21
NORTHBOUND 1-35

CL SURVEY I-35 STA. 264+29.51 TO STA. 266+00.03
CL SURVEY I-35 STA. 284+60.16 TO STA. 286+32.04

○ FOR PAVEMENT MARKING DETAILS SEE SHEETS T041-T043

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	GORE & DRIVING LANES	OUTSIDE SHOULDER & 12'-0" INSIDE SHOULDER	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	



TYPICAL SECTION NO. 22
NORTHBOUND 1-35

CL SURVEY I-35 STA. 266+00.03 TO STA. 284+60.16

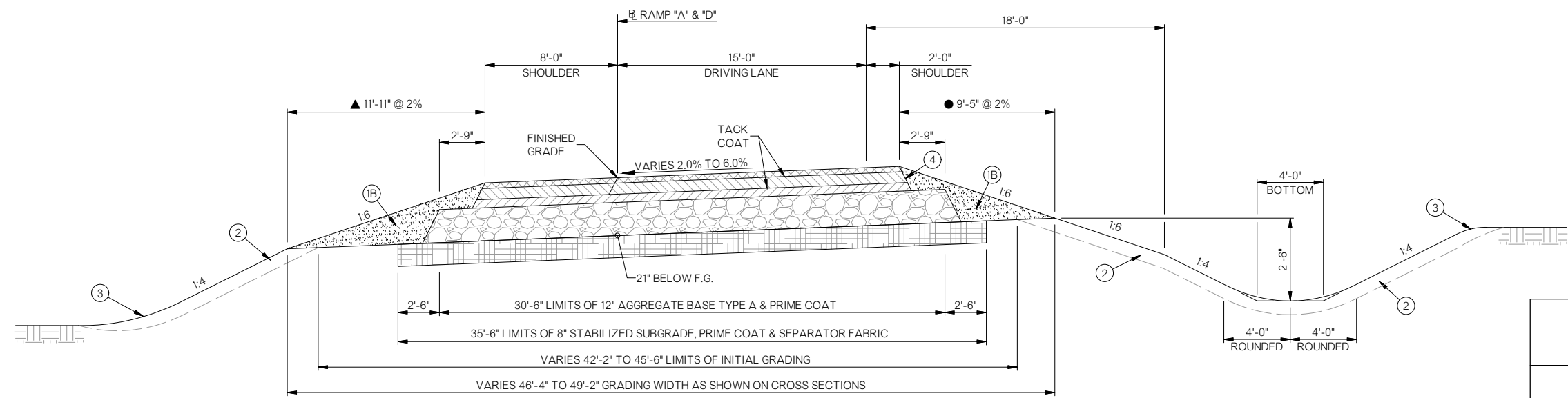
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- (3) SEE ROUNDING DETAIL SHEET 0004.

PAVEMENT REQUIREMENT			
15 1/2" PAVT. STRUCTURE	DRIVING LANES & OUTSIDE SHOULDER	12'-0" INSIDE SHOULDER	CABLE BARRIER
SURFACE COURSE	11 1/2" DOWEL JOINTED P.C. CONCRETE	11 1/2" P.C. CONCRETE PAVING	4" CLASS C CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
TYPICALS							
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	0011

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TYPICAL SECTION NO. 23

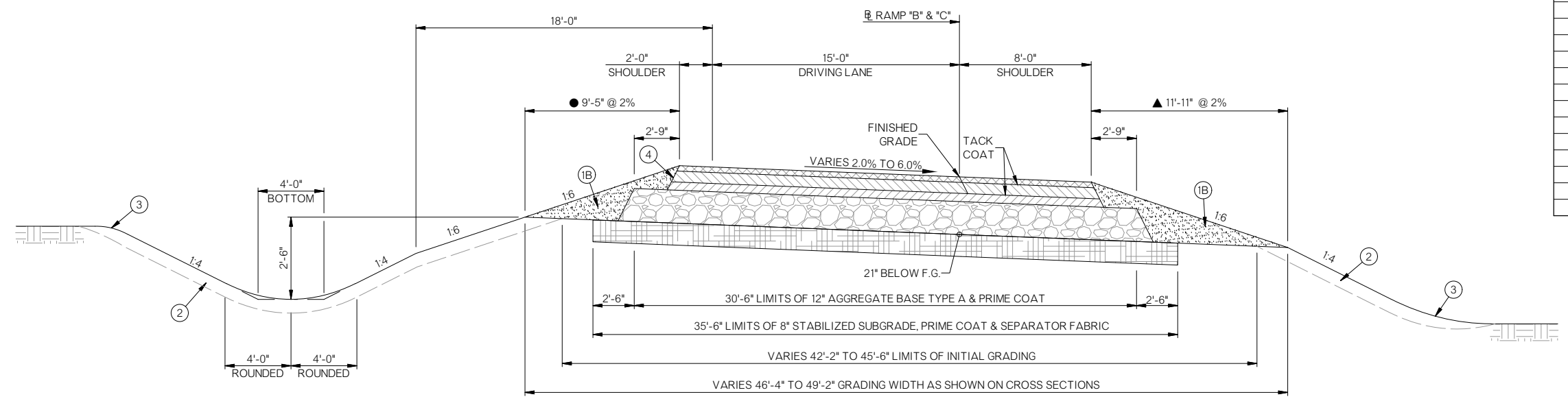
RAMP 'A' STA. 265+99.48 TO STA. 276+68.80
 RAMP 'D' STA. 277+21.58 TO STA. 286+80.66

PAVEMENT REQUIREMENT		
9" PAVT. STRUCTURE	DRIVING LANE & 2' SHOULDER	8'-0" SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

▲ 16'-5" @ 6% CROSS SLOPE.
 ● 7'-9" @ 6% CROSS SLOPE.

**TYPICALS NOTE 1B
 QUANTITY TABLE**

TYPICAL NO.	TONS OF TBSC PER LF		
	LT	CTR	RT
SH 153			
GUARDRAIL FULL WIDTH	0.16		0.16
GUARDRAIL TAPER	0.08		0.08
4 & 5	0.59		0.59
TEMPORARY RAMPS			
9 (A & D)	0.11		0.09
9 (B & C)	0.09		0.11
BUCKALOO ROAD			
10	0.05		0.05
I-35			
11, 12, & 13	0.79	0.64	
14 & 15	0.99	0.64	
16	1.61	0.64	
17, 18, & 19		0.64	0.79
20 & 21		0.64	0.99
22		0.64	1.61
RAMPS			
23 (A & D)	0.76		0.34
24 (B & C)	0.34		0.76



TYPICAL SECTION NO. 24

RAMP 'B' STA. 265+99.08 TO STA. 276+70.02
 RAMP 'C' STA. 277+10.26 TO STA. 286+82.66

PAVEMENT REQUIREMENT		
9" PAVT. STRUCTURE	DRIVING LANE & 2'-0" SHOULDER	8'-0" SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 70-28 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

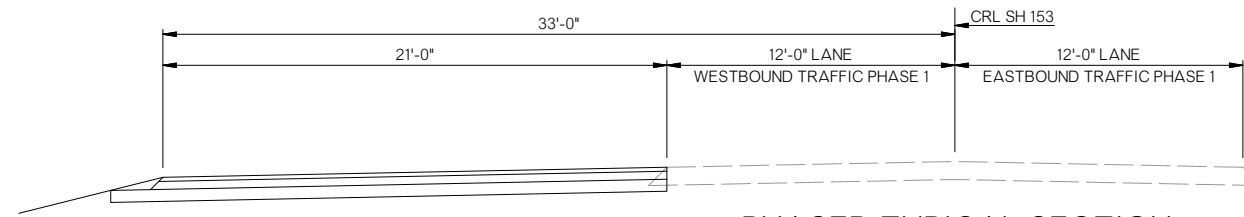
▲ 16'-5" @ 6% CROSS SLOPE.
 ● 7'-9" @ 6% CROSS SLOPE.

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- 3 SEE ROUNDING DETAIL SHEET 0004.
- 4 SAFETY EDGE TO BE USED INSTEAD OF THE TRADITIONAL 1:1 SLOPE AND THE QUANTITY OF ASPHALT REQUIRED TO CONSTRUCT THIS SAFETY EDGE HAS BEEN INCLUDED IN THE SURFACING QUANTITIES FOR THIS PROJECT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION TYPICALS					
DRAWN	JDE						
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	0012

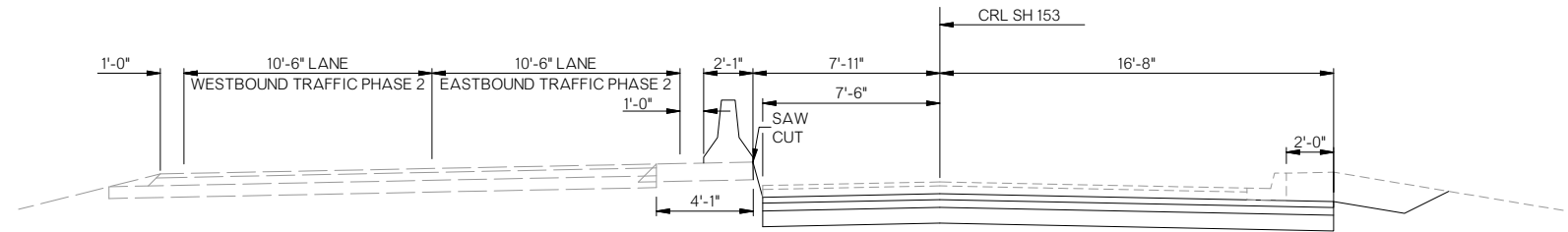
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PHASED TYPICAL SECTION

SH 153 PHASE 1A

CONSTRUCT ASPHALT WIDENING

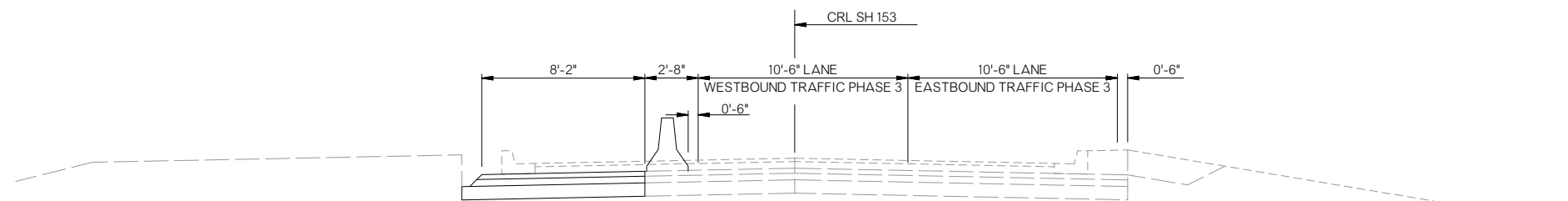


PHASED TYPICAL SECTION

SH 153 PHASE 1B

CONSTRUCT 24'-2" OF THE BOTTOM LAYERS OF ASPHALT

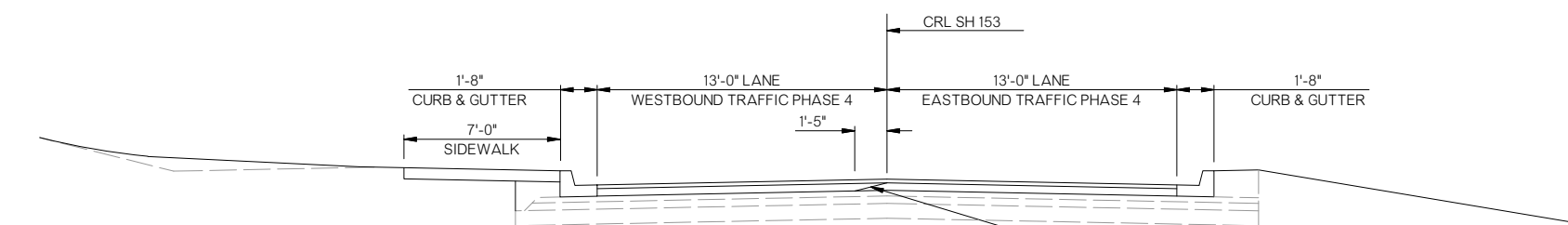
PHASE 2 BRIDGE REMOVAL ONLY



PHASED TYPICAL SECTION

SH 153 PHASE 3

CONSTRUCT REMAINING 8'-2" BOTTOM LAYERS OF ASPHALT
(CAN BE STARTED UPON COMPLETION OF PHASE 1B)



PHASED TYPICAL SECTION

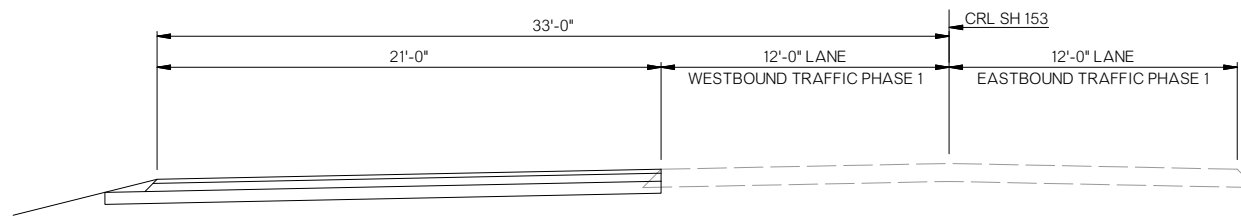
SH 153 PHASE 4

CONSTRUCT SIDEWALK, CURB & GUTTER, AND
REMAINING LAYERS OF ASPHALT UTILIZING FLAG MEN

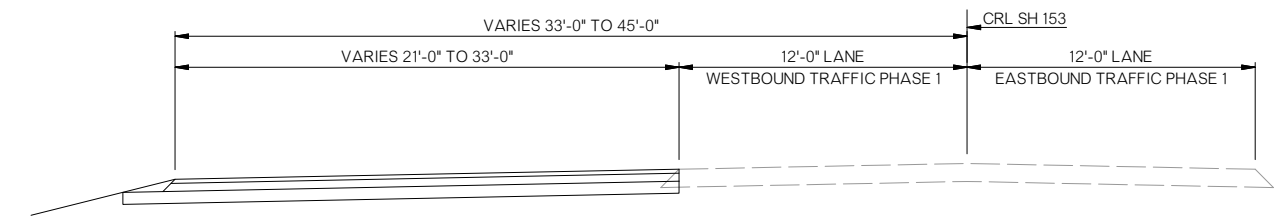
SH 153
FROM BOP TO STATION 103+79.94

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICALS
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY	LOVE	HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. 0013

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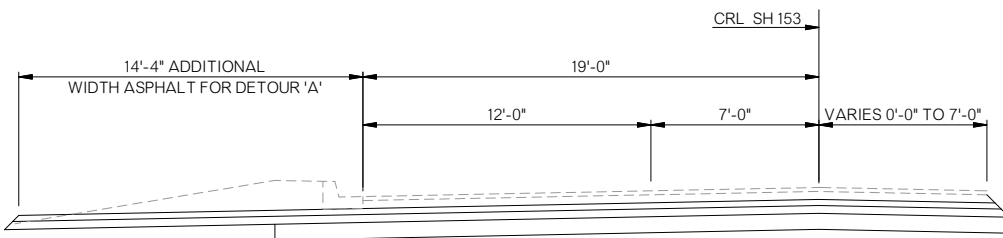
STATION 103+79.94 TO 110+41.07



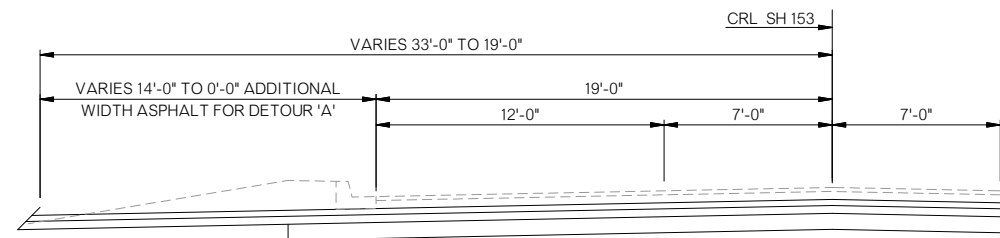
STATION 110+41.07 TO 114+35.57

**PHASED TYPICAL SECTION
SH 153 PHASE 1A**

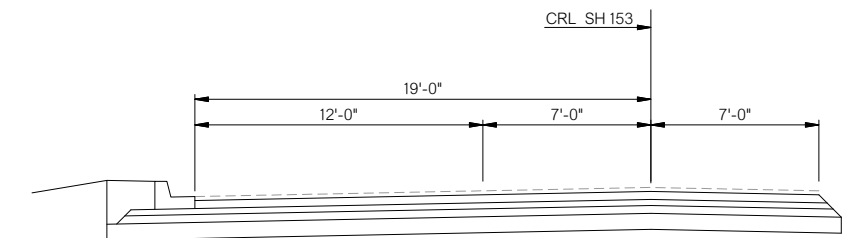
CONSTRUCT ASPHALT WIDENING



STATION 114+35.57 TO 115+24.53



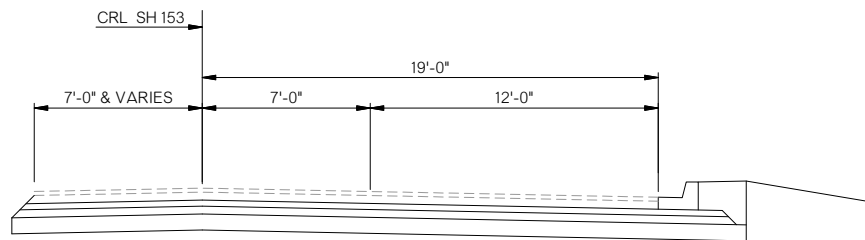
STATION 115+24.53 TO 117+84.38



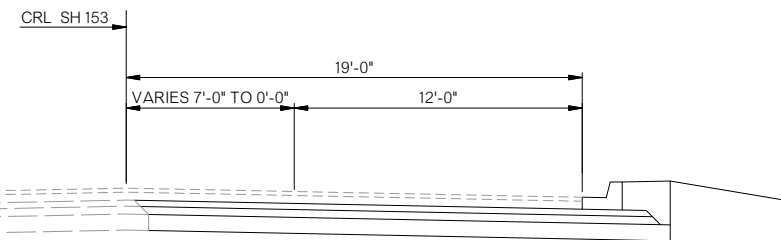
STATION 117+84.38 TO 119+75.96

**PHASED TYPICAL SECTION
SH 153 PHASE 1A**

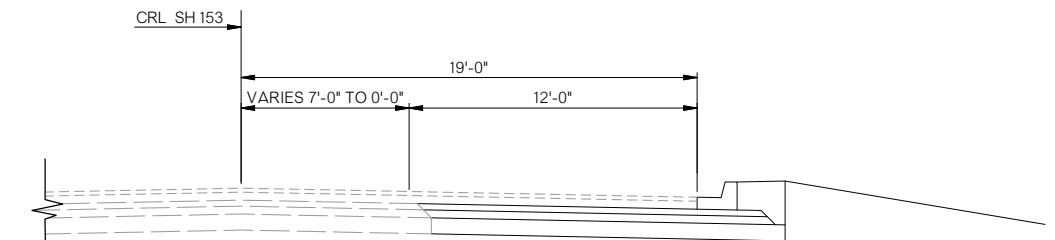
CONSTRUCT PERMANENT PAVING WITH ASPHALT WIDENING



STATION 103+79.94 TO 114+35.57



STATION 114+35.57 TO 115+29.94

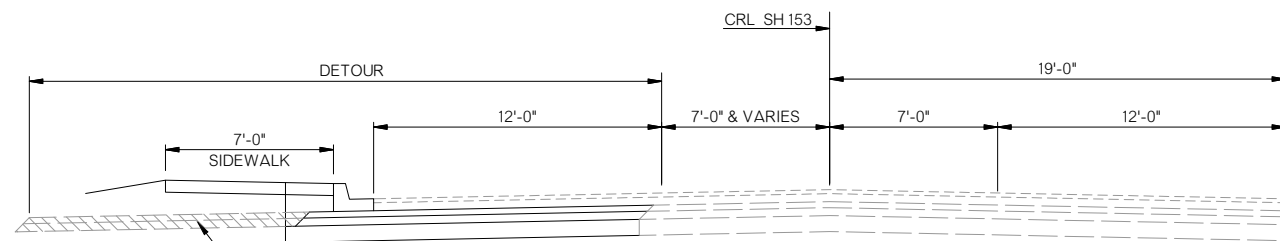


STATION 115+29.94 TO 119+75.96

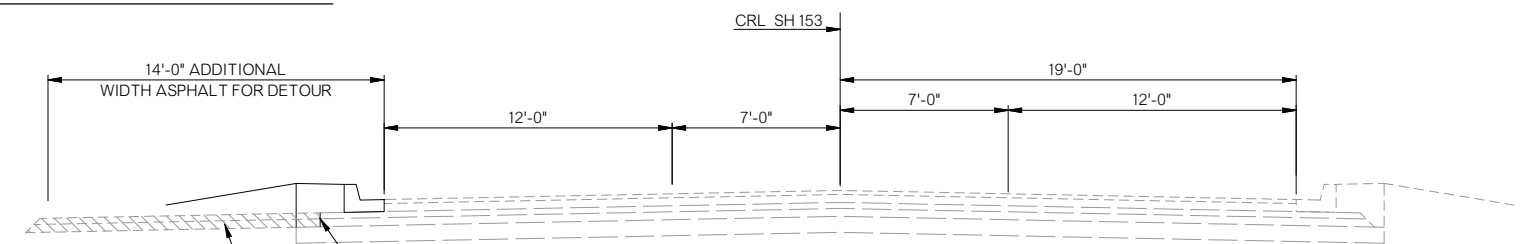
**PHASED TYPICAL SECTION
SH 153 PHASE 1B**

REMOVE EXISTING AND CONSTRUCT PERMANENT PAVING

PHASE 2 IS BRIDGE REMOVAL ONLY



STATION 103+79.94 TO 114+35.57



STATION 114+35.57 TO 117+84.38

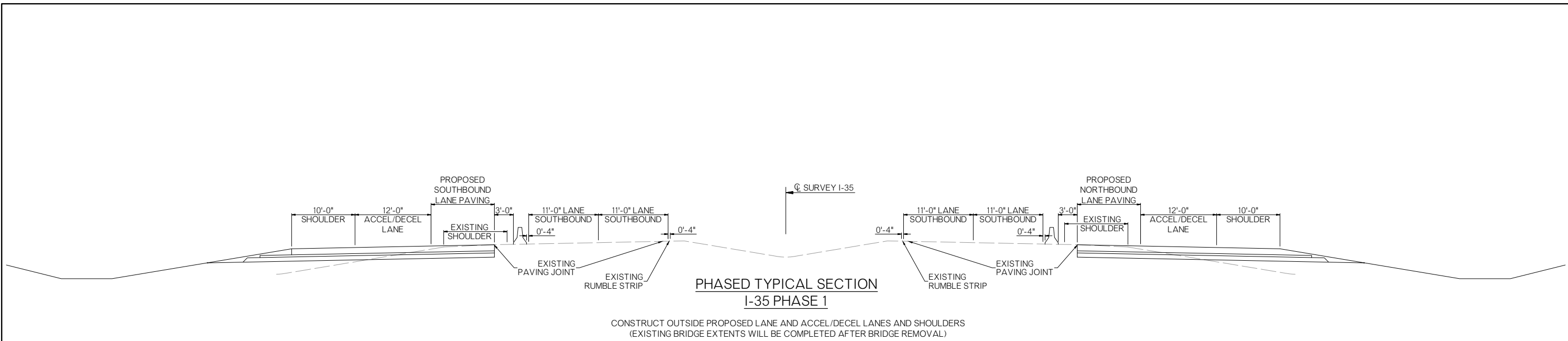
**SH 153
FROM 103+79.94 TO STATION 119+75.96**

**PHASED TYPICAL SECTION
SH 153 PHASE 3**

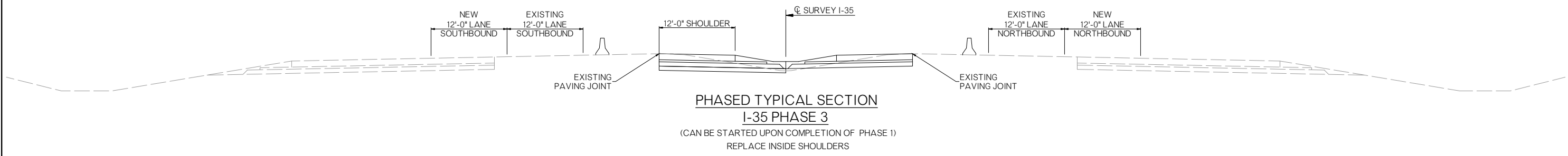
(CAN BE STARTED UPON COMPLETION OF PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
TYPICALS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	0014

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**EXISTING BRIDGE REMOVAL
I-35 PHASE 2**



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I-35 MAINLINE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICALS
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. 0015

REVISIONS		
REV. NO.	DESCRIPTION	DATE

GENERAL NOTES

SPECIFICATIONS -

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

TEMPORARY RETAINING STRUCTURES -

LOCATIONS OF POTENTIAL TEMPORARY RETAINING STRUCTURES TO FACILITATE THE PROPOSED SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND HAVE NOT BEEN DESIGNED AND DETAILED. ACTUAL LIMITS OF TEMPORARY RETAINING STRUCTURES SHALL BE DETERMINED BY THE CONTRACTOR. TEMPORARY RETAINING STRUCTURES SHALL BE DESIGNED IN ACCORDANCE WITH SUBSECTION 502.04 OF THE SPECIFICATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. SUBMIT TEMPORARY RETAINING STRUCTURE DESIGN CALCULATIONS AND DRAWINGS TO THE BRIDGE ENGINEER FOR APPROVAL. DO NOT BEGIN INSTALLATION UNTIL APPROVAL OF THE DESIGN CALCULATIONS AND DRAWINGS BY THE ENGINEER IS RECEIVED. INCLUDE ALL COSTS ASSOCIATED WITH ALL TEMPORARY RETAINING STRUCTURES IN THE CONTRACT UNIT PRICE OF "TEMPORARY EARTH RETAINAGE".

PILE DRIVING -

USE A PILE DRIVING HAMMER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE AN AXIAL LOAD RESISTANCE EQUAL TO OR GREATER THAN THE FACTORED PILE REACTION WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SUBSECTION 514.03.A.(2) OF THE SPECIFICATIONS.

PILE CAPACITY -

DRIVE PILES TO THE REQUIRED FACTORED RESISTANCE OF 116.3 TONS FOR THE ABUTMENT PILES (HP 10x42) AND 155.7 TONS FOR THE PIER PILES (HP 14x73). DETERMINE THE PILE RESISTANCE AT THE ABUTMENTS AND PIER FROM DYNAMIC LOAD TESTING ON THE FIRST PILE DRIVEN AT EACH ABUTMENT OR PIER IN ACCORDANCE WITH SUBSECTION 514.01.E.(5) OF THE SPECIFICATIONS. RESTRIKE PILE IF SUFFICIENT PILE RESISTANCE IS NOT ACHIEVED. PERFORM A CASE PILE WAVE ANALYSIS PROGRAM (CAPWAP) AT THE END OF DRIVING OPERATIONS AT EACH DYNAMICALLY TESTED PILE FOR THE ADJUSTMENT OF DRIVING PARAMETERS. FURNISH THE COMPLETE DRIVING RECORD FOR EACH PILE TO BRIDGE DIVISION WITHIN TWO WEEKS OF TEST COMPLETION. THE GATES EQUATION, PRACTICAL REFUSAL, OR OTHER DYNAMIC FORMULAE ARE NOT ALLOWED TO DETERMINE THE PILE RESISTANCE AT THE PIER AND ABUTMENTS.

DRIVE SLEEPER SLAB PILES TO PRACTICAL REFUSAL IN ACCORDANCE TO SUBSECTION 514.04.E.(2) OF THE SPECIFICATIONS.

CONCRETE -

PROVIDE ALL PEDESTAL CONCRETE EDGES WITH A 3/4" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. PROVIDE ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE WITH A 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. USE SIZED LUMBER FOR ALL CHAMFER STRIPS.

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

STRUCTURAL STEEL -

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

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

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES AND CONTACT PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED) AT FIXED BEARINGS. 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.

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED) AT EXPANSION BEARINGS. FOR ANCHOR BARS, PROVIDE A REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60.

DECK SLAB -

EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGERS, 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.

PLACE THE DECK SLAB CONCRETE ONE SECTION AT A TIME CONSISTENT WITH THE DECK SLAB POURING SEQUENCE DIAGRAM SHOWN IN THE PLANS. IN THE EVENT OF AN EMERGENCY, HALT THE PLACEMENT OF CONCRETE BY FORMING A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC OR AS DIRECTED BY THE ENGINEER. DO NOT PLACE ANY HEAVY EQUIPMENT ON THE FINISHED DECK SLAB WITHIN 5 FEET OF ANY CONSTRUCTION JOINT UNTIL CONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELAPSED SINCE CONCRETE PLACEMENT.

SEAL ALL DECK SLAB CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE OR EPOXY RESIN IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS. INCLUDE ALL COST OF EQUIPMENT AND LABOR FOR THE INSTALLATION OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER OR EPOXY RESIN IN THE CONTRACT UNIT PRICE OF "SEALER CRACK PREPARATION". INCLUDE ALL COST OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER OR EPOXY RESIN IN THE CONTRACT UNIT PRICE OF "SEALER RESIN". THE DEPARTMENT WILL NOT MEASURE THE PREPARATION AND SEALER OF EMERGENCY CONSTRUCTION JOINTS FOR PAYMENT.

STAY-IN-PLACE DECK FORMS -

THE CONTRACTOR MAY USE STAY-IN-PLACE STEEL DECK FORMS IF THE MINIMUM DECK SLAB THICKNESS SHOWN IN THE PLANS IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. PREFORMED CORRUGATION FILLER, COMPOSED OF POLYSTYRENE OR OTHER MATERIAL, MAY BE USED IF BONDED TO THE DECK FORMS. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. THE TOTAL ADDITIONAL WEIGHT OF THE DECK FORM AND FILLER SHALL NOT EXCEED 5 P.S.F. THE DEPARTMENT CONSIDERS ALL COSTS OF STAY-IN-PLACE STEEL DECK FORMS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF CLASS AA CONCRETE.

THE CONTRACTOR MAY SUBSTITUTE STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS, AT NO ADDITIONAL COST TO THE DEPARTMENT, IF THE FOLLOWING CONDITIONS ARE MET:

- (1) THE BRIDGE ENGINEER APPROVES SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS SUBMITTED BY THE CONTRACTOR.
- (2) THE BRIDGE ENGINEER APPROVES A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND NEW REINFORCING SCHEDULE FOR THE DECK SLAB SUBMITTED BY THE CONTRACTOR.
- (3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE, STRUCTURAL DESIGNS, AND CALCULATIONS ARE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA.

GIRDER ERECTION SEQUENCE -

ERECT GIRDERS USING TEMPORARY ROAD CLOSURES ON I-35. NEWLY ERECTED GIRDERS MUST BE FULLY ATTACHED TO OTHER GIRDERS, CONTINUOUSLY SUPPORTED BY A CRANE, OR EXTERNALLY BRACED PRIOR TO RE-OPENING I-35. SUBMIT A WORK PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO ERECTING GIRDERS.

TRAFFIC PROTECTION DURING BRIDGE CONSTRUCTION -

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFEGUARDING INTERSTATE TRAFFIC DURING BRIDGE CONSTRUCTION. INCLUDE ALL COSTS ASSOCIATED WITH TRAFFIC PROTECTION IN THE CONTRACT UNIT PRICE OF "CLASS AA CONCRETE".

STEEL GIRDER BRACING FOR DECK SLAB PLACEMENT -

SUBMIT DRAWINGS OF THE BRACING SYSTEM TO THE BRIDGE ENGINEER FOR APPROVAL. BRACING SYSTEMS OTHER THAN THAT SHOWN IN THE PLANS MAY BE USED IF DESIGN CALCULATIONS AND DRAWINGS OF THE PROPOSED BRACING SYSTEM ARE SUBMITTED TO AND APPROVED BY THE BRIDGE ENGINEER. DRAWINGS AND CALCULATIONS OF THE PROPOSED SYSTEM SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. DO NOT PLACE DECK SLAB CONCRETE UNTIL THE BRACING SYSTEM IS APPROVED. THE DEPARTMENT CONSIDERS ALL COST FOR BRACING TO BE INCLUDED IN OTHER ITEMS OF WORK.

USE ADJUSTABLE CANTILEVER FORMING BRACKETS AT EXTERIOR GIRDERS CAPABLE OF BEING ADJUSTED DURING THE PLACEMENT OF DECK SLAB CONCRETE IN ORDER TO MAINTAIN PROPER GRADES AT THE DECK SLAB OVERHANG. IF SHIMS ARE TO BE USED TO ADJUST THE FORMING BRACKETS, PROVIDE THE BRIDGE ENGINEER A METHOD TO PREDICT CRUSH AND SETTLEMENT OF SHIMS. BEAR THE LEG BRACE OF THE BRACKETS ON THE GIRDER WEB AND WITHIN 6 INCHES OF THE BOTTOM FLANGE.

USE #4 EPOXY COATED REINFORCING STEEL WITH THREADED ENDS OR GALVANIZED ALL THREAD FOR TENSIONS TIES. PLACE TENSION TIES PERPENDICULAR TO THE GIRDERS. ATTACH TENSION TIES TO THE TOP FLANGE OF THE GIRDERS WITH TY-BAR CLIPS AS SHOWN IN THE PLANS. DO NOT WELD TY-BAR CLIPS TO THE TOP FLANGE OF THE GIRDERS.

WEDGE HARDWOOD STRUTS, OR ANOTHER MATERIAL OF AN EQUIVALENT STRENGTH, BETWEEN THE GIRDER WEBS WITHIN 6" OF THE BOTTOM FLANGE AT EACH TENSION TIE LOCATION.

ELASTOMERIC COATING -

PROVIDE A COATING SYSTEM SUCH AS CIM 1000 (MANUFACTURED BY CIM INDUSTRIES), POLYCOAT-PC-IM 129 SYSTEM (MANUFACTURED BY POLYCOAT PRODUCTS) OR AN APPROVED EQUAL. COATING SYSTEM MUST INCLUDE AN EPOXY SURFACE PRIMER AND HAVE A MINIMUM TOTAL DRY THICKNESS OF 58 MILS. PREPARE SURFACE AND APPLY COATINGS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, AT LOCATIONS SHOWN IN THE PLANS.

STORE AND HANDLE PRODUCT IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. BEFORE SHIPPING, OBTAIN A MATERIAL SAFETY DATA SHEET (MSDS) FOR EACH COMPONENT AND PROVIDE A COPY TO THE ENGINEER. POST SAFETY AND HANDLING INFORMATION AT STORAGE AREAS AND AT THE JOB SITE.

SUBMIT A WORK PLAN TO THE ENGINEER INCLUDING SURFACE PREPARATION TECHNIQUES, MATERIALS, AND APPLICATION PROCEDURES. DO NOT APPLY COATING UNTIL SUBSTRUCTURE CONCRETE HAS OBTAINED THE MINIMUM 28-DAY COMPRESSIVE STRENGTH IN ACCORDANCE WITH SUBSECTION 701.01 OF THE SPECIFICATIONS. APPLY URETHANE COATING BEFORE ANY OTHER SURFACE TREATMENTS AND MASK EDGES TO PROVIDE A CLEAN, STRAIGHT FINISH.


WATER REPELLENT TREATMENT -

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

SOFTWARE -

THE FOLLOWING COMPUTER SOFTWARE WAS USED IN THE ANALYSIS AND DESIGN OF THE STRUCTURE(S) DETAILED IN THE PLANS:

- (1) WHITE ENGINEERING ASSOCIATES, INC. DECK SLAB DESIGN (VERSION 2.07, 4-9-07)
- (2) WHITE ENGINEERING ASSOCIATES, INC. DECK CLOSURE SLAB ANALYSIS (VERSION 1.01, 08-31-04)
- (3) WHITE ENGINEERING ASSOCIATES, INC. BRIDGE LOAD DISTRIBUTION (VERSION 1.11, 10-24-18)
- (X) MDX STEEL LINE GIRDER DESIGN AND RATING (VERSION 6.5.4802, 2-20-21)
- (4) WHITE ENGINEERING ASSOCIATES, INC. ELASTOMERIC BEARING PAD DESIGN (VERSION 3.01, 5-26-10)
- (5) WHITE ENGINEERING ASSOCIATES, INC. PIER DESIGN (VERSION 2.02, 09-24-07)
- (6) IES VISUALANALYSIS (VERSION 4.01.013, 02-01-02)
- (7) STRUCTUREPOINT, L.L.C. SPOLUMN (VERSION 5.00, 02-19-16)
- (8) WHITE ENGINEERING ASSOCIATES, INC. ABUTMENT/RETAINING WALL DESIGN (VERSION 2.00, 10-19-07)

S.H.153 OVER I- 35		LOVE COUNTY		Design	CEG
GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) SHEET 1 OF 2				Detail	DRB
				Check	DLW
				 CEC	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 31892(04)		SHEET NO. ABO1			

L:\Active\1705\Drawings\Offset Alignment\3 AB02 General Notes and Summary of Pay Quantities.dwg, 3/12/2024 8:40:46 AM, Deanne Brittan

PAY ITEM NOTES

- (BR-1) PAYMENT TO THE CONTRACTOR WILL BE BASED ON PLAN QUANTITIES.
- (BR-2) THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE SUBSTRUCTURE AND APPROVED BY THE ENGINEER. IF NECESSARY, USE FORMS AT VERTICAL FACES AND REMOVE THE FORMS AFTER CONCRETE HARDENS. IF THE CONTRACTOR CHOOSES TO PLACE CONCRETE AGAINST THE SOIL, THE DEPARTMENT WILL PAY FOR SUBSTRUCTURE EXCAVATION COMMON IN ACCORDANCE WITH THE DIAGRAMS SHOWN IN THE PLANS.
- (BR-3) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 89.2 C.Y. OF CLASS AA CONCRETE AND 27,340 LB. OF EPOXY COATED REINFORCING STEEL.
- (BR-4) THE FIXED BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 770 LB. OF WEATHERING STEEL.
- (BR-5) THE EXPANSION BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 1,570 LB. OF STAINLESS STEEL.
- (BR-6) THE QUANTITY SHOWN FOR CLASS AA CONCRETE INCLUDES AN ESTIMATED 11.4 C.Y. FOR BEAM HAUNCHES.
- (BR-7) PAYMENT TO THE CONTRACTOR WILL BE BASED ON PLAN QUANTITIES UNLESS ADDITIONAL PILING LENGTH IS REQUIRED. ADDITIONAL PILES, FURNISHED, AS AUTHORIZED BY THE ENGINEER, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE.
- (BR-8) PERFORM DYNAMIC LOAD TEST, INCLUDING CASE PILE WAVE ANALYSIS PROGRAM (CAPWAP), ON FIRST PILE DRIVEN AT EACH ABUTMENT AND PIER. RESTRIKE PILE IF SUFFICIENT PILE RESISTANCE DOES NOT OCCUR ACCORDING TO SUBSECTION 514.04 OF THE SPECIFICATIONS.
- (BR-9) ITEM "ELASTOMERIC COATING" CONSISTS OF APPLYING A LIQUID, TWO-COMPONENT URETHANE COATING SYSTEM TO SUBSTRUCTURE CONCRETE SURFACES AS SPECIFIED IN THE NOTES ON SHEET ABO1 AND AS SHOWN IN THE PLANS. INCLUDE ALL COSTS ASSOCIATED WITH LABOR, MATERIAL, EQUIPMENT AND INCIDENTALS IN THE CONTRACT UNIT PRICE OF "ELASTOMERIC COATING".
- (BR-10) QUANTITY SHOWN FOR SEALER RESIN ESTIMATED AT 0.011 GALLONS PER FOOT OF CONSTRUCTION JOINT.
- (BR-11) INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FILTER SAND AND COARSE) AND FILTER FABRIC IN THE CONTRACT UNIT PRICE OF "6" PERFORATED PIPE UNDERDRAIN ROUND". INSTALL AS SHOWN IN THE ON PLANS AND ON STD. PUD-4.
- (BR-12) THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL IN THE CONTRACT UNIT PRICE OF "6" NON-PERF. PIPE UNDERDRAIN RND". INSTALL AS SHOWN IN THE PLANS AND ON STD. PUD-4.
- (BR-13) ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF REMOVING AND DISPOSING OF THE SUPERSTRUCTURE AND SUBSTRUCTURE OF THE EXISTING BRIDGE IN ACCORDANCE WITH SUBSECTION 619.04.B OF THE SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING BRIDGE IS DESCRIBED AS 30'-55'-55'-30' CONTINUOUS CONCRETE SLAB SPANS WITH 2 18" SAFETY CURBS WITH 29' CLEAR ROADWAY. SUBMIT A DEMOLITION PLAN TO THE ENGINEER PRIOR TO DEMOLITION OPERATIONS. DEMOLITION PLAN IS TO BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA.
- (1) IN ADDITION TO SECTION 642.04(B), THE CONTRACTOR IS RESPONSIBLE FOR THE FOLLOWING: SURVEY CONTROL POINTS, REFERENCE POINTS AND BENCHMARKS NOTED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND REFRESHING THE CENTERLINE OF PERMANENT CONSTRUCTION, AND SETTING ALL OTHER CONTROL POINTS AND REFERENCE POINTS REQUIRED FOR CONSTRUCTION AND INSPECTION TO INCLUDE BRIDGE CURVES, CONSTRUCTION REFERENCE LINES (CRL), AND RIGHT-OF-WAY. THE SURVEYOR WILL PROVIDE THE RESIDENT ENGINEER WITH A COMPUTERIZED DISK OF SURVEY DATA. THE SURVEYOR WILL IDENTIFY AND VERIFY BENCHMARKS SET AND MAINTAIN ADDITIONAL BENCHMARKS WITHIN THE PROJECT UNITS AT A MINIMUM OF 500' AS REQUIRED TO INSURE CONSTRUCTION OF A SMOOTH PROFILE OF MAINLINE TO INSURE SMOOTH TRANSITIONS A BOP, EOP, AND BRIDGES AS REQUIRED IN SECTIONS 642.04(C). THE SURVEYOR WILL PROVIDE A COPY OF CHECKED BENCHMARKS TO THE RESIDENT ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO BEGINNING ANY EARTHWORK PAY ITEMS. THE CONTRACTOR SHALL PROVIDE FOR THE RESIDENT ENGINEERS USE A ROVING CABLE FREE INTEGRATED GPS & RTK SYSTEM WITH FIELD CONTROLLER. THIS SYSTEM SHALL BE COMPATIBLE WITH THE SURVEY BASE STATION USED BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN THE BASE STATION DURING WORK HOURS FROM THE BEGINNING OF EARTHWORK ACTIVITIES UNTIL SUBSTANTIAL COMPLETION IS ACHIEVED. THE CONTRACTOR SHALL PROVIDE A ONE WEEK TRAINING COURSE FOR THE EQUIPMENT FOR UP TO FOUR ODOT INSPECTORS. THIS TRAINING WILL BE CONDUCTED PRIOR TO COMMENCING EARTHWORK ACTIVITIES. AT A MINIMUM TRAINING SHALL CONSIST OF UNIT OPERATION, SETUP, TAKEDOWN, STATION, OFFSET, ELEVATION, PROJECT LINE WORK, TOC/TOS, CALCULATE AREA, AND DISTANCE. CONTRACTOR SHALL ALSO SET UP TWO (2) POLES AT EACH BASE LOCATION TO ALLOW INSPECTION AND CONTRACTOR TO OPERATE UNITS SIMULTANEOUSLY.
- (2) TO INCLUDE TWO (2) WORKING WIFI HOTSPOTS IN LIEU OF THE PHONE AND FAX LINE, AND SHALL PROVIDE POTABLE DRINKING WATER FOR INSPECTORS.



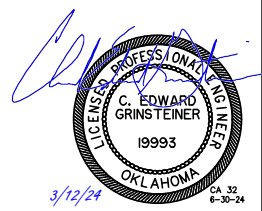
WHEN THIS PROJECT IS BID AS OPTIONALLY TIED TO JP# 31896(07), NHPP1-3500-(175)FP, LOVE COUNTY, THE PRICE BID FOR STAKING, SWPPP DOCUMENTATION AND MANAGEMENT, FIELD OFFICE AND MOBILIZATION SHALL BE INCLUDED IN THE PAY ITEMS FOR STAKING, SWPPP DOCUMENTATION AND MANAGEMENT, FIELD OFFICE AND MOBILIZATION PROVIDED ON JP# 31892(04), NHPP1-3500-(174)FP, LOVE COUNTY.

J.P. NO. 31892(04) 0200 BRIDGE NBI NO. 32157			
PAY QUANTITIES			
S.H.153 OVER I-35 128'-128' 48" R GIRDER SPANS 40'-0" CL. RDWY. WITH 42" F-SHAPED PARAPETS @ STA. 125+72.01, 0° SKEW			
ITEM NO.		ITEM DESCRIPTION	TOTAL
501(B) 1300		SUBSTRUCTURE EXCAVATION COMMON (BR-1, 2) C.Y.	315
501(G) 1800		CLSM BACKFILL (BR-1) C.Y.	201.8
502 3100		TEMPORARY EARTH RETAINAGE (BR-1) L.SUM	1
504(A) 5200		APPROACH SLAB (BR-1, 3) S.Y.	229.4
504(B) 5300		SAW-CUT GROOVING (BR-1) S.Y.	1,370.4
504(E) 5520		42" F-SHAPED PARAPET (BR-1) L.F.	608.0
506(A) 7225		STRUCTURAL STEEL M270 GRADE 50W (BR-1) LB.	327,880
507(A) 8210		WEATHERING STEEL FIXED BEARING ASSEMBLY (BR-1, 4) EA.	10
507(B) 8300		STAINLESS STEEL EXP. BEARING ASSEMBLY (BR-1, 5) EA.	10
507(C) 8400		ELASTOMERIC BEARING PADS (BR-1) EA.	10
509(A) 0210		CLASS AA CONCRETE (BR-1, 6) C.Y.	325.8
509(B) 0320		CLASS A CONCRETE (BR-1) C.Y.	165.9
510(C) 1450		SLOPE WALL (5") (BR-1) S.Y.	788
511(A) 2210		REINFORCING STEEL (BR-1) LB.	4,930
511(B) 2310		EPOXY COATED REINFORCING STEEL (BR-1) LB.	99,490
514(A) 5210		PILES, FURNISHED (HP 10x42) (BR-7) L.F.	4,802
514(A) 5240		PILES, FURNISHED (HP 14x73) (BR-7) L.F.	2,240
514(B) 5310		PILES, DRIVEN (HP 10x42) L.F.	4,802
514(B) 5340		PILES, DRIVEN (HP 14x73) L.F.	2,240
514(F) 5700		PILE LOAD TEST (DYNAMIC) (BR-8) EA.	3
514(L) 6300		PILE SPLICE, H-PILE (NON-BIDDABLE) EA.	1
515(A) 7200		WATER REPELLENT (VISUALLY INSPECTED) (BR-1) S.Y.	587
517 9110		ELASTOMERIC COATING (BR-1, 9) S.F.	241
518(B) 0300		SEALED EXPANSION JOINTS (BR-1) L.F.	96.00
523(A) 3200		SEALER CRACK PREPARATION (BR-1) L.F.	80
523(B) 3300		SEALER RESIN (BR-1, 10) GAL.	0.9
613(H) 6205		6" PERFORATED PIPE UNDERDRAIN ROUND (BR-11) L.F.	284
613(I) 6310		6" NON-PERF. PIPE UNDERDRAIN RND. (BR-12) L.F.	202
613(Q) 7500		OUTLET LATERAL HEADWALL EA.	4
619(D) 6700		REMOVAL OF EXISTING BRIDGE STRUCTURE (BR-13) L.SUM	1

J.P. NO. 31892(04) 0600 STAKING			
PAY QUANTITIES			
ITEM NO.		ITEM DESCRIPTION	TOTAL
642(B) 3300		CONSTRUCTION STAKING LEVEL II (1) L.SUM	1

J.P. NO. 31892(04) 0640 CONSTRUCTION			
PAY QUANTITIES			
ITEM NO.		ITEM DESCRIPTION	TOTAL
220 1100		SWPPP DOCUMENTATION AND MANAGEMENT L.SUM	1
640(A) 1200		FIELD OFFICE (2) EA.	1
641 2100		MOBILIZATION L.SUM	1

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	ADDED FIELD OFFICE	3/12/24



S.H.153 OVER I-35		LOVE COUNTY	Design	CEG
GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)		SHEET 2 OF 2	Detail	DRB
			Check	DLW
		CEC		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 31892(04)
				SHEET NO. ABO2

ENVIRONMENTAL MITIGATION NOTES

ENVIRONMENTAL MITIGATION NOTES

REVISIONS		
REV. NO.	DESCRIPTION	DATE

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 CONSERVATION NOTE:

APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE IMPACTS FROM STORM WATER DISCHARGES AND SEDIMENTATION IN STREAMS, AS ESTABLISHED BY THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY, SHALL BE CONSCIENTIOUSLY IMPLEMENTED THROUGHOUT THE PROPOSED CONSTRUCTION PERIODS, IN ORDER TO MINIMIZE ANY POTENTIAL IMPACTS TO ANY LISTED SPECIES. THE EFFECTIVENESS OF EROSION CONTROLS SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. HAZARDOUS MATERIALS, CHEMICALS, FUELS, LUBRICATING OILS, AND OTHER SUCH SUBSTANCES SHALL BE STORED AT LEAST 100 FEET 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.

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 SH-153 I-35 BRIDGE (NB:15547), I-35 RCB (STA. 258+29.49) AND BUCKALOO RD. RCB (STA. 272+11.65) WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE 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 BRIDGE AND CULVERTS SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO MARCH 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

ENVIRONMENTAL NOTES	DETAIL		
	REVIEW		
	APPROVED		
	ENVIRONMENTAL DIVISION		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 31892(04)
			SHEET NO. AE01

GENERAL CONSTRUCTION NOTES

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

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

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

FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING PROJECTS, 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-1 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 1 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS, AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

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

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

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

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

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS AND BACKFILLS ARE COMPLETED. EXCESS UNCLASSIFIED EXCAVATION MATERIAL 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.

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

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

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

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

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

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

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

THE ENGINEER SHALL CHECK GRADES AT RAMP TERMINALS, AND MAKE ANY ADJUSTMENTS OF THE GRADES AND SUPERELEVATIONS, WHICH ARE REQUIRED TO OBTAIN SMOOTH PROFILES FOR BOTH EDGES OF THE RAMP PAVEMENT. CROSS SLOPE BREAKOVER SHALL NOT EXCEED 5% (FIVE PERCENT).

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

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

SUGGESTED SEQUENCE OF CONSTRUCTION

- PHASE 1A SH-153
- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL. WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

- BUCKALOO RD.
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

- I-35
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

- PHASE 1B SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

- I-35
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

- PHASE 2
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

SUGGESTED SEQUENCE OF CONSTRUCTION CONTINUED

- PHASE 3 SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE, AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

- I-35
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

- PHASE 4 SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

- I-35
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

Table with 3 columns: DESCRIPTION, REVISIONS, DATE. Row 1: REVISED SEQUENCING, 05/09/2024

Z:\115094\DRAWINGS\SUPPLEMENT #1\31892(04)_PAY QUANTITIES AND GENERAL NOTES.DWG 5/9/2024 7:50 AM

Table with 2 columns: DESIGN, DRAWN, CHECKED, APPROVED, SQUAD, SRB. Row 1: OKLAHOMA DEPARTMENT OF TRANSPORTATION. Row 2: GENERAL CONSTRUCTION NOTES. Row 3: COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. A01

PAY QUANTITY NOTES

GENERAL PLAN NOTES

- (R-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.
- (R-2) ESTIMATED QUANTITY ONLY. TO BE USED IN A MANNER APPROVED BY THE ENGINEER, FOR MISCELLANEOUS GRADING.
- (R-4) AN ESTIMATED QUANTITY OF 19,153 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5' ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.
- (R-6) FOR 205(A) TYPE A-SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.
FOR 230(A) SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1000 SQ. YDS.
- (R-7) FOR 230(A) SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 40 GALLONS PER SQ. YD.
- (R-8) PRICE BID TO INCLUDE COST OF ALL NECESSARY MAINTENANCE, 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 28.76 ACRES.
- (R-15) QUANTITY BASED ON TWO APPLICATIONS.
- (R-16) PAYMENT FOR THIS ITEM WILL BE THE THEORETICAL CROSS SECTION MULTIPLIED BY THE INSTALLED LENGTH.
- (R-19) PRICE BID TO INCLUDE THE CHEMICAL ADDITIVE(S) TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CLASSIFY THE SOIL AND DETERMINE THE APPROPRIATE ADDITIVE(S).
- (R-20) ESTIMATED AT 170 LBS PER CU. FT.
- (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-33) QUANTITY INCLUDES AN ESTIMATED 10 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER.
- (R-34) PRICE BID TO INCLUDE COST OF 0 - 4" MOUNTABLE CURB HOODS, 0 - 6" MOUNTABLE CURB HOODS, 16 - 6" BARRIER CURB HOODS, 0 - 8" BARRIER CURB HOODS.
- (R-35) THE PRECAST CONCRETE OPTION MAY BE USED INSTEAD, PER DIRECTION OF THE ENGINEER.
- (R-37) ANY DRAINAGE STRUCTURE DESCRIBED AS TEMPORARY, SHALL AFTER COMPLETION OF THE PROJECT, BE REMOVED BY AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (R-39) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.
- (R-40) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.
- (R-41) MATERIALS REMOVED SHALL NOT BE MEASURED FOR PAYMENT UNDER SECTION 202.06 UNCLASSIFIED EXCAVATION.
- (R-43) INCLUDES 2% FOR GROUND MEASUREMENT.

- (1) △ THE 50.78 ACRES OF TEMPORARY EROSION AND SEDIMENT CONTROL INCLUDES 28.81 ACRES OF VEGETATIVE MULCHING AND 21.97 ACRES OF SUBGRADE BEING PRIMED IN PERMANENT PAVING AREAS.
- (2) FOR USE IN CONSTRUCTION OF THE PIER BARRIER.
- (3) QUANTITY INCLUDES AN ESTIMATED 18.1 C.Y. FOR USE IN CONSTRUCTION OF THE BRIDGE END DRAINS.
- (4) QUANTITY INCLUDES AN ESTIMATED 5,480 LB. FOR USE IN CONSTRUCTION OF THE PIER BARRIER.
- (5) CORNER, STRETCHER, AND END POSTS SHALL BE CONSTRUCTED OF SCH. 40 STEEL PIPE, AS SPECIFIED IN STANDARD RWF2-3. PIPE WILL BE WELDED AND TENSION WIRES OMITTED. 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.
- (6) AGGREGATE BASE TO BE PUGMILL-MIXED PRIOR TO PLACEMENT.
- (7) PRICE BID OF LF OF PIPE TO INCLUDE THE COSTS OF STANDARD BEDDING MATERIALS AND TRENCH EXCAVATION.
- (8) QUANTITY INCLUDES AN ADDITIONAL 10% TO BE USED AS DIRECTED BY THE ENGINEER.
- (9) ITEMS TO BE REMOVED MAY OR MAY NOT BE PRESENT IN ANY SPECIFIED CONDITION.

PCL	STATION	TYPE AND DESCRIPTION OF IMPROVEMENT
3	STA. 100+70 LT 25' C/L	(12) WOOD BOLLARDS
3	STA. 100+50 LT TO 100+90 LT 105' TO 40' C/L	40 LF OF 1 RAIL PIPE PARKING BUMPER
3	STA. 103+50 LT 30' TO 40' C/L	12 LF OF 2 RAIL CROSS FENCE
4	STA. 105+70 RT 25' C/L	(2) PVC POSTS
10	STA. 110+24 RT TO 112+75 RT 25' C/L	UNDERGROUND INVISIBLE DOG FENCE
11	STA. 112+80 LT TO 115+95 LT 25' TO 45' C/L	315 LF OF PIPE AND SUCKER ROD R/W FENCE
11	STA. 114+50 LT 30' C/L	MISC. LANDSCAPING ITEMS AND 8 RAILROAD TIES (WEST SIDE OF DRIVE)
11	STA. 114+80 LT 50' C/L	110 LF OF PIPE AND SUCKER ROD ENTRY
11	STA. 115+10 LT 35' C/L	MISC. LANDSCAPING ITEMS AND 8 RAILROAD TIES (EAST SIDE OF DRIVE)
13	STA. 117+80 LT 80' C/L	MISC. LANDSCAPING ITEMS
14	STA. 133+55 LT TO 139+00 LT 50' TO 20' C/L	545 LF OF PIPE & SUCKER ROD R/W FENCE
14	STA. 135+80 LT 70' C/L	WATER SPIGOT AND 2 WATER TROUGHS
14	STA. 136+65 LT 55' C/L	WATER SPIGOT
14	STA. 139+00 LT 25' C/L	1 CATTLE PANEL
15	STA. 139+30 LT 60' C/L	LANDSCAPING WITH BLOCK BORDER
22	STA. 264+45 RT 180' C/L	4'X5' METAL SIGN ON 2 WOOD POSTS "LINDA WEBER REALTY"
22	STA. 265+30 RT 215' C/L	3'X3' PIPE FRAME

LOVE COUNTY JP 31892(04) 0100 ROADWAY		PAY QUANTITIES - ROADWAY	
ITEM	DESCRIPTION	UNIT	QUANTITY
201(A)1200	CLEARING AND GRUBBING	LSUM	1
202(A)2200	UNCLASSIFIED EXCAVATION	(R-1) CY	116,805
202(D)2500	UNCLASSIFIED BORROW	(R-2) CY	1,000
205(A)6200	TYPE A-SALVAGED TOPSOIL	(R-4.6) LSUM	1
210 0100	OBLITERATING ABANDONED ROAD	LF	2,620
221(B)2300	TEMPORARY SILT FENCE	(R-8) LF	18,510
221(C)2400	TEMPORARY SEDIMENT FILTER	(R-8) EA	6
221(E)2600	TEMPORARY SILT DIKE	(R-8) LF	686
221(F)2730	TEMPORARY ROCK FILTER DAM TYPE 4	(R-8) CY	68
230(A)7200	SOLID SLAB SODDING	(R-6.7) SY	137,995
233(A)0200	VEGETATIVE MULCHING	(1) (R-11) AC	29
241 3100	MOWING	(R-15) AC	119
303(A)1200	AGGREGATE BASE TYPE A	(6) (R-16) CY	21,181
307(K)4200	STABILIZED SUBGRADE	(R-19) SY	107,086
310(B)5300	SUBGRADE, METHOD B	SY	7,609
317 7100	CEMENT TREATED BASE	SY	57,801
325 0100	SEPARATOR FABRIC	SY	94,885
402(E)2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-20) TON	30,268
407(B)7300	TACK COAT	(R-25) GAL	5,543
408 8100	PRIME COAT	(R-23) GAL	64,164
411(B)1320	SUPERPAVE, TYPE S3(PG 70-28 OK)	(R-26) TON	4,819
411(B)1330	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-26) TON	10,447
411(C)1420	SUPERPAVE, TYPE S4(PG 70-28 OK)	(R-26) TON	2,373
411(C)1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-26) TON	1,571
414(A)5200	P.C. CONCRETE PAVEMENT (PLACEMENT)	SY	25,202
414(B)5300	DOWEL JOINTED P.C. PAVT. (PLACEMENT)	SY	27,232
414(G)5800	P.C. CONCRETE FOR PAVEMENT	CY	16,750
501(A)1200	STRUCTURAL EXCAVATION UNCLASSIFIED	CY	113
501(G)1810	CLSM BACKFILL	(2) CY	39
504(E)5500	CONCRETE PARAPET	(2) LF	68
509(A)0200	CLASS AA CONCRETE	CY	315
509(B)0300	CLASS A CONCRETE	(2) CY	42
509(C)0400	CLASS A CONCRETE, SMALL STRUCTURES	CY	8
509(D)0500	CLASS C CONCRETE	(3) (R-33) CY	336
511(A)2200	REINFORCING STEEL	(4) LB	53,749
601(B)1220	TYPE I-A PLAIN RIPRAP	(8) TON	530
609(B)4330	1'-8" COMB. CRB. & GUT (6" BARRIER)	LF	3,928
610(A)5200	4" CONCRETE SIDEWALK	SY	1,058
610(B)5310	6" CONCRETE DRIVEWAY	SY	572
610(B)5320	8" CONCRETE DRIVEWAY	SY	397
610(I)6000	TACTILE WARNING DEVICE-NEW	SF	64
611(G)0350	INLET (SMD-TYPE 1)	(R-35) EA	2
611(G)7754	INLET CI DES. 2 (STD)	(R-34,35) EA	2
611(G)7770	INLET CI DES. 2 (2B)	(R-34,35) EA	2
611(H)0414	ADD'L DEPTH IN INLET CI DES. 2	(R-35) VF	2
611(K)1235	RPLC DROP INLET GRATE (SMD-TYPE 2)	EA	2
611(L)1600	JUNCTION BOXES	CF	139
612(C)3400	INLET ADJUST TO GRADE	EA	2
613(A)5208	18" R.C. PIPE CLASS III	LF	14
613(A)5216	24" R.C. PIPE CLASS III	(7) (R-37) LF	2,290
613(A)5224	36" R.C. PIPE CLASS III	(R-37) LF	84
613(B)5508	18" CORR. GALV. STEEL PIPE	LF	122
613(B)5516	24" CORR. GALV. STEEL PIPE	△ (7) (R-37) LF	636
613(B)5612	28" X 20" CORR. GALV. STEEL PIPE ARCH	LF	106
613(M)6964	TYPE B4 CULVERT END TREATMENT	EA	8
613(M)7004	TYPE A6 CULVERT END TREATMENT	EA	4
613(M)7008	TYPE B6 CULVERT END TREATMENT	EA	23
613(W)8120	24" JACKED CONDUIT	LF	457
613(W)8130	36" JACKED CONDUIT	LF	84
619(A)6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(9) (R-39,40) LSUM	1
619(B)6300	REMOVAL OF HEADWALL	(R-40) EA	4
619(B)6360	REMOVAL OF CONCRETE PAVEMENT	(R-40,41) SY	25,595
619(B)6364	REMOVAL OF ASPHALT PAVEMENT	(R-40,41) SY	21,876
619(B)6380	REMOVAL OF CONCRETE DRIVEWAY	(R-40,41) SY	881
619(B)6384	REMOVAL OF ASPHALT DRIVEWAY	(R-40,41) SY	1,143
619(B)6396	REMOVAL OF GUARDRAIL	(R-40) LF	1,181
619(C)6600	SAWING PAVEMENT	LF	25,732
623(A)1200	BEAM GUARDRAIL W-BEAM SINGLE	LF	100
623(G)1820	GUARDRAIL END TREATMENT (31")	EA	4
623(I)2050	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")	EA	4
624(A)3200	FENCE-STYLE WVF	(R-43) LF	14,962
624(E)3600	FENCE-STYLE CLF (4' HIGH, CLASS A)	(5) (R-43) LF	478
624(F)3709	GATES-STYLE CLF (4' HIGH X 10' LONG)	EA	2
624(F)3715	GATES-STYLE CLF (4' HIGH X 14' LONG)	EA	1
629(A)7200	MAILBOX INSTALLATION-SINGLE	EA	3
629(B)7300	MAILBOX INSTALLATION-MULTIPLE	EA	1
629(C)7400	REMOVAL OF MAILBOX INSTALLATION	EA	5
629(E)7600	MAILBOX	EA	5
853 5175	GUARDRAIL DELINEATORS (TYPE 2, CODE 1)	EA	8

DESCRIPTION	REVISIONS	DATE
△ UPDATED NOTE		03/19/2024
△ UPDATED QUANTITIES		04/02/2024
△ ADDED PAY ITEM		05/06/2024
△ UPDATED QUANTITIES		05/09/2024
△ UPDATED NOTE		05/09/2024

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

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SUMMARY OF SURFACING

DESCRIPTION	REVISIONS	DATE
△ UPDATED ITEM DESCR.		04/02/2024
△ UPDATED QUANTITIES		04/02/2024
△ ADDED PAY ITEM		05/06/2024
△ UPDATED QUANTITIES		05/06/2024
△ ADDED QUANTITY EXTENTS		05/09/2024
△ UPDATED QUANTITIES		05/09/2024

SHEET NO.	STATION EXTENTS	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SUBGRADE METHOD B 310(B)	CEMENT TREATED BASE 317	SEPARATOR FABRIC 325	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	TACK COAT 407(B)	PRIME COAT 408	SUPERPAVE. TYPE S3 (PG 70-28 OK) 411(B)	SUPERPAVE. TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE. TYPE S4 (PG 70-28 OK) 411(C)	SUPERPAVE. TYPE S4 (PG 64-22 OK) 411(C)	P.C. CONCRETE PAVEMENT (PLACEMENT) 414(A)	DOWEL JOINTED P.C. CONCRETE PAVEMENT (PLACEMENT) 414(B)	P.C. CONCRETE FOR PAVEMENT 414(G)	1'-8" COMB. CURB & GUTTER (6" BARRIER) 609(B)	4" CONCRETE SIDEWALK 610(A)	
		CY	SY	SY	SY	SY	TON	GAL	GAL	TON	TON	TON	TON	SY	SY	CY	LF	SY	
SH 153 MAINLINE																			
R064	STA. 100+12.16 TO STA. 105+00.00		1,873.38				113.75	374.04	655.69	323.34	704.27	161.68						975.69	446.05
R065	STA. 105+00.00 TO STA. 111+00.00		3,021.53				119.01	624.45	1,057.54	567.32	1,147.42	283.67						1,200.00	466.68
R066	STA. 111+00.00 TO STA. 117+00.00		3,022.24				35.90	624.62	1,057.80	567.48	1,147.71	283.75						1,200.02	144.87
R067	STA. 117+00.00 TO STA. 123+00.00	665.70	3,531.12			2,141.09	379.92	555.34	1,726.17	532.26	960.68	264.12	64.53					551.92	
R066	STA. 123+00.00 TO STA. 129+00.00	502.46	1,636.99			1,636.99	433.62	221.84	941.72	179.16	412.71	87.77	94.03						
R069	STA. 129+00.00 TO STA. 135+00.00	822.89	3,325.23			2,686.83	575.58	404.95	1,767.37	424.42	641.23	208.01	90.17						
R070	STA. 135+00.00 TO STA. 141+00.00		2,066.67					266.67	723.34	398.23	305.20	195.38							
R071	STA. 141+00.00 TO STA. 141+54.60		188.07					24.27	65.83	36.24	27.78	17.78							
SH 153 DETOUR																			
R072	STA. 100+12.16 TO STA. 105+00.00			△ 325.03				86.05	439.51		259.03		128.00						
R073	STA. 105+00.00 TO STA. 111+00.00			△ 400.01				106.28	542.62		319.90		158.09						
R074	STA. 111+00.00 TO STA. 117+00.00			△ 455.99				98.10	485.98		340.21		116.85						
R075	STA. 117+00.00 TO STA. 123+00.00			△ 55.07				1.34	6.90		7.58								
I-35 MAINLINE																			
R076	STA. 238+00.00 TO STA. 247+00.00	624.89	3,221.75		2,410.28	3,221.75	891.99		1,814.54					1,639.00	482.06	677.56			
R077	STA. 247+00.00 TO STA. 262+00.00	3,567.71	17,855.64		14,306.87	17,855.64	4,171.25		10,207.59					7,204.31	5,795.08	4,152.60			
R078	STA. 262+00.00 TO STA. 277+00.00	3,648.83	18,252.90		14,641.76	18,252.90	6,174.12		10,437.90					4,851.94	8,456.57	4,251.32			
R079	STA. 277+00.00 TO STA. 292+00.00	3,784.70	18,864.28		15,253.17	18,864.28	5,615.98		10,804.75					5,607.53	8,312.32	4,446.64			
R080	STA. 292+00.00 TO STA. 307+00.00	2,813.24	14,164.62		11,188.20	14,164.62	3,541.58		8,076.58					5,899.20	4,185.59	3,221.55			
R081	STA. 307+00.00 TO STA. 308+52.95																		
RAMP 'A'																			
R082	STA. 265+99.48 TO STA. 276+68.80	△ 1,247.54	△ 4,217.88			△ 4,217.88	△ 1,169.33	△ 457.44	△ 2,382.22	△ 470.19	△ 736.89	△ 228.44	△ 106.46						
R082	△ TEMPORARY PAVING						△ 122.17	△ 120.76	△ 325.12		△ 267.90		△ 86.70						
RAMP 'B'																			
R083	STA. 265+99.08 TO STA. 276+70.02	△ 1,249.43	△ 4,224.27			△ 4,224.27	△ 1,171.09	△ 458.13	△ 2,385.83	△ 470.90	△ 738.01	△ 228.79	△ 106.62						
R083	△ TEMPORARY PAVING						△ 149.70	△ 55.46	△ 298.62		△ 246.06		△ 79.63						
RAMP 'C'																			
R084	STA. 277+10.26 TO STA. 286+82.66	△ 1,134.47	△ 3,835.58			△ 3,835.58	△ 1,063.34	△ 415.98	△ 2,166.30	△ 427.57	△ 670.10	△ 207.74	△ 96.81						
R084	△ TEMPORARY PAVING						△ 129.46	△ 55.27	△ 297.58		△ 245.21		△ 79.36						
RAMP 'D'																			
R085	STA. 277+21.58 TO STA. 286+80.66	△ 1,118.93	△ 3,783.04			△ 3,783.04	△ 1,048.78	△ 410.28	△ 2,136.63	△ 421.72	△ 660.92	△ 204.89	△ 95.49						
R085	△ TEMPORARY PAVING						△ 126.54	△ 46.61	△ 250.94		△ 206.77		△ 66.92						
BUCKALOO ROAD																			
R086	STA. 247+37.06 TO STA. 262+00.00			△ 4,336.44			1,771.35		1,607.21										
R087	STA. 262+00.00 TO STA. 269+96.00			△ 2,035.70			963.82		874.50										
TOTALS		△ 21,180.79	△ 107,085.19	△ 7,608.44	57,800.28	△ 94,884.87	△ 29,768.28	△ 5,407.88	△ 63,536.78	△ 4,818.83	△ 10,045.58	△ 2,372.02	△ 1,369.66	25,201.98	27,231.62	16,749.67	3,927.63	1,057.60	

SUMMARY OF GUARDRAIL

SHEET NO.	STATION EXTENTS	LT	RT	BEAM GUARDRAIL W-BEAM SINGLE 623(A)	GUARDRAIL END TREATMENT (31") 623(G)	GUARDRAIL BRIDGE CONN-THRIE BEAM (31") 623(I)	GUARDRAIL DELINEATORS (TYPE 2, CODE 1) 853	TOTAL PANEL LENGTH INCLUDING ANCHOR UNIT
				LF	EA	EA	EA	LF
CRL SH 153 MAINLINE								
R068	STA. 123+28.44 TO STA. 124+18.44	X		25.00	1	1	2	90.00
R068	STA. 123+28.44 TO STA. 124+18.44		X	25.00	1	1	2	90.00
R068	STA. 127+25.57 TO STA. 128+15.57	X		25.00	1	1	2	90.00
R068	STA. 127+25.57 TO STA. 128+15.57		X	25.00	1	1	2	90.00
TOTAL				100.00	4	4	8	360.00

SUMMARY OF CABLE BARRIER

SHEET NO.	STATION EXTENTS	NORTHBOUND	SOUTHBOUND	CLASS AA CONCRETE 509(A)	CLASS C CONCRETE 509(D)	INSTALLATION OF CABLE BARRIER SYSTEM 628	HIGH-TENSION CABLE BARRIER (TL-4) 628(B)	END ANCHOR 628(C)	CABLE BARRIER TENSIONMETER 628(E)
				CY	CY	LF	LF	EA	EA
CL SURVEY I-35 MAINLINE									
R076-R078	STA. 239+00.00 TO STA. 276+03.78	X		39.64	182.91	3,704	3,704	3	1
R078-R081	STA. 275+60.84 TO STA. 308+52.95		X	30.38	162.58	3,293	3,293	1	
TOTAL				70.02	345.49	6,997	* 112	4	1

* QUANTITY HAS BEEN REDUCED BY 6,885 LF OF CABLE BARRIER THAT WAS REMOVED AND IS TO BE RESET.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. AR03		SUMMARIES

SUMMARY OF REMOVALS

SHEET NO.	LOCATION										
	STATION EXTENTS										
	OR LITERATING ABANDONED ROAD 210	REMOVAL OF HEADWALL 619(B)	REMOVAL OF FENCE	REMOVAL OF CONCRETE PAVEMENT 619(B)	REMOVAL OF ASPHALT PAVEMENT 619(B)	REMOVAL OF CONCRETE DRIVEWAY 619(B)	REMOVAL OF ASPHALT DRIVEWAY 619(B)	REMOVAL OF GUARDRAIL 619(B)	REMOVAL OF CABLE BARRIER 619(B)	SAWING PAVEMENT 619(C)	
	LF	EA	LF	SY	SY	SY	SY	LF	LF	LF	
	SH 153										
R042	STA. 100+12.16 TO STA. 105+00.00			417.00		2,433.69	180.43	1,142.17			554.00
R042	STA. 105+00.00 TO STA. 111+00.00			408.00		3,106.81	415.50				66.00
R043	STA. 111+00.00 TO STA. 117+00.00			558.00		3,005.86	184.60				323.00
R043	STA. 117+00.00 TO STA. 123+00.00			37.00	914.00	1,207.50	100.29				120.00
R044	STA. 123+00.00 TO STA. 129+00.00				1,042.08	1,417.34		607.00			
R044	STA. 129+00.00 TO STA. 135+00.00			145.00	977.21	801.30					
R045	STA. 135+00.00 TO STA. 141+00.00			630.00		1,432.65					
R045	STA. 141+00.00 TO STA. 141+54.60			282.00		133.90					22.00
	I-35										
R046	STA. 238+00.00 TO STA. 247+00.00			1,638.00	1,006.02				732.00		1,842.00
R046	STA. 247+00.00 TO STA. 262+00.00		2.00	3,077.00	5,089.17				1,500.00		5,894.00
R047	STA. 262+00.00 TO STA. 277+00.00		1.00	555.00	5,803.49			432.00	1,500.00		6,000.00
R047	STA. 277+00.00 TO STA. 292+00.00			1,179.00	5,953.56			142.00	1,500.00		6,000.00
R048	STA. 292+00.00 TO STA. 307+00.00			2,971.00	4,147.75				1,500.00		4,911.00
R048	STA. 307+00.00 TO STA. 308+52.95			302.00					153.00		
	RAMP 'A'										
R049	STA. 265+99.48 TO STA. 276+68.80	631.00		1,135.00	110.27	2,237.23					
	RAMP 'B'										
R049	STA. 265+99.08 TO STA. 276+70.02	660.00		1,776.00	92.61	2,280.24					
	RAMP 'C'										
R050	STA. 277+10.26 TO STA. 286+82.66	565.00		1,183.00	228.50	2,255.91					
	RAMP 'D'										
R050	STA. 277+21.58 TO STA. 286+80.66	764.00		1,116.00	229.64	1,563.29					
	BUCKALOO ROAD										
R051	STA. 247+37.06 TO STA. 262+00.00			173.00							
R051	STA. 262+00.00 TO STA. 269+96.00		1.00	545.00							
	TOTALS	2,620.00	4.00	18,127.00	25,594.30	21,875.72	880.82	1,142.17	1,181.00	6,885.00	25,732.00

◆ FOR INFORMATIONAL PURPOSES ONLY. ITEMS INCLUDED UNDER 'REMOVAL OF STRUCTURES & OBSTRUCTIONS'.

SUMMARY OF TEMPORARY SEDIMENT CONTROLS

SHEET NO.	LOCATION				
	STATION EXTENTS				
	TEMPORARY SILT FENCE 221(B)	TEMPORARY SEDIMENT FILTER 221(C)	TEMPORARY SILT DIKE 221(E)	TEMPORARY ROCK FILTER DAM TYPE 4 221(F)	
	LF	EA	LF	CY	
	SH 153				
R004	STA. 100+12.16 TO STA. 108+00.00	1,225			
R004	STA. 108+00.00 TO STA. 123+00.00	2,523	4		6.98
R005	STA. 123+00.00 TO STA. 138+00.00	2,489		14	6.98
R005	STA. 138+00.00 TO STA. 143+97.99	732		14	
	I-35				
R006	STA. 238+00.00 TO STA. 247+00.00	713		63	
R006	STA. 247+00.00 TO STA. 262+00.00	836	2	168	
R007	STA. 262+00.00 TO STA. 277+00.00	1,373		63	
R007	STA. 277+00.00 TO STA. 292+00.00	1,833		126	
R008	STA. 292+00.00 TO STA. 307+00.00	1,187		168	
R008	STA. 307+00.00 TO STA. 308+52.95				
	RAMP 'A'				
R009	STA. 265+99.48 TO STA. 276+68.80	748			5.25
	RAMP 'B'				
R009	STA. 265+99.08 TO STA. 276+70.02	1,009		28	
	RAMP 'C'				
R010	STA. 277+10.26 TO STA. 286+82.66	1,117		14	1.05
	RAMP 'D'				
R010	STA. 277+21.58 TO STA. 286+80.66	707		28	2.10
	BUCKALOO ROAD				
R011	STA. 247+37.06 TO STA. 262+00.00	1,306			15.36
R011	STA. 262+00.00 TO STA. 269+96.00	712			30.02
	TOTALS	18,510.00	6.00	686.00	67.74

SUMMARY OF DRIVES & SECTION LINE RETURNS

SHEET NO.	LOCATION													
	STATION													
	LEFT	RIGHT	TYPE	LENGTH	WIDTH	DRIVE RADII		TRAFFIC BOUND SURFACE COURSE TYPE 402(E)	TACK COAT 407(B)	PRIME COAT 408	SUPERPAVE. TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE. TYPE S4 (PG 64-22 OK) 411(C)	6" CONCRETE DRIVEWAY 610(B)	8" CONCRETE DRIVEWAY 610(B)
			FT	FT	FT	R1 FT	R2 FT	TON	GAL	GAL	TON	TON	SY	SY
	SH 153													
R064	101+13.80		X DRIVE	13.00	36.00	20	N/A		3.35	15.62	10.00	5.00	13.27	
R064	101+49.80		X DRIVE	17.00	36.00	N/A	26		4.83	22.51	14.41	7.21	15.63	
R064	102+55.35		X DRIVE	11.00	23.00	15	15						36.04	
R064	103+10.30		X DRIVE	12.00	24.00	15	15						37.04	
R064	103+36.22	X	DRIVE	30.00	18.00	15	15		4.39	20.45	13.09	6.55	10.51	
R064	103+62.37	X	DRIVE	9.00	26.00	10	10		1.43	6.67	4.27	2.14	10.41	
R065	105+00.72	X	DRIVE	25.00	12.00	15	15						43.21	
R065	105+11.15		X DRIVE	10.00	12.00	10	10		0.79	3.69	2.36	1.18	6.73	
R065	105+60.00		X DRIVE	13.00	12.00	10	10		1.17	5.45	3.49	1.75	6.52	
R065	106+67.89	X	DRIVE	30.00	30.00	30	30						143.16	
R065	107+51.36	X	DRIVE	30.00	24.00	15	15						95.61	
R065	108+21.38		X DRIVE	35.00	14.00	10	10		3.55	16.56	10.60	5.30	7.07	
R065	110+04.05	X	DRIVE	30.00	24.00	15	15						95.10	
R065	110+38.36		X DRIVE	30.00	14.00	15	15		3.50	16.29	10.43	5.22	9.28	
R066	112+52.59		X DRIVE	20.00	14.00	15	10		2.31	10.75	6.88	3.44	8.59	
R066	113+29.71		X DRIVE	33.00	36.00	25	25						170.77	
R066	114+83.01	X	DRIVE	53.00	20.00	25	25		9.69	45.19	28.93	14.47	15.28	
R067	117+19.73	X	DRIVE	37.00	12.00	15	15		3.74	17.44	11.17	5.59	8.79	
R067	117+25.38		X DRIVE	49.00	36.00	25	25						225.58	
R067	117+71.08	X	DRIVE	34.00	12.00	15	15		3.48	16.23	10.39	5.20	8.78	
R069	133+51.62		X RETURN	67.00	26.00	25	25		16.96	79.15	50.66	25.33		
R069	134+46.71		X DRIVE	67.00	24.00	25	25		15.64	72.95	46.69	23.35		
R070	135+77.19		X DRIVE	59.00	24.00	25	25		13.95	65.09	41.66	20.83		
R070	136+70.62		X DRIVE	51.50	16.00	25	25		8.70	40.58	25.97	12.99		
R070	137+30.50	X	DRIVE	46.00	12.00	10	10		4.99	23.28	14.90	7.45		
R070	138+35.00	X	DRIVE	52.00	18.00	10	10	20.59						
R070	139+50.43	X	DRIVE	55.00	20.00	10	10		9.56	44.58	28.53	14.27		
R070	140+72.36	X	DRIVE	58.00	18.00	10	10		8.91	41.57	26.61	13.31		
R071	141+38.00		X DRIVE	37.00	16.00	10	10		5.31	24.74	15.84	7.92		
R071	141+38.22	X	DRIVE	53.00	18.00	10	10		8.22	38.34	24.54	12.27		
	BUCKALOO ROAD													
R086	251+47.56		X DRIVE	47.00	16.00	25	25	21.68						
R086	253+72.05		X DRIVE	47.00	16.00	25	25	21.68						
R087	267+82.15		X DRIVE	50.00	24.00	25	25	31.11						
	TOTALS			95.06	134.47	627.13	401.42	200.77	571.02	396.35				

SUMMARY OF FENCE

LOCATION			
STATION EXTENTS			
LT	RT	FENCE-STYLE WWF 624(A)	FENCE-STYLE CLF (4' HIGH, CLASS A) 624(E)
LF	EA	GATES-STYLE CLF (4' HIGH X 10' LONG) 624(F)	GATES-STYLE CLF (4' HIGH X 14' LONG) 624(F)
CRL SH 153 MAINLINE			
	X		222
	X		2
	X		147
	X		1
	X		100
CL SURVEY I-35			
	X		3,918
	X		3,909
	X		3,430
	X		3,412
	TOTALS	14,669	469

SUMMARY OF TEMPORARY DRIVES & SECTION LINE RETURNS										
SHEET NO.	LOCATION						TRAFFIC BOUND SURFACE COURSE TYPE 402(E)			
	STATION	LEFT	RIGHT	TYPE	LENGTH	WIDTH	DRIVE RADII	TON		
									RI	R2
SH 153										
R072	101+09.55		X	DRIVE	42.00	36.00	0	0	32.13	
R072	101+58.24		X	DRIVE	42.00	36.00	0	0	32.13	
R072	102+55.35		X	DRIVE	37.00	24.00	0	0	18.87	
R072	103+10.30		X	DRIVE	37.00	24.00	0	0	18.87	
R072	103+62.37		X	DRIVE	37.00	26.00	0	0	20.44	
R073	105+00.72	X		DRIVE	12.00	12.00	0	0	3.06	
R073	105+11.15		X	DRIVE	42.00	12.00	0	0	10.71	
R073	106+67.89	X		DRIVE	17.00	30.00	0	0	10.84	
R073	107+54.36	X		DRIVE	17.00	24.00	0	0	8.67	
R073	108+21.38		X	DRIVE	52.00	14.00	0	0	15.47	
R073	110+01.09	X		DRIVE	17.00	24.00	0	0	8.67	
R073	110+38.36		X	DRIVE	52.00	14.00	0	0	15.47	
R074	113+29.71		X	DRIVE	59.00	36.00	0	0	45.14	
R074	114+81.36	X		DRIVE	39.00	20.00	0	0	16.58	
R075	117+25.38		X	DRIVE	68.00	36.00	0	0	52.02	
R075	117+71.08	X		DRIVE	35.00	12.00	0	0	8.93	
R069	133+51.62		X	RETURN	24.00	26.00	0	0	13.26	
R069	134+46.71		X	DRIVE	20.00	24.00	0	0	10.20	
R070	135+77.19		X	DRIVE	13.00	24.00	0	0	6.63	
R070	136+70.62		X	DRIVE	13.00	16.00	0	0	8.16	
R070	137+30.50	X		DRIVE	24.00	12.00	0	0	6.12	
R070	138+35.00	X		DRIVE	19.00	18.00	0	0	7.27	
R070	139+50.43	X		DRIVE	15.00	20.00	0	0	6.38	
R070	140+72.36	X		DRIVE	13.00	18.00	0	0	4.97	
R071	141+38.00		X	DRIVE	13.00	16.00	0	0	4.42	
R071	141+38.22	X		DRIVE	11.00	18.00	0	0	4.21	
BUCKALOO ROAD										
R086	251+47.56		X	DRIVE	15.00	16.00	0	0	5.10	
R086	253+72.05		X	DRIVE	15.00	16.00	0	0	5.10	
R087	267+82.15		X	DRIVE	8.00	24.00	0	0	4.08	
TOTAL									403.90	

SUMMARY OF PERMANENT EROSION CONTROL							
SHEET NO.	STATION EXTENTS	SOLID SLAB SODDING 230(A)	WATERING *	FERTILIZING (10-20-10) *	FERTILIZING (18-46-0) *	MOWING 241	TYPE I-A PLAIN/RIPRAP 601(B)
		SY	KGAL	TON	TON	AC	TON
SH 153							
R064	STA. 100+12.16 TO STA. 105+00.00	1,058.31	42.33	0.11	0.02	0.27	
R065	STA. 105+00.00 TO STA. 111+00.00	1,165.98	46.64	0.12	0.02	0.47	
R066	STA. 111+00.00 TO STA. 117+00.00	3,483.21	139.33	0.35	0.05	1.22	
R067	STA. 117+00.00 TO STA. 123+00.00	4,679.13	187.17	0.47	0.07	1.79	
R068	STA. 123+00.00 TO STA. 129+00.00	4,599.36	183.97	0.46	0.07	1.62	
R069	STA. 129+00.00 TO STA. 135+00.00	5,362.73	214.51	0.54	0.08	1.88	
R070	STA. 135+00.00 TO STA. 141+00.00	3,219.07	128.76	0.32	0.05	1.23	
R071	STA. 141+00.00 TO STA. 141+54.60	285.45	11.42	0.03	0.00	0.37	
I-35							
R076	STA. 238+00.00 TO STA. 247+00.00	4,683.23	187.33	0.47	0.07	1.83	
R077	STA. 247+00.00 TO STA. 262+00.00	16,634.21	665.37	1.66	0.26	4.20	481.21
R078	STA. 262+00.00 TO STA. 277+00.00	13,616.09	544.64	1.36	0.21	9.71	
R079	STA. 277+00.00 TO STA. 292+00.00	13,137.39	525.50	1.31	0.20	9.82	
R080	STA. 292+00.00 TO STA. 307+00.00	14,269.39	570.78	1.43	0.22	4.68	
R081	STA. 307+00.00 TO STA. 308+52.95						
RAMP 'A'							
R082	STA. 265+99.48 TO STA. 276+68.80	10,921.90	436.88	1.09	0.17	4.02	
RAMP 'B'							
R083	STA. 265+99.08 TO STA. 276+70.02	12,163.03	486.52	1.22	0.19	3.44	
RAMP 'C'							
R084	STA. 277+10.26 TO STA. 286+82.66	10,428.40	417.14	1.04	0.16	4.24	
RAMP 'D'							
R085	STA. 277+21.58 TO STA. 286+80.66	11,241.29	449.65	1.12	0.17	4.84	
BUCKALOO ROAD							
R086	STA. 247+37.06 TO STA. 262+00.00	4,304.77	172.19	0.43	0.07	2.41	
R087	STA. 262+00.00 TO STA. 269+96.00	2,742.03	109.68	0.27	0.04	1.20	
TOTALS		137,994.97	* 5,519.80	* 13.80	* 2.12	59.24	481.21

* FOR INFORMATIONAL PURPOSES ONLY.

SUMMARY OF EARTHWORK						
CONSTRUCTION PHASE	UNCLASSIFIED EXCAVATION 202(A)	EMBANKMENT	EMBANKMENT +15% COMP.	EXCESS EXCAVATION	UNCLASSIFIED BORROW 202(D)	
	CY	CY	CY	CY	CY	
SH 153 (PHASE 1A)						
	4,484	25,566	29,401		24,917	
SH 153 (PHASE 1B)						
	12,651	1,012	1,164	11,487		
SH 153 (PHASE 3)						
	1,087	275	316	771		
SH 153 DETOUR						
	813	93	107	706		
▲ I-35 (PHASE 1A)	33,346	6,336	7,286	26,060		
I-35 (PHASE 1B)	24,250	1,496	1,721	22,529		
I-35 (PHASE 3)						
	8,246	1,468	1,688	6,558		
▲ RAMP 'A' (PHASE 1A)	4,075	2,639	3,034	1,041		
▲ RAMP 'A' (PHASE 1B)	1,070	3	4	1,066		
▲ RAMP 'B' (PHASE 1A)	4,217	4,270	4,910		693	
▲ RAMP 'B' (PHASE 1B)	1,389	0	0	1,389		
▲ RAMP 'C' (PHASE 1A)	4,045	2,422	2,786	1,259		
▲ RAMP 'C' (PHASE 1B)	686	0	0	686		
▲ RAMP 'D' (PHASE 1A)	6,671	242	278	6,393		
▲ RAMP 'D' (PHASE 1B)	78	1	1	77		
BUCKALOO ROAD						
	4,858	4,686	5,389		531	
TOTALS		111,966 ▲	50,509 ▲	58,085 ▲	▲ 53,881 ▲	▲ 0

▲ QUANTITIES SHOWN HAVE BEEN REDUCED BY 26,141 CY OF EXCESS EXCAVATION FROM PHASES 1A, 1B AND 3.

SUMMARY OF MAILBOX							
SHEET NO.	STATION	OFFSET		MAILBOX INSTALLATION-SINGLE 629(A)	MAILBOX INSTALLATION-MULTIPLE 629(B)	REMOVAL OF MAILBOX INSTALLATION 629(C)	MAILBOX 629(E)
		LT	RT	EA	EA	EA	EA
		SH 153					
R064	STA. 104+52.15	19'			1	2	2
R066	STA. 115+21.18	21'		1		1	1
R067	STA. 117+92.68	21'		1		1	1
BUCKALOO ROAD							
R086	STA. 254+01.10		14'	1		1	1
TOTALS				3	1	5	5

SUMMARY OF DITCH LINE PROTECTION										
SHEET NO.	STATION EXTENTS	LOCATION			LENGTH	CONCRETE LINER				DESIGN NO.
		LT	MED	RT		BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE 509(D)		
		LF	FT	EA		CY				
SH 153										
R069	STA. 131+27.92 TO STA. 132+06.48	X			97.00	10	2	20.10	SPEC.	
I-35										
R077-R078	STA. 260+99.00 TO STA. 264+42.31			X	344.00	8	5	61.96	2A	
RAMP 'B'										
R083	STA. 264+46.86 TO STA. 269+00.00			X	453.00	4	6	58.79	2A	
RAMP 'D'										
R085	STA. 277+25.00 TO STA. 279+75.00	X			267.00	20	4	88.55	SPEC.	
R085	STA. 279+75.00 TO STA. 284+50.00	X			475.00	4	6	61.59	2A	
BUCKALOO ROAD										
R086	STA. 249+45.36 TO STA. 250+00.00	X			55.00	4	2	7.37	2A	
R087	STA. 267+97.21 TO STA. 268+64.00	X			67.00	4	2	8.89	2A	
TOTAL									307.25	

SUMMARY OF ADA RAMPS					
SHEET NO.	STATION	LOCATION		RAMP TYPE	TACTILE WARNING DEVICE-NEW 610(I)
		LEFT	RIGHT		SF
		LF	FT		EA
SH 153					
R064	99+79.46	X		A	8.00
R064	100+34.84	X		B	8.00
R064	100+45.05	X		A/B	8.00
R064	100+45.05		X	C	8.00
R064	100+45.09		X	C	8.00
R066	114+32.54	X		B/D	12.00
R066	114+32.56		X	B	12.00
TOTAL					64.00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SUMMARIES							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	AR05

Z:\115094\DRAWINGS\SUPPLEMENT #1\SUMMARIES.DWG 5/9/2024 10:56 AM

TRAFFIC GENERAL CONSTRUCTION NOTES

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

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

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

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

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

ALL FIELD MEASUREMENTS PREVAIL ON INSTALLATION AND REMOVAL.

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

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

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

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

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

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

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

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

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

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

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

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

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

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

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

- (TC-1) THE CONTRACTOR SHALL FURNISH AND INSTALL SUCH LIGHTS, SIGNS, BARRICADES, AND PROVIDE FLAGGERS NECESSARY FOR THE CONTROL, SAFETY, AND MAINTENANCE OF TRAFFIC WHEN INSTALLING, RELOCATING OR DELIVERING PORTABLE LONGITUDINAL BARRIER.
- (TC-2) QUANTITY INCLUDES SUFFICIENT LENGTH OF PORTABLE LONGITUDINAL BARRIER TO PROVIDE FOR THE LONGEST SECTION SHOWN ON THE PLANS. THIS SAME BARRIER WILL BE USED ON OTHER DETOUR PHASES.
- (TC-15) PAY QUANTITY SHALL MEET THE REQUIREMENTS OF ODOT SPECIFICATION SECTION 711.10 TRAFFIC STRIPE PAINT ACRYLIC WATERBORNE WITH THE EXCEPTION OF THE ACRYLIC EMULSION POLYMER SHALL BE ROHM AND HASS HD-21A OR DOW CHEMICAL DT-400.
- (TC-16) PAINT SHALL CONFORM TO SECTION 711 "TRAFFIC STRIPE", OF THE O.D.O.T. STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

IF CONSTRUCTION TRAFFIC STRIPE PAINT IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND FAILS DURING THE FIRST SIX MONTHS OF SERVICE, REPLACEMENT WILL BE MADE AT THE CONTRACTOR'S EXPENSE AND SHALL BE ACCOMPLISHED IN A TIMELY MANNER UPON NOTIFICATION BY THE ENGINEER OF SUCH FAILURE.

- (TC-20) ALL STRIPING TO BE PLACED ON TEMPORARY SURFACES OR ON SURFACES SCHEDULED TO BE REMOVED SHALL BE DONE WITH PAINT UNLESS OTHERWISE NOTED ON THE PLANS OR STANDARD DRAWINGS. TEMPORARY PAVEMENT MARKINGS PLACED ON FINISHED PAVEMENT OR EXISTING PAVEMENT TO REMAIN IN PLACE SHALL USE ONE OF THE FOLLOWING METHODS:
* REMOVABLE PAVEMENT MARKING TAPE
* CLASS "A" PAVEMENT MARKERS
- (TC-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE, AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.
- (TC-22) AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL SHALL INCLUDE THE COST OF REMOVING STRIPE, ARROWS, WORDS AND SYMBOLS, AS SHOWN IN THE PLANS. THESE ITEMS MAY CONSIST OF PLASTIC, PAINT, OR NON-REMOVABLE MARKING TAPE.
- (TC-26) ALL CONSTRUCTION TRAFFIC CONTROL WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS, AND INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLETION OF THE PROJECT. ALL SIGNS AND BARRICADES WHICH ARE SHOWN WITH TYPE "A" LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.
- (TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956 (LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.
- (TC-52) ANY USED CHANGEABLE MESSAGE SIGNS AND ATTENUATORS TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.
- (TC-61) ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTOR'S NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
- (TC-65) THE PRICE BID FOR THIS ITEM SHALL INCLUDE THE FOLLOWING:
A. ONE OFFICIALLY MARKED OKLAHOMA HIGHWAY PATROL CAR (WHEN PROJECT INVOLVES A STATE OR FEDERAL HIGHWAY). IF AN OKLAHOMA HIGHWAY PATROL CAR IS NOT AVAILABLE, THEN A LOCAL CITY OR COUNTY LAW ENFORCEMENT VEHICLE IS TO BE USED. PRICE BID FOR THIS ITEM SHALL BE PAID ON A PER UNIT PER HOUR BASIS.
B. ONE OKLAHOMA HIGHWAY LAW ENFORCEMENT OFFICER WITH JURISDICTIONAL AUTHORITY TO WRITE AND ISSUE TRAFFIC CITATIONS. IF AN OKLAHOMA HIGHWAY PATROL LAW OFFICER IS NOT AVAILABLE, THEN A LOCAL CITY OR COUNTY LAW ENFORCEMENT OFFICER IS TO BE USED. THE LAW ENFORCEMENT OFFICER SHALL BE INSURED, LICENSED AND BONDED, IF REQUIRED, BY THE CONTRACTOR. THIS OFFICER SHALL BE SPECIFICALLY APPROVED AND ASSIGNED TO THIS WORK ACTIVITY.
C. THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH THE OKLAHOMA HIGHWAY PATROL OR THE LAW ENFORCEMENT AGENCY TO PROVIDE THE REQUIRED LAW ENFORCEMENT ON THIS PROJECT.
D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS ANTICIPATED WEEKLY SCHEDULE TO THE OKLAHOMA HIGHWAY PATROL OR THE LOCAL LAW AGENCY TWO WEEKS IN ADVANCE OF THE WORK. THE WORK SCHEDULE WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
E. THE OKLAHOMA HIGHWAY PATROL OR THE LOCAL LAW ENFORCEMENT AGENCY WILL BE PAID FOR A MAXIMUM OF ONE (1) HOUR, PER WORK PERIOD, TO ALLOW FOR TRAVEL TO AND FROM THE OFFICER'S PERMANENT DUTY STATION AND THE WORK SITE. THIS WILL BE PAID ONE (1) TIME PER WORK PERIOD AS DEFINED BY THE CONTRACTOR IN AGREEMENT WITH THE ENGINEER.
- (TC-70) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER.
- (TC-73) QUANTITY SHOWN INCLUDES 1,000 EA (WHITE) AND 500 EA (YELLOW) CONSTRUCTION ZONE PAVEMENT MARKERS (FLEX TAB). THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE EITHER "DAVIDSON PLASTICS: MODEL TOM", OR AN APPROVED EQUAL. INSTALLATION AND REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN ON STANDARD DRAWING TCS21-1-(LATEST REVISION).
- (TC-75) TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE THE SAME DAY THAT EXISTING PAVEMENT MARKINGS ARE REMOVED FROM ANY ROADWAY OPEN TO TRAFFIC. ALSO, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF FINAL STRIPING.
- (TC-76) ANY TRUCK MOUNTED ATTENUATOR USED ON THIS PROJECT SHALL HAVE PASSED ALL MANDATORY AND OPTIONAL TESTS LISTED IN NCHRP 350, TL-3 CRITERIA. THIS ITEM IS TO BE USED WHERE SHOWN IN THE STANDARD DRAWINGS OR AT THE DISCRETION OF THE ENGINEER ON SHADOW VEHICLES PROTECTING THE WORK AREAS AND TEMPORARY ROADSIDE HAZARDS.
- (TC-77) TRUCK MOUNTED ATTENUATORS ARE TO BE INSTALLED ON NON-STATE OWNED TRUCKS HAVING A MINIMUM GROSS WEIGHT RATING OF 15,000 POUNDS. EACH OF THESE TRUCKS SHALL ALSO BE EQUIPPED WITH AN ARROW DISPLAY (TYPE B).
- (TC-84) 300 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT ODOT STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.
- (TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR AN APPROVED LIST, GO TO THE QUALIFIED PRODUCT LIST WEBSITE AT <http://www.okladot.state.ok.us/traffic/rqpl/index.php>.

DESCRIPTION	REVISIONS	DATE
△ MODIFIED NOTES		03/04/2024
△ UPDATED QUANTITIES		03/04/2024
△ UPDATED QUANTITIES		03/12/2024

LOVE COUNTY JP 31892(04) 300 TRAFFIC CONTROL		PAY QUANTITIES - TRAFFIC CONTROL		
ITEM	DESCRIPTION	UNIT	QUANTITY	
857(A)9205	CONSTRUCTION TRAFFIC STR.(PAINT)(6" WIDE)	△ (SP-9)(TC-15,16,70,75)	LF	32,340
857(C)9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE)	△ (SP-10)(TC-20,70,75)	LF	9,600
857(E)9600	(PL)CONSTRUCTION ZONE PAVEMENT MARKERS	(SP-8)(TC-20,21,61,70,73,75)	EA	2,800
857(E)9620	(PL)CONST.ZONE PAV.MKRS(FLEX TAB)TYP.2-1	(SP-2)(TC-20,21,61,70,73,75)	EA	1,000
857(E)9630	(PL)CONST.ZONE PAV.MKRS(FLEX TAB)TYP.2-2	(SP-2)(TC-20,21,61,70,75)	EA	500
857(F)9700	PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	(TC-22,70)	LF	39,000
871(B)2300	CONST.ZONE IMPACT ATTEN.	(SP-6,11)(TC-26,52,70)	SD	2,970
876(A)3210	(PL)TRUCK MOUNTED ATTENUATOR	(SP-11)(TC-52,70,76,77)	SD	1,320
877(B)4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2)	LF	15,450
877(C)4400	RELOCATION OF PORT.LONGITUDINAL BARRIER	(TC-1,2)	LF	16,975
880(A)6220	ARROW DISPLAY(TYPE C)	(SP-11)(TC-26,84)	SD	1,320
880(B)6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(SP-11)(TC-26,33,84)	SD	27,060
880(B)6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(SP-11)(TC-26,33,84)	SD	7,920
880(B)6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(SP-11)(TC-26,33,84)	SD	27,060
880(B)6330	CONSTRUCTION SIGNS 33.0 SF & OVER	(SP-7,11)(TC-26,33)	SD	66
880(C)6410	CONSTRUCTION BARRICADES(TYPE III)	(SP-11)(TC-26,84)	SD	19,800
880(D)6500	VERTICAL PANELS	(SP-3,11)(TC-26,84)	SD	9,900
880(E)6607	WARNING LIGHTS (TYPE B)	(SP-11)(TC-26,84)	SD	56,760
880(E)6616	WARNING LIGHTS (TYPE D)	(SP-11)(TC-26,84)	SD	33,000
880(F)6700	DRUMS	(SP-3,11)(TC-26,84)	SD	33,000
880(G)6805	CHANNELIZER CONES	(SP-11)(TC-26,84)	SD	48,180
880(L)7310	(SP) TRAFFIC SURVEILLANCE, OHP (NON-BID)	(TC-65,70,84)	HOUR	720
882 8100	(SP)SMART WORK ZONE SYSTEM	△ (SP-5,11)(TC-84)	SD	330
882 8105	(SP)SMART WK. ZONE SYS.-PORT.CHNG.MSG.SN	(SP-11)(TC-84)	SD	10,560
882 8110	(SP)SMART WK. ZONE SYS.-PORT.TRAF.SENSOR	(SP-11)(TC-84)	SD	4,950
882 8115	(SP)SMART WK ZONE SYS-PAN-TILT-ZOOM CMRA	(SP-11)(TC-84)	SD	1,320
882 8120	(SP)SMART WK. ZONE SYS.-WEBSITE SYSTEM	(SP-11)(TC-84)	SD	330
882(A)8210	PORT.CHANGEABLE MESSAGE SIGN	(SP-1,4,11)(TC-26,52,85)	SD	1,376

TRAFFIC SPECIAL PAY QUANTITY NOTES

- (SP-1) SIGN PLACEMENT LOCATIONS WILL BE AT THE DISCRETION OF THE DISTRICT ENGINEER.
- (SP-2) PRICE BID FOR THIS PAY ITEM INCLUDES THE INITIAL PLACEMENT AND SUBSEQUENT REPLACEMENT DURING CONSTRUCTION TO MAINTAIN THE ADEQUATE DELINEATIONS.
- (SP-3) ALL DRUMS SHALL BE INSTALLED WITH WARNING LIGHTS TYPE 'D'.
- (SP-4) CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE PROJECT 14 DAYS IN ADVANCE OF THE START DATE.
- (SP-5) SEE OKLAHOMA DEPARTMENT OF TRANSPORTATION SPECIAL PROVISIONS FOR SMART WORK ZONE SYSTEM 882-002.
- (SP-6) (2) TWO OF THE WORK ZONE IMPACT ATTENUATORS SHALL BE WIDE IN PHASE 1B.
- (SP-7) 30 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS.
- (SP-8) QUANTITY SHOWN INCLUDES 2,000 EA (WHITE TYPE 2-C) AND 800 EA (YELLOW TYPE 2-D) CONSTRUCTION ZONE PAVEMENT MARKERS (CLASS "A"). THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN ON STANDARD DRAWING TCS21-1-(LATEST REVISION).
- (SP-9) INCLUDES AN ESTIMATED 18,340 LF (PAINT) (6" WIDE) WHITE 14,000 LF (PAINT) (6" WIDE) YELLOW STRIPE.
- (SP-10) THIS ITEM INCLUDES AN ESTIMATED 6,400 LF (6" WIDE) WHITE AND 3,200 LF (6" 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.
- (SP-11) SIGN DAY PAY ITEMS INCLUDE AN ESTIMATED 10% ADDITIONAL TIME.

DESIGN	SRB		OKLAHOMA DEPARTMENT OF TRANSPORTATION				
DRAWN	SRB		SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)				
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY			SH153	STATE JOB NO	31892(04)

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DESCRIPTION	REVISIONS	DATE
△ UPDATED NOTES		03/12/2024
△ UPDATED QUANTITIES		03/12/2024
△ ADDED PAY ITEMS		03/12/2024
△ UPDATED QUANTITIES		04/02/2024

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

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

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

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

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

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

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

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

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

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

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

ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.

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

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

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

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

ALL REMOVED SIGNS, SIGN POSTS, BOLTS, MISCELLANEOUS HARDWARE, AND DELINEATORS SHALL REMAIN THE PROPERTY OF THE STATE. THE CONTRACTOR SHALL NEATLY STACK SUCH REMOVED MATERIAL AT A LOCATION ON THE JOB SITE AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DISTRICT PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

ALL SIGNS SHALL BE REMOVED FROM THE POSTS IN A SALVAGEABLE MANNER FOR REUSE. CARE SHALL BE TAKEN DURING REMOVAL AND TRANSPORTING TO ALLEVIATE DAMAGE OF MATERIALS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED DURING REMOVAL OF SIGNS AND SIGN POSTS.

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

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

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

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

TRAFFIC SIGNING PAY QUANTITY NOTES

(TS-25) QUANTITY SHOWN INCLUDES 22,400 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE), AND 7,300 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(BLACK) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(TS-26) QUANTITY SHOWN INCLUDES 0 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 500 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.

(TS-27) QUANTITY SHOWN INCLUDES 2,700 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 0 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWELVE INCH (12") WIDE TRAFFIC STRIPE.

(TS-28) QUANTITY SHOWN INCLUDES 380 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.

(TS-33) INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH O.D.O.T. PLANS AND STANDARD DRAWINGS SSA1-1 AND SSP1-1-(LATEST REVISION).

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

TRAFFIC SPECIAL PAY QUANTITY NOTES NOTES

(SP-12) QUANTITY SHOWN INCLUDES 29,400 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(SP-13) QUANTITY SHOWN INCLUDES REMOVE AND RESET OF THACKERVILLE TOWN SIGN AND TRIPLE CROWN STREET NAME SIGN.

(SP-14) FOR STATIONS AND LOCATIONS OF THE SIGN REMOVAL AND REOCATONS, ARE AS SHOWN ON SIGNING & PAVEMENT MARKING SHEETS AND SIGN SUMMARY, ARE APPROXIMATE. EXACT STATIONS AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED.

LOVE COUNTY JP 31892(04) 301 SIGNING & STRIPING			
PAY QUANTITIES - SIGNING & STRIPING			
ITEM	DESCRIPTION	UNIT	QUANTITY
413(D)4510	RUMBLE STRIP METHOD PCC-CYC	LF	26,135
804(A)2200	STRUCTURAL CONCRETE	CY	11
804(B)2300	REINFORCING STEEL	LB	2,234
805(D)3528	(PL)REMOVE & RESET EXISTING SIGNS (SP-13,14)	EA	7
836 7110	RECTANGULAR RAPID FLASHING BEACON	EA	2
850(A)1200	SHEET ALUMINUM SIGNS (TS-33)	SF	630
850(B)1310	EXTRUDED ALUMINUM PANEL SIGNS (TS-33)	SF	615
851(A)2200	4"@13 GALV.STL.WD.FLANGE BM.POST (TS-34)	LF	66
851(A)2205	6"@15 GALV.STL.WD.FLANGE BM.POST (TS-34)	LF	45
851(A)2230	8"@40 GALV.STL.WD.FLANGE BM.POST (TS-34)	LF	122
851(B)2315	3"@7.58 GALV. STL.PIPE POST (TS-34)	LF	96
851(B)2320	3 1/2"@9.11 GALV. STL.PIPE POST (TS-34)	LF	80
851(C)2415	2" SQUARE TUBE POST (TS-34)	LF	167
851(C)2430	2 1/2" SQUARE TUBE POST (TS-34)	LF	590
853 5100	DELINEATORS(TYPE 1, CODE 1)	EA	100
853 5105	DELINEATORS(TYPE 1, CODE 2)	EA	72
856(A)8204	TRAFFIC STRIPE(MULTI-POLY.)6" WIDE (SP-12)(TS-25)	LF	59,100
856(A)8208	TRAFFIC STRIPE(MULTI-POLY.)8" WIDE (TS-26)	LF	500
856(A)8212	TRAFFIC STRIPE(MULTI-POLY.)12" WIDE (TS-27)	LF	2,700
856(A)8216	TRAFFIC STRIPE(MULTI-POLY.)24" WIDE (TS-28)	LF	380
856(B)8304	TRAFFIC STRIPE (MULTI-POLY.)ARROWS)	EA	18
856(B)8312	TRAFFIC STRIPE (MULTI-POLY.)WORDS)	EA	2
858(A)0224	PAVE. MARKERS CLASS A TYPE 2-C	EA	172
858(A)0228	PAVE. MARKERS CLASS A TYPE 2-D	EA	95

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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUMMARY OF PAY QUANTITIES & NOTES (SIGNING)
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>AT02</u>		

PAY QUANTITY NOTES

- (SP-8) CABLE BARRIER SYSTEM INSTALLED ON THIS PROJECT SHALL CONSIST OF FOUR (4) CABLES , MAXIMUM OF 10'-6" POST SPACING, WITH MAXIMUM DEFLECTION OF EIGHT (8) FEET. THE SYSTEM SHALL MEET ALL THE REQUIREMENTS OF NCHRP-350 TEST LEVEL 4 (TL-4), WITH THE EXCEPTION OF THE CABLE END ANCHOR UNITS. THE CABLE END ANCHOR UNITS SHALL MEET ALL THE REQUIREMENTS OF NCHRP-350 TEST LEVEL 3 (TL-3) OR TEST LEVEL 4 (TL-4)
- (SP-9) INCLUDED IN THIS PAY ITEM WILL BE TWO (2) DAYS OF TRAINING FROM THE MANUFACTURER'S REPRESENTATIVE FOR MAINTAINING WIRE ROPE SAFETY FENCE SYSTEM.
- (SP-10) INCLUDED IN THIS PAY ITEM IS ALL MISCELLANEOUS HARDWARE REQUIRED BY THE MANUFACTURER TO BE USED FOR INSTALLATION OF SOCKETED CABLE BARRIER SYSTEM. ALSO , AN ADDITIONAL 200 POSTS AND POSTS' ACCESSORIES (CAPS, PLASTIC HARDWARE, GROUND COVER, ETC.) SHALL BE DELIVERED TO DISTRICT 7 HEADQUARTERS.
- (SP-11) CABLE WILL BE MEASURED FROM BEGINNING OF WIRE ROPE CABLE TO END OF WIRE ROPE CABLE.
- (SP-12) 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 RETROREFLECTIVE SHEETING MEETING ASTM D-4956 TYPE VIII. (MIN. 7 SQ. IN. YELLOW)
- (SP-13) IF THE SYSTEM POSTS FALL ON THE TOP OF A CROSS DRAIN BOX, SPECIAL POST DESIGN WILL BE REQUIRED. CABLE MANUFACTURER SHALL PROVIDE THE POST DESIGN TO THE ENGINEER FOR APPROVAL. ALL INSTALLATIONS MUST BE IN ACCORDANCE TO THE MANUFACTURER'S SPECIFICATIONS AND/OR RECOMMENDATION.
- (SP-14) 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.
- (SP-15) CONTRACTOR SHALL CONTACT THE ENGINEER FOR EXISTING CABLE BARRIER SYSTEM, EXISTING END ANCHOR AND FOOTINGS DESIGN AND CONSTRUCT THE CABLE BARRIER SYSTEM ACCORDING TO THE MANUFACTURER RECOMMENDED INSTALLATION. ALL RECONSTRUCTION AND ADDITIONAL INSTALLATION OF CABLE BARRIERS ON THIS SECTION SHALL BE COMPATIBLE TO EXISTING CABLE BARRIER SYSTEM.
- (SP-16) TURNBUCKLES SHALL BE NO CLOSER THAN 1' TO A CABLE POST. MAINTAIN THE MANUFACTURE RECOMMENDED HEIGHT FOR ALL ROWS OF THE CABLE. THE BOTTOM CABLE SHALL BE WITHIN THE TOLERANCE LIMITS RECOMMENDED BY THE MANUFACTURE.
- (SP-17) THIS IS AN ESTIMATED QUANTITY TO BE USED FOR POST FOOTINGS AND ANCHOR UNITS FOR THIS PROJECT. THIS ITEM SHALL ALSO INCLUDE REINFORCING STEEL BARS REQUIRED FOR POST FOOTINGS AND ANCHOR UNITS AS SHOWN BY THE MANUFACTURER'S DESIGN.
- (SP-18) PRICE BID FOR THIS ITEM CONSISTS OF REMOVAL OF EXISTING CABLE BARRIER SYSTEM AND ITS CONCRETE FOOTINGS. 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.
- (SP-19) THIS ITEM INCLUDES AN ESTIMATED QUANTITY OF CLASS AA CONCRETE BASED ON 12" DIAMETER AND 36" DEPTH MINIMUM FOOTING DESIGN.
- (SP-20) THE TENSION METER SHALL BE OF THE TYPE RECOMMENDED BY THE MANUFACTURER OF THE CABLE BARRIER SYSTEM PROVIDED, AND SHALL BE APPROVED BY THE ODOT TRAFFIC ENGINEERING DIVISION. THE TENSION METER SHALL BE CAPABLE OF READING AND ADJUSTING THE TENSION ON THE CABLE BARRIER SYSTEM TO WITHIN THE MANUFACTURER'S RECOMMENDED TOLERANCES. THIS TENSION METER SHALL BE DELIVERED TO DISTRICT 7 HEADQUARTERS.
- (SP-21) PRICE BID FOR THIS ITEM INCLUDES A SOIL REPORT TO BE PROVIDED BY THE CONTRACTOR TO THE CABLE MANUFACTURERS INDICATING ALL NECESSARY SOIL INFORMATION REQUIRED FOR THE MANUFACTURER TO DESIGN POST FOOTINGS AND ANCHOR UNITS FOR THIS PROJECT. ALL POSTS AND ANCHOR UNIT FOUNDATION DESIGNS RECOMMENDED BY THE MANUFACTURER FOR THIS PROJECT SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER. THE POST FOOTINGS SHALL NOT BE LESS THAN 12" DIAMETER BY 36" DEEP.
- (SP-22) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE LETTER OF APPROVAL FROM THE F.H.W.A INDICATING THE INSTALLED CABLE BARRIER SYSTEM MEETS ALL TEST CRITERIA OF NCHRP-350 TEST LEVEL 4 (TL-4), AND SUBMIT IT TO THE RESIDENT ENGINEER AND THE CHIEF TRAFFIC ENGINEER.
- (SP-23) THIS ITEM INCLUDES AN ESTIMATED QUANTITY OF CLASS C CONCRETE TO ACCOMMODATE 4" PAVING AS DEPICTED IN THE TYPICAL SECTIONS.

GENERAL CONSTRUCTION NOTES

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

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

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

ALL FIELD MEASUREMENTS PREVAIL ON INSTALLATION AND REMOVAL.

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

LOVE COUNTY JP 31892(04) 303 CABLE BARRIER		PAY QUANTITIES - CABLE BARRIER		
ITEM	DESCRIPTION	UNIT	QUANTITY	
509(A)0200	CLASS AA CONCRETE (SP-17,19)	CY	71	
509(D)0500	CLASS C CONCRETE (SP-23)	CY	346	
619(B)6432	REMOVAL OF CABLE BARRIER (SP-11,12,15,16,18)	LF	6,885	
628 7100	INSTALLATION OF CABLE BARRIER SYSTEM (SP-11,12,14,15,16)	LF	6,997	
628(B)7300	HIGH-TENSION CABLE BARRIER(TL-4) (SP-8,9,10,11,12,13,16,21,22)	LF	112	
628(C)7400	END ANCHORS (SP-8,10)	EA	4	
628(E)7600	CABLE BARRIER TENSION METER (SP-20)	EA	1	

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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUMMARY OF PAY QUANTITIES & NOTES (CABLE BARRIER)
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. AT03		

TRAFFIC SIGNING PAY QUANTITY NOTES

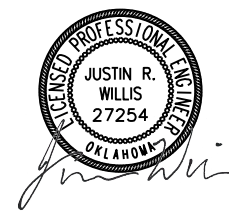
- (TS-35) SEE STANDARD DRAWING IA1-1-(LATEST REVISION), OR MIA1-1-(LATEST REVISION) FOR CONCRETE PAD DESIGN.
- (TS-36) PRICE BID FOR SAND FILLED IMPACT ATTENUATOR(S) SHALL INCLUDE THE COST FOR OM1-1 OR OM1-3 SIGN(S) WITH TYPE VIII SHEETING, AND THE REMOVAL OF ANY OM-3, OR OM-3E SIGN(S), POST(S) AND FOOTING(S), IF PRESENT, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION ACCORDING TO PERTINENT O.D.O.T. STANDARD DRAWINGS.

ADDITIONAL TRAFFIC SIGNING PAY QUANTITY NOTES

- (1) PAY ITEM IS FOR THE COMPLETE INSTALLATION OF 2 IMPACT ATTENUATOR PADS FOR 70 MPH DESIGN VELOCITY IN ACCORDANCE WITH O.D.O.T. STD. IA1-1-(LATEST REVISION). THE QUANTITIES PER PAD ARE 6.83 CY OF CLASS "C" CONCRETE, 281 LBS OF REINFORCING STEEL, AND 19 SAND FILLED IMPACT ATTENUATION MODULES.
- (2) PAY ITEM IS FOR THE INSTALLATION OF FOOTINGS FOR 2 'TYPE C' NEW MONOTUBE OVERHEAD SIGN STRUCTURES AS SHOWN IN THE PLANS. THE FOOTING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHEETS INCLUDED WITH THE PLANS (M1-M7). DRILLED SHAFT WORK MAY FOLLOW EITHER WET OR DRY METHODS, IN ACCORDANCE WITH ODOT SPECIFICATION 516.04.
- (3) ALL PANEL AND OVERHEAD SIGNS SHALL HAVE TYPE IV HIGH INTENSITY BACKGROUND WITH TYPE XI LEGENDS AND BORDERS. THE TYPE IV BACKGROUND AND THE TYPE XI LEGENDS AND BORDERS SHALL MEET THE REQUIREMENTS OF ASTM D4956(LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE "A" CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION, SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON THE MATERIAL SUBMITTED FOR APPROVAL.
- (4) SEE MONOTUBE STRUCTURE DETAIL SHEETS T048-T054 FOR CONSTRUCTION AND MATERIAL REQUIREMENTS.

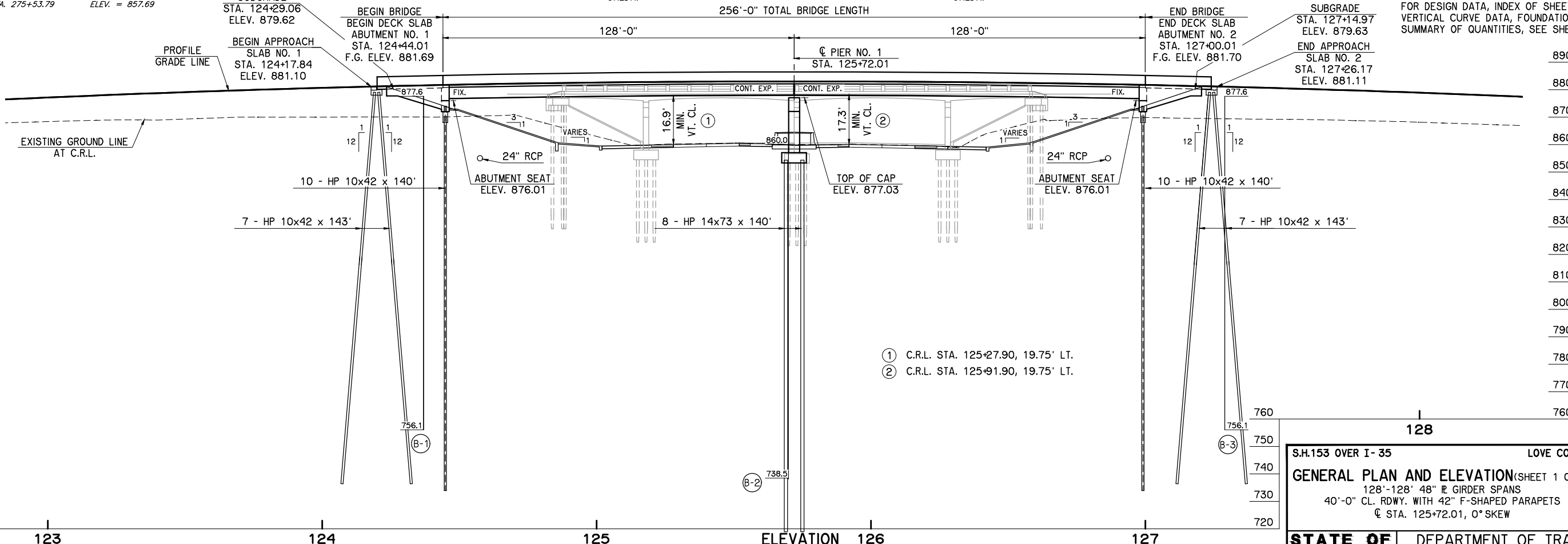
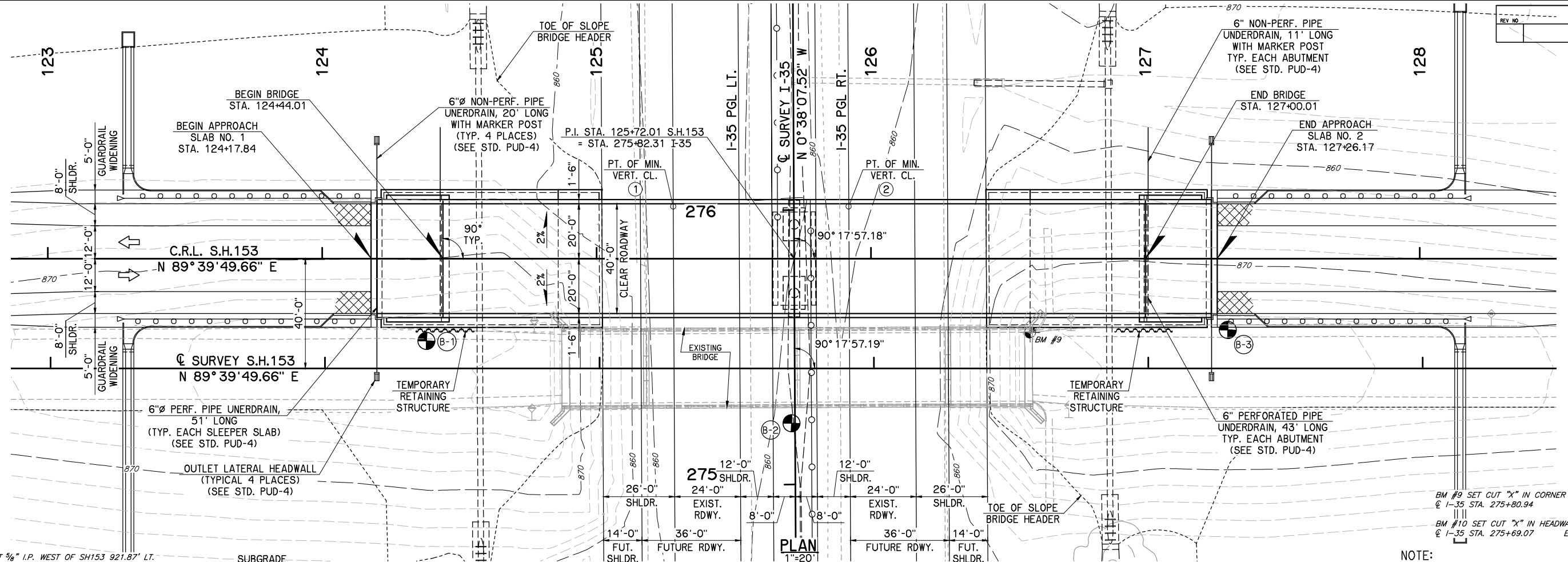
31892(04)				
0302				
SUMMARY OF PAY QUANTITIES				
TRAFFIC OVERHEAD SIGNS				
ITEM		DESCRIPTION	UNIT	QUANTITY
509(D)	0500	CLASS C CONCRETE	(TS-35)(1) CY	13.66
511(A)	2200	REINFORCING STEEL	(TS-35)(1) LB	562
516(A)	8240	DRILLED SHAFT 60" DIAMETER	(2) LF	72
850(B)	1320	EXTR. ALUM. PAN. SGN. (OVRHD SIGNS)	(3) SF	360
852(E)	3600	OVHD. SN. STR., MONOTUBE TYPE C	(4) EA	2
870(A)	1100	SAND FILLED IMPACT ATTEN. MODULE	(TS-35,36)(1) EA	38



01/29/2024

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUMMARY OF PAY QUANTITIES & NOTES (OVERHEAD SIGNS)					
DRAWN							
CHECKED							
APPROVED							
SQUAD	LEE						
COUNTY	LOVE	HIGHWAY	SH-153	STATE JOB NO.	31892(04)	SHEET NO.	AT04

REV. NO.	DESCRIPTION	DATE



NOTE:
FOR DESIGN DATA, INDEX OF SHEETS, STANDARDS,
VERTICAL CURVE DATA, FOUNDATION DATA AND
SUMMARY OF QUANTITIES, SEE SHEET BOO2.

BM #9 SET CUT "X" IN CORNER OF BRIDGE 85.87' RT.
I-35 STA. 275+80.94 ELEV. = 879.17
BM #10 SET CUT "X" IN HEADWALL 724.58' LT.
I-35 STA. 275+69.07 ELEV. = 860.44

- ① C.R.L. STA. 125+27.90, 19.75' LT.
- ② C.R.L. STA. 125+91.90, 19.75' LT.

S.H.153 OVER I-35		LOVE COUNTY	
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)			
128'-128' 48" R GIRDER SPANS 40'-0" CL. RDWY. WITH 42" F-SHAPED PARAPETS I STA. 125+72.01, 0° SKEW			
Design	CEG	Detail	DRB
Check	DLW	CEC	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. BOO1	

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REVISIONS		
REV. NO.	DESCRIPTION	DATE

SUMMARY OF BRIDGE QUANTITIES							
ITEM DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPERSTR.	APPR. SLABS	SLOPE WALL	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	100	215				315
CLSM BACKFILL	C.Y.	201.8					201.8
TEMPORARY EARTH RETAINAGE	L.SUM	1					1
APPROACH SLAB	S.Y.				229.4		229.4
SAW-CUT GROOVING	S.Y.			1,137.8	232.6		1,370.4
42" F-SHAPED PARAPET	L.F.			512.0	96.0		608.0
STRUCTURAL STEEL M270 GRADE 50W	LB.			327,880			327,880
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA.			10			10
STAINLESS STEEL EXP. BEARING ASSEMBLY	EA.			10			10
ELASTOMERIC BEARING PADS	EA.			10			10
CLASS AA CONCRETE	C.Y.			325.8			325.8
CLASS A CONCRETE	C.Y.	62.8	69.9		33.2		165.9
SLOPE WALL (5")	S.Y.					788	788
REINFORCING STEEL	LB.		4,930				4,930
EPOXY COATED REINFORCING STEEL	LB.	9,640	8,130	77,100	4,620		99,490
PILES, FURNISHED (HP 10x42)	L.F.	2,800			2,002		4,802
PILES, FURNISHED (HP 14x73)	L.F.		2,240				2,240
PILES, DRIVEN (HP 10x42)	L.F.	2,800			2,002		4,802
PILES, DRIVEN (HP 14x73)	L.F.		2,240				2,240
PILE LOAD TEST (DYNAMIC)	EA.	2	1				3
PILE SPLICE, H-PILE (NON-BIDDABLE)	EA.						1
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	36	47	458	46		587
ELASTOMERIC COATING	S.F.		241				241
SEALED EXPANSION JOINTS	L.F.				96.00		96.00
SEALER CRACK PREPARATION	L.F.			80			80
SEALER RESIN	GAL.			0.9			0.9
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	86			102	96	284
6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	22			160	20	202
OUTLET LATERAL HEADWALL	EA.				4		4
REMOVAL OF EXISTING BRIDGE STRUCTURE	L.SUM						1

FOUNDATION DATA	
HP 10x42 PILING	
DESIGN CRITERIA	ABUTMENTS
ULTIMATE PILE REACTION	75.6 TONS
PILE LENGTH	140.0 FT
HP 14x73 PILING	
DESIGN CRITERIA	PIER
ULTIMATE PILE REACTION	101.2 TONS
PILE LENGTH	140.0 FT

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

DESIGN DATA

LOAD AND RESISTANCE FACTOR DESIGN

CONCRETE CLASS A $f'_c = 3$ K.S.I.
 CONCRETE CLASS AA $f'_c = 4$ K.S.I.
 REINFORCING STEEL (GRADE 60) $f_y = 60$ K.S.I.
 STRUCTURAL STEEL M270 (GRADE 50w) $f_y = 50$ K.S.I.
 STAINLESS STEEL A240 (TYPE 316) $f_y = 30$ K.S.I.

LOADING:

HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY-IN-PLACE DECK FORM ALLOWANCE

DESIGN:

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

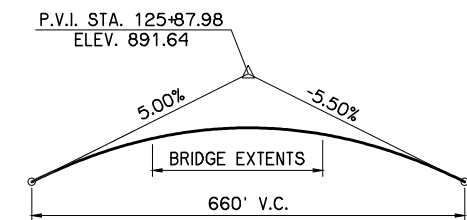
HL-93 INVENTORY RATING FACTOR: 1.11
 HL-93 OPERATING RATING FACTOR: 1.44

INDEX OF SHEETS

- AB01 - AB02 GENERAL NOTES & SUMMARY OF PAY QUANTITIES (BRIDGE)
- BO01 - BO02 GENERAL PLAN AND ELEVATION
- BO03 - BO04 SUBSURFACE PROFILE
- BO05 SUBSTRUCTURE LAYOUT
- BO06 - BO08 ABUTMENT DETAILS
- BO09 - BO11 PIER DETAILS
- BO12 - BO20 SUPERSTRUCTURE DETAILS
- BO21 - BO23 APPROACH SLAB DETAILS
- BO24 SLOPE WALL DETAILS

STANDARDS

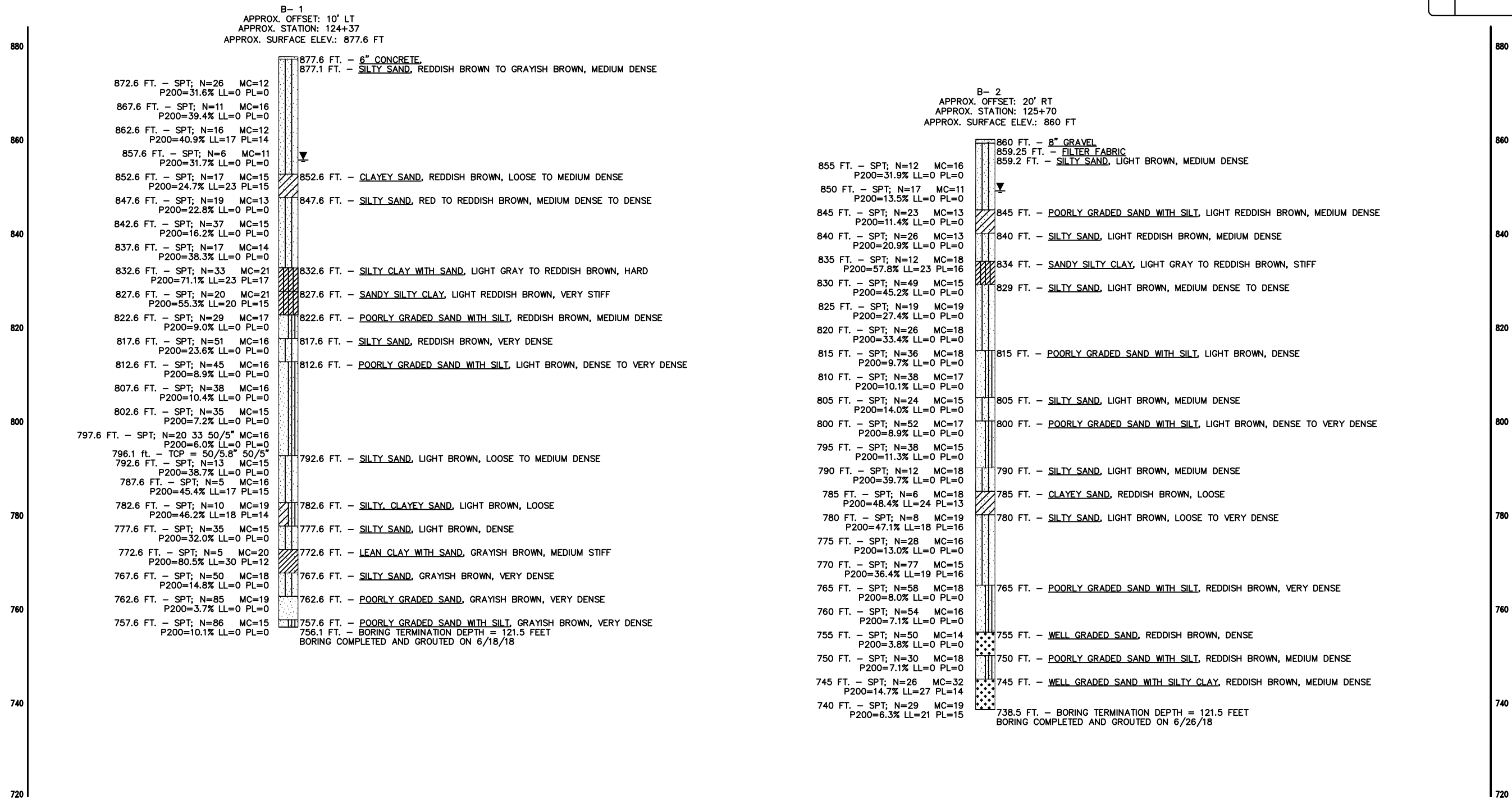
FSHP-42-2-00E LECS-5-2 PED-4-1
 HP1-2-01E PUD-4-1
 EJ-DTL-02E



VERTICAL PROFILE DATA
 S.H.153

S.H.153 OVER I-35		LOVE COUNTY		Design	CEG
GENERAL PLAN AND ELEVATION (SHEET 2 OF 2)				Detail	DRB
128'-128' 48" R GIRDER SPANS 40'-0" CL. RDWY. WITH 42" F-SHAPED PARAPETS CL STA. 125+72.01, 0° SKEW				Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 31892(04)		SHEET NO. BO02			

REV. NO.	DESCRIPTION	DATE



SITE GEOLOGY

The geology of the project site was researched using the "Division Seven Engineering Classification of Geological Materials", published by the Oklahoma Department of Transportation (ODOT) and the Geologic Map of the "Hydrologic Atlas 3 of Oklahoma, Reconnaissance of the Water Resources of the Ardmore and Sherman quadrangle, southern Oklahoma," by Donald L Hart, Jr., U.S. Geological Survey, 1974

ODOT PUBLICATION

Division Seven of the "Engineering Classification of Geological Materials", published by the Oklahoma Department of Transportation (ODOT) indicates the project site is located over Terrace deposits (Qtz) underlain by the Washita unit (Pw).

Terrace deposits consist of sand, silt, clay, gravel, and/or mixtures of these. Terrace materials occur adjacent to or near streams at higher elevations than the flood plain.

The Washita unit consists dominantly of bluish-gray clay shales and marly clays with minor amounts of interbedded, white, chalky, fossiliferous limestone and even lesser amounts of buff to red soft sandstone which lies in the upper limits of the unit. The limestone are generally less than two feet thick. The total thickness of the Washita Unit is about 320 feet.

The unit outcrops only in Love County of Division 7. Here, the unit outcrops in the center of the Marietta Syncline where it forms a U-shaped out crop pattern 4 to 12 miles wide. Topographically, the unit is usually near level to gently rolling prairies; but locally, limestones may cap low rounded hills.

USGS MAP

According to the Geologic Map of the "Hydrologic Atlas 3 of Oklahoma," Reconnaissance of the Water Resources of the Ardmore and Sherman quadrangles, Southern Oklahoma," by Donald L Hart, Jr. U.S. Geological Survey, 1980, the project site is underlain by the Bokchito Formation (Pb) of the lower Cretaceous period. The formation are described therein as follows:

Bokchito Formation mainly consists of clay, silt, kaolinitic, with some tan limestones and sandstones. Subdivided into Pawpaw Clay at top, 40 to 60 feet thick; Quarry Limestone, 13 feet thick; Weno Clay, 100 to 135 feet thick; and Denton Clay, 50 to 70 feet thick. Yields only limited amounts of water of poor quality.

LEGEND

- SPT DENOTES STANDARD PENETRATION TEST, ASTM D1586
- N DENOTES NUMBER OF BLOW COUNTS PER 12 INCHES
- TCP DENOTES TEXAS CONE PENETRATION TESTS
- REC DENOTES RECOVERY IN ROCK CORING
- RQD DENOTES ROCK QUALITY DESIGNATION
- MC DENOTES MOISTURE CONTENT TESTS
- P200 DENOTES PERCENT PASSING NO 200 SIEVE
- LL DENOTES LIQUID LIMIT TESTS (LV=NO VALUE)
- PL DENOTES PLASTIC LIMIT TESTS (NP=NO PLASTICITY)
- ▽ DENOTES WATER ELEVATION IMMEDIATELY AFTER DRILLING
- ▽ DENOTES WATER ELEVATION HOURS AFTER DRILLING
- DENOTES TOP OF ROCK

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 GEOTECHNICAL INFORMATION WHICH MAY BE DESIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.

- NOTE: WATER ELEVATIONS SHOWN WERE OBTAINED AT THE TIME BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.
- NOTE: TOP OF ROCK LINE SHOWN FOR ESTIMATING PURPOSE ONLY
- NOTE: ROCK CLASSIFICATION IS BASED ON DRILLING CHARACTERISTICS AND VISUAL OBSERVATION. PTEROGRAPHIC ANALYSIS OF THIN SECTIONS OF THE ROCK CORE SAMPLES MAY REVEAL OTHER TYPES.

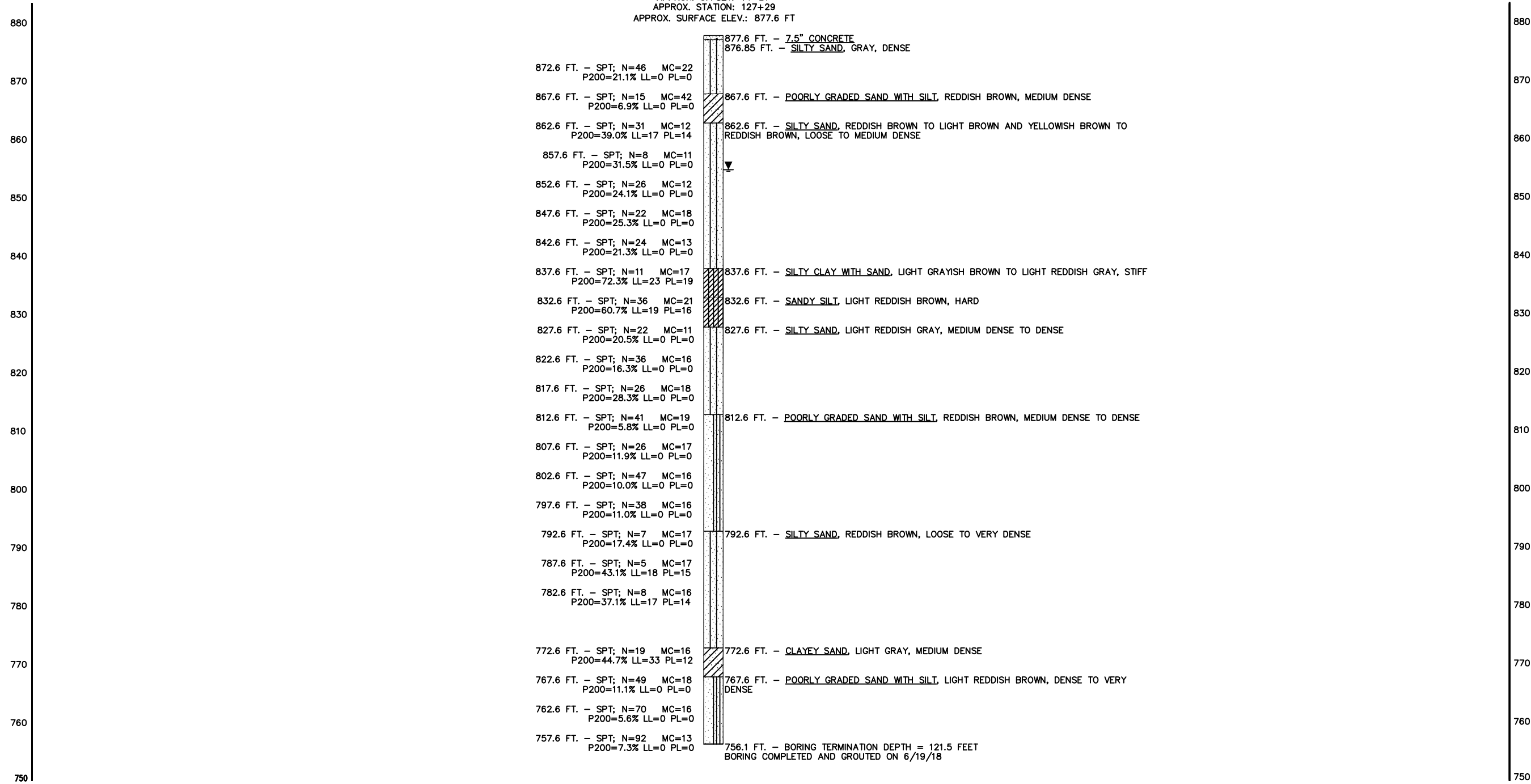


SH 153 Bridge over I-35		Love County, Oklahoma	
Design	DMB	8/17	
Detail	DMB	8/17	
Check	DMB	8/17	
Stand. Engr.			
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B003	

SUBSURFACE PROFILE
SHEET 1 OF 2

REVISIONS		
REV. NO.	DESCRIPTION	DATE

B- 3
 APPROX. OFFSET: 14' LT
 APPROX. STATION: 127+29
 APPROX. SURFACE ELEV.: 877.6 FT



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- N DENOTES NUMBER OF BLOW COUNTS PER 12 INCHES
- TCP DENOTES TEXAS CONE PENETRATION TESTS
- REC DENOTES RECOVERY IN ROCK CORING
- RQD DENOTES ROCK QUALITY DESIGNATION
- MC DENOTES MOISTURE CONTENT TESTS
- P200 DENOTES PERCENT PASSING NO 200 SIEVE
- LL DENOTES LIQUID LIMIT TESTS (LV=NO VALUE)
- PL DENOTES PLASTIC LIMIT TESTS (NP=NO PLASTICITY)
- ▽ DENOTES WATER ELEVATION IMMEDIATELY AFTER DRILLING
- ▽ DENOTES WATER ELEVATION HOURS AFTER DRILLING
- DENOTES TOP OF ROCK

- NOTE: WATER ELEVATIONS SHOWN WERE OBTAINED AT THE TIME BORINGS WERE DRILLED AND MAY FLUCTUATE THROUGHOUT THE YEAR.
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- NOTE: ROCK CLASSIFICATION IS BASED ON DRILLING CHARACTERISTICS AND VISUAL OBSERVATION. PTEROGRAPHIC ANALYSIS OF THIN SECTIONS OF THE ROCK CORE SAMPLES MAY REVEAL OTHER TYPES.

GEOTECHNICAL REPORT

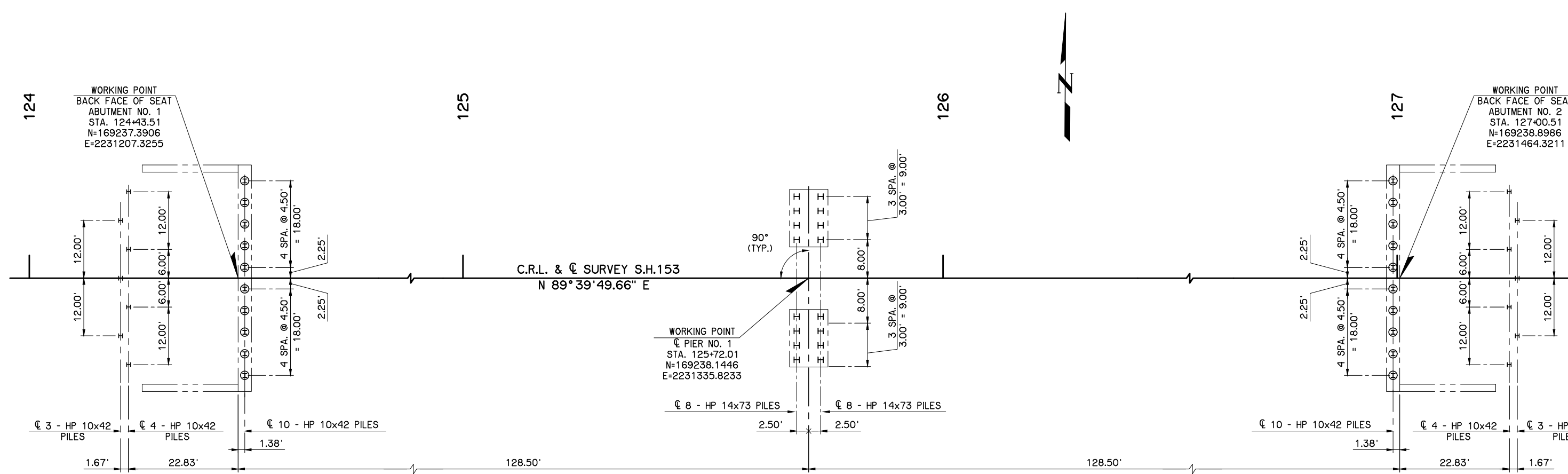
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SH 153 Bridge over I-35		Love County, Oklahoma	
Design	DMB	8/17	
Detail	DMB	8/17	
Check	DMB	8/17	
Stamp			
Engr.			
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B004	

SUBSURFACE PROFILE
 SHEET 2 OF 2

REVISIONS		
REV. NO.	DESCRIPTION	DATE



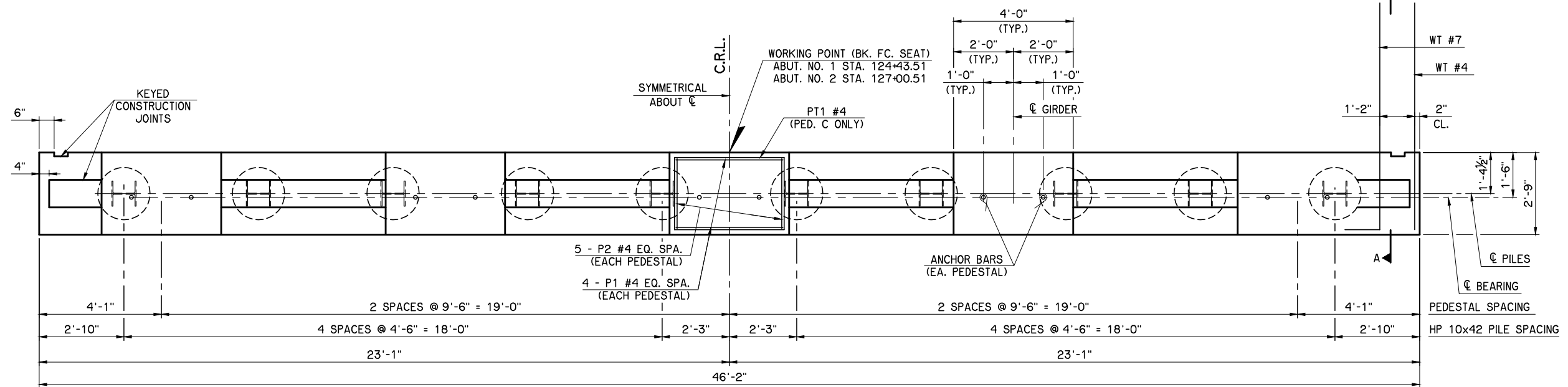
SUBSTRUCTURE LAYOUT

NOTE:
 PLACE WEB FACE OF ALL SEAT PILES
 PARALLEL TO FACE OF BRIDGE SEAT.
 DRIVE ALL PILES VERTICAL.

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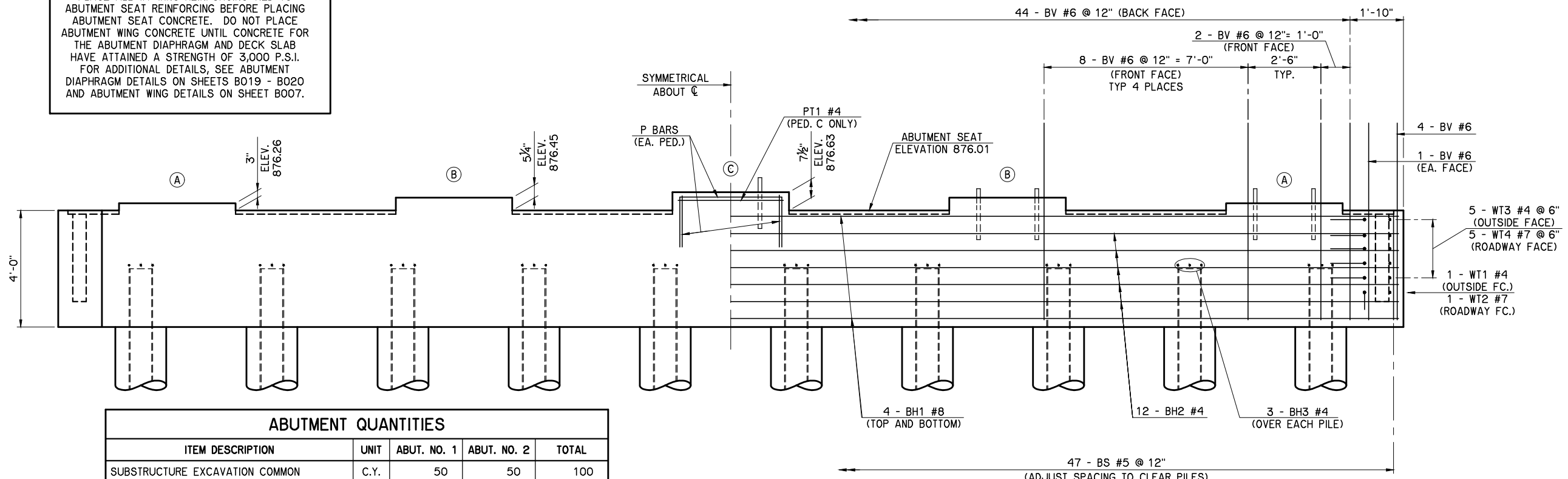
S.H.153 OVER I- 35	LOVE COUNTY	Design	DLW
SUBSTRUCTURE LAYOUT		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B005	

REV. NO.	DESCRIPTION	DATE



PLAN

PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT REINFORCING BEFORE PLACING ABUTMENT SEAT CONCRETE. DO NOT PLACE ABUTMENT WING CONCRETE UNTIL CONCRETE FOR THE ABUTMENT DIAPHRAGM AND DECK SLAB HAVE ATTAINED A STRENGTH OF 3,000 P.S.I. FOR ADDITIONAL DETAILS, SEE ABUTMENT DIAPHRAGM DETAILS ON SHEETS B019 - B020 AND ABUTMENT WING DETAILS ON SHEET B007.



ELEVATION

ABUTMENT QUANTITIES				
ITEM DESCRIPTION	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	50	50	100
CLSM BACKFILL	C.Y.	100.9	100.9	201.8
TEMPORARY EARTH RETAINAGE	L.SUM			1
CLASS A CONCRETE	C.Y.	31.4	31.4	62.8
EPOXY COATED REINFORCING STEEL	LB.	4,820	4,820	9,640
PILES, FURNISHED (HP 10x42)	L.F.	1,400	1,400	2,800
PILES, DRIVEN (HP 10x42)	L.F.	1,400	1,400	2,800
PILE LOAD TEST (DYNAMIC)	EA.	1	1	2
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	18	18	36
6" PERFORATED PIPE UNDERDRAIN	L.F.	43	43	86
6" NON-PERF. PIPE UNDERDRAIN	L.F.	11	11	22

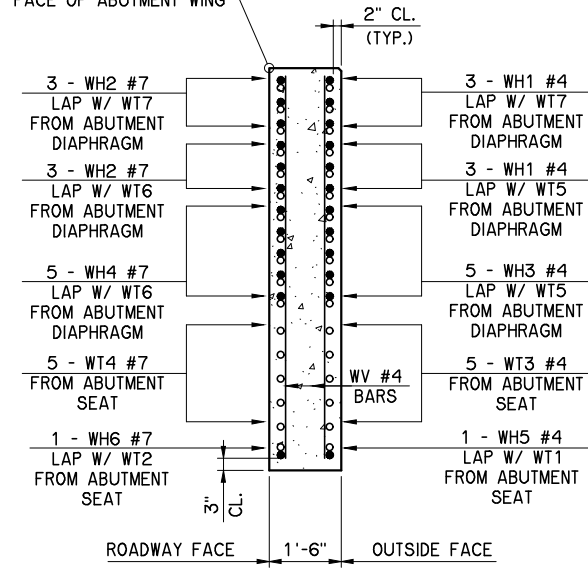
NOTES:
 FOR WING DETAILS, SECTION A-A, TYPICAL SECTION THRU SEAT, BAR BENDS AND BAR LIST, SEE SHEET B007.
 FOR WATER REPELLENT TREATMENT DETAILS, SEE SHEET B012.
 FOR ANCHOR BAR DETAILS, SEE SHEET B017.

S.H.153 OVER I-35		LOVE COUNTY		Design	DLW
ABUTMENT DETAILS SHEET 1 OF 3				Detail	DRB
				Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 31892(04)		SHEET NO. B006			

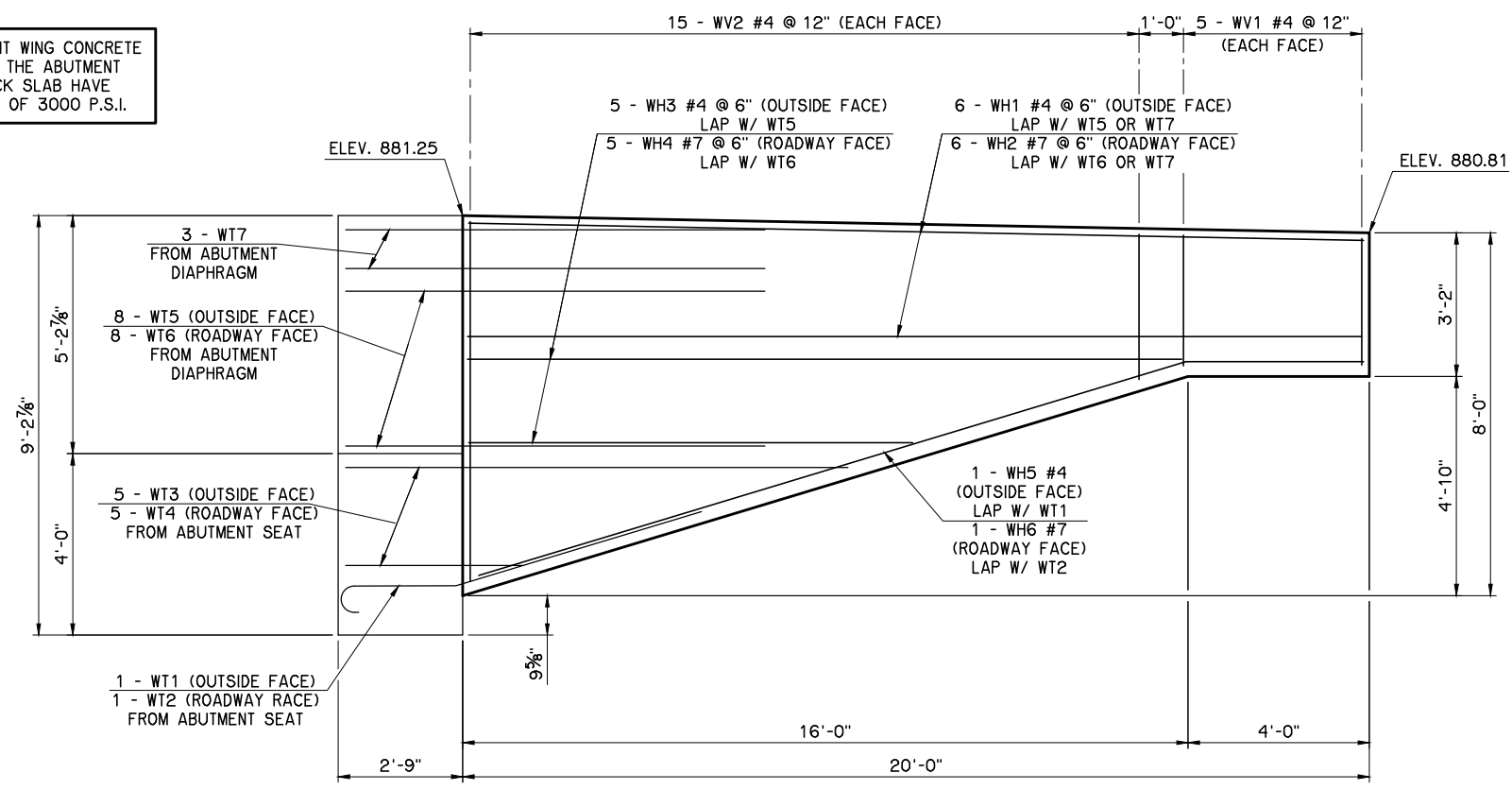
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DO NOT CHAMFERED TOP CORNER OF ROADWAY FACE OF ABUTMENT WING

DO NOT PLACE ABUTMENT WING CONCRETE UNTIL CONCRETE FOR THE ABUTMENT DIAPHRAGM AND DECK SLAB HAVE ATTAINED A STRENGTH OF 3000 P.S.I.



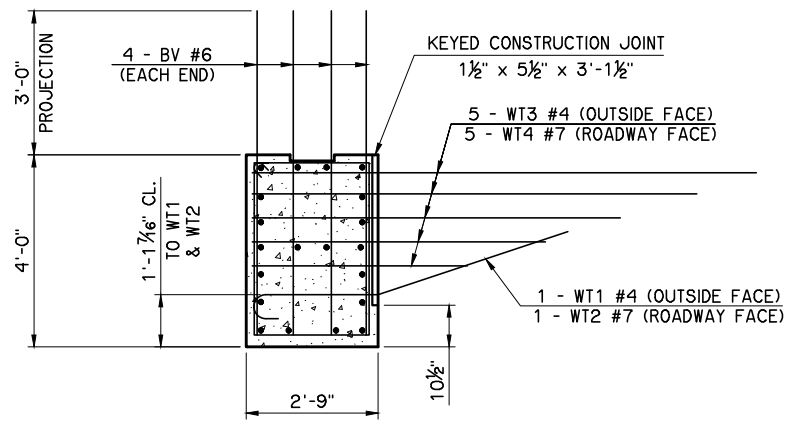
SECTION THRU WING AT BACK FACE OF ABUTMENT SEAT



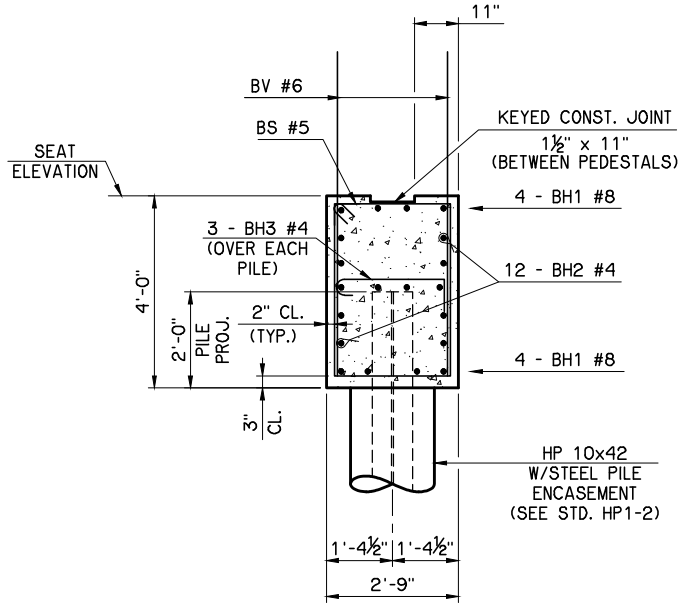
WING ELEVATION

ABUTMENT BAR LIST						
ONE SHOWN, TWO REQUIRED						
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION	
EPOXY COATED REINFORCING						
BH1	#8	8	STR.	45'-10"		
BH2	#4	12	STR.	45'-10"		
BH3	#4	30	BNT.	3'-7"		
BS	#5	47	BNT.	12'-11"		
BV	#6	92	STR.	6'-9"		
P1	#4	20	BNT.	7'-3"		
P2	#4	25	BNT.	6'-0"		
PT1	#4	1	BNT.	12'-11"		
WH1	#4	12	STR.	19'-8"		
WH2	#7	12	STR.	19'-8"		
① WH3	#4	10	STR.	12'-6" AVG.	9'-7" TO 15'-5"	
① WH4	#7	10	STR.	12'-6" AVG.	9'-7" TO 15'-5"	
WH5	#4	2	BNT.	20'-4"		
WH6	#7	2	BNT.	20'-4"		
WT1	#4	2	BNT.	5'-2"		
WT2	#7	2	BNT.	9'-1"		
① WT3	#4	10	STR.	7'-6" AVG.	3'-11 TO 11'-1"	
① WT4	#7	10	BNT.	8'-8" AVG.	5'-1" TO 12'-3"	
WV1	#4	20	STR.	2'-9"		
② WV2	#4	60	STR.	5'-7" AVG.	3'-3" TO 7'-11"	

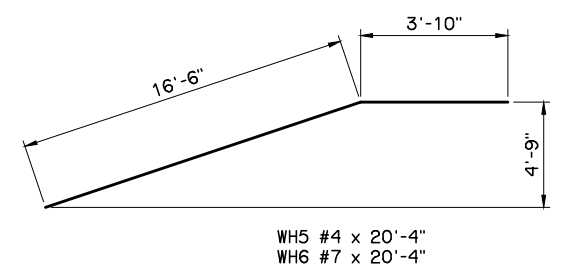
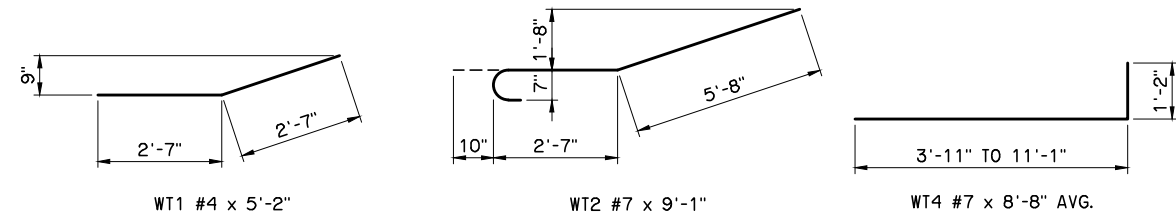
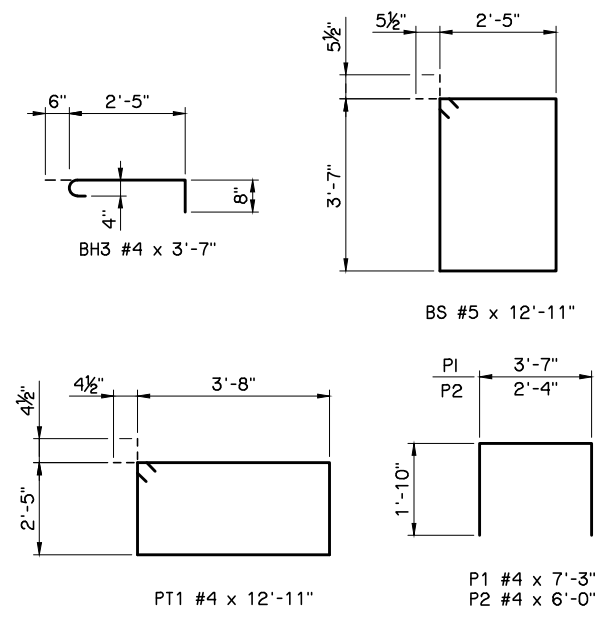
- ① 2 SETS OF 5
- ② 4 SETS OF 15



SECTION A-A



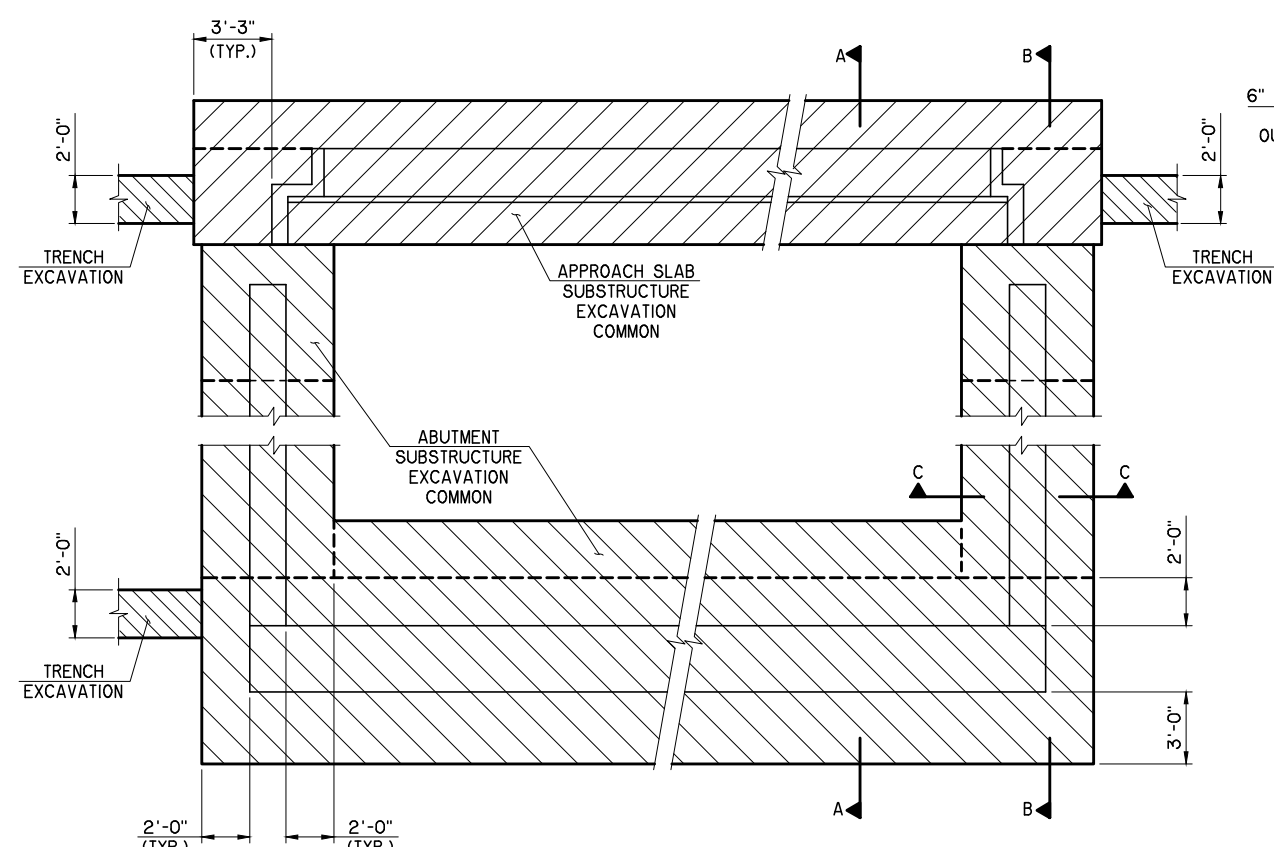
TYPICAL SECTION THRU SEAT



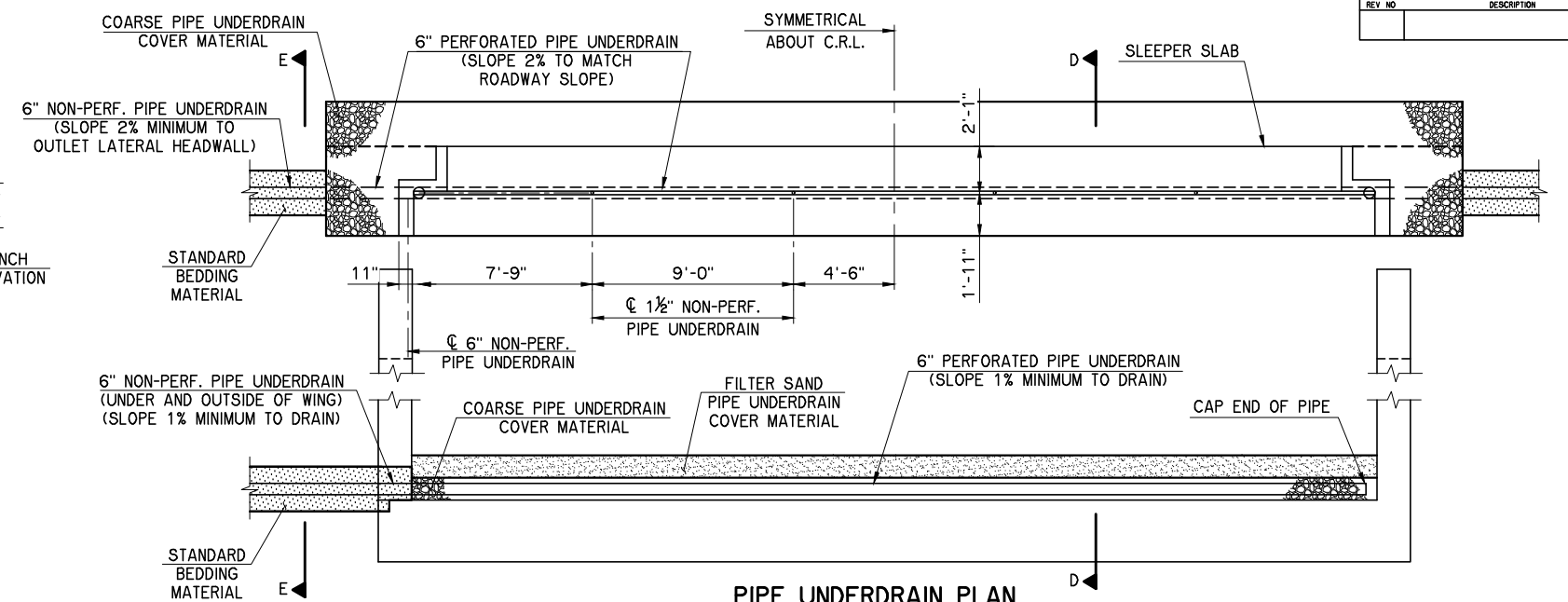
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
ABUTMENT DETAILS SHEET 2 OF 3		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION JOB PIECE NO. 31892(04)		CEC	
		SHEET NO. B007	

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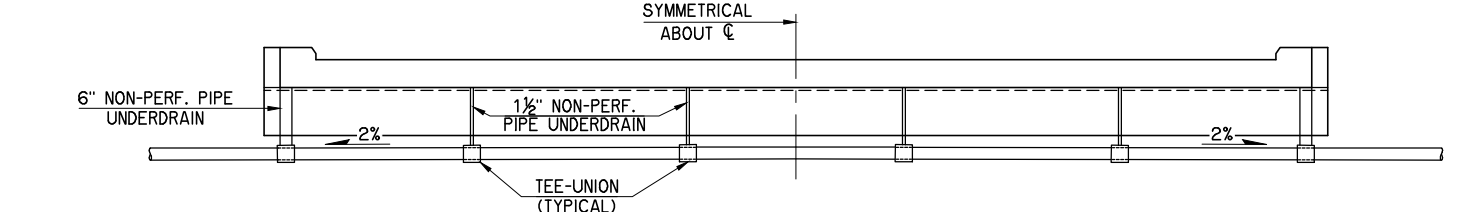
REVISIONS		
REV NO	DESCRIPTION	DATE



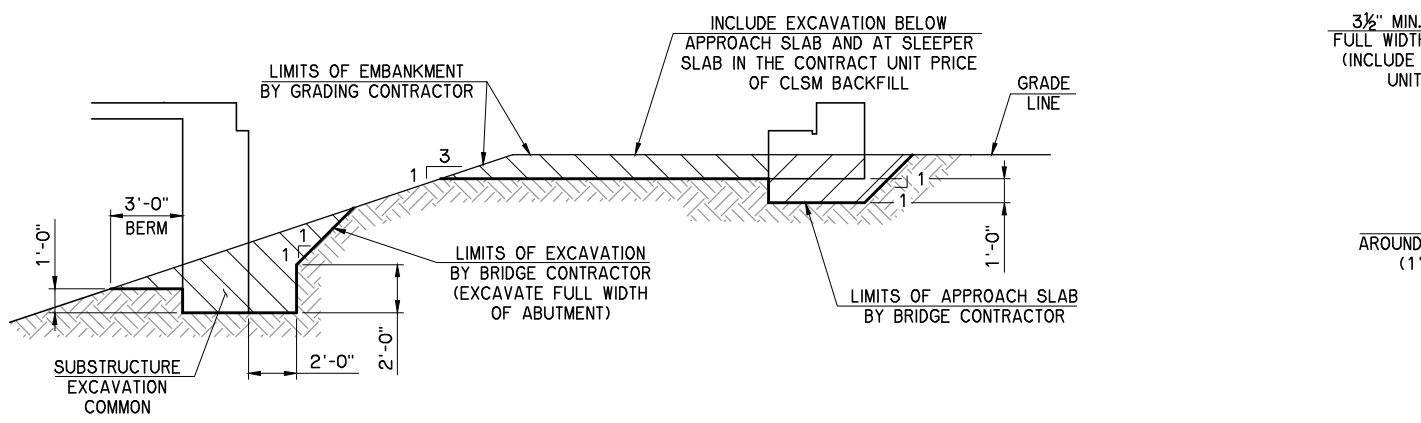
EXCAVATION PLAN
 APPROACH SLAB NO. 1 SHOWN
 APPROACH SLAB NO. 2 OPP. HAND



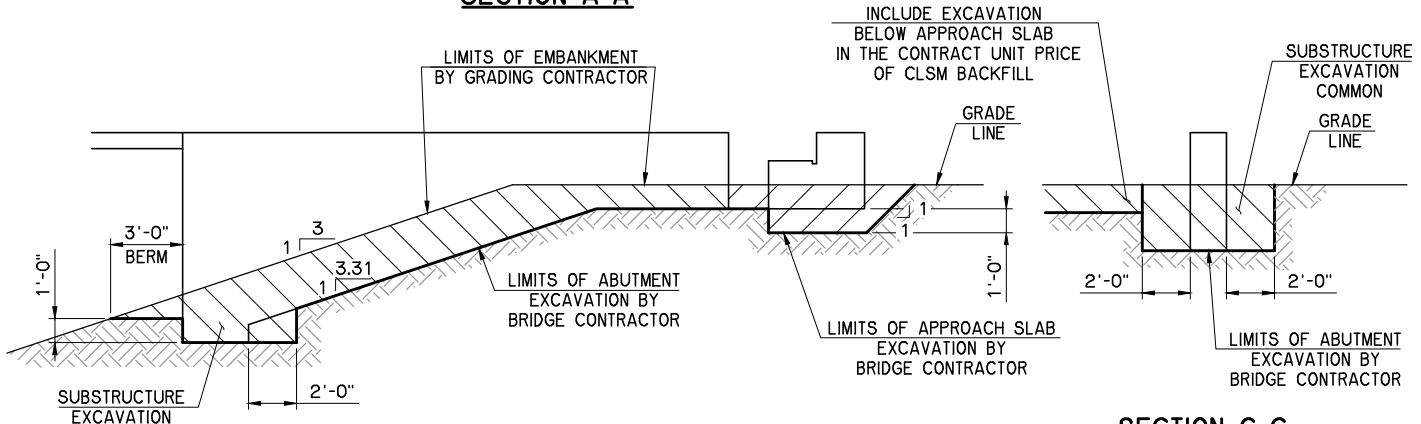
PIPE UNDERDRAIN PLAN
 APPROACH SLAB NO. 1 SHOWN
 APPROACH SLAB NO. 2 OPP. HAND



SLEEPER SLAB PIPE UNDERDRAIN ELEVATION

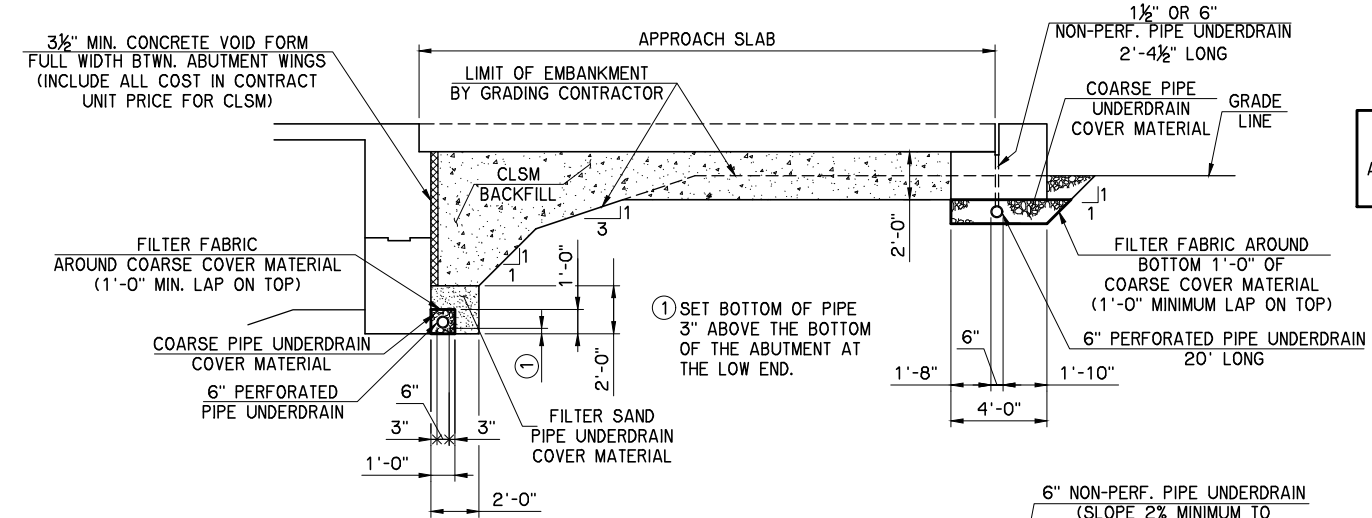


SECTION A-A

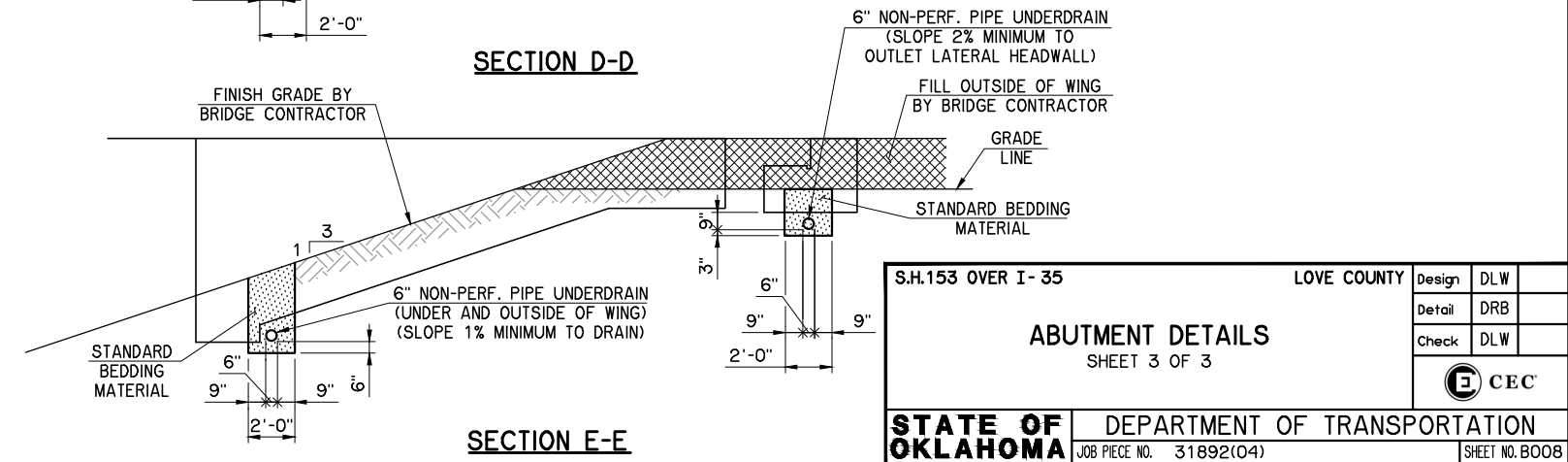


SECTION B-B

SECTION C-C



SECTION D-D



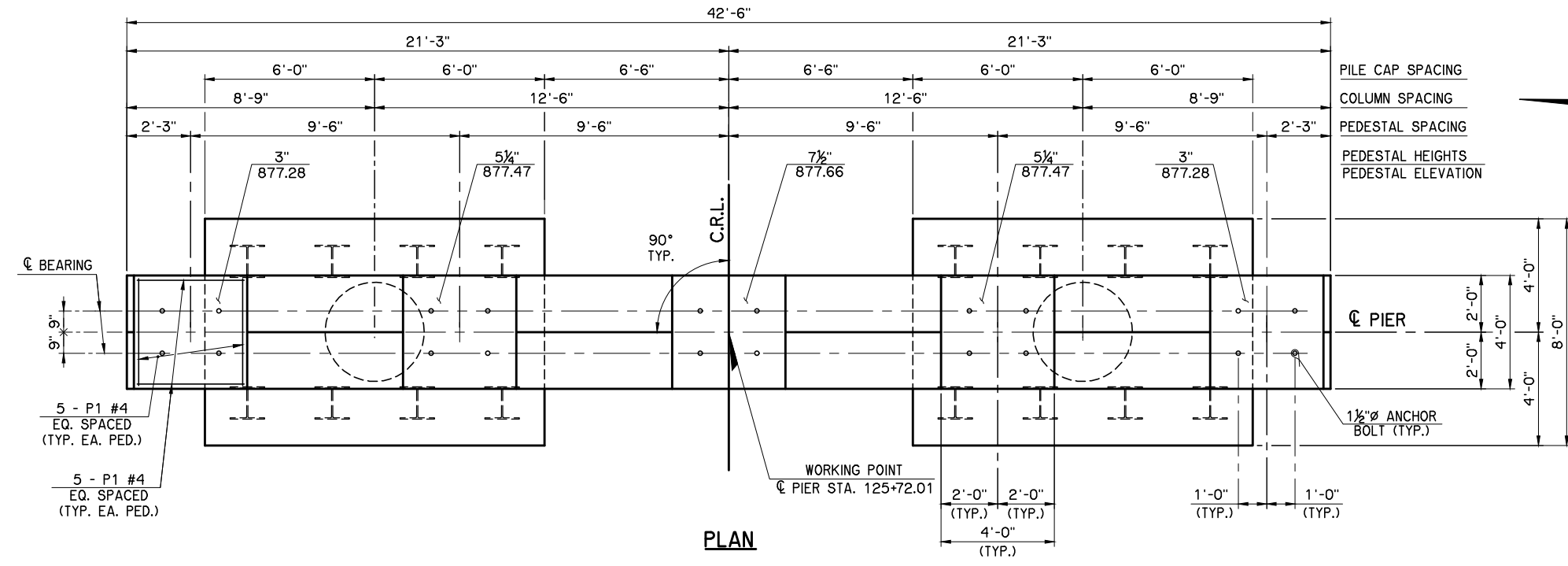
SECTION E-E

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

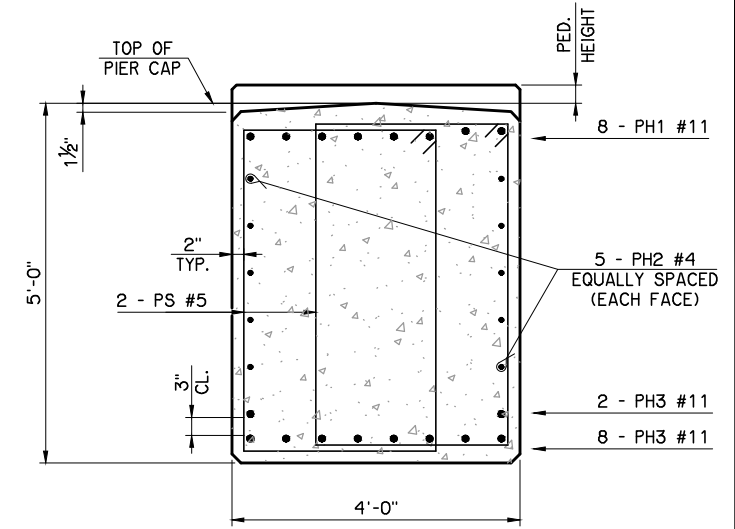
S.H.153 OVER I-35		LOVE COUNTY	
ABUTMENT DETAILS SHEET 3 OF 3		Design	DLW
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STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
		SHEET NO. B008	

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REV NO	REVISIONS DESCRIPTION	DATE

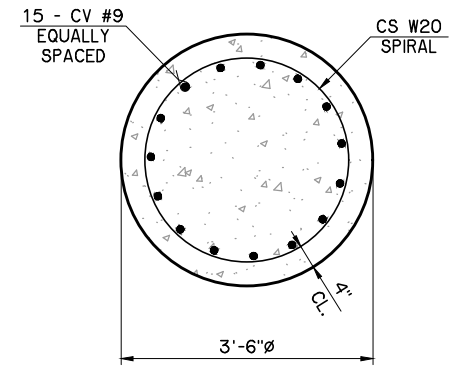


PLAN

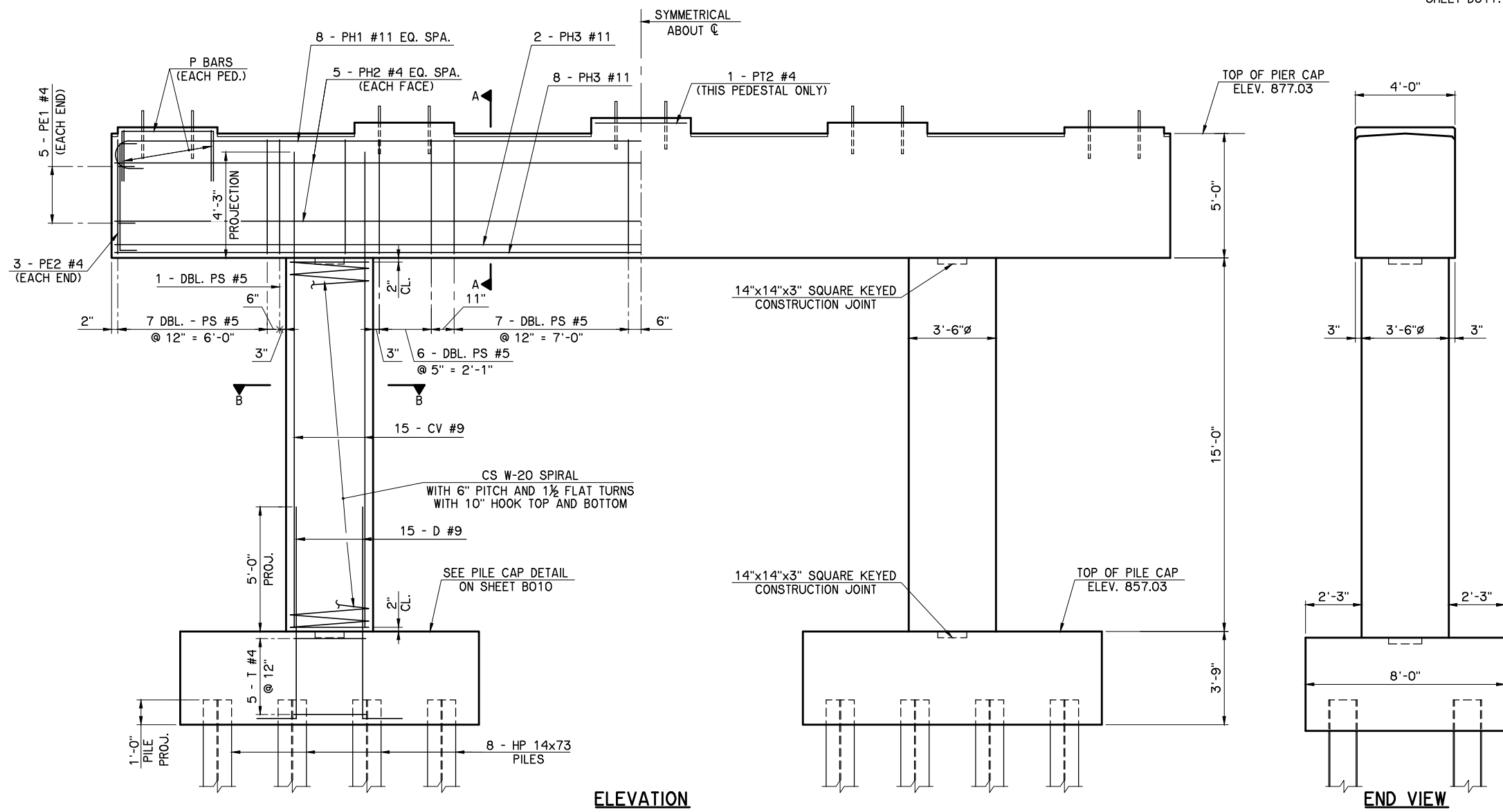


SECTION A-A

NOTES:
 FOR PILE CAP DETAIL, BAR LIST, AND SURFACE TREATMENT DETAIL, SEE SHEET B010.
 FOR ANCHOR BOLT DETAILS, SEE SHEET B017.



SECTION B-B



ELEVATION

END VIEW

PIER QUANTITIES		
ITEM DESCRIPTION	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	215
CLASS A CONCRETE	C.Y.	69.9
REINFORCING STEEL	LB.	4,930
EPOXY COATED REINFORCING STEEL	LB.	8,130
PILES, FURNISHED (HP 14x73)	L.F.	2,240
PILES, DRIVEN (HP 14x73)	L.F.	2,240
PILE LOAD TEST (DYNAMIC)	EA.	1
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	47
ELASTOMERIC COATING	S.F.	241

S.H.153 OVER I-35 LOVE COUNTY

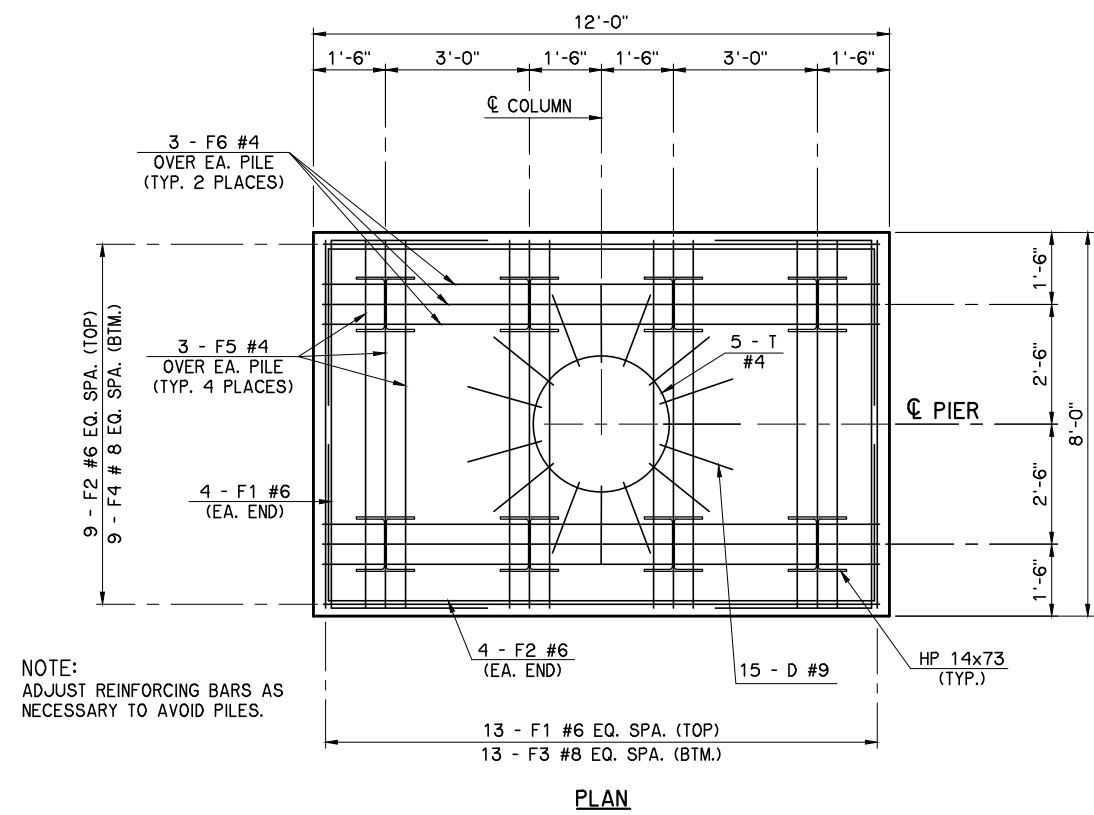
PIER DETAILS
SHEET 1 OF 3

Design	DLW
Detail	DRB
Check	DLW

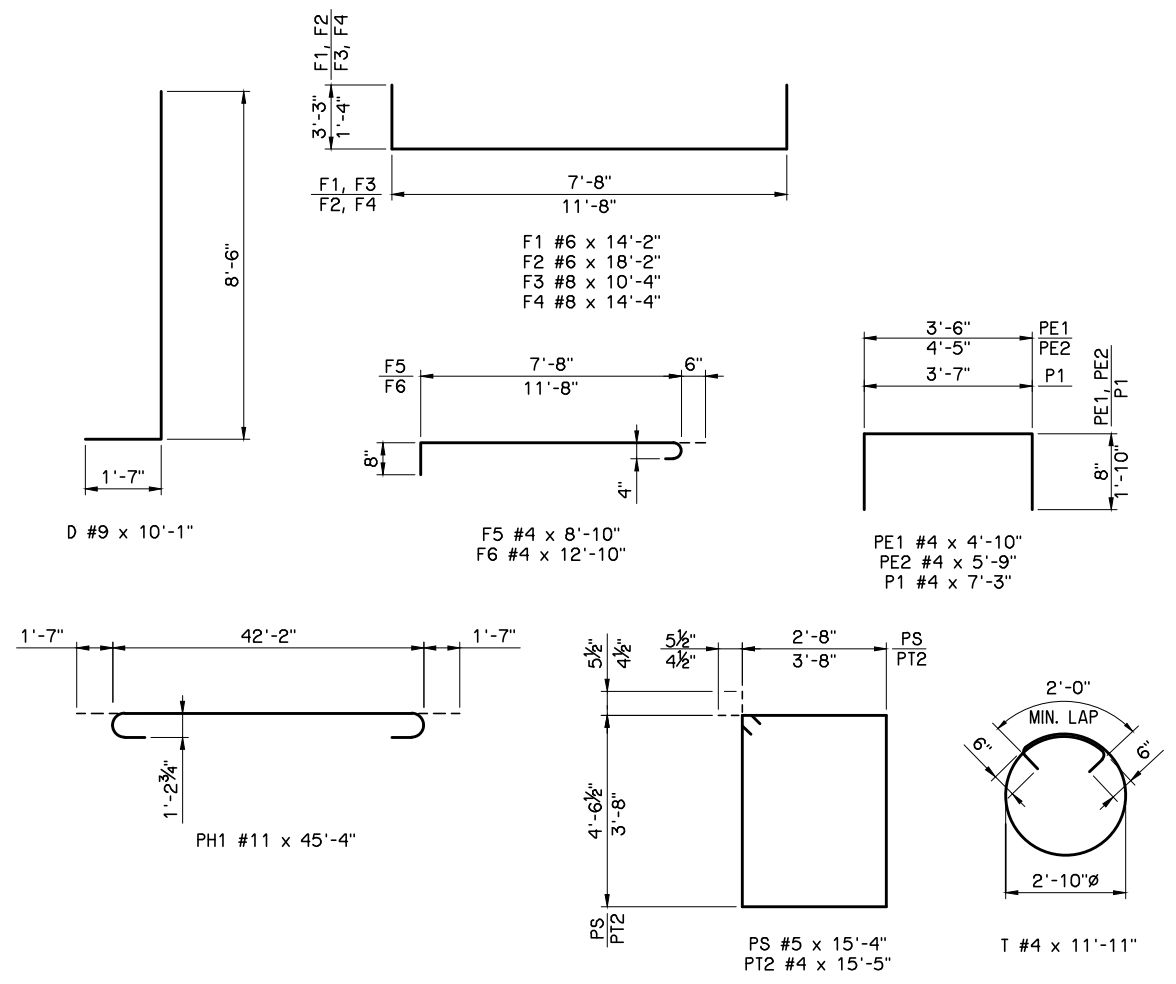
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
 JOB PIECE NO. 31892(04) SHEET NO. B009

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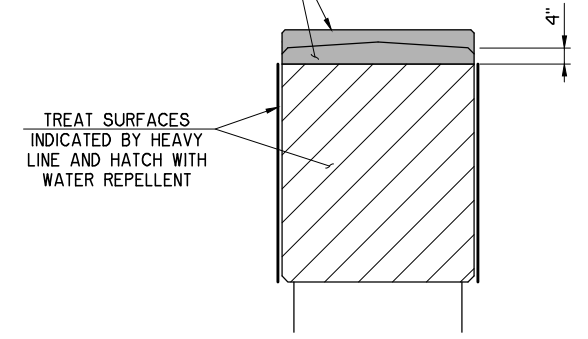
REVISIONS		
REV. NO.	DESCRIPTION	DATE



NOTE:
ADJUST REINFORCING BARS AS NECESSARY TO AVOID PILES.



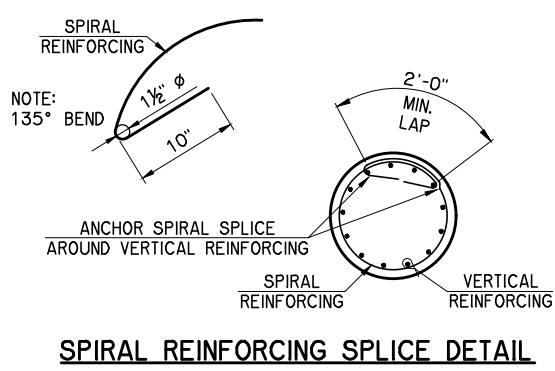
APPLY ELASTOMERIC COATING TO TOP OF CAP AND PEDESTALS, AND TOP FACES OF CAP.



MASK OFF BEARING PAD LOCATIONS TO PREVENT ELASTOMERIC COATING FROM BEING APPLIED UNDER BEARING PADS. APPLY ELASTOMERIC COATING BEFORE OTHER SURFACE TREATMENTS.

NOTES:
MASK OFF LIMITS OF ELASTOMERIC COATING TO ENSURE CLEAN STRAIGHT LINES. CLEAN AREAS WITH URETHANE COATING OUTSIDE THE LIMITS SHOWN TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

INCLUDE ALL COSTS ASSOCIATED WITH ELASTOMERIC COATING IN THE CONTRACT UNIT PRICE OF "ELASTOMERIC COATING".



PIER BAR LIST				
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
CV	#9	30	STR.	19'-3"
P1	#4	50	BNT.	7'-3"
PE1	#4	10	BNT.	4'-10"
PE2	#4	6	BNT.	5'-9"
PH1	#11	8	BNT.	45'-4"
PH2	#4	10	STR.	42'-2"
PH3	#11	10	STR.	42'-2"
PS	#5	90	BNT.	15'-0"
PT2	#4	1	BNT.	15'-5"
PLAIN REINFORCING				
CS	W20	2	BNT.	286'-3"
D	#9	30	BNT.	10'-1"
F1	#6	42	BNT.	14'-2"
F2	#6	34	BNT.	18'-2"
F3	#8	26	BNT.	10'-4"
F4	#8	18	BNT.	13'-4"
F5	#4	24	BNT.	8'-10"
F6	#4	12	BNT.	12'-10"
T	#4	10	BNT.	11'-11"

① LENGTH SHOWN DOES NOT ACCOUNT FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED FOR SPLICES. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SPLICE WILL BE 1 1/2 TIMES THE CIRCUMFERENCE OF THE SPIRAL LOOP.

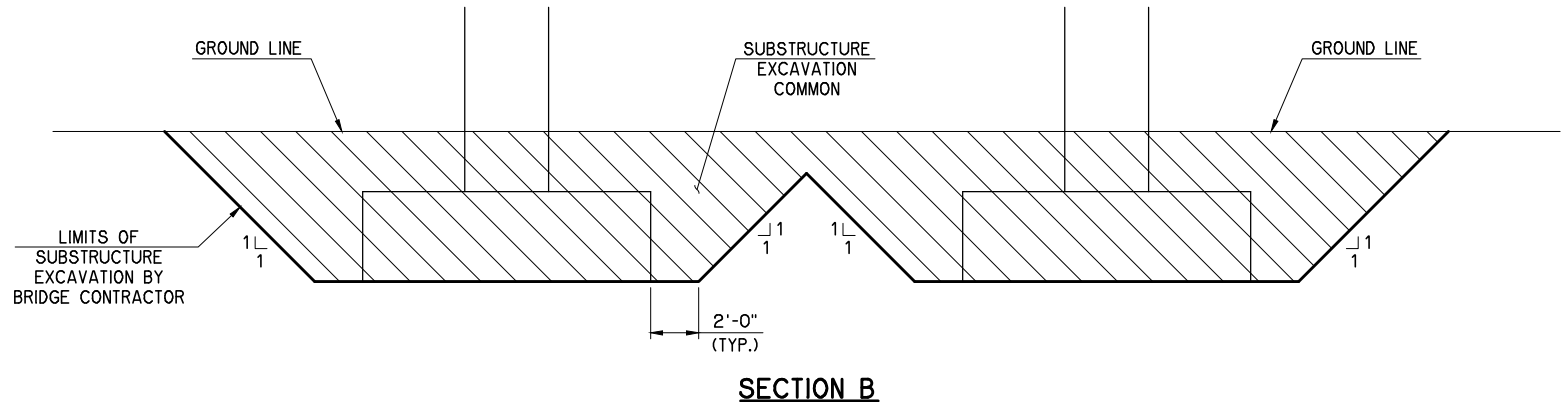
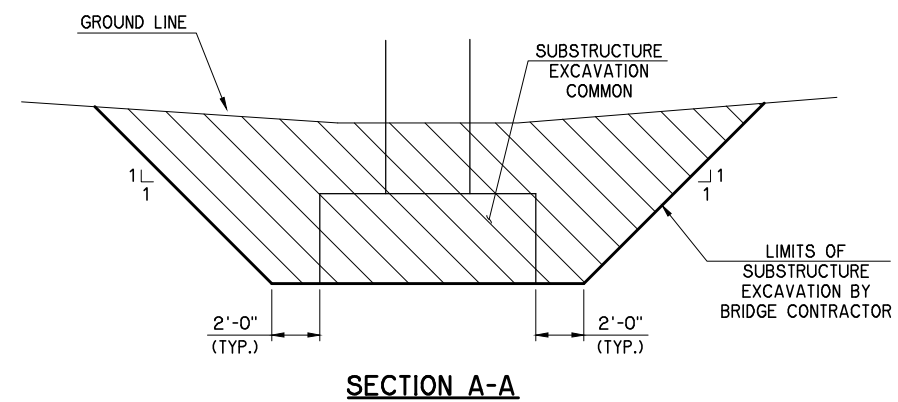
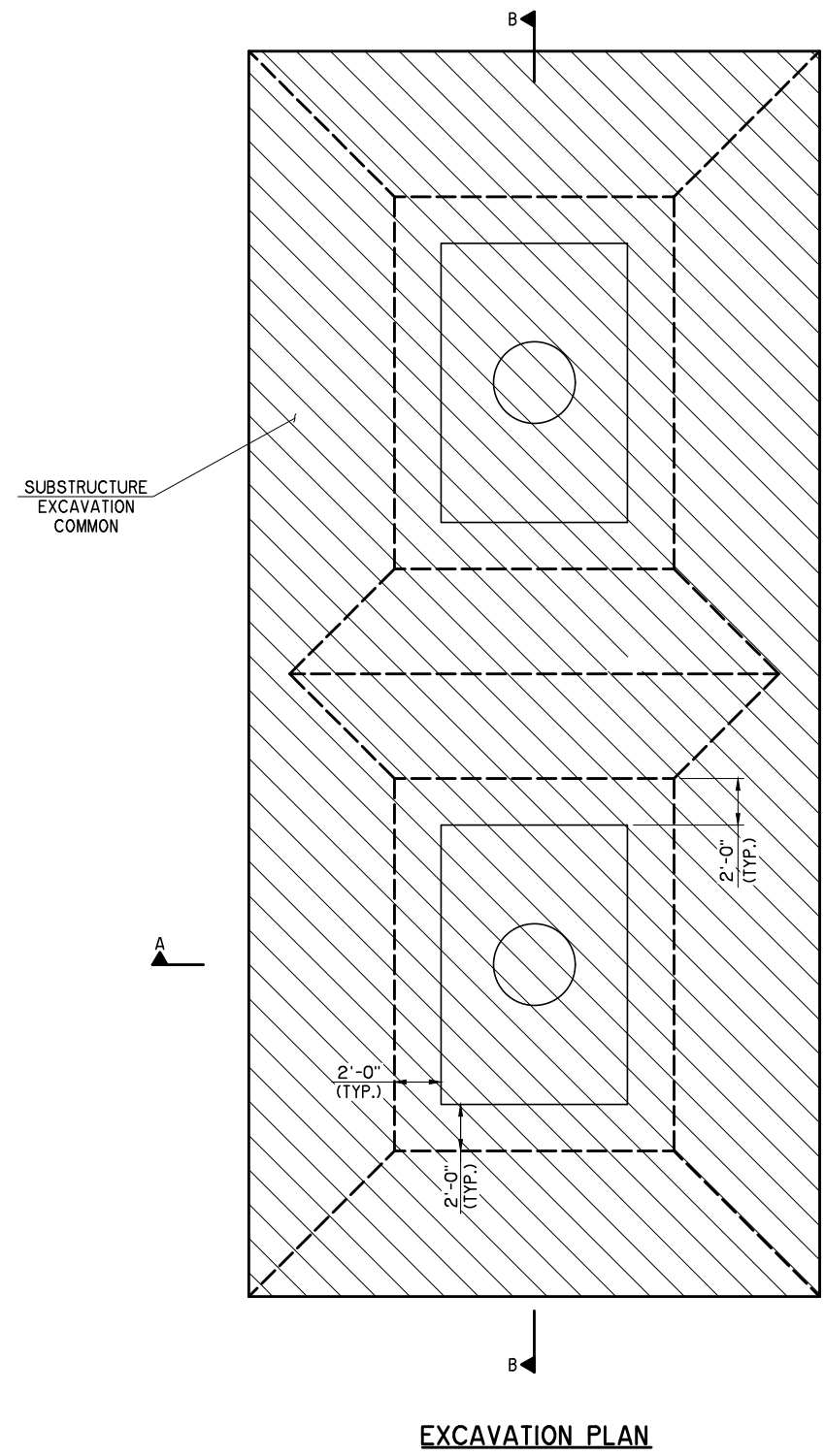
S.H.153 OVER I-35 LOVE COUNTY Design DLW
Detail DRB
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PIER DETAILS
SHEET 2 OF 3

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 31892(O4) SHEET NO. B010

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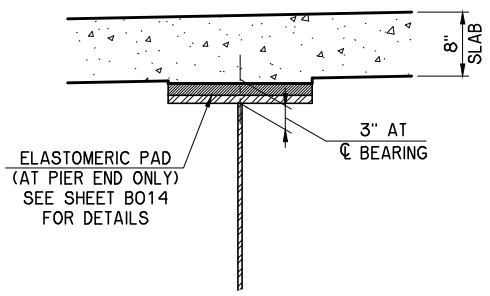
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REV. NO.	DESCRIPTION	DATE



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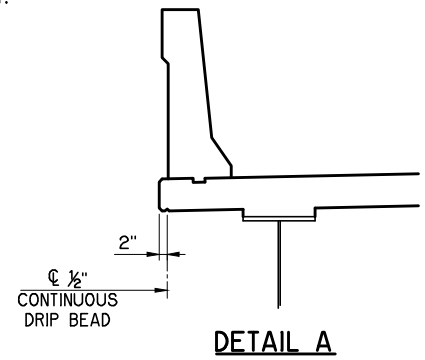
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
PIER DETAILS SHEET 3 OF 3		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	

REVISIONS		
REV. NO.	DESCRIPTION	DATE

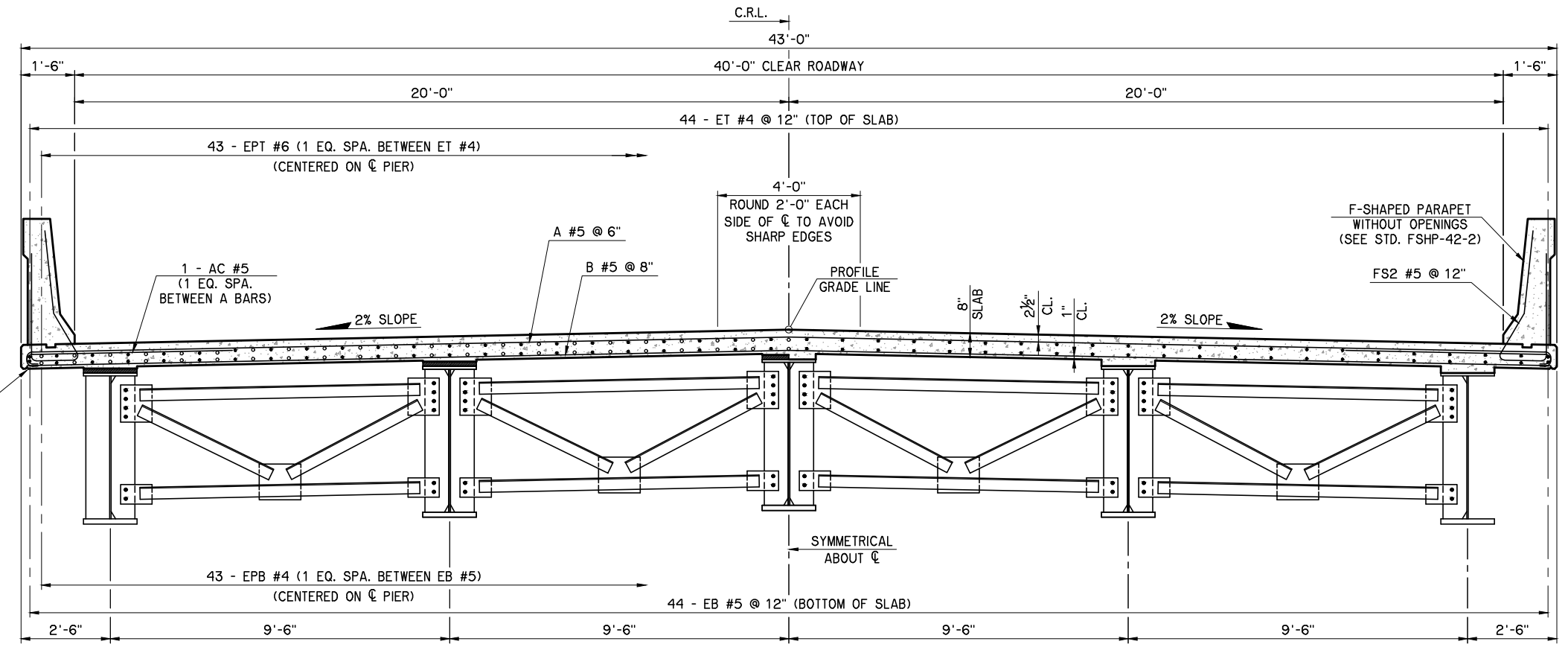


GIRDER HAUNCH DETAIL

NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE GIRDER WEB, AND VARIES ACROSS THE SPAN(S). DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR GIRDER CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE GIRDERS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.



DETAIL A

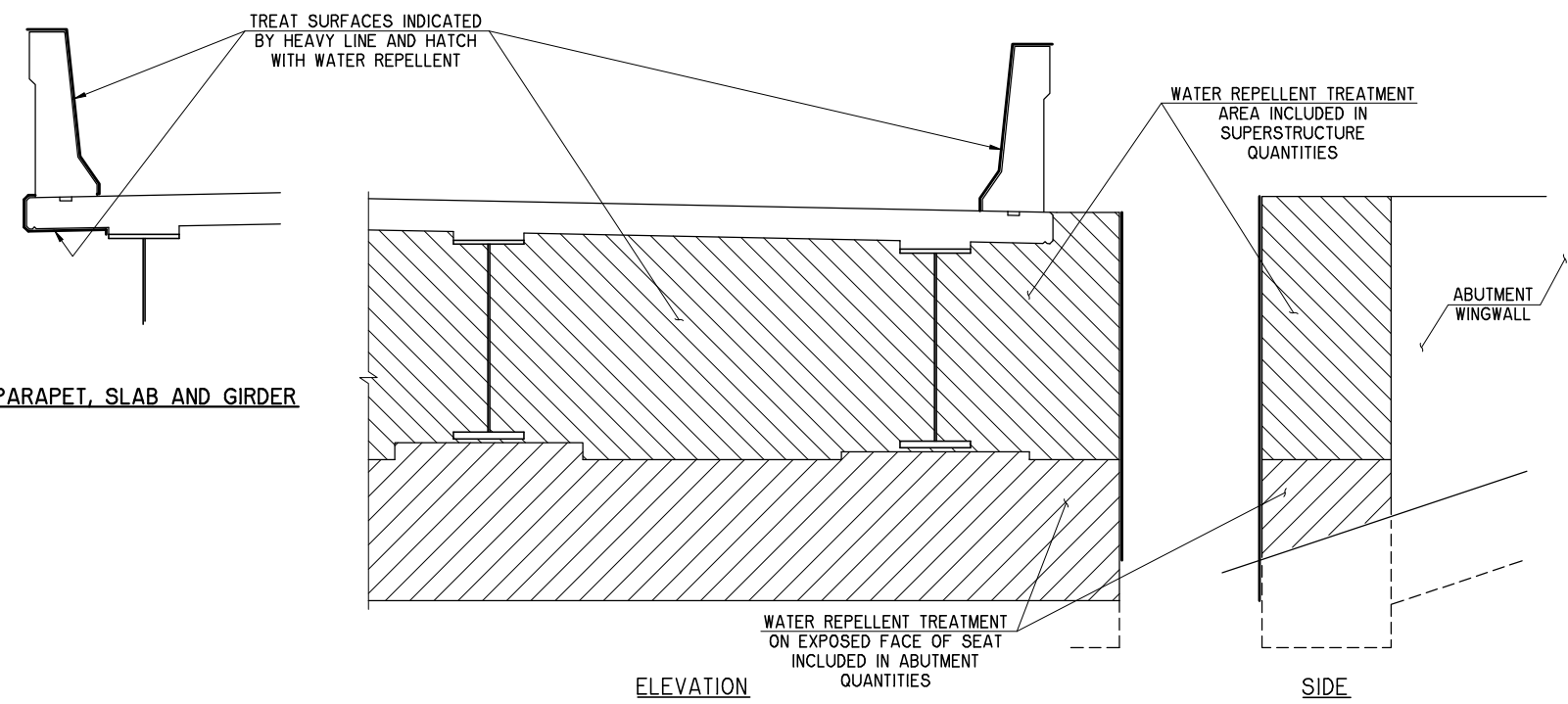


HALF SECTION AT PIER CROSS FRAME

HALF SECTION AT INTERMEDIATE CROSS FRAME

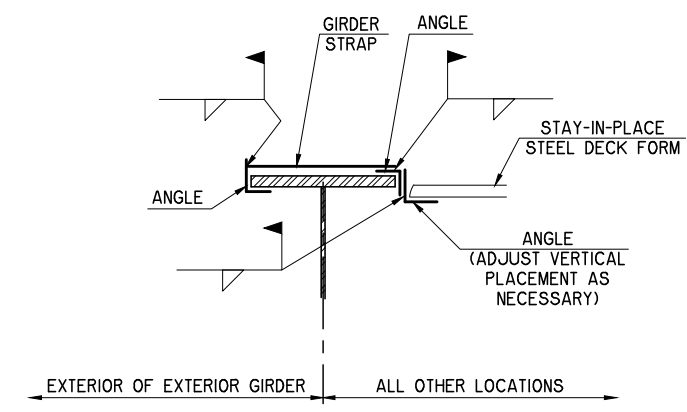
TYPICAL CROSS SECTION

NOTES:
 ROTATE HOOKS ON AC BARS AND A BARS TO MAINTAIN MINIMUM CLEARANCE.
 FOR BAR BENDS AND BAR LIST, SEE SHEET B013.



PARAPET, SLAB AND GIRDER

WATER REPELLENT TREATMENT DETAILS



STAY-IN-PLACE STEEL DECK FORM FLANGE CONNECTION DETAIL

NOTE:
 DO NOT WELD TO THE TOP FLANGE OR STUDS. REPORT ANY ARC STRIKE, WELD SPLATTER OR WELDING ON TOP FLANGE TO BRIDGE ENGINEER IMMEDIATELY.

SUPERSTRUCTURE QUANTITIES		
ITEM DESCRIPTION	UNIT	TOTAL
SAW-CUT GROOVING	S.Y.	1,137.8
42" F-SHAPED PARAPET	L.F.	512.0
STRUCTURAL STEEL M270 GRADE 50W	LB.	327,880
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA.	10
STAINLESS STEEL EXP. BEARING ASSEMBLY	EA.	10
ELASTOMERIC BEARING PADS	EA.	10
CLASS AA CONCRETE	C.Y.	325.8
EPOXY COATED REINFORCING STEEL	LB.	77,100
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	458
SEALER CRACK PREPARATION	L.F.	80
SEALER RESIN	GAL.	0.9

S.H.153 OVER I-35 LOVE COUNTY

SUPERSTRUCTURE DETAILS
 SHEET 1 OF 9
 TYPICAL CROSS SECTION

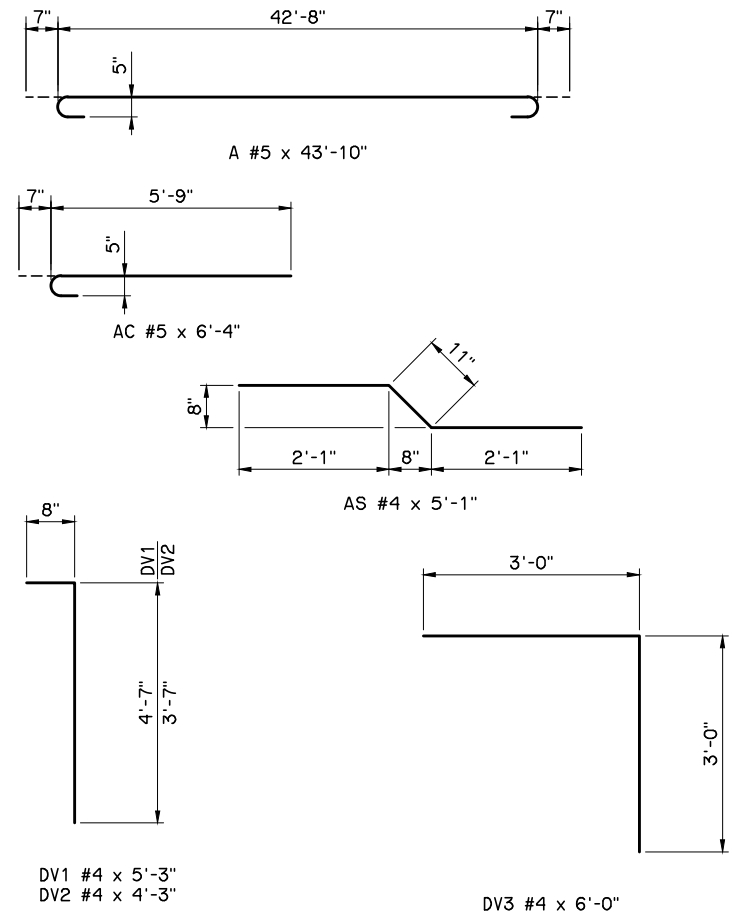
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Detail	DRB
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STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
 JOB PIECE NO. 31892(04) SHEET NO. B012

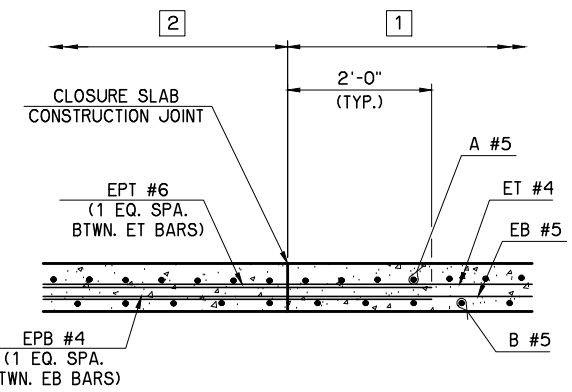
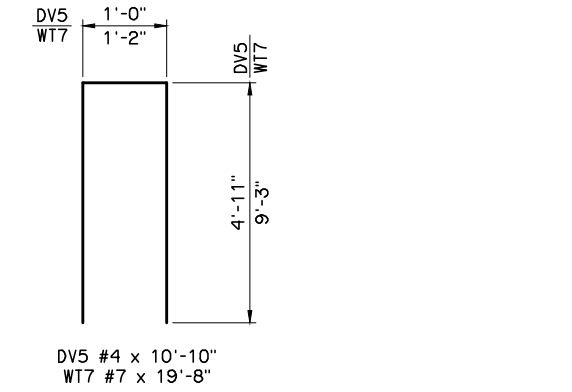
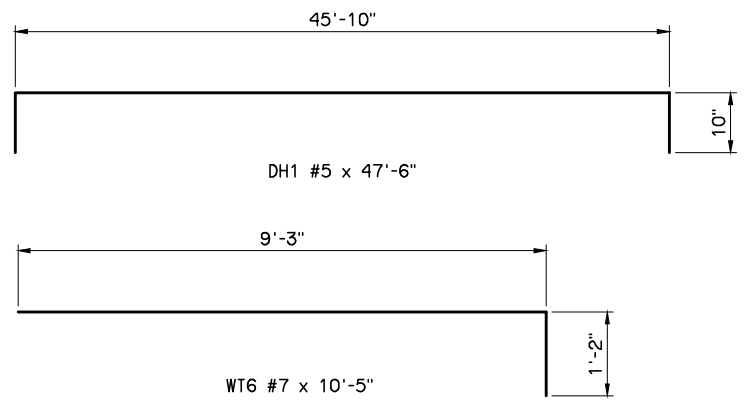
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REVISIONS		
REV. NO.	DESCRIPTION	DATE

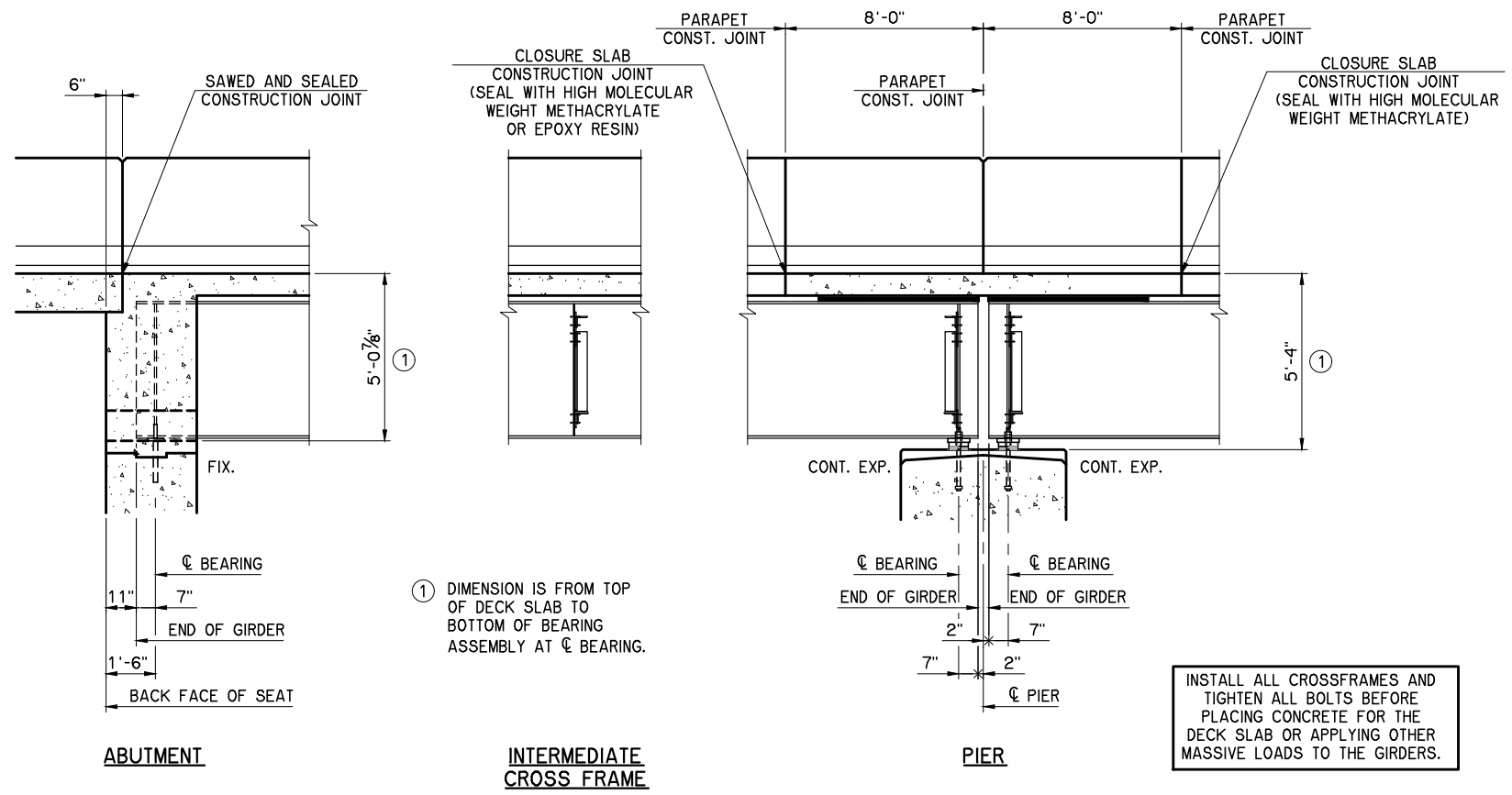
SUPERSTRUCTURE BAR LIST				
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING BARS				
A	#5	515	BNT.	43'-10"
AC	#5	1024	BNT.	6'-4"
AS	#4	88	BNT.	5'-1"
B	#5	387	STR.	42'-8"
DH1	#5	10	BNT.	47'-6"
DH2	#5	40	STR.	9'-1"
DH3	#5	8	STR.	5'-1"
DH4	#5	20	STR.	3'-9"
DH5	#5	4	STR.	1'-9"
DV1	#4	92	BNT.	5'-3"
DV2	#4	88	BNT.	4'-3"
DV3	#4	88	BNT.	6'-0"
DV4	#4	8	STR.	4'-11"
DV5	#4	12	BNT.	10'-10"
EB	#5	44	STR.	267'-10"
EPB	#4	43	STR.	20'-0"
EPT	#6	43	STR.	20'-0"
ET	#4	44	STR.	265'-10"
FS2	#5	518	BNT.	7'-4"
WT5	#4	32	STR.	5'-9"
WT6	#7	32	BNT.	10'-5"
WT7	#7	12	BNT.	19'-8"



- ① INCLUDES 4 - 3'-0" LAPS
- ② INCLUDES 4 - 2'-6" LAPS
- ③ FOR BAR BEND, SEE STD. FSHP-42-2



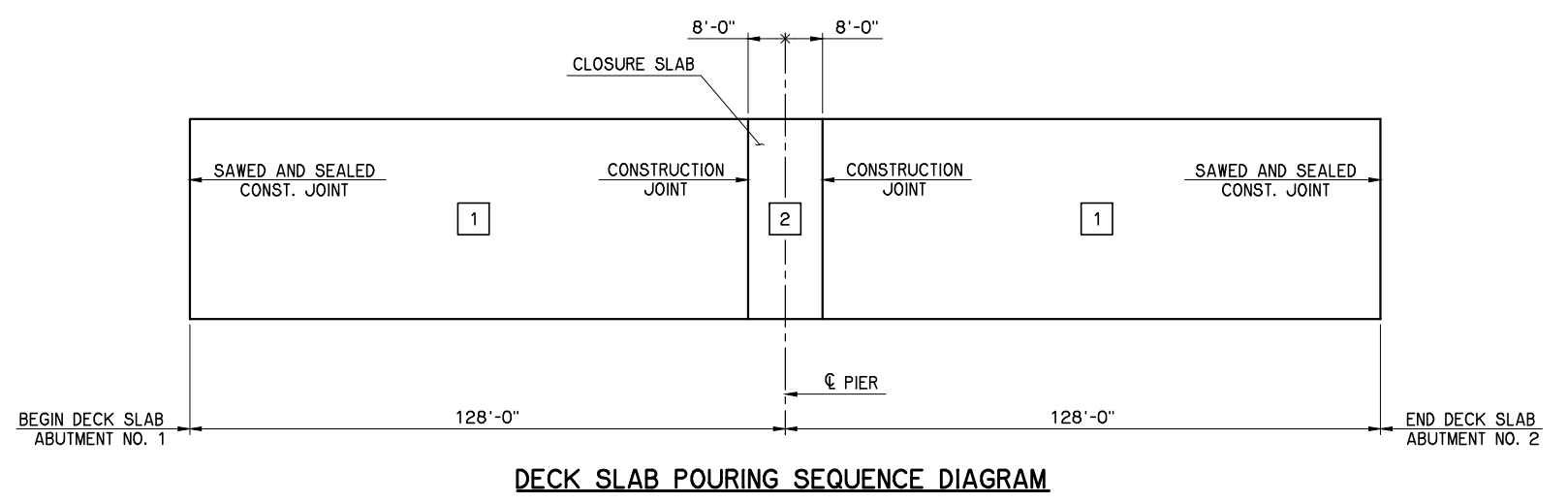
CLOSURE SLAB CONSTRUCTION JOINT DETAIL



① DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY AT \O BEARING.

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

LONGITUDINAL SECTION
DIMENSIONS ALONG \O OF GIRDER

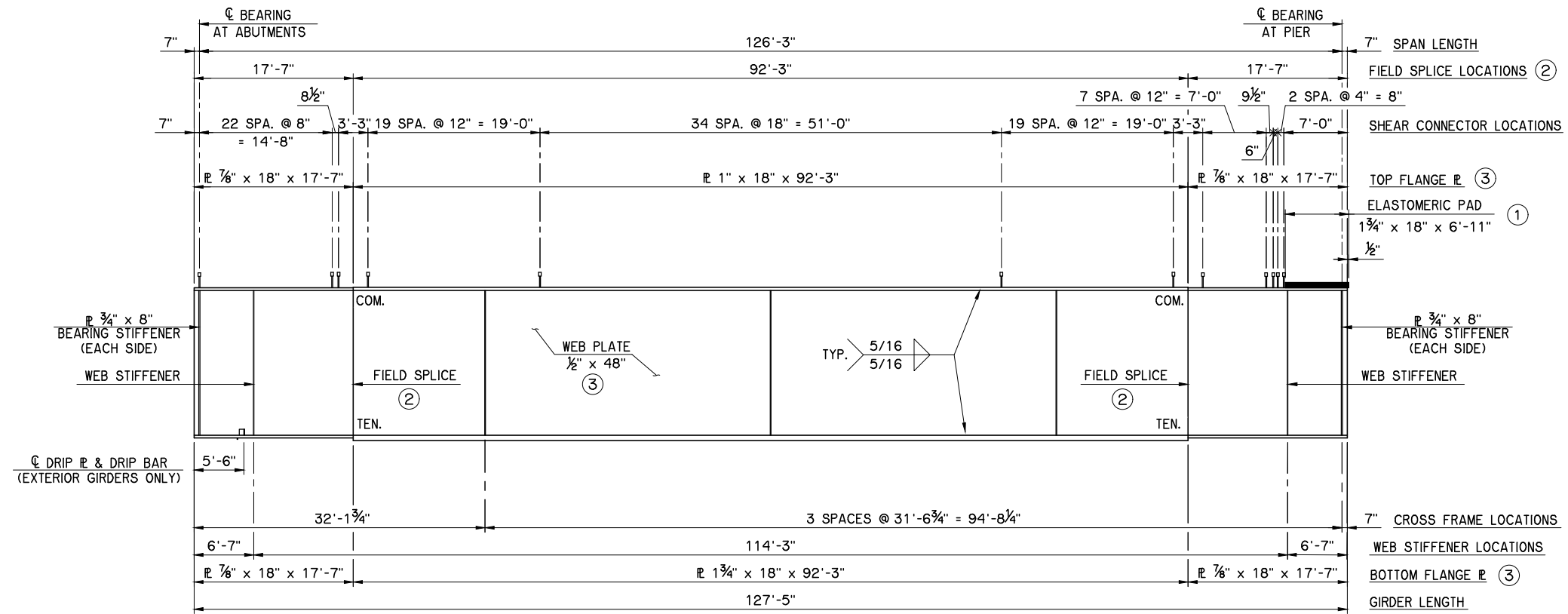


NOTE:
THE DECK SLAB IS DIVIDED INTO SECTIONS AS SHOWN. PLACE THE DECK SLAB CONCRETE OF EACH SECTION IN THE NUMERICAL SEQUENCE INDICATED. SECTIONS OF THE DECK SLAB WITH THE SAME NUMBER MAY BE PLACED IN ANY ORDER. DO NOT PLACE CONCRETE FOR HIGHER NUMBERED SECTIONS UNTIL ALL LOWER NUMBERED SECTIONS ARE IN PLACE FOR AT LEAST 48 HOURS.

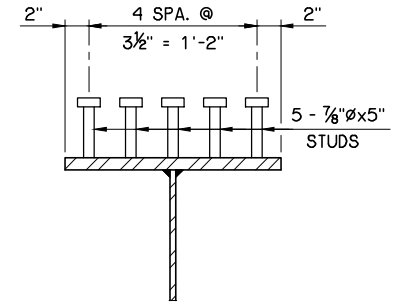
S.H.153 OVER I-35	LOVE COUNTY	Design	RMF
SUPERSTRUCTURE DETAILS		Detail	DRB
		Check	DLW
SHEET 2 OF 9 LONGITUDINAL SECTION			
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
JOB PIECE NO. 31892(04)		SHEET NO. B013	

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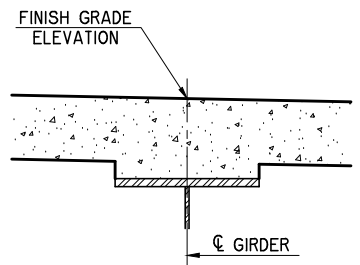
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REV. NO.	DESCRIPTION	DATE



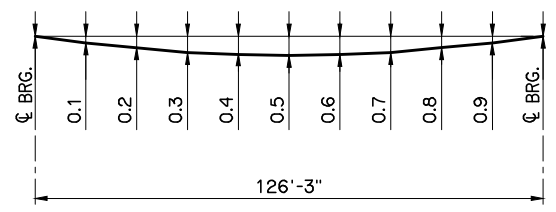
ELEVATION



SHEAR CONNECTOR DETAIL



FINISH GRADE ELEVATION DIAGRAM



DEAD LOAD DEFLECTION DIAGRAM

- NOTES:**
- PROVIDE ELASTOMERIC PAD WITH A 60 DUROMETER HARDNESS AND CONSISTING OF A SINGLE LAYER. EXTEND PAD 1/2" BEYOND THE END OF THE GIRDER AS SHOWN.
 - CONTRACTOR MAY ELECT TO OMIT ANY FIELD SPLICE(S). PLAN QUANTITIES FOR STRUCTURAL STEEL INCLUDES 1 FIELD SPLICE PER GIRDER. PROVIDE 2 ADDITIONAL ROWS OF SHEAR CONNECTORS ON BOTH SIDES OF SHOP SPLICE IN LIEU OF OMITTED FIELD SPLICE. ADDITIONAL FIELD SPLICES MAY BE USED AT NO ADDITIONAL COST TO THE DEPARTMENT.
 - PROVIDE STRUCTURAL STEEL TESTED FOR NON-FRACTURE CRITICAL V-NOTCH REQUIREMENTS FOR ZONE 2.

ALL CROSS FRAME CONNECTION PLATES AND WEB STIFFENERS PLATES ARE 1/2" x 6". PROVIDE ONE WEB STIFFENER PER LOCATION SHOWN. LOCATE WEB STIFFENERS ON INSIDE FACE OF WEB FOR EXTERIOR GIRDERS.

FOR DRIP PLATE AND DRIP BAR DETAILS, SEE SHEET BO15.

FOR FIELD SPLICE, SHOP SPLICE, BEARING STIFFENER, CROSS FRAME CONNECTION PLATE AND WEB STIFFENER DETAILS, SEE SHEET BO16.

FINISH GRADE ELEVATION SCHEDULE											
LOCATION	¢ BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	¢ BRG.
SPAN NO. 1											
GIRDER 1 & 5	881.33	881.58	881.79	881.98	882.15	882.29	882.41	882.50	882.56	882.60	882.62
GIRDER 2 & 4	881.52	881.77	881.98	882.17	882.34	882.48	882.60	882.69	882.75	882.79	882.81
GIRDER 3	881.71	881.96	882.17	882.36	882.53	882.67	882.79	882.88	882.94	882.98	883.00
SPAN NO. 2											
GIRDER 1 & 5	882.62	882.60	882.56	882.50	882.41	882.29	882.15	881.99	881.80	881.58	881.34
GIRDER 2 & 4	882.81	882.79	882.75	882.69	882.60	882.48	882.34	882.18	881.99	881.77	881.53
GIRDER 3	883.00	882.98	882.94	882.88	882.79	882.67	882.53	882.37	882.18	881.96	881.72

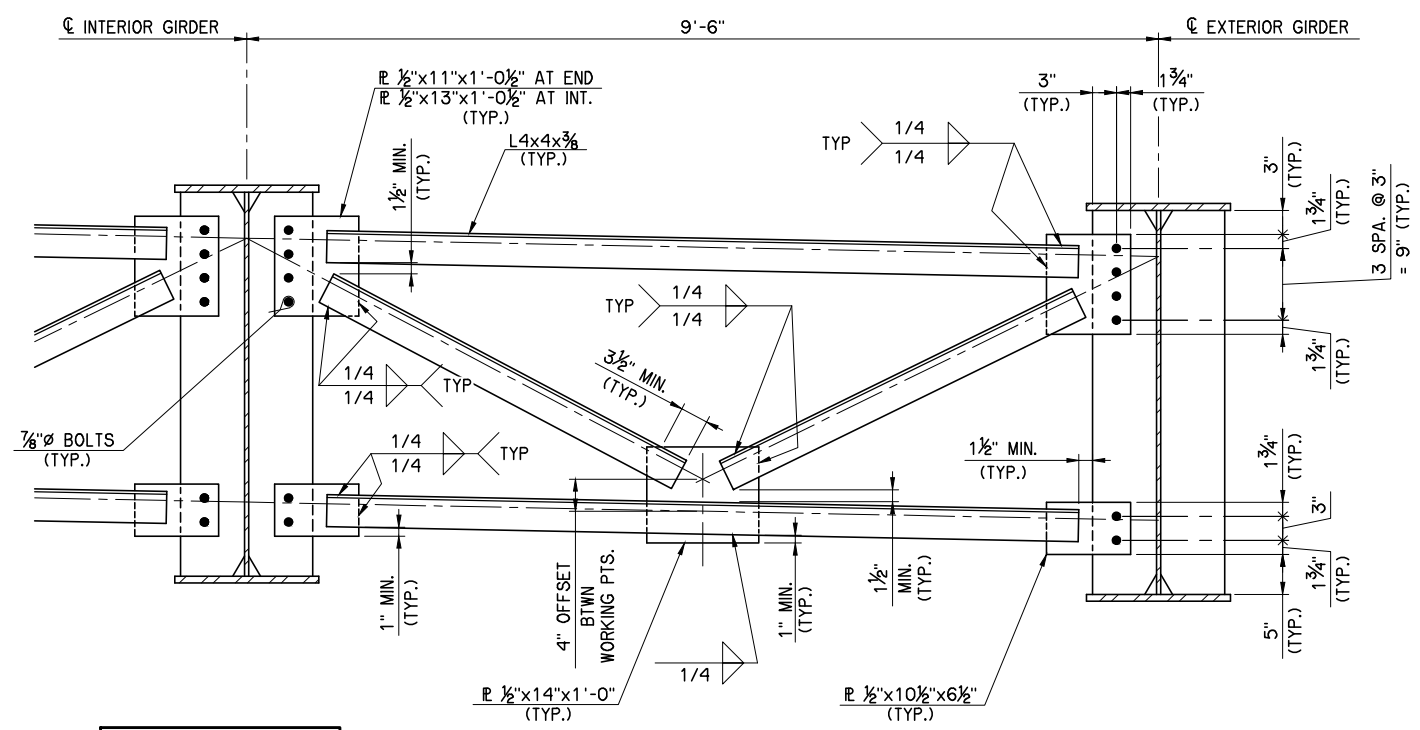
DEAD LOAD DEFLECTION SCHEDULE											
SPAN LOCATION	¢ BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	¢ BRG.
GIRDERS & CROSS FRAMES											
ALL GIRDERS	0.00"	0.49"	0.52"	1.25"	1.46"	1.53"	1.46"	1.25"	0.52"	0.49"	0.00"
DECK SLAB, HAUNCH AND PARAPET (4)											
EXTERIOR GIRDERS	0.00"	1.72"	3.20"	4.36"	5.09"	5.34"	5.09"	4.36"	3.20"	1.72"	0.00"
INTERIOR GIRDERS	0.00"	2.18"	4.06"	5.52"	6.44"	6.76"	6.44"	5.52"	4.06"	2.18"	0.00"

(4) THE DEAD LOAD DEFLECTION SHOWN AT THE TENTH POINTS ARE THE DEFLECTIONS DUE TO DECK SLAB + HAUNCH + SIP STEEL DECK FORM ALLOWANCE + CONCRETE PARAPET. IT DOES NOT INCLUDE THE GIRDER WEIGHT, DIAPHRAGMS OR FUTURE WEARING SURFACE.

S.H.153 OVER I-35		LOVE COUNTY		Design	RMF
SUPERSTRUCTURE DETAILS				Detail	DRB
SHEET 3 OF 9				Check	DLW
PLATE GIRDER DETAILS					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 31892(04)		SHEET NO. BO14			

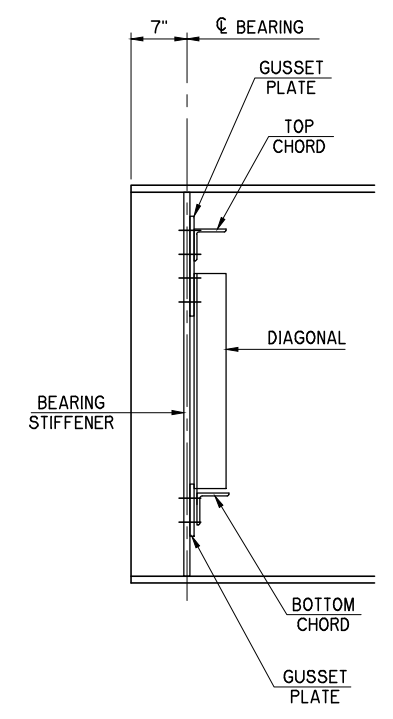
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REVISIONS		
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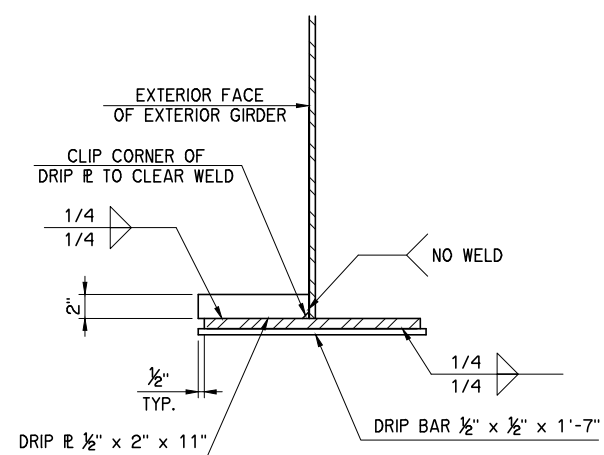
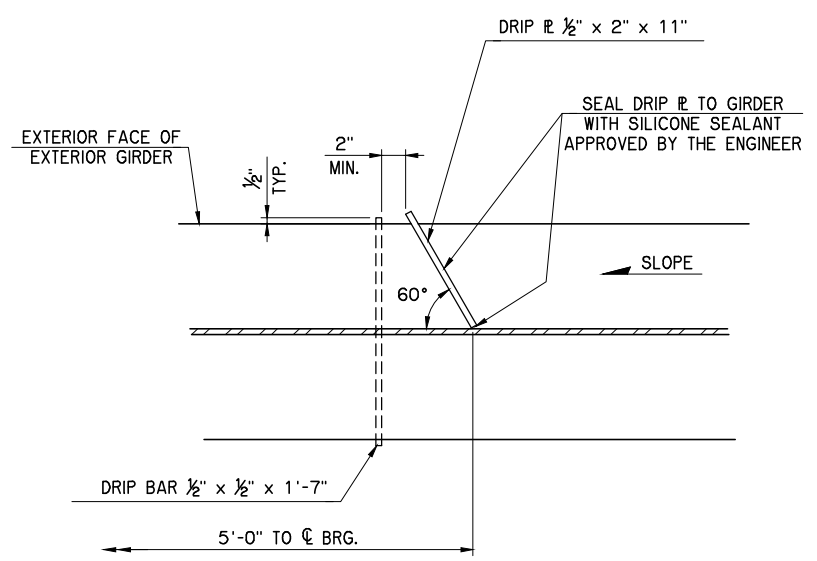


OMIT END CROSS FRAMES AT ABUTMENTS

CROSS FRAME ELEVATION
END CROSS FRAME SHOWN
INTERMEDIATE CROSS FRAME SIMILAR

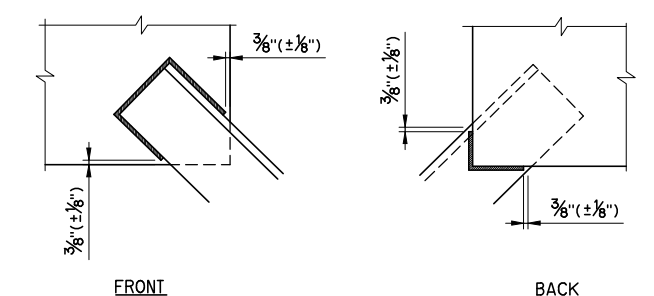


CROSS FRAME SECTION
END CROSS FRAME SHOWN
INTERMEDIATE CROSS FRAME SIMILAR



DRIP PLATE/DRIP BAR DETAILS

NOTE:
INCLUDE ALL COSTS OF SILICONE SEALER IN OTHER ITEMS OF WORK.

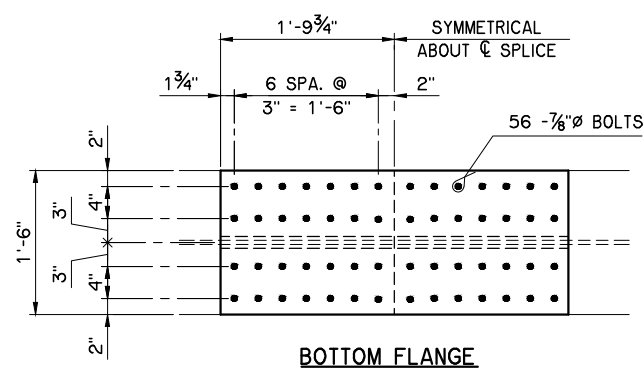
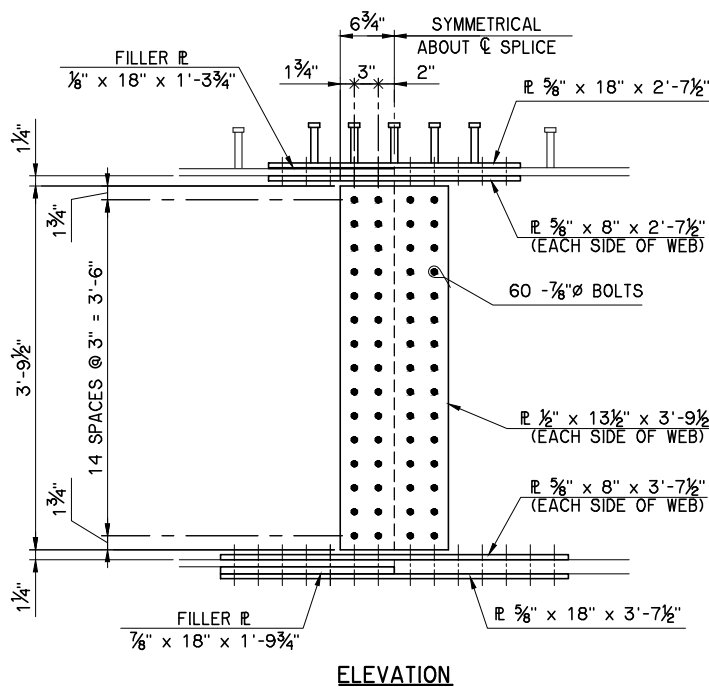
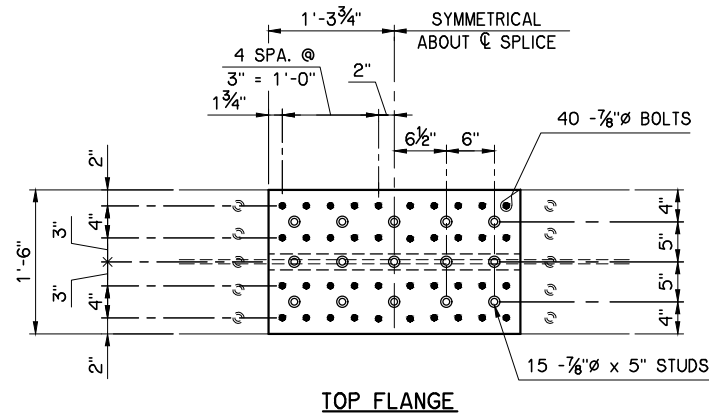


CROSS FRAME WELD TERMINATIONS

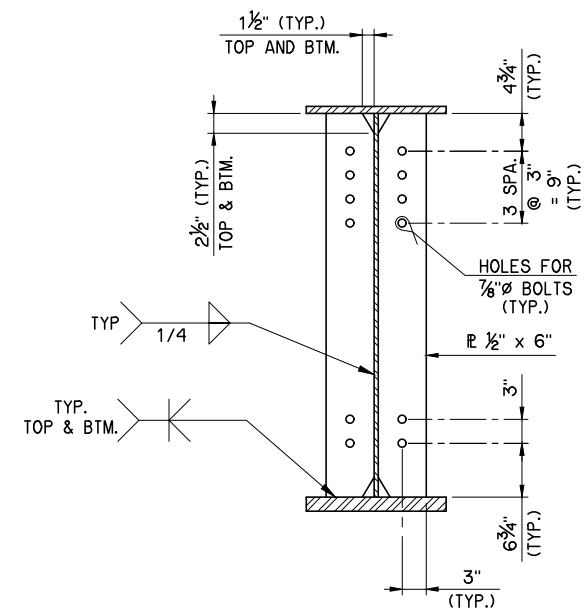
S.H.153 OVER I-35		LOVE COUNTY	Design	RMF
SUPERSTRUCTURE DETAILS		SHEET 4 OF 9	Detail	DRB
			Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
JOB PIECE NO. 31892(04)		SHEET NO. B015		

L:\Active\1705\Drawings\Offset Alignment\15 Super 4 girder details 2.dwg, 1/5/2024 8:08:35 AM, Deanne Brittan

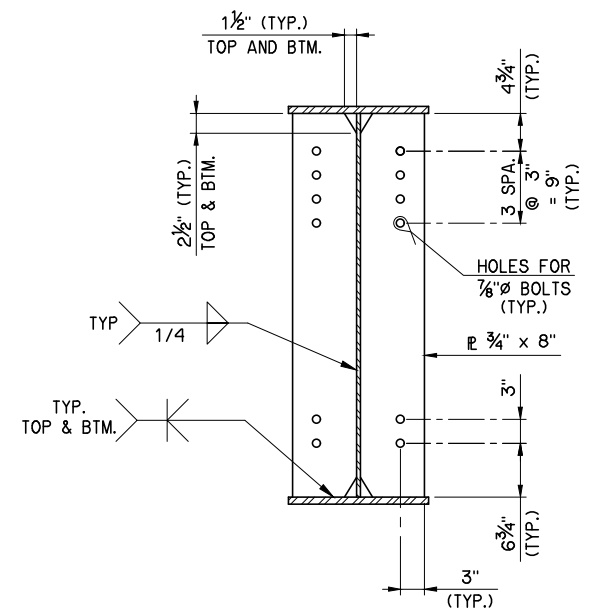
REVISIONS		
REV. NO.	DESCRIPTION	DATE



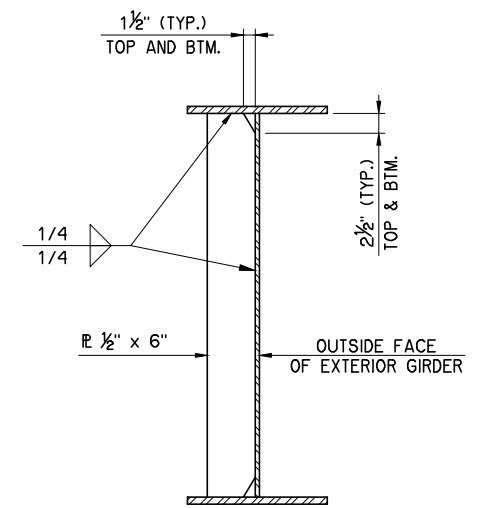
BOLTED FIELD SPLICE DETAILS
 (156 - 7/8" Ø BOLTS AND 15 - 7/8" Ø x 5" STUDS
 REQUIRED AT EACH FIELD SPLICE)



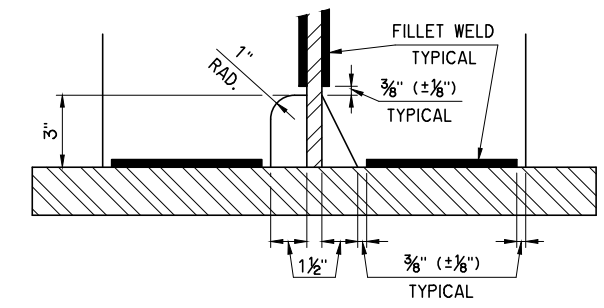
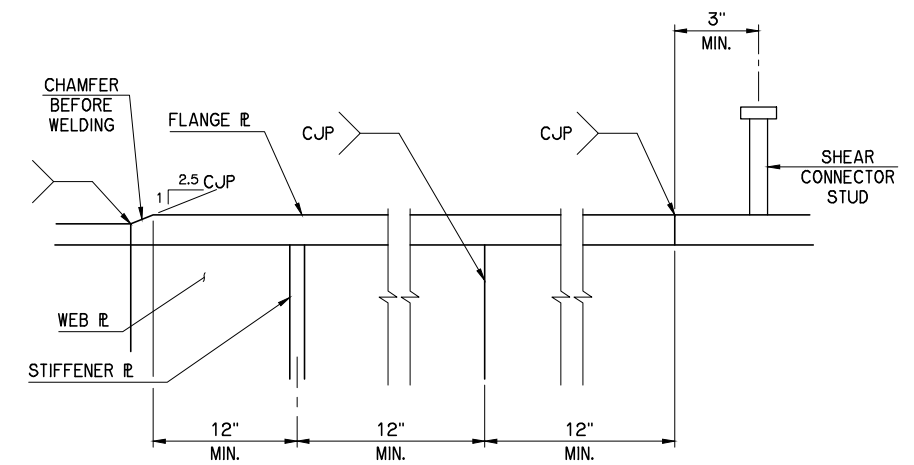
**CROSS FRAME CONNECTION
 PLATE DETAIL**
 OMIT CONNECTION PLATES ON OUTSIDE
 FACE OF EXTERIOR GIRDERS



BEARING STIFFENER DETAIL
 OMIT HOLES IN STIFFENER PLATES
 ON OUTSIDE FACE OF EXTERIOR
 GIRDERS AND AT ABUTMENTS



WEB STIFFENER DETAIL
 PROVIDE WEB STIFFENER ON ONE SIDE
 OF WEB ONLY. LOCATE ON INSIDE FACE
 OF WEB ON EXTERIOR GIRERS.

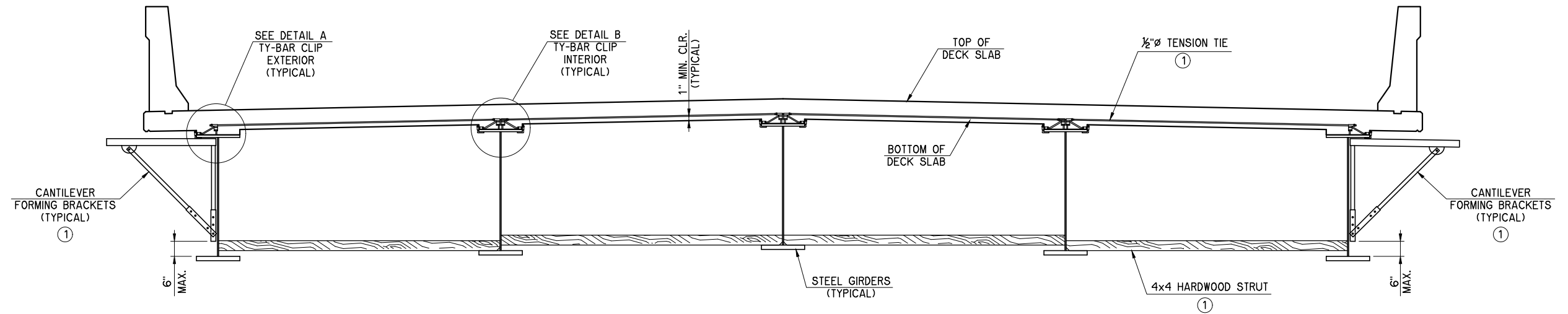


**STIFFENER PLATE CLIP AND
 FILLET WELD TERMINATION DETAILS**
 TYPICAL TOP AND BOTTOM OF STIFFENERS

S.H.153 OVER I-35	LOVE COUNTY	Design	RMF
SUPERSTRUCTURE DETAILS SHEET 5 OF 9 PLATE GIRDER DETAILS		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	

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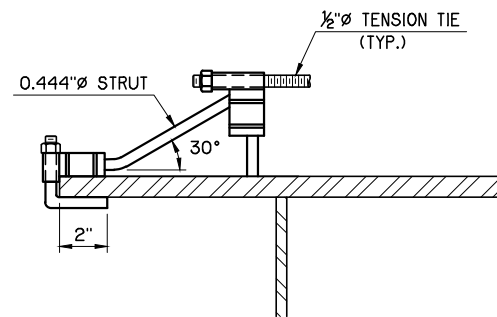
REVISIONS		
REV. NO.	DESCRIPTION	DATE



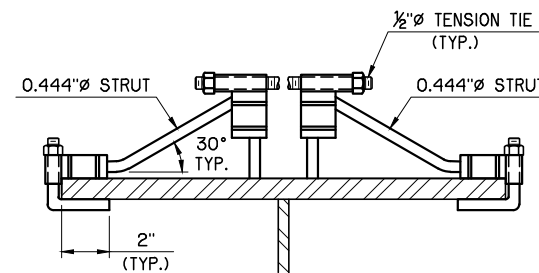
GIRDER BRACING FOR DECK SLAB PLACEMENT

① SPACING OF FORMING BRACES, TENSION TIES, AND HARDWOOD STRUTS TO BE DETERMINED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA FOR THE LOADS ANTICIPATED DURING CONSTRUCTION. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION. USE THE DETERMINED SPACING OR 4'-0", WHICHEVER IS SMALLER.

BRACING SYSTEM SHOWN FOR ILLUSTRATION PURPOSES ONLY. ALTERNATIVE SYSTEMS MAY BE CONSIDERED. SEE GENERAL NOTES FOR DESIGN REQUIREMENTS AND LIMITATIONS.

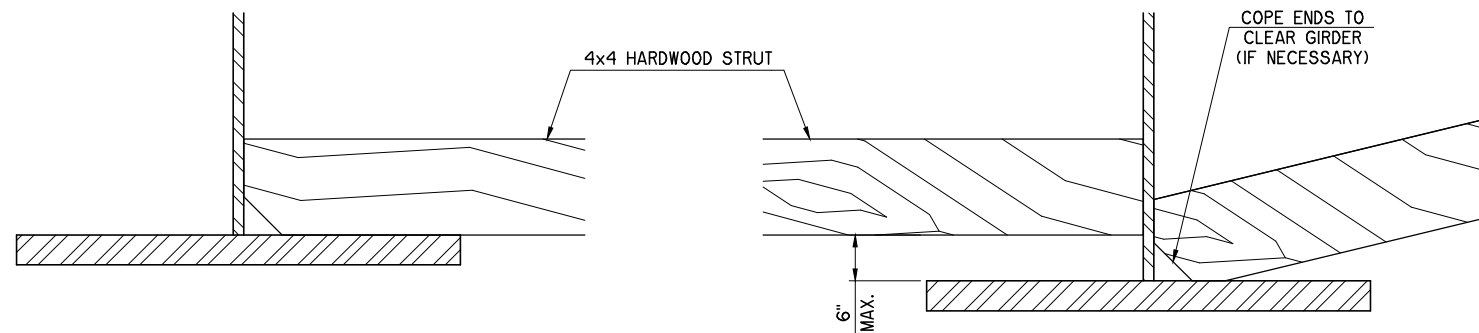


DETAIL A



DETAIL B

TY-BAR CLIP DETAILS
(EPOXY COATED)



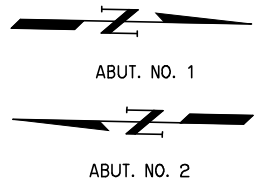
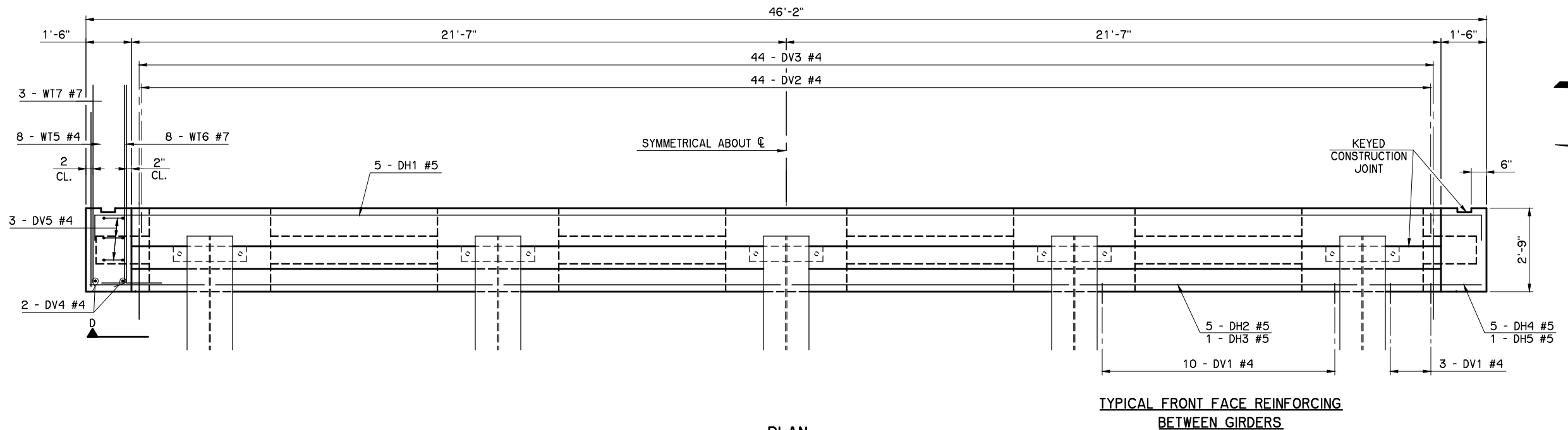
EXTERIOR

INTERIOR

HARDWOOD STRUT DETAIL

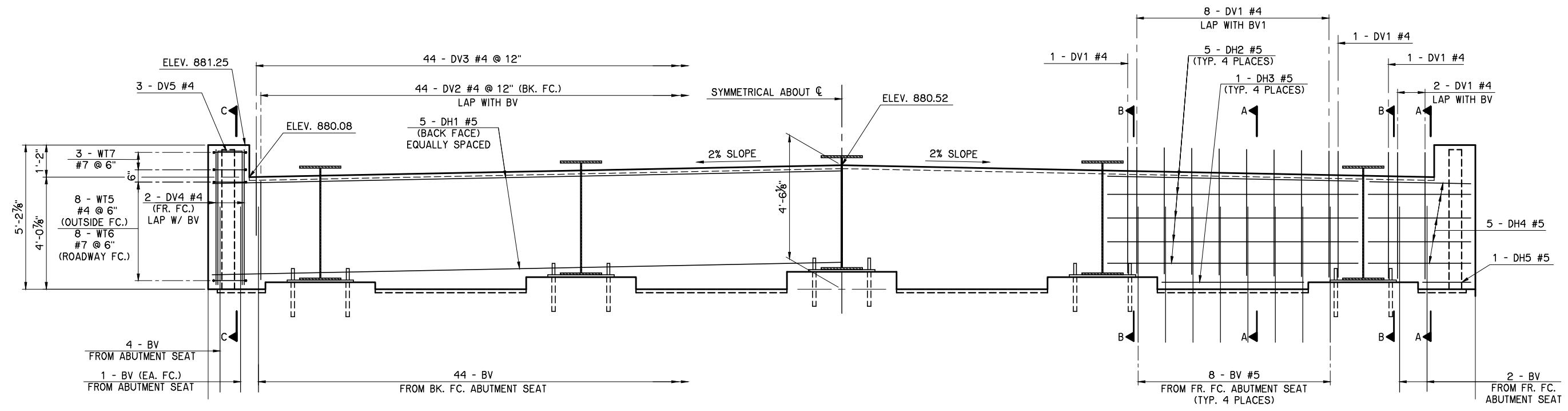
S.H.153 OVER I-35	LOVE COUNTY	Design	RMF
SUPERSTRUCTURE DETAILS SHEET 7 OF 9 R GIRDER BRACING DETAILS		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B018	

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN

TYPICAL FRONT FACE REINFORCING BETWEEN GIRDERS



ELEVATION

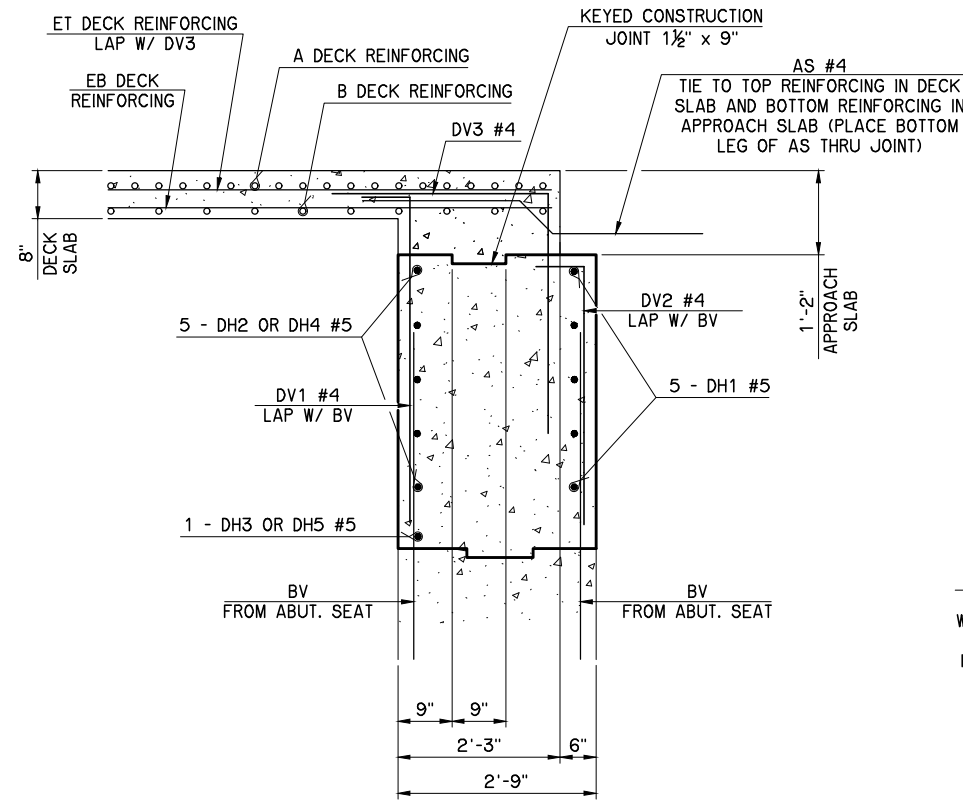
TYPICAL FRONT FACE REINFORCING BETWEEN GIRDERS

NOTES:
 FOR BAR BENDS AND BAR LIST, SEE SHEET B013.
 FOR SECTIONS A-A, B-B, C-C AND D, SEE SHEET B020.

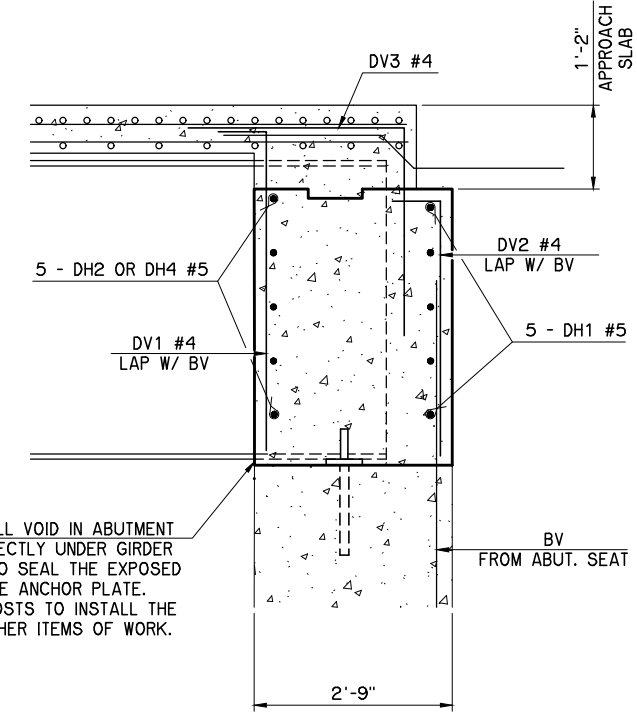
S.H.153 OVER I-35		LOVE COUNTY		Design	DLW
SUPERSTRUCTURE DETAILS SHEET 8 OF 9 ABUTMENT DIAPHRAGM DETAILS				Detail	DRB
				Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
				JOB PIECE NO. 31892(04)	

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REVISIONS		
REV. NO.	DESCRIPTION	DATE

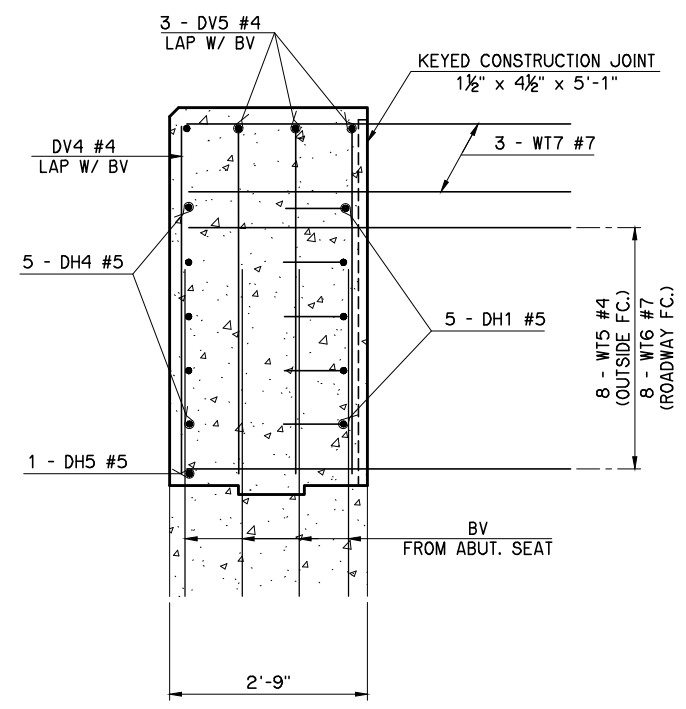


SECTION A-A

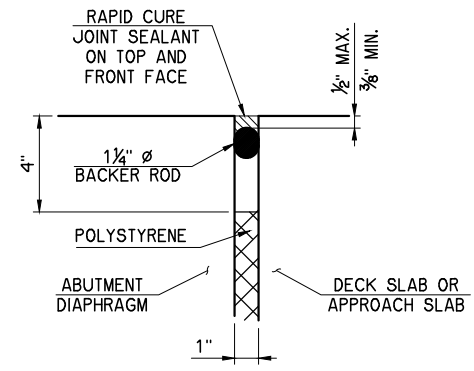


SECTION B-B

COMPLETELY FILL VOID IN ABUTMENT DIAPHRAGM DIRECTLY UNDER GIRDER WITH SILICONE TO SEAL THE EXPOSED EDGE OF THE ANCHOR PLATE. INCLUDE ALL COSTS TO INSTALL THE SILICONE IN OTHER ITEMS OF WORK.

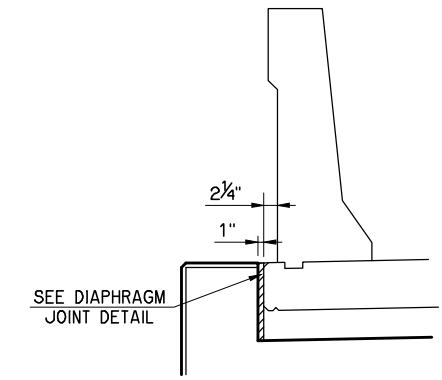


SECTION C-C



DIAPHRAGM JOINT DETAIL

NOTE:
INCLUDE ALL COSTS TO INSTALL THE DIAPHRAGM JOINT IN OTHER ITEMS OF WORK.

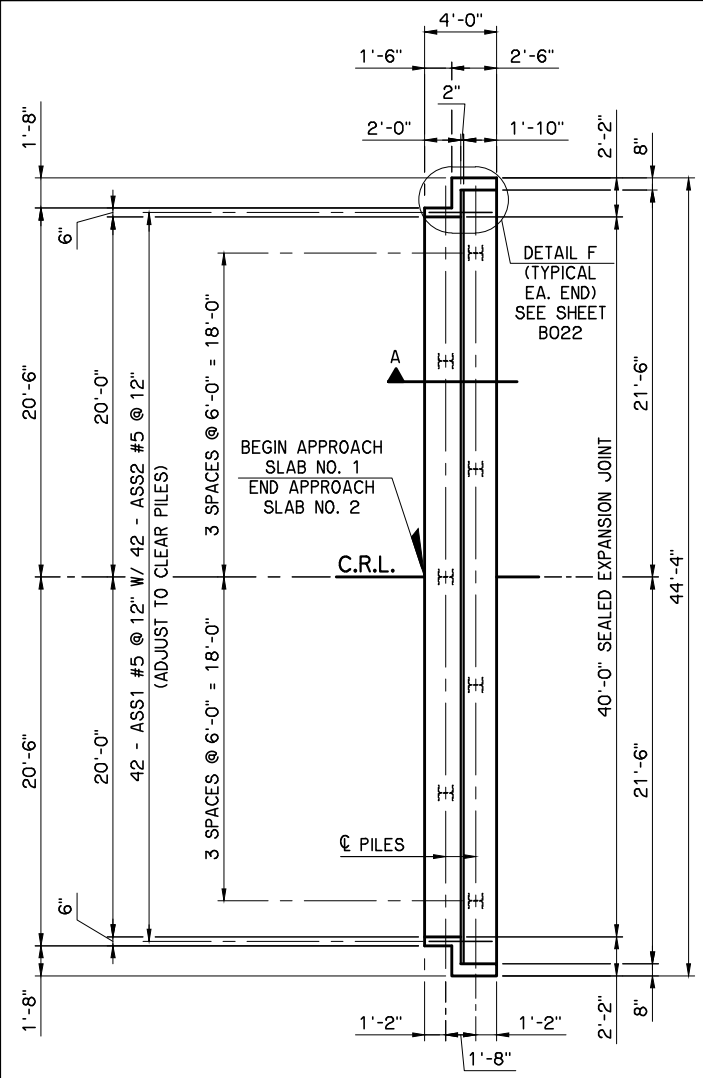


SECTION D

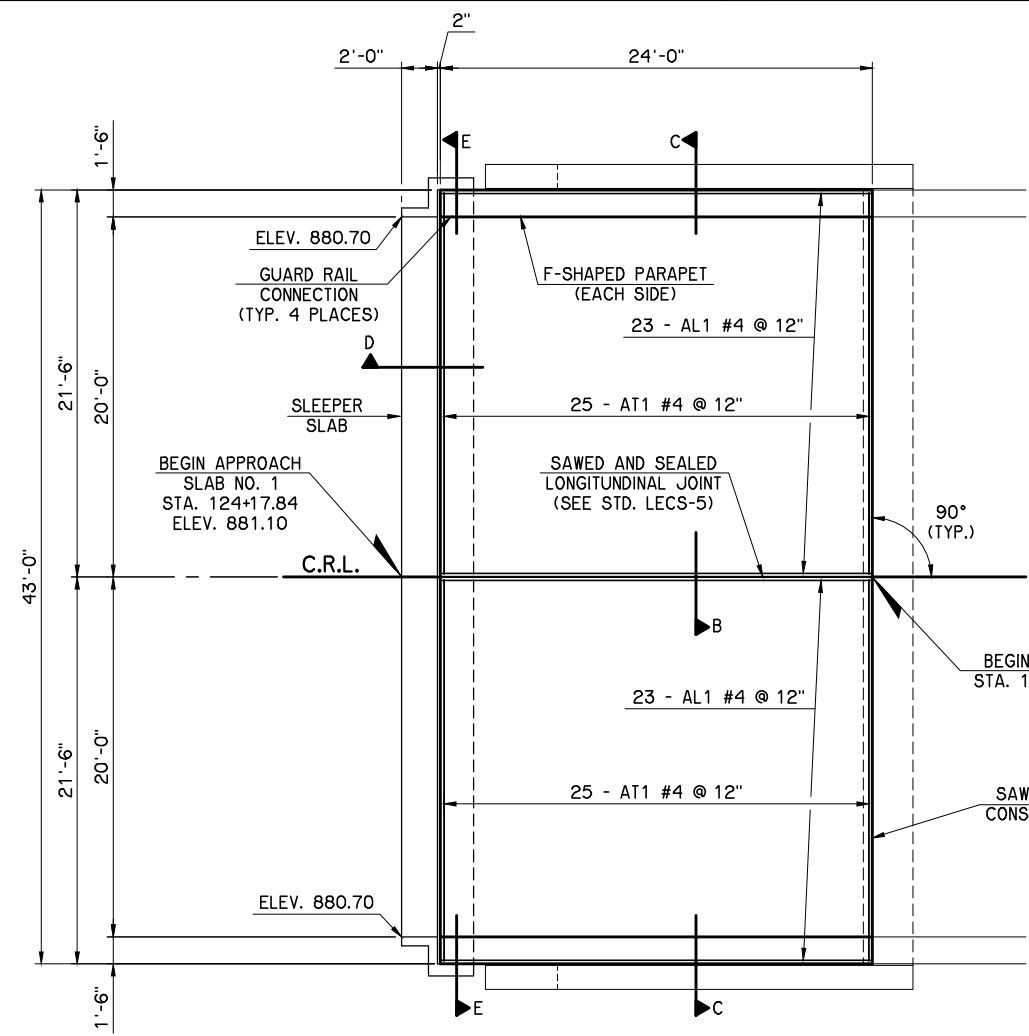
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
SUPERSTRUCTURE DETAILS		Detail	DRB
		Check	DLW
SHEET 9 OF 9			
ABUTMENT DIAPHRAGM DETAILS			
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B020	

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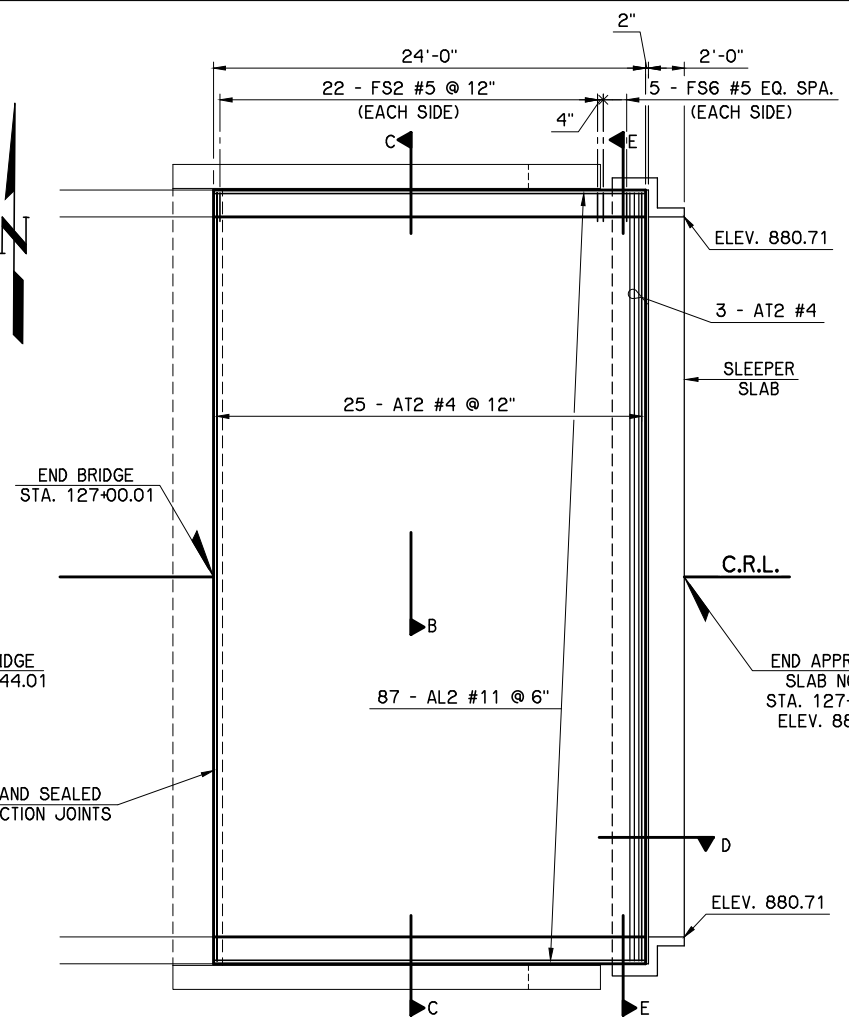
REV. NO.	REVISIONS DESCRIPTION	DATE



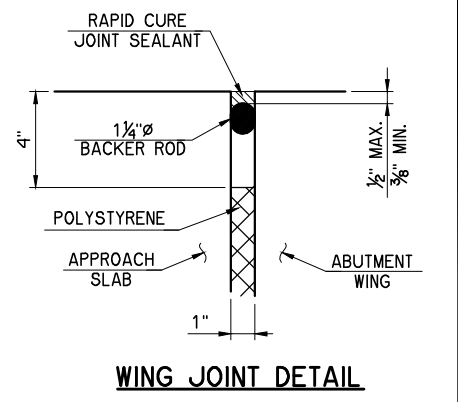
SLEEPER SLAB PLAN
SLEEPER SLAB NO. 1 SHOWN,
SLEEPER SLAB NO. 2 OPPOSITE HAND



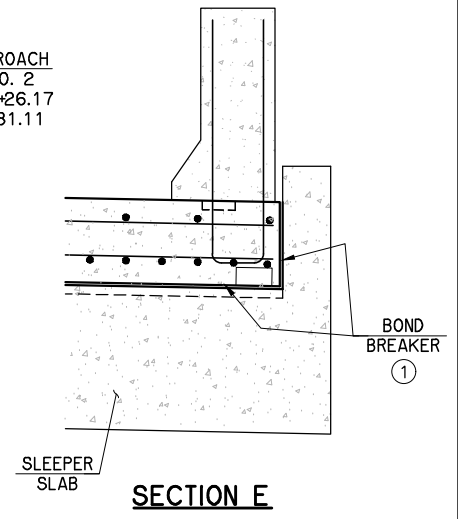
**TOP REINFORCING MAT DETAIL
APPROACH SLAB NO. 1**
APPROACH SLAB NO. 1 SHOWN,
APPROACH SLAB NO. 2 OPPOSITE HAND



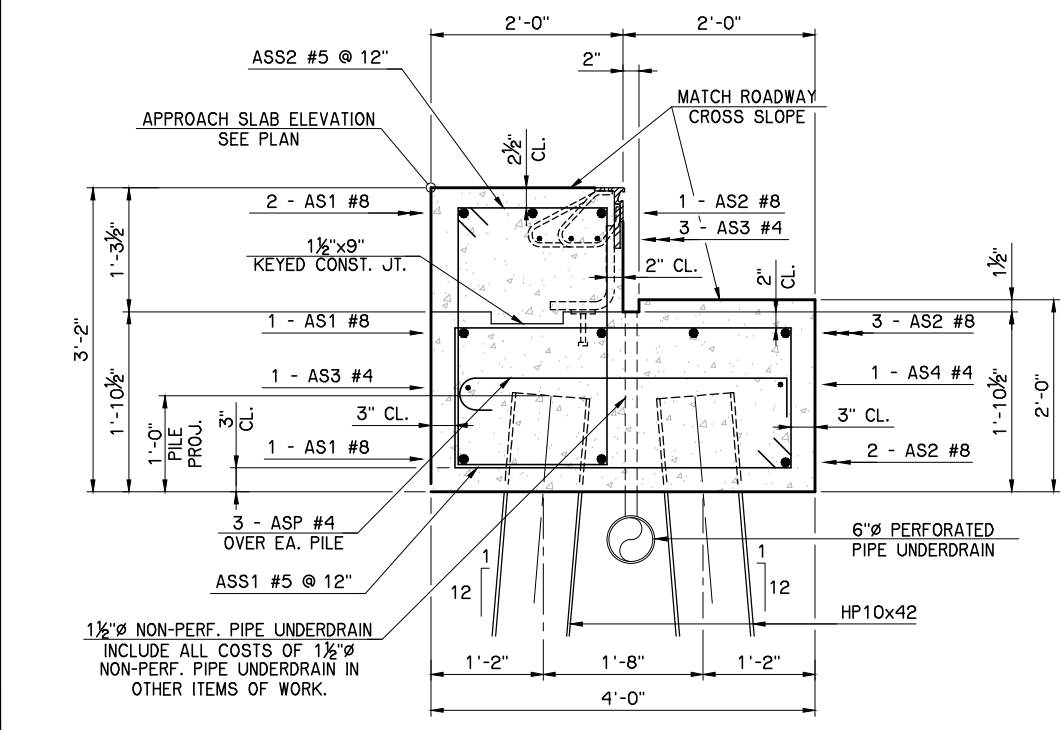
**BOTTOM REINFORCING MAT DETAIL
APPROACH SLAB NO. 2**
APPROACH SLAB NO. 2 SHOWN,
APPROACH SLAB NO. 1 OPPOSITE HAND



WING JOINT DETAIL

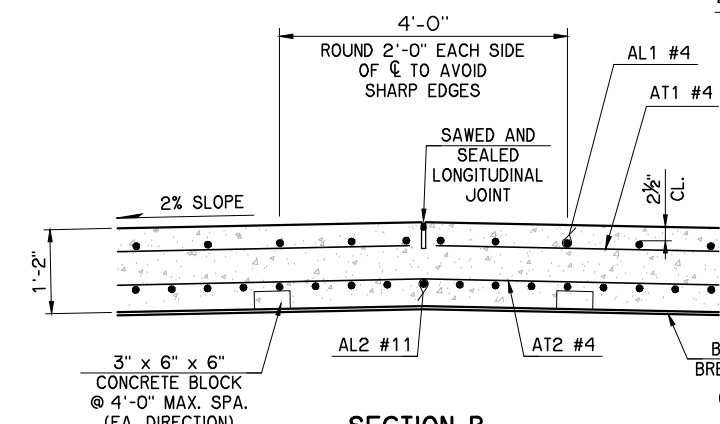


SECTION E

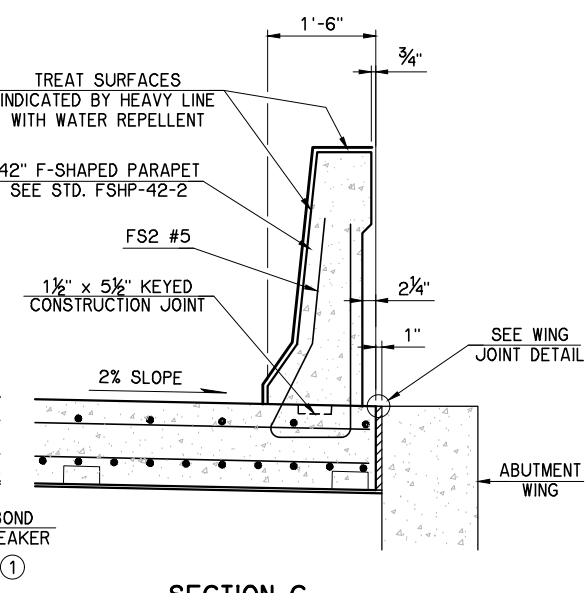


SECTION A

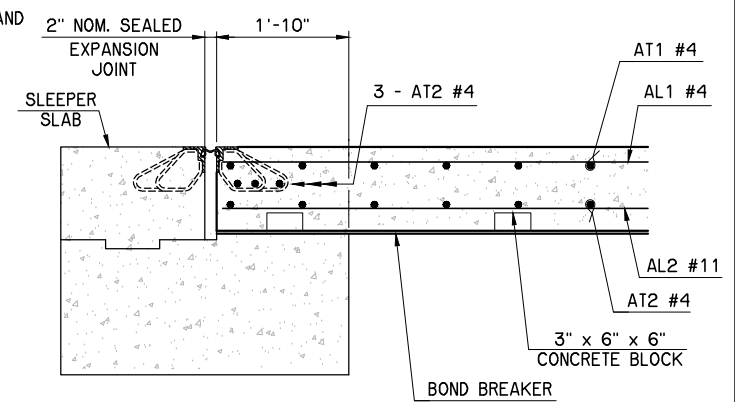
NOTES:
FOR ADDITIONAL DETAIL OF APPROACH SLAB AT ABUTMENT, SEE SHEET B019 AND B020.
FOR DETAIL F, APPROACH SLAB BAR LIST, BAR BENDS, AND QUANTITIES, SEE SHEET B022.
FOR SEALED EXPANSION JOINT DETAILS, SEE SHEET B023 AND STD. EJ-DTL.
PLACE REINFORCING IN TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL JOINT. FOR ADDITIONAL DETAILS OF LONGITUDINAL JOINT, SEE STD. LECS-5.



SECTION B



SECTION C



SECTION D

① PLACE TWO 4 MIL POLYETHYLENE SHEETS AS BOND BREAKER THE FULL WIDTH OF APPROACH SLAB AND FULL LENGTH FROM THE BACK FACE OF THE ABUTMENT DIAPHRAGM TO EXPANSION DEVICE AT SLEEPER SLAB AND AT VERTICAL FACE OF SLEEPER SLAB OUTSIDE OF APPROACH SLAB. DO NOT PLACE BOND BREAKER ON THE ABUTMENT DIAPHRAGM.

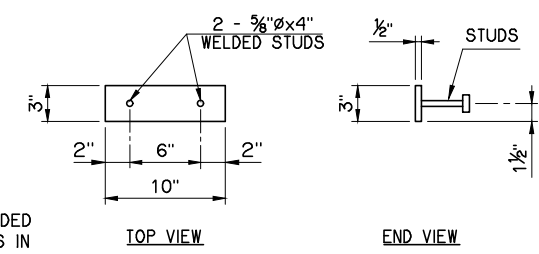
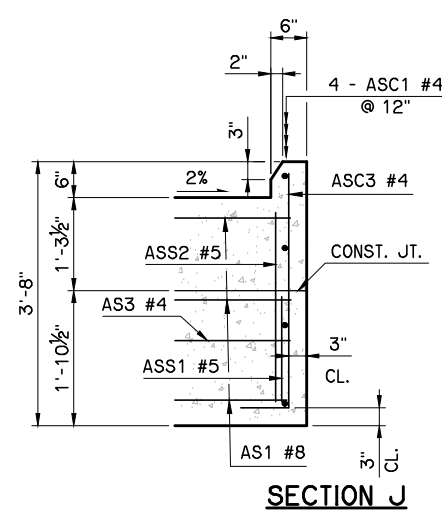
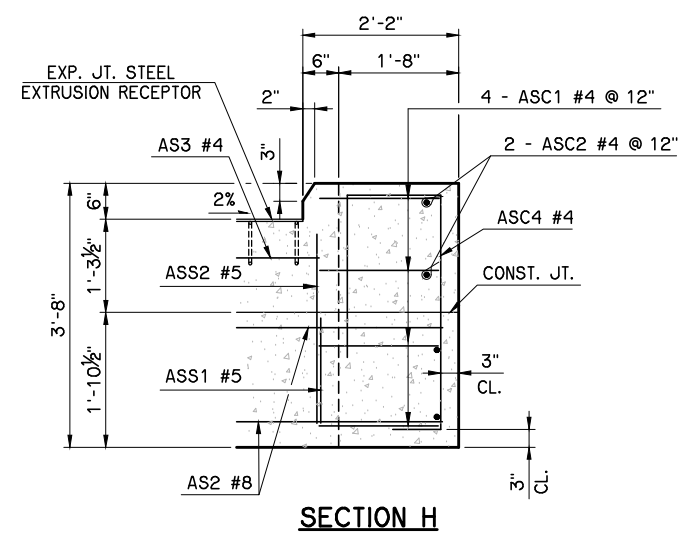
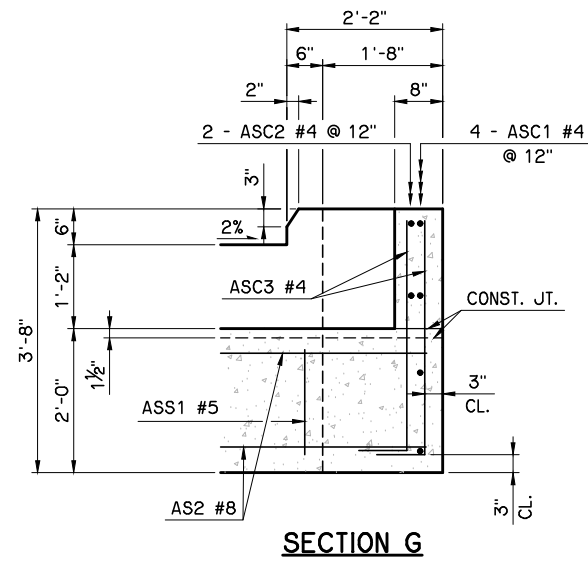
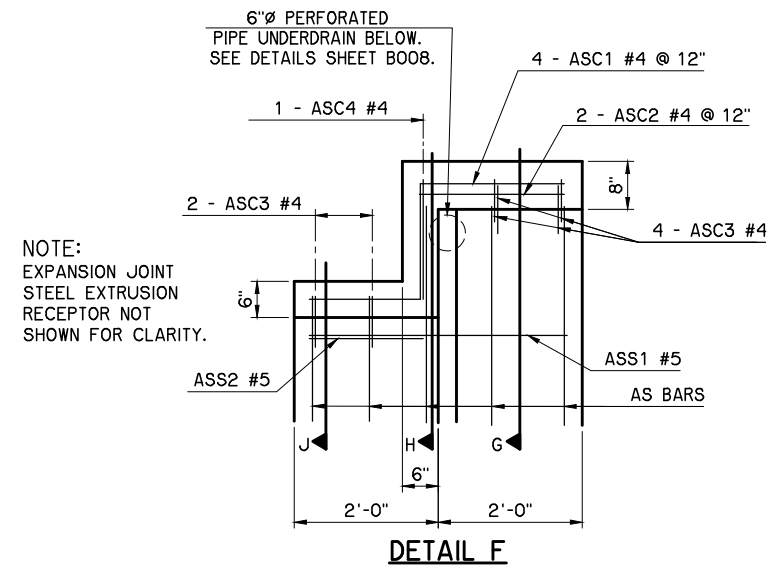
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
APPROACH SLAB DETAILS SHEET 1 OF 3		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(O4)		SHEET NO. B021	

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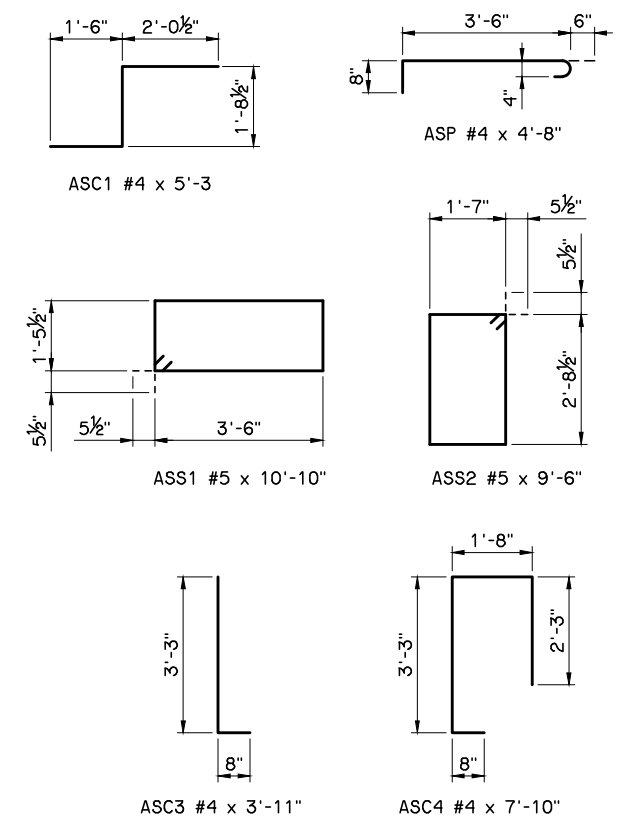
REVISIONS		
REV. NO.	DESCRIPTION	DATE

APPROACH SLAB QUANTITIES				
ITEM DESCRIPTION	UNIT	APP. SLAB NO. 1	APP. SLAB NO. 2	TOTAL
APPROACH SLAB	S.Y.	114.7	114.7	229.4
SAW-CUT GROOVING	S.Y.	116.3	116.3	232.6
42" F-SHAPED PARAPET	L.F.	48.0	48.0	96.0
CLASS A CONCRETE	C.Y.	16.6	16.6	33.2
EPOXY COATED REINFORCING STEEL	LB.	2,310	2,310	4,620
PILES, FURNISHED (HP 10x42)	L.F.	1,001	1,001	2,002
PILES, DRIVEN (HP 10x42)	L.F.	1,001	1,001	2,002
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	23	23	46
SEALED EXPANSION JOINTS	L.F.	48.00	48.00	96.00
6" PERFORATED PIPE UNDERDRAIN	L.F.	51	51	102
6" NON-PERF. PIPE UNDERDRAIN	L.F.	80	80	160
OUTLET LATERAL HEADWALL	EA.	2	2	4

① QUANTITY FOR SLEEPER SLAB



NOTE: INCLUDE COSTS OF EMBEDDED PLATE WITH WELDED STUDS IN THE CONTRACT UNIT PRICE OF "SEALED EXPANSION JOINTS."



APPROACH SLAB BAR LIST				
ONE SHOWN, TWO REQUIRED				
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
AL1	#4	46	STR.	23'-10"
AL2	#11	87	STR.	23'-10"
AS1	#8	4	STR.	40'-6"
AS2	#8	6	STR.	43'-10"
AS3	#4	4	STR.	40'-6"
AS4	#4	1	STR.	43'-10"
ASC1	#4	8	BNT.	5'-3"
ASC2	#4	4	STR.	2'-0"
ASC3	#4	12	BNT.	3'-11"
ASC4	#4	2	BNT.	7'-10"
ASP	#4	21	BNT.	4'-8"
ASS1	#5	42	BNT.	10'-10"
ASS2	#5	42	BNT.	9'-6"
AT1	#4	50	STR.	21'-2"
AT2	#4	28	STR.	42'-8"
FS2	#5	44	BNT.	7'-4"
FS6	#5	10	BNT.	7'-6 1/2"

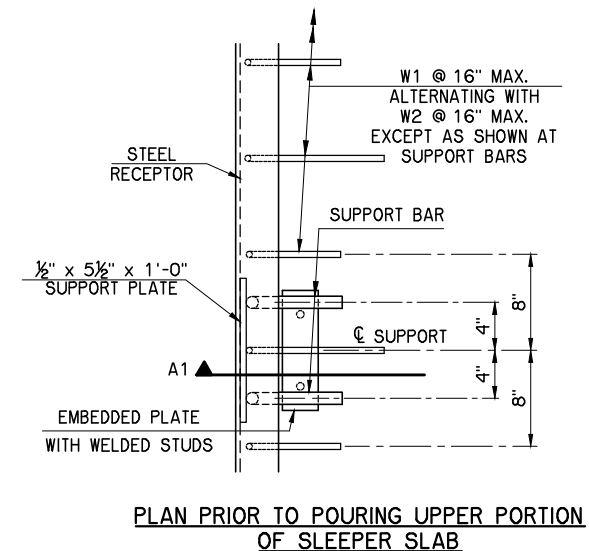
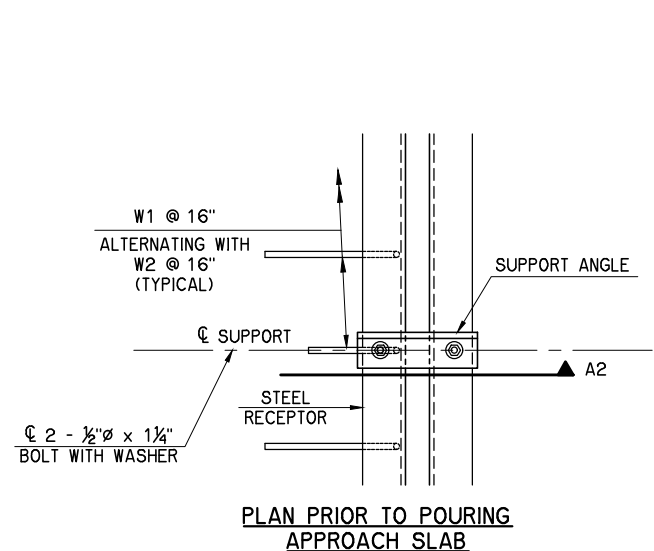
② INCLUDED IN CONTRACT UNIT PRICE OF APPROACH SLAB
 ③ FOR BAR BEND, SEE STD. FSHP-42-2

NOTE: FOR EXCAVATION AND DETAILS OF PIPE UNDERDRAIN SYSTEM, SEE SHEET B008.
 FOR DETAIL OF EXPANSION JOINT STEEL ARMORING ANGLE, SUPPORT BAR, W1 AND W2 ANCHOR BARS, SEE SHEET B023.

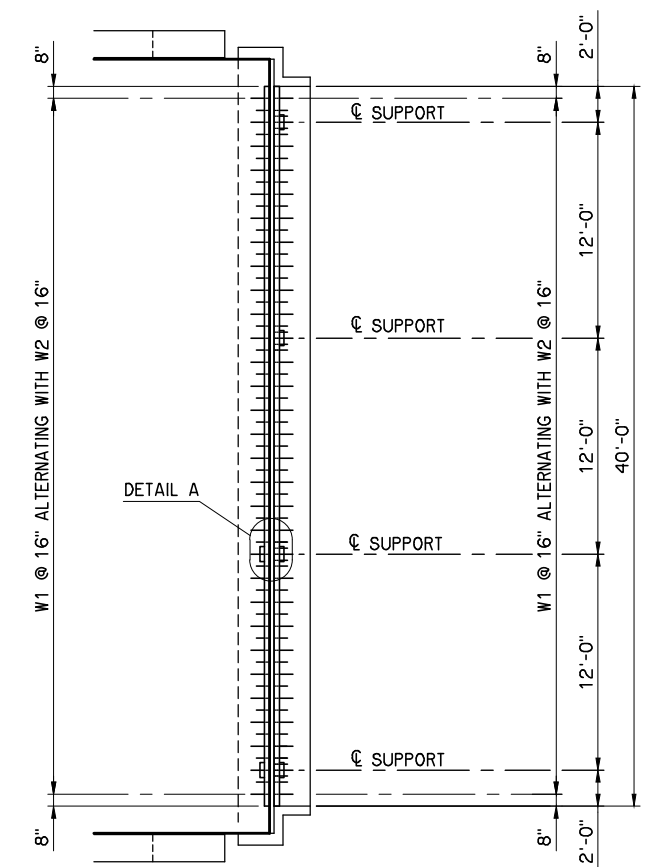
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
APPROACH SLAB DETAILS SHEET 2 OF 3		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B022	

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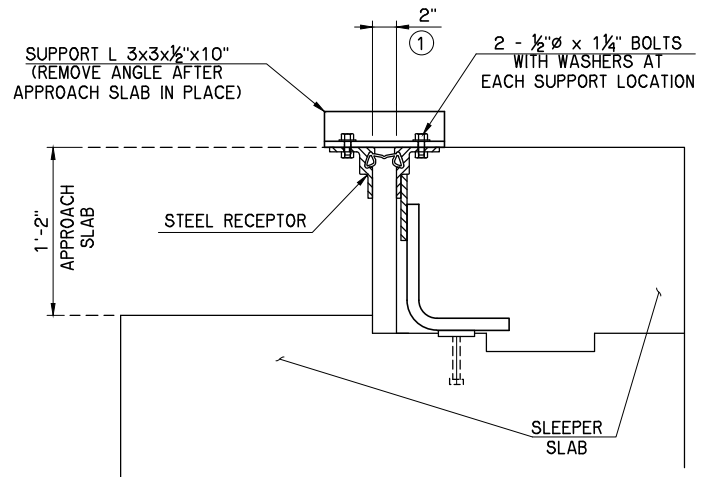


DETAIL A

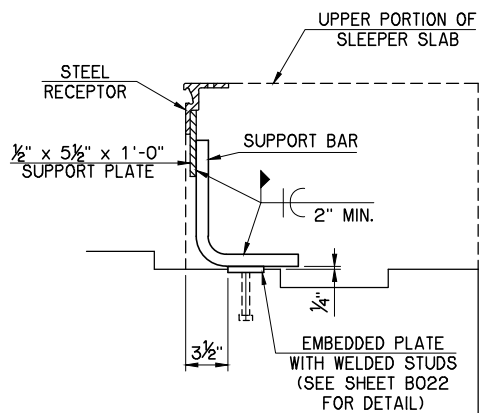


SEALED EXPANSION JOINT PLAN
SLEEPER SLAB NO. 2 SHOWN,
SLEEPER SLAB NO. 1 OPPOSITE HAND

NOTE:
① SET JOINT OPENING AT 2" DURING RECEPTOR INSTALLATION. REMOVE SUPPORT ANGLES IMMEDIATELY AFTER CONCRETE SET OF APPROACH SLABS. DIMENSION WILL VARY AFTER SUPPORT ANGLE REMOVAL.

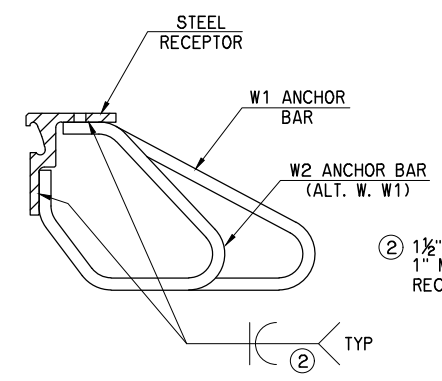


SECTION A2

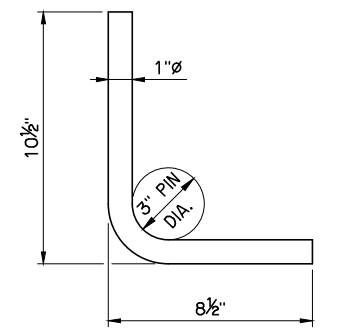


SECTION A1

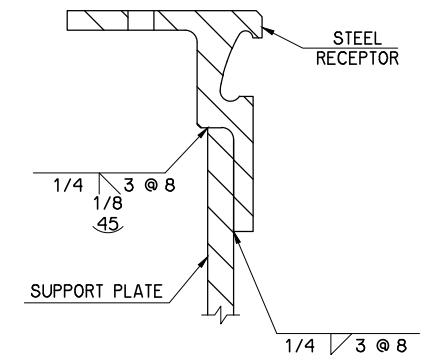
NOTES:
SEE STD. EJ-DTL FOR SEALED EXPANSION JOINT MATERIAL AND FABRICATION REQUIREMENTS, STEEL EXTRUSION RECEPTOR DETAILS, AND ANCHOR BAR DETAILS.



ANCHOR BAR WELD DETAIL



SUPPORT BAR DETAIL



STEEL RECEPTOR WELD DETAIL

SEALED EXPANSION JOINT NOTES

USE A SEALED EXPANSION JOINT WHICH HAS A TOTAL MOVEMENT RANGE OF 4". PROVIDE EITHER THE WATSON, BOWMAN AND ACME TYPE Q STEEL EXTRUSION RECEPTOR OR THE D.S. BROWN TYPE SSCM-OK STEEL EXTRUSION RECEPTOR AS SHOWN ON STD. EQ-DTL.

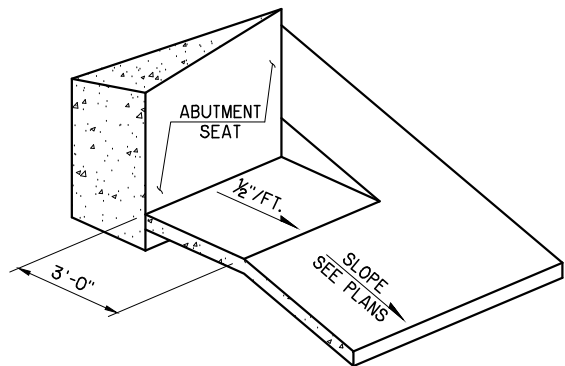
SUGGESTED SEALED EXPANSION JOINT INSTALLATION PROCEDURE

1. INSTALL EMBEDDED PLATES WITH WELDED STUDS AND PLACE CONCRETE FOR LOWER PORTION OF SLEEPER SLAB.
2. AFTER CONCRETE SETS, FIELD WELD SUPPORT BARS TO EMBEDDED PLATES WITH WELDED STUDS AND PLACE CONCRETE FOR UPPER PORTION OF SLEEPER SLAB.
3. FIELD WELD SLEEPER SLAB RECEPTORS WITH SUPPORT PLATES TO SUPPORT BARS.
4. INSTALL SUPPORT ANGLES AND APPROACH SLAB RECEPTORS.
5. PLACE CONCRETE FOR UPPER PORTION OF SLEEPER SLAB.
6. INSTALL BOND BREAKER.
7. PLACE CONCRETE FOR APPROACH SLAB.
8. AFTER CONCRETE SETS, REMOVE BOLTS AND SUPPORT ANGLES FROM RECEPTORS.
9. GROUT HOLES LEFTOVER FROM REMOVED BOLTS.

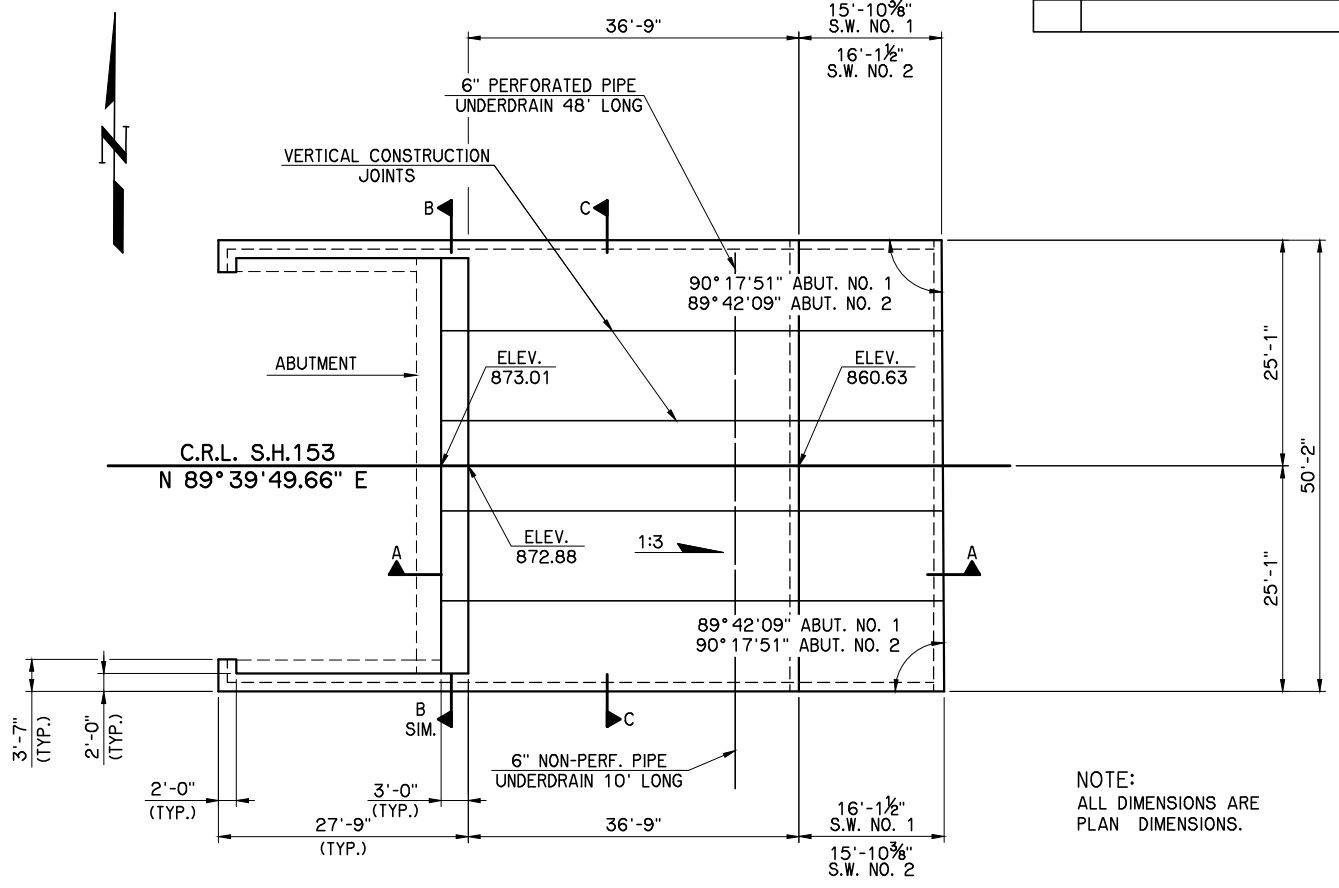
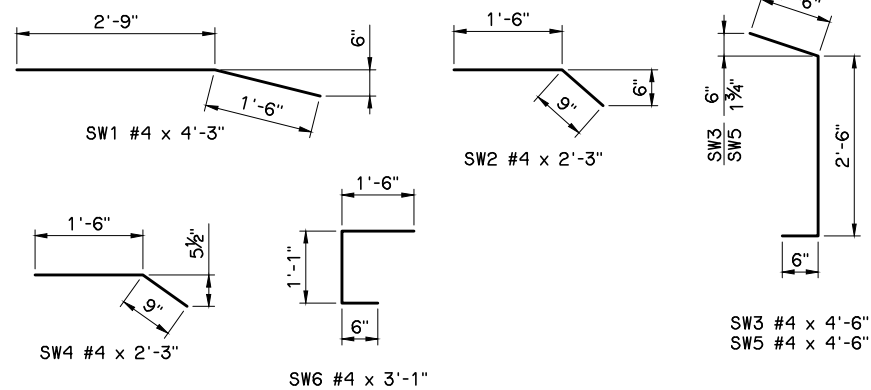
S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
APPROACH SLAB DETAILS SHEET 3 OF 3		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 31892(04)		SHEET NO. B023	

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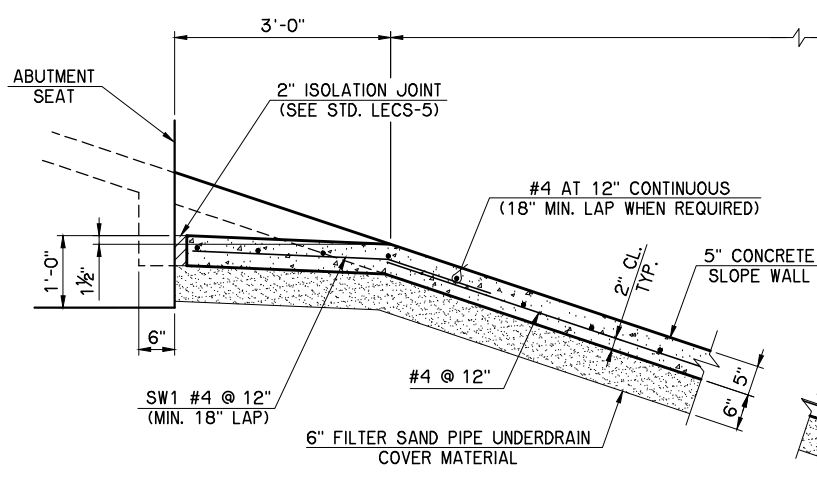


ISOMETRIC VIEW AT END OF ABUTMENT

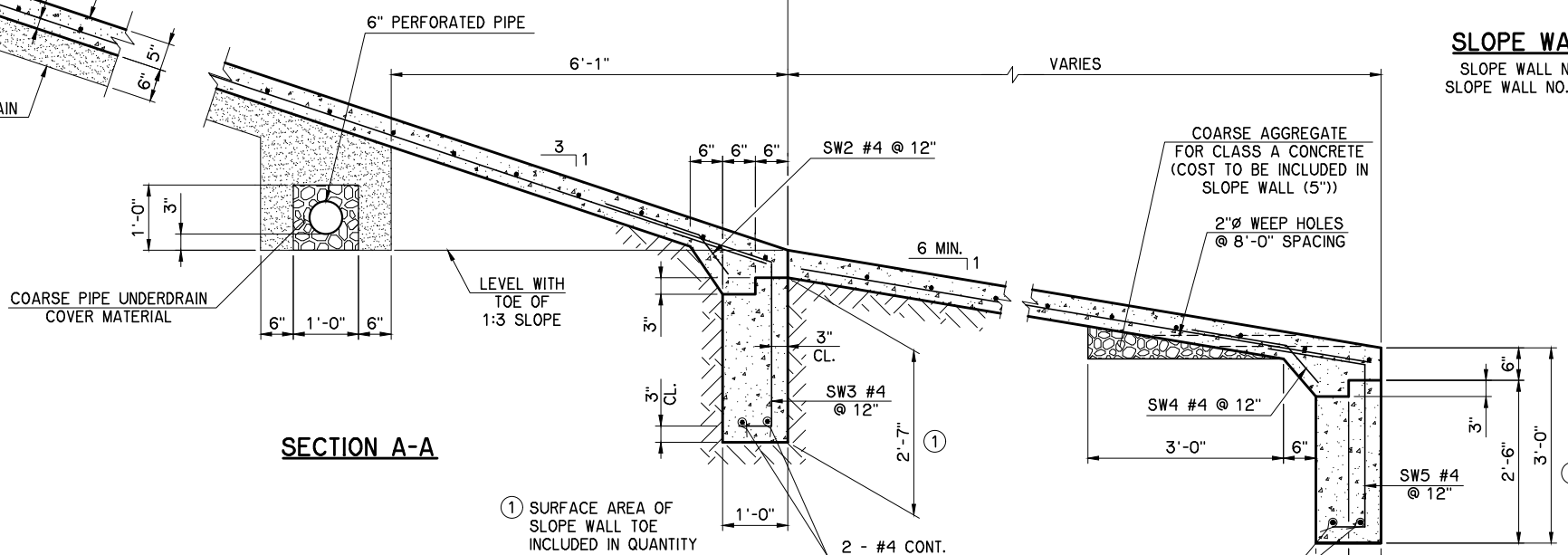


SLOPE WALL PLAN
SLOPE WALL NO. 1 SHOWN
SLOPE WALL NO. 2 OPP. HAND

NOTE:
ALL DIMENSIONS ARE
PLAN DIMENSIONS.

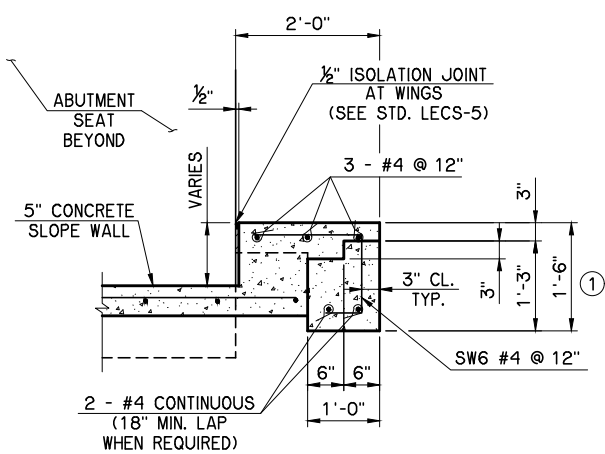


ALL REINFORCING IN
SLOPE WALL IS PLAIN
REINFORCING STEEL.

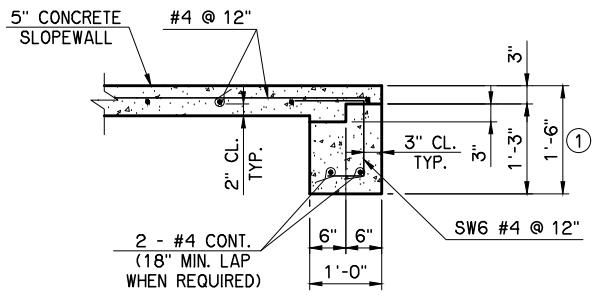


SECTION A-A

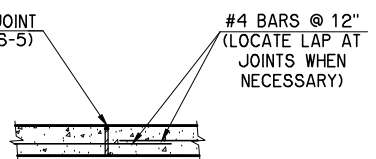
① SURFACE AREA OF
SLOPE WALL TOE
INCLUDED IN QUANTITY
FOR SLOPE WALL (5'').



SECTION B



SECTION C



**VERTICAL CONSTRUCTION
JOINT DETAIL**

SLOPE WALL QUANTITIES				
ITEM	UNIT	SLOPE WALL NO. 1	SLOPE WALL NO. 2	TOTAL
SLOPE WALL (5'')	S.Y.	394	394	788
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	48	48	96
6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	10	10	20

S.H.153 OVER I-35 LOVE COUNTY

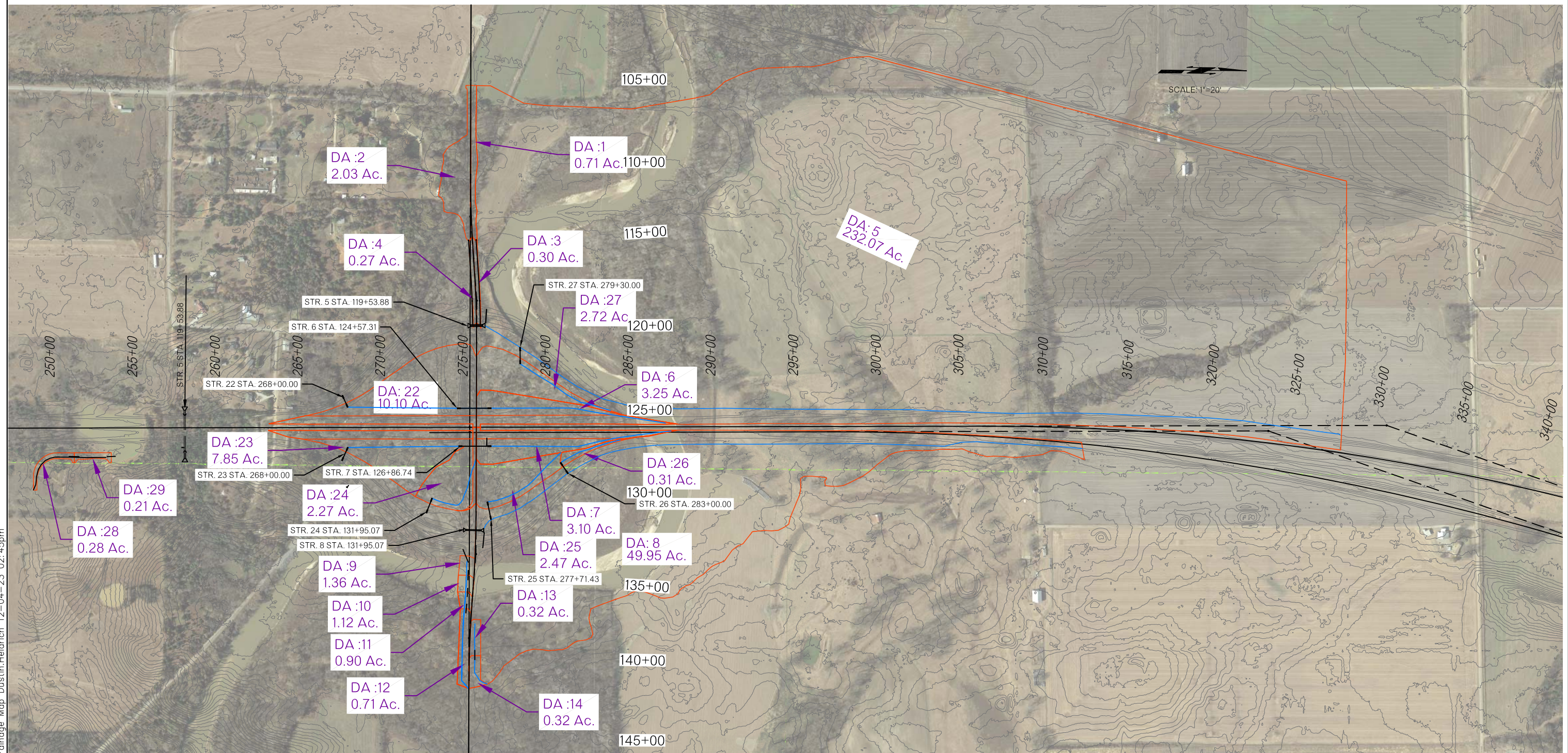
SLOPE WALL DETAILS

Design: DLW
Detail: DRB
Check: DLW

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 31892(04) SHEET NO. B024

L:\Active\1705\Drawings\Offset Alignment\24 Slope wall.dwg, 1/5/2024 8:21:01 AM, Deanne Brittan

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DRAINAGE STRUCTURE DESIGN RECORD																										
STRUCTURE NO.	DESIGN YEAR	CENTERLINE STATION	DRAINAGE AREA	ANTICIPATED LAND USE	AVERAGE SLOPE OF WATERSHED	WEIGHTED RUNOFF COEFFICIENT	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	T.C. OF TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR RAINFALL			DESIGN YEAR DISCHARGE (BASED ON % REDUCTION DETERMINED FROM GAGE DATA)			T.W. DESIGN TAILWATER	FLOWLINE INLET	FLOWLINE OUTLET	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL	REMARKS
												25	50	100	Q ₂₅	Q ₅₀	Q ₁₀₀									
												IN/HOUR			CFS											
5	50	119+56.88 SH-153	232.07	PASTURE	0.54%	0.35	5318.00	0.51%	0.00	0.00%	70.67	2.76	3.09	3.51	224.50	251.06	284.98	2.75	855.34	855.22	0.16%	861.03	9.12	860.50	INLET	
6	50	124+57.31 SH-153	3.15	LAWNS	1.24%	0.60	1056.00	1.24%	0.00	0.00%	11.76	6.93	7.75	8.60	13.09	14.64	16.23	1.17	854.33	853.92	0.16%	858.92	6.34	856.97	INLET	
7	50	126+86.41 SH-153	7.35	LAWNS	0.52%	0.46	3622.88	0.46%	0.00	0.00%	55.97	3.21	3.59	4.06	10.75	12.03	13.60	0.82	854.30	853.17	0.58%	858.79	6.30	856.22	INLET	
8	50	131+95.07 SH-153	49.95	PASTURE	0.70%	0.35	3776.00	0.70%	0.00	0.00%	53.45	3.30	3.69	4.17	57.69	64.52	72.91	1.82	853.40	852.94	0.50%	859.39	8.38	856.32	INLET	
22	50	268+00.00 RAMP "A"	10.10	LAWNS	1.20%	0.51	1929.00	1.20%	0.00	0.00%	14.80	6.37	7.12	7.91	32.59	36.44	40.50	0.99	851.09	849.76	1.90%	854.84	10.21	853.75	INLET	
23	50	268+00.00 RAMP "B"	11.87	LAWNS	0.60%	0.48	4503.08	0.30%	0.00	0.00%	58.94	3.11	3.47	3.93	17.76	19.86	22.48	0.63	851.04	848.38	3.17%	855.62	10.61	852.71	INLET	
24	50	274+00.00 RAMP "B"	2.27	LAWNS	1.21%	0.41	461.00	0.41%	0.00	0.00%	8.70	7.16	8.01	8.86	7.16	8.01	8.86	0.53	852.35	852.17	0.20%	857.85	5.05	853.94	OUTLET	
25	50	277+71.43 RAMP "C"	2.47	LAWNS	1.21%	0.35	550.00	1.21%	0.00	0.00%	23.52	5.20	5.81	6.49	4.49	5.03	5.61	0.57	854.00	853.69	0.30%	862.75	4.36	855.21	OUTLET	
26	50	283+00.00 RAMP "C"	0.31	LAWNS	1.21%	0.35	391.00	1.21%	0.00	0.00%	8.19	7.76	8.68	9.60	0.84	0.94	1.04	0.14	858.02	856.48	1.97%	861.68	4.37	858.47	INLET	
27	50	279+73.00 RAMP "D"	2.72	LAWNS	1.21%	0.35	621.00	1.21%	0.00	0.00%	9.71	7.38	8.25	9.14	7.03	7.86	8.70	0.70	855.90	855.57	0.34%	859.54	5.02	857.47	OUTLET	

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD							
DRAINAGE AREA MAP							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R001

STORM WATER MANAGEMENT PLAN

REVISIONS		DATE
DESCRIPTION		
UPDATED INFORMATION		03/19/2024

SITE DESCRIPTION

PROJECT LIMITS: 5.30 MILES NORTH OF THE TEXAS STATE LINE IN LOVE COUNTY ON STATE HIGHWAY 153, BEGINNING AT US HIGHWAY 77 AND EXTENDING EAST APPROXIMATELY 0.50 MILES.

PROJECT DESCRIPTION: REPLACE EXISTING BRIDGE (NBI NO. 15547) AND APPROACHES CARRYING SH 153 OVER I-35 AND IMPROVE THE INTERCHANGE RAMPS.

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: GRUVER DAY LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 95.50 ACRES

ESTIMATED AREA TO BE DISTURBED: 50.78 ACRES Δ

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 17.97 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 26.70 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.52

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 33° 47' 42.60" N 97° 8' 13.73" W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: Δ UNNAMED TRIBUTARY TO THE RED RIVER

SENSITIVE WATERS OR WATERSHEDS: YES NO

303(d) IMPAIRED WATERS: YES NO

IF YES, LIST IMPAIRMENT:

LOCATED IN A TMDL: YES NO

LAKE THUNDERBIRD TMDL: YES NO

MS4 ENTITY: YES NO

IF YES, LOCATION:

NOTE:

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

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

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

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

IN ADDITION:

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

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

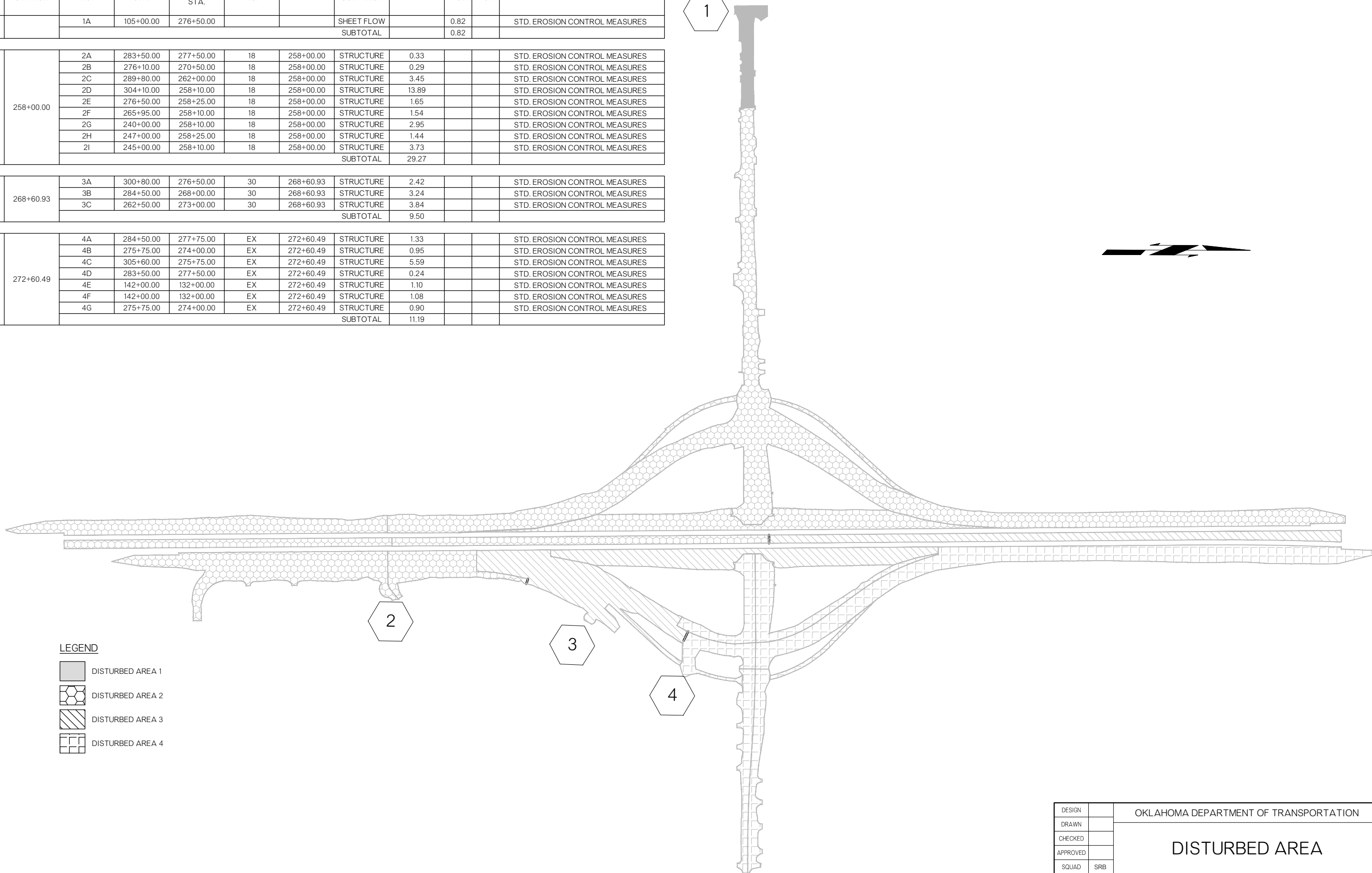
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DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R002

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
JP 31892(04), LOVE CO.

OUTFALL LOCATION		DISTURBED AREA EXTENTS						DISTURBED AREA (ACRES)			SEDIMENT CONTROL MEASURE
OUTFALL NUMBER	OUTFALL STATION	AREA NO.	UPSTREAM STA.	DOWN-STREAM STA.	STRUCTURE NO.	STATION	OUTFALL CONDITION	STRUCTURE	SHEET FLOW	DITCH FLOW	
1		1A	105+00.00	276+50.00			SHEET FLOW		0.82		STD. EROSION CONTROL MEASURES
		SUBTOTAL								0.82	
2	258+00.00	2A	283+50.00	277+50.00	18	258+00.00	STRUCTURE	0.33			STD. EROSION CONTROL MEASURES
		2B	276+10.00	270+50.00	18	258+00.00	STRUCTURE	0.29			STD. EROSION CONTROL MEASURES
		2C	289+80.00	262+00.00	18	258+00.00	STRUCTURE	3.45			STD. EROSION CONTROL MEASURES
		2D	304+10.00	258+10.00	18	258+00.00	STRUCTURE	13.89			STD. EROSION CONTROL MEASURES
		2E	276+50.00	258+25.00	18	258+00.00	STRUCTURE	1.65			STD. EROSION CONTROL MEASURES
		2F	265+95.00	258+10.00	18	258+00.00	STRUCTURE	1.54			STD. EROSION CONTROL MEASURES
		2G	240+00.00	258+10.00	18	258+00.00	STRUCTURE	2.95			STD. EROSION CONTROL MEASURES
		2H	247+00.00	258+25.00	18	258+00.00	STRUCTURE	1.44			STD. EROSION CONTROL MEASURES
		2I	245+00.00	258+10.00	18	258+00.00	STRUCTURE	3.73			STD. EROSION CONTROL MEASURES
		SUBTOTAL								29.27	
3	268+60.93	3A	300+80.00	276+50.00	30	268+60.93	STRUCTURE	2.42			STD. EROSION CONTROL MEASURES
		3B	284+50.00	268+00.00	30	268+60.93	STRUCTURE	3.24			STD. EROSION CONTROL MEASURES
		3C	262+50.00	273+00.00	30	268+60.93	STRUCTURE	3.84			STD. EROSION CONTROL MEASURES
		SUBTOTAL								9.50	
4	272+60.49	4A	284+50.00	277+75.00	EX	272+60.49	STRUCTURE	1.33			STD. EROSION CONTROL MEASURES
		4B	275+75.00	274+00.00	EX	272+60.49	STRUCTURE	0.95			STD. EROSION CONTROL MEASURES
		4C	305+60.00	275+75.00	EX	272+60.49	STRUCTURE	5.59			STD. EROSION CONTROL MEASURES
		4D	283+50.00	277+50.00	EX	272+60.49	STRUCTURE	0.24			STD. EROSION CONTROL MEASURES
		4E	142+00.00	132+00.00	EX	272+60.49	STRUCTURE	1.10			STD. EROSION CONTROL MEASURES
		4F	142+00.00	132+00.00	EX	272+60.49	STRUCTURE	1.08			STD. EROSION CONTROL MEASURES
		4G	275+75.00	274+00.00	EX	272+60.49	STRUCTURE	0.90			STD. EROSION CONTROL MEASURES
SUBTOTAL								11.19			

1

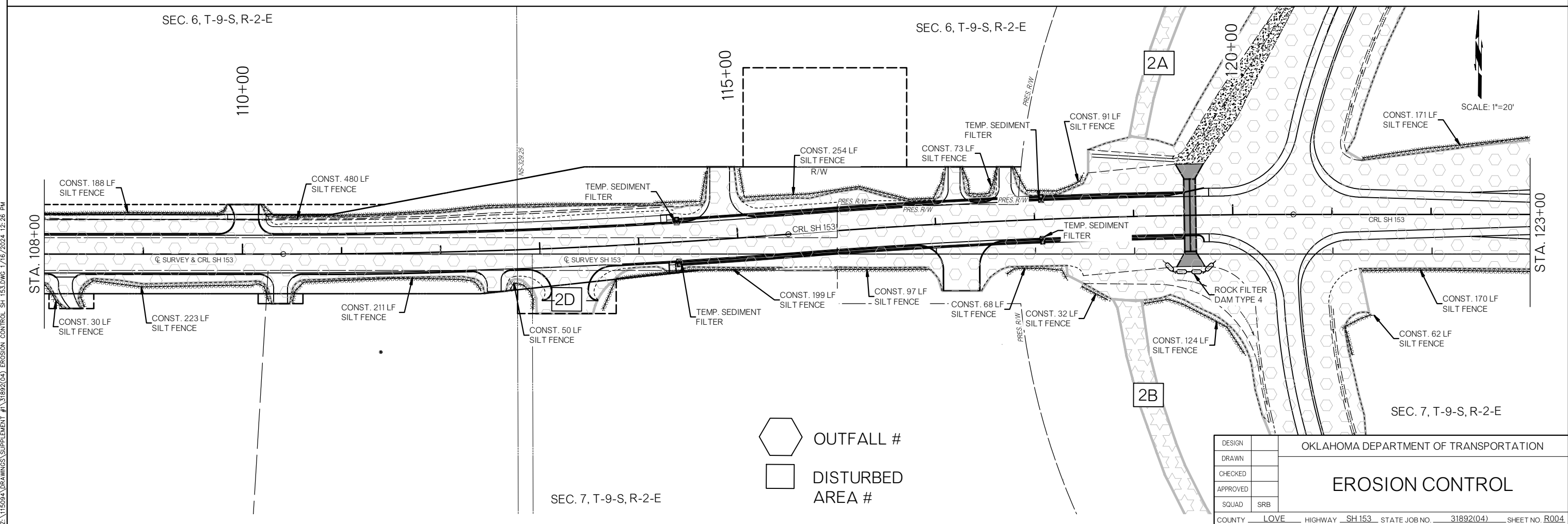
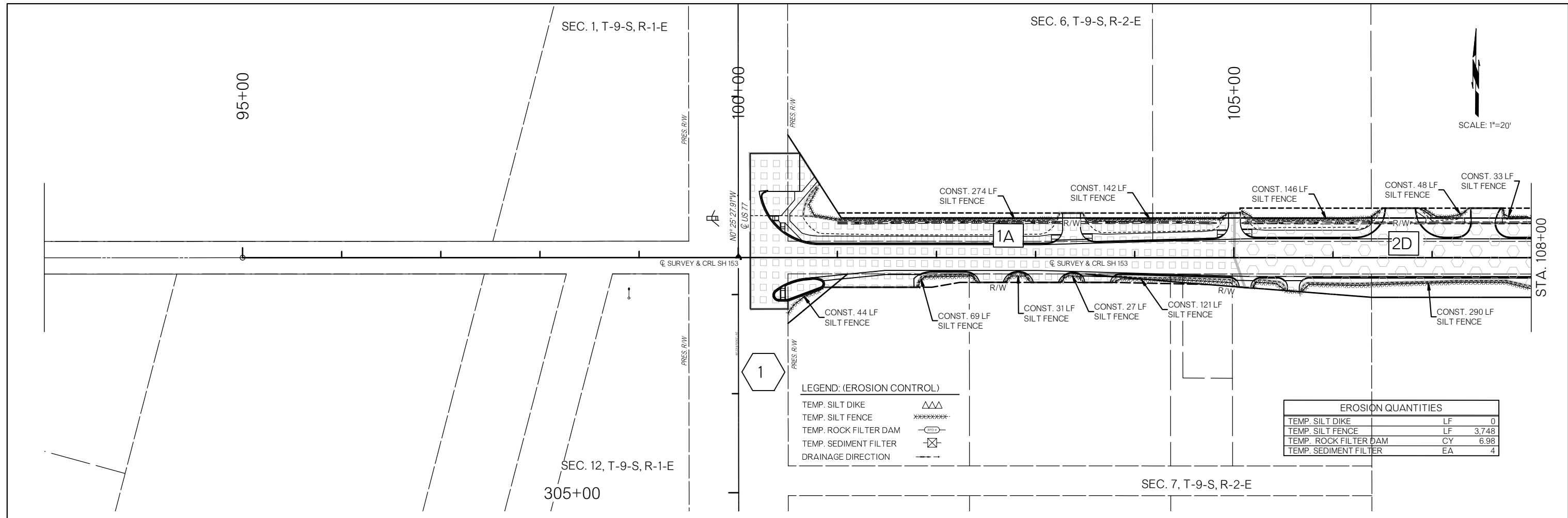


LEGEND

	DISTURBED AREA 1
	DISTURBED AREA 2
	DISTURBED AREA 3
	DISTURBED AREA 4

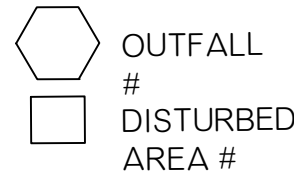
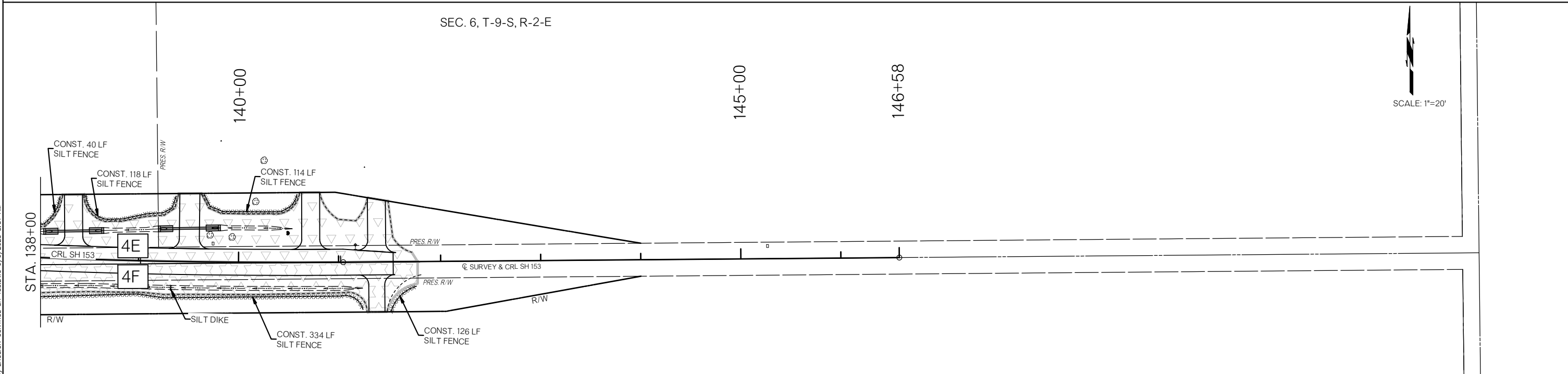
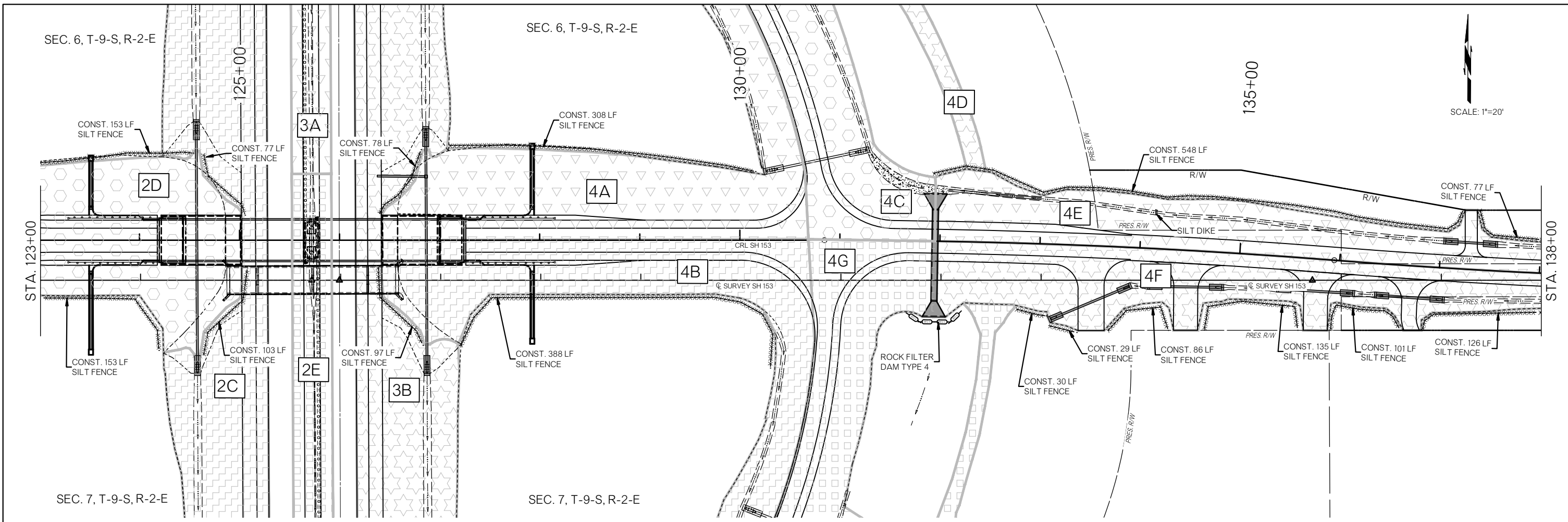
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DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
DISTURBED AREA							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R003

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DRAWN		EROSION CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R004		



- LEGEND: (EROSION CONTROL)
- TEMP. SILT DIKE
 - TEMP. SILT FENCE
 - TEMP. ROCK FILTER DAM
 - TEMP. SEDIMENT FILTER
 - DRAINAGE DIRECTION

EROSION QUANTITIES		
TEMP. SILT DIKE	LF	28
TEMP. SILT FENCE	LF	3,221
TEMP. ROCK FILTER DAM	CY	6.98
TEMP. SEDIMENT FILTER	EA	0

SEC. 7, T-9-S, R-2-E

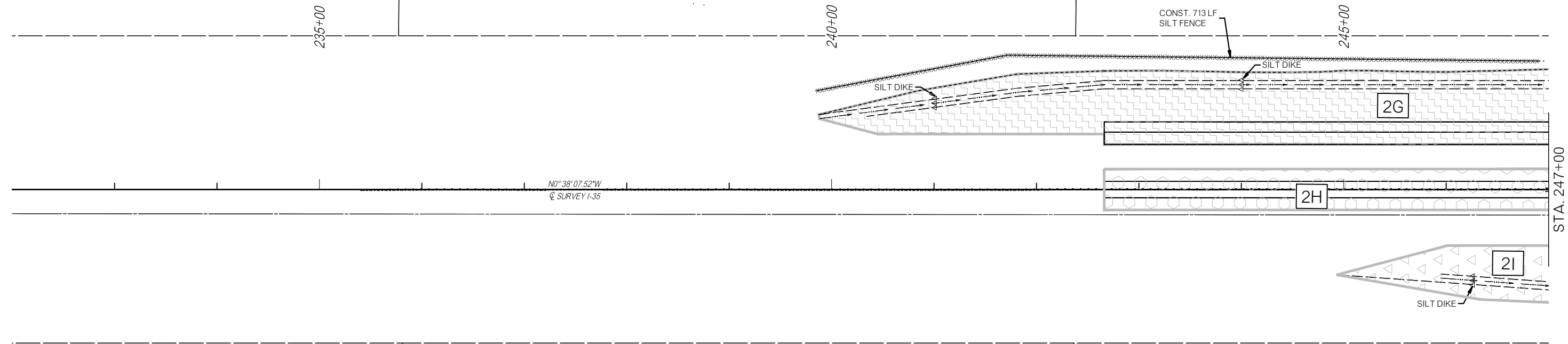
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DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R005		EROSION CONTROL

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



EROSION QUANTITIES		
TEMP. SILT DIKE	LF	231
TEMP. SILT FENCE	LF	1,549
TEMP. ROCK FILTER DAM	CY	0
TEMP. SEDIMENT FILTER	EA	2

LEGEND: (EROSION CONTROL)

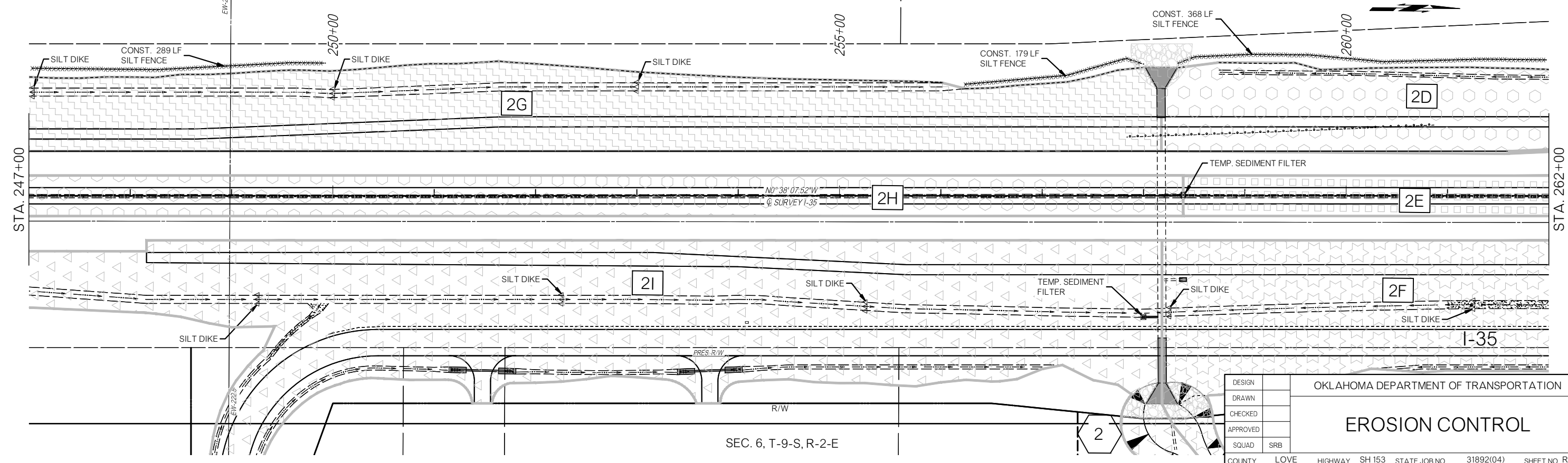
- TEMP. SILT DIKE
- TEMP. SILT FENCE
- TEMP. ROCK FILTER DAM
- TEMP. SEDIMENT FILTER
- DRAINAGE DIRECTION

- OUTFALL #
- DISTURBED AREA #

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



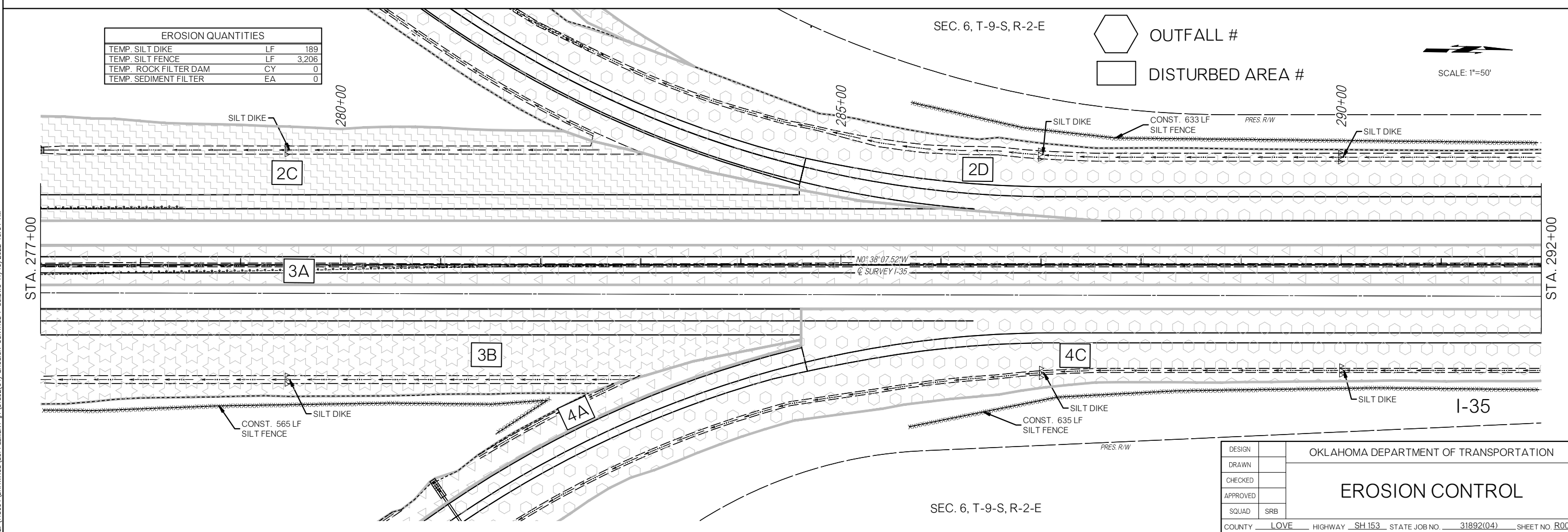
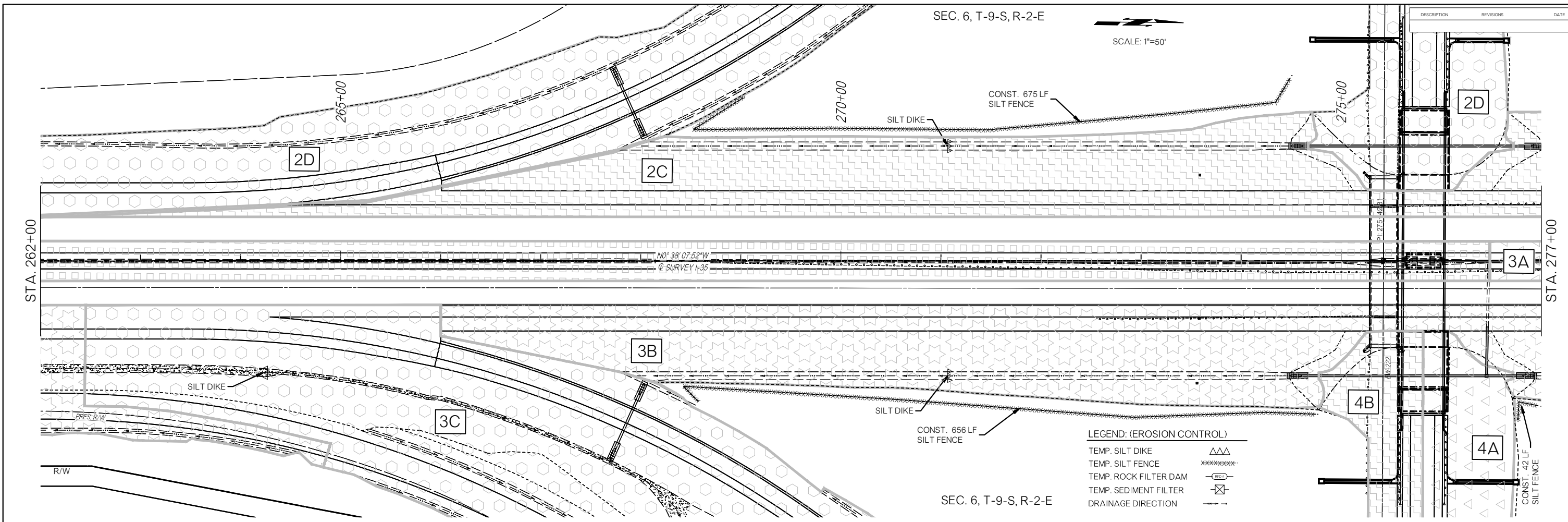
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R006

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EROSION QUANTITIES		
TEMP. SILT DIKE	LF	189
TEMP. SILT FENCE	LF	3,206
TEMP. ROCK FILTER DAM	CY	0
TEMP. SEDIMENT FILTER	EA	0

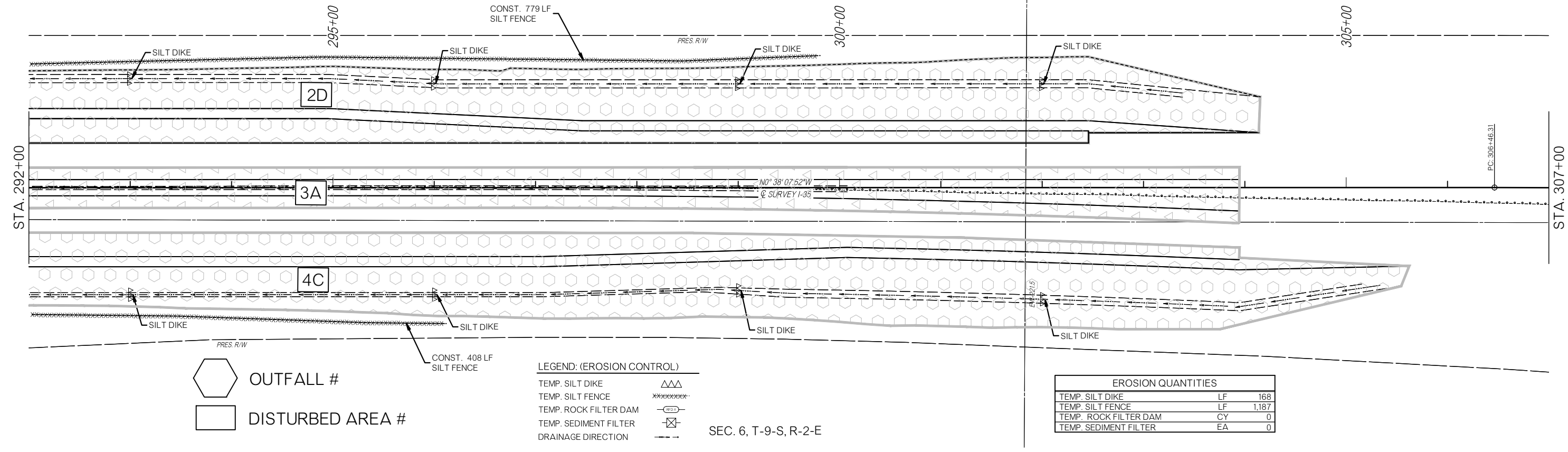
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DRAWN		EROSION CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
		STATE JOB NO.	31892(04)
		SHEET NO.	R007

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SEC. 6, T-9-S, R-2-E

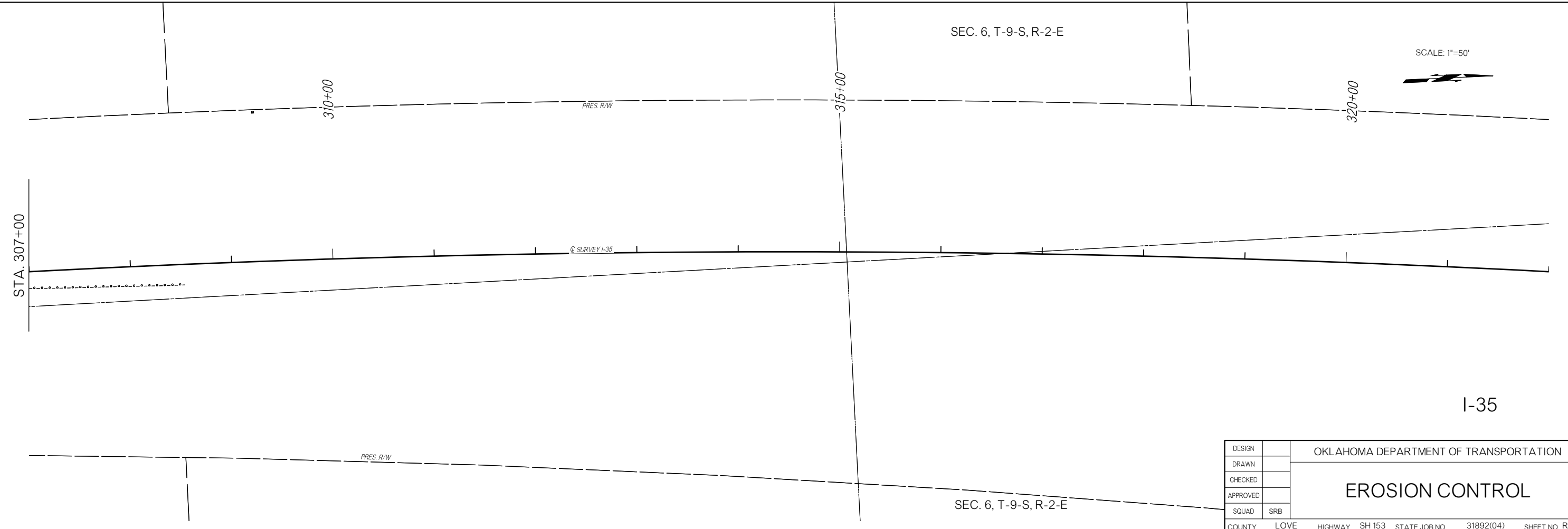
DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'

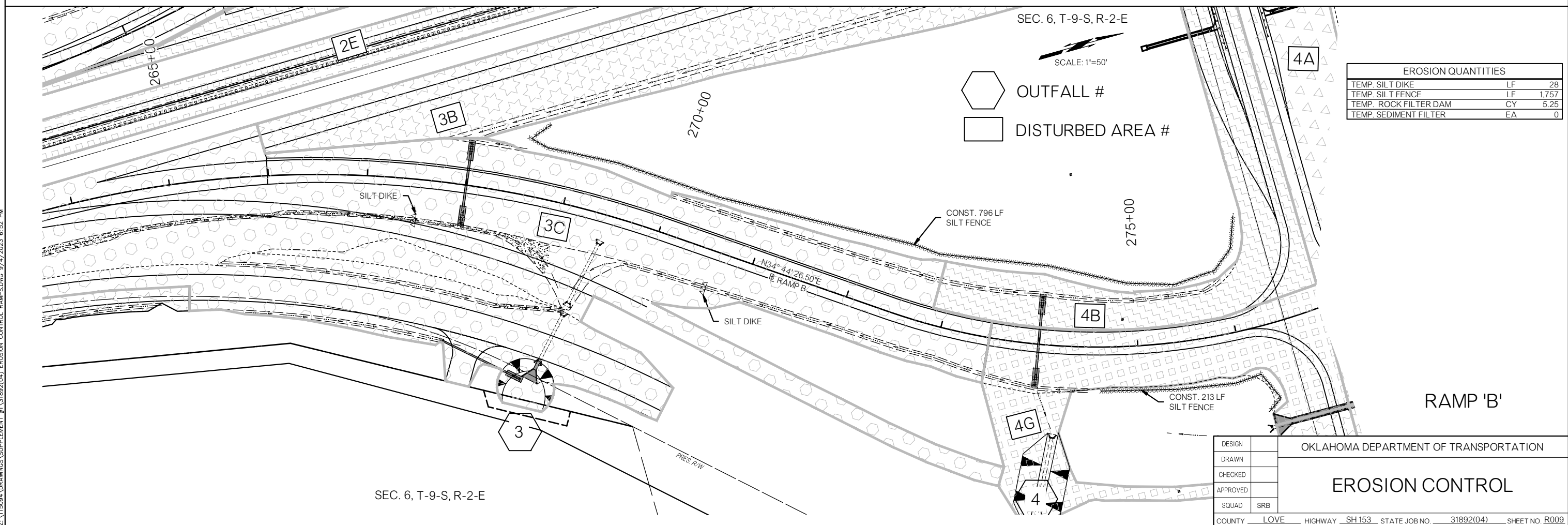
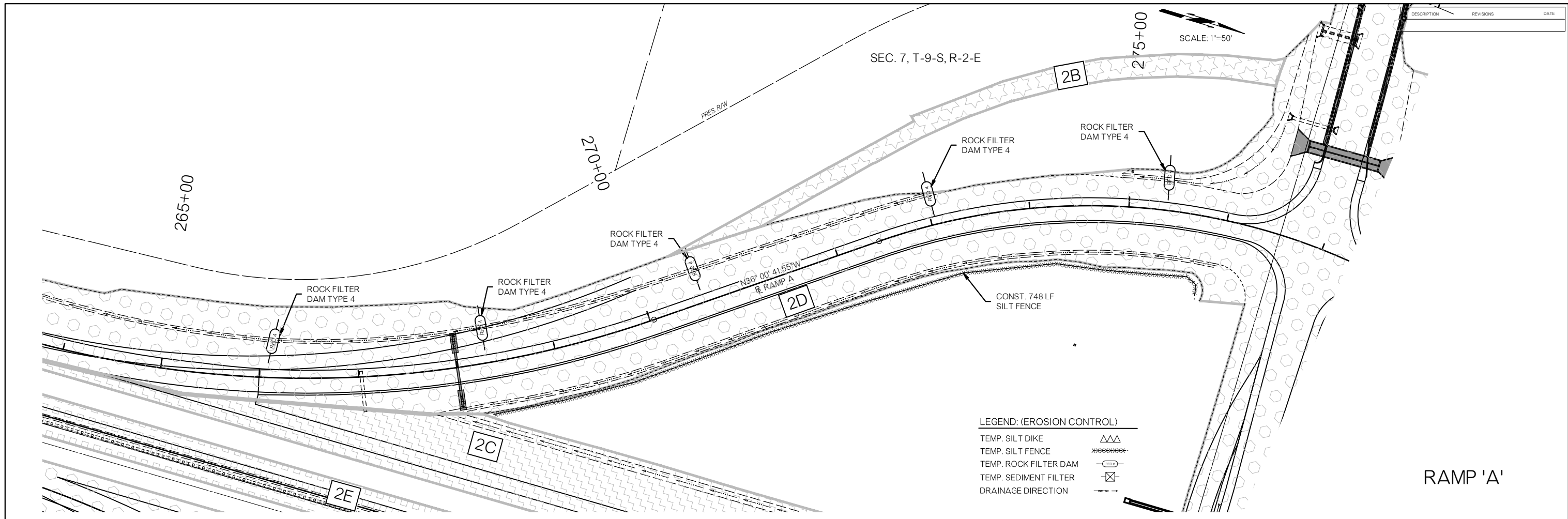


I-35

SEC. 6, T-9-S, R-2-E

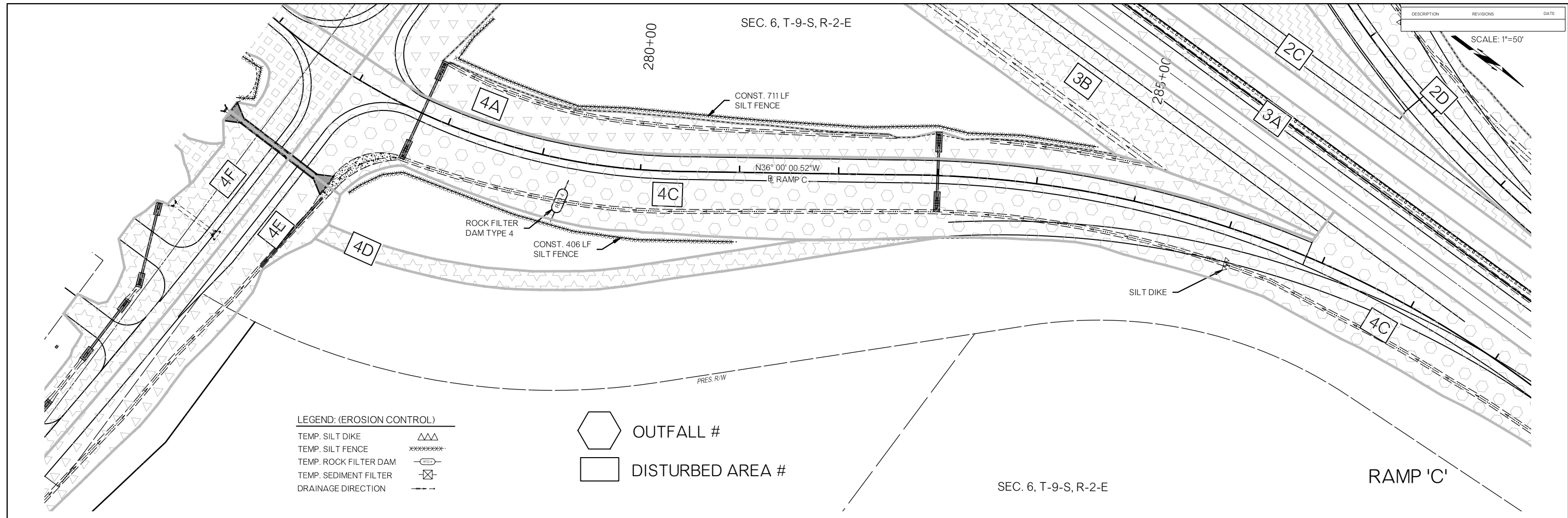
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		EROSION CONTROL					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R008

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04) EROSION CONTROL 1-35.DWG 11/16/2022 10:04 AM





Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04) EROSION CONTROL RAMPS.DWG, 9/4/2023, 6:52 PM

SCALE: 1"=50'



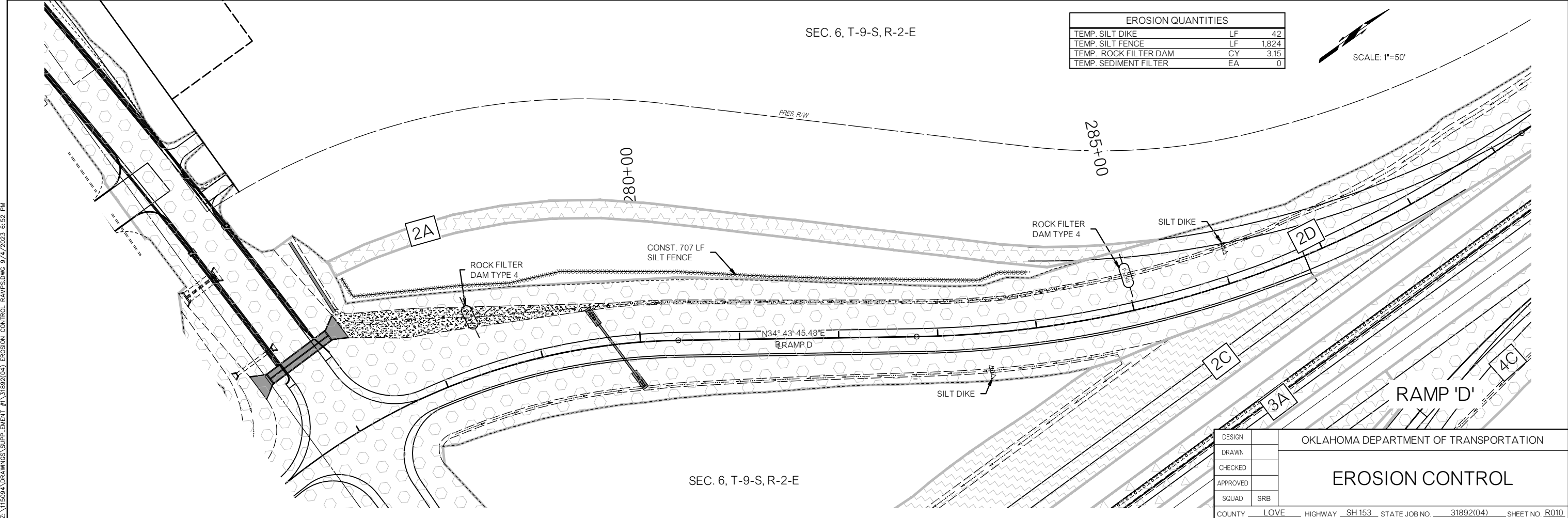
LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	XXXXXXXXXX
TEMP. ROCK FILTER DAM	⊖
TEMP. SEDIMENT FILTER	⊗
DRAINAGE DIRECTION	---

 OUTFALL #
 DISTURBED AREA #

EROSION QUANTITIES	
TEMP. SILT DIKE	LF 42
TEMP. SILT FENCE	LF 1,824
TEMP. ROCK FILTER DAM	CY 3.15
TEMP. SEDIMENT FILTER	EA 0

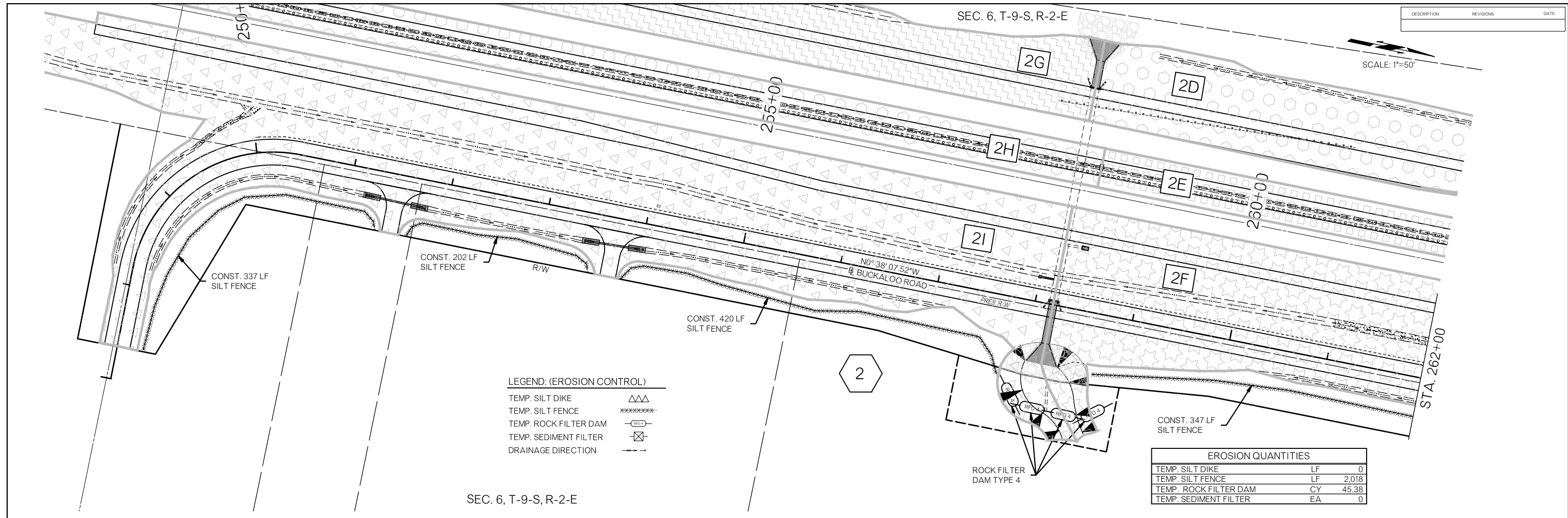
SCALE: 1"=50'



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION EROSION CONTROL COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R010
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04) EROSION CONTROL RAMPS.DWG, 9/4/2023, 6:52 PM

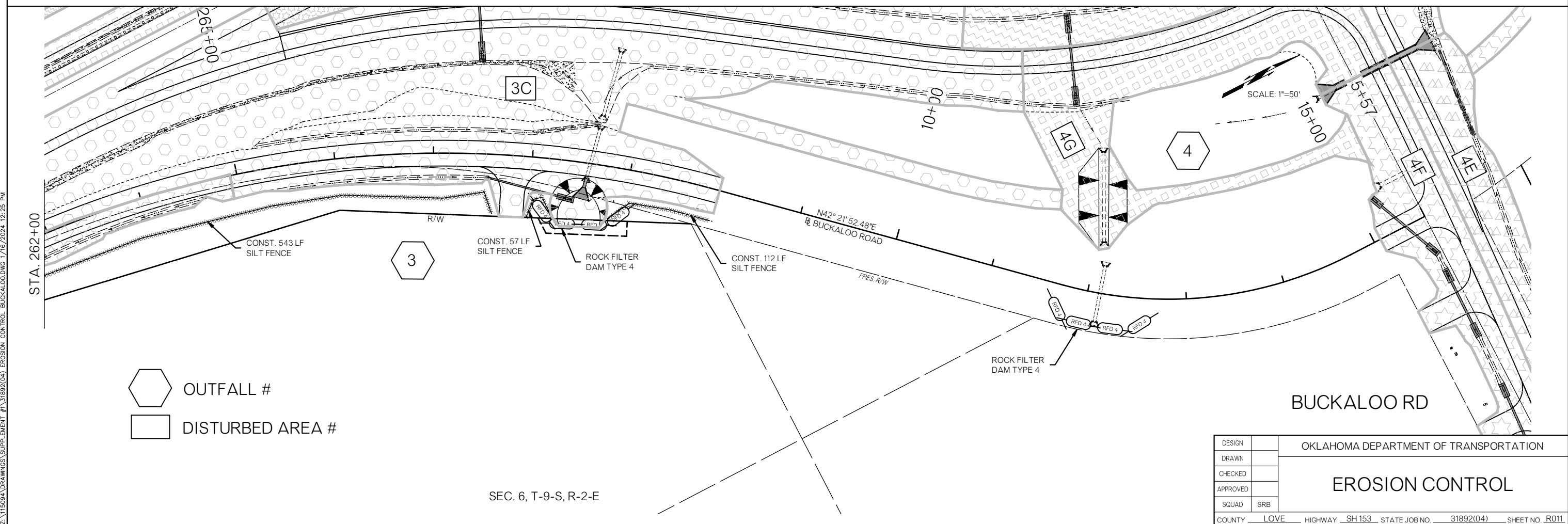
DESCRIPTION	REVISIONS	DATE



LEGEND: (EROSION CONTROL)

TEMP. SILT DIKE	△△△
TEMP. SILT FENCE	XXXXXXXXXX
TEMP. ROCK FILTER DAM	RFD
TEMP. SEDIMENT FILTER	⊠
DRAINAGE DIRECTION	---

EROSION QUANTITIES	
TEMP. SILT DIKE	LF 0
TEMP. SILT FENCE	LF 2,018
TEMP. ROCK FILTER DAM	CY 45.38
TEMP. SEDIMENT FILTER	EA 0



- OUTFALL #
- DISTURBED AREA #

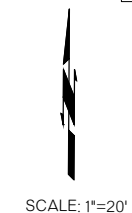
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
EROSION CONTROL							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R011

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04) EROSION CONTROL BUCKALOO.DWG 1/16/2024 12:25 PM

DESCRIPTION	REVISIONS	DATE
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SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S,
R-2-E



100+00

PI: 100+00.16
N=169183.0602
E=2228765.3031

PI STA SH 153 100+00.16 =
POT STA. Q US 77 307+37.38
N= 169,183.0602
E= 2,228,765.3031
Δ=0°02'14.88" RT

BEGIN PROJECT
STA SH 153 100+12.16

EW 222

N89° 39' 49.66"E

Q SURVEY & CRL SH 153

STA. 105+00

SEC. 12,
T-9-S,
R-1-E

AS 328 & RANGE LINE
Q US 77

SEC. 7,
T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

110+00



PC: 110+41.05
N=169189.1679
E=2229806.1685

N89° 39' 49.66"E

EW 222

Q SURVEY & CRL SH 153

STA. 105+00

STA. 111+00

SH 153

SEC. 7,
T-9-S, R-2-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R012		GEOMETRIC DESIGN

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04)_GEOMETRIC SH 153.DWG 11/21/2022 9:42 AM

SEC. 6, T-9-S, R-2-E

115+00

CURVE DATA
 CURVE 18
 CRL SH 153
 PI STA 112+96.19
 $\Delta=4^{\circ}29'44.90''$ T
 R=6500.00'
 $D=0^{\circ}52'53.30''$
 T=255.15'
 L=510.03'
 C=509.90'
 E=5.01
 S=NO SUPER
 emax=6%
 V=40 mi/h

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'

STA. 111+00

STA. 117+00

N89° 39' 50"E

C18

EW 222 (NASHOBA)
N 89° 39' 49.66" E

N85° 10' 05"E
CRL SH-153 TANGENT

PRC: 115+51.08
N=169212.1573
E=2230315.6520

N89° 39' 49.66"E
Q SURVEY SH 153

POT STA SH 153 112+77.34 =
Q SURVEY 1-35 STA. 275+42.31
N=169,190.554464
E=2,230,042.454960

PI STA: 112+96.19
N=169190.6651
E=2230061.3115
 $\Delta=4^{\circ}29'44.90''$

SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

120+00

120+00

CURVE DATA
 CURVE 19
 CRL SH 153
 PI STA 118+06.23
 $\Delta=4^{\circ}29'44.90''$ T
 R=6500.00'
 $D=0^{\circ}52'53.30''$
 T=255.15'
 L=510.03'
 C=509.90'
 E=5.01
 S=NO SUPER
 emax=6%
 V=40 mi/h

PI STA: 118+06.23
N=169233.6496
E=2230569.7925
 $\Delta=4^{\circ}29'44.90''$

N85° 10' 05"E
CRL SH-153 TANGENT

C19

POC STA 20+76.67 @ WEST RAMP =
POT STA. 119+01.09 @ CRL SH 153
N=169,232.238087
E=2,230,664.940631

POC STA 276+95.42 @ RAMP 'D' =
POT STA. 120+52.89 @ CRL SH 153
N=169,235.093299
E=2,230,816.717413

N89° 39' 49.66"E
CRL SH 153

40'

POC STA 20+38.63 @ EXIST. RAMP 'A' =
POT STA. 119+00.04 @ SURVEY SH 153
N=169,194.208371
E=2,230,665.143668

POC STA 276+55.37 @ RAMP 'A' =
POT STA. 120+49.93 @ SURVEY SH 153
N=169,195.087928
E=2,230,815.035297

N89° 39' 49.66"E
Q SURVEY SH 153

SH 153

NOTE: SEE GEOMETRIC DETAIL SHEET R019
FOR CURVE DATA C18.

SCALE: 1"=20'

STA. 117+00

STA. 123+00

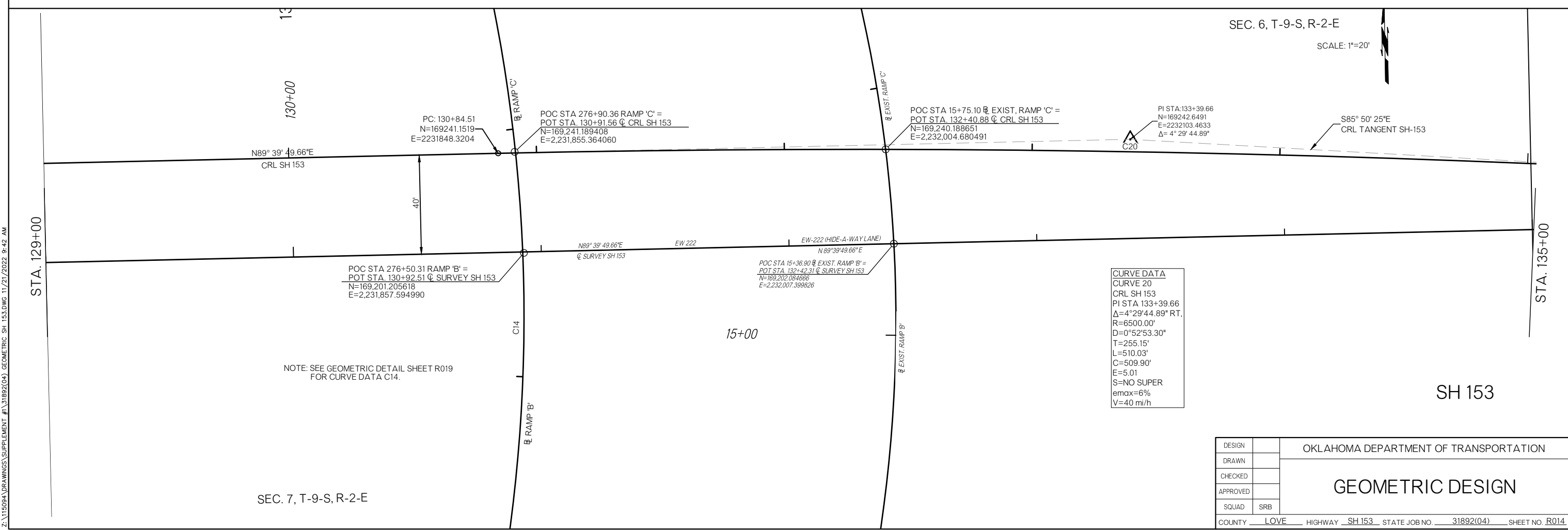
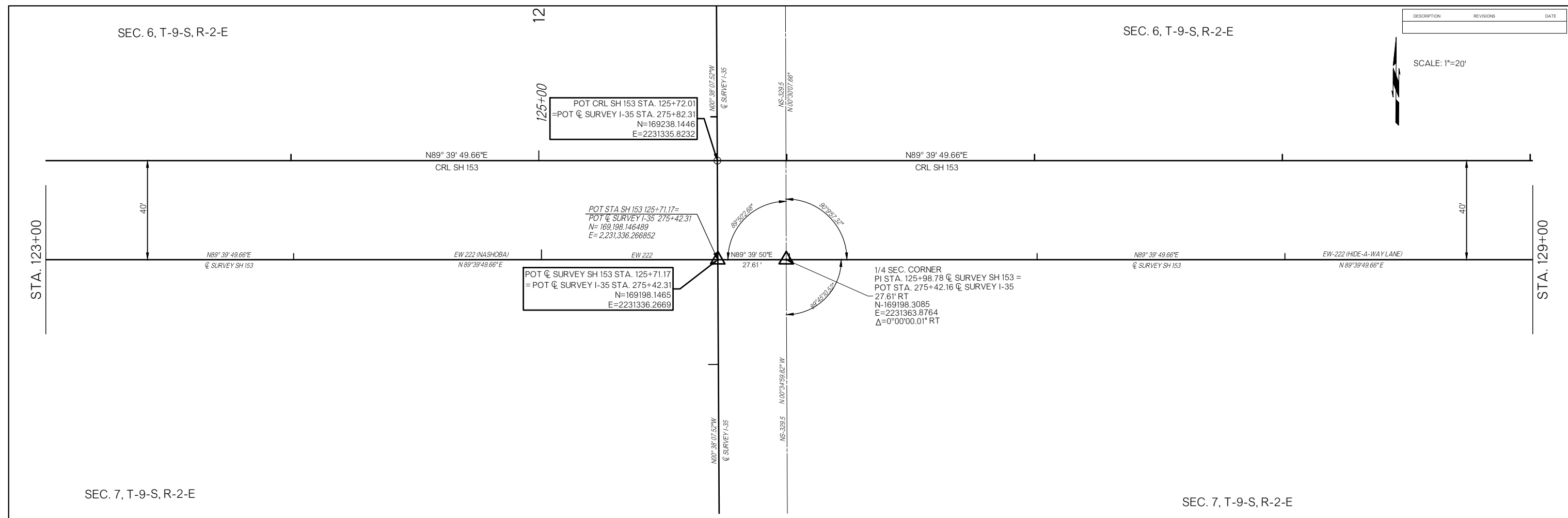
SEC. 7, T-9-S, R-2-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R013		GEOMETRIC DESIGN

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04) GEOMETRIC SH 153.DWG 11/21/2022 9:42 AM

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R014		GEOMETRIC DESIGN

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04) GEOMETRIC SH 153.DWG 11/21/2022 9:42 AM

DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

CURVE DATA
 CURVE 21
 CRL SH 153
 PI STA 138+49.69
 $\Delta=4^{\circ}29'44.89''$ RT.
 R=6500.00'
 D=0^{\circ}52'53.30"
 T=255.15'
 L=510.03'
 C=509.90'
 E=5.01
 S=NO SUPER
 e_{max}=6%
 V=40 mi/h

140+00

SCALE: 1"=20'

STA. 135+00

STA. 141+00

N89°39'49.66"E
 @ SURVEY SH 153

PRC: 135+94.55
 N=169224.1426
 E=2232357.9385

CRL TANGENT SH 153
 S85°50'25"E

EW-222 (HIDE-A-WAY LANE)
 N89°39'49.66"E

PI STA: 138+49.69
 N=169205.6349
 E=2232612.4138
 $\Delta=4^{\circ}29'44.89''$

SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

145+00

SCALE: 1"=20'

STA. 141+00

PT: 141+04.58
 N=169207.1320
 E=2232867.5567

END PROJECT
 STA SH 153 141+54.60

N89°39'49.66"E
 @ SURVEY & CRL SH 153

EQUATION: STA. 141+54.60 CRL SH 153
 BAK = STA. 141+52.49 @ SURVEY SH 153 AHD.
 OVERLAP=2.11'
 N=169,207.4254
 E=223,2917.5567

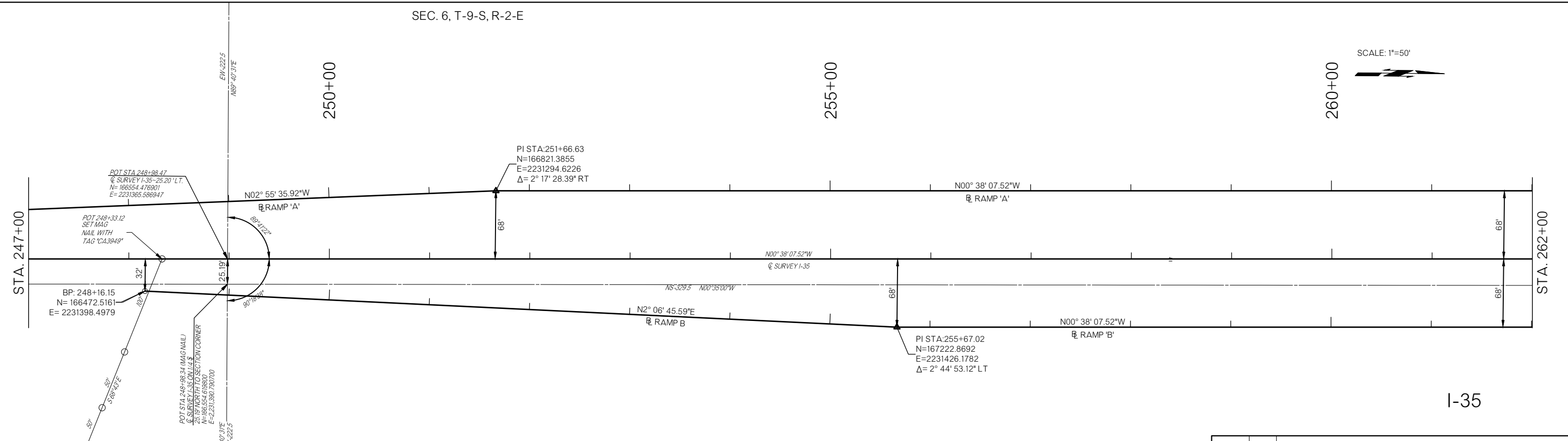
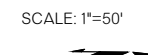
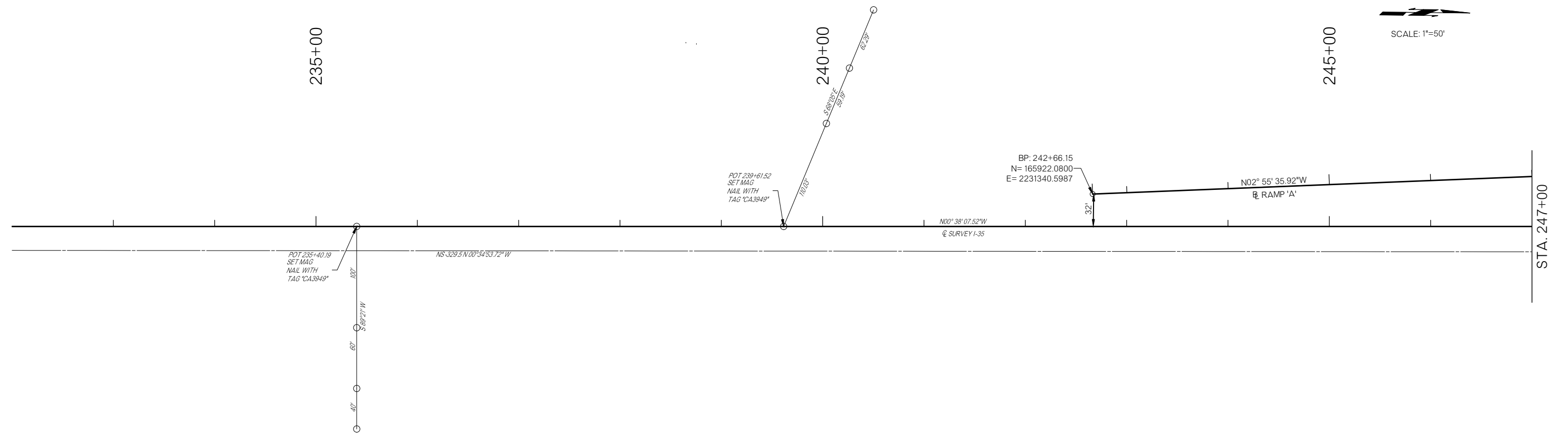
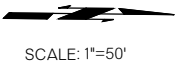
SH 153

SEC. 7, T-9-S, R-2-E

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04) GEOMETRIC SH 153.DWG 11/21/2022 9:42 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R015</u>		GEOMETRIC DESIGN

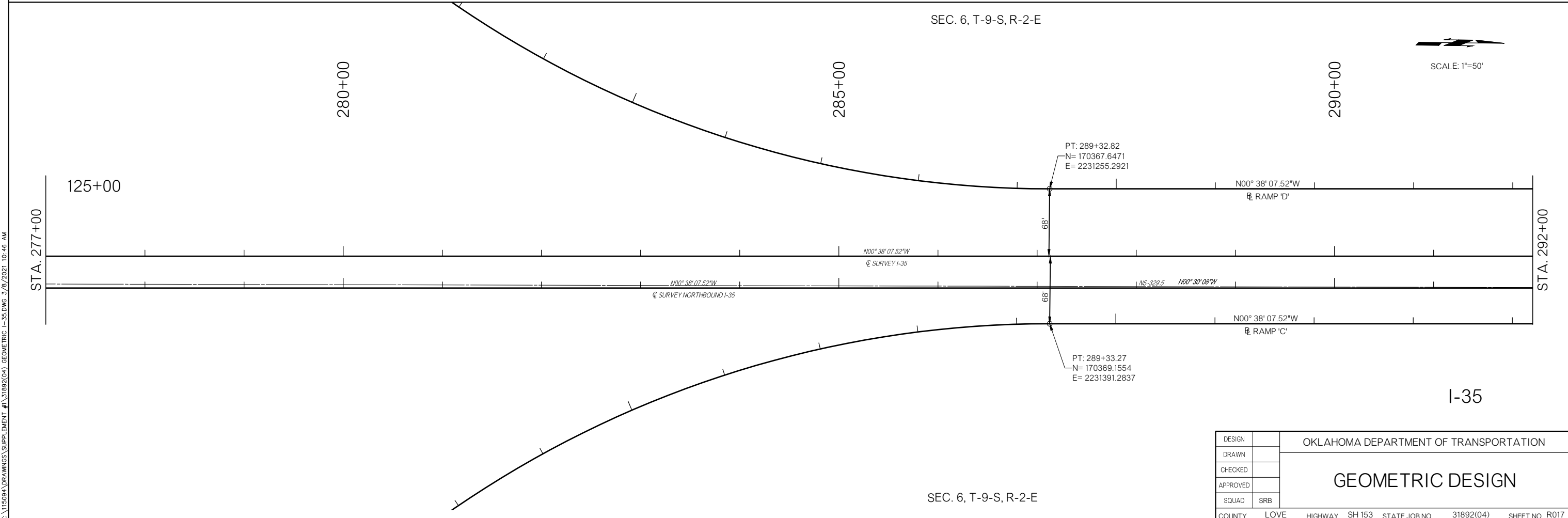
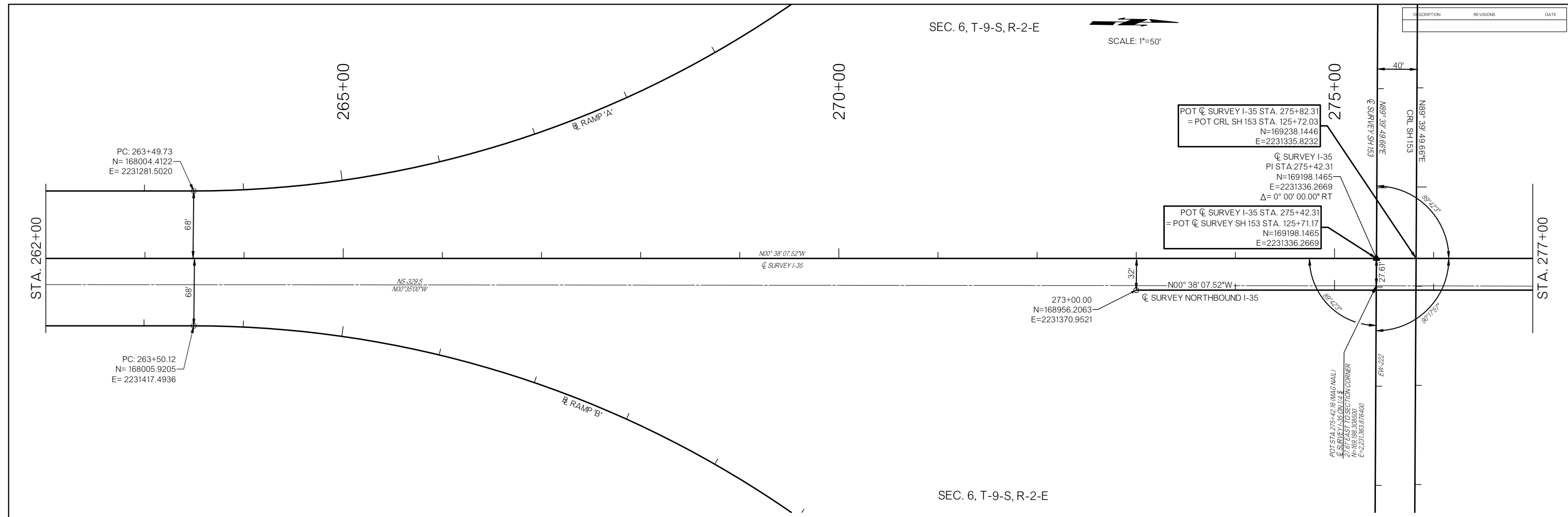
DESCRIPTION	REVISIONS	DATE



I-35

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892\04\GEOMETRIC I-35.DWG 5/5/2021 10:46 AM

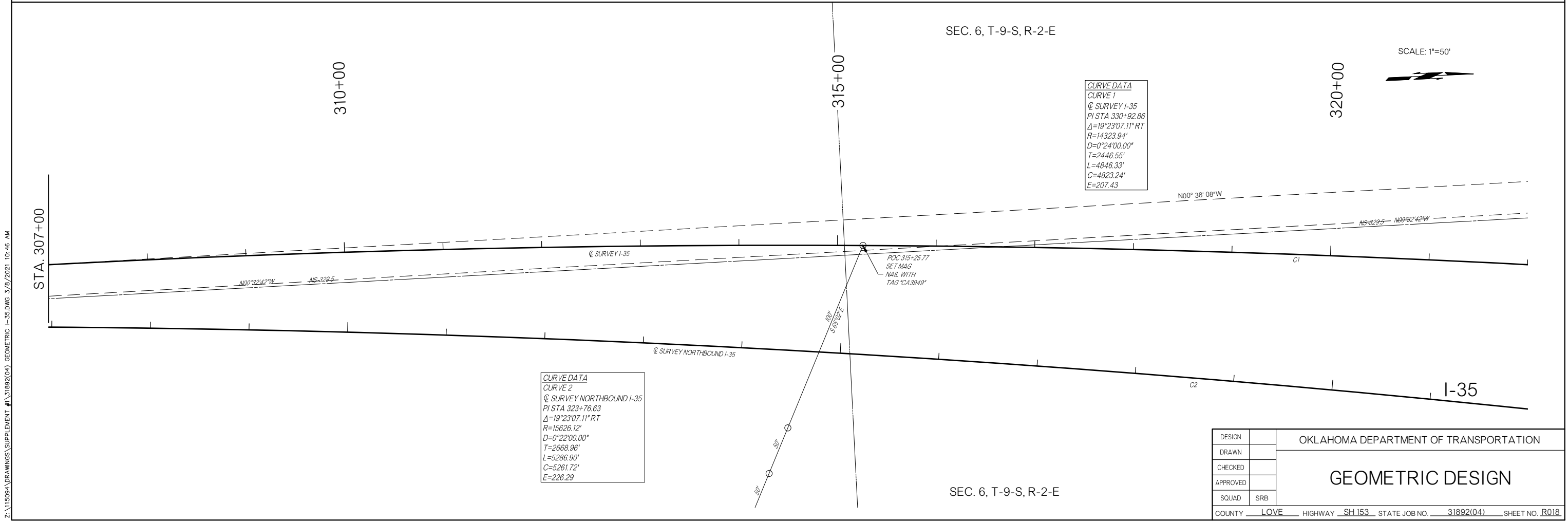
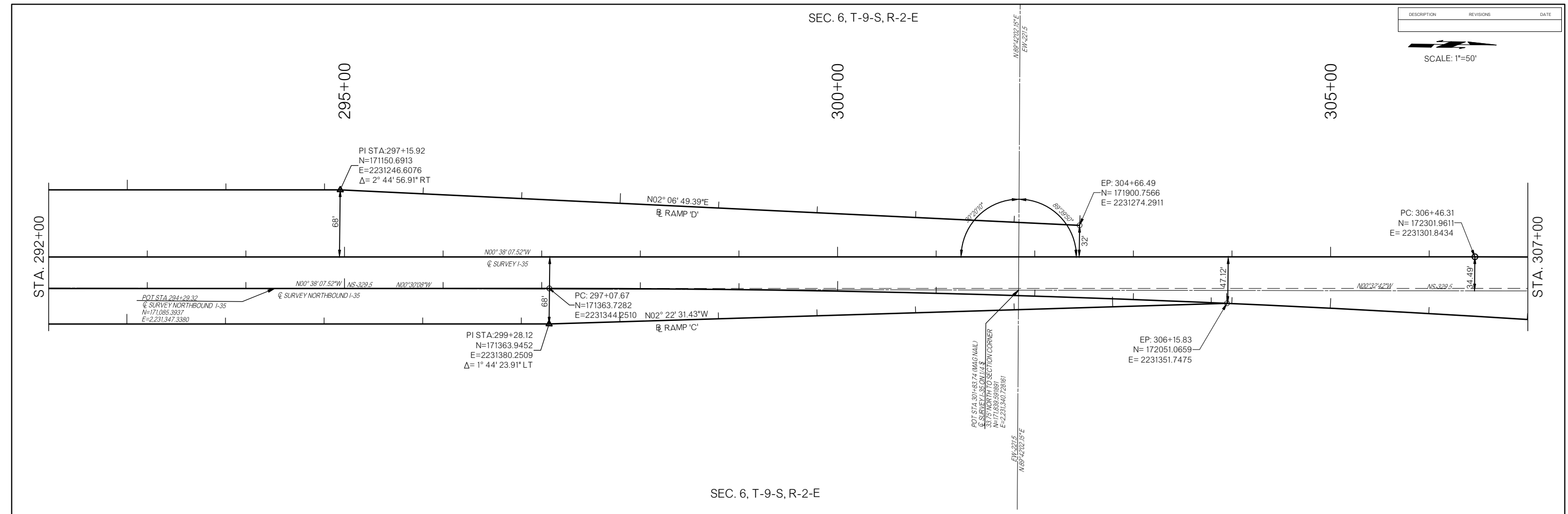
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
GEOMETRIC DESIGN							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R016



Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) GEOMETRIC I-35.DWG 3/5/2021 10:46 AM

DESCRIPTION	REVISIONS	DATE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
GEOMETRIC DESIGN							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R017



DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'

SCALE: 1"=50'

CURVE DATA
CURVE 1
 @ SURVEY I-35
 PI STA 330+92.86
 Δ=19°23'07.11" RT
 R=14323.94'
 D=0°24'00.00"
 T=2446.55'
 L=4846.33'
 C=4823.24'
 E=207.43

CURVE DATA
CURVE 2
 @ SURVEY NORTHBOUND I-35
 PI STA 323+76.63
 Δ=19°23'07.11" RT
 R=15626.12'
 D=0°22'00.00"
 T=2668.96'
 L=5286.90'
 C=5261.72'
 E=226.29

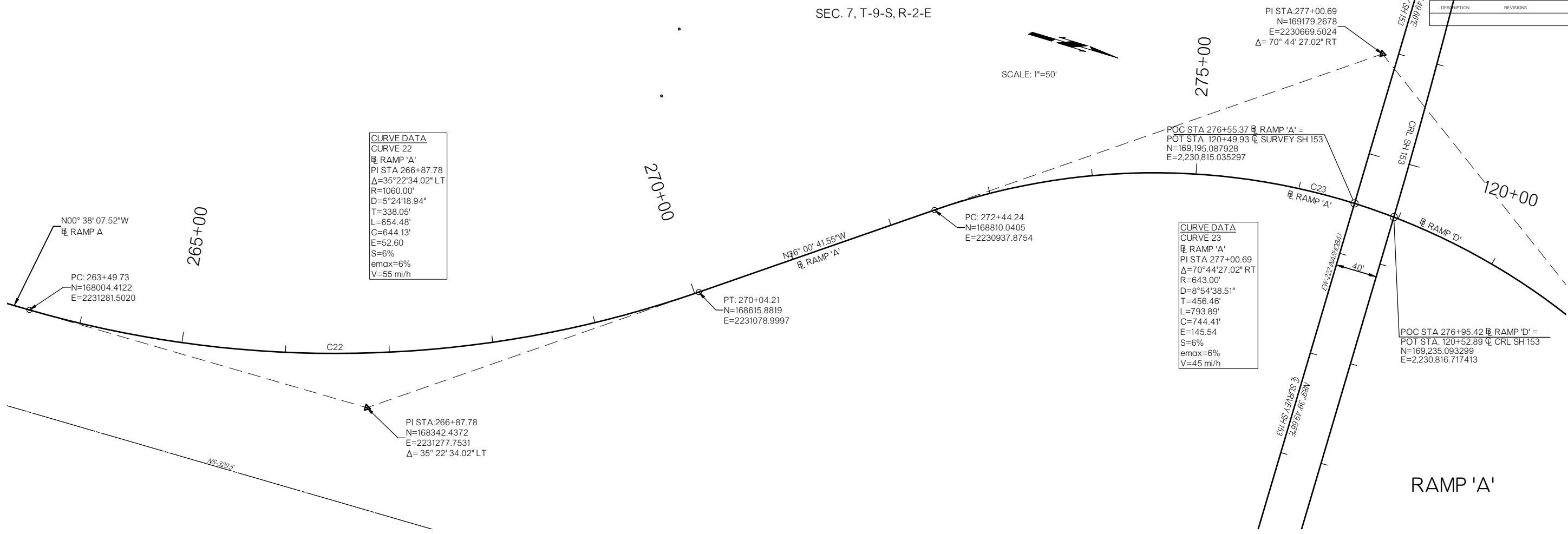
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R018

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) GEOMETRIC I-35.DWG 3/5/2021 10:46 AM

SEC. 7, T-9-S, R-2-E

SCALE: 1"=50'

DESCRIPTION	REVISIONS	DATE



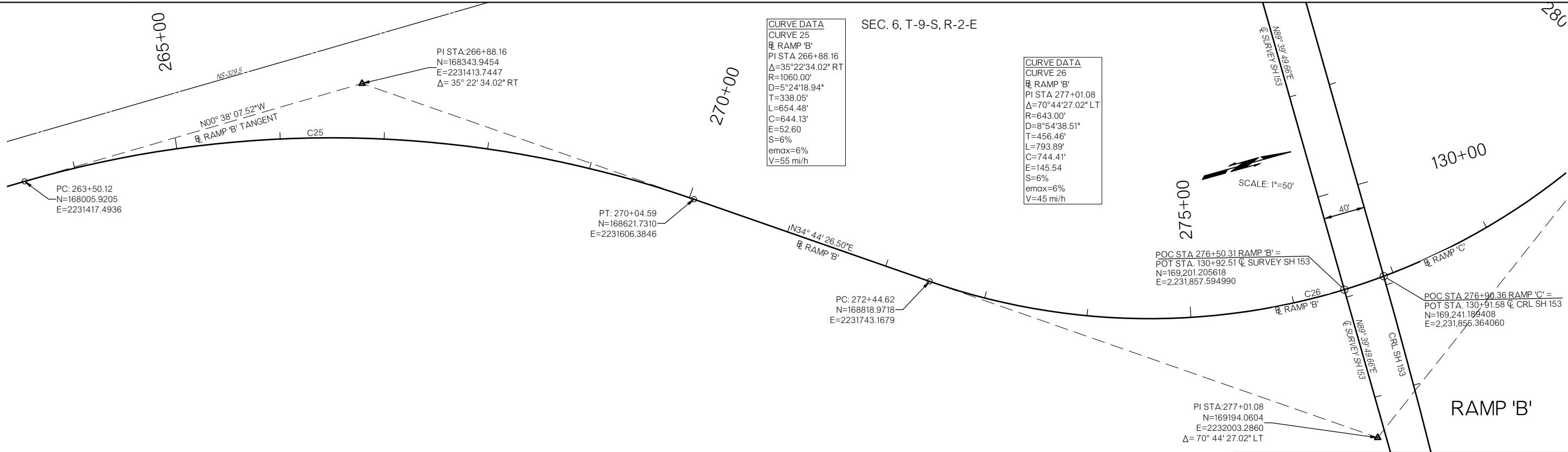
CURVE DATA
CURVE 22
 RAMP 'A'
 PI STA 266+87.78
 $\Delta=35^{\circ}22'34.02''$ LT
 R=1060.00'
 D=5'24'18.94"
 T=338.05'
 L=654.48'
 C=644.13'
 S=6%
 emax=6%
 V=55 mi/h

CURVE DATA
CURVE 23
 RAMP 'A'
 PI STA 277+00.69
 $\Delta=70^{\circ}44'27.02''$ RT
 R=643.00'
 D=8'54'38.51"
 T=456.46'
 L=793.89'
 C=744.41'
 S=6%
 emax=6%
 V=45 mi/h

RAMP 'A'

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



CURVE DATA
CURVE 25
 RAMP 'B'
 PI STA 266+88.16
 $\Delta=35^{\circ}22'34.02''$ RT
 R=1060.00'
 D=5'24'18.94"
 T=338.05'
 L=654.48'
 C=644.13'
 S=6%
 emax=6%
 V=55 mi/h

CURVE DATA
CURVE 26
 RAMP 'B'
 PI STA 277+01.08
 $\Delta=70^{\circ}44'27.02''$ LT
 R=643.00'
 D=8'54'38.51"
 T=456.46'
 L=793.89'
 C=744.41'
 S=6%
 emax=6%
 V=45 mi/h

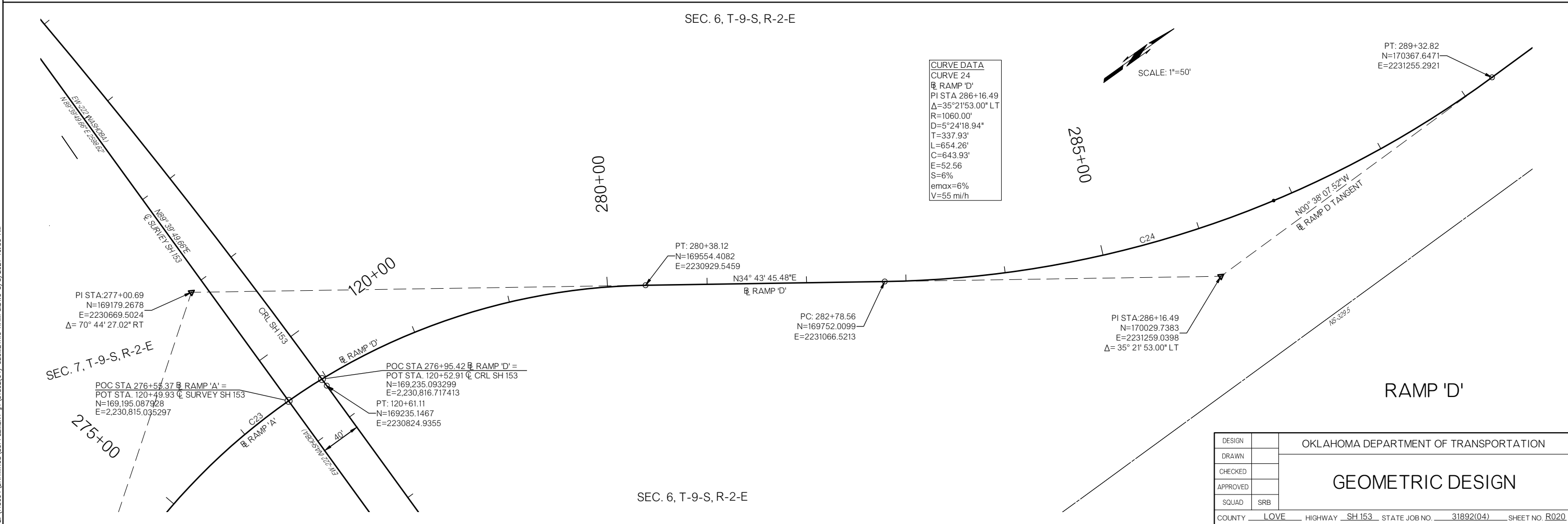
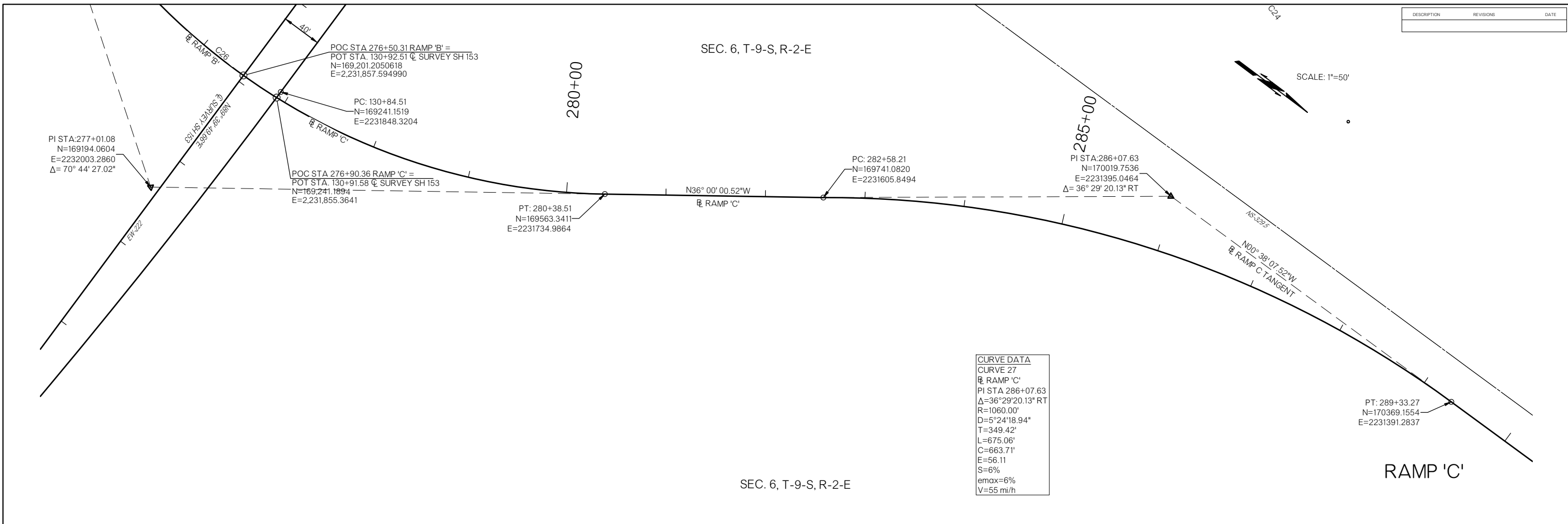
RAMP 'B'

SEC. 6, T-9-S, R-2-E

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) GEOMETRIC RAMPS.DWG 3/8/2021 10:50 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		GEOMETRIC DESIGN	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
STATE JOB NO.	31892(04)	SHEET NO.	R019

DESCRIPTION	REVISIONS	DATE



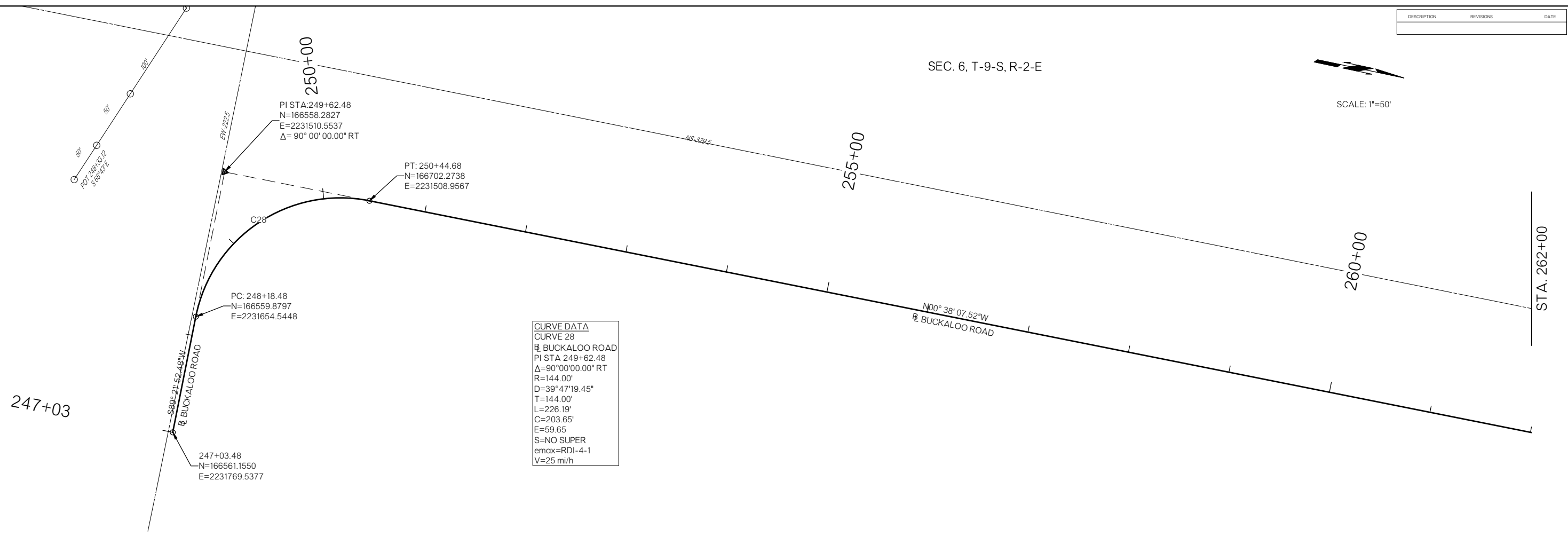
Z:\115004\DRAWINGS\SUPPLEMENT\31892\04\GEOMETRIC RAMPS.DWG 3/8/2021 10:50 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R020

DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



CURVE DATA
CURVE 28
 BUCKALOO ROAD
 PI STA 249+62.48
 $\Delta=90^{\circ}00'00.00''$ RT
 R=144.00'
 D=39°47'19.45"
 T=144.00'
 L=226.19'
 C=203.65'
 E=59.65
 S=NO SUPER
 emax=RDI-4-1
 V=25 mi/h

PI STA:249+62.48
 N=166558.2827
 E=223150.5537
 $\Delta=90^{\circ}00'00.00''$ RT

PT: 250+44.68
 N=166702.2738
 E=2231508.9567

PC: 248+18.48
 N=166559.8797
 E=2231654.5448

247+03.48
 N=166561.1550
 E=2231769.5377

247+03

250+00

255+00

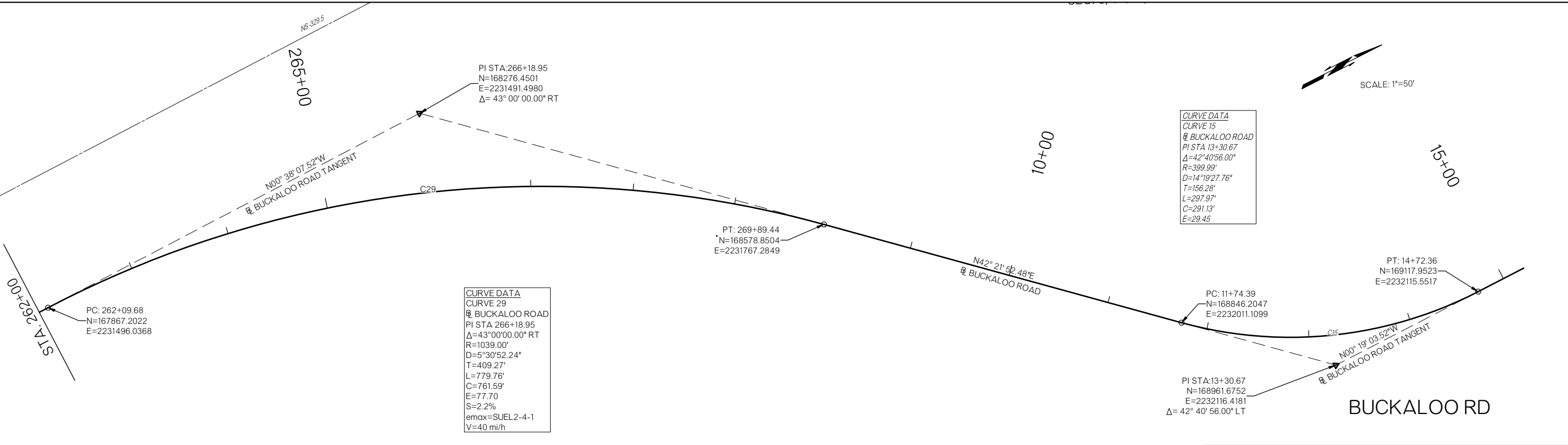
260+00

STA. 262+00

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) GEOMETRIC BUCKALOO.DWG 11/15/2022 1:41 PM

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



CURVE DATA
CURVE 29
 BUCKALOO ROAD
 PI STA 266+18.95
 $\Delta=43^{\circ}00'00.00''$ RT
 R=1039.00'
 D=5°30'52.24"
 T=409.27'
 L=779.76'
 C=761.59'
 E=77.70
 S=2.2%
 emax=SUEL2-4-1
 V=40 mi/h

PI STA:266+18.95
 N=168276.4501
 E=2231491.4980
 $\Delta=43^{\circ}00'00.00''$ RT

PT: 269+89.44
 N=168578.8504
 E=2231767.2849

PC: 262+09.68
 N=167867.2022
 E=2231496.0368

CURVE DATA
CURVE 15
 BUCKALOO ROAD
 PI STA 13+30.67
 $\Delta=42^{\circ}40'56.00''$ LT
 R=399.99'
 D=14°19'27.76"
 T=156.28'
 L=297.97'
 C=291.13'
 E=29.45

PI STA:13+30.67
 N=168961.6752
 E=2232116.4181
 $\Delta=42^{\circ}40'56.00''$ LT

STA. 262+00

265+00

10+00

15+00

BUCKALOO RD

SEC. 6, T-9-S, R-2-E

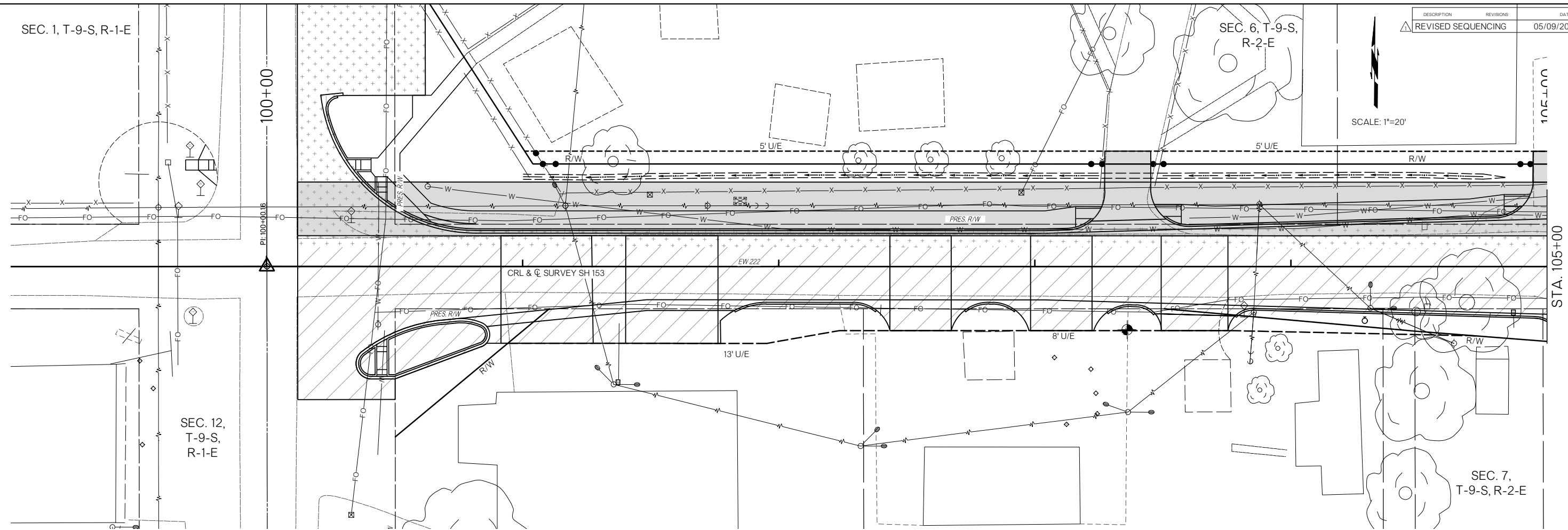
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
GEOMETRIC DESIGN							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R021

SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE
REVISED SEQUENCING		05/09/2024

SCALE: 1"=20'



△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECAL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECAL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECAL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

LEGEND

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

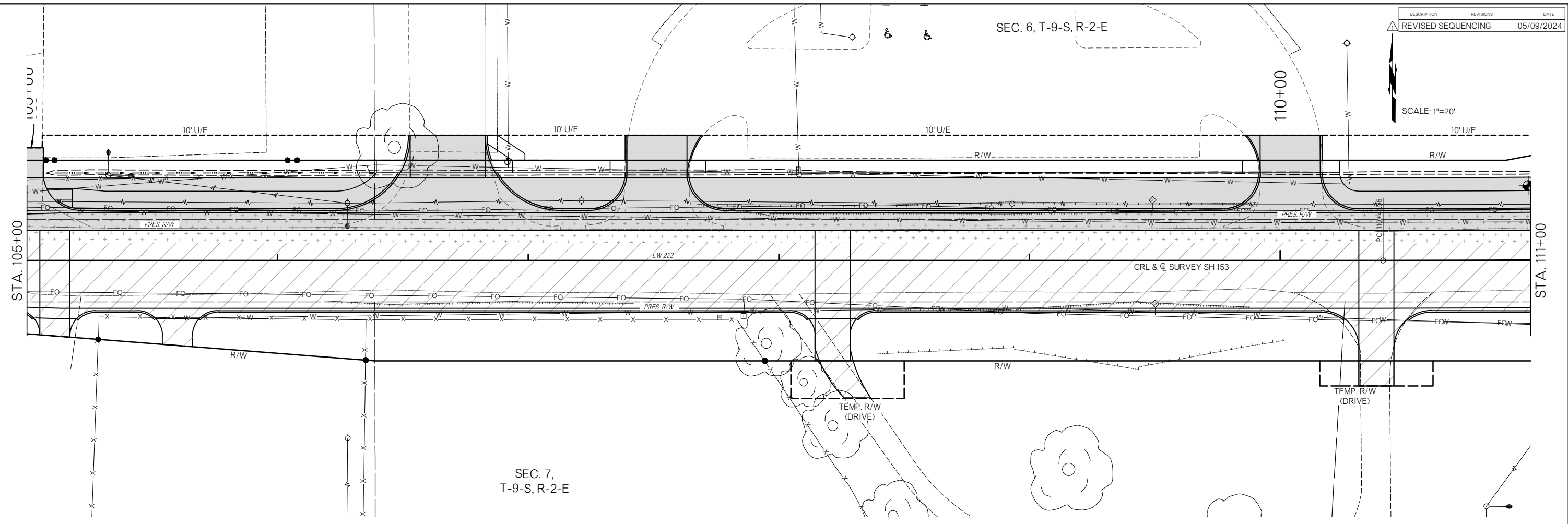
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R022






SUGGESTED SEQUENCE OF CONSTRUCTION

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SCALE: 1"=20'



LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

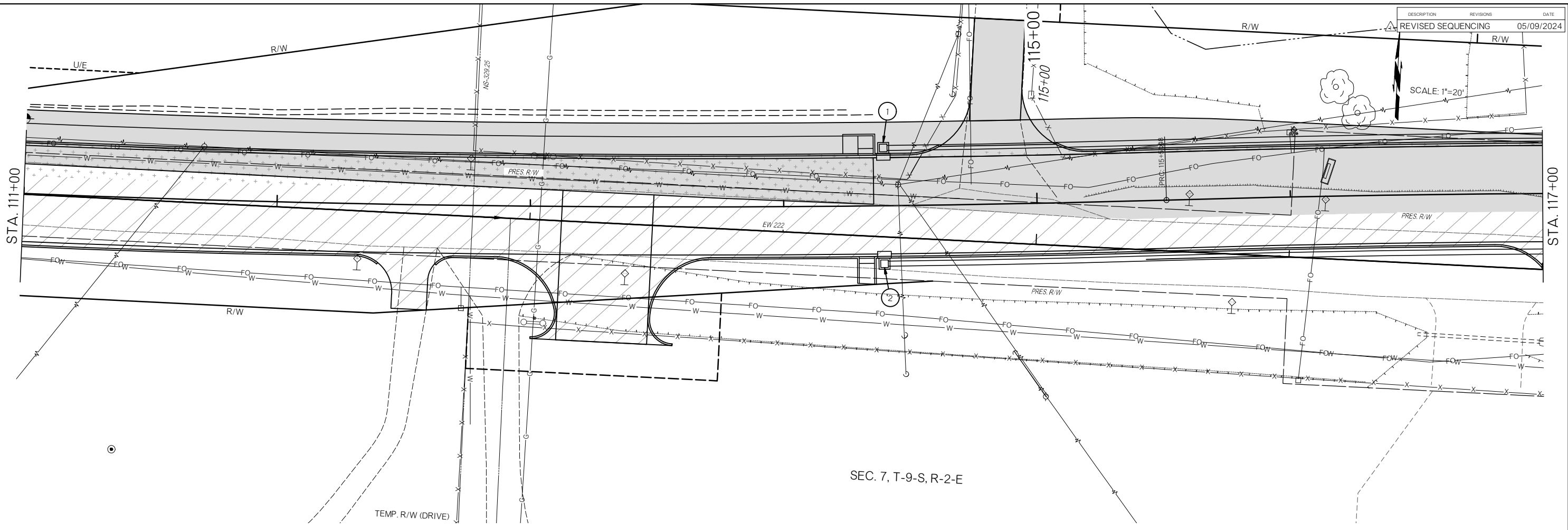
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R023

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SEC. 7, T-9-S, R-2-E

LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

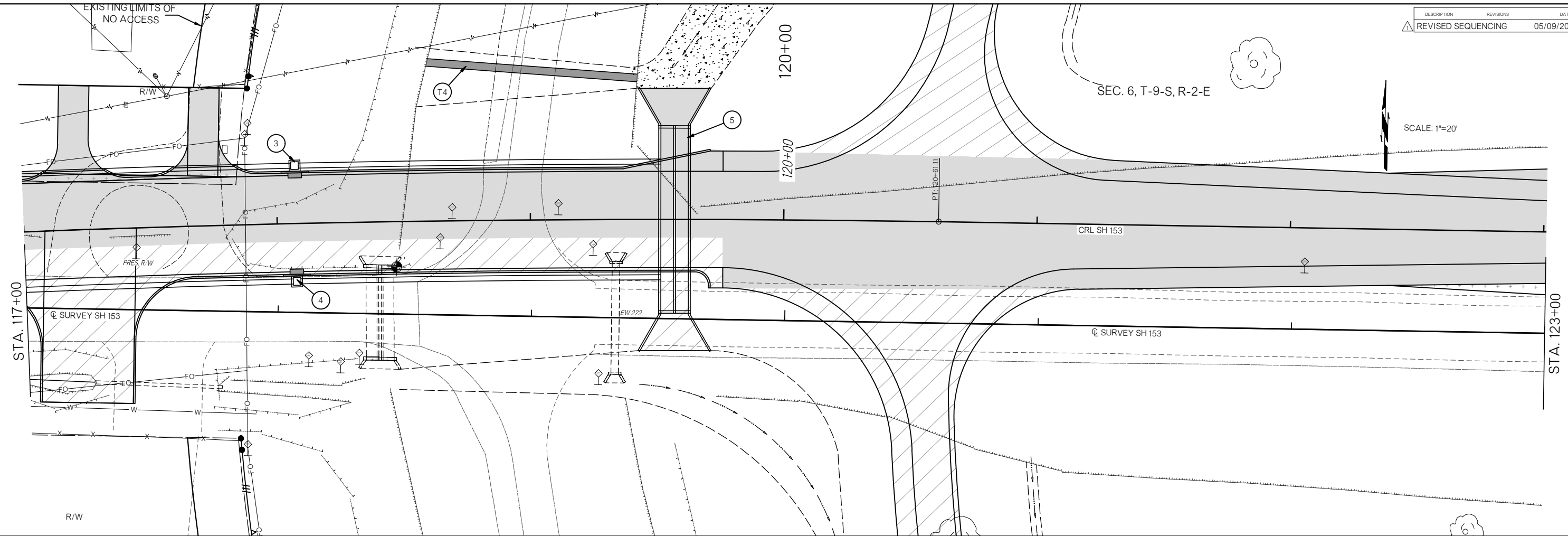
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R024		






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SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'



LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

SH-153

- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

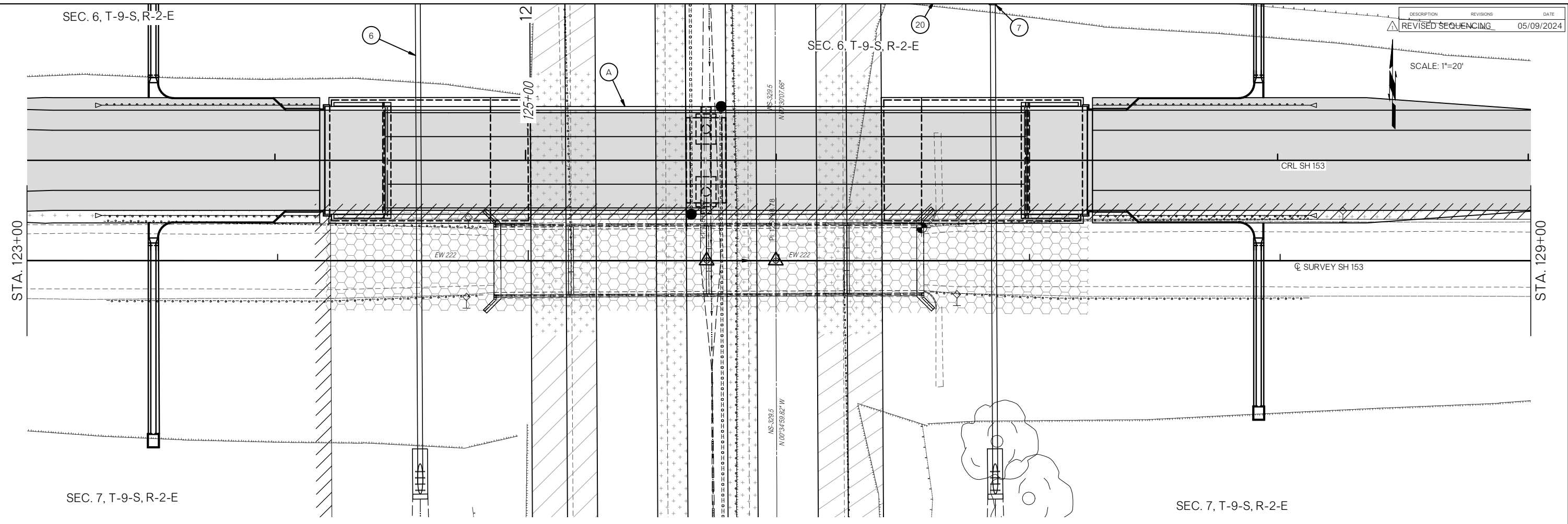
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.






SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R025

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE_SH_153.DWG 5/9/2024 4:17 AM



LEGEND

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

- △ PHASE 1A**
 SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

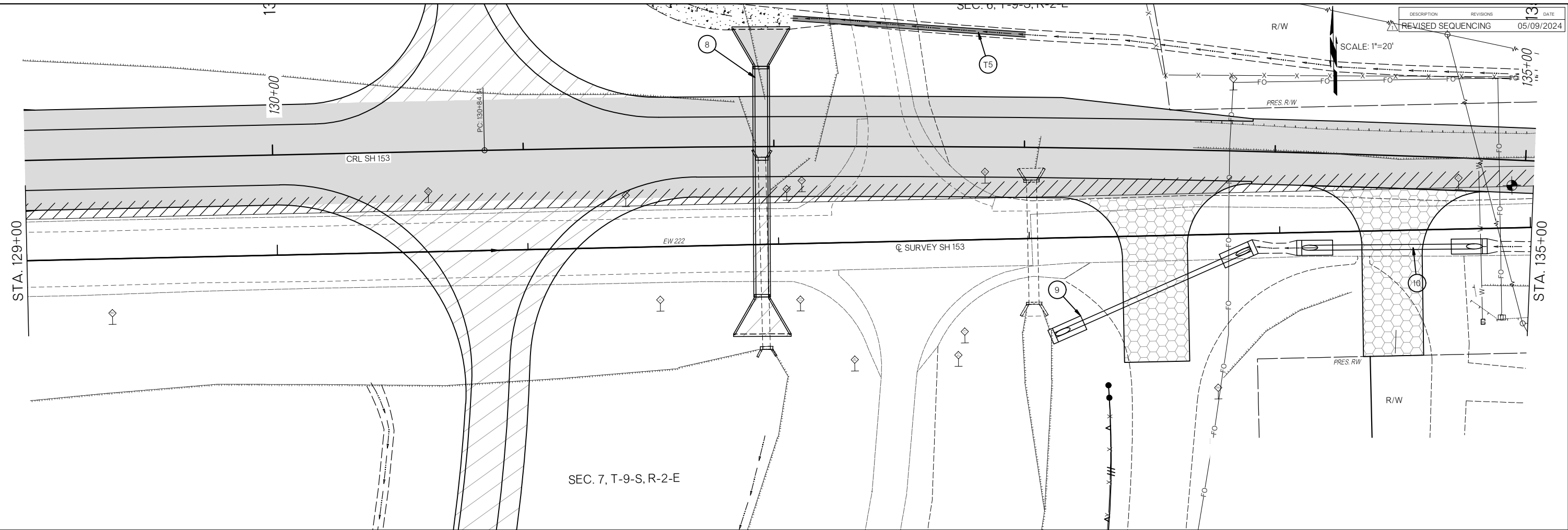
- △ PHASE 1B**
 SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

SH 153






DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R026</u>		

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SEC. 7, T-9-S, R-2-E

LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

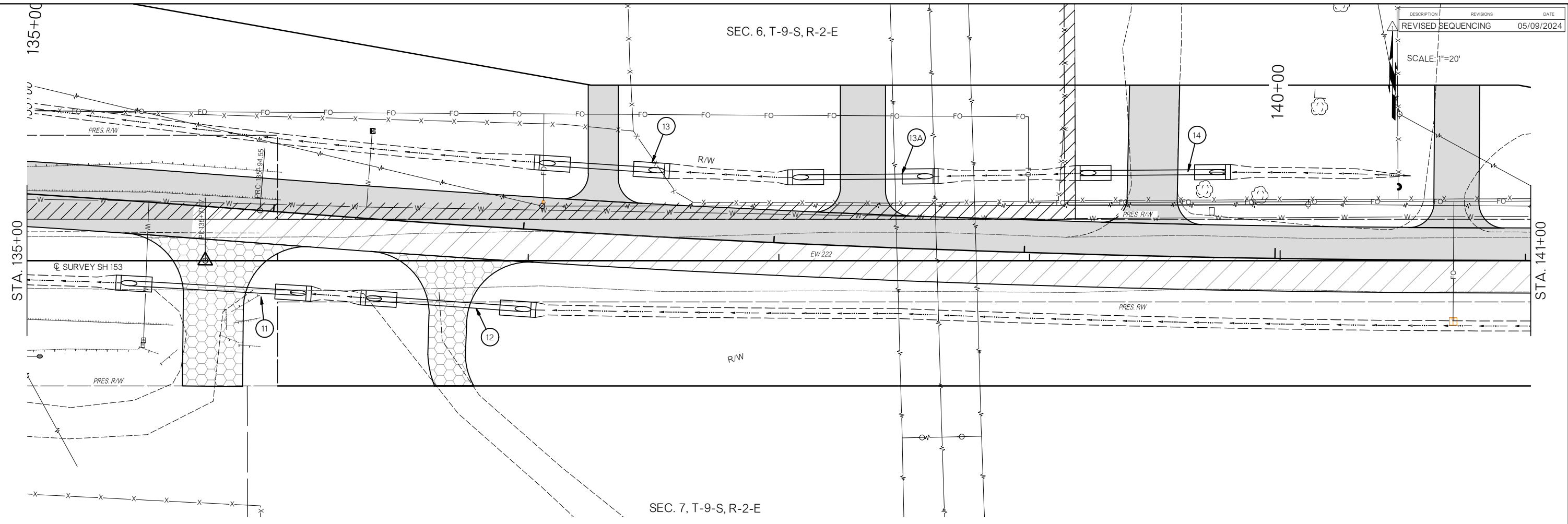
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

SH 153






DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R027</u>		

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SCALE: 1"=20'



LEGEND

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

PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

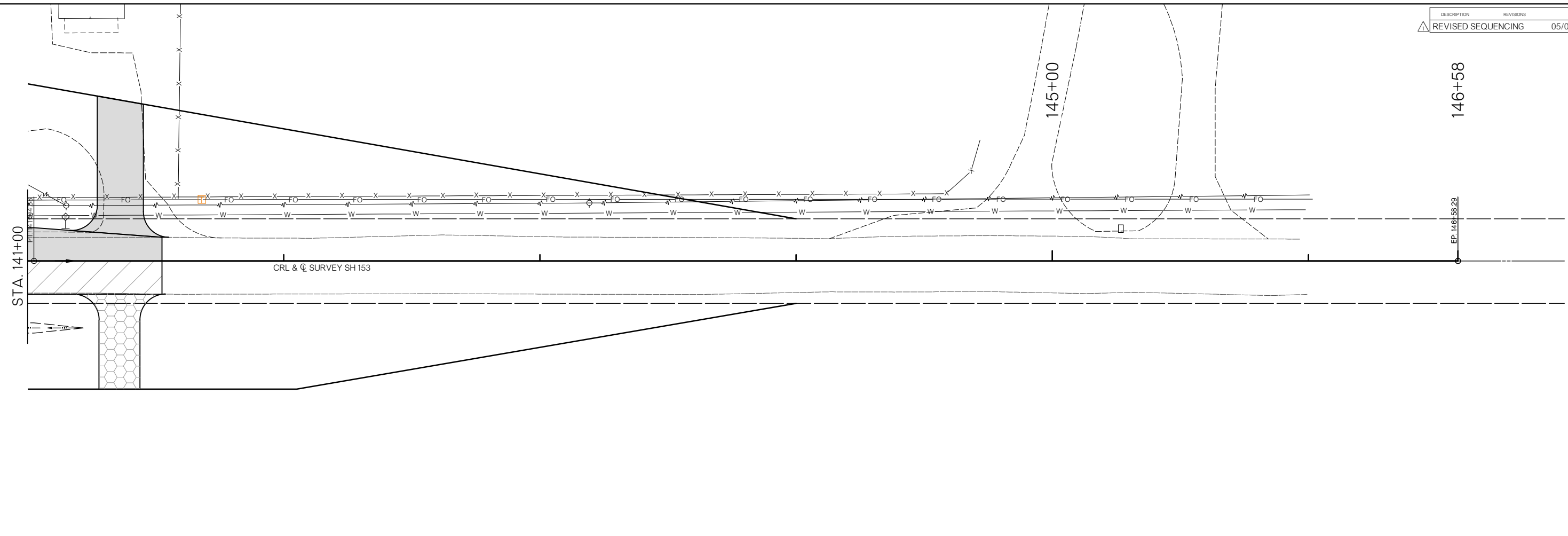
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.






SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R028		

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LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

SH-153

- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

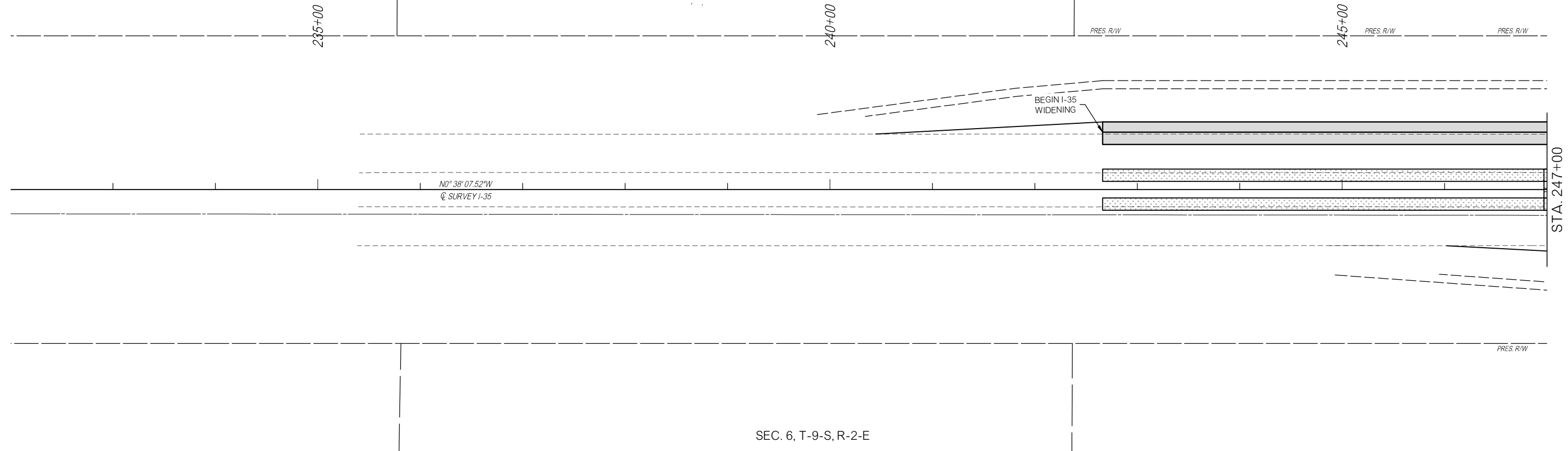
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R029

Z:\15094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE_SH_153.DWG 5/9/2024 4:17 AM






SCALE: 1"=50'



SEC. 6, T-9-S, R-2-E

STA. 247+00

LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

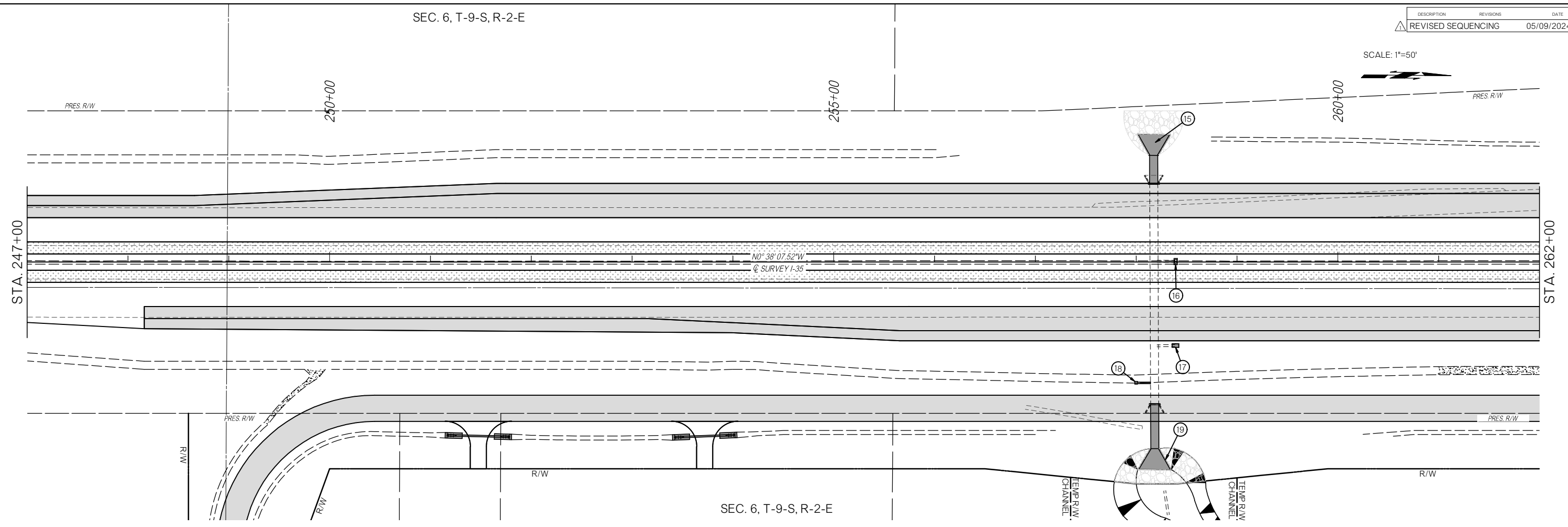
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.






I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R030

SCALE: 1"=50'



LEGEND

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

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

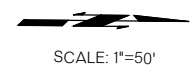
- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

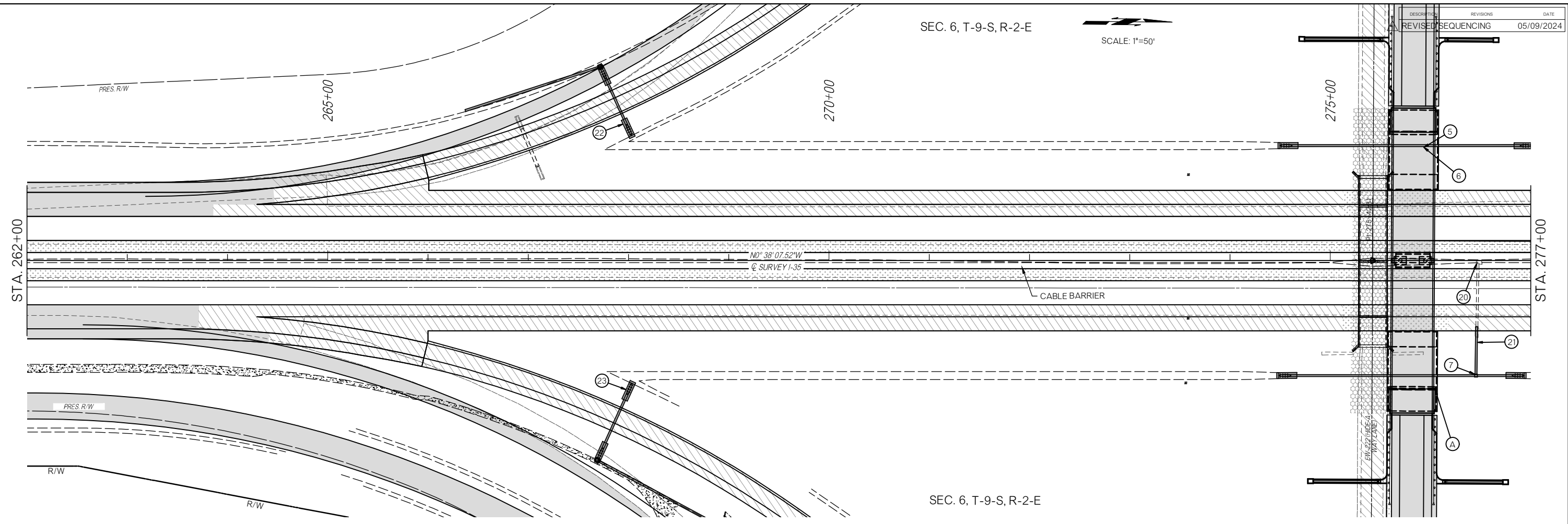
I-35

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE 1-35.DWG 5/9/2024 8:33 AM






DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R031



REVISIONS	DATE
REVISOR SEQUENCING	05/09/2024



LEGEND

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

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

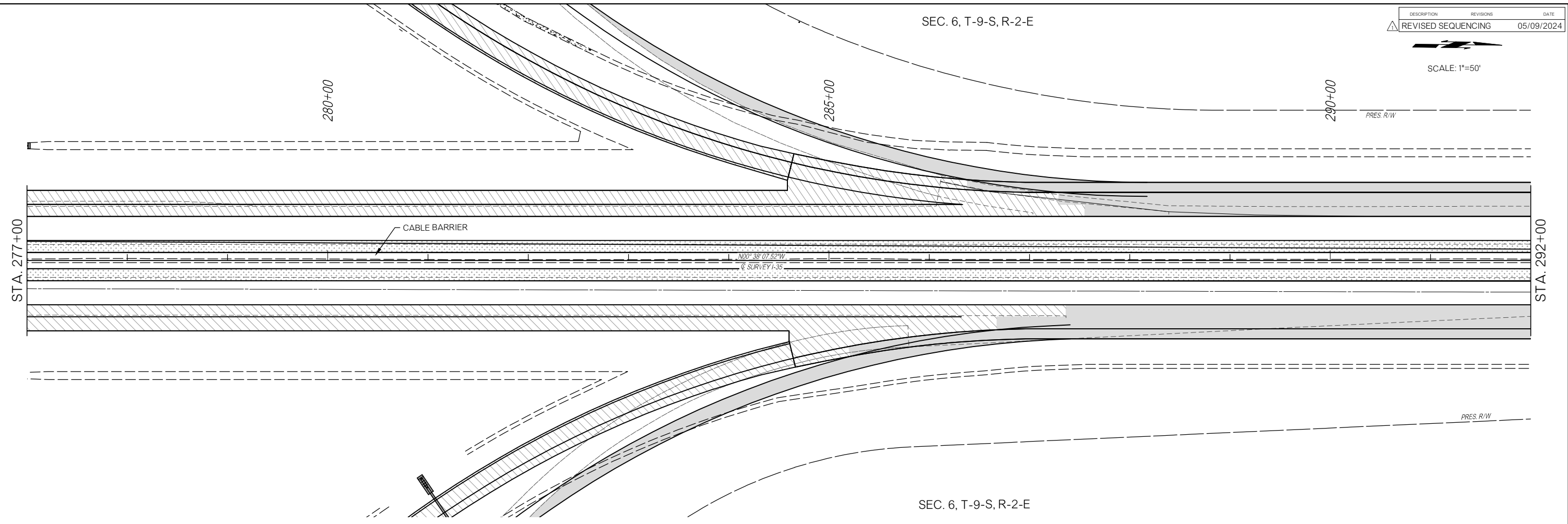
- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

I-35






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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R032		

SCALE: 1"=50'



LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

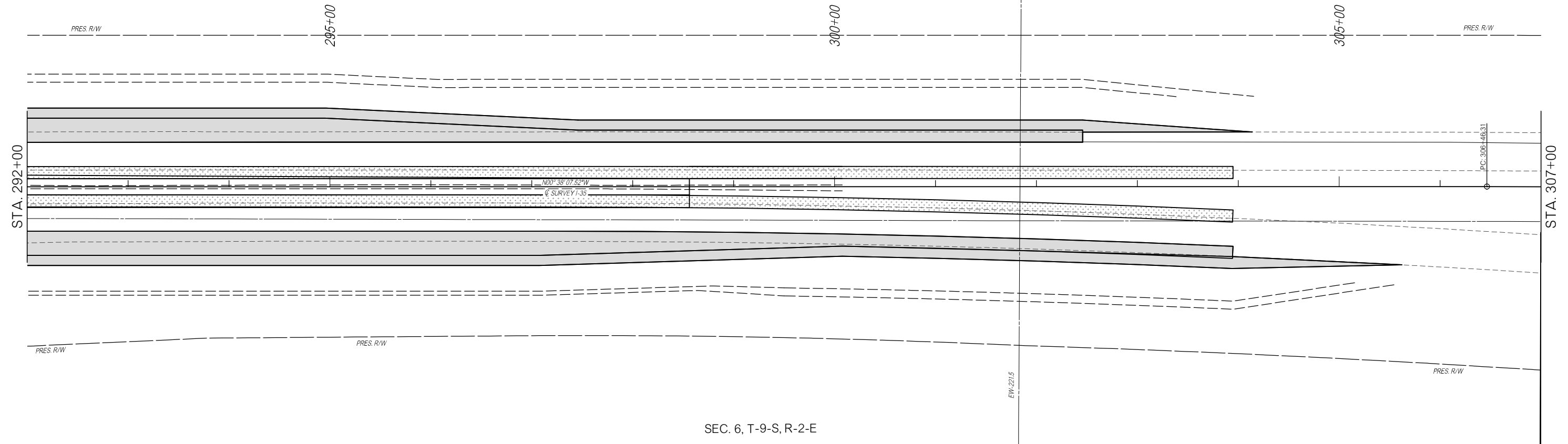
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

I-35






DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R033

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SEC. 6, T-9-S, R-2-E

LEGEND

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

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

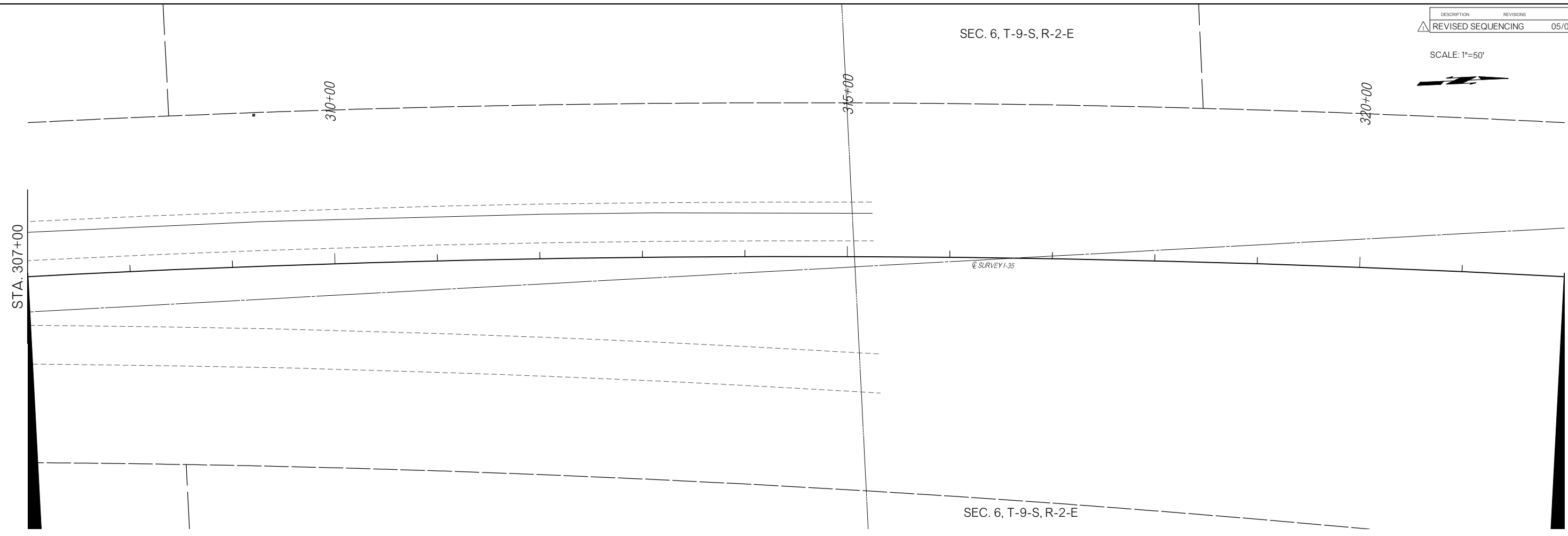
I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R034

DESCRIPTION	REVISIONS	DATE
△	REVISED SEQUENCING	05/09/2024

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



LEGEND

	PHASE 1A
	PHASE 1B
	PHASE 2
	PHASE 3
	PHASE 4

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

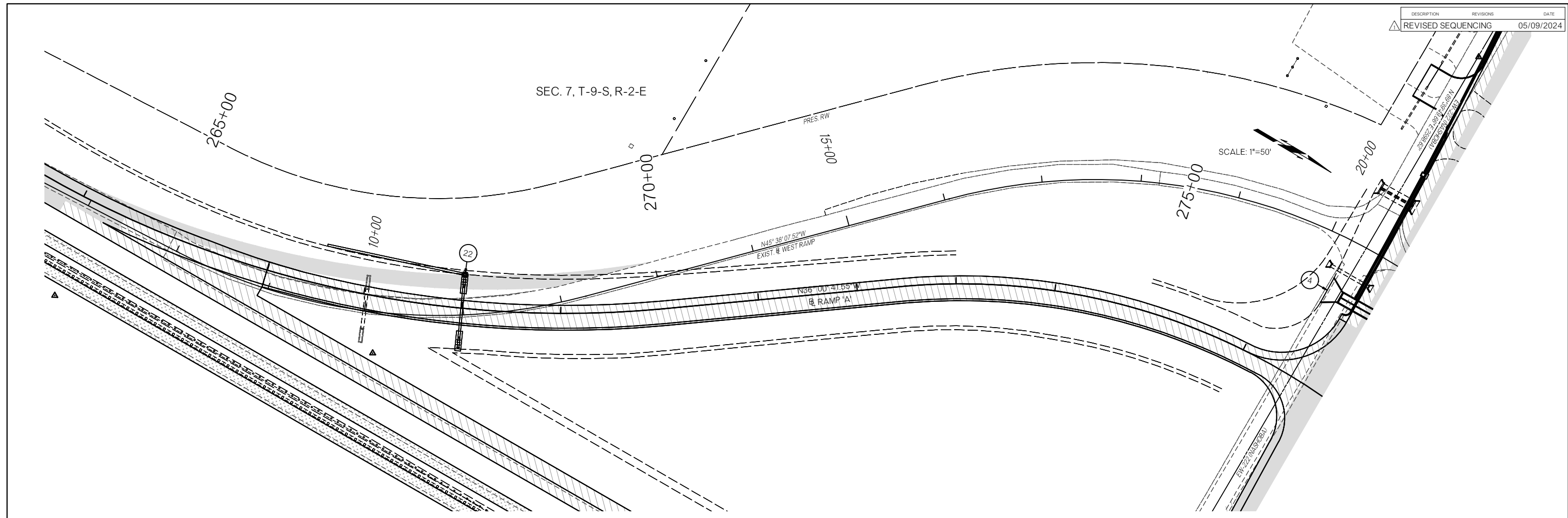
- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.






I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SUGGESTED SEQUENCE OF CONSTRUCTION							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R035

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE I-35.DWG 5/9/2024 8:33 AM



LEGEND

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

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

RAMP 'A'

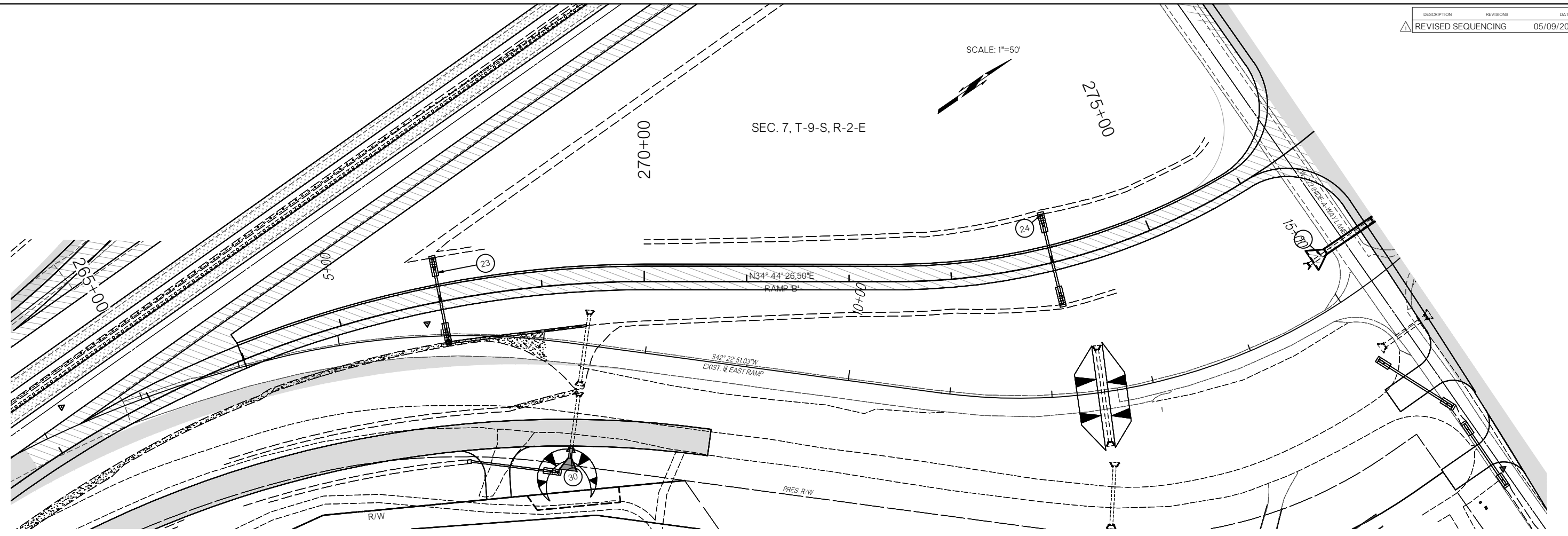
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SUGGESTED SEQUENCE OF CONSTRUCTION							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R036

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SCALE: 1"=50'



SEC. 7, T-9-S, R-2-E



LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135 +67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

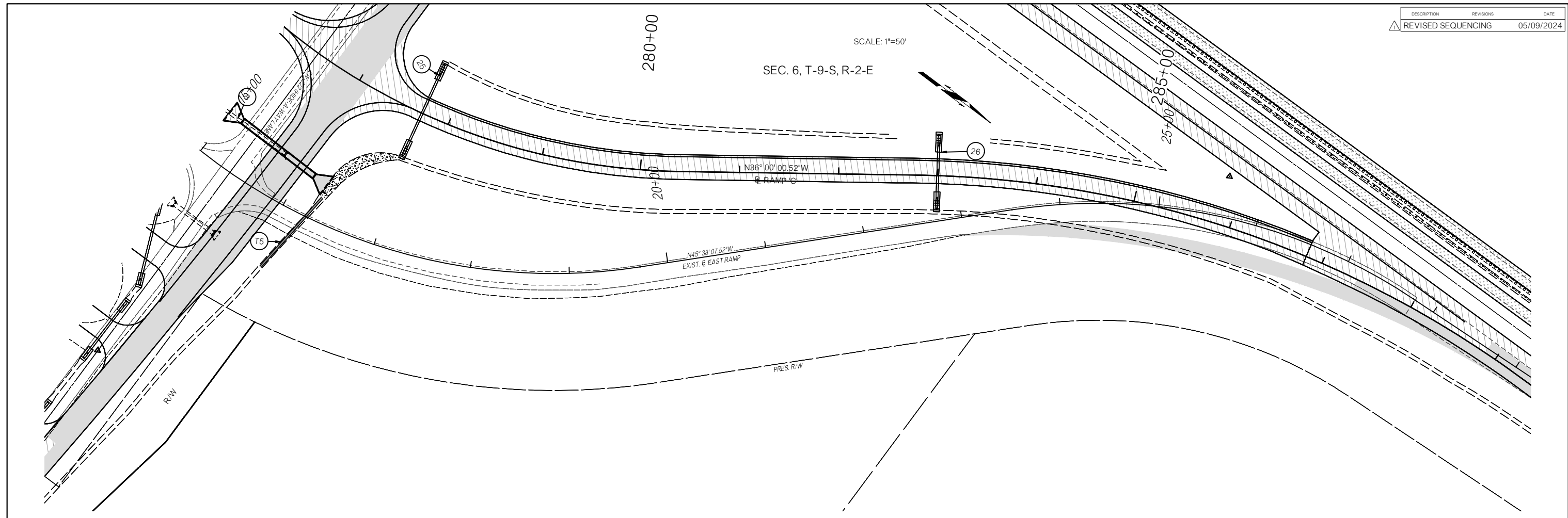
I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.






RAMP 'B'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SUGGESTED SEQUENCE OF CONSTRUCTION							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R037

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE_RAMPS.DWG 5/9/2024 8:36 AM



LEGEND

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

△ PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL.
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

△ PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

△ PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135 +67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

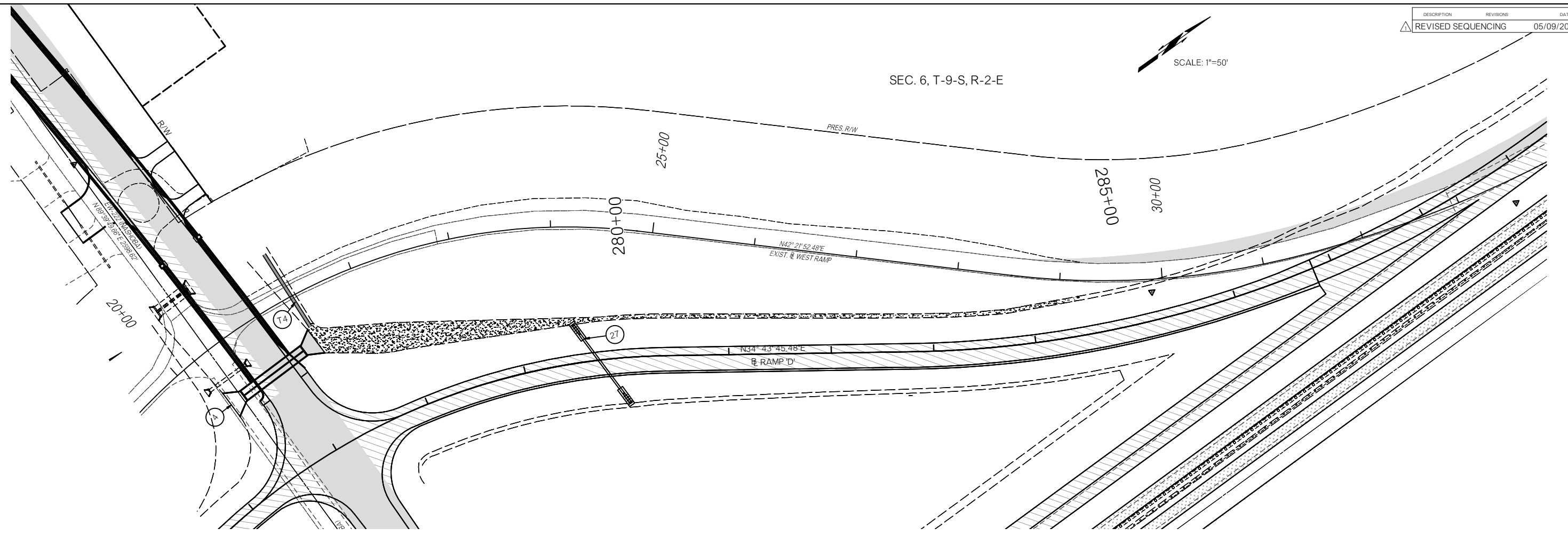
RAMP 'C'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SUGGESTED SEQUENCE OF CONSTRUCTION							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R038






Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_SEQUENCE_RAMPS.DWG 5/9/2024 8:36 AM

SCALE: 1"=50'

SEC. 6, T-9-S, R-2-E



LEGEND

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

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

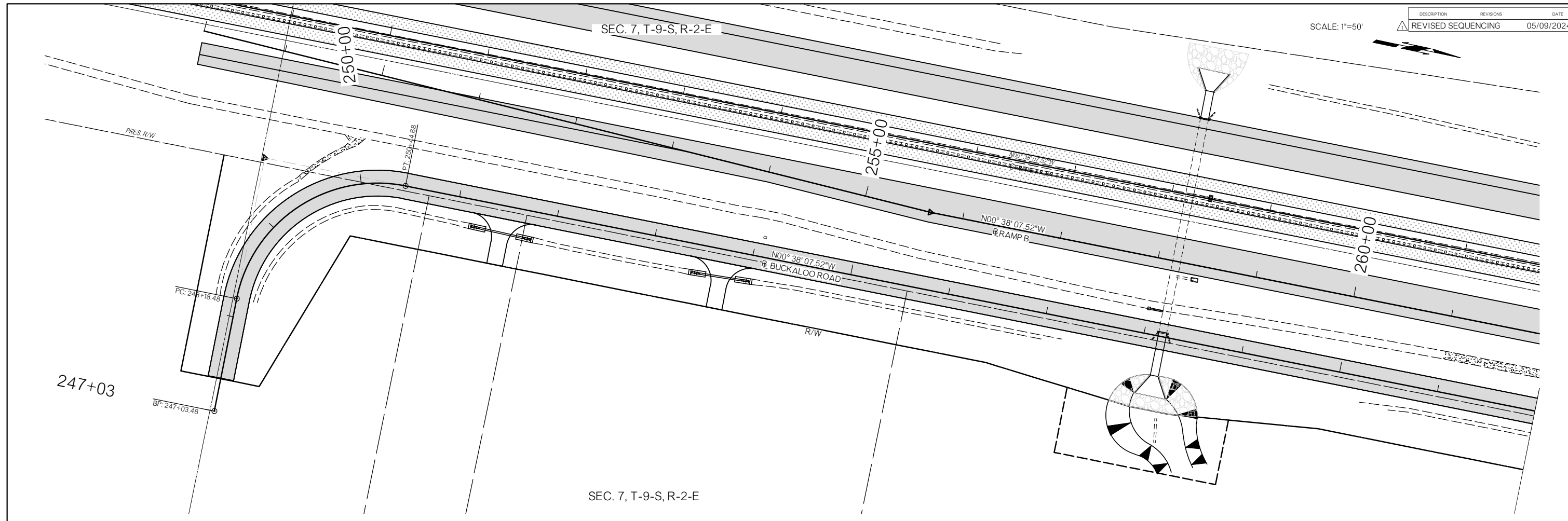
- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)**
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153**
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

RAMP 'D'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R039

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LEGEND

	PHASE 1A
	PHASE 1B
	PHASE 2
	PHASE 3
	PHASE 4

- △ PHASE 1A**
SH-153
- CONSTRUCT BRIDGE A
 - BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL, WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
 - FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
 - FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
 - FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL
 - FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
 - FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
 - CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
 - BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS
- BUCKALOO RD.**
- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
 - MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.
- I-35**
- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
 - CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
 - CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

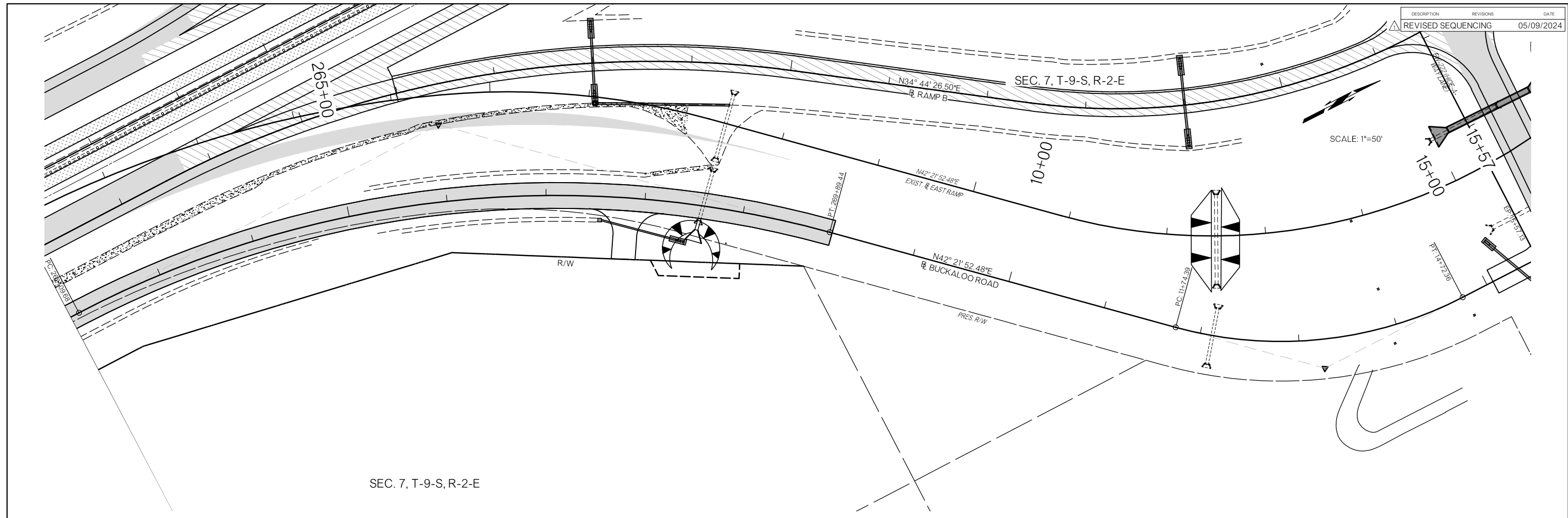
- △ PHASE 1B**
SH-153
- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
 - FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
 - FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
 - FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.
- I-35**
- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
 - CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
 - COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.
- △ PHASE 2**
- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
 - REMOVE EXISTING BRIDGE OVER I-35.
 - MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
 - MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

- PHASE 3**
- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)**
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
 - REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.
- I-35**
- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
 - MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
 - CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
 - CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.
- PHASE 4**
- SH-153**
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
 - SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.
- I-35**
- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

BUCKALOO RD






DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R040

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SEC. 7, T-9-S, R-2-E

LEGEND

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

PHASE 1A
SH-153

- CONSTRUCT BRIDGE A
- BOP TO STATION 114+35.57 CONSTRUCT DETOUR FROM NORTH EDGE OF EXISTING TO 33' LT OF CRL WITH VARYING WIDTH FROM STATION 110+41.07 TO STATION 114+35.57
- FROM STATION 114+35.57 TO STATION 115+37.91 CONSTRUCT THE LEFT HALF OF THE ROAD AND VARYING WIDTH TURN LANE ON THE RIGHT, INCLUDING ALL PERMANENT STRUCTURES.
- FROM STATION 115+37.91 TO STATION 117+84.38 BUILD ALL OF THE CENTER TURN LANE AND THE WESTBOUND LANE WITHOUT THE CURB AND GUTTER, INCLUDING ALL PERMANENT STRUCTURES AND FROM STATION 117+84.38 TO STATION 119+75.96 INCLUDE THE WESTBOUND CURB AND GUTTER AND PERMANENT EARTHWORK ON THE NORTH SIDE, EXCEPT ACROSS EXISTING RAMPS.
- FROM STATION 114+35.57 TO STATION 115+24.53 CONSTRUCT DETOUR FROM NORTH EDGE OF NEW WESTBOUND LANE TO 33' LT OF CRL AND FROM STATION 115+24.53 TO STATION 117+84.38 COMPLETE DETOUR WITH VARIABLE WIDTH WIDENING FROM 33' LT OF CRL TO 19' LT OF CRL
- FROM STATION 119+75.96 TO STATION 135+68.00, ALONG SH 153 CONSTRUCT ALL EARTHWORK STRUCTURES AND ASPHALT WITH TEMPORARY SLOPES AND NO GUARDRAIL WIDENING ON THE SOUTH SIDE.
- FROM STATION 135+68.00 TO EOP CONSTRUCT THE NORTH HALF OF SH-153 WHILE MAINTAINING ACCESS TO LOCAL TRAFFIC ONLY.
- CONSTRUCT TEMPORARY STRUCTURES ON RAMPS.
- BORING FOR STRUCTURES UNDER HEADERS AND EXISTING RAMPS

BUCKALOO RD.

- CONSTRUCT NEW OFFSET BUCKALOO RD WHILE MAINTAINING LOCAL ACCESS.
- MOVE BUCKALOO RD TRAFFIC TO NEWLY CONSTRUCTED ROAD BEFORE RAMP 'B' CONSTRUCTION BEGINS.

I-35

- PLACE BARRIER WALL ALONG THE EXISTING OUTSIDE LANE OF NORTHBOUND AND SOUTHBOUND I-35, LEAVING GAPS FOR THE RAMP ACCESS.
- CONSTRUCT THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS.
- CONSTRUCT THE RAMP DETOURS FOR ALL FOUR RAMPS.

PHASE 1B
SH-153

- MOVE TRAFFIC TO NEWLY CONSTRUCTED LANES AND BRIDGE.
- FROM BOP TO STATION 103+79.94 CONSTRUCT 7'-6" NORTH OF THE CRL ALONG WITH THE EASTBOUND LANE LEAVING OFF THE C&G AND ONLY PLACING THE BOTTOM 7" OF ASPHALT.
- FROM STATION 103+79.94 TO 119+75.96 CONSTRUCT THE REMAINING CENTER TURN LANE AND THE EASTBOUND LANE LEAVING OFF THE TOP 2" OF ASPHALT.
- FROM STATION 119+75.96 TO STATION 121+71.49 AND FROM STATION 129+94.62 TO EOP COMPLETE THE REMAINING CONSTRUCTION OF SH-153.

I-35

- MOVE RAMP TRAFFIC TO RAMP DETOURS AND NEW ACCEL/DECEL LANES.
- CONSTRUCT ALL FOUR RAMPS AND TIE TO NEWLY CONSTRUCTED SH-153. RAMP EARTHWORK AND EARTHWORK ALONG THE OUTSIDE OF I-35 CAN BEGIN IN PHASE 1A TO ACCOMMODATE BORROW ALONG SH-153
- COMPLETE THE NEW OUTSIDE LANE, THE PARALLEL ACCEL AND DECEL LANES AND SHOULDERS EXCEPT IN THE EXTENTS OF THE BRIDGES.

PHASE 2

- MOVE I-35 TRAFFIC TO THE NEW RAMP CONFIGURATION AND CLOSE ACCESS TO THE RAMPS AND BRIDGE FROM SH-153.
- REMOVE EXISTING BRIDGE OVER I-35.
- MOVE I-35 TRAFFIC BACK TO PREVIOUS CONFIGURATION WITH RAMP TRAFFIC UTILIZING THE NEW RAMPS. REMOVE TEMPORARY RAMP WIDENING AND TEMPORARY STRUCTURES T3 & T4 AND CONSTRUCT TYPE B4 CET LT ON STRUCTURE 22 AND TYPE B4 CET RT ON STRUCTURE 23.
- MOVE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED BRIDGE AND APPROACHES.

PHASE 3

- SH-153 (CAN BE STARTED AFTER 1B FOR SH-153)
- FROM BOP TO STATION 117+84.38 MOVE THE SH-153 TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANE AND TURN LANE AND FROM 117+84.38 TO EOP SH-153 TRAFFIC CAN UTILIZE THE FULL WIDTH.
- REMOVE THE DETOURS AND FROM BOP TO STATION 103+79.94 CONSTRUCT THE BOTTOM LAYERS OF ASPHALT FOR THE WESTBOUND LANE. AND FROM STATION 103+79.94 TO STATION 117+84.38 COMPLETE THE SH-153 CONSTRUCTION ON THE NORTH SIDE AND FROM STATION 119+75.96 TO STATION 135+67.98 COMPLETE THE EARTHWORK AND GUARDRAIL WIDENING ON THE SOUTH SIDE OF SH-153.

I-35

- COMPLETE OUTSIDE SHOULDER WORK UNDER THE BRIDGE LOCATION.
- MOVE THE I-35 TRAFFIC TO THE OUTSIDE AND SET BARRIER WALL IN THE EXISTING NORTHBOUND AND SOUTHBOUND INSIDE LANES.
- CONSTRUCT THE 12' INSIDE SHOULDERS. (THIS WORK CAN BE STARTED OUTSIDE OF THE EXISTING AND PROPOSED BRIDGE EXTENTS IN PRIOR PHASES)
- CONSTRUCT THE NEW CABLE BARRIER AND ALL REMAINING MEDIAN WORK.

PHASE 4

- SH-153
- REMOVE ALL OF THE BARRIERS AND COMPLETE THE REMAINING C&G, SIDEWALK AND THE ASPHALT WORK ON REMAINING AREAS UTILIZING FLAGMAN WHERE NEEDED.
- SIGN AND STRIPE SH-153 AND OPEN TO NORMAL OPERATIONS.

I-35

- REMOVE ALL BARRIERS AND SIGN AND STRIPE I-35 AND OPEN TO NORMAL OPERATIONS.

BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED SEQUENCE OF CONSTRUCTION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R041

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DESCRIPTION	REVISIONS	DATE
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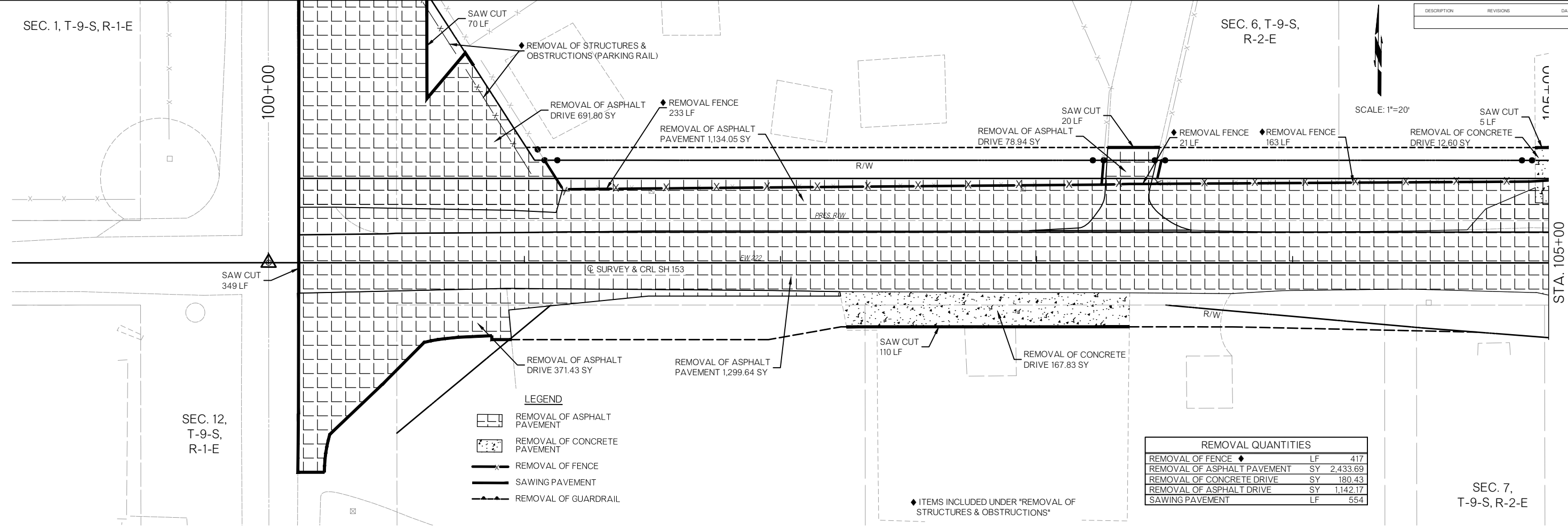
SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

100+00

STA. 105+00



SEC. 12, T-9-S, R-1-E

SEC. 7, T-9-S, R-2-E

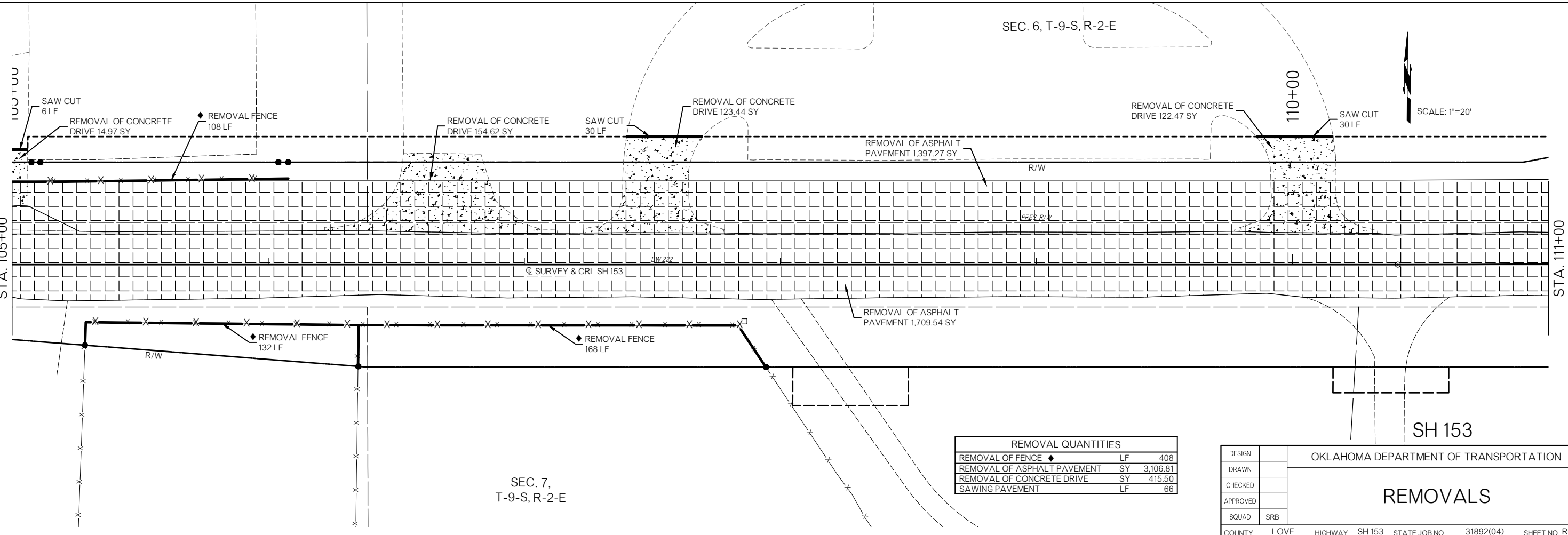
SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

STA. 105+00

110+00

STA. 111+00



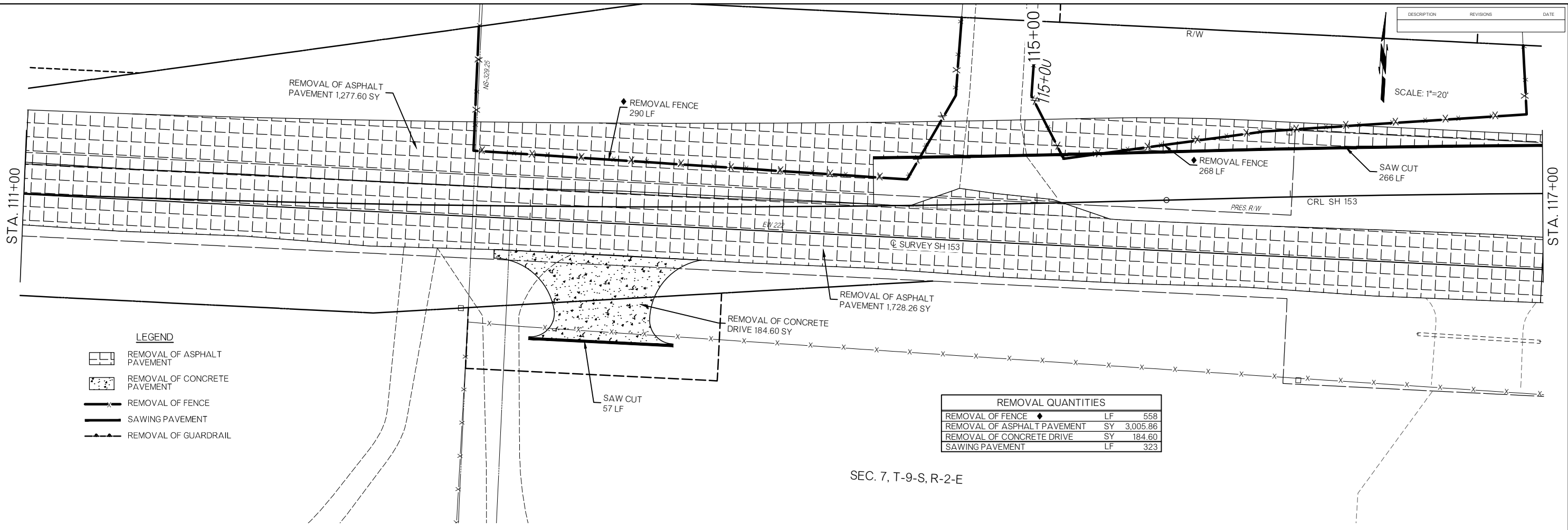
SEC. 7, T-9-S, R-2-E

SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R042		REMOVALS

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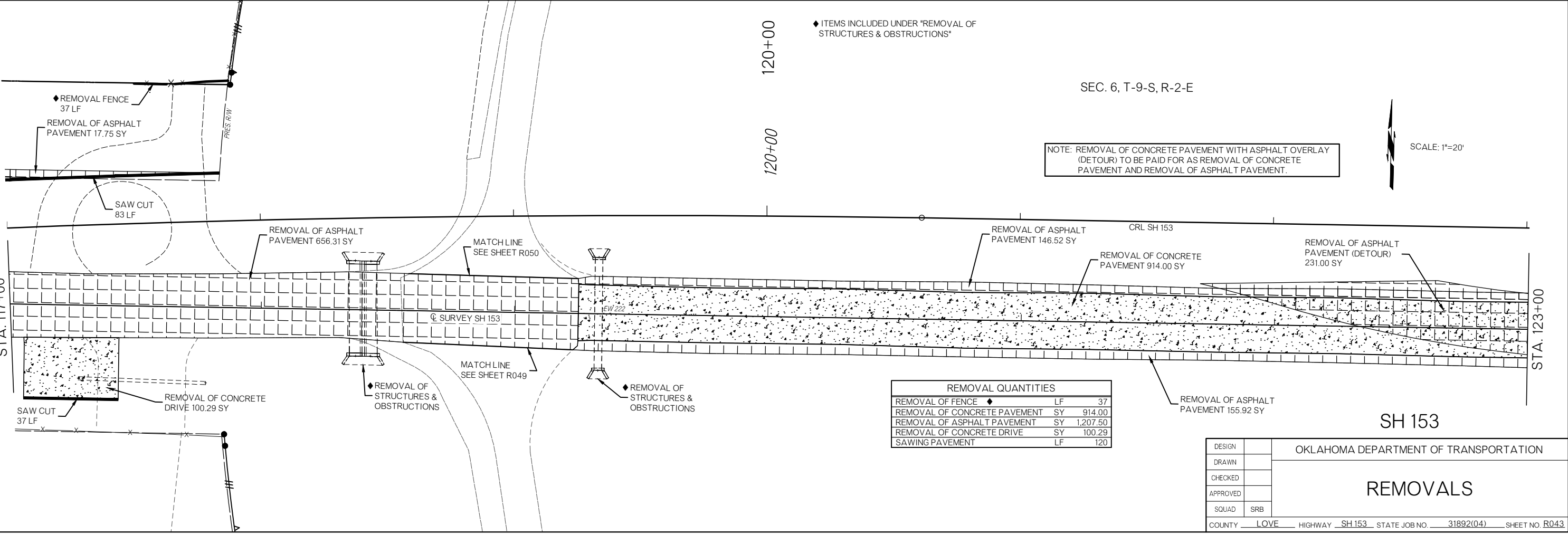
DESCRIPTION	REVISIONS	DATE
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- LEGEND**
- REMOVAL OF ASPHALT PAVEMENT
 - REMOVAL OF CONCRETE PAVEMENT
 - REMOVAL OF FENCE
 - SAWING PAVEMENT
 - REMOVAL OF GUARDRAIL

REMOVAL QUANTITIES		
REMOVAL OF FENCE	LF	558
REMOVAL OF ASPHALT PAVEMENT	SY	3,005.86
REMOVAL OF CONCRETE DRIVE	SY	184.60
SAWING PAVEMENT	LF	323

SEC. 7, T-9-S, R-2-E



NOTE: REMOVAL OF CONCRETE PAVEMENT WITH ASPHALT OVERLAY (DETOUR) TO BE PAID FOR AS REMOVAL OF CONCRETE PAVEMENT AND REMOVAL OF ASPHALT PAVEMENT.

REMOVAL QUANTITIES		
REMOVAL OF FENCE	LF	37
REMOVAL OF CONCRETE PAVEMENT	SY	914.00
REMOVAL OF ASPHALT PAVEMENT	SY	1,207.50
REMOVAL OF CONCRETE DRIVE	SY	100.29
SAWING PAVEMENT	LF	120

SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
REMOVALS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R043

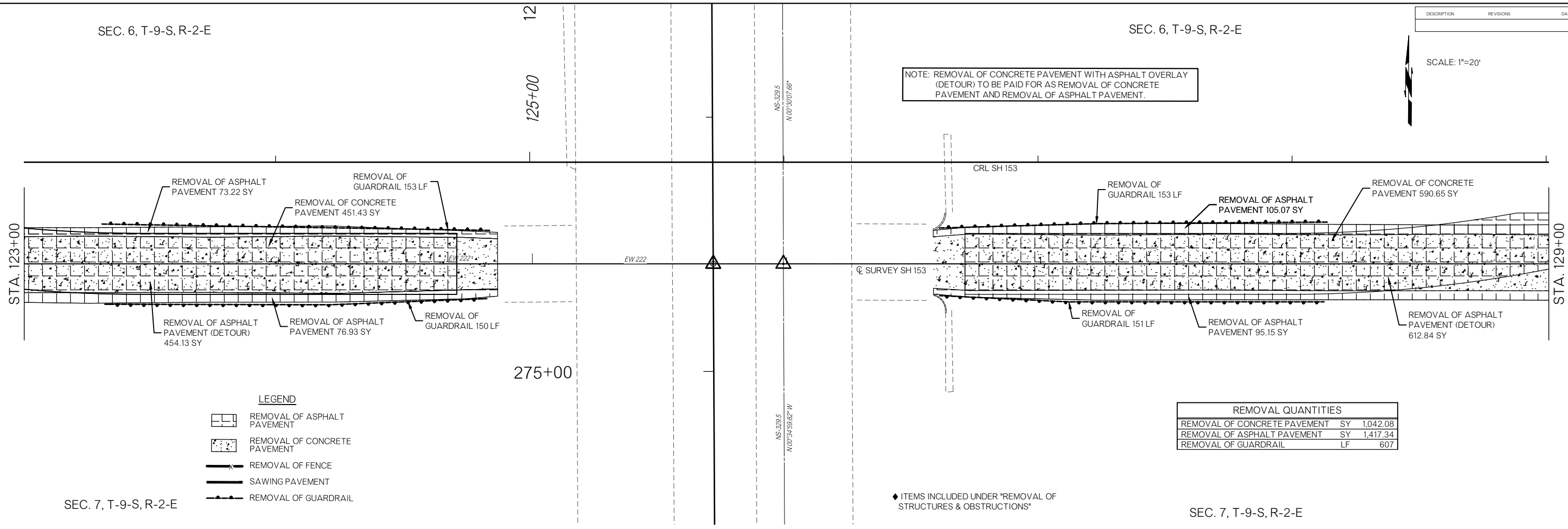
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SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'



LEGEND

	REMOVAL OF ASPHALT PAVEMENT
	REMOVAL OF CONCRETE PAVEMENT
	REMOVAL OF FENCE
	SAWING PAVEMENT
	REMOVAL OF GUARDRAIL

REMOVAL QUANTITIES		
REMOVAL OF CONCRETE PAVEMENT	SY	1,042.08
REMOVAL OF ASPHALT PAVEMENT	SY	1,417.34
REMOVAL OF GUARDRAIL	LF	607

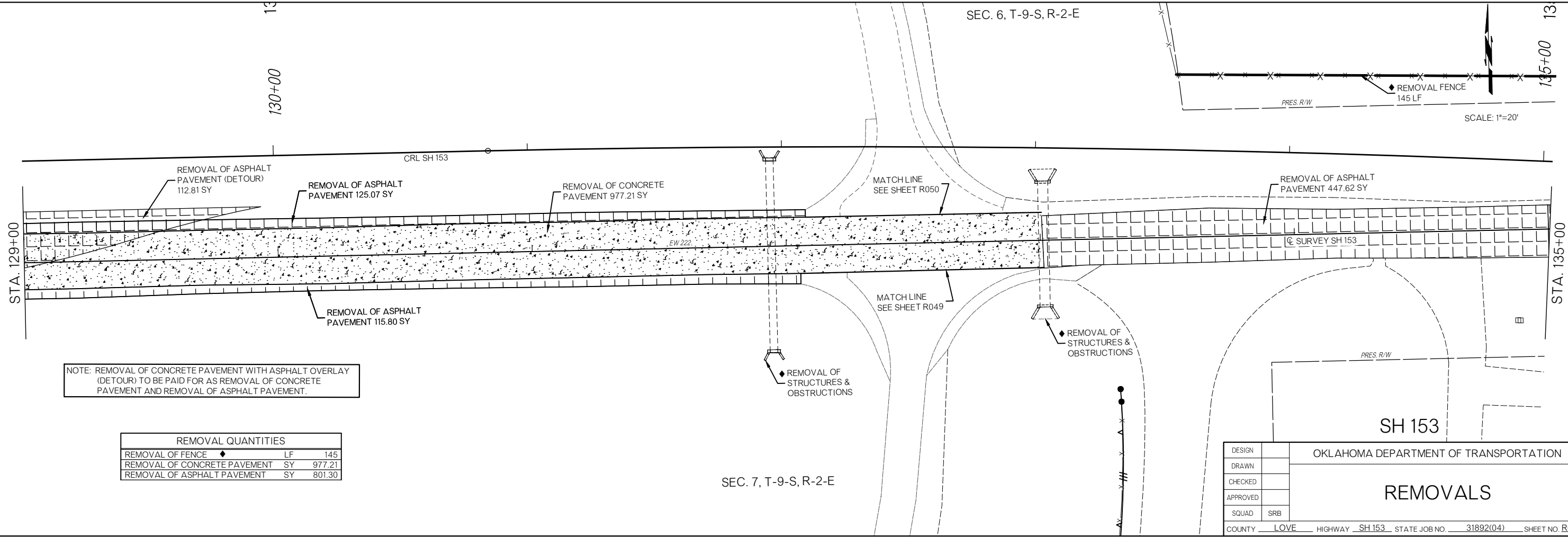
◆ ITEMS INCLUDED UNDER "REMOVAL OF STRUCTURES & OBSTRUCTIONS"

SEC. 7, T-9-S, R-2-E

SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E








REMOVAL QUANTITIES		
REMOVAL OF FENCE	LF	145
REMOVAL OF CONCRETE PAVEMENT	SY	977.21
REMOVAL OF ASPHALT PAVEMENT	SY	801.30

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	REMOVALS
COUNTY	LOVE	
HIGHWAY	SH 153	STATE JOB NO. 31892(04)
		SHEET NO. R044

SEC. 7, T-9-S, R-2-E

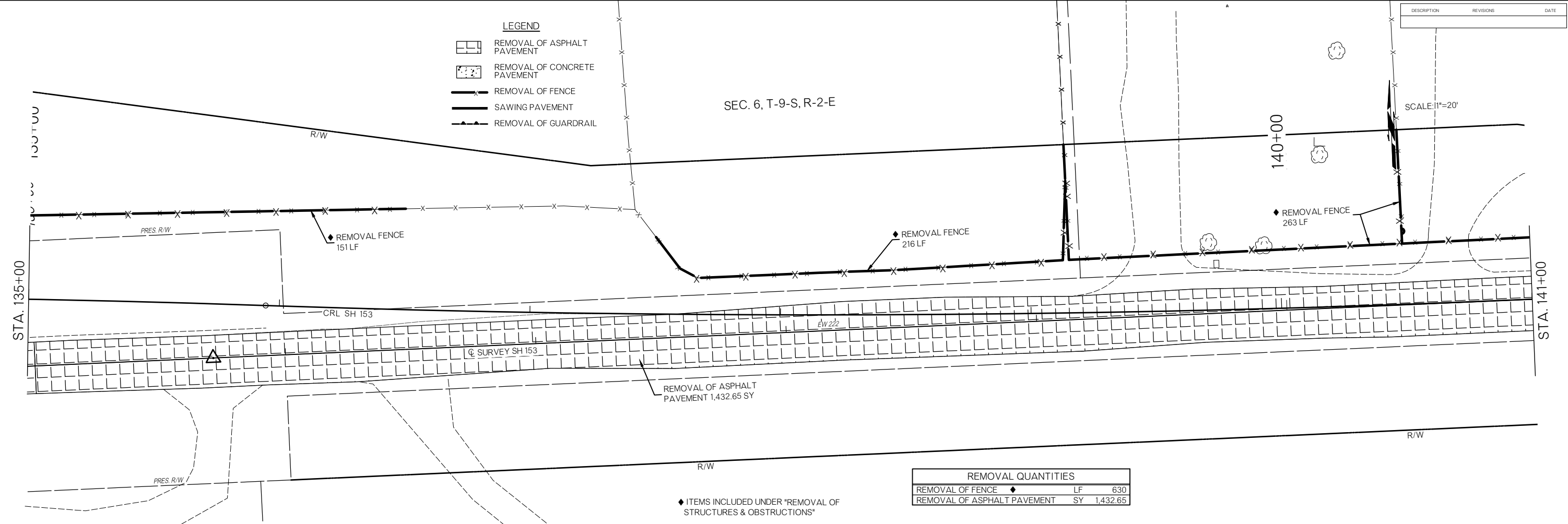
2: \115004\DRAWINGS\SUPPLEMENT #1\31892(04) REMOVALS SH 153.DWG 9/5/2023 8:28 AM

DESCRIPTION	REVISIONS	DATE
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- LEGEND**
-  REMOVAL OF ASPHALT PAVEMENT
 -  REMOVAL OF CONCRETE PAVEMENT
 -  REMOVAL OF FENCE
 -  SAWING PAVEMENT
 -  REMOVAL OF GUARDRAIL

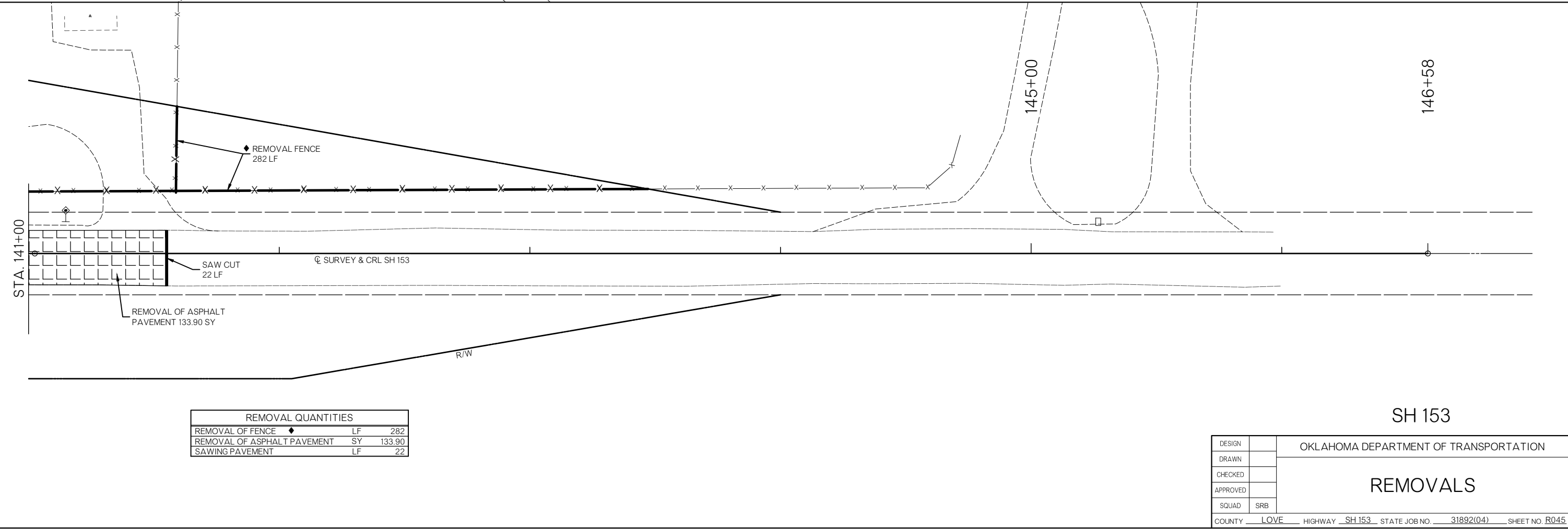
SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'



REMOVAL QUANTITIES		
REMOVAL OF FENCE	◆ LF	630
REMOVAL OF ASPHALT PAVEMENT	SY	1,432.65

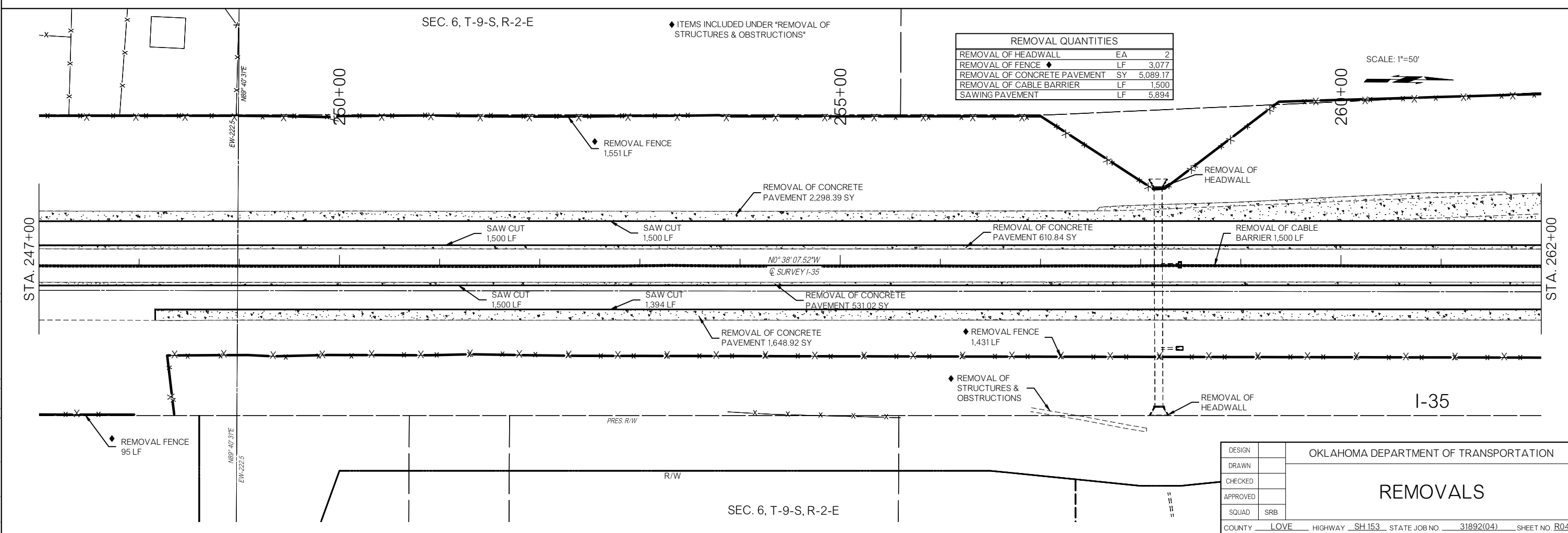
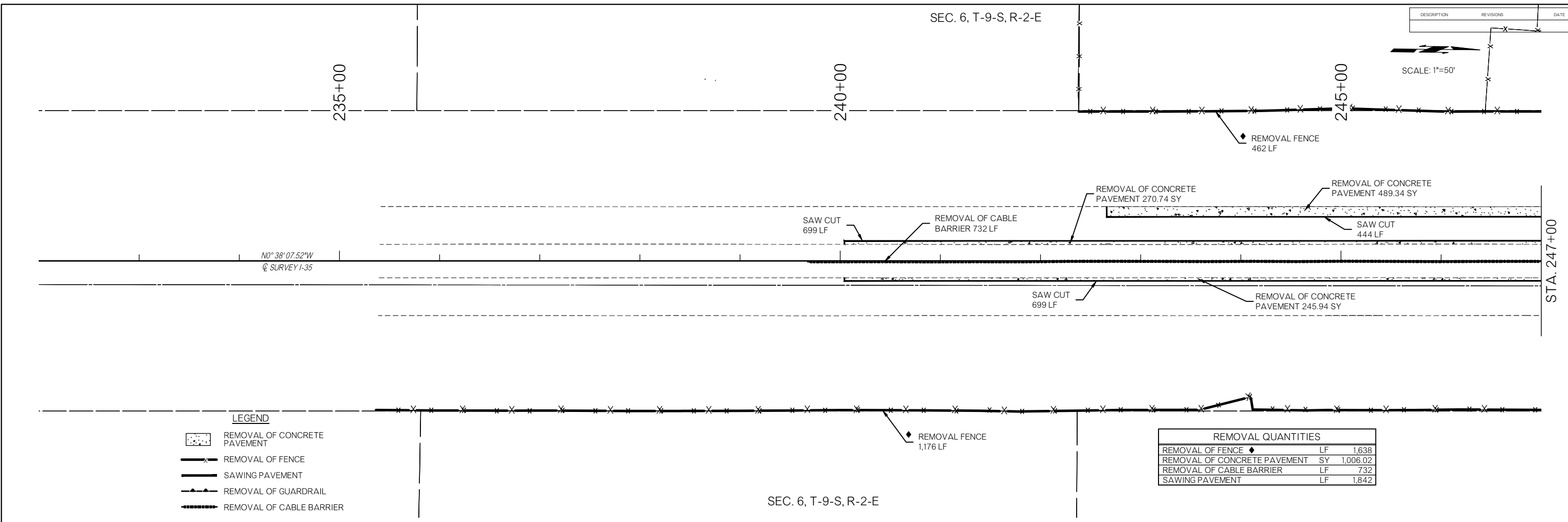
◆ ITEMS INCLUDED UNDER "REMOVAL OF STRUCTURES & OBSTRUCTIONS"



REMOVAL QUANTITIES		
REMOVAL OF FENCE	◆ LF	282
REMOVAL OF ASPHALT PAVEMENT	SY	133.90
SAWING PAVEMENT	LF	22

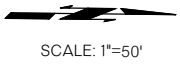
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB	REMOVALS					
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R045

Z:\115004\DRAWINGS\SUPPLEMENT #\31892(04) REMOVALS SH 153.DWG 9/5/2023 8:28 AM



Z:\115004\DRAWINGS\SUPPLEMENT\31892(04)\REMOVALS\1-35.DWG 9/5/2023 8:39 AM

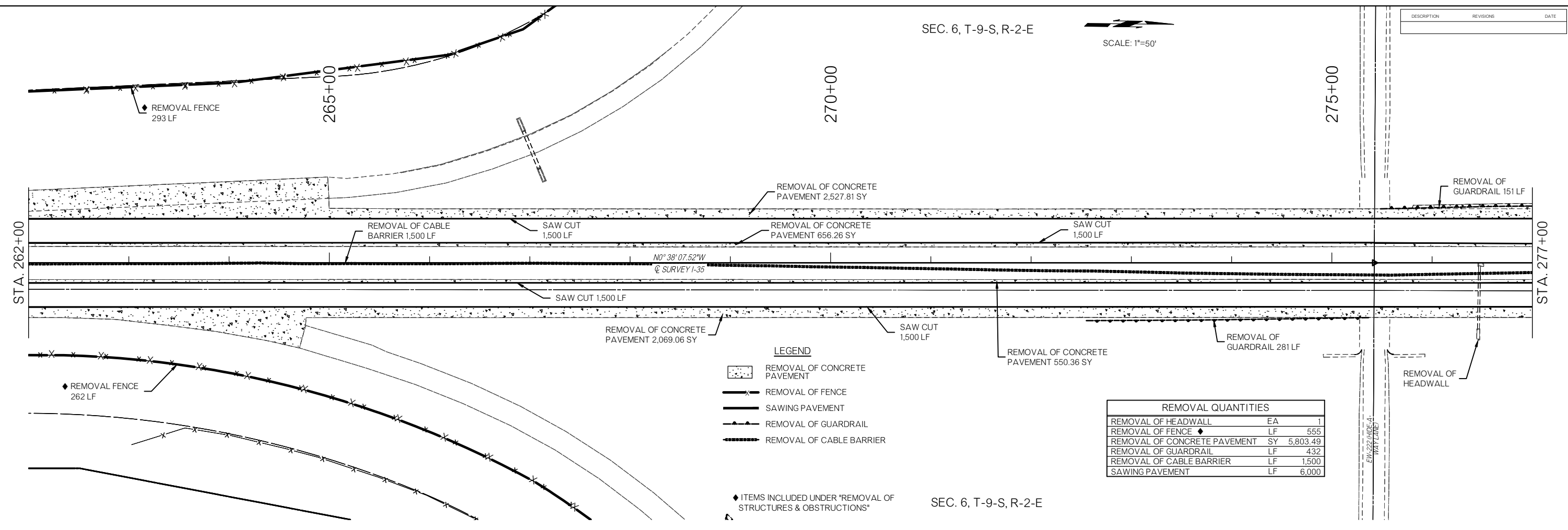
SEC. 6, T-9-S, R-2-E



DESCRIPTION	REVISIONS	DATE

STA. 262+00

STA. 277+00



LEGEND

- REMOVAL OF CONCRETE PAVEMENT
- REMOVAL OF FENCE
- SAWING PAVEMENT
- REMOVAL OF GUARDRAIL
- REMOVAL OF CABLE BARRIER

REMOVAL QUANTITIES

REMOVAL OF HEADWALL	EA	1
REMOVAL OF FENCE	LF	555
REMOVAL OF CONCRETE PAVEMENT	SY	5,803.49
REMOVAL OF GUARDRAIL	LF	432
REMOVAL OF CABLE BARRIER	LF	1,500
SAWING PAVEMENT	LF	6,000

◆ ITEMS INCLUDED UNDER "REMOVAL OF STRUCTURES & OBSTRUCTIONS"

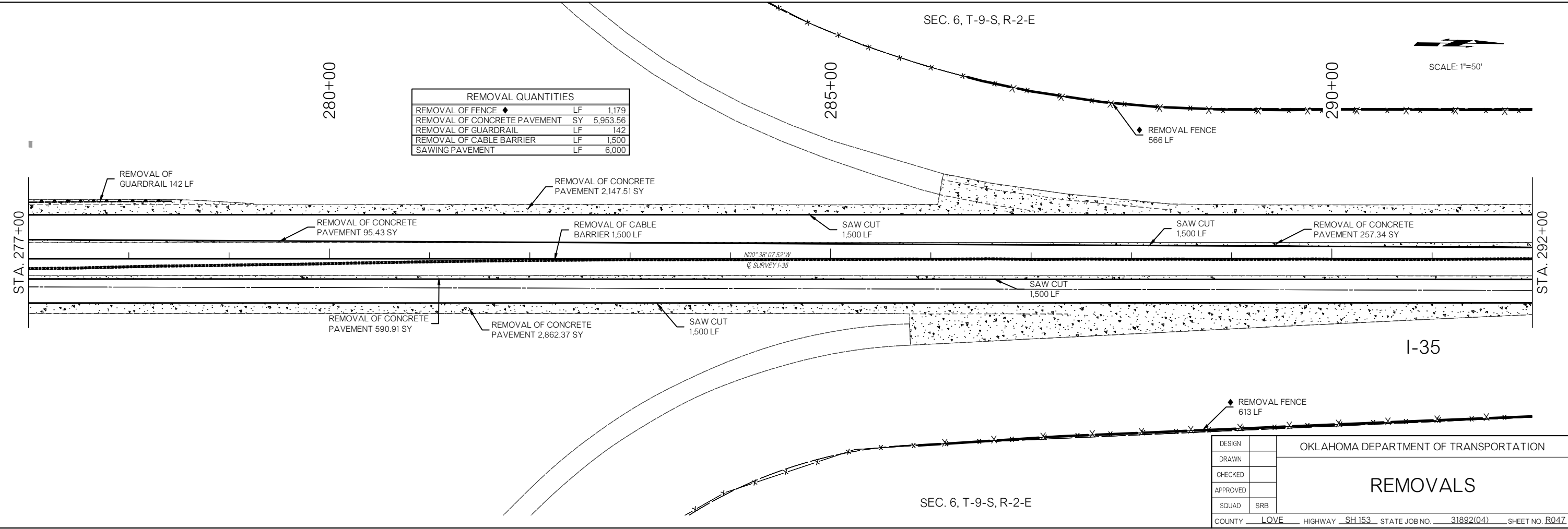
SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E



STA. 277+00

STA. 292+00



REMOVAL QUANTITIES

REMOVAL OF FENCE	LF	1,179
REMOVAL OF CONCRETE PAVEMENT	SY	5,953.56
REMOVAL OF GUARDRAIL	LF	142
REMOVAL OF CABLE BARRIER	LF	1,500
SAWING PAVEMENT	LF	6,000

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION <h2 style="margin: 0;">REMOVALS</h2>					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R047

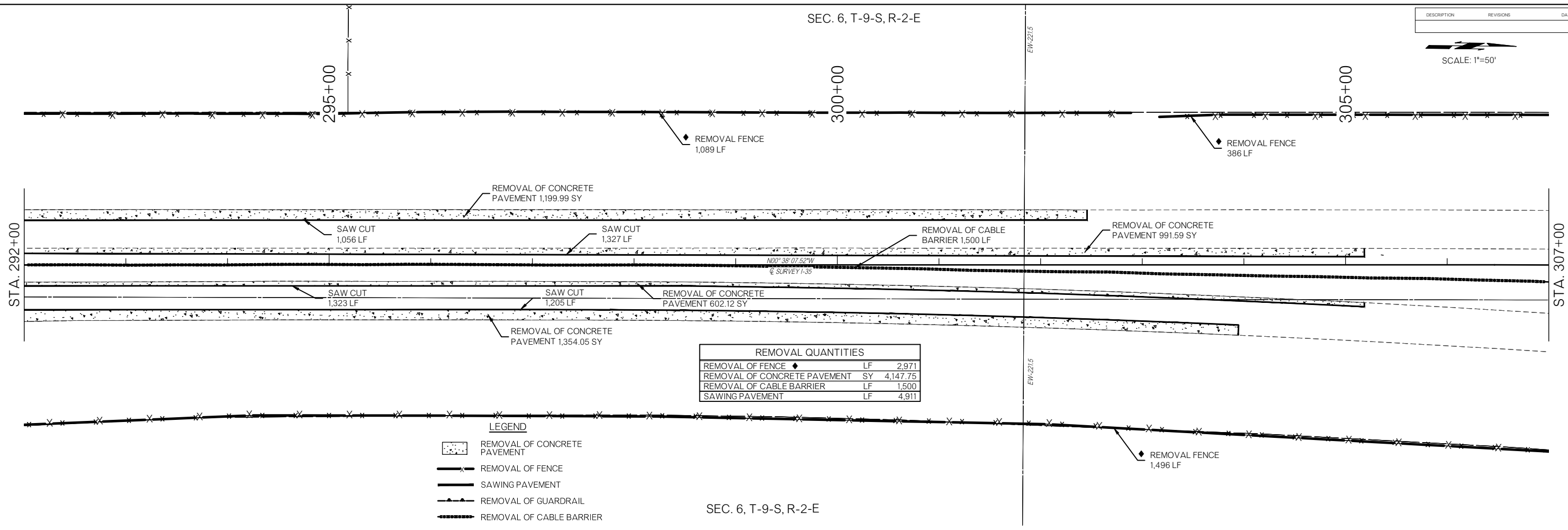
SEC. 6, T-9-S, R-2-E

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) REMOVALS I-35.DWG 9/5/2023 8:39 AM

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE
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SCALE: 1"=50'



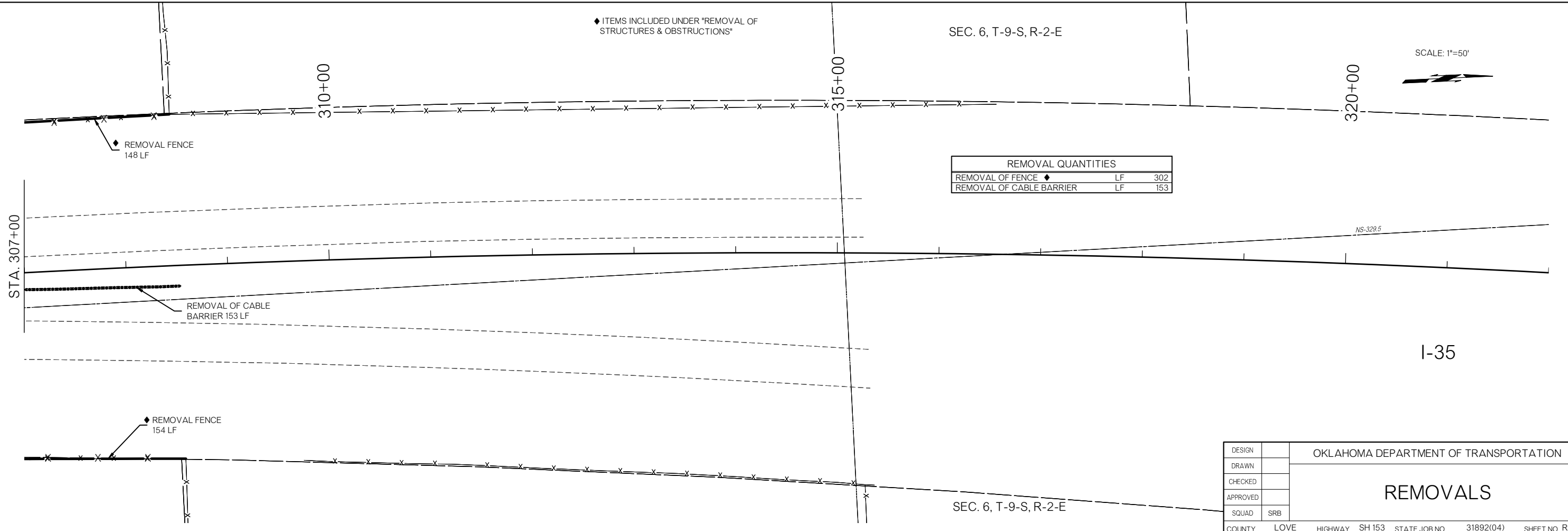
REMOVAL QUANTITIES		
REMOVAL OF FENCE	LF	2,971
REMOVAL OF CONCRETE PAVEMENT	SY	4,147.75
REMOVAL OF CABLE BARRIER	LF	1,500
SAWING PAVEMENT	LF	4,911

- LEGEND**
- REMOVAL OF CONCRETE PAVEMENT
 - REMOVAL OF FENCE
 - SAWING PAVEMENT
 - REMOVAL OF GUARDRAIL
 - REMOVAL OF CABLE BARRIER

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

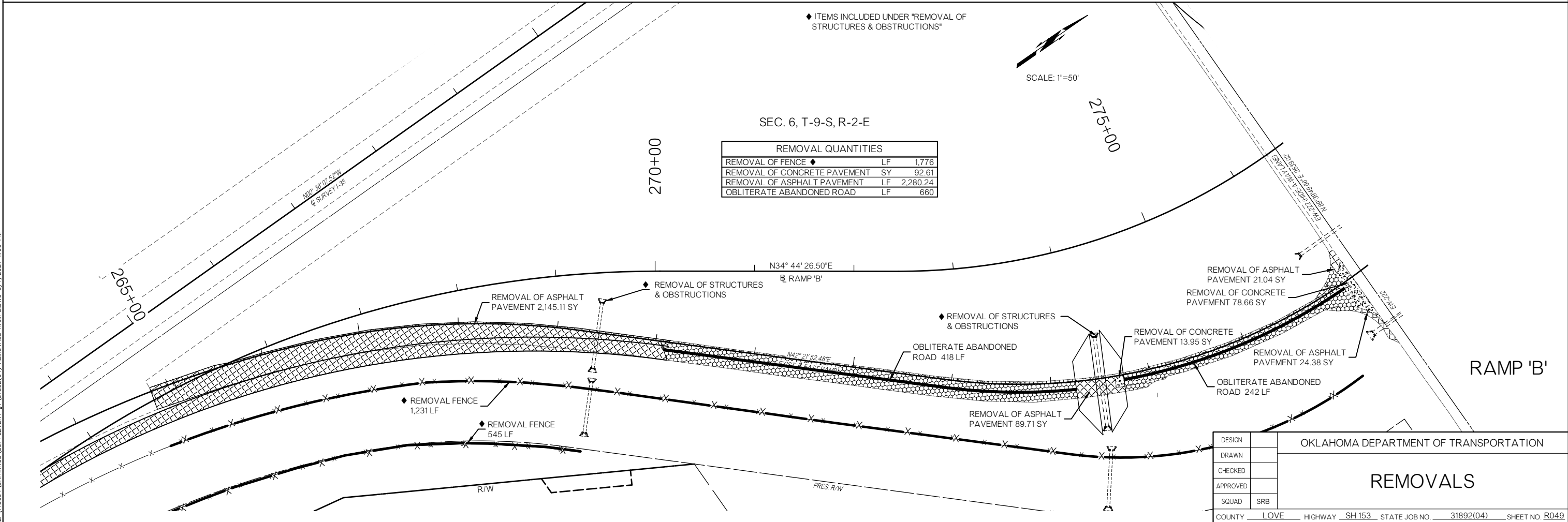
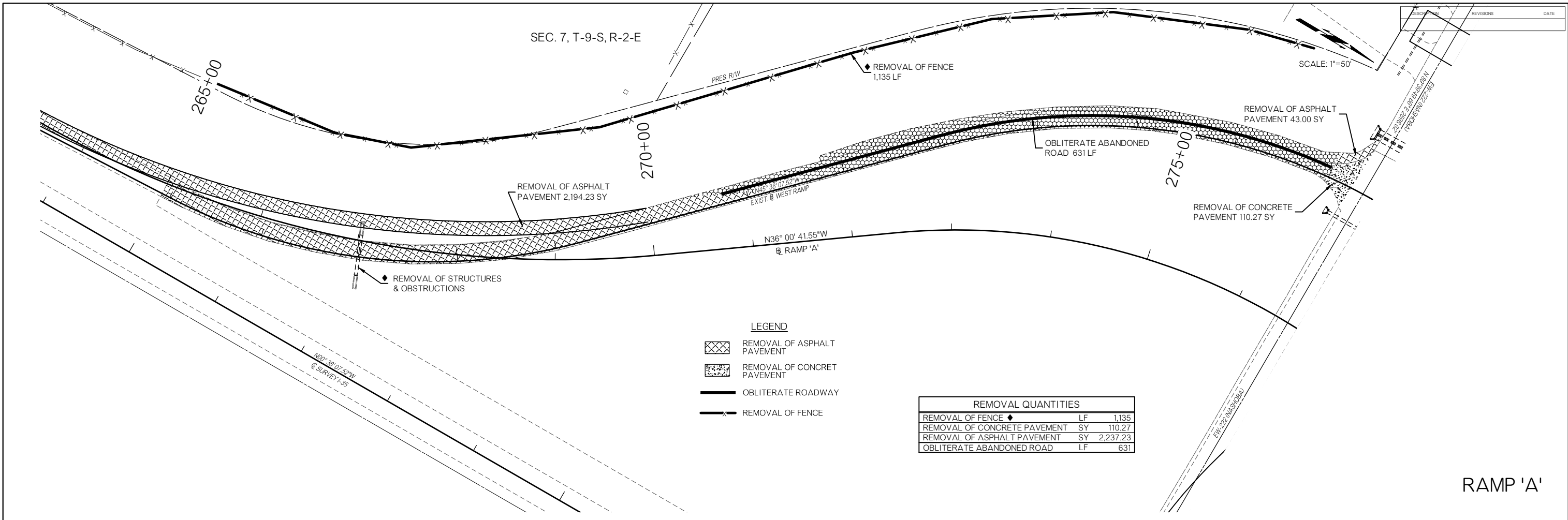
SCALE: 1"=50'



REMOVAL QUANTITIES		
REMOVAL OF FENCE	LF	302
REMOVAL OF CABLE BARRIER	LF	153

Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) REMOVALS 1-35.DWG 9/5/2023 8:39 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION <h2 style="margin: 0;">REMOVALS</h2>					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R048



2. 115004 DRAWINGS SUPPLEMENT # 131892(04) REMOVALS RAMPS.DWG 3/1/2021 1:06 PM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R049		REMOVALS

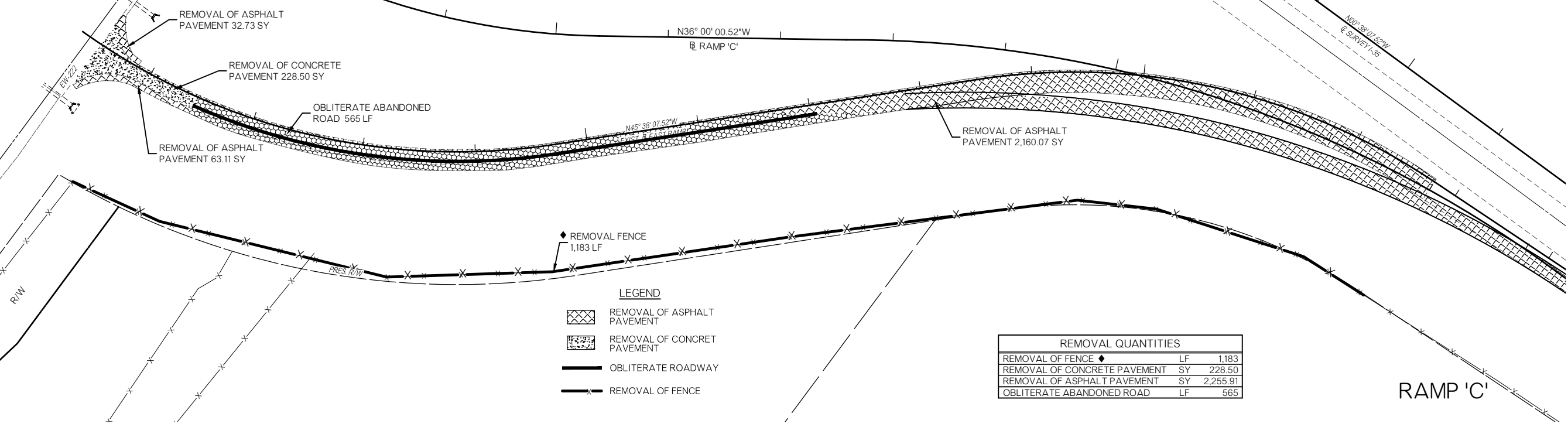
DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'

280+00

285+00



◆ REMOVAL FENCE
1,183 LF

- LEGEND**
- REMOVAL OF ASPHALT PAVEMENT
 - REMOVAL OF CONCRET PAVEMENT
 - OBLITERATE ROADWAY
 - REMOVAL OF FENCE

REMOVAL QUANTITIES		
REMOVAL OF FENCE	◆ LF	1,183
REMOVAL OF CONCRETE PAVEMENT	SY	228.50
REMOVAL OF ASPHALT PAVEMENT	SY	2,255.91
OBLITERATE ABANDONED ROAD	LF	565

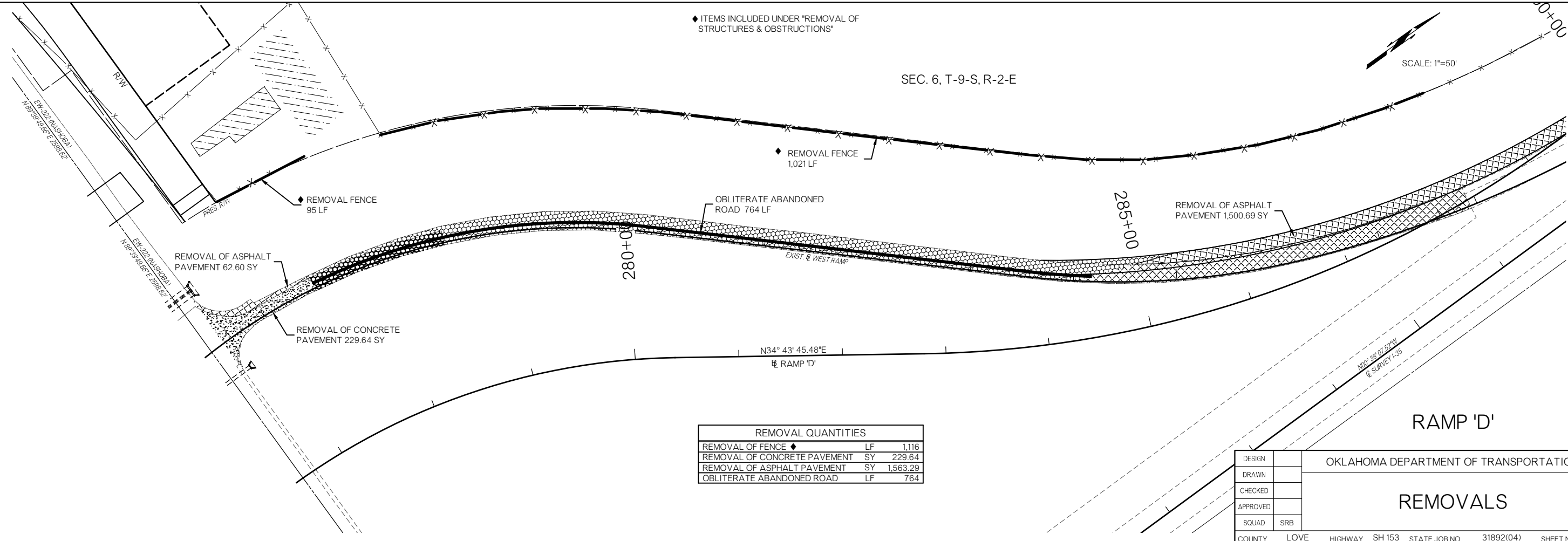
RAMP 'C'

◆ ITEMS INCLUDED UNDER 'REMOVAL OF STRUCTURES & OBSTRUCTIONS'

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'

290+00



◆ REMOVAL FENCE
1,021 LF

◆ REMOVAL FENCE
95 LF

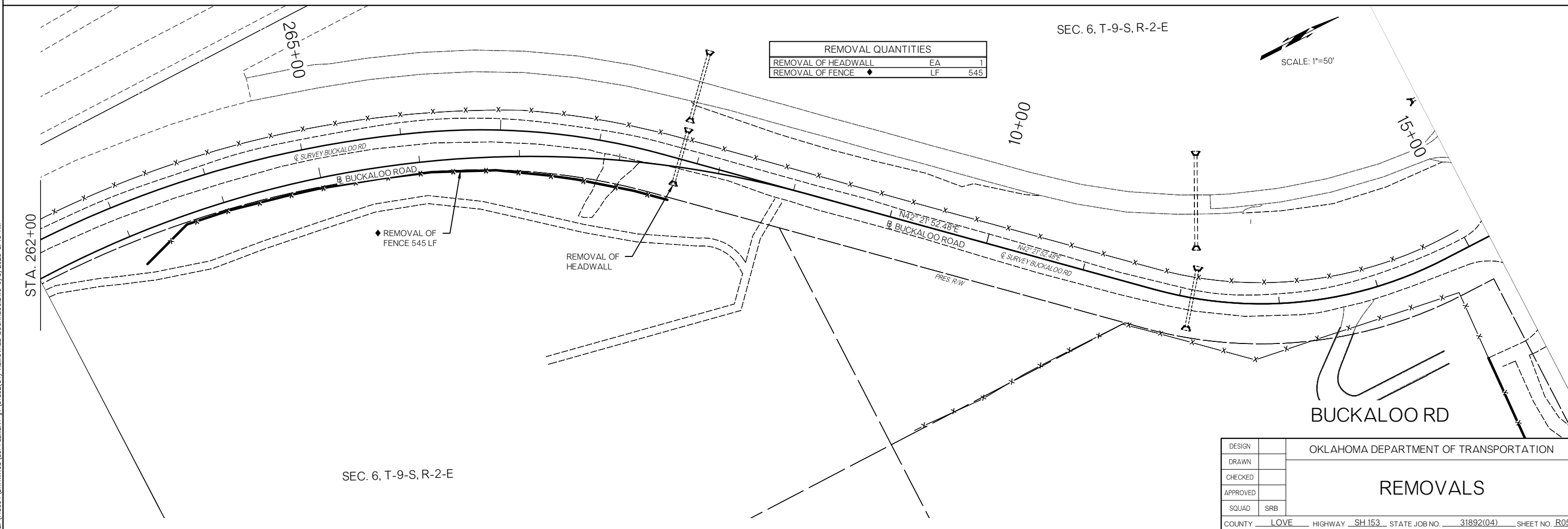
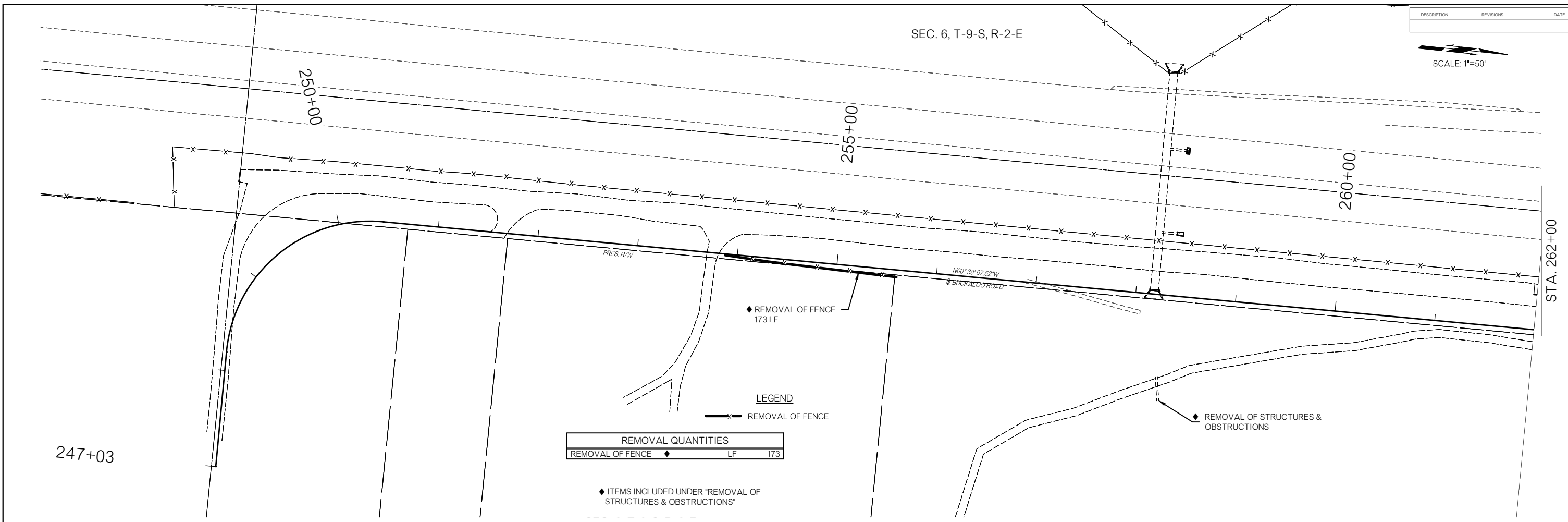
REMOVAL QUANTITIES		
REMOVAL OF FENCE	◆ LF	1,116
REMOVAL OF CONCRETE PAVEMENT	SY	229.64
REMOVAL OF ASPHALT PAVEMENT	SY	1,563.29
OBLITERATE ABANDONED ROAD	LF	764

RAMP 'D'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R050

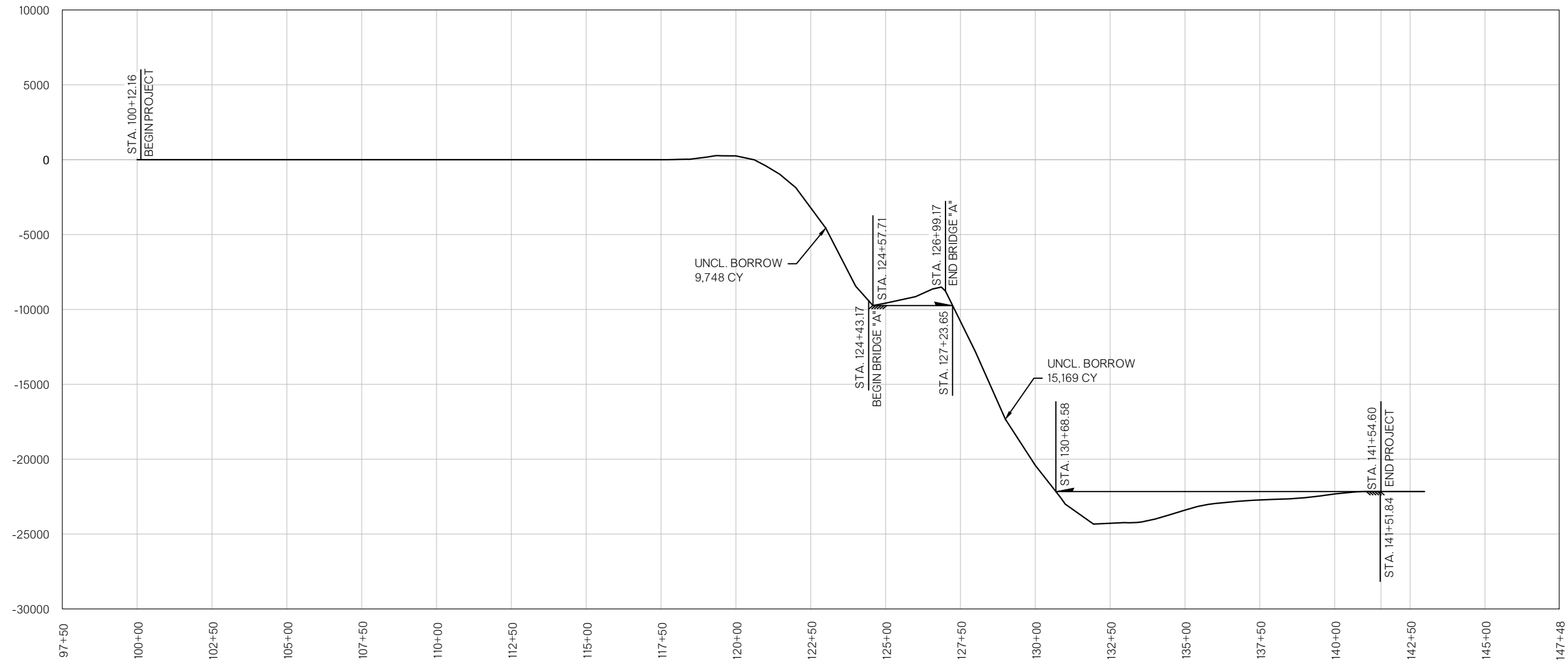
REMOVALS

Z:\115004 DRAWINGS\ SUPPLEMENT #1\31892(04) REMOVALS RAMPS.DWG, 3/1/2021, 1:06 PM



Z:\115004\DRAWINGS\SUPPLEMENT #1\31892(04) REMOVALS BUCKALOO.DWG 9/5/2023 8:40 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R051		REMOVALS



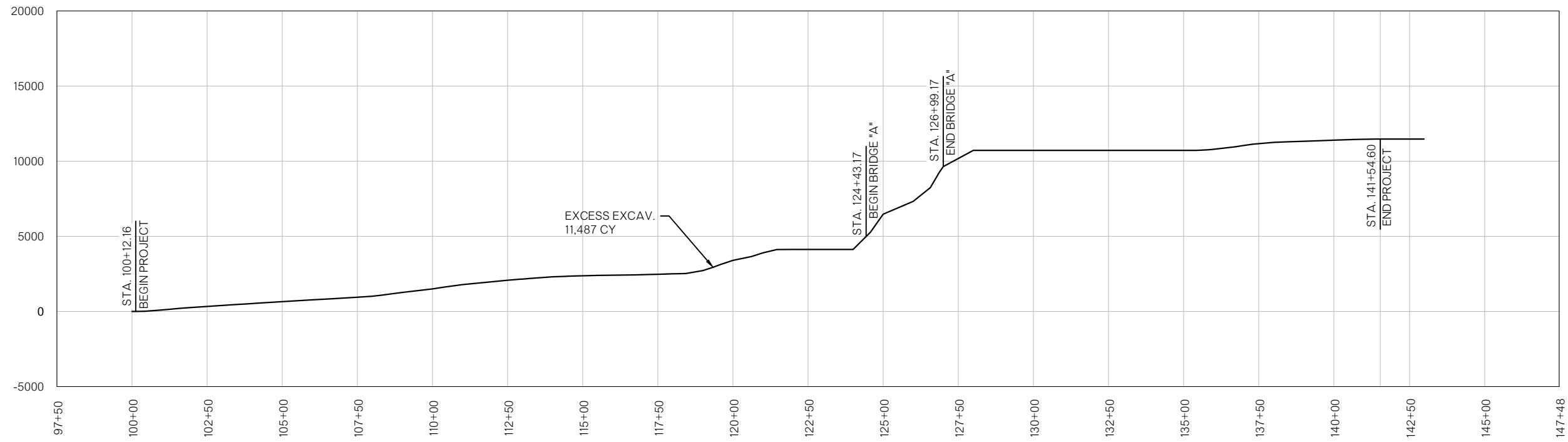
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

EARTHWORK ESTIMATE
 SH 153 PHASE 1A
 STA. 100+12.16 TO 141+54.60
 UNCL. EXCAV. = 4,484 CY
 EMB. +15% = 29,401 CY
 UNCL. BORROW = 24,917 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 4000 CY

SH 153
 PHASE 1A

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
MASS DIAGRAMS		
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R052</u>		



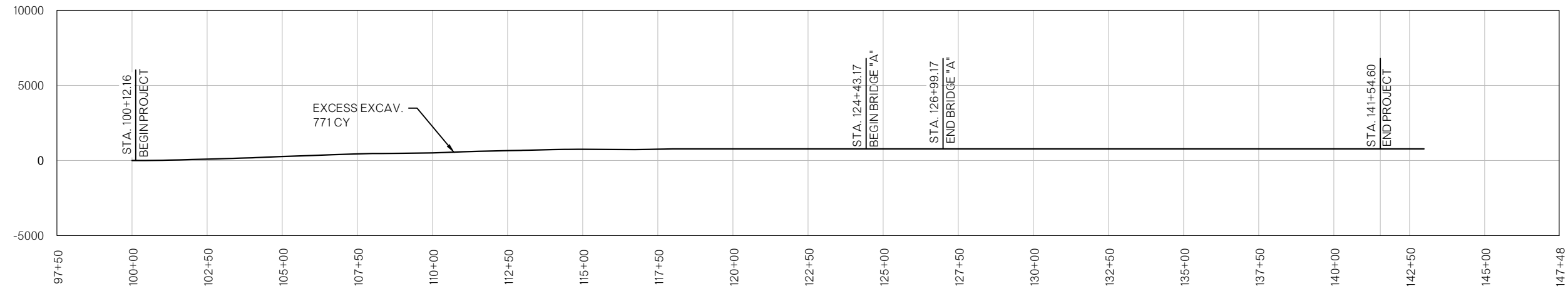
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

EARTHWORK ESTIMATE
 SH 153 PHASE 1B
 STA. 100+12.16 TO 141+54.60
 UNCL. EXCAV. = 12,651 CY
 EMB. +15% = 1,164 CY
 EXCESS EXCAV = 11,487 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 4000 CY

SH 153
 PHASE 1B

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	MASS DIAGRAMS
COUNTY	LOVE	
HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R053		



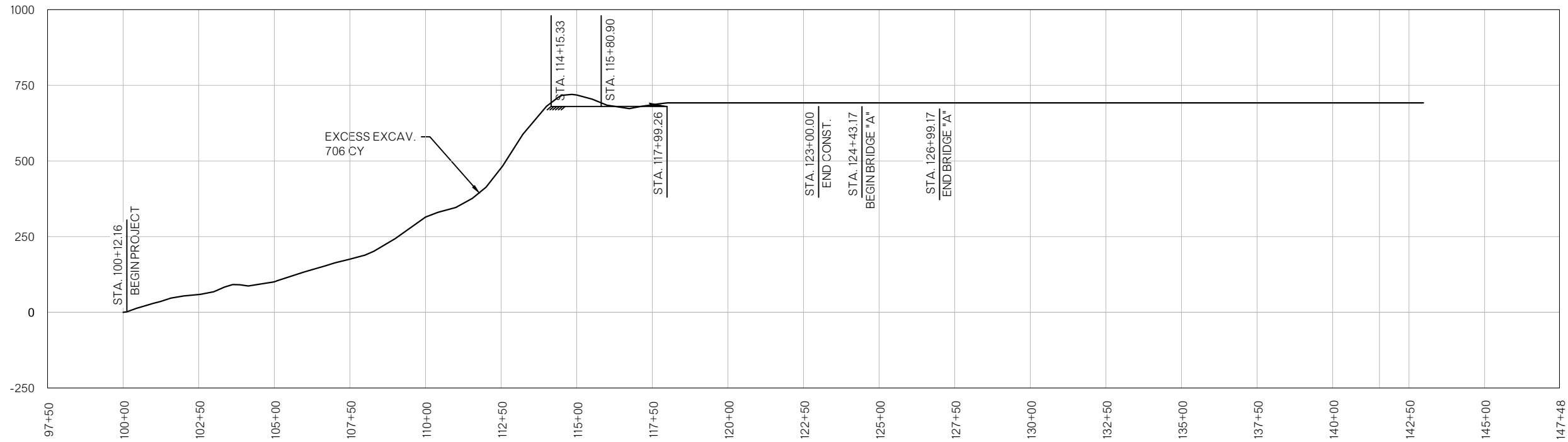
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

EARTHWORK ESTIMATE
 SH 153 PHASE 3
 STA. 100+12.16 TO 141+54.60
 UNCL. EXCAV. = 1,087 CY
 EMB. +15% = 316 CY
 EXCESS EXCAV. = 771 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 4000 CY

SH 153
 PHASE 3

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
MASS DIAGRAMS		
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R054</u>		



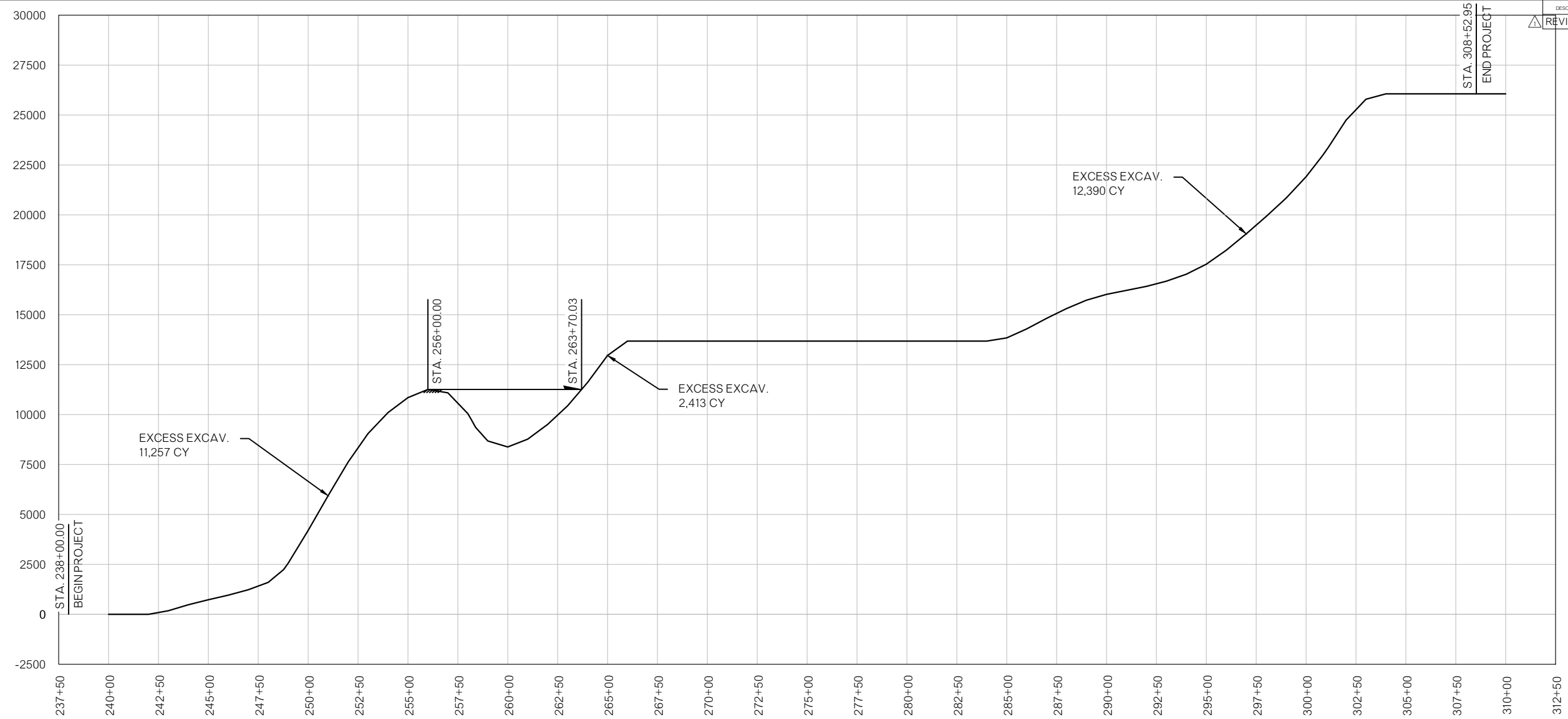
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

EARTHWORK ESTIMATE
 DETOUR SH 153
 STA. 100+12.16 TO 123+00.00
 UNCL. EXCAV. = 813 CY
 EMB. +15% = 107 CY
 EXCESS EXCAV. = 706 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 200 CY

DETOUR
 SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
MASS DIAGRAMS		
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R055</u>		



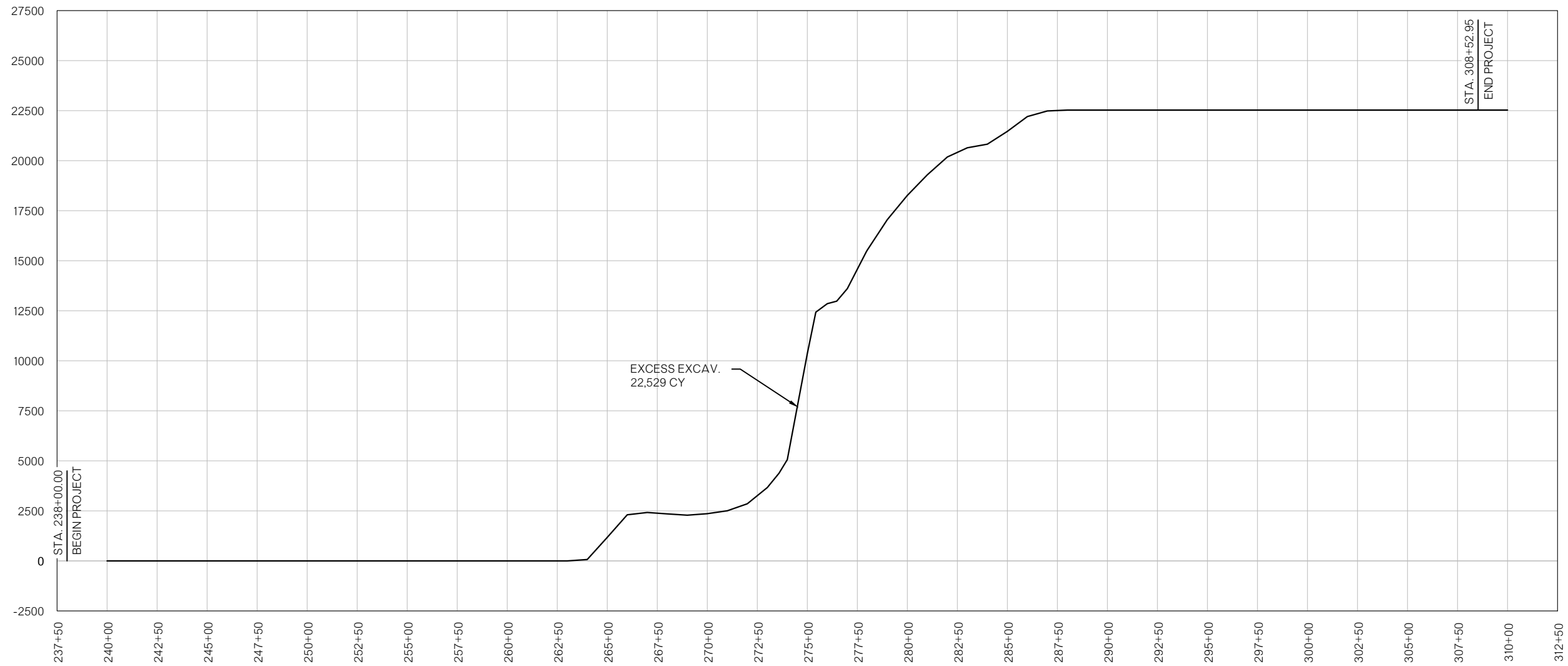
EARTHWORK ESTIMATE
 I-35 PHASE 1A
 STA. 238+00.00 TO 308+52.95
 ▲ UNCL. EXCAV. = 33,346 CY
 EMB. +15% = 7,286 CY
 EXCESS EXCAV. = 26,060 CY

HORIZONTAL SCALE: 1"=300 FT
 VERTICAL SCALE: 1"= 600 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

I-35 PHASE 1A

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R056</u>		MASS DIAGRAMS



EARTHWORK ESTIMATE
 I-35 PHASE 1B
 STA. 238+00.00 TO 308+52.95
 UNCL. EXCAV. = 24,250 CY
 EMB. +15% = 1,721 CY
 EXCESS EXCAV. = 22,529 CY

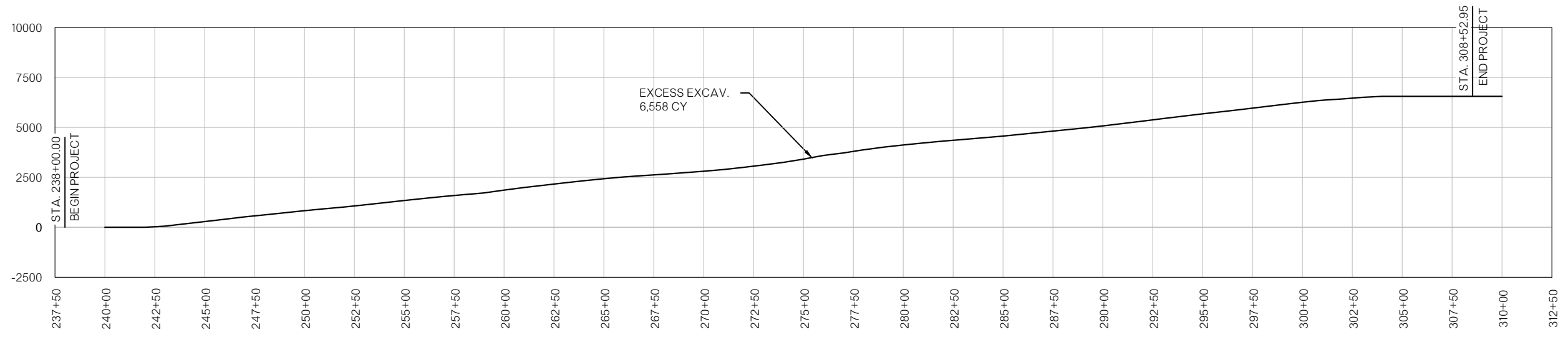
HORIZONTAL SCALE: 1"=300 FT
 VERTICAL SCALE: 1"= 600 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

I-35 PHASE 1B

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION MASS DIAGRAMS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R057</u>		

DESCRIPTION	REVISIONS	DATE



EARTHWORK ESTIMATE
 I-35 PHASE 3
 STA. 238+00.00 TO 308+52.95
 UNCL. EXCAV. = 8,246 CY
 EMB. +15% = 1,688 CY
 EXCESS EXCAV. = 6,558 CY

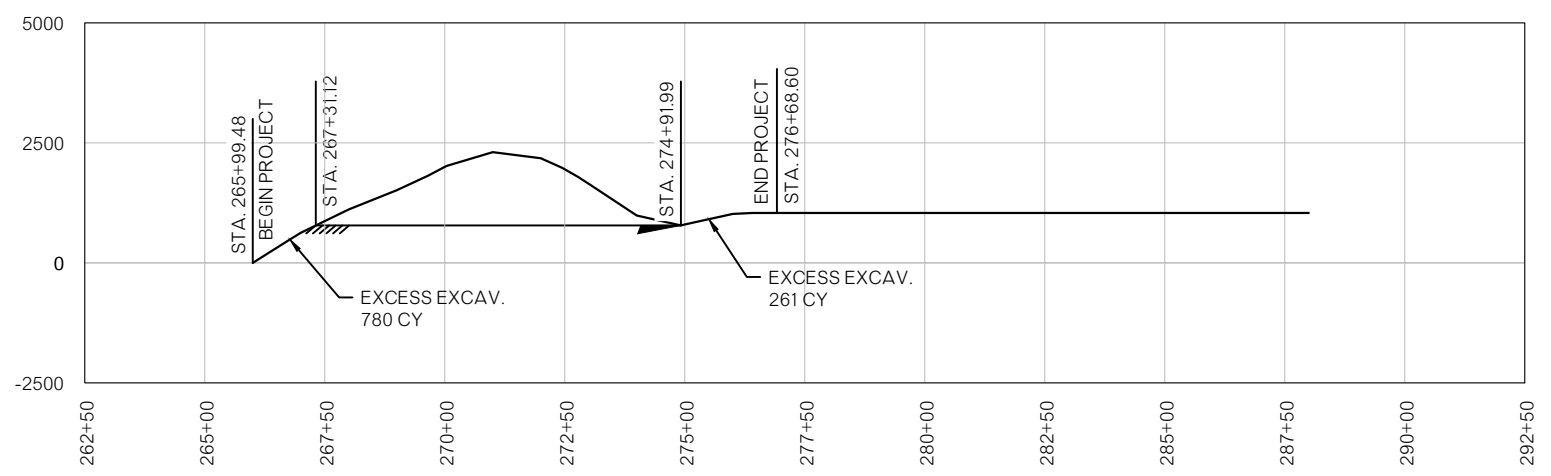
HORIZONTAL SCALE: 1"=600 FT
 VERTICAL SCALE: 1"= 3000 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

I-35 PHASE 3

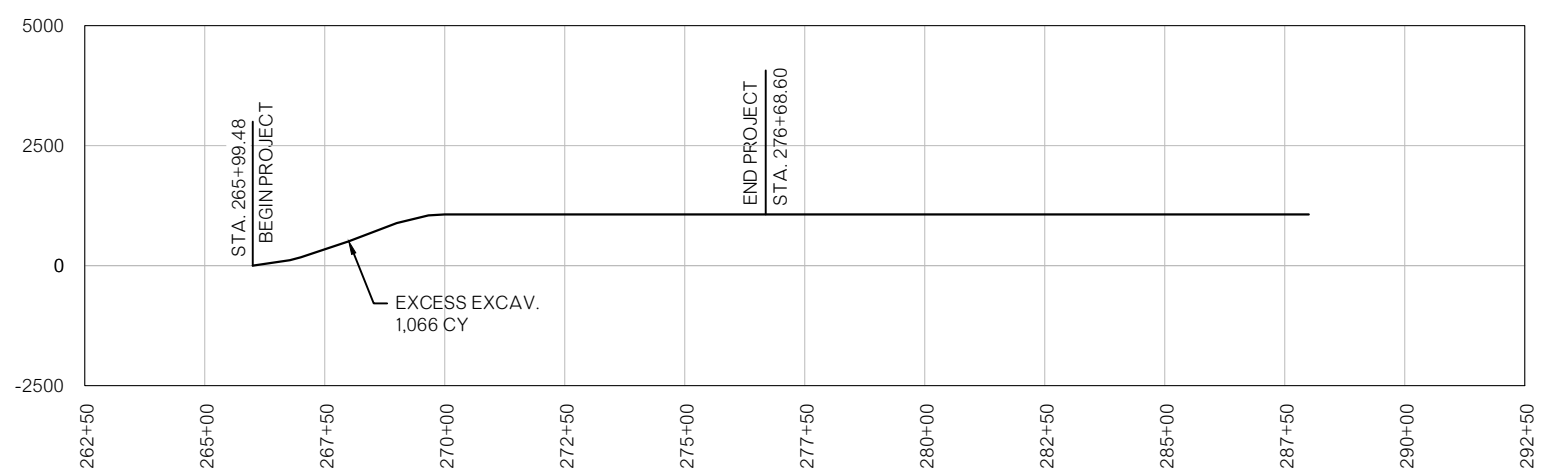
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R058</u>		MASS DIAGRAMS

z:\115094\Drawings\supplement #1\31892(04) MASS DIAGRAMS.dwg 1/11/2024 10:27 AM



EARTHWORK ESTIMATE
 RAMP 'A' (PHASE 1A)
 STA. 265+99.48 TO 276+68.80
 UNCL. EXCAV. = 4,075 CY
 EMB. +15% = 3,034 CY
 EXCESS EXCAV. = 1,041 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 2000 CY



EARTHWORK ESTIMATE
 RAMP 'A' (PHASE 1B)
 STA. 265+99.48 TO 276+68.80
 UNCL. EXCAV. = 1,070 CY
 EMB. +15% = 4 CY
 EXCESS EXCAV. = 1,066 CY

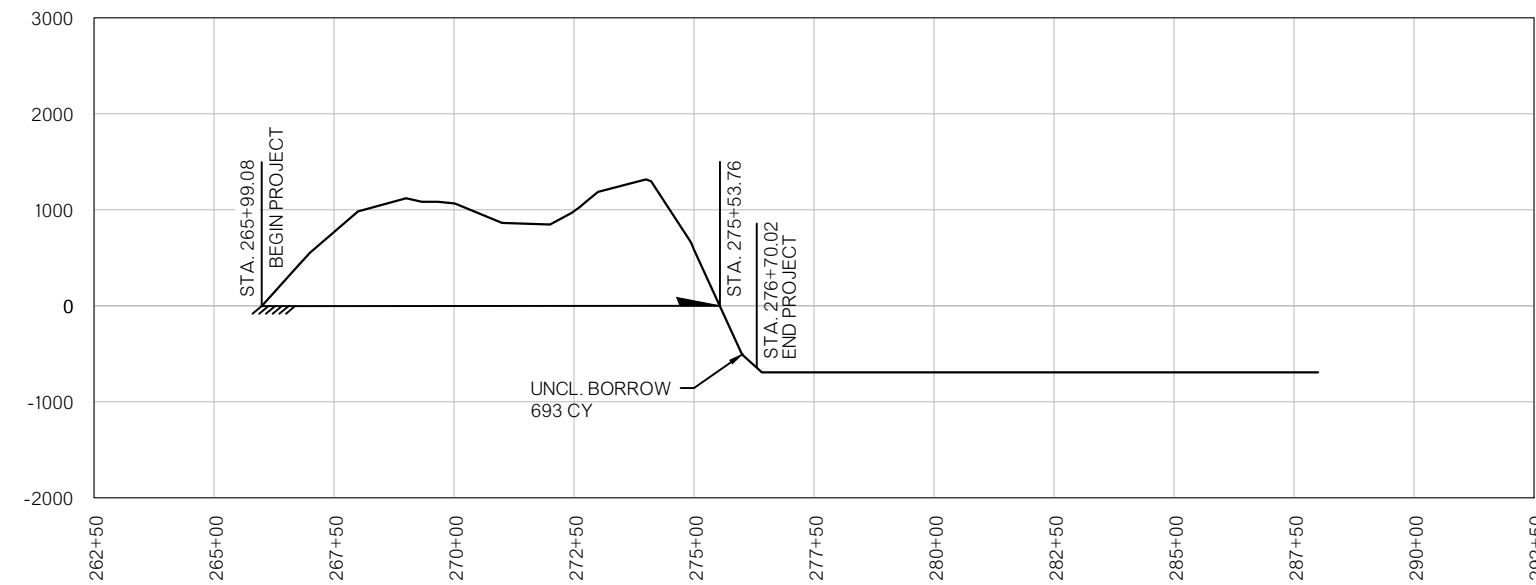
HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 2000 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

RAMP 'A'

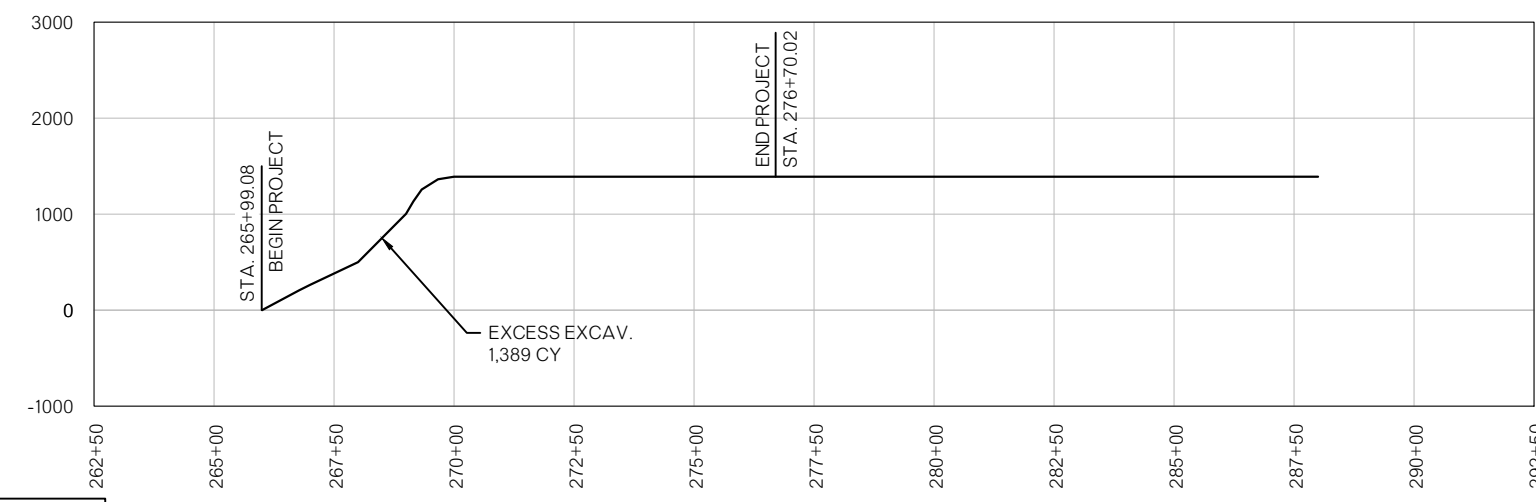
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153
		STATE JOB NO. 31892(04)
		SHEET NO. R059

MASS DIAGRAMS



EARTHWORK ESTIMATE
 RAMP 'B' (PHASE 1A)
 STA. 265+99.08 TO 276+70.02
 UNCL. EXCAV. = 4,217 CY
 EMB. +15% = 4,910 CY
 UNCL. BORROW = 693 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 1000 CY



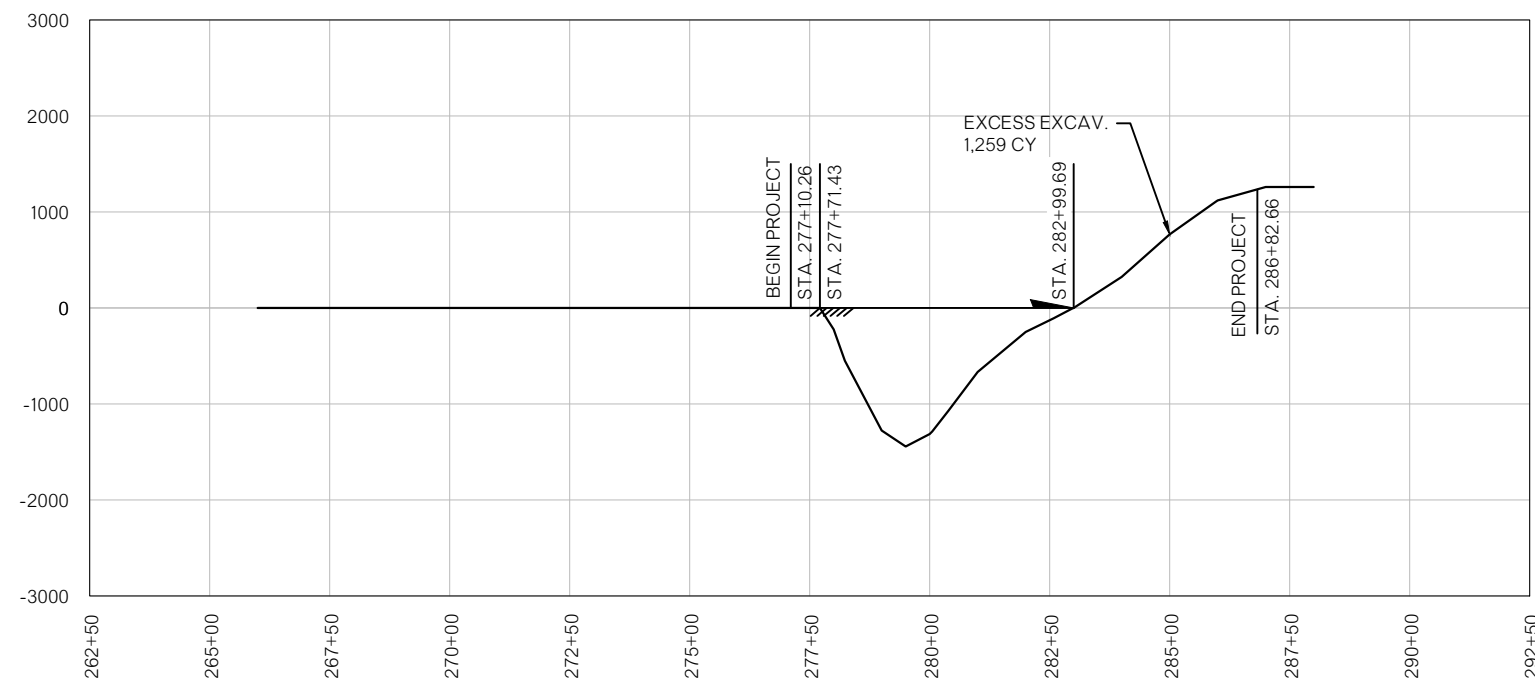
EARTHWORK ESTIMATE
 RAMP 'B' (PHASE 1B)
 STA. 265+99.08 TO 276+70.02
 UNCL. EXCAV. = 1,389 CY
 EMB. +15% = 0 CY
 EXCESS EXCAV. = 1,389 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 1000 CY

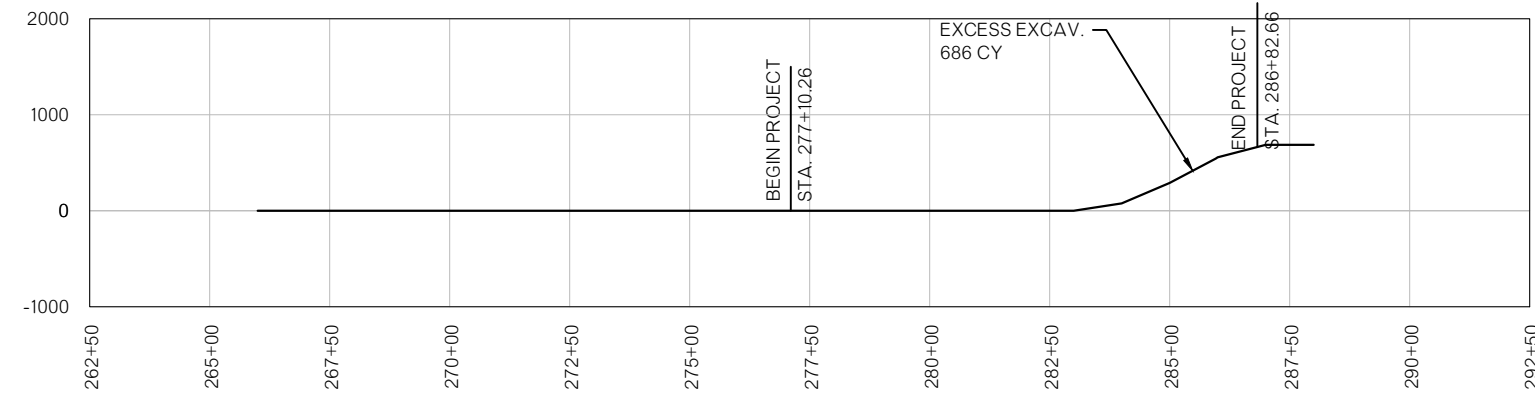
MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

RAMP 'B'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
MASS DIAGRAMS		
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R060		



EARTHWORK ESTIMATE
 RAMP 'C' (PHASE 1A)
 STA. 277+10.26 TO 286+82.66
 △ UNCL. EXCAV. = 4,045 CY
 EMB. +15% = 2,786 CY
 EXCESS EXCAV. = 1,259 CY



EARTHWORK ESTIMATE
 RAMP 'C' (PHASE 1B)
 STA. 277+10.26 TO 286+82.66
 △ UNCL. EXCAV. = 686 CY
 EMB. +15% = 0 CY
 EXCESS EXCAV. = 686 CY

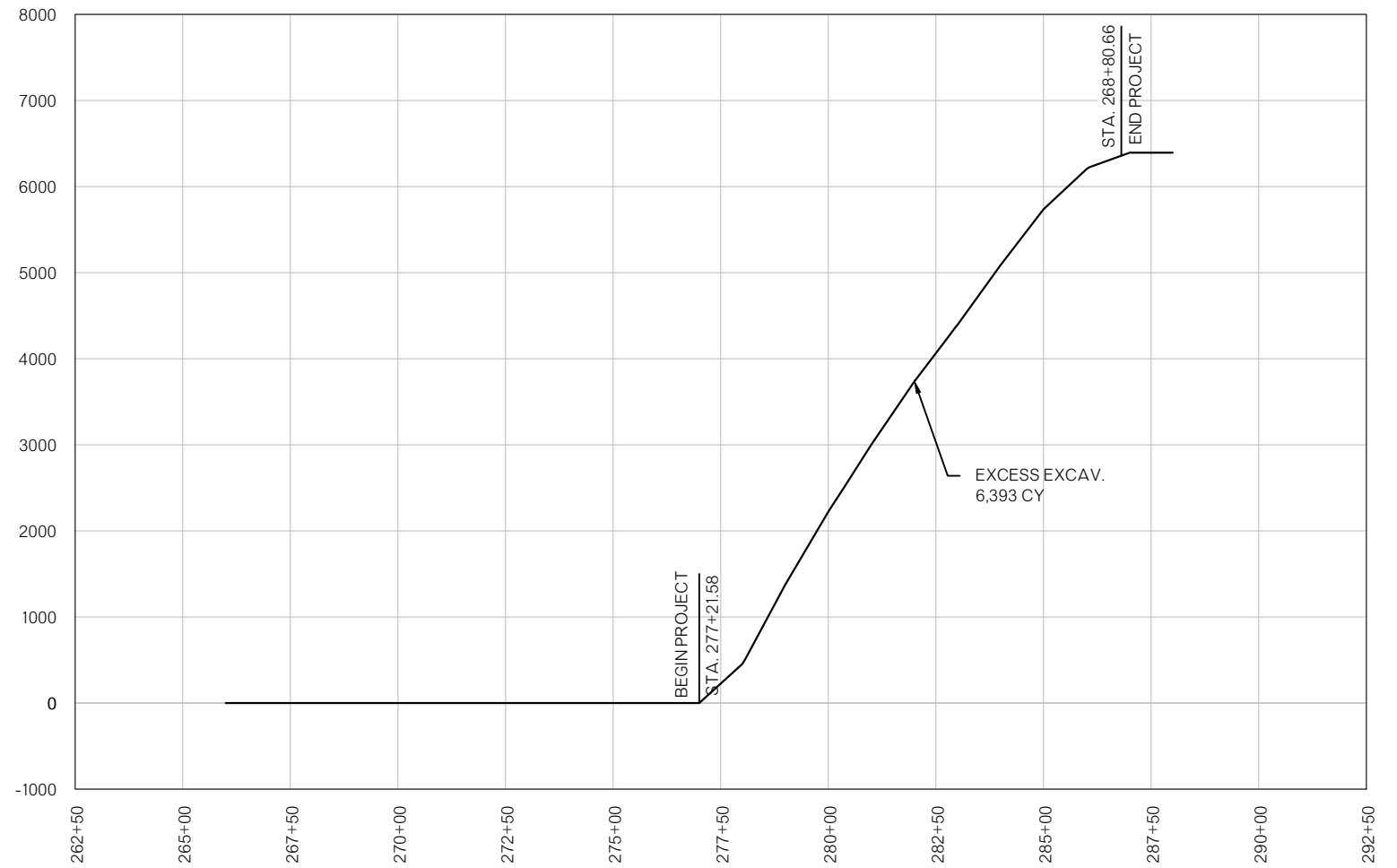
HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 1000 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

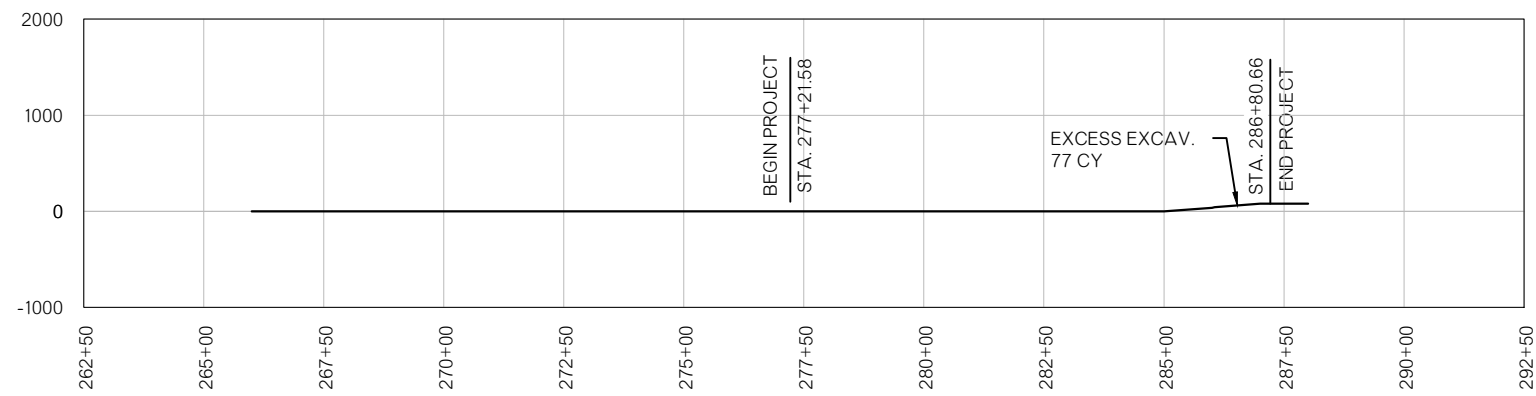
RAMP 'C'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION MASS DIAGRAMS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R061</u>		

EARTHWORK ESTIMATE
 RAMP 'D' (PHASE 1A)
 STA. 277+21.58 TO 286+80.66
 UNCL. EXCAV. = 6,671 CY
 EMB. +15% = 278 CY
 EXCESS EXCAV. = 6,393 CY



HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 1000 CY

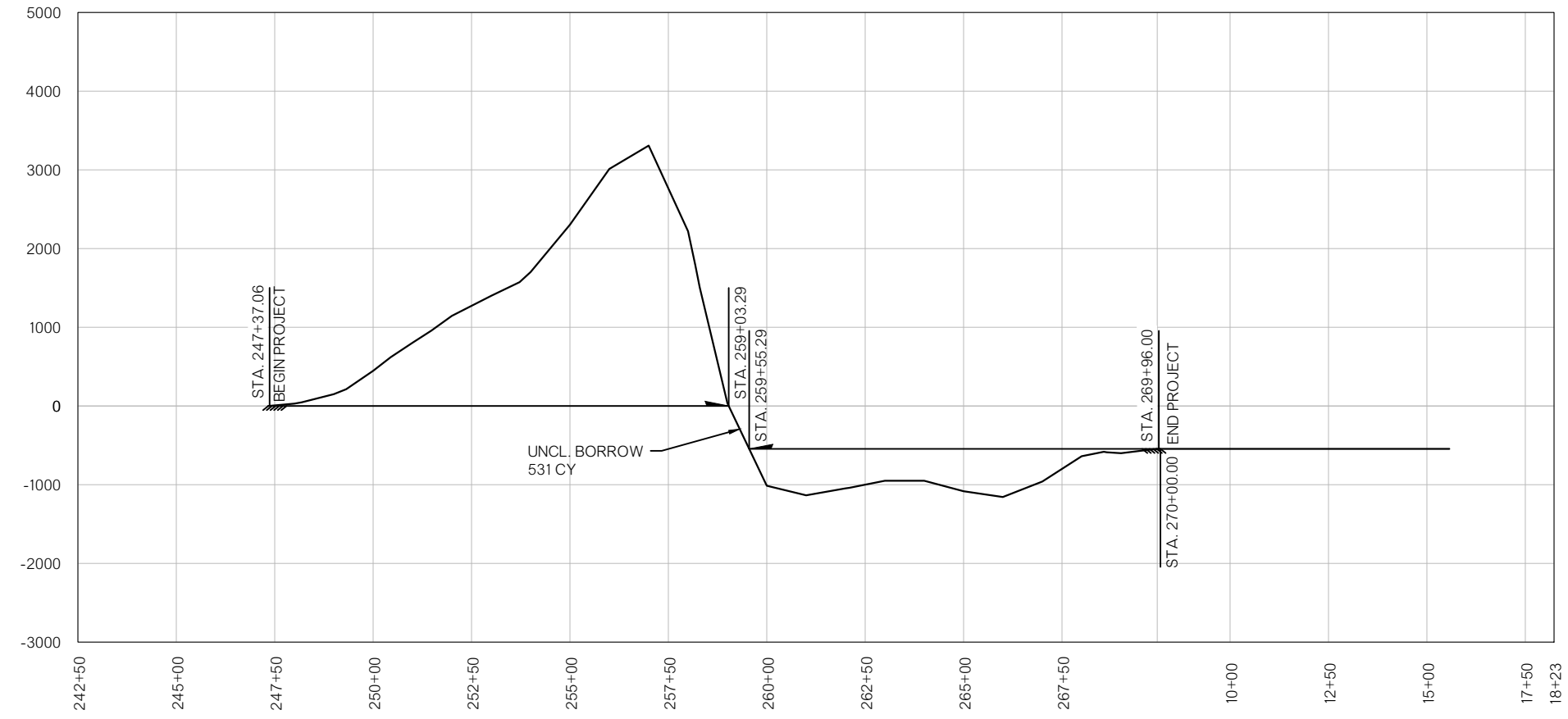


EARTHWORK ESTIMATE
 RAMP 'D' (PHASE 1B)
 STA. 277+21.58 TO 286+80.66
 UNCL. EXCAV. = 78 CY
 EMB. +15% = 1 CY
 EXCESS EXCAV. = 77 CY

MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

RAMP 'D'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		MASS DIAGRAMS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	R062



MASS DIAGRAM PROVIDED FOR BIDDING PURPOSES ONLY. ACTUAL BALANCE POINTS TO BE DETERMINED BY CONTRACTOR AND VOLUME OF MATERIAL ENCOUNTERED DURING GRADING OPERATIONS. WHENEVER POSSIBLE, THE CONTRACTOR SHALL SEQUENCE EARTHWORK OPERATIONS IN ORDER TO OBTAIN THE MATERIAL FROM THE CUT SECTION FOR USE AS UNCL. BORROW RATHER THAN OBTAINING UNCLASSIFIED BORROW. MATERIAL DEPICTED AS WASTE SHALL ONLY BE CONSIDERED WASTE ONCE ALL EARTHWORK OPERATIONS HAVE BEEN COMPLETED. THIS MATERIAL SHALL BE USED TO REDUCE THE NEED FOR UNCLASSIFIED BORROW AT ANY LOCATION AND TIME THROUGH THE DURATION OF THE PROJECT.

EARTHWORK ESTIMATE
 BUCKALOO RD
 STA. 247+37.06 TO 269+96.00
 UNCL. EXCAV. = 4,858 CY
 EMB. +15% = 5,389 CY
 UNCL. BORROW = 531 CY

HORIZONTAL SCALE: 1"=200 FT
 VERTICAL SCALE: 1"= 1000 CY

BUCKALOO ROAD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
MASS DIAGRAMS		
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>R063</u>		

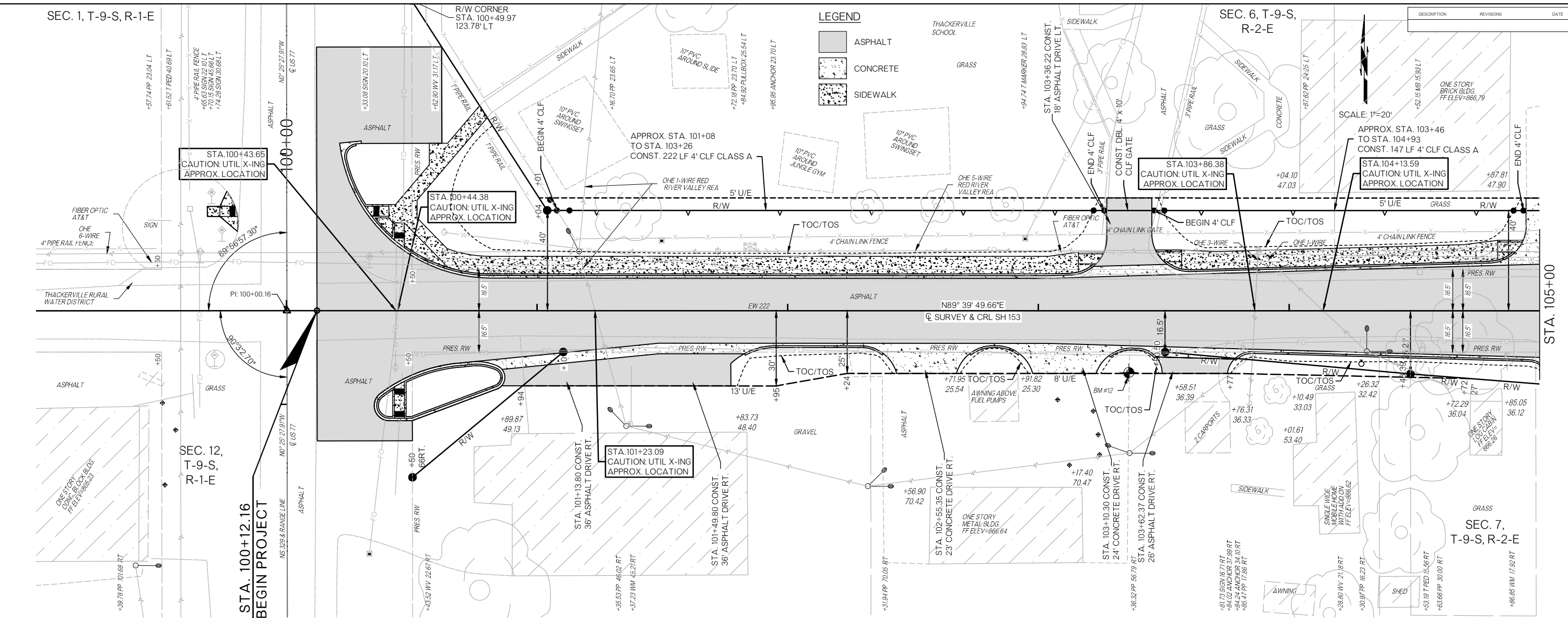
SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE

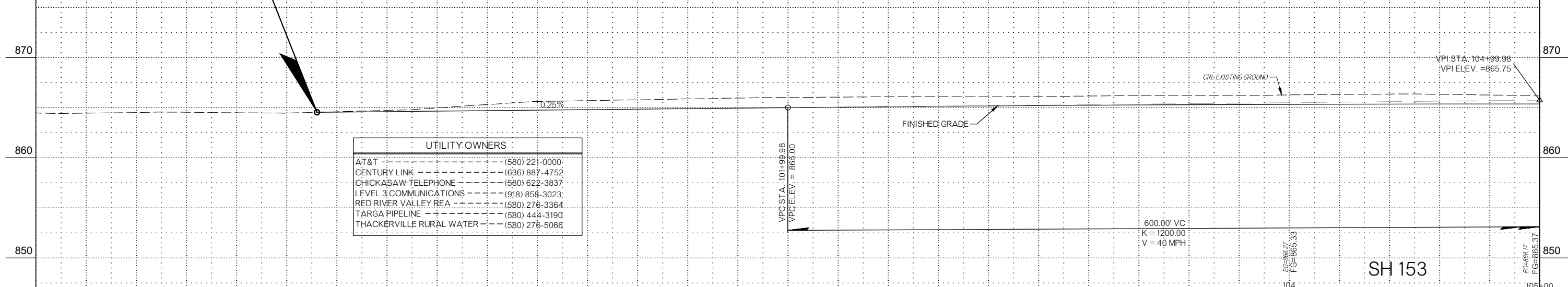
LEGEND

- ASPHALT
- CONCRETE
- SIDEWALK



BM #12-SET CUT "X" SOUTH OF SH 153 2235.25 LT.
 @ I-35 STA: 275+29.30 ELEV.=865.32

BM #11-SET 5/8" IP NORTH OF SH 153 1472.01 LT.
 @ I-35 STA: 273+79.24 ELEV.=864.79

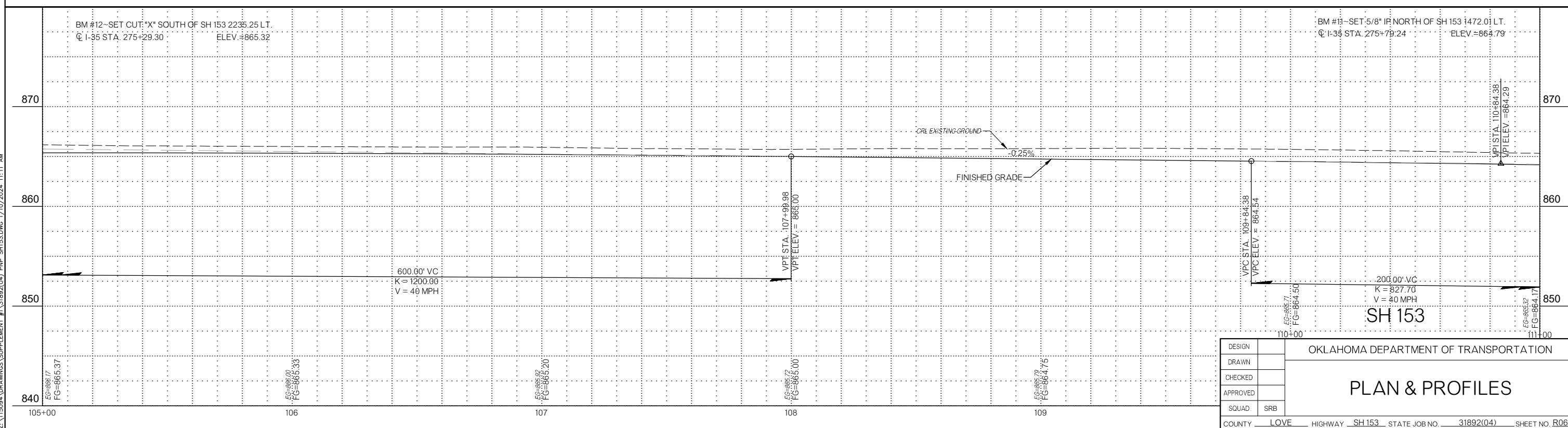
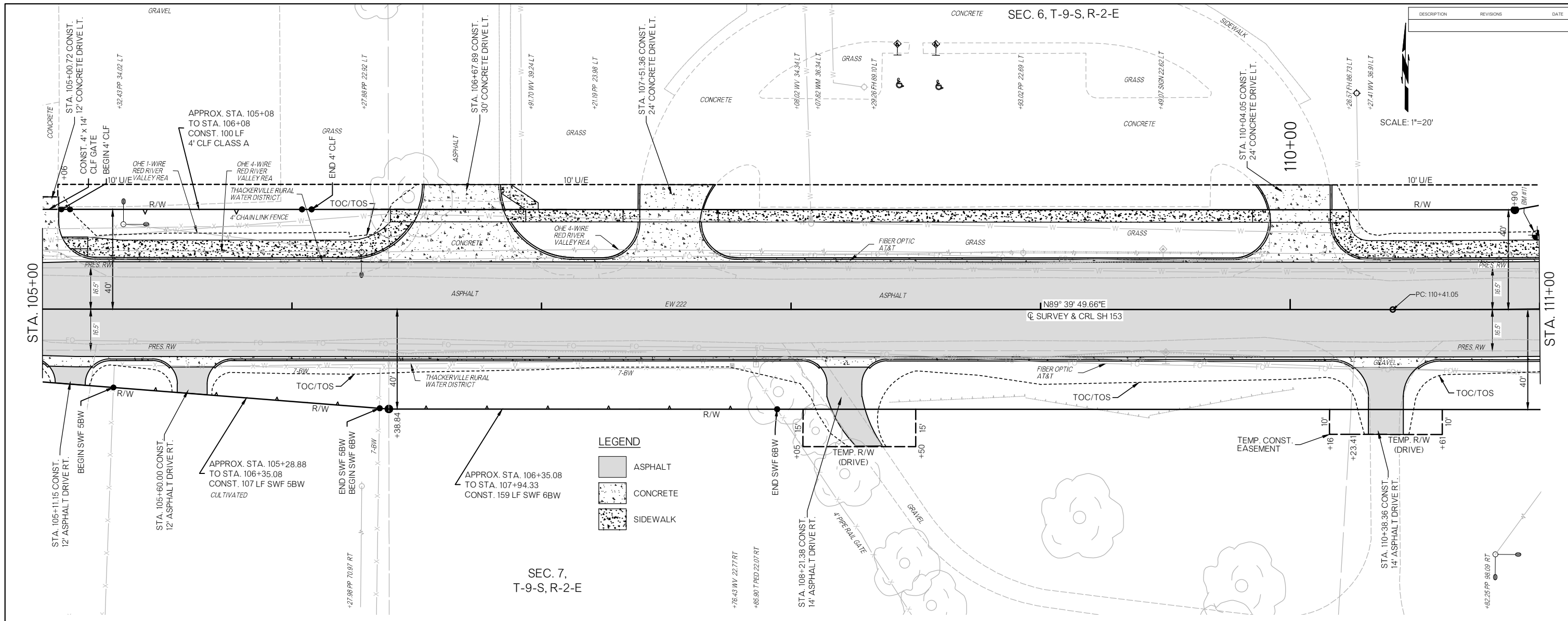


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

PLAN & PROFILES

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R064

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04) PNP_SH153.DWG 1/10/2024 11:11 AM






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DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
PLAN & PROFILES		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R065		

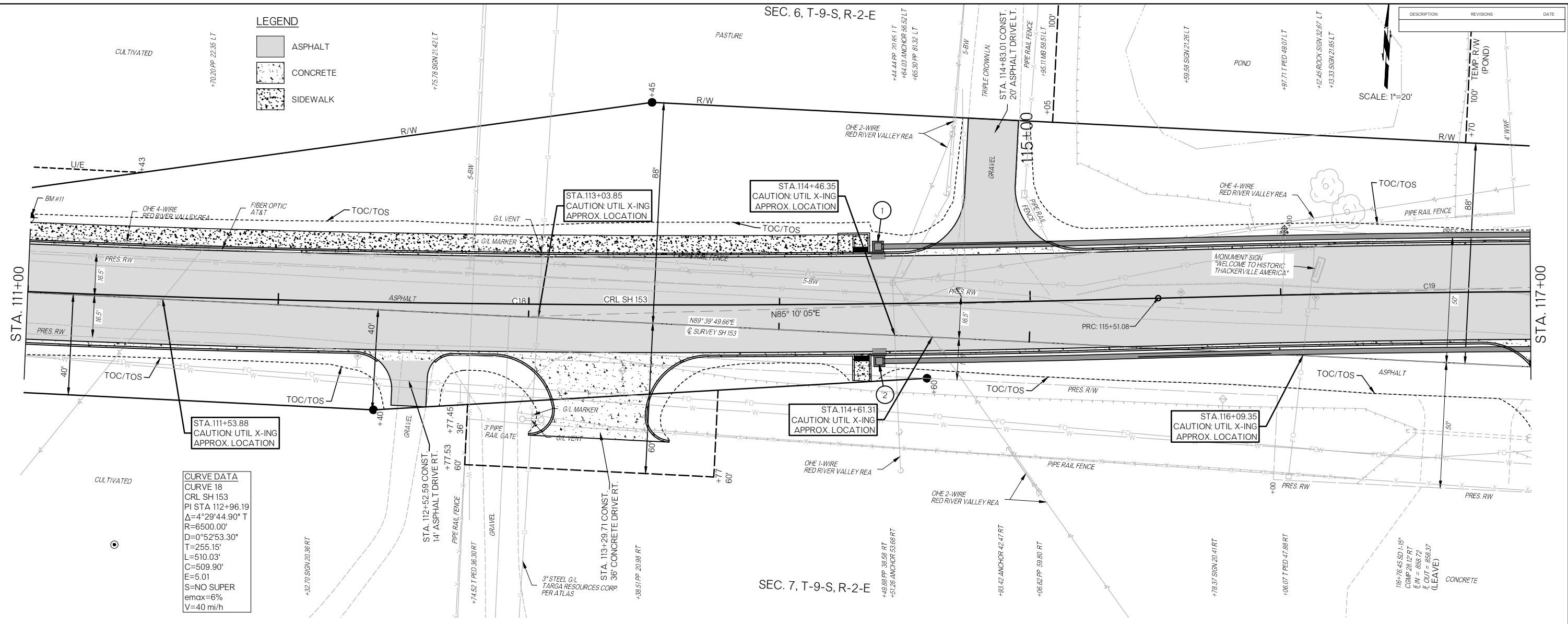
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SEC. 6, T-9-S, R-2-E

SEC. 7, T-9-S, R-2-E

LEGEND

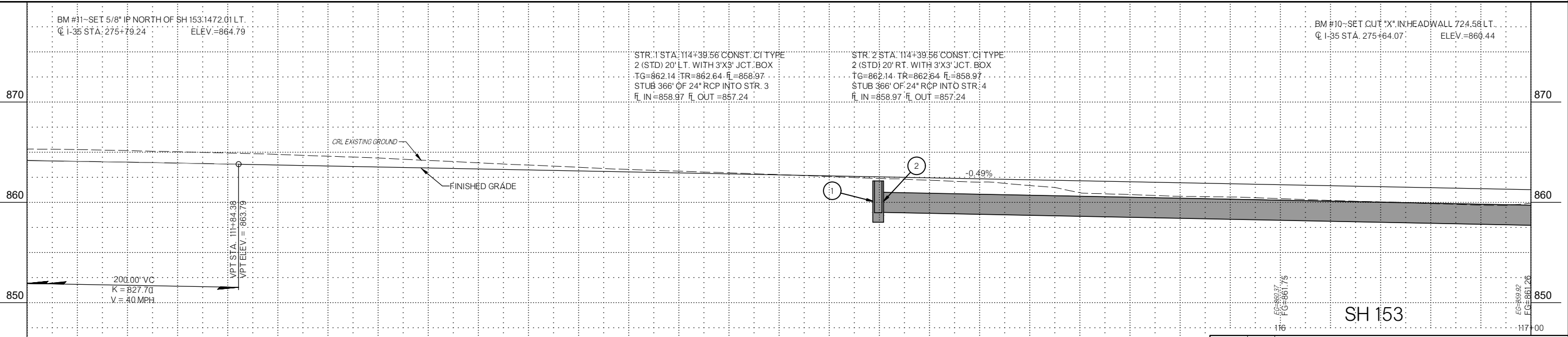
-  ASPHALT
-  CONCRETE
-  SIDEWALK



CURVE DATA
 CURVE 18
 CRL SH 153
 PI STA 112+96.19
 $\Delta = 4^{\circ}29'44.90''$ T
 R=6500.00'
 $D=0^{\circ}52'53.30''$
 T=255.15'
 L=510.03'
 C=509.90'
 E=5.01
 S=NO SUPER
 emax=6%
 V=40 mi/h

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'

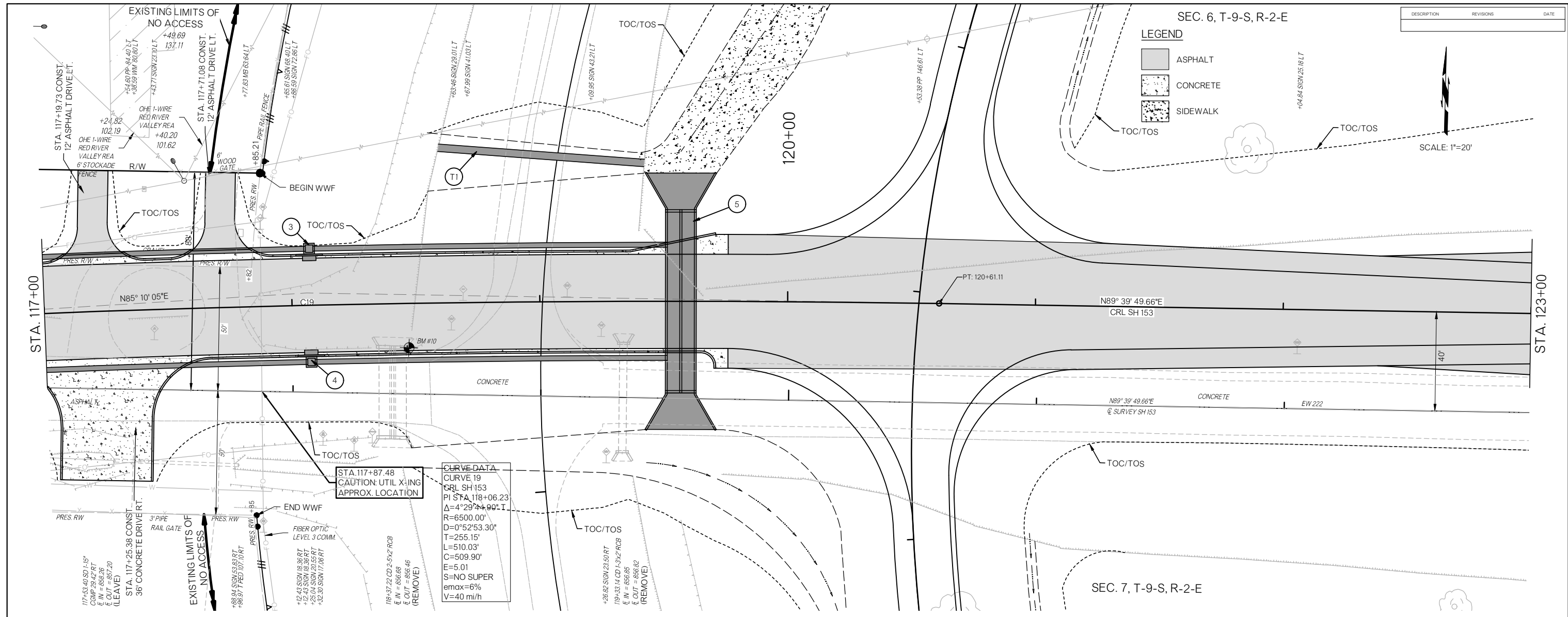


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

PLAN & PROFILES

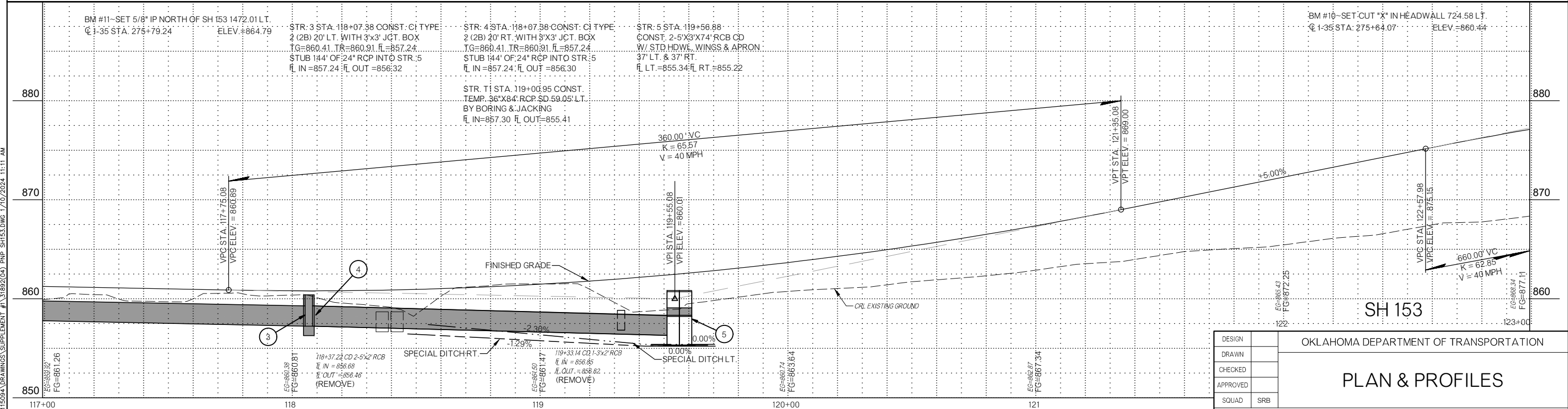
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R066

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04) PNP SH153.DWG 1/10/2024 11:11 AM



STA. 117+87.48
CAUTION: UTIL. X-ING
APPROX. LOCATION

CURVE DATA
CURVE 19
CRL SH 153
PI STA 118+06.23
 $\Delta = 4^{\circ}29'44.90''$
R=6500.00'
D=0^{\circ}52'53.30"
T=255.15'
L=510.03'
C=509.90'
E=5.01
S=NO SUPER
emax=6%
V=40 mi/h



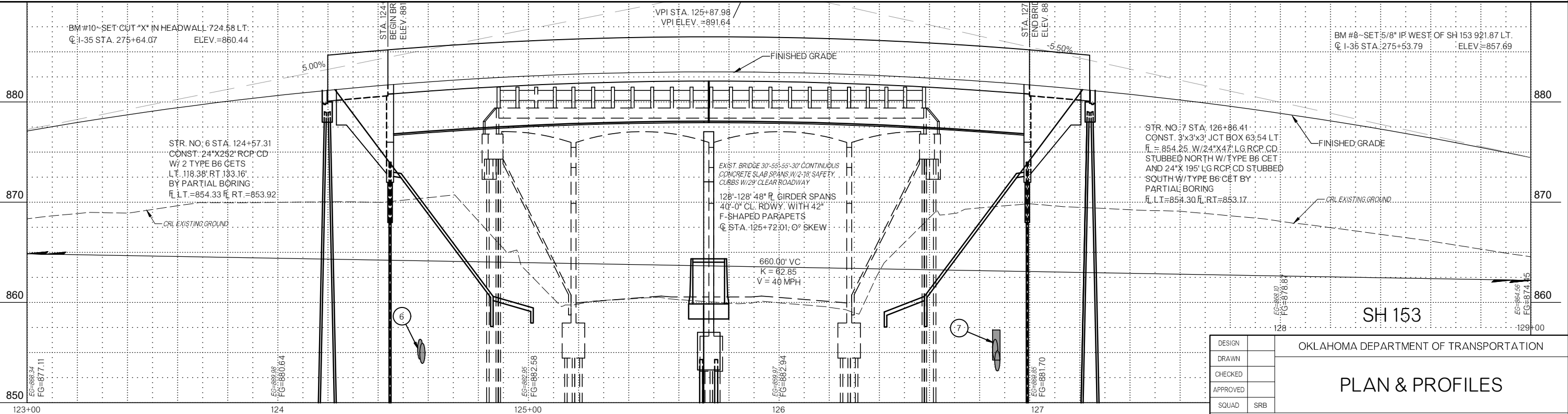
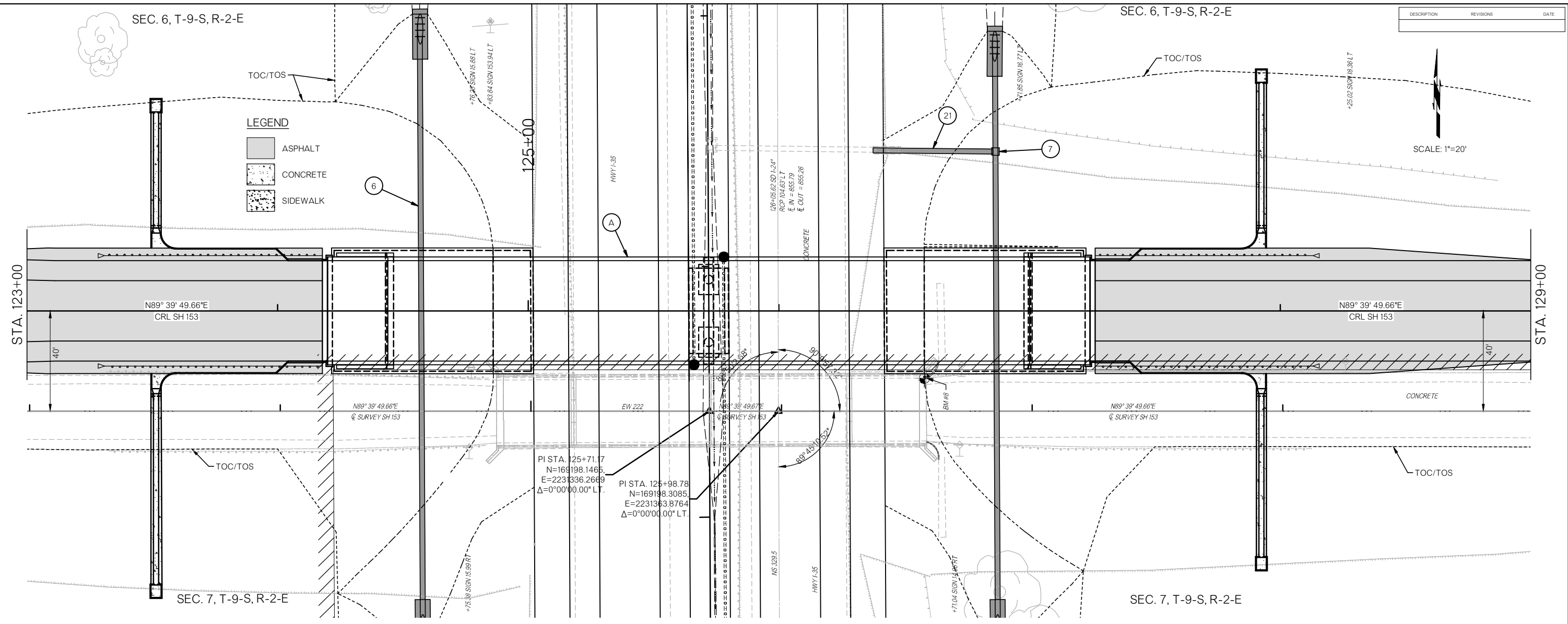
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

PLAN & PROFILES

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R067

Z:\115094\DRAWINGS\SUPPLEMENT #\31892(04)_PNP_SH153.DWG 1/10/2024 11:11 AM

DESCRIPTION	REVISIONS	DATE



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		<h2>PLAN & PROFILES</h2>
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R068

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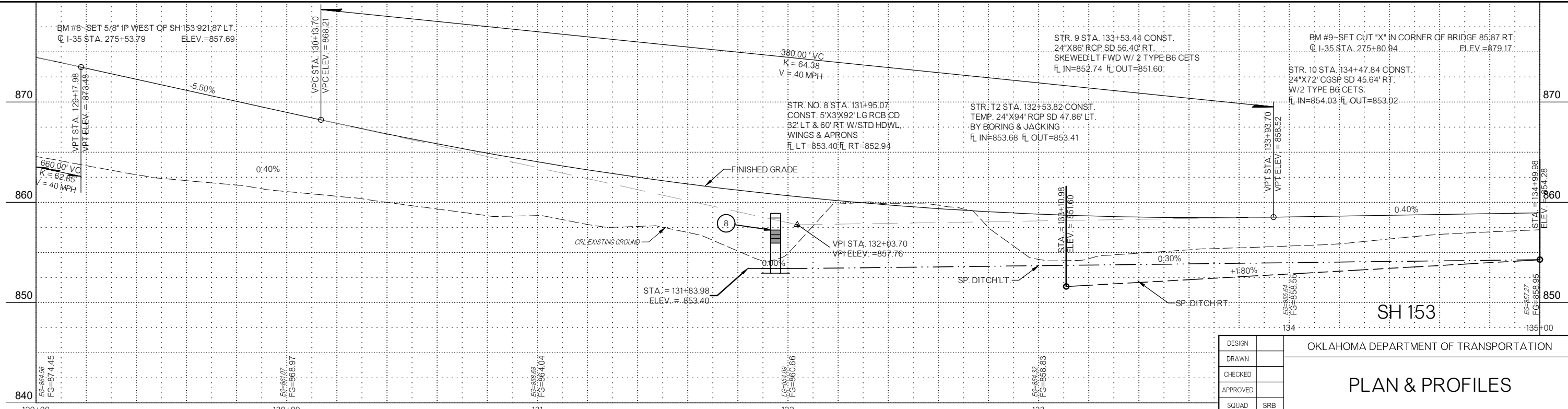
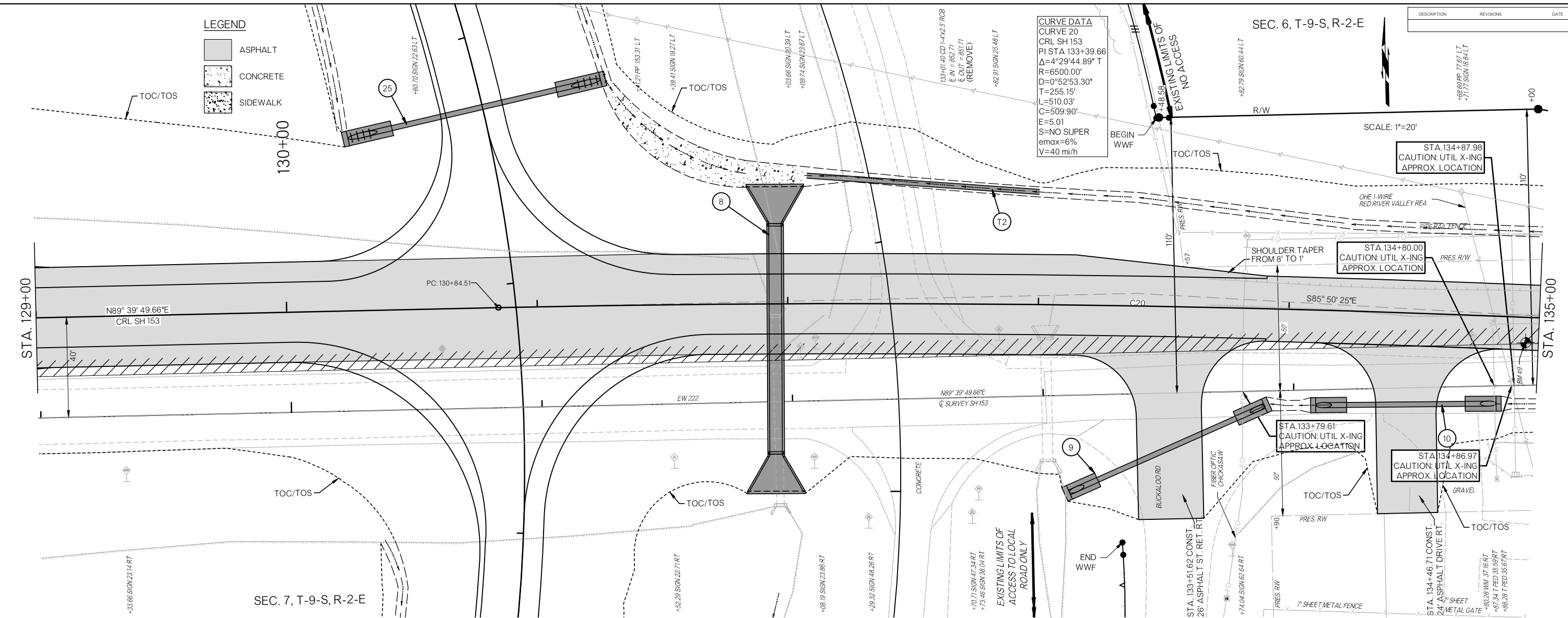
LEGEND

- ASPHALT
- CONCRETE
- SIDEWALK

CURVE DATA
 CURVE 20
 CRL SH 153
 PI STA 133+39.66
 $\Delta = 4^{\circ}29'44.89''$ T
 R=6500.00'
 D=0^{\circ}52'53.30"
 T=255.15'
 L=510.03'
 C=509.90'
 E=5.01
 S=NO SUPER
 v=40 mi/h

SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE



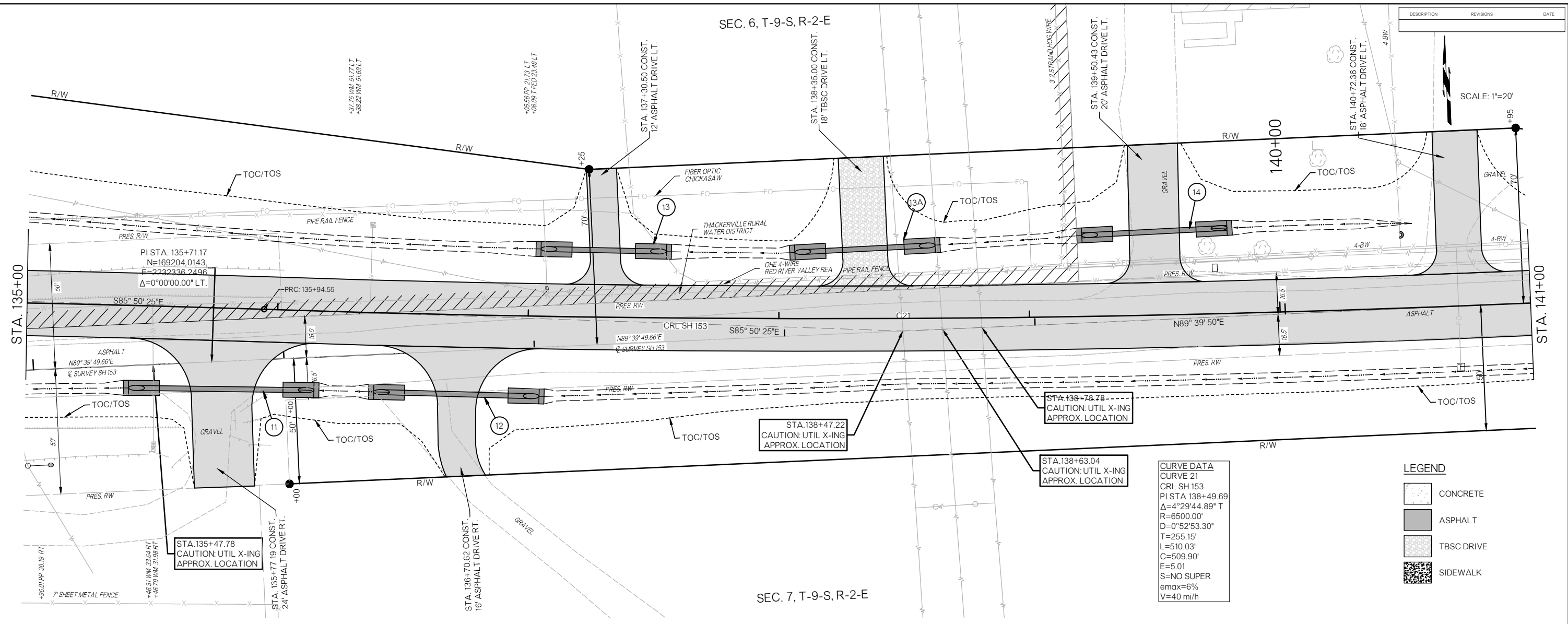
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DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

PLAN & PROFILES

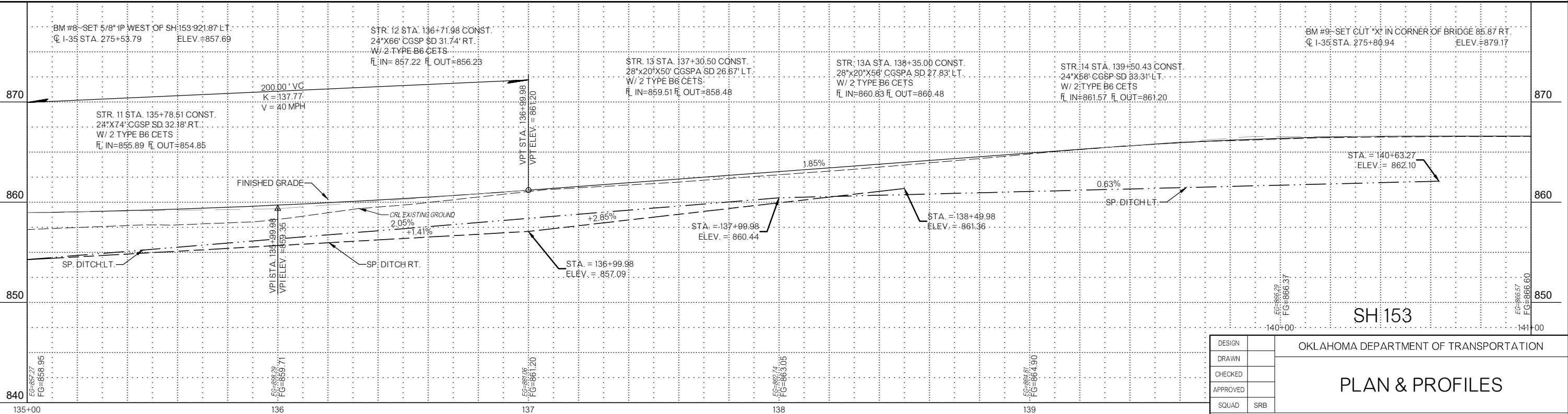
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R069

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SEC. 6, T-9-S, R-2-E



SEC. 7, T-9-S, R-2-E



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R070		<h2>PLAN & PROFILES</h2>

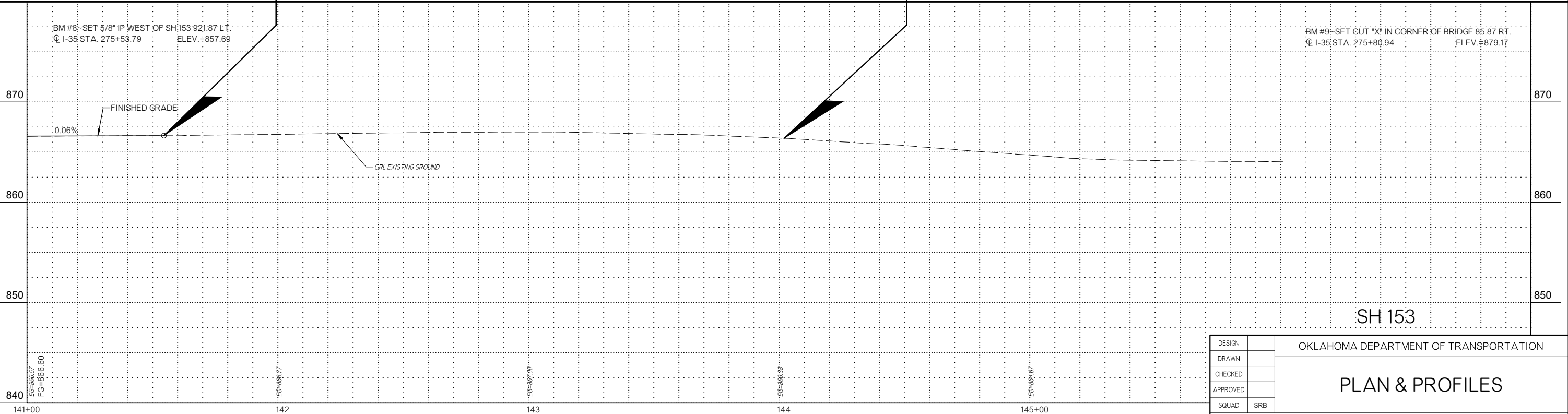
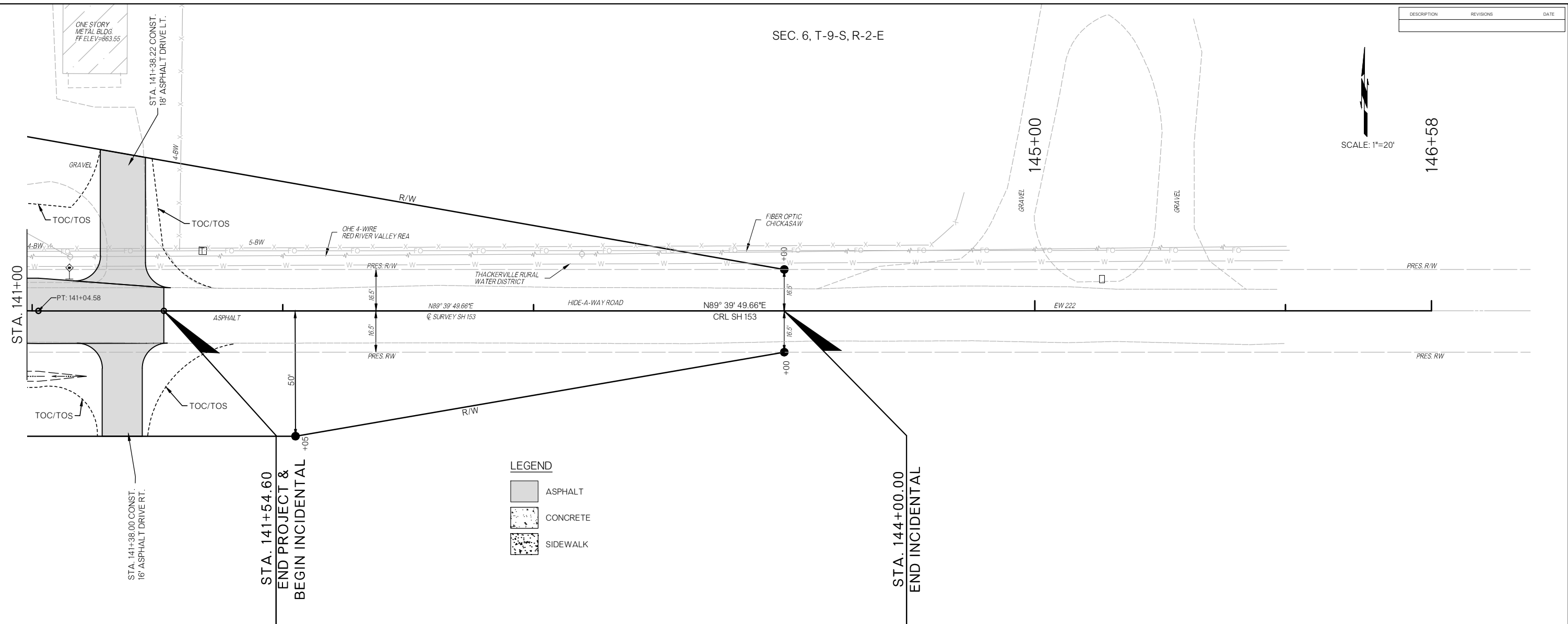
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DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

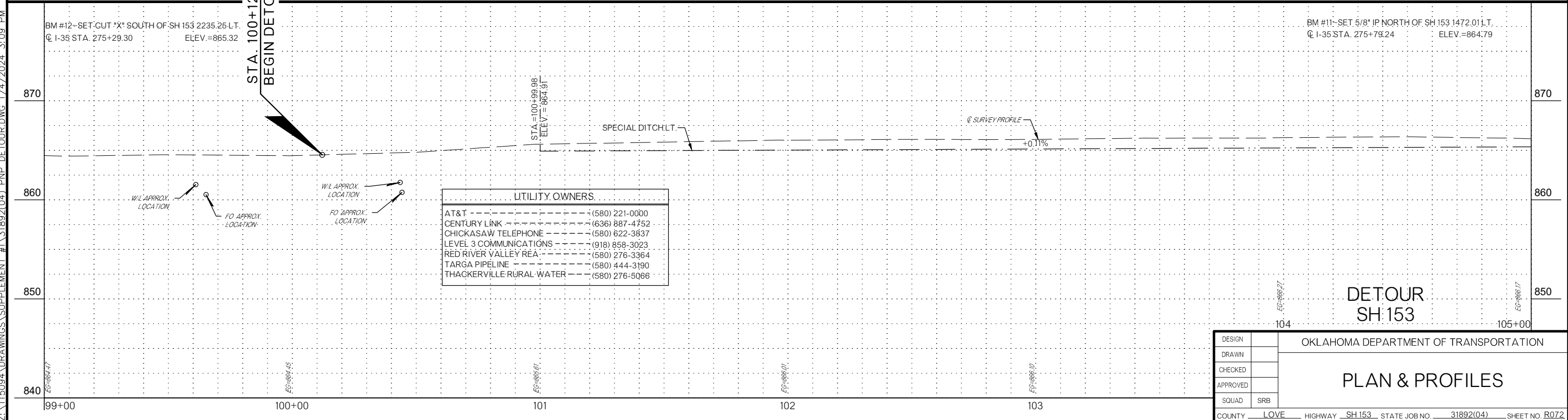
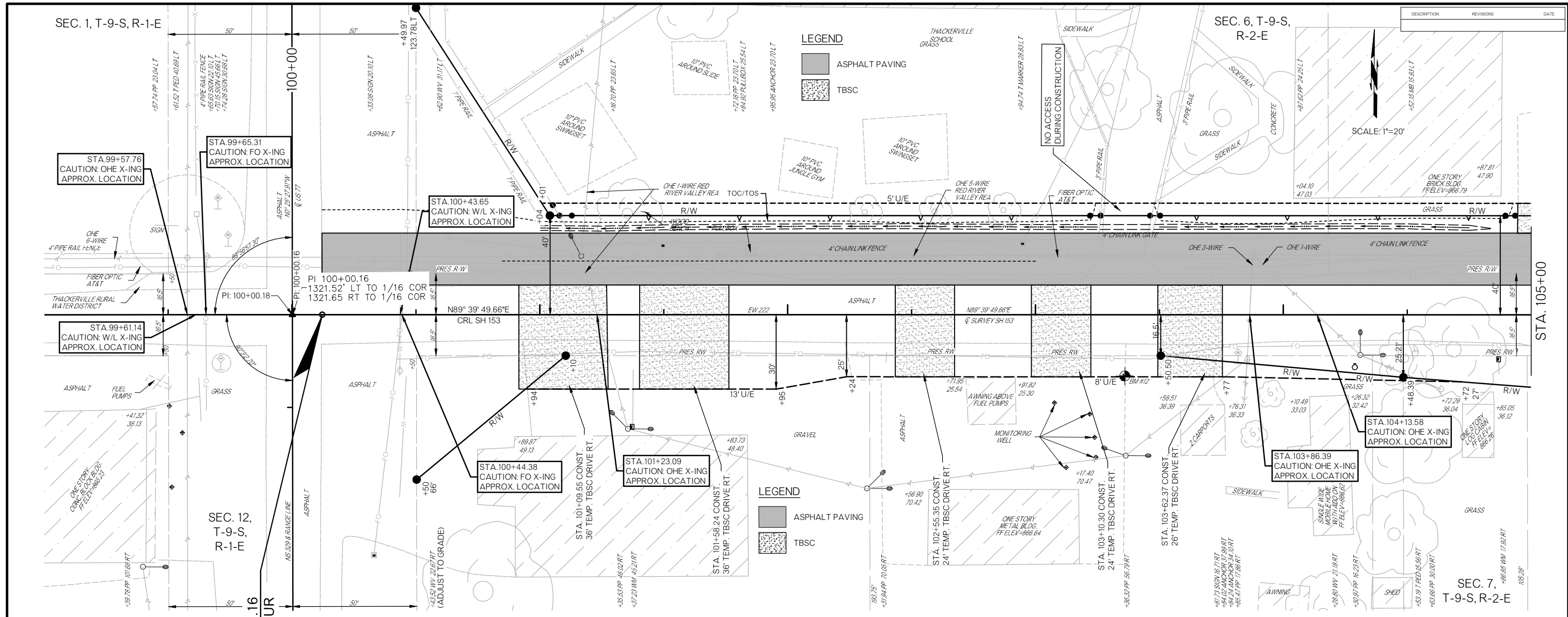


146+58



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
PLAN & PROFILES		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R071		

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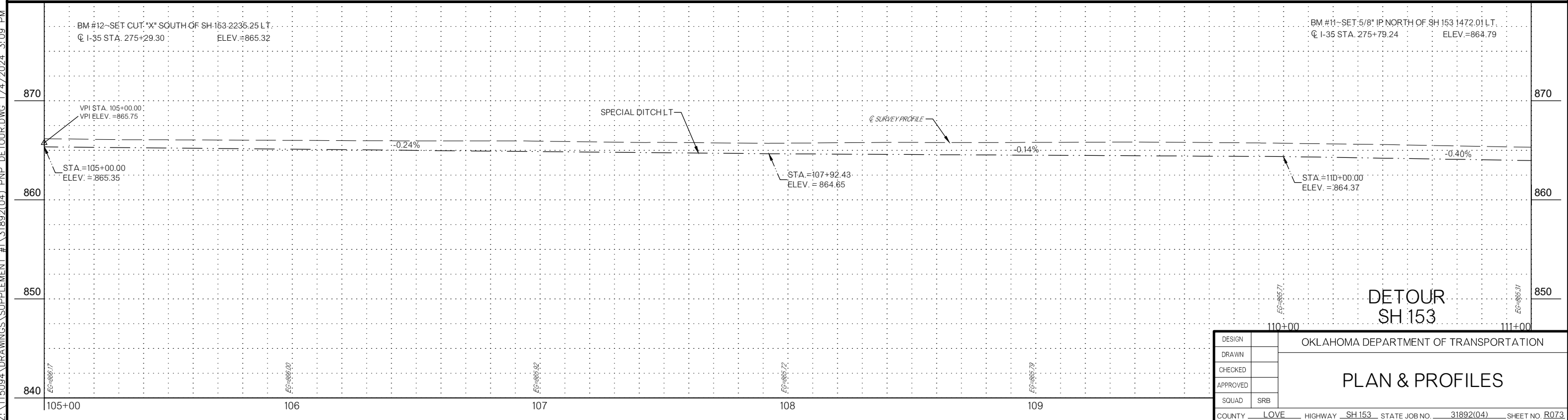
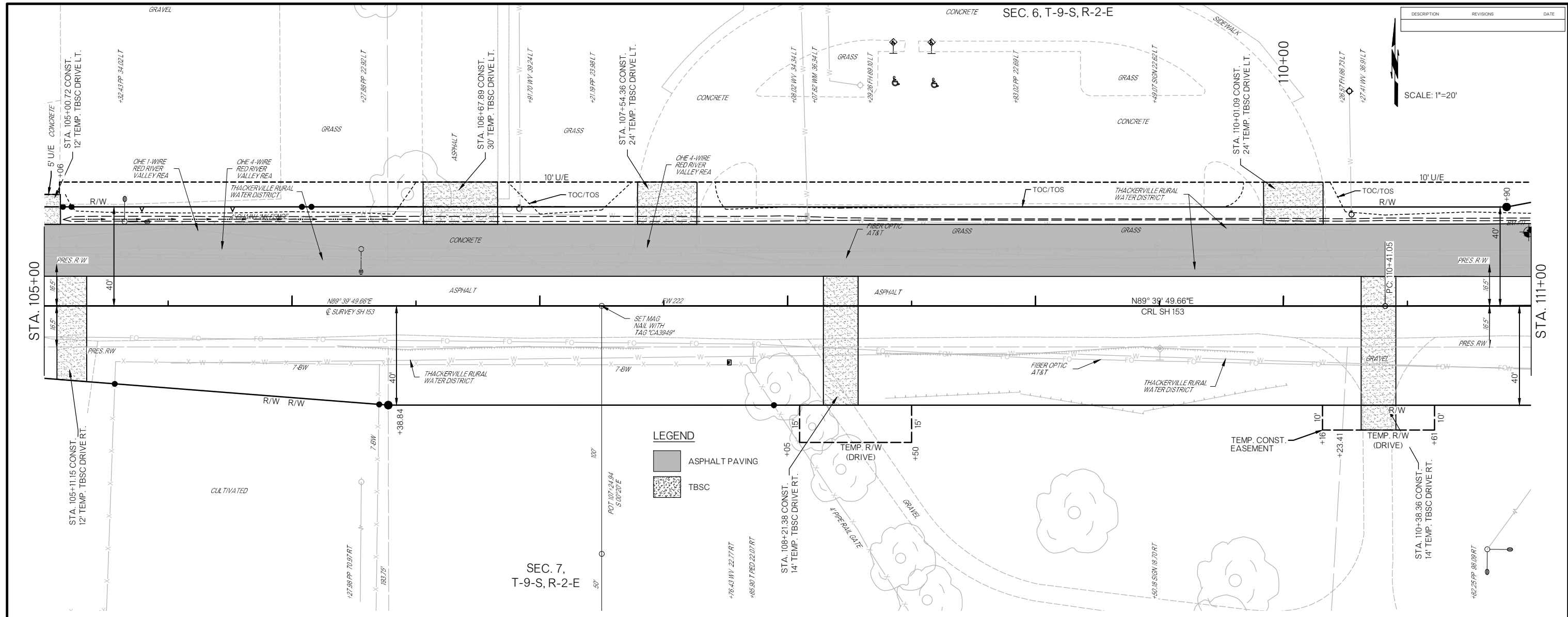


UTILITY OWNERS	
AT&T	(580) 221-0000
CENTURY LINK	(636) 887-4752
CHICKASAW TELEPHONE	(580) 622-3837
LEVEL 3 COMMUNICATIONS	(918) 858-3023
RED RIVER VALLEY REA	(580) 276-3364
TARGA PIPELINE	(580) 444-3190
THACKERVILLE RURAL WATER	(580) 276-5066

DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R072		

Z:\115094\DRAWINGS\SUPPLEMENT #1\31892(04)_PNP_DETOUTR.DWG 1/4/2024 3:09 PM



DESCRIPTION	REVISIONS	DATE

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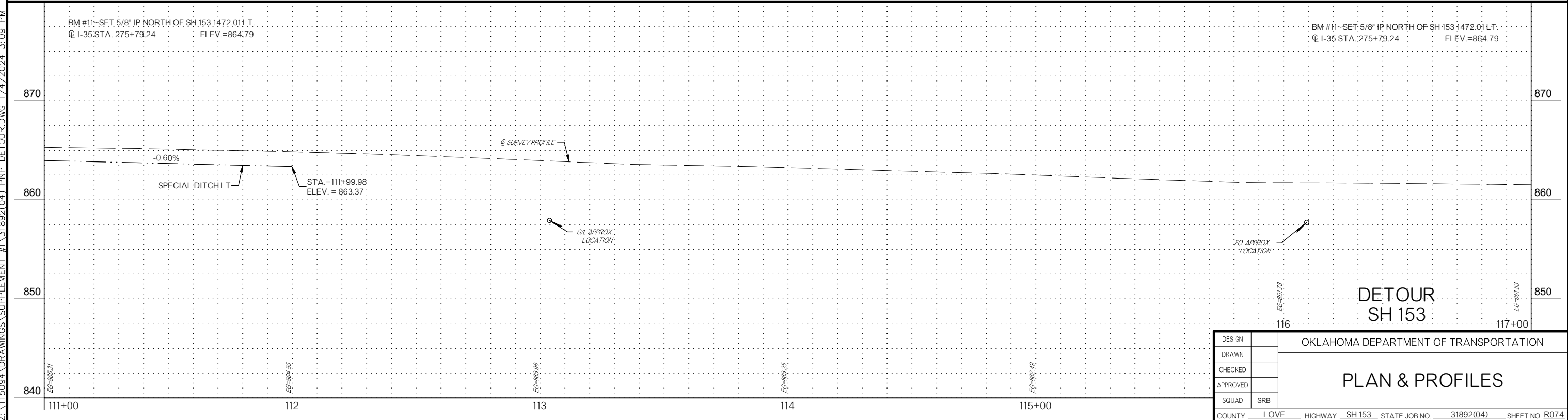
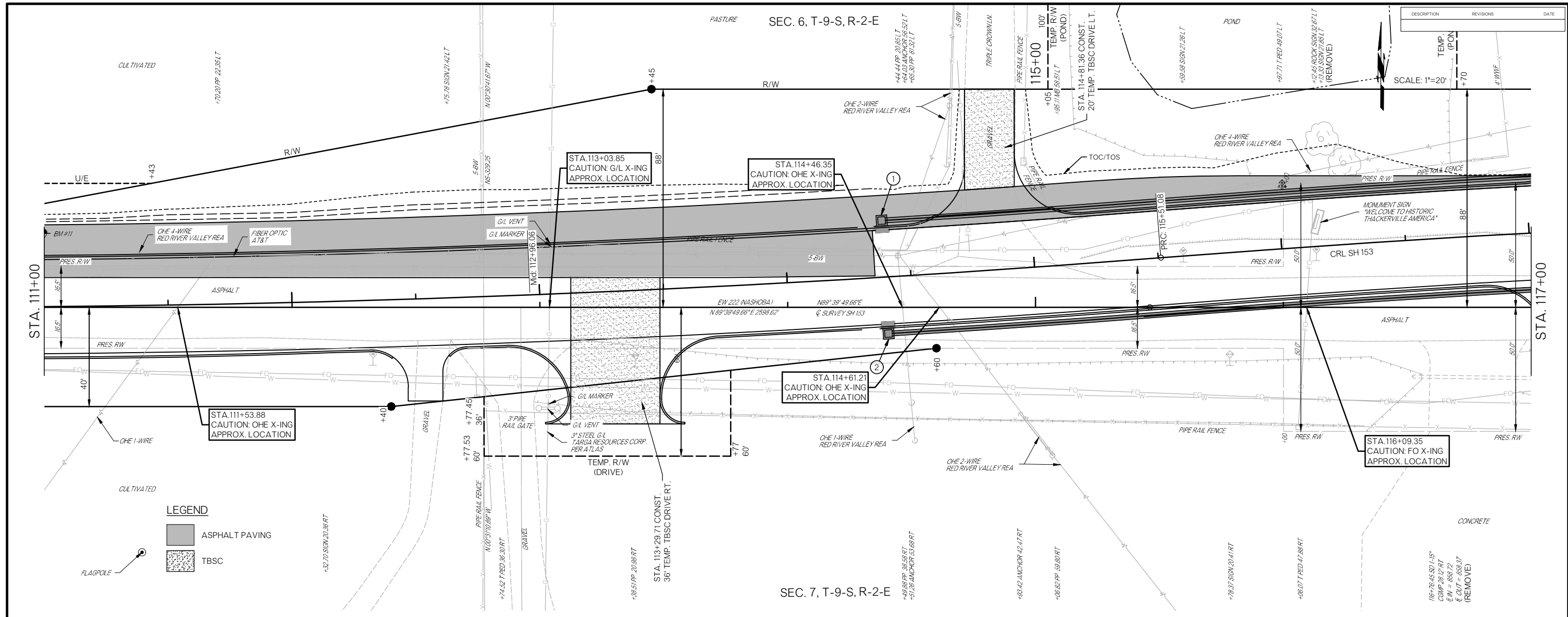
LEGEND

	ASPHALT PAVING
	TBSC

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION PLAN & PROFILES
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R073

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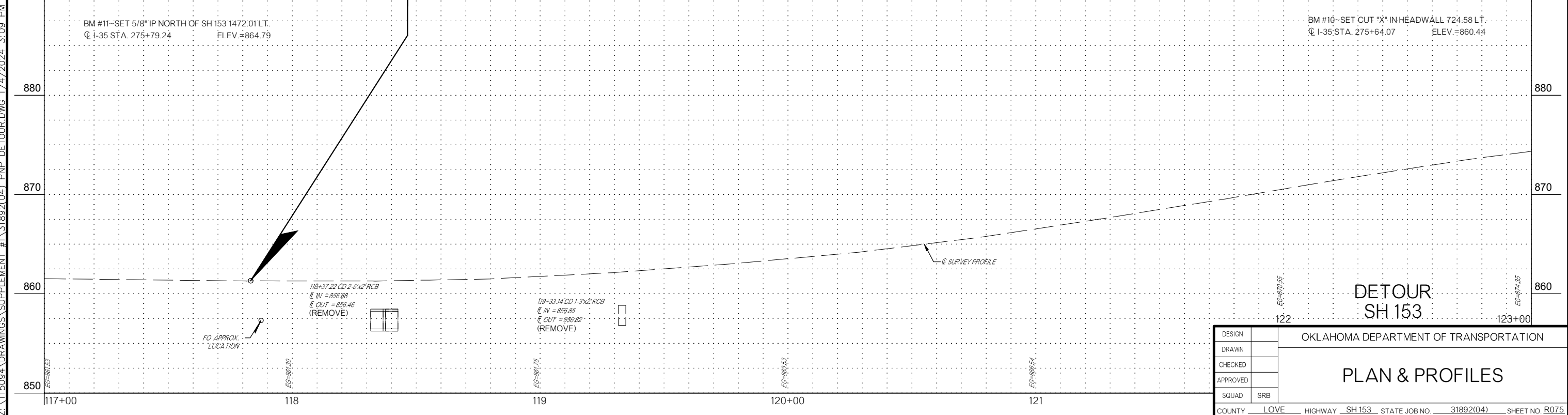
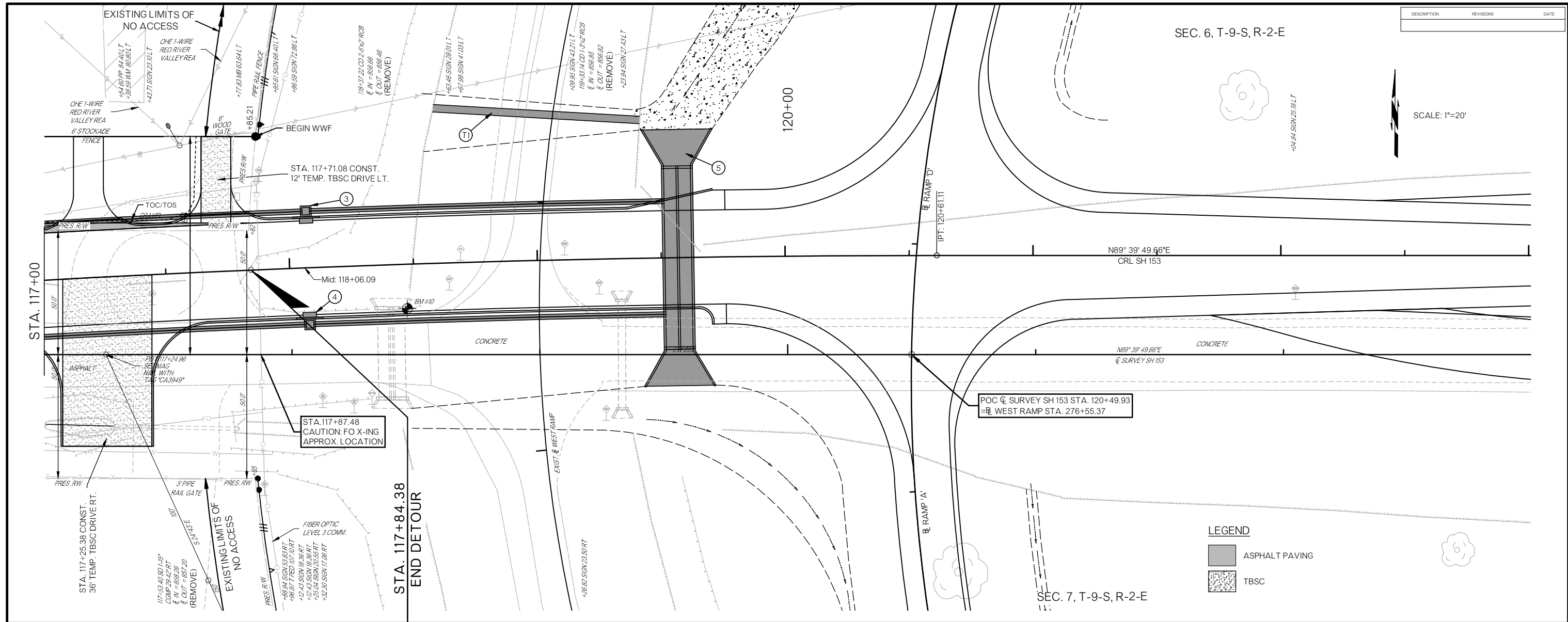
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DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
PLAN & PROFILES		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R074		

Z:\115094\DRAWINGS\SUPPLEMENT #1\31892(04)_PNP_DETOUTR.DWG 1/4/2024 3:09 PM

DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

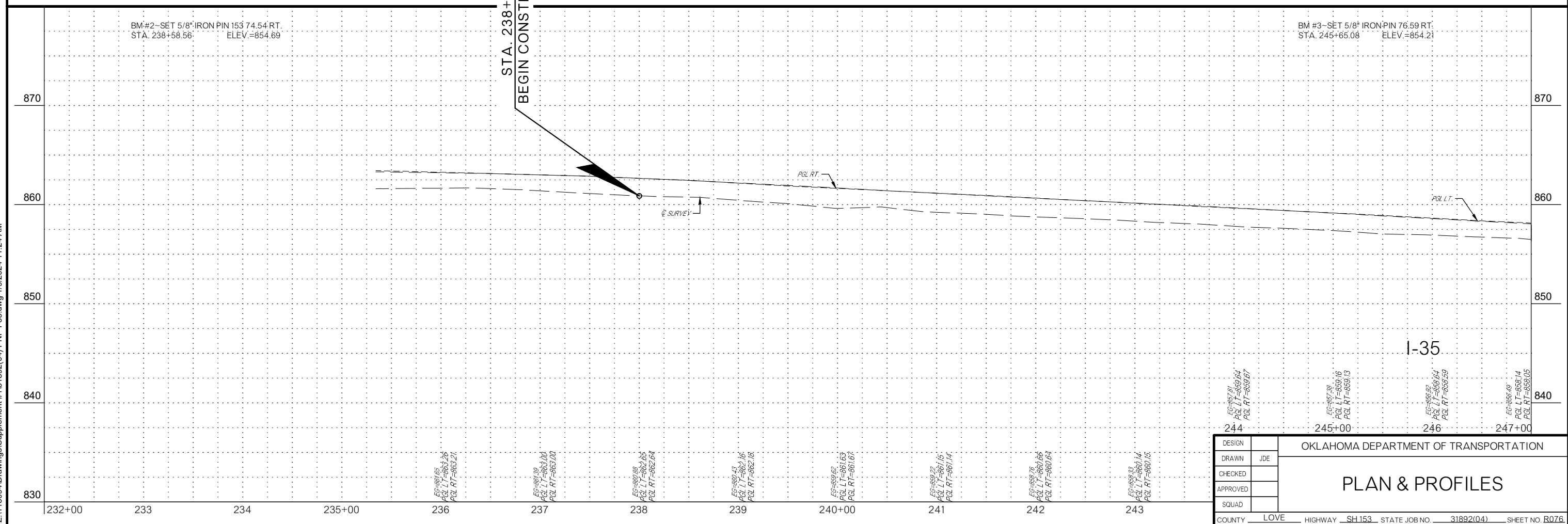
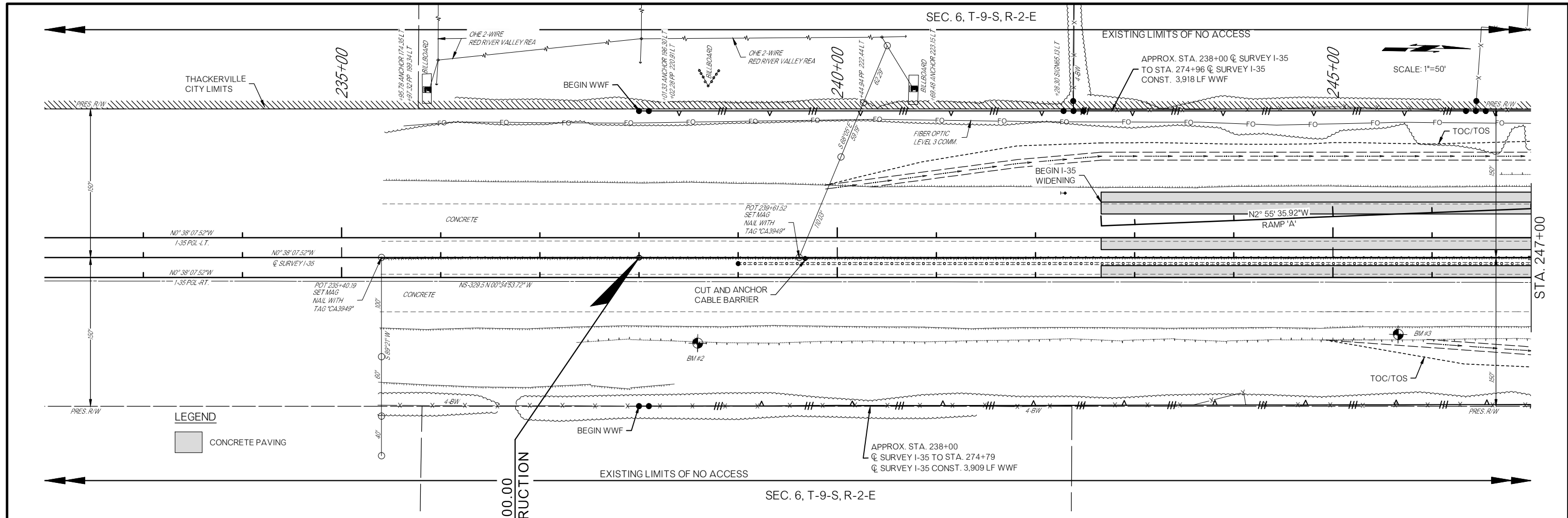
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DETOUR
SH 153

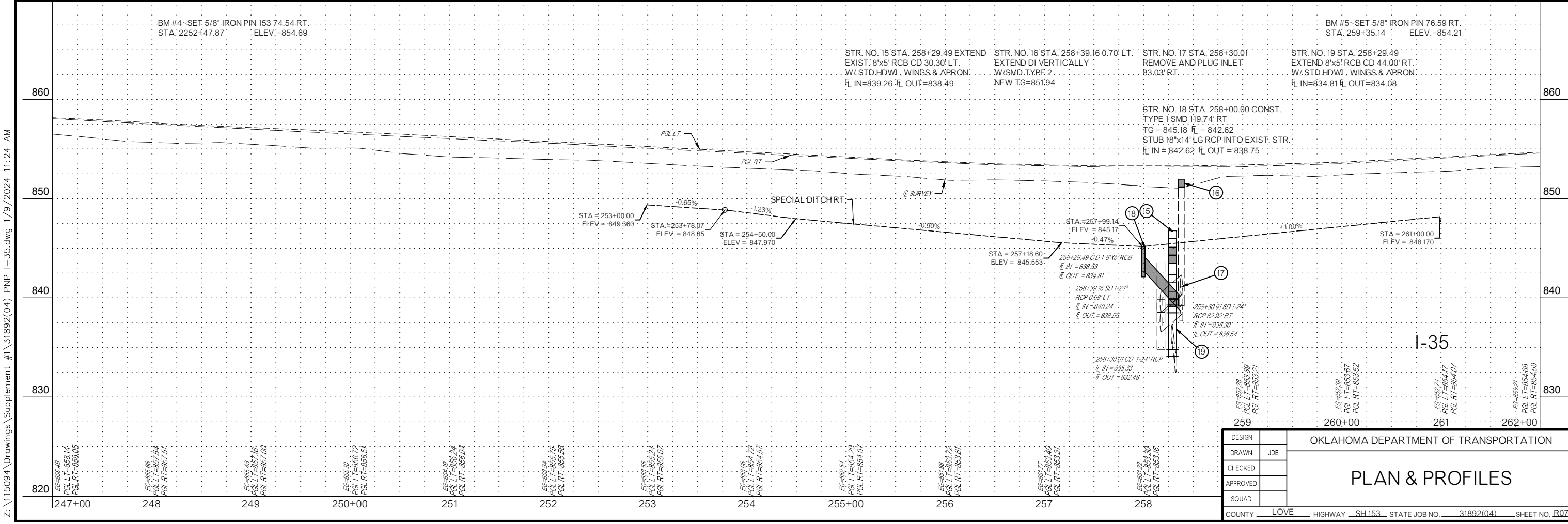
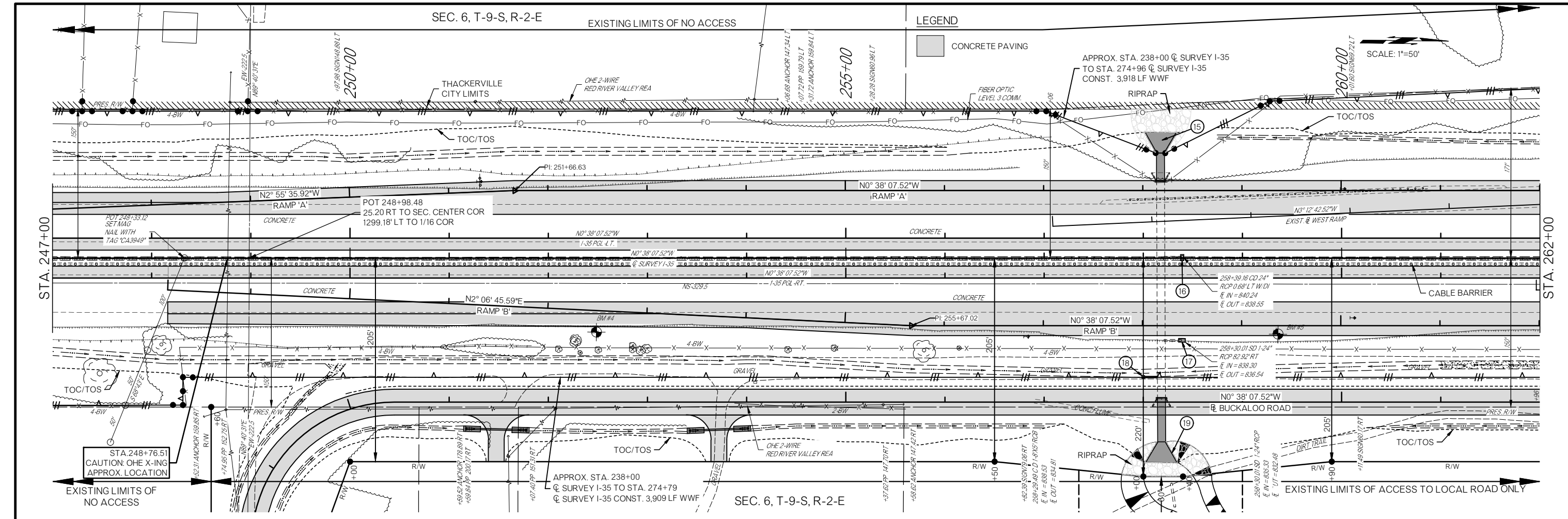
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APPROVED		
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COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. R075		

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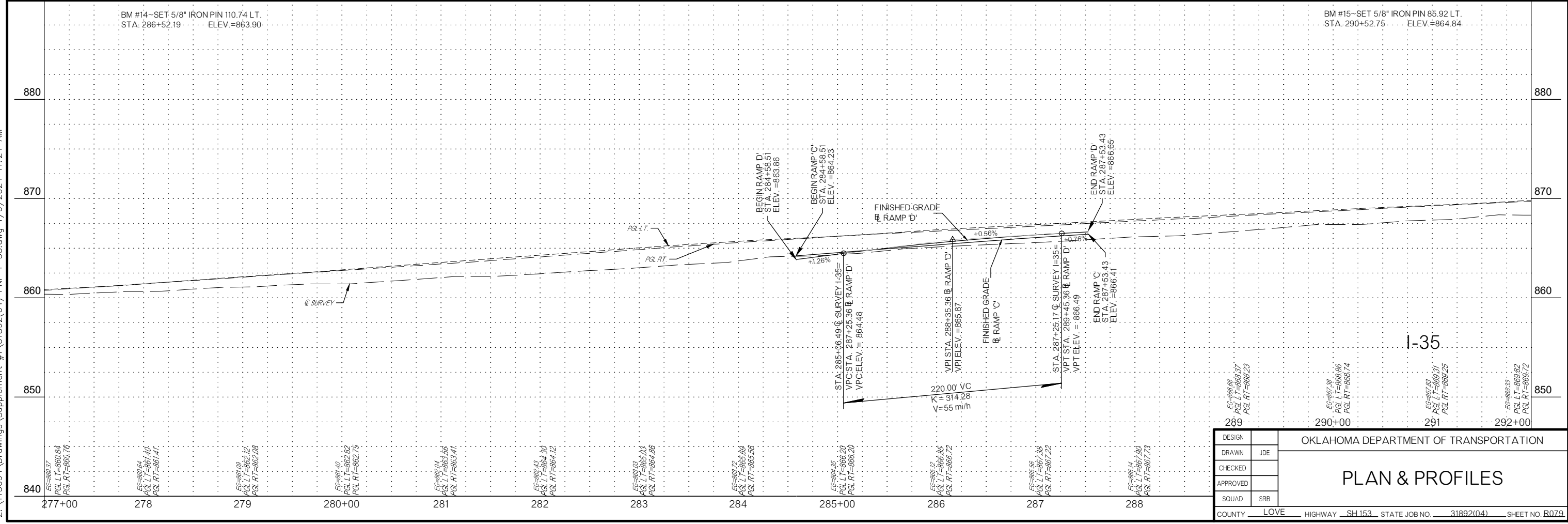
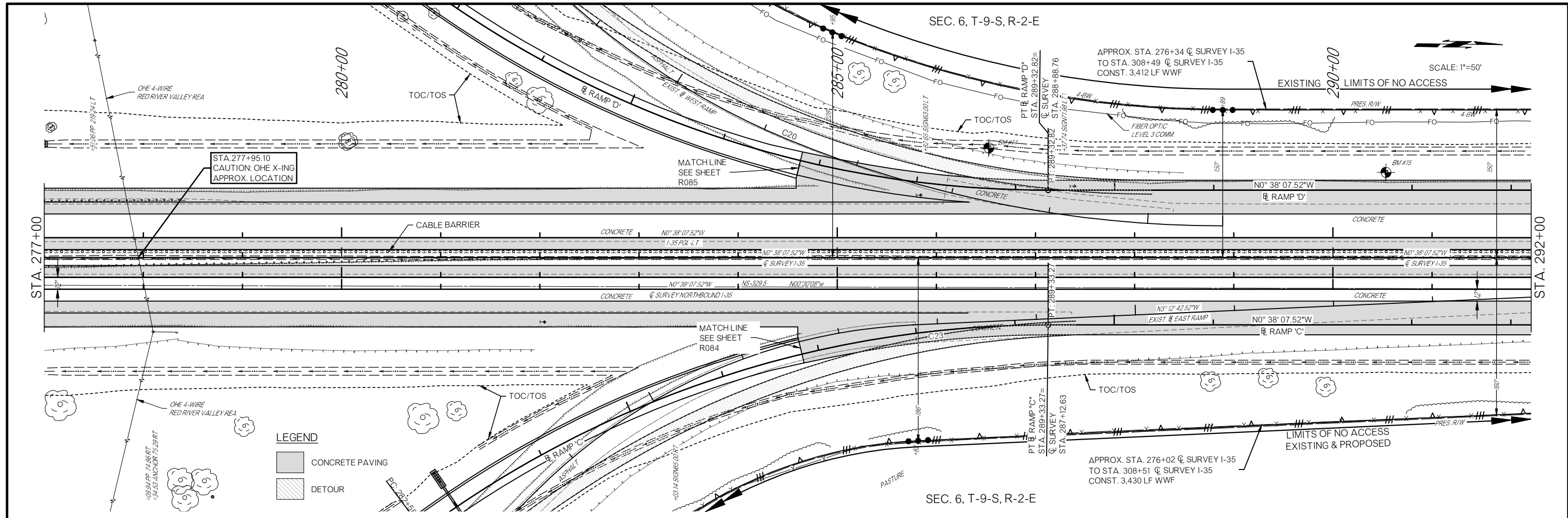
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DRAWN	JDE	<h1>PLAN & PROFILES</h1>						
CHECKED								
APPROVED								
SQUAD								
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	R076

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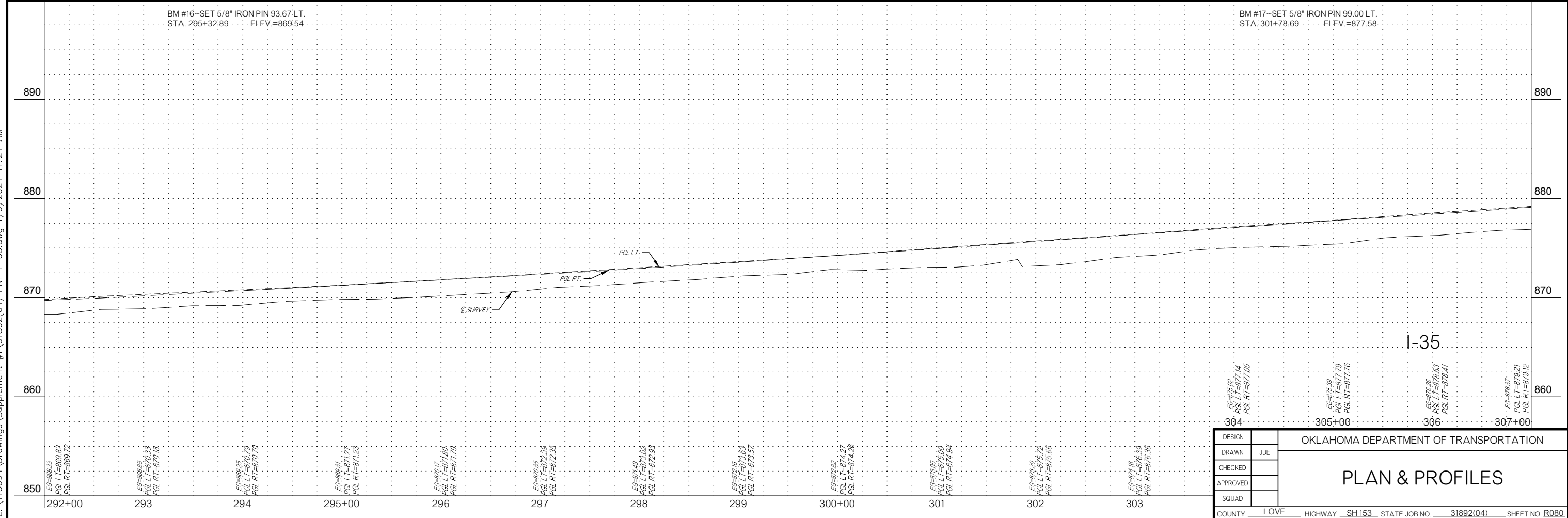
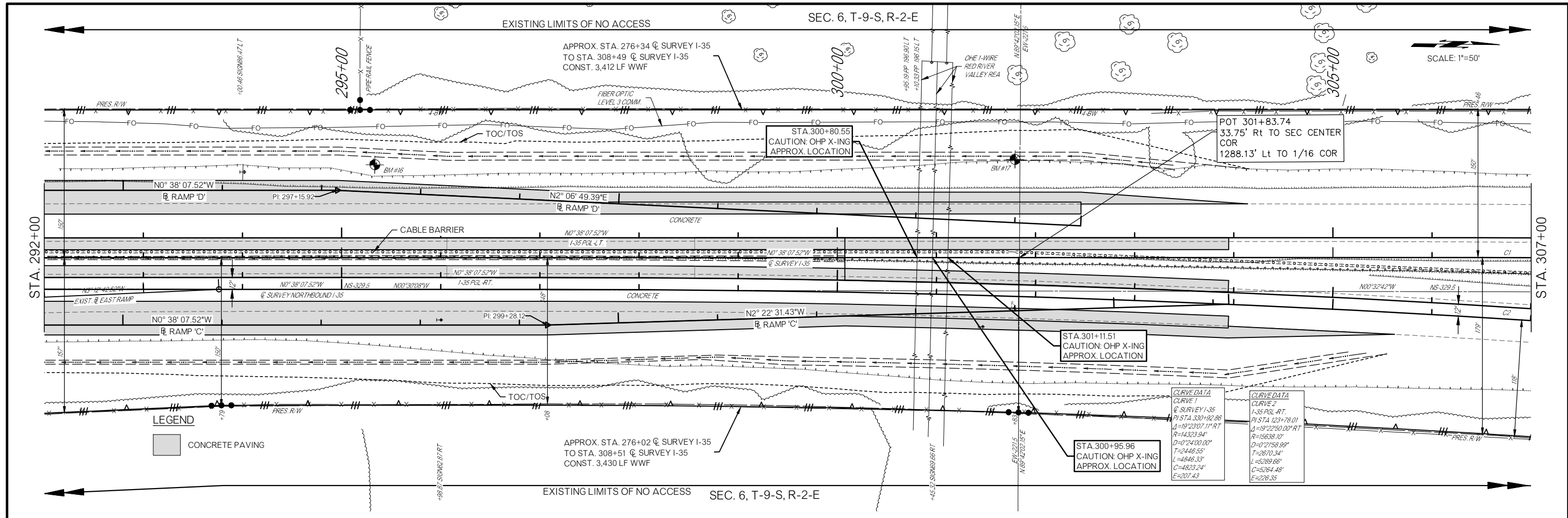
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DRAWN	JDE	<h2 style="text-align: center;">PLAN & PROFILES</h2>	
CHECKED			
APPROVED			
SQUAD			
COUNTY LOVE		HIGHWAY SH153	STATE JOB NO. 31892(04) SHEET NO. R077

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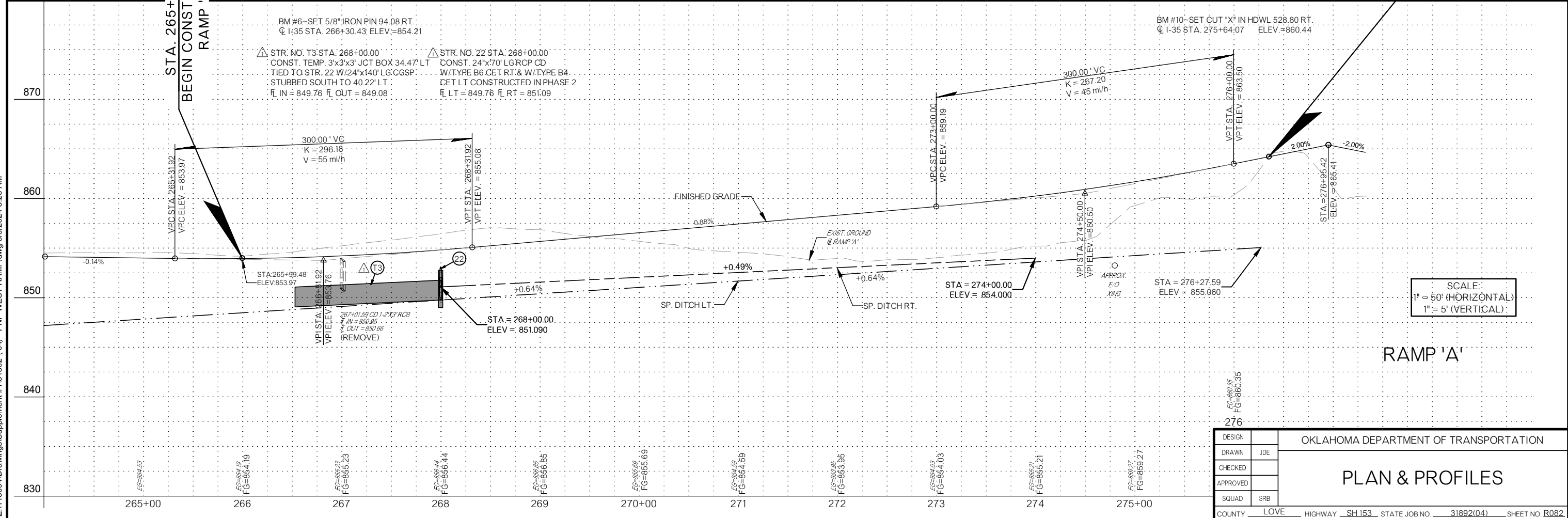
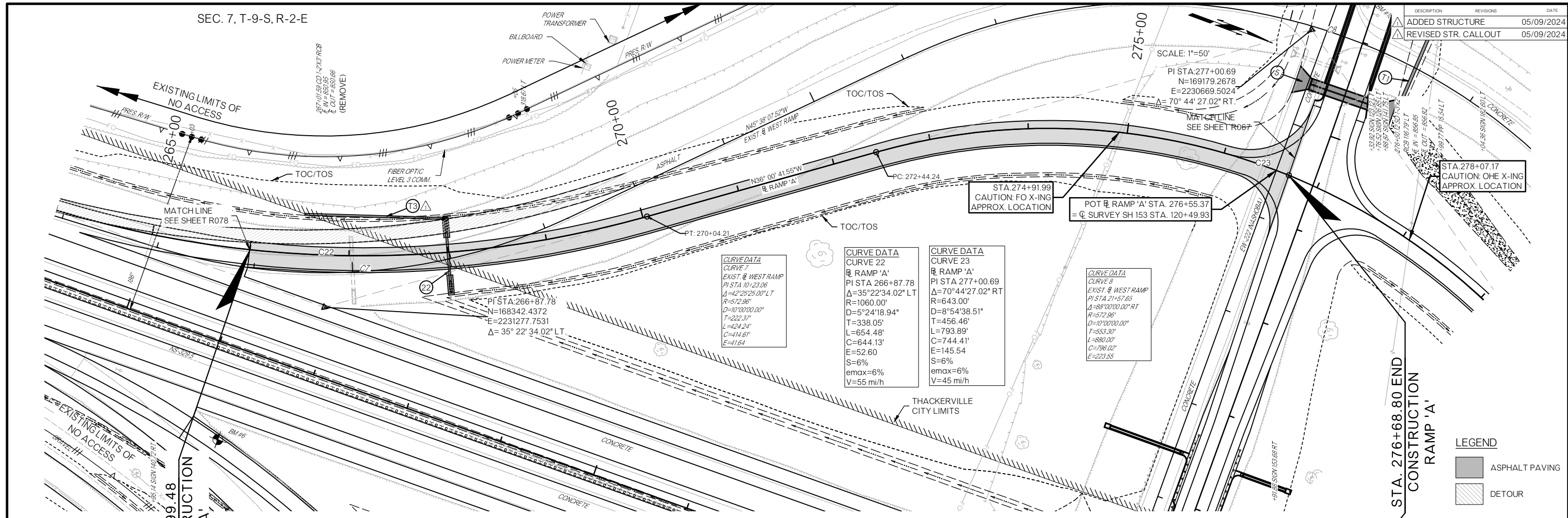
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DRAWN	JDE	<h2 style="text-align: center;">PLAN & PROFILES</h2>	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY LOVE		HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R079	

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DESCRIPTION	REVISIONS	DATE
ADDED STRUCTURE		05/09/2024
REVISED STR. CALLOUT		05/09/2024

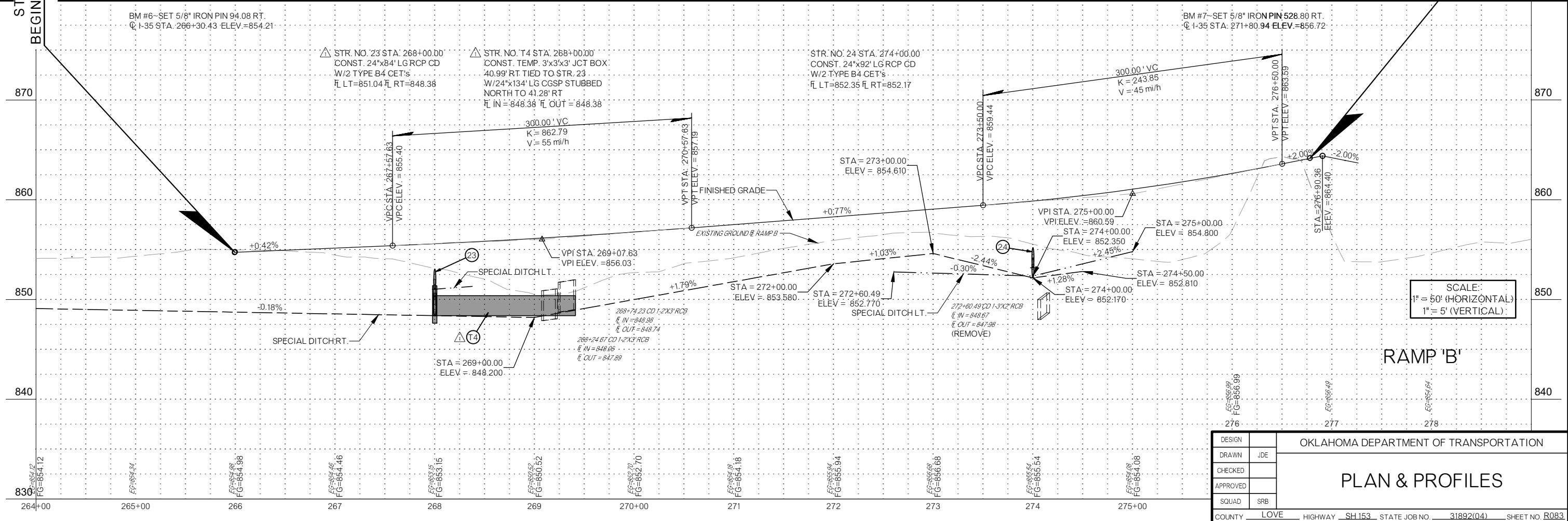
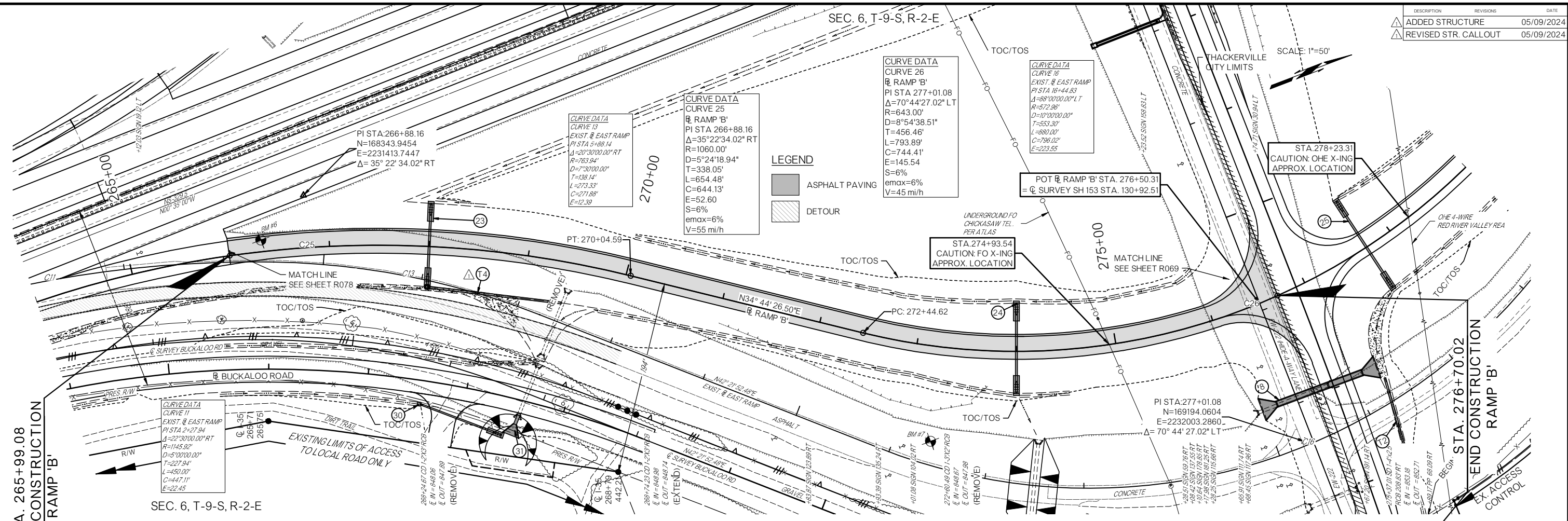


Z:\115094\Drawings\Supplement #1131892 (04) PNP WEST RAMP.dwg 5/9/2024 3:26 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	JDE	
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R082		

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'

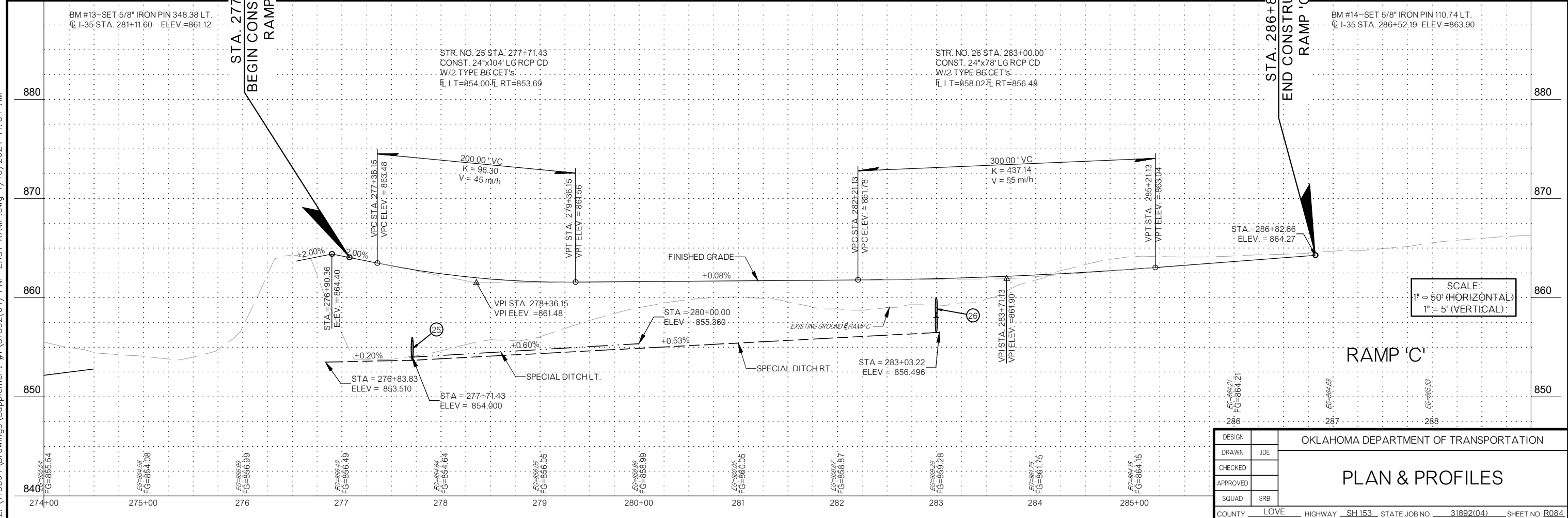
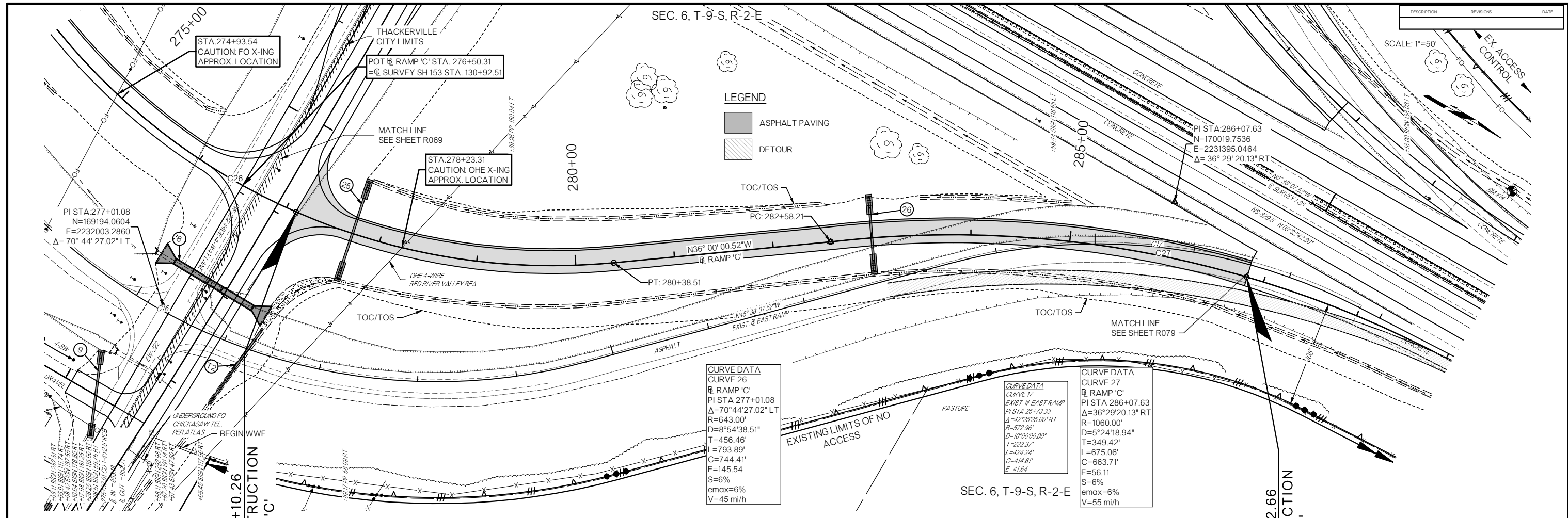


SCALE:
1" = 50' (HORIZONTAL)
1" = 5' (VERTICAL)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN	JDE	<h2 style="text-align: center;">PLAN & PROFILES</h2>					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	R083

Z:\115094\Drawings\Supplement #1131892 (04) PNP EAST RAMP.dwg 5/9/2024 6:44 AM

SCALE: 1"=50'



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	JDE	
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R084		<h2>PLAN & PROFILES</h2>

Z:\115094 Drawings Supplement #1\31892(04) PNP EAST RAMP.dwg 1/10/2024 11:04 AM

DESCRIPTION	REVISIONS	DATE

POT @ RAMP 'D' STA. 276+55.37
= Q SURVEY SH 153 STA. 120+49.93

PI STA: 277+00.69
N=169179.2678
E=2230669.5024
 $\Delta = 70^\circ 44' 27.02''$ RT.

STA. 278+07.17
CAUTION: OHE X-ING
APPROX. LOCATION

CURVE DATA
CURVE 8
EXIST. @ WEST RAMP
PI STA 21+57.65
 $\Delta = 88^\circ 00' 00.00''$ RT
R=572.96'
D=10'00'00.00"
T=553.30'
L=880.00'
C=786.02'
E=223.55'

CURVE DATA
CURVE 23
RAMP 'D'
PI STA 277+00.69
 $\Delta = 70^\circ 44' 27.02''$ RT
R=643.00'
D=8'54'38.51"
T=456.46'
L=793.89'
C=744.41'
E=145.54
S=6%
emax=6%
V=45 mi/h

CURVE DATA
CURVE 24
RAMP 'D'
PI STA 286+16.49
 $\Delta = 35^\circ 21' 53.00''$ LT
R=1060.00'
D=5'24'18.94"
T=337.93'
L=654.26'
C=643.93'
E=52.56
S=6%
emax=6%
V=55 mi/h

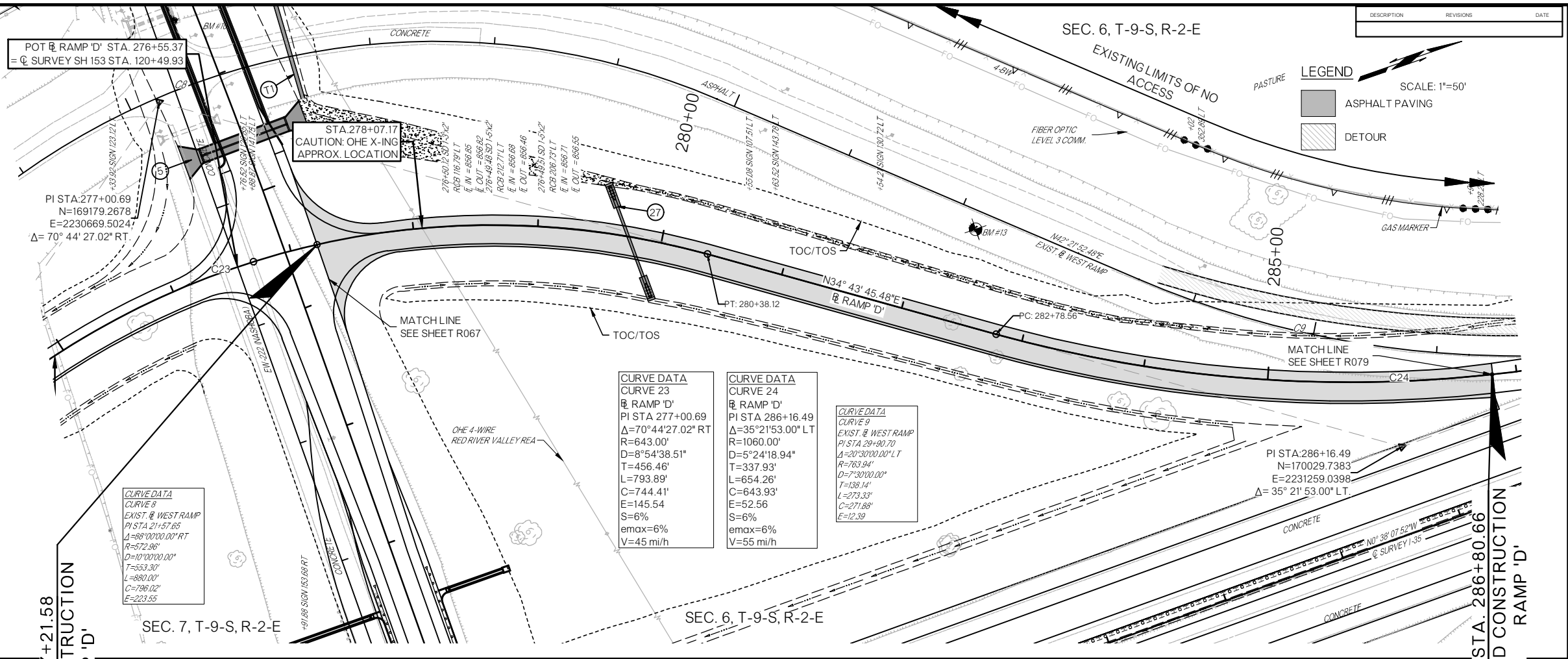
CURVE DATA
CURVE 9
EXIST. @ WEST RAMP
PI STA 29+50.70
 $\Delta = 20^\circ 30' 00.00''$ LT
R=763.94'
D=7'30'00.00"
T=388.14'
L=273.33'
C=271.88'
E=12.39'

LEGEND

SCALE: 1"=50'

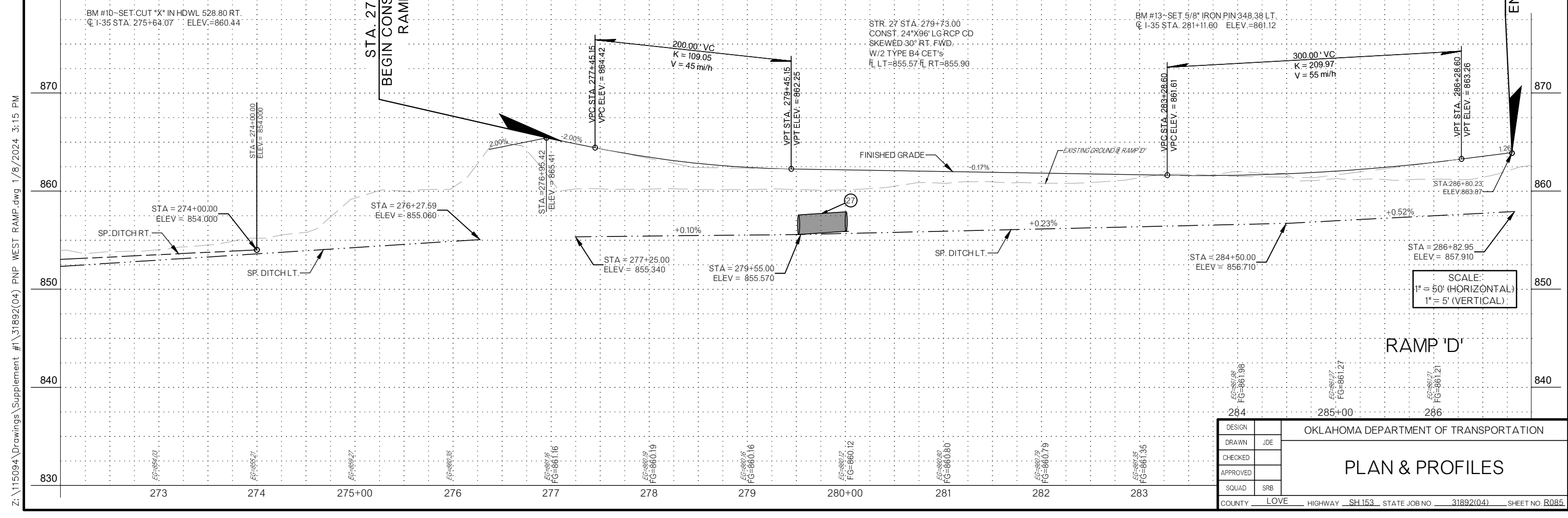
ASPHALT PAVING

DETOUR



STA. 277+21.58
BEGIN CONSTRUCTION
RAMP 'D'

STA. 286+80.66
END CONSTRUCTION
RAMP 'D'

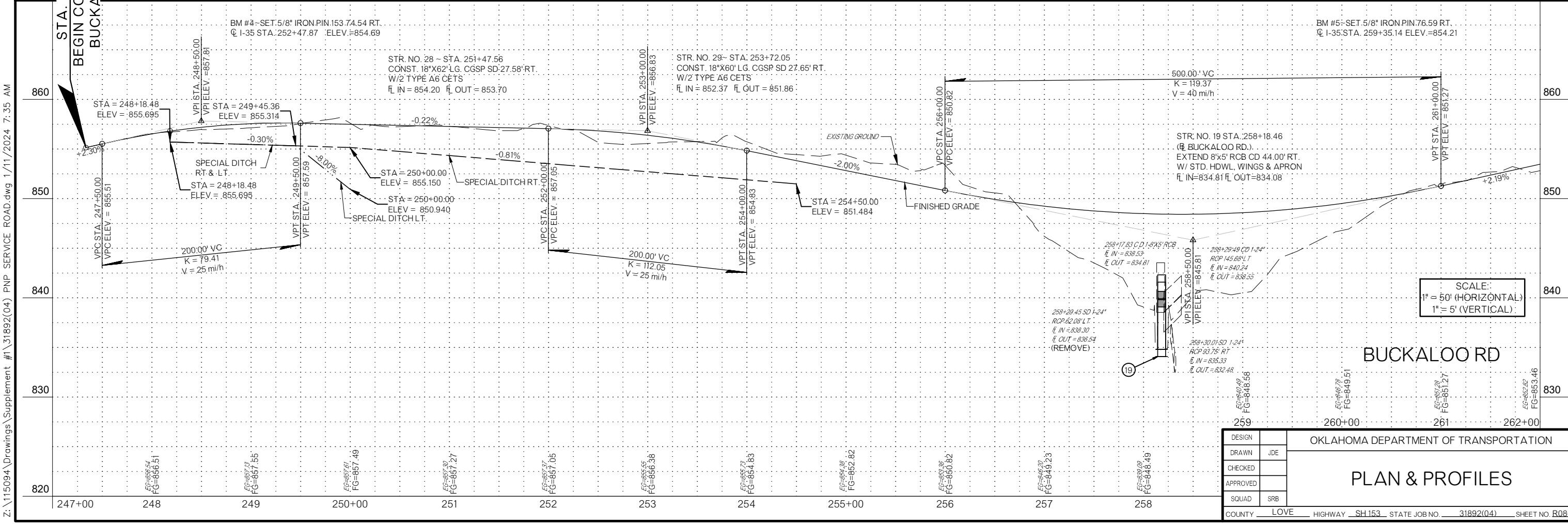
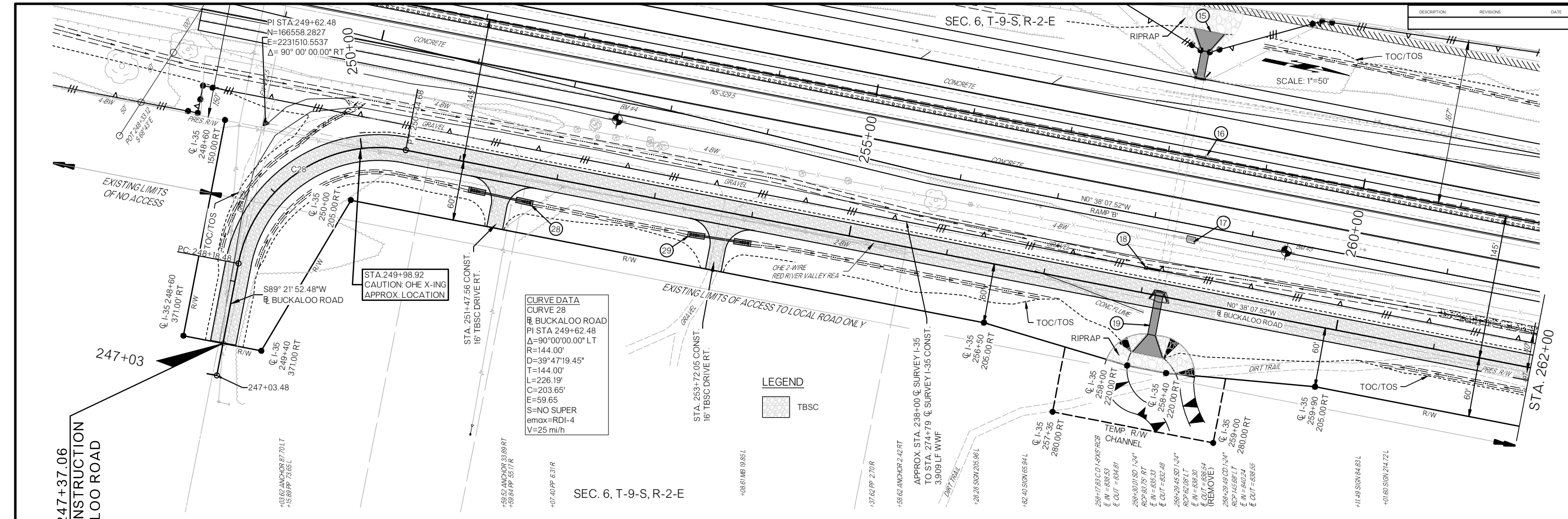


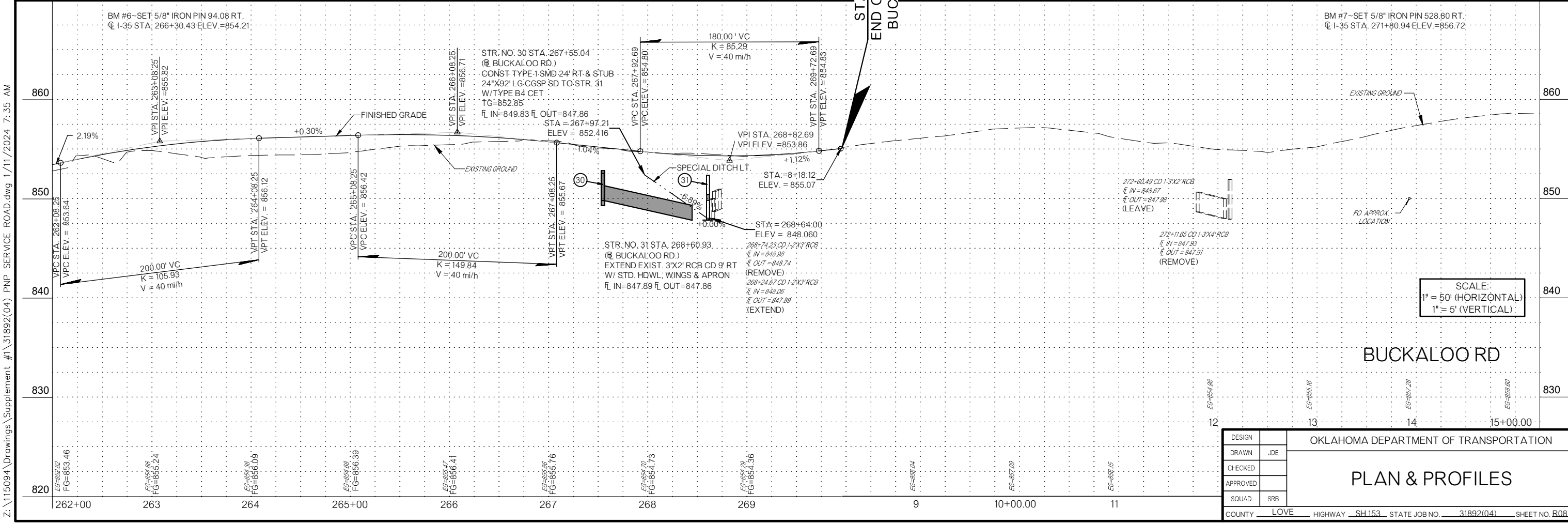
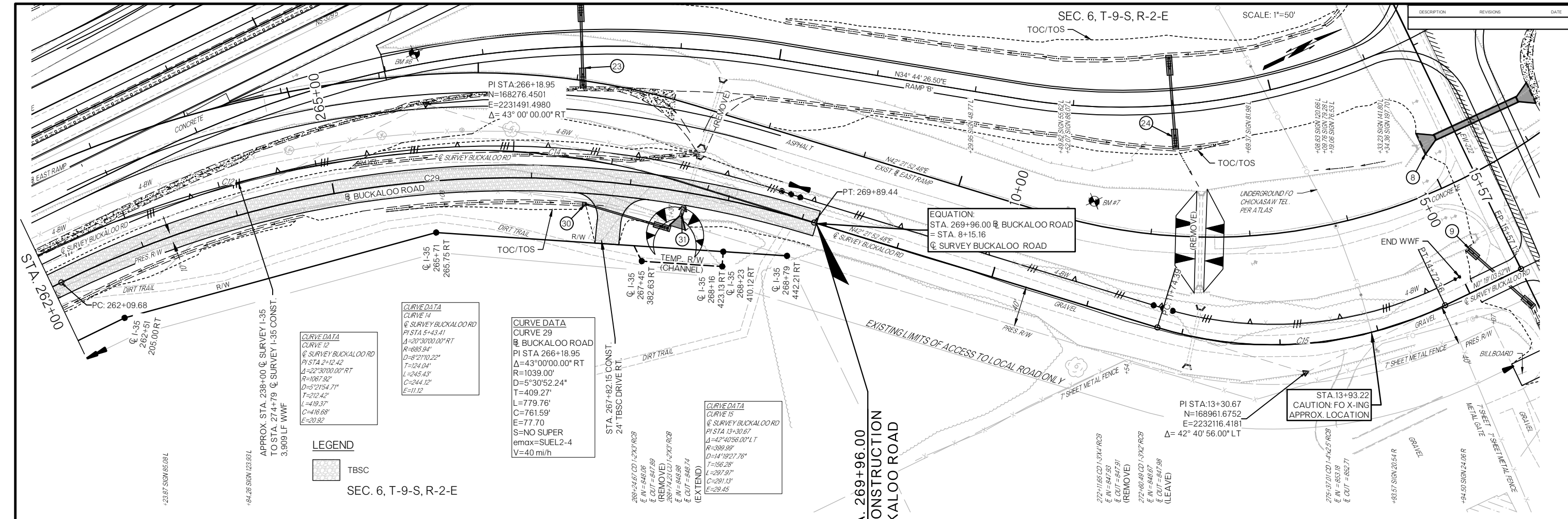
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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	JDE	
CHECKED		
APPROVED		
SQUAD	SRB	

PLAN & PROFILES

COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. R085








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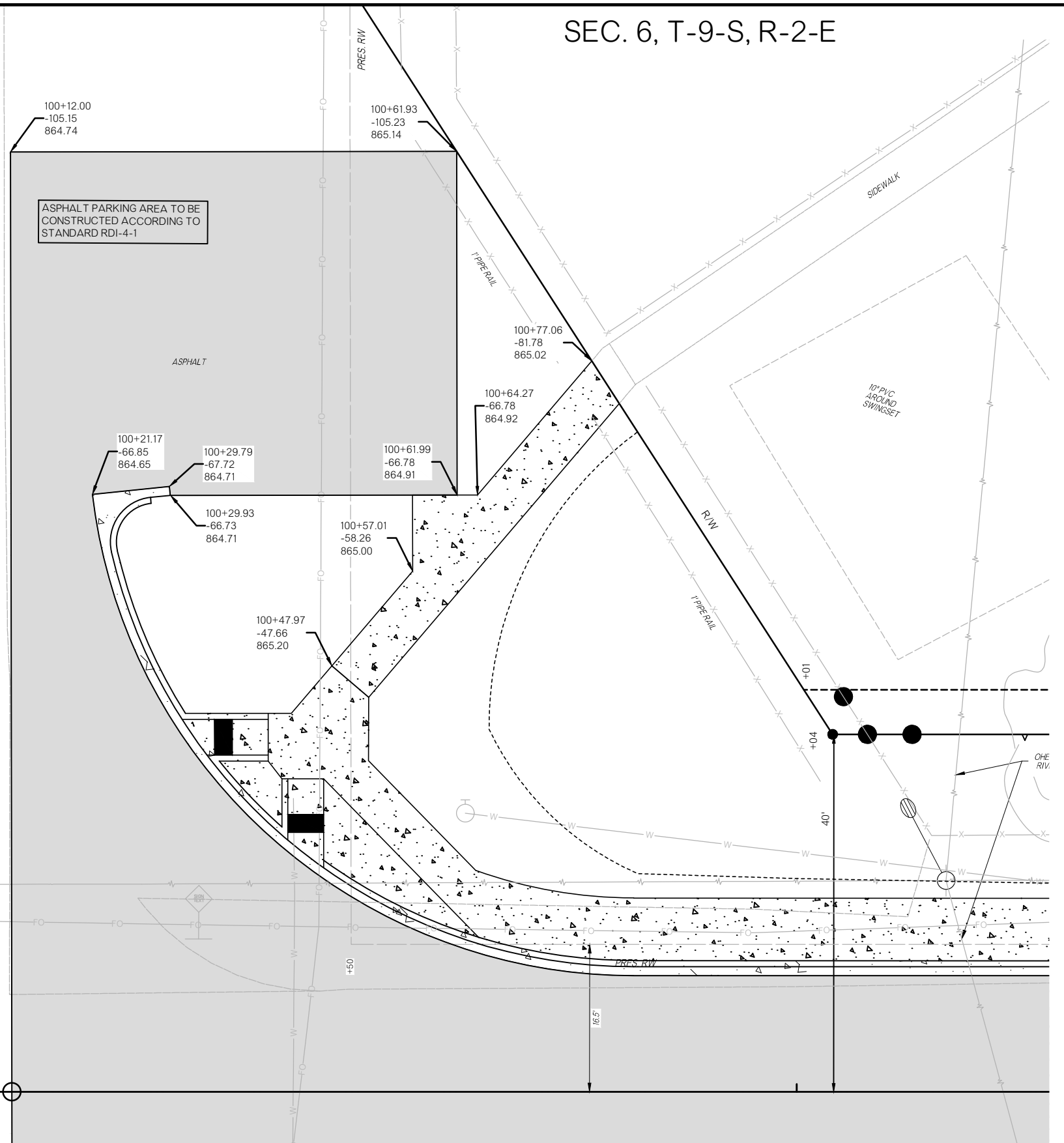
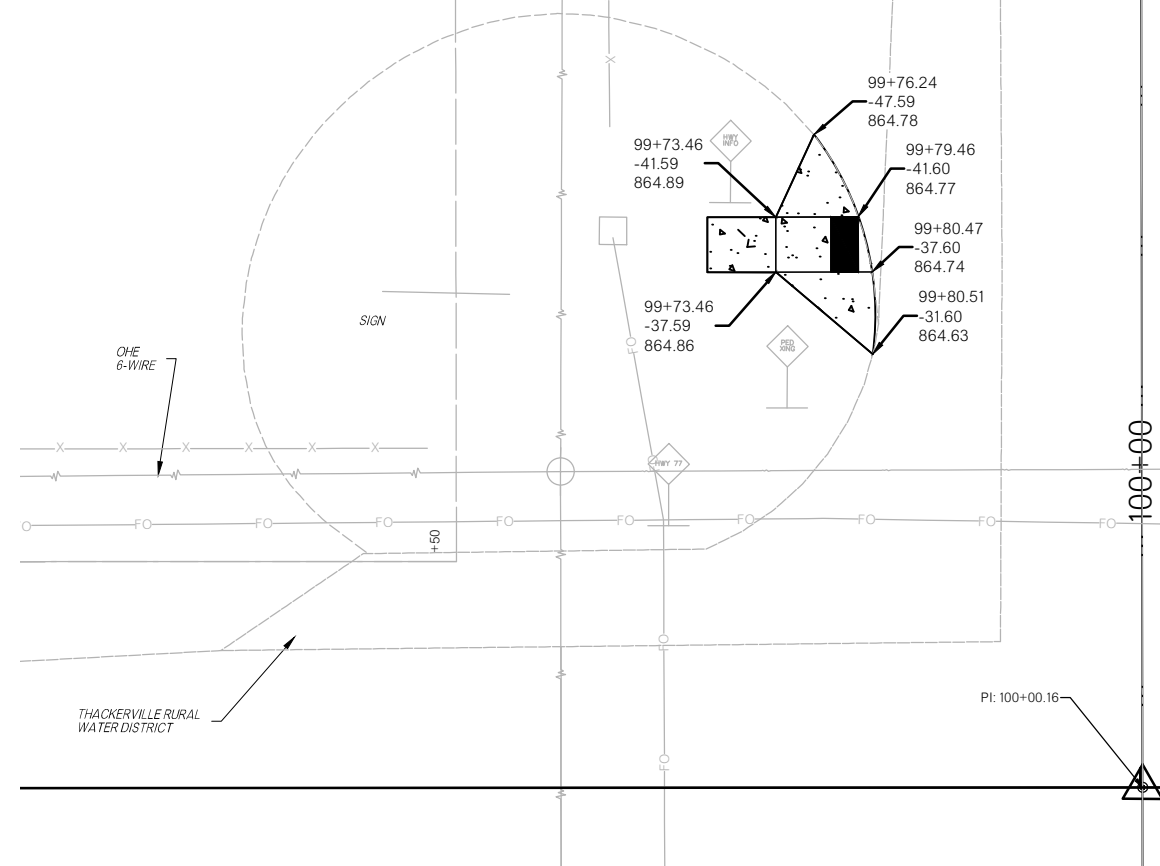
SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E



LEGEND

-  ASPHALT
-  CONCRETE
-  SIDEWALK

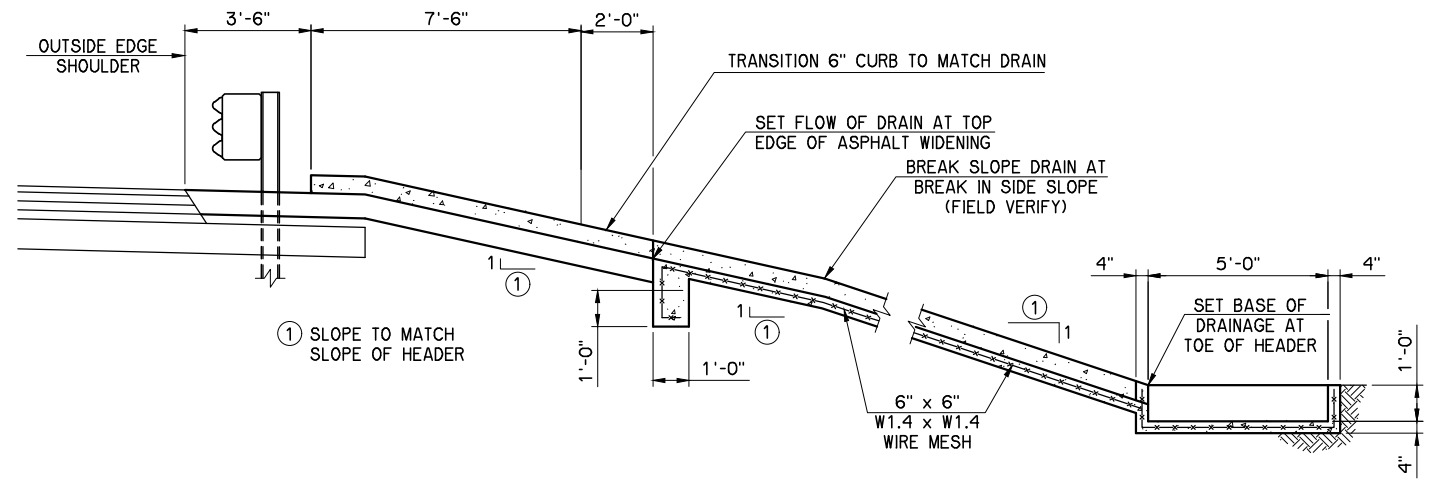
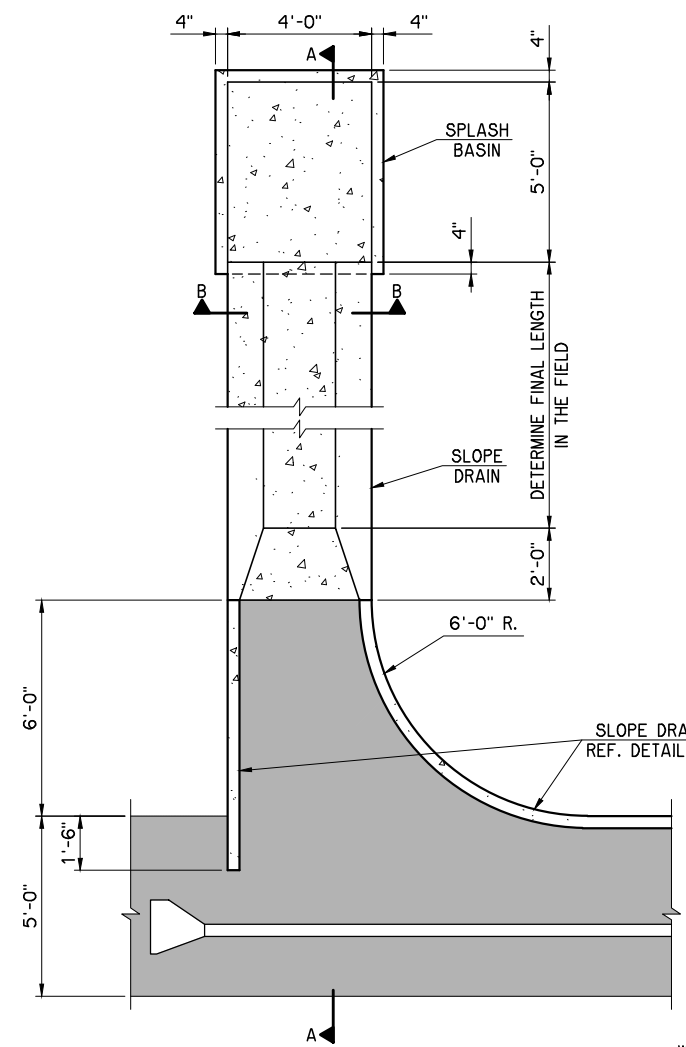


SH 153

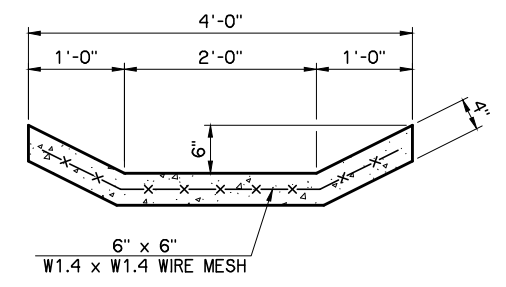
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		PARKING DETAIL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		R088

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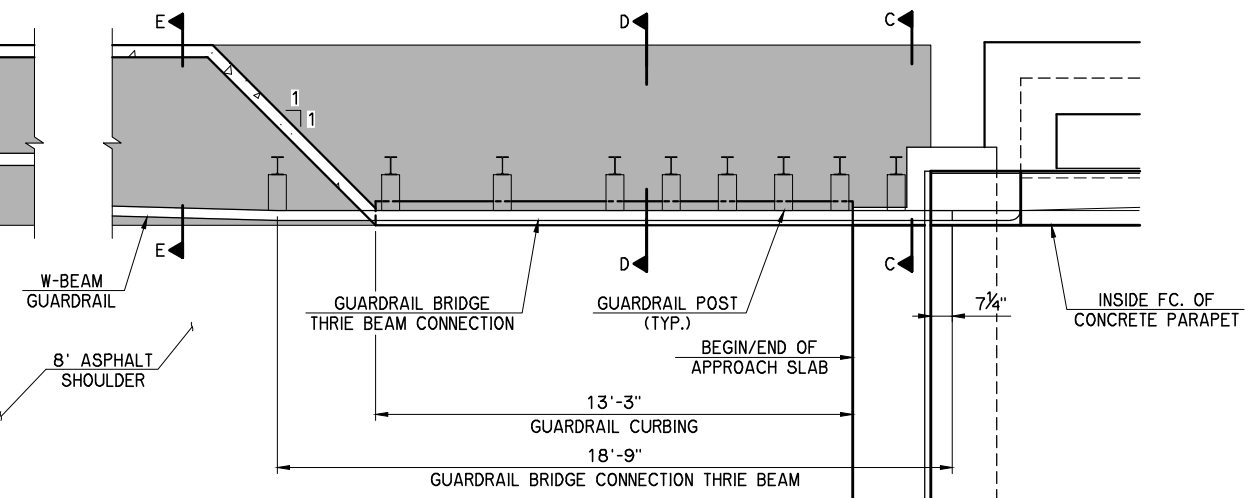
REVISIONS		
REV NO	DESCRIPTION	DATE



SECTION A-A



SECTION B-B

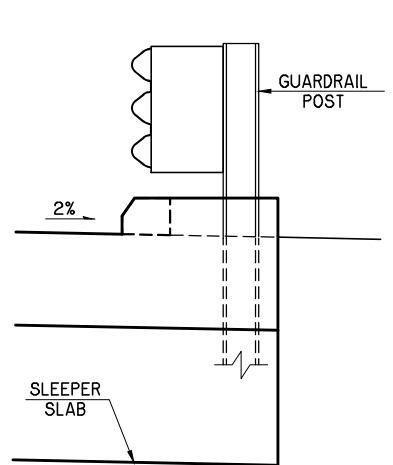


SLOPE DRAIN DETAIL
ONE SHOWN, FOUR REQUIRED

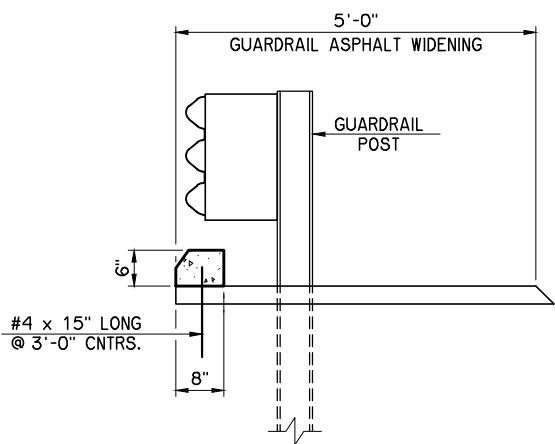
NOTES:
 PROVIDE GUARDRAIL ASPHALT WIDENING IN ACCORDANCE WITH STANDARDS GHW1-1, GHW2-1, SKT-1 AND THRI-1 EXCEPT AS SHOWN ON THIS SHEET. INCLUDE ALL COSTS OF GUARDRAIL ASPHALT WIDENING IN ROADWAY PAY ITEMS.

CONSTRUCT SLOPE DRAINS, SPLASH BASINS AND CURBS USING CLASS C CONCRETE. INCLUDE ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS AND CURBS IN THE PAY ITEM FOR "CLASS C CONCRETE". SLOPE DRAIN, SPLASH BASIN AND CURBS CONTAIN AN ESTIMATED 18.2 C.Y. OF CLASS C CONCRETE.

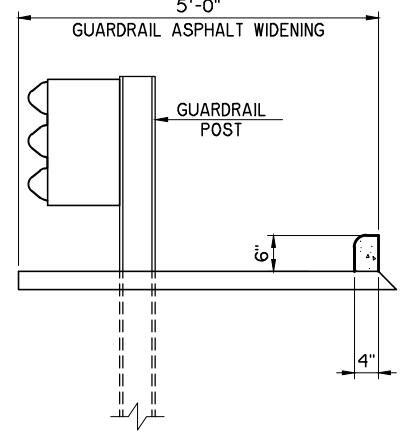
SLOPE DRAIN CURBING TO BE CONSTRUCTED AS SHOWN ON THIS SHEET USING CLASS C CONCRETE AS SHOWN IN "SLOPE DRAIN CURBING DETAIL." ALL COSTS TO CONSTRUCT SLOPE DRAIN CURBING INCLUDING REINFORCING STEEL SHALL BE INCLUDED IN THE PAY ITEM FOR "CLASS C CONCRETE".



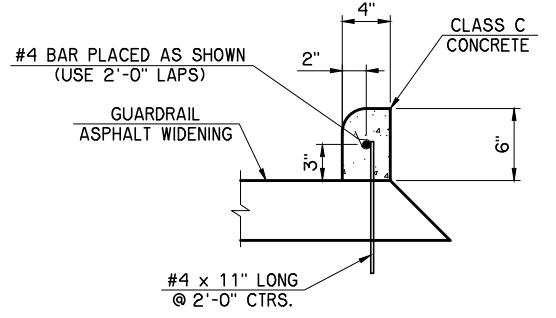
SECTION C-C



SECTION D-D



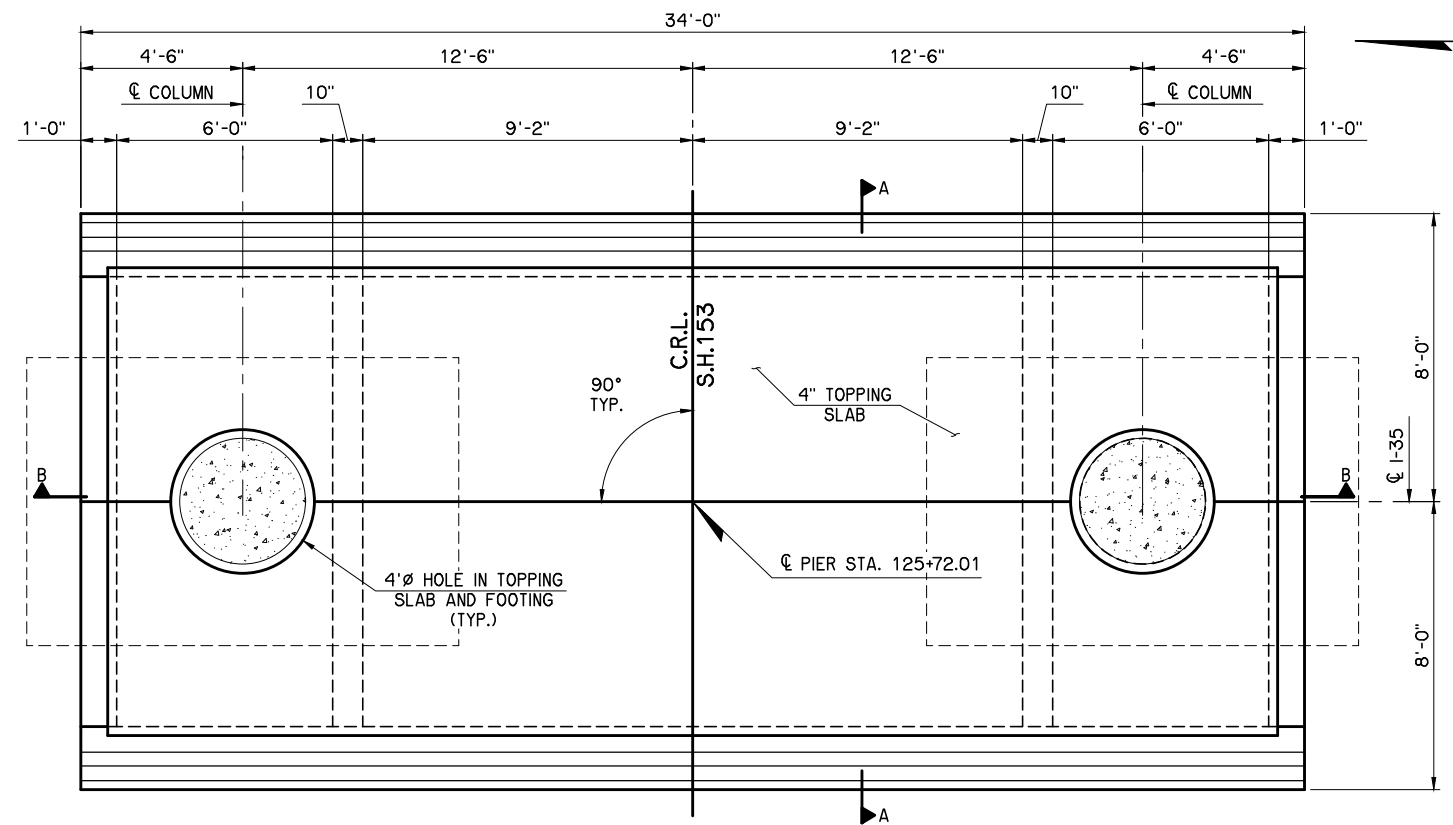
SECTION E-E



SLOPE DRAIN CURBING DETAIL

S.H.153 OVER I-35	LOVE COUNTY	Design	DLW
BRIDGE END DRAIN DETAILS		Detail	DRB
		Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
		JOB PIECE NO. 31892(04)	SHEET NO. RO89

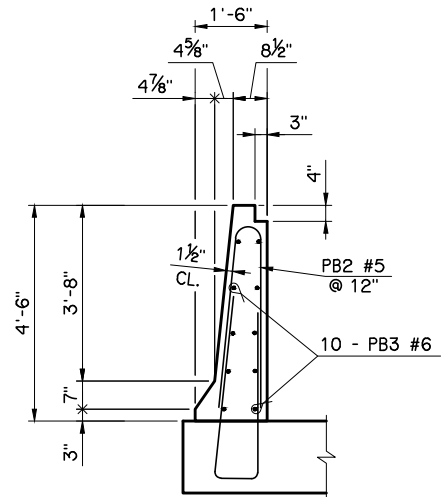
REVISIONS		
REV. NO.	DESCRIPTION	DATE



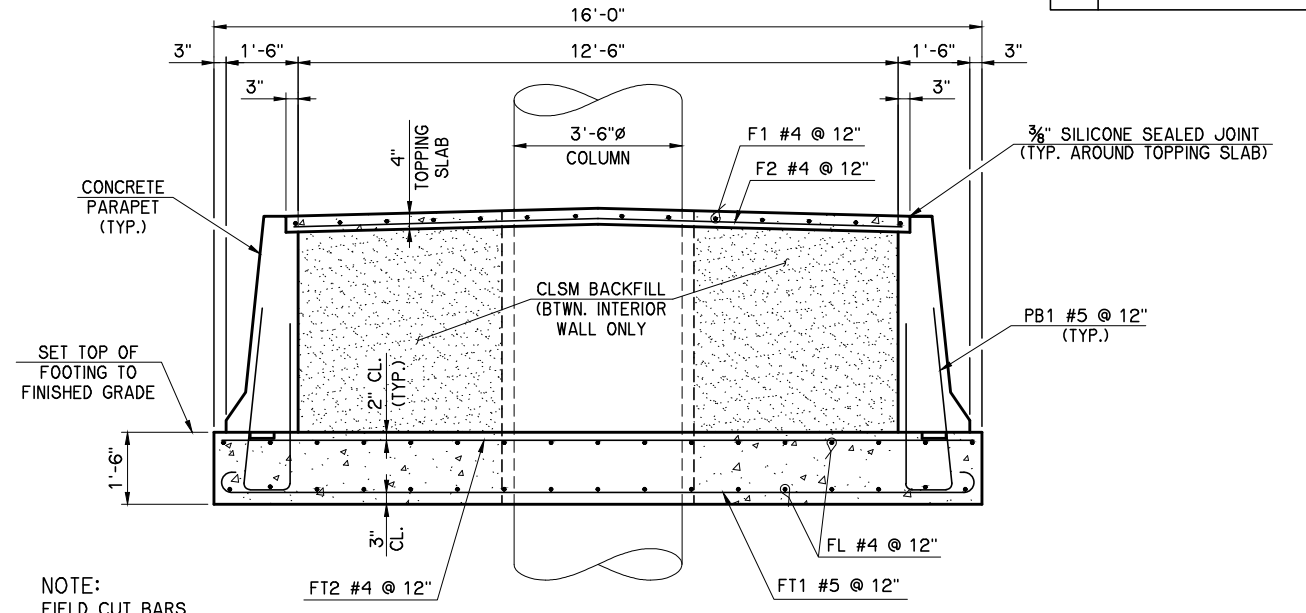
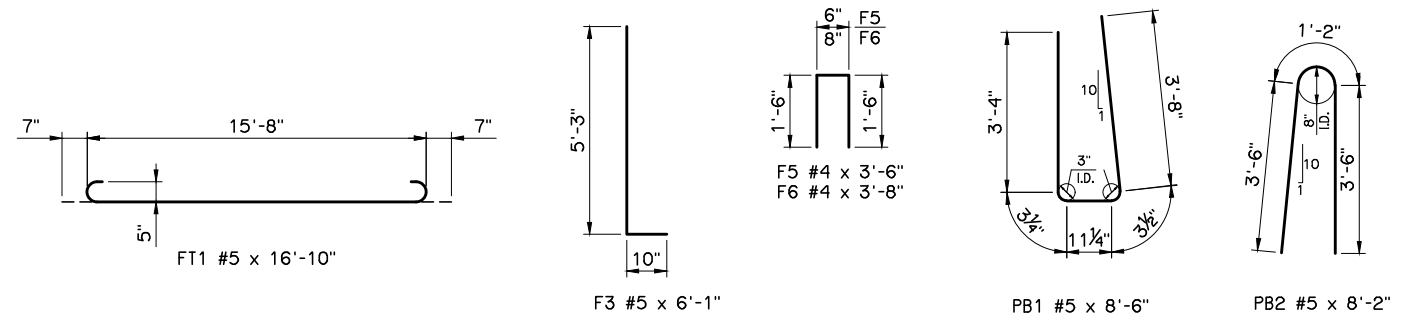
PIER BARRIER PLAN

PIER BARRIER BAR LIST				
MARK	SIZE	NO.	FORM	LENGTH
PLAIN REINFORCING				
F1	#4	14	STR.	32'-2"
F2	#4	34	STR.	12'-8"
F3	#4	112	BNT.	6'-1"
F4	#4	40	STR.	12'-2"
F5	#4	28	BNT.	3'-6"
F6	#4	28	BNT.	3'-8"
FL	#4	34	STR.	33'-8"
FT1	#5	35	BNT.	16'-10"
FT2	#4	35	STR.	15'-8"
PB1	#5	70	BNT.	8'-6"
PB2	#5	70	BNT.	8'-2"
PB3	#6	20	STR.	33'-8"

- ① INCLUDED IN CONTRACT UNIT PRICE OF CONCRETE PARAPET

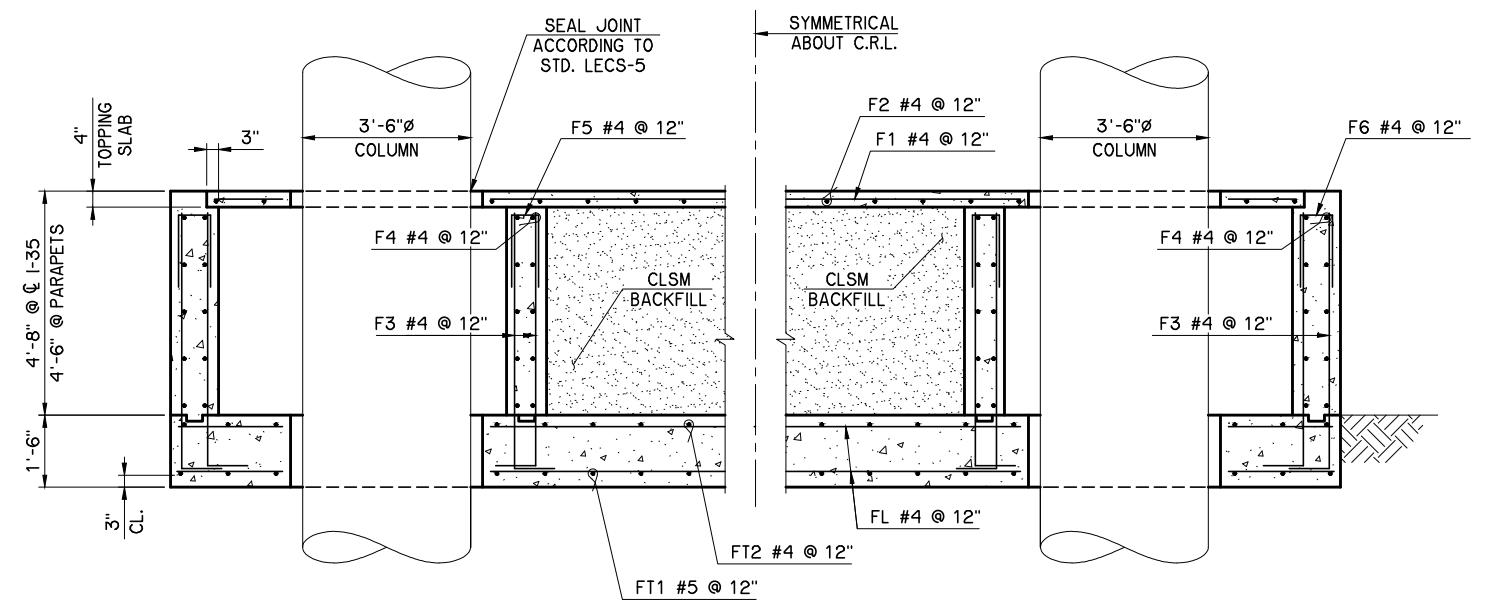


CONCRETE PARAPET DETAIL



SECTION A-A

NOTE:
FIELD CUT BARS
TO FIT AROUND
COLUMNS.



SECTION B-B

NOTES:
INCLUDE ANY EXCAVATION NECESSARY TO CONSTRUCTION THE PIER BARRIER AND ALL OTHER LABOR, MATERIALS, AND INCIDENTALS IN THE CONTRACT UNIT PRICE OF "CLASS A CONCRETE".
PROVIDE CLASS AA CONCRETE FOR CONCRETE PARAPET.

PIER BARRIER QUANTITIES		
ITEM	UNIT	TOTAL
CLSM BACKFILL	C.Y.	39
CONCRETE PARAPET	L.F.	68.0
CLASS A CONCRETE	C.Y.	41.3
REINFORCING STEEL	LB.	5,480

S.H.153 OVER I-35		LOVE COUNTY		Design	DLW
PIER BARRIER DETAILS				Detail	DRB
				Check	DLW
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		CEC	
JOB PIECE NO. 31892(04)		SHEET NO. RO90			

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SURVEY OF
S.H. 153/I-35
SWO 5264(1)
J/P NO. 31892(04)
LOVE COUNTY

S.H.153 BRIDGE & APPROACHES OVER I-35 & INTERCHANGE MODS
5.3 MILES NORTH OF THE TEXAS STATE LINE

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION		REVISIONS		DATE	

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SWO 5264(1) J/P 31892(04) : I-35 & SH 153 CO. Love

HORIZONTAL CONTROL:
 Oklahoma Coordinate System of 1927 _____ Zone.
 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 Control adjusted to CORS (2011) (2nd) Order
 (Primary Control Points 7400 & 7403)
 Closure before adjustment X _____ Y _____ Angles _____
 Trav. Length _____ No. Angles _____ is () Order before adjustment. _____

B) Method of Distance Measurement:
 Electronic GPS Triangulation Chained

D) Instrument used for angles Topcon GR3 & Trimble R10

2. Secondary Control adjusted to Primary Control (2nd) Order
 Stations _____
 A) Closure before adjustment X _____ Y _____ Angles _____
 B) _____ is () Order. _____ Tied to _____
 C) Method of Distance Measurement:
 Electronic GPS Triangulation Chained

D) Instrument used for angles _____

VERTICAL CONTROL IS 2nd order. Level Line taken from 7403
 (2nd) order and tied to 7400 & 7401 (2nd) Order Class II.
 NGVD 29 datum 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.)

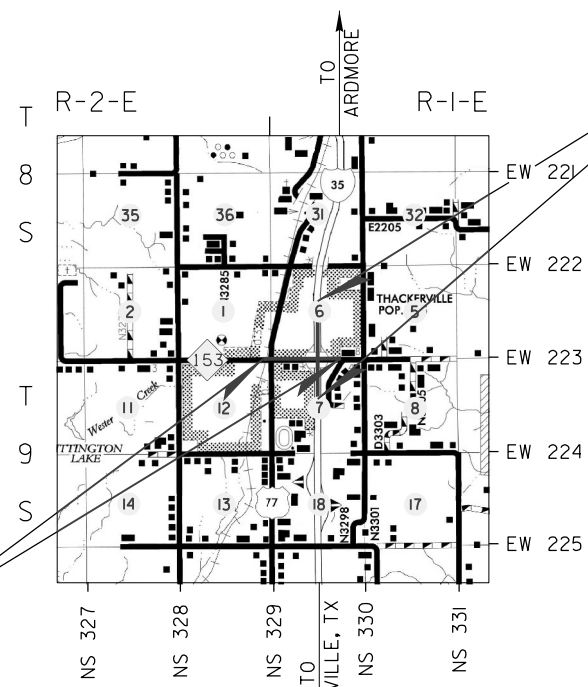
Distribution:
 Copy w/survey reports _____ Taylor Denniston
 Copy in each Alignment and level book _____ Professional Land Surveyor

(FORM SD #20) _____ 20-Oct-17
 Rev. 11/03 _____ Date

Index of Sheets:

1	Title Sheet	Survey Began 4-28-17
2-4	Historical Letter/Written Report	Survey End 10-20-17
5	Alignment Report	
6-7	Check Levels	
8-9	Cogo Report	
10	SD Form No 11	
11-17	Survey Data Sheets	
18-21	Section Data Sheets	

Personal:	Title:	Equipment:	Serial #
Taylor Denniston	Professional Land Surveyor	Trimble TSC2	TSC3102-002
Thomas D. Lee	Professional Land Surveyor	Topcon GPS GR3 Base Receiver	444-0456
Brad Cypert	Professional Land Surveyor	Topcon GPS GR3 Base Receiver	442-2399
Randy Tollison	Survey Technician	Trimble M3	0036127
Jason Kastens	Survey Technician	Trimble R10 Base	5510484764
Carissa Palmer	Utility Technician	Trimble R10 Base	5434476967
Jason Harvey	Professional Land Surveyor/Party Chief	Trimble R10 Rover	5508493863
Sam Gibson	Party Chief	Trimble R10 Rover	5434477162
Simon Lloyd	Party Chief	Trimble S6	92720040
Jeff West	Party Chief	Trimble TSC3	872-TYSGMDC
Blake Smith	Instrument Man	Trimble TSC3	RS30C31638
Colton Cypert	Instrument Man	Trimble TSC3	TSC3112-002



I-35 PROJECT EXTENTS

SH 153 PROJECT EXTENTS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 5264(1) Job / Piece 31892(04) Engr. Contract No. 1846B

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established or re-established in substantial conformity with:

- applicable instructions contained in the U.S. Government Bureau of Land Management publication "Manual of Surveying Instructions";
- its supplement, "Restoration of Lost or Obliterated Corners and Subdivision of Sections";
- "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Registration for Professional Engineers and Land Surveyors; and
- sound land surveying practices;

Including a thorough search, study, analysis and consideration of all existing records and field evidence.

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision and that it is true, accurate and correct to the best of my knowledge and belief.

Dated this 20th day of October, 2017

Land Surveyor Taylor Denniston
Signature

Taylor Denniston
Printed Name

Oklahoma Professional Land Surveyor No. 1787

Certificate of Authorization No. 3949 Exp. Date: June 30, 2019

Utilities

Utility	Phone Number
Electric:	
Red River Valley Rural Electric Association	(580) 276-3364
Fiber Optic/Telephone:	
CenturyLink	(636) 887-4752
Chickasaw Telephone	(580) 622-3837
Level 3 Communications	(918) 858-3023
Gas/Oil:	
Targa Pipeline	(580) 444-3190
Water Lines:	
Thackerville Rural Water	(580) 276-5066

CONVENTIONAL SYMBOLS

	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
	RIGHT-OF-WAY FENCE

SURVEY LENGTH 7958.58 Ft. 1.512 MI.
 I-35 / A001 - MAIN LINE
 BEGINNING STATION : 235+40.19
 ENDING STATION : 315+25.77

SURVEY LENGTH 3846.26 Ft. 0.728 MI.
 SH 153 / A003 - SEC LINE RAMP
 BEGINNING STATION : 97+24.91
 ENDING STATION : 135+71.17

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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, MAY 17, 2010.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED JANUARY, 2017 GOVERN.
 SDS 1 OF 21



PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RTT	10/17	CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019 SMITH ROBERTS BALDISCHWILER, LLC 100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 Fax: (405) 840-5916 SURVEY DATA SHEET
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL		
SWO <u>5264(1)</u> PROJECT NO. <u>31892(04)</u> SHEET NO. <u>S001</u>			

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS		DATE

Oklahoma Department of Transportation

Date: October 20, 2017

To: Mr. William Tackett, Chief of Surveys
 From: Taylor Denniston, Professional Land Surveyor
 Subject: SWO 5264(1) J/P No. 31892(04)
 S.H. 153 Bridge & Approaches over I-35 & Interchange Mods,
 5.3 Miles N. of the Texas S/L

HISTORICAL LETTER AND WRITTEN REPORT

1. ASSIGNMENT OF SURVEY:

This Survey was assigned by William Tackett, P.L.S. Chief of Surveys, Oklahoma Department of Transportation, 200 N.E. 21st Street, Oklahoma City, Oklahoma on April 28, 2017.

2. GENERAL:

Method of Survey: This survey was performed using the Break Line Method, applying a combination of field conventional methods to obtain topography in the main project area, and real-time kinematic GPS (RTK) to obtain information on existing land tie evidence.

Units of measurement: U.S. Survey Foot

Reference material relevant to this project:

SWO2158(1) Interstate Line Book No 1
 FAP I-35-1(3)&(4) 000 Plans
 SWO4354_1_v1 Digital Survey
 SWO4399_1_v1 Digital Survey
 SWO5094_1_v1 Digital Survey

3. SURVEY LIMITS:

I-35:

The Survey will begin: 4000 feet south of SH153 centerline (Approximately 1280' north of EW 223 Section Line) and will continue north to a point 4000 feet north of the centerline of SH 153 (Approximately 1280' south of EW 221 Section Line Reed/Hutchinson Road).

SH 153:

Survey will begin at the GC & SF Railroad and will continue east approximately 4200 feet to a point at least 500 feet east of a road from the south that parallels the east I-35 Right-of-Way (Approximately 1320 west of Tabler Road/NS 330 Section Line).

4. ALIGNMENT:

I-35: The Centerline of Survey for this alignment will be along and identical to the centerline of SWO 2158(1), SWO 4354_1_V1 Digital Survey, SWO 4399_1_v1 Digital Survey and FAP I-35-1(3)&(4) 000 Plans.

SH 153: The Centerline of Survey for this alignment will be along and identical to the centerline of SWO 2158(1), SWO 4399_1_V1 Digital Survey and FAP I-35-1(3)&(4) 000 Plans.

5. STATIONING:

I-35: The Stationing for the survey will be derived from SWO 2158(1) POT Sta. 275+42.31 and will be decreased to the south to the Beginning of the Survey and then carried forward or north to the End of the Survey.

SH 153: The Stationing for the survey will be derived from SWO 2158(1) POT Sta. 25+71.17 and will be decreased to the west to the Beginning of the Survey and then carried forward or east to the End of the Survey (Note: 100+00 was added to this station to avoid negative stationing as decreased to the west).

6. PURPOSE OF SURVEY

The purpose of this survey is to develop plans to replace an at-risk bridge structure and make interchange ramp modifications. The survey will include the Alignment, Topographic/Planimetric data, Surface Features/Digital Terrain Model Data, Land and Property Ties, Utilities, Drainage and all other pertinent information needed to aid in the design. Additional details about the intent of this project can be found in the Project Initiation Report.

7. TOPOGRAPHY / DTM INFORMATION:

The Break Line Method, applying conventional field methods to obtain topography to create a Digital Terrain Model (DTM) and has been archived within the MicroStation Design File (See: SUBMITTED DATA).

8. HORIZONTAL CONTROL:

Horizontal control for this survey was established for Control Point numbers 7400 and 7403 by multiple, simultaneous, GPS static observations. A properly weighted and fully constrained least squared adjustment was completed using CORS monuments OKAR, TXNO, TXSR and verified to NGS PID DN1508 for horizontal and approximate vertical position (only nearest tenth of foot available) Trimble Business Center version 4.01. Coordinates on this survey are NGS Oklahoma State Plane Coordinate system NAD 83 (2011) Lambert Conformal Conic Projection South Zone. The distances, coordinates, and elevations shown on this survey are in U.S. Survey Feet. All angles and bearings shown are in degrees, minutes, and seconds.

9. VERTICAL CONTROL:

Vertical Control for this survey is NGS, NAVD88 and a digital level was run between control points 7400 and 7403. Total length of run = 1.60 miles. A benchmark list depicting existing and newly established benchmarks, as well as results of the control leveling has been placed and archived within the MicroStation Design File (See: SUBMITTED DATA). It should be noted that a usable NGS vertical control monument could not be recovered within a 10 mile radius of the project area.

10. ENVIRONMENTAL CONCERNS:

There is a gas station adjoining this survey along SH 153, approximate location is as shown:


- 98+73 to 99+50 on right

11. UTILITIES:

CALL OKIE was contacted on May 1, 2017, and utilities were located by May 15, 2017. All utility information has been shown and archived within the MicroStation Design File (See: SUBMITTED DATA).

UTILITIES OWNERSHIPS:

- | | |
|--|----------------|
| 1. CenturyLink
Kirk Thoeke
11111 Dorsett Road
Maryland Height, MO 63043 | (636) 887-4752 |
| 2. Chickasaw Telephone
Eddie Tomlinson
124 W. Vinita
Sulphur, OK 73086 | (580) 622-3837 |
| 3. Level 3 Communications
Mark Lane
18 W. Archer Street | (918) 858-3023 |

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small>  SMITH ROBERTS BALDISCHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 Fax: (405) 840-5116</small>
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264 (1)	
PROJECT NO. 31892(04)			SHEET NO. S002

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION				REVISIONS	DATE

- 4. Tulsa, OK 74103
Red River Valley Rural Electric Association (580) 276-3364
1003 Memorial Drive
Marietta, OK 73448
- 5. Targa Pipeline (918) 574-3756
Allyn Greene
110 W. 7th, Suite 2300
Tulsa, OK 74119
- 6. Thackerville Rural Water (580) 276-5066
19167 US Highway 77
Thackerville, OK 73459

12. DRAINAGE INFORMATION

Drainage areas depicted for this site are overlaid on USGS quad maps with drainage basins being shown based in information found at the "USGS StreamStats" website combined with all existing cross drains that were field located as part of this project.

13. NGS "GPS ON BENCHMARK" PROGRAM

Acceptable NGS monumentation was not found within 5 miles of this project area to be able to participate with the NGS program "GPS on Benchmarks".

14. SECTION BOUNDARY SURVEYS:

Land Ties are to include establishing/re-establishing all section corners and 1/4 section corners, including the center section corner, of each section through which the main line passes and any other quarter (1/4) section from which right-of-way may need to be acquired. All section corners and 1/4 section corners so established are to be monumented and referenced in accordance with the Survey Specifications. As a minimum, the following sections are to be set up in:

T-09-S, R-01-E, I,M; SECTIONS 1 and 12.

SECTION 1;

NW CORNER - ODOT Sta. No. L-43-387 (REVISED) - FOUND 3/8" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

N 1/4 CORNER - ODOT Sta. No. L-43-393 (REVISED) - FOUND 80d SPIKE WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

NE CORNER - ODOT Sta. No. L-43-399 (REVISED) - FOUND MAG NAIL W/LS #1512 TAG WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663 FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

W 1/4 CORNER - ODOT Sta. No. L-43-386 (REVISED) - FOUND 1/2" IRON PIN. SET REFERENCES 1, 2 AND 3 AS DESCRIBED ON THIS RECORD.

E 1/4 CORNER - ODOT Sta. No. L-43-398 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

SW CORNER - ODOT Sta. No. L-43-385 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

S 1/4 CORNER - ODOT Sta. No. L-43-392 (REVISED) - FOUND PK W/SHINER WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

SE CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

SECTION 12;

NW CORNER - ODOT Sta. No. L-43-385 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

N 1/4 CORNER - ODOT Sta. No. L-43-392 (REVISED) - FOUND PK W/SHINER WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

NE CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

W 1/4 CORNER - ODOT Sta. No. L-43-384 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

E 1/4 CORNER - ODOT Sta. No. M-43-255 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

SW CORNER - ODOT Sta. No. L-43-383 (REVISED) - FOUND RAIL ROAD SPIKE WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

S 1/4 CORNER - ODOT Sta. No. L-43-391 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

SW CORNER - ODOT Sta. No. M-43-254 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

T-09-S, R-02-E, I,M; SECTIONS 6 and 7.

SECTION 6;

NW CORNER - ODOT Sta. No. L-43-399 (REVISED) - FOUND MAG NAIL W/LS #1512 TAG WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663 FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.


N 1/4 CORNER - ODOT Sta. No. L-43-405 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663 FOR THE LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

NE CORNER - ODOT Sta. No. L-43-411 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663 FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

W 1/4 CORNER - ODOT Sta. No. L-43-398 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

CENTER CORNER - ODOT Sta. No. L-43-404 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

E 1/4 CORNER - ODOT Sta. No. L-43-410 (REVISED) - FOUND MAG NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

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DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264	
PROJECT NO. 318921041			SHEET NO. S003

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					DATE
DESCRIPTION					DATE

SW CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

S 1/4 CORNER - ODOT Sta. No. L-43-260 (REVISED) - FOUND CUT "X" ON BRIDGE DECK AND REFERENCES 1, 3, 4 AND 5 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

SE CORNER - ODOT Sta. No. M-43-264 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

SECTION 7;

NW CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

N 1/4 CORNER - ODOT Sta. No. L-43-260 (REVISED) - FOUND CUT "X" ON BRIDGE DECK AND REFERENCES 1, 3, 4 AND 5 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

NE CORNER - ODOT Sta. No. M-43-264 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

W 1/4 CORNER - ODOT Sta. No. M-43-255 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

CENTER CORNER - ODOT Sta. No. M-43-259 (REVISED) - SET MAG NAIL W/SRB TAG AT THE INTERSECTION OF THE N-S AND E-W QUARTER SECTION LINES. THIS MONUMENT WAS REESTABLISHED IN THE SAME POSITION AS OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008. SET CUT "X" FOR REFERENCES 1, 2, 3, 4 AND 5 AS SHOWN ON THIS RECORD.

E 1/4 CORNER - ODOT Sta. No. M-43-263 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

SW CORNER - ODOT Sta. No. M-43-254 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

S 1/4 CORNER - ODOT Sta. No. M-43-258 (REVISED) - FOUND CUT "X" WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY GARREN DODSON, LS #696 FOR SMITH ROBERTS INCORPORATED FILED ON JANUARY 27, 2010.

SE CORNER - ODOT Sta. No. M-43-262 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

15. SUBMITTED DATA:

CIVIL:


1. SWO5264\CIVIL\SWO5264_1_V1.alg - InRoads Alignment
2. SWO5264\CIVIL\SWO5264_1_V1.dtm - InRoads Digital Terrain Model
3. SWO5264\CIVIL\SWO5264_1_V1_ALIGN.pdf - InRoads Alignment Report
4. SWO5264\CIVIL\SWO5264_1_V1_SURF.pdf - InRoads Surface Report

DGN

1. SWO5264\DGNS\SWO5264_1_V1.dgn - All Survey Drawings
2. SWO5264\DGNS\SWO5264_1_V1_DRA.dgn - Drainage Map
3. SWO5264\DGNS\SWO5264_1_V1_DRA_USGS.tif - Drainage Map Image
4. SWO5264\DGNS\SWO5264_1_V1_Full_Size.pdf - All Survey Drawings
5. SWO5264\DGNS\SWO5264_1_V1_Half_Size.pdf - All Survey Drawings
6. SWO5264\DGNS\SWO5264_1_V1_Location Map.jpg
7. SWO5264\DGNS\SWO5264_1_V1_Perimeter.dgn
8. SWO5264\DGNS\SWO5264_1_V1_SFF.dgn - Surface Feature File
9. SWO5264\DGNS\SWO5264_1_V1_TOPO.dgn - Topography Identification File
10. SWO5264\DGNS\SWO5264_1_V1_TRI.dgn - Triangle File

Reports:

1. SWO5264\REPORTS\SWO5264_1_V1_Check_Levels.pdf
2. SWO5264\REPORTS\SWO5264_1_V1_COGO_Points.pdf
3. SWO5264\REPORTS\SWO5264_1_V1_COGO_Points.txt
4. SWO5264\REPORTS\SWO5264_1_V1_Historical Letter and Written Report.pdf
5. SWO5264\REPORTS\SWO5264_1_V1_Index.pdf
6. SWO5264\REPORTS\SWO5264_1_V1_OCCR.pdf
7. SWO5264\REPORTS\SWO5264_1_V1_OPUS Report.pdf
8. SWO5264\REPORTS\SWO5264_1_V1_SD 7 Public and Private Utilities.pdf
9. SWO5264\REPORTS\SWO5264_1_V1_SD 11 Static Monumentation.pdf
10. SWO5264\REPORTS\SWO5264_1_V1_SD 20 Survey Control Accuracy Statement.pdf
11. SWO5264\REPORTS\SWO5264_1_V1_SD 41 Surveyors Certification.pdf

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small>  SMITH ROBERTS BALDISCHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 843-7094 Fax: (405) 840-5116</small>
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264 (U)	
PROJECT NO. 318921041 SHEET NO. S004			

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE

Project Name: SWD5264_1_V1
 Description: Existing Condition
 Horizontal Alignment Name: A001
 Description: Main Line
 Style: Centerline

	STATION	NORTHING	EASTING
Element: Linear			
POB (300)	222+54.5632	163910.7248	2231394.9080
PI (302)	275+42.3100	169198.1465	2231336.2669
Tangent Direction: N 00°38'07.5234" W			
Tangent Length: 5287.7468			
Element: Linear			
PI (302)	275+42.3100	169198.1465	2231336.2669
PC (303)	306+46.3155	172301.9611	2231301.8434
Tangent Direction: N 00°38'07.5234" W			
Tangent Length: 3104.0055			
Element: Circular			
PC (303)	306+46.3155	172301.9611	2231301.8434
PI (306)	330+92.8620	174748.3571	2231274.7112
CC (304)	172460.8136	2245624.9075	
PT (305)	354+92.6422	177065.0673	2232061.1231
Radius: 14323.9449			
Delta: 19°23'07.1050" Right			
Degree of Curvature (Arc): 00°24'00.0000"			
Length: 4846.3267			
Tangent: 2446.5465			
Chord: 4823.2444			
Middle Ordinate: 204.4734			
External: 207.4345			
Tangent Direction: N 00°38'07.5234" W			
Radial Direction: N 89°21'52.4766" E			
Chord Direction: N 09°03'26.0291" E			
Radial Direction: S 71°15'00.4184" E			
Tangent Direction: N 18°44'59.5816" E			

Project Name: SWD5264_1_V1
 Description: Existing Condition
 Horizontal Alignment Name: A002
 Description: Rt Lane
 Style: Centerline

	STATION	EASTING	NORTHING
Element: Linear			
POB (369)	273+00.00	2231370.9521	168956.2063
PC (371)	297+07.67	2231344.2510	171363.7282
Tangent Direction: N 00°38'07.52" W			
Tangent Length: 2407.67			
Element: Circular			
PC (371)	297+07.67	2231344.2510	171363.7282
PI (374)	323+76.63	2231314.6523	174032.5239
CC (372)		2246969.4121	171537.0219
PT (373)	349+94.57	2232172.5562	176559.8442
Radius: 15626.12			
Delta: 19°23'07.11" Right			
Degree of Curvature (Arc): 00°22'00.00"			
Length: 5286.90			
Tangent: 2668.96			
Chord: 5261.72			
Middle Ordinate: 223.06			
External: 226.29			
Tangent Direction: N 00°38'07.52" W			
Radial Direction: N 89°21'52.48" E			
Chord Direction: N 09°03'26.03" E			
Radial Direction: S 71°15'00.42" E			
Tangent Direction: N 18°44'59.58" E			

Project Name: SWD5264_1_V1
 Description: Existing Condition
 Horizontal Alignment Name: A003
 Description: Sec Line Ramp
 Style: Centerline

	STATION	NORTHING	EASTING
Element: Linear			
POB (309)	94+99.9800	169179.7981	2228265.1317
PI (312)	97+24.9064	169181.2651	2228490.0534
Tangent Direction: N 89°37'34.7851" E			
Tangent Length: 224.9264			
Element: Linear			
PI (312)	97+24.9064	169181.2651	2228490.0534
PI (9012)	100+00.1620	169183.0602	2228765.3031
Tangent Direction: N 89°37'34.7851" E			
Tangent Length: 275.2556			
Element: Linear			
PI (9012)	100+00.1620	169183.0602	2228765.3031
PI (9035)	112+77.3358	169190.5545	2230042.4550
Tangent Direction: N 89°39'49.6622" E			
Tangent Length: 1277.1738			
Element: Linear			
PI (9035)	112+77.3358	169190.5545	2230042.4550
PI (302)	125+71.1700	169198.1465	2231336.2669
Tangent Direction: N 89°39'49.6622" E			
Tangent Length: 1293.8342			
Element: Linear			
PI (302)	125+71.1700	169198.1465	2231336.2669
PI (9013)	125+98.7800	169198.3085	2231363.8764
Tangent Direction: N 89°39'49.6622" E			
Tangent Length: 27.6100			
Element: Linear			
PI (9013)	125+98.7800	169198.3085	2231363.8764
PI (311)	135+71.1700	169204.0143	2232336.2496
Tangent Direction: N 89°39'49.6614" E			
Tangent Length: 972.3900			
Element: Linear			
PI (311)	135+71.1700	169204.0143	2232336.2496
POB (310)	139+18.2900	169206.0512	2232683.3637
Tangent Direction: N 89°39'49.6561" E			
Tangent Length: 347.1200			

CHECK LEVELS						BENCH MARK LIST	
SW05264(1)						NAVD 88 DATUM	
BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
CP 7403						858.440	FOUND 2" ODOT BRASS CAP 7' +/- WEST OF FENCE STA. 224+57.22 138.07 RT. 57' EAST OF EXISTING PAVEMENT.
	-0.179	-0.180	-0.179				
BM 1				858.261	858.261		SET 1/2" IRON PIN W/ CONTROL POINT CAP AS SHOWN ON SW05264(1) 20' EAST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 234+81.32 OFFSET 89.78' RT. SAME BEING 700'+/- NORTH OF CONTROL POINT 7403
	3.755	3.755	3.755				
BM 2				862.016	862.016		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 20' EAST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 238+58.56 OFFSET 86.43 RT. SAME BEING 700'+/- NORTH OF BM 1
	-7.327	-7.328	-7.327				
BM 3				854.690	854.688		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 20' EAST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 245+85.08 OFFSET 77.57 RT. SAME BEING 700'+/- NORTH OF BM 2.
	-2.024	-2.030	-2.027				
BM 4				852.666	852.662		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 20' EAST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 252+47.87 OFFSET 74.54 RT. SAME BEING 700'+/- NORTH OF BM 3.
	-4.652	-4.657	-4.654				


CHECK LEVELS						BENCH MARK LIST	
SW05264(1)						NAVD 88 DATUM	
BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 5				848.014	848.007		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 25' EAST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 256+35.14 OFFSET 78.59 RT. SAME BEING 700'+/- NORTH OF BM 4.
	6.203	6.199	6.201				
BM 6				854.217	854.208		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 20' WEST OF EXISTING PAVEMENT OF NORTH BOUND I-35 STATION 266+30.43 OFFSET 94.08 RT. SAME BEING 700'+/- NORTH OF BM 5.
	2.515	2.516	2.515				
BM 7				856.732	856.724		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 20' WEST OF NORTH BOUND EXIT I-35 STATION 271+80.94 OFFSET 528.80 RT. SAME BEING 700'+/- NORTH OF BM 6.
	0.965	0.966	0.965				
BM 8 (9)				857.696	857.689		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 15' WEST OF CENTERLINE 153 STATION 275+53.79 OFFSET 921.87 LT. SAME BEING 700'+/- NORTH OF CP 7401.
	8.644	8.646	8.645				
CP 7401				866.340	866.333		SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 15' SOUTH OF PAVEMENT STA 141+71.35 OFFSET 21.97' RT
	12.844	12.838	12.841				

CHECK LEVELS						BENCH MARK LIST	
SW05264(1)						NAVD 88 DATUM	
BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 9 (8)				879.183	879.174		SET CUT "X" IN NORTHWEST CORNER OF BRIDGE HUBGUARD STATION 275+80.94 OFFSET 85.87 RT.
	-18.732	-18.735	-18.733				
BM 10				860.452	860.441		SET CUT "X" EAST END OF HEADWALL NORTH SIDE OF HIGHWAY 153, 45' WEST OF CENTERLINE SOUTH EXIT RAMP STATION 275+64.07 OFFSET 724.58 LT. SAME BEING 700'+/- NORTH OF BM 8.
	4.344	4.348	4.346				
BM 11				864.796	864.787		SET 5/8" IRON PIN ON NORTH SIDE OF HIGHWAY 153 15' NORTH OF EXISTING PAVEMENT STATION 275+79.24 OFFSET 1472.01 LT. SAME BEING 700'+/- NORTH OF BM 10
	0.535	0.535	0.535				
BM 12				865.331	865.322		SET CUT "X" 25' SOUTH OF EXISTING PAVEMENT OF HIGHWAY 153, EAST SIDE OF LOT AT OLD GAS STATION. STATION 275+64.07 OFFSET 724.58 LT. SAME BEING 700'+/- NORTH OF BM 1.
	-0.933	-0.935	-0.934				
CP 7400				864.398	864.389	864.504 -0.115	SET 5/8" IRON PIN AS SHOWN ON SW05264(1) 25' SOUTH OF SH153 PAVEMENT STA 95+81.21 OFFSET 25.06' RT
	-3.287	-3.288	-3.287				

CHECK LEVELS						BENCH MARK LIST	
SW05264(1)						NAVD 88 DATUM	
BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 13				861.131	861.121		SET 5/8" IRON PIN 20' EAST OF EXISTING PAVEMENT OF SOUTHBOUND I-35, STATION 281+11.80 OFFSET 348.38 LT. SAME BEING 700'+/- NORTH OF BM 10
	2.774	2.775	2.774				
BM 14				863.905	863.896		SET 5/8" IRON PIN 35' WEST OF EXISTING PAVEMENT OF SOUTHBOUND EXIT RAMP. STATION 286+52.19 OFFSET 110.74 LT. SAME BEING 700'+/- NORTH OF BM 13
	0.940	0.942	0.941				
BM 15				864.845	864.836		SET 5/8" IRON PIN WEST SIDE OF SOUTHBOUND I-35 20' EAST OF EXISTING PAVEMENT OF SOUTHBOUND EXIT RAMP. STATION 290+52.75 OFFSET 85.92 LT. SAME BEING 700'+/- NORTH OF BM 14
	4.706	4.704	4.705				
BM 16				869.550	869.541		SET 5/8" IRON PIN 35' WEST SIDE OF SOUTHBOUND I-35 40' WEST OF EDGE OF PAVEMENT. STATION 295+32.89 OFFSET 93.67 LT. SAME BEING 700'+/- NORTH OF BM 15.
	8.037	8.034	8.035				
BM 17				877.587	877.576		SET 5/8" IRON PIN 35' WEST SIDE OF SOUTHBOUND I-35 50' WEST OF EDGE OF PAVEMENT. STATION 301+78.89 OFFSET 99.00 LT. SAME BEING 700'+/- NORTH OF BM 16.
	0.933	0.932	0.932				

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					DATE
DESCRIPTION					

CHECK LEVELS						BENCH MARK LIST	
SW5264(1)						NAVD 88 DATUM	
BM NO.	RUN 1	RUN 2	MEAN DIFF.	UNADJ. ELEV.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
							Page 5 of 5
BM 18				878.520	878.508		SET 5/8" IRON PIN 35' WEST SIDE OF SOUTHBOUND I-35 40' WEST OF EDGE OF PAVEMENT, STATION 307+26.68 OFFSET 86.59 LT. SAME BEING 650'+/- NORTH OF BM 17.
	-1.052	-1.049	-1.050				
BM 19				877.469	877.458		SET 5/8" IRON PIN 30' WEST SIDE OF SOUTHBOUND I-35 40' WEST OF EDGE OF PAVEMENT, STATION 314+31.90 OFFSET 87.91 LT. SAME BEING 650'+/- NORTH OF BM 18.
	-0.040	-0.042	-0.041				
BM 20				876.829	876.817		SET CUT "X" IN WEST CONCRETE FOOTING, "CAMPING" "EXIT 5" SIGN, STATION 316+45.67 OFFSET 94.38 LT.

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small>  SMITH ROBERTS BALDISCHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 Fax: (405) 840-5116</small>
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264 (1)	

COORDINATE POINT LIST

SW05284 (1) Job Piece 31892(04)

PT NO	EASTING (Y)	NORTHING (X)	EL (Z)	PT NO	EASTING (Y)	NORTHING (X)	EL (Z)
1	2231460.098000	164837.412000	858.261	330	2232529.0381383	167865.2035119	0.000
2	2231463.5330000	165516.2140000	862.016	331	2231465.5520558	168291.9586110	0.000
3	2231446.8380000	166222.5970000	854.688	332	2231380.6651887	168080.4180767	0.000
4	2231436.2360000	166905.3030000	852.662	333	2232174.5427465	168007.4552240	0.000
5	2231430.6710000	167592.5570000	848.007	334	2231610.0860702	168522.2354075	0.000
6	2231440.4500000	168288.0000000	854.208	335	2231516.9986489	168420.1650130	0.000
7	2231869.0350000	168843.2960000	856.724	336	2231858.1960600	168794.2881101	0.000
8	2231421.9890000	169211.7490000	879.174	337	2231434.8535343	169180.3732646	0.000
9	2232257.9470000	169220.4820000	857.689	338	2231835.4779372	169589.9837239	0.000
10	2230611.4861156	169212.5045332	860.441	339	2232231.0341598	169203.1052351	0.000
11	2229863.9270000	169219.3820000	864.787	340	2231564.2214911	169855.2893314	0.000
12	2229101.3000000	169160.3510000	865.322	341	2231964.8458941	170264.8997907	0.000
13	2230981.5910000	169764.1670000	861.121	342	2231392.7880762	170232.7984884	0.000
14	2231213.2220000	170307.3610000	863.896	343	2231405.2469608	170010.7762699	0.000
15	2231233.5900000	170708.1740000	864.836	344	2231347.9275834	171032.2300935	0.000
16	2231220.5170000	171188.1970000	869.541	345	2231461.1882107	167853.3603290	0.000
17	2231208.0320000	171833.9040000	877.576	346	2231458.8324552	168065.7688861	0.000
18	2231214.5810000	172382.4840000	878.508	347	2231537.9412566	168262.9103131	0.000
19	2231226.8710000	173091.8280000	877.458	348	2231667.7180930	168469.6754423	0.000
20	2231231.4390000	173307.0000000	876.817	349	2232011.1098659	168846.2046580	0.000
300	2231394.9079581	163910.7248461	0.000	350	2231715.5699713	169115.7347878	0.000
301	2231365.5869475	166554.4769010	0.000	351	2232115.5517244	169117.9522924	0.000
302	2231336.2668515	169198.1464885	0.000	352	2232116.4181268	168961.6752081	0.000
303	2231301.8434343	172301.9610605	0.000	353	2232115.0817902	169202.7165441	0.000
304	2245624.9074700	172460.8135942	0.000	354	2231584.1350617	168378.0266152	0.000
305	2232061.1231320	177065.0672721	0.000	355	2228804.4635365	163896.5850388	0.000
306	2231274.7112364	174748.3570951	0.000	356	2228784.8831528	166539.8449488	0.000
307	2231380.6503340	165196.2747727	0.000	357	2228760.4736055	169835.0192885	0.000
308	2231306.9733795	171839.4155025	0.000	358	2230192.8287949	169845.6296957	0.000
309	2228265.1317369	169179.7981432	0.000	359	2228804.0524752	170196.4206636	0.000
310	2232683.3636500	169206.0512000	0.000	360	2228759.1143581	170018.5113141	0.000
311	2232336.2496355	169204.0143418	0.000	361	2229216.2969366	171828.4904669	0.000
312	2228490.0533117	169181.2650547	0.000	362	2228882.0587309	170505.2462909	0.000
313	2231324.6021187	167364.4236371	0.000	363	2229550.8139790	173152.8385535	0.000
314	2231279.7416258	168163.8552423	0.000	364	2229885.8025707	174479.0534967	0.000
315	2230707.6838080	168131.7539400	0.000	365	2231277.5892388	174488.8597406	0.000
316	2231108.3082109	168541.3643993	0.000	366	2231445.4283415	174490.0423005	0.000
317	2231267.2827412	168385.8774608	0.000	367	2231318.1518090	173162.3404673	0.000
318	2230837.0517648	168806.6700068	0.000	368	2231292.3027821	173162.2014926	0.000
319	2231237.6716178	169216.2804661	0.000	369	2231370.9521015	168956.2062522	0.000
320	2230814.3336421	169602.3656205	0.000	370	2230442.1586799	169192.8999059	0.000
321	2230441.4955422	169193.5484956	0.000	371	2231344.2510437	171363.7281903	0.000
322	2231062.4436318	169874.4183231	0.000	372	2246969.4121009	171537.0218666	0.000
323	2230497.9869555	170389.1985067	0.000	373	2232172.5561839	176559.8441543	0.000
324	2231206.9776462	170104.6951196	0.000	374	2231314.6522818	174032.5239141	0.000
325	2231155.5310531	169976.4887177	0.000	375	2231368.2667370	169198.3342623	0.000
326	2230143.4915637	170531.4502188	0.000	376	2231470.0166197	174490.2315445	0.000
327	2231289.3366946	170544.1584216	0.000	377	2231625.1010770	174491.3082378	0.000
328	2231291.8645133	170316.2356540	0.000	378	2231324.3028420	173162.3735377	0.000
329	2231383.1930074	167852.4953091	0.000	379	2231428.1088683	173162.9316404	0.000

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COORDINATE POINT LIST

SW05284 (1) Job Piece 31892(04)

PT NO	EASTING (Y)	NORTHING (X)	EL (Z)	PT NO	EASTING (Y)	NORTHING (X)	EL (Z)
380	2231338.9734929	171839.5827222	0.000	7639	2231464.2546262	171840.2373913	0.000
381	2231346.2202768	171839.6205910	0.000	7640	2231462.2437872	171365.0368102	0.000
382	2231319.7229184	174047.4616272	0.000	7641	2231491.3307149	172501.8247360	0.000
383	2230665.1436681	169194.2083708	0.000	7642	2231546.8251116	173163.5699063	0.000
384	2232007.3998255	169202.0846661	0.000	7643	2231188.9484612	173508.7489275	0.000
385	2231293.9492434	170128.2643185	0.000	7644	2231167.9342906	173161.5328380	0.000
386	2232230.7376823	169203.3952084	0.000	7645	2231151.0156762	172500.0221146	0.000
387	2231378.5804586	168268.3894122	0.000	7646	2231151.8526587	172300.2975607	0.000
7400	2228352.5010000	169155.2960000	864.389	7647	2231156.9728479	171838.6316599	0.000
7401	2232936.2900000	169229.4980000	866.333	7648	2231171.3439511	170542.8498017	0.000
7403	2231531.7220000	164114.9130000	858.440	7649	2231097.4657784	170148.6399806	0.000
7600	2223460.3591559	174409.5444031	0.000	7650	2230975.2567255	169953.9321167	0.000
7601	2226085.9450141	174430.5032647	0.000	7651	2230727.1467357	169681.8794141	0.000
7602	2228708.0840869	174454.2221783	0.000	7652	2230546.7467852	169210.0139078	0.000
7603	2228729.7329896	171825.9309861	0.000	7653	2230042.3076385	169207.0538837	0.000
7604	2228742.2829600	170086.6258702	0.000	7654	2229403.7397066	169203.3067986	0.000
7605	2228709.5678422	169957.1078980	0.000	7655	2229183.1768508	169202.0125466	0.000
7606	2228715.1819206	169199.2336667	0.000	7656	2228815.1800752	169199.8531597	0.000
7607	2228517.5756959	169197.9449029	0.000	7657	2228811.4318987	169705.8394026	0.000
7608	2226117.4392860	169182.2915052	0.000	7658	2228810.4722338	169835.3896616	0.000
7609	2223502.0502612	169158.6784716	0.000	7659	2228827.4717674	169835.5155884	0.000
7610	2223464.6411993	171793.0271170	0.000	7660	2228835.4161222	169993.0506704	0.000
7611	2228741.0830199	174454.4876277	0.000	7661	2228854.0546334	170113.9314892	0.000
7612	2229191.5521757	174457.6615411	0.000	7662	2228869.0122431	170180.0124778	0.000
7613	2229400.2463667	174459.1319576	0.000	7663	2228873.2475427	170196.7799671	0.000
7614	2229744.2055186	174461.5554234	0.000	7664	2228945.5415194	170482.9907652	0.000
7615	2229847.5301678	174462.2834277	0.000	7665	2228951.2599949	170505.6301262	0.000
7616	2229950.8548171	174463.0114320	0.000	7666	2229118.3836295	171167.2701557	0.000
7617	2229995.3749924	174463.3251120	0.000	7667	2229285.4925813	171828.8520556	0.000
7618	2230061.3734712	174463.7901238	0.000	7668	2229620.0122630	173153.2105911	0.000
7619	2230094.3727107	174464.0226297	0.000	7669	2229516.7312422	173152.6553111	0.000
7620	2231291.4371234	174472.4569004	0.000	7670	2229182.2154997	171828.3123710	0.000
7621	2231742.2517906	174475.6332482	0.000	7671	2228847.9745263	170505.0572378	0.000
7622	2231767.1148976	174475.8084286	0.000	7672	2228774.3673602	170213.6475418	0.000
7623	2231975.8197172	174477.2789200	0.000	7673	2228772.2677210	170504.6373185	0.000
7624	2232635.9614705	174481.9301436	0.000	7674	2228771.5156599	170608.8657598	0.000
7625	2233939.7593890	174491.1164367	0.000	7675	2228767.5001449	171165.3774908	0.000
7626	2233950.7391456	173329.4952487	0.000	7676	2228762.7325495	171826.1203216	0.000
7627	2233952.1852519	173176.5020829	0.000	7677	2228751.8399213	173148.5429499	0.000
7628	2233964.6922520	171853.3036784	0.000	7678	2223502.3765688	169125.6801764	0.000
7629	2233986.2157550	169230.1965659	0.000	7679	2226117.6753556	169149.2924168	0.000
7630	2232683.2246309	169222.5506623	0.000	7680	2227812.5120610	169160.3458618	0.000
7631	2232364.9823195	169220.6832282	0.000	7681	2228198.9595356	169162.8662252	0.000
7632	2232364.7857461	169254.1826515	0.000	7682	2228509.2160378	169164.8896804	0.000
7633	2232122.0093568	169252.7580486	0.000	7683	2228591.8850149	169165.4288374	0.000
7634	2231917.9860723	169674.3425269	0.000	7684	2228638.3801845	169165.7320733	0.000
7635	2231686.6129622	169900.6315162	0.000	7685	2228715.4263669	169166.2345591	0.000
7636	2231646.7296262	169939.6481344	0.000	7686	2228718.2015202	168791.6018802	0.000
7637	2231510.6027259	170239.4097147	0				

COORDINATE POINT LIST

SWO5264 (1) Job Piece 31892(04)

PT NO	EASTING (Y)	NORTHING (X)	EL. (Z)	PT NO	EASTING (Y)	NORTHING (X)	EL. (Z)
7789	2231530.1863309	165238.9437550	0.000	8029	2232313.8713906	173604.1646955	0.000
7790	2231522.9170695	165894.3824367	0.000	8030	2232082.0512015	173602.0319001	0.000
7791	2231515.5867402	166555.3273624	0.000	8031	2232079.9177019	173830.8875975	0.000
7792	2231513.6784146	166727.3930527	0.000	8032	2233525.2453580	173327.2076242	0.000
7793	2231512.5677578	166827.5362940	0.000	8033	2233526.6914643	173174.2144584	0.000
7794	2231508.2566328	167216.2522880	0.000	8034	2232324.3613852	172506.2406165	0.000
7795	2231501.1857509	167853.8039290	0.000	8035	2232654.3567487	172507.9899160	0.000
7796	2231575.0639236	168248.0137501	0.000	8036	2232660.9601306	171846.4908957	0.000
7797	2231697.2729765	168442.7216140	0.000	8037	2232677.4323741	169905.1860395	0.000
7798	2231785.8097097	168539.8021771	0.000	8038	2232359.3704752	168543.1394270	0.000
7799	2232027.1340528	168804.4144155	0.000	8039	2232029.7786764	168541.2217048	0.000
7800	2232040.6647494	168819.2508297	0.000	8040	2232043.0615523	167219.3110590	0.000
7801	2231206.6388021	167360.4617120	0.000	8041	2232046.9674337	166830.5980769	0.000
7802	2231293.7648949	174488.9737109	0.000	8042	2232047.9737031	166730.4542376	0.000
7803	2231745.4497685	174492.1561901	0.000	8043	2232049.7029809	166558.3556681	0.000
7804	2231919.0835148	177113.2829038	0.000	8044	2232056.1523175	165897.3811585	0.000
7805	2232284.2940162	176521.9145240	0.000	8045	2232620.2697176	165900.5535054	0.000
7806	2228717.0520139	167530.5845725	0.000	8046	2232589.0351444	165717.5194994	0.000
7807	2229748.3807872	174478.0852510	0.000	8047	2232677.2305361	165492.9040748	0.000
7808	2229851.7054365	174478.8132553	0.000	8048	2232016.4314709	164310.7014171	0.000
7809	2227772.5128927	169160.0849921	0.000	8049	2232006.1727783	165235.6845309	0.000
8000	2229192.9063436	174265.4669406	0.000	8050	2230084.4160180	164564.4940449	0.000
8001	2229401.6005346	174266.9373571	0.000	8051	2229441.0670368	164560.9419565	0.000
8002	2229413.4502213	173152.1000311	0.000	8052	2230072.4270203	165886.2392607	0.000
8003	2229078.9384181	171827.7726865	0.000	8053	2230734.9490030	165889.9630187	0.000
8004	2228912.6924035	171166.1596980	0.000	8054	2230735.6030593	165821.9661643	0.000
8005	2229381.8712626	171829.3556919	0.000	8055	2230072.8663858	165837.8007460	0.000
8006	2229387.3727369	171168.7169860	0.000	8056	2229108.4482398	165870.3909844	0.000
8007	2229392.8742002	170508.0796061	0.000	8057	2229072.0688144	165870.1865109	0.000
8008	2229398.3756540	169847.4433599	0.000	8058	2229073.2258160	165702.6205053	0.000
8009	2229178.5528782	169842.8506498	0.000	8059	2228914.0390528	165824.7276247	0.000
8010	2229179.5258988	169707.9993601	0.000	8060	2228913.6593006	165879.7263137	0.000
8011	2229031.7591744	169994.3893262	0.000	8061	2229071.9967996	165880.6126223	0.000
8012	2229056.9836988	170094.2528499	0.000	8062	2229208.6546671	165881.3843588	0.000
8013	2229006.9848608	170093.9119607	0.000	8063	2229430.5423777	165882.6314965	0.000
8014	2229083.1872617	170197.9923731	0.000	8064	2229208.0273636	165972.2353449	0.000
8015	2229099.2477827	170198.0851229	0.000	8065	2229206.5774005	166182.2303391	0.000
8016	2229171.5417594	170484.2959210	0.000	8066	2228976.5810972	166180.9263170	0.000
8017	2230024.7615119	171172.1508477	0.000	8067	2228975.8215928	166290.9236949	0.000
8018	2230685.2643813	171175.7079678	0.000	8068	2229044.1294006	166307.6010545	0.000
8019	2230679.2979615	171836.1355228	0.000	8069	2229427.1301426	166309.7725740	0.000
8020	2230673.3231668	172497.4901007	0.000	8070	2230068.5523398	166313.4092792	0.000
8021	2230667.3484009	173158.8414883	0.000	8071	2230609.3542428	166316.4754922	0.000
8022	2230073.0537380	173155.6463229	0.000	8072	2230608.1709256	166525.1821376	0.000
8023	2230102.8861656	173510.5492620	0.000	8073	2230066.6592857	166522.1119006	0.000
8024	2231768.8925782	174283.6066893	0.000	8074	2229425.4629024	166518.4764757	0.000
8025	2231977.5973978	174285.0771808	0.000	8075	2229042.9460834	166516.3076999	0.000
8026	2231981.8031741	173830.3512219	0.000	8076	2229425.2631946	166543.4757452	0.000
8027	2231987.9483223	173165.9415608	0.000	8077	2229424.7292327	166609.4737101	0.000
8028	2232317.8508445	173167.7152485	0.000	8078	2228951.6264990	166606.7913346	0.000

Page 4 of 6

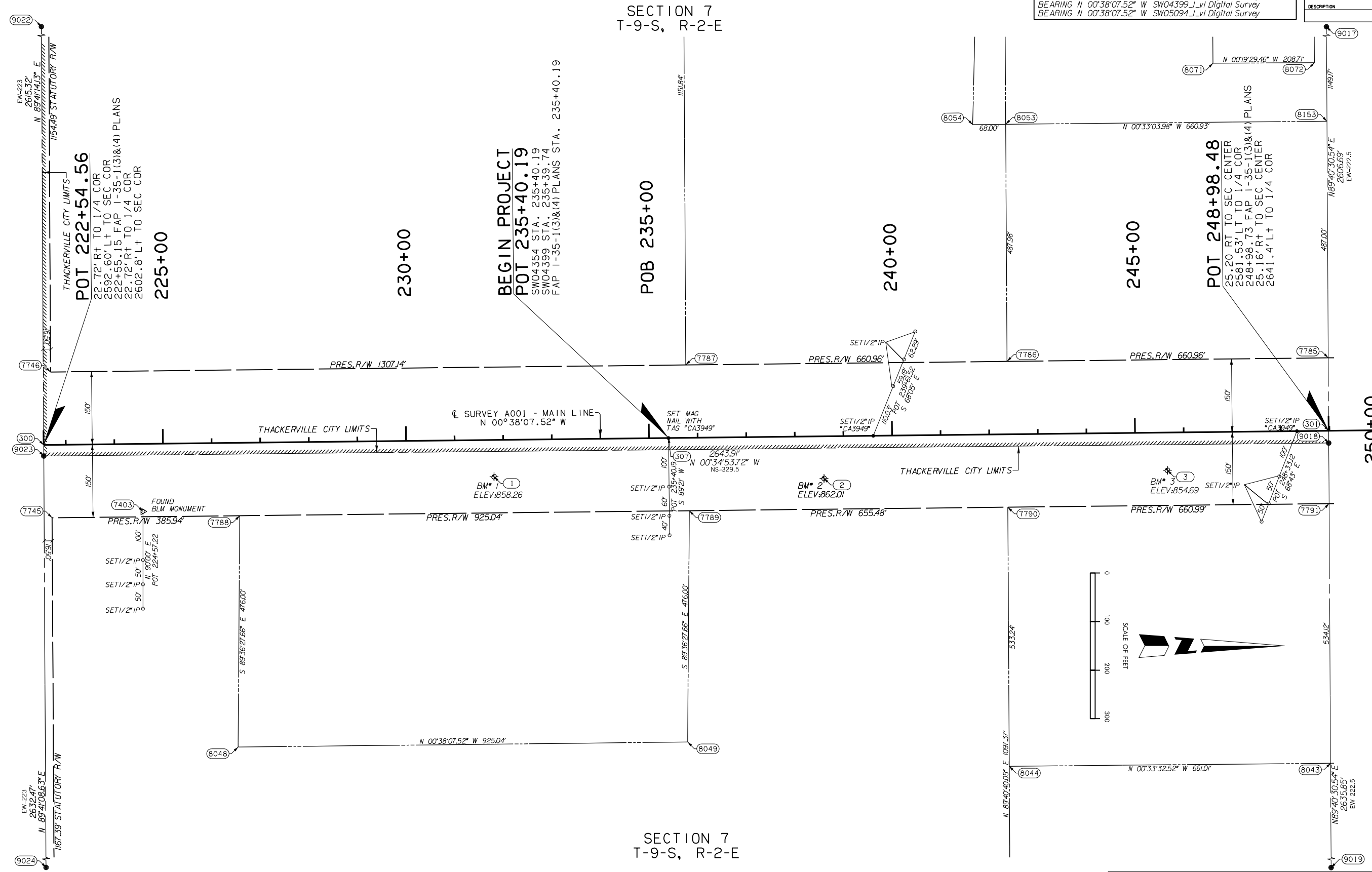
COORDINATE POINT LIST

SWO5264 (1) Job Piece 31892(04)

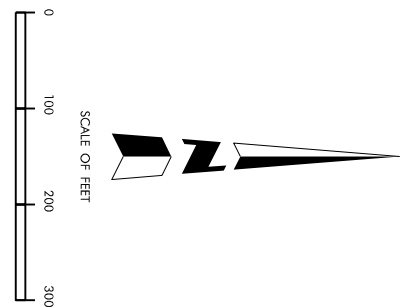
PT NO	EASTING (Y)	NORTHING (X)	EL. (Z)	PT NO	EASTING (Y)	NORTHING (X)	EL. (Z)
8079	2228951.2698353	166656.7900641	0.000	8129	2228502.5930070	168629.1333710	0.000
8080	2229424.3247161	166659.4721683	0.000	8130	2228484.1761120	168556.3541725	0.000
8081	2229422.5899329	166873.8922725	0.000	8131	2228655.7466964	168512.9988591	0.000
8082	2228954.6906955	166741.2208344	0.000	8132	2228329.2118706	168249.7245846	0.000
8083	2228953.7663152	166871.2175479	0.000	8133	2228245.8194866	167919.7147345	0.000
8084	2229360.7596916	166875.5395196	0.000	8134	2228115.4815746	167525.9386220	0.000
8085	2229359.9033899	166993.9622690	0.000	8135	2228249.0659703	167526.9702992	0.000
8086	2229152.3868009	166992.7757307	0.000	8136	2228629.4036642	167199.4893089	0.000
8087	2229151.6401861	167097.7730762	0.000	8137	2228429.4096137	167197.9466668	0.000
8088	2229141.6403495	167097.7158992	0.000	8138	2228251.4153534	167196.5737188	0.000
8089	2229140.8937347	167202.7132447	0.000	8139	2228117.9042356	167195.5438888	0.000
8090	2229419.9166725	167204.3086419	0.000	8140	2228122.7495296	166534.7522276	0.000
8091	2229419.7548661	167224.3079874	0.000	8141	2228430.4812949	167047.2972522	0.000
8092	2229216.2569833	167223.1444396	0.000	8142	2228630.4753306	167048.8418135	0.000
8093	2229012.7569767	167221.9808796	0.000	8143	2228632.5386373	166758.6765173	0.000
8094	2229011.1932290	167432.2833762	0.000	8144	2228126.0551630	166083.9465536	0.000
8095	2229214.6248868	167433.4497495	0.000	8145	2228127.5949730	165873.9521990	0.000
8096	2229418.0533513	167434.6161044	0.000	8146	2227782.3046479	167853.7749581	0.000
8097	2229416.3518164	167644.9266923	0.000	8147	2227778.2936049	168388.8849218	0.000
8098	2229212.9927832	167643.7559614	0.000	8148	2227777.9063023	168440.5546452	0.000
8099	2229009.6294862	167643.5852059	0.000	8149	2227776.1615239	168673.3240993	0.000
8100	2229415.9472995	167694.9251921	0.000	8150	2227815.7737791	168725.2027215	0.000
8101	2229414.8129507	167835.1312912	0.000	8151	2228440.5475226	168567.3789712	0.000
8102	2229414.6511443	167855.1306367	0.000	8152	2230060.4382093	167207.9638929	0.000
8103	2229414.5701638	167865.1398771	0.000	8153	2230728.5918368	166550.8652962	0.000
8104	2229413.5167944	167995.3368720	0.000	8154	2228733.2549881	166759.4543534	0.000
8105	2229413.1122775	168045.3353688	0.000	8155	2228631.5431508	166898.6729780	0.000
8106	2229411.3741543	168260.1682997	0.000	8156	2228630.7609829	167008.6701971	0.000
8107	2229410.8724346	168322.1811082	0.000	8157	2228629.8203160	167149.2752485	0.000
8108	2229198.1299259	168375.9404293	0.000	8158	2227779.8490987	168181.3677611	0.000
8109	2229057.7708174	168411.4087070	0.000	8159	2227814.8041550	168854.5594775	0.000
8110	2229003.0746869	168523.6127533	0.000	8160	2227813.3302064	169051.1977664	0.000
8111	2229056.8425483	168523.9255355	0.000	8161	2229206.1479178	168524.7940852	0.000
8112	2229200.4237939	168524.7607865	0.000	9000	2223443.8320000	174425.9130000	0.000
8113	2229409.2236201	168525.9754316	0.000	9001	2226085.8850000	174447.0530000	0.000
8114	2229755.7425561	168527.9866917	0.000	9002	2228724.4475138	174470.8708268	0.000
8115	2230048.4494247	168529.6856166	0.000	9003	2231315.5210000	174489.1270000	0.000
8116	2229001.5110804	168733.8959267	0.000	9004	2233956.1030000	174507.7320000	0.000
8117	2229204.5159355	168735.0843792	0.000	9005	2223448.1410000	171792.9240000	0.000
8118	2229407.5221919	168736.2728399	0.000	9006	2226101.6734889	171809.5070890	0.000
8119	2229405.8207633	168945.5702951	0.000	9007	2228746.2327000	171826.0341000	0.000
8120	2229202.8839512	168945.3749403	0.000	9008	2231340.7281612	171839.5918914	0.000
8121	2228999.9474703	168944.1795875	0.000	9009	2233981.1921000	171853.3899000	0.000
8122	2228999.7244046	168974.1787940	0.000	9010	2223485.7850000	169142.0310000	0.000
8123	2229202.6511393	168975.3740894	0.000	9011	2226117.5383000	169165.7918000	0.000
8124	2229265.1596506	168975.7422515	0.000	9012	2228765.3031000	169183.0602000	0.000
8125	2229405.5780532	168976.5693859	0.000	9013	2231363.8764000	169198.3085000	0.000
8126	2229214.4143087						

BEARING COMPARISON @ I-35
 BEARING N 00°38'07.52" W THIS SURVEY =
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP I-35-I(3)&(4) 000 Plans
 BEARING N 00°38'07.52" W SW04354_I.vi Digital Survey
 BEARING N 00°38'07.52" W SW04399_I.vi Digital Survey
 BEARING N 00°38'07.52" W SW05094_I.vi Digital Survey

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					DATE



250+00
MATCH LINE



NOTE:
 ALL REFERENCE POINTS ARE FOUND 1/2" IRON PINS UNLESS OTHERWISE NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019
SMITH ROBERTS BALDICHWILER, LLC
 100 N.E. 5th Street
 Oklahoma City, OK 73104
 Telephone: (405) 840-7094
 Fax: (405) 840-5116
SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S011

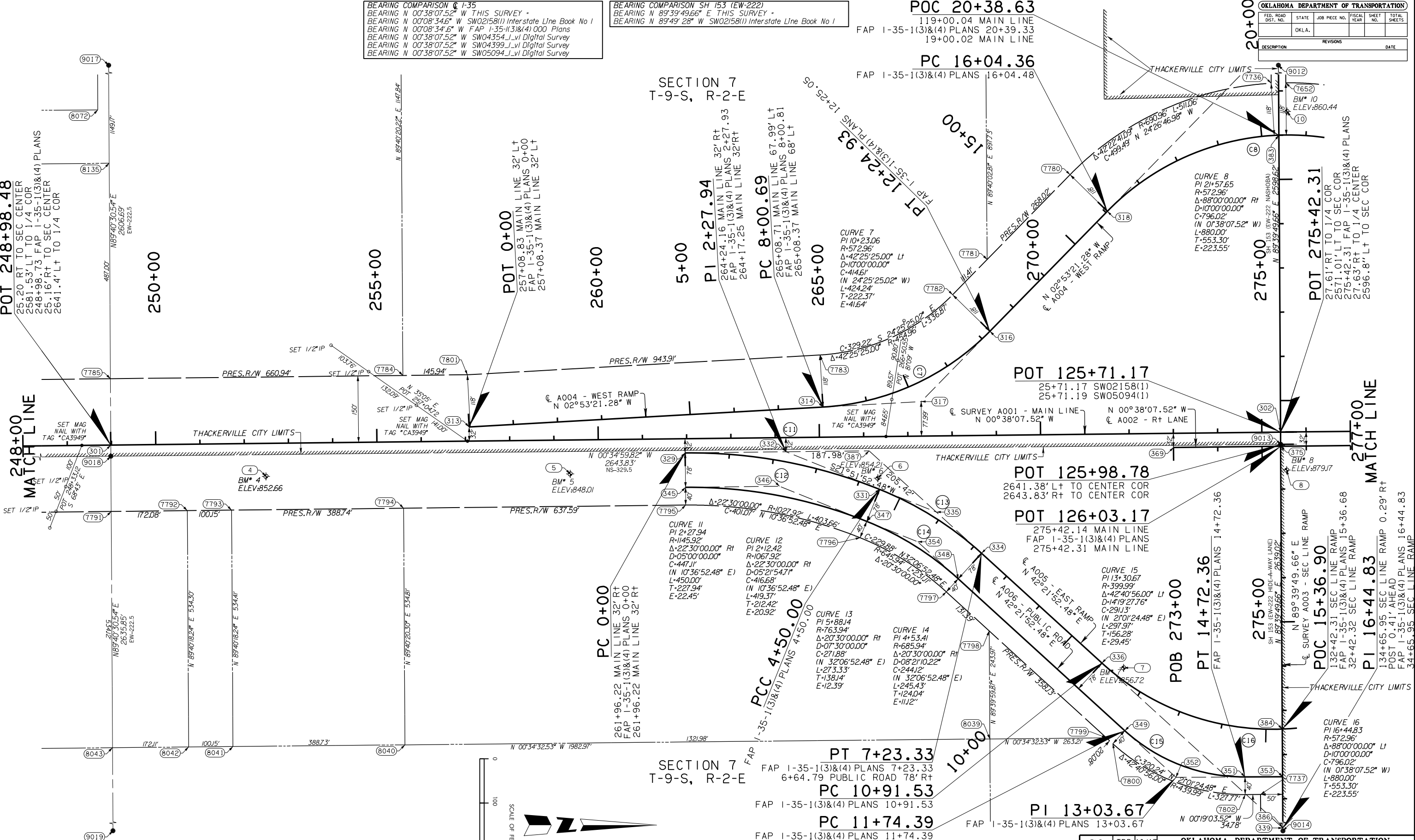
BEARING COMPARISON C-1-35
 BEARING N 00°38'07.52" W THIS SURVEY -
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP 1-35-1(3)&(4) 000 Plans
 BEARING N 00°38'07.52" W SW04354_L_v1 Digital Survey
 BEARING N 00°38'07.52" W SW04399_L_v1 Digital Survey
 BEARING N 00°38'07.52" W SW05094_L_v1 Digital Survey

BEARING COMPARISON SH 153 (EW-222)
 BEARING N 89°39'49.66" E THIS SURVEY -
 BEARING N 89°49'28" W SW02158(1) Interstate Line Book No 1

POC 20+38.63
 119+00.04 MAIN LINE
 FAP 1-35-1(3)&(4) PLANS 20+39.33
 19+00.02 MAIN LINE

PC 16+04.36
 FAP 1-35-1(3)&(4) PLANS 16+04.48

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PCE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					
DESCRIPTION	DATE				



SECTION 7
 T-9-S, R-2-E

SECTION 7
 T-9-S, R-2-E

SECTION 7
 T-9-S, R-2-E

POT 248+98.48
 25.20 RT TO SEC CENTER
 2581.53' LT TO 1/4 COR
 248+98.73 FAP 1-35-1(3)&(4) PLANS
 25.16' RT TO SEC CENTER
 2641.4' LT TO 1/4 COR

POT 0+00
 257+08.83 MAIN LINE 32' LT
 FAP 1-35-1(3)&(4) PLANS 0+00
 257+08.37 MAIN LINE 32' LT

PI 2+27.94
 264+24.16 MAIN LINE 32' RT
 FAP 1-35-1(3)&(4) PLANS 2+27.93
 264+17.25 MAIN LINE 32' RT

PC 8+00.69
 265+08.71 MAIN LINE 67.99' LT
 FAP 1-35-1(3)&(4) PLANS 8+00.81
 265+08.37 MAIN LINE 68' LT

PT 12+24.93
 FAP 1-35-1(3)&(4) PLANS 12+25.05

POT 125+71.17
 25+71.17 SW02158(1)
 25+71.19 SW05094(1)

POT 125+98.78
 2641.38' LT TO CENTER COR
 2643.83' RT TO CENTER COR

POT 126+03.17
 275+42.14 MAIN LINE
 FAP 1-35-1(3)&(4) PLANS
 275+42.31 MAIN LINE

PC 0+00
 261+96.22 MAIN LINE 32' RT
 FAP 1-35-1(3)&(4) PLANS 0+00
 261+96.22 MAIN LINE 32' RT

PCC 4+50.00
 FAP 1-35-1(3)&(4) PLANS 4+50.00

PT 7+23.33
 FAP 1-35-1(3)&(4) PLANS 7+23.33
 6+64.79 PUBLIC ROAD 78' RT

PC 10+91.53
 FAP 1-35-1(3)&(4) PLANS 10+91.53

PC 11+74.39
 FAP 1-35-1(3)&(4) PLANS 11+74.39

PI 13+03.67
 FAP 1-35-1(3)&(4) PLANS 13+03.67

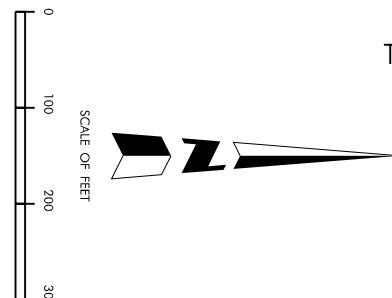
POB 273+00
 FAP 1-35-1(3)&(4) PLANS 14+72.36

PT 14+72.36
 FAP 1-35-1(3)&(4) PLANS 14+72.36

POT 15+36.90
 132+42.31 SEC LINE RAMP
 FAP 1-35-1(3)&(4) PLANS 15+36.68
 32+42.32 SEC LINE RAMP

PI 16+44.83
 134+65.95 SEC LINE RAMP 0.29' RT
 POST 0.41' AHEAD
 FAP 1-35-1(3)&(4) PLANS 16+44.83
 34+65.95 SEC LINE RAMP

CURVE 16
 PI 16+44.83
 R=572.96'
 Δ=88°00'00.00" Lt
 D=10°00'00.00"
 C=796.02'
 L=880.00'
 T=553.30'
 E=223.55'



NOTE:
 ALL REFERENCE POINTS ARE FOUND
 1/2" IRON PINS UNLESS OTHERWISE
 NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019

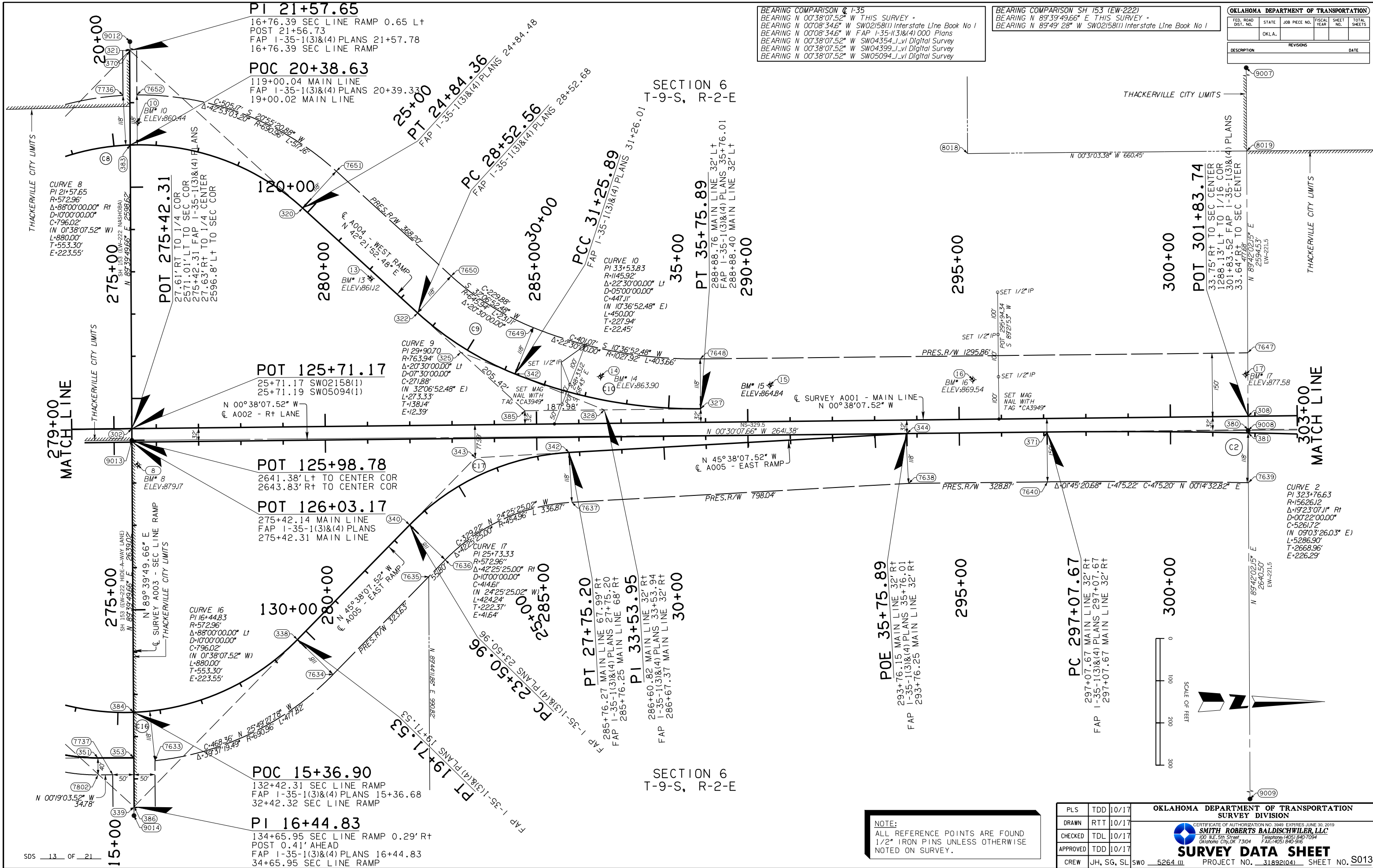
SMITH ROBERTS BALDISCHWILER, LLC
 100 N.E. 5th Street
 Oklahoma City, OK 73104
 Telephone: (405) 840-7094
 Fax: (405) 840-5116
SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S012

BEARING COMPARISON C-1-35
 BEARING N 00°38'07.52" W THIS SURVEY -
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP I-35-1(3)&(4) 000 Plans
 BEARING N 00°38'07.52" W SW04354_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW04399_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW05094_L.vi Digital Survey

BEARING COMPARISON SH 153 (EW-222)
 BEARING N 89°39'49.66" E THIS SURVEY -
 BEARING N 89°49'28" W SW02158(1) Interstate Line Book No 1

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE



SECTION 6
T-9-S, R-2-E

SECTION 6
T-9-S, R-2-E

NOTE:
 ALL REFERENCE POINTS ARE FOUND
 1/2" IRON PINS UNLESS OTHERWISE
 NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION

CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019

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 Oklahoma City, OK 73104
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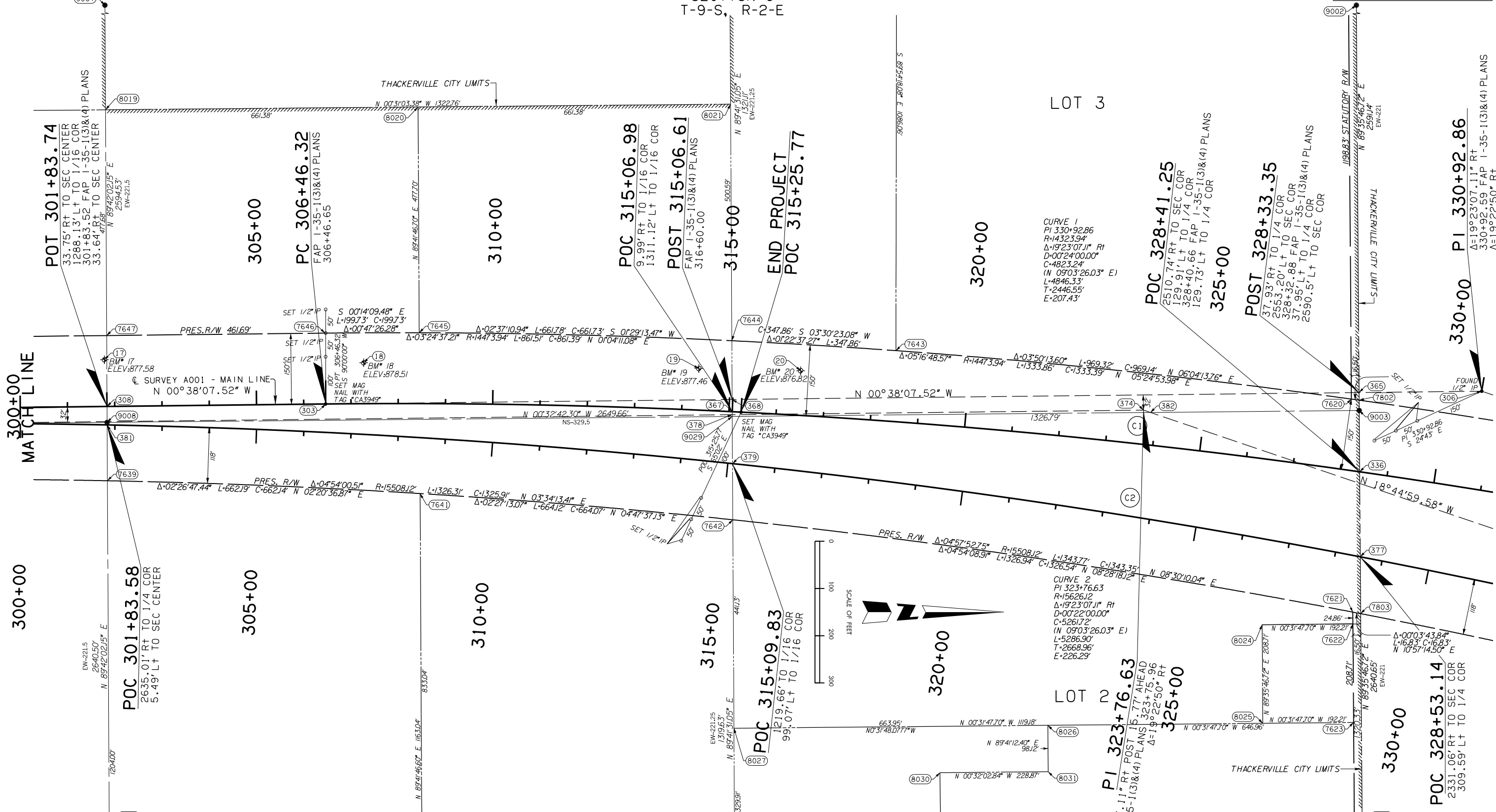
SURVEY DATA SHEET

PROJECT NO. 318921041 SHEET NO. S013

SECTION 6
T-9-S, R-2-E

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRCE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS		
			DATE		

BEARING COMPARISON @ I-35
 BEARING N 00°38'07.52" W THIS SURVEY =
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP I-35-I(3)&(4) 000 Plans
 BEARING N 00°38'07.52" W SW04354_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW04399_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW05094_L.vi Digital Survey



SECTION 6
T-9-S, R-2-E

NOTE:
 ALL REFERENCE POINTS ARE FOUND
 1/2" IRON PINS UNLESS OTHERWISE
 NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264 W

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019
SMITH ROBERTS BALDISCHWILER, LLC
 100 N.E. 5th Street
 Oklahoma City, OK 73104
 Telephone: (405) 840-7094
 FAX: (405) 840-5116
SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S014

BEARING COMPARISON @ US 77
 BEARING N 00°25'27.9" W THIS SURVEY =
 BEARING N 00°25'27.9" W SW05094.1.vi Digital Survey

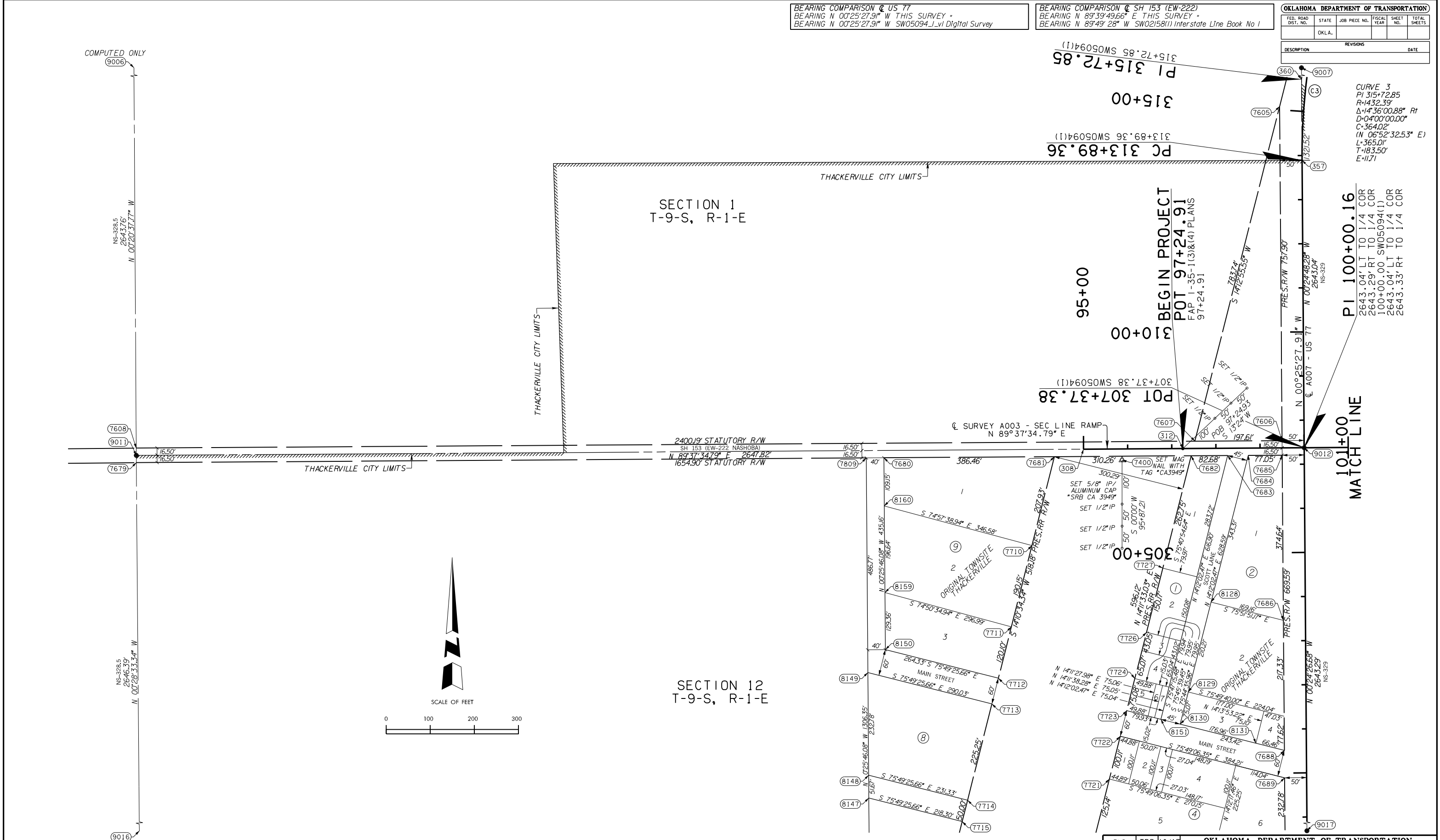
BEARING COMPARISON @ SH 153 (EW-222)
 BEARING N 89°39'49.66" E THIS SURVEY =
 BEARING N 89°49'28" W SW02158(1) Interstate Line Book No 1

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE

CURVE 3
 PI 315+72.85
 R=1432.39'
 $\Delta=1436'00.88"$ Rt
 $D=04'00'00.00"$
 C=364.02'
 (N 06°52'32.53" E)
 L=365.01'
 T=183.50'
 E=11.71'

PI 100+00.16
 2643.04' LT TO 1/4 COR
 2643.29' RT TO 1/4 COR
 100+00.00 SW05094(1)
 2643.04' LT TO 1/4 COR
 2643.33' RT TO 1/4 COR



COMPUTED ONLY
 9006

NS-328.5
 2643.76'
 N 00°20'31.77" W

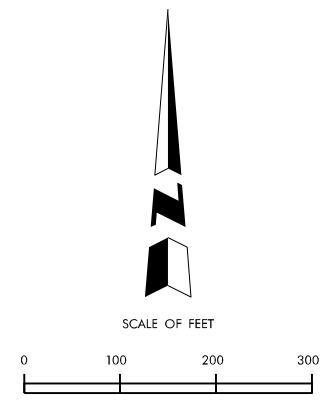
7608
 9011
 16.50'
 16.50'

NS-328.5
 2646.39'
 N 00°28'33.34" W

COMPUTED ONLY
 9016

SECTION 1
 T-9-S, R-1-E

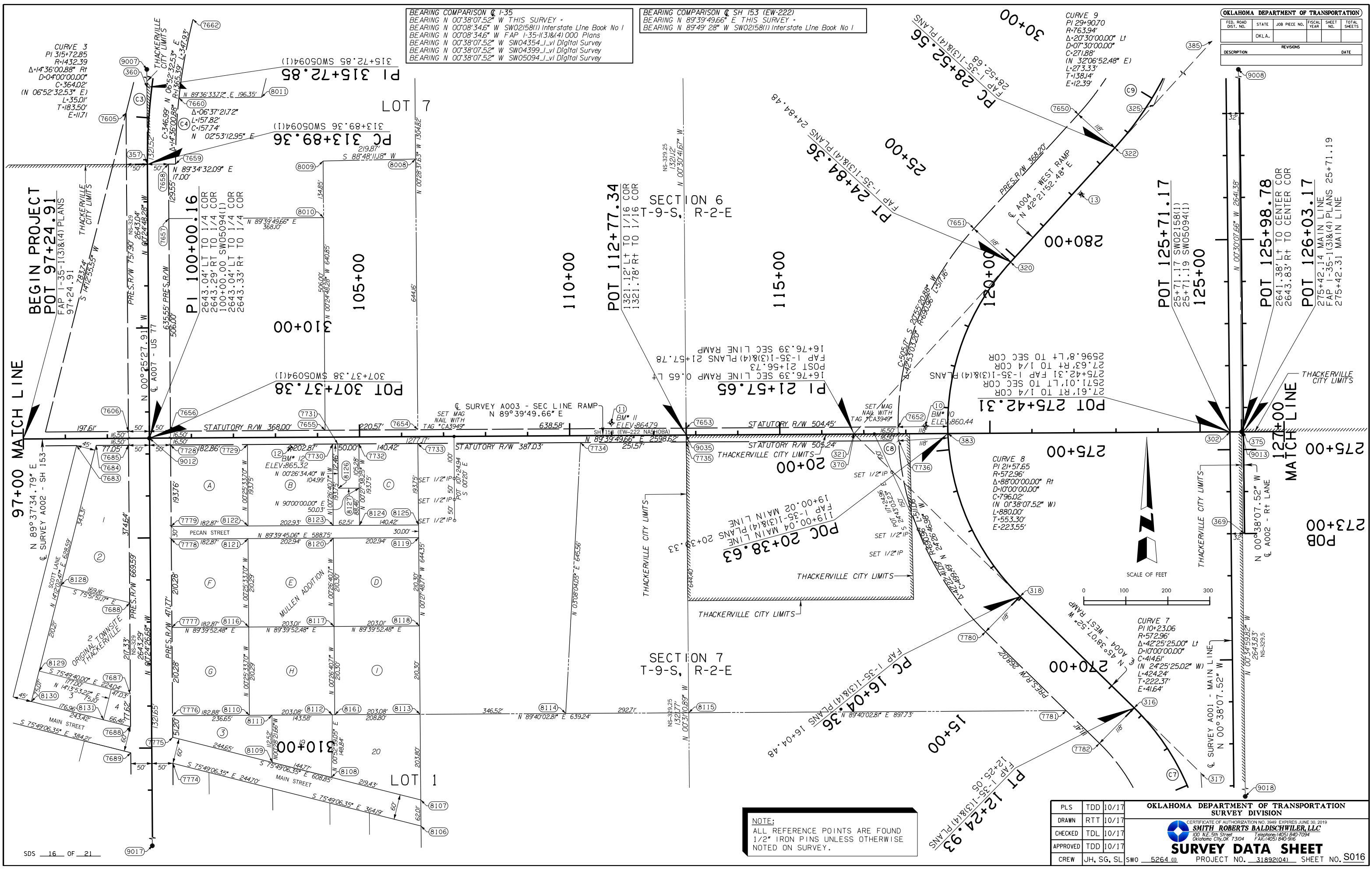
SECTION 12
 T-9-S, R-1-E



NOTE:
 ALL REFERENCE POINTS ARE FOUND
 1/2" IRON PINS UNLESS OTHERWISE
 NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019
SMITH ROBERTS BALDICHWILER, LLC
 100 N.E. 5th Street
 Oklahoma City, OK 73104
 Telephone: (405) 840-7094
 Fax: (405) 840-5116
SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S015



BEARING COMPARISON @ I-35
 BEARING N 00°38'07.52" W THIS SURVEY =
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP I-35-1(3)&(4) PLANS
 BEARING N 00°38'07.52" W SW04354.L.vi Digital Survey
 BEARING N 00°38'07.52" W SW04399.L.vi Digital Survey
 BEARING N 00°38'07.52" W SW05094.L.vi Digital Survey

BEARING COMPARISON @ SH 153 (EW-222)
 BEARING N 89°39'49.66" E THIS SURVEY =
 BEARING N 89°49'28" W SW02158(1) Interstate Line Book No 1

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PRICE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					
DESCRIPTION	DATE				



NOTE:
 ALL REFERENCE POINTS ARE FOUND 1/2" IRON PINS UNLESS OTHERWISE NOTED ON SURVEY.

PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264.W

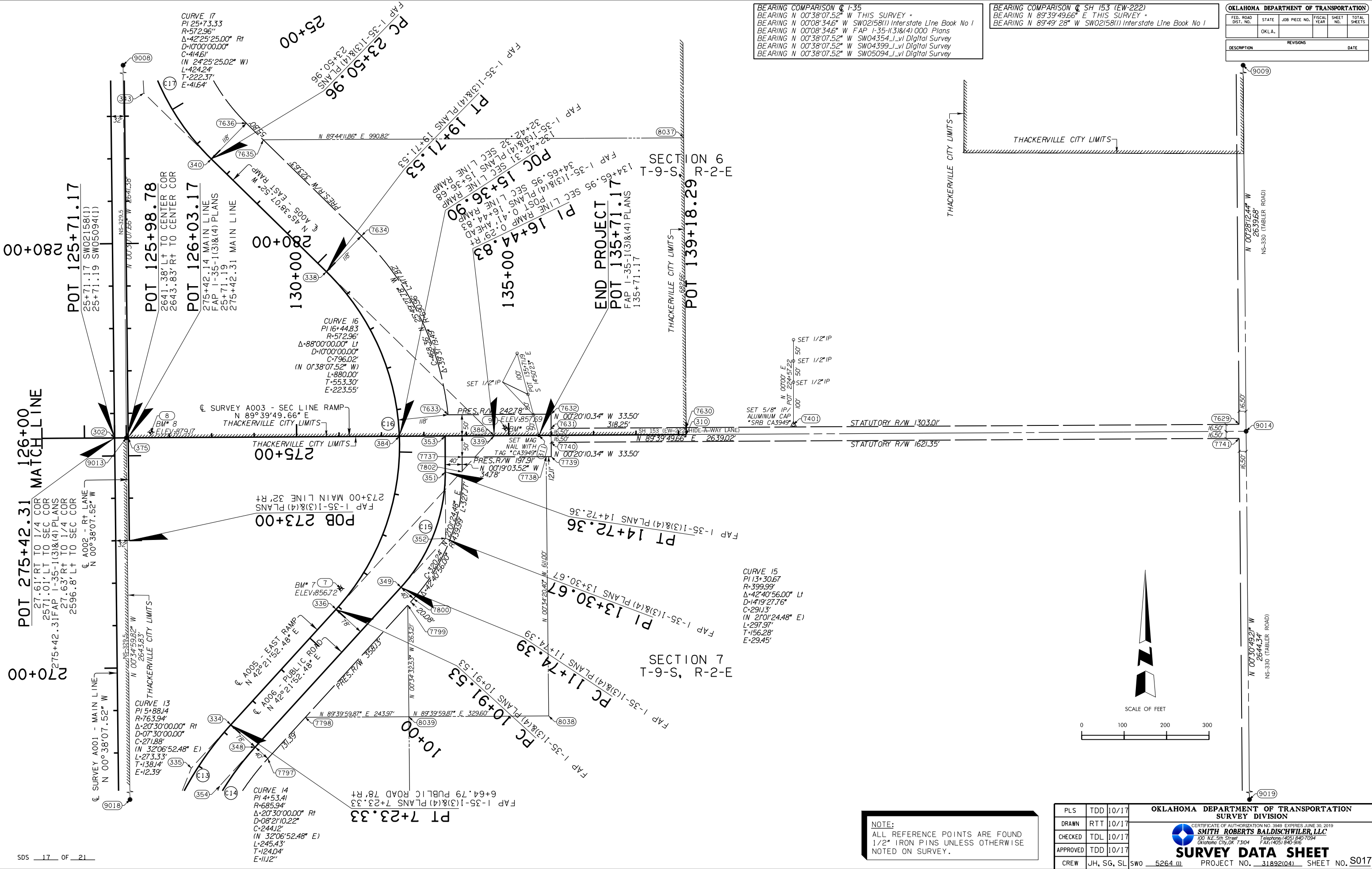
OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019

SMITH ROBERTS BALDSCHWILER, LLC
 100 N.E. 5th Street
 Oklahoma City, OK 73104
 Telephone: (405) 840-7094
 FAX: (405) 840-5116
SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S016

BEARING COMPARISON C I-35
 BEARING N 00°38'07.52" W THIS SURVEY =
 BEARING N 00°08'34.6" W SW02158(1) Interstate Line Book No 1
 BEARING N 00°08'34.6" W FAP I-35-1(3)&(4) 000 Plans
 BEARING N 00°38'07.52" W SW04354_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW04399_L.vi Digital Survey
 BEARING N 00°38'07.52" W SW05094_L.vi Digital Survey

BEARING COMPARISON C SH 153 (EW-222)
 BEARING N 89°39'49.66" E THIS SURVEY =
 BEARING N 89°49'28" W SW02158(1) Interstate Line Book No 1

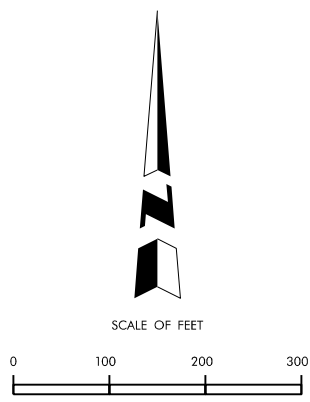
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					DATE



CURVE 15
 PI 13+30.67
 R=399.99'
 $\Delta=42^{\circ}40'56.00''$ Lt
 D=4'19'27.76"
 C=291.3'
 (N 2'01'24.48" E)
 L=297.97'
 T=156.28'
 E=29.45'

CURVE 16
 PI 16+44.83
 R=572.96'
 $\Delta=88^{\circ}00'00.00''$ Lt
 D=10'00'00.00"
 C=796.02'
 (N 0'38'07.52" W)
 L=880.00'
 T=553.30'
 E=223.55'

CURVE 17
 PI 25+73.33
 R=572.96'
 $\Delta=42^{\circ}25'25.00''$ Rt
 D=10'00'00.00"
 C=414.61'
 (N 24'25'25.02" W)
 L=424.24'
 T=222.37'
 E=41.64'



NOTE:
 ALL REFERENCE POINTS ARE FOUND
 1/2" IRON PINS UNLESS OTHERWISE
 NOTED ON SURVEY.

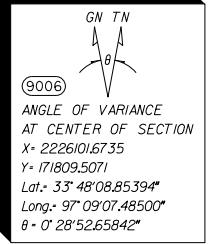
PLS	TDD	10/17
DRAWN	RTT	10/17
CHECKED	TDL	10/17
APPROVED	TDD	10/17
CREW	JH, SG, SL	SWO 5264.W

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 SURVEY DIVISION
 CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019

SURVEY DATA SHEET
 PROJECT NO. 318921041 SHEET NO. S017

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

NOTE:
ALL REFERENCE POINTS ARE SET 1/2" IRON PINS UNLESS OTHERWISE NOTED ON SURVEY.



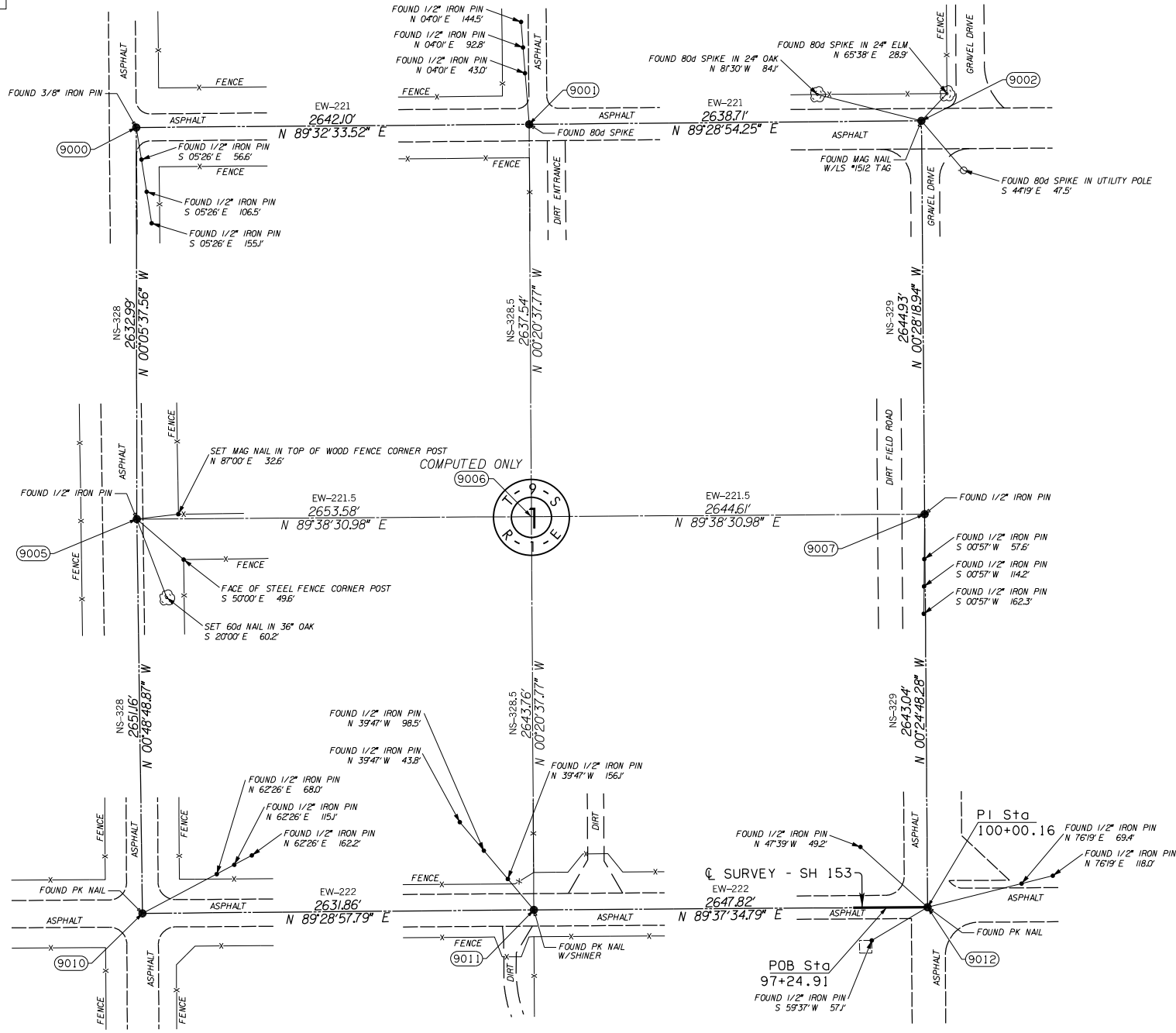
9000
NW CORNER - ODOT Sta. No. L-43-387 (REVISED) - FOUND 3/8" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9001
N 1/4 CORNER - ODOT Sta. No. L-43-393 (REVISED) - FOUND 80d SPIKE WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9002
NE CORNER - ODOT Sta. No. L-43-399 (REVISED) - FOUND MAG NAIL WITH LS #1512 TAG WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663, FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

9005
W 1/4 CORNER - ODOT Sta. No. L-43-386 (REVISED) - FOUND 1/2" IRON PIN, SET REFERENCES 1, 2 AND 3 AS SHOWN ON THIS RECORD.

9007
E 1/4 CORNER - ODOT Sta. No. L-43-398 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.



9009
SW CORNER - ODOT Sta. No. L-43-385 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

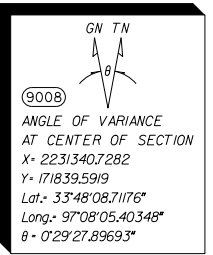
9011
S 1/4 CORNER - ODOT Sta. No. L-43-392 (REVISED) - FOUND PK WSHINER WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9012
SE CORNER - ODOT Sta. No. L-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small> SMITH ROBERTS BALDISCHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 FAX: (405) 840-5916</small> SURVEY DATA SHEET
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL		
SWO 5264.01 PROJECT NO. 318921041 SHEET NO. S018			

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					DATE

NOTE:
ALL REFERENCE POINTS ARE SET 1/2" IRON PINS UNLESS OTHERWISE NOTED ON SURVEY.



9002
NW CORNER - ODOT Sta. No. L-43-399 (REVISED) - FOUND MAG NAIL WITH LS #1512 TAG WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663, FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

9003
N 1/4 CORNER - ODOT Sta. No. L-43-405 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663, FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

9004
NE CORNER - ODOT Sta. No. L-43-411 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY SHAWN SMITH, LS #1663, FOR LEMKE LAND SURVEYING FILED ON NOVEMBER 4, 2015.

9007
W 1/4 CORNER - ODOT Sta. No. L-43-398 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

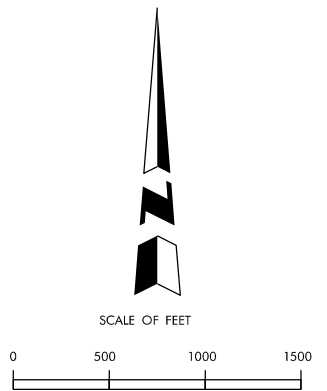
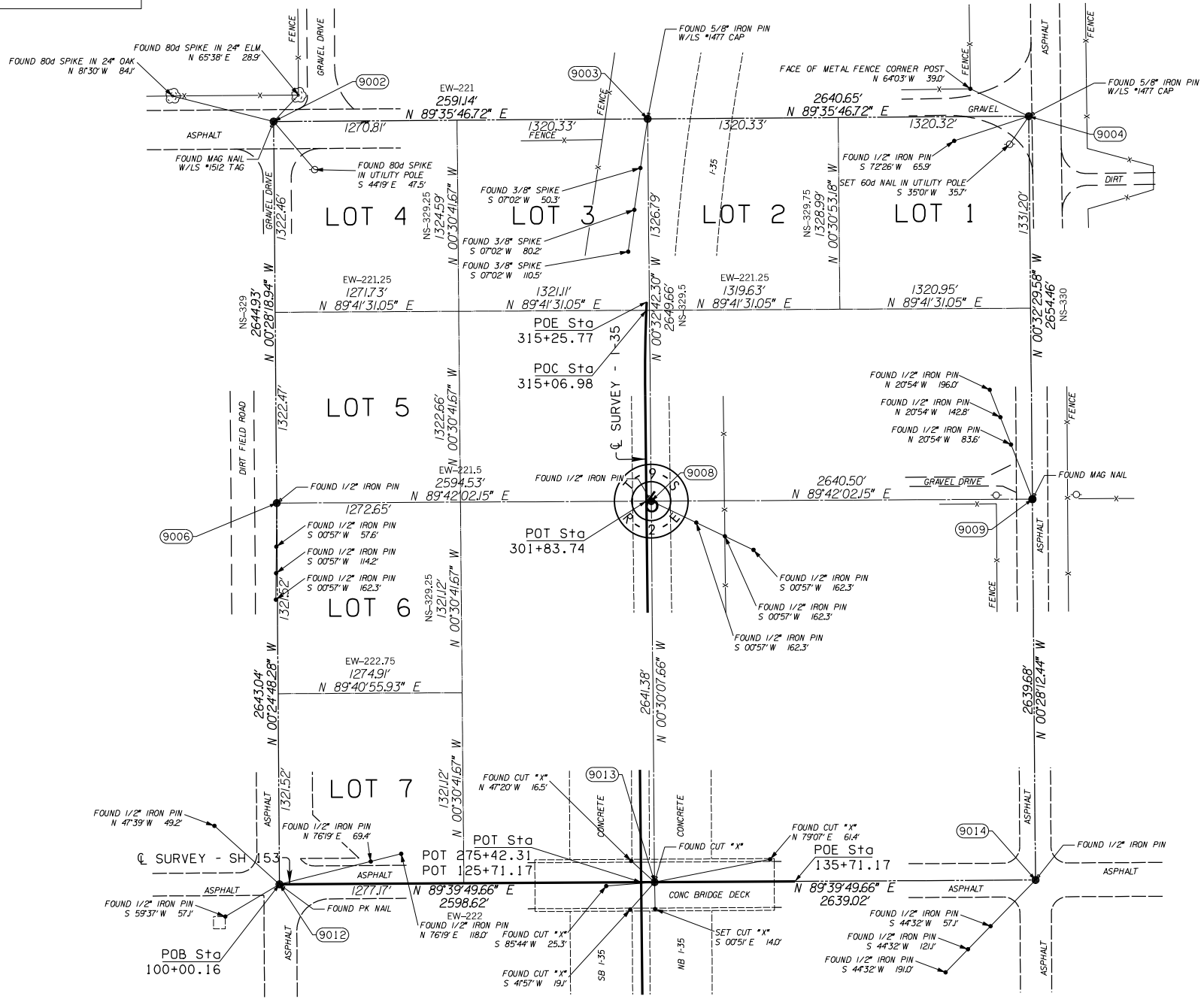
9009
E 1/4 CORNER - ODOT Sta. No. L-43-410 (REVISED) - FOUND MAG NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9008
CENTER CORNER - ODOT Sta. No. L-43-404 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9012
SW CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512 FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

9013
S 1/4 CORNER - ODOT Sta. No. L-43-260 (REVISED) - FOUND CUT "X" ON BRIDGE DECK AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008. FOUND AND HELD CUT "X" FOR REFERENCES 1, 3, 4 AND 5 AS SHOWN ON THIS RECORD. SET CUT "X" FOR REFERENCE 2 AS SHOWN ON THIS RECORD.

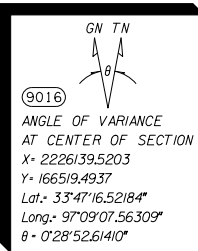
9014
SE CORNER - ODOT Sta. No. M-43-264 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.



NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION		
DRAWN	RTT	10/17	CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019 SMITH ROBERTS BALDISCHWILER, LLC 100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 FAX: (405) 840-5116		
CHECKED	TDL	10/17			
APPROVED	TDD	10/17			
CREW	JH, SG, SL	SWO 5264			
PROJECT NO. 318921041 SHEET NO. S019					

NOTE:
ALL REFERENCE POINTS ARE SET 1/2"
IRON PINS UNLESS OTHERWISE NOTED
ON SURVEY.



OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS		DATE

9010

SW CORNER - ODOT Sta. No. L-43-385 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS 1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9012

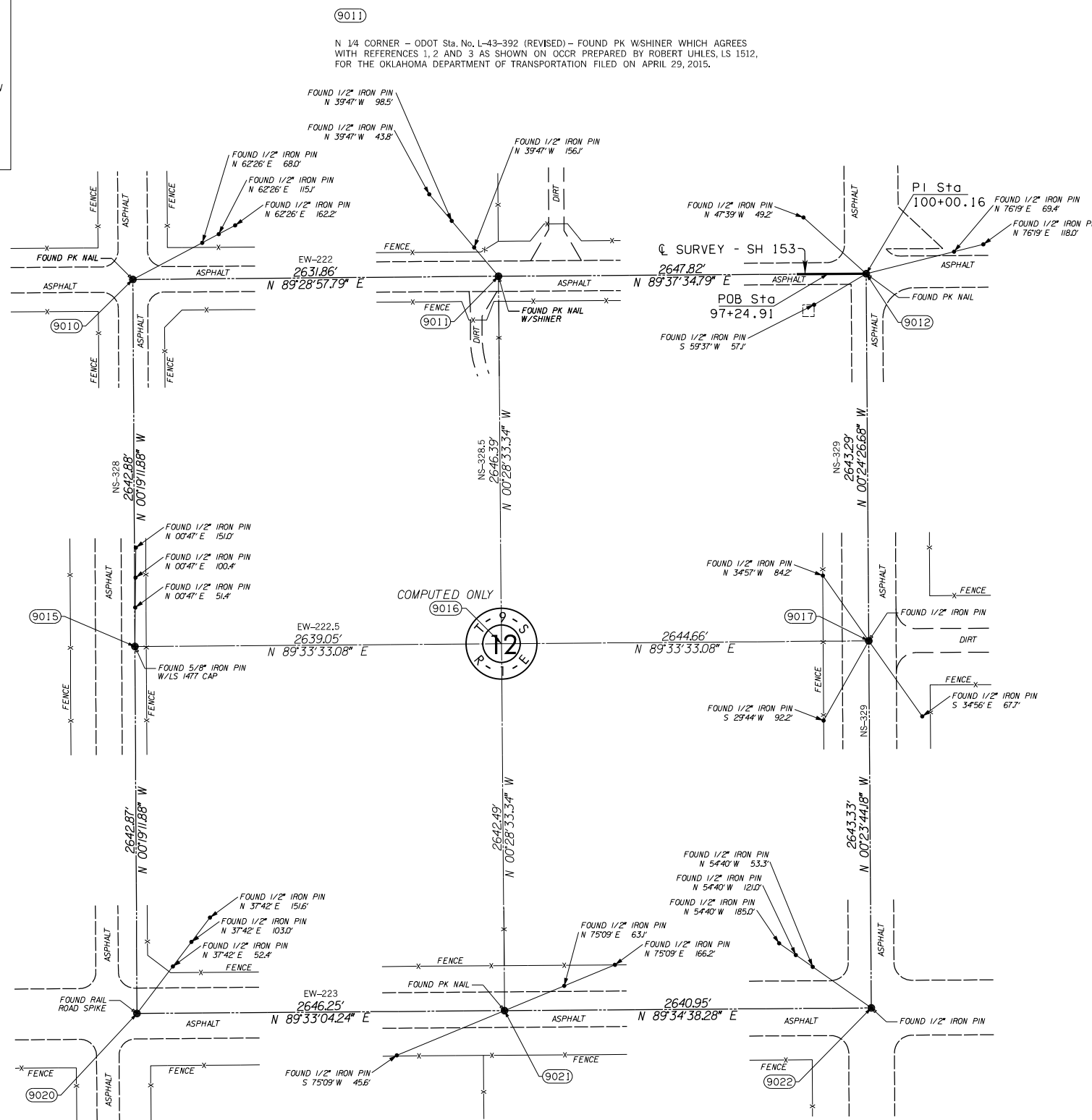
NE CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS 1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

9015

W 1/4 CORNER - ODOT Sta. No. L-43-384 (REVISED) - FOUND 5/8" IRON PIN W/LS #1477 CAP WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9017

E 1/4 CORNER - ODOT Sta. No. M-43-255 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.



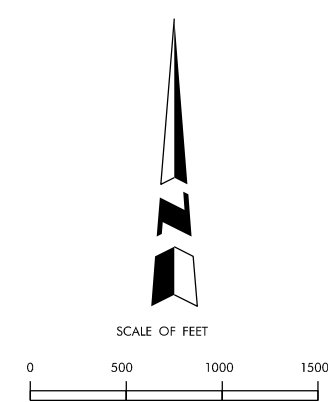
9020

SW CORNER - ODOT Sta. No. L-43-383 (REVISED) - FOUND RAIL ROAD SPIKE WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9022


SE CORNER - ODOT Sta. No. M-43-254 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, FILED ON APRIL 29, 2015.

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.



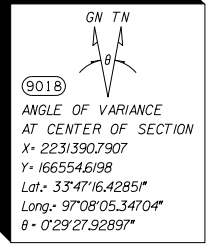
9021

S 1/4 CORNER - ODOT Sta. No. L-43-391 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small>  SMITH ROBERTS BALDSCHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 Fax: (405) 840-5116</small>
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264.01	

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

NOTE:
ALL REFERENCE POINTS ARE SET 1/2" IRON PINS UNLESS OTHERWISE NOTED ON SURVEY.



9012
NW CORNER - ODOT Sta. No. M-43-256 (REVISED) - FOUND PK NAIL WHICH AGREES WITH REFERENCES 1, 2, 3 AND 4 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

9017
W 1/4 CORNER - ODOT Sta. No. M-43-255 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

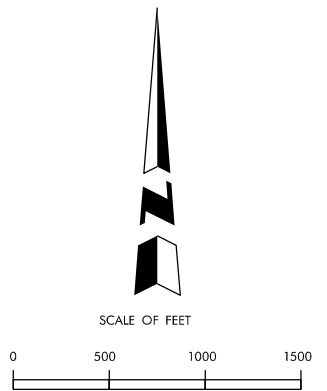
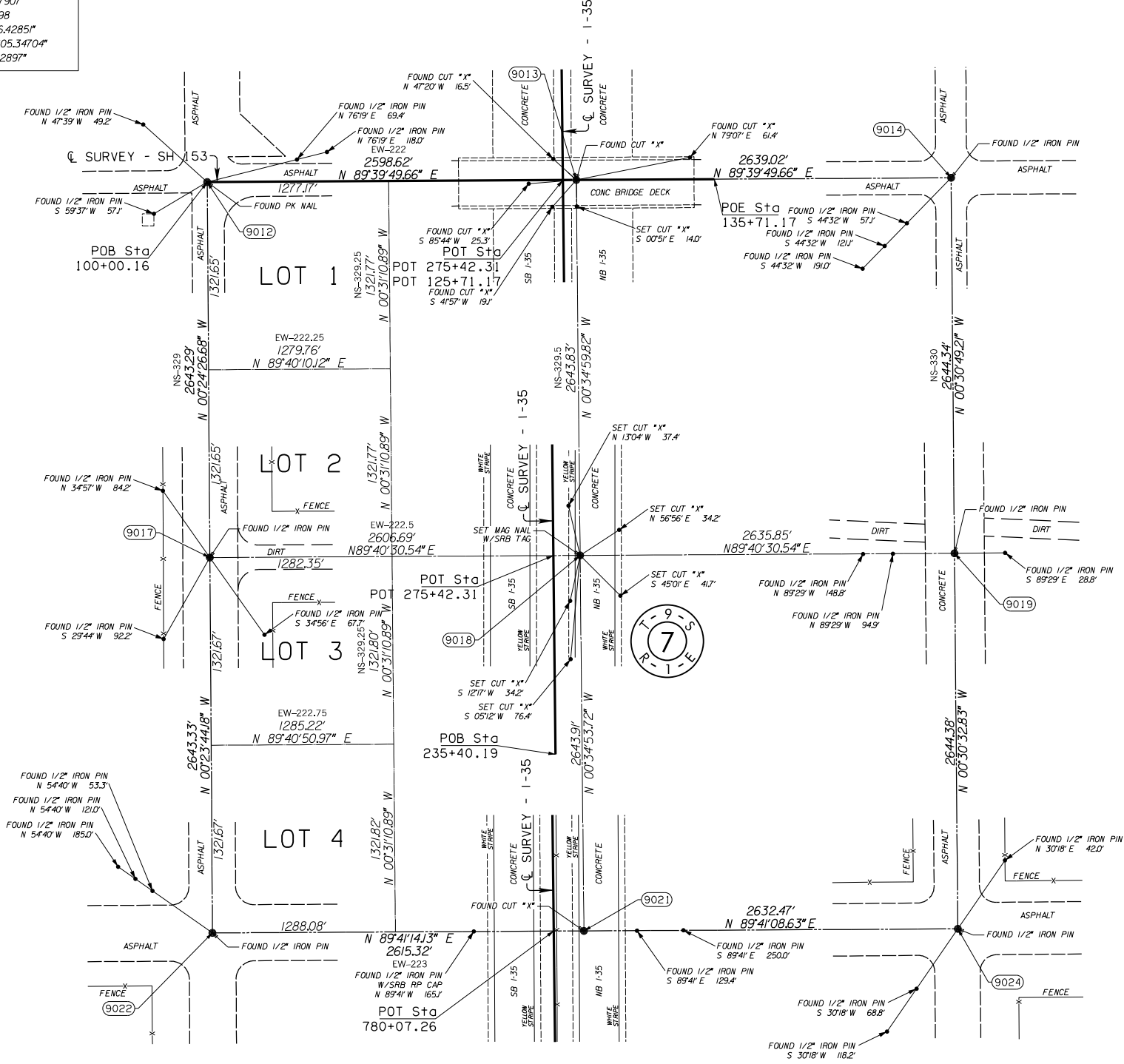
9018
CENTER CORNER - ODOT Sta. No. M-43-259 (REVISED) - SET MAG NAIL WSRP TAG PER OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008. SET CUT "X" FOR REFERENCES 1, 2, 3, 4 AND 5 AS SHOWN ON THIS RECORD.

9022
SW CORNER - ODOT Sta. No. M-43-254 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.

9013
N 1/4 CORNER - ODOT Sta. No. L-43-260 (REVISED) - FOUND CUT "X" ON BRIDGE DECK AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008. FOUND AND HELD CUT "X" FOR REFERENCES 1, 3, 4 AND 5 AS SHOWN ON THIS RECORD. SET CUT "X" FOR REFERENCE 2 AS SHOWN ON THIS RECORD.

9014
NE CORNER - ODOT Sta. No. M-43-264 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

9019
E 1/4 CORNER - ODOT Sta. No. M-43-263 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON APRIL 29, 2015.



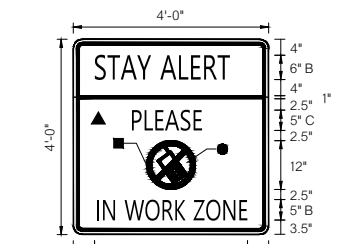
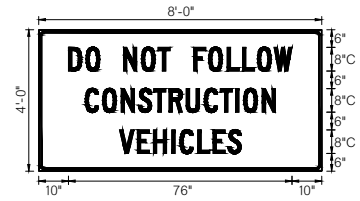
NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

9023
S 1/4 CORNER - ODOT Sta. No. M-43-258 (REVISED) - FOUND CUT "X" WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY GARREN DODSON, LS #696, FOR SMITH ROBERTS INCORPORATED FILED ON JANUARY 27, 2010.

9024
SE CORNER - ODOT Sta. No. M-43-262 (REVISED) - FOUND 1/2" IRON PIN WHICH AGREES WITH REFERENCES 1, 2 AND 3 AS SHOWN ON OCCR PREPARED BY ROBERT UHLES, LS #1512, FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FILED ON MAY 1, 2008.

PLS	TDD	10/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION <small>CERTIFICATE OF AUTHORIZATION NO. 3949 EXPIRES JUNE 30, 2019</small> SMITH ROBERTS BALDICHWILER, LLC <small>100 N.E. 5th Street Oklahoma City, OK 73104 Telephone: (405) 840-7094 FAX: (405) 840-5116</small> SURVEY DATA SHEET
DRAWN	RTT	10/17	
CHECKED	TDL	10/17	
APPROVED	TDD	10/17	
CREW	JH, SG, SL	SWO 5264	

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

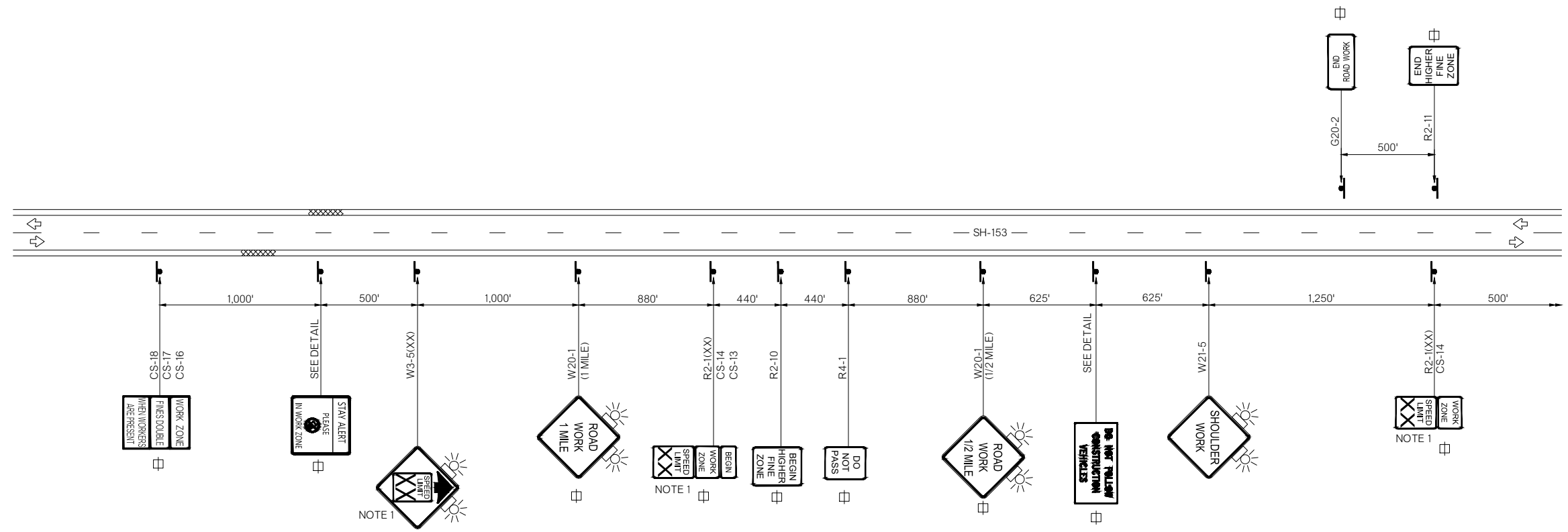


- BORDER
R=1.5"
TH=0.75"
IN=0.75"
- COLOR:
LEGEND, SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
▲ FLUORESCENT ORANGE (REFLECTORIZED)
● FLUORESCENT YELLOW (REFLECTORIZED)
■ WHITE (REFLECTORIZED)
■ RED (NON-REFLECTORIZED)

NOTE:
SIGNS MARKED WITH [] ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

NOTE 1
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

- KEY:
- [] SIGN
 - [] WORK AREA
 - ▲▲▲ TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - [] CHANNELIZER CONE
 - [] TRAFFIC FLOW ARROW



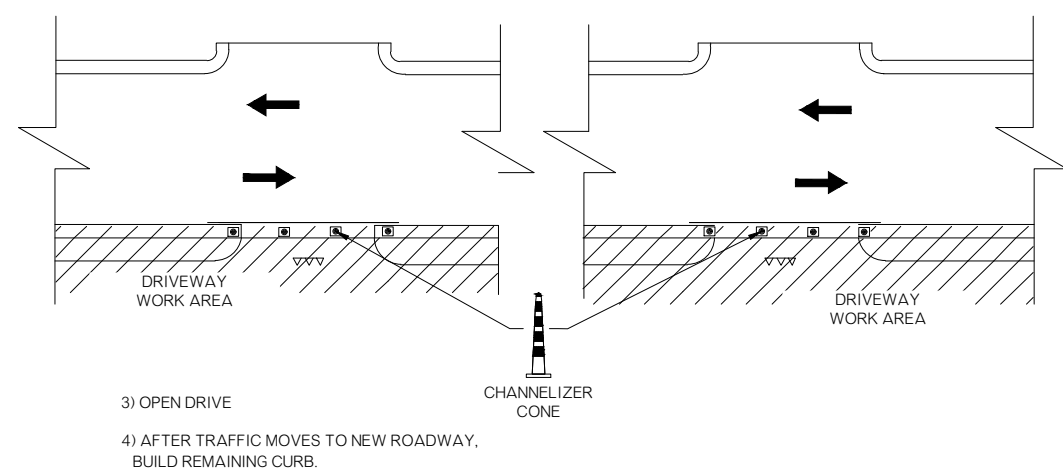
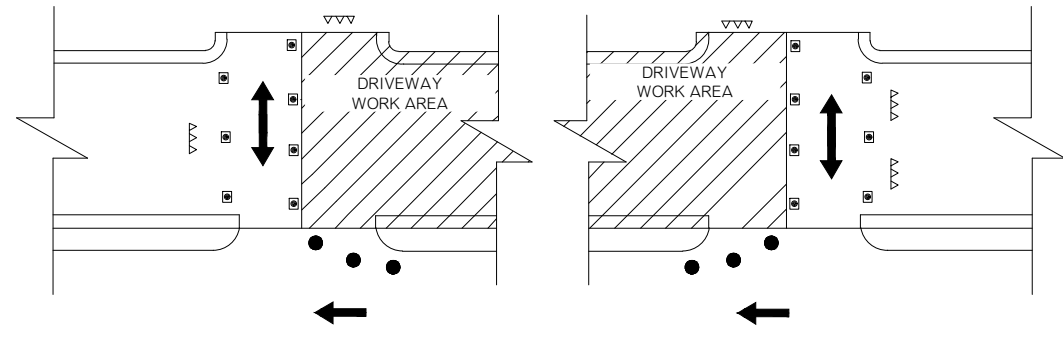
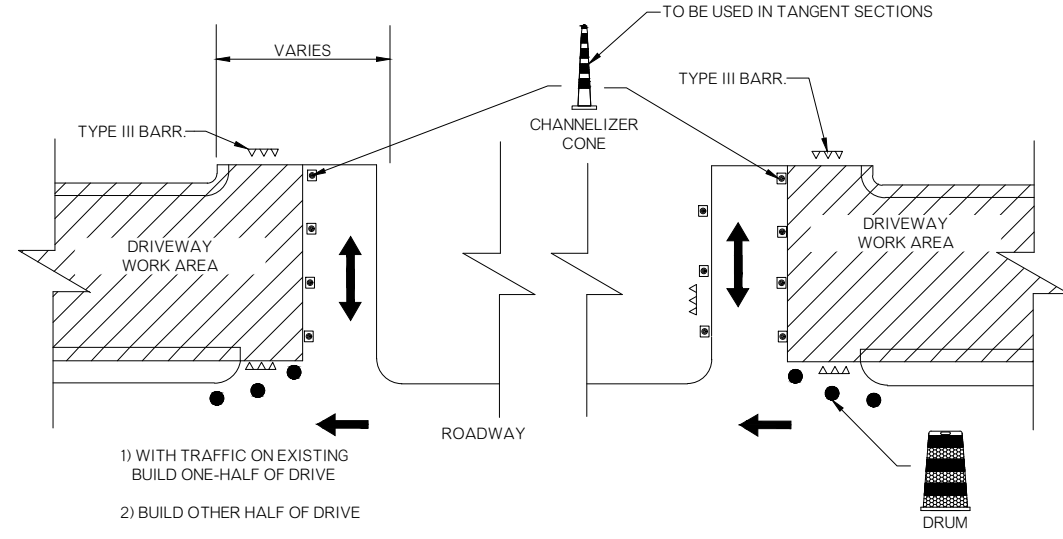
THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE

ADVANCE SIGNING (SH 153)

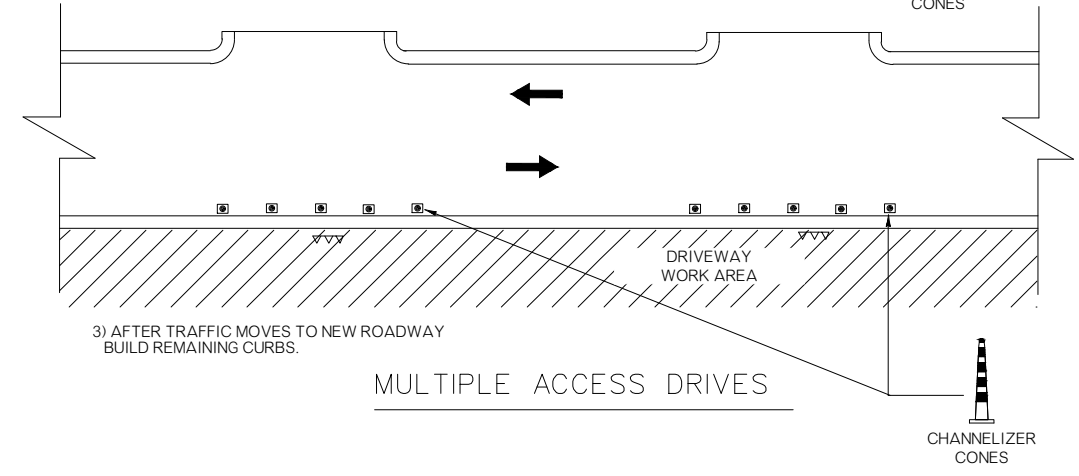
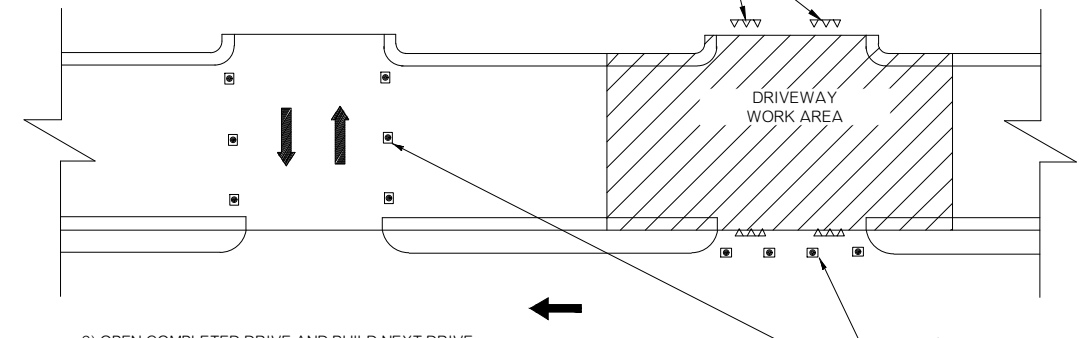
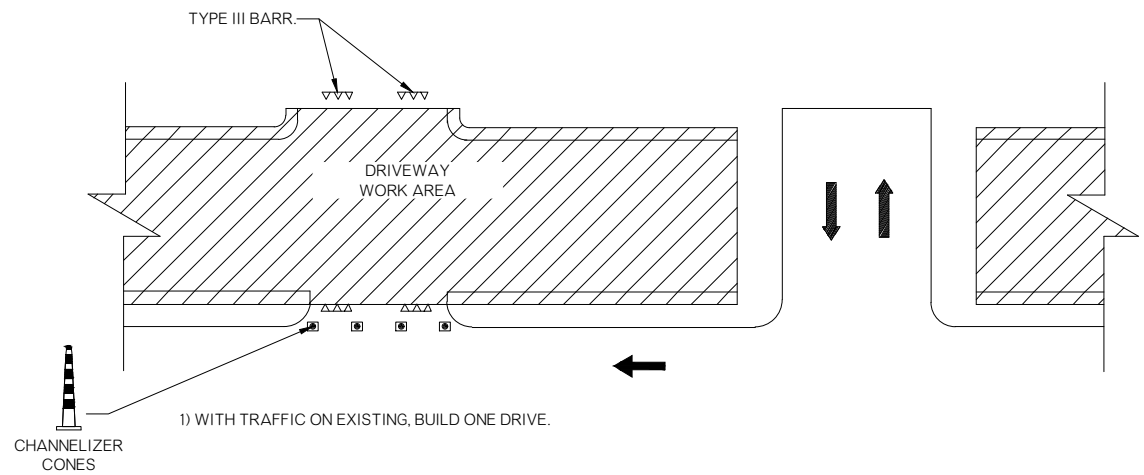
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153
STATE JOB NO. 31892(04)		SHEET NO. I001

z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\SH153\31892(04) SEQUENCE SH 153 PHASE 1 TRFCRTL.dwg 12/12/2023 5:01 AM

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



SINGLE ACCESS DRIVES



MULTIPLE ACCESS DRIVES

- KEY:
- SIGN
 - ▣ CHANNELIZER CONE
 - DRUM
 - △△△ TYPE III BARRICADES
 - ▨ WORK AREA

THIS DETAIL SHEET SHALL BE USED IN ALL PHASES OF SH-152 AND HIDE-A-WAY RD.

DRIVE ACCESS

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CONSTRUCTION TRAFFIC CONTROL						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I002

z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\SH153\1892(04) SEQUENCE SH 153 PHASE 1 TRFCTRL.dwg 12/12/2023 5:01 AM

DESCRIPTION	REVISIONS	DATE

SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T001

- (1) TYPE III BARRICADE
- (2) TYPE 'B' LIGHTS
- (1) R11-2

- (3) TYPE III BARRICADE
- (6) TYPE 'B' LIGHTS
- (2) R11-2
- (1) R5-1

SCALE: 1"=20'

100+00

STA. 105+00

SEC. 12, T-9-S, R-1-E

SEC. 7, T-9-S, R-2-E

CHANNELIZER CONES @ 25' C/C

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

TYPE III BARRICADE W/ TYPE 'B' LIGHTS R11-2

TYPE III BARRICADE W/ TYPE 'B' LIGHTS R11-2

TYPE III BARRICADE W/ TYPE 'B' LIGHTS R11-2

SCALE: 1"=20'

110+00

STA. 105+00

STA. 111+00

- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW

SEC. 7, T-9-S, R-2-E

SH 153 (PHASE 1A)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I003

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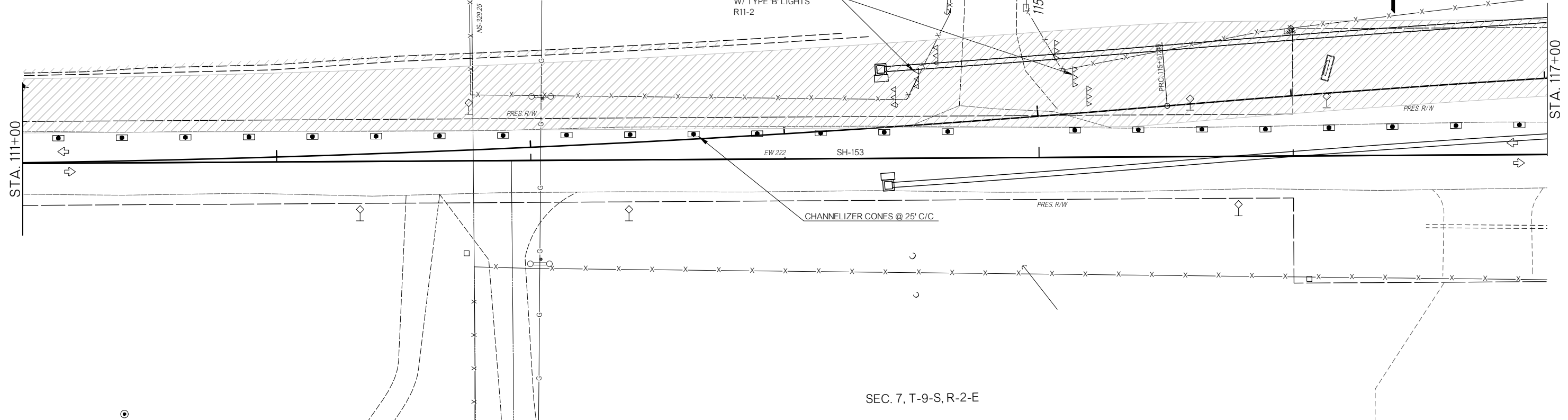
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SEC. 6, T-9-S, R-2-E

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

TYPE III BARRICADE W/ TYPE 'B' LIGHTS R11-2

SCALE: 1"=20'

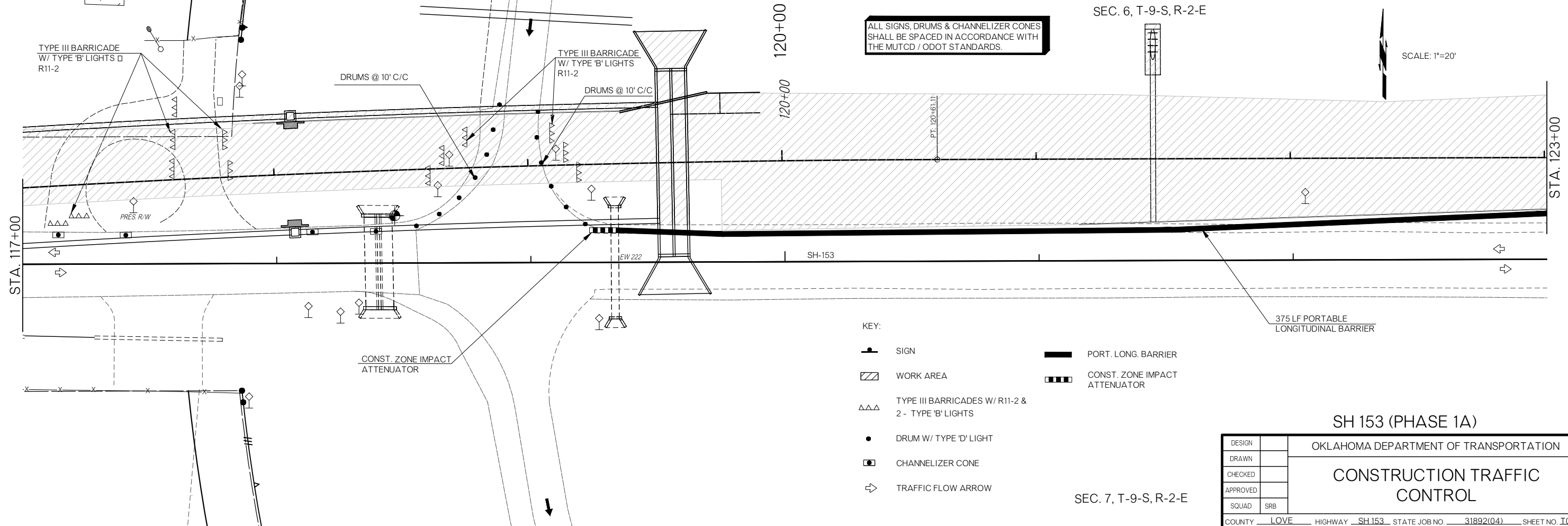


SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=20'



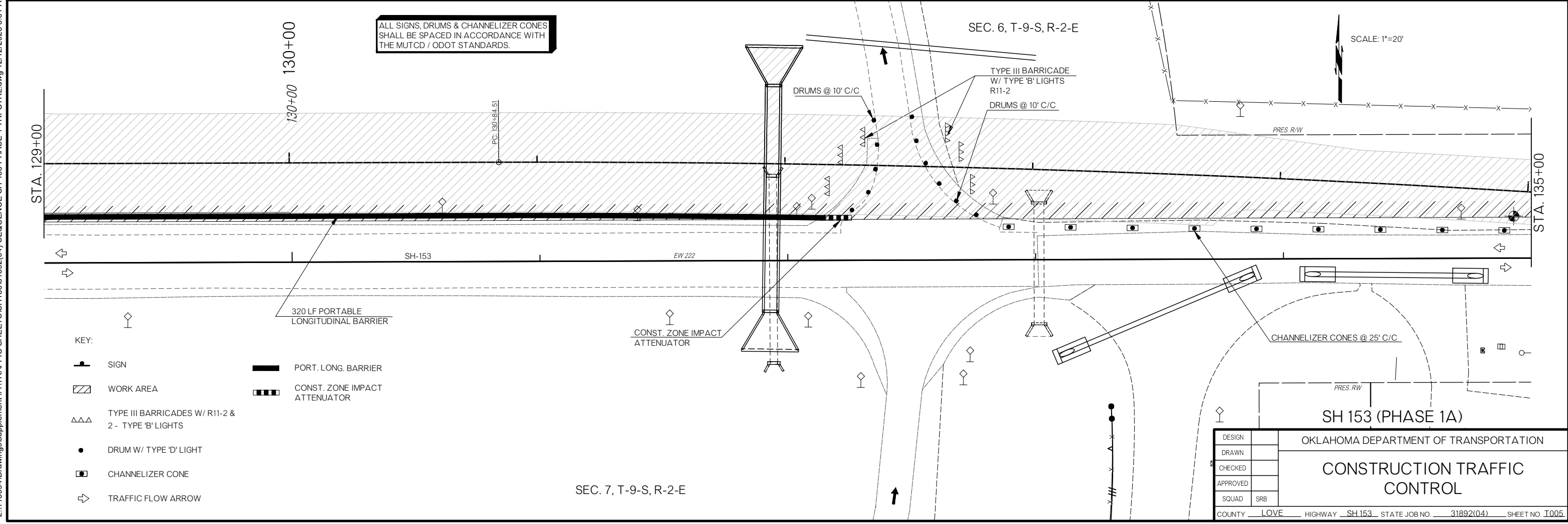
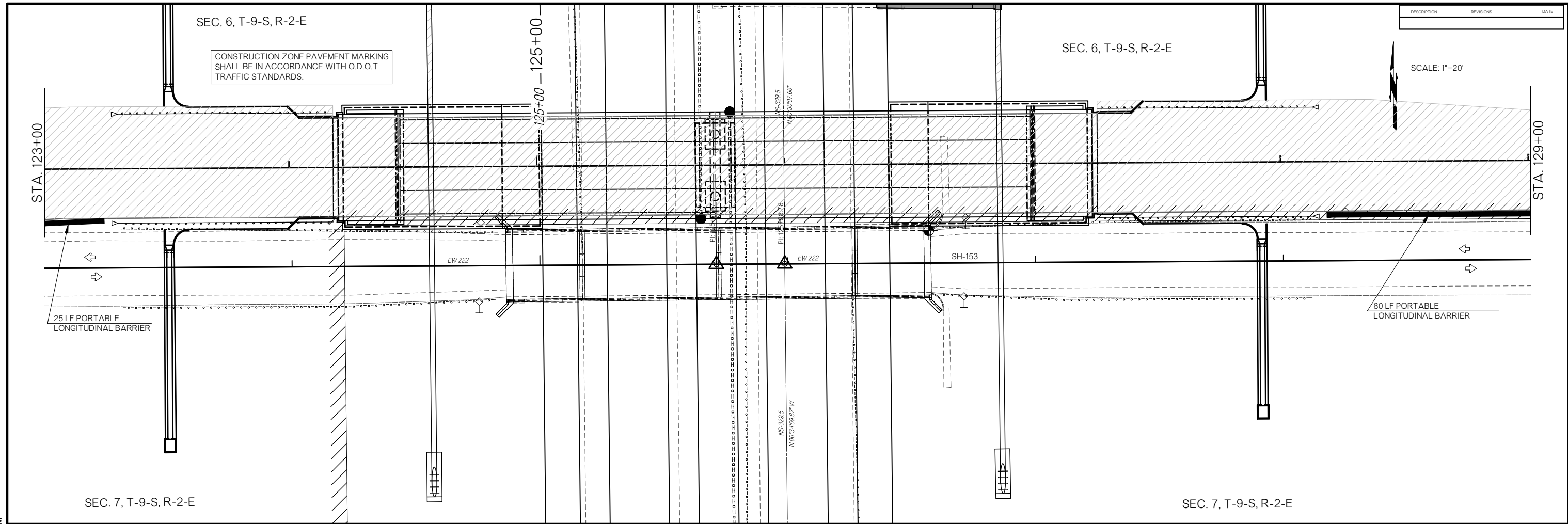
- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW
 - PORT. LONG. BARRIER
 - CONST. ZONE IMPACT ATTENUATOR

SH 153 (PHASE 1A)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CONSTRUCTION TRAFFIC CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY		LOVE	HIGHWAY
		SH 153	STATE JOB NO.
		31892(04)	SHEET NO.
			I004

SEC. 7, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE

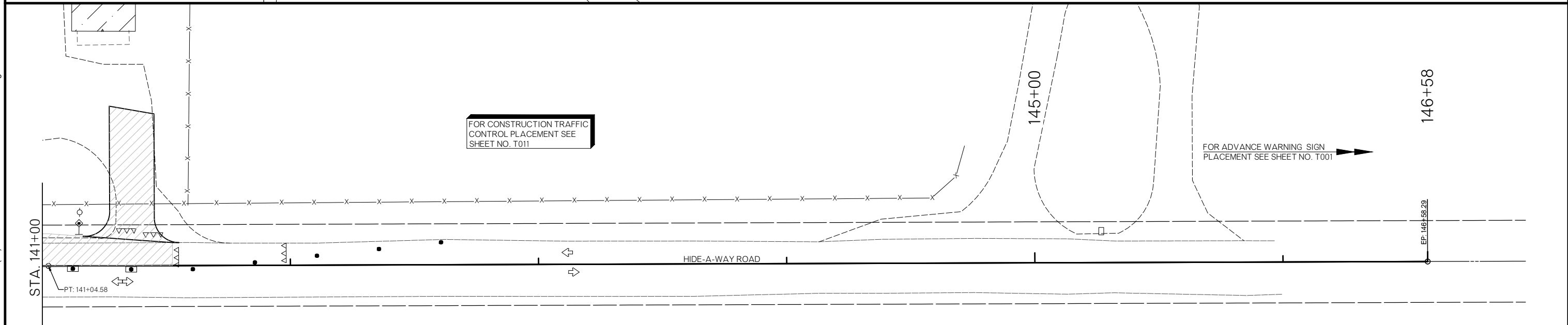
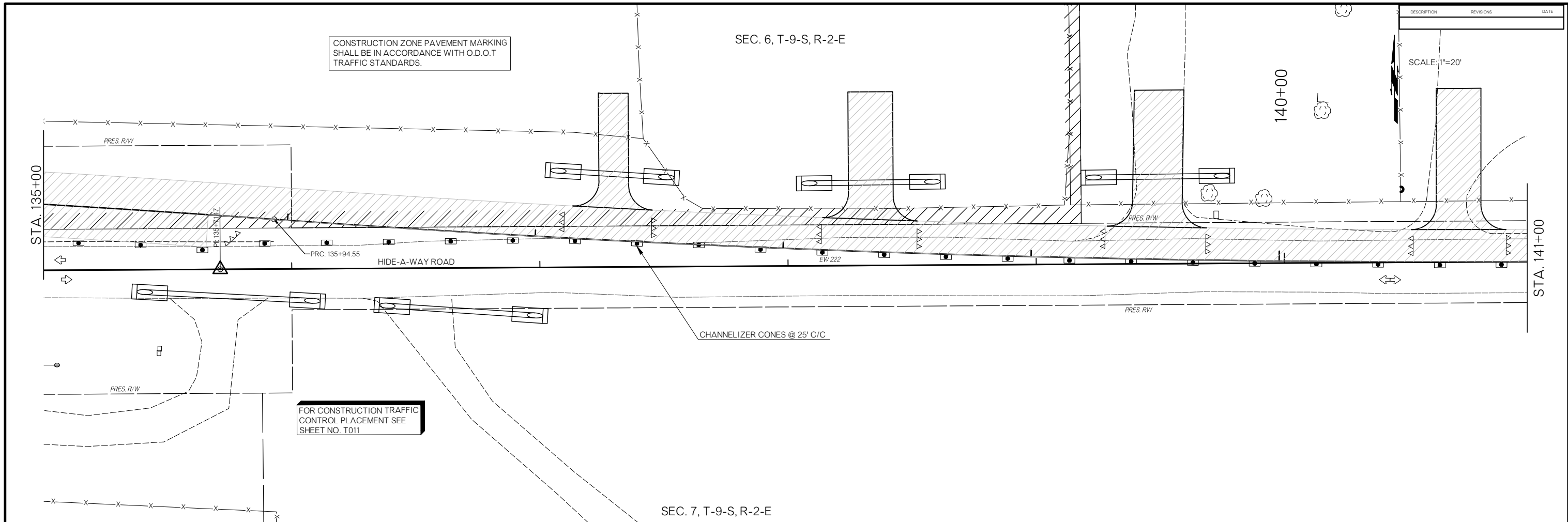


- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW
 - PORT. LONG. BARRIER
 - CONST. ZONE IMPACT ATTENUATOR

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CONSTRUCTION TRAFFIC CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY LOVE		HIGHWAY SH-153	STATE JOB NO. 31892(04)
		SHEET NO. I005	

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- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SH 153 & HIDE-A-WAY ROAD
(PHASE 1A)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CONSTRUCTION TRAFFIC CONTROL		
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I006</u>		

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DESCRIPTION	REVISIONS	DATE

SEC. 1, T-9-S, R-1-E

SEC. 6, T-9-S, R-2-E

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T001

- (3) TYPE III BARRICADE
- (6) TYPE 'B' LIGHTS
- (2) R11-2

SCALE: 1"=20'

100+00
PL 100+00.16

STA. 105+00

SEC. 12, T-9-S, R-1-E

- (1) TYPE III BARRICADE
- (2) TYPE 'B' LIGHTS
- (1) R11-4
- (2) TYPE III BARRICADE
- (4) TYPE 'B' LIGHTS
- (2) R11-2

CHANNELIZER CONES @ 10' C/C

SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

110+00

SCALE: 1"=20'

STA. 105+00

STA. 111+00

- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW

SEC. 7, T-9-S, R-2-E

CHANNELIZER CONES @ 25' C/C

SH 153 (PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DRAWN		CONSTRUCTION TRAFFIC CONTROL		
CHECKED				
APPROVED				
SQUAD	SRB			
COUNTY LOVE		HIGHWAY SH153	STATE JOB NO. 31892(04)	SHEET NO. I00Z

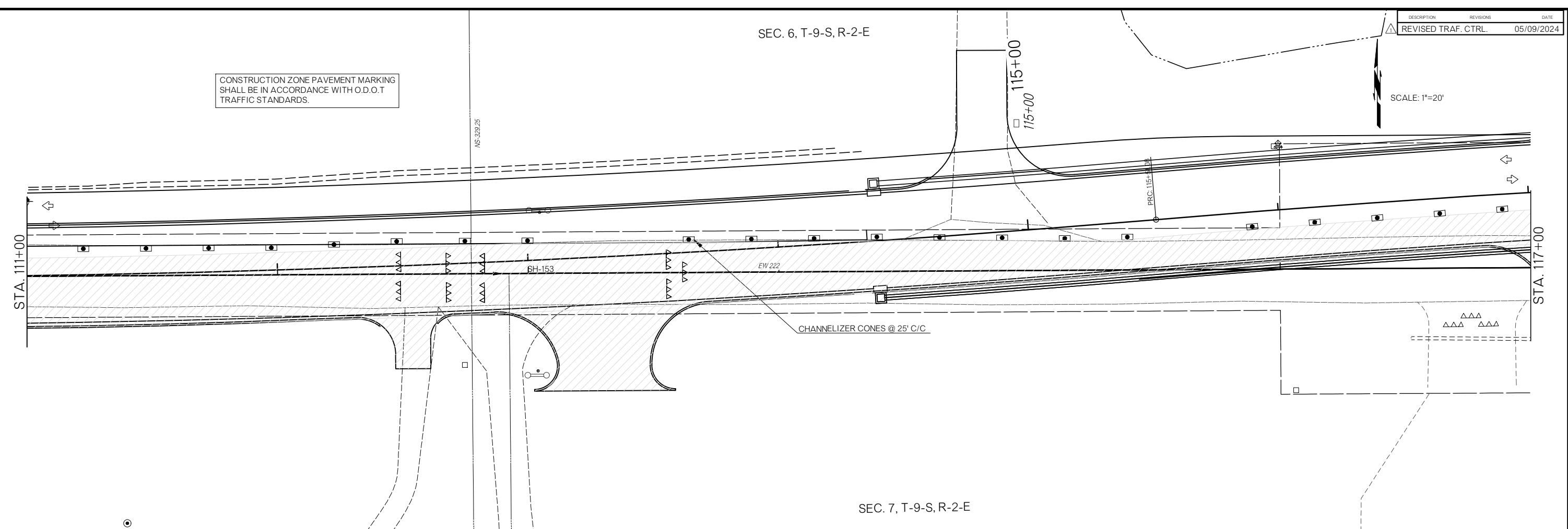
SEC. 6, T-9-S, R-2-E

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

SCALE: 1"=20'

STA. 111+00

STA. 117+00



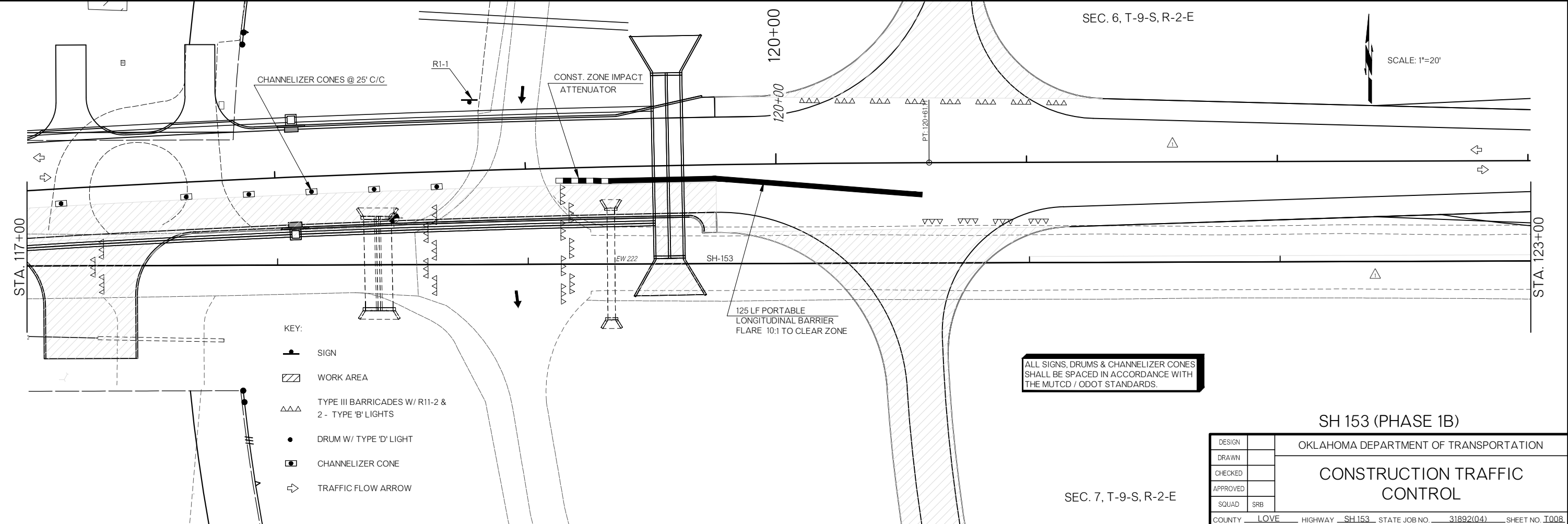
SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

STA. 117+00

STA. 123+00



- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SH 153 (PHASE 1B)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION TRAFFIC CONTROL

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I008

SEC. 7, T-9-S, R-2-E

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SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

STA. 123+00

STA. 129+00

125+00

EW 222

SH-153

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

SEC. 7, T-9-S, R-2-E

SEC. 7, T-9-S, R-2-E

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CONST. ZONE IMPACT ATTENUATOR

SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

STA. 129+00

STA. 135+00

130+00






SH-153

EW 222

R1-1

150 LF PORTABLE LONGITUDINAL BARRIER

KEY:

-  SIGN
-  WORK AREA
-  TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
-  DRUM W/ TYPE 'D' LIGHT
-  CHANNELIZER CONE
-  TRAFFIC FLOW ARROW

SEC. 7, T-9-S, R-2-E

SH 153 (PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CONSTRUCTION TRAFFIC CONTROL						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I009

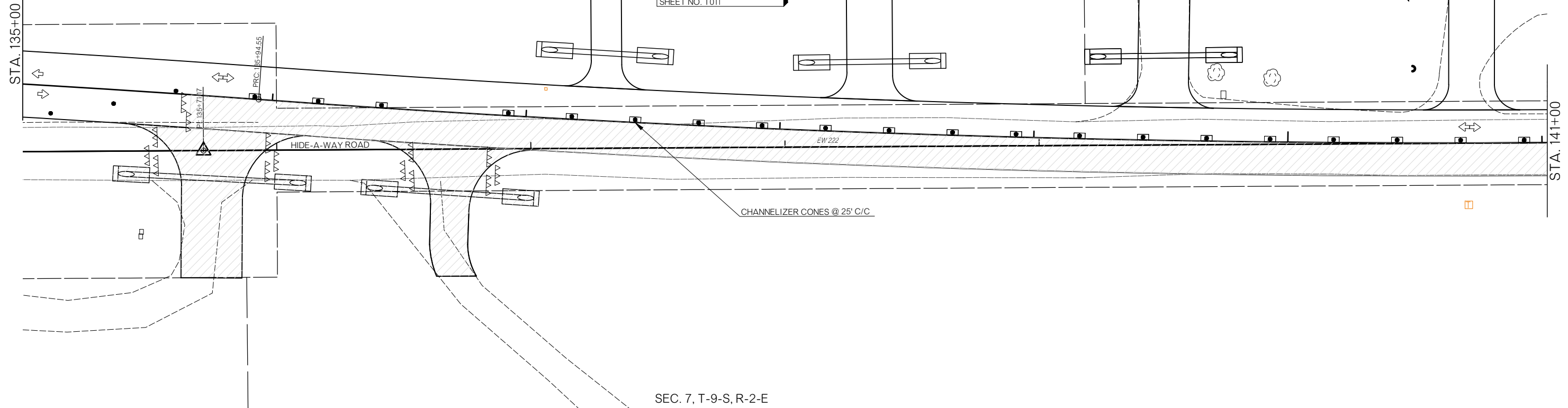
SEC. 6, T-9-S, R-2-E

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

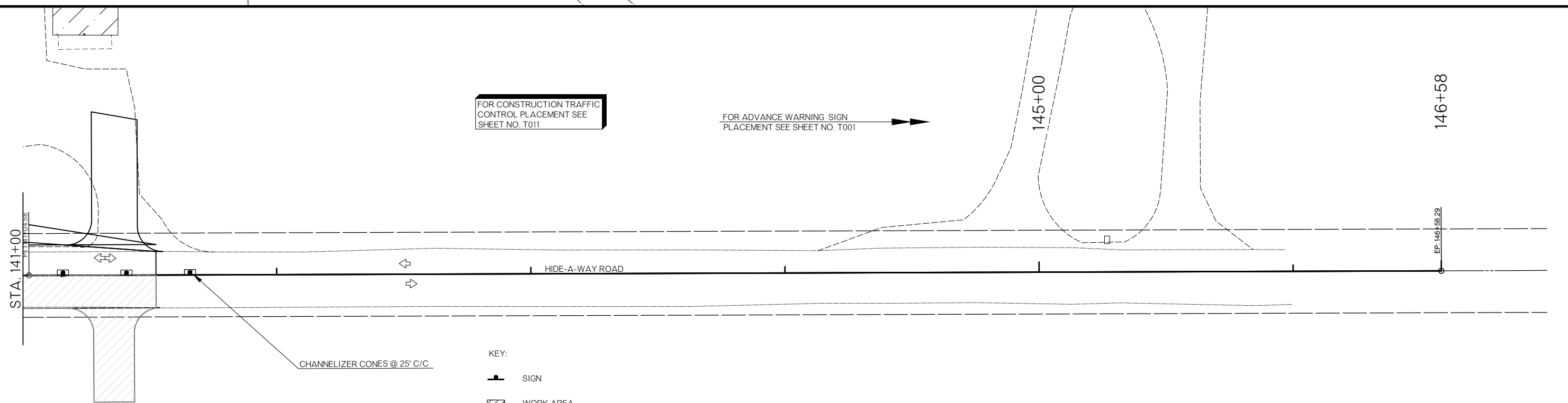
FOR CONSTRUCTION TRAFFIC CONTROL PLACEMENT SEE SHEET NO. T011









SEC. 7, T-9-S, R-2-E

FOR CONSTRUCTION TRAFFIC CONTROL PLACEMENT SEE SHEET NO. T011

FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T001



- KEY:
-  SIGN
 -  WORK AREA
 -  TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 -  DRUM W/ TYPE 'D' LIGHT
 -  CHANNELIZER CONE
 -  TRAFFIC FLOW ARROW

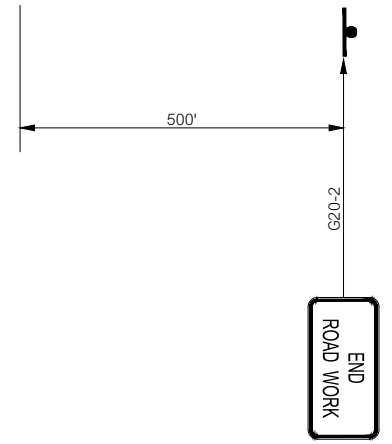
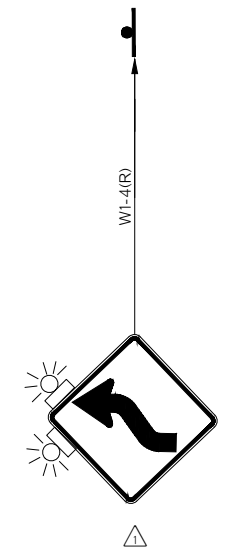
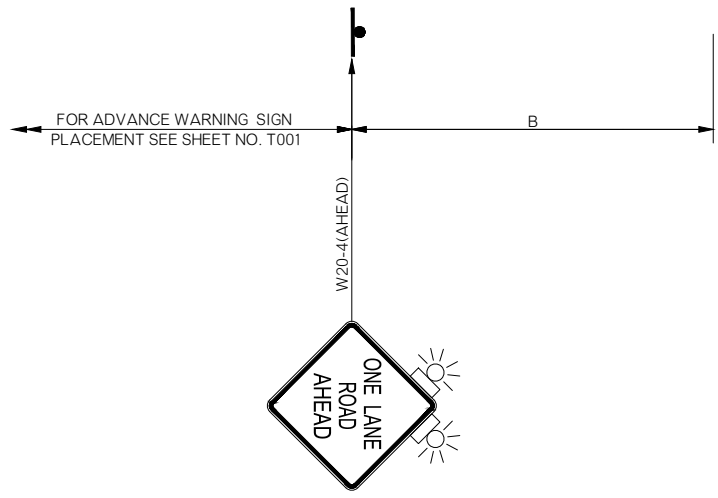
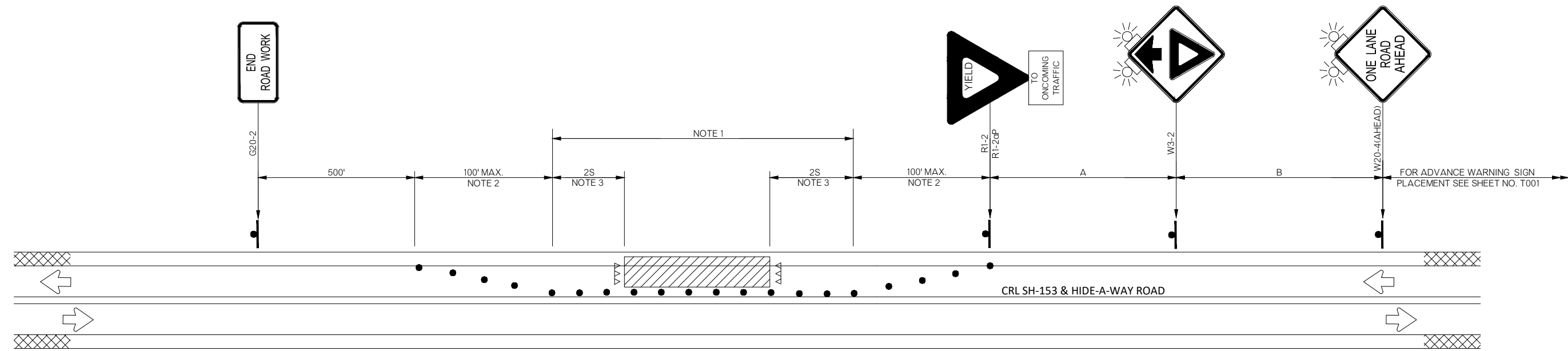
ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SH 153 & HIDE-A-WAY ROAD (PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I010

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NOTE 1
 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA. ADDITIONAL DRUMS MAY BE USED TO CLOSE THE SHOULDER WITH THE APPROVAL OF THE ENGINEER.

NOTE 3
 DISTANCE 2S IS EQUAL TO TWICE THE POSTED SPEED LIMIT IN FEET.

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	200	200	200
URBAN (HIGH SPEED)	350	350	350

- KEY:**
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW
 - S =** POSTED SPEED LIMIT

THIS TEMPORARY TRAFFIC CONTROL ZONE APPLICATION MAY BE USED AS AN ALTERNATE TRAFFIC CONTROL PLAN TO A STANDARD LANE CLOSURE WITH FLAGGERS WHEN THE FOLLOWING CONDITIONS EXIST AND WITH APPROVAL OF THE ENGINEER.

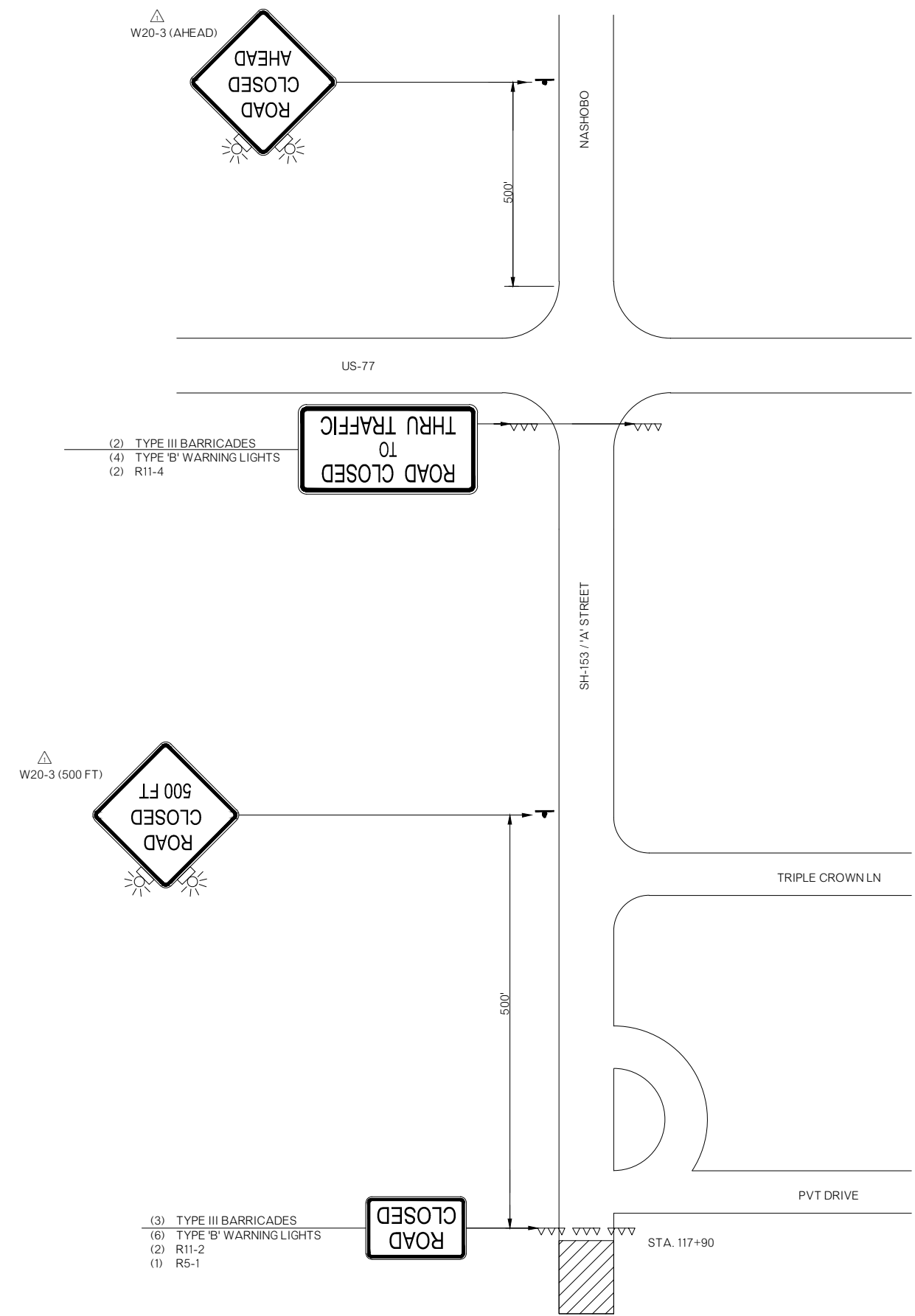
(A) TRAFFIC VOLUME IS SUCH THAT SUFFICIENT GAPS EXIST FOR TRAFFIC THAT MUST YIELD.

(B) DRIVERS FROM BOTH DIRECTIONS MUST BE ABLE TO SEE APPROACHING TRAFFIC THROUGH AND BEYOND THE WORK AREA.

LANE CLOSURE ON SH 153 & HIDE-A-WAY ROAD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	

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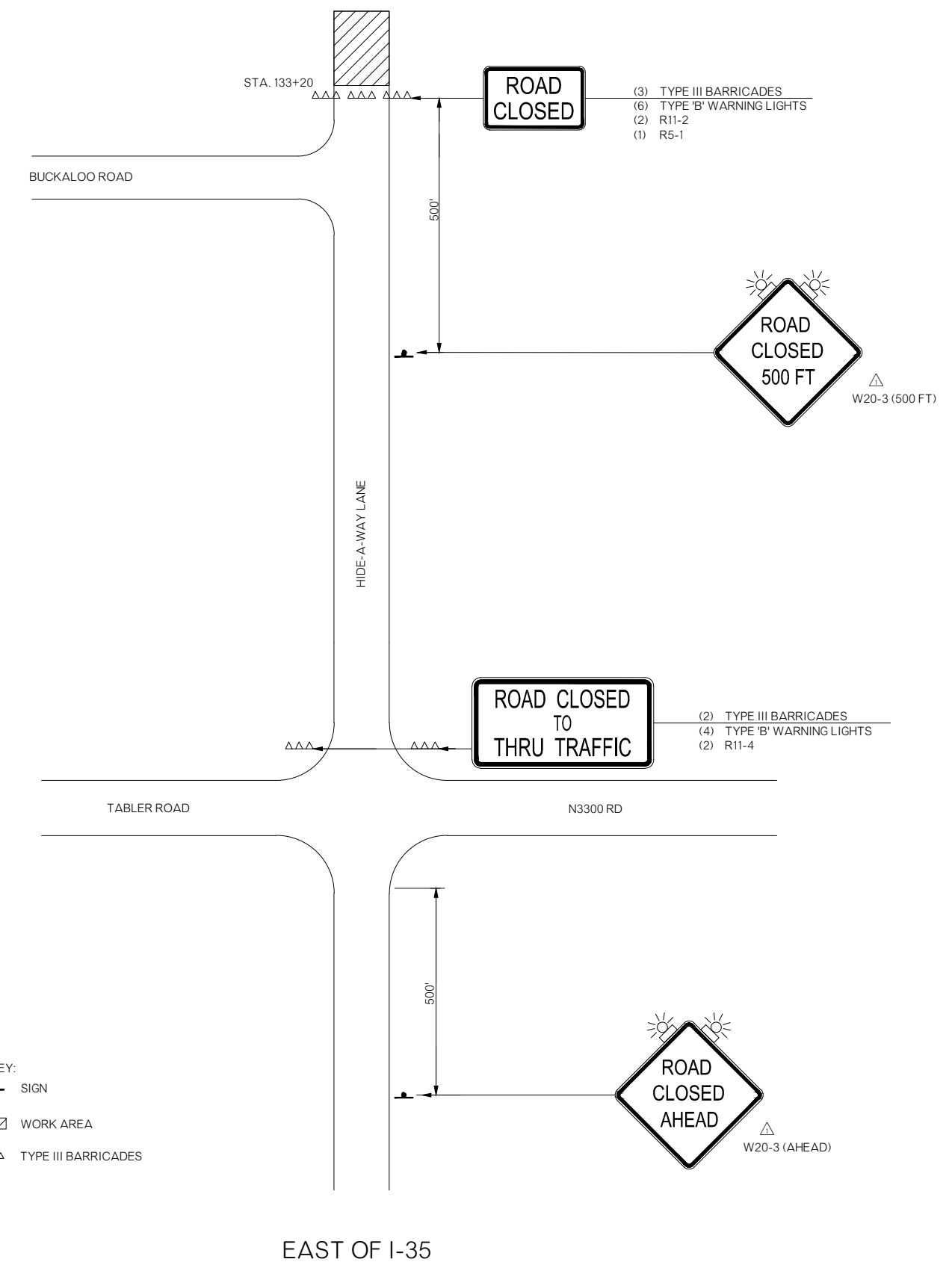
- (2) TYPE III BARRICADES
- (4) TYPE 'B' WARNING LIGHTS
- (2) R11-4

- (3) TYPE III BARRICADES
- (6) TYPE 'B' WARNING LIGHTS
- (2) R11-2
- (1) R5-1



- KEY:
- ▲ SIGN
 - ▨ WORK AREA
 - ▲▲▲ TYPE III BARRICADES

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

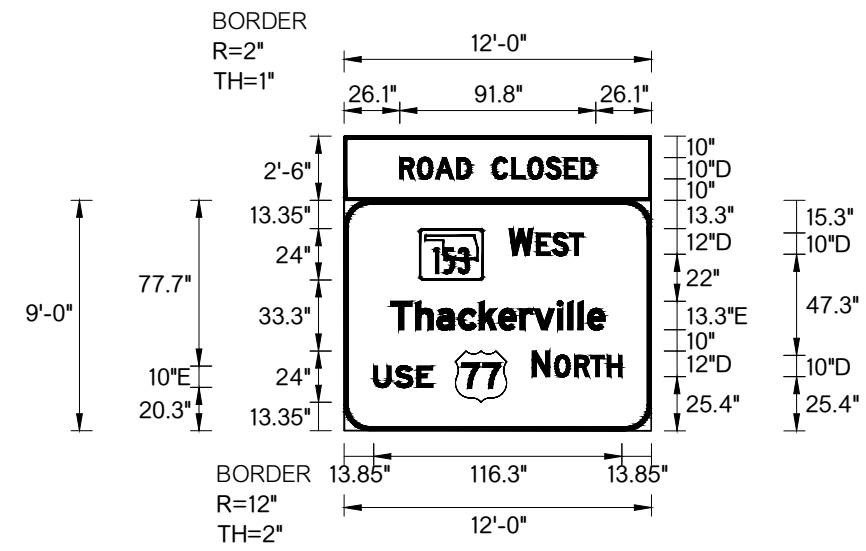


- (3) TYPE III BARRICADES
- (6) TYPE 'B' WARNING LIGHTS
- (2) R11-2
- (1) R5-1

- (2) TYPE III BARRICADES
- (4) TYPE 'B' WARNING LIGHTS
- (2) R11-4

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I012		CONSTRUCTION TRAFFIC CONTROL

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SIGN NUMBER	A7
WIDTH x HGHT.	12'-0" x 2'-6"
BORDER WIDTH	1"
CORNER RADIUS	2"
MOUNTING	Ground
SIGN AREA	30.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SIGN NUMBER	A7
WIDTH x HGHT.	12'-0" x 9'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
SIGN AREA	108.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT
M1_63	35.3	70.7	30	24
M1_4	52.1	13.3	24	24

DIMENSIONS ARE IN INCHES.TENTHS LETTER LOCATIONS ARE PANELEDGE TO LOWER LEFT CORNER

LETTER POSITIONS (X)											LENGTH SERIES/SIZE											
R	O	A	D		C	L	O	S	E	D										D 2000		
26.1	34.4	42.8	52.8	59.6	69.6	78.6	86.1	94.7	103.2	111.1										91.8		
W	E	S	T																		D 2000	
77.3	85.6	94.9	102.5																		31.4	
T	h	a	c	k	e	r	v	i	l	l	e										E 2000	
21.7	33.5	43.5	53.5	63.3	72.4	82.4	89.1	100	104.8	109.6	114										100.5	
N	O	R	T	H																		D 2000
88.1	98.7	108	115.6	123.3																		42
U	S	E																				E 2000
13.9	24	34.1																				27.7

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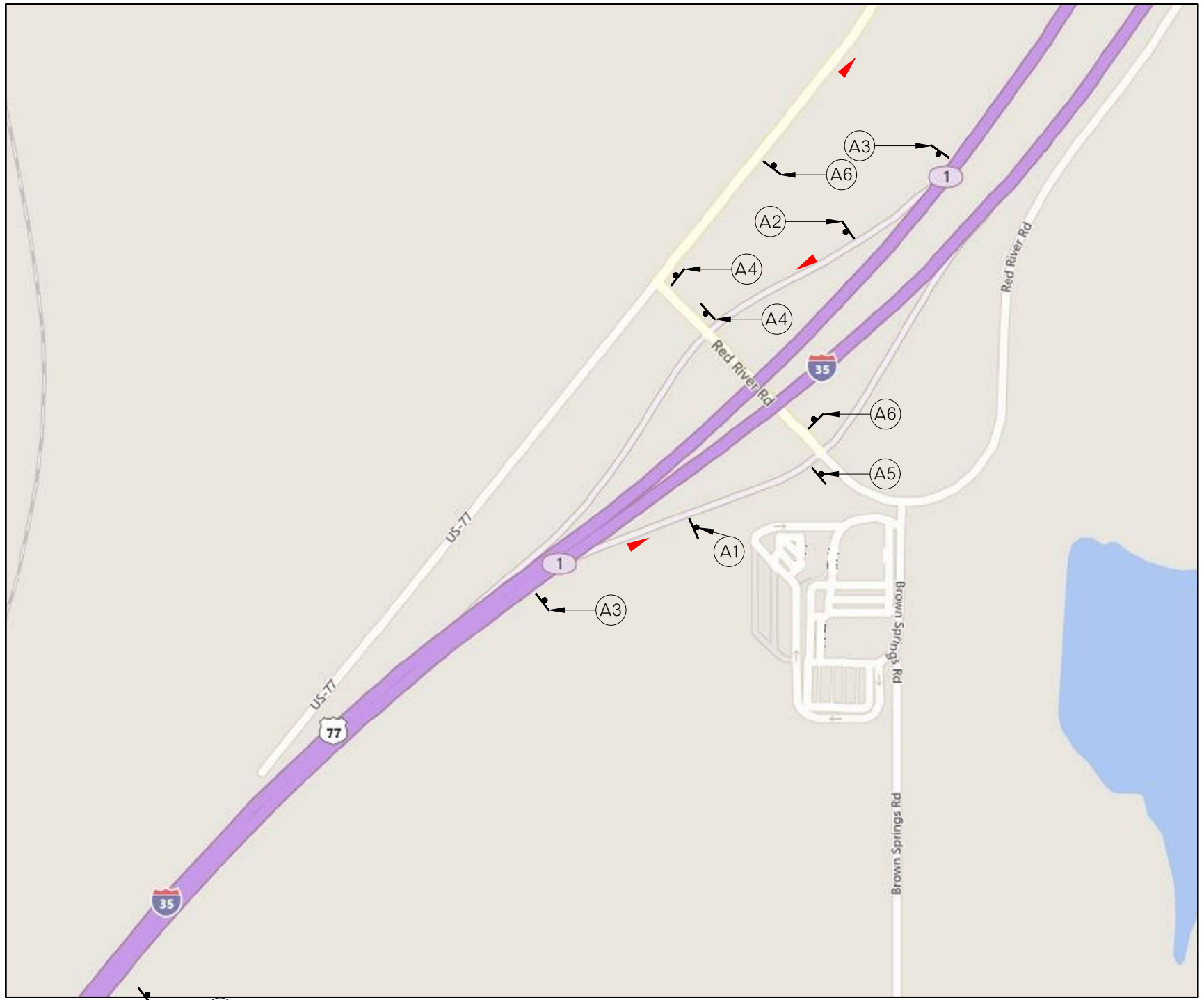
SH 153 (PHASE 2)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I013		

CONSTRUCTION TRAFFIC CONTROL

PLACE SIGN 3/4 MILE NORTH OF EXIT 1

A7



PLACE SIGN 3/4 MILE SOUTH OF EXIT 1

A7



	A
1	
2	
3	
4	
5	
6	

ROAD CLOSED

WEST

Thackerville

USE NORTH

A7

KEY:
 SIGN
 DETOUR ROUTE WEST SH-153

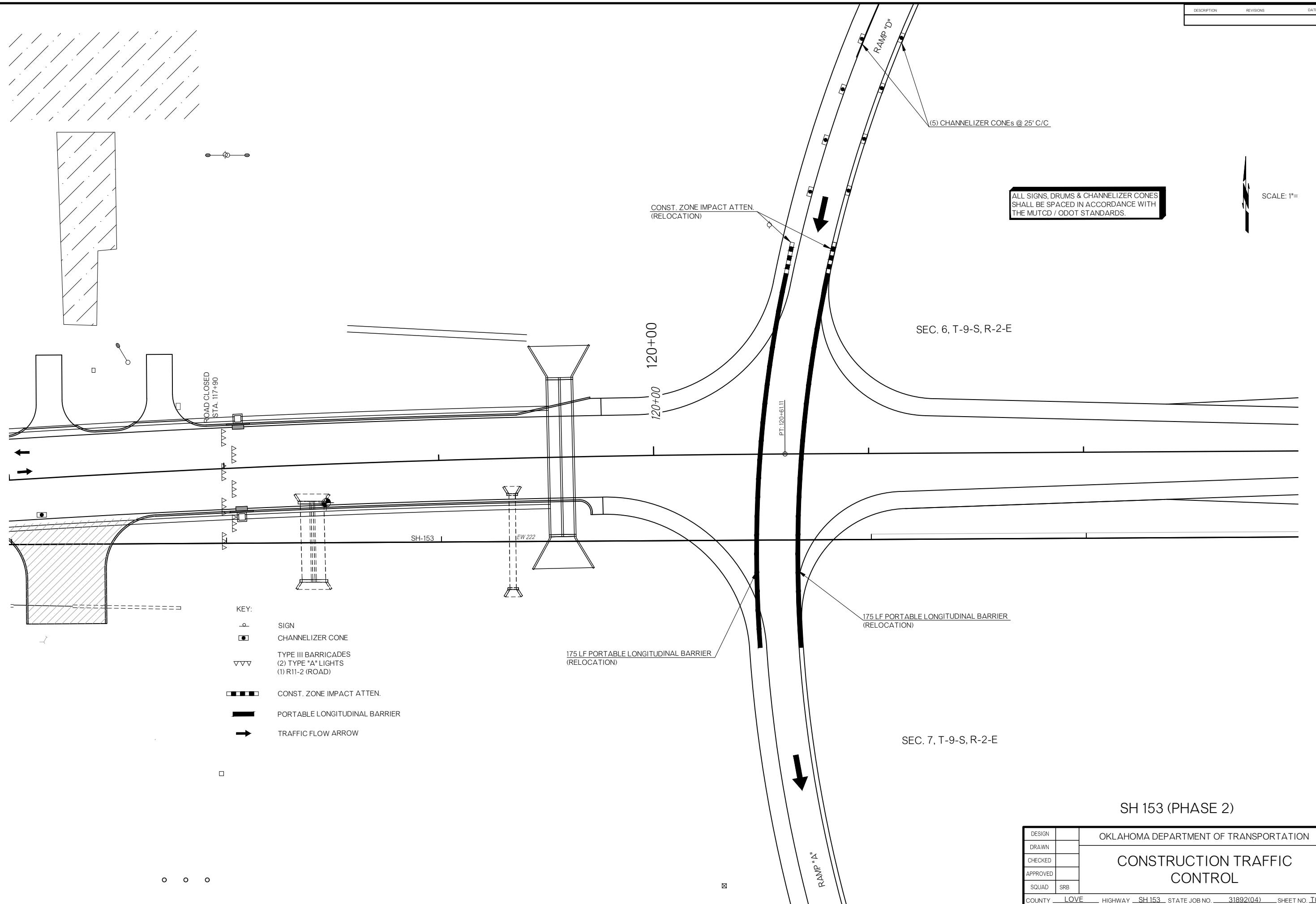
SH 153 (PHASE 2)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I014</u>		

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=

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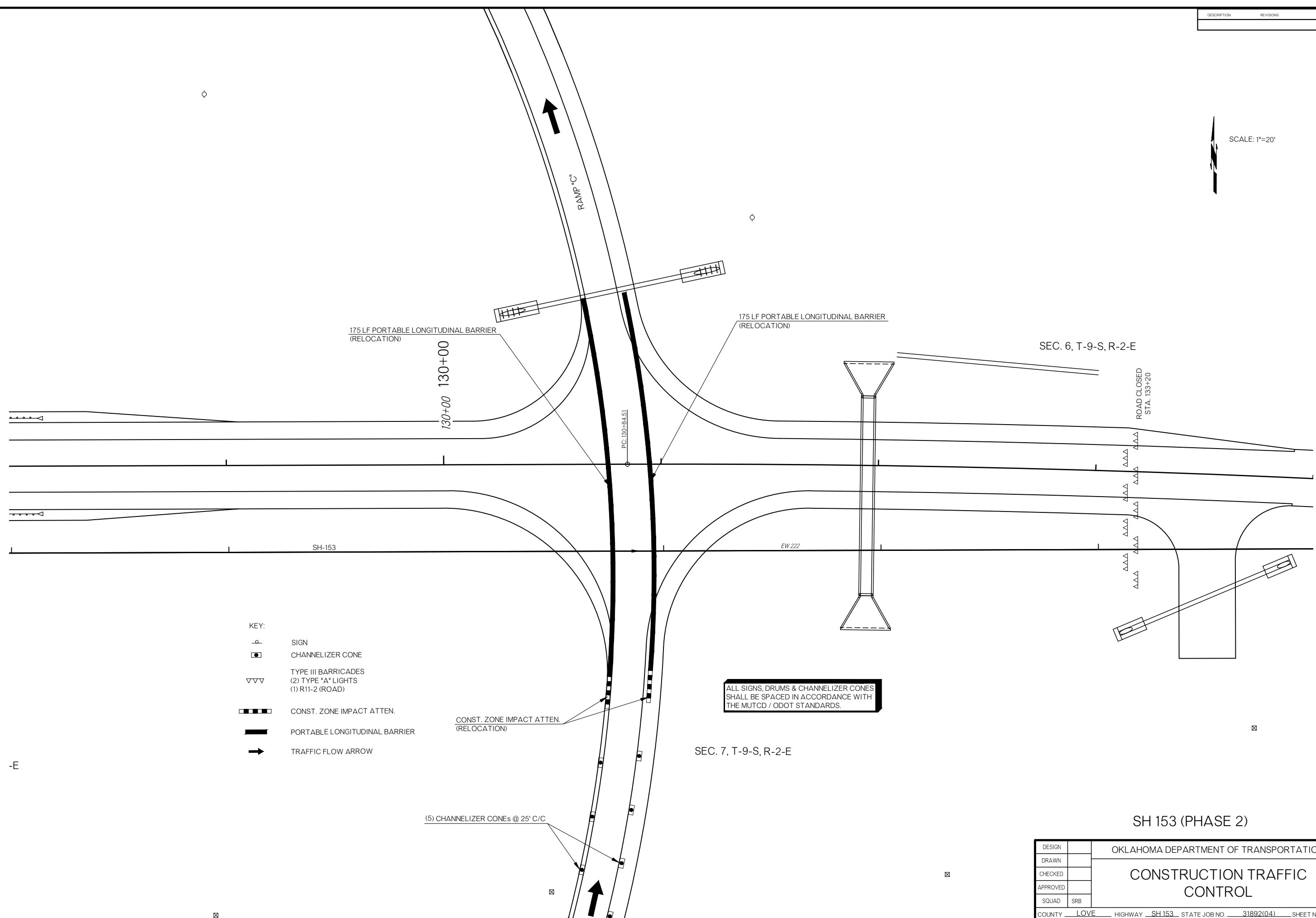
- KEY:
- SIGN
 - CHANNELIZER CONE
 - TYPE III BARRICADES
(2) TYPE "A" LIGHTS
(1) R11-2 (ROAD)
 - CONST. ZONE IMPACT ATTEN.
 - PORTABLE LONGITUDINAL BARRIER
 - TRAFFIC FLOW ARROW

SH 153 (PHASE 2)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I015</u>		

SCALE: 1"=20'

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- KEY:
- SIGN
 - CHANNELIZER CONE
 - TYPE III BARRICADES
(2) TYPE "A" LIGHTS
(1) R11-2 (ROAD)
 - CONST. ZONE IMPACT ATTEN.
 - PORTABLE LONGITUDINAL BARRIER
 - TRAFFIC FLOW ARROW

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I016</u>		<h3>CONSTRUCTION TRAFFIC CONTROL</h3>

SH 153 (PHASE 2)

DESCRIPTION	REVISIONS	DATE

SEC. 1, T-9-S, R-1-E

FLARE TO CLEAR ZONE

150 LF PORT. LONG. BARRIER

CONST. ZONE IMPACT ATTENUATOR

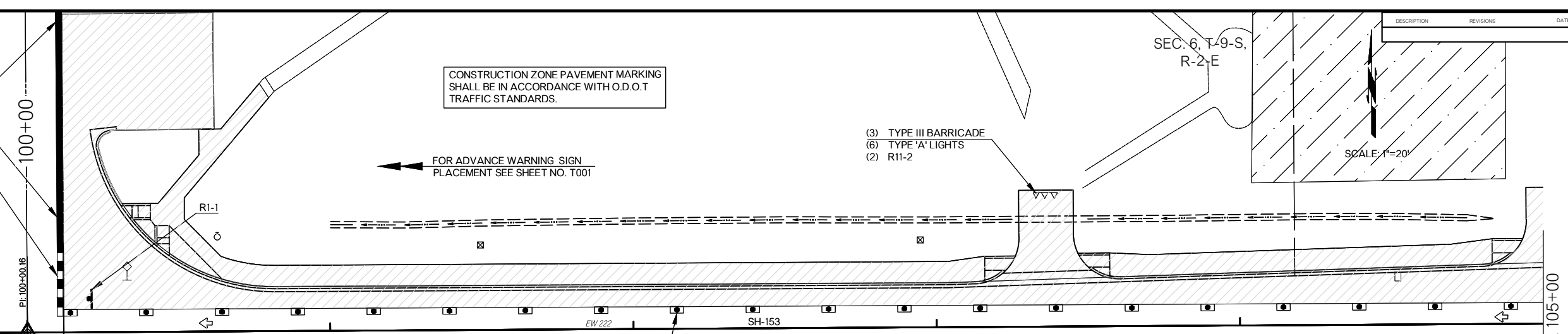
CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T001

- (3) TYPE III BARRICADE
- (6) TYPE 'A' LIGHTS
- (2) R11-2

SEC. 6, T-9-S, R-2-E

SCALE: 1"=20'

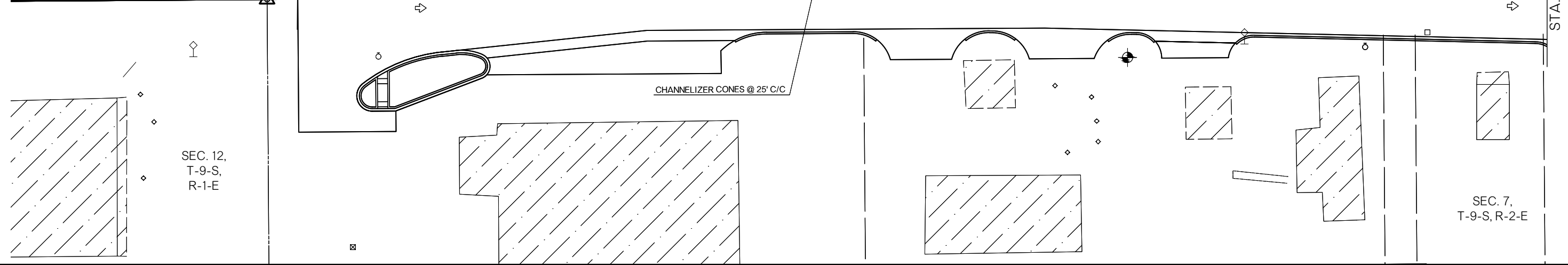


STA. 105+00

SEC. 12, T-9-S, R-1-E

CHANNELIZER CONES @ 25' C/C

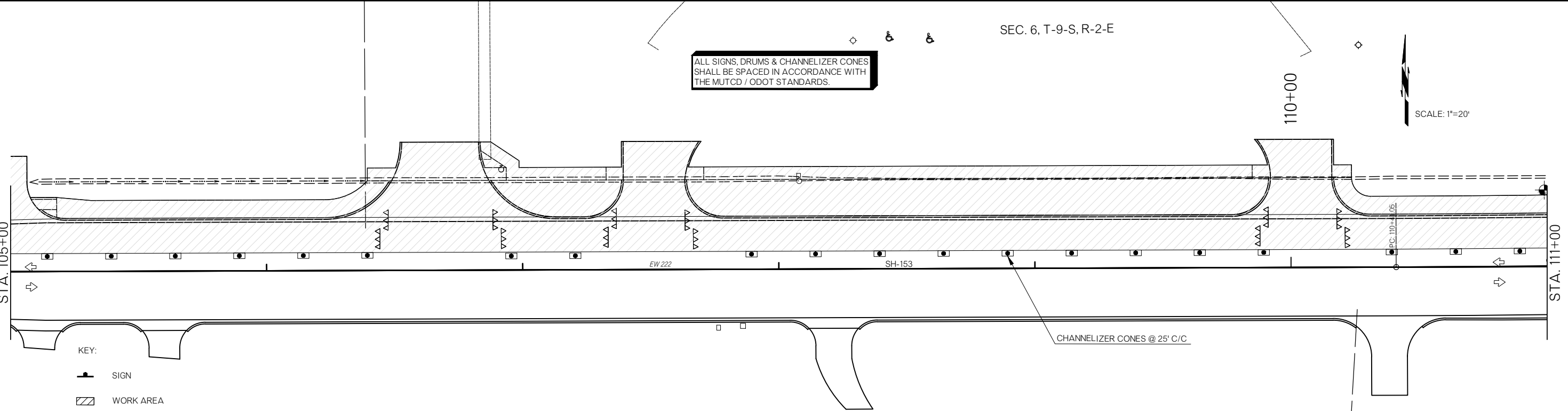
SEC. 7, T-9-S, R-2-E



SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=20'



STA. 105+00

STA. 111+00

KEY:

- SIGN
- WORK AREA
- TYPE III BARRICADES W/ R11-2(LANE) & 2 - TYPE 'B' LIGHTS
- DRUM W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- TRAFFIC FLOW ARROW

SEC. 7, T-9-S, R-2-E

SH 153 (PHASE 3)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH-153 STATE JOB NO. 31892(04) SHEET NO. I017		

z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\SH153\1892(04) SEQUENCE SH 153 PHASE 3 TRFCTRL.dwg 12/11/2023 11:35 AM

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SEC. 6, T-9-S, R-2-E

CONSTRUCTION ZONE PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH O.D.O.T TRAFFIC STANDARDS.

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=20'

STA. 111+00

STA. 117+00

115+00
115+00

SH-153

EW 222

CHANNELIZER CONES @ 25' C/C

SEC. 7, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=20'

STA. 117+00

STA. 123+00

120+00
120+00

CHANNELIZER CONES @ 25' C/C







SH-153

EW 222

PT. 120+61.11

CHANNELIZER CONES @ 25' C/C

KEY:

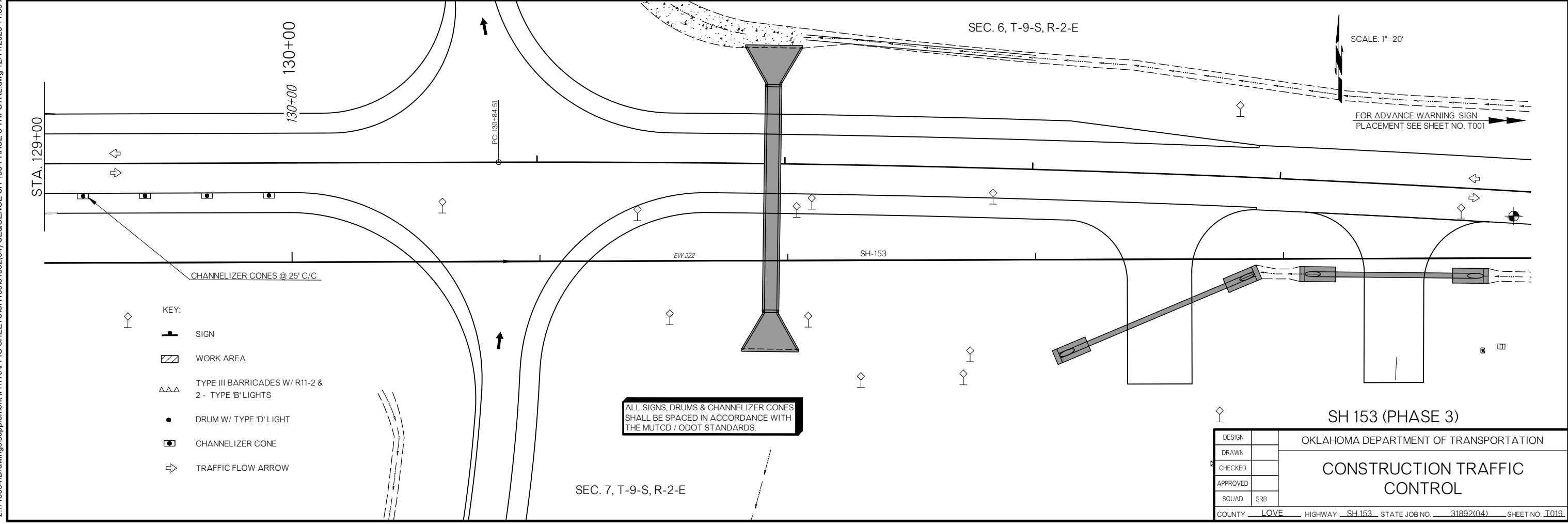
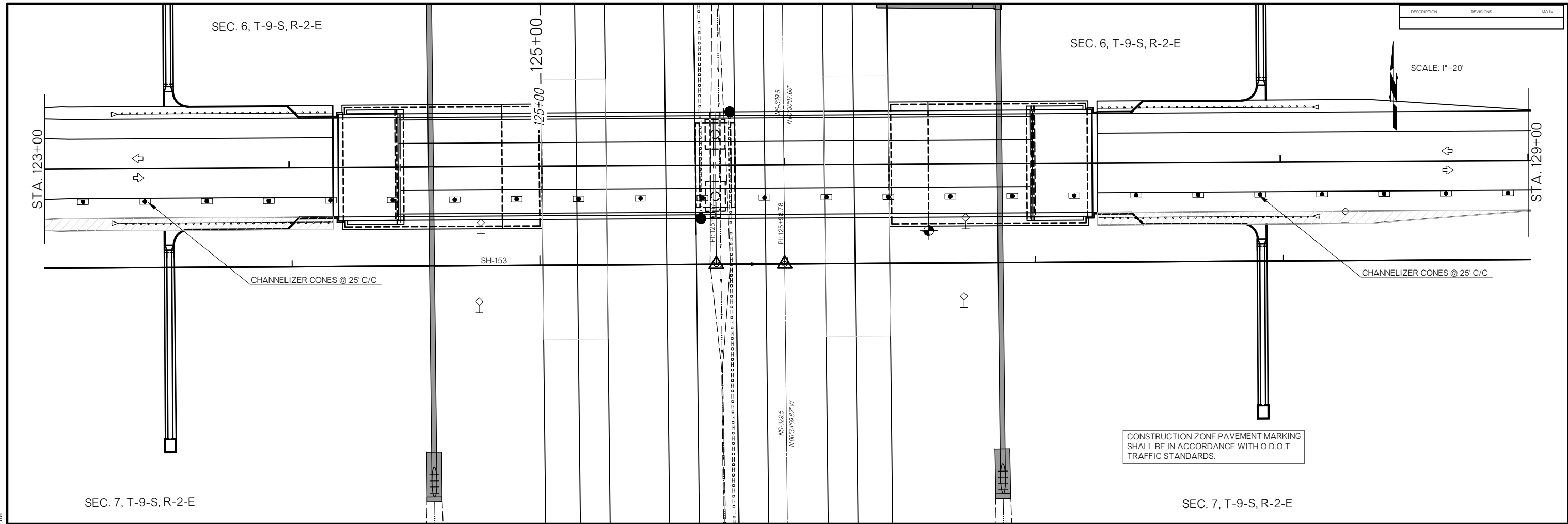
-  SIGN
-  WORK AREA
-  TYPE III BARRICADES W/ R11-2(LANE) & 2 - TYPE 'B' LIGHTS
-  DRUM W/ TYPE 'D' LIGHT
-  CHANNELIZER CONE
-  TRAFFIC FLOW ARROW

SEC. 7, T-9-S, R-2-E

SH 153 (PHASE 3)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CONSTRUCTION TRAFFIC CONTROL							
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I018

DESCRIPTION	REVISIONS	DATE

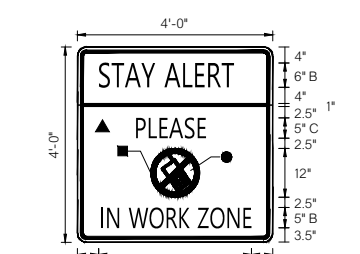
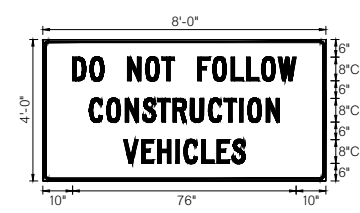


- KEY:
- SIGN
 - WORK AREA
 - TYPE III BARRICADES W/ R11-2 & 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CHANNELIZER CONE
 - TRAFFIC FLOW ARROW

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I019		CONSTRUCTION TRAFFIC CONTROL

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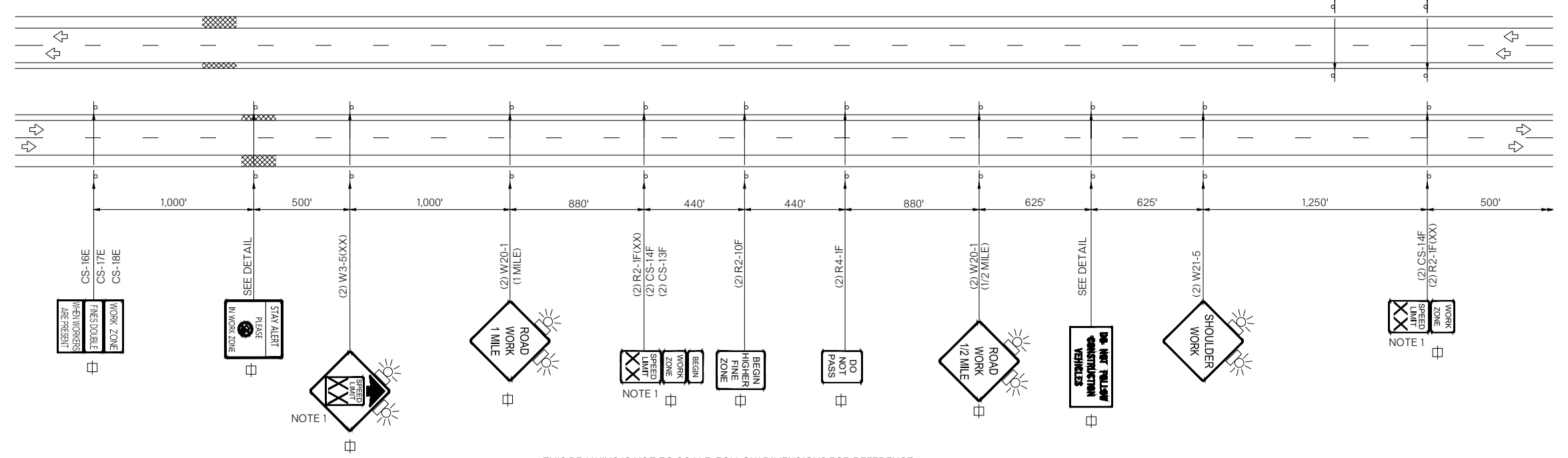
DESCRIPTION	REVISIONS	DATE



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TH=0.75"
IN=0.75"
- COLOR:
LEGEND, SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
FLUORESCENT ORANGE (REFLECTORIZED)
FLUORESCENT YELLOW (REFLECTORIZED)
WHITE (REFLECTORIZED)
RED (NON-REFLECTORIZED)
- ▲ FLUORESCENT ORANGE (REFLECTORIZED)
 - FLUORESCENT YELLOW (REFLECTORIZED)
 - WHITE (REFLECTORIZED)
 - RED (NON-REFLECTORIZED)

NOTE:
SIGNS MARKED WITH □ ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

NOTE 1
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.

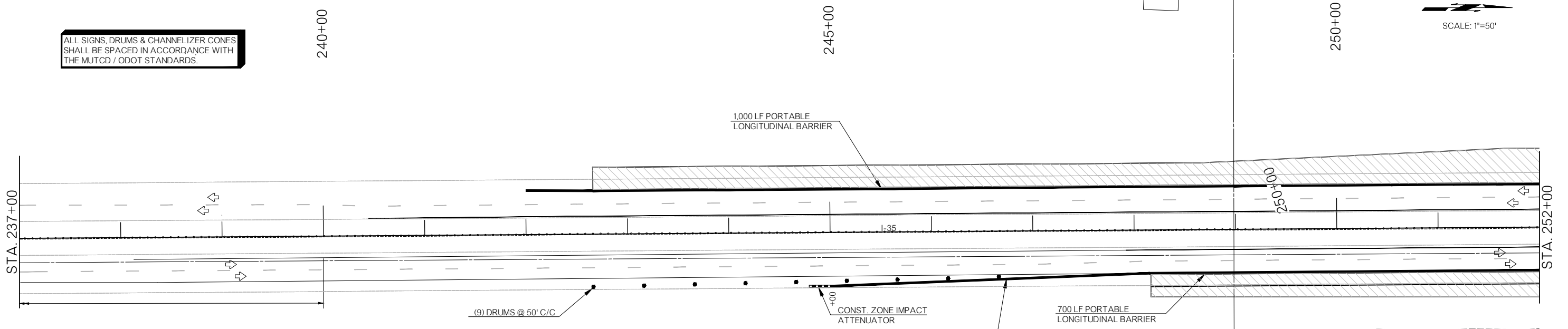


THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



- LEGEND
- ▨ WORK AREA MEDIAN CROSSOVER
 - ▨ WORK AREA MEDIAN
 - SIGN
 - DRUM W/ TYPE 'D' LIGHT
 - ⊗ CHANNELIZER CONE
 - ▬ CONST. ZONE IMPACT ATTENUATOR
 - ▬ PORT. LONG. BARRIER
 - ⇨ TRAFFIC FLOW

SEC. 6, T-9-S, R-2-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I020		

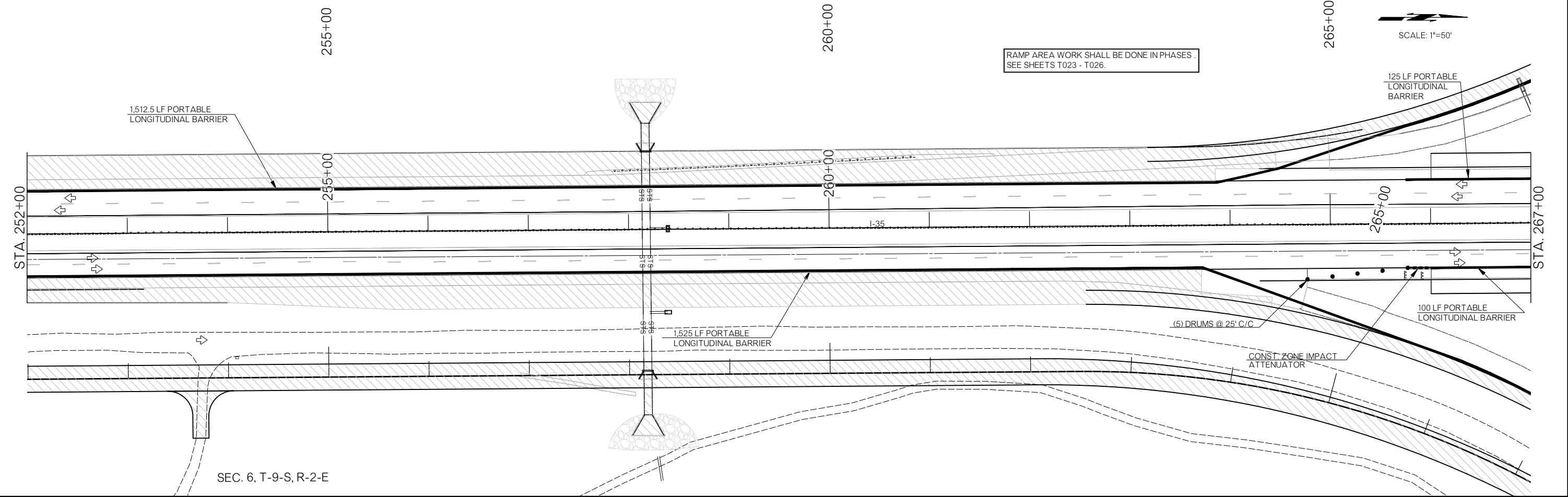
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DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'

RAMP AREA WORK SHALL BE DONE IN PHASES.
SEE SHEETS T023 - T026.

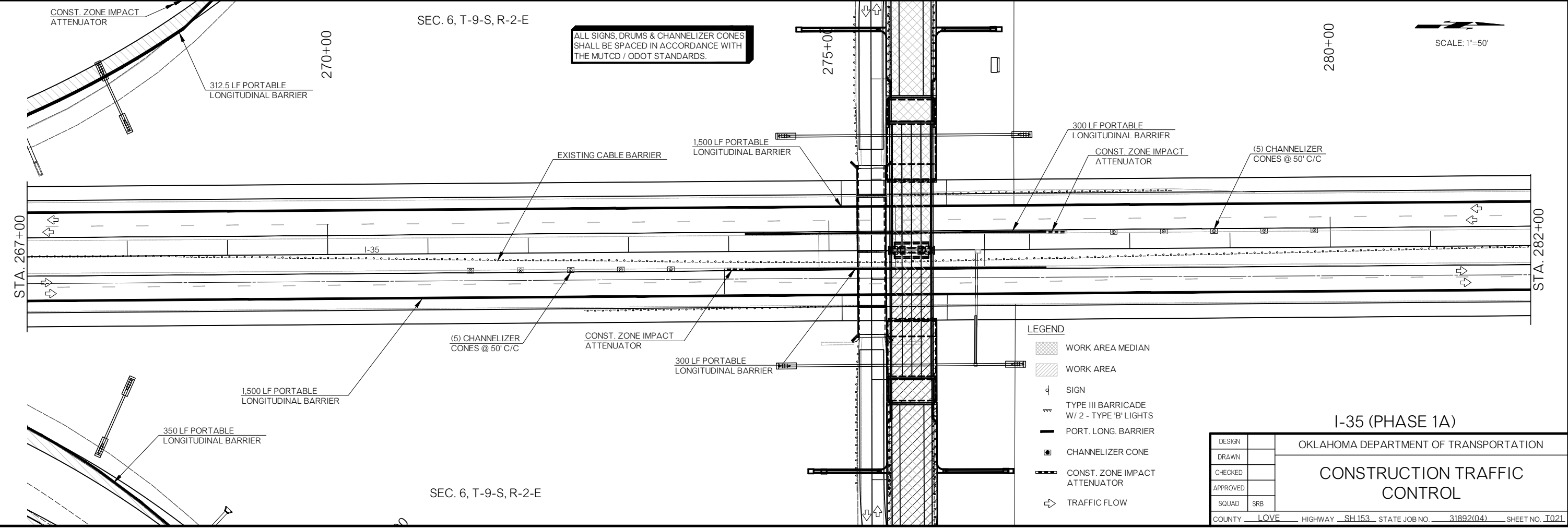


SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=50'



SEC. 6, T-9-S, R-2-E

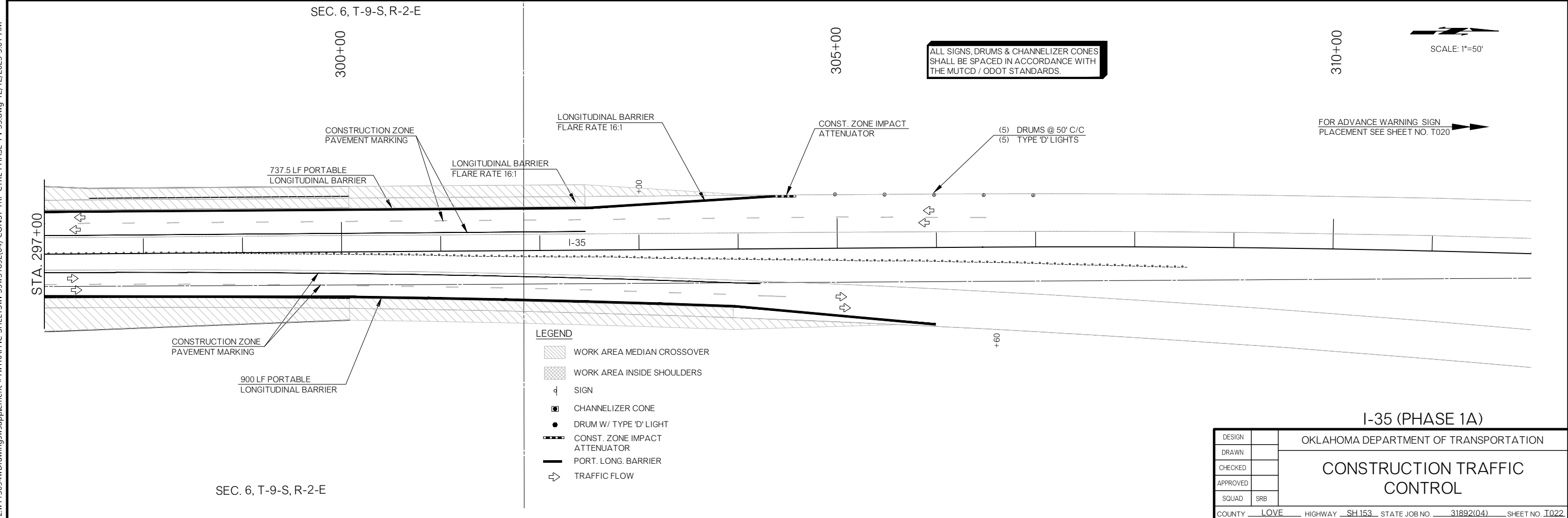
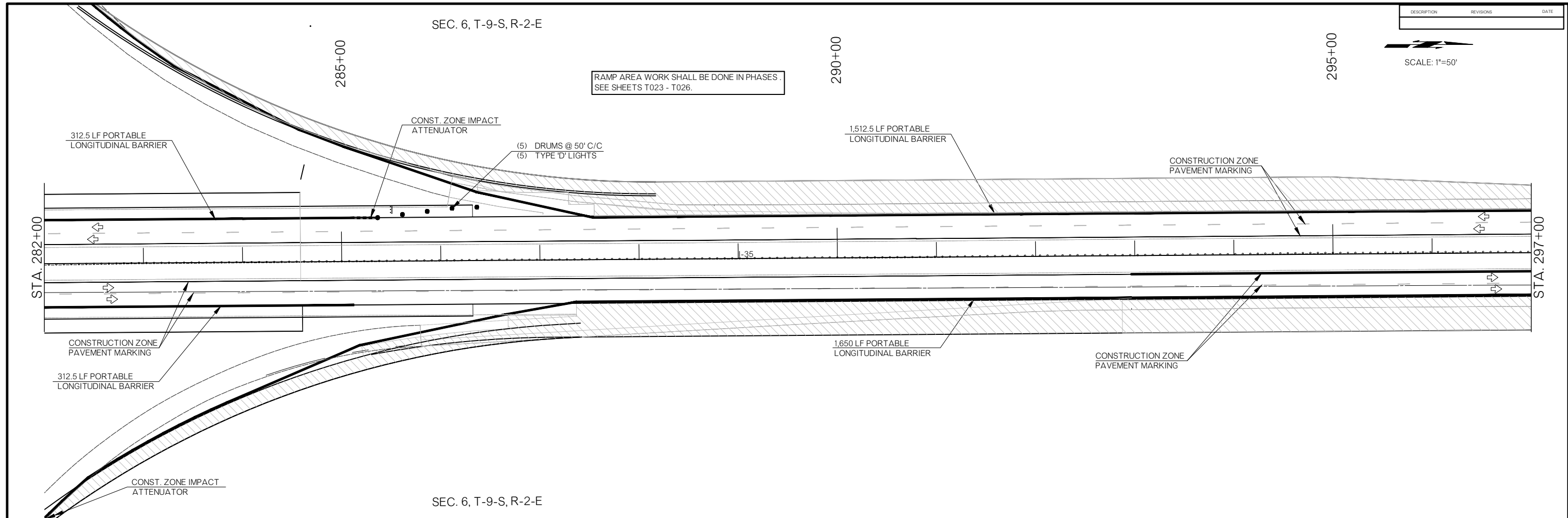
- LEGEND**
- WORK AREA MEDIAN
 - WORK AREA
 - SIGN
 - TYPE III BARRICADE W/ 2 - TYPE 'B' LIGHTS
 - PORT. LONG. BARRIER
 - CHANNELIZER CONE
 - CONST. ZONE IMPACT ATTENUATOR
 - TRAFFIC FLOW

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CONSTRUCTION TRAFFIC CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY LOVE		HIGHWAY SH153	STATE JOB NO. 31892(04)
		SHEET NO. I021	

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DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'

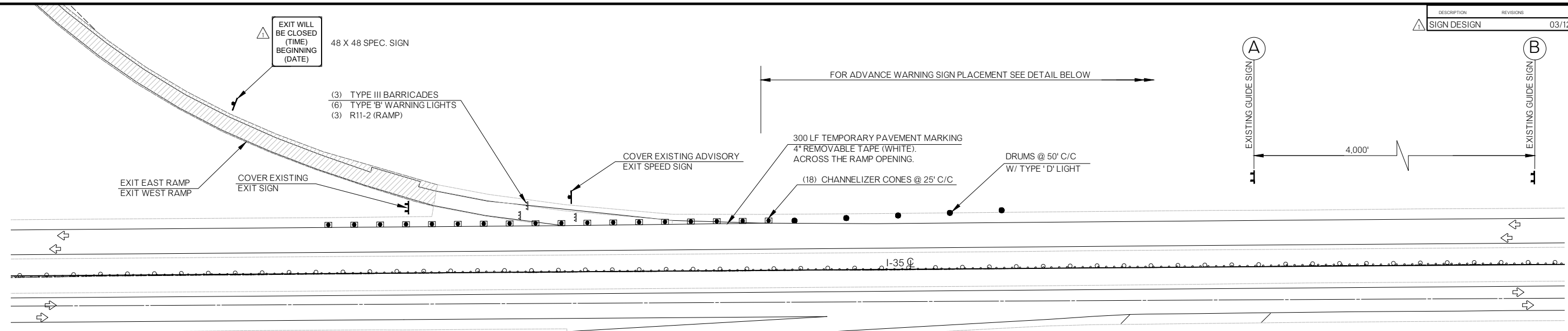


LEGEND

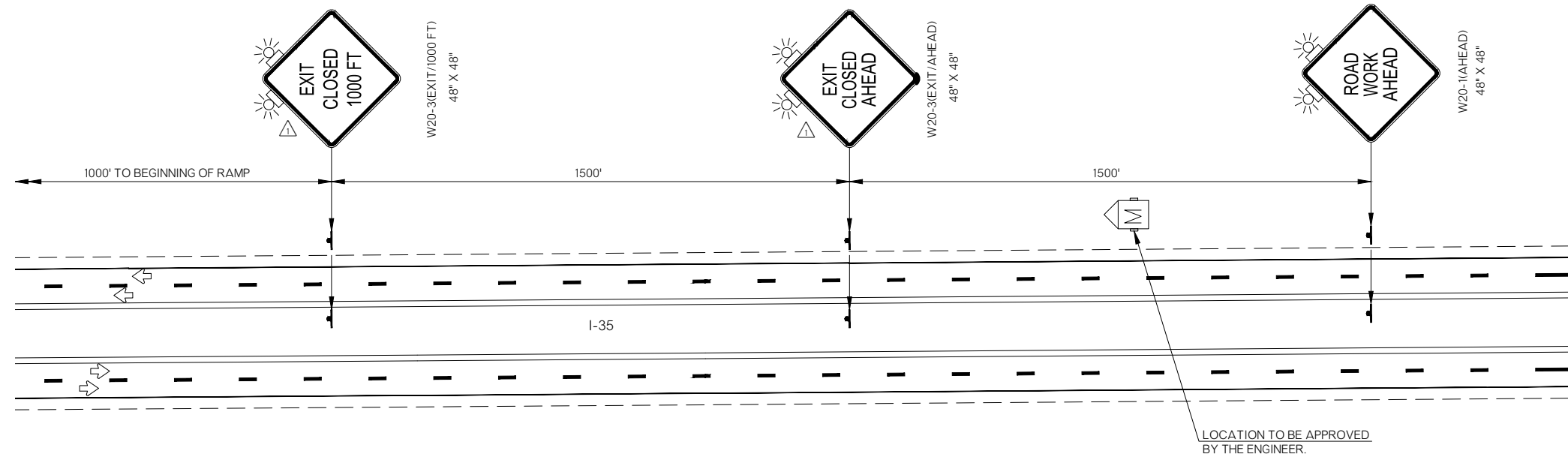
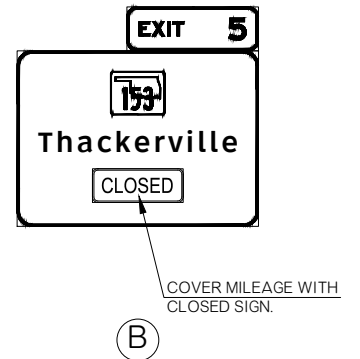
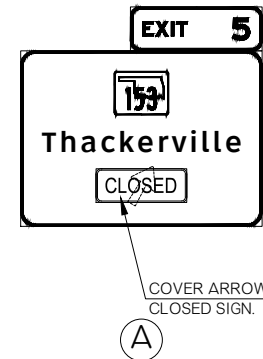
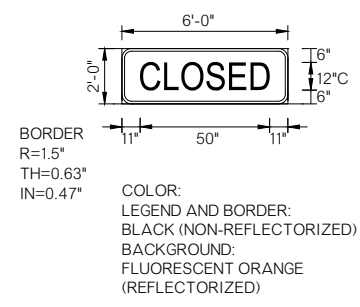
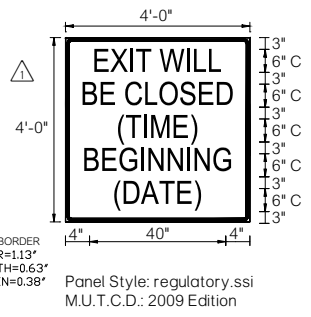
- WORK AREA MEDIAN CROSSOVER
- WORK AREA INSIDE SHOULDERS
- SIGN
- CHANNELIZER CONE
- DRUM W/ TYPE 'D' LIGHT
- CONST. ZONE IMPACT ATTENUATOR
- PORT. LONG. BARRIER
- TRAFFIC FLOW

DESIGN		I-35 (PHASE 1A) OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I022</u>		

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- CONST. WORK AREA
- DRUM W/ TYPE 'D' LIGHT @ 50' C/C
- CHANNELIZER CONE @ 25' C/C
- SIGN
- TYPE III BARRICADE W/ 2 - TYPE 'B' LIGHTS
- PORTABLE CHANGEABLE MESSAGE SIGN



GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS FOR CLOSING A RIGHT SIDE EXIT RAMP.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

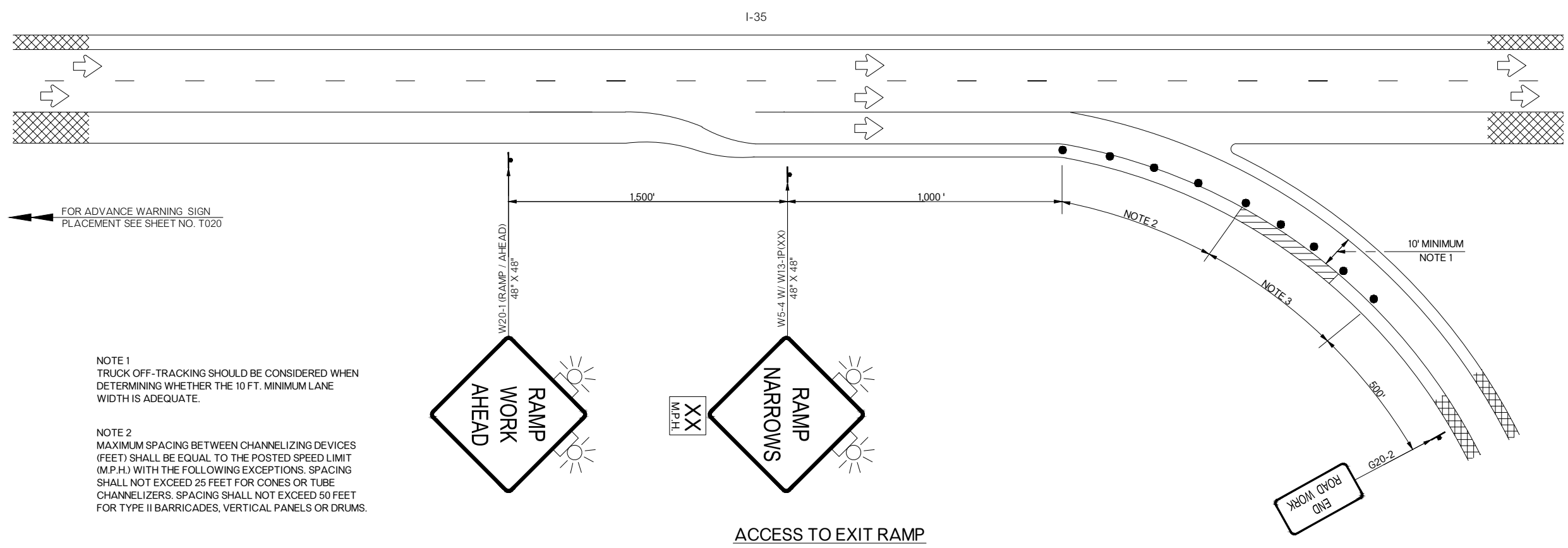
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB	CONSTRUCTION TRAFFIC CONTROL					
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I023

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ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



NOTE 1
TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE 10 FT. MINIMUM LANE WIDTH IS ADEQUATE.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
IN THOSE AREAS WHERE MOTORISTS ARE ASKED TO MAKE A DECISION OR MUST BE GUIDED THRU A PRECISE MOVEMENT, BY USE OF CHANNELIZING DEVICES, IT IS ESPECIALLY IMPORTANT TO PROVIDE THE DRIVER WITH A CLEARLY DEFINED PATH. EXAMPLES OF THIS COULD BE IN DELINEATING A TEMPORARY GORE OR TURNING RADIUS. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET FOR SPEEDS OF 40 M.P.H. OR LESS AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

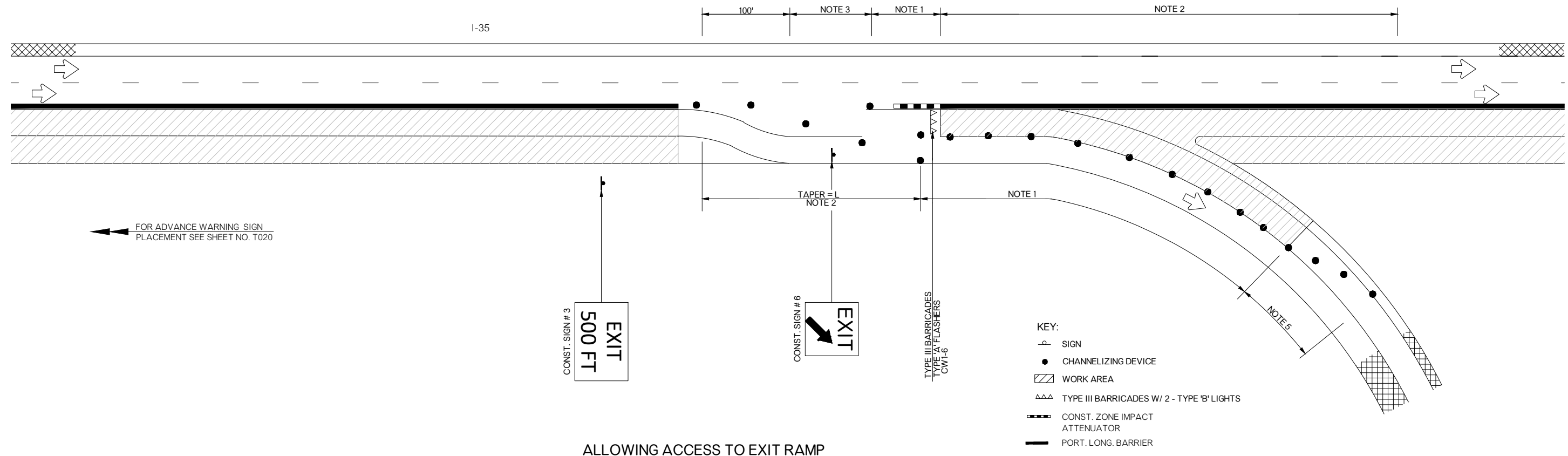
ACCESS TO EXIT RAMP

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RAMP WORK AREA (PHASE 1A)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I024		CONSTRUCTION TRAFFIC CONTROL

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T020

CONST. SIGN # 3
EXIT
500 FT

CONST. SIGN # 6
EXIT

TYPE III BARRICADES
TYPE 'A' FLASHERS
CW1-6

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA
 - △△△ TYPE III BARRICADES W/ 2 - TYPE 'B' LIGHTS
 - ▬▬▬ CONST. ZONE IMPACT ATTENUATOR
 - ▬ PORT. LONG. BARRIER

ALLOWING ACCESS TO EXIT RAMP

NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO TWICE THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 50 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
IN THOSE AREAS WHERE MOTORISTS ARE ASKED TO MAKE A DECISION OR MUST BE GUIDED THRU A PRECISE MOVEMENT, BY USE OF CHANNELIZING DEVICES, IT IS ESPECIALLY IMPORTANT TO PROVIDE THE DRIVER WITH A CLEARLY DEFINED PATH. EXAMPLES OF THIS COULD BE IN DELINEATING A TEMPORARY GORE OR TURNING RADIUS. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET FOR SPEEDS OF 40 M.P.H. OR LESS AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

NOTE 4
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

NOTE 5
DOWN STREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 6
FOR ADDITIONAL INFORMATION ABOUT LENGTHS AND THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 7
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

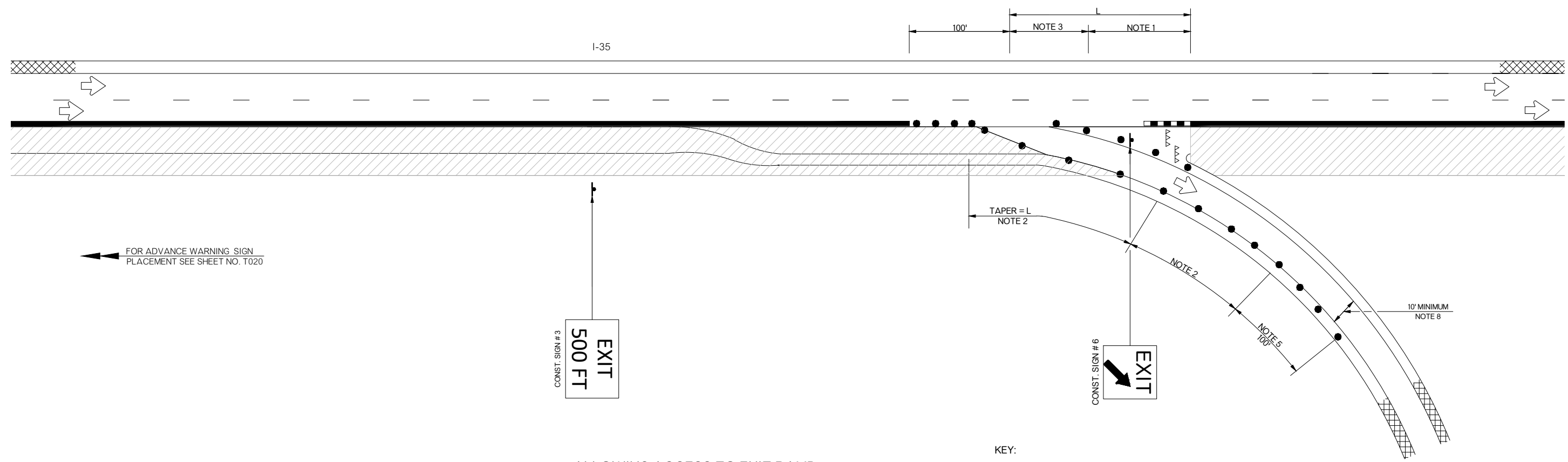
NOTE 8
TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE 10 FT. MINIMUM LANE WIDTH IS ADEQUATE.

RAMP WORK AREA (PHASES 1A & 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	

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ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



ALLOWING ACCESS TO EXIT RAMP

- KEY:**
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA
 - △△△ TYPE III BARRICADES W/ 2 - TYPE 'B' LIGHTS
 - ▬▬▬ CONST. ZONE IMPACT ATTENUATOR
 - ▬ PORT. LONG. BARRIER

NOTE 1
 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO TWICE THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 50 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
 IN THOSE AREAS WHERE MOTORISTS ARE ASKED TO MAKE A DECISION OR MUST BE GUIDED THRU A PRECISE MOVEMENT, BY USE OF CHANNELIZING DEVICES, IT IS ESPECIALLY IMPORTANT TO PROVIDE THE DRIVER WITH A CLEARLY DEFINED PATH. EXAMPLES OF THIS COULD BE IN DELINEATING A TEMPORARY GORE OR TURNING RADIUS. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET FOR SPEEDS OF 40 M.P.H. OR LESS AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

NOTE 4
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

NOTE 5
 DOWN STREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 6
 FOR ADDITIONAL INFORMATION ABOUT LENGTHS AND THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 7
 A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGMENT OF THE ENGINEER.

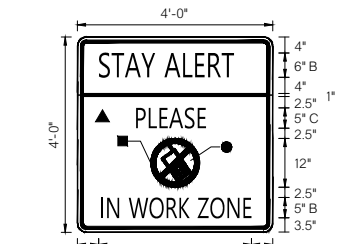
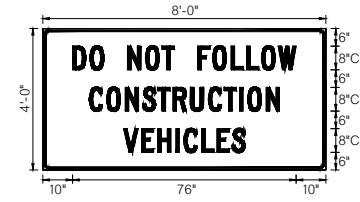
NOTE 8
 TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE 10 FT. MINIMUM LANE WIDTH IS ADEQUATE.

RAMP WORK AREA (PHASES 1A & 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I026</u>		

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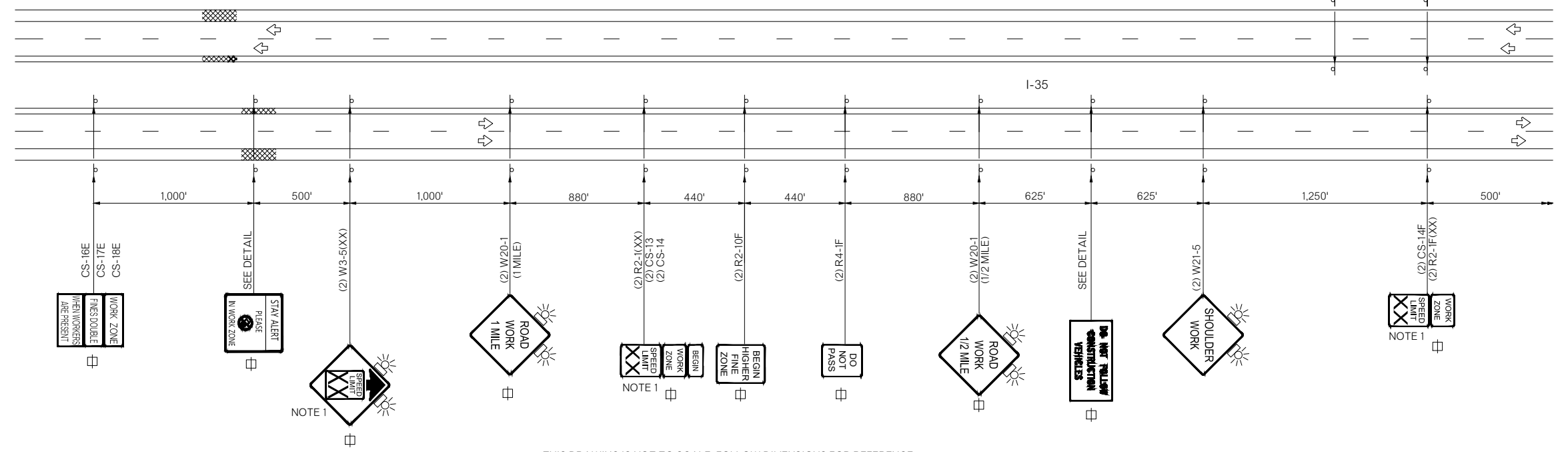
DESCRIPTION	REVISIONS	DATE



- BORDER
R=1.5"
TH=0.75"
IN=0.75"
- COLOR:
LEGEND, SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)
BACKGROUND:
FLUORESCENT ORANGE (REFLECTORIZED)
FLUORESCENT YELLOW (REFLECTORIZED)
WHITE (REFLECTORIZED)
RED (NON-REFLECTORIZED)
- ▲ FLUORESCENT ORANGE (REFLECTORIZED)
 - FLUORESCENT YELLOW (REFLECTORIZED)
 - WHITE (REFLECTORIZED)
 - RED (NON-REFLECTORIZED)

NOTE:
SIGNS MARKED WITH □ ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

NOTE 1
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.



THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

240+00

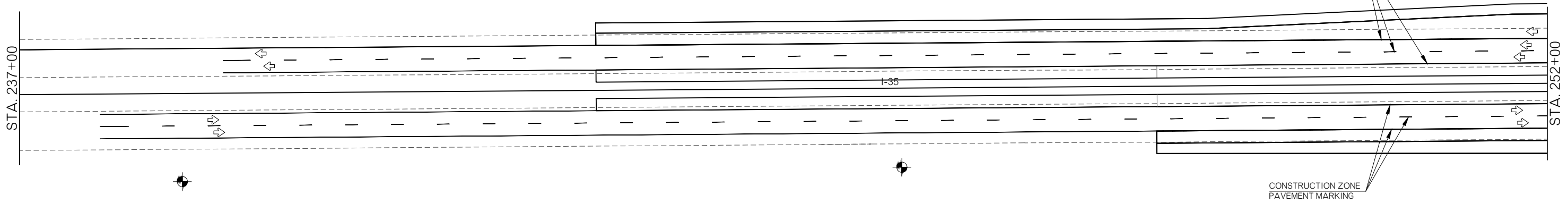
245+00

250+00

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SCALE: 1"=50'

FOR ADVANCE WARNING SIGN PLACEMENT SEE THIS SHEET.



- LEGEND
- SIGN
 - ⇄

SEC. 6, T-9-S, R-2-E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I02Z		

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DESCRIPTION	REVISIONS	DATE

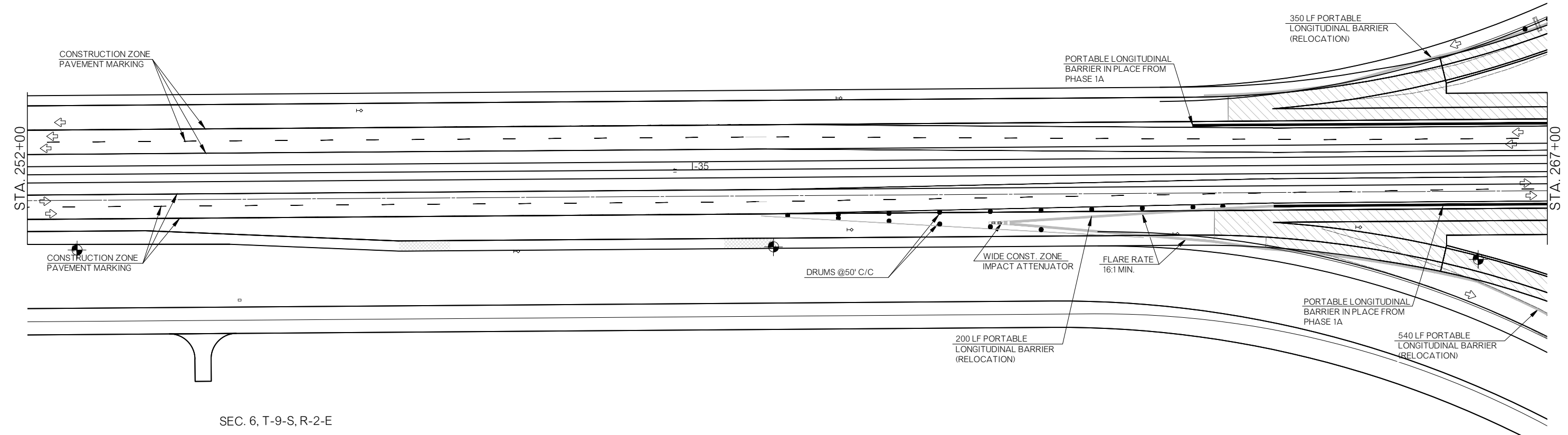
SEC. 6, T-9-S, R-2-E

255+00

260+00

265+00

SCALE: 1"=50'



SEC. 6, T-9-S, R-2-E

z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\SWI-35W31892(04) CONST TRF CTRL PHASE 4 I-35.dwg 12/11/2023 4:20 PM

SEC. 6, T-9-S, R-2-E

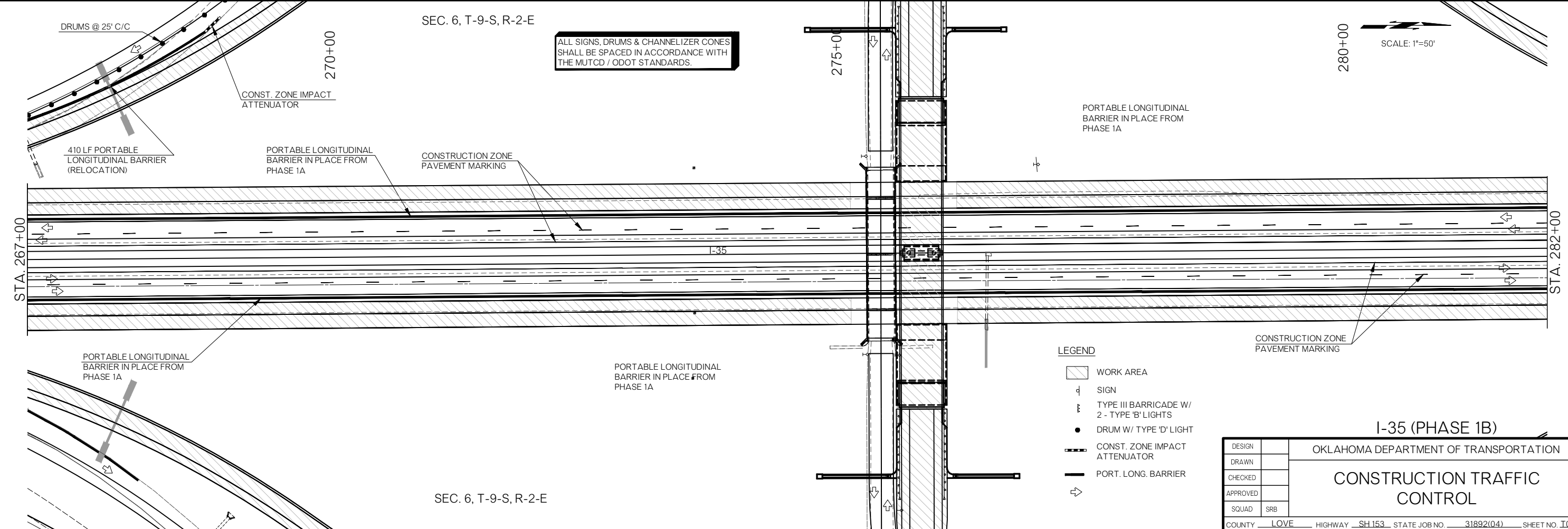
270+00

275+00

280+00

SCALE: 1"=50'

ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



SEC. 6, T-9-S, R-2-E

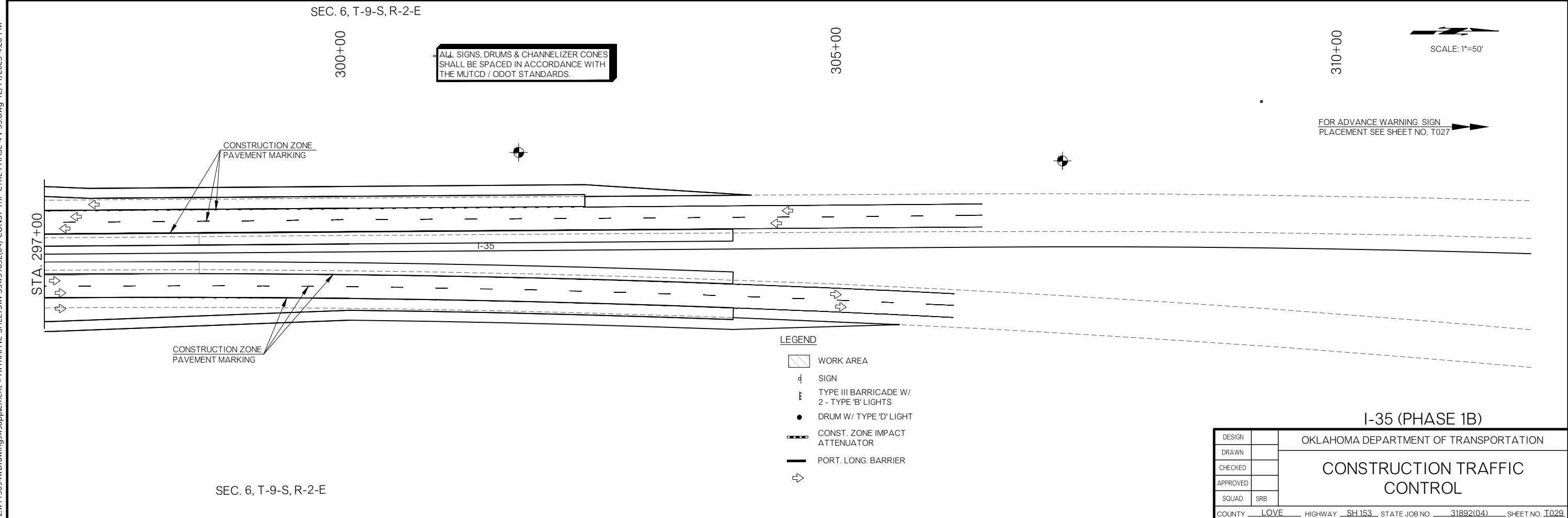
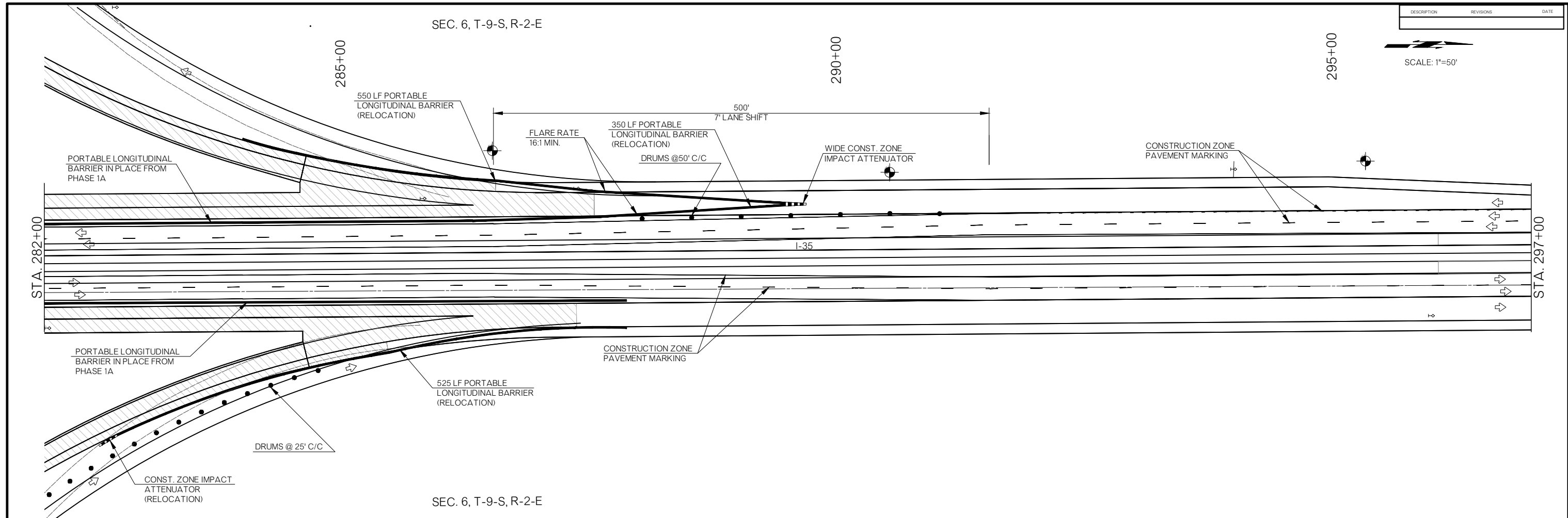
LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE W/ 2 - TYPE 'B' LIGHTS
- DRUM W/ TYPE 'D' LIGHT
- CONST. ZONE IMPACT ATTENUATOR
- PORT. LONG. BARRIER
- CONSTRUCTION ZONE PAVEMENT MARKING

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h3>I-35 (PHASE 1B)</h3> <h2>CONSTRUCTION TRAFFIC CONTROL</h2>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I028

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



- LEGEND**
- WORK AREA
 - SIGN
 - TYPE III BARRICADE W/ 2 - TYPE 'B' LIGHTS
 - DRUM W/ TYPE 'D' LIGHT
 - CONST. ZONE IMPACT ATTENUATOR
 - PORT. LONG. BARRIER
 -

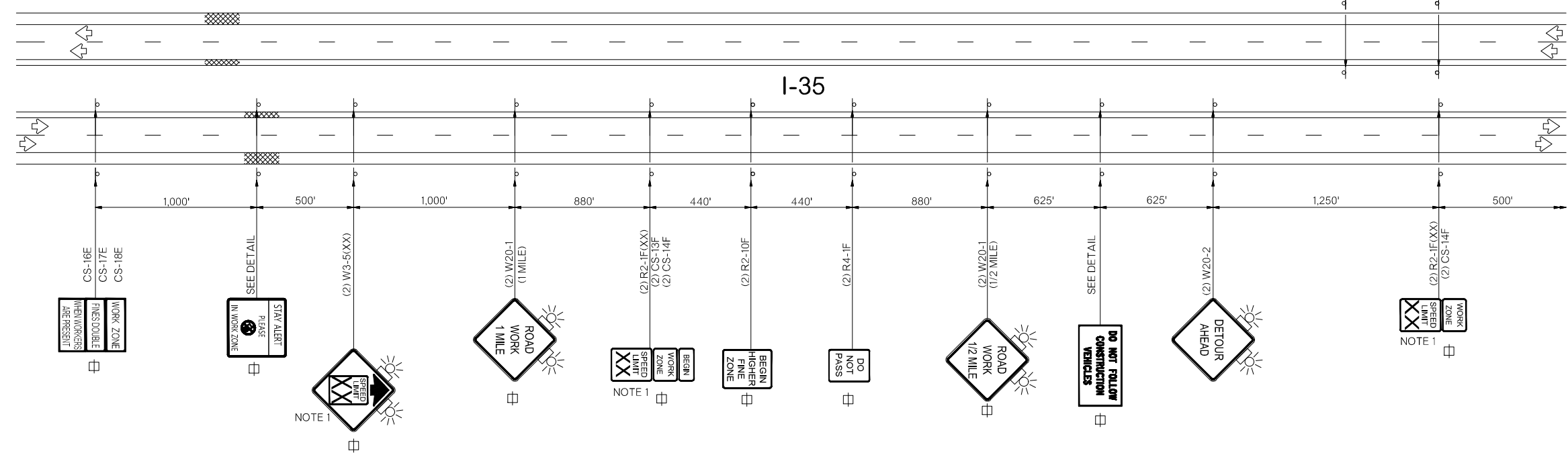
FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T027

I-35 (PHASE 1B)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I029</u>		

z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\1-35\31892(04) CONST TRF CTRL PHASE 4 I-35.dwg 12/11/2023 4:20 PM

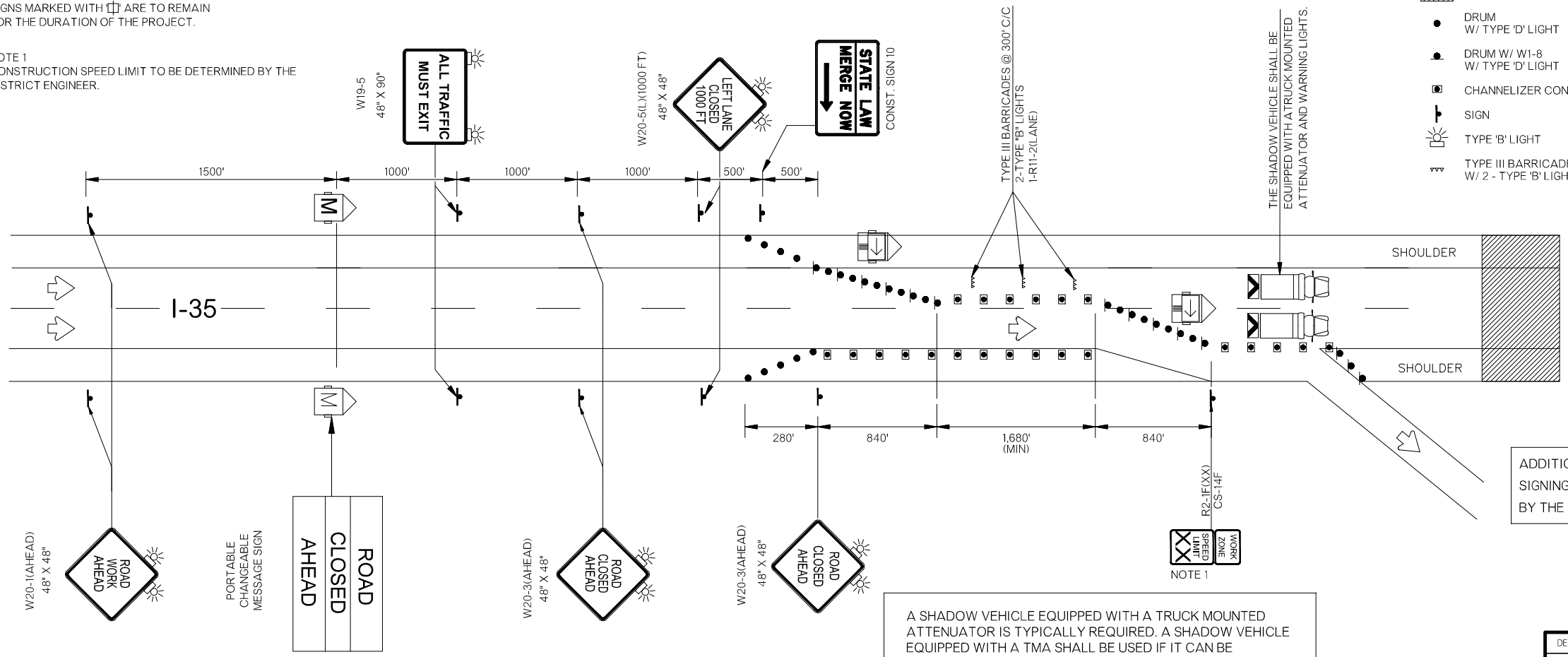
ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.



THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE

NOTE: SIGNS MARKED WITH ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

NOTE 1 CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.



- CONST. WORK AREA
- DRUM W/ TYPE 'D' LIGHT
- DRUM W/ W1-8 W/ TYPE 'D' LIGHT
- CHANNELIZER CONE
- SIGN
- TYPE 'B' LIGHT
- TYPE III BARRICADE W/ 2 - TYPE 'B' LIGHTS
- HEAVY WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN
- TRAILER MOUNTED FLASHING ARROW PANEL (ARROW PANEL)
- TRAFFIC FLOW

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN IN PLANS OR AS DIRECTED BY THE ENGINEER.







A SHADOW VEHICLE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR IS TYPICALLY REQUIRED. A SHADOW VEHICLE EQUIPPED WITH A TMA SHALL BE USED IF IT CAN BE POSITIONED APPROXIMATELY 100 FT. OR LESS IN ADVANCE OF THE AREA OF CREW EXPOSURE WITHOUT ADVERSELY EFFECTING THE WORK PERFORMANCE.

NOTE: THIS DETAIL IS FOR NORTHBOUND LANES AND SOUTHBOUND LANES.

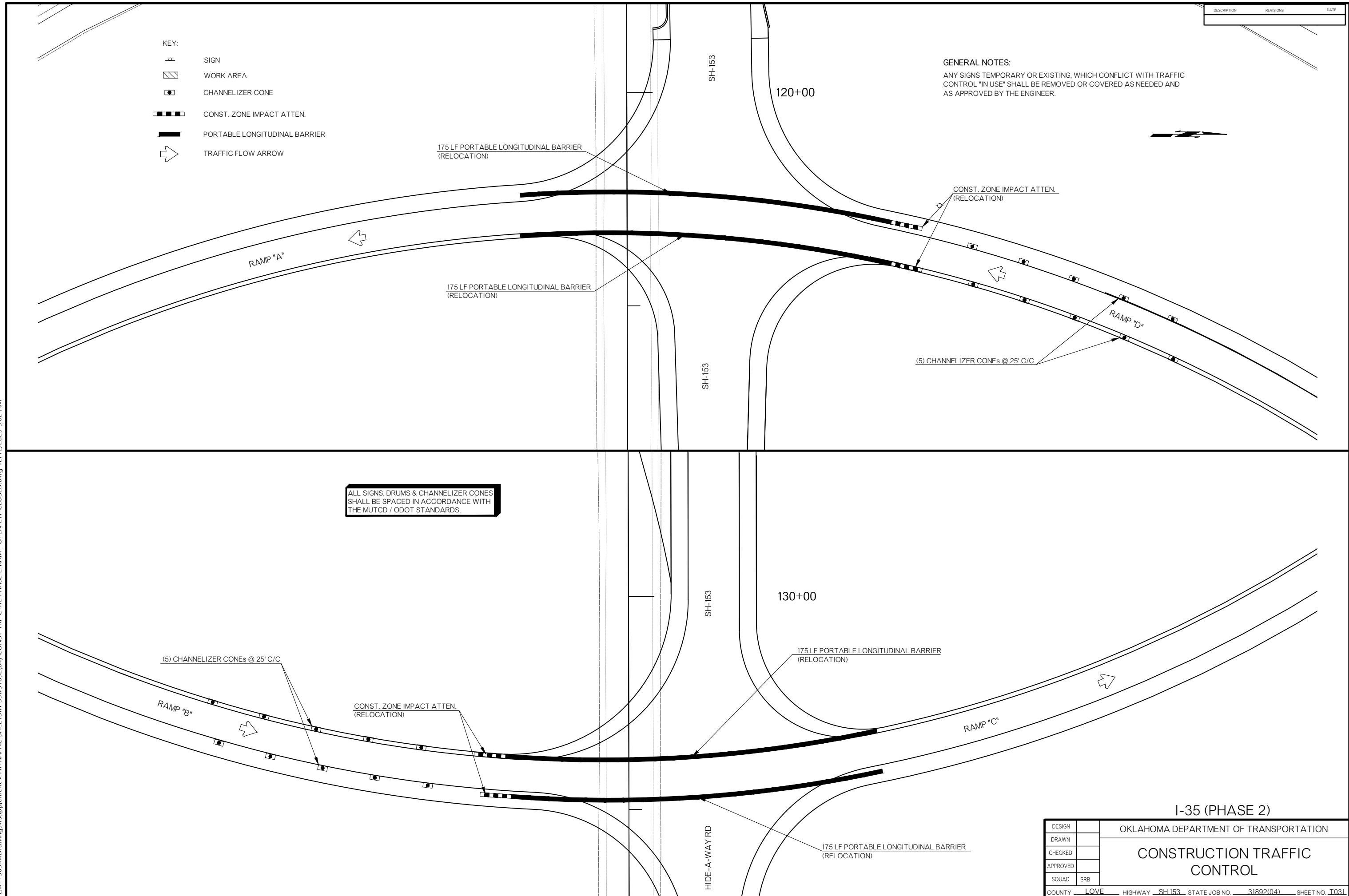
PHASE 2
COMPLETE INTERSTATE DIVERSION

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CONSTRUCTION TRAFFIC CONTROL						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I030

DESCRIPTION	REVISIONS	DATE

- KEY:
-  SIGN
 -  WORK AREA
 -  CHANNELIZER CONE
 -  CONST. ZONE IMPACT ATTEN.
 -  PORTABLE LONGITUDINAL BARRIER
 -  TRAFFIC FLOW ARROW

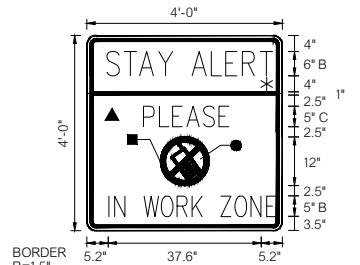
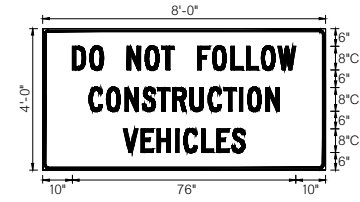
GENERAL NOTES:
 ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.



ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CONSTRUCTION TRAFFIC CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I031</u>		I-35 (PHASE 2)	

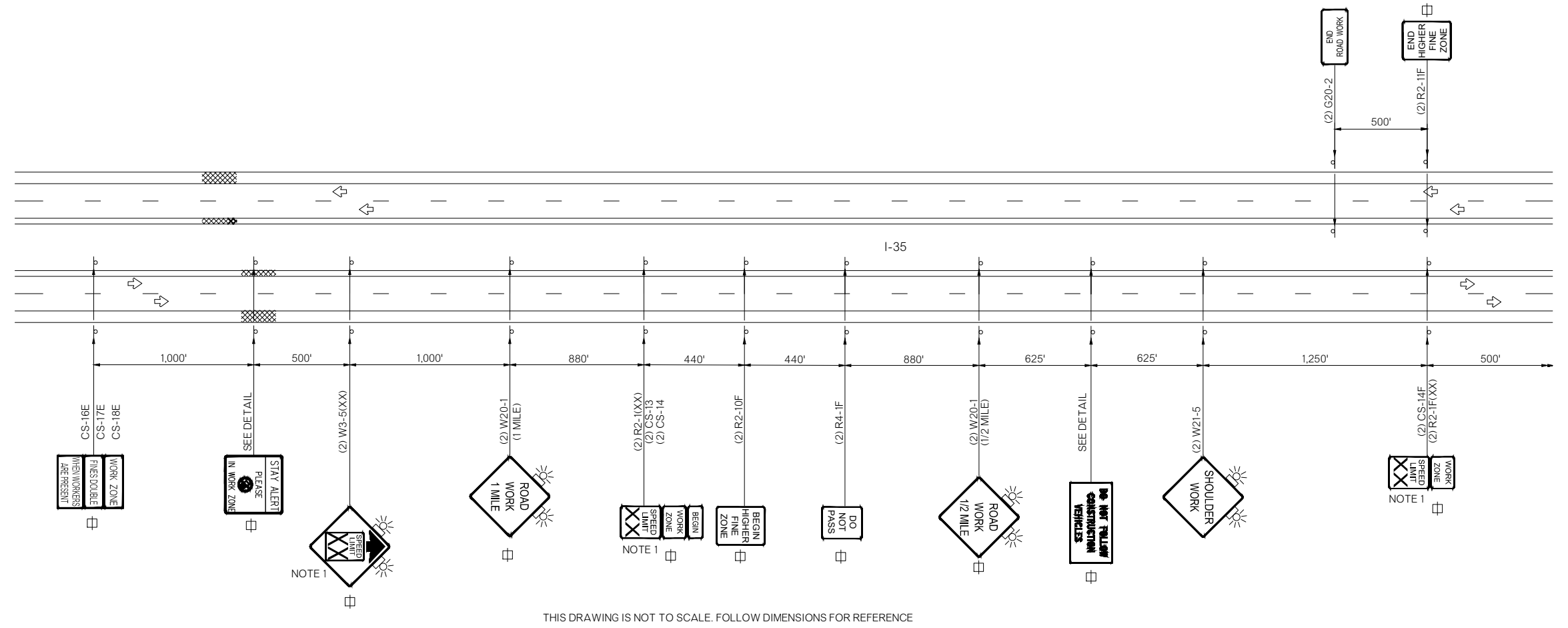
z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\1-35\31892(04) CONST TRF CTRL PHASE 2 RAMP OPEN EW CLOSED.dwg 12/12/2023 5:02 AM



- BORDER
 R=1.5"
 TH=0.75"
 IN=0.75"
- COLOR:
 LEGEND, SYMBOL AND BORDER:
 BLACK (NON-REFLECTORIZED)
 BACKGROUND:
 FLUORESCENT ORANGE (REFLECTORIZED)
 FLUORESCENT YELLOW (REFLECTORIZED)
 WHITE (REFLECTORIZED)
 RED (NON-REFLECTORIZED)
- ▲
 -
 -

NOTE:
 SIGNS MARKED WITH ARE TO REMAIN FOR THE DURATION OF THE PROJECT.

NOTE 1
 CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DISTRICT ENGINEER.



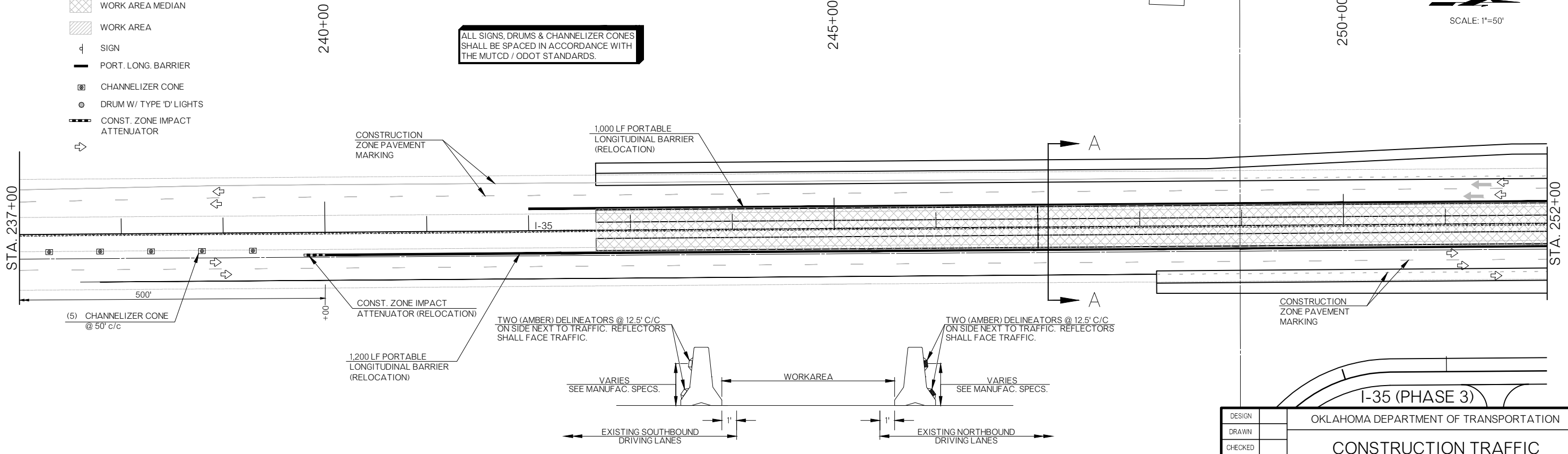
THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS FOR REFERENCE

- LEGEND
- WORK AREA MEDIAN
 - WORK AREA
 - SIGN
 - PORT. LONG. BARRIER
 - CHANNELIZER CONE
 - DRUM W/ TYPE 'D' LIGHTS
 - CONST. ZONE IMPACT ATTENUATOR

SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

SECTION A-A

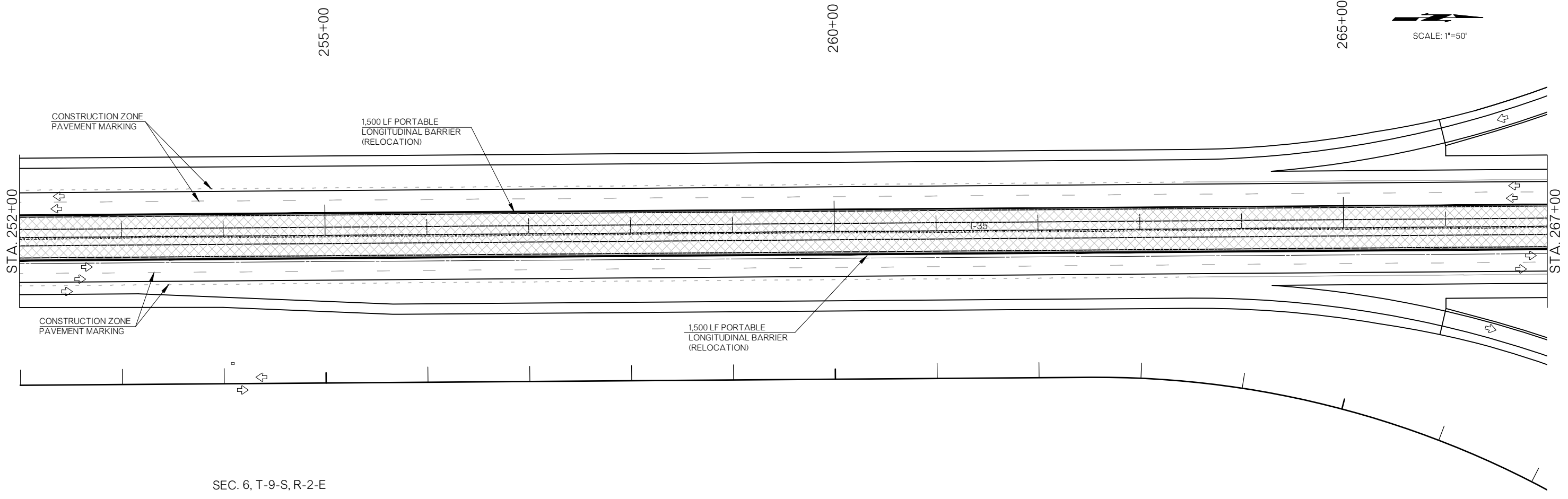
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		CONSTRUCTION TRAFFIC CONTROL
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH153
STATE JOB NO.		31892(04)
SHEET NO.		I032

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DESCRIPTION	REVISIONS	DATE

SEC. 6, T-9-S, R-2-E

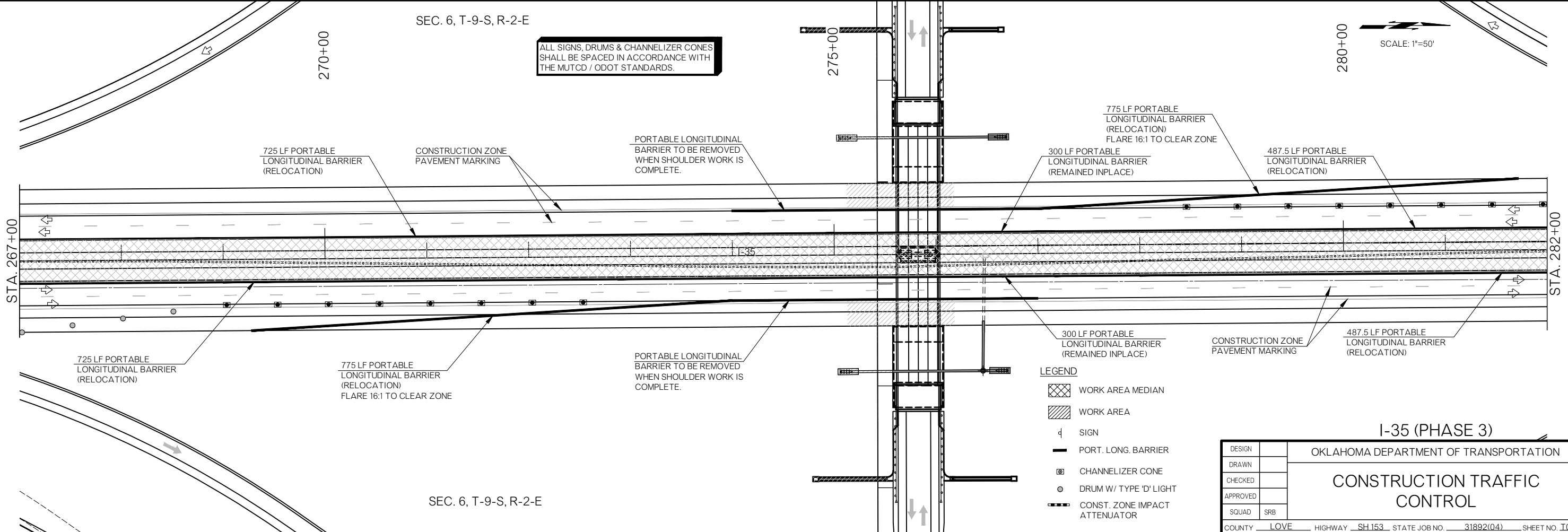
SCALE: 1"=50'



SEC. 6, T-9-S, R-2-E

SEC. 6, T-9-S, R-2-E

SCALE: 1"=50'



ALL SIGNS, DRUMS & CHANNELIZER CONES SHALL BE SPACED IN ACCORDANCE WITH THE MUTCD / ODOT STANDARDS.

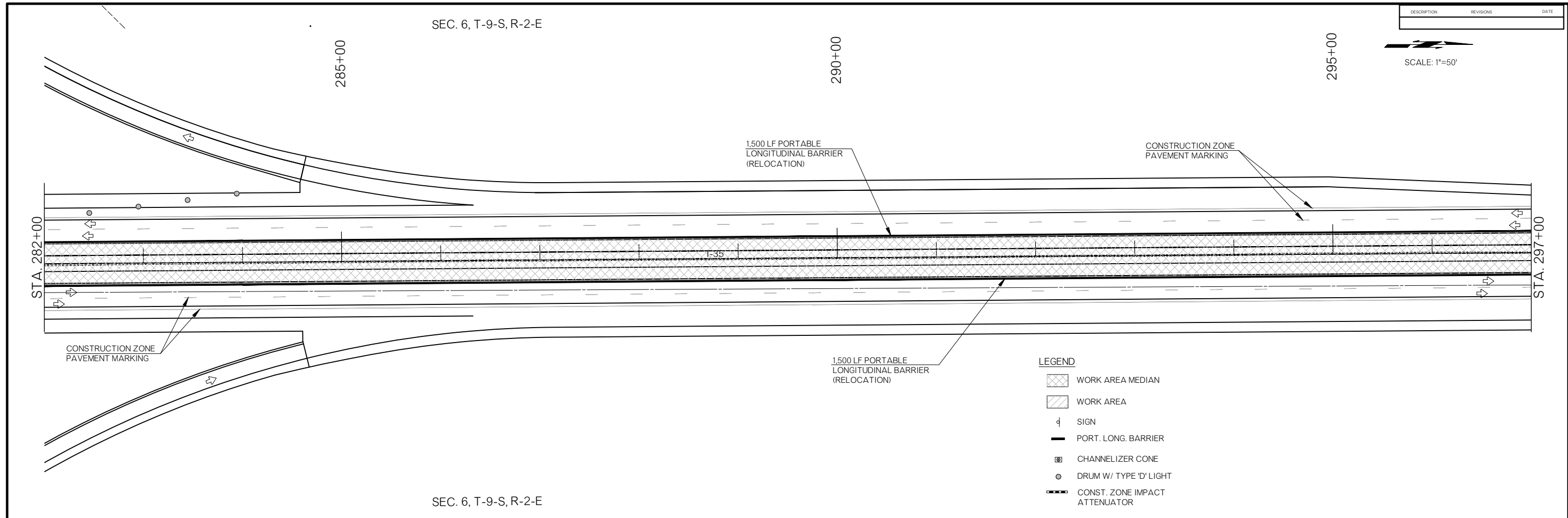
- LEGEND**
- WORK AREA MEDIAN
 - WORK AREA
 - SIGN
 - PORT. LONG. BARRIER
 - CHANNELIZER CONE
 - DRUM W/ TYPE 'D' LIGHT
 - CONST. ZONE IMPACT ATTENUATOR

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CONSTRUCTION TRAFFIC CONTROL	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY LOVE		HIGHWAY SH153	STATE JOB NO. 31892(04) SHEET NO. I033

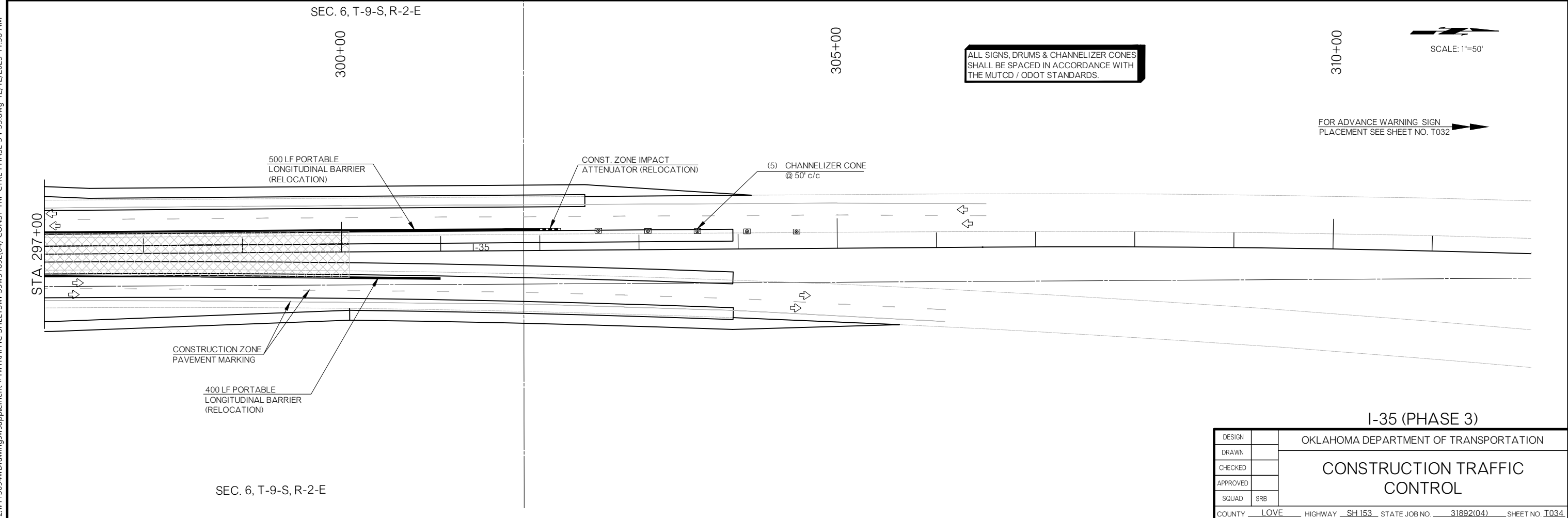
z:\115094\Drawings\supplement #1\TRAFFIC SHEETS\1-35\31892(04)_CONST TRF CTRL PHASE 3 I-35.dwg 12/12/2023 11:58 AM

DESCRIPTION	REVISIONS	DATE

SCALE: 1"=50'



- LEGEND**
- WORK AREA MEDIAN
 - WORK AREA
 - SIGN
 - PORT. LONG. BARRIER
 - CHANNELIZER CONE
 - DRUM W/ TYPE 'D' LIGHT
 - CONST. ZONE IMPACT ATTENUATOR



SCALE: 1"=50'

FOR ADVANCE WARNING SIGN PLACEMENT SEE SHEET NO. T032

I-35 (PHASE 3)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CONSTRUCTION TRAFFIC CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>I034</u>		

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SEC. 6, T-9-S, R-2-E

SUMMARY OF SIGN QUANTITIES

ITEM NO.	APPROXIMATE LOCATION	SIGN DESCRIPTION	SIGN DESIGNATION	TUBE POST												WIDE FLANGE POST						POST SPACING FT.	FTG. DES. NO.	STRUCTURAL CONCRETE 804 C.Y.	REINFORCING STEEL 804 LBS.	SIGN AREA		RECTANGULAR RAPID FLASHING BEACON 836 EA	REMOVE & RESET EXIST. SIGNS 805(D) EA	REMARKS	
				TUBE POST				ROUND POST				4"WF@13		6"WF@15		8"WF@40		SHEET 850(A)	PANEL 850(B)												
				A	B	2.5"	3"	A	B	A	B	A	B	A	B	A	B	S.F.	S.F.												
1A	99+75 LT. SH-153	RRFB (2) SCHOOL X / (2) ARROWS	RRFB, (2) S1-1, (2) S16-7p, R10-25																							18.25			1		
1B	100+39 LT. SH-153	RRFB (2) SCHOOL X / (2) ARROWS	RRFB, (2) S1-1, (2) S16-7p, R10-25																								18.25			1	
1	100+55 LT. SH-153	STOP / TRAFFIC DOES NOT STOP	R1-1E, W4-4P					15.50																			9.46				
2	103+85 RT. SH-153	SPEED LIMIT (30)	R2-1					13.50																			5.00				
3	105+27 RT. SH-153	CENTER LN TURN LT ONLY	R3-9b					16.00																			6.00				
4	105+27 LT. SH-153	END / CENTER LN TURN LT ONLY	M4-6 / R3-9b					17.00																			8.00				
5	107+34 LT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50																			12.25				
6	107+69 LT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50																			12.25				
7	109+34 LT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50																			12.25				
8	110+69 LT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50																			12.25				
9	111+50 LT. SH-153	THACKERVILLE	D1-1 (SP-2)	13.00	13.00																					7.50					
10	111+75 RT. SH-153	SCHOOL CROSSING /AHEAD	S1-1, W16-9P					13.50										3.00									8.75				
11	112+48 RT. SH-153	SCHOOL CROSSING / DIAGONAL ARROW	S1-1, W16-7P					13.50																			8.75				
12	112+64 LT. SH-153	SCHOOL CROSSING / DIAGONAL ARROW	S1-1, W16-7P					13.50																			8.75				
13	114+60 LT. SH-153	TRIPLE CROWN LN	EXISTING LANE SIGN																												1.00
13A	115+13 RT. SH-153	RTE / DIR / DEST (RT ARROW)	EXISTING D1-1e (Dallas)																												1.00
14	115+66 LT. SH-153	ROUTE MARKER JCT I-35 / RA #5	RA600					14.00																			6.00				
15	116+00 RT. SH-153	ROUTE MARKER I-35 N&S / RA #7	RA1638								12.00																16.38				
16	116+00 LT. SH-153	EXISTING THACKERVILLE																2.33	A-4	0.46	64.00										1.00
17	115+24 LT. SH-153	SCHOOL CROSSING /AHEAD	S1-1, W16-9P					13.50																			8.75				
18	116+50 LT. SH-153	ROUTE MARKER SH-153 / RA #6	RA700					10.00																			7.00				
18A	118+00 LT. SH-153	SCHOOL CROSSING /SCHOOL	S1-1, SW-3PE					13.50																			8.75				
18B	118+56 RT. SH-153	END / CENTER LN TURN LT ONLY	M4-6 / R3-9b					17.00																			8.00				
18C	118+56 LT. SH-153	CENTER LN TURN LT ONLY	R3-9b					16.00																			6.00				
19	118+00 LT. SH-153	SPEED LIMIT (30)	R2-1					13.50																			5.00				
20	119+32 RT. SH-153	NO LEFT TURN	R3-2					13.00																			4.00				
21	120+00 LT. SH-153	ROUTE MARKER I-35 S / RA #9	RA819					12.00																			8.19				
22	120+08 LT. SH-153	STOP / DO NOT ENTER / ONE WAY	R1-1, R5-1, R6-1(L) & (R)					14.50																			17.43				
23	120+23 RT. SH-153	ROUTE MARKER SH-153 / RA #8	RA919					12.00																			9.19				
24	121+25 RT. SH-153	ROUTE MARKER I-35 S / RA #10	RA1638								12.00																16.38				
25	121+25 LT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50										2.33	A-4	0.46	64.00						12.25				
26	121+99 LT. SH-153	NO RIGHT TURN	R3-1					13.00																			4.00				
27	122+00 RT. SH-153	BRIDGE ICES BEFORE ROAD	W8-13E					15.00																			9.00				
28	123+00 LT. SH-153	RTE / DIR / DEST (LT ARROW)	EXISTING D1-1e (Dallas)																												1.00
29	128+00 RT. SH-153	SPEED LIMIT (40)	R2-1					13.50																			5.00				
30	128+00 LT. SH-153	SPEED LIMIT (40)	R2-1					13.50																			5.00				
31	129+00 RT. SH-153	RTE / DIR / DEST (LT ARROW)	EXISTING D1-1e (Okla City)																												1.00
32	129+00 LT. SH-153	ROUTE MARKER I-35 N / RA #13	RA1638								12.00																16.38				
33	129+48 RT. SH-153	NO RIGHT TURN	R3-1					13.00										2.33	A-4	0.46	64.00						4.00				
34	130+20 RT. SH-153	DO NOT ENTER / ONE WAY	R5-1, R6-1(L), R6-1(R)					14.50																			12.25				
35	130+20 LT. SH-153	BRIDGE ICES BEFORE ROAD	W8-13E					15.00																			9.00				
36	131+19 LT. SH-153	ROUTE MARKER SH-153 / RA #12	RA919					12.00																			9.19				
37	131+34 RT. SH-153	STOP / DO NOT ENTER / ONE WAY	R1-1, R5-1, R6-1(L) & (R)					14.50																			17.43				
38	131+43 RT. SH-153	ROUTE MARKER I-35 N / RA #14	RA819					12.00																			8.19				
39	132+11 LT. SH-153	NO LEFT TURN	R3-2					13.00																			4.00				
39A	133+36 LT. SH-153	RTE / DIR / DEST (RT ARROW)	EXISTING D1-1e (Okla City)																												1.00
40	133+78 RT. SH-153	STOP	R1-1					13.50																			5.18				
41	134+72 LT. SH-153	ROUTE MARKER I-35 N & S / RA #15	RA1638								12.00																16.38				
42	245+00 RT. I-35	SH-153 WEST THACKERVILLE	SP-1											27.90	29.50		12.10	A-4	2.10	64.00						632.00			215.75		
43	247+00 LT. I-35	SPEED LIMIT / MINIMUM SPEED LIMIT	R2-1F(70), R2-4PF(40)						20.00	20.00																	40.00				
44	251+30 LT. I-35	EXIT 3 / WINSTAR BLVD 1 MILE	EXISTING GUIDE SIGN																												1.00
45	254+25 LT. I-35	ROUTE MARKER SOUTH I-35	RA1350					14.00	14.00																		13.50				
46	260+00 RT. I-35	REFERENCE LOCATION	D10-4(5)					12.50																			6.75				
47	260+00 LT. I-35	REFERENCE LOCATION	D10-4(5)					12.50																			6.75				
48	266+50 RT. E. RAMP	EXIT 5	E5-1a(5)									16.40	16.40					4.50	KC-0	0.72	130.00					32.50					
49	273+00 RT. E. RAMP	THACKERVILLE	D1-1 (SP-6)				13.00	13.00										4.00									9.75				
50	273+50 RT. E. RAMP	WRONG WAY	R5-1A					13.00																			6.00				
51	273+50 LT. E. RAMP	WRONG WAY	R5-1A					13.00																			6.00				
52	275+22 RT. I-35	BRIDGE HEIGHT	W12-2a																								14.00				MOUNT ON BRIDGE
53	275+63 LT. I-35	BRIDGE HEIGHT	W12-2a																								14.00				MOUNT ON BRIDGE
54	277+00 LT. I-35	REST AREA 6 MILES / ALL FACILITIES	D5-1 (6) / II-29											21.30	22.80			11.50	KC-1	1.52	258.00						118.00				
55	279+50 RT. W. RAMP	WRONG WAY	R5-1A					13.00																			6.00				
56	279+50 LT. W. RAMP	WRONG WAY	R5-1A					13.00																			6.00				
57	280+00 LT. W. RAMP	THACKERVILLE	D1-1 (SP-5)				13.00	13.00																			9.75				
58	284+08 LT. W. RAMP	EXIT 5	E5-1A(5)									16.40	16.40					4.50	KC-0	0.72	130.00					32.50					
59	286+40 RT. I-35	REFERENCE LOCATION	D10-5(5.5)					13.0																							

SIGN NUMBER	SP-1
WIDTH x HGHT.	16'-0" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	GROUND
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
MI_6E3	0	66	79.6	60	48

Post Size: 8 WF @ 31
 Post "A": 27.9
 Post "B": 29.5
 Post Space: 12.1
 Concrete: 1.98 C.Y.
 Steel: 632
 Sign Area: 215.75

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE	
E	X	I	T								E 2000	
27.6	36.8	47.9	51.7							31.6	10	
5										12.2	15	
T	h	a	c	k	e	r	v	i	l	l	e	EM 2000
17.6	33.3	48.8	64.3	79.8	93.9	109.4	119.5	136.5	146.1	155.7	163.8	16/12
1/2	M	I	L	E								E 2000
62.6	96.5	108.5	112.9	122.1								67.1 15,10

SIGN NUMBER	E5-1a(5)
WIDTH x HGHT.	6'-6" x 5'-0"
BORDER WIDTH	1.5"
CORNER RADIUS	6"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
AR_Type A	315	49	6	18.2	29.2

Post Size: 4 WF @ 13
 Post "A": 16.4
 Post "B": 16.4
 Post Space: 4.5
 Concrete: 0.72 C.Y.
 Steel: 130 LBS
 Sign Area: 32.5 SF

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
E	X	I	T								EM 2000
17.7	30.3	46.2	53.2							44.4	12
5										14.6	18

SIGN NUMBER	SP-2
WIDTH x HGHT.	5'-0" x 1'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	2.25"
MOUNTING	Ground
SIGN AREA	7.5 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

SYMBOL	ROT	X	Y	WID	HT
MI_6E3	0	66	79.6	60	48

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE	
T	h	a	c	k	e	r	v	i	l	l	e	D 2000
6	10.9	15.7	20.5	25.2	29.8	34.6	37.2	42.5	45.3	48.1	50.5	48

BORDER R=1.5" TH=0.5"

D10-4(5)

BORDER R=1.5" TH=0.5"

D10-5(5.5)

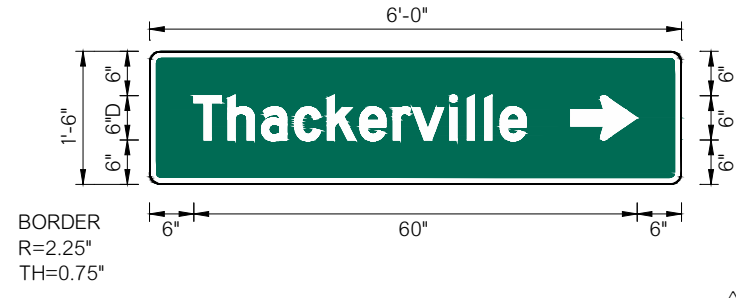
BORDER R=1.5" TH=0.5"

D10-4(5)

BORDER R=1.5" TH=0.5"

D10-5(5.5)

Z:\115094\Drawings\Supplement #1\TRAFFIC SHEETS\31892(04) SIGNING 3-14-24 10:39am



SIGN NUMBER	SP-5
WIDTH x HGHT.	6'-0" x 1'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	2.25"
MOUNTING	Ground
SIGN AREA	9.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

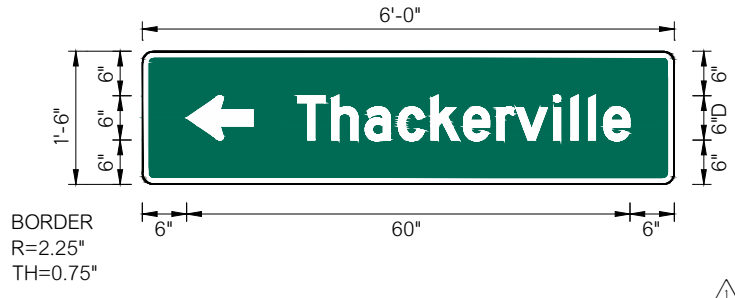
SYMBOL	X	Y	WID	HT
AR_Type D	57	6	6	9

△
SP-5

Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE	
T	h	a	c	k	e	r	v	i	l	l	e				D 2000
6	10.5	15	19.3	23.7	28.1	32.5	35	40	42.3	44.5	46.5				44



SIGN NUMBER	SP-6
WIDTH x HGHT.	6'-0" x 1'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	2.25"
MOUNTING	Ground
SIGN AREA	9.0 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White

SYMBOL	X	Y	WID	HT
AR_Type D	6	6	6	9

△
SP-6

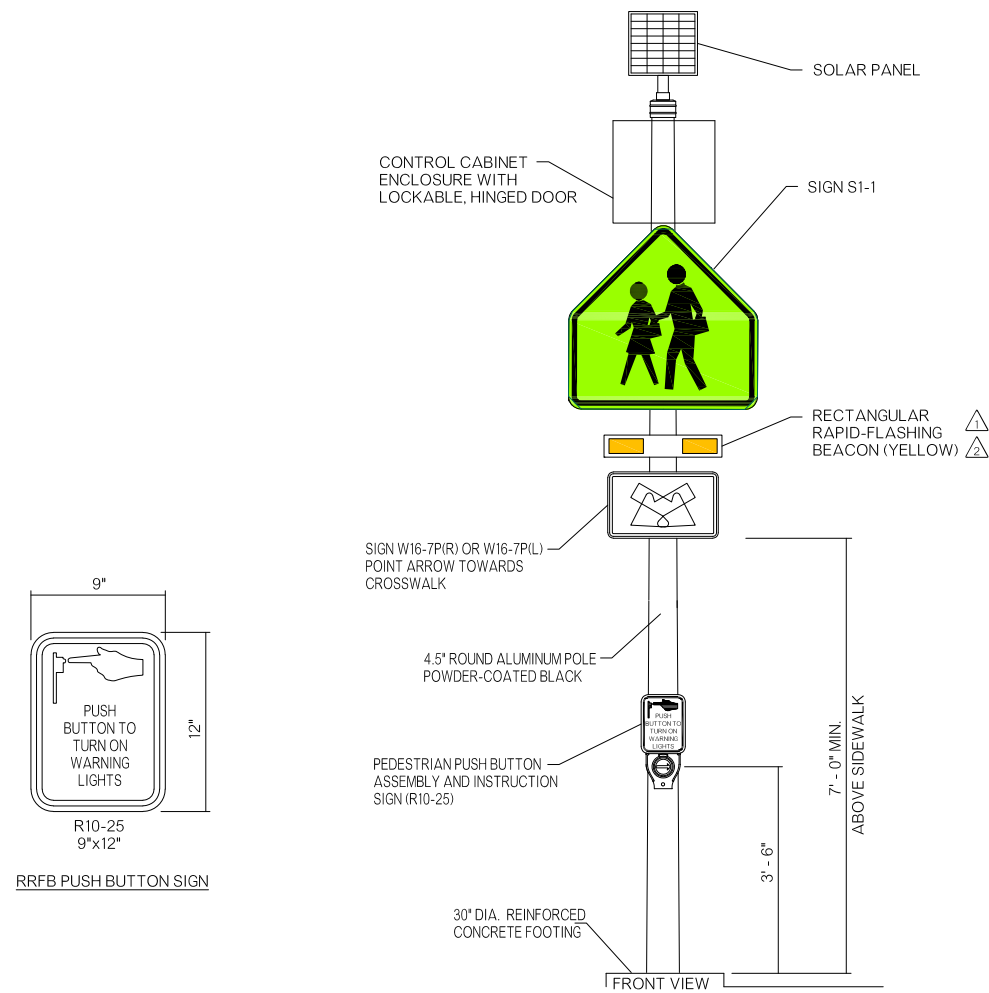
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

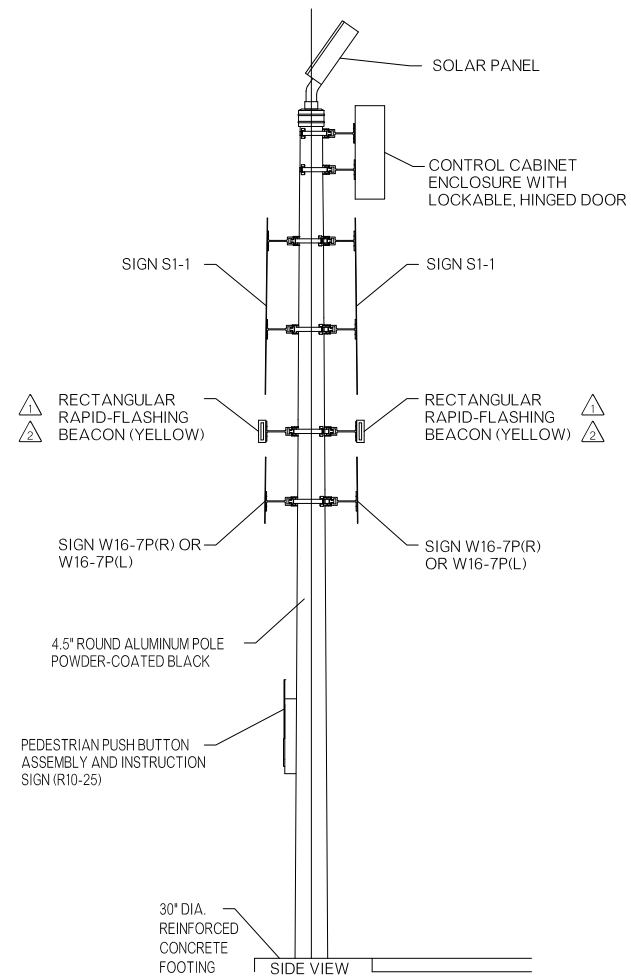
LETTER POSITIONS (X)													LENGTH	SERIES/SIZE	
T	h	a	c	k	e	r	v	i	l	l	e				D 2000
21	25.6	30.2	34.6	39.1	43.5	48	50.6	55.7	58	60.4	62.5				45

Z: \15094\Drawings\Supplement #1\TRAFFIC SHEETS\31892(04) SIGNING 3-14-24 10:39am

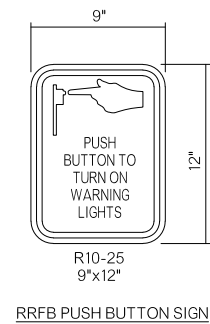
DESCRIPTION	REVISIONS	DATE
△ SIGN DESIGN		03/12/2024
△ SIGN DESIGN		05/06/2024



RECTANGULAR RAPID-FLASHING BEACON
(TYPICAL FRONT)
(N.T.S.)



RECTANGULAR RAPID-FLASHING BEACON
(TYPICAL SIDE)
(N.T.S.)

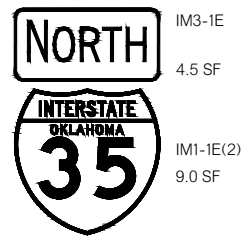


NOTES:

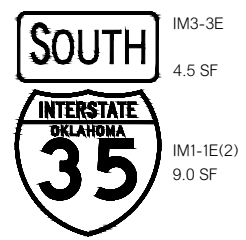
- EACH RRFB FULL ASSEMBLY SHALL BE A COMPLETE ASSEMBLY, CONSISTING OF SUPPORTING STRUCTURE (POLE, ALL MOUNTING BRACKETS FOR ALL COMPONENTS OF THE ASSEMBLY, AND FOUNDATION), INDICATIONS, SIGNAGE, POWER ELEMENTS, ETC.
- A 4.5" ROUND ALUMINIUM POLE, POWDER-COATED BLACK, WITH A REINFORCED CONCRETE FOUNDATION SHALL BE USED. ALL DOWNWARD POINTING ARROWS SHALL BE ORIENTED TOWARDS THE CROSSWALK.
- RRFB SHALL CONSIST OF TWO (2) RAPIDLY AND ALTERNATELY FLASHING RECTANGULAR YELLOW INDICATIONS HAVING LED ARRAY BASED PULSING LIGHT SOURCES. WHEN ACTIVATED, THE TWO YELLOW INDICATIONS SHALL FLASH IN A RAPIDLY ALTERNATING WIG-WAG FLASHING SEQUENCE.
- EACH RRFB SHALL BE EQUIPPED WITH AUDIBLE PUSH BUTTON SYSTEMS.
- RRFB INDICATION SHALL BE A MINIMUM OF 5-IN WIDE BY 2-IN HIGH.
- THE TWO RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSION HORIZONTAL AND A MINIMUM SPACE OF 7-IN BETWEEN THE TWO INDICATIONS WHEN MEASURED INSIDE EDGE TO INSIDE EDGE.
- THE OUTSIDE EDGES OF THE RRFB INDICATIONS SHALL NOT PROJECT BEYOND EDGES OF THE S1-1 SIGN.
- EACH OF THE TWO YELLOW INDICATIONS OF AN RRFB SHALL HAVE 70 PERIODS OF FLASHING PER MINUTE AND SHALL HAVE ALTERNATING BUT APPROXIMATELY EQUAL PERIODS OF RAPID PULSING LIGHT EMISSIONS AND DARK OPERATION. DURING EACH OF ITS 70 FLASHING PERIODS PER MINUTE, ONE OF THE YELLOW INDICATIONS SHALL EMIT TWO RAPID PULSES OF LIGHT AND THE OTHER YELLOW INDICATION SHALL EMIT THREE RAPID PULSES OF LIGHT.
- THE FLASH RATE OF EACH INDIVIDUAL YELLOW INDICATION, AS APPLIED OVER THE FULL ON-OFF SEQUENCE OF A FLASHING PERIOD OF THE INDICATION, SHALL NOT BE BETWEEN 5 AND 30 FLASHES PER SECOND.
- THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM SPECIFICATION OF THE SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES, LATEST EDITION)
- THE RRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PROGRAMMABLE PREDETERMINED TIME. THE SYSTEM SHALL BE INSTALLED WITH AN INITIAL CROSSING DURATION OF 20 SECONDS. THE TIME MAY BE ADJUSTED AFTER OBSERVING CROSSING BEHAVIOR AT THE LOCATION.
- ALL RRFBS ASSOCIATED WITH THE CROSSWALK SHALL, WHEN ACTIVATED, COMMENCE FLASHING OPERATION SIMULTANEOUSLY AND SHALL CEASE OPERATION SIMULTANEOUSLY.
- THE PEDESTRIAN INSTRUCTION SIGN R10-25 SHALL BE MOUNTED INTEGRAL WITH EACH PUSH BUTTON ASSEMBLY.
- EACH RRFB FULL ASSEMBLY SHALL BE SOLAR POWERED. SYSTEM SHALL INCLUDE ALL NECESSARY CONTROLLERS, POLE MOUNTED CABINETS WITH LOCKABLE, HINGED DOORS, BATTERIES, SOLAR PANELS, AND ANY OTHER HARDWARE NECESSARY FOR OPERATION.
- ALL RRFBS AT THE CROSSWALK LOCATION SHALL BE CONNECTED VIA WIRELESS COMMUNICATION SYSTEM. ASSOCIATED COSTS TO BE INCLUDED IN PRICE BID FOR RRFB ASSEMBLY.

RECTANGULAR RAPID-FLASHING BEACON

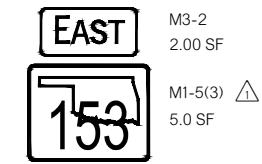
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		SIGN DETAILS					
CHECKED							
APPROVED							
SQUAD							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	T038



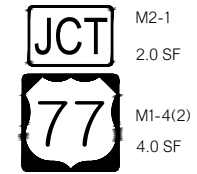
ROUTE ASSEMBLY NO. 1 13.50 SQ. FT.



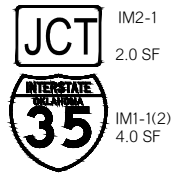
ROUTE ASSEMBLY NO. 2 13.50 SQ. FT.



ROUTE ASSEMBLY NO. 3 7.00 SQ. FT.



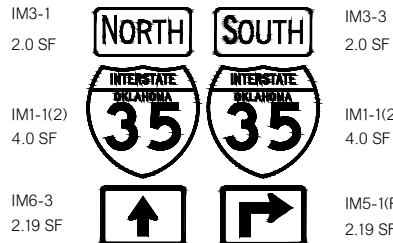
ROUTE ASSEMBLY NO. 4 6.00 SQ. FT.



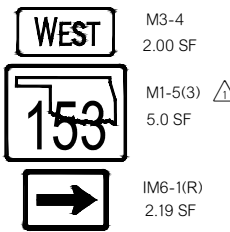
ROUTE ASSEMBLY NO. 5 6.00 SQ. FT.



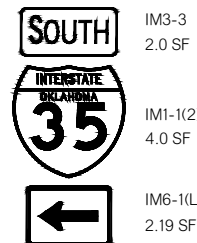
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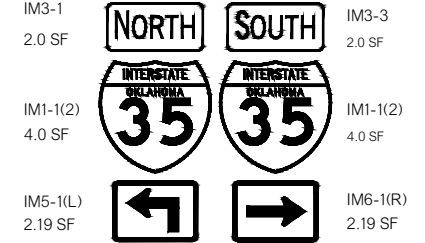
ROUTE ASSEMBLY NO. 7 16.4 SQ. FT.



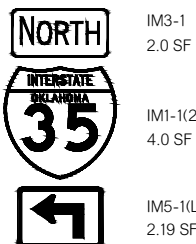
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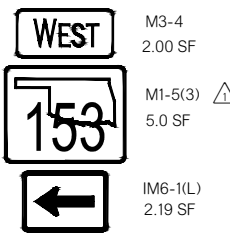
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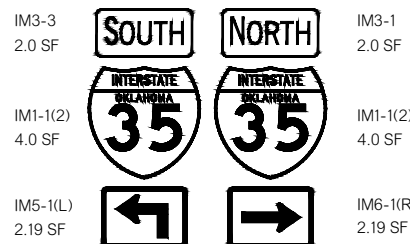
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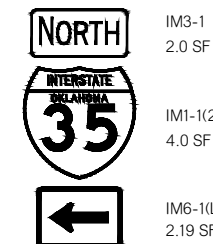
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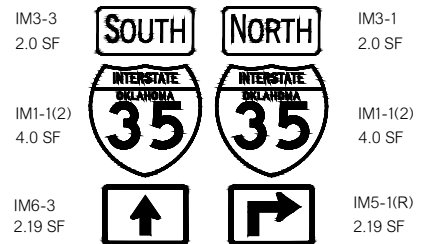
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ROUTE ASSEMBLY NO. 13 16.4 SQ. FT.



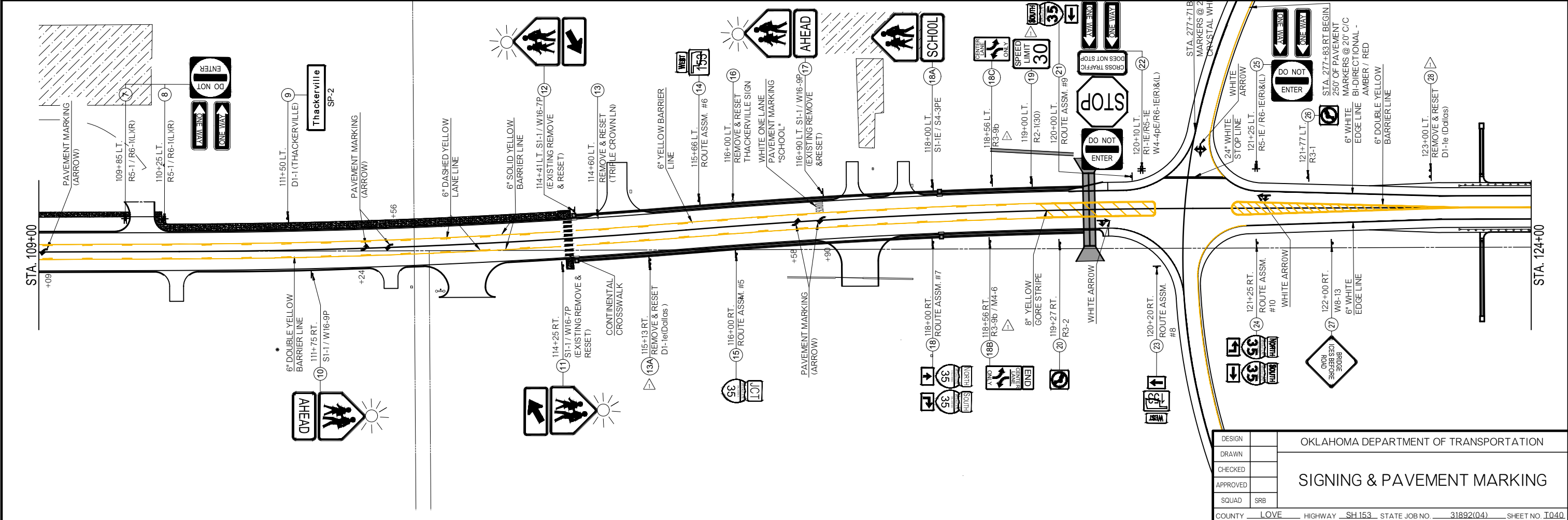
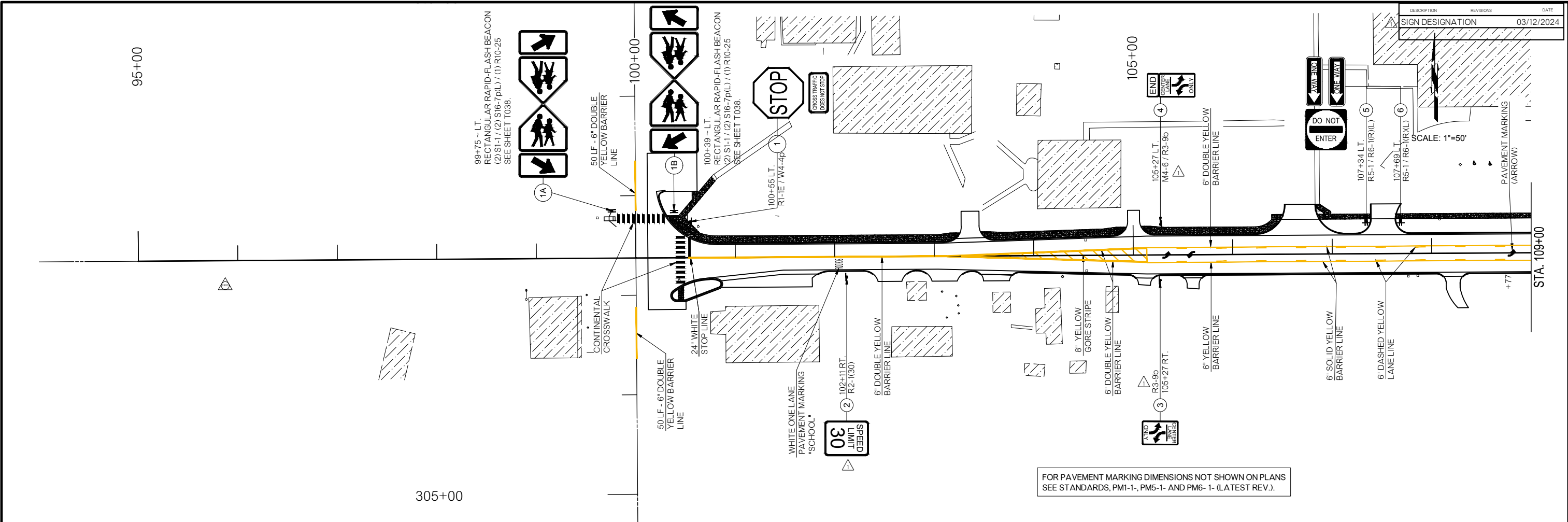
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ROUTE ASSEMBLY NO. 15 16.4 SQ. FT.

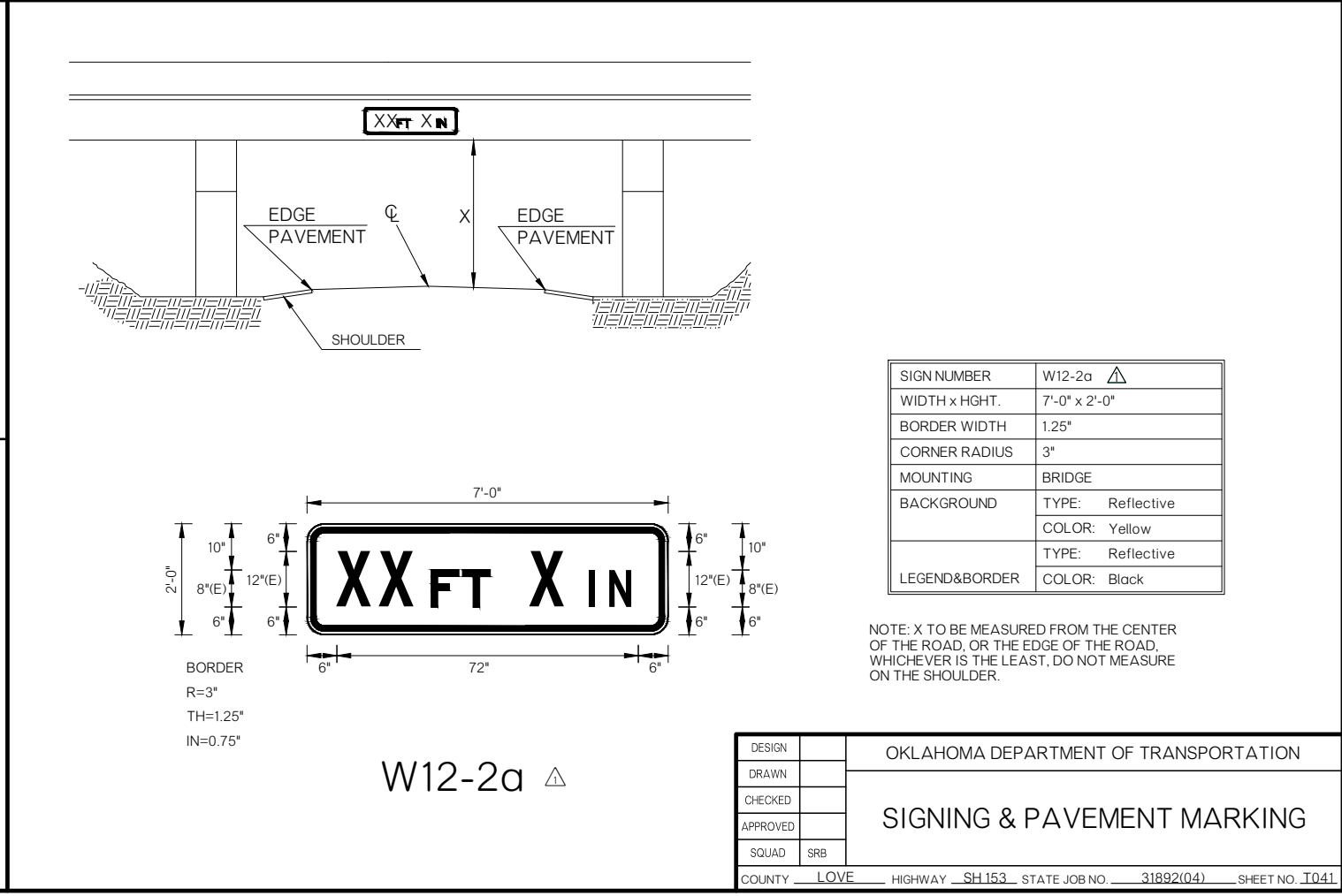
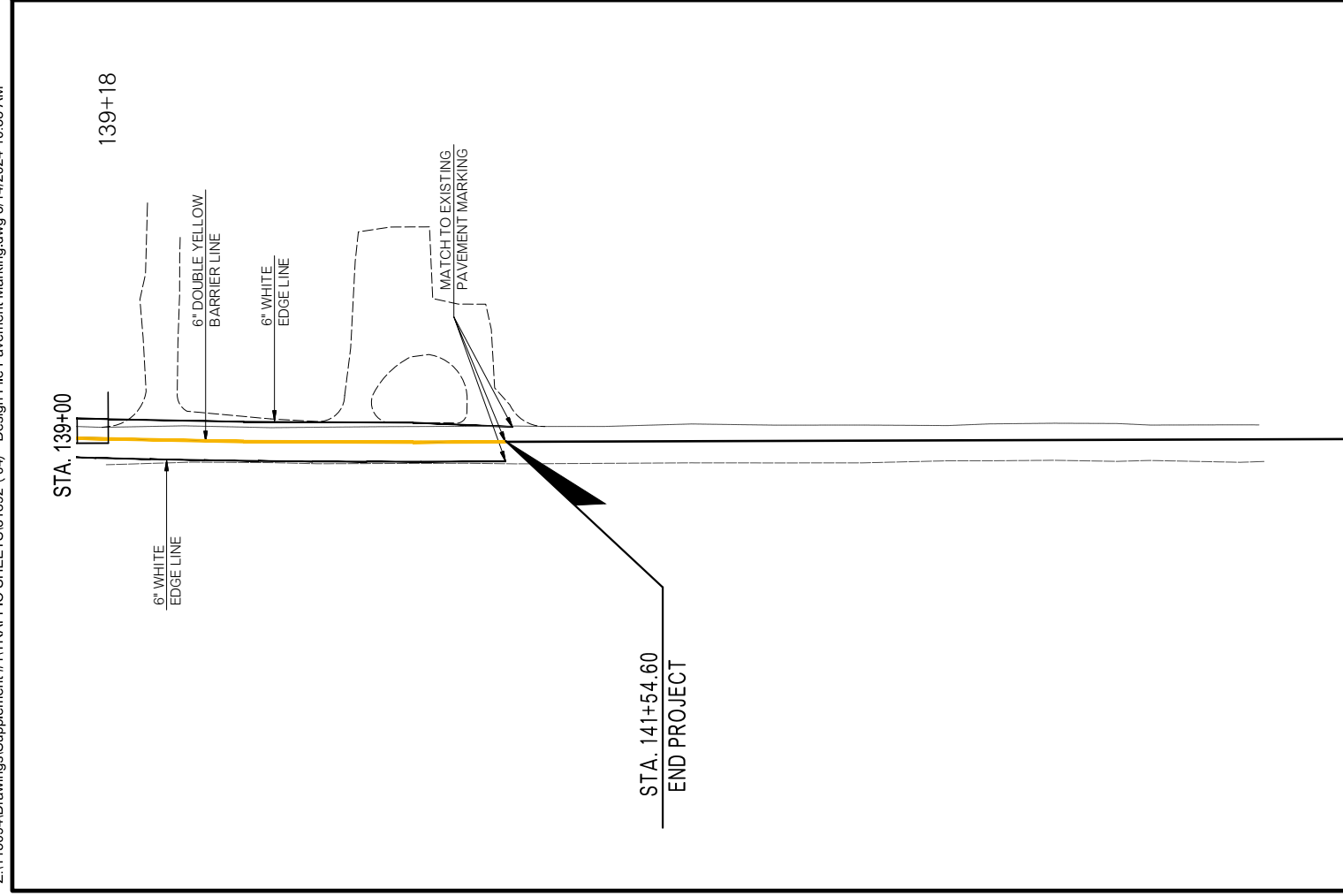
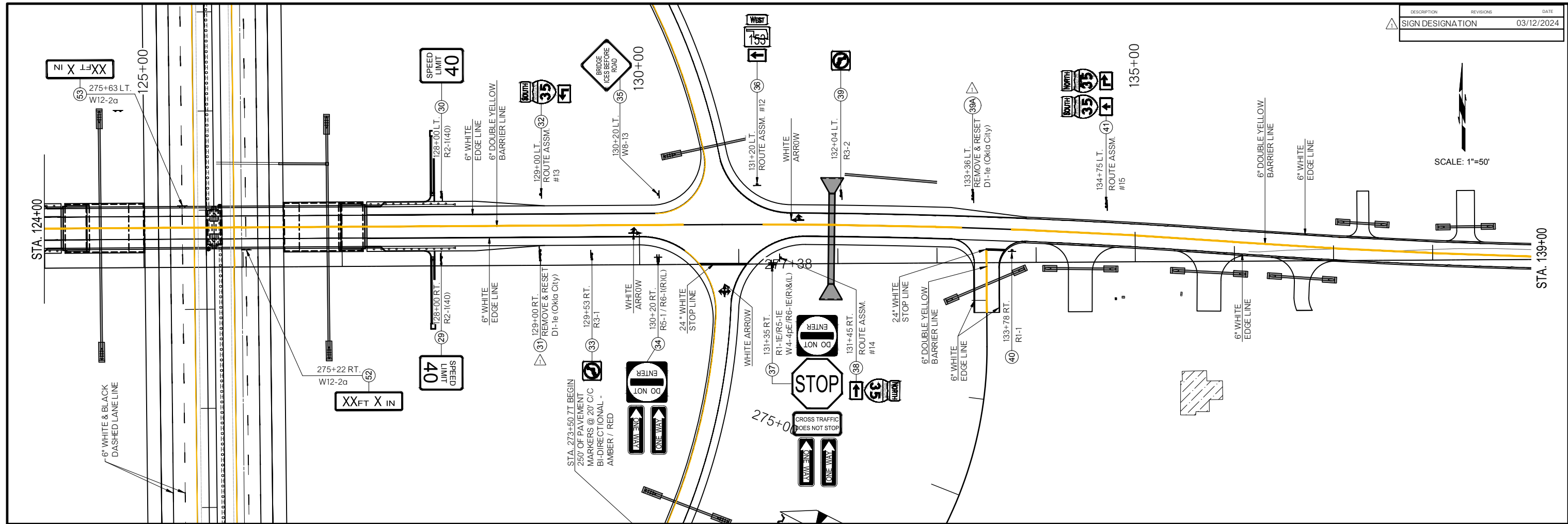
Z:\115094\Drawings\Supplement #1\TRAFFIC SHEETS\31892(04) SIGNING 3-14-24 10:39am

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
ROUTE ASSEMBLY		
COUNTY	LOVE	HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. T039



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		SIGNING & PAVEMENT MARKING	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY		LOVE	HIGHWAY
		SH153	STATE JOB NO.
		31892(04)	SHEET NO.
		I040	

SCALE: 1"=50'



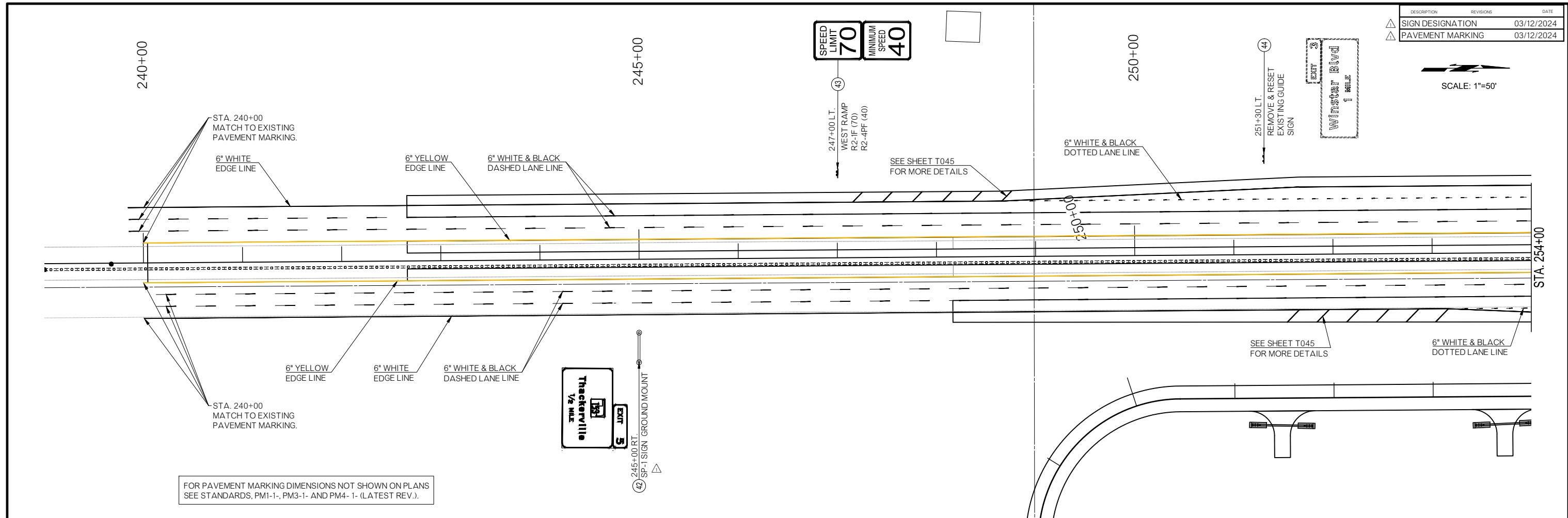
SIGN NUMBER	W12-2a Δ
WIDTH x HGHT.	7'-0" x 2'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	3"
MOUNTING	BRIDGE
BACKGROUND	TYPE: Reflective COLOR: Yellow
LEGEND&BORDER	TYPE: Reflective COLOR: Black

NOTE: X TO BE MEASURED FROM THE CENTER OF THE ROAD, OR THE EDGE OF THE ROAD, WHICHEVER IS THE LEAST, DO NOT MEASURE ON THE SHOULDER.

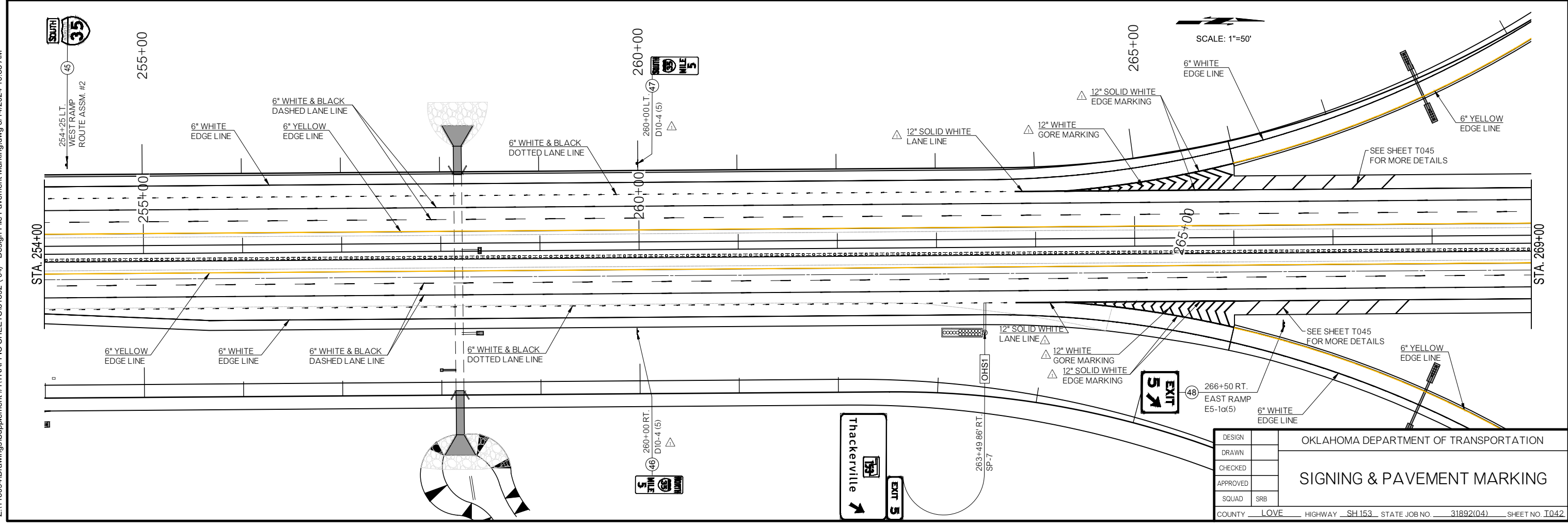
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		SIGNING & PAVEMENT MARKING
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I041		

DESCRIPTION	REVISIONS	DATE
△ SIGN DESIGNATION		03/12/2024
△ PAVEMENT MARKING		03/12/2024

SCALE: 1"=50'



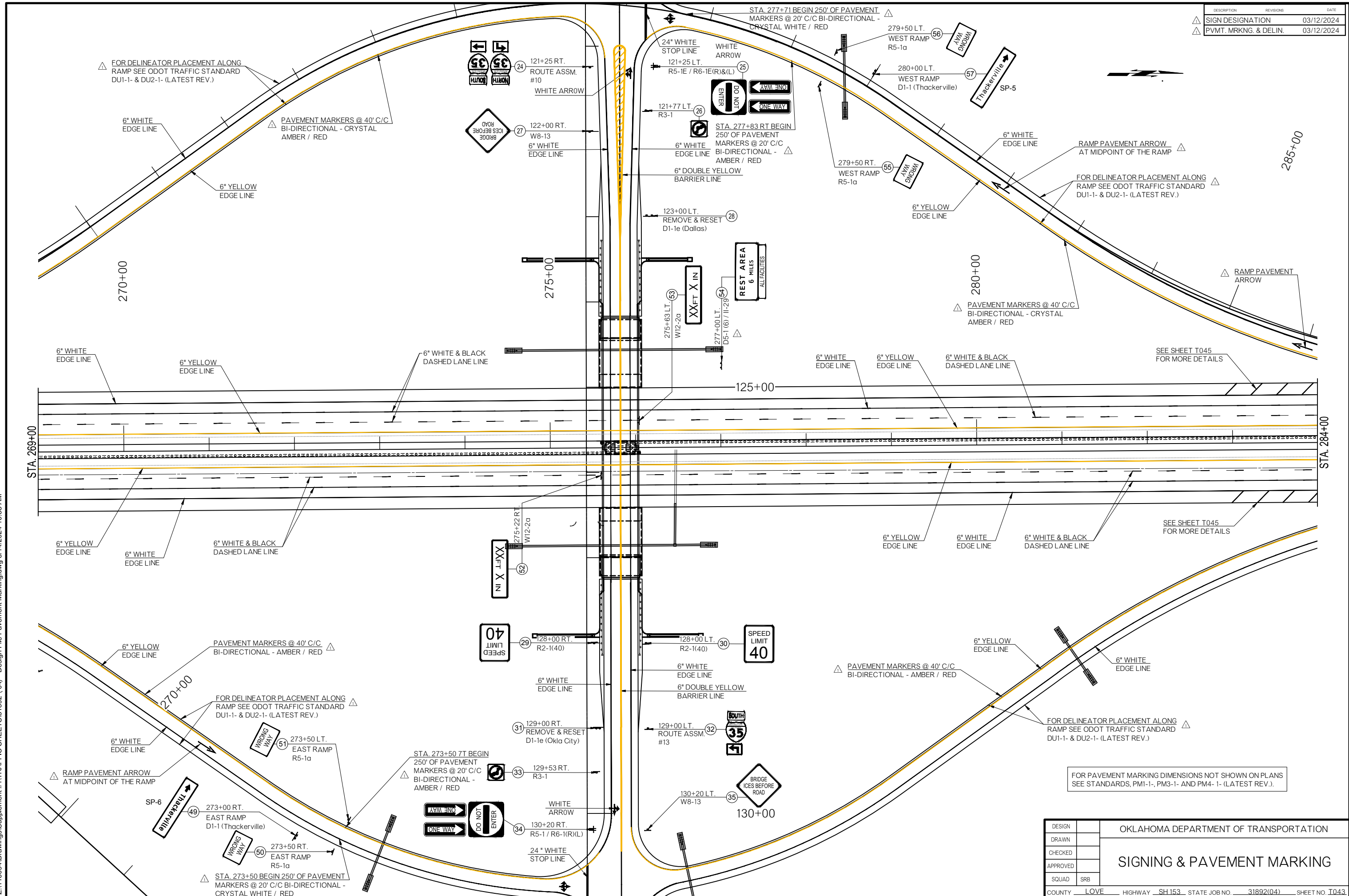
FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE STANDARDS, PM1-1-, PM3-1- AND PM4- 1- (LATEST REV.).



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE		HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I042

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DESCRIPTION	REVISIONS	DATE
△ SIGN DESIGNATION		03/12/2024
△ PVMT. MRKNG. & DELIN.		03/12/2024



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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		SIGNING & PAVEMENT MARKING						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I043

FOR PAVEMENT MARKING DIMENSIONS NOT SHOWN ON PLANS SEE STANDARDS, PM1-1, PM3-1- AND PM4- 1- (LATEST REV.).

SEE SHEET T045 FOR MORE DETAILS

SEE SHEET T045 FOR MORE DETAILS

FOR DELINEATOR PLACEMENT ALONG RAMP SEE ODOT TRAFFIC STANDARD DU1-1- & DU2-1- (LATEST REV.)

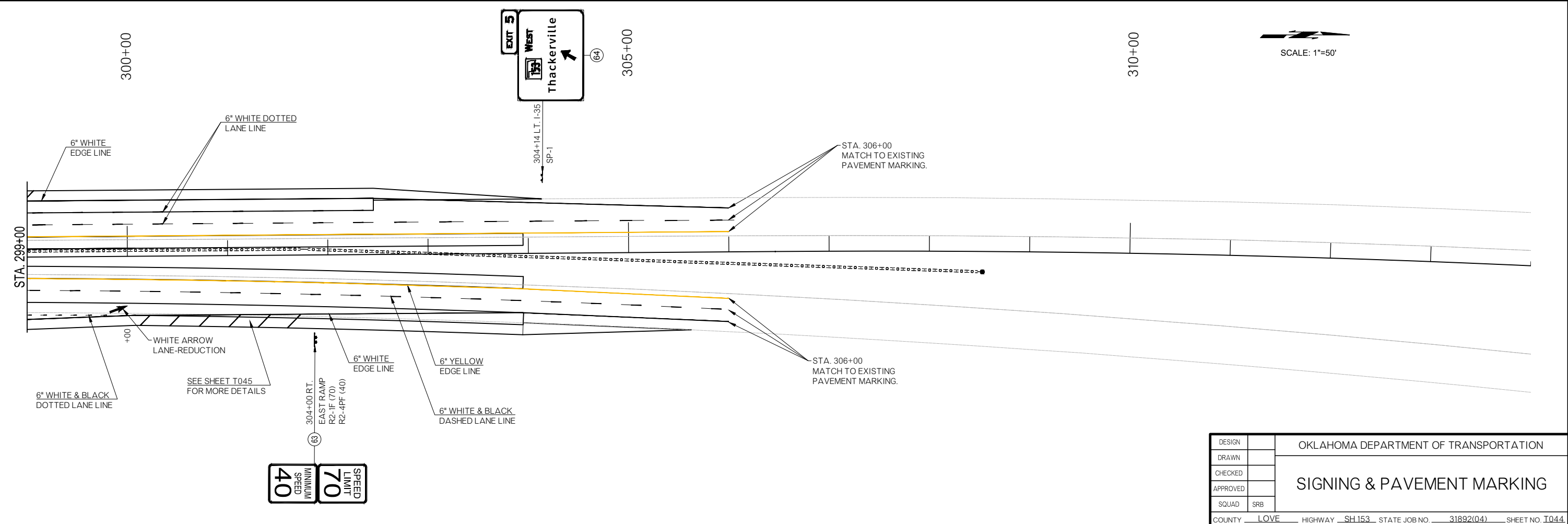
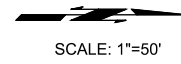
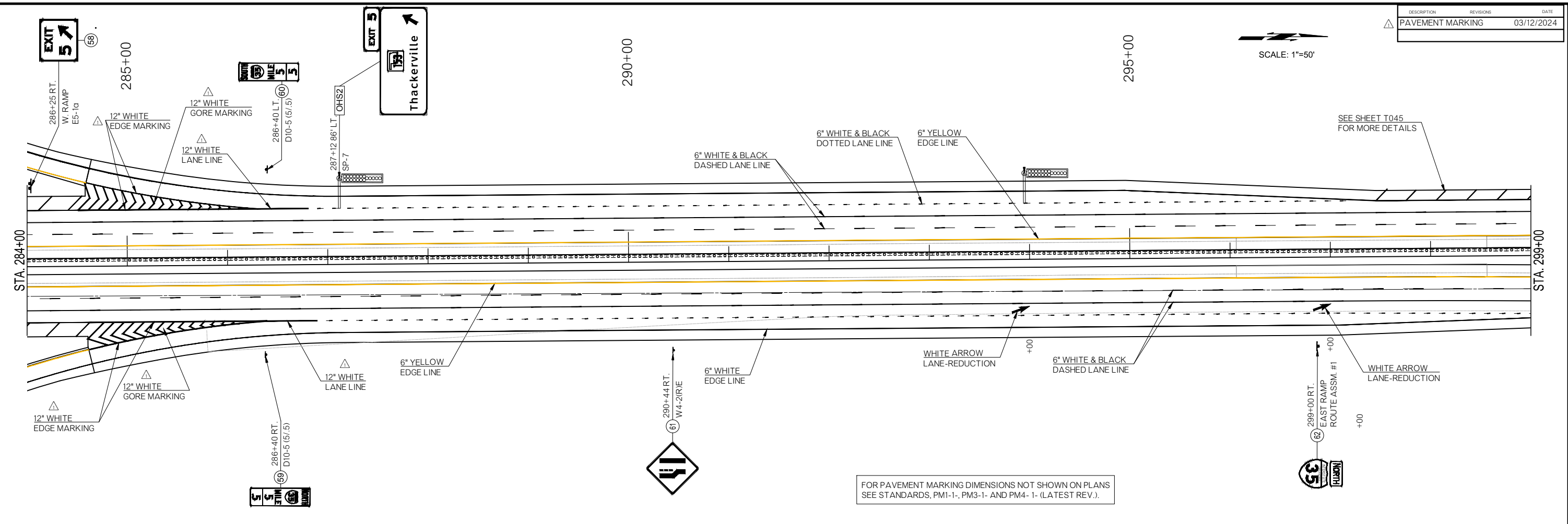
FOR DELINEATOR PLACEMENT ALONG RAMP SEE ODOT TRAFFIC STANDARD DU1-1- & DU2-1- (LATEST REV.)

FOR DELINEATOR PLACEMENT ALONG RAMP SEE ODOT TRAFFIC STANDARD DU1-1- & DU2-1- (LATEST REV.)

FOR DELINEATOR PLACEMENT ALONG RAMP SEE ODOT TRAFFIC STANDARD DU1-1- & DU2-1- (LATEST REV.)

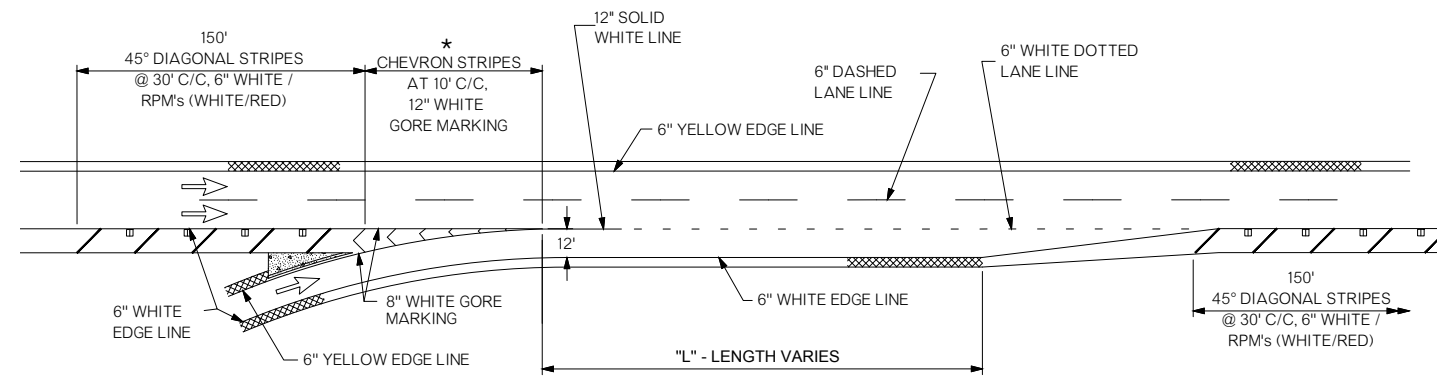
FOR DELINEATOR PLACEMENT ALONG RAMP SEE ODOT TRAFFIC STANDARD DU1-1- & DU2-1- (LATEST REV.)

DESCRIPTION	REVISIONS	DATE
PAVEMENT MARKING		03/12/2024

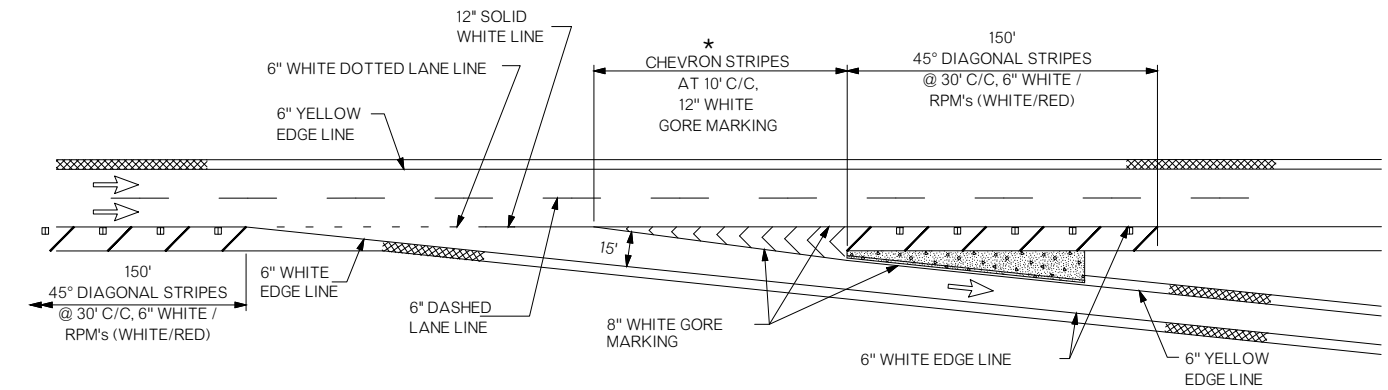


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		SIGNING & PAVEMENT MARKING						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I044

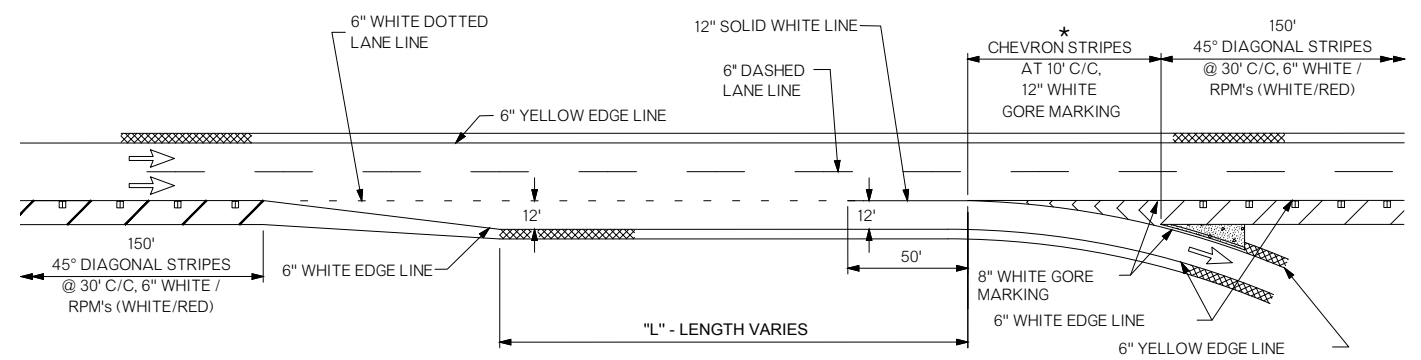
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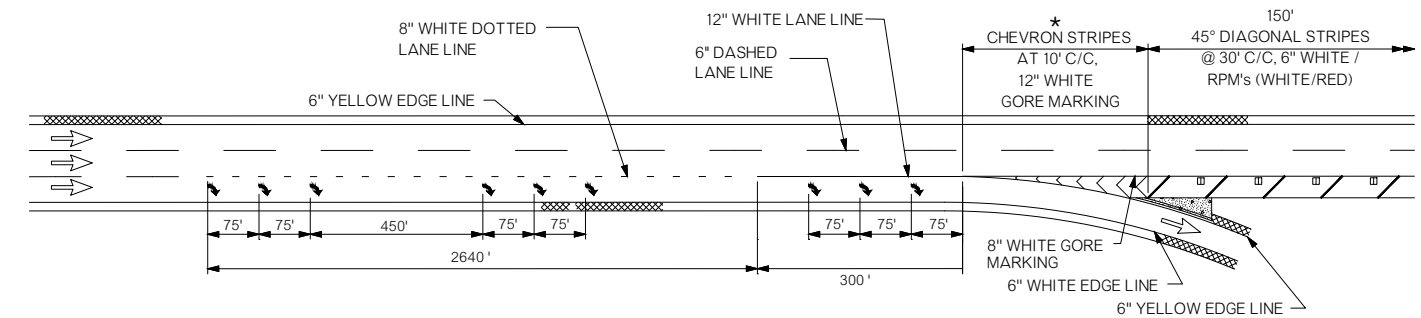
△ PAVEMENT MARKINGS OF PARALLEL ACCELERATION LANE



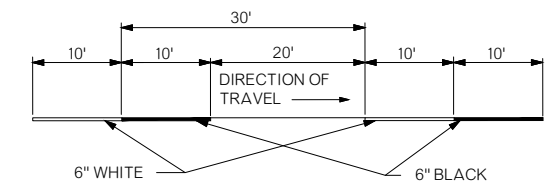
△ PAVEMENT MARKINGS OF TAPERED DECELERATION LANE



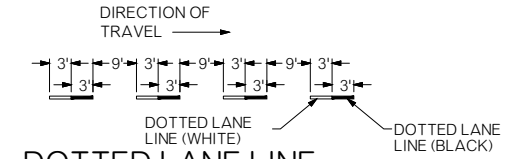
△ PAVEMENT MARKINGS OF PARALLEL DECELERATION LANE



△ PAVEMENT MARKINGS OF LANE DROP AT EXIT RAMP



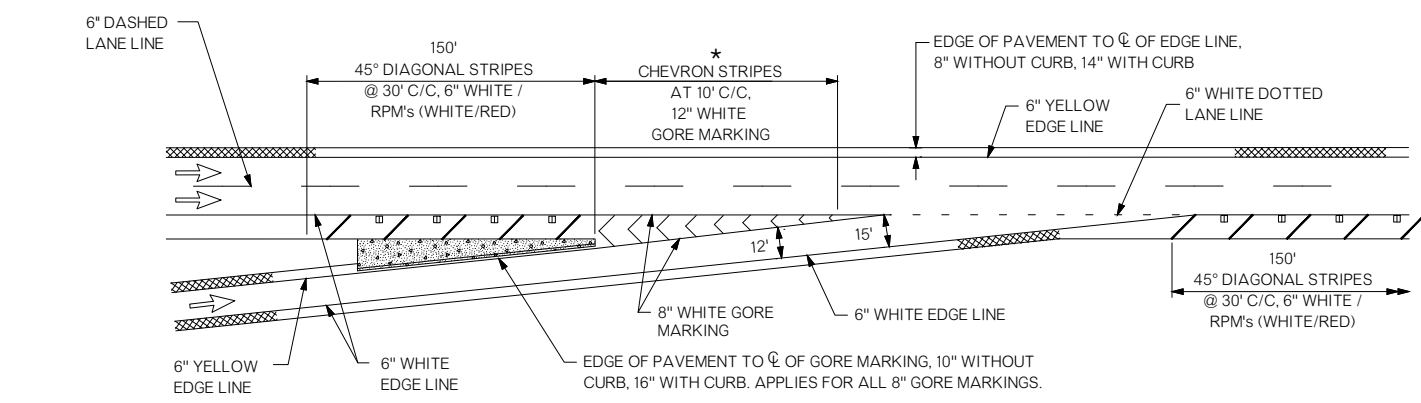
DASHED LANE LINE
MULTI-POLYMER



DOTTED LANE LINE
MULTI-POLYMER

* FOR MORE DETAILS ON GORE PAVEMENT MARKING SEE SHEET NO. T046

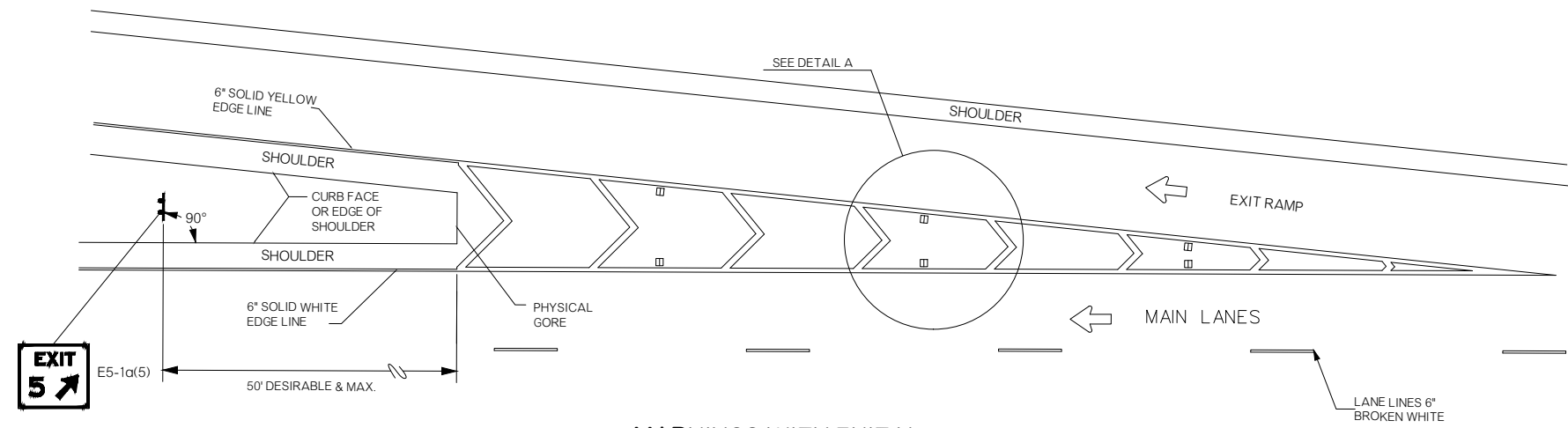
LEGEND	
→	TRAFFIC FLOW
▣	REFLECTORIZED RAISED MARKERS (RPM) TYPE II-C-R



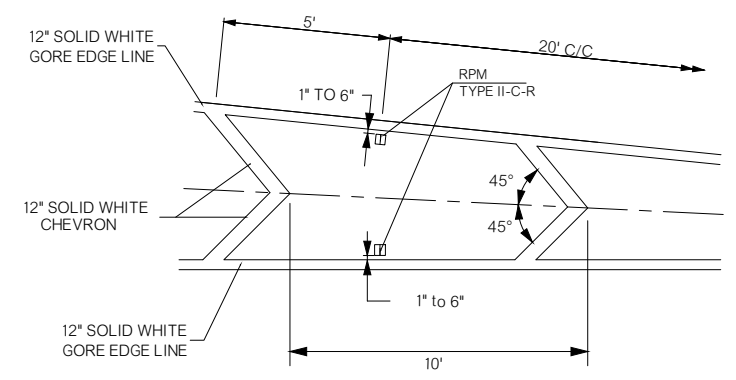
△ PAVEMENT MARKINGS OF TAPERED ACCELERATION LANE

Z:\115094\Drawings\Supplement #1\TRAFFIC SHEETS\31892 (04) Design File Pavement Marking.dwg 3/14/2024 10:38 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
SIGNING & PAVEMENT MARKING							
COUNTY	LOVE	HIGHWAY	SH153	STATE JOB NO.	31892(04)	SHEET NO.	I045



MARKINGS WITH EXIT NUMBER

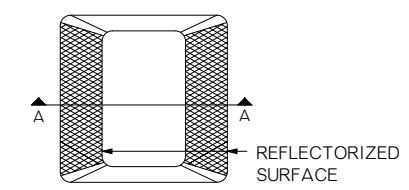


- NOTES
1. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN EACH CHEVRON OR NEUTRAL AREA LINE.
 2. FOR MORE INFORMATION, SEE REFLECTORIZED RAISED PAVEMENT MARKER DETAIL.

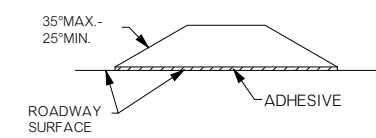
DETAIL A



LEGEND	
←	TRAFFIC FLOW
▣	REFLECTORIZED RAISED MARKERS (RPM) TYPE II-C-R



TYPE II (TOP VIEW)

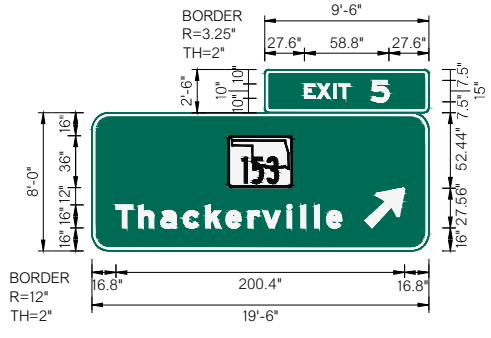


SECTION A

REFLECTORIZED RAISED PAVEMENT MARKER (RPM)

Z:\115094\Drawings\Supplement #1\TRAFFIC SHEETS\31892 (04) Design File Pavement Marking.dwg 3/14/2024 10:38 AM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I046		SIGNING & PAVEMENT MARKING



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

SIGN NUMBER	SP-7
WIDTH x HGHT.	19'-6" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	179.8 Sq.Ft.
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White
SYMBOL	X Y WID HT
M1_6E3	94.5 44 45 36
AR_Type A	189.6 16 22.2 35

SP-7

LETTER POSITIONS (X)											LENGTH	SERIES/ SIZE	
E	X	I	T	5							57.8	E 2000	
28.1	37	47.7	51.2	73.7									
T	h	a	c	k	e	r	v	i	l	l	e	156.8	EM 2000
16.8	32.5	48	63.5	79	93.1	108.6	118.7	135.7	145.3	154.9	163		



**OVERHEAD STRUCTURE NO. 1 & 2
MONOTUBE @ 30'**
I-35 CRL STA. 263+49, 86' RT. (NB)
I-35 CRL STA. 287+12, 86' LT. (SB)

TOTAL SIGN AREA = 179.8 SF

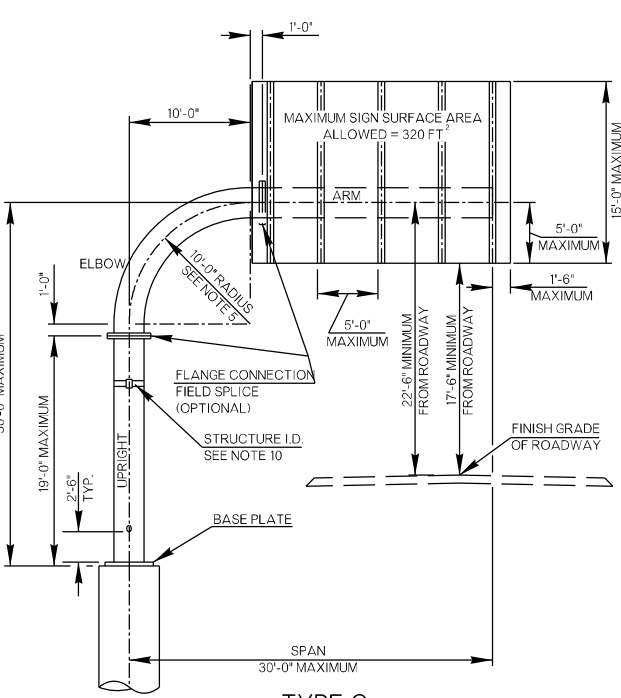
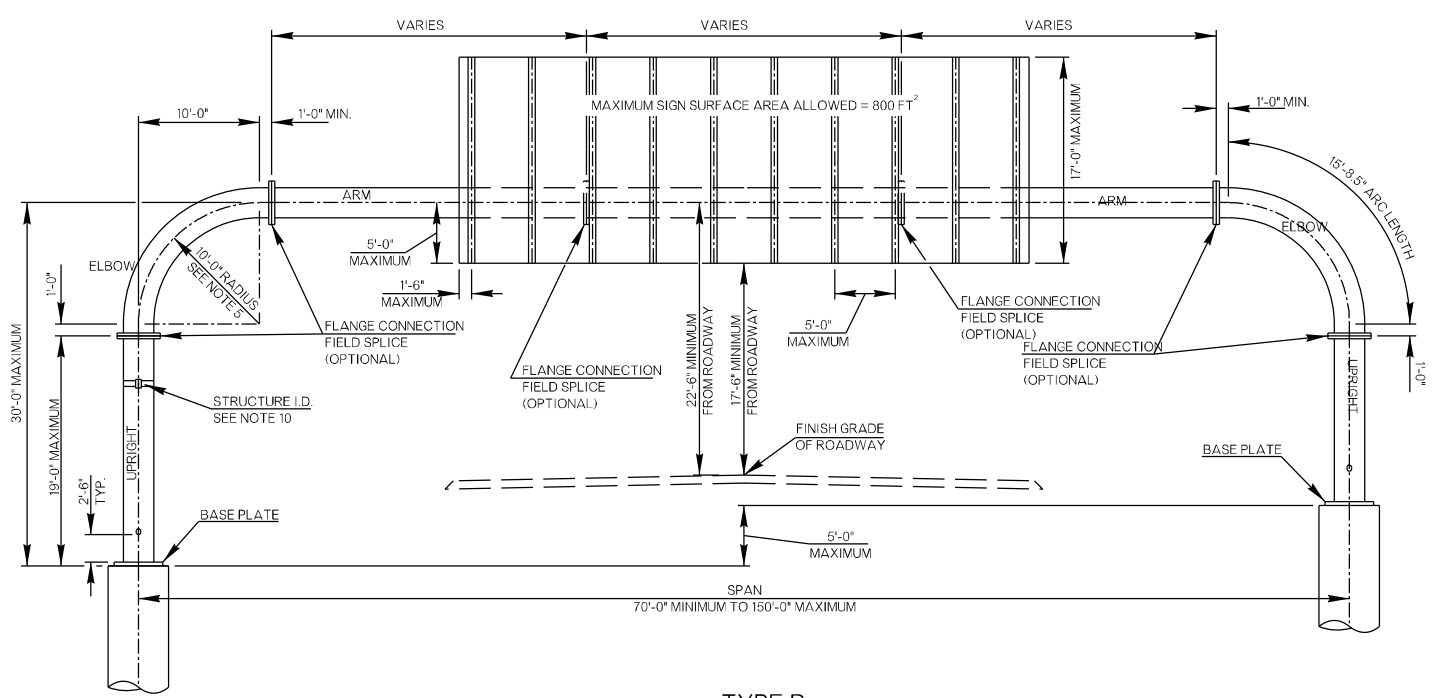


01/10/2024

OVERHEAD SIGN SUMMARY												
OVERHEAD SIGN STRUCTURE NO.	CRL	STATION	OFFSET	SIDE	OVERHEAD SIGNS & STRUCTURES		FOOTINGS		IMPACT ATTENUATORS			REMARKS
					EXTR. ALUM. PAN. SGN. (OVRHD SIGNS)	OVH.D. SN. STR., MONOTUBE TYPE C	DRILLED SHAFT 60" DIAMETER	CLASS 'C' CONCRETE	REINFORCING STEEL	SAND FILLED IMPACT ATTEN. MODULE		
					850(B) SF	852(E)	516(A)	509(D)	511(A)	870(A)		
OHS1	I-35	263+49	86'	RT	179.8	1	36	6.83	281	19		INSTALL CANTILEVER OHS W/ SIGN NO. SP-7
OHS2	I-35	287+12	86'	LT	179.8	1	36	6.83	281	19		INSTALL CANTILEVER OHS W/ SIGN NO. SP-7
TOTALS					359.6	2	72	13.66	562	38		

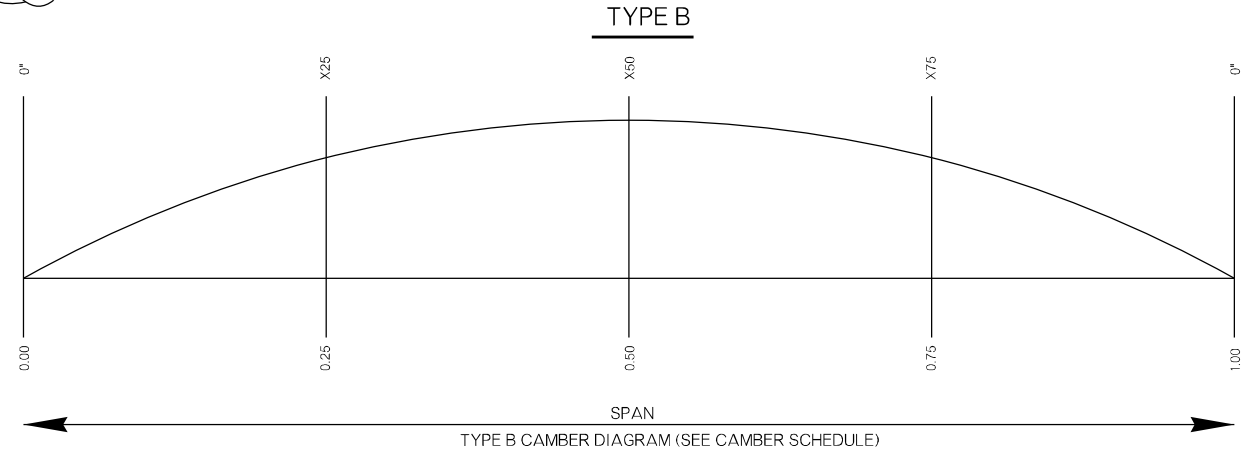
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		OVERHEAD SIGN DETAILS
CHECKED		
APPROVED		
SQUAD	LEE	
COUNTY	LOVE	HIGHWAY SH-153 STATE JOB NO. 31892(04) SHEET NO. T047

REV. NO.	DESCRIPTION	REVISIONS	DATE



GENERAL NOTES

1. MAXIMUM SIGN HEIGHT TO BE USED ON THE TYPE C STRUCTURE SHALL BE 15 FEET. MAXIMUM SIGN HEIGHT TO BE USED ON THE TYPE B STRUCTURE SHALL BE 17 FEET.
2. MAXIMUM SIGN AREA TO BE USED ON THE TYPE C STRUCTURE SHALL BE 320 SQUARE FEET. MAXIMUM SIGN AREA TO BE USED ON THE TYPE B STRUCTURE SHALL BE 800 SQUARE FEET.
3. FOR SIGNS LESS THAN 10'-0" TALL, SIGNS SHALL BE CENTERED ON THE SPAN. FOR SIGNS GREATER THAN OR EQUAL TO 10'-0" TALL, BOTTOM OF SIGNS SHALL BE 5'-0" BELOW \bar{C} OF THE SPAN.
4. THE LENGTH OF THE ARM MEMBERS LABELED AS 'VARIES' SHOULD BE A MINIMUM OF 30'-0" FOR TYPE 'B' MONOTUBE SIGN STRUCTURES.
5. ADJUST BEND RADIUS ACCORDING TO CAMBER DIAGRAM. ALL TRANSVERSE PLATES CONNECTING TO AN ELBOW SHALL BE PERPENDICULAR TO THE CENTERLINE OF THE ELBOW AT THE LOCATION OF THE CONNECTION.
6. STRUCTURAL STEEL TUBING USED IN THE FABRICATION OF MONOTUBES SHALL EITHER BE COLD-FORMED WELDED OR SEAMLESS TUBING CONFORMING TO THE ASTM A500, GRADE C (MEETING AASHTO M270 ZONE 2 FRACTURE CRITICAL CHARPY V-NOTCH REQUIREMENTS) OR API 5L PSL 2, GRADE X52 (MEETING AASHTO M270 ZONE 2 FRACTURE CRITICAL CHARPY V-NOTCH REQUIREMENTS).
7. BASE PLATES, FLANGE PLATES, AND FILLER PLATES TO BE STRUCTURAL STEEL CONFORMING TO THE SPECIFICATIONS OF ASTM DESIGNATION: A709, GRADE 50.
8. ALL FLANGE BOLTS TO CONFORM TO THE SPECIFICATIONS OF ASTM A490, TYPE 1, AND SHALL BE TIGHTENED AND INSPECTED USING DIRECT TENSION INDICATORS TO CONFORM TO THE SPECIFICATIONS OF ASTM F959, TYPE 490. ALL WASHERS TO CONFORM TO THE SPECIFICATIONS OF ASTM F436, TYPE 1. ALL NUTS USED TO FASTEN ASTM A490 BOLTS SHALL BE ASTM A563, GRADE DH. ALL ANCHOR BOLTS TO CONFORM TO THE SPECIFICATIONS OF ASTM F1554-GRADE 55 (MEETING ASTM F1554 CHARPY V-NOTCH REQUIREMENTS) AND TO BE TIGHTENED AND INSPECTED USING DIRECT TENSION INDICATORS CONFORMING TO THE SPECIFICATIONS OF ASTM F2437 (TYPE 1 GRADE 55). ALL ANCHOR BOLT NUTS TO CONFORM TO THE SPECIFICATIONS OF ASTM A563-GRADE A. ALL ANCHOR BOLT WASHERS TO CONFORM TO THE SPECIFICATIONS OF ASTM F436, TYPE 1.
9. HOT-DIP GALVANIZE ALL TUBE MEMBERS AND PLATES PER ASTM A123. COAT ASTM A490 FASTENERS PER ASTM F1136, GRADE 3. WHEN COATING ASTM A490 FASTENERS HYDROGEN EMBRITTLEMENT SHALL BE INVESTIGATED AND PREVENTED PER THE APPLICABLE ASTM SPECIFICATIONS. COAT NUTS USED WITH ASTM A490 FASTENERS PER ASTM F1136, GRADE 5. COAT WASHERS USED WITH ASTM A490 FASTENERS PER ASTM F1136, GRADE 3. COAT ANCHOR BOLTS, NUTS USED WITH ANCHOR BOLTS, AND WASHERS USED WITH ANCHOR BOLTS PER ASTM F2329.
10. STAMP STRUCTURE IDENTIFICATION ON UPRIGHT OF STRUCTURE WITH THE FOLLOWING INFORMATION: JP#, TYPE 'B' OR TYPE 'C', STRUCTURE LENGTH, MAXIMUM ALLOWABLE SIGN AREA, MAXIMUM ALLOWABLE SIGN HEIGHT, DATE MANUFACTURED, AND MANUFACTURER'S NAME.
11. MAST ARMS TO BE TEMPORARILY SUPPORTED TO TAKE ALL LOAD OFF OF THE FIELD SPLICES WHILE BOLTS ARE BEING TIGHTENED IN ORDER TO FIRMLY SEAT THE FLANGE PLATES AND BASE PLATES.
12. POSTS FOR TUBULAR SIGN STRUCTURES TO BE FORMED TO THE RADII SHOWN ON THE PLANS BY FABRICATION METHODS WHICH WILL NOT CRIMP OR BUCKLE THE INTERIOR RADIUS OF THE PIPE BEND.
13. CLIPS, EYES OR REMOVABLE BRACKETS TO BE AFFIXED TO ALL POSTS AND MAST ARMS, AS NECESSARY, TO SECURE THE SIGN DURING SHIPPING AND FOR LIFTING AND MOVING DURING ERECTION. THIS IS TO PREVENT DAMAGE TO THE FINISHED GALVANIZED OR PAINTED SURFACES. BRACKETS ON TUBULAR SIGN STRUCTURES TO BE REMOVED AFTER ERECTION. DETAILS OF SUCH DEVICES TO BE SHOWN ON THE SHOP DRAWINGS.
14. BOLTS WITH DIAMETERS EXCEEDING BY UP TO 1/4 INCH THE DIAMETER OF THE BOLTS SHOWN ON THE PLANS MAY BE USED, PROVIDED THAT THE REQUIRED CLEARANCES AND EDGE DISTANCE ARE NOT REDUCED BELOW THAT REQUIRED FOR THE LARGER BOLT.
15. FABRICATE ALL SIGN STRUCTURES TO THE LARGEST PRACTICAL SECTIONS PRIOR TO GALVANIZING. SPLICE LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL AND THE CONTRACTOR SHALL NOT COMMENCE FABRICATION UNTIL SUCH SPLICE LOCATIONS ARE APPROVED.
16. ALL TYPE 'C' SIGN STRUCTURES TO HAVE A REMOVABLE CAP ON THE END OF THE HORIZONTAL MEMBER OF THE STRUCTURE.
17. WELDING OF STEEL TO CONFORM TO THE REQUIREMENTS OF AWS D1.1 (LATEST REVISION). GRIND ALL AREAS TO BE WELDED TO BRIGHT METAL. COMPLETE ALL WELDING AND REQUIRED NON-DESTRUCTIVE TESTING BEFORE MATERIAL IS GALVANIZED. TEST ALL CIRCUMFERENTIAL WELDS NON-DESTRUCTIVELY USING THE ENHANCED MAGNETIC PARTICLE METHOD IN ACCORDANCE WITH ODOT STANDARD SPECIFICATION 720.03B. MAXIMUM WELD UNDERCUT SHALL BE 0.01".
18. ALL TUBE-TO-TRANSVERSE PLATE COMPLETE JOINT PENETRATION (CJP) GROOVE WELDS SHALL BE ULTRASONICALLY TESTED (UT) FOR CRACKS BEFORE AND AFTER GALVANIZATION.
19. WELD FILLER MATERIAL SHALL MEET ALL CHARPY V-NOTCH REQUIREMENTS SPECIFIED IN AWS D1.1 AT A TEMPERATURE OF 40°F.
20. ALL BASE METAL SHALL BE PREHEATED IN ACCORDANCE WITH AWS D1.1 PRIOR TO WELDING.
21. BACKING RING SHALL BE THOROUGHLY FUSED WITH THE WELD MATERIAL.
22. SMAW ELECTRODES SHALL BE THE LOW-HYDROGEN CLASSIFICATION AS DEFINED BY AWS D1.1.
23. STORAGE, HANDLING, AND USE OF LOW-HYDROGEN ELECTRODES SHALL BE IN CONFORMANCE WITH AWS D1.1.
24. THERE SHALL BE NO POST WELD HEAT TREATMENT OF THE TUBE-TO-TRANSVERSE PLATE CONNECTION.
25. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS TO ODOT BRIDGE DIVISION. A WELDING PROCEDURE SPECIFICATION (WPS) SHALL BE ATTACHED TO THE SHOP DRAWINGS.
26. BACKING RING MATERIAL SHALL BE IN ACCORDANCE WITH AWS D1.1.



TYPE B CAMBER SCHEDULE			
SPAN (FT)	X25 (IN)	X50 (IN)	X75 (IN)
70	1.08	1.27	1.08
75	1.20	1.43	1.20
80	1.32	1.61	1.32
85	1.46	1.81	1.46
90	1.61	2.03	1.61
95	1.62	1.94	1.62
100	1.77	2.22	1.77
105	1.93	2.46	1.93
110	2.10	2.72	2.10
115	2.28	3.00	2.28
120	2.48	3.31	2.48
125	2.60	3.65	2.60
130	2.92	4.01	2.92
135	3.17	4.40	3.17
140	3.43	4.83	3.43
145	3.71	5.29	3.71
150	4.02	5.78	4.02

TYPE C CAMBER SCHEDULE			
SPAN (FT)	X33 (IN)	X67 (IN)	X100 (IN)
30	0.86	1.44	2.03



GENERAL INSTALLATION PROCEDURES

ENSURE THAT ALL ANCHOR BOLTS, BASE PLATES, AND FLANGE PLATES ARE PROPERLY ALIGNED TO PREVENT UNACCEPTABLE DISTORTION OF THE STRUCTURE UPON FINAL INSTALLATION. IN THE EVENT THAT THE DRILLED SHAFT AND ANCHOR BOLTS ARE INSTALLED PRIOR TO THE FABRICATION OF THE MONOTUBE STRUCTURE, THE MONOTUBE FABRICATOR SHOULD COORDINATE WITH THE DRILLED SHAFT CONTRACTOR TO ENSURE THAT THE BASE PLATES AND FLANGES ARE FABRICATED SO THAT PROPER ALIGNMENT OF ALL BOLT HOLES IS ACHIEVED. IN THE EVENT THAT THE MONOTUBE SIGN STRUCTURE IS FABRICATED PRIOR TO THE INSTALLATION OF THE DRILLED SHAFT AND ANCHOR BOLTS, THE DRILLED SHAFT CONTRACTOR SHOULD COORDINATE WITH THE SIGN STRUCTURE FABRICATOR TO ENSURE THAT THE ANCHOR BOLT INSTALLATION ALLOWS FOR PROPER ALIGNMENT OF ALL BOLTED CONNECTIONS. CONSTRUCTION TOLERANCES SET FORTH IN THE 2009 OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SHALL APPLY.

ERECT MONOTUBE SIGN STRUCTURE IN A MANNER APPROVED BY THE RESIDENT ENGINEER. SUPPORT ALL COMPONENTS OF THE STRUCTURE UNTIL FINAL TENSIONING OF ALL BOLTS AND FASTENERS IS COMPLETE.

INSTALLATION OF ALL FASTENERS AND BOLTS USING DIRECT TENSION INDICATORS SHALL BE IN ACCORDANCE WITH THE 2009 OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ENSURE THAT THE MONOTUBE SIGN STRUCTURE IS PROPERLY ATTACHED TO THE ANCHOR BOLTS AND THAT ALL LEVELING NUTS ARE FLUSH WITH THE BOTTOM OF THE BASE PLATE. ENSURE THAT ALL FLANGES HAVE BEEN SECURELY FASTENED.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
852(D)	OVHD.SN.STR., MONOTUBE TYPE B	EA
852(E)	OVHD.SN.STR., MONOTUBE TYPE C	EA

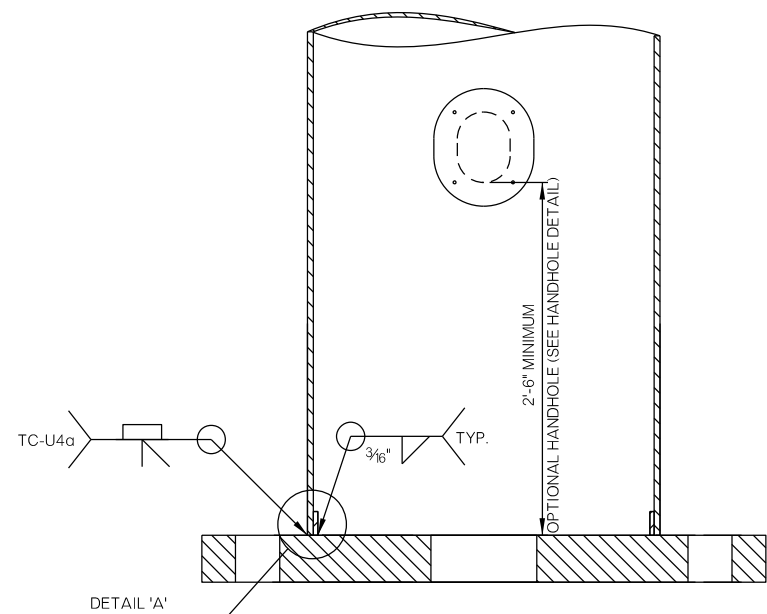
PREPARED BY:
 OKLAHOMA DEPARTMENT OF TRANSPORTATION
 BRIDGE DESIGN DIVISION
 DATE: 01/26/2024
 JASON D. GIEBLER
 OKLA. REG. NO. 24272


MONOTUBE STRUCTURE
 (TYPE 'B' & TYPE 'C')

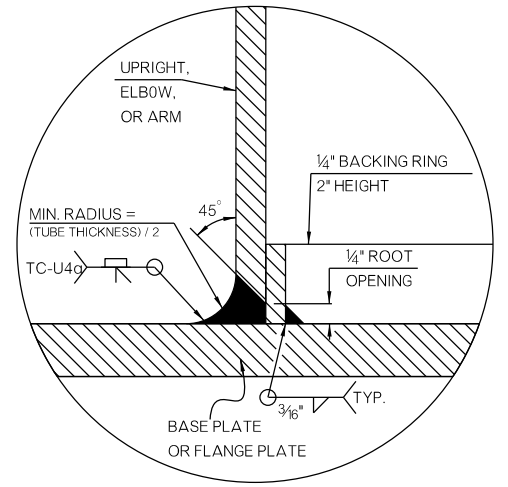
Design	JG	JW
Detail	JG	JW
Check	JG	JW
Supervisor	JG	JW
Engineer	JG	JW

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
 JOB FILE NO. 31892(04) SHEET NO. T048

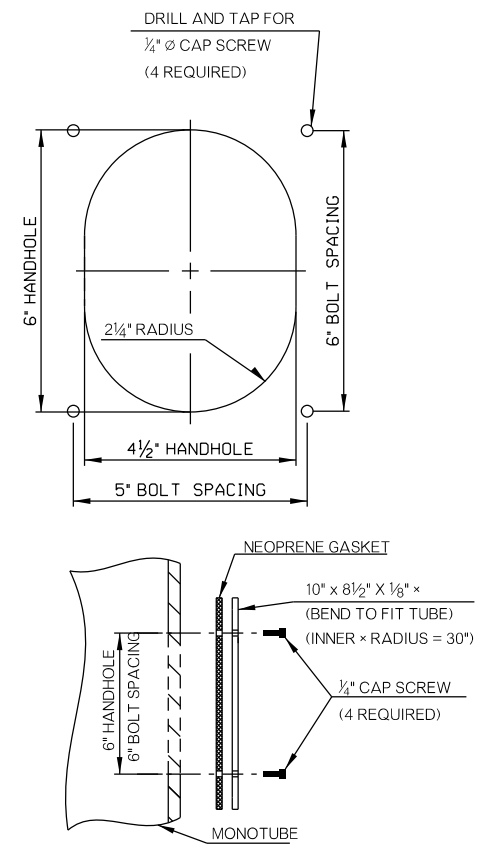
REV. NO.	DESCRIPTION	REVISIONS	DATE



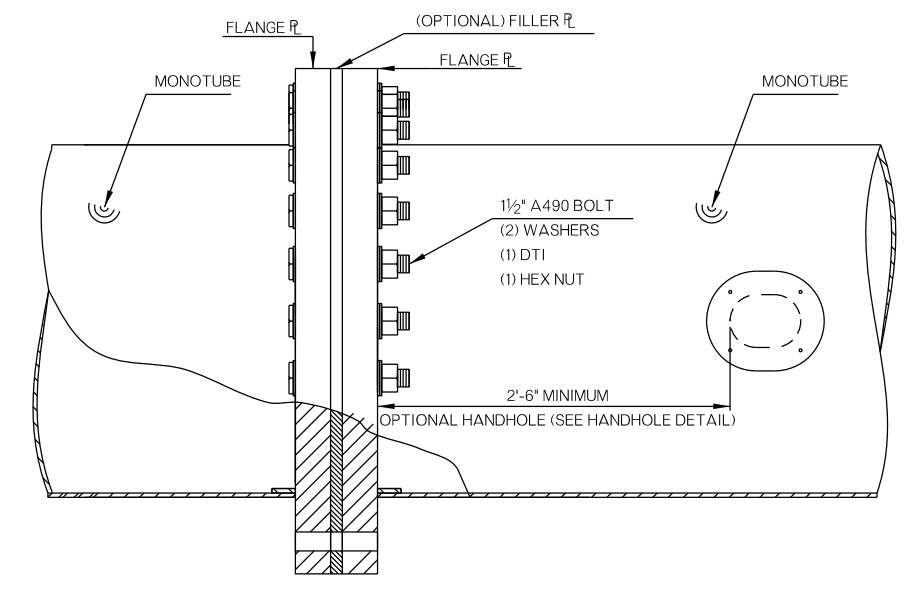
TUBE-TO-TRANSVERSE-PLATE DETAIL (TYPICAL)
(DETAIL TYPICAL FOR BASE AND FLANGE PLATES)



DETAIL 'A'



HANDHOLE DETAIL
(OPTIONAL)

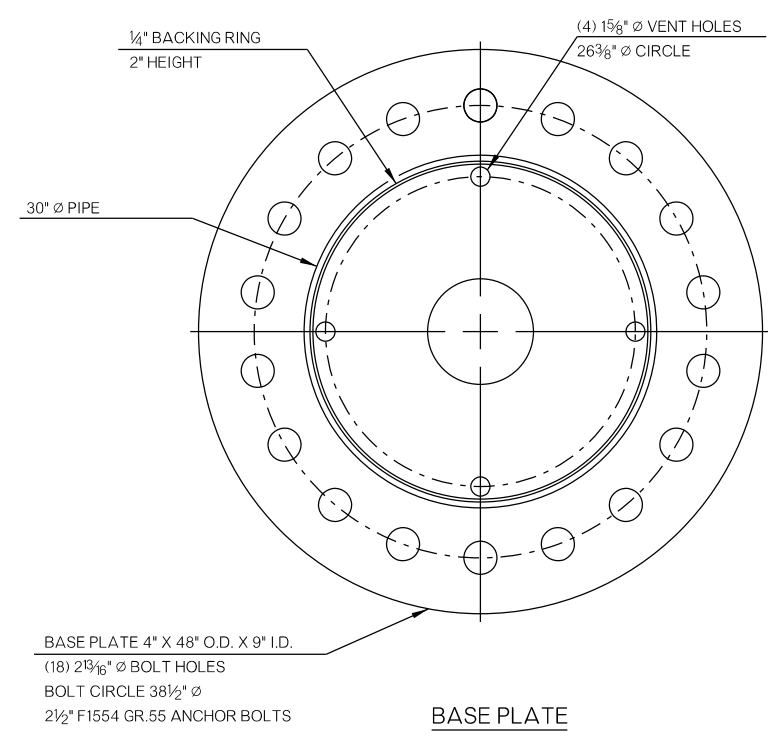


TYPICAL FLANGE CONNECTION DETAIL

NOTE: OPTIONAL HANDHOLES FOR TYPE 'B' STRUCTURES SHOULD BE POSITIONED ON THE ROADWAY FACE OF THE TUBE.

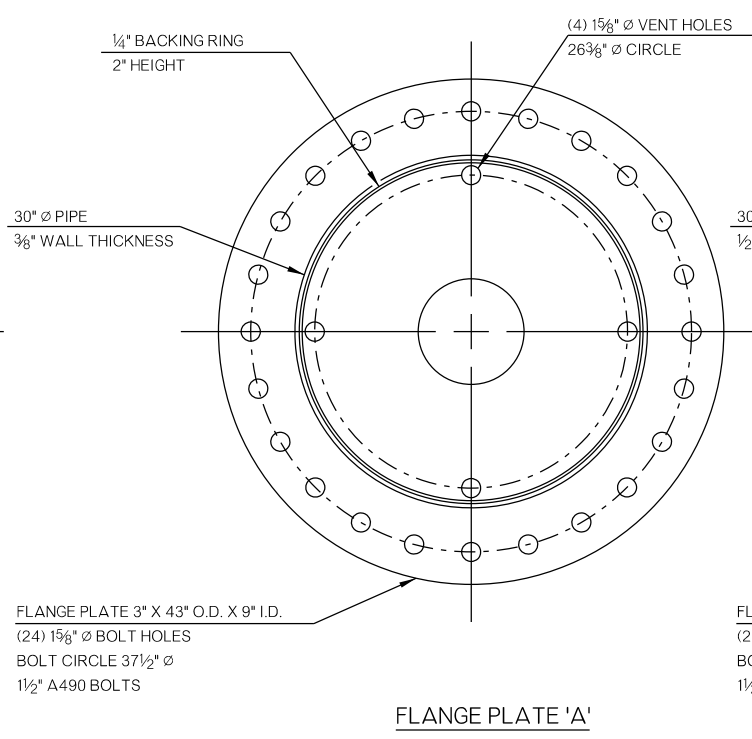
OPTIONAL FILLER PLATE NOTE:

DURING ASSEMBLY OF THE FLANGE CONNECTIONS, THE TWO ADJOINING MEMBERS SHALL NOT BE PULLED TOGETHER AND TIGHTENED IF A GAP OF OVER 1/8" EXISTS. IF A GAP EXCEEDING THIS TOLERANCE IS ENCOUNTERED, THE CONTRACTOR IS PERMITTED TO USE A FILLER PLATE AT A HORIZONTAL MEMBER FLANGE CONNECTION. THE MAXIMUM THICKNESS OF A FILLER PLATE AT ANY SINGLE FLANGE CONNECTION IS 1". IF MORE THAN 1", BUT LESS THAN OR EQUAL TO 6", IS REQUIRED FOR ASSEMBLY THE REQUIRED DIMENSION SHALL BE SEPERATED INTO TWO DIFFERENT FLANGE CONNCTIONS AND THE TWO FLANGE CONNECTIONS SHALL BE LOCATED SYMMETRICALLY ALONG THE TYPE B MONOTUBE STRUCTURE. ADDITION OF FILLER PLATES SHALL BE AT THE COST OF THE CONTRACTOR.



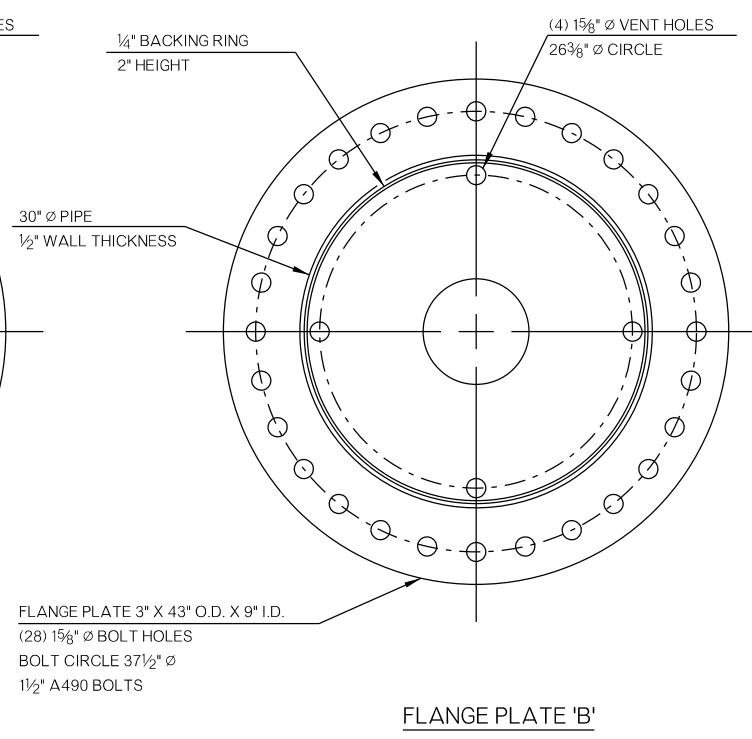
BASE PLATE 4" X 48" O.D. X 9" I.D.
(18) 2 13/16" Ø BOLT HOLES
BOLT CIRCLE 38 1/2" Ø
2 1/2" F1554 GR.55 ANCHOR BOLTS

BASE PLATE



FLANGE PLATE 3" X 43" O.D. X 9" I.D.
(24) 1 5/8" Ø BOLT HOLES
BOLT CIRCLE 37 1/2" Ø
1 1/2" A490 BOLTS

FLANGE PLATE 'A'



FLANGE PLATE 3" X 43" O.D. X 9" I.D.
(28) 1 5/8" Ø BOLT HOLES
BOLT CIRCLE 37 1/2" Ø
1 1/2" A490 BOLTS

FLANGE PLATE 'B'

MONOTUBE SCHEDULE				
SPAN	TUBE DIAMETER (ALL TUBES)	TUBE THICKNESS (ALL TUBES)	BASE R _e	FLANGE R _e
70FT-90FT	30"	3/8"	TYPICAL	A
95FT - 150FT	30"	1/2"	TYPICAL	B

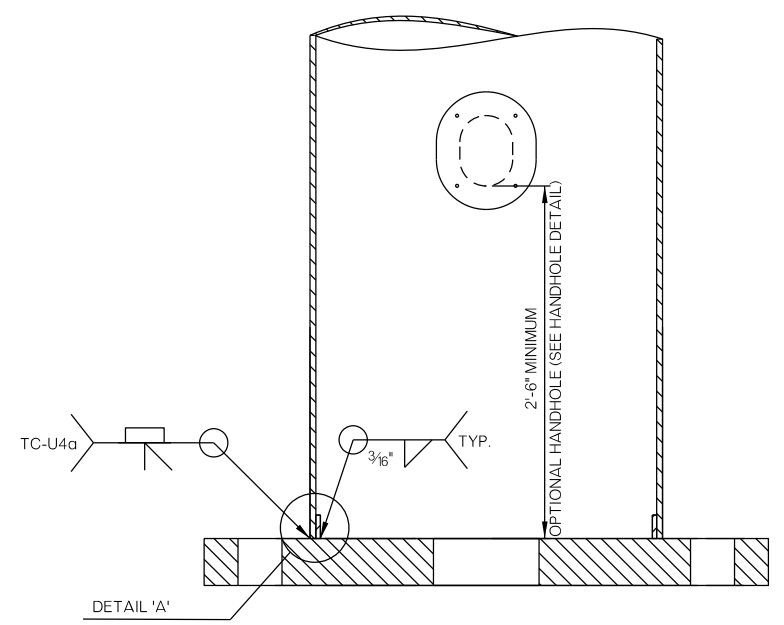
MONOTUBE STRUCTURE
(TYPE 'B' DETAIL)

Design	JG	JW
Detail	JG	JW
Check	JG	JW
Special Eng.	SUPERVISOR	
Eng.	ENGINEER	

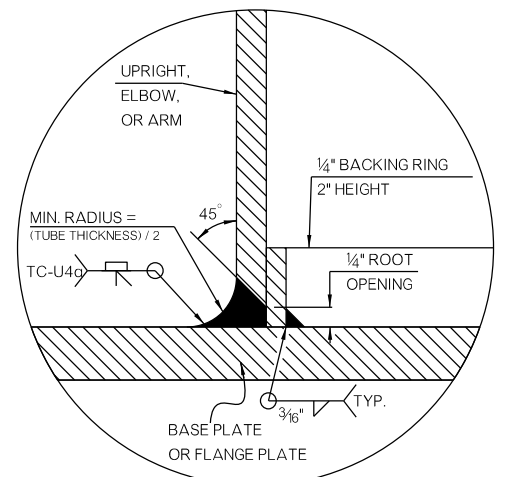
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

JOB PROJECT NO. 31892(04) SHEET NO. T049

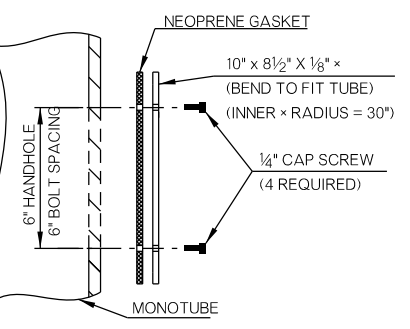
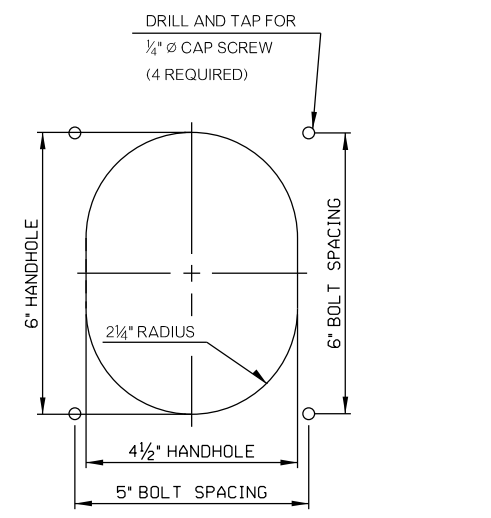
REV. NO.	DESCRIPTION	REVISIONS	DATE



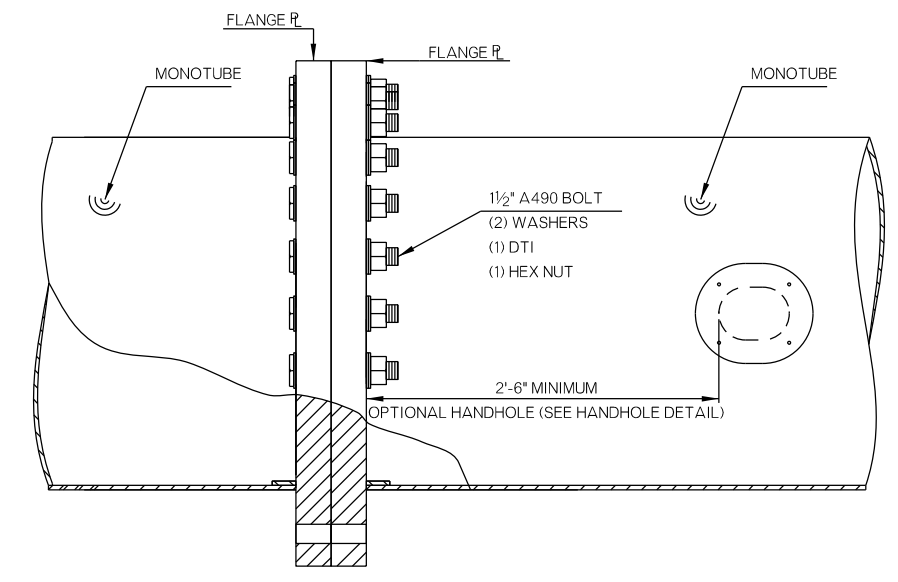
TUBE-TO-TRANSVERSE-PLATE DETAIL (TYPICAL)
(DETAIL TYPICAL FOR BASE AND FLANGE PLATES)



DETAIL 'A'

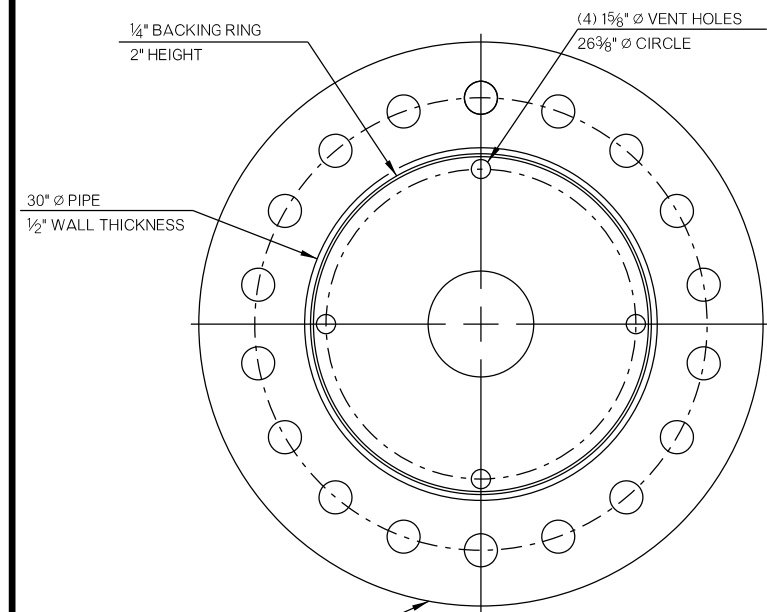


HANDHOLE DETAIL
(OPTIONAL)



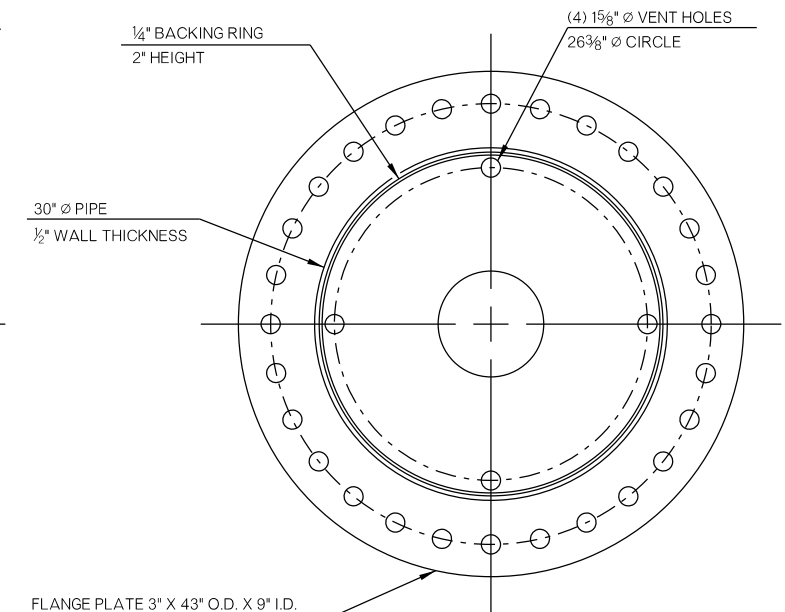
TYPICAL FLANGE CONNECTION DETAIL

NOTE: OPTIONAL HANDHOLES FOR TYPE 'C' STRUCTURES SHOULD BE POSITIONED ON THE DOWN TRAFFIC FACE OF THE TUBE.



BASE PLATE 4' X 48" O.D. X 9" I.D.
(18) 2 13/16" Ø BOLT HOLES
BOLT CIRCLE 38 1/2" Ø
2 1/2" F1554 GR.55 ANCHOR BOLTS

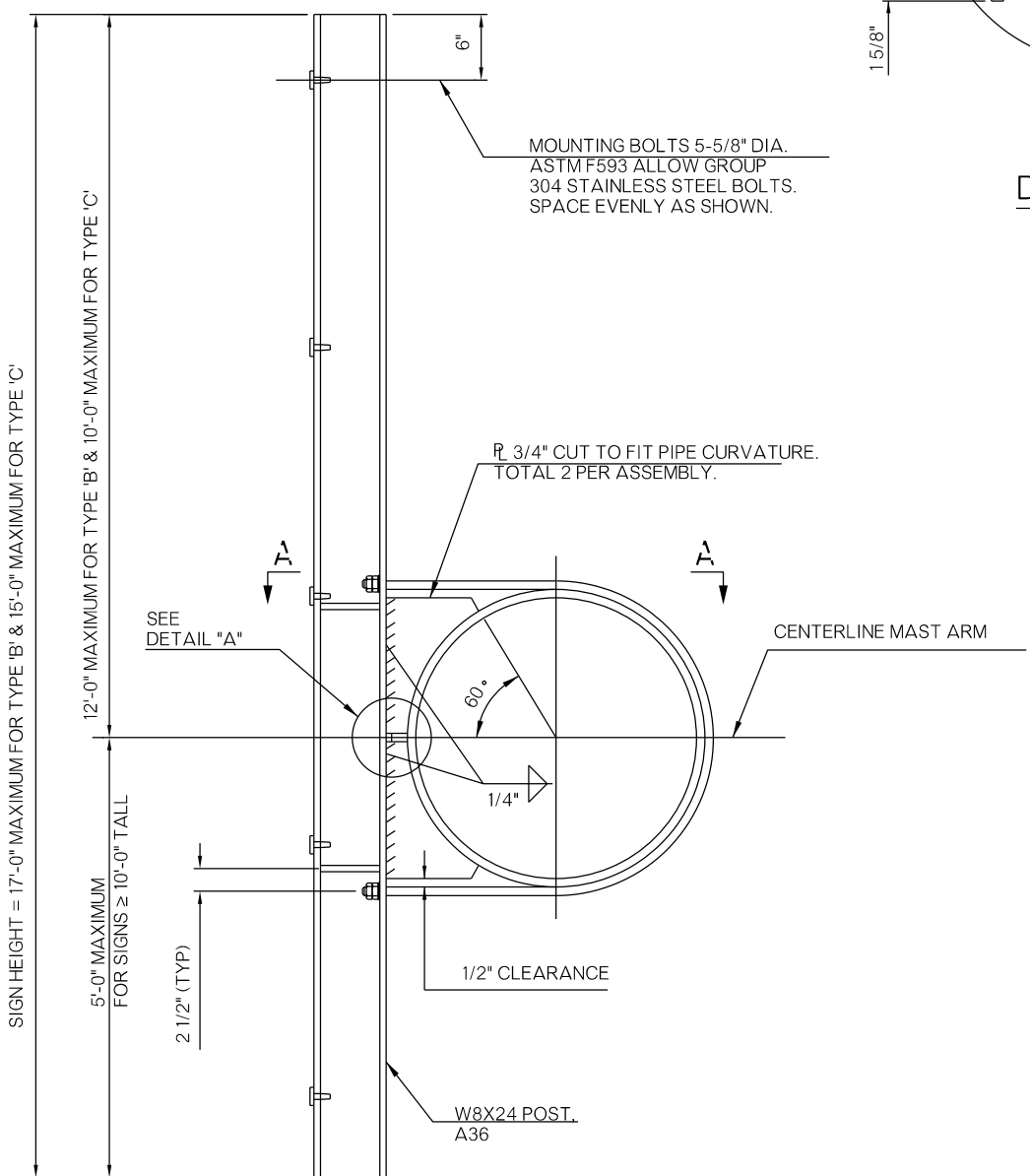
BASE PLATE



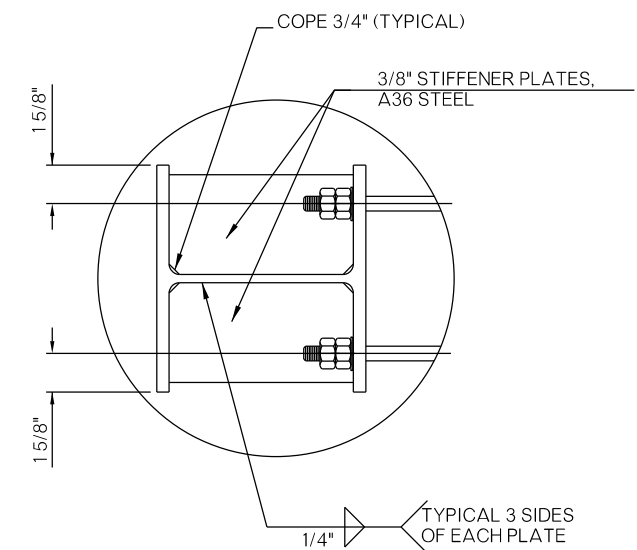
FLANGE PLATE 3' X 43" O.D. X 9" I.D.
(28) 1 5/8" Ø BOLT HOLES
BOLT CIRCLE 37 1/2" Ø
1 1/2" A490 BOLTS

FLANGE PLATE

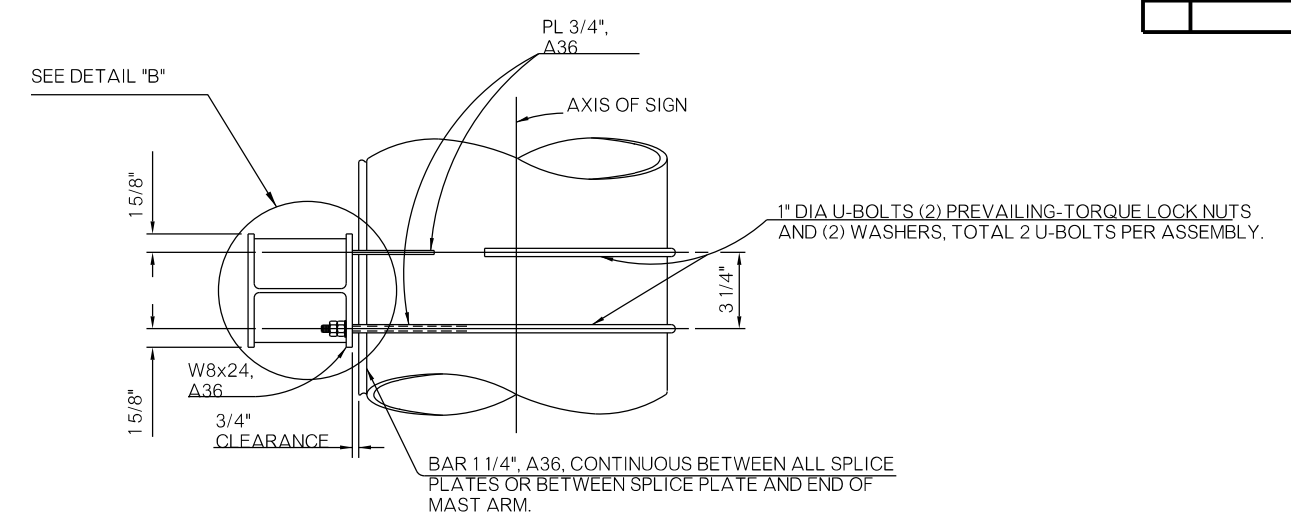
MONOTUBE STRUCTURE (TYPE 'C' DETAILS)	Design	JG	JW
	Detail	JG	JW
	Check	JG	JW
	Special Eng.	SUPERVISOR ENGINEER	



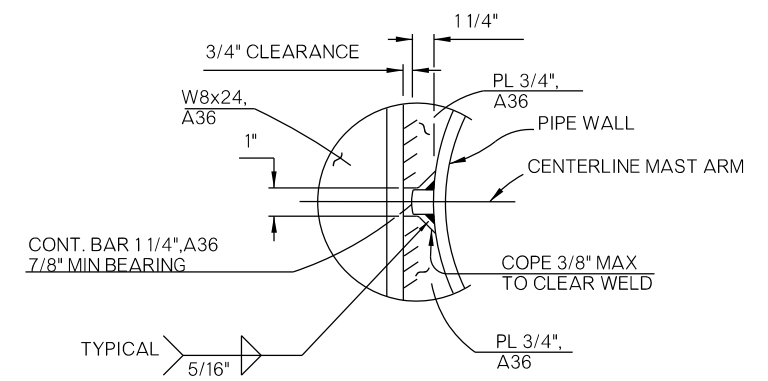
SIGN MOUNTING BRACKET



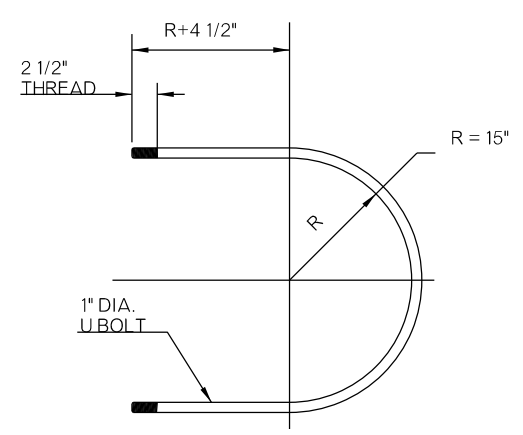
DETAIL 'B'



VIEW A-A



DETAIL 'A'



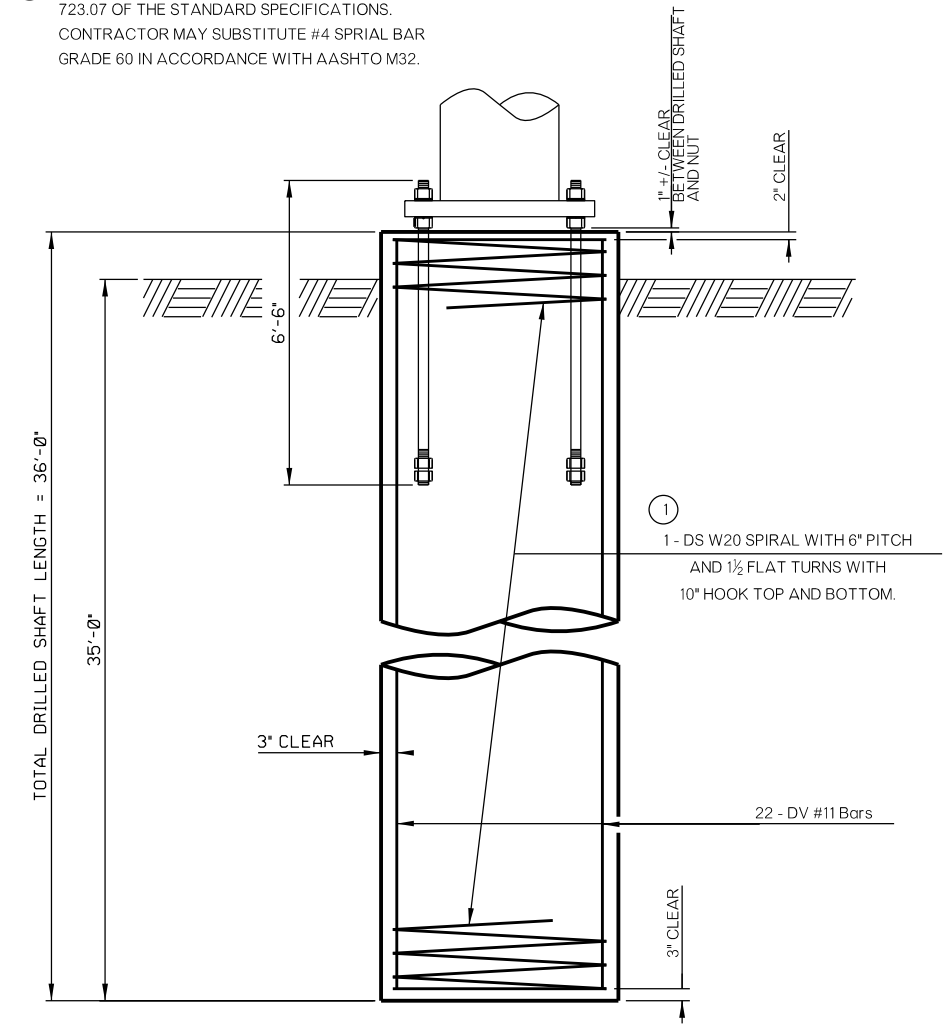
U BOLT DETAIL

- GENERAL NOTES**
1. ALL U-BOLTS SHALL CONFORM TO THE MATERIAL SPECIFICATIONS OF ASTM A193-B7, AND THREADS SHALL CONFORM TO ASTM A325 SECTION 7.2. ALL U-BOLT NUTS SHALL BE PREVAILING-TORQUE LOCK NUTS AND SHALL CONFORM TO THE SPECIFICATION OF ASTM A194-2H. ALL WASHERS SHALL CONFORM TO THE SPECIFICATIONS OF ASTM F436.

MONOTUBE STRUCTURE (OVERHEAD SIGN BRACKET DETAIL)		
Design	JG	JW
Detail	JG	JW
Check	JG	JW
Spec. Eng.	SUPERVISOR ENGINEER	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 318921041		SHEET NO. T051

REV. NO.	DESCRIPTION	REVISIONS	DATE

① USE W20 SPIRAL IN ACCORDANCE WITH 723.07 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY SUBSTITUTE #4 SPIRAL BAR GRADE 60 IN ACCORDANCE WITH AASHTO M32.



DRILLED SHAFT NOTES:

MATERIAL PROPERTIES
 CLASS 'AA' CONCRETE = 4,000 PSI
 REINFORCING STEEL = 60,000 PSI

THE DRILLED SHAFT FOR THE MONOTUBE SIGN STRUCTURE HAS BEEN DESIGNED FOR THE FOLLOWING PROPERTIES:

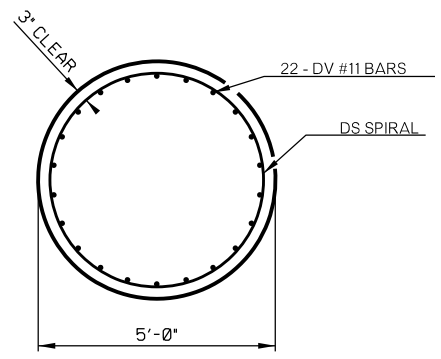
- COHESIVE SOIL
 UNIT WEIGHT = 120 PCF
 COHESION = 1000 PSF
- GRANULAR SOIL
 UNIT WEIGHT = 120 PCF
 INTERNAL FRICTION ANGLE = 28 DEGREES

IF SITE CONDITIONS ARE ENCOUNTERED THAT DIFFER FROM THOSE SPECIFIED ABOVE, THE ENGINEER SHALL BE CONTACTED. SUCH CONDITIONS ARE, BUT NOT LIMITED TO, AS FOLLOWS:

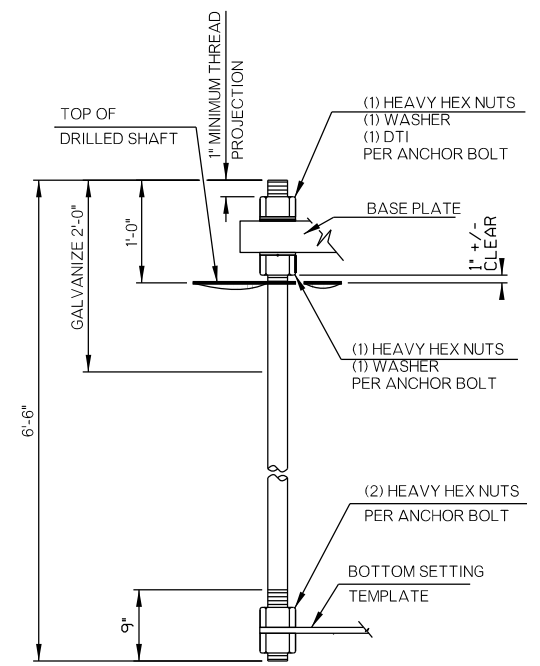
- SOIL HAS HIGH ORGANIC CONTENT OR CONSISTS OF SATURATED SILT AND CLAY.
- THE SITE WON'T SUPPORT THE WEIGHT OF THE DRILLING RIG.
- ROCK IS ENCOUNTERED.

DRILLED SHAFTS SHALL BE CONSTRUCTED ACCORDING TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND ASSOCIATED SPECIAL PROVISIONS. THE USE OF THE "DOUBLE CASING METHOD" IS NOT ALLOWED FOR THIS DESIGN.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THAT THE LOCATION AND ELEVATION OF THE DRILLED SHAFT ARE AS REQUIRED IN THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE MONOTUBE SUPPLIER TO ENSURE THAT THE ORIENTATION OF THE ANCHOR BOLTS IN THE DRILLED SHAFT ALLOW FOR PROPER ALIGNMENT OF ALL BASE PLATES AND FLANGES UPON FINAL INSTALLATION.



TYPICAL SECTION THRU 60" DRILLED SHAFT



2 1/2" Ø ANCHOR BOLT DETAIL (F1554 GR. 55)

NOTE: FOR ADDITIONAL DRILLED SHAFT DETAILS, SEE "MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS) (SHEET 3 OF 3)". FOR DRILLED SHAFT DETAILS IN THE MEDIUM, SEE "MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS) (SHEET 2 OF 3)".

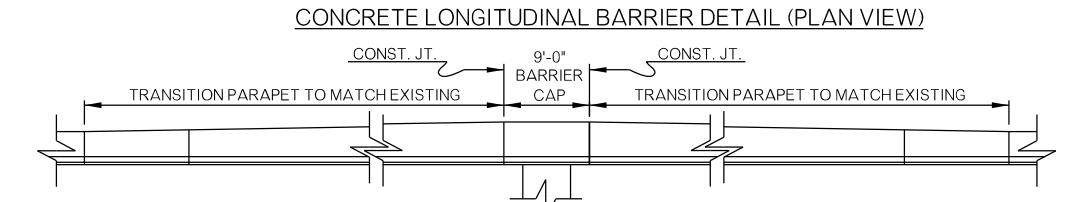
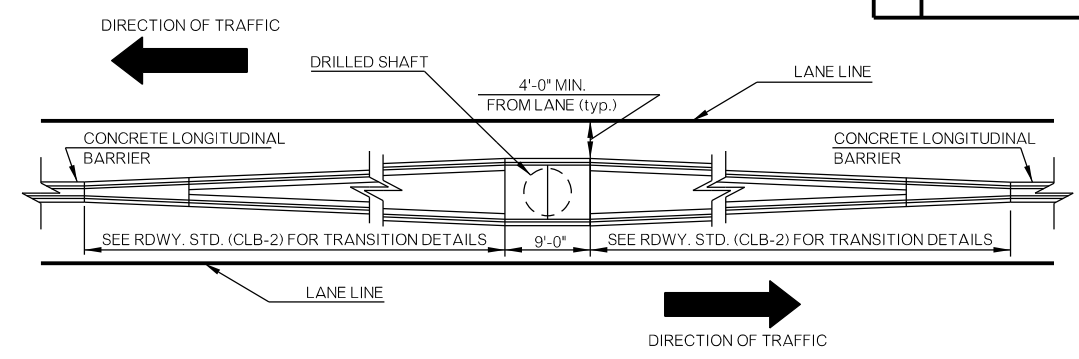
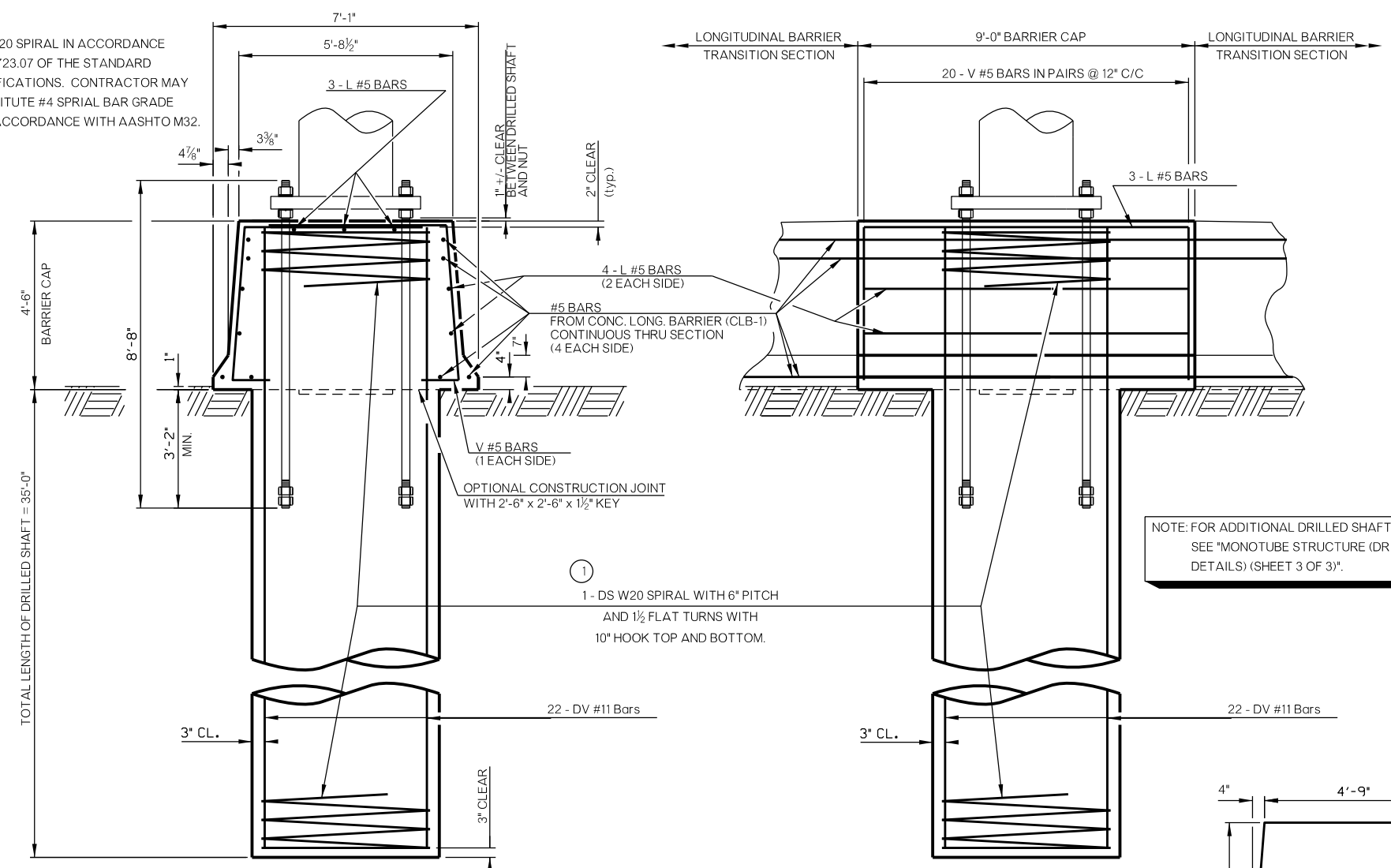
DRILLED SHAFT BAR LIST (INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)				
MARK	SIZE	NO.	FORM	LENGTH
PLAIN REINFORCING BARS				
DS	W20	1	BNT	1,052'-9"
DV	#11	22	STR	35'-7"

BASIS OF PAYMENT		
ITEM NO.	DESCRIPTION	UNIT
② 516(A)	DRILLED SHAFTS 60" DIAMETER	L.F.

② ALL COSTS OF CONCRETE AND REINFORCING IN DRILLED SHAFTS SHALL BE INCLUDED IN THE PRICE BID FOR "DRILLED SHAFTS 60" DIAMETER".

MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS) (SHEET 1 OF 3)		Design	JG	JW
		Detail	JG	JW
		Check	JG	JW
		Supv. Eng.	SUPERVISOR ENGINEER	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		SHEET NO. T052
JOB PRICE NO. 31892(04)				

① USE W20 SPIRAL IN ACCORDANCE WITH 723.07 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY SUBSTITUTE #4 SPIRAL BAR GRADE 60 IN ACCORDANCE WITH AASHTO M32.



NOTE: FOR ADDITIONAL DRILLED SHAFT DETAILS, SEE "MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS)" (SHEET 3 OF 3).

NOTE: CONCRETE LONGITUDINAL BARRIER SHALL BE CONSTRUCTED IN ACCORDANCE WITH ROADWAY STANDARD CLB-2 EXCEPT FOR AS SHOWN HERE.

DRILLED SHAFT NOTES:

MATERIAL PROPERTIES
 CLASS 'AA' CONCRETE = 4,000 PSI
 REINFORCING STEEL = 60,000 PSI

THE DRILLED SHAFT FOR THE MONOTUBE SIGN STRUCTURE HAS BEEN DESIGNED FOR THE FOLLOWING PROPERTIES:

- COHESIVE SOIL
 UNIT WEIGHT = 120 PCF
 COHESION = 1000 PSF
- GRANULAR SOIL
 UNIT WEIGHT = 120 PCF
 INTERNAL FRICTION ANGLE = 28 DEGREES

IF SITE CONDITIONS ARE ENCOUNTERED THAT DIFFER FROM THOSE SPECIFIED ABOVE, THE ENGINEER SHALL BE CONTACTED. SUCH CONDITIONS ARE, BUT NOT LIMITED TO, AS FOLLOWS:

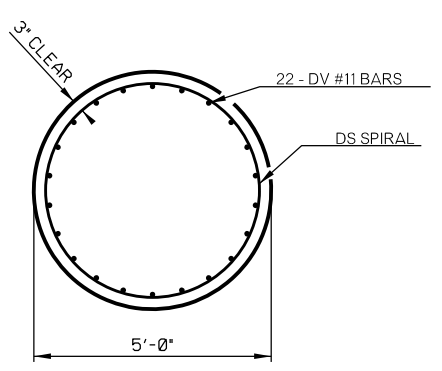
- SOIL HAS HIGH ORGANIC CONTENT OR CONSISTS OF SATURATED SILT AND CLAY.
- THE SITE WON'T SUPPORT THE WEIGHT OF THE DRILLING RIG.
- ROCK IS ENCOUNTERED.

DRILLED SHAFTS SHALL BE CONSTRUCTED ACCORDING TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND ASSOCIATED SPECIAL PROVISIONS. THE USE OF THE "DOUBLE CASING METHOD" IS NOT ALLOWED FOR THIS DESIGN.

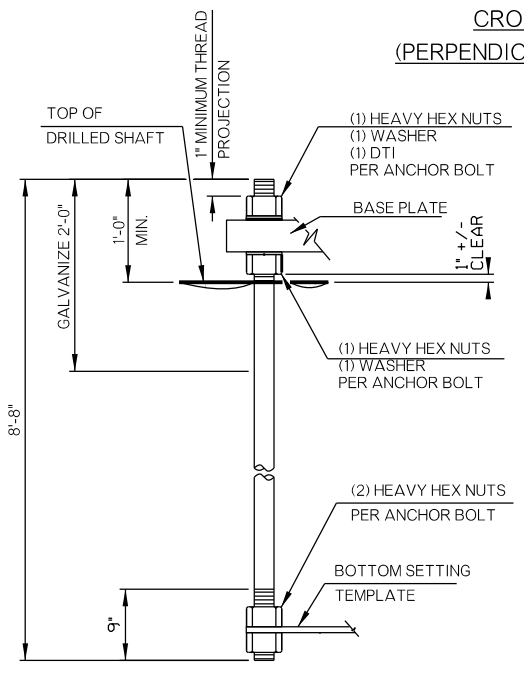
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THAT THE LOCATION AND ELEVATION OF THE DRILLED SHAFT ARE AS REQUIRED IN THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE MONOTUBE SUPPLIER TO ENSURE THAT THE ORIENTATION OF THE ANCHOR BOLTS IN THE DRILLED SHAFT ALLOW FOR PROPER ALIGNMENT OF ALL BASE PLATES AND FLANGES UPON FINAL INSTALLATION.

CROSS SECTION (PARALLEL TO TRAFFIC)

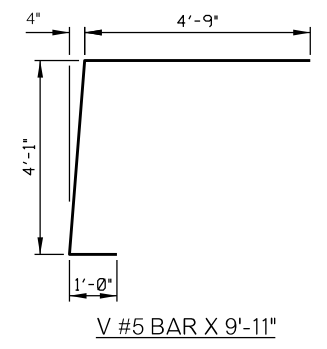
CROSS SECTION (PERPENDICULAR TO TRAFFIC)



TYPICAL SECTION THRU 60" DRILLED SHAFT



2 1/2" Ø ANCHOR BOLT DETAIL (F1554 GR. 55)



BARRIER CAP QUANTITIES (INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)		
ITEM	UNIT	QTY.
CLASS AA CONCRETE	CY	12.50
REINFORCING STEEL	LB	270.00

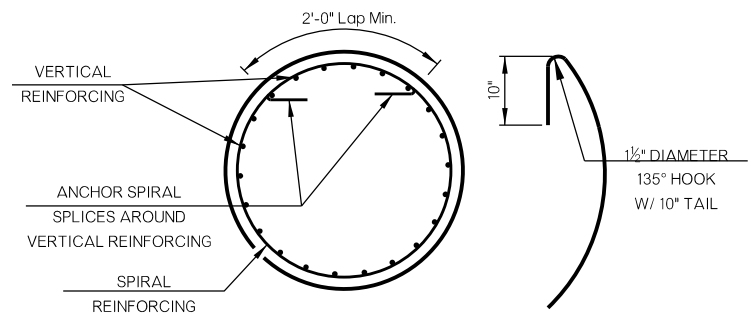
BARRIER CAP BAR LIST (INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)				
MARK	SIZE	NO.	FORM	LENGTH
PLAIN REINFORCING BARS				
L	#5	7	STR	8'-8"
V	#5	20	BNT	9'-11"

DRILLED SHAFT BAR LIST (INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)				
MARK	SIZE	NO.	FORM	LENGTH
PLAIN REINFORCING BARS				
DS	W20	1	BNT	1,156'-6"
DV	#11	22	STR	39'-1"

BASIS OF PAYMENT		
ITEM NO.	DESCRIPTION	UNIT
② 516(A)	DRILLED SHAFTS 60" DIAMETER	L.F.

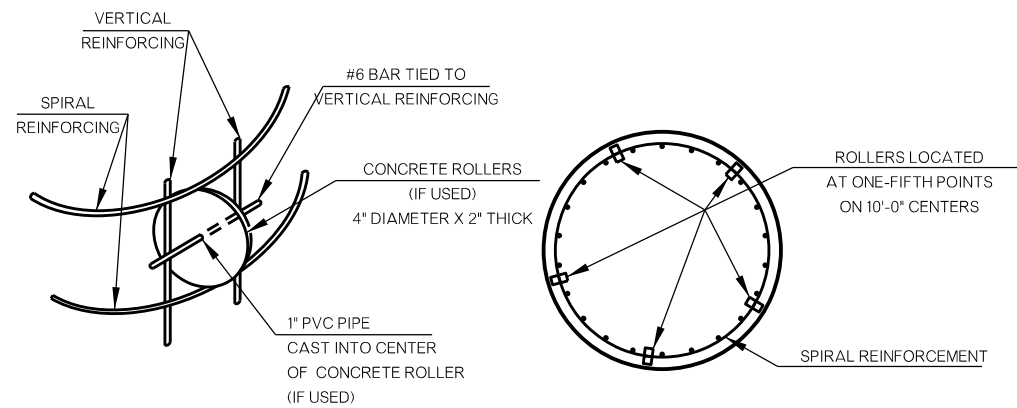
② ALL COSTS OF CONCRETE AND REINFORCING IN DRILLED SHAFTS SHALL BE INCLUDED IN THE PRICE BID FOR "DRILLED SHAFTS 60" DIAMETER".
 ② ALL COSTS OF CONCRETE AND REINFORCING IN THE BARRIER CAP SHALL BE INCLUDED IN THE PRICE BID FOR "DRILLED SHAFTS 60" DIAMETER".

MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS) (SHEET 2 OF 3)		Design	JG	JW
		Detail	JG	JW
STATE OF OKLAHOMA		Check	JG	JW
		Superv. Engr.	JG	JW
DEPARTMENT OF TRANSPORTATION JOB PIECE NO. 31892(04)		SHEET NO. T053		



SPIRAL REINFORCING SPLICE DETAIL

NOTE: SPIRAL BAR LENGTH QUANTITY DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.

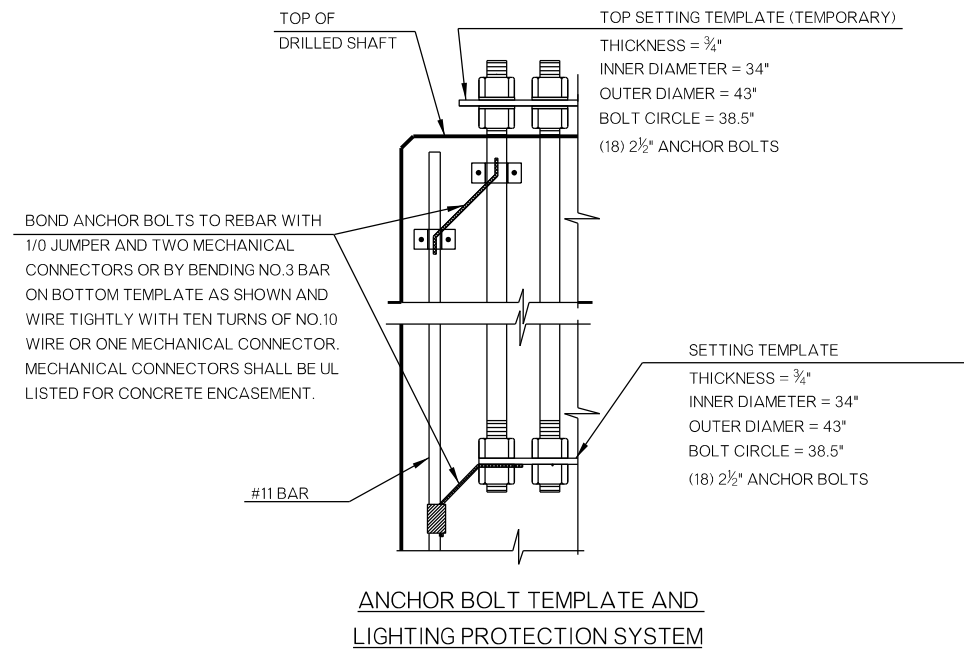


ROLLER INSTALLATION

ROLLER PLACEMENT

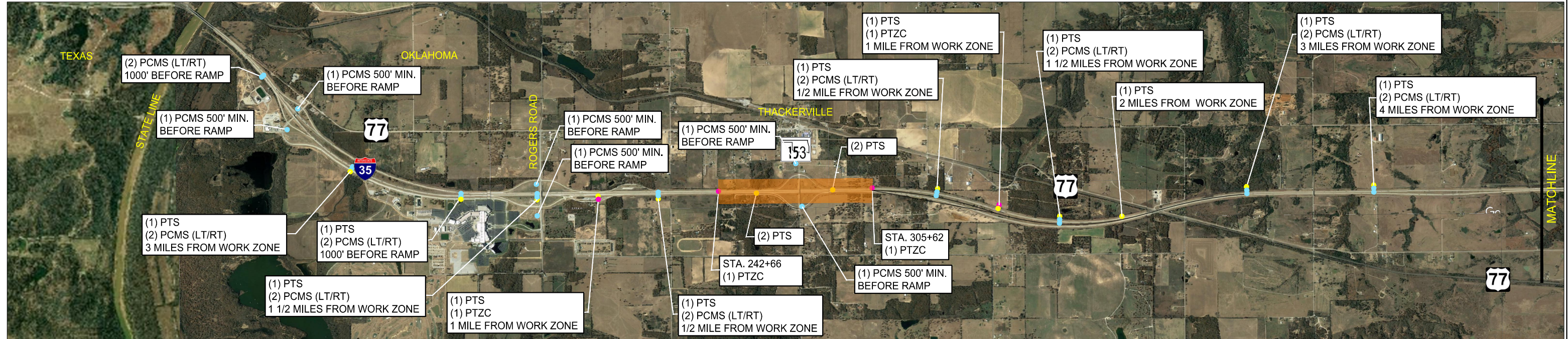
DETAIL OF CONCRETE ROLLERS

NOTE: IF CONCRETE ROLLERS ARE USED, THEY SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 P.S.I.



ANCHOR BOLT TEMPLATE AND LIGHTING PROTECTION SYSTEM

MONOTUBE STRUCTURE (DRILLED SHAFT DETAILS) (SHEET 3 OF 3)		Design	JG	JW
		Detail	JG	JW
		Check	JG	JW
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION JOB PIECE NO. 31892(04)		Superv. Eng.	SUPERVISOR ENGINEER	
SHEET NO. T054				



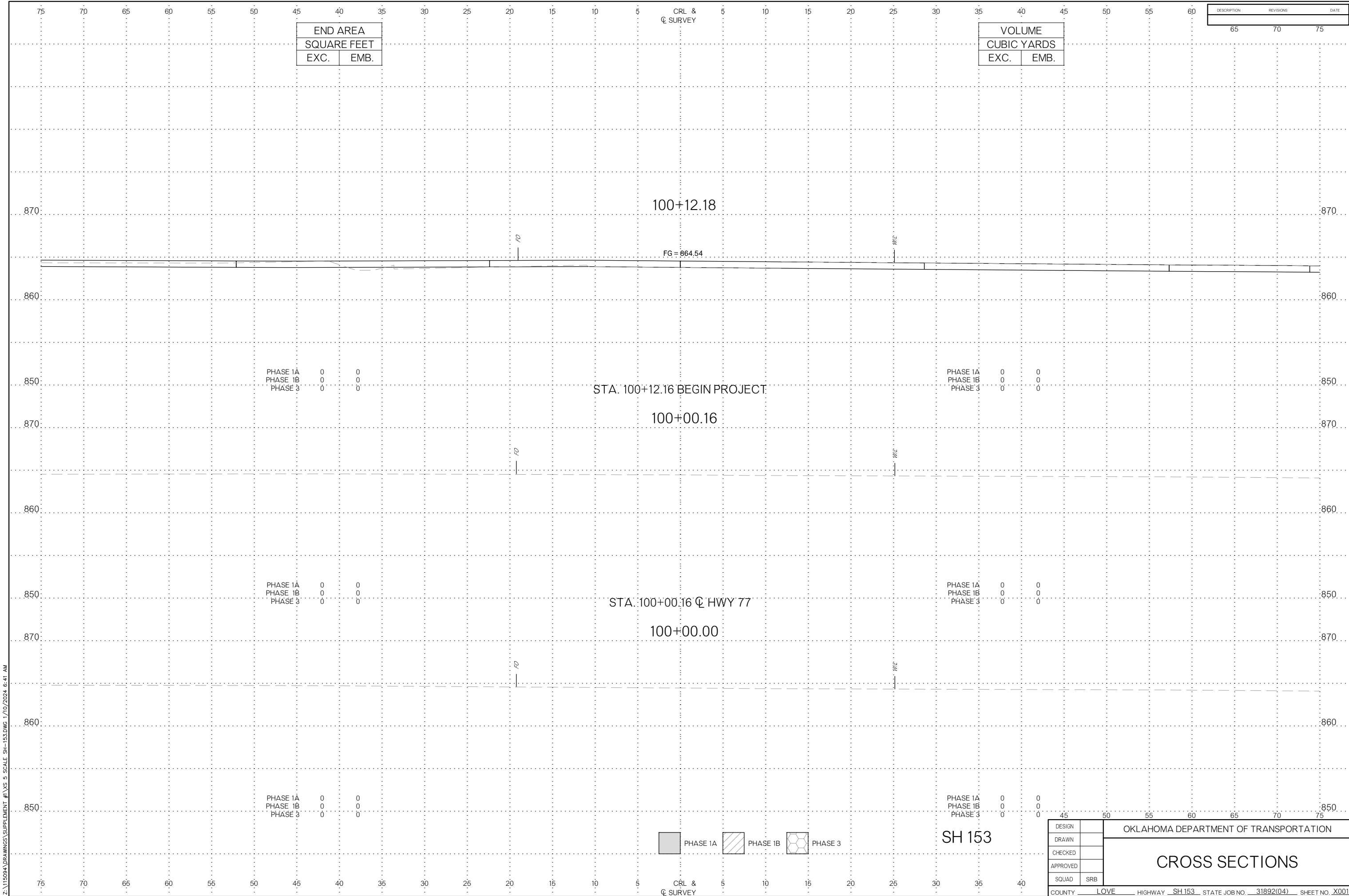
QUANTITIES	
DESCRIPTION	QTY
PORTABLE CHANGEABLE MESSAGE SIGN	32
PORTABLE TRAFFIC SENSOR	15
PAN-TILT-ZOOM CAMERA	4

LEGEND

- PCMS - PORTABLE CHANGEABLE MESSAGE SIGN
- PTS - PORTABLE TRAFFIC SENSOR
- PTZC - PAN-TILT-ZOOM CAMERA
- WORK ZONE



DESIGN	SRB		OKLAHOMA DEPARTMENT OF TRANSPORTATION SMART WORK ZONE DETAIL
DRAWN	SRB		
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. I055			▲



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

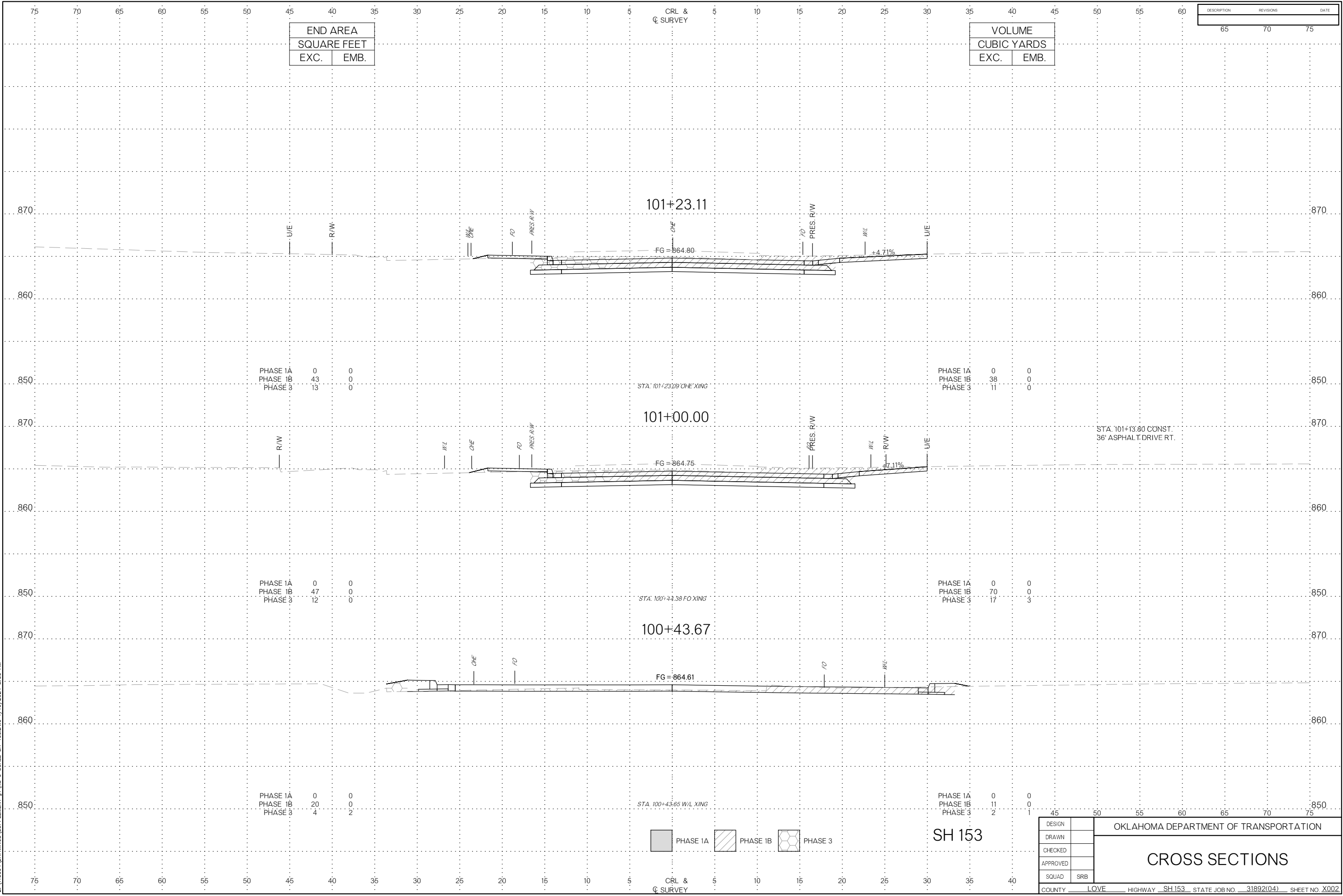
PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A
 PHASE 1B
 PHASE 3

SH 153

DESIGN		CROSS SECTIONS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>X001</u>		

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	43	0
PHASE 3	13	0

PHASE 1A	0	0
PHASE 1B	38	0
PHASE 3	11	0

PHASE 1A	0	0
PHASE 1B	47	0
PHASE 3	12	0

PHASE 1A	0	0
PHASE 1B	70	0
PHASE 3	17	3

PHASE 1A	0	0
PHASE 1B	20	0
PHASE 3	4	2

PHASE 1A	0	0
PHASE 1B	11	0
PHASE 3	2	1



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X002		

CROSS SECTIONS

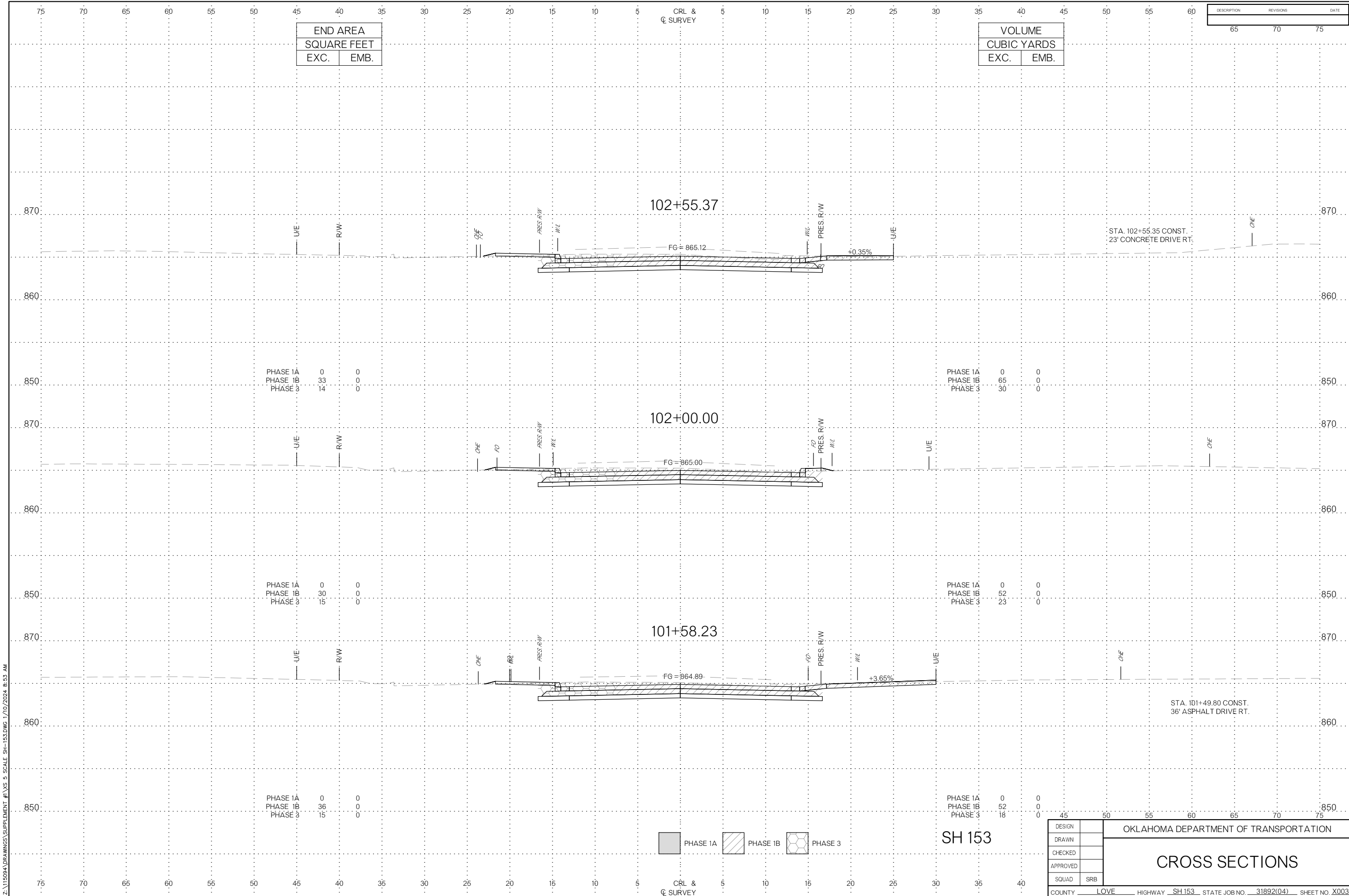
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CRL &
SURVEY

DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.



STA. 102+55.35 CONST.
23' CONCRETE DRIVE RT.

STA. 101+49.80 CONST.
36' ASPHALT DRIVE RT.

PHASE 1A	0	0
PHASE 1B	33	0
PHASE 3	14	0

PHASE 1A	0	0
PHASE 1B	65	0
PHASE 3	30	0

PHASE 1A	0	0
PHASE 1B	30	0
PHASE 3	15	0

PHASE 1A	0	0
PHASE 1B	52	0
PHASE 3	23	0

PHASE 1A	0	0
PHASE 1B	36	0
PHASE 3	15	0

PHASE 1A	0	0
PHASE 1B	52	0
PHASE 3	18	0



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X003		

CROSS SECTIONS

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CRL &
Q SURVEY

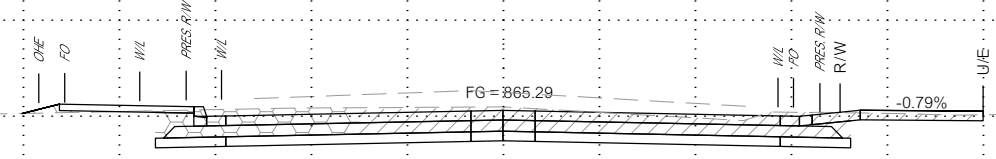
DESCRIPTION	REVISIONS	DATE
	65	70
		75

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

103+62.39

STA. 103+62.37 CONST.
26' ASPHALT DRIVE RT.

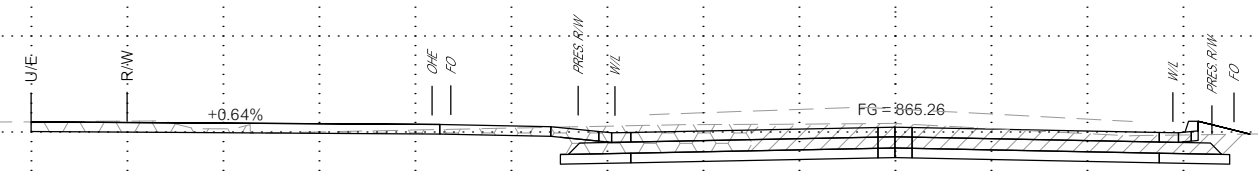


PHASE 1A	0	0
PHASE 1B	31	0
PHASE 3	15	0

PHASE 1A	0	0
PHASE 1B	30	0
PHASE 3	19	0

103+35.00

STA. 103+36.22' CONST.
18' ASPHALT DRIVE LT.

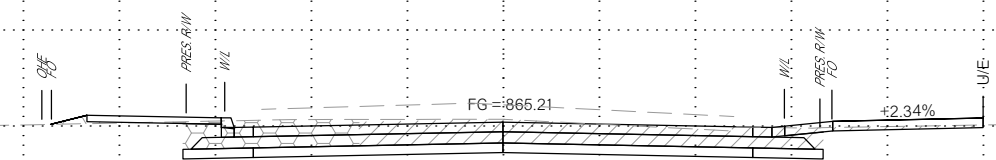


PHASE 1A	0	0
PHASE 1B	28	0
PHASE 3	22	0

PHASE 1A	0	0
PHASE 1B	36	0
PHASE 3	23	0

103+00.00

STA. 103+10.30 CONST.
24' CONCRETE DRIVE RT.



PHASE 1A	0	0
PHASE 1B	28	0
PHASE 3	13	0

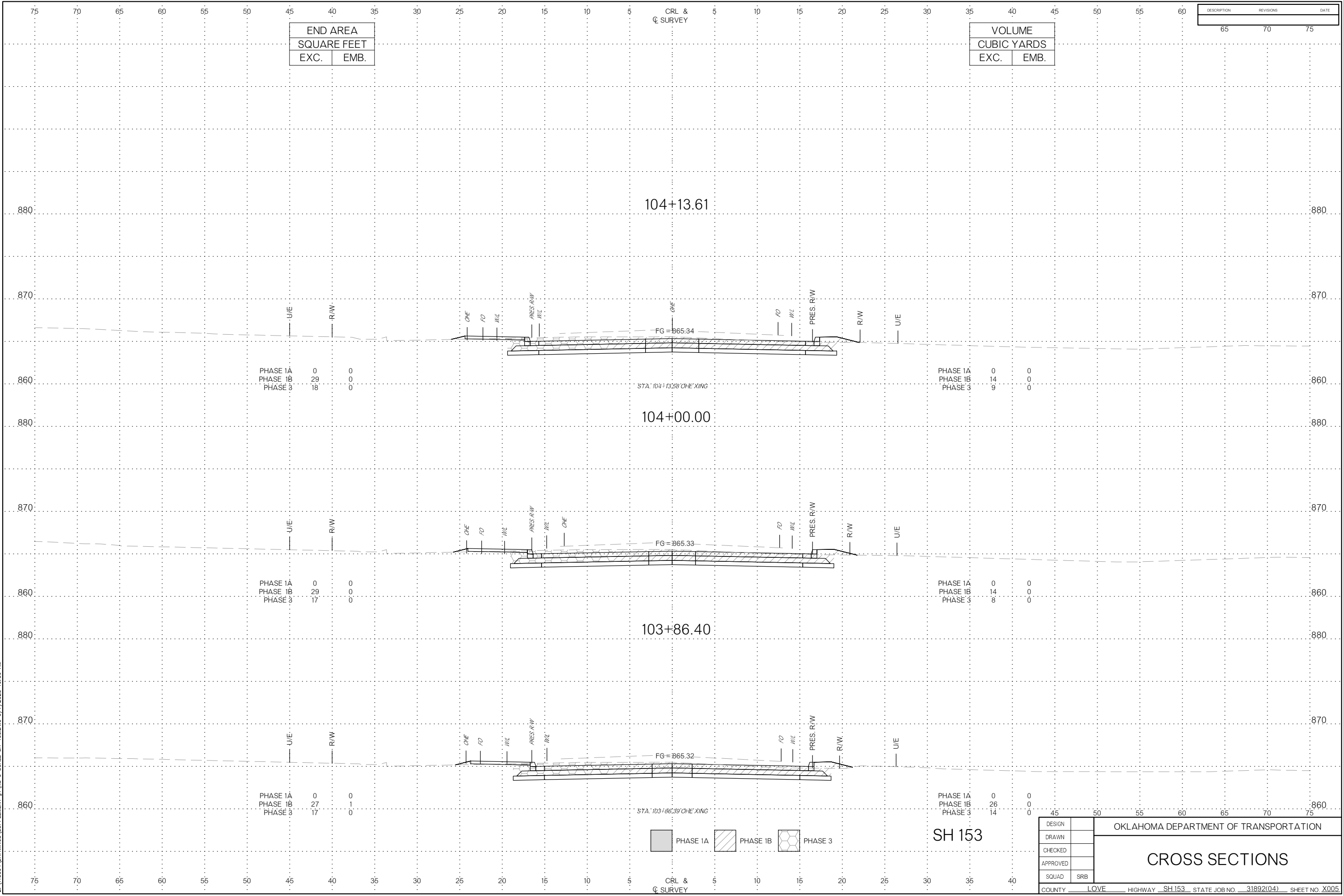
PHASE 1A	0	0
PHASE 1B	50	0
PHASE 3	22	0



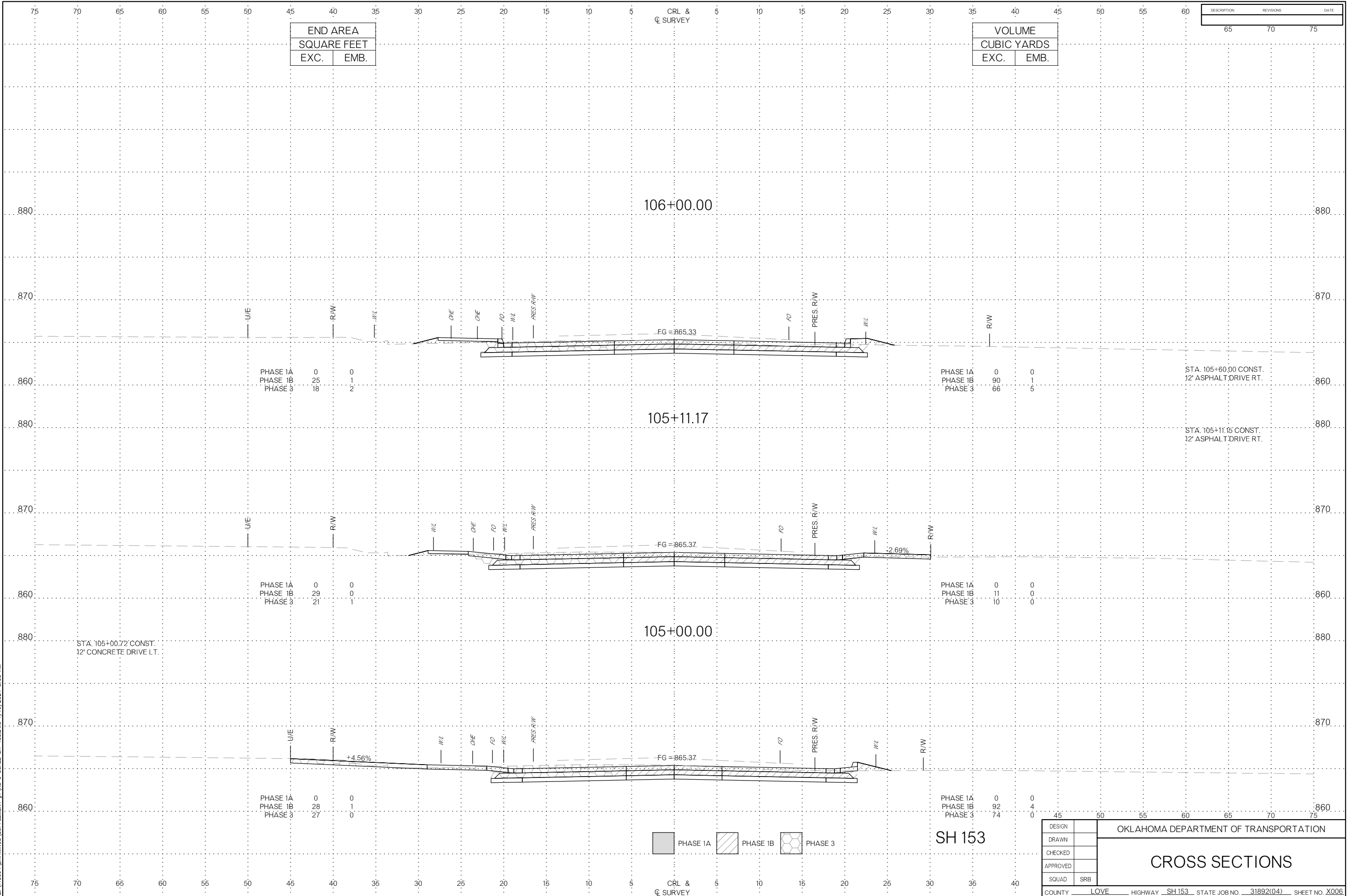
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE		HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X004

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	25	1
PHASE 3	18	2

PHASE 1A	0	0
PHASE 1B	90	1
PHASE 3	66	5

PHASE 1A	0	0
PHASE 1B	29	0
PHASE 3	21	1

PHASE 1A	0	0
PHASE 1B	11	0
PHASE 3	10	0

PHASE 1A	0	0
PHASE 1B	28	1
PHASE 3	27	0

PHASE 1A	0	0
PHASE 1B	92	4
PHASE 3	74	0

PHASE 1A
 PHASE 1B
 PHASE 3

DESIGN		CROSS SECTIONS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
DATE		
OKLAHOMA DEPARTMENT OF TRANSPORTATION		
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>X006</u>		

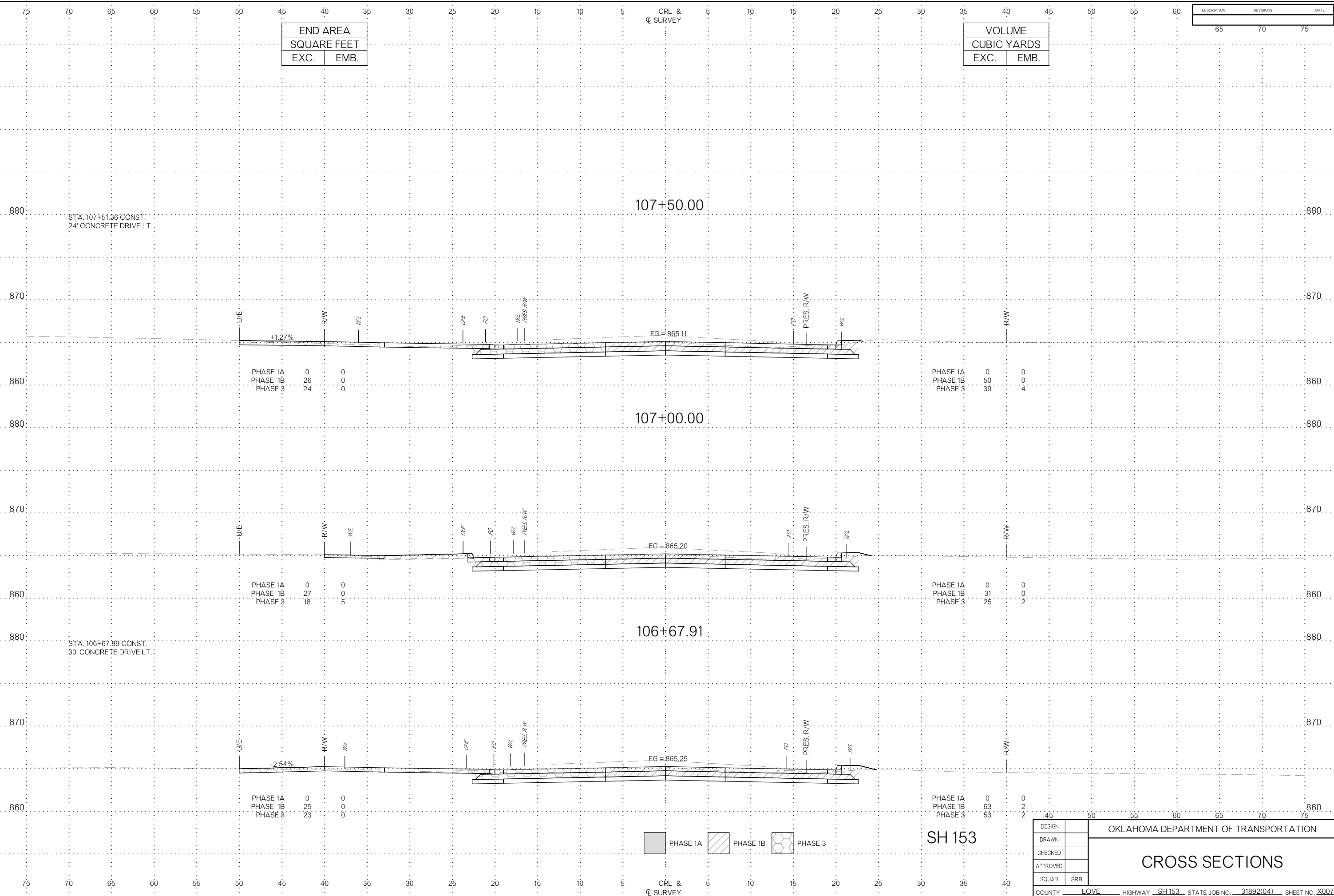
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CRL &
Q SURVEY

DESCRIPTION	REVISIONS	DATE
	65	70
		75

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.



PHASE 1A	0	0
PHASE 1B	26	0
PHASE 3	24	0

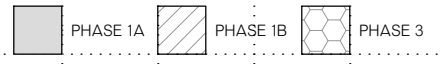
PHASE 1A	0	0
PHASE 1B	50	0
PHASE 3	39	4

PHASE 1A	0	0
PHASE 1B	27	0
PHASE 3	18	5

PHASE 1A	0	0
PHASE 1B	31	0
PHASE 3	25	2

PHASE 1A	0	0
PHASE 1B	25	0
PHASE 3	23	0

PHASE 1A	0	0
PHASE 1B	63	2
PHASE 3	53	2

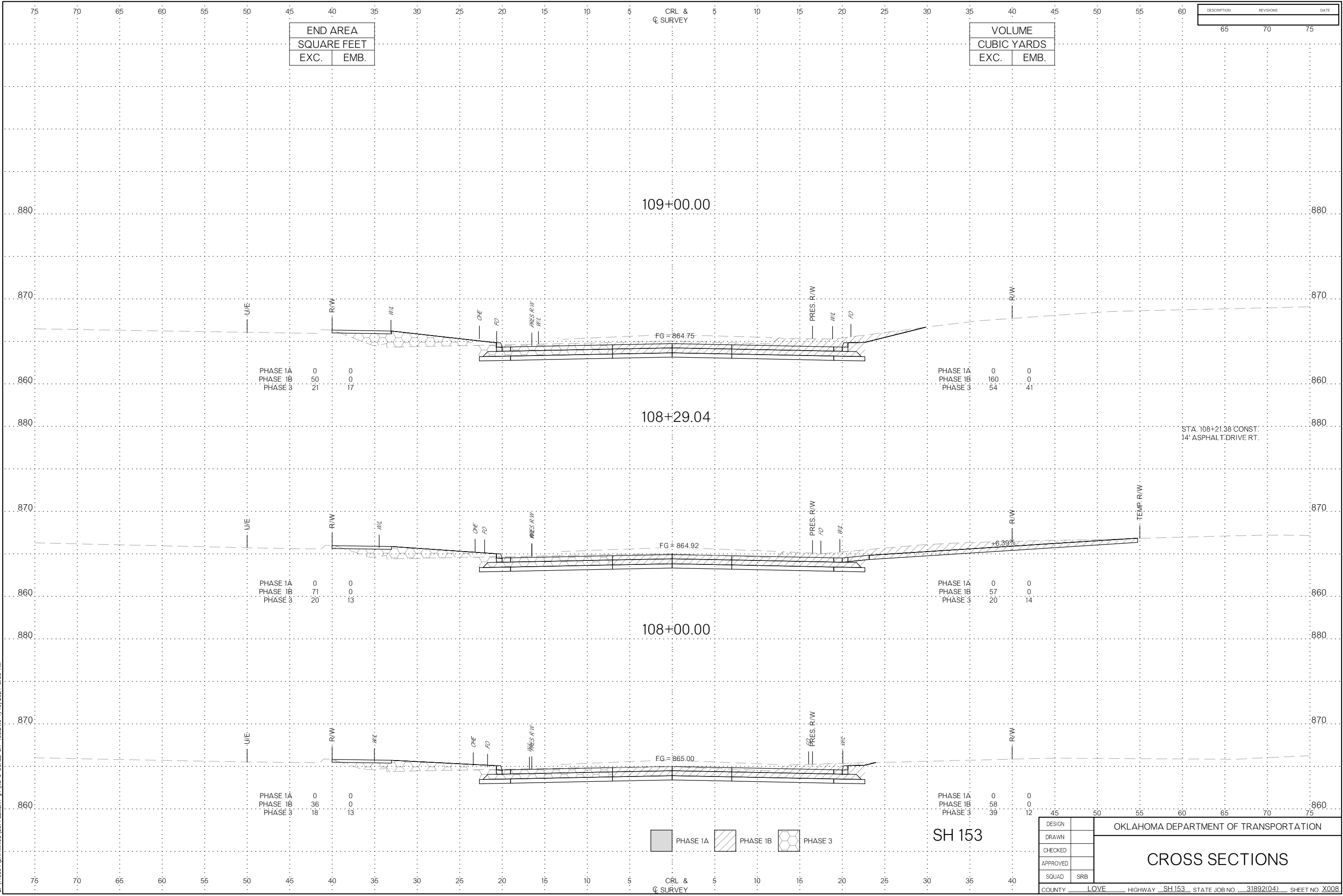


SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		X007

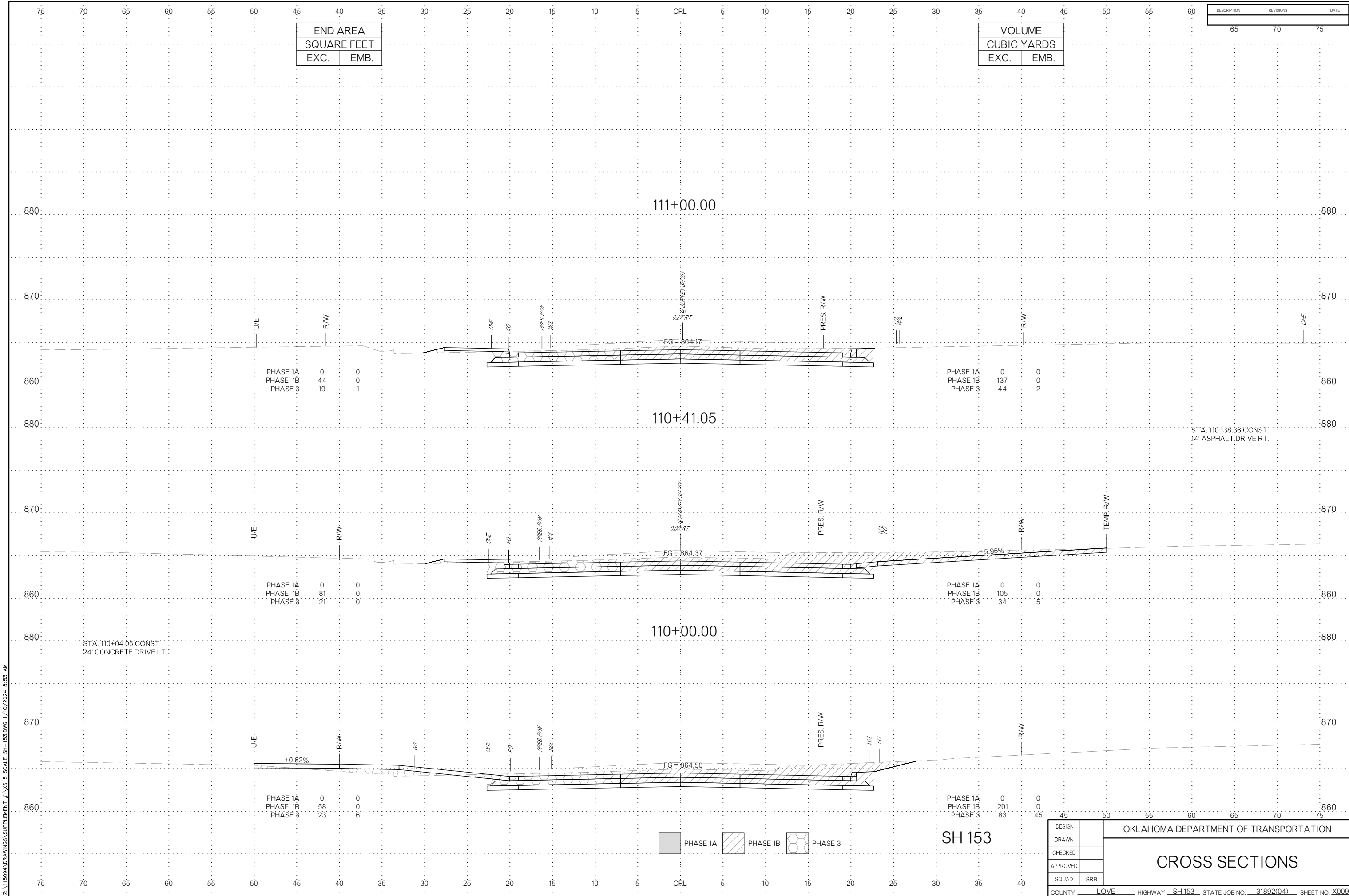
CROSS SECTIONS

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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X008



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	44	0
PHASE 3	19	1

PHASE 1A	0	0
PHASE 1B	137	0
PHASE 3	44	2

PHASE 1A	0	0
PHASE 1B	81	0
PHASE 3	21	0

PHASE 1A	0	0
PHASE 1B	105	0
PHASE 3	34	5

PHASE 1A	0	0
PHASE 1B	58	0
PHASE 3	23	6

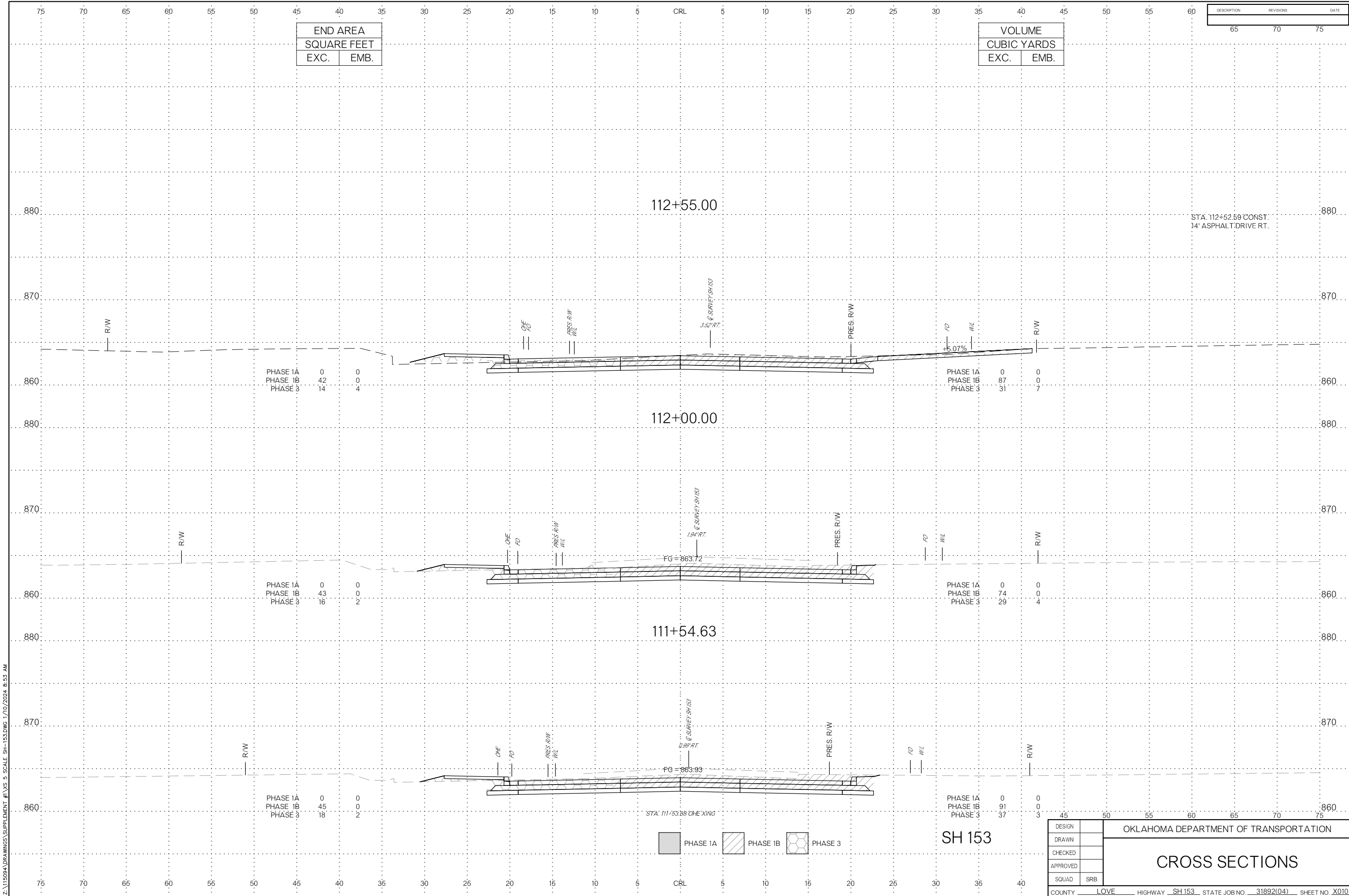
PHASE 1A	0	0
PHASE 1B	201	0
PHASE 3	83	45



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X009		

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

PHASE 1A	0	0
PHASE 1B	42	0
PHASE 3	14	4

PHASE 1A	0	0
PHASE 1B	87	0
PHASE 3	31	7

PHASE 1A	0	0
PHASE 1B	43	0
PHASE 3	16	2

PHASE 1A	0	0
PHASE 1B	74	0
PHASE 3	29	4

PHASE 1A	0	0
PHASE 1B	45	0
PHASE 3	18	2

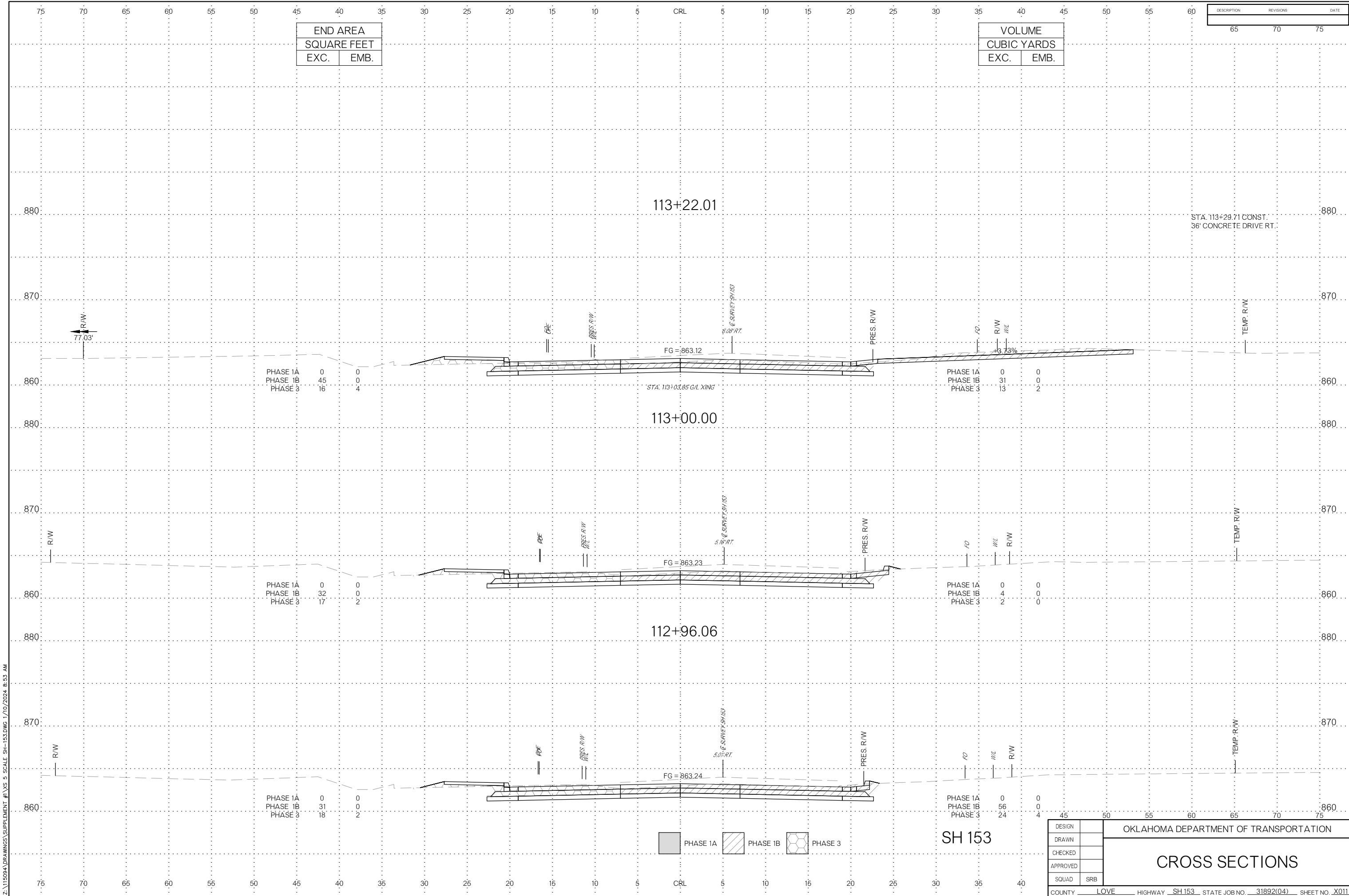
PHASE 1A	0	0
PHASE 1B	91	0
PHASE 3	37	3



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X010

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	45	0
PHASE 3	16	4

PHASE 1A	0	0
PHASE 1B	31	0
PHASE 3	13	2

PHASE 1A	0	0
PHASE 1B	32	0
PHASE 3	17	2

PHASE 1A	0	0
PHASE 1B	4	0
PHASE 3	2	0

PHASE 1A	0	0
PHASE 1B	31	0
PHASE 3	18	2

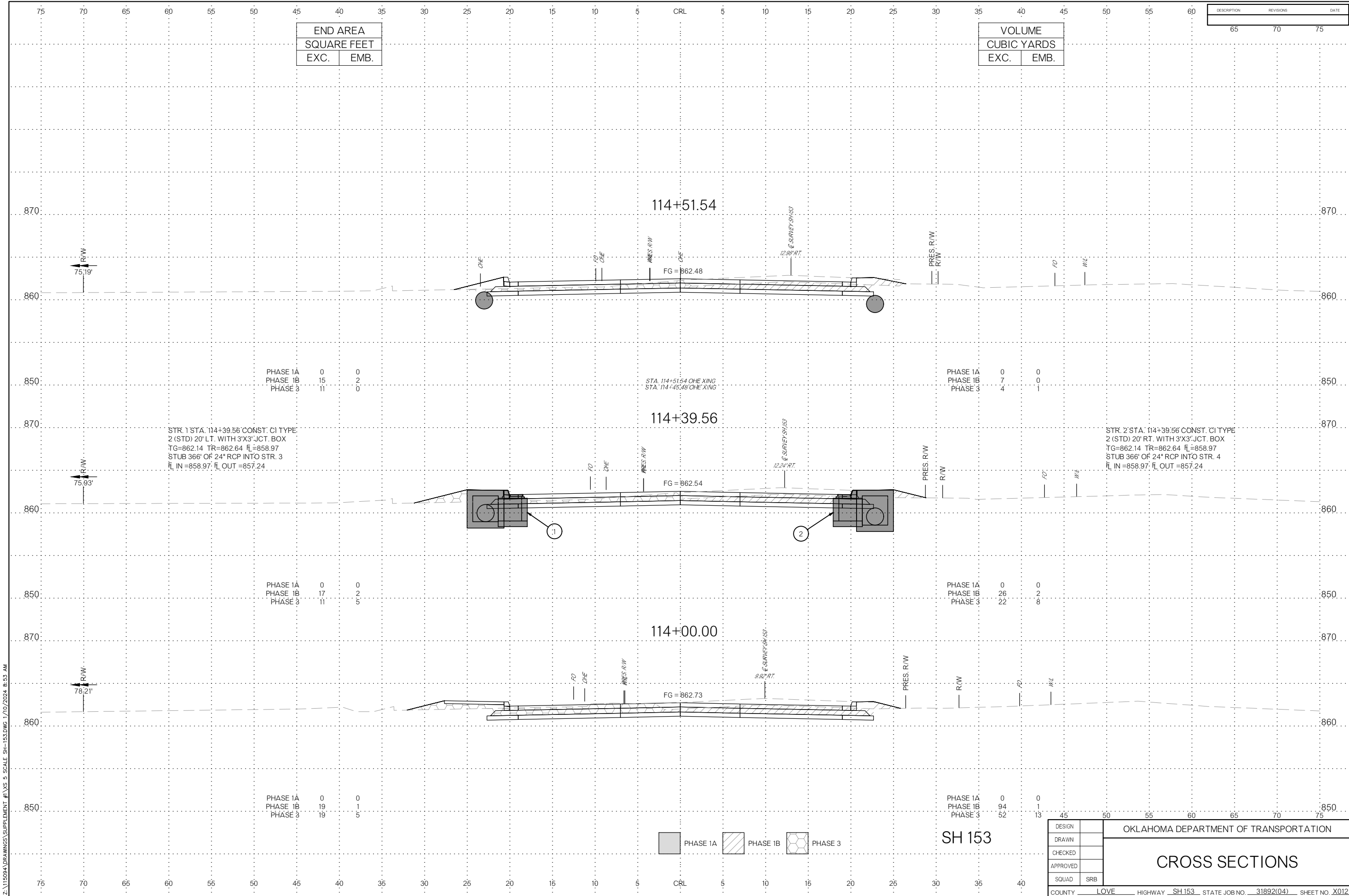
PHASE 1A	0	0
PHASE 1B	56	0
PHASE 3	24	4



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X011		

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

PHASE 1A	0	0
PHASE 1B	15	2
PHASE 3	11	0

PHASE 1A	0	0
PHASE 1B	7	0
PHASE 3	4	1

STR. 1 STA. 114+39.56 CONST. CI TYPE
 2 (STD) 20" LT. WITH 3'X3' JCT. BOX
 TG=862.14 TR=862.64 FL=858.97
 STUB 366' OF 24" RCP INTO STR. 3
 FL IN =858.97 FL OUT =857.24

STR. 2 STA. 114+39.56 CONST. CI TYPE
 2 (STD) 20" RT. WITH 3'X3' JCT. BOX
 TG=862.14 TR=862.64 FL=858.97
 STUB 366' OF 24" RCP INTO STR. 4
 FL IN =858.97 FL OUT =857.24

PHASE 1A	0	0
PHASE 1B	17	2
PHASE 3	11	5

PHASE 1A	0	0
PHASE 1B	26	2
PHASE 3	22	8

PHASE 1A	0	0
PHASE 1B	19	1
PHASE 3	19	5

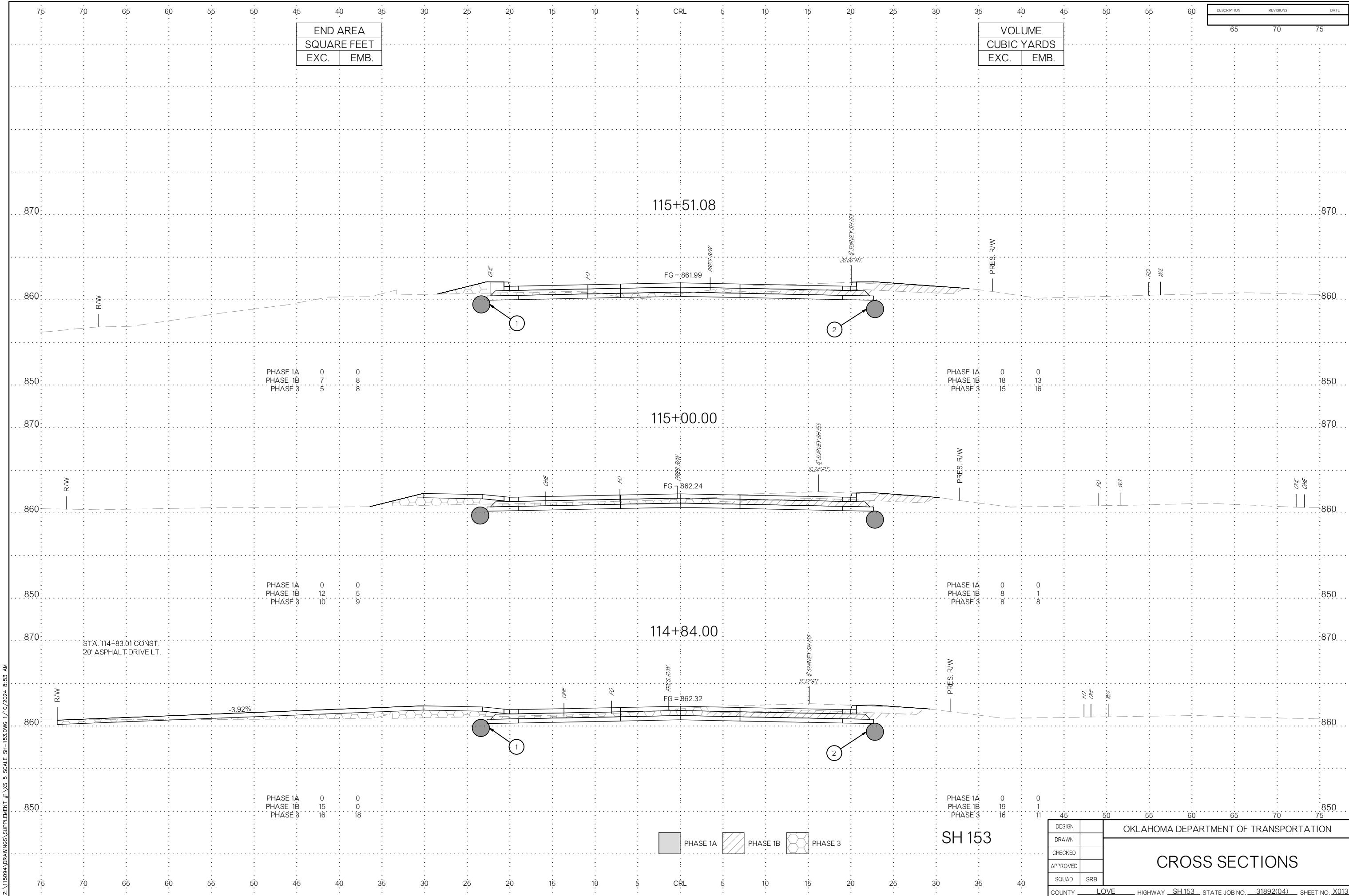
PHASE 1A	0	0
PHASE 1B	94	1
PHASE 3	52	13



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY	LOVE	HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X012

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	7	8
PHASE 3	5	8

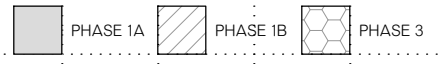
PHASE 1A	0	0
PHASE 1B	18	13
PHASE 3	15	16

PHASE 1A	0	0
PHASE 1B	12	5
PHASE 3	10	9

PHASE 1A	0	0
PHASE 1B	8	1
PHASE 3	8	8

PHASE 1A	0	0
PHASE 1B	15	0
PHASE 3	16	18

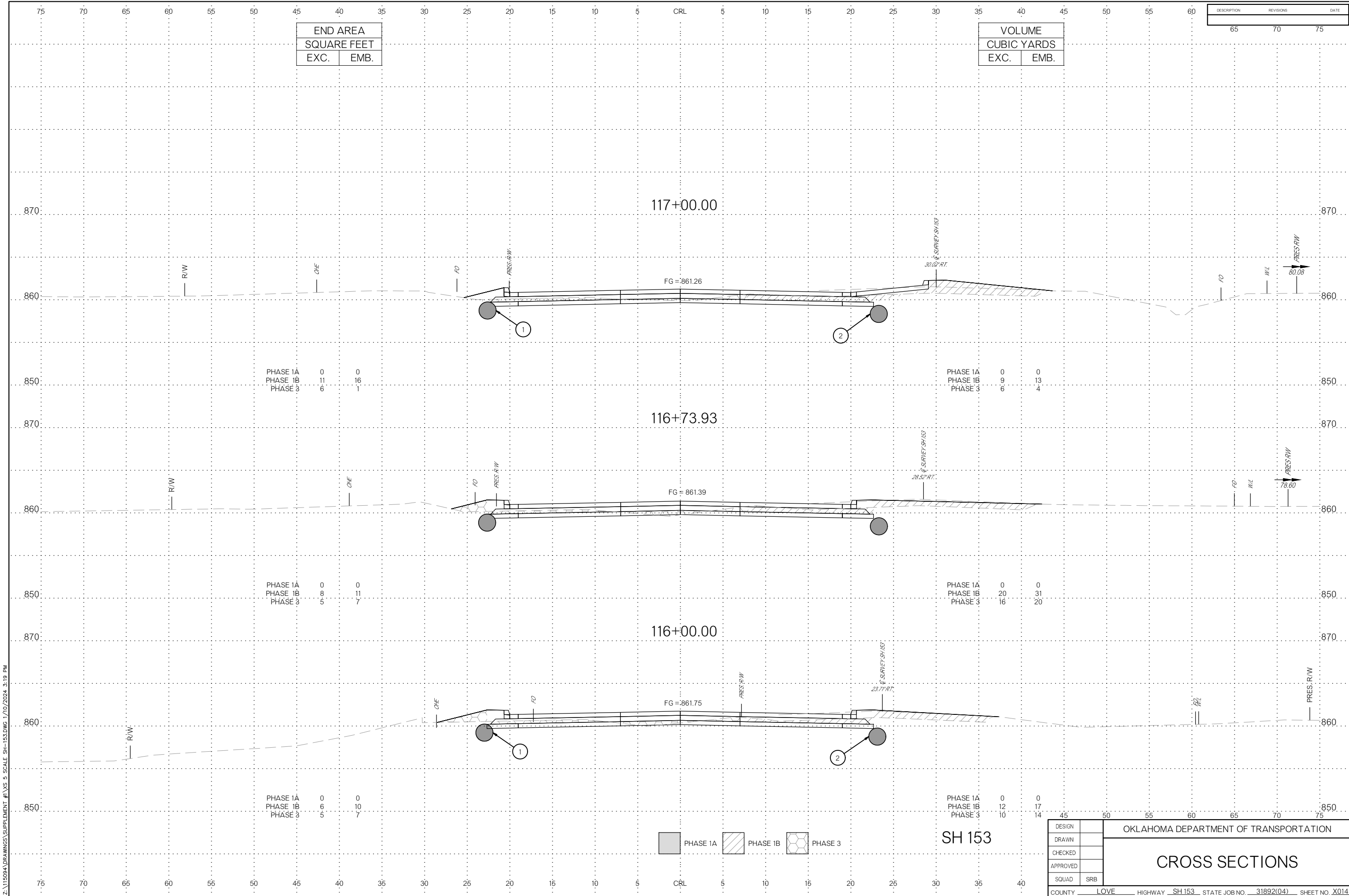
PHASE 1A	0	0
PHASE 1B	19	1
PHASE 3	16	11



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY <u>LOVE</u> HIGHWAY <u>SH 153</u> STATE JOB NO. <u>31892(04)</u> SHEET NO. <u>X013</u>		

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE SH-153.DWG 1/10/2024 8:53 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	11	16
PHASE 3	6	1

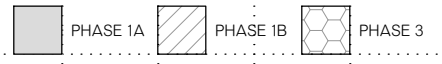
PHASE 1A	0	0
PHASE 1B	9	13
PHASE 3	6	4

PHASE 1A	0	0
PHASE 1B	8	11
PHASE 3	5	7

PHASE 1A	0	0
PHASE 1B	20	31
PHASE 3	16	20

PHASE 1A	0	0
PHASE 1B	6	10
PHASE 3	5	7

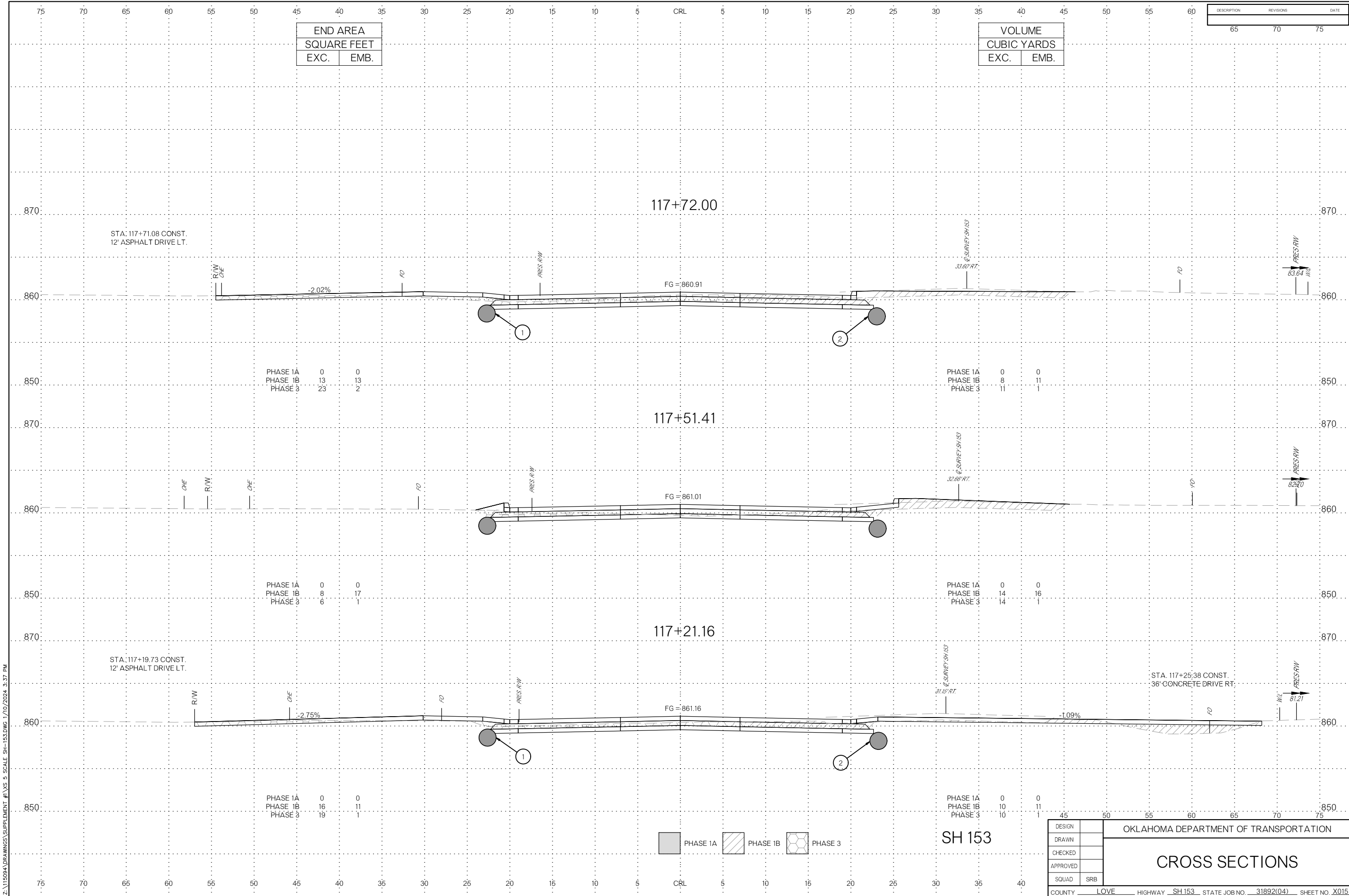
PHASE 1A	0	0
PHASE 1B	12	17
PHASE 3	10	14



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X014		CROSS SECTIONS

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

STA: 117+71.08 CONST.
12' ASPHALT DRIVE LT.

PHASE 1A	0	0
PHASE 1B	13	13
PHASE 3	23	2

PHASE 1A	0	0
PHASE 1B	8	11
PHASE 3	11	1

STA: 117+19.73 CONST.
12' ASPHALT DRIVE LT.

PHASE 1A	0	0
PHASE 1B	8	17
PHASE 3	6	1

PHASE 1A	0	0
PHASE 1B	14	16
PHASE 3	14	1

STA: 117+25.38 CONST.
36' CONCRETE DRIVE RT.

PHASE 1A	0	0
PHASE 1B	16	11
PHASE 3	19	1

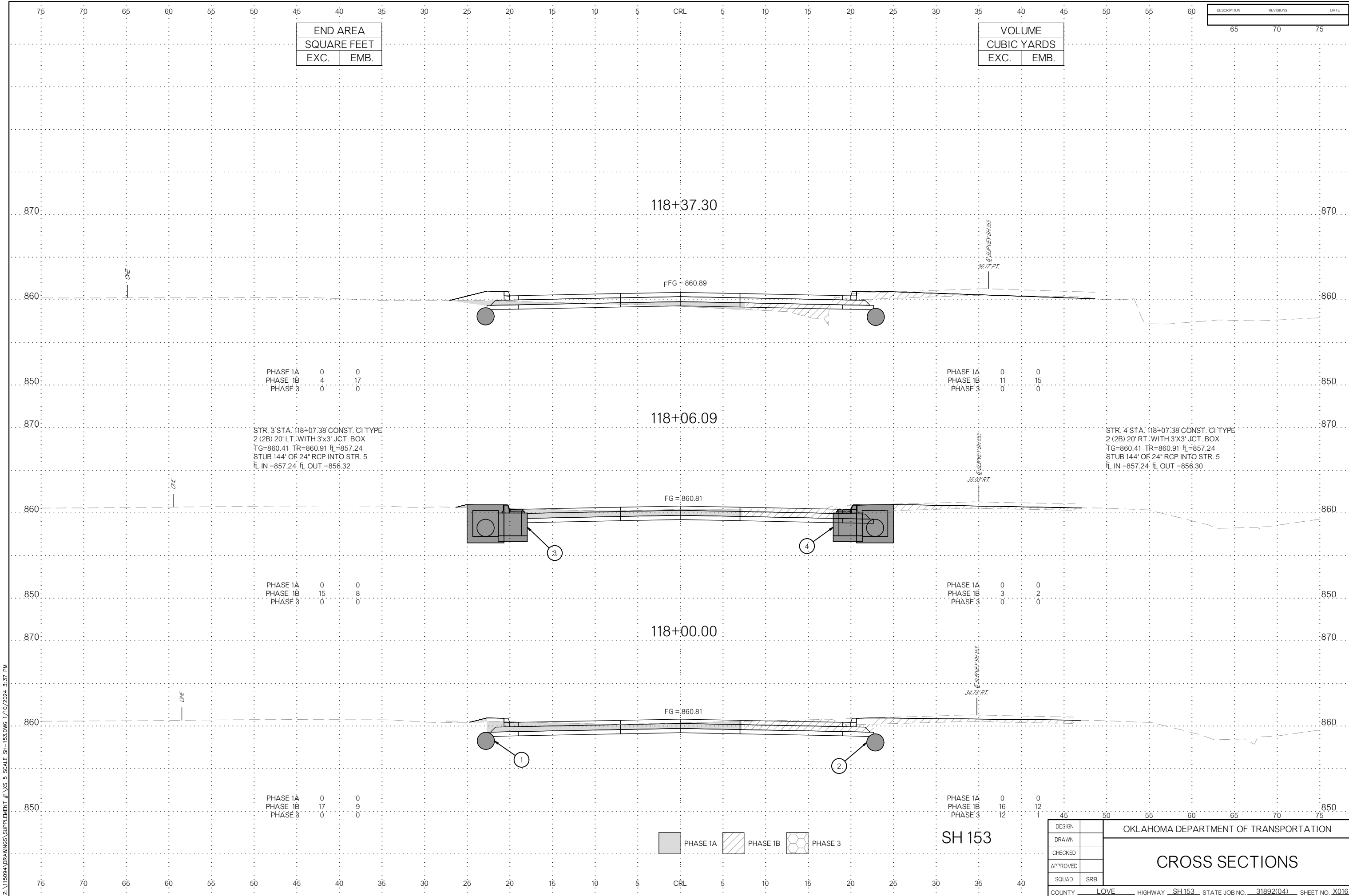
PHASE 1A	0	0
PHASE 1B	10	11
PHASE 3	10	1



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X015

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE SH-153.DWG 1/10/2024 3:37 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

STR. 3 STA: 118+07.38 CONST. CI TYPE
 2 (2B) 20' LT. WITH 3'x3' JCT. BOX
 TG=860.41 TR=860.91 FL=857.24
 STUB 144' OF 24" RCP INTO STR. 5
 FL IN =857.24' FL OUT =856.32

STR. 4 STA: 118+07.38 CONST. CI TYPE
 2 (2B) 20' RT. WITH 3'x3' JCT. BOX
 TG=860.41 TR=860.91 FL=857.24
 STUB 144' OF 24" RCP INTO STR. 5
 FL IN =857.24' FL OUT =856.30

PHASE 1A	0	0
PHASE 1B	15	8
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	3	2
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	17	9
PHASE 3	0	0

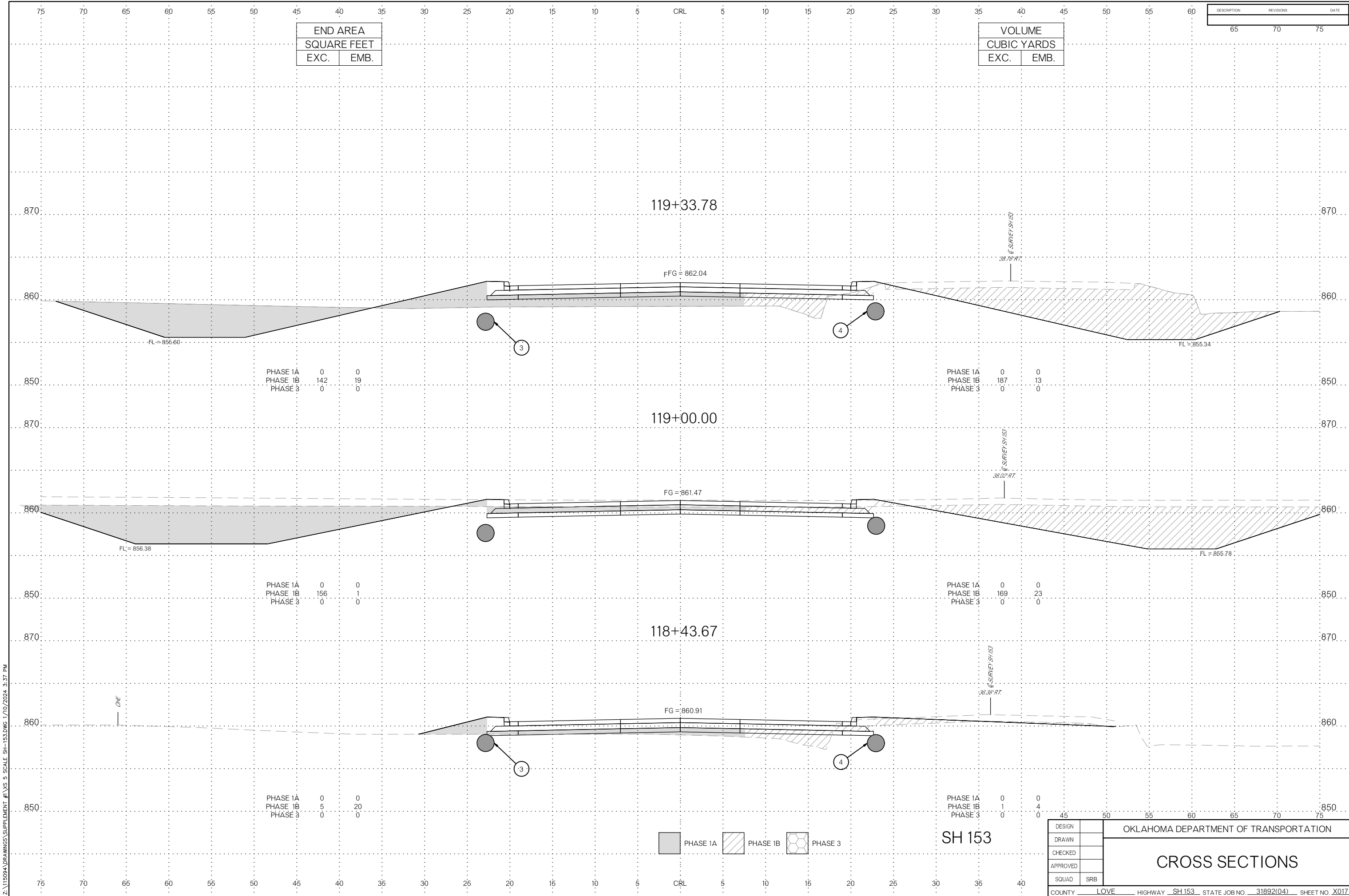
PHASE 1A	0	0
PHASE 1B	16	12
PHASE 3	12	1



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CROSS SECTIONS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X016

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

PHASE 1A	0	0
PHASE 1B	142	19
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	187	13
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	156	1
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	169	23
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	5	20
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	1	4
PHASE 3	0	0

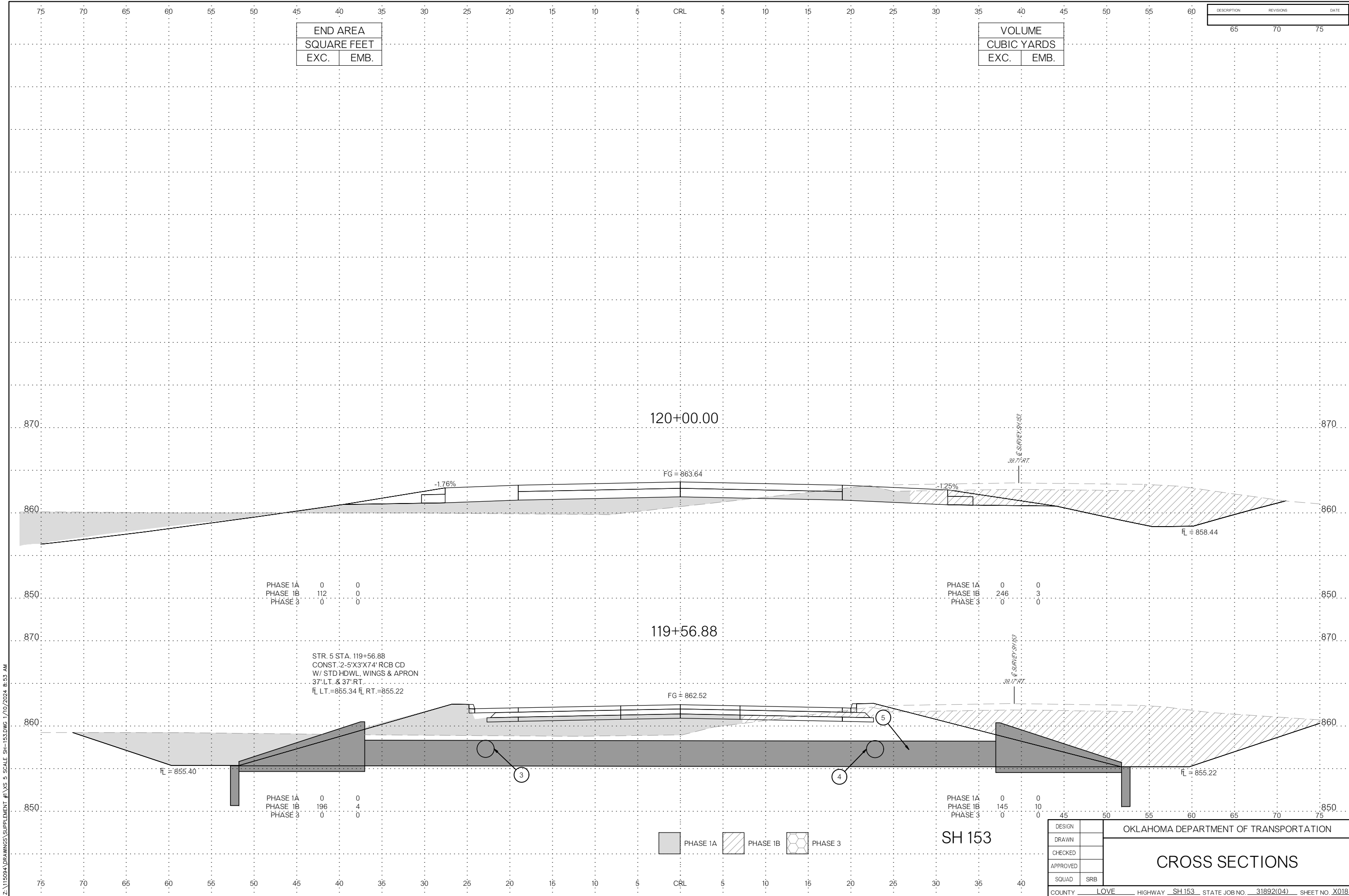


SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X017		

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE SH-153.DWG 1/10/2024 3:37 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

PHASE 1A	0	0
PHASE 1B	112	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	246	3
PHASE 3	0	0

STR. 5 STA. 119+56.88
 CONST. 2-5'X3'X74' RCB CD
 W/ STD HDWL, WINGS & APRON
 37' LT. & 37' RT.
 FL LT.=855.34 FL RT.=855.22

PHASE 1A	0	0
PHASE 1B	196	4
PHASE 3	0	0

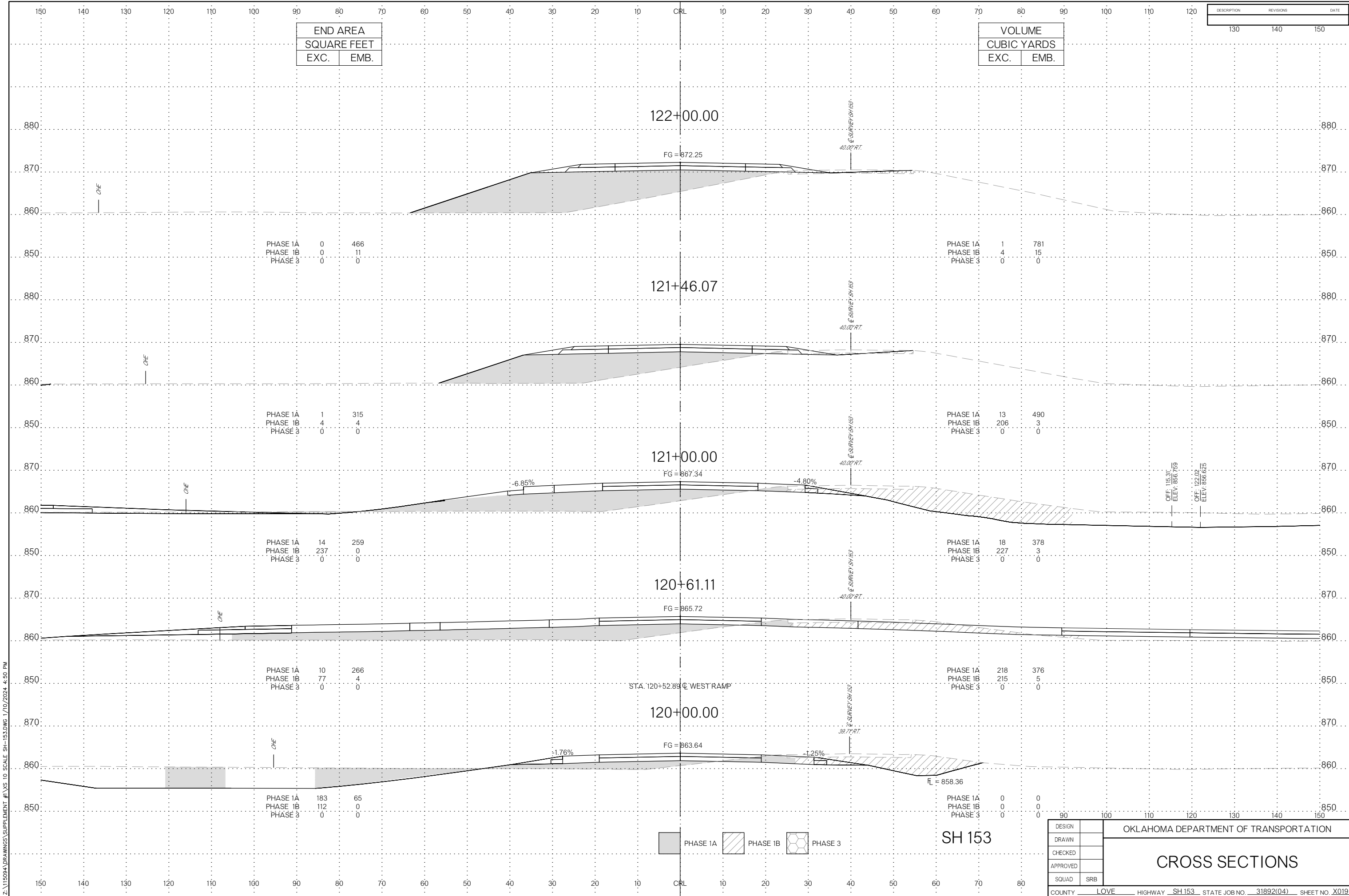
PHASE 1A	0	0
PHASE 1B	145	10
PHASE 3	0	0



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DRAWN		<h1>CROSS SECTIONS</h1>		
CHECKED				
APPROVED				
SQUAD	SRB			
COUNTY LOVE		HIGHWAY SH153	STATE JOB NO. 31892(04)	SHEET NO. X018

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

PHASE 1A	0	466
PHASE 1B	0	11
PHASE 3	0	0

PHASE 1A	1	781
PHASE 1B	4	15
PHASE 3	0	0

PHASE 1A	1	315
PHASE 1B	4	4
PHASE 3	0	0

PHASE 1A	13	490
PHASE 1B	206	3
PHASE 3	0	0

PHASE 1A	14	259
PHASE 1B	237	0
PHASE 3	0	0

PHASE 1A	18	378
PHASE 1B	227	3
PHASE 3	0	0

PHASE 1A	10	266
PHASE 1B	77	4
PHASE 3	0	0

PHASE 1A	218	376
PHASE 1B	215	5
PHASE 3	0	0

PHASE 1A	183	65
PHASE 1B	112	0
PHASE 3	0	0

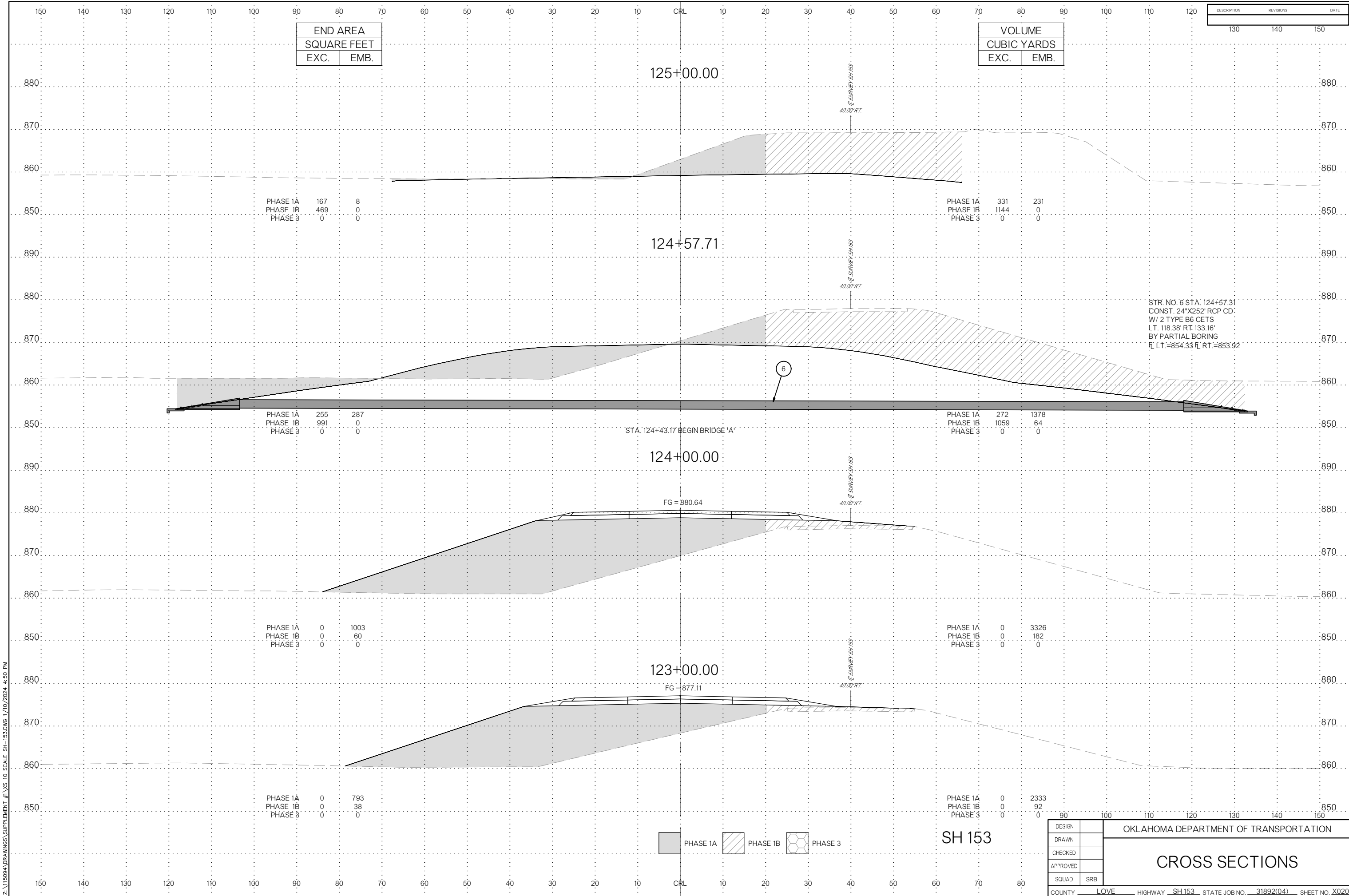
PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X019		

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

PHASE 1A	167	8
PHASE 1B	469	0
PHASE 3	0	0

PHASE 1A	331	231
PHASE 1B	1144	0
PHASE 3	0	0

PHASE 1A	255	287
PHASE 1B	991	0
PHASE 3	0	0

PHASE 1A	272	1378
PHASE 1B	1059	64
PHASE 3	0	0

PHASE 1A	0	1003
PHASE 1B	0	60
PHASE 3	0	0

PHASE 1A	0	3326
PHASE 1B	0	182
PHASE 3	0	0

PHASE 1A	0	793
PHASE 1B	0	38
PHASE 3	0	0

PHASE 1A	0	2333
PHASE 1B	0	92
PHASE 3	0	0

STR. NO. 6 STA. 124+57.31
 CONST. 24"X252" RCP CD.
 W/ 2 TYPE B6 CETS
 LT. 118.38' RT. 133.16'
 BY PARTIAL BORING
 FL LT.=854.33 FL RT.=853.92

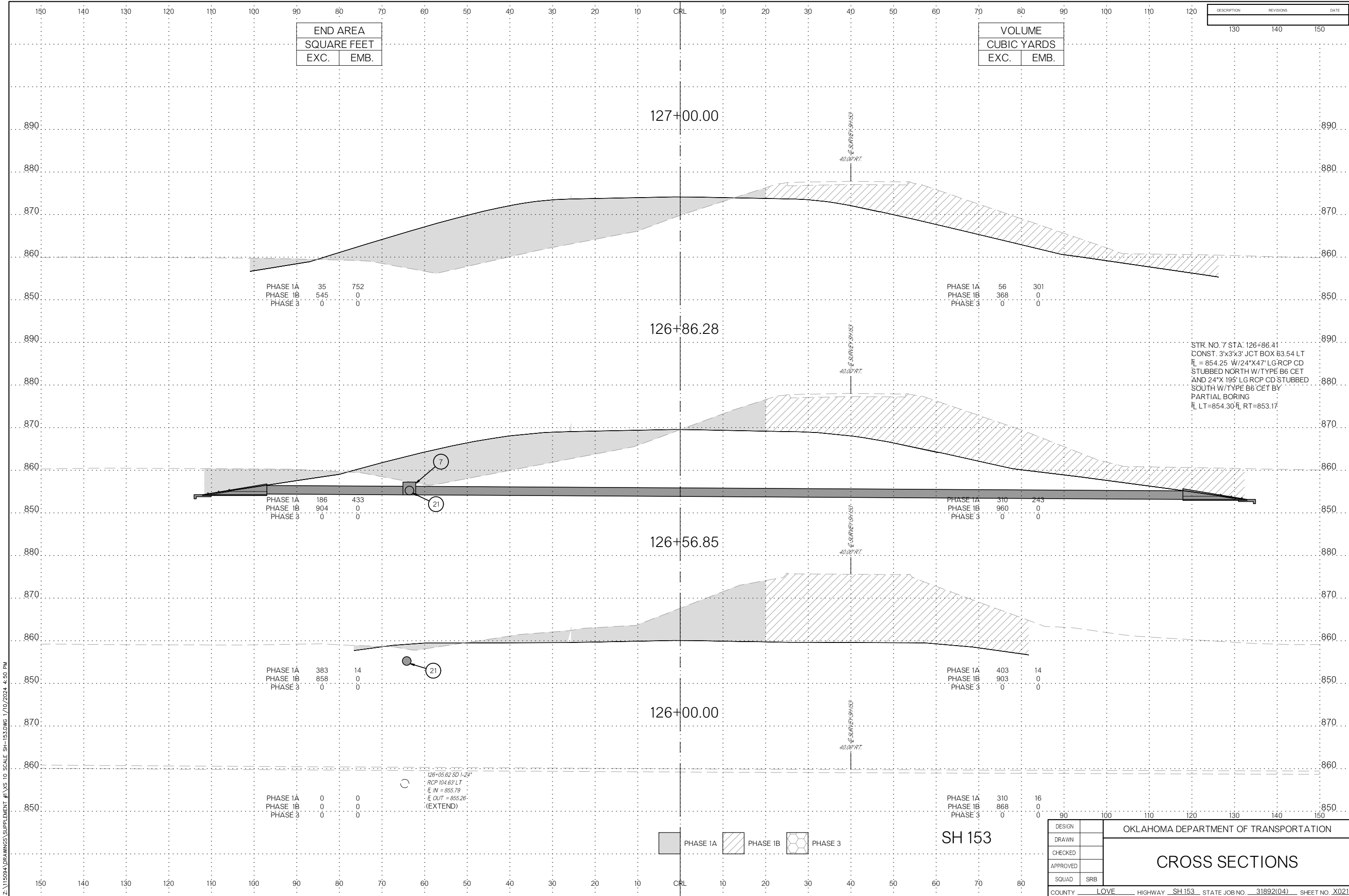
STA. 124+43.17 BEGIN BRIDGE 'A'

PHASE 1A PHASE 1B PHASE 3

SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X020		CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT#\XYS ID SCALE SH-153.DWG 1/10/2024 4:50 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

PHASE 1A	35	752
PHASE 1B	545	0
PHASE 3	0	0

PHASE 1A	56	301
PHASE 1B	368	0
PHASE 3	0	0

PHASE 1A	186	433
PHASE 1B	904	0
PHASE 3	0	0

PHASE 1A	310	243
PHASE 1B	960	0
PHASE 3	0	0

PHASE 1A	383	14
PHASE 1B	858	0
PHASE 3	0	0

PHASE 1A	403	14
PHASE 1B	903	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	310	16
PHASE 1B	868	0
PHASE 3	0	0

126+05.62 SD 1'-24"
 RCP 104.63' LT
 E IN = 855.79
 E OUT = 855.26
 (EXTEND)

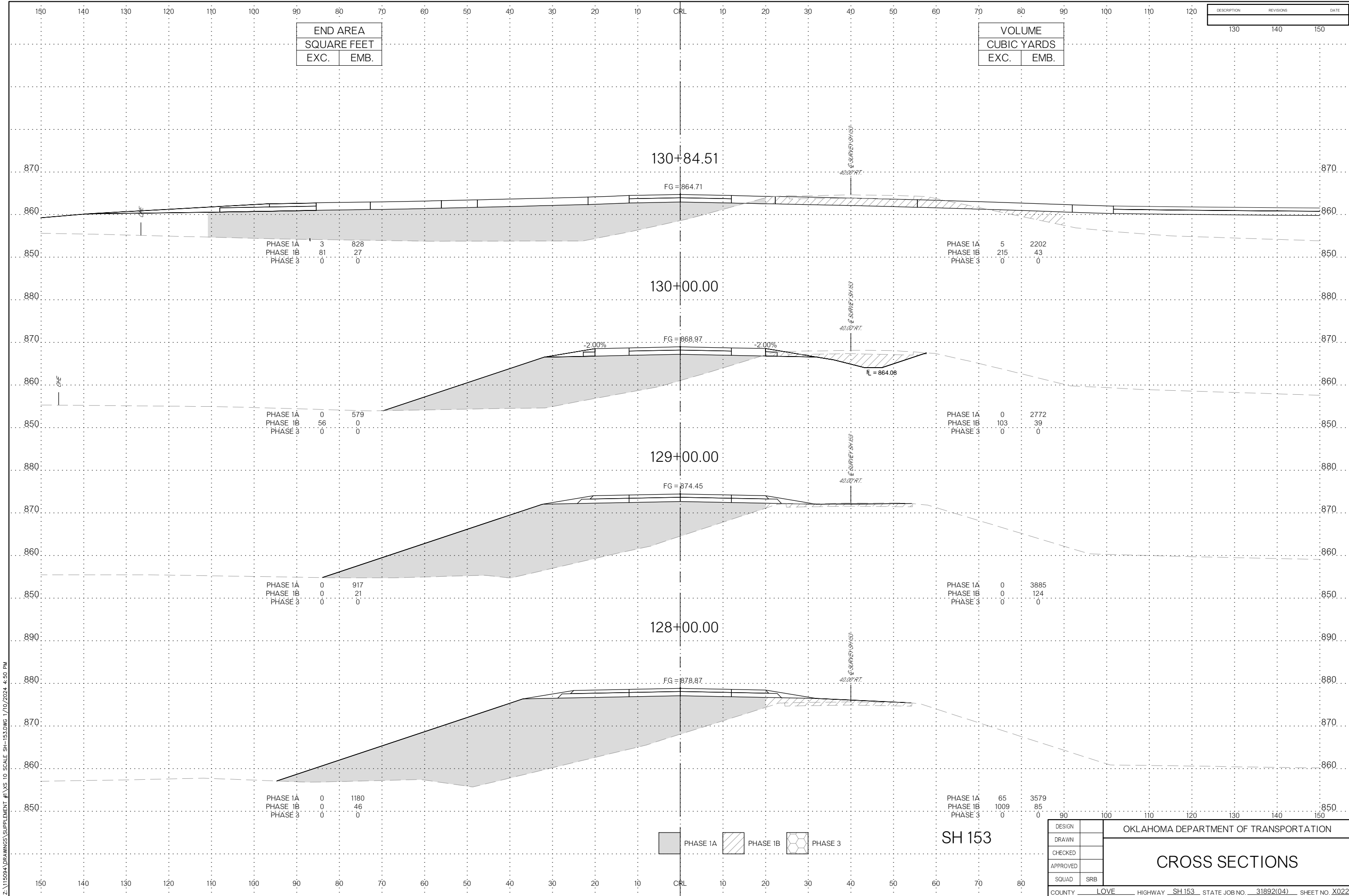
STR. NO. 7 STA. 126+86.41
 CONST. 3'x3'x3' JCT BOX 63.54 LT
 FL = 854.25 W/24"x47" LG RCP CD
 STUBBED NORTH W/TYP E B6 CET
 AND 24"x 196" LG RCP CD STUBBED
 SOUTH W/TYP E B6 CET BY
 PARTIAL BORING
 FL LT=854.30 FL RT=853.17



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY	LOVE	HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X021

Z:\115094\DRAWINGS\SUPPLEMENT#\XS ID SCALE SH-153.DWG 1/10/2024 4:50 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

PHASE 1A	3	828
PHASE 1B	81	27
PHASE 3	0	0

PHASE 1A	5	2202
PHASE 1B	215	43
PHASE 3	0	0

PHASE 1A	0	579
PHASE 1B	56	0
PHASE 3	0	0

PHASE 1A	0	2772
PHASE 1B	103	39
PHASE 3	0	0

PHASE 1A	0	917
PHASE 1B	0	21
PHASE 3	0	0

PHASE 1A	0	3885
PHASE 1B	0	124
PHASE 3	0	0

PHASE 1A	0	1180
PHASE 1B	0	46
PHASE 3	0	0

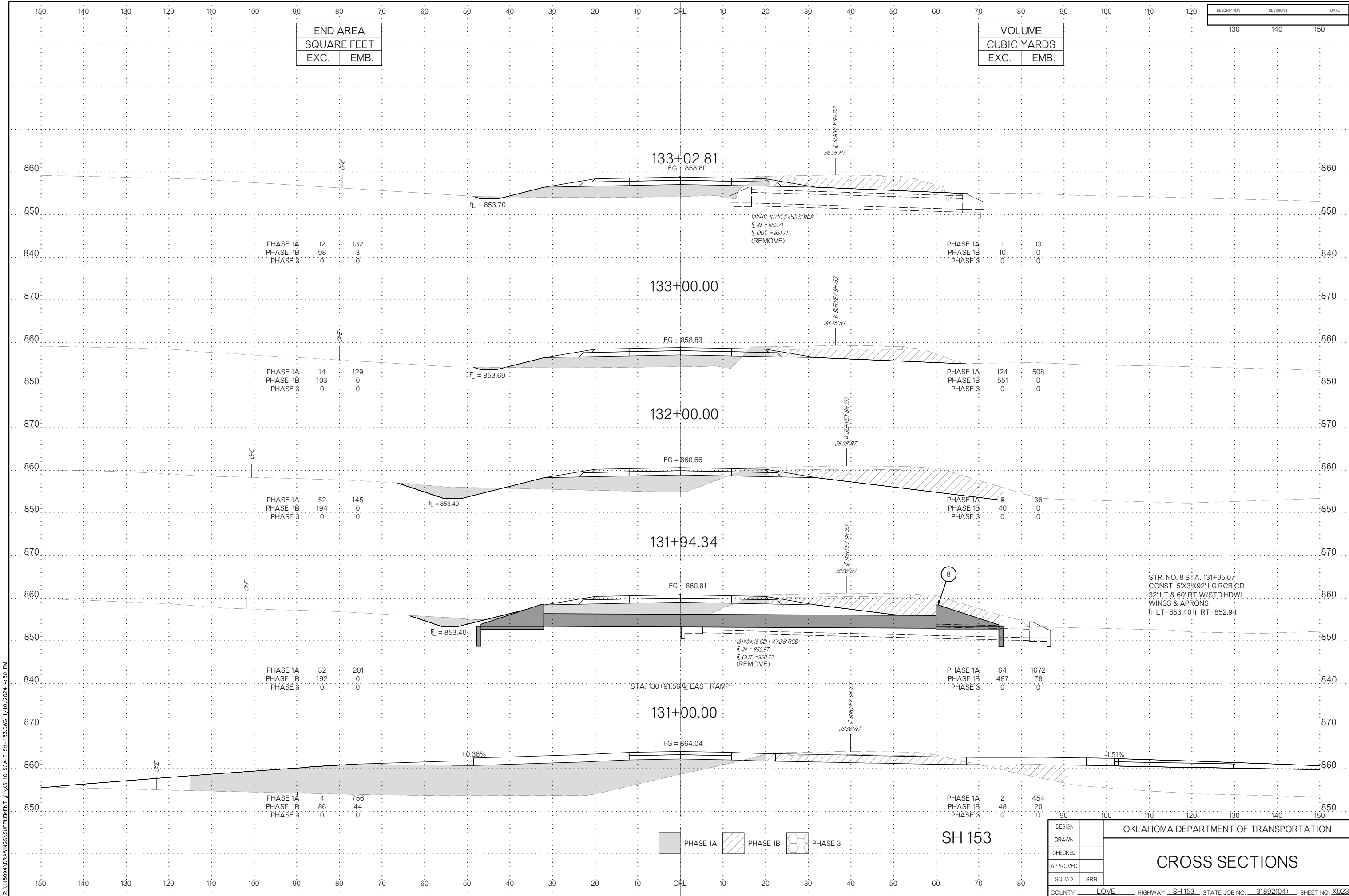
PHASE 1A	65	3579
PHASE 1B	1009	85
PHASE 3	0	0



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X022		CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT#\XS 10 SCALE SH-153.DWG 1/10/2024 4:50 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	150	

PHASE 1A	12	132
PHASE 1B	98	3
PHASE 3	0	0

PHASE 1A	1	13
PHASE 1B	10	0
PHASE 3	0	0

PHASE 1A	14	129
PHASE 1B	103	0
PHASE 3	0	0

PHASE 1A	124	508
PHASE 1B	551	0
PHASE 3	0	0

PHASE 1A	52	145
PHASE 1B	194	0
PHASE 3	0	0

PHASE 1A	8	36
PHASE 1B	40	0
PHASE 3	0	0

PHASE 1A	32	201
PHASE 1B	192	0
PHASE 3	0	0

PHASE 1A	64	1672
PHASE 1B	487	78
PHASE 3	0	0

PHASE 1A	4	756
PHASE 1B	86	44
PHASE 3	0	0

PHASE 1A	2	454
PHASE 1B	48	20
PHASE 3	0	0

STR. NO. 8 STA. 131+95.07
 CONST. 5'X3'X92" LG RCB CD
 32' LT & 60' RT W/STD HDWL
 WINGS & APRONS
 FL LT=853.40 FL RT=852.94

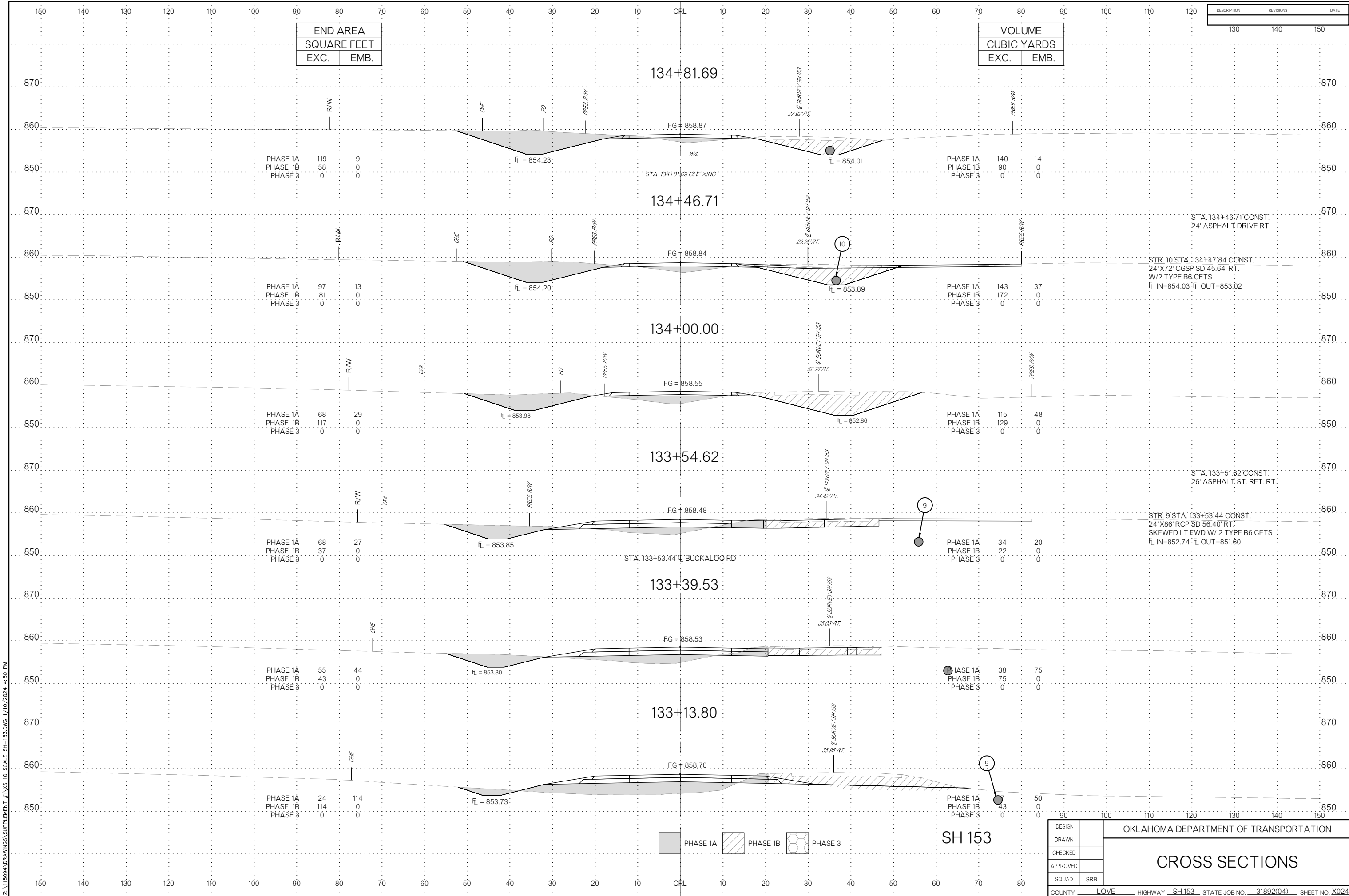


SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X023		

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #\XS 10 SCALE SH-153.DWG 1/10/2024 4:50 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

PHASE 1A	119	9
PHASE 1B	58	0
PHASE 3	0	0

PHASE 1A	140	14
PHASE 1B	90	0
PHASE 3	0	0

PHASE 1A	97	13
PHASE 1B	81	0
PHASE 3	0	0

PHASE 1A	143	37
PHASE 1B	172	0
PHASE 3	0	0

PHASE 1A	68	29
PHASE 1B	117	0
PHASE 3	0	0

PHASE 1A	115	48
PHASE 1B	129	0
PHASE 3	0	0

PHASE 1A	68	27
PHASE 1B	37	0
PHASE 3	0	0

PHASE 1A	34	20
PHASE 1B	22	0
PHASE 3	0	0

PHASE 1A	55	44
PHASE 1B	43	0
PHASE 3	0	0

PHASE 1A	38	75
PHASE 1B	75	0
PHASE 3	0	0

PHASE 1A	24	114
PHASE 1B	114	0
PHASE 3	0	0

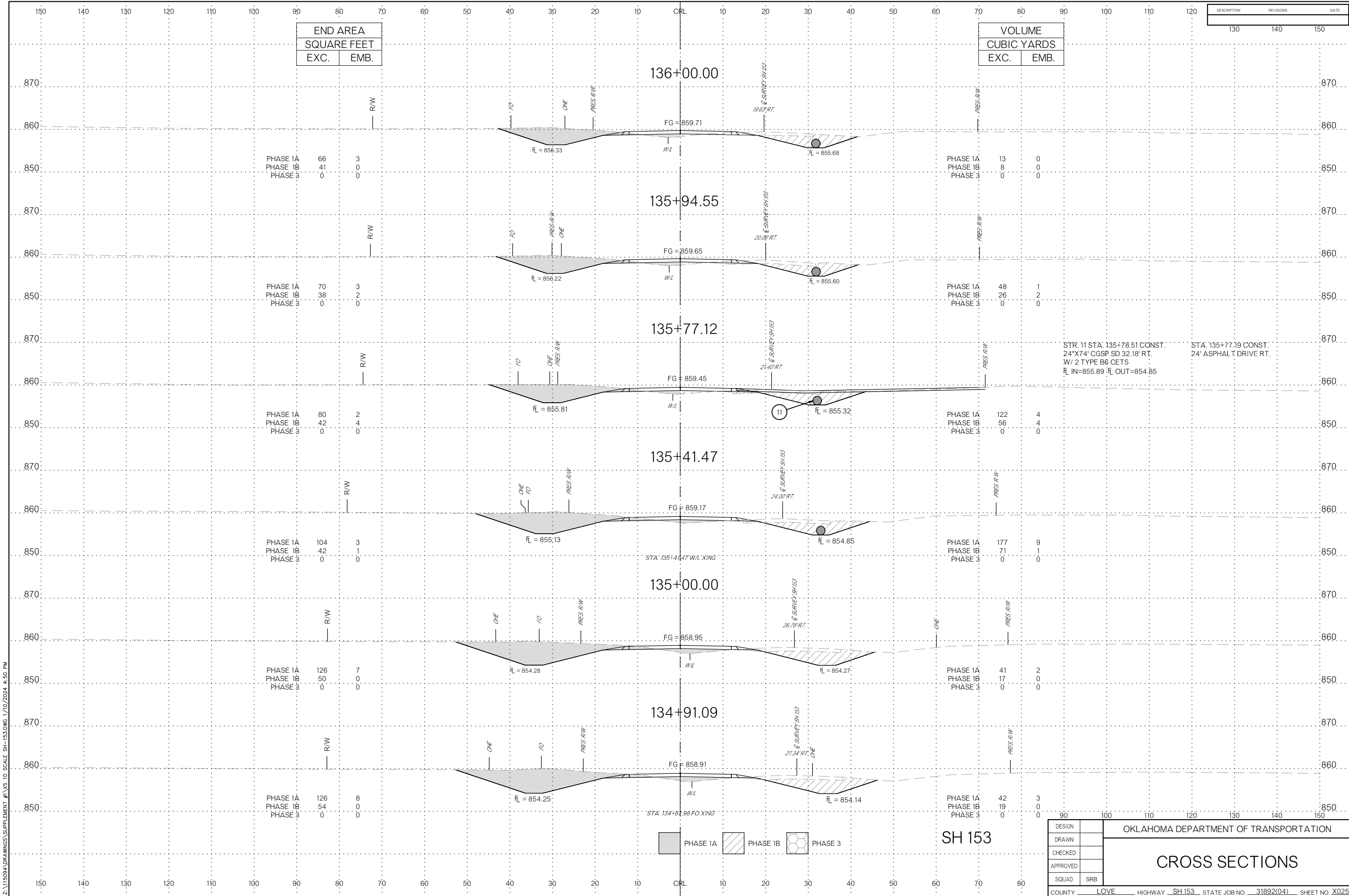
PHASE 1A	50	50
PHASE 1B	43	0
PHASE 3	0	0



SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE		HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X024

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
130	140	150

PHASE 1A	66	3
PHASE 1B	41	0
PHASE 3	0	0

PHASE 1A	13	0
PHASE 1B	8	0
PHASE 3	0	0

PHASE 1A	70	3
PHASE 1B	38	2
PHASE 3	0	0

PHASE 1A	48	1
PHASE 1B	26	2
PHASE 3	0	0

PHASE 1A	80	2
PHASE 1B	42	4
PHASE 3	0	0

PHASE 1A	122	4
PHASE 1B	56	4
PHASE 3	0	0

PHASE 1A	104	3
PHASE 1B	42	1
PHASE 3	0	0

PHASE 1A	177	9
PHASE 1B	71	1
PHASE 3	0	0

PHASE 1A	126	7
PHASE 1B	50	0
PHASE 3	0	0

PHASE 1A	41	2
PHASE 1B	17	0
PHASE 3	0	0

PHASE 1A	126	8
PHASE 1B	54	0
PHASE 3	0	0

PHASE 1A	42	3
PHASE 1B	19	0
PHASE 3	0	0

STR. 11 STA. 135+78.51 CONST.
24'X74' CGSP SD 32.18' RT.
W/ 2 TYPE B6 CETS
FL IN=855.89 FL OUT=854.85

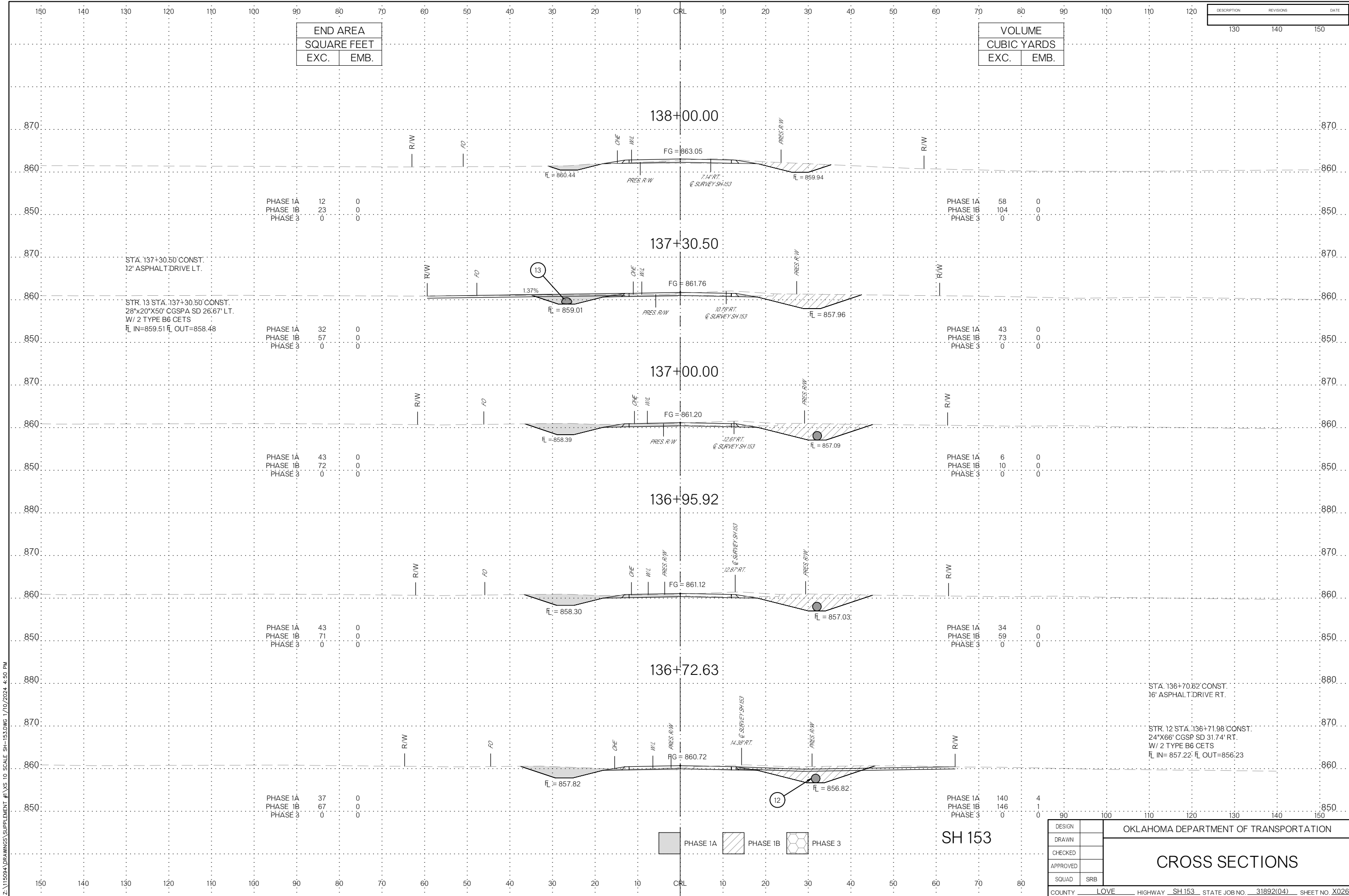
STA. 135+77.19 CONST.
24' ASPHALT DRIVE RT.



SH 153

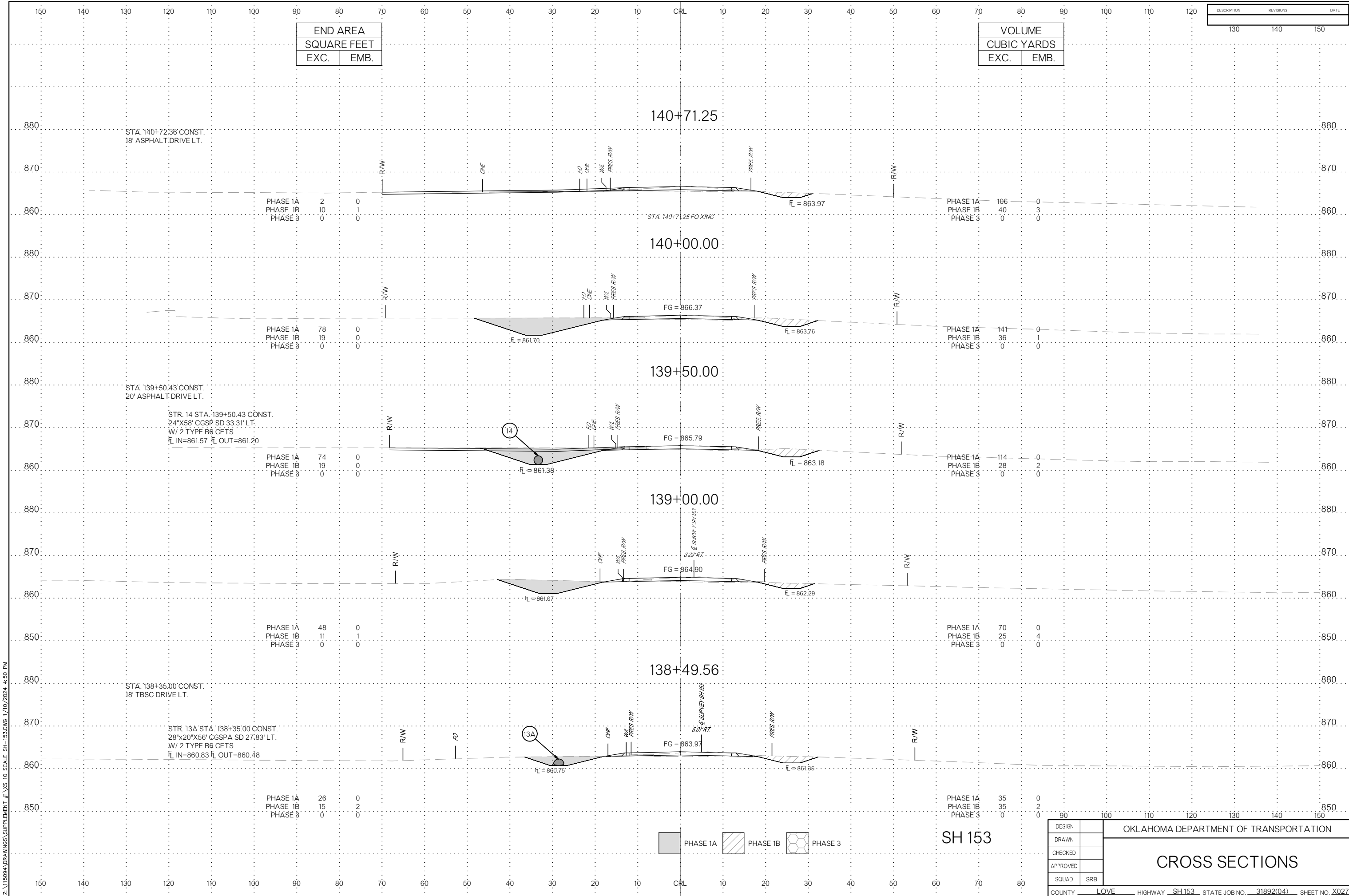
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X025		

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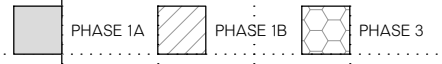
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X026		

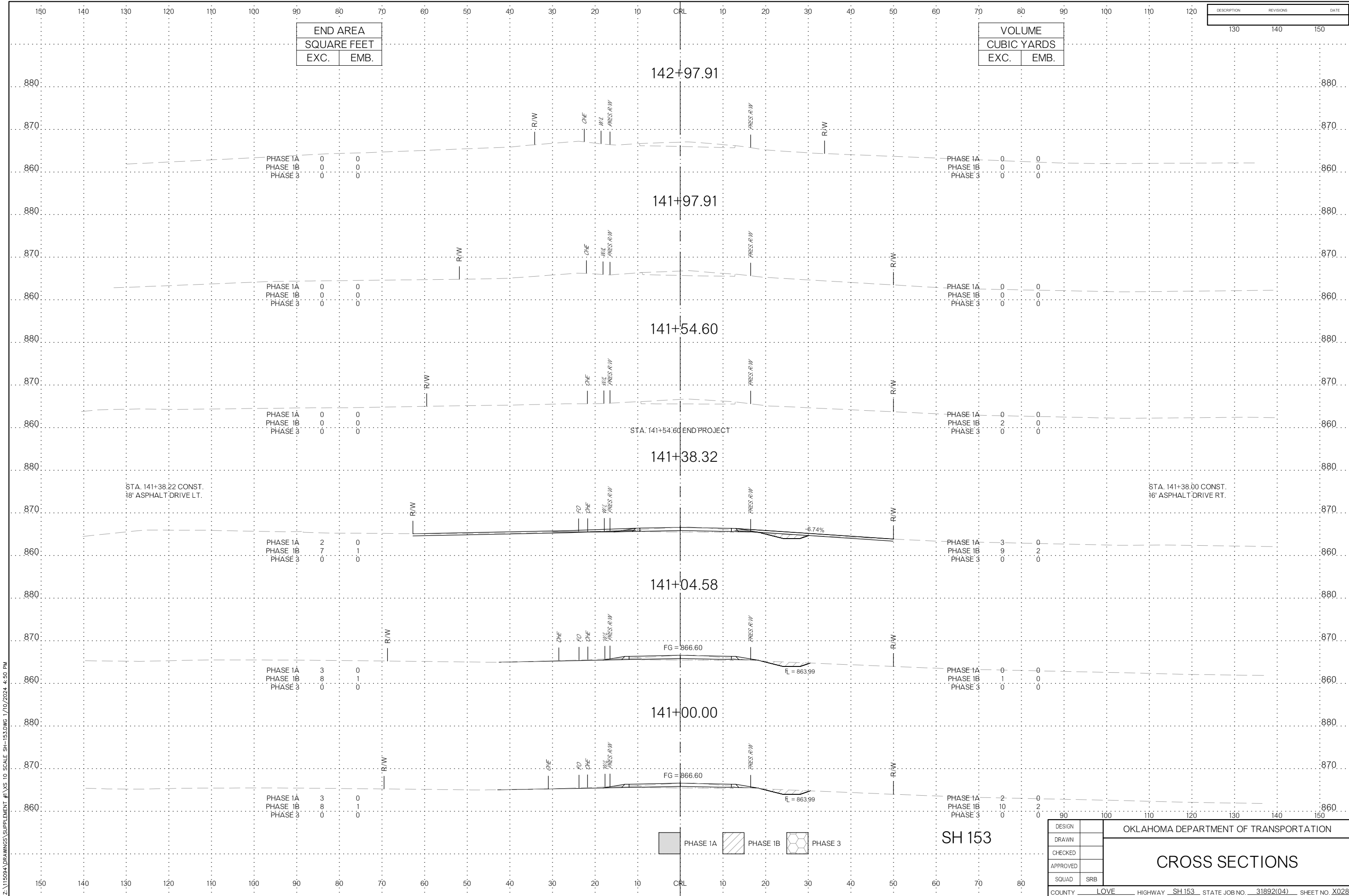


Z:\115094\DRAWINGS\SUPPLEMENT#\XS 10 SCALE SH-155.DWG 1/10/2024 4:50 PM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X027

SH 153





END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	2	0
PHASE 3	0	0

PHASE 1A	2	0
PHASE 1B	7	1
PHASE 3	0	0

PHASE 1A	3	0
PHASE 1B	9	2
PHASE 3	0	0

PHASE 1A	3	0
PHASE 1B	8	1
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	1	0
PHASE 3	0	0

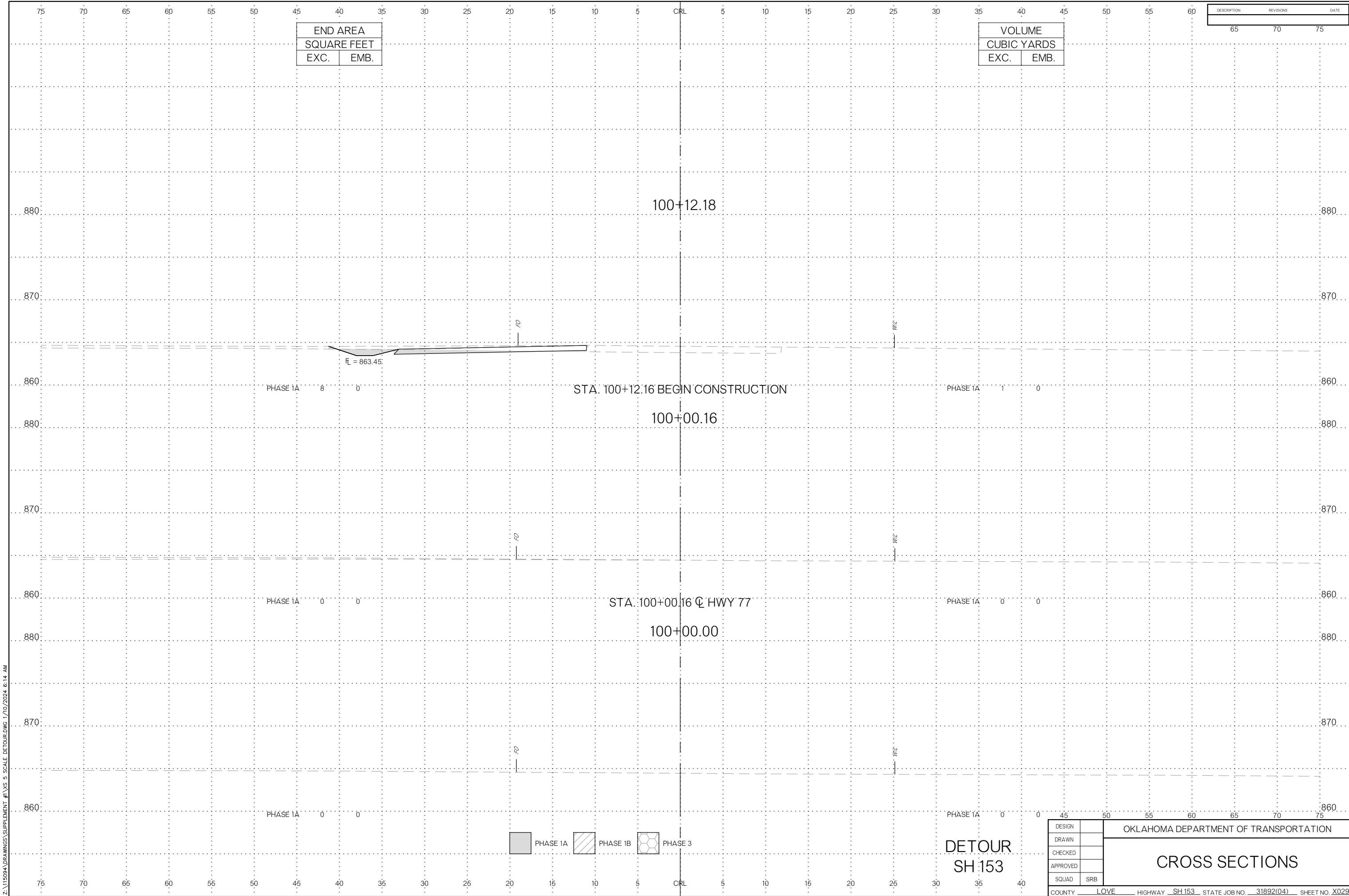
PHASE 1A	3	0
PHASE 1B	8	1
PHASE 3	0	0

PHASE 1A	2	0
PHASE 1B	10	2
PHASE 3	0	0



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X028		

Z:\115094\DRAWINGS\SUPPLEMENT#\XSS ID SCALE SH-155.DWG 1/10/2024 4:50 PM

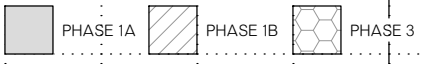


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

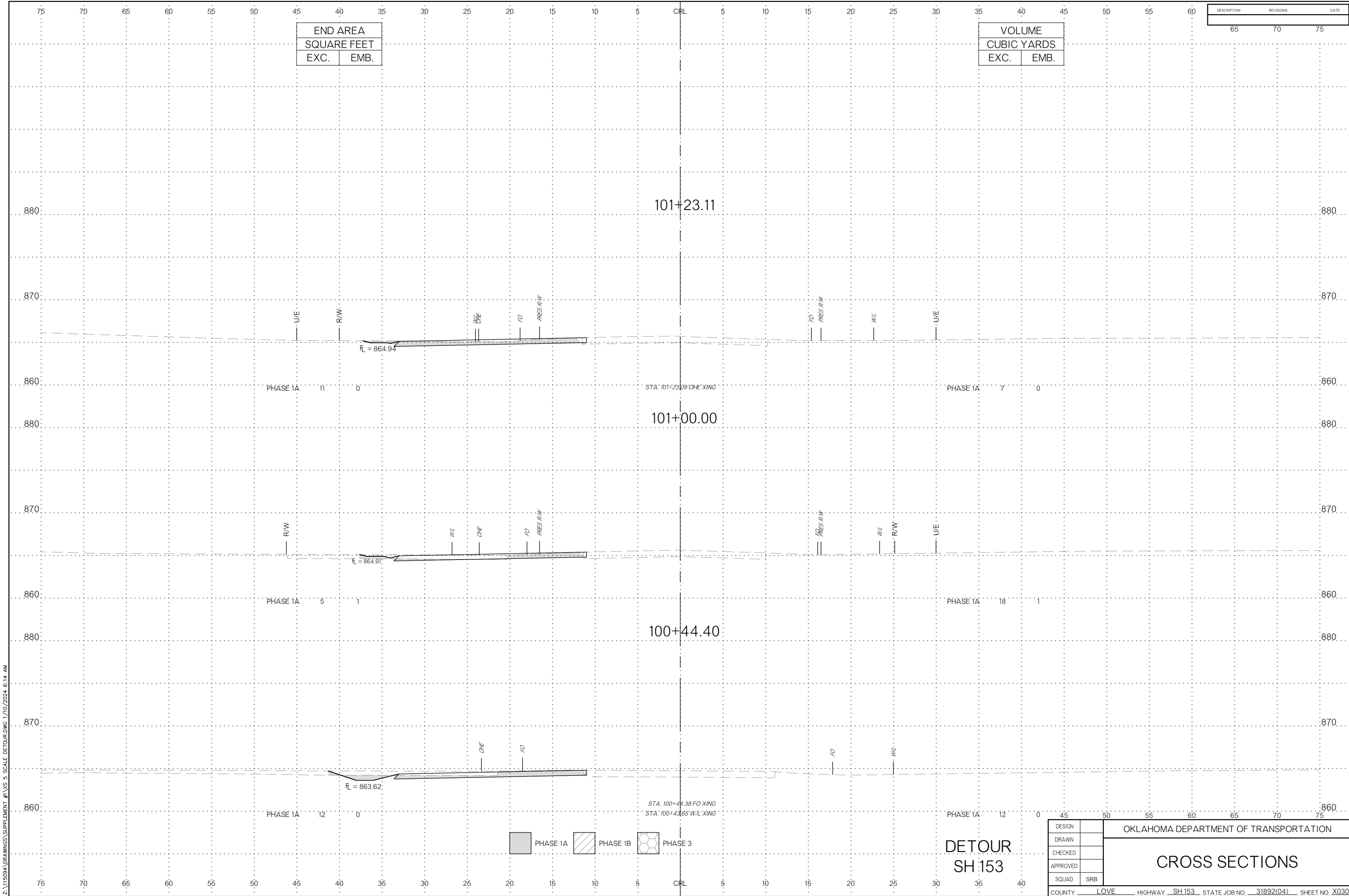
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT #\XS & SCALE DETOUR.DWG 1/10/2024 6:14 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X029






END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

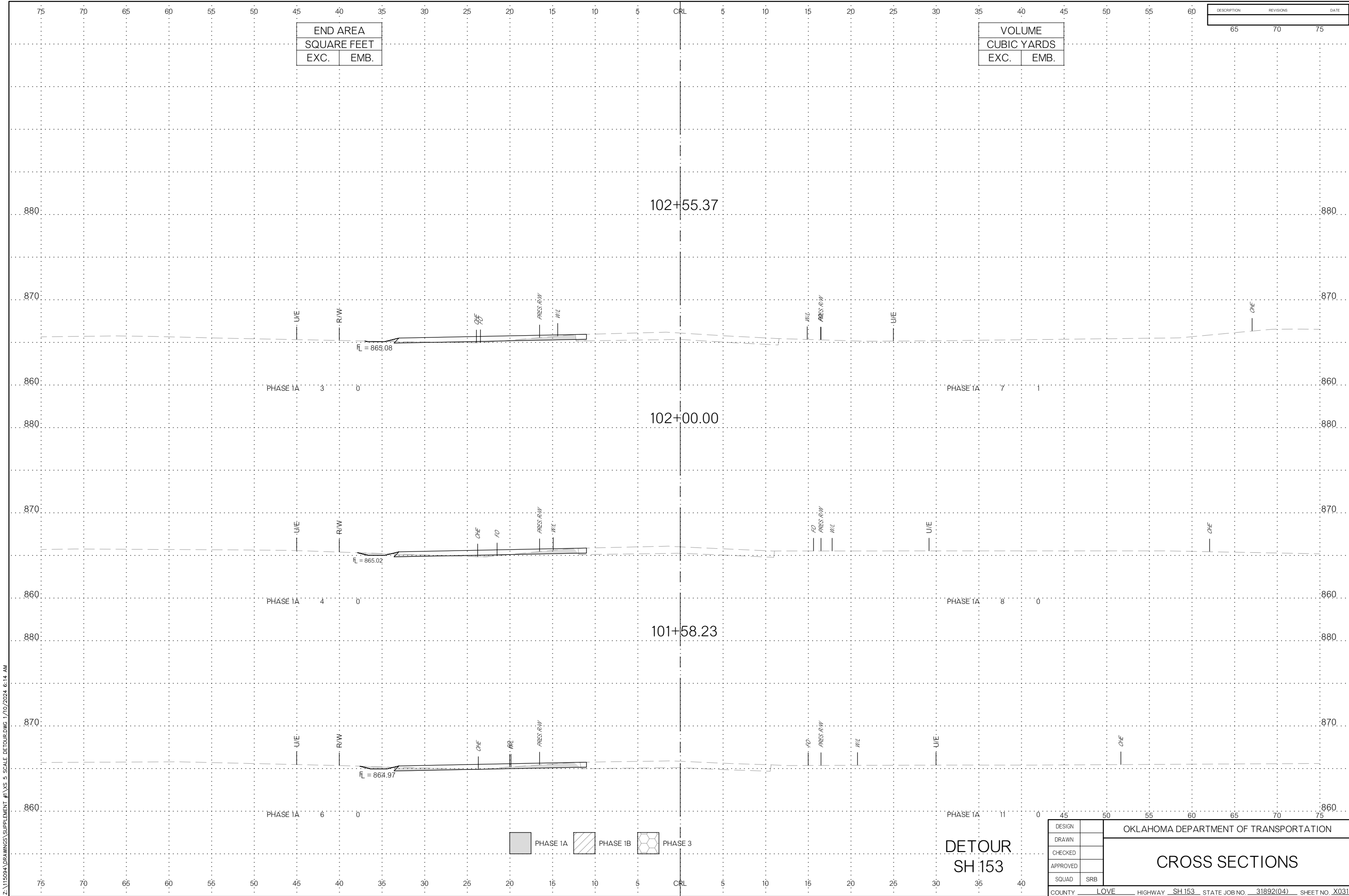
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE DETOUR.DWG 1/10/2024 6:14 AM

	PHASE 1A		PHASE 1B		PHASE 3
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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X030






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SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

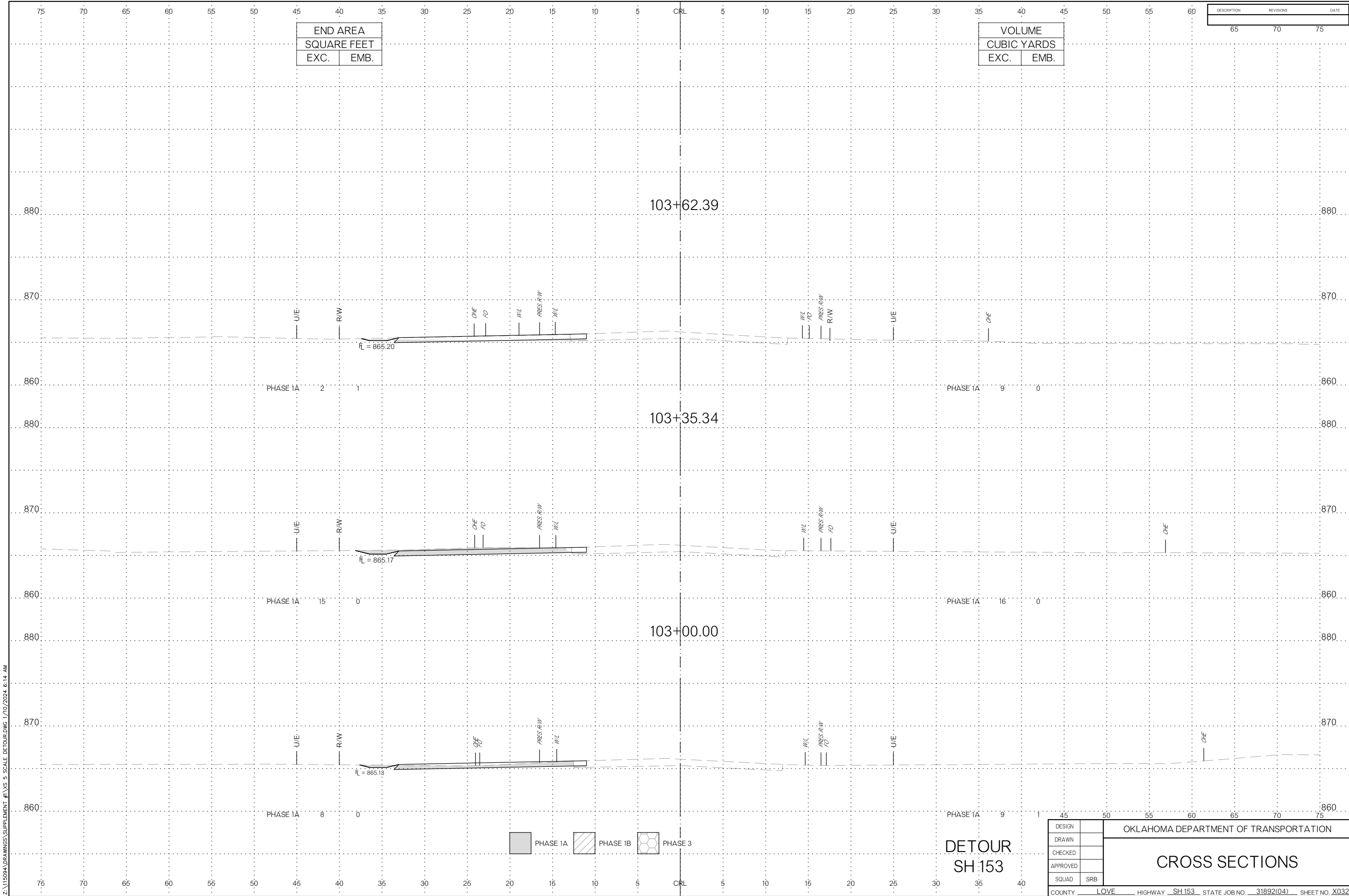
DESCRIPTION	REVISIONS	DATE
65	70	75

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	PHASE 1A		PHASE 1B		PHASE 3
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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X031

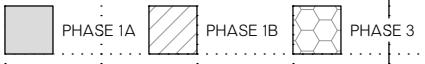


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
65	70	75

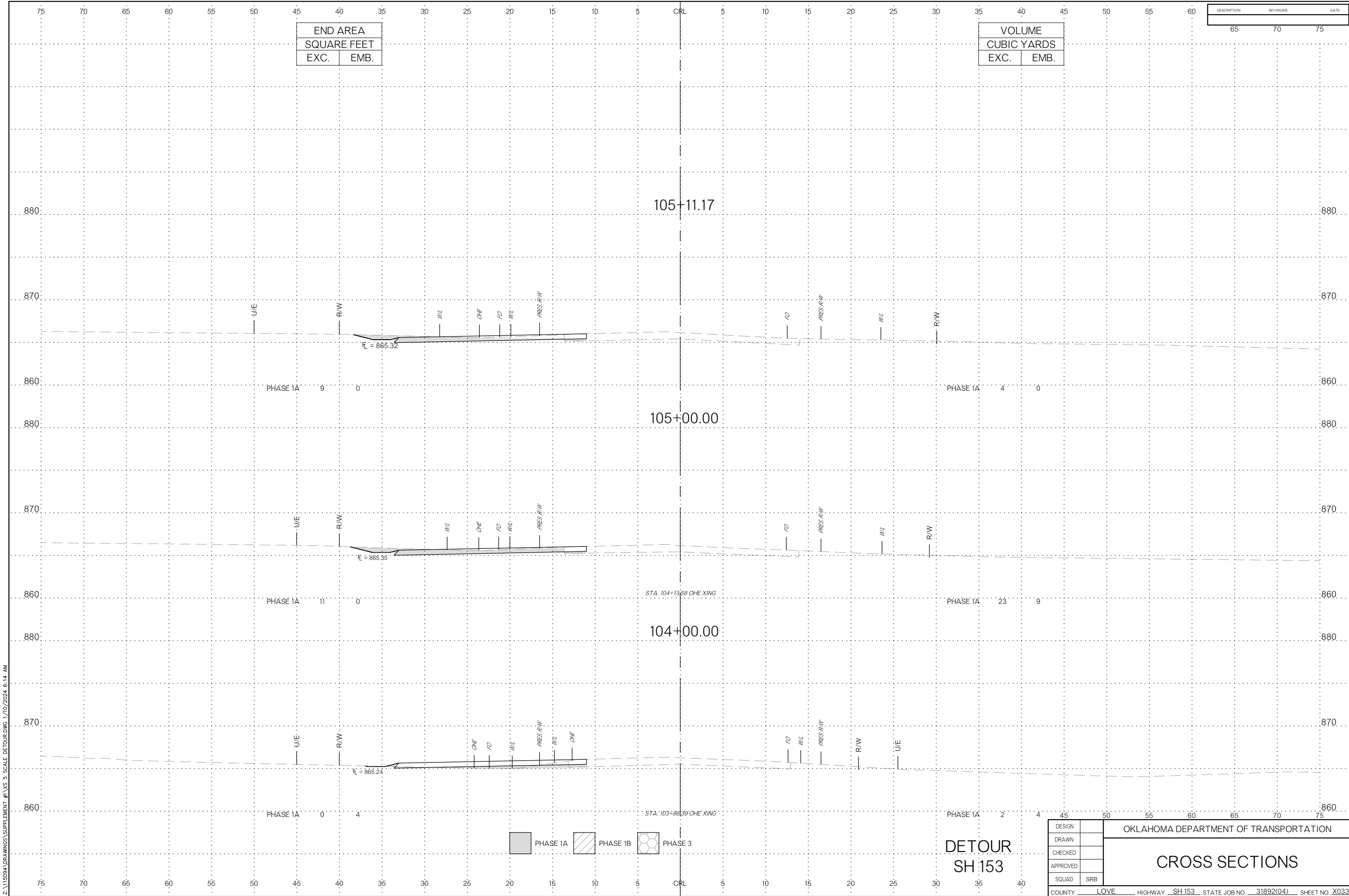
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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		X032

CROSS SECTIONS

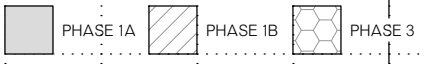


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

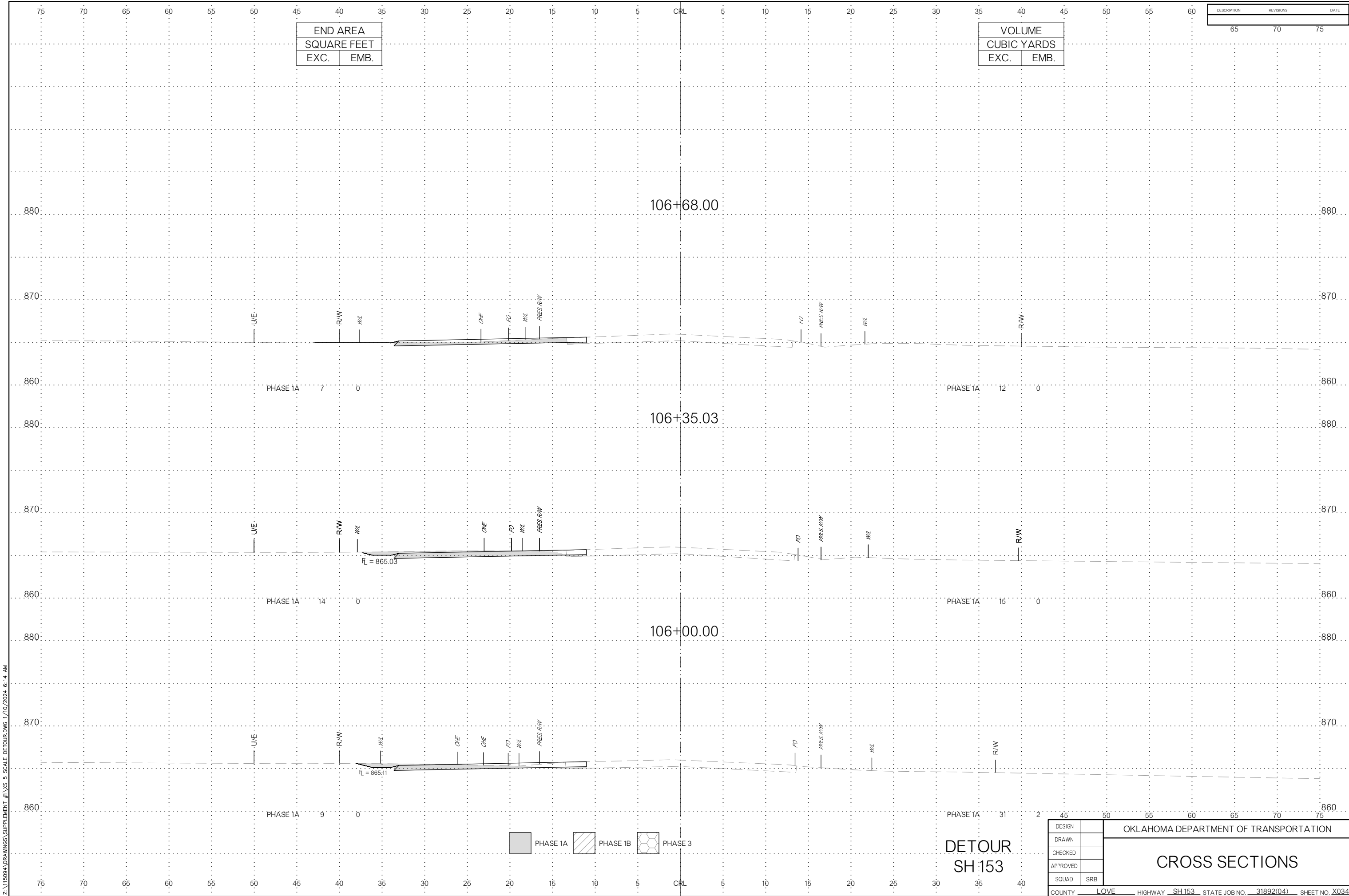
DESCRIPTION	REVISIONS	DATE
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Z:\115094\DRAWINGS\SUPPLEMENT #\XS & SCALE DETOUR.DWG 1/10/2024 6:14 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		<h1>CROSS SECTIONS</h1>					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X033

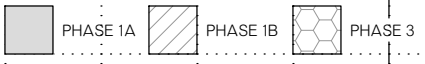


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

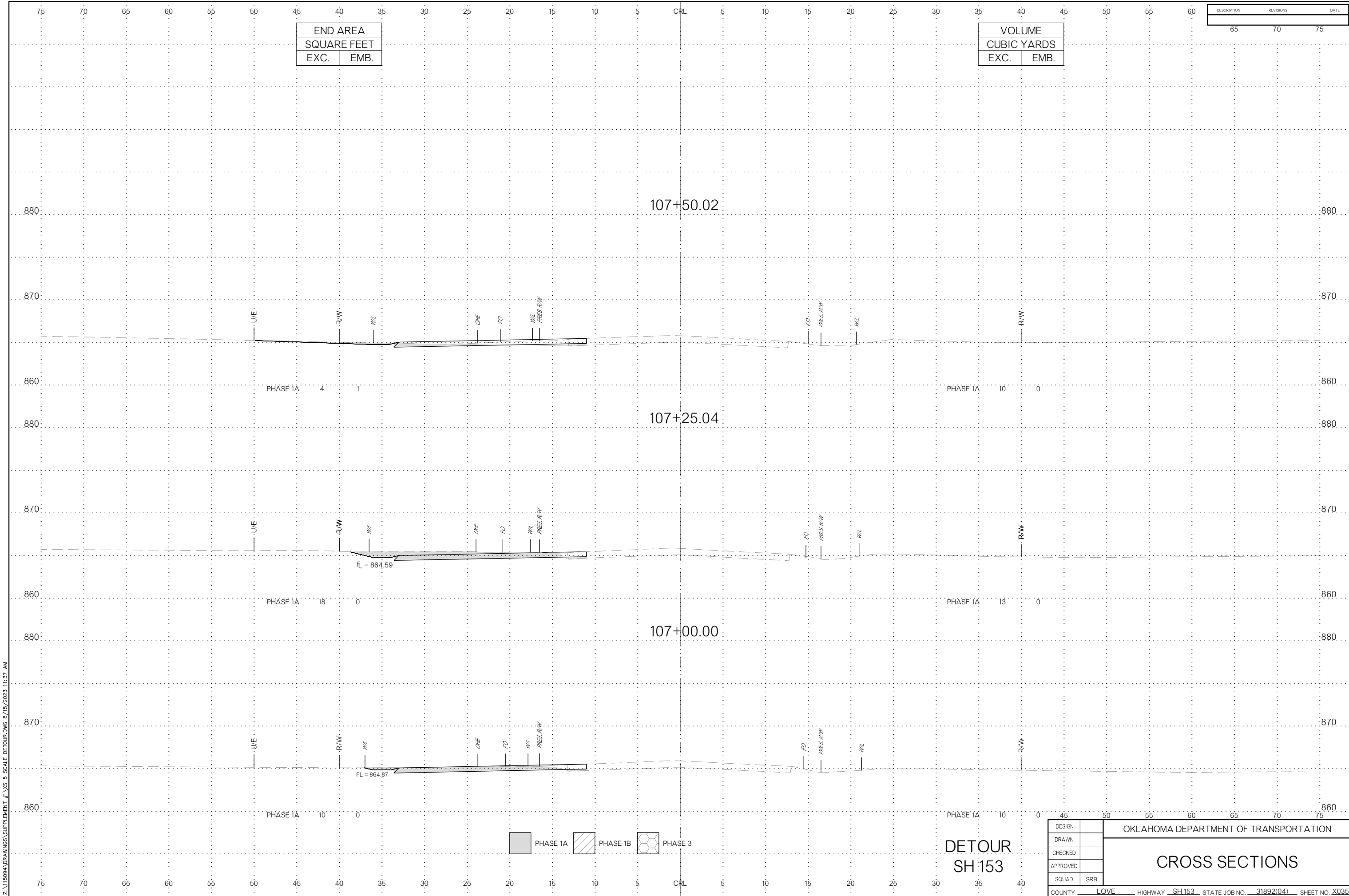
DESCRIPTION	REVISIONS	DATE
65	70	75

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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X034

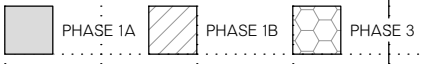


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

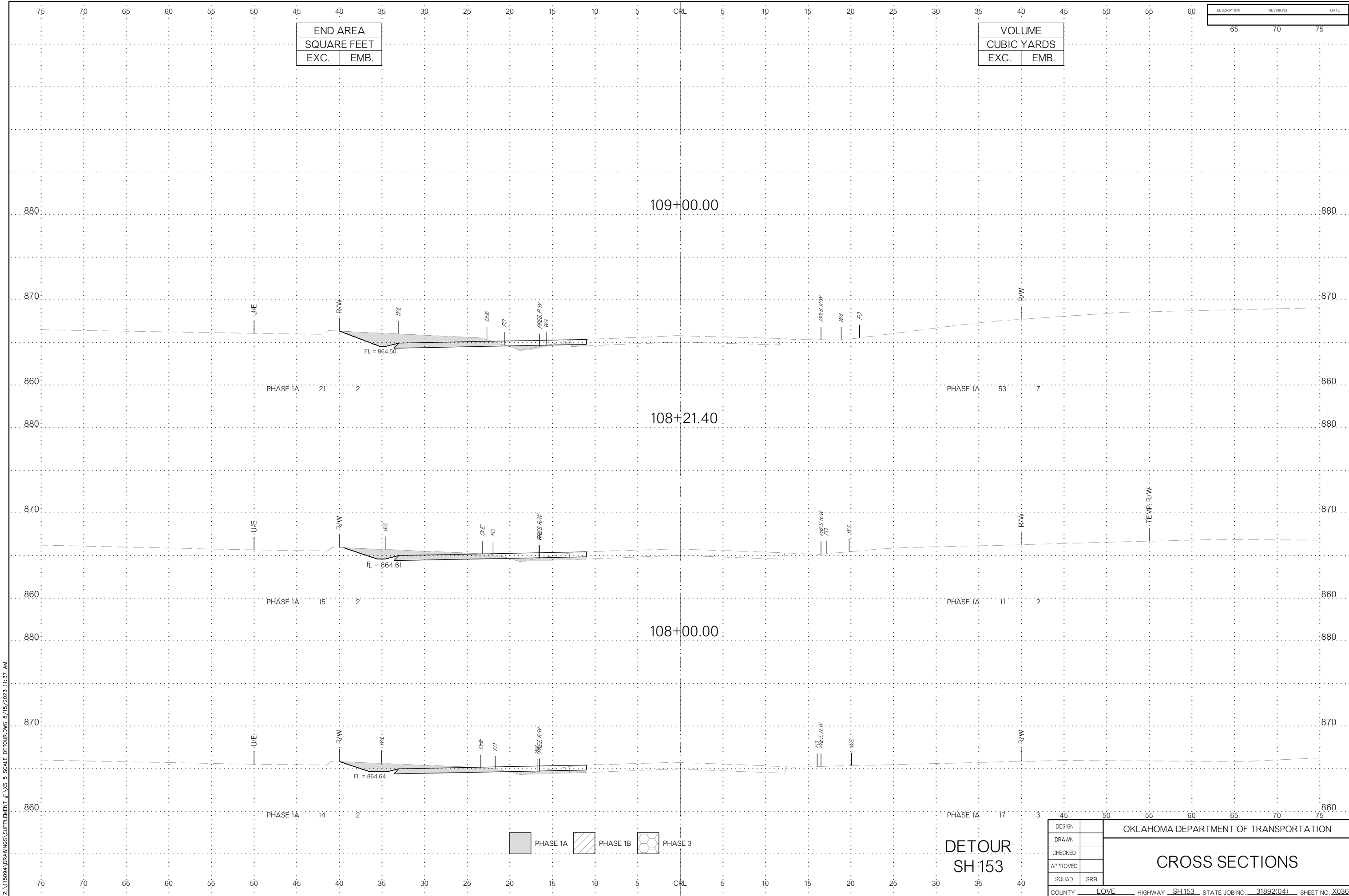
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT #\XS & SCALE DETOUR.DWG 8/15/2023 11:37 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X035

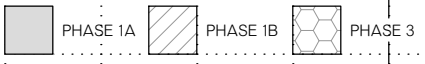


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

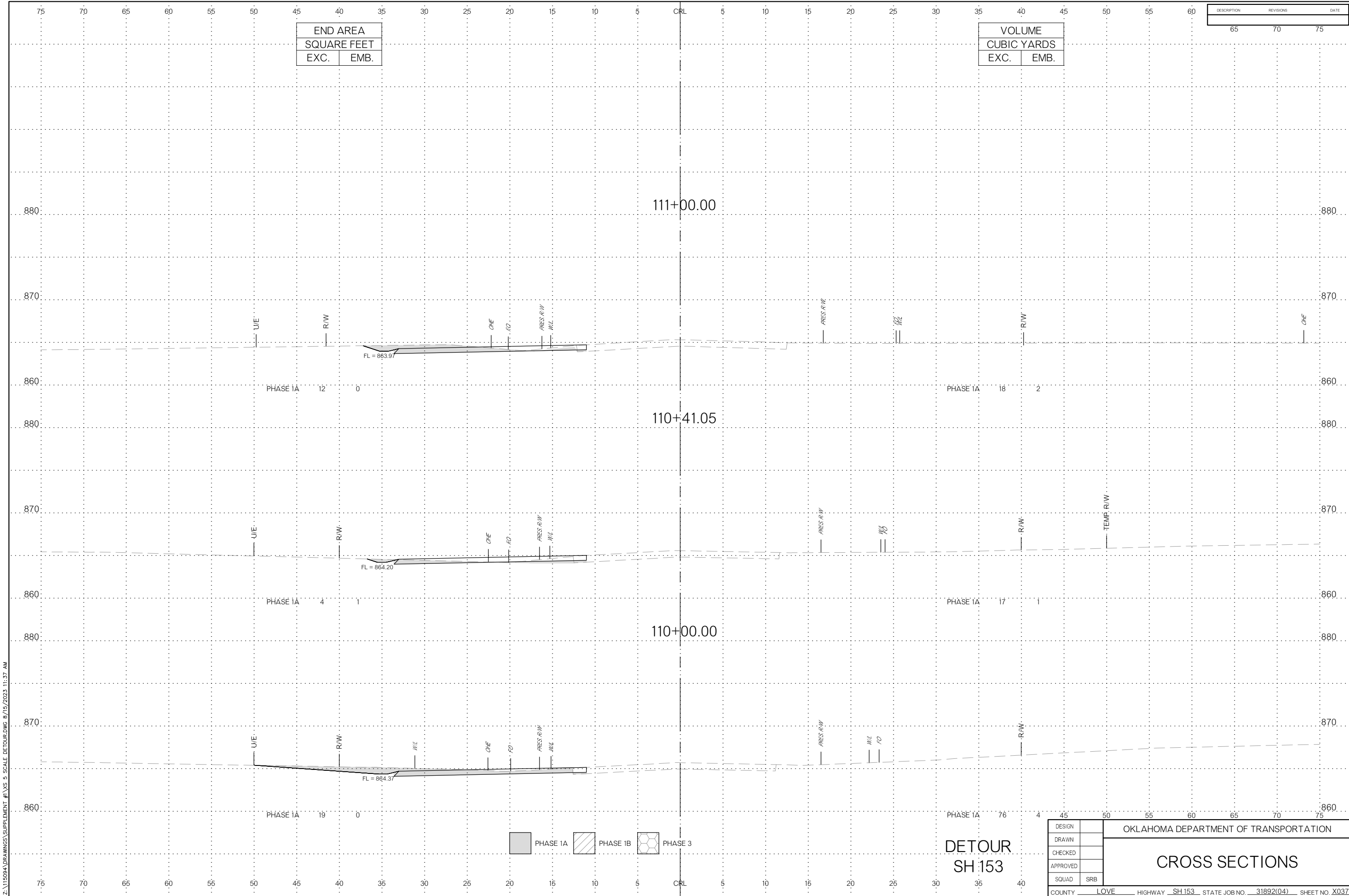
DESCRIPTION	REVISIONS	DATE
65	70	75

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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X036

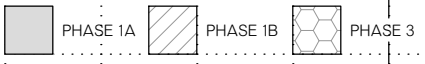


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

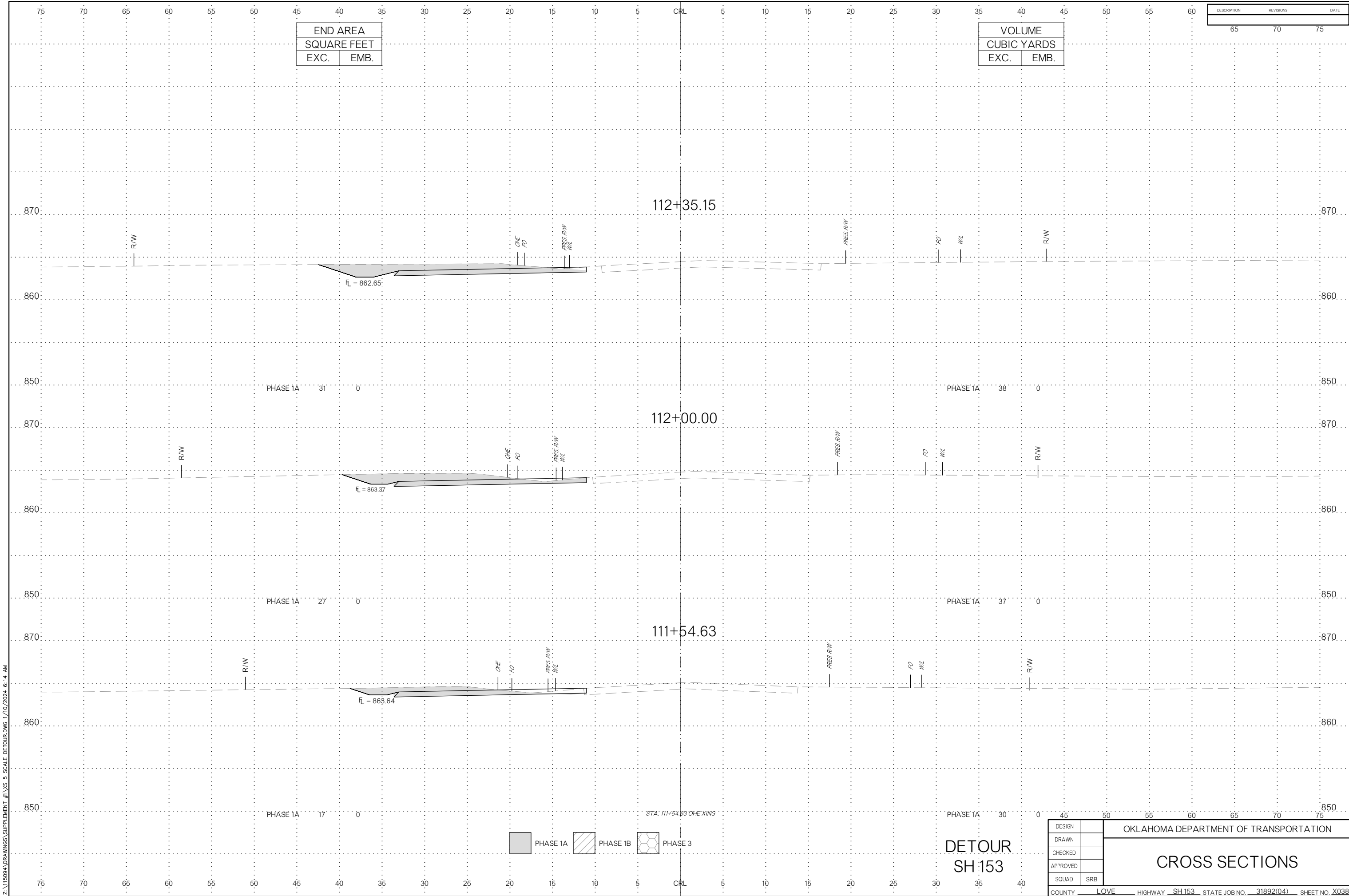
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT #\XS & SCALE DETOUR.DWG 8/15/2023 11:37 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X037

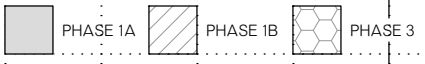


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

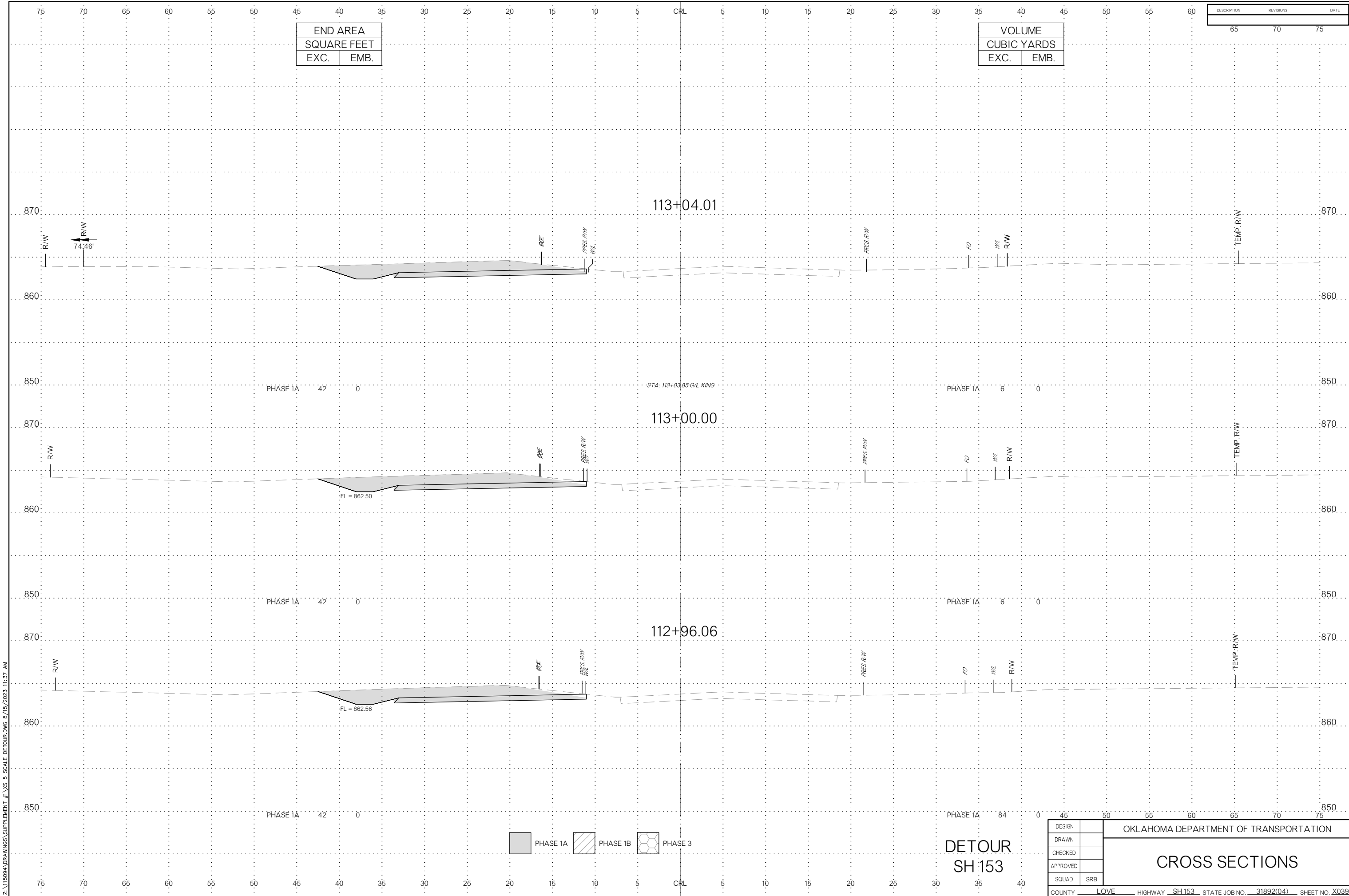
DESCRIPTION	REVISIONS	DATE
65	70	75

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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		<h1>CROSS SECTIONS</h1>						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X038

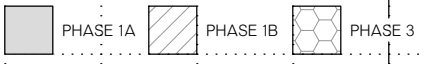


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

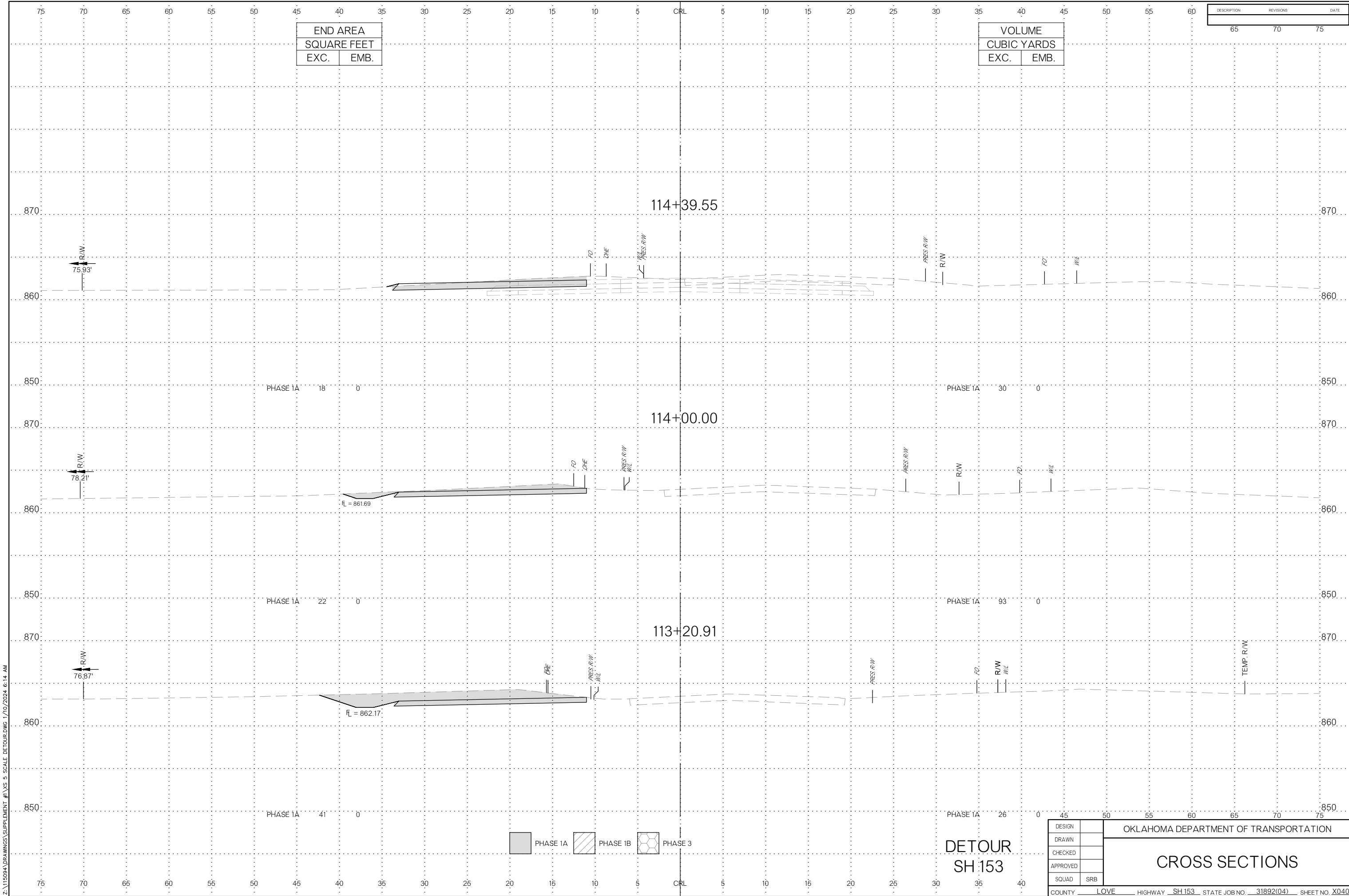
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT #\XS & SCALE DETOUR.DWG 8/15/2023 11:37 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X039


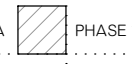
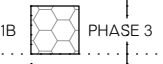


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

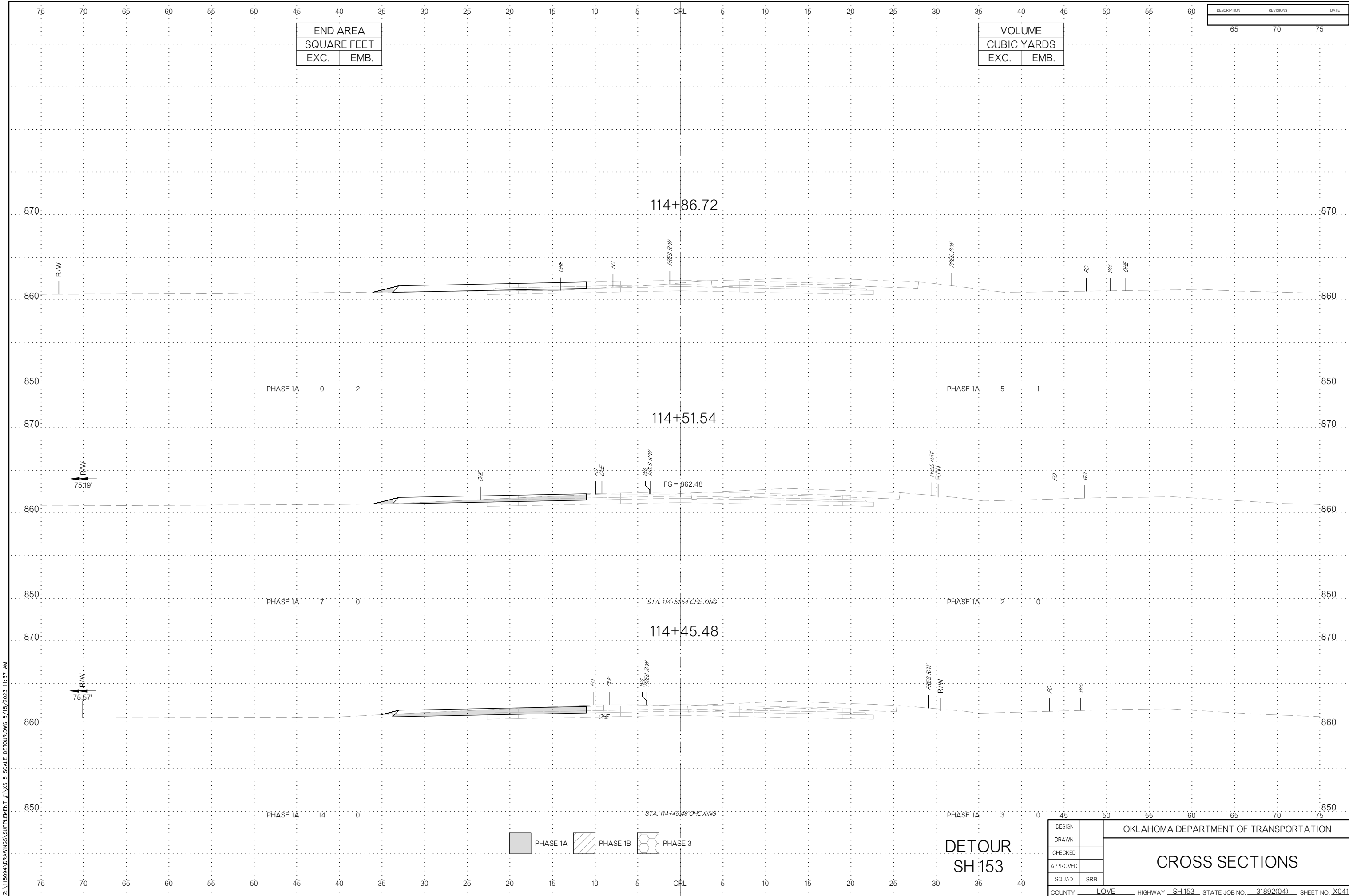
DESCRIPTION	REVISIONS	DATE
65	70	75

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE DETOUR.DWG 1/10/2024 6:14 AM

	PHASE 1A		PHASE 1B		PHASE 3
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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DRAWN		<h1>CROSS SECTIONS</h1>		
CHECKED				
APPROVED				
SQUAD	SRB			
COUNTY LOVE		HIGHWAY SH 153	STATE JOB NO. 31892(04)	SHEET NO. X040

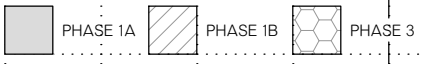


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

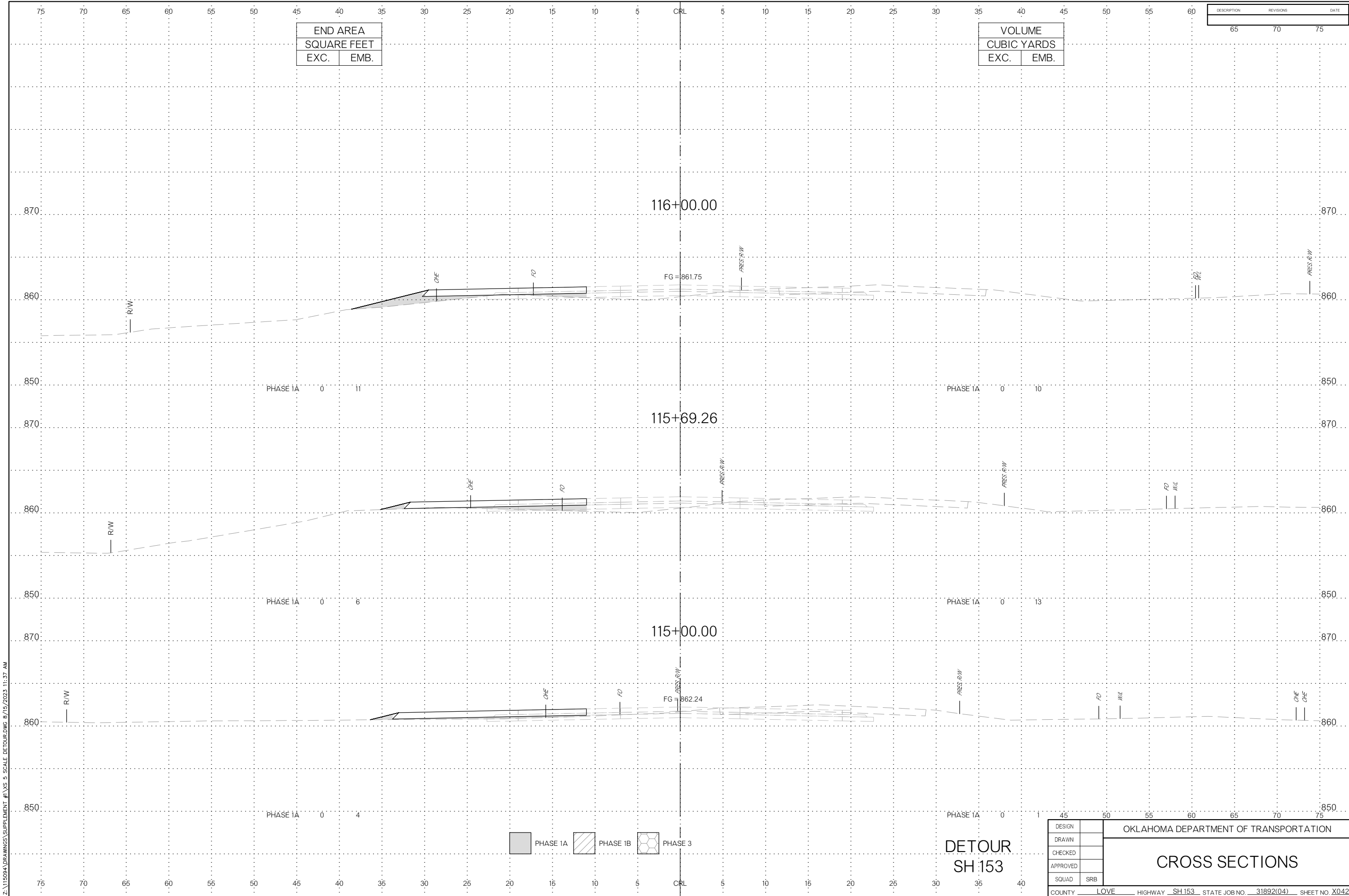
DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

Z:\115094\DRAWINGS\SUPPLEMENT#\XS & SCALE DETOUR.DWG 8/15/2023 11:37 AM



DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X041

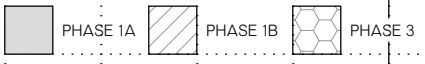


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

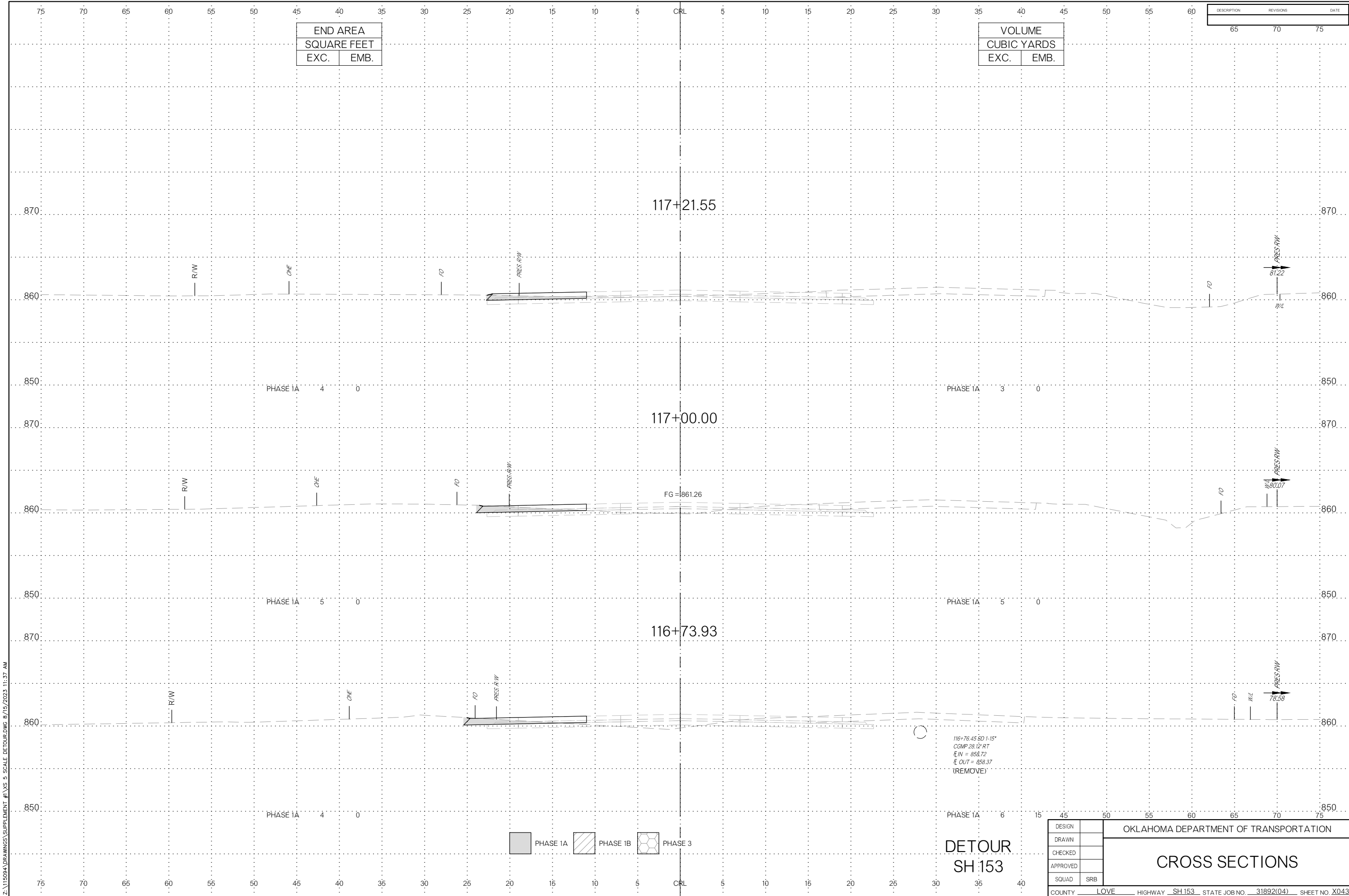
DESCRIPTION	REVISIONS	DATE
65	70	75

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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X042

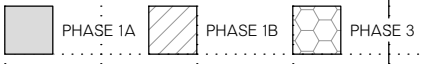


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

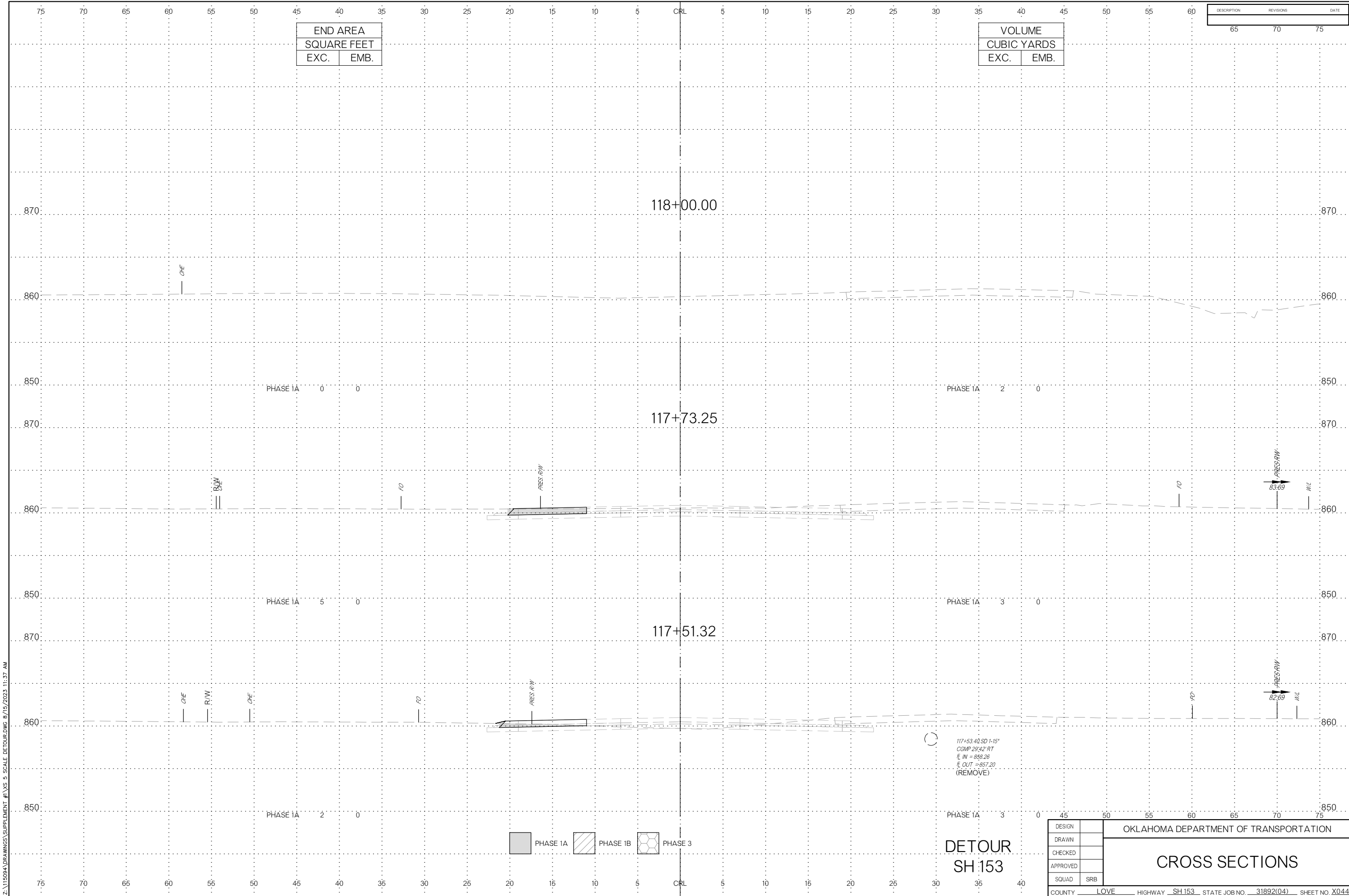
DESCRIPTION	REVISIONS	DATE
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DETOUR
SH 153

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN		CROSS SECTIONS						
CHECKED								
APPROVED								
SQUAD	SRB							
COUNTY		LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X043



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	65	70
	70	75

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PHASE 1A
 PHASE 1B
 PHASE 3

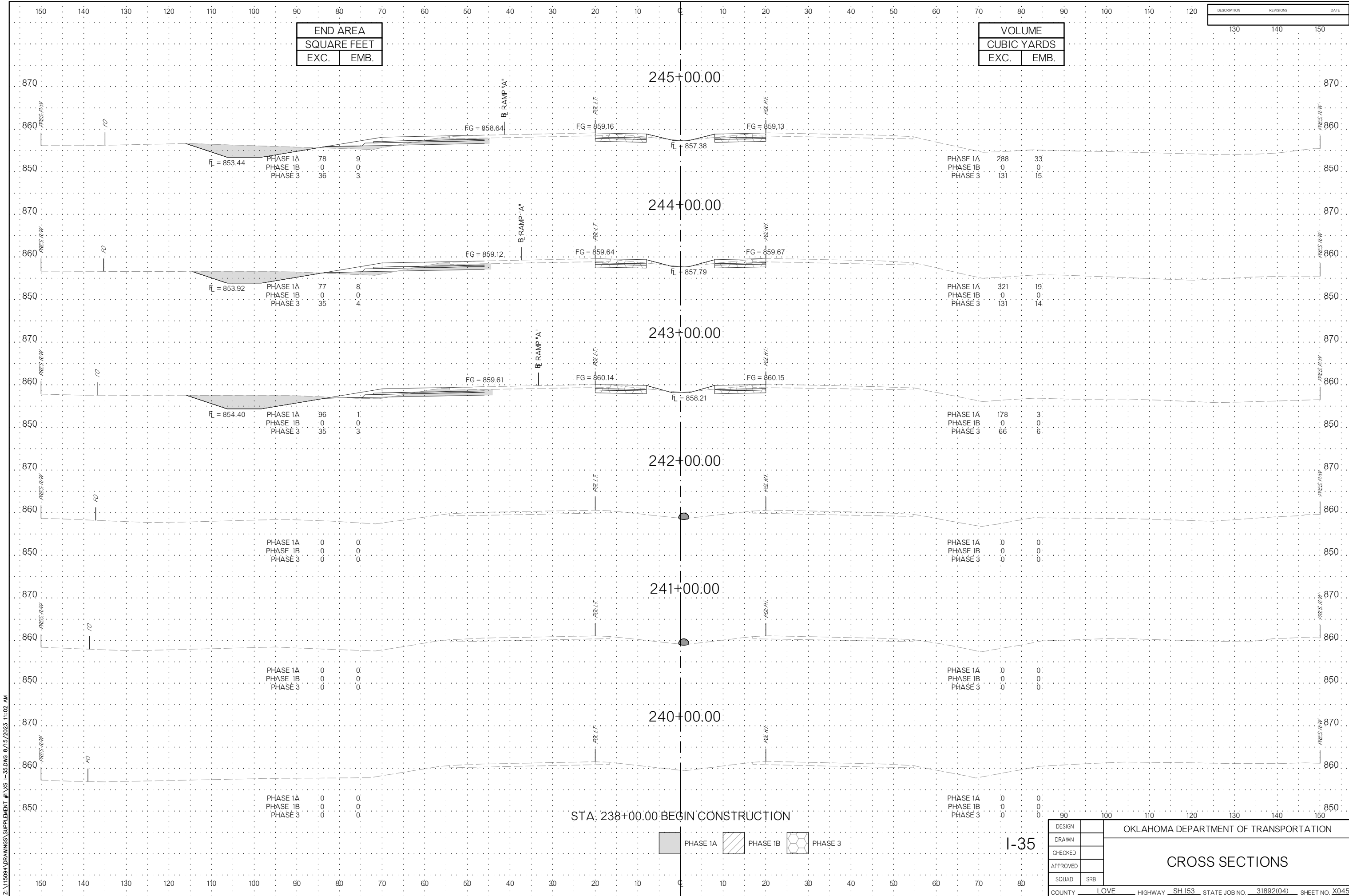
DETOUR
SH 153

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X044



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

FL = 853.44	PHASE 1A	78	9
	PHASE 1B	0	0
	PHASE 3	36	3

PHASE 1A	288	33
PHASE 1B	0	0
PHASE 3	131	15

FL = 853.92	PHASE 1A	77	8
	PHASE 1B	0	0
	PHASE 3	35	4

PHASE 1A	321	19
PHASE 1B	0	0
PHASE 3	131	14

FL = 854.40	PHASE 1A	96	1
	PHASE 1B	0	0
	PHASE 3	35	3

PHASE 1A	178	3
PHASE 1B	0	0
PHASE 3	66	6

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

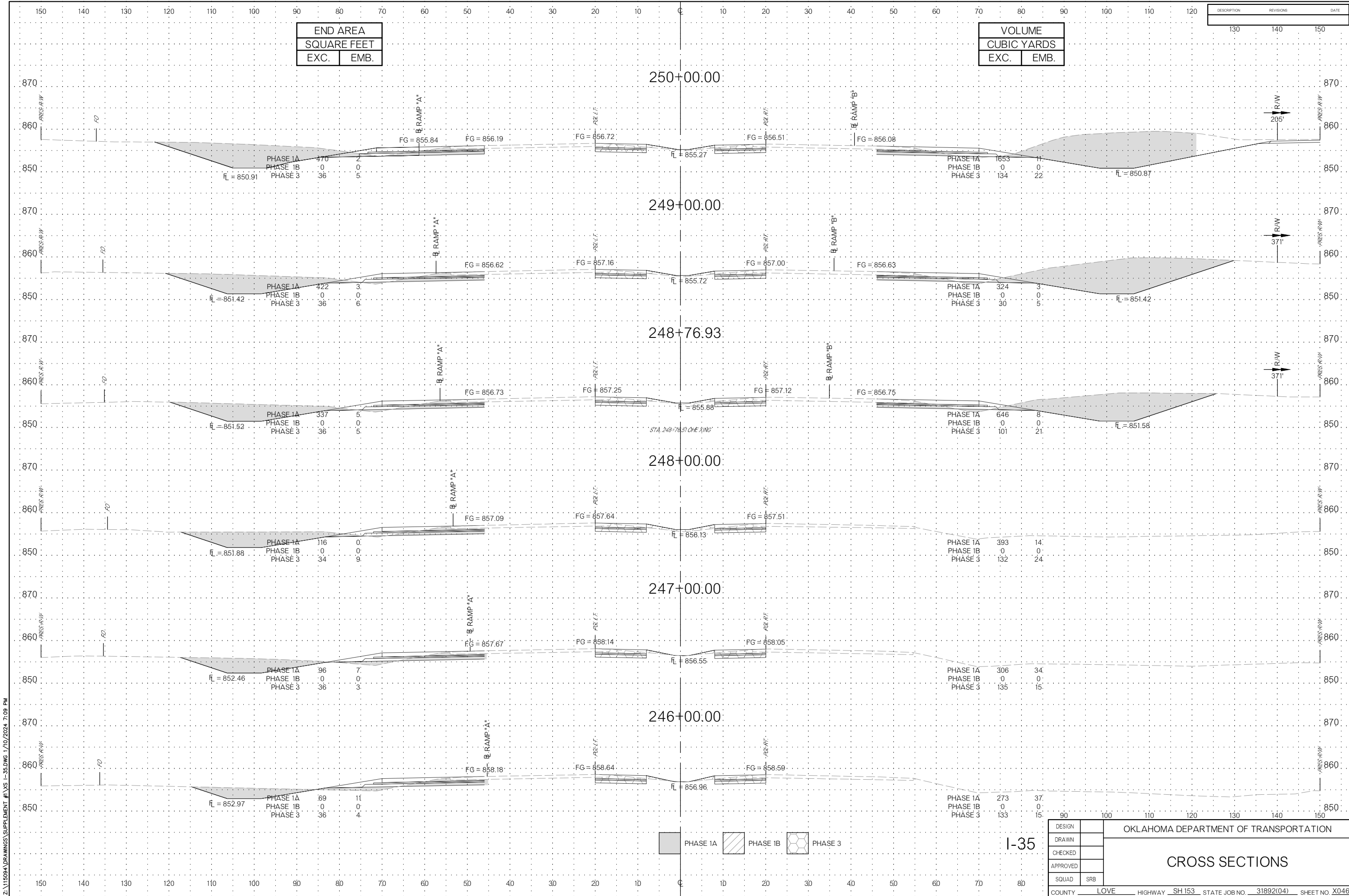
STA. 238+00.00 BEGIN CONSTRUCTION

PHASE 1A PHASE 1B PHASE 3

I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X045

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

PHASE 1A	470	2
PHASE 1B	0	0
PHASE 3	36	5

PHASE 1A	1653	11
PHASE 1B	0	0
PHASE 3	134	22

PHASE 1A	422	3
PHASE 1B	0	0
PHASE 3	36	6

PHASE 1A	324	3
PHASE 1B	0	0
PHASE 3	30	5

PHASE 1A	337	5
PHASE 1B	0	0
PHASE 3	36	5

PHASE 1A	646	8
PHASE 1B	0	0
PHASE 3	101	21

PHASE 1A	116	0
PHASE 1B	0	0
PHASE 3	34	9

PHASE 1A	393	14
PHASE 1B	0	0
PHASE 3	132	24

PHASE 1A	96	7
PHASE 1B	0	0
PHASE 3	36	3

PHASE 1A	306	34
PHASE 1B	0	0
PHASE 3	135	15

PHASE 1A	69	11
PHASE 1B	0	0
PHASE 3	36	4

PHASE 1A	273	37
PHASE 1B	0	0
PHASE 3	133	15

PHASE 1A PHASE 1B PHASE 3

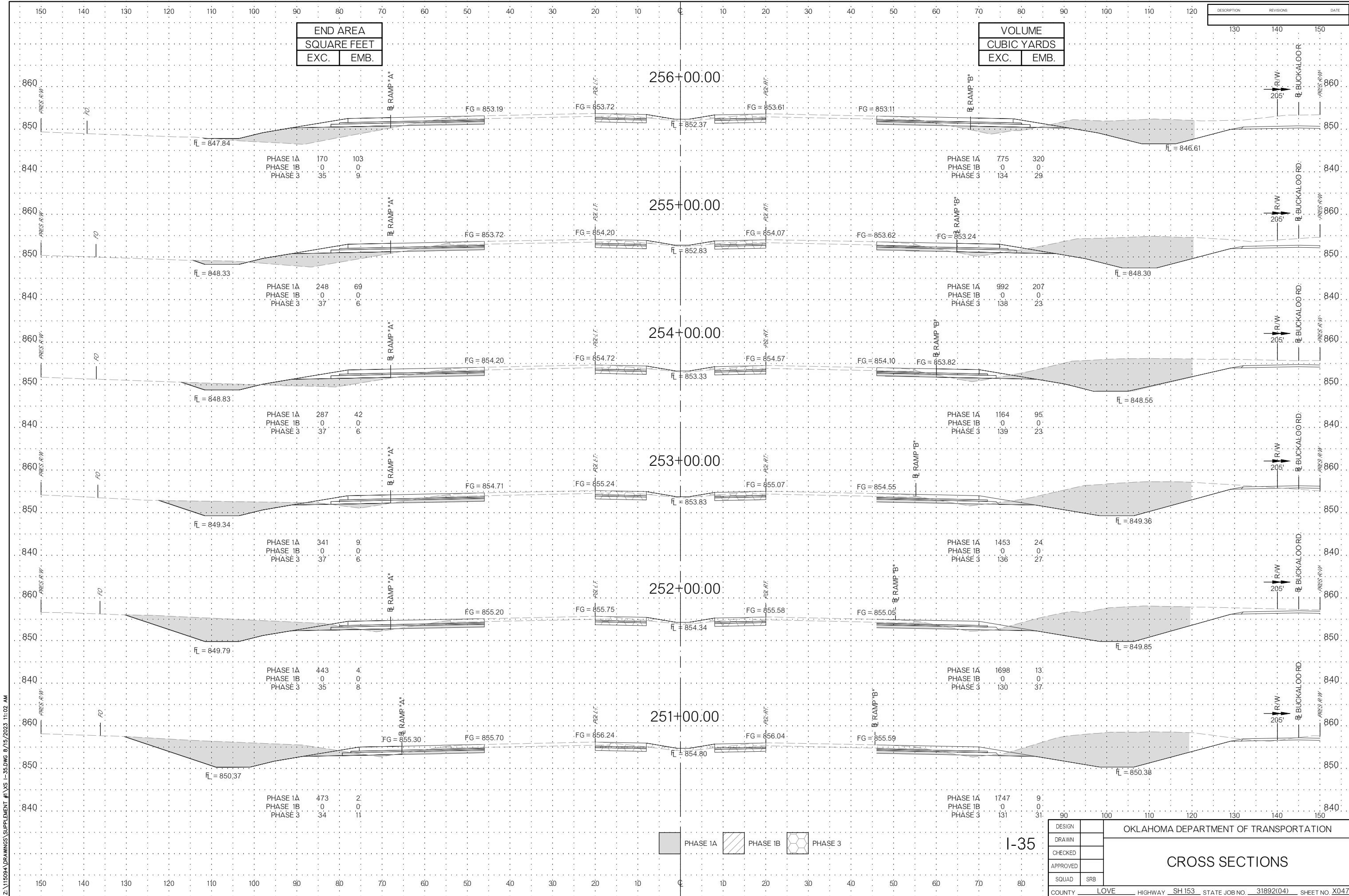
I-35

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #1\XS I-35.DWG 1/10/2024 7:09 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE

PHASE 1A	170	103
PHASE 1B	0	0
PHASE 3	35	9

PHASE 1A	775	320
PHASE 1B	0	0
PHASE 3	134	29

PHASE 1A	248	69
PHASE 1B	0	0
PHASE 3	37	6

PHASE 1A	992	207
PHASE 1B	0	0
PHASE 3	138	23

PHASE 1A	287	42
PHASE 1B	0	0
PHASE 3	37	6

PHASE 1A	1164	95
PHASE 1B	0	0
PHASE 3	139	23

PHASE 1A	341	9
PHASE 1B	0	0
PHASE 3	37	6

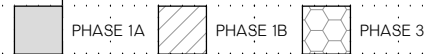
PHASE 1A	1453	24
PHASE 1B	0	0
PHASE 3	136	27

PHASE 1A	443	4
PHASE 1B	0	0
PHASE 3	35	8

PHASE 1A	1698	13
PHASE 1B	0	0
PHASE 3	130	37

PHASE 1A	473	2
PHASE 1B	0	0
PHASE 3	34	11

PHASE 1A	1747	9
PHASE 1B	0	0
PHASE 3	131	31

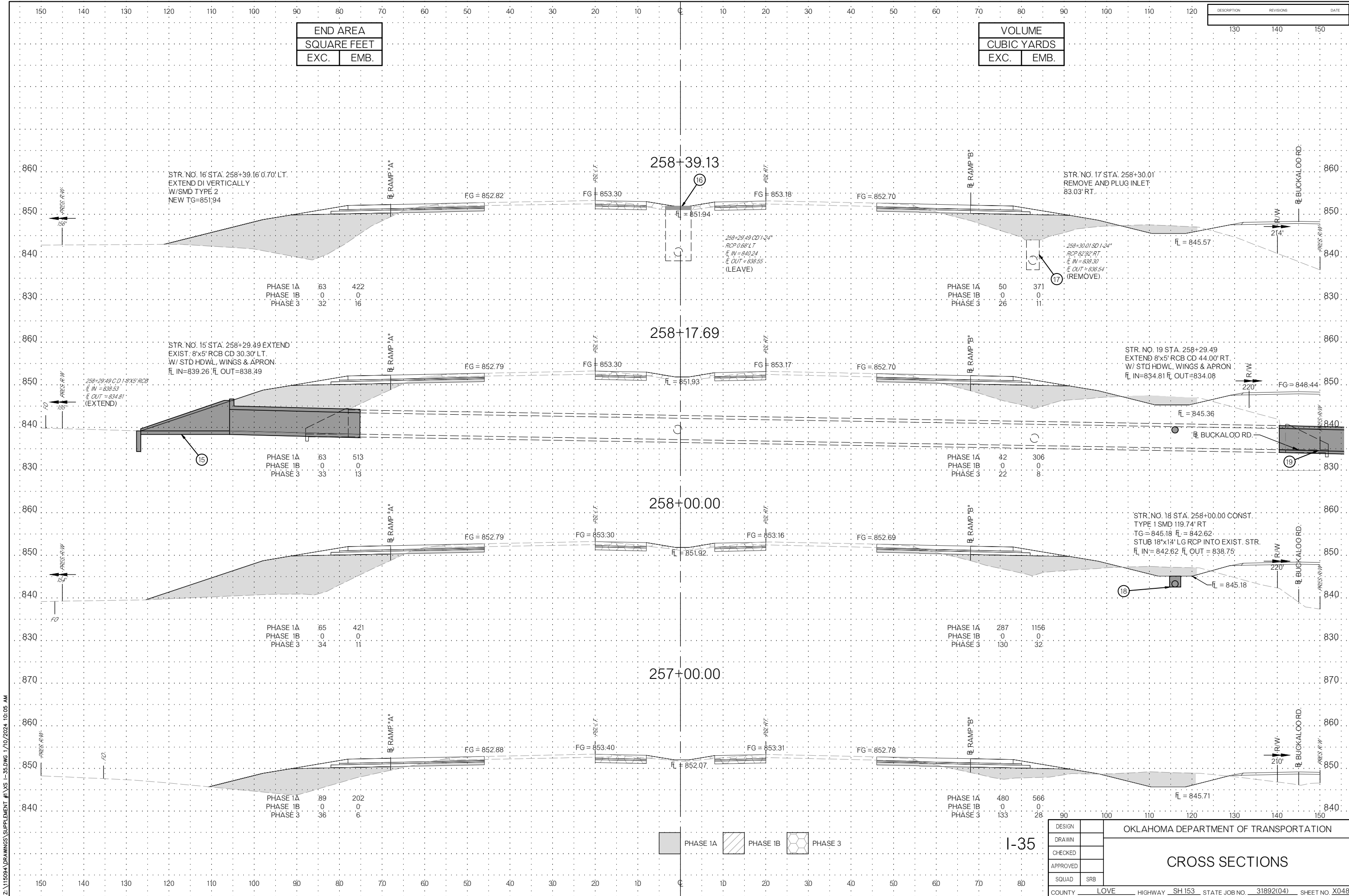


I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
STATE JOB NO.	31892(04)	SHEET NO.	X047

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 8/15/2023 11:02 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE	
	130	140	150

STR. NO. 16 STA. 258+39.16' 0.70' LT.
EXTEND DI VERTICALLY
W/SMD TYPE 2
NEW TG=851.94

STR. NO. 17 STA. 258+30.01
REMOVE AND PLUG INLET
83.03' RT.

STR. NO. 15 STA. 258+29.49 EXTEND
EXIST. 8'x5' RCB CD 30.30' LT.
W/ STD HDWL, WINGS & APRON.
FL IN=839.26 FL OUT=838.49

STR. NO. 19 STA. 258+29.49
EXTEND 8'x5' RCB CD 44.00' RT.
W/ STD HDWL, WINGS & APRON.
FL IN=834.81 FL OUT=834.08

STR. NO. 18 STA. 258+00.00 CONST.
TYPE 1 SMD 119.74' RT
TG=845.18 FL=842.62
STUB 18"x14' LG RCP INTO EXIST. STR.
FL IN=842.62 FL OUT=838.75

PHASE 1A	63	422
PHASE 1B	0	0
PHASE 3	32	16

PHASE 1A	50	371
PHASE 1B	0	0
PHASE 3	26	11

PHASE 1A	63	513
PHASE 1B	0	0
PHASE 3	33	13

PHASE 1A	42	306
PHASE 1B	0	0
PHASE 3	22	8

PHASE 1A	65	421
PHASE 1B	0	0
PHASE 3	34	11

PHASE 1A	287	1156
PHASE 1B	0	0
PHASE 3	130	32

PHASE 1A	89	202
PHASE 1B	0	0
PHASE 3	36	6

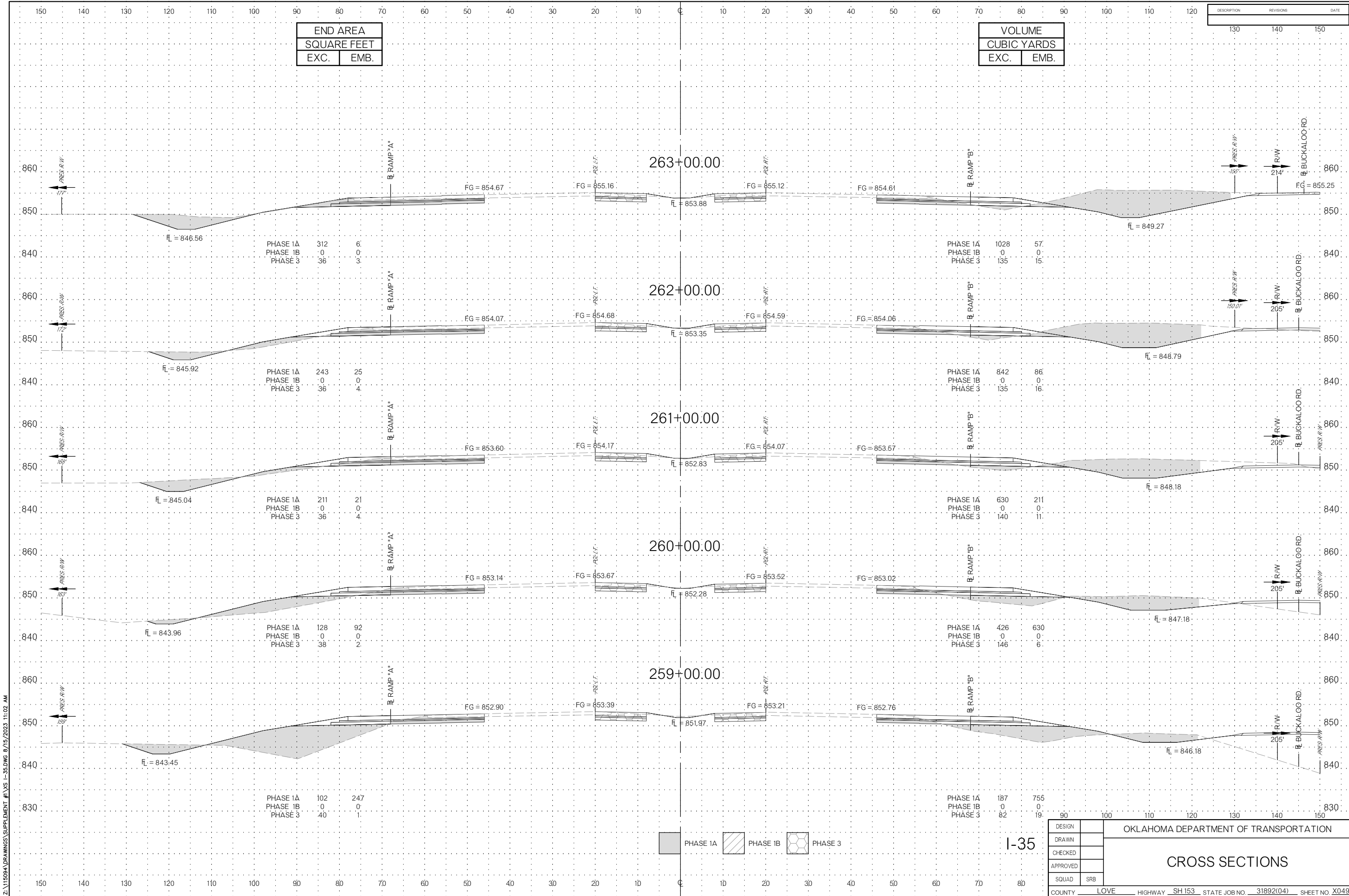
PHASE 1A	480	566
PHASE 1B	0	0
PHASE 3	133	28



I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CROSS SECTIONS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X048

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 1/10/2024 10:05 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE	
	130	140	150

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 8/15/2023 11:02 AM



I-35

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

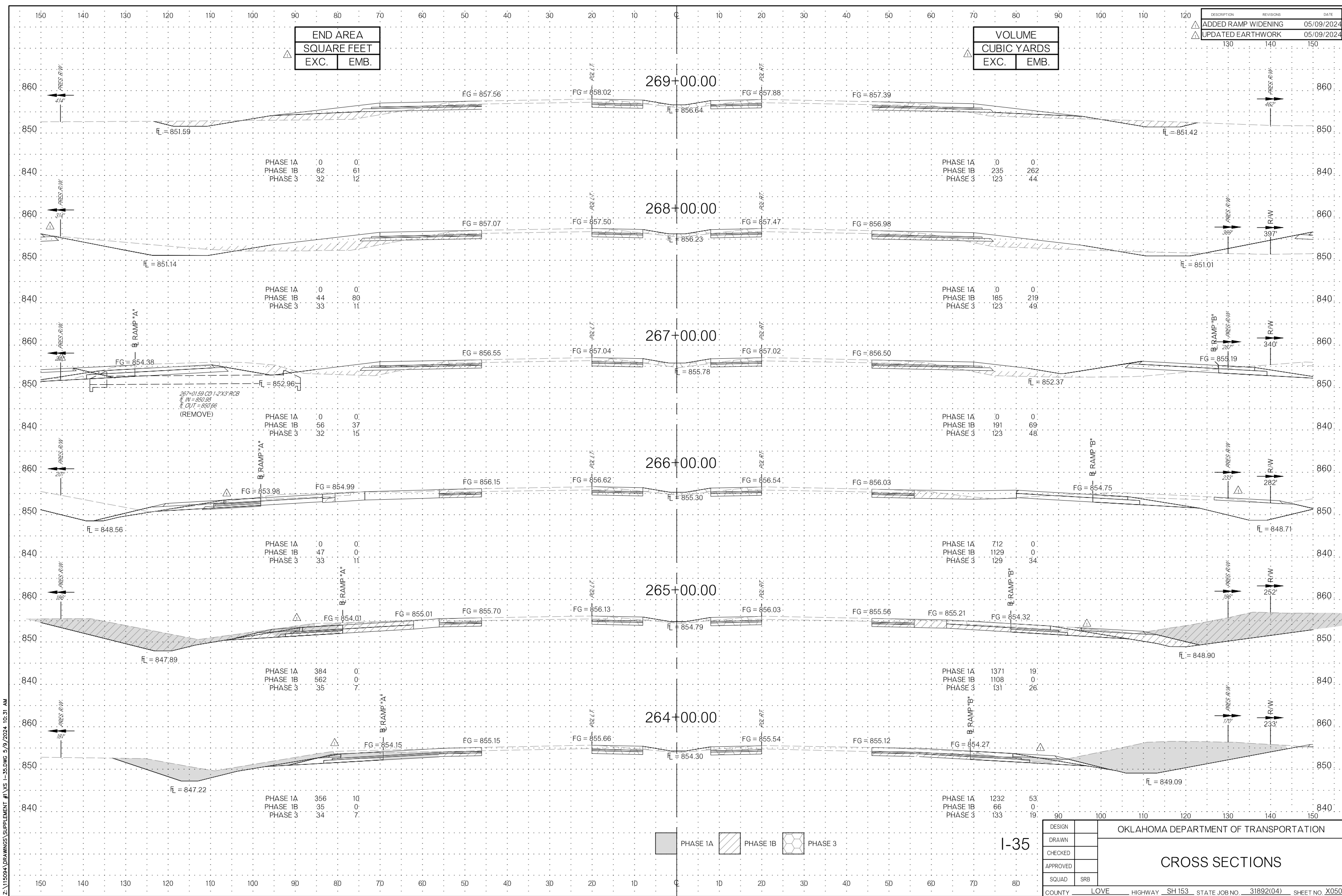
OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.



PHASE 1A	0	0
PHASE 1B	82	61
PHASE 3	32	12

PHASE 1A	0	0
PHASE 1B	235	262
PHASE 3	123	44

PHASE 1A	0	0
PHASE 1B	44	80
PHASE 3	33	11

PHASE 1A	0	0
PHASE 1B	185	219
PHASE 3	123	49

PHASE 1A	0	0
PHASE 1B	56	37
PHASE 3	32	15

PHASE 1A	0	0
PHASE 1B	191	69
PHASE 3	123	48

PHASE 1A	0	0
PHASE 1B	47	0
PHASE 3	33	11

PHASE 1A	712	0
PHASE 1B	1129	0
PHASE 3	129	34

PHASE 1A	384	0
PHASE 1B	562	0
PHASE 3	35	7

PHASE 1A	1371	19
PHASE 1B	1108	0
PHASE 3	131	26

PHASE 1A	356	10
PHASE 1B	35	0
PHASE 3	34	7

PHASE 1A	1232	53
PHASE 1B	66	0
PHASE 3	133	19

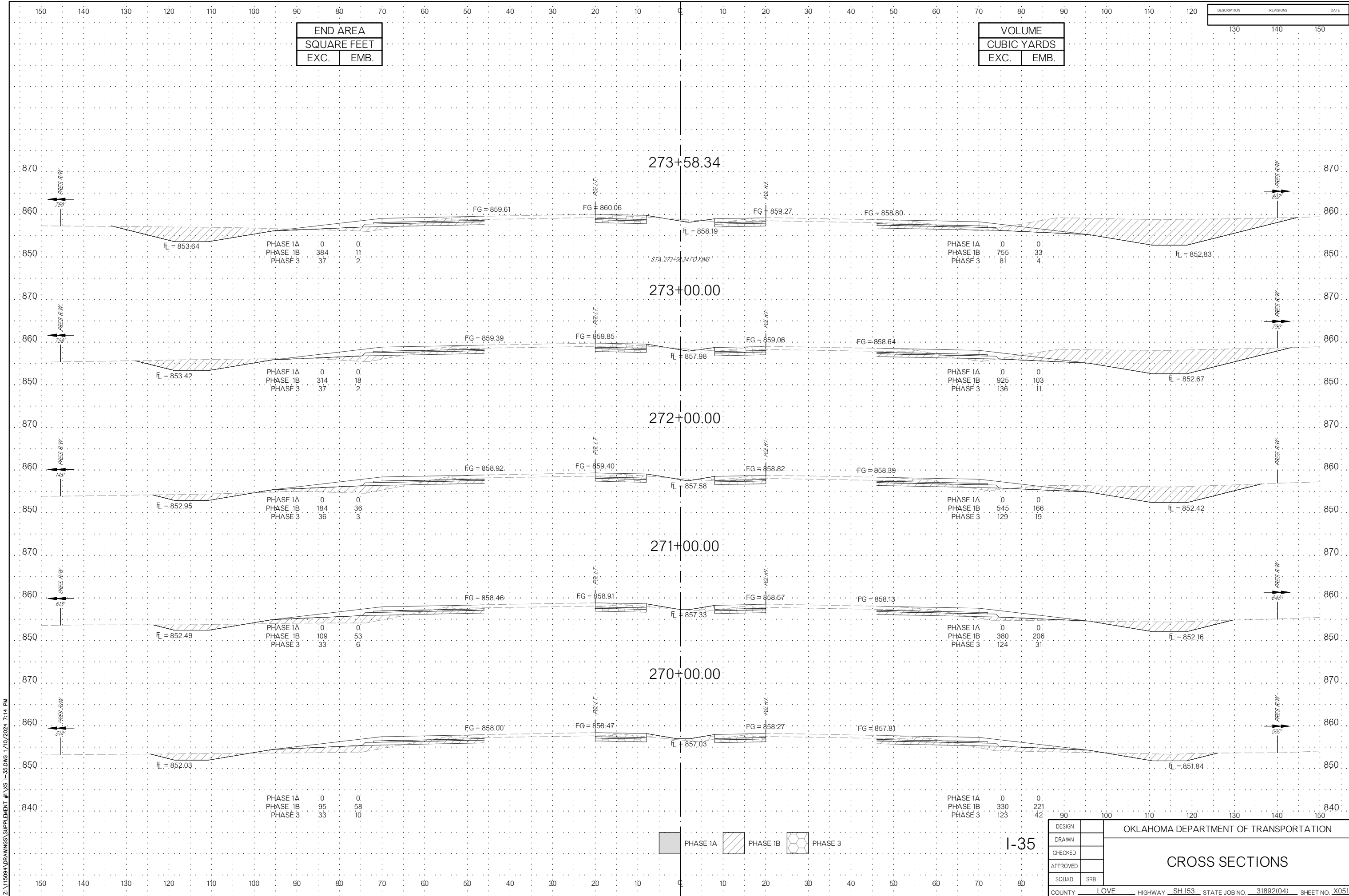
267+01.50 CD 1-2X3 RCB
 E IN = 850.85
 E CUT = 850.86
 (REMOVE)

Z:\115094\DRAWINGS\SUPPLEMENT #\XS -35.DWG 5/9/2024 10:31 AM

PHASE 1A PHASE 1B PHASE 3

I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CROSS SECTIONS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X050

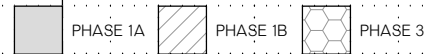


END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

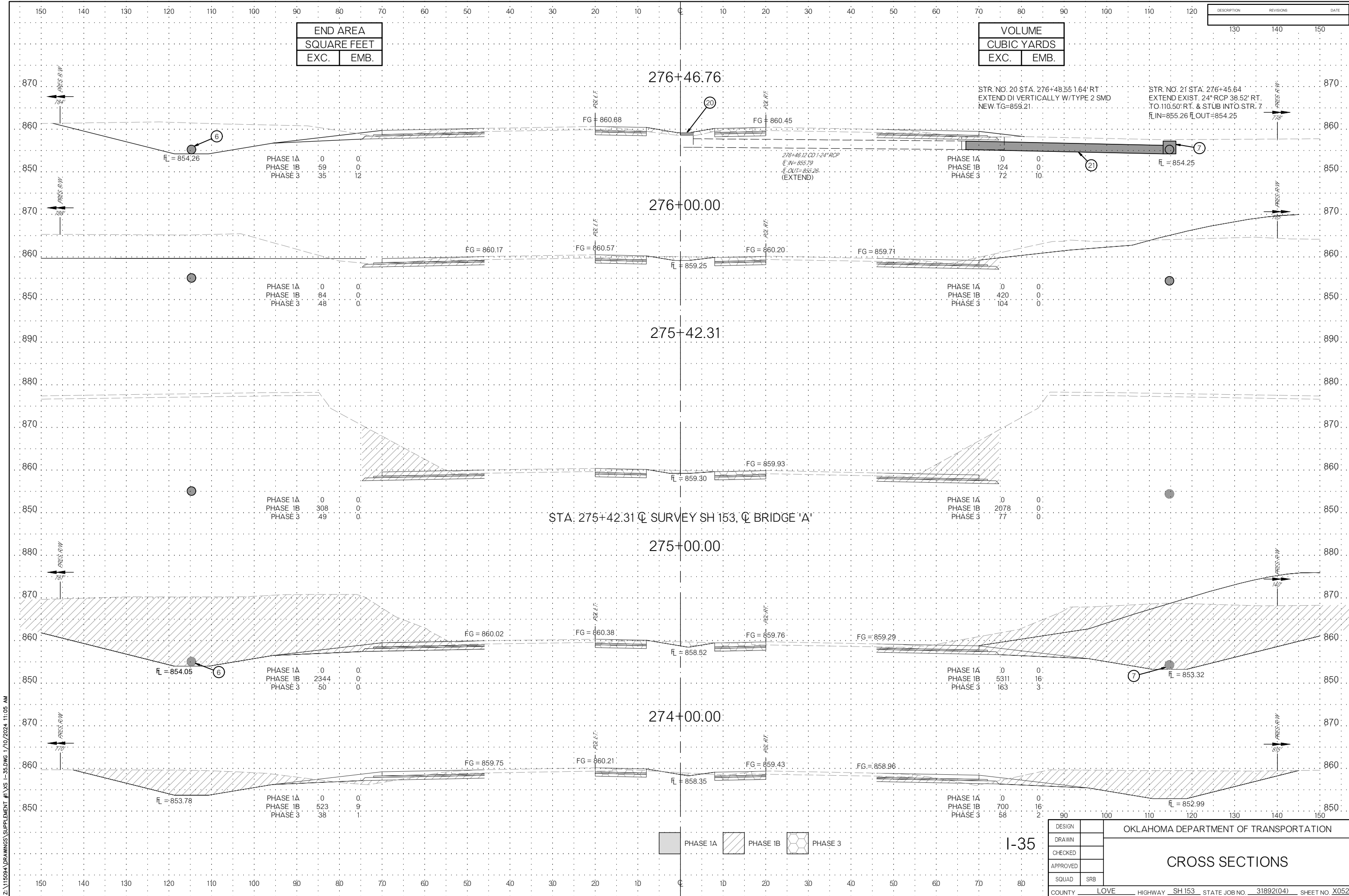
DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 1/10/2024 7:14 PM



I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X051



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

PHASE 1A	.0	0.
PHASE 1B	59	0.
PHASE 3	35	12.

PHASE 1A	.0	0.
PHASE 1B	124	0.
PHASE 3	72	10.

PHASE 1A	.0	0.
PHASE 1B	84	0.
PHASE 3	48	0.

PHASE 1A	.0	0.
PHASE 1B	420	0.
PHASE 3	104	0.

PHASE 1A	.0	0.
PHASE 1B	308	0.
PHASE 3	49	0.

PHASE 1A	.0	0.
PHASE 1B	2078	0.
PHASE 3	77	0.

PHASE 1A	.0	0.
PHASE 1B	2344	0.
PHASE 3	50	0.

PHASE 1A	.0	0.
PHASE 1B	5311	16.
PHASE 3	163	3.

PHASE 1A	.0	0.
PHASE 1B	523	9.
PHASE 3	38	1.

PHASE 1A	.0	0.
PHASE 1B	700	16.
PHASE 3	58	2.

STA. 275+42.31 Q SURVEY SH 153, Q BRIDGE 'A'

PHASE 1A PHASE 1B PHASE 3

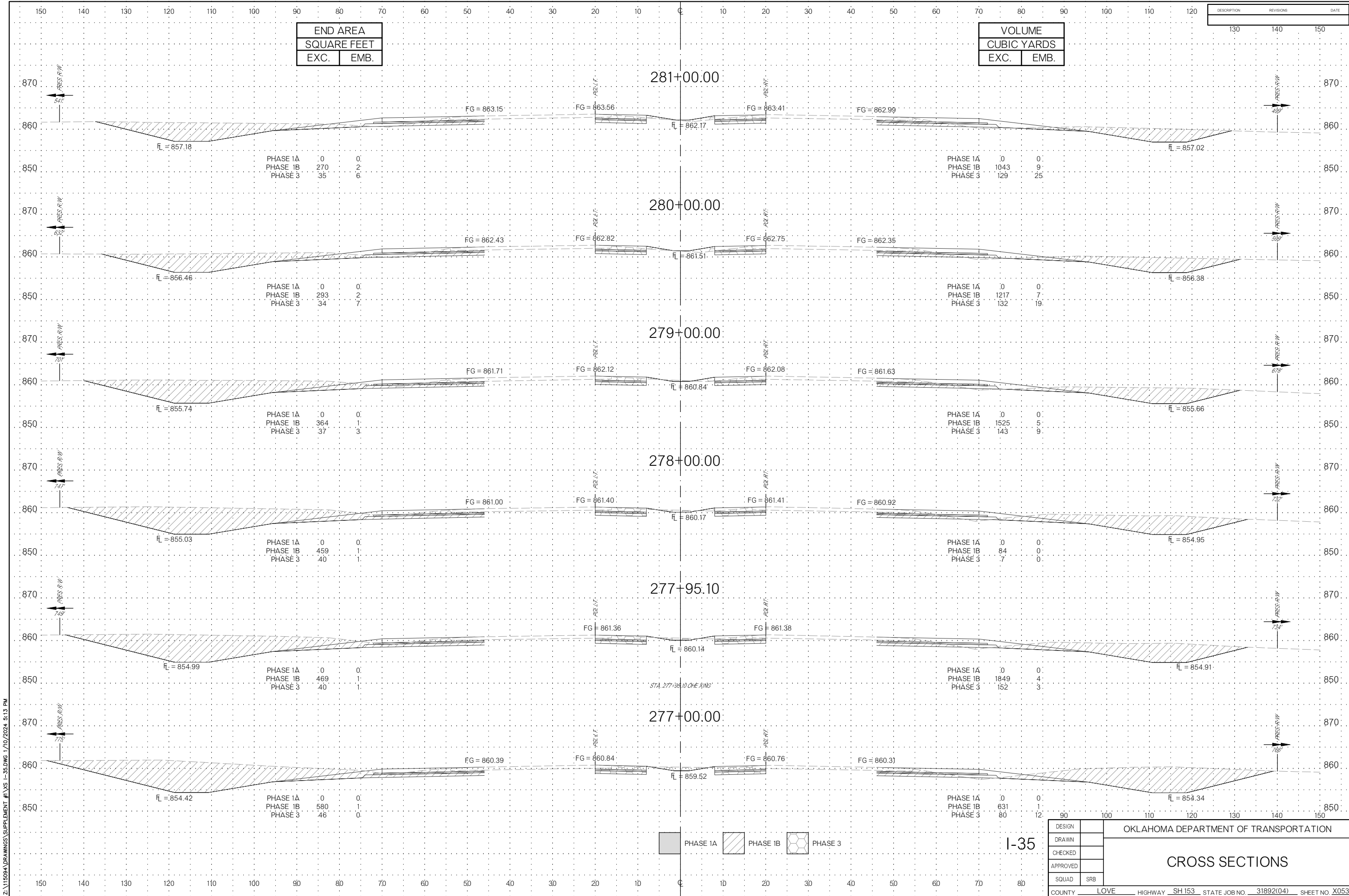
I-35

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

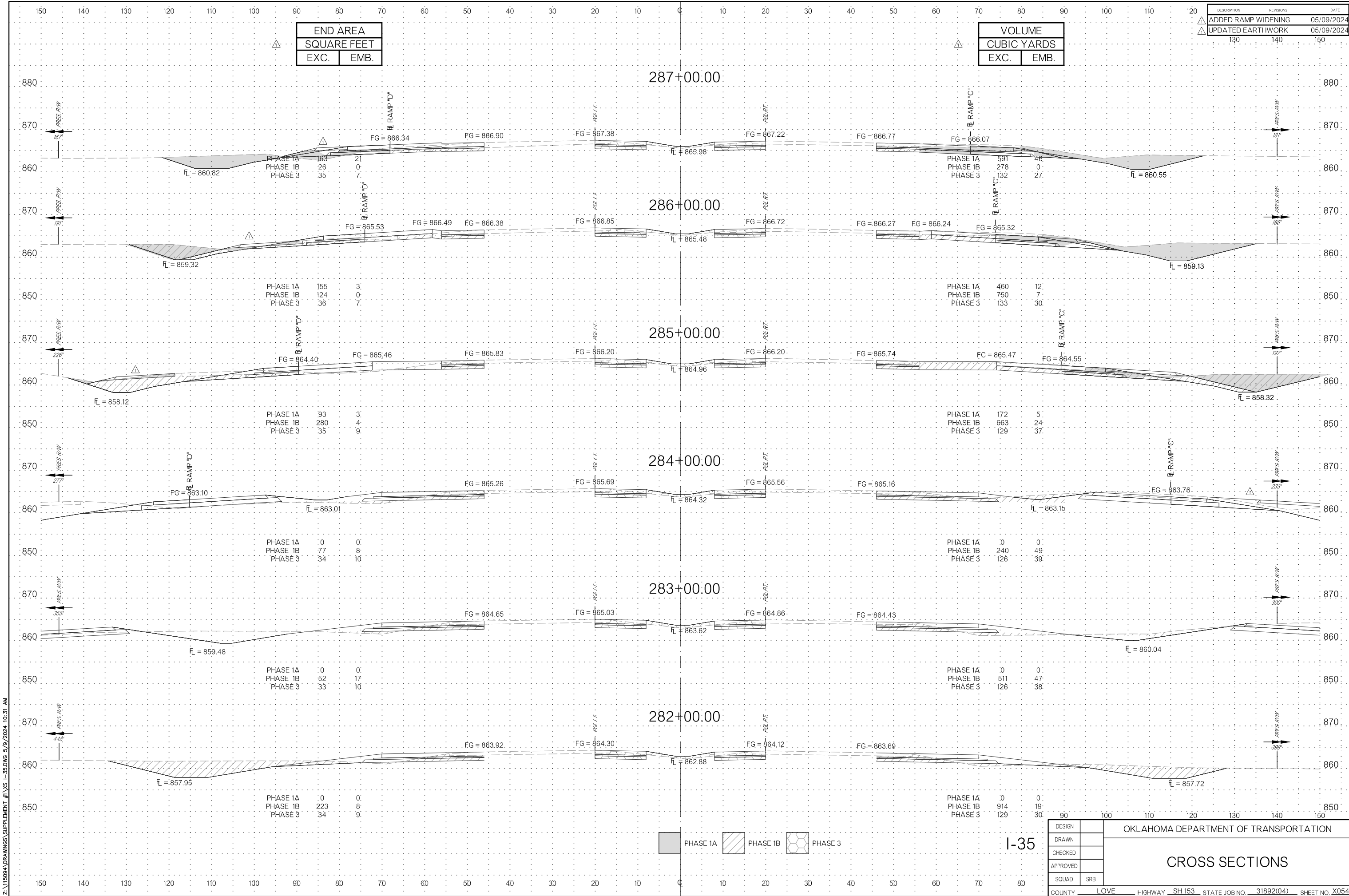
CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 1/10/2024 11:05 AM



Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 1/10/2024 8:13 PM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
I-35		CROSS SECTIONS
COUNTY LOVE		HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X053



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

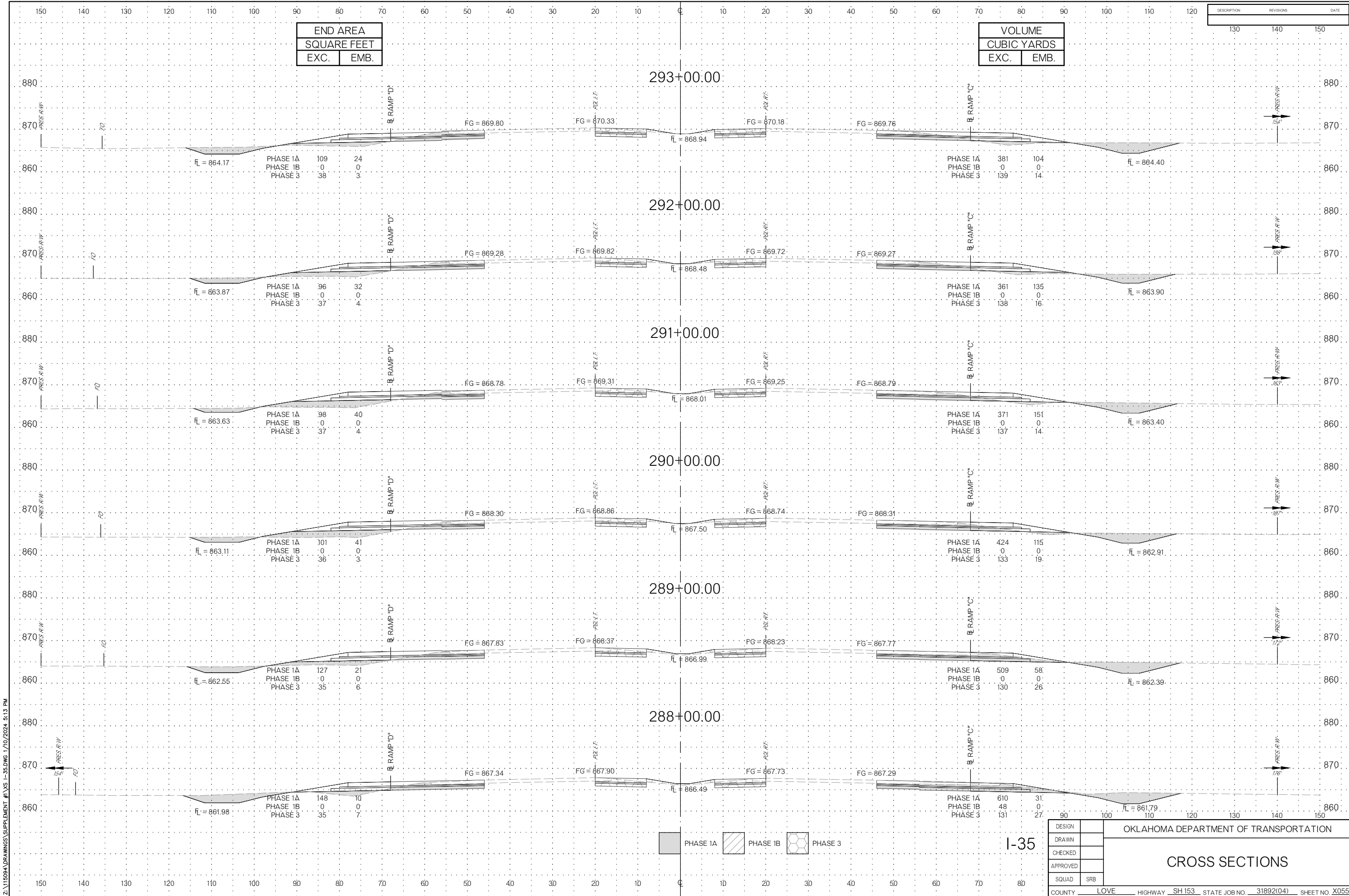
DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

Z:\115094\DRAWINGS\SUPPLEMENT #1\XS -35.DWG 5/9/2024 10:31 AM

PHASE 1A PHASE 1B PHASE 3

I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CROSS SECTIONS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X054



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

FL = 864.17	PHASE 1A	109	24
	PHASE 1B	0	0
	PHASE 3	38	3

FL = 864.40	PHASE 1A	381	104
	PHASE 1B	0	0
	PHASE 3	139	14

FL = 863.87	PHASE 1A	96	32
	PHASE 1B	0	0
	PHASE 3	37	4

FL = 863.90	PHASE 1A	361	135
	PHASE 1B	0	0
	PHASE 3	138	16

FL = 863.63	PHASE 1A	98	40
	PHASE 1B	0	0
	PHASE 3	37	4

FL = 863.40	PHASE 1A	371	151
	PHASE 1B	0	0
	PHASE 3	137	14

FL = 863.11	PHASE 1A	101	41
	PHASE 1B	0	0
	PHASE 3	36	3

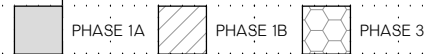
FL = 862.91	PHASE 1A	424	115
	PHASE 1B	0	0
	PHASE 3	133	19

FL = 862.55	PHASE 1A	127	21
	PHASE 1B	0	0
	PHASE 3	35	6

FL = 862.39	PHASE 1A	509	58
	PHASE 1B	0	0
	PHASE 3	130	26

FL = 861.98	PHASE 1A	148	10
	PHASE 1B	0	0
	PHASE 3	35	7

FL = 861.79	PHASE 1A	610	31
	PHASE 1B	48	0
	PHASE 3	131	27

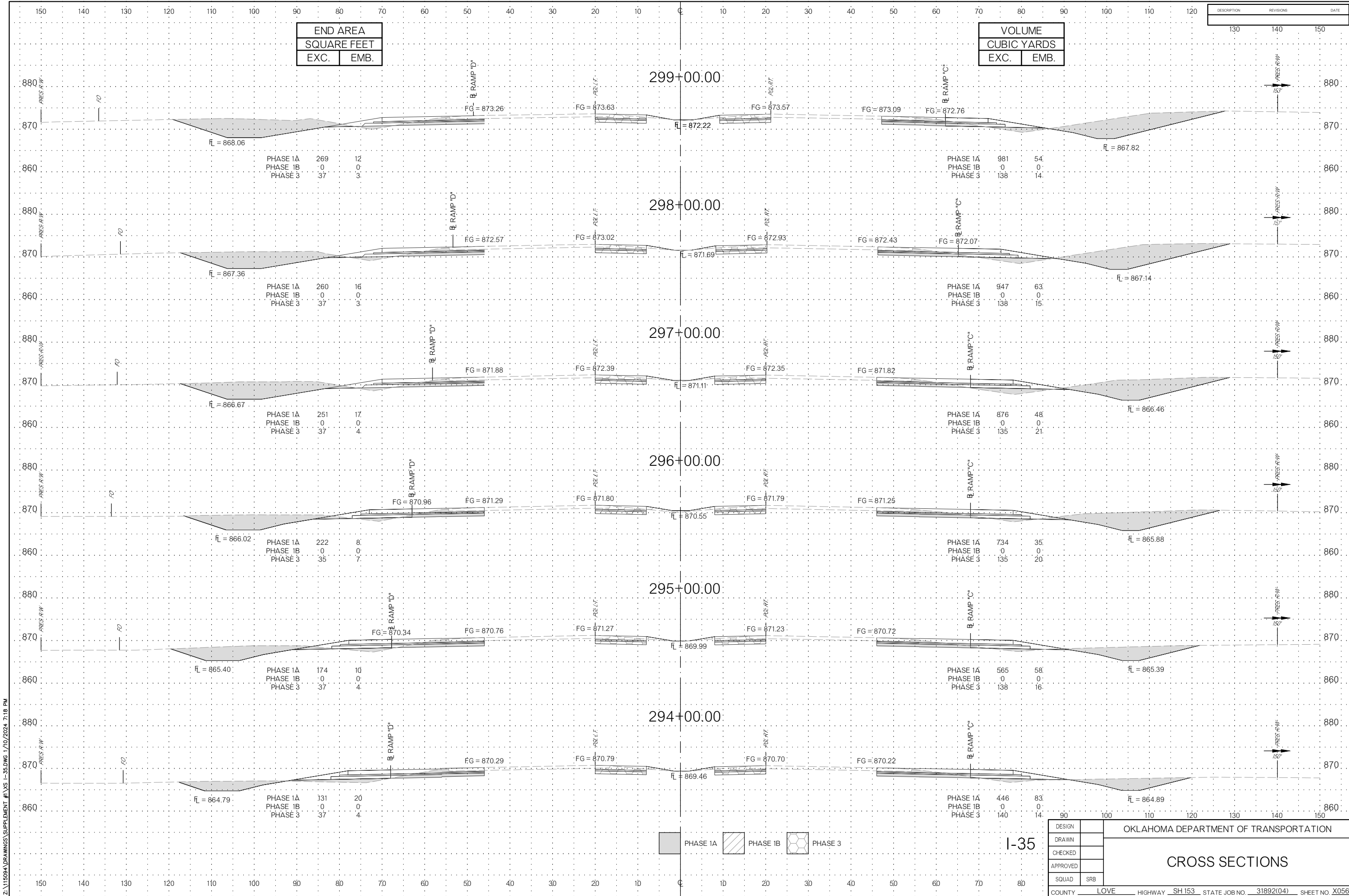


I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
STATE JOB NO.	31892(04)	SHEET NO.	X055

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 1/10/2024 8:13 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

PHASE 1A	269	12
PHASE 1B	0	0
PHASE 3	37	3

PHASE 1A	981	54
PHASE 1B	0	0
PHASE 3	138	14

PHASE 1A	260	16
PHASE 1B	0	0
PHASE 3	37	3

PHASE 1A	947	63
PHASE 1B	0	0
PHASE 3	138	15

PHASE 1A	251	17
PHASE 1B	0	0
PHASE 3	37	4

PHASE 1A	876	48
PHASE 1B	0	0
PHASE 3	135	21

PHASE 1A	222	8
PHASE 1B	0	0
PHASE 3	35	7

PHASE 1A	734	35
PHASE 1B	0	0
PHASE 3	135	20

PHASE 1A	174	10
PHASE 1B	0	0
PHASE 3	37	4

PHASE 1A	565	58
PHASE 1B	0	0
PHASE 3	138	16

PHASE 1A	131	20
PHASE 1B	0	0
PHASE 3	37	4

PHASE 1A	446	83
PHASE 1B	0	0
PHASE 3	140	14

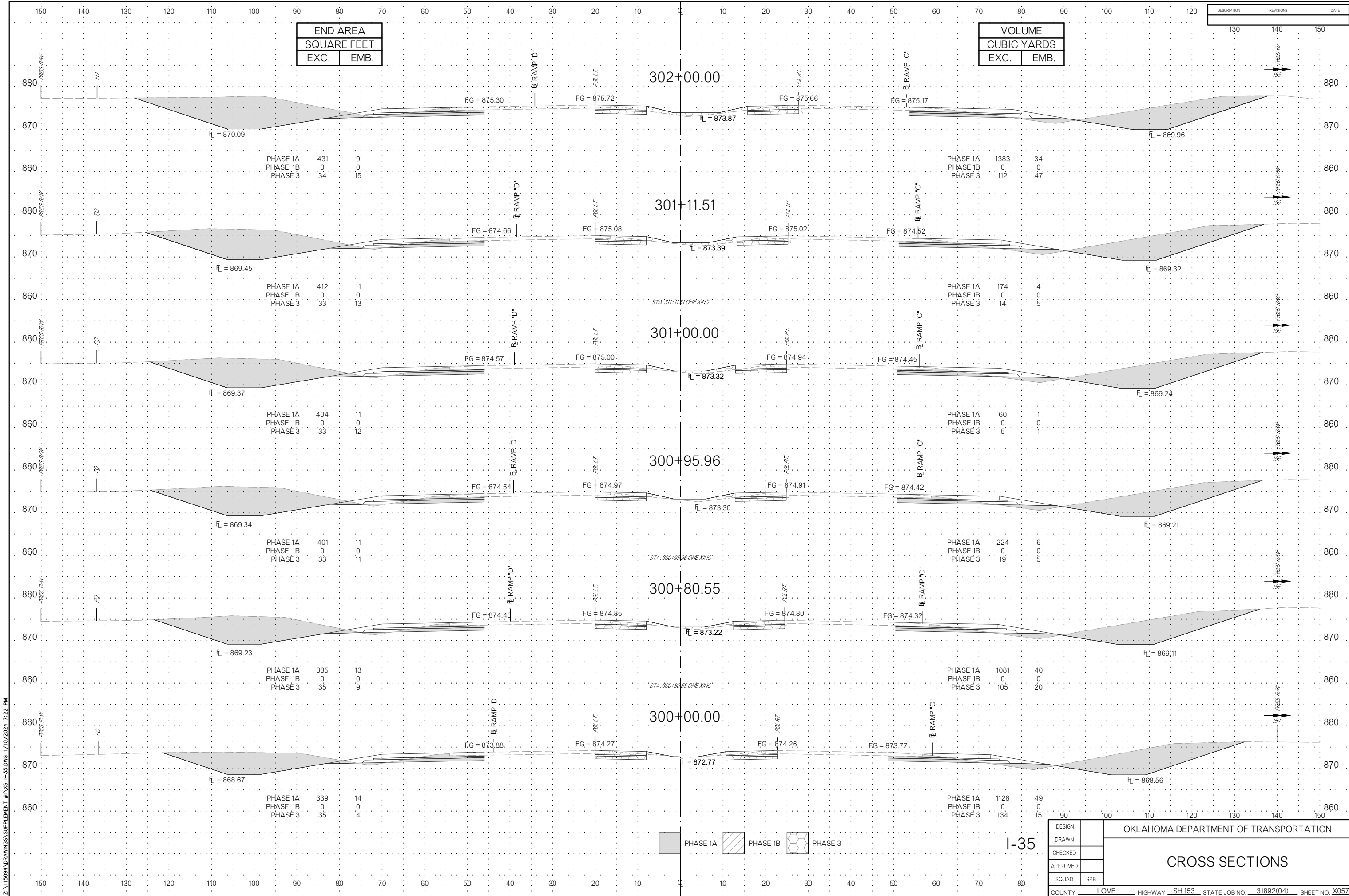
PHASE 1A PHASE 1B PHASE 3

I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
STATE JOB NO.	31892(04)	SHEET NO.	X056

CROSS SECTIONS

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE	
	130	140	150

PHASE 1A	431	9
PHASE 1B	0	0
PHASE 3	34	15

PHASE 1A	1383	34
PHASE 1B	0	0
PHASE 3	112	47

PHASE 1A	412	11
PHASE 1B	0	0
PHASE 3	33	13

PHASE 1A	174	4
PHASE 1B	0	0
PHASE 3	14	5

PHASE 1A	404	11
PHASE 1B	0	0
PHASE 3	33	12

PHASE 1A	60	1
PHASE 1B	0	0
PHASE 3	5	1

PHASE 1A	401	11
PHASE 1B	0	0
PHASE 3	33	11

PHASE 1A	224	6
PHASE 1B	0	0
PHASE 3	19	5

PHASE 1A	385	13
PHASE 1B	0	0
PHASE 3	35	9

PHASE 1A	1081	40
PHASE 1B	0	0
PHASE 3	105	20

PHASE 1A	339	14
PHASE 1B	0	0
PHASE 3	35	4

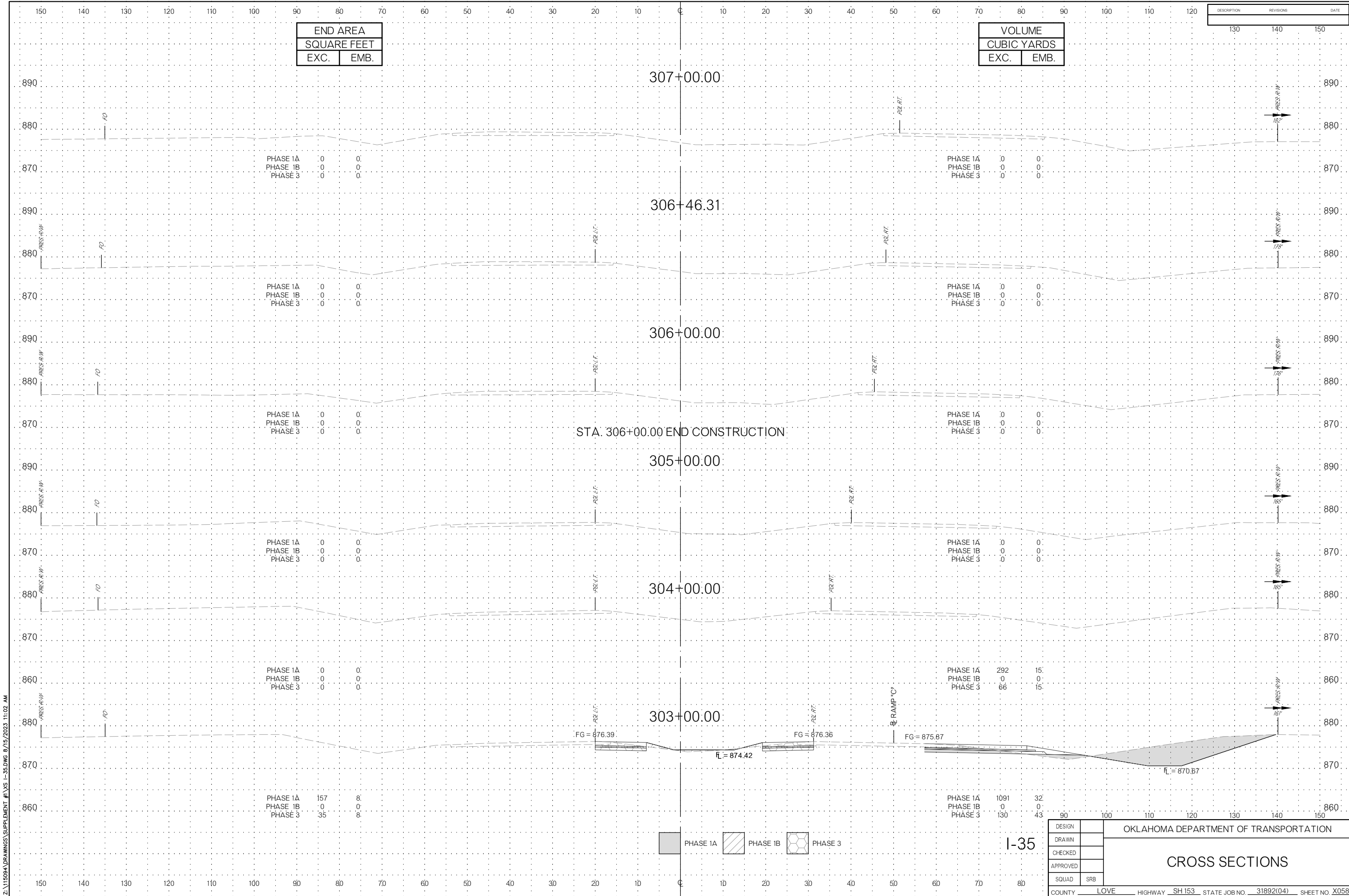
PHASE 1A	1128	49
PHASE 1B	0	0
PHASE 3	134	15

PHASE 1A PHASE 1B PHASE 3

I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X057

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
130	140	150

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	0	0
PHASE 1B	0	0
PHASE 3	0	0

PHASE 1A	292	15
PHASE 1B	0	0
PHASE 3	66	15

PHASE 1A	157	8
PHASE 1B	0	0
PHASE 3	35	8

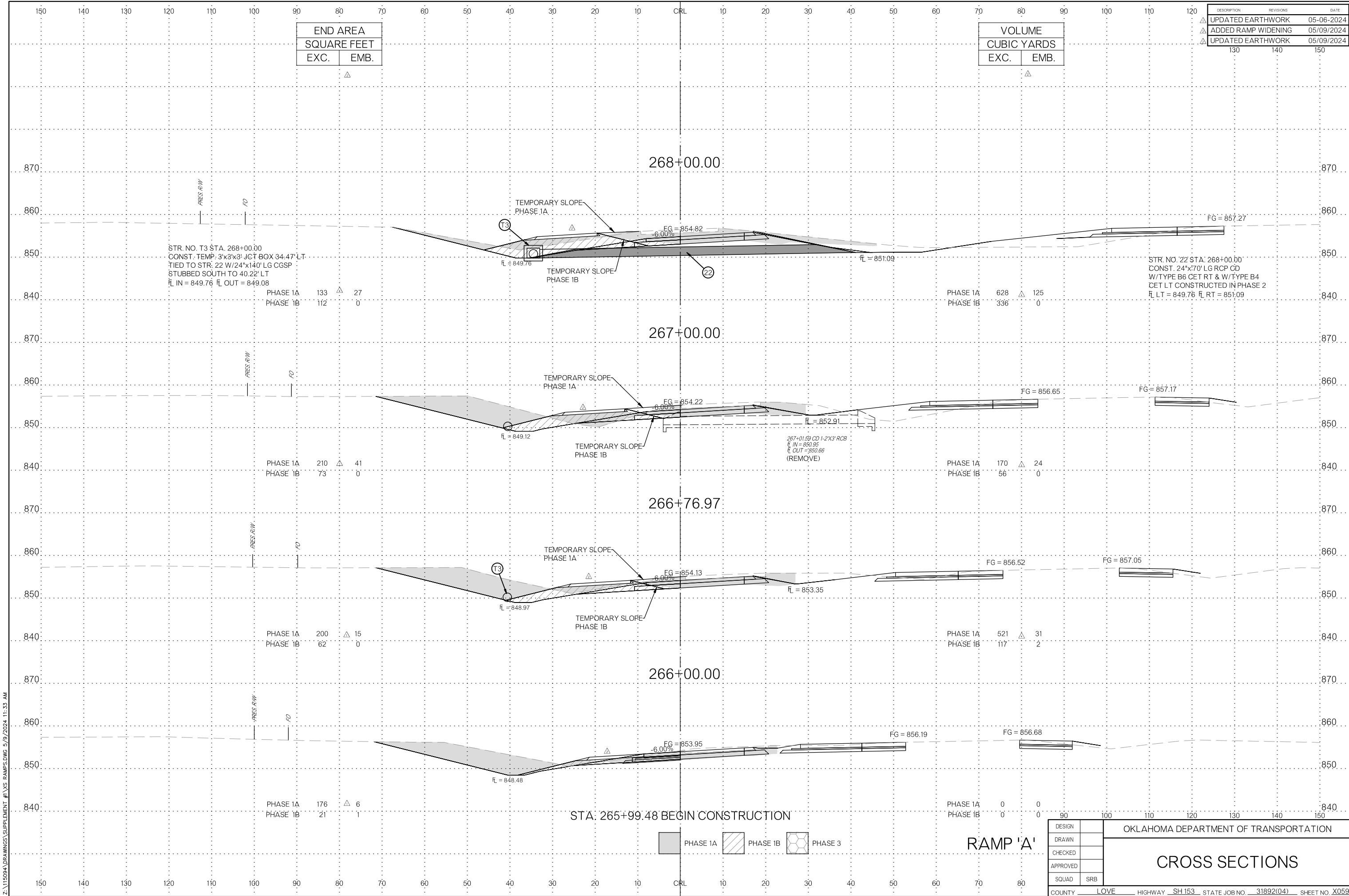
PHASE 1A	1091	32
PHASE 1B	0	0
PHASE 3	130	43



I-35

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X058

Z:\115094\DRAWINGS\SUPPLEMENT #\XS I-35.DWG 8/15/2023 11:02 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
△	UPDATED EARTHWORK	05-06-2024
△	ADDED RAMP WIDENING	05/09/2024
△	UPDATED EARTHWORK	05/09/2024

STR. NO. T3 STA. 268+00.00
 CONST. TEMP. 3'x3'x3' JCT BOX 34.47' LT.
 TIED TO STR. 22 W/24"x140' LG CGSP
 STUBBED SOUTH TO 40.22' LT
 FL IN = 849.76 FL OUT = 849.08

STR. NO. 22 STA. 268+00.00
 CONST. 24"x70' LG RCP CD
 W/TYP B6 CET RT & W/TYP B4
 CET LT CONSTRUCTED IN PHASE 2
 FL LT = 849.76 FL RT = 851.09

267+01.59 CD 1-2'x3' RCB
 FL IN = 850.95
 FL OUT = 850.66
 (REMOVE)

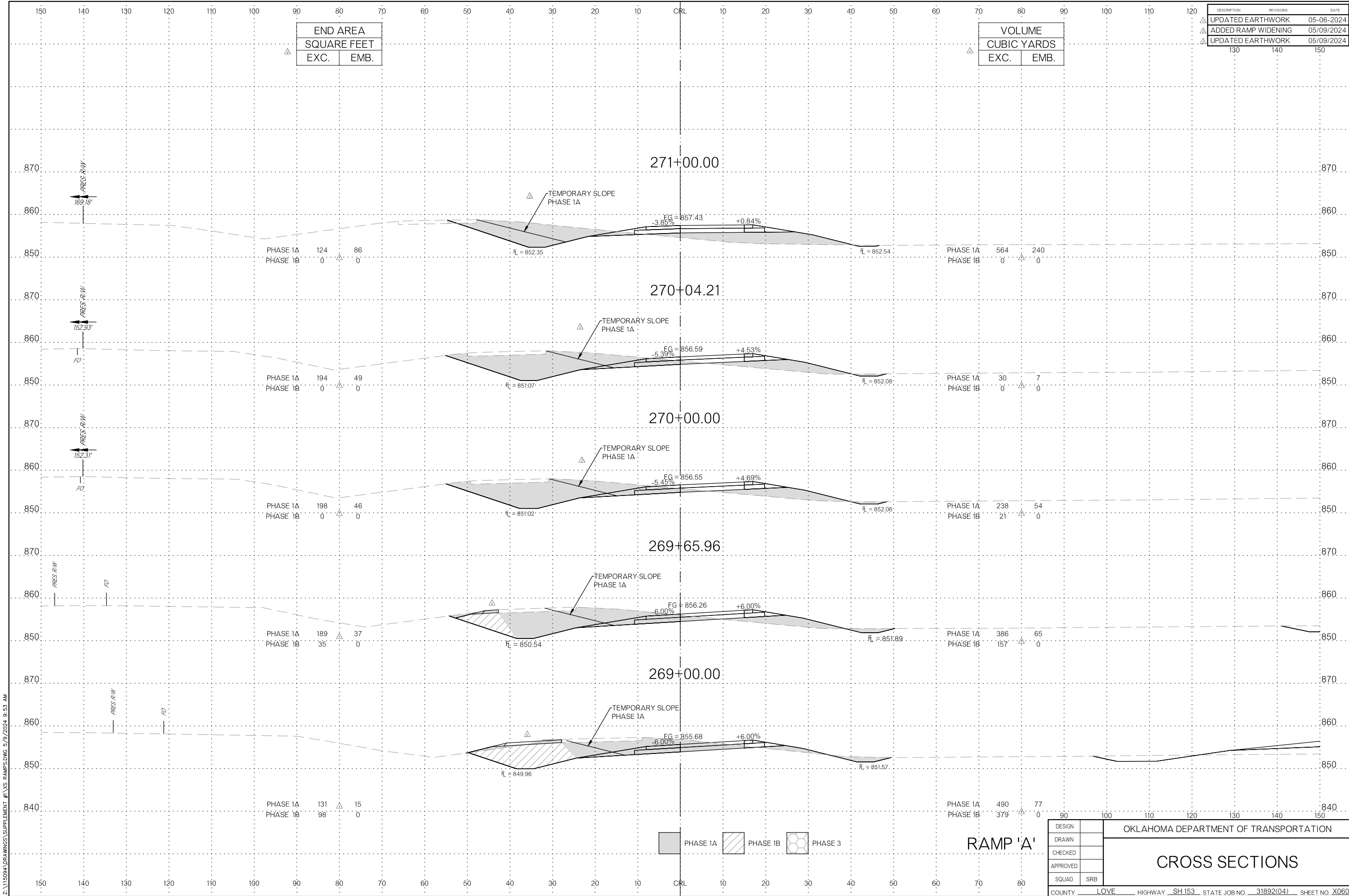
STA: 265+99.48 BEGIN CONSTRUCTION



RAMP 'A'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE		HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X059

Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 5/9/2024 11:33 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
△	UPDATED EARTHWORK	05-06-2024
△	ADDED RAMP WIDENING	05/09/2024
△	UPDATED EARTHWORK	05/09/2024

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RAMP 'A'

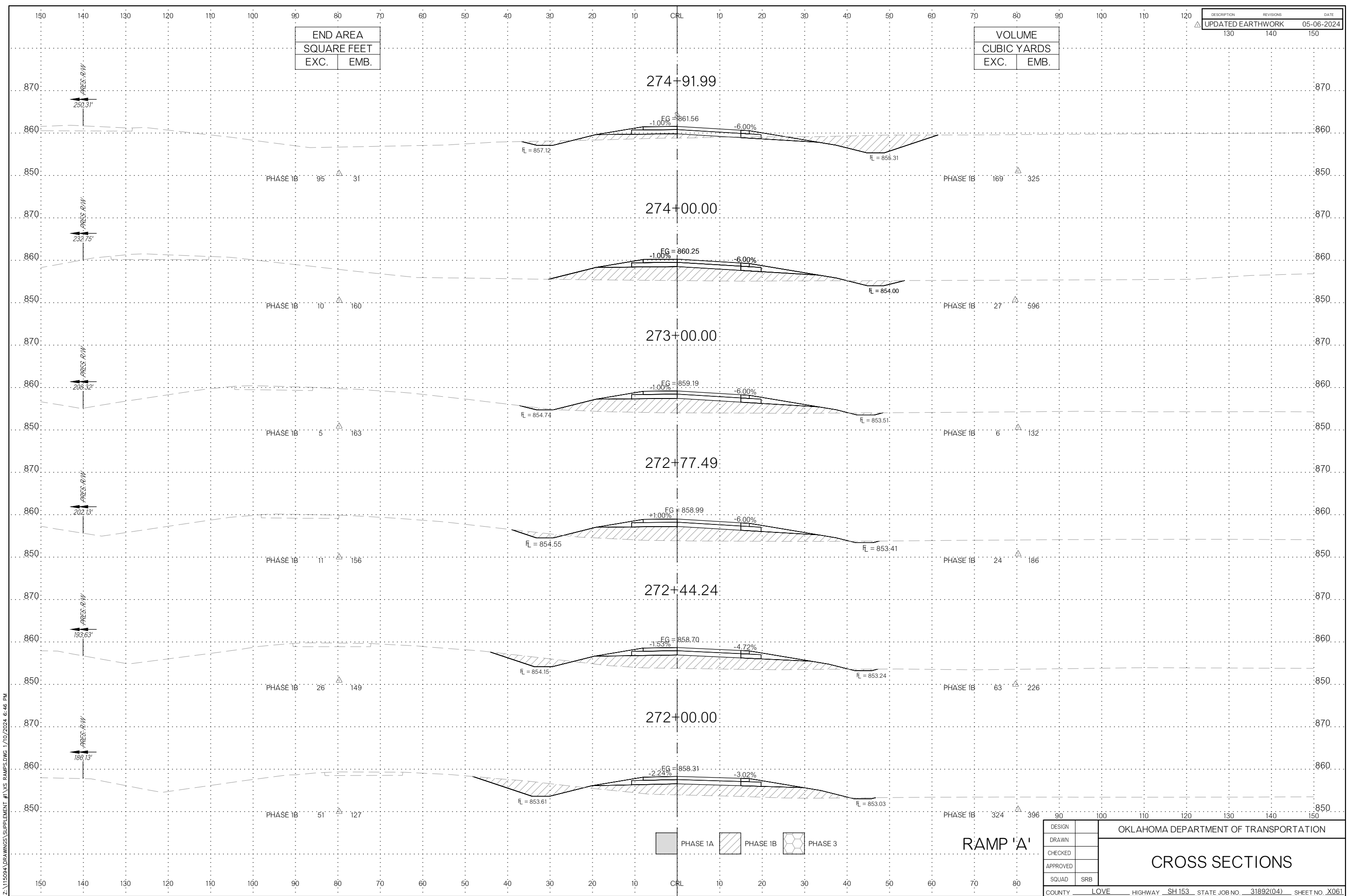
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		X060

CROSS SECTIONS

DESCRIPTION	REVISIONS	DATE
UPDATED EARTHWORK		05-06-2024

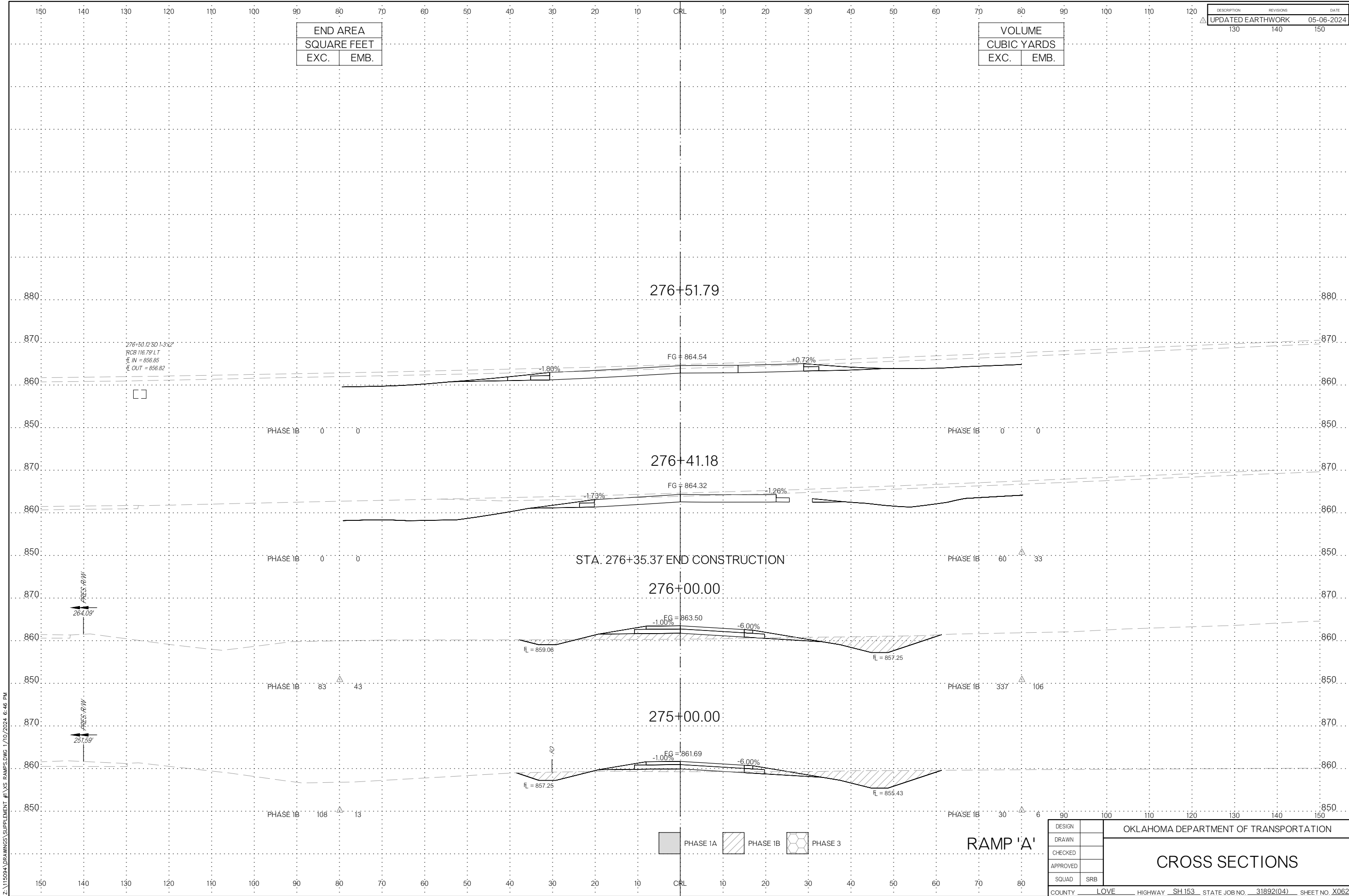
END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.



Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 1/10/2024 6:46 PM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X061		



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
UPDATED EARTHWORK		05-06-2024

276+50.12 SD 1-312'
 RCB 116.79' LT
 FL IN = 856.85
 FL OUT = 856.82

STA. 276+35.37 END CONSTRUCTION

RAMP 'A'

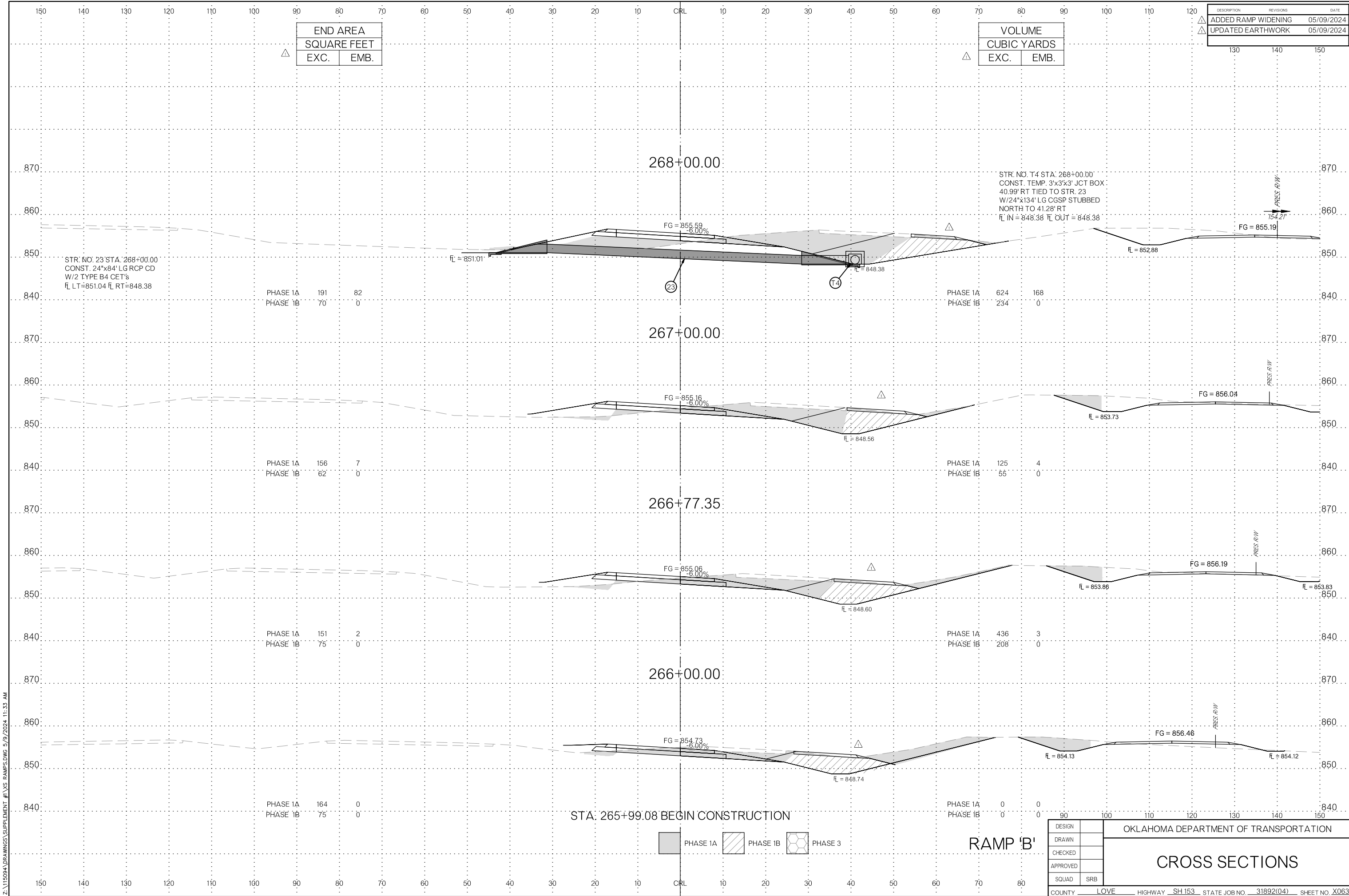
PHASE 1A PHASE 1B PHASE 3

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

Z:\115094\DRAWINGS\SUPPLEMENT #\XS RAMPS.DWG 1/10/2024 6:46 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

STR. NO. 23 STA. 268+00.00
 CONST. 24"x84' LG RCP CD
 W/2 TYPE B4 CET'S
 FL LT=851.04 FL RT=848.38

STR. NO. T4 STA. 268+00.00
 CONST. TEMP. 3'x3'x3' JCT BOX
 40.99' RT TIED TO STR. 23
 W/24"x134' LG CGSP STUBBED
 NORTH TO 41.28' RT
 FL IN = 848.38 FL OUT = 848.38

PHASE 1A 191
 PHASE 1B 70 0

PHASE 1A 624
 PHASE 1B 234 0

PHASE 1A 156
 PHASE 1B 62 0

PHASE 1A 125
 PHASE 1B 55 0

PHASE 1A 151
 PHASE 1B 75 0

PHASE 1A 436
 PHASE 1B 208 0

PHASE 1A 164
 PHASE 1B 75 0

PHASE 1A 0
 PHASE 1B 0 0

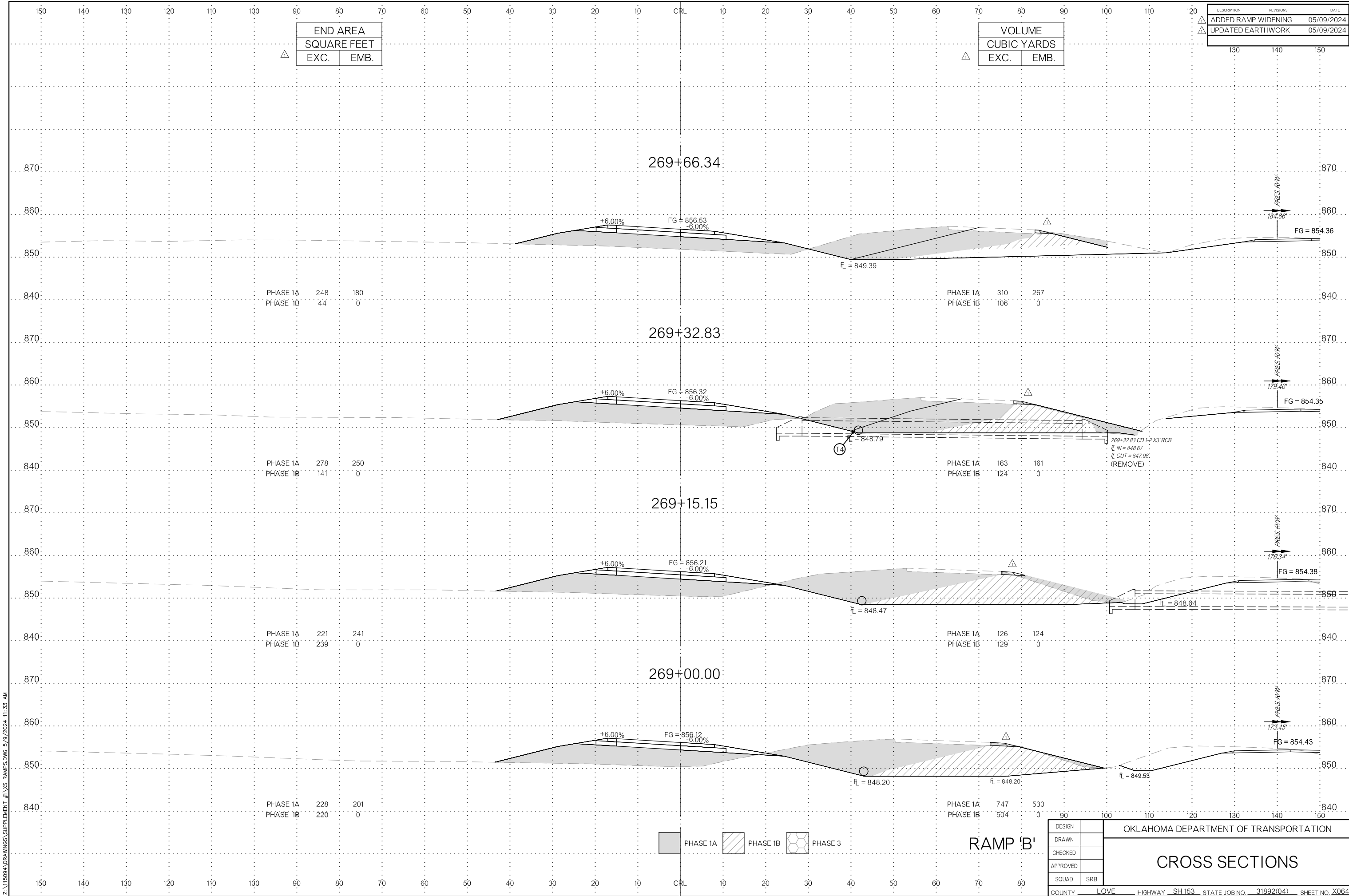
STA: 265+99.08 BEGIN CONSTRUCTION

PHASE 1A PHASE 1B PHASE 3

RAMP 'B'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DRAWN		<h1>CROSS SECTIONS</h1>		
CHECKED				
APPROVED				
SQUAD	SRB			
COUNTY LOVE		HIGHWAY SH 153	STATE JOB NO. 31892(04)	SHEET NO. X063

Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 5/9/2024 11:33 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

PHASE 1A 248
PHASE 1B 44 180
0

PHASE 1A 310
PHASE 1B 106 267
0

PHASE 1A 278
PHASE 1B 141 250
0

PHASE 1A 163
PHASE 1B 124 161
0

PHASE 1A 221
PHASE 1B 239 241
0

PHASE 1A 126
PHASE 1B 129 124
0

PHASE 1A 228
PHASE 1B 220 201
0

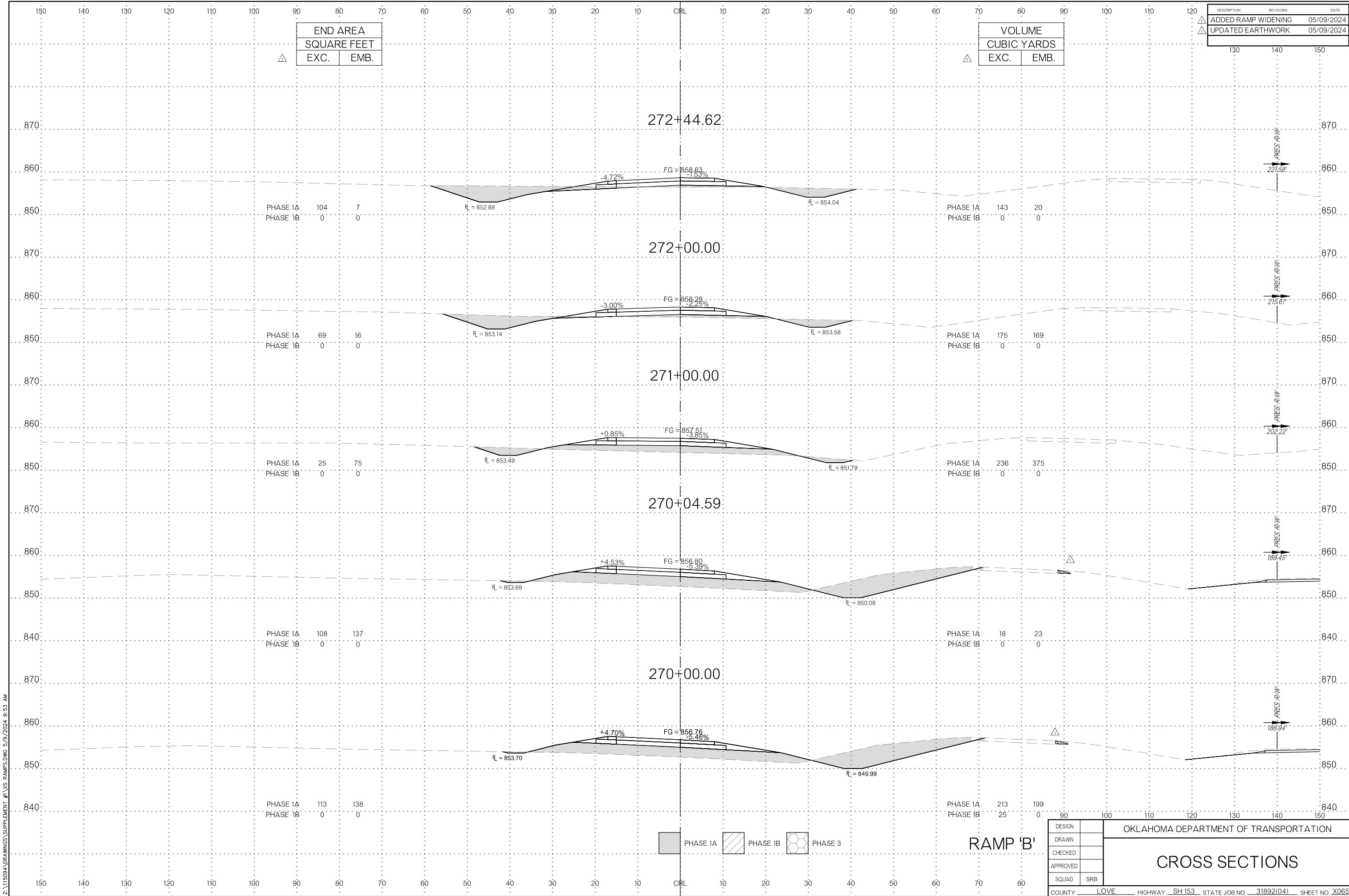
PHASE 1A 747
PHASE 1B 504 530
0

PHASE 1A PHASE 1B PHASE 3

RAMP 'B'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X064		

Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 5/9/2024 11:33 AM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

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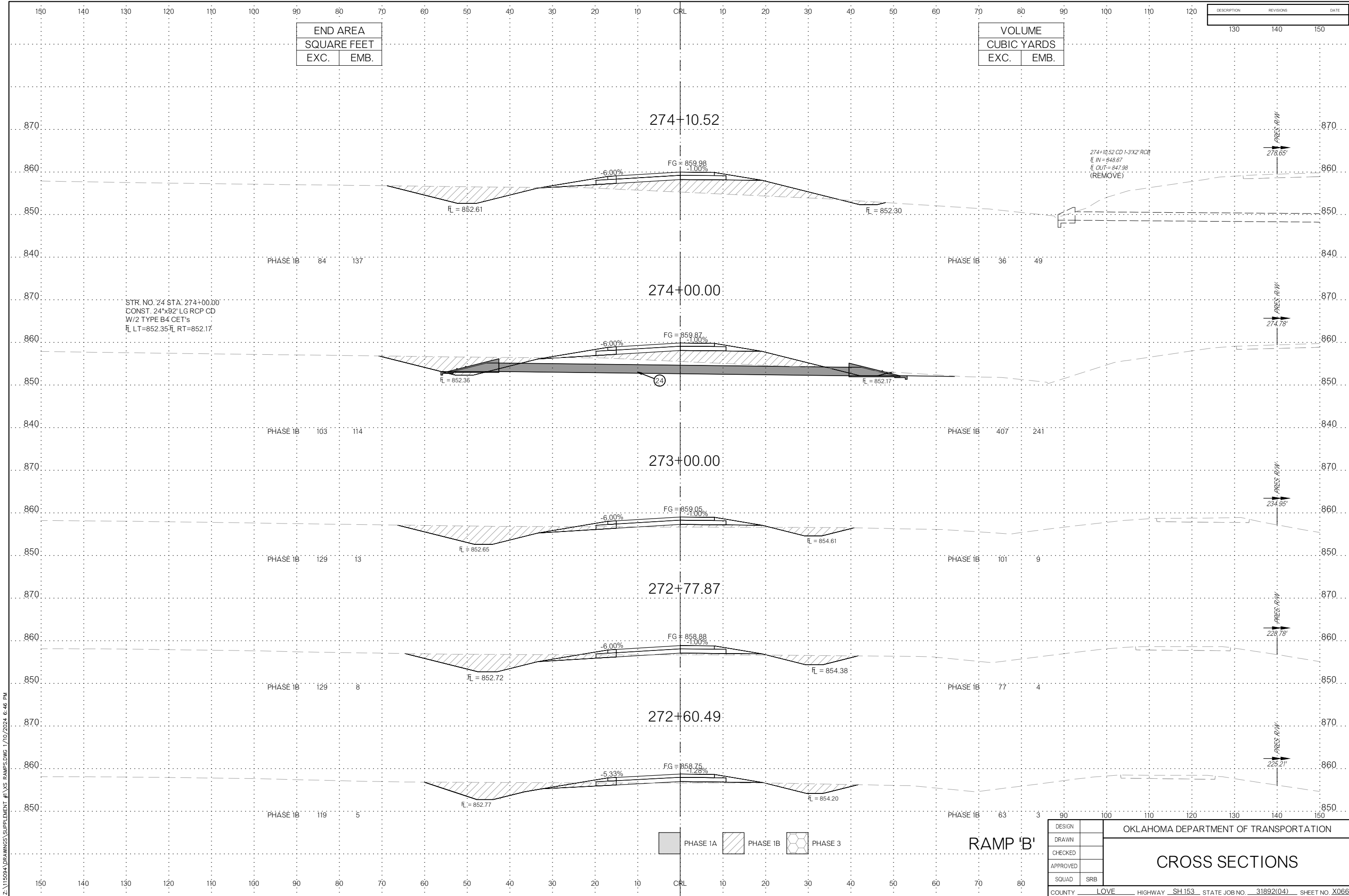


RAMP 'B'

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

STR. NO. 24 STA. 274+00.00
 CONST. 24"x32" LG RCP CD
 W/2 TYPE B4 CET'S
 FL LT=852.35 FL RT=852.17

274+10.52 CD 1-3'X2' RCP
 FL IN=848.67
 FL OUT=847.88
 (REMOVE)

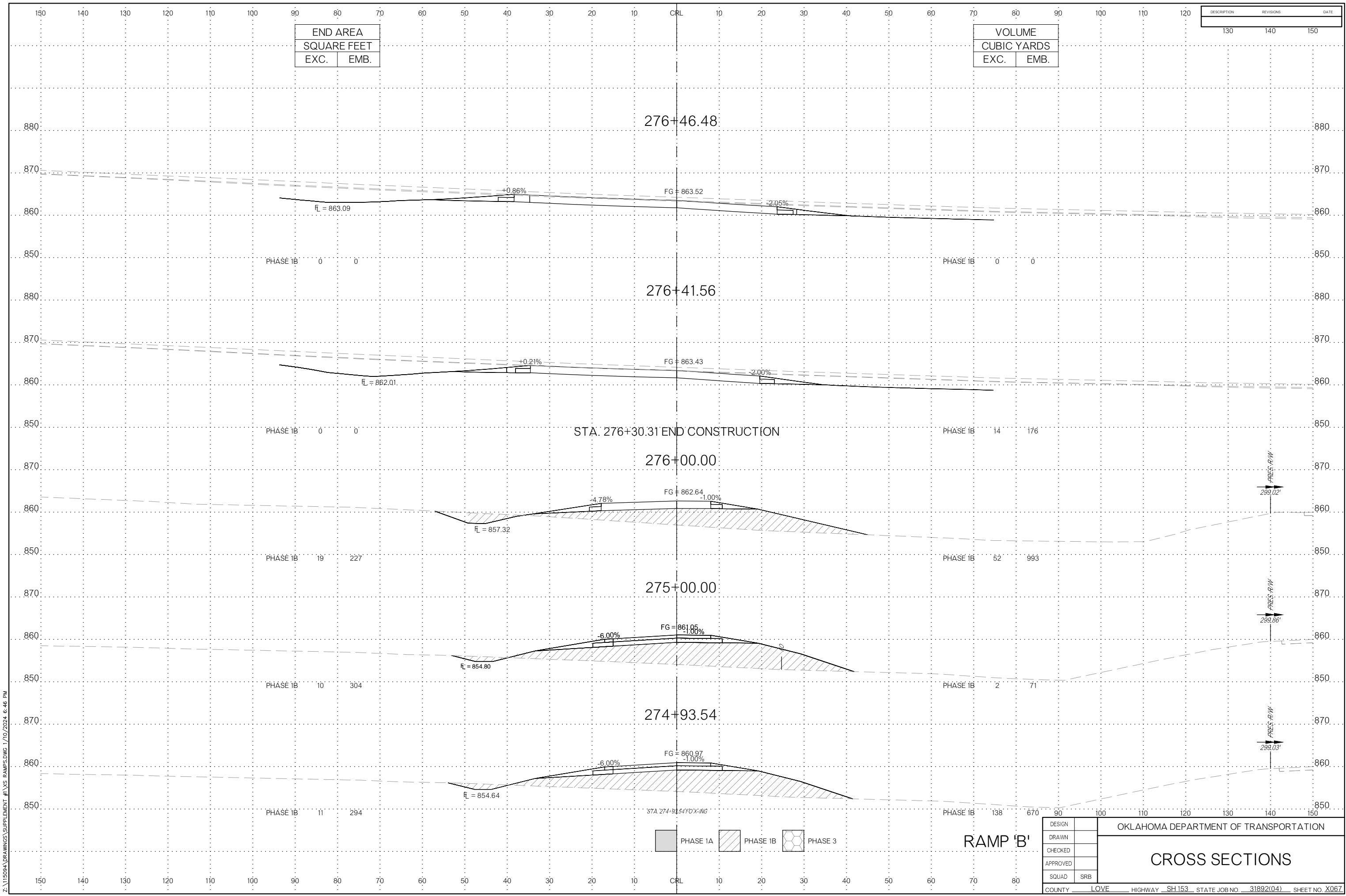
PHASE 1A PHASE 1B PHASE 3

RAMP 'B'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X066		

CROSS SECTIONS

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

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STA. 276+30.31 END CONSTRUCTION

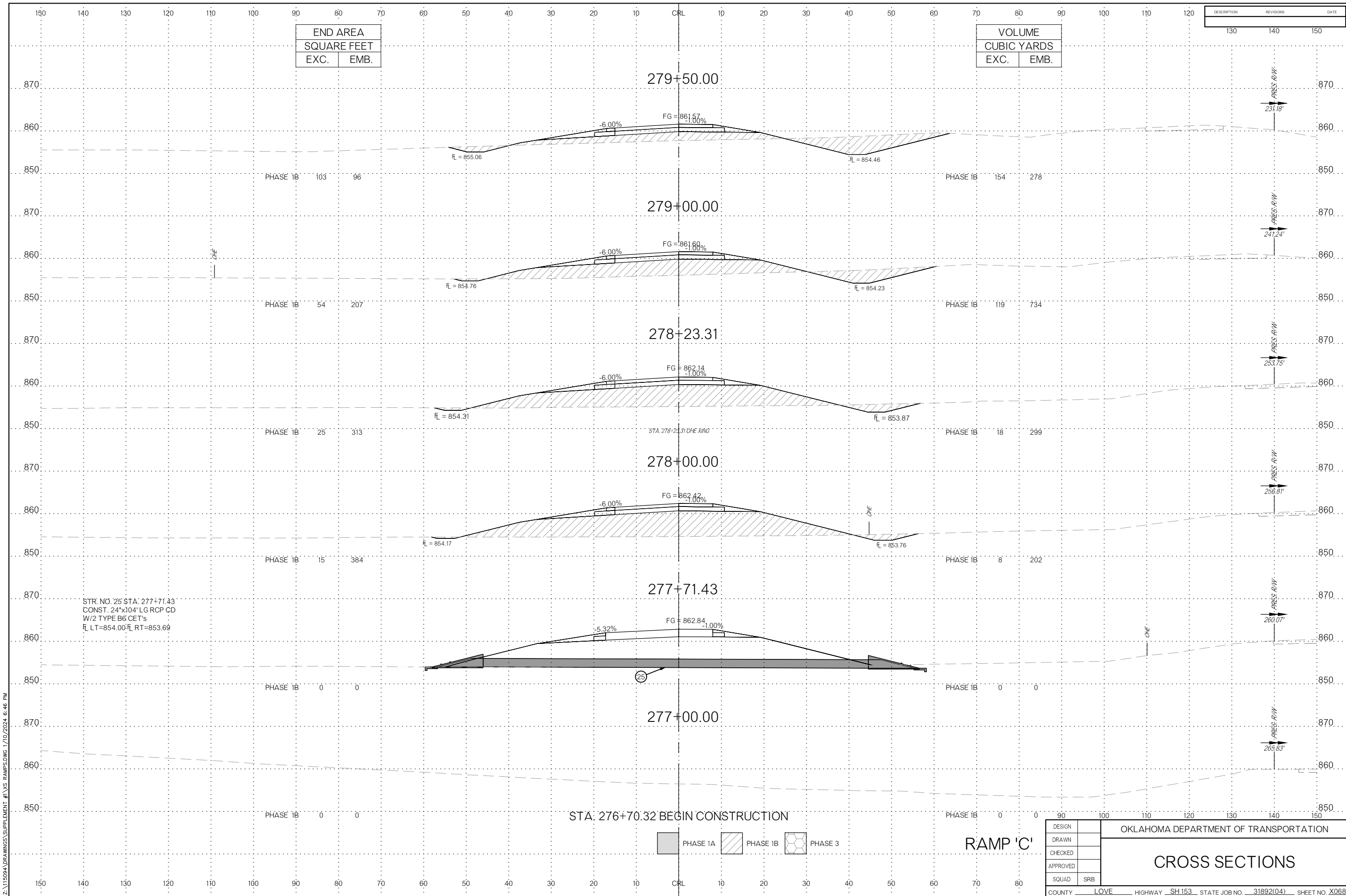
PHASE 1A PHASE 1B PHASE 3

RAMP 'B'

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

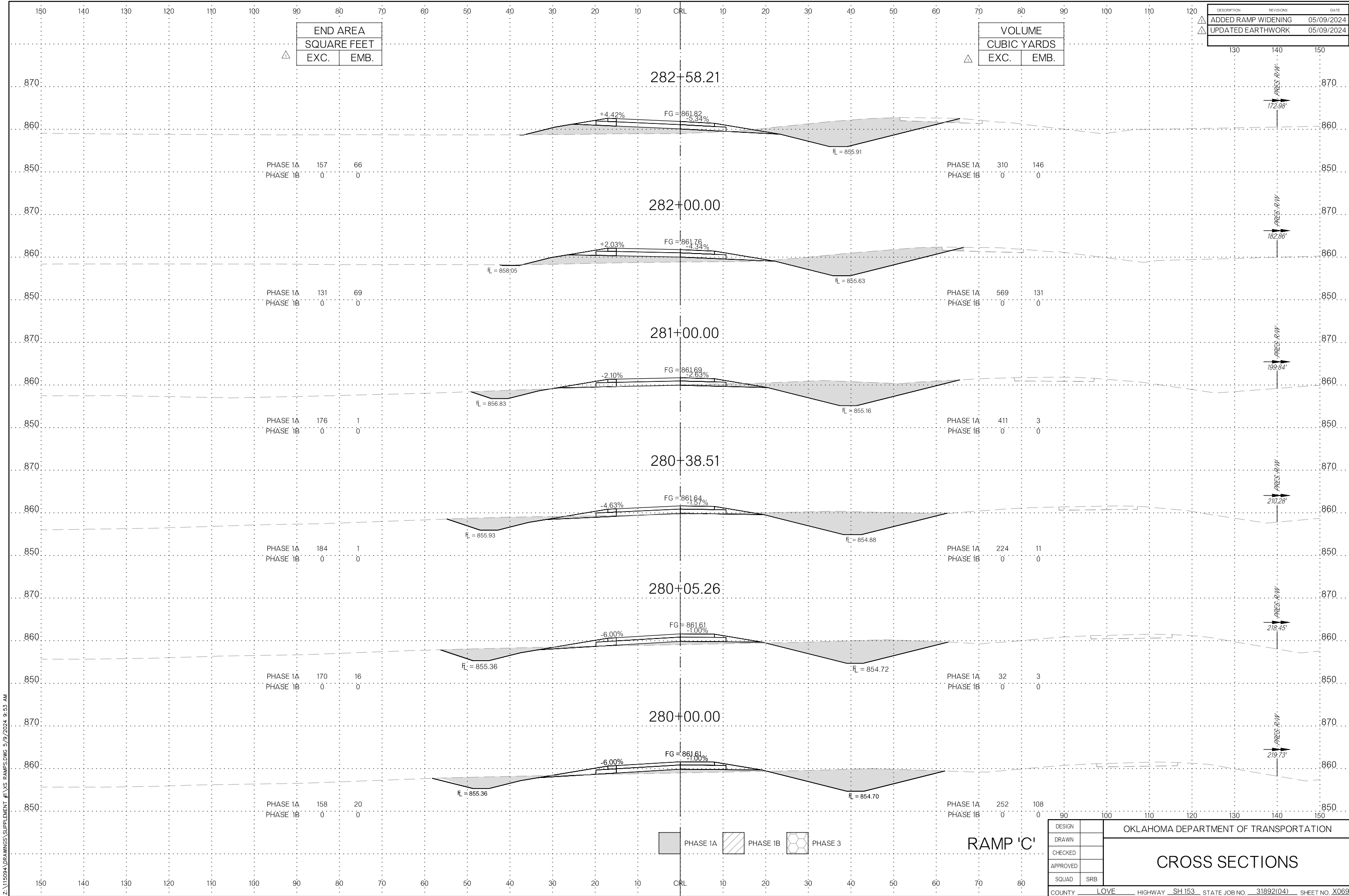


DESCRIPTION	REVISIONS	DATE
	130	
	140	
	150	

END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 1/10/2024 6:46 PM



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

PHASE 1A	157	66
PHASE 1B	0	0

PHASE 1A	310	146
PHASE 1B	0	0

PHASE 1A	131	69
PHASE 1B	0	0

PHASE 1A	569	131
PHASE 1B	0	0

PHASE 1A	176	1
PHASE 1B	0	0

PHASE 1A	411	3
PHASE 1B	0	0

PHASE 1A	184	1
PHASE 1B	0	0

PHASE 1A	224	11
PHASE 1B	0	0

PHASE 1A	170	16
PHASE 1B	0	0

PHASE 1A	32	3
PHASE 1B	0	0

PHASE 1A	158	20
PHASE 1B	0	0

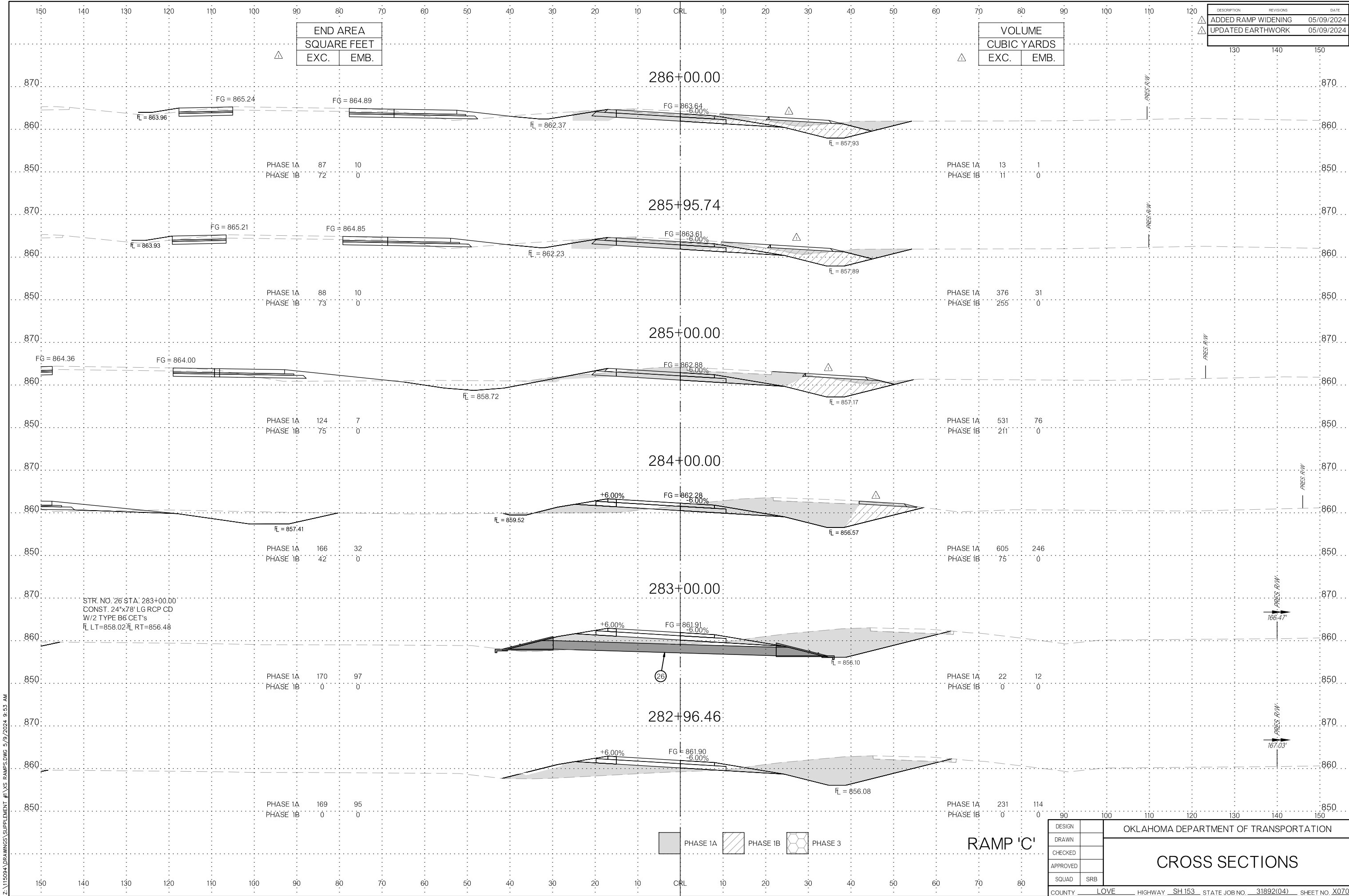
PHASE 1A	252	108
PHASE 1B	0	0



RAMP 'C'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X069		

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

PHASE 1A	87	10
PHASE 1B	72	0

PHASE 1A	13	1
PHASE 1B	11	0

PHASE 1A	88	10
PHASE 1B	73	0

PHASE 1A	376	31
PHASE 1B	255	0

PHASE 1A	124	7
PHASE 1B	75	0

PHASE 1A	531	76
PHASE 1B	211	0

PHASE 1A	166	32
PHASE 1B	42	0

PHASE 1A	605	246
PHASE 1B	75	0

PHASE 1A	170	97
PHASE 1B	0	0

PHASE 1A	22	12
PHASE 1B	0	0

PHASE 1A	169	95
PHASE 1B	0	0

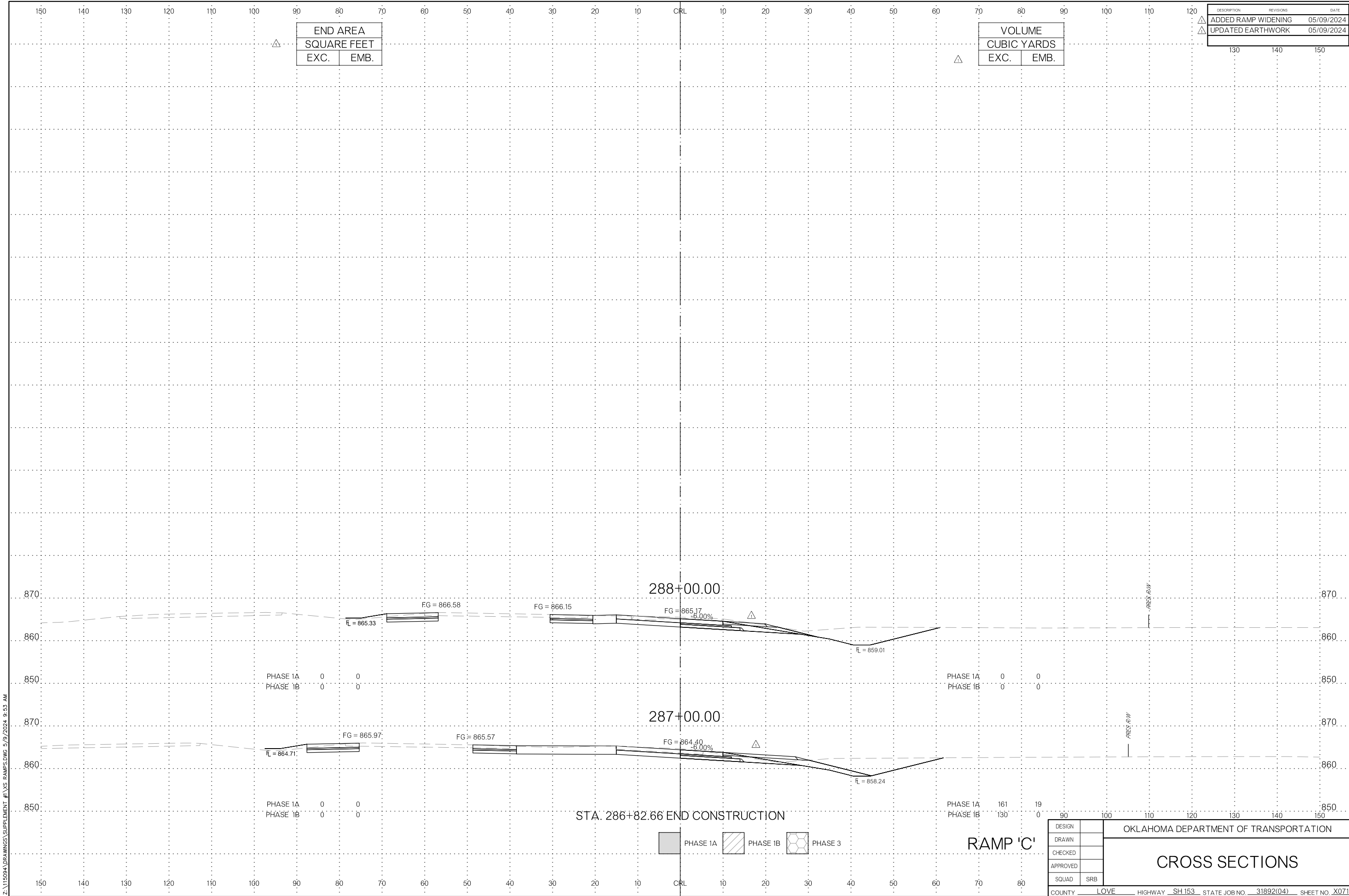
PHASE 1A	231	114
PHASE 1B	0	0

PHASE 1A
 PHASE 1B
 PHASE 3

RAMP 'C'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CROSS SECTIONS
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY		LOVE
HIGHWAY		SH 153
STATE JOB NO.		31892(04)
SHEET NO.		X070

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END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

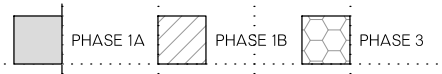
DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

PHASE 1A	0	0
PHASE 1B	0	0

PHASE 1A	0	0
PHASE 1B	0	0

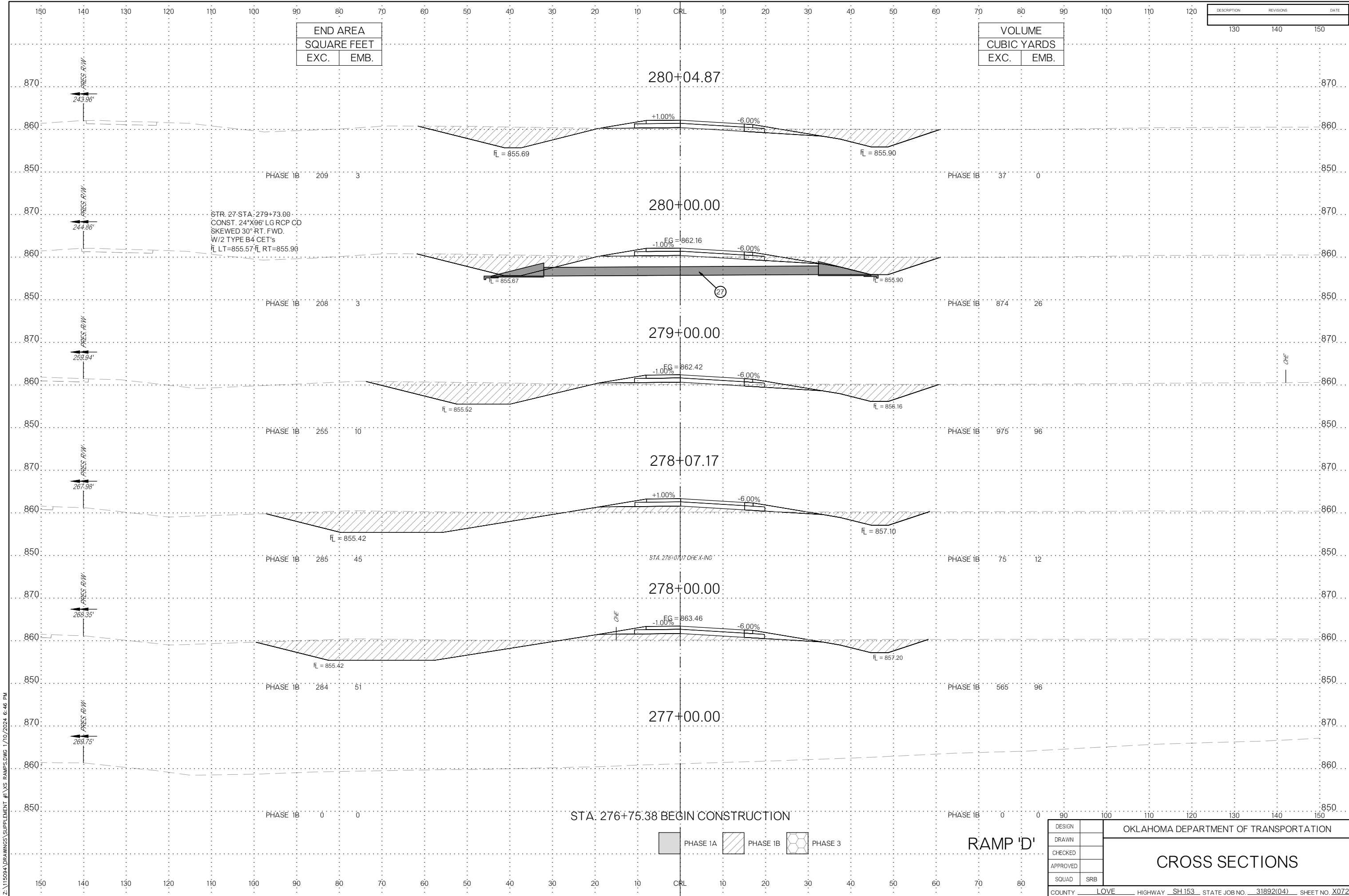
PHASE 1A	0	0
PHASE 1B	0	0

PHASE 1A	161	19
PHASE 1B	130	0



RAMP 'C'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
CROSS SECTIONS		
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X071		



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
130	140	150

STR. 27-STA: 279+73.00
 CONST. 24"x96" LG RCP CD
 SKEWED 30° RT. FWD.
 W/2 TYPE B4 CET's
 FL LT=855.57 FL RT=855.90

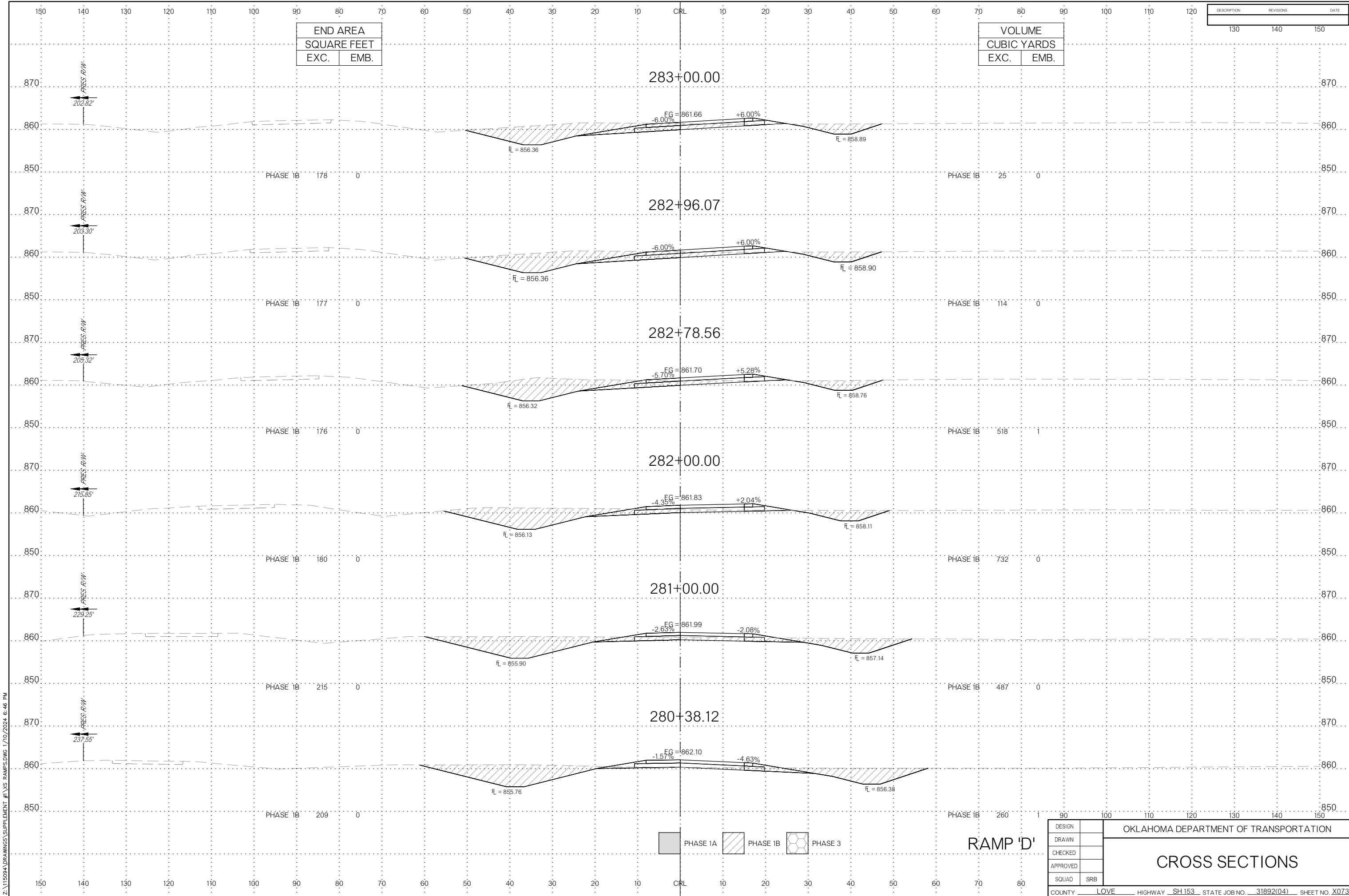
STA: 276+75.38 BEGIN CONSTRUCTION

PHASE 1A
 PHASE 1B
 PHASE 3

RAMP 'D'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION <h2 style="margin: 0;">CROSS SECTIONS</h2>
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X072		

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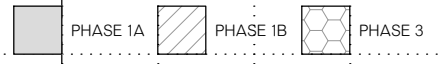
END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

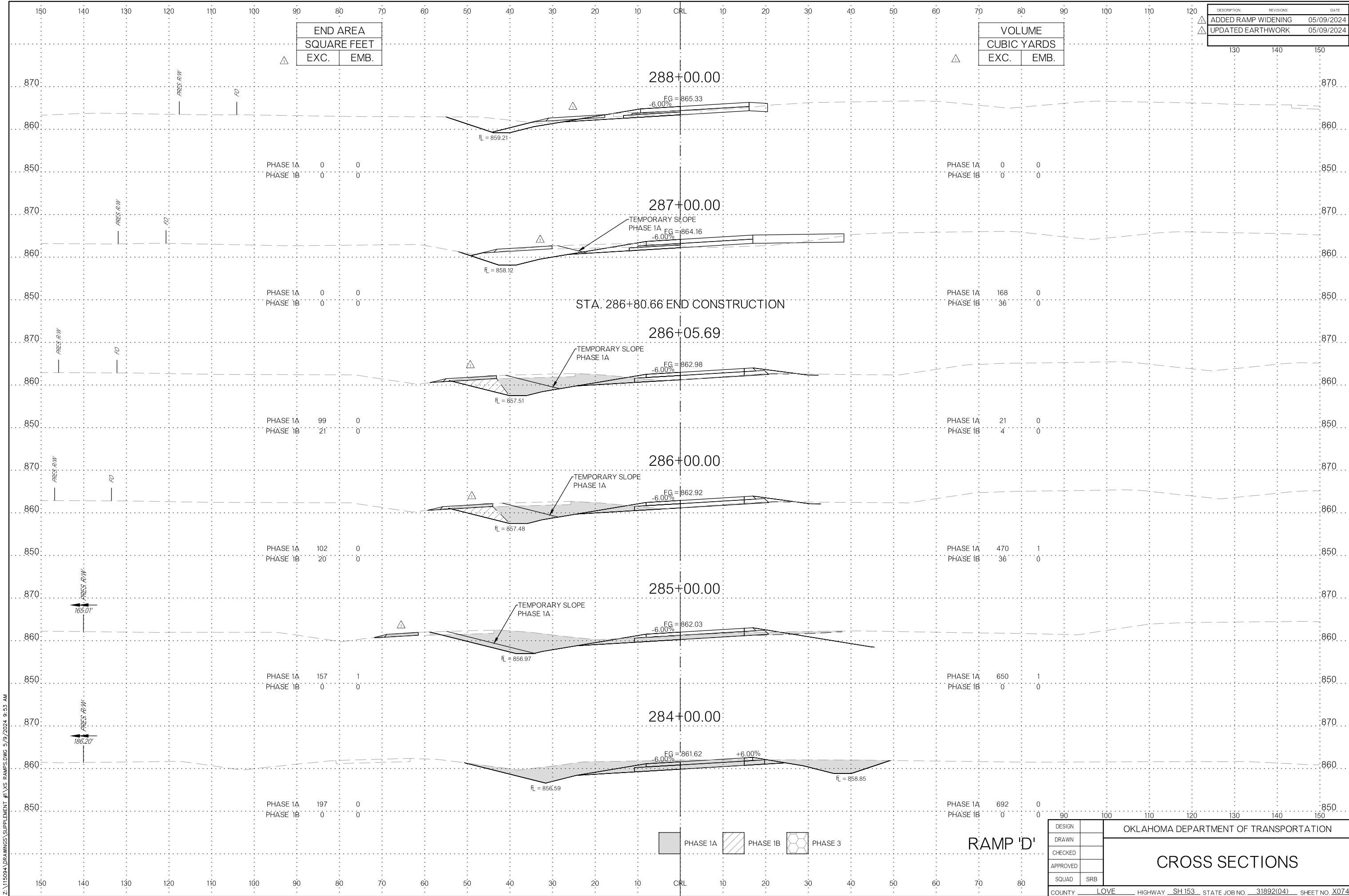
DESCRIPTION	REVISIONS	DATE
130	140	150

Z:\115094\DRAWINGS\SUPPLEMENT#\XS RAMPS.DWG 1/10/2024 6:46 PM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION CROSS SECTIONS COUNTY LOVE HIGHWAY SH153 STATE JOB NO. 31892(04) SHEET NO. X073
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	



RAMP 'D'



END AREA	
SQUARE FEET	
EXC.	EMB.
0	0
0	0

VOLUME	
CUBIC YARDS	
EXC.	EMB.
0	0
0	0

DESCRIPTION	REVISIONS	DATE
ADDED RAMP WIDENING		05/09/2024
UPDATED EARTHWORK		05/09/2024

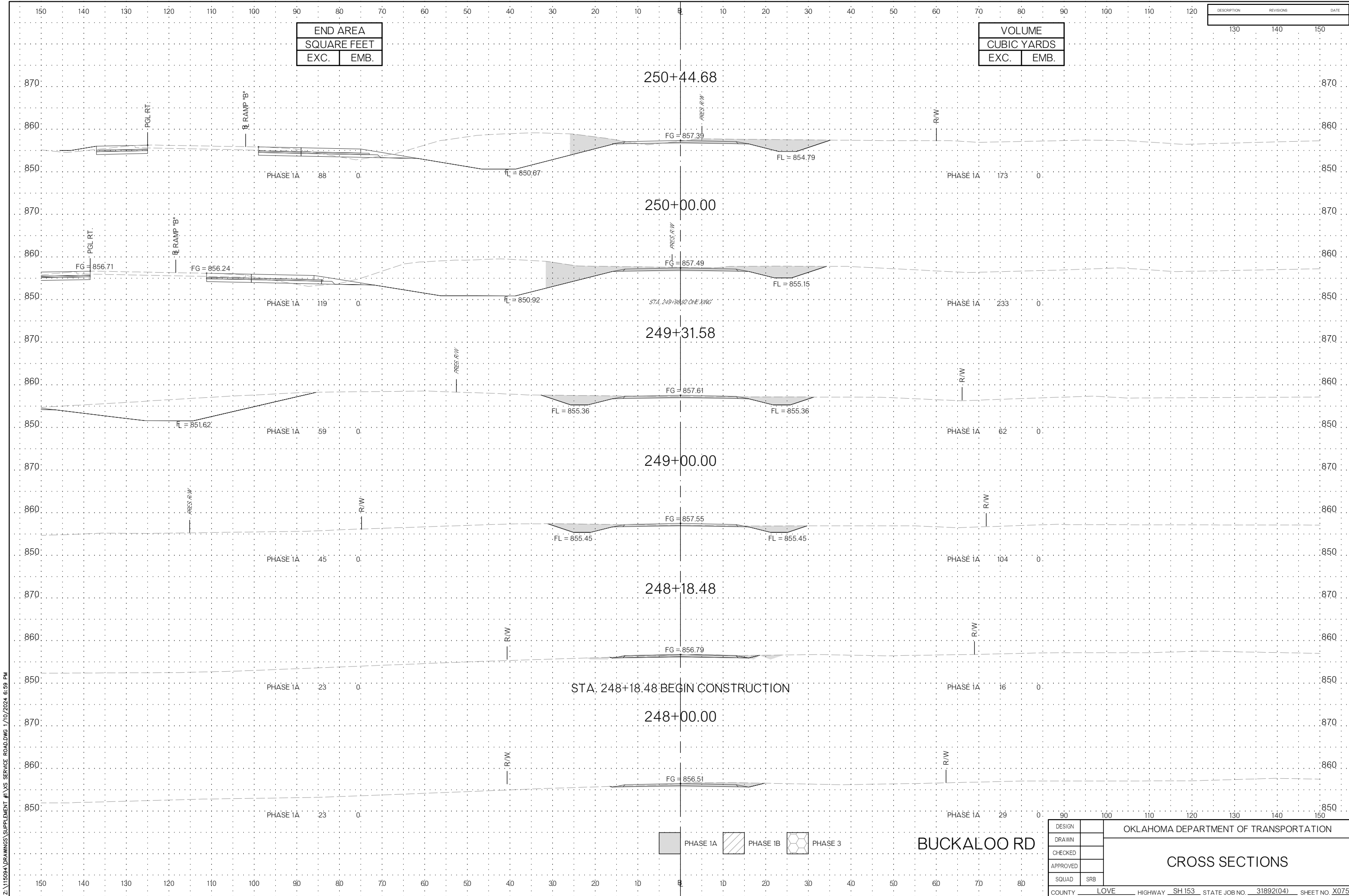
STA. 286+80.66 END CONSTRUCTION

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RAMP 'D'

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD	SRB	
COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X074		CROSS SECTIONS



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

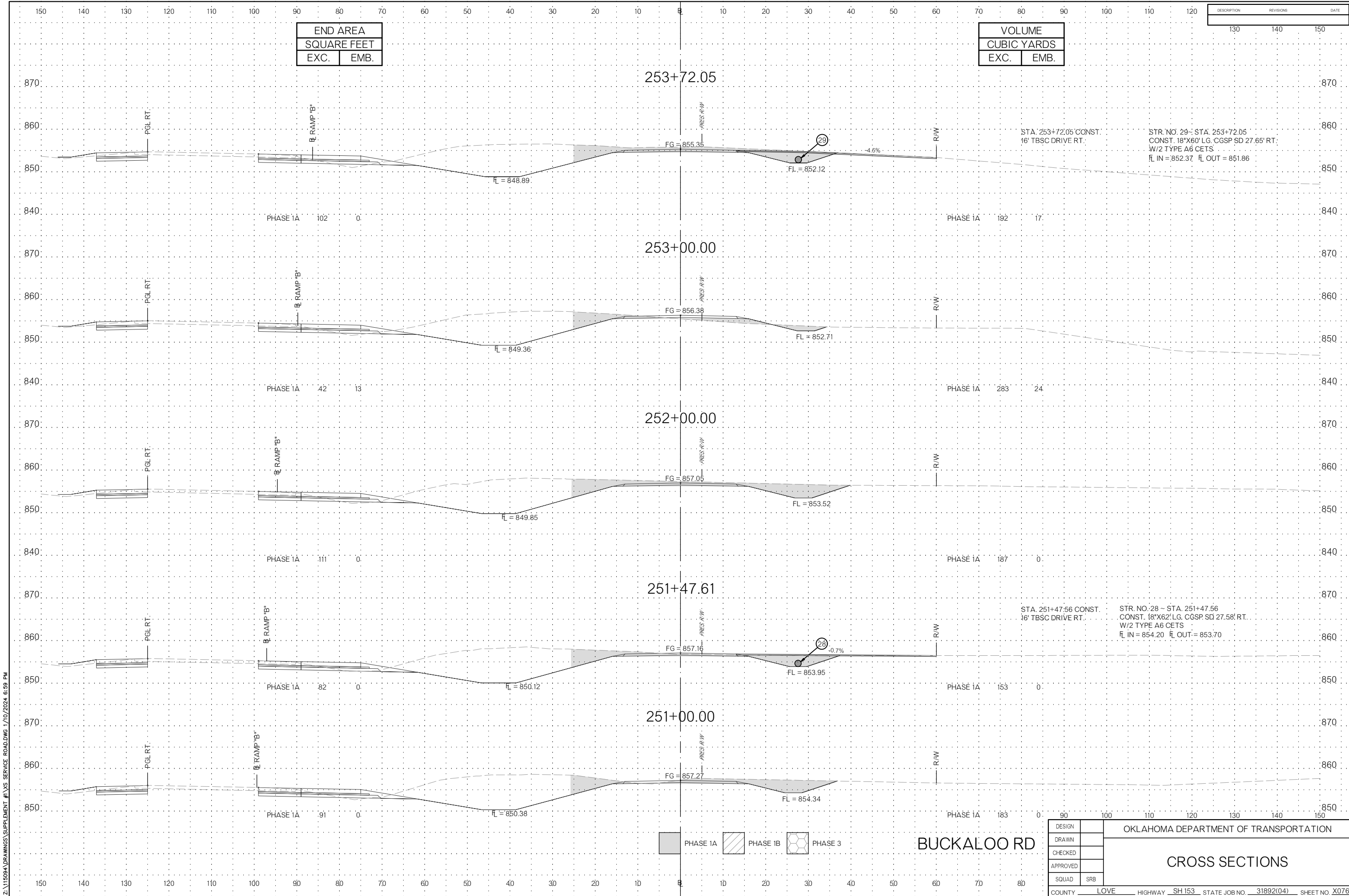
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STA. 248+18.48 BEGIN CONSTRUCTION



BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X075



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE	
	130	140	150

STA. 253+72.05 CONST.
16' TBSC DRIVE RT.

STR. NO. 29 - STA. 253+72.05
CONST. 18'X60' LG. CGSP SD 27.65' RT.
W/2 TYPE A6 CETS
FL IN = 852.37 FL OUT = 851.86

STA. 251+47.56 CONST.
16' TBSC DRIVE RT.

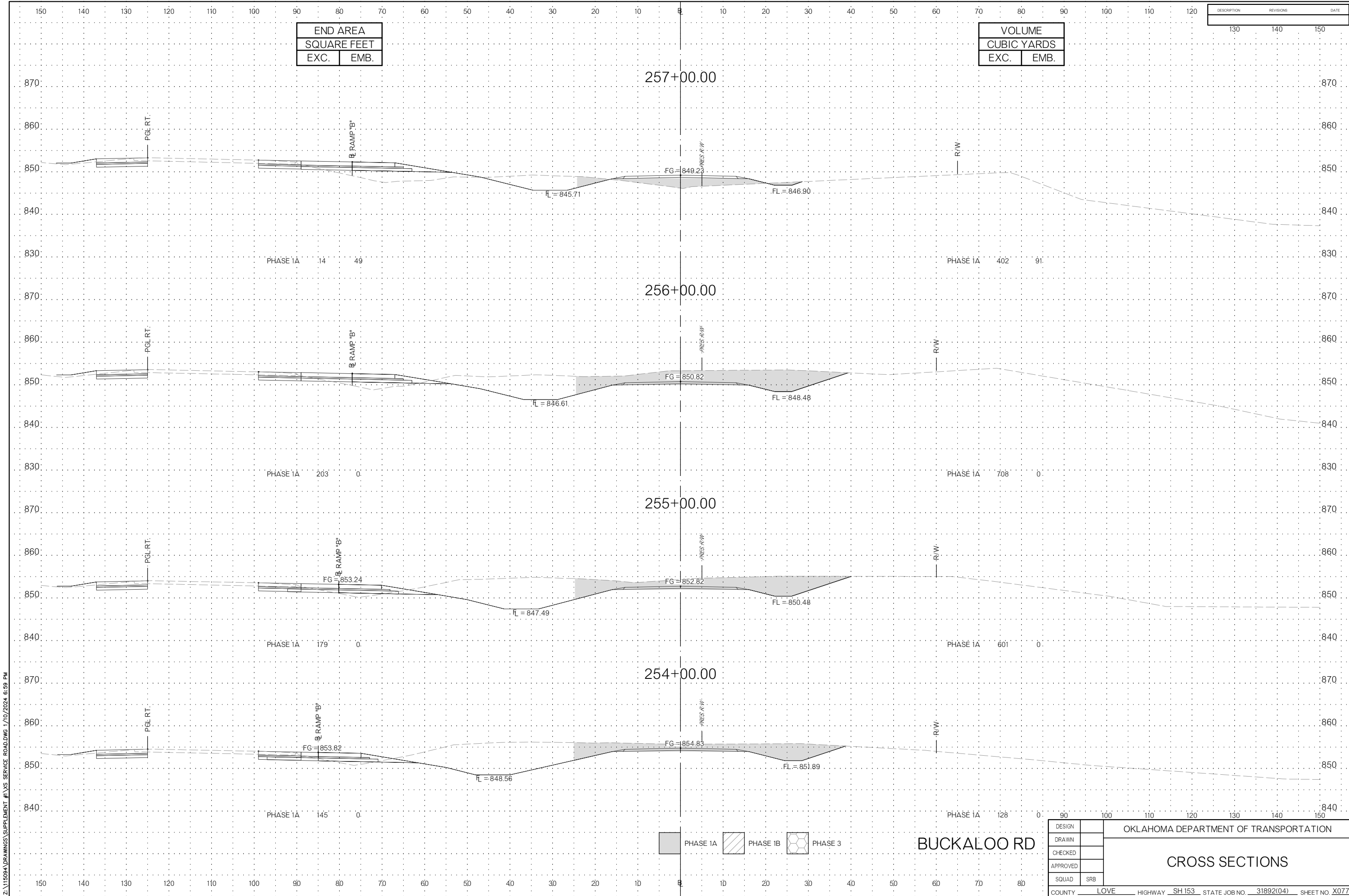
STR. NO. 28 - STA. 251+47.56
CONST. 18'X60' LG. CGSP SD 27.58' RT.
W/2 TYPE A6 CETS
FL IN = 854.20 FL OUT = 853.70

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PHASE 1A PHASE 1B PHASE 3

BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X076



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

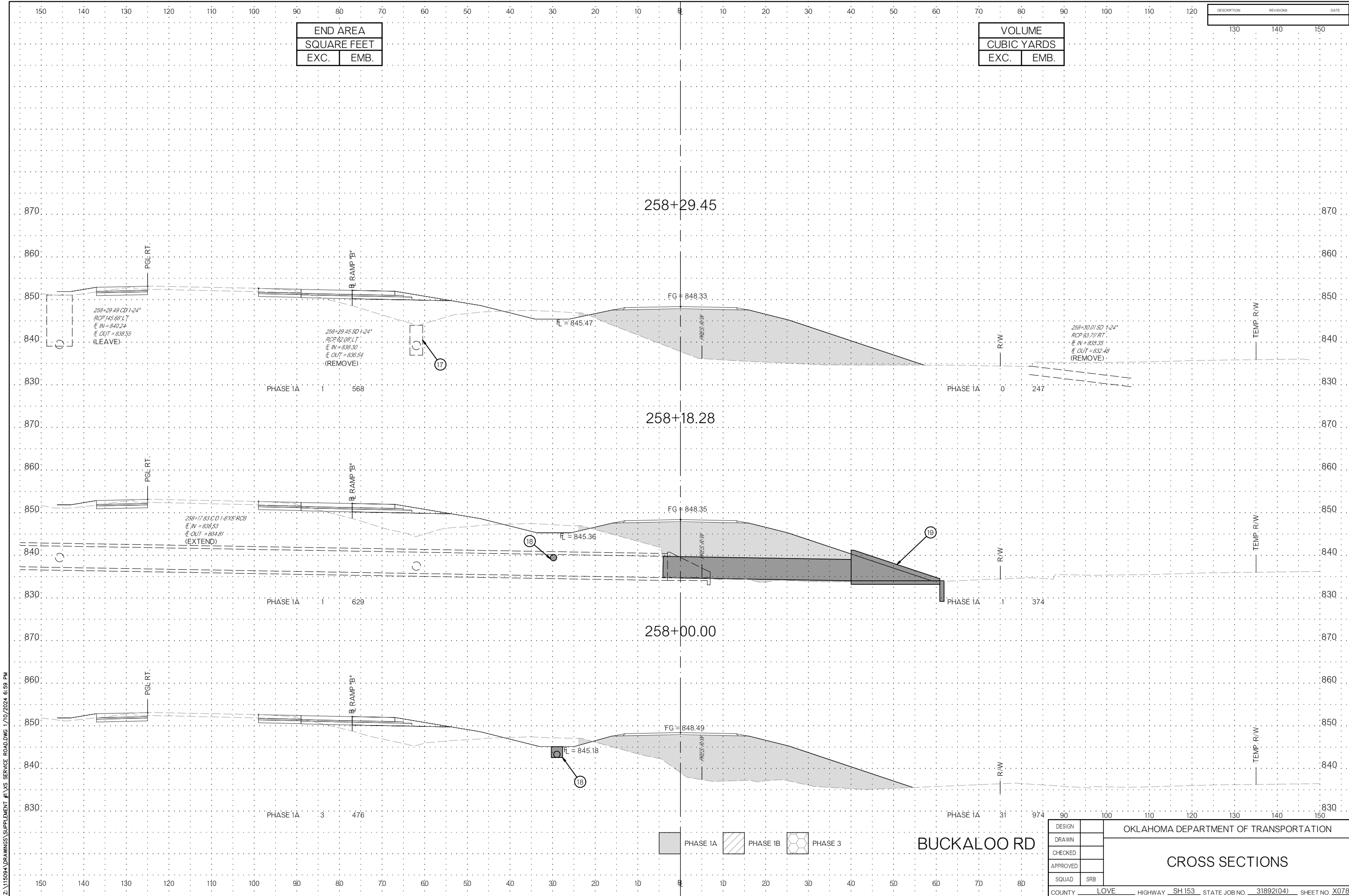
DESCRIPTION	REVISIONS	DATE	
	130	140	150

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BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X077



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

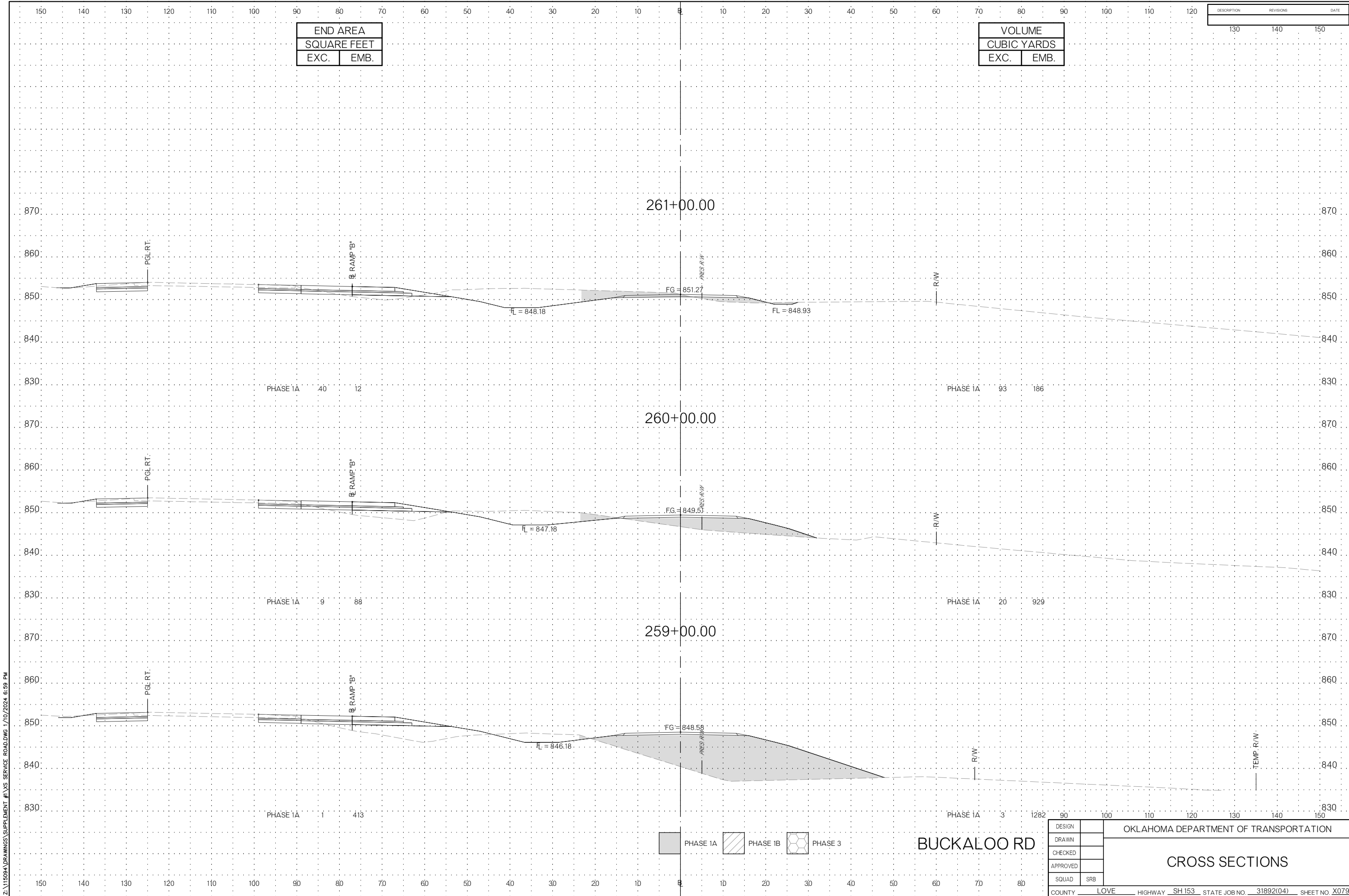
DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

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BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X078



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

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PHASE 1A
 PHASE 1B
 PHASE 3

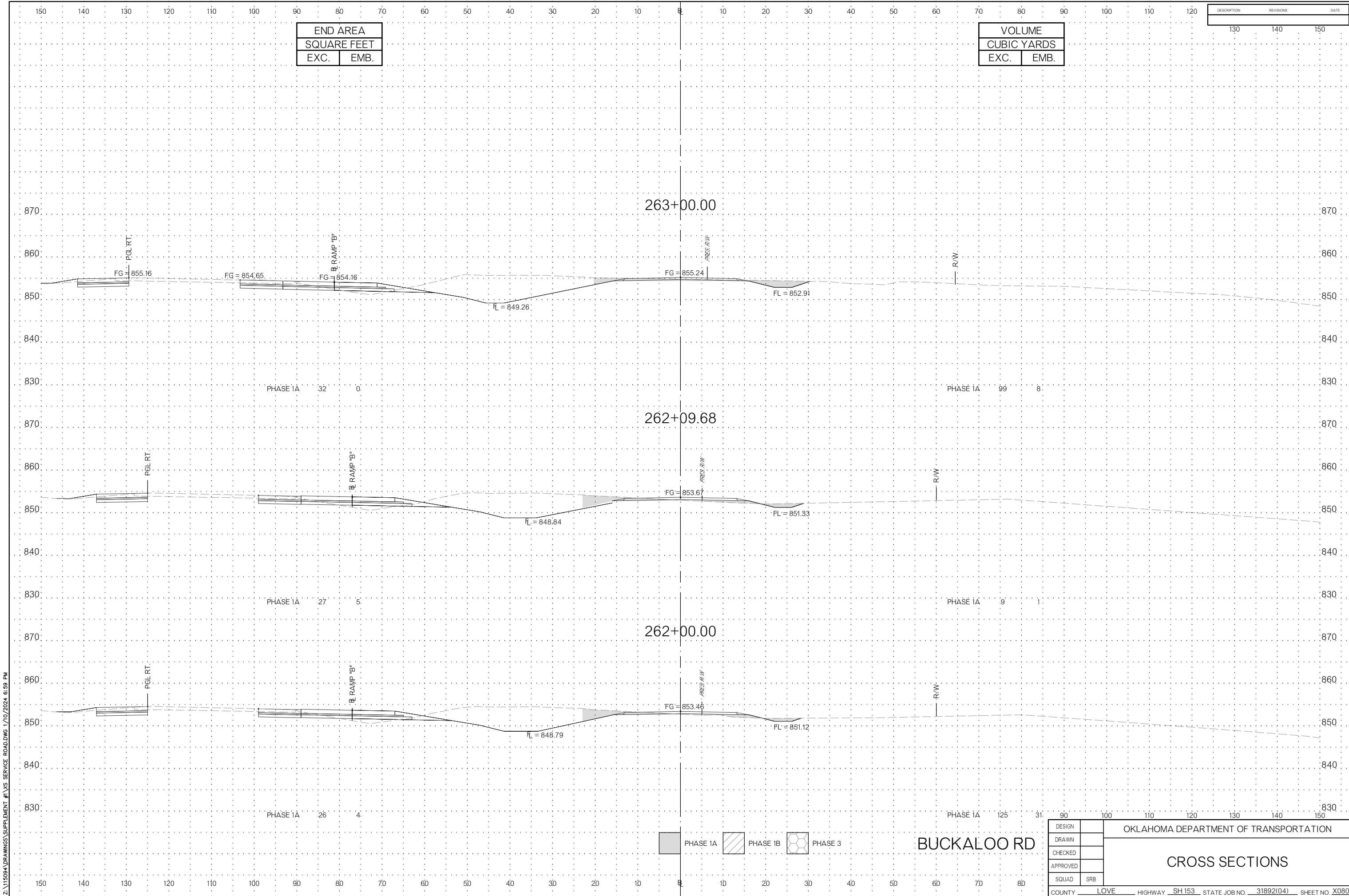
BUCKALOO RD

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	SRB

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

COUNTY LOVE HIGHWAY SH 153 STATE JOB NO. 31892(04) SHEET NO. X079

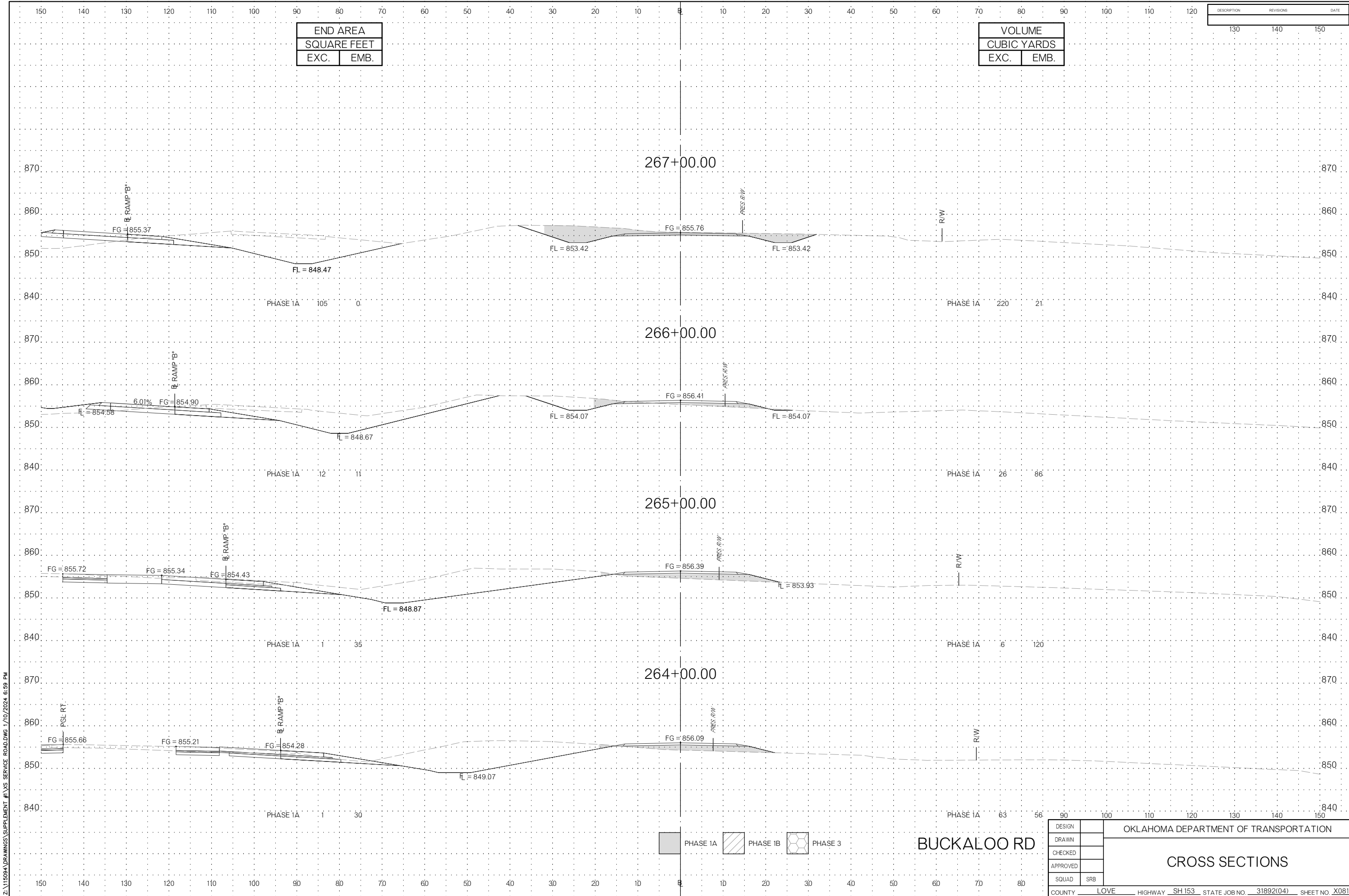


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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		CROSS SECTIONS	
CHECKED			
APPROVED			
SQUAD	SRB		
COUNTY	LOVE	HIGHWAY	SH 153
		STATE JOB NO.	31892(04)
		SHEET NO.	X080

BUCKALOO RD

PHASE 1A PHASE 1B PHASE 3



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

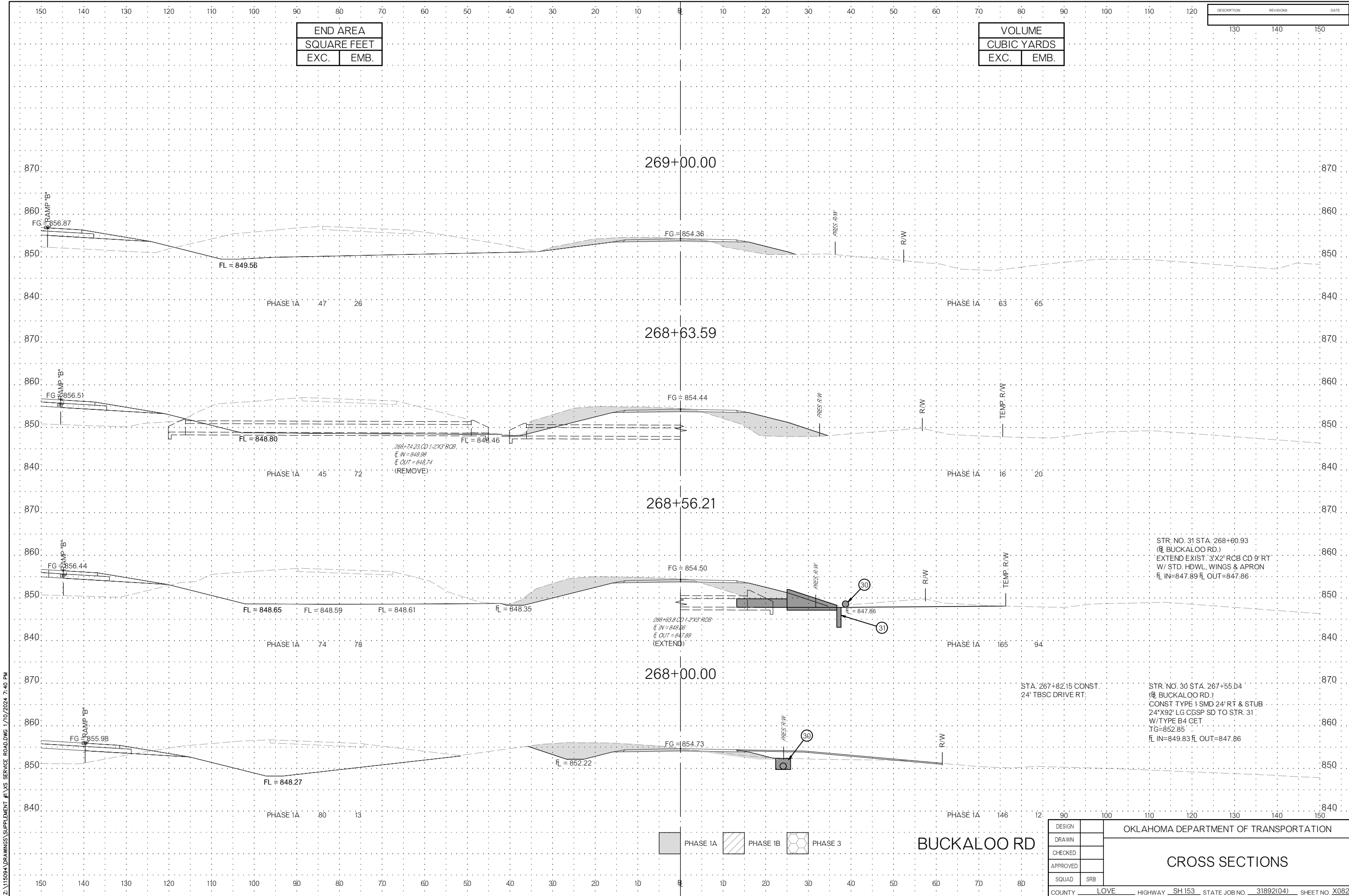
DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

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BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X081



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STR. NO. 31 STA. 268+60.93
 (R BUCKALOO RD.)
 'EXTEND EXIST' 3'X2' RCB CD 9'RT'
 W/ STD. HDWL, WINGS & APRON
 FL IN=847.89 FL OUT=847.86

268+63.8 CD 1-2'X3' RCB
 FL IN=848.98
 FL OUT=848.74
 (REMOVE)

268+63.8 CD 1-2'X3' RCB
 FL IN=849.76
 FL OUT=847.89
 (EXTEND)

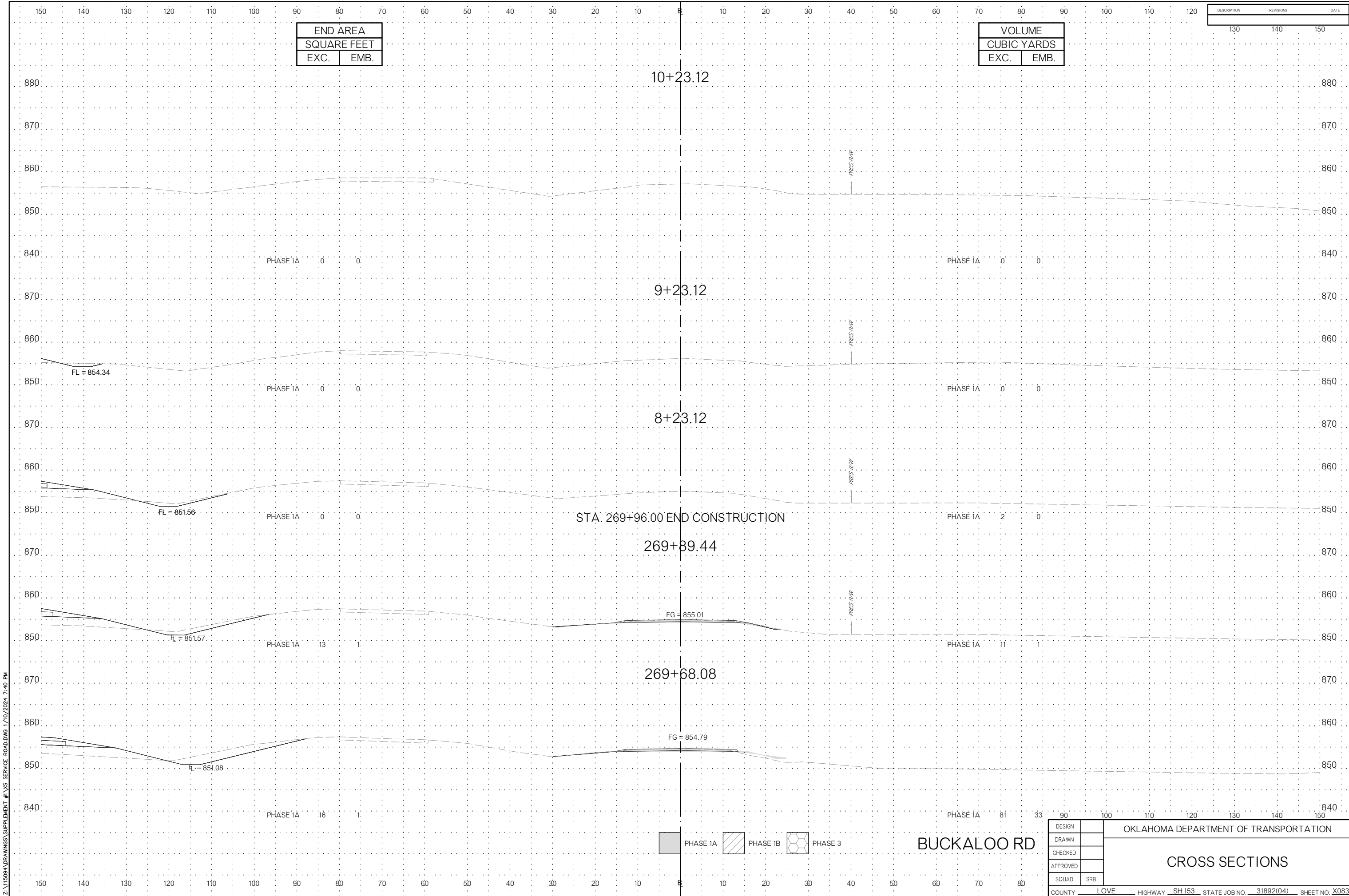
STA. 267+82.15 CONST.
 24' TBSC DRIVE RT.

STR. NO. 30 STA. 267+55.04
 (R BUCKALOO RD.)
 CONST TYPE 1 SMD 24' RT & STUB
 24'X92' LG CSPP SD TO STR. 31
 W/TYP B4 GET
 TG=852.85
 FL IN=849.83 FL OUT=847.86



BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD	SRB						
CROSS SECTIONS							
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X082



END AREA	
SQUARE FEET	
EXC.	EMB.

VOLUME	
CUBIC YARDS	
EXC.	EMB.

DESCRIPTION	REVISIONS	DATE
	130	140
	140	150

Z:\115094\DRAWINGS\SUPPLEMENT#\XS SERVICE ROAD.DWG 1/10/2024 7:40 PM

PHASE 1A	PHASE 1B	PHASE 3
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BUCKALOO RD

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		CROSS SECTIONS					
CHECKED							
APPROVED							
SQUAD	SRB						
COUNTY	LOVE	HIGHWAY	SH 153	STATE JOB NO.	31892(04)	SHEET NO.	X083