

**MINUTES  
STREET / MAINTENANCE COMMITTEE  
REGULAR MEETING  
TUESDAY, NOVEMBER 24<sup>TH</sup>, 2015  
6:00 P.M.**

**THE STREET COMMITTEE MET IN REGULAR SESSION IN THE COUNCIL CHAMBER, 12 NORTH ROWE STREET, PRYOR, OKLAHOMA AT THE ABOVE MENTIONED DATE AND TIME.**

**COMMITTEE MEMBERS: \*\* ROGER WILLCUTT, YOLANDA THOMPSON, HOUSTON BRITTAIN, DREW STOTT (ALTERNATE)**

**1. CALL MEETING TO ORDER.**

The meeting was called to order at 6:00 p.m. by Chairman Roger Willcutt. Members present: Roger Willcutt, Yolanda Thompson, and Houston Brittain. Members absent: none. Others present: Street Superintendent Jack Downing, Assistant Street Superintendent Buddy Glenn, Mayor Tramel, Councilman Drew Stott, Infrastructure Solutions Group Engineer Steve Powell and Terry Aylward.

**2. DISCUSS, POSSIBLY APPROVE THE MINUTES OF SEPTEMBER 29<sup>TH</sup>, 2015 REGULAR MEETING.**

Motion was made by Brittain, second by Thompson to approve the minutes of September 29<sup>th</sup>, 2015 regular meeting. All voted yes.

**3. ENGINEER TO REPORT FINDINGS AND COST ESTIMATE FOR THE CONCRETE STREET PROJECT FOR THE FOLLOWING STREETS APPROVED BY CITY COUNCIL SEPTEMBER 1<sup>ST</sup>, 2015 :**

<b>Thurman</b>	<b>Ginger Court</b>
<b>Lilac Lane</b>	<b>Hawthorn Court</b>
<b>Mulberry Lane</b>	<b>Oklahoma Street South of 17<sup>th</sup> Street</b>
<b>Magnolia Street</b>	<b>Southeast 18<sup>th</sup> Street</b>
<b>Spruce Court</b>	<b>Southeast 19<sup>th</sup> Street</b>
<b>Lakeview Drive</b>	<b>Service road in the area of the Mid-America Grill Road</b>
<b>Hickory Lane</b>	<b>Bay Oaks and Brookfield Terrace</b>
<b>Peachtree Lane</b>	<b>Meadowview Circle</b>
<b>Heather Court</b>	<b>Cherry Point Lane</b>
<b>Larkspur</b>	

Mayor Tramel spoke regarding the Concrete Street Project. He presented an idea to fund the street project using funds from the Bond project. He stated that the City currently has \$350,000.00 for the Concrete Street Project. He added there was a possible option to add to this amount. He discussed with the Committee and audience his finding as follows:

Currently the balance due on the 2011 Bond (Street, City Hall, and Recreation Center) is \$5.3 million. The PPWA Sinking Fund (Fund 87) has an estimated \$1.6 million at this time. This account is used to make the Bond payment each month. The City is collecting an average of \$1.4 million a year for this payment. Mayor stated that the term limit on the Bond is in 2025. He said that it is projected the Bond will be paid off by 2019. (It cannot be paid off before 2018) He is requesting that the City Council allow him to use \$1 million of the \$1.6 million in the PPWA Sinking Fund to add to the \$350,000.00 to repair the streets

proposed above as well as add more streets. He said that if the City did so, then the City would be in a position to pay the bond off by 2020. One year later than projected but still earlier than the term of 2025.

Steve Powell reviewed the engineering report prepared by Infrastructure Solutions Group and explained the cost estimate. Powell made it clear that the drainage issues in some areas must be taken care of for this project to be worth it. His cost estimate totaled \$599,694.71.

Drew Stott commented that he is not sure that he agrees with using the bond for funding this project.

**4. DISCUSS, POSSIBLY RECOMMEND COUNCIL ACTION TO APPROVE THE ENGINEER'S REPORT FINDINGS AND COST ESTIMATE FOR THE CONCRETE STREET PROJECT.**

Motion was made by Brittain, second by Thompson to recommend Council action to authorize the Mayor to utilize the budgeted amount of \$350,000.00 plus \$1 million or more currently in the PPWA Sinking Fund to be used for the Concrete Street Project as presented by Infrastructure Solutions Group, LLC pending legal counsel approval. All voted yes.

**5. STREET SUPERINTENDENT REPORT:**

**a. CONFIRMATION OF SNOW ROUTES.**

Jack Downing stated the route has not changed. It can be found on the city website. He stated that this year all streets will be plowed to the side with exception of Main Street (Graham Avenue/HWY 20) and Adair Street. These will be plowed to the middle.

**b. DRAINAGE ISSUES.**

Downing discussed the drainage issues at NE 5<sup>th</sup> and Elliott.

**c. CURRENT PROJECTS.**

Downing stated the crew is working on:

- SE 1<sup>st</sup> and Elliott drainage
- Tree trimming as the weather permits. The far SE is complete, working on the mid-section of town currently.

He also stated the compressor has been received and hooked up and that he has 40 tons of sand and 20 tons of salt on hand for the winter.

**d. COMPLETED PROJECTS.**

Downing had nothing to report.

**e. FUTURE PROJECTS.**

Downing stated the crew will be crack sealing and they have identified places where ditches need to be dipped. Downing stated that the crew replaced all whistles on the East side of North Whitaker about a year ago. They have more pipe in stock so they intend to do more ditch dipping.

**f. TREE TRIMMING.**

Discussed earlier in current projects.

Buddy Glenn asked to return to item 3 to discuss removal of debris. He wanted to make sure that the haul off is included during the process. A site to haul the debris will be determined at a later date.

**6. ADJOURN.**

Motion was made by Thompson, second by Brittain to adjourn at 6:54 p.m. All voted yes.

# TECHNICAL MEMORANDUM

**CITY OF PRYOR CREEK,  
OKLAHOMA**

**EVALUATION OF SELECT  
CONCRETE STREETS  
FOR REHABILITATION**

**November 2015**



**3840 S. 103<sup>rd</sup> E. Ave. Suite 227  
TULSA, OK 74146  
918-664-5500  
FAX 866-398-6481**



**Technical Memorandum**  
**For the City of Pryor Creek, Oklahoma**  
**Evaluation of Select Streets/Areas for Rehabilitation**  
**November 2015**

The following memorandum, attached cost opinion, aerial photographs documenting the conditions of the concrete streets identified initially by City staff and confirmed by ISG field inspections on October 20 and 21<sup>st</sup>. The purpose of the field visit was to refine the areas identified as to method of repair, additional areas of concern within the same street areas, and to gather information about the condition of concrete streets from other sections of the city for conditional comparison purposes.

**A. General**

The following is a complete list of streets selected and field inspected by city and ISG personnel. This list is not in priority order.

- |    |                 |    |   |
|----|-----------------|----|---|
| a. | Thurman Street  | l. | Ginger Court                              |
| b. | Lilac Lane      | m. | Oklahoma Street S.17th Street             |
| c. | Mulberry Lane   | n. | SE 18th Street                            |
| d. | Magnolia Street | o. | SE 19th Street                            |
| e. | Spruce Court    | p. | Cobblestone Road (Mid-America Grill road) |
| f. | Lakeview Drive  | q. | S. Mill Street (Econolodge Road)          |
| g. | Hickory Lane    | q. | Bay Oaks Place                            |
| h. | Peachtree Lane  | r. | Meadowview Circle                         |
| i. | Heather Court   | s. | Cherry Point Lane                         |
| j. | Hawthorn Court  |    |   |
| k. | Larkspur Ln.    |    |   |

In addition to the above streets selected for detailed study, ISG also surveyed for conditional comparison purposes, the following streets:

- a. Belmont Court
- b. Bonnie Ave.
- c. Damon Drive
- d. Lauren Circle
- e. Oklahoma Court
- f. Eastmanor Circle
- g. Heron Circle

## **B. Methods of Evaluation**

The City of Pryor Street Management staff is the most familiar with the overall conditions of streets in Pryor. That management staff made a preliminary screening of concrete streets and supported that list with their identification of repair areas on the streets. ISG personnel then visited each identified repair site to verify, or confer with Pryor staff on the manner of repair for the select areas. In many cases, the manner of repair tentatively identified by Pryor personnel was the correct and most cost effective technique, however, in isolated instances, ISG personnel suggested and recommended that alternative methods of repair which may allow additional street segments to be repaired by reducing the manner of repair thus allowing limited funds to be used in other areas. In some cases, it was suggested that minor repairs to joints, could stabilize the area without complete removal of street segments. The segments were individually in good condition and with minor joint work could continue to provide a sound driving surface for several more years.

To insure that streets with the most severe conditions were selected, ISG personnel conducted field surveys of other concrete streets in the city for comparative purposes. It was clear that without exception, the previously selected concrete streets by City staff were in a more poor condition than other streets of similar construction materials. This is not to say, that concrete streets in other sections of the city are not in need of repairs and continued monitoring, but to state that under the provisions of an on-going evaluation of all of the streets, the selected streets were the higher ranked (worse condition) segments for further evaluation and repairs at this time. As always, we recommend periodic examination by field inspection of all streets and determining a priority ranking of those streets for need for repair to spend public funding where the highest need exists, at least on an annual basis.

## **C. Street Classification Type**

In the common public street classifications, there are Arterials, Industrial, Collector, and Residential. Further, within each classification, there are sub-areas that describe the segment more directly, such as Commercial collector, Residential collector, Primary and secondary Arterial, and lastly cul-de-sacs. These sub areas allows for rankings bases primarily on traffic volume and paths for traffic movement: Residential leads to Residential Collectors then to Secondary Arterials and ultimately to Primary Arterials for example. Similar paths are established for commercial and industrial traffic. In the case of this report, we were directed to concentrate on the residential and residential collector streets. Thus, breaking down the differences to allow a priority ranking created a need for numbering system.

It has long been established that Arterial (Primary or Secondary) are ranked highest with Commercial, Industrial, and Residential Collectors next, then Residential, and lastly cul-de-sacs or dead end streets. The following is a numerical ranking to be used to classify the streets selected for evaluation:

- Arterial – 1
- Comm., Industrial Collector – 2
- Residential Collector -2
- Residential Streets – 3
- Cul-de-Sacs – 4

The vast majority of streets selected for evaluation were cul-de-sac streets. Therefore, we have further broken down that category into long and short cul-de-sacs. Segments serving more than 10 homes were considered long. Segments serving less than 10 homes were short. This sub-classification is based on strictly traffic volume.

There were three residential collector streets, and two commercial collector streets in the list of segments. These segments each received the same classification number based on the above ranking. Further evaluation of each segments condition and degree of degradation would determine the overall ranking of the streets.

#### **D. Street Condition**

Before we discuss further, it should be said that every street we field evaluated were in need of repairs. Some repairs could be done by city staff as time and funding becomes available and should be done to maintain the useful life of the public streets. However, when base failures occur creating a driving surface that has "shifted" or obvious movements creates conditions that could worsen to critical levels without warning, it is time to act and with purpose to replace those segments to the traveling public. Our findings and observations found a few sites rated at 'very poor' which warrants immediate attention. These segments were given the highest (worse) rating to insure that repairs are conducted. The street classification type should not have as large impact as the conditions. Therefore, we have set up the ranking system to insure those segments are included in the listing as priority. The streets so indicated are Cobblestone Drive and S. Mill Street (Econolodge road). These segments receive a large volume of heavy truck traffic and serve a commercial center important to the economy of the community. The very poor condition of the streets has reduced that commercial traffic in turn reducing revenues to the city. Our recommendation, although not following the outline of residential street repairs, is to include these two segments in the immediate needs list to increase revenues which in turn will allow more streets to be repaired within the near future.

Conditions for streets broken down to:

Very Poor (Base failure observed) - 0.5

Poor (slab thrust, settlement, offsets) – 1

Poor prior work (observed previous work within segment) -1.5

Average (multi cracked panels, no movement, beyond sealing) – 2

Average prior work – 2.5

Good (no cracks offset, panel stable, sealing an option) – 3

The above numbering was set to attempt to further rank streets of similar conditions. It is obvious that all of the street segments need repairs, however to remain within budget constraints and remain objective, the half step ranking was set to produce separation within the sub-set. Prior work was considered a negative since the need to correct problems are systemic and attempt to use funding as widely as possible, we devalued prior work. In addition, prior work would have also reduced environmental effects such as water attacking the base materials thus allowing us more time to respond to adjoining segment degradations.

## E. Traffic Load

Traffic loading or traffic volume is an objective way to classify streets. Within a given set of streets, higher traffic volume streets require more frequent repairs since more vehicles are exposed to the defect on a daily basis.

For this report, a breakdown of projected traffic volumes were established since no actual traffic counts on residential and/or collector streets are available. All streets being reviewed are two way, two lane streets so projecting volumes based on lanes of travel cannot be done. The following is a table identifying how traffic volumes were determined.

Collector Streets = 1000 vehicles per day (vpd): A two lane roadway can accommodate up to 2500 vpd per direction of travel without causing repeated delays. Since Pryor streets do not experience traffic delays daily even during rush hour use, it is assumed that such streets do not experience volumes approaching 2500 vpd. However, streets with A-C ratings for traffic loadings see volumes in excess of 1000 vpd regularly and accommodate them without delays to the system users. A need for a collector street therefore assumes there is a need for such a street to carry up to the 1000 vpd.

Residential (Collector)- On a similar note, residential developments use collector streets to direct individual residential streets to larger collector or arterial streets. The standard design provides for a residential collector design if the total number of sites (vehicles) directed to the street exceeds 25. Otherwise the individual residential street is directed to the arterial. Therefore, 25 sites with two site vehicles plus two service (police, fire, delivery, guest) vehicle per site use (ingress / egress) each day would amount to  $(25 \times 3 \times 2) = 200$  vpd. Since we have only one such street (Oklahoma St.) that falls under this classification, it received a higher rating than standard residential streets.

Individual residential streets that are either connected to collectors or can be connected to collectors when future development occurs were given a rating of 100 vpd – 200 vpd.

Cul-de-Sacs – these street segments have the least traffic volume primarily due to the fact that they are not through streets. They are used for access to individual home sites and offer the least need for service vehicle use due to the non-through design. However, for this report, because the majority of streets considered are cul-de-sac configurations, we broke down these segments into long and short based on the serving either more than 10 sites or less than 10 sites. An objective way to allow separation for streets within the same classification.

### F. Street Priority Ranking

The following is a table that summarizes the ranking and priority of the streets based on type, condition and traffic loading:

CONCRETE STREET RANKING  
 PRYOR, OKLAHOMA

Street Name	St. Type	Condition	Traffic Load	Notes	Priority
Cobblestone PC	2	1	1	very bad, truck traffic, multi overlay detached, no base	4
S. Mill St.	2	2	1	AC section overlay, drainage issues, PC, 2 panel rplc. seal	5
Thurman St.	3	2	1	crack seal multi,	6
Magnolia St.	3	2	1	cracked panel, @intx, collector, no move	6
Lakeview Dr.	3	2	1	panel moved, no thrust, crack seal,	6
Oklahoma St.	3	2	2	panel over bndge bad, cracked no move elsewhere	7
Bay Oaks Pl.	4	0.5	3	west half bad, east, cracked panels, thrust, prior work at intx	7.5
SE 18th St.	4	0.5	3	circle panels thrust, many panels moved	7.5
SE 19th St.	3	2	3	few panels cracked, no moved	8
Heather Ct.	4	1	3	bad full length, panels moved, bad conc.	8
Spruce Ct.	4	1.5	3	lg. circle, panels at intx, Magnolia,	8.5
Hawthorn Ct.	4	1.5	3	circle panels thrust, standing water	8.5
Lilac Ln.	4	2	3	panel cracked no move, crack seal,	9
Mulberry Ln.	4	2	3	cracked panels, no move, surface pit	9
Hickory Ln.	4	2	3	cracked panels, no move, surface pit, shrt circle	9
Larkspur Ct.	4	2	3	surface pting, few panels at circle thrust	9
Cherry Point Ln.	4	2	3	circle panels cracked, panel over drain moved, poor drainage	9
Ginger Ct.	4	2.5	3	surface pting mostly, few panels at circle moved, prior work	9.5
Meadowview Cr.	4	2.5	3	prior work, cracked no move,	9.5
Peachtree Ln.	4	2	4	crack no move, shrt circle,	10

St. Type	Condition	Traffic Load
Arterial - 1	Very Poor Base Fail-0.5	>1000
Comm. Coll - 2	Poor - 1	>200<1000
Collector - 2	Poor prior work -1.5	>100<200
Residential - 3	Average - 2	<100
Cul-de-Sac - 4	Average prior work - 2.5	
	Good - 3	

### G. Street Cost

Once objective rankings are done, each segment is quantified as to the estimated cost to complete the repairs. Unit prices used in this report were developed from recent bids in Pryor, Tulsa, and Broken Arrow. Unit prices for specialized items such as drainage improvements were taken from ODOT standard pay items for use on state wide projects.

The following is a summary of each line segment cost estimate and ordered based on the rankings shown in the previous section. A cumulative total is provided to allow correlation with available funding to maximize repairs.

**ESTIMATED COST  
 2015 CONCRETE STREET REPAIRS**

Street Name	Estimated Cost	Accum. Cost
Mid-Amer. Rd.	\$42,651.16	\$42,651.16
S. Mill St.	\$64,050.62	\$106,701.78
Thurman St.	\$45,038.75	\$151,740.52
Magnolia St.	\$5,427.44	\$157,167.96
Lakeview Dr.	\$20,434.46	\$177,602.42
Oklahoma St.	\$10,852.49	\$188,454.91
Bay Oaks Pl.	\$75,508.93	\$263,963.84
SE 18th St.	\$41,805.83	\$305,769.67
SE 19th St.	\$10,891.74	\$316,661.41
Heather Ct.	\$80,154.82	\$396,816.24
Spruce Ct.	\$66,937.58	\$463,753.82
Hawthorn Ct.	\$19,026.39	\$482,780.20
Lilac Ln.	\$6,832.18	\$489,612.39
Mulberry Ln.	\$5,500.51	\$495,112.90
Hickory Ln.	\$8,170.78	\$503,283.69
Larkspur Ct.	\$28,661.13	\$531,944.81
Cherry Point Ln.	\$15,668.73	\$547,613.54
Ginger Ct.	\$25,154.65	\$572,768.20
Meadowview Cr.	\$14,088.69	\$586,856.89
Peachtree Ln.	\$12,837.83	<b>\$599,694.71</b>

**H. Summary and Recommendations**

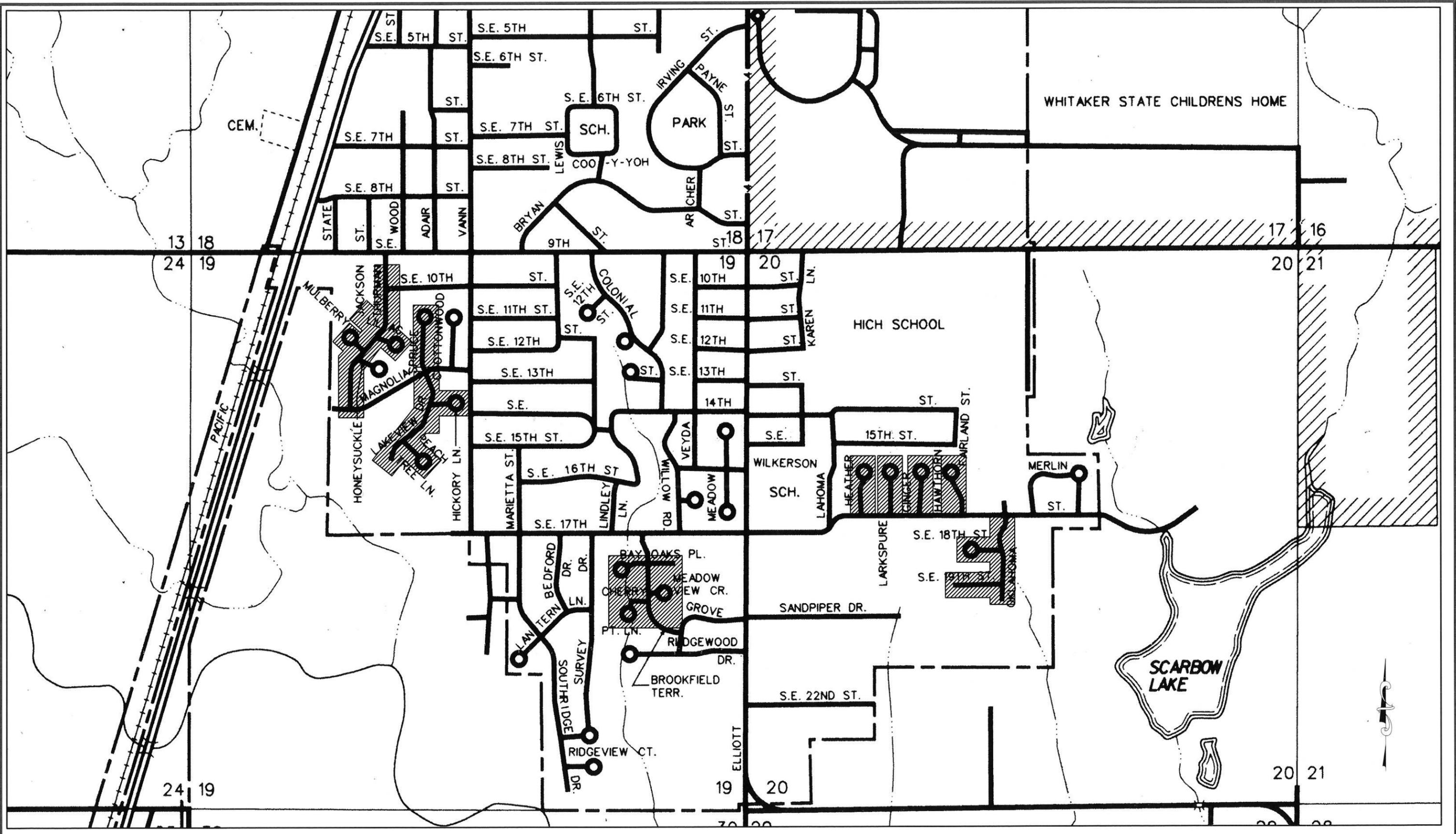
As indicated in the above table, the total to repair the identified streets is \$599,694.71. In addition there is approximately \$15,000 of drainage work to be done in association with S. Mill Street improvements. These must be done if S. Mill Street is included in a funding package.

A review of current fiscal limitations indicates the city has budgeted \$250,000 for street improvements without using other funding sources. Based on that maximum value, and removing engineering (@\$24,242.42) the streets shaded above could be addressed by detailed plans during 2015-16 totaling approximately \$188,454.91.

If other funding sources can be utilized as indicated by City Administrators, the total identified streets, minor drainage improvements, and associated professional fees would require a commitment of \$735,370.71 as broken down below.

<b>TOTAL EST. COST OF IDENTIFIED STREETS</b>	\$599,694.71
<b>TOTAL EST. COST OF DRAINAGE IMPROVEMENTS</b>	\$15,000.00
<b>ENGINEERING COST (FIXED BY CONTRACT)</b>	\$55,215.00
<b>CONTINGENCY ON CONST.</b>	\$61,470.00
<b>SURVEYING COST</b>	\$4,000.00
	<hr/>
<b>TOTAL PROJECT ESTIMATED COST</b>	<b>\$735,379.71</b>

In summary, the concrete streets identified by both City Street Department personnel and Infrastructure Solutions Group, LLC engineering staff is in varying degrees in need of repairs. These streets all have condition rankings which would relate to less than 5 years remaining on service life until major base, drainage, paving and associated costs would be incurred by the City. The time to replace these streets is now and should be undertaken at either the funding levels identified by budgetary constraints and repeated on an annual basis until such time as all streets identified can be repaired. Or should additional funding sources be identified, all streets herein selected along with the minor drainage improvements noted should be undertaken. In either case, design should begin immediately so that a contractor can be selected and construction begin in the early Spring of 2016 and completed no later than November 2016.



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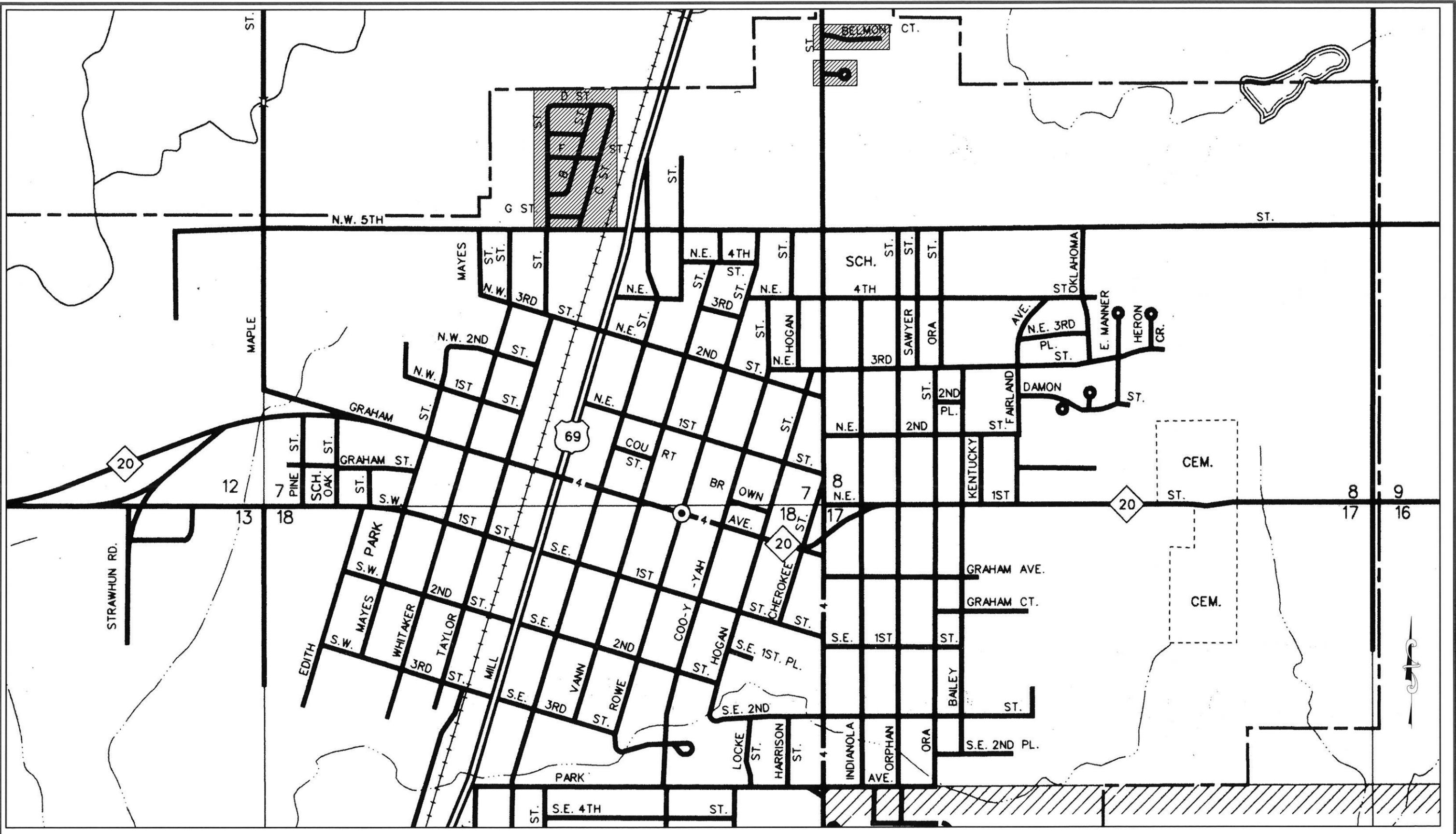
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CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

PROPOSED IMPROVEMENTS

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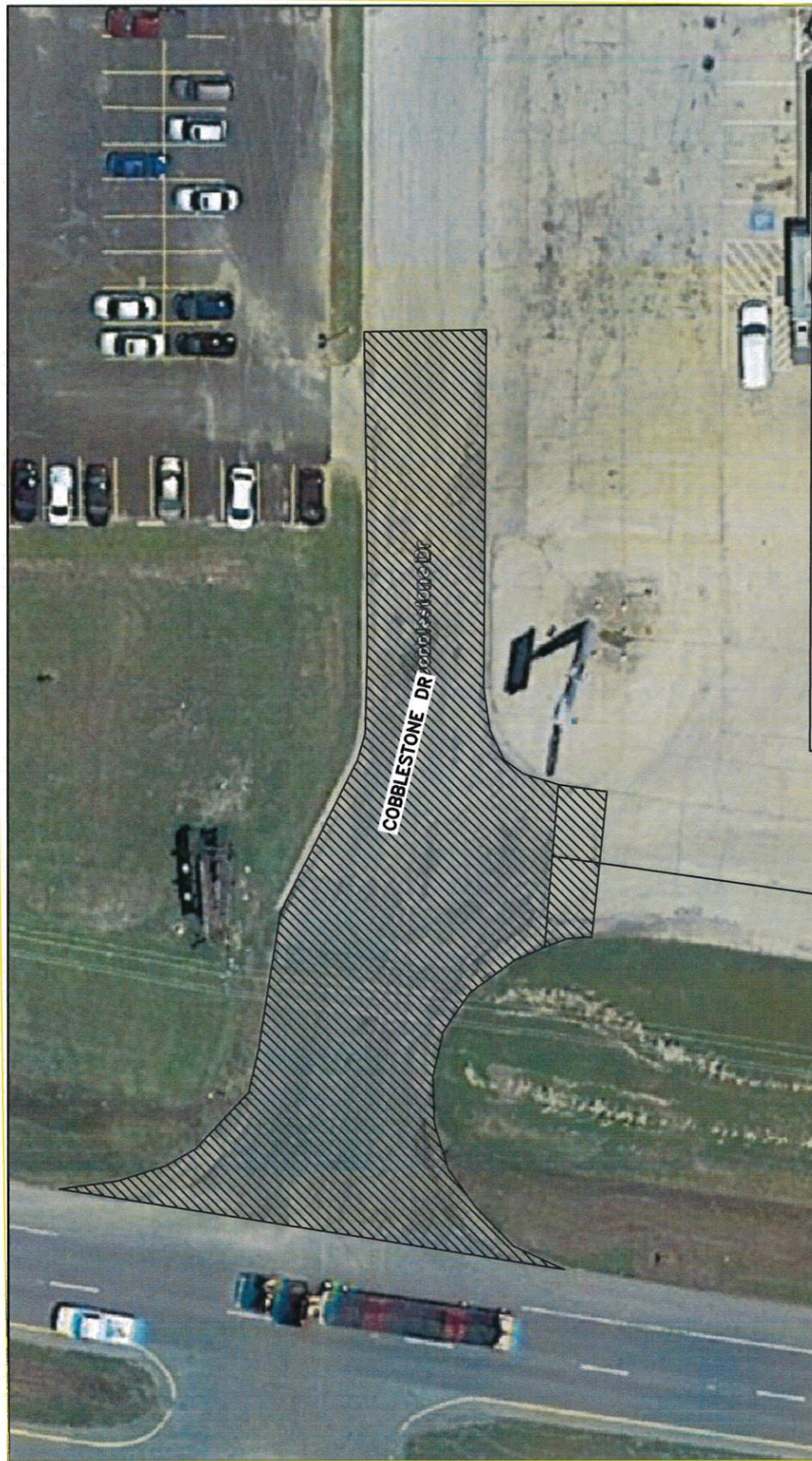
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CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

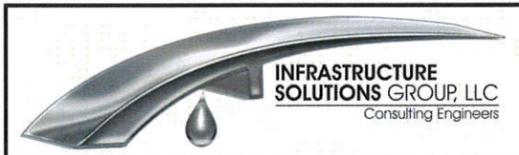
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CITY OF PRYOR  
PRYOR, OKLAHOMA  
CONCRETE STREET REPAIR

COBBLESTONE DR AND S. MILL ST.

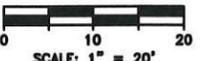
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SE 69th St

S. MILL ST.

S. MILL ST.



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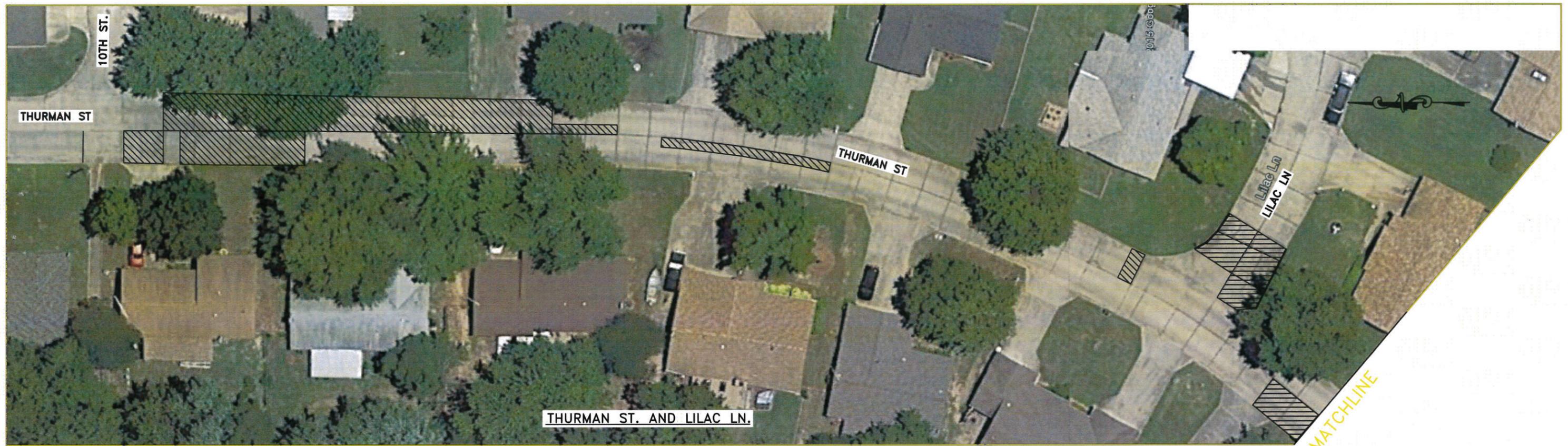
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CITY OF PRYOR  
PRYOR, OKLAHOMA  
CONCRETE STREET REPAIR

S. MILL ST.

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CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

THURMAN ST, LILAC LN, AND MULBERRY LN.

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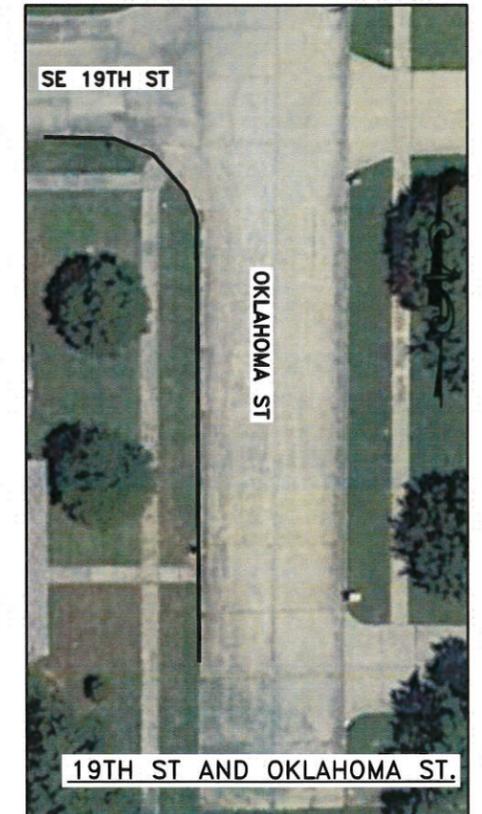
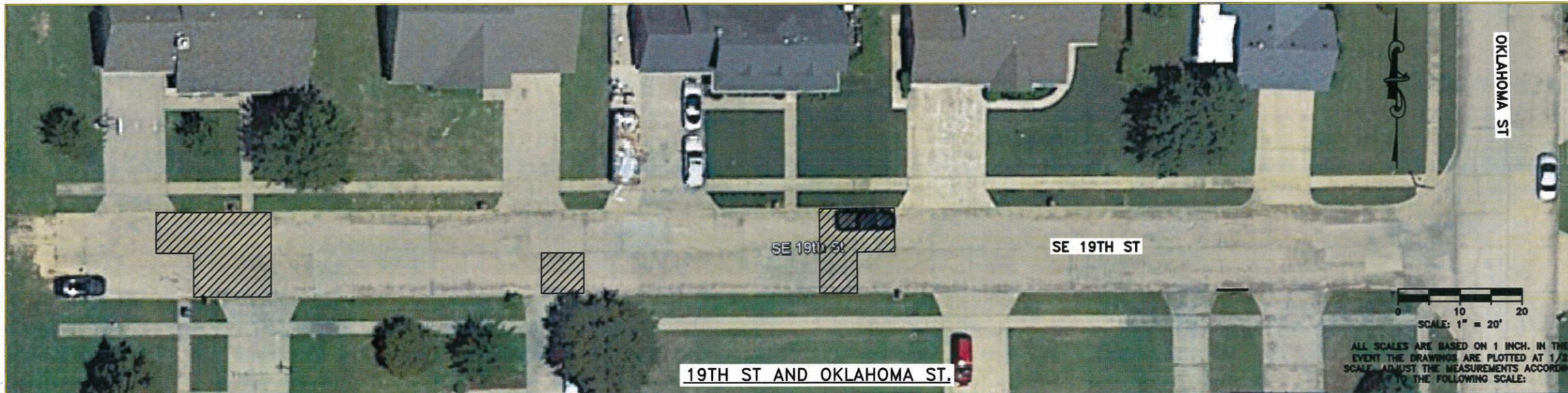


CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

LAKEVIEW DR

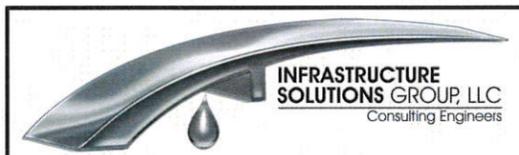
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MATCHLINE



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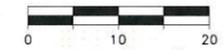
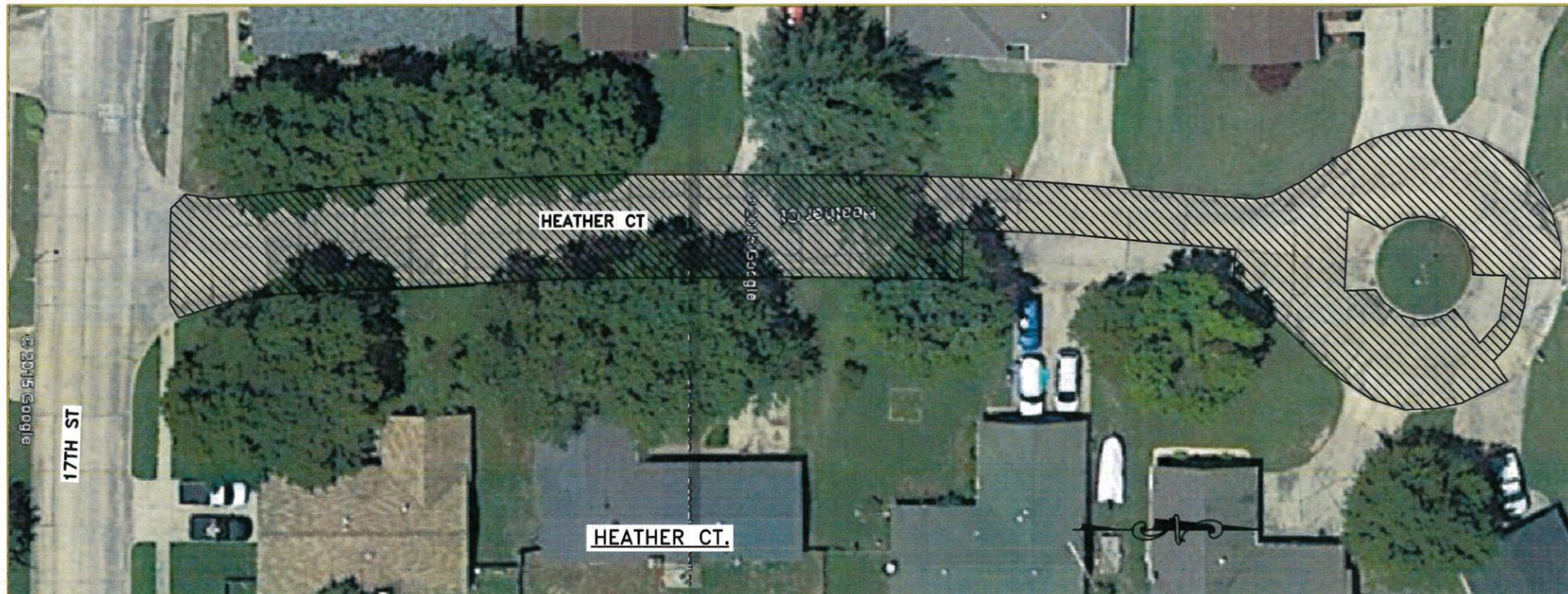
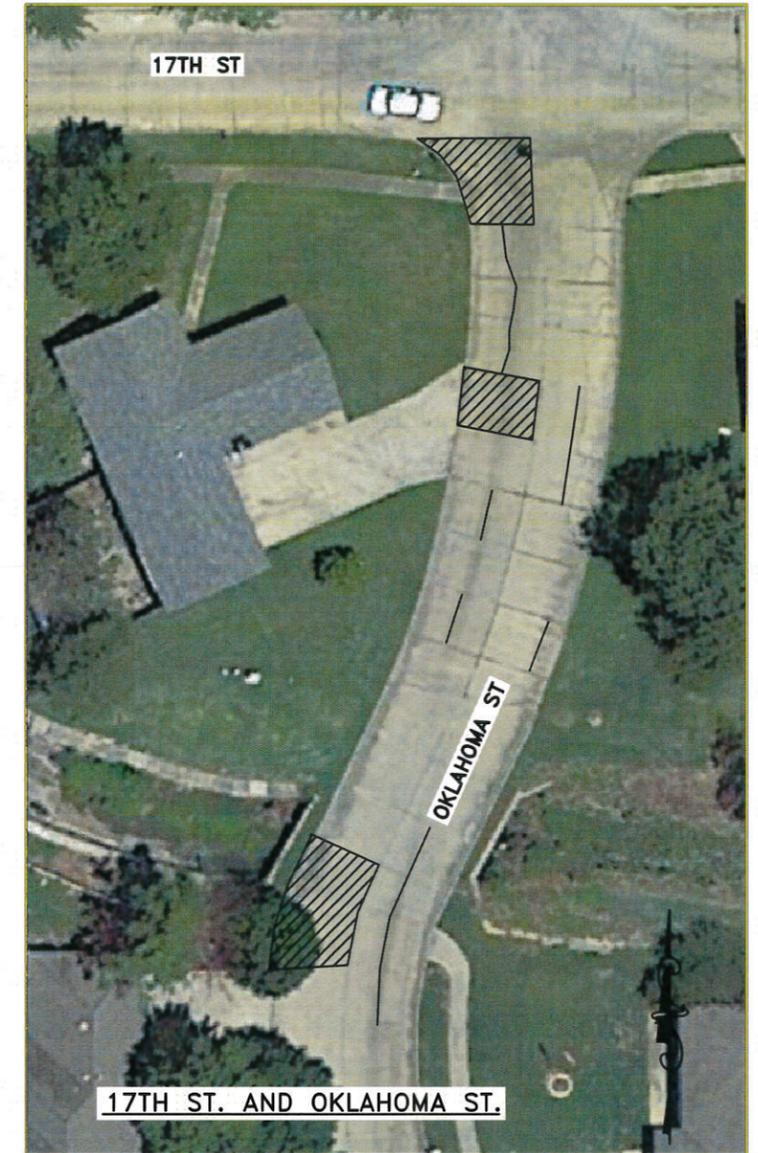
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CITY OF PRYOR  
PRYOR, OKLAHOMA  
CONCRETE STREET REPAIR

MAGNOLIA ST, 18TH ST,  
19TH ST AND OKLAHOMA ST

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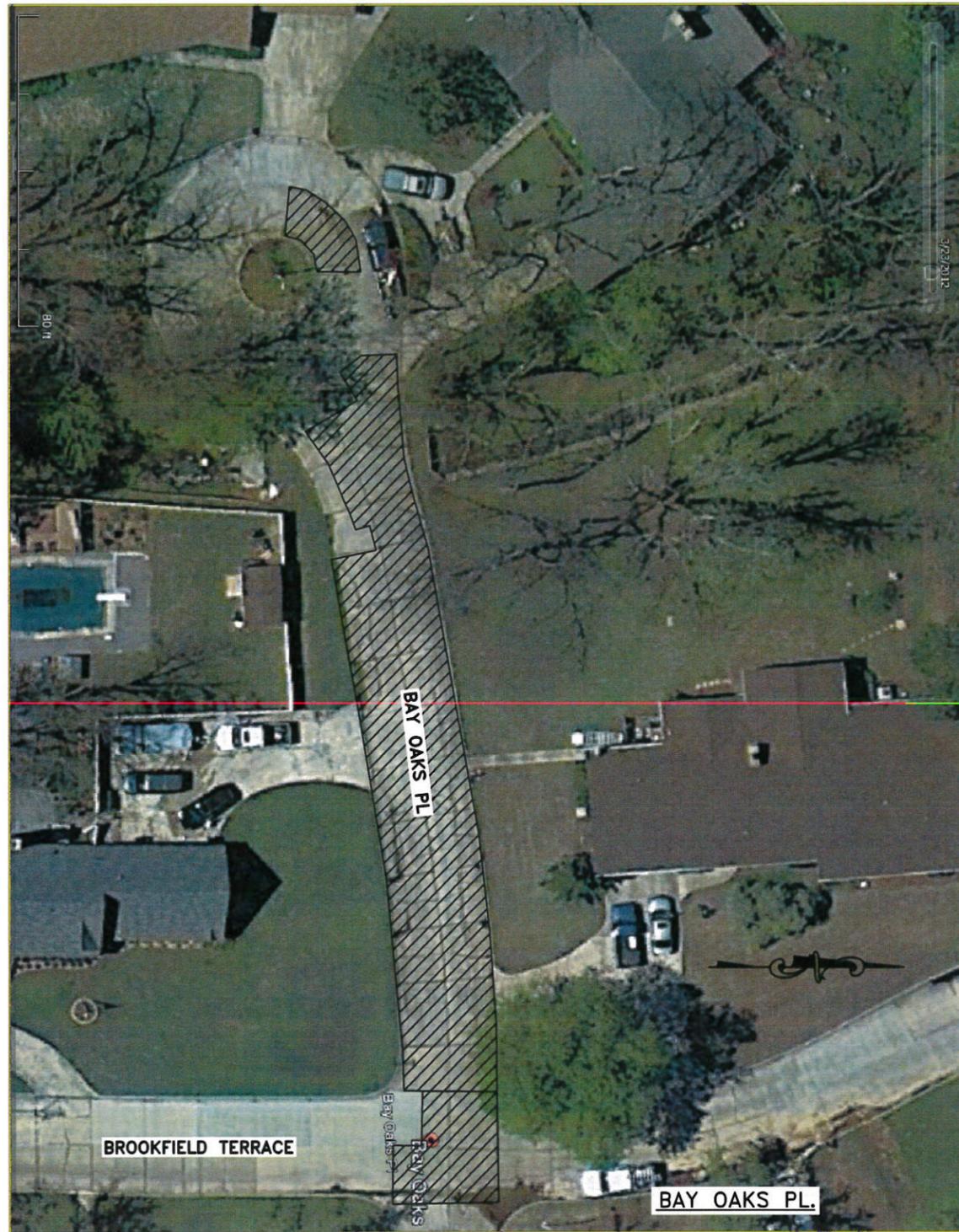
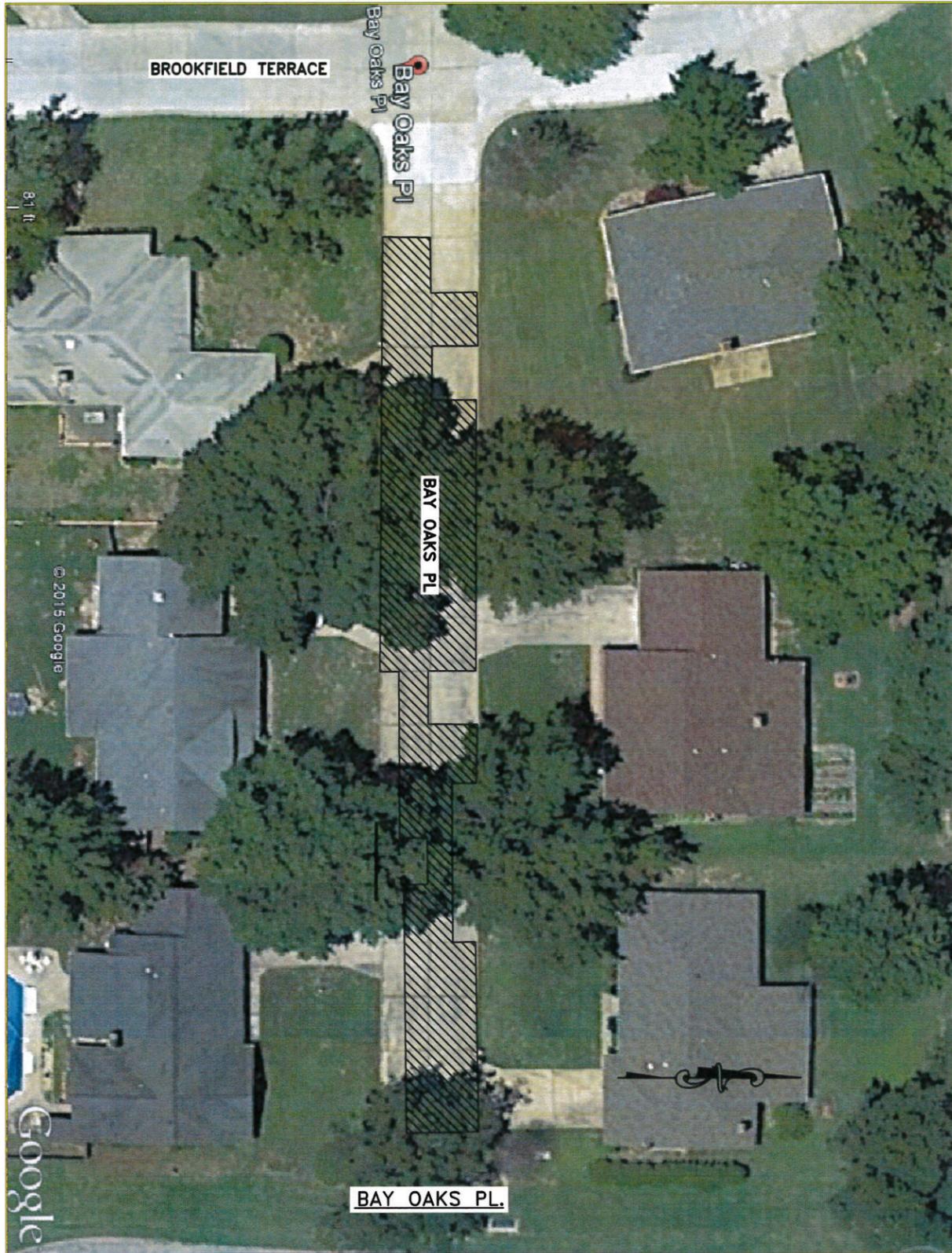
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CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

LARKSPUR CT,  
 HEATHER CT, AND OKLAHOMA ST

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 TO THE FOLLOWING SCALE:

Date	Notes	By

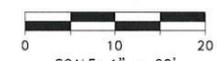
Designed	LDB
Checked	RDV
Drawn	WH
Approved	LDB



CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

BAY OAKS PL

Job:	PRY-15-05
ID	
Scale:	1"=20'
Sheet:	9 OF 13



SCALE: 1" = 20'  
 ALL SCALES ARE BASED ON 1 INCH. IN THE  
 EVENT THE DRAWINGS ARE PLOTTED AT 1/2  
 SCALE, ADJUST THE MEASUREMENTS ACCORDING  
 TO THE FOLLOWING SCALE:

Date	Notes	By

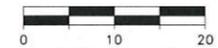
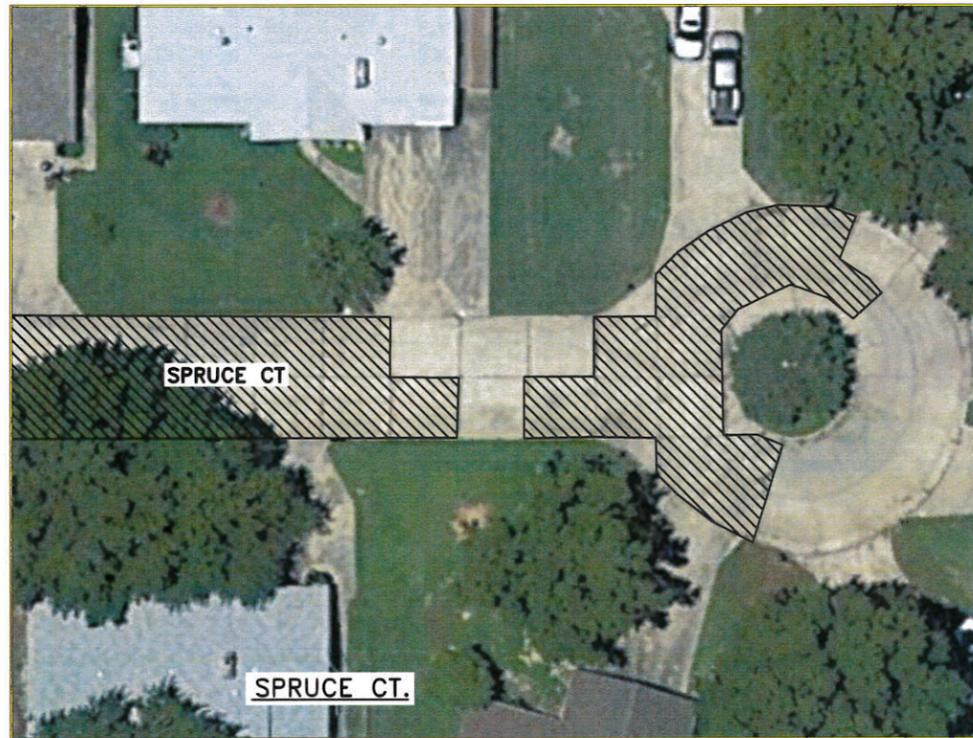
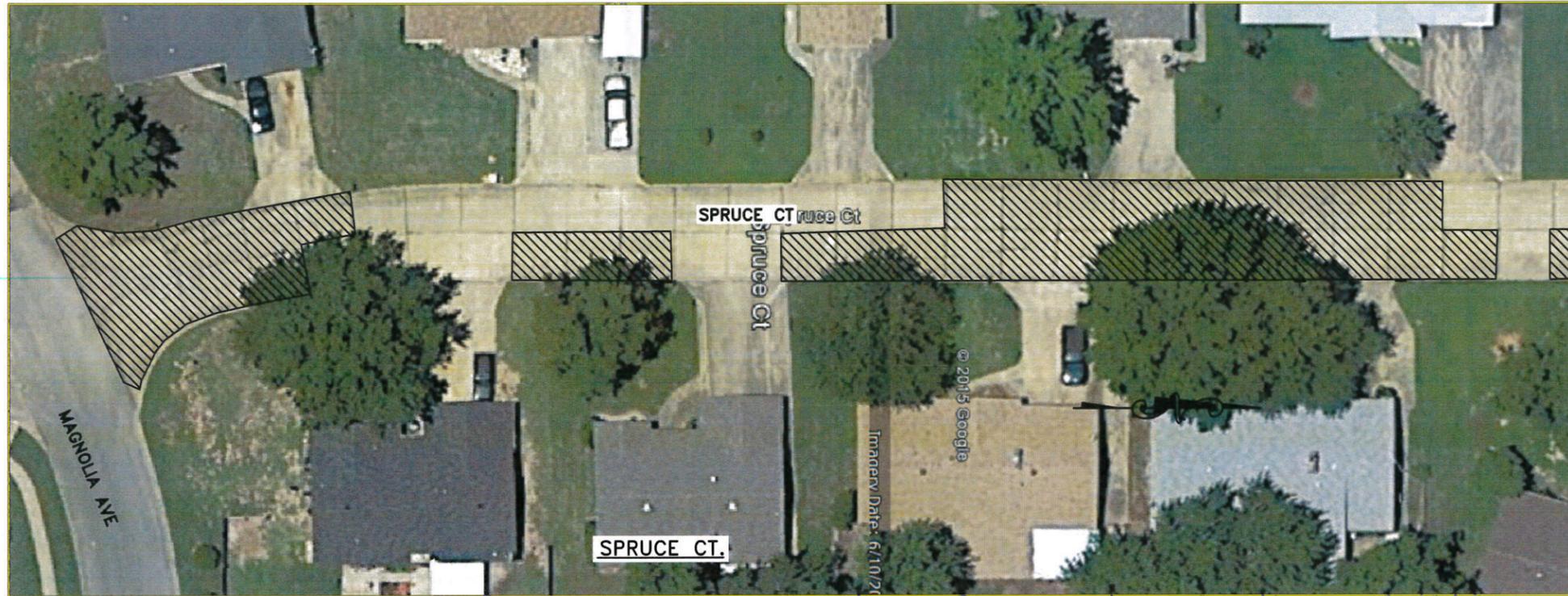
Designed	SAP
Checked	SAP
Drawn	MGF
Approved	SAP



CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

HAWTHORNE CT.  
 GINGER CT.

Job:	PRY-15-05
ID:	
Scale:	1"=20'
Sheet:	10 OF 13



SCALE: 1" = 20'  
 ALL SCALES ARE BASED ON 1 INCH. IN THE  
 EVENT THE DRAWINGS ARE PLOTTED AT 1/2  
 SCALE, ADJUST THE MEASUREMENTS ACCORDING  
 TO THE FOLLOWING SCALE:

Date	Notes	By

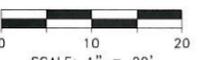
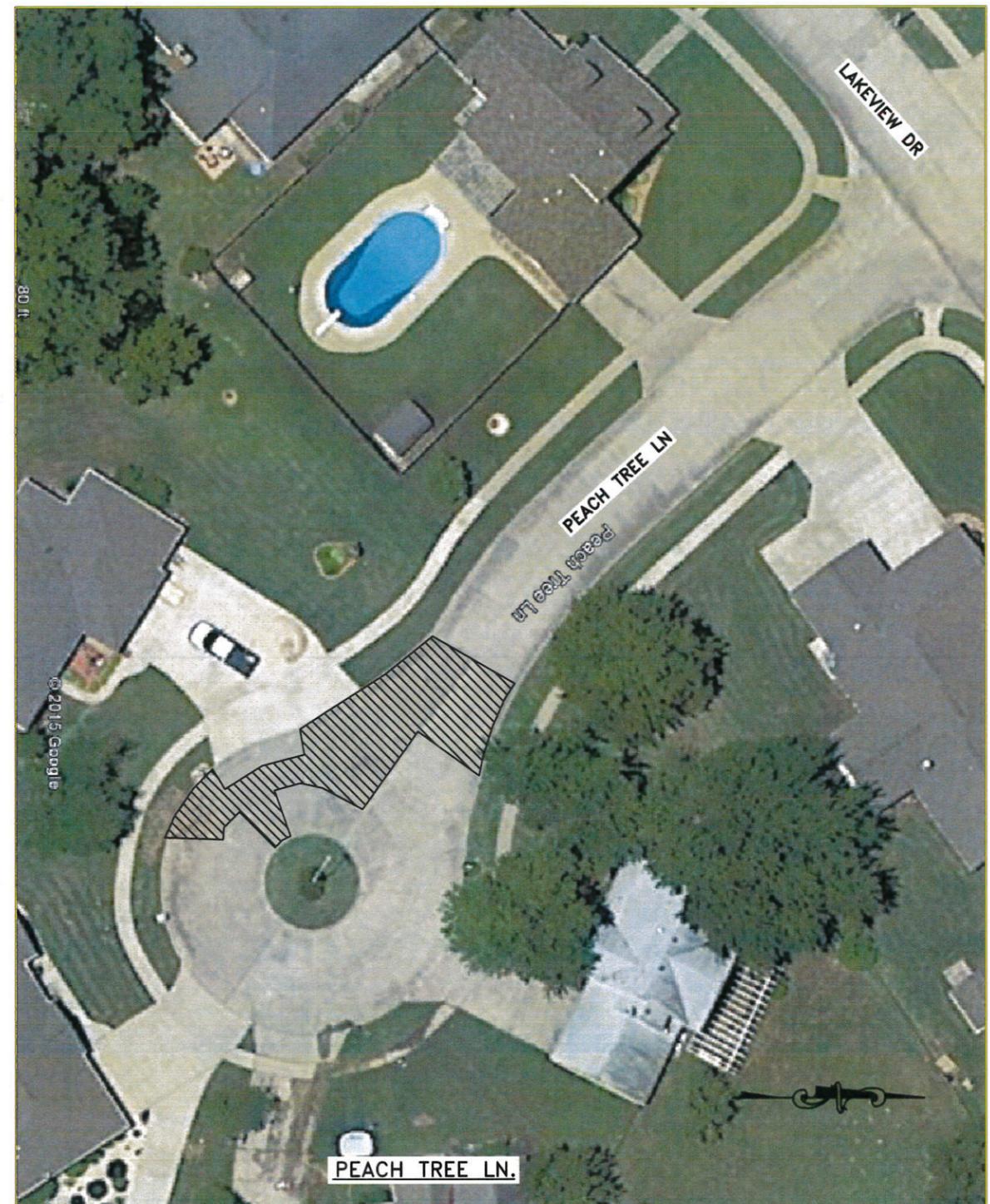
Designed	SAP
Checked	SAP
Drawn	MGF
Approved	SAP



CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

SPRUCE CT

Job: ID	PRY-15-05
Scale: 1"=20'	
Sheet:	11 OF 13



SCALE: 1" = 20'  
 ALL SCALES ARE BASED ON 1 INCH. IN THE EVENT THE DRAWINGS ARE PLOTTED AT 1/2 SCALE, ADJUST THE MEASUREMENTS ACCORDING TO THE FOLLOWING SCALE:

Date	Notes	By

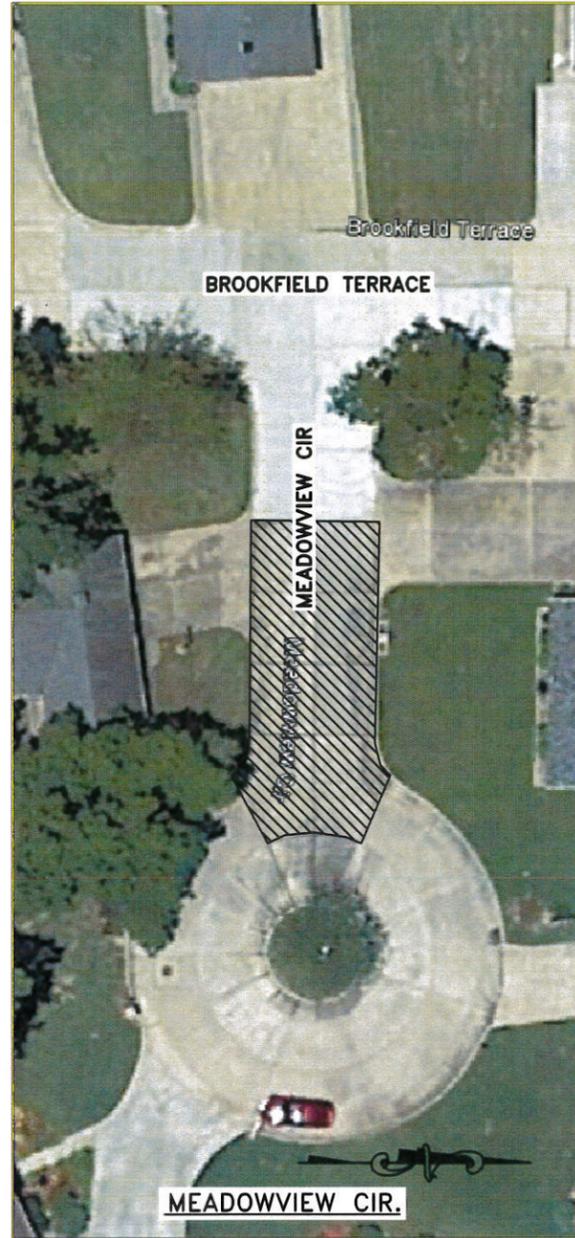
Designed	SAP
Checked	SAP
Drawn	MGF
Approved	SAP



CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

HICKORY LN AND PEACH TREE LN.

Job:	PRY-15-05
ID:	
Scale:	1"=20'
Sheet:	12 OF 13



SCALE: 1" = 20'  
 ALL SCALES ARE BASED ON 1 INCH. IN THE  
 EVENT THE DRAWINGS ARE PLOTTED AT 1/2  
 SCALE, ADJUST THE MEASUREMENTS ACCORDING  
 TO THE FOLLOWING SCALE:

Date	Notes	By

Designed	SAP
Checked	SAP
Drawn	MGF
Approved	SAP



CITY OF PRYOR  
 PRYOR, OKLAHOMA  
 CONCRETE STREET REPAIR

CHERRY POINT LN. AND  
 MEADOWVIEW CIR

Job: ID	PRY-15-05
Scale: 1"=20'	
Sheet: 13 OF 13	